

ATTENTION!

- Mounting and dismounting of a shaft coupling must be restricted to qualified personnel.
- Incorrect handling may cause injury to persons and damage to machines!
- At work, with heavy parts and equipment, observe all safety instructions and warnings.
- Read these instructions carefully and completely before first use. Familiarize yourself with the functioning and the notes on safety in detail. If you have any questions, please contact us at the above phone number or email.
- Place these instructions available to all employees who work with our shaft couplings and pay attention to compliance with the specifications!

General warning!

The general, accident prevention regulations (UVV), the trade association responsible for your company in Germany or for your company valid regulations and laws of the respective country. You will also receive the following safety instructions:

- Make sure before installing and removing the shaft coupling, the engine and drive train has been secured against accidental activation! This may done for example by using signs, or by removing the fuses on the power supply (decommissioning). Rotating parts may cause serious injury. Also follow the notes below under the aspect „Safety First“.
- Only use suitable, approved and tested sling means for transporting and installing the shaft coupling! Do not stay in the hazardous area!
- During transport of the shaft coupling, along with a gear or similar, you have to secure it on the shaft to prevent slipping, if the shaft coupling is not firmly mounted!!
- With an upright storage, you have to take care, that the shaft coupling can not fall over or roll.
- Never start the clamping procedure without inserted shaft! This can result in damage to the bush and the pressure rings!

Intended usage

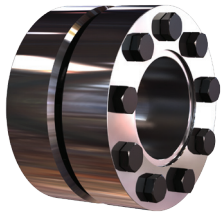
You only allowed to mount, dismantle and use the shaft coupling if:

- you have carefully read and understood the installation instructions
- you had technical training
- your company authorized you to do that

You are only allowed to perform maintenance and repairs if you meet the above terms and are familiarized with the procedures used.

The shaft coupling must be used only in accordance with their technical data. Constructive modifications, without our approval, are not permitted. For any resulting damage we accept no liability. We reserve the right for technical changes, if these serve to development or improve safety. The shaft coupling described here represents the state of the art at the time of creation of this manual.

Shaft couplings of the types W | WLA | WLB

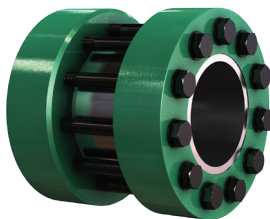


The shaft coupling is supplied ready for installation.

The force is transmitted via a frictional connection between the functional surfaces of shaft and bush.

Pay attention on a proper tightening of the clamping screws and the condition of the contact surfaces.

The tolerances for shaft and bush bore are observed (see table).



From the recommendation deviating tolerances are to find on the order-related dimension sheet.



Preferred tolerances and surface roughness

>	≤	FS _{max} mm	Clearance Bush/Shaft	Rz µm
9	18	0,022	H6/h6	10
18	30	0,026	H6/h6	10
30	50	0,032	H6/h6	10
50	80	0,049	H7/h6	10
80	120	0,057	H7/h6	16
120	150	0,065	H7/h6	16
150	180	0,079	H7/g6	16
180	250	0,090	H7/g6	16
250	315	0,101	H7/g6	16
315	400	0,111	H7/g6	16
400	500	0,123	H7/g6	25
500	630	0,136	H7/g6	25
630	800	0,154	H7/g6	25
800	1000	0,172	H7/g6	25

Overview of Components

Part	Quantity	Designation
1	1	Bush
2	1	Pressure ring D
3	1	Pressure ring G
4	see catalog	Screw

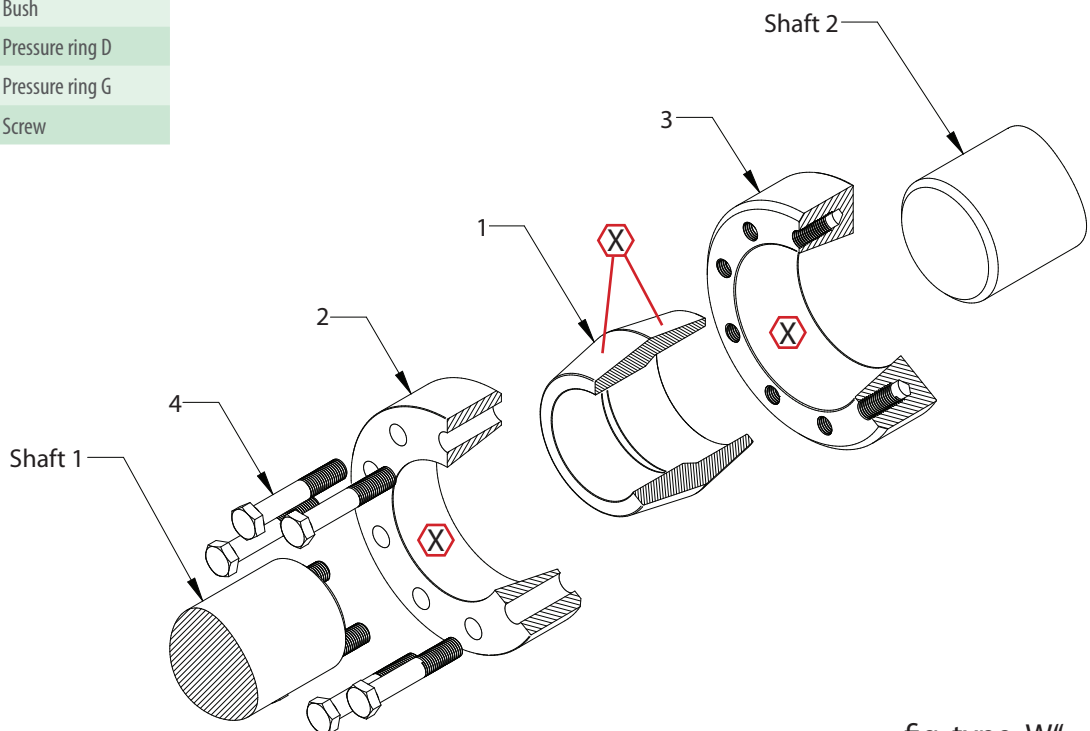


fig. type „W“

Lubrication

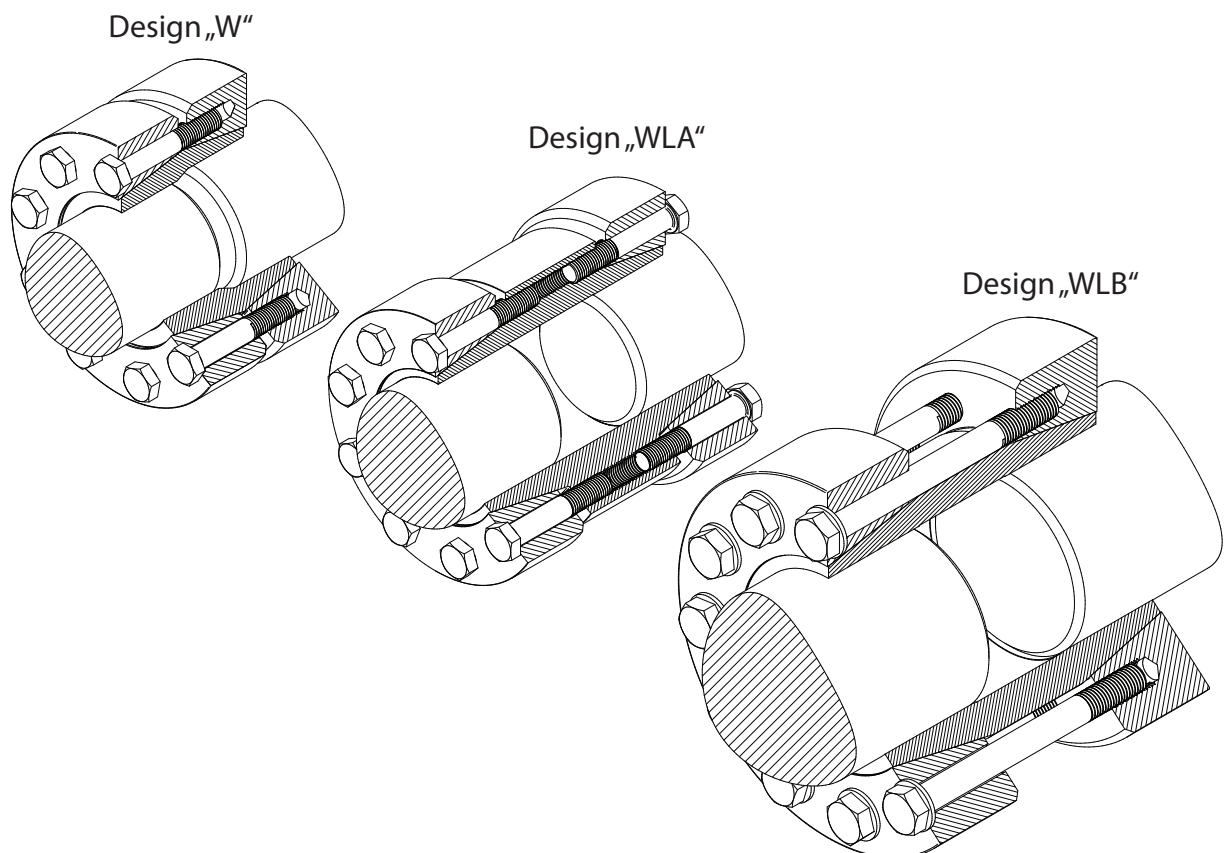
The shaft coupling is lubricated at the factory.

After disassembly of the shaft coupling the proper lubrication has to be examined.

Check the lubrication of the places marked with **X**, and the lubrication of the screw threads and head rests. As lubricant molybdenum disulfide (MoS₂) paste is used.

Preparation

- The contact surfaces between shaft and bush (bush bore) must be **grease-free, dry** and **clean** to ensure a sufficiently high coefficient of friction.
- The functional surfaces of the shaft coupling, the screw thread and the head rests are lubricated at the factory.
- For shaft couplings the bush is optionally protected with oiled paper. This must be removed before assembly.



Installation

1. Positioning of the shaft coupling on the shaft as specified in the assembly drawing. Remove possibly present transport locks between the pressure rings. Make sure that the pressure rings are positioned entirely on the contact surfaces between the bush and shaft to avoid damaging of the components. To facilitate the assembly, shaft couplings can be disassembled.
2. Hand-tighten the screws of the shaft coupling until it sits free of clearance on the shaft. Pay attention to the parallelism of the pressure rings!
3. During further clamping procedure a circumferentially uniform gap size between the pressure rings is to be observed. For this purpose check the gap size at several points around the circumference.

4. For the further tightening process, a torque wrench or other suitable tool/method is used. The screws are attracted in several cycles, step-by-step (25%, 50%, 75%, 100%). The standard tightening torque, see the shaft coupling and the corresponding dimension sheet. In special cases, the tightening torque may be reduced, so the specification in the dimension sheet is mandatory! (*if any*)
5. Now tighten the screws in order. (*The first stage can also be performed crosswise.*) After each cycle increase to the next stage. Is the maximum tightening torque of the screws reached, perform another 2-3 rounds with the same torque. Is the proposed tightening torque achieved at all screws, the installation of the shaft coupling is completed.

Dismantling

1. Loosen the screws evenly one after the other. For this purpose several cycles are necessary to avoid an overload of the screw when loosening the pressure rings. **Never** remove screws before the shaft coupling is completely relaxed. **Otherwise there is a high risk of accidents due to overloading of one individual screw!**
2. If the shaft coupling completely relaxed, the shaft and bush can be separated from each other.
3. Pull off the shaft coupling from the shaft.

Reuse of used shaft couplings

Before reuse, clean the shaft coupling and check the perfect condition of the components. Clean the pressure rings and the bush and check the perfect condition of the components. All lubrication points must be provided with new lubricants in accordance with these manual (see „*Lubrication*“).

Repair / disposal

Defect shaft couplings must be cleaned of grease and oil and be scrapped.

If you are unsure whether your shaft coupling are still usable, you can send it to us for review / repair. Please contact us in any case before sending!