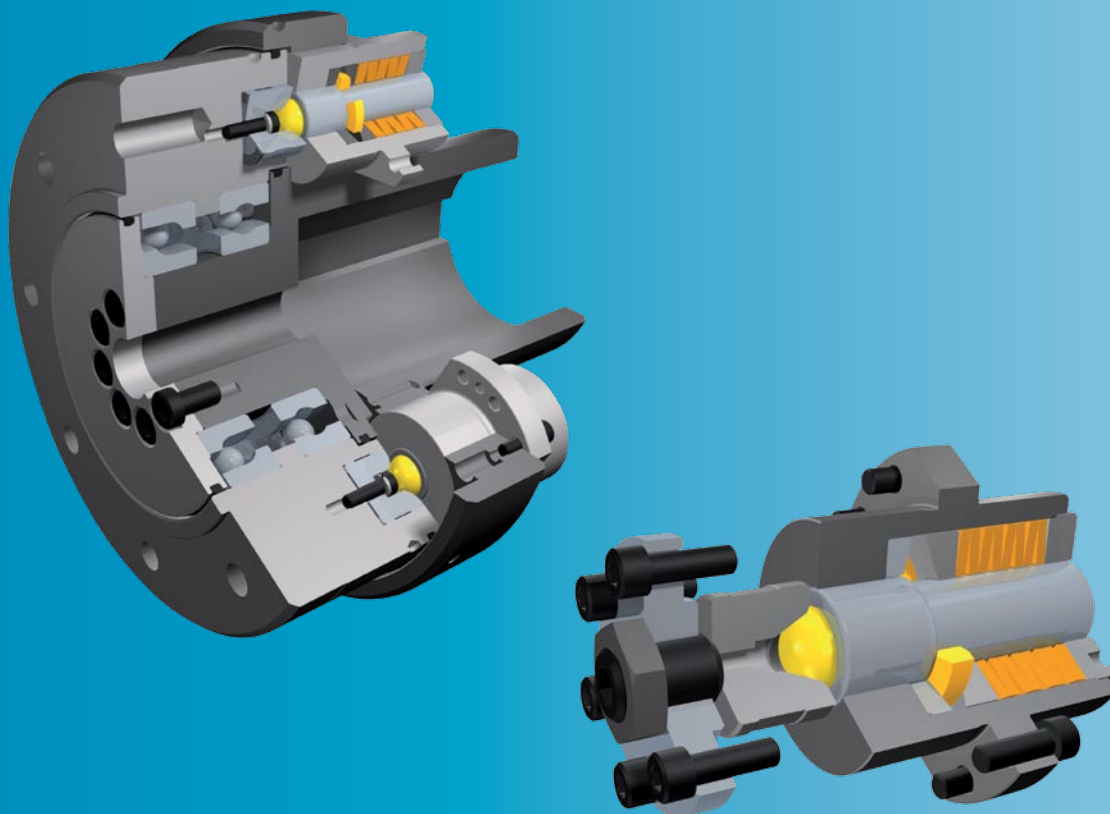


# EAS<sup>®</sup>-element clutch

## EAS<sup>®</sup>-elements



[www.mayr.com](http://www.mayr.com)

- *Immediate separation in case of overload*
- *For high speeds and long run-out times*
- *High switch-off and repetitive accuracies*
- *Integration into existing constructions possible*

K.440.V09.GB

**mayr**<sup>®</sup>  
your reliable partner

## Non-destructive Overload Protection

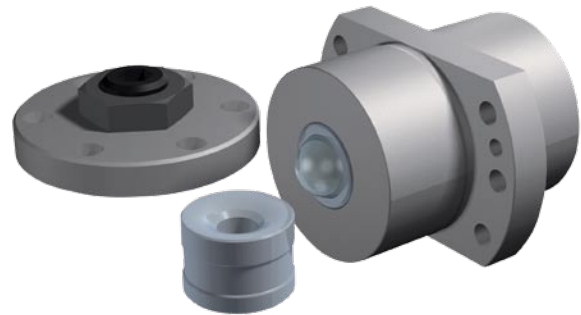
In heavy-duty machine building and on drives with high torques, high speeds and high mass moments of inertia, disengaging element clutches guarantee that the input and the output are separated completely in the event of a collision or a malfunction,

and that the stored rotational energy can slow down freely. In contrast to shear pins and hydraulic clamping sets, these clutches work in a non-destructive way and are therefore an interesting and economical alternative.

### EAS®-elements

If the set circumferential force is exceeded in case of overload, the EAS®-elements disengage; the positive-locking connection is interrupted.

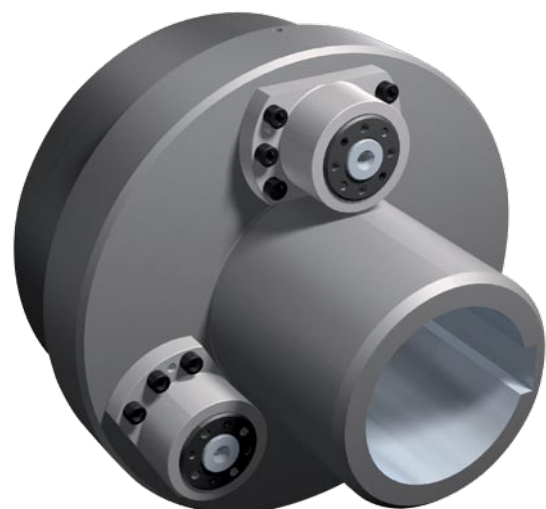
- Torque and force-limiting elements
- Residual torque-free separation of input and output in case of overload
- Mechanical re-engagement or re-engagement via pneumatic or hydraulic devices
- Fast and easy repeat operation start-up without using replacement parts
- Exact torque adjustment



### EAS®-element clutch

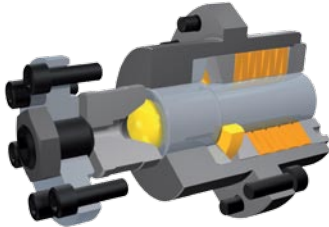
The EAS®-element clutch is based on individual overload elements (EAS®-elements), which are integrated into hubs and flanges. The functional principle only allows low-backlash designs. Due to the modular structure, integration into existing constructions provided by the customer and ensuring of very high torques are possible.

- Torque limitation for heavy and high-speed drives in connection with large rotating masses, which have to slow down freely in case of overload
- Designs for direct attachment of drive elements
- Combinations with torsionally flexible couplings to connect two shafts and to compensate for shaft misalignments
- Extremely compact design as the perfect alternative to hydraulic clamping sets and shear pins



**Contents**

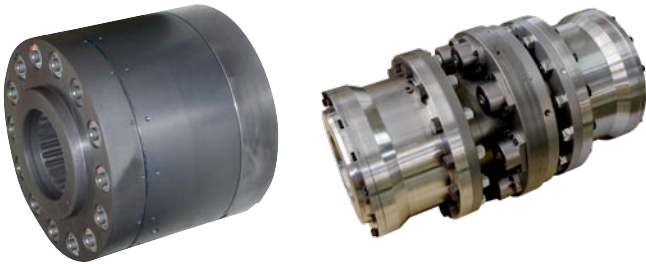
**EAS®-elements**



**EAS®-element clutch (Standard)**



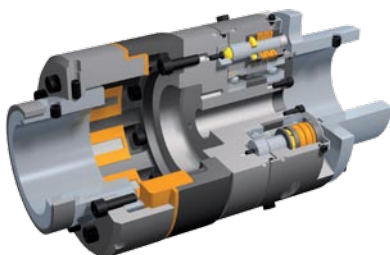
**EAS®-special designs**



Please Observe

**EAS®-dutytorque**

Perfect protection for extruders



|   | <b>Page</b> |
|---|-------------|
| <b>EAS®-elements</b>                              |             |
| Description                                       | 4           |
| Summary of Constructional Designs                 | 5           |
| Data Sheets                                       |             |
| • EAS®-element Standard Sizes 02 – 01             | 6/7         |
| • EAS®-element Standard Sizes 0 – 2               | 6/7         |
| • EAS®-element Reinforced Sizes 0 – 2             | 6/7         |
| • Technical Explanations                          | 8/9         |
| <b>EAS®-element clutch</b>                        |             |
| <i>Torque range: 0,25 to 190 kNm</i>              |             |
| Description                                       | 10          |
| Summary of Constructional Designs                 | 11          |
| Data Sheets                                       |             |
| • EAS®-element clutch flange design               | 12/13       |
| • EAS®-element clutch short bearing-supported hub | 12/13       |
| • EAS®-element clutch divisible positive locking  | 14/15       |
| • Technical Explanations                          | 16-18       |
| <b>Special designs</b>                            |             |
| • EAS®-element clutch (Example 1)                 | 19          |
| • EAS®-element clutch (Example 2)                 | 19          |
| • EAS®-element clutch (Example 3)                 | 19          |

For detailed information, detailed Technical Data and Dimensions, please see our Catalogue K.4043.V\_\_

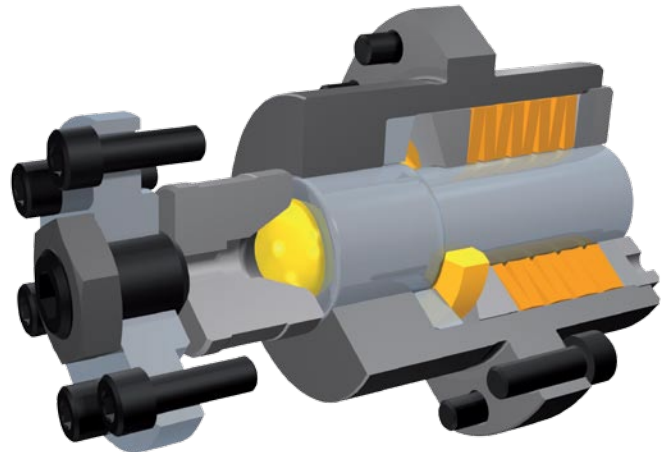
## High Torque, Small Element - EAS®-element

### Characteristics

- The torques on large clutches are limited
- Suitable for retrofitting into existing constructions
- Using EAS®-elements, customer-specific special requirements can be catered for

### Application

- Also suitable for turntable and slew ring drives etc.
- Load securement, even in inclined or linear operation
- Even the largest torques are rendered manageable due to the application of as many EAS®-elements as necessary



### Advantages/Benefits

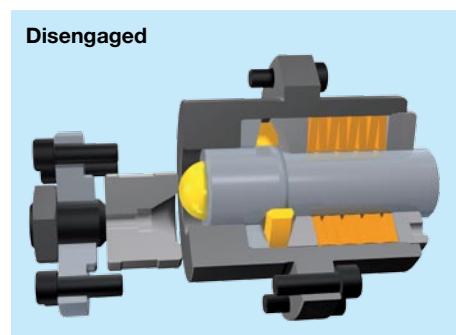
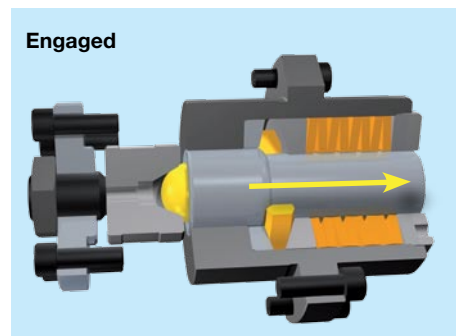
- On overload, the entire system can be stopped by a speed monitor
- EAS®-elements allow a multitude of individual requirements
- The most cost-effective alternative in the field of large clutches
- Simple adjustment (force/torque)



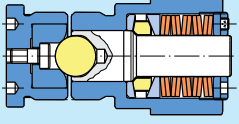
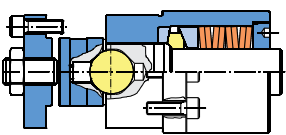
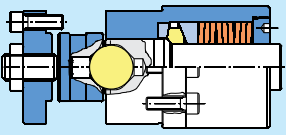
*Rustproof design available on request*

### Functional Principle of the EAS®-element

- If the circumferential force per element is too large, the resulting axial force causes an axial movement of the bolt via the ball/calotte system and therefore disconnects the torque transmission.
- The maximum circumferential force is determined individually via the adjusting nut and the mayr®-cup springs. This limits the transmittable torque.
- Due to the axial stroke of the bolt (ball carrier), the control segments move radially outwards, thereby disconnecting the components axially.
- The ball is re-engaged via a bolt stroke in the direction of the calotte, either manually or via a mayr® re-engagement device.

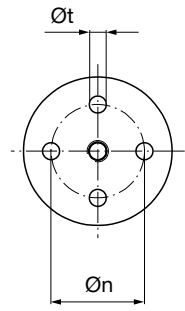
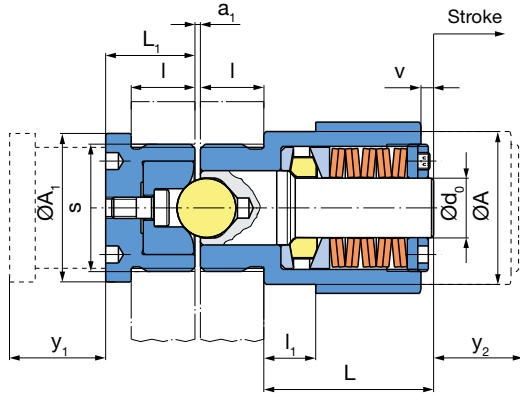
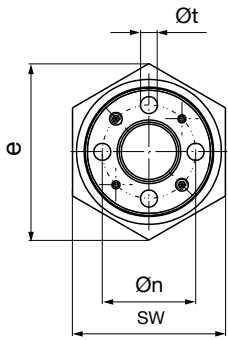


## EAS®-elements Summary of Constructional Designs

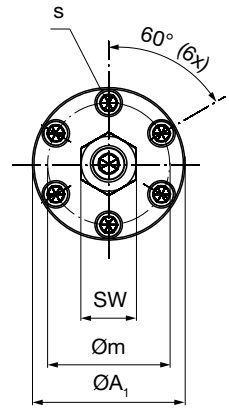
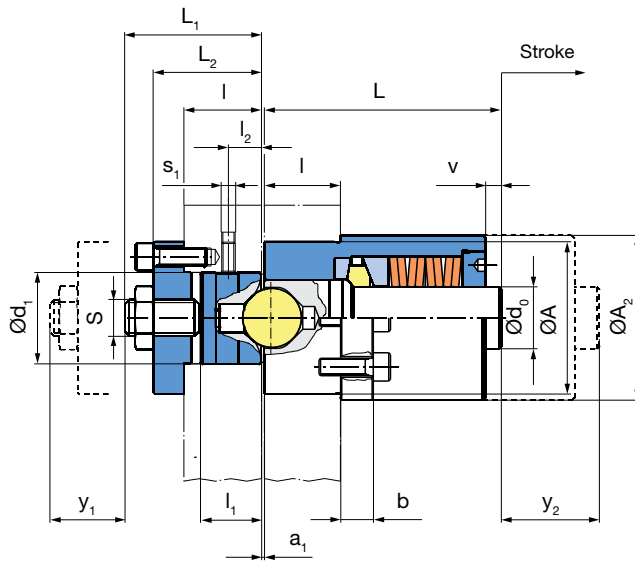
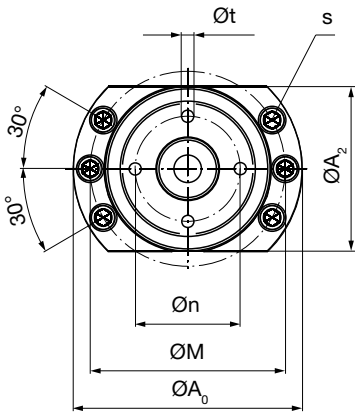
|   |   |  |   |
|---|---|--|---|
| <p><b>EAS®-element Standard</b></p>      | <p>Sizes 02 – 01<br/>Type 440._04.0</p> |  | <p>Pages 6/7</p>  |
| <p><b>EAS®-element Standard</b></p>      | <p>Sizes 0 – 2<br/>Type 440._04.0</p>   | <ul style="list-style-type: none"> <li>• Torque or force-limiting elements for installation into two bearing-supported flanges facing each other or for integration into existing constructions.</li> <li>• In case of overload, the EAS®-elements separate the input and output mechanically, so that the system can slow down freely.</li> </ul> | <p>Pages 6/7</p>  |
| <p><b>EAS®-element Reinforced</b></p>  | <p>Sizes 0 – 2<br/>Type 441.604.0</p>   |  | <ul style="list-style-type: none"> <li>• It is possible to transmit larger torques using the same installation size. Especially recommended for narrow installation conditions.</li> </ul> <p>Pages 6/7</p> |

Standard

Type 440\_04.0  
Sizes 02 to 01

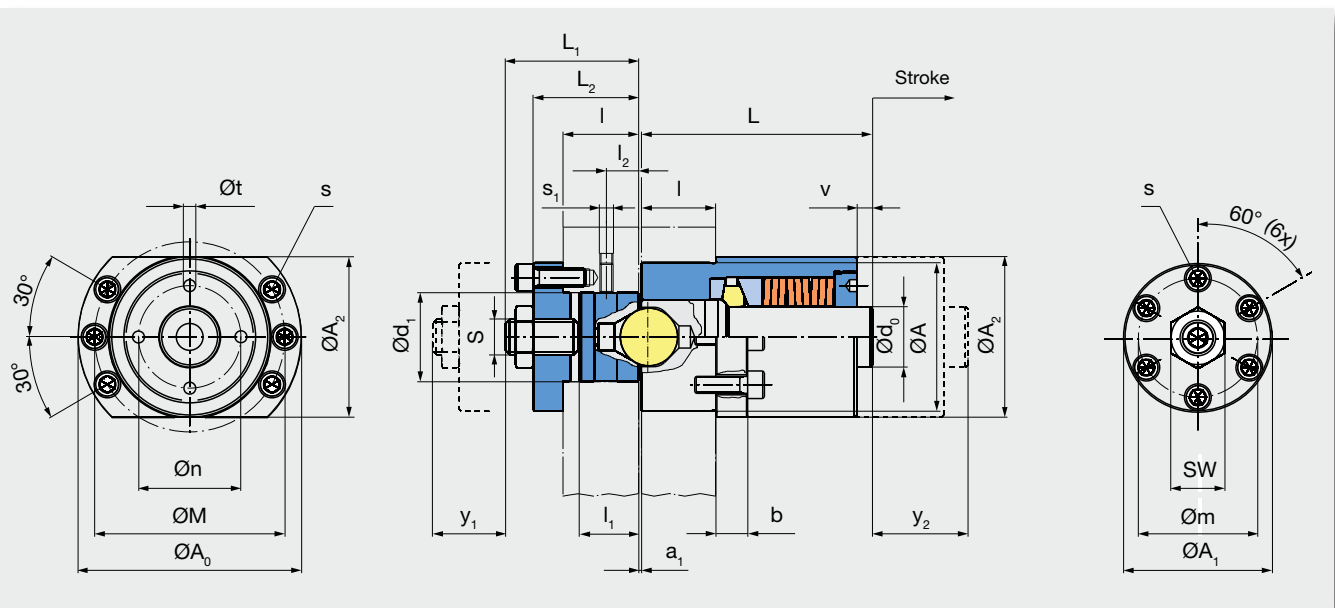


Type 440\_04.0  
Sizes 0 to 2



Reinforced

Type 441.604.0  
Sizes 0 to 2



| Technical Data                      |   |               |      | Size |      |      |      |      |
|-------------------------------------|---|---------------|------|------|------|------|------|------|
|                                     |   |               |      | 02   | 01   | 0    | 1    | 2    |
| Circumferential force               | Type 440.404.0<br>(Low torque range)    | $F_{u\ min}$  | [kN] | 0,22 | 1    | 1,8  | 5    | 4    |
|                                     |   | $F_{u\ max}$  | [kN] | 0,54 | 2    | 5    | 10   | 11   |
|                                     | Type 440.504.0<br>(Medium torque range) | $F_{u\ min}$  | [kN] | 0,5  | 1,25 | 3,75 | 7,5  | 10   |
|                                     |   | $F_{u\ max}$  | [kN] | 1,4  | 2,5  | 7,5  | 15   | 30   |
|                                     | Type 440.604.0<br>(High torque range)   | $F_{u\ min}$  | [kN] | 1,2  | 2,5  | 7,5  | 15   | 30   |
|                                     |   | $F_{u\ max}$  | [kN] | 2,5  | 5    | 15   | 30   | 60   |
| Type 441.604.0<br>Reinforced design | $F_{u\ min}$                            | [kN]          | -    | -    | 19   | 38   | 75   |      |
|                                     | $F_{u\ max}$                            | [kN]          | -    | -    | 38   | 75   | 150  |      |
| Axial force                         | Type 440.404.0<br>(Low torque range)    | $F_{ax\ min}$ | [kN] | 0,2  | 0,9  | 1,62 | 4,5  | 3,6  |
|                                     |   | $F_{ax\ max}$ | [kN] | 0,48 | 1,8  | 4,5  | 9    | 9,9  |
|                                     | Type 440.504.0<br>(Medium torque range) | $F_{ax\ min}$ | [kN] | 0,45 | 1,12 | 3,37 | 6,75 | 9    |
|                                     |   | $F_{ax\ max}$ | [kN] | 1,26 | 2,25 | 6,75 | 13,5 | 27   |
|                                     | Type 440.604.0<br>(High torque range)   | $F_{ax\ min}$ | [kN] | 1,08 | 2,25 | 6,75 | 13,5 | 27   |
|                                     |   | $F_{ax\ max}$ | [kN] | 2,25 | 4,5  | 13,5 | 27   | 54   |
| Type 441.604.0<br>Reinforced design | $F_{ax\ min}$                           | [kN]          | -    | -    | 10   | 20   | 40   |      |
|                                     | $F_{ax\ max}$                           | [kN]          | -    | -    | 20   | 40   | 80   |      |
| Bolt stroke on overload             |   |               | [mm] | 2,5  | 4    | 6    | 8    | 12   |
| Weight                              |   |               | [kg] | 0,25 | 0,6  | 1,75 | 4,1  | 11,3 |

| Dim.<br>[mm]  | Size |      |    |     |      |
|---------------|------|------|----|-----|------|
|               | 02   | 01   | 0  | 1   | 2    |
| $A_{H7}^{H8}$ | 28   | 38   | 55 | 75  | 100  |
| $A_0$         | -    | -    | 85 | 110 | 150  |
| $A_1$         | 28   | 35   | 55 | 75  | 100  |
| $A_2$         | -    | -    | 55 | 75  | 108  |
| $a_1$         | 1,0  | 1,5  | 2  | 2   | 3    |
| $b$           | -    | -    | 12 | 15  | 20   |
| $d_0$         | 10   | 14   | 20 | 30  | 40,6 |
| $d_{H7}^{H8}$ | -    | -    | 30 | 40  | 60   |
| $e$           | 31,2 | 41,6 | -  | -   | -    |
| $L$           | 28   | 40   | 73 | 96  | 160  |
| $L_1$         | 15   | 21   | 52 | 65  | 80   |
| $L_2$         | -    | -    | 42 | 51  | 70   |
| $l$           | 12   | 15   | 30 | 40  | 50   |

| Dim.<br>[mm] | Size                |                       |                  |                  |                   |
|--------------|---------------------|-----------------------|------------------|------------------|-------------------|
|              | 02                  | 01                    | 0                | 1                | 2                 |
| $l_1$        | 7                   | 10                    | 22               | 30               | 40                |
| $l_2$        | -                   | -                     | 12               | 17               | 22                |
| $M$          | -                   | -                     | 72               | 95               | 128               |
| $m$          | -                   | -                     | 44               | 60               | 80                |
| $n$          | 17                  | 22                    | 31               | 48               | 69                |
| $S$          | -                   | -                     | M12              | M20              | M24               |
| $s$          | M24x1 <sup>1)</sup> | M30x1,5 <sup>2)</sup> | M6 <sup>3)</sup> | M8 <sup>4)</sup> | M12 <sup>5)</sup> |
| $s_1$        | -                   | -                     | M5               | M6               | M8                |
| $SW$         | 27                  | 36                    | 19               | 30               | 36                |
| $t$          | 3                   | 4                     | 5                | 6                | 8                 |
| $v$          | 2                   | 3                     | 3                | 4                | 15                |
| $y_1^{6)}$   | 12                  | 15                    | 8                | 10               | 10                |
| $y_2^{6)}$   | 16                  | 21                    | 38               | 50               | 65                |

We reserve the right to make dimensional and constructional alterations.

EAS®-element Standard

**Order Number**

\_\_\_ / 4 4 0 . \_\_\_ 0 4 . 0

▲ ▲

| Size | Torque range |   |
|------|--------------|---|
| 02   | low          | 4 |
| 01   | medium       | 5 |
| 0    | high         | 6 |
| 1    |              |   |
| 2    |              |   |

Example: Order number 0 / 440.504.0

EAS®-element Reinforced

**Order Number**

\_\_\_ / 4 4 1 . 6 0 4 . 0

▲

| Size |
|------|
| 0    |
| 1    |
| 2    |

Example: Order number 0 / 441.604.0

- 1) Tightening torque  $M_A = 40\ Nm$
- 2) Tightening torque  $M_A = 60\ Nm$
- 3) Fixing screw DIN EN ISO 4762 10.9  $M_A = 9\ Nm$
- 4) Fixing screw DIN EN ISO 4762 10.9  $M_A = 19\ Nm$
- 5) Fixing screw DIN EN ISO 4762 10.9  $M_A = 76\ Nm$
- 6)  $y_1$  and  $y_2$  are extension dimensions



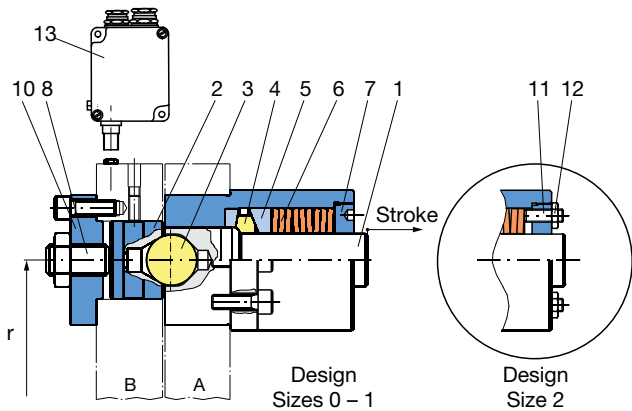


Fig. 1: EAS®-element engaged

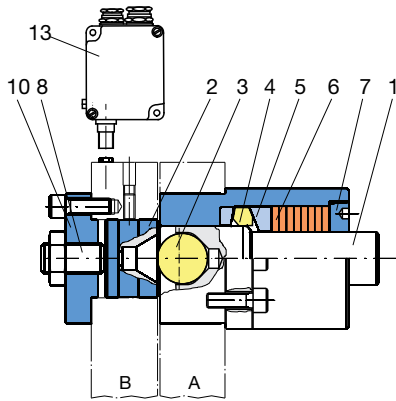


Fig. 2: EAS®-element disengaged

**Function:**

EAS®-elements for installation in two bearing-supported flanges facing each other or for integration into existing constructions. The EAS®-elements are available in 5 sizes (02 - 2). In case of overload, the EAS®-elements separate the input and output mechanically, so that the system can slow down freely. Re-engagement of the individual elements is carried out by hand (automatic re-engagement available on request).

**Torque Path:**

Flange A (customer-side) – bolt 1 – balls 3 – thrust piece 2 – flange B (customer-side).

**Processes for Torque Switch-off on Overload:**

On overload, the two flanges A and B begin to turn against each other. Bolt 1 is pressed via the control segments 4 and the thrust washer 5 against the force of the cup springs 6 from the thrust pieces 2. The control segments 4 travel radially outwards over the bolt 1 switching edge and hold bolt 1 in a disengaged position (see Fig. 2). The positive-locking connection of the two clutch flanges A and B is nullified. The originally coupled masses can slow down freely. The drive is switched off electrically via a speed monitoring device 13.

**Design:**

All element components consist of high-quality quenched and tempered steels with a zinc-phosphated surface which provides a basic corrosion protection for further surface treatments.

The bolt 1, the thrust pieces 2, the ball 3, the control segments 4 and the thrust washers 5 are hardened. The ball 3 is supported in bolt 1. It can be rotated and is secured against falling out. The elements are also suitable for oil-running.

**Size Selection:**

The limit torque for overload  $M_G$  on a clutch composed of elements can be calculated as follows:

|                               |   |
|-------------------------------|---|
| $M_G = z \times F_u \times r$ | [kNm]   |
| $M_G$                         | = Limit torque for overload in [kNm]  |
| $F_u$                         | = Circumference force per element in [kN]<br>(see Dimensions Sheets)          |
| $r$                           | = Pitch circle radius onto which the elements are mounted in [m] (see Fig. 1) |
| $z$                           | = Number of elements [-]  |

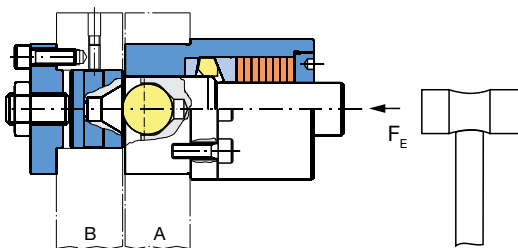


Fig. 3

The engagement procedure can be automated or operated by remote control when using mechanical, pneumatic or hydraulic aids.

**Re-engagement:**

Re-engagement is carried out by applying axial pressure on the bolt end. The level of engagement force  $F_E$  is dependent on the set circumferential force  $F_u$  and can be roughly calculated using the following formula.

|                            |                              |
|----------------------------|------------------------------|
| For element Type 440._04.0 | $F_E = 0,12 \times F_u$ [kN] |
| For element Type 441.604.0 | $F_E = 0,08 \times F_u$ [kN] |

|       |   |
|-------|---|
| $F_E$ | = Engagement force per overload element in [kN] |
| $F_u$ | = Set circumference force in [kN]               |



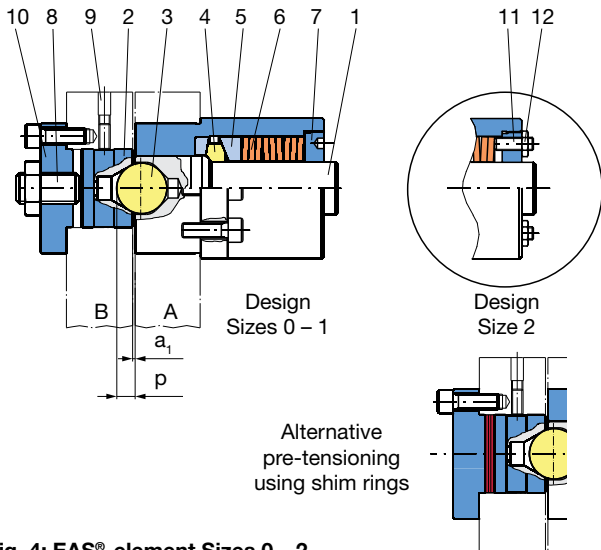


Fig. 4: EAS®-element Sizes 0 – 2

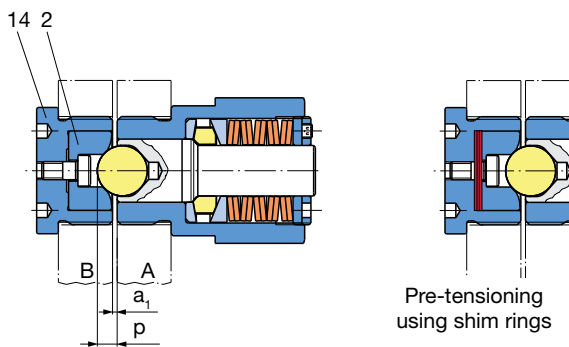


Fig. 5: EAS®-element Sizes 02 – 01

| EAS®-element                 |      | Size |     |     |      |      |
|------------------------------|------|------|-----|-----|------|------|
|                              |      | 02   | 01  | 0   | 1    | 2    |
| Inspection dim. p            | [mm] | 3,5  | 5,5 | 8,0 | 10,5 | 15,5 |
| Distance dim. a <sub>1</sub> | [mm] | 1,0  | 1,5 | 2,0 | 2,0  | 3,0  |
| Bolt pre-tension             | [mm] | 0,2  | 0,2 | 0,5 | 0,6  | 0,6  |

Table 1

**Inspection Intervals:**

For element Type 440\_04.0: c. 1 year or after every 1.000 disengagements.

For element Type 441.604.0: c. 1 year or after every 100 disengagements.

Should the device be subject to very dirty, dusty or extreme ambient conditions, it may be necessary to carry out inspections at much shorter intervals. If the distance dimension a<sub>1</sub> increases substantially (see Table 2), the axial bearing of both clutch flanges must be checked.

| EAS®-element                               |      | Size |     |     |     |     |
|--|------|------|-----|-----|-----|-----|
|  |      | 02   | 01  | 0   | 1   | 2   |
| Distance dimension a <sub>1</sub> increase | [mm] | 0,1  | 0,1 | 0,3 | 0,4 | 0,4 |

Table 2

**Installation of the EAS®-elements, Sizes 02 – 2:**

- The adaptor bores and the threaded holes for the EAS®-elements must be produced according to the Dimension Sheets or the Installation and Operational Instructions B.4.4.GB.
  - Before installation, please make sure that the elements are engaged. Measure the inspection dimension “p” according to the Table below. The elements are delivered in an engaged position ex works.
  - Install the EAS®-element into flange A. Please observe the tightening torque M<sub>A</sub> according to the details in the Dimension Sheets.
  - Grease the thrust piece 2 (Fig. 4) or the adaptor bushing 14 (Fig. 5) well (Please use: grease NLGI class 2 with a basic oil viscosity of 220 mm<sup>2</sup>/s at 40 °C, e.g. Mobilgrease HP222) and insert in or screw onto flange B. The set screw 9 must be removed.
  - Screw on the cover 10. The set screw 8 must be removed. Please observe the tightening torque M<sub>A</sub> according to the details given in the Dimension Sheets.
  - Adjust the distance dimension a<sub>1</sub> according to Table 1 below.
  - Pre-tensioning the elements on Sizes 0 – 2:**  
Tighten the set screw 8. After adjustment, counter the set screw 8.
- For operation with impact and vibration occurrences it is recommended to carry out the bolt pre-tensioning alternatively by inserting shim rings.**
- Secure thrust piece 2 using set screw 9.
- Pre-tensioning the elements on Sizes 02 – 01:**  
Insert shim rings between the adaptor bushing and the thrust piece. (see Installation and Operational Instructions B.4.4.GB).
- Record the set distance dimension a<sub>1</sub> for subsequent inspections (the set adjustment dimension is calculated as follows: Distance dimension a<sub>1</sub> - bolt pre-tension).

**Torque Adjustment:**

The limit torque for overload on the clutch is adjusted by changing the cup spring pre-tension of each element. For Sizes 02 – 1, adjustment is carried out via the adjusting nut 7, for Size 2 via 4 set screws 11 (Fig. 4). All 4 set screws must be evenly adjusted and countered. During torque adjustment, it is essential that all elements on the clutch are adjusted evenly.

The EAS®-elements can be set to the required circumferential force F<sub>U</sub> at the place of manufacture. Subsequent adjustment or re-adjustment via adjustment curves is also possible (see Installation and Operational Instructions B.4.4.GB).

**Maintenance:**

The EAS®-elements are completely enclosed and have a grease filling, meaning that they are mainly maintenance-free.

Maintenance work on the clutch is limited to the following:

- After the first 20 disengagements, check the clutch circumferential backlash and the originally set adjustment dimension “a<sub>1</sub>”; if necessary, re-adjust the bolt pre-tension.
- Re-grease the contact components and thrust pieces (2).

For greasing, use an NLGI Class 2 grease with a basic oil viscosity of 220 mm<sup>2</sup>/s at 40°C, e.g. Mobilgrease HP222.

These inspections and re-greasing of the contact components and thrust pieces (2) are also necessary later during routine inspections.

## The High-Torque-EAS®-element Clutch

### Characteristics

- Designed for high torques
- As standard design up to 190.000 Nm
- Available with torque adjustment
- Individual constructional design according to the customer's requests
- In case of overload, the drive is switched off via a speed monitor
- Large and expensive heavy-duty machines are protected reliably against damage due to overload

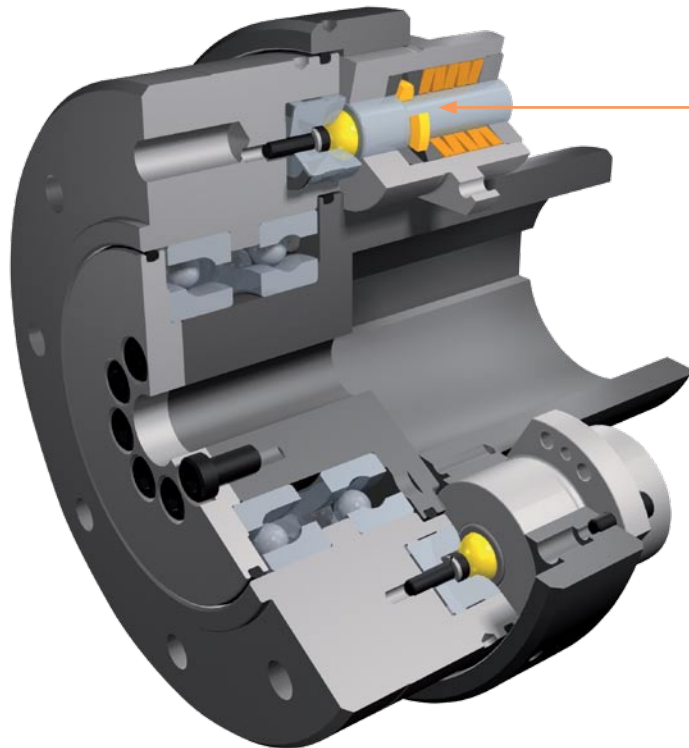
### Application

Used for example in:

- Shovel excavators
- Dredgers
- Turbine construction
- Water lock drives
- Rolling mills
- Steel plants

### Advantages/Benefits

- Avoids downtimes
- Increases the availability
- Increases the production capacity

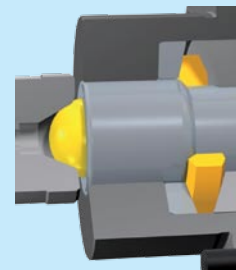


*Rustproof design available on request*

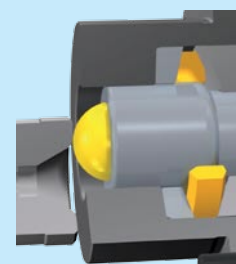
### Functional Principle of the EAS®-element clutch Overload elements

- If the circumferential force per element is too large, the resulting axial force causes an axial movement of the bolt via the ball/calotte system and therefore a disconnection of the torque transmission.
- The maximum circumferential force is determined individually via the adjusting nut and the mayr® cup springs. This determines the transmittable torque.
- Due to the axial stroke of the bolt (ball carrier), the control segments move radially outwards, thereby disconnecting the components axially.
- The ball is re-engaged via a bolt stroke in the direction of the calotte, either manually or via a mayr® re-engagement device (pneumatic, hydraulic, electromechanical or mechanical).

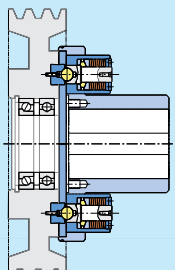
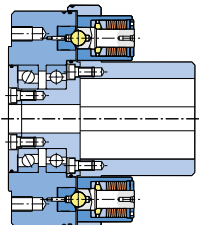
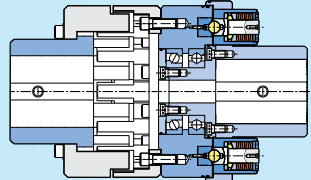
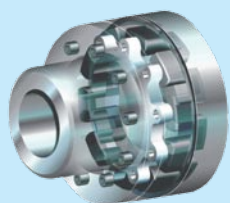
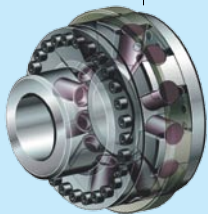
Engaged



Disengaged



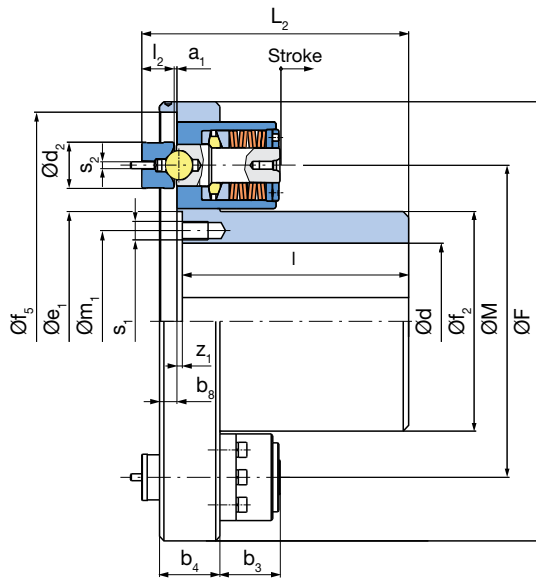
## EAS®-element clutch Summary of Constructional Designs

|   |  |   |
|---|--|---|
| <p><b>EAS®-element clutch<br/>Flange design</b></p>    | <p>Torque:<br/>0,25 to 190 kNm</p> <p>Sizes 6 to 14<br/>Type 400._04.0</p> | <p>The clutch thrust piece can be integrated into the bearing-supported drive element; the hub part (with the installed EAS®-elements) can be secured onto the shaft.</p> <ul style="list-style-type: none"> <li>• Torque limitation for heavy and high-speed drives in connection with large rotating masses, which have to slow down freely in case of overload.</li> <li>• Flange design for the attachment of sprocket wheels and toothed wheels, V-belt disks etc.</li> <li>• The respective element bearings on the shaft must be provided customer-side.</li> </ul> <p style="text-align: right;"><b>Pages 12/13</b></p>   |
| <p><b>EAS®-element clutch<br/>Short bearing-supported hub</b></p>    | <p>Torque:<br/>0,25 to 190 kNm</p> <p>Sizes 6 to 14<br/>Type 400._04.5</p> | <p>On this design, the drive element can be mounted directly onto the bearing-supported, output-side clutch flange. The bearing is able to absorb high additional forces in axial and radial directions. However, the maximum permitted forces on the flange connection in radial and axial directions must not be exceeded (see Technical Data, page 13).</p> <ul style="list-style-type: none"> <li>• Torque limitation with integrated output-side bearing</li> <li>• Drive elements such as sprocket wheels and toothed wheels, V-belt disks etc. can be mounted directly without requiring an additional bearing position.</li> </ul> <p>See Installation Example, Fig. 2, page 17</p> <p style="text-align: right;"><b>Pages 12/13</b></p>  |
| <p><b>EAS®-element clutch<br/>Divisible positive locking</b></p>    <p style="text-align: center;"> <span data-bbox="199 1624 263 1646">Fig. 1</span> <span data-bbox="534 1624 598 1646">Fig. 2</span> </p> | <p>Torque:<br/>0,25 to 190 kNm</p> <p>Sizes 6 to 14<br/>Type 435._04.5</p> | <p>EAS®-element clutch in combination with a positive-locking, flexible coupling part for the connection of two shafts.</p> <p>On Sizes 6 – 11 the flexible coupling part is produced as a positive-locking claw coupling with replaceable intermediate ring made from highly damping, oil-resistant and temperature resistant material (Fig. 1).</p> <p>On Sizes 12 – 14 a claw coupling with radially mountable, large-volume, flexible buffers is used (Fig. 2). Replacing the flexible buffers is possible without clutch disassembly.</p> <ul style="list-style-type: none"> <li>• Torque limitation with a positive-locking, torsionally flexible coupling for the connection of two shafts.</li> <li>• The flexible coupling is insertable axially, compensates for shaft misalignments and has a damping effect on impact-type loads.</li> </ul> <p style="text-align: right;"><b>Pages 14/15</b></p> |

Flange Design

Type 400.\_04.0

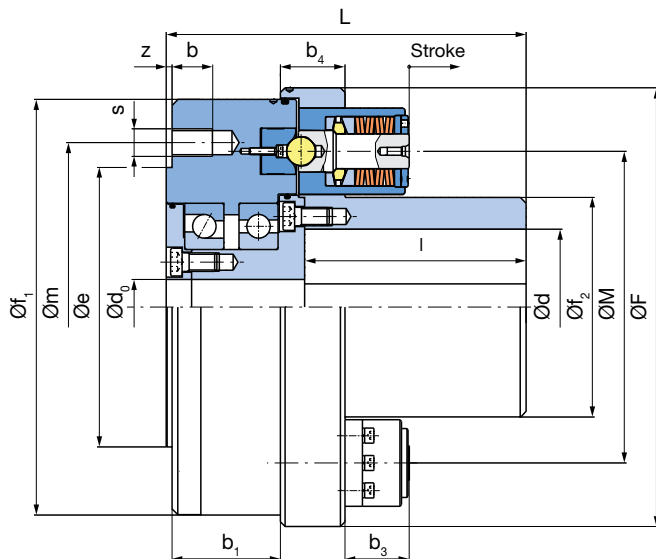
Sizes 6 to 14



Short bearing-supported hub

Type 400.\_04.5

Sizes 6 to 14



Order Number

|                               |  |  |  |  |
|-------------------------------|--|--|--|--|
| _ / 4 0 0 . _ 0 4 . _ / _ / _ |  |  |  |  |
| ▲                             | ▲  | ▲  | ▲  | ▲  |
| <b>Size</b><br>6<br>to<br>14  | <b>Torque range</b> <sup>1)</sup><br>low<br>medium<br>high | 4<br>5<br>6  | <b>Desing</b><br>Flange design<br>Short bearing-sup-<br>ported hub | 0<br>5   |
|                               |  | <b>Bore</b> <sup>2)3)</sup><br>Ø d <sup>H7</sup><br>(dependent on size<br>≤ d <sub>max</sub> ) |  | <b>Bore</b><br>Ø d <sub>0</sub><br>(dependent on size ≤ d <sub>0,max</sub> ) |

Example: Order number 8 / 400.604.0 / 95 /

1) See Technical Data, limit torque for overload M<sub>G</sub>  
 2) On Type 400.\_04.0: Position of the keyway to the tapped hole "s<sub>2</sub>" in the thrust piece is not defined. Defined position available on request.  
 3) On Type 400.\_04.5: Position of the keyway to the tapped hole "s" in the thrust piece is not defined. Defined position available on request.

| Technical Data             |   |                          | Size |      |       |      |      |      |      |      |      |  |
|----------------------------|---|--------------------------|------|------|-------|------|------|------|------|------|------|--|
|                            |   |                          | 6    | 7    | 8     | 9    | 10   | 11   | 12   | 13   | 14   |  |
| Limit torques for overload | Type 400.404._<br>(Low torque range)    | M <sub>G min</sub> [kNm] | 0,25 | 0,45 | 0,75  | 2,0  | 3,3  | 6,3  | 4    | 7,6  | 12,5 |  |
|                            |   | M <sub>G max</sub> [kNm] | 0,7  | 1,3  | 2,1   | 4,0  | 6,6  | 12,6 | 11   | 21   | 34,5 |  |
|                            | Type 400.504._<br>(Medium torque range) | M <sub>G min</sub> [kNm] | 0,55 | 1,0  | 1,625 | 3,0  | 5    | 9,5  | 10   | 19   | 31,5 |  |
|                            |   | M <sub>G max</sub> [kNm] | 1,1  | 2,0  | 3,25  | 6,0  | 10   | 19   | 30   | 57,5 | 95   |  |
|                            | Type 400.604._<br>(High torque range)   | M <sub>G min</sub> [kNm] | 1,1  | 2,0  | 3,25  | 6,0  | 10   | 19   | 30   | 57,5 | 95   |  |
|                            |   | M <sub>G max</sub> [kNm] | 2,2  | 4,0  | 6,5   | 12   | 20   | 38   | 60   | 115  | 190  |  |
| EAS®-element               | Size                                    |                          | 0    | 0    | 0     | 1    | 1    | 1    | 2    | 2    | 2    |  |
|                            | Pieces                                  |                          | 2    | 3    | 4     | 3    | 4    | 6    | 4    | 6    | 8    |  |
| Maximum speed              | n <sub>max</sub> [rpm]                  |                          | 3500 | 3000 | 2800  | 2500 | 2200 | 2000 | 1800 | 1500 | 1200 |  |
| Bolt stroke on overload    | [mm]                                    |                          | 6    | 6    | 6     | 8    | 8    | 8    | 12   | 12   | 12   |  |

| Max. permitted Forces <sup>1)</sup> on the Flange Connection |                |                     | Size |      |    |    |     |     |     |     |     |  |
|--|----------------|---------------------|------|------|----|----|-----|-----|-----|-----|-----|--|
|  |                |                     | 6    | 7    | 8  | 9  | 10  | 11  | 12  | 13  | 14  |  |
| Radial forces  | Type 400._04.5 | F <sub>R</sub> [kN] | 30   | 45   | 60 | 90 | 120 | 180 | 240 | 360 | 480 |  |
| Axial forces   |                | F <sub>A</sub> [kN] | 21   | 31,5 | 42 | 63 | 84  | 126 | 168 | 252 | 336 |  |

| Mass Moment of Inertia and Weight |                |                       | Size |      |      |      |      |      |       |      |      |  |
|-----------------------------------|----------------|-----------------------|------|------|------|------|------|------|-------|------|------|--|
|                                   |                |                       | 6    | 7    | 8    | 9    | 10   | 11   | 12    | 13   | 14   |  |
| Hub-side                          | Type 400._04._ | J [kgm <sup>2</sup> ] | 0,09 | 0,16 | 0,31 | 0,95 | 1,96 | 4,01 | 11,10 | 26,5 | 60,9 |  |
| Flange-side                       | Type 400._04.5 | J [kgm <sup>2</sup> ] | 0,10 | 0,19 | 0,41 | 1,34 | 2,79 | 6,41 | 14,97 | 40,2 | 103  |  |
| Weight at d <sub>max</sub>        | Type 400._04.0 | [kg]                  | 13,4 | 18,6 | 28,4 | 57,6 | 84,3 | 119  | 223   | 355  | 631  |  |
|                                   | Type 400._04.5 | [kg]                  | 31   | 46   | 70   | 140  | 212  | 320  | 550   | 900  | 1650 |  |

| Bores [mm]  |                |                    | Size |    |     |     |     |     |     |     |     |  |
|-------------|----------------|--------------------|------|----|-----|-----|-----|-----|-----|-----|-----|--|
|             |                |                    | 6    | 7  | 8   | 9   | 10  | 11  | 12  | 13  | 14  |  |
| Hub-side    | Type 400._04._ | d <sub>max</sub>   | 70   | 90 | 110 | 135 | 160 | 200 | 250 | 300 | 350 |  |
| Flange-side | Type 400._04.5 | d <sub>0 max</sub> | 25   | 30 | 40  | 48  | 58  | 85  | 95  | 110 | 140 |  |

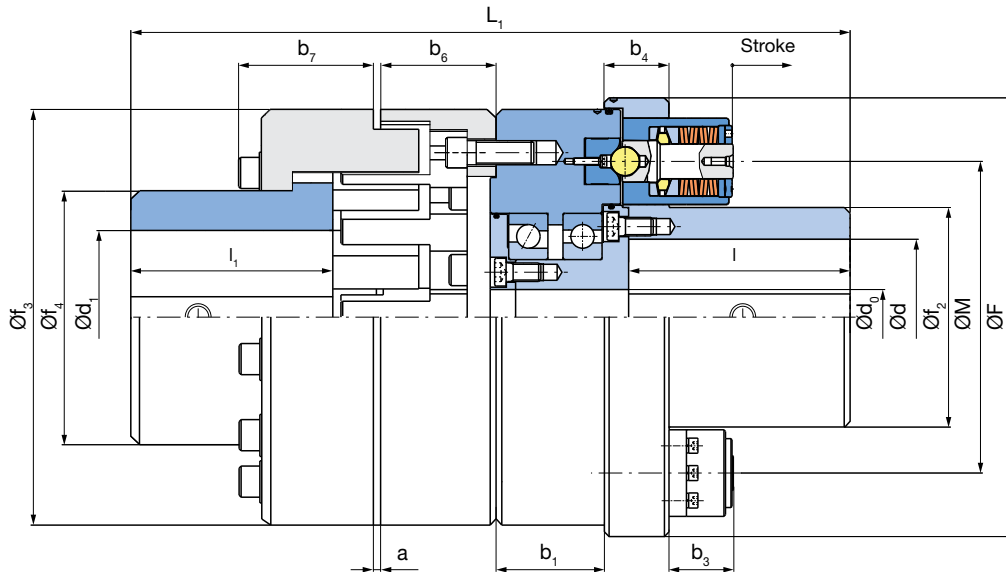
| Dim. [mm]                    | Size  |       |       |       |        |        |        |        |        |  |
|------------------------------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--|
|                              | 6     | 7     | 8     | 9     | 10     | 11     | 12     | 13     | 14     |  |
| a <sub>1</sub>               | 2     | 2     | 2     | 2     | 2      | 2      | 3      | 3      | 3      |  |
| b                            | 20    | 25    | 30    | 35    | 35     | 40     | 45     | 50     | 50     |  |
| b <sub>1</sub>               | 58    | 68    | 78    | 94    | 110    | 122    | 134    | 170    | 192    |  |
| b <sub>3</sub>               | 43    | 43    | 43    | 56    | 56     | 56     | 110    | 110    | 110    |  |
| b <sub>4</sub>               | 44    | 44    | 44    | 56    | 56     | 56     | 70     | 70     | 75     |  |
| b <sub>8</sub>               | 14    | 14    | 14    | 16    | 16     | 16     | 20     | 20     | 25     |  |
| d <sub>2</sub>               | 30    | 30    | 30    | 40    | 40     | 40     | 60     | 60     | 60     |  |
| e <sub>1</sub> <sup>H7</sup> | 98    | 123   | 150   | 190   | 240    | 290    | 350    | 430    | 480    |  |
| e <sub>h7</sub>              | 136   | 147   | 165   | 242   | 276    | 380    | 385    | 430    | 600    |  |
| F                            | 230   | 260   | 304   | 380   | 450    | 535    | 660    | 800    | 960    |  |
| f <sub>1</sub>               | 210   | 238   | 280   | 360   | 418    | 504    | 606    | 740    | 900    |  |
| f <sub>2</sub>               | 96    | 120   | 150   | 190   | 220    | 260    | 320    | 390    | 500    |  |
| f <sub>5</sub>               | 212   | 240   | 282   | 362   | 420    | 506    | 609    | 743    | 903    |  |
| L                            | 189   | 228   | 270   | 330   | 387    | 441    | 508    | 599    | 686    |  |
| L <sub>2</sub>               | 127   | 158   | 188   | 231   | 271    | 311    | 366    | 418    | 485    |  |
| l                            | 110   | 140   | 170   | 210   | 250    | 290    | 340    | 390    | 450    |  |
| l <sub>2</sub>               | 22    | 22    | 22    | 30    | 30     | 30     | 40     | 40     | 40     |  |
| M <sup>2)</sup>              | 155   | 180   | 225   | 270   | 340    | 425    | 505    | 640    | 795    |  |
| m                            | 175   | 190   | 220   | 285   | 325    | 430    | 500    | 600    | 750    |  |
| m <sub>1</sub>               | 84    | 110   | 130   | 157   | 190    | 240    | 290    | 350    | 400    |  |
| s                            | 8xM12 | 8xM16 | 8xM20 | 8xM24 | 12xM24 | 12xM27 | 12xM30 | 12xM36 | 16xM36 |  |
| s <sub>1</sub>               | 8xM8  | 8xM10 | 8xM12 | 8xM16 | 8xM16  | 12xM16 | 12xM20 | 16xM24 | 16xM24 |  |
| s <sub>2</sub>               | M6    | M6    | M6    | M6    | M6     | M6     | M8     | M8     | M8     |  |
| z                            | 4     | 4     | 4     | 5     | 6      | 8      | 8      | 10     | 10     |  |
| z <sub>1</sub>               | 3     | 4     | 4     | 5     | 5      | 5      | 6      | 8      | 10     |  |

We reserve the right to make dimensional and constructional alterations.

- 1) Line of influence of the radial force at the screw-on level.
- 2) Type 400.\_04.0: Tolerance for installation of the thrust pieces (customer-side):  
 Sizes 6 – 8 ±0,03; Sizes 9 – 14 ±0,05

Divisible positive locking

Type 435\_04.5  
 Sizes 6 to 14



For Dimensioning the Flexible Coupling Part, please see Pages 17/18.

Order Number

|                                   |  |             |  |   |   |
|-----------------------------------|--|-------------|--|---|---|
| _ / 4 3 5 . _ 0 4 . 5 / _ / _ / _ |  |             |  |   |   |
| ▲                                 | ▲  | ▲           | ▲  | ▲   |   |
| <b>Size</b><br>6<br>to<br>14      | <b>Torque range</b> <sup>1)</sup><br>low<br>medium<br>high | 4<br>5<br>6 | <b>Bore</b><br>Ø d <sup>H7</sup><br>(dependent on<br>size ≤ d <sub>max</sub> ) | <b>Bore</b><br>Ø d <sub>1</sub> <sup>H7</sup><br>(dependent on<br>size ≤ d <sub>1 max</sub> ) | <b>Bore</b><br>Ø d <sub>0</sub><br>(dependent on<br>size ≤ d <sub>0 max</sub> ) |

Example: Order number 9 / 435.504.5 / 110 / 130 / 45

1) See Technical Data, limit torque for overload M<sub>G</sub>

| Technical Data                                 |   |                          | Size |      |       |      |      |      |      |      |      |  |
|--|---|--------------------------|------|------|-------|------|------|------|------|------|------|--|
|  |   |                          | 6    | 7    | 8     | 9    | 10   | 11   | 12   | 13   | 14   |  |
| Limit torques for overload                     | Type 435.404.5<br>(Low torque range)    | $M_{G\ min}$ [kNm]       | 0,25 | 0,45 | 0,75  | 2,0  | 3,3  | 6,3  | 4    | 7,6  | 12,5 |  |
|  |   | $M_{G\ max}$ [kNm]       | 0,7  | 1,3  | 2,1   | 4,0  | 6,6  | 12,6 | 11   | 21   | 34,5 |  |
|  | Type 435.504.5<br>(Medium torque range) | $M_{G\ min}$ [kNm]       | 0,55 | 1,0  | 1,625 | 3,0  | 5    | 9,5  | 10   | 19   | 31,5 |  |
|  |   | $M_{G\ max}$ [kNm]       | 1,1  | 2,0  | 3,25  | 6,0  | 10   | 19   | 30   | 57,5 | 95   |  |
|  | Type 435.604.5<br>(High torque range)   | $M_{G\ min}$ [kNm]       | 1,1  | 2,0  | 3,25  | 6,0  | 10   | 19   | 30   | 57,5 | 95   |  |
|  |   | $M_{G\ max}$ [kNm]       | 2,2  | 4,0  | 6,5   | 12   | 20   | 38   | 60   | 115  | 190  |  |
| EAS®-element                                   | Size                                    |                          | 0    | 0    | 0     | 1    | 1    | 1    | 2    | 2    | 2    |  |
|  | Pieces                                  |                          | 2    | 3    | 4     | 3    | 4    | 6    | 4    | 6    | 8    |  |
| Maximum speed                                  | $n_{max}$ [rpm]                         |                          | 3500 | 3000 | 2800  | 2500 | 2200 | 2000 | 1800 | 1500 | 1200 |  |
| Bolt stroke on overload                        | [mm]                                    |                          | 6    | 6    | 6     | 8    | 8    | 8    | 12   | 12   | 12   |  |
| Flexible shaft coupling                        | Permitted misalignments <sup>1)</sup>   | axial $\Delta K_a$ [mm]  | ±2,0 | ±2,0 | ±2,5  | ±2,5 | ±2,5 | ±2,5 | ±0,5 | ±0,7 | ±0,7 |  |
|  |   | radial $\Delta K_r$ [mm] | 0,3  | 0,3  | 0,3   | 0,3  | 0,3  | 0,3  | 0,55 | 0,55 | 0,65 |  |
|  |   | angular $\Delta K_w$ [°] | 0,08 | 0,07 | 0,06  | 0,04 | 0,04 | 0,03 | 0,1  | 0,1  | 0,08 |  |
| Nominal and maximum torques, flexible coupling | $T_{KN}$ [kNm]                          |                          | 1,5  | 2,4  | 3,7   | 8,9  | 13,2 | 27   | 45   | 65   | 120  |  |
|  | $T_{K\ max}$ [kNm]                      |                          | 3,1  | 4,8  | 7,5   | 18,2 | 27   | 54   | 135  | 176  | 380  |  |

| Mass Moments of Inertia and Weight |               |                       | Size |      |      |      |      |       |       |      |       |  |
|------------------------------------|---------------|-----------------------|------|------|------|------|------|-------|-------|------|-------|--|
|                                    |               |                       | 6    | 7    | 8    | 9    | 10   | 11    | 12    | 13   | 14    |  |
| Mass moments of inertia            | Hub-side      | J [kgm <sup>2</sup> ] | 0,09 | 0,16 | 0,31 | 0,95 | 1,96 | 4,01  | 11,10 | 26,5 | 60,9  |  |
|                                    | Flexible side | J [kgm <sup>2</sup> ] | 0,24 | 0,42 | 0,81 | 3,25 | 6,12 | 18,15 | 23,78 | 66,6 | 169,6 |  |
| Weight at $d_{max}$                |               | [kg]                  | 56   | 78   | 115  | 251  | 367  | 655   | 860   | 1440 | 2630  |  |

| Bores [mm]     |              |  | Size |     |     |     |     |     |     |     |     |  |
|----------------|--------------|--|------|-----|-----|-----|-----|-----|-----|-----|-----|--|
|                |              |  | 6    | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  |  |
| Hub-side       | $d_{max}$    |  | 70   | 90  | 110 | 135 | 160 | 200 | 250 | 300 | 350 |  |
| Bearing flange | $d_{0\ max}$ |  | 25   | 30  | 40  | 48  | 58  | 85  | 95  | 110 | 140 |  |
| Flexible side  | $d_{1\ max}$ |  | 95   | 100 | 115 | 160 | 180 | 240 | 200 | 250 | 320 |  |

| Dim. [mm]      | Size  |       |      |       |       |       |     |     |      |  |
|----------------|-------|-------|------|-------|-------|-------|-----|-----|------|--|
|                | 6     | 7     | 8    | 9     | 10    | 11    | 12  | 13  | 14   |  |
| a              | 4     | 4     | 5,5  | 8     | 8     | 8     | 12  | 13  | 13   |  |
| b <sub>1</sub> | 58    | 68    | 78   | 94    | 110   | 122   | 134 | 170 | 192  |  |
| b <sub>3</sub> | 43    | 43    | 43   | 56    | 56    | 56    | 110 | 110 | 110  |  |
| b <sub>4</sub> | 44    | 44    | 44   | 56    | 56    | 56    | 70  | 70  | 75   |  |
| b <sub>6</sub> | 62,5  | 66,5  | 76   | 94    | 102   | 108   | 60  | 73  | 80   |  |
| b <sub>7</sub> | 75,6  | 80,6  | 91,7 | 111,3 | 119,3 | 130,5 | 118 | 131 | 147  |  |
| F              | 230   | 260   | 304  | 380   | 450   | 535   | 660 | 800 | 960  |  |
| f <sub>2</sub> | 96    | 120   | 150  | 190   | 220   | 260   | 320 | 390 | 500  |  |
| f <sub>3</sub> | 214   | 240   | 265  | 370   | 415   | 575   | 580 | 680 | 840  |  |
| f <sub>4</sub> | 136   | 146   | 164  | 241   | 275   | 368   | 280 | 350 | 450  |  |
| L <sub>1</sub> | 380,5 | 437,5 | 512  | 638   | 724   | 826   | 845 | 980 | 1161 |  |
| l              | 110   | 140   | 170  | 210   | 250   | 290   | 340 | 390 | 450  |  |
| l <sub>1</sub> | 107   | 117   | 137  | 176   | 196   | 240   | 228 | 258 | 338  |  |
| M              | 155   | 180   | 225  | 270   | 340   | 425   | 505 | 640 | 795  |  |

We reserve the right to make dimensional and constructional alterations.

1) The values refer to 1500 rpm.



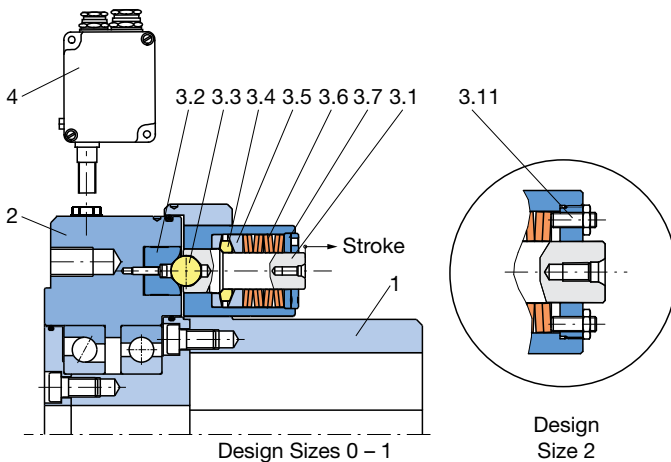


Fig. 1: EAS®-element clutch engaged

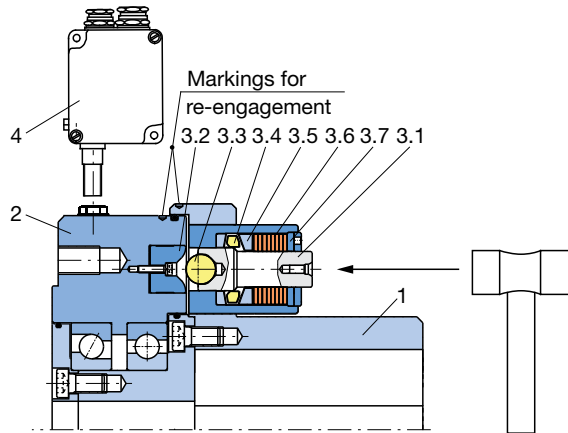


Fig. 2: EAS®-element clutch disengaged

$$F_E = k \times M_G \quad [\text{kN}]$$

$F_E$  = Total engagement force for all clutch overload elements [kN] (see Fig. 3)

$k$  = Calculation factor [1/m] acc. Table 1

$M_G$  = Set limit torque for overload in [kNm]

|                      |       | EAS®-Size |     |     |     |     |     |     |     |     |
|----------------------|-------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |       | 6         | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  |
| Calculation factor k | [1/m] | 1,7       | 1,4 | 1,3 | 1,0 | 0,8 | 0,6 | 0,5 | 0,4 | 0,3 |

Table 1

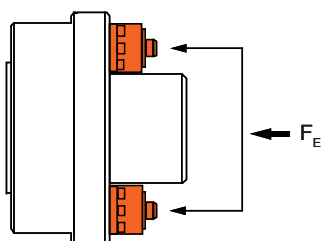


Fig. 3

**Design:**

All element components are made of steel, are machined on all sides and have a zinc-phosphated surface which provides a basic corrosion protection for further surface treatments. The design of the installed EAS®-elements is as described on page 8. The clutch is also suitable for oil-running.

**Torque Adjustment:**

The limit torque for overload on the clutch can be adjusted by changing the cup spring pre-tension of each overload element. For Sizes 6 – 11, adjustment is carried out via the adjusting nut 3.7, for Sizes 12 – 14 via set screws 3.11 (see Fig. 1). It is essential that all overload elements on the clutch are adjusted evenly. The EAS®-element clutches Sizes 6 – 14 can be set to the required limit torque for overload at the place of manufacture. Subsequent adjustment or re-adjustment via an adjustment diagram is also possible (see Installation and Operational Instructions B.4.3.GB).

**Torque Path:**

Hub part 1 – bolt 3.1 – balls 3.3 – thrust piece 3.2 - output flange 2

**Processes for Torque Switch-off on Overload:**

On overload, the hub part 1 and the output flange 2 begin to turn against each other. The bolts 3.1 in the overload elements are pressed via the cup springs 3.6 from the thrust washers 3.2. The control segments 3.4 travel radially outwards over the bolt 3.1 switching edge and hold bolt 3.1 in a disengaged position (see Fig. 2). The positive-locking connection of the hub part 1 and the output flange 2 is nullified. The originally coupled masses can slow down freely. The drive is switched off electrically via speed monitoring device 4.

**Re-engagement:**

Re-engagement is carried out by applying axial pressure on the bolt end 3.1 of each overload element. The hub part 1 and the output flange 2 are turned into the correct angular position to one another (re-engagement position can be recognized via the marking bores on the clutch outer diameter, Fig. 2). By hitting the bolt end with a plastic hammer, the bolts 3.1 are brought back into an engaged position. The clutch is ready for operation when all clutch overload elements are engaged. The level of engagement force is dependent on the set limit torque for overload and can be calculated roughly using the formula below.

Re-engagement can also be carried out automatically using compressed air. If you are interested in this feature, please contact the manufacturer.

**Mounting onto the Shaft:**

In a standard delivery, the EAS®-element clutches Sizes 6 – 14 are delivered with a finish bore and a keyway acc. DIN 6885. The clutch can be secured axially onto the shaft e.g. with a disk or a screw turned into the shaft threaded centre hole.

Other shaft-hub connections, e.g. multi-splines, toothings, shrink fits, pressurised oil assemblies etc. are also possible.

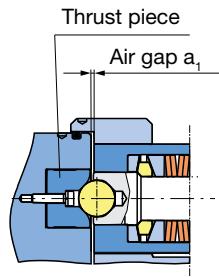


Fig. 1

Installation Example

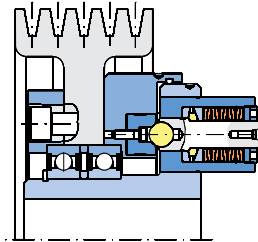


Fig. 2

Maintenance

The EAS®-element clutches Sizes 6 – 14 do not require special maintenance work. They are largely protected against dust and humidity, they have a first grease-filling and are therefore mainly maintenance-free.

The distance dimension  $a_1$  between the thrust piece and the overload element facing side is set manufacturer-side and does not require any re-adjustment (Fig. 1). Should the device be subject to very dirty, dusty or extreme ambient conditions, it may be necessary to carry out special maintenance work.

In this case, please contact the manufacturer.

Connecting the drive elements as shown in Fig. 2 means better distribution of the radial and axial forces on the bearing. In this case, the resulting radial force of the drive element lies approximately in the bearing centre.

For this design, please contact the manufacturer.

Dimensioning the Flexible Coupling Part Type 435\_04.5

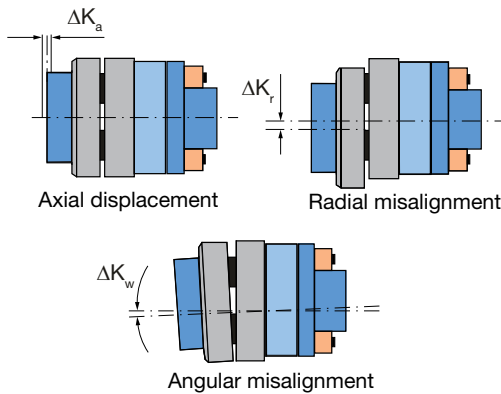


Fig. 3

Shaft Misalignments

Flexible coupling for the compensation of axial, radial and angular shaft misalignments.

The misalignment possibilities of the flexible coupling are general guideline values, which can be regarded as adequate with regard to producing the required longest possible clutch service lifetime and bearing support for the shafts (see Table “Technical Data”, page 15).

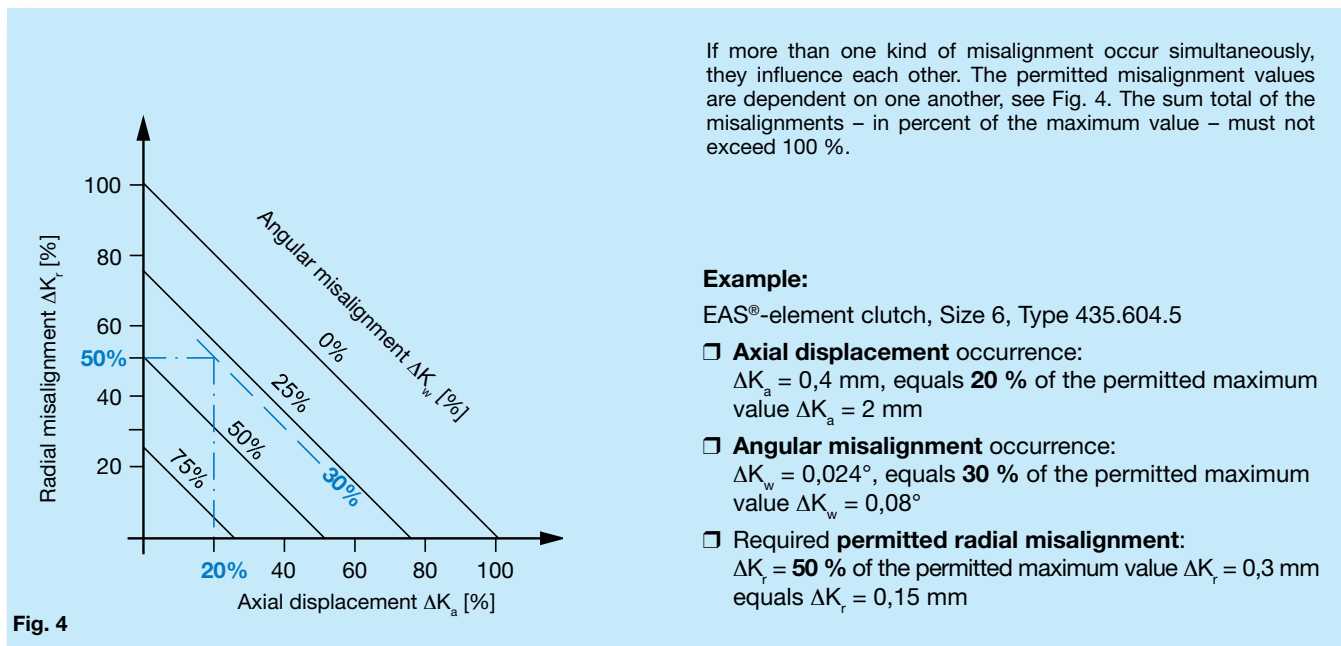


Fig. 4

If more than one kind of misalignment occur simultaneously, they influence each other. The permitted misalignment values are dependent on one another, see Fig. 4. The sum total of the misalignments – in percent of the maximum value – must not exceed 100 %.

Example:

EAS®-element clutch, Size 6, Type 435.604.5

- Axial displacement** occurrence:  
 $\Delta K_a = 0,4 \text{ mm}$ , equals **20 %** of the permitted maximum value  $\Delta K_a = 2 \text{ mm}$
- Angular misalignment** occurrence:  
 $\Delta K_w = 0,024^\circ$ , equals **30 %** of the permitted maximum value  $\Delta K_w = 0,08^\circ$
- Required **permitted radial misalignment**:  
 $\Delta K_r = 50 \%$  of the permitted maximum value  $\Delta K_r = 0,3 \text{ mm}$  equals  $\Delta K_r = 0,15 \text{ mm}$

Dimensioning the Flexible Coupling Part Type 435\_04.5

1. Approximate Calculation of the Coupling Torque

The nominal torque  $T_N$  and the maximum torque  $T_{max}$  from the basis of the flexible coupling dimensioning.

$$T_N = \frac{9550 \times P_N}{n}$$

2. In Nominal Torque is Applied, the Following Applies:

$$T_{KN} > T_N \times S_{\theta} \times S_f$$

3. Checking the Coupling Maximum Torque:

For short torque impacts, which occur for example when starting an electromotor, the following applies:

$$T_{Kmax} > T_{max} \times S_{\theta} \times S_Z$$

Terms

|              |       |                                     |                    |
|--------------|-------|-------------------------------------|--------------------|
| $P_N$        | [kW]  | System performance                  |                    |
| $T_N$        | [Nm]  | System torque                       |                    |
| $T_{KN}$     | [Nm]  | Coupling torque                     | see page 15        |
| $T_{Kmax}$   | [Nm]  | Maximum coupling torque             | see page 15        |
| $T_{max}$    | [Nm]  | Maximum torque impact of the system |                    |
| $n_N$        | [rpm] | Operating speed                     |                    |
| $S_A$        | [-]   | Load factor, input-side             | see Table          |
| $S_L$        | [-]   | Load factor, output-side            | see Table          |
| $S_f$        | [-]   | Service factor                      | = $S_A \times S_L$ |
| $S_Z$        | [-]   | Start-up factor                     | see Table          |
| $S_{\theta}$ | [-]   | Temperature factor                  | see Table          |

| $S_L =$ Load Factor, Output-side                          |  |
|---|--|
| Torque characteristics at the operating point, input-side | Minimum load factor [ $S_L$ ]            |
| Consistent, even without torque fluctuations              | <br>1                                    |
| Even, with minor fluctuations, light impacts              | <br>1,25                                 |
| Uneven, also API-671, API-610, moderate impacts           | <br>1,5                                  |
| Uneven, fluctuating, strong impacts                       | <br>1,75                                 |
| Other torque characteristics                              | Own data/torsional vibration calculation |

| $S_{\theta} =$ Temperature Factor, Depending on the Intermediate Ring Material<br>Pb 72, Pb 82 (NBR) |   |
|--|---|
| Ambient temperature range [°C]   | Temperature factor for intermediate ring quality [ $S_{\theta}$ ] |
| -30/ +60   | 1   |
| +80  | 1,2   |
| +100   | 1,3   |
| > +100   | On request  |

| $S_A =$ Load Factor, Input-side  |                               |
|--|-------------------------------|
| Driven by  | Minimum load factor [ $S_A$ ] |
| E-motor, turbine   | 1                             |
| Hydraulics motor   | 1,1                           |
| Internal combustion engine, 4 or more cylinders, U-degree $\leq 1 : 100$ | 1,2 (TVC) <sup>1)</sup>       |
| Internal combustion engine, 1 or 3 cylinders, U-degree $\geq 1 : 100$    | 1,4 (TVC) <sup>1)</sup>       |

| $S_Z =$ Start-up Factor  |                           |
|--------------------------|---------------------------|
| Start-up frequency [1/h] | Start-up factor [ $S_Z$ ] |
| < 120                    | 1                         |
| 120 - 240                | 1,3                       |
| > 240                    | On request                |

1) We recommend carrying out a torsional vibration calculation (TVC) for coupling dimensioning on drives with internal combustion engines.

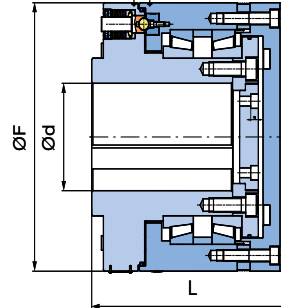
Apart from our established EAS®-element clutch designs, we also offer specially constructed variants according to customer request. EAS®-element clutches can be combined with many different components, for example flexible couplings, gear coupling etc.

**We are happy to assist you in dimensioning and assembling your optimum design.**

### Example 1: EAS®-element clutch

with cardan shaft connection and stable bearing for absorbing large forces

| Technical Data             |        |        |         |         |         |
|----------------------------|--------|--------|---------|---------|---------|
| Limit torques for overload | [kNm]  | 5 – 10 | 10 – 20 | 20 – 40 | 40 – 80 |
| EAS®-element Size          |        | 0      | 0       | 0       | 1       |
| Type 441.604.0             | Pieces | 3      | 8       | 10      | 14      |
| Dimensions                 |        |        |         |         |         |
| d                          | [mm]   | 90     | 110     | 130     | 150     |
| F                          | [mm]   | 230    | 270     | 315     | 375     |
| L                          | [mm]   | 242    | 242     | 280     | 340     |

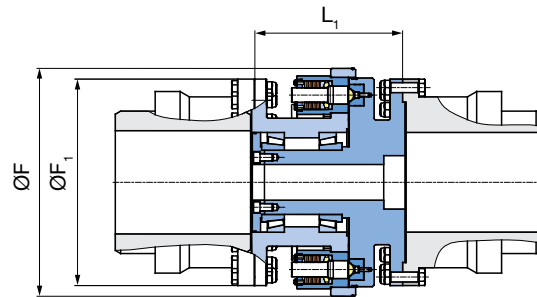


EAS®-element clutch in "compact" design

### Example 2: EAS®-element clutch

for mounting flexible couplings and gear couplings

| Technical Data             |        |         |         |          |           |
|----------------------------|--------|---------|---------|----------|-----------|
| Limit torques for overload | [kNm]  | 20 – 40 | 40 – 80 | 80 – 160 | 140 – 280 |
| EAS®-Element Size          |        | 1       | 2       | 2        | 2         |
| Type 440.604.0             | Pieces | 8       | 6       | 6        | 10        |
| Dimensions                 |        |         |         |          |           |
| F <sub>1</sub>             | [mm]   | 535     | 620     | 690      | 730       |
| F                          | [mm]   | 550     | 650     | 760      | 760       |
| L <sub>1</sub>             | [mm]   | 220     | 395     | 395      | 395       |

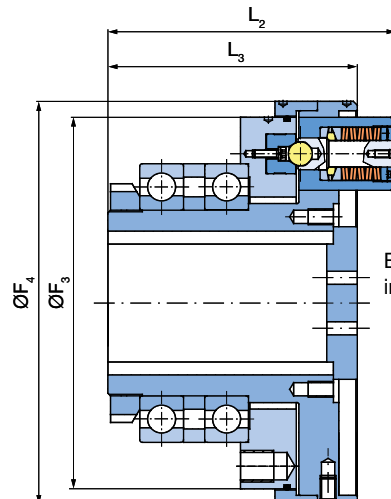


EAS®-element clutch with attachment (gear coupling)

### Example 3: EAS®-element clutch

for mounting sprocket and toothed wheels, V-belt disk etc.

| Technical Data             |        |          |  |
|----------------------------|--------|----------|--|
| Limit torques for overload | [kNm]  | 8,5 – 17 |  |
| EAS®-element Size          |        | 0        |  |
| Type 440.604.0             | Pieces | 6        |  |
| Dimensions                 |        |          |  |
| F <sub>3</sub>             | [mm]   | 280      |  |
| F <sub>4</sub>             | [mm]   | 304      |  |
| L <sub>2</sub>             | [mm]   | 218      |  |
| L <sub>3</sub>             | [mm]   | 188      |  |



EAS®-element clutch in flange design

## Headquarters

**Chr. Mayr GmbH + Co. KG**  
Eichenstrasse 1, D-87665 Mauerstetten  
Tel.: 0 83 41/8 04-0, Fax: 0 83 41/80 44 21  
www.mayr.com, E-Mail: info@mayr.com



**mayr**<sup>®</sup>

## Service Germany

### Baden-Württemberg

Esslinger Straße 7  
70771 Leinfelden-Echterdingen  
Tel.: 07 11/45 96 01 0  
Fax: 07 11/45 96 01 10

### Bavaria

Eichenstrasse 1  
87665 Mauerstetten  
Tel.: 0 83 41/80 41 04  
Fax: 0 83 41/80 44 23

### Chemnitz

Bornaer Straße 205  
09114 Chemnitz  
Tel.: 03 71/4 74 18 96  
Fax: 03 71/4 74 18 95

### Franken

Unterer Markt 9  
91217 Hersbruck  
Tel.: 0 91 51/81 48 64  
Fax: 0 91 51/81 62 45

### Hagen

Im Langenstück 6  
58093 Hagen  
Tel.: 0 23 31/78 03 0  
Fax: 0 23 31/78 03 25

### Kamen

Lünener Strasse 211  
59174 Kamen  
Tel.: 0 23 07/23 63 85  
Fax: 0 23 07/24 26 74

### North

Schiefer Brink 8  
32699 Extertal  
Tel.: 0 57 54/9 20 77  
Fax: 0 57 54/9 20 78

### Rhine-Main

Jägerstrasse 4  
64739 Höchst  
Tel.: 0 61 63/48 88  
Fax: 0 61 63/46 47

## Branch office

### China

Mayr Zhangjiagang  
Power Transmission Co., Ltd.  
Changxing Road No. 16,  
215600 Zhangjiagang  
Tel.: 05 12/58 91-75 65  
Fax: 05 12/58 91-75 66  
info@mayr-ptc.cn

### Great Britain

Mayr Transmissions Ltd.  
Valley Road, Business Park  
Keighley, BD21 4LZ  
West Yorkshire  
Tel.: 0 15 35/66 39 00  
Fax: 0 15 35/66 32 61  
sales@mayr.co.uk

### France

Mayr France S.A.  
Z.A.L. du Minopole  
BP 16  
62160 Bully-Les-Mines  
Tel.: 03.21.72.91.91  
Fax: 03.21.29.71.77  
contact@mayr.fr

### Italy

Mayr Italia S.r.l.  
Viale Veneto, 3  
35020 Saonara (PD)  
Tel.: 0 49/8 79 10 20  
Fax: 0 49/8 79 10 22  
info@mayr-italia.it

### Singapore

Mayr Transmission (S) PTE Ltd.  
No. 8 Boon Lay Way Unit 03-06,  
TradeHub 21  
Singapore 609964  
Tel.: 00 65/65 60 12 30  
Fax: 00 65/65 60 10 00  
info@mayr.com.sg

### Switzerland

Mayr Kupplungen AG  
Tobelackerstrasse 11  
8212 Neuhausen am Rheinfall  
Tel.: 0 52/6 74 08 70  
Fax: 0 52/6 74 08 75  
info@mayr.ch

### USA

Mayr Corporation  
4 North Street  
Waldwick  
NJ 07463  
Tel.: 2 01/4 45-72 10  
Fax: 2 01/4 45-80 19  
info@mayrcorp.com

## Representatives

### Australia

Transmission Australia Pty. Ltd.  
22 Corporate Ave,  
3178 Rowville, Victoria  
Australien  
Tel.: 0 39/7 55 44 44  
Fax: 0 39/7 55 44 11  
info@transaus.com.au

### China

Mayr Power Transmission Co., Ltd.  
Shanghai Representative Office  
Room 2206, No. 888 Yishan Road  
200233 Shanghai, VR China  
Tel.: 0 21/64 32 01 60  
Fax: 0 21/64 57 56 21  
Trumpf.feng@mayr.de

### India

National Engineering  
Company (NENCO)  
J-225, M.I.D.C.  
Bhosari Pune 411026  
Tel.: 0 20/27 13 00 29  
Fax: 0 20/27 13 02 29  
nenco@nenco.org

### Japan

MATSUI Corporation  
2-4-7 Azabudai  
Minato-ku  
Tokyo 106-8641  
Tel.: 03/35 86-41 41  
Fax: 03/32 24 24 10  
k.goto@matsui-corp.co.jp

### South Africa

Torque Transfer  
Private Bag 9  
Elandsfontein 1406  
Tel.: 0 11/8 99 00 00  
Fax: 0 11/8 99 65 74  
torque@bearings.co.za

### South Korea

Mayr Korea Co. Ltd.  
Room No.1002, 10th floor,  
Nex Zone, SK TECHNOPARK,  
77-1, SungSan-Dong,  
SungSan-Gu, Changwon, Korea  
Tel.: 0 55/2 62-40 24  
Fax: 0 55/2 62-40 25  
info@mayrkorea.com

### Taiwan

German Tech Auto Co., Ltd.  
No. 162, Hsin sheng Road,  
Taishan Hsiang,  
Taipei County 243, Taiwan R.O.C.  
Tel.: 02/29 03 09 39  
Fax: 02/29 03 06 36  
steve@zfgta.com.tw

### Machine tools

Applications in China  
Dynamic Power Transmission Co., Ltd.  
Block 5th, No. 1699, Songze Road,  
Xujing Industrial Zone  
201702 Shanghai, China  
Tel.: 021/59883978  
Fax: 021/59883979  
dtschanghai@online.sh.cn

### More representatives:

Austria, Benelux States, Brazil, Canada, Czech Republic, Denmark, Finland, Greece, Hongkong, Hungary, Indonesia, Israel, Malaysia, New Zealand, Norway, Philippines, Poland, Romania, Russia, Slovakia, Slovenia, Spain, Sweden, Thailand, Turkey

You can find the complete address for the representative responsible for your area under [www.mayr.com](http://www.mayr.com) in the internet.

**mayr**<sup>®</sup>  
your reliable partner