

# AUTOFLEX DISC COUPLINGS

## SERIES CCA - CLOSE COUPLED AXIAL SPLIT

The Autoflex CCA is offered in both a six and eight link disc design. The six link is suitable for light to medium duty applications and is often used when replacing the Thomas DBZ™.

The CCA eight-link coupling has been designed for heavy-duty applications and is often offered when replacing out gear or grid style couplings.

The Autoflex CCA is comprised of two coupling hubs, two guard rings, two disc packs and one axial split spacer. The axial split spacer is piloted to the guard ring to provide a good balance characteristic.

The coupling can be installed with hubs reversed as shown offering the maximum flexibility in DBSE selection. The coupling has been designed to allow the user to replace disc packs without moving the driving or the driven equipment. Simply remove the axial split spacer and remove the disc pack from between the hub faces.

The CCA has been designed to meet AGMA 8-balance classification. Dynamic Balancing is offered which will increase the balance to an AGMA class 9.

Refer to the Autoflex CCR for higher speed requirements.

## SERIES CCA - 6 LINK (MEDIUM DUTY)

### Technical Details

Coupling Size - Links	Rating HP/100 rpm	Torque Rating		Maximum Speed ②		① Weight (lbs)	① Inertia (lb/in <sup>2</sup> )	Misalignment ③	
		Cont. (in.lbs)	Peak (in.lbs)	Unbal. (rpm)	Bal. (rpm)			Axial (in)	Parallel (in)
125 - 6	2.1	1,330	2390	6,300	10,800	4.36	6.55	0.030	0.026
169 - 6	4.9	3,100	5490	5,300	9,000	8.71	21.4	0.038	0.033
206 - 6	9.8	6,200	11,000	4,800	7,800	13.1	45.9	0.044	0.037
225 - 6	18	11,500	23,000	4,100	7,000	24.6	113	0.052	0.047
269 - 6	31	19,500	38,900	3,600	6,200	28.1	155	0.062	0.054
331 - 6	46	29,200	58,400	3,300	5,500	38.9	250	0.070	0.061
369 - 6	67	42,500	85,000	3,000	5,100	56.4	484	0.080	0.071
419 - 6	98	62,000	124,000	2,700	4,700	83.8	893	0.090	0.078
463 - 6	120	77,900	156,000	2,600	4,300	116	1,565	0.098	0.085
544 - 6	180	11,5000	230,000	2,400	3,900	151	2,439	0.114	0.093

1) Weights and Inertias are calculated using maximum bored hubs.

2) Maximum Unbalanced Speeds are based on AGMA 9000-C90 Class 9 with min DBSE and max interference bored coupling hubs.

3) Maximum Parallel Offset is based on a minimum DBSE (1/2 Deg. Angular misalignment per disc pack).

### Dimensional Details

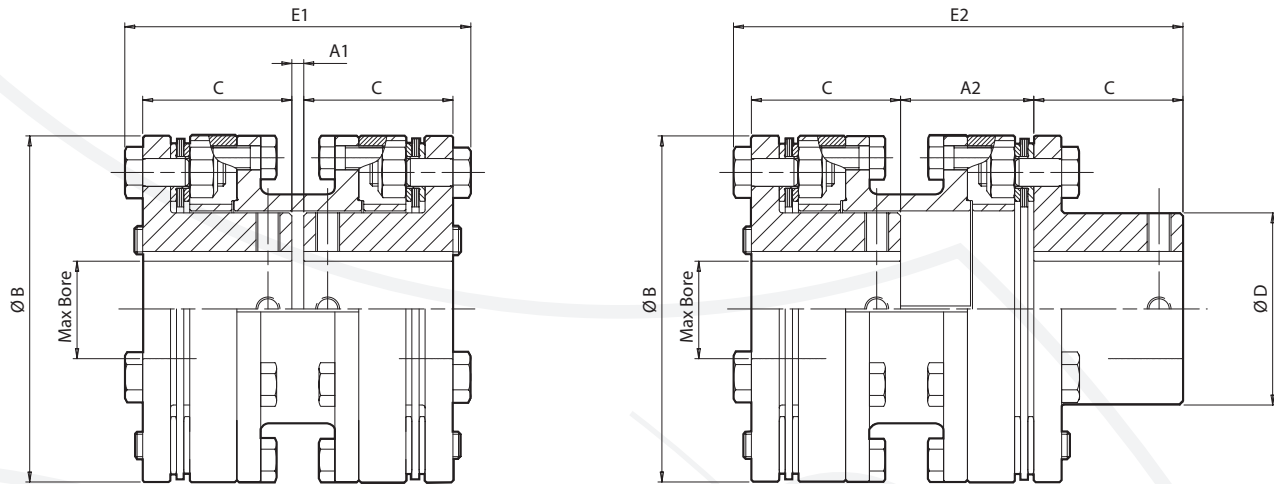
Coupling Size - Links	④ Maximum Bore (in)	A1 Min DBSE (in)	A2 Rev Hub (in)	B (in)	C (in)	D (in)	E1 (in)	E2 (in)
125 - 6	1 1/4	0.12	-	3.35	1.46	1.76	3.03	-
169 - 6	1 11/16	0.12	-	4.25	1.81	2.36	3.74	-
206 - 6	2 1/16	0.12	-	5.04	2.05	2.95	4.21	-
225 - 6	2 1/4	0.20	2.32	5.83	2.60	3.11	6.02	7.83
269 - 6	2 11/16	0.24	2.64	6.85	2.95	3.80	6.85	8.90
331 - 6	3 5/16	0.24	2.95	7.87	3.35	4.66	7.72	10.04
369 - 6	3 11/16	0.28	3.50	8.78	3.94	5.19	9.09	11.85
419 - 6	4 3/16	0.31	3.86	9.84	4.33	5.88	10.00	13.03
463 - 6	4 5/8	0.35	4.21	10.75	4.72	6.55	10.91	14.21
544 - 6	5 7/16	0.39	4.57	12.36	5.12	7.62	11.81	15.39

4) Maximum Bore assumes a standard AGMA interference fit with a square keyway. Larger bores are available using rectangular keys.

5) Thomas DBZ™ is a registered Trade Mark of Rexnord Industries Inc.

# AUTOFLEX DISC COUPLINGS

## SERIES CCA - CLOSE COUPLED AXIAL SPLIT



CCA 6 & 8 - Link Couplings

### CCA - 8 LINK (HEAVY DUTY)

#### Technical Details

Coupling Size - Links	Rating HP/100 rpm	Torque Rating		Maximum Speed ②		① Weight (lbs)	① Inertia (lb.in <sup>2</sup> )	Misalignment ③	
		Cont. (in.lbs)	Peak (in.lbs)	Unbal. (rpm)	Bal. (rpm)			Axial (in)	Parallel (in)
425 - 8	200	125,000	250,000	2,700	4,500	128	1,827	0.213	0.055
463 - 8	270	168,000	336,000	2,500	4,200	166	2,812	0.232	0.059
488 - 8	350	221,000	443,000	2,400	4,100	193	3,520	0.240	0.063
550 - 8	400	254,000	507,000	2,300	3,700	255	5,936	0.273	0.066
588 - 8	500	318,000	635,000	2,100	3,600	317	8,444	0.292	0.072
625 - 8	620	391,000	783,000	2,000	3,400	381	11,500	0.312	0.076
750 - 8	1,000	641,000	1,280,000	1,800	2,900	634	27,500	0.371	0.087
875 - 8	1,600	1,030,000	2,060,000	1,600	2,600	1,010	59,000	0.432	0.102
1050 - 8	2,800	1,770,000	3,540,000	1,400	2,300	1,730	144,000	0.514	0.122

1) Weight and inertias are calculated using maximum bored standard hubs and minimum DBSE.

2) Maximum Unbalanced Speeds are based on AGMA 9000-C90 Class 9 with min DBSE and max interference bored coupling hubs.

3) Maximum Parallel offset is based on a minimum DBSE (1/3 Deg. Angular misalignment per disc pack).

#### Dimensional Details

Coupling Size - Links	④ Maximum Bore (in)	A1 Min DBSE (in)	A2 Rev Hub (in)	B (in)	C (in)	D (in)	E1 (in)	E2 (in)
425 - 8	4 1/4	0.43	4.17	10.16	4.53	6.11	9.49	13.74
463 - 8	4 5/8	0.47	4.53	11.06	4.92	6.69	10.31	14.92
488 - 8	4 7/8	0.47	4.69	11.50	5.20	6.87	10.87	15.63
550 - 8	5 1/2	0.51	5.00	12.99	5.47	7.84	11.46	16.54
588 - 8	5 7/8	0.55	5.43	13.90	5.94	8.39	12.44	17.99
625 - 8	6 1/4	0.59	5.75	14.84	6.30	8.98	13.19	19.02
750 - 8	7 1/2	0.63	6.57	17.68	7.24	10.74	15.12	21.89
875 - 8	8 3/4	0.67	7.64	20.55	8.54	12.51	17.76	25.71
1050 - 8	10 1/2	0.75	9.06	24.49	10.20	14.94	21.14	30.63

4) Maximum Bore assumes a standard AGMA interference fit with a square keyway. Larger bores are available using rectangular keys.