AUTOFLEX SERIES HVII

TYPE CCR COUPLINGS (CLOSE COUPLED - RADIALLY SPLIT)

The Autoflex CCR is offered in both a six and eight link membrane designs. The six-link design is suitable for medium duty high-speed applications. The CCR eight-link coupling has been designed for heavy-duty high-speed applications with very short DBSE's and is often offered when replacing high performance gear couplings. This allows for easy conversion between lubricated couplings to non-lubricated, zero maintenance membrane style couplings.

The Autoflex CCR is comprised of two coupling hubs, two guard rings and two membrane packs. The radial split guard rings are spigoted ensuring the highest level of balance.

The CCR has been designed to meet AGMA class 9 as manufactured and can be balanced to meet the AGMA class 11 or API 610 8th edition requirements.

The coupling can be installed with hubs reversed, offering the maximum flexibility in DBSE selection. The coupling has been designed with waisted link membranes making one of the most flexible couplings available today. In addition, the coupling comes with overload collars, which protects the coupling from high peak loads.

Refer to the Autoflex CCA to allow replacement of membranes without moving the driving or driven equipment.

CCR - 6 LINK (MEDIUM DUTY)

Technical Details

Coupling Size - Links	Rating kW/1000 rpm	Torque Rating		Maximum Speed ②		① Weight (kg)	① Inertia (kgm^2)	Misalignment ③	
		Cont. (Nm)	Peak (Nm)	Unbal. (rpm)	Bal. (rpm)			Axial (mm)	Parallel (mm)
15 - 6	16	150	270	9,500	18,000	2.68	0.0040	0.76	0.41
35 - 6	37	350	620	8,300	15,000	4.72	0.0098	0.97	0.42
70 - 6	73	700	1,240	7,400	13,000	7.79	0.0218	1.12	0.51
130 - 6	136	1,300	2,600	6,900	11,000	10.6	0.0407	1.33	0.53
220 - 6	230	2,200	4,400	6,200	9,600	16.8	0.0849	1.57	0.63
330 - 6	346	3,300	6,600	5,600	8,300	25.4	0.170	1.79	0.73
480 - 6	502	4,800	9,600	5,200	7,300	36.1	0.303	2.02	0.80
700 - 6	733	7,000	14,000	4,900	6,800	47.5	0.493	2.29	0.92
880 - 6	921	8,800	17,600	4,500	6,000	65.8	0.851	2.49	1.03
1300 - 6	1,360	13,000	26,000	4,100	5,400	97.1	1.55	2.89	1.29

1) Weights and Inertias are calcualted 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 (½ Deg. Angular misalignment per membrane pack).

Dimensional Details

Coupling Size - Links	④ Maximum Bore (mm)	DBSE A1 Min (mm)	DBSE A2 1 Hub Rev (mm)	DBSE A3 2 Hubs Rev (mm)	B (mm)	C (mm)	D (mm)	E1 (mm)	E2 (mm)	E3 (mm)
15 - 6	28	3	28.5	54.0	118	35	40	73	98.5	124.0
35 - 6	40	3	30.3	57.6	140	40	59	83	110.3	137.6
70 - 6	55	3	25.2	47.5	163	55	84	113	135.2	157.5
130 - 6	60	3	24.6	46.2	190	60	83	123	144.6	166.2
220 - 6	70	3	28.6	54.1	218	70	100	143	168.6	194.1
330 - 6	80	3	33.0	63.0	254	80	117	163	193.0	223.0
480 - 6	90	3	36.9	70.9	286	90	131	183	216.9	250.9
700 - 6	105	3	41.9	80.7	310	100	148	203	241.9	280.7
880 - 6	115	3	49.1	95.2	350	110	165	223	269.1	315.2
1300 - 6	130	3	62.8	122.5	392	130	193	263	322.8	382.5

4) Maximum Bore assumes an interference fit with a rectangular key.

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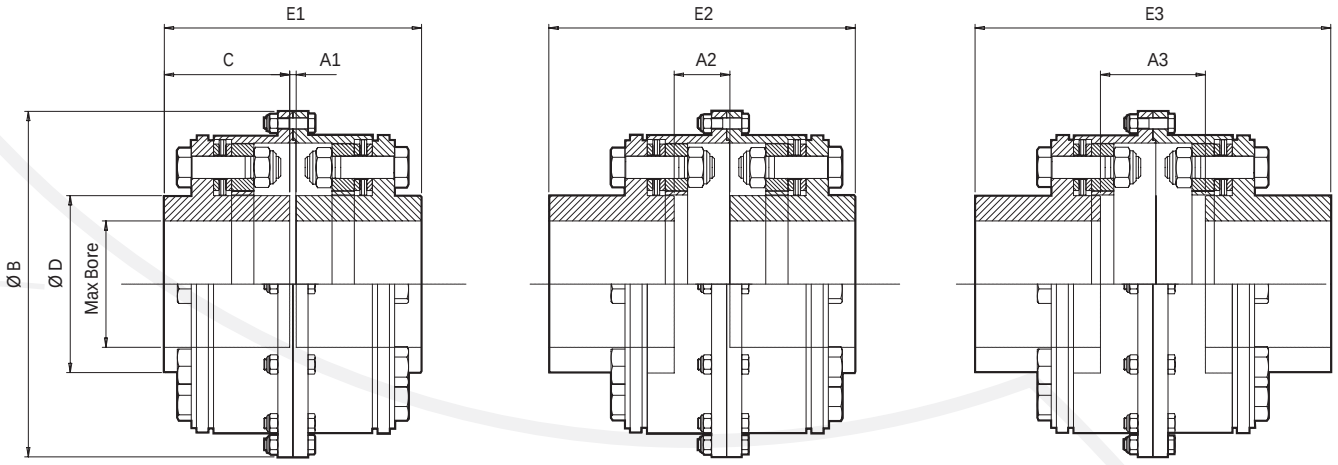
TYPE CCR COUPLINGS (CLOSE COUPLED - RADIALLY SPLIT)



CCR 6 & 8 - Link Couplings

CCR - 8 LINK (HEAVY DUTY)

Technical Details

Coupling Size - Links	Rating kW/1000 rpm	Torque Rating		Maximum Speed ②		① Weight (kg)	① Inertia (kgm²)	Misalignment ③	
		Cont. (Nm)	Peak (Nm)	Unbal. (rpm)	Bal. (rpm)			Axial (mm)	Parallel (mm)
340 - 8	353	3,400	6,800	6200	9700	16.8	0.0784	3.4	0.44
510 - 8	537	5,100	10,200	5700	8600	25.0	0.149	3.9	0.50
740 - 8	778	7,400	14,800	5200	7800	35.0	0.256	4.4	0.56
1040 - 8	1,086	10,400	20,800	4900	7100	47.8	0.428	4.9	0.61
1410 - 8	1,481	14,100	28,200	4500	6400	64.9	0.711	5.4	0.68
1900 - 8	1,989	19,000	38,000	4300	5900	84.9	1.11	5.9	0.74
2500 - 8	2,618	25,000	50,000	4000	5600	107	1.56	6.1	0.70
2870 - 8	3,001	28,700	57,400	3900	5100	132	2.33	6.9	0.95
3590 - 8	3,757	35,900	71,800	3700	4800	165	3.34	7.4	1.00
4420 - 8	4,631	44,200	88,400	3500	4500	200	4.61	7.9	1.09
7240 - 8	7,585	72,400	144,800	3100	3800	321	10.3	9.4	1.30
11660 - 8	12,205	116,600	233,200	2800	3300	506	21.8	11.0	1.54
20000 - 8	20,944	200,000	400,000	2500	2800	841	50.7	13.1	1.76

1) Weights and Inertias are calcualted 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 (⅓ Deg. Angular misalignment per membrane pack).

Dimensional Details

Coupling Size - Links	④ Maximum Bore (mm)	DBSE			B (mm)	C (mm)	D (mm)	E1 (mm)	E2 (mm)	E3 (mm)
		A1 Min (mm)	A2 1 Hub Rev (mm)	A3 2 Hubs Rev (mm)						
340 - 8	70	4	31	58	217	70	98	144	171	198
510 - 8	81	4	34	64	245	80	113	164	194	224
740 - 8	91	5	39	73	269	90	127	185	219	253
1040 - 8	101	5	41	77	297	100	141	205	241	277
1410 - 8	111	6	46	86	330	110	156	226	266	306
1900 - 8	122	6	50	94	355	120	171	246	290	334
2500 - 8	125	6	47	88	376	125	175	256	297	338
2870 - 8	144	7	67	127	410	145	201	297	357	417
3590 - 8	154	8	70	132	442	155	215	318	380	442
4420 - 8	164	8	78	148	467	165	229	338	408	478
7240 - 8	196	10	92	174	550	195	274	400	482	564
11660 - 8	228	12	108	204	642	230	319	472	568	664
20000 - 8	272	14	120	226	744	270	381	554	660	766

4) Maximum Bore assumes an interference fit with a rectangular key.