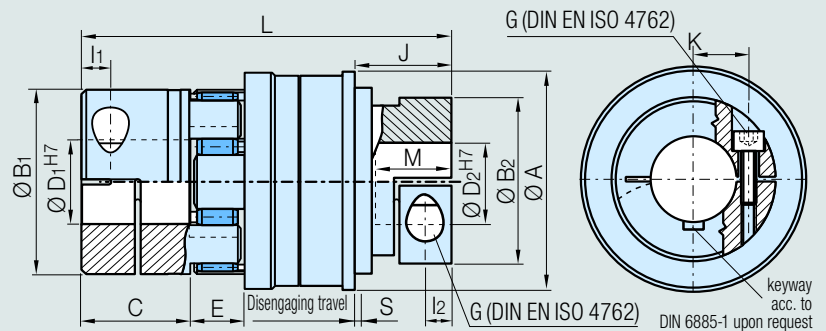


# Backlash-free Safety Coupling Type DMK/ADS



## Technical data Type DMK/ADS

Type	14	19	24	28	38	42	
Disengaging torque (Nm) adjustable	TKN version a	2-5	5-15	12-35	25-75	30-140	140-350
	TKN version b	5-10	15-20 <sup>1)</sup>	20-70 <sup>1)</sup>	65-150	100-300	250-500
Moment of inertia (10 <sup>-3</sup> kgm <sup>2</sup> )	J Hub side	0,05	0,1	0,32	0,8	3	5
	J Elastomer side	0,006	0,036	0,15	0,33	1,04	3,1
Weight (appr. kg)	m	0,35	0,5	1,4	2,8	4,6	7,5
Tightening torque of retaining screws (Nm)	G1	5	10	18	43	84	145
	MA G2	6	15	25	49	100	145
Max. speed (rpm)	n <sub>max</sub>	11450	8950	7000	6000	5000	3600
Disengaging travel (mm)	S	0,7	1,2	1,8	2	2	2
Spider shore hardness	98 SH A (red)						

## Dimensions (mm) Type DMK/ADS

Type	14	19	24	28	38	42
L	68	96	124	143	162	185
A	50	65	75	95	115	129
C	11	25	30	35	45	56
→ D <sub>1H7</sub> min. - max.	9-14	10-20	20-28	24-35	32-44	40-60
→ D <sub>2H7</sub> min. - max.	8-14	12-20	20-23	24-35	32-40	40-50
K	10,5	15	20	24	30	40
E	13	16	18	20	24	28
I 1	5	6	10	11	13	15
I 2	5,5	7,5	10	11	13	13
G 1 (DIN EN ISO 4762)	M4	M5	M6	M8	M10	M12
G 2 (DIN EN ISO 4762)	M5	M6	M8	M10	M12	M12
B 1	30	40	55	65	80	105
B 2	45	56	55	76	92	92
J	19	21	36	42	48	46
M	39	51	28,5	32,5	37	37,5
Hub material elastomer side/hub side	Al/Al	Al/Al	Al/Al	Al/St	St/St	St/St

<sup>1)</sup> To obtain the maximum adjustment range for type b, use spider with 64Sh D. <sup>2)</sup> al = aluminum alloy, st = Steel  
A mechanical or electrical device sensing the position of the steel ring is necessary for torque limiters DMK/ADS (disengaging travel). In case of overload the drive must be switched off.

## Ordering data

<b>DMK/ADS 28</b>	-	<b>30<sup>H7</sup></b>	-	<b>35<sup>H7</sup></b>	-	<b>80Nm</b>	-	<b>C</b>	-	<b>b</b>
Type		Bore size D <sub>1</sub>		Bore size D <sub>2</sub>		Disengaging travel		C = synchronizing engagement resp. D = Random engagement		Adjustment range a bzw. b

- For highest dynamic loads, with rollers
- Torque limiter with integrated shaft coupling
- Adjustable torque range
- Compensation of shaft misalignment

