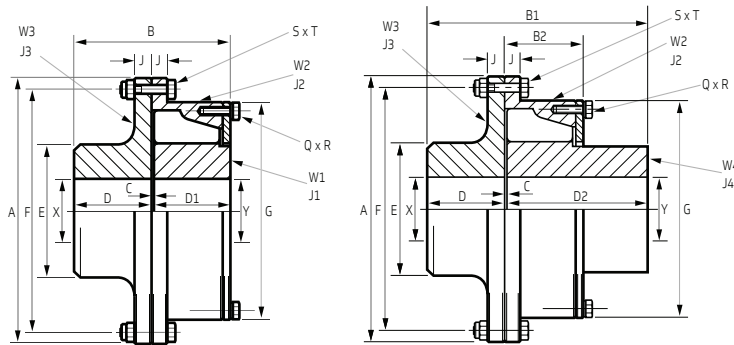


RBI shaft to shaft



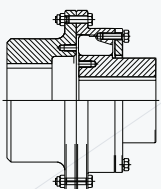
COUPLING SIZES

		RBI 1.4	RBI 2.1	RBI 2.6	RBI 4	RBI 8	RBI 12	RBI 23	RBI 40	RBI 60
Dimensions (mm)										
	A	200.0	222.2	238.1	260.3	308.0	358.8	466.7	508.0	571.5
	B	104.8	111.2	123.8	136.5	174.6	193.7	233.4	260.4	285.8
	C	3.2	3.2	3.2	3.2	3.2	3.2	4.8	6.4	6.4
	D	50.8	54.0	60.3	66.7	85.7	95.2	114.3	127.0	139.7
	D1	50.8	54.0	60.3	66.7	85.7	95.2	114.3	127.0	139.7
	E	79.4	95.2	101.6	120.6	152.4	184.1	222.2	279.4	330.2
	F	177.8	200.0	212.7	235.0	279.4	323.8	438.15	469.9	542.92
	G	156.5	178	186.5	210	251	295	362	435	501.5
	J	12.7	14.3	15.9	17.5	19.0	19.0	19.0	22.2	25.4
	Q	5	6	6	6	6	6	6	7	8
	R	M8	M8	M8	M10	M10	M12	M12	M12	M12
	S	6	10	6	8	8	18	16	22	22
	T	M8	M8	M10	M10	M12	M12	M12	M16	M16
	MAX.X	50	60	65	80	95	115	140	170	210
	MAX.Y	55	70	75	85	95	115	140	170	210
	MIN. X&Y	30	35	40	40	55	55	70	80	90
Rubber	Per Cavity	1	1	1	1	1	1	1	1	1
Elements	Per Coupling	10	12	12	12	12	12	12	14	16
Maximum Speed (rpm) ¹		5250	4725	4410	4035	3410	2925	2250	2070	1820
Allowable misalignment³										
Radial (mm)		0.75	0.75	0.75	0.75	1.0	1.5	1.5	1.5	1.5
Axial (mm)		1.5	1.5	1.5	1.5	1.5	1.5	2.0	3.0	3.0
Angular (degree)		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

¹ For operation above 80% of the declared maximum coupling speed, it is recommended that the coupling is dynamically balanced.

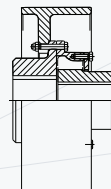
² Weights and inertias are based on the minimum bore size.

³ Installations should be initially aligned as accurately as possible. In order to allow for deterioration in alignment over time it is recommended that initial alignment should not exceed 25% of the above noted data. The forces on the driving and driven machinery should be calculated to ensure that these do not exceed the manufacturers allowances.



Coupling with long boss inner member

Coupling with long boss inner member and large boss driving flange to increase shaft engagement and to accept larger shafts.



Brake Drum Coupling

Coupling with brake drum for use on cranes, fans and conveyor drives, (brake disk couplings are available).

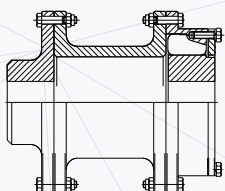
Features and benefits

- Optional spacers
- Optional carbon shafts
- Shrink and hydraulic fits
- Optional Long Boss Inner Member
- SG Iron
- Easy to install
- Elimination of torque amplifications
- High torque density
- Intrinsically fail safe
- Vibration damping
- Maintenance free
- Shock load protection
- Zero backlash
- Misalignment capability

Rubber Grade	Temp _{max} °C	S _t	Dynamic Magnifier (M ₃₀)	Relative Damping Ψ30
SM80	100	S _t 100 0.58	4	1.57

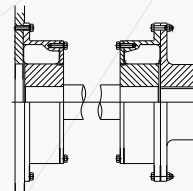
COUPLING SIZES

	RBI 1.4	RBI 2.1	RBI 2.6	RBI 4	RBI 8	RBI 12	RBI 23	RBI 40	RBI 60
Nominal Torque T _{kn} (kN.m)	0.471	0.725	0.855	1.319	2.595	4.097	7.673	13.739	219.575
Maximum Torque T _{kn} (kN.m)	1.39	2.14	2.58	3.95	8.03	12.15	22.95	41.10	61.50
Vibratory Torque T _{kn} (kN.m)	0.183	0.282	0.333	0.513	1.008	1.593	2.984	5.342	7.613
Allowable dissipated heat at ambient temperature of 30°C P _{kw} (Watts)	100	138	154	173	228	250	302	410	520
Dynamic Torsional Stiffness CT _{dyn} (MNm/rad)									
@0.10 T _{kn}	0.010	0.013	0.016	0.025	0.050	0.076	0.143	0.220	0.499
@0.25 T _{kn}	0.014	0.018	0.021	0.034	0.068	0.102	0.193	0.297	0.673
@0.50 T _{kn}	0.029	0.03	0.045	0.070	0.141	0.214	0.405	0.621	1.326
@0.75 T _{kn}	0.062	0.080	0.096	0.148	0.301	0.456	0.861	1.320	2.533
@1.00 T _{kn}	0.107	0.137	0.166	0.254	0.517	0.782	1.477	2.268	4.153
Radial Stiffness - No Load (N/mm)	2136	2209	2504	2800	3680	4050	5008	5600	6170
Radial Stiffness - @ T _{kn} (N/mm)	6768	8365	9523	10577	14300	15340	19045	24800	31400
Axial Stiffness - No Load (N/mm)	177	198	245	258	319	342	413	516	683
Max. Axial Force - @ T _{kn} (N)	3250	4000	4400	4500	6500	7250	8750	11500	14500
Weight ² (kg)									
W1	2.82	4.04	5.29	7.49	12.82	23.39	35.88	62.81	102.09
W2	4.00	5.05	6.38	8.14	13.29	18.41	33.98	43.87	59.00
W3	4.06	5.82	7.42	10.44	18.03	27.37	47.43	75.39	113.32
W4	4.21	6.42	8.67	11.85	19.43	35.27	53.81	95.50	162.79
Inertia ³ (kgm ²)									
J1	0.0044	0.0084	0.0131	0.0233	0.0563	0.1399	0.3227	0.8489	1.9633
J2	0.0232	0.0375	0.0546	0.0887	0.2000	0.2862	1.1035	1.9161	3.4391
J3	0.0153	0.0270	0.0396	0.0644	0.1475	0.1896	0.7998	1.5120	2.9796
J4	0.0059	0.0121	0.0193	0.0326	0.0770	0.1896	0.4347	1.1833	2.8953



Spacer Coupling

Used to increase distance between shaft ends and allow easy access to driven and driving machines.



Cardan Shaft Coupling

Used to increase the distance between shaft ends and give a higher misalignment capability.