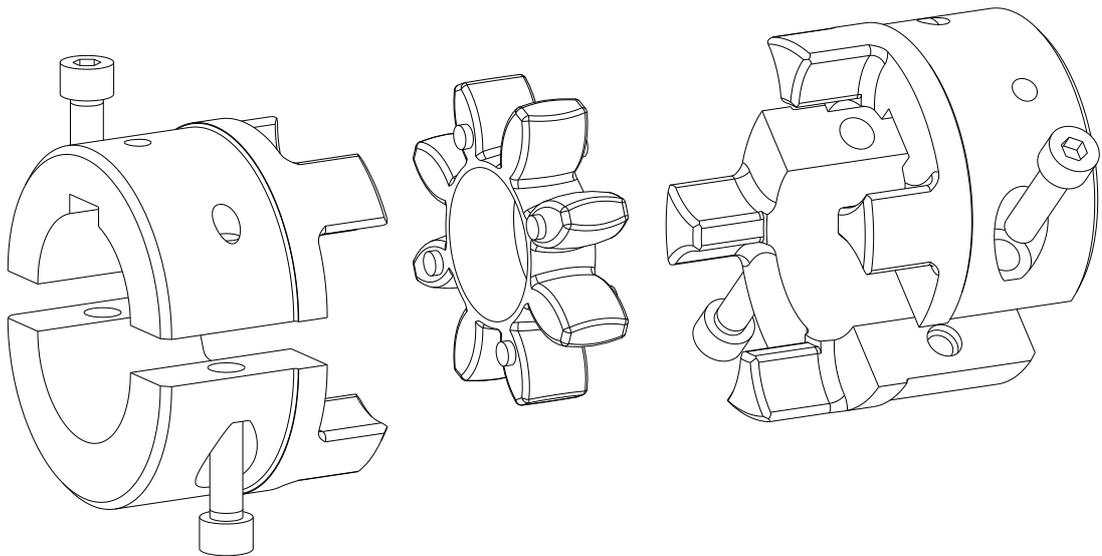




ROTEX®

Torsionally flexible jaw couplings type SH
and their combinations

according to directive 2014/34/EU and UK directive SI 2016 No. 1107



Type SH

	ROTEX® Operating/Assembly instructions Type SH	KTR-N 40229 EN Sheet: 2 of 26 Edition: 8

ROTEX® is a torsionally flexible jaw coupling. It is able to compensate for shaft misalignment, for example caused by manufacturing inaccuracies, thermal expansion, etc.
 Type SH allows to replace a spider/coupling without having to disassemble the driving resp. driven machine.

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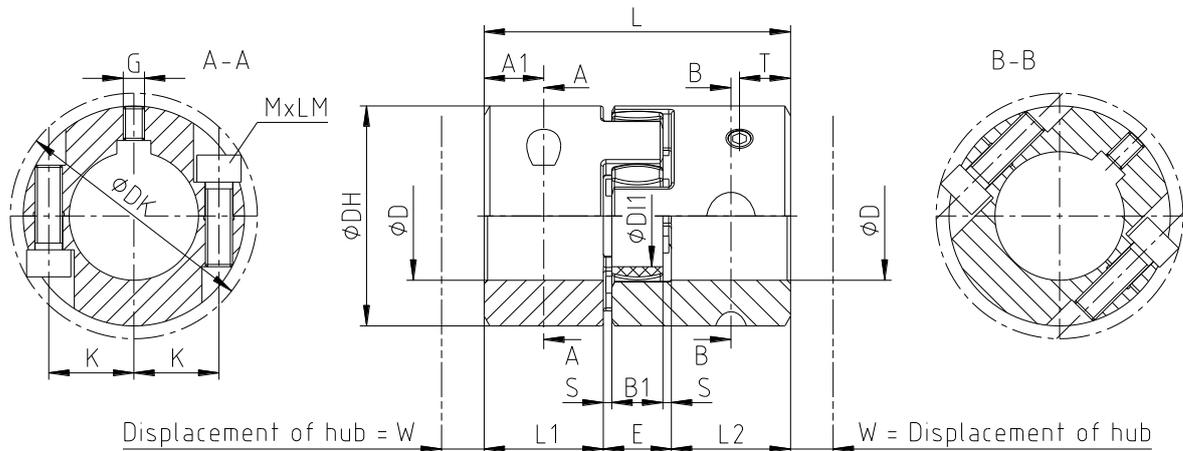

1 Technical data


Illustration 1: ROTEX® type SH (material: Sint)

Table 1: Dimensions - Material sintered steel (Sint)

Size	Dimensions in mm														
	Finish bore D ₁₎		General										Cap screws DIN EN ISO 4762		
	min.	Max.	L	L1, L2	E	B1	S	DH	DI1	DK	K	W	MxLM	A1	T _A in Nm
24	0	28	78	30	18	14	2.0	55	27	57.5	20	12	M6x20	15.0	14
28	0	38	90	35	20	15	2.5	65	30	73.0	25	12	M8x25	17.5	35

 1) Maximum torque of the coupling $T_{Kmax.} = \text{Rated torque of the coupling } T_{KN} \times 2$
Table 2: Torques and setscrews - Material sintered steel (Sint)

Size	Spider ²⁾ (component 2) Rated torque in Nm			Setscrew DIN EN ISO 4029		
	92 ShA	98 ShA	64 ShD	G	T	T _A in Nm
24	35	60	-	M5	10	2
28	95	160	-	M8	15	10

2) Bores H7 with keyway to DIN 6885 sheet 1 [JS9] and setscrew



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).



With frictionally engaged connections the tolerance of the bore depends on the shaft. Respective fit pairs have to be calculated by KTR beforehand.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

1 Technical data

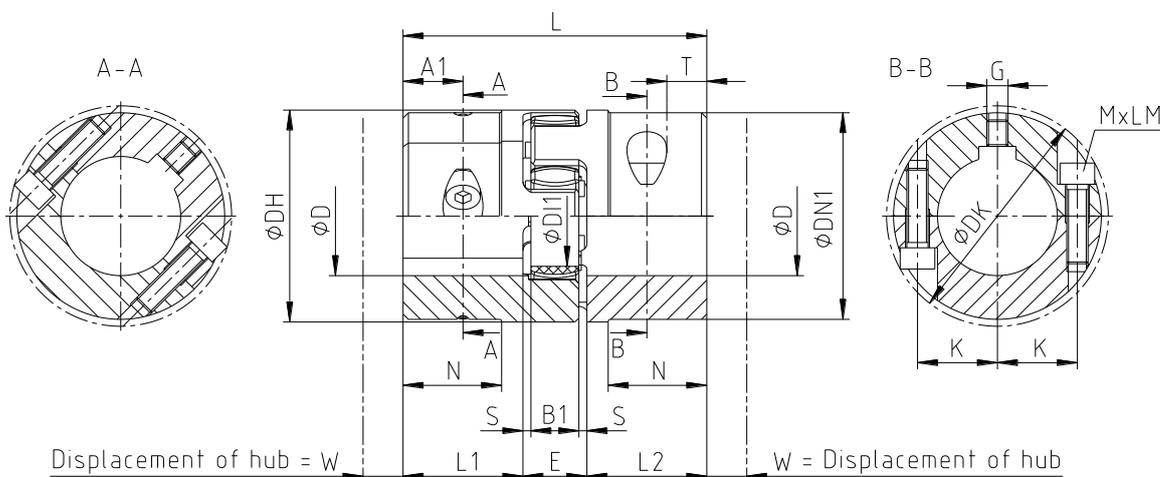


Illustration 2: ROTEX® type SH, size 38 - 55 (material: GJL)

Table 3: Dimensions - Material cast iron (GJL)

Size	Dimensions in mm																	
	Finish bore D ¹⁾		General													Cap screws DIN EN ISO 4762		
	min.	Max.	L	L1, L2	E	B1	S	DH	DI1	DN1	DK	N	K	W	MxLM	A1	T _A in Nm	
38	24	45	114	45	24	18	3.0	80	38	78	83.5	37	30	15	M8x30	22.5	34	
42	24	55	126	50	26	20	3.0	95	46	94	97.0	40	30	15	M10x35	25.0	67	
48	24	60	140	56	28	21	3.5	105	51	104	108.5	45	35	15	M12x40	28.0	115	
55	24	70	160	65	30	22	4.0	120	60	118	122.0	52	40	15	M12x45	32.5	115	
65	24	70	185	75	35	26	4.5	135	68	115	123.5	61	45	15	M12x40	37.5	115	
	70	80								135	132.5		50		M12x45			
75	40	80	210	85	40	30	5.0	160	80	135	147.0	69	51	20	M16x50	42.5	290	
	80	90								160	158.0		57					
90	40	90	245	100	45	34	5.5	200	100	160	176.0	81	60	30	M20x60	50.0	560	
	90	110								200	197.0		72					

1) Bores H7 with keyway to DIN 6885 sheet 1 [JS9] and setscrew

Table 4: Torques and setscrews - Material cast iron (GJL)

Size	Spider ²⁾ (component 2) Rated torque in Nm			Setscrew DIN EN ISO 4029		
	92 ShA	98 ShA	64 ShD	G	T	T _A in Nm
38	190	325	405	M8	15	10
42	265	450	560		20	
48	310	525	655			
55	410	685	825	M10	25	17
65	625	940	1175			
75	1280	1920	2400			
90	2400	3600	4500	M12	30	40

2) Maximum torque of the coupling T_{Kmax} = Rated torque of the coupling T_{KN} x 2



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).



With frictionally engaged connections the tolerance of the bore depends on the shaft. Respective fit pairs have to be calculated by KTR beforehand.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

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1 Technical data

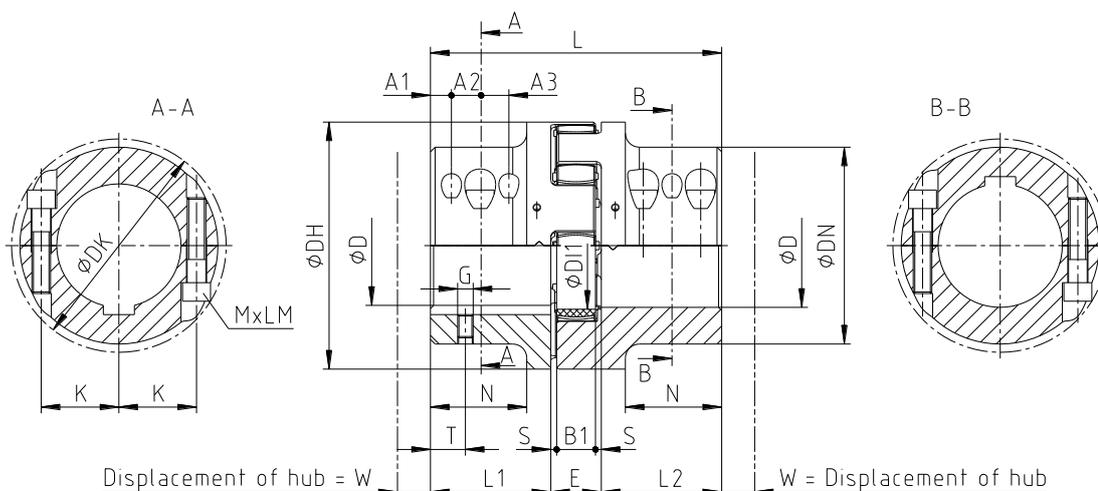


Illustration 3: ROTEX® type SH, size 100 - 180 (material: steel)

Table 5: Dimensions - Material steel

Size	Dimensions in mm																		
	Finish bore D ¹⁾		General												Cap screws DIN EN ISO 4762				
	min.	Max.	L	L ₁ , L ₂	E	B1	S	DH	DI1	DN	DK	N	K	W	MxLM	A1	A2	A3	T _A in Nm
100	0	110	270	110	50	38	6.0	225	113	180	199	89	70	35	M20x70	26	36	-	580
110	0	125	295	120	55	42	6.5	255	127	200	224	96	78	39	M24x80	28	40	-	1000
125	60	145	340	140	60	46	7.0	290	147	230	249	112	90	42	M24x90	40	46	-	1000
140	60	160	375	155	65	50	7.5	320	165	255	276	124	100	46	M24x110	27	37	37	1000
160	80	180	425	175	75	57	9.0	370	190	290	313	140	115	53	M27x120	31	42	42	1500
180	85	200	475	195	85	64	10.5	420	220	325	349	156	130	60	M27x140	35	44	44	1500

1) Bores H7 with keyway to DIN 6885 sheet 1 [JS9] and setscrew

Table 6: Torques and setscrews - Material steel

Size	Spider ²⁾ (component 2) Rated torque in Nm			Setscrew DIN EN ISO 4029		
	92 ShA	98 ShA	64 ShD	G	T	T _A in Nm
100	3300	4950	6185	M12	30	40
110	4800	7200	9000	M16	35	80
125	6650	10000	12500	M16	40	80
140	8550	12800	16000	M20	45	140
160	12800	19200	24000	M20	50	140
180	18650	28000	35000	M20	50	140

2) Maximum torque of the coupling T_{Kmax.} = Rated torque of the coupling T_{KN} x 2



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).



With frictionally engaged connections the tolerance of the bore depends on the shaft. Respective fit pairs have to be calculated by KTR beforehand.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

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2 Advice

2.1 General advice

Please read through these operating/assembly instructions carefully before you start up the coupling.
Please pay special attention to the safety instructions!



The **ROTEX®** coupling is suitable and approved for the use in potentially explosive atmospheres. When using the coupling in potentially explosive atmospheres, observe the special advice and instructions regarding safety in enclosure A.

The operating/assembly instructions are part of your product. Please store them carefully and close to the coupling. The copyright for these operating/assembly instructions remains with KTR.

2.2 Safety and advice symbols



Warning of potentially explosive atmospheres

This symbol indicates notes which may contribute to preventing bodily injuries or serious bodily injuries that may result in death caused by explosion.



Warning of personal injury

This symbol indicates notes which may contribute to preventing bodily injuries or serious bodily injuries that may result in death.



Warning of product damages

This symbol indicates notes which may contribute to preventing material or machine damage.



General advice

This symbol indicates notes which may contribute to preventing adverse results or conditions.



Warning of hot surfaces

This symbol indicates notes which may contribute to preventing burns with hot surfaces resulting in light to serious bodily injuries.

2.3 General hazard warnings



With assembly, operation and maintenance of the coupling it has to be made sure that the entire drive train is secured against accidental switch-on. You may be seriously hurt by rotating parts. Make absolutely sure to read through and observe the following safety indications.

- All operations on and with the coupling have to be performed taking into account "safety first".
- Make sure to switch off the power pack before you perform your work on the coupling.
- Secure the power pack against accidental switch-on, e. g. by providing warning signs at the place of switch-on or removing the fuse for current supply.
- Do not reach into the operating area of the coupling as long as it is in operation.
- Secure the coupling against accidental contact. Provide for the necessary protection devices and covers.

 KTR KTR-Group	ROTEX® Operating/Assembly instructions Type SH	KTR-N 40229 EN Sheet: 7 of 26 Edition: 8
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2 Advice

2.4 Intended use

You may only assemble, operate and maintain the coupling if you

- have carefully read through the operating/assembly instructions and understood them
- are technically qualified and specifically trained (e. g. safety, environment, logistics)
- are authorized by your company

The coupling may only be used in accordance with the technical data (see chapter 1). Unauthorized modifications on the coupling design are not admissible. We will not assume liability for any damage that may arise. In the interest of further development we reserve the right for technical modifications.

The **ROTEX®** described in here corresponds to the state of the art at the time of printing of these operating/assembly instructions.

2.5 Coupling selection



For a permanent and failure-free operation of the coupling it must be selected according to the selection instructions (according to DIN 740 part 2) for the particular application (see catalogue drive technology "ROTEX®").

If the operating conditions (performance, speed, modifications on engine and machine) change, the coupling selection must be reviewed.

Make sure that the technical data regarding torque refer to the spider only. The transmittable torque of the shaft-hub-connection must be reviewed by the customer and is subject to his responsibility.

For drives subjected to torsional vibrations (drives with cyclic stress due to torsional vibrations) it is necessary to perform a torsional vibration calculation to ensure a reliable selection. Typical drives subjected to torsional vibrations are e. g. drives with diesel engines, piston pumps, piston compressors etc. If requested, KTR will perform the coupling selection and the torsional vibration calculation.

2.6 Reference to EC Machinery Directive 2006/42/EC

The couplings supplied by KTR should be considered as components, not machines or partly completed machines according to EC Machinery Directive 2006/42/EC. Consequently KTR does not have to issue a declaration of incorporation. For details about safe assembly, start-up and safe operation refer to the present operating/assembly instructions considering the warnings.

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3 Storage, transport and packaging

3.1 Storage

The coupling hubs are supplied in preserved condition and can be stored in a dry and roofed place for 6 - 9 months.

The features of the coupling spiders (elastomers) remain unchanged for up to 5 years with favourable storage conditions.



The storage rooms must not include any ozone-generating devices like e. g. fluorescent light sources, mercury-vapour lamps or electrical high-voltage appliances.

Humid storage rooms are not suitable.

Make sure that condensation is not generated. The best relative air humidity is less than 65 %.

3.2 Transport and packaging



In order to avoid any injuries and any kind of damage always make use of proper transport and lifting equipment.

The couplings are packed differently each depending on size, number and kind of transport. Unless otherwise contractually agreed, packaging will follow the in-house packaging specifications of KTR.

4 Assembly

The coupling is generally supplied in individual parts. Before assembly the coupling has to be inspected for completeness.

4.1 Components of the coupling

Components of ROTEX® type SH

Component	Quantity	Description
1	2	SPLIT hub
2	1	Spider
3	2/4/6 ¹⁾	Cap screws DIN EN ISO 4762
4	1 ¹⁾	Setscrews DIN EN ISO 4029

1) each SPLIT hub (quantity is depends on coupling size)

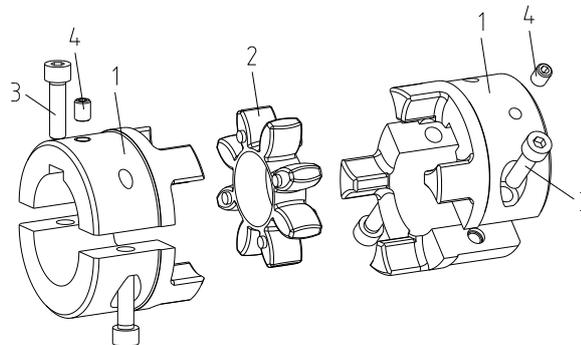


Illustration 4: ROTEX® type SH



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.



4 Assembly

4.1 Components of the coupling

Features of standard spiders

Spider hardness (Shore)	92 Shore A		98 Shore A		64 Shore D	
	T-PUR® (orange)	PUR (yellow)	T-PUR® (purple)	PUR (red)	T-PUR® (light green)	PUR (natural white ¹⁾)
Marking (colour)						

1) Natural white with green marking of teeth

4.2 Advice for finish bore



The maximum permissible bore diameters D (see chapter 1 - technical data) must not be exceeded. If these figures are disregarded, the coupling may tear. Rotating particles may cause danger to life.

- Hub bores machined by the customer have to observe concentricity resp. axial runout (see illustration 4).
- Make absolutely sure to observe the figures for $\varnothing D$.
- Carefully align the hubs when the finish bores are drilled.
- Provide for a setscrew according to DIN EN ISO 4029 with a cup point or an end plate to fasten the hubs axially.

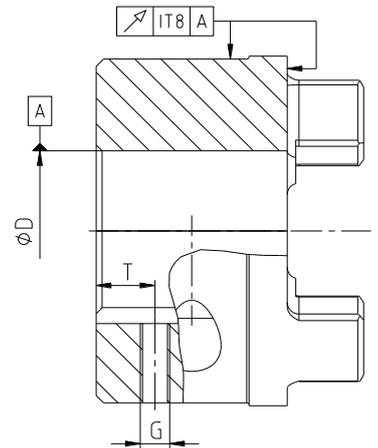


Illustration 5: Concentricity and axial runout



The customer bears the sole responsibility for all machining processes performed subsequently on unbored or pilot bored as well as finish machined coupling components and spare parts. KTR does not assume any warranty claims resulting from insufficient remachining.



KTR supplies unbored or pilot bored coupling components and spare parts only upon explicit request of the customer. These parts are additionally marked with the symbol Ex .

Reference to unbored resp. pilot bored coupling components with explosion protection marking:

Basically the company KTR Systems GmbH supplies couplings resp. coupling hubs with explosion protection marking as an unbored or pilot bored type only on explicit request of the customer. The prerequisite is a declaration of exemption submitted by the customer assuming any responsibility and liability for respective remachining performed on the product of KTR Systems GmbH.

Table 7: Setscrew DIN EN ISO 4029

Size	24	28	38	42	48	55	65	75	90	100	110	125	140	160	180
Dimension G in mm	M5	M8	M8	M8	M8	M10	M10	M10	M12	M12	M16	M16	M20	M20	M20
Dimension T in mm	10	15	15	20	20	20	20	25	30	30	35	40	45	50	50
Tightening torque T_A in Nm	2	10	10	10	10	17	17	17	40	40	80	80	140	140	140

Please observe protection note ISO 16016.

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Replacing: KTR-N dated 2022-07-22

Replaced by:



4 Assembly

4.3 Assembly of the coupling (general)



We recommend to inspect bores, shaft, keyway and feather key for dimensional accuracy before assembly.



The cracked surfaces of the ROTEX® SH SPLIT hub halves must be inspected for cleanliness before assembly.
If necessary, clean the cracked surfaces of the EN-GJL hubs with a wire bush to ensure an optimal fit.



When disassembling the ROTEX® SH SPLIT EN-GJL hubs, small casting particles may come loose from the cracked surface, but the function is not affected.



Please pay attention to the ignition risk in potentially explosive atmospheres!



With the assembly make sure that the distance dimension E (see table 1, 3 and 5) is observed to allow for axial clearance of the spider when in operation.
Disregarding this advice may cause damage to the coupling.



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).

4.4 Assembly of the hubs (axial assembly)



Heating the hubs lightly (approx. 80 °C) allows for an easier mounting on the shaft.



Touching the heated hubs causes burns.
Please wear safety gloves.

- Mount the SPLIT hubs on the shaft of driving and driven side (see illustration 6).
- The internal sides of the hubs must be flush with the front sides of the shafts.

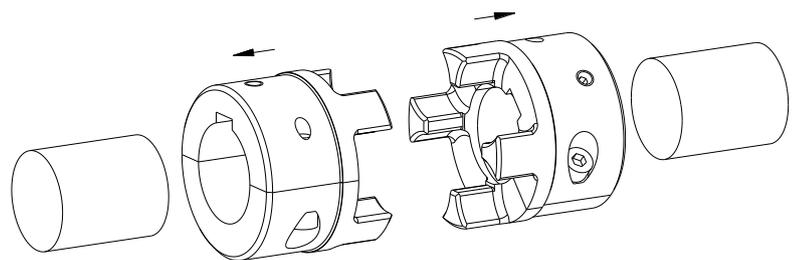


Illustration 6: Assembly of hubs

- Insert the spider in the cam section of the hubs on the driving or driven side (see illustration 7).

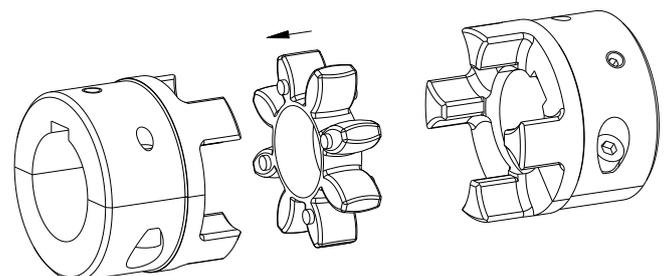


Illustration 7: Assembly of spider

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4 Assembly

4.4 Assembly of the hubs (axial assembly)

- Shift the power packs in axial direction until the distance dimension E is achieved (see illustration 8).
- If the power packs are already firmly assembled, shifting the hubs axially on the shafts allows for setting the distance dimension E.
- Tighten the cap screws of the SPLIT hubs reciprocally by means of a suitable torque key to the tightening torques T_A mentioned in table 1, 3 or 5.
- Fasten the SPLIT hubs by tightening the setscrews DIN EN ISO 4029 with a cup point (tightening torque see table 7).

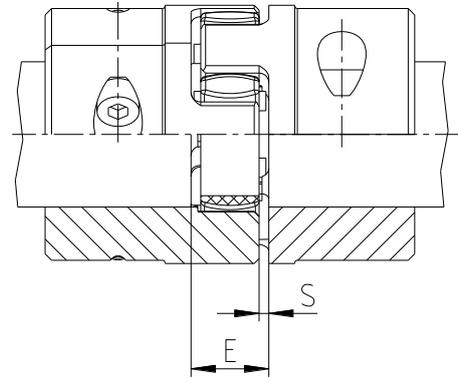


Illustration 8: Assembly of coupling

- Centre the spider between the SPLIT hubs and check the dimensions E and S (see illustration 8 and chapter 1).



If the shaft diameters with inserted feather key are smaller than dimension D11 (see table 1, 3 and 5) of the spider, one or two shaft ends may protrude into the spider.



Having started up the coupling, the wear of spider has to be inspected at regular maintenance intervals and the spider has to be replaced, if necessary.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

4.5 Assembly of the hubs (radial assembly)

- Remove the cap screws from the SPLIT hubs.



If the half shells cannot be separated from each other, the separation process must be initiated via a suitable tool (mounting hammer).

- Put the upper shell of the first SPLIT hub with the cap screws installed on the shaft (see illustration 9).
- Align the lower shell of the first SPLIT hub with the upper shell under the shaft (see illustration 10). Screw in the cap screws over several pitches.
- Align the upper and lower half shell based on the outer shape so that the fracture surfaces fit exactly.

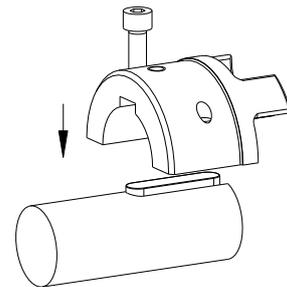


Illustration 9: Assembly of half shell



The half shell pairs of the two SPLIT hubs must not be interchanged, since the fracture surfaces of the respective hubs only fit exactly.

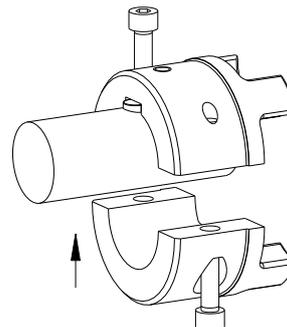


Illustration 10: Assembly of SPLIT hub on the shaft

4 Assembly
4.5 Assembly of the hubs (radial assembly)

- Hand-tighten the cap screws.
- Repeat the assembly of the first SPLIT hub described in here with the second SPLIT hub.
- Insert the spider in the cam section of the SPLIT hubs on the driving or driven side (see illustration 11).
- Shift the power packs in axial direction until the distance dimension E is achieved (see illustration 12).
- Tighten the cap screws of the SPLIT hubs reciprocally by means of a suitable torque key to the tightening torques T_A mentioned in table 1, 3 or 5.
- Fasten the SPLIT hubs by tightening the setscrews DIN EN ISO 4029 with a cup point (tightening torque see table 7).
- Centre the spider between the SPLIT hubs and check the dimensions E and S (see illustration 12 and chapter 1).

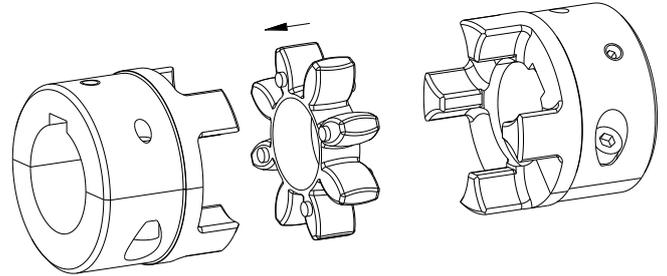


Illustration 11: Assembly of spider

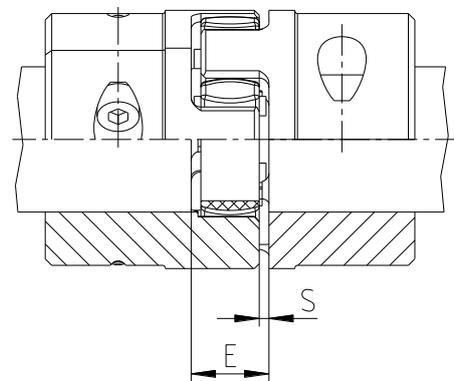


Illustration 12: Assembly of coupling



If the shaft diameters with inserted feather key are smaller than dimension D11 (see table 1, 3 and 5) of the spider, one or two shaft ends may protrude into the spider.



Having started up the coupling, the wear of spider has to be inspected at regular maintenance intervals and the spider has to be replaced, if necessary.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

4.6 Disassembly of the hubs

- Unscrew the setscrew and the cap screws of the first SPLIT hub by about 1 - 2 revolutions.



If the half shells cannot be separated from each other, the separation process must be initiated via a suitable tool (mounting hammer).

- Push the unscrewed SPLIT hub out of the spider axially.
- Remove the cap screws and afterwards the half shells.
- Remove the spider from the second SPLIT hub.
- Repeat the disassembly described in here for the first SPLIT hub with the second SPLIT hub.



4 Assembly

4.7 Displacements - alignment of the couplings

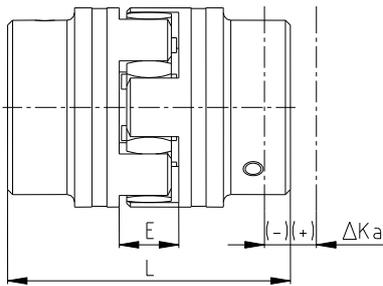
The displacement figures specified in tables 8 and 9 provide for sufficient safety to compensate for external influences like, for example, thermal expansion or foundation settling.



In order to ensure a long service life of the coupling and avoid hazards with the use in potentially explosive atmospheres, the shaft ends must be accurately aligned. Please absolutely observe the displacement figures specified (see tables 8 and 9). If the figures are exceeded, the coupling will be damaged. The more accurate the alignment of the coupling, the longer is its service life. If used in potentially explosive atmospheres for explosion group IIC, only half of the displacement figures (see tables 8 and 9) is permissible.

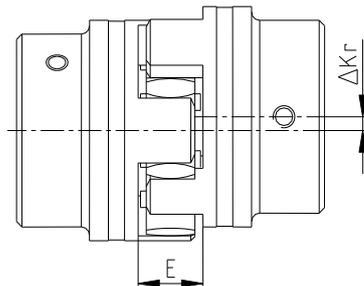
Please note:

- The displacement figures specified in tables 8 and 9 are maximum figures which must not arise in parallel. If radial and angular displacements arise simultaneously, the permissible displacement figures may only be used proportionally (see illustration 14).
- Inspect with a dial gauge, ruler or feeler whether the permissible displacement figures of tables 8 and 9 can be observed.

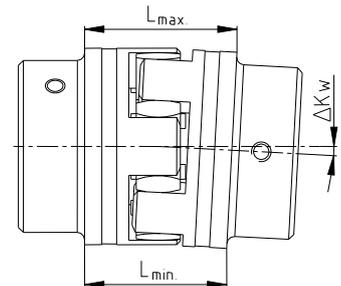


Axial displacements

$L_{max} = L + \Delta K_a$ in mm



Radial displacements



Angular displacements

$\Delta K_w = L_{1max} - L_{1min}$ in mm

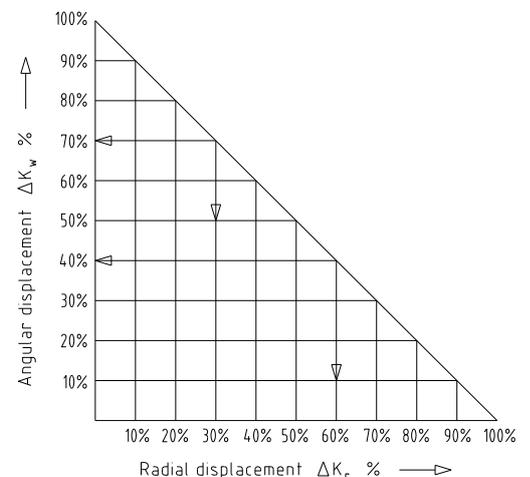
Illustration 13: Displacements

Examples of the displacement combinations specified in illustration 14:

Example 1:
 $\Delta K_r = 30\%$
 $\Delta K_w = 70\%$

Example 2:
 $\Delta K_r = 60\%$
 $\Delta K_w = 40\%$

Illustration 14: Combinations of displacement



$\Delta K_{total} = \Delta K_r + \Delta K_w \leq 100\%$

4 Assembly

4.7 Displacements - alignment of the couplings

Table 8: Displacement figures for 92 and 98 Shore A

Size		24	28	38	42	48	55	65	75	90	100	110	125	140	160	180
Max. axial displacement DKa in mm		-0.5	-0.7	-0.7	-1.0	-1.0	-1.0	-1.0	-1.5	-1.5	-1.5	-2.0	-2.0	-2.0	-2.5	-3.0
		+1.4	+1.5	+1.8	+2.0	+2.1	+2.2	+2.6	+3.0	+3.4	+3.8	+4.2	+4.6	+5.0	+5.7	+6.4
Max. radial displacement ΔKr in mm with n=	1500 rpm	0.22	0.25	0.28	0.32	0.36	0.38	0.42	0.48	0.50	0.52	0.55	0.60	0.62	0.64	0.68
	3000 rpm	0.15	0.17	0.19	0.21	0.25	0.26	0.28	0.32	0.34	0.36	0.38	-	-	-	-
Max. angular displacement ΔK _w with n=1500 rpm	in degree	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.2	1.2	1.2
	in mm	0.85	1.05	1.35	1.70	2.00	2.30	2.70	3.30	4.30	4.80	5.60	6.50	6.60	7.60	9.00
Max. angular displacement ΔK _w with n=3000 rpm	in degree	0.8	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1	1.1	1.2	-	-	-	-
	in mm	0.75	0.85	1.10	1.40	1.60	2.00	2.30	2.90	3.80	4.20	5.00	-	-	-	-

Table 9: Displacement figures for 64 Shore D

Size		24	28	38	42	48	55	65	75	90	100	110	125	140	160	180
Max. axial displacement DKa in mm		-0.5	-0.7	-0.7	-1.0	-1.0	-1.0	-1.0	-1.5	-1.5	-1.5	-2.0	-2.0	-2.0	-2.5	-3.0
		+1.4	+1.5	+1.8	+2.0	+2.1	+2.2	+2.6	+3.0	+3.4	+3.8	+4.2	+4.6	+5.0	+5.7	+6.4
Max. radial displacement ΔKr in mm with n=	1500 rpm	0.15	0.18	0.21	0.23	0.25	0.27	0.30	0.34	0.36	0.37	0.40	0.43	0.45	0.46	0.49
	3000 rpm	0.10	0.13	0.15	0.16	0.18	0.19	0.21	0.24	0.25	0.26	0.28	-	-	-	-
Max. angular displacement ΔK _w with n=1500 rpm	in degree	0.8	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1	1.1	1.2	1.2	1.1	1.1	1.1
	in mm	0.77	0.90	1.25	1.40	1.80	2.00	2.50	3.00	3.80	4.30	5.30	6.00	6.10	7.10	8.00
Max. angular displacement ΔK _w with n=3000 rpm	in degree	0.7	0.7	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.0	1.1	-	-	-	-
	in mm	0.67	0.80	1.00	1.30	1.60	1.80	2.20	2.70	3.50	4.00	4.90	-	-	-	-

5 Start-up

Before start-up of the coupling, inspect the tightening of the setscrews in the hubs, the alignment and the distance dimension E and adjust, if necessary, and also inspect all screw connections for the tightening torques specified.



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).

Finally the coupling protection against accidental contact must be fitted. It is required in accordance with DIN EN ISO 12100 (Safety of Machinery) and directives 2014/34/EU and SI 2016 No. 1107 and must protect against

- access with a little finger
- falling down of solid foreign objects.

The coupling protection is not part of KTR's scope of delivery and is the customer's responsibility. It must have sufficient distance to the rotating components to avoid contact safely. Depending on the outside diameter DH of the coupling, we recommend the following minimum distance:

ØDH to 50 mm = 6 mm, ØDH 50 mm to 120 mm = 10 mm, ØDH from 120 mm = 15 mm.

Please check if a proper enclosure (ignition protection, coupling protection, contact protection) has been mounted and the operation of the coupling is not affected by the enclosure. The same applies for test runs and rotational direction inspections.

The cover may provide for openings intended for necessary heat dissipation. These openings have to comply with DIN EN ISO 13857.

Please observe protection note ISO 16016.	Drawn:	2023-03-02 Ka/Bru	Replacing:	KTR-N dated 2022-07-22
	Verified:	2023-03-08 Ka	Replaced by:	

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5 Start-up

The cover must be electrically conductive and included in the equipotential bonding. Bellhousings (magnesium share below 7.5 %) made of aluminium and damping rings (NBR) can be used as connecting element between pump and electric motor. The cover may only be taken off with standstill of the unit.



If the couplings are used in locations subject to dust explosion and in mining the user must make sure that there is no accumulation of dust in a dangerous volume between the cover and the coupling. The coupling must not operate in an accumulation of dust.

For covers with unlocked openings on the top face no light metals must be used if the couplings are used as equipment of equipment group II (*if possible, from stainless steel*).

If the couplings are used in mining (equipment group I M2), the cover must not be made of light metal. In addition, it must be resistant to higher mechanical loads than with use as equipment of equipment group II.

During operation of the coupling, please pay attention to

- different operating noise
- vibrations occurring.



If you note any irregularities with the coupling during operation, the drive unit must be switched off immediately. The cause of the breakdown must be specified by means of the table „Breakdowns“ and, if possible, be eliminated according to the proposals. The potential breakdowns specified can be hints only. To find out the cause all operating factors and machine components must be considered.

Coating of coupling:



If coated (priming, paintings, etc.) couplings are used in potentially explosive atmospheres, the requirements on conductivity and coating thickness must be considered. With paintings up to 200 µm electrostatic load does not have to be expected. If thicker paintings resp. coatings up to a layer thickness of a maximum of 2.0 mm are applied, the couplings are not permissible for gases and vapours of category IIC in potentially explosive areas, but only for gases and vapours of category IIA and IIB.

This also applies for multiple coatings exceeding an overall thickness of 200 µm. Make sure with painting or coating that the coupling components are conductively connected with the device/devices to be connected so that the equipotential bonding is not impeded by the paint or coat applied. Basically painting of the spider is not admitted to ensure an equipotential bonding.

In addition, make sure that the marking of the coupling remains legible.

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6 Breakdowns, causes and elimination

The below-mentioned failures can lead to a use of the **ROTEX®** coupling other than intended. In addition to the specifications given in these operating/assembly instructions make sure to avoid such failures. The errors listed can only be clues to search for the failures. When searching for the failure the adjacent components must generally be considered.



The coupling can become a source of ignition with improper use. Directive 2014/34/EU and UK directive SI 2016 No. 1107 require special care by the manufacturer and the user.

General failures with improper use:

- Important data for the coupling selection are not forwarded.
- The calculation of the shaft-hub-connection is not considered.
- Coupling components with damage occurred during transport are assembled.
- If the heated hubs are assembled, the permissible temperature is exceeded.
- The clearance of the components to be assembled is not coordinated with one another.
- Tightening torques are fallen below/exceeded.
- Components are mixed up by mistake/assembled incorrectly.
- A wrong or no spider is inserted in the coupling.
- No original **KTR** components (purchased parts) are used.
- Old/already worn out spiders or spiders stored for too long are used.
- Maintenance intervals are not observed.

Breakdowns	Causes	Hazard notes for potentially explosive atmospheres	Elimination
Different operating noise and/or vibrations occurring	Misalignment	Increased temperature on the spider surface; ignition risk by hot surfaces	1) Set the unit out of operation 2) Eliminate the reason for the misalignment (e. g. loose foundation bolts, breaking of the engine mount, heat expansion of unit components, modification of the installation dimension E of the coupling) 3) For inspection of wear see chapter 10.2
	Wear of spider, short-term torque transmission due to metal contact	Ignition risk due to sparking	1) Set the unit out of operation 2) Disassemble the coupling and remove residues of the spider 3) Inspect coupling components and replace coupling components that have been damaged 4) Insert spider, assemble coupling components 5) Inspect alignment, adjust if necessary
	Screws for axial fastening of hubs working loose	Ignition risk due to hot surfaces and sparking	1) Set the unit out of operation 2) Inspect alignment of coupling 3) Tighten the screws to fasten the hubs and secure against working loose 4) For inspection of wear see chapter 10.2
Breaking of cams	Wear of spider, torque transmission due to metal contact	Ignition risk due to sparking	1) Set the unit out of operation 2) Replace complete coupling 3) Inspect alignment
	Breaking of the cams due to high impact energy/overload		1) Set the unit out of operation 2) Replace complete coupling 3) Inspect alignment 4) Find out the reason for overload



6 Breakdowns, causes and elimination

Breakdowns	Causes	Hazard notes for potentially explosive atmospheres	Elimination
Breaking of cams	Operating parameters do not meet with the performance of the coupling	Ignition risk due to sparking	1) Set the unit out of operation 2) Review the operating parameters and select a bigger coupling (consider mounting space) 3) Assemble new coupling size 4) Inspect alignment
	Operating error of the unit		1) Set the unit out of operation 2) Replace complete coupling 3) Inspect alignment 4) Instruct and train the service staff
Early wear of spider	Misalignment	Increased temperature on the spider surface; ignition risk by hot surfaces	1) Set the unit out of operation 2) Eliminate the reason for the misalignment (e. g. loose foundation bolts, breaking of the engine mount, heat expansion of unit components, modification of the installation dimension E of the coupling) 3) For inspection of wear see chapter 10.2
	e. g. contact with aggressive liquids/oils, ozone influence, too high/low ambient temperatures etc. causing physical modification of the spider	Ignition risk due to sparking with metallic contact of the cams	1) Set the unit out of operation 2) Disassemble the coupling and remove residues of the spider 3) Inspect coupling components and replace coupling components that have been damaged 4) Insert spider, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Make sure that further physical modifications of the spider are excluded
	Ambient/contact temperatures which are too high for the spider, max. permissible -30 °C/+90 °C		1) Set the unit out of operation 2) Disassemble the coupling and remove residues of the spider 3) Inspect coupling components and replace coupling components that have been damaged 4) Insert spider, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Inspect and adjust ambient/contact temperature (correct by using other spider materials, if necessary)
Early wear of spider (liquefaction of material inside the spider cam)	Vibrations of drive		1) Set the unit out of operation 2) Disassemble the coupling and remove residues of the spider 3) Inspect coupling components and replace coupling components that have been damaged 4) Insert spider, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Find out the reason for the vibrations (possibly corrective by spider with lower or higher Shore hardness)



When operating with a worn spider (see chapter 10.3) proper operation is not ensured.

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7 Disposal

In respect of environmental protection we would ask you to dispose of the packaging resp. products on termination of their service life in accordance with the legal regulations resp. standards that apply.

- **Metal**
Any metal components have to be cleaned and disposed of by scrap metal.
- **Nylon materials**
Nylon materials have to be collected and disposed of by a waste disposal company.

8 Maintenance and service

ROTEX® is a low-maintenance coupling. We recommend to perform a visual inspection on the coupling **at least once a year**. Please pay special attention to the condition of the coupling spiders.

- Since the flexible machine bearings of the driving and driven side settle during the course of load, inspect the alignment of the coupling and re-align the coupling, if necessary.
- The coupling components have to be inspected for damages.
- The screw connections have to be inspected visually.



With the use in potentially explosive atmospheres observe chapter 10.2 "Inspection intervals for couplings in  potentially explosive atmospheres".

9 Spares inventory, customer service addresses

We recommend to store major spare parts on site to ensure the readiness for use of the machine in case if a coupling fails.

Contact addresses of the KTR partners for spare parts and orders can be obtained from the KTR homepage at www.ktr.com.



KTR does not assume any liability or warranty for the use of spare parts and accessories which are not provided by KTR and for the damages which may incur as a result.

KTR Systems GmbH
 Carl-Zeiss-Str. 25
 D-48432 Rheine
 Phone: +49 5971 798-0
 E-mail: mail@ktr.com

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10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

Applicable hub designs/types:

**a) Hubs that may be used in group II, category 2 and 3:
(hubs with feather keyway)**

- 7.1 SPLIT hub with feather keyway

**b) Hubs which may be used in group II, category 3 only:
(hubs without feather keyway)**

- 7.0 SPLIT hub without feather keyway



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

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**10 Enclosure A**

Advice and instructions regarding the use in  potentially explosive atmospheres

10.1 Intended use in  potentially explosive atmospheres**Conditions of operation in  potentially explosive atmospheres**

The **ROTEX®** couplings are suitable for the use according to directives 2014/34/EU and SI 2016 No. 1107.

- Protection against hazards arising from lightning must follow the lightning protection concept of the machine or plant. The relevant regulations and policy for lightning protection must be observed.
- The equipotential bonding of the couplings is made by metal contact between coupling hub and shaft. This equipotential bonding must not be affected.

1. Industry (with the exception of mining)

- Equipment group II of category 2 and 3 (*coupling is not approved/not suitable for equipment group 1*)
- Substance group G (*gases, fogs, vapours*), zone 1 and 2 (*coupling is not approved/not suitable for zone 0*)
- Substance group D (*dusts*), zone 21 and 22 (*coupling is not approved/not suitable for zone 20*)
- Explosion group IIC (*gases, fogs, vapours*) (*explosion groups IIA and IIB are included in IIC*) and explosion group IIIC (*dusts*) (*explosion groups IIIA and IIIB are included in IIIC*)

Temperature class:

Temperature class	PUR / T-PUR®	
	Ambient or operating temperature T_a ¹⁾	Max. surface temperature ²⁾
T4	-30 °C to +90 °C	+110 °C
T5	-30 °C to +75 °C	+95 °C
T6	-30 °C to +60 °C	+80 °C

Explanation:

The maximum surface temperatures each result from the maximum permissible ambient or operating temperature T_a plus the maximum temperature increase ΔT of 20 K to be considered. For the temperature class a safety margin subject to standard of 5 K is added.

- 1) The ambient or operating temperature T_a is limited to +90 °C due to the permissible permanent operating temperature of the elastomers used.
- 2) The maximum surface temperature of +110 °C applies for the use in locations which are potentially subject to dust explosion.

In potentially explosive atmospheres

- the ignition temperature of dusts generated must at least be 1.5 times the surface temperature to be considered
- the glow temperature must at least be the surface temperature to be considered plus a safety distance of 75 K.
- the gases and vapours generated must amount to the temperature class specified.

2. Mining

Equipment group I of category M2 (*coupling is not approved/not suitable for equipment group M1*).
 Permissible ambient temperature -30 °C to +90 °C.

**10 Enclosure A**

Advice and instructions regarding the use in  potentially explosive atmospheres

10.2 Inspection intervals for couplings in  potentially explosive atmospheres

Equipment category	Inspection intervals
3G 3D	For couplings operated in zone 2 or zone 22 the inspection and maintenance intervals of the usual operating/assembly instructions for standard operation apply. During the standard operation which has to be taken as a basis of the ignition risk analysis the couplings are free from any ignition source. For gases, vapours and dusts generated the permissible glow and ignition temperatures specified in chapter 10.1 have to be considered and observed.
M2 2G 2D No gases and vapours of explosion group IIC	An inspection of the torsional backlash and a visual inspection of the flexible spider must be performed after 3,000 operating hours for the first time, at the latest after 6 months after start-up of the coupling. If you note insignificant or no wear on the spider upon this initial inspection, further inspections can each be performed after 6,000 operating hours or at the latest after 18 months, provided that the operating parameters remain the same. If you note significant wear during the initial inspection so that it would be recommendable to replace the spider, please find out the cause according to the table „Break-downs“, if possible. The maintenance intervals must be adjusted to the modified operating parameters without fail.
M2 2G 2D Gases and vapours of explosion group IIC	An inspection of the torsional backlash and a visual inspection of the flexible spider must be performed after 2,000 operating hours for the first time, at the latest after 3 months after start-up of the coupling. If you note insignificant or no wear on the spider upon this initial inspection, further inspections can each be performed after 4,000 operating hours or at the latest after 12 months, provided that the operating parameters remain the same. If you note significant wear during the initial inspection so that it would be recommendable to replace the spider, please find out the cause according to the table „Break-downs“, if possible. The maintenance intervals must be adjusted to the modified operating parameters without fail.



Clamping hubs (SPLIT hubs) without feather keyways may be used in category 3 only and are marked with category 3 accordingly.

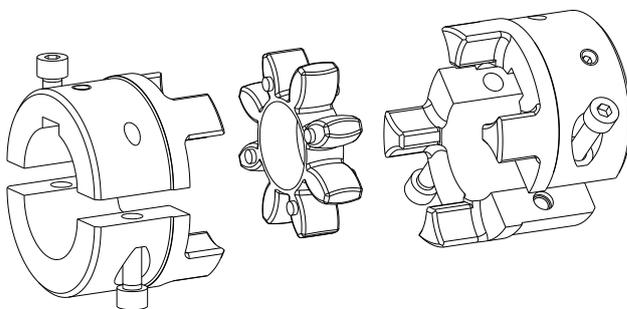
ROTEX® coupling

Illustration 15: ROTEX® type SH

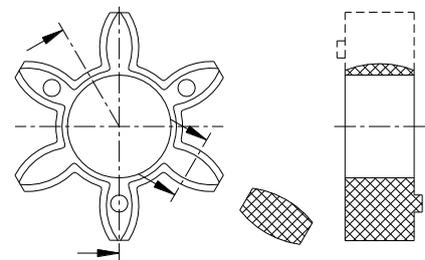


Illustration 16: ROTEX® spider

Here the backlash between the cams of the coupling and the flexible spider must be inspected by means of a feeler gauge.

When reaching the wear limit **maximum friction**, the spider must be replaced immediately, irrespective of the inspection intervals.

Please observe protection note ISO 16016.

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10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.3 Standard values of wear

In case of backlash > X mm, the flexible spider must be replaced.

Monitoring of the general condition of the coupling can be done both at standstill and during operation. If the coupling is tested during operation, the operator must ensure an appropriate and proven test procedure (e. g. stroboscopic lamp, high-speed camera, etc.) which is definitely comparable to testing at standstill. If any distinctive features occur, an inspection must be made with the machine stopped.

Reaching the limits for replacing depends on the operating conditions and the existing operating parameters.



In order to ensure a long service life of the coupling and avoid hazards with the use in potentially explosive atmospheres, the shaft ends must be accurately aligned. Please absolutely observe the displacement figures specified (see tables 8 and 9). If the figures are exceeded, the coupling will be damaged.

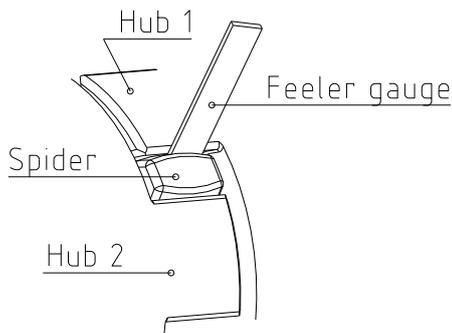


Illustration 17: Inspection of the limit of wear

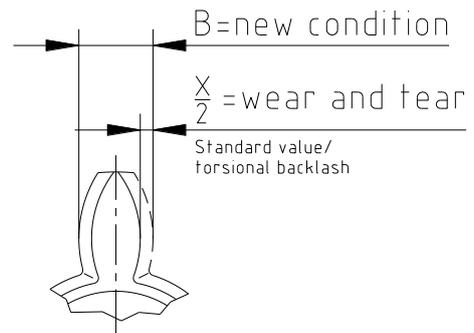


Illustration 18: Wear of spider

Table 10:

Size	Limits of wear (friction)		Size	Limits of wear (friction)	
	X_{max} in mm			X_{max} in mm	
24	3		90	8	
28	3		100	9	
38	3		110	9	
42	4		125	10	
48	4		140	12	
55	5		160	14	
65	5		180	14	
75	6				



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.4  marking of coupling for potentially explosive atmospheres

The explosion protection marking of the ROTEX® coupling is applied on the outer sheath or on the front side. The flexible spider is excluded.

For the complete marking refer to the operating/assembly instructions and/or the delivery note/package.

The following marking applies for the products:

- Type without aluminium, with feather keyway (Category 2)

   I M2 Ex h I Mb X
 II 2G Ex h IIC T6 ... T4 Gb X
 II 2D Ex h IIIC T80 °C ... T110 °C Db X
 <Year> -30 °C ≤ T_a ≤ +60 °C ... +90 °C
 KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine

- Type without aluminium, without feather keyway (Category 3)

   I M2 Ex h I Mb X
 II 3G Ex h IIC T6 ... T4 Gc X
 II 3D Ex h IIIC T80 °C ... T110 °C Dc X
 <Year> -30 °C ≤ T_a ≤ +60 °C ... +90 °C
 KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine

Short marking:

(A short marking is only made if not possible differently for reason of space or functioning.)

ROTEX®
<Year>

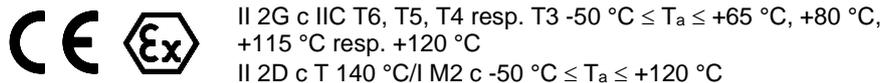


Deviating marking applied until 31st October 2019:

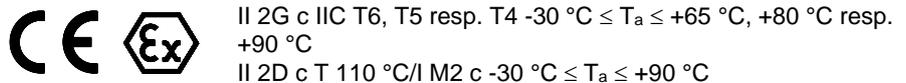
Short marking:



Complete marking:
(valid for T-PUR® only)



Complete marking:
(valid for PUR only)



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**10 Enclosure A**

Advice and instructions regarding the use in  potentially explosive atmospheres

10.4  marking of coupling for potentially explosive atmospheres**Comments on marking**

Equipment group I	Mining
Equipment group II	Non-mining
Equipment category 2G	Equipment ensuring a high level of safety, suitable for zone 1
Equipment category 3G	Equipment ensuring a normal level of safety, suitable for zone 2
Equipment category 2D	Equipment ensuring a high level of safety, suitable for zone 21
Equipment category 3D	Equipment ensuring a normal level of safety, suitable for zone 22
Equipment category M2	Equipment ensuring a high level of safety must be able to be switched off when an explosive atmosphere occurs
D	Dust
G	Gases and vapours
Ex h	Nonelectrical explosion protection
IIC	Gases and vapours of class IIC (including IIA and IIB)
IIIC	Electrically conductive dusts of class IIIC (including IIIA and IIIB)
T6 ... T4	Temperature class to be considered, depending on the ambient temperature
T80 °C ... T110 °C	Maximum surface temperature to be considered, depending on the ambient temperature
-30 °C ≤ T _a ≤ +60 °C ... +90 °C or -30 °C ≤ T _a ≤ +90 °C	Permissible ambient temperature from -30 °C to +60 °C resp. -30 °C to +90 °C
Gb, Db, Mb	Equipment protection level, high level of safety, analogous to the equipment category
Gc, Dc	Equipment protection level, normal level of safety, analogous to the equipment category
X	For a safe use of the couplings particular conditions apply

If the symbol  was punched in addition to marking , the coupling component was supplied by KTR as an unbo-
red or pilot bored version (see chapter 4.2 of the present operating/assembly instructions).



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.5 EU Certificate of conformity

EU Declaration of Conformity resp. Certificate of Conformity

corresponding to EU directive 2014/34/EU dated 26 February 2014
and to the legal regulations adopted for its implementation

The manufacturer - KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine - states that the

flexible ROTEX® couplings

in an explosion-proof design described in these assembly instructions are equipment resp. components corresponding to article 2, 1. of directive 2014/34/EU and comply with the general safety and health specifications according to enclosure II of directive 2014/34/EU.

This declaration of conformity is issued under the sole responsibility of the manufacturers KTR Systems GmbH.

The coupling described in here complies with the specifications of the following standards/rules:

- EN ISO 80079-36:2016-12
- EN ISO 80079-37:2016-12
- EN ISO/IEC 80079-38:2017-10
- IEC/TS 60079-32-1:2020-01-24

The ROTEX® is in accordance with the specifications of directive 2014/34/EU.

According to article 13 (1) b) ii) of directive 2014/34/EU the technical documentation is deposited with the notified body (type examination certificate IBExU13ATEXB016 X):

IBExU
Institut für Sicherheitstechnik GmbH
Identification number: 0637
Fuchsmühlenweg 7

09599 Freiberg

Rheine,
Place

2022-03-17
Date


i. V.
Reinhard Wibbeling
Engineering/R&D


i. V.
Michael Brüning
Product Manager



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.6 UK Declaration of conformity

UK Declaration of Conformity resp. Certificate of Conformity

corresponding to UK directive SI 2016 No. 1107 dated 26 February 2014
and to the legal provisions adopted for its implementation

The manufacturer - KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine - states that the

flexible ROTEX® couplings

in an explosion-proof design described in these assembly instructions are equipment resp. components corresponding to directive SI 2016 No. 1107 and comply with the general safety and health requirements according to directive SI 2016 No. 1107.

This declaration of conformity resp. certificate of conformity is issued under the sole responsibility of the manufacturer KTR Systems GmbH.

The coupling described in here complies with the specifications of the following standards/rules:

- EN ISO 80079-36:2016-12
- EN ISO 80079-37:2016-12
- EN ISO/IEC 80079-38:2017-10
- IEC/TS 60079-32-1:2020-01-24

The ROTEX® is in accordance with the specifications respectively the applicable specifications of directive SI 2016 No. 1107.

According to directive SI 2016 No. 1107 the technical documentation is deposited with the notified body:

Eurofins CML
Identification number: 2503

Rheine,
Place

2022-03-17
Date

i. V.
Reinhard Wibbeling
Engineering/R&D

i. V.
Michael Brüning
Product Manager