

PRESS RELEASE

KTR product innovation improves safety in explosive atmospheres

Rheine: 6 March 2015. **KTR has expanded its ROTEX® coupling line with the new ROTEX® Non-Sparking for maintenance-free use in potentially explosive environments. This failsafe innovation assures operation in cases of spider element wear while reliably preventing sparking. KTR will exhibit this novelty for the first time at the Hanover Fair (hall 25, stand B24) and at Achema (hall 9.0, stand C4).**

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Left: the new explosion-proof ROTEX® Non-Sparking coupling displaying injected jaw geometry on one side. Right: with the double-cardanic design, the centrepiece comes with injected jaw geometry on both sides.

The jaw geometry of the ROTEX® Non-Sparking consists of a conductive high-tenacity plastic that is injected onto the hub body which continues to be made of steel or other metals such as aluminium. The newly developed synthetic material prevents any static charging and is also designed to be so hardwearing that even in cases of elastomer wear out, torque will still be transmitted without any danger of sparking. As a result, maintenance work can be postponed to a convenient time frame.

The failsafe and maintenance-free ROTEX® Non-Sparking is certified under EU directive 94/9/EC (ATEX 95) and thus deemed suitable for the use in explosive atmospheres. The shaft coupling has a compact design and can be axially plugged in. It offers good dynamic properties, excellent vibration damping and a low moment of inertia. The coupling's precision-machining positively influences



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its running properties and significantly increases its expected service life. The ROTEX® Non-Sparking ensures dampened torsional vibration during power transmission and absorbs shocks generated from imbalanced machinery. The new coupling is also available in various double-cardanic finishes for large shaft misalignments that maintain low restoring forces and ensure sound dynamic properties.

Using injection moulding technology with the cam geometry opens up possibilities for KTR to produce a broad product spectrum in the ATEX sector with, for example, necked-in hubs for very compact designs. There is also great potential to realise customer or application-specific shaft-cam links.

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