

# The Backlash-free Safety Clutch for

*Packaging Machinery*  
*Machine Tools*  
*Paper Machinery*  
*Indexing Drives*  
*Servo Motors*



## *Backlash-free Safety Clutch*

- *Indicating torque adjustment*
- *Easy assembly*
- *Hardened functional components*
- *Synchronous and Ratchetting design*

## EAS®-NC Clutches optimum overload protection for your machinery.

EAS®-NC Torque Limiting Clutches guarantee economic protection and reliable operation, in order to maximise utilisation of machinery and equipment.

The continually increasing electric requirements in the power transmission for dynamics, higher speeds and accuracy can be met by using EAS®-NC Clutches.

With its optimum design principles and simple mechanics, EAS®-NC Clutches can withstand the extreme operating conditions. EAS®-NC Clutches provide zero backlash torque transmission characteristics and limit the transmitted torque exactly to a pre-set value.

In case an overload condition occurs in the drive train, due to a blockage or collision for example, the clutch will disengage, disconnecting input and output, thus uncoupling up to 90 % of the damaging energy in the system, which, if not disconnected, would cause costly damage and down-time to the machine.

### Advantages for your application

The EAS®-NC Torque Limiting Clutch is the ideal overload protection for your machine:

- Precise torque limitation prevents costly downtime and repairs in the event of an overload.
- Backlash-free torque transmission guarantees the highest drive accuracy and service life.
- Backlash-free function remains throughout the machine's life.
- High speed and high acceleration obtained through low inertia design.
- Immediate disconnection of input and output drive components prevents costly machine damage.
- The versatility of the design ensures a suitable solution for every application.
- Graduated torque setting eliminates operating errors.
- Low operating expenses through a maintenance-free principle.
- Immediate readiness for use after an overload has occurred, minimising machine downtime.



EAS®-NC Lastic Backlash-free version in a directly driven servo axis. This combination limits the torque precisely to the pre-set value, compensates for shaft misalignments and damps critical vibrations.

### Fast mechanical torque limiting even with electronic current monitoring systems.

Although most modern electronic systems are used for control and monitoring, blockages and collisions cannot be completely prevented. False initial start programming errors or operating errors outwit the most sophisticated control concepts. Modern electronic controls are designed with an excess-current release, which should prevent damage due to operating errors.

This type of overload protection has a considerable disadvantage which can be compensated for by a fast mechanical torque limiting safety clutch. Valuable time is lost between collision occurring until the drive motor or equipment is switched off. If a blockage occurs in the drive line the torque increases together with the motor current, and the whole drive system becomes tensioned. This overload situation can cause acute instantaneous damage before the control system registers the current rise and switches off the drive.

This gives the EAS-NC® Torque Limiting Clutch with its mechanical overload protection a decisive advantage. The damaging kinetic energies are uncoupled and released already within a few milliseconds and, as a limit switch can detect the disengaging movement of the clutch, a signal can be used to completely stop the machine or equipment.

## Indicated torque adjustment

- ❑ The torque can be adjusted sensitively and accurately indicated by the fine pitch threaded graduuated adjusting nut.
- ❑ The positive locking of the adjusting nut protects against self-acting unintended adjustment of the pre-set limiting torque. For the NC-sizes 4 to 6 there is an additional mechanical lock and back drive locking.

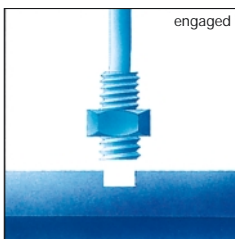
## Torque limitation

- ❑ Adjustable torques are transmitted via balls placed in two geometrical defined seats from hub to pressure flange.
- ❑ The balls ratchet out of seats when the pre-set limiting torque is exceeded.

## Pressure flange

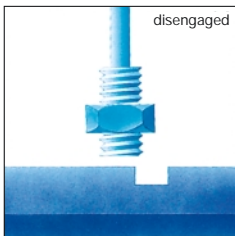
- ❑ Axially and radially supported by a deep groove ball bearing.
- ❑ Precise connection and axial location of the drive element.

## Limit switch



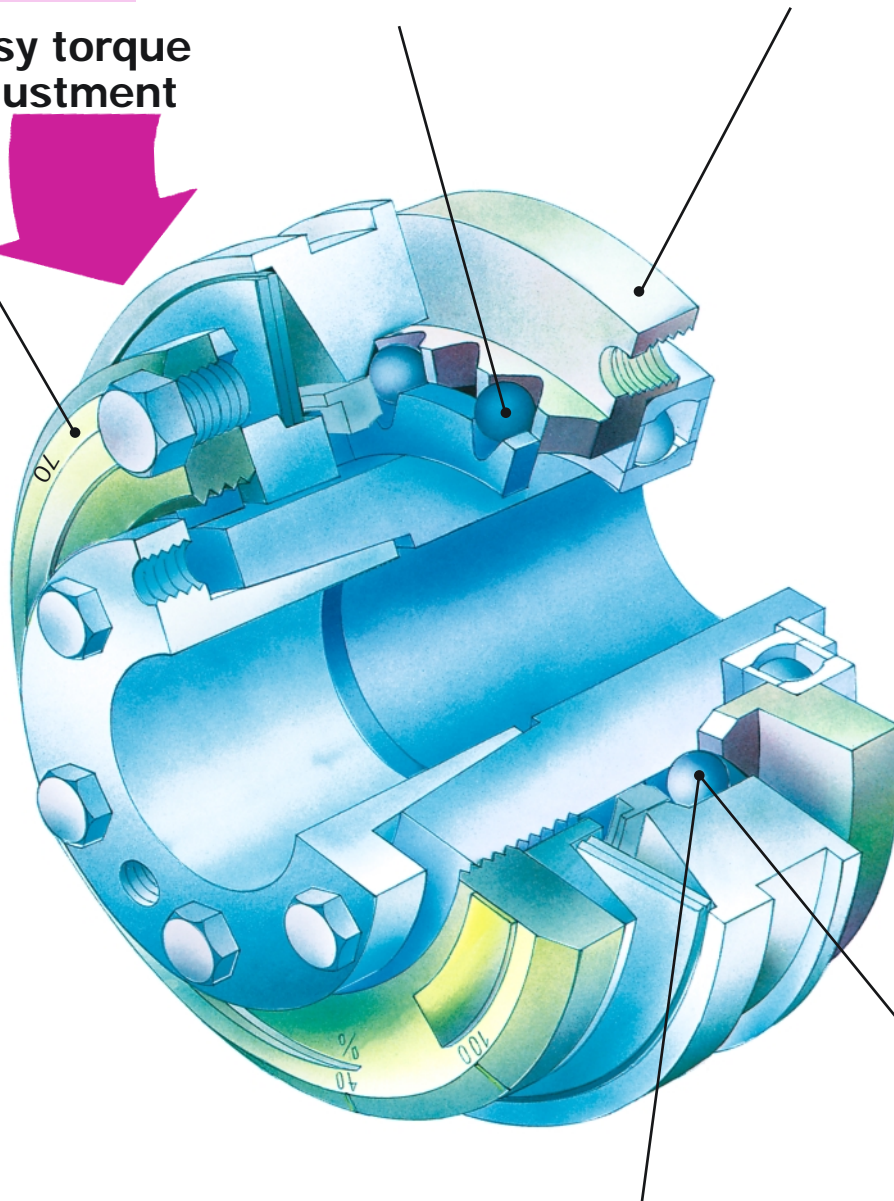
- ❑ Extreme short switch-off times
- ❑ Precise connection and axial point adjustment

## Signal usage

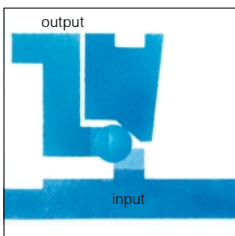


- ❑ In the event of an overload the limit switch detects the axial disengaging movement of the thrust ring quickly and precisely.
- ❑ The limit switch gives a signal for switching off the drive or other control function.

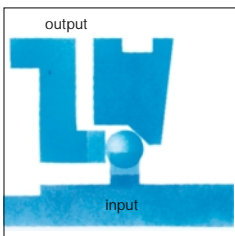
## Easy torque adjustment



## engaged



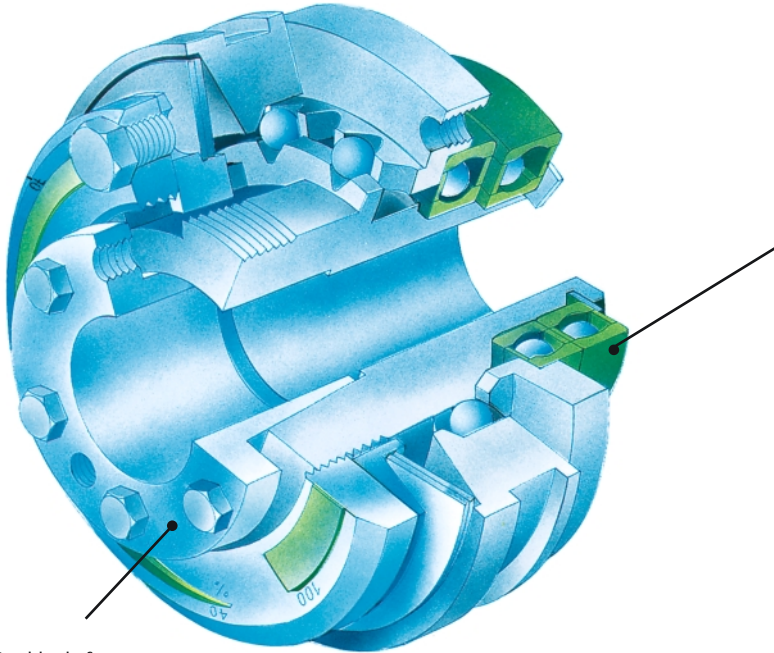
## disengaged



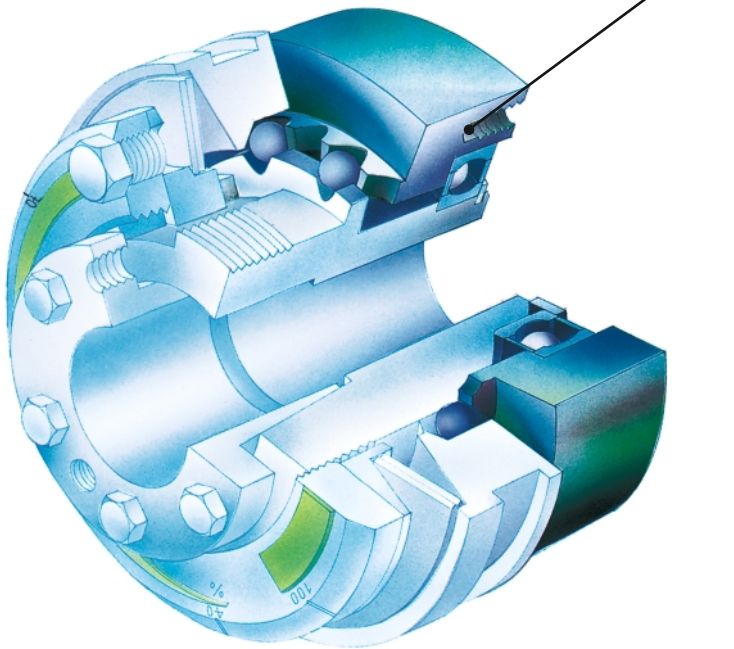
## The patented backlash-free principle

The backlash-free torque transmission

- ❑ Balls located in **radially and axially arranged recesses** on the hub and pressure flange.
- ❑ The balls are pressed by the thrust ring **simultaneously into the recesses of the hub and pressure flange** and, therefore, transmit the torque backlash-free in both directions of rotation, even with reversing direction of rotation.
- ❑ Consistant and precise torque decrease in the event of an overload due to *mayr*® cup springs with degressive spring characteristic.



Backlash-free shaft-hub connection via cone bushing



## EAS®-NC variations

### EAS®-NC Type 450 Design .2

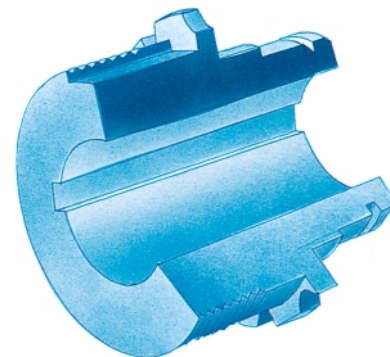
Clutch with special hub variations for fitting of wide drive elements to customer requirements.

- Stable double bearing
- Ready for attachment
- High degree of true running accuracy

### EAS®-NC Type 451

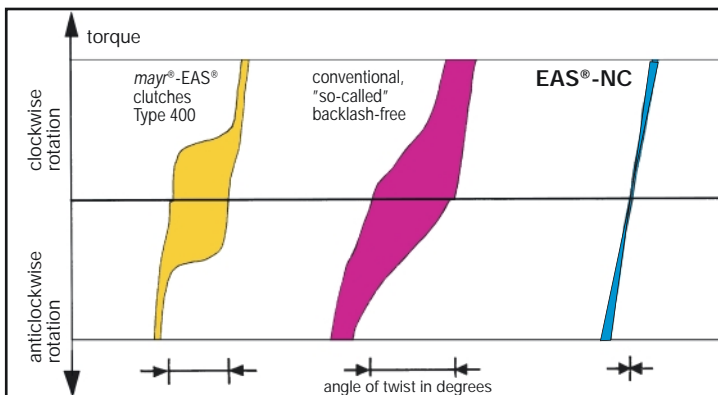
The EAS®-NC principle with the mounting dimensions of our well proven EAS®-Type series 400.

- Backlash-free
- Roller bearing in the pressure flange
- High degree of switching-off accuracy
- Degressive spring characteristic



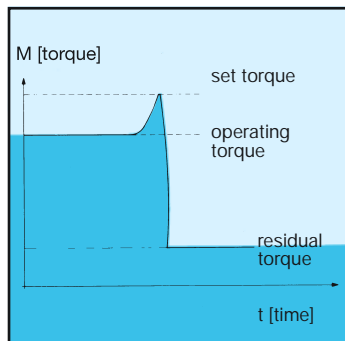
EAS®-NC hub with positive shaft-hub connection

## EAS®-NC - the backlash-free principle

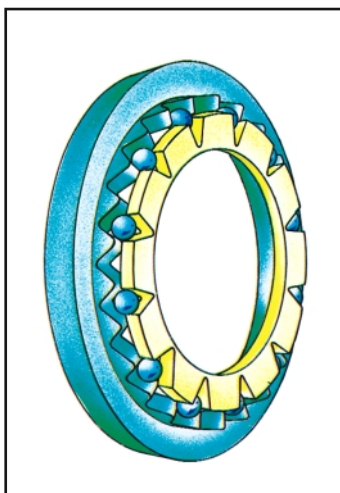


### Backlash is:

- The angular tolerance between input and output clutch components.
- Also known as circumferential backlash.
- Not to be mistaken for transmitting backlash from shaft to hub.
- With *mayr*® backlash-free means: **backlash → 0** (see graph).



Switching behaviour

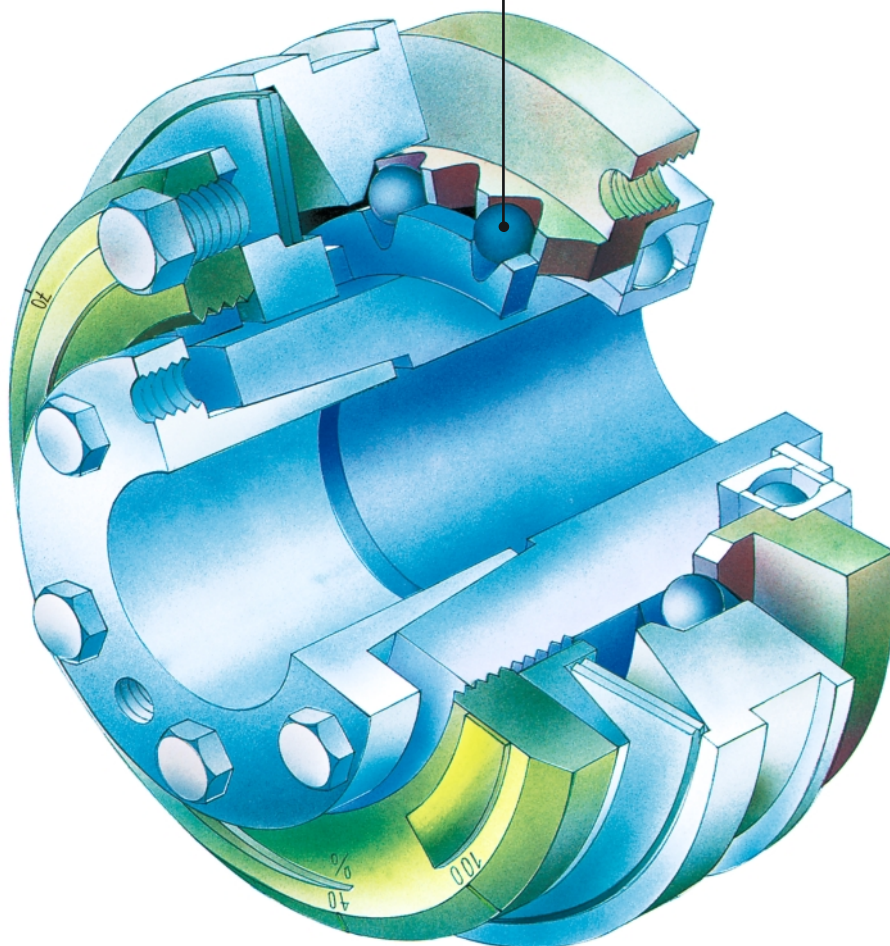


### Operating principle of the *mayr*®-EAS®-NC ratchetting clutch

- ❑ When the pre-set limiting torque is achieved, the torque drops immediately.
- ❑ The EAS®-NC ratchetting clutch ratchets and re-engages automatically at the next convenient ball detent after removal of the overload.
- ❑ The *mayr*® limit switch switches off the drive immediately
- ❑ or makes another control function.

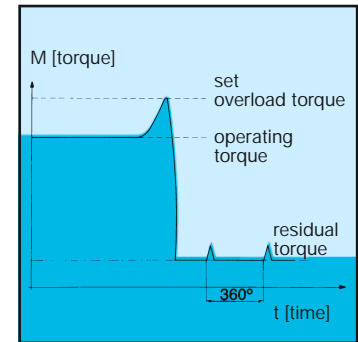
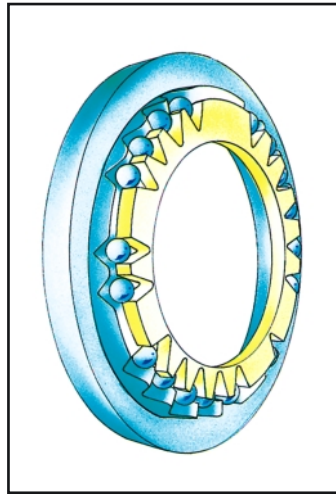
### The backlash-free torque transmitting safety clutch

- ❑ Uniform and constant torque transmission due to precision manufacture of the ball detents.
- ❑ Clean and precise torque adjustment due to graduated, readable adjusting nut.
- ❑ In the event of an overload:
  - \* rapid torque decrease
  - \* signal for equipment control
- ❑ The EAS®-NC ratchetting clutch guarantees an immediate readiness for operation of the machine and equipment after removal of the overload.
- ❑ Reliable collision protection e.g. in feed drives of machine tools.



## Operating principle of the mayr<sup>®</sup>-EAS<sup>®</sup>-NC synchronous clutch

- ❑ The EAS<sup>®</sup>-NC synchronous clutch disengages when the pre-set limiting torque is achieved.
- ❑ After removal of the overload the clutch re-engages automatically synchronously at 360°. Other cycles, for example 180°, are also available.



switching behaviour

- ❑ Re-engagement is only guaranteed at a certain position due to the special *mayr*<sup>®</sup> synchronous geometry of the *mayr*<sup>®</sup>-precision balls and ball detents.
- ❑ Uniform and constant torque transmission.
- ❑ Versatile tuning controls for cycles are possible, for example
  - \* transfer points
  - \* feed systems
  - \* handling systems.
- ❑ Clean and precise torque adjustment due to graduated, readable adjusting nut.
- ❑ In the event of an overload:
  - \* immediate torque reduction
  - \* control signal
  - \* synchronous re-engagement
  - \* reliable collision and overload protection

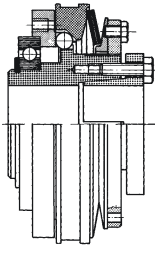
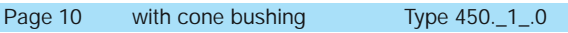
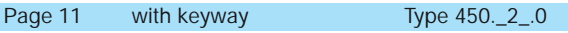
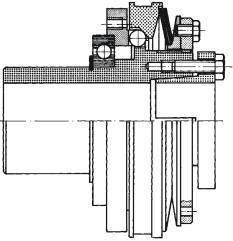

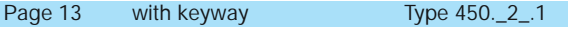
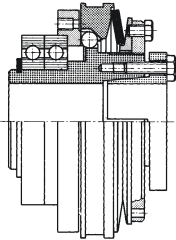
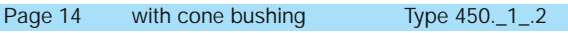
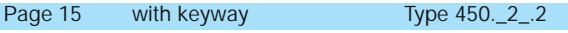
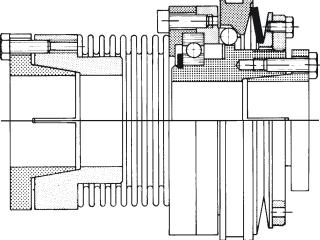
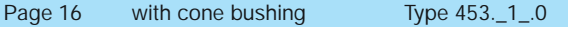

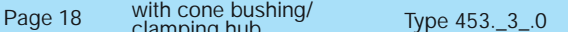
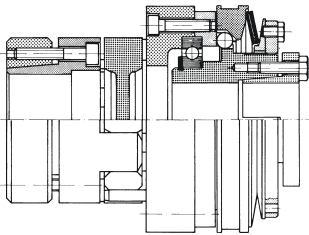
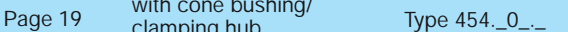
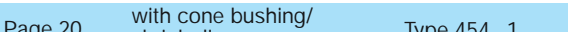
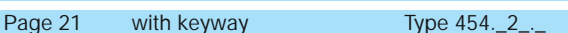
## mayr<sup>®</sup>-EAS<sup>®</sup>-NC safety clutch in machines and equipment

- reduces downtimes
- increases availability
- increases productivity

### a safety advantage for

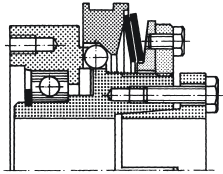
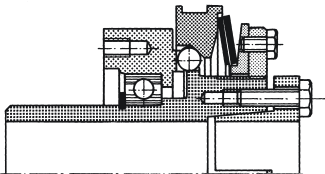
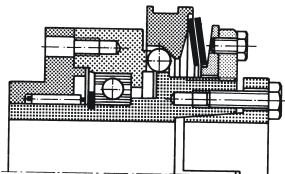
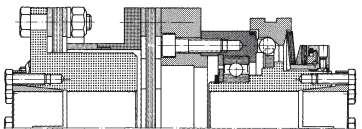
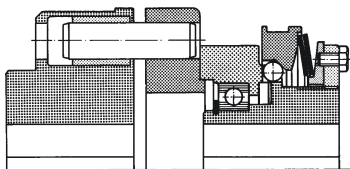
- ... persons
- ... machines
- ... controls

## Summary of types

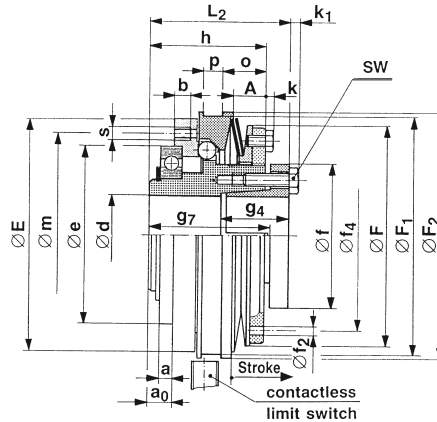
EAS®-NC clutch	Type Size	Torque [Nm]	Application
<b>EAS®-NC standard</b> 	450.____.0 Sizes 03 – 3	0,65 – 450	Flanged torque limiting clutch backlash-free torque transmission between shaft and drive element. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. Low mass moment of inertia. Automatic re-engagement. Long working life.
 			
<b>EAS®-NC long projecting hub</b> 	450.____.1 Sizes 03 – 3	0,65 – 450	Flanged torque clutch for backlash-free torque transmission between shaft and drive element. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. Additional location of wide drive elements on a long hub through roll and slide bearing is possible. Low mass moment of inertia. Automatic re-engagement. Long working life.
 			
<b>EAS®-NC two-bearings design</b> 	450.____.2 Sizes 03 – 3	0,65 – 450	Flanged torque limiting clutch for backlash-free torque transmission between shaft and drive element. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. EAS®-NC two-bearings version for direct stable location of the drive elements on the clutch, Low mass moment of inertia. Automatic re-engagement. Long working life.
 			
<b>EAS®-NC with steel bellows coupling</b> 	453.____.0 Sizes 03 – 3	0,65 – 450	Torque limiting clutch for backlash-free torque transmission between two coaxial shafts. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. Low mass moment of inertia. Automatic re-engagement. Compensates axial, radial and angular misalignments. Long working life.
  			
<b>EAS®-NC lastic backlash-free</b> 	454.____. _ Sizes 01 – 3	4 – 450,	Torque limiting clutch for flexible, backlash-free torque transmission between two coaxial shafts. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. Automatic re-engagement. Compensates axial, radial and angular misalignments. High degree of damping characteristic - Long service life.
  			

# EAS® -NC ratchetting clutch/synchronous clutch

## Summary of types

EAS®-NC clutch	Type Size	Torque [Nm]	Application
<b>EAS®-NC standard with fitting dimensions of the type series 400</b> 	451._.0 Sizes 01 – 6	4 – 2400	Flanged torque limiting clutch for backlash-free torque transmission between shaft and drive element. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. Low mass moment of inertia. Automatic re-engagement. Long working life.
			<a href="#">Page 22</a> with cone bushing Type 451._.1_0 <a href="#">Page 23</a> with keyway Type 451._.2_0
<b>EAS®-NC with long projecting hub and fitting dimensions of the type series 400</b> 	451._.1 Sizes 01 – 6	4 – 2400	Additional location of wide drive elements on a long hub through roll and slide bearing is possible. Low mass moment of inertia. Automatic re-engagement. Long working life.
			<a href="#">Page 24</a> with cone bushing Type 451._.1_1 <a href="#">Page 25</a> with keyway Type 451._.2_1
<b>EAS®-NC with short supported hub and fitting dimensions of the type series 400</b> 	451._.5 Sizes 01 – 3	4 – 450	Simple symmetrical and narrow drive elements can be fitted without additional support bearing due to the integrated bearing. Low mass moment of inertia. Automatic re-engagement. Long working life.
			<a href="#">Page 26</a> with cone bushing Type 451._.1_5 <a href="#">Page 27</a> with keyway Type 451._.2_5
<b>EAS®-NC torsionally rigid</b> 	456._.8 Sizes 4 – 6	75 – 2400	Torque limiting clutch for backlash-free torque transmission between two coaxial shafts. The torque is transmitted backlash-free until disengagement and reduces immediately when an overload occurs. High torsional stiffness. Long working life.
			<a href="#">Page 28</a> with cone bushing Type 456._.1_8 <a href="#">Page 29</a> with keyway Type 456._.2_8
<b>EAS®-NC lastic</b> 	457._.3_0 Sizes 01 – 3	4 – 450	Backlash-free torque limiting clutch combined with a torsionally flexible shaft coupling for connection two shafts. The flexible coupling section is designed as a simple slip-on coupling which allows an easy assembly and dismantling of the clutch. Long working life.
			<a href="#">Page 30</a> with keyway Type 457._.3_0
<b>Mounting examples and Technical explanations</b>			<a href="#">Page 31 – 35</a>
<b>Electrical accessories</b>			Limit switch  <a href="#">Page 36 – 38</a>





Sizes 03 – 3 Type 450.\_1\_.0

### Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for $\varnothing d$	
	Type 450.51_0 Nm	Type 450.61_0 Nm	Type 450.71_0 Nm			Hub side $kgm^2$	Pressure flange side $kgm^2$		mm	Nm
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000027	0,000008	0,18	4xM3	1
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000054	0,000018	0,28	4xM3	1
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,00019	0,00006	0,55	4xM4	3
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,00047	0,00018	0,94	6xM4	3
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00120	0,00039	1,63	6xM5	5
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00273	0,00077	3,03	6xM6	9,5
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00620	0,00173	3,95	8xM6	9,5

### Dimensions

Size	Bore $d$ 2) from – to mm	Min. shaft length		A 6)	a 7)	a <sub>0</sub>	b	E	e <sub>h5</sub> 8)	F
		g <sub>4</sub> mm	g <sub>7</sub> mm							
03	6 – 12	11,5	25,5	7,2	2	4,5	5	40	30	37
02	8 – 15	15,5	30,5	9,5	2	5	5	47	37	42
01	9 – 16	18	36	9,5	3	6	6	60	47	57
0	12 – 20	23	43	10,2	4	8	7	77	62	63
1	15 – 25	27	49	10,9	5	10	7,5	90	68	82
2	22 – 35	29	54	12,6	5	10	8,5	106	80	103
3	32 – 45	32	61	14,7	5	10	9,5	125	100	118,5

Size	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>2</sub>	f <sub>4</sub>	h 6)	k	k <sub>1</sub>	L <sub>2</sub> 3)	m	o 6)	p	s	SW
03	– 4)	45	26	–	–	24	– 5)	2	28,5	35	– 4)	– 4)	6 x M3	5,5
02	– 4)	50	30	3	37	29	– 5)	2	34,5	42	– 4)	– 4)	6 x M3	5,5
01	– 4)	65	35	5	46	33	1,0 5)	2,8	41	53	– 4)	– 4)	6 x M4	7
0	75	80	39	5	50	41	1,3 5)	2,8	49	69	14,9	7,5	6 x M5	7
1	90	95	48	6	67	47	3,0	3,5	56	80	17,4	7,5	6 x M6	8
2	105	110	61	6	84	52	5,5	4	62	90	19,7	8	6 x M6	10
3	125	130	74	7	104	59	5,5	4	70	112	23,5	9	6 x M8	10

1) other sizes for lower and higher torques on request

2) shaft fit: up to  $\varnothing 38_{h6}$ , above  $\varnothing 38_{h8}$

3) dimensions in an un-tightened condition (in tightened condition shorter)

4) thrust washer without keyway, limit switch is located at the control element-front face

5) countersunk screw with hexagon socket DIN 7991

6) the dimensions A; h; o refer to the hub edge

7) mounting tolerance +0,1

8) fit by the user H7

We reserve the right to make dimensional and design alterations.

### Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	With limit switch
Order number:		450._1_.0		see pages 36–38

03 – 3

\* medium torque range

\* high torque range

\*\* max. torque range

\* see technical data, limiting torque for overload  $M_G$

← according to size

← 0 ratchetting clutch

← 5 synchronous clutch

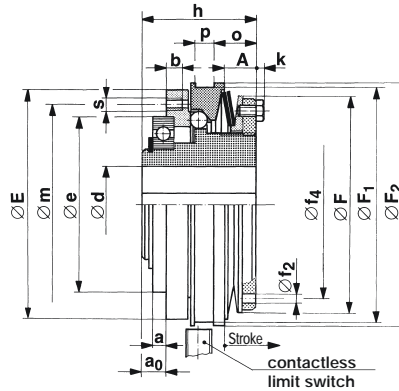
**Example:** Order number 1 / 450.610.0 / 25 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Standard with keyway

Type 450.\_2\_.0



Sizes 03 – 3 Type 450.\_2\_.0

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 450.52_0 Nm	Type 450.62_0 Nm	Type 450.72_0 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000025	0,000008	0,17
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000051	0,000018	0,26
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,00018	0,00006	0,51
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,00046	0,00018	0,89
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00117	0,00039	1,62
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00265	0,00077	2,86
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00602	0,00173	3,72

## Dimensions

Size	Bore		A 6)	a 7)	a <sub>0</sub>	b	E	e <sub>h5</sub> 8)	F
	d <sub>min</sub> mm	d <sub>max</sub> mm							
03	6	11	7,2	2	4,5	5	40	30	37
02	8	16 4)	9,5	2	5	5	47	37	42
01	9	20	9,5	3	6	6	60	47	57
0	12	20	10,2	4	8	7	77	62	63
1	15	25	10,9	5	10	7,5	90	68	82
2	22	35 5)	12,6	5	10	8,5	106	80	103
3	32	45	14,7	5	10	9,5	125	100	118,5

Size	F <sub>1</sub>	F <sub>2</sub>	f <sub>2</sub>	f <sub>4</sub>	h 6)	k	m	o 6)	p	s
03	– 2)	45	–	–	24	– 3)	35	– 2)	– 2)	6 x M3
02	– 2)	50	3	37	29	– 3)	42	– 2)	– 2)	6 x M3
01	– 2)	65	5	46	33	1 3)	53	– 2)	– 2)	6 x M4
0	75	80	5	50	41	1,3 3)	69	14,9	7,5	6 x M5
1	90	95	6	67	47	3,0	80	17,4	7,5	6 x M6
2	105	110	6	84	52	5,5	90	19,7	8	6 x M6
3	125	130	7	104	59	5,5	112	23,5	9	6 x M8

- 1) other sizes for lower and higher torques on request  
 2) thrust washer without keyway, limit switch is located at the control element-front facer  
 3) countersunk screw with hexagon socket DIN 7991  
 4) up to Ø 14 Nut keyway to DIN 6885/1, above Ø 14 keyway to DIN 6885/3  
 5) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3  
 6) the dimensions A; h; o refer to the hub edge  
 7) mounting tolerance +0,1  
 8) fit by the user H7  
 We reserve the right to make dimensional and design alterations.  
 9) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	With limit switch
Order number:		450._2_.0	9)	see pages 36–38

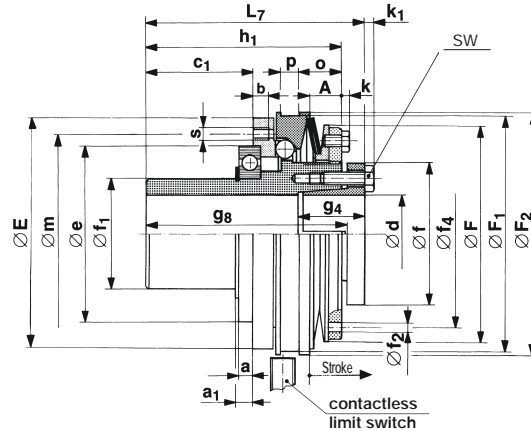
- 03 – 3 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 \* max. torque range ..... 7 →  
 ← according to size  
 ← 0 ratchetting clutch  
 ← 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

Example: Order number 1 / 450.620.0 / 25 / 6885-1 with limit switch 055.002.5

Long projecting hub with cone bushing

Type 450.\_1\_.1



Sizes 03 – 3 Type 450.\_1\_.1

## Technical data

1) Size	Limiting torques for overload $M_G^{1)}$			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for $\varnothing d$	
	Type 450.51_1 Nm	Type 450.61_1 Nm	Type 450.71_1 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>		mm	Nm
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000028	0,000008	0,20	4xM3	1
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000058	0,000018	0,32	4xM3	1
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,00019	0,00006	0,63	4xM4	3
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,00050	0,00018	1,11	6xM4	3
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00126	0,00039	1,78	6xM5	5
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00287	0,00077	3,45	6xM6	9,5
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00676	0,00173	5,03	8xM6	9,5

## Dimensions

Size	Bore $d^{2)}$ from – to mm	Min. shaft length		A <sup>6)</sup>	a <sup>7)</sup>	a <sub>1</sub>	b	c <sub>1</sub>	E	e <sub>h5</sub> <sup>8)</sup>	F
		g <sub>4</sub> mm	g <sub>8</sub> mm								
03	6 – 12	11,5	41,5	7,2	2	3,0	5	20,5	40	30	37
02	8 – 15	15,5	50,5	9,5	2	3,2	5	25	47	37	42
01	9 – 16	18	61	9,5	3	4,2	6	31	60	47	57
0	12 – 20	23	70	10,2	4	5,5	7	35	77	62	63
1	15 – 25	27	79	10,9	5	6,75	7,5	40	90	68	82
2	22 – 35	29	92	12,6	5	7,0	8,5	48	106	80	103
3	32 – 45	32	111	14,7	5	7,5	9,5	60	125	100	118,5

Size	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>1h6</sub>	f <sub>2</sub>	f <sub>4</sub>	h <sub>1</sub> <sup>6)</sup>	k	k <sub>1</sub>	L <sub>7</sub> <sup>3)</sup>	m	o <sup>6)</sup>	p	s	SW
03	– <sup>4)</sup>	45	26	17	–	–	40	– <sup>5)</sup>	2	44,5	35	– <sup>4)</sup>	– <sup>4)</sup>	6 x M3	5,5
02	– <sup>4)</sup>	50	30	25	3	37	49	– <sup>5)</sup>	2	54,5	42	– <sup>4)</sup>	– <sup>4)</sup>	6 x M3	5,5
01	– <sup>4)</sup>	65	35	30	5	46	58	1 <sup>5)</sup>	2,8	66	53	– <sup>4)</sup>	– <sup>4)</sup>	6 x M4	7
0	75	80	39	35	5	50	68	1,3 <sup>5)</sup>	2,8	76	69	14,9	7,5	6 x M5	7
1	90	95	48	40	6	67	77	3,0	3,5	86	80	17,4	7,5	6 x M6	8
2	105	110	61	50	6	84	90	5,5	4	100	90	19,7	8	6 x M6	10
3	125	130	74	65	7	104	109	5,5	4	120	112	23,5	9	6 x M8	10

1) other sizes for lower and higher torques on request

We reserve the right to make dimensional and design alterations.

2) shaft fit: up to  $\varnothing 38$  h<sub>6</sub>, above  $\varnothing 38$  h<sub>8</sub>

3) dimensions in an un-tightened condition (in tightened condition shorter)

4) thrust washer without keyway, limit switch is located at the control element-front face

5) countersunk screw with hexagon socket DIN 7991

6) the dimensions A; h<sub>1</sub>; o refer to the hub edge

7) mounting tolerance +0,1

8) fit by the user H7

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	With limit switch
Order number:		450._1_.1		see pages 36–38

03 – 3 →

\* medium torque range . . . . . 5 →

\* high torque range . . . . . 6 →

\* max. torque range . . . . . 7 →

\* see technical data, limiting torque for overload  $M_G$

← according to size

← 0 ratchetting clutch

← 5 synchronous clutch

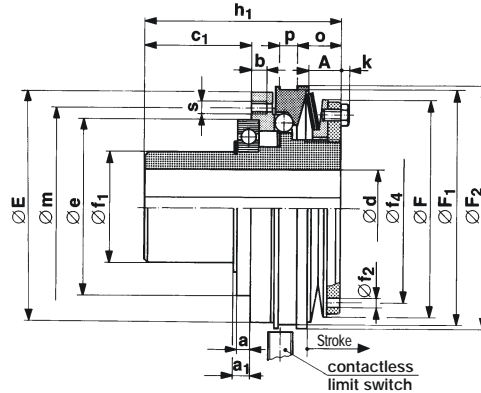
**Example:** Order number 2 / 450.510.1 / 30 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Long projecting hub with keyway

Type 450.\_2\_.1



Sizes 03 – 3 Type 450.\_2\_.1

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 450.52_.1 Nm	Type 450.62_.1 Nm	Type 450.72_.1 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000026	0,000008	0,19
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000055	0,000018	0,30
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,00019	0,00006	0,59
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,00049	0,00018	1,06
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00123	0,00039	1,77
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00279	0,00077	3,28
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00658	0,00173	4,80

## Dimensions

Size	Bore		A 6)	a 7)	a <sub>1</sub>	b	c <sub>1</sub>	E	e <sub>h5</sub> 8)	F
	d <sub>min</sub> mm	d <sub>max</sub> mm								
03	6	11	7,2	2	3,0	5	20,5	40	30	37
02	8	16 4)	9,5	2	3,2	5	25	47	37	42
01	9	20	9,5	3	4,2	6	31	60	47	57
0	12	20	10,2	4	5,5	7	35	77	62	63
1	15	25	10,9	5	6,75	7,5	40	90	68	82
2	22	35 5)	12,6	5	7,0	8,5	48	106	80	103
3	32	45	14,7	5	7,5	9,5	60	125	100	118,5

Size	F <sub>1</sub>	F <sub>2</sub>	f <sub>1 h6</sub>	f <sub>2</sub>	f <sub>4</sub>	h <sub>1</sub> 6)	k	m	o 6)	p	s
03	– 2)	45	17	–	–	40	– 3)	35	– 2)	– 2)	6 x M3
02	– 2)	50	25	3	37	49	– 3)	42	– 2)	– 2)	6 x M3
01	– 2)	65	30	5	46	58	1 3)	53	– 2)	– 2)	6 x M4
0	75	80	35	5	50	68	1,3 3)	69	14,9	7,5	6 x M5
1	90	95	40	6	67	77	3,0	80	17,4	7,5	6 x M6
2	105	110	50	6	84	90	5,5	90	19,7	8	6 x M6
3	125	130	65	7	104	109	5,5	112	23,5	9	6 x M8

- 1) other sizes for lower and higher torques on request  
 2) thrust washer without keyway, limit switch is located at the control element-front face  
 3) countersunk screw with hexagon socket DIN 7991  
 4) up to Ø 14 keyway to DIN 6885/1, above Ø 14 keyway to DIN 6885/3  
 5) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3  
 6) the dimensions A; h<sub>1</sub>; o refer to the hub edge  
 7) mounting tolerance +0,1  
 8) fit by the user H7
- We reserve the right to make dimensional and design alterations.  
 9) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	With limit switch
Order number:		450._2_.1	9)	see pages 36–38

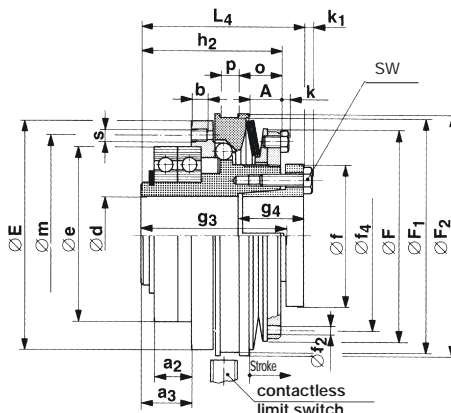
- 03 – 3 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 \* max. torque range ..... 7 →
- ← according to size  
 ← 0 ratchetting clutch  
 ← 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

**Example:** Order number 2 / 450.520.1 / 30 / 6885-1 with limit switch 055.002.5

Two-bearings design with cone bushing

Type 450.\_1.\_2



Sizes 03 – 3 Type 450.\_1.\_2

### Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for $\varnothing d$	
	Type 450.51._2 Nm	Type 450.61._2 Nm	Type 450.71._2 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>		mm	Nm
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000028	0,000008	0,13	4xM3	1
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000058	0,000018	0,31	4xM3	1
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,000197	0,00006	0,60	4xM4	3
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,000496	0,00018	1,03	6xM4	3
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00124	0,00039	1,74	6xM5	5
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00282	0,00077	3,20	6xM6	9,5
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00697	0,00173	4,24	8xM6	9,5

### Dimensions

Size	Bore $d$ 2) from – to mm	Min. shaft length		A 6)	$a_2$ 7)	$a_3$	b	E	$e_{h5}$ 8)	F
		$g_3$ mm	$g_4$ mm							
03	6 – 12	32,5	11,5	7,2	9	11,5	5	40	30	37
02	8 – 15	37,5	15,5	9,5	9	12	5	47	37	42
01	9 – 16	45	18	9,5	12	15	6	60	47	57
0	12 – 20	52	23	10,2	13	17	7	77	62	63
1	15 – 25	58	27	10,9	14	19	7,5	90	68	82
2	22 – 35	64	29	12,6	15	20	8,5	106	80	103
3	32 – 45	72	32	14,7	16	21	9,5	125	100	118,5

Size	$F_1$	$F_2$	f	$f_2$	$f_4$	$h_2$ 6)	k	$k_1$	$L_4$ 3)	m	$o$ 6)	p	s	SW
03	– 4)	45	26	–	–	31	– 5)	2	35,5	35	– 4)	– 4)	6 x M3	5,5
02	– 4)	50	30	3	37	36	– 5)	2	41,5	42	– 4)	– 4)	6 x M3	5,5
01	– 4)	65	35	5	46	42	1,0 5)	2,8	50	53	– 4)	– 4)	6 x M4	7
0	75	80	39	5	50	50	1,3 5)	2,8	58	69	14,9	7,5	6 x M5	7
1	90	95	48	6	67	56	3,0	3,5	65	80	17,4	7,5	6 x M6	8
2	105	110	61	6	84	62	5,5	4	72	90	19,7	8	6 x M6	10
3	125	130	74	7	104	70	5,5	4	81	112	23,5	9	6 x M8	10

- 1) other sizes for lower and higher torques on request
- 2) shaft fit: up to  $\varnothing 38 h_6$ , above  $\varnothing 38 h_8$
- 3) dimensions in an un-tightened condition (in tightened condition shorter)
- 4) thrust washer without keyway, limit switch is located at the control element-front face
- 5) countersunk screw with hexagon socket DIN 7991
- 6) the dimensions A;  $h_2$ ;  $o$  refer to the hub edge
- 7) mounting tolerance +0,1
- 8) fit by the user H7

We reserve the right to make dimensional and design alterations.

### Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	With limit switch
Order number:		450._1._2		see pages 36–38

- 03 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- 0 ratchetting clutch
- 5 synchronous clutch

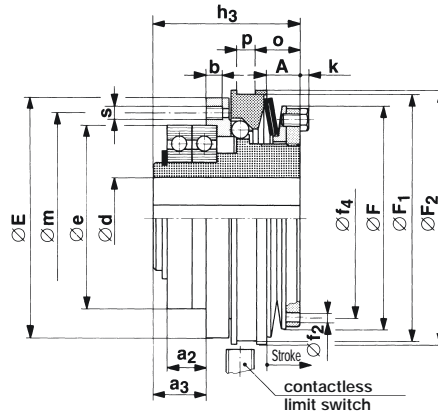
Example: Order number 1 / 450.610.2 / 25 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Two-bearings design with keyway

Type 450.\_2\_.2



Sizes 03 – 3 Type 450.\_2\_.2

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 450.52_.2 Nm	Type 450.62_.2 Nm	Type 450.72_.2 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	4000	0,8	0,000026	0,000008	0,18
02	2 – 5	5 – 10	6 – 15	4000	1,0	0,000055	0,000018	0,29
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,000197	0,00006	0,56
0	8 – 20	15 – 40	23 – 60	4000	1,5	0,000496	0,00018	0,98
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,00124	0,00039	1,73
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00282	0,00077	3,03
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00697	0,00173	4,01

## Dimensions

Size	Bore		A 6)	a <sub>2</sub> 7)	a <sub>3</sub>	b	E	e <sub>H5</sub> 8)	F
	d <sub>min</sub> mm	d <sub>max</sub> mm							
03	6	11	7,2	9	11,5	5	40	30	37
02	8	16 4)	9,5	9	12	5	47	37	42
01	9	20	9,5	12	15	6	60	47	57
0	12	20	10,2	13	17	7	77	62	63
1	15	25	10,9	14	19	7,5	90	68	82
2	22	35 5)	12,6	15	20	8,5	106	80	103
3	32	45	14,7	16	21	9,5	125	100	118,5

Size	F <sub>1</sub>	F <sub>2</sub>	f <sub>2</sub>	f <sub>4</sub>	h <sub>3</sub> 6)	k	m	o 6)	p	s
03	– 2)	45	–	–	31	– 3)	35	– 2)	– 2)	6 x M3
02	– 2)	50	3	37	36	– 3)	42	– 2)	– 2)	6 x M3
01	– 2)	65	5	46	42	1 3)	53	– 2)	– 2)	6 x M4
0	75	80	5	50	50	1,3 3)	69	14,9	7,5	6 x M5
1	90	95	6	67	56	3,0	80	17,4	7,5	6 x M6
2	105	110	6	84	62	5,5	90	19,7	8	6 x M6
3	125	130	7	104	70	5,5	112	23,5	9	6 x M8

- 1) other sizes for lower and higher torques on request
- 2) thrust washer without keyway, limit switch is located at the control element-front face
- 3) countersunk screw with hexagon socket DIN 7991
- 4) up to Ø 14 keyway to DIN 6885/1, above Ø 14 keyway to DIN 6885/3
- 5) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3
- 6) the dimensions A; h<sub>3</sub>; o refer to the hub edge
- 7) mounting tolerance +0,1
- 8) fit by the user H7

We reserve the right to make dimensional and design alterations.

- 9) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	With limit switch
Order number:		450._2_.2	9)	see pages 36–38

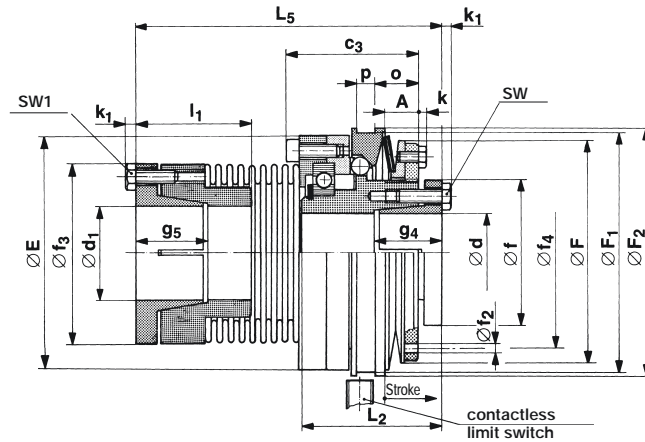
- 03 – 3 → \* medium torque range ..... 5 → according to size  
 \* high torque range ..... 6 → 0 ratchetting clutch  
 \* max. torque range ..... 7 → 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

**Example:** Order number 1 / 450.620.2 / 25 / 6885-1 with limit switch 055.002.5

Steel bellows with cone bushing

Type 453.\_1\_.0



Sizes 03 – 3 Type 453.\_1\_.0

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Nominal torque of flexible, torsionally rigid steel bellows coupling $T_{KN}$ Nm	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 453.51_0 Nm	Type 453.61_0 Nm	Type 453.71_0 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ mm
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	12	4000	0,8	0,2	2	0,1
02	2 – 5	5 – 10	6 – 15	25	4000	1,0	0,3	2	0,1
01	4 – 10	8 – 20	12 – 30	50	4000	1,2	0,4	2	0,15
0	8 – 20	15 – 40	23 – 60	100	4000	1,5	0,5	2	0,15
1	15 – 36	30 – 72	45 – 108	200	3000	1,8	0,8	2	0,2
2	30 – 75	60 – 150	90 – 225	350	2500	2,0	1,0	2	0,25
3	60 – 150	120 – 300	180 – 450	600	2000	2,2	1,2	2	0,3

Size	Mass moments of inertia $I$		Weight kg	Clamping bolts and tightening torques				Bore 2)		Min. shaft length	
	Hub side kgm <sup>2</sup>	Flexible side kgm <sup>2</sup>		at $\varnothing d$		at $\varnothing d_1$		d from-to mm	d <sub>1</sub> from-to mm	g <sub>4</sub> mm	g <sub>5</sub> mm
03	0,000027	0,000026	0,29	4 x M3	1,3	4 x M3	1,3	6 – 12	6 – 12	11,5	12,5
02	0,000054	0,000059	0,47	4 x M3	1,3	4 x M3	1,3	8 – 15	8 – 15	15,5	16
01	0,00019	0,00020	0,97	4 x M4	3	4 x M4	3	9 – 16	9 – 20	18	23,5
0	0,00047	0,00061	1,68	6 x M4	3	6 x M5	5,5	12 – 20	12 – 25	23	27
1	0,00120	0,00133	2,73	6 x M5	5,5	6 x M6	9,5	15 – 25	15 – 35	27	29
2	0,00273	0,00274	4,75	6 x M6	9,5	6 x M8	17	22 – 35	22 – 42	29	32
3	0,00620	0,00616	6,55	8 x M6	9,5	8 x M8	15	32 – 45	32 – 50	32	35

## Dimensions

Size	A 6)	c <sub>3</sub> 6)	E	F	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>2</sub>	f <sub>3</sub>	f <sub>4</sub>	k	k <sub>1</sub>	L <sub>2</sub> 3)	L <sub>5</sub> 3)	l <sub>1</sub> 3)	o 6)	p	SW	SW <sub>1</sub>
03	7,2	28	40	37	- <sup>5)</sup>	45	26	-	30	-	- <sup>5)</sup>	2	28,5	58,5	14	- <sup>4)</sup>	- <sup>4)</sup>	5,5	5,5
02	9,5	33,5	47	42	- <sup>5)</sup>	50	30	3	36	37	- <sup>5)</sup>	2	34,5	70,5	21	- <sup>4)</sup>	- <sup>4)</sup>	5,5	5,5
01	9,5	36,5	60	57	- <sup>5)</sup>	65	35	5	47	46	1,0 <sup>5)</sup>	2,8	41	85	27	- <sup>4)</sup>	- <sup>4)</sup>	7	7
0	10,2	48	77	63	75	80	39	5	58	50	1,3 <sup>5)</sup>	2,8	49	98	36	14,9	7,5	7	8
1	10,9	54	90	82	90	95	48	6	70	67	3,0	3,5	56	115	39	17,4	7,5	8	10
2	12,6	60	106	103	105	110	61	6	80	84	5,5	4	62	134	47	19,7	8	10	13
3	14,7	69	125	118,5	125	130	74	7	97	104	5,5	4	70	152	56	23,5	9	10	13

1) other sizes for lower and higher torques on request

We reserve the right to make dimensional and design alterations.

2) shaft fit: up to  $\varnothing 38$  h<sub>6</sub>, above  $\varnothing 38$  h<sub>8</sub>

3) dimensions in an un-tightened condition (in tightened condition shorter)

5) countersunk screw with hexagon socket DIN 7991

4) thrust washer without keyway, limit switch is located at the control element-front face

6) the dimensions A; h; o refer to the hub edge

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	Bore $\varnothing d_1$ H7	With limit switch
Order number:		4 5 3 . _ 1 . 0			see pages 36-38

03 – 3 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 \* max. torque range ..... 7 →  
 according to size  
 according to size  
 0 ratchetting clutch  
 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

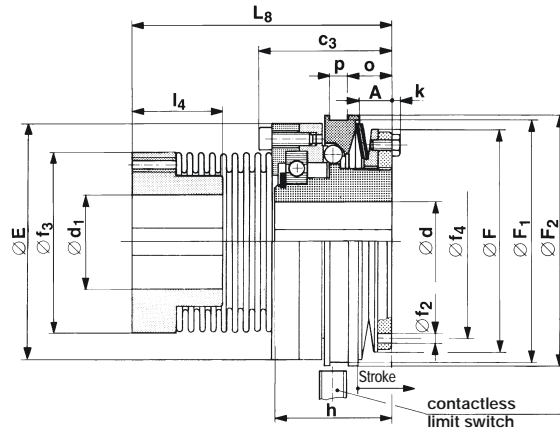
Example: Order number 2 / 453.615.0 / 22 / 25 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Steel bellows with keyway

Type 453.\_2\_.0



Sizes 03 – 3 Type 453.\_2\_.0

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Nominal torque of flexible, torsionally rigid steel coupling $T_{KN}$ Nm	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 453.52_.0 Nm	Type 453.62_.0 Nm	Type 453.72_.0 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ mm
03	0,65 – 1,3	1,3 – 2,6	2 – 3,8	12	4000	0,8	0,2	2	0,1
02	2 – 5	5 – 10	6 – 15	25	4000	1,0	0,3	2	0,1
01	4 – 10	8 – 20	12 – 30	50	4000	1,2	0,4	2	0,15
0	8 – 20	15 – 40	23 – 60	100	4000	1,5	0,5	2	0,15
1	15 – 36	30 – 72	45 – 108	200	3000	1,8	0,8	2	0,2
2	30 – 75	60 – 150	90 – 225	350	2500	2,0	1,0	2	0,25
3	60 – 150	120 – 300	180 – 450	600	2000	2,2	1,2	2	0,3

Size	Mass moments of inertia $I$		Weight kg	Bore			
	Hub side kgm <sup>2</sup>	Flexible side kgm <sup>2</sup>		$d_{min}$ mm	$d_{max}$ mm	$d_{1 min}$ mm	$d_{1 max}$ mm
03	0,000025	0,000026	0,29	6	11	6	11
02	0,000051	0,000059	0,47	8	16 <sup>4)</sup>	8	16 <sup>4)</sup>
01	0,00018	0,00020	0,97	9	20	9	20 <sup>6)</sup>
0	0,00046	0,00061	1,68	12	20	12	25 <sup>7)</sup>
1	0,00117	0,00133	2,73	15	25	15	35 <sup>5)</sup>
2	0,00265	0,00274	4,75	22	35 <sup>5)</sup>	22	42 <sup>8)</sup>
3	0,00602	0,00616	6,55	32	45	32	50

## Dimensions

Size	A <sup>9)</sup>	c <sub>3</sub> <sup>9)</sup>	E	F	F <sub>1</sub>	F <sub>2</sub>	f <sub>2</sub>	f <sub>3</sub>	f <sub>4</sub>	h	k	L <sub>8</sub> <sup>9)</sup>	l <sub>4</sub>	o <sup>9)</sup>	p
03	7,2	28	40	37	– <sup>2)</sup>	45	–	30	–	24	– <sup>3)</sup>	49,3	9,5	– <sup>2)</sup>	– <sup>2)</sup>
02	9,5	33,5	47	42	– <sup>2)</sup>	50	3	36	37	29	– <sup>3)</sup>	59	15	– <sup>2)</sup>	– <sup>2)</sup>
01	9,5	36,5	60	57	– <sup>2)</sup>	65	5	47	46	33	1,0 <sup>3)</sup>	69	25	– <sup>2)</sup>	– <sup>2)</sup>
0	10,2	48	77	63	75	80	5	58	50	41	1,3 <sup>3)</sup>	81	27	14,9	7,5
1	10,9	54	90	82	90	95	6	70	67	47	3,0	96	29	17,4	7,5
2	12,6	60	106	103	105	110	6	80	84	52	5,5	113	36	19,7	8
3	14,7	69	125	118,5	125	130	7	97	104	59	5,5	129	44	23,5	9

- 1) other sizes for lower and higher torques on request  
 2) thrust washer without keyway.  
 limit switch is located at the control element-front face  
 3) countersunk screw with hexagon socket DIN 7991

- 4) up to Ø 14 keyway to DIN 6885/1, above Ø 14 keyway to DIN 6885/3  
 5) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3  
 6) up to Ø 18 keyway to DIN 6885/1, above Ø 18 keyway to DIN 6885/3  
 7) up to Ø 22 keyway to DIN 6885/1, above Ø 22 keyway to DIN 6885/3  
 8) up to Ø 38 keyway to DIN 6885/1, above Ø 38 keyway to DIN 6885/3  
 9) the dimensions A; c<sub>3</sub>; L<sub>8</sub>; o refer to the hub edge

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	Bore $\varnothing d_1$ H7	With limit switch
Order number:		4 5 3 . _ 2 _ . 0			see pages 36–38

- 03 – 3 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 \* max. torque range ..... 7 →  
 ← according to size  
 ← according to size  
 ← 0 ratchetting clutch  
 ← 5 synchronous clutch

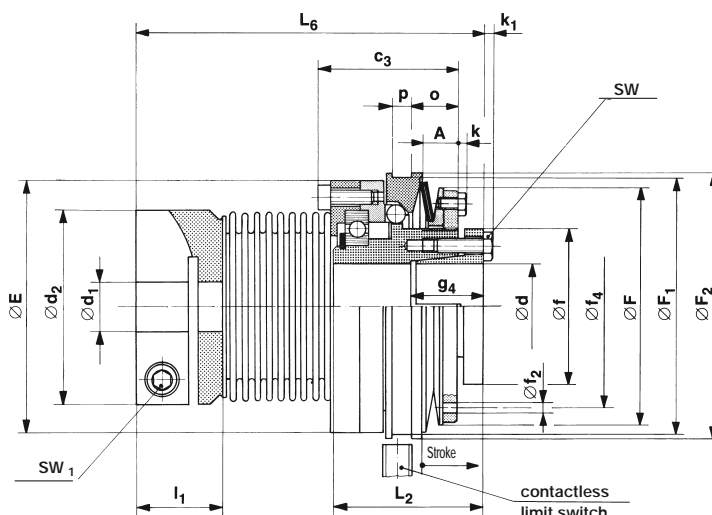
\* see technical data, limiting torque for overload  $M_G$

**Example:** Order number 3 / 453.525.0 / 30 / 6885-1 / 40 / 6885-1 with limit switch 055.002.5



EAS®-NC with steel bellows  
NC-side cone bushing  
bellows side clamping hub

Type 453.\_3\_.0



Sizes 0 – 3 Type 453.\_3\_.0

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Nominal torque of flexible, torsionally rigid steel bellows coupling $T_{KN}$	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 453.53_.0 Nm	Type 453.63_.0 Nm	Type 453.73_.0 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ mm
0	8 – 20	15 – 40	23 – 60	100	4000	1,5	0,5	2	0,15
1	15 – 36	30 – 72	45 – 108	200	3000	1,8	0,8	2	0,2
2	30 – 75	60 – 150	90 – 225	350	2500	2,0	1,0	2	0,25
3	60 – 150	120 – 300	180 – 450	600	2000	2,2	1,2	2	0,3

Size	Mass moments of inertia $I$		Weight kg	Clamping bolts and tightening torques				Bore		Min. shaft length	
	Hub side kgm <sup>2</sup>	Flexible side kgm <sup>2</sup>		SW mm	SW <sub>1</sub> Nm	SW mm	SW <sub>1</sub> Nm	d <sup>2)</sup> from-to mm	d <sub>1</sub> from-to mm	g <sub>4</sub> mm	l <sub>1</sub> mm
0	0,00047	0,00061	1,68	6 x M4	3	M6	18	12 – 20	15 – 32	23	28
1	0,00120	0,00133	2,73	6 x M5	5	M6	18	15 – 25	25 – 42	27	28
2	0,00273	0,00274	4,75	6 x M6	9,5	M8	43	22 – 35	30 – 45	29	36
3	0,00620	0,00616	6,55	8 x M6	9,5	M10	87	32 – 45	35 – 55	32	40

## Dimensions

Size	A <sup>6)</sup>	c <sub>3</sub> <sup>6)</sup>	d <sub>2</sub>	E	F	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>2</sub>	f <sub>4</sub>	k	k <sub>1</sub>	L <sub>2</sub> <sup>3)</sup>	L <sub>6</sub> <sup>3)</sup>	l <sub>1</sub>	o <sup>6)</sup>	p	SW	SW <sub>1</sub>
0	10,2	48	60	77	63	75	80	39	5	50	1,3 <sup>5)</sup>	2,8	49	108	28	14,9	7,5	7	5
1	10,9	54	71	90	82	90	95	48	6	67	3,0	3,5	56	122,5	28	17,4	7,5	8	5
2	12,6	60	82	106	103	105	110	61	6	84	5,5	4	62	146	36	19,7	8	10	6
3	14,7	69	98	125	118,5	125	130	74	7	104	5,5	4	70	165,5	40	23,5	9	10	8

- 1) other sizes for lower and higher torques on request
- 2) shaft fit: up to Ø 38 h<sub>6</sub>, above Ø 38 h<sub>8</sub>
- 3) dimensions in an un-tightened condition (in tightened condition shorter)
- 4) thrust washer without keyway, limit switch is located at the control element-front face
- 5) countersunk screw with hexagon socket DIN 7991
- 6) the dimensions A; c<sub>3</sub>; o refer to the hub edge

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	Bore Ø d <sub>1</sub> <sup>H7</sup>	With limit switch
Order number:		4 5 3 . _ 3 _ . 0			see pages 36–38

- 0 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- \* see technical data, limiting torque for overload  $M_G$
- ← according to size
- ← according to size
- ← 0 ratchetting clutch
- ← 5 synchronous clutch

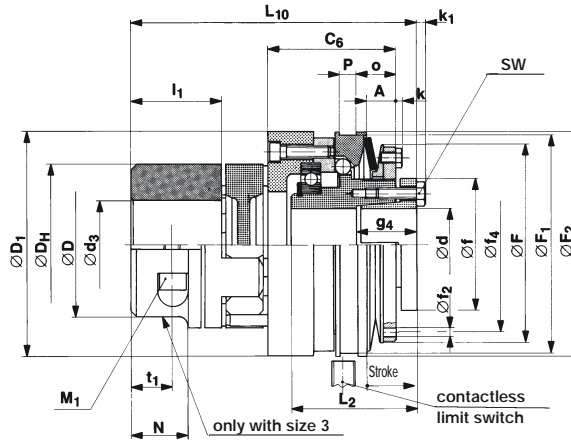
**Example:** Order number 2 / 453.635.0 /22/ 30 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

EAS® -NC with flexible backlash-free shaft coupling  
 NC-side cone bushing  
 bellows side clamping hub

Type 454.\_0.\_.



Sizes 01 – 3 Type 454.\_0.\_.3

## Technical data

Size	Limiting torque for overload $M_G$		Nominal torque flexible, backlash-free shaft coupling $T_{KN}$ 1)				Max. speed $n_{max}$ rpm	Stroke of thrust washer in the event of an overload mm	Tightening torques clamping bolts $T_A$ at the diameter:		Weight kg
	Type 454.50._.	Type 454.60._.	92 Shore A		98 Shore A				$\varnothing d$ Nm	$\varnothing d_3$ Nm	
01	4 – 10	8 – 20	10	20	17	34	4000	1,2	3	10,5	0,95
0	8 – 20	15 – 40	35	70	60	120	4000	1,5	3	10,5	1,60
1	15 – 36	30 – 72	95	190	160	320	3000	1,8	5	25,0	2,70
2	30 – 75	60 – 150	190	380	325	650	2500	2,0	9,5	25,0	4,90
3	60 – 150	120 – 300	265	530	450	900	2000	2,2	9,5	25,0	7,10

Size	Shaft misalignments flexible coupling					Mass moments of inertia $I$		Bores		Min. shaft length $g_4$ mm
	axial 92/98 Shore A	radial 92 Shore A 98 Shore A		angular misalignments 92 Shore A 98 Shore A		Hub side	Flexible side	Flexible side $\varnothing d_3$ 1) mm	EAS®-NC-side $\varnothing d$ 2) mm	
	$\Delta K_a$ mm	$\Delta K_r$ mm	$\Delta K_r$ mm	$\alpha$ °	$\alpha$ °	kgm <sup>2</sup>	kgm <sup>2</sup>			
01	1,2	0,10	0,06	1,0	0,9	0,00018	0,0001	10 – 19	9 – 16	18
0	1,4	0,14	0,10	1,0	0,9	0,00046	0,0004	15 – 28	12 – 20	23
1	1,5	0,15	0,11	1,0	0,9	0,00117	0,0010	19 – 35	15 – 25	27
2	1,8	0,17	0,12	1,0	0,9	0,00265	0,0020	20 – 45	22 – 35	29
3	2,0	0,19	0,14	1,0	0,9	0,00602	0,0050	28 – 45	32 – 45	32

1) The transmittable torques of the flexible coupling "TKN" depend on factors, as for example with temperatures, torsional stiffness etc. Please also see clutch design ROBA®-ES cat. K.940. or contact our company.  
 Furthermore, the transmittable torques of the flexible coupling depend on the bore diameter  $d_3$ , please also see Table 1 on page 32  
 2) shaft fit: up to  $\varnothing 38 h_6$ , above  $\varnothing 38 h_8$

## Dimensions

Size	A 4)	C <sub>6</sub>	D	D <sub>1</sub>	D <sub>H</sub>	F	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>2</sub>	f <sub>4</sub>	k	k <sub>1</sub>	L <sub>1</sub>	L <sub>2</sub> 6)	L <sub>10</sub> 6)	M <sub>1</sub>	N	o 4)	p 7)	t <sub>1</sub>	SW
01	9,5	38	-	65	40	57	-	65	35	5	46	1,0 5)	2,8	25	41	89	M6	-	- 7)	- 7)	12	7
0	10,2	47	-	80	55	63	75	80	39	5	50	1,3	2,8	30	49	103	M6	-	14,9	7,5	14	7
1	10,9	55	-	95	65	82	90	95	48	6	67	3,0	3,5	35	56	119	M8	-	17,4	7,5	13,5	8
2	12,6	61	-	106	80	103	105	110	61	6	84	5,5	4	45	62	140	M8	-	19,7	8	20	10
3	14,7	69	75	130	95	118,5	125	130	74	7	104	5,5	4	50	70	156	M8	28	23,5	9	20	10

4) the dimensions A; C<sub>6</sub>; o refer to the hub edge  
 5) countersunk screw with hexagon socket DIN 7991  
 6) dimensions in an un-tightened condition (in tightened condition shorter)  
 7) thrust washer without keyway, limit switch is located at the control element-front face

We reserve the right to make dimensional and design alterations.

## Order example:

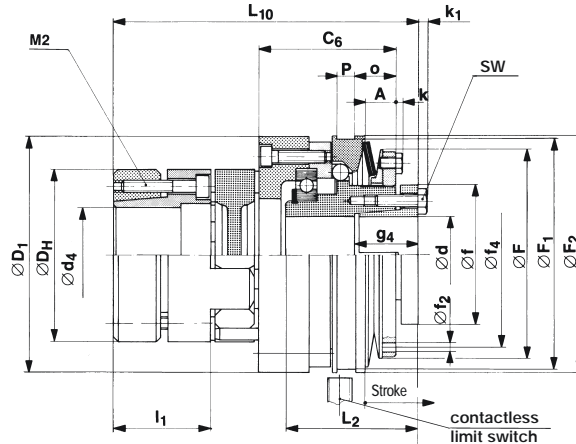
To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	Bore $\varnothing d_3$ H7	With limit switch
Order number:		454._0._.			see pages 36-38

- 01 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- according to size
- 3 flexible coupling 92 Shore A
- 4 flexible coupling 98 Shore A
- 0 ratchetting clutch
- 5 synchronous clutch

Example: Order number 2 / 454.605.3 / 22/ 25 with limit switch 055.002.5

EAS®-NC with flexible backlash-free shaft coupling  
NC-side cone bushing  
lastic-side shrink disc

Type 454.\_1.\_.



Sizes 01 – 3 Type 454.\_1.\_.<sub>3</sub><sub>4</sub>

### Technical data

Size	Limiting torque for overload $M_G$			Nominal torque flexible backlash-free shaft coupling $T_{KN}$ <sup>1)</sup>				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Tightening torques clamping bolts $T_A$ at the diameter:		Weight kg
	Type	Type	Type	92 Shore A		98 Shore A				$\varnothing d$	$\varnothing d_4$	
	454.51._.	454.61._.	454.71._.	$T_{KN}$	$T_{KN max}$	$T_{KN}$	$T_{KN max}$			Nm	Nm	
01	4 – 10	8 – 20	–	10	20	17	34	4000	1,2	3	3,0	0,95
0	8 – 20	15 – 40	23 – 60	35	70	60	120	4000	1,5	3	6,0	1,60
1	15 – 36	30 – 72	45 – 108	95	190	160	320	3000	1,8	5	6,0	2,70
2	30 – 75	60 – 150	90 – 225	190	380	325	650	2500	2,0	9,5	10,5	4,90
3	60 – 150	120 – 300	180 – 450	265	530	450	900	2000	2,2	9,5	35,0	7,10

Size	Shaft misalignments flexible coupling					Mass moments of inertia $I$		Bores		Min. shaft length $g_4$ mm
	axial	radial		angular misalignments		Hub side kgm <sup>2</sup>	Flexible side kgm <sup>2</sup>	Flexible side $\varnothing d_4$ mm	EAS®-NC side $\varnothing d$ <sup>2)</sup> mm	
	92/98 Shore A $\Delta K_a$ mm	92 Shore A $\Delta K_r$ mm	98 Shore A $\Delta K_r$ mm	92 Shore A $\alpha$ °	98 Shore A $\alpha$ °					
01	1,2	0,10	0,06	1,0	0,9	0,00018	0,0001	10 – 19	9 – 16	18
0	1,4	0,14	0,10	1,0	0,9	0,00046	0,0004	15 – 25	12 – 20	23
1	1,5	0,15	0,11	1,0	0,9	0,00117	0,0010	19 – 35	15 – 25	27
2	1,8	0,17	0,12	1,0	0,9	0,00265	0,0020	20 – 40	22 – 35	29
3	2,0	0,19	0,14	1,0	0,9	0,00602	0,0050	28 – 42	32 – 45	32

- The transmittable torques of the flexible coupling "T<sub>KN</sub>" depend on factors, as for example with temperatures, torsional stiffness etc. Please also see clutch design ROBA®-ES cat. K.940. or contact our company.
- shaft fit: up to  $\varnothing 38 h_6$ , above  $\varnothing 38 h_8$
- up to  $\varnothing 33$  keyway to DIN 6885/1, above  $\varnothing 33$  keyway to DIN 6885/3

### Dimensions

Size	A <sup>4)</sup>	C <sub>6</sub>	D <sub>1</sub>	D <sub>H</sub>	F	F <sub>1</sub>	F <sub>2</sub>	f	f <sub>2</sub>	f <sub>4</sub>	k	k <sub>1</sub>	I <sub>1</sub>	L <sub>2</sub> <sup>6)</sup>	L <sub>10</sub> <sup>6)</sup>	M <sub>2</sub>	o <sup>4)</sup>	p	SW
01	9,5	38	65	40	57	–	65	35	5	46	1,0 <sup>5)</sup>	2,8	25	41	89	6xM4	– <sup>7)</sup>	– <sup>7)</sup>	7
0	10,2	47	80	55	63	75	80	39	5	50	1,3	2,8	30	49	103	4xM5	14,9	7,5	7
1	10,9	55	95	65	82	90	95	48	6	67	3,0	3,5	35	56	119	8xM5	17,4	7,5	8
2	12,6	61	106	80	103	105	110	61	6	84	5,5	4	45	62	140	8xM6	19,7	8	10
3	14,7	69	130	95	118,5	125	130	74	7	104	5,5	4	50	70	156	4xM8	23,5	9	10

- the dimensions A; C<sub>6</sub>; o refer to the hub side
- countersunk screw with hexagon socket DIN 7991
- dimensions in an un-tightened condition (in tightened condition shorter)
- thrust washer without limit switch, limit switch is located at the control element-front face

We reserve the right to make dimensional and design alterations.

### Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ <sup>H7</sup>	Bore $\varnothing d_4$ <sup>H7</sup>	With limit switch
Order number:		4 5 4 . _ 1 . _ .			see pages 36–38

- 01 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- according to size
- 3 flexible coupling 92 Shore A
- 4 flexible coupling 98 Shore A
- 0 ratchetting clutch
- 5 synchronous clutch

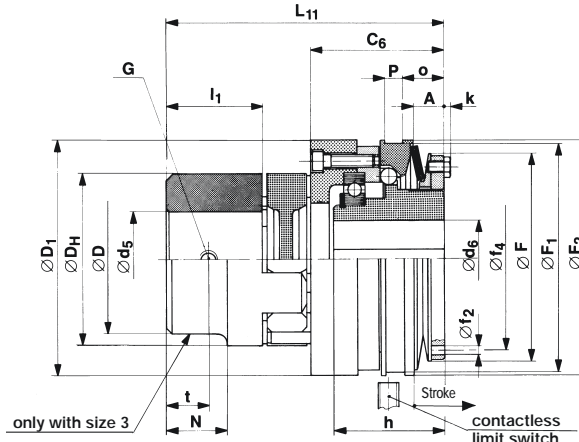
**Example:** Order number 2 / 454.615.3 /22/ 25 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

EAS®-NC with flexible backlash-free shaft coupling  
NC-side keyway  
lastic-side keyway

Type 454.\_2.\_.



Sizes 01 – 3 Type 454.\_2.\_.<sup>3</sup>  
4

## Technical data

Size	Limiting torque for overload $M_G$			Nominal torque flexible backlash-free shaft coupling $T_{KN}$ <sup>1)</sup>				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Weight kg
	Type 454.52._.	Type 454.62._.	Type 454.72._.	92 Shore A		98 Shore A				
	Nm	Nm	Nm	$T_{KN}$ Nm	$T_{KN max}$ Nm	$T_{KN}$ Nm	$T_{KN max}$ Nm			
01	4 – 10	8 – 20	–	10	20	17	34	4000	1,2	0,95
0	8 – 20	15 – 40	23 – 60	35	70	60	120	4000	1,5	1,60
1	15 – 36	30 – 72	45 – 108	95	190	160	320	3000	1,8	2,70
2	30 – 75	60 – 150	90 – 225	190	380	325	650	2500	2,0	4,90
3	60 – 150	120 – 300	180 – 450	265	530	450	900	2000	2,2	7,10

Size	Shaft misalignments flexible coupling					Mass moments of inertia $I$		Bores	
	axial 92/98 Shore A	radial 92 Shore A 98 Shore A		angular misalignments 92 Shore A 98 Shore A		Hub side	Flexible side	Flexible side	EAS®-NC side
	$\Delta K_a$ mm	$\Delta K_r$ mm	$\Delta K_r$ mm	$\alpha$ °	$\alpha$ °	kgm <sup>2</sup>	kgm <sup>2</sup>	$\varnothing d_5$ mm	$\varnothing d$ <sup>6)</sup> mm
01	1,2	0,10	0,06	1,0	0,9	0,00018	0,0001	6 – 24	9 – 20
0	1,4	0,14	0,10	1,0	0,9	0,00046	0,0004	8 – 28	12 – 20
1	1,5	0,15	0,11	1,0	0,9	0,00117	0,0010	10 – 38	15 – 25
2	1,8	0,17	0,12	1,0	0,9	0,00265	0,0020	12 – 45	22 – 35 <sup>3)</sup>
3	2,0	0,19	0,14	1,0	0,9	0,00602	0,0050	14 – 55	32 – 45

1) The transmittable torques of the flexible coupling "T<sub>KN</sub>" depend on factors, as for example with temperatures, torsional stiffness etc. Please also see clutch design ROBA®-ES cat. K.940. or contact our company.

2) shaft fit: up to  $\varnothing 38 h_6$ , above  $\varnothing 38 h_8$

3) up to  $\varnothing 33$  keyway to DIN 6885/1, above  $\varnothing 33$  keyway to DIN 6885/3

## Dimensions

Size	A <sup>4)</sup>	C <sub>6</sub>	D	D <sub>1</sub>	D <sub>H</sub>	F	F <sub>1</sub>	F <sub>2</sub>	f <sub>2</sub>	f <sub>4</sub>	G	h	k	l <sub>1</sub>	L <sub>11</sub>	N	o <sup>4)</sup>	p	t
01	9,5	38	–	65	40	57	–	65	5	46	M5	33	1,0 <sup>5)</sup>	25	80	–	– <sup>7)</sup>	– <sup>7)</sup>	10
0	10,2	47	–	80	55	63	75	80	5	50	M5	41	1,3	30	95	–	14,9	7,5	10
1	10,9	55	–	95	65	82	90	95	6	67	M6	47	3,0	35	110	–	17,4	7,5	15
2	12,6	61	–	106	80	103	105	110	6	84	M8	52	5,5	45	130	–	19,7	8	15
3	14,7	69	75	130	95	118,5	125	130	7	104	M8	59	5,5	50	145	28	23,5	9	20

4) the dimensions A; C<sub>6</sub>; o refer to the hub edge

5) countersunk screw with hexagon socket DIN 7991

7) thrust washer without keyway, limit switch is located at the control element-front face

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d_6$ <sup>H7</sup>	Bore $\varnothing d_5$ <sup>H7</sup>	With limit switch
Order number:		4 5 4 . _ 2 . _ . _			see pages 36–38

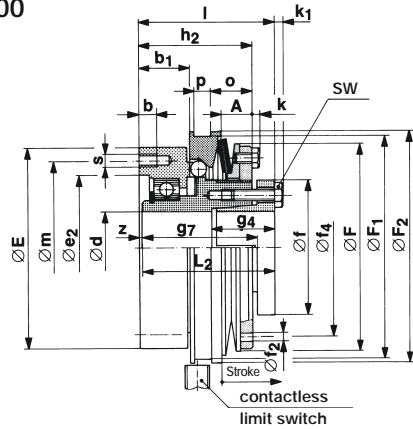
- 01 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- according to size
- 3 flexible coupling 92 Shore A
- 4 flexible coupling 98 Shore A
- 0 ratchetting clutch
- 5 synchronous clutch

Example: Order number 2 / 454.625.3 / 22/ 25 with limit switch 055.002.5

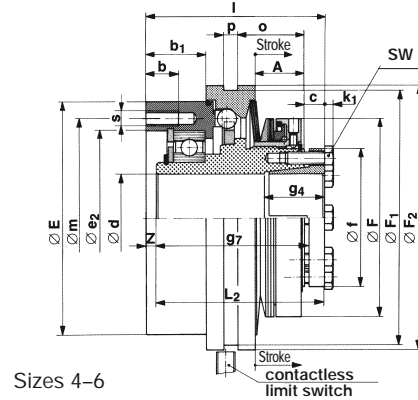
# EAS® -NC ratchetting clutch/synchronous clutch

Standard with fitting dimensions of the type series 400 and cone bushing

Type 451.\_1\_.0



Sizes 01 – 3



Sizes 4–6

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for $\varnothing d$	
	Type 451.41_0 Nm	Type 451.51_0 Nm	Type 451.61_0 Nm	Type 451.71_0 Nm			Hub side $kgm^2$	Pressure flange side $kgm^2$		mm	Nm
01	-	4 – 10	8 – 20	12 – 30	4000	1,2	0,000191	0,000091	0,62	4 x M4	3,5
1	-	15 – 36	30 – 72	45 – 108	3000	1,8	0,001194	0,000572	1,78	6 x M5	5
2	-	30 – 75	60 – 150	90 – 225	2500	2,0	0,00270	0,00121	3,27	6 x M6	9,5
3	-	60 – 150	120 – 300	180 – 450	2000	2,2	0,00614	0,00280	4,34	8 x M6	9,5
4	75 – 150	150 – 300	300 – 600	-	400	2,5	0,03211	0,01548	10,3	8 x M8	20
5	150 – 300	300 – 600	600 – 1200	-	400	2,8	0,05325	0,03732	17,0	8 x M10	40
6	300 – 600	600 – 1200	1200 – 2400	-	300	3,4	0,07178	0,03783	21,0	8 x M12	60

## Dimensions

Size	Bore $d$ 2) from – to mm	Min. shaft length		A 7)	b	b <sub>1</sub>	c	E	e <sub>2</sub> <sup>H7 6)</sup>	F	F <sub>1</sub>	F <sub>2</sub>
		g <sub>4</sub> mm	g <sub>7</sub> mm									
01	9 – 16	18	36	9,5	8	18,5	-	55	42 <sup>M7</sup>	57	- <sup>5)</sup>	65
1	15 – 25	27	49	10,9	10	23,1	-	82	62 <sup>M7</sup>	82	90	95
2	22 – 35	29	54	12,6	10	21,8	-	100	78	103	105	110
3	32 – 45	32	61	14,7	12	24,5	-	120	90,5	118,5	125	130
4	35 – 55	38	96	31	20	37,5	13	146	110	125	160	166
5	42 – 65	51	111	36,5	25	42	16	176	130	145	185	196
6	50 – 75	60	117	38	26	44	20	186	145	165	214	220

Size	f	f <sub>2</sub>	f <sub>4</sub>	h <sub>2</sub> 7)	k	k <sub>1</sub>	L <sub>2</sub> 3)	l 3)	m	o 7)	p	s	SW	z
01	35	5	46	37	0,3 4)	2,8	41	45	48	- <sup>5)</sup>	- <sup>5)</sup>	6 x M5	7	4
1	48	6	67	51	3,0	3,5	56	60	70	17,4	7,5	6 x M5	8	4
2	61	6	84	54	5,3	4	62	64	89	19,7	8	6 x M6	10	2
3	74	7	104	61,5	5,3	4	70	72,5	105	23,5	9	6 x M8	10	2,5
4	87	-	-	-	-	5,5	106	112,5	125	42	9	6 x M10	13	6,5
5	110	-	-	-	-	7	123	129,5	155	48,5	9	6 x M12	17	6,5
6	124	-	-	-	-	8	132	139	160	46	9	6 x M12	19	7

1) other sizes for lower and higher torques on request

2) shaft fit: up to  $\varnothing 38$  h<sub>6</sub>, above  $\varnothing 38$  h<sub>8</sub>

3) dimensions in an un-tightened condition (in a tightend condition shorter)

4) countersunk screw with hexagon socket DIN 7991

5) thrust washer without keyway, limit switch is located at the control element-front face

We reserve the right to make dimensional and design alterations.

6) H7 beside of sizes 01 and 1

7) for sizes 01-3 the dimensions A; h<sub>2</sub>; o refer to the hub edge

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	With limit switch
Order number:		4 5 1 . _ 1 _ . 0		see pages 36-38

01 – 6 →

- \* low torque range ..... 4
- \* medium torque range ..... 5
- \* high torque range ..... 6
- \* max. torque range ..... 7

\* see technical data, limiting torque for overload  $M_G$

- ← according to size
- ← 0 ratchetting clutch
- ← 5 synchronous clutch

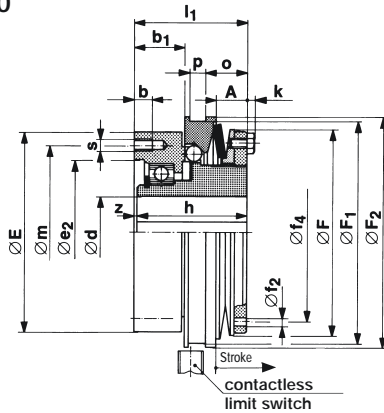
**Example:** Order number 6 / 451.610.0 / 60 / 6885-1 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

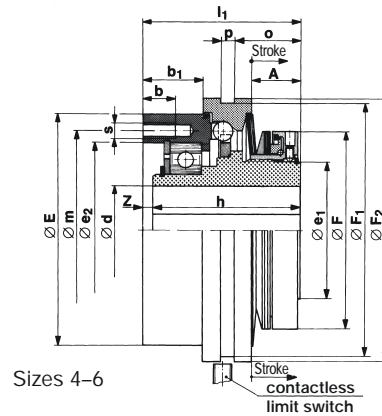
power transmission

Standard with fitting dimensions of the type series 400 and keyway

Type 451.\_2\_.0



Sizes 01 – 3



Sizes 4–6

## Technical data

1) Size	Limiting torques for overload $M_G^{1)}$				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 451.42_0 Nm	Type 451.52_0 Nm	Type 451.62_0 Nm	Type 451.72_0 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
01	–	4 – 10	8 – 20	12 – 30	4000	1,2	0,000190	0,000091	0,57
1	–	15 – 36	30 – 72	45 – 108	3000	1,8	0,001191	0,000572	1,77
2	–	30 – 75	60 – 150	90 – 225	2500	2,0	0,00265	0,00121	3,10
3	–	60 – 150	120 – 300	180 – 450	2000	2,2	0,00596	0,00280	4,11
4	75 – 150	150 – 300	300 – 600	–	400	2,5	0,03173	0,01548	10,4
5	150 – 300	300 – 600	600 – 1200	–	400	2,8	0,04960	0,03732	16,9
6	300 – 600	600 – 1200	1200 – 2400	–	300	3,4	0,06921	0,03783	20,5

## Dimensions

Size	Bore		A <sup>6)</sup>	b	b <sub>1</sub>	E	e <sub>1</sub>	e <sub>2</sub> <sup>H7/5)</sup>	F	F <sub>1</sub>
	d <sub>min</sub> mm	d <sub>max</sub> mm								
01	9	20	9,5	8	18,5	55	–	42 <sup>M7</sup>	57	– 3)
1	15	25	10,9	10	23,1	82	–	62 <sup>M7</sup>	82	90
2	22	35 <sup>4)</sup>	12,6	10	21,8	100	–	78	103	105
3	32	45	14,7	12	24,5	120	–	90,5	118,5	125
4	22	55	31	20	37,5	146	87	110	125	160
5	28	65	36,5	25	42	176	102,5	130	145	185
6	45	75	38	26	44	186	125	145	165	214

Size	F <sub>2</sub>	f <sub>2</sub>	f <sub>4</sub>	h	k	l <sub>1</sub> <sup>6)</sup>	m	o <sup>6)</sup>	p	s	z
01	65	5	46	33	1,0 <sup>2)</sup>	37	48	– <sup>3)</sup>	– <sup>3)</sup>	6 x M5	4
1	95	6	67	47	3,0	51	70	17,4	7,5	6 x M5	4
2	110	6	84	52	5,3	54	89	19,7	8	6 x M6	2
3	130	7	104	59	5,3	61,5	105	23,5	9	6 x M8	2,5
4	166	–	–	93	–	99,5	125	42	9	6 x M10	6,5
5	196	–	–	107	–	113,5	155	48,5	9	6 x M12	6,5
6	220	–	–	112	–	119	160	46	9	6 x M12	7

- 1) other sizes for lower and higher torques on request
- 2) countersunk screw with hexagon socket DIN 7991
- 3) thrust washer without keyway, limit switch is located at the control element-front face
- 4) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3
- 5) H7 beside of sizes 01 and 1
- 6) for sizes 01–3 the dimensions A; l<sub>1</sub>; o refer to the hub edge
- 7) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	With limit switch
Order number:		451._2_.0	7)	see pages 36–38

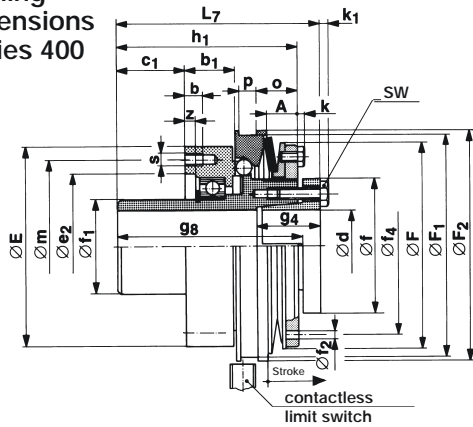
- 01 – 6 →
- \* low torque range ..... 4 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- according to size
- 0 ratchetting clutch
- 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

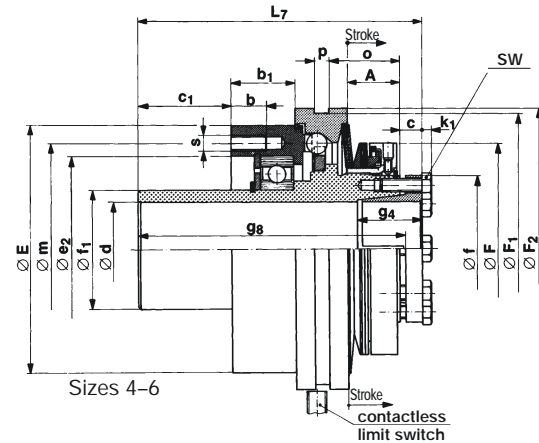
**Example:** Order number 6 / 451.620.0 / 60 / 6885-1 with limit switch 055.002.5

Long projecting hub  
with cone bushing  
and fitting dimensions  
of the type series 400

Type 451.\_1\_.1



Sizes 01 – 3



Sizes 4–6

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for $\varnothing d$	
	Type 451.41_1 Nm	Type 451.51_1 Nm	Type 451.61_1 Nm	Type 451.71_1 Nm			Hub side mm	Pressure flange side kgm <sup>2</sup>		mm	Nm
01	-	4 – 10	8 – 20	12 – 30	4000	1,2	0,00025	0,000091	0,70	4 x M4	3,5
1	-	15 – 36	30 – 72	45 – 108	3000	1,8	0,00125	0,000572	1,93	6 x M5	5
2	-	30 – 75	60 – 150	90 – 225	2500	2,0	0,00284	0,00121	3,69	6 x M6	9,5
3	-	60 – 150	120 – 300	180 – 450	2000	2,2	0,00670	0,00280	5,42	8 x M6	9,5
4	75 – 150	150 – 300	300 – 600	-	400	2,5	0,03313	0,01548	11,7	8 x M8	20
5	150 – 300	300 – 600	600 – 1200	-	400	2,8	0,05325	0,03732	19,1	8 x M10	40
6	300 – 600	600 – 1200	1200 – 2400	-	300	3,4	0,07590	0,03783	24,0	8 x M12	60

## Dimensions

Size	Bore $d$ 2) from – to mm	Min. shaft length		A 7)	b	$b_1$	c	$c_1$	E	$e_2^{H7\ 6)}$	F	$F_1$	$F_2$
		$g_4$ mm	$g_8$ mm										
01	9 – 16	18	61	9,5	8	18,5	-	21	55	42 <sup>M7</sup>	57	- <sup>5)</sup>	65
1	15 – 25	27	79	10,9	10	23,1	-	26	82	62 <sup>M7</sup>	82	90	95
2	22 – 35	29	92	12,6	10	21,8	-	36	100	78	103	105	110
3	32 – 45	32	111	14,7	12	24,5	-	47,5	120	90,5	118,5	125	130
4	35 – 55	38	155	31	20	37,5	13	52,5	146	110	125	160	166
5	42 – 65	51	175	36,5	25	42	16	57,5	176	130	145	185	196
6	50 – 75	60	188	38	26	44	20	64	186	145	165	214	220

Size	f	$f_1$ h6	$f_2$	$f_4$	$h_1$ 7)	k	$k_1$	$L_7$ 3)	m	$o$ 7)	p	s	SW	z
01	35	30	5	46	58	1,0 <sup>4)</sup>	2,8	66	48	- <sup>5)</sup>	- <sup>5)</sup>	6 x M5	7	5,5
1	48	40	6	67	77	3,0	3,5	86	70	17,4	7,5	6 x M5	8	7,25
2	61	50	6	84	90	5,3	4	100	89	19,7	8	6 x M6	10	5
3	74	65	7	104	109	5,3	4	120	105	23,5	9	6 x M8	10	5
4	87	70	-	-	-	-	5,5	165	125	42	9	6 x M10	13	-
5	110	85	-	-	-	-	7	187	155	48,5	9	6 x M12	17	-
6	124	95	-	-	-	-	8	203	160	46	9	6 x M12	19	-

1) other sizes for lower and higher torques on request

2) shaft fit: up to  $\varnothing 38$  h6, above  $\varnothing 38$  h8

3) dimensions in an un-tightened condition (in tightened condition shorter)

4) countersunk screw with hexagon socket DIN 7991

5) thrust washer without keyway, limit switch is located at the control element-front face

6) H7 beside of sizes 01 and 1

7) for sizes 01-3 the dimensions

A;  $h_1$ ; o refer to the hub edge

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	With limit switch
Order number:		4 5 1 . _ 1 . 1		see pages 36-38

01 – 6 →

\* low torque range ..... 4 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 \* max. torque range ..... 7 →

\* see technical data, limiting torque for overload  $M_G$

← according to size  
 ← 0 ratchetting clutch  
 ← 5 synchronous clutch

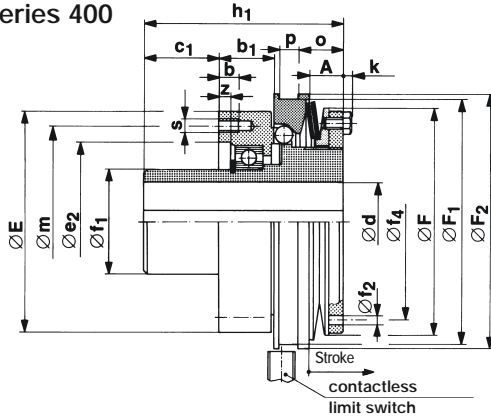
**Example:** Order number 4 / 451.610.1 / 40 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

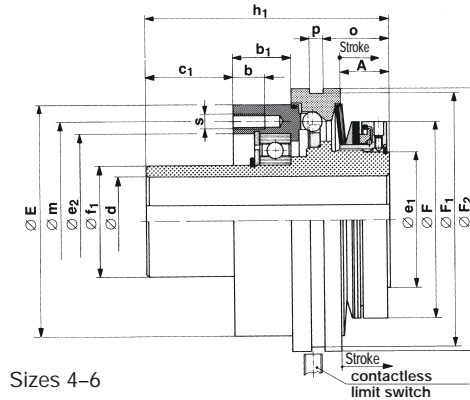
power transmission

Long projecting hub with keyway and fitting dimensions of the type series 400

Type 451.\_2\_.1



Sizes 01 – 3



Sizes 4–6

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)				Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 451.42_1 Nm	Type 451.52_1 Nm	Type 451.62_1 Nm	Type 451.72_1 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
01	-	4 – 10	8 – 20	12 – 30	4000	1,2	0,00025	0,000091	0,65
1	-	15 – 36	30 – 72	45 – 108	3000	1,8	0,00125	0,000572	1,92
2	-	30 – 75	60 – 150	90 – 225	2500	2,0	0,00279	0,00121	3,52
3	-	60 – 150	120 – 300	180 – 450	2000	2,2	0,00652	0,00280	5,19
4	75 – 150	150 – 300	300 – 600	-	400	2,5	0,03224	0,01548	12,0
5	150 – 300	300 – 600	600 – 1200	-	400	2,8	0,05215	0,03732	19,5
6	300 – 600	600 – 1200	1200 – 2400	-	300	3,4	0,07353	0,03783	23,8

## Dimensions

Size	Bore		A 6)	b	b <sub>1</sub>	c <sub>1</sub>	E	e <sub>1</sub>	e <sub>2</sub> H7 5)	F
	d <sub>min</sub> mm	d <sub>max</sub> mm								
01	9	20	9,5	8	18,5	21	55	-	42 M7	57
1	15	25	10,9	10	23,1	26	82	-	62 M7	82
2	22	35 4)	12,6	10	21,8	36	100	-	78	103
3	32	45	14,7	12	24,5	47,5	120	-	90,5	118,5
4	22	55	31	20	37,5	52,5	146	87	110	125
5	28	65	36,5	25	42	57,5	176	102,5	130	145
6	45	75	38	26	44	64	186	125	145	165

Size	F <sub>1</sub>	F <sub>2</sub>	f <sub>1</sub> h6	f <sub>2</sub>	f <sub>4</sub>	h <sub>1</sub> 6)	k	m	o 6)	p	s	z
01	- 3)	65	30	5	46	58	1,0 2)	48	- 3)	- 3)	6 x M5	5,5
1	90	95	40	6	67	77	3,0	70	17,4	7,5	6 x M5	7,25
2	105	110	50	6	84	90	5,3	89	19,7	8	6 x M6	5
3	125	130	65	7	104	109	5,3	105	23,5	9	6 x M8	5
4	160	166	70	-	-	152	-	125	42	9	6 x M10	-
5	185	196	85	-	-	171	-	155	48,5	9	6 x M12	-
6	214	220	95	-	-	183	-	160	46	9	6 x M12	-

- 1) other sizes for lower and higher torques on request
- 2) countersunk screw with hexagon socket DIN 7991
- 3) thrust washer without keyway, limit switch is located at the control element-front face
- 4) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3

We reserve the right to make dimensional and design alterations.

- 5) H7 beside of sizes 01 and 1
- 6) for sizes 01–3 the dimensions A; h<sub>1</sub>; o refer to the hub edge
- 7) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d H7	With limit switch
Order number:		4 5 1 . _ 2 _ . 1	7)	see pages 36–38

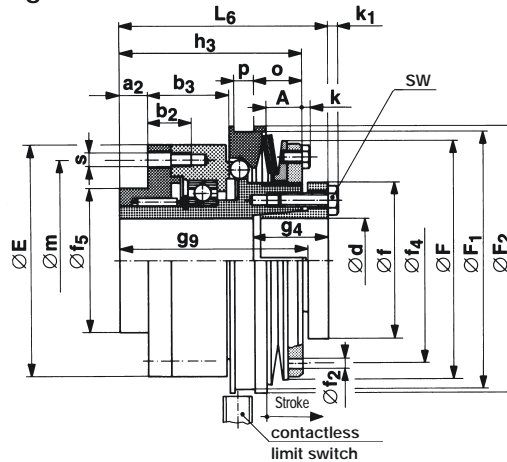
- 01 – 6 →
- \* low torque range ..... 4 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- ← 0 ratchetting clutch
- ← 5 synchronous clutch

Example: Order number 6 / 451.520.1 / 60 / 6885-1 with limit switch 055.002.5



## Short supported hub with cone bushing and fitting dimensions of the type series 400

Type 451.\_1\_.5



Sizes 01 – 3 Type 451.\_1\_.5

### Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques for Ø d	
	Type 451.51_5 Nm	Type 451.61_5 Nm	Type 451.71_5 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>		mm	Nm
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,000201	0,000121	0,82	4 x M4	3,5
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,001224	0,000862	2,28	6 x M5	5
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00285	0,00154	3,57	6 x M6	9,5
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00638	0,00384	5,64	8 x M6	9,5

### Dimensions

Size	Bore d 2) from-to mm	Min. shaft length		A 6)	a <sub>2</sub>	b <sub>2</sub>	b <sub>3</sub>	E	F	F <sub>1</sub>	F <sub>2</sub>
		g <sub>4</sub> mm	g <sub>9</sub> mm								
01	9 – 16	18	52,5	9,5	8	12,5	23	55	57	– 5)	65
1	15 – 25	27	71	10,9	10	18	31,1	82	82	90	95
2	22 – 35	29	73	12,6	12	15	26,8	100	103	105	110
3	32 – 45	32	81,5	14,7	12	18	30,5	120	118,5	125	130

Size	f	f <sub>2</sub>	f <sub>4</sub>	f <sub>5</sub> h <sub>6</sub>	h <sub>3</sub> 6)	k	k <sub>1</sub>	L <sub>6</sub> 3)	m	o 6)	p	s	SW
01	35	5	46	38	49,5	1,0 4)	2,8	57,5	48	– 5)	– 5)	6 x M5	7
1	48	6	67	50	69	3,0	3,5	78	70	17,4	7,5	6 x M5	8
2	61	6	84	60	71	5,3	4	81	89	19,7	8	6 x M6	10
3	74	7	104	80	79,5	5,3	4	90,5	105	23,5	9	6 x M8	10

- 1) other sizes for lower and higher torques on request
- 2) shaft fit: up to Ø 38 h<sub>6</sub>, above Ø 38 h<sub>8</sub>
- 3) dimensions in an un-tightened condition (in tightened condition shorter)
- 4) countersunk screw with hexagon socket DIN 7991
- 5) thrust washer without keyway, limit switch is located at the control element-front face
- 6) the dimensions A; h<sub>3</sub>; o refer to the hub edge

We reserve the right to make dimensional and design alterations.

### Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d H7	With limit switch
Order number:		4 5 1 . _ 1 . 5		see pages 36–38

- 01 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- according to size
- 0 ratchetting clutch
- 5 synchronous clutch
- \* see technical data, limiting torque for overload  $M_G$

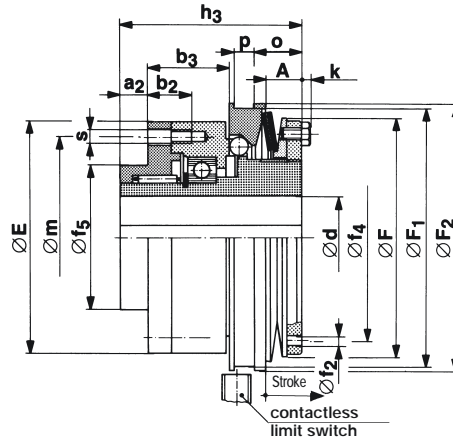
**Example:** Order number 2 / 451.510.5 / 30 with limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Short supported hub with keyway and fitting dimensions of the type series 400

Type 451.\_2\_.5



Sizes 01 – 3 Type 451.\_2\_.5

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Mass moments of inertia I		Weight kg
	Type 451.52_.5 Nm	Type 451.62_.5 Nm	Type 451.72_.5 Nm			Hub side kgm <sup>2</sup>	Pressure flange side kgm <sup>2</sup>	
01	4 – 10	8 – 20	12 – 30	4000	1,2	0,000200	0,000121	0,77
1	15 – 36	30 – 72	45 – 108	3000	1,8	0,001221	0,000862	2,77
2	30 – 75	60 – 150	90 – 225	2500	2,0	0,00280	0,00154	3,40
3	60 – 150	120 – 300	180 – 450	2000	2,2	0,00620	0,00384	5,41

## Dimensions

Size	Bore		A 5)	a <sub>2</sub>	b <sub>2</sub>	b <sub>3</sub>	E	F	F <sub>1</sub>	F <sub>2</sub>
	d <sub>min</sub> mm	d <sub>max</sub> mm								
01	9	20	9,5	8	12,5	23	55	57	– 4)	65
1	15	25	10,9	10	18	31,1	82	82	90	95
2	22	35 3)	12,6	12	15	26,8	100	103	105	110
3	32	45	14,7	12	18	30,5	120	118,5	125	130

Size	f <sub>2</sub>	f <sub>4</sub>	f <sub>5</sub> h <sub>6</sub>	h <sub>3</sub> 5)	k	m	o 5)	p	s
01	5	46	38	49,5	1,0 2)	48	– 4)	– 4)	6 x M5
1	6	67	50	69	3,0	70	17,4	7,5	6 x M6
2	6	84	60	71	5,3	89	19,7	8	6 x M6
3	7	104	80	79,5	5,3	105	23,5	9	6 x M8

- 1) other sizes for lower and higher torques on request
- 2) countersunk screw with hexagon socket DIN 7991
- 3) up to Ø 33 keyway to DIN 6885/1, above Ø 33 keyway to DIN 6885/3
- 4) thrust washer without keyway, limit switch is located at the control element-front face
- 5) the dimensions A; h<sub>3</sub>; o refer to the hub edge
- 6) Position of the keyway to the mounting bore "s" in the pressure flange not defined. A defined position is possible on request.

We reserve the right to make dimensional and design alterations.

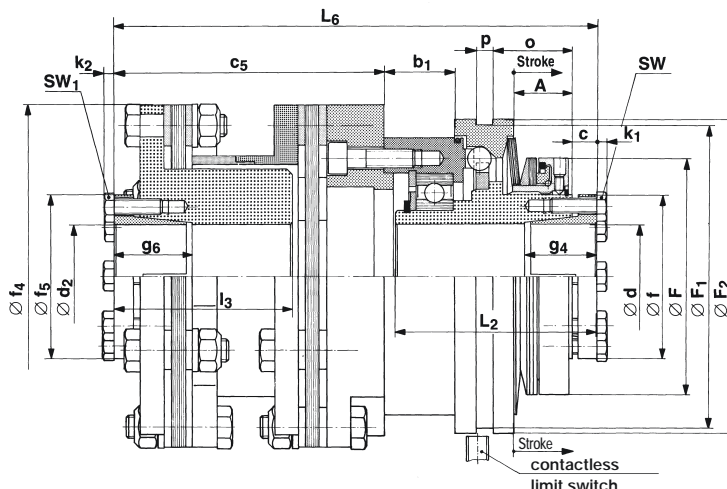
## Order example:

To be included when ordering, please state:	Size	Type	Bore Ø d <sup>H7</sup>	With limit switch
Order number:		4 5 1 . _ 2 . 5	6)	see pages 36–38

- 01 – 3 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* max. torque range ..... 7 →
- ← according to size
- ← 0 ratchetting clutch
- ← 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

**Example:** Order number 2 / 451.520.5 / 30 / 6885-1 with limit switch 055.002.5



Sizes 4 – 6 Type 456.\_1\_.8

### Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Nominal torque of flexible torsionally rigid coupling $T_{KN}$ Nm	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 456.41_.8 Nm	Type 456.51_.8 Nm	Type 456.61_.8 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ mm
4	75 – 150	150 – 300	300 – 600	1000	400	2,5	1,6	2	2,2
5	150 – 300	300 – 600	600 – 1200	1600	400	2,8	1,8	2	2,2
6	300 – 600	600 – 1200	1200 – 2400	2500	300	3,4	1,8	2	2,5

Size	Mass moments of inertia I		Weight kg	Clamping bolts and tightening torques				Bore 2)		Min. shaft length	
	Hub side $kgm^2$	Flexible side $kgm^2$		at $\varnothing d$		at $\varnothing d_2$		d from – to mm	$d_2$ from – to mm	$g_4$ mm	$g_6$ mm
4	0,03211	0,07278	25,8	8 x M8	20	8 x M10	30	35 – 55	42 – 65	38	51
5	0,05083	0,16973	39,6	8 x M10	40	8 x M12	40	42 – 65	50 – 75	51	60
6	0,07179	0,17255	46,5	8 x M12	60	8 x M12	60	50 – 75	55 – 85	60	60

### Dimensions

Size	A	$b_1$	c	$c_5$ 3)	F	$F_1$	$F_2$	f	$f_4$	$f_5$
4	31	37,5	13	198	125	160	166	87	180	110
5	36,5	42	16	208	145	185	196	110	200	124
6	38	44	20	228	165	214	220	124	215	135

Size	$k_1$	$k_2$	$L_2$ 3)	$L_6$ 3)	$l_3$ 3)	o	p	SW	$SW_1$
4	5,5	7	106	310,5	96	42	9	13	17
5	7	8	123	337,5	100	48,5	9	17	19
6	8	9	132	367	110	46	9	19	19

1) other sizes for lower and higher torques on request

2) shaft fit: up to  $\varnothing 38_{H6}$ , above  $\varnothing 38_{H8}$

3) dimensions in an un-tightened condition (in a tightened condition shorter)

We reserve the right to make dimensional and design alterations.

### Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d$ H7	Bore $\varnothing d_2$ H7	With limit switch
Order number:		<b>4 5 6 . _ 1 . 8</b>			see pages 36 – 38

- 4 – 6 →
- \* low torque range ..... 4 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- according to size
- 0 ratchetting clutch
- 5 synchronous clutch

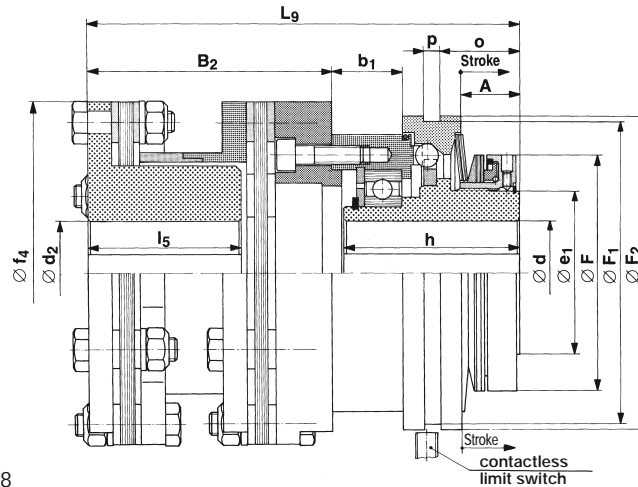
**Example:** Order number 6 / 456.510.8 / 50 / 60 plus limit switch 055.002.5

# EAS® -NC ratchetting clutch/synchronous clutch

power transmission

Torsionally rigid with keyway

Type 456.\_2\_.8



Sizes 4 – 6 Type 456.\_2\_.8

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)			Nominal torque of flexible torsionally rigid coupling $T_{KN}$ Nm	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 456.42_.8 Nm	Type 456.52_.8 Nm	Type 456.62_.8 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ Sleeve 1 mm
4	75 – 150	150 – 300	300 – 600	1000	400	2,5	1,6	2	2,2
5	150 – 300	300 – 600	600 – 1200	1600	400	2,8	1,8	2	2,2
6	300 – 600	600 – 1200	1200 – 2400	2500	300	3,4	1,8	2	2,5

Size	Mass moments of inertia I		Weight kg	Bore			
	Hub side $kgm^2$	Flexible side $kgm^2$		$d_{min}$ mm	$d_{max}$ mm	$d_{2 min}$ mm	$d_{2 max}$ mm
4	0,03173	0,07151	25,8	22	55	28	80
5	0,04960	0,11552	35,2	28	65	30	85
6	0,06921	0,14818	45,4	45	75	38	90

## Dimensions

Size	A	B <sub>2</sub>	b <sub>1</sub>	e <sub>1</sub>	F	F <sub>1</sub>
4	31	182	37,5	87	125	160
5	36,5	188	42	102,5	145	185
6	38	208	44	125	165	214

Size	F <sub>2</sub>	f <sub>4</sub>	h	L <sub>9</sub>	l <sub>5</sub>	o	p
4	166	180	93	281,5	80	42	9
5	196	200	107	301,5	80	48,5	9
6	220	215	112	327	90	46	9

1) other sizes for lower and higher torques on request

We reserve the right to make dimensional and design alterations.

## Order example:

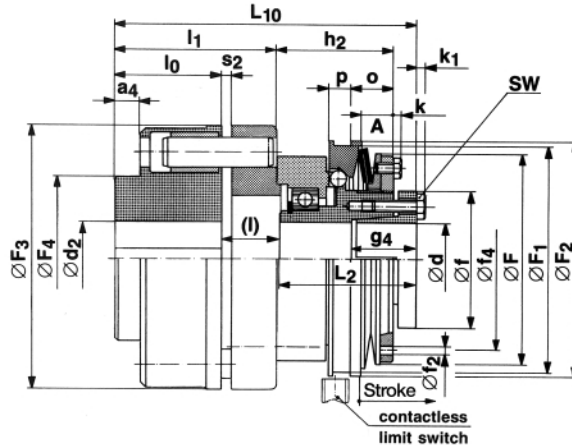
To be included when ordering, please state:	Size	Type	Bore $\varnothing d^{H7}$	Bore $\varnothing d_2^{H7}$	With limit switch
Order number:		4 5 6 . _ 2 . 8			see pages 36 – 38

- 4 – 6 →
- \* low torque range ..... 4 →
- \* medium torque range ..... 5 →
- \* high torque range ..... 6 →
- \* see technical data, limiting torque for overload  $M_G$
- according to size
- according to size
- 0 ratchetting clutch
- 5 synchronous clutch

Example: Order number 4 / 456.520.8 / 50 / 6885-1 / 60 / 6885-1 with limit switch 055.002.5

Lastic with cone bushing EAS®-side  
keyway lastic-side

Type 457.\_3\_.0



Sizes 01 – 3 Type 457.\_3\_.0

## Technical data

1) Size	Limiting torques for overload $M_G$ 1)		Nominal torque of flexible torsionally rigid coupling $T_{KN}$	Max. speed $n_{max}$ rpm	Stroke of the thrust washer in the event of an overload mm	Permissible flexibility		
	Type 457.53_.0 Nm	Type 457.63_.0 Nm				axial $\Delta K_a$ mm	angular $\Delta K_w$ °	radial $\Delta K_r$ mm
01	4 – 10	8 – 20	75	4000	1,2	±1	0,5	0,5
1	15 – 36	30 – 72	150	3000	1,8	±1	0,5	0,5
2	30 – 75	60 – 150	150	2500	2,0	±1	0,5	0,5
3	60 – 150	120 – 300	300	2000	2,2	±1	0,5	0,5

Size	Mass moments of inertia $I$		Weight kg	Clamping screws and tightening torques for $\varnothing d$		Bore $d^3$ from – to mm	Bore		Min. shaft length $g_4$ mm
	Hub side kgm <sup>2</sup>	Flexible side kgm <sup>2</sup>		mm	Nm		$d_{2 min}$ mm	$d_{2 max}$ mm	
01	0,000191	0,000811	1,62	4xM4	3,5	9–16	11	30	17
1	0,001194	0,00365	4,2	6xM5	5	15–25	11	42	27
2	0,00270	0,00413	5,4	6xM6	9,5	22–35	11	42	29
3	0,00614	0,01133	8,8	8xM6	9,5	32–45	13	60	32

## Dimensions

Size	A 5)	$a_4$	F	$F_1$	$F_2$	$F_3$	$F_4$	f	$f_2$	$f_4$
01	9,5	7	57	– 5)	65	80	50	35	5	46
1	10,9	10	82	90	95	105	65	48	6	67
2	12,6	10	103	105	110	105	65	61	6	84
3	14,7	19	118,5	125	130	135	85	74	7	104

Size	$h_2$ 5)	k	$k_1$	$L_2$ 6)	$L_{10}$ 6)	l	$l_0$	$l_1$	$o$ 5)	p	$s_2$	SW
01	37	1,0 2)	2,8	40	93	23	30	49	– 4)	– 4)	4	7
1	51	3,0	3,5	56	122	24	42	62	17,4	7,5	4	8
2	54	5,3	4	62	128	24	42	64	19,7	8	4	10
3	61,5	5,3	4	70	153,5	28,5	55	81	23,5	9	4	10

- 1) other sizes for lower and higher torques on request
- 2) countersunk screw with hexagon socket DIN 7991
- 3) shaft fit: up to  $\varnothing 38 h6$ , above  $\varnothing 38 h8$
- 4) thrust washer without keyway, limit switch is located at the control element-front face
- 5) the dimensions A; h; o refer to the hub edge
- 6) dimensions in an un-tightened condition (in tightened condition shorter)

We reserve the right to make dimensional and design alterations.

## Order example:

To be included when ordering, please state:	Size	Type	Bore $\varnothing d^{H7}$	Bore $\varnothing d_2^{H7}$	With limit switch
Order number:		<b>4 5 7 . _ 3 _ . 0</b>			see pages 36–38

01 – 3 →  
 \* medium torque range ..... 5 →  
 \* high torque range ..... 6 →  
 ← according to size  
 ← according to size  
 ← 0 ratchetting clutch  
 ← 5 synchronous clutch

\* see technical data, limiting torque for overload  $M_G$

**Example:** Order number 3 / 457.535.0 / 30 / 6885-1 / 40 / 6885-1 with limit switch 055.002.5

## Mounting example

Fig. 1

### EAS®-NC standard

For the EAS®-NC standard the drive elements are located over the deep groove ball bearing and attached to the pressure flange. If the resulting radial force of the drive element is nearly in the middle of the ball bearing, an additional support for the drive element is not necessary.

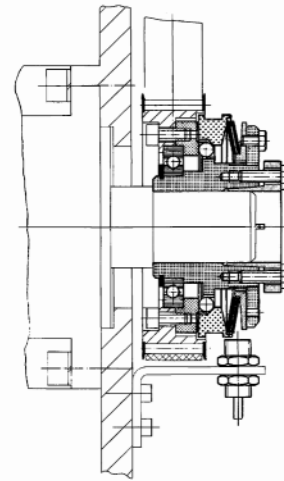


Fig. 2

### EAS®-NC with long projecting hub

For very wide drive elements or for elements with very small diameters our EAS®-NC with long projecting hub is recommended. In case of small diameters the drive element is attached to the pressure flange of the clutch via an intermediate flange supplied by the customer. The support for the drive element via a ball bearing, needle bearing or slide bearing depending on the mounting situation and available space can be used.

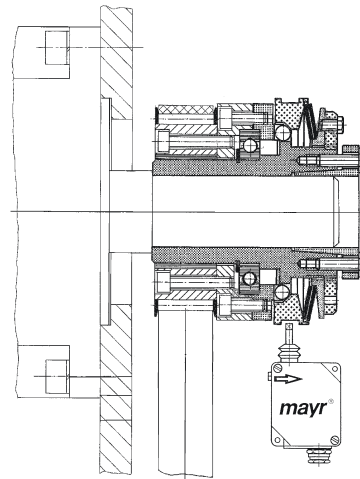


Fig. 3

### EAS®-NC Type 450.\_1\_.2

Two bearings-design for wide drive elements, whose application of force of the resulting radial force is in the middle of both bearings. In this case the drive element can be attached directly to the pressure flange without additional support.

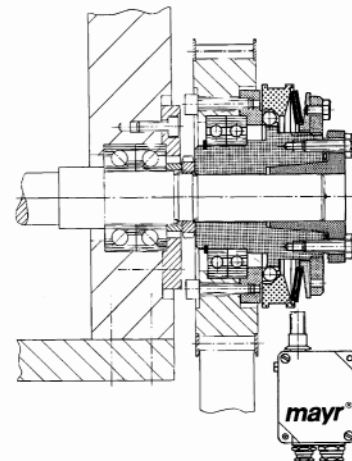


Fig. 4

### EAS®-NC with steel bellows coupling

EAS®-NC with torsionally rigid flexible steel bellows coupling for connection of two shafts. The coupling compensates axial, radial and angular shaft misalignments. It is torsionally rigid in a circumferential direction. In comparison to the EAS®-NC with ROBA®-D coupling the EAS®-NC steel bellows coupling has a low mass moment of inertia.

In the mounting example shown on the right side, the EAS®-NC with steel bellows coupling is mounted between motor and ball screw spindle. The torque is transmitted backlash-free until disengagement and drops immediately after the event of an overload. The contactless limit switch (initiator) gives signal to switch off the drive.

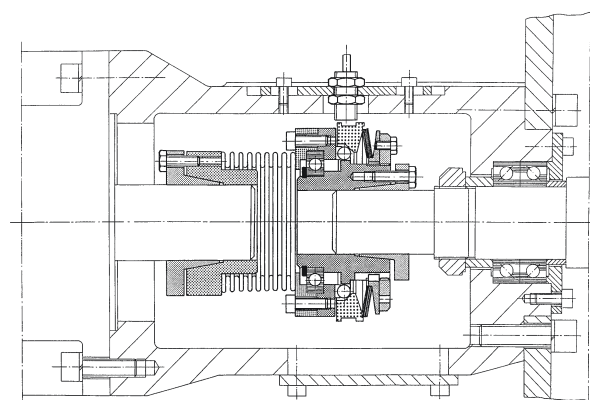


Table: Coordination bore diameter  $d_3 / d_4$  or the flexible coupling to transmittable torque „ $T_{KN}$ “ with EAS®-NC Type 454.\_0.\_0 / 454.\_1.\_\_

Größe	Preferred bores $\varnothing d_3 / \varnothing d_4$ and appropriate transmittable torques $T_{KN}$ [Nm] of the friction tight of the clamping hubs / shrink discs with Type 454._0._0																																	
	$\varnothing 10$		$\varnothing 11$		$\varnothing 15$		$\varnothing 16$		$\varnothing 19$		$\varnothing 20$		$\varnothing 22$		$\varnothing 24$		$\varnothing 25$		$\varnothing 28$		$\varnothing 30$		$\varnothing 32$		$\varnothing 35$		$\varnothing 38$		$\varnothing 40$		$\varnothing 42$		$\varnothing 45$	
	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$	$d_3$	$d_4$
01	23	41	25	46	34	64	36	69	43	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	-	-	-	-	34	66	36	71	43	86	45	92	50	102	54	113	57	118	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	79	174	83	184	91	205	100	225	104	235	116	266	124	286	133	307	145	339	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	83	255	91	283	100	311	104	326	116	368	124	397	133	426	145	470	158	515	166	544	174	-	187	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	420	124	460	133	500	145	563	158	627	166	670	174	714	187	-

Table 1 The transmittable torque with clamping connection consider the max. play of fit with shaft fit k6/F7 resp. H7. The torque decreases with larger play to fit.

## Technical explanations

### Selection of size, calculation of energy, torque adjustment for horizontal axes

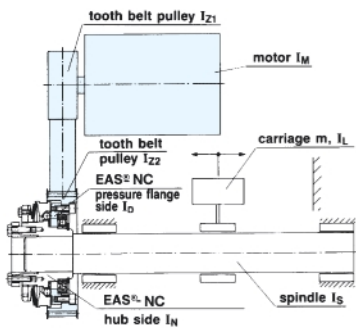


Fig. 1

$$I_g = I_M + I_{Z1} + (I_{Z2} + I_S + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$$

$$I_1 = I_D + I_{Z2} + (I_{Z1} + I_M) \cdot \left(\frac{n_1}{n_2}\right)^2$$

$$I_2 = I_N + I_S + I_L$$

$I_L$  from equation (7)

Preselection of the clutch  
 $M_{req.} = 1,5 \cdot M_2$  [Nm]  
 ( $M_2$  from equation (4))

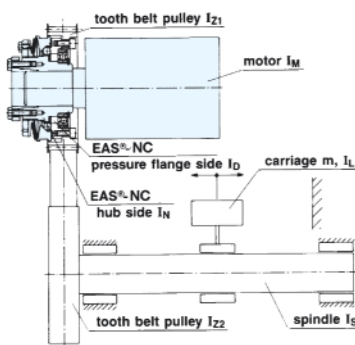


Fig. 2

$$I_g = I_M + I_{Z1} + (I_{Z2} + I_S + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$$

$$I_1 = I_M + I_N$$

$$I_2 = I_D + I_{Z1} + (I_{Z2} + I_S + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$$

$I_L$  from equation (7)

Preselection of the clutch  
 $M_{req.} = 1,5 \cdot M_1$  [Nm]

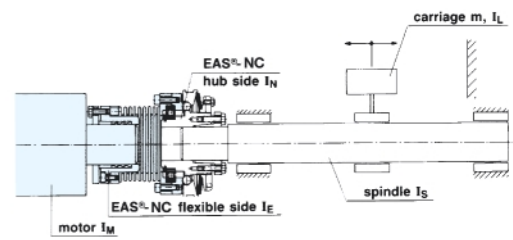


Fig. 3

$$I_g = I_M + I_{Ku} + I_S + I_L \quad [\text{kgm}^2] \quad (1)$$

$$I_1 = I_M + I_E \quad [\text{kgm}^2] \quad (2)$$

$$I_2 = I_N + I_S + I_L \quad [\text{kgm}^2] \quad (3)$$

$I_L$  from equation (7)

Preselection of the clutch  
 $M_{req.} = 1,5 \cdot M_1$  [Nm]

**Torque at spindle**

$$M_2 = M_1 \cdot \frac{n_1}{n_2} \quad [\text{Nm}] \quad (4)$$

**Rate of feed of carriage**

$$v = \frac{p \cdot n_2}{6 \cdot 10^4} \quad \left[ \frac{\text{m}}{\text{s}} \right] \quad (5)$$

**Angular velocity of motor shaft  $\omega_1$  and spindle  $\omega_2$** 

$$\omega_1 = \frac{n_1 \cdot \pi}{30} \quad [\text{s}^{-1}]; \quad \omega_2 = \frac{n_2 \cdot \pi}{30} \quad [\text{s}^{-1}] \quad (6)$$

**Mass of carriage reduced to the spindle**

$$I_L = m \cdot \frac{v^2}{\omega_2^2} \quad [\text{kgm}^2] \quad (7)$$

$v$  from equation (5),  $\omega_2$  from equation (6)

**Energy with collision without EAS®-NC clutch**

$$W_g = \frac{1}{2} \cdot I_g \cdot \omega_1^2 \quad [\text{J}] \quad (8)$$

$I_g$  from equation (1),  $\omega_1$  from equation (6)

**Energy with collision with EAS®-NC clutch**

$$W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_2^2 \quad [\text{J}] \text{ for arrangement as shown in fig. 1} \quad (9)$$

$$W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_1^2 \quad [\text{J}] \text{ for arrangement as shown in figs. 2+3} \quad (9)$$

$I_2$  from equation (3),  $\omega_1$  and  $\omega_2$  from equation (6)

**Remaining residual energy**

$$W_R = \frac{W_2}{W_g} \cdot 100 \quad [\%] \quad (10)$$

$W_g$  from equation (8),  $W_2$  from equation (9),

**Uncoupled energy**

$$\Delta W = W_g - W_2 \quad [\text{J}] \quad (11)$$

$$\Delta W = 100 - W_R \quad [\%] \quad (12)$$

$W_g$  from equation (8),  $W_2$  from equation (9),

$W_R$  from equation (10)

**Designations:**

$I_g$  [kgm<sup>2</sup>] total mass moment of inertia without EAS®-NC clutch related to the motor shaft

$I_1$  [kgm<sup>2</sup>] mass moment of inertia at the input side related to the shaft with the EAS®-NC clutch

$I_2$  [kgm<sup>2</sup>] mass moment of inertia at the output side (spindle side) related to the shaft with the EAS®-NC clutch

$I_M$  [kgm<sup>2</sup>] mass moment of inertia of the motor

$I_{Z1}$  [kgm<sup>2</sup>] mass moment of inertia of the tooth belt pulley at the motor side

$I_{Z2}$  [kgm<sup>2</sup>] mass moment of inertia of the second tooth belt pulley

$I_S$  [kgm<sup>2</sup>] mass moment of inertia of the spindle

$I_L$  [kgm<sup>2</sup>] mass of the carriage reduced to the spindle

$I_N$  [kgm<sup>2</sup>] mass moment of inertia of the EAS®-NC, hub side

$I_D$  [kgm<sup>2</sup>] mass moment of inertia of the EAS®-NC, pressure flange side

$I_E$  [kgm<sup>2</sup>] mass moment of inertia of the EAS®-NC, flexible coupling

$I_{Ku}$  [kgm<sup>2</sup>] mass moment of inertia of the two-shaft-connection before installing the EAS®-NC clutch

**Required disengaging torque in the acceleration phase (axis horizontal)**

$$M_A = M_B \cdot \frac{I_2}{I_2 + I_1} \cdot \frac{n_1}{n_2} \quad [\text{Nm}] \quad (13)$$

$I_1$  from equation (2),  $I_2$  from equation (3)

\* speed ratio  $\frac{n_1}{n_2}$  is not valid for figures 2 and 3.

**Required disengaging torque in acceleration phase (axis aligned by choice)**

$$\text{application acc. } M_A = M_B \cdot \frac{I_2}{I_2 + I_1} \cdot \frac{n_1}{n_2} + M_L \quad [\text{Nm}] \text{ to fig. 1} \quad (7)$$

$$\text{application acc. } M_A = M_B \cdot \frac{I_2}{I_2 + I_1} + M_L \cdot \frac{n_1}{n_2} \quad [\text{Nm}] \text{ to fig. 2} \quad (14)$$

$$\text{application acc. } M_A = M_B \cdot \frac{I_2}{I_2 + I_1} + M_L \quad [\text{Nm}] \text{ to fig. 3}$$

$M_L$  from equation (15)

**Load torque from carriage mass with any alignment**

$$M_L = \frac{m \cdot g \cdot \sin \alpha \cdot p}{2 \cdot \pi \cdot 1000} \quad [\text{Nm}] \quad (15)$$

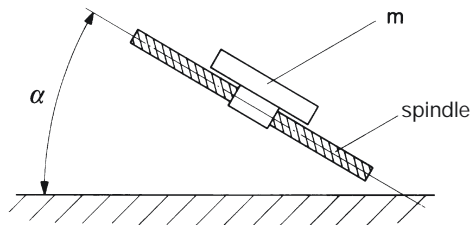


Fig. 4

**Setting of the limiting torque**

$$M_G = 1,5 \cdot M_1 \quad [\text{Nm}] \text{ (arrangement as shown in figure 2)} \quad (16)$$

$$M_G = 1,5 \cdot M_2 \quad [\text{Nm}] \text{ (arrangement as shown in figs. 1 + 3)}$$

$M_2$  from equation (4)

**Condition:** The disengaging torque  $M_A$ , from equation (13) or (14) must be smaller than the torque  $M_G$  adjusted at the clutch (multiplied with the factor 1,2).

$M_1$  [Nm] nominal torque of the motor

$M_2$  [Nm] torque on the spindle

$M_B$  [Nm] max. torque of the motor

$M_A$  [Nm] required disengaging torque in the acceleration phase

$M_G$  [Nm] limiting torque for an overload

$M_L$  [Nm] load torque from carriage mass with any alignment

$g$   $\left[ \frac{\text{m}}{\text{s}^2} \right]$  acceleration of fall

$m$  [kg] mass of the carriage

$n_1$  [rpm] drive speed of the motor (fast motion)

$n_2$  [rpm] speed of the spindle (fast motion)

$p$  [mm] ascent of the spindle

$v$   $\left[ \frac{\text{m}}{\text{s}} \right]$  rate of the feed of carriage

$W_g$  [J] total energy in the case of a collision without EAS®-NC clutch

$W_2$  [J] energy in the case of a collision with EAS®-NC clutch

$W_R$  [%] remaining residual energy

$\Delta W$  [J] uncoupled energy

$\Delta W$  [%] uncoupled energy

$\omega_1$  [s<sup>-1</sup>] angular velocity of the motor shaft

$\omega_2$  [s<sup>-1</sup>] angular velocity of the spindle



## Calculation example

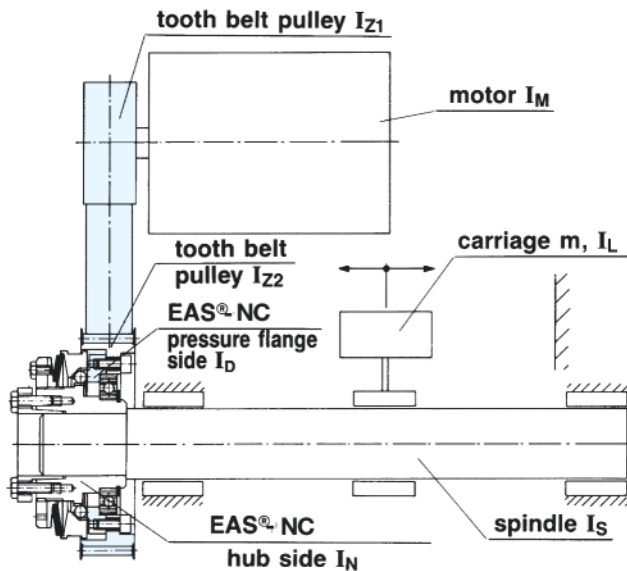


Fig. 1

Arrangement as shown in figure 1.

### Indications:

mass of the carriage	$m = 560 \text{ kg}$
mass moment of inertia of the motor	$I_M = 0,0037 \text{ kgm}^2$
mass moment of inertia of the tooth belt pulleys	$I_{Z1} = 0,0006 \text{ kgm}^2$ $I_{Z2} = 0,01132 \text{ kgm}^2$
mass moment of inertia of the spindle	$I_S = 0,00067 \text{ kgm}^2$
drive speed of the motor	$n_1 = 2000 \text{ rpm}$
speed of the spindle	$n_2 = 1000 \text{ rpm}$
ascend of the spindle	$p = 10 \text{ mm}$
nominal torque of the motor	$M_1 = 14 \text{ Nm}$
max. torque of the motor	$M_B = 40 \text{ Nm}$

### Preselection of the clutch

$$M_{\text{req.}} = 1,5 \cdot M_2; \quad M_2 = M_1 \cdot \frac{n_1}{n_2} = 14 \text{ Nm} \cdot \frac{2000 \text{ rpm}}{1000 \text{ rpm}} = 28 \text{ Nm}$$

$$M_{\text{req.}} = 1,5 \cdot 28 \text{ Nm} = 42 \text{ Nm}$$

Selected: EAS®-NC size 1, Type 450.610.0  
torque range  $M_G = 30 \div 72 \text{ Nm}$   
(see technical data, page 10)

### Mass moment of inertia of the EAS®-NC

hub side	$I_N = 0,00120 \text{ kgm}^2$ (see techn. data, page 10)
pressure flange side	$I_D = 0,00039 \text{ kgm}^2$ (see techn. data, page 10)

### Rate of feed of carriage

$$v = \frac{p \cdot n_2}{6 \cdot 10^4} = \frac{10 \cdot 1000}{6 \cdot 10^4} \text{ m/s} = 0,1667 \text{ m/s}$$

### Angular velocity of the motor shaft $\omega_1$ and spindle $\omega_2$

$$\omega_1 = \frac{n_1 \cdot \pi}{30} = \frac{2000 \cdot \pi}{30} \text{ s}^{-1} = 209 \text{ s}^{-1}$$

$$\omega_2 = \frac{n_2 \cdot \pi}{30} = \frac{1000 \cdot \pi}{30} \text{ s}^{-1} = 104,7 \text{ s}^{-1}$$

### Mass of carriage reduced to the spindle

$$I_L = m \cdot \frac{v^2}{\omega_2^2} = 560 \cdot \frac{0,1667^2}{104,7^2} \text{ kgm}^2 = 0,00142 \text{ kgm}^2$$

### Energy in the case of a collision without EAS®-NC clutch

$$I_g = I_M + I_{Z1} + (I_{Z2} + I_S + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2 =$$

$$= 0,0037 + 0,0006 + (0,01132 + 0,00067 + 0,00142) \cdot \left(\frac{1000}{2000}\right)^2 =$$

$$= 0,00765 \text{ kgm}^2$$

$$W_g = 1/2 \cdot I_g \cdot \omega_1^2 = 1/2 \cdot 0,00765 \cdot 209^2 \text{ J} = 167 \text{ J}$$

### Energy in the case of a collision with EAS®-NC clutch

$$I_2 = I_N + I_S + I_L = 0,00120 + 0,00067 + 0,00142 \text{ kgm}^2 =$$

$$= 0,00329 \text{ kgm}^2$$

$$W_2 = 1/2 \cdot I_2 \cdot \omega_2^2 = 1/2 \cdot 0,00329 \cdot 104,7^2 \text{ J} = 18 \text{ J}$$

### Remaining residual energy

$$W_R = \frac{W_2}{W_g} \cdot 100 = \frac{18}{167} \cdot 100 = 10,8 \%$$

### Uncoupled energy

$$\Delta W = W_g - W_2 = 167 \text{ J} - 18 \text{ J} = 149 \text{ J}$$

$$\Delta W = 100 - W_R = 100 - 10,8 = 89,2 \%$$

### Required disengaging torque in the acceleration phase

$$I_1 = I_D + I_{Z2} + (I_{Z1} + I_M) \cdot \left(\frac{n_1}{n_2}\right)^2 =$$

$$= 0,00039 + 0,01132 + (0,0006 + 0,0037) \cdot \left(\frac{2000}{1000}\right)^2 =$$

$$= 0,0289 \text{ kgm}^2$$

$$M_A = M_B \cdot \frac{I_2}{I_2 + I_1} \cdot \frac{n_1}{n_2} = 40 \cdot \frac{0,00329}{0,00329 + 0,0289} \cdot \frac{2000}{1000} = 8,2 \text{ Nm}$$

### Setting of the limiting torque

$$M_G = 1,5 \cdot M_2 = 1,5 \cdot 28 \text{ Nm} = 42 \text{ Nm}$$

The disengaging torque  $1,2 \cdot M_A = 1,2 \cdot 8,2 \text{ Nm} = 9,84 \text{ Nm}$  is less than the set limiting torque  $M_G = 42 \text{ Nm}$ .

## Indicated torque adjustment

The EAS®-NC torque limiting clutch offers the comfort of the indicated torque adjustment at the adjusting nut (not for sizes 02/03). The possibility for indication offers a substantially simplified torque adjustment and a simple monitoring of the set releasing value with an installed clutch.

- The limiting torque can be adjusted sensitively and indicated exactly by the fine pitch threaded graduated adjusting nut.
- The positive locking of the adjusting nut protects against selfacting unintended adjustment of the pre-set limiting torque. For EAS®-NC sizes 4–6 additional mechanical locking against blocking and backtwisting.

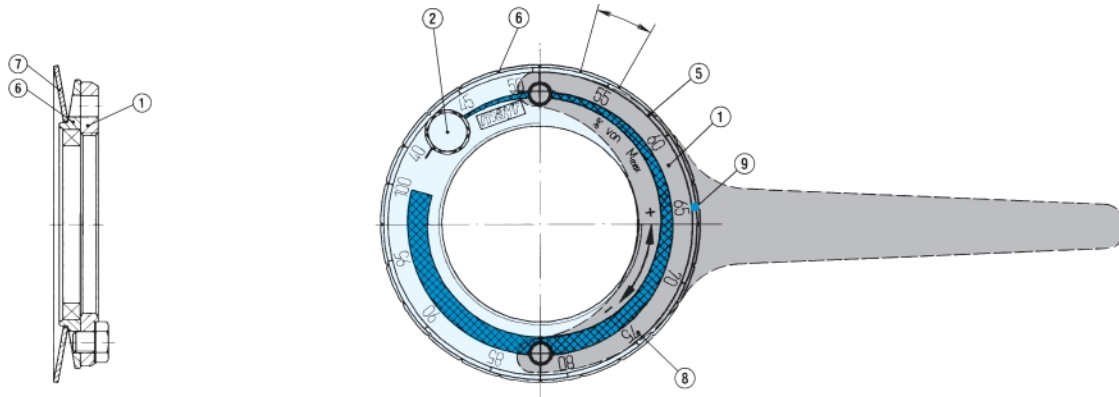


Fig. 1

## Important Note!

Depending on the kind of drive and drive constellation torque peaks (e. g. due to impact of the starting torque in case of asynchronous motors, load impacts, static friction or similar) can occur in the drive shaft which are clearly over the operating torque of the equipment (motor).

The customer has to consider the behaviour for the design or adjustment of the clutch.

## Torque adjustment

The adjustment is made by turning the adjusting nut. The cup springs operate in the negative area of their characteristics (see figure 2). A stronger pre-tension of the cup springs effects a decrease of the spring pressure. Turning the adjusting nut in a clockwise direction reduces the torque, and in anti-clockwise direction increases the torque (viewed in the direction of the nut - figure 1).

EAS®-NC sizes 01–6 are adjusted **generally** at approx. 70%–75% of the corresponding max. torque and marked (calibrated) at the factory, if no other torque adjustment is required.

EAS®-NC sizes 03+02 must be adjusted as per the included adjusting diagrams, if there is no adjustment or calibration made at the factory.

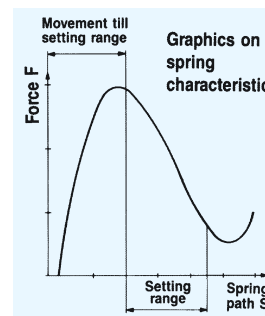


Fig. 2

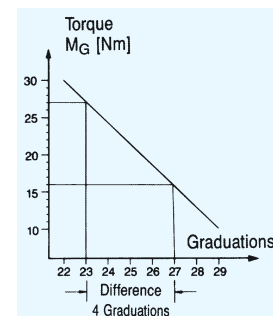


Fig. 3

## Torque adjustment by the aid of the adjusting diagram

- Grease thread and contact faces of the adjusting nut, retaining ring and hub.
- Manually screw on adjusting nut (1) until contact is made with the cup springs (7).
- Continue turning until the 4 graduations (5) at the circumference of the adjusting nut (1) and the notches in the retaining ring (6) are in line with each other.
- Using a face wrench, turn the adjusting nut (1) through the number of graduations corresponding to the required torque (fig. 3) (number of graduations as per setting diagram).
- The graduations at the circumference of the adjusting nut (5) and retaining ring (6) must remain in the same position.
- Put Loctite 242 onto the retaining screw (2) and screw it into the adjusting nut (1).

### Attention!!

After dismantling the clutch (e.g. by changing the cup springs or cup spring layers) the clutch must be re-adjusted.

## Adjusting the torque

Remove the retaining screw (2) (for sizes 4–6, 4 setscrews) from the adjusting nut.

Turn adjusting nut clockwise or anti-clockwise with the use of a face wrench according to the engraved graduation (for sizes 03 and 02 setting diagram) until the required torque is set. The required torque is achieved when the graduation in the retaining ring and the indication on the percentage in the adjusting nut (for sizes 03 and 02 from the graduations on the adjusting diagram) are overlapped. Afterwards the retaining screw or setscrew, respectively (locking by Loctite 242) are screwed into the adjusting nut again, whereby the 4 graduations in the adjusting nut and retaining ring must remain in the same position.

### Example:

Existing adjustment 65% of the max. torque.  
The customer requires 90% of the max. torque.

Turn adjusting nut anti-clockwise, as described above, until 90% of the graduation are in line with the notches in the retaining ring. If necessary, the alignment of the notches at the circumference of the adjusting nut must be overlapped with the graduations of the retaining ring.

## Manufacturer's declaration

The product is to be seen an option or component for installation into machines or equipment according to the machinery directive 98/37/EC.

The machinery (product) must not be put into service until the machinery into which it is to be incorporated has been declared in conformity with the provisions of the applicable EC directives.

The product complies to the low-voltage directive 73/23/EC.

There is no interference caused by the product according to the EMC regulation 89/336/EWG.

## Safety regulations!



Hazardous conditions when contacting live leads and components.

Only qualified and well-trained specialists should work at the units to avoid any personal and material damages.



The installation and operating instructions have to be read carefully and the safety regulations have to be observed before installation and initial operation.

## Limit switch Type 055.000.5 mechanical actuating



### Application

- Monitoring of mechanical movements and final positions.
- Control switch for electrical and mechanical sequences.
- In connection with EAS®-products axial disengaging movements are monitored.

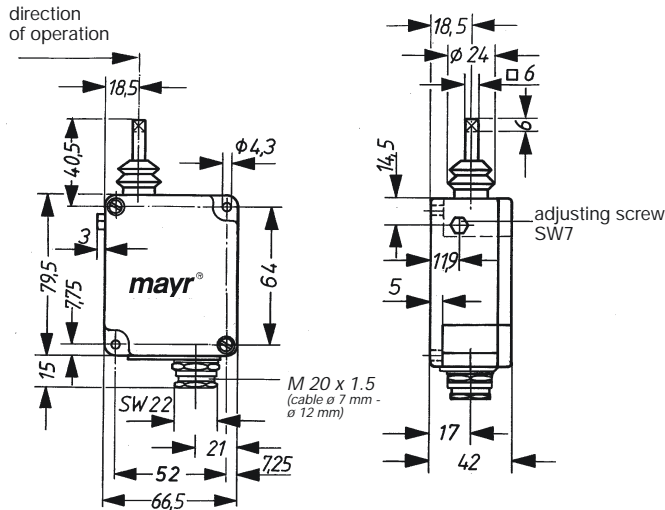
### Design

The micro switch fitted into a light metal housing is actuated by a control lever. Operation is only possible in one direction. By actuating the control lever the pretensioned micro switch is unloaded: Opens contacts 11 – 14, closes 11 – 12.

The limit switch is fastened via two screw-on brackets with 4 cap screws attached diagonally.

### Dimensions

direction of operation



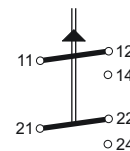
### Technical data

- Micro switch:** 1 x change-over contacts 11-12-14 (snap-acting)
- Contact load:** 250 VAC/15 Amp.  
24 VDC/6 Amp.  
60 VDC/1,5 Amp.  
250 VDC/0,2 Amp.
- Contact capacity min.:** 12 VDC, 10 mA
- Contact material:** Ag CdO 90/10
- Switching frequency:** max. 200 switchings/min.
- Ambient temperature:** -10 °C up to +85 °C
- Protection:** IP 54
- Weight:** 275 g
- Switch travel:** By adjusting screw arranged laterally the zero shift is possible to right and left by max. 5 mm, wrench width SW 7.  
min. 0,5 mm
- Pretravel:** max. 10 mm,
- Overtravel:** depending on the zero shift. adjustment the overtravel can be 5 mm to 10 mm.

(on request)

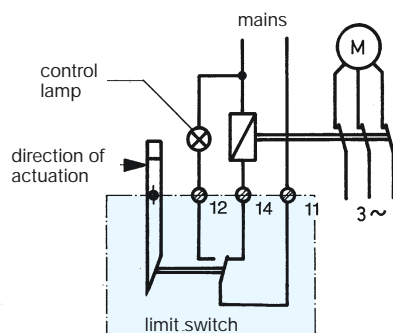
### Special types

- Different switch lever lengths
- Micro switch with 2 change over-contacts



250 VAC/10 Amp.

### Wiring diagram



To be included when ordering, please state:	Type
Order number:	<b>055.000.5</b>

# Limit switch

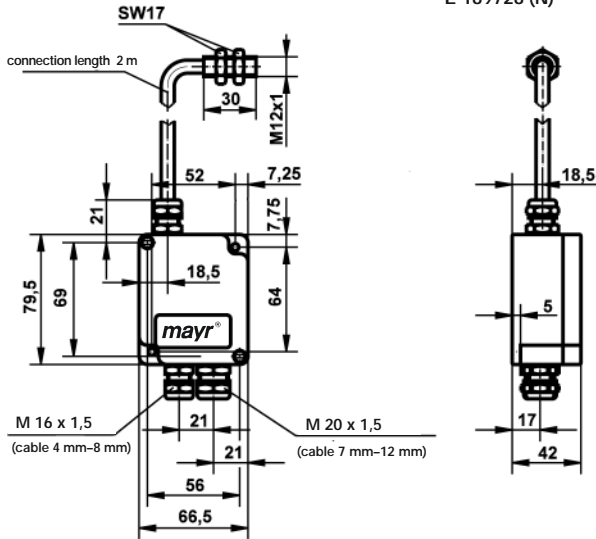
power transmission

## Limit switch - proximity sensing

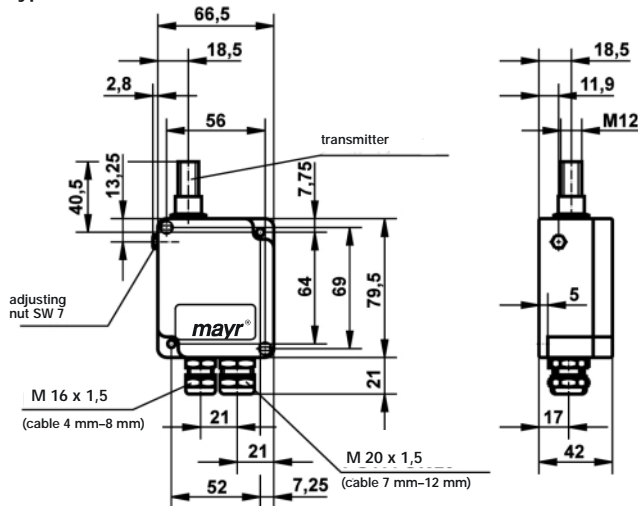
Type 055.002.5 (internal transmitter)

Type 055.001.5 (external transmitter)

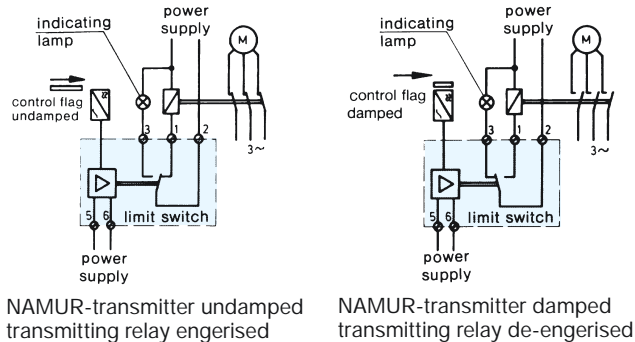
Type 055.001.5



Type 055.002.5



### Wiring diagram



### Design

The electronic amplifier is fitted into a light metal housing which can be attached via two diagonal fastening brackets with M4 cap screws. The transmitting relay is triggered during passing - **damped** - the sensor area of the NAMUR-transmitter with a metallic control flag, it gets currentless and is released. Contacts 2-3 are closed. Damping of the NAMUR-transmitter is possible from all sides.

When transmitting relay „currentless“ and contacts 2-3 closed:  
 a) damping of the transmitter or  
 b) no supply voltage or  
 c) cable breakage of the NAMUR-transmitter

### Technical data

Supply voltage	230 VAC +/-10 %, 50-60 Hz 115 VAC +/-10 %, 50-60 Hz 24 VDC +/-5 %, pole safe
Input	1,5 VA
Ambient temperature	amplifier -10 °C up to +60 °C NAMUR-transmitter -25 °C up to +60 °C
Protection	amplifier IP 54 NAMUR-transmitter IP 67
Max. connection cross section	2,5 mm <sup>2</sup>
Transmitting relay	1 x change over contact, potential free load max. 230 VAC/5 Amp.
NAMUR-transmitter	to EN 50227 metal housing M 12 x 1 mm flush fitting switching distance SN 2 mm max. switching frequency 2 kHz
Weight	320 g

### Type 055.001.5

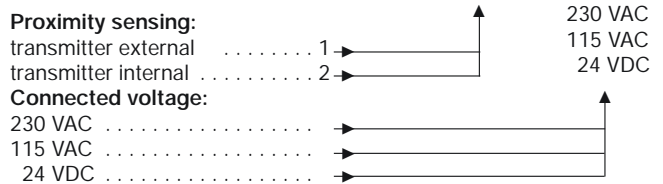
External NAMUR-transmitter with a 2 m long cable (standard). Special lengths on request, possible max. 100 m.

### Type 055.002.5

External NAMUR-transmitter fitted in the light metal housing. Lateral adjusting screw SW 7 for the adjustment of the zero point by 1 mm each.

### Order example:

To be included when ordering, please state:	Type	Connected voltage
Order number:	055.00_.5	---



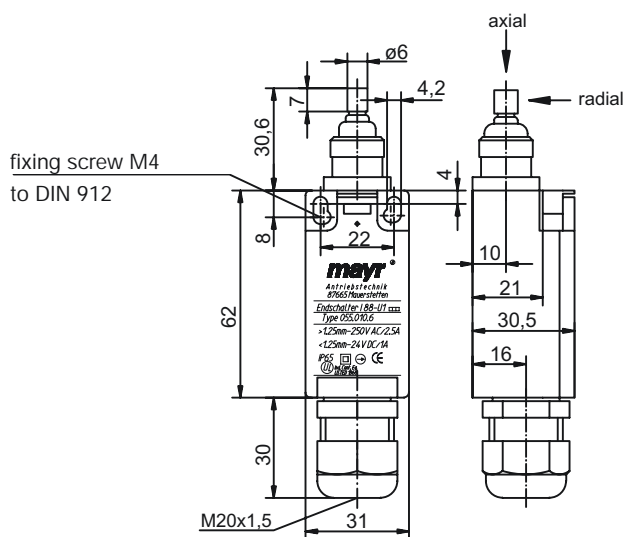
Example: Proximity limit switch with an external transmitter and a connected voltage of 230 VAC.

Order number: 055.001.5, 230 VAC

Limit switch Type 055.010.6 -universal operation-



Dimensions



Application and Function

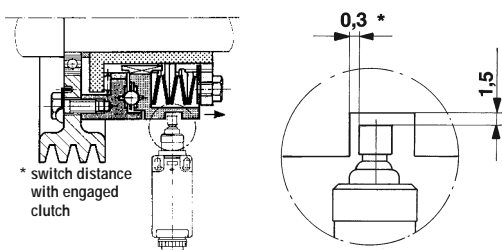
Monitoring of universal, mechanical movements and adjustments. Suitable for clutches with a minimum stroke of  
 - 1,1 mm with radial actuation  
 - 0,9 mm axial actuation

By actuating the metal rod the contacts 11-12 are opened. Zb: contacts separated by force, electrically disconnected.

Technical data

- Contact 1 x opener (Zb) -> automatic separation of the opener contact acc. to Din 60947-5-1
- Contact opening - after 0,2 - 0,4 mm with radial actuation  
 - after 0,1 mm with axial actuation
- Load  
 opener-contact contact-distance > 1,25 mm = 250 VAC/2,5 Amp.  
 contact-distance > 1,25 mm = 24 VDC/1Amp.  
 (min. contact-distance 0,5 mm with 24 VDC)
- Max. current at make acc. to EN 60947-5-1  
 AC 15 - control electromagnetic force  
 DC 13 - control of electromagnets

Assembly



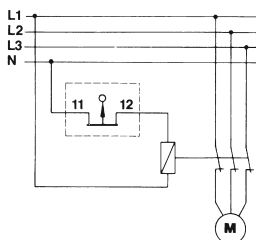
**Attention!** Do not fit switch in a dragging way and observe max. actuation travel (4 mm).

- Max. actuating travel of the metal tappet 4 mm, axial or radial
- Switching frequency max 100/min.
- Mech. service life 1 x 10<sup>6</sup> hysteresis, unloaded
- Cable gland M20 x 1,5
- Max. connection cross section 1,5 mm<sup>2</sup>
- Ambient temperature - 30 °C to + 80 °C
- Protection IP 65
- Protection insulation acc. to protection class II
- Housing thermosplastic, self extinguishing to UL94-V0
- Weight approx. 120 g

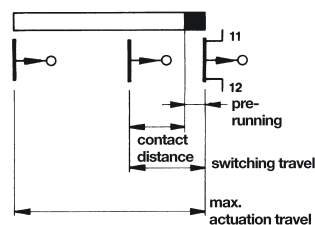
Approbation/Standards

- UL
- CE
- EN 60529 protection
- EN 60204 protection of machines
- EN 60947-1 - electrical equipment of machines -
- EN 60947-5-1 - low voltage switch gears
- general definitions -
- low voltage switch gears
- control units and control elements -

Switching example



Switching travel diagram



Order example:

To be included when ordering, please state:	Type
Order number:	055.010.6