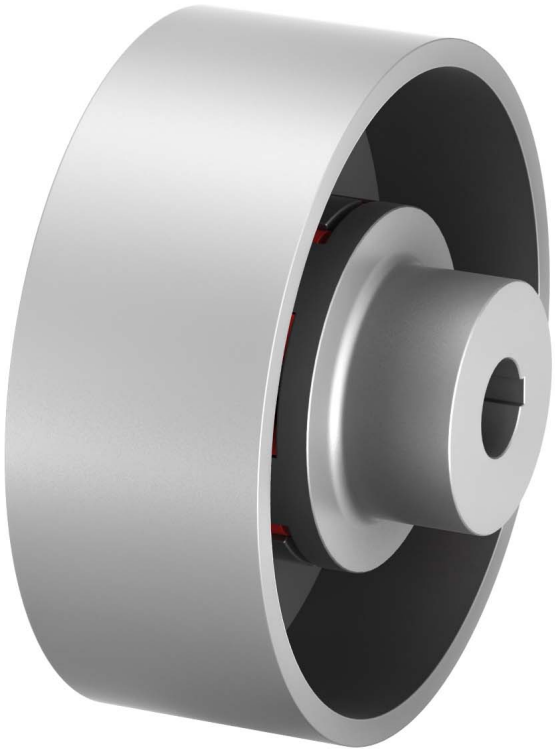
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Elastomer Jaw Couplings
RINGFEDER® TNS S-BT

Installation and Operation Manual



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This Installation and Operation Manual is also applicable to the coupling type S-BS and S-TW.

1 Safety Instructions

This installation and operation manual is an essential component of the coupling delivery. Always keep this manual in a readily accessible place near the coupling.
Take care that all persons being charged with the installation, operation, maintenance and repair of the coupling have read and understood this manual and that all instructions contained therein are carefully observed in order to:

- avoid danger to life and limb of the user or third persons,
- ensure the operational safety of the coupling,
- preclude operation failures and environmental damages due to wrong handling and misuse.

The relevant instructions and regulations regarding safety at work and environmental protection have to be observed while transporting, mounting and dismounting the coupling.
Make sure that appropriate transportation means and tools are at disposal.

The coupling shall be operated, mounted, maintained and repaired by authorized, trained and instructed personnel only.

The user must take into account that the bolting elements of coupling parts may be adversely affected by the heat produced by a brake drum due to the resultant friction. The brake drum is made of cast iron with nodular graphite normally. In case of any doubt, please consult the supplier!

In the interest of further development, we reserve the right to carry out modifications serving the technical progress.

We do not assume any liability or warranty for any damages resulting from the use of accessories and parts that are not originally manufactured by RINGFEDER POWER TRANSMISSION.

2 Function

The RINGFEDER® TNS S-BT coupling is a torsionally flexible, puncture proof claw coupling with brake drum or brake disk.
It compensates for angular, radial and axial shaft misalignments within defined limits. The coupling transmits torque through elastic buffers loaded in shear. These buffers come in Perbunan (Pb) or polyurethane (Vk), as a standard VkR, and are connected to each other to form an elastic buffer ring.
This buffer ring dampens shocks and torsional vibrations and is resistant to oil.
Buffer rings made of Perbunan are electrically conductive.
The coupling is suitable for use in every direction of rotation and installation position.

2.1 Intended Application

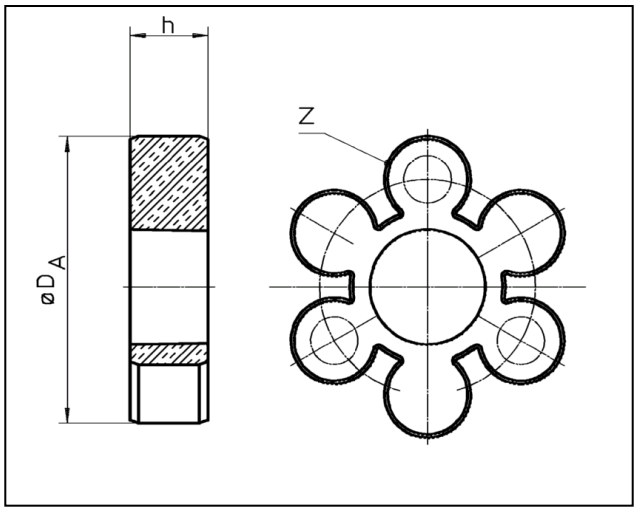
- The coupling must only be operated in normal industrial atmospheres. Since aggressive media may attack the coupling components, screws and elastic buffer rings, they represent a risk for the operational safety of the coupling. Consult RINGFEDER POWER TRANSMISSION in such cases.
- In order to ensure trouble-free and reliable operation, the coupling has to be sized according to the design specifications, e.g. according to DIN 740, part 2, (or acc. to Product Paper & Tech Paper ”Elastomer Jaw Couplings“), with a service factor appropriate for the service conditions.
- Except for the production of a finish bore with keyway, no further modifications are allowed to be carried out on the coupling!
- The coupling shall only be used and operated within the frame of the conditions as defined in the performance or delivery contract.
- Any change in the operation conditions or service parameters requires the verification of the coupling design.

3 Coupling Marking

3.1 Marking of Buffer Rings

The buffer rings are marked on the face of one buffer element as follows:
- Coupling size and material abbreviation (Vk for Polyurethane or Pb for Perbunan)
- Year of construction

- Pb72 = buffer ring of Perbunan, 72 Shore(A) / black
- Pb82 = buffer ring of Perbunan, 82 Shore(A) / black
- VkB = buffer ring of Polyurethane, 83 Shore(A) / blue
- VkR = buffer ring of Polyurethane, 93 Shore(A) / red
- Vk60D = buffer ring of Polyurethane, 60 Shore(D) white/beige



Size	D_A [mm]	h [mm]	z
50	48	12	4
70	70	18	6
85	82	18	6
100	100	20	6
125	121	25	6
145	139	30	6
170	166	30	8
200	194	35	8
230	222	35	10
260	253	45	10
300	294	50	10
360	350	55	12
400	393	55	14

4 Storage

On receipt of the goods, immediately check that all parts are on hand and are as ordered. Eventual shipping damages and/or missing parts have to be reported in writing.

The coupling parts can be stored in the delivered state in a dry place under roof at normal ambient temperatures for a time period of 6 months. Storage for a longer period requires the application of a long-term preservation. (Please consult RINGFEDER POWER TRANSMISSION in this respect.) The buffer rings must not be exposed to ozonic media, direct sun light or intensive light sources with UV light. The air humidity should not exceed 65 %. If the parts are properly stored, the quality characteristics of the elastic buffer rings remains almost unchanged for up to three years.

5 Construction

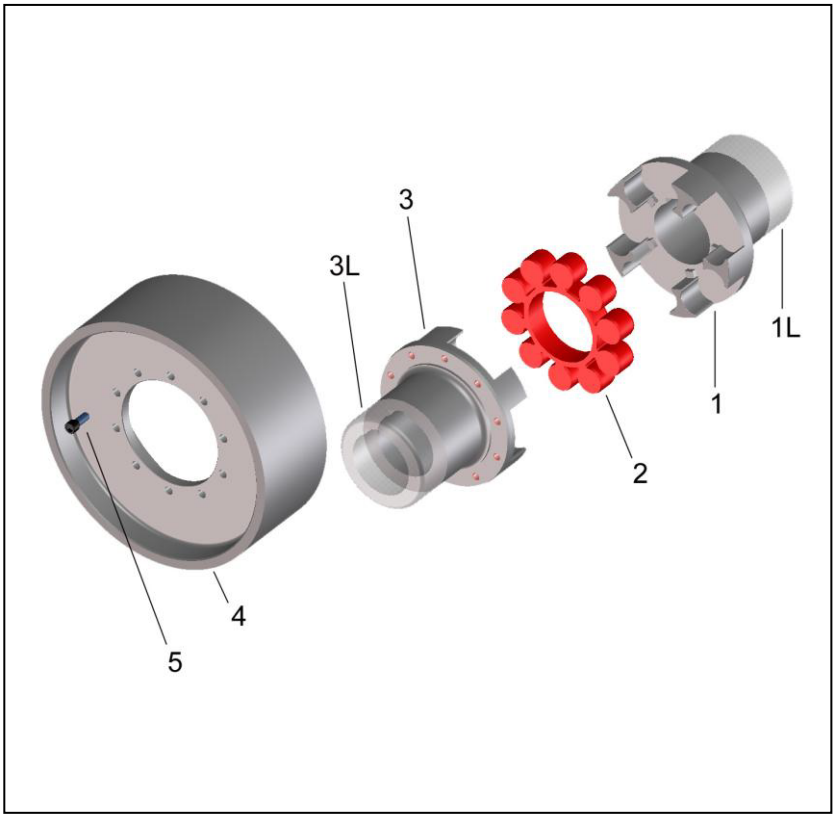


Fig. 1 Construction RINGFEDER® TNS S-BT

1 Coupling hub S-St part 200,
1L Long hub S-LSt part 210
2 Elastic buffer ring part 020
3 Coupling hub with brake disk connection S-St part 204
3L Long hub S-LSt part 220
4 Brake drum Teil 500
5 Cheese head screw DIN 912

Note:
Coupling hub with brake disk connection (Pos. 3/3L) is bolted to the brake drum (item 4) supplied.
Balanced parts are match marked to each other.

6 Technical Data

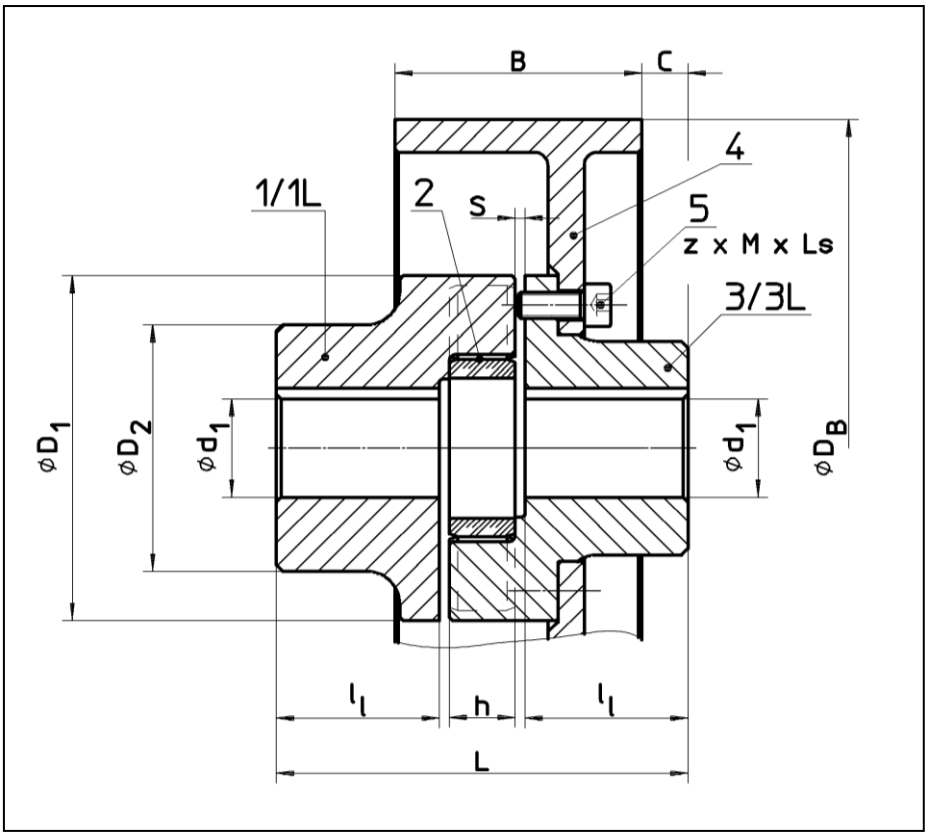


Fig. 2 Construction RINGFEDER® TNS S-BT

Table 1 Technical Data:

Size	D_B x B	n_{max} [min^{-1}]	T_{Cnom} Pb72 [Nm]	T_{Cpeak} Pb72 [Nm]	T_{Cnom} Pb82 [Nm]	T_{Cpeak} Pb82 [Nm]	T_{Cnom} VkR [Nm]	T_{Cpeak} VkR [Nm]
100	200 x 75	4200	40	120	70	210	130	390
125	200 x 75	4200	70	210	128	385	250	750
145	200 x 75	4200	120	360	220	660	400	1200
	250 x 95	3400						
170	250 x 95	3400	180	540	340	1020	630	1900
	315 x 118	2700						
200	315 x 118	2700	330	990	590	1770	1100	3300
	400 x 150	2100						
230	400 x 150	2100	500	1500	900	2700	1700	5150
	500 x 190	1700						
260	500 x 190	1700	800	2400	1400	4200	2650	7950
300	630 x 236	1360	1180	3540	2090	6270	3900	11700
	710 x 265	1200						
360	630 x 236	1360	1940	5820	3450	10350	6500	19500
	710 x 265	1200						
400	710 x 265	1200	2670	8010	4750	14250	8900	26700

- Pb72 = buffer ring of - 72 Shore(A) / black
- Pb82 = buffer ring of - 82 Shore(A) / black
- VkR = buffer ring of Polyurethane / red
- Vk60D = buffer ring of Polyurethane / white-beige
- VkB = buffer ring of Polyurethane / blue

Size	D_B x B [mm]	d_1 max [mm]	D_1 [mm]	D_2 [mm]	L [mm]	l_1 [mm]	h [mm]	S [mm]	C [mm]	z x M x Ls	M_A [Nm]	m undrilled. [kg]
100 100 L	200 x 75	42	105	65	125 187	49,5 80,5	20	3 + 2	14 45	6 x M8 x 20	25	9,0 10,7
125 125 L	200 x 75	55	126	85	145 253	56,5 110,5	25	3,5 + 2,5	20 74	6 x M8 x 20	25	12,0 16,8
145 145 L	200 x 75	65	145	95	160 259	61 110	30	4 + 2,5	21 70,5	6 x M10 x 25	49	15,2 20,6
145 145 L	250 x 95				160 259	61 110			13 62,5			19,8 25,2
170 170 L	250 x 95	85	170	120	190 321	75 140,5	30	5 + 3	27 92,5	8 x M10 x 30	49	26,7 38,2
170 170 L	315 x 118				190 321	75 110,5			13 75,8			36,1 47,6
200 200 L	315 x 118	95	200	135	245 327	99 140	35	6 + 3	38 79,5	8 x M12 x 30	85	48,0 56,7
200 200 L	400 x 150				245 327	99 140			26 67,5	8 x M12 x 35	85	64,6 73,3
230 230 L	400 x 150	105	230	150	270 390	110 170	35	7 + 3,5	36 96	10 x M12 x 35	85	75,7 91,7
230 230 L	500 x 190				270 390	110 170			25 85		85	103,0 119,0
260 260 L	500 x 190	125	260	180	285 400	112,5 170	45	7 + 4	25 82,5	10 x M16 x 40	210	121,6 143,8
300	630 x 236 710 x 265	140	300	200	330	131,5	50	7 + 4	20 0	10 x M16 x 45 10 x M16 x 50	210	199,3 255,9
360	630 x 236 710 x 265	150	360	210	417	172	55	8 + 4	51 34	12 x M20 x 50 12 x M20 x 55	425	260,8 304,4
400 400 L	710 x 265	160	400	225	400 440	163,5 183,5	55	7,5 + 4	30 50	14 x M20 x 50	425	317,4 330,0

The torques T_{Cnom} and T_{Cpeak}. are valid for:

- Ambient temperatures of –30°C up to +30°C for Polyurethane (Vk),
- Ambient temperatures of -30°C up to + 60°C for Perbunan (Pb)
- Operation within the range of the specified alignment values.

For determining the size of the coupling according to DIN 740, part 2, (or to Product Paper & Tech Paper ”Elastomer Jaw Couplings“) various factors have to be taken into account:

- the temperature factor $S\upsilon$ in case of higher temperatures,
- the start-up factor Sz depending on the frequency of starts,
- the shock factor S_A, S_L depending on the service conditions.

For circumferential speeds above 22 m/s, referred to the nominal size of the coupling, we recommend balancing the steel parts of the coupling.

7 Assembly

7.1 To be observed prior to installation



- **Danger of injuries!**
- **Disconnect the drive before carrying out any work on the coupling!**
- **Secure the drive against unintentional re-start and rotation!**
- **Incorrectly tightened bolts can cause serious personal injuries and property damages!**
- **In compliance with accident prevention regulations, you are obliged to protect all freely rotating parts by means of permanently installed guards/ covers against unintentional contact and falling down objects.**
- **To avoid sparks, the covers for couplings used hould be made of stainless steel!**
- **As a minimum, the covers have to fulfil the requirements of protection type IP2X.**
- **The covers have to be designed to prevent dust from depositing on the coupling.**
- **The cover must not contact the coupling or impair the proper function of the coupling.**

- Make sure that the speeds, torques and ambient temperatures as stated in chapter 6 „Technical Data“ arenot exceeded.
- The maximum permissible bore diameters must not be exceeded.
- Check whether the shaft-hub connections safely transmit the occurring operating torques.
- The standard tolerance of RINGFEDER® TNS for finish bores is fit H7.
- Standard keyways comply with DIN 6885, sheet 1.
- Check the dimensions and tolerances of shafts, hub bores, keys and keyways.
- Set screws as required.

7.2 Finish bore

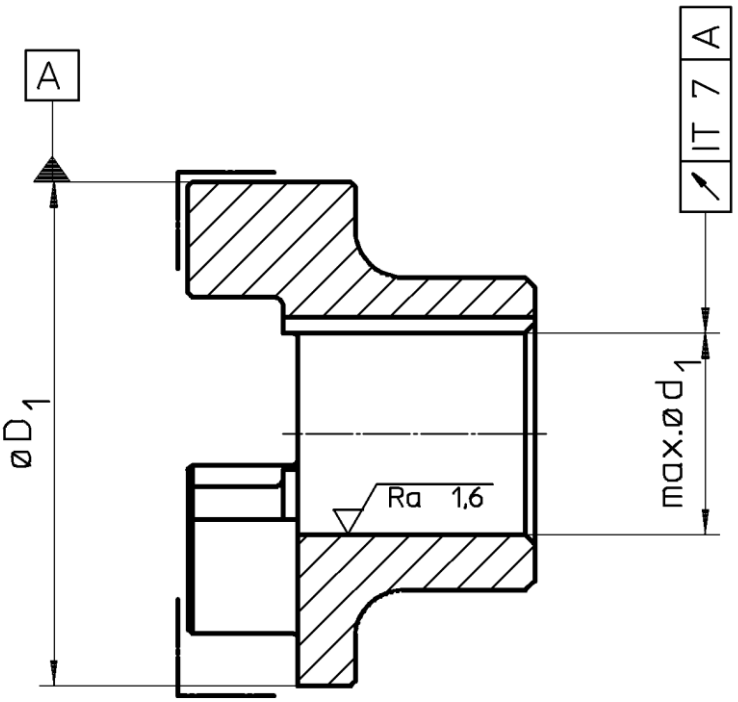
The following procedure has to be observed to produce a finish bore in a flange hub:

- Clean and remove all preservatives from the coupling hub.
- Mount the coupling hub between the surfaces marked with ⌈ and carefully align the coupling hub.
- The values for $\varnothing d_{1max}$ listed in table 1 are valid for keyed connections according to DIN 6885/1 and must not be exceeded.
- Select the bore fit so that an interference fit such as H7/m6 results when mating it with the shaft tolerance.
- Axially lock the hub, for example by means of a setscrew on the back of the hub above the keyway.

Consult RINGFEDER POWER TRANSMISSION in case of other shaft-hub connections.



- **The stated maximum bore diameters are valid for keyed connections according to DIN 6885/1 and must not be exceeded.**
- **If these values are exceeded, the coupling can break.**
- **Flying off coupling fragments are a danger to life!**



7.3 Coupling Installation

- Remove the elastic buffer ring (Fig. 3, pos. 1).
- Prior to installation, carefully clean the bores of the flange hubs and the shaft ends. The surfaces must be clean, dry and free of grease.
- For larger couplings use suitable mounting tools and hoisting devices such as cranes or pulley blocks.
- Mount the coupling hub complete in the proper position on the shaft ends (Fig. 3, pos.2).

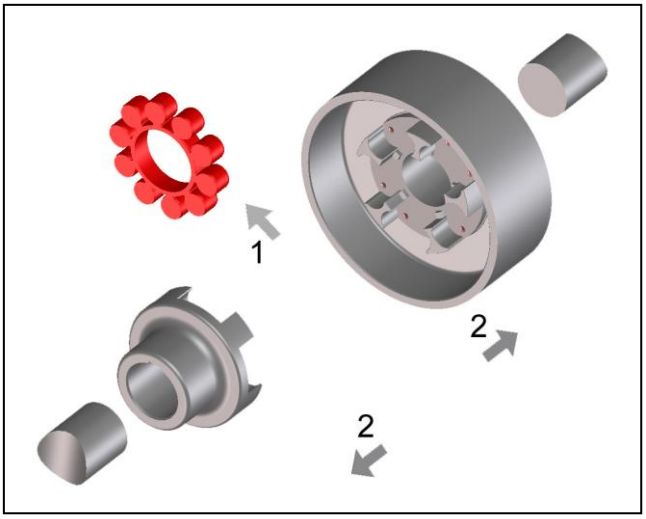


Fig. 3

Note:
To facilitate mounting, the hubs can be uniformly heated to 80°C to 120°C.



- **Warning!**
- **Always wear heat-resistant gloves to protect yourself against injuries due to hot coupling components!**

- Mount the hubs in such a manner that the shaft end is flush with the inner bore opening (Fig. 4). Observe deviant agreements, which may exist!
- When tightening setscrews, secure them with an adhesive, such as e.g. Loctite 222, to prevent the screws from working loose and dropping out.

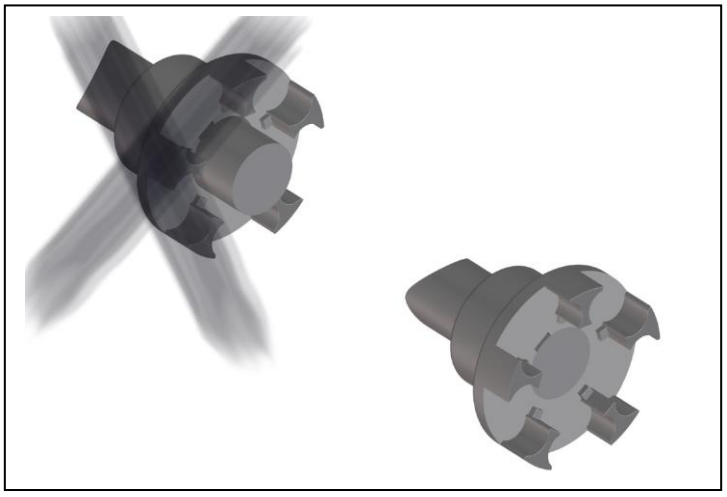


Fig. 4

ATTENTION!
Let the hot hubs cool down to ambient temperature, before inserting the buffer ring.

- To facilitate mounting, the buffer ring can be coated with a lubricant (for ex. talcum for Perbunan Pb, or commercial roller bearing grease for polyurethane Vk).
- Install the buffer ring on one of the coupling halves.
- Push the shaft ends with the mounted coupling halves together. (Fig. 5).
- Align the coupling in accordance with the instructions given in chapter 8 „Coupling Alignment".

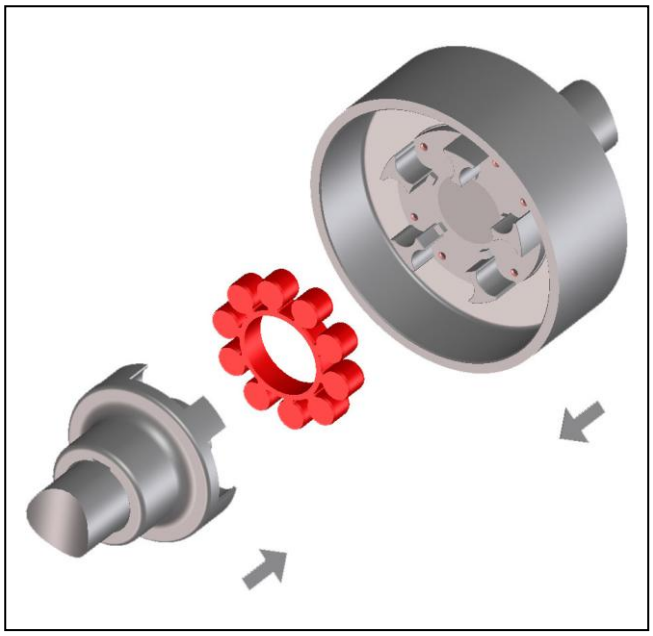


Fig. 5

8 Coupling Alignment



- **Danger of Injuries!**
- **Disconnect the drive before carrying out any work on the coupling.**
- **Secure the drive against unintentional re-start and rotation!**
- **Note:**
- **Accurate alignment of the coupling prolongs the lifetime of the elastic buffer ring.**
- **It is of utmost importance to observe the recommended alignment values. Exceeding the permissible misalignment values results in coupling damages and failures!**

- When aligning the cold equipment take into account the expected thermal growth of the components, so that the permissible misalignment values for the coupling are not exceeded in operation.
- Be aware that the coupling under misalignment imposes restoring forces on the adjacent shafts and bearings. Take into account that the larger the misalignment, the greater the restoring forces will be.
- The displacements values indicated in the tables 2 to 4 are maximum permissible guide numbers.
  We recommend not to fully utilise these values during the alignment, so that in operation sufficient reserves remain for thermal expansions, foundation settlements etc.
  In special cases with high demands on quiet running or high rotating speeds it is possible that, in the three displacement levels, an alignment accuracy of ≤0,1 mm is necessary.
- If the coupling is mounted in a closed housing/ guard, so that alignment at a later point of time will no longer be possible, make sure that the geometry and the fitting accuracy of the contact surfaces ensure true alignment of the shafts within the specified tolerances during service.

8.1 Angular Misalignment ΔK_w

- Measure one complete revolution (360°) on the face of the outer diameter. Determine the largest deviation K_{w1} and the smallest deviation K_{w2} (Fig. 6). Calculate the angular misalignment: $\Delta K_w = K_{w1} - K_{w2}$.
- The values in table 2 are valid for a reference rotation speed of 1500 min^{-1}.

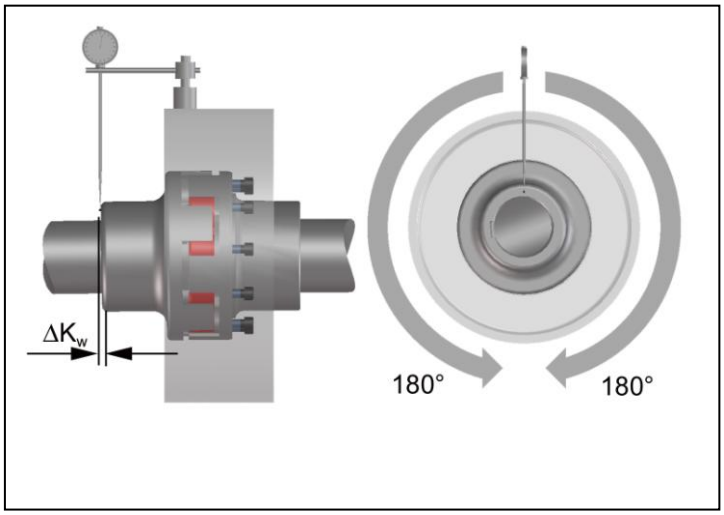


Fig. 6

Table 2 Maximum permissible angular misalignment values:

Size	100	125	145	170	200	230	260	300	360	400
$\Delta K_{w\,max}$ [mm]	0,4	0,6	0,6	0,6	0,6	0,6	0,6	0,6	0,6	0,6

8.2 Radial Misalignment ΔK_r

- Measure one complete revolution (360°). Determine the largest deviation K_{r1} and the smallest deviation K_{r2} (Fig. 7). Calculate the radial misalignment: $\Delta K_r = 0{,}5 \times (K_{r1} - K_{r2})$. Observe the preceding sign of the measured values.
- The values of table 3 are valid for a reference rotation speed of 1500 min^{-1-1}.

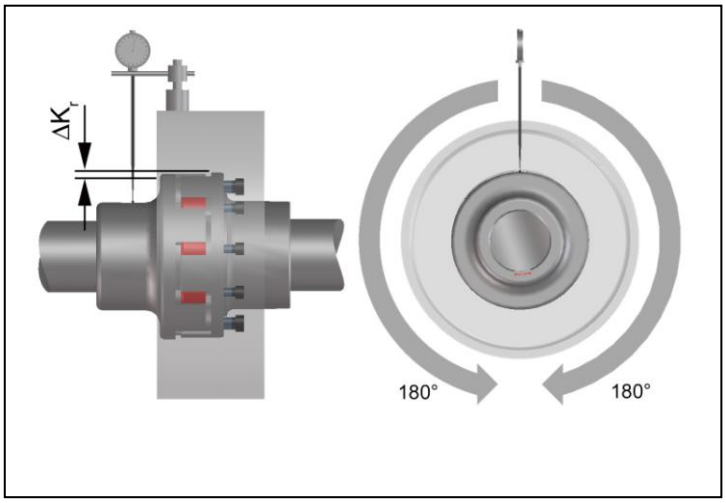


Fig. 7

Table 3 Maximum permissible radial misalignment values:

Size	100	125	145	175	200	230	260	300	360	400
$\Delta K_{r\,max}$ [mm]	0,6	0,7	0,7	0,7	0,8	0,8	0,9	0,9	1,0	1,0

8.3 Axial Misalignment

- Measure the axial claw overlap h as shown in Fig. 8.
- The dimension of h must be in between the values h_{min} and h_{max} stated in table 4.

ATTENTION!

Consult RINGFEDER POWER TRANSMISSION if larger axial misalignments are expected during operation.

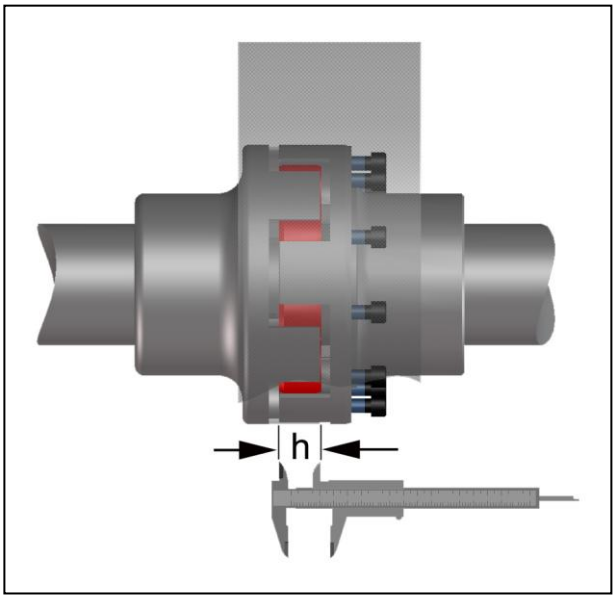


Fig. 8

Table 4 Recommended axial alignment values:

Size	100	125	145	170	200	230	260	300	360	400
h_{max} [mm]	20	25	30	30	35	35	45	50	55	55
h_{min} [mm]	18	22,5	27,5	27	32	31,5	41	46	51	51

9 Operation

When operating the coupling, its specific technical data have to be carefully observed (see chapter 6 „Technical Data“).These values must never be exceeded without the prior written approval by RINGFEDER POWER TRANSMISSION.
In order to ensure trouble-free and reliable performance of the coupling, the coupling has to be designed according to the selection specifications, e.g. according to DIN 740, part 2, (or acc. to Elastomer "Jaw Couplings"), with a service factor appropriate to the service conditions. Any change in the service conditions or service parameters always necessitates the verification of the coupling design.



- **Danger of injuries!**
- **Disconnect the drive before carrying out any work on the coupling!**
- **Secure the drive against unintentional re-start and rotation!**
- **Improperly tightened screws may cause parts to fly off what leads to most serious personal injuries and property damages!**
- **Before putting the coupling into operation, check the alignment and all screwed connections for correct tightening torque and firm fit!**

- **Before starting up the equipment, install all protective guards in order to avoid unintentional contact with freely moving or rotating parts.**
- **To avoid sparks, the covers for couplings used should be made of stainless steel!**
- **The covers have to comply with protection type IP2X as a minimum.**
- **The cover shall be designed to prevent dust from depositing on the coupling parts.**
- **The cover must not touch the coupling and impair the proper operation of the coupling.**

While operating the coupling, pay attention to:
- Changes in operation noises
- Occurring vibrations

Attention!
- **Disconnect the drive immediately, if any irregularities are observed while operating the coupling!**
- Identify the cause for the problem using table 5 „Operation Faults and Possible Causes“ and correct the fault.
  The listed problems are some examples to assist you in troubleshooting.
- All the machinery components and operation modes have to be considered for the determination and correction of faults**!**

Table 5 Operation Faults and Possible Causes:

Trouble	Cause	Risk Warning	Correction
Irregular running noises/ vibrations	Alignment fault	Strong heating of the coupling. Rash abrasion of elastomer. Extended reaction forces to enclosed aggregates.	- Disconnect drive - Remove cause for alignment fault - Re-align coupling - Inspect elastomer for wear
	Elastomer worn out	Coupling claws clash together, risk of ignition due to spark formation. Extended reaction forces.	- Disconnect drive - Check coupling components for damages and replace parts, if necessary - Replace elastomer
	Unbalance	Strong heating of the coupling. Rash abrasion of elastomer. Extended reaction forces.	- Disconnect drive - Verify balance state of plant components and correct it, if necessary - Inspect elastomer for wear
	Loose screw connections	Loose parts may fly away and cause severe damage. Extended reaction forces to enclosed aggregates.	- Disconnect drive - Check coupling parts for damages, replace parts, if necessary - Verify alignment of coupling - Tighten screws to the specified tightening torque and secure them against working loose, if necessary, - Inspect elastomer for wear
Premature wear of elastomer	Alignment fault	Strong heating of the coupling. Extended reaction forces to enclosed aggregates.	- Disconnect drive - Remove cause for alignment fault - Re-align coupling - Inspect elastomer for wear
	Unacceptable temperatures	Strong heating of the coupling.	- Disconnect drive - Replace elastomer - Re-align coupling - Adjust ambient temperature
	Contact with aggressive products	Material properties of elastomer deteriorate.	- Disconnect drive - Check coupling parts for damages and replace parts, if necessary - Replace elastomer - Verify alignment of coupling - Prevent contact with aggressive products

	Torsional vibrations in the drive line	Strong heating of the coupling. Rash abrasion of elastomer	- Disconnect drive - Analyse and eliminate cause for torsional vibrations - Check coupling parts for damages and replace parts, if necessary - Replace elastomer and consult RINGFEDER POWER TRANSMISSION concerning eventual use of another Shore-hardness - Verify coupling alignment
Claw breakage	Wear limit of elastomer exceeded ===> contact with claws	Extended reaction forces to enclosed aggregates.	- Disconnect drive - Replace coupling - Inspect the elastomer for wear at shorter intervals
	Overload due to too high torque	Extended reaction forces to enclosed aggregates.	- Disconnect drive - Verify coupling design in cooperation with RINGFEDER POWER TRANSMISSION - Replace coupling - Install larger coupling, if necessary

10 Maintenance

The flexible coupling RINGFEDER® TNS S-BT only requires little maintenance during operation. The elastic buffer ring is subject to wear. The time at which the wear limit of the elastic buffer ring is reached depends on the service parameters and application conditions.

On the occasion of routine inspections or maintenance of the equipment, check:

- alignment of coupling,
- state of the elastomer, and remove dust deposits from coupling parts and buffer ring

10.1 Wear Inspection on the Buffer Ring



- **Danger of injuries!**
- **Disconnect the drive before carrying out any work on the coupling!**
- **Secure the drive against unintentional re-start and rotation!**

Perform a visual inspection and a wear inspection of the buffer ring after 2000 hours, or after 3 months at latest, after the first start-up of the equipment. If only minor wear or no wear is observed, further inspections of the plant can be carried out at regular intervals of 4000 hours, however, at least once a year, if the operating modes and conditions of the plant remain unchanged. However, should you observe excessive wear on the occasion of this first inspection already, check whether the cause for the problem is listed in table 6 “Operation faults and possible causes”. In such a case, the inspection intervals must be adapted to the prevailing service conditions.

On the occasion of maintenance operations on the drive equipment, however, after 3 years at latest:

- Replace the elastic buffer ring.
- If the wear limit has been reached or exceeded, replace the buffer ring immediately, irrespective of the inspection intervals of the equipment.
- Check coupling alignment.
- Remove dust deposits from coupling components and buffer ring.

10.2 Wear inspection while the equipment is at standstill

- To inspect the wear of the elastomer, the plant has to be shut down and must be unloaded. Turn the coupling halves in such a manner that the claws rest without clearance at the buffer of the elastic ring.
- Measure the claw distance „V" incircumferential direction across the buffers to which the claws rest on both sides (see fig. 9). The adjacent buffers do not contact the claws.
- Repeat this measurement on the adjacent buffers after having turned the couplings halves against each other in opposed direction.
- If the dimension „V" attains or exceeds the value „V_{min}" listed in table 6 for the individual coupling sizes, the elastic buffer ring has to be replaced immediately.

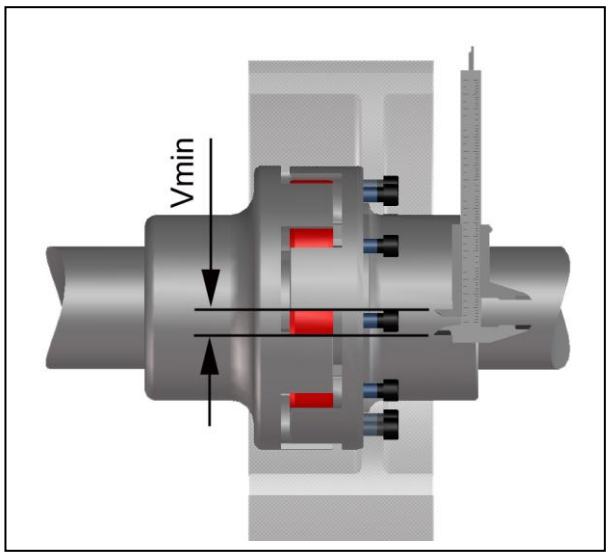


Fig. 9

Table 6 Distance dimension V_{min} for wear measurement while the plant is at standstill:

Size	100	125	145	170	200	230	260	300	360	400
V_{min} [mm]	11,4	12,7	13,8	13,6	14,3	15,4	15,3	12,1	12,1	15,4

Upon completion of the wear measurement, re-install all the protective devices and covers.

10.3 Replacement of the elastic buffer ring



- **Danger of injuries!**
- **Disconnect the drive before carrying out any work on the coupling!**
- **Secure the drive against unintentional re-start and rotation!**

- Draw back one coupling half.
- Remove the buffer ring (part 020).
- To facilitate mounting, the new elastic buffer ring can be coated with a lubricant before installing it (e.g. talcum for Perbunan Pb, or commercial roller bearing grease for Polyurethane Vk).
- Mount a new buffer ring of correct material and size.
- Push the two coupling halves together.
- Align the coupling according to the instructions given in chapter 8 „Coupling Alignment“.

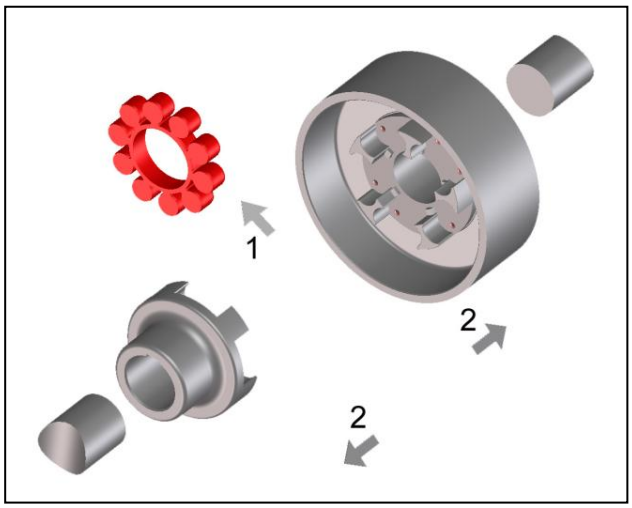


Fig. 10

10.4 Assembly brake drum

Attention!
The contact surfaces of coupling hub and brake drum must be clean, dry and free of grease. Balanced parts are match marked to each other.

- Place the brake drum in their proper position as marked. Make sure that the parts do not get canted at the centering seats when joining them.
- Slightly tighten the screws.
- Tighten the screwed connections of brake drum/disk to the proper torque M_A specified in table 1.
- Check the alignment of the coupling according to the instructions given in chapter 8 „Coupling Alignment“.



Warning!

- **Before putting the equipment into service, all safety guards must be installed to prevent unintentional contact with freely rotating parts.**
- **To avoid sparks, the covers for couplings used should be made of stainless steel.**
- **The covers have to fulfill the requirements of protection type IP2X as a minimum.**
- **The covers have to be designed to prevent dust from depositing on the coupling parts.**
- **The cover must not touch the coupling and impair the proper operation of the coupling.**

We do not assume any responsibility or warranty for any damages resulting from the use of accessories or spare parts, which have not originally been manufactured by RINGFEDER POWER TRANSMISSION.

11 Disposal

Disposal of the parts must be arranged in accordance with the regulations and laws of the country where the equipment is installed.

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