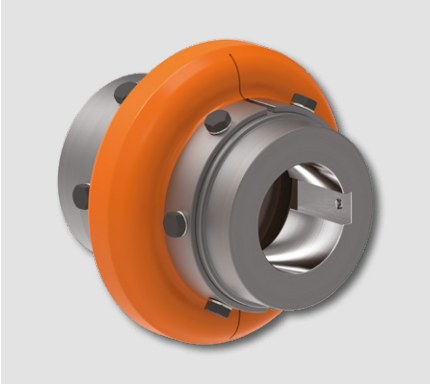
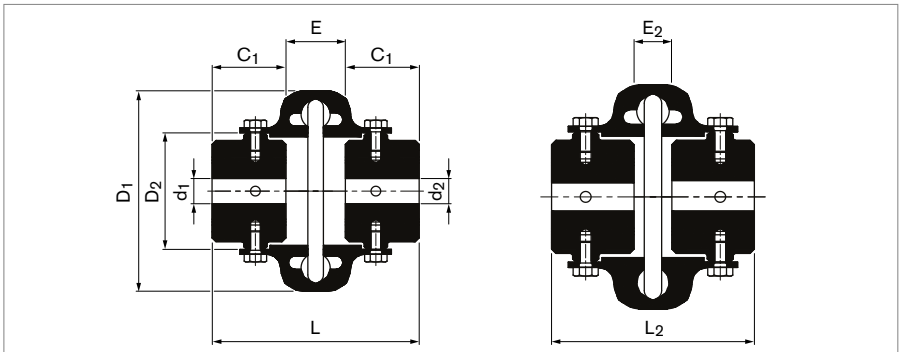
# Tyre Couplings
# RINGFEDER® RLU

## Standard Series with Straight Bores and Keyways, without Spacer (BWB/RWR) or with Spacer (BSB/RSR)

### RLU BWB/RWR: Type without Spacer, with Straight Bores and Keyways, available either with Standard Hubs (BWB) or Inverted Hubs (RWR)






| Size | $T_{KN}$ | $n_{max}$ | Pilot Bore Size | Max. Bore Diameter $d_1/d_2$ | $D_1$ | $D_2$ | $C_1$ | E | $E_1$ (1) | $E_2$ | L | $L_1$ (1) | $L_2$ | Gw |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RLU** | Nm | 1/min | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | kg |
| 2M | 22 | 7500 | 13 | 28 | 90 | 47 | 24 | 46 | 41 | 36 | 94 | 89 | 84 | 0.65 |
| 3M | 43 | 7500 | 13 | 36 | 103 | 59 | 38 | 46 | 27 | 8 | 122 | 103 | 84 | 1 |
| 4M | 63 | 7500 | 13 | 42 | 117 | 66 | 38 | 46 | 27 | 8 | 122 | 103 | 84 | 1.8 |
| 5M | 110 | 7500 | 13 | 48 | 138 | 80 | 44 | 59 | 33.5 | 8 | 147 | 121.5 | 96 | 3 |
| 10M | 181 | 7500 | 13 | 55 | 163 | 93 | 44 | 59 | 33.5 | 8 | 147 | 121.5 | 96 | 4.4 |
| 20M | 260 | 6600 | 21 | 60 | 185 | 114 | 50 | 65 | 39 | 13 | 165 | 139 | 113 | 5.65 |
| 30M | 414 | 5800 | 21 | 78 | 211 | 138 | 58 | 69 | 40.5 | 12 | 185 | 156.5 | 128 | 11.3 |
| 40M | 628 | 5000 | 26 | 95 | 245 | 168 | 63 | 75 | 41.5 | 8 | 201 | 168 | 134 | 16.0 |
| 50M | 875 | 4200 | 26 | 105 | 283 | 207 | 70 | 91 | 51 | 11 | 231 | 191 | 151 | 24.8 |
| 60M | 1432 | 3800 | 31 | 115 | 319 | 222 | 82 | 97 | 52.5 | 8 | 261 | 216.5 | 172 | 35.1 |
| 70M | 2531 | 3600 | 31 | 123 | 357 | 235 | 85 | 109 | 63.5 | 18 | 279 | 233.5 | 188 | 40.4 |
| 80M | 4460 | 2000 | 31 | 155 | 406 | 286 | 114 | 149 | 83 | 17 | 377 | 311 | 245 | 77 |
| 100M | 9600 | 1900 | 48 | 171 | 533 | 359 | 140 | 95 | 69.5 | 44 | 375 | 349.5 | 324 | 95 |

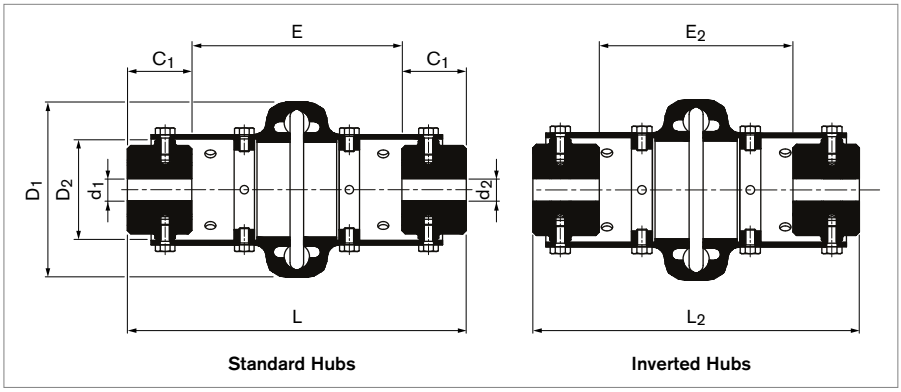
(1) These values apply in the case of a single inverted hub.

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# Tyre Couplings RINGFEDER® RLU

## RLU BSB/RSR: Type with Spacer, with Straight Bores and Keyways, available either with Standard Hubs (BSB) or Inverted Hubs (RSR)






| Size | $T_{KN}$ | $n_{max}$ | Pilot Bore Size | Max. Bore Diameter $d_1/d_2$ | $D_1$ | $D_2$ | $C_1$ | E | $E_1$ (1) | $E_2$ | L | $L_1$ (1) | $L_2$ | Gw |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RLU | Nm | 1/min | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | kg |
| 2M | 22 | 7500 | 13 | 28 | 90 | 47 | 24 | 100 | 95 | 90 | 148 | 143 | 138 | 1 |
| 3M | 43 | 7500 | 13 | 36 | 103 | 59 | 38 | 100, 140 | 84, 124 | 68, 108 | 176, 216 | 160, 200 | 144, 184 | 1.3 |
| 4M | 63 | 7500 | 13 | 42 | 117 | 66 | 38 | 100, 140 | 81, 121 | 62, 102 | 176, 216 | 157, 197 | 138, 178 | 2.0 |
| 5M | 110 | 7500 | 13 | 48 | 138 | 80 | 44 | 100, 140 | 74.5, 114.5 | 49, 89 | 188, 228 | 162.5, 202.5 | 137, 177 | 3.5 |
| 10M | 181 | 7500 | 13 | 55 | 163 | 93 | 44 | 100, 140 | 74.4, 114.4 | 48.8, 88.8 | 188, 228 | 162.4, 202.4 | 136.8, 176.8 | 4.8 |
| 20M | 260 | 6600 | 21 | 60 | 185 | 114 | 50 | 140, 180 | 115, 155 | 90, 130 | 240, 280 | 215, 256 | 190, 230 | 6.6 |
| 30M | 414 | 5800 | 21 | 78 | 211 | 138 | 58 | 140, 180 | 111.5, 151.5 | 83, 123 | 256, 296 | 227.5, 267.5 | 199, 239 | 11.7 |
| 40M | 628 | 5000 | 26 | 95 | 245 | 168 | 63 | 140, 180 | 107, 147 | 74, 114 | 266, 306 | 233, 273 | 200, 240 | 19.1 |
| 50M | 875 | 4200 | 26 | 105 | 283 | 207 | 70 | 140, 180 | 101, 141 | 62, 102 | 280, 320 | 241, 281 | 202, 242 | 28.2 |
| 60M | 1432 | 3800 | 31 | 115 | 319 | 222 | 82 | 180, 250 | 135.5, 205.5 | 91, 161 | 344, 414 | 299.5, 396.5 | 255, 325 | 36.3 |
| 70M | 2531 | 3600 | 31 | 123 | 357 | 235 | 85 | 180, 250 | 134.5, 204.5 | 89, 159 | 350, 420 | 304.5, 374.5 | 259, 329 | 41.6 |
| 80M | 4460 | 2000 | 31 | 155 | 406 | 286 | 114 | 180, 250 | 115.5, 185.5 | 51, 121 | 408, 478 | 343.5, 413.5 | 279, 349 | 89 |

(1) These values apply in the case of a single inverted hub.

To continue see next page

# Tyre Couplings RINGFEDER® RLU

## Explanations

| | | | | | |
|---|---|---|---|---|---|
| $T_{KN}$ | = Nom. Transmissible Torque | $D_2$ | = Inner Sleeve Diameter | L | = Total Length |
| $n_{max}$ | = Max. Rotational Speed | $C_1$ | = Guided Length in Bore | $L_1$ | = Total Length Single Inverted Hubs |
| Pilot Bore Size | = Required Size of the Pilot Bore | E | = Width of Gap Between Hubs | $L_2$ | = Total Length Double Inverted Hubs |
| $d_1/d_2$ | = Bore Diameter Hubs | $E_1$ | = Width of Gap Between Single Inverted Hubs | Gw | = Approx. Weight |
| $D_1$ | = Max. Outer Diameter | $E_2$ | = Width of Gap Between Double Inverted Hubs | | |

### Technical Information

- All dimensions are in millimeters, unless otherwise specified. Decimal points are used as decimal separators.
- All sizes of the type RLU BSB/RSR are equipped with high-speed rings as standard.
- The tyres consist of two halves connected by a metal bracket.
- The tyres are bolted radially to the hubs, which are mounted on axles.
- For other types of shaft-hub connections, please contact RINGFEDER POWER TRANSMISSION.
- For more detailed information on inverted hubs, torque transmission as well as hub and tyre materials, please contact RINGFEDER POWER TRANSMISSION.
- Tyre Couplings RLU are also available with single inverted hubs. Selection is made via the type in the order.
- Weight Gw is specified for maximum bore diameter.

## Ordering example RLU without Spacer

| Series | Type | Size | Bore Diameter $d_1$ | Bore Diameter $d_2$ |
|---|---|---|---|---|
| RLU | BWB | 40M | 65 | 90 |

## Ordering example RLU with Spacer

| Series | Type | Size | Bore Diameter $d_1$ | Bore Diameter $d_2$ |
|---|---|---|---|---|
| RLU | BSB | 10M | 25 | 50 |

### Ordering Information

- Definition of type: Left hub, spacer selection, right hub
- Definition of hubs: B = Standard Hub, R = Inverted Hub.
- Definition of Spacer: W = No Spacer, S = With Spacer.
- Without further specifications, we deliver as standard: Bore tolerance H7; Keyway acc. to DIN 6885-1; Keyway width tolerance JS9; Set screw per hub. For bores complying with AGMA or other specifications, please contact RINGFEDER POWER TRANSMISSION.

**Disclaimer of liability**
All technical details and notes are non-binding and cannot be used as a basis for legal claims. The user is obligated to determine whether the represented products meet his requirements. We reserve the right to carry out modifications at any time in the interests of technical progress.

RINGFEDER POWER TRANSMISSION