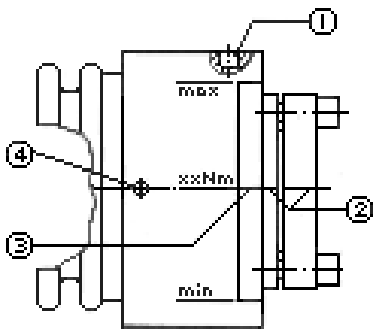
SAFETY COUPLING MOUNTING INSTRUCTIONS

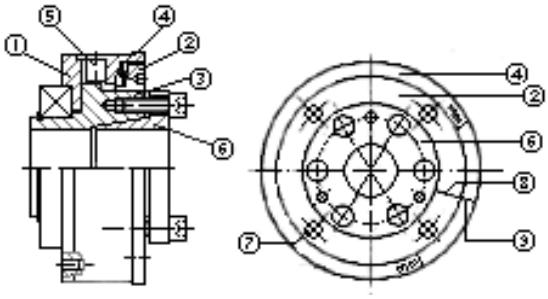
SERIES: DBK/B - DBK/DK - DBK/C - DMK/C - DMK/L

DBK/B



1. 4 drilled holes for hook wrench for adjusting outer ring.
2. reference points on pressure ring and cone socket.
3. setting point on outer ring.
4. 3 setscrews for locking outer ring

DMK/L



1. outer ring.
2. torque setting ring.
3. main flange.
4. pressure ring.
5. rolls.
6. conical hub with H7.
7. hole for wrench.
8. reference mark.
9. setting point.

MAXIMUM ACCEPTABLE MISALIGNMENT FOR DBK/B & DBK/DK:

Before mounting, care must be taken that the shaft misalignment is within the values stated. Excessive misalignment impairs the life of the coupling. During mounting, care must be taken that inadmissible misalignment of a coupling half does not occur.

	Series DBK/B			Series DBK/DK		
	radial	axial	angular	radial	axial	angular
During mounting	0.5 mm	1.5 mm	5^o	0.5 mm	1.5 mm	4^o
In operation	0.2 mm	0.5 mm	1^o	0.1 mm	0.3 mm	0.75^o

MOUNTING:

Power transmission between the coupling's hub and the shaft is effected by the pressure and friction between the contact surfaces. Particular attention must be paid to the controlled tightening of the tensioning screws and the condition of the contact surfaces. A value of Rz=<16 microns should not be exceeded for the mean peak-to-valley height of the shafts being used.

1. Check the shaft fits for dimensional compliance, and lubricate slightly with oil. For this purpose neither oils with molybdenum disulphide additive nor other synthetic additives may be used.
2. Tighten the tensioning screws slightly and align the coupling.
3. Tighten the straining screws crosswise in several uniform steps to the stated starting torque.
4. Avoid too high force when tightening the straining screws. Tightening a screw further does not increase the torque transmission. Avoid excessive tightening. This may destroy the clamping body.
5. After alignment, the locking screws of safety couplings series DBK/DK must be tightened by means of a torque wrench to the torque shown in the Technical Ratings table.

DEMOUNTING:

The cone hubs of Series DBK/B, DBK/C, DMK/C, and DMK/L are forced out by means of 3 forcing screws per hub after the straining screws have been loosened. Care must be taken that 3 forcing screws for forcing out are used in each case.

SETTING THE OVERLOAD TORQUE:

Safety Couplings are usually set to the desired disengagement torque by the manufacturer. The entire setting range is indicated by the marks "max" and "min" on the outer edge of the pressure ring. The disengagement torque can be adjusted infinitely within an angular range of approx. 300^o. A reference mark on the adjusting ring facilitates setting. The torque can be finely adjusted by turning the adjusting ring. Due to the degressive characteristic -- System Rimtec -- the overload moment is reduced by turning the adjusting ring clockwise (toward "min"). If the ring is turned too far, it will strike against the coupling body. This safety measure ensures that the coupling cannot be deactivated by incorrect operation. The adjusting ring is locked to prevent it working loose. On frequent turning or changing of the overload torque, this locking may weaken.

Attention: **Advancing the adjusting ring - turning in clockwise direction - leads to reduction in the transmittable torque.**
Dismantling of the coupling by the customer will inevitably cause the loss of the setting values.

ELECTRICAL SIGNAL FOR EMERGENCY STOP:

All safety couplings output a signal (axial movement of the pressure ring) in the event of overload. This axial movement can be tapped via an electronic proximity sensor or a mechanical limit switch. If a proximity sensor is used, we recommend the installation of a sensor with 2 mm nominal operating distance and NC contact.

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