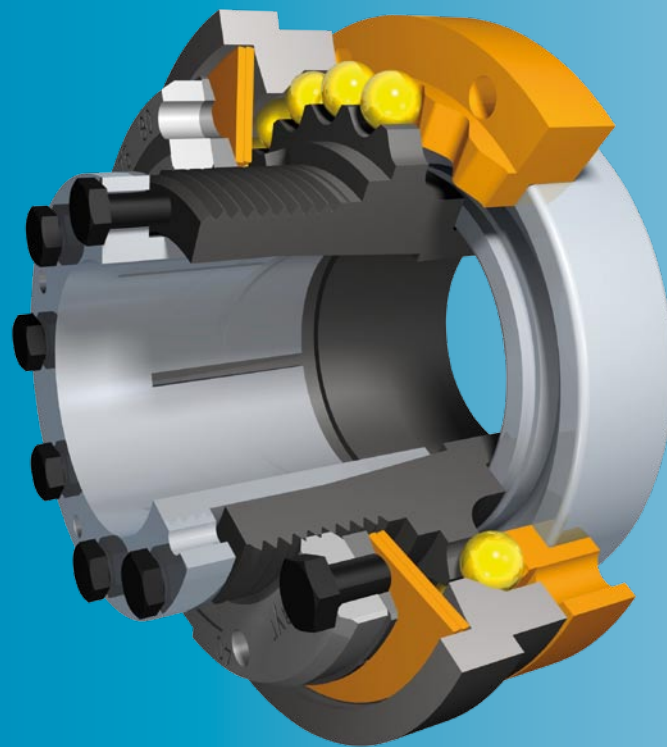


EAS[®]-Compact[®]

Backlash-free Torque Limiting Clutches



- *Instant separation on overload*
- *Permanent backlash-free torque transmission*
- *Readable torque adjustment*
- *Synchronous, ratchetting and overload designs*

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K.490.V10.GB

mayr[®]
your reliable partner

mayr[®] -your reliable partner

What is your definition of reliability?

We define reliability as the highest product quality and competent service from the initial contact right up to the after-sale service

- Largest variety in selection of standard products
- Market leader's competence arising from decades of experience in the development, production and application of power transmission products
- Optimum product selection due to our expertise in design and calculation
- Reliable component dimensioning
- Intelligent platform (modular construction)
- High flexibility for individual requests and customer-tailored solutions
- Quality-inspected suppliers
- Modern, highly robust materials
- In-house production
- 100% quality control
- Certified according to DIN EN ISO 9001
- Personal supervision from the first contact right up to the after-sale service
- Worldwide local service network
- CAD-files available online to save time and costs during construction
- 24-hour delivery service for preferred products
- Short delivery times and on-time delivery
- Unlimited replacement part availability worldwide



A Worldwide Presence

Our Sales and Service network is constantly expanding. We guarantee you and your customers local representation almost all over the world. With eight branch firms in France, Switzerland, Italy, England, Poland, the USA, Singapore and China as well as around 30 representatives and eight subsidiaries in Germany, we provide local service for our customers in all important industrial areas.



Total Quality Management

Product Quality

Every delivery which leaves our firm has been subjected to a careful quality inspection, meaning that you are able to rely 100 % on *mayr*® products. If required, we pre-adjust our clutches and brakes accurately to the requested values and confirm the product characteristics with an Inspection Report.

Quality Management

mayr® uses the term quality to describe its products and services. Certification of our quality management confirms the quality-consciousness of our colleagues at every level of the company.

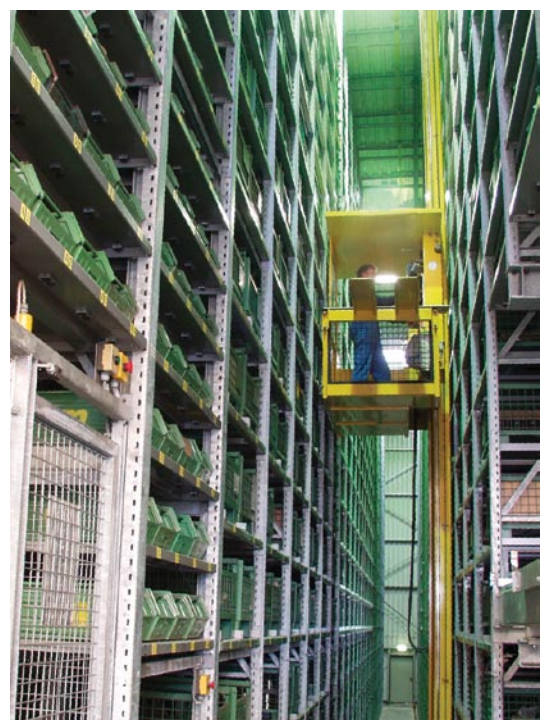
Our integrated management system is certified according to **DIN EN ISO 9001:2000 (Quality)** and **DIN EN ISO 14001 (Environment)** and complies with the **OHSAS 18001/OHRIS (Occupational Health and Safety)** demands.



Individual and Flexible Logistics

Flexible and optimally qualified colleagues ensure that your order is delivered according to schedule and with the most appropriate delivery method. We take into account your individual packaging and dispatch regulations as a matter of course. Our modern high rack warehouse has a permanently available stock of our wide standard product selection.

And if you are really in a hurry, simply use our uniquely-quick basic product delivery service!



EAS®-Compact® - the economically viable protection for machines

Function

If the set limit torque is exceeded, the clutch disengages. The torque drops immediately. A mounted limit switch registers the disengagement movement and switches off the drive. The limit switch signal can also be used for further control functions.

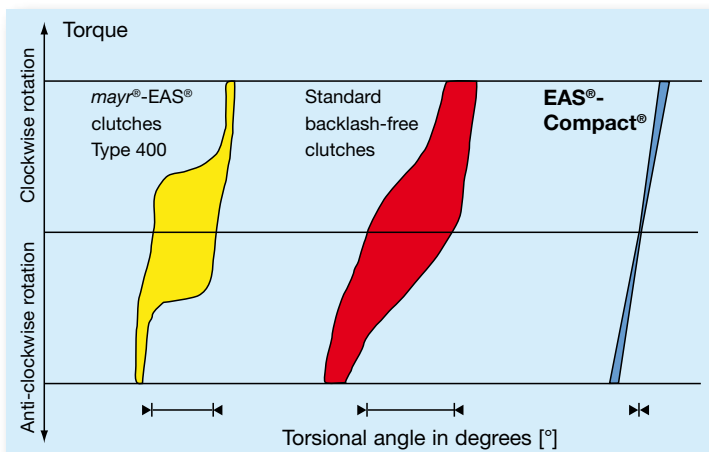
After the malfunction has been rectified, the EAS®-Compact® ratchetting clutches and the EAS®-Compact® synchronous clutches automatically re-engage (for a detailed description of the re-engagement behaviour, see page 5). EAS®-Compact® overload clutches separate the input and the output side completely and remain in this state until they are intentionally re-engaged by hand or via a suitable device. A detailed description of the overload clutches starts on page 26.



The EAS®-Compact® matrix for success

| Product characteristics | Your advantages | Your benefits |
|--|--|--|
| Backlash-free torque transmission | Long lifetime, low wear | Lowest maintenance effort |
| Safe, readable torque adjustment | Simple installation and operation | Time-saving during initial operation |
| High performance density | Low mass moment of inertia, compact construction | High machine dynamic |
| Convenient torque course in the drive line on overload | Optimised dimensioning | Effective and efficient machine construction |

EAS®-Compact® – the backlash-free principle



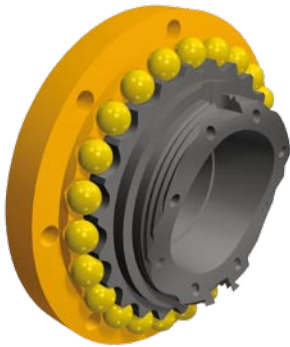
Backlash means:

- The torsional angle between the input and output of the clutch
- Also known as “torsional backlash”
- Not to be confused with the transmission backlash from the shaft onto the hub
- At mayr®, backlash-free means: backlash → 0 (see diagram)

Please Observe:

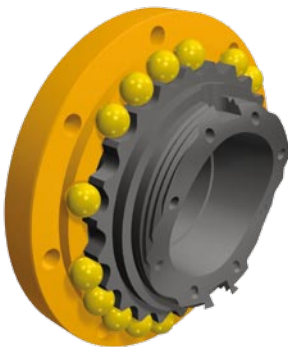
According to German notation, decimal points in this catalogue are represented with a comma (e.g. 0,5 instead of 0.5).

EAS®-Compact®/EAS®-NC Ratchetting clutch



- When the set limit torque is reached, the clutch disengages; the torque drops immediately.
- The clutch ratchets.
- After the cause of overload has been removed, the clutch automatically re-engages into the next of the series of ball detents.
- The clutch is ready for operation again.

EAS®-Compact®/EAS®-NC Synchronous clutch



- When the set limit torque is reached, the clutch disengages; the torque drops immediately.
- After the cause of overload has been removed, the clutch re-engages automatically after 360 angular degrees. Other cycle sequences, for example 180 degrees, are also available.
- The clutch is ready for operation again.

EAS®-Compact® overload clutch

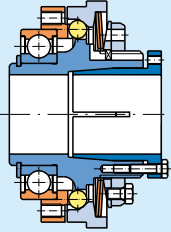
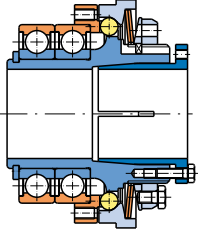
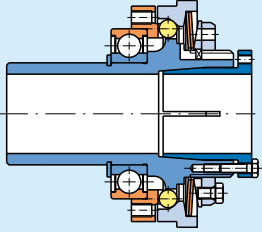
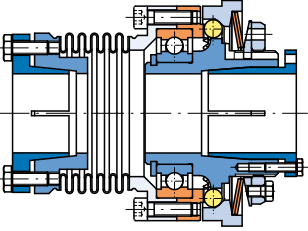
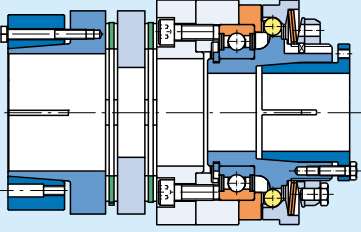
If overload occurs, the EAS®-Compact® overload clutches separate the input and output almost residual torque-free. Therefore, they are the ideal protective element for fast-running drives and high mass moments of inertia.

A detailed description starts on **page 26**.

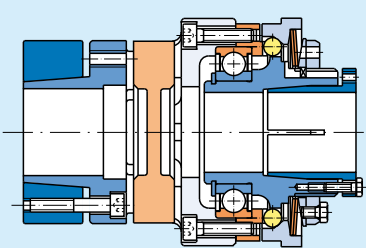
Contents

| | Page |
|---|------|
| EAS®-Compact® ratchetting clutches | |
| EAS®-Compact® synchronous clutches | |
| <i>Torque range: 5 to 1.500 Nm</i> | |
| Description | 5 |
| Summary of structural designs | 6 |
| Data sheets | |
| • EAS®-Compact® short hub | 8 |
| • EAS®-Compact® double bearing design | 10 |
| • EAS®-Compact® long protruding hub | 12 |
| • EAS®-Compact® with steel bellows coupling | 14 |
| • EAS®-Compact® torsionally rigid | 16 |
| • EAS®-Compact® lastic backlash-free | 18 |
| <i>For small torques:</i> | |
| EAS®-NC ratchetting clutches | |
| EAS®-NC synchronous clutches | |
| <i>Torque range: 0,65 to 15 Nm</i> | |
| Data sheets: | |
| • EAS®-NC short hub | 20 |
| • EAS®-NC long protruding hub | 20 |
| • EAS®-NC double bearing design | 22 |
| • EAS®-NC with steel bellows coupling | 24 |
| EAS®-Compact® overload clutches | |
| <i>Torque range: 5 to 3.000 Nm</i> | |
| Description | 26 |
| Summary of structural designs | 27 |
| Data sheets | |
| • EAS®-Compact® overload short hub | 28 |
| • EAS®-Compact® overload long protruding hub | 30 |
| • EAS®-Compact® overload torsionally rigid, Sizes 01 to 3 | 32 |
| • EAS®-Compact® overload torsionally rigid, Sizes 4 and 5 | 34 |
| • EAS®-Compact® overload lastic backlash-free | 36 |
| • EAS®-Compact® overload lastic | 40 |
| EAS®-Compact® Options | 42 |
| Technical Explanations | 44 |
| Frictionally Locking Torque Transmission | 50 |
| Limit Switch | 51 |
| Installation Examples | 54 |

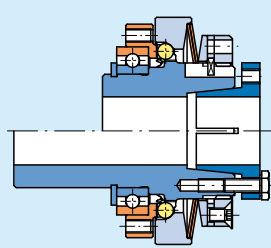
Summary of structural designs EAS®-Compact®

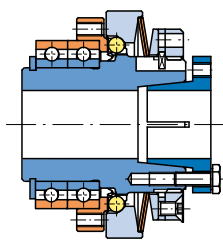
| | | |
|---|--|---|
| <p>EAS®-Compact® short hub</p>  | <p>Torque: 5 to 1.500 Nm</p> <p>Sizes 01 to 4 Type 490.____0</p> <p>Also available in rustproof design!</p> | <ul style="list-style-type: none"> Flange clutch for direct installation of the drive element with the resulting radial force approximately in the bearing centre. See installation example, Fig. 1, page 54 <p>With cone bushing Type 490._1_.0 With keyway Type 490._2_.0</p> <p style="text-align: right;">Page 8</p> |
| <p>EAS®-Compact® double bearing design</p>  | <p>Torque: 5 to 1.500 Nm</p> <p>Sizes 01 to 4 Type 490.____2</p> | <ul style="list-style-type: none"> Flange clutch with a stable, double bearing for the drive element. <p>With cone bushing Type 490._1_.2 With keyway Type 490._2_.2</p> <p style="text-align: right;">Page 10</p> |
| <p>EAS®-Compact® long protruding hub</p>  | <p>Torque: 5 to 1.500 Nm</p> <p>Sizes 01 to 4 Type 490.____1</p> | <ul style="list-style-type: none"> Flange clutch for very wide drive elements or elements with a very small diameter. Suitable bearings for the drive element are ball bearings, needle bearings or plain bearings. See installation example, Fig. 2, page 54 <p>With cone bushing Type 490._1_.1 With keyway Type 490._2_.1</p> <p style="text-align: right;">Page 12</p> |
| <p>EAS®-Compact® with steel bellows coupling</p>  | <p>Torque: 5 to 350 Nm</p> <p>Sizes 01 to 3 Type 493.____0</p> | <ul style="list-style-type: none"> Double shaft design with a torsionally rigid steel bellows coupling. Compensation for axial, radial and angular misalignments. See installation example, Fig. 4, page 54 <p>Hub designs: EAS®-side/steel bellows-side Cone bushing/cone bushing Type 493._1_.0 Key hub/key hub Type 493._2_.0 Cone bushing/clamping hub Type 493._3_.0</p> <p style="text-align: right;">Page 14</p> |
| <p>EAS®-Compact® torsionally rigid</p>  | <p>Torque: 5 to 1.500 Nm</p> <p>Sizes 01 to 4 Type 496.____0</p> | <ul style="list-style-type: none"> Double shaft design with a robust disk pack coupling. Compensation for axial, radial and angular misalignments. High torsional rigidity. <p>Hub designs: EAS®-side/torsionally rigid side Cone bushing/shrink disk hub Type 496._1_.0 Key hub/clamping hub Type 496._2_.0 Key hub/key hub Type 496._2_.0</p> <p style="text-align: right;">Page 16</p> |

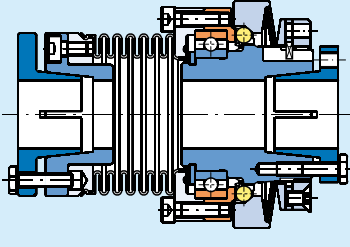
Summary of structural designs EAS®-Compact®

| | | |
|--|---|--|
| <p>EAS®-Compact® lastic backlash-free</p>  | <p>Torque: 5 to 1.200 Nm</p> <p>Sizes 01 to 4 Type 494.____</p> | <ul style="list-style-type: none"> • Double shaft design with a flexible, backlash-free coupling. • Compensation for axial, radial and angular misalignments. • High damping characteristics. <p>See installation example, Fig. 3, page 54</p> <p>Hub designs: <u>EAS®-side/flexible side</u> Cone bushing/clamping hub Type 494._0_._ Cone bushing/shrink disk hub Type 494._1_._ Key hub/key hub Type 494._2_._</p> |
|--|---|--|

Summary of structural designs EAS®-NC miniature clutch

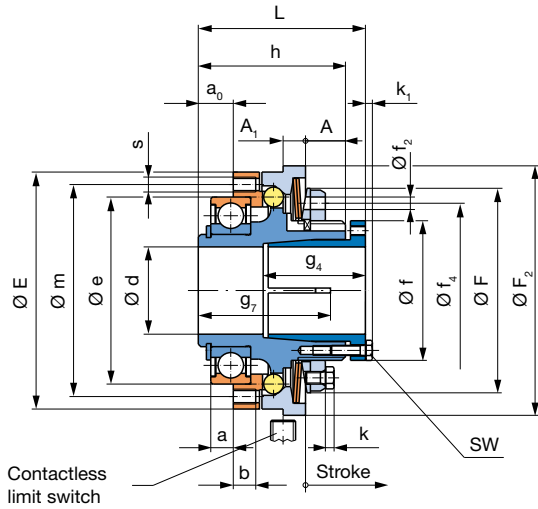
| | | |
|---|---|---|
| <p>EAS®-NC short hub EAS®-NC long protruding hub</p>  | <p>Torque: 0,65 to 15 Nm</p> <p>Sizes 03 and 02 Type 450.____</p> | <p>EAS®-NC short hub</p> <ul style="list-style-type: none"> • Flange clutch for direct installation of drive elements with the resulting radial force approximately in the bearing centre. <p>With cone bushing Type 450._1_._0 With keyway Type 450._2_._0</p> <p>EAS®-NC long protruding hub</p> <ul style="list-style-type: none"> • Flange clutch for very wide drive elements or elements with a very small diameter. <p>With cone bushing Type 450._1_._1 With keyway Type 450._2_._1</p> |
|---|---|---|

| | | |
|---|--|--|
| <p>EAS®-NC double bearing design</p>  | <p>Torque: 0,65 to 15 Nm</p> <p>Sizes 03 and 02 Type 450.____2</p> | <ul style="list-style-type: none"> • Flange clutch with a stable, double bearing for the drive element. <p>With cone bushing Type 450._1_._2 With keyway Type 450._2_._2</p> |
|---|--|--|

| | | |
|---|--|---|
| <p>EAS®-NC with steel bellows coupling</p>  | <p>Torque: 0,65 to 15 Nm</p> <p>Sizes 03 and 02 Type 453.____0</p> | <ul style="list-style-type: none"> • Double shaft design with a torsionally rigid steel bellows coupling. • Compensation for axial, radial and angular misalignments. <p>Hub designs: <u>EAS®-side/steel bellows-side</u> Cone bushing/cone bushing Type 453._1_._0 Key hub/key hub Type 453._2_._0</p> |
|---|--|---|

EAS®-Compact® short hub with cone bushing

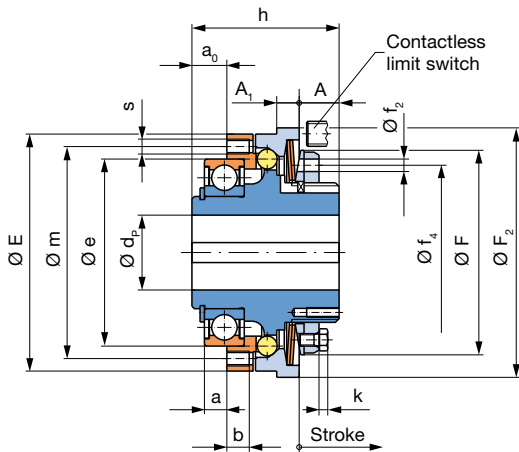
Type 490._1_.0
 Sizes 01 to 4



For information on rustproof designs, please order catalogue!

EAS®-Compact® short hub with keyway

Type 490._2_.0
 Sizes 01 to 4



For information on rustproof designs, please order catalogue!

Order Number

| | | | | | | |
|-------------------------------------|-----------------------------------|----------------------------------|--------|--------------------------------|--|---------------------------------------|
| | | with cone bushing with keyway | 1 2 | 0 5 | Ratchetting clutch ³⁾ Synchronous clutch | Torque adjustment value (Optional) |
| _ / 4 9 0 . _ _ . 0 / _ / _ / _ / _ | | | | | | |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| Sizes | Torque range ¹⁾ | | | | | |
| 01 | medium | 5 | | Hub bore | With limit switch | Radial torque adjustment |
| to | high | 6 | | Ø d ^{H7} | see | see |
| 4 | very high | 7 | | Ø d _P ^{H7} | pages 51-53 | page 42 |
| | maximum ²⁾ | 8 | | | (Option) | (Option) |

Example: Order number 1 / 490.620.0 / 25 / 60 / limit switch 055.002.5 / radial adjustment

1) See Technical Data, limit torque for overload M_G

2) Max. torque range only available as synchronous clutch, speed < 250 rpm

3) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)

| Technical Data | | | | Size ¹⁾ | | | | | |
|---|--------------------------------|----------------|-------|--------------------|----------|-----------|-----------|-----------|------------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Limit torques for overload ^{1) 2)} | Type 490.5_..0 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 | 120 - 300 |
| | Type 490.6_..0 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 | 240 - 600 |
| | Type 490.7_..0 | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 280 - 700 | 480 - 1200 |
| | Type 490.8_ 5.0 ¹¹⁾ | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 350 - 875 | 600 - 1500 |
| Max. speed | n _{max} | | [rpm] | 4000 | 3000 | 2500 | 2000 | 1200 | 800 |
| Thrust washer stroke on overload | | | [mm] | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 | 2,5 |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|-----------------|---|--------------------------------------|-------|-------|-------|-------|-------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Hub-side | Type 490._1_..0 | I | [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 | 29,432 |
| | Type 490._2_..0 | I | [10 ⁻³ kgm ²] | 0,205 | 0,505 | 1,302 | 2,630 | 6,329 | 28,443 |
| Pressure flange-side | Type 490._1_..0 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 6,690 |
| | Type 490._2_..0 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 6,690 |
| Weights | Type 490._1_..0 | m | [kg] | 0,68 | 1,14 | 1,98 | 2,88 | 4,59 | 10,63 |
| | Type 490._2_..0 | m | [kg] | 0,63 | 1,02 | 1,75 | 2,55 | 4,07 | 10,06 |

| Clamping screws and screw-on bores | | | | Size | | | | | |
|------------------------------------|---|----------------|------|--------|--------|--------|--------|--------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M6 | 8 x M8 | 8 x M10 |
| | For clutch operation from "torque range high (Type 490.6_..0)" and above, screws quality class 12.9 must be used to secure the drive element. | | | | | | | | |

| Dimensions [mm] | Size | | | | | | |
|-------------------------------|----------------|------|-----|-----|------|-----|----|
| | 01 | 0 | 1 | 2 | 3 | 4 | |
| A | 12 | 13,5 | 16 | 17 | 20,5 | 46 | |
| A ₁ | 7 | 8 | 9 | 10 | 12 | 16 | |
| a ⁵⁾ | 5 | 7 | 9 | 10 | 10 | 12 | |
| a ₀ | 8 | 11 | 14 | 16 | 18 | 21 | |
| b | 6 | 7 | 9 | 10 | 12 | 15 | |
| E | 65 | 80 | 95 | 110 | 130 | 166 | |
| e _{h5} ⁶⁾ | 47 | 62 | 75 | 90 | 100 | 130 | |
| F | 61,5 | 67 | 82 | 97 | 117 | 150 | |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 166 | |
| f | 38 | 44 | 56 | 70 | 84 | 100 | |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - | |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - | |
| Min. shaft length | g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| | g ₇ | 31 | 36 | 48 | 49 | 62 | 78 |
| h | 40 | 48 | 59 | 64 | 75 | 115 | |
| k | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 | - | |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 | |
| L ⁷⁾ | 47 | 56 | 67 | 73 | 86 | 130 | |
| m | 56 | 71 | 85 | 100 | 116 | 150 | |

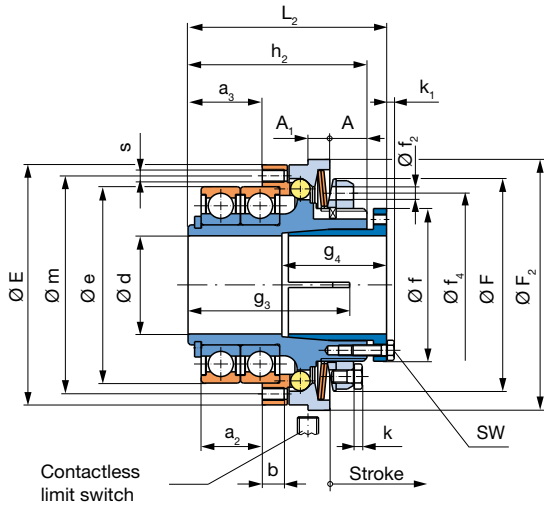
| Bores [mm] | Size | | | | | | |
|----------------------------------|----------------------------------|----|----|----|----|----|----|
| | 01 | 0 | 1 | 2 | 3 | 4 | |
| d ^{2) 3) 4)} | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| d _P ^{2) 10)} | d _{P min} ⁸⁾ | 12 | 15 | 22 | 28 | 32 | 40 |
| | d _{P max} ⁹⁾ | 20 | 25 | 30 | 40 | 50 | 65 |

We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Please observe the shaft load in max. torque range.
- 3) Shaft tolerance up to $\varnothing 38_{h6}$ over $\varnothing 38_{h8}$
- 4) Transmittable torques with smaller bores available on request.
- 5) Mounting tolerance + 0,1
- 6) Tolerance user-side H7
- 7) Dimensions in untightened condition (shorter in tightened condition).
- 8) Smaller bores for low torques available on request.
- 9) Larger bores available on request.
- 10) The position of the keyway to the mounting bore "s" in the pressure flange is not defined. Defined position available on request.
- 11) Maximum speed: 250 rpm

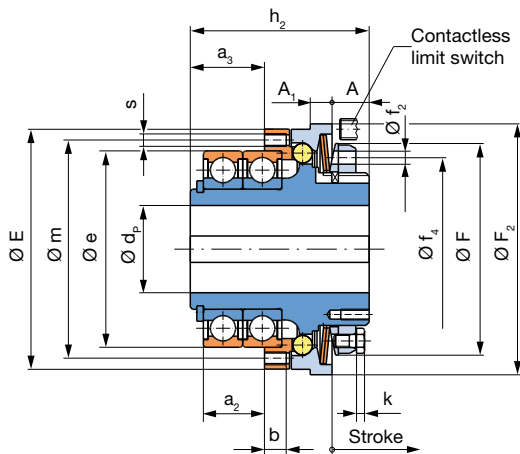
EAS®-Compact® double bearing design with cone bushing

Type 490._1_.2
 Sizes 01 to 4



EAS®-Compact® double bearing design with keyway

Type 490._2_.2
 Sizes 01 to 4



Order Number

| | | | | | | |
|---------------------------------------|-----------------------------------|---|------------------|----------------------------------|------------------------------------|--|
| with cone bushing | | 1 | 0 | Ratchetting clutch ³⁾ | Torque adjustment value (Optional) | With limit switch see pages 51-53 (Option) |
| with keyway | | 2 | 5 | Synchronous clutch | | |
| ▾ ▾ ▾ ▾ ▾ ▾ ▾ | | | | | | |
| _ / 4 9 0 . _ _ _ . 2 / _ / _ / _ / _ | | | | | | |
| ▲ ▲ ▲ ▲ ▲ ▲ ▲ | | | | | | |
| Sizes | Torque range ¹⁾ | | 2-bearing design | 2 | Hub bore | Radial torque adjustment |
| 01 | medium | 5 | | | Ø d ^{H7} | see page 42 |
| to | high | 6 | | | Ø d _p ^{H7} | (Option) |
| 4 | very high | 7 | | | | |
| | maximum ²⁾ | 8 | | | | |

Example: Order number 1 / 490.610.2 / 25 / 60 / limit switch 055.002.5 / radial adjustment

1) See Technical Data, limit torque for overload M_G

2) Max. torque range only available as synchronous clutch, speed < 250 rpm

3) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)

| Technical Data | | | | Size ¹⁾ | | | | | |
|---|--------------------------------|----------------|------|--------------------|----------|-----------|-----------|-----------|------------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Limit torques for overload ^{1) 2)} | Type 490.5_..2 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 | 120 - 300 |
| | Type 490.6_..2 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 | 240 - 600 |
| | Type 490.7_..2 | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 280 - 700 | 480 - 1200 |
| | Type 490.8_ 5.2 ¹¹⁾ | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 350 - 875 | 600 - 1500 |
| Max. speed | n _{max} | [rpm] | | 4000 | 3000 | 2500 | 2000 | 1200 | 800 |
| Thrust washer stroke on overload | | [mm] | | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 | 2,5 |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|-----------------|---|--------------------------------------|-------|-------|-------|-------|-------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Hub-side | Type 490._1_..2 | I | [10 ⁻³ kgm ²] | 0,215 | 0,552 | 1,450 | 2,998 | 7,081 | 30,990 |
| | Type 490._2_..2 | I | [10 ⁻³ kgm ²] | 0,209 | 0,526 | 1,364 | 2,782 | 6,552 | 30,000 |
| Pressure flange-side | Type 490._1_..2 | I | [10 ⁻³ kgm ²] | 0,100 | 0,273 | 0,799 | 1,675 | 3,162 | 8,570 |
| | Type 490._2_..2 | I | [10 ⁻³ kgm ²] | 0,100 | 0,273 | 0,799 | 1,675 | 3,162 | 8,570 |
| Weights | Type 490._1_..2 | m | [kg] | 0,79 | 1,35 | 2,35 | 3,45 | 5,27 | 11,96 |
| | Type 490._2_..2 | m | [kg] | 0,74 | 1,23 | 2,12 | 3,12 | 4,75 | 11,35 |

| Clamping screws and screw-on bores | | | | Size | | | | | |
|------------------------------------|---|----------------|------|--------|--------|--------|--------|--------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M6 | 8 x M8 | 8 x M10 |
| | For clutch operation from "torque range high (Type 490.6_..2)" and above, screws quality class 12.9 must be used to secure the drive element. | | | | | | | | |

| Dimensions [mm] | Size | | | | | | |
|-------------------------------|----------------|------|-----|-----|------|-----|-----|
| | 01 | 0 | 1 | 2 | 3 | 4 | |
| A | 12 | 13,5 | 16 | 17 | 20,5 | 46 | |
| A ₁ | 7 | 8 | 9 | 10 | 12 | 16 | |
| a ₂ ⁵⁾ | 14 | 19 | 25 | 28 | 28 | 34 | |
| a ₃ | 17 | 23 | 30 | 34 | 36 | 43 | |
| b | 6 | 7 | 9 | 10 | 12 | 15 | |
| E | 65 | 80 | 95 | 110 | 130 | 166 | |
| e _{h5} ⁶⁾ | 47 | 62 | 75 | 90 | 100 | 130 | |
| F | 61,5 | 67 | 82 | 97 | 117 | 150 | |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 166 | |
| f | 38 | 44 | 56 | 70 | 84 | 100 | |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - | |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - | |
| Min. shaft length | g ₃ | 40 | 48 | 63 | 67 | 80 | 100 |
| | g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| h ₂ | 49 | 60 | 75 | 82 | 93 | 137 | |
| k | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 | - | |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 | |
| L ₂ ⁷⁾ | 56 | 68 | 83 | 91 | 104 | 152 | |
| m | 56 | 71 | 85 | 100 | 116 | 150 | |

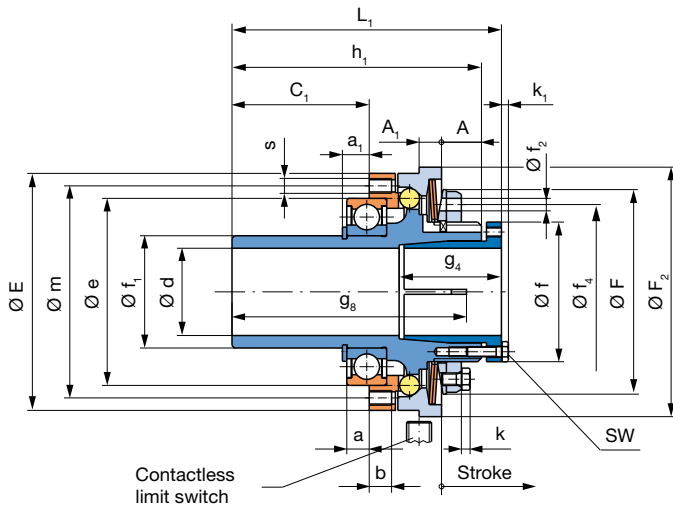
| Bores [mm] | | Size | | | | | |
|----------------------------------|----------------------------------|------|----|----|----|----|----|
| | | 01 | 0 | 1 | 2 | 3 | 4 |
| d ^{2) 3) 4)} | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| d _P ^{2) 10)} | d _{P min} ⁸⁾ | 12 | 15 | 22 | 28 | 32 | 40 |
| | d _{P max} ⁹⁾ | 20 | 25 | 30 | 40 | 50 | 65 |

We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Please observe the shaft load in max. torque range.
- 3) Shaft tolerance up to Ø 38_{h6'} over Ø 38_{h8}
- 4) Transmittable torques with smaller bores available on request.
- 5) Mounting tolerance + 0,1
- 6) Tolerance user-side H7
- 7) Dimensions in untightened condition (shorter in tightened condition).
- 8) Smaller bores for low torques available on request.
- 9) Larger bores available on request.
- 10) The position of the keyway to the mounting bore "s" in the pressure flange is not defined. Defined position available on request.
- 11) Maximum speed: 250 rpm

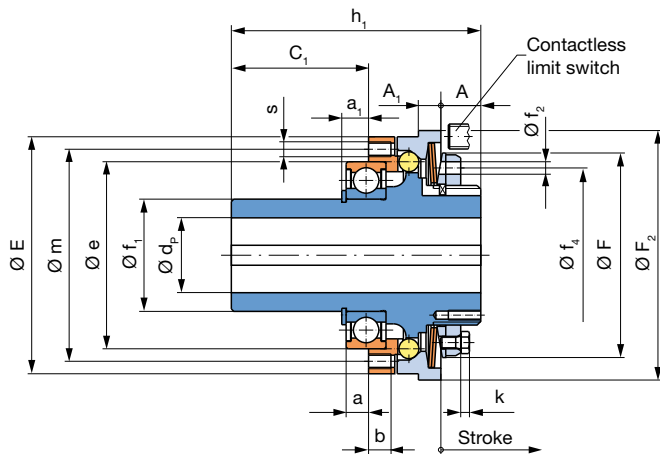
EAS®-Compact® long protruding hub with cone bushing

Type 490._1_.1
 Sizes 01 to 4



EAS®-Compact® long protruding hub with keyway

Type 490._2_.1
 Sizes 01 to 4



Order Number

| | | | | | | |
|---|--|---|---------------------|----------------------------------|---|---|
| with cone bushing | | 1 | 0 | Ratchetting clutch ³⁾ | Torque adjustment value (Optional) | With limit switch see pages 51-53 (Option) |
| with keyway | | 2 | 5 | Synchronous clutch | | |
| ___ / 4 9 0 . ___ ___ . 1 / ___ / ___ / ___ / ___ | | | | | | |
| Sizes 01 to 4 | Torque range ¹⁾ medium high very high maximum ²⁾ | 5 | long protruding hub | 1 | Hub bore Ø d ^{H7} Ø d _p ^{H7} | Radial torque adjustment see page 42 (Option) |
| | | 6 | | | | |
| | | 7 | | | | |
| | | 8 | | | | |

Example: Order number 1 / 490.610.1 / 25 / 60 / limit switch 055.002.5 / radial adjustment

1) See Technical Data, limit torque for overload M_G

2) Max. torque range only available as synchronous clutch, speed < 250 rpm

3) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)

| Technical Data | | | | Size ¹⁾ | | | | | |
|--|--------------------------------|----------------|------|--------------------|----------|-----------|-----------|-----------|------------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Limit torques for overload ¹⁾²⁾ | Type 490.5_..1 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 | 120 - 300 |
| | Type 490.6_..1 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 | 240 - 600 |
| | Type 490.7_..1 | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 280 - 700 | 480 - 1200 |
| | Type 490.8_ 5.1 ¹¹⁾ | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 350 - 875 | 600 - 1500 |
| Max. speed | n _{max} | [rpm] | | 4000 | 3000 | 2500 | 2000 | 1200 | 800 |
| Thrust washer stroke on overload | | [mm] | | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 | 2,5 |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|----------------|---|--------------------------------------|-------|-------|-------|-------|-------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Hub-side | Type 490_1_..1 | I | [10 ⁻³ kgm ²] | 0,225 | 0,588 | 1,491 | 3,105 | 7,350 | 30,890 |
| | Type 490_2_..1 | I | [10 ⁻³ kgm ²] | 0,219 | 0,562 | 1,405 | 2,889 | 6,851 | 29,900 |
| Pressure flange-side | Type 490_1_..1 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 6,690 |
| | Type 490_2_..1 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 6,690 |
| Weights | Type 490_1_..1 | m | [kg] | 0,78 | 1,36 | 2,26 | 3,34 | 5,18 | 11,65 |
| | Type 490_2_..1 | m | [kg] | 0,73 | 1,24 | 2,04 | 3,00 | 4,66 | 11,04 |

| Clamping screws and screw-on bores | | | | Size | | | | | |
|------------------------------------|---|----------------|------|--------|--------|--------|--------|--------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M6 | 8 x M8 | 8 x M10 |
| | For clutch operation from "torque range high (Type 490.6_..1)" and above, screws quality class 12.9 must be used to secure the drive element. | | | | | | | | |

| Dimensions [mm] | Size | | | | | | |
|-------------------------------|----------------|------|------|-----|------|-----|-----|
| | 01 | 0 | 1 | 2 | 3 | 4 | |
| A | 12 | 13,5 | 16 | 17 | 20,5 | 46 | |
| A ₁ | 7 | 8 | 9 | 10 | 12 | 16 | |
| a ⁵⁾ | 5 | 7 | 9 | 10 | 10 | 12 | |
| a ₁ | 6,5 | 8,75 | 11,5 | 13 | 14 | 16 | |
| b | 6 | 7 | 9 | 10 | 12 | 15 | |
| C ₁ | 33 | 43 | 55 | 67 | 73 | 76 | |
| E | 65 | 80 | 95 | 110 | 130 | 166 | |
| e _{h5} ⁶⁾ | 47 | 62 | 75 | 90 | 100 | 130 | |
| F | 61,5 | 67 | 82 | 97 | 117 | 150 | |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 166 | |
| f | 38 | 44 | 56 | 70 | 84 | 100 | |
| f _{1h6} | 30 | 40 | 45 | 55 | 65 | 85 | |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - | |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - | |
| Min. shaft length | g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| | g ₈ | 56 | 68 | 89 | 100 | 117 | 133 |
| h ₁ | 65 | 80 | 100 | 115 | 130 | 170 | |
| k | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 | - | |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 | |
| L ₁ ⁷⁾ | 72 | 88 | 108 | 124 | 141 | 185 | |
| m | 56 | 71 | 85 | 100 | 116 | 150 | |

| Bores [mm] | Size | | | | | | |
|---------------------------------|----------------------------------|----|----|----|----|----|----|
| | 01 | 0 | 1 | 2 | 3 | 4 | |
| d ²⁾³⁾⁴⁾ | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| d _P ²⁾¹⁰⁾ | d _{P min} ⁸⁾ | 12 | 15 | 22 | 28 | 32 | 40 |
| | d _{P max} ⁹⁾ | 20 | 25 | 30 | 40 | 50 | 65 |

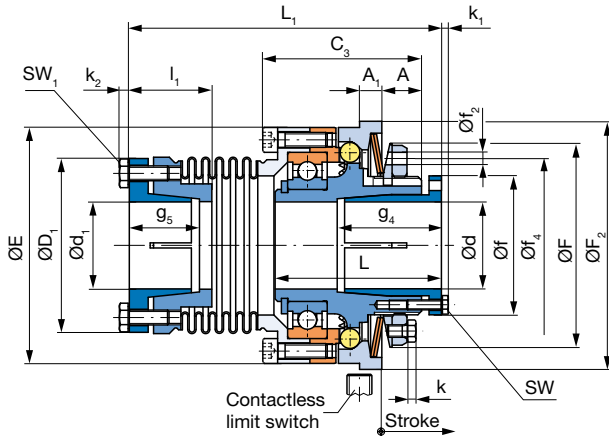
We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Please observe the shaft load in max. torque range.
- 3) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}
- 4) Transmittable torques with smaller bores available on request.
- 5) Mounting tolerance + 0,1
- 6) Tolerance user-side H7
- 7) Dimensions in untightened condition (shorter in tightened condition).
- 8) Smaller bores for low torques available on request.
- 9) Larger bores available on request.
- 10) The position of the keyway to the mounting bore "s" in the pressure flange is not defined. Defined position available on request.
- 11) Maximum speed: 250 rpm

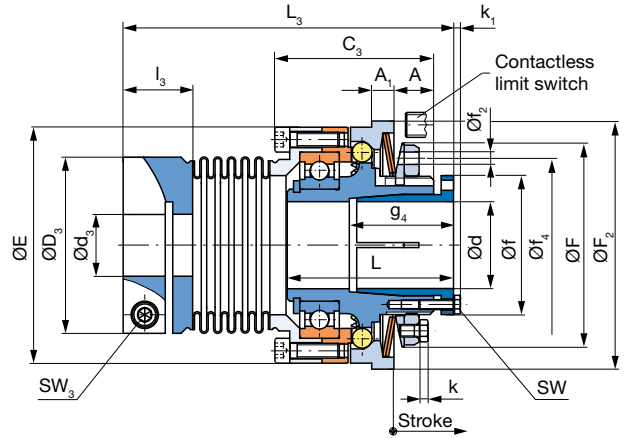
EAS®-Compact® with steel bellows coupling

Type 493.____.0
 Sizes 01 to 3

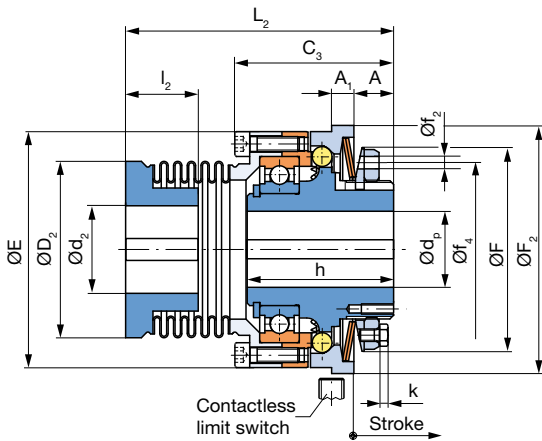
EAS®-side cone bushing,
 Steel bellows-side cone bushing
 Type 493.1_.0



EAS®-side cone bushing,
 Steel bellows-side clamping hub
 Type 493.3_.0



EAS®-side key hub,
 Steel bellows-side key hub
 Type 493.2_.0



Bestellnummer

| | | | | | | |
|------------------|--------------------------|---|---|----------------------------------|------------------------------------|---|
| EAS®-side | Steel-bellow-side | | | | Torque adjustment value (Optional) | With limit switch see page 51-53 (Option) |
| Cone bushing | Cone bushing | 1 | 0 | Ratchetting clutch ²⁾ | | |
| Key hub | Key hub | 2 | 5 | Synchronous clutch | | |
| Cone bushing | Clamping hub | 3 | | | | |

___ / 4 9 3 . ___ ___ . 0 / ___ / ___ / ___ / ___ / ___

| | | | | | |
|-------------------------------|---|--------|---|--|---|
| Sizes 01 to 3 | Torque range ¹⁾ medium high | 5 6 | Hub 1 bore Ø d ^{H7} Ø d _p ^{H7} | Hub 2 bore Ø d ₁ ^{H7} Ø d ₂ ^{H7} Ø d ₃ ^{H7} | Radial torque adjustment see page 42 (Option) |
|-------------------------------|---|--------|---|--|---|

Example: Order number 1 / 493.615.0 / 22 / 25 / 60 / limit switch 055.002.5 / radial adjustment

1) See Technical Data, limit torque for overload M_G
 2) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)

| Technical Data | | | | Size ¹⁾ | | | | |
|--|----------------|------------------|-------|--------------------|---------|----------|----------|-----------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| Limit torques for overload ¹⁾ | Type 493.5_..0 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 |
| | Type 493.6_..0 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 |
| Max. speed | | n _{max} | [rpm] | 4000 | 3000 | 2500 | 2000 | 1200 |
| Thrust washer stroke on overload | | | [mm] | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 |
| Nominal torques, steel bellows coupling | | T _{KN} | [Nm] | 50 | 100 | 200 | 350 | 600 |
| Permitted misalignments | axial | ΔK _a | [mm] | 0,4 | 0,6 | 0,8 | 1,0 | 1,0 |
| | radial | ΔK _r | [mm] | 0,15 | 0,15 | 0,20 | 0,25 | 0,30 |
| | angular | ΔK _w | [°] | 2 | 2 | 2 | 2 | 2 |

| Mass moments of inertia and weights | | | | Size | | | | |
|-------------------------------------|----------------|---|--------------------------------------|-------|-------|-------|-------|-------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| EAS®-hub-side | Type 493.1_..0 | I | [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 |
| | Type 493.2_..0 | I | [10 ⁻³ kgm ²] | 0,205 | 0,505 | 1,302 | 2,630 | 6,359 |
| | Type 493.3_..0 | I | [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 |
| Steel bellows-side | Type 493.1_..0 | I | [10 ⁻³ kgm ²] | 0,269 | 0,753 | 1,764 | 3,602 | 7,789 |
| | Type 493.2_..0 | I | [10 ⁻³ kgm ²] | 0,249 | 0,690 | 1,546 | 3,018 | 6,818 |
| | Type 493.3_..0 | I | [10 ⁻³ kgm ²] | 0,286 | 0,789 | 1,772 | 3,773 | 8,087 |
| Weights | Type 493.1_..0 | m | [kg] | 1,09 | 1,88 | 3,08 | 4,60 | 7,19 |
| | Type 493.2_..0 | m | [kg] | 1,04 | 1,76 | 2,85 | 4,27 | 6,90 |
| | Type 493.3_..0 | m | [kg] | 1,22 | 1,91 | 3,10 | 4,65 | 7,12 |

| Clamping screws | | | | Size | | | | |
|------------------------------------|--------------------|-----------------|------|--------|--------|--------|--------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 |
| In cone bushing steel bellows-side | Number, dimensions | M ₁ | [mm] | 4 x M4 | 6 x M5 | 6 x M6 | 6 x M8 | 6 x M8 |
| | Wrench opening | SW ₁ | [mm] | 7 | 8 | 10 | 13 | 13 |
| | Tightening torque | T _A | [Nm] | 3 | 5 | 9,5 | 17 | 17 |
| In clamping hub steel bellows-side | Number, dimensions | M ₃ | [mm] | 1 x M5 | 1 x M6 | 1 x M6 | 1 x M8 | 1 x M10 |
| | Wrench opening | SW ₃ | [mm] | 4 | 5 | 5 | 6 | 8 |
| | Tightening torque | T _A | [Nm] | 10 | 18 | 18 | 43 | 87 |

| Dimensions [mm] | | Size | | | | |
|------------------------------|----------------|------|------|-------|-----|-------|
| | | 01 | 0 | 1 | 2 | 3 |
| A | | 12 | 13,5 | 16 | 17 | 20,5 |
| A ₁ | | 7 | 8 | 9 | 10 | 12 |
| C ₃ | | 45 | 53 | 64 | 70 | 81 |
| D ₁ | | 47 | 60 | 70 | 81 | 98 |
| D ₂ | | 47 | 60 | 71 | 81 | 98 |
| D ₃ | | 50 | 60 | 71 | 82 | 98 |
| E | | 65 | 80 | 95 | 110 | 130 |
| F | | 61,5 | 67 | 82 | 97 | 117 |
| F ₂ | | 70 | 85 | 100 | 115 | 135 |
| f | | 38 | 44 | 56 | 70 | 84 |
| f ₂ | | 5 | 5 | 5 | 6 | 7 |
| f ₄ | | 50 | 55 | 70 | 84 | 100 |
| Min. shaft length | g ₄ | 34 | 39 | 42 | 48 | 53 |
| | g ₅ | 24 | 27 | 29 | 32 | 35 |
| | l ₃ | 24 | 28 | 28 | 36 | 40 |
| h | | 40 | 48 | 59 | 64 | 75 |
| k | | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 |
| k ₁ | | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 |
| L ⁴⁾ | | 47 | 56 | 67 | 73 | 86 |
| L ₁ ⁴⁾ | | 93 | 109 | 125,5 | 138 | 164 |
| L ₂ | | 77,5 | 92 | 107,5 | 119 | 140,5 |
| L ₃ ⁴⁾ | | 102 | 119 | 133 | 150 | 177 |
| l ₁ ⁴⁾ | | 27,5 | 29 | 33 | 37 | 45 |
| l ₂ | | 25 | 27 | 29 | 36 | 44 |

| Bores [mm] | | | Size | | | | |
|--------------------|---------------------------------|--------------------|------------------|------------------|------------------|------------------|----|
| | | | 01 | 0 | 1 | 2 | 3 |
| EAS®-side | d ^{2) 3)} | d _{min} | 10 | 15 | 22 | 32 | 35 |
| | | d _{max} | 20 | 25 | 35 | 45 | 55 |
| | d _P | d _{P min} | 12 | 15 | 22 | 28 | 32 |
| | | d _{P max} | 20 | 25 | 30 | 40 | 50 |
| Steel bellows-side | d ₁ ^{2) 3)} | d _{1 min} | 9 | 12 | 15 | 22 | 32 |
| | | d _{1 max} | 20 | 25 | 35 | 42 | 50 |
| | d ₂ | d _{2 min} | 9 | 12 | 15 | 22 | 32 |
| | | d _{2 max} | 20 ⁵⁾ | 25 ⁶⁾ | 35 ⁷⁾ | 42 ⁸⁾ | 50 |
| | d ₃ | d _{3 min} | 12 | 15 | 25 | 30 | 35 |
| | | d _{3 max} | 25 | 32 | 42 | 45 | 55 |

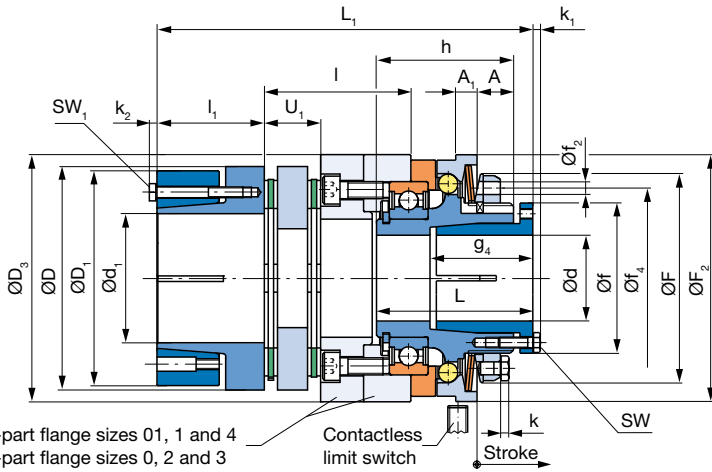
We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}.
- 3) Transmittable torques with smaller bores available on request.
- 4) Dimensions in untightened condition (shorter in tightened condition).
- 5) Up to Ø 18 keyway acc. DIN 6885/1, over Ø 18 keyway acc. DIN 6885/3
- 6) Up to Ø 22 keyway acc. DIN 6885/1, over Ø 22 keyway acc. DIN 6885/3
- 7) Up to Ø 33 keyway acc. DIN 6885/1, over Ø 33 keyway acc. DIN 6885/3
- 8) Up to Ø 38 keyway acc. DIN 6885/1, over Ø 38 keyway acc. DIN 6885/3

EAS®-Compact® torsionally rigid

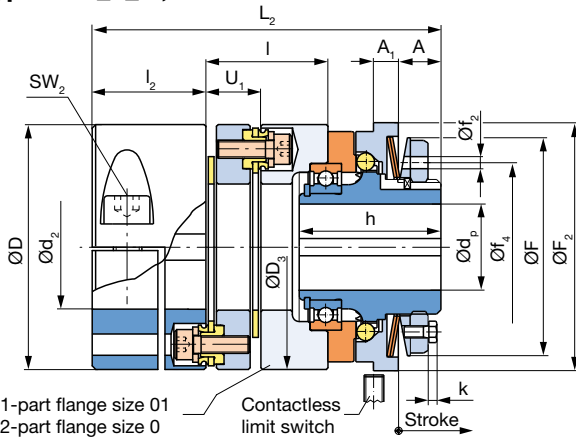
Type 496..._0
 Sizes 01 to 4

EAS®-side cone bushing
 ROBA®-DS-side shrink disk hub
 Type 496..._1_0, Sizes 01 to 4

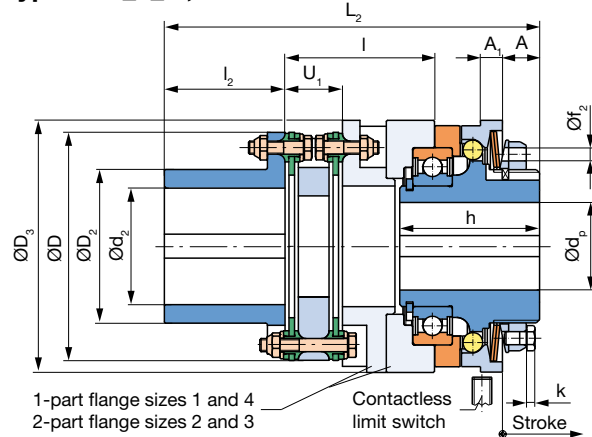


All EAS®-Compact® clutches can be combined with almost all components of the ROBA®-DS backlash-free shaft coupling. The Types shown here represent only a selection of the most established designs.
 For further combination possibilities, see page 43.
 We are happy to assist you in dimensioning and assembling your optimum clutch.

EAS®-side key hub
 ROBA®-DS-side clamping hub with keyway
 Type 496..._2_0, Sizes 01 and 0



EAS®-side key hub
 ROBA®-DS-side key hub
 Type 496..._2_0, Sizes 1 to 4



The missing dimensions (Ød4, ØF and ØF2) are identical to Type 496..._2_0

Bestellnummer

| | | | | | | |
|---|---|----------------------|----------------------|--|------------------------------------|---|
| EAS®-Seite Konusbuchse Passfedernabe | ROBA®-DS-side Shrink disk hub Clamping hub with keyway(sizes 01-0) / key hub (sizes 1-4) | 1 2 | 0 5 | Ratchetting clutch ³⁾ Synchronous clutch | Torque adjustment value (Optional) | With limit switch see page 51-53 (Option) |
|---|---|----------------------|----------------------|--|------------------------------------|---|

__ / 4 9 6 . __ . 0 / __ / __ / __ / __ / __

| | | | | | |
|-------------------------------|---|--|--|---|---|
| Sizes 01 to 4 | Torque range ¹⁾ medium high very high maximum ²⁾ | 5 6 7 8 | Hub 1 bore Ø d ^{H7} Ø d _p ^{H7} | Hub 2 bore Ø d ₁ ^{H7} Ø d ₂ ^{H7} | Radial torque adjustment see page 42 (Option) |
|-------------------------------|---|--|--|---|---|

Example: Order number 1 / 496.625.0 / 22 / 25 / 60 / limit switch 055.002.5 / radial adjustment

1) See Technical Data, limit torque for overload M_G
 2) Max. torque range only available as synchronous clutch, speed < 250 rpm
 3) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)

| Technical Data | | | | Size ¹⁾ | | | | | |
|---|------------------------------|----------------------|-----------|--------------------|-----------|-----------|-----------|------------|---|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Limit torques for overload ¹⁾ | Type 496.5__0 | M _G [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 | 120 - 300 | |
| | Type 496.6__0 | M _G [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 | 240 - 600 | |
| | Type 496.7__0 | M _G [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 280 - 700 | 480 - 1200 | |
| | Type 496.8_5.0 ⁵⁾ | M _G [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 350 - 875 | 600 - 1500 | |
| Max. speed | n _{max} [rpm] | | 4000 | 3000 | 2500 | 2000 | 1200 | 800 | |
| Thrust washer stroke on overload | [mm] | | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 | 2,5 | |
| Nominal torques, torsionally rigid coupling | T _{KN} [Nm] | | 100 | 150 | 300 | 650 | 1100 | 1600 | |
| Permitted misalignments | axial ¹⁾ | ΔK _a [mm] | 0,9 | 1,1 | 0,8 | 1,1 | 1,3 | 1,5 | |
| | radial | ΔK _r [mm] | 0,20 | 0,20 | 0,20 | 0,25 | 0,30 | 0,30 | |
| | angular | ΔK _w [°] | 2,0 | 2,0 | 1,4 | 1,4 | 1,4 | 1,4 | |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|--------------|--|-------|-------|-------|-------|--------|--------|---|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-hub-side | Type 496_1_0 | I [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 | 29,432 | |
| | Type 496_2_0 | I [10 ⁻³ kgm ²] | 0,205 | 0,505 | 1,302 | 2,630 | 6,359 | 28,443 | |
| ROBA®-DS-side | Type 496_1_0 | I [10 ⁻³ kgm ²] | 0,849 | 2,395 | 2,915 | 9,543 | 21,443 | 38,996 | |
| | Type 496_2_0 | I [10 ⁻³ kgm ²] | 0,709 | 2,086 | 2,417 | 7,815 | 18,215 | 31,480 | |
| Weights | Type 496_1_0 | m [kg] | 1,63 | 2,95 | 3,80 | 7,04 | 11,45 | 19,16 | |
| | Type 496_2_0 | m [kg] | 1,43 | 2,61 | 3,50 | 6,35 | 10,81 | 17,31 | |

| Clamping screws | | | | Size | | | | | |
|-------------------------------|--------------------|----------------------|--------|--------|--------|--------|--------|--------|---|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| In cone bushing EAS®-side | Number, dimensions | M [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 | |
| | Wrench opening | SW [mm] | 7 | 7 | 7 | 8 | 10 | 13 | |
| | Tightening torque | T _A [Nm] | 4 | 4 | 4 | 8 | 12 | 25 | |
| In shrink hub ROBA®-DS-side | Number, dimensions | M ₁ [mm] | 4 x M5 | 6 x M5 | 6 x M5 | 6 x M5 | 6 x M6 | 6 x M8 | |
| | Wrench opening | SW ₁ [mm] | 8 | 8 | 8 | 8 | 10 | 13 | |
| | Tightening torque | T _A [Nm] | 6 | 6 | 6 | 8,5 | 10 | 25 | |
| In clamping hub ROBA®-DS-side | Number, dimensions | M ₂ [mm] | 1 x M8 | 1 x M8 | - | - | - | - | |
| | Wrench opening | SW ₂ [mm] | 6 | 6 | - | - | - | - | |
| | Tightening torque | T _A [Nm] | 33 | 33 | - | - | - | - | |

| Dimensions [mm] | Size | | | | | |
|----------------------------------|-------|-------|-------|-------|------|------|
| | 01 | 0 | 1 | 2 | 3 | 4 |
| A | 12 | 13,5 | 16 | 17 | 20,5 | 46 |
| A ₁ | 7 | 8 | 9 | 10 | 12 | 16 |
| D | 69 | 79 | 77 | 104 | 123 | 143 |
| D ₁ | 68 | 78 | 77 | 100 | 115 | 143 |
| D ₂ | - | - | 50 | 70 | 80 | 100 |
| D ₃ | 69 | 85 | 100 | 115 | 135 | 172 |
| F | 61,5 | 67 | 82 | 97 | 117 | 150 |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 166 |
| f | 38 | 44 | 56 | 70 | 84 | 100 |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - |
| Min. shaft length g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| h | 40 | 48 | 59 | 64 | 75 | 115 |
| k | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 | - |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 |
| k ₂ | 3,5 | 3,5 | 3,5 | 3,5 | 4,0 | 5,3 |
| L ⁴⁾ | 47 | 56 | 67 | 73 | 86 | 130 |
| L ₁ ⁴⁾ | 105,5 | 133,1 | 141,2 | 175,2 | 208 | 237 |
| L ₂ | 98,5 | 121,1 | 133,2 | 171,2 | 207 | 237 |
| l | 34,5 | 50,6 | 48,2 | 68,2 | 85 | 68 |
| l ₁ | 32 | 37,5 | 40 | 50 | 55 | 60 |
| l ₂ | 32 | 33,5 | 40 | 55 | 65 | 75 |
| U ₁ | 15,5 | 16,6 | 21,2 | 26,2 | 34 | 35,2 |

| Bores [mm] | | | Size | | | | | |
|---------------|------------------------------|--------------------|------|----|----|----|----|----|
| | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-side | d ²⁾ | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| | d _P | d _{P min} | 12 | 15 | 22 | 28 | 32 | 40 |
| | | d _{P max} | 20 | 25 | 30 | 40 | 50 | 65 |
| ROBA®-DS-side | d ₁ ³⁾ | d _{1 min} | 19 | 25 | 25 | 40 | 45 | 55 |
| | | d _{1 max} | 38 | 45 | 45 | 60 | 70 | 90 |
| | d ₂ | d _{2 min} | 19 | 25 | 16 | 25 | 30 | 35 |
| | | d _{2 max} | 35 | 42 | 32 | 50 | 55 | 70 |

We reserve the right to make dimensional and constructional alterations.

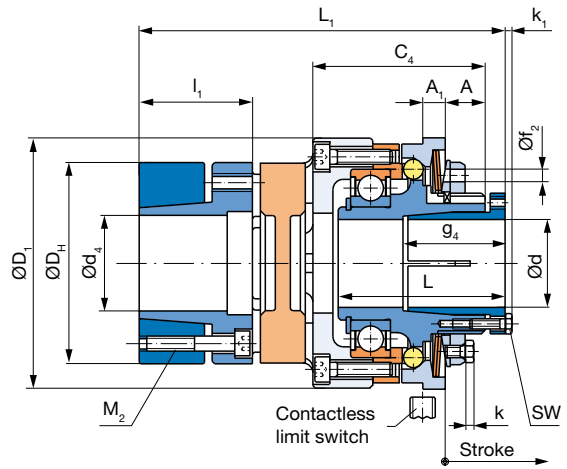
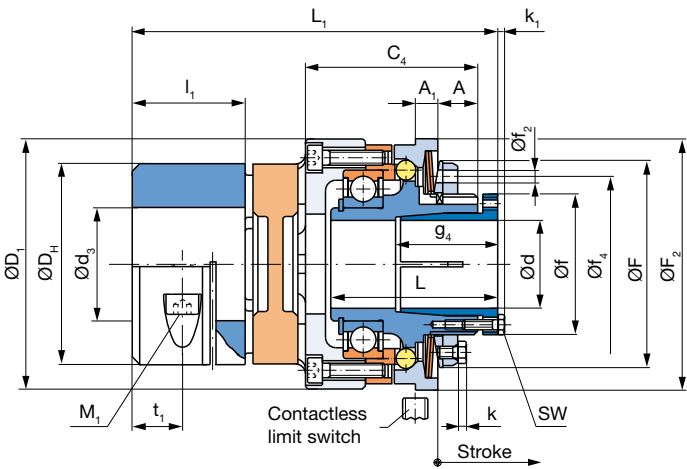
- 1) Only permitted as a static or virtually static value.
- 2) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}
- 3) Recommended shaft tolerance g₆
- 4) Dimensions in untightened condition (shorter in tightened condition).
- 5) Maximum speed: 250 rpm

EAS®-Compact® lastic backlash-free

Type 494. _ _ _
 Sizes 01 to 4

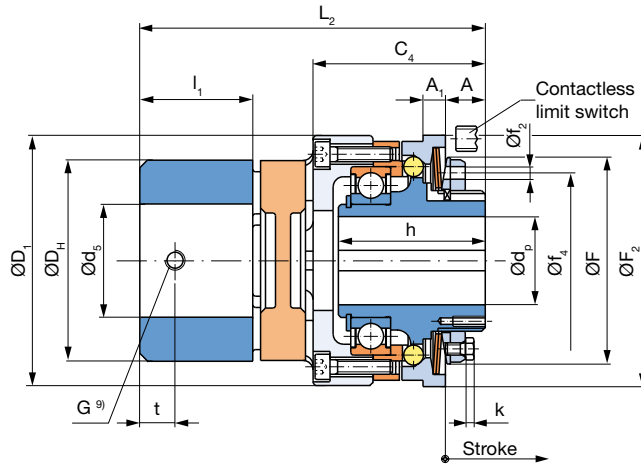
EAS®-side cone bushing,
 ROBA®-ES-side clamping hub
 Type 494. 0 _ _

EAS®-side cone bushing,
 ROBA®-ES-side shrink disk hub
 Type 494. 1 _ _



The missing dimensions (Øf, Øf₄, ØF and ØF₂) are identical to Type 494.0...

EAS®-side key hub,
 ROBA®-ES-side key hub
 Type 494. 2 _ _



Order Number

| | | | | | | | |
|---|--|----------------------------------|--|--|--|---|---|
| EAS®-side Cone bushing Cone bushing Key hub | ROBA®-ES-side Clamping hub Shrink disk hub Key hub | 0 1 2 | 0 5 | Ratchetting clutch ²⁾ Synchronous clutch | Torque adjustment value (Optional) | With limit switch see page 51-53 (Option) | |
| _ / 4 9 4 . _ _ _ . _ / _ / _ / _ / _ / _ | | | | | | | |
| Sizes 01 to 4 | Torque range ¹⁾ medium high very high | 5 6 7 | Flexible coupling 92 Shore A 98 Shore A 64 Shore D | 3 4 6 | Hub 1 bore Ø d ^{H7} Ø d _p ^{H7} | Hub 2 bore Ø d ₃ ^{F7} Ø d ₄ ^{H7} Ø d ₅ ^{H7} | Radial torque adjustment see page 42 (Option) |

Example: Order number 1 / 494.615.3 / 22 / 25 / 60 / limit switch 055.002.5 / radial adjustment

- 1) See Technical Data, limit torque for overload M_G
- 2) Standard ratchetting division is 15°; other ratchetting divisions optionally available (45°/60°/90°/120°/180°/...)
- 3) The transmittable torques on the flexible coupling "T_{KN}" are dependent on factors such as temperature, torsional rigidity, etc., see also coupling dimensioning ROBA®-ES catalogue K.940.V__ or contact the manufacturer. Furthermore, the transmittable torques of the flexible coupling are dependent on the bore diameter d₃ or d₄, see also Table 1 on page 50.
- 4) Shaft tolerance up to Ø 38_{h8} over Ø 38_{h8}
- 5) Transmittable torques with smaller bores available on request.
- 6) Smaller bores for low torques available on request.
- 7) Larger bores available on request.
- 8) Shaft tolerance up to Ø 40_{j6}
- 9) Keyway 180° offset to "G".
- 10) Dimensions in untightened condition (shorter in tightened condition).

| Technical Data | | | | Größe | | | | | | |
|---|------------------|-----------------------------------|-----------------|----------|-----------|-----------|------------|------------|-------------|------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | |
| Limit torques for overload ³⁾ | Type 494.5 _ _ _ | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 70 - 175 | 120 - 300 | |
| | Type 494.6 _ _ _ | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 140 - 350 | 240 - 600 | |
| | Type 494.7 _ _ _ | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 280 - 700 | 480 - 1200 | |
| Max. speed | | n _{max} | [rpm] | 4000 | 3000 | 2500 | 2000 | 1200 | 800 | |
| Thrust washer stroke on overload | | | [mm] | 1,2 | 1,5 | 1,8 | 2,0 | 2,2 | 2,5 | |
| Nominal and maximum torques ³⁾ , flexible coupling | 92 Shore A | T _{KN} /T _{max} | [Nm] | 35 / 70 | 95 / 190 | 190 / 380 | 265 / 530 | 310 / 620 | - / - | |
| | 98 Shore A | T _{KN} /T _{max} | [Nm] | 60 / 120 | 160 / 320 | 325 / 650 | 450 / 900 | 525 / 1050 | 1040 / 2080 | |
| | 64 Shore D | T _{KN} /T _{max} | [Nm] | 75 / 150 | 200 / 400 | 405 / 810 | 560 / 1120 | 655 / 1310 | - / - | |
| Permitted misalignments | axial | ΔK _a | [mm] | 1,4 | 1,5 | 1,8 | 2,0 | 2,1 | 2,6 | |
| | radial | 92 Shore A | ΔK _r | [mm] | 0,14 | 0,15 | 0,17 | 0,19 | 0,21 | - |
| | | 98 Shore A | ΔK _r | [mm] | 0,10 | 0,11 | 0,12 | 0,14 | 0,16 | 0,18 |
| | radial | 64 Shore D | ΔK _r | [mm] | 0,07 | 0,08 | 0,09 | 0,10 | 0,11 | - |
| | | 92 Shore A | ΔK _w | [°] | 1,0 | 1,0 | 1,0 | 1,0 | 1,0 | - |
| | winklig | 98 Shore A | ΔK _w | [°] | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 |
| | 64 Shore D | ΔK _w | [°] | 0,8 | 0,8 | 0,8 | 0,8 | 0,8 | - | |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|-----------------|---|--------------------------------------|-------|-------|-------|-------|--------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-hub-side | Type 494. 0 _ _ | I | [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 | 29,432 |
| | Type 494. 1 _ _ | I | [10 ⁻³ kgm ²] | 0,211 | 0,531 | 1,388 | 2,846 | 6,858 | 29,432 |
| | Type 494. 2 _ _ | I | [10 ⁻³ kgm ²] | 0,205 | 0,505 | 1,302 | 2,630 | 6,359 | 28,443 |
| ROBA®-ES-side | Type 494. 0 _ _ | I | [10 ⁻³ kgm ²] | 0,322 | 0,700 | 1,846 | 7,627 | 14,530 | 48,570 |
| | Type 494. 1 _ _ | I | [10 ⁻³ kgm ²] | 0,381 | 0,833 | 2,280 | 7,475 | 14,167 | 43,038 |
| | Type 494. 2 _ _ | I | [10 ⁻³ kgm ²] | 0,324 | 0,696 | 1,847 | 7,613 | 14,520 | 49,106 |
| Weights | Type 494. 0 _ _ | m | [kg] | 1,06 | 1,58 | 2,69 | 6,31 | 9,23 | 21,53 |
| | Type 494. 1 _ _ | m | [kg] | 1,18 | 1,74 | 3,05 | 6,20 | 8,91 | 21,44 |
| | Type 494. 2 _ _ | m | [kg] | 1,02 | 2,09 | 2,70 | 6,23 | 9,56 | 21,09 |

| Clamping screws | | | | Size | | | | | |
|-------------------------------|--------------------|-----------------|------|--------|--------|--------|---------|---------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 |
| In clamping hub ROBA®-ES-side | Number, dimensions | M ₁ | [mm] | 1 x M6 | 1 x M8 | 1 x M8 | 1 x M10 | 1 x M12 | 1 x M14 |
| | Wrench opening | SW ₁ | [mm] | 5 | 6 | 6 | 8 | 10 | 12 |
| | Tightening torque | T _A | [Nm] | 10,5 | 25 | 25 | 70 | 120 | 200 |
| In shrink hub ROBA®-ES-side | Number, dimensions | M ₂ | [mm] | 4 x M5 | 8 x M5 | 8 x M6 | 4 x M8 | 4 x M8 | 4 x M12 |
| | Wrench opening | SW ₂ | [mm] | 4 | 4 | 5 | 6 | 6 | 10 |
| | Tightening torque | T _A | [Nm] | 6 | 6 | 10,5 | 25 | 30 | 75 |

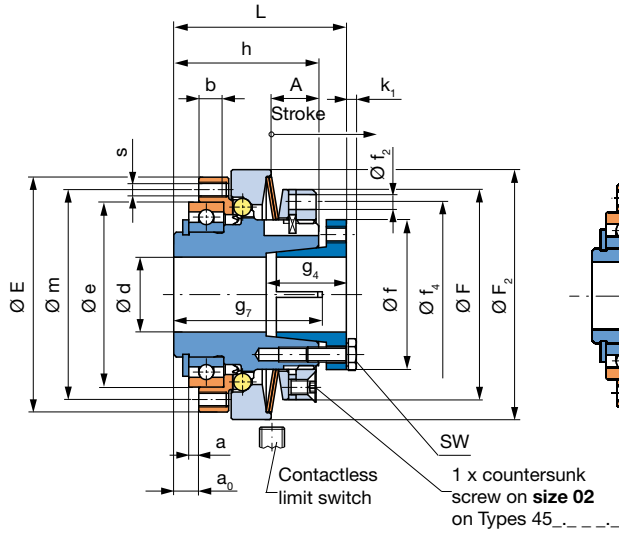
| Dimensions [mm] | Size | | | | | |
|----------------------------------|------|-------|-----|-----|------|------|
| | 01 | 0 | 1 | 2 | 3 | 4 |
| A | 12 | 13,5 | 16 | 17 | 20,5 | 46 |
| A ₁ | 7 | 8 | 9 | 10 | 12 | 16 |
| C ₄ | 47 | 56,5 | 69 | 74 | 87 | 130 |
| D ₁ | 70 | 85 | 100 | 115 | 135 | 175 |
| D _H | 55 | 65 | 80 | 95 | 105 | 135 |
| F | 61,5 | 67 | 82 | 97 | 117 | 150 |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 166 |
| f | 38 | 44 | 56 | 70 | 84 | 100 |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - |
| G ⁹⁾ | M5 | M6 | M8 | M8 | M8 | M10 |
| Min. shaft length g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| h | 40 | 48 | 59 | 64 | 75 | 115 |
| k | 2,8 | 2,8 | 3,5 | 4,0 | 4,0 | - |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 |
| L ¹⁰⁾ | 47 | 56 | 67 | 73 | 86 | 130 |
| L ₁ ¹⁰⁾ | 102 | 119,5 | 146 | 159 | 182 | 255 |
| L ₂ | 95 | 111,5 | 138 | 150 | 171 | 240 |
| l ₁ | 30 | 35 | 45 | 50 | 56 | 75 |
| t | 10 | 15 | 15 | 20 | 25 | 20 |
| t ₁ | 12 | 13,5 | 20 | 20 | 21 | 27,5 |

| Bores [mm] | | Size | | | | | | |
|---------------|---------------------------------|--------------------|----|----|----|----|------------------|----|
| | | 01 | 0 | 1 | 2 | 3 | 4 | |
| EAS®-side | d ^{4) 5)} | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| ROBA®-ES-side | d _p ^{6) 7)} | d _{p min} | 12 | 15 | 22 | 28 | 32 | 40 |
| | | d _{p max} | 20 | 25 | 30 | 40 | 50 | 65 |
| EAS®-side | d ₃ ³⁾ | d _{3 min} | 15 | 19 | 20 | 28 | 35 | 45 |
| | | d _{3 max} | 28 | 35 | 45 | 50 | 55 | 80 |
| ROBA®-ES-side | d ₄ ³⁾ | d _{4 min} | 15 | 19 | 20 | 28 | 35 ⁸⁾ | 45 |
| | | d _{4 max} | 28 | 38 | 45 | 50 | 60 ⁸⁾ | 75 |
| EAS®-side | d ₅ ³⁾ | d _{5 min} | 8 | 10 | 12 | 14 | 20 | 38 |
| | | d _{5 max} | 28 | 38 | 45 | 55 | 60 | 80 |

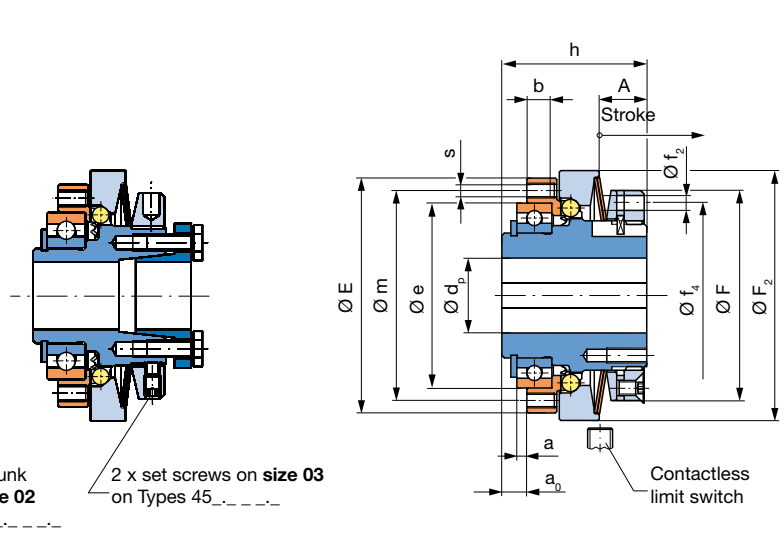
We reserve the right to make dimensional and constructional alterations.

EAS®-NC short hub

with cone bushing
Type 450._1_.0

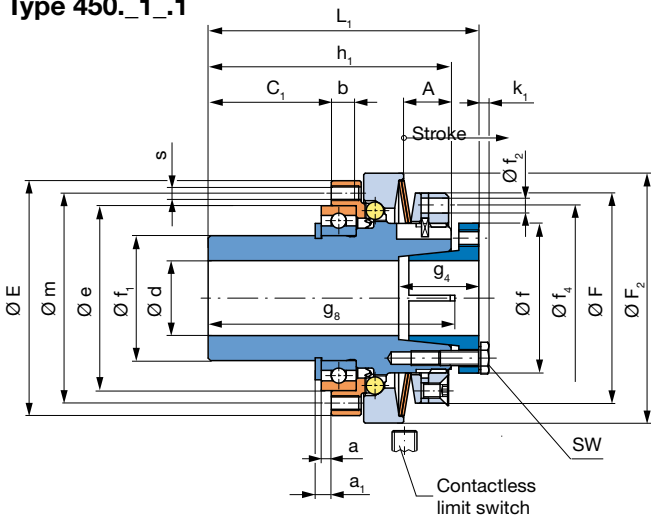


Type 450.____.0
Sizes 03 and 02
with keyway
Type 450._2_.0

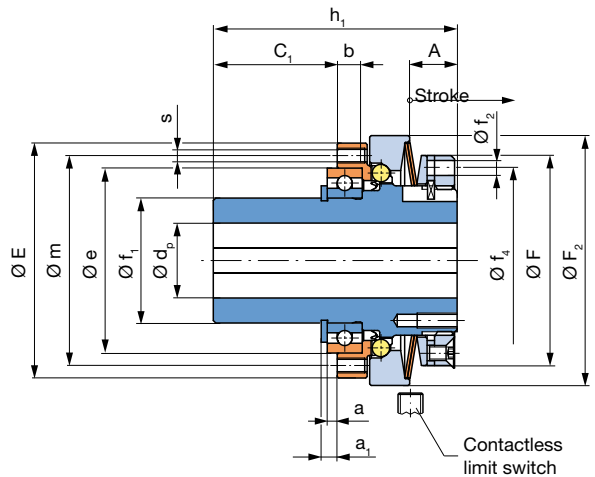


EAS®-NC long protruding hub

with cone bushing
Type 450._1_.1



with keyway
Type 450._2_.1



Order Number

| | | | | | |
|---|---|-------------|----------------------------------|--|--|
| | with cone bushing with keyway | 1 2 | 0 5 | Ratchetting clutch Synchronous clutch | Torque adjustment value (Optional) |
| <div style="display: flex; justify-content: space-around; align-items: center;"> — / 4 5 0 . — — . — / — / — / — </div> | | | | | |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| Sizes 03 and 02 | Torque range ¹⁾ medium high very high | 5 6 7 | short hub long protruding hub | 0 1 | Hub bore Ø d ^{H7} Ø d _p ^{H7} |
| | | | | | With limit switch see page 51-53 (Option) |

Example: Order number 02 / 450.610.0 / 15 / 8 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size ¹⁾ | |
|--|------------------|----------------|------|--------------------|--------|
| | | | | 03 | 02 |
| Limit torques for overload ¹⁾ | Type 450.5_ _ _ | M _G | [Nm] | 0,65 - 1,30 | 2 - 5 |
| | Type 450.6_ _ _ | M _G | [Nm] | 1,30 - 2,60 | 5 - 10 |
| | Type 450.7_ _ _ | M _G | [Nm] | 2,00 - 3,80 | 6 - 15 |
| Max. speed | n _{max} | [rpm] | | 4000 | 4000 |
| Thrust washer stroke on overload | | [mm] | | 0,8 | 1,0 |

| Mass moments of inertia and weights | | | | Size | |
|-------------------------------------|-------------------|---|--------------------------------------|-------|-------|
| | | | | 03 | 02 |
| Hub-side | Type 450._1_0 | I | [10 ⁻³ kgm ²] | 0,027 | 0,054 |
| | Type 450._2_0 | I | [10 ⁻³ kgm ²] | 0,025 | 0,051 |
| | Type 450._1_1 | I | [10 ⁻³ kgm ²] | 0,028 | 0,058 |
| | Type 450._2_1 | I | [10 ⁻³ kgm ²] | 0,026 | 0,055 |
| Pressure flange-side | Type 450. _ _ _ _ | I | [10 ⁻³ kgm ²] | 0,008 | 0,018 |
| Weights | Type 450._1_0 | m | [kg] | 0,18 | 0,28 |
| | Type 450._2_0 | m | [kg] | 0,17 | 0,26 |
| | Type 450._1_1 | m | [kg] | 0,20 | 0,32 |
| | Type 450._2_1 | m | [kg] | 0,19 | 0,30 |

| Clamping screws and screw-on bores | | | | Size | |
|------------------------------------|--------------------|----------------|------|--------|--------|
| | | | | 03 | 02 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 4 x M3 | 4 x M3 |
| | Wrench opening | SW | [mm] | 5,5 | 5,5 |
| | Tightening torque | T _A | [Nm] | 1 | 1 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 6 x M3 | 6 x M3 |

| Dimensions [mm] | Size | |
|-------------------------------|----------------|------|
| | 03 | 02 |
| A | 7,2 | 9,5 |
| a ²⁾ | 2 | 2 |
| a ₀ | 4,5 | 5,0 |
| a ₁ | 3,0 | 3,2 |
| b | 5 | 5 |
| C ₁ | 20,5 | 25 |
| E | 40 | 47 |
| e _{h5} ⁴⁾ | 30 | 37 |
| F | 37 | 42 |
| F ₂ | 45 | 50 |
| f | 26 | 30 |
| f _{1 h6} | 17 | 25 |
| f ₂ | - | 3 |
| f ₄ | - | 37 |
| Min. shaft length | g ₄ | 11,5 |
| | g ₇ | 25,5 |
| | g ₈ | 41,5 |
| h | 24 | 29 |
| h ₁ | 40 | 49 |
| k ₁ | 2 | 2 |
| L ⁶⁾ | 28,5 | 34,5 |
| L ₁ ⁶⁾ | 44,5 | 54,5 |
| m | 35 | 42 |

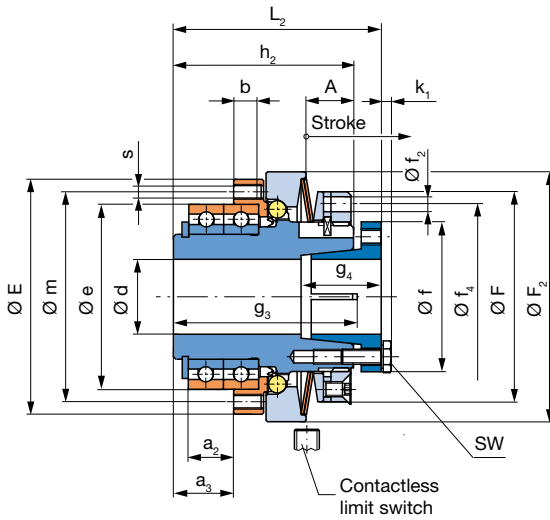
| Bores [mm] | | Size | |
|------------------------------|--------------------|------|------------------|
| | | 03 | 02 |
| d | d _{min} | 6 | 8 |
| | d _{max} | 12 | 15 |
| d _P ³⁾ | d _{P min} | 6 | 8 |
| | d _{P max} | 11 | 16 ⁵⁾ |

We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Mounting tolerance + 0,1
- 3) The position of the keyway to the mounting bore "s" in the pressure flange is not defined. Defined position available on request.
- 4) Tolerance user-side H7
- 5) Up to Ø 14 keyway acc. DIN 6885/1, over Ø 14 keyway acc. DIN 6885/3
- 6) Dimensions in untightened condition (shorter in tightened condition).

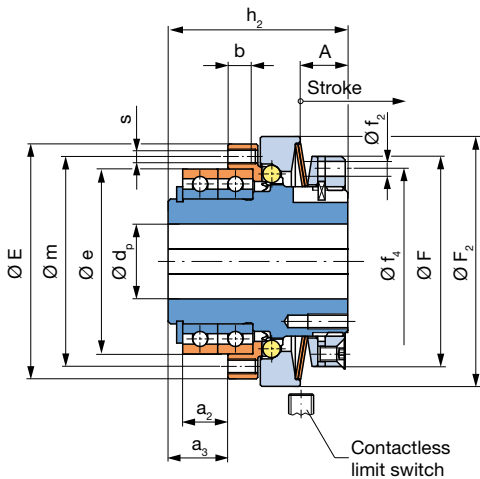
EAS®-NC double bearing design with cone bushing

Type 450._1_.2
 Sizes 03 and 02



EAS®-NC double bearing design with keyway

Type 450._2_.2
 Sizes 03 and 02



Order Number

| | | | | | |
|---------------------------------|--|----------------------------------|------------------|--------------------|---|
| with cone bushing | | 1 | 0 | Ratchetting clutch | Torque adjustment value (Optional) |
| with keyway | | 2 | 5 | Synchronous clutch | |
| ▾ | | | | | |
| _ / 4 5 0 . _ _ . 2 / _ / _ / _ | | | | | |
| ▲ | | | | | |
| Sizes 03 and 02 | Torque range ¹⁾ medium high very high | 5 6 7 | 2-bearing design | 2 | Hub bore Ø d ^{H7} Ø d _p ^{H7} |
| | | | | | With limit switch see page 51-53 (Option) |

Example: Order number 02 / 450.610.2 / 15 / 8 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size ¹⁾ | |
|--|----------------|------------------|-------|--------------------|--------|
| | | | | 03 | 02 |
| Limit torques for overload ¹⁾ | Type 450.5_..2 | M _G | [Nm] | 0,65 - 1,30 | 2 - 5 |
| | Type 450.6_..2 | M _G | [Nm] | 1,30 - 2,60 | 5 - 10 |
| | Type 450.7_..2 | M _G | [Nm] | 2,00 - 3,80 | 6 - 15 |
| Max. speed | | n _{max} | [rpm] | 4000 | 4000 |
| Thrust washer stroke on overload | | | [mm] | 0,8 | 1,0 |

| Mass moments of inertia and weights | | | | Size | |
|-------------------------------------|-----------------|---|--------------------------------------|-------|-------|
| | | | | 03 | 02 |
| Hub-side | Type 450._1_..2 | I | [10 ⁻³ kgm ²] | 0,028 | 0,058 |
| | Type 450._2_..2 | I | [10 ⁻³ kgm ²] | 0,026 | 0,055 |
| Pressure flange-side | Type 450._..2 | I | [10 ⁻³ kgm ²] | 0,008 | 0,018 |
| Weights | Type 450._1_..2 | m | [kg] | 0,13 | 0,31 |
| | Type 450._2_..2 | m | [kg] | 0,18 | 0,29 |

| Clamping screws and screw-on bores | | | | Size | |
|------------------------------------|--------------------|----------------|------|--------|--------|
| | | | | 03 | 02 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 4 x M3 | 4 x M3 |
| | Wrench opening | SW | [mm] | 5,5 | 5,5 |
| | Tightening torque | T _A | [Nm] | 1 | 1 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 6 x M3 | 6 x M3 |

| Dimensions [mm] | Size | | |
|-------------------------------|----------------|------|------|
| | 03 | 02 | |
| A | 7,2 | 9,5 | |
| a ₂ ²⁾ | 9 | 9 | |
| a ₃ | 11,5 | 12 | |
| b | 5 | 5 | |
| E | 40 | 47 | |
| e _{h5} ⁴⁾ | 30 | 37 | |
| F | 37 | 42 | |
| F ₂ | 45 | 50 | |
| f | 26 | 30 | |
| f ₂ | - | 3 | |
| f ₄ | - | 37 | |
| Min. shaft length | g ₃ | 32,5 | 37,5 |
| | g ₄ | 11,5 | 15,5 |
| h ₂ | 31 | 36 | |
| k ₁ | 2 | 2 | |
| L ₂ ⁶⁾ | 35,5 | 41,5 | |
| m | 35 | 42 | |

| Bores [mm] | | Size | |
|------------------------------|--------------------|------|------------------|
| | | 03 | 02 |
| d | d _{min} | 6 | 8 |
| | d _{max} | 12 | 15 |
| d _P ³⁾ | d _{P min} | 6 | 8 |
| | d _{P max} | 11 | 16 ⁵⁾ |

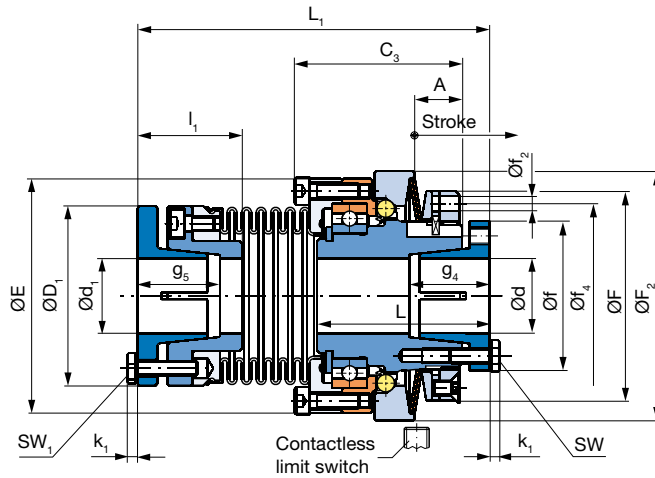
We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Mounting tolerance + 0,1
- 3) The position of the keyway to the mounting bore "s" in the pressure flange is not defined. Defined position available on request.
- 4) Tolerance user-side H7
- 5) Up to Ø 14 keyway acc. DIN 6885/1, over Ø 14 keyway acc. DIN 6885/3
- 6) Dimensions in untightened condition (shorter in tightened condition).

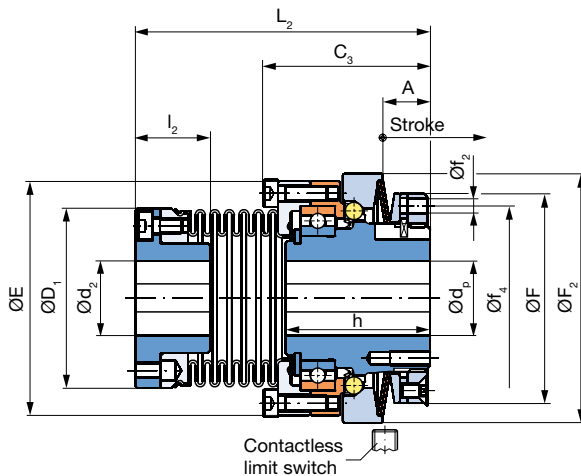
EAS®-NC with steel bellows coupling

Type 453.____.0
 Sizes 03 and 02

EAS®-side cone bushing,
 Steel bellows-side cone bushing
 Type 453._1_.0



EAS®-side key hub,
 Steel bellows-side key hub
 Type 453._2_.0



Order Number

| | | | | | |
|---|--|----------------------|----------------------|--|--|
| EAS®-side Cone bushing Key hub | Steel bellows-side Cone bushing Key hub | 1 2 | 0 5 | Ratchetting clutch Synchronous clutch | Torque adjustment value (Optional) |
|---|--|----------------------|----------------------|--|--|

__ / 4 5 3 . __ __ . 0 / __ / __ / __ / __

| | | | | | |
|---------------------------------|--|----------------------------------|--|---|--|
| Sizes 03 and 02 | Torque range ¹⁾ medium high very high | 5 6 7 | Hub 1 bore Ø d ^{H7} Ø d _p ^{H7} | Hub 2 bore Ø d ₁ ^{H7} Ø d ₂ ^{H7} | With limit switch see page 51-53 (Option) |
|---------------------------------|--|----------------------------------|--|---|--|

Example: Order number 02 / 453.615.0 / 15 / 15 / 8 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size ¹⁾ | |
|--|---------------|------------------|-------|--------------------|--------|
| | | | | 03 | 02 |
| Limit torques for overload ¹⁾ | Type 453.5__0 | M _G | [Nm] | 0,65 - 1,30 | 2 - 5 |
| | Type 453.6__0 | M _G | [Nm] | 1,30 - 2,60 | 5 - 10 |
| | Type 453.7__0 | M _G | [Nm] | 2,00 - 3,80 | 6 - 15 |
| Max. speed | | n _{max} | [rpm] | 4000 | 4000 |
| Thrust washer stroke on overload | | | [mm] | 0,8 | 1,0 |
| Nominal torques, steel bellows coupling | | T _{KN} | [Nm] | 12 | 25 |
| Permitted misalignments | axial | ΔK _a | [mm] | 0,2 | 0,3 |
| | radial | ΔK _r | [mm] | 0,1 | 0,1 |
| | angular | ΔK _w | [°] | 2 | 2 |

| Mass moments of inertia and weights | | | | Size | |
|-------------------------------------|---------------|---|--------------------------------------|-------|-------|
| | | | | 03 | 02 |
| Hub-side | Type 453._1_0 | I | [10 ⁻³ kgm ²] | 0,027 | 0,054 |
| | Type 453._2_0 | I | [10 ⁻³ kgm ²] | 0,025 | 0,051 |
| Steel bellows-side | Type 453._1_0 | I | [10 ⁻³ kgm ²] | 0,027 | 0,063 |
| | Type 453._2_0 | I | [10 ⁻³ kgm ²] | 0,025 | 0,057 |
| Weights | Type 453._1_0 | m | [kg] | 0,27 | 0,45 |
| | Type 453._2_0 | m | [kg] | 0,24 | 0,39 |

| Clamping screws | | | | Size | |
|------------------------------------|--------------------|-----------------|------|--------|--------|
| | | | | 03 | 02 |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 4 x M3 | 4 x M3 |
| | Wrench opening | SW | [mm] | 5,5 | 5,5 |
| | Tightening torque | T _A | [Nm] | 1,3 | 1,3 |
| In cone bushing steel bellows-side | Number, dimensions | M ₁ | [mm] | 4 x M3 | 4 x M3 |
| | Wrench opening | SW ₁ | [mm] | 5,5 | 5,5 |
| | Tightening torque | T _A | [Nm] | 1,3 | 1,3 |

| Dimensions [mm] | | Size | |
|------------------------------|----------------|------|------|
| | | 03 | 02 |
| A | | 7,2 | 9,5 |
| C ₃ | | 28 | 33,5 |
| D ₁ | | 30 | 36 |
| E | | 40 | 47 |
| F | | 37 | 42 |
| F ₂ | | 45 | 50 |
| f | | 26 | 30 |
| f ₂ | | - | 3 |
| f ₄ | | - | 37 |
| Min. shaft length | g ₄ | 11,5 | 15,5 |
| | g ₅ | 12,5 | 16 |
| h | | 24 | 29 |
| k ₁ | | 2 | 2 |
| L ³⁾ | | 28,5 | 34,5 |
| L ₁ ³⁾ | | 58,5 | 70,5 |
| L ₂ | | 49,3 | 59 |
| l ₁ ³⁾ | | 14 | 21 |
| l ₂ | | 9,5 | 15 |

| Bores [mm] | | Size | | |
|--------------------|----------------|--------------------|----|------------------|
| | | 03 | 02 | |
| EAS®-side | d | d _{min} | 6 | 8 |
| | | d _{max} | 12 | 15 |
| | d _p | d _{p min} | 6 | 8 |
| | | d _{p max} | 11 | 16 ²⁾ |
| Steel bellows-side | d ₁ | d _{1 min} | 6 | 8 |
| | | d _{1 max} | 12 | 15 |
| | d ₂ | d _{2 min} | 6 | 8 |
| | | d _{2 max} | 11 | 16 ²⁾ |

We reserve the right to make dimensional and constructional alterations.

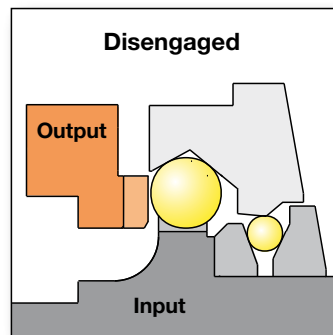
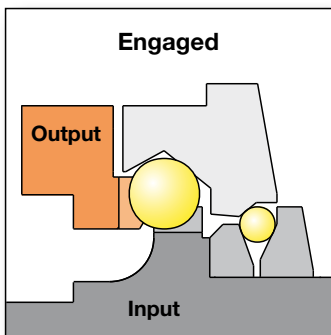
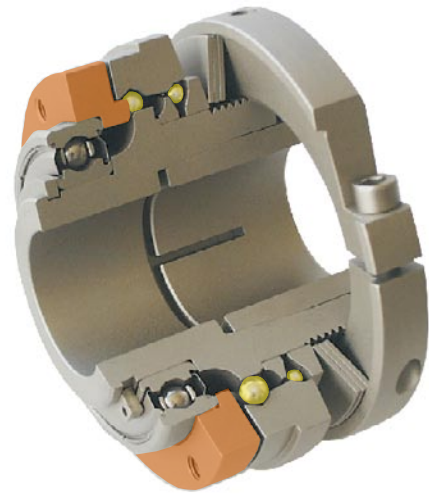
- 1) Further sizes for smaller and larger torques available on request.
- 2) Up to Ø 14 keyway acc. DIN 6885/1, over Ø 14 keyway acc. DIN 6885/3
- 3) Dimensions in untightened condition (shorter in tightened condition).

EAS®-Compact® overload clutch

Function

If the set limit torque is exceeded, the clutch disengages. The torque drops immediately. A mounted limit switch registers the disengagement movement and switches off the drive. The limit switch signal can also be used for further control functions.

EAS®-Compact® overload clutches separate the input and the output side completely and remain in this state until they are intentionally re-engaged by hand or via a suitable device.

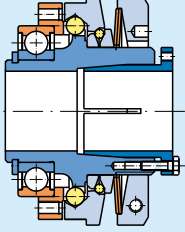
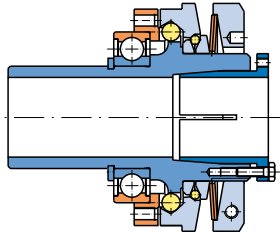
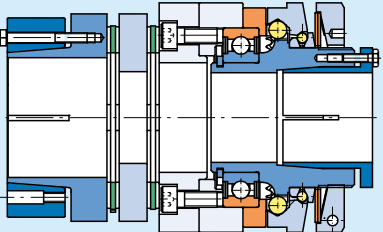
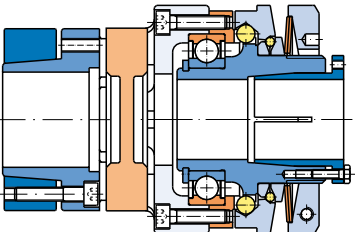
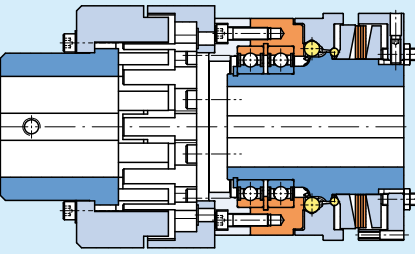


When in operation, the EAS®-Compact® overload clutches transmit the torque backlash-free. On overload occurrence, they ensure free run-out of the drive components.



The EAS®-Compact® overload clutches Type 49_5_4_, 49_6_4_ and 49_7_4_ are also available in ATEX design according to directive 94/9 EC (ATEX 95).

Summary of structural designs EAS®-Compact®

| | | |
|---|---|--|
| <p>EAS®-Compact® overload short hub</p>  | <p>Torque: 5 to 3.000 Nm</p> <p>Sizes 01 to 3 Type 490._ _ 4.0</p> <p>Sizes 4 and 5 as double bearing design Type 490._ _ 4.2</p> | <ul style="list-style-type: none"> Flange clutch for direct installation of the drive element with the resulting radial force approximately in the bearing centre. <p>With cone bushing With keyway</p> <p>Type 490._14._ Type 490._24._</p> <p style="text-align: right;">Page 28</p> |
| <p>EAS®-Compact® overload long protruding hub</p>  | <p>Torque: 5 to 1.000 Nm</p> <p>Sizes 01 to 3 Type 490._ _ 4.1</p> | <ul style="list-style-type: none"> Flange clutch for very wide drive elements or elements with a very small diameter. Suitable bearings for the drive element are ball bearings, needle bearings or plain bearings. <p>With cone bushing With keyway</p> <p>Type 490._14.1 Type 490._24.1</p> <p style="text-align: right;">Page 30</p> |
| <p>EAS®-Compact® overload torsionally rigid</p>  | <p>Torque: 5 to 3.000 Nm</p> <p>Sizes 01 to 3 Type 496._ _ 4.0</p> <p>Sizes 4 and 5 as double bearing design Type 496._ _ 4.2</p> | <ul style="list-style-type: none"> Double shaft design with a robust disk pack coupling. Compensation for axial, radial and angular misalignments High torsional rigidity. <p>Hub designs: <u>EAS®-side/torsionally rigid side</u> Cone bushing/Shrink disk hub Type 496._14._ Key hub/clamping hub Type 496._24.0 Key hub/key hub Type 496._24._</p> <p style="text-align: right;">Page 32</p> |
| <p>EAS®-Compact® overload lastic backlash-free</p>  | <p>Torque: 5 to 1.500 Nm</p> <p>Sizes 01 to 3 Type 494._ _ 4._</p> <p>Size 4 as double bearing design Type 494._ _ 4._</p> | <ul style="list-style-type: none"> Double shaft design with a flexible, backlash-free coupling. Compensation for axial, radial and angular misalignments. High damping characteristics. <p>Hub designs: <u>EAS®-side/flexible side</u> Cone bushing/clamping hub Type 494._04._ Cone bushing/shrink disk hub Type 494._14._ Key hub/key hub Type 494._24._</p> <p style="text-align: right;">Page 36</p> |
| <p>EAS®-Compact® overload lastic</p>  | <p>Torque: 240 to 3.000 Nm</p> <p>Size 5 as double bearing design Type 494._ _ 4.2</p> | <ul style="list-style-type: none"> Double shaft design with a flexible coupling. Compensation for axial, radial and angular misalignments. <p>Hub designs: <u>EAS®-side/flexible side</u> Key hub/key hub Type 494._24.2 Cone bushing/key hub Type 494._34.2</p> <p style="text-align: right;">Page 40</p> |

| Technical Data | | | | Size ¹⁾ | | | | | | | |
|--|------------------|----------------|------|--------------------|----------|-----------|-----------|------------|------------|-------------|--|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| Limit torques for overload ¹⁾ | Type 490.5_4_ | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 120 - 300 | 240 - 600 | |
| | Type 490.6_4_ | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 240 - 600 | 480 - 1200 | |
| | Type 490.7_4_ | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 320 - 800 | 480 - 1200 | 960 - 2400 | |
| | Type 490.8_4_ | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 400 - 1000 | 600 - 1500 | 1200 - 3000 | |
| Max. speed | n _{max} | [rpm] | 8000 | 7000 | 6000 | 5000 | 4000 | 3500 | 3000 | | |
| Thrust washer stroke on overload | | [mm] | 2,0 | 2,6 | 3,2 | 3,8 | 4,5 | 5,5 | 6,5 | | |

| Mass moments of inertia and weights | | | | Size | | | | | | | |
|-------------------------------------|--------------|---|--------------------------------------|-------|-------|-------|-------|--------|--------|---------|--|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| Hub-side | Type 490_14_ | I | [10 ⁻³ kgm ²] | 0,383 | 0,943 | 2,279 | 4,421 | 10,396 | 39,730 | 120,834 | |
| | Type 490_24_ | I | [10 ⁻³ kgm ²] | 0,377 | 0,917 | 2,193 | 4,205 | 9,867 | 37,215 | 112,399 | |
| Pressure flange-side | Type 490_14_ | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 19,950 | 65,760 | |
| | Type 490_24_ | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 | 19,950 | 65,760 | |
| Weights | Type 490_14_ | m | [kg] | 0,92 | 1,55 | 2,58 | 3,70 | 5,83 | 17,10 | 34,70 | |
| | Type 490_24_ | m | [kg] | 0,87 | 1,43 | 2,35 | 3,37 | 5,31 | 16,50 | 34,30 | |

| Screws and screw-on bores | | | | Size | | | | | | | |
|---|--|-----------------|------|--------|--------|--------|----------|----------|---------|---------|--|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 | 8 x M10 | |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 | 16 | |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 | 71 | |
| Locking screw in adjusting nut Sizes 01 - 3 | Number, dimensions | M ₃ | [mm] | 1 x M4 | 1 x M4 | 1 x M5 | 1 x M5 | 1 x M6 | - | - | |
| | Wrench opening | SW ₃ | [mm] | 3 | 3 | 4 | 4 | 5 | - | - | |
| | Tightening torque | T _A | [Nm] | 3 | 5 | 9 | 9 | 15 | - | - | |
| Pins/threads in adjusting nut Sizes 4 - 5 | Wrench opening | SW ₄ | [mm] | - | - | - | - | - | 18 | 18 | |
| | Wrench opening | SW ₅ | [mm] | - | - | - | - | - | 6 | 6 | |
| | Number, dimensions | M ₆ | [mm] | - | - | - | - | - | 3 x M8 | 3 x M8 | |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M6 * | 8 x M8 * | 8 x M10 | 8 x M12 | |
| | * For clutch operation from "torque range high (Type 490.6_4_)" and above, screws quality class 12.9 must be used to secure the drive element. | | | | | | | | | | |

| Dimensions [mm] | | Size | | | | | | | |
|-------------------------------|----------------|------|-----|-----|-----|-----|------|-----|--|
| | | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| A | | 24 | 28 | 30 | 34 | 40 | 62,5 | 80 | |
| A ₁ | | - | - | - | - | - | 46,5 | 60 | |
| a ²⁾ | | 5 | 7 | 9 | 10 | 10 | 12 | 13 | |
| a ₀ | | 8 | 11 | 14 | 16 | 18 | 21 | 23 | |
| b | | 6 | 7 | 9 | 10 | 12 | 20 | 20 | |
| E | | 65 | 80 | 95 | 110 | 130 | 166 | 215 | |
| e _{h5} ³⁾ | | 47 | 62 | 75 | 90 | 100 | 130 | 160 | |
| F ₂ | | 70 | 85 | 100 | 115 | 135 | 175 | 225 | |
| f | | 38 | 44 | 56 | 70 | 84 | 100 | 134 | |
| f ₂ | | 5 | 5 | 5 | 6 | 7 | - | - | |
| f ₄ | | 50 | 55 | 70 | 84 | 100 | - | - | |
| Min. shaft length | g ₄ | 34 | 39 | 42 | 48 | 53 | 93 | 118 | |
| | g ₇ | 36 | 43 | 54 | 57 | 69 | 110 | 130 | |
| h | | 45 | 55 | 65 | 72 | 82 | 145 | 175 | |
| k ₁ | | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 | 6,4 | |
| L ⁴⁾ | | 52 | 63 | 73 | 81 | 93 | 160 | 193 | |
| m | | 56 | 71 | 85 | 100 | 116 | 150 | 185 | |

| Bores [mm] | | Size | | | | | | | |
|--------------------|----------------------------------|------|----|----|----|----|----|----|--|
| | | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| d ^{5) 6)} | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 | 45 | |
| | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 | 85 | |
| d _p | d _{p min} ⁷⁾ | 12 | 15 | 22 | 28 | 32 | 40 | 45 | |
| | d _{p max} ⁸⁾ | 20 | 25 | 30 | 40 | 50 | 65 | 80 | |

We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Mounting tolerance + 0,1
- 3) Tolerance user-side H7
- 4) Dimensions in untightened condition (shorter in tightened condition).
- 5) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}
- 6) Transmittable torques with smaller bores available on request.
- 7) Smaller bores for low torques available on request.
- 8) Larger bores available on request.

| Technical Data | | | | Size ¹⁾ | | | | |
|--|------------------|----------------|-------|--------------------|----------|-----------|-----------|------------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| Limit torques for overload ¹⁾ | Type 490.5_4.1 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 |
| | Type 490.6_4.1 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 |
| | Type 490.7_4.1 | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 320 - 800 |
| | Type 490.8_4.1 | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 400 - 1000 |
| Max. speed | n _{max} | | [rpm] | 8000 | 7000 | 6000 | 5000 | 4000 |
| Thrust washer stroke on overload | | | [mm] | 2,0 | 2,6 | 3,2 | 3,8 | 4,5 |

| Mass moments of inertia and weights | | | | Size | | | | |
|-------------------------------------|----------------|---|--------------------------------------|-------|-------|-------|-------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| Hub-side | Type 490._14.1 | I | [10 ⁻³ kgm ²] | 0,397 | 1,000 | 2,382 | 4,680 | 10,888 |
| | Type 490._24.1 | I | [10 ⁻³ kgm ²] | 0,391 | 0,974 | 2,296 | 4,464 | 10,389 |
| Pressure flange-side | Type 490._14.1 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 |
| | Type 490._24.1 | I | [10 ⁻³ kgm ²] | 0,093 | 0,234 | 0,643 | 1,306 | 2,649 |
| Weights | Type 490._14.1 | m | [kg] | 1,02 | 1,77 | 2,86 | 4,16 | 6,42 |
| | Type 490._24.1 | m | [kg] | 0,97 | 1,65 | 2,64 | 3,82 | 5,90 |

| Screws and screw-on bores | | | | Size | | | | |
|-----------------------------------|---|-----------------|------|--------|--------|--------|----------|----------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| Clamping screws in cone bushing | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 |
| Locking screw in adjusting nut | Number, dimensions | M ₃ | [mm] | 1 x M4 | 1 x M4 | 1 x M5 | 1 x M5 | 1 x M6 |
| | Wrench opening | SW ₃ | [mm] | 3 | 3 | 4 | 4 | 5 |
| | Tightening torque | T _A | [Nm] | 3 | 5 | 9 | 9 | 15 |
| Screw-on bores in pressure flange | Number, dimensions | s | [mm] | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M6 * | 8 x M8 * |
| | * For clutch operation from "torque range high (Type 490.6_4.1)" and above, screws quality class 12.9 must be used to secure the drive element. | | | | | | | |

| Dimensions [mm] | Size | | | | | |
|-------------------------------|----------------|------|------|-----|-----|-----|
| | 01 | 0 | 1 | 2 | 3 | |
| A | 24 | 28 | 30 | 34 | 40 | |
| a ²⁾ | 5 | 7 | 9 | 10 | 10 | |
| a ₁ | 6,5 | 8,75 | 11,5 | 13 | 14 | |
| b | 6 | 7 | 9 | 10 | 12 | |
| C ₁ | 33 | 43 | 55 | 67 | 73 | |
| E | 65 | 80 | 95 | 110 | 130 | |
| e _{h5} ³⁾ | 47 | 62 | 75 | 90 | 100 | |
| F ₂ | 70 | 85 | 100 | 115 | 135 | |
| f | 38 | 44 | 56 | 70 | 84 | |
| f _{1,h6} | 30 | 40 | 45 | 55 | 65 | |
| f ₂ | 5 | 5 | 5 | 6 | 7 | |
| f ₄ | 50 | 55 | 70 | 84 | 100 | |
| Min. shaft length | g ₄ | 34 | 39 | 42 | 48 | 53 |
| | g ₈ | 61 | 75 | 95 | 108 | 124 |
| h ₁ | 70 | 87 | 106 | 123 | 137 | |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | |
| L ₁ ⁴⁾ | 77 | 95 | 114 | 132 | 148 | |
| m | 56 | 71 | 85 | 100 | 116 | |

| Bores [mm] | Size | | | | | |
|--------------------|----------------------------------|----|----|----|----|----|
| | 01 | 0 | 1 | 2 | 3 | |
| d ^{5) 6)} | d _{min} | 10 | 15 | 22 | 32 | 35 |
| | d _{max} | 20 | 25 | 35 | 45 | 55 |
| d _p | d _{P min} ⁷⁾ | 12 | 15 | 22 | 28 | 32 |
| | d _{P max} ⁸⁾ | 20 | 25 | 30 | 40 | 50 |

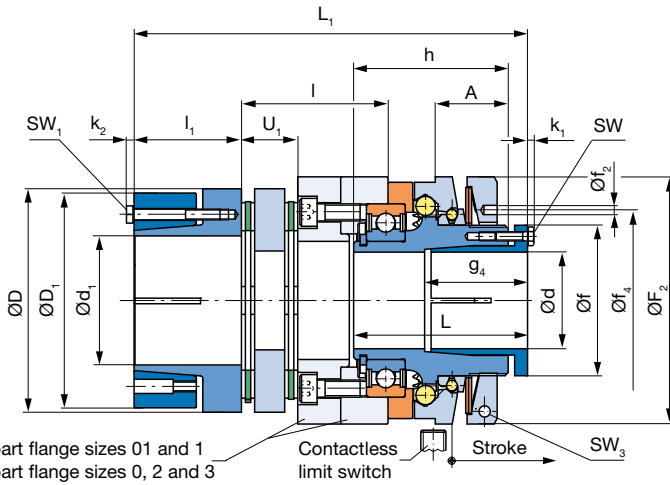
We reserve the right to make dimensional and constructional alterations.

- 1) Further sizes for smaller and larger torques available on request.
- 2) Mounting tolerance + 0,1
- 3) Tolerance user-side H7
- 4) Dimensions in untightened condition (shorter in tightened condition).
- 5) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}
- 6) Transmittable torques with smaller bores available on request.
- 7) Smaller bores for low torques available on request.
- 8) Larger bores available on request.

EAS®-Compact® overload clutch torsionally rigid

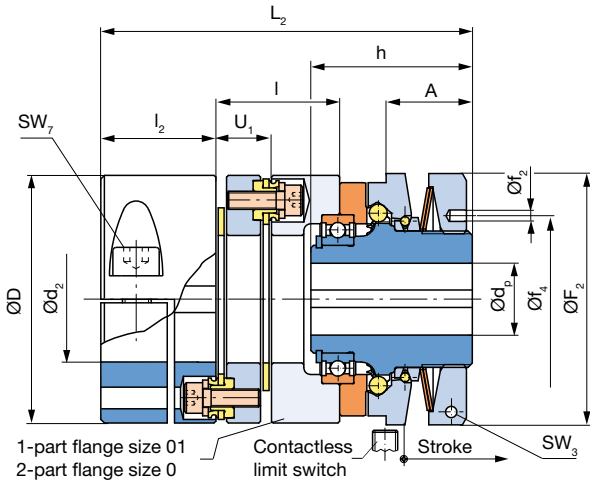
Type 496._ 4.0
 Sizes 01 to 3

EAS®-side cone bushing,
 ROBA®-DS-side shrink disk hub
 Type 496._14.0, sizes 01 to 3

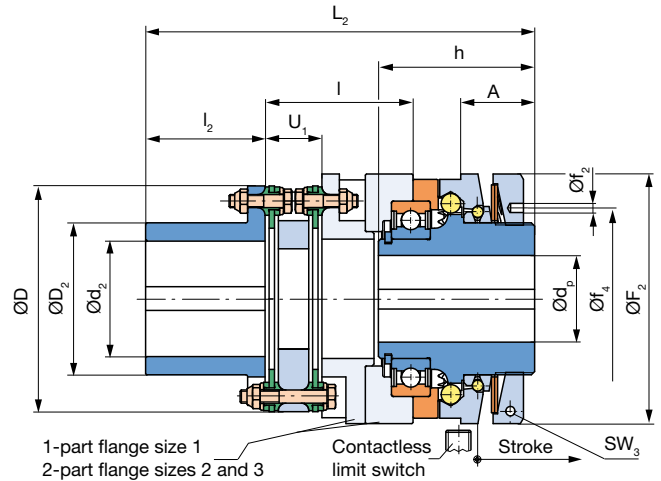


All EAS®-Compact® clutches can be combined with almost all components of the ROBA®-DS backlash-free shaft coupling. The Types shown here represent only a selection of the most established designs. For further combination possibilities, see page 43. We are happy to assist you in dimensioning and assembling your optimum clutch.

EAS®-side key hub,
 ROBA®-DS-side clamping hub with keyway
 Type 496._24.0, sizes 01 and 0



EAS®-side key hub,
 ROBA®-DS-side key hub
 Type 496._24.0, sizes 1 to 3



Order Number

| | | | | | |
|---------------------------------------|--|------------------|---|--|--|
| EAS®-side Cone bushing Key hub | ROBA®-DS-side Shrink disk hub Clamping hub with keyway (sizes 01-0)/key hub (sizes 1-3) | 1 2 | 4 | Overload clutch | Torque adjustment value (Optional) |
| _ / 4 9 6 . _ _ 4 . 0 / _ / _ / _ / _ | | | | | |
| Sizes 01 to 3 | Torque range ¹⁾ medium high very high maximum | 5 6 7 8 | | Hub 1 bore $\varnothing d^{H7}$ $\varnothing d_p^{H7}$ | Hub 2 bore $\varnothing d_1^{H7}$ $\varnothing d_2^{H7}$ |
| | | | | | With limit switch see page 51 (Option) |

Example: Order number 1 / 496.614.0 / 30 / 30 / 60 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size | | | | |
|---|---------------------|-----------------|------|-----------|----------|-----------|-----------|------------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| Limit torques for overload | Type 496.5_4.0 | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 |
| | Type 496.6_4.0 | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 |
| | Type 496.7_4.0 | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 320 - 800 |
| | Type 496.8_4.0 | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 400 - 1000 |
| Max. speed | n _{max} | [rpm] | 8000 | 7000 | 6000 | 5000 | 4000 | |
| Thrust washer stroke on overload | | [mm] | 2,0 | 2,6 | 3,2 | 3,8 | 4,5 | |
| Nominal torques, torsionally rigid coupling | T _{KN} | [Nm] | 100 | 150 | 300 | 650 | 1100 | |
| Permitted misalignments | axial ¹⁾ | ΔK _a | [mm] | 0,9 | 1,1 | 0,8 | 1,1 | 1,3 |
| | radial | ΔK _r | [mm] | 0,20 | 0,20 | 0,20 | 0,25 | 0,30 |
| | angular | ΔK _w | [°] | 2,0 | 2,0 | 1,4 | 1,4 | 1,4 |

| Mass moments of inertia and weights | | | | Size | | | | |
|-------------------------------------|---------------|---|--------------------------------------|-------|-------|-------|-------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| EAS®-hub-side | Type 496_14.0 | I | [10 ⁻³ kgm ²] | 0,383 | 0,943 | 2,279 | 4,421 | 10,396 |
| | Type 496_24.0 | I | [10 ⁻³ kgm ²] | 0,377 | 0,917 | 2,193 | 4,205 | 9,867 |
| ROBA®-DS-side | Type 496_14.0 | I | [10 ⁻³ kgm ²] | 0,894 | 2,395 | 2,915 | 9,543 | 21,443 |
| | Type 496_24.0 | I | [10 ⁻³ kgm ²] | 0,709 | 2,086 | 2,417 | 7,815 | 18,215 |
| Weights | Type 496_14.0 | m | [kg] | 1,81 | 3,34 | 4,34 | 7,81 | 12,75 |
| | Type 496_24.0 | m | [kg] | 1,65 | 3,07 | 4,01 | 7,12 | 14,94 |

| Screws | | | | Size | | | | |
|--------------------------------|--------------------|-----------------|------|--------|--------|--------|--------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 |
| | Tightening torque | T _A | [Nm] | 4 | 4 | 4 | 8 | 12 |
| Locking screw in adjusting nut | Number, dimensions | M ₃ | [mm] | 1 x M4 | 1 x M4 | 1 x M5 | 1 x M5 | 1 x M6 |
| | Wrench opening | SW ₃ | [mm] | 3 | 3 | 4 | 4 | 5 |
| | Tightening torque | T _A | [Nm] | 3 | 5 | 9 | 9 | 15 |
| In shrink disk ROBA®-DS-side | Number, dimensions | M ₁ | [mm] | 4 x M5 | 6 x M5 | 6 x M5 | 6 x M5 | 6 x M6 |
| | Wrench opening | SW ₁ | [mm] | 8 | 8 | 8 | 8 | 10 |
| | Tightening torque | T _A | [Nm] | 6 | 6 | 6 | 8,5 | 10 |
| In clamping hub ROBA®-DS-side | Number, dimensions | M ₇ | [mm] | 1 x M8 | 1 x M8 | - | - | - |
| | Wrench opening | SW ₇ | [mm] | 6 | 6 | - | - | - |
| | Tightening torque | T _A | [Nm] | 33 | 33 | - | - | - |

| Dimensions [mm] | Size | | | | |
|----------------------------------|-------|-------|-------|-------|-----|
| | 01 | 0 | 1 | 2 | 3 |
| A | 24 | 28 | 30 | 34 | 40 |
| D | 69 | 79 | 77 | 104 | 123 |
| D ₁ | 68 | 78 | 77 | 100 | 115 |
| D ₂ | - | - | 50 | 70 | 80 |
| F ₂ | 70 | 85 | 100 | 115 | 135 |
| f | 38 | 44 | 56 | 70 | 84 |
| f ₂ | 5 | 5 | 5 | 6 | 7 |
| f ₄ | 50 | 55 | 70 | 84 | 100 |
| Min. shaft length g ₄ | 34 | 39 | 42 | 48 | 53 |
| h | 45 | 55 | 65 | 72 | 82 |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 |
| k ₂ | 3,5 | 3,5 | 3,5 | 3,5 | 4,0 |
| L ²⁾ | 52 | 63 | 73 | 81 | 93 |
| L ₁ ²⁾ | 110,5 | 140,1 | 147,1 | 183,2 | 215 |
| L ₂ | 103,5 | 128,1 | 139,1 | 177,2 | 219 |
| l | 34,5 | 50,6 | 48,2 | 68,2 | 85 |
| l ₁ | 32 | 37,5 | 40 | 50 | 55 |
| l ₂ | 32 | 33,5 | 40 | 55 | 65 |
| U ₁ | 15,5 | 16,6 | 21,2 | 26,2 | 34 |

| Bores [mm] | | Size | | | | | |
|---------------|------------------------------|--------------------|------------------|------------------|----|----|----|
| | | 01 | 0 | 1 | 2 | 3 | |
| EAS®-side | d ³⁾ | d _{min} | 10 | 15 | 22 | 32 | 35 |
| | | d _{max} | 20 | 25 | 35 | 45 | 55 |
| | d _p | d _{p min} | 12 | 15 | 22 | 28 | 32 |
| | | d _{p max} | 20 | 25 | 30 | 40 | 50 |
| ROBA®-DS-side | d ₁ ⁴⁾ | d _{1 min} | 19 | 25 | 25 | 40 | 45 |
| | | d _{1 max} | 38 | 45 | 45 | 60 | 70 |
| | d ₂ | d _{2 min} | 19 ⁵⁾ | 25 ⁵⁾ | 16 | 25 | 30 |
| | | d _{2 max} | 35 ⁵⁾ | 42 ⁵⁾ | 32 | 50 | 55 |

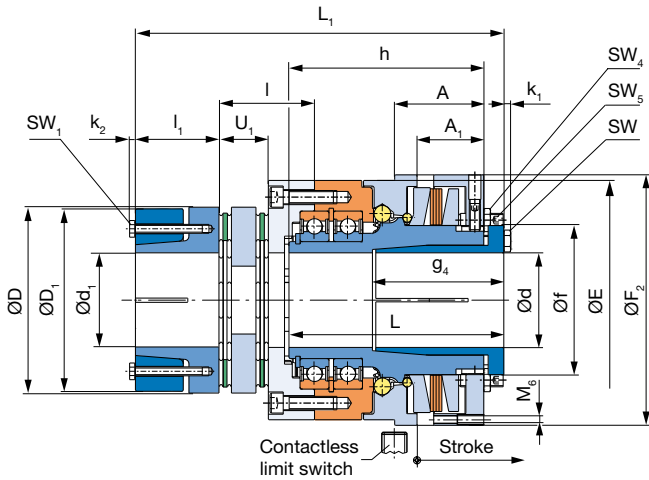
We reserve the right to make dimensional and constructional alterations.

- 1) Only permitted as a static or virtually static value.
- 2) Dimensions in untightened condition (shorter in tightened condition).
- 3) Shaft tolerance up to Ø 38_{h6} over Ø 38_{h8}
- 4) Recommended shaft tolerance ^{g6}
- 5) Recommended shaft tolerance _{k6}

EAS®-Compact® overload torsionally rigid

Type 496.__4.2
 Sizes 4 and 5

EAS®-side cone bushing,
 ROBA®-DS-side shrink disk hub
 Type 496._14.2

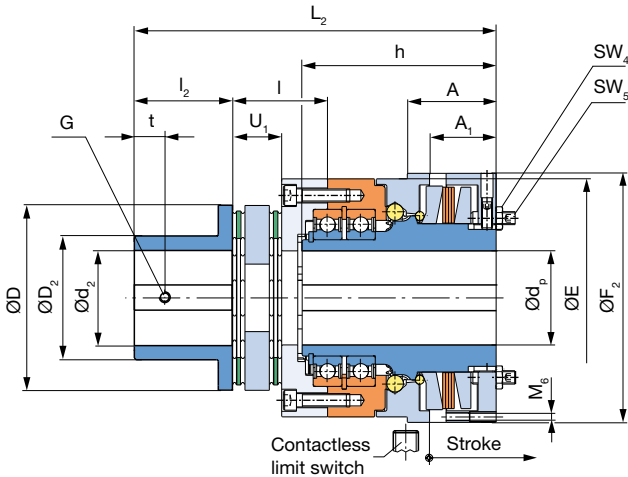


All EAS®-Compact® clutches can be combined with almost all components of the ROBA®-DS backlash-free shaft coupling. The Types shown here represent only a selection of the most established designs.

For further combination possibilities, see page 43.

We are happy to assist you in dimensioning and assembling your optimum clutch.

EAS®-side key hub,
 ROBA®-DS-side key hub
 Type 496._24.2



Order Number

| | | | | | | | | | | | | | |
|---------------------------------------|--|--|--|------------------|--|-----------------------|--|--|--|--|--|---|--|
| EAS®-side | | ROBA®-DS-side | | 4 | | Overload clutch | | Torque adjustment value (Optional) | | | | | |
| Cone bushing | | Shrink disk hub | | 1 | | | | | | | | | |
| Key hub | | Key hub | | 2 | | | | | | | | | |
| _ / 4 9 6 . _ _ 4 . 2 / _ / _ / _ / _ | | | | | | | | | | | | | |
| Sizes 4 and 5 | | Torque range ¹⁾ medium high very high maximum | | 5 6 7 8 | | 2-bearing design 2 | | Hub 1 bore $\text{Ø} d^{H7}$ $\text{Ø} d_p^{H7}$ | | Hub 2 bore $\text{Ø} d_1^{H7}$ $\text{Ø} d_2^{H7}$ | | With limit switch see page 51 (Option) | |

Example: Order number 5 / 496.714.2 / 70 / 70 / 1500 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size | |
|---|---------------------|-------------------|------------|-------------|---|
| | | | | 4 | 5 |
| Limit torques for overload | Type 496.5_4.2 | M_G [Nm] | 120 - 300 | 240 - 600 | |
| | Type 496.6_4.2 | M_G [Nm] | 240 - 600 | 480 - 1200 | |
| | Type 496.7_4.2 | M_G [Nm] | 480 - 1200 | 960 - 2400 | |
| | Type 496.8_4.2 | M_G [Nm] | 600 - 1500 | 1200 - 3000 | |
| Max. speed | n_{max} [rpm] | | 3500 | 3000 | |
| Thrust washer stroke on overload | | [mm] | 5,5 | 6,5 | |
| Nominal torques, torsionally rigid coupling | T_{KN} [Nm] | | 1600 | 3500 | |
| Permitted misalignments | axial ¹⁾ | ΔK_a [mm] | 1,5 | 1,2 | |
| | radial | ΔK_r [mm] | 0,30 | 0,25 | |
| | angular | ΔK_w [°] | 1,4 | 1,0 | |

| Mass moments of inertia and weights | | | | Size | |
|-------------------------------------|----------------|------------------------------------|--------|---------|---|
| | | | | 4 | 5 |
| EAS®-hub-side | Type 496._14.2 | I [10^{-3} kgm ²] | 39,730 | 120,834 | |
| | Type 496._24.2 | I [10^{-3} kgm ²] | 37,215 | 112,399 | |
| ROBA®-DS-side | Type 496._14.2 | I [10^{-3} kgm ²] | 32,310 | 147,080 | |
| | Type 496._24.2 | I [10^{-3} kgm ²] | 26,050 | 128,580 | |
| Weights | Type 496._14.2 | m [kg] | 27,30 | 52,18 | |
| | Type 496._24.2 | m [kg] | 26,10 | 48,60 | |

| Screws | | | | Size | |
|-------------------------------|--------------------|-------------|--------|---------|---|
| | | | | 4 | 5 |
| In cone bushing EAS®-side | Number, dimensions | M [mm] | 8 x M8 | 8 x M10 | |
| | Wrench opening | SW [mm] | 13 | 16 | |
| | Tightening torque | T_A [Nm] | 25 | 71 | |
| In shrink disk ROBA®-DS-side | Number, dimensions | M_1 [mm] | 6 x M8 | 8 x M8 | |
| | Wrench opening | SW_1 [mm] | 13 | 13 | |
| | Tightening torque | T_A [Nm] | 25 | 35 | |
| Pins/threads in adjusting nut | Wrench opening | SW_4 [mm] | 18 | 18 | |
| | Wrench opening | SW_5 [mm] | 6 | 6 | |
| | Number, dimensions | M_6 [mm] | 3 x M8 | 3 x M8 | |

| Dimensions [mm] | Size | |
|----------------------------------|---------------|------|
| | 4 | 5 |
| A | 62,5 | 80 |
| A ₁ | 46,5 | 60 |
| D | 143 | 167 |
| D ₁ | 143 | 164 |
| D ₂ | 100 | 121 |
| E | 166 | 215 |
| F ₂ | 175 | 225 |
| f | 100 | 134 |
| G | ²⁾ | M12 |
| Min. shaft length g ₄ | 93 | 118 |
| h | 145 | 175 |
| k ₁ | 5,3 | 6,4 |
| k ₂ | 5,3 | 5,3 |
| L ³⁾ | 160 | 193 |
| L ₁ ³⁾ | 267 | 331 |
| L ₂ | 267 | 328 |
| l | 68 | 86 |
| l ₁ | 60 | 75 |
| l ₂ | 75 | 90 |
| t | 21 | 25 |
| U ₁ | 35,2 | 44,4 |

| Bores [mm] | | Size | | |
|-----------------|------------------------------|--------------------|----|----|
| | | 4 | 5 | |
| EAS® - side | d ⁴⁾ | d _{min} | 40 | 45 |
| | | d _{max} | 65 | 85 |
| | d _p | d _{p min} | 40 | 45 |
| | | d _{p max} | 65 | 80 |
| ROBA®-DS - side | d ₁ ⁵⁾ | d _{1 min} | 55 | 50 |
| | | d _{1 max} | 90 | 85 |
| | d ₂ | d _{2 min} | 35 | 45 |
| | | d _{2 max} | 70 | 90 |

We reserve the right to make dimensional and constructional alterations.

- 1) Only permitted as a static or virtually static value.
- 2) Up to Ø 44 M8, over Ø 44 M10.
- 3) Dimensions in untightened condition (shorter in tightened condition).
- 4) Shaft tolerance h_8
- 5) Recommended shaft tolerance g_6

EAS®-Compact® overload lastic backlash-free

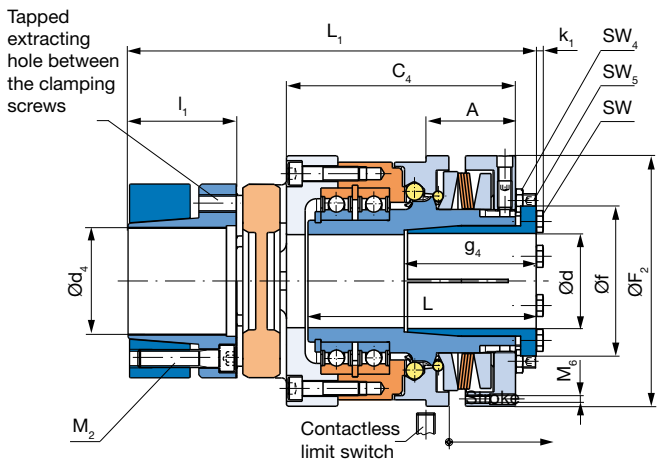
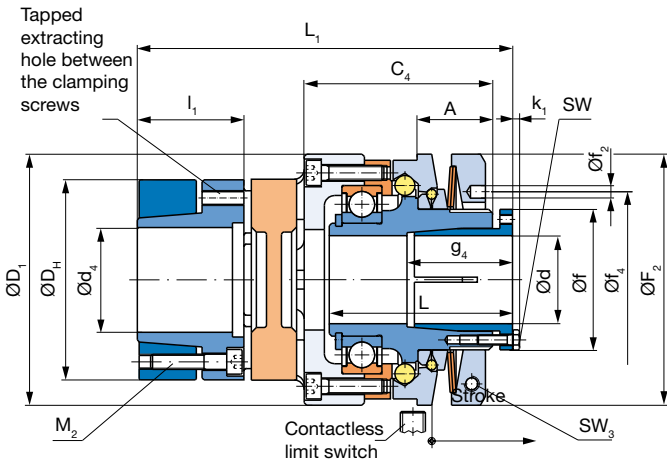
Type 494._4._

Sizes 01 to 4

EAS®-side cone bushing, ROBA®-ES-side shrink disk hub

Type 494._14._, sizes 01 to 3

Type 494._14._, size 4

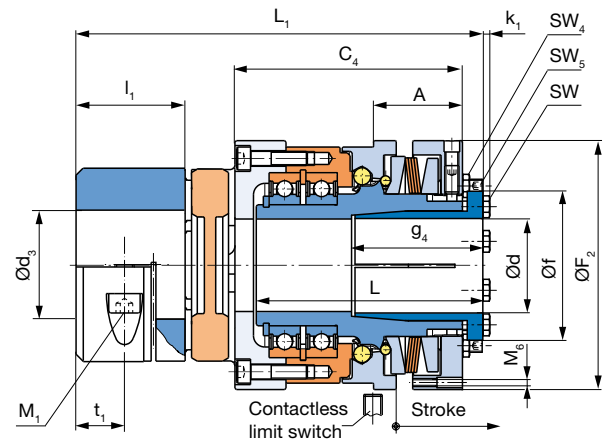
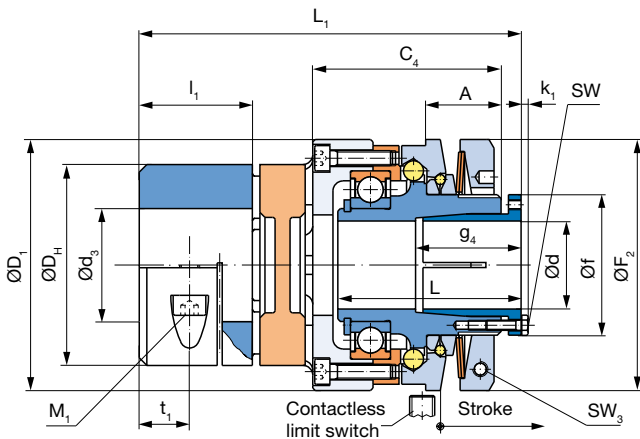


The missing dimensions (ØD₁ and ØD_H) are identical to sizes 01 to 3, Type 494._14._

EAS®-side cone bushing, ROBA®-ES-side clamping hub

Type 494._04._, sizes 01 to 3

Type 494._04._, size 4



The missing dimensions (ØD₁ and ØD_H) are identical to sizes 01 to 3, Type 494._04._

Order Number

| | | | | | | | | |
|---------------------------------------|-----------------------------------|----------------------|--------------------------|------------------------|-------------------|--------------------------------|---|--|
| EAS®-side | | ROBA®-ES-side | | Overload clutch | | | Torque adjustment value (Optional) | |
| Cone bushing | | Clamping hub | 0 | | | | | |
| Cone bushing | | Shrink disk hub | 1 | 4 | | | | |
| ▾ / 4 9 4 . ▾ ▾ 4 . ▾ / ▾ / ▾ / ▾ / ▾ | | | | | | | | |
| Sizes | Torque range ¹⁾ | | Flexible coupling | | Hub 1 bore | Hub 2 bore | With limit switch | |
| 01 | medium | 5 | 92 Shore A | 3 | Ø d ^{H7} | Ø d ₃ ^{F7} | see page 51 | |
| to | high | 6 | 98 Shore A | 4 | | Ø d ₄ ^{H7} | (Option) | |
| 4 | very high | 7 | 64 Shore D | 6 | | | | |
| | maximum | 8 | | | | | | |

Example: Order number 1 / 494.614.3 / 22 / 25 / 60 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G.
 2) The transmittable torques on the flexible coupling "TKN" are dependent on factors such as temperature, torsional rigidity, etc., see also coupling dimensioning ROBA®-ES catalogue K.940.V__ or contact the manufacturer. Furthermore, the transmittable torques of the flexible coupling are dependent on the bore diameter d₃ or d₄, see also Table 1 on page 50.

3) Dimensions in untightened condition (shorter in tightened condition).
 4) Shaft tolerance Ø 38_{h8} over Ø 38_{h8}
 5) Transmittable torques with smaller bores available on request.
 6) Shaft tolerance Ø 40_{j6}

| Technical Data | | | | Size | | | | | | |
|---|---------------|--------------------|--------------|-----------|-----------|-----------|------------|------------|-------------|------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | |
| Limit torques for overload ²⁾ | Type 494.5_4_ | M_G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 120 - 300 | |
| | Type 494.6_4_ | M_G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 240 - 600 | |
| | Type 494.7_4_ | M_G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 320 - 800 | 480 - 1200 | |
| | Type 494.8_4_ | M_G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 400 - 1000 | 600 - 1500 | |
| Max. speed | | n_{maxi} | [rpm] | 8000 | 7000 | 6000 | 5000 | 4000 | 3500 | |
| Thrust washer stroke on overload | | | | | | | | | | |
| | | | | | | | | | | |
| Nominal and maximum torques ²⁾ , flexible coupling | 92 Shore A | $T_{KN}/T_{K max}$ | [Nm] | 35 / 70 | 95 / 190 | 190 / 380 | 265 / 530 | 310 / 620 | - / - | |
| | 98 Shore A | $T_{KN}/T_{K max}$ | [Nm] | 60 / 120 | 160 / 320 | 325 / 650 | 450 / 900 | 525 / 1050 | 1040 / 2080 | |
| | 64 Shore D | $T_{KN}/T_{K max}$ | [Nm] | 75 / 150 | 200 / 400 | 405 / 810 | 560 / 1120 | 655 / 1310 | - / - | |
| Permitted misalignments | axial | ΔK_a | [mm] | 1,4 | 1,5 | 1,8 | 2,0 | 2,1 | 2,6 | |
| | | 92 Shore A | ΔK_r | [mm] | 0,14 | 0,15 | 0,17 | 0,19 | 0,21 | - |
| | radial | 98 Shore A | ΔK_r | [mm] | 0,10 | 0,11 | 0,12 | 0,14 | 0,16 | 0,18 |
| | | 64 Shore D | ΔK_r | [mm] | 0,07 | 0,08 | 0,09 | 0,10 | 0,11 | - |
| | angular | 92 Shore A | ΔK_w | [°] | 1,0 | 1,0 | 1,0 | 1,0 | 1,0 | - |
| | | 98 Shore A | ΔK_w | [°] | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 |
| | | 64 Shore D | ΔK_w | [°] | 0,8 | 0,8 | 0,8 | 0,8 | 0,8 | - |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|--------------|---|--------------------------------------|-------|-------|-------|-------|--------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-hub-side | Type 494_4_ | I | [10 ⁻³ kgm ²] | 0,383 | 0,943 | 2,279 | 4,421 | 10,396 | 39,730 |
| ROBA®-ES-side | Type 494_14_ | I | [10 ⁻³ kgm ²] | 0,378 | 0,832 | 2,277 | 7,25 | 14,167 | 61,674 |
| | Type 494_04_ | I | [10 ⁻³ kgm ²] | 0,320 | 0,691 | 1,843 | 7,40 | 14,529 | 62,369 |
| Weights | Type 494_14_ | m | [kg] | 1,38 | 2,16 | 3,64 | 6,69 | 10,11 | 27,61 |
| | Type 494_04_ | m | [kg] | 1,27 | 1,98 | 3,25 | 6,81 | 10,42 | 27,67 |

| Screws | | | | Size | | | | | |
|---|--------------------|--------|------|--------|--------|--------|---------|---------|---------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 6 x M4 | 6 x M4 | 8 x M4 | 8 x M5 | 8 x M6 | 8 x M8 |
| | Wrench opening | SW | [mm] | 7 | 7 | 7 | 8 | 10 | 13 |
| | Tightening torque | T_A | [Nm] | 4 | 4 | 4 | 8 | 12 | 25 |
| In shrink disk ROBA®-ES-side | Number, dimensions | M_2 | [mm] | 4 x M5 | 8 x M5 | 8 x M6 | 4 x M8 | 4 x M8 | 4 x M12 |
| | Wrench opening | SW_2 | [mm] | 4 | 4 | 5 | 6 | 8 | 10 |
| | Tightening torque | T_A | [Nm] | 6 | 6 | 10,5 | 25 | 30 | 120 |
| In clamping hub ROBA®-ES-side | Number, dimensions | M_1 | [mm] | 1 x M6 | 1 x M8 | 1 x M8 | 1 x M10 | 1 x M12 | 1 x M14 |
| | Wrench opening | SW_1 | [mm] | 5 | 6 | 6 | 8 | 10 | 12 |
| | Tightening torque | T_A | [Nm] | 10 | 25 | 25 | 70 | 120 | 200 |
| Locking screw in adjusting nut Sizes 01 - 3 | Number, dimensions | M_3 | [mm] | 1 x M4 | 1 x M4 | 1 x M5 | 1 x M5 | 1 x M6 | - |
| | Wrench opening | SW_3 | [mm] | 3 | 3 | 4 | 4 | 5 | - |
| | Tightening torque | T_A | [Nm] | 3 | 5 | 9 | 9 | 15 | - |
| Pins/threads in adjusting nut Size 4 | Wrench opening | SW_4 | [mm] | - | - | - | - | - | 18 |
| | Wrench opening | SW_5 | [mm] | - | - | - | - | - | 6 |
| | Number, dimensions | M_6 | [mm] | - | - | - | - | - | 3 x M8 |

| Dimensions [mm] | Size | | | | | |
|----------------------------------|------|-------|-----|-----|-----|------|
| | 01 | 0 | 1 | 2 | 3 | 4 |
| A | 24 | 28 | 30 | 34 | 40 | 62,5 |
| C ₄ | 52 | 63,5 | 75 | 82 | 94 | 160 |
| D ₁ | 70 | 85 | 100 | 115 | 135 | 175 |
| D _H | 55 | 65 | 80 | 95 | 105 | 135 |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 175 |
| f | 38 | 44 | 56 | 70 | 84 | 100 |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - |
| Min. shaft length g ₄ | 34 | 39 | 42 | 48 | 53 | 93 |
| k ₁ | 2,8 | 2,8 | 2,8 | 3,5 | 4,0 | 5,3 |
| L ³⁾ | 52 | 63 | 73 | 81 | 93 | 160 |
| L ₁ ³⁾ | 107 | 126,5 | 152 | 167 | 189 | 270 |
| l ₁ | 30 | 35 | 45 | 50 | 56 | 75 |
| t ₁ | 12 | 13,5 | 20 | 20 | 21 | 27,5 |

| Bores [mm] | | | Size | | | | | |
|---------------|------------------------------|--------------------|------|----|----|----|------------------|----|
| | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-side | d ^{4) 5)} | d _{min} | 10 | 15 | 22 | 32 | 35 | 40 |
| | | d _{max} | 20 | 25 | 35 | 45 | 55 | 65 |
| ROBA®-ES-side | d ₃ ²⁾ | d _{3 min} | 15 | 19 | 20 | 28 | 35 | 45 |
| | | d _{3 max} | 28 | 35 | 45 | 50 | 55 | 80 |
| | d ₄ ²⁾ | d _{4 min} | 15 | 19 | 20 | 28 | 35 ⁶⁾ | 45 |
| | | d _{4 max} | 28 | 38 | 45 | 50 | 60 ⁶⁾ | 75 |

We reserve the right to make dimensional and constructional alterations.

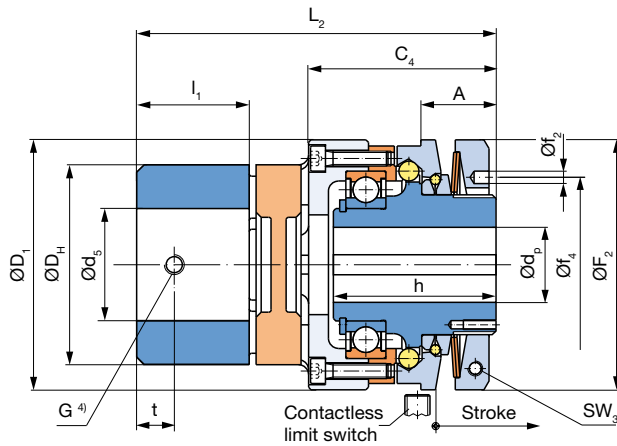
EAS®-Compact® overload lastic backlash-free

Type 494._24._

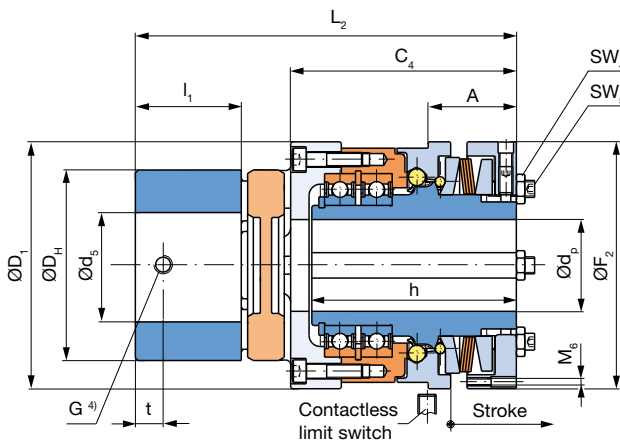
Sizes 01 to 4

EAS®-side key hub, ROBA®-ES-side key hub

Type 494._24._, sizes 01 to 3



Type 494._24._, size 4



Order Number

| | | | | | |
|---------------------------------------|---|------------------|--|-----------------|---|
| EAS®-side Key hub | ROBA®-ES-side Key hub | 2 | 4 | Overload clutch | Torque adjustment value (Optional) |
| | | ▼ | ▼ | ▼ | |
| _ / 4 9 4 . _ 2 4 . _ / _ / _ / _ / _ | | | | | |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| Sizes 01 to 4 | Torque range ¹⁾ medium high very high maximum | 5 6 7 8 | Flexible coupling 92 Shore A 98 Shore A 64 Shore D | 3 4 6 | Hub 1 bore Ø d _p ^{H7} Hub 2 bore Ø d ₅ ^{H7} With limit switch see page 51 (Option) |

Example: Order number 1 / 494.624.3 / 22 / 25 / 60 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size | | | | | | |
|---|-------------------|-------------------------------------|-----------------|-----------|-----------|-----------|------------|------------|-------------|------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 | |
| Limit torques for overload ¹⁾ | Type 494.524._ | M _G | [Nm] | 5 - 12,5 | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 120 - 300 | |
| | Type 494.624._ | M _G | [Nm] | 10 - 25 | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 240 - 600 | |
| | Type 494.724._ | M _G | [Nm] | 20 - 50 | 40 - 100 | 80 - 200 | 160 - 400 | 320 - 800 | 480 - 1200 | |
| | Type 494.824._ | M _G | [Nm] | 25 - 62,5 | 50 - 125 | 100 - 250 | 200 - 500 | 400 - 1000 | 600 - 1500 | |
| Max. speed | n _{maxi} | [rpm] | | 8000 | 7000 | 6000 | 5000 | 4000 | 3500 | |
| Thrust washer stroke on overload | | [mm] | | 2,0 | 2,6 | 3,2 | 3,8 | 4,5 | 5,5 | |
| Nominal and maximum torques ¹⁾ , flexible coupling | 92 Shore A | T _{KN} /T _{K max} | [Nm] | 35 / 70 | 95 / 190 | 190 / 380 | 265 / 530 | 310 / 620 | - / - | |
| | 98 Shore A | T _{KN} /T _{K max} | [Nm] | 60 / 120 | 160 / 320 | 325 / 650 | 450 / 900 | 525 / 1050 | 1040 / 2080 | |
| | 64 Shore D | T _{KN} /T _{K max} | [Nm] | 75 / 150 | 200 / 400 | 405 / 810 | 560 / 1120 | 655 / 1310 | - / - | |
| Permitted misalignments | axial | ΔK _a | [mm] | 1,4 | 1,5 | 1,8 | 2,0 | 2,1 | 2,6 | |
| | radial | 92 Shore A | ΔK _r | [mm] | 0,14 | 0,15 | 0,17 | 0,19 | 0,21 | - |
| | | 98 Shore A | ΔK _r | [mm] | 0,10 | 0,11 | 0,12 | 0,14 | 0,16 | 0,18 |
| | | 64 Shore D | ΔK _r | [mm] | 0,07 | 0,08 | 0,09 | 0,10 | 0,11 | - |
| | angular | 92 Shore A | ΔK _w | [°] | 1,0 | 1,0 | 1,0 | 1,0 | 1,0 | - |
| | | 98 Shore A | ΔK _w | [°] | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 | 0,9 |
| 64 Shore D | | ΔK _w | [°] | 0,8 | 0,8 | 0,8 | 0,8 | 0,8 | - | |

| Mass moments of inertia and weights | | | | Size | | | | | |
|-------------------------------------|----------------|---|--------------------------------------|-------|-------|-------|-------|--------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| EAS®-hub-side | Type 494. 24._ | I | [10 ⁻³ kgm ²] | 0,377 | 0,917 | 2,193 | 4,205 | 9,867 | 37,215 |
| ROBA®-ES-side | Type 494. 24._ | I | [10 ⁻³ kgm ²] | 0,321 | 0,695 | 1,844 | 7,39 | 14,519 | 62,873 |
| Weights | Type 494. 24._ | m | [kg] | 1,23 | 1,92 | 3,26 | 6,73 | 10,28 | 27,19 |

| Screws | | | | Size | | | | | |
|--|--------------------|-----------------|------|--------|--------|--------|--------|--------|--------|
| | | | | 01 | 0 | 1 | 2 | 3 | 4 |
| Locking screws in adjusting nut Sizes 01 - 3 | Number, dimensions | M ₃ | [mm] | 1 x M4 | 1 x M4 | 1 x M5 | 1 x M5 | 1 x M6 | - |
| | Wrench opening | SW ₃ | [mm] | 3 | 3 | 4 | 4 | 5 | - |
| | Tightening torque | T _A | [Nm] | 3 | 5 | 9 | 9 | 15 | - |
| Pins/threads in adjusting nut Size 4 | Wrench opening | SW ₄ | [mm] | - | - | - | - | - | 18 |
| | Wrench opening | SW ₅ | [mm] | - | - | - | - | - | 6 |
| | Number, dimensions | M ₆ | [mm] | - | - | - | - | - | 3 x M8 |

| Dimensions [mm] | Size | | | | | |
|-----------------|------|-------|-----|-----|-----|------|
| | 01 | 0 | 1 | 2 | 3 | 4 |
| A | 24 | 28 | 30 | 34 | 40 | 62,5 |
| C ₄ | 52 | 63,5 | 75 | 82 | 94 | 160 |
| D ₁ | 70 | 85 | 100 | 115 | 135 | 175 |
| D _H | 55 | 65 | 80 | 95 | 105 | 135 |
| F ₂ | 70 | 85 | 100 | 115 | 135 | 175 |
| f ₂ | 5 | 5 | 5 | 6 | 7 | - |
| f ₄ | 50 | 55 | 70 | 84 | 100 | - |
| G ⁴⁾ | M5 | M6 | M8 | M8 | M8 | M10 |
| h | 45 | 55 | 65 | 72 | 82 | 145 |
| L ₂ | 100 | 118,5 | 144 | 158 | 178 | 270 |
| l ₁ | 30 | 35 | 45 | 50 | 56 | 75 |
| t | 10 | 15 | 15 | 20 | 25 | 20 |

| Bores [mm] | | Size | | | | | | |
|-------------------|----------------|----------------------------------|----|----|----|----|----|----|
| | | 01 | 0 | 1 | 2 | 3 | 4 | |
| EAS® - side | d _p | d _{p min} ²⁾ | 12 | 15 | 22 | 28 | 32 | 40 |
| | | d _{p max} ³⁾ | 20 | 25 | 30 | 40 | 50 | 65 |
| ROBA® - ES - side | d _s | d _{s min} | 8 | 10 | 12 | 14 | 20 | 38 |
| | | d _{s max} | 28 | 38 | 45 | 55 | 60 | 80 |

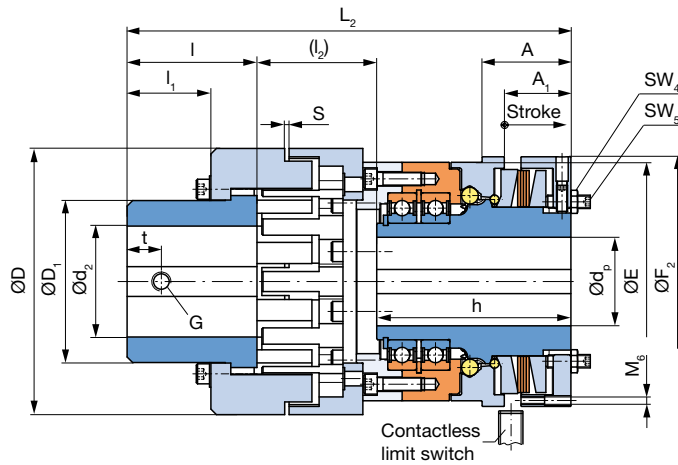
We reserve the right to make dimensional and constructional alterations.

- 1) The transmittable torques on the flexible coupling "T_{KN}" are dependent on factors such as temperature, torsional rigidity, etc., see also coupling dimensioning ROBA®-ES catalogue K.940.V_ _ or contact the manufacturer.
- 2) Smaller bores for low torques available on request.
- 3) Larger bores available on request.
- 4) Keyway 180° offset to "G".

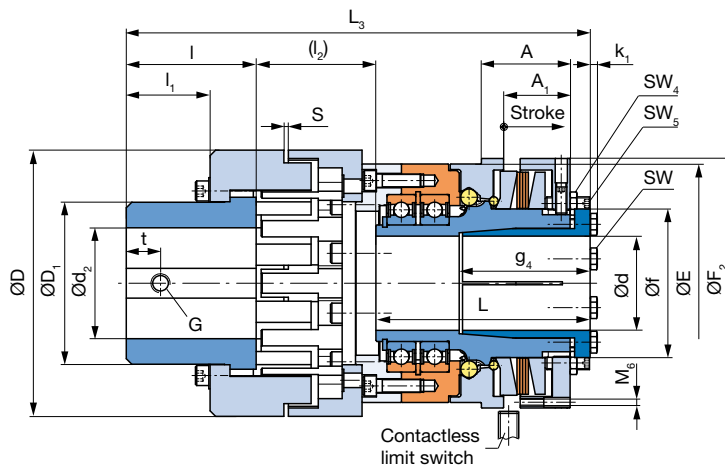
EAS®-Compact® overload lastic

Type 494. _ 4.2
Size 5

Key hub on both sides
Type 494. _24.2



EAS®-side cone bushing,
lastic-side key hub
Type 494. _34.2



Order Number

| | | | | | |
|----------------------|------------------------|---|---|-----------------|--|
| EAS®-side Key hub | lastic-side Key hub | 2 | 4 | Overload clutch | Torque adjustment value (Optional) |
| Cone bushing | Key hub | 3 | | | |

| | | | | | | | | | | | | | | | | | |
|------------------|---|---|------------------|------------------|---|--|---|---|---|---|---|---|---|---|---|---|---|
| — | / 4 | 9 | 4 | . | — | — | 4 | . | 2 | / | — | / | — | / | — | / | — |
| ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| Size 5 | Torque range ¹⁾ medium high very high maximum | | 5 6 7 8 | 2-bearing design | 2 | Hub 1 bore Ø d ^{H7} Ø d _p ^{H7} | Hub 2 bore Ø d ₂ ^{H7} | With limit switch see page 51 (Option) | | | | | | | | | |

Example: Order number 5 / 494.624.2 / 60 / 60 / 800 / limit switch 055.002.5

1) See Technical Data, limit torque for overload M_G

| Technical Data | | | | Size | |
|------------------------------------|----------------|--------------|-------|------|--------|
| | | | | 5 | |
| Limit torques for overload | Type 494.5_4.2 | M_G | [Nm] | 240 | - 600 |
| | Type 494.6_4.2 | M_G | [Nm] | 480 | - 1200 |
| | Type 494.7_4.2 | M_G | [Nm] | 960 | - 2400 |
| | Type 494.8_4.2 | M_G | [Nm] | 1200 | - 3000 |
| Max. speed | | n_{max} | [rpm] | 3000 | |
| Thrust washer stroke on overload | | | [mm] | 6,5 | |
| Nominal torques, flexible coupling | | T_{KN} | [Nm] | 3700 | |
| Permitted misalignments | axial | ΔK_a | [mm] | 2,0 | |
| | radial | ΔK_r | [mm] | 0,3 | |
| | angular | ΔK_w | [°] | 0,07 | |

| Mass moments of inertia and weights | | | | Size | |
|-------------------------------------|----------------|-----|--------------------------------------|---------|--|
| | | | | 5 | |
| EAS®-hub side | Type 494._24.2 | I | [10 ⁻³ kgm ²] | 112,399 | |
| | Type 494._34.2 | I | [10 ⁻³ kgm ²] | 120,834 | |
| Lastic-side | Type 494._4.2 | I | [10 ⁻³ kgm ²] | 420,870 | |
| Weights | Type 494._24.2 | m | [kg] | 69,780 | |
| | Type 494._34.2 | m | [kg] | 70,150 | |

| Screws | | | | Size | |
|-------------------------------|--------------------|--------|------|---------|--|
| | | | | 5 | |
| In cone bushing EAS®-side | Number, dimensions | M | [mm] | 8 x M10 | |
| | Wrench opening | SW | [mm] | 16 | |
| | Tightening torque | T_A | [Nm] | 71 | |
| Pins/threads in adjusting nut | Wrench opening | SW_4 | [mm] | 18 | |
| | Wrench opening | SW_5 | [mm] | 6 | |
| | Number, dimensions | M_6 | [mm] | 3 x M8 | |

| Dimensions [mm] | Size |
|------------------------------|------|
| | 5 |
| A | 80 |
| A ₁ | 60 |
| D | 240 |
| D ₁ | 146 |
| E | 215 |
| F ₂ | 225 |
| f | 134 |
| G | M12 |
| g ₄ | 118 |
| h | 175 |
| k ₁ | 6,4 |
| L ¹⁾ | 193 |
| L ₂ | 400 |
| L ₃ ¹⁾ | 418 |
| l | 117 |
| l ₁ | 75,5 |
| l ₂ | 108 |
| S | 4 |
| t | 35 |

| Bores [mm] | | | Size |
|------------------|----------------|--------------------|------|
| | | | 5 |
| EAS®-side | d _p | d _{p min} | 45 |
| | | d _{p max} | 80 |
| | d | d _{min} | 45 |
| d _{max} | | 85 | |
| Lastic-side | d ₂ | d _{2 min} | 60 |
| | | d _{2 max} | 100 |

We reserve the right to make dimensional and constructional alterations.

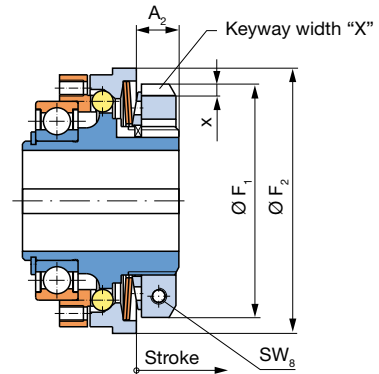
1) Dimensions in untightened condition (shorter in tightened condition)

EAS®-Compact® Options

EAS®-Compact® with adjusting nut for radial torque adjustment

The EAS®-Compact® can be equipped with an adjusting nut for radial torque adjustment if the clutch cannot be accessed axially due to narrow installation conditions. On this variant, the graduation scale for reading and adjusting the torque is mounted radially visible on the outer diameter.

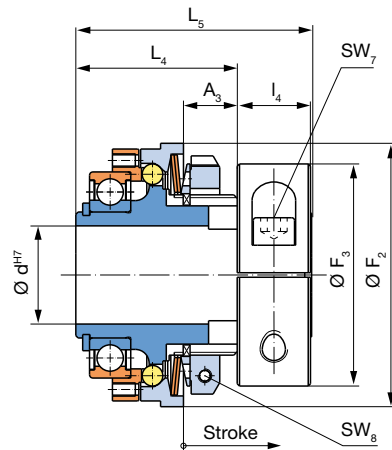
| Dimensions [mm] | Size | | | | |
|-----------------|------|------|-----|-----|------|
| | 01 | 0 | 1 | 2 | 3 |
| A ₂ | 12 | 13,5 | 16 | 17 | 20,5 |
| F ₁ | 59 | 73 | 88 | 104 | 125 |
| F ₂ | 70 | 85 | 100 | 115 | 135 |
| X | 6 | 7 | 7 | 8 | 10 |
| x | 3 | 4 | 4 | 4,5 | 4 |



EAS®-Compact® with clamping ring

EAS®-Compact® clutches with clamping ring hubs can be mounted extremely quickly and easily onto the shaft. The slotted clamping ring is tensioned using one single screw. Due to the equipment with an adjusting nut for radial torque adjustment, the limit torque for overload can be altered even in installed condition.

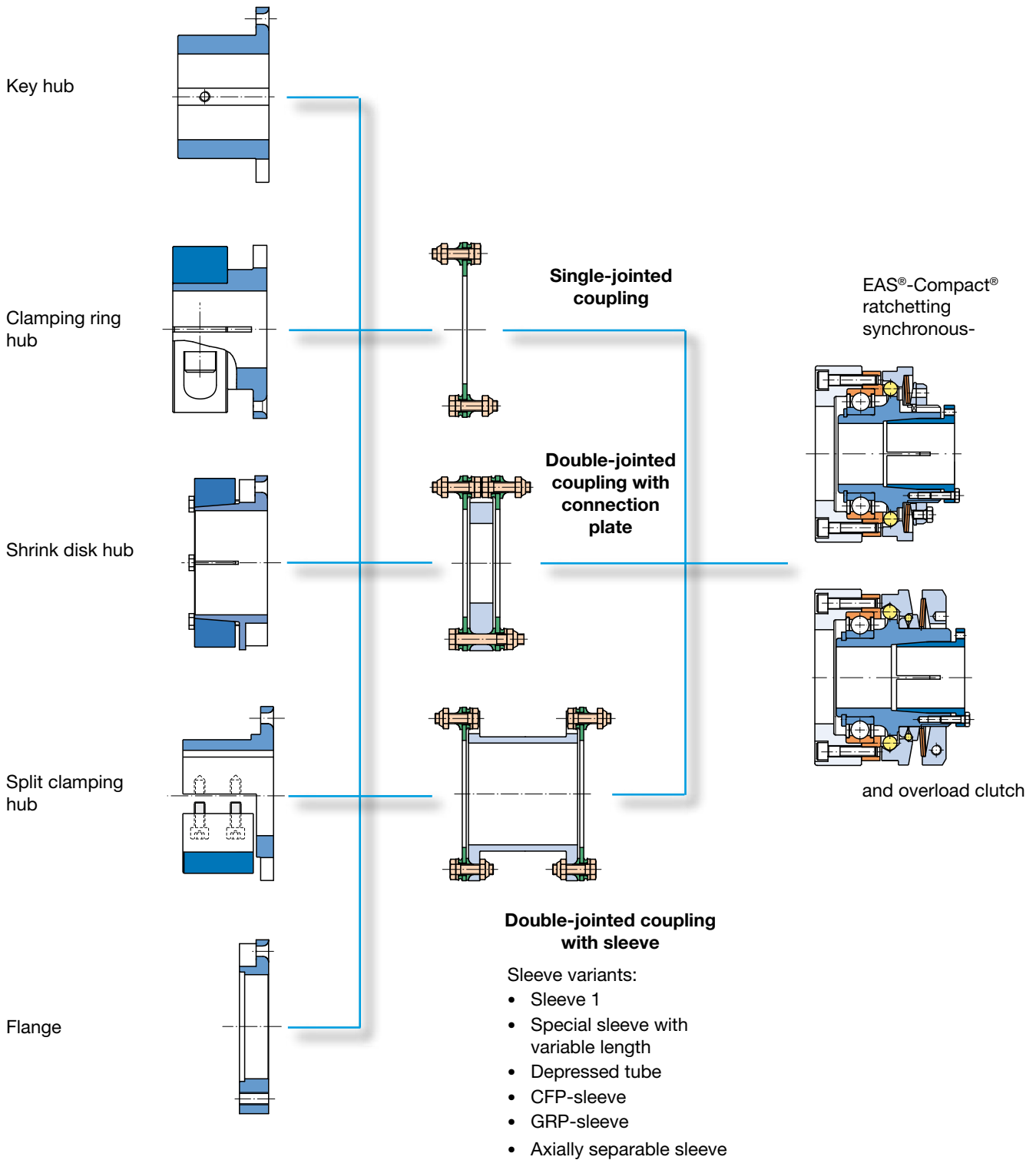
| Dimensions [mm] | Size | | | | |
|-----------------|------|------|------|------|------|
| | 01 | 0 | 1 | 2 | 3 |
| A ₃ | 15,5 | 19 | 20,5 | 23,5 | 26 |
| F ₂ | 70 | 85 | 100 | 115 | 135 |
| F ₃ | 60 | 72 | 84 | 97 | 115 |
| L ₄ | 43,5 | 53,5 | 63,5 | 70,5 | 80,5 |
| L ₅ | 65 | 77 | 90 | 103 | 117 |
| I ₄ | 18 | 22 | 26 | 32 | 36 |



| Bores [mm] | | Size | | | | |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|
| d ^{H7} | d _{min} | 01 | 0 | 1 | 2 | 3 |
| | | d _{max} | 25 ¹⁾ | 32 ²⁾ | 40 ³⁾ | 45 ⁴⁾ |

- 1) On bores Ø 10 – 14 set limit torque for overload M_G = 70 %.
- 2) On bores Ø 15 – 19 set limit torque for overload M_G = 70 %.
- 3) On bores Ø 22 – 29 set limit torque for overload M_G = 70 %.
- 4) On bores Ø 32 – 40 set limit torque for overload M_G = 70 %.
- 5) On bores Ø 35 – 45 set limit torque for overload M_G = 70 %.

EAS®-Compact® torsionally rigid Modular Structure



EAS®-Compact® ratchetting, synchronous and overload clutches can be combined with almost all components of the ROBA®-DS backlash-free shaft coupling. For a current selection of different Types, please see pages 16 and 17 as well as pages 32 and 35.

We are happy to assist you in dimensioning and assembling your optimum clutch.

Readable Torque Adjustment

The EAS®-Compact® overload clutch offers easily readable torque adjustment on the adjusting nut (for sizes 01 to 3). This readability makes adjusting the torque far more simple, and also allows easy checks on the set release value on the installed clutch.

- The limit torque can be finely adjusted and accurately read due to the adjusting nut with the fine thread and the easily-readable graduation scale.
- The positive-locking (or frictionally-locking) safeguard on the adjusting nut protects against self-turning, inadvertent adjustment of the set limit torque. The integral blocking protection prevents the cup springs from becoming spring-bound.

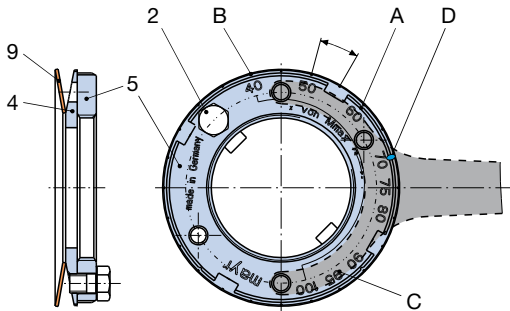


Fig. 1: EAS®-Compact® ratchetting and synchronous clutch

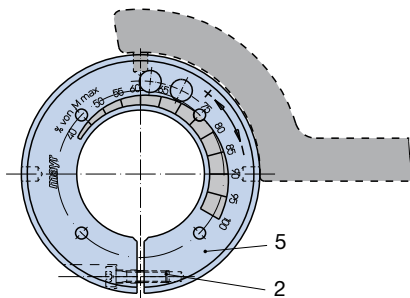


Fig. 2: EAS®-Compact® overload clutch

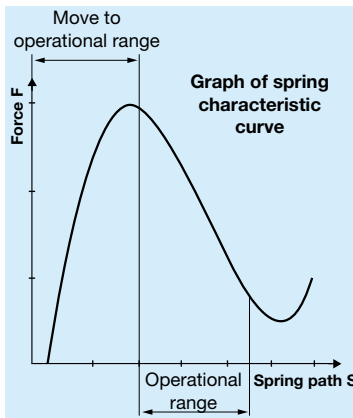


Fig. 3 (The diagram only serves as an example)

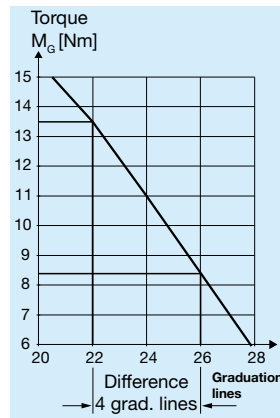


Fig. 4 (The diagram only serves as an example)

Important Guideline!

Depending on the drive and the drive constellation, torque peaks (e.g. via start-up torque impacts on asynchronous motors) can occur which lie substantially above the system (motor) operating torque. This behaviour is to be taken into account customer-side when dimensioning or adjusting the clutch.

Torque Adjustment

Adjustment takes place by turning the adjusting nut (5) (sizes 03 to 3) or the set screws (6) (sizes 4 and 5).

The installed cup springs (9) are operated in the negative range of the characteristic curve (Fig. 3). A stronger pre-tension produces a decrease in spring force. Turning the adjusting nut (5) (sizes 03 to 3) or the set screws (6) (sizes 4 and 5) clockwise therefore produces a decrease in spring force. Turning it anti-clockwise produces an increase in torque (facing direction towards the adjusting nut (5) – Figs. 1 and 2).

If no other torque adjustment is requested customer-side, the **EAS®-Compact® ratchetting, synchronous and overload clutch** is **generally** set and marked (calibrated) manufacturer-side to c. 70 % of the respective maximum torque. The respective torque adjustment or the adjustable torque range are visible on the Type tag.

A control “spring application in the operating range” can be carried out via the dimension “a”.

- EAS®-Compact® ratchetting and synchronous clutch (sizes 01-3): Dimension “a” is the distance between the adjusting nut facing side (5) to the pressure plate facing side (3) (Fig. 5).
- EAS®-Compact® overload clutch (sizes 01-3): Dimension “a” is the distance between the adjusting nut facing side (5) to the hub edge (1) (Fig. 6).

For the corresponding data, please see the Installation and Operational Instructions.

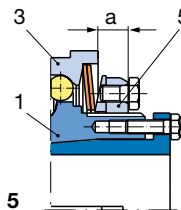


Fig. 5

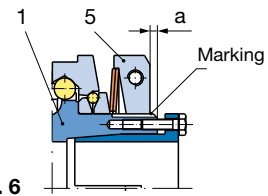


Fig. 6

EAS®-NC sizes 03 and 02 must be adjusted according to the Adjustment Diagram (please order if necessary) if no adjustment or calibration was made manufacturer-side.

EAS®-NC size 03 (Fig. 7):

- Unscrew both set screws (8) from the adjusting nut (5).
- Grease the thread surfaces on the adjusting nut (5) and the hub (1).
- Set the adjusting nut (5) to the required dimension “a” (acc. Adjustment Diagram) using a hook wrench.
- Paint both set screws (8) with Loctite 243, screw them into the adjusting nut (5) and tighten them.

EAS®-NC size 02 (Fig. 8 and Fig. 4):

- Loosen the locking screw (2).
- Grease the contact surfaces on the adjusting nut (5), the locking ring (4) and the hub (1).
- Set the adjusting nut (5) by hand to the contact on the cup spring (9).
- Continue to turn until the four notches on the circumference of the adjusting nut (5) and the notches in the locking ring (4) align.
- Turn the adjusting nut (5) further using a face wrench to the number of graduation lines which equal the required torque (Fig. 4, number of graduation lines in the Adjustment Diagram). The 4 notches on the circumference of the adjusting nut (5) and on the locking ring (4) must be in the same position.
- Paint both set screws (8) with Loctite 243 and screw them into the adjusting nut (5).

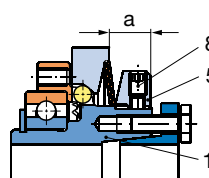


Fig. 7

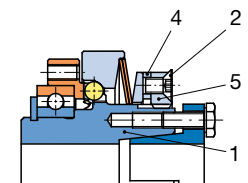


Fig. 8

Torque Adjustment

Sizes 01 to 3 (Figs. 1, 2 and 6):

- Convert the required torque (acc. formula below) in percent of the max. adjustment value:

$$\frac{\text{Required torque}}{\text{Max. torque adjustment (see Table Technical Data)}} \times 100 = \text{Adjustment \%}$$

- Loosen the locking screw (2) in the adjusting nut (5).
- Turn the adjusting nut (5) clockwise or anti-clockwise according to the engraved adjustment scale (Figs. 1 and 2) using a hook wrench or a face wrench, until the required torque is set.
- The required torque results from:
 - the locking ring (4) marking (D) overlap and the percent value (C) on the adjusting nut (5) (ratchetting and synchronous clutch, Fig. 1), or
 - the hub (1) marking overlap and the percent value on the adjusting nut (5) (overload clutch, Figs. 2 and 6).
- Paint the locking screw (2) with Loctite 243 and screw it into the adjusting nut (5); the 4 notches (A) in the adjusting nut (5) and the notches (B) in the locking ring (4) must be in the same position (Fig. 1). Correct slightly if necessary.

Example:

EAS®-Compact® size 3, Type 490.610.0 (M_G max. = 350 Nm):

Torque pre-adjustment = 75 % of M_G max. = 245 Nm.

The adjustment should be increased from 245 Nm to 280 Nm.

- Define the torque adjustment in percent of M_G max. using the formula below.:

$$\frac{280}{350} \times 100 = 80 \%$$

- Turn the adjusting nut (5) according to the facing-side scale (Fig. 1) **anti-clockwise** from 75 % to 80 % on the adjustment scale using a face wrench.

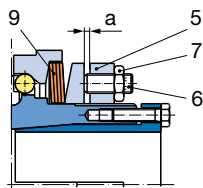


Fig. 9

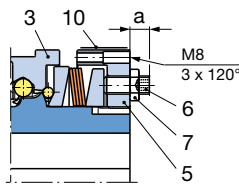


Fig. 10

Sizes 4 and 5 (Figs. 9 and 10):

Adjustment only takes place by turning the set screws (6) and not by turning the adjusting nut (5):

- Loosen all hexagon nuts (7).
- Tighten all set screws (6) evenly using an Allen wrench to the required dimension "a".
 - EAS®-Compact® ratchetting and synchronous clutch, size 4: find dimension "a" in the Adjustment Table glued to the clutch (Fig. 9).
 - EAS®-Compact® overload clutch, sizes 4-5: find dimension "a" in the Adjustment Table glued to the adjusting nut (5) (Fig. 10).
- Counter the set screws (6) again using hexagon nuts (7).

Warning!

After clutch disassembly (e.g. due to cup spring or cup spring layering replacement), the clutch must be re-set!

Re-engagement of the EAS®-Compact® overload clutch

Re-engagement EAS®-Compact® overload clutch takes place simply by placing axial pressure onto the thrust washer (3). Slight twisting between the clutch input and output sides may be necessary.

Sizes 01 to 3:

Depending on the application possibilities, the ease of entrance at the installation point etc., re-engagement can take place in different ways:

- Manually, e.g. using a plastic hammer or installation levers supported on the adjusting nut (5) (e.g. two screwdrivers placed opposite each other).
- With an engagement device. The engagement device can be automated using pneumatic or hydraulic cylinders.

Sizes 4 and 5:

Re-engagement takes place using 3 hexagon head screws (Fig. 10; provided by the user: M8 for sizes 4 and 5): The screws are screwed in evenly in the adjusting nut (5) by placing axial pressure onto the thrust washer (3).

Please Observe!

After successful re-engagement, the three hexagon head screws must be removed immediately, as otherwise the clutch is blocked.

Warning!

Re-engagement may only take place during standstill or at a low differential speed (< 10 rpm). For a more detailed explanation on re-engagement, please see the respective Installation and Operational Instructions.

Permitted bearing load

The output element is centred on the deep groove ball bearing (tolerance H7/h5) and screwed to the pressure flange (3).

If the resulting radial force from the output element lies roughly in the ball bearing centre and is below the maximum permitted radial load according to Table 1, an additional bearing for the output element is unnecessary.

No appreciable axial forces (see Table 1) must be transferred from the output element onto the clutch pressure flange (3).

| Permitted bearing load | size | | | | | | | | | |
|---------------------------------|------|-------|------|-----|------|-----|-----|-----|------|--|
| | 03 | 02 | 01 | 0 | 1 | 2 | 3 | 4 | 5 | |
| Axial forces F_A [kN] | 0,12 | 0,28 | 0,65 | 1 | 1,5 | 2,4 | 4,2 | 5 | 7,7 | |
| Radial forces F_R [kN] | | | | | | | | | | |
| 1-bearing design | 0,1 | 0,25 | 0,65 | 1 | 1,5 | 2,4 | 4,2 | 5 | - | |
| 2-bearing design | 0,15 | 0,375 | 1 | 1,5 | 2,25 | 3,6 | 6,3 | 7,5 | 11,5 | |
| Shear force-torques* M_G [Nm] | 0,5 | 1,5 | 5 | 10 | 20 | 30 | 40 | 50 | 70 | |

Table 1

* Torques which place strain on the deep groove ball bearing due to axial forces acting on the pressure flange.

Size Selection, Energy Calculation, Torque Adjustment for Horizontal Servo Axes

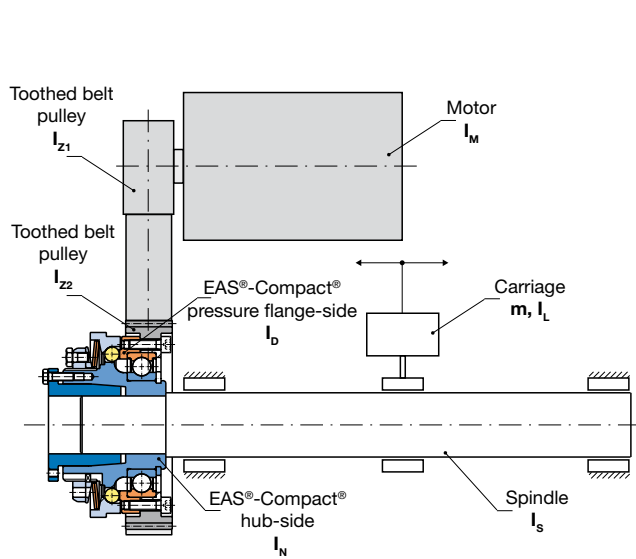


Fig. 1

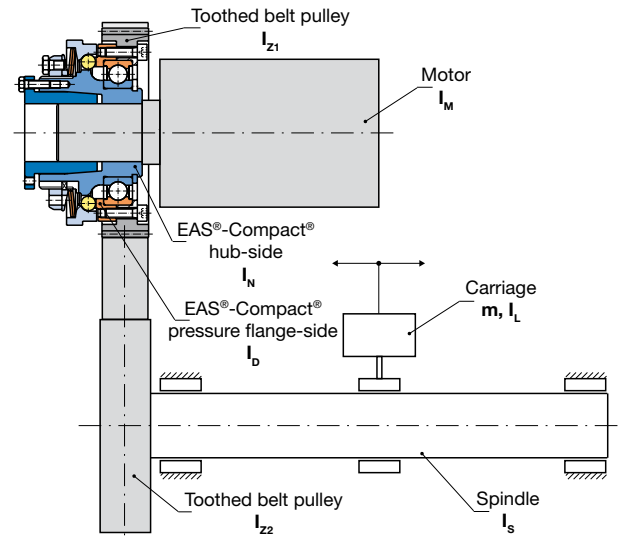


Fig. 2

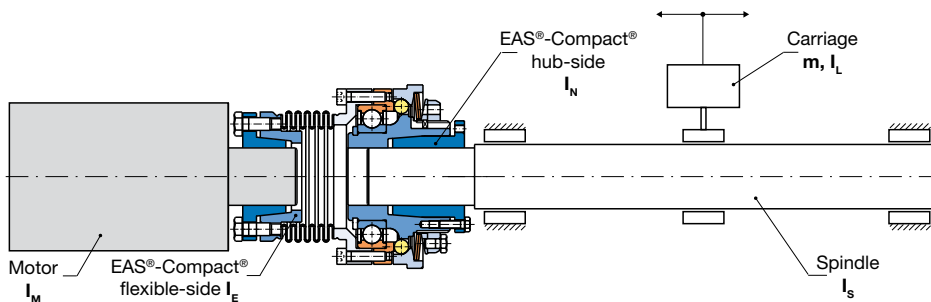
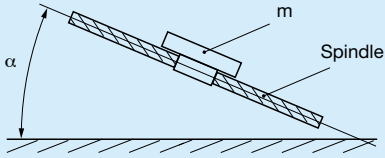


Fig. 3

| Configuration Fig. 1 | Configuration Fig. 2 | Configuration Fig. 3 |
|--|--|--|
| Total mass moment of inertia without EAS®-Compact® clutch | | |
| $I_g = I_M + I_{z1} + (I_{z2} + I_s + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$ $I_L \text{ from equation (7)}$ | $I_g = I_M + I_{z1} + (I_{z2} + I_s + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$ $I_L \text{ from equation (7)}$ | $I_g = I_M + I_{ku} + I_s + I_L$ $I_L \text{ from equation (7)}$ |
| Mass moment of inertia input-side with reference to the shaft with EAS®-Compact® clutch | | |
| $I_1 = I_b + I_{z2} + (I_{z1} + I_M) \cdot \left(\frac{n_1}{n_2}\right)^2$ | $I_1 = I_M + I_N$ | $I_1 = I_M + I_E$ |
| Mass moment of inertia output-side (spindle-side) with reference to the shaft with EAS®-Compact® clutch | | |
| $I_2 = I_N + I_s + I_L$ $I_L \text{ from equation (7)}$ | $I_2 = I_b + I_{z1} + (I_{z2} + I_s + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2$ $I_L \text{ from equation (7)}$ | $I_2 = I_N + I_s + I_L$ $I_L \text{ from equation (7)}$ |
| Clutch pre-selection | | |
| $M_{req.} = 1,5 \cdot M_2$ $M_2 \text{ from equation (4)}$ | $M_{req.} = 1,5 \cdot M_1$ | $M_{req.} = 1,5 \cdot M_1$ |

| Configuration Fig. 1 | Configuration Fig. 2 | Configuration Fig. 3 | |
|---|--|--|--------------------------------|
| Torque on the spindle | | | |
| $M_2 = M_1 \cdot \frac{n_1}{n_2}$ | As configuration Fig. 1 | As configuration Fig. 1 | [Nm] (4) |
| Carriage feed drive speed | | | |
| $v = \frac{p \cdot n_2}{6 \cdot 10^4}$ | As configuration Fig. 1 | As configuration Fig. 1 | $\left[\frac{m}{s}\right]$ (5) |
| Angular speed of the motor shaft ω_1 and the spindle ω_2 | | | |
| $\omega_1 = \frac{n_1 \cdot \pi}{30}$ $\omega_2 = \frac{n_2 \cdot \pi}{30}$ | As configuration Fig. 1 | As configuration Fig. 1 | [s ⁻¹] (6) |
| Mass of the carriage reduced on the spindle | | | |
| $I_L = m \cdot \frac{v^2}{\omega_2^2}$ v from equation (5), ω_2 from equation (6) | As configuration Fig. 1 | As configuration Fig. 1 | [kgm ²] (7) |
| Energy on collision without EAS®-Compact® clutch | | | |
| $W_g = \frac{1}{2} \cdot I_g \cdot \omega_1^2$ I_g from equation (1), ω_1 from equation (6) | As configuration Fig. 1 | As configuration Fig. 1 | [J] (8) |
| Energy on collision with EAS®-Compact® clutch | | | |
| $W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_2^2$ I_2 from equation (3), ω_2 from equation (6) | $W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_1^2$ I_2 from equation (3), ω_1 from equation (6) | $W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_1^2$ I_2 from equation (3), ω_1 from eq. (6) | [J] (9) |
| Remaining residual energy | | | |
| $W_R = \frac{W_2}{W_g} \cdot 100$ W_g from equation (8), W_2 from equation (9) | As configuration Fig. 1 | As configuration Fig. 1 | [%] (10) |
| Uncoupled energy | | | |
| $\Delta W = W_g - W_2$ $\Delta W = 100 - W_R$ W_g from equation (8), W_2 from equation (9), W_R from equation (10) | As configuration Fig. 1 | As configuration Fig. 1 | [J] (11) [%] (12) |
| Required disengagement torque in the acceleration phase (horizontal axis) | | | |
| $M_A = M_B \cdot \frac{I_2}{I_2 + I_1} \cdot \frac{n_1}{n_2}$ I_1 from equation (2), I_2 from equation (3) | Speed ratio $\frac{n_1}{n_2}$ not applicable. | Speed ratio $\frac{n_1}{n_2}$ not applicable. | [Nm] (13) |
| Required disengagement torque in the acceleration phase torque (axis in any direction) | | | |
| $M_A = [(M_B \cdot \frac{n_1}{n_2} - M_L) \cdot \frac{I_2}{I_2 + I_1} + M_L] \times 1,2$ M_L from equation (15) | $M_A = [(M_B - M_L \cdot \frac{n_2}{n_1}) \cdot \frac{I_2}{I_2 + I_1} + M_L \cdot \frac{n_2}{n_1}] \times 1,2$ M_L from equation (15) | $M_A = [(M_B - M_L) \cdot \frac{I_2}{I_2 + I_1} + M_L] \times 1,2$ M_L from equation (15) | [Nm] (14) |
| Load torque from carriage mass in any direction | | | |
| $M_L = \frac{m \cdot g \cdot \sin \alpha \cdot p}{2 \cdot \pi \cdot 1000}$  | As configuration Fig. 1 | As configuration Fig. 1 | [Nm] (15) |
| Limit torque adjustment | | | |
| $M_G = 1,5 \cdot M_2$ M_2 from equation (4) | $M_G = 1,5 \cdot M_1$ | $M_G = 1,5 \cdot M_2$ M_2 from equation (4) | [Nm] (16) |
| Condition: The disengagement torque M_A from equation (13) or (14) (multiplied by a factor of 1,2) must be smaller than the torque M_G set on the clutch. | | | |

Calculation Example

Configuration as shown in Fig. 1

Indications:

| | | |
|--|----------|----------------------------|
| Mass of the carriage | m | = 560 kg |
| Mass moment of inertia of the motor | I_M | = 0,0037 kgm ² |
| Mass moment of inertia of the toothed belt pulleys | I_{Z1} | = 0,0006 kgm ² |
| | I_{Z2} | = 0,01132 kgm ² |
| Mass moment of inertia of the spindle | I_S | = 0,00067 kgm ² |
| Drive speed of the motor | n_1 | = 2000 rpm |
| Speed of the spindle | n_2 | = 1000 rpm |
| Pitch of the spindle | p | = 10 mm |
| Nominal torque of the motor | M_1 | = 14 Nm |
| Max. torque of the motor | M_B | = 40 Nm |

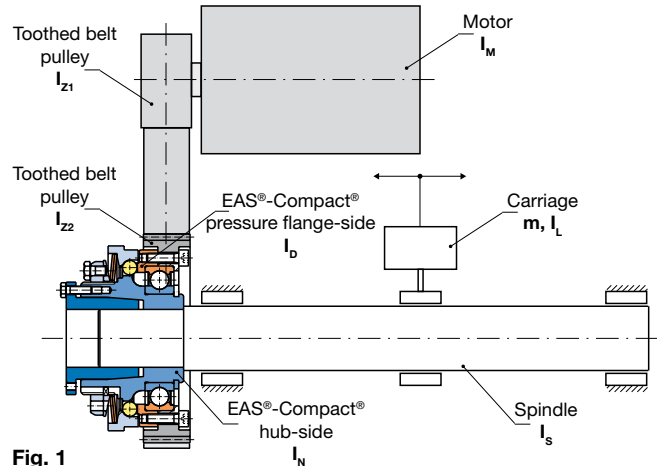


Fig. 1

Pre-selection of the clutch

$$M_{req.} = 1,5 \cdot M_2 \quad M_{req.} = 1,5 \cdot 28 = 42 \quad [\text{Nm}]$$

M_2 from equation (4)

Selected: EAS®-Compact® size 0, Type 490.610.0
 Torque range $M_G = 20 \div 50 \text{ Nm}$
 (see Technical Data, page 9)

Total mass moment of inertia of the EAS®-Compact®

Hub side $I_N = 0,000531 \text{ kgm}^2$ (see Techn. Data. page 9)
 Pressure flange side $I_b = 0,000234 \text{ kgm}^2$ (see Techn. Data, page 9)

Mass moment of inertia without EAS®-Compact® clutch

$$I_g = I_M + I_{Z1} + (I_{Z2} + I_S + I_L) \cdot \left(\frac{n_2}{n_1}\right)^2 \quad I_L \text{ from equation (7)}$$

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

$$I_g = 0,00765 \quad [\text{kgm}^2] \quad (1)$$

Mass moment of inertia input-side referring to the shaft with the EAS®-Compact® clutch

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

$$I_1 = 0,000234 + 0,01132 + (0,006 + 0,0037) \cdot \left(\frac{2000}{1000}\right)^2$$

$$I_1 = 0,0287 \quad [\text{kgm}^2] \quad (2)$$

Mass moment of inertia output-side (spindle-side) corresponding to the shaft with the EAS®-Compact® clutch

$$I_2 = I_N + I_S + I_L \quad I_L \text{ from equation (7)}$$

$$I_2 = 0,000531 + 0,00067 + 0,00142 = 0,00262 \quad [\text{kgm}^2] \quad (3)$$

Torque on the spindle

$$M_2 = M_1 \cdot \frac{n_1}{n_2} = 14 \cdot \frac{2000}{1000} = 28 \quad [\text{Nm}] \quad (4)$$

Carriage feed rate

$$v = \frac{p \cdot n_2}{6 \cdot 10^4} = \frac{10 \cdot 1000}{6 \cdot 10^4} = 0,1667 \quad \left[\frac{\text{m}}{\text{s}}\right] \quad (5)$$

Angular velocity of the motor shaft ω_1 and the spindle ω_2

$$\omega_1 = \frac{n_1 \cdot \pi}{30} = \frac{2000 \cdot \pi}{30} = 209 \quad [\text{s}^{-1}] \quad (6)$$

$$\omega_2 = \frac{n_2 \cdot \pi}{30} = \frac{1000 \cdot \pi}{30} = 104,7 \quad [\text{s}^{-1}] \quad (6)$$

Mass of the carriage reduced on the spindle

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

v from equation (5), ω_2 from equation (6)

Energy on collision without EAS®-Compact® clutch

$$W_g = \frac{1}{2} \cdot I_g \cdot \omega_1^2 = \frac{1}{2} \cdot 0,00765 \cdot 209^2 = 167 \quad [\text{J}] \quad (8)$$

I_g from equation (1), ω_1 from equation (6)

Energy on collision with EAS®-Compact® clutch

$$W_2 = \frac{1}{2} \cdot I_2 \cdot \omega_2^2 = \frac{1}{2} \cdot 0,00262 \cdot 104,7^2 = 14 \quad [\text{J}] \quad (9)$$

I_2 from equation (3), ω_2 from equation (6)

Remaining residual energy

$$W_R = \frac{W_2}{W_g} \cdot 100 = \frac{14}{167} \cdot 100 = 8,4 \quad [\%] \quad (10)$$

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

Uncoupled energy

$$\Delta W = W_g - W_2 = 167 - 14 = 153 \quad [\text{J}] \quad (11)$$

$$\Delta W = 100 - W_R = 100 - 8,4 = 91,6 \quad [\%] \quad (12)$$

Required disengagement torque in the acceleration phase (horizontal axis)

$$M_A = M_B \cdot \frac{I_2}{I_2 + I_1} \cdot \frac{n_1}{n_2} \quad I_1 \text{ from equation (2)}$$

$$M_A = 40 \cdot \frac{0,00262}{0,00262 + 0,0287} \cdot \frac{2000}{1000} = 6,7 \quad [\text{Nm}] \quad (13)$$

Limit torque adjustment

$$M_G = 1,5 \cdot M_2 = 1,5 \cdot 28 = 42 \quad [\text{Nm}] \quad (16)$$

Condition: The disengagement torque $1,2 \cdot M_A = 1,2 \cdot 6,7 = 8,04 \text{ Nm}$ is smaller than the torque $M_G = 42 \text{ Nm}$ set on the clutch.

Classifications:

| | | |
|------------|----------------------|---|
| I_g | [kgm ²] | Total mass moment of inertia without EAS [®] -Compact [®] clutch |
| I_1 | [kgm ²] | Mass moment of inertia input-side corresponding to the shaft with the EAS [®] -Compact [®] clutch |
| I_2 | [kgm ²] | Mass moment of inertia output-side (spindle-side) referring to the shaft with the EAS [®] -Compact [®] clutch |
| I_M | [kgm ²] | Mass moment of inertia of the motor |
| I_{Z1} | [kgm ²] | Mass moment of inertia of the motor-side toothed belt pulley |
| I_{Z2} | [kgm ²] | Mass moment of inertia of the second toothed belt pulley |
| I_S | [kgm ²] | Mass moment of inertia of the spindle |
| I_L | [kgm ²] | Mass of the carriage reduced on the spindle |
| I_N | [kgm ²] | Mass moment of inertia of the EAS [®] -Compact [®] , hub-side |
| I_D | [kgm ²] | Mass moment of inertia of the EAS [®] -Compact [®] , pressure flange-side |
| I_E | [kgm ²] | Mass moment of inertia of the EAS [®] -Compact [®] , flexible coupling |
| I_{Ku} | [kgm ²] | Mass moment of inertia of the double shaft connection before installation of the EAS [®] -Compact [®] clutch |
| M_1 | [Nm] | Motor nominal torque |
| M_2 | [Nm] | Torque on the spindle |
| M_A | [Nm] | Required disengagement torque in the acceleration phase |
| M_B | [Nm] | Maximum motor torque |
| M_G | [Nm] | Limit torques for overload |
| M_L | [Nm] | Load torque from the carriage mass in any direction |
| $M_{req.}$ | [Nm] | Required torque (pre-selection of the clutch) |
| g | [m.s ⁻²] | Drop acceleration |
| m | [kg] | Carriage mass |
| n_1 | [rpm] | Drive speed on the motor (rapid movement) |
| n_2 | [rpm] | Spindle speed (rapid movement) |
| p | [mm] | Spindle pitch |
| v | [m.s ⁻¹] | Carriage feed rate |
| W_g | [J] | Total energy on collision without EAS [®] -Compact [®] clutch |
| W_2 | [J] | Energy on collision with EAS [®] -Compact [®] clutch |
| W_R | [%] | Remaining residual energy |
| ΔW | [J] | Uncoupled energy |
| ΔW | [%] | Uncoupled energy |
| ω_1 | [s ⁻¹] | Angular speed of the motor shaft |
| ω_2 | [s ⁻¹] | Angular speed of the spindle |

Table 1: Assignment of the bore diameters d_3/d_4 on the flexible coupling to the transmittable torque “ T_R “ EAS®-Compact® synchronous, ratchetting and overload clutches Types 494_0_./494_1_.

| Bore | | Size | | | | | | |
|--|-------|-------|-----|-----|-----|------|------|------|
| | | 01 | 0 | 1 | 2 | 3 | 4 | |
| Frictionally locking transmittable torques | Ø 15 | d_3 | 34 | - | - | - | - | - |
| | | d_4 | 56 | - | - | - | - | - |
| | Ø 16 | d_3 | 36 | - | - | - | - | - |
| | | d_4 | 62 | - | - | - | - | - |
| | Ø 19 | d_3 | 43 | 79 | - | - | - | - |
| | | d_4 | 81 | 141 | - | - | - | - |
| | Ø 20 | d_3 | 45 | 83 | 83 | - | - | - |
| | | d_4 | 87 | 153 | 197 | - | - | - |
| | Ø 22 | d_3 | 50 | 91 | 91 | - | - | - |
| | | d_4 | 100 | 177 | 228 | - | - | - |
| | Ø 24 | d_3 | 54 | 100 | 100 | - | - | - |
| | | d_4 | 120 | 203 | 261 | - | - | - |
| | Ø 25 | d_3 | 57 | 104 | 104 | - | - | - |
| | | d_4 | 125 | 216 | 279 | - | - | - |
| | Ø 28 | d_3 | 63 | 116 | 116 | 208 | - | - |
| | | d_4 | 135 | 256 | 332 | 300 | - | - |
| | Ø 30 | d_3 | - | 124 | 124 | 228 | - | - |
| | | d_4 | - | 282 | 368 | 350 | - | - |
| | Ø 32 | d_3 | - | 133 | 133 | 248 | - | - |
| | | d_4 | - | 308 | 405 | 400 | - | - |
| | Ø 35 | d_3 | - | 145 | 145 | 280 | 350 | - |
| | | d_4 | - | 343 | 460 | 500 | 450 | - |
| | Ø 38 | d_3 | - | - | 158 | 315 | 390 | - |
| | | d_4 | - | 373 | 513 | 600 | 500 | - |
| | Ø 40 | d_3 | - | - | 166 | 340 | 420 | - |
| | | d_4 | - | - | 547 | 680 | 600 | - |
| | Ø 42 | d_3 | - | - | 174 | 365 | 455 | - |
| | | d_4 | - | - | 577 | 730 | 720 | - |
| | Ø 45 | d_3 | - | - | 187 | 404 | 505 | 545 |
| | | d_4 | - | - | 617 | 790 | 850 | 1402 |
| | Ø 48 | d_3 | - | - | - | 442 | 560 | 590 |
| | | d_4 | - | - | - | 850 | 1000 | 1596 |
| | Ø 50 | d_3 | - | - | - | 470 | 600 | 630 |
| | | d_4 | - | - | - | 880 | 1180 | 1731 |
| | Ø 52 | d_3 | - | - | - | - | 640 | 662 |
| | | d_4 | - | - | - | - | 1270 | 1873 |
| | Ø 55 | d_3 | - | - | - | - | 705 | 710 |
| | | d_4 | - | - | - | - | 1353 | 2095 |
| | Ø 58 | d_3 | - | - | - | - | - | 764 |
| | | d_4 | - | - | - | - | 1428 | 2308 |
| Ø 60 | d_3 | - | - | - | - | - | 800 | |
| | d_4 | - | - | - | - | 1471 | 2420 | |
| Ø 62 | d_3 | - | - | - | - | - | 840 | |
| | d_4 | - | - | - | - | - | 2570 | |
| Ø 65 | d_3 | - | - | - | - | - | 900 | |
| | d_4 | - | - | - | - | - | 2750 | |
| Ø 68 | d_3 | - | - | - | - | - | 954 | |
| | d_4 | - | - | - | - | - | 2989 | |
| Ø 70 | d_3 | - | - | - | - | - | 990 | |
| | d_4 | - | - | - | - | - | 3157 | |
| Ø 72 | d_3 | - | - | - | - | - | 1032 | |
| | d_4 | - | - | - | - | - | 3306 | |
| Ø 75 | d_3 | - | - | - | - | - | 1095 | |
| | d_4 | - | - | - | - | - | 3550 | |
| Ø 78 | d_3 | - | - | - | - | - | 1158 | |
| | d_4 | - | - | - | - | - | - | |
| Ø 80 | d_3 | - | - | - | - | - | 1200 | |
| | d_4 | - | - | - | - | - | - | |

Frictionally locking transmittable torques

Clamping hub Ø d_3
Valid for F7/k6

Shrink disk hub Ø d_4
Valid for H7/k6

The transmittable torques of the clamping connection take the max. tolerance backlash of the shaft tolerance k6/ bores F7 or H7 into account. On larger tolerance backlash, the torque decreases.

T_R [Nm]

Limit Switch



Limit Switch Type 055.00_.5 (Contactless)

Application

This device is used for measuring and monitoring axial and radial disengaging movements, e.g. on EAS®-clutches. It acts as a control sensor for electronic and mechanical sequences.

Function

When the sensor surface of the NAMUR sensor scans a metal control flag (damped), the signal relay is triggered, is deenergised and drops. Contacts 1 - 2 are opened. Damping is possible from all sides.

Electrical Connection (Terminal)

1 - 2 - 3 Free nc two-way contact
5 - 6 Connection input voltage

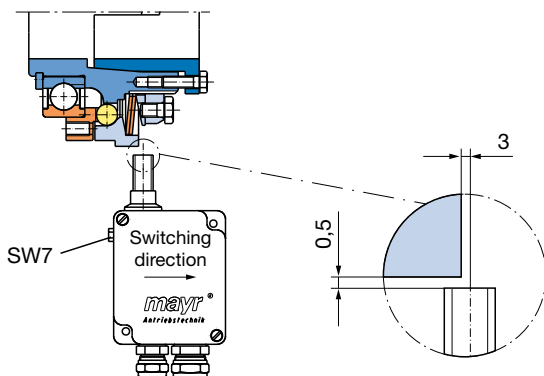
Design

The electronic amplifier is installed in a light metal housing. The limit switch is fixed using two screw-on mounting links attached diagonally with M4 cap screws.

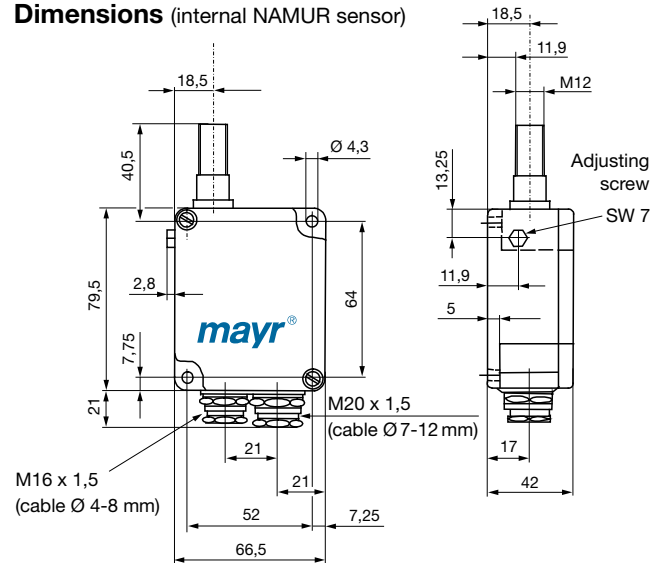
Technical Data

| | |
|--|---|
| Input voltage (dependent on design) | 230 VAC, ±10 %, 50–60 Hz 115 VAC, ±10 %, 50–60 Hz 24 VDC, PELV, ±5 %, protected against reverse polarity, for overvoltage category II connection |
| Power consumption | max. 1,5 VA |
| Ambient temperature | -10 °C up to +60 °C limit switch -25 °C up to +60 °C NAMUR sensor |
| Protection | IP54 |
| Conductor cross-section | max. 2,5 mm ² / AWG 14 |
| Weight | 400 g / 14 oz |
| Protection fuse | 0,1 A/fast acting at 24 VDC (in system) |
| Signalling relay | Free nc two-way contacts Contact load max. 250 VAC/12 A Contact material AgNi 90/10 max. switching frequency 20 Hz at min. load, 0,1 Hz at max. load |
| NAMUR sensor internal | Installed in a light metal housing, operating distance SN 2 mm, flush fitting, max. switching frequency 2 kHz, the zero point can be set per 1 mm by means of the lateral adjusting screw SW 7 |
| NAMUR sensor external | metal housing M12 x 1, operating- distance SN 2 mm, flush fitting, max. switching frequency 2 kHz, standard cable length 2 m, max. 100 m with special design, protection IP67 |

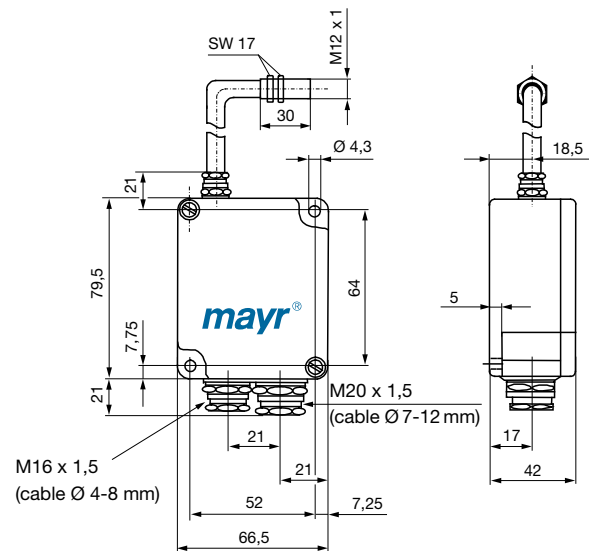
Installation



Dimensions (internal NAMUR sensor)



Dimensions (external NAMUR sensor)



Order Number

0 5 5 . 0 0 _ . 5 / _

| | | | |
|---------------------|---|--------------------|--|
| Contactless sensing | | Connection voltage | |
| Sensor external | 1 | 230 VAC | |
| Sensor internal | 2 | 115 VAC | |
| | | 24 VDC | |

Limit Switch Type 055.000.5 (Mechanical Operation)



Application

This device is used to monitor mechanical movements and end positions. It is a controlling sensor for electronic and mechanical sequences. It also registers axial disengaging movements, e.g. on EAS®-clutches.

Function

The pre-tensioned contact is discharged by actuating the switching lever: Contacts 11-14 (21-24) open, contacts 11-12 (21-22) close.

Design

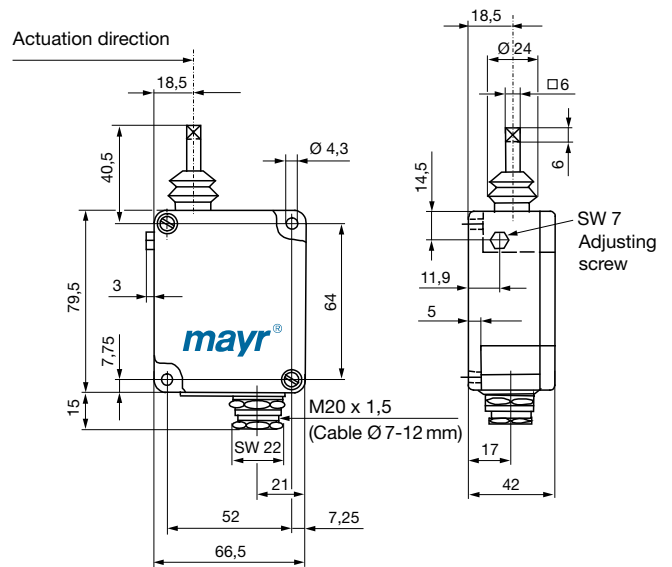
The microswitch is fitted into a light metal housing and is actuated by a switching lever. Operation is only possible in one direction. The limit switch is fixed using M4 cap screws via two screw-on mounting links attached diagonally.



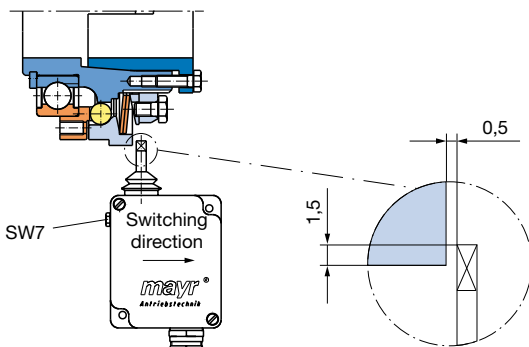
Technical Data

| | |
|------------------------|---|
| Contact | 1 changeover contact (special design: 2 changeover contacts) |
| Switching capacity | 250 VAC / 15 A (with 2 contacts: 10A) 24 VDC / 6 A 60 VDC / 1,5 A 250 VDC / 0,2 A min. 12 VDC / 10 mA |
| Contact material | AgCdO 90/10 |
| Switching frequency | Max. 200 switching operations/min |
| Ambient temperature | -10 °C up to +85 °C |
| Protection | IP54 |
| Weight | 275 g |
| Switching path setting | Using the adjusting screw (SW 7), the zero point can be moved right or left by max. 5 mm |
| Switching path | Advance travel: min. 0,15 to 0,5 mm Overtravel: max. 10 mm, depending on the zero point setting |
| Special types | Different control lever lengths as well as a design with 2 changeover contacts are possible on request |

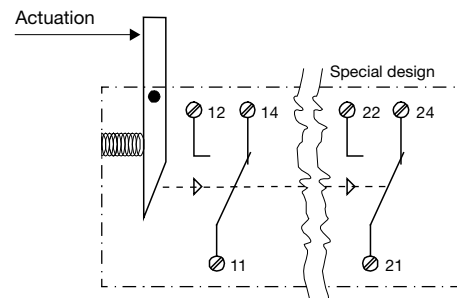
Dimensions (mm)



Installation



Electrical Connection



Order Number

0 5 5 . 0 0 0 . 5

Limit Switch Type 055.010.6 (Mechanical Operation, Multi-directional)

Application

The limit switch is used to monitor and measure axial or radial mechanical movements and adjustments e.g. on EAS®-clutches. The device is suitable for clutches with a minimum stroke of 1,1 mm with radial actuation and 0,9 mm with axial actuation.

Function

By actuating the metal tappet, contacts 11 – 12 are opened.

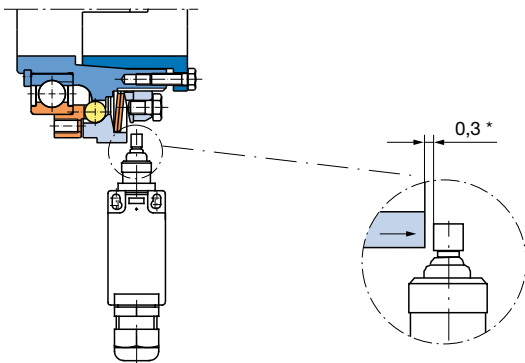
Electrical Connection (Terminals)

11 – 12 NC contact

Technical Data

| | |
|--------------------------|---|
| Contact | 1 x NC contact, forced disconnection contacts |
| Contact (Special Design) | additional 1 x NO contact, terminals 23 – 24, galvanically separated (Zb) |
| Contact-opening | see Switching Travel Diagram |
| Contact-closing | see Switching Travel Diagram |
| Contact-load | NC contact 250 VAC/2,5 A 24 VDC/1 A min. 12 VDC/10 mA |
| Contact distance 250 VAC | >1,25 mm axial, forced opening |
| Contact distance 24 VDC | <1,25 mm, min. 0,5 mm |
| Contact material | Ag90Ni10 |
| Max. input current | acc. to DIN EN 60947-5-1 AC15/DC13 |
| Metal tappet travel | max. 4 mm axial or radial |
| Switching frequency | max. 100/min. |
| Mechanical lifetime | 1 x 10 ⁶ switching cycles, unloaded |
| Conductor cross-section | 1,5 mm ² / AWG 16 |
| Ambient temperature | -30 °C up to +80 °C |
| Protection | IP65 |
| Protection insulation | acc. to Protection Class II |
| Housing | thermoplastic, self extinguishing acc. to UL94-V0 |
| Weight | 120 g / 4,2 oz |

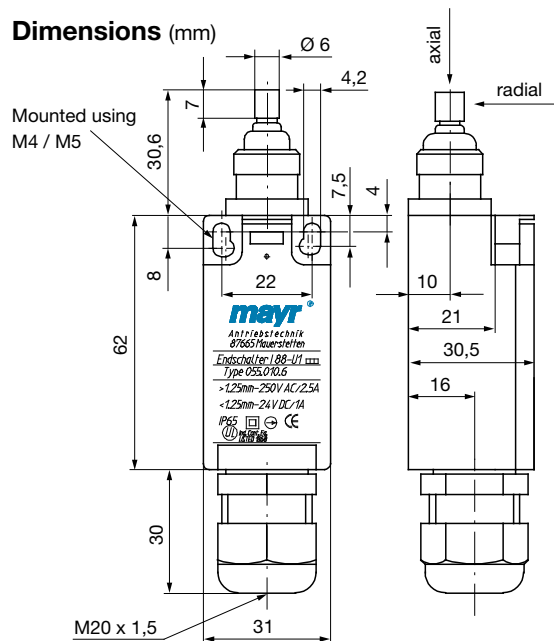
Installation



* Switch distance on engaged clutch

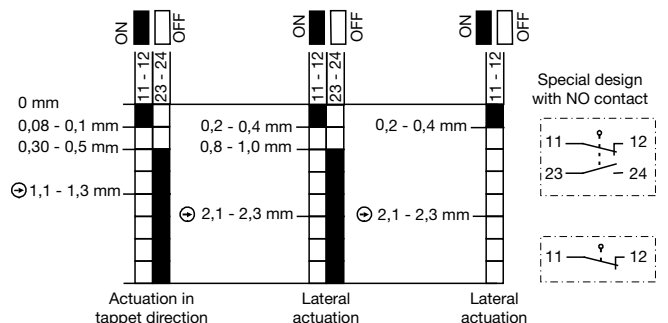


Dimensions (mm)



Fixed positioning for safety application with fixing screws 2 x M5 (DIN 912).

Switching Travel Diagram



Warning!

Do not install switch so that it drags and observe max. actuation travel (travel of metal tappet)

Order Number

0 5 5 . 0 1 0 . 6

Installation Examples

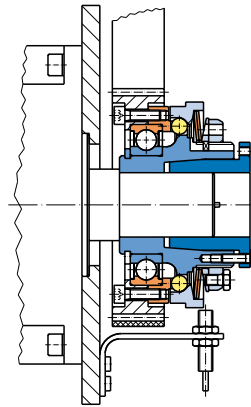
EAS®-Compact® short hub

The drive elements of the EAS®-Compact® short hub are centred on the deep groove ball bearing and are screwed together with the pressure flange. If the resulting radial force from the drive element is anywhere near the centre of the ball bearing, an additional bearing for the drive element is unnecessary.

Please Observe:

The screw quality and the tightening torque for the fixing screws of the drive element are to be selected so that the set limit torque can be safely transmitted using frictional locking.

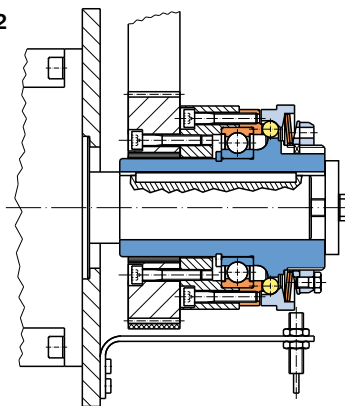
Fig. 1



EAS®-Compact® long protruding hub

The EAS®-Compact® long protruding hub is recommended for very wide drive elements or for elements with very small diameters. On a small diameter, the drive element is screwed together via a customer-side intermediate flange with the clutch pressure flange. Ball bearings, needle bearings or plain bearings are suitable as bearings for the drive element, depending on the installation situation and the installation space.

Fig. 2

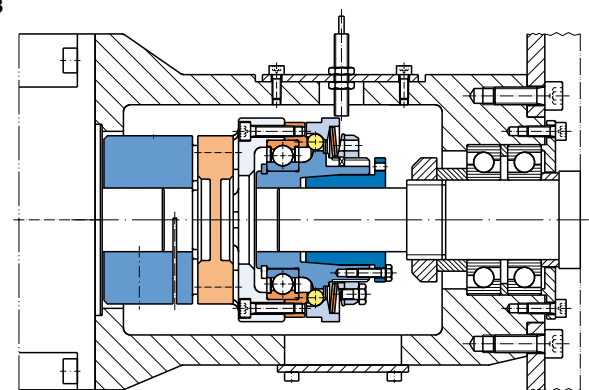


EAS®-Compact® with flexible shaft coupling

The EAS®-Compact® with a backlash-free, torsionally flexible and vibration-damping shaft coupling for the connection of two shafts. The coupling compensates for axial, radial and angular misalignments. In comparison to the EAS®-Compact® with steel bellows coupling, this product is torsionally flexible to a small extent in the circumferential direction.

In the installation example on the right, the EAS®-Compact® lastic is mounted backlash-free between the rotor and a ball screw spindle. The torque is transmitted backlash-free up to the point of disengagement and drops immediately on overload. The contactless limit switch (sensor) emits a signal to switch off the drive.

Fig. 3



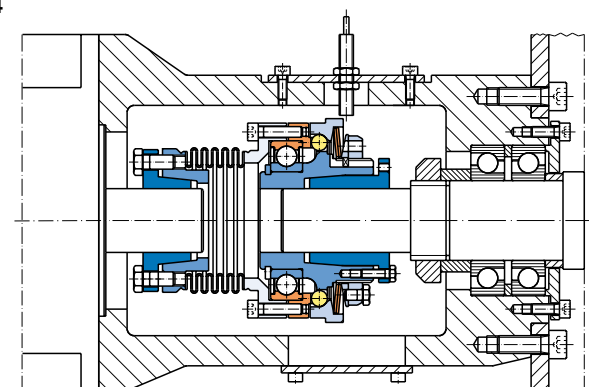
EAS®-Compact® with steel bellows coupling

The EAS®-Compact® with a torsionally rigid flexible steel bellows coupling for the connection of two shafts. The coupling compensates for axial, radial and angular misalignments. It is torsionally rigid in the circumferential direction.

In comparison to the EAS®-Compact® with ROBA®-D coupling, the EAS®-Compact® with steel bellows coupling has a lower mass moment of inertia.

In the installation example on the right, the EAS®-Compact® with steel bellows coupling is mounted between the rotor and a ball screw spindle. The torque is transmitted backlash-free up to the point of disengagement and drops immediately on overload. The contactless limit switch (sensor) emits a signal to switch off the drive.

Fig. 4



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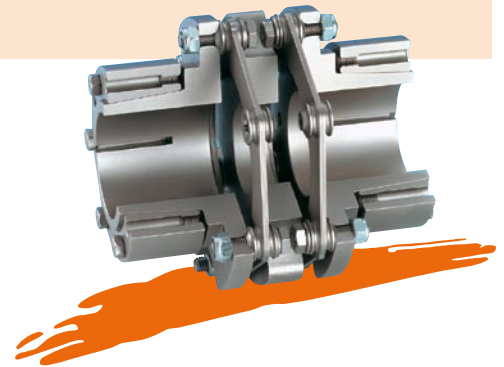
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Positive locking and completely backlash-free torque limiting clutches
- ❑ **EAS®-smartic®**
Cost-effective torque limiting clutches, quick installation
- ❑ **EAS®-element clutch/EAS®-elements**
Load-disconnecting protection against high torques
- ❑ **EAS®-axial**
Exact limitation of tensile and compressive forces
- ❑ **EAS®-Sp/EAS®-Sm/EAS®-Zr**
Load-disconnecting torque limiting clutches with switching function
- ❑ **ROBA®-slip hub**
Load-holding, frictionally locked torque limiting clutches
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Magnetic continuous slip clutches



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- ❑ **ROBA-stop®-S**
Water-proof, robust monoblock brakes
- ❑ **ROBA-stop®-Z/ROBA-stop®-silenzio®**
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Permanent magnet-excited DC motors
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1 quadrant and 4 quadrant transistor controllers

