RSV Industries Pvt. Ltd.

SCHMIDT-KUPPLUNG GmbH

# Schmidt-Kupplung®

## About us

### Many years of experience

For 50 years, we have been advising machine manufacturers as partners for compact coupling systems. Our experience in power transmission has given us extensive know-how in many industries, as we know and understand the most varied applications, and this allows us to optimally support you. Our products are always a safe choice. No matter if it is a standard product, a coupling tailored to a specific industry, or a coupling solution designed for a specific application.

### Products with high technical functionality

Our product range includes torsionally stiff couplings which stand out due to their compactness and high functionality. Their unique technical features offer technical users a variety of practice-oriented advantages. Renowned OEMs from all areas of machinery manufacturing are among our partners.

- 50 years of experience
- Trust and partnership
- Precision couplings
- Understanding applications, solving problems
- Ongoing development

## Industry-specific versions

Being familiar with the applications of a variety of industries, we can design tailored coupling versions. No matter if in the food, vacuum, packaging or printing industry, or in sensor or medical technology - we feel at home anywhere.

## Your drive optimisation

Close cooperation with our customers in the design and implementation of a project results in coupling solutions precisely tailored to application-specific requirements. Comprehensive counselling, FEM analyses, prototype definition and production of Rapid Prototyping Models, as well as confirmation of the calculated design data on modern test benches - all this ensures the optimisation of your drive train.

## Continuous development work

Your wishes are our motivation - With us, new impulses from the market stream into the ongoing further development of our products.

- Individual counselling
- Closeness to customers
- Tailored coupling systems
- Industry know-how
- Drive optimisation

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- Printing machines and much more


# The coupling for an extreme offset

The Schmidt-Kupplung is a compact, torsionally stiff high-performance coupling for a large, variable radial offset. The angle synchronisation of the connected shafts is retained at all times. The modular design allows the torque and displacement to ideally adapt to their specific requirements.
The Schmidt-Kupplung coupling is used in a variety of applications, such as in printing machines, profiling systems, packaging machines and coating facilities.

RSV Industries Pvt. Ltd.
www.rsvindustries.com
sales@rsvindustries.com
+91 74004 33355

## Technique

### Large offset with absolute angle synchronisation

The Schmidt-Kupplung coupling is a compactly built coupling for precise torque transmission of extremely radially offset shafts. The shaft offset can be changed both at rest and while running under load, to any value within the required permissible swivel range. In this process, permanent angle-synchronous transmission is ensured regardless of the shaft offset height. From one drive to the other, they operate permanently in synchronisation, with no phase shift.

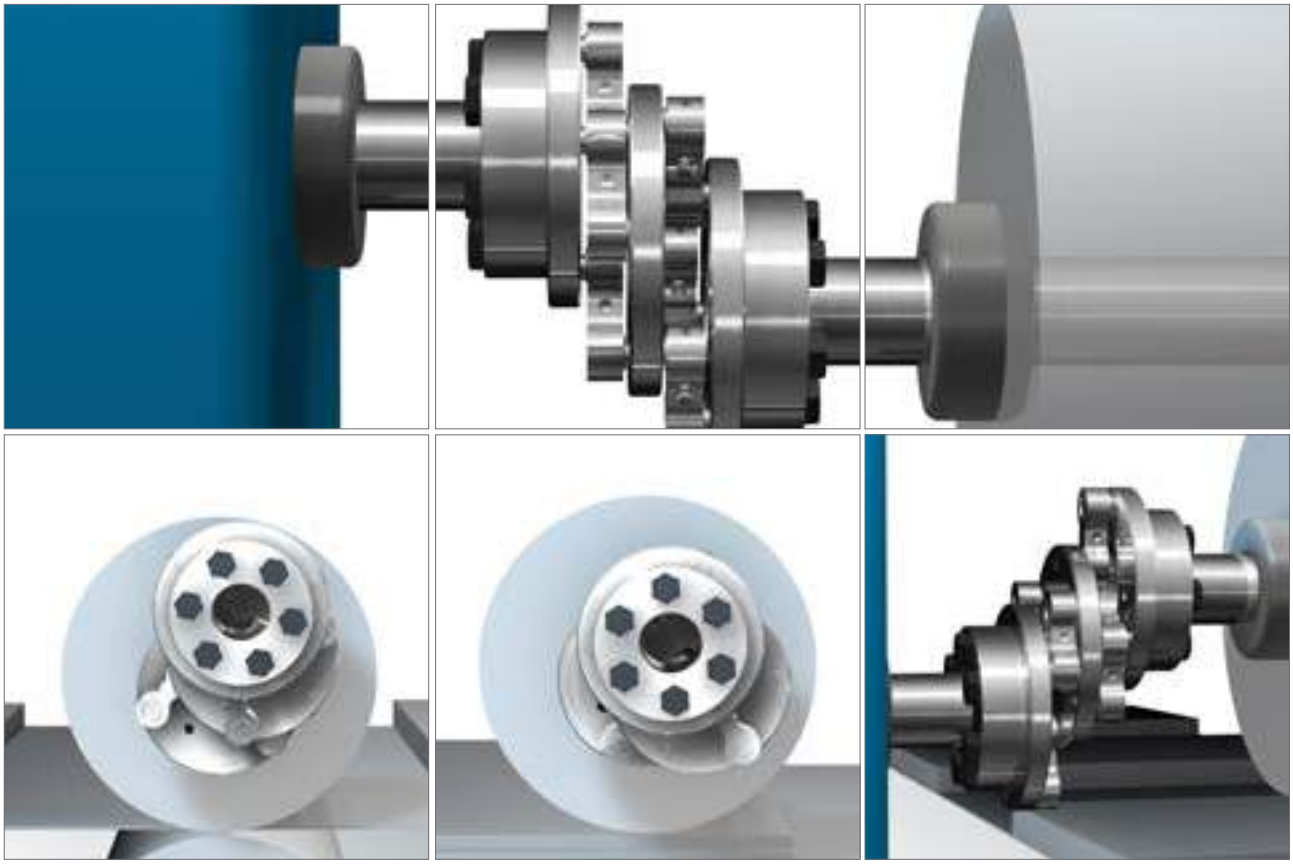
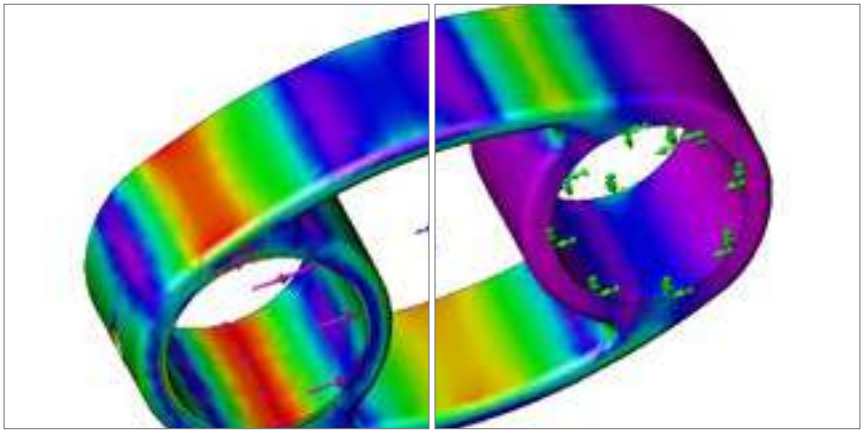


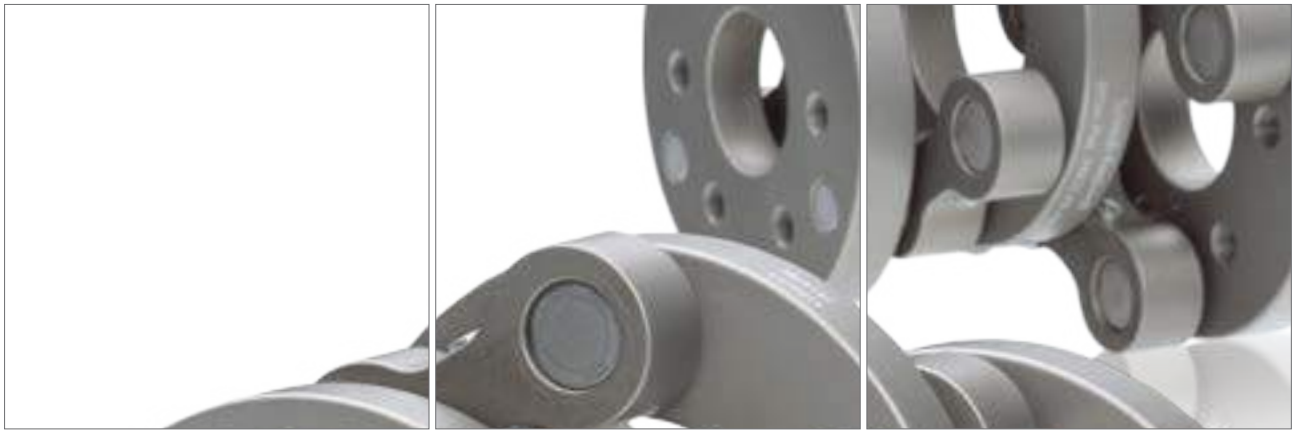
Figure 1.2: Application for roller drives such as coating rollers; various material thicknesses are processed. The Schmidt-Kupplung coupling allows variable functional shaft offset in the machining process during operation while in continuous synchronisation. Picture 3: Turning the roller without stopping the machine. The roller can be replaced during operation. This eliminates any cost-intensive start-up for the machine.

### Precise and compact

The coupling runs with three discs and two link levels. This ensures compactness and torsionally stiff work. The additional use of precision needle bearings in the coupling links ensures very low rotational play and thus ensures precise torque transmission.

Combination of different Product line-up
High torsional stiffness
Absorbs radial vibration





## Dynamically balanced

The Schmidt-Kupplung coupling is a dynamically balanced system. Radial vibration is absorbed by the coupling.

## Free of reaction forces

The Schmidt-Kupplung coupling compensates shaft offset without any restoring forces and thus bearing loads.

## Torsionally stiff and high torque transmission

The components of the Schmidt-Kupplung coupling are made of high-quality steel with high tensile strength and tempered steel.
It offers high torsional stiffness as an all-metal coupling and is designed for high torque transmission.

## Different hub forms, in any combination

The program offers 3 different frictional and interlocking hub designs. They can be combined as required depending on size and can thus be precisely and individually adapted to specific requirements.

## Radial offset

The Schmidt-Kupplung coupling can be radially offset within the relevant pivoting range. Please note the limits specified in the tables of values for maximum allowable offset, maximum displacement and minimum required offset. Compliance with these values ensures that the shafts of the coupling do not run in an inadmissible alignment or in extended position.

### Minimal radial offset $\Delta K_{r\,min}$

The coupling may not operate in alignment position Kr=0. In alignment position, the centre disc would have no definite position in space but would be stimulated to its own movement.
Therefore, a minimal required radial offset $\Delta K_{r\,min}$ must be provided for both shafts to be connected.
To this end, the output shaft must be moved horizontally (Figure 1) or vertically to achieve this minimum offset.
The figure below illustrates the installation position of the coupling when selecting $\Delta K_r$ min in the lateral, horizontal direction. The centre disc can be located above (Figure 2a) or below (Figure 2b).
For the relevant value of the minimum required radial offset $\Delta K_r$ min for a coupling size, please refer to the technical data.

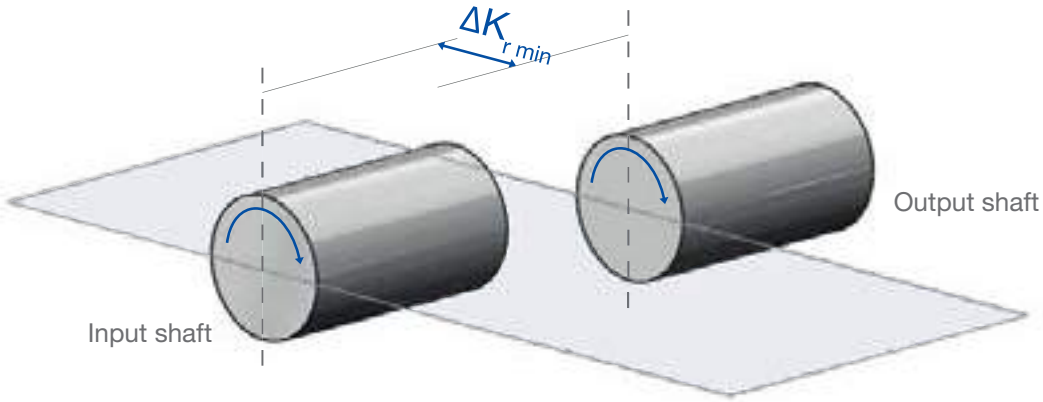



*Figure 1 - Output shaft moved in the lateral, horizontal direction to achieve the minimum required radial offset*

### Alternative location of the center disc when selecting $\Delta K_{r\,min}$ in horizontal direction

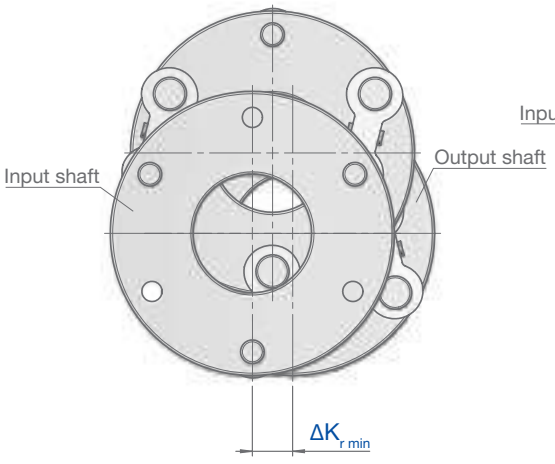



*Figure 2a*

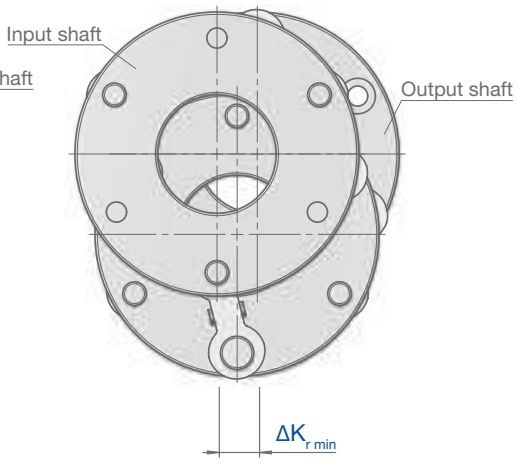



*Figure 2b*

## Maximum radial offset $\Delta K_r$

The Schmidt-Kupplung coupling is a compactly built coupling for precise torque transmission of extremely radially offset shafts. The height of the maximum permissible radial displacement is dependent on the length/depth gauge of the coupling elements used for the relevant coupling size.
The maximum permissible radial offset results from the sum $\Delta K_r$ min and the adjustment range (Figure 3).
For the relevant value of the maximum permissible radial offset $\Delta K_r$ for a coupling size, please refer to the technical data.

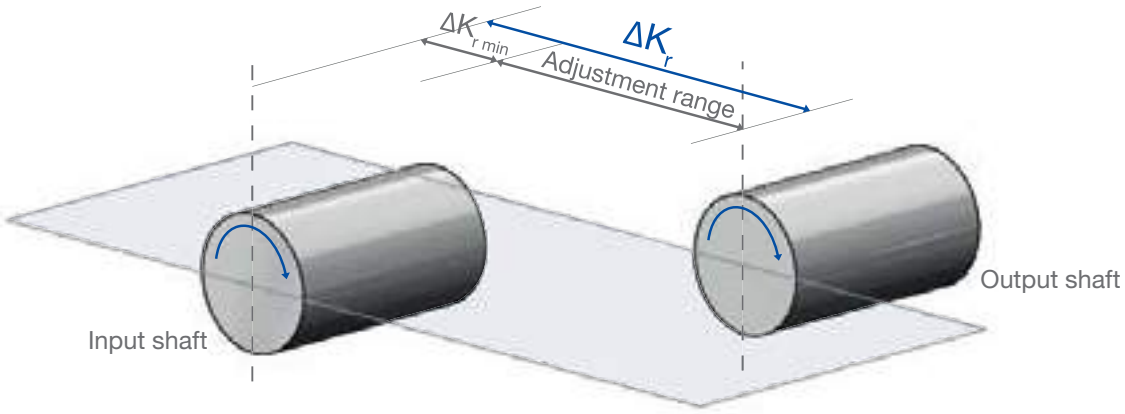



*Figure 3*

Figure 4 shows the path of the centre disc of the Schmidt-Kupplung coupling with adjusting movements starting at $\Delta K_{r\,min}$ to $\Delta K_r$. Here, the centre disc moves on a circular portion defined by the length/pitches of the coupling elements and thus always has a definite position.

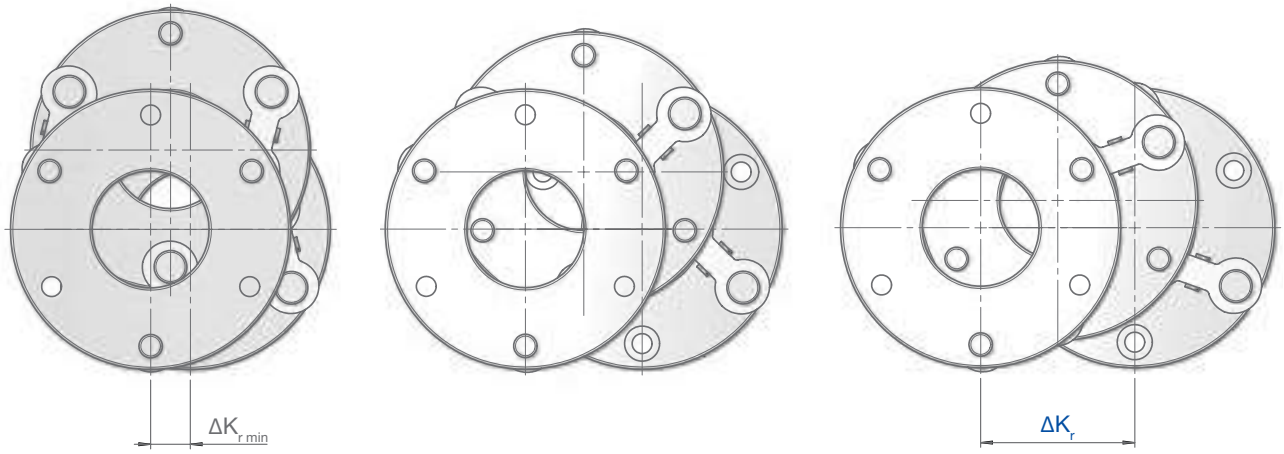
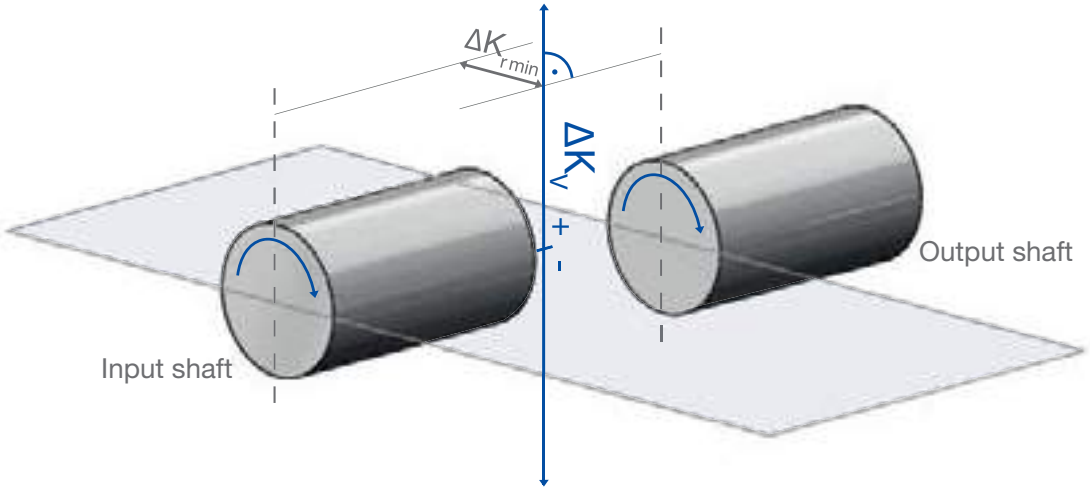



*Figure 4*

To determine the exact position of the center disc for required installation space our application engineers will be pleased to assist you.

### Maximum linear range of the coupling $\Delta K_v$




## Two installation situations are not permitted

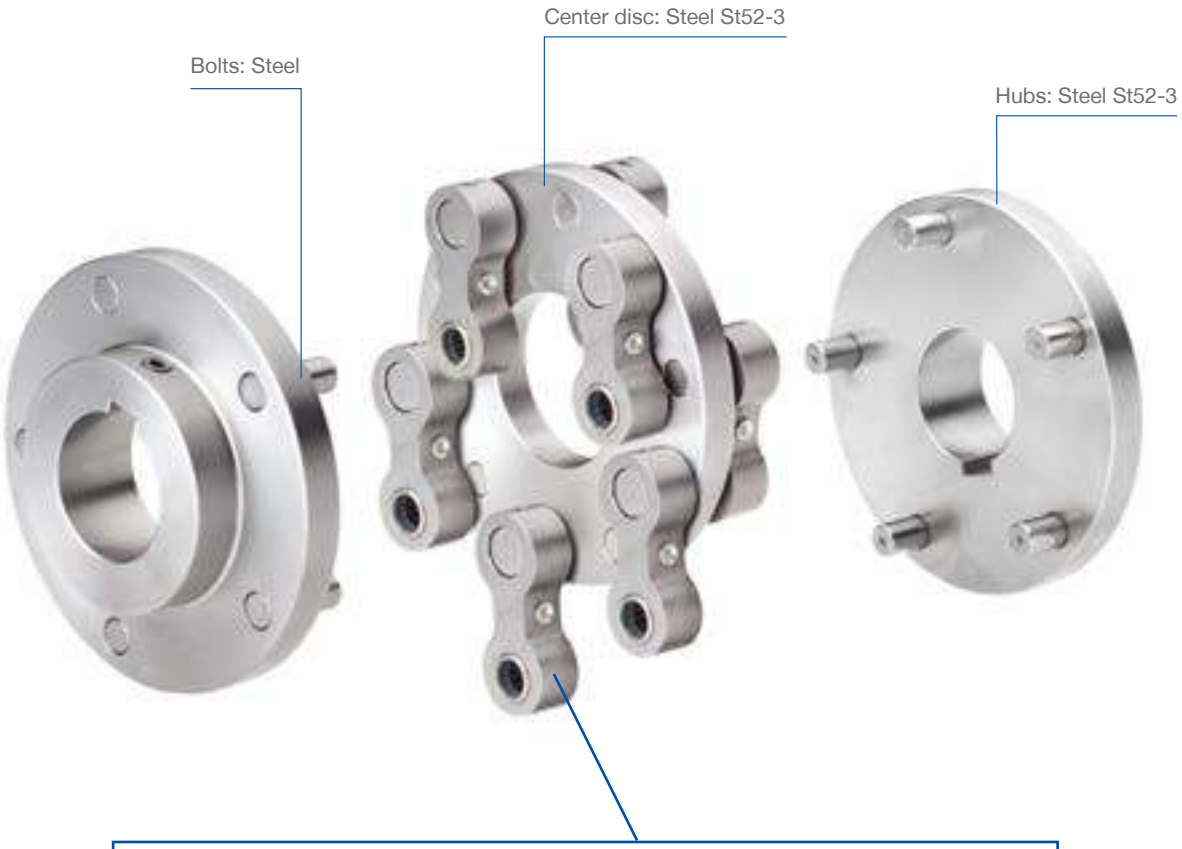
### Inadmissible alignment

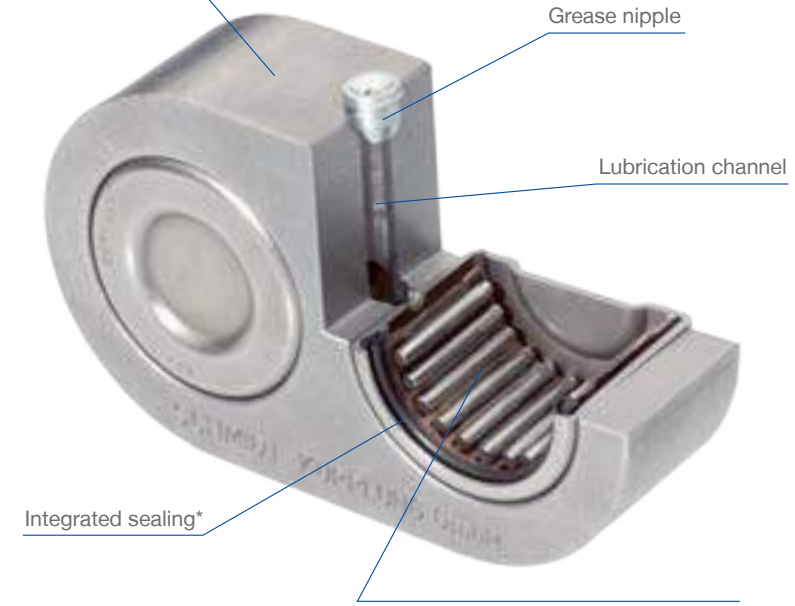
The coupling may not operate in alignment position Kr=0 (recognisable in that the coupling elements of link level 1 are parallel to the coupling elements in level 2). In alignment position, the centre disc would have no definite position in space but would be stimulated to its own movement. For this reason, the aforementioned minimum required radial offset must be provided for every Schmidt-Kupplung coupling (see comments on page 11).

### Inadmissible extended position

The coupling may not operate in extended position (recognisable in that the coupling elements of link level 1 are parallel to the coupling elements in level 2).

## Material




Needle bearings: High-quality needle roller bearing
- High load ratings
- High nominal rating life

Grease: Staburags NBU12 with excellent wear protection

* please consider our additional technical information on page 24

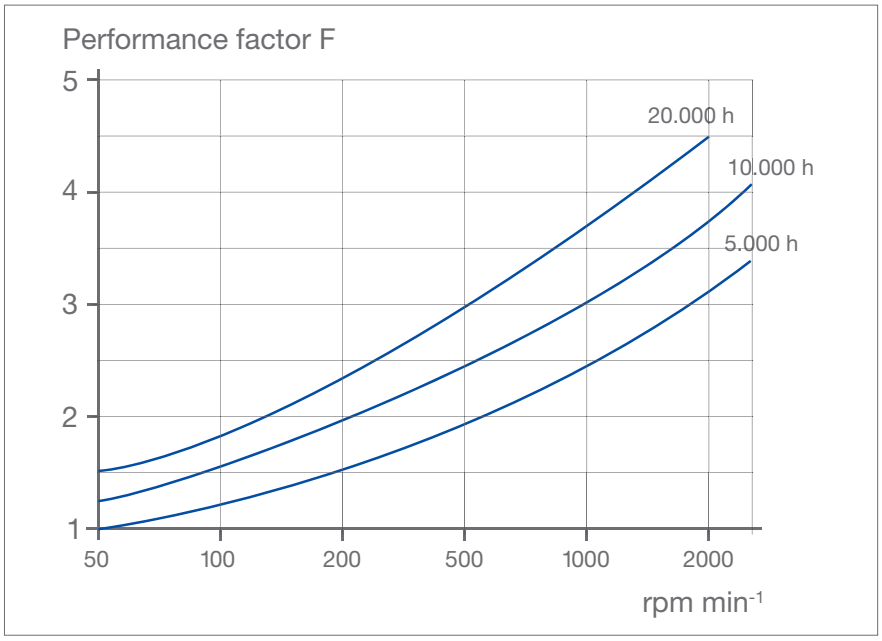
## Selection sequence

The selection of the Schmidt coupling is determined by the various performance parameters. These include torque, speed and occurring displacement. The influences of these parameters are described below:

### Selection according to torque

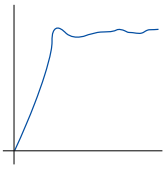
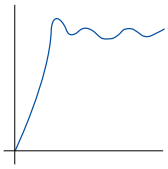
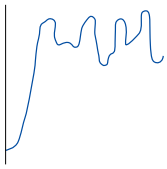
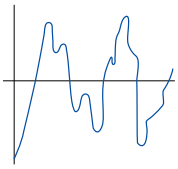
To calculate the dimensioning moment $T_D$, please multiply your drive torque $T_A$ with the corresponding performance factor F and the expected load factor K.

$T_D = T_A \times F \times K$




Select the anticipated operating speed of your application combined with the desired service life in h*.

Example:
Anticipated operating speed:
1.000 rpm
Desired service life in h: 10.000 h
**Performance factor F: 3**

| Load factor K | | | |
|---|---|---|---|
| Uniform | Light shocks | Medium shocks | Heavy shocks |
|  |  |  |  |
| 1,0 | 1,25 | 1,75 | 2,25 |

Select a coupling whose rated torque $T_{KN}$ is larger than the calculated dimensioning torque $T_D$:

$T_{KN} > T_D$

Make sure that the maximum torque of coupling $T_{Kmax}$ is not exceeded.
*Nominal life - the service life recommendation for the coupling needle bearing, expressed in the number of operating hours which a bearing can complete before the first signs of material fatigue occur.

## Product line-up

### Standard S

**A symbiosis of performance, compact design and many offset options.**

Couplings in this line have 3 coupling elements per level. For most coupling sizes, we offer 2 different lengths of these coupling elements for alternate offset values. Standard line couplings offer a symbiosis of offset capacity, torque transmission and compact design.

The Standard line is available for nominal torques up to 2,875 Nm and for radial offset up to 115 mm.

### Power Plus P

**Offers additional torque transmission in a compact design for confined installation spaces.**

Couplings in the Power Plus line have 4 or more coupling elements per level. This increased number of coupling elements ensure an increase in torque transmission while maintaining the dimensional technical data compared to the Standard line - especially suitable for applications where very high torques must be transferred in confined installation conditions.

The Power Plus line is available for nominal torques up to 6,610 Nm and radial offset up to 115 mm.

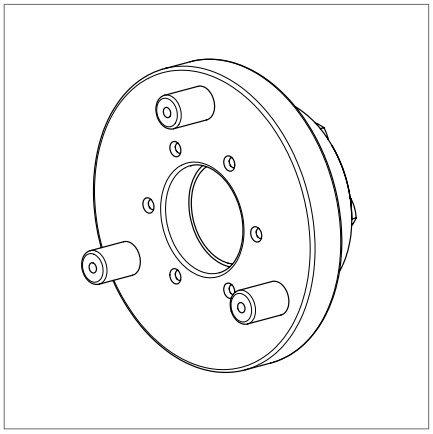
### Offset Plus V

**Offers additional displacement capacity in a compact design.**

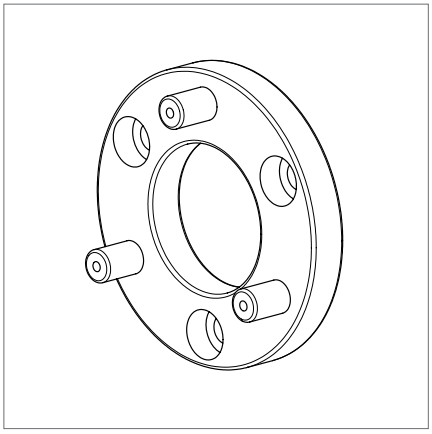
Most couplings in the Offset Plus line have 3 extra-long coupling elements per level. These extra long coupling elements ensure an increase in displacement capacity while maintaining the dimensional technical data compared to the Standard line - especially suitable for applications where very high offset requirements are present in confined installation conditions.

The Offset Plus line is available for nominal torques up to 3,830 Nm and radial offset up to 275 mm.

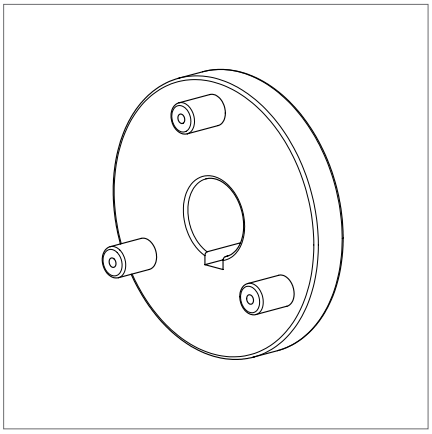
## Hub forms/Combinations



*Hub version 3: Locking assemble Backlash-free shaft connection, high friction torque*



*Hub version 5: Flange mounting Short-length integration into customer-specific parts*



*Hub version 6: Standard hub with keyway Form-fit shaft connection with keyway and set screw*

### Different hub forms, in any combination

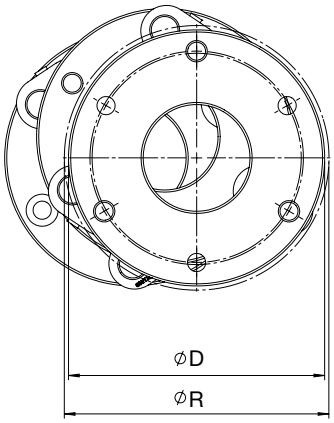
All the frictional and keyed hub designs can be combined as required depending on size and can thus be precisely adapted to your specific requirements.

That is, you can, for example, select a clamping hub design on the drive side (hub form 3) and a connection plate for flanging on the output side (hub form 5) in order to directly screw the elements to your attachment.

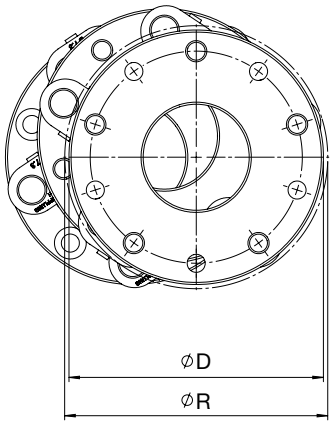
Other customised hub designs not listed here are available as options. Examples are listed on page 20, "Custom coupling designs". Our application engineers will be pleased to advise you on all these subjects.

## Product line-up

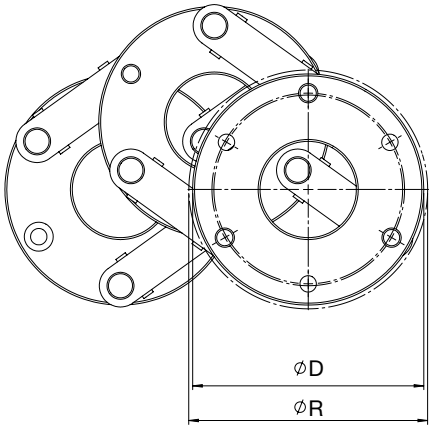
Standard S




Power Plus P




Offset Plus V



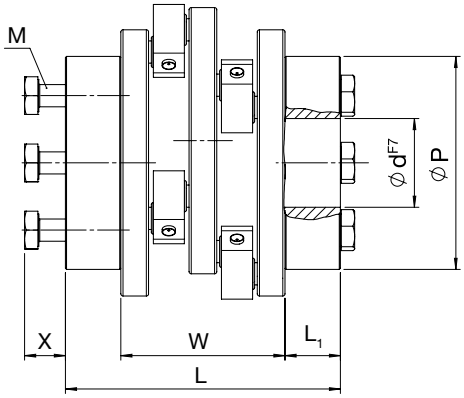

## Specifications

| Size | Technical data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{KN}$ Nm | $T_{Kmax}$ Nm | $\Delta K_V$ mm | $\Delta K_{r\,min}$ mm | $\Delta K_r$ mm | $\Delta K_a$ mm | $\Delta K_w$ ° | $min^{-1}$ | $C_T$ kNm/rad | D mm | R mm |
| S 35 | 35 | 65 | 45 | 6 | 23 | 1 | 0,8 | 3.100 | 7 | 50 | 52 |
| S 40 | 45 | 85 | 95 | 13 | 50 | 1 | 0,8 | 1.900 | 10 | 60 | 62 |
| S 45 | 45 | 85 | 45 | 6 | 23 | 1 | 0,8 | 2.800 | 10 | 60 | 62 |
| P 45 | 45 | 90 | 45 | 6 | 23 | 1 | 0,5 | 3.100 | 10 | 50 | 52 |
| P 60 | 60 | 115 | 45 | 6 | 23 | 1 | 0,5 | 2.800 | 13 | 60 | 62 |
| V 65 | 65 | 126 | 151 | 21 | 79 | 1 | 0,5 | 1.300 | 14 | 82 | 84 |
| P 110 | 110 | 210 | 95 | 13 | 50 | 1 | 0,5 | 1.600 | 24 | 82 | 84 |
| P 115 | 110 | 210 | 45 | 6 | 23 | 1 | 0,5 | 2.400 | 24 | 82 | 84 |
| S 115 | 110 | 210 | 64 | 9 | 34 | 1 | 0,8 | 3.500 | 24 | 70 | 74 |
| S 150 | 150 | 290 | 126 | 17 | 66 | 1 | 0,8 | 2.200 | 33 | 90 | 94 |
| S 155 | 150 | 290 | 64 | 9 | 34 | 1 | 0,8 | 3.100 | 33 | 90 | 94 |
| P 200 | 200 | 385 | 64 | 9 | 34 | 1 | 0,5 | 3.100 | 44 | 90 | 94 |
| S 210 | 210 | 410 | 126 | 17 | 66 | 1 | 0,8 | 1.900 | 47 | 120 | 124 |
| S 215 | 210 | 410 | 64 | 9 | 34 | 1 | 0,8 | 2.700 | 47 | 120 | 124 |
| V 210 | 210 | 410 | 216 | 30 | 114 | 1 | 0,5 | 1.500 | 47 | 120 | 124 |
| P 250 | 250 | 490 | 64 | 9 | 34 | 1 | 0,5 | 3.100 | 56 | 90 | 94 |
| P 280 | 280 | 550 | 126 | 17 | 66 | 1 | 0,5 | 1.900 | 63 | 120 | 124 |
| P 285 | 280 | 550 | 64 | 9 | 34 | 1 | 0,5 | 2.700 | 63 | 120 | 124 |
| V 290 | 290 | 620 | 360 | 50 | 190 | 1 | 0,5 | 1.000 | 71 | 170 | 170 |
| P 350 | 350 | 690 | 126 | 17 | 66 | 1 | 0,5 | 1.900 | 79 | 120 | 124 |
| P 355 | 350 | 690 | 64 | 9 | 34 | 1 | 0,5 | 2.700 | 79 | 120 | 124 |

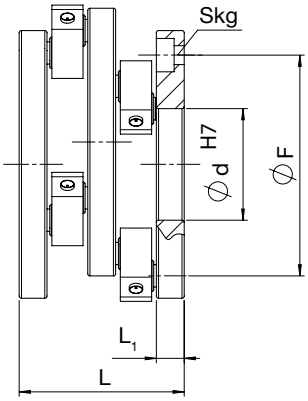
$T_{KN}$= Nominal torque, $T_{Kmax}$= Maximum torque capacity, $min^{-1}$= Max. rpm, $\Delta K_V$= Maximum linear range of the coupling, $\Delta K_r$= Maximum radial offset capacity, $\Delta K_{r\,min}$= Min. required radial offset, $\Delta K_a$= Max. axial misalignment capacity, $\Delta K_w$= Max. angular misalignment capacity, $C_T$= Torsional stiffness

## Product line-up

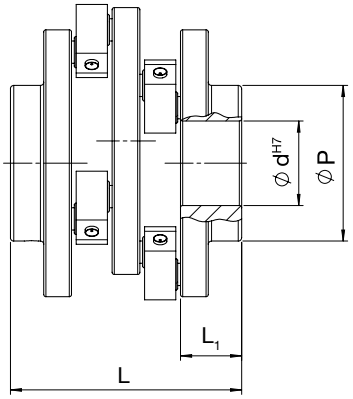
33: Locking-assembly




55: Flange mounting




66: Standard hub



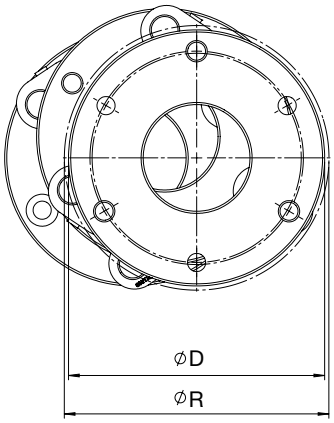

## Specifications

| Size | 33: Locking-assembly | | | | | | | | 55: Flange mounting | | | | | | 66: Standard hub | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | J kg cm² | m kg | L mm | W mm | X mm | $L_1$ mm | P mm | $d_{max}$ mm | J kg cm² | m kg | L mm | $L_1$ mm | F mm | Skg | J kg cm² | m kg | L mm | $L_1$ mm | P mm | $d_{max}$ mm |
| S 35 | 2,1 | 0,7 | 74 | 44 | 9 | 15 | 41 | 16 | 1,5 | 0,4 | 44 | 8 | 35 | 3xM6 | 2,2 | 0,6 | 60 | 16 | 50 | 25 |
| S 40 | 4,1 | 1 | 74 | 44 | 9 | 15 | 47 | 20 | 3,1 | 0,6 | 44 | 8 | 45 | 3xM6 | 4,2 | 0,8 | 60 | 16 | 60 | 30 |
| S 45 | 4 | 0,9 | 74 | 44 | 9 | 15 | 47 | 20 | 2,8 | 0,5 | 44 | 8 | 45 | 3xM6 | 4,4 | 0,9 | 60 | 16 | 60 | 30 |
| P 45 | 2,7 | 0,8 | 74 | 44 | 9 | 15 | 47 | 16 | 1,8 | 0,4 | 44 | 8 | 35 | 4xM6 | 2,3 | 0,6 | 60 | 16 | 50 | 25 |
| P 60 | 4,2 | 1 | 74 | 44 | 9 | 15 | 47 | 16 | 3,1 | 0,6 | 44 | 8 | 45 | 4xM6 | 4,3 | 0,8 | 60 | 16 | 60 | 36 |
| V 65 | 30,2 | 1,7 | 86 | 48 | 11 | 19 | 50 | 25 | 8,9 | 1,1 | 48 | 8 | 67 | 3xM6 | 12,6 | 1,4 | 72 | 20 | 50 | 30 |
| P 110 | 29,2 | 1,6 | 82 | 44 | 10 | 19 | 50 | 25 | 9,1 | 0,9 | 44 | 8 | 67 | 5xM6 | 12,3 | 1,6 | 78 | 25 | 50 | 30 |
| P 115 | 28,9 | 1,5 | 82 | 44 | 10 | 19 | 50 | 25 | 8,8 | 1,8 | 44 | 8 | 67 | 5xM6 | 11,7 | 1,4 | 78 | 25 | 50 | 30 |
| S 115 | 13 | 2,2 | 108 | 74 | 14 | 17 | 60 | 20 | 7,5 | 1,1 | 74 | 12,5 | 48 | 3xM8 | 13 | 1,9 | 94 | 22,5 | 70 | 30 |
| S 150 | 34,8 | 3,3 | 116 | 74 | 15 | 21 | 76 | 30 | 24 | 1,9 | 74 | 12,5 | 70 | 3xM8 | 27,3 | 2,4 | 104 | 27,5 | 56 | 36 |
| S 155 | 29,1 | 2,9 | 116 | 74 | 15 | 21 | 76 | 30 | 21,5 | 1,7 | 74 | 12,5 | 70 | 3xM8 | 25,9 | 2,3 | 104 | 27,5 | 56 | 36 |
| P 200 | 36,7 | 3,5 | 116 | 74 | 15 | 21 | 76 | 30 | 23 | 1,8 | 74 | 12,5 | 70 | 4xM8 | 31,5 | 3,2 | 104 | 27,5 | 56 | 36 |
| S 210 | 105,5 | 5,9 | 124 | 74 | 17 | 25 | 96 | 40 | 61 | 2,9 | 74 | 12,5 | 100 | 3xM8 | 77,9 | 4,1 | 104 | 27,5 | 70 | 40 |
| S 215 | 102,6 | 5,8 | 124 | 74 | 17 | 25 | 96 | 40 | 60 | 2,8 | 74 | 12,5 | 100 | 3xM8 | 75 | 4 | 104 | 27,5 | 70 | 40 |
| V 210 | 92 | 5,2 | 116 | 74 | 17 | 21 | 76 | 30 | 78 | 3,7 | 74 | 12,5 | 100 | 3xM8 | 86 | 4,4 | 104 | 27,5 | 70 | 40 |
| P 250 | 33,9 | 3,3 | 112 | 74 | 17 | 19 | 66 | 25 | 25 | 2 | 74 | 12,5 | 71 | 5xM8 | 29,9 | 2,6 | 104 | 27,5 | 56 | 36 |
| P 280 | 110,2 | 6,1 | 124 | 74 | 17 | 25 | 96 | 40 | 63 | 3 | 74 | 12,5 | 98 | 4xM8 | 82,6 | 4,3 | 104 | 27,5 | 70 | 40 |
| P 285 | 106,4 | 5,9 | 124 | 74 | 17 | 25 | 96 | 40 | 61 | 2,9 | 74 | 12,5 | 98 | 4xM8 | 78,8 | 4,1 | 104 | 27,5 | 70 | 40 |
| V 290 | 350 | 12,6 | 124 | 74 | 17 | 25 | 96 | 40 | 285 | 7 | 74 | 12,5 | 148 | 3xM8 | 339,3 | 9,2 | 124 | 37,5 | 90 | 50 |
| P 350 | 115,8 | 6,3 | 124 | 74 | 17 | 25 | 96 | 40 | 65 | 3,2 | 74 | 12,5 | 100 | 5xM8 | 88,2 | 4,5 | 104 | 27,5 | 70 | 40 |
| P 355 | 110,9 | 6,1 | 124 | 74 | 17 | 25 | 96 | 40 | 63 | 3 | 74 | 12,5 | 100 | 5xM8 | 83,3 | 4,3 | 104 | 27,5 | 70 | 40 |

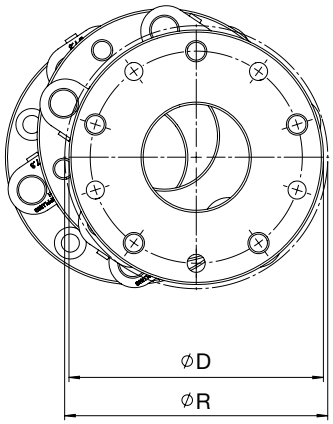
J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, $L_1$= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw

## Product line-up

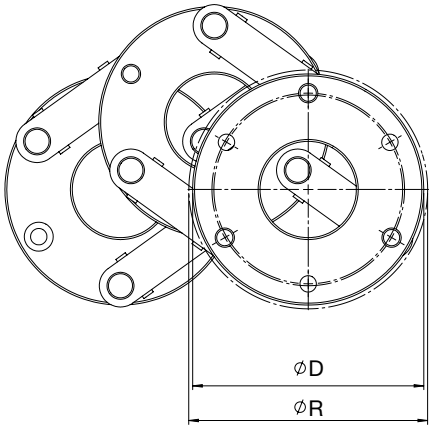
Standard S




Power Plus P




Offset Plus V



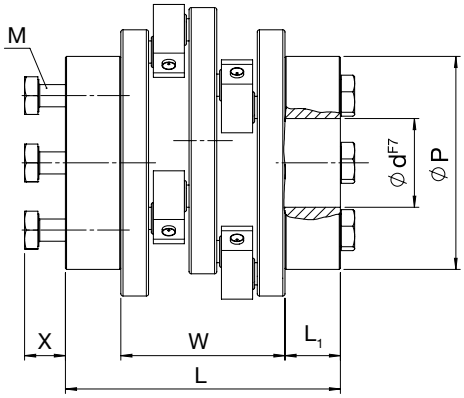

## Specifications

| Size | Technical data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{KN}$ Nm | $T_{Kmax}$ Nm | $\Delta K_V$ mm | $\Delta K_{r\,min}$ mm | $\Delta K_r$ mm | $\Delta K_a$ mm | $\Delta K_w$ ° | $min^{-1}$ | $C_T$ kNm/rad | D mm | R mm |
| S 285 | 280 | 550 | 100 | 14 | 53 | 1 | 0,5 | 2.500 | 63 | 100 | 100 |
| S 360 | 360 | 710 | 162 | 22 | 85 | 1 | 0,5 | 1.800 | 81 | 120 | 120 |
| S 365 | 360 | 710 | 100 | 14 | 53 | 1 | 0,5 | 2.300 | 81 | 120 | 120 |
| S 440 | 440 | 865 | 162 | 22 | 85 | 1 | 0,5 | 1.700 | 99 | 140 | 140 |
| S 445 | 440 | 865 | 100 | 14 | 53 | 1 | 0,5 | 2.100 | 99 | 140 | 140 |
| V 440 | 440 | 865 | 216 | 30 | 114 | 1 | 0,5 | 1.500 | 99 | 140 | 140 |
| P 480 | 480 | 945 | 100 | 14 | 53 | 1 | 0,5 | 2.300 | 108 | 120 | 120 |
| P 590 | 590 | 1.155 | 162 | 22 | 85 | 1 | 0,5 | 1.700 | 132 | 140 | 140 |
| P 595 | 590 | 1.155 | 100 | 14 | 53 | 1 | 0,5 | 2.100 | 132 | 140 | 140 |
| V 680 | 680 | 1.340 | 396 | 55 | 209 | 1 | 0,3 | 900 | 154 | 200 | 200 |
| P 700 | 700 | 1.365 | 162 | 22 | 85 | 1 | 0,5 | 1.600 | 156 | 160 | 160 |
| P 705 | 700 | 1.365 | 100 | 14 | 53 | 1 | 0,5 | 2.000 | 156 | 160 | 160 |
| V 700 | 700 | 1.365 | 216 | 30 | 114 | 1 | 0,5 | 1.400 | 156 | 160 | 160 |
| S 630 | 630 | 1.240 | 162 | 22 | 85 | 1 | 0,5 | 1.500 | 142 | 140 | 143 |
| S 635 | 630 | 1.240 | 122 | 17 | 64 | 1 | 0,5 | 1.700 | 142 | 140 | 143 |
| S 760 | 760 | 1.485 | 162 | 22 | 85 | 1 | 0,5 | 1.400 | 170 | 158 | 163 |
| S 765 | 760 | 1.485 | 122 | 17 | 64 | 1 | 0,5 | 1.600 | 170 | 158 | 163 |
| V 760 | 760 | 1.485 | 216 | 30 | 114 | 1 | 0,5 | 1.200 | 170 | 160 | 163 |
| S 950 | 950 | 1.820 | 162 | 22 | 85 | 1 | 0,5 | 1.300 | 209 | 190 | 190 |
| S 955 | 950 | 1.820 | 122 | 17 | 64 | 1 | 0,5 | 1.500 | 209 | 190 | 190 |
| V 950 | 950 | 1.820 | 270 | 37 | 142 | 1 | 0,5 | 1.000 | 209 | 190 | 190 |
| V 955 | 950 | 1.820 | 216 | 30 | 114 | 1 | 0,5 | 1.100 | 209 | 190 | 190 |
| P 1010 | 1.010 | 1.980 | 162 | 22 | 85 | 1 | 0,5 | 1.400 | 227 | 158 | 164 |
| P 1015 | 1.010 | 1.980 | 122 | 17 | 64 | 1 | 0,5 | 1.600 | 227 | 158 | 164 |
| V 1200 | 1.200 | 2.350 | 432 | 60 | 228 | 1 | 0,3 | 700 | 269 | 230 | 230 |
| P 1580 | 1.580 | 3.095 | 162 | 22 | 85 | 1 | 0,5 | 1.300 | 355 | 190 | 193 |
| P 1585 | 1.580 | 3.095 | 122 | 17 | 64 | 1 | 0,5 | 1.500 | 355 | 190 | 193 |

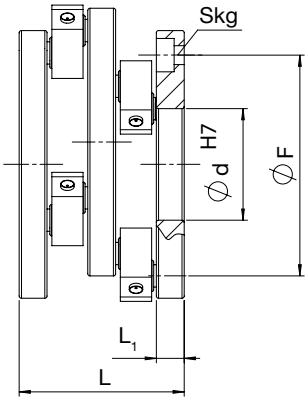
$T_{KN}$= Nominal torque, $T_{Kmax}$= Maximum torque capacity, $min^{-1}$= Max. rpm, $\Delta K_V$= Maximum linear range of the coupling, $\Delta K_r$= Maximum radial offset capacity, $\Delta K_{r\,min}$= Min. required radial offset, $\Delta K_a$= Max. axial misalignment capacity, $\Delta K_w$= Max. angular misalignment capacity, $C_T$= Torsional stiffness

## Product line-up

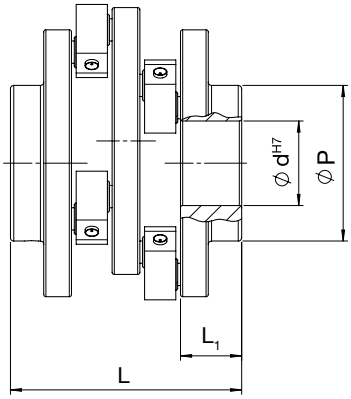
33: Locking-assembly




55: Flange mounting




66: Standard hub



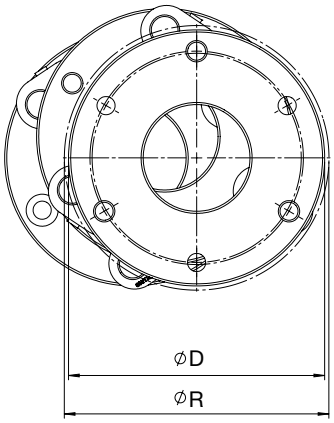

## Specifications

| Size | 33: Locking-assembly | | | | | | | | 55: Flange mounting | | | | | | 66: Standard hub | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | J kg cm² | m kg | L mm | W mm | X mm | $L_1$ mm | P mm | $d_{max}$ mm | J kg cm² | m kg | L mm | $L_1$ mm | F mm | Skg | J kg cm² | m kg | L mm | $L_1$ mm | P mm | $d_{max}$ mm |
| S 285 | 84 | 6,2 | 151 | 101 | 17 | 25 | 96 | 40 | 52 | 3,6 | 101 | 17 | 70 | 3xM12 | 54 | 4,2 | 143 | 38 | 53 | 36 |
| S 360 | 141 | 7,7 | 151 | 101 | 17 | 25 | 96 | 40 | 107 | 5,1 | 101 | 17 | 90 | 3xM12 | 115 | 6 | 143 | 38 | 70 | 45 |
| S 365 | 135 | 7,4 | 151 | 101 | 17 | 25 | 96 | 40 | 95 | 4,5 | 101 | 17 | 90 | 3xM12 | 109 | 5,7 | 143 | 38 | 70 | 45 |
| S 440 | 225 | 9,4 | 151 | 101 | 17 | 25 | 96 | 40 | 175 | 6,3 | 101 | 17 | 110 | 3xM12 | 205 | 8,4 | 143 | 38 | 80 | 50 |
| S 445 | 216 | 9,1 | 151 | 101 | 17 | 25 | 96 | 40 | 160 | 5,8 | 101 | 17 | 110 | 3xM12 | 194 | 7,5 | 143 | 38 | 80 | 50 |
| V 440 | 237 | 9,8 | 151 | 101 | 17 | 25 | 96 | 40 | 187 | 6,8 | 101 | 17 | 110 | 3xM12 | 215 | 8,2 | 143 | 38 | 80 | 50 |
| P 480 | - | - | - | - | - | - | - | - | 105 | 5 | 101 | 17 | 90 | 4xM12 | 117 | 6,1 | 143 | 38 | 70 | 45 |
| P 590 | 239 | 9,8 | 151 | 101 | 17 | 25 | 96 | 40 | 187 | 6,8 | 101 | 17 | 110 | 4xM12 | 217 | 8,3 | 143 | 38 | 80 | 50 |
| P 595 | 227 | 9,5 | 151 | 101 | 17 | 25 | 96 | 40 | 175 | 6,3 | 101 | 17 | 110 | 4xM12 | 205 | 7,9 | 143 | 38 | 80 | 50 |
| V 680 | 1.110 | 20 | 151 | 101 | 17 | 25 | 96 | 40 | 790 | 13 | 101 | 17 | 170 | 3xM12 | 1.090 | 19 | 151 | 42 | 80 | 50 |
| P 700 | 415 | 13,2 | 161 | 101 | 23 | 30 | 115 | 50 | 304 | 8 | 101 | 17 | 130 | 4xM12 | 348 | 10,2 | 151 | 42 | 80 | 50 |
| P 705 | 399 | 12,8 | 161 | 101 | 23 | 30 | 115 | 50 | 295 | 7,4 | 101 | 17 | 130 | 4xM12 | 331 | 9,9 | 151 | 42 | 80 | 50 |
| V 700 | 391 | 12,2 | 151 | 101 | 17 | 25 | 96 | 40 | 313 | 8,6 | 101 | 17 | 130 | 4xM12 | 371 | 10,8 | 151 | 42 | 80 | 50 |
| S 630 | 370 | 14,5 | 194 | 134 | 23 | 30 | 112 | 50 | 285 | 10 | 134 | 26 | 100 | 3xM16 | 295 | 11,5 | 162 | 40 | 77 | 50 |
| S 635 | 365 | 14,5 | 194 | 134 | 23 | 30 | 112 | 50 | 275 | 9,8 | 134 | 26 | 100 | 3xM16 | 290 | 10 | 162 | 40 | 77 | 50 |
| S 760 | 535 | 17 | 184 | 134 | 17 | 25 | 96 | 40 | 460 | 12,5 | 134 | 26 | 120 | 3xM16 | 475 | 14 | 170 | 44 | 90 | 60 |
| S 765 | 495 | 16 | 184 | 134 | 17 | 25 | 96 | 40 | 450 | 12,4 | 134 | 26 | 120 | 3xM16 | 465 | 13,5 | 170 | 44 | 90 | 60 |
| V 760 | 550 | 17,5 | 194 | 134 | 23 | 30 | 115 | 50 | 465 | 12,7 | 134 | 26 | 120 | 3xM16 | 485 | 14 | 170 | 44 | 90 | 60 |
| S 950 | 1.020 | 22,5 | 202 | 134 | 24 | 34 | 120 | 60 | 865 | 17 | 134 | 26 | 150 | 3xM16 | 970 | 20 | 192 | 55 | 110 | 70 |
| S 955 | 1.010 | 22,5 | 202 | 134 | 24 | 34 | 120 | 60 | 855 | 16,5 | 134 | 26 | 150 | 3xM16 | 955 | 20 | 192 | 55 | 110 | 70 |
| V 950 | 1.015 | 22,5 | 194 | 134 | 23 | 30 | 115 | 50 | 930 | 18 | 134 | 26 | 150 | 3xM16 | 985 | 20,5 | 192 | 55 | 110 | 70 |
| V 955 | 945 | 21,5 | 194 | 134 | 23 | 30 | 115 | 50 | 875 | 17 | 134 | 26 | 150 | 3xM16 | 915 | 19 | 192 | 55 | 110 | 70 |
| P 1010 | 570 | 18 | 194 | 134 | 23 | 30 | 112 | 50 | 480 | 13,2 | 134 | 26 | 120 | 4xM16 | 505 | 14,5 | 170 | 44 | 90 | 60 |
| P 1015 | 560 | 17,5 | 194 | 134 | 23 | 30 | 112 | 50 | 475 | 13 | 134 | 26 | 120 | 4xM16 | 495 | 14 | 170 | 44 | 90 | 60 |
| V 1200 | 2.240 | 32,5 | 194 | 134 | 23 | 30 | 115 | 50 | 2.040 | 26 | 134 | 26 | 190 | 3xM16 | 2.235 | 30,5 | 202 | 60 | 120 | 80 |
| P 1580 | 1.120 | 24,5 | 202 | 134 | 24 | 34 | 120 | 60 | 920 | 18 | 134 | 26 | 150 | 5xM16 | 1.065 | 22 | 192 | 55 | 110 | 70 |
| P 1585 | 1.100 | 24 | 202 | 134 | 24 | 34 | 120 | 60 | 910 | 17,5 | 134 | 26 | 150 | 5xM16 | 1.045 | 21,5 | 192 | 55 | 110 | 70 |

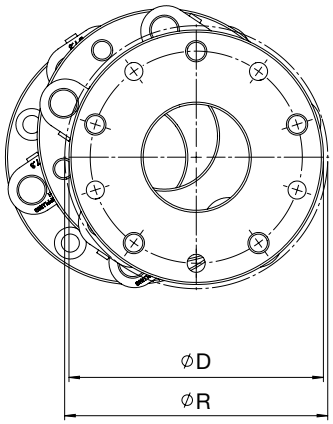
J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, $L_1$= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw

## Product line-up

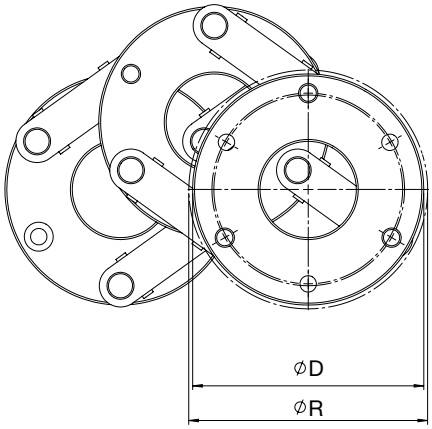
Standard S




Power Plus P




Offset Plus V



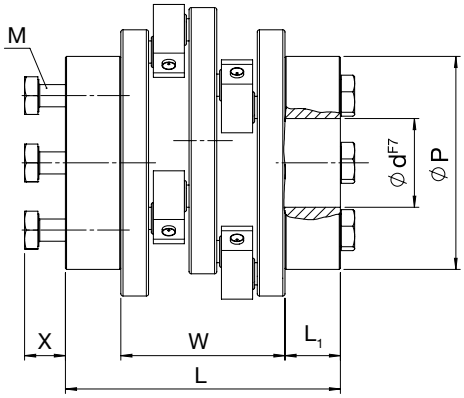

## Specifications

| Size | Technical data | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{KN}$ Nm | $T_{Kmax}$ Nm | $\Delta K_V$ mm | $\Delta K_{r\,min}$ mm | $\Delta K_r$ mm | $\Delta K_a$ mm | $\Delta K_w$ ° | $min^{-1}$ | $C_T$ kNm/rad | D mm | R mm |
| S 1130 | 1.130 | 2.200 | 180 | 25 | 95 | 1 | 0,5 | 1.200 | 252 | 158 | 164 |
| S 1135 | 1.130 | 2.200 | 129 | 18 | 68 | 1 | 0,5 | 1.500 | 252 | 158 | 164 |
| S 1320 | 1.320 | 2.580 | 180 | 25 | 95 | 1 | 0,5 | 1.200 | 296 | 180 | 185 |
| S 1325 | 1.320 | 2.580 | 129 | 18 | 68 | 1 | 0,5 | 1.400 | 296 | 180 | 184 |
| V 1320 | 1.320 | 2.580 | 234 | 32 | 123 | 1 | 0,5 | 1.000 | 296 | 180 | 184 |
| S 1520 | 1.520 | 2.965 | 180 | 25 | 95 | 1 | 0,5 | 1.100 | 340 | 200 | 205 |
| S 1525 | 1.520 | 2.965 | 129 | 18 | 68 | 1 | 0,5 | 1.300 | 340 | 200 | 204 |
| V 1520 | 1.520 | 2.965 | 320 | 44 | 169 | 1 | 0,5 | 800 | 340 | 200 | 205 |
| V 1525 | 1.520 | 2.965 | 234 | 32 | 123 | 1 | 0,5 | 1.000 | 340 | 200 | 204 |
| V 2100 | 2.100 | 4.110 | 504 | 70 | 266 | 1 | 0,3 | 600 | 471 | 260 | 264 |
| S 2160 | 2.160 | 4.220 | 219 | 30 | 115 | 2 | 0,3 | 1.000 | 484 | 200 | 202 |
| S 2165 | 2.160 | 4.220 | 162 | 22 | 85 | 2 | 0,3 | 1.200 | 484 | 200 | 202 |
| V 2160 | 2.160 | 4.220 | 270 | 37 | 142 | 2 | 0,3 | 900 | 484 | 200 | 202 |
| S 2870 | 2.875 | 5.625 | 219 | 30 | 115 | 2 | 0,3 | 900 | 645 | 250 | 252 |
| S 2875 | 2.875 | 5.625 | 162 | 22 | 85 | 2 | 0,3 | 1.000 | 645 | 250 | 252 |
| V 2875 | 2.875 | 5.625 | 270 | 37 | 142 | 2 | 0,3 | 800 | 645 | 250 | 252 |
| P 2880 | 2.880 | 5.620 | 162 | 22 | 85 | 2 | 0,3 | 1.200 | 644 | 200 | 200 |
| V 3300 | 3.300 | 6.470 | 522 | 72 | 275 | 2 | 0,2 | 500 | 742 | 280 | 280 |
| P 3830 | 3.830 | 7.500 | 219 | 30 | 115 | 2 | 0,3 | 900 | 860 | 250 | 252 |
| P 3835 | 3.830 | 7.500 | 162 | 22 | 85 | 2 | 0,3 | 1.000 | 860 | 250 | 250 |
| V 3840 | 3.830 | 7.500 | 270 | 37 | 142 | 2 | 0,3 | 800 | 860 | 250 | 252 |
| P 4800 | 4.800 | 9.380 | 219 | 30 | 115 | 2 | 0,3 | 900 | 1.075 | 250 | 252 |
| P 4805 | 4.800 | 9.380 | 162 | 22 | 85 | 2 | 0,3 | 1.000 | 1.075 | 250 | 250 |
| P 6610 | 6.610 | 12.940 | 219 | 30 | 115 | 2 | 0,2 | 800 | 1.483 | 280 | 282 |
| P 6615 | 6.610 | 12.940 | 162 | 22 | 85 | 2 | 0,2 | 1.000 | 1.483 | 280 | 280 |

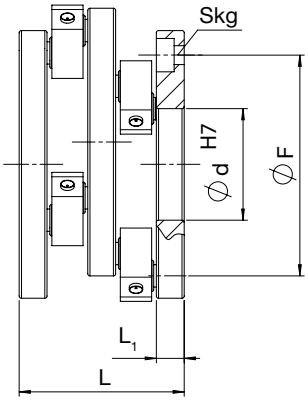
$T_{KN}$= Nominal torque, $T_{Kmax}$= Maximum torque capacity, $min^{-1}$= Max. rpm, $\Delta K_V$= Maximum linear range of the coupling, $\Delta K_r$= Maximum radial offset capacity, $\Delta K_{r\,min}$= Min. required radial offset, $\Delta K_a$= Max. axial misalignment capacity, $\Delta K_w$= Max. angular misalignment capacity, $C_T$= Torsional stiffness

## Product line-up

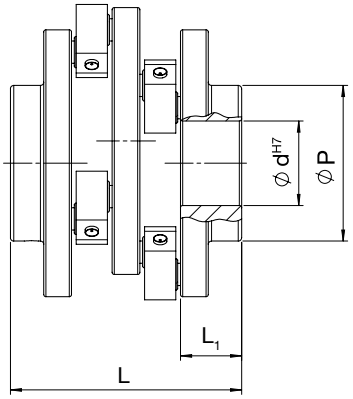
33: Locking-assembly




55: Flange mounting




66: Standard hub




## Specifications

| Size | 33: Locking-assembly | | | | | | | | 55: Flange mounting | | | | | | 66: Standard hub | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | J kg cm² | m kg | L mm | W mm | X mm | $L_1$ mm | P mm | $d_{max}$ mm | J kg cm² | m kg | L mm | $L_1$ mm | F mm | Skg | J kg cm² | m kg | L mm | $L_1$ mm | P mm | $d_{max}$ mm |
| S 1130 | 620 | 20 | 209 | 155 | 20 | 30 | 115 | 40 | 585 | 16 | 155 | 31 | 115 | 6xM16 | 590 | 18 | 185 | 46 | 80 | 50 |
| S 1135 | 590 | 19 | 209 | 155 | 20 | 30 | 115 | 40 | 550 | 15 | 155 | 31 | 115 | 6xM16 | 570 | 17 | 185 | 46 | 80 | 50 |
| S 1320 | 1.040 | 25 | 223 | 155 | 24 | 34 | 120 | 60 | 885 | 19 | 155 | 31 | 135 | 6xM16 | 950 | 22 | 195 | 51 | 90 | 60 |
| S 1325 | 1.010 | 25 | 223 | 155 | 24 | 34 | 120 | 60 | 850 | 18 | 155 | 31 | 135 | 6xM16 | 920 | 21 | 195 | 51 | 90 | 60 |
| V 1320 | 1.080 | 26 | 223 | 155 | 24 | 34 | 120 | 60 | 910 | 20 | 155 | 31 | 135 | 6xM16 | 990 | 23 | 195 | 51 | 90 | 60 |
| S 1520 | 1.490 | 29 | 235 | 155 | 30 | 40 | 155 | 70 | 1.310 | 23 | 155 | 31 | 155 | 6xM16 | 1.440 | 27 | 215 | 61 | 110 | 70 |
| S 1525 | 1.630 | 32 | 235 | 155 | 30 | 40 | 155 | 70 | 1.265 | 22 | 155 | 31 | 155 | 6xM16 | 1.400 | 26 | 215 | 61 | 110 | 70 |
| V 1520 | 1.610 | 31 | 223 | 155 | 24 | 34 | 120 | 60 | 1.540 | 26 | 155 | 31 | 130 | 6xM16 | 1.560 | 29 | 215 | 61 | 110 | 70 |
| V 1525 | 1.540 | 30 | 223 | 155 | 24 | 34 | 120 | 60 | 1.355 | 23 | 155 | 31 | 130 | 6xM16 | 1.490 | 28 | 215 | 61 | 110 | 70 |
| V 2100 | 3.910 | 53 | 235 | 155 | 30 | 40 | 155 | 70 | 4.070 | 44 | 155 | 31 | 130 | 6xM16 | 3.690 | 47 | 215 | 61 | 120 | 80 |
| S 2160 | 1.825 | 35 | 264 | 196 | 24 | 34 | 120 | 60 | 1.700 | 30 | 196 | 33 | 150 | 6xM20 | 1.750 | 32 | 236 | 53 | 110 | 70 |
| S 2165 | 1.725 | 34 | 264 | 196 | 24 | 34 | 120 | 60 | 1.500 | 26 | 196 | 33 | 150 | 6xM20 | 1.675 | 31 | 236 | 53 | 110 | 70 |
| V 2160 | 2.075 | 40 | 276 | 196 | 30 | 40 | 155 | 70 | 1.850 | 32 | 196 | 33 | 150 | 6xM20 | 1.825 | 33 | 236 | 53 | 110 | 70 |
| S 2870 | 4.400 | 55 | 284 | 196 | 31 | 44 | 170 | 80 | 3.500 | 38 | 196 | 33 | 200 | 6xM20 | 3.950 | 46 | 266 | 68 | 120 | 80 |
| S 2875 | 4.250 | 54 | 284 | 196 | 31 | 44 | 170 | 80 | 3.400 | 37 | 196 | 33 | 200 | 6xM20 | 3.800 | 45 | 266 | 68 | 120 | 80 |
| V 2875 | 4.525 | 56 | 284 | 196 | 31 | 44 | 170 | 80 | 3.650 | 40 | 196 | 33 | 200 | 6xM20 | 4.075 | 47 | 266 | 68 | 120 | 80 |
| P 2880 | 2.050 | 40 | 276 | 196 | 30 | 40 | 155 | 70 | 1.600 | 28 | 196 | 33 | 150 | 4xM20 | 1.800 | 33 | 236 | 53 | 110 | 70 |
| V 3300 | 7.550 | 74 | 284 | 196 | 31 | 44 | 170 | 80 | 6.800 | 59 | 196 | 33 | 200 | 6xM20 | 7.100 | 65 | 266 | 68 | 120 | 80 |
| P 3830 | 4.700 | 58 | 276 | 196 | 30 | 40 | 155 | 70 | 3.750 | 41 | 196 | 33 | 200 | 8xM20 | 4.250 | 49 | 266 | 68 | 120 | 80 |
| P 3835 | 4.250 | 53 | 276 | 196 | 30 | 40 | 155 | 70 | 3.700 | 41 | 196 | 33 | 200 | 8xM20 | 4.050 | 47 | 266 | 68 | 120 | 80 |
| V 3840 | 4.450 | 53 | 276 | 196 | 30 | 40 | 155 | 70 | 4.100 | 44 | 196 | 33 | 200 | 8xM20 | 4.425 | 51 | 266 | 68 | 120 | 80 |
| P 4800 | 5.000 | 61 | 284 | 196 | 31 | 44 | 170 | 80 | 4.080 | 45 | 196 | 33 | 200 | 10xM20 | 4.550 | 52 | 276 | 73 | 120 | 80 |
| P 4805 | 4.500 | 55 | 284 | 196 | 31 | 44 | 170 | 80 | 4.000 | 43 | 196 | 33 | 200 | 10xM20 | 4.325 | 50 | 276 | 73 | 120 | 80 |
| P 6610 | 7.575 | 73 | 296 | 196 | 30 | 50 | 185 | 90 | 8.700 | 52 | 196 | 33 | 230 | 12xM20 | 7.425 | 70 | 322 | 96 | 150 | 95 |
| P 6615 | 7.500 | 73 | 296 | 196 | 30 | 50 | 185 | 90 | 5.600 | 43 | 196 | 33 | 230 | 12xM20 | 7.025 | 67 | 322 | 96 | 150 | 95 |

J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, $L_1$= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw

# Installation instructions

## Installation

See measurement list or an assembly drawing. Observe installation dimensions, especially the permissible min/max. radial offset.
Compliance with these values is important for its correct functioning, since the coupling must not be moved during operation or in its extended position and may not be moved into direct shaft alignment.
The coupling is generally installed as a complete unit.
For example, if the coupling in a version with two hubs (hub form 6) is initially disconnected and connected to the shafts in parts, then care must be taken to ensure that the bearings and the running bolts are not dirty or damaged. The elements are assembled without force and with consideration paid to the gaskets and air escaping to the desired construction length. All coupling elements for a level must be installed in parallel. The shaft ends and hub bores to be connected must be clean, dry and burr-free. Check shaft connection dimensions (also feather key dimensions) and tolerances. Adjust length in accordance to the list or drawing (the smallest size is often available upon delivery). Changes in length, e.g. due to the effect of heat on long shafts, must be considered in terms of direction and magnitude.
The coupling should be shielded against direct exposure to heat, dust, sand, solvents, etc. with a metal cover, for example. Attention! The coupling can be pulled apart unintentionally during disassembly. Exercise caution during transportation, installation and assembly. Please do not pull apart, as parts of the coupling could fall off.

## Hub shape 3

### Versions with clamping hubs

Bores are supplied in fit F7.
In the clamping hub designs, the torque is transmitted frictionally from the coupling via the outer ring and the inner ring onto the shaft. The clamping screws enable the required pressure. In its untensioned state, a defined gap is present between the outer ring and the coupling. The gap width and number of screws are coordinated so that a tension reserve remains after closing the gap, which is used to firmly tighten the outer ring against the coupling.
To assemble, please lubricate the shaft and the plane surface at the coupling. Screw the coupling and adapter set together again loosely, slide them onto the shaft and adjust the length. Tighten the clamping screws with several turns until all tensioning screws until the full torque has been achieved (table). For disassembly, please loosen the screws in sequence and with several turns.

| Typ | Size of screw | Tightening torque (Nm) |
|---|---|---|
| Standard | | |
| S 35, S 40, S 45 | M6 | 12 |
| S 115, S 150, S 155 | M8 | 29 |
| S 210, S 285, S 360, S 365, S 440, S 445, S 760, S 765, S 1130, S 1135, | M10 | 58 |
| S 630, S 635, S 950, S 955, S 1320, S 1325, S 2160, S 2165 | M12 | 100 |
| S 1520, S 1525, S 2870, S 2875 | M16 | 240 |

| Power Plus | | |
|---|---|---|
| P 45, P 60, P 110, P 115 | M6 | 12 |
| P 200, P 250 | M8 | 29 |
| P 280, P 285, P 350, P 355, P 590, P 595 | M10 | 58 |
| P 700, P 705, P 1010, P 1015, P 1580, P 1585 | M12 | 100 |
| P 2880, P 3340, P 3345, P 3830, P 3835, P 4800, P 4805, P 6610, P 6615 | M16 | 240 |

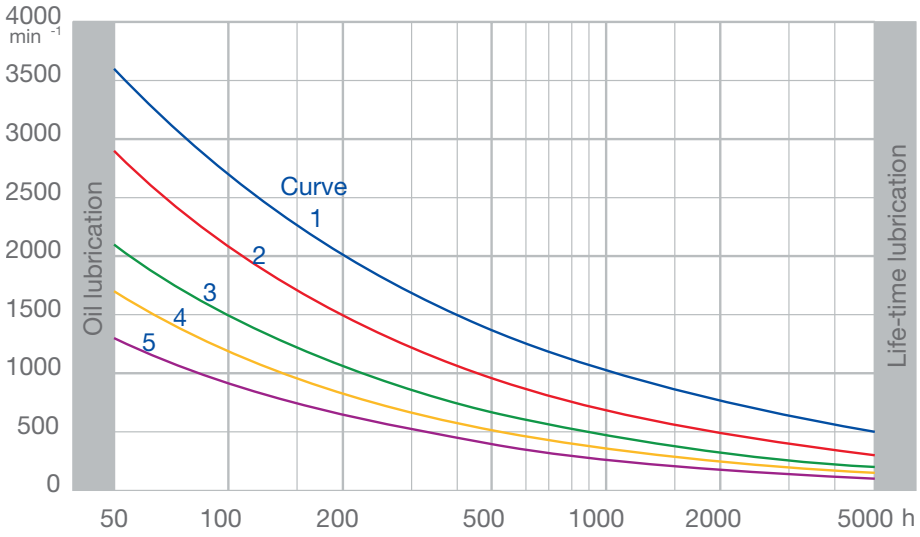
| Offset Plus | | |
|---|---|---|
| V 65 | M6 | 12 |
| V 210 | M8 | 29 |
| V 290, V 440, V 680, V 700 | M10 | 58 |
| V 760, V 950, V 955, V 1200, V 1320, V 1520, V 1525 | M12 | 100 |
| V 2100, V 2160, V 2875, V 3300, V 3840 | M16 | 240 |

### Hub shape 5
### Versions for flanging
Screw the coupling with the mounting flanges fixed to the hubs manufactured by the client or other components. Tighten flange fastening screws with a torque wrench to the torque specified by the client.

### Hub shape 6
### Versions with hub
A fixed shaft seat is desirable to ensure a low backlash shaft connection. The axial compressive forces occurring during assembly must be kept away from the coupling. For this purpose, axial support for the coupling elements is recommended.
Alternatively, the hubs can be separately mounted on the shafts and the coupling can then be fitted together cleanly. Bores are supplied in fit H7.

### Maintenance
We then recommend lubrication with Klüber Staburags grease, type NBU 12-300 KP. The coupling elements are generally fitted with funnel lubrication fittings. The recommended lubrication intervals must be observed (see figure on the following page). The most important functional parts of the coupling are the bearing points in the coupling elements, i.e. the running bolts in the coupling plates. In order to troubleshoot errors quickly, we recommend stocking installation-ready coupling elements as an installation kit at the plant operator. For example: for 2 levels of the Standard line, 6 coupling elements of the appropriate size are needed. For safety purposes, please list the coupling type with the item number.
The replacement of individual bearings or elements on-site is not permitted. In the event of damages to the bolts, we recommend that repairs be carried out at the factory. This maintenance work on the Schmidt-Kupplung coupling may only be carried out by personnel of SCHMIDT-KUPPLUNG GmbH. The original grease is provided in 400 gr. cartridges.
We assume no liability or warranty for own maintenance work and/or the equipment of the Schmidt-Kupplung coupling with components not originally supplied by SCHMIDT-KUPPLUNG GmbH.

## Lubrication period




| Standard | | | | |
|---|---|---|---|---|
| Curve 1 | Curve 2 | Curve 3 | Curve 4 | Curve 5 |
| S 115 | S 285 | S 630 | S 1130 | S 2160 |
| S 150 | S 360 | S 635 | S 1135 | S 2165 |
| S 155 | S 365 | S 760 | S 1320 | S 2870 |
| S 210 | S 440 | S 765 | S 1325 | S 2875 |
| S 215 | S 445 | S 950 | S 1520 | |
| | | S 955 | S 1525 | |

| Offset Plus | | | | |
|---|---|---|---|---|
| Curve 1 | Curve 2 | Curve 3 | Curve 4 | Curve 5 |
| V 210 | V 440 | V 760 | V 1320 | V 2160 |
| V 290 | V 680 | V 950 | V 1520 | V 2875 |
| | V 700 | V 955 | V 2100 | V 3300 |
| | | V 1200 | | V 3840 |

| Power Plus | | | | |
|---|---|---|---|---|
| Curve 1 | Curve 2 | Curve 3 | Curve 4 | Curve 5 |
| P 200 | P 480 | P 1010 | | P 2880 |
| P 250 | P 590 | P 1015 | | P 3830 |
| P 280 | P 595 | P 1580 | | P 3835 |
| P 285 | P 700 | P 1585 | | P 4800 |
| P 350 | P 705 | S 950 | | P 4805 |
| P 355 | | S 955 | | P 6610 |
| | | | | P 6615 |

The Schmidt-Kupplung, except for size S 34, S 40, S 45, P 60, P 110 and V 65, has a lubrication fitting for regreasing. Adequate lubrication is required for full operating life. The Schmidt-Kupplung, should be regreased exclusively with Klüber Staburags NBU12300KP. Mixing lubrication is not recommended and will reduce coupling operating life.

## Schmidt-Kupplung coupling solutions

In addition to standard products, SCHMIDT-KUPPLUNG manufactures industry-specific versions and application-specific coupling solutions in the Schmidt-Kupplung range. These are, for example:

### Special ambient conditions

Versions with specially tailored surface coatings, or completely made of stainless steel. In addition, tailored slide bearings run the coupling elements, which are used, for example, in the pharmaceutical industry.
Likewise, versions for high speeds or high operating temperatures with oil lubrication are available.

### Application-specific Product line-up

Versions with split clamp hubs for radial mounting and dismounting in axially non-adjustable shafts. Also optional versions, for example with pins or toothed wheels, are available.

### Extremely high torque requirements

Versions with roller bearings for heavy duty applications for torque requirements up to 250.000 Nm.

## Applications

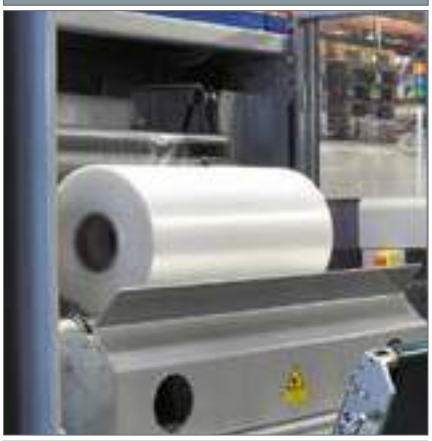
Wood working and furniture industry

Packaging machines

Forming

Paper machines

Printing machines and much more



### We speak your language

Every industry has its own peculiarities. Understanding this is a key task for the successful implementation of industry-specific applications.

For 50 years, the release of countless applications in various industries has given us the experience and know-how to implement, jointly with our customers, the most suitable and efficient coupling solution for each application. No matter whether you deal with assembly or exposure systems for PCB production, medical technology or process engineering, forming or machine tools: We speak your language!

## The optimal solution for every application

### Wood working and furniture industry

When laminating panels for the furniture industry, uniform and precise application of each decorative material is required.
The Schmidt-Kupplung coupling provides the precise, short-length actuation of the adjustable applicator rolls used in the lamination process to apply laminates onto the carrier material with paint or glue as a protective or decorative layer. Deburrers are also driven with the help of the Schmidt-Kupplung coupling.

### Packaging machines

Thanks to their precision, compactness and high radial displacement and offset capacity, Schmidt-Kupplung couplings are used in various packaging machines and processes. They are used, for example, for driving cartoner modules, box folding machines and folding mechanisms; in deep-drawing units in thermoforming machines for the packaging industry; in filling systems or, in VA version, for blister packaging machines in the pharmaceutical industry.

### Forming

Schmidt-Kupplung couplings are used in all kinds of roller feeds; they are employed, inter alia, in precise, clocked operations such as metal sheets transport, products crosscutting and punching as well as embossing rollers.
Likewise, precision couplings are used for driving edge trimming shears, the final process of sheet metal processing.

### Paper machines

Schmidt-Kupplung couplings are used in almost all mentioned stations due to their precision, compactness and displacement capacity. Thus, Schmidt-Kupplung couplings can be found, inter alia, in the drives of sieve and breast rolls; in paper cutters such as longitudinal and cross cutting machines, three-knife trimmers and rotary cutter systems.

### Printing machines

Schmidt-Kupplung couplings are used in many stages of the printing process.
Thanks to the compact design of the coupling systems, the construction of each drive train can be made very compact. The use of Schmidt-Kupplung precision couplings begins with the drive of printing mechanisms, paint rollers and duct rollers. High production performance and productivity is ensured by these compact, and torsionally stiff couplings. Individual paint rollers and duct rollers can be swivelled during operation thanks to the high displacement and offset capacity of compact coupling systems.

Roller feeds
Edge trimming shears
Sieve rolls
Rotary cutter systems
Duct rollers
and much more

SCHMIDT-KUPPLUNG GmbH

## Product Overview


*Catalogue Spinplus*


*Catalogue Controlflex*

*Catalogue Semiflex*


*Catalogue Schmidt-Kupplung*


*Catalogue Servoflex*

*Catalogue Loewe GK*


*Catalogue Omniflex*

*Overview Industries*

### Contact

SCHMIDT-KUPPLUNG GmbH
Wilhelm-Mast-Straße 15
38304 Wolfenbüttel

Tel.: 05331 9552 500
Fax: 05331 9552 552



11/2020