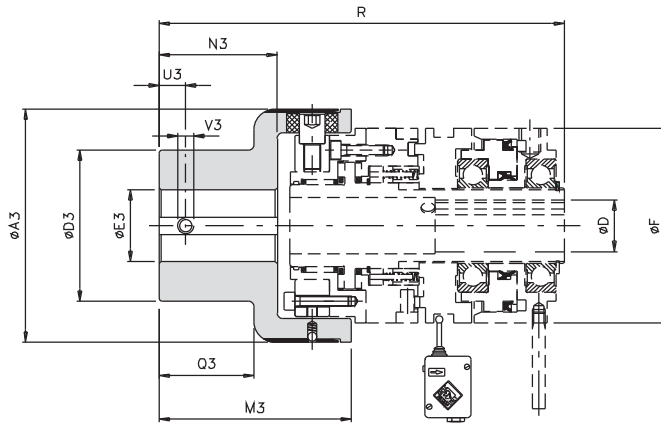


## ... + GEC (model with compact elastic coupling): technical data



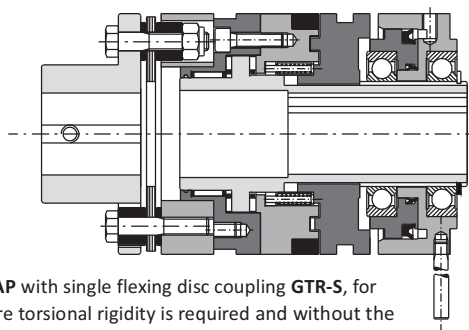
### DIMENSIONS

Size		Torque [Nm]		A3	D3	E3 H7		M3	N3	U3	V3	Q3	D H7 max.	F	R	U3	V3
DSR/F/AP	GEC	Nom.	Max.			pilot bore	max.										
0.56	0	70	110	78	50	10	28	63,5	32	10	M5	28	18	56	142	10	M5
1.90	1	280	420	108	70	12	38	89	49	12	M6	44	25	90	189	12	M6
2.110	2	570	860	130	80	15	45	111	65	15	M8	59	38	110	228	15	M8
3.130	3	980	1500	161	100	15	60	140	85	15	M8	77	45	130	268	15	M8
4.160	4	2340	3600	206	120	20	70	168	105	20	M10	97	55	160	323	20	M10
5.194	5	3880	5800	239	135	30	80	201	130	20	M10	120	65	215	360	20	M10
6.240 CB	6	15000	20000	▲ On request													
6.240 CA																	
7.280 CB	7	30000	35000	▲ On request													
7.280 CA																	

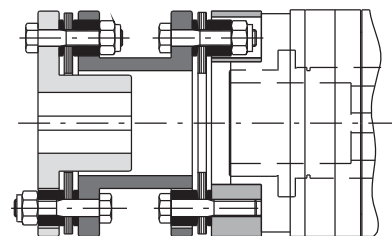
### TECHNICAL DETAILS

Size		Misalignments						Torsional $\alpha$ [°]	Max. speed [Rpm]	Weight [Kg]
DSR/F/AP	GEC	Angular $\alpha$ [°]		Axial [mm]		Radial [mm]				
		continuous	intermittent	continuous	intermittent	continuous	intermittent			
0.56	0	1°	1° 30'	± 0,7	± 1,5	0,5	0,7	2°	5500	1,1
1.90	1	0° 48'	1°	± 0,7	± 1,5	0,5	0,7	2°	5000	3,3
2.110	2	0° 36'	0° 48'	± 0,7	± 1,5	0,6	0,7	1° 45'	4500	5,9
3.130	3	0° 30'	0° 42'	± 0,8	± 1,6	0,6	0,8	1° 15'	4000	10,9
4.160	4	0° 24'	0° 30'	± 0,8	± 1,6	0,6	0,8	1°	3100	19,8
5.194	5	0° 24'	0° 30'	± 0,8	± 1,6	0,6	0,8	1°	2800	30,5
6.240	6	0° 24'	0° 30'	± 0,8	± 1,6	0,6	0,8	1°	-	-
7.280	7	0° 24'	0° 30'	± 0,8	± 1,6	0,6	0,8	1°	-	-

### OTHER COUPLING MODELS



Model DSR/F/AP with single flexing disc coupling GTR-S, for applications where torsional rigidity is required and without the ability to accommodate radial misalignment.



Model DSR/F/AP with double flexing torsionally rigid metal disc coupling GTR-D, when torsional rigidity is required and ability to accommodate radial misalignment.

### NOTES





- ⊗ **Technical details:** these details refer only for the coupling (GEC); for torque limiters details see on page 36.
- ⊗ **Technical details:** weights are relevant only for the coupling with pilot bore (GEC).



- ⊙ Simple and precise calibration.
- ⊙ Transmission engagement / disengagement and torque limiter functions.
- ⊙ Reliability and repetitiveness of the calibration torque.
- ⊙ Torque variation whilst in motion, by pressure regulation.
- ⊙ Free rotation after the disengagement through a complete disconnection between the parts.
- ⊙ Low residual torque on disconnected parts.
- ⊙ Models available only with finished bore.

**ON REQUEST**

- ⊙ Complete with transmission element machined and assembled (plate wheel, pulley, gear, ...).
- ⊙ Can be supplied with various types of rigid/elastic couplings for in-line shafts transmission.
- ⊙ Possibility of shaft connection with finished bore, locking assembly or other systems.
- ⊙ Available in anti-corrosive version, with specific surface treatments.

	DSR/F/AP: Complete engagement-disengagement of the transmission, also for long periods	from 7 to 30000 Nm max bore $\varnothing$ 120 mm	Page 34
	DSR/F/AP + GEC: compact coaxial connection for simple maintenance without being forced to remove the coupling	from 7 to 30000 Nm max bore $\varnothing$ 180 mm	Page 35
	DSF/TF/AP: friction motion transmission as tensioner	from 3 to 875 Nm max bore $\varnothing$ 65 mm	Page 36
	DSF/TF/AP/TAC: simple and economic coaxial shaft connection.	from 3 to 875 Nm max bore $\varnothing$ 80 mm	Page 37

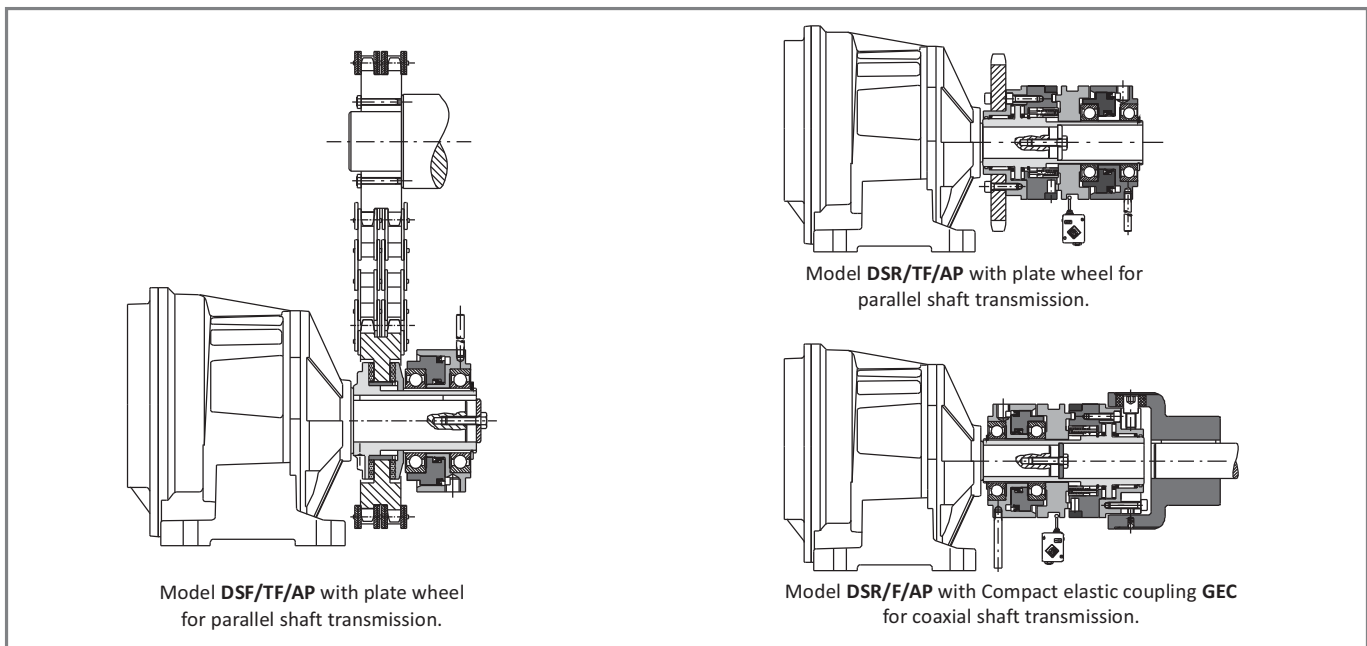
**MAIN APPLICATION**

- ⊙ Machines with work cycles of variable torque.
- ⊙ Test benches.
- ⊙ Coiler and uncoilers.
- ⊙ Transmission systems with varied products.
- ⊙ Cut format systems.

**ADVANTAGES AND BENEFITS**

- ⊙ Engage/disengage different product transmission lines.
- ⊙ Maintain tension of wire/film coils.
- ⊙ Regulate different torques depending on the change of the format.
- ⊙ Protect the motor gearbox against every form of overload.
- ⊙ When it's necessary for complete disengagement of the transmission.

**ASSEMBLY EXAMPLES**

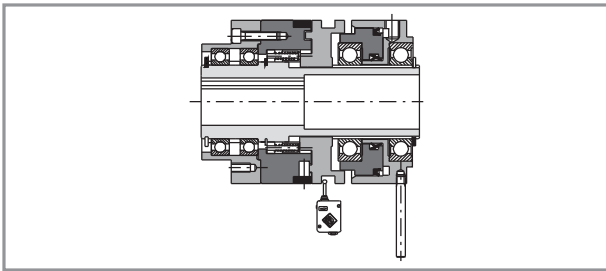


**NOTE**

⊗ Avoid rigid locking of the anti-rotating pin of the cylinder as it can cause imbalances during rotation

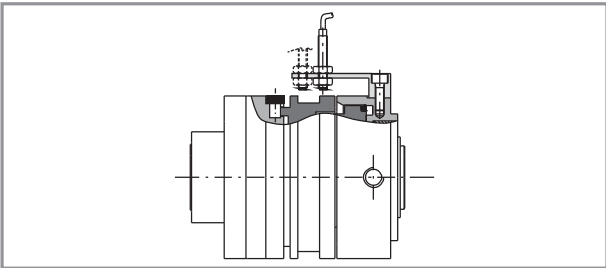
# PNEUMATIC CLUTCH ".../AP": additional information

## MODELS ON REQUEST:



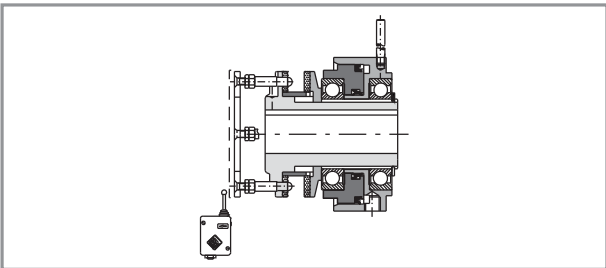
### DSR/F/AP/CS

Version with ball bearings as an alternative to the rollers. Suitable for long rotation on disengagement.



### .../PRX

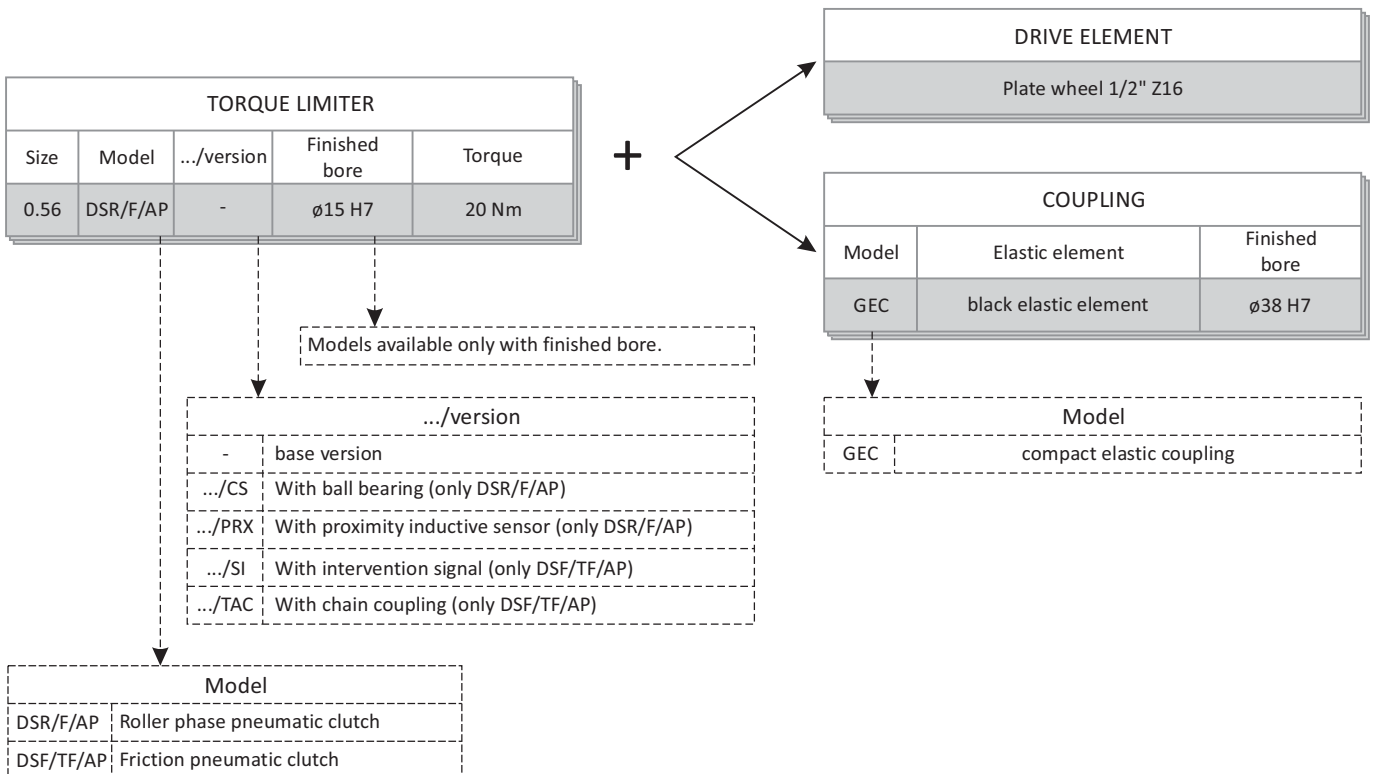
Version with proximity inductive sensor PRX M8x1, integrated into the DSR/F/AP. Compact and versatile solution, without adding equipment and/or external components.



### DSF/TF/AP/SI

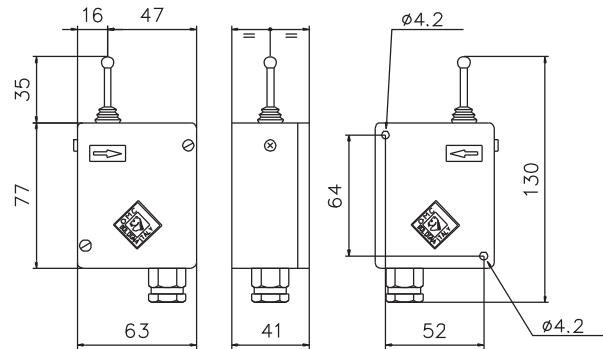
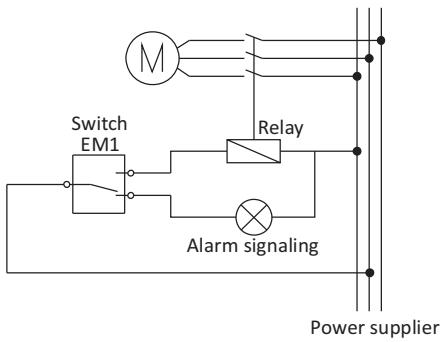
Friction clutch with intervention signal and further automatic re-engagement. This characteristic requires particular machining on the drive element, which has to be supplied together with the torque limiter.

## ORDER EXAMPLE

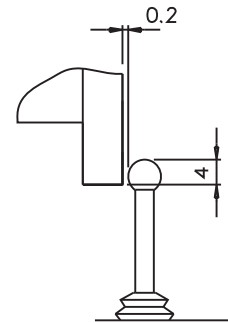


# ELECTROMECHANICAL SWITCH "EM1"

- Die-cast aluminium box with rotection level **IP57** DIN 40050.
- Adjustment of the lever end position possible.
- Operation temperature range from  $-10^{\circ}\text{C}$  to  $+85^{\circ}\text{C}$ .
- Three different options of voltage input: 15A-250VCA; 5A-24VCC; 0,2A-250VCC.
- 1 or 2 contacts available.
- Initial stroke 0,5 mm, Extra stroke:  $4 \div 8$  mm depending on setting (possible in a range of 6 mm).

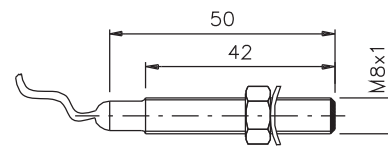
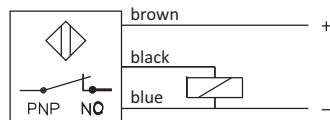
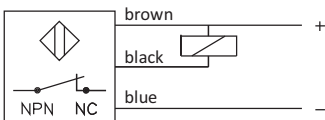
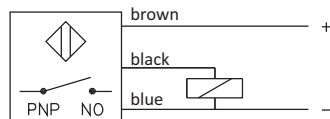
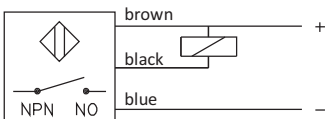


Weight: 350g



## PROXIMITY SENSOR "PRX"

- Standard version: Brass cover with protection level **IP67** DIN 40050.
- Electric contact:  $5 \div 24$  VdC.
- Frequency: 2000 Hz.
- Output: NPN (N.O.-N.C.) – PNP (N.O.-N.C.).
- Operating distance: max 1 mm.
- Cable length: 2 m (3x0,2).



Weight: 50g

