

# Safety Couplings I General

## Definition – Safety Couplings:

Due to the constantly increasing automation and dynamics of modern work processes, the devices which protect the complex and expensive units against damages in case of errors are becoming more important. JAKOB safety couplings reduce expensive machine damages, repairs and downtime by acting as torque limiters and overload protection absolutely reliably. JAKOB safety couplings are the life insurance for your machines, no matter whether the error occurs due to incorrect operation, programming error, material overload or tool breakage.

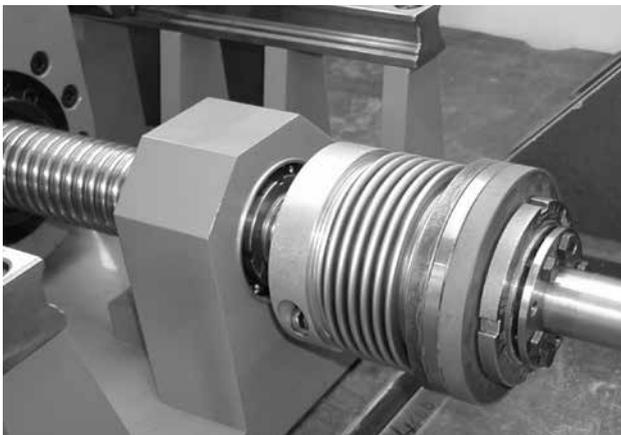
JAKOB safety couplings are the result of decades of continuous research and development as well as the experience gained from numerous different applications worldwide.

Unique design aspects, high-quality materials, precision machining of the individual components are some of the factors which make JAKOB couplings some of the leading couplings today. The safety couplings are used in all areas of the machine tool industry, ranging from critical servo drive applications to overload protection in conveyor systems.

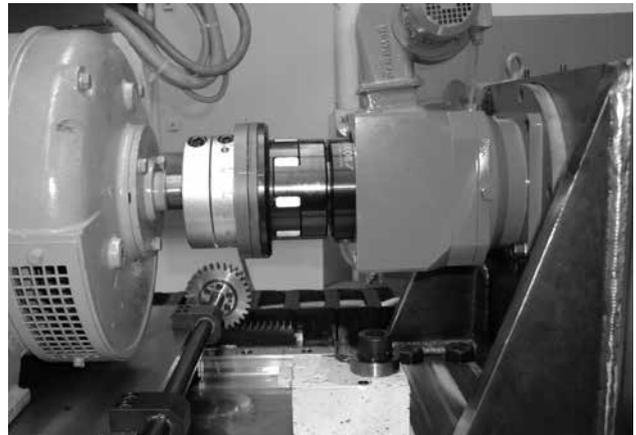
## Performance Characteristics – JAKOB Safety Couplings:

- ✓ optimal overload and crash protection
- ✓ backlash-free, precise torque transfer
- ✓ stepless disengagement torque adjustment
- ✓ fixed point reengagement (360° synchronised position)
- ✓ automatic reengaging (optional feature)
- ✓ degressive spring characteristic ✓ precise disengagement function
- ✓ excellent dynamic functional characteristics
- ✓ low moments of inertia ✓ high-speed
- ✓ large selection of types (modular system)
- ✓ integral fitting of pulleys or gear wheels
- ✓ stop-signal (emergency stop) by use of a proximity switch

## Application examples:



*Collision protection of a drive spindle with safety coupling series SKB-K with bellows attachment*



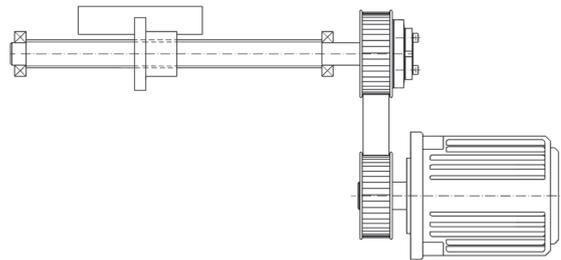
*Safety coupling series SKB-E with elastomer attachment for overload protection of a planetary gearbox*

# Safety Couplings I Modular System

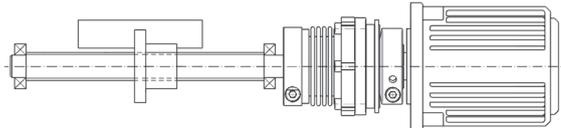
The safety coupling modular system consists of three standard series, as well as several special solutions for nearly every conceivable application. Various attachments can be fit to the safety mechanism, depending on the application.

For indirect drives, pulley, gear, or flange connection is available. For direct drives, the safety mechanism is connected to a metal bellows or elastomer coupling. The most important criteria for selection are the required disengagement torque, torsional stiffness, shaft diameters, assembly conditions, and shaft misalignment.

indirect drives



direct drives

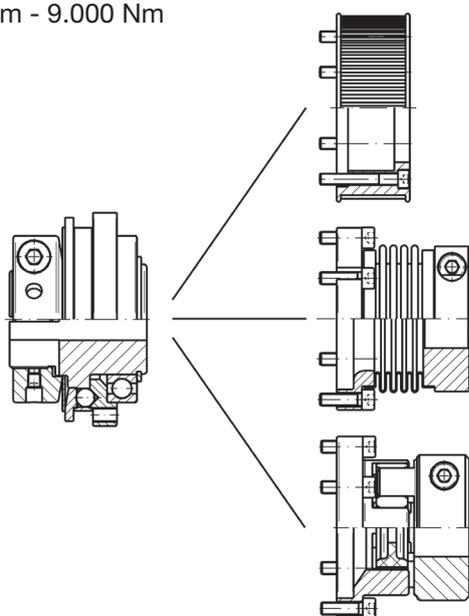


## Overview:

### safety mechanism

2 Nm - 9.000 Nm

### attachments



- /// pulleys
- /// gears
- /// flanges

- /// metal bellows
  - torsionally stiff
  - all-steel-version
  - high operating temperatures
  - variable length

- /// elastomer spider
  - oscillation dampening
  - plug-in, electrically insulating
  - $T_{max} \leq 120^{\circ}C$

### series

SK

SKB-K  
SKY-K  
SKW-K

SKB-E  
SKY-E  
SKW-E

## Note:

- /// To reduce wear on the safety coupling mechanism the drive should be stopped as soon as possible after disengagement. The signal of the limit switch can be used for this purpose (emergency-OFF signal)
- /// In vertical drive axes, the slide or the table can drop upon disengagement of the safety coupling due to its own weight and the low residual torque of the safety coupling. To counter this effect, it is suggested that either a compensating weight or an additional brake be provided.
- /// During the coupling selection, the linear measuring system (positioning) must also be considered. When fitting an encoder to the drive motor, a torsionally stiff coupling should be used to get the best results.
- /// For high speed applications, please select types SKY or SKY-ES because of their rotational symmetry. Nominal speed up to  $4,000 \text{ min}^{-1}$  as well as safety couplings with release mechanism are possible on request.
- /// The safety coupling is maintenance free under normal operating conditions.
- /// For mounting instructions and explanations about the shaft - hub - connection, please see pages 1-4.

## Safety Couplings I Adjusting the Disengagement Torque

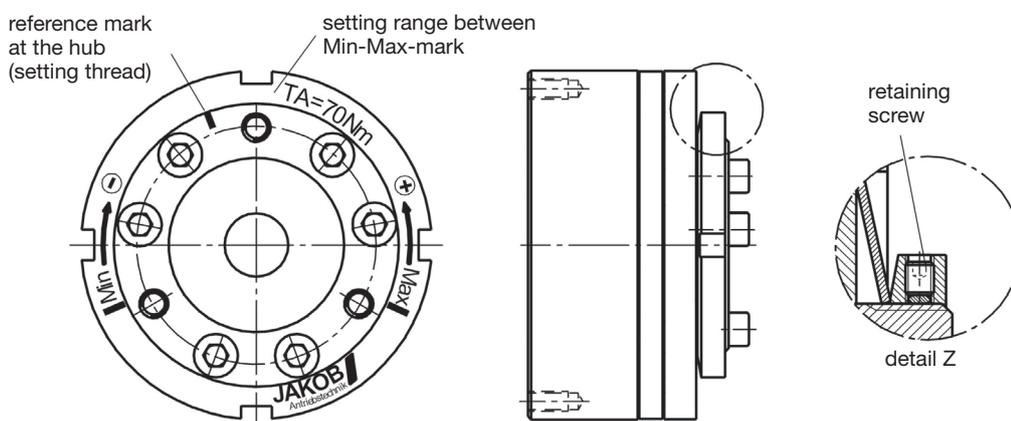
The disengagement torque generally is between 40% and 100% of the nominal torque of the coupling and is adjustable steplessly. If the customer does not specify a setting value, it is set **at the maximum torque** (nominal torque). The set, static disengagement torque can be adjusted (on the machine) at a later date by turning the adjusting nut with a pin wrench if needed. Adjusting nuts are provided with a user friendly scale: the disengagement torque, and the reference marks for T<sub>min</sub> and T<sub>max</sub> are engraved on the face side of the adjusting nut to facilitate setting. Disengagement torques greater than T<sub>max</sub> are possible (on request), but this results in a stronger wear of the disengagement mechanic.

### Caution:

Due to the degressive spring characteristics, turning back (counter-clockwise) the adjusting nut means an increase, or a turning in clockwise direction means a reduction of the disengagement torque (see direction arrow at clamping nut)!

### Series SKG/SKY/SKW

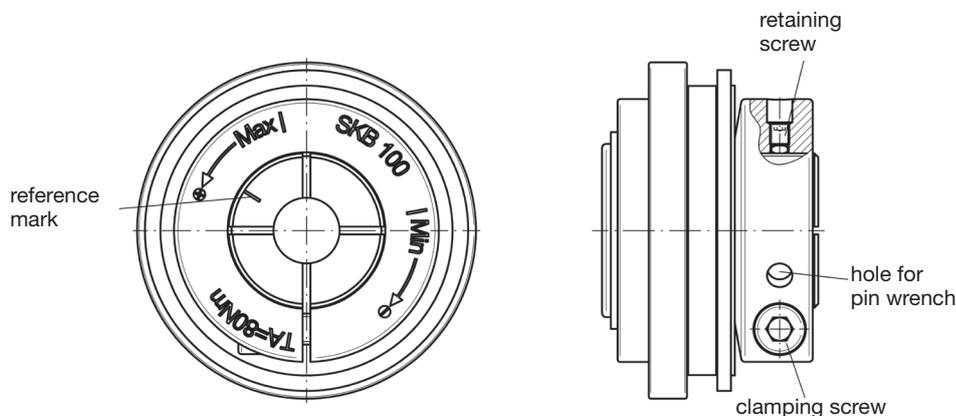
Setting of disengagement torque:



Unscrew retaining screw (see detail Z) completely; turn adjusting nut with pin wrench; after adjustment, secure the adjustment nut against turning by drilling and tightening the retaining screw.

### Series SKB/SKX-L

Setting of disengagement torque:



Release retaining screw. Turn adjusting nut with pin wrench (note reference mark). Tighten retaining screw on hub after setting the required disengagement torque. Setting can be done by turning the hub with scale till the required torque value is in line with the reference mark. In mounted state, the clamping screw must be released, and after setting the disengagement torque, it has to be fastened again.