Companion Flange Data Sheet

TRANSMISSIONER
KEMIPUMPAR

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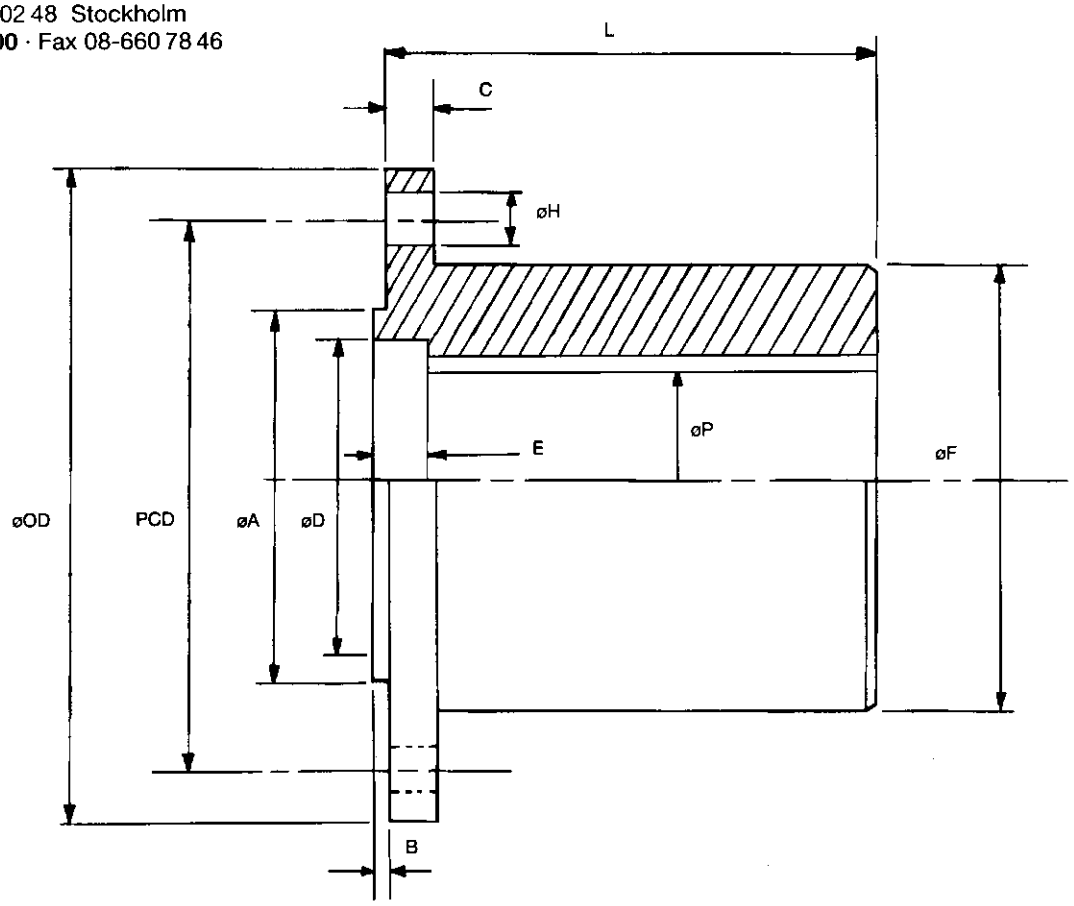

DIN COMPANION FLANGE										
øOD	øA	PCD	B	C	øD	E	øF	øH	øP	L
90	47	74.5	2.3	8	*	*	61	8	35	60
100	57	84	2.3	8	*	*	70	8	45	75
120	75	101.5	2.3	8	*	*	84	10	55	90
150	90	130	2.3	10	*	*	110	12	75	110
180	110	155.5	2.3	10	*	*	132	14	90	135
225	140	196	4.8	15	*	*	171	16	115	185
250	140	218	5.8	18	*	*	189	18	130	195
285	175	245	6.5	20	*	*	213	20	145	205
315	175	280	7	22	*	*	247	22	165	215
350	220	310	7	25	*	*	277	22	185	225
390	250	345	7	28	*	*	308	24	205	235
435	280	385	9	32	*	*	342	27	230	245

*To suit customer requirements
PCD = Pitch Circle Diameter
øP = Maximum Bore
L = Standard Length

Other lengths available upon request.
All dimensions in millimetres

SAE Companion flanges are available upon request

REGOL TRANSMISSIONER KEMIPUMPAR
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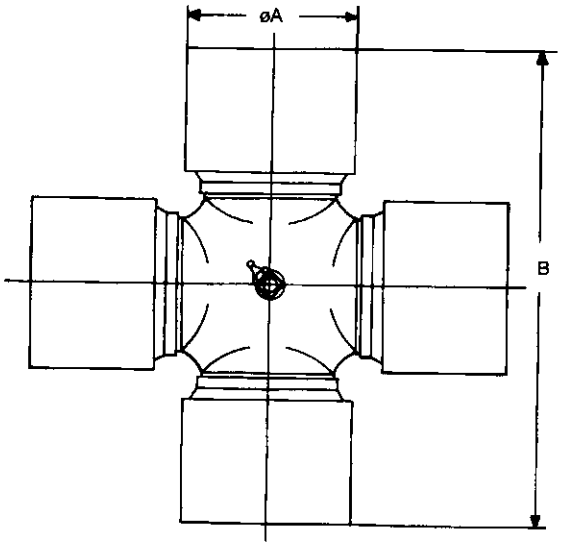
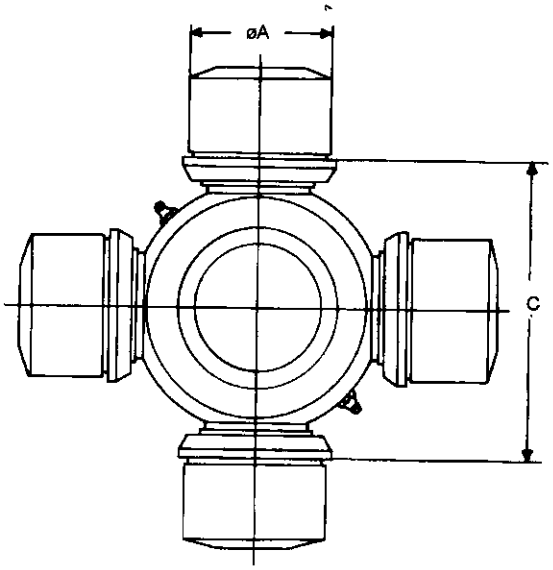


Measurements refer to series 35-97 inclusive.



Measurements refer to series 105-165 inclusive.

Series	Part No.	Cup Dia "A"	Length "B"	Length "C"
25	25-0400	23.8	61.3	-
35	35-0400	27	81.8	-
45	45-0400	30.2	106.3	-
55	55-0400	39.7	115.9	-
65	65-0400	38	105.8	-
75	75-0400	48	131	-
85	85-0400	53	135	-
87	87-0400	53	158	-
95	95-0400	57	152	-
97	97-0400	65	172	-
105	105-0405	65	-	144
115	115-0405	74	-	154
125	125-0405	83	-	175
135	135-0405	95	-	190
145	145-0405	110	-	210
155	155-0405	120	-	235
165	165-0405	130	-	262

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SPECIFICATION

NDE Clarke Driveshafts are supplied as complete units ready for installation into the vehicle or machine. They are balanced in accordance with Q(G) 16 VDI 2060, ISO 1940/41 and have a primer coat of paint.

Standard NDE Clarke Driveshafts are suitable for operation at ambient temperatures of -35° C to 60° C. Please contact us when using the Driveshafts in temperatures outside these conditions.

Before initial operation the Driveshaft must be greased using Lithium based grease with E.P. additives. The maximum greasing pressure is 15 bar.

TRANSPORTATION AND STORAGE

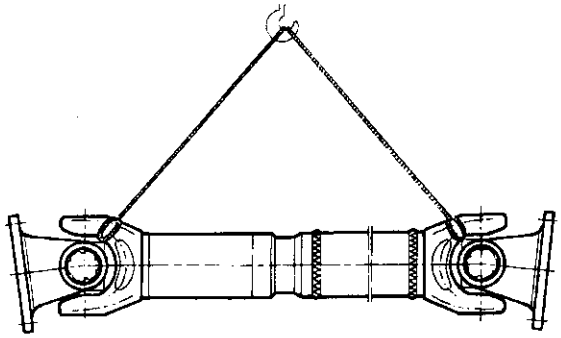
Since Driveshafts are manufactured as high quality products, they may suffer damage due to improper storage and transport, which could render them unusable.

The original NDE Clarke packing is only suitable for despatch and a short term storage. The Driveshafts should be stored in dry and weather protected areas. If the Driveshaft is to be stored for a long period, the Flange connecting faces should be treated with an anti-corrosion agent.

Transportation should be carried out with the Driveshafts in a horizontal position.

If the Driveshaft is put in any other position than horizontal, ***it is essential to prevent the spline elements from sliding apart***. This, and the tilting of the joints may cause personal injuries. Any impact must be avoided.

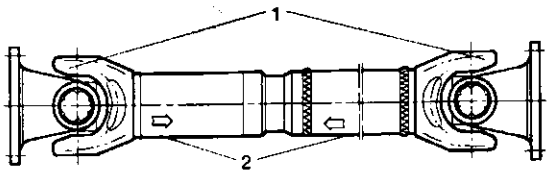
For the transportation of the Driveshafts we recommend the use of nylon ropes. The following sketch indicates a reasonable method.



INSTALLATION

For the installation of the Driveshafts, the following instructions must be observed:

- Check before immediate installation for possible transit damage.
- Driveshafts which have been stored for a long time should be regreased in working conditions before they are put into operation.
- When spray painting the Driveshafts, make sure that the area in which the Spline or the Seal glides is protected from paint.
- The faces of the Flanges must be free from anti-corrosion agents, paint, grease and dirt.
- Do not rotate the Driveshaft with assembly levers in the Joint because this may cause damage to the Joints, Grease Nipples or Air Relief Valves, where fitted.
- Nuts and Bolts of the correct size should be evenly tightened crosswise all round until securely locked to the recommended torque value. The Bolts should only be slightly oiled. Lubricants containing MOS_2 additives or similar must not be used.
- Check the position of the Yokes (1) according to drawing and ensure arrows are in line (2). See below.



- Before initial operation the Driveshaft must be greased using Lithium based grease with E.P. additives. The maximum greasing pressure is 15 bar.
- Connecting Flanges must be checked for concentricity, radial runout and fit to Shafts.

IMPORTANT

Guards - Rotating Shafts and Joints must be guarded to eliminate the possibility of physical contact or entanglement of clothing. It should be of rigid construction and firmly secured.

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INSPECTION AND MAINTENANCE

Driveshaft inspection should be carried out at regular intervals and it would be reasonable to co-ordinate this with the maintenance work on other Vehicle parts. The maintenance intervals mentioned in the following section are only recommendations because maintenance intervals generally depend on the operating conditions of the Vehicle and on practical experience.

Driveshafts are used in a great variety of Industrial plants with very different operating conditions. We recommend inspections at regular intervals and, if possible, coordinate it with maintenance work on other parts of the equipment. However maintenance work should be carried out once a year at least.

- Check the Flange Bolts for tightness and retighten them with the prescribed torque. If they need replacing, Nuts and Bolts of the correct size should be evenly tightened crosswise all round until securely locked to the recommended torque value. The Bolts should only be slightly oiled. Lubricants containing MOS_2 additives or similar must not be used.
- Check lubrication schedule is being maintained.
- Backlash inspection. By lifting the Driveshaft check the Joint and the length compensation for visible or tangible backlash. If there is any perceptible play, the Driveshaft must be repaired.
- Check the Driveshaft for any unusual noise, vibration or abnormal behaviour and repair the damage, if any.

BOLTING

All inspections must include the checking of the Bolts for the prescribed tightening torques.

The Bolts should only be slightly oiled. Lubricants containing MOS_2 additives or similar must NOT be used.

LUBRICATION

The Driveshaft should be greased with a Lithium based Grease with EP additives.

Grease Nipples must be cleaned before greasing.

The maximum greasing pressure is 15 bar.

There are three greasing areas on the Driveshaft, the Universal Joints and the Splined Sleeve.

IMPORTANT

When lubricating Universal Joints, ensure that fresh Grease exudes from all four Bearing Seals to be certain that all Bearings have fresh Grease. The lubrication of the Splined Sleeve should be carried out with the Driveshaft fully compressed to prevent excessive axial force developing.

RE-GREASING INTERVALS

Recommended regreasing intervals (unless otherwise specified by the manufacturer of the Vehicle). The following maintenance intervals refer to European and comparable conditions. Other conditions may require shorter re-lubrication intervals.

LUBRICATION PROGRAMME (Vehicles)	JOINTS & SLIDING SPLINES
Commercial Vehicles, Buses on road & similarly applied Vehicles	10,000 km or 3 months
Commercial Vehicles for on & off road use & similarly applied Vehicles	5,000 km or 2 months
Commercial & Construction Vehicles, Earth moving equipment, Tractors etc. & similarly applied Vehicles	2,500 km or 1 month

The recommended lubrication interval for Driveshafts used in Industrial plants in normal operating conditions is three months. Unfavourable effects like temperature, dirt and water may necessitate shorter lubricating intervals. We recommend adapting the lubricating intervals to the individual operating conditions.