

# Vetus<sup>®</sup>

*Installatie instructies*  
*Installation instructions*  
*Installationsvorschriften*  
*Instructions d'installation*  
*Instrucciones de instalación*  
*Istruzioni per l'installazione*

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**Flexibele schroefaskoppeling**

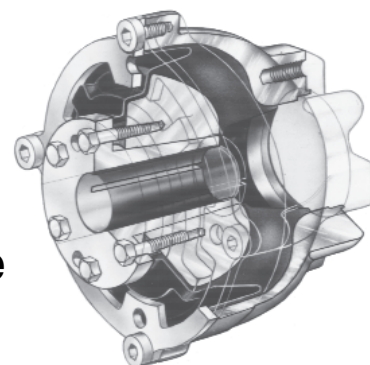
**Flexible propeller shaft coupling**

**Flexible Schraubenwellenkupplung**

**Accouplement flexible d'arbre porte-hélice**

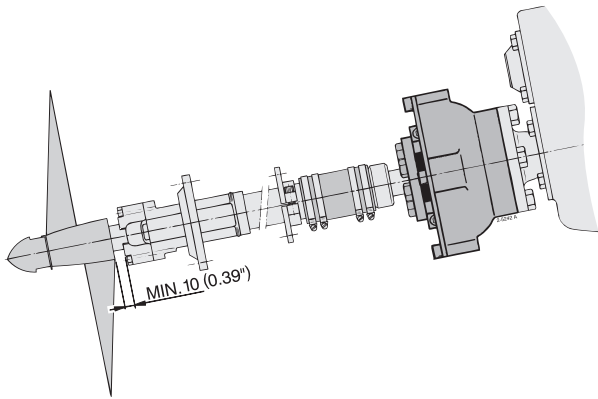
**Acoplamiento flexible del árbol porta-hélice**

**Giunto di accoppiamento flessibile dell'albero dell'elica**



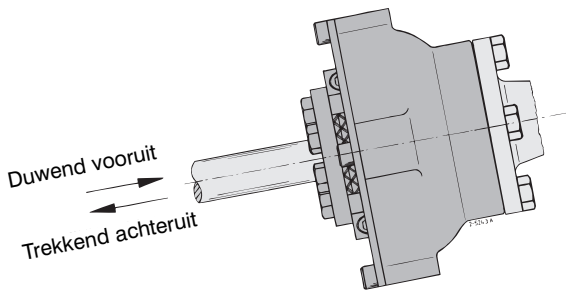
## **Uniflex**

## Opstelling

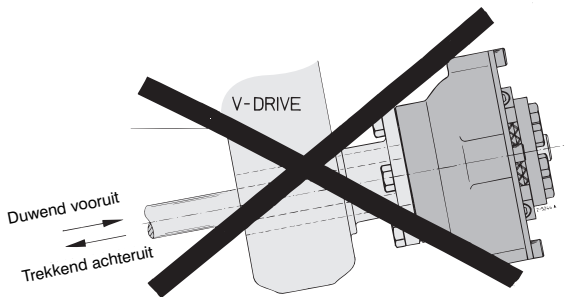


In verband met de axiale beweging van de schroefas moet er tussen het buitenlager en de naaf van de schepsschroef een minimale vrije ruimte zijn. ◀

## Stuwkracht

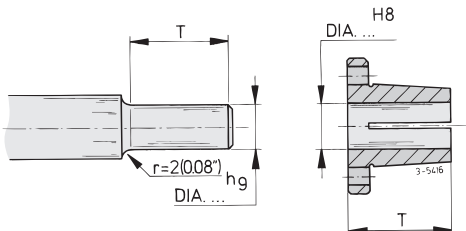


N.B. Bij vooruit varen moet het rubberdeel worden ingedrukt. ◀



Toepassing van de Uniflex in combinatie met een V-drive keer-koppeling is niet toegestaan! ◀

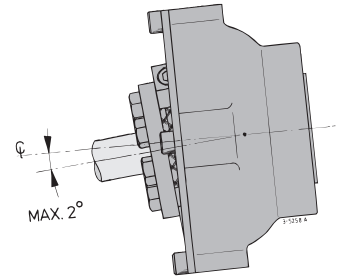
## Afwijkende (grotere) schroefas diameter



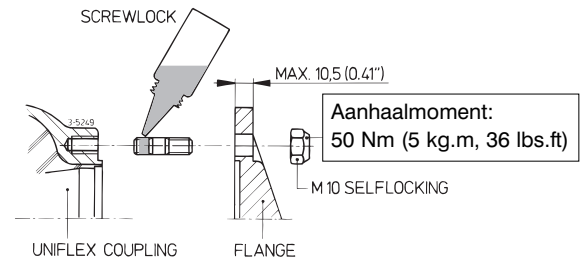
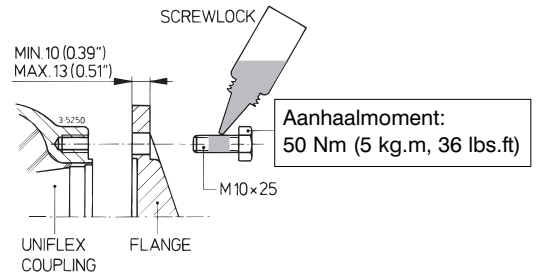
Verklein de schroefas diameter over de lengte van de klembus (afmeting 'T') naar afmeting 'd' van de koppeling, zie 'Hoofdafmetingen'. Radius 'r' minimaal 2 mm. ◀

## Uitlijnfout

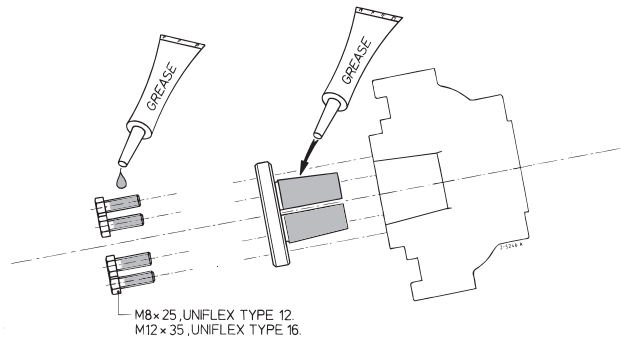
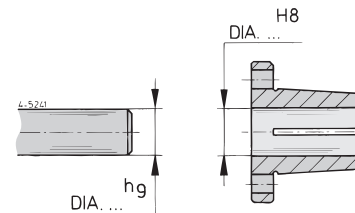
De maximaal toelaatbare uitlijnfout van de schroefas is 2°. ◀



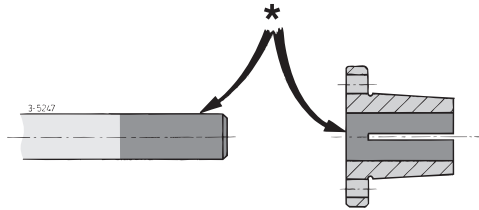
## Montage algemeen



Om een betrouwbaar functionerende koppeling te verkrijgen dienen alle bouten en moeren met de opgegeven momenten te worden aangebracht. Gebruik hiervoor een momentsleutel; het 'op gevoel' aantrekken leidt niet tot bevredigende resultaten. ◀

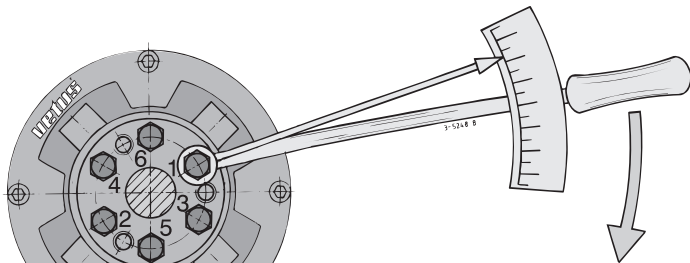
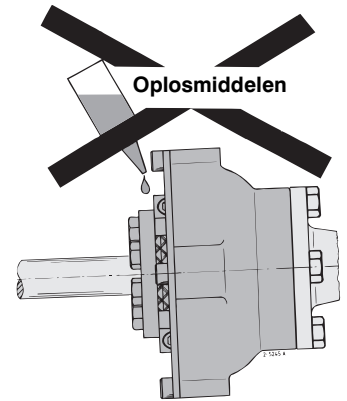


Vet de buitenzijde van de klemconus en de bouten in. ◀

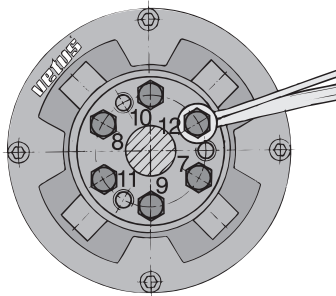


Om slip tussen de klemnaaf en de schroefas te voorkomen dienen deze vrij van vet en vuil (\*) te zijn. ◀

Zorg er voor dat de rubberdelen niet worden aangetast door oplosmiddelen. ◀

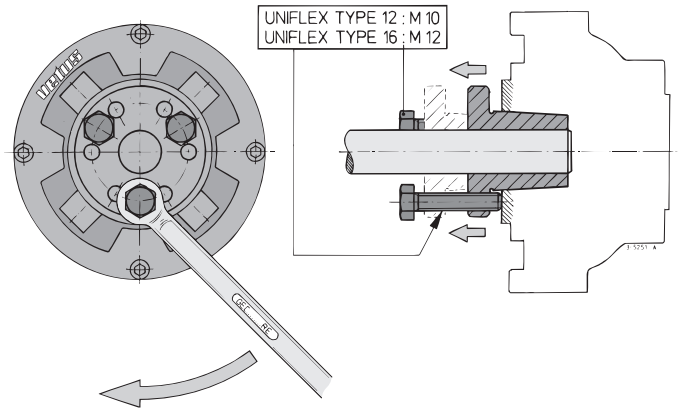


Aanhaalmoment:  
Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



De nummers geven de volgorde aan waarin de bouten moeten worden aangetrokken. Haal, indien noodzakelijk, alle bouten nogmaals aan. ◀

### Demontage



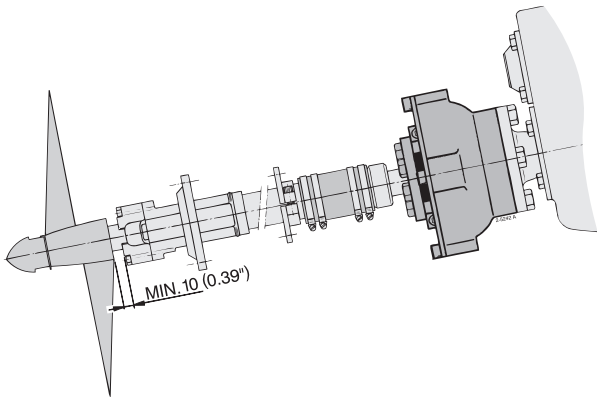
### Technische gegevens

Uniflex	:	12		16	
Gewicht	:	2,8 kg		6,9 kg	
Max. koppel volg. DIN6270B	:	200 N.m	20 kgf.m	400 N.m	40 kgf.m
Max. koppel volg. DIN6270A	:	175 N.m	17,5 kgf.m	350 N.m	35 kgf.m
Max. vermogen volg. DIN6270B *	:	2,1 kW/100 min <sup>-1</sup>	2.8 hp/100 RPM	4,2 kW/100 min <sup>-1</sup>	5.6 hp/100 RPM
Max. vermogen volg. DIN6270A *	:	1,8 kW/100 min <sup>-1</sup>	2.5 hp/100 RPM	3,6 kW/100 min <sup>-1</sup>	5 hp/100 RPM
Massatraagheidsmoment	J	399 . 10 <sup>-5</sup> kg.m <sup>2</sup>		1723 . 10 <sup>-5</sup> kg.m <sup>2</sup>	
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>		0,069 kgf.m <sup>2</sup>	
Dyn. torsiestijfheid	:	900 N.m/rad	6,37 °/100 N.m	1900 N.m/rad	3,02 °/100 N.m
Axiale trekstijfheid	:	1,7 kN/mm	170 kgf/mm	1,9 kN/mm	190 kgf/mm
Axiale drukstijfheid	:	2,8 kN/mm	280 kgf/mm	5,3 kN/mm	530 kgf/mm
Max. toerental bij	2° **	1500 min <sup>-1</sup>	1500 RPM	1500 min <sup>-1</sup>	1500 RPM
	0°	4500 min <sup>-1</sup>	4500 RPM	3500 min <sup>-1</sup>	3500 RPM

\* Max. vermogen  $M_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  is het max. koppel en n het toerental)

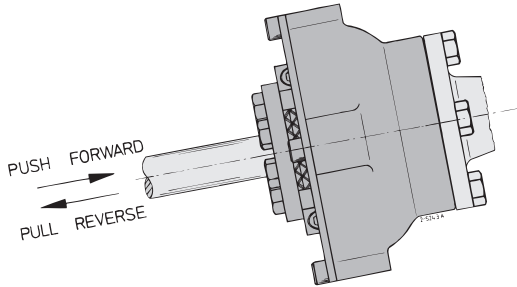
\*\* Maximale hoekverplaatsing voor beide types Uniflex is 2°.

## Mounting

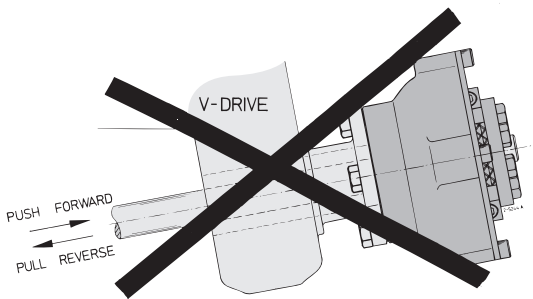


In connection with the axial movement of the propeller shaft a minimum free space between outer bearing and propeller hub is required. ◀

## Propeller-thrust

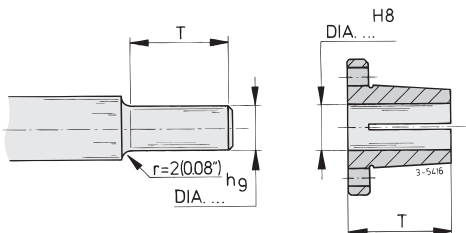


N.B. When sailing in forward direction the rubber part must be compressed. ◀



Using the Uniflex in combination with a V-drive type gearbox is not allowed! ◀

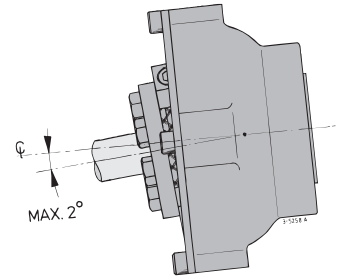
## Over-size (larger) propeller shaft diameter



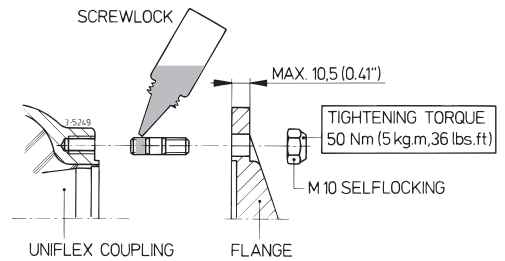
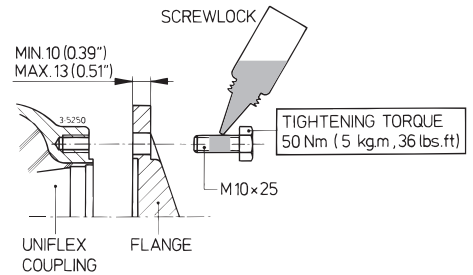
Reduce the propeller shaft diameter for the taper length (dimension 'A') to the given dimension 'd' of the coupling, see 'Overall dimensions'. Radius 'r' minimal 2 mm (0.08"). ◀

## Misalignment

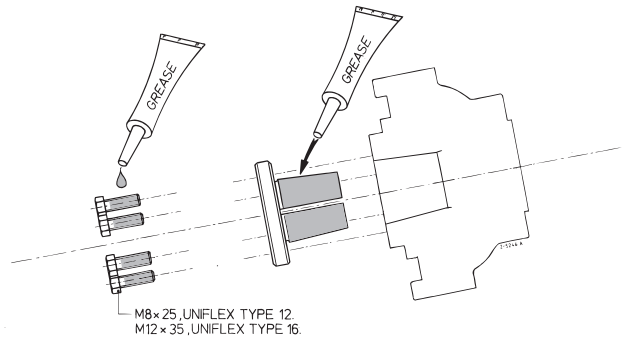
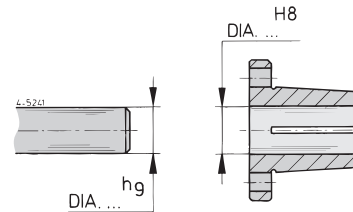
The maximum allowable misalignment of the propeller shaft is 2°. ◀



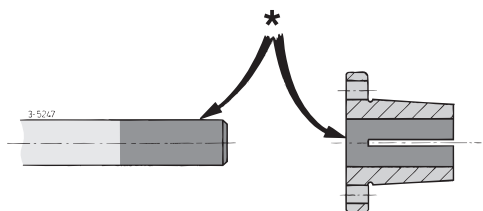
## General assembly



To achieve a reliably operating coupling all the bolts and nuts must be tightened with the torques given. Use a torque wrench; tightening it 'in the blind' will not lead to satisfying results. ◀

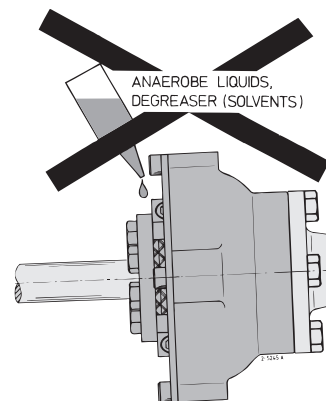


Grease the outside of the taper and the bolts. ◀

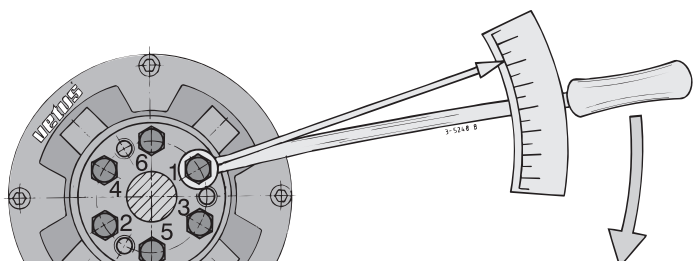
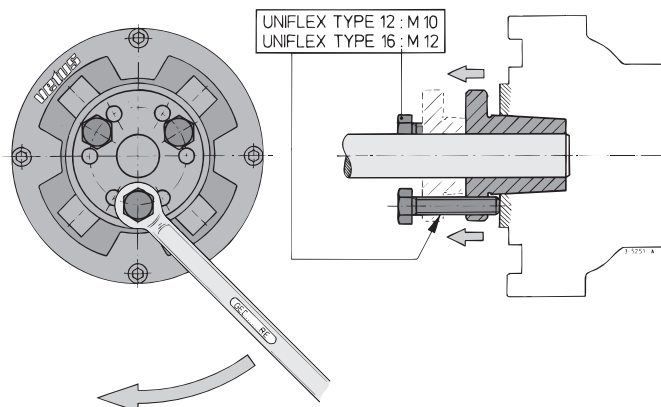


To prevent slipping between the clamping-joint and the propeller shaft, they must be free of grease and dirt (\*). ◀

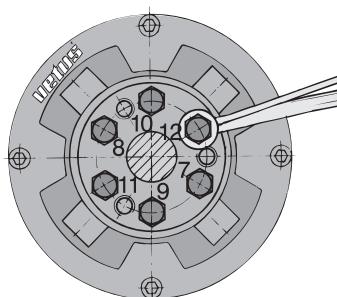
Take care that the rubber parts are not affected by solvents. ◀



### Disassembling



Tightening torque:  
 Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
 Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



The numbers indicate the sequence in which the bolts have to be tightened.  
 If necessary, tighten the bolts again. ◀

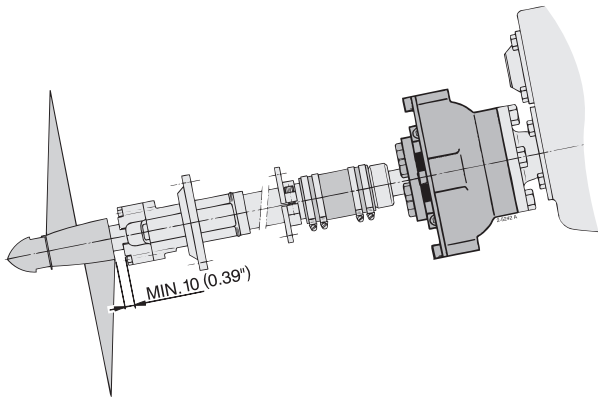
### Technical data

Uniflex		12		16	
Weight	:	2,8 kg	6.2 lbs	6,9 kg	15.2 lbs
Max. torque to DIN6270B	:	200 N.m	144.6 lbs.ft	400 N.m	289.3 lbs.ft
Max. torque to DIN6270A	:	175 N.m	126.5 lbs.ft	350 N.m	253.1 lbs.ft
Max. power to DIN6270B *	:	2,1 kW/100 min <sup>-1</sup>	2.8 hp/100 RPM	4,2 kW/100 min <sup>-1</sup>	5.6 hp/100 RPM
Max. power to DIN6270A *	:	1,8 kW/100 min <sup>-1</sup>	2.5 hp/100 RPM	3,6 kW/100 min <sup>-1</sup>	5 hp/100 RPM
Mass moment of inertia	J	399 . 10 <sup>-5</sup> kg.m <sup>2</sup>		1723 . 10 <sup>-5</sup> kg.m <sup>2</sup>	
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>		0,069 kgf.m <sup>2</sup>	
Dyn. torsional stiffness	:	900 N.m/rad	8.63 °/100 lbs.ft	1900 N.m/rad	4.09 °/100 lbs.ft
Axial pull stiffness	:	1,7 kN/mm	0.0105 "/100 lbs	1,9 kN/mm	0.0094 "/100 lbs
Axial push stiffness	:	2,8 kN/mm	0.0064 "/100 lbs	5,3 kN/mm	0.0034 "/100 lbs
Max. rpm at	2° **	1500 min <sup>-1</sup>	1500 RPM	1500 min <sup>-1</sup>	1500 RPM
	0°	4500 min <sup>-1</sup>	4500 RPM	3500 min <sup>-1</sup>	3500 RPM

\* Max. Power  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  is the max. torque and n the RPM)

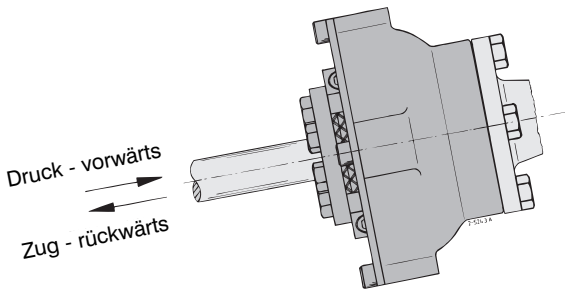
\*\* Maximum angular displacement for both Uniflex models is 2°.

## Aufstellung

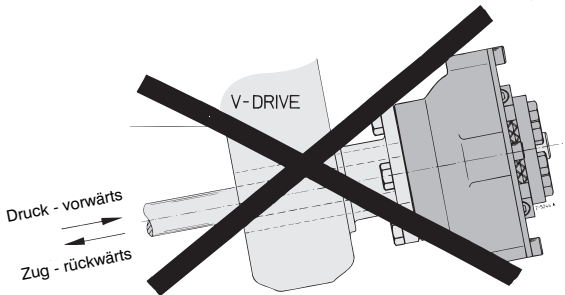


Aufgrund der Achsialbewegung der Schraubenwelle muß zwischen dem äußeren Wellenlager und der Nabe der Schiffsschraube ein minimaler freier Raum sein. ◀

## Schubkraft

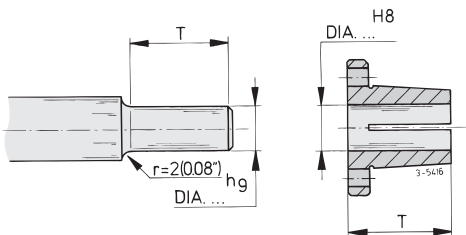


Achtung: Beim Vorwärtsfahren soll das Gummitteil zusammengedrückt werden. ◀



Der Einsatz der Uniflex in Kombination mit einem Vdrive-Wendegertriebe ist nicht gestattet! ◀

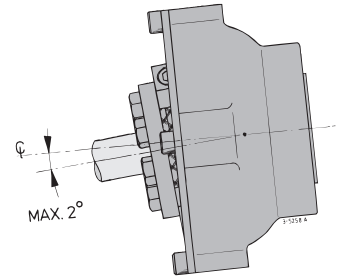
## Abweichender (größerer) Durchmesser der schraubenwelle



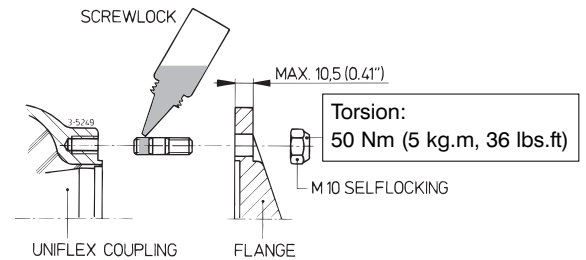
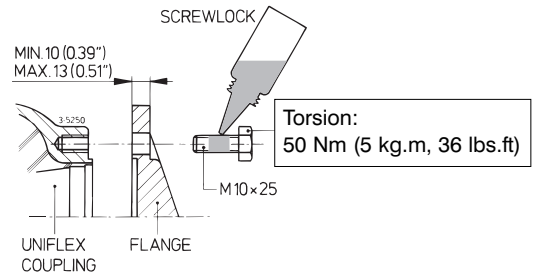
Den Durchmesser der Schraubenwelle über die Länge der Klemmbuchse (Maß 'A') auf Maß 'd' der Kupplung verkleinern, siehe 'Hauptabmessungen'. Radius 'r' sollte mindestens 2 mm betragen. ◀

## Versatz

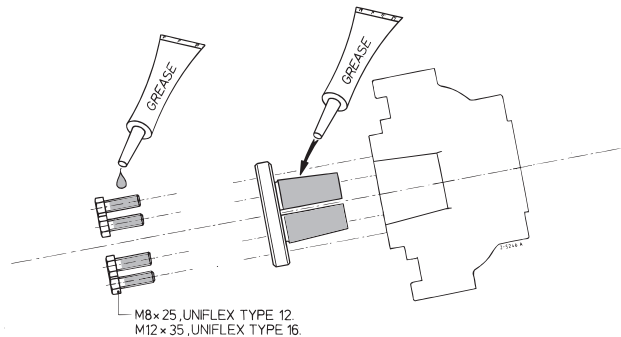
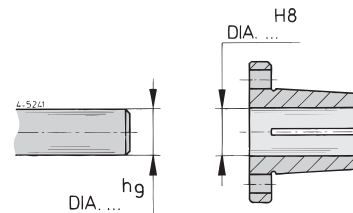
Der max. zulässiger Versatz der Schraubenwelle beträgt 2°. ◀



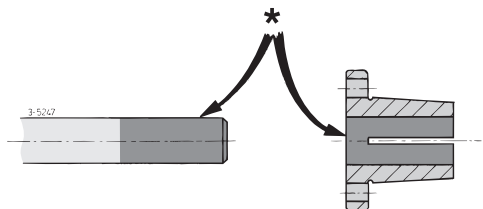
## Montage allgemein



Damit eine zuverlässig funktionierende Kupplung erreicht wird, sollten alle Bolzen und Muttern nach den angegebenen Drehmomenten angezogen werden. Verwenden Sie dazu einen Drehmomentschlüssel; das 'Anziehen nach Gefühl' führt nicht zu befriedigenden Ergebnissen. ◀

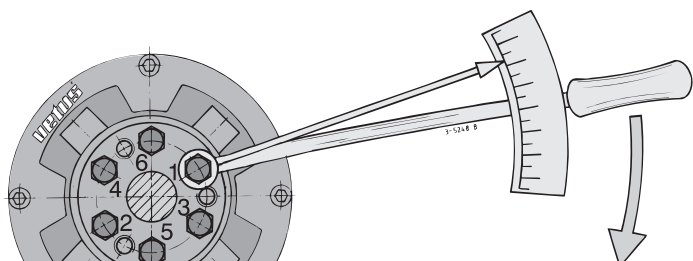
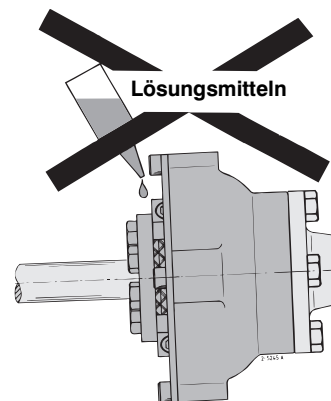


Fetten Sie die Außenseite der Klemmbuchse und der Bolzen ein. ◀

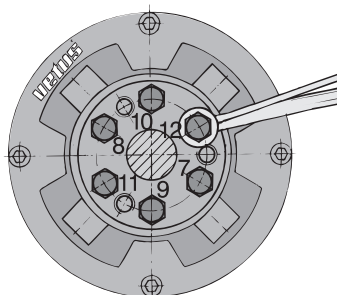


Um Schlupf zwischen Klemmnabe und Schraubenwelle zu verhindern, müssen diese schmutz- und fettfrei (\*) sein. ◀

Sorgen Sie dafür, daß die Gummitteile nicht von Lösungsmitteln angegriffen werden. ◀

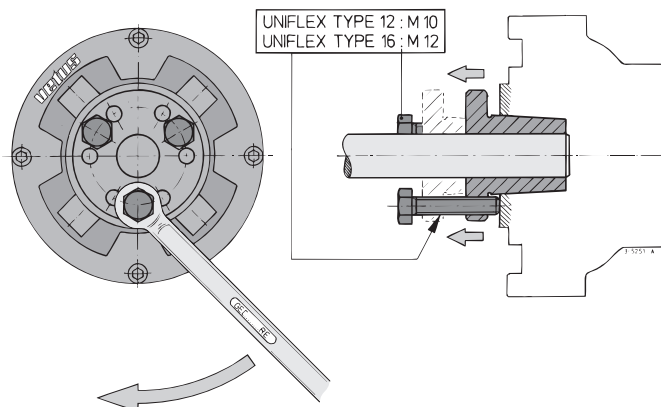


Torsion:  
Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



Die Nummern geben die Reihenfolge an, in die Bolzen angezogen werden müssen. Wenn nötig, alle Bolzen nochmals nachziehen. ◀

### Ausbauen



### Technische Daten

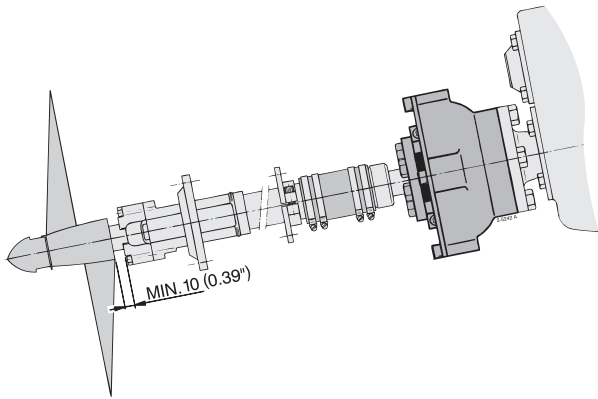
Uniflex	:	12	16
Gewicht	:	2,8 kg	6,9 kg
Max. Drehmoment gem. DIN6270B	:	200 N.m      20 kgf.m	400 N.m      40 kgf.m
Max. Drehmoment gem. DIN6270A	:	175 N.m      17,5 kgf.m	350 N.m      35 kgf.m
Max. Leistung gem. DIN6270B *	:	2,1 kW/100 min <sup>-1</sup> 2.8 hp/100 RPM	4,2 kW/100 min <sup>-1</sup> 5.6 hp/100 RPM
Max. Leistung gem. DIN6270A *	:	1,8 kW/100 min <sup>-1</sup> 2.5 hp/100 RPM	3,6 kW/100 min <sup>-1</sup> 5 hp/100 RPM
Massenträgheitsmoment	J	399 · 10 <sup>-5</sup> kg.m <sup>2</sup>	1723 · 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Dyn. Drehsteifigkeit	:	900 N.m/rad      6,37 °/100 N.m	1900 N.m/rad      3,02 °/100 N.m
Axiale steifigkeit zug	:	1,7 kN/mm      170 kgf/mm	1,9 kN/mm      190 kgf/mm
Axiale steifigkeit druck	:	2,8 kN/mm      280 kgf/mm	5,3 kN/mm      530 kgf/mm
Max. Drehzahl bei	2° **	1500 min <sup>-1</sup> 1500 RPM	1500 min <sup>-1</sup> 1500 RPM
	0°	4500 min <sup>-1</sup> 4500 RPM	3500 min <sup>-1</sup> 3500 RPM

\* Max. Leistung  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  ist das max. Drehmoment und  $n$  die Drehzahl)

\*\* Maximale Winkelverschiebung für beide Typen Uniflex ist 2°.

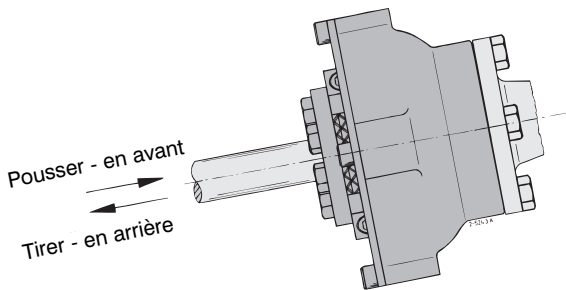


## Montage

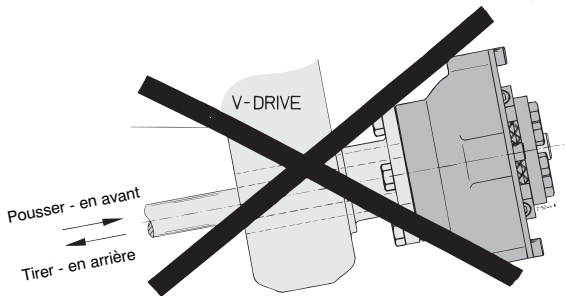


Etant donné le mouvement axial de l'arbre porte-hélice, il est nécessaire de laisser un espace libre minimum entre le support extérieur et le moyeu de l'hélice. ◀

## Force de propulsion

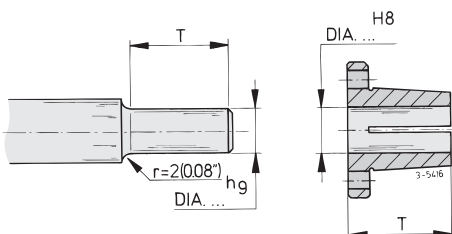


N.B. Lors de la marche avant, la partie caoutchouc doit être comprimée. ◀



Il est interdit d'utiliser le Uniflex en combinaison avec un inverseur à entraînement en V ! ◀

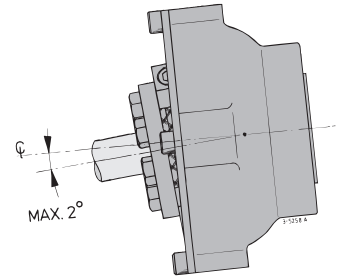
## Autre diamètre (plus grand) de l'arbre porte-hélice



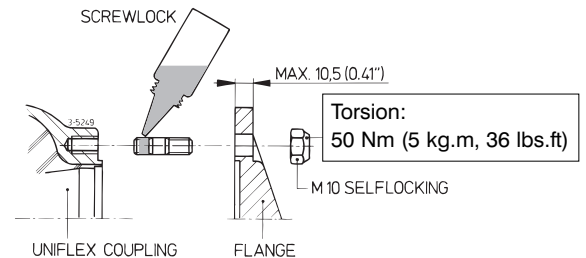
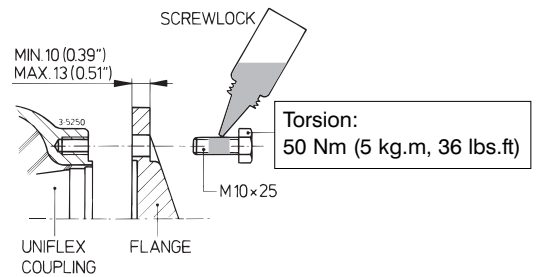
Réduire, sur la longueur de la bague de serrage (dimension 'A'), le diamètre de l'arbre porte-hélice à la dimension 'd' du couplage. Voir les 'dimensions principales'. Rayon 'r' minimum 2 mm. ◀

## Desalignement

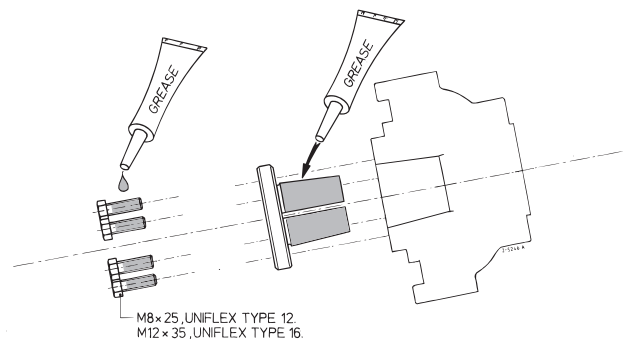
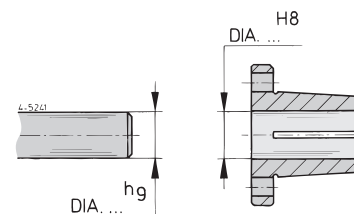
Le désalignement maximum autorisé de l'arbre porte-hélice est de 2°. ◀



## Assemblage generalites

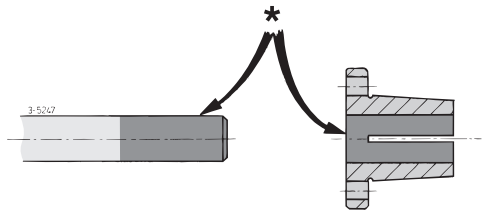


Pour obtenir un accouplement au fonctionnement fiable, il est nécessaire de serrer tous les boulons et écrous selon les moments indiqués. Utiliser pour cela une clef dynamométrique; un serrage approximatif ne donne pas de résultats satisfaisants. ◀



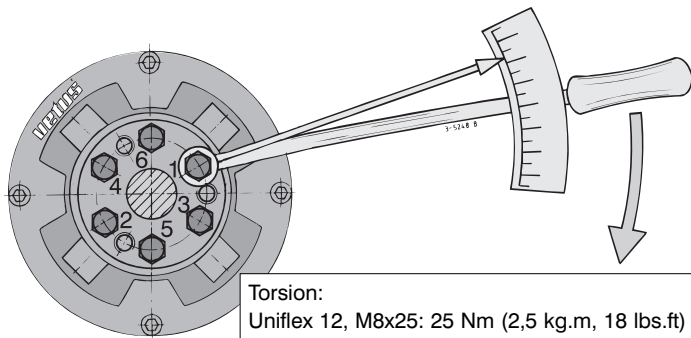
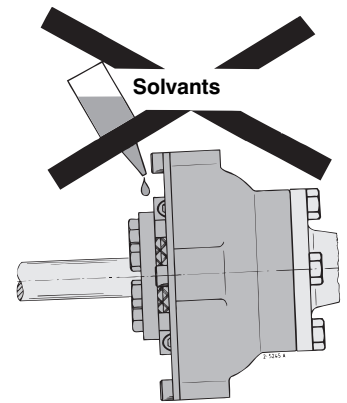
Graisser la partie extérieure du cône de serrage et des boulons. ◀



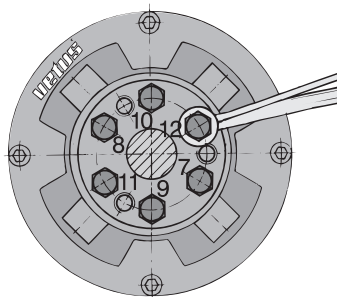


Pour éviter tout glissement entre le moyeu de serrage et l'arbre porte-hélice, veiller à ce que ceux-ci soient exempts de graisse et de saleté (\*). ◀

Veiller à ce que les parties caoutchouc ne soient pas attaquées par des solvants. ◀

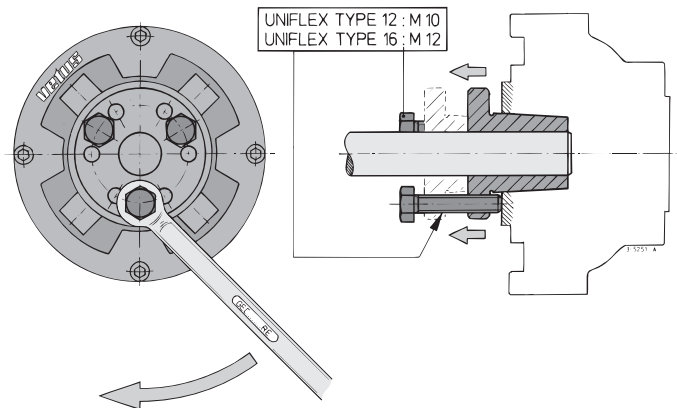


Torsion:  
Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



Les numéros indiquent l'ordre dans lequel les boulons doivent être serrés.  
Serrer encore une fois tous les boulons si nécessaire. ◀

### Demontage



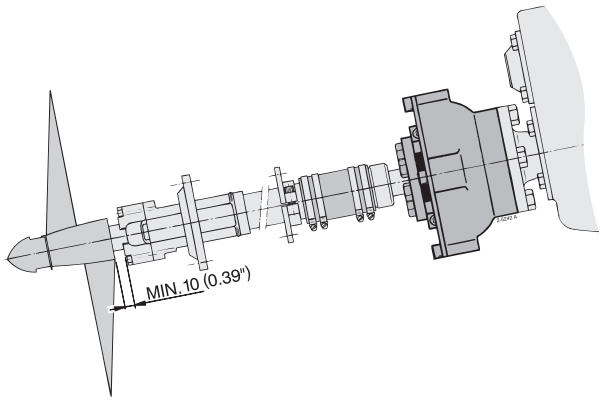
### Specifications techniques

Uniflex	:	12	16
Poids	:	2,8 kg	6,9 kg
Couple max. selon DIN6270B	:	200 N.m	400 N.m
		20 kgf.m	40 kgf.m
Couple max. selon DIN6270A	:	175 N.m	350 N.m
		17,5 kgf.m	35 kgf.m
Puissance max. selon DIN6270B *	:	2,1 kW/100 min <sup>-1</sup>	4,2 kW/100 min <sup>-1</sup>
		2.8 hp/100 RPM	5.6 hp/100 RPM
Puissance max. selon DIN6270A *	:	1,8 kW/100 min <sup>-1</sup>	3,6 kW/100 min <sup>-1</sup>
		2.5 hp/100 RPM	5 hp/100 RPM
Moment d'inertie	J	399 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1723 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidite dyn. a la torsion	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Rigidite axiale de tracción	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Rigidite axiale de compresión	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Nombre de tours max. á	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		1500 RPM	1500 RPM
		4500 RPM	3500 RPM

\* Puissance max.  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  est le couple max. et n le nombre de tours)

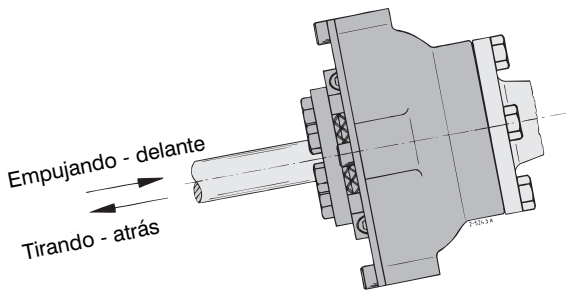
\*\* Le déplacement angulaire maximum pour les deux types Uniflex est de 2°.

## Montaje

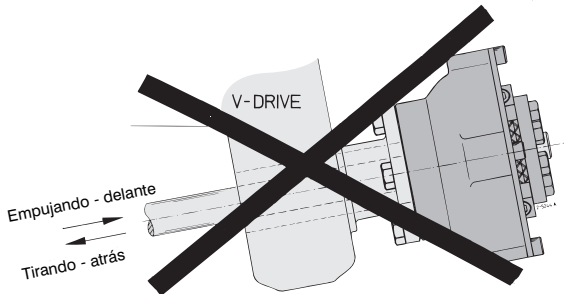


Dado el movimiento axial del árbol porta-hélice, es necesario dejar un espacio libre mínimo entre el soporte exterior y el cubo de hélice. ◀

## Fuerza de propulsión

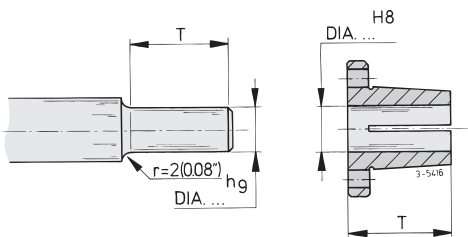


Nota: ¡Navegando hacia delante la parte de caucho se debe comprimir! ◀



¡No se permite aplicar el Uniflex en combinación con la caja de velocidades del tipo de transmisión en V! ◀

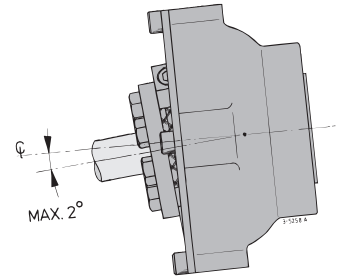
## Otro diámetro (mayor) del árbol porta-hélice



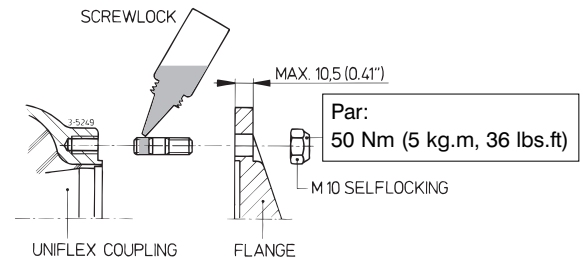
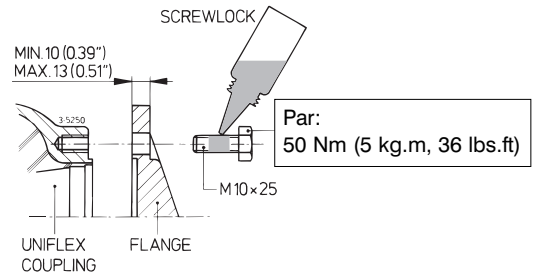
Redúzcase el diámetro del árbol porta-hélice a lo largo del cono (dimensión 'A') hacia dimensión 'd' del acoplamiento, véanse las 'Dimensiones Principales'. El radio 'r' será de 2 mm como mínimo. ◀

## Mal alineamiento

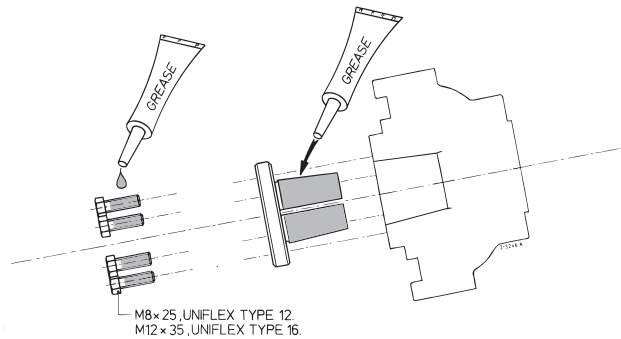
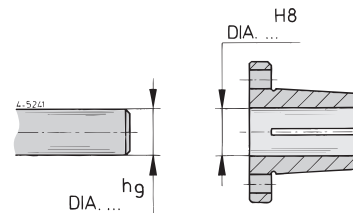
Se admite un mal alineamiento máximo de 2° del árbol porta-hélice. ◀



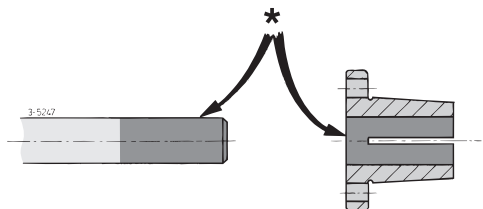
## Montaje en general



Para obtener una acoplamiento de funcionamiento fiable se apretarán todos los tornillos y tuercas según los pares indicados. Utilizar para ello una llave de torsión; apretar 'a tuestas' no dará resultados satisfactorios. ◀

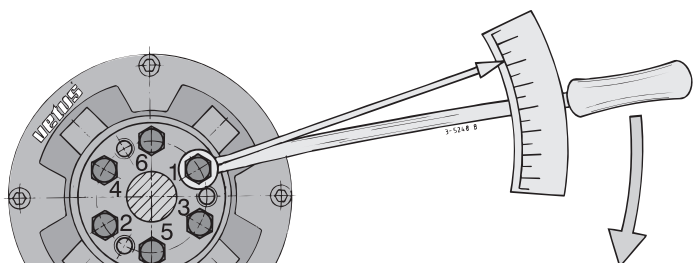
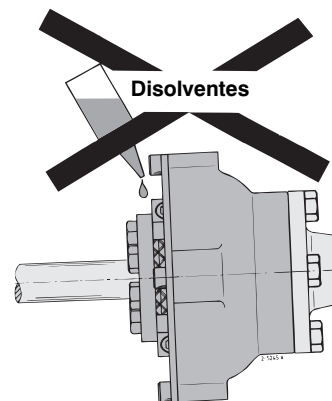


Engrase el exterior del cono de sujeción y de los tornillos. ◀

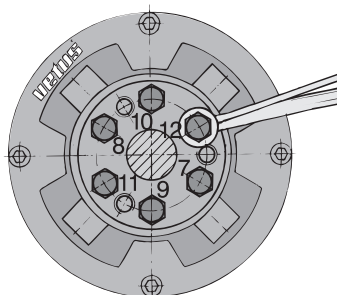


Para evitar holgura entre el cubo de sujeción y el eje de hélice, los mismos han de estar sin grasa y suciedad (\*). ◀

Asegurar que las partes de caucho no sean afectadas por disolventes. ◀

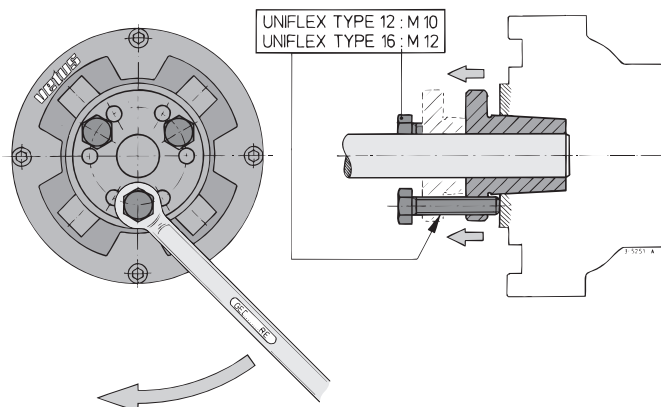


Par:  
Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



Los números indican el orden de apriete de los tornillos. Si fuera necesario, vuelva a apretar todos los tornillos. ◀

### Desmontaje



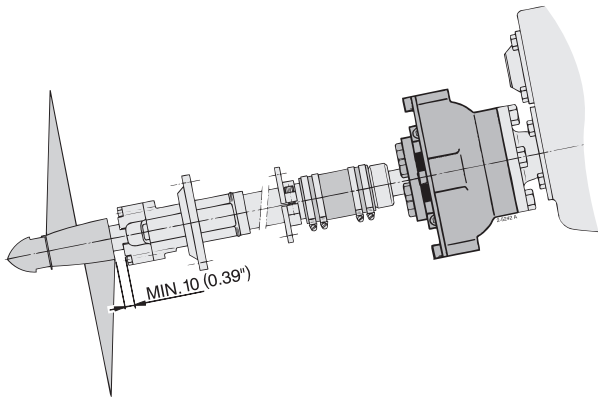
### Especificaciones técnicas

Uniflex	:	12	16
Peso	:	2,8 kg	6,9 kg
Pár máximo según DIN6270B	:	200 N.m	400 N.m
		20 kgf.m	40 kgf.m
Pár máximo según DIN6270A	:	175 N.m	350 N.m
		17,5 kgf.m	35 kgf.m
Potencia máxima según DIN6270B *	:	2,1 kW/100 min <sup>-1</sup>	4,2 kW/100 min <sup>-1</sup>
		2.8 hp/100 RPM	5.6 hp/100 RPM
Potencia máxima según DIN6270A *	:	1,8 kW/100 min <sup>-1</sup>	3,6 kW/100 min <sup>-1</sup>
		2.5 hp/100 RPM	5 hp/100 RPM
Momento de inercia	J	399 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1723 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidez dyn. de torsión	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Rigidite axiale a la traction	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Rigidite axiale a la compression	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Número de revoluciones máx. con 2° **	:	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
		1500 RPM	1500 RPM
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		4500 RPM	3500 RPM

\* Potencia máxima:  $P_{max} = M_{max} \cdot 2 \cdot P \cdot n$  (siendo 'M<sub>max</sub>' el par máximo y 'n' el número de revoluciones)

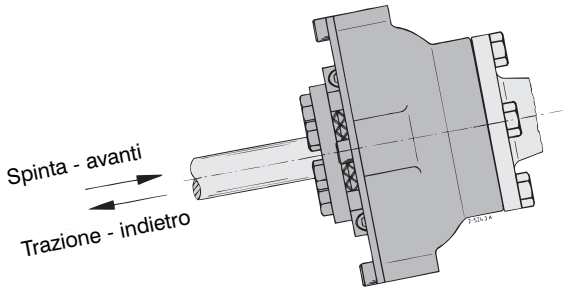
\*\* El desplazamiento máximo de ángulo para ambos tipos de Uniflex es de 2°.

## Montaggio

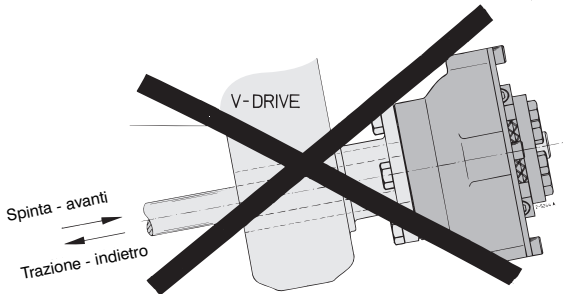


Tenendo conto del movimento assiale dell'albero dell'elica, è necessario lasciare uno spazio libero minimo fra la sospensione esterna e il mozzo dell'elica. ◀

## Forza di propulsione

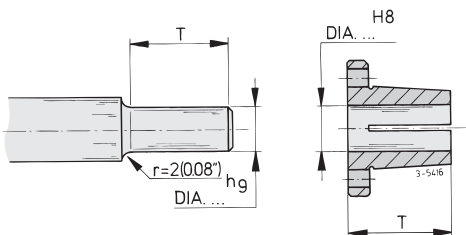


N.B. Durante la marcia in avanti la parte in gomma deve essere premuta! ◀



L'uso del Uniflex in combinazione con una trasmissione tipo V-drive non è permesso! ◀

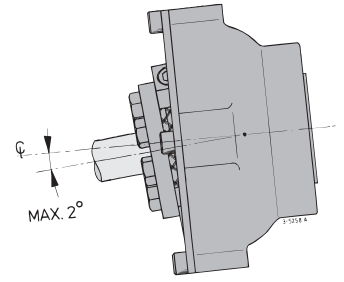
## Diametro diverso (più grande) dell'albero dell'elica



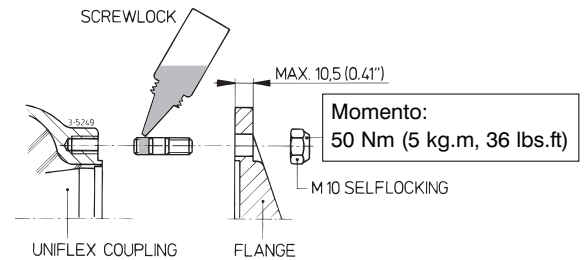
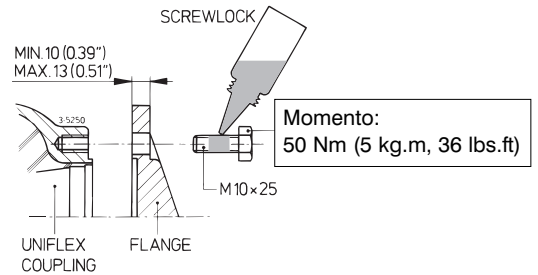
Ridurre il diametro dell'albero dell'elica sulla lunghezza del fermo (dimensione 'A') fino a raggiungere la dimensione 'd' dell'accoppiamento, vedi 'Dimensioni Principali'. Raggio 'r' minimo 2 mm. ◀

## Errore di allineamento

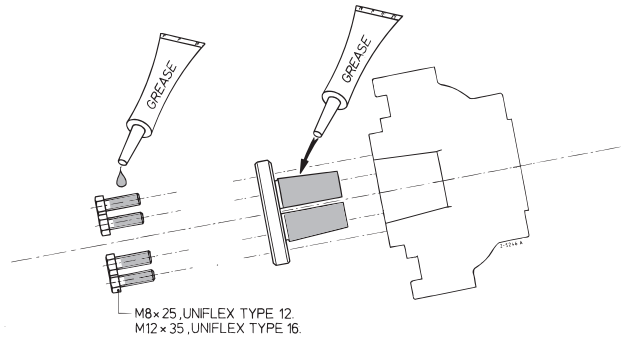
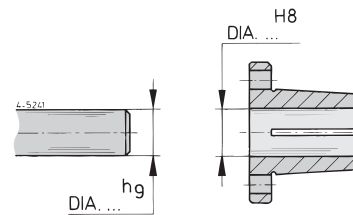
L'errore di allineamento massimo consentito dell'albero dell'elica è di 2°. ◀



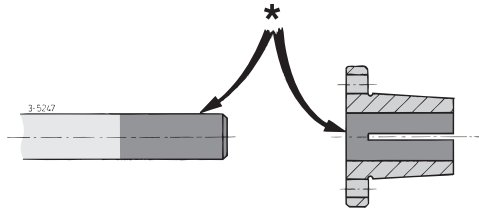
## Montaggio, generalità



Per ottenere un giunto di accoppiamento che funzioni in modo affidabile, tutti i bulloni e tutti i dadi devono essere avvitati con il momento indicato. A questo scopo utilizzare una chiave dinamometrica; avvitando in modo approssimativo non si ottengono risultati soddisfacenti. ◀

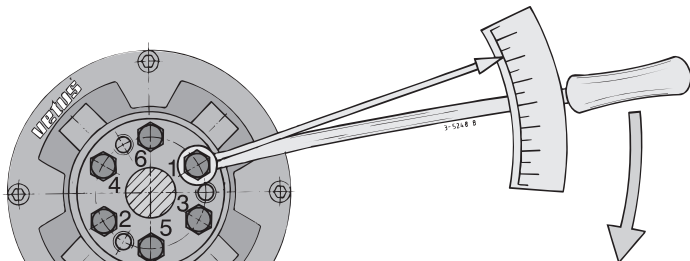
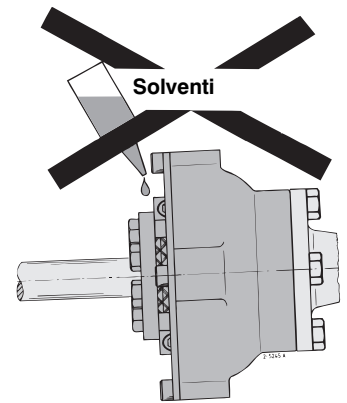


Lubrificare la superficie esterna del cono di bloccaggio e dei bulloni. ◀

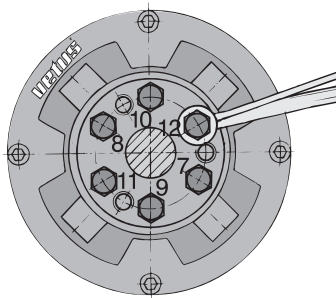


Il mozzo e l'albero dell'elica devono essere privi di grasso e sporco (\*), onde evitare che slittino tra loro. ◀

Assicurarsi che le parti in gomma non vengano corrose dai solventi. ◀

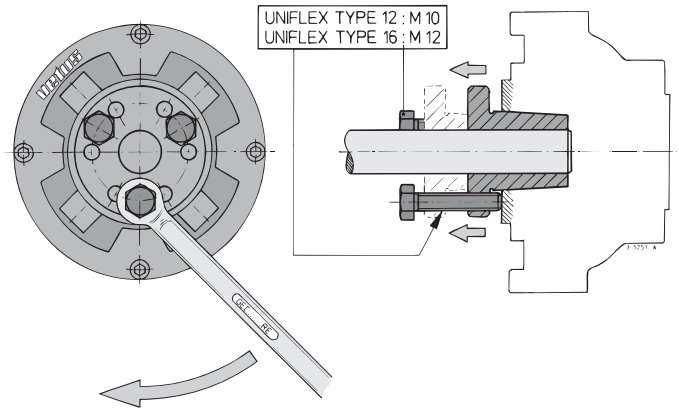


Momento:  
Uniflex 12, M8x25: 25 Nm (2,5 kg.m, 18 lbs.ft)  
Uniflex 16, M12x35: 90 Nm (9,0 kg.m, 52 lbs.ft)



I numeri indicano la sequenza di serraggio dei bulloni. Se necessario, serrare tutti i bulloni una seconda volta. ◀

### Smontaggio



### Dati tecnici

Uniflex	:	12	16
Peso	:	2,8 kg	6,9 kg
Momento max. secondo DIN6270B	:	200 N.m	400 N.m
		20 kgf.m	40 kgf.m
Momento max. secondo DIN6270A	:	175 N.m	350 N.m
		17,5 kgf.m	35 kgf.m
Potenza max. secondo DIN6270B *	:	2,1 kW/100 min <sup>-1</sup>	4,2 kW/100 min <sup>-1</sup>
		2.8 hp/100 RPM	5.6 hp/100 RPM
Potenza max. secondo DIN6270A *	:	1,8 kW/100 min <sup>-1</sup>	3,6 kW/100 min <sup>-1</sup>
		2.5 hp/100 RPM	5 hp/100 RPM
Momento d'inerzia	J	399 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1723 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,016 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidità torsionale din.	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Rigidità assiale alla trazione	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Rigidità assiale alla compressione	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Numero max. di giri a	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		1500 RPM	1500 RPM
		4500 RPM	3500 RPM

\* Potenze massime:  $P_{max} = M_{max} \cdot 2 \cdot P \cdot n$  (dove  $M_{max}$  indica la coppia massima ed 'n' il numero di giri)

\*\* Lo spostamento angolare massimo per entrambi i modelli Uniflex è 2°

Hoofdafmetingen

Hauptabmessungen

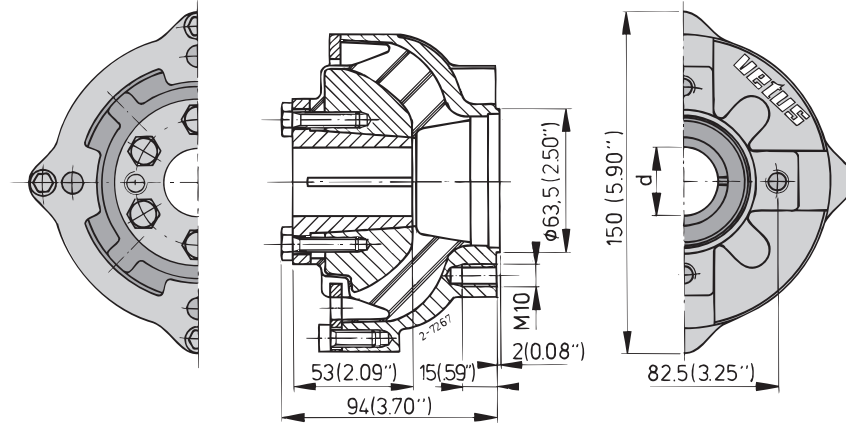
Dimensiones principales

Overall dimensions

Dimensions principales

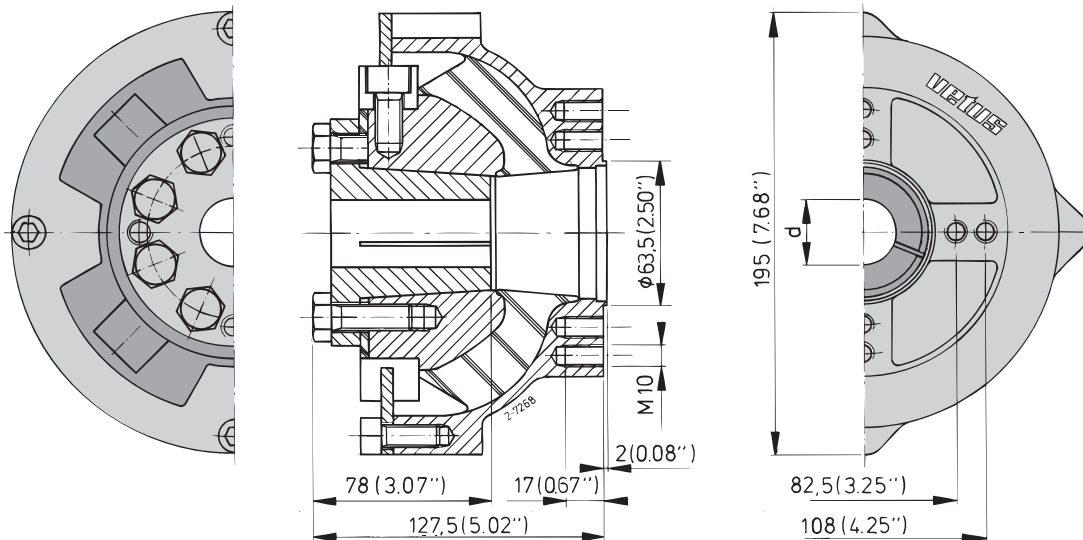
Dimensioni principali

### UNIFLEX12



d
20 mm
25 mm
30 mm

### UNIFLEX16



d
30 mm
35 mm
40 mm

Verloopflenzen

Zwischenflanschen

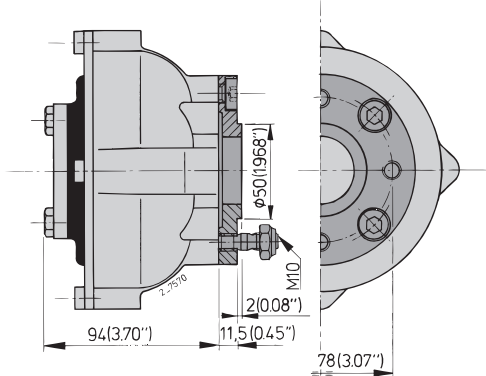
Bridas de adaptación

Adapter flanges

Brides d'adaptation

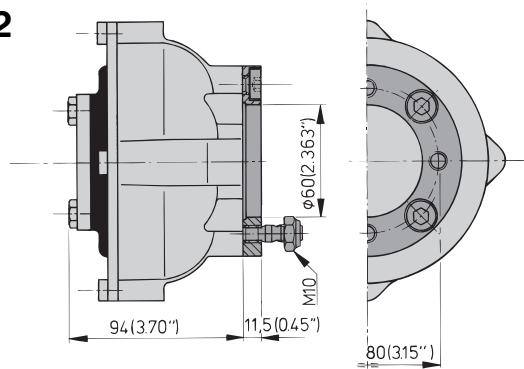
Flange di adattamento

**FLANGE1**



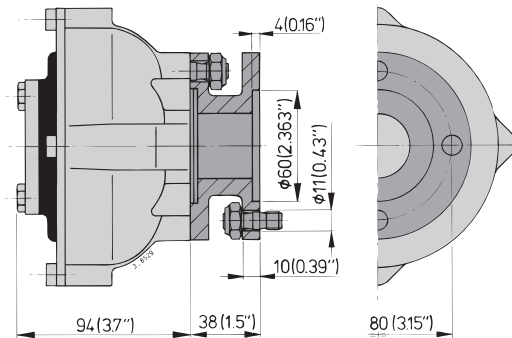
- KANZAKI    KC30  
                  KC45  
                  KC100
- YANMAR     KM2C  
                  KM2P  
                  KM3A  
                  KM3P

**FLANGE2**



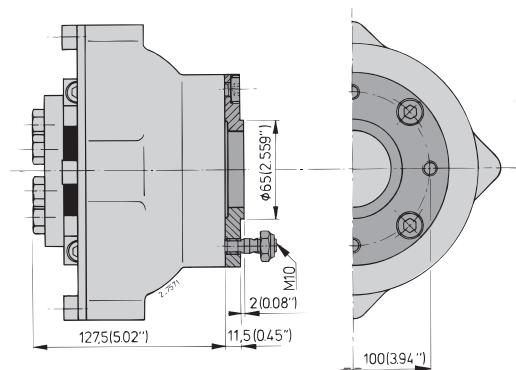
- VOLVO       MS10A       MS10L  
                  MS15A       MS15L  
                  MS25A       MS25L

**FLANGE2A**



- VOLVO       MS  
                  MSB  
                  MS2

**FLANGE3**



- KANZAKI    KC180
- YANMAR     KM4A  
                  KM4A1  
                  KMH4A  
                  KBW20-1  
                  KBW21



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