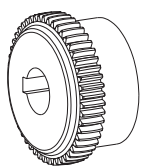


## Types of hubs



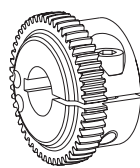
**Type 1.0 hub  
with feather keyway and setscrew**

Positive-locking power transmission, permissible torque depending on the permissible surface pressure. Not suitable for backlash-free power transmission with heavily reversing operation.

**Type 1.1 hub  
without feather keyway, with setscrew**

Non-positive torque transmission for crimp connections and adhesive bonds. (No ATEX approval)

**Type 1.3 hub  
with spline bore (see page 107)**



**Type 2.0 clamping hub  
single slot without feather keyway**

Frictionally engaged, backlash-free shaft-hub-connection. Transmittable torques depending on bore diameter.

**Type 2.1 clamping hub  
single slot with feather keyway**

Positive-locking power transmission with additional friction fit. The friction fit avoids resp. reduces reverse backlash. Surface pressure of the keyway connection is reduced.

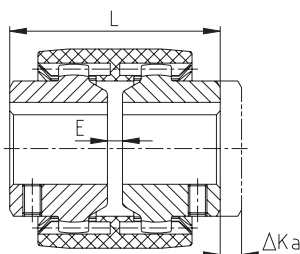
**Type 2.3 clamping hub  
with spline bore (see page 107)**

Other hub types on request.

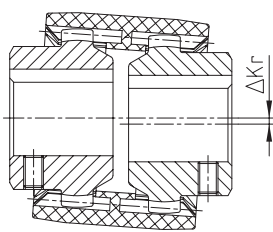
## Displacements

BoWex® couplings are double-cardanic compensating for axial, radial and angular shaft displacements in addition to transmitting the power so that damage on the driving or driven machine is prevented.

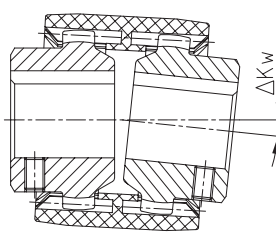
**Axial displacement**



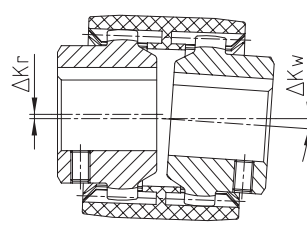
**Radial displacement**



**Angular displacement**



**Radial and angular displacement**



**Displacements – type junior couplings**

BoWex® size	Type junior plug-in coupling			Type junior M		
	14	19	24	14	19	24
Max. axial displacement $\Delta K_a$ [mm]	± 1	± 1	± 1	± 1	± 1	± 1
Max. radial displacement with $n=1500$ rpm $\Delta K_r$ [mm]	± 0.1	± 0.1	± 0.1	± 0.3	± 0.3	± 0.4
Max. radial displacement with $n=3000$ rpm $\Delta K_r$ [mm]	± 0.1	± 0.1	± 0.1	± 0.3	± 0.3	± 0.4
Max. angular displacement with $n=1500$ rpm $\Delta K_w$ [degree]	± 1.0	± 1.0	± 0.9	± 1.0	± 1.0	± 0.9
Max. angular displacement with $n=3000$ rpm $\Delta K_w$ [degree]	± 0.7	± 0.7	± 0.6	± 0.7	± 0.7	± 0.6

**Displacements – type M, M.C, I, AS, Spec.-I, SG and SSR**

BoWex® size	14	19	24	28	32	38	42	48	65	80	100	125
Max. axial displacement $\Delta K_a$ [mm]	± 1	± 1	± 1	± 1	± 1	± 1	± 1	± 1	± 1	± 1	± 1	± 1
Max. radial displacement with $n=1500$ rpm $\Delta K_r$ [mm]	± 0.30	± 0.30	± 0.35	± 0.35	± 0.35	± 0.40	± 0.40	± 0.40	± 0.45	± 0.45	± 0.45	± 0.45
Max. radial displacement with $n=3000$ rpm $\Delta K_r$ [mm]	± 0.20	± 0.20	± 0.23	± 0.23	± 0.23	± 0.25	± 0.25	± 0.25	± 0.28	± 0.28	± 0.28	± 0.28
Max. angular displacement with $n=1500$ rpm $\Delta K_w$ [degree]	± 1.0	± 1.0	± 0.9	± 0.9	± 0.9	± 0.9	± 0.9	± 0.9	± 0.7	± 0.6	± 0.6	± 0.4
Max. angular displacement with $n=3000$ rpm $\Delta K_w$ [degree]	± 0.7	± 0.7	± 0.6	± 0.6	± 0.6	± 0.6	± 0.6	± 0.6	± 0.5	± 0.4	± 0.4	± 0.3

**Displacements – type GT**

**Displacements – type HEW Compact**

BoWex® size	Displacements – type GT				Displacements – type HEW Compact											
	28	38	48	65	42-130			65-180			80-225			100-305		
Elastomer hardness [Shore A]					T50	T65	T70	T50	T65	T70	T50	T65	T70	T50	T65	T70
Max. axial displacement $\Delta K_a$ [mm]	± 1	± 1	± 1	± 1	± 2			± 2			± 2			± 2		
Max. radial displacement with $n=1500$ rpm $\Delta K_r$ [mm]	± 1	± 1	± 1.4	± 1.4	± 1.1	± 1	± 0.5	± 1.6	± 1.5	± 0.7	± 1.8	± 1.7	± 2.2	± 2.2	± 2	± 1
Max. radial displacement with $n=3000$ rpm $\Delta K_r$ [mm]	± 0.6	± 0.6	± 1	± 1	± 0.55	± 0.5	± 0.25	± 0.8	± 0.75	± 0.35	± 0.9	± 0.85	± 0.9	± 1.1	± 1	± 0.5
Max. angular displacement with $n=1500$ rpm $\Delta K_w$ [degree]	± 1	± 1	± 0.9	± 0.9	± 1	± 0.75	± 0.5	± 1	± 0.75	± 0.5	± 1	± 0.75	± 0.4	± 1	± 0.75	± 0.5
Max. angular displacement with $n=3000$ rpm $\Delta K_w$ [degree]	± 0.7	± 0.7	± 0.6	± 0.6	± 0.5	± 0.4	± 0.25	± 0.5	± 0.4	± 0.25	± 0.5	± 0.4	± 0.5	± 0.5	± 0.25	± 0.25

The permissible displacement figures of the BoWex® couplings specified are general standard values taking into account the load of the coupling up to the rated torque  $T_{KN}$  of the coupling. With different operating conditions please order our data sheet for displacements of BoWex® KTR-N 20140. The displacement figures may only be used one by one, if they appear simultaneously, they must be limited in proportion. Care should be taken to maintain the distance dimension E accurately in order to allow for axial clearance of the coupling while in operation. Detailed mounting instructions are shown on our homepage [www.ktr.com](http://www.ktr.com).