



Riddhi Engineering Company

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

**SCHMIDT-KUPPLUNG**   
GmbH

Schmidt-Kupplung®



## About us

### Many years of experience

For 50 years, we have been advising machine manufacturers as partners for compact coupling systems. Our experience in power transmission has given us extensive know-how in many industries, as we know and understand the most varied applications, and this allows us to optimally support you. Our products are always a safe

choice. No matter if it is a standard product, a coupling tailored to a specific industry, or a coupling solution designed for a specific application.

### Products with high technical functionality

Our product range includes torsionally stiff couplings which stand out due to their compactness and

high functionality. Their unique technical features offer technical users a variety of practice-oriented advantages. Renowned OEMs from all areas of machinery manufacturing are among our partners.



50 years of experience  
Trust and partnership  
Precision couplings  
Understanding applications,  
solving problems  
Ongoing development



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)  
[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)  
+91 74900 32784



**Industry-specific versions**

Being familiar with the applications of a variety of industries, we can design tailored coupling versions. No matter if in the food, vacuum, packaging or printing industry, or in sensor or medical technology - we feel at home anywhere.



**Your drive optimisation**

Close cooperation with our customers in the design and implementation of a project results in coupling solutions precisely tailored to application-specific requirements. Comprehensive counselling, FEM analyses, prototype definition and production of Rapid Prototyping Models, as well as confirmation of the calculated design data on modern test

benches - all this ensures the optimisation of your drive train.

**Continuous development work**

Your wishes are our motivation - With us, new impulses from the market stream into the ongoing further development of our products.

- Individual counselling
- Closeness to customers
- Tailored coupling systems
- Industry know-how
- Drive optimisation



**Riddhi Engineering Company**

www.couplings-mounts.com  
 sales@riddhiengineeringco.com  
 +91 74900 32784

## Content

Introduction	5
Technique	6 - 7
Large offset with absolute angle synchronisation	
Precise and compact	
Torsionally stiff and high torque transmission	
Radial offset	8 - 10
Material	11
Selection sequence	12
Product line-up	13
Hub forms/Combinations	14
Technical data	15 - 20
Standard/Power Plus/Offset Plus	
Installation instructions	21 - 22
Lubrication periods	23
Schmidt Kupplung coupling solutions	24
Applications	26 - 27
Wood working	
Packaging machines	
Forming	
Paper machines	
Printing machines and much more	



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)  
[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)  
+91 74900 32784



## The coupling for an extreme offset

The Schmidt-Kupplung is a compact, torsionally stiff high-performance coupling for a large, variable radial offset. The angle synchronisation of the connected shafts is retained at all times. The modular design allows the torque and displacement to ideally adapt to their specific requirements.

The Schmidt-Kupplung coupling is used in a variety of applications, such as in printing machines, profiling systems, packaging machines and coating facilities.



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

## Technique

### Large offset with absolute angle synchronisation

The Schmidt-Kupplung coupling is a compactly built coupling for precise torque transmission of extremely radially offset shafts. The

shaft offset can be changed both at rest and while running under load, to any value within the required permissible swivel range. In this process, permanent angle-synchronous transmission is

ensured regardless of the shaft offset height. From one drive to the other, they operate permanently in synchronisation, with no phase shift.

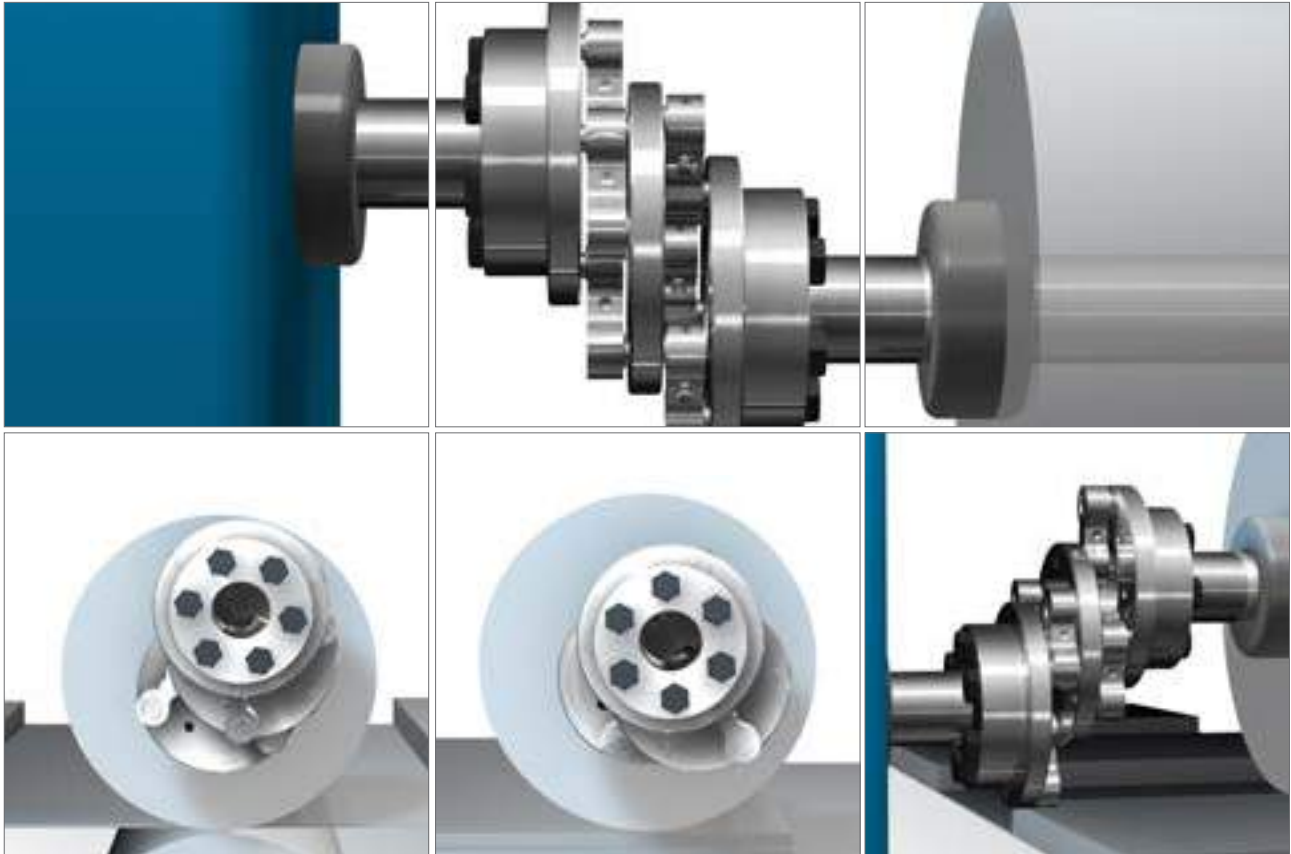


Figure 1.2: Application for roller drives such as coating rollers; various material thicknesses are processed. The Schmidt-Kupplung coupling allows variable functional shaft

offset in the machining process during operation while in continuous synchronisation. Picture 3: Turning the roller without stopping the machine. The roller can be replaced du-

ring operation. This eliminates any cost-intensive start-up for the machine.

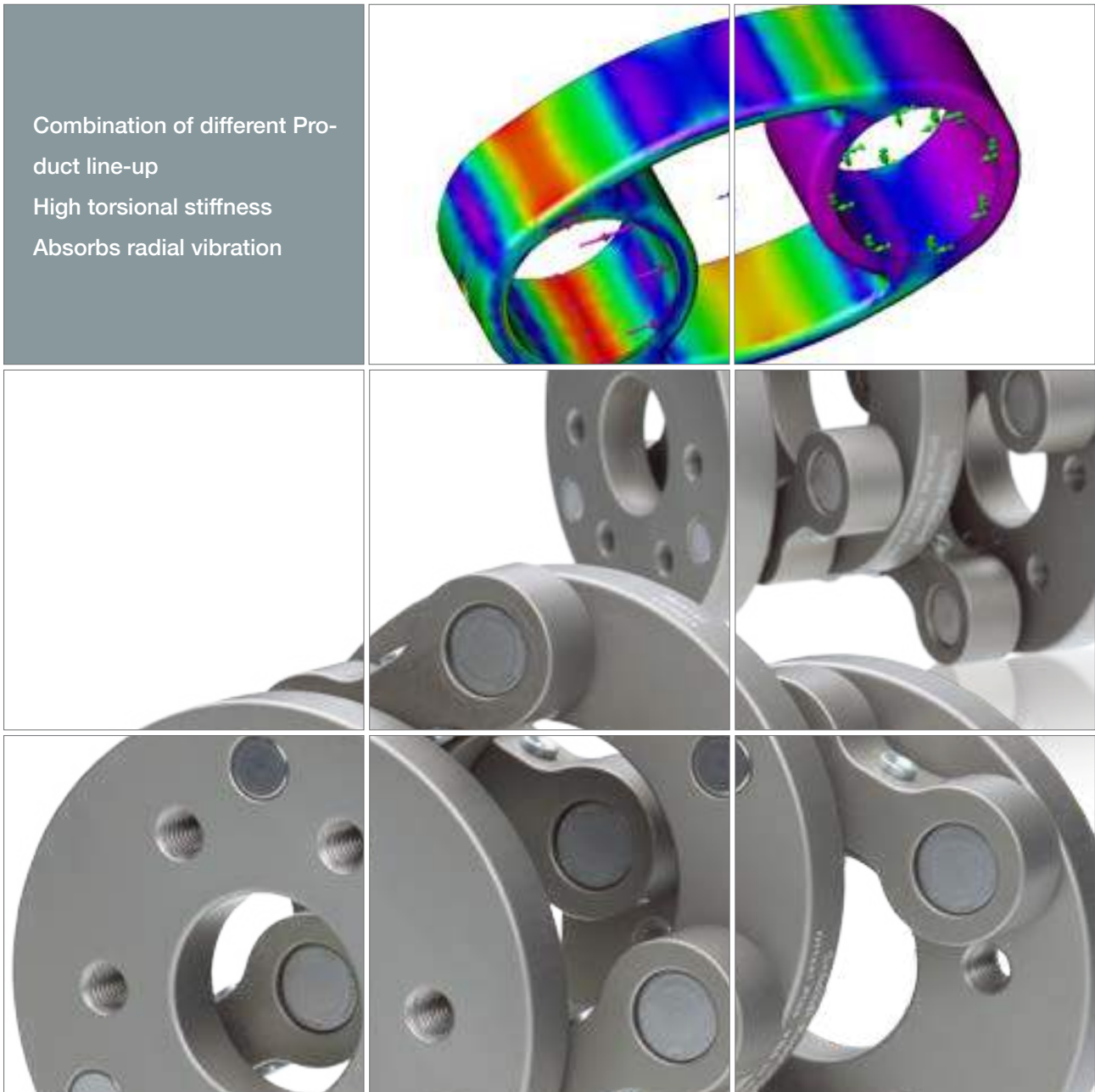
### Precise and compact

The coupling runs with three discs and two link levels. This ensures

compactness and torsionally stiff work. The additional use of precision needle bearings in the coupling

links ensures very low rotational play and thus ensures precise torque transmission.





Combination of different Product line-up  
 High torsional stiffness  
 Absorbs radial vibration

**Dynamically balanced**

The Schmidt-Kupplung coupling is a dynamically balanced system. Radial vibration is absorbed by the coupling.

**Free of reaction forces**

The Schmidt-Kupplung coupling compensates shaft offset without any restoring forces and thus bearing loads.

**Torsionally stiff and high torque transmission**

The components of the Schmidt-Kupplung coupling are made of high-quality steel with high tensile strength and tempered steel.

It offers high torsional stiffness as an all-metal coupling and is designed for high torque transmission.

**Different hub forms, in any combination**

The program offers 3 different frictional and interlocking hub designs. They can be combined as required depending on size and can thus be precisely and individually adapted to specific requirements.



**Riddhi Engineering Company**

www.couplings-mounts.com  
 sales@riddhiengineeringco.com  
 +91 74900 32784

## Radial offset

The Schmidt-Kupplung coupling can be radially offset within the relevant pivoting range. Please note the limits specified in the tables of values for maximum allowable offset, maximum displacement and minimum required offset. Compliance with these values ensures that the shafts of the coupling do not run in an inadmissible alignment or in extended position.

### Minimal radial offset $\Delta K_{r \min}$

The coupling may not operate in alignment position  $Kr=0$ . In alignment position, the centre disc would have no definite position in space but would be stimulated to its own movement.

Therefore, a minimal required radial offset  $\Delta K_{r \min}$  must be provided for both shafts to be connected.

To this end, the output shaft must be moved horizontally (Figure 1) or vertically to achieve this minimum offset. The figure below illustrates the installation position of the coupling when selecting  $\Delta K_{r \min}$  in the lateral, horizontal direction. The centre disc can be located above (Figure 2a) or below (Figure 2b).

For the relevant value of the minimum required radial offset  $\Delta K_{r \min}$  for a coupling size, please refer to the technical data.

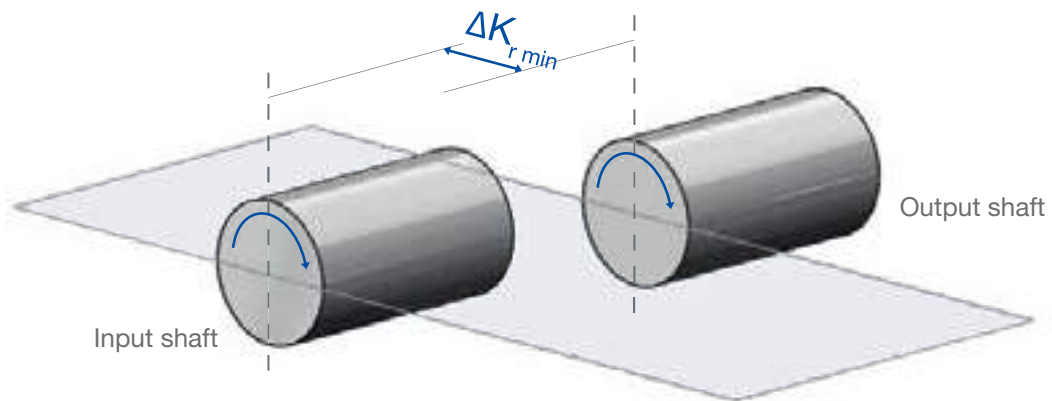


Figure 1 - Output shaft moved in the lateral, horizontal direction to achieve the minimum required radial offset

### Alternative location of the center disc when selecting $\Delta K_{r \min}$ in horizontal direction

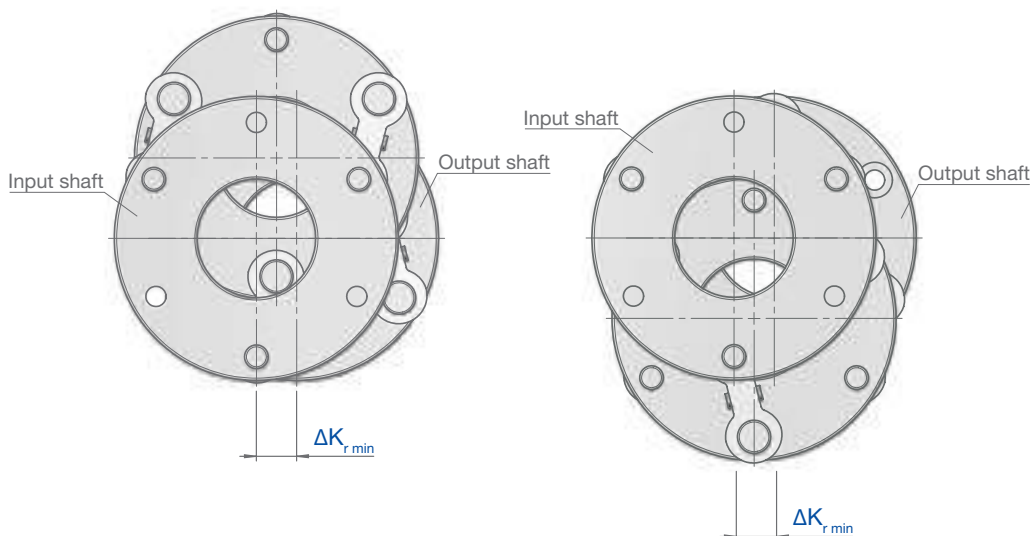


Figure 2a

Figure 2b



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784



**Maximum radial offset  $\Delta K_r$**

The Schmidt-Kupplung coupling is a compactly built coupling for precise torque transmission of extremely radially offset shafts. The height of the maximum permissible radial displacement is dependent on the length/depth gauge of the coupling elements used for the relevant coupling size.

The maximum permissible radial offset results from the sum  $\Delta K_r$  min and the adjustment range (Figure 3). For the relevant value of the maximum permissible radial offset  $\Delta K_r$  for a coupling size, please refer to the technical data.

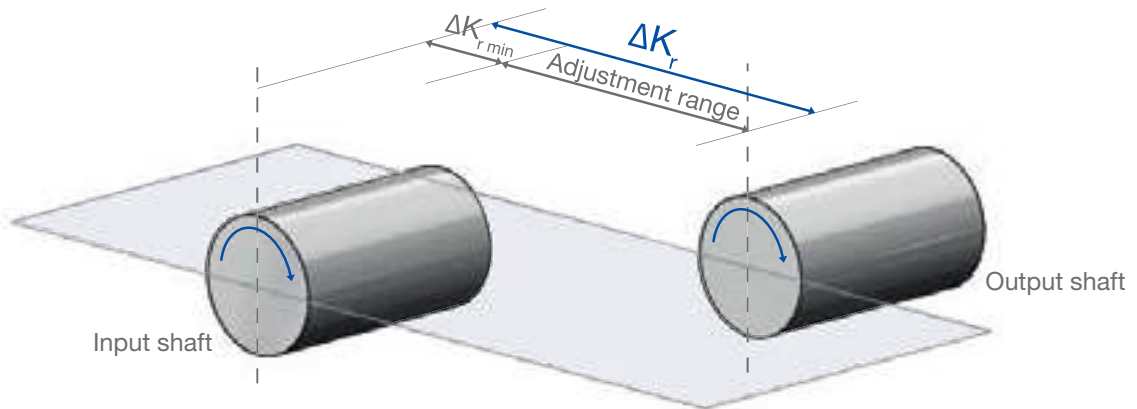


Figure 3

Figure 4 shows the path of the centre disc of the Schmidt-Kupplung coupling with adjusting movements starting at  $\Delta K_{r, min}$  to  $\Delta K_r$ . Here, the centre disc moves on a circular portion defined by the length/pitches of the coupling elements and thus always has a definite position.

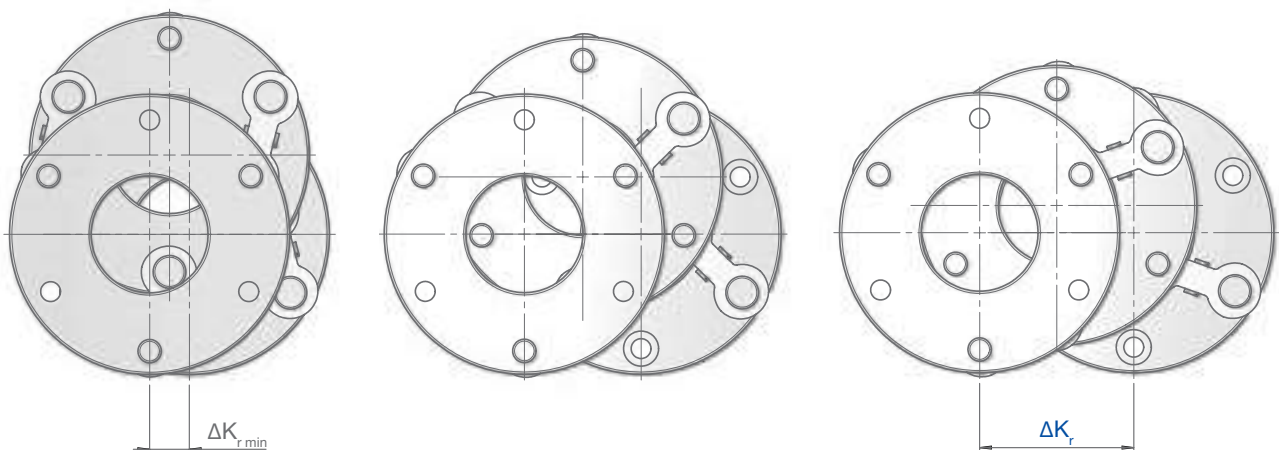
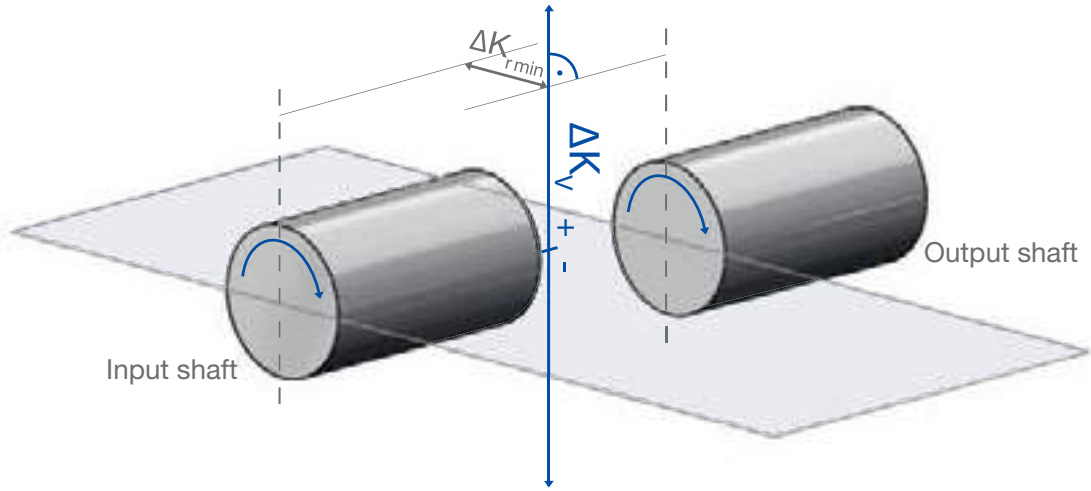


Figure 4

To determine the exact position of the center disc for required installation space our application engineers will be pleased to assist you.

### Maximum linear range of the coupling $\Delta K_v$



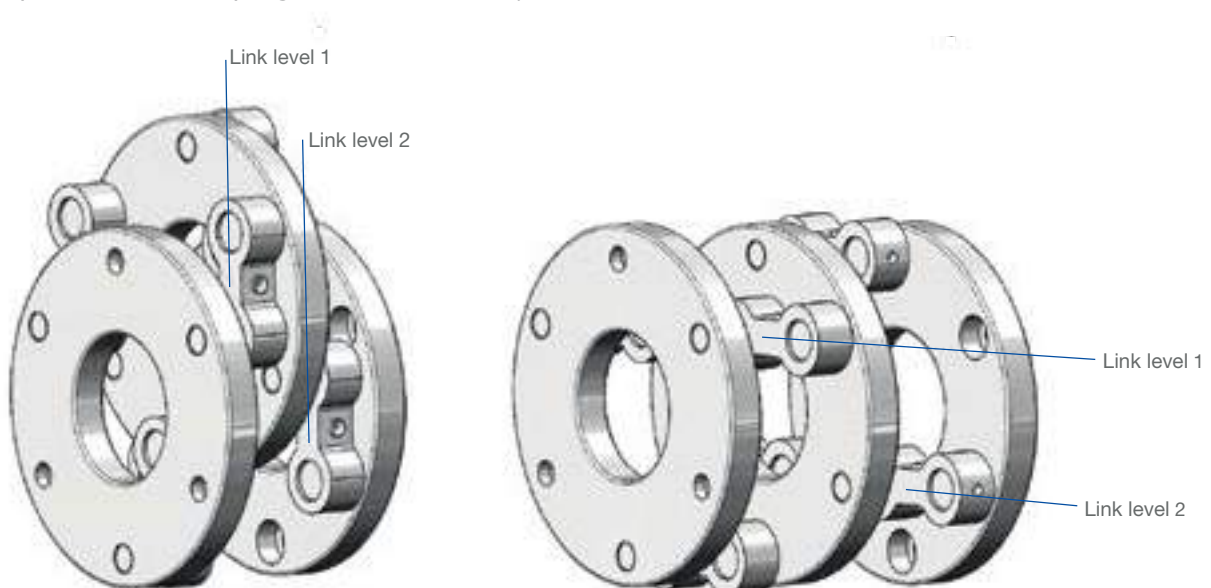
### Two installation situations are not permitted

#### Inadmissible alignment

The coupling may not operate in alignment position  $K_r=0$  (recognisable in that the coupling elements of link level 1 are parallel to the coupling elements in level 2). In alignment position, the centre disc would have no definite position in space but would be stimulated to its own movement. For this reason, the aforementioned minimum required radial offset must be provided for every Schmidt-Kupplung coupling (see comments on page 11).

#### Inadmissible extended position

The coupling may not operate in extended position (recognisable in that the coupling elements of link level 1 are parallel to the coupling elements in level 2).



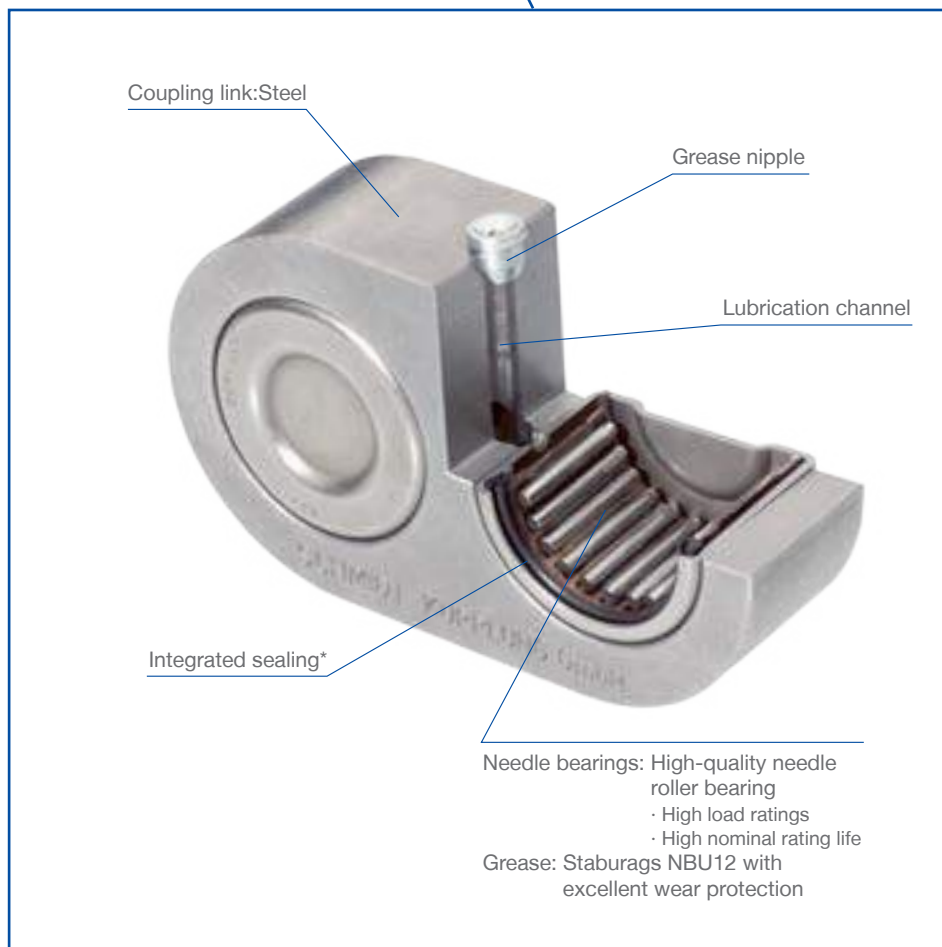
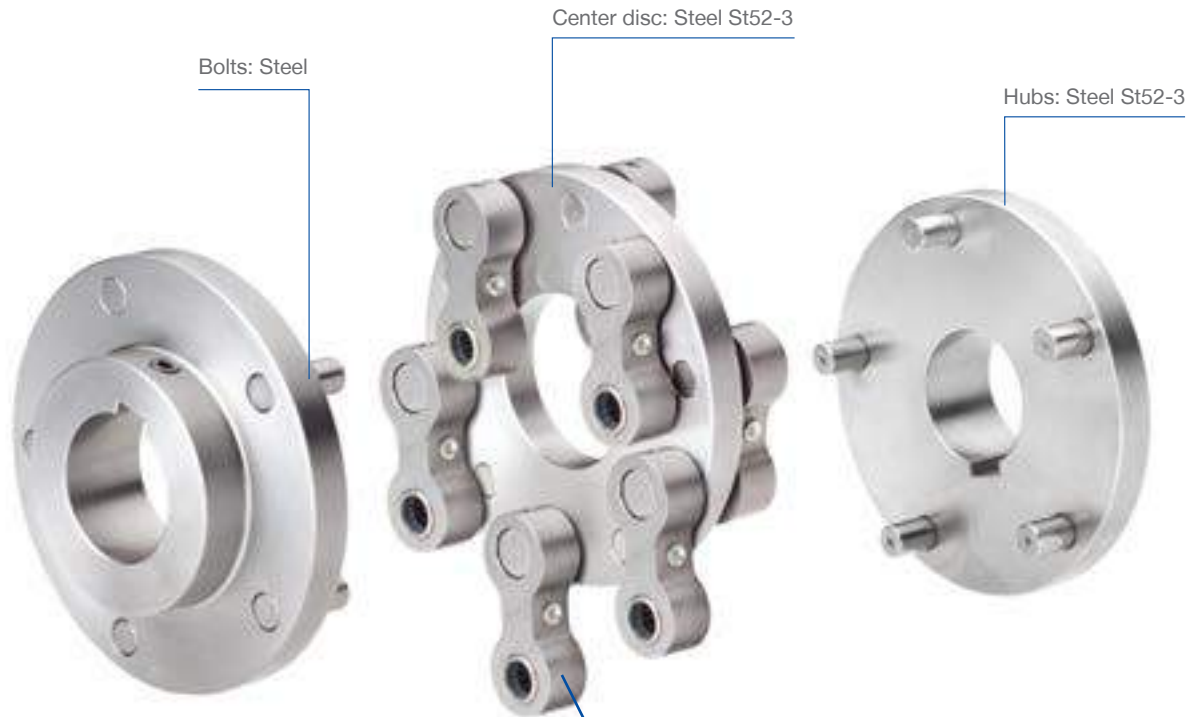
**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

## Material



\* please consider our additional technical information on page 24



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

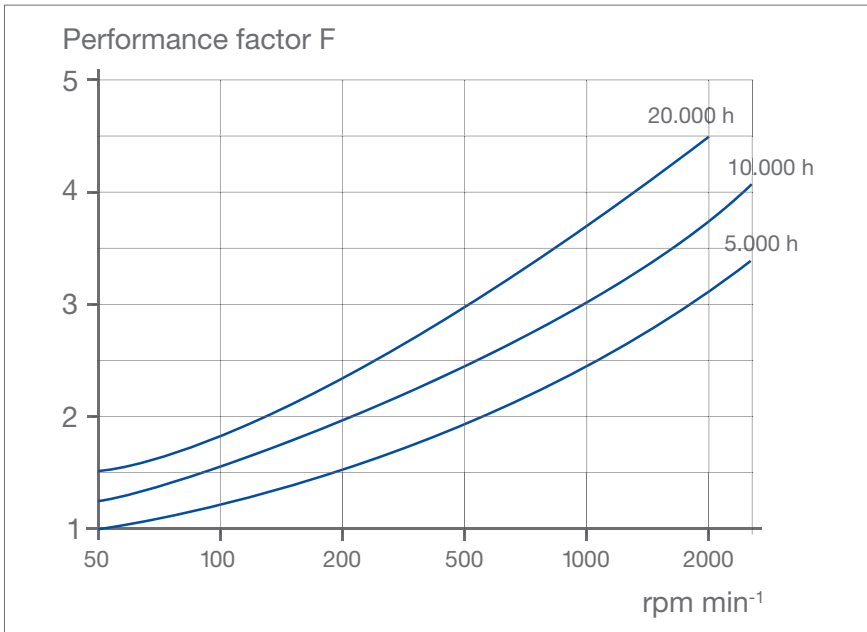
## Selection sequence

The selection of the Schmidt coupling is determined by the various performance parameters. These include torque, speed and occurring displacement. The influences of these parameters are described below:

### Selection according to torque

To calculate the dimensioning moment  $T_D$ , please multiply your drive torque  $T_A$  with the corresponding performance factor  $F$  and the expected load factor  $K$ .

$$T_D = T_A \times F \times K$$



Select the anticipated operating speed of your application combined with the desired service life in  $h^*$ .

Example:

Anticipated operating speed:

1.000 rpm

Desired service life in h: 10.000 h

**Performance factor  $F$ : 3**

Load factor K			
Uniform	Light shocks	Medium shocks	Heavy shocks
1,0	1,25	1,75	2,25

Select a coupling whose rated torque  $T_{KN}$  is larger than the calculated dimensioning torque  $T_D$ :

$$T_{KN} > T_D$$

Make sure that the maximum torque of coupling  $T_{Kmax}$  is not exceeded.

\*Nominal life - the service life recommendation for the coupling needle bearing, expressed in the number of operating hours which a bearing can complete before the first signs of material fatigue occur.



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

## Product line-up



### Standard S

A symbiosis of performance, compact design and many offset options.

Couplings in this line have 3 coupling elements per level. For most coupling sizes, we offer 2 different lengths of these coupling elements for alternate offset values. Standard line couplings offer a symbiosis of offset capacity, torque transmission and compact design.

The Standard line is available for nominal torques up to 2,875 Nm and for radial offset up to 115 mm.



### Power Plus P

Offers additional torque transmission in a compact design for confined installation spaces.

Couplings in the Power Plus line have 4 or more coupling elements per level. This increased number of coupling elements ensure an increase in torque transmission while maintaining the dimensional technical data compared to the Standard line - especially suitable for applications where very high torques must be transferred in confined installation conditions.

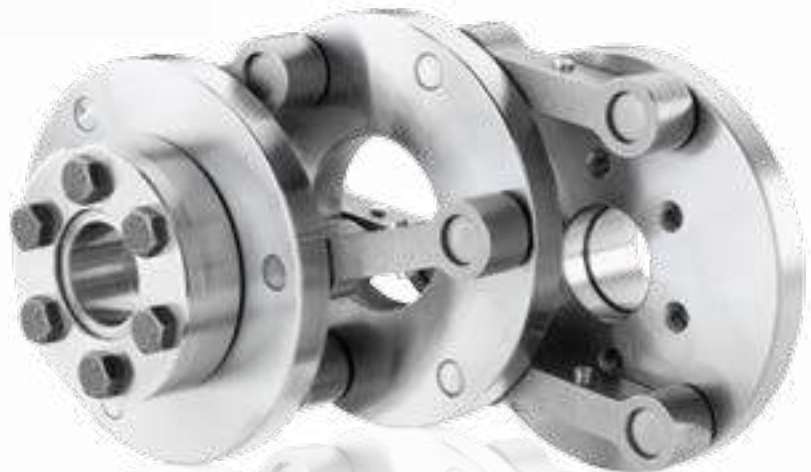
The Power Plus line is available for nominal torques up to 6,610 Nm and radial offset up to 115 mm.

### Offset Plus V

Offers additional displacement capacity in a compact design.

Most couplings in the Offset Plus line have 3 extra-long coupling elements per level. These extra long coupling elements ensure an increase in displacement capacity while maintaining the dimensional technical data compared to the Standard line - especially suitable for applications where very high offset requirements are present in confined installation conditions.

The Offset Plus line is available for nominal torques up to 3,830 Nm and radial offset up to 275 mm.



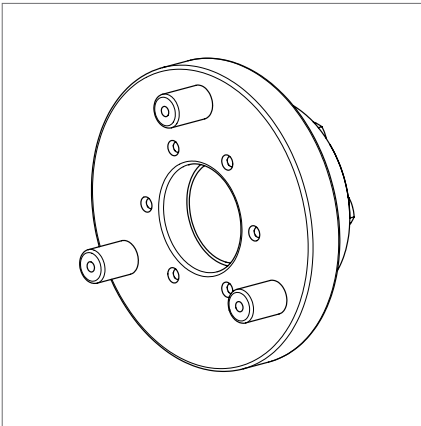
**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

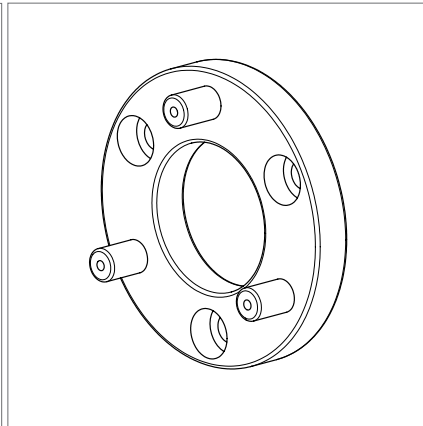
[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

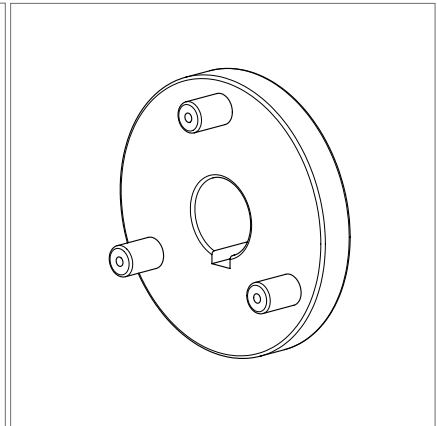
## Hub forms/Combinations



*Hub version 3: Locking assembly  
Backlash-free shaft connection, high  
friction torque*



*Hub version 5: Flange mounting  
Short-length integration into custo-  
mer-specific parts*



*Hub version 6: Standard hub with keyway  
Form-fit shaft connection with keyway  
and set screw*

### **Different hub forms, in any combination**

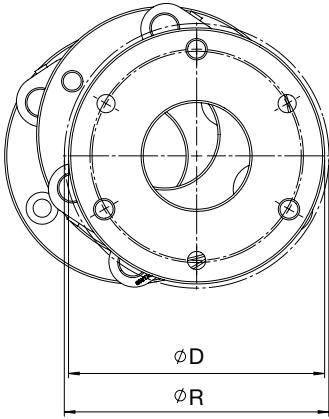
All the frictional and keyed hub designs can be combined as required depending on size and can thus be precisely adapted to your specific requirements.

That is, you can, for example, select a clamping hub design on the drive side (hub form 3) and a connection plate for flanging on the output side (hub form 5) in order to directly screw the elements to your attachment.

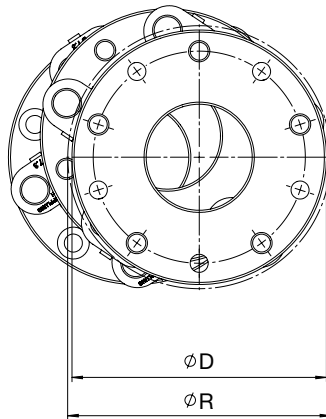
Other customised hub designs not listed here are available as options. Examples are listed on page 20, "Custom coupling designs". Our application engineers will be pleased to advise you on all these subjects.

## Product line-up

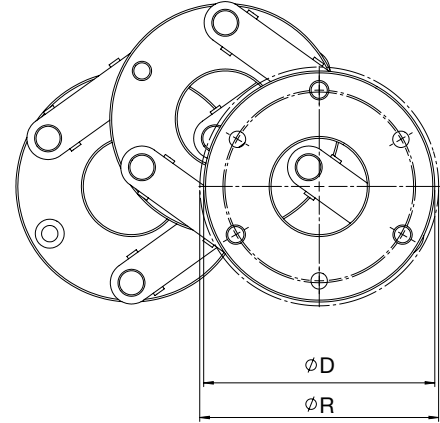
Standard S



Power Plus P



Offset Plus V



## Specifications

Size	Technical data										
	T <sub>KN</sub> Nm	T <sub>Kmax</sub> Nm	ΔK <sub>V</sub> mm	ΔK <sub>r min</sub> mm	ΔK <sub>r</sub> mm	ΔK <sub>a</sub> mm	ΔK <sub>w</sub> °	min <sup>-1</sup>	C <sub>T</sub> kNm/rad	D mm	R mm
S 35	35	65	45	6	23	1	0,8	3.100	7	50	52
S 40	45	85	95	13	50	1	0,8	1.900	10	60	62
S 45	45	85	45	6	23	1	0,8	2.800	10	60	62
P 45	45	90	45	6	23	1	0,5	3.100	10	50	52
P 60	60	115	45	6	23	1	0,5	2.800	13	60	62
V 65	65	126	151	21	79	1	0,5	1.300	14	82	84
P 110	110	210	95	13	50	1	0,5	1.600	24	82	84
P 115	110	210	45	6	23	1	0,5	2.400	24	82	84
S 115	110	210	64	9	34	1	0,8	3.500	24	70	74
S 150	150	290	126	17	66	1	0,8	2.200	33	90	94
S 155	150	290	64	9	34	1	0,8	3.100	33	90	94
P 200	200	385	64	9	34	1	0,5	3.100	44	90	94
S 210	210	410	126	17	66	1	0,8	1.900	47	120	124
S 215	210	410	64	9	34	1	0,8	2.700	47	120	124
V 210	210	410	216	30	114	1	0,5	1.500	47	120	124
P 250	250	490	64	9	34	1	0,5	3.100	56	90	94
P 280	280	550	126	17	66	1	0,5	1.900	63	120	124
P 285	280	550	64	9	34	1	0,5	2.700	63	120	124
V 290	290	620	360	50	190	1	0,5	1.000	71	170	170
P 350	350	690	126	17	66	1	0,5	1.900	79	120	124
P 355	350	690	64	9	34	1	0,5	2.700	79	120	124

T<sub>KN</sub> = Nominal torque, T<sub>Kmax</sub> = Maximum torque capacity, min<sup>-1</sup> = Max. rpm, ΔK<sub>V</sub> = Maximum linear range of the coupling, ΔK<sub>r</sub> = Maximum radial offset capacity, ΔK<sub>r min</sub> = Min. required radial offset, ΔK<sub>a</sub> = Max. axial misalignment capacity, ΔK<sub>w</sub> = Max. angular misalignment capacity, C<sub>T</sub> = Torsional stiffness



Riddhi Engineering Company

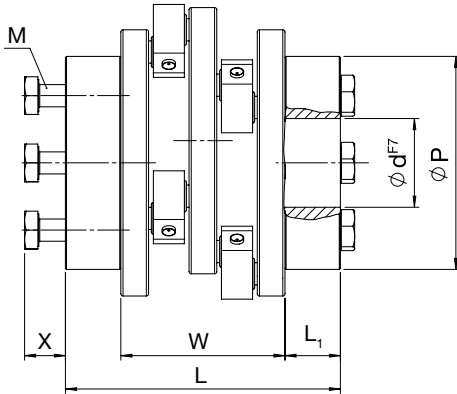
www.couplings-mounts.com

sales@riddhiengineeringco.com

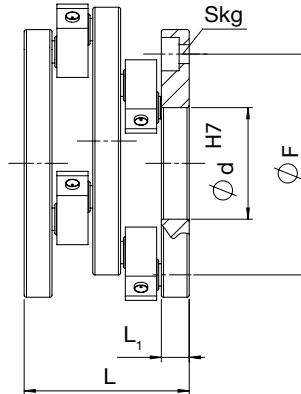
+91 74900 32784

## Product line-up

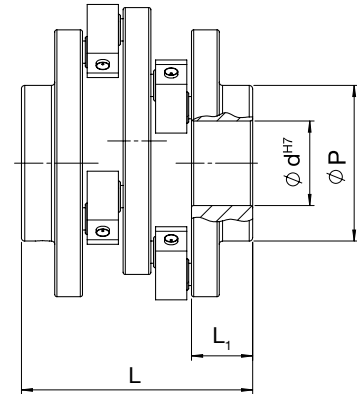
33: Locking-assembly



55: Flange mounting



66: Standard hub



## Specifications

Size	33: Locking-assembly							
	J kg cm <sup>2</sup>	m kg	L mm	W mm	X mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm
S 35	2,1	0,7	74	44	9	15	41	16
S 40	4,1	1	74	44	9	15	47	20
S 45	4	0,9	74	44	9	15	47	20
P 45	2,7	0,8	74	44	9	15	47	16
P 60	4,2	1	74	44	9	15	47	16
V 65	30,2	1,7	86	48	11	19	50	25
P 110	29,2	1,6	82	44	10	19	50	25
P 115	28,9	1,5	82	44	10	19	50	25

55: Flange mounting						
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	F mm	Sk	g
1,5	0,4	44	8	35	3xM6	
3,1	0,6	44	8	45	3xM6	
2,8	0,5	44	8	45	3xM6	
1,8	0,4	44	8	35	4xM6	
3,1	0,6	44	8	45	4xM6	
8,9	1,1	48	8	67	3xM6	
9,1	0,9	44	8	67	5xM6	
8,8	1,8	44	8	67	5xM6	

66: Standard hub					
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm
2,2	0,6	60	16	50	25
4,2	0,8	60	16	60	30
4,4	0,9	60	16	60	30
2,3	0,6	60	16	50	25
4,3	0,8	60	16	60	36
12,6	1,4	72	20	50	30
12,3	1,6	78	25	50	30
11,7	1,4	78	25	50	30

S 115	13	2,2	108	74	14	17	60	20
S 150	34,8	3,3	116	74	15	21	76	30
S 155	29,1	2,9	116	74	15	21	76	30
P 200	36,7	3,5	116	74	15	21	76	30
S 210	105,5	5,9	124	74	17	25	96	40
S 215	102,6	5,8	124	74	17	25	96	40
V 210	92	5,2	116	74	17	21	76	30
P 250	33,9	3,3	112	74	17	19	66	25
P 280	110,2	6,1	124	74	17	25	96	40
P 285	106,4	5,9	124	74	17	25	96	40
V 290	350	12,6	124	74	17	25	96	40
P 350	115,8	6,3	124	74	17	25	96	40
P 355	110,9	6,1	124	74	17	25	96	40

7,5	1,1	74	12,5	48	3xM8	
24	1,9	74	12,5	70	3xM8	
21,5	1,7	74	12,5	70	3xM8	
23	1,8	74	12,5	70	4xM8	
61	2,9	74	12,5	100	3xM8	
60	2,8	74	12,5	100	3xM8	
78	3,7	74	12,5	100	3xM8	
25	2	74	12,5	71	5xM8	
63	3	74	12,5	98	4xM8	
61	2,9	74	12,5	98	4xM8	
285	7	74	12,5	148	3xM8	
65	3,2	74	12,5	100	5xM8	
63	3	74	12,5	100	5xM8	

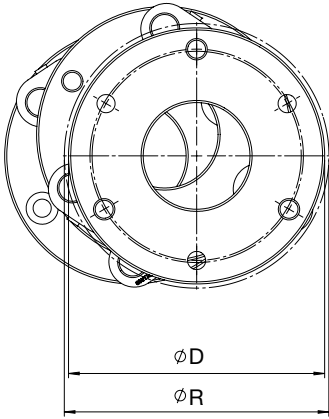
13	1,9	94	22,5	70	30
27,3	2,4	104	27,5	56	36
25,9	2,3	104	27,5	56	36
31,5	3,2	104	27,5	56	36
77,9	4,1	104	27,5	70	40
75	4	104	27,5	70	40
86	4,4	104	27,5	70	40
29,9	2,6	104	27,5	56	36
82,6	4,3	104	27,5	70	40
78,8	4,1	104	27,5	70	40
339,3	9,2	124	37,5	90	50
88,2	4,5	104	27,5	70	40
83,3	4,3	104	27,5	70	40

J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, L<sub>1</sub>= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw

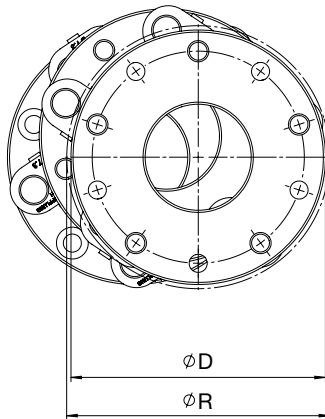


## Product line-up

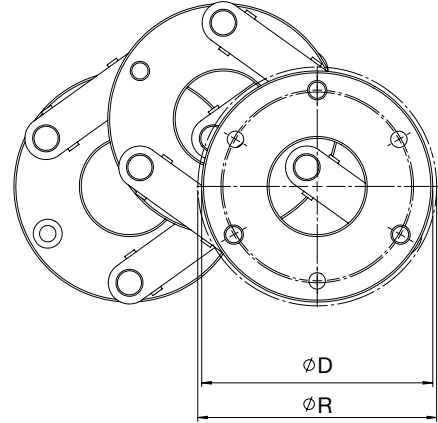
Standard S



Power Plus P



Offset Plus V



## Specifications

Size	Technical data										
	T <sub>KN</sub> Nm	T <sub>Kmax</sub> Nm	ΔK <sub>v</sub> mm	ΔK <sub>rmin</sub> mm	ΔK <sub>r</sub> mm	ΔK <sub>a</sub> mm	ΔK <sub>w</sub> °	min <sup>-1</sup>	C <sub>T</sub> kNm/rad	D mm	R mm
S 285	280	550	100	14	53	1	0,5	2.500	63	100	100
S 360	360	710	162	22	85	1	0,5	1.800	81	120	120
S 365	360	710	100	14	53	1	0,5	2.300	81	120	120
S 440	440	865	162	22	85	1	0,5	1.700	99	140	140
S 445	440	865	100	14	53	1	0,5	2.100	99	140	140
V 440	440	865	216	30	114	1	0,5	1.500	99	140	140
P 480	480	945	100	14	53	1	0,5	2.300	108	120	120
P 590	590	1.155	162	22	85	1	0,5	1.700	132	140	140
P 595	590	1.155	100	14	53	1	0,5	2.100	132	140	140
V 680	680	1.340	396	55	209	1	0,3	900	154	200	200
P 700	700	1.365	162	22	85	1	0,5	1.600	156	160	160
P 705	700	1.365	100	14	53	1	0,5	2.000	156	160	160
V 700	700	1.365	216	30	114	1	0,5	1.400	156	160	160
S 630	630	1.240	162	22	85	1	0,5	1.500	142	140	143
S 635	630	1.240	122	17	64	1	0,5	1.700	142	140	143
S 760	760	1.485	162	22	85	1	0,5	1.400	170	158	163
S 765	760	1.485	122	17	64	1	0,5	1.600	170	158	163
V 760	760	1.485	216	30	114	1	0,5	1.200	170	160	163
S 950	950	1.820	162	22	85	1	0,5	1.300	209	190	190
S 955	950	1.820	122	17	64	1	0,5	1.500	209	190	190
V 950	950	1.820	270	37	142	1	0,5	1.000	209	190	190
V 955	950	1.820	216	30	114	1	0,5	1.100	209	190	190
P 1010	1.010	1.980	162	22	85	1	0,5	1.400	227	158	164
P 1015	1.010	1.980	122	17	64	1	0,5	1.600	227	158	164
V 1200	1.200	2.350	432	60	228	1	0,3	700	269	230	230
P 1580	1.580	3.095	162	22	85	1	0,5	1.300	355	190	193
P 1585	1.580	3.095	122	17	64	1	0,5	1.500	355	190	193

T<sub>KN</sub> = Nominal torque, T<sub>Kmax</sub> = Maximum torque capacity, min<sup>-1</sup> = Max. rpm, ΔK<sub>v</sub> = Maximum linear range of the coupling, ΔK<sub>r</sub> = Maximum radial offset capacity, ΔK<sub>rmin</sub> = Min. required radial offset, ΔK<sub>a</sub> = Max. axial misalignment capacity, ΔK<sub>w</sub> = Max. angular misalignment capacity, C<sub>T</sub> = Torsional stiffness



**Riddhi Engineering Company**

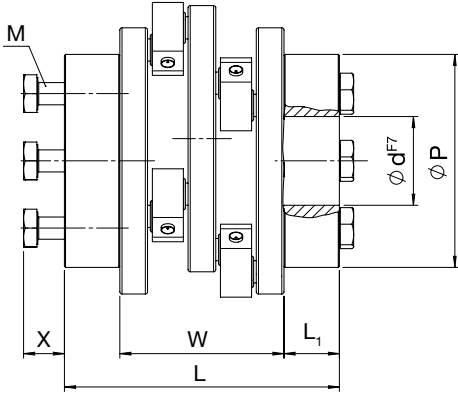
www.couplings-mounts.com

sales@riddhiengineeringco.com

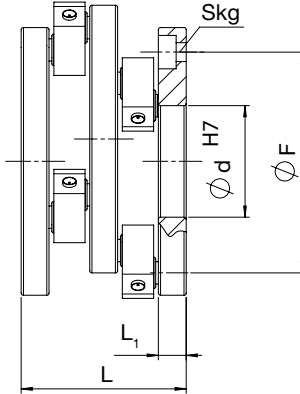
+91 74900 32784

**Product line-up**

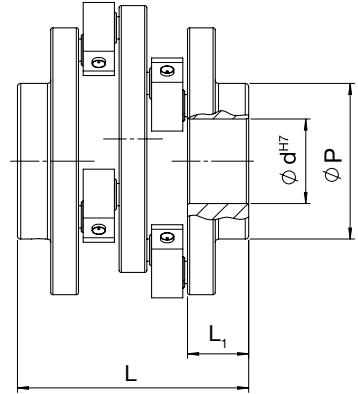
33: Locking-assembly



55: Flange mounting



66: Standard hub



**Specifications**

Size	33: Locking-assembly							
	J kg cm <sup>2</sup>	m kg	L mm	W mm	X mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm
S 285	84	6,2	151	101	17	25	96	40
S 360	141	7,7	151	101	17	25	96	40
S 365	135	7,4	151	101	17	25	96	40
S 440	225	9,4	151	101	17	25	96	40
S 445	216	9,1	151	101	17	25	96	40
V 440	237	9,8	151	101	17	25	96	40
P 480	-	-	-	-	-	-	-	-
P 590	239	9,8	151	101	17	25	96	40
P 595	227	9,5	151	101	17	25	96	40
V 680	1.110	20	151	101	17	25	96	40
P 700	415	13,2	161	101	23	30	115	50
P 705	399	12,8	161	101	23	30	115	50
V 700	391	12,2	151	101	17	25	96	40

55: Flange mounting						
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	F mm	Skg	
52	3,6	101	17	70	3xM12	
107	5,1	101	17	90	3xM12	
95	4,5	101	17	90	3xM12	
175	6,3	101	17	110	3xM12	
160	5,8	101	17	110	3xM12	
187	6,8	101	17	110	3xM12	
105	5	101	17	90	4xM12	
187	6,8	101	17	110	4xM12	
175	6,3	101	17	110	4xM12	
790	13	101	17	170	3xM12	
304	8	101	17	130	4xM12	
295	7,4	101	17	130	4xM12	
313	8,6	101	17	130	4xM12	

66: Standard hub						
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm	
54	4,2	143	38	53	36	
115	6	143	38	70	45	
109	5,7	143	38	70	45	
205	8,4	143	38	80	50	
194	7,5	143	38	80	50	
215	8,2	143	38	80	50	
117	6,1	143	38	70	45	
217	8,3	143	38	80	50	
205	7,9	143	38	80	50	
1.090	19	151	42	80	50	
348	10,2	151	42	80	50	
331	9,9	151	42	80	50	
371	10,8	151	42	80	50	

S 630	370	14,5	194	134	23	30	112	50
S 635	365	14,5	194	134	23	30	112	50
S 760	535	17	184	134	17	25	96	40
S 765	495	16	184	134	17	25	96	40
V 760	550	17,5	194	134	23	30	115	50
S 950	1.020	22,5	202	134	24	34	120	60
S 955	1.010	22,5	202	134	24	34	120	60
V 950	1.015	22,5	194	134	23	30	115	50
V 955	945	21,5	194	134	23	30	115	50
P 1010	570	18	194	134	23	30	112	50
P 1015	560	17,5	194	134	23	30	112	50
V 1200	2.240	32,5	194	134	23	30	115	50
P 1580	1.120	24,5	202	134	24	34	120	60
P 1585	1.100	24	202	134	24	34	120	60

285	10	134	26	100	3xM16	
275	9,8	134	26	100	3xM16	
460	12,5	134	26	120	3xM16	
450	12,4	134	26	120	3xM16	
465	12,7	134	26	120	3xM16	
865	17	134	26	150	3xM16	
855	16,5	134	26	150	3xM16	
930	18	134	26	150	3xM16	
875	17	134	26	150	3xM16	
480	13,2	134	26	120	4xM16	
475	13	134	26	120	4xM16	
2.040	26	134	26	190	3xM16	
920	18	134	26	150	5xM16	
910	17,5	134	26	150	5xM16	

295	11,5	162	40	77	50	
290	10	162	40	77	50	
475	14	170	44	90	60	
465	13,5	170	44	90	60	
485	14	170	44	90	60	
970	20	192	55	110	70	
955	20	192	55	110	70	
985	20,5	192	55	110	70	
915	19	192	55	110	70	
505	14,5	170	44	90	60	
495	14	170	44	90	60	
2.235	30,5	202	60	120	80	
1.065	22	192	55	110	70	
1.045	21,5	192	55	110	70	

J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, L<sub>1</sub>= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw



**Riddhi Engineering Company**

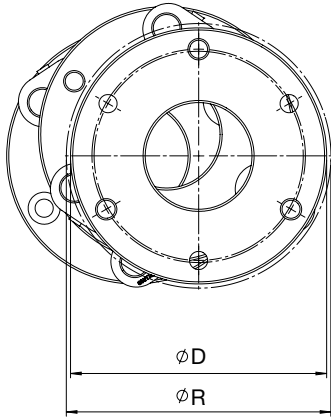
www.couplings-mounts.com

sales@riddhiengineeringco.com

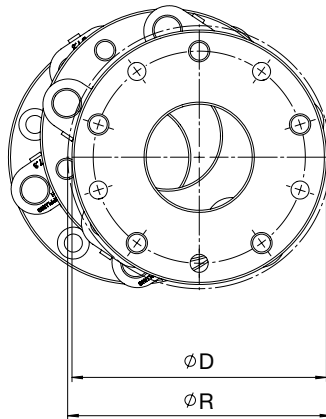
+91 74900 32784

## Product line-up

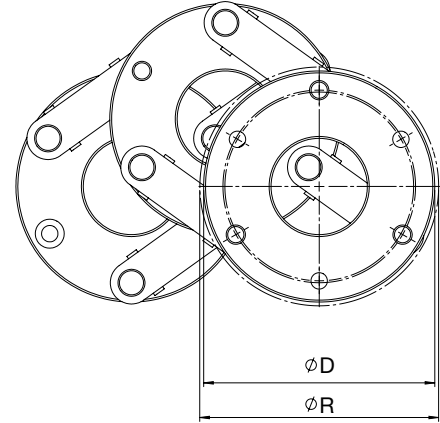
Standard S



Power Plus P



Offset Plus V



## Specifications

Size	Technical data										
	T <sub>KN</sub> Nm	T <sub>Kmax</sub> Nm	ΔK <sub>V</sub> mm	ΔK <sub>rmin</sub> mm	ΔK <sub>r</sub> mm	ΔK <sub>a</sub> mm	ΔK <sub>w</sub> °	min <sup>-1</sup>	C <sub>T</sub> kNm/rad	D mm	R mm
S 1130	1.130	2.200	180	25	95	1	0,5	1.200	252	158	164
S 1135	1.130	2.200	129	18	68	1	0,5	1.500	252	158	164
S 1320	1.320	2.580	180	25	95	1	0,5	1.200	296	180	185
S 1325	1.320	2.580	129	18	68	1	0,5	1.400	296	180	184
V 1320	1.320	2.580	234	32	123	1	0,5	1.000	296	180	184
S 1520	1.520	2.965	180	25	95	1	0,5	1.100	340	200	205
S 1525	1.520	2.965	129	18	68	1	0,5	1.300	340	200	204
V 1520	1.520	2.965	320	44	169	1	0,5	800	340	200	205
V 1525	1.520	2.965	234	32	123	1	0,5	1.000	340	200	204
V 2100	2.100	4.110	504	70	266	1	0,3	600	471	260	264
S 2160	2.160	4.220	219	30	115	2	0,3	1.000	484	200	202
S 2165	2.160	4.220	162	22	85	2	0,3	1.200	484	200	202
V 2160	2.160	4.220	270	37	142	2	0,3	900	484	200	202
S 2870	2.875	5.625	219	30	115	2	0,3	900	645	250	252
S 2875	2.875	5.625	162	22	85	2	0,3	1.000	645	250	252
V 2875	2.875	5.625	270	37	142	2	0,3	800	645	250	252
P 2880	2.880	5.620	162	22	85	2	0,3	1.200	644	200	200
V 3300	3.300	6.470	522	72	275	2	0,2	500	742	280	280
P 3830	3.830	7.500	219	30	115	2	0,3	900	860	250	252
P 3835	3.830	7.500	162	22	85	2	0,3	1.000	860	250	250
V 3840	3.830	7.500	270	37	142	2	0,3	800	860	250	252
P 4800	4.800	9.380	219	30	115	2	0,3	900	1.075	250	252
P 4805	4.800	9.380	162	22	85	2	0,3	1.000	1.075	250	250
P 6610	6.610	12.940	219	30	115	2	0,2	800	1.483	280	282
P 6615	6.610	12.940	162	22	85	2	0,2	1.000	1.483	280	280

T<sub>KN</sub> = Nominal torque, T<sub>Kmax</sub> = Maximum torque capacity, min<sup>-1</sup> = Max. rpm, ΔK<sub>V</sub> = Maximum linear range of the coupling, ΔK<sub>r</sub> = Maximum radial offset capacity, ΔK<sub>rmin</sub> = Min. required radial offset, ΔK<sub>a</sub> = Max. axial misalignment capacity, ΔK<sub>w</sub> = Max. angular misalignment capacity, C<sub>T</sub> = Torsional stiffness



Riddhi Engineering Company

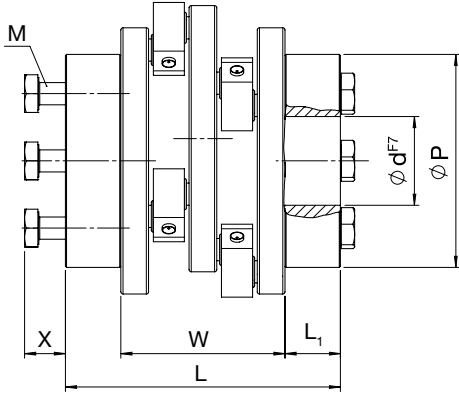
www.couplings-mounts.com

sales@riddhiengineeringco.com

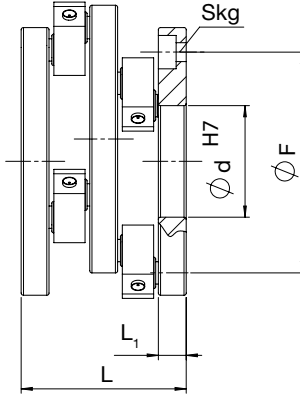
+91 74900 32784

## Product line-up

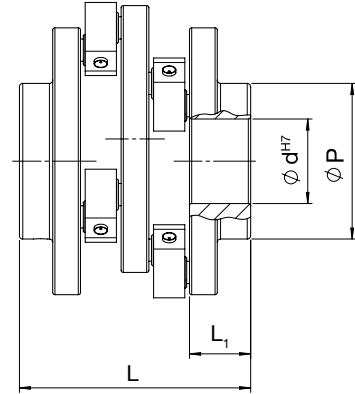
33: Locking-assembly



55: Flange mounting



66: Standard hub



## Specifications

Size	33: Locking-assembly							
	J kg cm <sup>2</sup>	m kg	L mm	W mm	X mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm
S 1130	620	20	209	155	20	30	115	40
S 1135	590	19	209	155	20	30	115	40
S 1320	1.040	25	223	155	24	34	120	60
S 1325	1.010	25	223	155	24	34	120	60
V 1320	1.080	26	223	155	24	34	120	60
S 1520	1.490	29	235	155	30	40	155	70
S 1525	1.630	32	235	155	30	40	155	70
V 1520	1.610	31	223	155	24	34	120	60
V 1525	1.540	30	223	155	24	34	120	60
V 2100	3.910	53	235	155	30	40	155	70

55: Flange mounting						
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	F mm	Skg	
585	16	155	31	115	6xM16	
550	15	155	31	115	6xM16	
885	19	155	31	135	6xM16	
850	18	155	31	135	6xM16	
910	20	155	31	135	6xM16	
1.310	23	155	31	155	6xM16	
1.265	22	155	31	155	6xM16	
1.540	26	155	31	130	6xM16	
1.355	23	155	31	130	6xM16	
4.070	44	155	31	130	6xM16	

66: Standard hub					
J kg cm <sup>2</sup>	m kg	L mm	L <sub>1</sub> mm	P mm	d <sub>max</sub> mm
590	18	185	46	80	50
570	17	185	46	80	50
950	22	195	51	90	60
920	21	195	51	90	60
990	23	195	51	90	60
1.440	27	215	61	110	70
1.400	26	215	61	110	70
1.560	29	215	61	110	70
1.490	28	215	61	110	70
3.690	47	215	61	120	80

S 2160	1.825	35	264	196	24	34	120	60
S 2165	1.725	34	264	196	24	34	120	60
V 2160	2.075	40	276	196	30	40	155	70
S 2870	4.400	55	284	196	31	44	170	80
S 2875	4.250	54	284	196	31	44	170	80
V 2875	4.525	56	284	196	31	44	170	80
P 2880	2.050	40	276	196	30	40	155	70
V 3300	7.550	74	284	196	31	44	170	80
P 3830	4.700	58	276	196	30	40	155	70
P 3835	4.250	53	276	196	30	40	155	70
V 3840	4.450	53	276	196	30	40	155	70
P 4800	5.000	61	284	196	31	44	170	80
P 4805	4.500	55	284	196	31	44	170	80
P 6610	7.575	73	296	196	30	50	185	90
P 6615	7.500	73	296	196	30	50	185	90

1.700	30	196	33	150	6xM20	
1.500	26	196	33	150	6xM20	
1.850	32	196	33	150	6xM20	
3.500	38	196	33	200	6xM20	
3.400	37	196	33	200	6xM20	
3.650	40	196	33	200	6xM20	
1.600	28	196	33	150	4xM20	
6.800	59	196	33	200	6xM20	
3.750	41	196	33	200	8xM20	
3.700	41	196	33	200	8xM20	
4.100	44	196	33	200	8xM20	
4.080	45	196	33	200	10xM20	
4.000	43	196	33	200	10xM20	
8.700	52	196	33	230	12xM20	
5.600	43	196	33	230	12xM20	

1.750	32	236	53	110	70
1.675	31	236	53	110	70
1.825	33	236	53	110	70
3.950	46	266	68	120	80
3.800	45	266	68	120	80
4.075	47	266	68	120	80
1.800	33	236	53	110	70
7.100	65	266	68	120	80
4.250	49	266	68	120	80
4.050	47	266	68	120	80
4.425	51	266	68	120	80
4.550	52	276	73	120	80
4.325	50	276	73	120	80
7.425	70	322	96	150	95
7.025	67	322	96	150	95

J= Moment of inertia, m= Mass, L= Coupling length, X= Mounting space, W= Coupling bases, L<sub>1</sub>= hub length, Skg= numbers of counter bores x bolt size, F= Bolt circle diameter, M= Size of screw

## Installation instructions

### Installation

See measurement list or an assembly drawing. Observe installation dimensions, especially the permissible min/max. radial offset.

Compliance with these values is important for its correct functioning, since the coupling must not be moved during operation or in its extended position and may not be moved into direct shaft alignment.

The coupling is generally installed as a complete unit.

For example, if the coupling in a version with two hubs (hub form 6) is initially disconnected and connected to the shafts in parts, then care must be taken to ensure that the bearings and the running bolts are not dirty or damaged. The elements are assembled without force and with consideration paid to the gaskets and air escaping to the desired construction length. All coupling elements for a level must be installed in parallel. The shaft ends and hub bores to be connected must be clean, dry and burr-free. Check shaft connection dimensions (also feather key dimensions) and tolerances. Adjust length in accordance to the list or drawing (the smallest size is often available upon delivery). Changes in length, e.g. due to the effect of heat on long shafts, must be considered in terms of direction and magnitude.

The coupling should be shielded against direct exposure to heat, dust, sand, solvents, etc. with a metal cover, for example. Attention! The coupling can be pulled apart unintentionally during disassembly. Exercise caution during transportation, installation and assembly. Please do not pull apart, as parts of the coupling could fall off.

### Hub shape 3

#### Versions with clamping hubs

Bores are supplied in fit F7.

In the clamping hub designs, the torque is transmitted frictionally from the coupling via the outer ring and the inner ring onto the shaft. The clamping screws enable the required pressure. In its untensioned state, a defined gap is present between the outer ring and the coupling. The gap width and number of screws are coordinated so that a tension reserve remains after closing the gap, which is used to firmly tighten the outer ring against the coupling.

To assemble, please lubricate the shaft and the plane surface at the coupling. Screw the coupling and adapter set together again loosely, slide them onto the shaft and adjust the length. Tighten the clamping screws with several turns until all tensioning screws until the full torque has been achieved (table). For disassembly, please loosen the screws in sequence and with several turns.

Typ	Size of screw	Tightening torque (Nm)
<b>Standard</b>		
S 35, S 40, S 45	M6	12
S 115, S 150, S 155	M8	29
S 210, S 285, S 360, S 365, S 440, S 445, S 760, S 765, S 1130, S 1135,	M10	58
S 630, S 635, S 950, S 955, S 1320, S 1325, S 2160, S 2165	M12	100
S 1520, S 1525, S 2870, S 2875	M16	240
<b>Power Plus</b>		
P 45, P 60, P 110, P 115	M6	12
P 200, P 250	M8	29
P 280, P 285, P 350, P 355, P 590, P 595	M10	58
P 700, P 705, P 1010, P 1015, P 1580, P 1585	M12	100
P 2880, P 3340, P 3345, P 3830, P 3835, P 4800, P 4805, P 6610, P 6615	M16	240
<b>Offset Plus</b>		
V 65	M6	12
V 210	M8	29
V 290, V 440, V 680, V 700	M10	58
V 760, V 950, V 955, V 1200, V 1320, V 1520, V 1525	M12	100
V 2100, V 2160, V 2875, V 3300, V 3840	M16	240



### **Hub shape 5**

#### **Versions for flanging**

Screw the coupling with the mounting flanges fixed to the hubs manufactured by the client or other components. Tighten flange fastening screws with a torque wrench to the torque specified by the client.

### **Hub shape 6**

#### **Versions with hub**

A fixed shaft seat is desirable to ensure a low backlash shaft connection. The axial compressive forces occurring during assembly must be kept away from the coupling. For this purpose, axial support for the coupling elements is recommended.

Alternatively, the hubs can be separately mounted on the shafts and the coupling can then be fitted together cleanly. Bores are supplied in fit H7.

### **Maintenance**

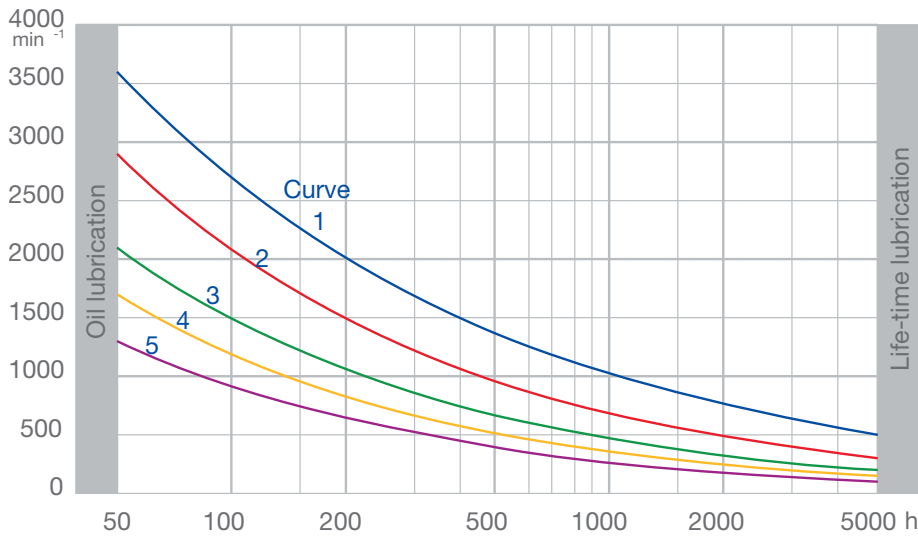
We then recommend lubrication with Klüber Staburags grease, type NBU 12-300 KP. The coupling elements are generally fitted with funnel lubrication fittings. The recommended lubrication intervals must be observed (see figure on the following page). The most important functional parts of the coupling are the bearing points in the coupling elements, i.e. the running bolts in the coupling plates. In order to troubleshoot errors quickly, we recommend stocking installation-ready coupling elements as an installation kit at the plant operator. For example: for 2 levels of the Standard line, 6 coupling elements of the appropriate size are needed. For safety purposes, please list the coupling type with the item number.

The replacement of individual bearings or elements on-site is not permitted. In the event of damages to the bolts, we recommend that repairs be carried out at the factory. This maintenance work on the Schmidt-Kupplung coupling may only be carried out by personnel of SCHMIDT-KUPPLUNG GmbH. The original grease is provided in 400 gr. cartridges.

We assume no liability or warranty for own maintenance work and/or the equipment of the Schmidt-Kupplung coupling with components not originally supplied by SCHMIDT-KUPPLUNG GmbH.



## Lubrication period



Standard				
Curve 1	Curve 2	Curve 3	Curve 4	Curve 5
S 115	S 285	S 630	S 1130	S 2160
S 150	S 360	S 635	S 1135	S 2165
S 155	S 365	S 760	S 1320	S 2870
S 210	S 440	S 765	S 1325	S 2875
S 215	S 445	S 950	S 1520	
		S 955	S 1525	

Offset Plus				
Curve 1	Curve 2	Curve 3	Curve 4	Curve 5
V 210	V 440	V 760	V 1320	V 2160
V 290	V 680	V 950	V 1520	V 2875
	V 700	V 955	V 2100	V 3300
		V 1200		V 3840

Power Plus				
Curve 1	Curve 2	Curve 3	Curve 4	Curve 5
P 200	P 480	P 1010		P 2880
P 250	P 590	P 1015		P 3830
P 280	P 595	P 1580		P 3835
P 285	P 700	P 1585		P 4800
P 350	P 705	S 950		P 4805
P 355		S 955		P 6610
				P 6615

The Schmidt-Kupplung, except for size S 34, S 40, S 45, P 60, P 110 and V 65, has a lubrication fitting for regreasing. Adequate lubrication is required for full operating life. The Schmidt-Kupplung, should be regreased exclusively with Klüber Staburags NBU12300KP. Mixing lubrication is not recommended and will reduce coupling operating life.



## Schmidt-Kupplung coupling solutions

In addition to standard products, SCHMIDT-KUPPLUNG manufactures industry-specific versions and application-specific coupling solutions in the Schmidt-Kupplung range. These are, for example:



### Special ambient conditions

Versions with specially tailored surface coatings, or completely made of stainless steel. In addition, tailored slide bearings run the coupling elements, which are used, for example, in the pharmaceutical industry.

Likewise, versions for high speeds or high operating temperatures with oil lubrication are available.



### Application-specific Product lineup

Versions with split clamp hubs for radial mounting and dismounting in axially non-adjustable shafts. Also optional versions, for example with pins or toothed wheels, are available.



### Extremely high torque requirements

Versions with roller bearings for heavy duty applications for torque requirements up to 250.000 Nm.





## Applications



Wood working and furniture industry  
Packaging machines  
Forming  
Paper machines  
Printing machines and much more



### We speak your language

Every industry has its own peculiarities. Understanding this is a key task for the successful implementation of industry-specific applications.

For 50 years, the release of countless applications in various

industries has given us the experience and know-how to implement, jointly with our customers, the most suitable and efficient coupling solution for each application.

No matter whether you deal with assembly or exposure systems for

PCB production, medical technology or process engineering, forming or machine tools: We speak your language!



## The optimal solution for every application

### Wood working and furniture industry

When laminating panels for the furniture industry, uniform and precise application of each decorative material is required.

The Schmidt-Kupplung coupling provides the precise, short-length actuation of the adjustable applicator rolls used in the lamination process to apply laminates onto the carrier material with paint or glue as a protective or decorative layer. Deburrers are also driven with the help of the Schmidt-Kupplung coupling.

### Packaging machines

Thanks to their precision, compactness and high radial displacement and offset capacity, Schmidt-Kupplung couplings are used in various packaging machines and processes. They are used, for example, for driving cartoner modules, box folding machines and folding mechanisms; in

deep-drawing units in thermoforming machines for the packaging industry; in filling systems or, in VA version, for blister packaging machines in the pharmaceutical industry.

### Forming

Schmidt-Kupplung couplings are used in all kinds of roller feeds; they are employed, inter alia, in precise, clocked operations such as metal sheets transport, products crosscutting and punching as well as embossing rollers.

Likewise, precision couplings are used for driving edge trimming shears, the final process of sheet metal processing.

### Paper machines

Schmidt-Kupplung couplings are used in almost all mentioned stations due to their precision, compactness and displacement capacity. Thus, Schmidt-Kupplung couplings can be found, inter alia,

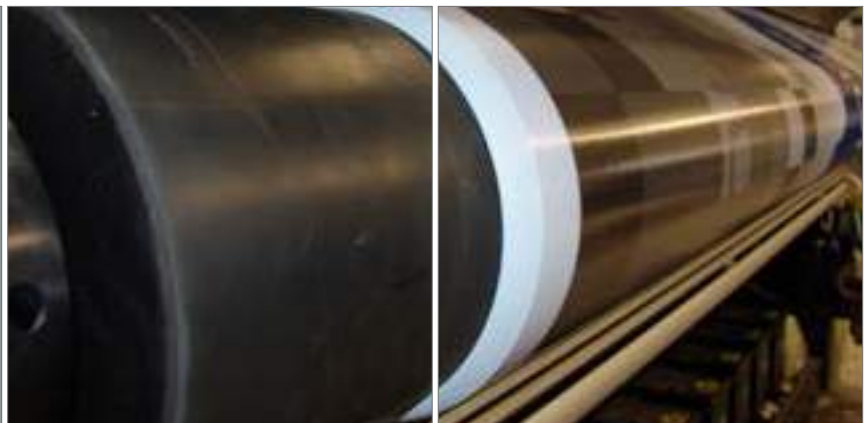
in the drives of sieve and breast rolls; in paper cutters such as longitudinal and cross cutting machines, three-knife trimmers and rotary cutter systems.

### Printing machines

Schmidt-Kupplung couplings are used in many stages of the printing process.

Thanks to the compact design of the coupling systems, the construction of each drive train can be made very compact. The use of Schmidt-Kupplung precision couplings begins with the drive of printing mechanisms, paint rollers and duct rollers. High production performance and productivity is ensured by these compact, and torsionally stiff couplings. Individual paint rollers and duct rollers can be swivelled during operation thanks to the high displacement and offset capacity of compact coupling systems.

Roller feeds  
Edge trimming shears  
Sieve rolls  
Rotary cutter systems  
Duct rollers  
and much more



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)

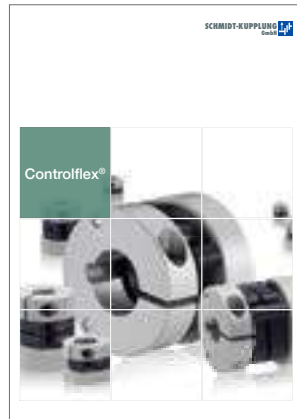
[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)

+91 74900 32784

## Product Overview



Catalogue Spinplus



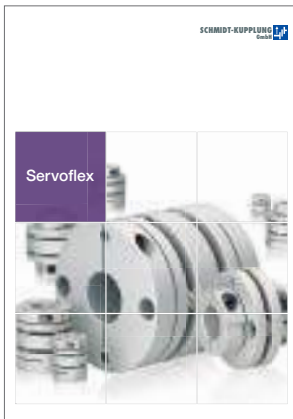
Catalogue Controlflex



Catalogue Semiflex



Catalogue Schmidt-Kupplung



Catalogue Servoflex



Catalogue Loewe GK



Catalogue Omniflex



Overview Industries

## Contact

SCHMIDT-KUPPLUNG GmbH  
Wilhelm-Mast-Straße 15  
38304 Wolfenbüttel

Tel.: 05331 9552 500  
Fax: 05331 9552 552



**Riddhi Engineering Company**

[www.couplings-mounts.com](http://www.couplings-mounts.com)  
[sales@riddhiengineeringco.com](mailto:sales@riddhiengineeringco.com)  
+91 74900 32784