

UL Series Tyre Coupling

◆ Structural properties:

- The rubber element (tire body) and the metal pressure plate are vulcanized and bonded together, and are directly connected with the two halves of the coupling by bolts during assembly.

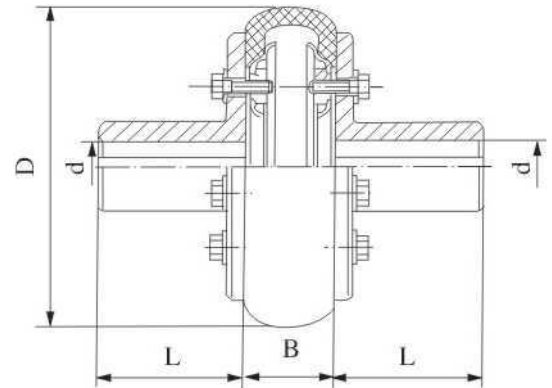
Flexible, large damping and large compensation.

Simple structure and easy assembly. There is no need to move the coupling axially to change the tire body.

Disadvantage: As the torsion angle increases, considerable axial force is generated on the main and driven shafts.

Drive end: Y type shaft hole, A type keyway d=30,L=82

Driven end: J1 type shaft hole, B type keyway d=32,L=60



Main dimensions and characteristic parameters:

Type	Nominal torque	Max torque	Speed		Shaft hole diameter d				D	B	Weight	Moment inertia	Allowance compensation		
			rpm	mm				Axial					Radial	Angular	
	N·m	N·m	Steel	Iron	Steel	Iron	J、J1	Y	mm	kg	kg·m ²	mm			
UL1	10	31.5	5000	3500	11	11	22	25	80	20	0.7	0.0003	1.0	1.0	
					12,14	12.14	27	32							
					16,18	16	30	42							
UL2	25	80	5000	3000	14	14	27	32	100	26	1.2	0.0008	1.6	2.0	1°
					16,18,19	16.18.19	30	42							
					20,22	20	38	52							
UL3	63	180	4500	3000	18,19	18,19	30	42	120	32	1.8	0.0022	1.6	2.0	1°
					20,22,24	20,22	38	52							
					25	-	44	62							
UL4	100	315	4300	3000	20,22,24	20,22,24	38	52	140	38	3	0.004	1.6	2.0	1°
					25,28	25	44	62							
					30	-	60	82							
UL5	160	500	4000	3000	24		38	52	160	45	4.6	0.0084	1.6	2.0	1°
					25,28	25.28	44	62							
					30,32,35	30	60	82							
UL6	250	710	3600	2500	28	28	44	62	180	50	7.1	0.0164	1.6	2.0	1°
					30,32,35,38	30.32.35	60	82							
					40	-	84	112							
UL7	315	900	3200	2500	32,35,38	32,35,38	60	82	200	56	10.9	0.029	2.0	2.5	1°
					40,42,45,48	40,42	84	112							
UL8	400	1250	3000	2000	38	38	60	82	220	63	13	0.0448	2.5	3.0	3.6°
					40,42,45,48,50	40.42.45	84	112							
UL9	630	1800	2800	2000	42,45,48,50,55,56	42,45,48,50,55	84	112	250	71	20	0.0898	2.5	3.0	3.6°
					60		107	142							

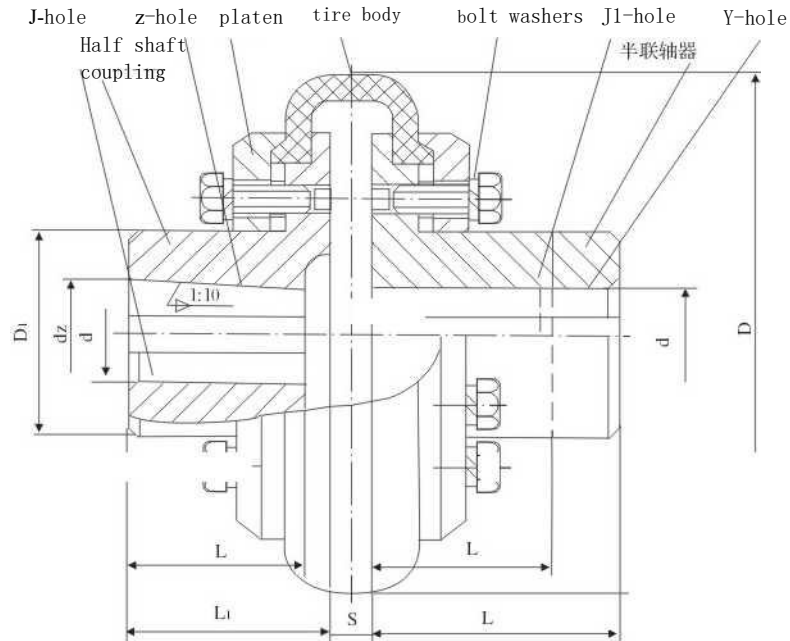


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Type	Nominal torque	Max torque	Speed		Shaft hole diameter d				Shaft hole length L		D	B	Weight	Moment inertia	Allowance compensation		
			rpm		mm										Axial	Radial	Angular
	N·m	N·m	Steel	Iron	Steel	Iron	J、J1	Y	mm	kg	kg·m ²	mm					
UL10	800	2240	2400	1600	45,48,50,55,56	45, 48,50,55,56	84	112	280	80	30.6	0.1596	3.0	3.6	1° 30,		
					60,63,65,70	60,63,65	107	142									
UL11	1000	2500	2100	1600	50,55,56	50, 55, 56	84	112	320	90	39.0	0.2792	3.0	3.6	1° 30,		
					60,63,65,70,71,75	60,63,65	107	142									
UL12	1600	4000	2000	1600	55,56,	55,56	84	112	360	100	59	0.5356	3.6	4.0	1° 30,		
					60,63,65,70,71,75	60,63,65,70,73,75	107	142									
					80,85	80	132	172									
UL13	2500	6300	1800	1600	63,65,70,71,75	63,65,70,71,75	107	142	400	110	81	0.896	4.0	4.5	1° 30,		
					80,85,90,95	80,85,90,95	132	172									
UL14	4000	10000	1600	1400	75	75	107	142	480	130	145	2.2616	4.0	5.0	1° 30,		
					80,85,90,95	80,85,90,95	132	172									
					100,110	100,110	167	212									
UL15	6300	14000	1200	1120	85,90,95	90,95	132	172	560	150	222	4.6456	5	5.6	1° 30,		
					100,110,120,125	100,110,120,125	167	212									
UL16	10000	20000	1000	1000	100,110,120,125	100,110,120,125	167	212	630	180	302	8.0924	5	6.0	1° 30,		
					130,140	130,140	202	252									
UL17	16000	31500	900	850	120,125	-	167	212	750	210	561	20.018	5	6.7	1° 30,		
					130,140,150	130, 140, 150	202	252									
					160	160	242	302									
UL18	25000	5900	800	750	140,150	-	202	252	900	250	818	43.053	5	8.0	1° 30,		
					160,170,180	160, 170,180	242	302									

LLA Series Tyre Coupling



This coupling is a highly elastic coupling with good shock absorption and excellent performance of offset compensation between shafts.

mm

Type	Main size			No screw holes MdxL	Shaft hole diameter d dz	Shaft hole length		Max torque Tn N • m	Max speed [n] r/min	Moment inertia kg - m ²	Weight kg
	D	Di	S			L	Li				
						Y J1 J	Z				
LLA1	60	20	4	12-M4x10	6~11	16-25	-	10	5000	0.0004	0.35
LLA2	100	36	8	12-M6x20	8-19	14-42	35	20	5000	0.005	1.33
LLA3	135	48	12	12-M8x25	18-28	30-62	35-50	80	4000	0.022	3.4
LLA4	180	64	18	12-M10x30	25-38	44-82	50-65	160	3150	0.071	7.4
LLA5	210	80	18	16-M10x40	32-50	60-112	65-90	315	2800	0.154	13.4
LLA6	265	100	24	16-M12x40	40-56	84-112	90	630	2500	0.46	22.6
LLA7	310	120	28	16-M16x50	48-75	84-142	90-120	1250	2000	1.86	34.8
LLA8	400	150	38	16-M20x60	60-95	107-172	120-145	2500	1600	3.57	74.3
LLA9	450	190	42	20-M20x70	80-125	132-212	145-180	5000	1250	6.47	111
LLA10	550	230	52	24-M24x80	100-150	167-252	180-220	10000	1000	17.55	191
LLA11	700	280	70	32-M30x90	130-180	202-302	220-270	20000	800	54.1	373