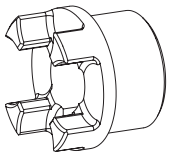
Types of hubs

Since ROTEX® is used on many different applications and mounting conditions, this coupling system is available with various hub types. These types mainly differ in that they provide either positive or frictionally engaged (backlash-free) connections, but mounting situations like, for example, gear shafts with integrated transmission cams or similar applications are covered, too. Applications are considered.



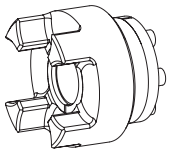
Type 1.0 hub
with feather keyway and setscrew

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 crimping connections and adhesive bonds. (No ATEX approval)

Type 1.3 hub
with spline bore (see page 37)

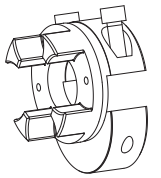


Type 4.2 hub
for CLAMPEX® clamping set KTR 250

Frictionally engaged, backlash-free shaft-hub-connection for transmitting average torques.

Type 4.1 for CLAMPEX® clamping set KTR 200
Type 4.3 for CLAMPEX® clamping set KTR 400

Frictionally engaged, backlash-free shaft-hub-connection for the transmission of high torques.

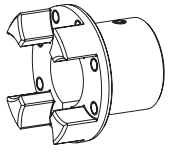


Type 7.6 clamping hub type DH
with feather keyway for double-cardanic connection

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

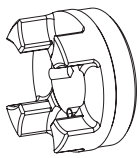
Type 7.5 clamping hub type DH
without feather keyway for double-cardanic connection

Frictionally engaged, backlash-free shaft-hub-connection for radial assembly of coupling. Transmittable torques depending on bore diameter. (For ATEX category 3 only)



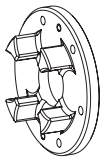
FNN hub

Coupling hub to be connected to an attachment such as brake drum, brake disk and fan.



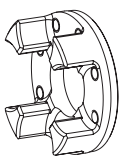
TB1 hub/TB2 hub

Coupling hub for taper clamping sleeves TB1 screwed on cam side. TB2 screwed externally.



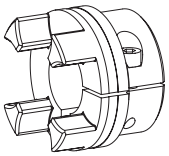
Driving flange type 3b

Driving flange to connect to customer's component.
For dimensions see page 48.



Driving flange type 3Na

Driving flange to connect to customer's component.
For dimensions see page 48.



Type 2.3 clamping hub
with spline bore

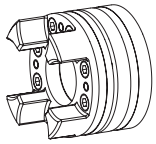
For splines see page 37. Positive-locking power transmission. The friction fit avoids resp. reduces reverse backlash.

Type 2.0 clamping hub
single slot without feather keyway

Frictionally engaged, backlash-free shaft-hub-connection. Transmittable torques depending on bore diameter (see page 44). (For ATEX category 3 only)

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.

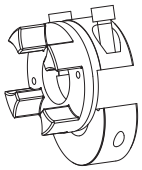


Type 6.0 clamping ring hub
(see ROTEX® GS series)

Integrated frictionally engaged shaft-hub-connection for the transmission of higher torques. Screwing on elastomer side. For details about torque and dimensions see page 43. Suitable for high speeds.

Type 6.5 clamping ring hub
(see ROTEX® GS series)

Design like 6.0, except for clamping screws externally. For instance for radial disassembly of intermediate pipe (special design).

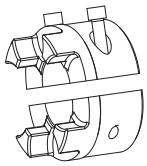


Type 7.9 clamping hub type H
with feather keyway

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

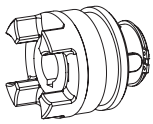
Type 7.8 clamping hub type H
without feather keyway

Frictionally engaged, backlash-free shaft-hub-connection for radial assembly of coupling. Transmittable torques depending on bore diameter. (For ATEX category 3 only)



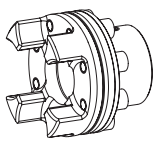
Type 7.1 SPLIT hub
with feather keyway

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



SD hub shifting hub

Coupling hub for separating resp. switching on the driving/driven machine with downtime of the machine. Can be combined with slip ring and shiftable linkage.



Type 3Na and 4N
Driving flange with flange type K

For type AFN and BFN.
With type AFN the spider can be replaced when installed without having to disassemble the driving and driven side.