

t2500-tLIMIT

ARC SPRING COUPLING



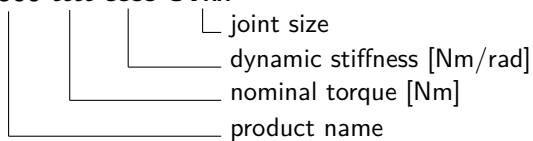
DESCRIPTION

The t2500-tLimit is an arc spring coupling with built-in overload protection, especially designed for deployment in test beds. It works like a dual mass flywheel. Because of its modular spring design, it is possible to tailor its stiffness behavior to the unit under test.

NAMING

The product is named according to the following convention:

t2500-tttt-cccc-CVxx



Example: t2500-3200-6000-CV32

OPERATING RANGE

Torque: up to 3200 Nm
Speed: up to 5000 rpm
Stiffness: up to 6000 Nm/rad

BENEFITS

- suitable for high dynamic loads
- high damping and long lifetime
- stiffness adjusted by spring placement
- wide stiffness range
- built-in overload protection

FUNCTION

Similar to a vehicular dual mass flywheel, the t2500-tLimit exhibits outstanding damping behavior. The overload protection cushions sudden torque peaks and decouples torsional vibrations.

Stiffness adjustment is achieved by using different spring configurations in the arc spring coupling. The standard t2500 specifications cover a nominal torque range of 3200 Nm for a torsional stiffness of 6000 Nm/rad.



t2500-tLIMIT

ARC SPRING COUPLING

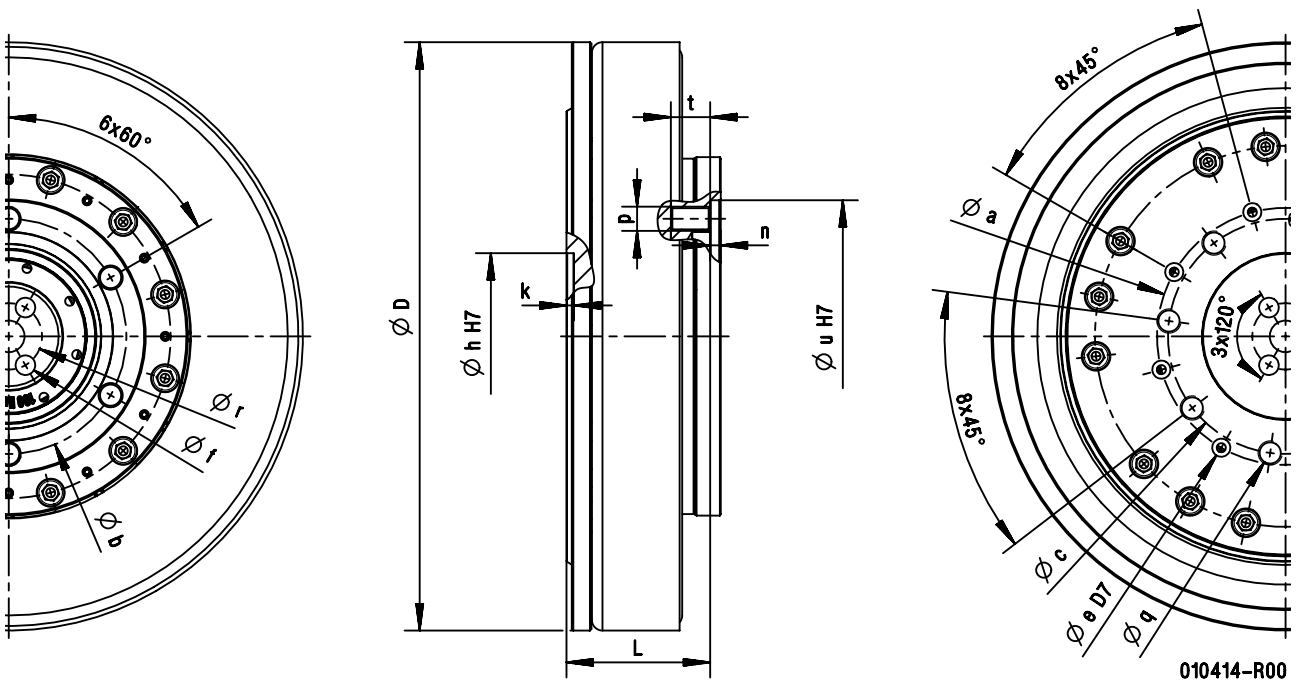
Coupling	Flange	T_{KN}	C_{Tdyn}	T_{Kmax}	n_{max}	m	x_s	J_1	J_2	Ψ	d	φ_{max}
		[Nm]	[Nm/rad]	[Nm]	[rpm]	[kg]	[mm]	[kgm ²]	[kgm ²]	[-]	[Nms/rad]	[°]
t2500-3200-6000	CV30	3200	6000	6000	5000	53.00	42.5	2.61E-01	6.19E-01	0.8	2	57
	CV32					51.38		2.46E-01				

T_{KN} - Nominal torque¹
 C_{Tdyn} - Torsional stiffness
 T_{Kmax} - Maximum torque
 n_{max} - Maximum speed

m - Mass
 x_s - Center of gravity flange-side
 J_1 - Inertia flange-side
 J_2 - Inertia shaft-side

Ψ - Relative damping
 d - Damping
 φ_{max} - Maximum torsional angle

Other dimensions available on request



Coupling	Flange	D	L	a	b	c	e (D7)	f	h (H7)	k	n	p	q	r	t	u (H7)
		[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[-]	[-]	[mm]	[mm]	[mm]
t2500	CV30	389	95	170	128.0	155.5	12	21	110	5.0	7	M12	M16	44	26	148
	CV32				155.5			22		4.5		M16				180

¹The nominal torque must be equal to or greater than the maximum combustion engine torque