

//////ZERO-MAX

SCHMIDT L100, L200 & L300 COUPLING

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Only the Schmidt Offset Coupling, which requires a minimum offset, offers so much flexibility in shaft displacement while maintaining undisturbed power transmission at constant angular velocity. The coupling does not add secondary forces to the drive. It also will not transmit radial vibration between the drive and the driven shafts. It is a dynamically clean drive which will help provide a smooth flow of power for maximum product quality, and, unlike universal joints, there is no performance loss by increasing shaft offset.

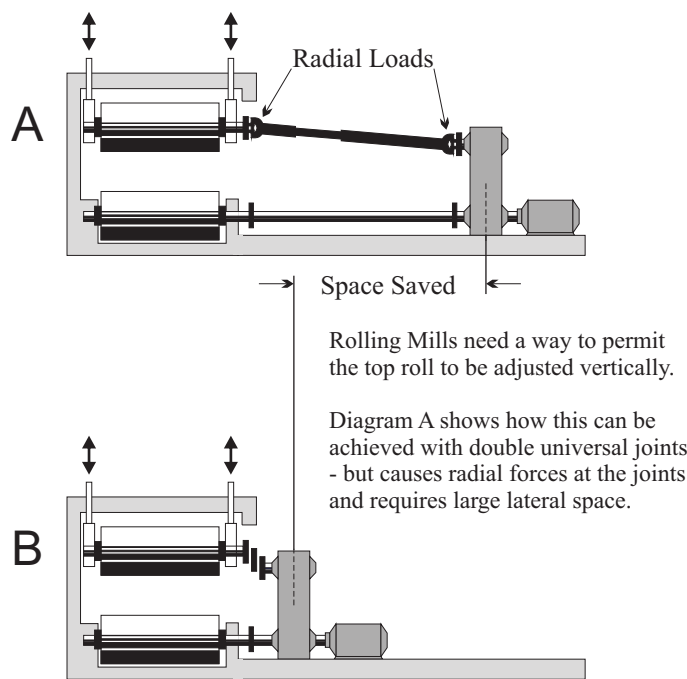
Standard Schmidt Offset Couplings are available for parallel shaft displacement from a minimum of 4 to 440 mm and torque capacities from 6.2 to 51864 Nm. Special coupling sizes can be manufactured for any specific customer requirement.

The L100 series couplings will handle parallel shaft displacement from a minimum of 4 mm to a maximum linear shaft displacement of 77 mm with torque ratings from 6.2 to 146.8 Nm and shaft speeds up to 4000 RPM. The L100 series is especially suitable for applications in business machines, optical, electronic equipment and robotics.

The L200 and L300 series couplings are capable of handling parallel shaft displacement from a minimum of 11 mm to a maximum linear shaft displacement of 440 mm with torque ratings from 71.9 to 51864 Nm and shaft speeds up to 2500 RPM. The L200 and L300 series are equipped with caged type needle bearings. The shafts are hardened and serve as the inner race of the needle bearings. The coupling can be mounted on shaft hubs or directly to existing flanges. This mounting technique permits installation of the offset coupling without any need to move either of the shafts being coupled.

The Schmidt Offset Coupling has a slight built-in axial freedom to compensate for thermal shaft expansion and assembly tolerances.

To select an Offset Coupling contact Naismith Engineering.



Rolling Mills need a way to permit the top roll to be adjusted vertically.

Diagram A shows how this can be achieved with double universal joints - but causes radial forces at the joints and requires large lateral space.

Diagram B overcomes both problems - by the use of a SCHMIDT OFFSET COUPLING