RATHI

N-FLEX COUPLING PRODUCT MANUAL

OCT -2005 EDITION

INDEX

N-FLEX COUPLING

STANDARD FEATURES

- Simple in construction
- No need of lubrication
- Low initial & operational cost
- Provides torsional vibration isolation and damping
- No metal to metal contact, hence electrically insulated
- Endures momentary overload or overspeed
- Easy to assemble and dismantle (even without disturbing shafts for RNS couplings)
- Permits angular, axial, parallel or combination of these misalignments
- All metal parts are coated with anti-corrossive agents

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N-FLEX COUPLING

AT A GLANCE

- Sizes : 11 { RN(B)-68 to RN(B)-250 }

  8 { RN(A)-110 to RN(A)-250 }

  10 { RNS(H)-80 to RNS-250 }

- Power Rating : 0.36 to 29 kW @ 100 rpm
  (0.48 to 38.88 HP @ 100 rpm) } Depends upon Sizes

- Max. Bore : Upto 100 mm.

- Misalignment

  a) Parallel - 0.4 mm.
  b) Angular - 1°
  c) Axial - 1.5 mm

N-FLEX COUPLING

ELASTOMER INFORMATION

- Rathi is the only manufacturer, which produces its own rubber elements in a whole range of compounds, by conducting specific research and development into rubber engineering technology.
- By combining the benefits of this technology with mechanical expertise we can optimise power transmission solutions.
- Full laboratory control and a wide range of specialised equipments ensure high quality and consistency in product performance.
- Specialised compounds can be developed in our laboratories to meet specific requirements.
- The flexible elements are made of Nitrile rubber having following properties.
  - ✓ Working temperature of upto +80 ^{o}C.
  - ✓ Resistance to Grease, Oils & Hot water & abrasion is good.
  - ✓ It has good insulating property.
  - ✓ Is torsionally soft, supplied with 80^{o} shore hardness as standard.

N-FLEX COUPLING

STD. MATERIAL OF CONSTRUCTION

Component	Material
Part No. 1 – Hub	C.I. BS 1452-61 Gr. 14
Part No. 2 – Hub	C.I. BS 1452-61 Gr. 14
Part No. 3 – Jaw	C.I. BS 1452-61 Gr. 14
Part No. 4 – Hub	C.I. BS 1452-61 Gr. 14
Part No. 5 – Adapter	C.I. BS 1452-61 Gr. 14
Part No. 6 – Spacer	C.I. BS 1452-61 Gr. 14
Part No. 7 – Jaw Body	C.I. BS 1452-61 Gr. 14
Rubber Element	Nitrile Rubber
Allen Head Bolts	High Tensile, BS 1083 Gr. 12.9

SPECIAL FEATURES OF VARIOUS TYPES OF N-FLEX COUPLING

A. RN(B) TYPE (Refer fig. 1)

- Simple in construction. Consists of two hubs & Rubber elements.
- 'H' Shaped elements provides progressively increasing stiffness
- Economical for long run.
- Used for general applications.

B. RN(A) TYPE (Refer fig. 2)

- Simple in construction. Consists of two hubs & Rubber elements.
- Jaw hub is two parts this facilitates replacement of elements without disturbing the alignment.
- Economical for long run.
- Used for general applications.

C. RNS(H) TYPE (Refer fig. 3)

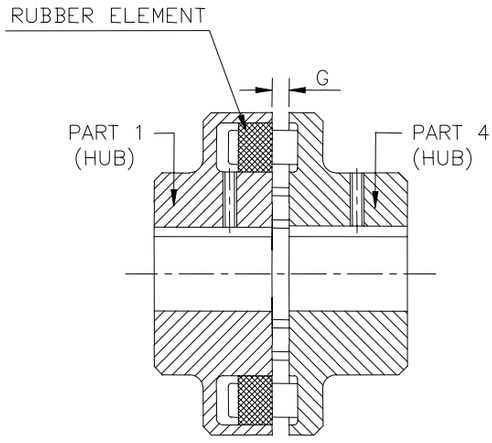
- Spacer type RN Coupling. Simple in construction.
- Spacer can be dropped out without disturbing the existing alignment.
- Suitable for 'Back pullout pumps' in which impeller can be dismantled without disturbing motor or pump from the base frame.

CONSTRUCTION DETAILS OF VARIOUS TYPES

A) Type – RN(B) Assly :- (Fig. 1)

Size - RN-68 to 250

Total = 11 sizes

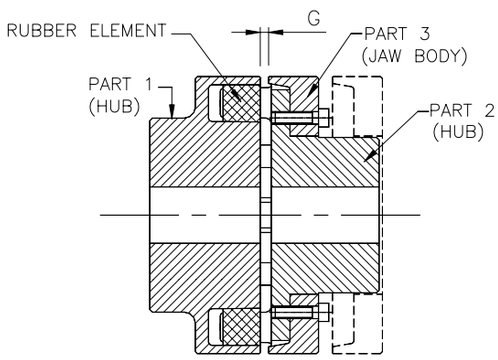


(Fig. 2)

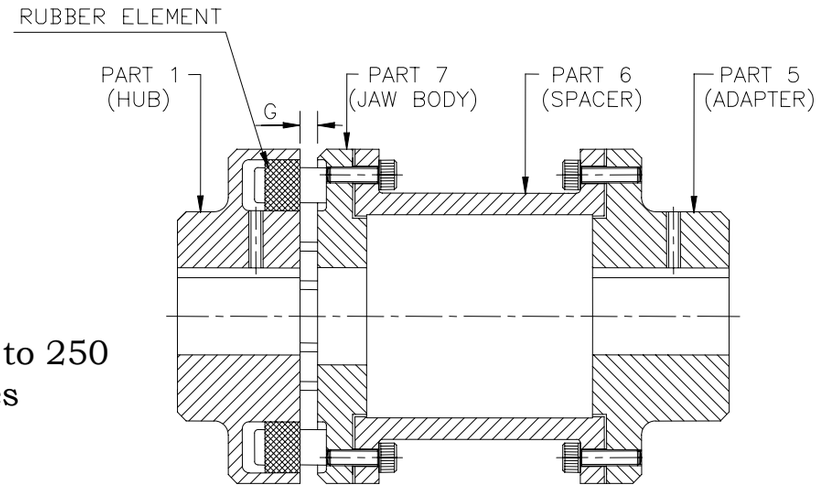
B) Type – RN(A) Assly :-

Size - RNA-110 to 250

Total = 8 sizes



C) Type – RNS(H) Assly :-



Size - RNS-80 to 250

Total = 11 sizes

RATINGS FOR STANDARD N-FLEX COUPLINGS

Coupling Size	Rated Torque			Rated Power			
	Nm	Kg-m	Lbs-in.	@100 RPM		@1500 RPM	
				kW	HP	kW	HP
68	34	3.5	301	0.36	0.48	5.4	7.2
80	60	6.1	531	0.63	0.84	9.45	12.6
95	100	10.2	885	1.1	1.48	16.5	22.1
110	160	16.3	1416	1.7	2.28	25.5	34.2
125	240	24.5	2124	2.5	3.35	37.5	50.3
140	360	36.7	3186	3.8	5.10	57	76.4
160	560	57.1	4956	5.9	7.91	88.5	118.7
180	880	89.7	7788	9.2	12.34	138	185.1
200	1340	136.6	11860	14	18.77	210	281.5
225	2000	203.9	17701	21	28.16	315	422.4
250	2800	285.5	24782	29	38.88	435	583.2

WEIGHT & MI. FOR RN - TYPE N-FLEX COUPLINGS

Couling Size	Approx Wt.	M.I. In kgm^2 (Approx.)	
		$W.R.^2$	GD^2
68	0.63	0.0003	0.0120
80	1.51	0.0012	0.0048
95	2.6	0.0027	0.0108
110	3.9	0.0055	0.0220
125	6.2	0.0107	0.0428
140	6.9	0.0140	0.0560
160	9.4	0.0250	0.1000
180	14.0	0.0450	0.1800
200	20	0.080	0.3200
225	24.5	0.135	0.5400
250	34	0.230	0.9200

Note: Weight & MI. are with medium sized Bores.

WEIGHT & MI. FOR RNS - TYPE N-FLEX COUPLINGS

Couling Size	SPACER LENGTH								
	Weight (kg)			W.R.^{2} (kgm^2)			GD^2 (kgm^2)		
	100	140	180	100	140	180	100	140	180
80	2.8	2.9	0	0.0014	0.0015	0.0000	0.0056	0.0060	0.0000
95	3.9	4.2	0	0.0028	0.0031	0.0000	0.0112	0.0124	0.0000
110	5.8	6.2	6.6	0.0056	0.0060	0.0064	0.0224	0.0240	0.0256
125	8.2	8.7	9.2	0.0099	0.0100	0.0110	0.0396	0.0400	0.0440
140	11.3	11.8	12.3	0.0180	0.0190	0.0200	0.0720	0.0760	0.0800
160	14.5	15.2	16	0.0300	0.0320	0.0340	0.1200	0.1280	0.1360
180	0.0	21.0	21.9	0.0000	0.0540	0.0580	0.0000	0.2160	0.2320
200	29.2	30.3	30.9	0.095	0.1	0.105	0.38	0.4	0.42
225	38.2	39	39.7	0.158	0.16	0.17	0.632	0.64	0.68
250	53.5	54.7	56.5	0.27	0.28	0.3	1.08	1.12	1.2

Note: Weight & MI. are with medium sized Bores.

APPLICATIONS OF N-FLEX COUPLING

N-FLEX COUPLINGS are suitable for general engineering applications requiring reliable power transmission, even under conditions of shaft misalignments, which are often unavoidable.

Typical applications of N-FLEX COUPLINGs are:

Agitators	Band Resaw (Lumber)
Barge Haul Puller	Beaters
Blowers	Bottling Machinery
Brew Kettles (distiling)	Can Filling Mach.
Car Dumpers	Car Pullers
Card Machine	Chiller (Oil)
Compressors	Conveyors
Cookers (Brewing, Distiling)	Cranes & Hoist
Crushers	Dredges
Dynamometer	Evaporators
Fans	Feeders
Filter,Press-oil	Generators
Hammer Mills	Kilns
Laundry Washers	Lumber Machinery
Machine Tools	Metal Forming Machines
Mills	Mixers
Paper Mills	Printing Presses
Pug Mill	Pumps
Rubber Machinery	Screens
Shredders	Steering Gears
Stokers	Suction Roll (Paper)
Textile Machinery	Tumbling Barrels
Windlass	Woodworking Machinery

HOW TO SELECT N-FLEX COUPLING

While selecting the coupling, first choose the type, which is based on application details like -

a) Type of driver & driven equipment
b) Type of load
c) Misalignment, temperature
d) Space limitations
e) Linear & torsional vibrations
f) Chemical or oil exposure

Then select the size of coupling for which information required is as stated below.

Requirements

Application: Driver -
Driven -

Application Rating : Power(kW) - Speed (rpm) -

Shaft Diameter: Drive M/c - Driven M/c -

Distance between shaft ends (DBSE) if reqd.:
Service Factor (S.F.) required/recommended:

Selection Procedure

(a) Service Factor

Determine appropriate SERVICE FACTOR from table A if not given as above with the application details.

(b) Design Power

Multiply running power of driven machinery by the service factor. This gives DESIGN POWER, which is used as a basis for coupling selection.

(c) Coupling Size

Refer to rating table for your required coupling size and read from the appropriate speed column until a power equal to or greater than the DESIGN POWER is found.

(d) Bore size

Refer respective coupling dimensional table to check that the required bores can be accommodated. If bore size of selected coupling can't accommodate the shaft size, then go for next coupling size where shaft size can be accommodated.

TYPICAL SERVICE FACTORS

Determination of service factors depends on torque fluctuations, duration of operation, misalignment, type of application, rotating speed, no. of start-stops, no. of load/speed reversals, etc.

From experience, typical service factors recommended for different applications are:

SERVICE FACTOR TABLE A

DRIVEN MACHINE CLASS	TYPE OF DRIVING UNIT		
	Electric motor, steam turbine	Multi cylinder IC engine or steam engine or water turbine	Single cylinder IC engine or steam engine
UNIFORM Agitators, Brewing machinery, Centrifugal Blowers, Conveyors, Centrifugal fans and pumps, Generators, Sewage disposal equipments, Evaporators, Feeders, Textile machines, Wood working machines.	1.00	1.25	1.50
MODERATE SHOCK Clay working machinery, Crane Hoists, Laundry machinery, Machine Tools, Rotary mills, Paper mill machinery, Non-uniformly loaded centrifugal pumps, Rotary screens, Centrifugal compressors, Shredders, Printing presses, Oil industry, Mixers, Food industry, Beaters, Bucket elevators, Gear pumps, Wood working machinery, Textile machinery.	1.25	1.50	2.0
HEAVY SHOCK Reciprocating conveyors, Crushers, Shakers, Metal mills, Rubber machinery (Banbury mixers & mills), Reciprocating compressors, Welding sets, Freight & passenger elevators, Cooling tower fans, Hammer mills, Reciprocating pumps, Vibrating screens, Winches, Wire drawing machines.	1.75	2.00	2.5

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N-FLEX COUPLING

FINISH BORE & KEYWAY PROCEDURE

1. Rathi couplings are supplied with pilot bore unless ordered for finish bore. They should be bored to reqd. finish bore sizes with reference of the outside diameter (OD) of coupling i.e. pilot bored coupling to finish bore size by truing the outside dia. of the coupling & not the hub dia. (Refer fig. A)

2. Clamp on the hub dia. on lathe and true the coupling OD. Maintain concentricity of finish bore w.r.t. coupling OD within 0.05 mm.

3. Unless otherwise specified, std. tolerance of H7 for Finish bore and Js9 for keyway width will be supplied.

4. Use dial bore gauge or plug gauge for respective bore size. (If plug gauge is used then ensure that Go end of gauge will pass straight way through out bore length.)

5. Make chamfer of reqd. size on both the sides of bore.

6. Keyway to be done on slotting m/c. or broaching m/c. Mark the keyway centre line such that key should come between two jaws in N-Flex hubs and between two holes in coupling adapters. (Refer fig. B)

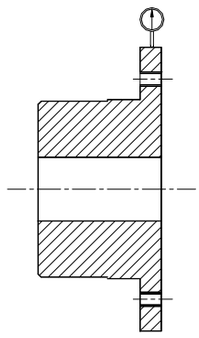
7. Keyway shift from marked keyway centre line should be within 0.1 mm.

8. A tapped hole is provided on the hub at keyway location to hold (lock) the key in shaft-hub with a set screw of suitable size. This tapping is generally provided at midpoint of the length through bore distance. If it is not possible to use set screw at midpoint, suitable distance nearer to midpoint of the length through bore is provided. (Refer fig. C)

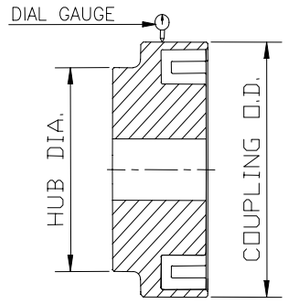
9. Use appropriate set screw to ensure effective locking of the key.

FINISH BORE & KEYWAY PROCEDURE

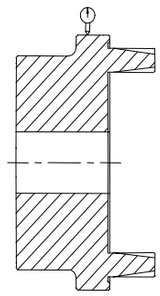
FINISH BORE TO BE DONE W.R.T. COUPLING OD (FIG.A)



RN PART NO. (2)



RN PART NO.(1)



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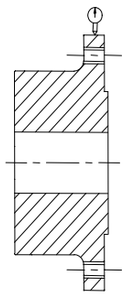
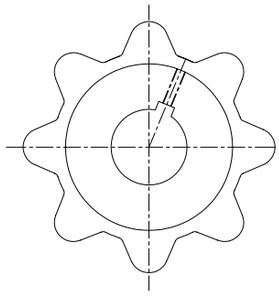


RN PART NO.(5)

LOCATION OF KEYWAY (FIG. B)



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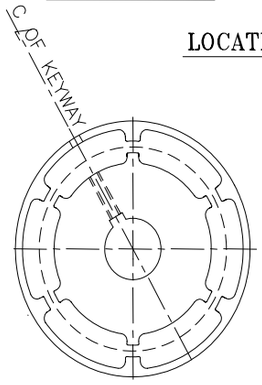
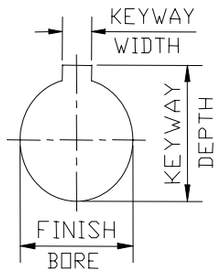
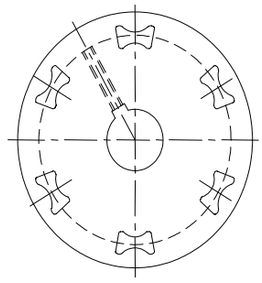


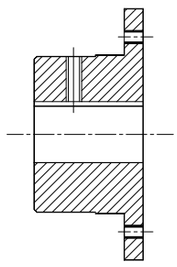
RN PART NO.(1)





RN PART NO.(4)

LOCATION OF SET SCREW HOLE (FIG. C)



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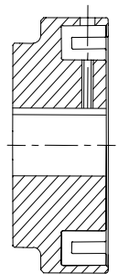

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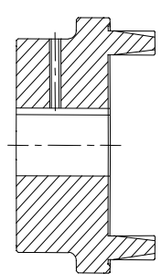

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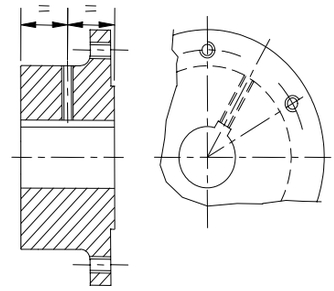
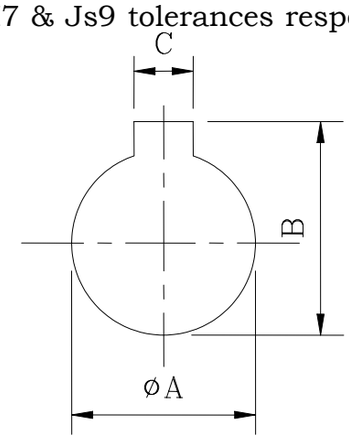


RN PART NO.(5)

STANDARD TOLERANCES FOR FINISH BORE & KEYWAY

Unless otherwise specified, couplings are supplied with finish bores & keyways in H7 & Js9 tolerances respectively & are as per ISO 286-2:1988 standard.



∅A - Bore

B - Keyway Depth

C - Keyway Width

Bore Size (mm.)		H7 For Bores (mm.)	Js9 For Keyway Width (mm.)	For Keyway Depth (mm.)
Above	Upto & including			
3	6	+ 0.012 0	± 0.015	+ 0.1 0
6	10	+ 0.015 0	± 0.018	
10	18	+ 0.018 0	± 0.021	
18	30	+ 0.021 0	± 0.026	+ 0.2 0
30	50	+ 0.025 0	± 0.031	
50	80	+ 0.030 0	± 0.037	
80	120	+ 0.035 0	± 0.043	
120	180	+ 0.040 0	± 0.050	+ 0.3 0
180	250	+ 0.046 0	± 0.057	
250	315	+ 0.052 0	± 0.065	+ 0.4 0
315	400	+ 0.057 0	± 0.070	
400	500	+ 0.063 0	± 0.077	+ 0.5 0

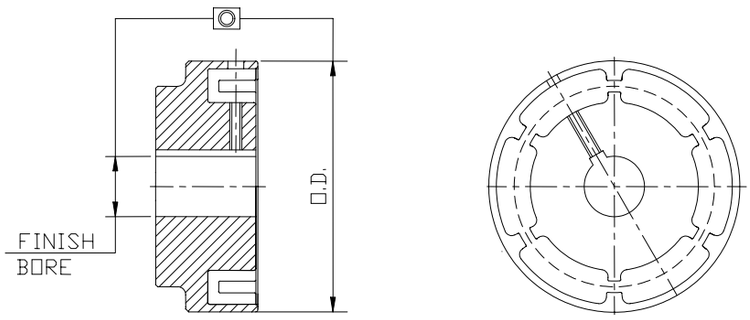
N-FLEX COUPLING

INSTALLATION & ASSEMBLY INSTRUCTIONS

(A) BEFORE INSTALLATION

a. After removing the coupling from packing, thoroughly inspect to ensure that they are as ordered & there no is transit damage or loss.
b. Remove protective coating/lubricant from bores & keyways. Remove all the bolts & nuts and dismantle the assembly.
c. Follow instruction given on page no. 14, if couplings are pilot bored. (Fig. 1)

Fig. 1

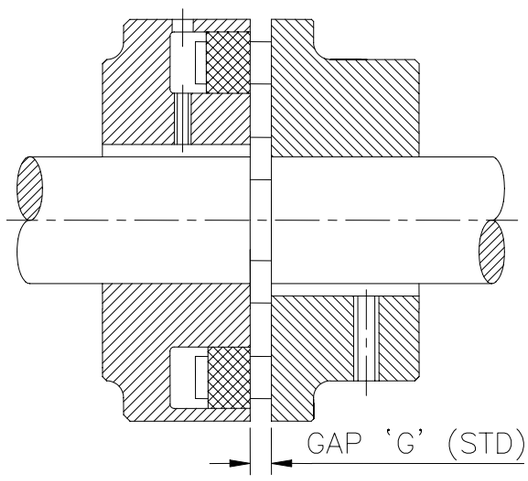


(B) MOUNTING PROCEDURE

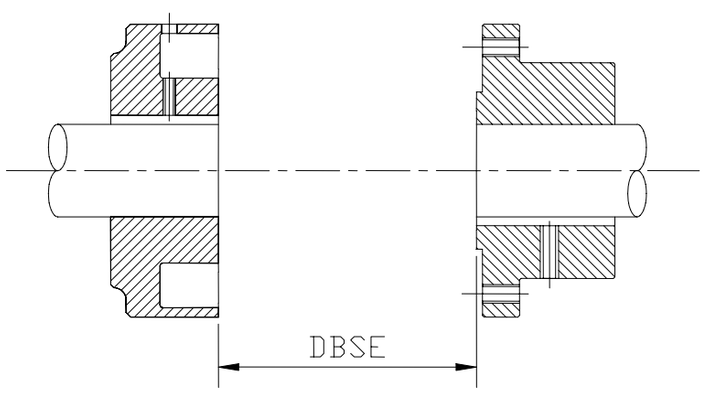
1) Mount hubs/adapters on their respective shafts with keys such that the shaft ends are flush with inner face of the adapter & tighten the set screw over the keys.
2) Insert the rubber element in slots provided in the part no. 1 (Hub).
3) Bring both the hubs closer so as to maintain gap `G' as shown in fig. 2a. Value of gap 'G' is given in table B2.
4) In case of Non-spacer couplings (i.e. RN type) the distance between shaft end (DBSE) is equal to the total length of the coupling less length through bore of both the hubs. In case of spacer type of couplings, the spacer assembly length is normally equal to the distance between shaft ends of the equipments. Refer fig.2b.

.....Contd. on next page

(a) IN CASE OF NON SPACER COUPLING (FIG. 2a)



(b) IN CASE OF SPACER COUPLING (FIG. 2b)



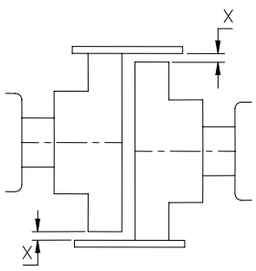
5) For normal applications the shaft ends should be flush with inner face of hub/adapter, they can protrude beyond the inner face of hub/adapter or remain inside if reqd. but sufficient gap should be allowed to take care of end float of both shafts (i.e. axial misalignment)

Ensure that the effective length of key is sufficient to transmit the rated torque of the coupling.

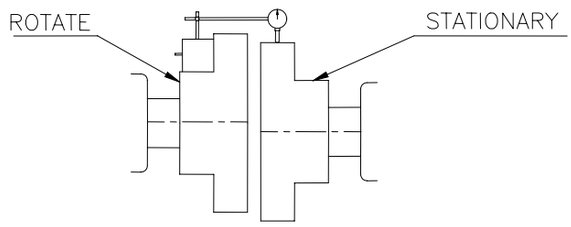
(C) ALIGNMENT PROCEDURE

Alignment procedure is given separately for each type of alignment for simplicity. However combination of all three types of misalignments may be present at the same time.

(I) CHECKING PARALLEL/RADIAL ALIGNMENT (FIG. 3)

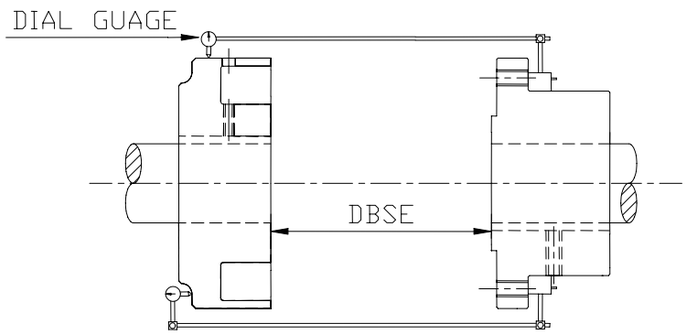


(fig 3a)



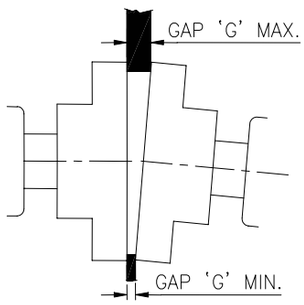
(fig 3b)

- Using straight edge (fig 3a): Align straight edge on OD of one half measure gap 'X' at 4 places 90° apart without rotating shafts. Gap 'X' should be less than the allowable initial parallel misalignment (P) mentioned in Table 'B1' (page 22).
- Using dial gauge (fig 3b): Fix dial gauge on the hub of one of the half & set plunger on the OD of another half. Rotate the coupling slowly to one complete revolution by taking dial gauge reading at 4 places 90° apart. The parallel misalignment is half of the Total Indicated Reading (TIR) of dial gauge which should not exceed the value 'P' given in Table 'B1'.
- Follow the same procedure in case of spacer coupling as shown in fig. 3c.

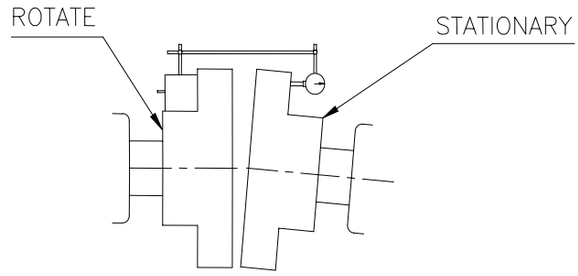


(fig. 3c)

(II) CHECKING ANGULAR ALIGNMENT (FIG. 4)

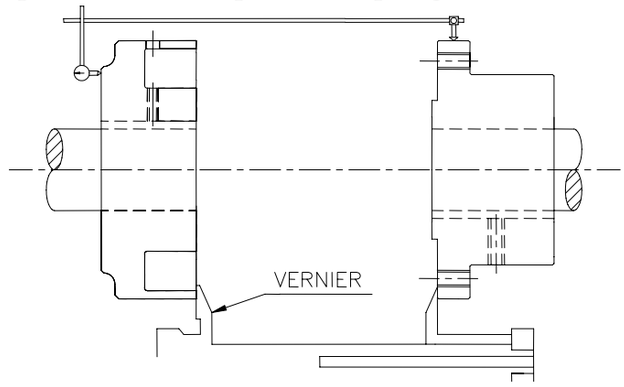


(fig. 4a)



(fig. 4b)

- Using feeler gauge (fig 4a) : Measure gap 'G' at 4 places 90° apart without rotating shafts. The difference in maximum & minimum gap will be the Total Indicated Reading (TIR), which will be the angular misalignment present (Refer Table 'B1' for allowable TIR values in mm).
- The values for deviation in standard gap i.e. angular misalignment should be within the limits as shown in table 'B1' & 'B2' on page nos. (22) & (23) respectively.
- Using dial gauge (fig 4b) : Fix the dial gauge on hub OD of one of the halves & set plunger on the face of the another half as shown. Rotate the coupling slowly to one complete revolution by taking dial readings at 4 intervals 90° apart. The Total Indicated Readings (TIR) will be the angular misalignment (Refer Table 'B1').
- Follow the same procedure for spacer couplings as shown in fig. 4c.



(fig . 4c)

III) CHECKING AXIAL MISALIGNMENT (End-Float)

- Deviation from standard DBSE due to axial movement of shaft is defined as axial misalignment (End float). [For normal applications the shaft ends should be flushed with inner face of hub/adapter. In some special cases the shaft ends may protrude beyond the inner face of hub/adapter or may remain inside if required.]
- The distance between two faces of coupling halves is to be maintained as specified. The variation in this distance should not exceed the permissible initial axial misalignment given in table 'B1'. (Refer Fig. 2a, 2b)

- Repeat the above steps until the required permissible initial misalignment limits are achieved. Tighten foundation/base frame bolts & ensure the tightening of set screws over keys.

IMPORTANT - The misalignment capabilities shown in drawings & product literature allow for dynamic conditions & variations. For optimum service from the coupling, the installation misalignment (initial misalignment) should not be more than 25% of the maximum allowable misalignment limits. Allowance should be made for any anticipated movements, which will occur during operation (e.g. thermal movements)

N-FLEX COUPLING

TABLE B1

SR NO	COUPLING SIZE	PERMISSIBLE INITIAL MISALIGNMENT				GAP 'G' (mm)
		Angular		Axial mm	Parallel / Radial (mm) P'	
		Degree	Total Indicated Reading (TIR) (mm)			
1	68	0.25°	0.3	± 0.375	±0.1	2-4
2	80	0.25°	0.35	± 0.375	±0.1	2-4
3	95	0.25°	0.415	± 0.375	±0.1	2-4
4	110	0.25°	0.48	± 0.375	±0.1	2-4
5	125	0.25°	0.545	± 0.375	±0.1	2-4
6	140	0.25°	0.61	± 0.375	±0.1	2-4
7	160	0.25°	0.697	± 0.375	±0.1	2-6
8	180	0.25°	0.785	± 0.375	±0.1	2-6
9	200	0.25°	0.872	± 0.375	±0.1	2-6
10	225	0.25°	0.981	± 0.375	±0.1	2-6
11	250	0.25°	1.090	± 0.375	±0.1	3-8

Note: For permissible maximum misalignments, refer table 'B2'.

N-FLEX COUPLING

TABLE B2

SR NO	COUPLING SIZE	PERMISSIBLE MAXIMUM MISALIGNMENT				GAP 'G' (mm)
		Angular		Axial (mm)	Parallel / Radial (mm)'P'	
		Degree	Total Indicated Reading (TIR)(mm)			
1	68	1.0°	1.2	± 1.5	±0.4	2-4
2	80	1.0°	1.4	± 1.5	±0.4	2-4
3	95	1.0°	1.66	± 1.5	±0.4	2-4
4	110	1.0°	1.92	± 1.5	±0.4	2-4
5	125	1.0°	2.18	± 1.5	±0.4	2-4
6	140	1.0°	2.44	± 1.5	±0.4	2-4
7	160	1.0°	2.79	± 1.5	±0.4	2-6
8	180	1.0°	3.14	± 1.5	±0.4	2-6
9	200	1.0°	3.49	± 1.5	±0.4	2-6
10	225	1.0°	3.92	± 1.5	±0.4	2-6
11	250	1.0°	4.36	± 1.5	±0.4	3-8

Note : For permissible initial misalignments, refer table 'B1'.

(D) ASSEMBLY PROCEDURE

After ensuring that the equipments are aligned properly, follow the instructions as given below for assembly of couplings.

1) Insert rubber elements in the slot provided in hub (part 1)
2) Insert Jaw body (part 7) in hub (part 1) as shown in fig. A. Insert spacer in between Jaw body & Adapter (part 5).
3) Assemble the spacer with Adapter & tighten all Allen Head bolts as shown in fig. B. (Refer Table C on page no. 25 for tightening torque)
4) Insert step of Jaw body in the spacer & tighten the Allen Head bolts.
5) After complete assly. check gap 'G' as given in table B1 & B2.
6) Tighten all fasteners of foundation, base frame and install protective guards as reqd. from the point of safety.

Fig. A

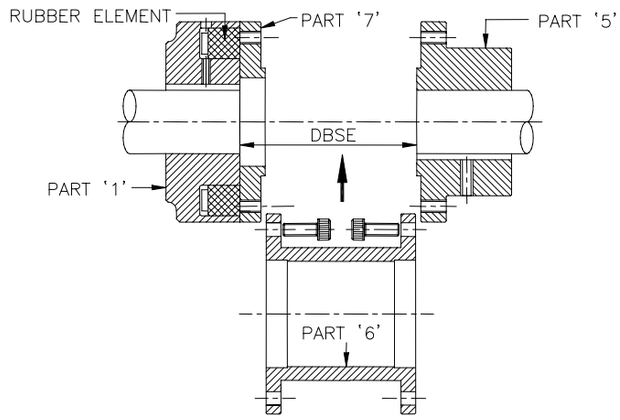
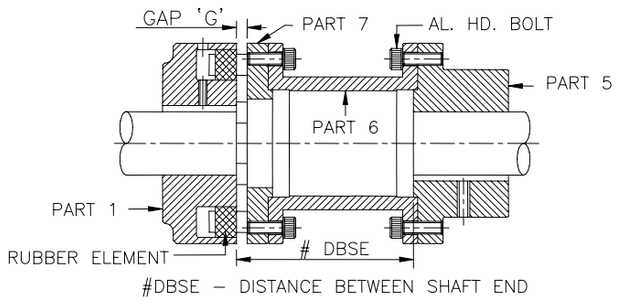


Fig. B



IMPORTANT: If the coupling is supplied with dynamic balancing, ensure that the match marks (e.g. nos., alphabets) are in straight line & unidirectional before bolting the spacer assembly with both the adapters. It is applicable to non-spacer couplings where match marks on hubs / adapters have to be matched.
The necessity of shields and guards varies with individual installations. The owner or user must provide the required safety guards. Safety guards or shields are not in our scope of supply.

TABLE C

RECOMMENDED TIGHTENING TORQUE

SR NO	COUPLING SIZE	BOLT SIZE	TIGHTENING TORQUE (Nm)
1	68	-	-
2	80	M6	12.8
3	95	M6	12.8
4	110	M8	31.2
5	125	M8	31.2
6	140	M10	61.6
7	160	M10	61.6
8	180	M10	61.6
9	200	M12	101.25
10	225	M12	101.25
11	250	M16	247.5

COMPETITORS FOR N-FLEX COUPLING

SR	COMPETITOR	MAX KW @ 100 rpm	MAX. BORE (mm.)
1	Flender N-Eupex Type 'B' (GERMANY)	41	110
2	Flender N-Eupex Type 'H' (GERMANY)	29	100
3	Fenner's Type 'HRC' (ENGLAND)	33	115
4	Rathi Jaw-Flex Type 'L/SW/RRS' (INDIA)	5.6	75

EQUIVALENT RATHI N-FLEX TYPE-RN COUPLINGS FOR FLENDER N-EUPEX TYPE 'B' COUPLINGS

Flender N-eupex				Rathi N- Flex			
Coupling Size	kW @ 100 rpm	Max. bore (mm)		Coupling Size	kW @ 100 rpm	Max. bore (mm)	
		Part 1	Part 4			Part 1	Part 4
B-58	0.2	19	24	--	--	--	--
B-68	0.36	24	28	RN-68	0.36	24	28
B-80	0.63	30	38	RN-80	0.63	30	38
B-95	1.10	42	42	RN-95	1.1	42	42
B-110	1.7	48	48	RN-110	1.7	48	48
B-125	2.5	55	55	RN-125	2.5	55	55
B-140	3.8	60	60	RN-140	3.8	60	60
B-160	5.9	65	65	RN-160	5.9	65	65
B-180	9.2	75	75	RN-180	9.2	75	75
B-200	14	85	85	RN-200	14	85	85
B-225	21	90	90	RN-225	21	90	90
B-250	29	100	100	RN-250	29	100	100
B-280	41	110	110	--	--	--	--

Note: Above selection is done on the basis of Rating & Max. Bores.

EQUIVALENT RATHI N-FLEX TYPE-RNS COUPLINGS FOR FLENDER N-EUPEX TYPE 'H' COUPLINGS

Flender N-eupex				Rathi N- Flex			
Coupling Size	kW @ 100 rpm	Max. bore (mm)		Coupling Size	kW @ 100 rpm	Max. bore (mm)	
		Part 1	Part 5			Part 1	Part 5
H-80	0.63	30	32	RNS-80	0.63	30	32
H-95	1.1	42	42	RNS-95	1.1	42	42
H-110	1.7	48	48	RNS-110	1.7	48	48
H-125	2.5	55	55	RNS-125	2.5	55	55
H-140	3.8	60	60	RNS-140	3.8	60	60
H-160	5.9	65	65	RNS-160	5.9	65	65
H-180	9.2	75	75	RNS-180	9.2	75	75
H-200	14	85	85	RNS-200	14	85	85
H-225	21	90	90	RNS-225	21	90	90
H-250	29	100	100	RNS-250	29	100	100

Note : Above selection is done on the basis of Rating & Max. Bores.

EQUIVALENT RATHI N-FLEX TYPE-RN COUPLINGS FOR FENNER TYPE-HRC COUPLINGS

Fenner 'HRC'			Rathi N- Flex			
Coupling Size	kW @ 100 rpm	Max. bore (mm)	Coupling Size	kW @ 100 rpm	Max. bore (mm)	
					Part 1	Part 4
70 B	0.33	32	RN-95	1.1	42	42
90 B	0.84	42	RN-95	1.1	42	42
110 B	1.68	55	RN-125	2.5	55	55
130 B	3.3	60	RN-140	3.8	60	60
150 B	6.28	70	RN-180	9.2	75	75
180 B	9.95	80	RN-200	14	85	85
230 B	20.9	100	RN-250	29	100	100
280 B	33	115	--	--	--	--

Note: Above selection is done on the basis of Rating & Max. Bores.

EQUIVALENT RATHI N-FLEX TYPE-RN/ RNS COUPLINGS FOR RATHI JAW-FLEX TYPE-L/ SW/ RRS COUPLINGS

Rathi 'Jaw-Flex				Rathi N- Flex			
Coupling Size	kW @ 100 rpm	Bore (mm)		Coupling Size	kW @ 100 rpm	Max. bore (mm)	
		Min.	Max.			Part 1,5	Part 4
L/SW 075	0.1	9	22	RN-68	0.36	24	28
L/SW/RRS 095	0.22	10	28	RN/RNS-80	0.63	30*	38
L/SW/RRS 099	0.37	10	30	RN/RNS-80	0.63	30*	38
L/SW/RRS 100	0.49	10	38	RN/RNS-95	1.1	42	42
L/SW/RRS 110	0.93	15	42	RN/RNS-95	1.1	42	42
L/SW/RRS 150	1.49	15	48	RN/RNS-110	1.7	48	48
L/SW/RRS 190	2.01	15	60	RN/RNS-140	3.8	60	60
L/SW/RRS 225	2.76	15	65	RN/RNS-160	5.9	65	65
L/SW/RRS 226	3.43	25	70	RN/RNS-180	9.2	75	75
L/SW 276	5.6	25	75	RN-180	9.2	75	75
L/SW/280	8.2	30	80	RN/RNS-200	14	85	85
L/SW/295	13.4	30	95	RN/RNS-250	29	100	100

Note:
* Max. bore for Part 5 = 32 mm.
Above selection is done on the basis of Rating & Max. Bores.