

Types AGF and ALF Overrunning Clutch Couplings

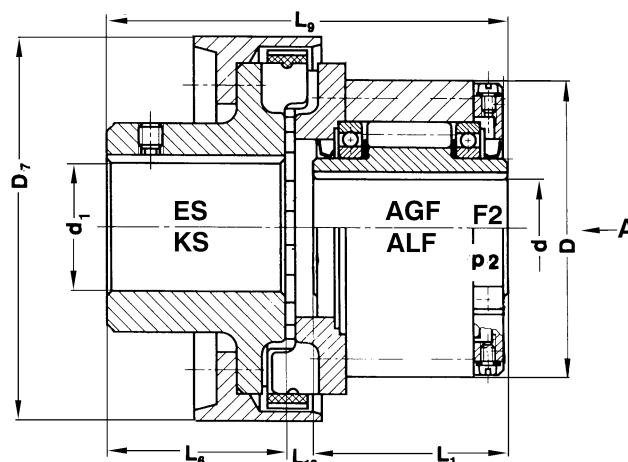
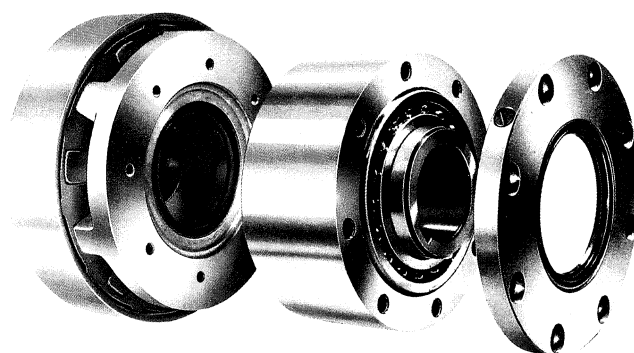


Roller Ramp Clutch complete with one bearing support and lubrication system combined with rubber element flexible coupling for shaft-to-shaft drives.

These clutch couplings consists of AGF/ALF type roller ramp clutches fitted with F2 end flange for lubricating, combined with a high speed rubber element coupling. Dependent on torque requirements two sizes of coupling are available for most clutches.

These clutch couplings are to connect shafts used with overrun applications. The rubber flexible element reduces vibration and compensates for alignment errors up to 0.7° angular ±1.0mm axial and 0.5% coupling dia. (D7) parallel. Only maintenance of oil levels in the clutch (including filling before use) is required. If required, rubber elements can be replaced with coupling in situ (except sizes 4SF & 6.3SF). Two sizes of couplings are available, the smaller ES series being most popular, with KS series used for higher torque applications. Two series of clutches are available; AGF (std. stock to 60mm) with F2 flanges with lip seals limiting speeds, or ALF series with P2 flanges using 'V' ring face seals for higher overrun speeds. Selection of clutch coupling should always be made so the coupling shaft overruns. For high speed continuous overrun applications, clutches with centrifugal lift-off sprags should be considered - refer page 21.

All freewheel couplings are typically used on fans, pumps, starter drives, Sunday drives and dual drive conveyors.



Coupling Clutch Size ⁽¹⁾	Flexible Coupling Ref.	Coupling Torque Rating TR ⁽⁴⁾	Clutch Nominal Torque TN ⁽⁴⁾	Max ⁽²⁾ Overrun Speed Coupling	Max ⁽²⁾ Overrun Speed Clutch	Clutch Bore Dia.	Coupling Bore ⁽³⁾		Dimensions mm						Approx. Weight
							Min	Max	Dh7	D7	L1	L6	L9	L13	
AGF 12-ES	4SF	63	44	4700	3100	12	10	35	62	70 *	42	40	99	17	2.1
AGF 15-ES	4SF	63	100	4400	2800	15	10	35	68	70 *	52	40	110	18	2.5
AGF 20-ES	4SF	63	145	4100	2400	20	10	35	75	70 *	57	40	116	19	2.7
AGF 20-KS	10SF	160	145	4100	2400	20	12	45	75	113	57	48	124	19	3.8
AGF 25-ES	6.3SF	100	230	3800	1600	25	12	40	90	82 *	60	45	123	18	4.2
AGF 25-KS	10SF	160	230	3800	1600	25	12	40	90	114	60	45	127	19	4.4
AGF 30-ES	10SF	160	400	2800	1300	30	12	45	100	114	68	48	134	18	5.0
AGF 30-KS	16SF	250	400	2800	1300	30	12	50	100	127	68	52	140	20	5.9
AGF 35-ES	16SF	250	580	2600	1200	35	12	50	110	127	74	52	144	18	6.6
AGF 35-KS	25SF	400	580	2600	1200	35	15	55	110	143	74	57	155	24	8.1
AGF 40-ES	25SF	400	820	2300	850	40	15	55	125	143	86	57	164	21	9.1
AGF 40-KS	40SF	630	820	2300	850	40	18	60	125	158	86	61	173	26	11.4
AGF 45-ES	40SF	630	900	2200	740	45	18	60	130	158	86	61	173	26	11.3
AGF 45-KS	63SF	1000	900	2200	740	45	20	70	130	181	86	67	186	33	13.3
AGF 50-ES	63SF	1000	1700	1950	580	50	20	70	150	181	94	67	193	34	16.7
AGF 50-KS	100SF	1600	1700	1950	580	50	28	75	150	202	94	75	210	41	19.1
AGF 55-ES	100SF	1600	2100	1800	550	55	28	75	160	202	104	75	216	37	20.4
AGF 60-ES	100SF	1600	2800	1700	530	60	28	75	170	202	114	75	227	38	24.0
AGF 60-KS	160SF	2500	2800	1700	530	60	32	80	170	230	114	82	243	47	27.1
AGF 70-ES	160SF	2500	4600	1600	500	70	32	80	190	230	134	82	262	46	32.5
AGF 70-KS	250SF	4000	4600	1600	500	70	38	90	190	257	134	89	278	55	40.4
AGF 80-ES	250SF	4000	6800	1500	480	80	38	90	210	257	144	89	285	52	44.2
AGF 80-KS	400SF	6300	6800	1500	480	80	45	100	210	294	144	97	305	64	57.0
AGF 90-ES	400SF	6300	11600	1300	450	90	45	100	230	294	158	97	320	65	65.0
AGF 90-KS	630SF	10000	11600	1300	450	90	65	120	230	332	158	116	347	73	87.0
AGF 100-ES	630SF	10000	16000	1100	350	100	65	120	270	332	182	116	361	63	104.0
AGF 100-KS	1000SF	16000	16000	1100	350	100	80	140	270	382	182	140	386	64	131.0
AGF 130-KS	1600SF	25000	25000	900	250	130	90	160	310	432	202	160	458	96	196.0
AGF 150-ES	1600SF	25000	56000	700	200	150	90	160	400	432	246	160	493	87	282.0

- For clutch sizes AGF12 to 60, type ALF can be supplied to order, for oil lubricated clutches where higher overrun speeds are required.
- For oil bath lubrication.
For grease lubrication x0.5.
- When ordering please state bore diameter, keyway and setscrew requirements for coupling half. Also indicate direction viewed from 'A' towards F2.
"R" - inner race overruns clockwise direction.
"L" - inner race overruns anticlockwise direction.

Clutch keyways all to DIN 6885 Sht. 1.

- For applications where clutch is normally overrunning, such as starter drives, selection is controlled by coupling torque rating TR which should never be less than max. starting torque. For constant drive applications selection is dependent on peak torques seen by coupling and selection is by service factor. All shafts should be manufactured to h6 or j6 tolerances. Prior to assembly align shafts accurately to minimise couplings loads. All couplings are intended for horizontal application. For other requirements consult Clutch Technical Department.

*Dimension without retaining cap.

Tel +44 121 360 0155

Fax +44 121 325 1079

Email sales@crossmorse.com