

DOCUMENTATION SHEET

Propulsion Equipment  
Type Single marine coupling

MARINE  
COUPLING

**General**

Pre-compressed rubber blocks form the basis of all flexible coupling designs. The blocks accommodate movement in all directions, making couplings exceptionally tolerant of relative propeller shaft displacements in combination with flexible mounted propulsion engine and providing controlled damping of torsional vibration excitation.

**Advantages of a flexible marine coupling:**

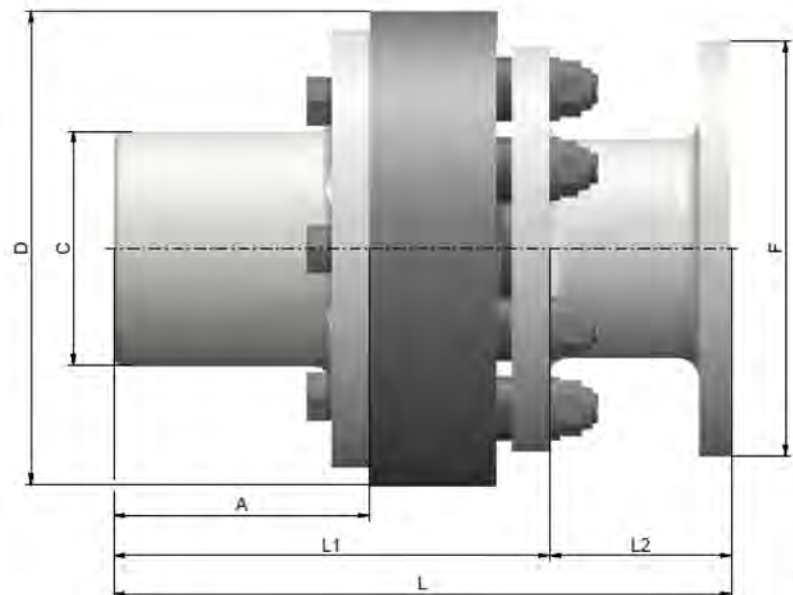
- Reduction of torque fluctuations
- Damping of torsional vibrations
- Reduction of resonance symptoms
- Compensating of radial, axial and angular shaft displacements
- Isolation of vibration and noise transmission

**Specification**

The flexible couplings are standard manufactured in steel and seawater resisting aluminum. Other materials e.g. non-magnetic stainless steel can be supplied if required. They can be supplied with or without propeller thrust capacity and will maintain drive in the event of damage occurring to the rubber elements. All flexible marine couplings can be supplied with an adaptor flange or adaptor shaft, to fit any available reduction gearboxes brand worldwide. In addition to the standard range, heavy duty and special couplings can be made to meet particular requirements .



Single marine coupling

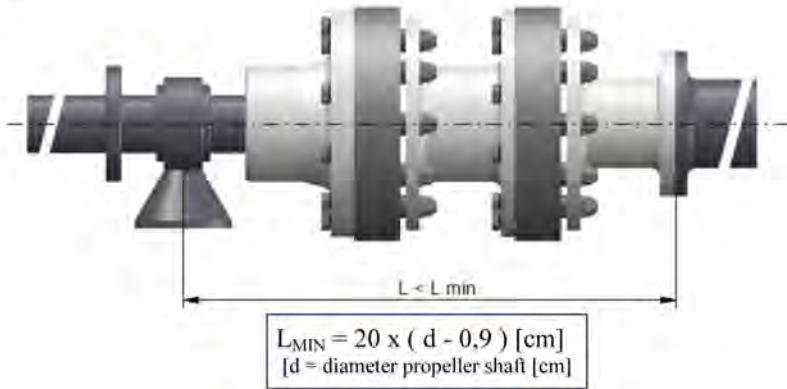


DIMENSIONS



### Selection

When using a "Twin" coupling, the free shaft end—the distance between the output flange of reverse gear and the centre of the first propeller shaft bearing - is less than the minimum required length  $L_{MIN}$ . The first propeller shaft bearing should be positioned directly behind the coupling.



The characteristics table is ideal for initial selection; however, it is advisable to seek expert advice before finalizing an installation design. Rubber Design is eager to support you by making calculations as a service, to ensure a proper functioning system.

	Dimensions [mm]							Nominal torque [kNm]	Max Torque [kNm]	Max Thrust capacity [kN]	Max Speed [rpm]			
	A	C	D	L1	L2	F	L							
ERD 202	100	90	220	391	To be determined	To be determined	L1 + L2	0,75	2,25	n.a.	4500			
ERD 203	115	105	245	416				1,25	3,75	n.a.	4050			
ERD 204	150	130	295	461				2,20	6,60	n.a.	3375			
ERD 205	160	145	345	481				3,35	10,05	n.a.	2900			
ERD 206	175	160	345	506				4,05	12,15	n.a.	2900			
ERD 207	180	170	370	630				5,60	16,90	n.a.	2700			
ERD 208	180	180	395	681				7,30	21,90	n.a.	2475			
ERD 209	235	200	445	741				11,2	33,60	n.a.	2250			
ERD 210	240	220	445	860				16,2	48,60	n.a.	2250			
ERD 211	245	240	490	870				24,5	73,50	n.a.	2025			
ERD 212	290	275	600	875				40,5	121,50	n.a.	1650			
ERD 213	295	335	685	1014				60,47	181,40	n.a.	1400			
ERD 214	350	375	825	1075				88,20	264,60	n.a.	1200			
ERD 215	Under construction							119,50	358,60	n.a.	1000			

### CHARACTERISTICS

### Engineering

CAD drawings (2D/3D) of the flexible marine couplings are available in different formats so that this geometry can be easily imported into the CAD drawing of the complete propeller shaft installation. All flexible marine couplings can be delivered with the required classification approval.

### Remarks

It is our intention to maintain the excellent standard of our products. Modifications and improvements may be made from time to time and it is therefore advisable to contact us before ordering.

MARINE COUPLING



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