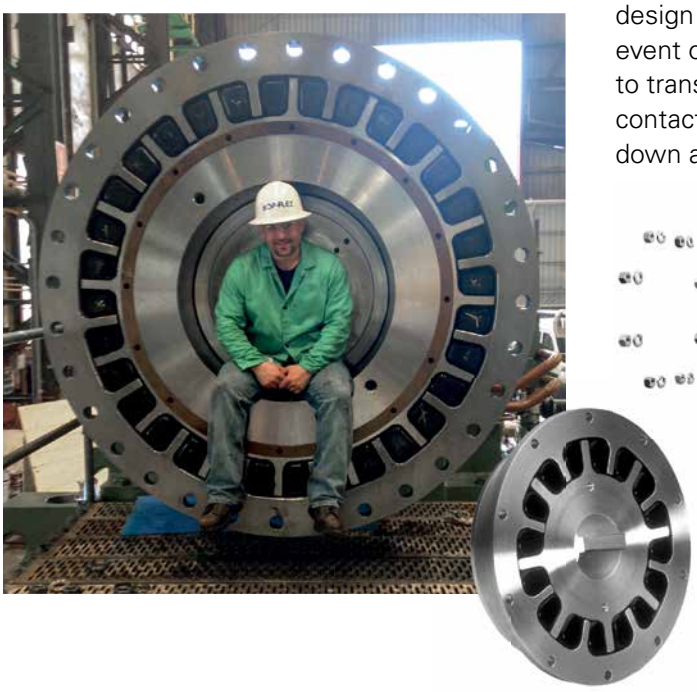
KOP-FLEX®

MAX-C® RESILIENT COUPLING

If you have an application where a gear coupling won't cut it or if your equipment is experiencing vibration problems, gearbox damage or lubrication issues, consider Kop-Flex® Max-C® resilient couplings. Max-C couplings are flexible and nonlubricated, and transmit high levels of torque and cushions system shock while accommodating misalignment. The Max-C coupling is designed to handle severe torque fluctuations, as well as applications featuring the starting and stopping of high inertia machinery and shock and impact loading.



DESIGNED FOR HIGH TORQUE TRANSMISSION

MAX-C® couplings are made of three components: an outer sleeve, inner flex hub and resilient drive blocks. When assembled, the flex hub and sleeve form cavities into which specially designed, elastomer blocks are placed. The elastomer blocks are incompressible but pockets allow block deformation under torque. The cavities are completely filled only under conditions of extreme overload. This results in the coupling's ability to carry high loads with the necessary resilience for continual, smooth power transmission without lubrication.

The hub and sleeve blades feature an interlocking design that is inherently fail-safe. In the unlikely event of a block failure, the coupling will continue to transmit torque through metal-to-metal contact of the blades until the equipment is shut down and the blocks are replaced.

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MAX-C® COUPLING

Benefits

- Elastomer blocks transmit high levels of torque and cushion system shock
- Low maintenance – never needs lubrication
- Operates in hot, wet, gritty environments and other difficult conditions
- Standard 1- year warranty from date of shipment

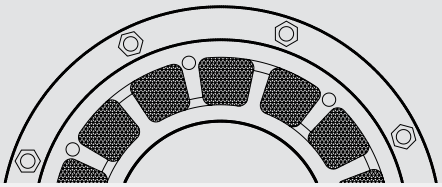
3 Types: Select a MAX-C® coupling based on your application needs and specific requirements regarding torsional stiffness or damping.

K2

- Urethane wedged blocks for greater service life
- High torque ratings and large bore capacity
- Appropriate for high shock and general duty industrial applications
- Can be used as a nonlubricated replacement for many gear couplings in heavy-duty service
- Used on electric motor cars, pumps, feed rolls, fans, conveyors, bow thrusters and manipulators
- Sold from catalog, off-the-shelf with rework or finish bored to order

WB

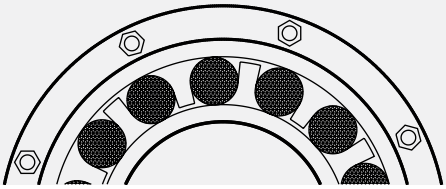
- Wedge-shaped rubber, nitrile or SBR blocks in various hardnesses – typically custom-engineered per application
- Used on synchronous and variable frequency motors, driving compressors, kiln drives, steel mill main drives, crushers, ID and FD fans
- Wide range of sizes and torque capacities

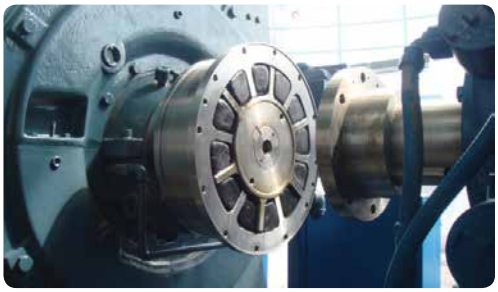


CB

- Cylindrical-shaped rubber, nitrile or SBR blocks in various hardnesses – typically custom-engineered per application
- Used in diesel engines, driving generator sets, fire pumps, torque converters, marine drives, drill rigs and main propulsion
- Wide range of sizes and torque capacities

MAX-C® couplings are also available as a hybrid, combined with features of other types of couplings, such as disc, diaphragm, universal joint or gear couplings.





KOP-FLEX®

Regal Beloit America, Inc.
7120 New Buffington Road
Florence, KY 41042
Customer Service: 800-626-2120
Fax: 800-262-3292
Technical Service: 800-626-2093

www.regalbeloit.com

APPLICATION CONSIDERATIONS

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