JAKOB safety couplings are designed as nominal break points or as overload protection in a direct or indirect drive train. The heart of the safety coupling is a highly precise, sturdy disengagement mechanism with steel balls as spring loaded positive locking elements. The drive torque is guided into the centrally arranged hub via a frictional, backlash-free radial clamping hub or conical bush connection. The hub is designed as a ball cage and serves for fitting the flange ring and the shift disk. Special cup springs press the balls over the shift disk into hardened countersunk holes (calotte) of the flange ring. In normal operation, the drive torque is transferred without backlash into the flange ring. For further transfer of the torque and speed, a choice of compensation elements (metal bellows, elastomer spider), a gear or pulley or an appropriate connection flange is fit to the flange ring. If the set disengagement torque is exceeded in the case of crash or collision, the flange ring turns in relation to the cage hub and the balls are abruptly pushed out of the holes. The drive train is cut-off within a few milliseconds.

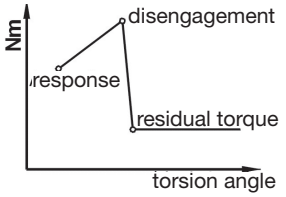
The backlash-free ball locking mechanism

The **preload** of the hardened and polished steel balls between the ball cage, the hub, and the detents of the flange ring ensures a **backlash-free torque** and angular motion transfer with high torsional stiffness. The mechanism is effective **in reverse direction** as well (for clockwise or counter-clockwise operation).

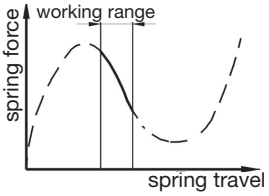
The degressive spring characteristic

The function of the safety coupling is influenced substantially by the cup springs, developed specifically for this application. Due to its operation in the **degressive range**, the spring force drops with increasing spring travel (shifting path), whereby **the torque drops immediately** on response. With conventional spring loaded torque limiters on the other hand, springs are stressed even further and the spring force as well the disengagement torque increase considerably before the actual disengagement takes place, leading to additional damage. This results in an undefined function between response and disengagement.

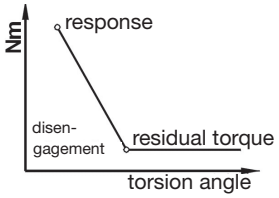
regular form-fit coupling

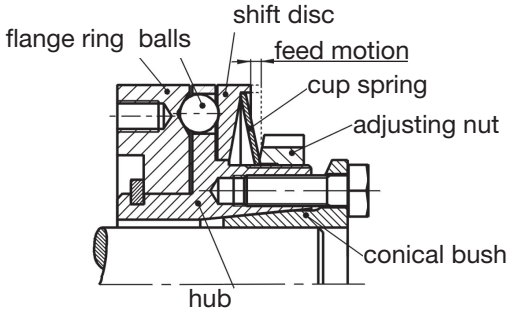


spring characteristics



JAKOB safety coupling





The axial stroke of the shift disc can be used with a proximity or mechanical limit switch for the immediate stop (emergency-OFF) of the drive.

Dynamic disengagement characteristics

JAKOB safety couplings are distinguished by their excellent dynamic disengagement characteristics. The reason for this is the **degressive spring characteristic**, as well as the **minimized mass** (ball and indexing plate) which must be accelerated axially during disengagement. The product of mass and acceleration (F = m x a) results in a force which must be added to the spring force. In conventional couplings where large masses have to be moved, the static disengagement torque and the reaction time can increase manifold.

The re-engaging

The balls, the cage bores and holes are distributed asymmetrically on the circumference, so that only one **synchronized location** is possible every 360°. Until then, the balls slip over with a low **residual torque** he repeat accuracy of the configured disengagement torque is max ± 5%. After elimination of the breakdown cause, the coupling re-engages at low speeds (below 30 r.p.m) into the **synchronized position** automatically and is ready for function. The relocation time for the reference point location is reduced considerably due to the synchronous reengagement.

The release mechanism

JAKOB offers various solutions for applications with high speeds and long stopping times. The ball-locking mechanism may have to be replaced by a mechanism which will not reengage until the drive is reversed at low speeds.

The labyrinth seal

In the SKB, SKY, SKX-L, and SKW series the locking mechanism is protected against penetration with dirt and washing out of lubricants by a special labyrinth seal.