

Data sheet FLENDER couplings

N-EUPEX FLE10.2 O with brake drum acc. to DIN 15431 200

Version according to the catalog FLE10.2

2LC01710AE990DA0 L1D+M1E

Product

Series	N-EUPEX FLE10.2
Type	O with brake drum acc. to DIN 15431
Size	200
Scope of supply	complete coupling
Torsional stiffness	Torsionally flexible
	Overload withstand capability
Shaft distance S	48 mm
Brake drum/disk	315x118

Basic data¹⁾

Rated coupling torque	T_{KN}	1 950 Nm
Maximum coupling torque	T_{Kmax}	6 625 Nm
Maximum coupling speed	n_{Kmax}	3 000 1/min
Operating temperature (min.)	T_{min}	-30 °C
Operating temperature (max.)	T_{max}	80 °C
Axial misalignment (max.) ²⁾	K_a	± 2 mm
Radial misalignment ³⁾	K_r	0,3 mm
Angular misalignment (max.) ³⁾	K_W	0,09 °
Torsional stiffness, dynamic ⁴⁾	C_{Tdyn}	107 kNm/rad
Proportionate damping	Ψ	1,4
Total weight	m	41 kg

Connection 1 part 32⁷⁾

Hub length	118 mm
hub diameter	128 mm
Bore diameter	55 mm
Bore tolerance	ISO H7
Shaft-hub connection	keyway acc. to DIN 6885-1 (P9)
Number of keyways, offset	one keyway
Axial locking	with setscrew
Balancing principle	balancing acc. to half feather key agreement

Product-specific options

Elastomer	packs NBR 80 Shore A
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Connection 2 part 4⁷⁾

Hub length	80 mm
hub diameter	140 mm
Bore diameter	60 mm
Bore tolerance	ISO H7
Shaft-hub connection	keyway acc. to DIN 6885-1 (JS9)
Number of keyways, offset	one keyway
Axial locking	with setscrew
Balancing principle	balancing acc. to half feather key agreement

Balance state	
Method	DIN ISO 21940-11 component balance
Speed	1 500 1/min
Balancing quality	G 16

Corrosion protection	
Preservation	CUSTOS 70-51-3 - indoor storage up to 3 months

Note
1) The formula symbols are defined in Catalog.
2) The permissible axial offset is applicable for offsets that slowly occur, e.g. as a result of thermal expansion of the coupled shaft.
3) Permissible shaft offset at rated speed 1500 rpm.
4) Torsional stiffness at 0.5 * TKN, excitation amplitude of 0.1 * TKN with 10 Hz, ambient temperature 20°C.
7) The orderer is responsible for verifying the design strength of the shaft-hub connection.