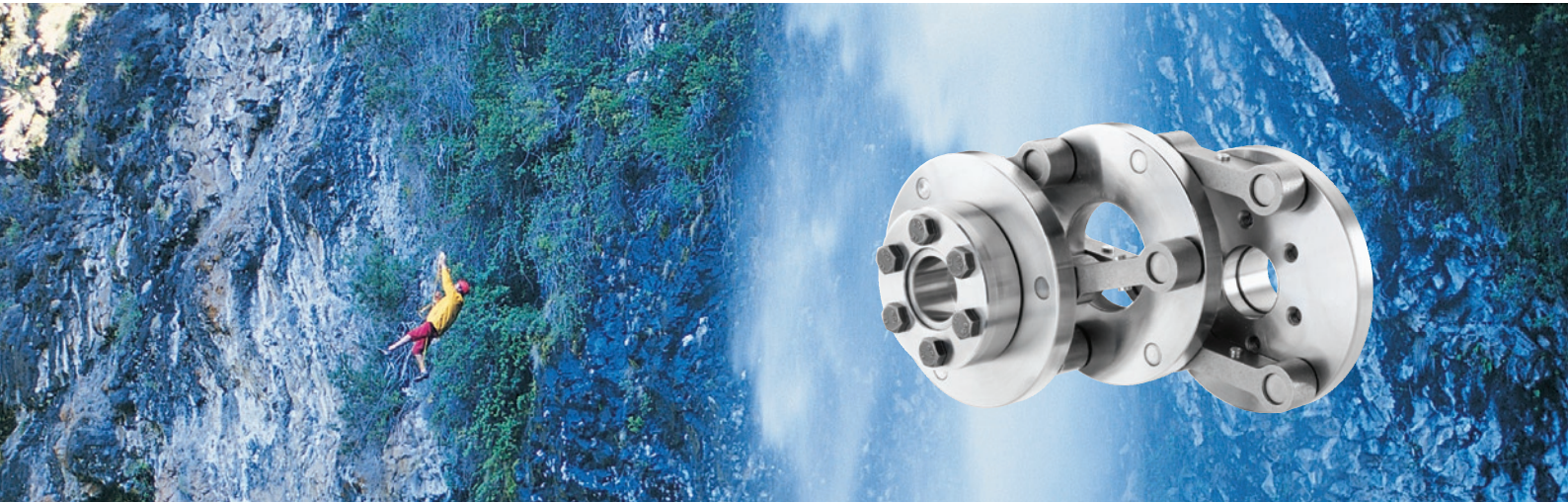
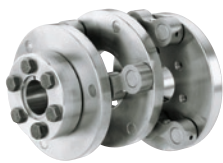


## ► Schmidt-Kupplung® ► Offset Plus

Extreme parallel shaft offset while retaining compact design



### The Schmidt-Kupplung® series



#### Standard S series

Symbiosis of performance, compact design and generous offset capacity

Bore diameter up to 80 mm

Torque ( $T_{KN}$ ) 44 Nm to 2.875 Nm

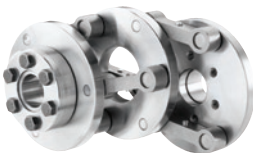


#### Power Plus P series

More torque transmission while retaining compact design

Bore diameter up to 95 mm

Torque ( $T_{KN}$ ) 44 Nm to 6.610 Nm



#### Offset Plus V series

Extreme parallel shaft offset while retaining compact design

Bore diameter up to 80 mm

Torque ( $T_{KN}$ ) 44 Nm to 3.830 Nm

### Schmidt-Kupplung®

Our classic for extreme parallel offset:

The Schmidt-Kupplung® compensates variable parallel shaft offset without side loads in a very compact envelope. The Schmidt-Kupplung® is the ideal precision component for small envelopes and a better alternative to long cardan shafts.

### Offset Plus V series

Offers extreme parallel shaft offset while retaining compact design.

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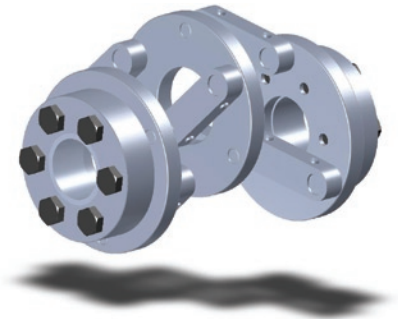
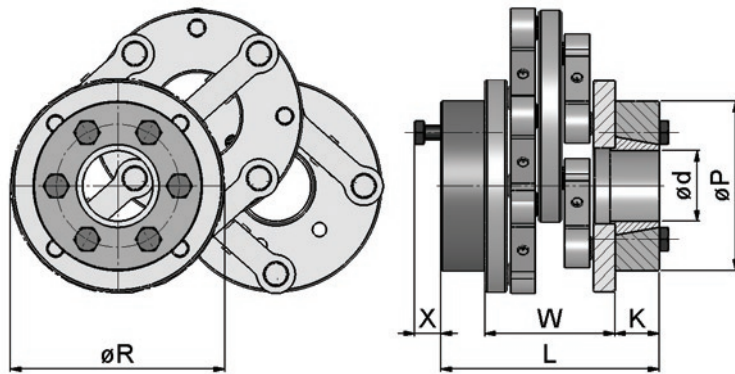
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## ► Schmidt-Kupplung® ► Offset Plus

Extreme parallel shaft offset while retaining compact design



Hub version 3: locking-assembly

	$T_{KN}$ (Nm)	$T_{Kmax}$ (Nm)	$n_{max}$ (1/min)	$\Delta K_v$ (mm)	$\Delta K_{rmin}$ (mm)	$\Delta K_r$ (mm)	$\Delta K_a$ (mm)	$\Delta K_w$ (°)	$C_T$ (kNm/rad)	$J$ (kg cm <sup>2</sup> )	$m$ (kg)	$\varnothing R$ (mm)	$L$ (mm)	$X$ (mm)	$W$ (mm)	$K$ (mm)	$\varnothing P$ (mm)	standard bore diameters (mm)
V 65	65	126	1.300	151	21	79	1	0,5	14	30,2	1,7	84	82	11	44	19	50	24, 25
V 210	210	410	1.500	216	30	114	1	0,5	47	92	5,2	124	116	15	74	21	76	25, 28, 30
V 290	290	620	1.000	360	50	190	1	0,5	71	570,8	12,6	170	124	17	74	25	96	30, 32, 35, 40
V 440	440	865	1.500	216	30	114	1	0,5	99	237	9,8	140	151	17	101	25	96	30, 32, 35, 40
V 680	680	1.340	900	396	55	209	1	0,3	154	1.110	20	200	151	17	101	25	96	30, 32, 35, 40
V 700	700	1.365	1.400	216	30	114	1	0,5	156	391	12,2	160	151	17	101	25	96	30, 32, 35, 40
V 760	760	1.485	1.200	216	30	114	1	0,5	170	550	17,5	163	194	23	134	30	115	42, 45, 50
V 950	950	1.820	1.000	270	37	142	1	0,5	209	945	21,5	190	194	23	134	30	115	42, 45, 50
V 955	950	1.820	1.100	216	30	114	1	0,5	209	1.015	22,5	190	194	23	134	30	115	42, 45, 50
V 1200	1.200	2.350	700	432	60	228	1	0,3	269	2.240	32,5	230	194	23	134	30	115	42, 45, 50
V 1320	1.320	2.580	1.000	234	32	123	1	0,5	296	1.080	26	184	223	24	155	34	120	50, 55, 60
V 1520	1.520	2.965	800	320	44	169	1	0,5	340	1.610	31	204	223	24	155	34	120	50, 55, 60
V 1525	1.520	2.965	1.000	234	32	123	1	0,5	340	1.540	30	204	223	24	155	34	120	50, 55, 60
V 2100	2.100	4.110	600	504	70	266	1	0,3	471	3.910	53	264	235	30	155	40	155	60, 65, 70
V 2160	2.160	4.220	900	270	37	142	2	0,3	484	2.075	40	200	276	30	196	40	155	60, 65, 70
V 2875	2.875	5.625	800	270	37	142	2	0,3	645	4.525	56	250	284	31	196	44	170	70, 75, 80
V 3300	3.300	6.470	500	522	72	275	2	0,2	742	7.550	74	280	284	31	196	44	170	70, 75, 80
V 3840	3.830	7.500	800	270	37	142	2	0,3	860	4.450	53	250	276	30	196	40	155	60, 65, 70

Order Example 1: V 290.33 Ø30 Ø40    Order Example 2: V 440.33 Ø32 Ø40

V 440	33	Ø32 Ø40
Type Schmidt-Kupplung® Offset Plus V 440	both sides locking-assembly	bore diameters

To ensure the correct selection of the Schmidt-Kupplung® please use the TD Calculator of the column Schmidt-Kupplung® or please use our selection procedure and legend area to download the required information.

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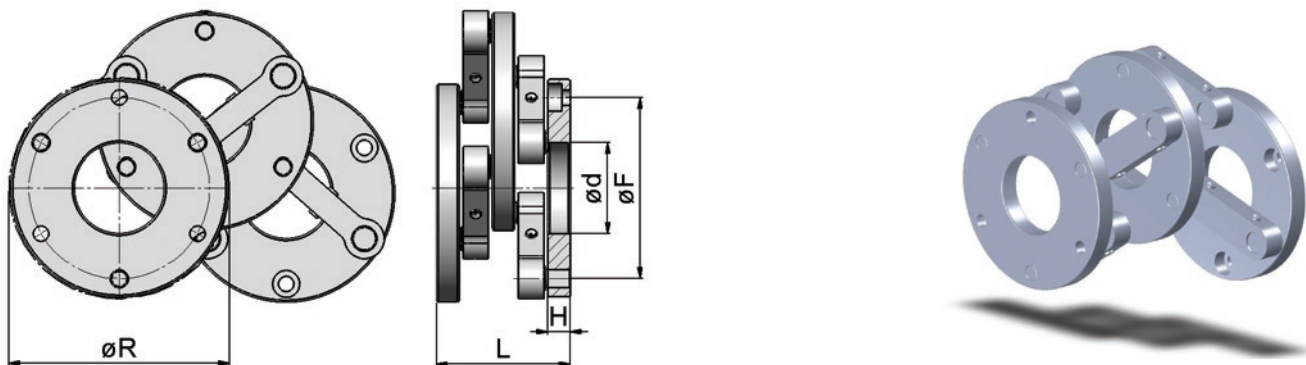
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Hub version 5: flange-mounting

	$T_{kN}$ (Nm)	$T_{kmax}$ (Nm)	$n_{max}$ (1/min)	$\Delta K_v$ mm	$\Delta K_r$ mm	$\Delta K_r$ (mm)	$\Delta K_a$ (mm)	$\Delta K_w$ (°)	$C_T$ (kNm/rad)	$J$ (kg cm <sup>2</sup> )	$m$ (kg)	$\varnothing R$ (mm)	$H$ (mm)	$L$ (mm)	$\varnothing d$ (mm)	$\varnothing F$ (mm)	SkG
V 65	65	126	1.300	151	21	79	1	0,5	14	8,9	1,1	84	8	48	40	67	3xM6
V 210	210	410	1.500	216	30	114	1	0,5	47	78	3,7	124	12,5	74	50	100	3xM8
V 290	290	620	1.000	360	50	190	1	0,5	71	285	7	170	12,5	74	60	148	3xM8
V 440	440	865	1.500	216	30	114	1	0,5	99	187	6,8	140	17	101	50	110	3xM12
V 680	680	1.340	900	396	55	209	1	0,3	154	790	13	200	17	101	80	170	3xM12
V 700	700	1.365	1.400	216	30	114	1	0,5	156	313	8,6	160	17	101	60	130	4xM12
V 760	760	1.485	1.200	216	30	114	1	0,5	170	465	12,7	163	26	134	60	120	3xM16
V 950	950	1.820	1.000	270	37	142	1	0,5	209	930	18	190	26	134	70	150	3xM16
V 955	950	1.820	1.100	216	30	114	1	0,5	209	875	17	190	26	134	70	150	3xM16
V 1200	1.200	2.350	700	432	60	228	1	0,3	269	2.040	26	230	26	134	100	190	3xM16
V 1320	1.320	2.580	1.000	234	32	123	1	0,5	296	910	20	184	31	155	70	135	6xM16
V 1520	1.520	2.965	800	320	44	169	1	0,5	340	1.540	26	204	31	155	80	130	6xM16
V 1525	1.520	2.965	1.000	234	32	123	1	0,5	340	1.355	23	204	31	155	80	155	6xM16
V 2100	2.100	4.110	600	504	70	266	1	0,3	471	4.070	44	264	31	155	80	130	6xM16
V 2160	2.160	4.220	900	270	37	142	2	0,3	484	1.850	32	200	33	196	80	150	6xM20
V 2875	2.875	5.625	800	270	37	142	2	0,3	645	3.650	40	250	33	196	100	200	6xM20
V 3300	3.300	6.470	500	522	72	275	2	0,2	742	6.800	59	280	33	196	100	230	6xM20
V 3840	3.830	7.500	800	270	37	142	2	0,3	860	4.100	44	250	33	196	100	200	8xM20

Order Example 1: V 210.55 Order Example 2: V 680.55

V 680

55

Type Schmidt-Kupplung® Offset Plus V 680 both sides flange-mounting

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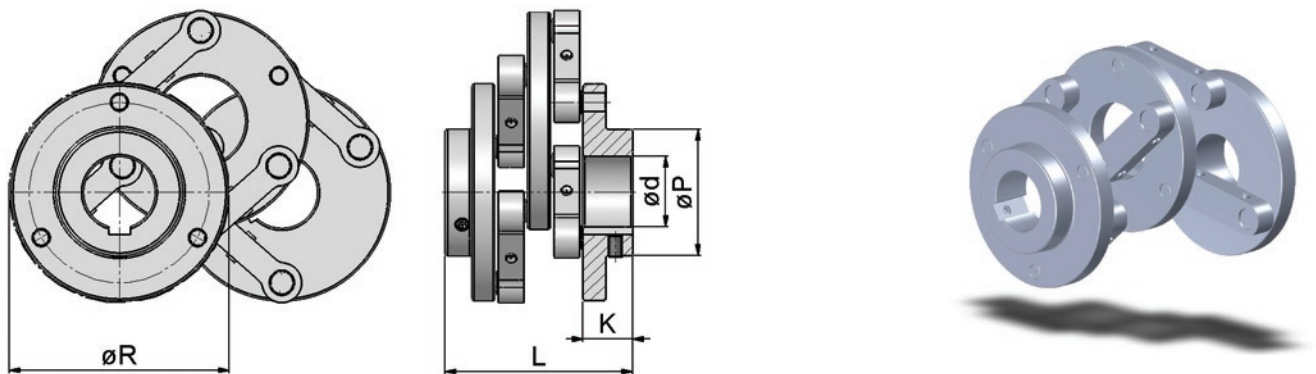
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## ► Schmidt-Kupplung® ► Offset Plus

Extreme parallel shaft offset while retaining compact design



Hub version 6: standard hub

	$T_{KN}$ (Nm)	$T_{K_{max}}$ (Nm)	$n_{max}$ (1/min)	$\Delta K_v$ mm	$\Delta K_r$ min mm	$\Delta K_r$ (mm)	$\Delta K_a$ (mm)	$\Delta K_w$ (°)	$C_1$ (kNm/rad)	$J$ (kg cm <sup>2</sup> )	$m$ (kg)	$\varnothing R$ (mm)	$L$ (mm)	$\varnothing P$ (mm)	$K$ (mm)	$\varnothing d_{max}$ (mm)
V 65	65	126	1.300	151	21	79	1	0,5	14	12,6	1,4	84	72	50	20	30
V 210	210	410	1.500	216	30	114	1	0,5	47	86	4,4	124	104	70	27,5	40
V 290	290	620	1.000	360	50	190	1	0,5	71	339,3	9,2	170	124	90	37,5	50
V 440	440	865	1.500	216	30	114	1	0,5	99	215	8,2	140	143	80	38	50
V 680	680	1.340	900	396	55	209	1	0,3	154	1.090	19	200	151	80	42	50
V 700	700	1.365	1.400	216	30	114	1	0,5	156	371	10,8	160	151	80	42	50
V 760	760	1.485	1.200	216	30	114	1	0,5	170	485	14	163	170	90	44	60
V 950	950	1.820	1.000	270	37	142	1	0,5	209	985	20,5	190	192	110	55	70
V 955	950	1.820	1.100	216	30	114	1	0,5	209	915	19	190	192	110	55	70
V 1200	1.200	2.350	700	432	60	228	1	0,3	269	2.235	30,5	230	202	120	60	80
V 1320	1.320	2.580	1.000	234	32	123	1	0,5	296	990	22,5	184	195	90	51	60
V 1520	1.520	2.965	800	320	44	169	1	0,5	340	1.560	29	204	215	110	61	70
V 1525	1.520	2.965	1.000	234	32	123	1	0,5	340	1.490	27,5	204	215	110	61	70
V 2100	2.100	4.110	600	504	70	266	1	0,3	471	3.690	47	264	215	120	61	80
V 2160	2.160	4.220	900	270	37	142	2	0,3	484	1.825	33	200	236	110	53	70
V 2875	2.875	5.625	800	270	37	142	2	0,3	645	4.075	47	250	266	120	68	80
V 3300	3.300	6.470	500	522	72	275	2	0,2	742	7.100	65	280	266	120	68	80
V 3840	3.830	7.500	800	270	37	142	2	0,3	860	4.425	51	250	266	120	68	80

Order Example 1: V 210.66 Ø35 Ø35 Order Example 2: V 680.66 Ø40 Ø40

V 680	66	Ø40 Ø40
Type Schmidt-Kupplung® Offset Plus V 680	both sides standard hub	bore diameters

To ensure the correct selection of the Schmidt-Kupplung® please use the TD Calculator of the column Schmidt-Kupplung® or please use our selection procedure and legend area to download the required information.

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1. Calculation of the design torque. Please multiply your continuous torque by the required performance factor (table 1) and the required service factor (table 2) to get the design torque.

An alternative:

simply use under [www.schmidt-kupplung.com](http://www.schmidt-kupplung.com) the TD Calculator of the column Schmidt-Kupplung®

Table 1: performance factor

speed range 1/min	service life (h)	performance factor
0-500	5.000	1,8
0-500	10.000	2,3
0-500	20.000	2,8
500-1.000	5.000	2,3
500-1.000	10.000	2,8
500-1.000	20.000	3,5
1.000-2.000	5.000	2,8
1.000-2.000	10.000	3,6
1.000-2.000	20.000	4,4
2.000-3.000	5.000	3,2
2.000-3.000	10.000	4
2.000-3.000	20.000	4,8

Table 2: service factor

uniform	1
light shocks	1,5
medium shocks	2
heavy shocks	2,5

2. Select a coupling size that has a continuous torque rating greater than your calculated design torque.
3. Make sure that the peak torque of the application does not exceed the maximum torque rating of the coupling.
4. Please check the coupling maximum speed to be sure it is within the rated maximum speed.
5. Make sure that the misalignment capability is sufficient. There is a trade-off between the radial, axial

and angular misalignment capabilities. Be certain that the combined percentages of each do not exceed 100%.

## Legend

### Performance

$T_{KN}$	continuous torque rating of the coupling (Nm)
$T_{K\ max}$	maximum torque capacity of the coupling (Nm)
$n_{\ max}$	maximum speed of the coupling (1/min)
$\Delta K_v$	maximum linear range of the coupling (mm)
$\Delta K_r$	maximum radial offset capacity (mm)
$\Delta K_{r\ min}$	minimum radial offset capacity (mm)
$\Delta K_a$	maximum axial misalignment capacity (mm)
$\Delta K_w$	maximum angular misalignment capacity (°)
$C_T$	torsional stiffness (kNm/rad)
J	moment of inertia (kg cm <sup>2</sup> )
m	Gewicht (kg)

### Dimension

ØR	swing diameter (mm)
H	disc thickness (mm)
L	coupling length (mm)
X	mounting space (mm)
W	coupling basis (mm)
ØP	hub diameter (mm)
K	total hub length (mm)
Ød	bore diameter (mm)
ØF	bolt circle diameter (mm)
Skg	number of counter bores x bolt size

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