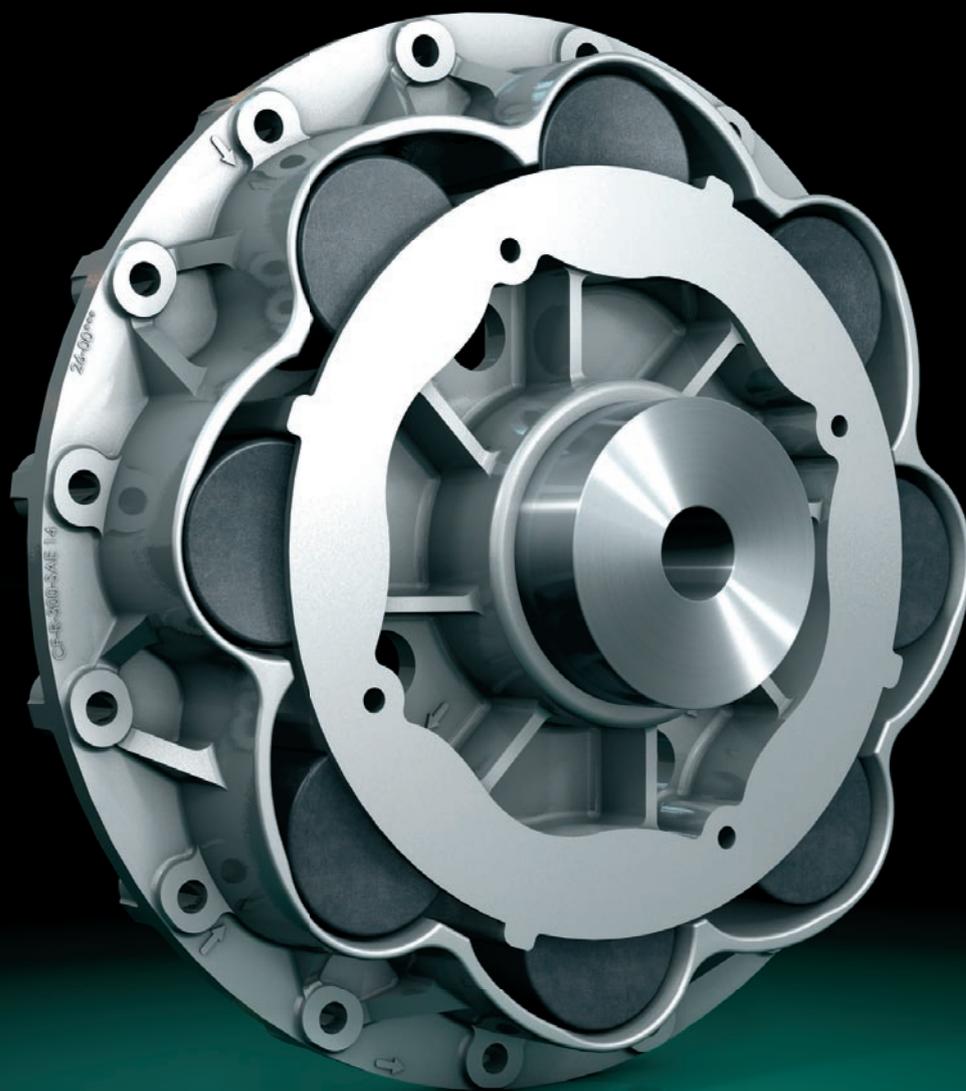


POWER TRANSMISSION  
LEADING BY INNOVATION



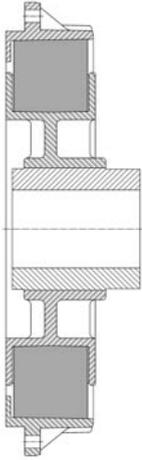
# CENTAFLEX<sup>®</sup>-R

HIGHLY FLEXIBLE COUPLINGS  
FOR HEAVY DUTY APPLICATIONS

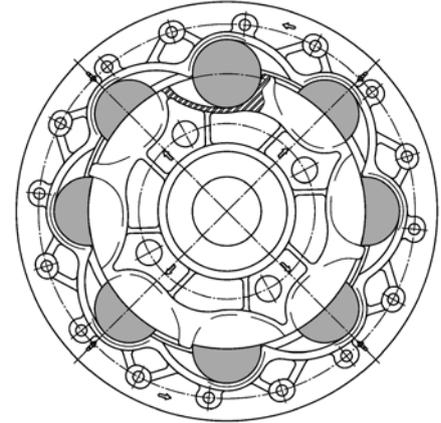


[WWW.CENTA.INFO/CF-R](http://WWW.CENTA.INFO/CF-R)

# CENTAFLEX®-R



## Design



The CENTAFLEX-R is a simple robust ROLLER coupling with a progressive torsional characterisation. Ideal for boat drives, providing a very low stiffness at low torque (& speed) which shifts the torsional resonance below idle speed and prevents gearhammer (gear chatter).

And there are also numerous applications for this kind of coupling in many different industrial drives.

Using the rubber-in-compression principle with rubber rollers between cams, the coupling offers high reliability as it is free from a bonding process common in couplings of equal performance.

The associated cams are profiled using sophisticated computer design (CAD) backed by extensive physical testing.

### Important features and advantages of the CENTAFLEX-series R.

- Progressive torsional characteristic with very low stiffness at low torque and increased, but moderate stiffness at high torque
- Fail safe
- Simple, reliable, no bonding, only rubber in compression
- Special developed, temperature resistant elastomer CENTALAN with high damping, suitable for high ambient temperature of more than 100°C (212°F)
- For commercial heavy duty or difficult applications we recommend the special „HD“ rubber rollers, which are also oilresistant.
- Well proven in service and approved by classification societies

- High allowable energy loss by intensive inner and outer ventilation
- Suitable for blind fitting in bell housings
- Economic/easy maintainable design
- Protected by international patents
- Area of application: flange mounted units or well aligned independently mounted units on rigid mounts
- The CF-R is part of the CENTA-Antriebe family of marine drive couplings covering a range between the more than 100 000 times proven CENTAFLEX-DS (Dual Stage) series and the well established, CENTAX series up to 500 kNm.

## Technical Data

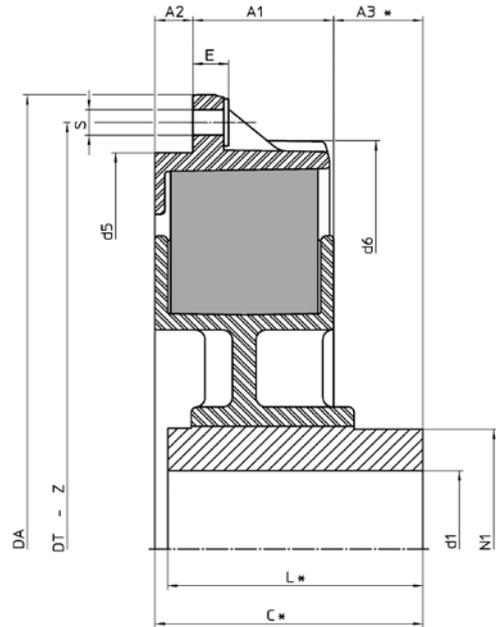
Centaflex-R size	Rated torque $T_k$ [kNm] for duty:			Max. torque** $T_{kmax}$ [kNm]	Flywheel size SAE J620	Max. speed [rpm]	<p>This table shows only the basic technical data required for coupling selection based on engine nominal torque and duty only. We can provide much more detailed technical data, which may be required for the conduction of a torsional vibration analysis. Please ask for data sheet D26-003.</p> <p><b>Torsional Responsibility</b> The responsibility for ensuring torsional compatibility rests with the assembler of the drive train. CENTA cannot accept liability for gearbox noise or for damage of the coupling or other components of the drive caused by torsional vibrations. Torsional vibration analysis can be made by the engine builders, survey societies, consultants etc. or by CENTA.</p> <p><b>Dimensional Responsibility</b> The dimensions on the flywheel side of the couplings are based on standards SAE J620 and DIN 6281, and special flanges. The responsibility for ensuring dimensional compatibility rests with the assembler of the drive train. CENTA cannot accept liability for interference between the coupling and the flywheel or the gearbox or for damage caused by such interference.</p>
	pleasure*	intermediate	continuous				
94	0,25	0,20	0,17	0,75	6,5 - 165 and special	5000	
114	0,70	0,56	0,49	2,10	11,5 - 290	4000	
134	1,00	0,80	0,70	3,00	11,5 - 290	4000	
136	1,60	1,25	1,11	4,80	11,5 - 290	4000	
216	3,15	2,50	2,20	9,40	11,5 - 290 14 - 355	3500 3000	
268	4,25	3,40	3,00	12,50	14 - 355	3000	
318	6,30	5,00	4,40	19,00	14 - 355 18 - 460	3000 2600	
420	10,00	8,00	7,00	30,00	18 - 460 21 - 530	2600 2300	
520	15,00	12,00	10,50	45,00	18 - 460 21 - 530	2600 2300	
*The rated torque for pleasure duty is the nominal torque $T_{kn}$ of the coupling.			**Torque for transient conditions	Other flywheel sizes are available	For higher speeds please consult us		

We reserve the right to amend any dimension or detail specified or illustrated in this publication without notice and without incurring any obligation to provide such modification to such couplings previously delivered.

Please ask for an application drawing and current data before making detailed coupling selection.

# CENTAFLEX®-R

## Dimensions



CF-R Size	d1 min-max	N <sub>1</sub>	L*	A <sub>1</sub>	A <sub>2</sub>	A <sub>3</sub> *	C*	E	d <sub>5</sub>	d <sub>6</sub>	SAE J620	S	Z	D <sub>A</sub>	D <sub>T</sub>	weight [kg]	Order Code
94	31,75	50	42	32	10	1	36	7,2	148	150	6,5 - 165	9	6x60°	215,9	200	2,4	CF-R-94-06-00000-HR
114	20 - 40	50	47	22,5	24,5	-	47	7,2	208	208	11,5 - 290	11	8x45°	352,4	333,4	3,9	CF-R-114-011-00000-HR
134	30 - 50	70	46	25	22	3	50	11,2	245	245	11,5 - 290	11	8x45°	352,4	333,4	5,5	CF-R-134-011-00000-HR
136	30 - 50	70	46	25	22	3	50	11,2	245	245	11,5 - 290	11	8x45°	352,4	333,4	5,5	CF-R-136-011-00000-HR
216	40 - 60	95	116	50,5	23,5	57	116	16,5	314	313	11,5 - 290 14 - 355	11 13	8x45° 8x45°	352,4 466,7	333,4 438,2	18 19,5	CF-R-216-011-00000-HR CF-R-216-014-00000-HR
268	50 - 90	125	123	47	21	61	130,3	17	409	409	14 - 355	13	8x45°	466,7	438,2	23	CF-R-268-014-00000-HR
318	50 - 90	125	123	68	21	65	155,3	17	409	409	14 - 355 18 - 460	13 17	16x22,5° 12x30°	466,7 571,5	438,2 542,9	25 27	CF-R-318-014-00000-HR CF-R-318-018-00000-HR
420	50 - 115	160	162	90 68	- 22	58	149	36 14	498	511	18 - 460 21 - 530	17 17	12x30° 12x30°	571,5 673,1	542,9 641,4	44 47	CF-R-420-018-00000-HR CF-R-420-021-00000-HR
520	50 - 130	180	194	130	-	56	187	40 50	-	511	18 - 460 21 - 530	17 17	12x30° 24x15°	571,5 673,1	542,9 641,4	48 52	CF-R-520-018-00000-HR CF-R-520-021-00000-HR

\* dimensions **C** and **L** can be shortened

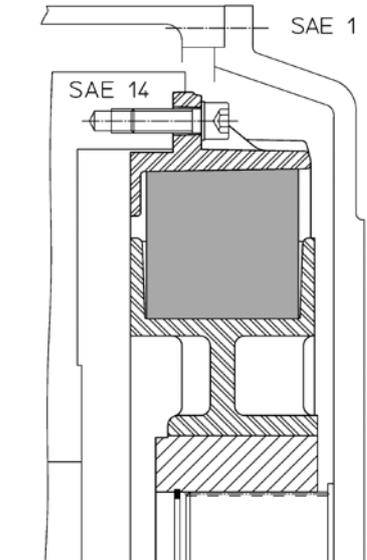
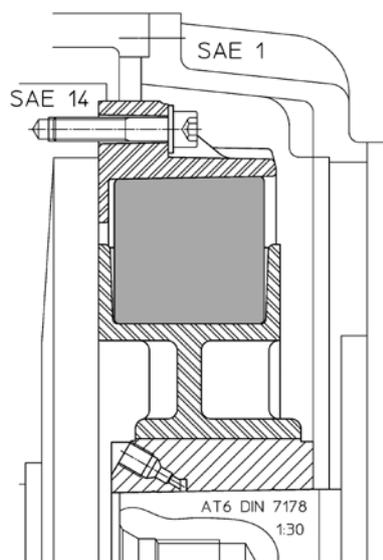
### Design variations

Standard flange designs are based on SAEJ620c flywheels but special sizes are available upon request. All shaft designs can be accommodated as the hubs are made of high grade steel and splined, tapered (including oil injection fitted) and parallel shafts can be designed. Detailed drawings of customized marine gear series are available on request.

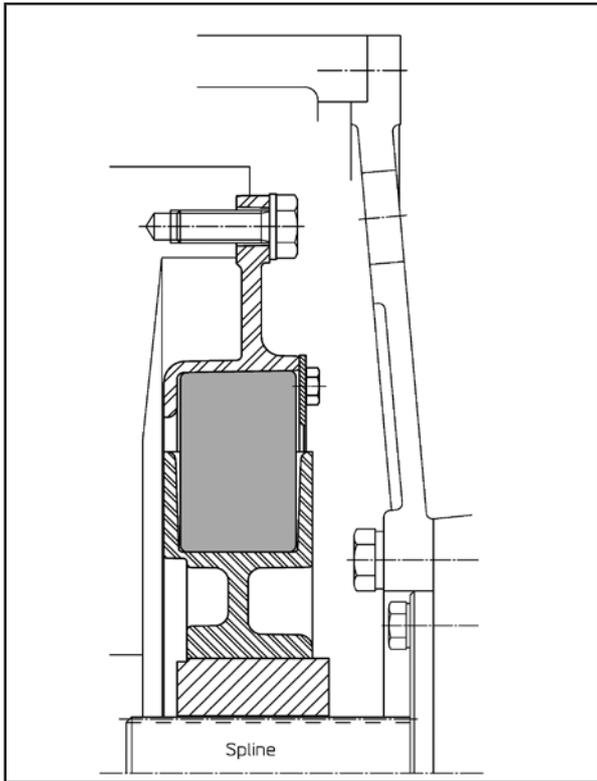
Fixed or floating splined input shafts can be accommodated, as the floating spline design has an integral axial location with thrust capacity. Both designs are of the same overall dimensions.

Couplings are uni-directional based on CCW rotation (viewing the flywheel), however sizes 420 and 520 are also available for CW rotation. The fail safe feature can easily be removed, if it is not wanted.

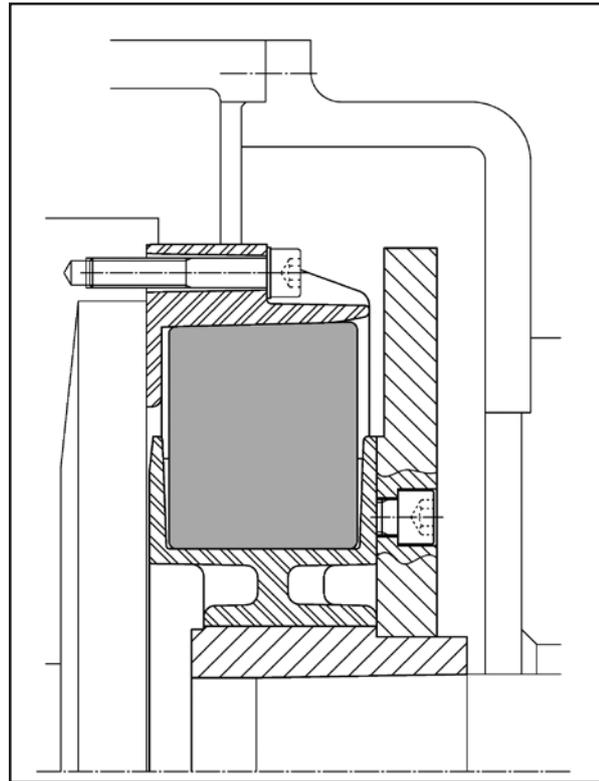
### Application examples:



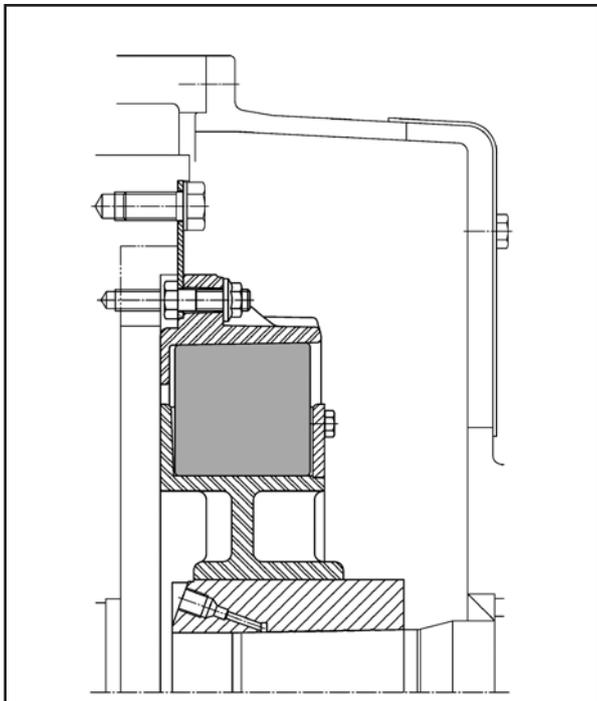
Copyright to this technical document is held by CENTA Antriebe Kirsche GmbH 2000 CENTAX® and CENTAFLEX® : Registered Trademark of CENTA Antriebe



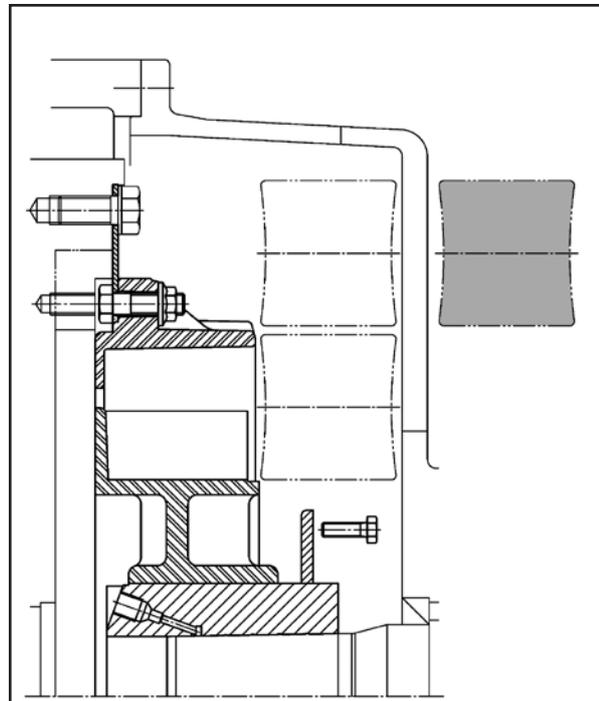
For small gears with splined input shaft, on which the coupling can float axially, a steelplate on the outer flange holds the coupling together axially (sizes 94, 114, 134, 136)



If required by the torsional situation, a steel disc as additional secondary inertia can be added.



Coupling design for exchange of rollers, normal working conditions.  
This design is also suitable for free standing, non flanged gears, provided the engine is on rigid mounts and well aligned.



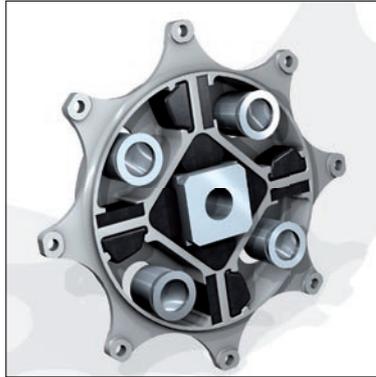
Exchange of rollers.  
The side plate of the output hub can optionally be bolted on and off. This feature allows easy and quick change of the rubber rollers in situ as well on free standing gears and on flange mounted gears, provided the bell housing offers sufficient space and large enough openings. CENTA can also deliver a spacer for the bell housing in order to provide the necessary space.

**CENTA - the complete range of advanced flexible couplings and shafts for all kinds of boat drives.**

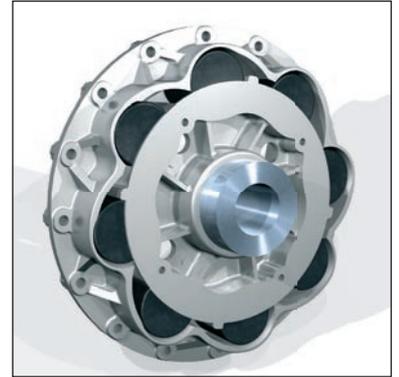
**CENTA Couplings for flange mounted gears**



**CENTAMAX-S**  
linear disc type coupling  
T = 0,25 - 40 kNm



**CENTAFLEX-DS**  
progressive dual stage coupling  
T = 0,25 - 2 kNm



**CENTAFLEX-R**  
progressive roller coupling  
T = 0,25 - 15 kNm

**Free standing gears - close coupled**



**CENTAMAX-B**  
for slight misalignment  
T = 0,25 - 20 kNm



**CENTAX-N**  
for reasonable misalignment  
T = 1,1 - 25 kNm

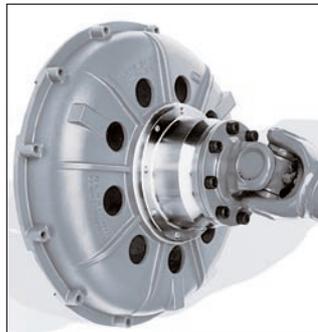


**CENTAX-L**  
for substantial misalignment  
T = 2 - 90 kNm

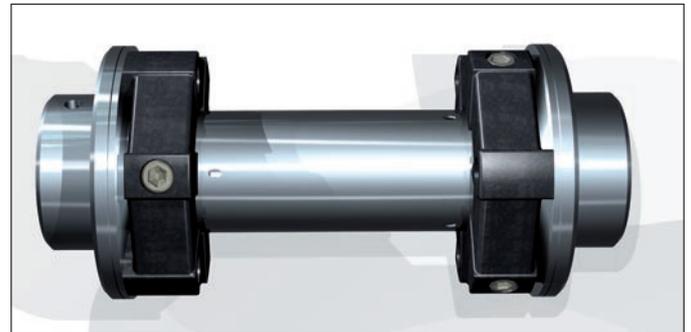
**CENTA Couplings for remote mounted gears, V-drives, stern-drives and water jets**



**CENTAX-V**  
intermediate coupling for u/j  
T = 0,2 - 50 kNm



**CENTA-FH** flange housing  
with flexible coupling for u/j  
T = 1 - 20 kNm



**CENTAFLEX-A-G/A-GZ/A-GS**  
torsional soft flexible shaft for angle up to 2° per element  
T = 0,1 - 14 kNm

**CENTA also delivers all kinds of flexible couplings and lightweight steel or carbonfibre shafts - with or without propeller thrust - to be installed between gear and propeller or waterjet**

**CENTA Couplings for large free standing gears**



**CENTAX - L - G - B - DP**  
For larger boats and ships CENTA has the complete range of advanced flexible couplings and shafts up to 650 kNm



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**Kirschey GmbH**

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http://www.centa.de

# CENTA POWER TRANSMISSION



## LEADING BY INNOVATION

CENTA is the leading producer of flexible couplings for industrial, marine and power generating applications. Worldwide.

A family business with headquarters in Haan, Germany

Subsidiaries in 10 major industrial countries.

Agencies in 25 other countries.

Worldwide after-sales service with over 300 staff.

Our success: over 15 million CENTA couplings installed since 1970.

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