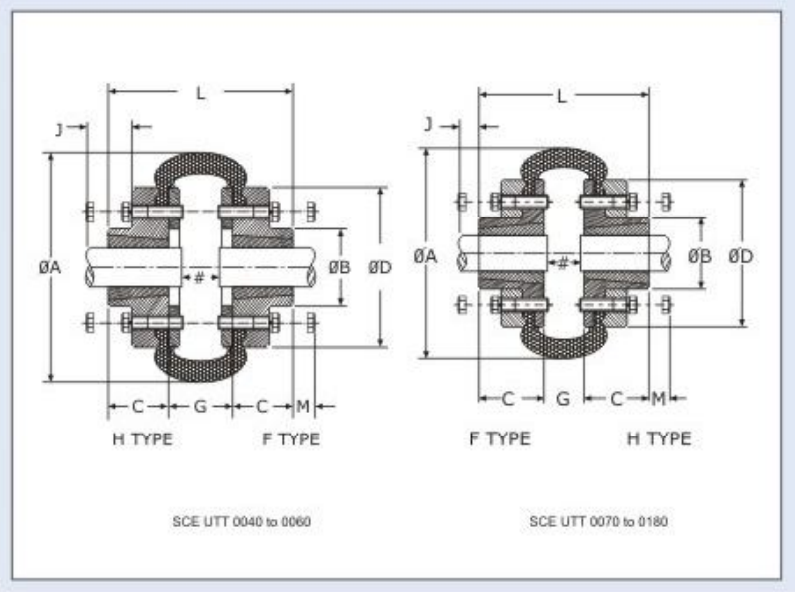
UTT TYPE COUPLINGS
Tyre Type





TECHNICAL DATA

Size	kW at 100 rpm	Max. Speed rpm	Type	# Bush Size	Max. Bore		Ø A	Ø D	Ø B	M	G	L	C	J	Weight per coupling	Moment of Intertia (WR2) per coupling kgm2
					Metric	Inch										
UTT - 0040	0.25	4500	F/H	1008	25	1	104	82	-	17	21	65	22	29	1.7	0.00148
UTT - 0050	0.69	4500	F/H	1210	32	1 1/4	133	100	79	19	25	75	25	38	2.7	0.00349
UTT - 0060	1.33	4000	F/H	1610	42	1 5/8	165	125	103	19	30	80	25	38	3.6	0.0103
UTT - 0070	2.62	3600	F	2012	50	2	197	144	82	9	16	80	32	38	6.35	0.0192
			H	1610	42	1 5/8						66	25		6.2	0.0157
UTT - 0080	3.93	3100	F	2517	60	2 1/2	210	167	96	9	21	111	45	42	8.53	0.0303
			H	2012	50	2						85	32		8.5	0.0293
UTT - 0090	5.24	3000	F	2517	60	2 1/2	235	188	110	-	24	114	45	48	12	0.0538
UTT - 0100	7.07	2600	F	3020	75	3	254	216	125	-	20	122	51	48	18.2	0.1062
			H	2517	60	2 1/2						110	45		18.1	0.1058
UTT - 0110	9.16	2300	F/H	3020	75	3	279	233	140	-	21	123	51	55	21.1	0.1461
UTT - 0120	13.9	2050	F	3525	*100	4	314	264	152	-	25	155	65	55	30.33	0.2627
			H	3020	72	3						127	51		30.3	0.2622
UTT - 0140	24.3	1800	F/H	3225	*100	4	359	311	195	-	22	152	65	67	42.6	0.4922
UTT - 0160	39.5	1600	F/H	4030	*115	4 1/2	395	345	216	-	8	162	77	80	72.6	1.1134
UTT - 0180	65.7	1500	F/H	4535	*125	5	470	398	220	-	22	200	89	89	123	1.9514

*All dimensions are in mm unless otherwise specified.
*M is the amount by which clamping screws need to be withdrawn to release the tyre
*J is the wrench clearance to allow for tightening and loosening the bush on the shaft
*Shaft ends, although normally located G apart, can project beyond the flanges as shown to allow sufficient space between the shaft ends to accommodate end float and mis-alignment
* Maximum torque figures should be considered only for short durations and overload ratings for direct on line starting. Angular misalignment capacity up to 40 Weight & Moment of inertia specified are without bores
** For detailed information about Taper Bush bore, please refer to our Taper Bush Catalogue
** Standard Bore 90 mm, 100 mm, 115 mm, & Max Bore with shallow key 100 mm, 115 mm & 125 mm for bush no. 3525, 4030, 4535 respectively

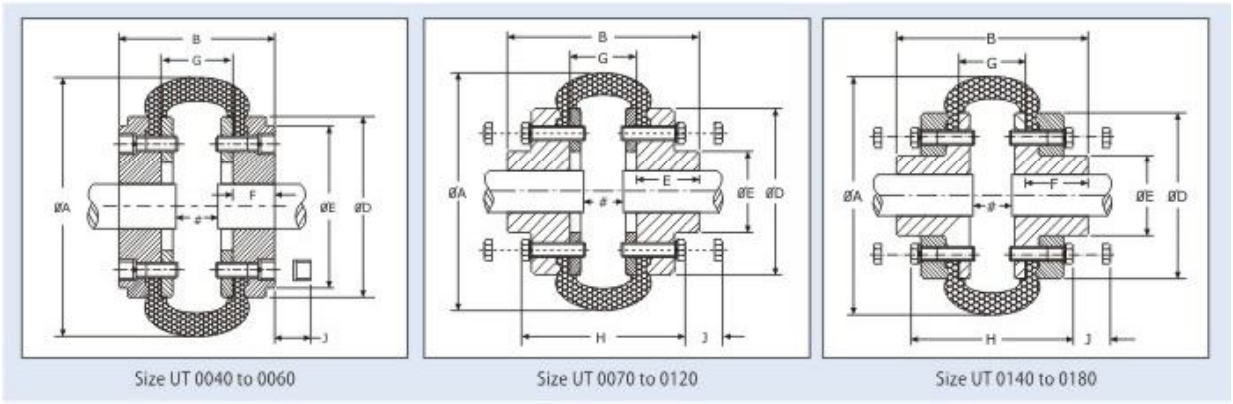
UT TYPE COUPLINGS



Special Features of 'UT' type Couplings

* Highest mis-alignment tolerances. Parallel - Max 6mm Angular - Max 40 End float - Max 6 mm
* In case of tyre failure, torque transmission is disengaged, thus protecting the machinery and minimising consequential loss
* Better protection in impact load and heavy shock loading applications
* Easy to assemble & disassemble
* Lubrication free

Tyre Type



Size UT 0040 to 0060 | Size UT 0070 to 0120 | Size UT 0140 to 0180

TECHNICAL DATA

Size	Rated Torque Nm	kW Rating At 100 rpm	Min. Bore	Max. Bore	Max Speed rpm	Dimensions in mm								Torsional Stiffness Nm/Radian	Weight In Kgs Approx	Max. Misalignment (mm)	
						Ø A	B	Ø E	F	G	H	J	Ø D			Parallel	End float±
UT 0040	21	0.22	10	30	4500	104	67	-	22	22	-	43	82	286	1.85	1.10	1.30
UT 0045	37	0.39	10	32	4500	120	73	-	25	24	-	43	94	516	2.68	1.20	1.50
UT 0050	53	0.56	14	38	4500	133	92	-	32	25	-	43	100	745	2.98	1.30	1.70
UT 0060	106	1.11	15	48	4000	165	112	73	38	33	-	43	125	1490	5.04	1.60	2.00
UT 0070	162	1.70	15	55	3600	197	132	82	45	40	101	10	144	2349	7.82	1.90	2.30
UT 0080	253	2.65	20	65	3100	211	150	95	51	43	106	10	167	3610	11.03	2.10	2.60
UT 0085	306	3.20	20	70	3000	222	153	103	53	44	107	13	179	4354	14.13	2.20	2.80
UT 0090	365	3.82	20	76	2880	235	164	110	57	46	119	13	188	5214	16.34	2.40	3.00
UT 0100	505	5.29	25	85	2600	254	178	124	60	48	123	13	216	7219	25.98	2.60	3.30
UT 0110	712	7.46	30	90	2300	279	180	134	65	44	127	14	233	10199	30.84	2.90	3.70
UT 0120	1184	12.40	35	102	2050	314	207	152	76	49	140	14	314	16960	45.60	3.20	4.00
UT 0140	1881	19.70	50	120	1800	359	204	195	89	24	152	14	359	26929	61.00	3.70	4.60
UT 0160	3113	32.60	60	140	1600	402	220	216	102	30	156	19	402	45576	86.00	4.20	5.30
UT 0180	5481	57.40	70	150	1500	470	258	266	114	46	188	19	470	79,068	141.00	4.80	6.00

Shaft ends, although normally located "G" apart - can project beyond the flanges as shown. In this event allow sufficient space between shaft ends for the float and misalignment