

Schmidt Spinplus Shaft Coupling



→ Spinplus

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ABSSAC
PRECISION MOTION SINCE 1982

Spinplus



Technique

Hard to beat in terms of lightness

Light and slim, it is the ideal precision coupling for highly dynamic applications. Whether it is precisely positioned, assembled or measured - this lightweight is ideal in any situation.

Lowest mass moment of inertia and extremely compact

When developing the Spinplus, the focus was placed on achieving the

lowest possible mass moment of inertia for the coupling.

This was achieved thanks to the unique function element manufactured through the modern MIM process, which allows universal displacement compensation on one level.

As a result, the technical advantage lies in the very compact design of the backlash-free coupling and high power density, combined with a

minimised mass moment of inertia. This makes it ideal for highly dynamic and increasingly energy-efficient drive solutions.

Precise, torsionally stiff and backlash-free

In the design of the FEM-optimised function element, the focus was placed on optimal weighting from high torque transmission, torsional stiffness and universal displacement capacity.



Versions

Innovative hub design - optimised mass moment of inertia

In addition to the coupling design, which already has an optimised mass moment of inertia, the newly developed and innovative hub design (international design

protection) highlights further optimisation of the lowest mass moment of inertia concept. These clamp hubs reduce the mass moment of inertia significantly compared to conventional hubs. To adapt to the respective application requirements,

two hub versions have therefore been designed. Version A provides the lowest possible mass moment of inertia, Version B is designed to accommodate large shaft diameters and focuses on the most compact dimensions.



Version A

This line with offset hub offers the lowest possible mass moment of inertia.

Version B

This line is designed to accommodate large shaft diameters and focuses on the most compact dimensions.

Version A

Version B

| Size | J gcm ² | D mm | L mm | d _{max} mm | T _{KN} Nm | C _T Nm/rad | max. Drehzahl min ⁻¹ | Verlagerungen | | |
|--------|-----------------------|---------|---------|------------------------|-----------------------|--------------------------|------------------------------------|---------------|--------------|-------------|
| | | | | | | | | angular ° | radial mm | axial mm |
| SP4-A | 30 | 29,5 | 31 | 8 | 4* | 1.350* | 16.000* | 1* | 0,15* | 0,2* |
| SP4-B | 37 | | 23 | 14 | | | | | | |
| SP10-A | 125 | 39,5 | 39,5 | 12 | 10 | 1.820 | 12.000 | 1 | 0,2 | 0,3 |
| SP10-B | 154 | | 28 | 18 | | | | | | |
| SP20-A | 800 | 59,5 | 51 | 18 | 20* | 3.500* | 8.000* | 1* | 0,3* | 0,3* |
| SP20-B | 880 | | 39 | 28 | | | | | | |

J = Moment of inertia, C_T = Torsional stiffness, D = Outer diameter, L = Coupling length, d_{max} = Max. bore diameter * Specifications at date of impression 2015

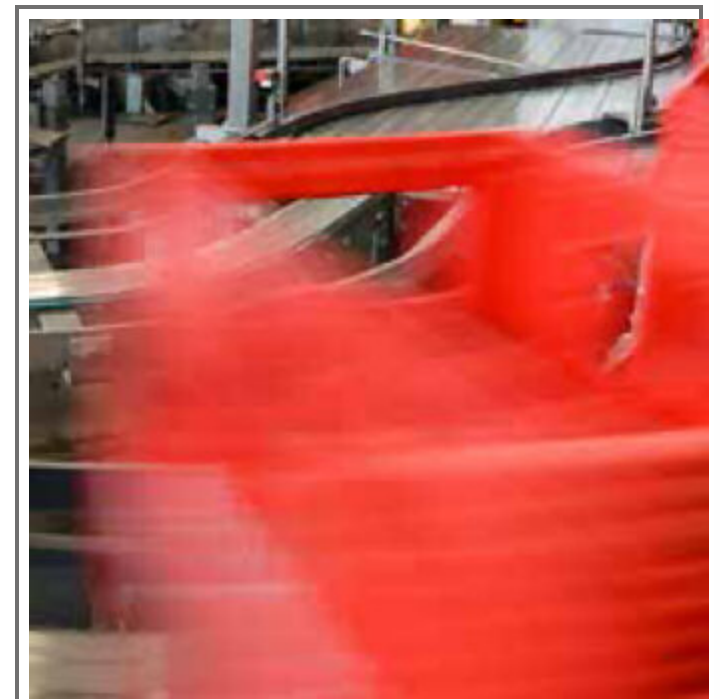
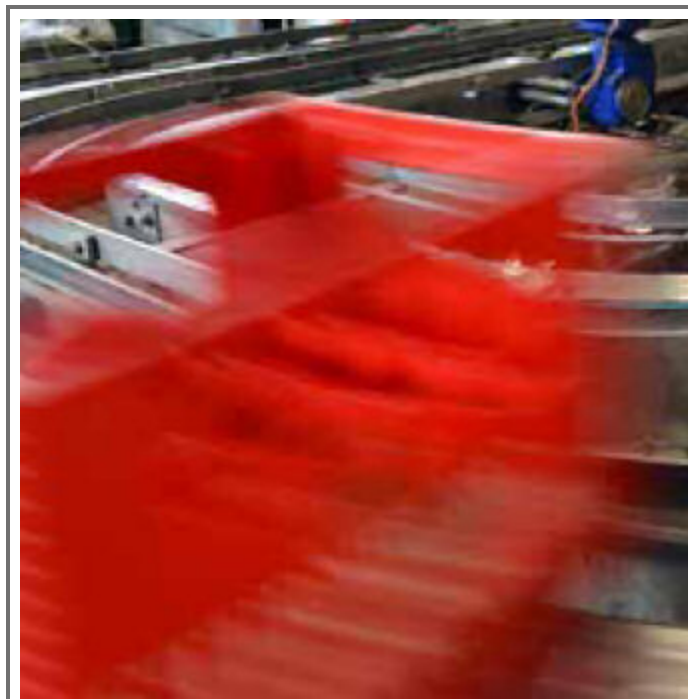
Applications

Highly-dynamic servo motors

Handling and automation technology

Robotics

High-resolution measurement technology and much more





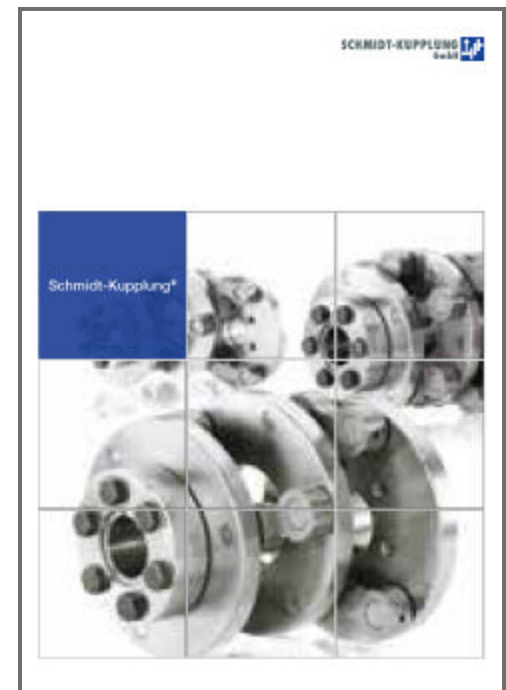
Product Overview



Controflex



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Schmidt-Kupplung



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