

Attention!

- Mounting and dismounting of a locking assembly must be restricted to qualified personnel.
- Incorrect handling may cause injury to persons and damage to machines!
- At work, with heavy parts and equipment, observe all safety instructions and warnings.
- Read these instructions carefully and completely before first use. Familiarize yourself with the functioning and the notes on safety in detail. If you have any questions, please contact us at the above phone number or email.
- Place these instructions available to all employees who work with our locking assemblies and pay attention to compliance with the specifications!

General warning!

The general, accident prevention regulations (UVV), the trade association responsible for your company in Germany or for your company valid regulations and laws of the respective country. You will also receive the following safety instructions:

- Make sure before installing and removing the locking assembly, the engine and drive train has been secured against accidental activation! This may done for example by using signs, or by removing the fuses on the power supply (decommissioning). Rotating parts may cause serious injury. Also follow the notes below under the aspect „Safety First“.
- Only use suitable, approved and tested sling means for transporting and installing the locking assembly! Do not stay in the hazardous area!
- During transport of the locking assembly, along with a gear or similar, you have to secure it on the hub to prevent slipping!
- With an upright storage, you have to take care, that the locking assembly can not fall over or

Intended usage

You only allowed to mount, dismantle and use the locking assembly if:

- you have carefully read and understood the installation instructions
- you had technical training
- your company authorized you to do that

You are only allowed to perform maintenance and repairs if you meet the above terms and are familiarized with the procedures used.

The locking assembly must be used only in accordance with their technical data. Constructive modifications, without our approval, are not permitted. For any resulting damage we accept no liability. We reserve the right for technical changes, if these serve to development or improve safety. The locking assembly described here represents the state of the art at the time of creation of this manual.

Locking assemblies of Types TAS 3020

Recommended tolerances & surfaces



The locking assembly is supplied ready for installation.

Shaft	von h11 bis k11 / Rz10
Hub	von H11 bis N11 / Rz10

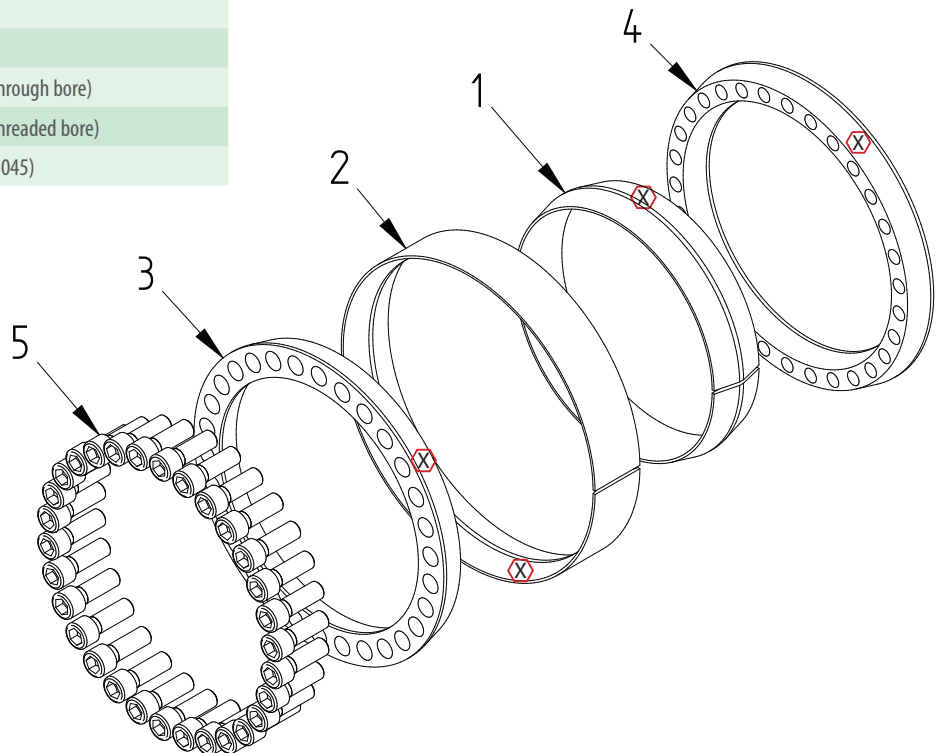
The force is transmitted via a frictional connection between the functional surfaces of shaft and hub (hollow shaft)

Pay attention on a proper tightening of the clamping screws and the condition of the contact surfaces.

The mandatory tolerances for shaft and hub (hollow shaft) are observed. (see table)

Overview of components

Part	Quantity	Designation	Comment
1	1	Inner ring	
2	1	Outer ring	
3	1	Pressure ring 1	(with through bore)
4	1	Pressure ring 2	(with threaded bore)
5	30	Screw	(M14 x 045)




BSP: TAS 3020/200/260

Lubrication

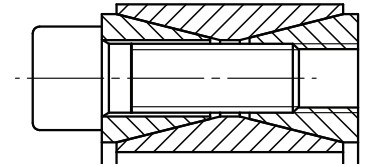
The locking assembly is lubricated at the factory.

After disassembly of the shrink disc the proper lubrication has to be examined.

Check the lubrication of the places marked with , and the lubrication of the screw threads and head rests. As lubricant molybdenum disulfide (MoS₂) paste is used.

Preparation

- All contact surfaces including the threads and surfaces on which the locking screw heads rest, must be cleaned and provided with a oil. Fit shaft, hub and locking assembly having been oiled.
- The functional surfaces of the shrink disc, the screw thread and head rests are lubricated at the factory.

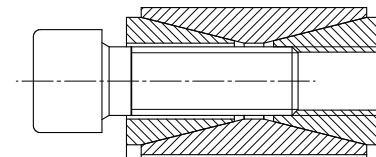
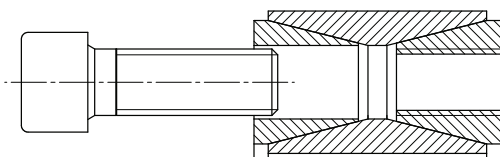


Installation

1. Tighten locking screws lightly and position hub.
2. Tighten locking screws evenly crosswise up to the nominated tightening torque (tightening in 2-3 stages)..
3. Re-check the tightening torque of the locking screws all the way round. When no screw can be tightened further with the torque wrench set to the tightening torque MA, the fitting process is completed.

Dismantling

1. Loosen all screws crosswise several turns.
2. Now the loosened connection can be dis-assembled. If necessary, the front and rear thrust ring are to be disassembled as shown in figure 2 and 3.
3. **Do not use the helping threads to press off the pressure rings!**



Reuse of used locking assemblies

Before reuse, clean the locking assembly and check the perfect condition of the components. All lubrication points must be provided with new lubricants in accordance with these manual (see „Lubrication“).

... continue in the section „Preparation“

Repair / disposal

Defect locking assemblies must be cleaned of grease and oil and be scrapped.

If you are unsure whether your locking assembly is still usable, you can send it to us for review / repair. Please contact us in any case before sending!