# ADDAX®
Composite Couplings

Rexnord

Cooling Tower Coupling Solutions

Rexnord offers Addax® and Thomas® products to satisfy all your cooling tower coupling needs. Floating shaft couplings are used to connect units which are relatively far apart. Such arrangements are particularly suited to transmit power into areas where moisture, dust or corrosive conditions would adversely affect the driving machinery. Typical applications include cooling tower fan drives, paper machinery, printing presses, pumps and compressors. The Addax composite couplings are designed and manufactured specifically for cooling tower applications. Performance ratings and materials of....... ⤴
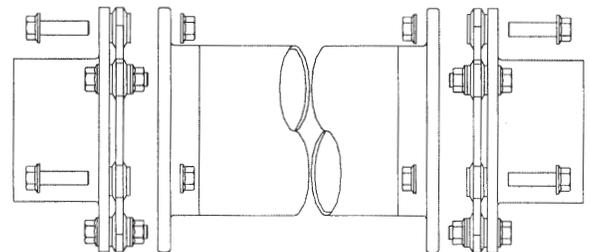
Addax Composite Couplings

Addax developed and introduced the first all composite coupling in1986 and today there are thousands installed around the world. Designed and manufactured to standards developed for the Aerospace Industry, Addax couplings reflect the latest in advanced composite technology. The use of advanced composite materials allow Addax coupling systems to feature:

- **HIGH MISALIGNMENT TOLERANCE** of one degree per end can be tolerated without damage to the drive shaft or connected equipment bearings. The patented Addax flexible elements are made from high strength composite materials.

- **NO FRETTING CORROSION** due to the use of Addax's patented, unitized, composite flexible elements. The flexible elements are designed for a theoretical infinite fatigue life at rated torque and are extremely corrosion resistant.

- **EXTENDED SINGLE SPANS WITHOUT INTERMEDIATE BEARINGS** can be accommodated which eliminates the need for periodic lubrication and bearing replacement. Addax composite couplings will span about twice the distance of a metal coupling while eliminating the need for intermediate bearings and multiple section drive shafts.

- **LOW WEIGHT** reduces vibration and bearing loads on connected equipment resulting in increased life and a further reduction in maintenance costs. Addax coupling systems are optimized to be the best in the industry.

- **CORROSION RESISTANCE** is a natural attribute. Addax coupling systems are manufactured from advanced composite materials that are extremely corrosion resistant. Metal components are selected to withstand a variety of harsh environments. 316 Stainless Steel hubs and hardware are standard construction
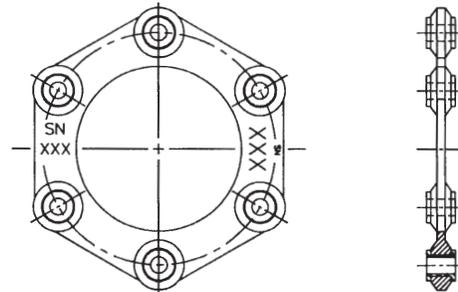
Patented Composite Flexible Element


Full Floating Composite Shaft

Standard construction consists of a flanged composite spacer, patented composite flexible elements, 316 Stainless Steel hubs and 316 Stainless Steel hardware. All couplings are dynamically balanced to meet ANSI/AGMA 9000-C90 (R96), Class 9 specifications. K-500 Monel hardware and other options are available to suit other corrosive environments.

Cooling Tower Coupling Solutions

construction are in accordance with the Cooling Tower Institute (CTI) standards and specifications. Thomas products offer materials of construction options such as zinc plated or all stainless steel. Thomas TSN-CT and SN couplings may be applied with a 1.5 service factor. Composite floating shafts can also be utilized to provide lighter weight, longer spans or higher speeds than can be achieved with steel tubes. Rexnord can design and manufacture light weight, advanced composite couplings to suit your needs. Contact a Rexnord representative for solutions to your most troublesome applications.

Thomas Flexible Disc Couplings

Thomas invented the disc coupling more than 80 years ago. This flexible disc pack is applied in all styles of Thomas torque transmission couplings. The TSN-CT, SN, and SF type couplings are furnished with stainless steel disc packs unless otherwise specified.
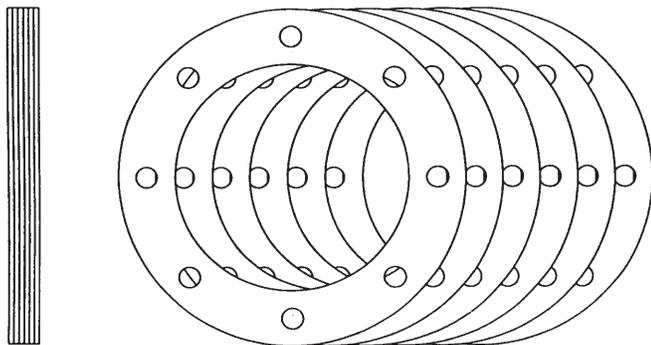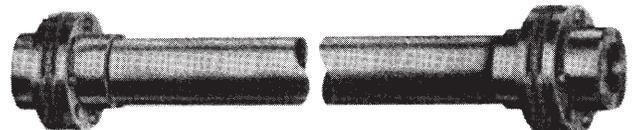
TSN-CT
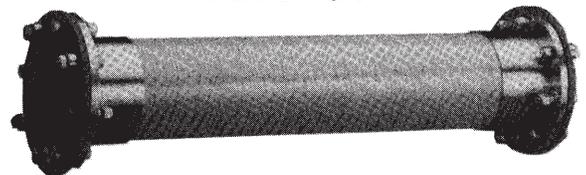
TYPE TSN-CT couplings use a composite tube center shaft. This coupling is offered in a number of standard sizes and material combinations. The lightweight design offers the strength of steel with up to a 50% reduction in weight when compared to a conventional steel design.

- **No lubrication required**

- **Multiple discs share torque and misalignment loads**

- **High overload torque capacity**

- **Visually inspectable**

- **Precision piloting to maintain dynamic balance**

- **Easily replaceable**

SN

TYPE SN couplings use a steel tubular center shaft, fabricated complete by Rexnord. Connected shafts should be rigidly supported and long shaft overhang should be avoided. The tubular coupling shaft MUST NOT be supported with a bearing.

Backstop

SN Adjustable

TYPE SN adjustable couplings were developed as emergency replacements for standard Type SN couplings and are available from stock in most sizes. Each shaft may be adjusted through a four-inch length range, using a special compression bushing to lock the shaft in place once the length is set.

- **Bolts Directly to Addax or Thomas Hubs**
- **Prevents reverse rotation of Cooling Tower Fans**
- **All Stainless Steel Construction**
- **Available from Stock**

Addax Composite Couplings
General Dimensions

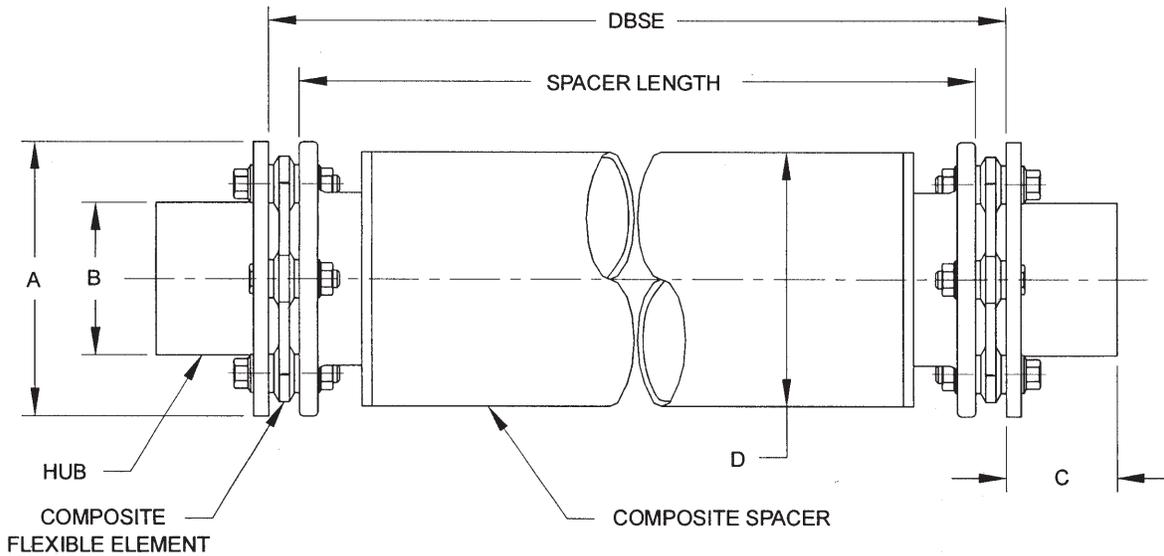| MODEL SERIES	SPACER & FLANGE MATERIAL	MAX DBSE @ 1775 RPM	MAX DBSE @ 1500 RPM	MAX BORE	A	B MAX	C	D	MIN DBSE	MIN BORE
PT40	LRF	77 / 1956	84 / 2134	2.13	5.25	4.0	2.6	2.75/ 70	5.4	0.625
	LRH	102 / 2616	112 / 2819	54	133	102	66		137	16
PT46	LRF	77 / 1956	84 / 2134	2.38	5.25	4.0	2.6	2.75/ 70	5.4	0.625
	LRH	102 / 2616	112 / 2819	60	133	102	66		137	16
450.270	LRF	77 / 1956	84 / 2134	3.00	5.25	4.0	2.6		5.4	0.625
	LRH	102 / 2616	112 / 2819	76	133	102	66	2.75/ 70	137	16
	LRC	112 / 2845	122 / 3099							
575.425	LRH	128 / 3251	139 / 3531					4.25 / 108	7	
	LRC	140 / 3556	152 / 3861	4.01	6.75	5.25	2.75		178	1.00
575.625	LRH	156 / 3962	170 / 4318	101	171	133	70	6.25 / 159	9.2	25
	LRC	170 / 4318	185 / 4699						234	
650.425	LRH	128 / 3251	139 / 3531	4.01	6.75	5.25	2.75	4.25 / 108	7	1.00
	LRC	140 / 3556	152 / 3861	101	171	133	70		178	25
850.625	LRH	156 / 3962	170 / 4318					6.25 / 159		
	LRC	170 / 4318	185 / 4699							
850.825	LRH	179 / 4547	195 / 4953	5.06	9.0	5.8	3.5	8.25 / 210	14.2	1.00
	LRC	196 / 4978	213 / 5410						361	25
850.925	LRC	208 / 5283	225 / 5715	128	229	147	90	9.25 / 235		
850.1125	LRC	229 / 5816	247 / 6274					11.25 / 286		
850.1280	LRC	244 / 6197	263 / 6680					12.75 / 324		
UNITS OF MEASURE	US	in	in	in	in	in	in	in	in	in
	SI	mm	mm	mm	mm	mm	mm	mm	mm	mm

Engineering Data

MODEL SERIES	SPACER & FLANGE MAT'L	WT @ MIN DBSE	WR² @ MIN DBSE	WT CHANGE PER LENGTH	WR² CHANGE PER LENGTH	CONTINUOUS TORQUE @ 1.0 sf	CONTINUOUS TORQUE @ 2.0 sf	PEAK OVERLOAD TORQUE
PT40	LRF	17 / 7.7	38 / 0.011	0.06 / 1.01	0.106 / 0.0012	2170	1085	3255
	LRH			0.05 / 0.89	0.093 / 0.0011	245	123	367
PT46	LRF	17 / 7.7	38 / 0.011	0.06 / 1.01	0.106 / 0.0012	4340	2170	6510
	LRH			0.05 / 0.89	0.093 / 0.0011	492	246	730
450.270	LRF			0.06 / 1.01	0.106 / 0.0012	7,250	3,625	10,875
	LRH	17 / 7.7	38 / 0.011	0.05 / 0.89	0.093 / 0.0011	820	410	1229
	LRC			0.04 / 0.79	0.082 / 0.001			
575.425	LRH	18.3 / 7.6	74 / 0.022	0.10 / 1.9	0.42 / 0.006			
	LRC			0.09 / 1.7	0.38 / 0.005	11,000	5,500	16,500
575.625	LRH	27 / 12.3	146 / 0.043	0.15 / 2.8	1.39 / 0.017	1243	621	1864
	LRC			0.14 / 2.5	1.24 / 0.015			
650.425	LRH	18.3 / 7.6	74 / 0.022	0.10 / 1.9	0.42 / 0.006	18,100	9,050	27,150
	LRC			0.09 / 1.7	0.38 / 0.005	2045	1022	3067
850.625	LRH	48.2 / 21.9	407 / 0.119	0.15 / 2.8	1.39 / 0.017			
	LRC			0.14 / 2.5	1.24 / 0.015			
850.825	LRH	56.6 / 25.7	521 / 0.153	0.19 / 3.4	3.13 / 0.036	36,200	18,100	54,300
	LRC			0.18 / 3.2	2.95 / 0.034			
850.925	LRC	61.9 / 28.1	628 / 0.184	0.26 / 4.5	5.47 / 0.064	4090	2045	6135
850.1125	LRC	72.9 / 33.1	938 / 0.275	0.31 / 5.5	9.92 / 0.11			
850.1280	LRC	80.6 / 36.6	1029 / 0.30	0.33 / 5.7	13.3 / 0.14			
UNITS OF MEASURE	US	lbs	lb-in²	lbs/in	lb-in²/in	lb-in	lb-in	lb-in
	SI	kg	kg-m²	kg/m	kg-m²/m	Nm	Nm	Nm

The standard weight and WR² values are at minimum DBSE and standard maximum bore for a complete assembly. To determine the total weight or inertia subtract the minimum DBSE from the total DBSE required and multiply that value times the WT and/or WR² change per length then add that calculated WT or WR² to the minimum DBSE values. Values may vary slightly depending on your actual bore and key size.
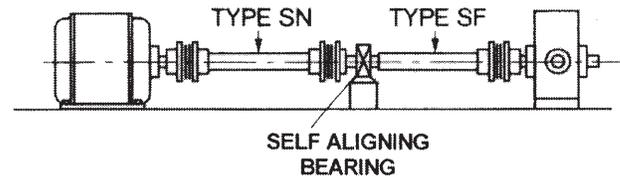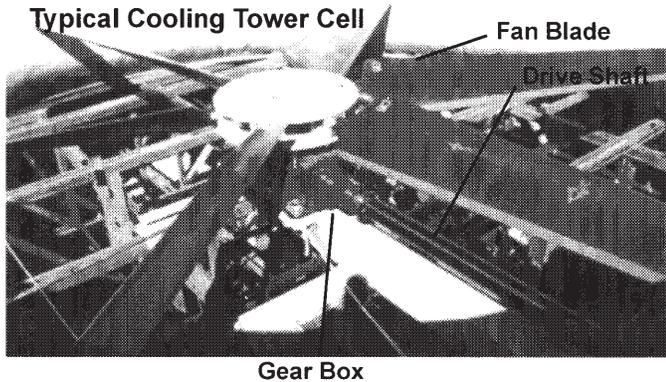
Addax Composite Couplings
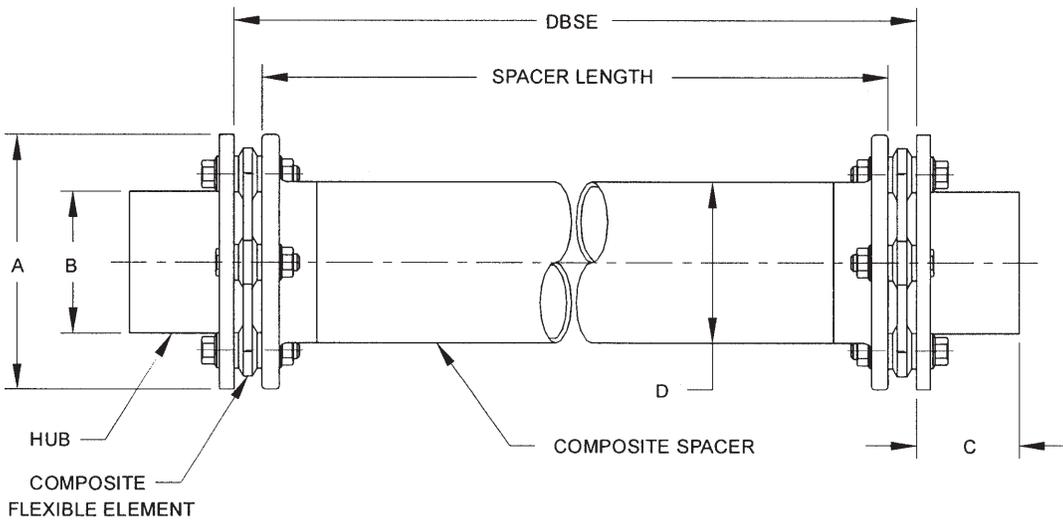
Models PT 40, PT46, 450.270, 575.425, 650.425, & 850.625

Models 575.625, 850.825, 925, 1125 & 1280

Typical Application Arrangements

Typical Cooling Tower Cell — Fan Blade

Drive Shaft

Gear Box

TYPE SN   TYPE SF

SELF ALIGNING
BEARING

The Addax composite and Thomas type SN and TSN-CT couplings are particularly suited for applications involving wet or corrosive conditions. For this reason the Addax couplings are furnished with the patented carbon fiber composite flexible elements and the Thomas couplings are furnished with stainless steel discs.

The Thomas type SF is used in conjunction with SN couplings to span long distances. However, a composite shaft coupling should be considered prior to selecting a SN/SF combination. The stub shaft on the SF is not plated on the bearing surface and shaft engagement surface. If corrosion resistance is required, a stainless steel stub shaft can be furnished.

The Addax couplings are furnished with 316 stainless steel hubs (rigids) and 316 stainless steel hardware as standard. K-500 Monel fasteners are available as an option.

The Thomas disc couplings are available with the following classes of corrosion resistant construction to withstand a number of environments. Class E construction is recommended as a minimum for cooling tower service.

B - All steel - zinc plated
C - Stainless steel except for zinc plated hubs and tube
D - Stainless steel except for zinc plated hubs
E - All stainless steel (300 series)

Thomas couplings may be painted with acid and alkali resistant paints or coatings besides corrosion classes listed.
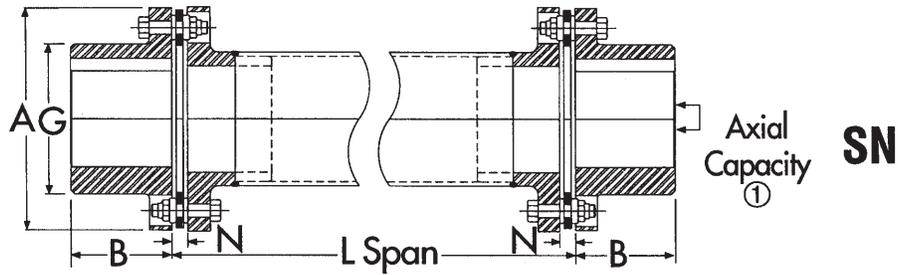
SN & SF Selection Data

Maximum Horsepower Per 100 RPM

Coupling Size	SERVICE FACTOR		
	1.0	1.5	2.0
100	1.3	0.87	0.65
125	2.2	1.5	1.1
162	3.9	2.6	2.0
200	6.2	4.1	3.1
226	11.2	7.5	5.6
262	19.4	12.9	9.7
312	31.2	20.8	15.6
350	43.6	29.1	21.8
375	67.2	44.8	33.6

Maximum Span (L) in Inches for Various Speeds for SN
Maximum Span (X) in Inches for Various Speeds for SF

Coupling Size	1800 RPM	1500 RPM	1200 RPM	1000 RPM
100	57	64	71	78
125	64	72	81	88
162	75	84	94	103
200	85	93	104	114
226	90	99	112	122
262	100	110	123	135
312	107	117	130	143
350	113	123	138	151
375	123	135	151	165

Thomas Flexible Disc Couplings

SN & SF

Engineering Data

Coupling Size	Max. Continuous Torque (lb.-in.)	Peak Overload Torque (lb.-in.)	Weight (lbs.) SN	Weight (lbs.) SF	Weight Change Per Inch (lbs.)	WR2 (lb.-in2) SN	WR2 (lb.-in2) SF	WR2 Change Per Inch (lb.-in2)	Type SN Axial Capacity (+ or - in.)
100	820	1640	4.9	3.6	0.076	5.3	3.1	0.033	0.038
125	1400	2800	7.5	6.5	0.095	12.2	7.1	0.068	0.046
162	2460	4920	11	10.5	0.17	27	15	0.22	0.036
200	3900	7800	21	11	0.29	32	17	0.56	0.036
226	7100	14200	26	25	0.33	97	61	0.82	0.036
262	12200	24400	39	36	0.41	222	133	1.6	0.043
312	19700	39400	59	54	0.47	503	291	2.2	0.051
350	27500	55000	83	78	0.52	805	478	3.1	0.056
375	42300	84600	114	110	0.97	1410	844	7.3	0.062

General Dimensions (in.)

Coupling Size	Max. Bore	A	B	D	E	T	U	F	G	N	Min. L SN	Min. L SF
100	1.16	3.22	1.38	3.75	1.75	0.94	0.88	5.50	1.69	0.44	5.75	12.00
125	1.38	3.84	1.63	4.25	2.13	1.19	1.13	6.38	2.06	0.50	6.25	12.25
162	1.88	4.47	1.88	4.50	2.63	1.44	1.38	7.13	2.75	0.53	6.75	13.25
200	2.25	5.44	2.13	5.50	2.88	1.69	1.63	8.38	3.28	0.56	7.50	15.50
226	2.63	5.81	2.63	5.63	3.38	1.94	1.88	9.00	3.78	0.59	8.25	16.50
262	3.13	6.69	3.00	6.13	3.75	2.19	2.13	9.88	4.50	0.47	8.25	18.00
312	3.63	7.81	3.38	6.38	4.00	2.44	2.38	10.88	5.25	0.50	9.75	19.50
350	4.00	8.75	3.75	7.50	4.50	2.94	2.88	12.00	5.88	0.53	11.50	20.50
375	4.50	9.69	4.00	8.00	4.75	3.44	3.38	12.75	6.50	0.59	12.75	23.25

Thomas Flexible Disc Couplings

TSN-CT

| Coupling Size | Max. HP Per 100 RPM | | | Max. Continuous Torque (lb.-in.) | Peak Overload Torque (lb.-in.) | Max. Bore (in.) | A | B | G | N | ① Axial Capacity (in.) |
| | Service Factor | | | | | | | | | | |
	1.0	1.5	2.0								
226	11.2	7.5	5.6	7100	14200	2.626	5.81	2.63	3.78	0.36	±0.036
262	19.4	12.9	9.7	12200	24400	3.125	6.69	2.88	4.50	0.47	±0.043
312	31.2	20.8	15.6	19700	39400	3.625	7.81	3.38	5.25	0.50	±0.051
350	43.6	29.1	21.8	27500	55000	4.000	8.75	3.75	5.88	0.53	±0.056

| Coupling Size | Maximum Span "L" at 1800 RPM (in.) | | | | | | Maximum Span "L" at 1500 RPM (in.) | | | | | |
| | Composite Tube Diameters (in.) | | | | | | Composite Tube Diameters (in.) | | | | | |
	4.3	6.3	8.3	9.3	11.3	12.8	4.3	6.3	8.3	9.3	11.3	12.8
226	138						151					
262	138*	167	193				151*	183	211			
312		167	193		235	241		183	211		245	264
350			193		235	241			211		245	264

1. Service factor 1.5 may be applied for standard cooling tower selection. For variable speed and reversing applications, consult Rexnord.

2. Special tubes may be applied to suit application requirements.

3. **STANDARD CORROSION RESISTANCE.**
   Class A
   Discs-300 Series stainless steel, Tube-Composite. Remainder of coupling to be steel.
   **Class D**
   Discs, bolts, nuts and washers 300 Series stainless, Tube-Composite. Hubs, adapters, and tube fittings, steel-zinc plated.

Class E
All 300 Series stainless steel Disc packs are also available in 316 stainless steel. Monel and Inconel. All 316 stainless construction also available.

4. Coupling will be bored and keywayed in accordance with AGMA Standard 9001 A86. Class I clearance fit with commercial class keyways with two setscrews per hub.

5. All Rexnord cooling tower couplings are dynamically balanced and meet AGMA Standard 9000-90.

* Slight derating required for 262 SN with 4.5 tube. Service Factor 1.0=17.6 hp/100 rpm Peak overload torque 22,200 lb.-in.
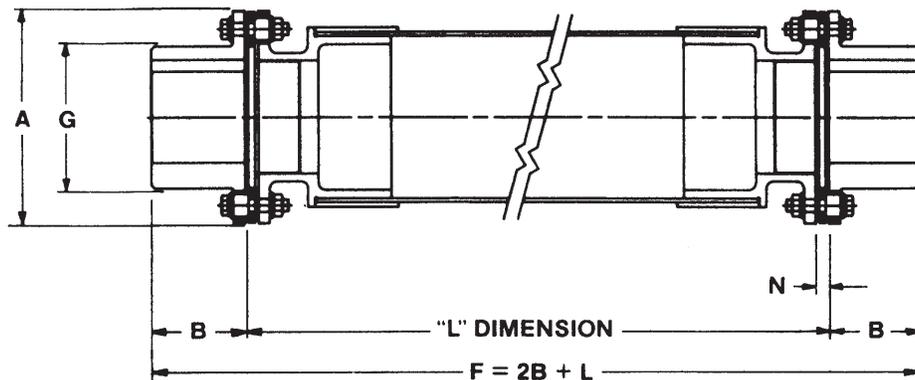
Thomas Flexible Disc Couplings
Type SN Adjustable
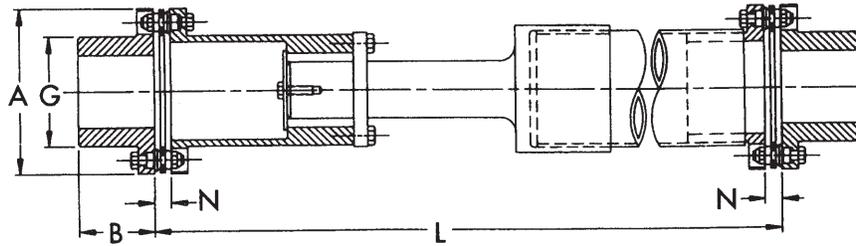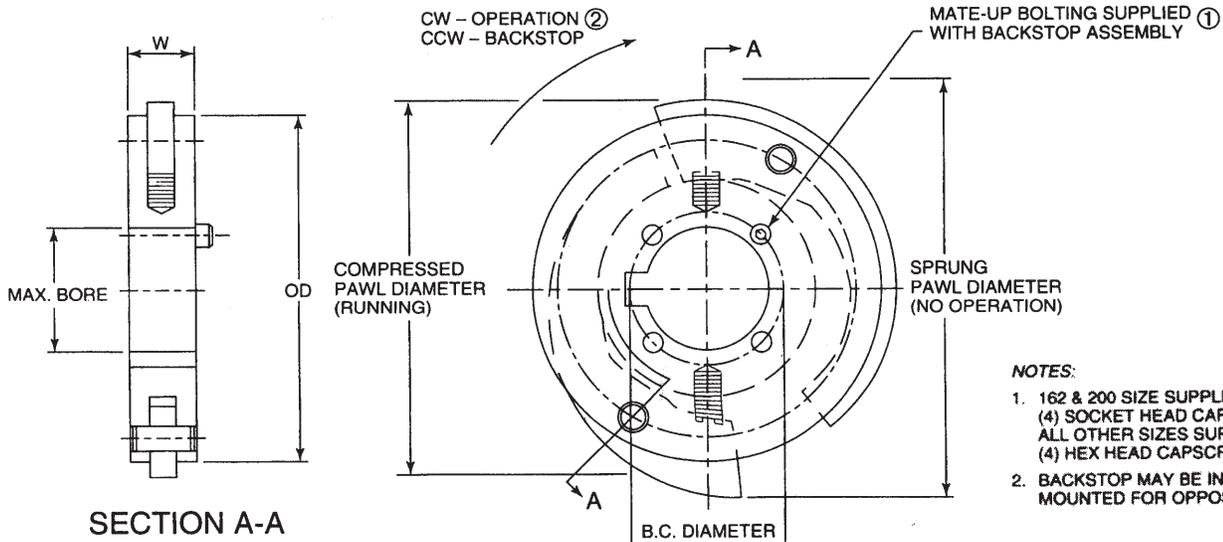

General Dimensions (in) and Engineering Data

Coupling Size	Max. Bore	A	B	G	H	Min. "L"	Adjustment Range (in.)	② Weight (lbs.)	Weight Change Per Inch of "L" (lbs.)	② WR² (lb.-in.²)	WR² Change Per Inch of "L" (lbs.-in.2)	① Axial Capacity (in.)
162	1 7/8	4 11/32	1 7/8	2 3/4	17/32	14 1/4	4	19	0.17	37	0.22	±0.036
200	2 1/4	5 7/16	2 1/8	3 9/32	9/16	15 1/8	4	30	0.39	80	0.56	±0.036
226	2 5/8	5 11/16	2 5/8	3 25/32	19/32	17 9/32	4	43	0.33	151	0.82	±0.036
262	3 1/8	6 11/16	3	4 1/2	15/32	18 7/8	4	61	0.41	253	1.6	±0.043

① All Thomas disc couplings meet NEMA frame sleeve bearing motor specifications without modification or the addition of end-float restricting devices.

② Weight and WR² at maximum bore

Stocked Sizes

Size	Length Adjustment	
162	43-47	55-59
	47-51	59-63
	51-55	
200	57-61	69-73
	61-65	77-81
	65-69	81-85
226	74-78	82-86
	78-82	86-90
262	88-92	96-100
	92-96	

Addax/Thomas Cooling Tower Backstop

CW – OPERATION ②
CCW – BACKSTOP

MATE-UP BOLTING SUPPLIED ①
WITH BACKSTOP ASSEMBLY

MAX. BORE

OD

COMPRESSED PAWL DIAMETER (RUNNING)

SPRUNG PAWL DIAMETER (NO OPERATION)

B.C. DIAMETER

SECTION A-A

NOTES:
1. 162 & 200 SIZE SUPPLIED WITH (4) SOCKET HEAD CAPSCREWS. ALL OTHER SIZES SUPPLIED WITH (4) HEX HEAD CAPSCREWS.
2. BACKSTOP MAY BE INVERSELY MOUNTED FOR OPPOSITE ROTATION.

Bolt-On Backstop Tabulation

Size	Max. Bore	Mating Hub Backstop Bolting Info				OD	W (Ref)	Pawl Dia. (Ref)		Compressed Speed (RPM Ref)
		B.C. Dia.	Capscrew Size	Min Tap DP	Tight Torque			Compressed	Sprung	
162	1 7/8	2 5/16	1/4-20 NC x 1 1/2	5/8	25 in-lbs	5 1/4	1	5 11/16	6 1/2	450 RPM Ref
200	2 1/8	2 11/16	1/4-20 NC x 1 1/2	5/8	25 in-lbs					
226	2 5/8	3 1/4	1/4-20 NC x 1 1/2	5/8	40 in-lbs.	9 1/16	1 1/8	9 3/16	10 9/16	400 RPM Ref
262	3 1/8	3 7/8	3/8-16 NC x 1 3/4	7/8	142 in-lbs.					
312	3 5/8	4 1/16	7/16-14 NC x 2	1 1/8	225 in-lbs.					
350/375	4	4 7/8	1/2-13 NC x 2	1 1/8	350 in-lbs.					

Drive Shaft Vibration from Harmonic Conditions

The term "Forcing Frequency" is used to describe a vibration pulse that may excite a response from another element of a system · during operation. Examples of forcing frequencies are; blade pass frequency; acceleration/deceleration pulses from universal joint couplings; impulses from reciprocating engines or pumps; and, gear mesh frequencies. Blade pass and gear mesh frequencies are the main forcing frequencies of concern in cooling towers.

Proper design of the mechanical system and drive shaft selection will effectively reduce or eliminate the risk of excessive vibration due to a known or predicted harmonic condition. There are three natural critical frequencies of concern for the drive shaft;

c. Lateral
a. Axial
b. Torsional
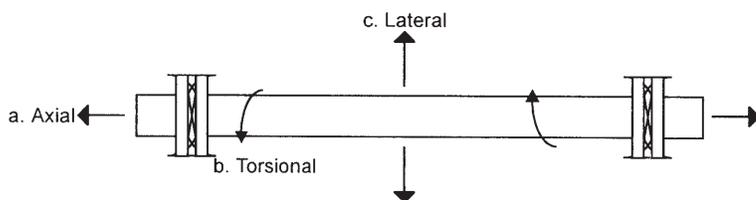
a. Axial Natural Frequency (ANF) relates to the axial stiffness and spring rate of the flexible element and mass of the spacer.
b. Torsional Natural Frequency (TNF) relates to the torsional spring rate of the connected equipment shafts and the rotational inertia of the connected equipment and drive shaft;
c. Lateral Natural Frequency (LNF) relates to the beam stiffness and mass of the composite tube and the way it is connected to the equipment shafts.

ANF is not usually a problem in cooling tower applications with the use of a disc type flexible element. These flexible elements have a non-linear increasing stiffness as they become displaced and the rotating equipment shafts do not float back and forth along their axis. ANF is a consideration with diaphragm type flexible elements and all couplings installed on sleeve bearing motors or turbines where the shafts seek a magnetic center or operating equilibrium. An ANF condition will cause the drive shaft to oscillate (vibrate) back and forth parallel to the axis of rotation. This condition will destroy the flexible elements very quickly.

TNF is not usually a problem on cooling tower applications due to the relatively large Wr^2 (rotational inertia) of the gear box and fan compared to the motor and coupling. The load is smooth because there is no pulse from the driver or driven equipment to excite the drive shaft torsionally as with a reciprocating engine. In general, when driven by electric motors and disc type couplings are used, there are no forcing frequencies present to create a harmonic condition with the ANF or TNF of the drive shaft. If sleeve bearing motors or turbines, reciprocating engines and/or universal joint (cardan) couplings are used, a torsional analysis should be performed to select the proper drive shaft.

LNF, commonly referred to as the critical speed of the drive shaft, can be excited by a gear mesh frequency or fan blade pass frequency. A gear mesh harmonic problem ordinarily results in an audible noise which may be amplified by the drive shaft. It usually occurs during acceleration to full speed. The duration of the vibration or noise may be very short, usually less than one second. A vibration profile will reveal the culprit. If the noise is ever present it may be an indication that the gear box needs repair.

The more common concerns with the Lateral Critical Speed (N_c) of the drive shaft are coincidental with the operating RPM and Blade Pass Frequency (BPF). The Cooling Tower Institute (CTI), Cooling Tower Manual, Chapter 10 requires a 1.30 minimum safety factor over maximum operating RPM. This requirement effectively eliminates the possibility of harmonic resonance at the operating RPM.

Blade Pass Frequency = 1/3 Lateral Critical of Drive Shaft

+Deflection

Lateral Critical Frequency
- Deflection

+Deflection
- Deflection
Axis of Rotation
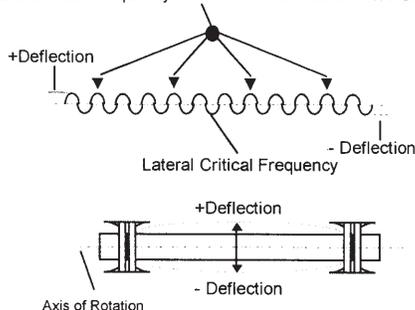
The advent of composite coupling systems has significantly reduced the weight of the drive shaft and made single span couplings most practical. These long single span shafts become susceptible to excitation from the BPF, particularly as the spacer tube diameter increases (6" and larger). The closer proximity of the coupling to the fan blade increases the influence of aerodynamic forces on the drive shaft. It is recommended that the N_c of the drive shaft be 8% away from 1, 2, or 3 times the BPF.

The phenomenon of BPF exciting the N_c of the drive shaft is due to the pressure pulse created by the fan blade passing overhead. This pressure pulse forces the drive shaft to deflect and begin to bounce up and down. When the pressure pulse is equal to 1/1, 1/2, or 1/3 the N_c of the drive shaft it induces a harmonic response and the drive shaft vibrates continuously at its critical frequency.

At the right is a typical vibration curve of a composite cylinder versus RPM. The peak amplitude is the N_c of the shaft. Studies indicate that a vibration amplitude of 5 mils or greater occurs within a range of 7.5% of the critical frequency when the shaft is balanced to AGMA class 9. A steel cylinder will have a wider range where the vibration amplitude is above 5 mils when balanced to the same specification. It is possible to narrow the range by balancing to a lower residual imbalance.

Vibration Profile of Composite Cylinder

Amplitude mils

5

Range under 5 mils is +- 7.5% of Peak

Frequency in CPM
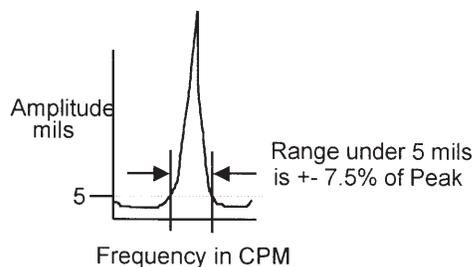
Cooling Tower Coupling Application Data Sheet

Quote/Job Number: _____   Date: _____

Customer: _____   Location: _____

DBSE: _____   Quantity: _____

(Distance Between Shaft Ends is defined as the length measured between the face of the gear box input shaft and the face of the motor shaft to within ±0.10 inches.)

Motor Data:

    Horsepower: _____

    RPM: _____

    Nema Frame Size: _____

    Motor Shaft Diameter: _____

    Key Size: _____

    Two Speed?   Yes   No   High Speed: _____   Low Speed: _____

    Variable Speed?   Yes   No   Max. Speed: _____   Min. Speed: _____

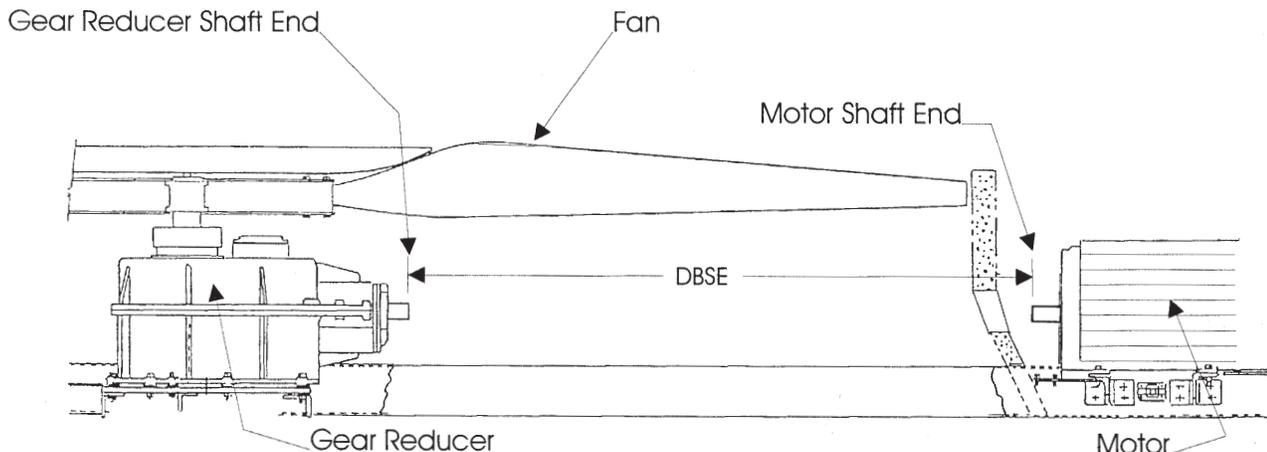**Gear Reducer Data:**

    Reduction Ratio: _____

    Input Shaft Diameter: _____

    Key Size: _____

Fan Data:

    Number of Blades: _____

    Fan RPM: _____

Gear Reducer Shaft End — Fan — Motor Shaft End — DBSE — Gear Reducer — Motor

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