

### Ranges of application:

Installation between reversing gear and propeller shaft

### Advantages:

Reduced vibration and sound transmission within the hull

Compensation for deviations in alignment of drive system

Galvanic isolation of motor and shaft system

### Special features:

SGF joint disc

Compatible with the standard output flanges of most major marine reverse gears. Other flange configurations are available as per your instruction at no additional cost.

### Further products and services:

#### Feathering propeller



**VARIPROP**  
DREHFLUGELPROPELLER



**VARIPROFILE**  
Drehflügelpropeller

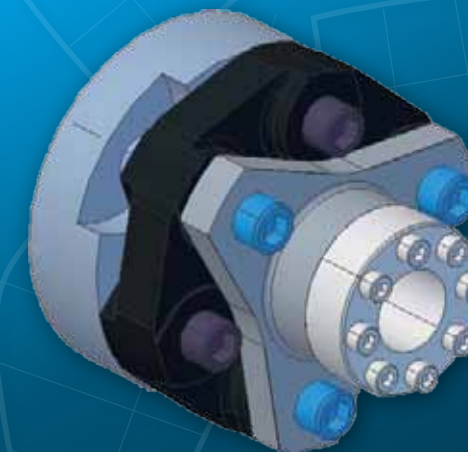
#### Folding propeller



**VARIFOLD**  
FALTPROPELLER

- » Fixed propeller
- » Propeller shafts
- » Shaft systems
- » Line shaft bearings
- » Stuffing boxes
- » Propeller repairs
- » Zinc anodes
- » Propeller Antifouling

- » Design, issue of drawings and approval by a classification society (Germ. Lloyd, Lloyds Register, DNV, Rina)



# FLEXIBLE COUPLINGS

Distributor:



MADE BY

**SPW** GmbH  
SAIL PROPELLER- UND WELLENBAU

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SPW Cou SPW Coupling – the optimum connection from the gear to the propeller shaft for a power transmission providing low vibrations within the power train.

**SPWcouplings fulfill a lot of requirements:**

- » High-elastic – torsional vibration and shock absorption
- » Deviations within the motor bearings and misalignments are adjusted up to 3°
- » Transmission via loop packs without metallic connection
- » Insulation of impact noise and electricity
- » Absolutely maintenance-free
- » Easy installation by clamping flanges
- » Extends the life of components in power train

Improvement of the mechanical and acoustic comfort onboard by absorption of torque peaks which positively affects the natural frequency of the propeller shaft.

Vibrations are minimized.

The components in the power train are effectively preserved, leading to longer service life.

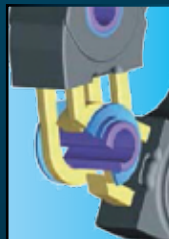
The center piece of the SPW coupling is the SGF joint disc. Because of its elasticity and absorption features the joint discs produce a shock-absorption and electrical insulation.

The fibres of the loop packs are encapsulated in rubber using an innovative vulcanizing process.

By the embedding of the fibres in rubber the torque is taken biaxial and transmitted which offers a better comfort compared to other couplings.

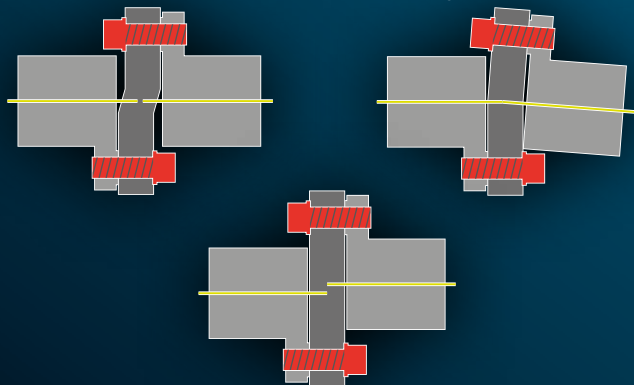


*Safety onboard. The embedding of the fibres in rubber provides high protection against external damages.*



Adjustment of axial misalignment up to 2 mm

Adjustment angular misalignment up to 3°



Adjustment of radial misalignment

**Dimensions and technical data**

Type	Design	Pitch circle and thread (Pitch circle 4 x 90°)	M10 acc. to customer's specification	Installation length mm	diameter mm	max. torque at shaft Nm	max. thrust load kN	max. adjustment	f. Shaft- ø mm	article no
K115	Yanmar, Hurth/ZF*	LK 78mm, LK 82,5mm	M10 acc. to customer's specification	115	116	280	2.1	3°	25	K115.1.25.A
	Universal	acc. to customer's specification	acc. to customer's specification	120	116	350	2.6	3°	25	K115.2.25.A
K120	Yanmar, Hurth/ZF*	LK 78mm, LK 82,5mm	M10 acc. to customer's specification	130	130	550	4.2	3°	25	K120.1.30.A
	Universal	acc. to customer's specification	acc. to customer's specification	146-160	130	1000	7.4	3°	30	K120.2.30.A
K130	Yanmar, Hurth/ZF*	LK 78mm, LK 82,5mm, LK 108mm	M10 acc. to customer's specification	146-160	165	1000	7.4	3°	30	K130.1.30.A
	Universal	acc. to customer's specification	acc. to customer's specification	146-160	165	1000	7.4	3°	35	K130.2.35.A
K165	Yanmar, Hurth/ZF*	LK 78mm, LK 82,5mm, LK 108mm	M10 acc. to customer's specification	146-160	165	1000	7.4	3°	35	K165.1.35.A
	Universal	acc. to customer's specification	acc. to customer's specification	146-160	165	1000	7.4	3°	40	K165.2.40.A

\* ) similar to K-115 and in addition 5\* flange variants

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