Delivery of disc springs as spare part

Basically our safety couplings have to be sent back for repair or modification to our factory. Only for torque limiters which are rebuilt or repaired from ENEMAC internal workers, retain a function guarantee.

Disc springs may only be delivered as a spare part when a resending of the relevant coupling is not possible and the customer explicitely denies the delivery of an exchange coupling.

In this case, our warranty obligation ceases to apply

For customer-hand converted torque limiters we can not accept any function guarantee because:

- torque limiters have to ensure a safety function.
- the safety function of the coupling depends on the correct handling, and setting of the special disc spring.
- the characteristic of our special disc spring in the adjustment range is reversed compared to an ordinary spring and therefore they react also opposed.
- we need to perform the installation and setting in person to ensure the safety function and to exclude claims for compensation from consequential damages.

With order and deliverance of disc springs the customer resigns all warranty claims.

Illustrated Explanations of the assembly instructions

Marking of torque limiter after delivery
(left: clamping hub; right: adjustment nut)

Installation Instructions

Please note the following points when replacing the disc springs:

1.) Dissamble the adjustment nut (clamping hub) with a sickle spanner. Loosen the allen set screws before. Remove the disc spring.

2.) Erase the „MIN“ and „MAX“ markings from the adjustment nut (clamping hub).

3.) Place the delivered disc spring into the right position, inside diameter convex to the adjustment nut (clamping hub), outside diameter concave to the balls (see operating instructions „Setting of the disengagement torque TA“)

4.) Assemble the adjustment nut (clamping hub) again and fasten (clockwise) until the disc spring lays flat or even a bit concave. The adjustment torque is now located in the right torque range.

5.) Turn the adjustment nut (clamping hub) counter-clockwise and measure the disengagement torque of the coupling. Position the „MAX“ marking on the adjustment nut (clamping hub) when arriving the maximum torque against the reference marking on the hub. (see operating instructions „Setting of the disengagement torque TA“)

6.) The actual operating TA can only be measured presicely if:

6.1) (for types ECA and ECB) the torque limiter is mounted on the pulley or adaper flange or the maintenance has to be simulated through a measuring fixture.

6.2) (for all other types) see mounting device.

7.) The setting range of disengagement torque is given on the data sheet.

8.) Turn the adjustment nut (clamping hub) clockwise and measure the disengagement torque. Position the „MIN“ marking on the adjustment nut (clamping hub) when arriving the minimum torque against the reference marking on the hub. (see operating instructions „Setting of the disengagement torque TA“)

9.) Turn the adjustment nut (clamping hub) counter-clockwise and measure the disengagement torque. Adjust the required setting torque (between „MIN“ and „MAX“).

10.) Fix the allen set screws of the adjustment nut (clamping hub)