FITTING AND REMOVAL OF TAS 3020, 3020 A, 3020 S 1/S 2 LOCKING ASSEMBLIES

Fitting:

Power is transmitted by means of contact pressure and friction between the functional surfaces. It is therefore very important to carefully check the condition of the contact surfaces (refer point 1) and to properly tighten the Locking Screws.

1. All contact surfaces, including threads and heads of the locking screws, have to be clean and are to be covered with an oil film. Shaft, hub and Locking Assembly are to be assembled in this condition.
2. Tighten locking screws lightly and position hub.
3. Tighten locking screws evenly crosswise up to the nominated tightening torque (tightening in 2-3 stages).
4. 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 M_A, the fitting process is completed.

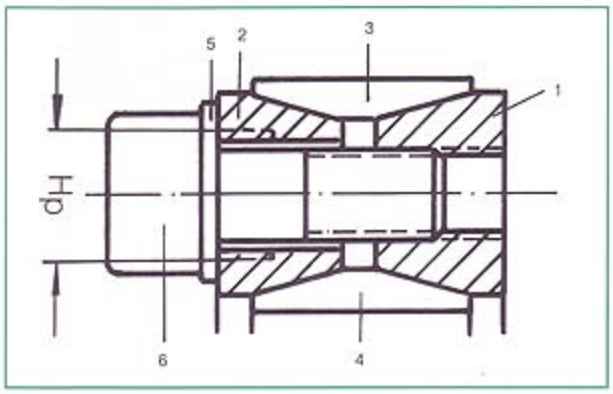

Fig. 1

1 = Rear thrust ring
2 = Front thrust ring
3 = Outer ring
4 = Inner ring
5 = Washer
6 = Locking screw grade DIN 912

Prior to fitting, used Locking Assemblies have to be cleaned and lightly oiled and then to be re-assembled as shown figure 1. The cadmium plated screws have to be fitted with a washer and placed in the holes of front thrust ring which have the pull-out threads (d_H).

Removal:

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 dis-assembled as shown in figure 2 and 3.

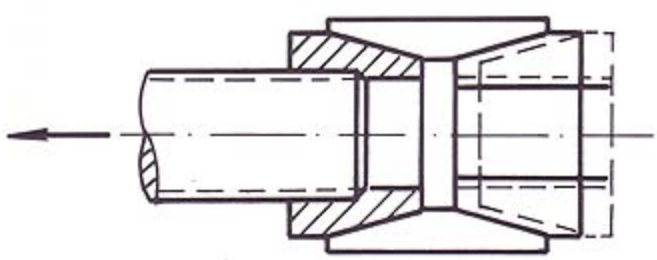

Figure 2

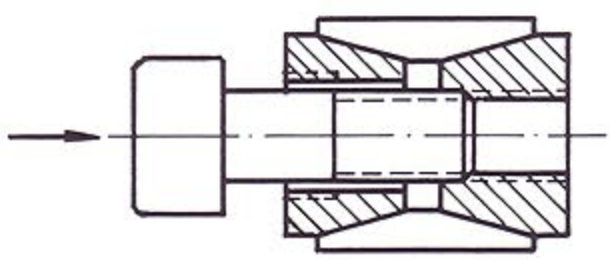

Figure 3

Tightening torque of screws DIN 912

Screw DIN 912		M 6	M 8	M 10	M 12	M 14	M 16	M 18	M 20	M 22	M 24
Tightening torque (Nm)	10.9	14	35	70	125	190	295	405	580	780	1000
	12.9	17	41	83	145	230	355	485	690	930	1200
d_H		M 8	M 10	M 12	M 16	M 18	M 20	M 22	M 24	M 27	M 30