



# Couplings for Railway and Traffic Engineering

Comfort, control and more kilometres

Made for Motion



[www.ktr.com](http://www.ktr.com)



## If you want to set things in motion: KTR

### Competence meets creativity

As a leading manufacturer of high-quality drive components, KTR supplies mechanical couplings, clamping sets, torque limiters, torque measuring systems and hydraulic components all over the world. With more than 50 years experience in power transmission we are trendsetters in the development of coupling technology and offer customised solutions to all industries. The KTR trademark characterises quality and innovation, speed, reliability, flexibility and a close working relationship with customers.

Having started with the curved-tooth gear coupling® BoWex® and the torsionally flexible jaw coupling ROTEX®, KTR has built up an extensive product portfolio covering torques from 0,15 to over 750.000 Nm. The production by KTR's in-house, up-to-date machinery ensures that the couplings are made to the utmost accuracy. The couplings having a unit weight of up to 2 tons. Flexible automation ensures a quick and low-cost production even if the product has to be customised to meet customers individual specifications. KTR produce several million couplings a year.

Even though KTR's standard product portfolio is quite extensive, it only represents a fraction of the different options available. KTR is not only a subcontractor but also a solution provider.

The knowledge gained from thousands of applications in the field allows us to find optimum, low-cost solutions for customised applications. We will consult you during the planning stage providing drawings and prototypes or arranging for local discussions if required. Every year KTR produces more than 10.000 new products ordered by customers. This trend increases year on year. This leads to many special products becoming standard items: We permanently give vital ideas to the Power Transmission technology – in cooperation with our customers.



## Accuracy meets speed

KTR products are evidence of well-designed, quality components resulting in improved characteristics of the drive system and as a consequence, a longer service life. It is our aim to continually improve the quality of our products and services. We can analyse the stiffness of components by utilising FEM (Finite Element Method) system and we can also perform torsional vibration calculations for entire drive systems. In our in-house Research and Development Centre we test our products on accurate test benches in realistic operating conditions. Our main objective is to provide the uppermost satisfaction to our customers.

Our technical sales engineers and our well-trained sales staff will be pleased to give you advice. KTR provides you with extensive services online, too: At [www.ktr.com](http://www.ktr.com) you can request information, including our product catalogue, 3D-CAD-models and assembly instructions. Depending on your application you can select your drive component from of more than 3.500 standard products. Having selected which one is the right component for your application by using our online calculation

program, you are now in a position to order the products by contacting your nearest KTR company. Alternatively our Euro shop is open 24 hours a day.

Our latest scheduling system SAP ERP ensures an optimum networking with our customers and allows for a quick and reliable delivery service. A selection of 3.500 couplings and hydraulic components are permanently available from stock. For orders placed by 2:00pm we guarantee the despatch of orders the same day! In the KTR Logistics Centre the overall flow of goods is supervised by radio-controlled barcode scanning. Leading distribution partners ensure delivery on time. Our tracking and tracing system allows you to follow the progress of your order at all times. KTR supplies to every location in the world.

For further details about us and our products:  
**[www.ktr.com](http://www.ktr.com)**



## Point the way ahead for more reliability!

Every rail vehicle has a different drive system and every drive system needs its own coupling. With 35 years of experience in railway technology KTR continuously deliver new products and ideas for classical mechanics in high technology, in this way ensuring that everything is well in modern railway traffic.

### Always a good connection

The whole world wants to be mobile – and consequently the requirement for more commuter rail traffic increases. Global competition, for all manufacturers, ensures that all organisations look to provide high quality products at the lowest cost possible.

As a supplier of products and innovation for drive systems, KTR can make a considerable contribution to the perfect drive system of rail vehicles, at a low cost and operational over a long period. KTR shaft coupling systems facilitate space-saving and reliable solutions that are easy to assemble. This extends the service life of the drive system and also increases the comfort of the passengers.

Leading manufacturers of commuter rail vehicles opt for KTR couplings time and time again.

- For fully spring-loaded drives equipped with motors having two bearings, the axial plug-in ROTEX® coupling is a well-known and popular solution.
- For the latest motors having single bearings we would recommend our new torsionally rigid steel membrane coupling RADEX®-MK.
- For non-spring-loaded drives with hollow shaft the torsionally rigid, backlash-free RIGIFLEX® is the right coupling.

To protect adjacent components all our couplings can be provided with a RUFLEX® overload system.



### **A clever move: design with the help of KTR**

The quality of the drive components defines the quality of the overall drive system. The more complex the application, the more important it is to consider the drive system as a whole. This includes designing in the correct the component from the very beginning.

We produce our products for railway and traffic technology according to the demands of the specific application or as per your specific requirements and specifications. KTR couplings are not only used in traction drives of tramways, city railways, underground trains, railcars or railway construction vehicles, but also on auxiliary drives such as safety systems for doors and stairs, in current collectors and points setting systems.

We are pleased to pass on the experience gained from such applications to you. We believe that this could lead to new products emerging from since spin-off effects. Our engineers will work with you during the design stage and will help find the optimum, low-cost solution for your specific application. Simply contact us and point the way ahead for progress – with products made by KTR.



## Twenty-five times around the world – with commuter rail traffic!

### One million reasons to use ROTEX®

Two thirds of all German tramways in operation today have our ROTEX® couplings as part of their drive system. We are seeing a trend whereby this development is becoming the norm across the world. The compact design of the ROTEX® coupling allows for easy assembly even in the latest bogies with low platforms and non-barrier entrances. In regional trains ROTEX® is used just as much. Some of the benefits of this coupling are:

- Quick and blind axial plug-in assembly
- Compensating for shaft misalignment
- Damping vibrations
- Reducing restoring forces
- Visual inspection of wear possible, therefore reduction of maintenance costs
- Low-wear operation:  
Performance of more than 1,000,000 kilometres
- Option with integrated overload protection.

The ROTEX® spider enables the drive system operate smoothly due to the material we have developed for railway technology in particular. Thanks to its perfect design the overall drive stays in good condition for a longer time.

### High power in a small space

In order to achieve compact dimensions for train drives, single-bearing motors are used. For that purpose a torsionally rigid coupling is required to transmit the supporting forces of the rotor to the bearing at the first gear stage. The most suitable product for such a sophisticated function is our compact membrane coupling RADEX®-MK which we each adapt to motor and gearbox. The membranes made from highly stiff spring steel compensates for minimum displacements. Flexibility and high production accuracy ensures smooth running and operation without any wear.



### To avoid stress and overload

RADEX®-MK can be combined with a RUFLEX® overload unit protecting the drive train against torque shocks, even with frequent load peaks. As soon as the overload torque, set by the manufacturer, is achieved, the power flow is interrupted. The compact design unit saves both mounting space and costs.

For rack railways and diesel engine locomotives a coupling overload system combination of ROTEX® and RUFLEX® is preferred. The overload unit integrated in the ROTEX® hub protects against torque peaks whilst increasing the service life of the adjacent components. This unit is characterised by its compact design as well as its easy and low-cost plug-in assembly. A special friction lining enables more frequent slipping – without the unfavourable stick-slip effect.

### For high shaft displacements

Hollow shaft drives require torsionally rigid, backlash-free shaft connections. That is why the maintenance-free steel lamina coupling RIGIFLEX® is used in some locomotives, commuter trains and trams. As an individually adapted hollow shaft connection between motor and gearbox the double-cardanic coupling is able to compensate for very high displacements. RIGIFLEX® can be combined with the RUFLEX® torque limiter to become a unit. It is possible to supply this coupling in a form that means axial separation can be achieved without disassembly.

### For gearbox protection

Trolley buses whose electric motors are driven by current from overhead wires benefit from KTR's insulation coupling. It fulfils particularly high demands, because it does not only transmit the torque reliably, but protects the gearbox against damages caused by current overloads.



## At 350 kph auxiliary drives are no longer of minor importance

KTR couplings not only have decisive benefits with traction drives. On secondary drives, for example door systems and braking devices, they help to protect man and machine. This applies for all trains in passenger and freight traffic.

### Open and closed, in and out, up and down

For automatic door systems of rail vehicles the main criteria – even more important than comfort – is the safety of passengers. It goes without saying that the demands are high. No matter if it is a swing door, sliding door or a combination of swing and sliding door the highest reliability of the system is paramount.

This kind of door drive has to stand extreme conditions: heat, cold, moisture, shocks, vibrations and the permanent change between open and close. Wear is already preprogrammed into the design – unless the drive is protected by a perfectly adapted shaft coupling. For example BoWex® or ROTEX®.

Passengers may become an obstacle during the process of the doors closing. Here it is good to see that the protection against squashing of the passengers is ensured by a mechanical overload protection switching off the door drive in case of overload. In this case the backlash-free overload system SYNTEX® or the torque limiter RUFLEX® is the most suitable product. Particularly on complex drives of safety closing systems and automatic entrance aids the coupling overload combination may aid longer service life.





Brake compressor

### Step by step more powerful

For door systems with pneumatic drives, including brakes, current collectors and other applications, compressed air is required, through on board compressors. These compressors should operate as quietly as possible and should be as compact as they can be in order to save space.

KTR couplings aid the design and manufacture of compact compressors running at low noise. In addition they are easy to assemble, insensitive to temperature, maintenance-free and low-cost.

On brake compressors ROTEX® with an integrated fan has proven its worth- just like with the failsafe system on the ICE: the compressor produces the necessary operating pressure in order to release the brake clip. At the same time the fan

serves to dissipate the heat in the compressor. If the compressor fails, for example because of power outage, the brake linings are automatically pressed against the brake disk – even at speeds exceeding 300 kph.

Since the compressors in rail vehicles are permanently in operation, noise has to be taken into account. KTR couplings dampen the noise even when they perform their function of damping vibrations at the same time, even if they rotate far away from the resonance points.

Subject to the high product quality and the perfect adaptation of products we are in a position to support you in the development of new compressed air systems: KTR couplings are an important factor for high power and safety in every drive system.



## Powerful benefits when you need them

### Dual application – road or rail

Whenever two different drive systems are integrated in a vehicle, KTR couplings are important connections, for example on special-purpose vehicles for inspection, maintenance, repair and cleaning of railway plants.

A flange coupling BoWex® FLE-PA is often used between diesel engine and axial piston pump in rail-road vehicles to maintain overhead wires. This is also the case when converting road excavators to rail-road excavators. A new friction wheel driving system is connected to the body of the vehicle to enable it to operate both on the highway and on rails.

For tunnel rescue vehicles and fire engines with a wheel hub motor as its rail drive, ROTEX® ZR or RADEX®-N is needed, with bigger vehicles they are used in combination with CLAMPEX® clamping sets. For smaller performance vehicles

the double-cardanic ROTEX® ZR with an intermediate shaft, that has to be disassembled radially, is particularly suitable. It is able to offset large shaft distances and compensate for high radial displacements. The double arrangement of spiders facilitates particularly good damping properties.

CLAMPEX® clamping sets are also used on test benches for locomotive gearboxes. The benefit of the frictionally engaged shaft-hub-connection compared to a positive-locking feather key connection is obvious: The frictionally engaged operation ensures an accurate, material-saving shaft connection free from wear even with high alternating loads.



### Special products for special-purpose vehicles

On railway track machines KTR couplings are used in the direct drives of rail axles. In this case a special design of ROTEX<sup>®</sup>, as a flange type coupling, has been used and has proven to be very successful.

In vehicles for trackbed cleaning and maintenance our couplings and components are indispensable. An example of this is when a ROTEX<sup>®</sup> coupling is used on the conveyor drive of trackbed cleaning machines. BoWex<sup>®</sup> curved-tooth gear couplings are used on the combustion engine and KTR steel tanks on the hydraulic system.

### A life full of changes

Points setting devices, signals and materials depot controls are other major applications for ROTEX<sup>®</sup> or ROTEX<sup>®</sup> GS. In electro-hydraulic points setting devices the coupling is installed between motor and pump. In mechanical systems devices the coupling is installed between motor and setting gear. The switching of the points are operated by electric signals controlling the drive of the point directly. KTR couplings have operated in some points setting systems for over 20 years, due to the couplings high quality, reliability and long service life, thus they meet with highest demands required – safely.

# KTR couplings for railway and traffic engineering

				
Product	ROTEX®	ROTEX® GS	RADEX®-N	RADEX®-MK
Traction drives spring-loaded with double bearings	●			
Traction drives spring-loaded with single bearing				●
Traction drives non-spring-loaded supported on the axle	●			
Door drives	●	●		
Compressors	●			
Inclining technology	●	●		
Electro-hydraulic drives	●		●	
Diesel-hydraulic drives				
Points setting controls	●	●		
Trolley busses (insulation coupling)	●			
Rail-road drive	●		●	

				
POLY-NORM®	RIGIFLEX®	BoWex®	BoWex-ELASTIC® BoWex® FLE-PA	RUFLEX® SYNTEX®
				●
				●
	●			●
●		●		●
●		●		
			●	
			●	



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