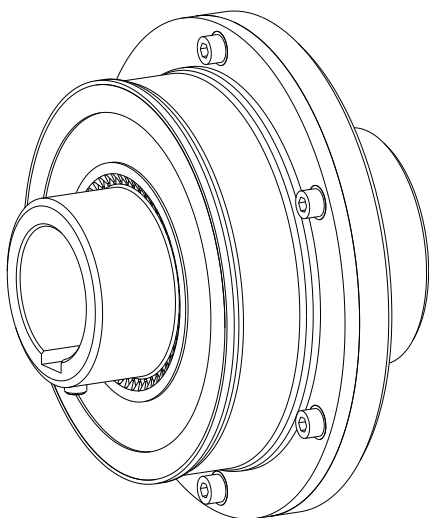




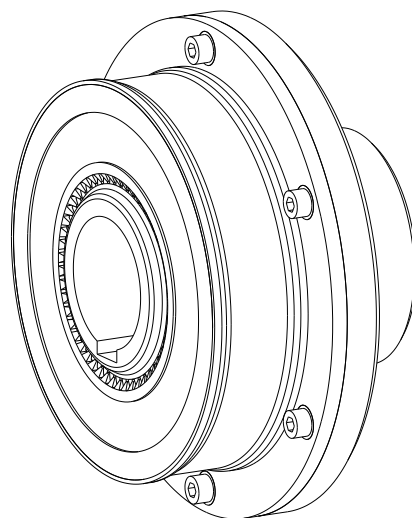
BoWex-ELASTIC®

highly flexible flange coupling types
HEW, HEW Compact and their combinations

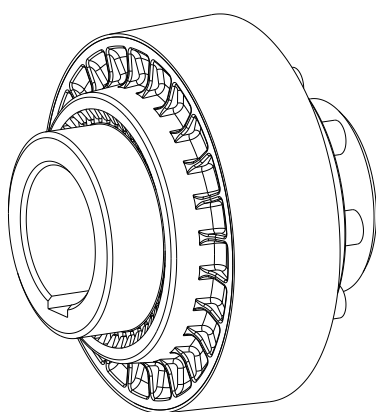
according to directive 2014/34/EU and UK directive SI 2016 No. 1107



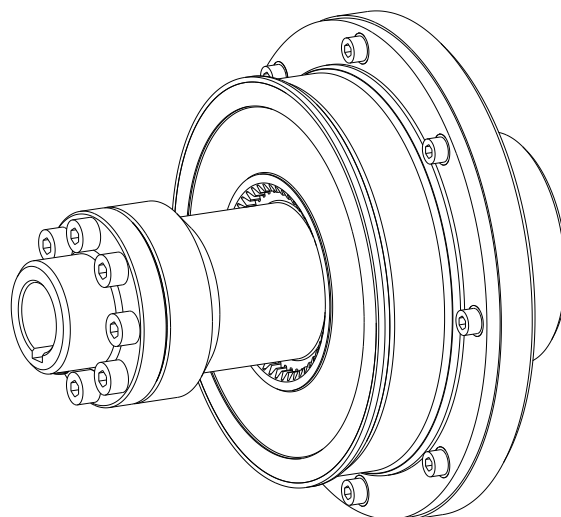
Type HEW1



Type HEW2



Type HEW Compact



Type HEW-ZS

 KTR-Group	BoWex-ELASTIC® Operating/Assembly instructions Type HEW, HEW Compact and HEW-ZS	KTR-N 40114 EN Sheet: 2 of 27 Edition: 11
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BoWex-ELASTIC® HEW is a highly flexible plug-in shaft coupling. It dampens torsional vibrations, reduces shocks and isolates structure-borne noise.

The **BoWex-ELASTIC® HEW** coupling compensates for relatively large shaft displacements, for example caused by inaccuracies in production, thermal expansion etc.

Table of content

1	Technical data	3
2	Advice	6
2.1	General advice	6
2.2	Safety and advice symbols	6
2.3	General hazard warnings	6
2.4	Intended use	7
2.5	Coupling selection	7
2.6	Reference to EC Machinery Directive 2006/42/EG	7
3	Storage, transport and packaging	8
3.1	Storage	8
3.2	Transport and packaging	8
4	Assembly	8
4.1	Components of the couplings	8
4.2	Advice for finish bore	10
4.3	Assembly of the coupling (general)	11
4.4	Assembly of type HEW and HEW Compact	11
4.5	Assembly of type HEW-ZS	13
4.6	Displacements - alignment of the couplings	15
5	Start-up	17
6	Breakdowns, causes and elimination	18
7	Disposal	20
8	Maintenance and service	20
9	Spares inventory, customer service addresses	20
10	Enclosure A	
	Advice and instructions regarding the use in  potentially explosive atmospheres	21
10.1	Intended use in  potentially explosive atmospheres	21
10.2	Inspection intervals for couplings in  potentially explosive atmospheres	22
10.3	Inspection of torsional backlash	23
10.4	Standard values of wear	24
10.5	 marking of couplings for potentially explosive atmospheres	25
10.6	EU Declaration of conformity	26
10.7	UK Declaration of conformity	27

Please observe protection note ISO 16016.	Drawn: 2026-01-30 Pz/Hk Verified: 2026-01-30 Pz	Replacing: KTR-N dated 2022-07-05 Replaced by:
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**KTR-Group**

BoWex-ELASTIC®
Operating/Assembly instructions
Type HEW, HEW Compact and HEW-ZS

KTR-N 40114 EN
Sheet: 3 of 27
Edition: 11

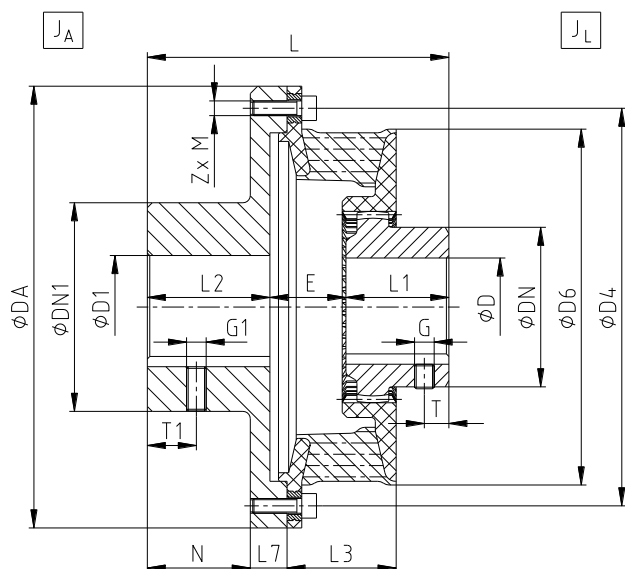
1 Technical data**BoWex-ELASTIC® type HEW1 and HEW2**

Illustration 1: BoWex-ELASTIC® type HEW1

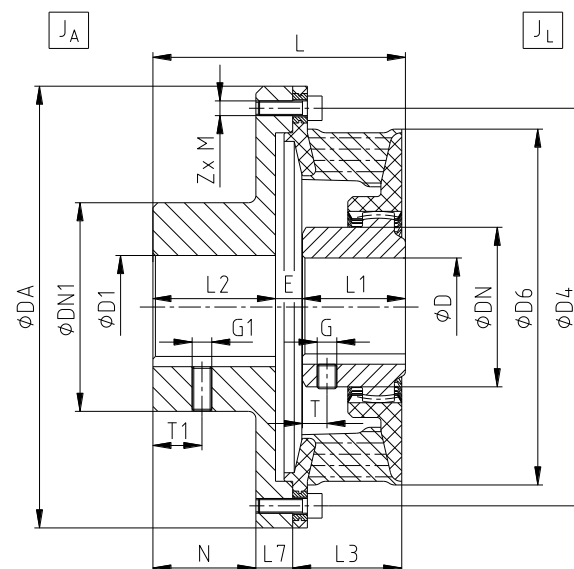


Illustration 2: BoWex-ELASTIC® type HEW2

Table 1: Dimensions - type HEW1 and HEW2

Size	Max. finish bore in mm		Dimensions ¹⁾ in mm										DA	DN	DN1
			L		L1	L2	L3	L7	E						
	D	D1	HEW1	HEW2					HEW1	HEW2					
42	48	50	132	104	50	55.0	45	15	32	4	180	68	85		
48	48	55	137	109	50	55.0	45	17	32	4	200	68	92		
65	65	75	187	150	70	75.0	55	28	42	5	245	96	125		
80	80	80	215	160	90	80.0	70	17	45	5	318	124	130		
G 80	85	95	235	185	90	90.0	80	22	55	5	358	124	145		
100	100	110	278	207	110	111.5	80	14	57	26	478	152	158		
125	125	125	355	-	140	170.0	99	14	45	-	478	192	175		
G 125	125	125	355	-	140	170.0	95	14	45	-	530	192	175		
150	160	160	380	-	150	150.0	100	18	70	-	585	225	225		
G 150	160	160	380	-	150	150.0	108	18	70	-	585	225	225		
200	180	200	480	-	175	220.0	149	26	85	-	683	250	280		
G 200	180	200	480	-	175	220.0	149	26	85	-	683	200	280		

Size	Dimensions ¹⁾ in mm					Weight with max. bore in kg	Mass moment of inertia with maximum bore of coupling in kgm ²		Perm. damping power ²⁾ P _{KW} in W		
	D4	D6	N	Z	M		J _A	J _L	60 °C	80 °C	90 °C
42	162.00	146	42	6	M 6	4.3	0.0121	0.0015	26.0	15.6	10.4
48	180.00	164	45	8	M 6	5.5	0.0204	0.0019	36.0	21.6	14.4
65	224.00	205	63	8	M 8	13.2	0.0752	0.0071	60.0	36.0	24.0
80	295.27	266	70	8	M 10	19.7	0.1449	0.0285	120.0	72.0	48.0
G 80	333.40	302	78	8	M 10	25.9	0.2748	0.0422	180.0	108.0	72.0
100	438.15	350	113	8	M 12	48.5	0.8356	0.1050	210.0	126.0	84.0
125	438.15	416	158	16	M 12	67.2	0.9498	0.2617	221.0	133.0	88.0
G 125	489.00	440	158	8	M 12	76.6	1.4492	0.3034	240.0	144.0	96.0
150	542.90	470	145	6	M 16	110.0	2.7206	0.5303	262.0	157.0	105.0
G 150	542.90	504	145	6	M 16	113.4	2.7809	0.5861	278.0	167.0	111.0
200	641.35	568	214	12	M 16	195.0	6.6418	1.1406	308.0	185.0	123.0
G 200	250.00	600	214	12	M 16	200.0	6.6099	1.3419	324.0	194.0	130.0

1) For dimensions G and T as well as G1 and T1 see table 5

2) With applications in potentially explosive atmospheres in category 2 only 50 % of the max. permissible damping power is permissible.

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note ISO 16016.

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Replacing: KTR-N dated 2022-07-05
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1 Technical data

BoWex-ELASTIC® type HEW Compact

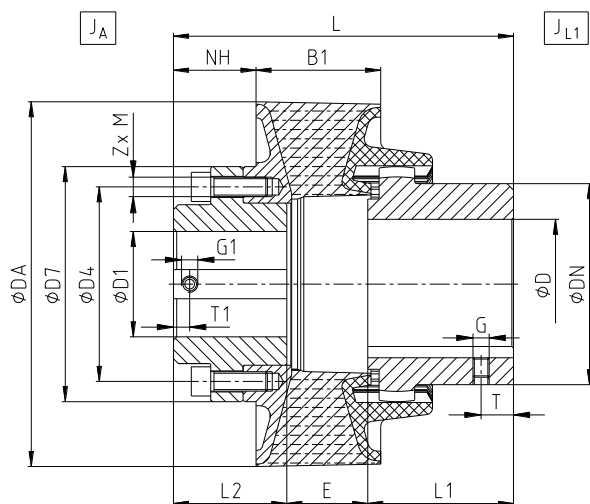


Illustration 3: BoWex-ELASTIC® type HEW1 Compact

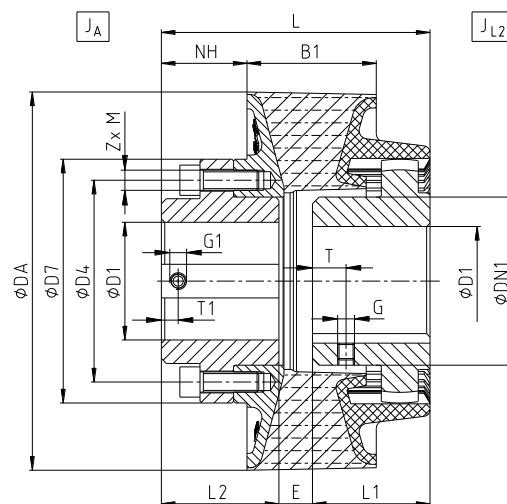


Illustration 4: BoWex-ELASTIC® type HEW2 Compact

Table 2: Dimensions - type HEW Compact

Size	Max. finish bore in mm		Dimensions ¹⁾ in mm									DA	DN	DN1
			L		L1		L2	E						
	D	D1	HEW1	HEW2	HEW1	HEW2		HEW1	HEW2					
42-130	42	42	118	98	42	42	42	34	14	131	65	90		
65-180	65	65	145	122	55	55	60	30	7	180	96	130		
80-225	90	75	210	158	90	70	70	50	18	225	124	145		
100-305	100	100	258	187	110	70	90	58	17	305	152	200		
125-365	125	125	328	240	140	100	120	68	20	365	192	235		

Size	Dimensions ¹⁾ in mm						Weight with pilot bored coupling in kg	Mass moment of inertia with pilot bored coupling in kgm ²			Perm. damping power ²⁾ P _{KW} in W		
	D4	D7	B1	NH	Z	M		J _A	J _{L1}	J _{L2}	60 °C	80 °C	90 °C
42-130	78	90	45	37	6	M 6	3.4	0.003	0.001	0.001	30	18	12
65-180	110	130	55	47	8	M 10	9.0	0.014	0.006	0.006	55	33	22
80-225	120	145	77	51	10	M 12	18.9	0.035	0.029	0.021	90	54	36
100-305	175	200	90	73	16	M 12	40.2	0.152	0.087	0.068	150	90	60
125-365	205	230	150	90	12	M 16	75.0	0.360	0.260	0.192	220	132	88

1) For dimensions G and T as well as G1 and T1 see table 5

2) With applications in potentially explosive atmospheres in category 2 only 50 % of the max. permissible damping power is permissible.

1 Technical data

BoWex-ELASTIC® type HEW-ZS

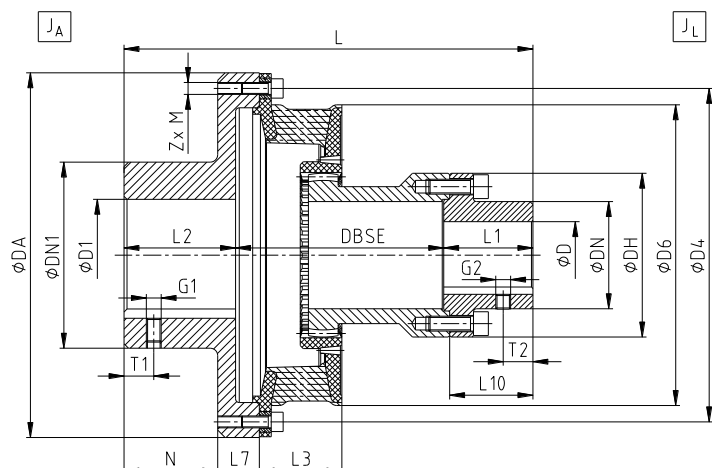


Illustration 5: BoWex-ELASTIC® type HEW-ZS
(size 48 to G 80)

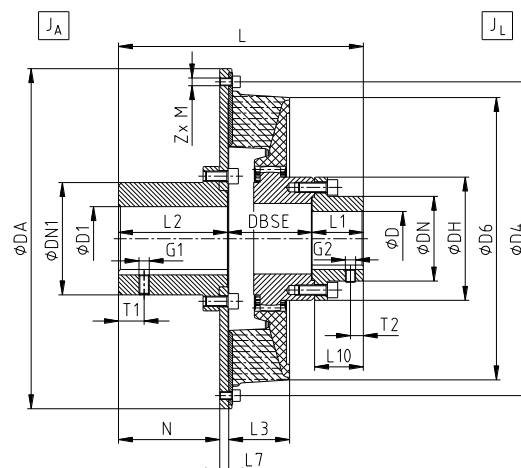


Illustration 6: BoWex-ELASTIC® type HEW-ZS
(size 100 to G 125)

Table 3: Dimensions - type HEW-ZS

Size	Max. finish bore in mm		Dimensions ¹⁾ in mm												
	D	D1	L	L1	L2	L3	L7	L10	DA	DH	DN	DN1	D4	D6	N
48	28	55	L = L1 + L2 + DBSE	50	55.0	45	17	45	200	78	45	92	180.00	164	45
65	45	75		55	75.0	55	28	56	245	110	72	125	224.00	205	63
80	65	80		90	80.0	70	17	75	318	145	100	130	295.27	266	70
G 80	65	95		90	90.0	80	22	75	358	145	100	145	333.40	302	78
100	90	110		80	111.5	80	16	76	478	180	135	158	438.15	350	110
125	120	125		80	170.0	99	18	76	478	225	180	175	438.15	416	171
G 125	120	125		80	170.0	95	15	76	530	225	180	175	489.00	440	157

Size	Dimensions ¹⁾ in mm		Spacer HEW-ZS DBSE in mm					Weight with max. bore in kg	Mass moment of inertia with maximum bore of coupling in kgm ²		Perm. damping power ²⁾ P _{KW} in W		
	Z x M		100	120	140	180	250		J _A	J _L	60 °C	80 °C	90 °C
48	8	M 6	●	●				6.9	0.0203	0.0050	36.0	21.6	14.4
65	8	M 8		●	●			16.0	0.0747	0.0160	60.0	36.0	24.0
80	8	M 10			●	●		25.5	0.1447	0.0699	120.0	72.0	48.0
G 80	8	M 10				●	●	34.2	0.2752	0.1412	180.0	108.0	72.0
100	8	M 12				●	●	54.0	0.8459	0.0992	210.0	126.0	84.0
125	16	M 12				●	●	84.2	1.1814	0.3017	221.0	133.0	88.0
G 125	8	M 12				●	●	93.5	1.6853	0.3690	240.0	144.0	96.0

1) For dimensions G1 and T1 as well as G2 and T2 see table 5

2) With applications in potentially explosive atmospheres in category 2 only 50 % of the max. permissible damping power is permissible.



BoWex-ELASTIC® couplings with attachments that can generate heat, sparks and static charging (e. g. combinations with brake drums, brake disks, overload systems such as torque limiters, fan impellers etc.) are not permitted for the use in potentially explosive atmospheres. A separate analysis must be performed.

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	Verified:	2026-01-30 Pz	Replaced by:	

2 Advice

2.1 General advice

Read carefully through these operating/assembly instructions before you start up the coupling.
Pay special attention to the safety instructions!



The **BoWex-ELASTIC®** coupling is suitable and approved for the use in potentially explosive atmospheres. When using the coupling in potentially explosive atmospheres, observe the special advice and instructions regarding safety in enclosure A.

The operating/assembly instructions are part of your product. Store them carefully and close to the coupling. The copyright for these operating/assembly instructions remains with KTR.

2.2 Safety and advice symbols



Warning of potentially explosive atmospheres

This symbol indicates notes which may contribute to preventing bodily injuries or serious bodily injuries that may result in death caused by explosion.



Warning of personal injury

This symbol indicates notes which may contribute to preventing bodily injuries or serious bodily injuries that may result in death.



Warning of product damages

This symbol indicates notes which may contribute to preventing material or machine damage.



General advice

This symbol indicates notes which may contribute to preventing adverse results or conditions.



Warning of hot surfaces

This symbol indicates notes which may contribute to preventing burns with hot surfaces resulting in light to serious bodily injuries.

2.3 General hazard warnings



With assembly, operation and maintenance of the coupling it must be made sure that the entire drive train is secured against accidental switch-on. You may be seriously hurt by rotating parts. Make absolutely sure to read and observe the following safety instructions.

- All operations on and with the coupling must be performed taking into account "safety first".
- Make sure to switch off the power pack before you perform your work on the coupling.
- Secure the power pack against accidental switch-on, e. g. by providing warning signs at the place of switch-on or removing the fuse for current supply.
- Do not reach into the operating area of the coupling as long as it is in operation.
- Secure the coupling against accidental contact. Provide for the necessary protection devices and covers.

 KTR-Group	BoWex-ELASTIC® Operating/Assembly instructions Type HEW, HEW Compact and HEW-ZS	KTR-N 40114 EN Sheet: 7 of 27 Edition: 11
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2 Advice

2.4 Intended use

You may only assemble, operate and maintain the coupling if you

- have carefully read through the operating/assembly instructions and understood them
- are technically qualified and specifically trained (e. g. safety, environment, logistics)
- are authorized by your company

The coupling may only be used in accordance with the technical data (see chapter 1). Unauthorized modifications on the coupling design are not admissible. We will not assume liability for any damage that may arise. In the interest of further development we reserve the right for technical modifications.

The **BoWex-ELASTIC® type HEW, HEW Compact and HEW-ZS** described in here corresponds to the technical status at the time of printing of these operating/assembly instructions.

2.5 Coupling selection



For a long-lasting and failure-free operation of the coupling it must be selected according to the selection instructions (according to DIN 740 part 2) for the particular application (see catalogue drive technology "BoWex-ELASTIC®").

If the operating conditions (performance, speed, modifications on engine and machine) change, the coupling selection must be reviewed.

Make sure that the technical data regarding torque refer to the elastomer part only. The transmittable torque of the shaft-hub-connection must be reviewed by the customer and is subject to his responsibility.

For drives subjected to torsional vibrations (drives with cyclic stress due to torsional vibrations) it is necessary to perform a torsional vibration calculation to ensure a reliable selection. Typical drives subjected to torsional vibrations are e. g. drives with diesel engines, piston pumps, piston compressors etc. If requested, KTR will perform the coupling selection and the torsional vibration calculation.



With applications in potentially explosive atmospheres in conjunction with gases only 50 % of the permissible damping power of the coupling is permissible with temperature class T6 to T4 (see chapter 1).

2.6 Reference to EC Machinery Directive 2006/42/EG

The couplings supplied by KTR should be considered as components, not machines or partly completed machines according to EC Machinery Directive 2006/42/EC. Consequently KTR does not have to issue a declaration of incorporation. For details about safe assembly, start-up and safe operation refer to the present operating/assembly instructions considering the warnings.

Please observe protection note ISO 16016.	Drawn: 2026-01-30 Pz/Hk Verified: 2026-01-30 Pz	Replacing: KTR-N dated 2022-07-05 Replaced by:
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3 Storage, transport and packaging

3.1 Storage

The coupling hubs are supplied in preserved condition and can be stored in a dry and roofed place for 6 - 9 months.

With favourable storage conditions the properties of the elastomer part remain unchanged for up to 5 years.



The storage rooms must not include any ozone-generating devices like e. g. fluorescent light sources, mercury-vapour lamps or electrical high-voltage appliances. Humid storage rooms are not suitable.

Make sure that condensation is not generated. The best relative air humidity is less than 65 %.

3.2 Transport and packaging



In order to avoid any injuries and any kind of damage always make use of proper transport and lifting equipment.

The couplings are packed differently each depending on size, number and kind of transport. Unless otherwise contractually agreed, packaging will follow the in-house packaging specifications of KTR.

4 Assembly

The coupling is generally supplied in individual parts. Before assembly the coupling must be inspected for completeness.

4.1 Components of the couplings

Components of BoWex-ELASTIC® type HEW1 and HEW2

Component	Quantity	Description
1	1	Elastomer part
2	1	Hub
4	1	Flange hub
5	see table 1 ¹⁾	Cap screw DIN EN ISO 4762 ¹⁾
7	2	Setscrew DIN EN ISO 4029

1) With size 150 nuts as per DIN EN ISO 4014 are required additionally.

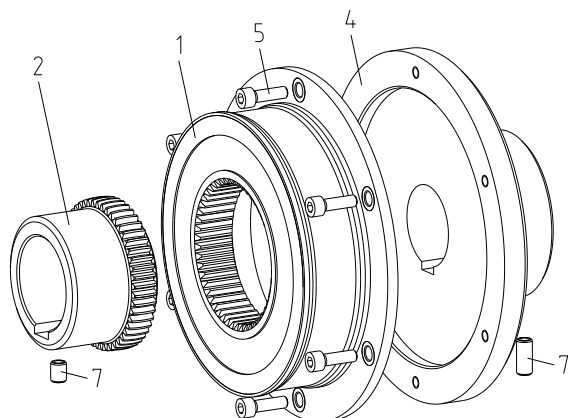


Illustration 7: BoWex-ELASTIC® type HEW1

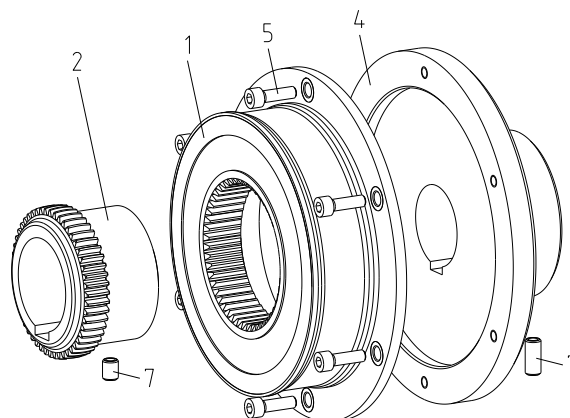


Illustration 8: BoWex-ELASTIC® type HEW2



4 Assembly

4.1 Components of the couplings

Components of BoWex-ELASTIC® type HEW Compact

Component	Quantity	Description
1	1	Elastomer part
2	1	Hub
4	1	Coupling flange
5	see table 2	Cap screw DIN EN ISO 4762
7	2	Setscrew DIN EN ISO 4029

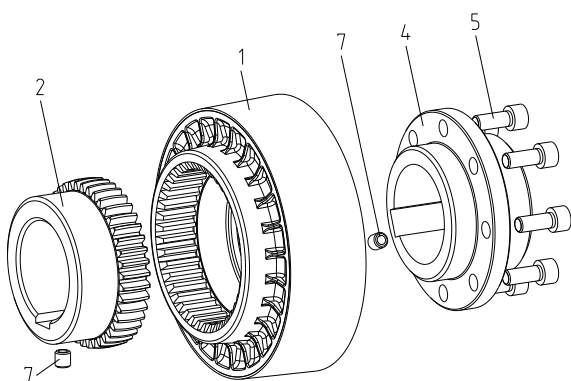


Illustration 9: BoWex-ELASTIC® type HEW1 Compact

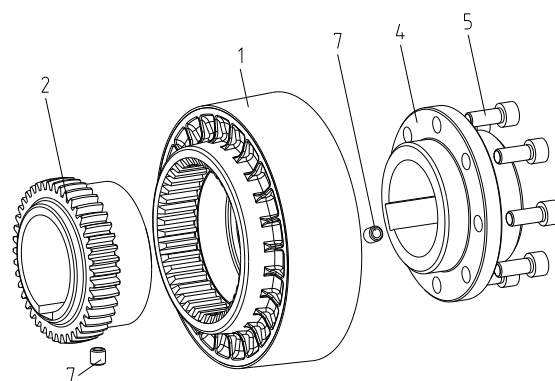


Illustration 10: BoWex-ELASTIC® type HEW2 Compact

Components of BoWex-ELASTIC® type HEW-ZS

Component	Quantity	Description
1	1	Elastomer part
2	1	Intermediate shaft hub
3	1	Hub spec.
4	1	Flange hub
4.1	1	Coupling flange
4.2	1	Additional flange
4.3	see table 4	Cap screw DIN EN ISO 4762
5	see table 3	Cap screw DIN EN ISO 4762
6	see table 4	Cap screw DIN EN ISO 4762
7	2	Setscrew DIN EN ISO 4029

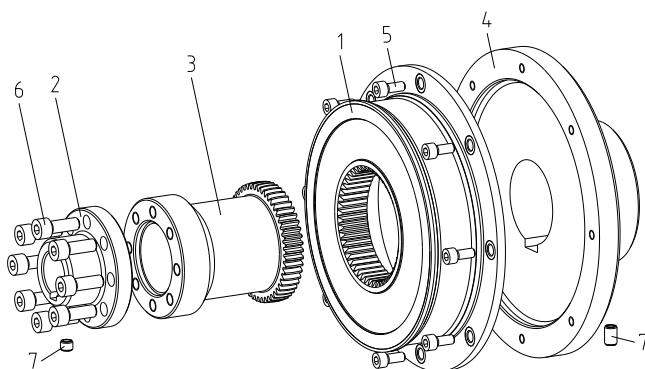


Illustration 11: BoWex-ELASTIC® type HEW-ZS (size 48 to G 80)

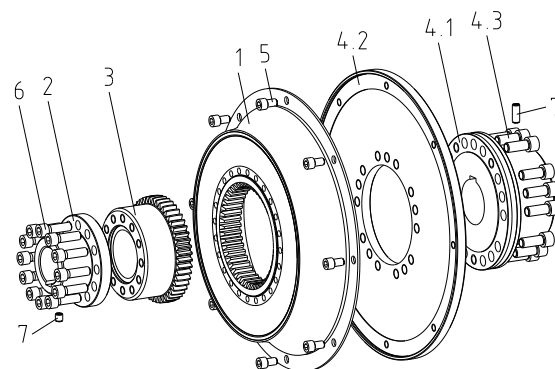


Illustration 12: BoWex-ELASTIC® type HEW-ZS (size 100 to G 125)

Table 4: Cap screws DIN EN ISO 4762

Size	48	65	80	G 80	100	125	G 125
Number Z (component 4.3)	-	-	-	-	15	12	12
Number Z (component 6)	8	12	12	12	12	12	12



4 Assembly

4.2 Advice for finish bore



The maximum permissible bore diameters D (see chapter 1 - technical data) must not be exceeded. If these figures are disregarded, the coupling may tear. Rotating particles may cause danger to life.

- Hub bores machined by the customer have to observe concentricity resp. axial runout (see illustration 13).
- Make absolutely sure to observe the figures for $\varnothing D$.
- Carefully align the hub when the finish bores are drilled.
- Provide for a setscrew according to DIN EN ISO 4029 with a cup point or an end plate to fasten the hub axially.

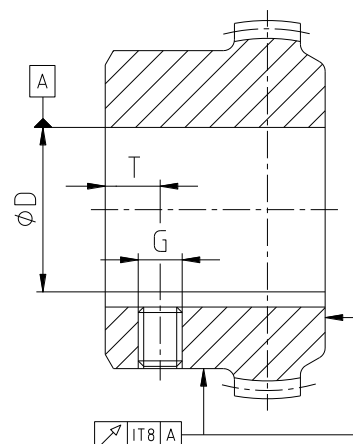


Illustration 13: Concentricity and axial runout



The customer bears the sole responsibility for all machining processes performed subsequently on unbored or pilot bored as well as finish machined coupling components and spare parts. KTR does not assume any warranty claims resulting from insufficient remachining.



KTR supplies unbored or pilot bored coupling components and spare parts only upon explicit request of the customer. These parts are additionally marked with the symbol Ⓢ .

Reference to unbored resp. pilot bored coupling components with explosion protection marking:

Basically the company KTR Systems GmbH supplies couplings resp. coupling hubs with explosion protection marking as an unbored or pilot bored type only on explicit request of the customer. The prerequisite is a declaration of exemption submitted by the customer assuming any responsibility and liability for respective remachining performed on the product of KTR Systems GmbH.

Table 5: Setscrew DIN EN ISO 4029

Size	42	48	65	80 G 80	100	125 G 125	150 G 150	200 G 200
Dimension G	M 8	M 8	M 10	M 10	M 12	M 16	M 16	M 16
Dimension G1	M 8	M 8	M 10	M 10	M 12	M 16	M 16	M 16
Dimension G2	M 8	M 8	M 10	M 10	M 12	M 16	M 16	M 16
Dimension T	10	10	15 / 20 ¹⁾	20	30	40	40	40
Dimension T1	20	20	20	25	30	40	40	60
Dimension T2	10	10	20	20	20	20	50	60
Tightening torque T_A in Nm	10	10	17	17	40	80	80	80

1) Length of hub 55 mm $T = 15$ mm, length of hub 70 mm $T = 20$ mm

Table 6: Recommended fit pairs acc. to DIN 748/1

Bore in mm		Shaft tolerance	Bore tolerance
above	up to		
	50	k6	H7
50		m6	(KTR standard)

If a feather keyway is intended to be used in the hub, it should correspond to the tolerance ISO JS9 (KTR standard) with normal operating conditions or ISO P9 with sophisticated operating conditions (frequently alternating torsional direction, shock loads, etc.).

The transmittable torque of the shaft-hub-connection must be reviewed by the customer and is subject to his responsibility.

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	Verified:	2026-01-30 Pz	Replaced by:	



4 Assembly

4.3 Assembly of the coupling (general)



In case if a dimensional drawing was prepared for the coupling, the entries specified therein must be primarily observed.

The operator of the machine must be provided with the dimensional drawing.



We recommend to inspect bores, shaft, keyway and feather key for dimensional accuracy before assembly.



Heating the hubs lightly (approx. 80 °C) allows for an easier mounting on the shaft.



Pay attention to the ignition risk in potentially explosive atmospheres!



Touching the heated hubs causes burns.
 Wear safety gloves.



With the assembly make sure that the dimension E resp. DBSE (see chapter 1) is observed to allow for axial clearance of the coupling sleeve while in operation.
 Disregarding this advice may cause damage to the coupling.



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).

4.4 Assembly of type HEW and HEW Compact

- Mount the hub (component 2) and the flange hub resp. coupling flange (component 4) on the shafts of driving and driven side (see illustration 14).
- Secure the hub and the flange hub resp. coupling flange by tightening the setscrew (component 7) DIN EN ISO 4029 with a cup point (tightening torques see table 5).

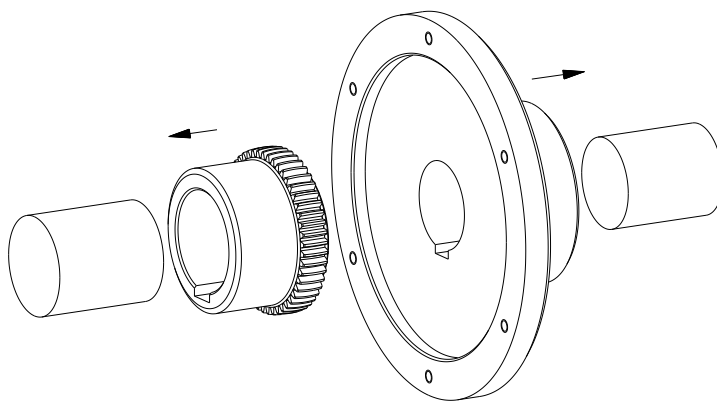


Illustration 14: Assembly of the hub and the flange hub resp. coupling flange (example: type HEW1)



4 Assembly

4.4 Assembly of type HEW and HEW Compact

- Position the elastomer part (component 1) in front of the flange hub resp. coupling flange (see illustration 15).
- Hand-tighten the components first.
- Tighten the screws (component 5) at the appropriate tightening torque T_A by means of a suitable torque key (see table 7 or 8).



We recommend to secure all screw connections against working loose additionally, e. g. applying Loctite screw adhesive (average strength), while the elastomer parts must not come into contact with any type of adhesive.

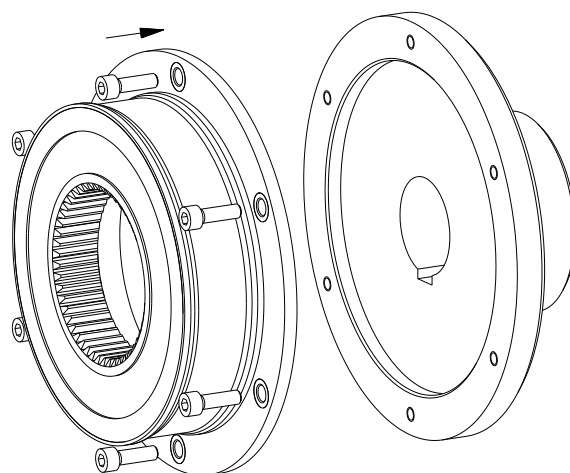


Illustration 15: Assembly of the elastomer part to the flange hub resp. coupling flange (example: type HEW1)

Table 7: Cap screws DIN EN ISO 4762 - type HEW

Size	42	48	65	80	G 80	100	125	G 125	150	G 150	200	G 200
Tightening torque T_A in Nm	14	14	35	69	69	120	120	120	295	295	410	410

Table 8: Cap screws DIN EN ISO 4762 - type HEW Compact

Size	42	65	80	100	125
Tightening torque T_A in Nm	14	69	120	120	250

- Shift the machine components in axial direction until the distance dimension E or L is achieved (see illustration 16 as well as table 1 and 2).
- If the position of the machine components is already fixed, the mounting dimension can be set by shifting the hub axially on the shaft.



With the assembly make sure that the spline of the hub is fully covered by the internal spline of the elastomer part (observe mounting dimension E or L). Disregarding this advice may cause damage to the coupling.



Having started up the coupling, the coupling has to be inspected for damages at regular maintenance intervals and it has to be replaced, if necessary.

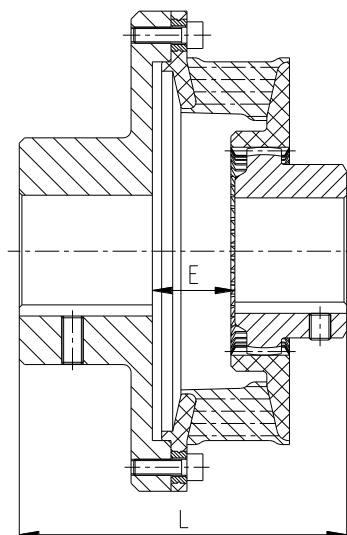


Illustration 16: Assembly of coupling (example: type HEW1)



4 Assembly

4.5 Assembly of type HEW-ZS

- **Only valid with type HEW-ZS (size 100 to G 125):**
Position the additional flange (component 4.2) in front of the coupling flange (component 4.1) (see illustration 17).
- Hand-tighten the components first.
- Tighten the screws (component 4.3) at the appropriate tightening torque T_A by means of a suitable torque key (see table 9).

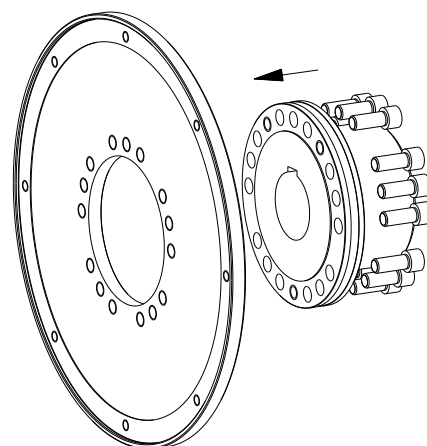


Illustration 17: Assembly of the additional flange with the coupling flange (type HEW-ZS (size 100 to G 125))

Table 9: Cap screws DIN EN ISO 4762

Size	100	125	G 125
Tightening torque T_A in Nm	355	355	355

- Mount the intermediate shaft hub (component 2) and the flange hub (component 4) resp. coupling flange with additional flange (component 4.1 and 4.2) on the shaft of driving and driven side (see illustration 18).
- Secure the intermediate shaft hub and the flange hub resp. the coupling flange by tightening the setscrew (component 7) DIN EN ISO 4029 with a cup point (tightening torques see table 5).

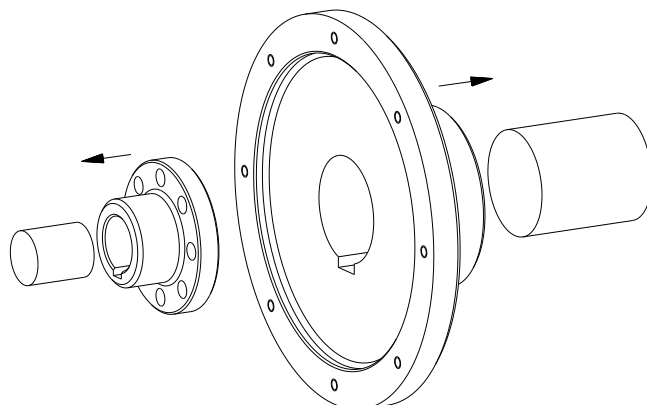


Illustration 18: Assembly of the hub and flange hub resp. the coupling flange with additional flange (example: type HEW-ZS (size 48 to G 80))

- Position the hub spec. (component 3) in front of the intermediate shaft hub (component 2) (see illustration 19).
- Hand-tighten the components first.
- Tighten the screws (component 6) at the appropriate tightening torque T_A by means of a suitable torque key (see table 10).

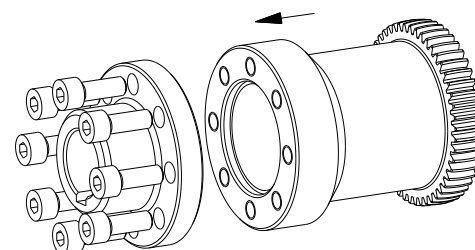


Illustration 19: Assembly of hub

Table 10: Cap screws DIN EN ISO 4762

Size	48	65	80	G 80	100	125	G 125
Tightening torque T_A in Nm	41	69	120	120	190	295	295



4 Assembly

4.5 Assembly of type HEW-ZS

- Position the elastomer part (component 1) in front of the flange hub or coupling flange (see illustration 20).
- Hand-tighten the components first.
- Tighten the screws (component 5) at the appropriate tightening torque T_A by means of a suitable torque key (see table 11).



We recommend to secure all screw connections against working loose additionally, e. g. applying Loctite screw adhesive (average strength), while the elastomer parts must not come into contact with any type of adhesive.

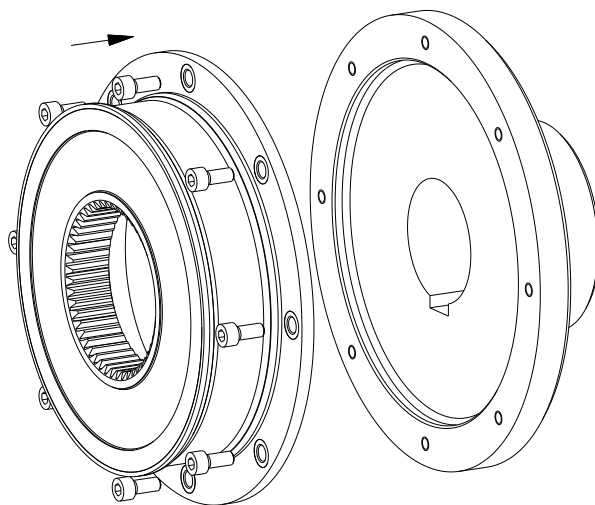


Illustration 20: Assembly of the elastomer part to the flywheel

Table 11: Cap screws DIN EN ISO 4762 - type HEW-ZS

Size	48	65	80	G 80	100	125	G 125
Tightening torque T_A in Nm	14	35	69	69	120	120	120

- Shift the machine components in axial direction until the mounting dimension DBSE resp. L is achieved (see illustration 21 as well as table 3).
- If the position of the machine components is already fixed, the mounting dimension can be set by shifting the hub axially on the shaft.



With the assembly make sure that the spline of the hub is fully covered by the internal spline of the elastomer part (observe mounting dimension DBSE or L).

Disregarding this advice may cause damage to the coupling.



Having started up the coupling, the coupling has to be inspected for damages at regular maintenance intervals and it has to be replaced, if necessary.

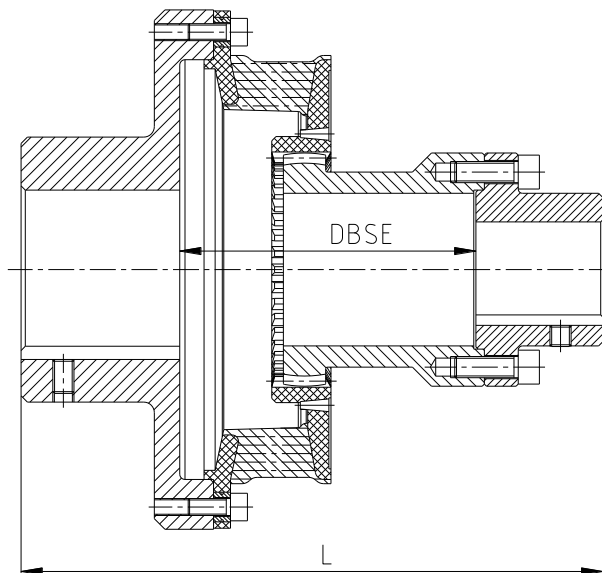


Illustration 21: Assembly of coupling



4 Assembly

4.6 Displacements - alignment of the couplings

The **BoWex-ELASTIC® HEW** couplings accept a position deviation of the machine parts to be connected up to the data specified in table 12 and 13.

With alignment, the radial and angular displacement should be kept as small as possible, because the service life is increased in this way under otherwise identical operating conditions.

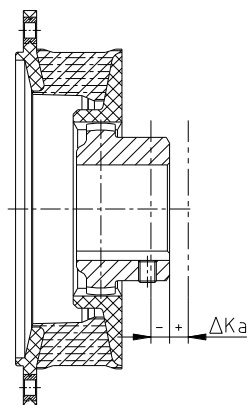
The **BoWex-ELASTIC® HEW** coupling has to be aligned from the coupling hub on the shaft side to one of the machined surfaces of the flange hub.



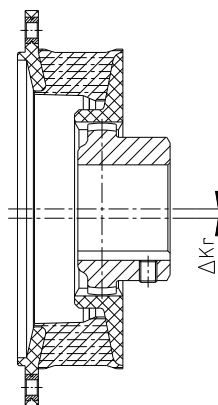
In order to ensure a long service life of the coupling and avoid dangers with the use in potentially explosive atmospheres, the shaft ends must be accurately aligned. Please absolutely observe the specified displacement figures (see tables 12 and 13). If the figures are exceeded, the coupling will be damaged. The more accurate the alignment of the coupling, the longer is its service life.

Please note:

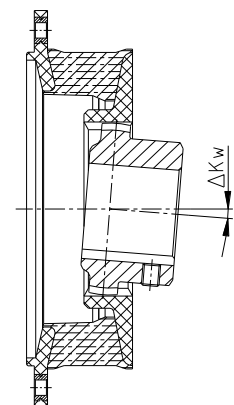
- The displacement figures specified in tables 12 and 13 are maximum figures which must not arise in parallel. If radial and angular displacements arise simultaneously, the permissible displacement figures may only be used proportionally (see illustration 23).
- The displacement figures specified are general standard figures that apply up to an ambient temperature of 80 °C, ensuring a sufficient service life of the **BoWex-ELASTIC®** coupling. Displacement figures between the speeds specified have to be interpolated accordingly. If necessary, ask about the displacement for the corresponding coupling type.
- Inspect with a dial gauge, ruler or feeler whether the permissible displacement figures of tables 12 and 13 can be observed.



Axial displacement



Radial displacement



Angular displacement

Illustration 22: Displacements



4 Assembly

4.6 Displacements - alignment of the couplings

Examples of the displacement combinations specified in illustration 23:

Example 1:

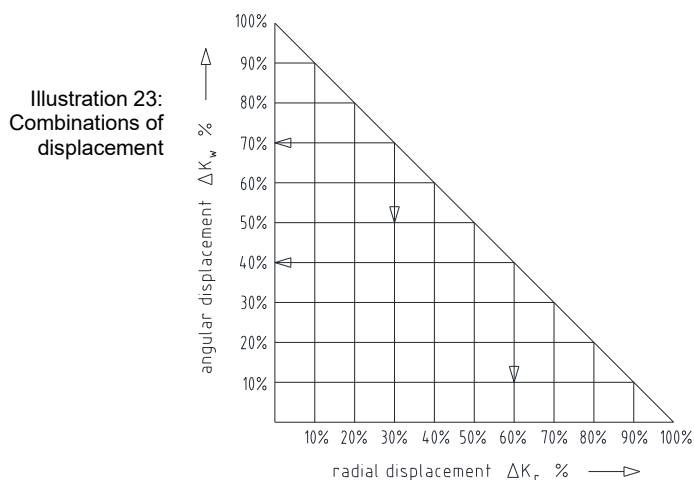
$$\Delta K_r = 30 \%$$

$$\Delta K_w = 70 \%$$

Example 2:

$$\Delta K_r = 60 \%$$

$$\Delta K_w = 40 \%$$



$$\Delta K_{\text{total}} = \Delta K_r + \Delta K_w \leq 100 \%$$

Table 12: Displacement figures - type HEW and HEW-ZS

Displacement figures	Elastomer hardness [Shore A]	Size							
		42 HE	48 HE	65 HE G 65 HE	80 HE G 80 HE	100 HE	125 HE G 125 HE	150 HE G 150 HE	200 HE G 200 HE
Perm. axial displacement ΔK_a in mm	40 / 50 / 65 ^{2) 3)}	±2	±2	±2	±2	±3	±3	±5	±5
Perm. radial displacement with n = 1500 rpm ΔK_r in mm	40 ³⁾	1.1	1.2	1.6	1.8	2.2	2.5	2.8	3.0
	50 ³⁾	1.0	1.1	1.5	1.7	2.0	2.3	2.5	2.7
	65 ^{2) 3)}	0.5	0.5	0.7	0.8	1.0	1.1	1.3	1.5
Perm. radial displacement with n = 3000 rpm ΔK_r in mm	40 ³⁾	0.8	1.1	1.4	1.6	2.0	2.2	2.5	2.8
	50 ³⁾	0.7	1.0	1.3	1.5	1.8	2.0	2.2	2.5
	65 ^{2) 3)}	0.4	0.4	0.5	0.6	0.8	0.8	1.0	1.2
Max. radial displacement ΔK_r in mm 1)	40 ³⁾	3.6	3.8	5.1	5.7	6.5	7.5	8.0	8.5
	50 ³⁾	3.3	3.5	4.7	5.3	6.0	6.9	7.5	8.0
	65 ^{2) 3)}	1.5	1.7	2.2	2.4	3.0	3.3	4.0	4.5
Perm. angular displacement with n = 1500 rpm ΔK_w in degree	40 ³⁾	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	50 ³⁾	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
	65 ^{2) 3)}	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Perm. angular displacement with n = 3000 rpm ΔK_w in degree	40 ³⁾	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	50 ³⁾	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
	65 ^{2) 3)}	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Max. angular displacement ΔK_w in degree 1)	40 / 50 / 65 ^{2) 3)}	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

1) for short-term start-up operation

2) With size 125 = 70 ShA

3) Applies for compound T as well

4 Assembly

4.6 Displacements - alignment of the couplings

Table 13: Displacement figures - type HEW Compact

Displacement figures	Elastomer hardness [Shore A]	Size				
		42-130	65-180	80-225	100-305	125-365
Perm. axial displacement ΔK_a in mm	T50/T65/T70	± 2	± 2	± 2	± 2	± 2
Perm. radial displacement with $n = 1500$ rpm ΔK_r in mm	T50	±1.1	±1.6	±1.8	±2.2	±2.5
	T65	±1.0	±1.5	±1.7	±2.0	±2.3
	T70	±0.5	±0.7	±0.8	±1.0	±1.1
Perm. radial displacement with $n = 3000$ rpm ΔK_r in mm	T50	±0.55	±0.8	±0.9	±1.1	±1.25
	T65	±0.5	±0.75	±0.85	±1.0	±1.15
	T70	±0.25	±0.35	±0.5	±0.5	±0.55
Perm. angular displacement with $n = 1500$ rpm ΔK_w in degree	T50	±1.0	±1.0	±1.0	±1.0	±1.0
	T65	±0.75	±0.75	±0.75	±0.75	±0.75
	T70	±0.5	±0.5	±0.4	±0.5	±0.5
Perm. angular displacement with $n = 3000$ rpm ΔK_w in degree	T50	±0.5	±0.5	±0.5	±0.5	±0.5
	T65	±0.4	±0.4	±0.4	±0.4	±0.4
	T70	±0.25	±0.25	±0.25	±0.25	±0.25

5 Start-up

Before start-up of the coupling, inspect the tightening of the setscrews in the hubs, the alignment and the distance dimension L and adjust, if necessary, and also inspect all screw connections for the tightening torques specified.



If used in potentially explosive atmospheres the setscrews to fasten the hubs as well as all screw connections must be secured against working loose additionally, e. g. conglomerating with Loctite (average strength).

Finally the coupling protection against accidental contact must be fitted. It is required in accordance with DIN EN ISO 12100 (Safety of Machinery) and directives 2014/34/EU and SI 2016 No. 1107 and must protect against

- access with a little finger
- falling down of solid foreign objects.

The coupling protection is not part of KTR's scope of delivery and is the customer's responsibility. It must have sufficient distance to the rotating components to safely avoid contact. We recommend a minimum distance of 15 mm from the outside diameter DA of the coupling.

Please check whether a proper enclosure (ignition protection, coupling protection, contact protection) has been mounted and the operation of the coupling is not affected by the enclosure. The same applies for test runs and rotational direction inspections.

The cover may provide for openings intended for necessary heat dissipation. These openings must comply with DIN EN ISO 13857.

The cover must be electrically conductive and included in the equipotential bonding. Bell housings (magnesium share below 7.5 %) made of aluminium and damping rings (NBR) can be used as connecting element between pump and electric motor. The cover may only be taken off with standstill of the unit.



For covers with unlocked openings on the top face no light metals must be used if the couplings are used as equipment of equipment group II (if possible, from stainless steel).

Please observe protection note ISO 16016.	Drawn:	2026-01-30 Pz/Hk	Replacing:	KTR-N dated 2022-07-05
	Verified:	2026-01-30 Pz	Replaced by:	

 KTR-Group	BoWex-ELASTIC® Operating/Assembly instructions Type HEW, HEW Compact and HEW-ZS	KTR-N 40114 EN Sheet: 18 of 27 Edition: 11
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5 Start-up

During operation of the coupling, pay attention to

- different operating noise
- vibrations occurring.



If you note any irregularities with the coupling during operation, the drive unit must be switched off immediately. The cause of the breakdown must be specified by means of the table „Breakdowns“ and, if possible, be eliminated according to the proposals. The potential breakdowns specified can be hints only. To find out the cause all operating factors and machine components must be considered.

Coating of coupling:



If coated (priming, paintings, etc.) couplings are used in potentially explosive atmospheres, the requirements on conductivity and coating thickness must be considered. Coatings up to a maximum of 2.0 mm are permissible for gases and vapours of category IIA and IIB in potentially explosive atmospheres.

Make sure with painting or coating that the coupling components are conductively connected with the device/devices to be connected so that the equipotential bonding is not impeded by the paint or coat applied. Basically painting of the elastomer part and nylon components is not admitted to ensure an equipotential bonding.

In addition, make sure that the marking of the coupling remains legible.

6 Breakdowns, causes and elimination

The below-mentioned failures can result in an improper use of the **BoWex-ELASTIC®** coupling. In addition to the specifications given in these operating/assembly instructions make sure to avoid such failures.

The errors listed can only be clues to search for the failures. When searching for the failure the adjacent components must generally be considered.



The coupling can become a source of ignition with improper use.

Directive 2014/34/EU and UK directive SI 2016 No. 1107 require special care by the manufacturer and the user.

General failures with improper use:

- Important data for the coupling selection are not forwarded.
- The calculation of the shaft-hub-connection is not considered.
- Coupling components with damage occurred during transport are assembled.
- If the heated hubs are assembled, the permissible temperature is exceeded.
- The clearance of the components to be assembled is not coordinated with one another.
- Tightening torques are fallen below/exceeded.
- Components are mixed up by mistake/assembled incorrectly.
- No original **KTR** components (purchased parts) are used.
- Old/already worn out elastomer parts or those stored for too long are used.
- Maintenance intervals are not observed.

Please observe protection note ISO 16016.	Drawn: 2026-01-30 Pz/Hk Verified: 2026-01-30 Pz	Replacing: KTR-N dated 2022-07-05 Replaced by:
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6 Breakdowns, causes and elimination

Breakdowns	Causes	Hazard notes for potentially explosive atmospheres	Elimination
Different operating noise and/or vibrations occurring	Micro friction by faulty alignment on the spline of the elastomer part	Ignition risk due to hot surfaces	1) Set the unit out of operation 2) Eliminate the reason for the misalignment (e. g. loose foundation bolts, fracture of the engine mount, heat expansion of unit components, modification of the installation dimension E of the coupling) 3) For inspection of wear see chapter 10.2
	Screws for axial fastening of hubs working loose		1) Set the unit out of operation 2) Inspect alignment of coupling 3) Tighten the screws to fasten the hubs and secure against working loose 4) For inspection of wear see chapter 10.2
Fracture of elastomer part/spline	Fracture of elastomer part/spline caused by high dynamic energy/overload	none	1) Set the unit out of operation 2) Disassemble the coupling and remove remainders of the elastomer part 3) Inspect coupling components and replace coupling components that are damaged 4) Insert elastomer part, assemble coupling components 5) Find out the reason for overload
	Operating parameters do not comply with the performance of the coupling		1) Set the unit out of operation 2) Review the operating parameters and select a bigger coupling (consider mounting space) 3) Assemble new coupling size 4) Inspect alignment
	Operating error of the unit		1) Set the unit out of operation 2) Disassemble the coupling and remove remainders of the elastomer part 3) Inspect coupling components and replace coupling components that are damaged 4) Insert elastomer part, assemble coupling components 5) Instruct and train the service staff
Excessive wear on the spline of the elastomer part, fracture of elastomer	Vibrations of drive	Ignition risk due to hot surfaces	1) Set the unit out of operation 2) Disassemble the coupling and remove remainders of the elastomer part 3) Inspect coupling components and replace coupling components that are damaged 4) Insert elastomer part, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Find out the reason for vibrations
	Ambient/contact temperatures which are too high for the elastomer part, max. permissible -30 °C/+80 °C		1) Set the unit out of operation 2) Disassemble the coupling and remove remainders of the elastomer part 3) Inspect coupling components and replace coupling components that are damaged 4) Insert elastomer part, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Inspect and adjust ambient/contact temperature
	E. g. contact with aggressive liquids/oils, influence by ozone, too high ambient temperature etc. causing a physical change of the elastomer part	none	1) Set the unit out of operation 2) Disassemble the coupling and remove remainders of the elastomer part 3) Inspect coupling components and replace coupling components that are damaged 4) Insert elastomer part, assemble coupling components 5) Inspect alignment, adjust if necessary 6) Make sure that other physical modifications of the elastomer part are excluded



When operating with a worn elastomer part (see chapter 10.3 and 10.4) proper operation is not ensured.

 KTR-Group	BoWex-ELASTIC® Operating/Assembly instructions Type HEW, HEW Compact and HEW-ZS	KTR-N 40114 EN Sheet: 20 of 27 Edition: 11
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7 Disposal

In respect of environmental protection we would ask you to dispose of the packaging resp. products on termination of their service life in accordance with the legal regulations and standards that apply.

- **Metal**
Any metal components have to be cleaned and disposed of by scrap metal.
- **Nylon materials**
Nylon materials must be collected and disposed of by a waste disposal company.

8 Maintenance and service

BoWex-ELASTIC® is a low-maintenance coupling. We recommend to perform a visual inspection on the coupling **at least once a year**. Pay special attention to the condition of the elastomer parts of the coupling.

- Since the flexible machine bearings of the driving and driven side settle with increasing load time, inspect the alignment of the coupling and re-align the coupling, if necessary.
- The coupling components must be inspected for damages.
- The screw connections must be visually inspected.



With the use in potentially explosive atmospheres observe chapter 10.2 "Inspection intervals for couplings in  potentially explosive atmospheres".

9 Spares inventory, customer service addresses

We recommend to store major spare parts on site to ensure the readiness for use of the machine in case if a coupling fails.

Contact addresses of the KTR partners for spare parts and orders can be obtained from the KTR homepage at www.ktr.com.



KTR does not assume any liability or warranty for the use of spare parts and accessories which are not provided by KTR and for the damages which may incur as a result.

KTR Systems GmbH
Carl-Zeiss-Str. 25
D-48432 Rheine
Phone: +49 5971 798-0
E-mail: mail@ktr.com

Please observe protection note ISO 16016.	Drawn: 2026-01-30 Pz/Hk Verified: 2026-01-30 Pz	Replacing: KTR-N dated 2022-07-05 Replaced by:
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**10 Enclosure A**

Advice and instructions regarding the use in  potentially explosive atmospheres

Types available:

HEW and HEW Compact

10.1 Intended use in potentially explosive atmospheres**Conditions of operation in potentially explosive atmospheres**

The **BoWex-ELASTIC®** couplings are suitable for the use according to directives 2014/34/EU and SI 2016 No. 1107.

- Protection against hazards arising from lightning must follow the lightning protection concept of the machine or plant. The relevant regulations and policy for lightning protection must be observed.
- The equipotential bonding of the couplings is made by metal contact between coupling hub and shaft. This equipotential bonding must not be affected.

Industry (with the exception of mining)

- Equipment group II of category 2 and 3 (*coupling is not approved/not suitable for equipment group 1*)
- Substance group G (*gases, fogs, vapours*), zone 1 and 2 (*coupling is not approved/not suitable for zone 0*)
- Substance group D (*dusts*), zone 21 and 22 (*coupling is not approved/not suitable for zone 20*)
- Explosion group IIB (*gases, fogs, vapours*) (*explosion group IIA is included in IIB*) and explosion group IIIC (*dusts*) (*explosion groups IIIA and IIIB are included in IIIC*)

Temperature class:

Temperature class	Ambient or operating temperature T_a ¹⁾	Max. surface temperature ²⁾
T4	-30 °C to +80 °C	+115 °C
T5	-30 °C to +60 °C	+95 °C
T6	-30 °C to +45 °C	+80 °C

Explanation:

The maximum surface temperatures each result from the maximum permissible ambient or operating temperature T_a plus the maximum temperature increase ΔT of 35 K to be considered. For the temperature class a safety margin subject to standard of 5 K is added.

- 1) The ambient or operating temperature T_a is limited to +80 °C due to the permissible permanent operating temperature of the BoWex-ELASTIC® elastomer parts used.
- 2) The maximum surface temperature of +115 °C applies for the use in locations which are potentially subject to dust explosion.

In potentially explosive atmospheres

- the ignition temperature of dusts generated must at least be 1.5 times the surface temperature to be considered
- the glow temperature must at least be the surface temperature to be considered plus a safety distance of 75 K.
- the gases and vapours generated must amount to the temperature class specified.



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.2 Inspection intervals for couplings in potentially explosive atmospheres

Equipment category	Inspection intervals
2G 2D Gases and vapours of explosion group IIA and IIB	The torsional backlash of the coupling (see chapter 10.3 and 10.4) according to directive 2014/34/EU only has to be inspected if a failure of the coupling and consequently a downtime of the drive causes explosion hazard. We recommend a preventive inspection of torsional backlash and a visual inspection of the elastomer part. This should be performed after 1,000 operating hours for the first time, at the latest 6 months after start-up of the coupling. If you note insignificant or no wear on the elastomer part upon this initial inspection, further inspections can each be performed after 2,000 operating hours or at the latest after 18 months, provided that the operating parameters remain the same. If you note significant wear with the initial inspection so that it would be advisable to replace the elastomer part, find out the cause according to the table „Breakdowns“, if possible. The maintenance intervals must be adjusted to the modified operating parameters without fail.

BoWex-ELASTIC®

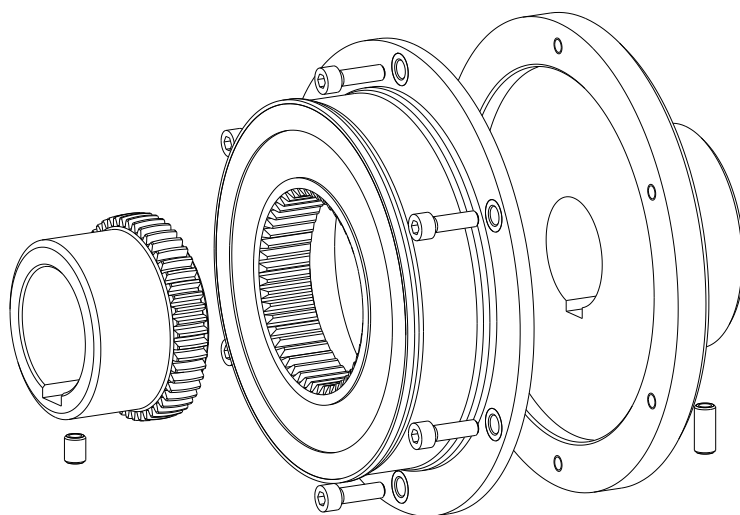


Illustration 24: BoWex-ELASTIC® (example: type HEW1)

Here the backlash between the hub and the nylon spline must be inspected via torsional backlash, each separately from the driving and the driven side.

The friction/wear may only be X_{max} . (see table 14) of the original spline thickness before the elastomer part must be replaced.

When reaching the torsional backlash ΔS_{max} , the elastomer part must be replaced immediately, irrespective of the inspection intervals.

Visual inspection of the elastomer part (cracks, holes or anything similar).



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.3 Inspection of torsional backlash



To inspect the torsional backlash the power pack switched off needs to be secured against accidental switch-on.

- Rotate the hub opposite the direction of drive.



Here the elastomer part must not be axially displaced from its position of wear.

- Mark elastomer part and hub (see Illustration 25).
- Rotate the hub in the driving direction and measure the torsional backlash $\Delta S_{\max}$.
- When reaching the torsional backlash $\Delta S_{\max}$ the elastomer part must be replaced.

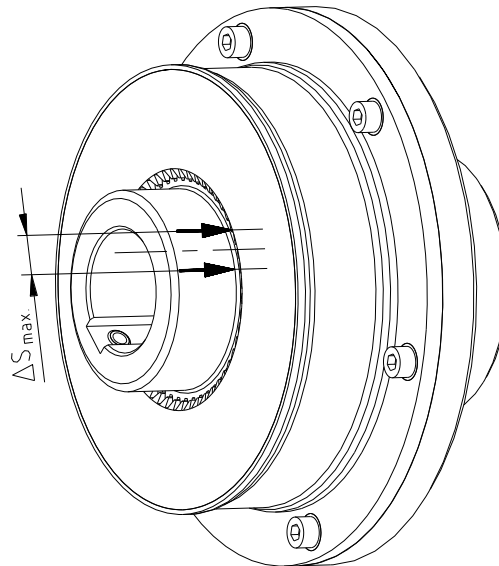


Illustration 25: Marking of the elastomer part and the hub



10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.4 Standard values of wear

If the torsional backlash is $\geq \Delta S_{\max.}$ in mm / friction $\geq X_{\max.}$ in mm, the elastomer part must be replaced.

Reaching the limits for replacing depends on the operating conditions and the existing operating parameters.



In order to ensure a long service life of the coupling and avoid dangers with the use in potentially explosive atmospheres, the shaft ends must be accurately aligned. Please absolutely observe the specified displacement figures (see tables 12 and 13). If the figures are exceeded, the coupling will be damaged.

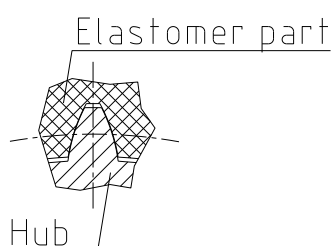


Illustration 26: Elastomer part in new condition

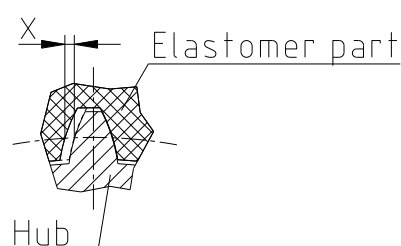


Illustration 27: Wear of elastomer part

Table 14:

Size	Limits of wear each hub		Size	Limits of wear each hub	
	Friction $X_{\max.}$ in mm	Torsional backlash $\Delta S_{\max.}$ in mm		Friction $X_{\max.}$ in mm	Torsional backlash $\Delta S_{\max.}$ in mm
42	1.0	1.7	125	2.0	3.5
48	1.0	1.8	G 125	2.0	3.5
65	1.4	2.5	150	2.5	4.0
80	1.6	2.7	G 150	2.5	4.0
G 80	1.6	2.7	200	2.5	4.0
100	1.8	3.1	G 200	2.5	4.0

**KTR-Group**

BoWex-ELASTIC®
Operating/Assembly instructions
Type HEW, HEW Compact and HEW-ZS

KTR-N 40114 EN
 Sheet: 25 of 27
 Edition: 11

10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.5 marking of couplings for potentially explosive atmospheres

The explosion protection marking of the BoWex-ELASTIC® coupling is applied on the polyamide flange of the elastomer part.

For the complete marking refer to the operating/assembly instructions and/or the delivery note/package.

Marking is as follows:

  II 2G Ex h IIB T6 ... T4 Gb X
 II 2D Ex h IIIC T80 °C ... T115 °C Db X
 <Year> -30 °C ≤ T_a ≤ +45 °C ... +80 °C
 KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine

Short marking:

(A short marking is only made if not possible differently for reason of space or functioning.)

BoWex-ELASTIC®
 <Year>

**Deviating marking applied until 31st October 2019:**

Short marking:

 II 2GD c IIB T X

Complete marking:

 II 2G c IIB T6, T5 resp. T4
 -30 °C ≤ T_a ≤ +50 °C, +65 °C resp. +80 °C
 II 2D c T 115 °C -30 °C ≤ T_a ≤ +80 °C

Comments on marking

Equipment group II	Non-mining
Equipment category 2G	Equipment ensuring a high level of safety, suitable for zone 1
Equipment category 2D	Equipment ensuring a high level of safety, suitable for zone 21
D	Dust
G	Gases and vapours
Ex h	Nonelectrical explosion protection
IIB	Gases and vapours of class IIB (including IIA)
IIIC	Electrically conductive dusts of class IIIC (including IIIA and IIIB)
T6 ... T4	Temperature class to be considered, depending on the ambient temperature
T80 °C ... T115 °C	Maximum surface temperature to be considered, depending on the ambient temperature
-30 °C ≤ T _a ≤ +45 °C ... +80 °C or -30 °C ≤ T _a ≤ +80 °C	Permissible ambient temperature from -30 °C to +45 °C resp. -30 °C to +80 °C
Gb, Db	Equipment protection level, high level of safety, analogous to the equipment category
X	For a safe use of the couplings particular conditions apply

If the symbol  was punched in addition to marking , the coupling component was supplied by KTR as an unbored or pilot bored version (see chapter 4.2 of the present operating/assembly instructions).

Please observe protection
note ISO 16016.

Drawn: 2026-01-30 Pz/Hk
 Verified: 2026-01-30 Pz

Replacing: KTR-N dated 2022-07-05
 Replaced by:



KTR-Group

BoWex-ELASTIC®
Operating/Assembly instructions
Type HEW, HEW Compact and HEW-ZS

KTR-N 40114 EN
Sheet: 26 of 27
Edition: 11

10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.6 EU Declaration of conformity

**EU Declaration of Conformity resp.
Certificate of Conformity**

corresponding to EU directive 2014/34/EU dated 26 February 2014
and to the legal regulations adopted for its implementation

The manufacturer - KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine - states that the

BoWex-ELASTIC® highly flexible flange couplings

in an explosion-proof design described in these assembly instructions are equipment resp. components corresponding to article 2, 1. of directive 2014/34/EU and comply with the general safety and health specifications according to enclosure II of directive 2014/34/EU.
This declaration of conformity is issued under the sole responsibility of the manufacturers KTR Systems GmbH.

The coupling described in here complies with the specifications of the following standards/rules:

EN ISO 80079-36:2016-12
EN ISO 80079-37:2016-12
EN ISO/IEC 80079-38:2017-10
CLC/TR 60079-32-1:2019-01

The BoWex-ELASTIC® complies with the specifications of directive 2014/34/EU.

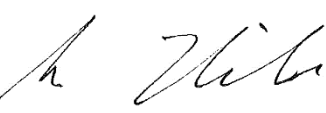
According to article 13 (1) b) ii) of directive 2014/34/EU the technical documentation is deposited with the notified body (Project No.: IB-18-2-0020, IB-13-4-014, IB-13-4-001, IB-09-4-013, IB-01-325, IB-01-233):

IBExU
Institut für Sicherheitstechnik GmbH
Identification number: 0637
Fuchsmühlenweg 7

09599 Freiberg

Rheine, 2026-01-30
Date

ppa. 
Dr. Norbert Partmann
Head of Engineering and
R&D

i. A. 
Andreas Hücker
Product Manager

Please observe protection
note ISO 16016.

Drawn: 2026-01-30 Pz/Hk
Verified: 2026-01-30 Pz

Replacing: KTR-N dated 2022-07-05
Replaced by:



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BoWex-ELASTIC®
Operating/Assembly instructions
Type HEW, HEW Compact and HEW-ZS

KTR-N 40114 EN
Sheet: 27 of 27
Edition: 11

10 Enclosure A

Advice and instructions regarding the use in  potentially explosive atmospheres

10.7 UK Declaration of conformity

**UK Declaration of Conformity resp.
Certificate of Conformity**

corresponding to UK directive SI 2016 No. 1107 dated 26 February 2014
and to the legal provisions adopted for its implementation

The manufacturer - KTR Systems GmbH, Carl-Zeiss-Str. 25, D-48432 Rheine - states that the

BoWex-ELASTIC® highly flexible flange couplings

in an explosion-proof design described in these assembly instructions are equipment resp. components corresponding to directive SI 2016 No. 1107 and comply with the general safety and health requirements according to directive SI 2016 No. 1107.

This declaration of conformity resp. certificate of conformity is issued under the sole responsibility of the manufacturer KTR Systems GmbH.

The coupling described in here complies with the specifications of the following standards/rules:

EN ISO 80079-36:2016-12
EN ISO 80079-37:2016-12
EN ISO/IEC 80079-38:2017-10
CLC/TR 60079-32-1:2019-01

The BoWex-ELASTIC® is in accordance with the specifications respectively the applicable specifications of directive SI 2016 No. 1107.

According to directive SI 2016 No. 1107 the technical documentation is deposited with the notified body:

Eurofins CML
Identification number: 2503

Rheine,
Place

2026-01-30
Date

ppa.


Dr. Norbert Partmann
Head of Engineering and
R&D

i. A.


Andreas Hücker
Product Manager

Please observe protection
note ISO 16016.

Drawn: 2026-01-30 Pz/Hk
Verified: 2026-01-30 Pz

Replacing: KTR-N dated 2022-07-05
Replaced by: