



www.twinspringcoupling.com

Tel 718 938 1950

Twin Spring Coupling verses CV/Hooke Joint Comparison

Twin Spring Coupling

Universal/CV/RZEPPA Joint

Thrust Yes (can transfer while under influence of thrust from drive end to driven end)

No

Coupler Yes (between drive end and driven end either in a straight line or at an angular displacement)

No

Balancing No (does not require balancing)

Yes

A physical size to suit a required application No

Yes (Too cost prohibitive to produce all the different parts)

(From 1mm up to any size, stainless steel in a medical application or 2 meters to drive an ocean liner)

Straight Line Use

Yes can be used at 0°

No

Impact coupler

Yes as it's a spring it can wind up

No

Lubrication

Lubricated and enclosed when manufactured so not needed

Has to be constantly re lubricated

Moving parts

No moving parts

10 moving parts

Vibration

No vibration because constant contact of parts

Subject to Vibration

Environment

Neoprene vulcanized cover self-sealed no impregnation possible

Environmental debris, dirt, water, sand can impregnate the joint

Intermittent Impact of Driven End

No - as springs are in constant mesh

Yes - Damage to ball or roller bearings

Angular displacement

Dependent on coupling diameter/wire diameter
and number of balls up to 25°

Angular displacement of only up to 6°