



**NEW**

# CTB

Compact Thrust block



## COMPACT THRUST BLOCK

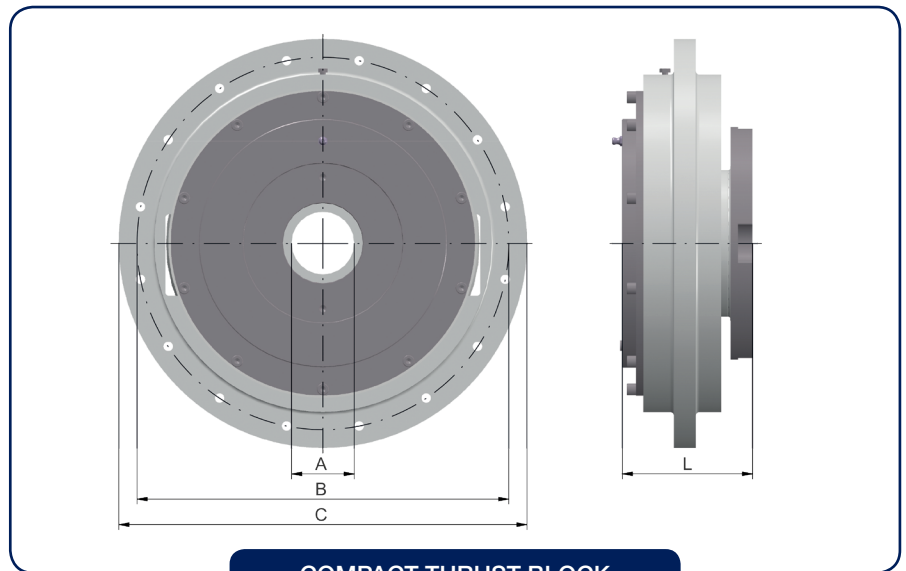
The Rubber Design Compact Thrust Block CTB is an addition to the existing thrust bearing range. The CTB has been developed for compact dimensions in combination with our SMART-LINK coupling. A separate thrust block allows for an optimum flexible mounting system of engine and gearbox (close coupled) leading to the best results for noise and vibration isolation of the propulsion system.

## SPECIFICATION

Our Compact Thrust bearing Block is based on a spherical design. This gives the thrust bearing block the opportunity to adjust if there is any angular misalignment. This misalignment can occur during operation of the propeller shaft line. Also by alignment on board the ship this spherical design allows some more misalignment between shaft and housing. The design allows till an adjustment angle of 5°.

The thrust block can take radial and axial forces. The axial forces are for the fwd and reverse thrust loads. The radial forces to support the shaft weights. The bearing life time of our thrust bearing block is of very high standards. The best quality bearings with a bearing life higher than the minimum requirements from classification society. Bearing life calculation is based on worst case scenario's.

The thrust bearing is grease lubricated and therefore low maintenance required. This type of thrust bearing block could be mounted on the propeller shaft instead of using its own thrust shaft. The thrust bearing block only needs a cylindrical shaft. Adjustment to current shaft diameters can be done with a split spacer bush. Another advantage of the compact thrust bearing is that it could be integrated in existing situations. This could be very interesting for ship owners who want to update their shaft installation to newer standards during refit operations or when engine is be replaced. By adding the thrust bearing block in the propeller shaft installation great benefits will occur by low noise en vibration levels onboard due to updated resilient mounting systems.



COMPACT THRUST BLOCK

	A [mm]	B [mm]	C [mm]	L [mm]
<b>CTB 1</b>	up to 70	380 (12x130)	410	164
<b>CTB 2</b>	up to 90	475 (12x130)	520	172
<b>CTB 3</b>	up to 110	510 (16x130)	560	179

SELECTION

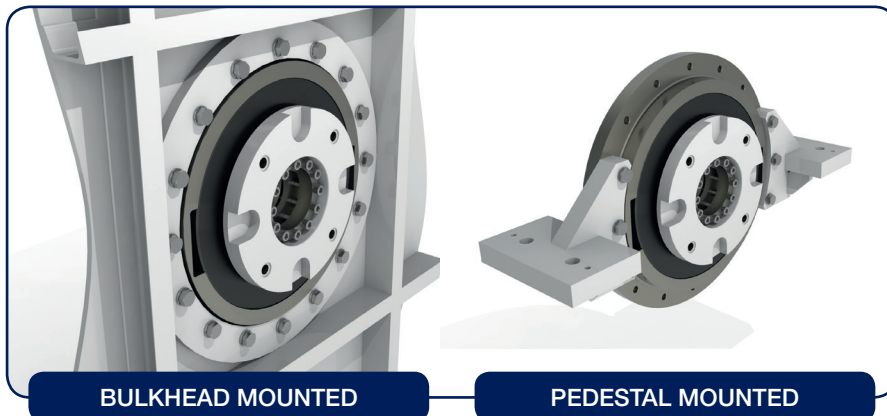


## SELECTION

The characteristics table is ideal for initial selection; however, it is advisable to seek expert advice before finalizing an installation design. Rubber Design is eager to support you by making calculations as a service, to ensure a proper functioning system.

	Maximum thrust		Nom. Torque	Diameter Thrust Block	Total Length
			[kNm]	[mm]	[mm]
<b>CTB 1</b>	40 kN @ 400 rpm	25 kN @ 1200 rpm	2,55	410	528
<b>CTB 2</b>	80 kN @ 400 rpm	50 kN @ 1200 rpm	5,40	520	598
<b>CTB 3</b>	110 kN @ 300 rpm	55 kN @ 1000 rpm	10,1	560	672

**CHARACTERISTICS**



**BULKHEAD MOUNTED**

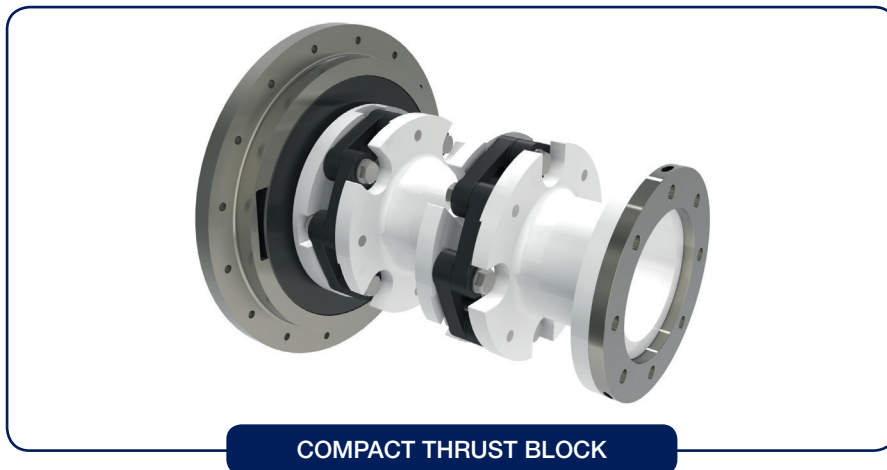
**PEDESTAL MOUNTED**

## ENGINEERING

During assembly the thrust shaft is accurately aligned and fixed with split locking ring before dispatch to the customer. CAD drawings (2D/3D) of the thrust blocks and flexible marine couplings are available in different formats so that this geometry can be easily imported into the CAD drawing of the complete propeller shaft installation. All thrust blocks and flexible marine couplings can be delivered with the required classification approval.

## REMARKS

It is our intention to maintain the excellent standard of our products. Modifications and improvements may be made from time to time and it is therefore advisable to contact us before ordering.



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### Rubber Design

Industrieweg 21  
2995 BE Heerjansdam  
The Netherlands  
T +31 (0)78 - 677 87 78  
F +31 (0)78 - 677 10 38  
E info@rubberdesign.nl

[www.rubberdesign.nl](http://www.rubberdesign.nl)