



**DELLNER BUBENZER**

PRODUCT TYPE

**COUPLINGS**

**2023**

**PRODUCT DATA SHEET  
CATALOG**



# WELCOME TO DELLNER BUBENZER



DELLNER BUBENZER is a global leader in the design and manufacture of braking systems. Our unrivaled braking equipment offers customized stop-action solutions for a wide variety of industries from sea to sky, and everything in between.

For decades DELLNER BUBENZER products have been recognized worldwide as innovative braking solutions that are precision engineered to meet the highest quality standards.

# GLOBAL STRENGTH, LOCAL COMMITMENT

Our global team of experts instill trust in our customers, develop and innovate with the latest technology, and provide strength in our product and personalized service.

Anchored by integrity and committed to sustaining our industry-leading product offering, our diverse community of extremely talented people around the world are committed to serving local customers.

The performance of our products and the satisfaction of our customers is our priority. DELLNER BUBENZER customers trust our commitment to excellence and recognize the value of our investment in our **Worldwide Service Network**.



## PREVENTATIVE SERVICE

INSPECTION &  
MAINTENANCE

REPAIRS

TRAINING



## REACTIVE SERVICE

TECHNICIANS  
ON CALL

24/7 TECHNICAL  
SUPPORT



## LIFE CYCLE MANAGEMENT

CUSTOMIZED  
SERVICE CONTRACTS

RETROFITTING

ORIGINAL  
SPARE PARTS

# THE HIGHEST STANDARDS FOR MAXIMUM PERFORMANCE

DELLNER BUBENZER's innovative braking solutions and products are meticulously tested at our state-of-the-art research and development center. Our rigorous testing process proves and validates our research while ensuring maximum effectiveness, efficiency, and our shared client commitment to safety.

DELLNER BUBENZER's product standards are beyond meeting the Association for Iron & Steel Technology (AIST) criteria and the rigid requirements of Deutsches Institut für Normung e.V. (DIN). With a wide range of high capacity and high performance disc and drum brakes designed to operate in severe duty applications, our research, development, and testing center continuously validates our product performance and integrity.

Our commitment to research, development, and testing is the trustworthy foundation of DELLNER BUBENZER.



## ENGINEERING

- ▶ DELLNER BUBENZER's trusted team of expert engineers rely on decades of experience to deliver superior products and braking systems for a multitude of industry-specific applications.
- ▶ From full braking system design to the assessment and optimization of existing solutions, DELLNER BUBENZER's engineers offer a full suite of services including 3D conceptualization, technical documentation, customized testing, and development of prototypes.



## BRAKING SYSTEM DESIGN

- ▶ DELLNER BUBENZER's provides turn-key solutions for complete braking system design for static and dynamic applications.
- ▶ Upon review of input data, our engineers and product specialists evaluate system requirements, determine quantity, size and distribution of system components, perform 3D modeling for system design and/or adjustments, and deliver a complete global FEM model to ensure proper load management and system performance.



## CLIMATE TESTING

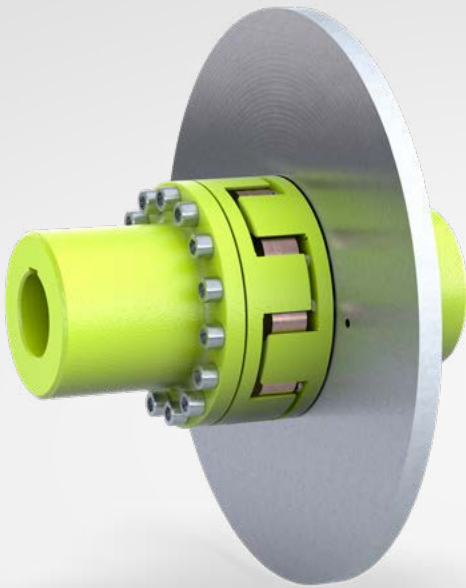
- ▶ All products designed and manufactured by DELLNER BUBENZER endures in-depth climate and pressure performance testing to satisfy a stringent set of requirements for optimal performance, durability and safety.
- ▶ DELLNER BUBENZER conducts performance testing on one of the industry's largest test benches to ensure each product is prepared to meet the most rigorous demands within the world's harshest climates.

> PRODUCT TYPE

# COUPLINGS



|            |    |
|------------|----|
| K .....    | 6  |
| KBT .....  | 8  |
| KH .....   | 10 |
| KHD .....  | 12 |
| KL .....   | 14 |
| KLST ..... | 16 |
| KST .....  | 20 |
| N .....    | 24 |
| NX .....   | 26 |



## K

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of -35°C up to +80°C. For a short time -40°C up to +100°C.

**TORSIONAL FORCE:** 40050 Nm

### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic intermediate ring
- Replacement of the elastic intermediate ring or the brake disc without moving any equipment
- Arrangement of the brake drum on the gear side to allow the brake torque to be maintained when the motor is disengaged
- Vast selection of coupling sizes and brake disc diameters

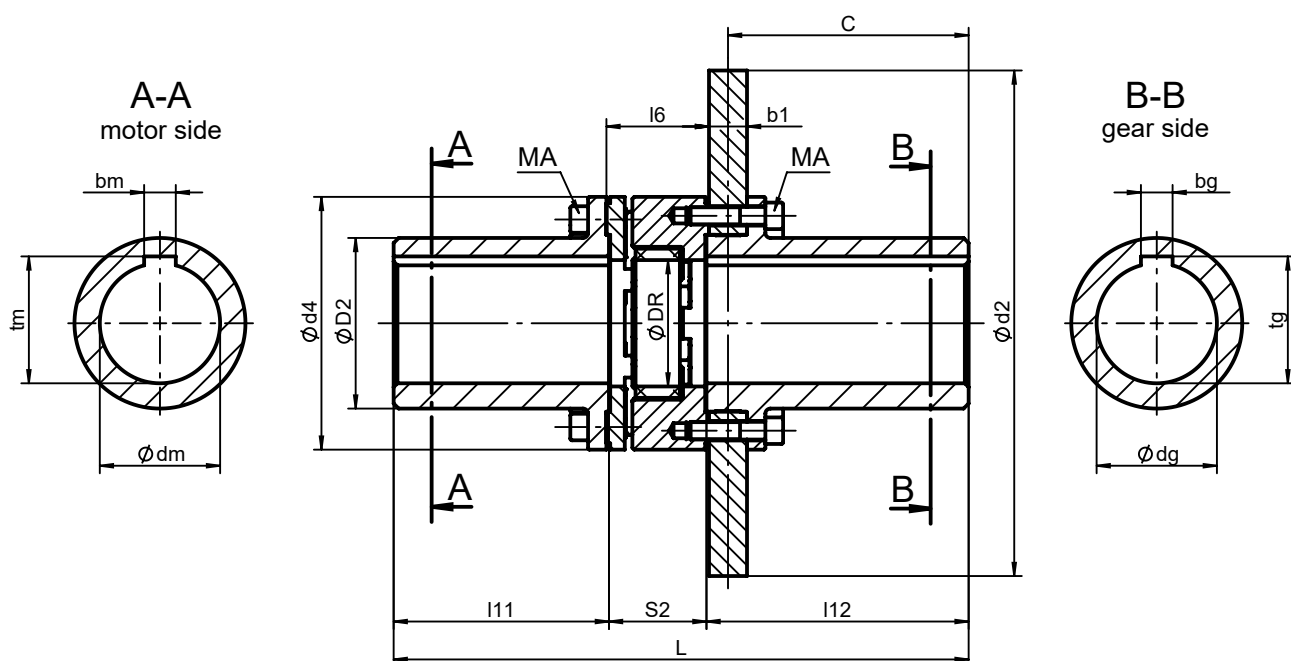
### OPTIONS:

- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Coupling hubs in special lengths
- Coupling hubs in special material
- Test certificate DIN EN 10204-3.1

# Flexible Coupling Type K

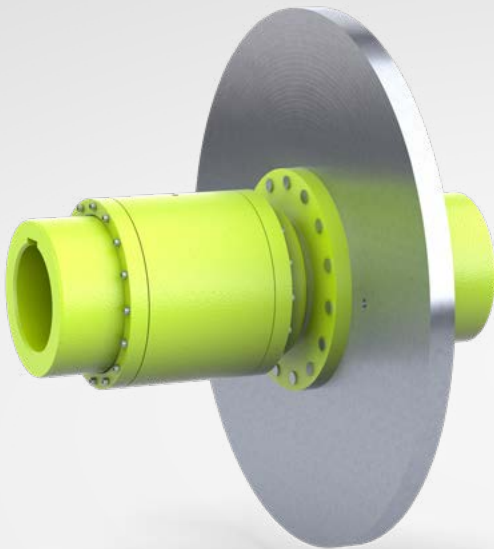
## Dimensions and technical data

MB-001161 g

26.08.2022  
ReifenrathAll dimensions in mm  
Alterations reserved without notice

| Coupling K                                   |                                         |                  | 100     | 125                                          | 145     | 170     | 200     | 230     | 260     | 300     | 360       | 400       |
|----------------------------------------------|-----------------------------------------|------------------|---------|----------------------------------------------|---------|---------|---------|---------|---------|---------|-----------|-----------|
| M <sub>Br</sub> max.                         |                                         | Nm               | 585     | 1110                                         | 1800    | 2850    | 4950    | 7740    | 11940   | 17550   | 29100     | 40050     |
| T <sub>KN</sub> (VK60D)                      |                                         | Nm               | 195     | 370                                          | 600     | 950     | 1650    | 2580    | 3980    | 5850    | 9700      | 13350     |
| d <sub>m</sub> max. + d <sub>g</sub> max.    |                                         | mm               | 45      | 55                                           | 65      | 75      | 95      | 110     | 125     | 140     | 160       | 160       |
| D <sub>2</sub>                               |                                         | mm               | 70      | 80                                           | 92      | 110     | 135     | 160     | 180     | 200     | 225       | 225       |
| D <sub>R</sub>                               |                                         | mm               | 42      | 55                                           | 66      | 90      | 100     | 115     | 150     | 162     | 215       | 250       |
| d <sub>4</sub>                               |                                         | mm               | 105     | 126                                          | 145     | 170     | 200     | 230     | 260     | 300     | 360       | 400       |
| L                                            |                                         | mm               | 293,5   | 299,5                                        | 344,5   | 374,5   | 454     | 458,5   | 518,5   | 535,5   | 627,5     | 627,5     |
| l <sub>11</sub>                              |                                         | mm               | 110     | 110                                          | 110     | 140     | 170     | 170     | 210     | 210     | 250       | 250       |
| l <sub>12</sub>                              |                                         | mm               | 131,5   | 131,5                                        | 166,5   | 166,5   | 207     | 207,5   | 212,5   | 212,5   | 252,5     | 252,5     |
| l <sub>6</sub>                               |                                         | mm               | 55 +2   | 61 +2,5                                      | 71 +2,5 | 71 +3   | 81 +3   | 86 +3,5 | 101 +4  | 118 +4  | 130 +4    | 130 +4    |
| S <sub>2</sub>                               |                                         | mm               | 52      | 58                                           | 68      | 68      | 77      | 81      | 96      | 113     | 125       | 125       |
| C (b <sub>1</sub> = 20 / 30 / 40 mm)         |                                         | mm               | 120/-/- | 120/115/-                                    | -/150/- | -/150/- | -/190/- | -/190/- | -/195/- | -/195/- | -/235/230 | -/235/230 |
| M <sub>A</sub> (DIN EN ISO 4762-8.8; μ=0,12) |                                         | Nm               | 25      | 49                                           | 84      | 84      | 132     | 132     | 206     | 410     | 710       | 710       |
| Brake disc diameter d x b (mm)               | 250 x 20                                | kg               | 14      | Weight of the coupling with steel brake disc |         |         |         |         |         |         |           |           |
|                                              | n <sub>max</sub> 6800 min <sup>-1</sup> | kgm <sup>2</sup> | 0,068   | Moment of inertia                            |         |         |         |         |         |         |           |           |
|                                              | 280 x 20                                |                  | 16      | 19                                           |         |         |         |         |         |         |           |           |
|                                              | n <sub>max</sub> 6100 min <sup>-1</sup> |                  | 0,103   | 0,112                                        |         |         |         |         |         |         |           |           |
|                                              | 315 x 20                                |                  |         | 21                                           |         |         |         |         |         |         |           |           |
|                                              | n <sub>max</sub> 5400 min <sup>-1</sup> |                  |         | 0,169                                        |         |         |         |         |         |         |           |           |
|                                              | 355 x 30                                |                  |         | 32                                           | 36      |         |         |         |         |         |           |           |
|                                              | n <sub>max</sub> 4800 min <sup>-1</sup> |                  |         | 0,384                                        | 0,401   |         |         |         |         |         |           |           |
|                                              | 400 x 30                                |                  |         |                                              | 42      | 48      | 60      |         |         |         |           |           |
|                                              | n <sub>max</sub> 4300 min <sup>-1</sup> |                  |         |                                              | 0,626   | 0,655   | 0,742   |         |         |         |           |           |
|                                              | 450 x 30                                |                  |         |                                              | 50      | 56      | 68      |         |         |         |           |           |
|                                              | n <sub>max</sub> 3800 min <sup>-1</sup> |                  |         |                                              | 0,982   | 1,009   | 1,096   |         |         |         |           |           |
|                                              | 500 x 30                                |                  |         |                                              |         | 65      | 77      | 90      | 110     |         |           |           |
|                                              | n <sub>max</sub> 3400 min <sup>-1</sup> |                  |         |                                              |         | 1,503   | 1,590   | 1,731   | 1,993   |         |           |           |
|                                              | 560 x 30                                |                  |         |                                              |         |         | 89      | 102     | 122     |         |           |           |
|                                              | n <sub>max</sub> 3000 min <sup>-1</sup> |                  |         |                                              |         |         | 2,414   | 2,555   | 2,817   |         |           |           |
|                                              | 630 x 30                                |                  |         |                                              |         |         |         | 117     | 137     | 163     |           |           |
|                                              | n <sub>max</sub> 2700 min <sup>-1</sup> |                  |         |                                              |         |         |         | 3,915   | 4,176   | 4,675   |           |           |
|                                              | 710 x 30                                |                  |         |                                              |         |         |         |         | 157     | 183     |           |           |
|                                              | n <sub>max</sub> 2400 min <sup>-1</sup> |                  |         |                                              |         |         |         |         | 6,395   | 6,894   |           |           |
|                                              | 800 x 30                                |                  |         |                                              |         |         |         |         |         | 208     | 294       |           |
|                                              | n <sub>max</sub> 2200 min <sup>-1</sup> |                  |         |                                              |         |         |         |         |         | 10,466  | 11,971    |           |
|                                              | 900 x 30                                |                  |         |                                              |         |         |         |         |         |         | 325       | 342       |
|                                              | n <sub>max</sub> 1950 min <sup>-1</sup> |                  |         |                                              |         |         |         |         |         |         | 17,670    | 18,425    |
|                                              | 1000 x 30                               |                  |         |                                              |         |         |         |         |         |         |           | 360       |
|                                              | n <sub>max</sub> 1750 min <sup>-1</sup> |                  |         |                                              |         |         |         |         |         |         |           | 377       |
|                                              |                                         |                  |         |                                              |         |         |         |         |         |         | 25,622    | 26,326    |

Weights and moments of inertia are not binding,  
referring to the max. finish bore for the sizes  
100 to 300 respectively for a finish bore of 120 mm  
for the sizes 360 and 400.



## KBT

These couplings are for use in machinery where a torsionally rigid torque is required, especially on frequently varying loads and speeds.

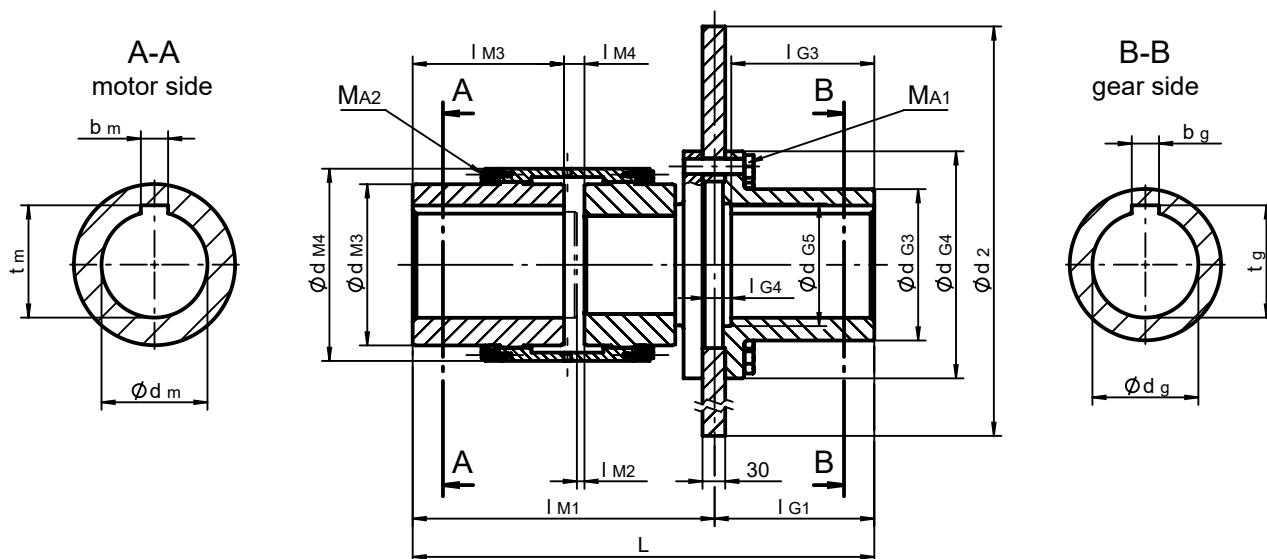
$TK_{MAX}$ : 46000 Nm

### MAIN FEATURES:

- Steel coupling with special tooth pattern
- Torque transmission via internal geared sleeve and external geared hubs
- Replacement of the brake disc or the seals without moving any equipment
- High temperature resistance
- Low wear
- Arrangement of the brake drum on the gear side to allow the brake torque to be maintained when the motor is disengaged
- Vast selection of coupling sizes and brake disc diameters

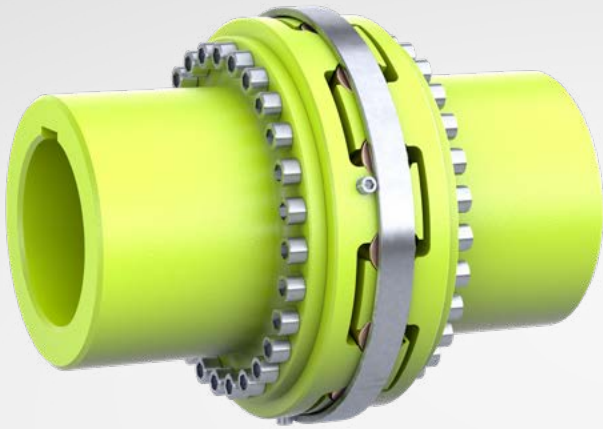
### OPTIONS:

- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Hubs in special dimensions
- Hubs in special material
- Test certificate DIN EN 10204-3.1



All dimensions in mm  
Alterations reserved without notice

| Coupling KBT                           |                                         |                  | 065                                                                                | 08                                           | 09    | 11    | 13     | 15     | 17     | 19     |
|----------------------------------------|-----------------------------------------|------------------|------------------------------------------------------------------------------------|----------------------------------------------|-------|-------|--------|--------|--------|--------|
| M <sub>Br</sub> max.                   | Nm                                      |                  | 2000                                                                               | 4000                                         | 5000  | 9250  | 15250  | 27500  | 36500  | 46000  |
| T <sub>KN</sub>                        | Nm                                      |                  | 800                                                                                | 1600                                         | 2000  | 3700  | 6100   | 11000  | 14600  | 18400  |
| d <sub>g</sub> max.                    | mm                                      |                  | 55                                                                                 | 75                                           | 90    | 110   | 120    | 140    | 160    | 195    |
| d <sub>G3</sub>                        | mm                                      |                  | 85                                                                                 | 110                                          | 130   | 160   | 180    | 200    | 225    | 265    |
| d <sub>G4</sub>                        | mm                                      |                  | 145                                                                                | 170                                          | 200   | 230   | 260    | 300    | 360    | 400    |
| d <sub>G5</sub> max.                   | mm                                      |                  | 68                                                                                 | 88                                           | 105   | 130   | 140    | 162    | 184    | 225    |
| d <sub>m</sub> max.                    | mm                                      |                  | 70                                                                                 | 85                                           | 95    | 110   | 130    | 155    | 175    | 195    |
| d <sub>M3</sub>                        | mm                                      |                  | 100                                                                                | 118                                          | 130   | 151   | 178    | 213    | 235    | 263    |
| d <sub>M4</sub>                        | mm                                      |                  | 140                                                                                | 153,5                                        | 161   | 186   | 216    | 254    | 282    | 317    |
| L                                      | mm                                      |                  | 365                                                                                | 430                                          | 500   | 515   | 545    | 580    | 660    | 705    |
| l <sub>G1</sub>                        | mm                                      |                  | 150                                                                                | 150                                          | 190   | 190   | 195    | 195    | 235    | 235    |
| l <sub>G3</sub>                        | mm                                      |                  | 127                                                                                | 127                                          | 167   | 167   | 172    | 172    | 212    | 212    |
| l <sub>G4</sub>                        | mm                                      |                  | 35                                                                                 | 35                                           | 35    | 35    | 35     | 35     | 35     | 35     |
| l <sub>M1</sub>                        | mm                                      |                  | 215                                                                                | 280                                          | 310   | 325   | 350    | 385    | 425    | 470    |
| l <sub>M2</sub> min.                   | mm                                      |                  | 7                                                                                  | 10                                           | 10    | 10    | 10     | 10     | 10     | 10     |
| l <sub>M3</sub>                        | mm                                      |                  | 110                                                                                | 140                                          | 146   | 165   | 170    | 190    | 200    | 220    |
| l <sub>M4</sub>                        | mm                                      |                  | 12                                                                                 | 30                                           | 17    | 19    | 23     | 24     | 29     | 32     |
| M <sub>A1</sub> (DIN 931-10.9; μ=0,12) | Nm                                      |                  | 125                                                                                | 125                                          | 310   | 310   | 310    | 610    | 960    | 960    |
| M <sub>A2</sub> (DIN 912-12.9; μ=0,08) | Nm                                      |                  | -                                                                                  | 8                                            | 8     | 8     | 8      | 8      | 13     | 13     |
| Brake disc diameter d2 x b1 (mm)       | 355 x 30                                | kg               | 39,5                                                                               | Weight of the coupling with steel brake disc |       |       |        |        |        |        |
|                                        | n <sub>max</sub> 4800 min <sup>-1</sup> | kgm <sup>2</sup> | 0,405                                                                              | Moment of inertia                            |       |       |        |        |        |        |
|                                        | 400 x 30                                |                  | 45,8                                                                               | 54                                           | 67,6  |       |        |        |        |        |
|                                        | n <sub>max</sub> 4300 min <sup>-1</sup> |                  | 0,63                                                                               | 0,665                                        | 0,735 |       |        |        |        |        |
|                                        | 450 x 30                                |                  | 53,6                                                                               | 61,8                                         | 75,4  |       |        |        |        |        |
|                                        | n <sub>max</sub> 3800 min <sup>-1</sup> |                  | 0,986                                                                              | 1,019                                        | 1,089 |       |        |        |        |        |
|                                        | 500 x 30                                |                  |                                                                                    | 70,5                                         | 84,1  | 100   |        |        |        |        |
|                                        | n <sub>max</sub> 3400 min <sup>-1</sup> |                  |                                                                                    | 1,513                                        | 1,583 | 1,722 |        |        |        |        |
|                                        | 560 x 30                                |                  |                                                                                    |                                              | 95,8  | 111,7 | 154,8  |        |        |        |
|                                        | n <sub>max</sub> 3000 min <sup>-1</sup> |                  |                                                                                    |                                              | 2,406 | 2,545 | 2,884  |        |        |        |
|                                        | 630 x 30                                |                  |                                                                                    |                                              | 111,1 | 127   | 170,2  | 189    |        |        |
|                                        | n <sub>max</sub> 2750 min <sup>-1</sup> |                  |                                                                                    |                                              | 3,766 | 3,904 | 4,243  | 4,718  |        |        |
|                                        | 710 x 30                                |                  |                                                                                    |                                              |       | 146,7 | 189,9  | 208,7  | 262,9  | 324,7  |
|                                        | n <sub>max</sub> 2400 min <sup>-1</sup> |                  |                                                                                    |                                              |       | 6,124 | 6,462  | 6,937  | 7,967  | 9,538  |
|                                        | 800 x 30                                |                  | Weights and moments of inertia are not binding, referring to the max. finish bore. |                                              |       |       | 214,8  | 233,7  | 287,8  | 349,7  |
|                                        | n <sub>max</sub> 2200 min <sup>-1</sup> |                  |                                                                                    |                                              |       |       | 10,034 | 10,509 | 11,539 | 13,11  |
|                                        | 900 x 30                                |                  |                                                                                    |                                              |       |       |        |        | 319,1  | 380,9  |
|                                        | n <sub>max</sub> 1950 min <sup>-1</sup> |                  |                                                                                    |                                              |       |       |        |        | 17,202 | 18,773 |



## KH

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of  $-35^{\circ}\text{C}$  up to  $+80^{\circ}\text{C}$ . For a short time  $-40^{\circ}\text{C}$  up to  $+100^{\circ}\text{C}$ .

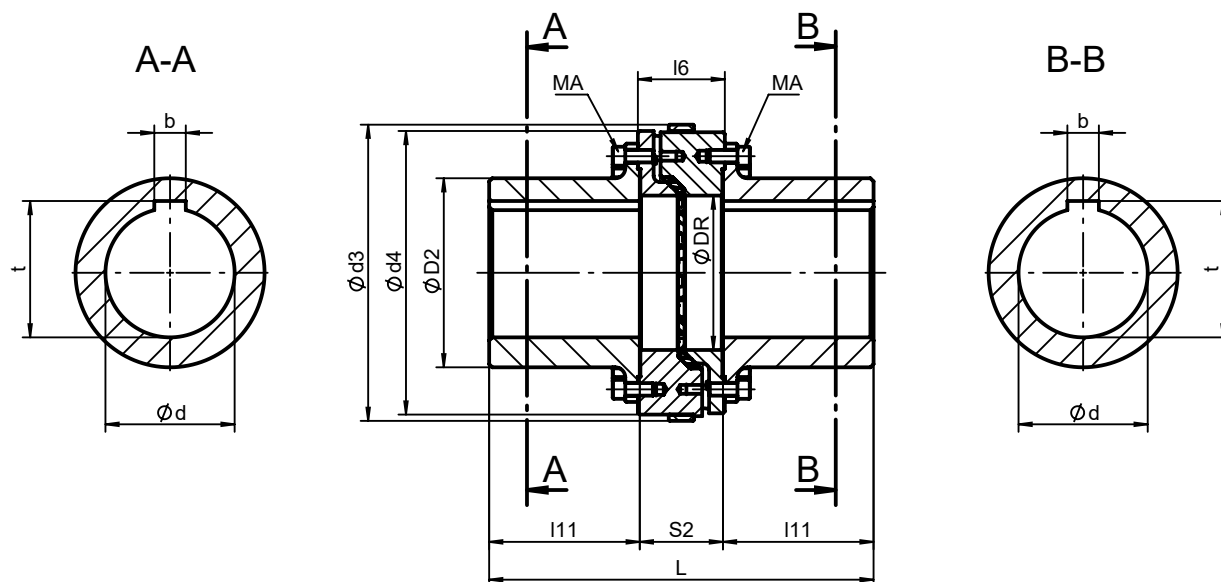
$TK_{\text{MAX}}$ : 62000 Nm

### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic buffers
- Buffer elements can be radially replaced by pushing back the retaining ring without moving any equipment
- Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

### OPTIONS:

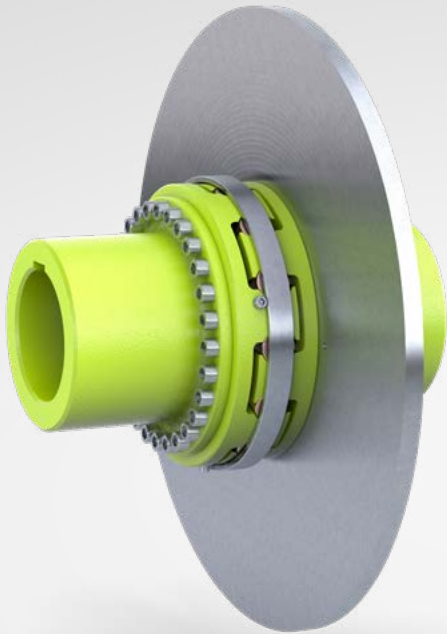
- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to ISO 1940 Grade: G 2.5; G 6.3
- Coupling hubs in special lengths
- Coupling hubs in special material
- Test certificate DIN EN 10204-3.1



| Coupling KH (size = d <sub>4</sub> )          |                   | 300   | 400   | 450   |
|-----------------------------------------------|-------------------|-------|-------|-------|
| T <sub>Kmax</sub> (VKW)                       | Nm                | 17500 | 48000 | 62000 |
| T <sub>KN</sub> (VKW)                         | Nm                | 7800  | 21000 | 27000 |
| n <sub>max.</sub>                             | min <sup>-1</sup> | 3300  | 2450  | 2200  |
| d max.                                        | mm                | 110   | 190   | 205   |
| D <sub>2</sub>                                | mm                | 170   | 280   | 300   |
| D <sub>R</sub>                                | mm                | 138   | 204   | 245   |
| d <sub>3</sub>                                | mm                | 320   | 420   | 470   |
| L                                             | mm                | 625   | 610   | 610   |
| l <sub>11</sub>                               | mm                | 253,5 | 239   | 239   |
| l <sub>6</sub>                                | mm                | 124   | 138   | 138   |
| S <sub>2</sub>                                | mm                | 118   | 132   | 132   |
| M <sub>A</sub> (DIN EN ISO 4762-10.9; µ=0,12) | Nm                | 225   | 440   | 440   |
| Weight                                        | kg                | 98    | 210   | 242   |
| Moment of inertia                             | kgm <sup>2</sup>  | 3,010 | 4,061 | 5,679 |

Weights and moments of inertia of the coupling are not binding, referring to the max. finish bore!

All dimensions in mm  
Alterations reserved without notice



## KHD

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of -35°C up to +80°C. For a short time -40°C up to +100°C.

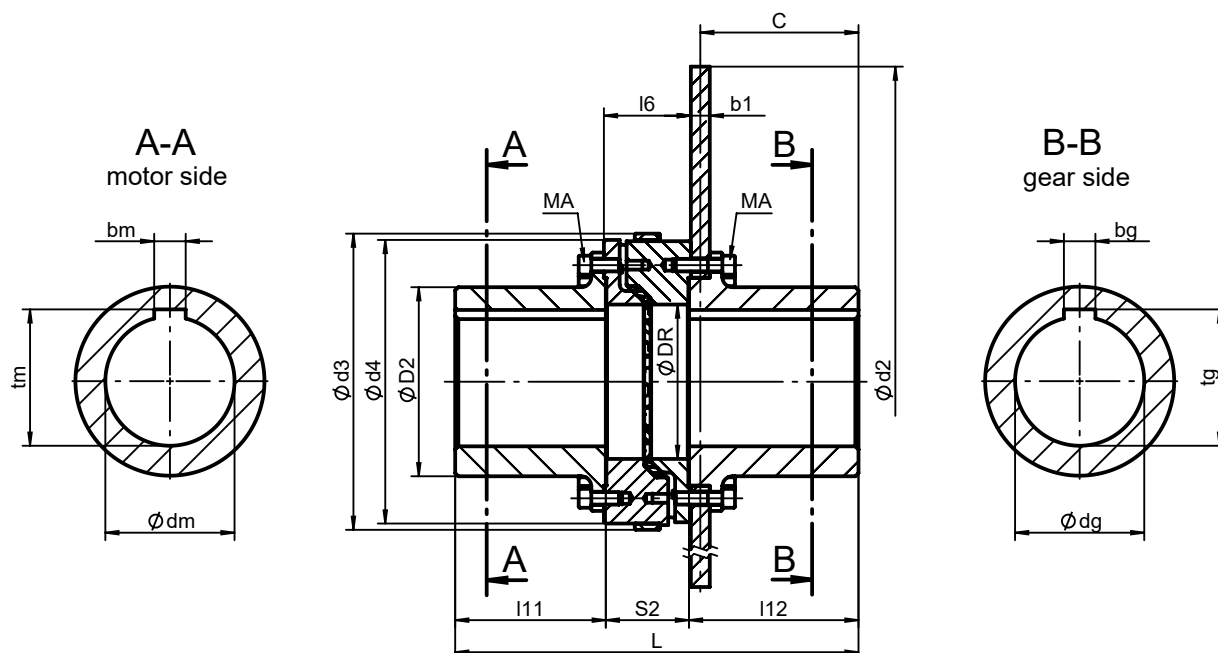
$TK_{MAX}$ : 62000 Nm

### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic buffers
- Buffer elements can be radially replaced by pushing back the retaining ring without moving any equipment
- Arrangement of the brake drum on the gear side to allow the brake torque to be maintained when the motor is disengaged
- Elastic buffers provide superb electrical insulating characteristics (e.g. prevents leaking currents)

### OPTIONS:

- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Coupling hubs in special lengths
- Coupling hubs in special material
- Test certificate DIN EN 10204-3.1



| Coupling KHD (size = d <sub>4</sub> )                    |                                                       | 300       | 400       | 450       |
|----------------------------------------------------------|-------------------------------------------------------|-----------|-----------|-----------|
| M <sub>Br</sub> max.                                     | Nm                                                    | 17500     | 48000     | 62000     |
| T <sub>KN</sub> (VKW)                                    | Nm                                                    | 7800      | 21000     | 27000     |
| d <sub>m</sub> max. / d <sub>g</sub> max.                | mm                                                    | 110       | 190       | 205       |
| D <sub>2</sub>                                           | mm                                                    | 170       | 280       | 300       |
| D <sub>R</sub>                                           | mm                                                    | 138       | 204       | 245       |
| d <sub>3</sub>                                           | mm                                                    | 320       | 420       | 470       |
| L (b <sub>1</sub> = 30mm / 40mm)                         | mm                                                    | 627,5     | 640 / 650 | 640 / 650 |
| l <sub>11</sub>                                          | mm                                                    | 256,5     | 239       | 239       |
| l <sub>12</sub> (b <sub>1</sub> = 30mm / 40mm)           | mm                                                    | 253       | 269 / 279 | 269 / 279 |
| l <sub>6</sub>                                           | mm                                                    | 124       | 138       | 138       |
| S <sub>2</sub>                                           | mm                                                    | 118       | 132       | 132       |
| C (b <sub>1</sub> = 30mm / 40mm)                         | mm                                                    | 235 / 230 | 251 / 256 | 251 / 256 |
| M <sub>A</sub> (DIN EN ISO 4762-10.9; μ=0,12)            | Nm                                                    | 225       | 440       | 440       |
| Brake disc diameter d <sub>2</sub> x b <sub>1</sub> (mm) | 800 x 30    n <sub>max.</sub> 2200 min <sup>-1</sup>  | 209       | 320       |           |
|                                                          |                                                       | 7,690     | 13,428    |           |
|                                                          | 900 x 30    n <sub>max.</sub> 1950 min <sup>-1</sup>  | 240       | 351       |           |
|                                                          |                                                       | 10,781    | 19,091    |           |
|                                                          | 1000 x 30    n <sub>max.</sub> 1750 min <sup>-1</sup> | 275       | 386       | 417       |
|                                                          |                                                       | 14,734    | 26,991    | 28,592    |
|                                                          | 1250 x 30    n <sub>max.</sub> 1400 min <sup>-1</sup> |           |           | 520       |
|                                                          |                                                       |           |           | 61,705    |
|                                                          | 800 x 40    n <sub>max.</sub> 2200 min <sup>-1</sup>  | 245       | 355       |           |
|                                                          |                                                       | 9,729     | 16,526    |           |
|                                                          | 900 x 40    n <sub>max.</sub> 1950 min <sup>-1</sup>  | 287       | 397       |           |
|                                                          |                                                       | 13,511    | 24,076    |           |
|                                                          | 1000 x 40    n <sub>max.</sub> 1750 min <sup>-1</sup> | 333       | 444       | 476       |
|                                                          |                                                       | 18,785    | 34,610    | 36,230    |
|                                                          | 1250 x 40    n <sub>max.</sub> 1400 min <sup>-1</sup> |           |           | 614       |
|                                                          |                                                       |           |           | 80,381    |

Weight                      kg  
Moment of inertia        kgm<sup>2</sup>

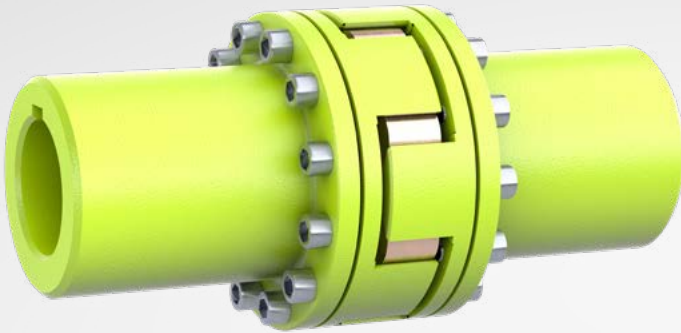
Weights and moments of inertia of the coupling with steel brake disc are not binding, referring to the max. finish bore!

All dimensions in mm  
Alterations reserved without notice

## KL

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of -35 °C up to +80 °C. For a short time -40 °C up to +100 °C.

$TK_{MAX}$ : 40500 Nm

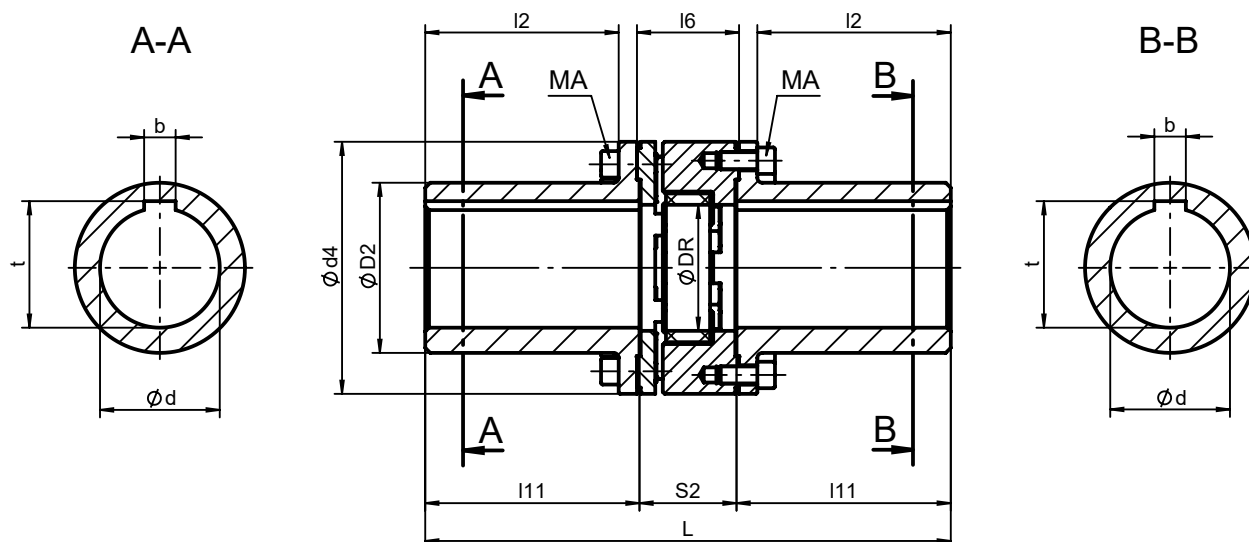


### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic intermediate ring
- Replacement of the elastic intermediate ring without moving any equipment
- Transmits rotating power from one shaft to another while accommodating misalignment between the two shafts
- Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

### OPTIONS:

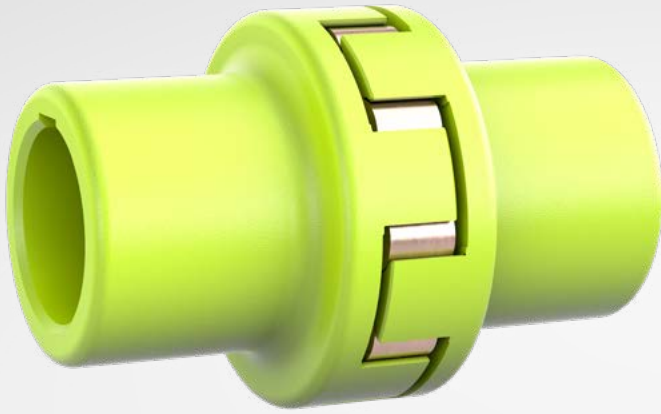
- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Coupling hubs in special lengths
- Coupling hubs in special material
- Test certificate DIN EN 10204-3.1



All dimensions in mm  
Alterations reserved without notice

Weights and moments of inertia are not binding, referring to the max. finish bore for the sizes 145 to 300 respectively for a finish bore of 120 mm for the sizes 360 and 400.

| Coupling KL (size = $d_4$ )      |                   | 145     | 170   | 200   | 230     | 260    | 300    | 360    | 400    |
|----------------------------------|-------------------|---------|-------|-------|---------|--------|--------|--------|--------|
| $T_{Kmax}$ (VK60D)               | Nm                | 1800    | 2850  | 4950  | 7740    | 11940  | 17550  | 29100  | 40050  |
| $T_{KN}$ (VK60D)                 | Nm                | 600     | 950   | 1650  | 2580    | 3980   | 5850   | 9700   | 13350  |
| $n_{max.}$                       | min <sup>-1</sup> | 5250    | 4500  | 3750  | 3250    | 3000   | 2500   | 2150   | 1900   |
| $d$ max.                         | mm                | 65      | 75    | 95    | 110     | 125    | 140    | 160    | 160    |
| $D_2$                            | mm                | 92      | 110   | 135   | 160     | 180    | 200    | 225    | 225    |
| $D_R$                            | mm                | 66      | 90    | 100   | 115     | 150    | 162    | 215    | 250    |
| $L$                              | mm                | 288     | 348   | 417   | 421     | 516    | 533    | 625    | 625    |
| $l_2$                            | mm                | 93,5    | 123,5 | 153,5 | 150     | 185,5  | 183,5  | 220,5  | 220,5  |
| $l_6$                            | mm                | 71 +2,5 | 71 +3 | 81 +3 | 86 +3,5 | 101 +4 | 118 +4 | 130 +4 | 130 +4 |
| $l_{11}$                         | mm                | 110     | 140   | 170   | 170     | 210    | 210    | 250    | 250    |
| $S_2$                            | mm                | 68      | 68    | 77    | 81      | 96     | 113    | 125    | 125    |
| $M_A$ (DIN 912-8.8; $\mu=0,12$ ) | Nm                | 84      | 84    | 132   | 132     | 206    | 410    | 710    | 710    |
| Weight                           | kg                | 12,9    | 20    | 32,4  | 46      | 70     | 97,3   | 183,9  | 201,5  |
| Moment of inertia                | kgm <sup>2</sup>  | 0,034   | 0,069 | 0,157 | 0,299   | 0,585  | 1,098  | 2,568  | 3,422  |



## KLST

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of -35 °C up to +80 °C. For a short time -40 °C up to +100 °C.

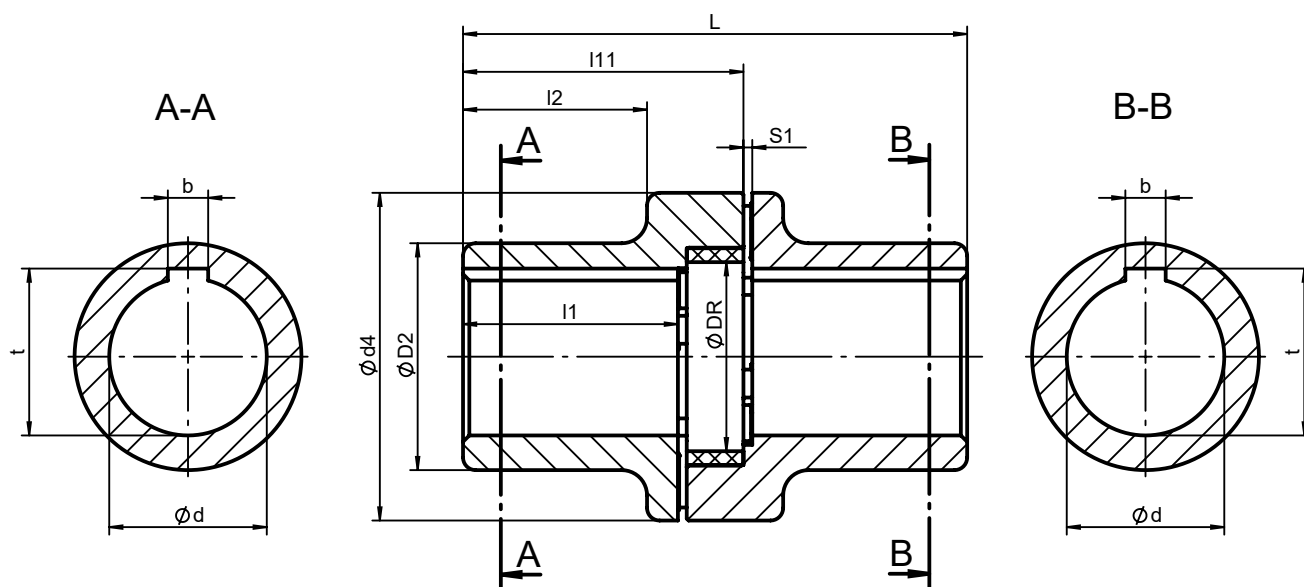
$TK_{MAX}$ : 7950 Nm

### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic intermediate ring
- Transmits rotating power from one shaft to another while accommodating misalignment between the two shafts
- Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

### OPTIONS:

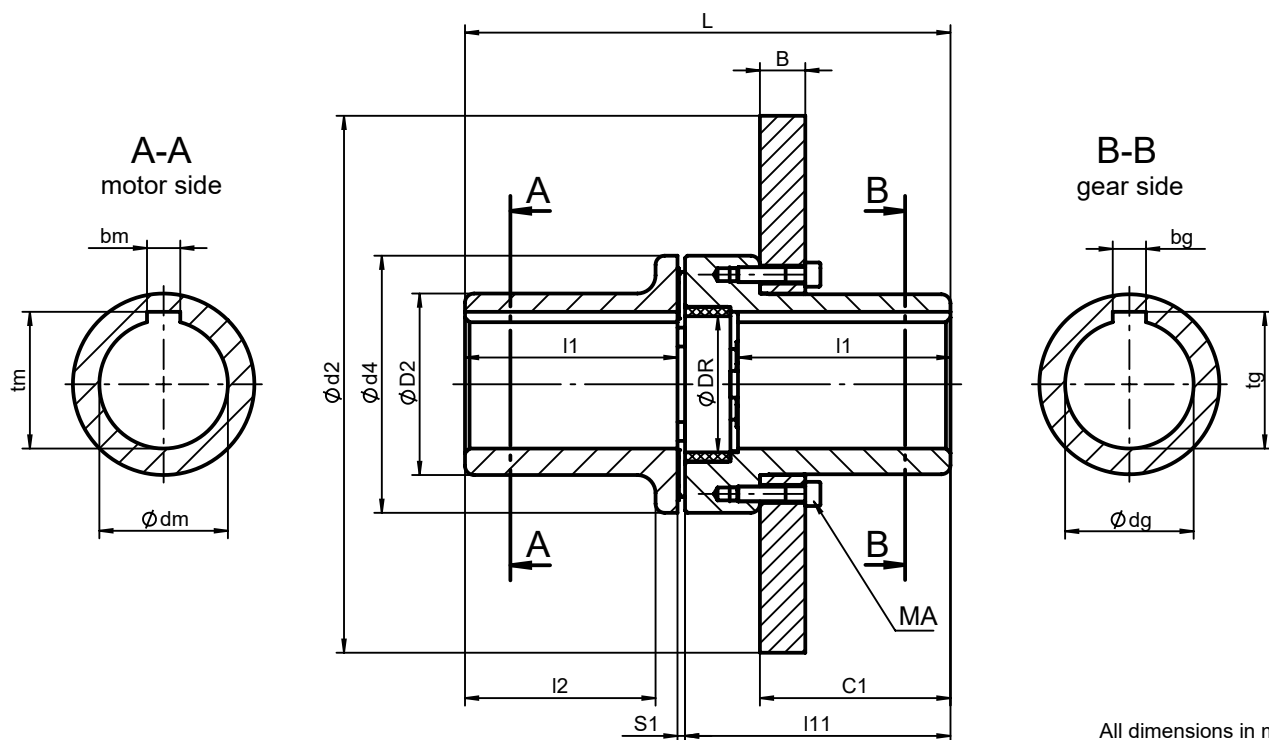
- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs unbored
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3



All dimensions in mm  
Alterations reserved without notice

Weights and moments of inertia are not binding, referring to the max. finish bore!

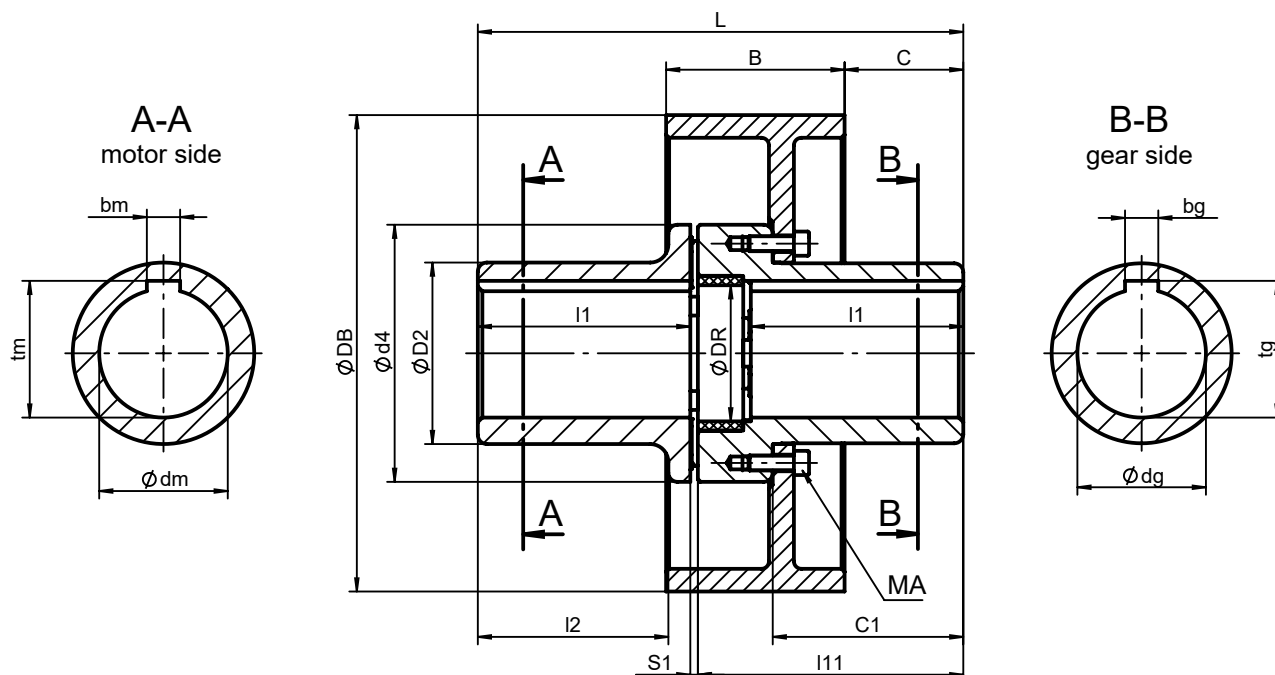
| Coupling KLST     |                   | 100      | 125      | 145      | 170      | 200      | 230      | 260      |
|-------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|
| $T_{Kmax}$ (VKR)  | Nm                | 390      | 750      | 1200     | 1900     | 3300     | 5150     | 7950     |
| $T_{KN}$ (VKR)    | Nm                | 130      | 250      | 400      | 630      | 1100     | 1700     | 2650     |
| $n_{max.}$        | min <sup>-1</sup> | 7250     | 6000     | 5250     | 4500     | 3750     | 3250     | 3000     |
| $d$ max.          | mm                | 42       | 55       | 65       | 85       | 95       | 105      | 125      |
| $D_2$             | mm                | 65       | 85       | 95       | 120      | 135      | 150      | 180      |
| $D_R$             | mm                | 42       | 55       | 66       | 90       | 100      | 115      | 150      |
| $d_4$             | mm                | 105      | 126      | 145      | 170      | 200      | 230      | 260      |
| $L$               | mm                | 187      | 253      | 259      | 321      | 328      | 390      | 400      |
| $l_1$             | mm                | 80,5     | 110,5    | 110,5    | 140,5    | 140      | 170      | 170,5    |
| $l_2$             | mm                | 68,5     | 98       | 97       | 126      | 124      | 151      | 146      |
| $l_{11}$          | mm                | 103,5    | 139      | 144,5    | 175,5    | 181,5    | 212,5    | 222,5    |
| $S_1$             | mm                | 3,0 +2,0 | 3,5 +2,5 | 4,0 +2,5 | 5,0 +3,0 | 6,5 +3,0 | 7,5 +3,0 | 7,0 +4,0 |
| Weight            | kg                | 4,1      | 8,1      | 10,3     | 17,0     | 23,9     | 35,5     | 52,4     |
| Moment of inertia | kgm <sup>2</sup>  | 0,005    | 0,014    | 0,025    | 0,058    | 0,112    | 0,208    | 0,426    |



All dimensions in mm  
Alterations reserved without notice

| Coupling KLST-BS                            |                   | 100                       | 125                       | 145                                          | 170      | 200      | 230      | 260      |
|---------------------------------------------|-------------------|---------------------------|---------------------------|----------------------------------------------|----------|----------|----------|----------|
| M <sub>Br</sub> max. at max. disc-Ø         | Nm                | 260                       | 310                       | 730                                          | 1350     | 2650     | 3800     | 7950     |
| T <sub>KN</sub> (VKR)                       | Nm                | 130                       | 250                       | 400                                          | 630      | 1100     | 1700     | 2650     |
| n <sub>max.</sub> at max. disc-Ø            | min <sup>-1</sup> | 6800                      | 4800                      | 3800                                         | 3400     | 3000     | 2700     | 2400     |
| d <sub>m</sub> max. + d <sub>g</sub> max.   | mm                | 42                        | 55                        | 65                                           | 85       | 95       | 105      | 125      |
| D <sub>2</sub>                              | mm                | 65                        | 85                        | 95                                           | 120      | 135      | 150      | 180      |
| D <sub>R</sub>                              | mm                | 42                        | 55                        | 66                                           | 90       | 100      | 115      | 150      |
| d <sub>4</sub>                              | mm                | 105                       | 126                       | 145                                          | 170      | 200      | 230      | 260      |
| L                                           | mm                | 187                       | 253                       | 259                                          | 321      | 328      | 390      | 400      |
| l <sub>1</sub>                              | mm                | 80,5                      | 110,5                     | 110,5                                        | 140,5    | 140      | 170      | 170,5    |
| l <sub>2</sub>                              | mm                | 68,5                      | 98                        | 97                                           | 126      | 124      | 151      | 146      |
| l <sub>11</sub>                             | mm                | 103,5                     | 139                       | 144,5                                        | 175,5    | 181,5    | 212,5    | 222,5    |
| C <sub>1</sub>                              | mm                | 70,5                      | 99,5                      | 98                                           | 127,5    | 125,5    | 153      | 148,5    |
| S <sub>1</sub>                              | mm                | 3,0 +2,0                  | 3,5 +2,5                  | 4,0 +2,5                                     | 5,0 +3,0 | 6,5 +3,0 | 7,5 +3,0 | 7,0 +4,0 |
| M <sub>A</sub> (DIN 912-8.8; μ=0,12)        | Nm                | 24                        | 24                        | 48                                           | 48       | 84       | 84       | 206      |
| Brake disc diameter d <sub>2</sub> x B (mm) | 250 x 20          | kg<br>11,1                | kg<br>14,7                | Weight of the coupling with steel brake disc |          |          |          |          |
|                                             |                   | kgm <sup>2</sup><br>0,065 | kgm <sup>2</sup><br>0,073 | Moment of inertia                            |          |          |          |          |
|                                             | 315 x 20          |                           | 19,3                      |                                              |          |          |          |          |
|                                             |                   |                           | 0,164                     |                                              |          |          |          |          |
|                                             | 355 x 30          |                           | 29,7                      | 31,6                                         |          |          |          |          |
|                                             |                   |                           | 0,377                     | 0,388                                        |          |          |          |          |
|                                             | 400 x 30          |                           |                           | 37,8                                         | 43,5     | 49,3     |          |          |
|                                             |                   |                           |                           | 0,611                                        | 0,639    | 0,688    |          |          |
|                                             | 450 x 30          |                           |                           | 45,7                                         | 51,3     | 57,1     |          |          |
|                                             |                   |                           |                           | 0,965                                        | 0,993    | 1,042    |          |          |
|                                             | 500 x 30          |                           |                           |                                              | 60,0     | 65,9     | 75,5     | 90,1     |
|                                             |                   |                           |                           |                                              | 1,487    | 1,536    | 1,618    | 1,813    |
|                                             | 560 x 30          |                           |                           |                                              |          | 77,6     | 87,2     | 101,8    |
|                                             |                   |                           |                           |                                              |          | 2,360    | 2,442    | 2,636    |
|                                             | 630 x 30          |                           |                           |                                              |          |          | 102,5    | 117,1    |
|                                             |                   |                           |                           |                                              |          |          | 3,802    | 3,996    |
|                                             | 710 x 30          |                           |                           |                                              |          |          |          | 136,8    |
|                                             |                   |                           |                           |                                              |          |          |          | 6,215    |

Weights and moments of inertia are not binding, referring to the max. finish bore!



All dimensions in mm  
Alterations reserved without notice

| Coupling KLST-BT                          |                                          | 100              | 125                                                                                | 145      | 170      | 200                                    | 230      | 260      |
|-------------------------------------------|------------------------------------------|------------------|------------------------------------------------------------------------------------|----------|----------|----------------------------------------|----------|----------|
| M <sub>Br</sub> max. at max. drum-Ø       | Nm                                       | 260              | 310                                                                                | 730      | 1350     | 2650                                   | 3800     | 7950     |
| T <sub>KN</sub> (VKR)                     | Nm                                       | 130              | 250                                                                                | 400      | 630      | 1100                                   | 1700     | 2650     |
| d <sub>m</sub> max. + d <sub>g</sub> max. | mm                                       | 42               | 55                                                                                 | 65       | 85       | 95                                     | 105      | 125      |
| D <sub>2</sub>                            | mm                                       | 65               | 85                                                                                 | 95       | 120      | 135                                    | 150      | 180      |
| D <sub>R</sub>                            | mm                                       | 42               | 55                                                                                 | 66       | 90       | 100                                    | 115      | 150      |
| d <sub>4</sub>                            | mm                                       | 105              | 126                                                                                | 145      | 170      | 200                                    | 230      | 260      |
| L                                         | mm                                       | 187              | 253                                                                                | 259      | 321      | 328                                    | 390      | 400      |
| I <sub>1</sub>                            | mm                                       | 80,5             | 110,5                                                                              | 110,5    | 140,5    | 140                                    | 170      | 170,5    |
| I <sub>2</sub>                            | mm                                       | 68,5             | 98                                                                                 | 97       | 126      | 124                                    | 151      | 146      |
| I <sub>11</sub>                           | mm                                       | 103,5            | 139                                                                                | 144,5    | 175,5    | 181,5                                  | 212,5    | 222,5    |
| C <sub>1</sub>                            | mm                                       | 70,5             | 99,5                                                                               | 98       | 127,5    | 125,5                                  | 153      | 148,5    |
| S <sub>1</sub>                            | mm                                       | 3,0 +2,0         | 3,5 +2,5                                                                           | 4,0 +2,5 | 5,0 +3,0 | 6,5 +3,0                               | 7,5 +3,0 | 7,0 +4,0 |
| M <sub>A</sub> (DIN 912-8.8; μ=0,12)      | Nm                                       | 24               | 24                                                                                 | 48       | 48       | 84                                     | 84       | 206      |
| Brake drum diameter DB x B (mm)           | 200 x 75                                 | mm               | 45                                                                                 | 74       | 70,5     | C                                      |          |          |
|                                           | n <sub>max.</sub> 2870 min <sup>-1</sup> | kg               | 8,8                                                                                | 12,7     | 14,9     | Weight of the coupling with brake drum |          |          |
|                                           |                                          | kgm <sup>2</sup> | 0,041                                                                              | 0,050    | 0,061    |                                        |          |          |
|                                           | 250 x 95                                 |                  |                                                                                    |          | 62,5     | 92,5                                   |          |          |
|                                           | n <sub>max.</sub> 2300 min <sup>-1</sup> |                  |                                                                                    |          | 19,4     | 25,7                                   |          |          |
|                                           |                                          |                  |                                                                                    |          | 0,136    | 0,167                                  |          |          |
|                                           | 315 x 118                                |                  |                                                                                    |          | 78,5     | 79,5                                   |          |          |
|                                           | n <sub>max.</sub> 1820 min <sup>-1</sup> |                  |                                                                                    |          | 35,1     | 41,1                                   |          |          |
|                                           |                                          |                  |                                                                                    |          | 0,403    | 0,452                                  |          |          |
|                                           | 400 x 150                                |                  | Weights and moments of inertia are not binding, referring to the max. finish bore! |          |          | 67,5                                   | 96       |          |
|                                           | n <sub>max.</sub> 1440 min <sup>-1</sup> |                  |                                                                                    |          |          | 57,7                                   | 68,2     |          |
|                                           |                                          |                  |                                                                                    |          |          | 1,154                                  | 1,242    |          |
|                                           | 500 x 190                                |                  |                                                                                    |          |          |                                        | 85       | 82,5     |
|                                           | n <sub>max.</sub> 1150 min <sup>-1</sup> |                  |                                                                                    |          |          |                                        | 95,5     | 110,8    |
|                                           |                                          |                  |                                                                                    |          |          |                                        | 3,167    | 3,370    |



## KST

These couplings are for use in application with high dynamic loads. Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type. The standard material of the elastic intermediate ring Polyurethane (Vulkollan) is suitable for a temperature range of -35 °C up to +80 °C. For a short time -40 °C up to +100 °C.

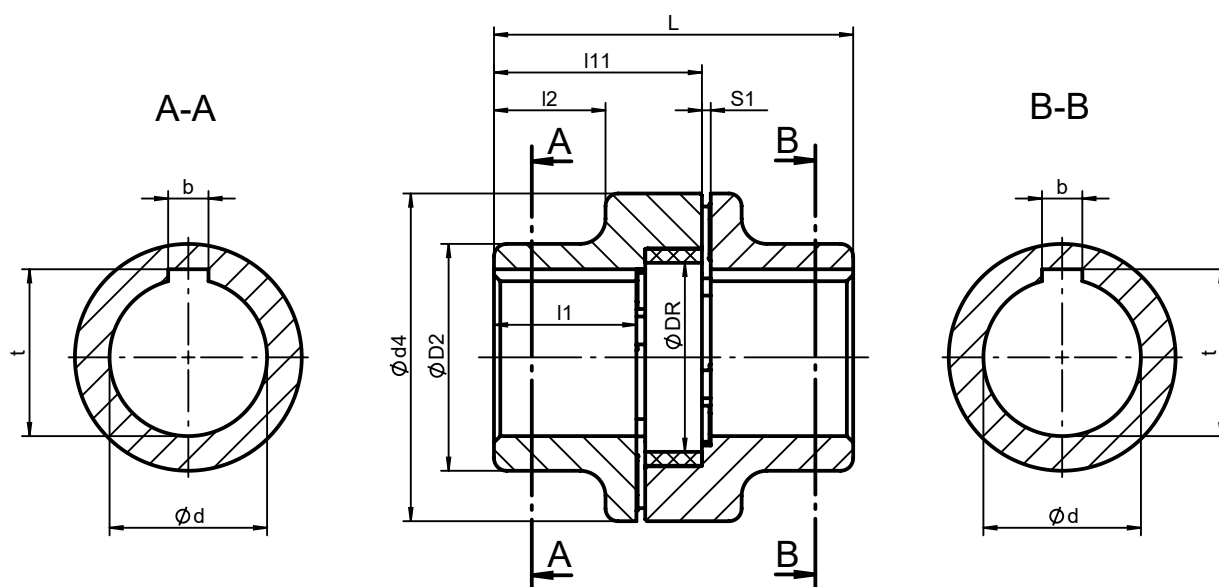
$TK_{MAX}$ : 7950 Nm

### MAIN FEATURES:

- Steel coupling, torsionally elastic and bullet-proof (fail safe)
- Torque transmission via elastic intermediate ring
- Transmits rotating power from one shaft to another while accommodating misalignment between the two shafts
- Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

### OPTIONS:

- Coupling hubs finish bored and keywayed acc. to DIN 6885
- Coupling hubs pilot bored
- Coupling dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3



All dimensions in mm  
Alterations reserved without notice

Weights and moments of inertia are not binding, referring to the max. finish bore!

| Coupling KST      |                   | 100      | 125      | 145      | 170      | 200      | 230      | 260      |
|-------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|
| $T_{Kmax}$ (VKR)  | Nm                | 390      | 750      | 1200     | 1900     | 3300     | 5150     | 7950     |
| $T_{KN}$ (VKR)    | Nm                | 130      | 250      | 400      | 630      | 1100     | 1700     | 2650     |
| $n_{max.}$        | min <sup>-1</sup> | 7250     | 6000     | 5250     | 4500     | 3750     | 3250     | 3000     |
| d max.            | mm                | 42       | 55       | 65       | 85       | 95       | 105      | 125      |
| $D_2$             | mm                | 65       | 85       | 95       | 120      | 135      | 150      | 180      |
| $D_R$             | mm                | 42       | 55       | 66       | 90       | 100      | 115      | 150      |
| $d_4$             | mm                | 105      | 126      | 145      | 170      | 200      | 230      | 260      |
| L                 | mm                | 125      | 145      | 160      | 190      | 245      | 270      | 285      |
| $l_1$             | mm                | 49,5     | 56,5     | 61       | 75       | 98,5     | 110      | 113      |
| $l_2$             | mm                | 37,5     | 44       | 47,5     | 60,5     | 82,5     | 91       | 88,5     |
| $l_{11}$          | mm                | 72,5     | 85       | 95       | 110      | 140      | 152,5    | 165      |
| $s_1$             | mm                | 3,0 +2,0 | 3,5 +2,5 | 4,0 +2,5 | 5,0 +3,0 | 6,5 +3,0 | 7,5 +3,0 | 7,0 +4,0 |
| Weight            | kg                | 3,1      | 5,4      | 7,5      | 11,3     | 19,3     | 27,2     | 40,7     |
| Moment of inertia | kgm <sup>2</sup>  | 0,004    | 0,011    | 0,020    | 0,043    | 0,096    | 0,173    | 0,355    |

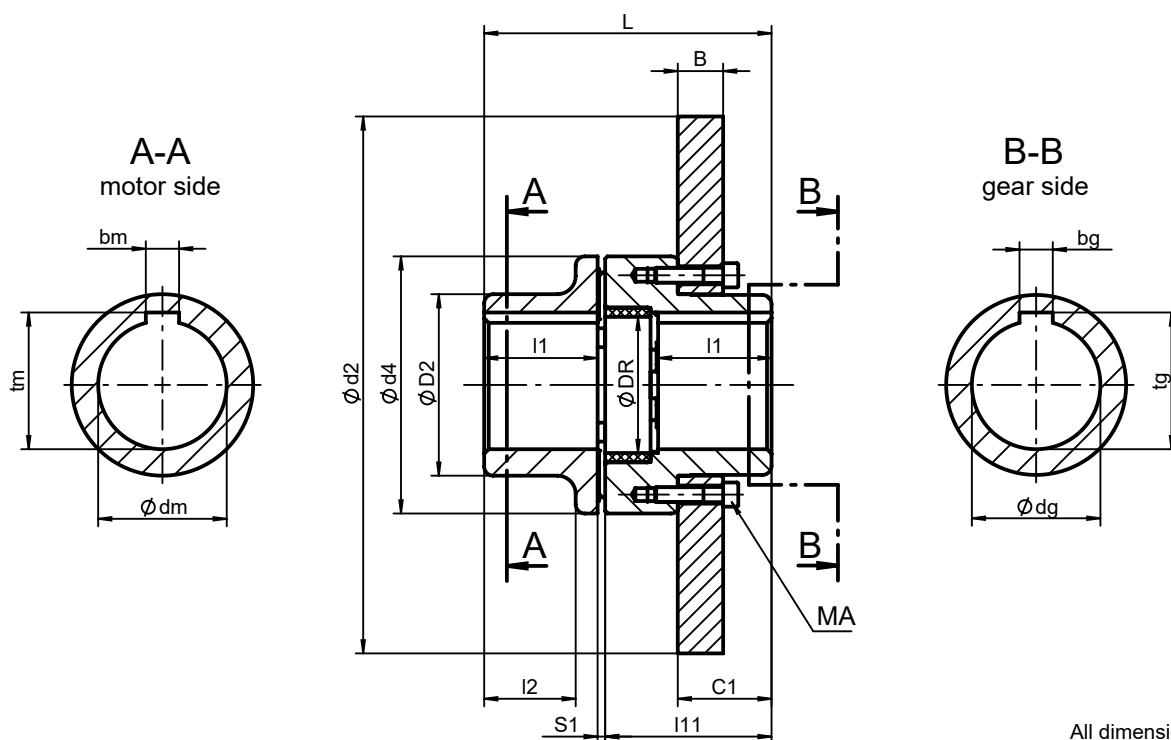
# Flexible Coupling KST-BS

## Dimensions and technical data

MB-001543 c

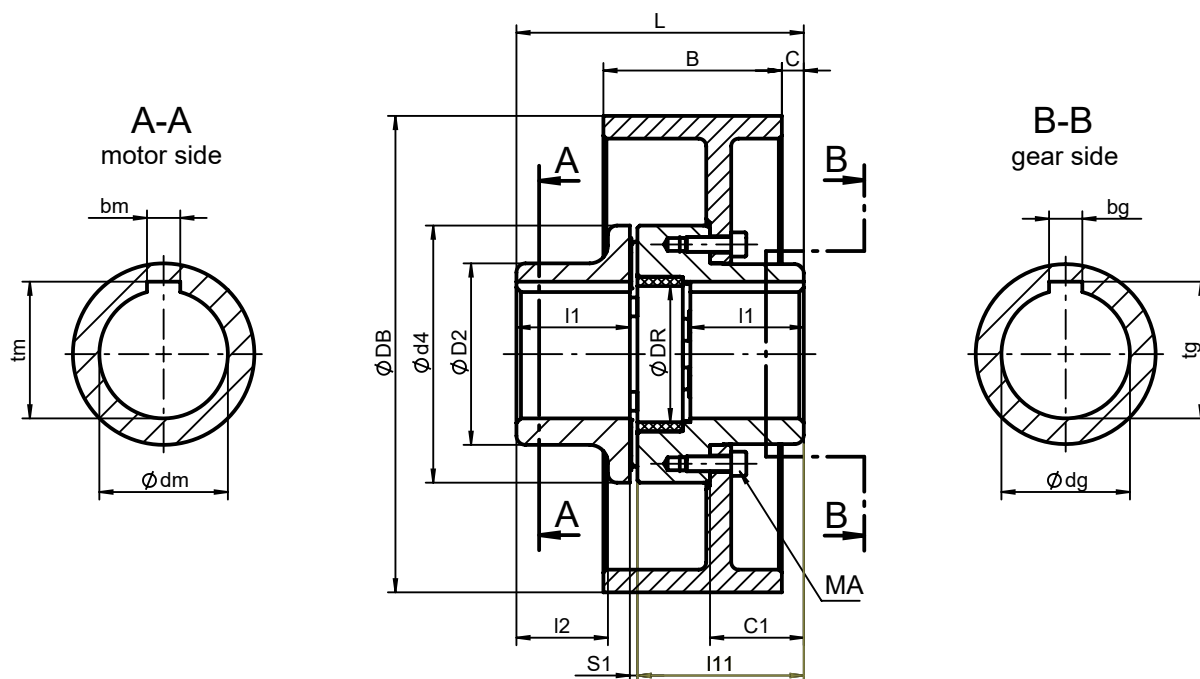
24.02.2021

Reifenrath



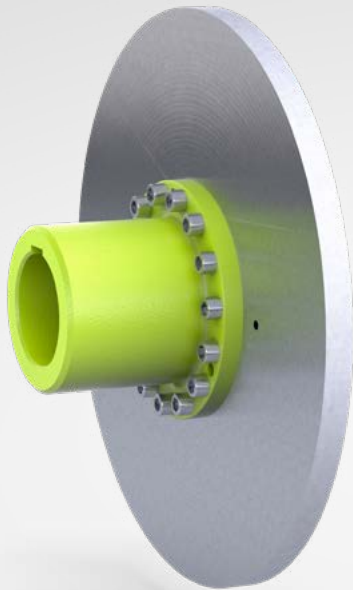
All dimensions in mm  
Alterations reserved without notice

| Coupling KST-BS                             |                   | 100                                                                                | 125                       | 145                                          | 170      | 200      | 230      | 260      |
|---------------------------------------------|-------------------|------------------------------------------------------------------------------------|---------------------------|----------------------------------------------|----------|----------|----------|----------|
| M <sub>Br</sub> max. at max. disc-Ø         | Nm                | 260                                                                                | 310                       | 730                                          | 1350     | 2650     | 3800     | 7950     |
| T <sub>KN</sub> (VKR)                       | Nm                | 130                                                                                | 250                       | 400                                          | 630      | 1100     | 1700     | 2650     |
| n <sub>max.</sub> at max. disc-Ø            | min <sup>-1</sup> | 6800                                                                               | 4800                      | 3800                                         | 3400     | 3000     | 2700     | 2400     |
| d <sub>m</sub> max. + d <sub>g</sub> max.   | mm                | 42                                                                                 | 55                        | 65                                           | 85       | 95       | 105      | 125      |
| D <sub>2</sub>                              | mm                | 65                                                                                 | 85                        | 95                                           | 120      | 135      | 150      | 180      |
| D <sub>R</sub>                              | mm                | 42                                                                                 | 55                        | 66                                           | 90       | 100      | 115      | 150      |
| d <sub>4</sub>                              | mm                | 105                                                                                | 126                       | 145                                          | 170      | 200      | 230      | 260      |
| L                                           | mm                | 125                                                                                | 145                       | 160                                          | 190      | 245      | 270      | 285      |
| l <sub>1</sub>                              | mm                | 49,5                                                                               | 56,5                      | 61                                           | 75       | 98,5     | 110      | 113      |
| l <sub>2</sub>                              | mm                | 37,5                                                                               | 44                        | 47,5                                         | 60,5     | 82,5     | 91       | 88,5     |
| l <sub>11</sub>                             | mm                | 72,5                                                                               | 85                        | 95                                           | 110      | 140      | 152,5    | 165      |
| C <sub>1</sub>                              | mm                | 39,5                                                                               | 45,5                      | 48,5                                         | 62       | 84       | 93       | 91       |
| S <sub>1</sub>                              | mm                | 3,0 +2,0                                                                           | 3,5 +2,5                  | 4,0 +2,5                                     | 5,0 +3,0 | 6,5 +3,0 | 7,5 +3,0 | 7,0 +4,0 |
| M <sub>A</sub> (DIN 912-8.8; μ=0,12)        | Nm                | 24                                                                                 | 24                        | 48                                           | 48       | 84       | 84       | 206      |
| Brake disc diameter d <sub>2</sub> x B (mm) | 250 x 20          | kg<br>10,1                                                                         | kg<br>12,0                | Weight of the coupling with steel brake disc |          |          |          |          |
|                                             |                   | kgm <sup>2</sup><br>0,064                                                          | kgm <sup>2</sup><br>0,070 | Moment of inertia                            |          |          |          |          |
|                                             | 315 x 20          |                                                                                    | 16,5                      |                                              |          |          |          |          |
|                                             |                   |                                                                                    | 0,161                     |                                              |          |          |          |          |
|                                             | 355 x 30          |                                                                                    | 27,0                      | 28,8                                         |          |          |          |          |
|                                             |                   |                                                                                    | 0,374                     | 0,383                                        |          |          |          |          |
|                                             | 400 x 30          |                                                                                    |                           | 35,0                                         | 37,8     | 44,7     |          |          |
|                                             |                   |                                                                                    |                           | 0,606                                        | 0,624    | 0,672    |          |          |
|                                             | 450 x 30          |                                                                                    |                           | 42,9                                         | 45,6     | 52,5     |          |          |
|                                             |                   |                                                                                    |                           | 0,960                                        | 0,978    | 1,026    |          |          |
|                                             | 500 x 30          |                                                                                    |                           |                                              | 54,3     | 61,3     | 67,2     | 78,4     |
|                                             |                   |                                                                                    |                           |                                              | 1,472    | 1,520    | 1,583    | 1,742    |
|                                             | 560 x 30          | Weights and moments of inertia are not binding, referring to the max. finish bore! |                           |                                              |          | 73,0     | 78,9     | 90,1     |
|                                             |                   |                                                                                    |                           |                                              |          | 2,344    | 2,407    | 2,565    |
|                                             | 630 x 30          |                                                                                    |                           |                                              |          |          | 94,2     | 105,4    |
|                                             |                   |                                                                                    |                           |                                              |          |          | 3,767    | 3,925    |
|                                             | 710 x 30          |                                                                                    |                           |                                              |          |          |          | 125,1    |
|                                             |                   |                                                                                    |                           |                                              |          |          |          | 6,144    |



All dimensions in mm  
Alterations reserved without notice

| Coupling KST-BT                           |                                                       | 100                                                                                | 125      | 145      | 170      | 200                                               | 230      | 260      |
|-------------------------------------------|-------------------------------------------------------|------------------------------------------------------------------------------------|----------|----------|----------|---------------------------------------------------|----------|----------|
| M <sub>Br</sub> max. at max. drum-Ø       | Nm                                                    | 260                                                                                | 310      | 730      | 1350     | 2650                                              | 3800     | 7950     |
| T <sub>KN</sub> (VKR)                     | Nm                                                    | 130                                                                                | 250      | 400      | 630      | 1100                                              | 1700     | 2650     |
| d <sub>m</sub> max. + d <sub>g</sub> max. | mm                                                    | 42                                                                                 | 55       | 65       | 85       | 95                                                | 105      | 125      |
| D <sub>2</sub>                            | mm                                                    | 65                                                                                 | 85       | 95       | 120      | 135                                               | 150      | 180      |
| D <sub>R</sub>                            | mm                                                    | 42                                                                                 | 55       | 66       | 90       | 100                                               | 115      | 150      |
| d <sub>4</sub>                            | mm                                                    | 105                                                                                | 126      | 145      | 170      | 200                                               | 230      | 260      |
| L                                         | mm                                                    | 125                                                                                | 145      | 160      | 190      | 245                                               | 270      | 285      |
| l <sub>1</sub>                            | mm                                                    | 49,5                                                                               | 56,5     | 61       | 75       | 98,5                                              | 110      | 113      |
| l <sub>2</sub>                            | mm                                                    | 37,5                                                                               | 44       | 47,5     | 60,5     | 82,5                                              | 91       | 88,5     |
| l <sub>11</sub>                           | mm                                                    | 72,5                                                                               | 85       | 95       | 110      | 140                                               | 152,5    | 165      |
| C <sub>1</sub>                            | mm                                                    | 39,5                                                                               | 45,5     | 48,5     | 62       | 84                                                | 93       | 91       |
| S <sub>1</sub>                            | mm                                                    | 3,0 +2,0                                                                           | 3,5 +2,5 | 4,0 +2,5 | 5,0 +3,0 | 6,5 +3,0                                          | 7,5 +3,0 | 7,0 +4,0 |
| M <sub>A</sub> (DIN 912-8.8; µ=0,12)      | Nm                                                    | 24                                                                                 | 24       | 48       | 48       | 84                                                | 84       | 206      |
| Brake drum diameter DB x B (mm)           | 200 x 75<br>n <sub>max.</sub> 2870 min <sup>-1</sup>  | mm                                                                                 | 14       | 20       | 21       | C                                                 |          |          |
|                                           |                                                       | kg                                                                                 | 7,8      | 10,0     | 12,1     | Weight                                            |          |          |
|                                           |                                                       | kgm <sup>2</sup>                                                                   | 0,040    | 0,047    | 0,056    | Moment of inertia of the coupling with brake drum |          |          |
|                                           | 250 x 95<br>n <sub>max.</sub> 2300 min <sup>-1</sup>  |                                                                                    |          |          | 13       | 27                                                |          |          |
|                                           |                                                       |                                                                                    |          |          | 16,6     | 20,0                                              |          |          |
|                                           |                                                       |                                                                                    |          |          | 0,131    | 0,152                                             |          |          |
|                                           | 315 x 118<br>n <sub>max.</sub> 1820 min <sup>-1</sup> |                                                                                    |          |          | 13       | 38                                                |          |          |
|                                           |                                                       |                                                                                    |          |          | 29,4     | 36,5                                              |          |          |
|                                           |                                                       |                                                                                    |          |          | 0,388    | 0,436                                             |          |          |
|                                           | 400 x 150<br>n <sub>max.</sub> 1440 min <sup>-1</sup> | Weights and moments of inertia are not binding, referring to the max. finish bore! |          |          |          | 26                                                | 36       |          |
|                                           |                                                       |                                                                                    |          |          |          | 53,1                                              | 59,9     |          |
|                                           |                                                       |                                                                                    |          |          |          | 1,138                                             | 1,207    |          |
|                                           | 500 x 190<br>n <sub>max.</sub> 1150 min <sup>-1</sup> |                                                                                    |          |          |          |                                                   | 25       | 25       |
|                                           |                                                       |                                                                                    |          |          |          |                                                   | 87,2     | 99,1     |
|                                           |                                                       |                                                                                    |          |          |          |                                                   | 3,132    | 3,299    |



## N

The Hub with Brake Disc Type N + NX is appropriate for all drives, where the brake is not located between motor and gearbox, like brake installation on the second gear box shaft or at the motor end shaft.

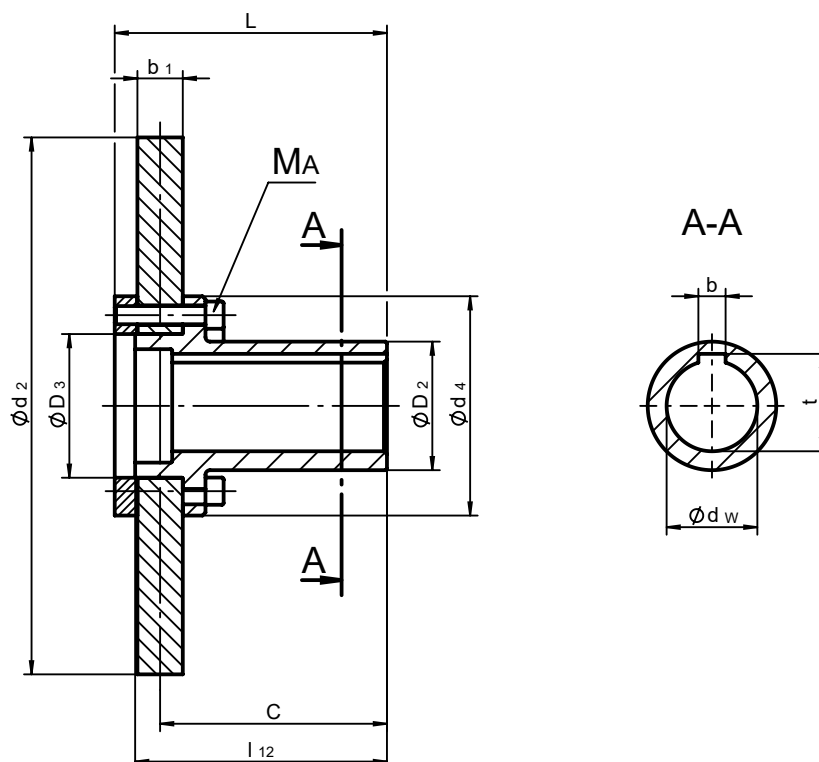
$TK_{MAX}$ : 40050 Nm

### MAIN FEATURES:

- Hub/disc combination for easy exchange of brake disc (type N)
- High accident prevention by fastening ring, no rotating nuts (type N)
- Exchange of brake disc without removing the hub (type N)
- Simple, one-piece design with 20 mm brake disc thickness for SB8.11 + SB17 series brakes (type NX)

### OPTIONS:

- Hubs finish bored and keywayed acc. to DIN 6885
- Hubs pilot bored
- Hubs with brake disc, dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Hubs in special dimensions
- Hubs in special material
- Test certificate DIN EN 10204-3.1



All dimensions in mm  
Alterations reserved without notice

| Hub N (size = d <sub>4</sub> )                           |                                                      | 145                                                                                | 170                                     | 200     | 230     | 260     | 300     | 360       | 400       |
|----------------------------------------------------------|------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------|---------|---------|---------|---------|-----------|-----------|
| M <sub>Br</sub> max.                                     | Nm                                                   | 1800                                                                               | 2850                                    | 4950    | 7740    | 11940   | 17550   | 29100     | 40050     |
| d <sub>w</sub> max.                                      | mm                                                   | 65                                                                                 | 75                                      | 95      | 110     | 125     | 140     | 160       | 160       |
| D <sub>2</sub>                                           | mm                                                   | 92                                                                                 | 110                                     | 135     | 160     | 180     | 200     | 225       | 225       |
| D <sub>3</sub>                                           | mm                                                   | 95                                                                                 | 120                                     | 140     | 170     | 200     | 220     | 260       | 300       |
| L                                                        | mm                                                   | 180                                                                                | 180                                     | 220     | 220     | 230     | 230     | 275       | 275       |
| l <sub>12</sub>                                          | mm                                                   | 166,5                                                                              | 166,5                                   | 207     | 207,5   | 212,5   | 212,5   | 252,5     | 252,5     |
| C (b <sub>1</sub> = 30 / 40 mm)                          | mm                                                   | 150 / -                                                                            | 150 / -                                 | 190 / - | 190 / - | 195 / - | 195 / - | 235 / 230 | 235 / 230 |
| M <sub>A</sub> (DIN EN ISO 4762-8.8; μ=0,12)             | Nm                                                   | 84                                                                                 | 84                                      | 132     | 132     | 206     | 410     | 710       | 710       |
| Brake disc diameter d <sub>2</sub> x b <sub>1</sub> (mm) | 355 x 30<br>n <sub>max</sub> 4800 min <sup>-1</sup>  | kg<br>28                                                                           | Weight of the hub with steel brake disc |         |         |         |         |           |           |
|                                                          |                                                      | kgm <sup>2</sup><br>0,378                                                          | Moment of inertia                       |         |         |         |         |           |           |
|                                                          | 400 x 30<br>n <sub>max</sub> 4300 min <sup>-1</sup>  | 35                                                                                 | 37                                      | 44      |         |         |         |           |           |
|                                                          |                                                      | 0,603                                                                              | 0,612                                   | 0,653   |         |         |         |           |           |
|                                                          | 450 x 30<br>n <sub>max</sub> 3800 min <sup>-1</sup>  | 42                                                                                 | 45                                      | 52      |         |         |         |           |           |
|                                                          |                                                      | 0,959                                                                              | 0,973                                   | 1,011   |         |         |         |           |           |
|                                                          | 500 x 30<br>n <sub>max</sub> 3400 min <sup>-1</sup>  |                                                                                    | 54                                      | 60      | 67      | 77      |         |           |           |
|                                                          |                                                      |                                                                                    | 1,469                                   | 1,506   | 1,571   | 1,682   |         |           |           |
|                                                          | 560 x 30<br>n <sub>max</sub> 3000 min <sup>-1</sup>  |                                                                                    |                                         | 72      | 79      | 89      |         |           |           |
|                                                          |                                                      |                                                                                    |                                         | 2,335   | 2,399   | 2,51    |         |           |           |
|                                                          | 630 x 30<br>n <sub>max</sub> 2700 min <sup>-1</sup>  |                                                                                    |                                         |         | 95      | 105     | 109     |           |           |
|                                                          |                                                      |                                                                                    |                                         |         | 3,768   | 3,879   | 4,081   |           |           |
|                                                          | 710 x 30<br>n <sub>max</sub> 2400 min <sup>-1</sup>  |                                                                                    |                                         |         |         | 124     | 128     |           |           |
|                                                          |                                                      |                                                                                    |                                         |         |         | 6,112   | 6,213   |           |           |
|                                                          | 800 x 30<br>n <sub>max</sub> 2200 min <sup>-1</sup>  |                                                                                    |                                         |         |         |         | 153     | 189       |           |
|                                                          |                                                      |                                                                                    |                                         |         |         |         | 9,808   | 10,456    |           |
|                                                          | 900 x 30<br>n <sub>max</sub> 1950 min <sup>-1</sup>  | Weights and moments of inertia are not binding, referring to the max. finish bore. |                                         |         |         |         |         | 221       | 232       |
|                                                          |                                                      |                                                                                    |                                         |         |         |         |         | 16,123    | 16,473    |
|                                                          | 1000 x 30<br>n <sub>max</sub> 1750 min <sup>-1</sup> |                                                                                    |                                         |         |         |         |         | 257       | 267       |
|                                                          |                                                      |                                                                                    |                                         |         |         |         |         | 24,075    | 24,424    |



## NX

The Hub with Brake Disc Type N + NX is appropriate for all drives, where the brake is not located between motor and gearbox, like brake installation on the second gear box shaft or at the motor end shaft.

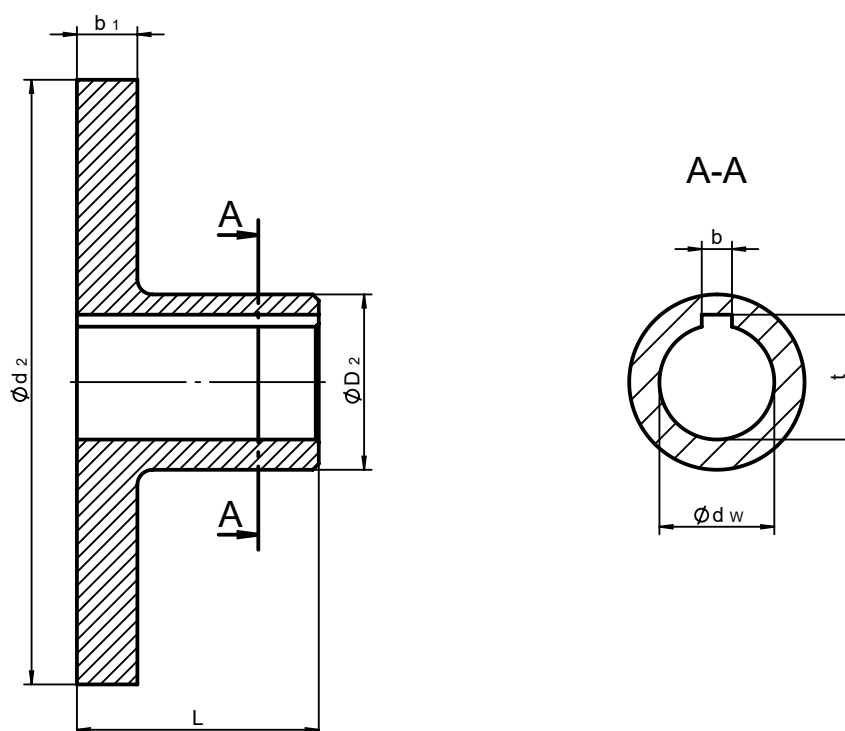
**TORSIONAL FORCE:** 40050 Nm

### MAIN FEATURES:

- Hub/disc combination for easy exchange of brake disc (type N)
- High accident prevention by fastening ring, no rotating nuts (type N)
- Exchange of brake disc without removing the hub (type N)
- Simple, one-piece design with 20 mm brake disc thickness for SB8.11 + SB17 series brakes (type NX)

### OPTIONS:

- Hubs finish bored and keywayed acc. to DIN 6885
- Hubs unbored
- Hubs pilot bored
- Hubs with brake disc, dynamically balanced according to DIN ISO 21940-11 Grade: G 2.5; G 6.3
- Hubs in special dimensions
- Hubs in special material
- Test certificate DIN EN 10204-3.1



\* Higher speeds possible by  
using sintered linings

All dimensions in mm  
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| Hub N (size = d <sub>4</sub> )                           |                                                      |      | 58            | 64            | 74                     | 84                                                     | 92            | 100           | 114           |
|----------------------------------------------------------|------------------------------------------------------|------|---------------|---------------|------------------------|--------------------------------------------------------|---------------|---------------|---------------|
| L mm                                                     |                                                      |      | 80            | 110           | 110                    | 110                                                    | 140           | 140           | 140           |
| d <sub>w</sub> max. mm                                   |                                                      |      | 38            | 42            | 48                     | 55                                                     | 60            | 65            | 70            |
| Thermal capacity kW/s                                    |                                                      |      |               |               |                        |                                                        |               |               |               |
| Brake disc diameter d <sub>2</sub> x b <sub>1</sub> (mm) | 200 x 20<br>n <sub>max.</sub> 3500 min <sup>-1</sup> | 344  | 5,6<br>0,025  | 6,2<br>0,026  | kg<br>kgm <sup>2</sup> | Weight<br>Moment of inertia of the hub with brake disc |               |               |               |
|                                                          | 225 x 20<br>n <sub>max.</sub> 3300 min <sup>-1</sup> | 399  | 7,0<br>0,040  | 7,5<br>0,040  | 8,1<br>0,041           | 8,6<br>0,042                                           | 9,3<br>0,045  | 10,9<br>0,047 |               |
|                                                          | 250 x 20<br>n <sub>max.</sub> 3000 min <sup>-1</sup> | 474  | 8,5<br>0,060  | 9,0<br>0,061  | 9,6<br>0,062           | 10,1<br>0,063                                          | 10,8<br>0,066 | 12,4<br>0,067 | 14,0<br>0,072 |
|                                                          | 280 x 20<br>n <sub>max.</sub> 2675 min <sup>-1</sup> | 567  | 10,5<br>0,095 | 11,0<br>0,096 | 11,6<br>0,096          | 12,2<br>0,097                                          | 13,0<br>0,100 | 14,5<br>0,102 | 16,2<br>0,107 |
|                                                          | 315 x 20<br>n <sub>max.</sub> 2380 min <sup>-1</sup> | 653  | 13,2<br>0,153 | 13,7<br>0,153 | 14,3<br>0,153          | 14,9<br>0,154                                          | 15,5<br>0,157 | 17,1<br>0,159 | 18,7<br>0,164 |
|                                                          | 355 x 20<br>n <sub>max.</sub> 2100 min <sup>-1</sup> | 752  |               | 17,0<br>0,246 | 17,6<br>0,246          | 18,2<br>0,274                                          | 18,9<br>0,250 | 20,5<br>0,252 | 22,2<br>0,257 |
|                                                          | 400 x 20<br>n <sub>max.</sub> 1875 min <sup>-1</sup> | 863  |               | 21,0<br>0,396 | 21,6<br>0,396          | 22,2<br>0,397                                          | 22,8<br>0,400 | 24,4<br>0,402 | 26,0<br>0,407 |
|                                                          | 450 x 20<br>n <sub>max.</sub> 1650 min <sup>-1</sup> | 986  |               |               | 27,0<br>0,634          | 27,7<br>0,635                                          | 28,4<br>0,637 | 30,0<br>0,639 | 31,7<br>0,645 |
|                                                          | 500 x 20<br>n <sub>max.</sub> 1500 min <sup>-1</sup> | 1100 |               |               | 33,0<br>0,956          | 33,7<br>0,966                                          | 34,4<br>0,969 | 36,0<br>0,970 | 37,7<br>0,976 |



**DELLNER BUBENZER**

PRODUCT TYPE

**COUPLINGS**

**2023**

**PRODUCT DATA SHEET  
CATALOG**