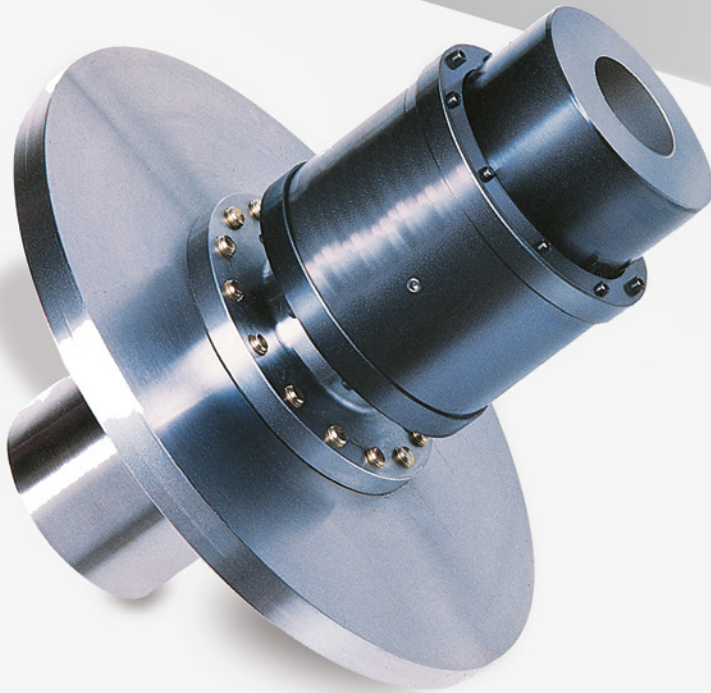
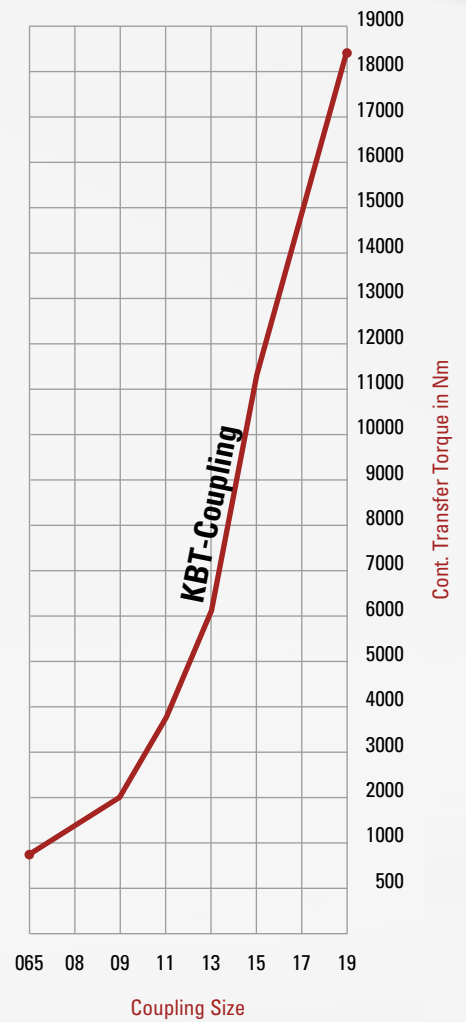


Gear Coupling Type KBT



PINTSCH BUBENZER
is certified according to
DIN EN ISO 9001:2008







Torsionally Rigid




Tried and Trusted



High Performance



Robust



Easy Maintenance

Description Coupling Type KBT



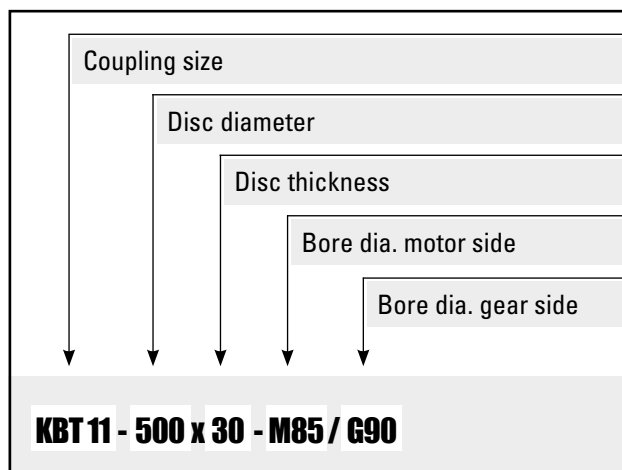
Main Features

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 disc on the load side to allow the brake torque to be maintained when the motor is disengaged
Vast selection of coupling sizes and brake disc diameters to satisfy most braking and drive requirements

Options

Coupling hubs ready bored and keywayed (preferably acc. to DIN 6885)
Coupling hubs tapered bored
Coupling hubs with double keyway
Coupling hubs pilot bored
Coupling without brake disc
Highly corrosion resistant LiTec® brake disc for low moment of inertia (see F17)
Balancing grade ISO 1940 - G 6.3 is guaranteed for all coupling parts

Ordering Example



Applications

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

We supply a detailed operating manual with every order. Couplings are rotating parts and as such a cover must be fitted for the prevention of accidents.



PINTSCH BUBENZER Service

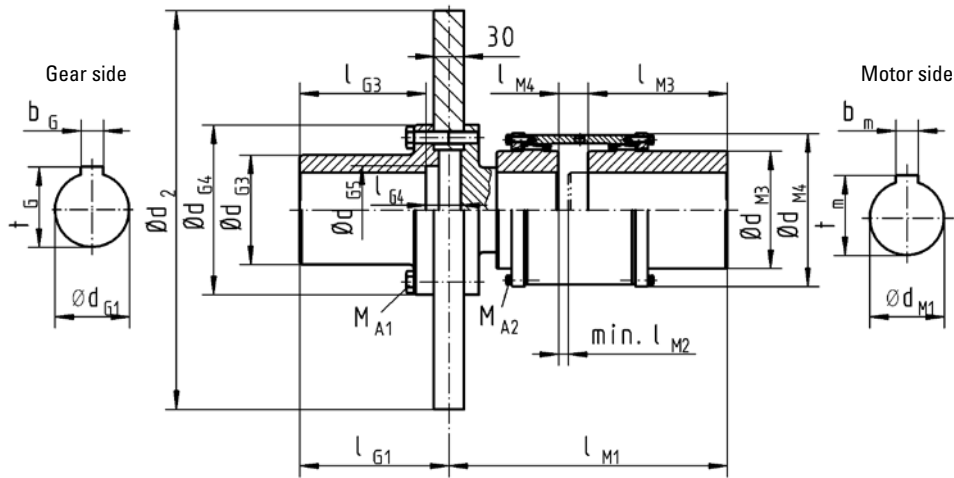
This includes the verification of the brake selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

Gear Coupling Type KBT

Dimensions and technical data



Rev. 09-02



All dimensions in mm
Alterations reserved without notice

Coupling KBT		065	08	09	11	13	15	17	19
M_{Br} max.	Nm	2000	4000	5000	9250	15250	27500	36500	46000
T_{KN}	Nm	800	1600	2000	3700	6100	11000	14600	18400
n_{max} at max. disc \emptyset	min ⁻¹	3800	3400	2750	2400	2150	2150	1900	1900
d_{G1} max.	mm	55	75	90	110	120	140	160	195
d_{G3}	mm	85	110	130	160	180	200	225	265
d_{G4}	mm	145	170	200	230	260	300	360	400
d_{G5}	mm	68	88	105	130	140	162	184	225
d_{M1} max.	mm	70	85	95	110	130	155	175	195
d_{M3}	mm	100	118	130	151	178	213	235	263
d_{M4}	mm	140	154	161	186	216	254	282	317
l_{G1}	mm	150	150	190	190	195	195	235	235
l_{G3}	mm	127	127	167	167	172	172	212	212
l_{G4}	mm	35	35	35	35	35	35	35	35
l_{M1}	mm	215	280	310	325	350	385	425	470
l_{M2}	mm	7	10	10	10	10	10	10	10
l_{M3}	mm	110	140	146	165	170	190	200	220
l_{M4}	mm	12	30	17	19	23	24	29	32
Brake disc diameter $d_2 \times b_1$ (mm)	355 x 30	43			Weight of the coupling with				kg
		0,415			Moment of inertia of the coupling with				
	400 x 30	49	62	79					
		0,639	0,73	0,752					
	450 x 30	57	70	87					
		0,996	1,09	1,108					
	500 x 30		79	96	119				
			1,585	1,605	1,783				
	560 x 30			108	131	161			
				2,434	2,611	2,915			
630 x 30			123	146	176	229			
			3,802	3,98	4,283	4,955			
710 x 30				166	196	248	310	393	
				6,213	6,516	7,118	8,351	10,23	
800 x 30					221	274	335	418	
					10,11	10,78	11,94	13,83	
900 x 30	Weights and moments of inertia are not binding, referring to the max. finish bore.						367	450	
							17,64	19,53	

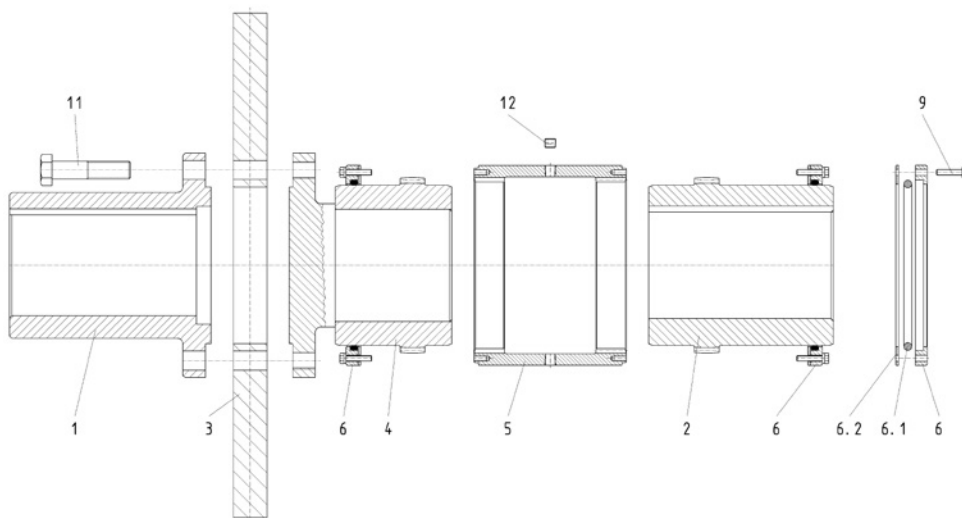
Gear Coupling Type KBT

Design and permissible misalignments



Rev. 09-02

Design
(except KBT065)



1	Hub, gear side
2	Hub, motor side
3	Brake disc
4	Flange with geared hub
5	Internal geared sleeve
6	End-cap with O-ring (6.1) and gasket (6.2)
9	End-cap screws
11	Fastening bolts
12	Lube plugs