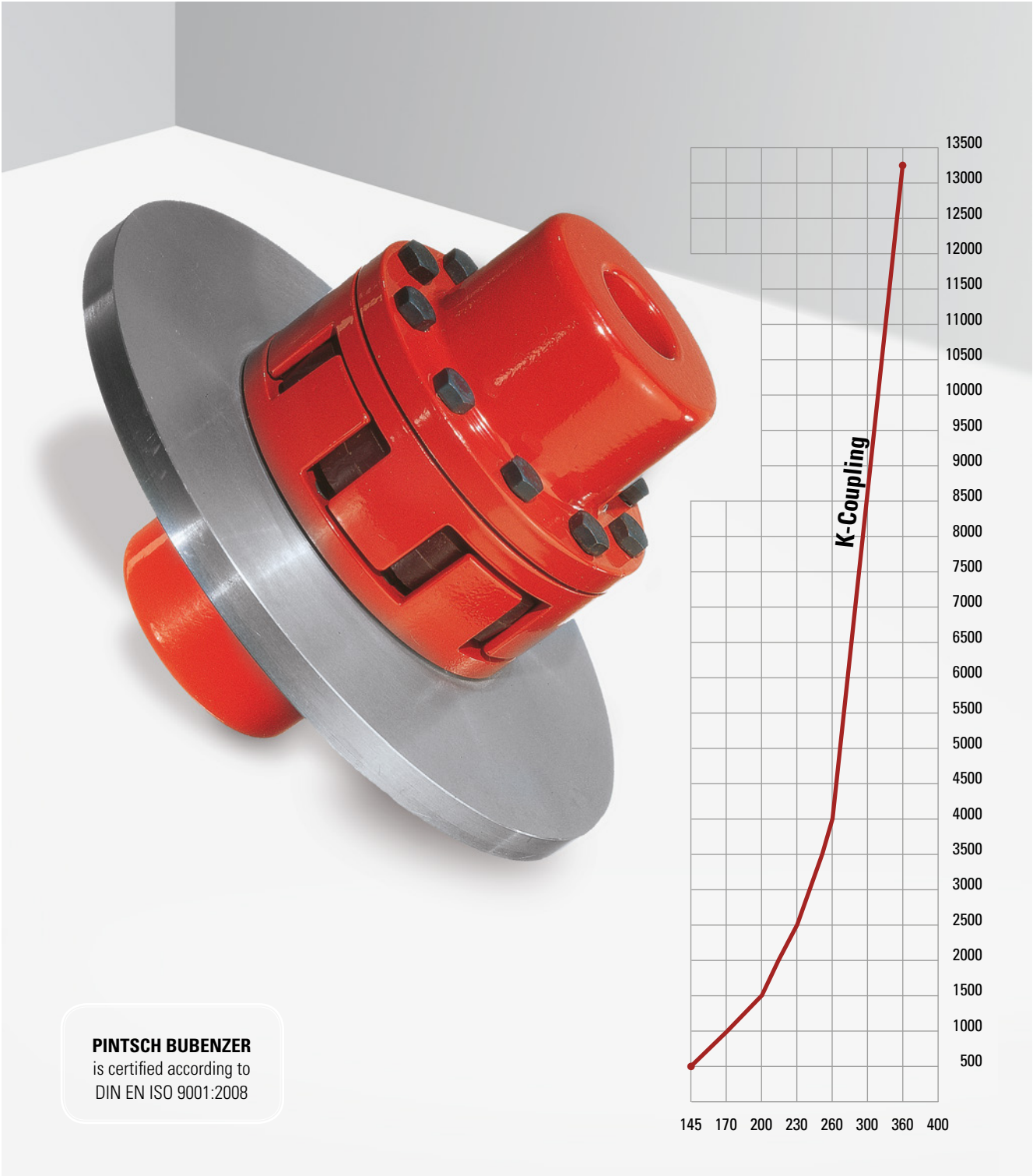




# Flexible Coupling Type K




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




Torsionally Elastic




Tried and Trusted



High Performance



Robust



Easy Maintenance

# Description Coupling Type K



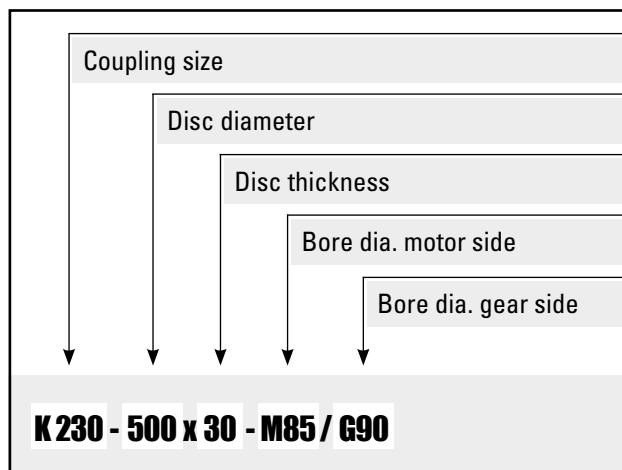
## Main Features

Four component steel coupling, torsionally elastic and puncture-proof
Transmission of torque via elastic intermediate ring
Replacement of the elastic intermediate ring or the brake disc without moving any equipment
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 balanced according to ISO 1940-Grade: G 6.3
Coupling without brake disc
Highly corrosion resistant LiTec® brake disc for low moment of inertia (see F17)

## Ordering Example



## Applications

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 (Vk60D) is suitable for a temperature range of -30°C...+100°C



### 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

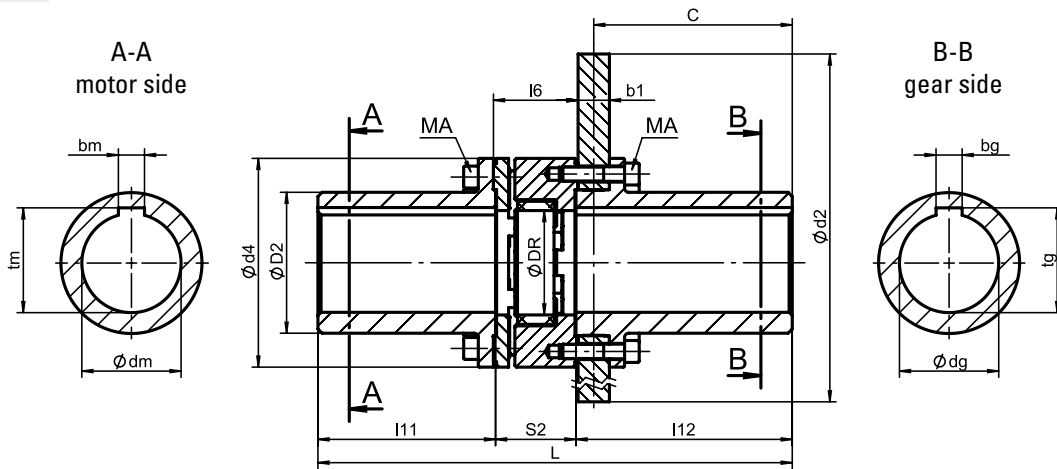
This includes the verification of the brake selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type K

Dimensions and technical data



Rev. 11-14



All dimensions in mm  
Alterations reserved without notice

Coupling K (size = $d_4$ )		145	170	200	230	260	300	360	400
$M_{Br}$ max.	Nm	1800	2850	4950	7740	11940	17550	29100	40050
$T_{KN}$ (VK60D)	Nm	600	950	1650	2580	3980	5850	9700	13350
$n_{max}$ at max. disc $\emptyset$	min <sup>-1</sup>	3800	3400	3000	2700	2400	2200	1750	1750
$d_m$ max. + $d_g$ max.	mm	65	75	95	110	125	140	160	160
$D_2$	mm	92	110	135	160	180	200	225	225
$D_R$	mm	67	90	100	115	150	162	215	250
L	mm	344,5	374,5	454	458,5	518,5	535,5	627,5	627,5
$l_{11}$	mm	110	140	170	170	210	210	250	250
$l_{12}$	mm	166,5	166,5	207	207,5	212,5	212,5	252,5	252,5
$l_6$	mm	71 +2,5	71 +3	81 +3	86 +3,5	101 +4	118 +4	130 +4	130 +4
$S_2$	mm	68	68	77	81	96	113	125	125
C ( $b_1 = 30$ mm / 40 mm)	mm	150 / -	150 / -	190 / -	190 / -	195 / -	195 / -	235 / 230	235 / 230
$M_A$	Nm	84	84	132	132	206	410	710	710
Brake disc diameter $d_2 \times b_1$ (mm)	355 x 30	41	Weight						kg
		0,3973	Moment of inertia						kgm <sup>2</sup>
	400 x 30	47	54	76					
		0,6219	0,656	0,801					
	450 x 30	55	62	84					
		0,9781	1,016	1,158					
	500 x 30		71	93	116	139			
			1,513	1,655	1,782	2,123			
	560 x 30			105	128	150			
				2,484	2,611	2,960			
	630 x 30				143	168	189		
					3,98	4,330	4,704		
710 x 30					185	225			
					6,563	6,92			
800 x 30						250	311		
						10,52	11,49		
900 x 30							342	354	
1000 x 30							17,21	17,69	
							376	389	
							25,16	25,65	

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.

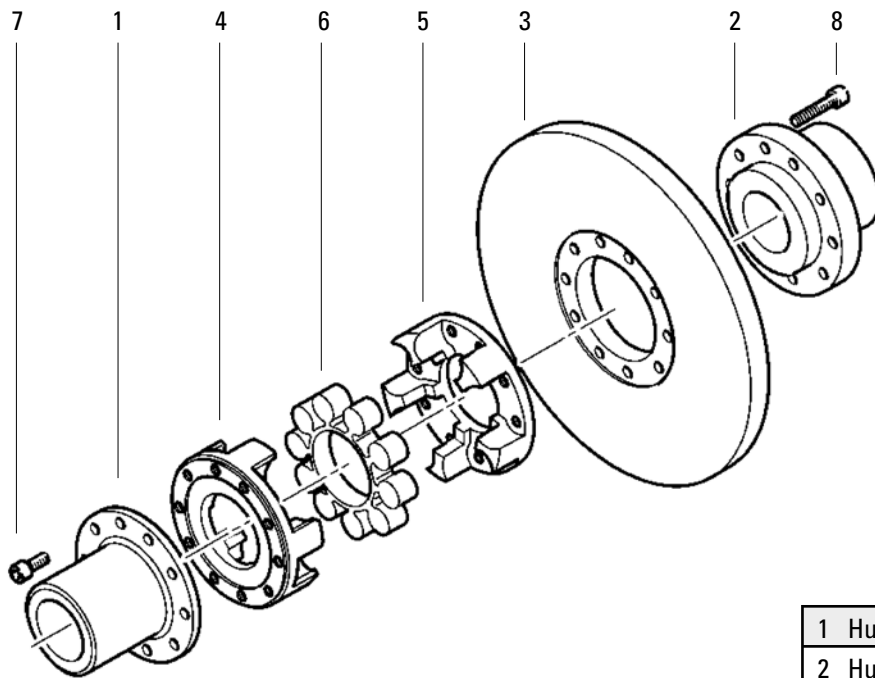
# Flexible Coupling Type K

Design and permissible misalignments



Rev. 09-02

## Design



1	Hub, motor side
2	Hub, gear side
3	Brake disc
4	Claw ring, removable
5	Claw ring, removable
6	Elastic intermediate ring
7	Socket head screws
8	Socket head screws