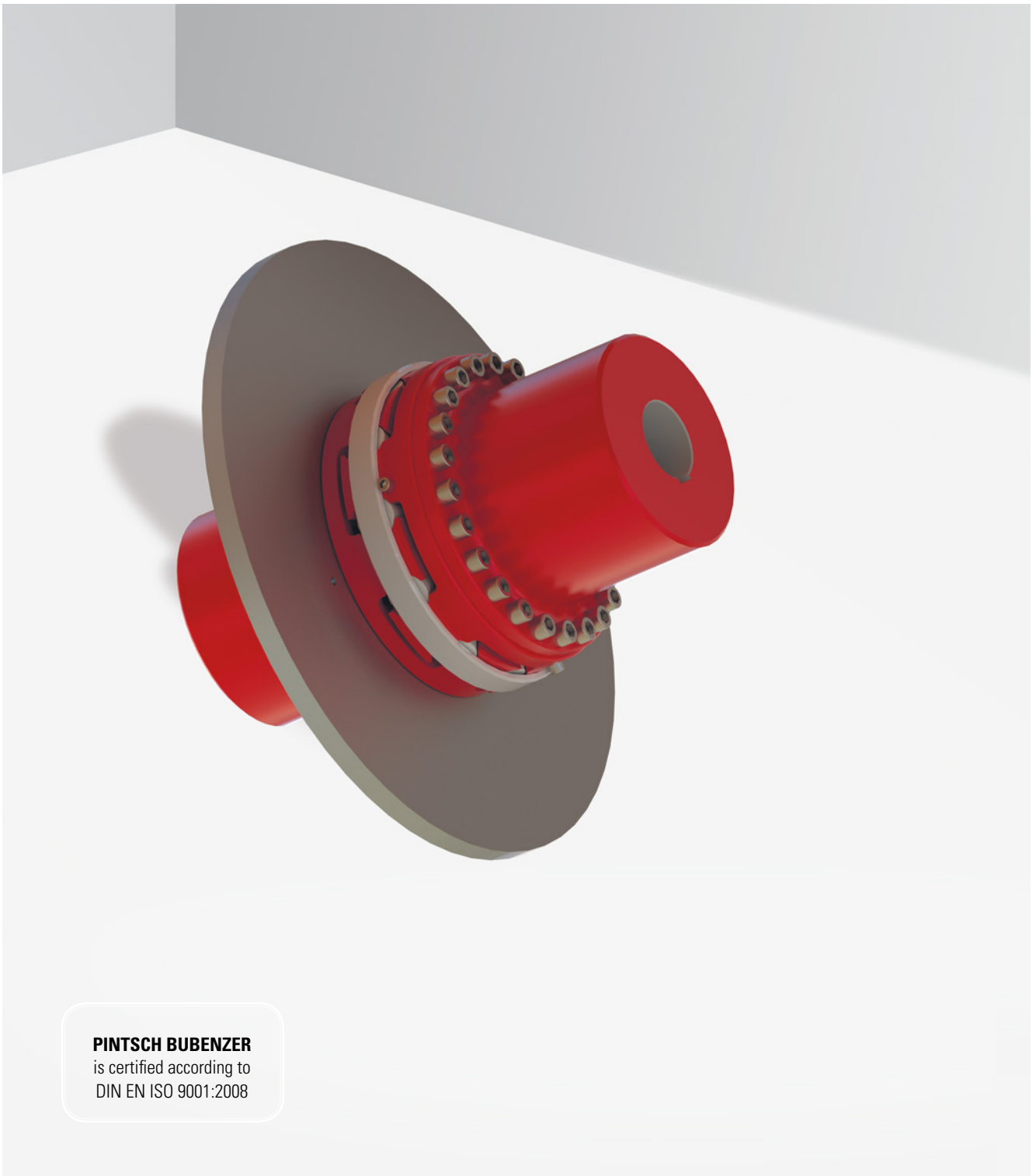


Flexible Coupling Type KHD



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



Torsionally Elastic



Tried and Trusted



High Performance



Robust



Easy Maintenance

Description Coupling Type KHD



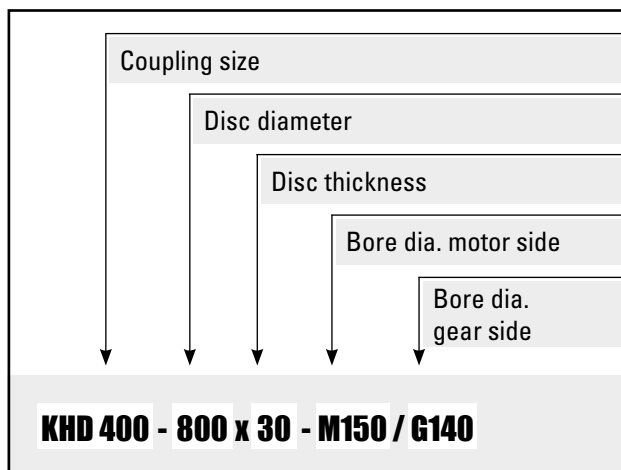
Main Features

- All-steel coupling, torsionally elastic and puncture-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 disc on the load 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 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
- Special material for elastic intermediate ring according to application
- 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 buffers (VKW), is suitable for a temperature range of -30°C...+100°C
- Coupling selection acc. to DIN 740 part 2



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

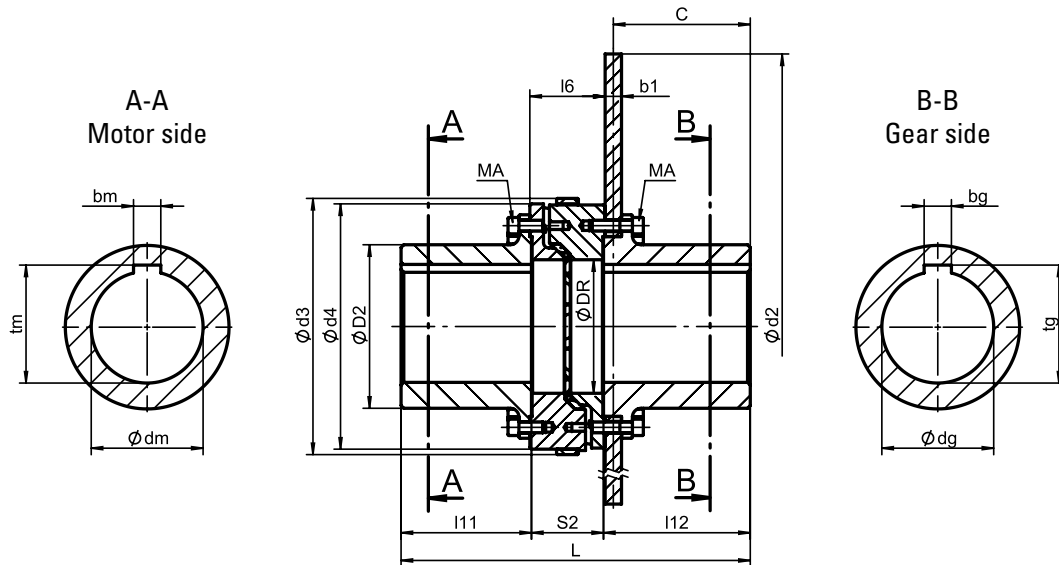
This includes the verification of the brake selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

Flexible Coupling Type KHD

Dimensions and technical data



Rev. 11-14



Coupling KHD (size = d_4)		400	450	
M_{BR} max.	Nm	48000	62000	
T_{KN} (VKW)	Nm	19900	25200	
d_m max. / d_g max.	mm	190	205	
D_2	mm	280	300	
D_R	mm	204	245	
d_3	mm	420	470	
L ($b_1 = 30$ mm / 40 mm)	mm	640 / 650	640 / 650	
l_{11}	mm	239	239	
l_{12} ($b_1 = 30$ mm / 40 mm)	mm	269 / 279	269 / 279	
l_6	mm	138	138	
S_2	mm	132	132	
C ($b_1 = 30$ mm / 40 mm)	mm	251 / 256	251 / 256	
M_A	Nm	440	440	
Brake disc diameter $d_2 \times b_1$ (mm)	800 x 30	$n_{max.} 2200 \text{ min}^{-1}$	320	
			13,428	
	900 x 30	$n_{max.} 1950 \text{ min}^{-1}$	351	
			19,091	
	1000 x 30	$n_{max.} 1750 \text{ min}^{-1}$	386	417
			26,991	28,592
	1250 x 30	$n_{max.} 1400 \text{ min}^{-1}$		520
				61,705
	800 x 40	$n_{max.} 2200 \text{ min}^{-1}$	355	
			16,526	
900 x 40	$n_{max.} 1950 \text{ min}^{-1}$	397		
		24,076		
1000 x 40	$n_{max.} 1750 \text{ min}^{-1}$	444	476	
		34,610	36,230	
1250 x 40	$n_{max.} 1400 \text{ min}^{-1}$		614	
			80,381	

Weight kg
 Moment of inertia kgm²

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