



**COUPLINGS**  
BRAKING UNLIMITED

Made in Germany

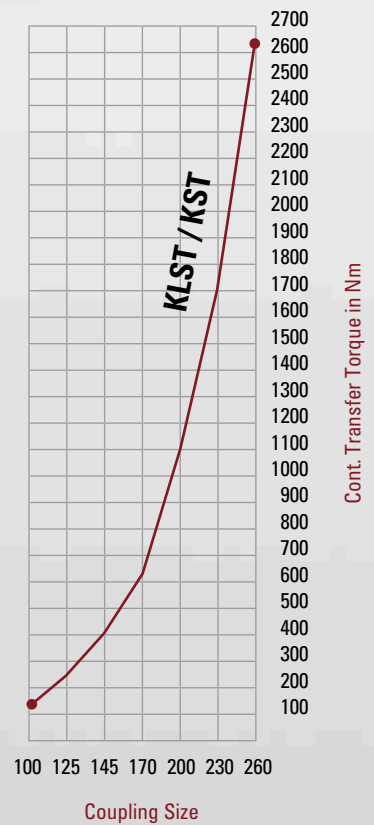
# COUPLINGS

## PINTSCH BUBENZER

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# Flexible Coupling Type KLST / KST



**PINTSCH BUBENZER**  
is certified according to  
DIN EN ISO 9001:2015



Easy Maintenance



High Performance



Robust Design



Torsionally Elastic



Tried and Trusted

# Description Coupling Type KLST / KST



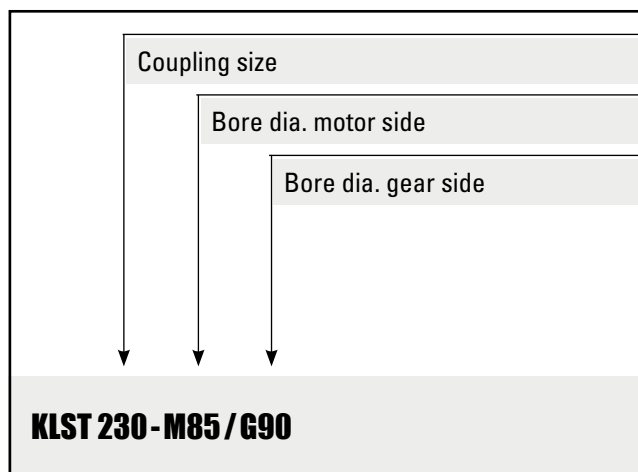
## Main Features

Steel coupling, torsionally elastic and bullet-proof (fail safe)
Torque transmission via elastic intermediate ring
Transmits rotating power from one shaft to another while accomodating 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 ISO 1940 Grade: G 2.5; G 6.3

## 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 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



### 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

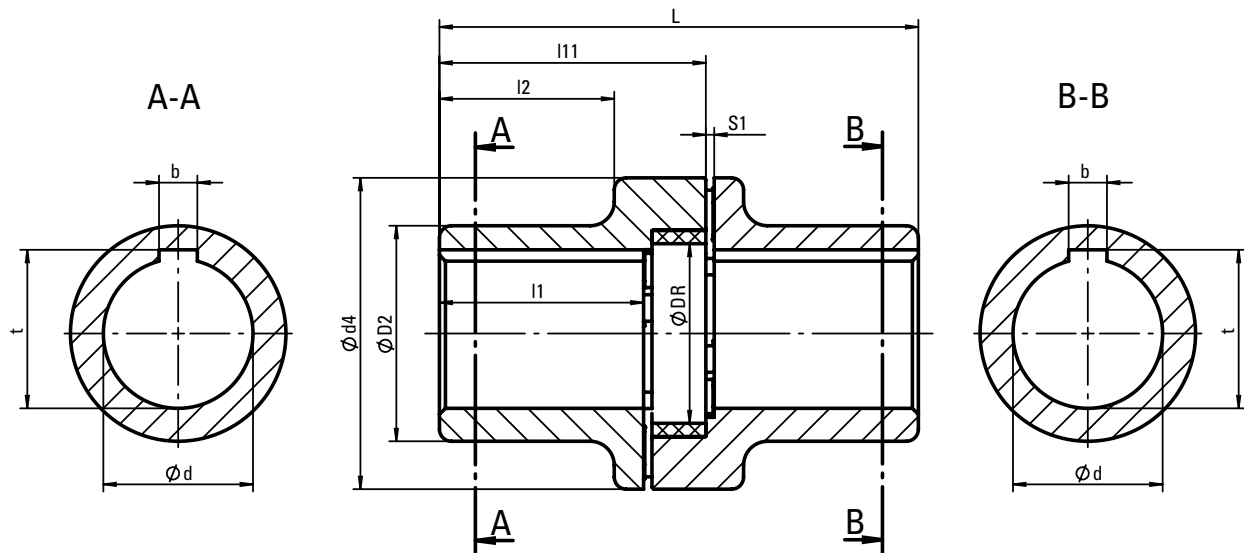
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type KLST

Dimensions and technical data



Rev. 10-16



All dimensions in mm  
Alterations reserved without notice

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

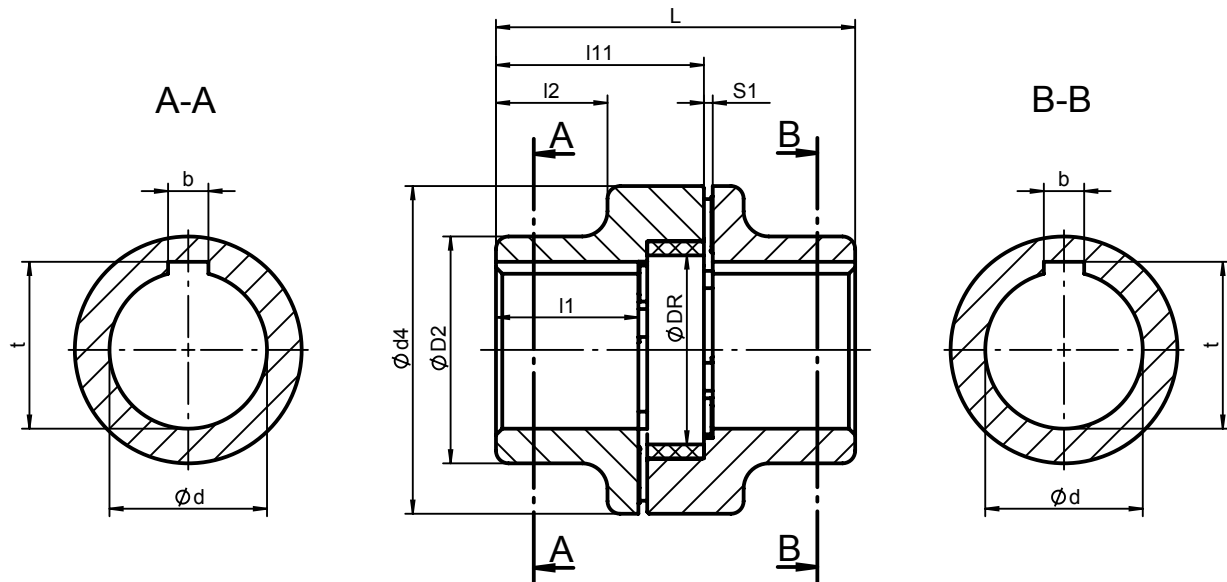
Coupling KLST		100	125	145	170	200	230	260
$T_{Kmax}$ (VKR)	Nm	390	750	1200	1900	3300	5150	7950
$T_{KN}$ (VKR)	Nm	130	250	400	630	1100	1700	2650
$n_{max}$	$min^{-1}$	7250	6000	5250	4500	3750	3250	3000
d max.	mm	42	55	65	85	95	105	125
$D_2$	mm	65	85	95	120	135	150	180
$D_R$	mm	42	52	67	90	100	115	150
$d_4$	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 +2,5	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	$kgm^2$	0,005	0,014	0,025	0,058	0,112	0,208	0,426

# Flexible Coupling Type KST

Dimensions and technical data



Rev. 02-17



All dimensions in mm  
Alterations reserved without notice

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

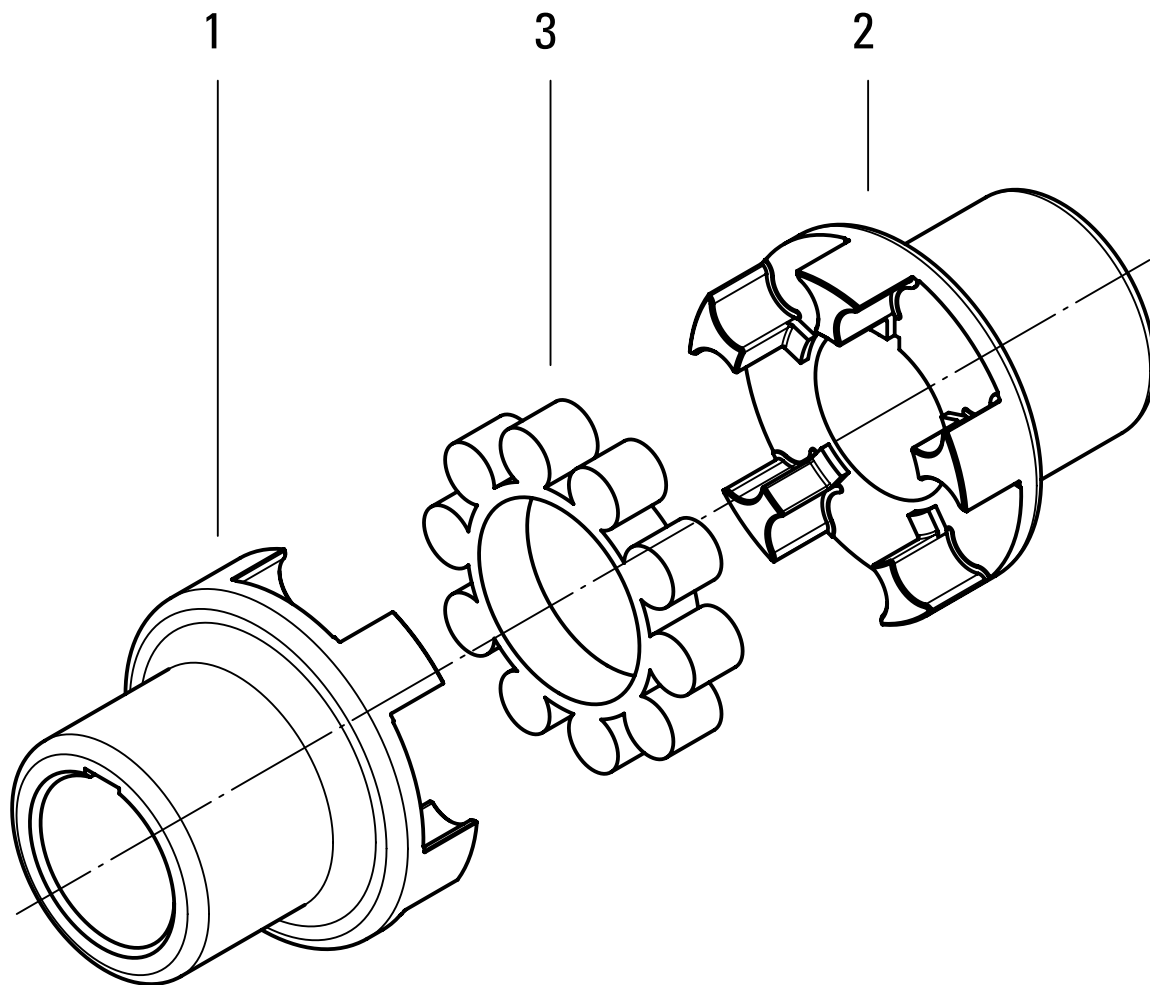
Coupling KST		100	125	145	170	200	230	260
$T_{Kmax}$ (VKR)	Nm	390	750	1200	1900	3300	5150	7950
$T_{KN}$ (VKR)	Nm	130	250	400	630	1100	1700	2650
$n_{max}$	$min^{-1}$	7250	6000	5250	4500	3750	3250	3000
d max.	mm	42	55	65	85	95	105	125
$D_2$	mm	65	85	95	120	135	150	180
$D_R$	mm	42	52	67	90	100	115	150
$d_4$	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 +2,5	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	$kgm^2$	0,004	0,011	0,020	0,043	0,096	0,173	0,355

# Flexible Coupling Type KLST / KST

Design



Rev. 02-17

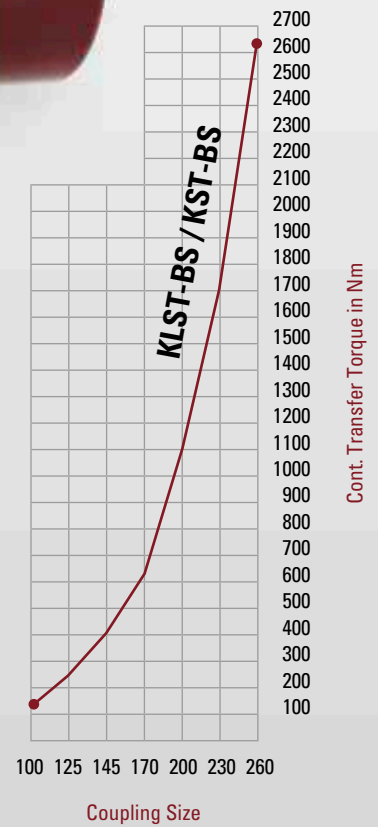


1	Hub
2	Hub
3	Elastic intermediate ring





# Flexible Coupling Type KLST-BS / KST-BS



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DIN EN ISO 9001:2015



Easy Maintenance



High Performance



Robust Design



Torsionally Elastic



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# Description Coupling Type KLST-BS / KST-BS



## 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 accomodating misalignment between the two shafts
Arrangement of the brake disc on the gear side to allow the brake torque to be maintained when the motor is disengaged
Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

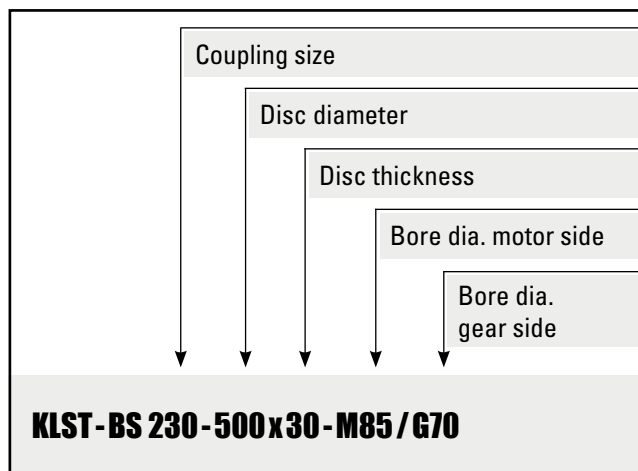
## Options

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

## 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 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

## Ordering Example



### 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

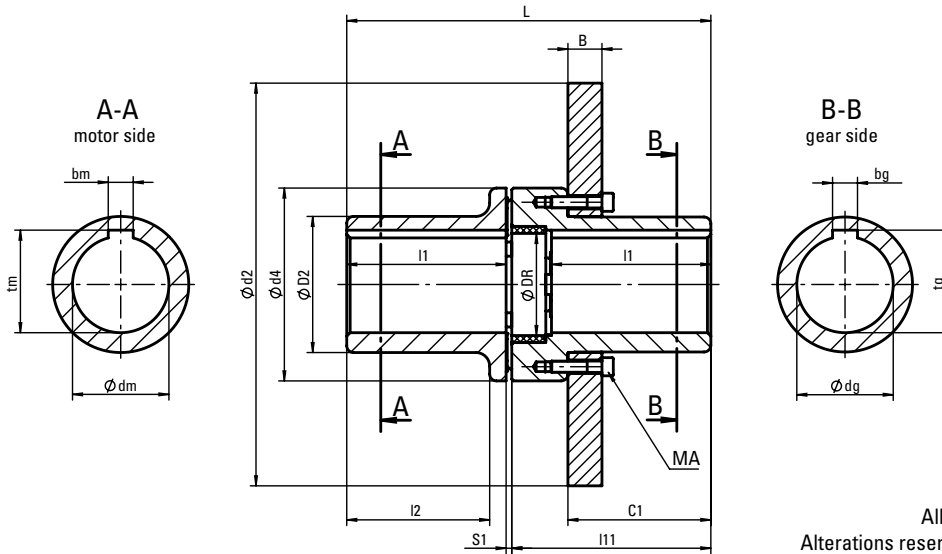
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type KLST-BS

Dimensions and technical data



Rev. 10-16



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	52	67	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	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 +2,5	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	11,1	14,7	Weight				
		kgm <sup>2</sup>	0,065	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	

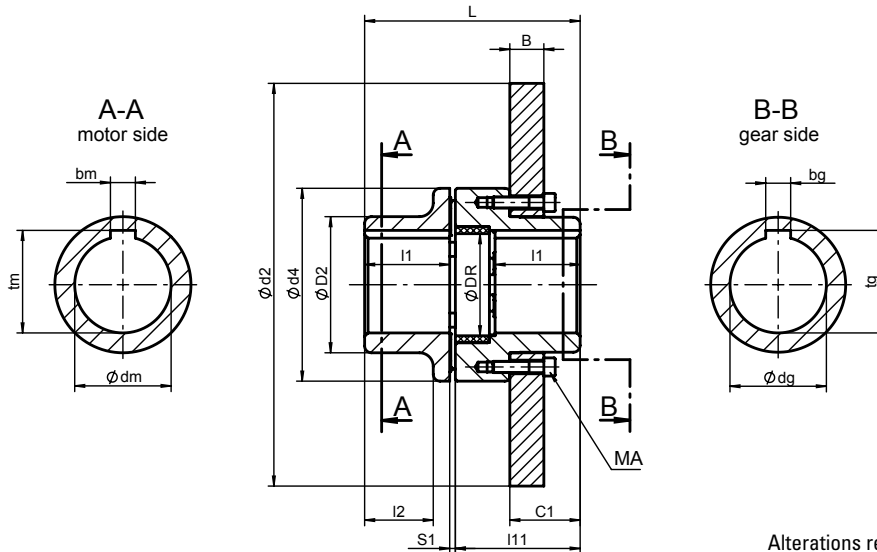
Weights and moments of inertia are not binding, referring to the max. finish bore!

# Flexible Coupling Type KST-BS

Dimensions and technical data



Rev. 02-17



All dimensions in mm  
Alterations reserved without notice

Coupling KST-BS		100	125	145	170	200	230	260	
$M_{Br}$ max. at max. disc- $\emptyset$	Nm	260	310	730	1350	2650	3800	7950	
$T_{KN}$ (VKR)	Nm	130	250	400	630	1100	1700	2650	
$n_{max.}$ at max. disc- $\emptyset$	min <sup>-1</sup>	6800	4800	3800	3400	3000	2700	2400	
$d_m$ max. + $d_g$ max.	mm	42	55	65	85	95	105	125	
$D_2$	mm	65	85	95	120	135	150	180	
$D_R$	mm	42	52	67	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	
$C_1$	mm	39,5	45,5	48,5	62	84	93	91	
$S_1$	mm	3,0 +2,0	3,5 +2,5	4,0 +2,5	5,0 +3,0	6,5 +2,5	7,5 +3,0	7,0 +4,0	
$M_A$ (DIN 912-8.8; $\mu=0,12$ )	Nm	24	24	48	48	84	84	206	
Brake disc diameter $d_2 \times B$ (mm)	250 x 20	kg	10,1	12,0	Weight				
		kgm <sup>2</sup>	0,064	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						73,0	78,9	90,1	
						2,344	2,407	2,565	
630 x 30							94,02	105,4	
710 x 30							3,767	3,925	
								125,1	
								6,144	

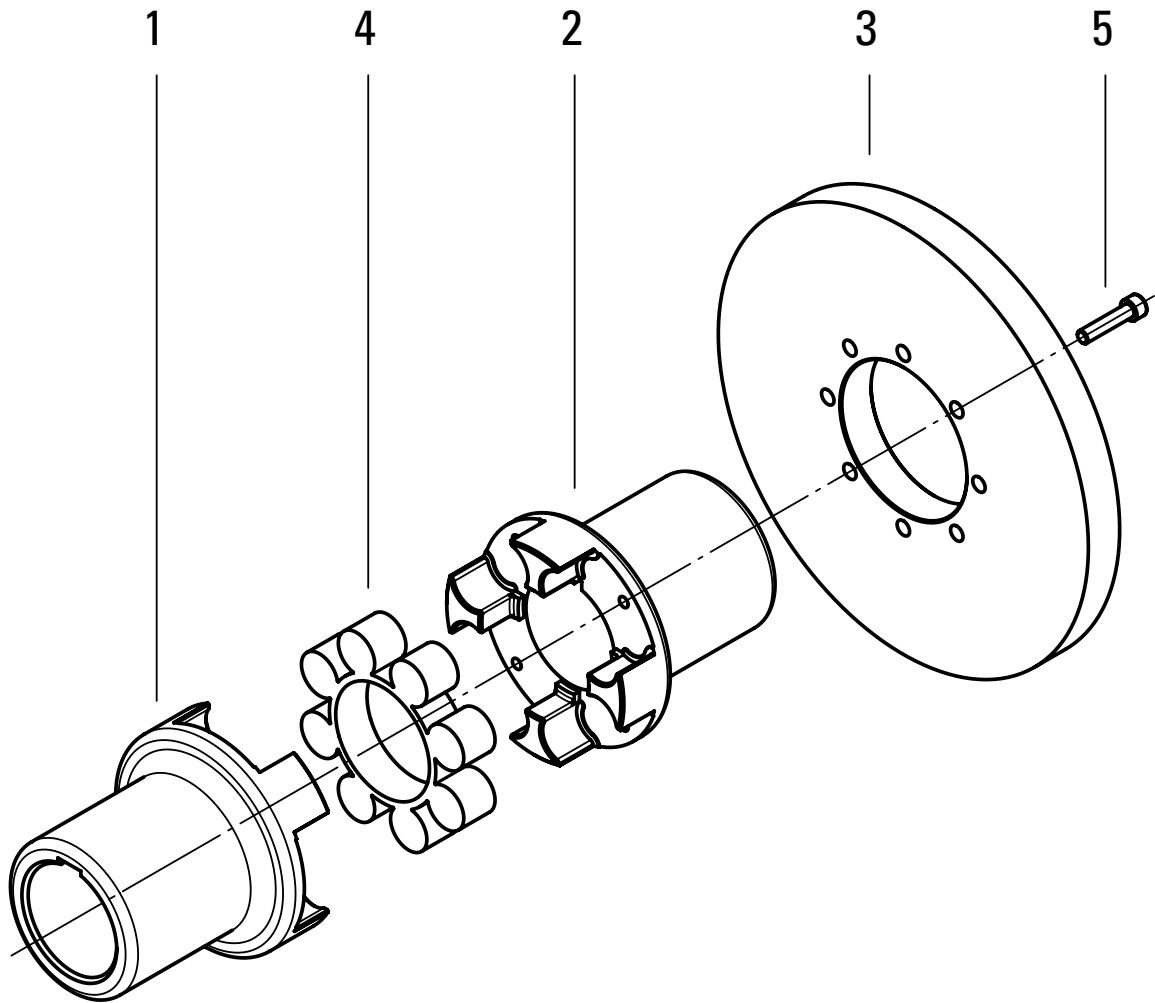
Weights and moments of inertia are not binding, referring to the max. finish bore!

# Flexible Coupling Type KLST-BS / KST-BS

Design



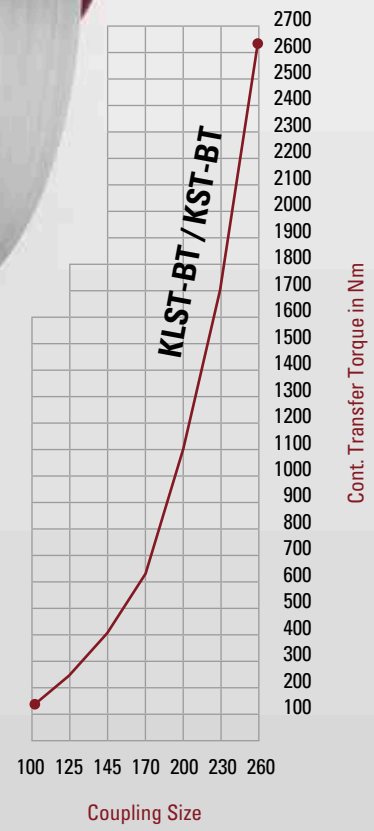
Rev. 02-17




1	Hub, motor side
2	Hub, gear side
3	Brake disc
4	Elastic intermediate ring
5	Hexagon socket head screw




# Flexible Coupling Type KLST-BT / KST-BT




**PINTSCH BUBENZER**  
is certified according to  
DIN EN ISO 9001:2015



Easy Maintenance




High Performance



Robust Design



Torsionally Elastic



Tried and Trusted

# Description Coupling Type KLST-BT / KST-BT



## 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 accomodating misalignment between the two shafts
Arrangement of the brake drum on the gear side to allow the brake torque to be maintained when the motor is disengaged
Elastic ring provides superb electrical insulating characteristics (e.g. prevents leaking currents)

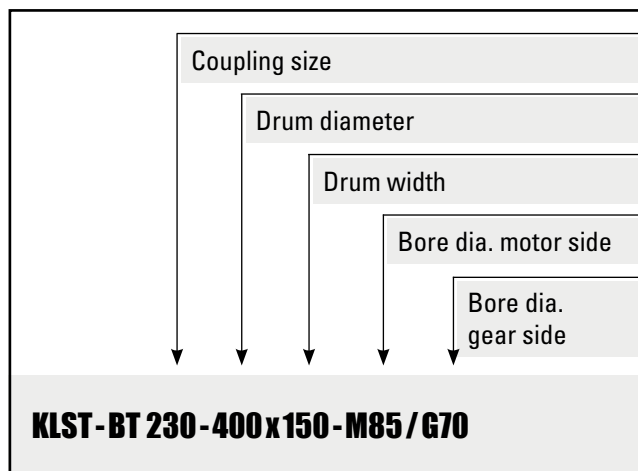
## Options

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

## 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 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

## Ordering Example



### 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 coupling 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.

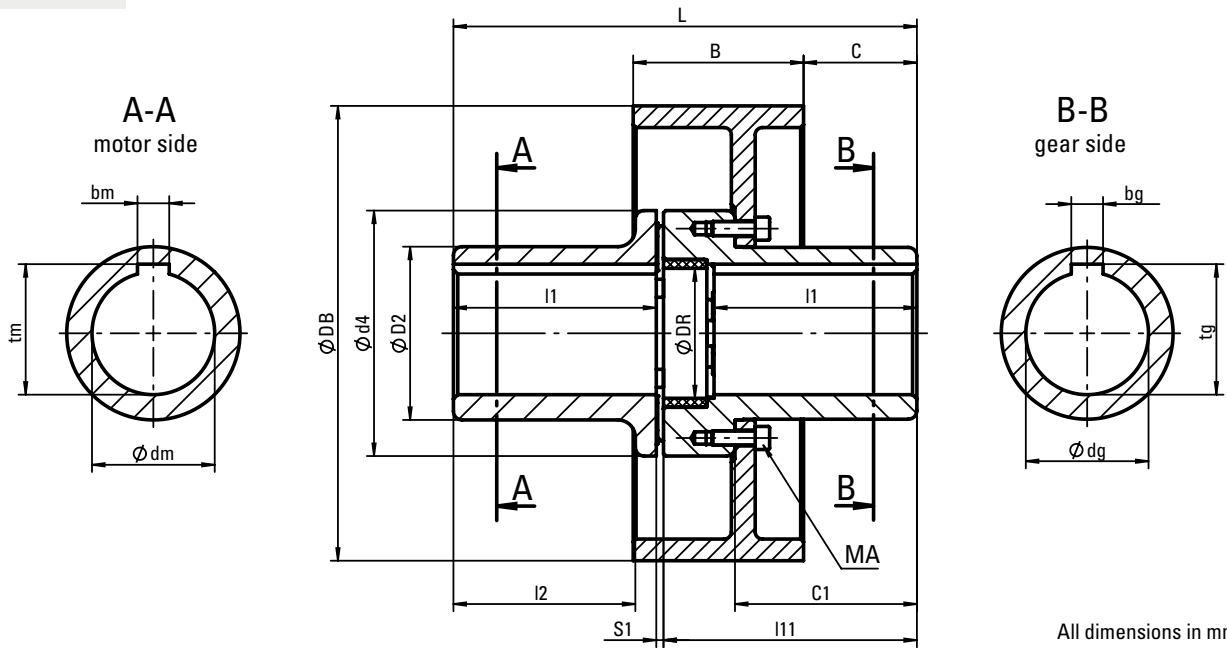


# Flexible Coupling Type KLST-BT

Dimensions and technical data



Rev. 10-16



All dimensions in mm  
Alterations reserved without notice

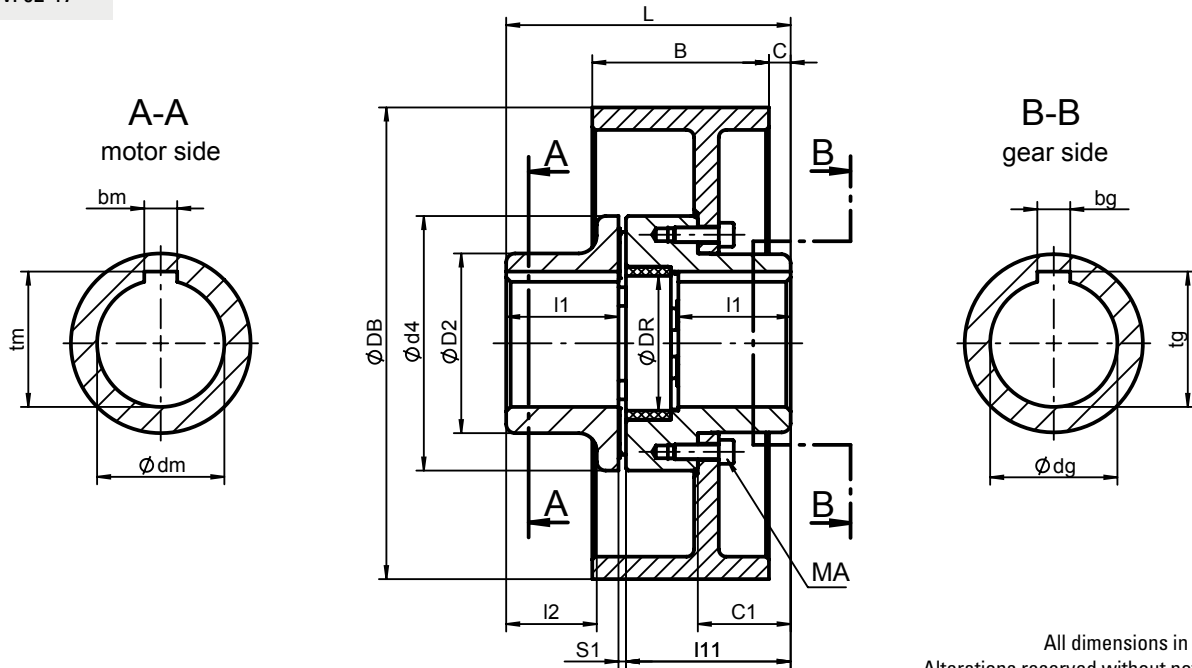
Coupling KLST-BT		100	125	145	170	200	230	260
$M_{BR}$ max. at max. drum- $\emptyset$	Nm	260	310	730	1350	2650	3800	7950
$T_{KN}$ (VKR)	Nm	130	250	400	630	1100	1700	2650
$d_m$ max. + $d_g$ max.	mm	42	55	65	85	95	105	125
$D_2$	mm	65	85	95	120	135	150	180
$D_R$	mm	42	52	67	90	100	115	150
$d_4$	mm	105	126	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
$C_1$	mm	70,5	99,5	98	127,5	125	153	148,5
$S_1$	mm	3,0 +2,0	3,5 +2,5	4,0 +2,5	5,0 +3,0	6,5 +2,5	7,5 +3,0	7,0 +4,0
$M_A$ (DIN 912-8.8; $\mu=0,12$ )	Nm	24	24	48	48	84	84	206
Brake drum diameter DB x B (mm)	200 x 75 $n_{max.}$ 2870 min <sup>-1</sup>	mm	45	74	70,5	C		
		kg	8,8	12,7	14,9	Weight of the coupling with brake drum		
		kgm <sup>2</sup>	0,041	0,050	0,061	Moment of inertia		
	250 x 95 $n_{max.}$ 2300 min <sup>-1</sup>				62,5	92,5		
					19,4	25,7		
					0,136	0,167		
	315 x 118 $n_{max.}$ 1820 min <sup>-1</sup>				78,5	79		
					35,1	41,1		
					0,403	0,452		
	400 x 150 $n_{max.}$ 1440 min <sup>-1</sup>					67	96	
					57,7	68,2		
					1,154	1,242		
500 x 190 $n_{max.}$ 1150 min <sup>-1</sup>		Weights and moments of inertia are not binding, referring to the max. finish bore!				85	82,5	
						95,5	110,8	
						3,167	3,370	

# Flexible Coupling Type KST-BT

Dimensions and technical data



Rev. 02-17



All dimensions in mm  
Alterations reserved without notice

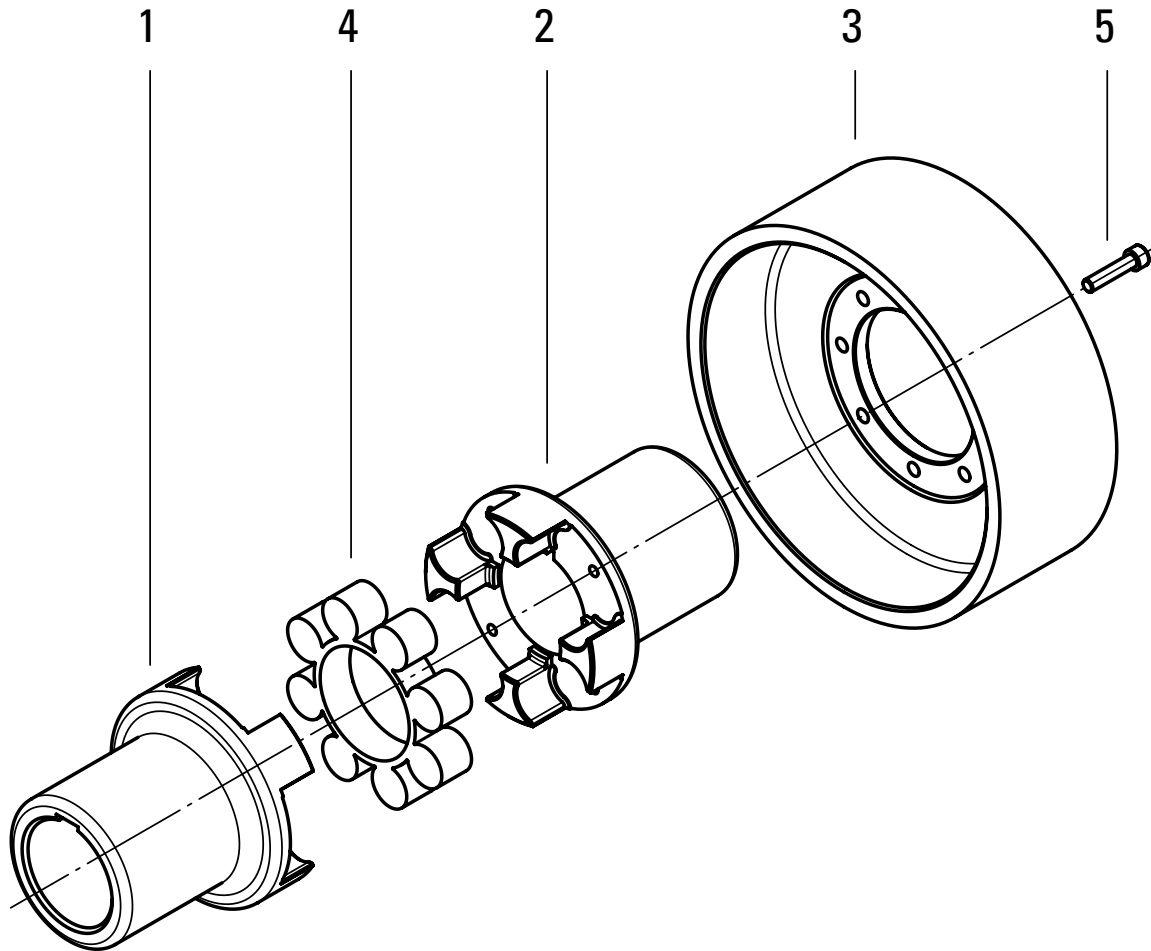
Coupling KST-BT		100	125	145	170	200	230	260
$M_{Br}$ max. at max. drum- $\emptyset$	Nm	260	310	730	1350	2650	3800	7950
$T_{KN}$ (VKR)	Nm	130	250	400	630	1100	1700	2650
$d_m$ max. + $d_g$ max.	mm	42	55	65	85	95	105	125
$D_2$	mm	65	85	95	120	135	150	180
$D_R$	mm	42	52	67	90	100	115	150
$d_4$	mm	105	126	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
$C_1$	mm	39,5	45,5	48,5	62	84	93	91
$S_1$	mm	3,0 +2,0	3,5 +2,5	4,0 +2,5	5,0 +3,0	6,5 +2,5	7,5 +3,0	7,0 +4,0
$M_A$ (DIN 912-8.8; $\mu=0,12$ )	Nm	24	24	48	48	84	84	206
Brake drum diameter DB x B (mm)	200 x 75 $n_{max.}$ 2870 min <sup>-1</sup>	mm	14	20	21	C		
		kg	7,8	10,0	12,1	Weight of the coupling with brake drum		
		kgm <sup>2</sup>	0,040	0,047	0,056	Moment of inertia		
	250 x 95 $n_{max.}$ 2300 min <sup>-1</sup>				13	27		
					16,6	20,0		
					0,131	0,152		
	315 x 118 $n_{max.}$ 1820 min <sup>-1</sup>					13	38	
						29,4	36,5	
						0,388	0,436	
	400 x 150 $n_{max.}$ 1440 min <sup>-1</sup>					26	36	
						53,1	59,9	
						1,138	1,207	
500 x 190 $n_{max.}$ 1150 min <sup>-1</sup>	Weights and moments of inertia are not binding, referring to the max. finish bore!						25	25
							87,2	99,1
							3,132	3,299

# Flexible Coupling Type KLST-BT / KST-BT

Design



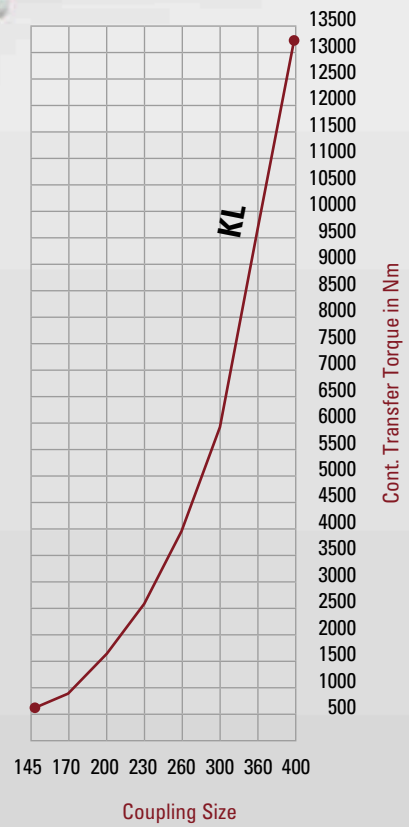
Rev. 10-16



1	Hub, motor side
2	Hub, gear side
3	Brake drum
4	Elastic intermediate ring
5	Hexagon socket head screw



# Flexible Coupling Type KL



**PINTSCH BUBENZER**  
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# Description Coupling Type KL



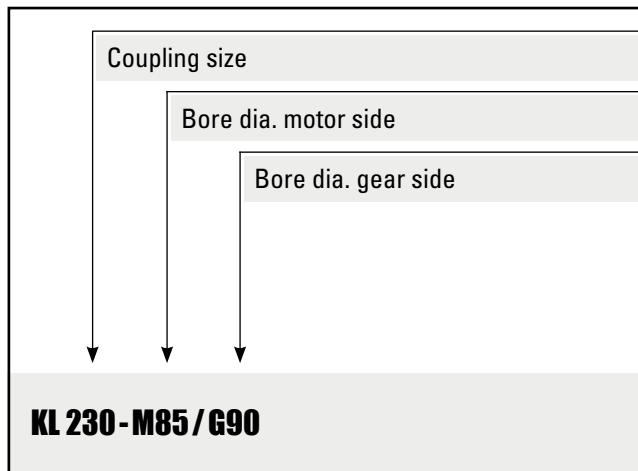
## Main Features

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 accomodating 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 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

## 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 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



### 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

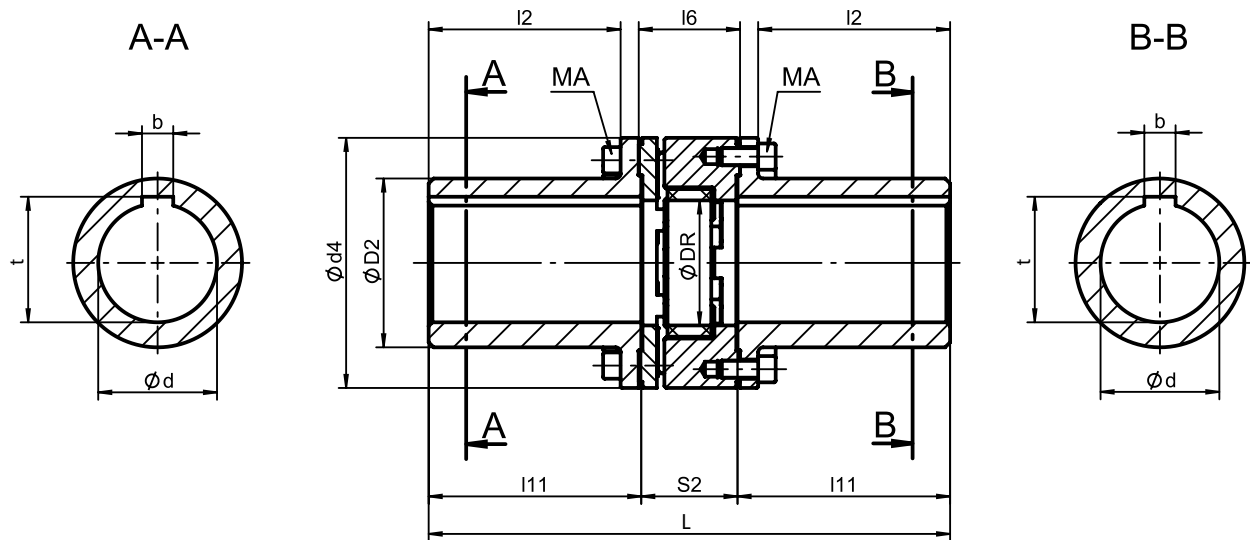
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type KL

Dimensions and technical data



Rev. 11-16



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.

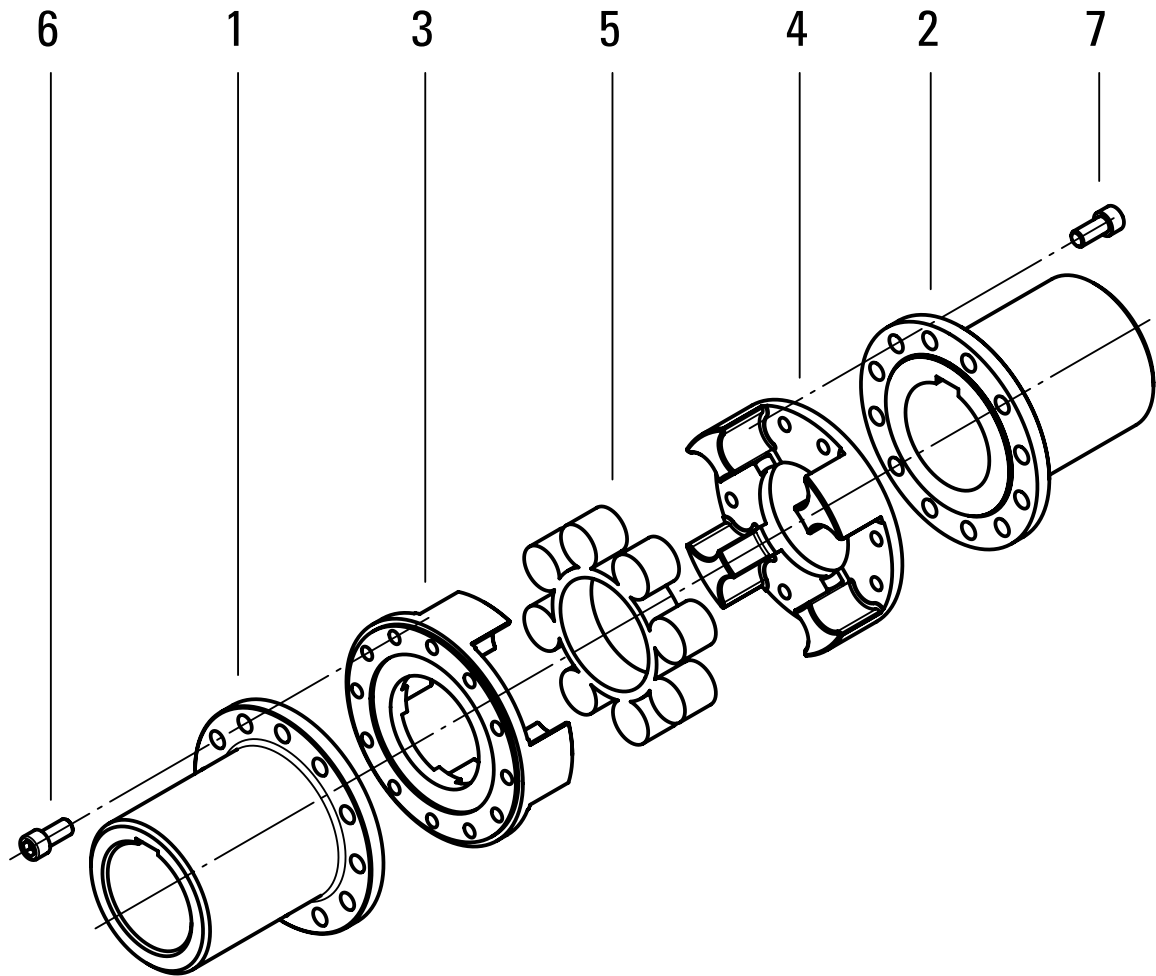
Coupling KL (size = d <sub>4</sub> )		145	170	200	230	260	300	360	400
T <sub>Kmax</sub> (VK60D)	Nm	1800	2850	4950	7740	11940	17550	29100	40050
T <sub>KN</sub> (VK60D)	Nm	600	950	1650	2580	3980	5850	9700	13350
n <sub>max</sub>	min <sup>-1</sup>	5250	4500	3750	3250	3000	2500	2150	1900
d max.	mm	65	75	95	110	125	140	160	160
D <sub>2</sub>	mm	92	110	135	160	180	200	225	225
D <sub>R</sub>	mm	67	90	100	115	150	162	215	250
L	mm	288	348	417	421	516	533	625	625
l <sub>2</sub>	mm	93,5	123,5	153,5	150	185,5	183,5	220,5	220,5
l <sub>6</sub>	mm	71 +2,5	71 +3	81 +3	86 +3,5	101 +4	118 +4	130 +4	130 +4
l <sub>11</sub>	mm	110	140	170	170	210	210	250	250
S <sub>2</sub>	mm	68	68	77	81	96	113	125	125
M <sub>A</sub> (DIN 912-8.8; μ=0,12)	mm	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

# Flexible Coupling Type KL

Design



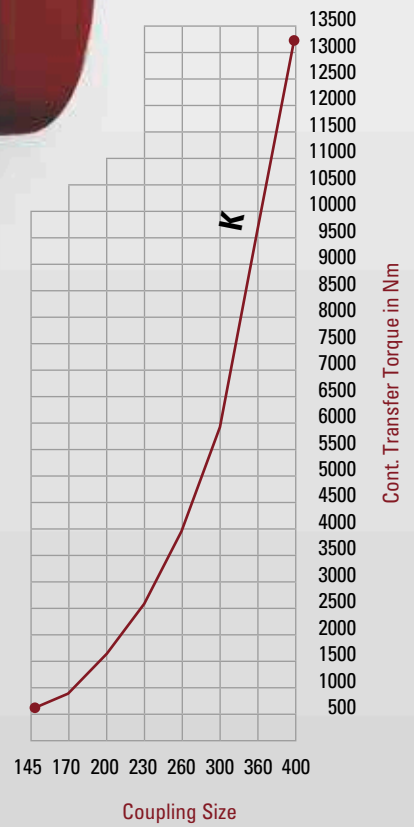
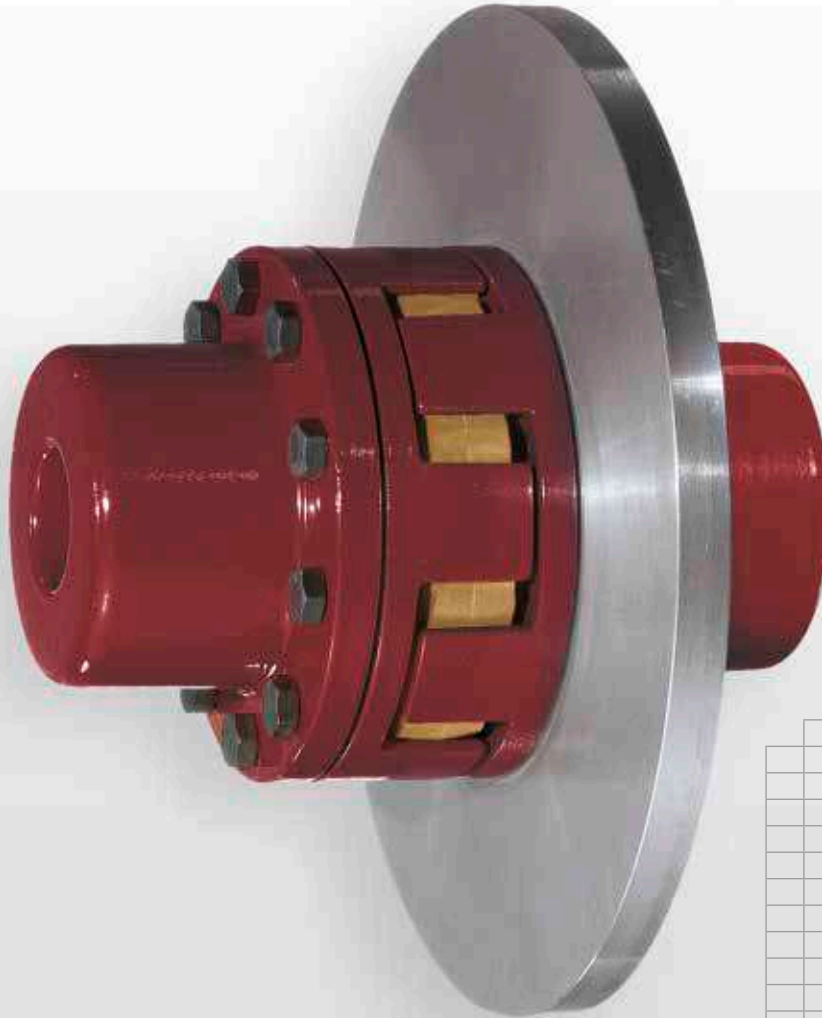
Rev. 10-16



1	Hub
2	Hub
3	Claw ring, removable
4	Claw ring, removable
5	Elastic intermediate ring
6	Hexagon socket head screw
7	Hexagon socket head screw



# Flexible Coupling Type K



**PINTSCH BUBENZER**  
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DIN EN ISO 9001:2015



Easy Maintenance



High Performance



Robust Design



Torsionally Elastic



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# Description Coupling Type K



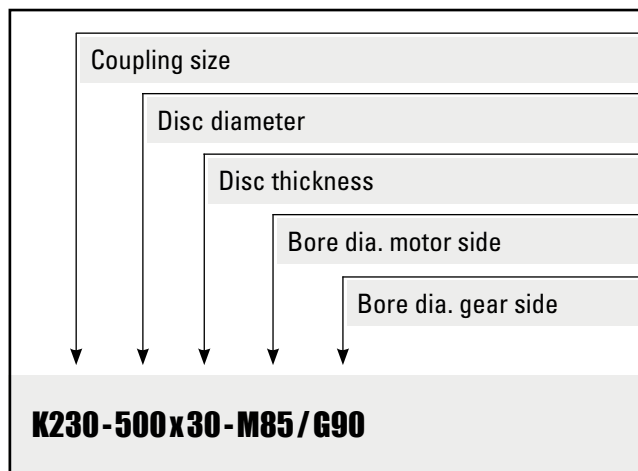
## Main Features

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 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

## 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 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



### 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

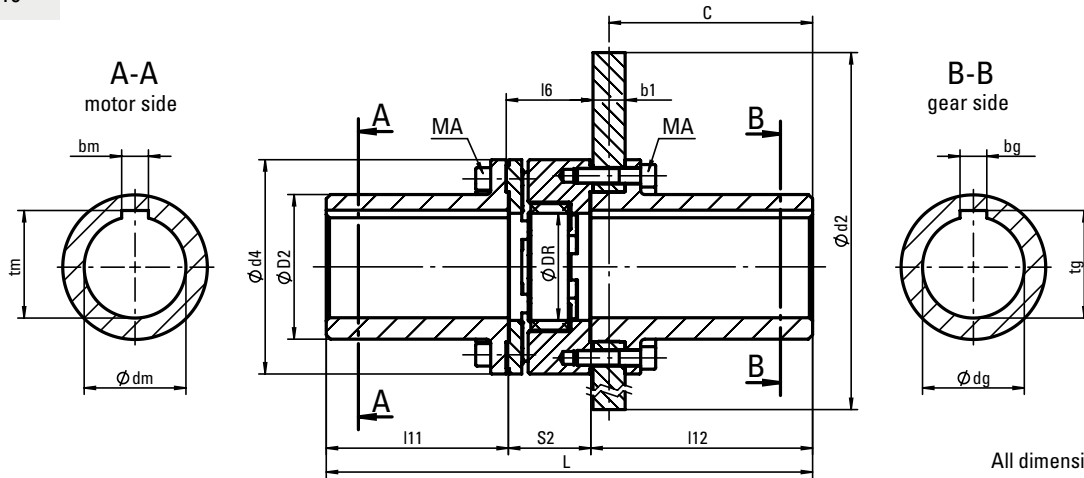
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type K

Dimensions and technical data



Rev. 10-16



All dimensions in mm  
Alterations reserved without notice

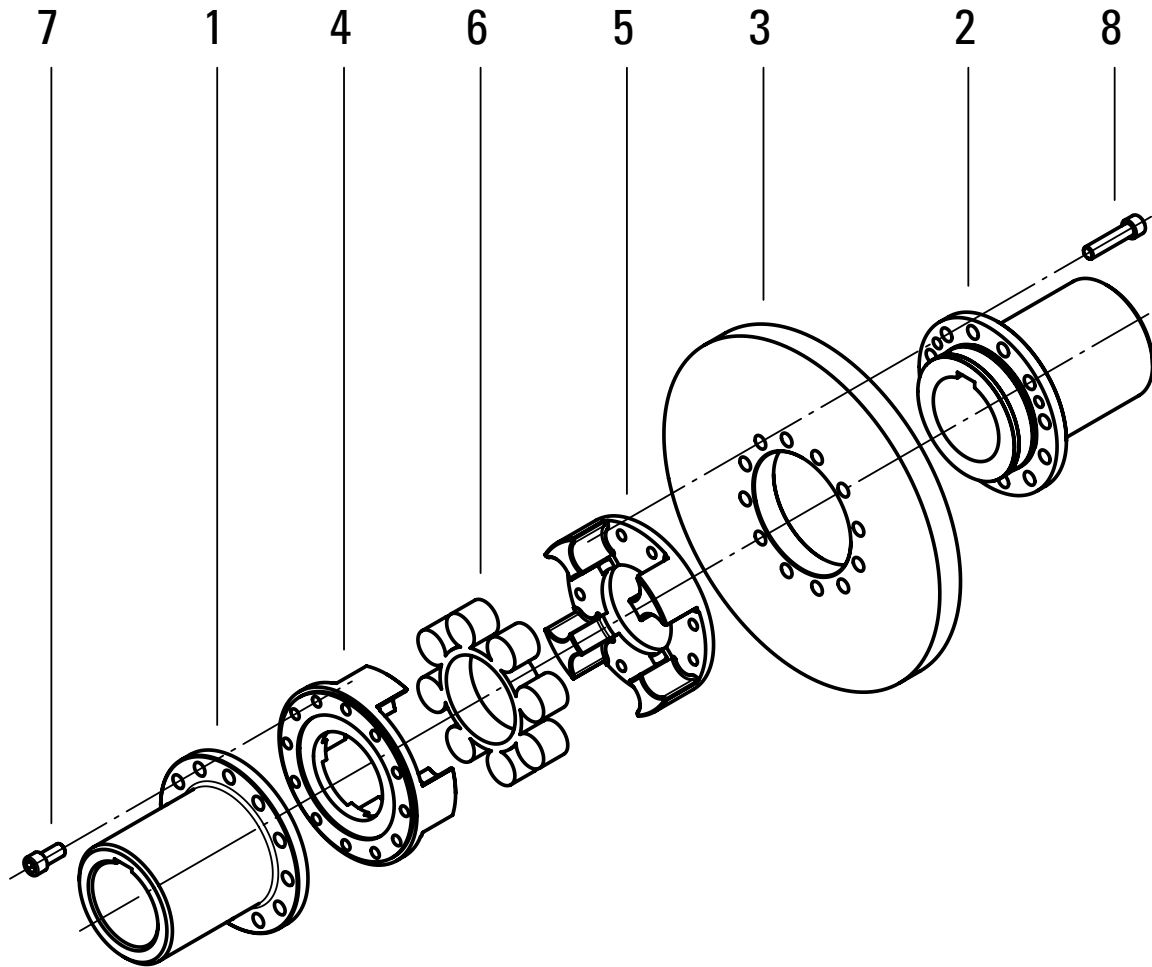
Coupling K (size = d <sub>4</sub> )		145	170	200	230	260	300	360	400		
M <sub>Br</sub> max.	Nm	1800	2850	4950	7740	11940	17550	29100	40050		
T <sub>KN</sub> (VK60D)	Nm	600	950	1650	2580	3980	5850	9700	13350		
n <sub>max.</sub> at max. disc-Ø	min <sup>-1</sup>	3800	3400	3000	2700	2400	2200	1750	1750		
d <sub>m</sub> max. + d <sub>g</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>R</sub>	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 <sub>11</sub>	mm	110	140	170	170	210	210	250	250		
l <sub>12</sub>	mm	166,5	166,5	207	207,5	212,5	212,5	252,5	252,5		
l <sub>6</sub>	mm	71 +2,5	71 +3	81 +3	86 +3,5	101 +4	118 +4	130 +4	130 +4		
S <sub>2</sub>	mm	68	68	77	81	96	113	125	125		
C (b <sub>1</sub> = 30 mm / 40 mm)	mm	150 / -	150 / -	190 / -	190 / -	195 / -	195 / -	235 / 230	235 / 230		
MA (DIN 912-8.8; 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	kg kgm <sup>2</sup>	41 0,3973	Weight Moment of inertia						of the coupling with steel brake disc	
	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			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.						342	354	
1000 x 30								17,21	17,69		
								376	389		
								25,16	25,65		

# Flexible Coupling Type K

Design

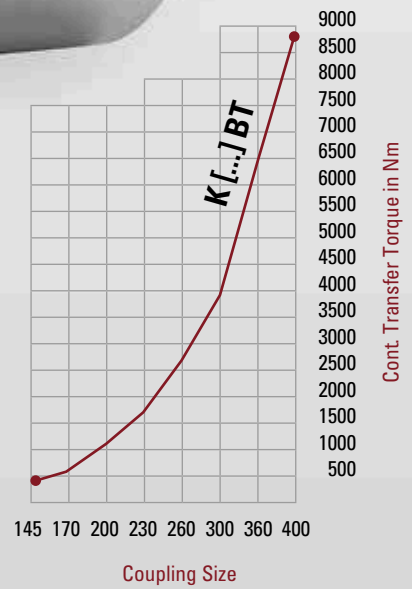


Rev. 10-16



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

# Flexible Coupling Type K L...J BT



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High Performance



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# Description Coupling Type K L...I BT



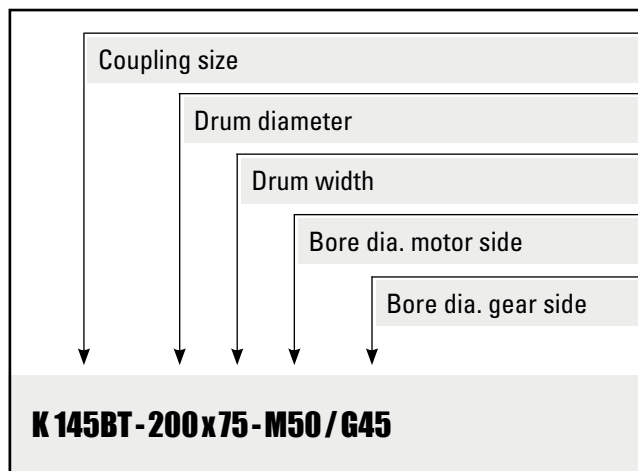
## Main Features

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
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 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

## 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 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



### 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

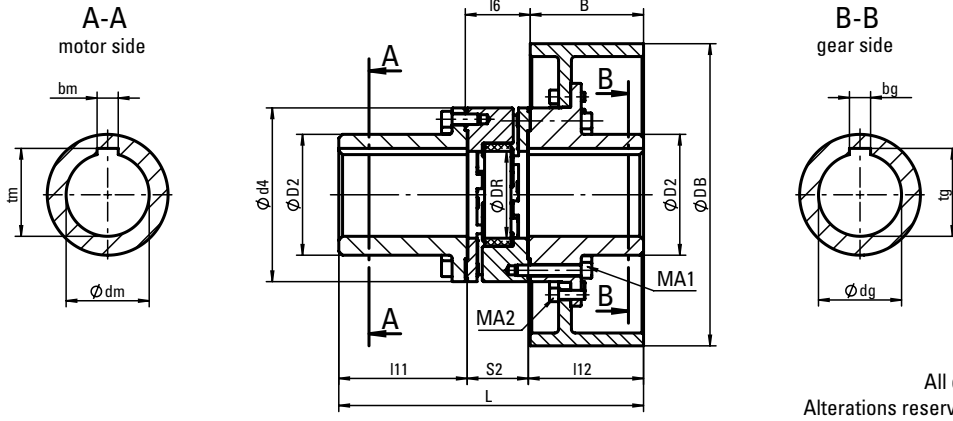
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type K [L...] BT

Dimensions and technical data



Rev. 10-16



All dimensions in mm  
Alterations reserved without notice

Coupling K [...] BT (size = d4)		145	170	200	230	260	300	360	400
M <sub>Br</sub> max.	Nm	1200	1890	3300	5150	7950	11700	19500	26700
T <sub>KN</sub> (VKR)	Nm	400	630	1100	1700	2650	3900	6500	8900
d <sub>m</sub> max. + d <sub>g</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>R</sub>	mm	67	90	100	115	150	162	215	250
l <sub>11</sub>	mm	110	140	170	170	210	210	250	250
l <sub>6</sub>	mm	71 +2,5	71 +3	81 +3	86 +3,5	101 +4	118 +4	130 +4	130 +4
S <sub>2</sub>	mm	68	68	77	81	96	113	125	125
M <sub>A1</sub> (DIN 912-8.8; μ=0,12)	Nm	84	84	132	132	206	410	710	710
M <sub>A2</sub> (DIN 912-8.8; μ=0,12)	Nm	24*/48	48	84	84	84	206	410	410

Brake drum diameter DB x B (mm)	mm	76,5	l <sub>12</sub> depending on the brake drum diameter		kg	Weight of the coupling with brake drum		kgm <sup>2</sup>	Moment of inertia
			mm	L		kg	kgm <sup>2</sup>		
200 x 75 n <sub>max.</sub> 2870 min <sup>-1</sup>	mm	<b>254,5</b>	L		17,5			0,076	
		96,5	96,5						
		<b>274,5</b>	<b>304,5</b>	L					
		23	29,5						
250 x 95 n <sub>max.</sub> 2300 min <sup>-1</sup>		0,155	0,195						
		119,5	119,5	120					
		<b>297,5</b>	<b>327,5</b>	<b>367</b>	L				
		31	42	54,6					
315 x 118 n <sub>max.</sub> 1820 min <sup>-1</sup>		0,421	0,458	0,545					
				152	152,5				
				<b>399</b>	<b>403,5</b>	L			
				73	85				
400 x 150 n <sub>max.</sub> 1440 min <sup>-1</sup>				1,313	1,453				
					192,5	192,5			
					<b>443,5</b>	<b>498,5</b>	L		
					118	144			
500 x 190 n <sub>max.</sub> 1150 min <sup>-1</sup>					3,495	3,976			
								238,5	238,5
								<b>561,5</b>	<b>613,5</b>
								235	303
630 x 236 n <sub>max.</sub> 910 min <sup>-1</sup>								10,81	13,09
									267,5
								L	<b>642,5</b>
710 x 265 n <sub>max.</sub> 810 min <sup>-1</sup>									267,5
									<b>642,5</b>
									380
									417
									22,27
									23,76

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.

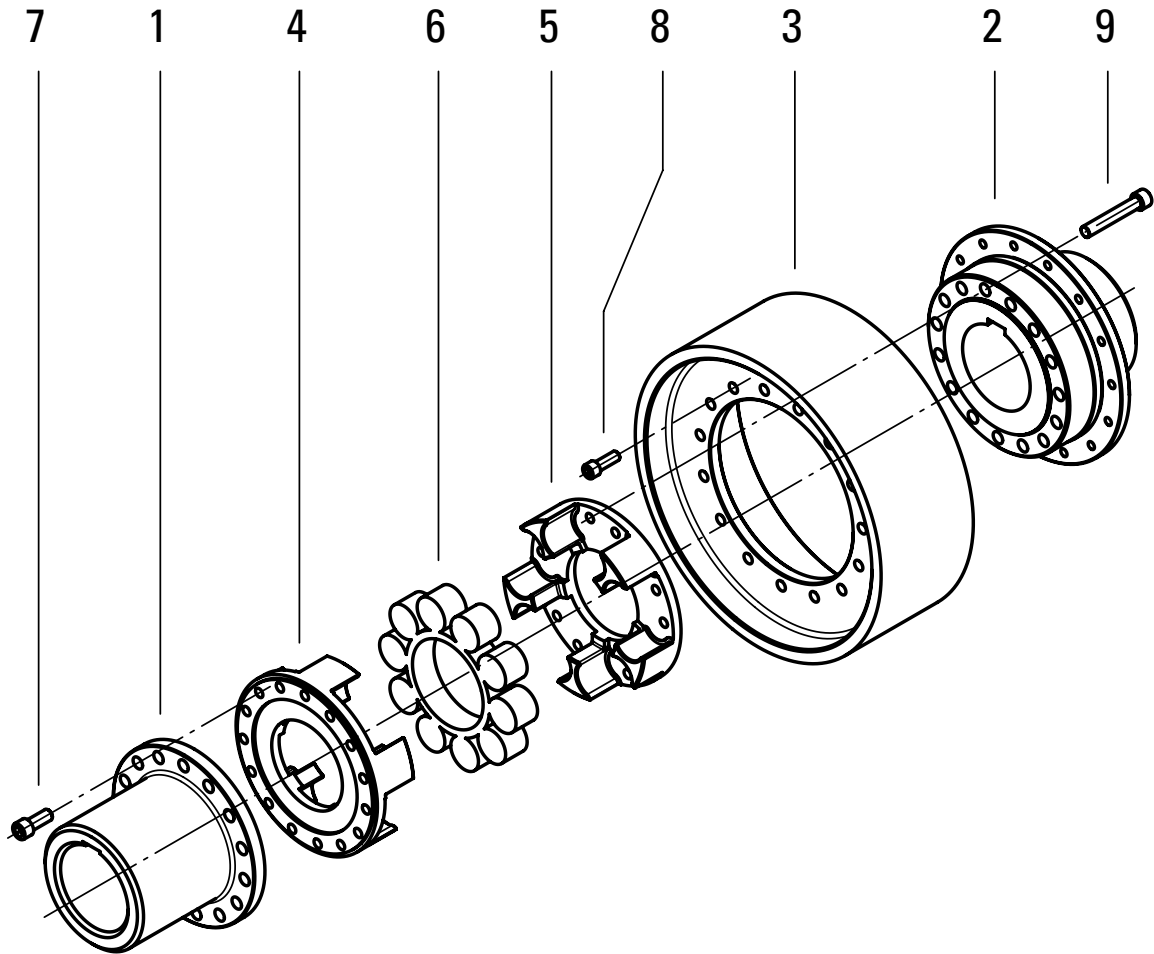
\* M<sub>A2</sub> at drum Ø 200 x 75 mm (M8)

# Flexible Coupling Type K L...I BT

Design



Rev. 10-16



1	Hub, motor side
2	Hub, gear side
3	Brake drum
4	Claw ring, removable
5	Claw ring, removable
6	Elastic intermediate ring
7	Hexagon socket head screw
8	Hexagon socket head screw
9	Hexagon socket head screw



# Flexible Coupling Type KH



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Easy Maintenance



High Performance



Robust Design



Torsionally Elastic



Tried and Trusted

# Description Coupling Type KH



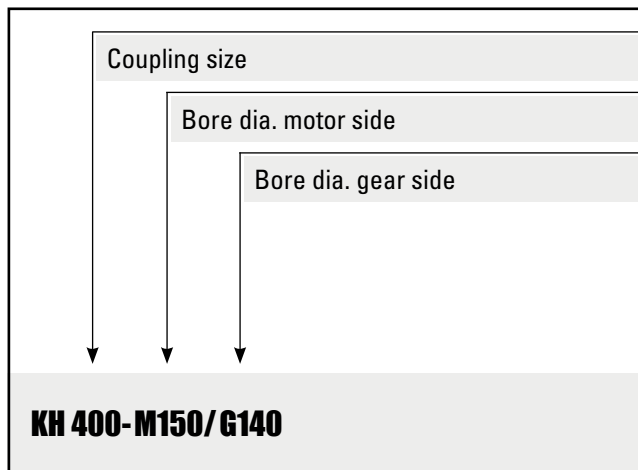
## Main Features

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

## 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 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



### 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

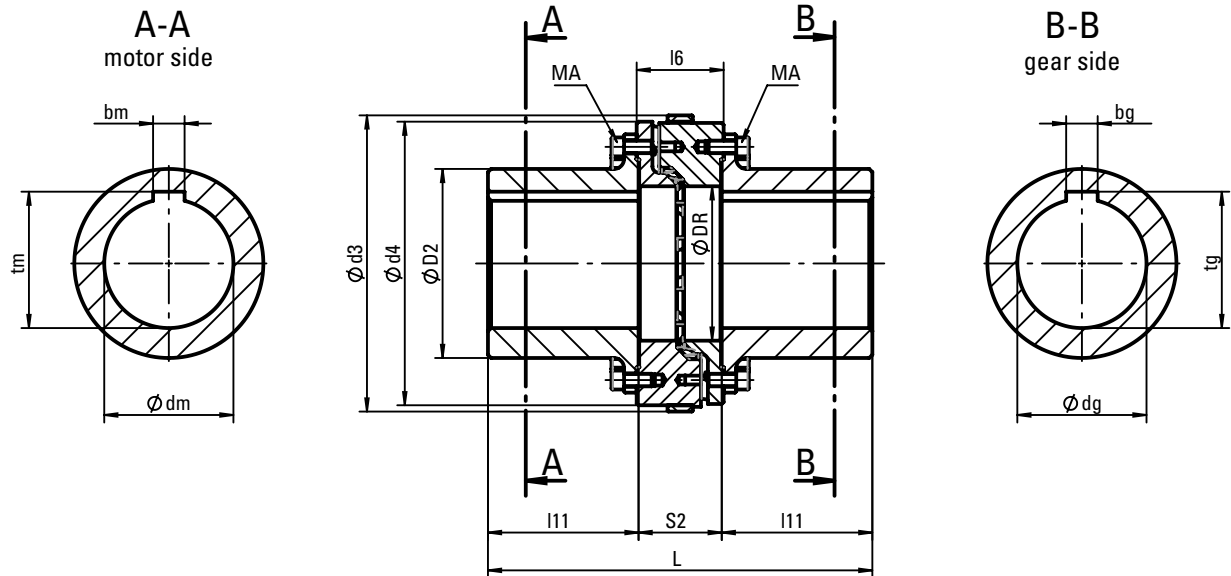
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type KH

Dimensions and technical data



Rev. 10-16



Coupling KH (size = $d_4$ )		400	450
$T_{Kmax}$ (VKW)	Nm	48000	62000
$T_{KN}$ (VKW)	Nm	19900	25200
$n_{max}$	$min^{-1}$	2450	2200
$d_m$ max. + $d_g$ max.	mm	190	205
$D_2$	mm	280	300
$D_R$	mm	204	245
$d_3$	mm	420	470
$L$	mm	610	610
$l_{11}$	mm	239	239
$l_6$	mm	138	138
$S_2$	mm	132	132
$M_A$ (DIN 912-8.8; $\mu=0,12$ )	Nm	440	440
Weight	kg	210	242
Moment of inertia	$kgm^2$	4,061	5,679

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

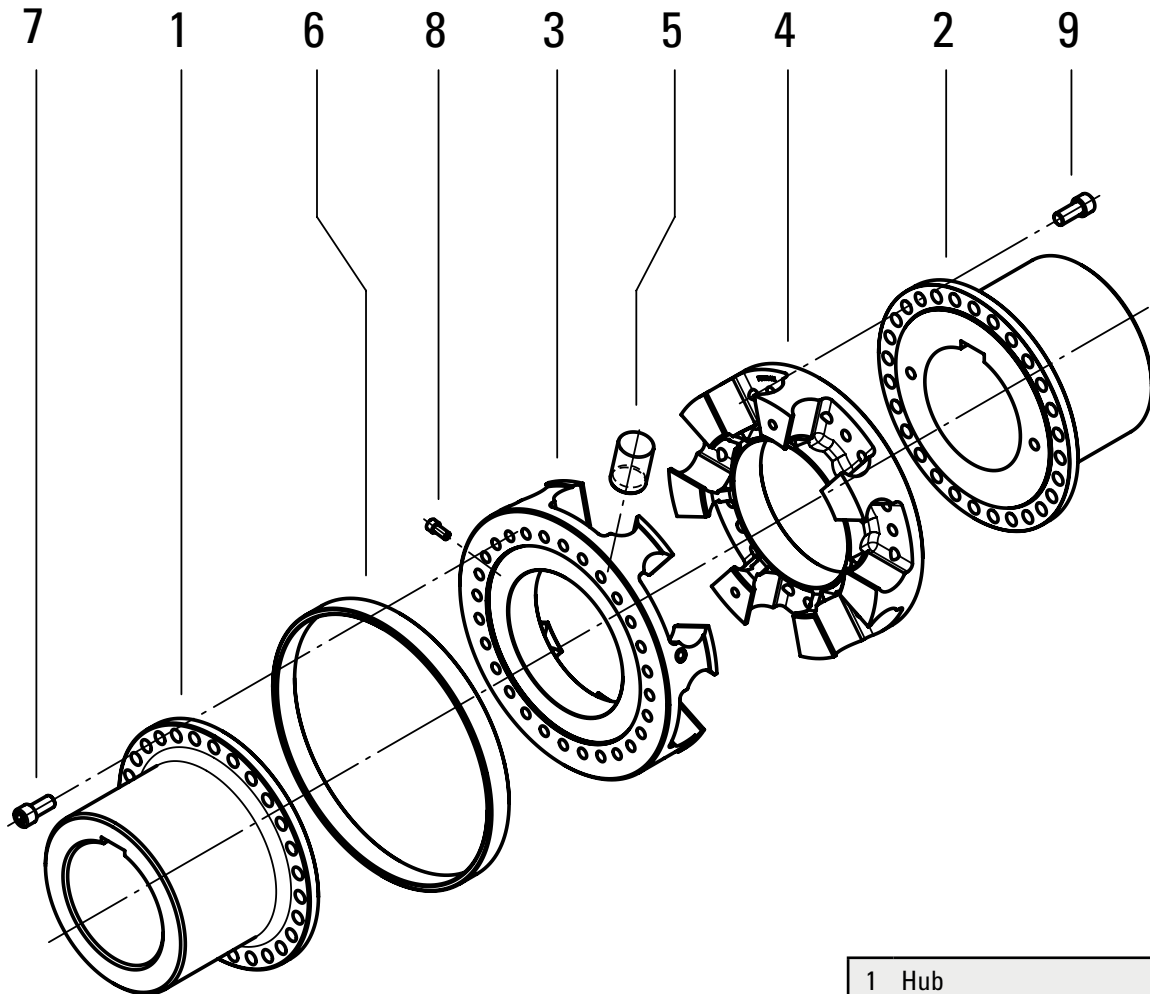
All dimensions in mm  
Alterations reserved without notice

# Flexible Coupling Type KH

Design



Rev. 02-17



1	Hub
2	Hub
3	Claw ring, removable
4	Claw ring, removable
5	Elastic buffer
6	Retaining ring
7	Hexagon socket head screw
8	Hexagon socket head screw
9	Hexagon socket head screw

# Flexible Coupling Type KHD



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Easy Maintenance



High Performance



Robust Design



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# Description Coupling Type KHD



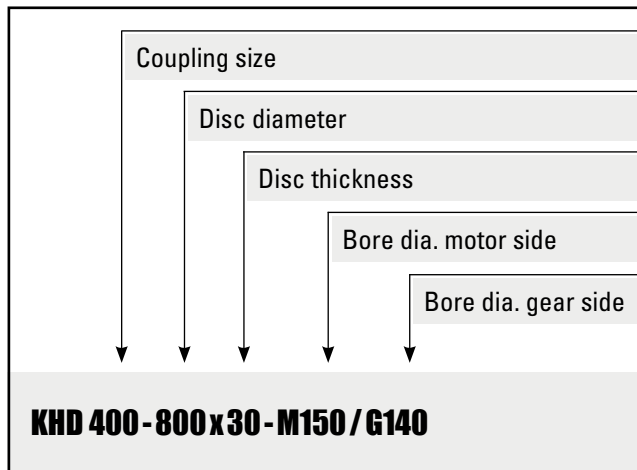
## Main Features

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 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

## 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 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



### 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

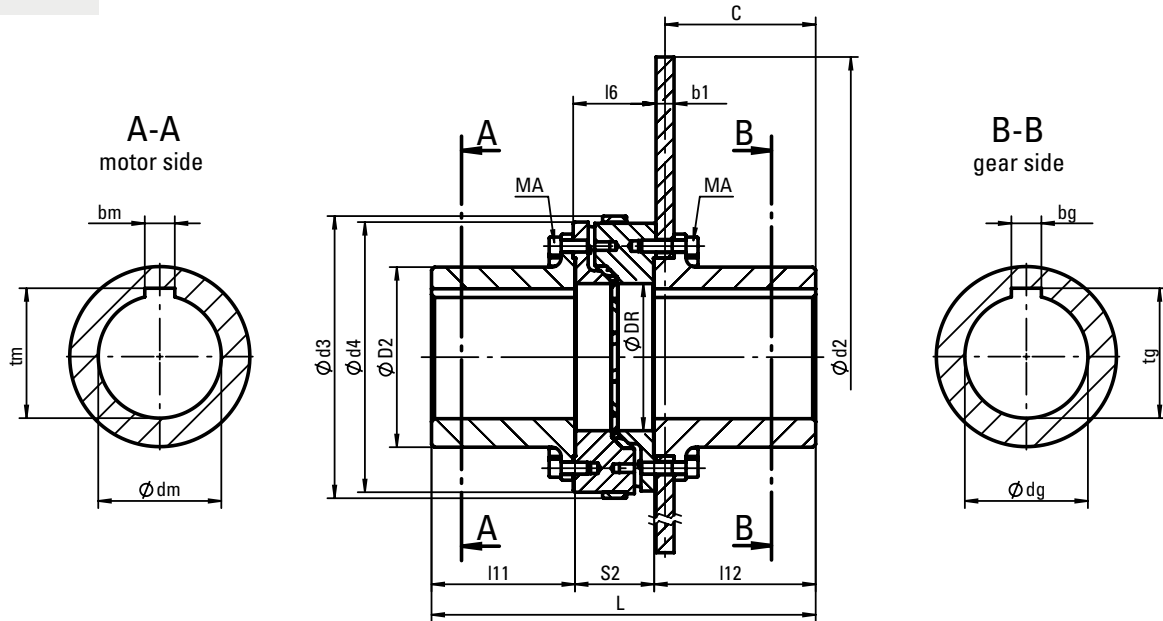
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Flexible Coupling Type KHD

Dimensions and technical data



Rev. 10-16



Coupling KHD (size = d <sub>4</sub> )		400	450	
M <sub>BR</sub> max.	Nm	48000	62000	
T <sub>KN</sub> (VKW)	Nm	19900	25200	
d <sub>m</sub> max. / d <sub>g</sub> max.	mm	190	205	
D <sub>2</sub>	mm	280	300	
D <sub>R</sub>	mm	204	245	
d <sub>3</sub>	mm	420	470	
L (b <sub>1</sub> = 30 mm / 40 mm)	mm	640 / 650	640 / 650	
l <sub>11</sub>	mm	239	239	
l <sub>12</sub> (b <sub>1</sub> = 30 mm / 40 mm)	mm	269 / 279	269 / 279	
l <sub>6</sub>	mm	138	138	
S <sub>2</sub>	mm	132	132	
C (b <sub>1</sub> = 30 mm / 40 mm)	mm	251 / 256	251 / 256	
M <sub>A</sub> (DIN 912-8.8; μ=0,12)	Nm	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>	320	
			13,428	
	900 x 30	n <sub>max.</sub> 1950 min <sup>-1</sup>	351	
			19,091	
	1000 x 30	n <sub>max.</sub> 1750 min <sup>-1</sup>	386	417
			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>	355	
			16,526	
900 x 40	n <sub>max.</sub> 1950 min <sup>-1</sup>	397		
		24,076		
1000 x 40	n <sub>max.</sub> 1750 min <sup>-1</sup>	444	476	
		34,610	36,230	
1250 x 40	n <sub>max.</sub> 1400 min <sup>-1</sup>		614	
			80,381	

Weight / Moment of inertia      kg / 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!

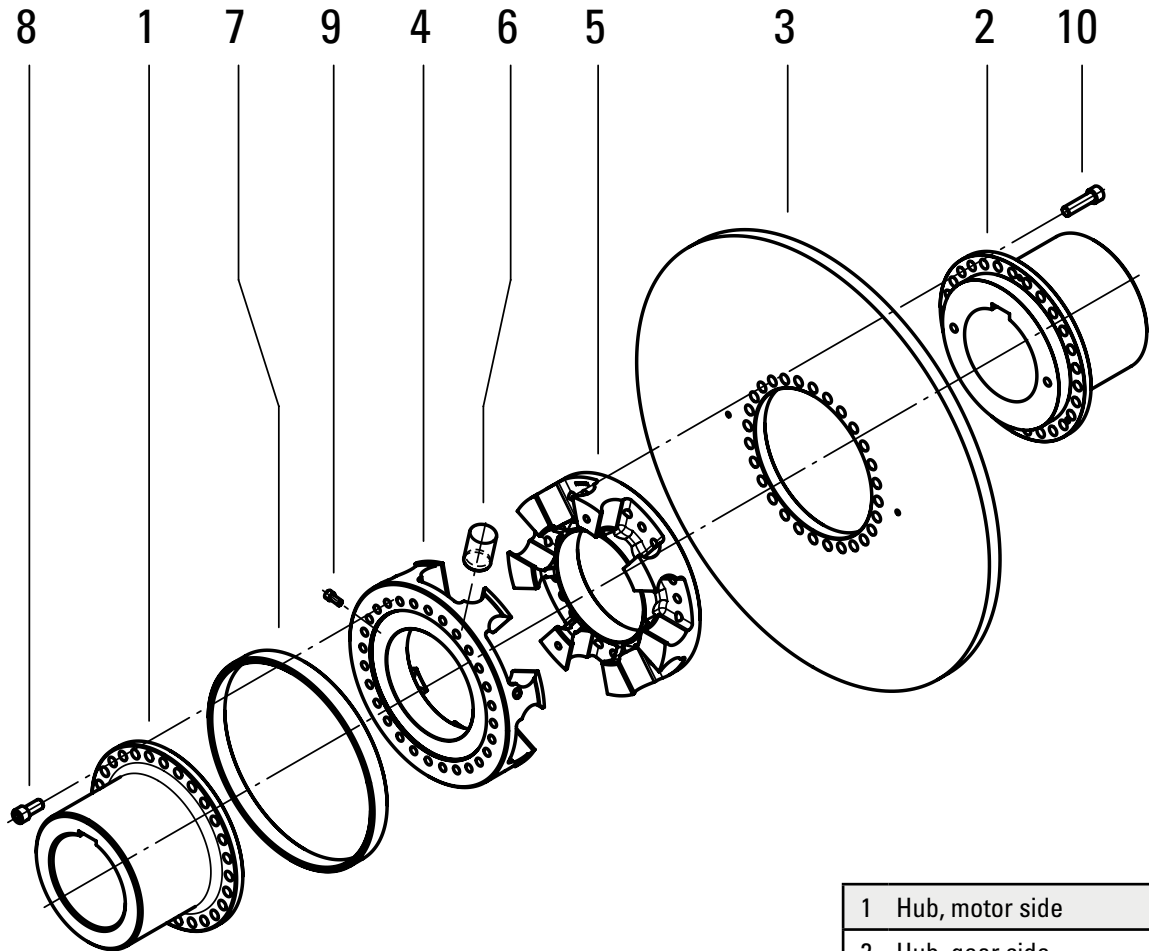
All dimensions in mm  
Alterations reserved without notice

# Flexible Coupling Type KHD

Design



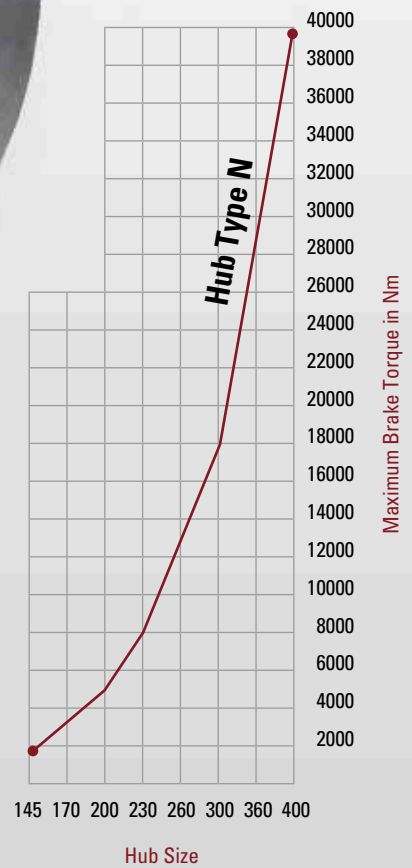
Rev. 02-17



1	Hub, motor side
2	Hub, gear side
3	Brake disc
4	Claw ring, removable
5	Claw ring, removable
6	Elastic buffer
7	Retaining ring
8	Hexagon socket head screw
9	Hexagon socket head screw
10	Hexagon socket head screw



# Hub with Brake Disc Type N + NX



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Easy Maintenance



Robust Design



Safe



Tried and Trusted

# Description Hub Type N + NX



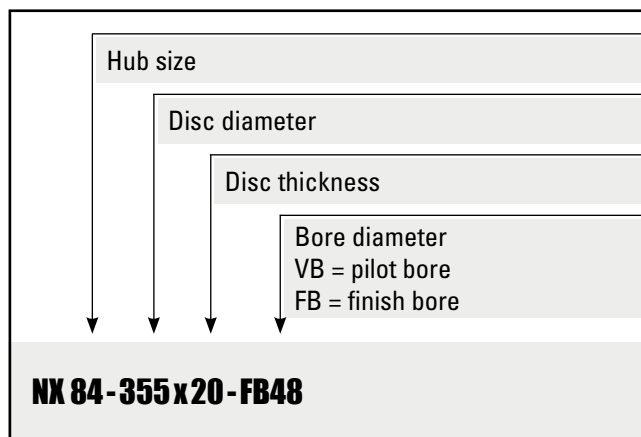
## Main Features

- 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)

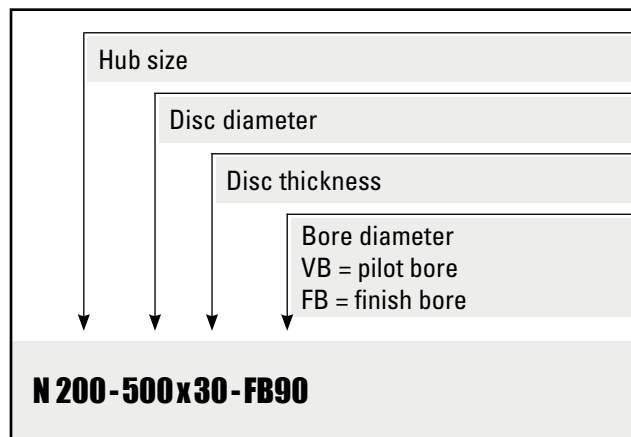
## Options

- Hubs finish bored and keywayed acc. to DIN 6885
- Hubs unbored
- Hubs pilot bored
- Hubs with brake disc, dynamically balanced according to ISO 1940 Grade: G 2.5; G 6.3
- Hubs in special dimensions
- Hubs in special material
- Test certificate DIN EN 10204-3.1

## Ordering Example



## Ordering Example



## Applications

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



### Please Note

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



### PINTSCH BUBENZER Service

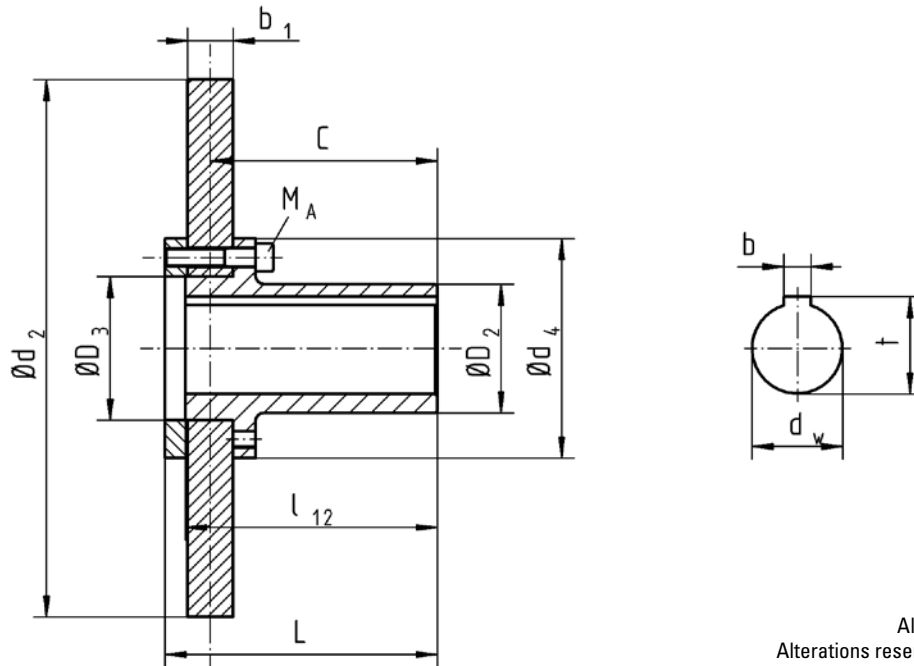
This includes the verification of the hub selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on-site by PINTSCH BUBENZER service engineers is possible. Drawings as DWG/DXF files for your engineering department are available upon request.

# Hub with Brake Disc Type N

Dimensions and technical data



Rev. 10-16



All dimensions in mm  
Alterations reserved without notice

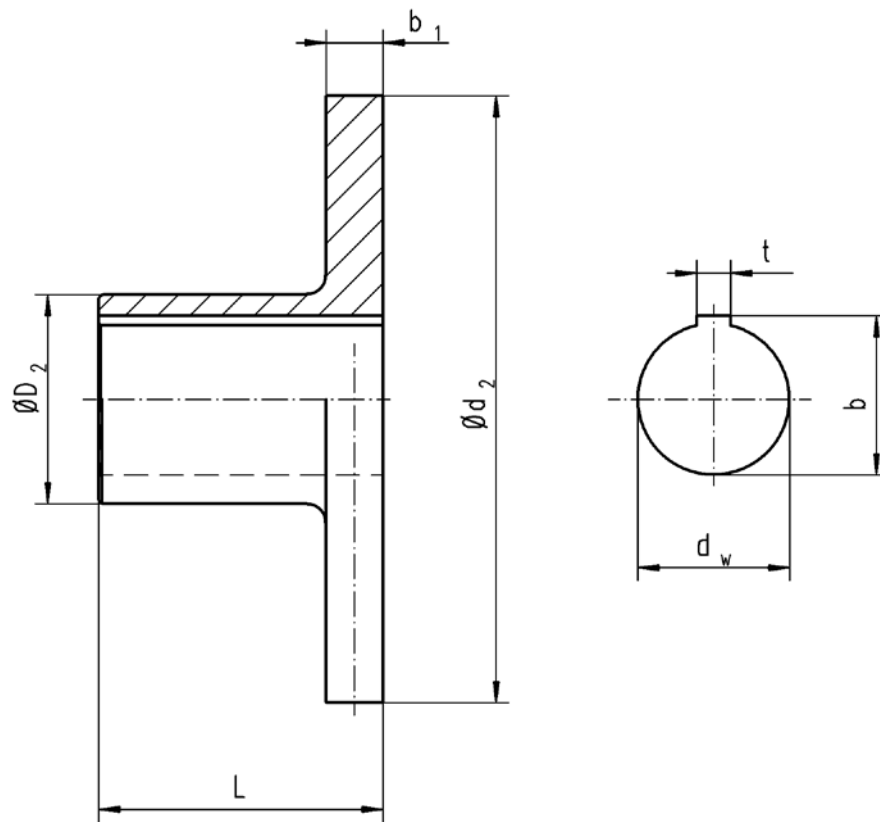
Hub N (size = d <sub>4</sub> )		145	170	200	230	260	300	360	400		
M <sub>Br</sub> max.	Nm	1800	2850	4950	7740	11940	17550	29100	40050		
n <sub>max</sub> at max. disc Ø	min <sup>-1</sup>	3800	3400	3000	2700	2400	2200	1750	1750		
d <sub>w</sub> max.	mm	60	75	95	110	125	140	160	160		
D <sub>2</sub>	mm	85	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	mm	150	150	190	190	195	195	235*	235*		
M <sub>A</sub> (DIN 912-8.8; 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	kg kgm <sup>2</sup>	28 0,378			Weight of the hub with brake disc				kg	
						Moment of inertia				kgm <sup>2</sup>	
	400 x 30		35 0,603	37 0,612	44 0,653						
	450 x 30		42 0,959	45 0,973	52 1,011						
	500 x 30			54 1,469	60 1,506	67 1,571	77 1,682				
	560 x 30				72 2,335	79 2,399	89 2,51				
	630 x 30					95 3,768	105 3,879	109 4,081			
	710 x 30						124 6,112	128 6,213			
	800 x 30		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.					153 9,808	189 10,456		
	900 x 30										
	1000 x 30		* Dimension C = 230 mm at brake disc thickness 40 mm						257 24,075	267 24,424	

# Hub with Brake Disc Type NX

Dimensions and technical data



Rev. 12-06



\* Higher speeds possible by using sintered linings

All dimensions in mm  
Alterations reserved without notice

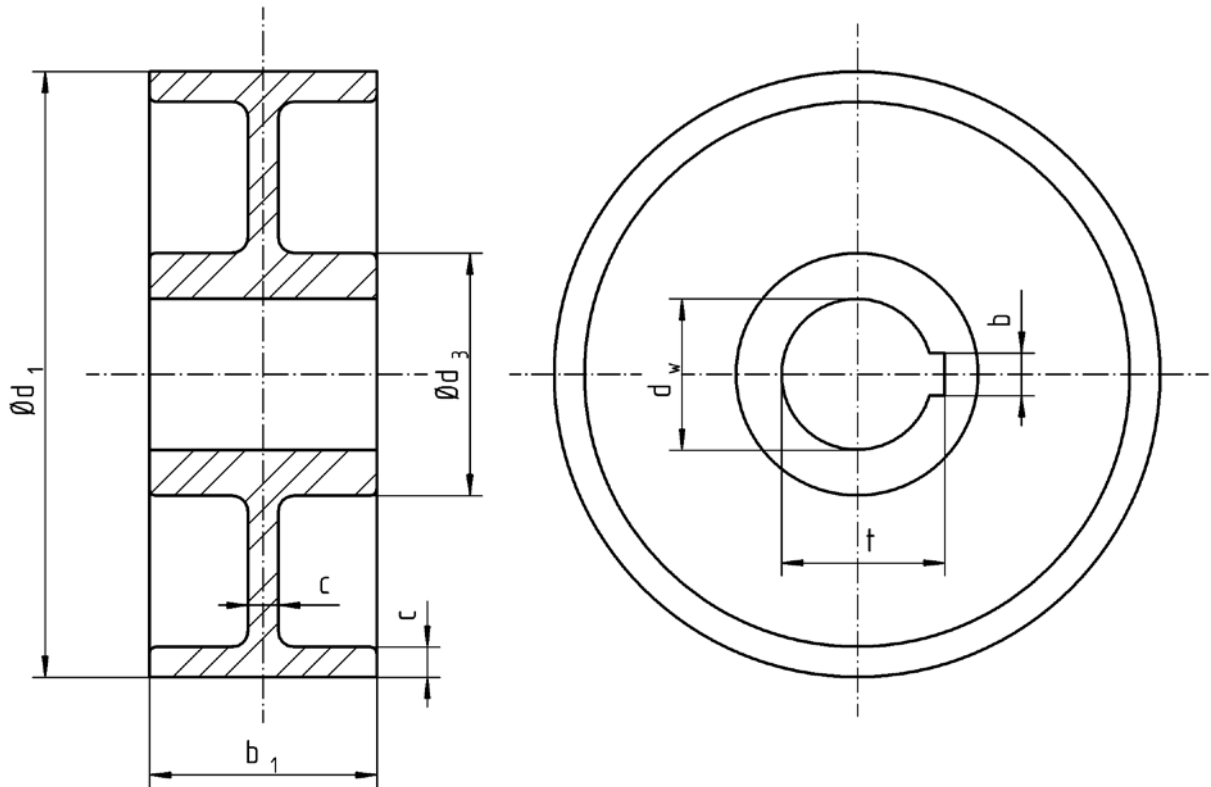
Hub NX (size = D <sub>2</sub> )			58	64	74	84	92	100	114		
L			mm		80	110	110	110	140	140	140
dw max.			mm		38	42	48	55	60	65	70
			n <sub>max.</sub> min <sup>-1</sup> *	Thermal capacity kW/s							
Brake disc diameter d <sub>2</sub> x b <sub>1</sub> (mm)	200 x 20	3500	344	5,6	6,2	Weight				kg kgm <sup>2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

# Brake Drums acc. to DIN 15431

Dimensions and technical data



Rev. 11-16



Material options:	S355J2G3
	Special material
When ordering please indicate:	Brake Drum $\varnothing d_1$
	Material
	Bore $\varnothing d_w$

All dimensions in mm  
Alterations reserved without notice

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

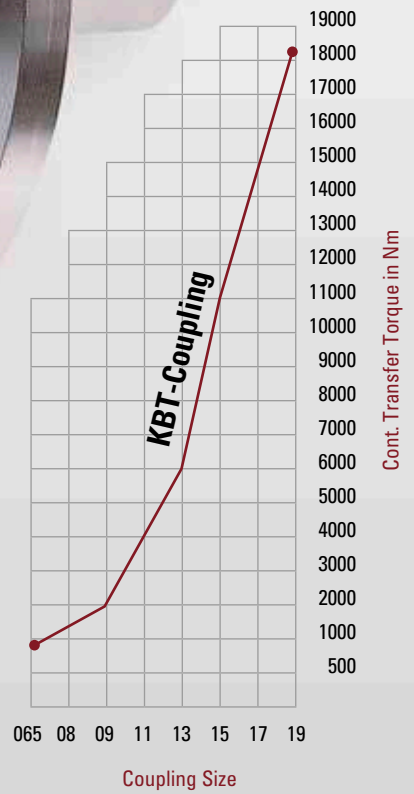
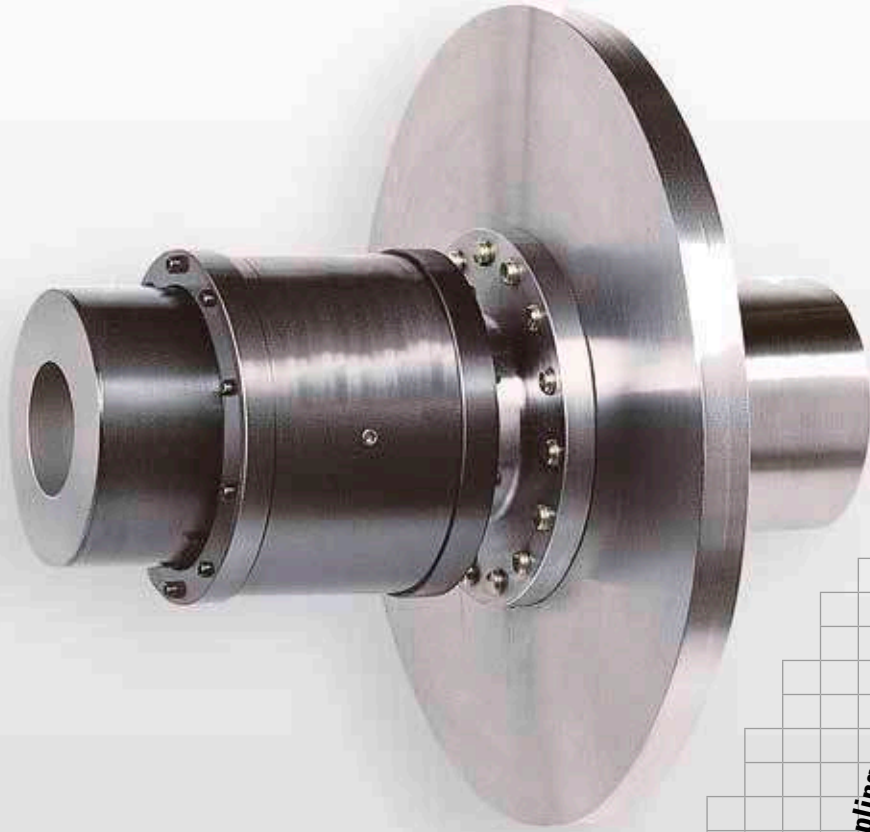
$d_1$	$b_1$	$c$	$d_w$		$d_3$	Moment of inertia J kgm <sup>2</sup>	Weight kg
			Pilot bored	max. finish bored			
200	75	10	20	50	80	0,042	7,0
250	95	12	25	60	95	0,124	13,0
315	118	15	30	80	115	0,383	24,3
400	150	17	35	90	130	1,151	44,7
500	190	20	50	100	150	3,356	83,1
630	236	25	50	110	170	10,396	160,1
710	265	30	70	120	200	19,869	246,0



The brake drums can be balanced on request if ordered finish bored and keywayed. If requested, brake drums can be made according to customer specifications.



# Gear Coupling Type KBT



**PINTSCH BUBENZER**  
is certified according to  
DIN EN ISO 9001:2015



Easy Maintenance



High Performance



Robust Design



Torsionally Rigid



Tried and Trusted

# 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 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

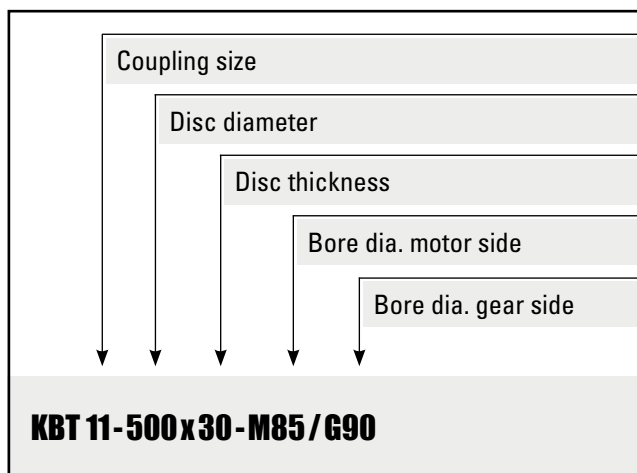
## Options

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

## Applications

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

## Ordering Example



### 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 coupling 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.

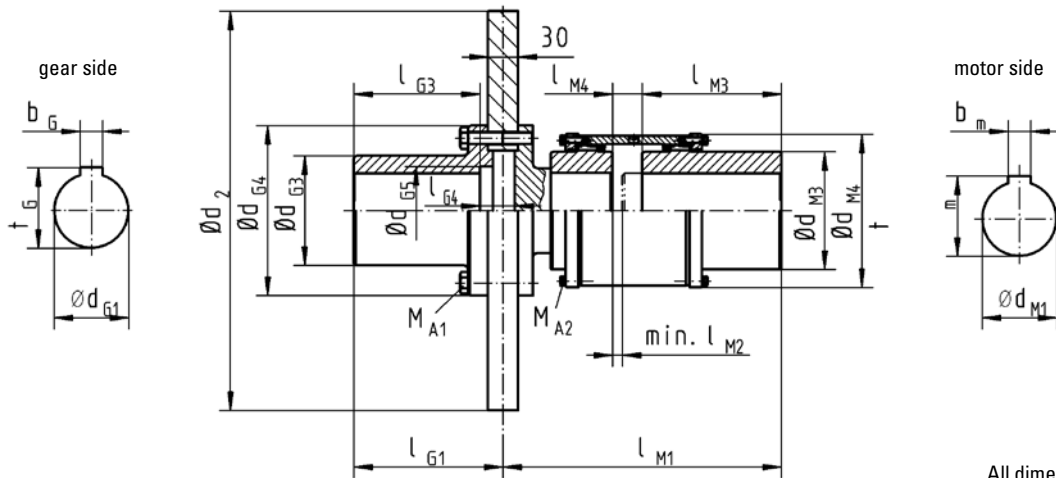


# Gear Coupling Type KBT

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 <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
n <sub>max</sub> at max. disc Ø	min <sup>-1</sup>	3800	3400	2750	2400	2150	2150	1900	1900
d <sub>G1</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>	mm	68	88	105	130	140	162	184	225
d <sub>M1</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	154	161	186	216	254	282	317
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>	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

Brake disc diameter d <sub>2</sub> x b <sub>1</sub> (mm)		Weight		Moment of inertia		of the coupling with brake disc				kg
										kgm <sup>2</sup>
355 x 30	43									
	0,415									
	49	62	79							
	0,639	0,73	0,752							
	57	70	87							
	0,996	1,09	1,108							
	79	96	119							
	1,585	1,605	1,783							
	108	131	161							
	2,434	2,611	2,915							
123	146	176	229							
3,802	3,98	4,283	4,955							
166	196	248	310	393						
6,213	6,516	7,118	8,351	10,23						
221	274	335	418							
10,11	10,78	11,94	13,83							
367	450									
17,64	19,53									

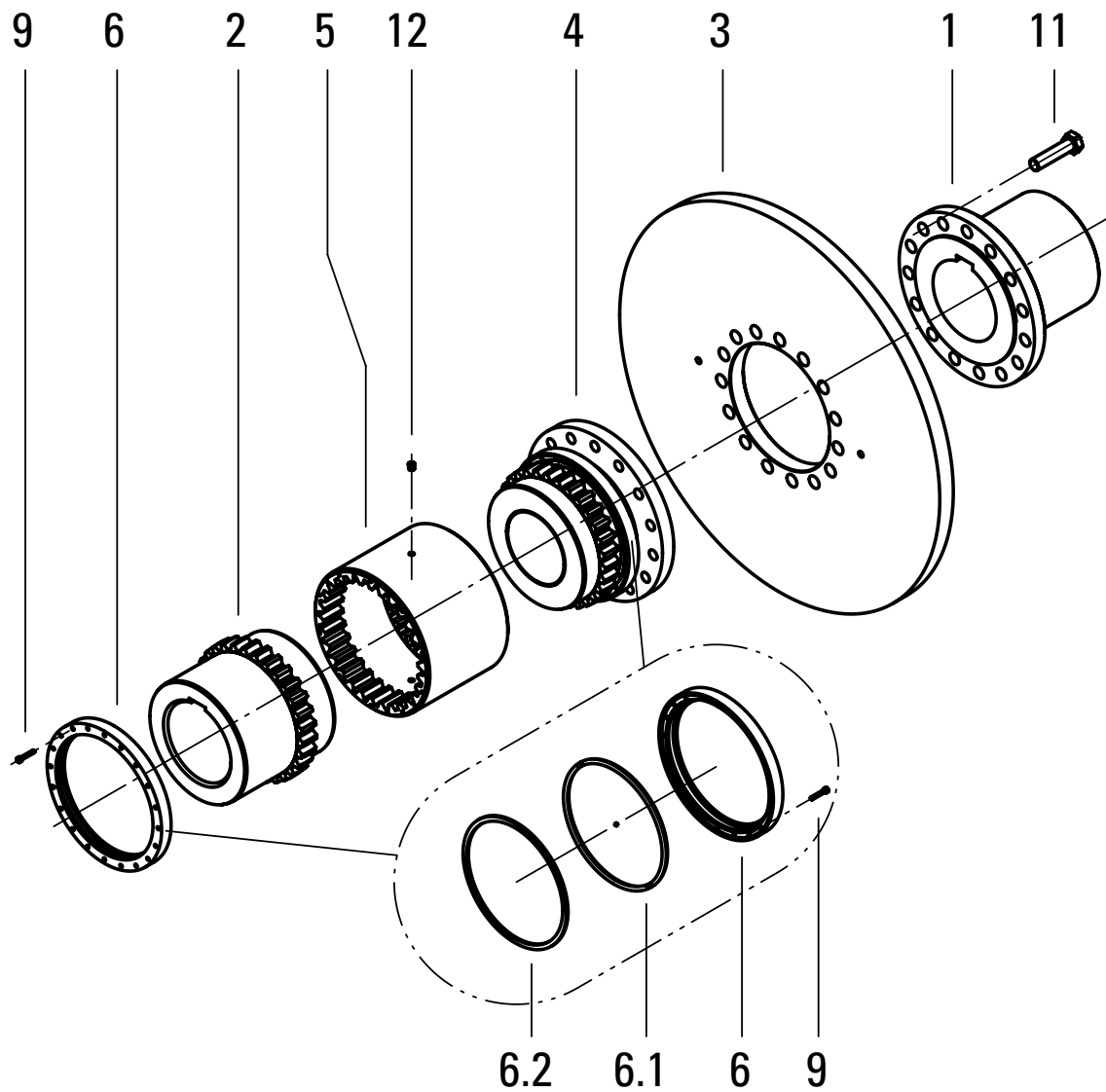
Weights and moments of inertia are not binding, referring to the max. finish bore.

# Gear Coupling Type KBT

Design



Rev. 01-17



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 seal (6.2)
9	Hexagon socket head screw
11	Hexagon bolt
12	Screw plug

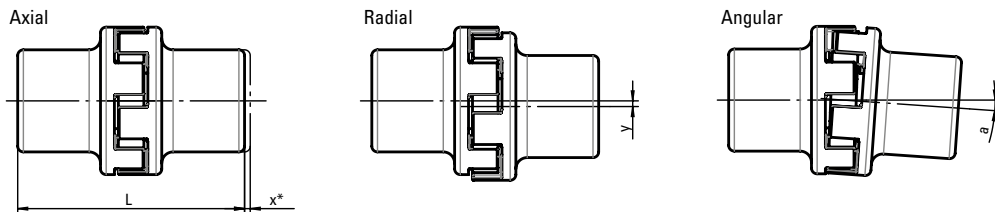
# Sizing of Couplings

Shaft Misalignment & Elastomeric Elements



Rev. 10-16

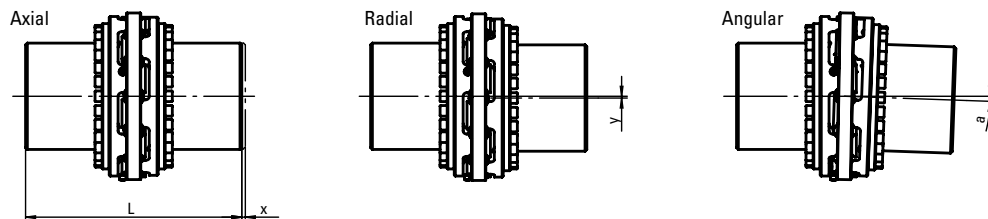
## Max. permissible shaft misalignment: (KLST / KLST-BS / KLST-BT / KL / K / K [...]BT)



Coupling size	100	125	145	170	200	230	260	300	360	400
Radial displacement y [mm]	0,8	1,0	1,0	1,0	1,5	1,5	1,5	1,8	1,8	1,8
Angular displacement a [°]	2,0	1,5	1,5	1,5	1,5	1,0	1,0	1,0	1,0	1,0

\* Axial displacement x see dimension sheets of the couplings (Tolerance of dimension I6)

## Max. permissible shaft misalignment: (KH / KHD)



Coupling size	400	450
Axial displacement x [mm]	0,5	0,5
Radial displacement y [mm]	0,5	0,5
Angular displacement a [°]	0,4	0,4

Elastomeric elements: Standard types		Vulkollan®		
		VKR	VKW	VK60D
Designation		red	amber	
Colour				
Quality		hart		
Permissible temperature range	continuous duty	-35°C up to +80°C		
	short duration	-40°C up to +100°C		
Fatigue strength		excellent		
Wear resistance		excellent		
Torsional stiffness		medium	high	
Damping	< 15 Hz	good		
	> 15 Hz	very good		
Resistance to	Gasoline (petrol), oils and grease	very good		
	Benzol	good		
	Acids and alkalis	not resistant		
	Hot water	low		
	Normal weathering	very good		
	Tropical and subtropical climate	satisfactory		

Alterations reserved without notice











2nd edition

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