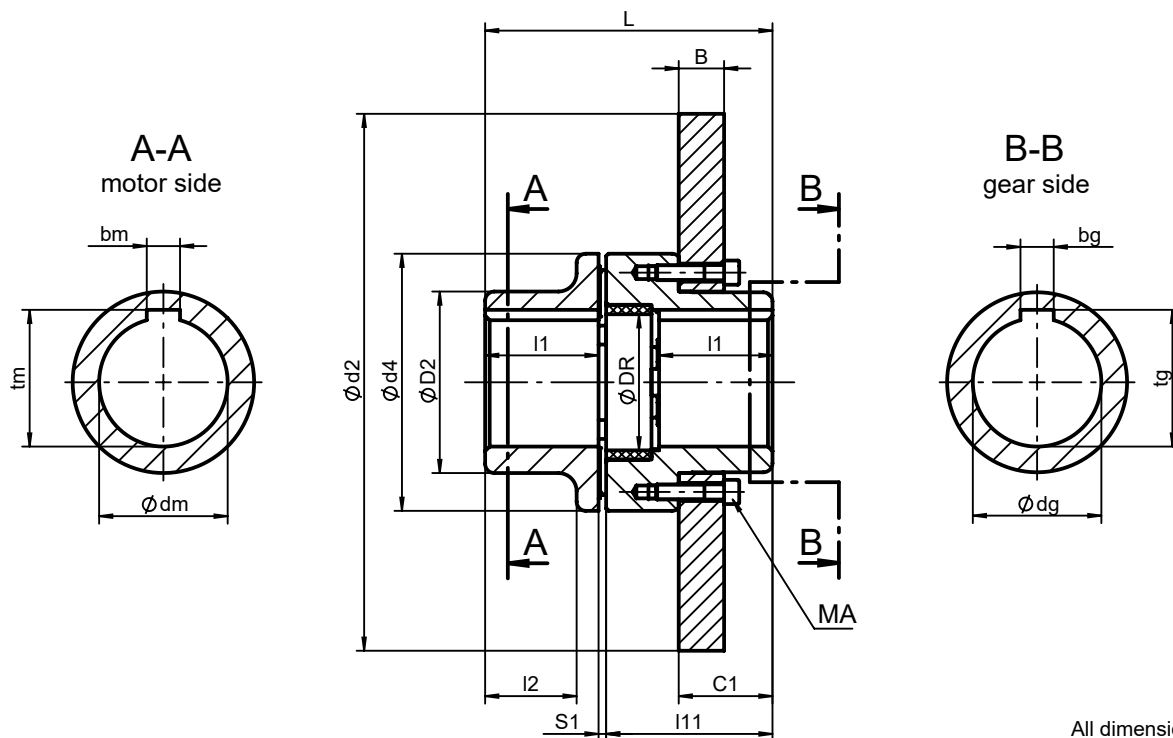


All dimensions in mm
 Alterations reserved without notice

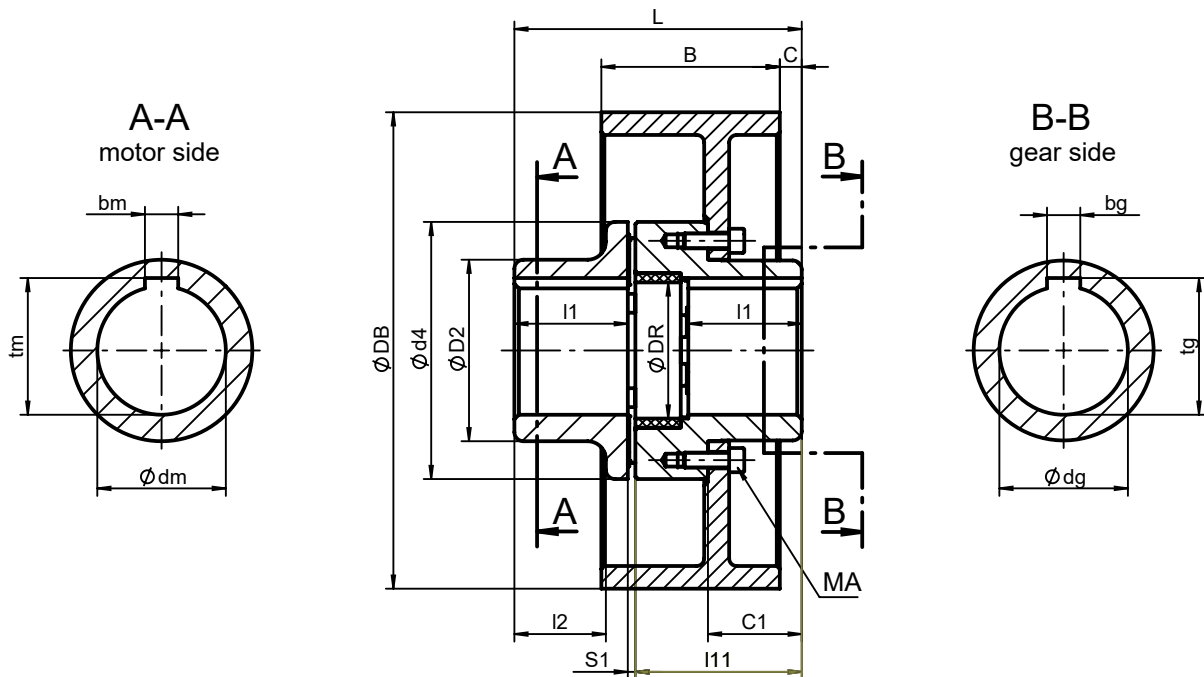
Weights and moments of inertia are not binding, referring to the max. finish bore!

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	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 ²	0,004	0,011	0,020	0,043	0,096	0,173	0,355


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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 ⁻¹	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	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
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 +3,0	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 of the coupling with steel brake disc				
		kgm ² 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						94,2	105,4	
						3,767	3,925	
710 x 30							125,1	
							6,144	

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



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Coupling KST-BT			100	125	145	170	200	230	260	
M_{Br} max. at max. drum-Ø	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	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	
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 +3,0	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 ⁻¹	mm	14	20	21	C				
		kg	7,8	10,0	12,1	Weight				
		kgm ²	0,040	0,047	0,056	Moment of inertia of the coupling with brake drum				
	250 x 95 $n_{max.}$ 2300 min ⁻¹				13	27				
					16,6	20,0				
					0,131	0,152				
	315 x 118 $n_{max.}$ 1820 min ⁻¹					13	38			
						29,4	36,5			
						0,388	0,436			
	400 x 150 $n_{max.}$ 1440 min ⁻¹						26	36		
						53,1	59,9			
						1,138	1,207			
500 x 190 $n_{max.}$ 1150 min ⁻¹							25	25		
							87,2	99,1		
							3,132	3,299		

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