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VOITH

Separate mounted arrangement
Highly flexible K Coupling

Advantages and benefits

+ Shifts resonance frequencies into non-critical speed ranges
+ Ensures a high degree of operational durability
+ Standardized components ensure an optimal cost/benefit ratio
+ High torque capacity

**K Couplings for separate mounted arrangements are specially designed for applications where driver and driven machines are installed on different foundations and located relatively close to each other.
This coupling type compensates for axial, radial and angular misalignments in the drive train. Driver and driven machines have elastic supports and can therefore vibrate in all directions relative to one another. The flexibility is adjusted via the elasticity of the elastomer element.**

The K Coupling shifts resonance frequencies below idle speed and dampens torsional vibrations and shock loads. As a result, operational stability and thus productivity of your system or vehicle increase. Typical applications are compressor stations, rail vehicles, generator sets and shredder units. Depending on the size, up to 1 300 000 Nm can be safely transferred.

For separate mounted arrangements, we offer different designs of universally flexible couplings:

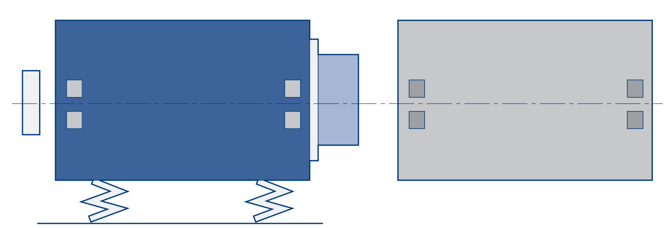
Universally flexible coupling without bearing

- This coupling type is used when driver and driven machines are installed on different foundations and located relatively close to each other
- The elastically mounted driver and the rigid or also elastically mounted driven machine are able to move in the axial, radial and angular direction relative to each other
- The coupling compensates for these movements by having flexibility in axial. radial and angular direction

Radially centered coupling with spherical bearing

- This type of coupling is used when driver and driven machine are mounted on different foundations and there is already one joint in the drive train
- The integrated spherical bearing in the coupling then becomes the second point of articulation

Separate mounted arrangement



Product range universally flexible couplings

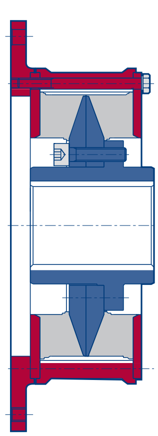
Designation	Type of coupling	Bearing type	Frictional damping	Connection	Notes
BR 200	Universally flexible twin element coupling	–	no	Engine flywheel – solid shaft	
BR 210	Universally flexible twin element coupling	–	no	Engine flywheel – solid shaft	Radially removable elements
BR 215	Universally flexible twin element coupling	–	no	Engine flywheel – solid shaft	Radially removable elements and short installed length
BR 220	Universally flexible twin element coupling	–	no	Flange – solid shaft	
BR 230	Universally flexible twin element coupling	–	no	Solid shaft – solid shaft	
BR 240	Universally flexible twin element coupling	–	no	Solid shaft – solid shaft	Radially removable elements

Product range Radially centered coupling

Designation	Type of coupling	Bearing type	Frictional damping	Connection	Notes
BR 260	Universally flexible twin element coupling	Spherical bearing	no	Engine flywheel – solid shaft with second joint	
BR 261	Universally flexible twin element coupling	Spherical bearing	no	Engine flywheel – solid shaft with second joint	Small connection

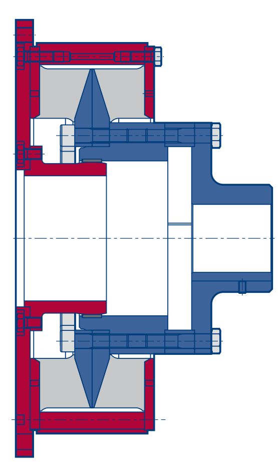
Universally flexible coupling without bearing

Series 200



Radially centered coupling with spherical bearing

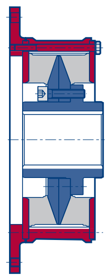
Series 260



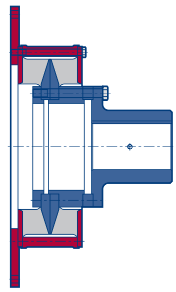
Coupling parameters

Double standard elastomer elements, parallel, preloaded, without frictional damping

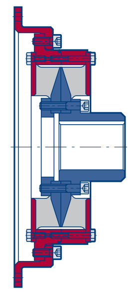
Series 200



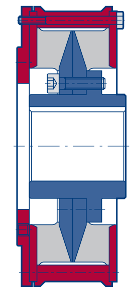
Series 210



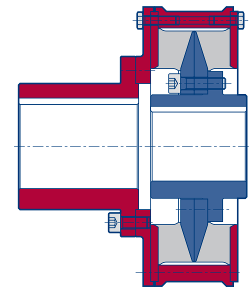
Series 215



Series 220

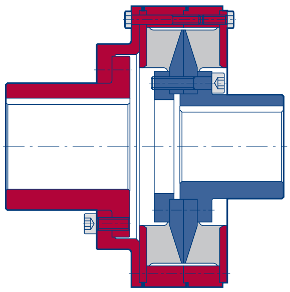


Series 230

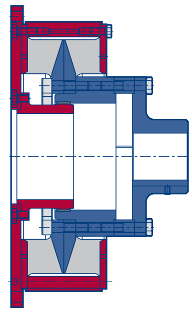


Size	Shore hardness shA [°]	Nominal torque T_{KN} [Nm]	Maximum torque T_{Kmax} [Nm]	Admissible continuous alt. torque T_{KW} [Nm]	Dynamic torsional rigidity C_{Tdyn} [Nm/rad]	Axial spring rigidity C_{ax} [N/mm]	Radial spring rigidity C_{rad} [N/mm]	Admissible power loss P_{KV} [W]	Relative damping ψ
K 005	N 45	360	1080	130	1 900	2 200	700	100	0.75
	N 50	400	1200	140	2 800	3 000	900		0.75
	N 60	440	1320	150	4 200	3 600	1 300		0.95
	N 70	480	1440	170	8 200	6 000	2 500		1.15
K 010	N 45	520	1560	180	2 600	2 600	800	130	0.75
	N 50	600	1800	210	4 000	3 400	1 000		0.75
	N 60	660	1980	230	6 000	4 000	1 400		0.95
	N 70	720	2160	250	12 400	6 800	2 800		1.15
K 015	N 45	700	2 100	240	3 400	3 000	900	150	0.75
	N 50	780	2 340	270	5 200	3 800	1 100		0.75
	N 60	860	2 580	300	8 000	4 400	1 600		0.95
	N 70	960	2 880	340	16 200	7 800	3 100		1.15
K 020	N 45	900	2 700	320	4 200	3 400	1 000	170	0.75
	N 50	1 020	3 060	360	7 200	4 400	1 200		0.75
	N 60	1 140	3 420	400	10 000	5 000	1 700		0.95
	N 70	1 240	3 720	430	21 200	8 800	3 400		1.15
K 025	N 45	1 180	3 540	360	5 600	3 800	1 100	200	0.75
	N 50	1 320	3 960	400	9 200	5 000	1 300		0.75
	N 60	1 460	4 380	440	13 600	5 800	1 900		0.95
	N 70	1 620	4 860	490	27 200	10 000	3 600		1.15
K 030	N 45	1 500	4 500	450	7 200	4 200	1 300	220	0.75
	N 50	1 680	5 040	500	12 000	5 800	1 500		0.75
	N 60	1 860	5 580	560	17 600	6 600	2 100		0.95
	N 70	2 060	6 180	620	35 900	11 200	4 200		1.15
K 035	N 45	1 920	5 760	580	9 200	4 800	1 500	250	0.75
	N 50	2 180	6 540	650	15 200	6 600	1 700		0.75
	N 60	2 420	7 260	730	23 400	7 600	2 500		0.95
	N 70	2 660	7 980	800	45 200	12 600	4 800		1.15
K 040	N 45	2 480	7 440	740	12 000	5 400	1 600	290	0.75
	N 50	2 800	8 400	840	19 600	7 000	1 900		0.75
	N 60	3 100	9 300	930	30 000	8 800	2 800		0.95
	N 70	3 420	10 260	1 030	58 200	14 000	5 300		1.15
K 045	N 45	3 360	10 080	840	17 000	6 000	1 800	340	0.75
	N 50	3 780	11 340	940	26 600	8 000	2 100		0.75
	N 60	4 200	12 600	1 050	40 800	10 000	3 000		0.95
	N 70	4 620	13 860	1 160	79 000	16 000	5 900		1.15
K 050	N 45	4 340	13 020	1 080	21 000	6 600	2 000	390	0.75
	N 50	4 880	14 640	1 220	34 200	9 000	2 300		0.75
	N 60	5 420	16 260	1 360	52 000	11 200	3 300		0.95
	N 70	5 980	17 940	1 500	100 000	18 000	6 400		1.15
K 055	N 45	5 980	17 940	1 500	29 200	7 400	2 200	460	0.75
	N 50	6 720	20 160	1 680	47 200	10 000	2 600		0.75
	N 60	7 460	22 380	1 870	72 800	12 500	3 800		0.95
	N 70	8 220	24 660	2 060	141 000	20 000	7 300		1.15
K 060	N 45	8 800	26 400	2 200	42 800	8 200	2 600	570	0.75
	N 50	9 900	29 700	2 480	69 400	11 000	3 000		0.75
	N 60	11 000	33 000	2 750	106 000	13 800	4 400		0.95
	N 70	12 100	36 300	3 030	206 800	22 000	8 400		1.15

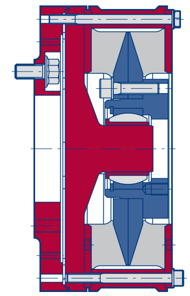
Dynamic torsional rigidity at 20 °C
Adm. temperature at the natural rubber surface between -40 to +90 °C



Series 240



Series 260



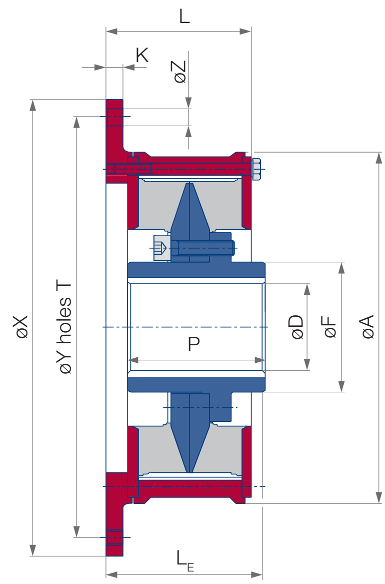
Series 261

Size	Shore hardness shA [°]	Nominal torque T_{KN} [Nm]	Maximum torque T_{Kmax} [Nm]	Admissible continuous alt. torque T_{KW} [Nm]	Dynamic torsional rigidity C_{Tdyn} [Nm/rad]	Axial spring rigidity C_{ax} [N/mm]	Radial spring rigidity C_{rad} [N/mm]	Admissible power loss P_{KV} [W]	Relative damping ψ
K 065	N 45	12 600	37 800	2 520	62 000	9 600	2 900	690	0.75
	N 50	14 200	42 600	2 840	100 000	13 000	3 400		0.75
	N 60	15 800	47 400	3 160	154 000	16 000	4 900		0.95
	N 70	17 400	52 200	3 480	299 000	26 000	9 500		1.15
K 070	N 45	18 200	54 600	3 640	88 600	11 000	3 300	840	0.75
	N 50	20 400	61 200	4 080	143 000	15 000	3 900		0.75
	N 60	22 800	68 400	4 560	220 000	18 800	5 700		0.95
	N 70	25 000	75 000	5 000	426 800	30 000	10 900		1.15
K 075	N 45	24 800	74 400	4 960	122 000	12 500	3 800	980	0.75
	N 50	28 000	84 000	5 600	196 000	17 000	4 400		0.75
	N 60	31 000	93 000	6 200	302 000	21 600	6 400		0.95
	N 70	34 200	102 600	6 840	580 000	34 000	12 300		1.15
K 080	N 45	33 800	101 400	6 760	164 600	14 000	4 300	1 160	0.75
	N 50	38 000	114 000	7 600	266 000	19 000	5 000		0.75
	N 60	42 200	126 600	8 440	410 000	24 500	7 300		0.95
	N 70	46 400	139 200	9 280	794 000	38 000	14 000		1.15
K 085	N 45	47 800	143 400	9 560	234 000	16 000	5 000	1 390	0.75
	N 50	53 800	161 400	10 760	376 000	21 000	5 800		0.75
	N 60	59 800	179 400	11 960	580 000	27 000	8 400		0.95
	N 70	65 800	197 400	13 160	1 124 000	42 000	16 400		1.15
K 090	N 45	71 400	196 400	13 320	432 000	19 800	6 380	1 660	0.75
	N 50	82 400	226 600	15 000	720 000	26 400	7 480		0.75
	N 60	90 800	249 600	16 640	1 051 200	32 450	9 790		0.95
	N 70	98 000	269 400	18 320	2 160 000	50 600	20 900		1.15
K 095	N 45	97 000	291 000	19 400	490 000	–	–	–	0.75
	N 50	109 200	326 000	21 840	800 000				0.75
	N 60	121 200	362 000	24 240	1 200 000				0.95
	N 70	133 400	400 200	26 680	2 400 000				1.15
K 100	N 45	128 800	386 400	25 760	640 000	–	–	–	0.75
	N 50	144 800	434 000	28 960	1 040 000				0.75
	N 60	161 000	480 000	32 200	1 580 000				0.95
	N 70	177 000	531 000	35 400	3 100 000				1.15
K 105	N 45	160 000	480 000	32 000	860 000	–	–	–	0.75
	N 50	180 000	540 000	36 000	1 380 000				0.75
	N 60	200 000	600 000	40 000	2 200 000				0.95
	N 70	220 000	660 000	44 000	4 200 000				1.15
K 110	N 45	210 000	630 000	42 000	1 240 000	–	–	–	0.75
	N 50	236 000	708 000	47 200	2 000 000				0.75
	N 60	262 000	780 000	52 400	3 000 000				0.95
	N 70	288 400	865 200	57 680	6 000 000				1.15
K 115	N 45	260 000	780 000	52 000	1 660 000	–	–	–	0.75
	N 50	292 200	876 000	58 440	2 646 000				0.75
	N 60	324 600	974 000	64 920	4 000 000				0.95
	N 70	357 000	1 071 000	71 400	8 000 000				1.15
K 120	N 45	322 200	966 600	64 440	2 200 000	–	–	–	0.75
	N 50	362 000	1 084 000	72 480	3 528 000				0.75
	N 60	402 600	1 208 000	80 520	5 400 000				0.95
	N 70	443 000	1 329 000	88 600	10 600 000				1.15

Dynamic torsional rigidity at 20 °C
Adm. temperature at the natural rubber surface between -40 to +90 °C

Dimensions

Series 200

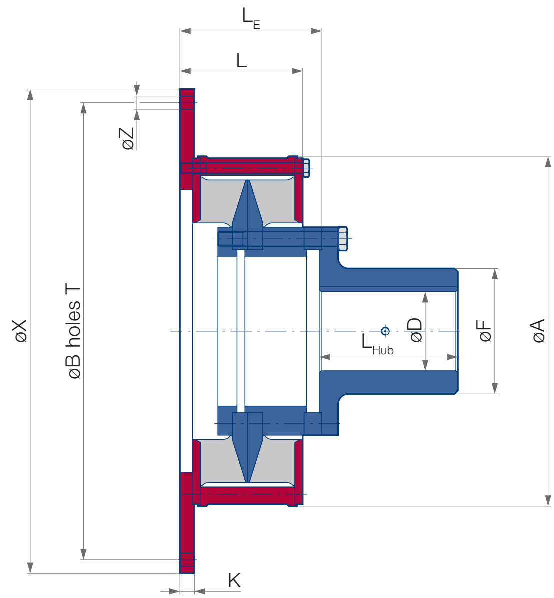


Size	Flywheel	Flywheel connecting dimensions					Hub dimensions						Mass	Mass moments of inertia	
	SAE J620	X_{g7}	$Y_{\pm 0,2}$	Z	T	K	D_{H7}	F	P	A	L	L_E	m [kg]	Primary side J_A [kgm^2]	Secondary side J_I [kgm^2]
K 005	6.5 7.5	215.9 241.3	200.0 222.3	9 9	6 8	8 8	38	65	56	166	63.2	66	7.1 7.7	0.027 0.034	0.003
K 010	7.5 8	241.3 263.5	222.3 244.5	9 11	8 6	8 10	46	74	68	186	68	78	9.7 10.6	0.043 0.058	0.008
K 015	7.5 8	241.3 263.5	222.3 244.5	9 11	8 6	8 10	46	74	68	198	77.2	81	12.0 12.8	0.061 0.073	0.012
K 020	8 10	263.5 314.3	244.5 295.3	11 11	6 8	10 10	56	89	82	226	84.2	97	15.7 17.5	0.100 0.138	0.016
K 025	10 11.5	314.3 352.4	295.3 333.4	11 11	8 8	10 10	56	89	82	240	91.8	100	20.8 22.4	0.168 0.212	0.024
K 030	10 11.5 14	314.3 352.4 466.7	295.3 333.4 438.2	11 11 14	8 8 8	12 12 12	74	115	112	266	101.4	130	26.3 28.1 35.0	0.218 0.270 0.564	0.050
K 035	11.5 14	352.4 466.7	333.4 438.2	11 14	8 8	12 12	74	115	112	284	104	128	32.7 39.6	0.337 0.631	0.062
K 040	11.5 14	352.4 466.7	333.4 438.2	11 14	8 8	14 12	88	138	135	316	113.2	151	42.5 49.1	0.456 0.742	0.114
K 045	14	466.7	438.2	14	8	12	88	138	135	340	126	157	58.7	0.924	0.168
K 050	14 16	466.7 517.5	438.2 489.0	14 14	8 8	14 14	114	176	180	380	142.2	204	78.2 82.5	1.26 1.52	0.320
K 055	14 16	466.7 517.5	438.2 489.0	14 18	8 8	21 14	126	195	195	424	158	220	104.3 107	1.98 2.16	0.532
K 060	16 18	517.5 571.5	489.0 542.9	18 18	8 6	23 18	142	220	218	476	173.8	243	143 148	3.26 3.67	0.992
K 065	21 24	673.1 733.4	641.4 692.2	18 20	12 12	16 18	165	252	255	534	194	282	196 207	6.62 7.97	1.62
K 070	21 24	673.1 733.4	641.4 692.2	18 20	12 12	18 18	185	280	285	594	214	312	286 304	10.17 11.33	3.18
K 075	24	753.0	692.2	22	12	20	205	312	315	656	234	341	383	16.14	5.36
K 080	–	835.0	762.0	24	12	24	228	348	352	726	264	385	517	26.65	8.91

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 080 are available on request

Dimensions

Series 210

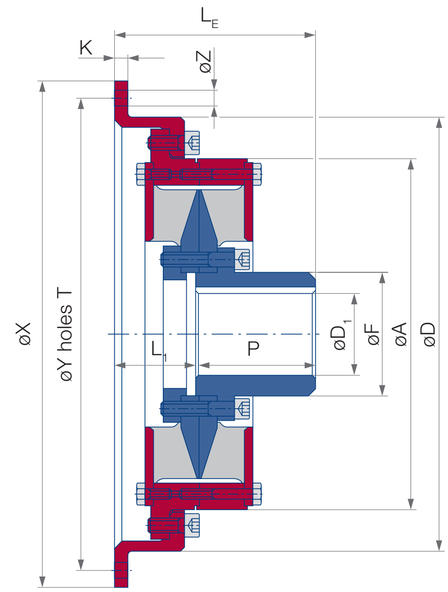


Size	Flywheel	Flywheel connecting dimensions					Hub dimensions						Mass	Mass moments of inertia	
	SAE J620	X_{g7}	$Y_{\pm 0,2}$	Z	T	K	D_{H7}	F	P	A	L	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_I [kgm²]
K 050	–	470	440	13	20	16	114	176	180	380	135.2	298.0	85	1.340	0.460
K 065	21	673.2	641.4	16.5	12	27	139.7	215	203.2	534	190	434.5	223	8.017	1.981
K 075	24	733.4	682.6	27	12	29	205	312	315	656	232	261.2	322	16.570	5.060
K 090	–	1 070.1	1 025.0	24.6	32	38	140	230	252	906	322	376.2	881	90.300	21.900

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 090 are available on request

Dimensions

Series 215

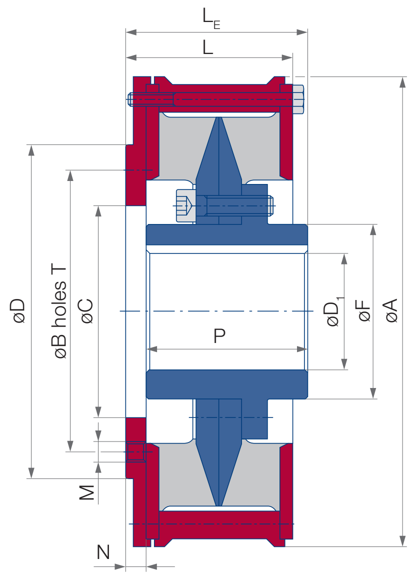


Size	Flywheel	Flywheel connecting dimensions					Hub dimensions							Mass	Mass moments of inertia	
	SAE J620	X_{g7}	$Y_{\pm 0,2}$	Z	T	K	$D_{1, H7}$	F	P	D	A	L_1	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_L [kgm²]
K 005	8	263.5	244.5	11	6	10	38	59	56	210	166	42	98	9.4	0.058	0.003
K 010	10	314.3	295.3	11	8	10	46	69	68	230	186	45	113	13.1	0.109	0.008
K 015	10	314.3	295.3	11	8	10	46	69	68	248	198	48	116	15.5	0.135	0.012
K 020	10	314.3	295.3	11	8	10	56	84	82	278	226	52	134	19.3	0.179	0.018
K 025	11.5	352.4	333.4	11	8	10	56	84	82	296	240	55	137	23.6	0.259	0.026
K 030	14	466.7	438.3	14	8	12	74	110	112	318	266	60	172	36.4	0.610	0.054
K 035	14	466.7	438.3	14	8	12	74	110	112	342	284	63	175	42.9	0.746	0.066
K 040	14	466.7	438.3	14	8	12	88	132	135	374	316	69	204	51.9	0.853	0.121
K 045	14	466.7	438.3	14	8	12	88	130	135	398	340	73	208	58.7	1.03	0.175
K 050	16	517.5	489.0	14	8	12	114	170	180	441	380	84	264	83.8	1.66	0.338
K 055	18	571.5	542.9	18	6	16	126	188	195	493	424	94	289	117	2.97	0.565
K 060	21	673.1	641.4	18	12	16	142	212	218	547	476	103	321	164	5.29	1.05
K 065	21	673.1	641.4	18	12	16	165	244	255	609	534	115	370	218	7.54	1.93
K 070	–	756.0	723.0	20	12	18	185	274	285	680	594	129	414	305	13.22	3.34
K 075	–	832.0	796.0	22	12	20	205	305	315	750	656	140	455	408	21.21	5.62
K 080	–	924.0	884.0	24	12	22	228	342	352	832	726	156	508	556	35.53	9.43

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 080 are available on request

Dimensions

Series 220

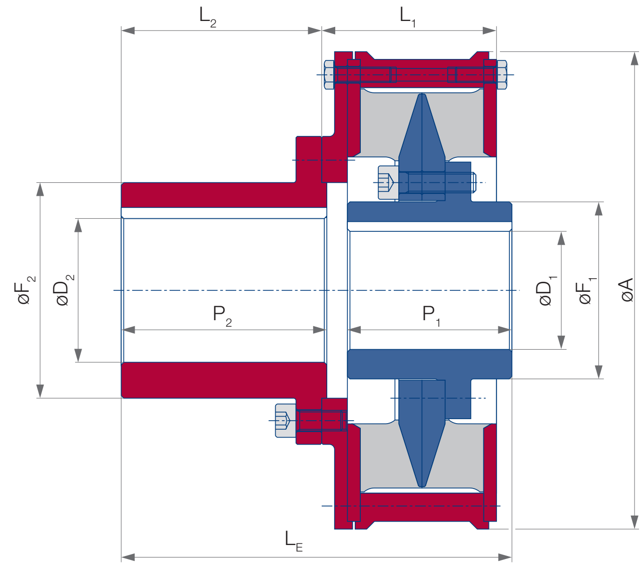


Size	Flange connecting dimenions					Hub dimensions							Mass	Mass moments of inertia	
	D	C_{H7}	$B_{\pm 0,1}$	M	T	$D_{1,H7}$	F	P	A	N	L	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_I [kgm²]
K 005	120	70	84	8	8	38	65	56	166	10	63.2	66	6.2	0.018	0.003
K 010	140	84	101.5	10	8	46	74	68	186	13	71.0	81	8.5	0.030	0.008
K 015	140	84	101.5	10	8	46	74	68	198	13	77.2	81	10.9	0.048	0.012
K 020	170	110	130	12	8	56	89	82	226	15	84.2	97	14.6	0.083	0.016
K 025	170	110	130	12	8	56	89	82	240	15	88.8	97	18.3	0.119	0.024
K 030	200	133	155.5	14	8	74	115	112	266	17	100.4	129	24.2	0.174	0.050
K 035	200	133	155.5	14	8	74	115	112	284	17	105.0	129	29.5	0.255	0.062
K 040	240	171	196	16	8	88	138	135	316	20	117.2	155	40.4	0.398	0.114
K 045	250	171	196	18	8	88	138	135	340	22	126.0	157	51.2	0.611	0.168
K 050	300	190	218	18	12	114	176	180	380	22	140.2	202	71.9	0.979	0.532
K 055	330	214	245	20	12	126	195	195	424	25	158.0	220	99.4	1.73	0.320
K 060	370	247	280	22	16	142	220	218	476	27	175.8	245	137	2.91	0.992
K 065	400	277	310	22	16	165	252	255	534	27	194.0	282	179	5.10	1.62
K 070	480	308	345	24	16	185	280	285	594	29	216.0	314	275	9.06	3.18
K 075	530	342	385	27	16	205	312	315	656	32	240.0	347	369	14.54	5.36
K 080	590	377	425	30	16	228	348	352	726	35	266.0	387	500	24.31	8.91

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 080 are available on request

Dimensions

Series 230

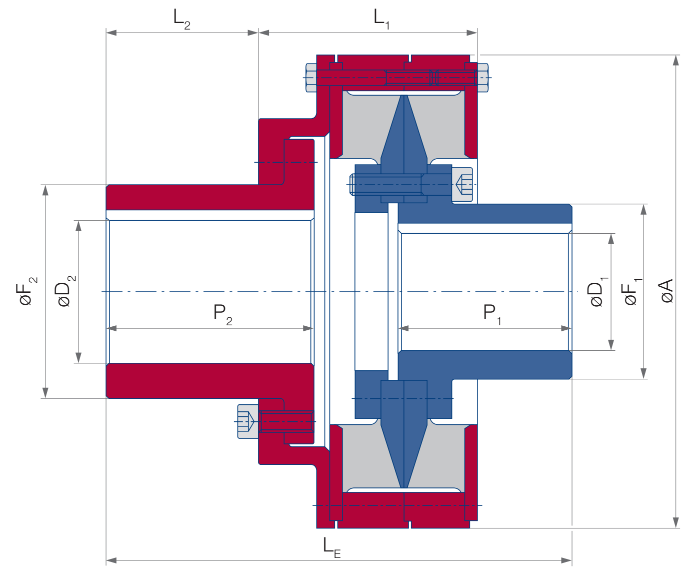


Size	Hub dimensions Primary side			Hub dimensions Secondary side							Mass	Mass moments of inertia	
	$D_{2,H7}$	F_2	P_2	$D_{1,H7}$	F_1	P_1	A	L_1	L_2	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_I [kgm²]
K 005	46	69	68	38	65	56	166	63.2	64	130	7.7	0.020	0.003
K 010	56	84	82	46	74	68	186	71.0	77	158	11.0	0.034	0.008
K 015	56	84	82	46	74	68	198	77.2	77	158	13.4	0.052	0.012
K 020	74	110	112	56	89	82	226	84.2	107	204	20.0	0.096	0.016
K 025	74	110	112	56	89	82	240	88.8	107	204	23.7	0.132	0.024
K 030	88	132	135	74	115	112	266	100.4	130	259	33.7	0.208	0.050
K 035	88	132	135	74	115	112	284	105.0	130	259	39.1	0.289	0.062
K 040	114	170	180	88	138	135	316	117.2	172	327	60.5	0.514	0.114
K 045	114	166	180	88	138	135	340	126.0	172	329	70.9	0.721	0.168
K 050	126	188	195	114	176	180	380	140.2	187	389	99.1	1.17	0.320
K 055	142	212	218	126	195	195	424	158.0	208	428	138	2.09	0.532
K 060	165	244	255	142	220	218	476	175.8	245	490	195	3.60	0.992
K 065	185	274	285	165	252	255	534	194.0	274	556	260	6.29	1.62
K 070	205	305	315	185	280	285	594	216.0	304	618	386	11.11	3.18
K 075	228	342	352	205	312	315	656	240.0	339	686	522	17.98	5.33
K 080	251	377	375	228	348	352	726	266.0	362	749	699	29.76	8.91

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 080 are available on request

Dimensions

Series 240

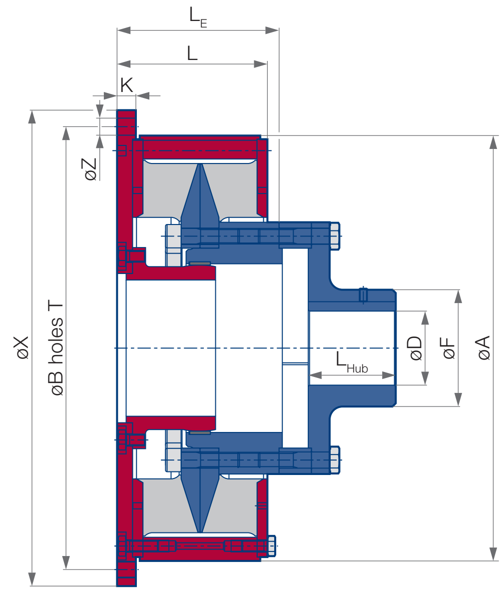


Size	Hub dimensions Primary side			Hub dimensions Secondary side							Mass	Mass moments of inertia	
	$D_{2,H7}$	F_2	P_2	$D_{1,H7}$	F_1	P_1	A	L_1	L_2	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_I [kgm²]
K 005	46	69	68	38	65	56	166	76.6	52	130	8.1	0.020	0.003
K 010	56	84	82	46	74	68	186	86.0	62	158	11.5	0.036	0.008
K 015	56	84	82	46	74	68	198	92.3	62	158	14.3	0.058	0.012
K 020	74	110	112	56	89	82	226	100.6	88	204	21.0	0.099	0.018
K 025	74	110	112	56	89	82	240	105.0	88	204	24.9	0.142	0.026
K 030	88	132	135	74	115	112	266	120.8	107	259	35.6	0.217	0.054
K 035	88	132	135	74	115	112	284	125.7	107	259	41.6	0.320	0.066
K 040	114	170	180	88	138	135	316	141.8	148	327	62.9	0.388	0.121
K 045	114	166	180	88	138	135	340	150.9	146	329	72.4	0.723	0.175
K 050	126	188	195	114	176	180	380	166.0	159	389	103	1.22	0.338
K 055	142	212	218	126	195	195	424	188.5	178	428	144	2.15	0.565
K 060	165	244	255	142	220	218	476	208.5	211	490	202	3.68	1.05
K 065	185	274	285	165	252	255	534	229.5	241	556	286	6.54	1.93
K 070	205	305	315	185	280	285	594	253.9	267	618	397	11.35	3.34
K 075	228	342	352	205	312	315	656	283.8	298	686	540	18.42	5.62
K 080	251	377	375	228	348	352	726	316.7	315	749	724	30.46	9.43

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 080 are available on request

Dimensions

Series 260

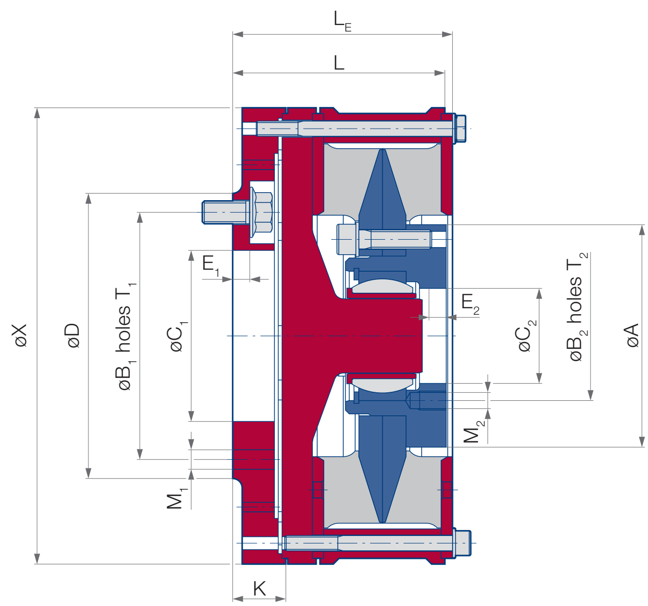


Size	Flywheel	Flywheel connecting dimensions					Hub dimensions						Mass	Mass moments of inertia	
	SAE J620	X_{g7}	$B_{\pm 0,2}$	T	K	$Z_{\pm 0,5}$	D_{H7}	F	L_{Hub}	A	L	L_E	m [kg]	Primary side J_A [kgm^2]	Secondary side J_I [kgm^2]
K 075	24	734	682.6	12	29	26	114	180	135	656	232	259	392	18.27	5.33
K 090	–	1 070	1 025	32	38	24.6	140	230	252	906	322	376.2	984	99.40	22.00

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 090 are available on request

Dimensions

Series 261



Size	Flange connecting dimenions								Hub dimensions								Mass	Mass moments of inertia	
	X	D	$C_{1, H7}$	$B_{1, \pm 0,1}$	M_1	T_1	E_1	K	$C_{2, H7}$	$B_{2, \pm 0,1}$	M_2	T_2	E_2	A	L	L_E	m [kg]	Primary side J_A [kgm²]	Secondary side J_I [kgm²]
K 075	240	150	90	130	12	8	10	26	50	68	10	12	10	117	112.5	115.8	12.7	0.073	0.014

Dimensions in mm
Mass and mass moment of inertia are based on the use of steel
Aluminum is available on request
Sizes bigger K 075 are available on request

Maximalum admissible speeds

Series	BR 200, 210, 215, 220, 230, 240, 260, 261		
Size	**Aluminum**	**C 45**	**GGG 40**
K 005	13 300	11 800	10 100
K 010	11 500	10 400	8 900
K 015	10 500	9 600	8 200
K 020	9 700	8 700	7 400
K 025	9 000	8 100	6 900
K 030	8 000	7 200	6 200
K 035	7 400	6 700	5 700
K 040	6 800	6 100	5 200
K 045	6 100	5 600	4 800
K 050	5 600	5 000	4 300
K 055	5 000	4 500	3 800
K 060	4 300	3 900	3 400
K 065	3 900	3 500	3 000
K 070	3 400	3 100	2 700
K 075	3 100	2 800	2 400
K 080	2 800	2 500	2 200
K 085	2 500	2 300	1 900
K 090	2 200	2 000	1 700

All speeds stated in rpm.
Higher speeds available on request with special designs
Speeds for sizes bigger K 090 available on request

Admissible shaft misalignments

Size	Maximum admissible radial misalignment during load peaks [mm]	Continuous admissible radial misalignment r at 600 rpm [mm]	Continuous admissible axial misalignment [mm]	Continuous admissible angular misalignment at 600 rpm [°]
K 005	1.5	1.0	0.9	1
K 010	1.5	1.2	1.0	1
K 015	1.7	1.3	1.2	1
K 020	3.0	1.4	1.4	1
K 025	3.5	1.5	1.5	1
K 030	4.0	1.6	1.7	1
K 035	4.0	1.7	1.8	1
K 040	4.0	1.8	2.0	1
K 045	4.0	2.0	2.1	1
K 050	5.0	2.2	2.3	1
K 055	5.0	2.4	2.8	1
K 060	5.0	2.7	3.1	1
K 065	5.0	3.0	3.5	1
K 070	5.0	3.5	3.9	1
K 075	6.0	3.6	4.3	1
K 080	6.0	4.0	4.8	1
K 085	6.0	4.4	5.3	1
K 090	7.0	4.8	6.0	1

The recommended alignment tolerances are 10 % of the stated admissible shaft misalignment.

Radial displacement of couplings:
The admissible radial displacements for couplings can be stated only with reference to one determined speed since any radial displacement causes additional thermal stress.
The continuous displacement is stated for 600 rpm; at higher speeds n_x,

$$r_{adm} = r \cdot \sqrt{\frac{600}{n_x}}, \quad n_x : \text{max. speed}$$

VT2384, en, 2019-03, BDI. Dimensions and illustrations without obligation. Subject to modifications.

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