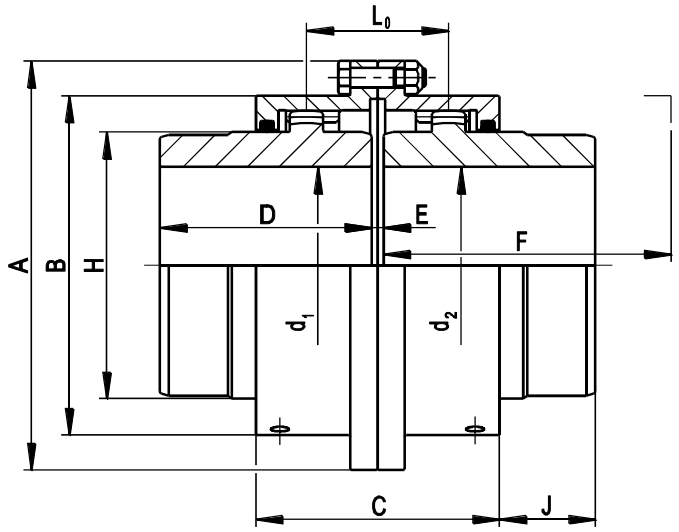
3.9 Designs and dimension tables of the product family LBk

Designs	Series	Page
Basic design	LBk	70
Basic design with retaining ring	LBRkn	71
Spacer design	LBLk	72
Spacer design with retaining ring	LRLkn	74
Intermediate shaft design	LBGk	76
Intermediate shaft design with retaining ring	LRGkn	78
Design with brake disc for shoe brake	LBkD	80
Design with brake disc for disc brake	LBkT	81
Vertical design	VLBk	82
Electrically insulated design	LBki	83

Tab. 17: Designs of the product family LBk

LBk series

Dimension table no.: B759808-0



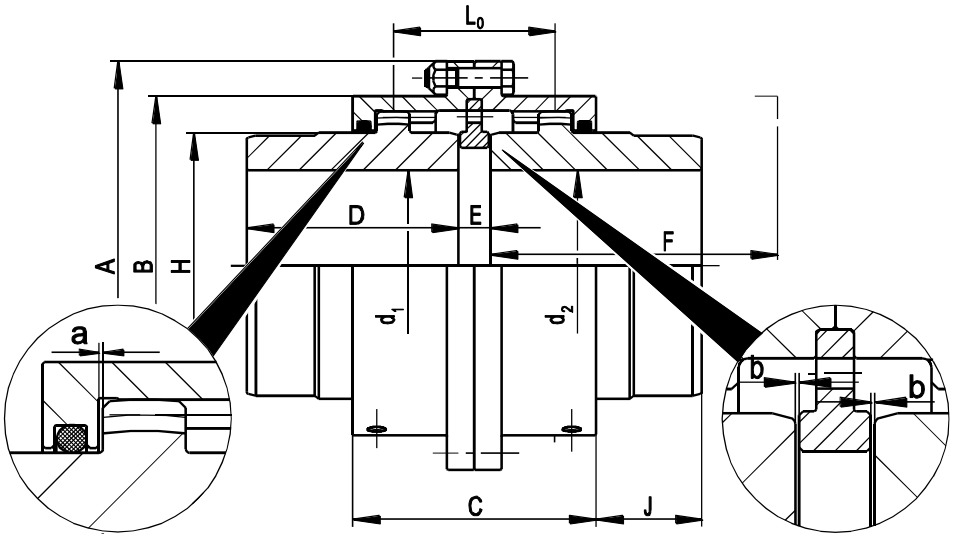
B570276-0

Size	Nominal torque	Speed	Bore d_1; d_2		Dimensions									Max. static radial offset ΔK_r [1]	Mass moment of inertia [2]	Weight [2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F [3]	H	J	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	90	50	4	80	48	7	44	0.57	0.0034	2.9
38	0.95	7500	12	46	115	88	101	60	5	90	60	12	53	0.69	0.0059	4.3
48	2.1	6900	22	59	145	108	102	70	5	100	77	21.5	54	0.71	0.015	7
60	3.5	6300	22	69	165	125	107	80	6	110	90	29.5	59	0.77	0.026	9.3
70	5.9	5900	28	85	195	146	112	90	6	120	112.5	37	60	0.78	0.059	14.7
80	9	5400	28	98	215	168	119	100	6	130	128	43.5	64	0.84	0.097	20
90	13	5000	32	110	230	185	127	110	8	140	145	50.5	70	0.92	0.14	25.4
100	18	4700	32	123	265	210	148	125	8	150	160.5	55	82	1.08	0.28	38
110	23	4300	55	135	270	224	161	140	8	170	176	63.5	94	1.23	0.36	45.6
125	30.5	4000	65	150	305	245	175	150	10	180	200.5	67.5	102	1.34	0.64	62
140	42	3700	75	170	330	270	197	170	10	200	224.5	76.5	110	1.44	1.03	82
160	61	3400	85	195	375	305	221	190	12	230	256.5	85.5	130	1.70	1.5	120
180	90	3100	120	220	425	348	250	220	12	260	288.5	101	144	1.89	3.6	177
200	130	2900	140	245	470	392	272	250	14	300	320.5	121	162	2.12	6.2	245
225	189	2700	160	275	535	437	315	280	16	330	362	130.5	184	2.42	11.2	347

[1] In relation to a permissible angular displacement of ΔK_w =0.75° for each coupling half.
[2] Values for the complete coupling for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.

LBRkn series

Dimension table no.: B759809-0



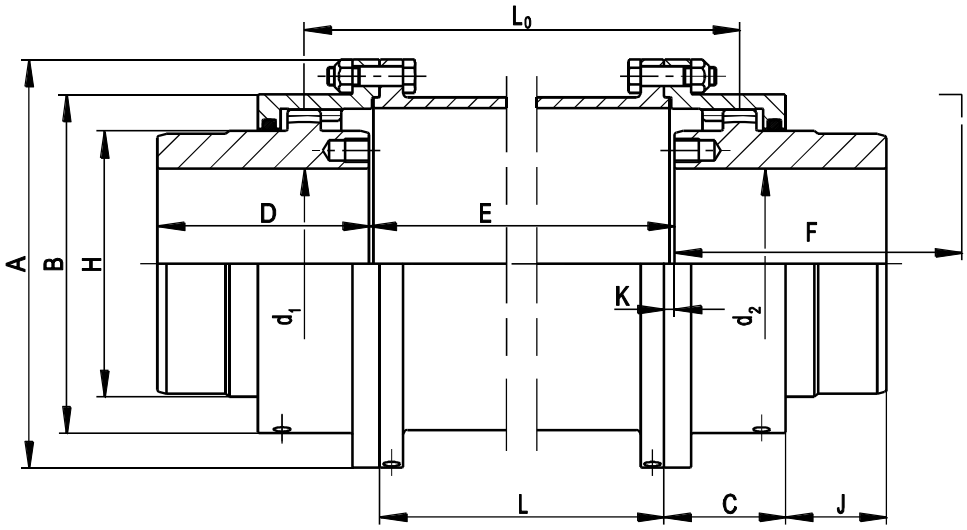
B570285-0

Size	Nominal torque	Speed	Bore d_1; d_2		Dimensions									Axial clearances a and b [1]	Mass moment of inertia [2]	Weight [2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F [3]	H	J	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	90	50	13	80	48	11.5	53	0.50	0.004	3.1
38	0.95	7500	12	46	115	88	101	60	14	90	60	16.5	62	0.50	0.006	4.5
48	2.1	6900	22	59	145	108	102	70	14	100	77	26	63	0.50	0.016	7.3
60	3.5	6300	22	69	165	125	107	80	17	110	90	35	70	0.50	0.027	9.8
70	5.9	5900	28	85	195	146	112	90	17	120	112	42.5	71	0.50	0.062	15.4
80	9	5400	28	98	215	168	119	100	18	130	128	49.5	76	0.50	0.102	21
90	13	5000	32	110	230	185	127	110	20	140	145	56.5	82	0.50	0.15	26.5
100	18	4700	32	123	265	210	148	125	21	150	160	61.5	95	0.50	0.29	39.8
110	23	4300	55	135	270	224	161	140	21	170	176	70	107	1.00	0.38	47.5
125	30.5	4000	65	150	305	245	175	150	25	180	200	75	117	1.00	0.66	64.4
140	42	3700	75	170	330	270	197	170	27	200	224	85	127	1.00	1.07	85
160	61	3400	85	195	375	305	221	190	29	230	256	94	147	1.00	1.57	124
180	90	3100	120	220	425	348	250	220	34	260	288	112	166	1.00	3.72	183
200	130	2900	140	245	470	392	272	250	36	300	320	132	184	1.00	6.39	252
225	189	2700	160	275	535	437	315	280	39	330	362	142	207	1.00	11.5	357

[1] With these axial clearances, the permissible angular displacement ΔK_w =0.6° for each coupling half.
The axial clearances a and b can be changed if necessary.
[2] Values for the complete coupling for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.

LBLk series

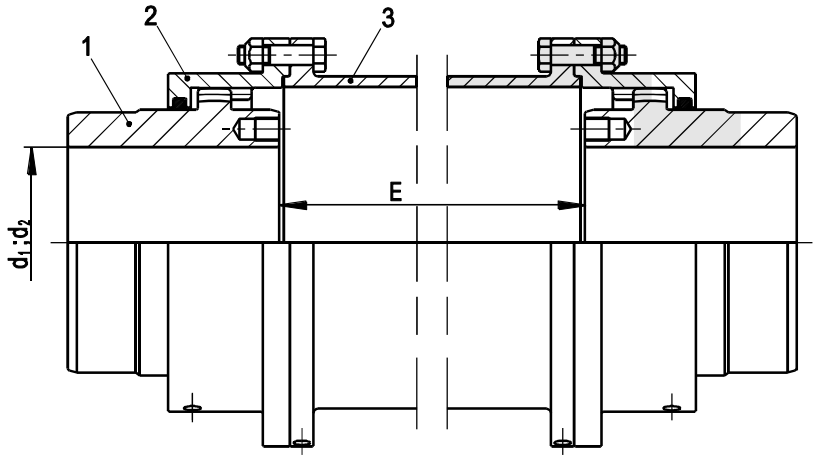
Dimension table no.: B759810-0



B570286-0

Size	Nominal torque	Speed[3]	Bore d_1; d_2		Dimensions										Mass moment of inertia[1]	Weight[1]
	T_{KN}	n_{max}	min	max	A	B	C	D	F[2]	H	J	K	L	L_0		
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	45	50	80	48	9.5	4.5	E-9	E+40	0.0034	2.9
38	0.95	7500	12	46	115	88	50.5	60	90	60	14.5	5	E-10	E+48	0.0059	4.3
48	2.1	6900	22	59	145	108	51	70	100	77	24	5	E-10	E+49	0.015	7
60	3.5	6300	22	69	165	125	53.5	80	110	90	32	5.5	E-11	E+53	0.026	9.3
70	5.9	5900	28	85	195	146	56	90	120	112.5	40	6	E-12	E+54	0.059	14.7
80	9	5400	28	98	215	168	59.5	100	130	128.5	46.5	6	E-12	E+58	0.097	20
90	13	5000	32	110	230	185	63.5	110	140	145	53.5	7	E-14	E+62	0.14	25.4
100	18	4700	32	123	265	210	74	125	150	160.5	58	7	E-14	E+74	0.28	38
110	23	4300	55	135	270	224	80.5	140	170	176	66.5	7	E-14	E+86	0.36	45.6
125	30.5	4000	65	150	305	245	87.5	150	180	200.5	70.5	8	E-16	E+92	0.64	62
140	42	3700	75	170	330	270	98.5	170	200	224.5	80.5	9	E-18	E+100	1.03	82
160	61	3400	85	195	375	305	110.5	190	230	256.5	89.5	10	E-20	E+118	1.5	93
180	90	3100	120	220	425	348	125	220	260	288.5	107	12	E-24	E+132	3.6	177
200	130	2900	140	245	470	392	136	250	300	320.5	126	12	E-24	E+148	6.2	245
225	189	2700	160	275	535	437	157.5	280	330	362	136.5	14	E-28	E+168	11.2	347

[1] Values for the complete coupling, without spacer, for bore d_1; d_2 max.
[2] The dismounting dimension F is required for changing the O-rings.
[3] The speed n_{max} depends on the length and weight of the spacer.



B831345-0

Legend
1 Hub 2 Sleeve 3 Spacer

Weight of the spacer

G_1 = spacer at E_{min}

G_2 = per 1 mm spacer length

G_3 = spacer at E> E_{min}

$$G_3 = G_1 + (E - E_{min}) \cdot G_2$$

Torsional stiffness of the coupling

C_1 = coupling at E_{min}

C_2 = per 1 mm spacer length

C_3 = coupling at E > E_{min}

$$C_3 = \frac{1}{\frac{1}{C_1} + \frac{E - E_{min}}{C_2}}$$

Mass moment of inertia spacer

J_1 = spacer at E_{min}

J_2 = per 1 mm spacer length

J_3 = spacer at E> E_{min}

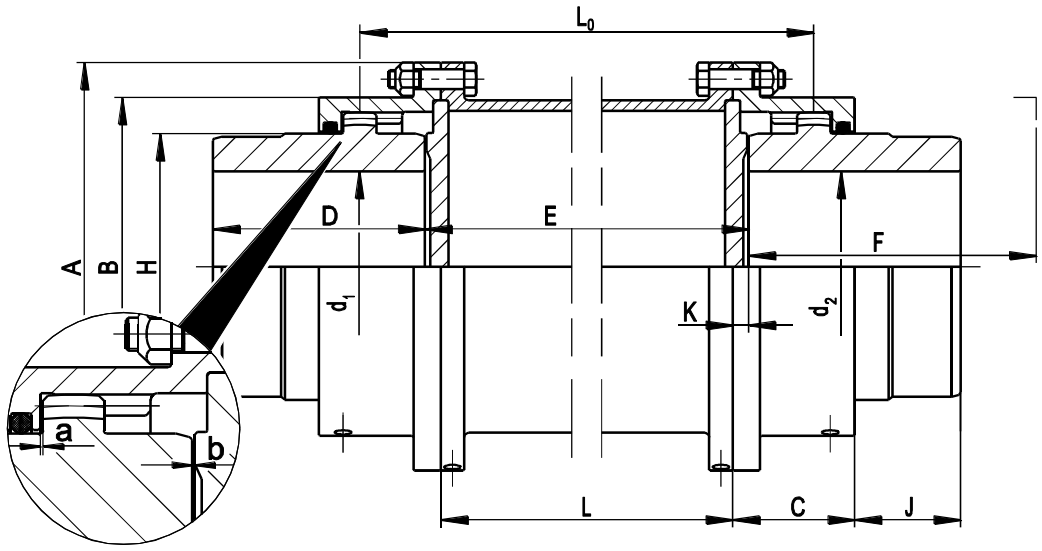
$$J_3 = J_1 + (E - E_{min}) \cdot J_2$$

Size	E_{min} mm	G_1 kg	G_2 kg/mm	C_1 MNm/rad	C_2 MNm · mm/rad	J_1 kgm²	J_2 kgm²/mm
32	79	1.81	0.011	0.46	90.5	0.0025	0.000010
38	80	2.16	0.011	0.73	113.2	0.0036	0.000011
48	85	2.36	0.014	1.45	202.4	0.0087	0.00002
60	86	4.20	0.018	2.48	410.2	0.015	0.00004
70	102	6.70	0.022	4.47	724.0	0.034	0.00007
80	102	7.40	0.029	6.83	1140.5	0.05	0.00011
90	104	8.90	0.030	9.95	1724	0.065	0.00017
100	119	13.3	0.034	12.77	2325	0.128	0.00023
110	119	14.1	0.040	15.95	3257	0.14	0.00032
125	146	20.6	0.040	20.93	4308	0.28	0.00043
140	148	23.7	0.048	28.85	6463	0.38	0.00064
160	165	33.2	0.053	39.28	8928	0.69	0.00088
180	194	50	0.070	55.51	14075	1.34	0.0014
200	194	59	0.079	80.85	23218	1.96	0.0023
225	228	98	0.120	111.9	36882	4.1	0.0036

Information based on d_1; d_2 max.
G_3 and J_3 refer exclusively to the spacer.
C_3 relates to the entire coupling.

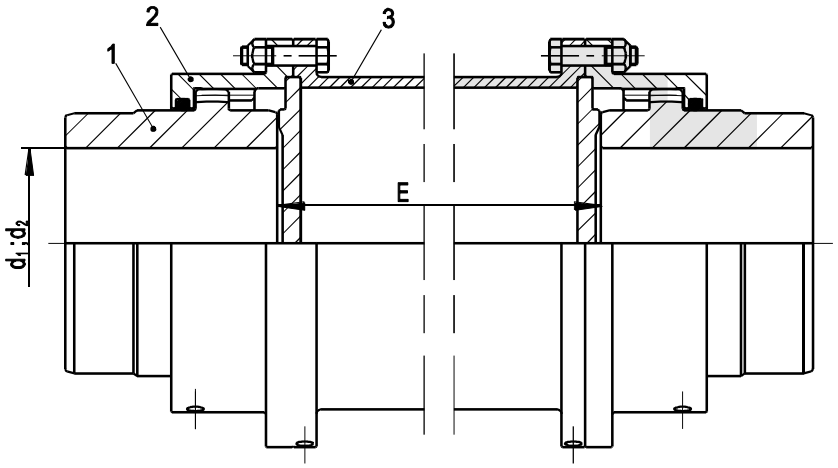
LRLkn series

Dimension table no.: B759811-0



Size	Nominal torque	Speed[4]	Bore d_1; d_2		Dimensions										Axial clearances a and b[1]	Mass moment of inertia[2]	Weight[2]
	T_{KN}	n_{max}	min	max	A	B	C	D	F[3]	H	J	K	L	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	45	50	80	48	11.5	6.5	E-13	E+40	0.5	0.004	3.3
38	0.95	7500	12	46	115	88	50.5	60	90	60	16.5	7	E-14	E+48	0.5	0.006	4.8
48	2.1	6900	22	59	145	108	51	70	100	77	26	7	E-14	E+49	0.5	0.02	7.9
60	3.5	6300	22	69	165	125	53.5	80	110	90	35	8.5	E-17	E+53	0.5	0.03	10.7
70	5.9	5900	28	85	195	146	56	90	120	112	42.5	8.5	E-17	E+54	0.5	0.07	17.2
80	9	5400	28	98	215	168	59.5	100	130	128	49.5	9	E-18	E+58	0.5	0.11	23.2
90	13	5000	32	110	230	185	63.5	110	140	145	56.5	10	E-20	E+62	0.5	0.16	29.5
100	18	4700	32	123	265	210	74	125	150	160	61.5	10.5	E-21	E+74	0.5	0.31	44
110	23	4300	55	135	270	224	80.5	140	170	176	70	10.5	E-21	E+86	1	0.4	53
125	30.5	4000	65	150	305	245	87.5	150	180	200	75	12.5	E-25	E+92	1	0.69	72
140	42	3700	75	170	330	270	98.5	170	200	224	85	14	E-28	E+100	1	1.13	95
160	61	3400	85	195	375	305	110.5	190	230	256	94	15	E-30	E+118	1	1.68	110
180	90	3100	120	220	425	348	125	220	260	288	112	17	E-34	E+132	1	3.93	201
200	130	2900	140	245	470	392	136	250	300	320	132	18	E-36	E+148	1	6.7	278
225	189	2700	160	275	535	437	157.5	280	330	362	142	19.5	E-39	E+168	1	12.2	392

[1] With these axial clearances, the permissible angular displacement ΔK_w =0.6° for each coupling half.
The axial clearances a and b can be changed if necessary.
[2] Values for the complete coupling, without spacer, for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.
[4] The speed n_{max} depends on the length and weight of the spacer.



B831346-0

Legend
1 Hub 2 Sleeve 3 Spacer

Weight of the spacer

G_1 = spacer at E_{min}

G_2 = per 1 mm spacer length

G_3 = spacer at E> E_{min}

$$G_3 = G_1 + (E - E_{min}) \cdot G_2$$

Torsional stiffness of the coupling

C_1 = coupling at E_{min}

C_2 = per 1 mm spacer length

C_3 = coupling at E > E_{min}

$$C_3 = \frac{1}{\frac{1}{C_1} + \frac{E - E_{min}}{C_2}}$$

Mass moment of inertia spacer

J_1 = spacer at E_{min}

J_2 = per 1 mm spacer length

J_3 = spacer at E> E_{min}

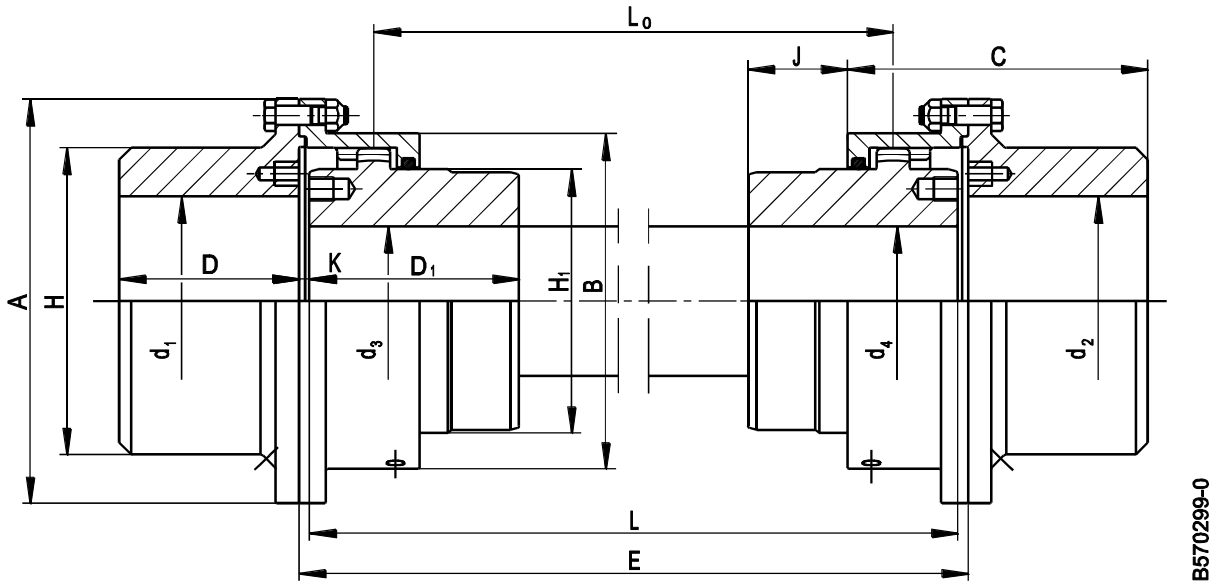
$$J_3 = J_1 + (E - E_{min}) \cdot J_2$$

Size	E_{min} mm	G_1 kg	G_2 kg/mm	C_1 MNm/rad	C_2 MNm · mm/rad	J_1 kgm²	J_2 kgm²/mm
32	79	1.81	0.011	0.46	90.5	0.0025	0.000010
38	80	2.16	0.011	0.73	113.2	0.0036	0.000011
48	85	2.36	0.014	1.45	202.4	0.0087	0.00002
60	86	4.20	0.018	2.48	410.2	0.015	0.00004
70	102	6.70	0.022	4.47	724.0	0.034	0.00007
80	102	7.40	0.029	6.83	1140.5	0.05	0.00011
90	104	8.90	0.030	9.95	1724	0.065	0.00017
100	119	13.3	0.034	12.77	2325	0.128	0.00023
110	119	14.1	0.040	15.95	3257	0.14	0.00032
125	146	20.6	0.040	20.93	4308	0.28	0.00043
140	148	23.7	0.048	28.85	6463	0.38	0.00064
160	165	33.2	0.053	39.28	8928	0.69	0.00088
180	194	50	0.070	55.51	14075	1.34	0.0014
200	194	59	0.079	80.85	23218	1.96	0.0023
225	228	98	0.120	111.9	36882	4.1	0.0036

Information based on d_1; d_2 max.
G_3 and J_3 refer exclusively to the spacer.
C_3 relates to the entire coupling.

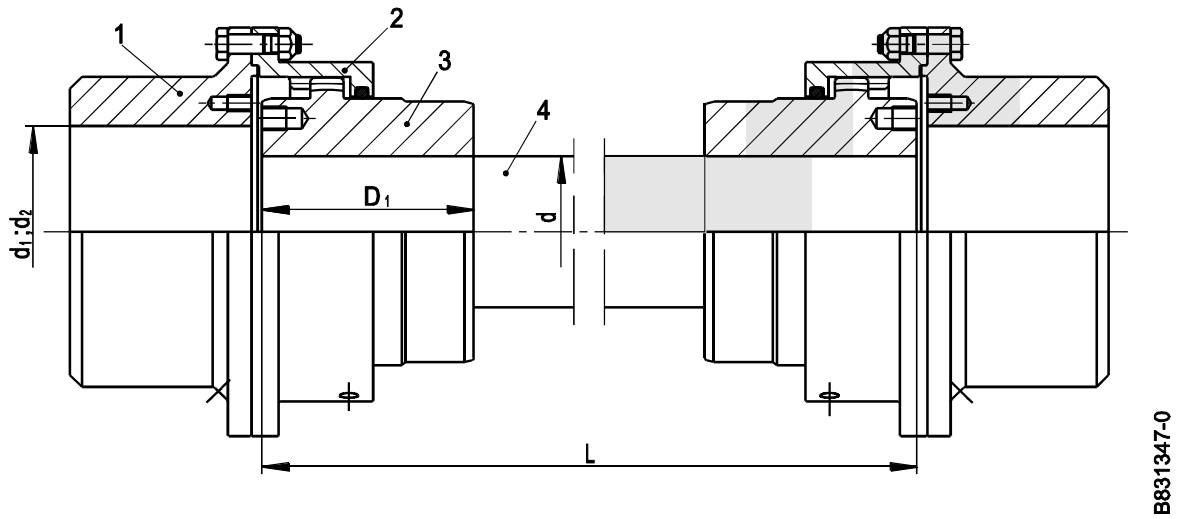
LBGk series

Dimension table no.: B759812-0



Size	Nominal torque	Speed[2]	Bore			Dimensions										Mass moment of inertia[1]	Weight[1]
			d_1-d_4	d_1; d_2	d_3; d_4												
	T_{KN}	n_{max}	min	max	max	A	B	C	D	D_1	H	H_1	J	K	L_0		
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	50	37	105	74	85	40	50	65	48	9.5	4.5	E-40	0.01	5.2
38	0.95	7500	12	62	46	115	88	100.5	50	60	80	60	14.5	5	E-48	0.01	7.4
48	2.1	6900	22	73	59	145	108	111	60	70	95	77	24	5	E-49	0.03	12.4
60	3.5	6300	22	86	69	165	125	123.5	70	80	112	90	32	5.5	E-53	0.05	17.5
70	5.9	5900	28	100	85	195	146	136	80	90	130	112.5	40	6	E-54	0.11	27
80	9	5400	28	115	98	215	168	149.5	90	100	150	128	46.5	6	E-58	0.19	38
90	13	5000	32	131	110	230	185	163.5	100	110	170	145	53.5	7	E-62	0.28	49
100	18	4700	32	146	123	265	210	184	110	125	190	160.5	58	7	E-74	0.54	71
110	23	4300	55	158	135	270	224	200.5	120	140	205	176	66.5	7	E-86	0.7	85
125	30.5	4000	65	173	150	305	245	217.5	130	150	225	200.5	70.5	8	E-92	1.22	115
140	42	3700	75	192	170	330	270	248.5	150	170	250	224.5	80.5	9	E-100	2	156
160	61	3400	85	219	195	375	305	275.5	165	190	285	256.5	89.5	10	E-118	3.3	197
180	90	3100	120	250	220	425	348	315	190	220	325	288.5	107	12	E-132	7	330
200	130	2900	140	277	245	470	392	356	220	250	360	320.5	126	12	E-148	11.9	457
225	189	2700	160	315	275	535	437	402.5	245	280	410	362	136.5	14	E-168	22.2	665

[1] Values for the complete coupling, without intermediate shaft, for bore d_1; d_2 max. and d_3; d_4 max.
[2] The speed n_{max} depends on the length and weight of the intermediate shaft.
$L = E - 2 \cdot K$



Legend

1 Flange 2 Sleeve 3 Hub 4 Intermediate shaft

Weight of the intermediate shaft

G = intermediate shaft at $L_{existing}$

d = shaft diameter

Torsional stiffness of the coupling

C_1 = coupling without intermediate shaft

C_2 = intermediate shaft at $L_{existing}$

C_3 = coupling at $L_{existing}$

Inertia intermediate shaft

J = intermediate shaft at $L_{existing}$

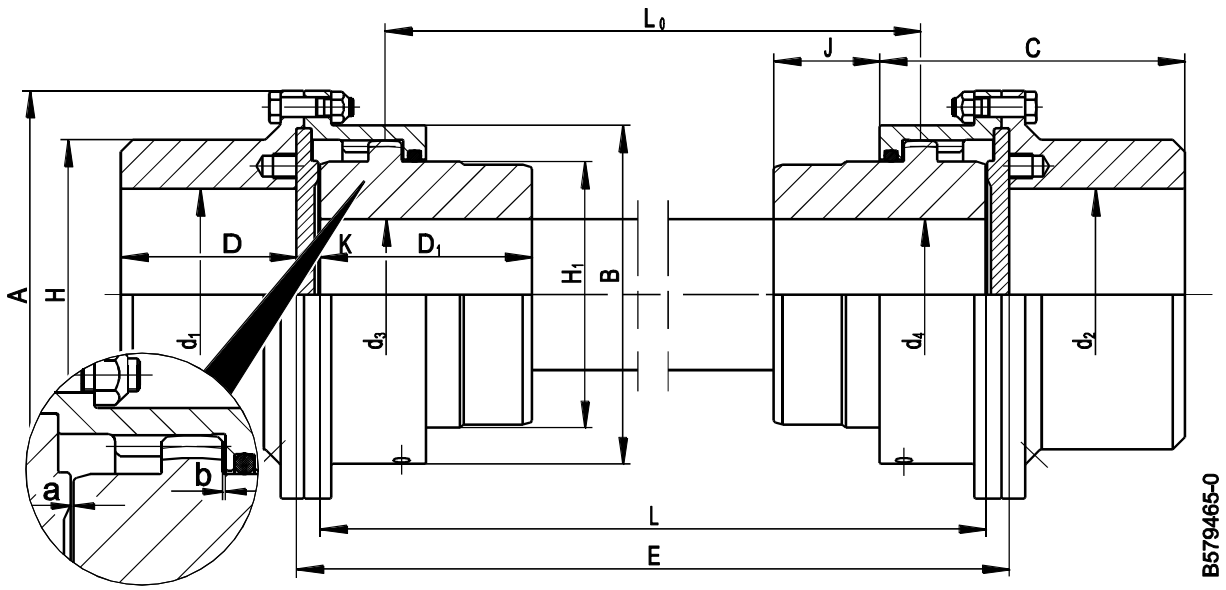
$$G = 6.165 \cdot \frac{d^2 \cdot L}{10^6} \qquad C_2 = 7.805 \cdot \frac{d^4}{L - 2 \cdot D_1} \qquad C_3 := \frac{1}{\frac{1}{C_1} + \frac{1}{C_2}} \qquad J = \frac{G \cdot d^2}{8 \cdot 10^6}$$

Size	C_1 [1] MNm/rad	Size	C_1 [1] MNm/rad	Size	C_1 [1] MNm/rad
32	0.69	**80**	12.1	**140**	52.6
38	1.25	**90**	16.9	**160**	76.6
48	2.64	**100**	23.5	**180**	112.1
60	4.16	**110**	27.3	**200**	147.9
70	7.98	**125**	40.5	**225**	206.6

[1] Values for the complete coupling for bore d_1; d_2 max., the intermediate shaft is considered only in the range of hub lengths D_1. For the exposed part of the shaft, the data must be calculated using the above formula.

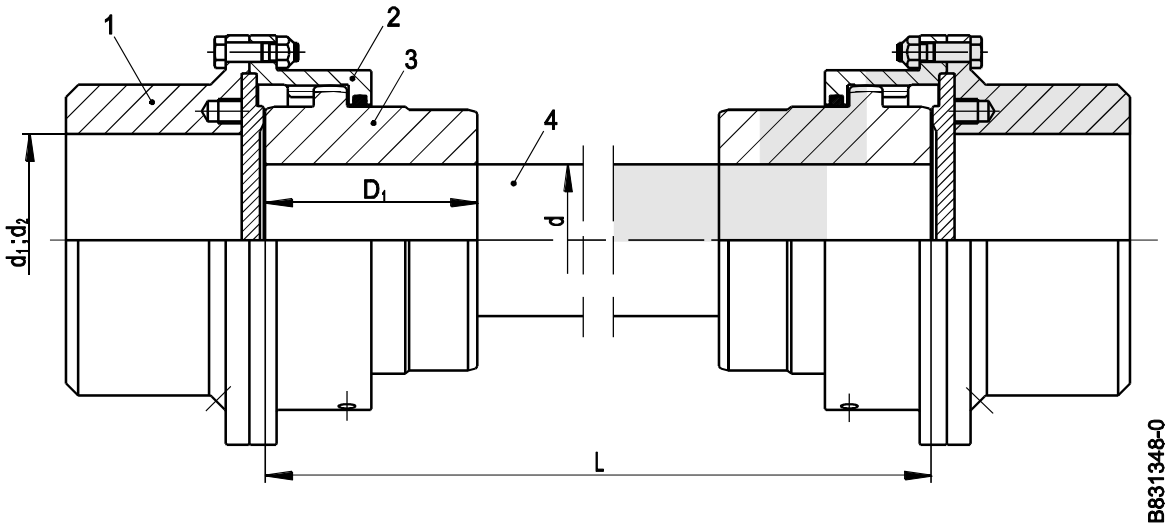
LRGkn series

Dimension table no.: B792095-0



Size	Nominal torque	Speed[3]	Dimensions													Axial clearances a and b[1]	Mass moment of inertia[2]	Weight[2]
			Bore															
	T_{KN}	n_{max}	d_1-d_4 min	d_1; d_2 d_3; d_4 max	max	A	B	C	D	D_1	H	H_1	J	K	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	50	37	105	74	87.5	40	50	65	48	11.5	9	E-58	0.5	0.01	5.2
38	0.95	7500	12	62	46	115	88	103	50	60	80	60	16.5	9.5	E-67	0.5	0.01	7.4
48	2.1	6900	22	73	59	145	108	114	60	70	95	77	26	10	E-69	0.5	0.03	12.4
60	3.5	6300	22	86	69	165	125	126.5	70	80	112	90	35	11.5	E-76	0.5	0.05	17.5
70	5.9	5900	28	100	85	195	146	140	80	90	130	112.5	42.5	12.5	E-79	0.5	0.11	27
80	9	5400	28	115	98	215	168	153.5	90	100	150	128	49.5	13	E-84	0.5	0.19	38
90	13	5000	32	131	110	230	185	167.5	100	110	170	145	56.5	14	E-90	0.5	0.28	49
100	18	4700	32	146	123	265	210	189	110	125	190	160.5	61.5	15.5	E-105	0.5	0.54	71
110	23	4300	55	158	135	270	224	205.5	120	140	205	176	70	15.5	E-117	1	0.7	85
125	30.5	4000	65	173	150	305	245	222.5	130	150	225	200.5	75	17.5	E-127	1	1.22	115
140	42	3700	75	192	170	330	270	254.5	150	170	250	224.5	85	19.5	E-139	1	2	156
160	61	3400	85	219	195	375	305	281.5	165	190	285	256.5	94	20.5	E-159	1	3.3	197
180	90	3100	120	250	220	425	348	321	190	220	325	288.5	112	23	E-178	1	7	330
200	130	2900	140	277	245	470	392	362	220	250	360	320.5	132	24	E-196	1	11.9	457
225	189	2700	160	315	275	535	437	409.5	245	280	410	362	142	26.5	E-221	1	22.2	665

[1] With these axial clearances, the permissible angular displacement $\Delta K_w = 0.6°$ for each coupling half.
The axial clearances a and b can be changed if necessary.
[2] Values for the complete coupling, without intermediate shaft, for bore d_1; d_2 max. and d_3; d_4 max.
[3] The speed n_{max} depends on the length and weight of the intermediate shaft.
$L = E - 2 \cdot K$



Legend

1 Flange 2 Sleeve 3 Hub 4 Intermediate shaft

Weight of the intermediate shaft

G = intermediate shaft at $L_{existing}$

d = shaft diameter

Torsional stiffness of the coupling

C_1 = coupling without intermediate shaft

C_2 = intermediate shaft at $L_{existing}$

C_3 = coupling at $L_{existing}$

Inertia intermediate shaft

J = intermediate shaft at $L_{existing}$

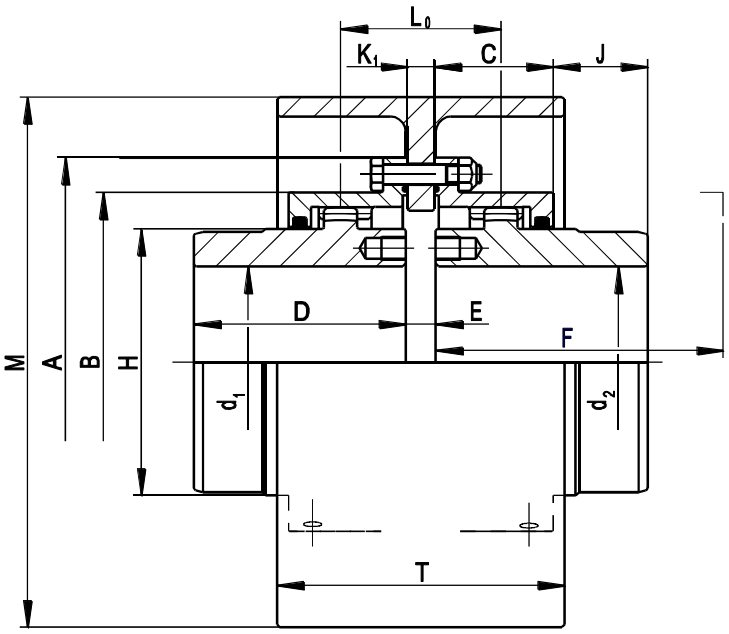
$$G = 6.165 \cdot \frac{d^2 \cdot L}{10^6} \qquad C_2 = 7.805 \cdot \frac{d^4}{L - 2 \cdot D_1} \qquad C_3 := \frac{1}{\frac{1}{C_1} + \frac{1}{C_2}} \qquad J = \frac{G \cdot d^2}{8 \cdot 10^6}$$

Size	C_1 [1] MNm/rad	Size	C_1 [1] MNm/rad	Size	C_1 [1] MNm/rad
32	0.69	**80**	12.1	**140**	52.6
38	1.25	**90**	16.9	**160**	76.6
48	2.64	**100**	23.5	**180**	112.1
60	4.16	**110**	27.3	**200**	147.9
70	7.98	**125**	40.5	**225**	206.6

[1] Values for the complete coupling for bore d_1; d_2 max., the intermediate shaft is considered only in the range of hub lengths D_1. For the exposed part of the shaft, the data must be calculated using the above formula.

LBkD series

Dimension table no.: B759813-0



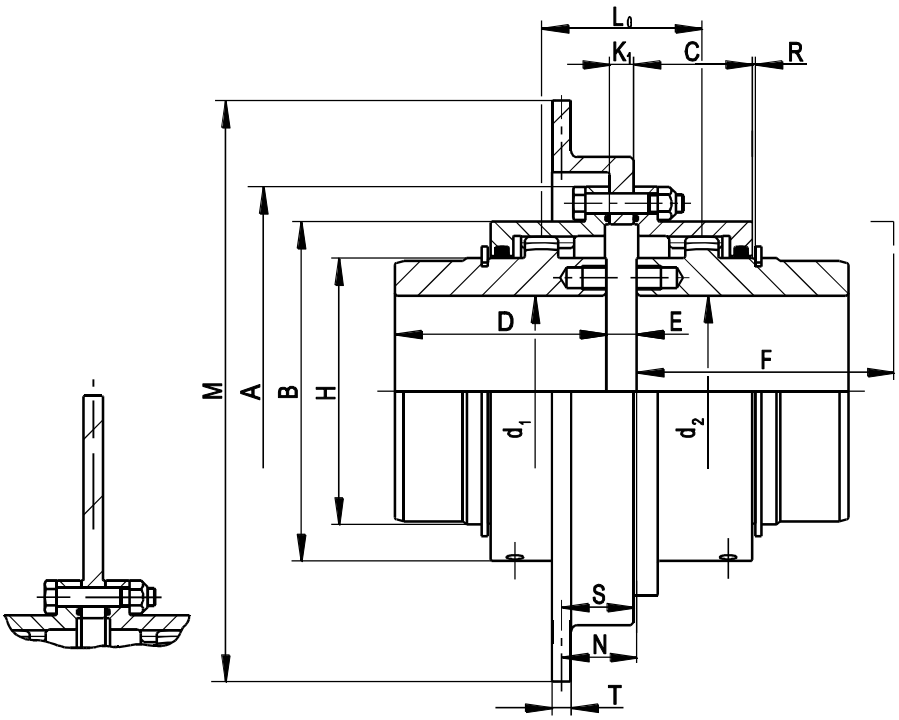
B570312-0

Size	Nominal torque	Speed[4]	Bore d_1; d_2		Dimensions									Max. static radial offset ΔK_r[1]	Mass moment of inertia[2]	Weight[2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F[3]	G	J	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	44.5	50	K_1+2	80	48	7	K_1+42	0.57	0.003	2.9
38	0.95	7500	12	46	115	87	50	60	K_1+3	90	60	12	K_1+51	0.69	0.006	4.3
48	2.1	6900	22	59	145	108	50	70	K_1+3	100	77	21.5	K_1+52	0.71	0.015	7
60	3.5	6300	22	69	165	125	52.5	80	K_1+4	110	90	29.5	K_1+57	0.77	0.026	9.3
70	5.9	5900	28	85	195	146	54.5	90	K_1+3	120	112	37	K_1+57	0.78	0.059	14.7
80	9	5400	28	98	215	168	58	100	K_1+3	130	128	43.5	K_1+61	0.84	0.097	20
90	13	5000	32	110	230	185	62	110	K_1+5	140	145	50.5	K_1+67	0.92	0.14	25.4
100	18	4700	32	123	265	210	72	125	K_1+4	150	160	55	K_1+78	1.08	0.28	38
110	23	4300	55	135	270	224	78.5	140	K_1+4	170	176	63.5	K_1+90	1.23	0.36	45.6
125	30.5	4000	65	150	305	245	85.5	150	K_1+6	180	200	67.5	K_1+98	1.34	0.64	62
140	42	3700	75	170	330	270	96.5	170	K_1+6	200	224	76.5	K_1+106	1.44	1.03	82
160	61	3400	85	195	375	305	108	190	K_1+7	230	256	85.5	K_1+125	1.70	1.5	93
180	90	3100	120	220	425	348	122	220	K_1+6	260	288	101	K_1+138	1.89	3.6	177
200	130	2900	140	245	470	392	133	250	K_1+8	300	320	121	K_1+156	2.12	6.2	245
225	189	2700	160	275	535	437	154.5	280	K_1+10	330	362	130.5	K_1+178	2.42	11.2	347

[1] In relation to a permissible angular displacement of $\Delta K_{w\,perm.}$ =0.75° for each coupling half.
These values do not apply to the braking equipment.
[2] Values for the complete coupling, without brake disc, for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.
[4] The speed n_{max} depends on the permissible circumferential speed of the brake disc.
Observe the brake manufacturer's specifications!
K_1, M, T see Page 84

LBkT series

Dimension table no.: B759814-0



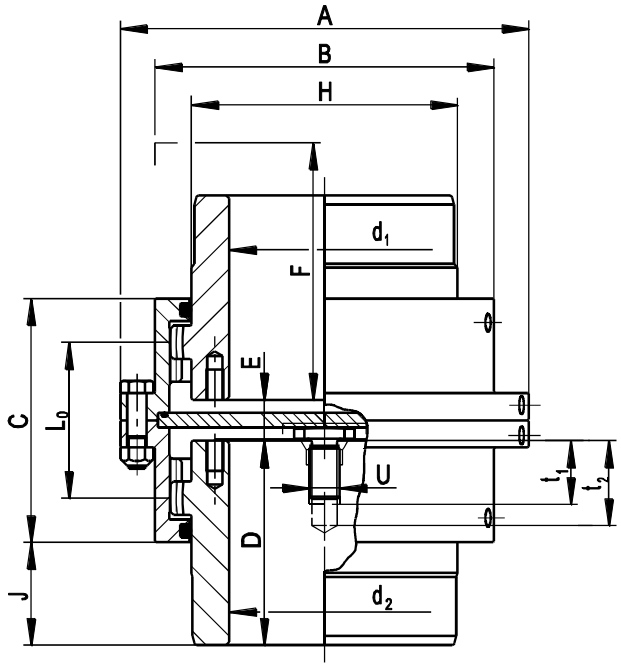
B570318-0

Size	Nominal torque	Speed[5]	Bore d_1; d_2		Dimensions										Max. static radial offset ΔK_r[1]	Mass moment of inertia[2]	Weight[2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F[3]	H	N	R[4]	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	44.5	50	K_1+2	80	48	35.65	1.5	K_1+42	0.57	0.003	2.9
38	0.95	7500	12	46	115	87	50	60	K_1+3	90	60	36.15	1.5	K_1+51	0.69	0.006	4.3
48	2.1	6900	22	59	145	108	50	70	K_1+3	100	77	36.15	2	K_1+52	0.71	0.015	7
60	3.5	6300	22	69	165	125	52.5	80	K_1+4	110	90	49.65	2	K_1+57	0.77	0.026	9.3
70	5.9	5900	28	85	195	146	54.5	90	K_1+3	120	112	49.15	2	K_1+57	0.78	0.059	14.7
80	9	5400	28	98	215	168	58	100	K_1+3	130	128	49.15	2	K_1+61	0.84	0.097	20
90	13	5000	32	110	230	185	62	110	K_1+5	140	145	50.15	2	K_1+67	0.92	0.14	25.4
100	18	4700	32	123	265	210	72	125	K_1+4	150	160	49.65	3	K_1+78	1.08	0.28	38
110	23	4300	55	135	270	224	78.5	140	K_1+4	170	176	49.65	3	K_1+90	1.23	0.36	45.6
125	30.5	4000	65	150	305	245	85.5	150	K_1+6	180	200	50.65	3	K_1+98	1.34	0.64	62
140	42	3700	75	170	330	270	96.5	170	K_1+6	200	224	50.65	3	K_1+106	1.44	1.03	82
160	61	3400	85	195	375	305	108	190	K_1+7	230	256	51.15	3	K_1+125	1.70	1.5	93
180	90	3100	120	220	425	348	122	220	K_1+6	260	288	50.65	3	K_1+138	1.89	3.6	177
200	130	2900	140	245	470	392	133	250	K_1+8	300	320	51.65	3	K_1+156	2.12	6.2	245
225	189	2700	160	275	535	437	154.5	280	K_1+10	330	362	52.65	3	K_1+178	2.42	11.2	347

[1] In relation to a permissible angular displacement of ΔK_w =0.75° for each coupling half.
These values do not apply to the braking equipment.
[2] Values for the complete coupling, without brake disc, for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.
[4] Check the clearance R with the axial clearance for the brake clamps.
[5] The speed n_{max} depends on the permissible circumferential speed of the brake disc.
Observe the brake manufacturer's specifications!
K_1, M, S, T see Page 85

VLBk series

Dimension table no.: B759815-0



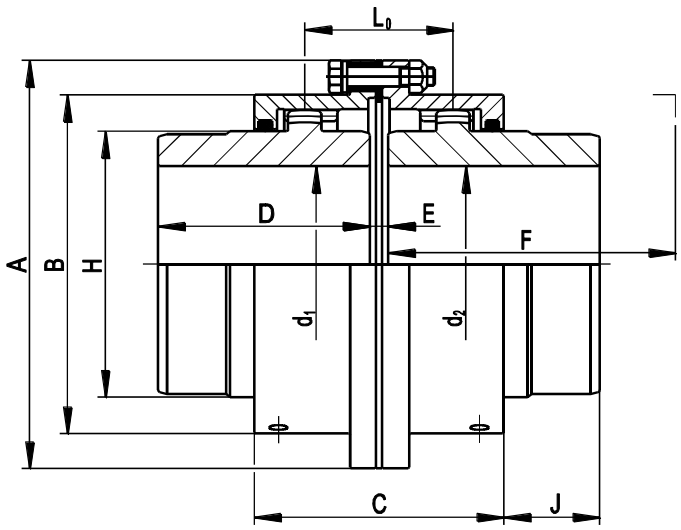
B570331-0

Size	Nominal torque	Speed	Bore d_1; d_2		Dimensions									Max. static radial offset ΔK_r [1]	Mass moment of inertia [2]	Weight [2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F [3]	H	J	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	90	45	16	75	48	8	56	0.57	0.004	3
38	0.95	7500	12	46	115	87	101	55	17	85	60	13	65	0.69	0.006	4.5
48	2.1	6900	22	59	145	108	102	65	17	95	77	22.5	66	0.71	0.016	7.6
60	3.5	6300	22	69	165	125	107	75	18	105	90	30.5	71	0.77	0.025	10
70	5.9	5900	28	85	195	146	112	85	21	115	112	39.5	75	0.78	0.062	16
80	9	5400	28	98	215	168	119	95	22	125	128	46.5	80	0.84	0.103	21.5
90	13	5000	32	110	230	185	127	105	24	135	145	53.5	86	0.92	0.15	26.5
100	18	4700	32	123	265	210	148	120	26	155	160	59	100	1.08	0.303	41
110	23	4300	55	135	270	224	161	135	27	170	176	68	113	1.23	0.39	48.5
125	30.5	4000	65	150	305	245	175	145	27	180	200	71	119	1.34	0.675	65
140	42	3700	75	170	330	270	197	165	29	200	224	81	129	1.44	1.1	87.5
160	61	3400	85	195	375	305	221	185	30	225	256	89.5	148	1.70	1.97	126
180	90	3100	120	220	425	348	250	215	32	255	288	106	164	1.89	3.74	185
200	130	2900	140	245	470	392	272	245	34	290	320	126	182	2.12	6.39	255
225	189	2700	160	275	535	437	315	275	37	330	362	136	205	2.42	11.62	363

[1] In relation to a permissible angular displacement of ΔK_w =0.75° for each coupling half.
[2] Values for the complete coupling for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.
U, t_1, t_2 to DIN 332

LBki series

Dimension table no.: B790865-0



B570343-0

Size	Nominal torque	Speed	Bore d_1; d_2		Dimensions									Max. static radial offset ΔK_r [1]	Mass moment of inertia [2]	Weight [2]
	T_{KN}	n_{max}	min	max	A	B	C	D	E	F [3]	H	J	L_0			
	kNm	rpm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	kgm^2	kg
32	0.48	8500	12	37	105	74	93	50	7	80	48	7	47	0.57	0.0034	2.9
38	0.95	7500	12	46	115	88	104	60	8	90	60	12	56	0.69	0.0059	4.3
48	2.1	6900	22	59	145	108	105	70	8	100	77	21.5	57	0.71	0.015	7
60	3.5	6300	22	69	165	125	110	80	9	110	90	29.5	62	0.77	0.026	9.3
70	5.9	5900	28	85	195	146	115	90	9	120	112.5	37	63	0.78	0.059	14.7
80	9	5400	28	98	215	168	122	100	9	130	128	43.5	67	0.84	0.097	20
90	13	5000	32	110	230	185	130	110	11	140	145	50.5	73	0.92	0.14	25.4
100	18	4700	32	123	265	210	152	125	12	150	160.5	55	86	1.08	0.28	38
110	23	4300	55	135	270	224	165	140	12	170	176	63.5	98	1.23	0.36	45.6
125	30.5	4000	65	150	305	245	179	150	14	180	200.5	67.5	106	1.34	0.64	62
140	42	3700	75	170	330	270	201	170	14	200	224.5	76.5	114	1.44	1.03	82
160	61	3400	85	195	375	305	226	190	17	230	256.5	85.5	135	1.70	1.5	120
180	90	3100	120	220	425	348	255	220	17	260	288.5	101	149	1.89	3.6	177
200	130	2900	140	245	470	392	277	250	19	300	320.5	121	167	2.12	6.2	245
225	189	2700	160	275	535	437	320	280	21	330	362	130.5	189	2.42	11.2	347

[1] In relation to a permissible angular displacement of ΔK_w =0.75° for each coupling half.
[2] Values for the complete coupling for bore d_1; d_2 max.
[3] The dismounting dimension F is required for changing the O-rings.