## 3.8 Designs and dimension tables of the product family SBk

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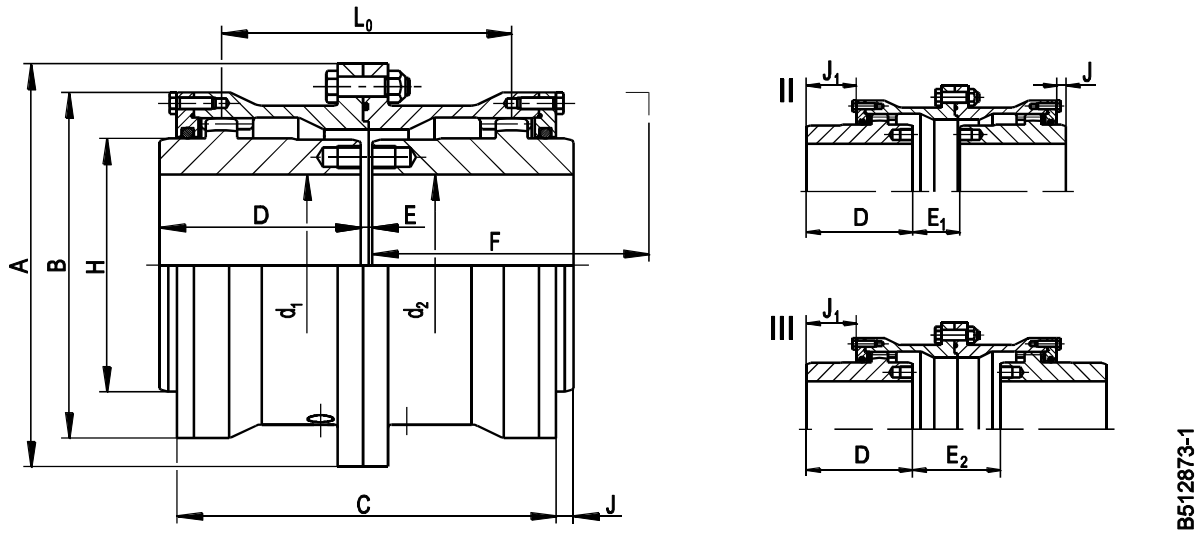
Tab. 16: Designs of the product family SBk

# SBk series

Dimension table no.: B759800-0

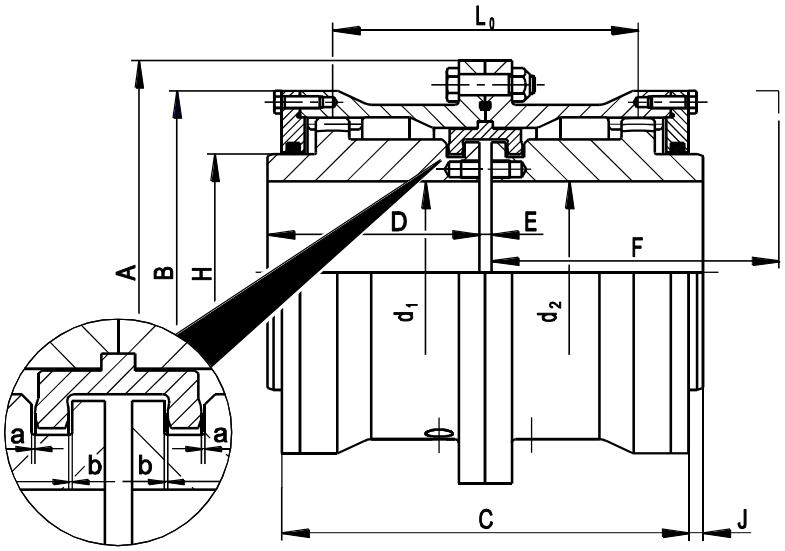



| Size | Nominal torque | Speed | Bore $d_1$; $d_2$ | | Dimensions | | | | | | | | | | | | Max. static radial offset $\Delta K_r$ [1] | Mass moment of inertia [2] | Weight [2] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $P_{KN}$ | $n_{max}$ | min | max | A | B | C | D | E | $E_1$ | $E_2$ | $F^{3)}$ | H | J | $J_1$ | $L_0$ | | | |
| | kNm | rpm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | $kgm^2$ | kg |
| **38** | 0.95 | 7500 | 12 | 46 | 118 | 92 | 115 | 60 | 5 | 17 | 29 | 90 | 60 | 5 | 17 | 77 | 1.01 | 0.007 | 4.6 |
| **48** | 2.1 | 6900 | 22 | 59 | 145 | 115 | 135 | 70 | 5 | 26 | 47 | 100 | 77 | 5 | 26 | 96 | 1.26 | 0.018 | 8.1 |
| **60** | 3.5 | 6300 | 22 | 69 | 165 | 135 | 155 | 80 | 6 | 33 | 60 | 110 | 90 | 5.5 | 32.5 | 113 | 1.50 | 0.036 | 11.9 |
| **70** | 5.9 | 5900 | 28 | 85 | 200 | 160 | 178 | 90 | 6 | 42 | 78 | 120 | 112.5 | 4 | 40 | 132 | 1.73 | 0.087 | 20 |
| **80** | 9 | 5400 | 28 | 98 | 220 | 178 | 198 | 100 | 6 | 48 | 90 | 130 | 128 | 4 | 46 | 148 | 1.95 | 0.146 | 27 |
| **90** | 13 | 5000 | 32 | 110 | 240 | 196 | 218 | 110 | 8 | 56 | 104 | 140 | 145 | 5 | 53 | 166 | 2.25 | 0.22 | 33 |
| **100** | 18 | 4700 | 32 | 123 | 270 | 225 | 244 | 125 | 8 | 59 | 110 | 150 | 160.5 | 7 | 58 | 184 | 2.40 | 0.42 | 50 |
| **110** | 23 | 4300 | 55 | 135 | 280 | 240 | 264 | 140 | 8 | 62 | 116 | 170 | 176 | 12 | 66 | 202 | 2.70 | 0.55 | 59 |
| **125** | 30.5 | 4000 | 65 | 150 | 310 | 265 | 284 | 150 | 10 | 68 | 126 | 180 | 200.5 | 13 | 71 | 218 | 2.85 | 0.91 | 78 |
| **140** | 42 | 3700 | 75 | 170 | 340 | 295 | 330 | 170 | 10 | 80 | 150 | 200 | 224.5 | 10 | 80 | 250 | 3.30 | 1.58 | 111 |
| **160** | 61 | 3400 | 85 | 195 | 390 | 325 | 360 | 190 | 12 | 84 | 156 | 230 | 256.5 | 16 | 88 | 274 | 3.60 | 2.78 | 154 |
| **180** | 90 | 3100 | 120 | 220 | 435 | 370 | 416 | 220 | 12 | 100 | 188 | 260 | 288.5 | 18 | 106 | 320 | 4.20 | 4.96 | 218 |
| **200** | 130 | 2900 | 140 | 245 | 480 | 415 | 476 | 250 | 14 | 116 | 218 | 300 | 320.5 | 19 | 121 | 366 | 4.80 | 8.4 | 305 |
| **225** | 189 | 2700 | 160 | 275 | 545 | 465 | 532 | 280 | 16 | 128 | 240 | 330 | 362 | 22 | 134 | 408 | 5.40 | 15.6 | 445 |
| **250** | 245 | 2400 | 160 | 305 | 580 | 510 | 556 | 300 | 20 | 152 | 284 | 350 | 400 | 32 | 164 | 452 | 6.00 | 21.8 | 550 |
| **265** | 330 | 2200 | 180 | 335 | 645 | 560 | 600 | 330 | 20 | 154 | 288 | 380 | 440 | 40 | 174 | 484 | 6.30 | 34 | 735 |
| **280** | 390 | 2100 | 200 | 350 | 680 | 595 | 640 | 330 | 20 | 194 | 368 | 380 | 460 | 20 | 194 | 524 | 6.75 | 45.5 | 850 |
| **315** | 535 | 2000 | 220 | 390 | 745 | 660 | 702 | 360 | 20 | 206 | 392 | 420 | 510 | 19 | 205 | 566 | 6.75 | 71 | 1060 |
| **335** | 580 | 1900 | 240 | 410 | 775 | 675 | 744 | 380 | 20 | 221 | 422 | 440 | 535 | 18 | 219 | 601 | 7.50 | 88 | 1275 |
| **355** | 740 | 1800 | 260 | 440 | 825 | 725 | 786 | 400 | 25 | 234 | 443 | 460 | 580 | 19.5 | 228.5 | 634 | 8.25 | 127 | 1530 |
| **375** | 950 | 1700 | 280 | 470 | 915 | 795 | 808 | 420 | 25 | 221 | 417 | 480 | 620 | 28.5 | 224.5 | 641 | 8.25 | 192 | 1920 |

[1] In relation to a permissible angular displacement of $\Delta K_w$ =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 the vertical installation and removal of the machine and for changing the O-rings.

# SBRk series

Dimension table no.: B759801-0



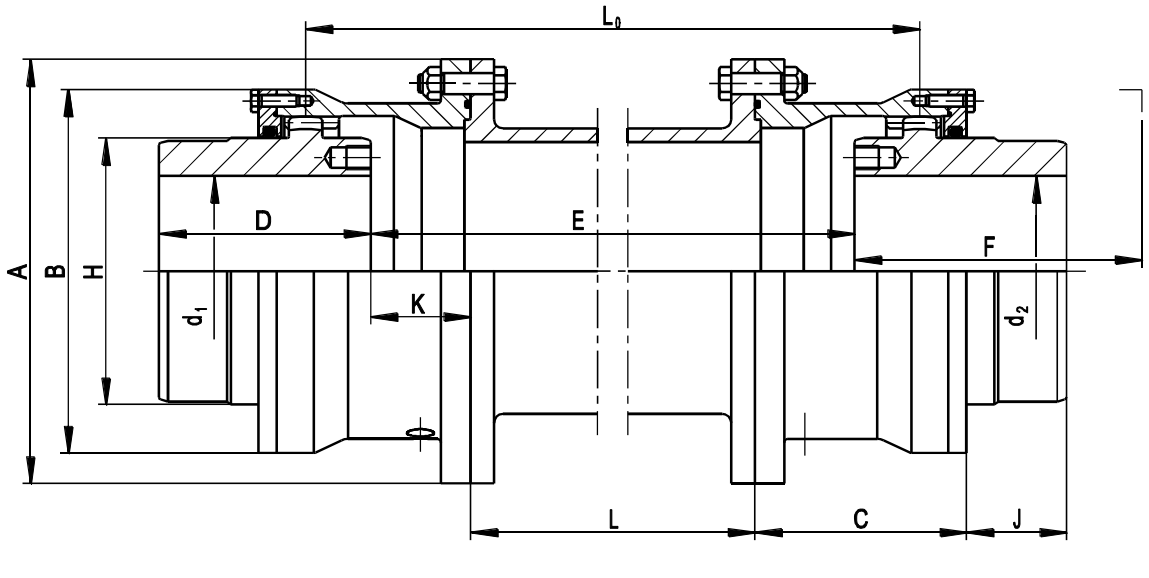

B512874-1

| 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 |
| **38** | 0.95 | 7500 | 12 | 40 | 118 | 92 | 117 | 60 | 5 | 90 | 52 | 4 | 77 | 0.5 | 0.008 | 5.1 |
| **48** | 2.1 | 6900 | 22 | 54 | 145 | 115 | 138 | 70 | 5 | 100 | 71 | 3.5 | 96 | 0.5 | 0.022 | 9 |
| **60** | 3.5 | 6300 | 22 | 63 | 165 | 135 | 158 | 80 | 6 | 110 | 83 | 4 | 113 | 0.5 | 0.041 | 12.8 |
| **70** | 5.9 | 5900 | 28 | 78 | 200 | 160 | 181 | 90 | 6 | 120 | 103 | 2.5 | 132 | 0.5 | 0.1 | 22 |
| **80** | 9 | 5400 | 28 | 85 | 220 | 178 | 203 | 100 | 6 | 130 | 116 | 1.5 | 148 | 0.5 | 0.16 | 29 |
| **90** | 13 | 5000 | 32 | 100 | 240 | 196 | 223 | 110 | 8 | 140 | 133 | 2.5 | 166 | 0.5 | 0.25 | 37 |
| **100** | 18 | 4700 | 32 | 108 | 270 | 225 | 249 | 125 | 8 | 150 | 142 | 4.5 | 184 | 0.5 | 0.49 | 55 |
| **110** | 23 | 4300 | 55 | 120 | 280 | 240 | 269 | 140 | 8 | 170 | 156 | 9.5 | 202 | 1 | 0.65 | 65 |
| **125** | 30.5 | 4000 | 65 | 135 | 310 | 265 | 290 | 150 | 10 | 180 | 177 | 10 | 218 | 1 | 1.1 | 86 |
| **140** | 42 | 3700 | 75 | 150 | 340 | 295 | 335 | 170 | 10 | 200 | 200 | 7.5 | 250 | 1 | 1.83 | 119 |
| **160** | 61 | 3400 | 85 | 175 | 390 | 325 | 365 | 190 | 12 | 230 | 230 | 13.5 | 274 | 1 | 3.12 | 167 |
| **180** | 90 | 3100 | 120 | 200 | 435 | 370 | 422 | 220 | 12 | 260 | 261 | 15 | 320 | 1 | 5.75 | 243 |
| **200** | 130 | 2900 | 140 | 225 | 480 | 415 | 482 | 250 | 14 | 300 | 296 | 16 | 366 | 1 | 9.6 | 337 |
| **225** | 189 | 2700 | 160 | 260 | 545 | 465 | 539 | 280 | 16 | 330 | 338 | 18.5 | 408 | 1 | 17.8 | 475 |

[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 for bore $d_1$; $d_2$ max.
[3] The dismounting dimension F is required for the vertical installation and removal of the machine, for installation of the retaining ring and for changing the O-rings.

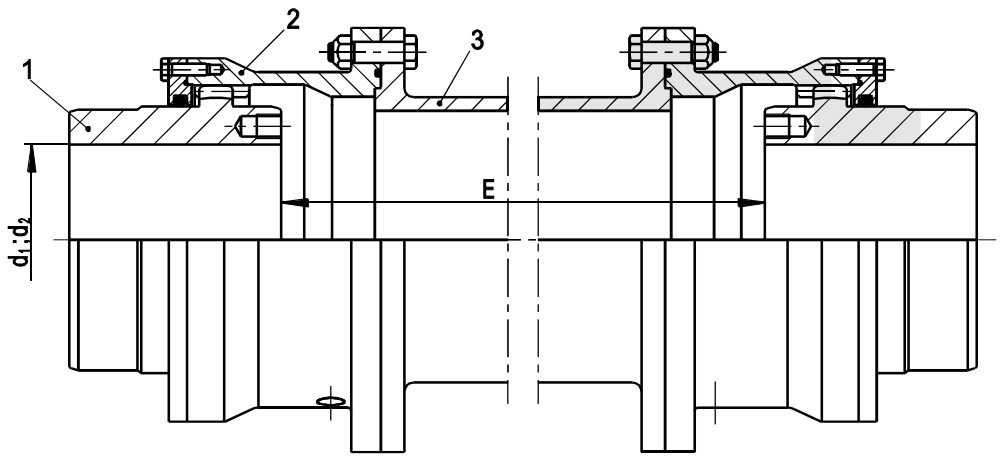
# SBLk series

Dimension table no.: B759802-0




| 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 |
| **38** | 0.95 | 7500 | 12 | 46 | 118 | 92 | 58.5 | 60 | 90 | 60 | 17 | 15.5 | E-31 | E+48 | 0.01 | 4.7 |
| **48** | 2.1 | 6900 | 22 | 59 | 145 | 115 | 72 | 70 | 100 | 77 | 26 | 28 | E-56 | E+49 | 0.02 | 8.6 |
| **60** | 3.5 | 6300 | 22 | 69 | 165 | 135 | 82 | 80 | 110 | 90 | 32.5 | 34.5 | E-69 | E+53 | 0.04 | 12.6 |
| **70** | 5.9 | 5900 | 28 | 85 | 200 | 160 | 94.5 | 90 | 120 | 112.5 | 40 | 44.5 | E-89 | E+54 | 0.09 | 21 |
| **80** | 9 | 5400 | 28 | 98 | 220 | 178 | 105 | 100 | 130 | 128.5 | 46 | 51 | E-102 | E+58 | 0.15 | 28 |
| **90** | 13 | 5000 | 32 | 110 | 240 | 196 | 115 | 110 | 140 | 145 | 53 | 58 | E-116 | E+62 | 0.23 | 35 |
| **100** | 18 | 4700 | 32 | 123 | 270 | 225 | 130 | 125 | 150 | 160.5 | 58 | 63 | E-126 | E+74 | 0.44 | 52 |
| **110** | 23 | 4300 | 55 | 135 | 280 | 240 | 140 | 140 | 170 | 176 | 66 | 66 | E-132 | E+86 | 0.57 | 62 |
| **125** | 30.5 | 4000 | 65 | 150 | 310 | 265 | 150 | 150 | 180 | 200.5 | 71 | 71 | E-142 | E+92 | 0.94 | 82 |
| **140** | 42 | 3700 | 75 | 170 | 340 | 295 | 175 | 170 | 200 | 224.5 | 80 | 85 | E-170 | E+100 | 1.86 | 115 |
| **160** | 61 | 3400 | 85 | 195 | 390 | 325 | 190 | 190 | 230 | 256.5 | 88 | 88 | E-176 | E+118 | 2.84 | 160 |
| **180** | 90 | 3100 | 120 | 220 | 435 | 370 | 219 | 220 | 260 | 288.5 | 106 | 105 | E-210 | E+132 | 5.18 | 228 |
| **200** | 130 | 2900 | 140 | 245 | 480 | 415 | 249 | 250 | 300 | 320.5 | 121 | 120 | E-240 | E+148 | 8.77 | 316 |
| **225** | 189 | 2700 | 160 | 275 | 545 | 465 | 279 | 280 | 330 | 362 | 134 | 133 | E-266 | E+168 | 15.6 | 449 |
| **250** | 245 | 2400 | 160 | 305 | 580 | 510 | 282 | 300 | 350 | 400 | 164 | 146 | E-292 | E+168 | 22.3 | 564 |
| **265** | 330 | 2200 | 180 | 335 | 645 | 560 | 304 | 330 | 380 | 440 | 174 | 148 | E-296 | E+196 | 34.2 | 757 |
| **280** | 390 | 2100 | 200 | 350 | 680 | 595 | 324 | 330 | 380 | 460 | 194 | 188 | E-376 | E+156 | 46.5 | 873 |
| **315** | 535 | 2000 | 220 | 390 | 745 | 660 | 356 | 360 | 420 | 510 | 205 | 201 | E-402 | E+174 | 73 | 1090 |
| **335** | 580 | 1900 | 240 | 410 | 775 | 675 | 377 | 380 | 440 | 535 | 219 | 216 | E-432 | E+179 | 114 | 1315 |
| **355** | 740 | 1800 | 260 | 440 | 825 | 725 | 398 | 400 | 460 | 580 | 228.5 | 226.5 | E-453 | E+191 | 129 | 1571 |
| **375** | 950 | 1700 | 280 | 470 | 915 | 795 | 410 | 420 | 480 | 620 | 224.5 | 214.5 | E-429 | E+224 | 195 | 1970 |

[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.
A different hub layout is possible, see SBk series.




B831341-0

**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> $E_{min}$

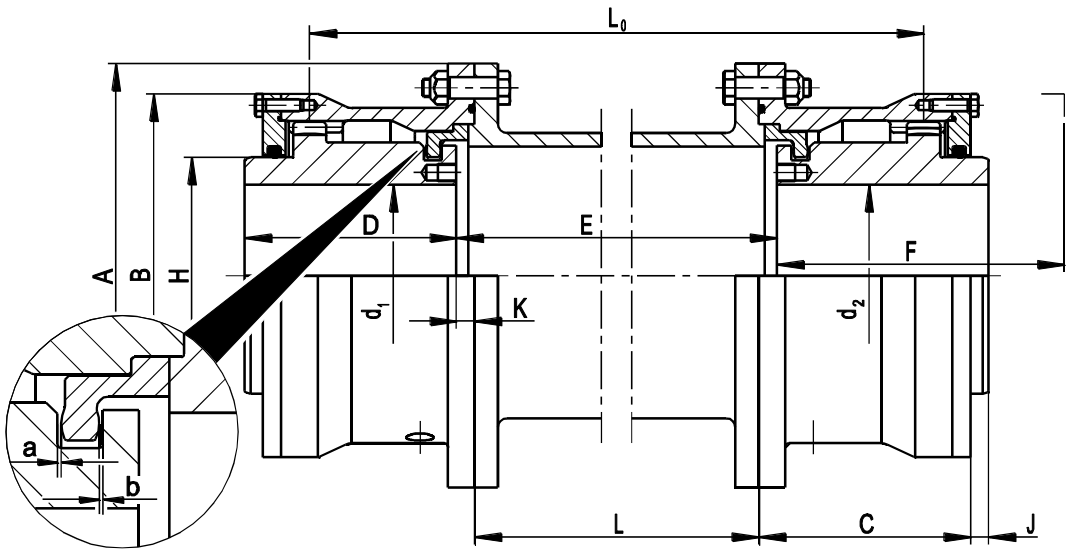
$$J_3 = J_1 + (E - E_{min}) \cdot J_2$$

| 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 |
|---|---|---|---|---|---|---|---|
| **38** | 106 | 2.17 | 0.011 | 0.83 | 186 | 0.00401 | 0.000011 |
| **48** | 136 | 3.20 | 0.014 | 1.51 | 274 | 0.00876 | 0.000020 |
| **60** | 149 | 4.40 | 0.018 | 2.53 | 537 | 0.0146 | 0.000041 |
| **70** | 189 | 6.70 | 0.022 | 4.42 | 897 | 0.0368 | 0.000072 |
| **80** | 202 | 8.20 | 0.029 | 6.48 | 1335 | 0.055 | 0.000113 |
| **90** | 216 | 8.70 | 0.030 | 8.76 | 1895 | 0.075 | 0.00017 |
| **100** | 246 | 13.0 | 0.034 | 11.66 | 2637 | 0.138 | 0.00023 |
| **110** | 252 | 13.5 | 0.040 | 14.41 | 3556 | 0.159 | 0.00032 |
| **125** | 297 | 19.2 | 0.041 | 17.25 | 4690 | 0.292 | 0.00043 |
| **140** | 325 | 22.8 | 0.048 | 24.27 | 6909 | 0.423 | 0.00064 |
| **160** | 351 | 32.0 | 0.053 | 32.35 | 8928 | 0.783 | 0.00088 |
| **180** | 415 | 49.0 | 0.070 | 42.79 | 14028 | 1.46 | 0.0014 |
| **200** | 445 | 52.0 | 0.080 | 62.94 | 23220 | 2.04 | 0.0023 |
| **225** | 506 | 96.0 | 0.120 | 84.69 | 36882 | 4.41 | 0.036 |

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.

# SRLk series

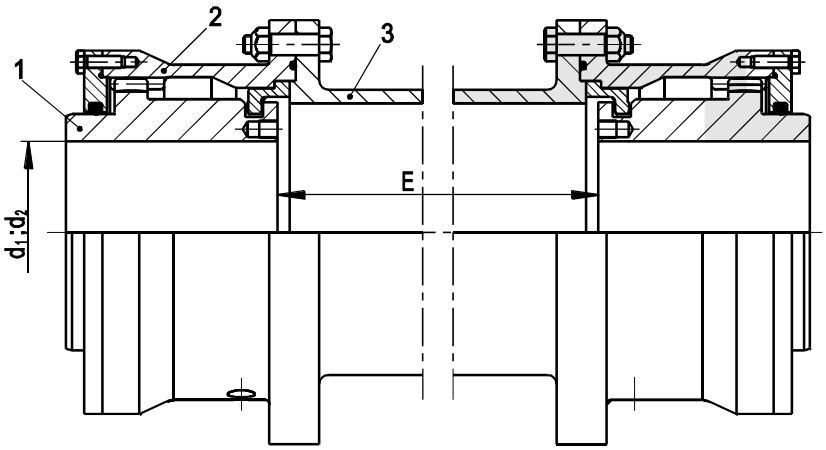
Dimension table no.: B759803-0




B512876-1

| 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 |
| **38** | 0.95 | 7500 | 12 | 40 | 118 | 92 | 58.5 | 60 | 90 | 52 | 5 | 3.5 | E-7 | E+72 | 0.5 | 0.01 | 5.3 |
| **48** | 2.1 | 6900 | 22 | 54 | 145 | 115 | 72 | 70 | 100 | 71 | 5 | 7 | E-14 | E+91 | 0.5 | 0.02 | 10 |
| **60** | 3.5 | 6300 | 22 | 63 | 165 | 135 | 82 | 80 | 110 | 83 | 5 | 7 | E-14 | E+107 | 0.5 | 0.05 | 15 |
| **70** | 5.9 | 5900 | 28 | 78 | 200 | 160 | 94.5 | 90 | 120 | 103 | 4 | 8.5 | E-17 | E+126 | 0.5 | 0.1 | 24 |
| **80** | 9 | 5400 | 28 | 85 | 220 | 178 | 105 | 100 | 130 | 116 | 4 | 9 | E-18 | E+142 | 0.5 | 0.16 | 31 |
| **90** | 13 | 5000 | 32 | 100 | 240 | 196 | 115 | 110 | 140 | 133 | 4 | 9 | E-18 | E+158 | 0.5 | 0.25 | 42 |
| **100** | 18 | 4700 | 32 | 108 | 270 | 225 | 130 | 125 | 150 | 142 | 7 | 12 | E-24 | E+176 | 0.5 | 0.5 | 60 |
| **110** | 23 | 4300 | 55 | 120 | 280 | 240 | 140 | 140 | 170 | 156 | 12 | 12 | E-24 | E+194 | 1 | 0.64 | 72 |
| **125** | 30.5 | 4000 | 65 | 135 | 310 | 265 | 150 | 150 | 180 | 177 | 12 | 12 | E-24 | E+208 | 1 | 1 | 96 |
| **140** | 42 | 3700 | 75 | 150 | 340 | 295 | 175 | 170 | 200 | 200 | 10 | 15 | E-30 | E+240 | 1 | 1.93 | 136 |
| **160** | 61 | 3400 | 85 | 175 | 390 | 325 | 190 | 190 | 230 | 230 | 15 | 15 | E-30 | E+262 | 1 | 3.14 | 182 |
| **180** | 90 | 3100 | 120 | 200 | 435 | 370 | 219 | 220 | 260 | 261 | 18 | 17 | E-34 | E+308 | 1 | 5.75 | 268 |
| **200** | 130 | 2900 | 140 | 225 | 480 | 415 | 249 | 250 | 300 | 296 | 18 | 17 | E-34 | E+352 | 1 | 9.85 | 365 |
| **225** | 189 | 2700 | 160 | 260 | 545 | 465 | 279 | 280 | 330 | 338 | 21 | 20 | E-40 | E+392 | 1 | 18.4 | 553 |

[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 spacer, for bore $d_1$; $d_2$ max.
[3] The dismounting dimension F is required for the vertical installation and removal of the machine, for installation of the retaining rings and for changing the O-rings.
[4] The speed $n_{max}$ depends on the length and weight of the spacer.




B831342-0

**Legend**
1 Flange 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> $E_{min}$

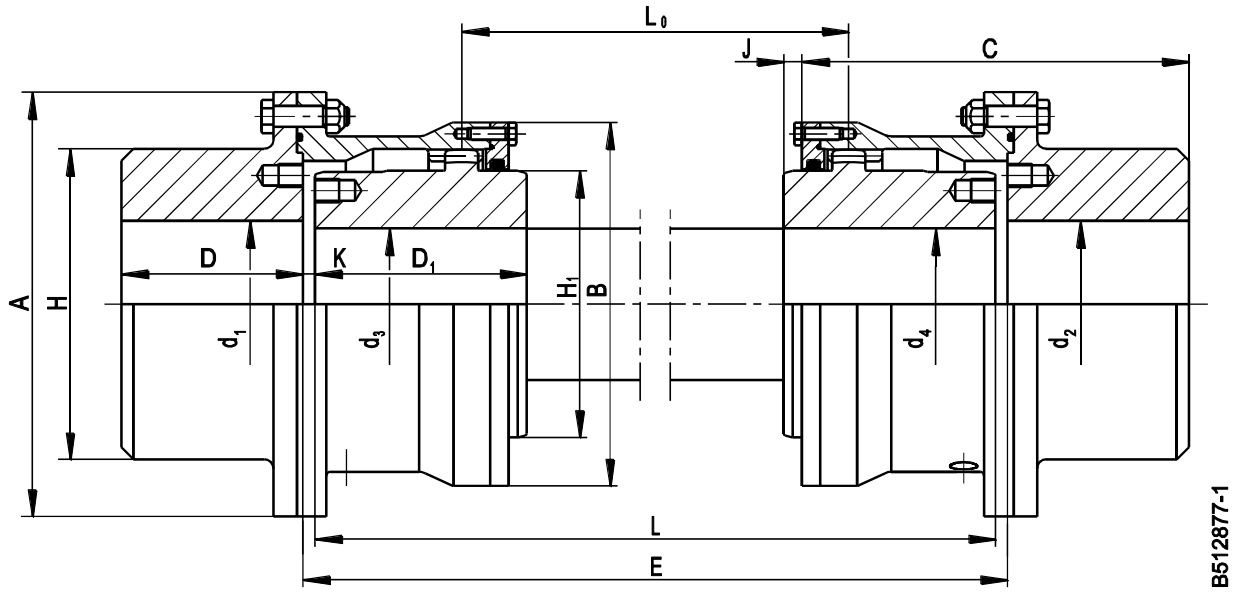
$$J_3 = J_1 + (E - E_{min}) \cdot J_2$$

| 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 |
|---|---|---|---|---|---|---|---|
| **38** | 82 | 2.17 | 0.011 | 0.57 | 186 | 0.00401 | 0.000011 |
| **48** | 94 | 3.20 | 0.014 | 1.35 | 274 | 0.00876 | 0.000020 |
| **60** | 94 | 4.40 | 0.018 | 2.22 | 537 | 0.0146 | 0.000041 |
| **70** | 117 | 6.70 | 0.022 | 3.96 | 897 | 0.0368 | 0.000072 |
| **80** | 118 | 8.20 | 0.029 | 5.74 | 1335 | 0.055 | 0.000113 |
| **90** | 118 | 8.70 | 0.030 | 7.95 | 1895 | 0.075 | 0.00017 |
| **100** | 144 | 13.0 | 0.034 | 10.23 | 2637 | 0.138 | 0.00023 |
| **110** | 144 | 13.5 | 0.040 | 12.58 | 3556 | 0.159 | 0.00032 |
| **125** | 179 | 19.2 | 0.041 | 15.29 | 4690 | 0.292 | 0.00043 |
| **140** | 185 | 22.8 | 0.048 | 21.45 | 6909 | 0.423 | 0.00064 |
| **160** | 205 | 32.0 | 0.053 | 29.22 | 8928 | 0.783 | 0.00088 |
| **180** | 239 | 49.0 | 0.070 | 39.14 | 14028 | 1.46 | 0.0014 |
| **200** | 239 | 52.0 | 0.080 | 58.83 | 23220 | 2.04 | 0.0023 |
| **225** | 280 | 96.0 | 0.120 | 79.13 | 36882 | 4.41 | 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.

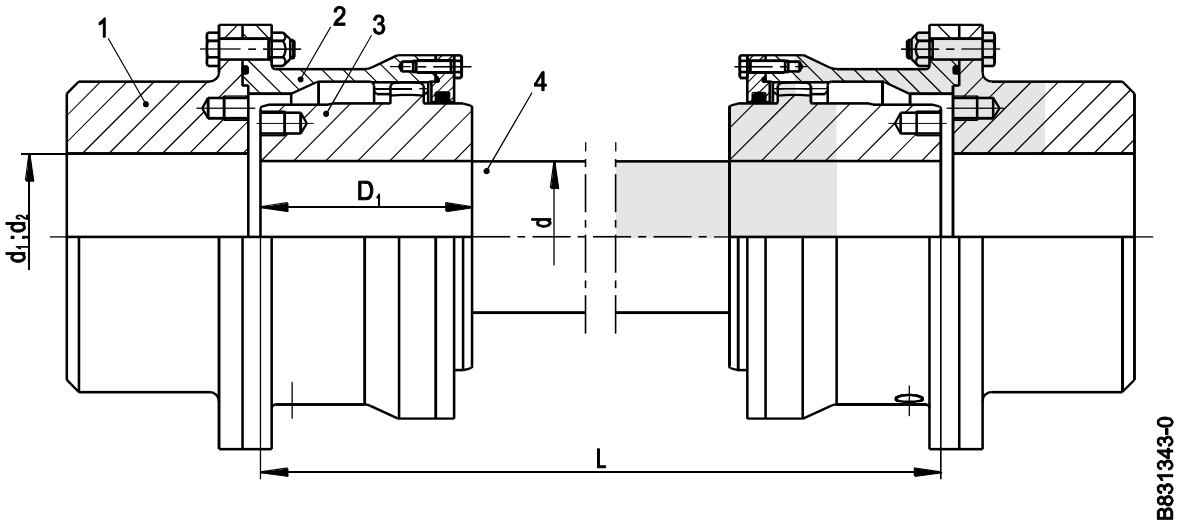
# SBGk series

Dimension table no.: B759804-0




| Size | Nominal torque | Speed[2] | Bore | | | Dimensions | | | | | | | | | | Mass moment of inertia[1] | Weight[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{KN}$ | $n_{max}$ | $d_1$-$d_4$ | $d_1$; $d_2$ | $d_3$; $d_4$ | A | B | C | D | $D_1$ | H | $H_1$ | J | K | $L_0$ | | |
| | kNm | rpm | min mm | max mm | max mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | $kgm^2$ | kg |
| **38** | 0.95 | 7500 | 12 | 61 | 46 | 118 | 92 | 108.5 | 50 | 60 | 80 | 60 | 5 | 3.5 | E-79 | 0.01 | 8.3 |
| **48** | 2.1 | 6900 | 22 | 73 | 59 | 145 | 115 | 130 | 60 | 70 | 95 | 77 | 5 | 5 | E-101 | 0.03 | 13.5 |
| **60** | 3.5 | 6300 | 22 | 86 | 69 | 165 | 135 | 150 | 70 | 80 | 112 | 90 | 5 | 5 | E-117 | 0.06 | 20 |
| **70** | 5.9 | 5900 | 28 | 100 | 85 | 200 | 160 | 172 | 80 | 90 | 130 | 112.5 | 4 | 6 | E-138 | 0.14 | 33 |
| **80** | 9 | 5400 | 28 | 115 | 98 | 220 | 178 | 192 | 90 | 100 | 150 | 128 | 4 | 6 | E-154 | 0.24 | 46 |
| **90** | 13 | 5000 | 32 | 131 | 110 | 240 | 196 | 212 | 100 | 110 | 170 | 145 | 4 | 6 | E-170 | 0.38 | 58 |
| **100** | 18 | 4700 | 32 | 146 | 123 | 270 | 225 | 236 | 110 | 125 | 190 | 160.5 | 7 | 8 | E-192 | 0.68 | 86 |
| **110** | 23 | 4300 | 55 | 158 | 135 | 280 | 240 | 256 | 120 | 140 | 205 | 176 | 12 | 8 | E-210 | 0.95 | 102 |
| **125** | 30.5 | 4000 | 65 | 173 | 150 | 310 | 265 | 276 | 130 | 150 | 225 | 200.5 | 12 | 8 | E-224 | 1.54 | 135 |
| **140** | 42 | 3700 | 75 | 192 | 170 | 340 | 295 | 320 | 150 | 170 | 250 | 224.5 | 10 | 10 | E-260 | 2.86 | 189 |
| **160** | 61 | 3400 | 85 | 219 | 195 | 390 | 325 | 350 | 165 | 190 | 285 | 256.5 | 15 | 10 | E-282 | 4.6 | 255 |
| **180** | 90 | 3100 | 120 | 250 | 220 | 435 | 370 | 404 | 190 | 220 | 325 | 288.5 | 18 | 12 | E-332 | 8.54 | 380 |
| **200** | 130 | 2900 | 140 | 277 | 245 | 480 | 415 | 464 | 220 | 250 | 360 | 320.5 | 18 | 12 | E-376 | 15.1 | 526 |
| **225** | 189 | 2700 | 160 | 315 | 275 | 545 | 465 | 518 | 245 | 280 | 410 | 362 | 21 | 14 | E-420 | 26.7 | 763 |
| **250** | 245 | 2400 | 160 | 346 | 305 | 580 | 510 | 574 | 300 | 300 | 450 | 400 | 164 | 138 | E-708 | 40 | 995 |
| **265** | 330 | 2200 | 180 | 369 | 335 | 645 | 560 | 626 | 330 | 330 | 520 | 440 | 174 | 140 | E-744 | 57 | 1244 |
| **280** | 390 | 2100 | 200 | 400 | 350 | 680 | 595 | 646 | 330 | 330 | 520 | 460 | 194 | 180 | E-864 | 77 | 1408 |
| **315** | 535 | 2000 | 220 | 423 | 390 | 745 | 660 | 706 | 360 | 360 | 550 | 510 | 205 | 191 | E-928 | 122 | 1846 |
| **335** | 580 | 1900 | 240 | 446 | 410 | 775 | 675 | 747 | 380 | 380 | 580 | 535 | 219 | 206 | E-993 | 155 | 2214 |
| **355** | 740 | 1800 | 260 | 477 | 440 | 825 | 725 | 788 | 400 | 400 | 620 | 580 | 228.5 | 216.5 | E-1042 | 209 | 2612 |
| **375** | 950 | 1700 | 280 | 500 | 470 | 915 | 795 | 818 | 420 | 420 | 650 | 620 | 224.5 | 202.5 | E-1021 | 320 | 3565 |

[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 $L_{existing}$

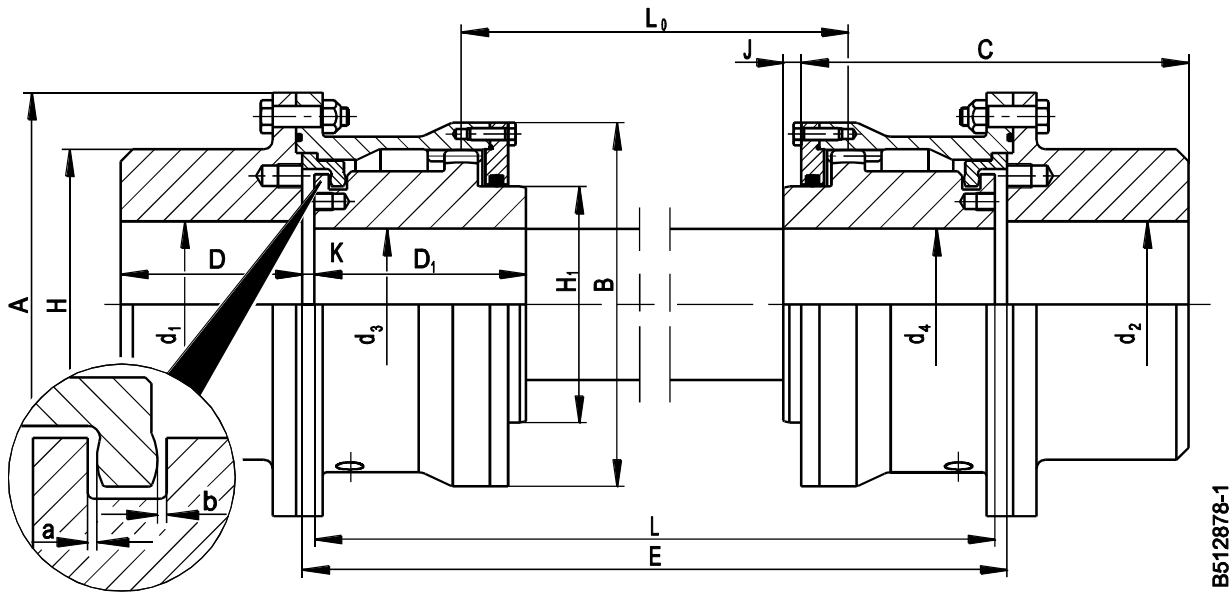
$$G = 6.165 \cdot \frac{d^2 \cdot L}{10^6} \qquad C_2 = 7.805 \cdot \frac{d^4}{L - 2 \cdot D_1} \qquad C_3 := \frac{1}{\frac{1}{C_1} + \frac{1}{C_2}} \qquad J = \frac{G \cdot d^2}{8 \cdot 10^6}$$

| Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad |
|---|---|---|---|---|---|---|---|
| **38** | 1.02 | **100** | 17.5 | **180** | 72.8 | **280** | 275.1 |
| **48** | 2.08 | **110** | 20.0 | **200** | 96.8 | **315** | 347.9 |
| **60** | 3.40 | **125** | 27.1 | **225** | 131.9 | **335** | 415.6 |
| **70** | 6.30 | **140** | 36.7 | **250** | 180.7 | **355** | 528.1 |
| **80** | 9.15 | **160** | 54.9 | **265** | 218.2 | **375** | 705.6 |
| **90** | 12.0 | | | | | | |

[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.

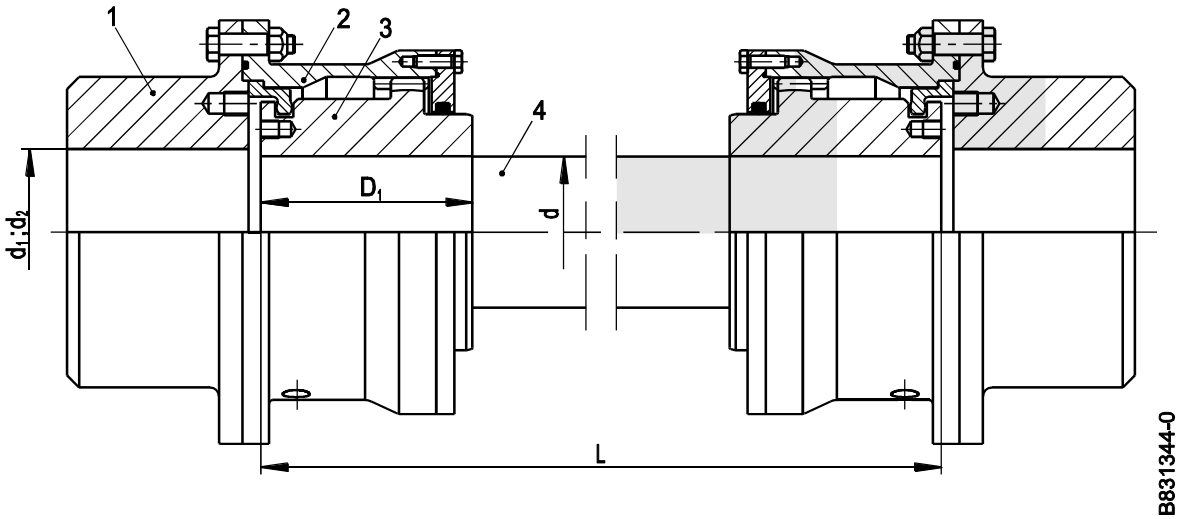
# SRGk series

Dimension table no.: B759805-0




| 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 | $d_1$; $d_2$ max | $d_3$; $d_4$ 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 |
| **38** | 0.95 | 7500 | 12 | 61 | 40 | 118 | 92 | 108.5 | 50 | 60 | 80 | 52 | 5 | 3.5 | E-79 | 0.5 | 0.013 | 8.5 |
| **48** | 2.1 | 6900 | 22 | 73 | 54 | 145 | 115 | 130 | 60 | 70 | 95 | 71 | 5 | 5 | E-101 | 0.5 | 0.031 | 14.1 |
| **60** | 3.5 | 6300 | 22 | 86 | 63 | 165 | 135 | 150 | 70 | 80 | 112 | 83 | 5 | 5 | E-117 | 0.5 | 0.062 | 20.5 |
| **70** | 5.9 | 5900 | 28 | 100 | 78 | 200 | 160 | 172 | 80 | 90 | 130 | 103 | 4 | 6 | E-138 | 0.5 | 0.15 | 33.5 |
| **80** | 9 | 5400 | 28 | 115 | 85 | 220 | 178 | 192 | 90 | 100 | 150 | 116 | 4 | 6 | E-154 | 0.5 | 0.25 | 48 |
| **90** | 13 | 5000 | 32 | 131 | 100 | 240 | 196 | 212 | 100 | 110 | 170 | 133 | 4 | 6 | E-170 | 0.5 | 0.4 | 60 |
| **100** | 18 | 4700 | 32 | 146 | 108 | 270 | 225 | 236 | 110 | 125 | 190 | 142 | 7 | 8 | E-192 | 0.5 | 0.72 | 90 |
| **110** | 23 | 4300 | 55 | 158 | 120 | 280 | 240 | 256 | 120 | 140 | 205 | 156 | 12 | 8 | E-210 | 1 | 1 | 106 |
| **125** | 30.5 | 4000 | 65 | 173 | 135 | 310 | 265 | 276 | 130 | 150 | 225 | 177 | 12 | 8 | E-224 | 1 | 1.6 | 142 |
| **140** | 42 | 3700 | 75 | 192 | 150 | 340 | 295 | 320 | 150 | 170 | 250 | 200 | 10 | 10 | E-260 | 1 | 2.95 | 195 |
| **160** | 61 | 3400 | 85 | 219 | 175 | 390 | 325 | 350 | 165 | 190 | 285 | 230 | 15 | 10 | E-282 | 1 | 4.7 | 264 |
| **180** | 90 | 3100 | 120 | 250 | 200 | 435 | 370 | 404 | 190 | 220 | 325 | 261 | 18 | 12 | E-332 | 1 | 9 | 400 |
| **200** | 130 | 2900 | 140 | 277 | 225 | 480 | 415 | 464 | 220 | 250 | 360 | 296 | 18 | 12 | E-376 | 1 | 15.6 | 552 |
| **225** | 189 | 2700 | 160 | 315 | 260 | 545 | 465 | 518 | 245 | 280 | 410 | 338 | 21 | 14 | E-420 | 1 | 28.2 | 790 |

[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 $L_{existing}$

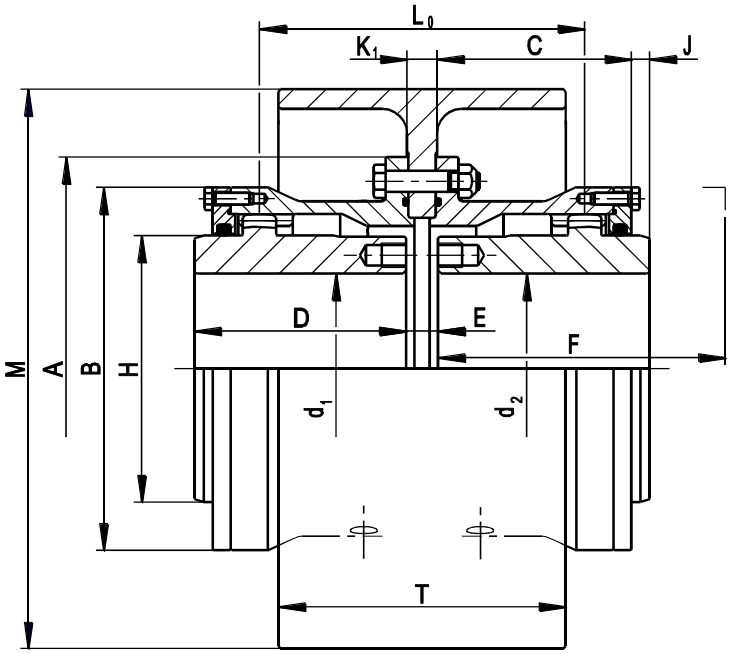
$$G = 6.165 \cdot \frac{d^2 \cdot L}{10^6} \qquad C_2 = 7.805 \cdot \frac{d^4}{L - 2 \cdot D_1} \qquad C_3 := \frac{1}{\frac{1}{C_1} + \frac{1}{C_2}} \qquad J = \frac{G \cdot d^2}{8 \cdot 10^6}$$

| Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad | Size | $C_1$ [1] MNm/rad |
|---|---|---|---|---|---|---|---|
| **38** | 1.02 | **100** | 17.5 | **180** | 72.8 | **280** | 275.1 |
| **48** | 2.08 | **110** | 20.0 | **200** | 96.8 | **315** | 347.9 |
| **60** | 3.40 | **125** | 27.1 | **225** | 131.9 | **335** | 415.6 |
| **70** | 6.30 | **140** | 36.7 | **250** | 180.7 | **355** | 528.1 |
| **80** | 9.15 | **160** | 54.9 | **265** | 218.2 | **375** | 705.6 |
| **90** | 12.0 | | | | | | |

[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.

# SBkD series

Dimension table no.: B759806-0



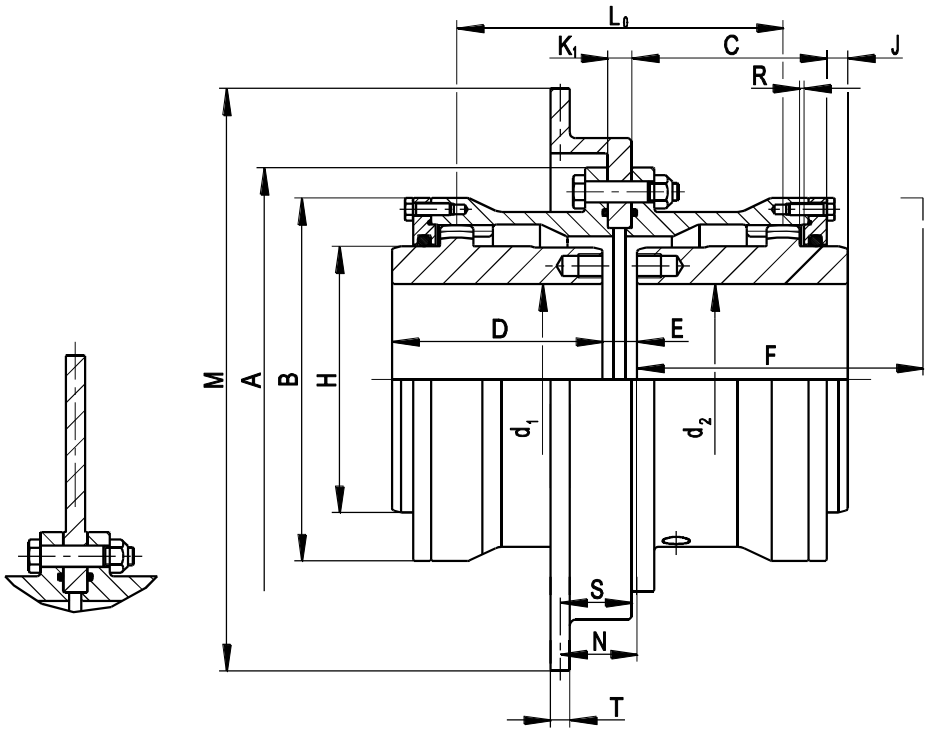

B512879-1

| Size | Nominal torque | Speed[4] | Bore $d_1$; $d_2$ | | Dimensions | | | | | | | | | Max. static radial offset $\Delta K_r$[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 |
| **38** | 0.95 | 7500 | 12 | 46 | 118 | 92 | 56.5 | 60 | $K_1$+3 | 90 | 60 | 5 | $K_1$+75 | 1.01 | 0.007 | 4.2 |
| **48** | 2.1 | 6900 | 22 | 59 | 145 | 115 | 66 | 70 | $K_1$+2 | 100 | 77 | 5 | $K_1$+93 | 1.26 | 0.017 | 7.8 |
| **60** | 3.5 | 6300 | 22 | 69 | 165 | 135 | 76 | 80 | $K_1$+3 | 110 | 90 | 5.5 | $K_1$+110 | 1.50 | 0.035 | 11.7 |
| **70** | 5.9 | 5900 | 28 | 85 | 200 | 160 | 87.5 | 90 | $K_1$+3 | 120 | 112.5 | 4 | $K_1$+129 | 1.73 | 0.085 | 19.8 |
| **80** | 9 | 5400 | 28 | 98 | 220 | 178 | 96.5 | 100 | $K_1$+1 | 130 | 128 | 4 | $K_1$+143 | 1.95 | 0.13 | 26.5 |
| **90** | 13 | 5000 | 32 | 110 | 240 | 196 | 106.5 | 110 | $K_1$+3 | 140 | 145 | 5 | $K_1$+161 | 2.25 | 0.21 | 32.5 |
| **100** | 18 | 4700 | 32 | 123 | 270 | 225 | 119.5 | 125 | $K_{11}$+3 | 150 | 160.5 | 7 | $K_1$+179 | 2.40 | 0.4 | 46 |
| **110** | 23 | 4300 | 55 | 135 | 280 | 240 | 129.5 | 140 | $K_1$+3 | 170 | 176 | 12 | $K_1$+197 | 2.70 | 0.53 | 57 |
| **125** | 30.5 | 4000 | 65 | 150 | 310 | 265 | 139 | 150 | $K_1$+4 | 180 | 200.5 | 13 | $K_1$+212 | 2.85 | 0.84 | 59 |
| **140** | 42 | 3700 | 75 | 170 | 340 | 295 | 162.5 | 170 | $K_1$+5 | 200 | 224.5 | 10 | $K_1$+245 | 3.30 | 1.5 | 111 |
| **160** | 61 | 3400 | 85 | 195 | 390 | 325 | 177.5 | 190 | $K_1$+7 | 230 | 256.5 | 16 | $K_1$+269 | 3.60 | 2.6 | 153 |
| **180** | 90 | 3100 | 120 | 220 | 435 | 370 | 205 | 220 | $K_1$+6 | 260 | 288.5 | 18 | $K_1$+314 | 4.20 | 4.7 | 217 |
| **200** | 130 | 2900 | 140 | 245 | 480 | 415 | 235 | 250 | $K_1$+8 | 300 | 320.5 | 19 | $K_1$+360 | 4.80 | 8.1 | 303 |
| **225** | 189 | 2700 | 160 | 275 | 545 | 465 | 262.5 | 280 | $K_1$+9 | 330 | 362 | 22 | $K_1$+401 | 5.40 | 15.2 | 442 |

[1] In relation to a permissible angular displacement of $\Delta K_w$ =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] 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

# SBkT series

Dimension table no.: B759807-0



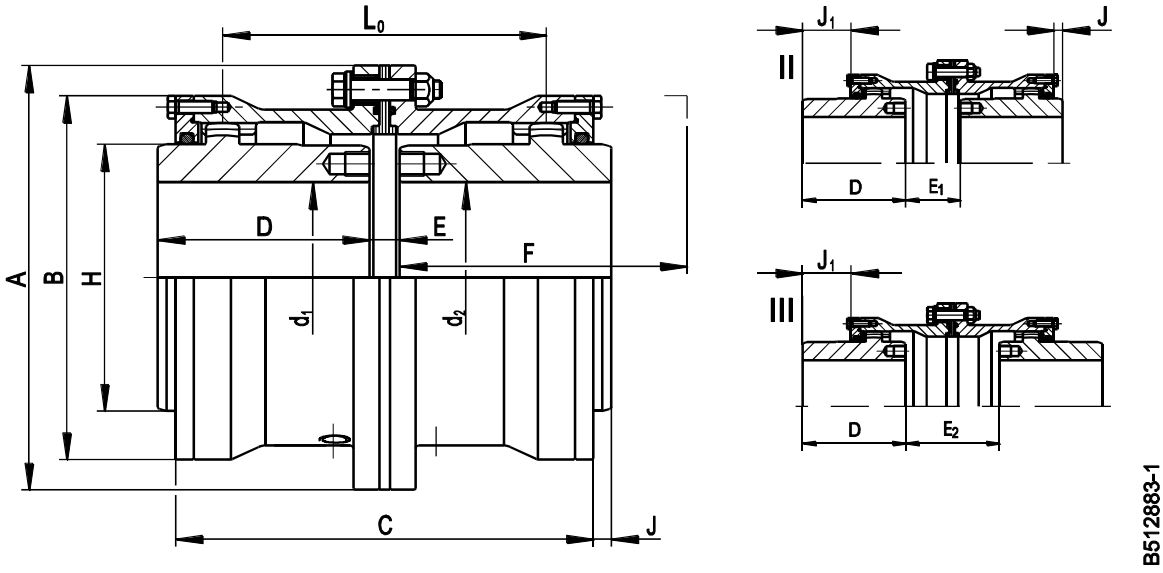

B512880-1

| Size | Nominal torque | Speed[5] | Bore $d_1$; $d_2$ | | Dimensions | | | | | | | | | | | Max. static radial offset $\Delta K_r$[1] | Mass moment of inertia[2] | Weight[2] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{KN}$ | $nm_{ax}$ | min | max | A | B | C | D | E | F[3] | H | J | N | R[4] | $L_0$ | | | |
| | kNm | rpm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | kgm² | kg |
| **38** | 0.95 | 7500 | 12 | 46 | 118 | 92 | 56.5 | 60 | $K_1$+3 | 90 | 60 | 5 | 36.15 | 2 | $K_1$+75 | 1.01 | 0.007 | 4.2 |
| **48** | 2.1 | 6900 | 22 | 59 | 145 | 115 | 66 | 70 | $K_1$+3 | 100 | 77 | 5.5 | 36.15 | 2 | $K_1$+94 | 1.26 | 0.017 | 7.8 |
| **60** | 3.5 | 6300 | 22 | 69 | 165 | 135 | 76 | 80 | $K_1$+5 | 110 | 90 | 6.5 | 50.15 | 2 | $K_1$+112 | 1.50 | 0.035 | 11.7 |
| **70** | 5.9 | 5900 | 28 | 85 | 200 | 160 | 87.5 | 90 | $K_1$+5 | 120 | 112.5 | 5 | 50.15 | 2 | $K_1$+131 | 1.73 | 0.085 | 19.8 |
| **80** | 9 | 5400 | 28 | 98 | 220 | 178 | 96.5 | 100 | $K_1$+5 | 130 | 128 | 6 | 50.15 | 2 | $K_1$+147 | 1.95 | 0.13 | 26.5 |
| **90** | 13 | 5000 | 32 | 110 | 240 | 196 | 106.5 | 110 | $K_1$+7 | 140 | 145 | 7 | 51.15 | 2 | $K_1$+165 | 2.25 | 0.21 | 32.5 |
| **100** | 18 | 4700 | 32 | 123 | 270 | 225 | 119.5 | 125 | $K_1$+5 | 150 | 160.5 | 8 | 50.15 | 3 | $K_1$+181 | 2.40 | 0.4 | 46 |
| **110** | 23 | 4300 | 55 | 135 | 280 | 240 | 129.5 | 140 | $K_1$+7 | 170 | 176 | 14 | 51.15 | 3 | $K_1$+201 | 2.70 | 0.53 | 57 |
| **125** | 30.5 | 4000 | 65 | 150 | 310 | 265 | 139 | 150 | $K_1$+8 | 180 | 200.5 | 15 | 51.65 | 3 | $K_1$+216 | 2.85 | 0.84 | 59 |
| **140** | 42 | 3700 | 75 | 170 | 340 | 295 | 162.5 | 170 | $K_1$+11 | 200 | 224.5 | 13 | 53.15 | 3 | $K_1$+251 | 3.30 | 1.5 | 111 |
| **160** | 61 | 3400 | 85 | 195 | 390 | 325 | 177.5 | 190 | $K_1$+15 | 230 | 256.5 | 20 | 55.15 | 3 | $K_1$+277 | 3.60 | 2.6 | 153 |
| **180** | 90 | 3100 | 120 | 220 | 435 | 370 | 205 | 220 | $K_1$+14 | 260 | 288.5 | 22 | 54.65 | 3 | $K_1$+322 | 4.20 | 4.7 | 217 |
| **200** | 130 | 2900 | 140 | 245 | 480 | 415 | 235 | 250 | $K_1$+18 | 300 | 320.5 | 24 | 56.65 | 3 | $K_1$+370 | 4.80 | 8.1 | 303 |
| **225** | 189 | 2700 | 160 | 275 | 545 | 465 | 262.5 | 280 | $K_1$+21 | 330 | 362 | 28 | 58.15 | 4 | $K_1$+413 | 5.40 | 15.2 | 442 |

[1] In relation to a permissible angular displacement of $\Delta K_w$ =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

# SBki series

Dimension table no.: B790865-0




| Size | Nominal torque | Speed | Bore $d_1$; $d_2$ | | Dimensions | | | | | | | | | | | | Max. static radial offset $\Delta K_r$ [1] | Mass moment of inertia [2] | Weight [2] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $T_{kN}$ | $n_{max}$ | min | max | A | B | C | D | E | $E_1$ | $E_2$ | F [3] | H | J | $J_1$ | $L_0$ [4] | | | |
| | kNm | rpm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | mm | $kgm^2$ | kg |
| **38** | 0.95 | 7500 | 12 | 46 | 118 | 92 | 121 | 60 | 9 | 21 | 33 | 90 | 60 | 8 | 20 | 81 | 1.01 | 0.007 | 4.7 |
| **48** | 2.1 | 6900 | 22 | 59 | 145 | 115 | 142 | 70 | 9 | 30 | 51 | 100 | 77 | 8.5 | 29.5 | 100 | 1.26 | 0.018 | 8.6 |
| **60** | 3.5 | 6300 | 22 | 69 | 165 | 135 | 162 | 80 | 10 | 37 | 64 | 110 | 90 | 9 | 36 | 117 | 1.50 | 0.036 | 12.5 |
| **70** | 5.9 | 5900 | 28 | 85 | 200 | 160 | 186 | 90 | 11 | 47 | 83 | 120 | 112.5 | 8 | 44 | 137 | 1.73 | 0.087 | 20.8 |
| **80** | 9 | 5400 | 28 | 98 | 220 | 178 | 209 | 100 | 12 | 54 | 96 | 130 | 128 | 9.5 | 51.5 | 154 | 1.95 | 0.146 | 27.4 |
| **90** | 13 | 5000 | 32 | 110 | 240 | 196 | 229 | 110 | 14 | 62 | 110 | 140 | 145 | 10.5 | 58.5 | 172 | 2.25 | 0.22 | 33.5 |
| **100** | 18 | 4700 | 32 | 123 | 270 | 225 | 256 | 125 | 15 | 66 | 117 | 150 | 160.5 | 13 | 64 | 191 | 2.40 | 0.42 | 53 |
| **110** | 23 | 4300 | 55 | 135 | 280 | 240 | 276 | 140 | 15 | 69 | 123 | 170 | 176 | 18 | 72 | 209 | 2.70 | 0.55 | 62 |
| **125** | 30.5 | 4000 | 65 | 150 | 310 | 265 | 297 | 150 | 17 | 75 | 133 | 180 | 200.5 | 19.5 | 77.5 | 225 | 2.85 | 0.91 | 81 |
| **140** | 42 | 3700 | 75 | 170 | 340 | 295 | 343 | 170 | 18 | 88 | 158 | 200 | 224.5 | 16.5 | 86.5 | 258 | 3.30 | 1.58 | 115 |
| **160** | 61 | 3400 | 85 | 195 | 390 | 325 | 373 | 190 | 20 | 92 | 164 | 230 | 256.5 | 22.5 | 94.5 | 282 | 3.60 | 2.78 | 159 |
| **180** | 90 | 3100 | 120 | 220 | 435 | 370 | 430 | 220 | 20 | 108 | 196 | 260 | 288.5 | 25 | 113 | 328 | 4.20 | 4.96 | 227 |
| **200** | 130 | 2900 | 140 | 245 | 480 | 415 | 490 | 250 | 22 | 124 | 226 | 300 | 320.5 | 26 | 128 | 374 | 4.80 | 8.4 | 315 |
| **225** | 189 | 2700 | 160 | 275 | 545 | 465 | 547 | 280 | 24 | 136 | 248 | 330 | 362 | 29.5 | 141.5 | 416 | 5.40 | 15.6 | 447 |

[1] In relation to a permissible angular displacement of $\Delta K_w$ =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 the vertical installation and removal of the machine and for changing the O-rings.
[4] $L_0$ is applicable to E