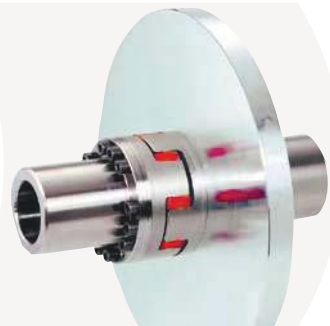
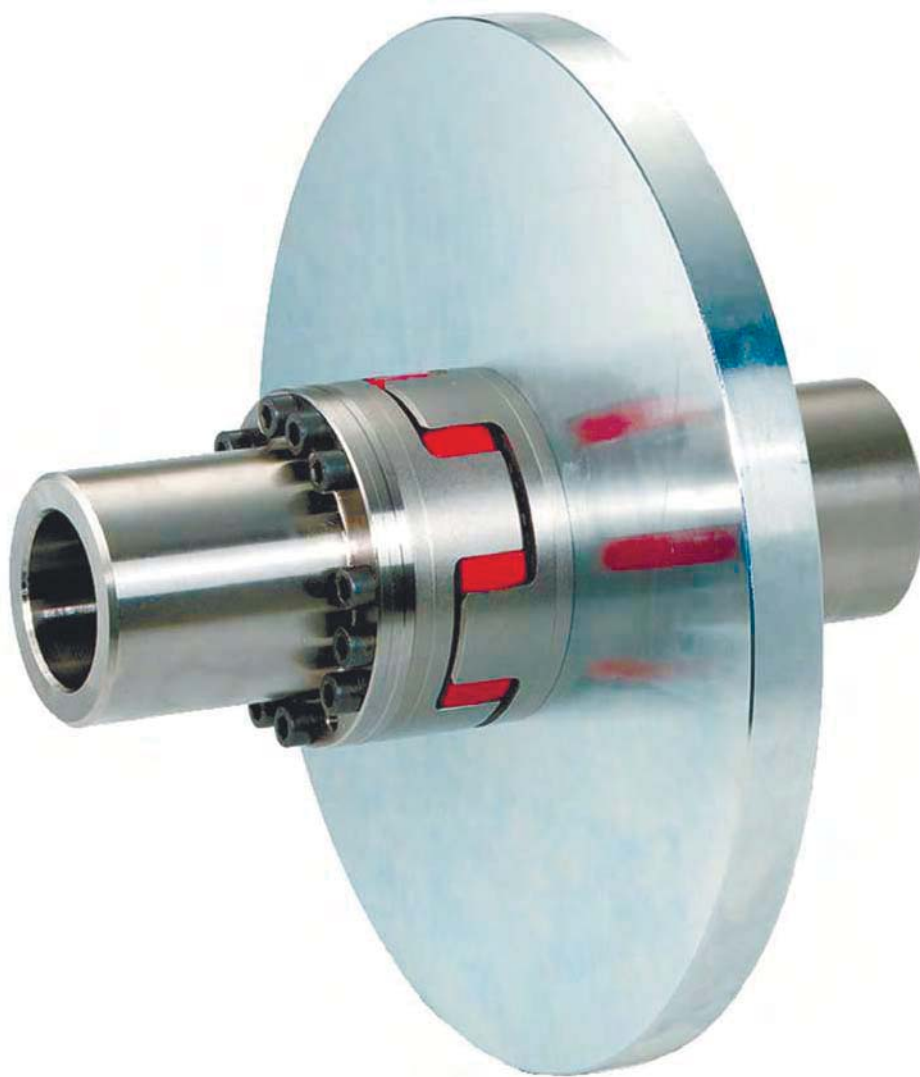


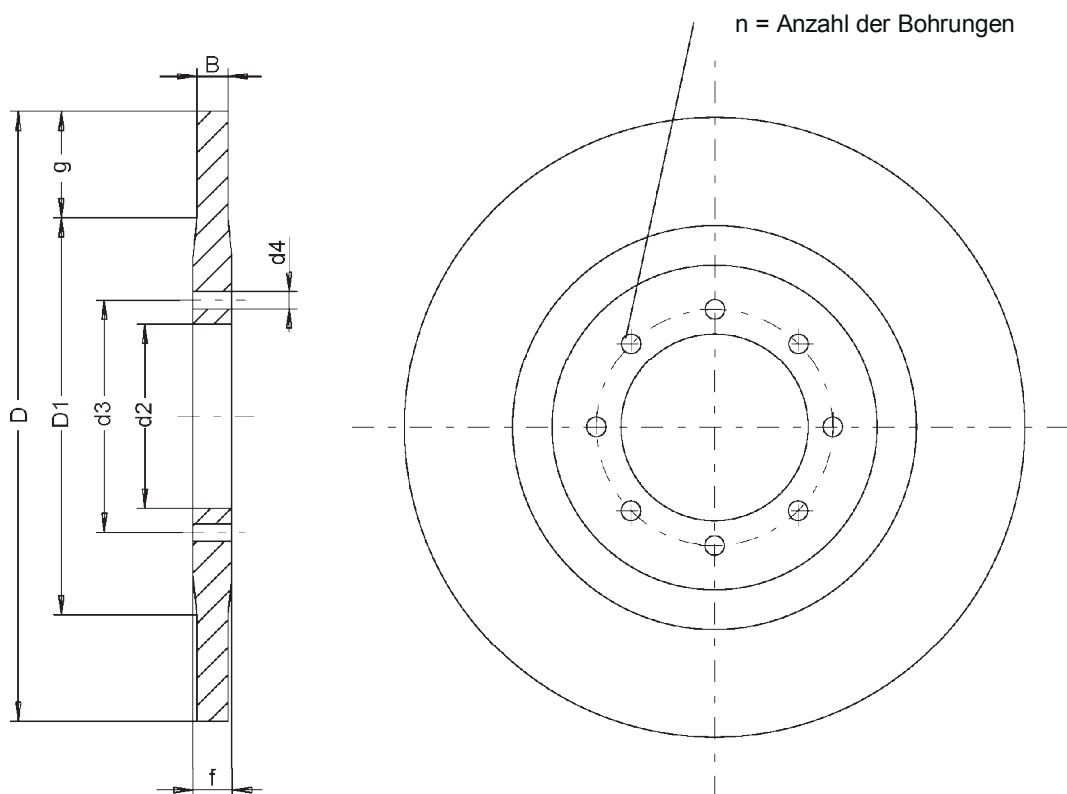


Sure to be safe

**Brake Discs
& Couplings**





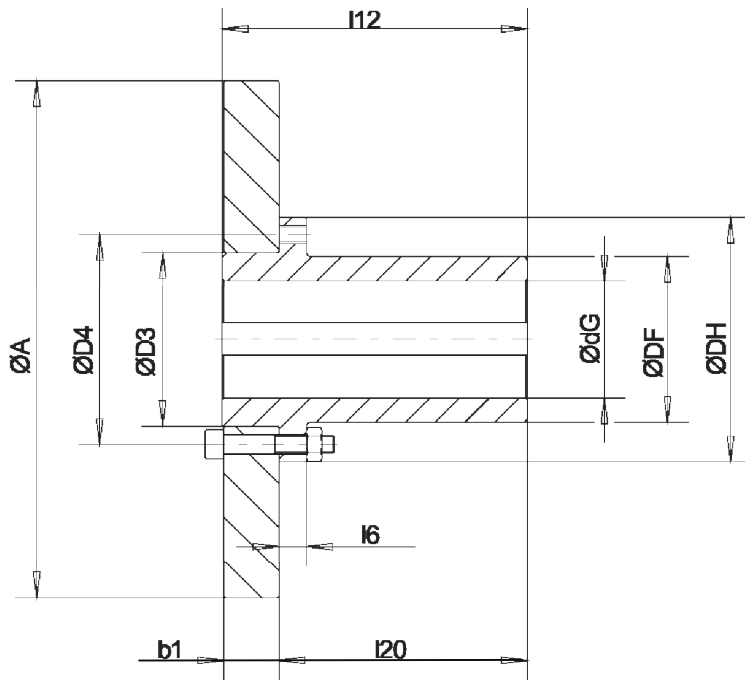


Scheiben-Material:
Bei Bestellung bitte angeben:

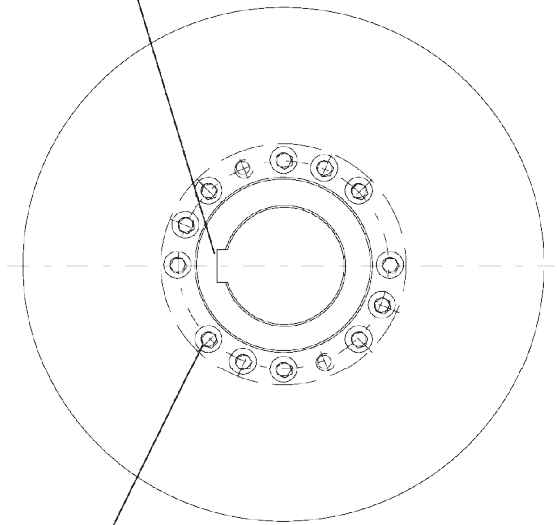
St 52-3
Ø D, B, Ø d₂, Ø d₃, Ø d₄ und n

| Durchmesser x Stärke D x B | f | Ø d ₂ | Ø d ₃ | Ø d ₄ | n |
|----------------------------------|----|------------------|------------------|------------------|---|
| 200 x 20 | 20 | | | | |
| 250 x 20 | 20 | | | | |
| 315 x 30 | 30 | | | | |
| 400 x 30 | 30 | | | | |
| 500 x 30 | 30 | | | | |
| 560 x 30 | 30 | | | | |
| 630 x 30 | 30 | | | | |
| 710 x 30 | 30 | | | | |
| 800 x 30 | 30 | | | | |
| 900 x 30 | 30 | | | | |
| 1000 x 30 | 30 | | | | |
| 1100 x 30 | 30 | | | | |

Sonderausführung (Durchmesser, Stärke oder Material) auf Anfrage



Passfedernut nach DIN 6885, T1 (p9)

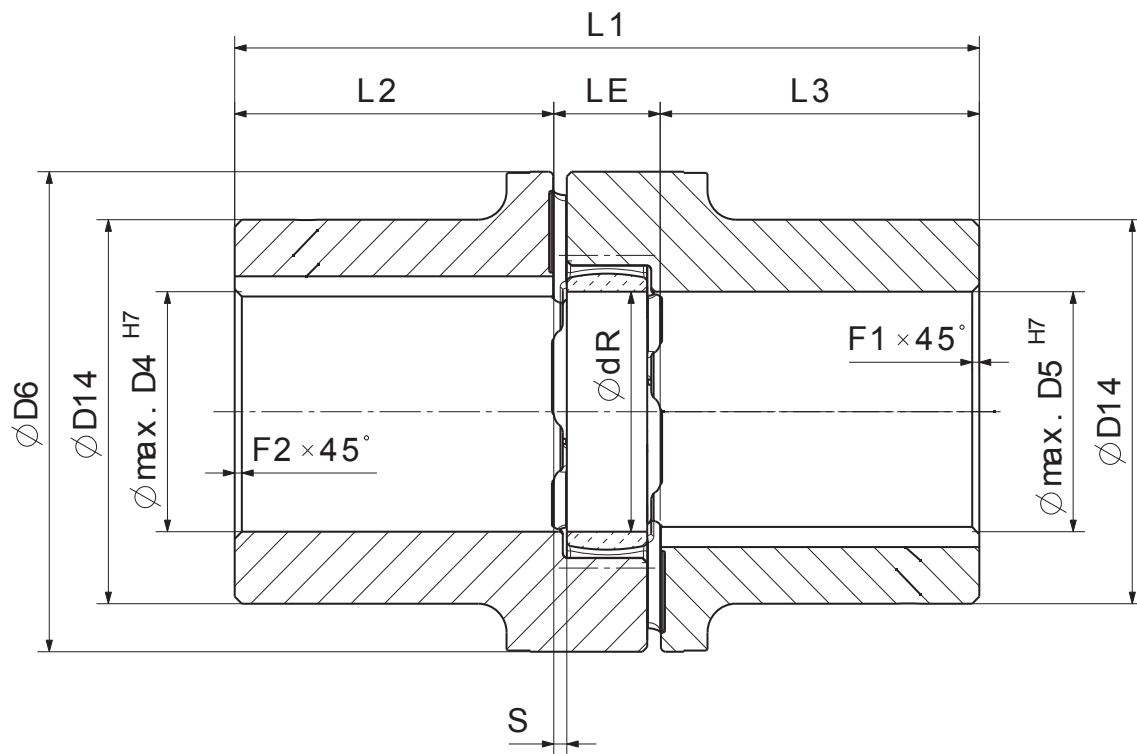


Bohrbild gemäß Nabenzeichnung

| Typ der Nabe | | N 1800 | N 3800 | N 9000 | N 17000 | N 24000 | N 39000 | |
|------------------------------|------------------|---------------------------------|-----------|-----------|-----------|-----------|------------|-----|
| Max. Bremsmoment Nabe | Nm | 1800 | 3800 | 9000 | 17000 | 24000 | 39000 | |
| Max. Drehzahl Nabe | 1/min | 4000 | 3200 | 2600 | 2000 | 1800 | 1400 | |
| ØdG | Vorbohrung | mm | 28 | 28 | 38 | 48 | 58 | 78 |
| | max. Bohrung | mm | 65 | 75 | 100 | 125 | 165 | 190 |
| ØDF _{h9} | mm | 92 | 108 | 140 | 176 | 235 | 270 | |
| ØDH | mm | 135 | 160 | 200 | 255 | 320 | 370 | |
| ØD3 _{H7/h6} | mm | 96 | 112 | 145 | 180 | 245 | 280 | |
| ØD4 | mm | 116 | 136 | 172 | 218 | 282 | 325 | |
| l6 | mm | 15 | 20 | 20 | 25 | 30 | 34 | |
| l12 | mm | 166 | 166,5 | 206,5 | 212 | 252,5 | 252,5 | |
| l20 | mm | 135 | 135 | 175 | 180 | 220 | 220 | |
| n Zylinderschr. DIN 912-10.9 | Stck. | 12xM10x60 | 15xM12x65 | 15xM16x70 | 15xM20x80 | 15xM20x90 | 15xM24x100 | |
| Schraubenanzugsmoment | Nm | 69 | 120 | 295 | 580 | 580 | 1000 | |
| Bremsscheibe Ø A x b1 | | Gewicht & Massenträgheitsmoment | | | | | | |
| Ø 315 x 30 | kg | 21,5 | | | | | | |
| | Kgm ² | 0,231 | | | | | | |
| Ø 355 x 30 | kg | 26,5 | | | | | | |
| | Kgm ² | 0,370 | | | | | | |
| Ø 400 x 30 | kg | 32,8 | 34,4 | 39,2 | | | | |
| | Kgm ² | 0,594 | 0,597 | 0,600 | | | | |
| Ø 450 x 30 | kg | 40,6 | 42,2 | 46,8 | | | | |
| | Kgm ² | 0,947 | 0,948 | 0,969 | | | | |
| Ø 500 x 30 | kg | | 51,0 | 55,6 | 63,2 | | | |
| | Kgm ² | | 1,442 | 1,460 | 1,542 | | | |
| Ø 560 x 30 | kg | | 62,8 | 67,4 | 74,7 | | | |
| | Kgm ² | | 2,267 | 2,282 | 2,348 | | | |
| Ø 630 x 30 | kg | | | 82,8 | 90,0 | 112,4 | | |
| | Kgm ² | | | 3,640 | 3,700 | 4,077 | | |
| Ø 710 x 30 | kg | | | 102,6 | 109,9 | 132,2 | 144,8 | |
| | Kgm ² | | | 5,857 | 5,892 | 6,287 | 6,655 | |
| Ø 800 x 30 | kg | | | | 135,1 | 157,4 | 169,9 | |
| | Kgm ² | | | | 9,481 | 9,859 | 10,208 | |

Änderungen vorbehalten

SIBRE Siegerland-Bremsen GmbH – Auf der Stücke 1-5 – D-35708 Haiger, Germany
Tel.: +49 2773 94000 – Fax: +49 2773 9400-10 – e-mail: info@sibre.de – www.sibre.de



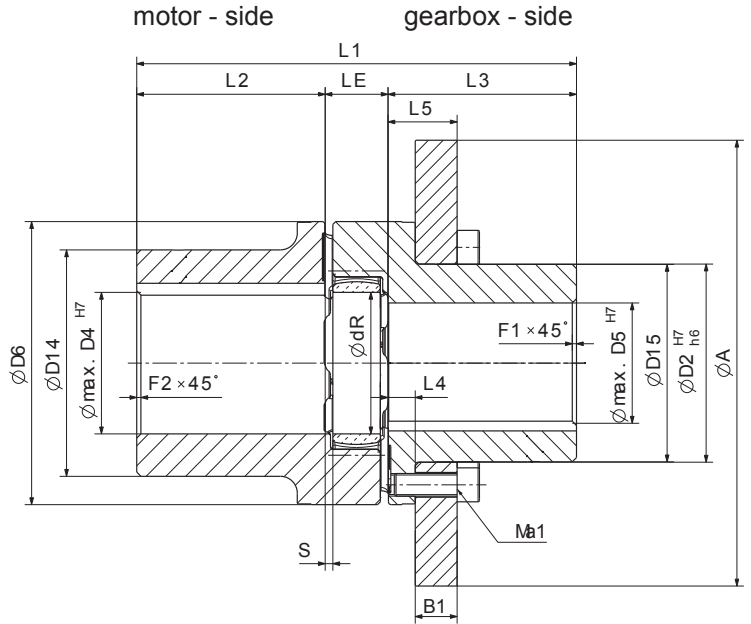
| Type ALC-A | T _{kn} Nm | T _{kmax} Nm | n _{max} min ⁻¹ | ØD4 ØD5 pilot bore | ØD4 max | ØD5 max | ØD6 | ØD14 | ØdR | L1 | L2 | L3 | LE | S | F1 F2 x45° | I _{ges} kgm ² | G _{ges} kg |
|---------------|-----------------------|-------------------------|---------------------------------------|-----------------------------|------------|------------|-----|------|-----|-----|-----|-----|----|-----|------------------|--------------------------------------|------------------------|
| 38 | 325 | 650 | 8300 | - | 42 | 42 | 80 | 70 | 38 | 144 | 60 | 60 | 24 | 3 | 1,5 | 0,002 | 2,4 |
| 42 | 450 | 900 | 7000 | - | 50 | 50 | 95 | 80 | 46 | 166 | 70 | 70 | 26 | 3 | 1,5 | 0,004 | 3,8 |
| 48 | 525 | 1050 | 6400 | - | 55 | 55 | 105 | 90 | 51 | 178 | 75 | 75 | 28 | 3,5 | 2 | 0,008 | 5,8 |
| 55 | 685 | 1370 | 5600 | 18 | 65 | 65 | 120 | 105 | 60 | 200 | 85 | 85 | 30 | 4 | 2 | 0,014 | 7,7 |
| 65 | 940 | 1880 | 4950 | 18 | 70 | 70 | 135 | 115 | 68 | 235 | 100 | 100 | 35 | 4,5 | 2,5 | 0,027 | 11,5 |
| 75 | 1920 | 3840 | 4200 | 28 | 80 | 80 | 160 | 135 | 80 | 270 | 115 | 115 | 40 | 5 | 2,5 | 0,059 | 18,7 |
| 90 | 3600 | 7200 | 3350 | 38 | 100 | 100 | 200 | 160 | 100 | 315 | 135 | 135 | 45 | 5,5 | 3 | 0,152 | 32 |
| 100 | 4950 | 9900 | 3000 | 38 | 110 | 110 | 225 | 180 | 113 | 350 | 150 | 150 | 50 | 6 | 3 | 0,270 | 45 |
| 110 | 7200 | 14400 | 2600 | 48 | 125 | 125 | 255 | 200 | 127 | 375 | 160 | 160 | 55 | 6,5 | 3 | 0,471 | 62 |
| 125 | 10000 | 20000 | 2300 | 48 | 140 | 140 | 290 | 230 | 147 | 430 | 185 | 185 | 60 | 7 | 3 | 0,916 | 93 |

When selecting the coupling assembly, setting and maintenance instructions have to be observed.

Other dimensions upon request. Individual balancing of coupling components available upon request. Axial fixing of coupling hub possible with set-screw above the key upon request.

Weight and inertia indicated for max. bore ØD4 and ØD5.

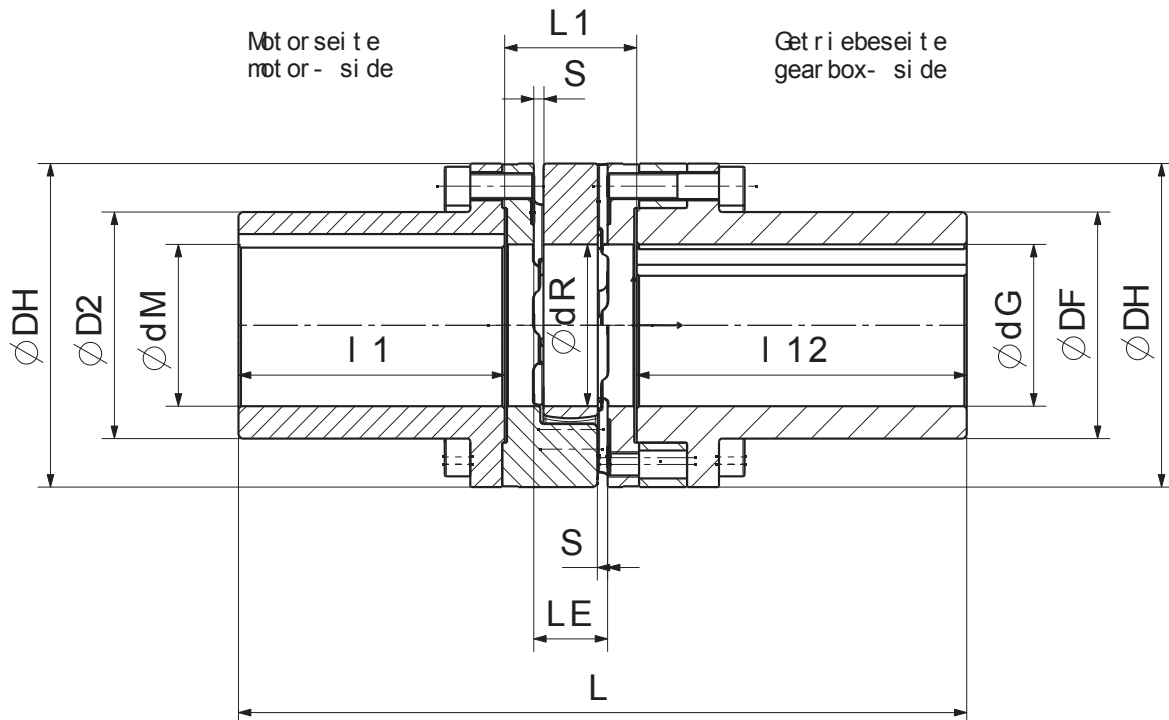
| Brake Disc | Absolute dimension L5 in regard to coupling- and disc- size | | | | | | | | | |
|------------|---|------|------|------|------|------|------|------|------|------|
| | 38 | 42 | 48 | 55 | 65 | 75 | 90 | 100 | 110 | 125 |
| ØD1xB1 | L5 | L5 | L5 | L5 | L5 | L5 | L5 | L5 | L5 | L5 |
| Ø 200x20 | 29,5 | | | | | | | | | |
| Ø 250x20 | 29,5 | 31,5 | 31,5 | | | | | | | |
| Ø 315x20 | | 31,5 | 31,5 | 35,5 | 35,5 | 38,5 | | | | |
| Ø 400x20 | | | | 35,5 | 35,5 | 38,5 | 39,5 | | | |
| Ø 500x30 | | | | 45,5 | 45,5 | 48,5 | 49,5 | 54,5 | 55,5 | 59,5 |
| Ø 630x30 | | | | | | 48,5 | 49,5 | 54,5 | 55,5 | 59,5 |
| Ø 710x30 | | | | | | | | 54,5 | 55,5 | 59,5 |
| Ø 800x30 | | | | | | | | | 55,5 | 59,5 |



| Brake Disc | Weight, moment of inertia and max. allowed braking torque in regards to coupling- and disc size | | | | | | | | | | |
|------------------------|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---|
| | 38 | 42 | 48 | 55 | 65 | 75 | 90 | 100 | 110 | 125 | |
| T _{Br,max} Nm | 430 | 790 | 890 | 1000 | 1800 | 3840 | 7200 | 9900 | 14400 | 20000 | |
| ØD1xB1 | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | kq kqm ² | max Drehzahl n _{max} in min ⁻¹ |
| Ø 200x20 | 4,6 0,024 | | | | | | | | | | 5200 |
| Ø 250x20 | 7,4 0,060 | 7,4 0,060 | 7,1 0,060 | | | | | | | | 4200 |
| Ø 315x20 | | 11,8 0,152 | 11,7 0,152 | 11,5 0,151 | 11,2 0,151 | 10,8 0,149 | | | | | 3300 |
| Ø 400x20 | | | | 19,0 0,394 | 18,7 0,394 | 18,3 0,392 | 17,3 0,388 | | | | 2600 |
| Ø 500x30 | | | | 45,0 1,440 | 44,6 1,441 | 44,2 1,443 | 42,6 1,435 | 41,8 1,433 | 40,5 1,422 | 38,5 1,403 | 2100 |
| Ø 630x30 | | | | | | 71,3 3,643 | 69,8 3,633 | 68,9 3,633 | 67,6 3,616 | 65,7 3,601 | 1650 |
| Ø 710x30 | | | | | | | | 88,7 5,866 | 87,5 5,846 | 85,5 5,832 | 1450 |
| Ø 800x30 | | | | | | | | | 112,6 9,444 | 110,7 9,432 | 1300 |

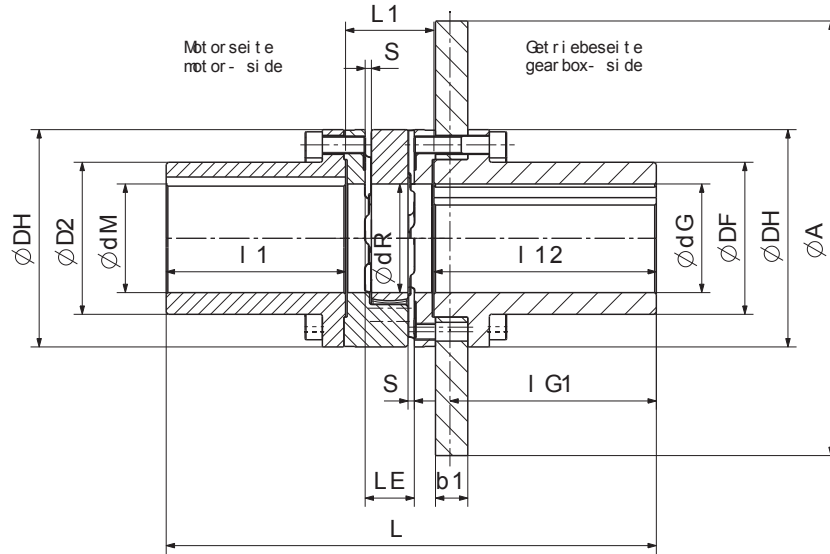
| Type ALC-AS | T _{kn} Nm | T _{kmax} Nm | ØD4 ØD5 pilot bore | ØD4 max | ØD5 max | ØD6 | ØD2 H7/h6 | ØD14 | ØD15 | ØdR | L1 | L2 | L3 | L4 | LE | S | F1 F2 x45° | DIN 912 -10.9 | Z | Ma1 | I kgm ² | | G kg |
|-------------|--------------------|----------------------|--------------------------|------------|------------|-----|--------------|------|-------|-----|-----|-----|-----|------|----|-----|------------------|---------------------|----|-----|-----------------------|-----|---------|
| | | | | | | | | | | | | | | | | | | | | | w/o brake disc | | |
| 38 | 325 | 650 | - | 42 | 30 | 80 | 50 | 70 | 49,5 | 38 | 144 | 60 | 60 | 9,5 | 24 | 3 | 1,5 | M8 | 8 | 35 | 0,002 | 2,3 | |
| 42 | 450 | 900 | - | 50 | 38 | 95 | 60 | 80 | 59,5 | 46 | 166 | 70 | 70 | 11,5 | 26 | 3 | 1,5 | M8 | 12 | 35 | 0,004 | 3,5 | |
| 48 | 525 | 1050 | - | 55 | 42 | 105 | 68 | 90 | 67,5 | 51 | 178 | 75 | 75 | 11,5 | 28 | 3,5 | 2 | M8 | 12 | 35 | 0,007 | 5 | |
| 55 | 685 | 1370 | 18 | 65 | 48 | 120 | 78 | 105 | 77,5 | 60 | 200 | 85 | 85 | 15,5 | 30 | 4 | 2 | M10 | 8 | 69 | 0,012 | 7,5 | |
| 65 | 940 | 1880 | 18 | 70 | 55 | 135 | 92 | 115 | 91,5 | 68 | 235 | 100 | 100 | 15,5 | 35 | 4,5 | 2,5 | M10 | 12 | 69 | 0,025 | 11 | |
| 75 | 1920 | 3840 | 28 | 80 | 65 | 160 | 106 | 135 | 105,5 | 80 | 270 | 115 | 115 | 18,5 | 40 | 5 | 2,5 | M12 | 15 | 120 | 0,055 | 18 | |
| 90 | 3600 | 7200 | 38 | 100 | 85 | 200 | 140 | 160 | 139,5 | 100 | 315 | 135 | 135 | 19,5 | 45 | 5,5 | 3 | M16 | 15 | 295 | 0,146 | 32 | |
| 100 | 4950 | 9900 | 38 | 110 | 95 | 225 | 156 | 180 | 155 | 113 | 350 | 150 | 150 | 24,5 | 50 | 6 | 3 | M16 | 15 | 295 | 0,256 | 44 | |
| 110 | 7200 | 14400 | 48 | 125 | 110 | 255 | 176 | 200 | 175 | 127 | 375 | 160 | 160 | 25,5 | 55 | 6,5 | 3 | M20 | 15 | 580 | 0,454 | 61 | |
| 125 | 10000 | 20000 | 48 | 140 | 125 | 290 | 204 | 230 | 203 | 147 | 430 | 185 | 185 | 29,5 | 60 | 7 | 3 | M20 | 15 | 580 | 0,885 | 91 | |

When selecting the coupling assembly, setting and maintenance instructions have to be observed. Other disc diameters upon request. Other dimensions upon request. Individual balancing of coupling components available upon request. Axial fixing of coupling hub possible with set- screw above the key upon request. Weight and inertia indicated for max. bore ØD4 and Ø D5.



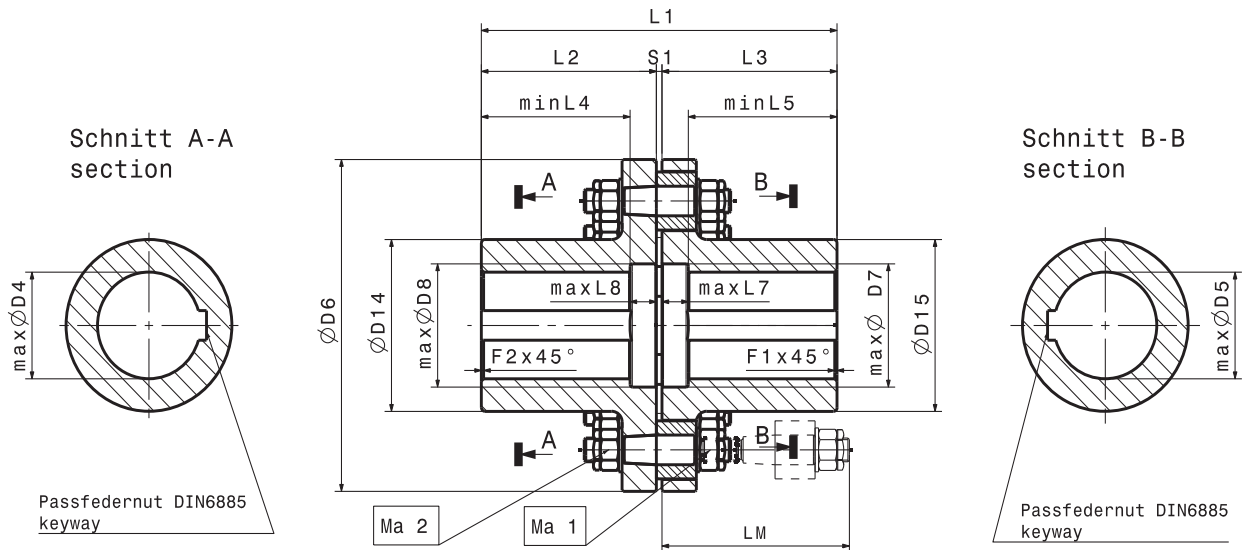
| Coupling Size | | AFC-65 | AFC-75 | AFC-90 | AFC-100 | AFC-110 | AFC-125 | AFC-140 | AFC-160 |
|------------------------------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| T_{kn} | Nm | 940 | 1920 | 3600 | 4950 | 7200 | 10000 | 12800 | 19200 |
| T_{kmax} | Nm | 1880 | 3840 | 7200 | 9900 | 14400 | 20000 | 25600 | 38400 |
| n_{max} | rpm | 3450 | 3250 | 3000 | 2800 | 2600 | 2250 | 1800 | 1500 |
| ØdG/ØdM pilot bore max. bore | mm | 28 | 28 | 38 | 48 | 48 | 58 | 58 | 78 |
| | mm | 65 | 75 | 100 | 110 | 125 | 145 | 165 | 190 |
| ØDH | mm | 135 | 160 | 200 | 225 | 255 | 290 | 320 | 370 |
| ØD2 | mm | 94 | 108 | 142 | 158 | 178 | 206 | 235 | 270 |
| ØDF | mm | 92 | 108 | 140 | 158 | 176 | 206 | 235 | 270 |
| ØdR | mm | 68 | 80 | 100 | 113 | 127 | 147 | 165 | 190 |
| I1 | mm | 113.5 | 133 | 165.5 | 155 | 203.5 | 200.5 | 247 | 229 |
| I12 | mm | 166 | 166.5 | 206.5 | 206.5 | 212.0 | 212.0 | 252.5 | 252.5 |
| IG1 | mm | 150 | 150 | 190 | 190 | 195 | 195 | 235 | 235 |
| L1 | mm | 65 | 75 | 82 | 97 | 103 | 116 | 128 | 146 |
| L | mm | 344.5 | 374.5 | 454 | 458.5 | 518.5 | 528.5 | 627.5 | 627.5 |
| LE | mm | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 75 |
| S | mm | 4.5 | 5 | 5.5 | 6 | 6.5 | 7 | 7.5 | 9 |
| Cylinder bolt | Qty | 12xM10x 30 | 15xM12x 40 | 15xM16x 40 | 15xM16x 50 | 15xM20x5 0 | 15xM20x 60 | 15xM20x 60 | 15xM24x 70 |
| | DIN912- 12.9 | 12xM10x 60 | 15xM12x 70 | 15xM16x 70 | 15xM16x 80 | 15xM20x8 0 | 15xM20x 90 | 15xM20x 90 | 15xM24x 100 |
| Ma | Nm | 83 | 120 | 295 | 295 | 580 | 580 | 580 | 1000 |

When selecting the coupling assembly, setting and maintenance instructions have to be observed. Other disc diameters upon request. Other dimensions upon request. Individual balancing of coupling components available upon request. Axial fixing of coupling hub possible with set-screw above the key upon request. Weight and inertia indicated for max. bore ØdG and ØdM.

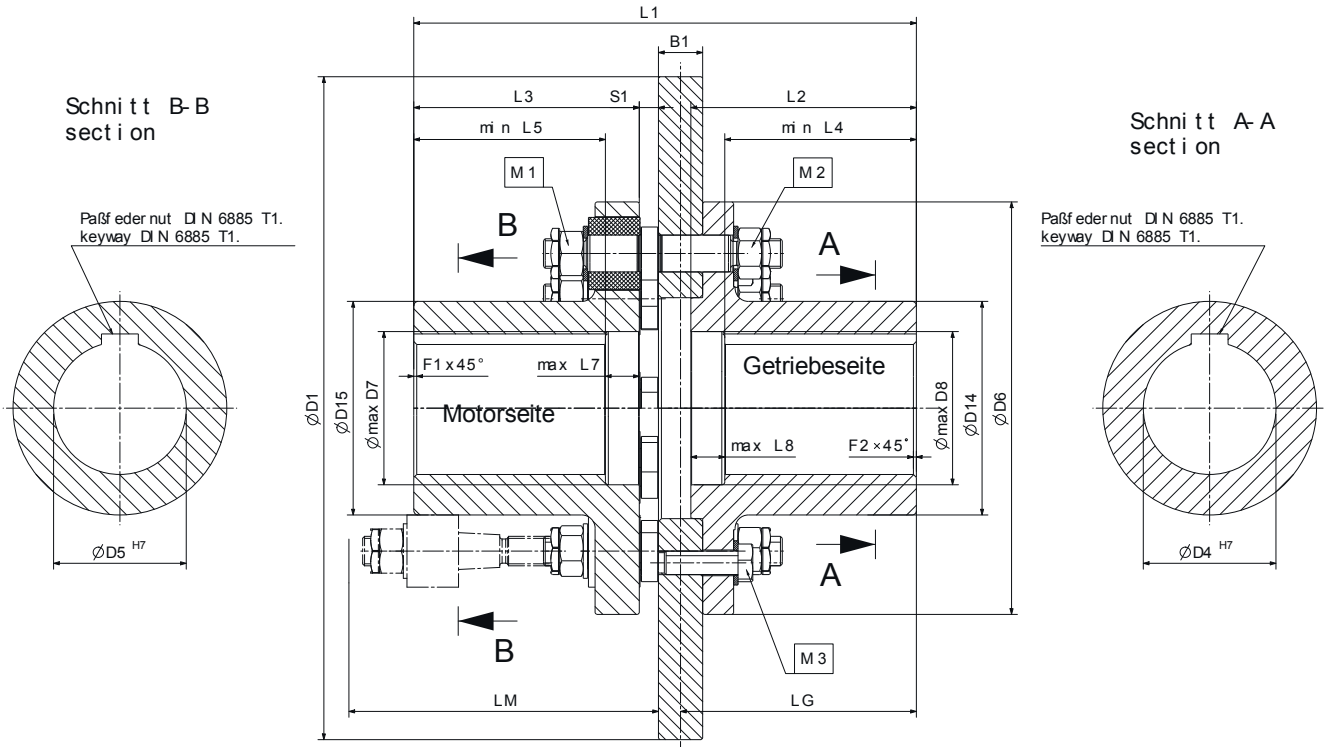


| Coupling Size | | AFC-65 | AFC-75 | AFC-90 | AFC-100 | AFC-110 | AFC-125 | AFC-140 | AFC-160 |
|--------------------|------------------|---|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| T_{kn} | Nm | 940 | 1920 | 3600 | 4950 | 7200 | 10000 | 12800 | 19200 |
| T_{kmax} | Nm | 1880 | 3840 | 7200 | 9900 | 14400 | 20000 | 25600 | 38400 |
| n_{max} | rpm | 3450 | 3250 | 3000 | 2800 | 2600 | 2250 | 1800 | 1500 |
| ØdG/ØdM pilot bore | mm | 28 | 28 | 38 | 48 | 48 | 58 | 58 | 78 |
| max. bore | mm | 65 | 75 | 100 | 110 | 125 | 145 | 165 | 190 |
| ØDH | mm | 135 | 160 | 200 | 225 | 255 | 290 | 320 | 370 |
| ØD2 | mm | 94 | 108 | 142 | 158 | 178 | 206 | 235 | 270 |
| ØDF | mm | 92 | 108 | 140 | 158 | 176 | 206 | 235 | 270 |
| ØdR | mm | 68 | 80 | 100 | 113 | 127 | 147 | 165 | 190 |
| l1 | mm | 113.5 | 133 | 165.5 | 155 | 203.5 | 200.5 | 247 | 229 |
| l12 | mm | 166 | 166.5 | 206.5 | 206.5 | 212.0 | 212.0 | 252.5 | 252,5 |
| lG1 | mm | 150 | 150 | 190 | 190 | 195 | 195 | 235 | 235 |
| L1 | mm | 65 | 75 | 82 | 97 | 103 | 116 | 128 | 146 |
| L | mm | 344.5 | 374.5 | 454 | 458.5 | 518.5 | 528.5 | 627.5 | 627,5 |
| LE | mm | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 75 |
| S | mm | 4.5 | 5 | 5.5 | 6 | 6.5 | 7 | 7.5 | 9 |
| Cylinder bolt | Qty. | 12xM10x30 | 15xM12x40 | 15xM16x40 | 15xM16x50 | 15xM20x50 | 15xM20x60 | 15xM20x60 | 15xM24x70 |
| DIN912-12.9 | | 12xM10x60 | 15xM12x70 | 15xM16x70 | 15xM16x80 | 15xM20x80 | 15xM20x90 | 15xM20x90 | 15xM24x100 |
| Ma | Nm | 83 | 120 | 295 | 295 | 580 | 580 | 580 | 1000 |
| ØAx b1 brake disc | | * Design, weight m, moment of inertia J | | | | | | | |
| Ø315x30 | kg | 30,7 | | | | | | | |
| | kgm ² | 0,254 | | | | | | | |
| Ø355x30 | kg | 36 | | | | | | | |
| | kgm ² | 0,393 | | | | | | | |
| Ø400x30 | kg | 42,3 | 50.5 | 64.4 | | | | | |
| | kgm ² | 0,616 | 0.627 | 0,759 | | | | | |
| Ø450x30 | kg | 50,1 | 58.3 | 72 | | | | | |
| | kgm ² | 0,969 | 0.978 | 1.104 | | | | | |
| Ø500x30 | kg | | 67.1 | 80.8 | 94.3 | 113.4 | | | |
| | kgm ² | | 1.472 | 1.595 | 1.773 | 1.97 | | | |
| Ø560x30 | kg | | 78.9 | 92.6 | 106.1 | 124.9 | 150.5 | | |
| | kgm ² | | 2.297 | 2.417 | 2.6 | 2.776 | 3.268 | | |
| Ø630x30 | kg | | | 108 | 121.5 | 140.3 | 165.9 | 208.2 | |
| | kgm ² | | | 3.774 | 3.968 | 4.127 | 4.622 | 5.411 | |
| Ø710x30 | kg | | | 127.8 | 141.3 | 160.1 | 185.5 | 228 | 281 |
| | kgm ² | | | 5.992 | 6.18 | 6.32 | 6.842 | 7.62 | 9.434 |
| Ø800x30 | kg | | | | | 185.3 | 210.9 | 253.2 | 306.2 |
| | kgm ² | | | | | 9.909 | 10.412 | 11.193 | 13.02 |

When selecting the coupling assembly, setting and maintenance instructions have to be observed. Other disc diameters upon request. Other dimensions upon request. Individual balancing of coupling components available upon request. Axial fixing of coupling hub possible with set- screw above the key upon request. Weight and inertia indicated for max. bore ØdG and Ø dM.

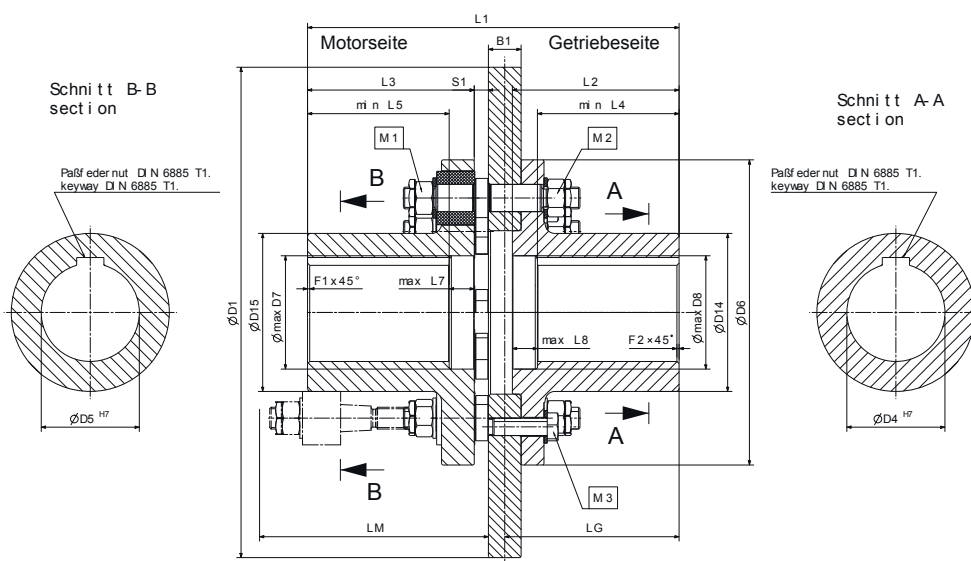


| Coupling Type | | APC160A | APC200A | APC250A | APC315A | APC400A | APC500A |
|----------------------|-------------------|---------|---------|---------|---------|---------|---------|
| T_{KN} | Nm | 270 | 550 | 1000 | 2000 | 3500 | 6500 |
| T_{Kmax} | Nm | 540 | 1100 | 2000 | 4000 | 7000 | 13000 |
| n_{max} | min ⁻¹ | 4800 | 3900 | 3200 | 2500 | 2000 | 1600 |
| pilot bore ØD4+D5 | mm | 20 | 23 | 23 | 35 | 45 | 55 |
| Max ØD4 | mm | 48 | 55 | 65 | 90 | 100 | 120 |
| Max ØD5 | mm | 48 | 55 | 65 | 90 | 100 | 120 |
| ØD6 | mm | 150 | 185 | 225 | 280 | 335 | 410 |
| Max ØD7 | mm | 58 | 66 | 83 | 104 | 120 | 140 |
| Max ØD8 | mm | 58 | 66 | 83 | 104 | 120 | 140 |
| ØD14 | mm | 75 | 90 | 110 | 145 | 170 | 200 |
| ØD15 | mm | 75 | 90 | 110 | 145 | 170 | 200 |
| L1 | mm | 170 | 224 | 294 | 311 | 355 | 386 |
| L2 | mm | 83 | 110 | 145 | 153 | 175 | 190 |
| L3 | mm | 83 | 110 | 145 | 153 | 175 | 190 |
| Min L4 | mm | 73 | 95 | 128 | 130 | 145 | 160 |
| Min L5 | mm | 73 | 95 | 128 | 130 | 145 | 160 |
| Max L7 | mm | 10 | 15 | 17 | 23 | 30 | 30 |
| Max L8 | mm | 10 | 15 | 17 | 23 | 30 | 30 |
| LM | mm | 85 | 110 | 130 | 155 | 175 | 190 |
| S1 | mm | 4 | 4 | 4 | 5 | 5 | 6 |
| F1 / F2x45° | | 2 | 2 | 2 | 2 | 2,5 | 2,5 |
| Ma 1 | Nm | 20 | 30 | 40 | 80 | 120 | 160 |
| Ma 2 | Nm | 25 | 45 | 80 | 160 | 240 | 320 |
| I_{ges} | kgm ² | 0,016 | 0,047 | 0,113 | 0,328 | 0,778 | 1,965 |
| G_{ges} | kg | 7 | 14 | 24 | 42 | 70 | 115 |

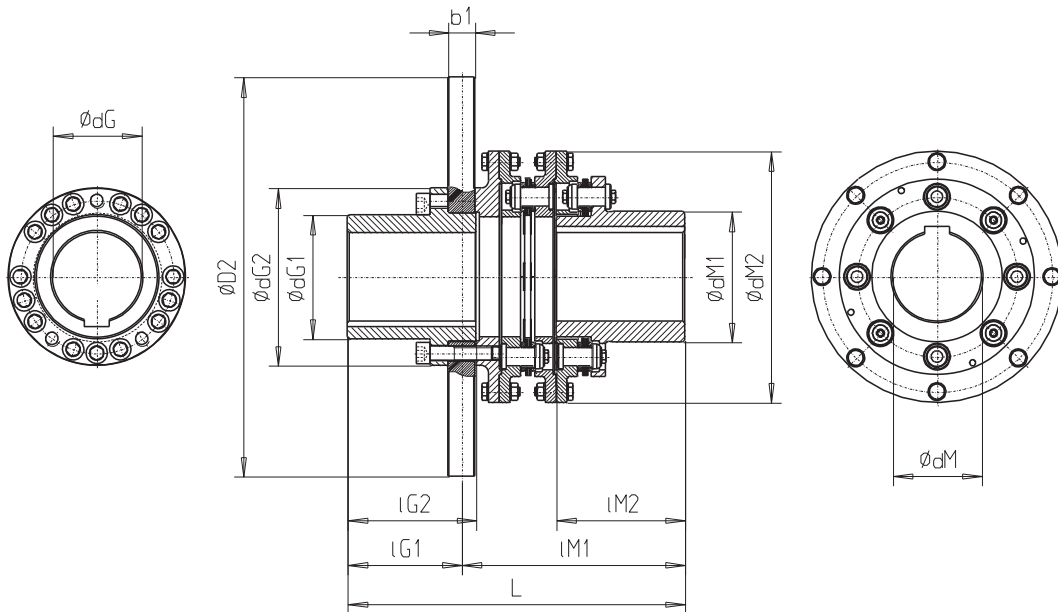


| Kupplungstyp | | APC 160 | APC 200 | APC 250 | APC 315 | APC 400 | APC 500 |
|--------------------|-------------------|---------|---------|---------|---------|---------|---------|
| T_{KN} | Nm | 270 | 550 | 1000 | 2000 | 3500 | 6500 |
| T_{Kmax} | Nm | 540 | 1100 | 2000 | 4000 | 7000 | 13000 |
| n_{max} | min ⁻¹ | 4800 | 3900 | 3200 | 2500 | 2000 | 1600 |
| Vorbohrung ØD4+ØD5 | mm | 20 | 23 | 23 | 35 | 45 | 55 |
| Max ØD4 | mm | 48 | 55 | 65 | 90 | 100 | 120 |
| Max ØD5 | mm | 48 | 55 | 65 | 90 | 100 | 120 |
| ØD6 | mm | 150 | 185 | 225 | 280 | 335 | 410 |
| Max ØD7 | mm | 58 | 66 | 83 | 104 | 120 | 140 |
| Max ØD8 | mm | 58 | 66 | 83 | 104 | 120 | 140 |
| ØD14 | mm | 75 | 90 | 110 | 145 | 170 | 200 |
| ØD15 | mm | 75 | 90 | 110 | 145 | 170 | 200 |
| B1 | mm | 20 | 20 | 20 | 30 | 30 | 30 |
| L1 | mm | 189 | 243 | 313 | 341 | 385 | 415 |
| L2 | mm | 83 | 110 | 145 | 153 | 175 | 190 |
| L3 | mm | 83 | 110 | 145 | 153 | 175 | 190 |
| Min L4 | mm | 73 | 95 | 128 | 130 | 145 | 160 |
| Min L5 | mm | 73 | 95 | 128 | 130 | 145 | 160 |
| Max L7 | mm | 10 | 15 | 17 | 23 | 30 | 30 |
| Max L8 | mm | 10 | 15 | 17 | 23 | 30 | 30 |
| LG | mm | 87 | 114 | 149 | 160 | 180 | 195 |
| LM | mm | 160 | 175 | 195 | 220 | 250 | 290 |
| S1 | mm | 9 | 9 | 9 | 13 | 15 | 15 |
| F1 / F2x45° | mm | 2 | 2 | 2 | 2 | 2,5 | 2,5 |
| Ma 1 | Nm | 20 | 30 | 40 | 80 | 120 | 160 |
| Ma 2 | Nm | 25 | 45 | 85 | 150 | 320 | 600 |
| Ma 3 | Nm | 49 | 49 | 85 | 210 | 210 | 410 |
| I_{ges}^* | kgm ² | 0,016 | 0,047 | 0,113 | 0,328 | 0,778 | 1,965 |
| G_{ges}^* | kg | 7 | 14 | 24 | 42 | 70 | 115 |

* Gewicht und Massenträgheitsmoment bezogen auf Kupplung mit max. Bohrung ØD4+ØD5



| Gewichte und Massenträgheitsmomente für Kupplungs- und Scheibengröße | | | | | | | |
|--|------------------|------------|------------|------------|------------|------------|------------|
| Scheibe D1xB1 | | APC 160 AS | APC 200 AS | APC 250 AS | APC 315 AS | APC 400 AS | APC 500 AS |
| 280x20 | kg | 17,9 | | | | | |
| | kgm ² | 0,119 | | | | | |
| 315x20 | kg | 20,4 | 28,0 | | | | |
| | kgm ² | 0,176 | 0,225 | | | | |
| 355x20 | kg | 23,8 | 31,3 | 43,6 | | | |
| | kgm ² | 0,269 | 0,318 | 0,443 | | | |
| 400x20 | kg | 27,9 | 35,5 | 47,8 | | | |
| | kgm ² | 0,419 | 0,468 | 0,593 | | | |
| 450x20 | kg | 33,2 | 40,7 | 53,0 | | | |
| | kgm ² | 0,656 | 0,706 | 0,830 | | | |
| 500x20 | kg | 39,0 | 46,6 | 58,9 | | | |
| | kgm ² | 0,988 | 1,037 | 1,162 | | | |
| 560x20 | kg | | | 66,7 | | | |
| | kgm ² | | | 1,714 | | | |
| 450x30 | kg | | | | 87,3 | | |
| | kgm ² | | | | 1,544 | | |
| 500x30 | kg | | | | 96,1 | 137,2 | |
| | kgm ² | | | | 2,041 | 3,176 | |
| 560x30 | kg | | | | 107,8 | 149,0 | |
| | kgm ² | | | | 2,870 | 4,004 | |
| 630x30 | kg | | | | 123,2 | 164,4 | 62,8 |
| | kgm ² | | | | 4,238 | 5,373 | 8,449 |
| 710x30 | kg | | | | | 184,2 | 82,6 |
| | kgm ² | | | | | 7,606 | 10,683 |
| 800x30 | kg | | | | | | 107,7 |
| | kgm ² | | | | | | 14,277 |



| Coupling Type | | ASC-08 | ASC-10 | ASC-13 | ASC-15 | ASC-17 | ASC-19 |
|------------------------------------|---------------------|--|--------|--------|--------|--------|--------|
| T _{KN} | Nm | 4500 | 7000 | 10000 | 13500 | 19000 | 32000 |
| T _{KNmax} | Nm | 8000 | 11000 | 19000 | 22000 | 29000 | 48000 |
| L | mm | 380 | 425 | 440 | 465 | 530 | 630 |
| ØdG | pilot bore | mm | 38 | 38 | 48 | 58 | 78 |
| | max. final bore | mm | 100 | 110 | 125 | 145 | 190 |
| ØdG1 | mm | 140 | 158 | 176 | 206 | 235 | 270 |
| ØdG2 | mm | 200 | 225 | 255 | 290 | 320 | 370 |
| IG1 | mm | 128,5 | 146 | 153 | 161 | 185 | 222,5 |
| IG2 | mm | 145 | 165 | 170 | 178 | 202,5 | 240 |
| M _{A1} | Nm | 295 | 295 | 580 | 580 | 580 | 1000 |
| ØdM | pilot bore | mm | 38 | 38 | 48 | 58 | 90 |
| | max. final bore | mm | 100 | 115 | 120 | 130 | 170 |
| ØdM1 | mm | 147 | 172 | 182 | 199 | 210 | 256 |
| ØdM2 | mm | 283 | 313 | 328 | 353 | 398 | 465 |
| IM1 | mm | 251,5 | 279 | 287 | 304 | 345 | 407,5 |
| IM2 | mm | 145 | 165 | 175 | 180 | 200 | 240 |
| M _{A2} | Nm | 60 | 60 | 60 | 60 | 100 | 250 |
| n _{max} min ⁻¹ | ØD2 x b1 Brake disc | * type, weight m, weight moment of inertia J | | | | | |
| 2900 | Ø 450x30 | kg | 85,7 | | | | |
| | | kgm ² | 1,344 | | | | |
| 2800 | Ø 500x30 | kg | 94,5 | 112,2 | | | |
| | | kgm ² | 1,835 | 2,115 | | | |
| 2700 | Ø 560x30 | kg | 106 | 124 | 135,3 | | |
| | | kgm ² | 2,657 | 2,935 | 3,123 | | |
| 2600 | Ø 630x30 | kg | | 139,3 | 150 | 178,6 | |
| | | kgm ² | | 4,295 | 4,474 | 5,035 | |
| 2500 | Ø 710x30 | kg | | | 170,5 | 200 | 243 |
| | | kgm ² | | | 6,667 | 7,337 | 8,210 |
| 2300 | Ø 800x30 | kg | | | | 223,6 | 268,9 |
| | | kgm ² | | | | 10,825 | 11,782 |
| 2100 | Ø 900x30 | kg | | | | | 300,3 |
| | | kgm ² | | | | | 17,443 |
| 1900 | Ø 1000x30 | kg | | | | | 335,4 |
| | | kgm ² | | | | | 25,350 |

other dimensions upon request
 other disc diameter upon request.
 all dimensions in mm
 * weight and weight of inertia applied at max. bore ØdG and ØdM!
 alterations reserved!

Information

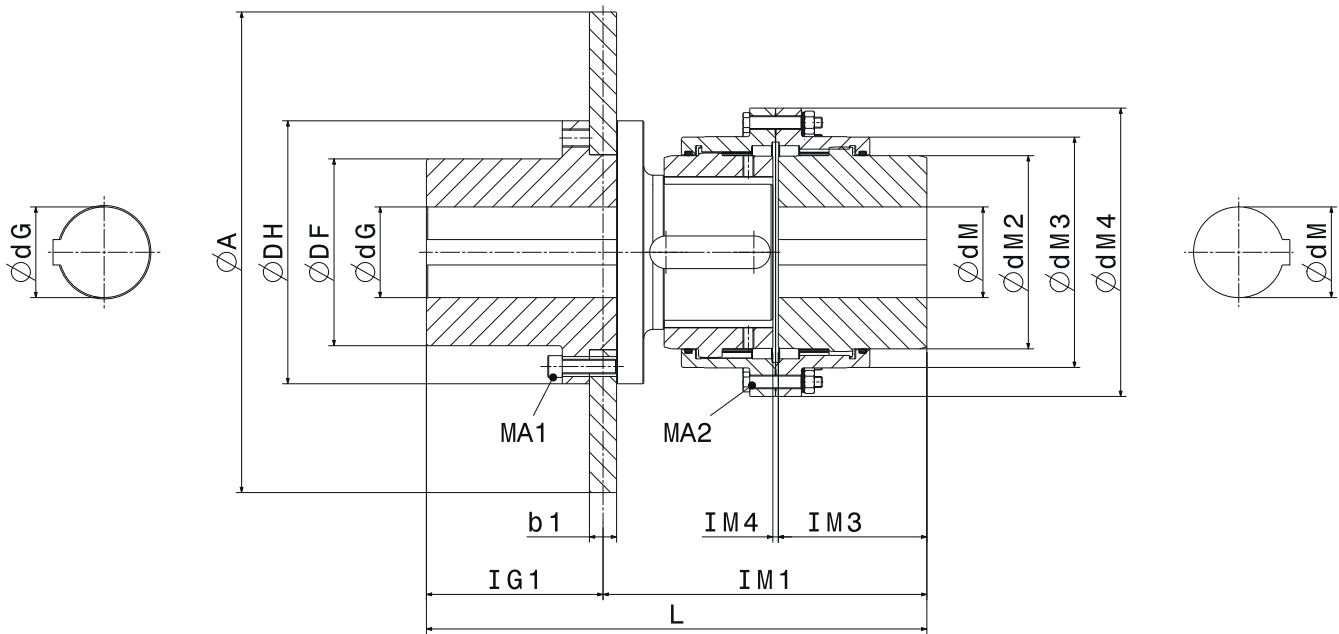
- The coupling is designed to be driven with electro-motors, medium shocks, irregular load, e.g. for hoisting systems, conveyors, cranes, pumps, ventilators.
starting impacts 5 starts per hour, service factor $f_1 = 1,7$
- Finished bores according to ISO-fitting H7 (DIN 7161, p. 2), other tolerances upon request.
- Keyways according to DIN 6885/1, tolerance for keyway width = P9 .
- Axial fixing of coupling hub possible with set-screw above the key (upon request).
- Individual balancing of coupling components available upon request.
Required data when ordering: quality of balance, nominal speed, method of balancing .
- It is recommended to check the fastening torque M_{A1} and M_{A2} regularly to ensure availability of required fastening torque.
- Wearing parts: brake disc
- Take care for permissible shaft displacement, alignment of coupling please refer to operating instructions.

The ASC-coupling design does provide advantages as follows

- Replacement of disc without axial shifting of motor.
- Compact dimensions, high torques, simple installation.
- Maintenance free and wear resistant
- High temperature stability
- Torsionally rigid and free from circumferential backlash

Selection of coupling size

- Calculate nominal torque of drive.
- Calculate braking torque and brake disc diameter.
- The nominal torque of the coupling T_{KN} must be higher than the nominal torque of drive.
- The available braking torque respective the drive shock torque must be smaller than T_{Kmax} .
- Check, if the shaft diameters fit with the hub bores.
- Check transmission of torque regarding shaft-hub-connection.
- Care for max. speed and displacement of shaft of coupling combination.
- Check, if the outer diameter d_{M2} of the coupling allows the installation of selected disc brake.



| Coupling Type | | ZKES 02 | ZKES 04 | ZKES 06 | ZKES 08 | ZKES 10 | ZKES 13 | ZKES 15 | ZKES 17 | ZKES 19 |
|------------------------|-------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| T_{KN} | Nm | 500 | 1000 | 1850 | 3150 | 5000 | 8000 | 13000 | 18000 | 24000 |
| T_{KNmax} | Nm | 1000 | 1800 | 3150 | 5300 | 8500 | 10500 | 21500 | 24000 | 40000 |
| n_{max} | 1/min | 3500 | 3000 | 2500 | 2500 | 2300 | 2300 | 2000 | 1800 | 1400 |
| L | mm | 260 | 300 | 387,5 | 460,5 | 482,5 | 507,5 | 552,5 | 644 | 708 |
| ØdG | pilot boring | mm | - | 28 | 28 | 38 | 38 | 48 | 58 | 78 |
| | max. boring | mm | 50 | 65 | 75 | 100 | 100 | 110 | 145 | 190 |
| ØDF | mm | 72 | 92 | 108 | 140 | 140 | 158 | 206 | 235 | 270 |
| ØDH | mm | 110 | 135 | 160 | 200 | 200 | 225 | 290 | 320 | 370 |
| IG1 | mm | 88 | 108 | 150 | 190 | 190 | 190 | 195 | 235 | 235 |
| M_{A1} at $\mu=0,14$ | Nm | 35 | 69 | 120 | 295 | 295 | 295 | 580 | 580 | 1000 |
| ØdM | Pilot boring | mm | - | - | 28 | 38 | 38 | 48 | 58 | 80 |
| | max. boring | mm | 48 | 60 | 75 | 95 | 105 | 125 | 150 | 180 |
| | max. boring at dyn. balancing | mm | 42 | 54 | 70 | 85 | 95 | 115 | 140 | 170 |
| ØdM2 | mm | 67 | 86 | 108 | 130 | 151 | 179 | 213 | 232 | 261 |
| ØdM3 | mm | 86 | 108 | 129,5 | 159 | 184 | 220 | 255 | 282 | 312 |
| ØdM4 | mm | 117 | 152 | 178 | 213 | 240 | 280 | 318 | 347 | 390 |
| IM1 | mm | 172 | 192 | 237,5 | 270,5 | 292,5 | 317,5 | 357,5 | 409 | 473 |
| IM3 | mm | 80 | 85 | 106 | 124,5 | 133,5 | 141 | 164 | 186 | 225 |
| IM4 | mm | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 8 | 8 |
| M_{A2} at $\mu=0,14$ | mm | 12 | 25 | 45 | 80 | 80 | 125 | 125 | 125 | 190 |

For Information on Weight, Inertia and for Selection Criteria, please see p 2/2

Weight and Inertia

| Coupling Type | | ZKES 02 | ZKES 04 | ZKES 06 | ZKES 08 | ZKES 10 | ZKES 13 | ZKES 15 | ZKES 17 | ZKES 19 |
|--------------------|------------------|---------|---------|---|---------|---------|---------|---------|---------|---------|
| ØA x b1 brake disc | | | | * design, weight m, moment of inertia J | | | | | | |
| Ø200x20 | kg | 11,5 | | | | | | | | |
| | kgm ² | 0,034 | | | | | | | | |
| Ø250x20 | kg | 14,3 | 20,2 | | | | | | | |
| | kgm ² | 0,070 | 0,091 | | | | | | | |
| Ø315x20 | kg | 18,7 | 24,8 | | | | | | | |
| | kgm ² | 0,159 | 0,181 | | | | | | | |
| Ø355x20 | kg | | 28,2 | | | | | | | |
| | kgm ² | | 0,271 | | | | | | | |
| Ø355x30 | kg | | | 52,0 | | | | | | |
| | kgm ² | | | 0,437 | | | | | | |
| Ø400x30 | kg | | | 58,2 | 79,8 | | | | | |
| | kgm ² | | | 0,658 | 0,775 | | | | | |
| Ø450x30 | kg | | | 65,9 | 87,4 | 104,4 | | | | |
| | kgm ² | | | 1,007 | 1,119 | 1,232 | | | | |
| Ø500x30 | kg | | | 74,6 | 96,2 | 113,2 | 152,3 | | | |
| | kgm ² | | | 1,497 | 1,611 | 1,723 | 2,090 | | | |
| Ø560x30 | kg | | | 86,3 | 107,8 | 125,0 | 164,0 | 223,3 | | |
| | kgm ² | | | 2,316 | 2,424 | 2,545 | 2,910 | 3,686 | | |
| Ø630x30 | kg | | | | 123,0 | 140,1 | 179,4 | 238,7 | 295,3 | |
| | kgm ² | | | | 3,774 | 3,887 | 4,269 | 5,040 | 5,875 | |
| Ø710x30 | kg | | | | 142,9 | 159,9 | 199,3 | 258,6 | 315,1 | 415,1 |
| | kgm ² | | | | 5,988 | 6,100 | 6,495 | 7,261 | 8,076 | 10,067 |
| Ø800x30 | kg | | | | | | | 283,7 | 340,1 | 440,2 |
| | kgm ² | | | | | | | 10,830 | 11,628 | 13,621 |

Special version on request
 Other disc diameter on request
 All dimensions in mm
 * Weight and moment of inertia in reference to max. boring ØdG and ØdM
 Design modifications reserved

Information

- The coupling combination is designed for the drive with electric motors, medium impacts, irregular load such as conveyors, lifting systems, pumps, blowers etc.
- Finish bores according ISO tolerance H7 (DIN 7161 page 2). Other tolerances by arrangement.
- Keyway according DIN 6885 page 1. Keyway width tolerance P9.
- Axial securing of the coupling hub with threaded pin above keyway is possible on request.
- Balancing of the coupling components is possible on request.
Necessary order data: balance quality, operating speed, keyway arrangement.
- It is recommended to check the tightening torque of M_{A1} and M_{A2} regularly.
- Wearing parts: brake disc.
Grease filling should be checked according operating instructions, refill if necessary.
- Observe permitted shaft displacement, coupling alignment according operating instructions.

Coupling combination ZKES with brake disc offers following advantages

- Brake disc change possible without axial displacement of the motor.
- Compact design, high torque, simple assembly.
- Low-wear interlocking and small tooth clearance.
- High temperature resistance.

Determination of the coupling sizes

- Determine system torque and motor rated torque.
- Determine breaking torque and brake disc diameter.
- Coupling rated torque T_{KN} must be higher than system torque and motor rated torque.
- Available breaking torque must be smaller than T_{KNmax}.
- Examine if shaft diameter matches into hub connection.
- Check torque transmission of shaft connection and hub connection.
- Check max. permitted speed and max. permitted displacement.
- Check if flange diameter dM4 of selected coupling is suitable for the provided disc brake.