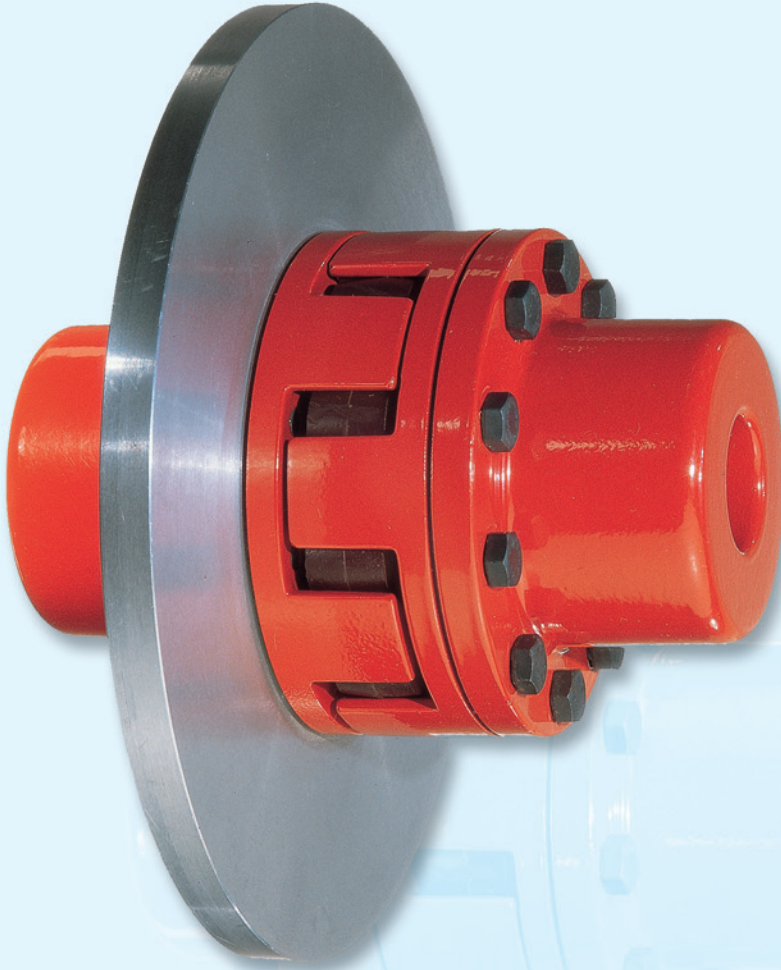


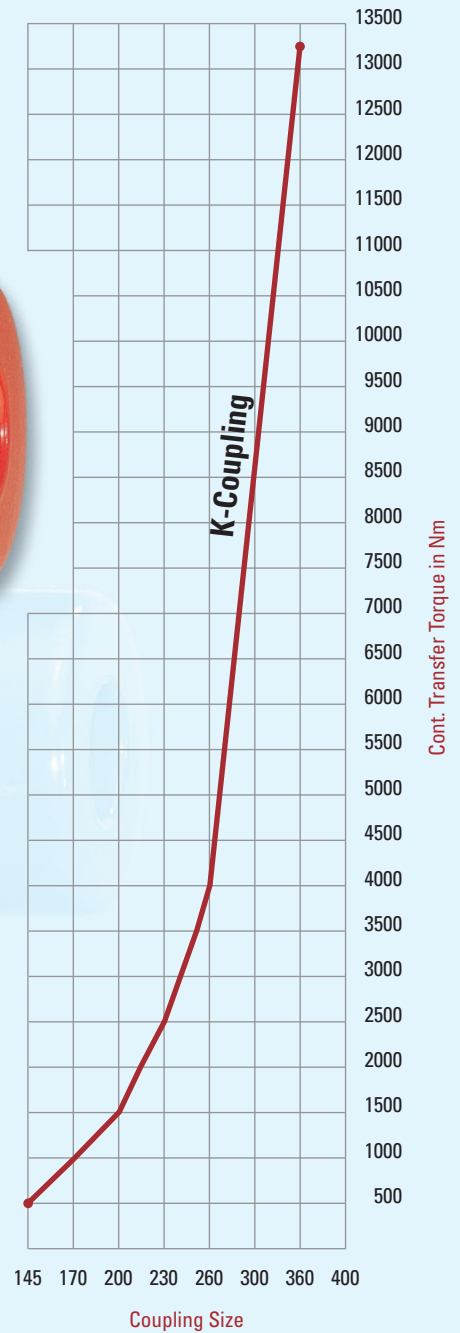


B R A K E S Y S T E M S F O R S T E E L M I L L S

Flexible Coupling Type K



PINTSCH BUBENZER
is certified according to
DIN EN ISO 9001:2000



Torsionally Elastic



Tried and Trusted



High Performance



Robust



Easy Maintenance

Description Coupling Type K



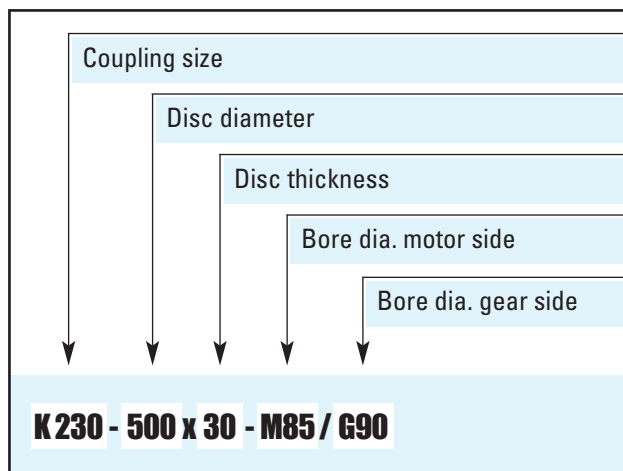
Main Features

- Four component steel coupling, torsionally elastic and puncture-proof
- Transmission of torque via elastic intermediate ring
- Replacement of the elastic intermediate ring or the brake disc without disturbing any equipment
- Arrangement of the brake disc on the load side to allow the brake torque to be maintained when the motor is disengaged
- Extensive selection of coupling sizes and brake disc diameters to satisfy most braking and drive requirements

Options

- Coupling hubs ready bored and keywayed (preferably acc. to DIN 6885)
- Coupling hubs tapered bored
- Coupling hubs with double keyway
- Coupling hubs pilot bored
- Coupling balanced according to ISO 1940-Grade: G 6.3
- Special material for elastic intermediate ring according to application
- Coupling without brake disc

Ordering Example



Applications

- The design of these couplings makes them particularly suitable in machinery subjected to high dynamic stress
- Damping of peak torques and vibrations as well as electrical insulation between motor and gearbox are further reasons for the use of this coupling type
- The standard material of the elastic intermediate ring (Vk60D, polyurethane) is suitable for a temperature range of -30°C...+60°C



Please Note

We supply a detailed operating manual with every order. Couplings are rotating parts and as such a cover must be fitted for the prevention of accidents.



PINTSCH BUBENZER Service

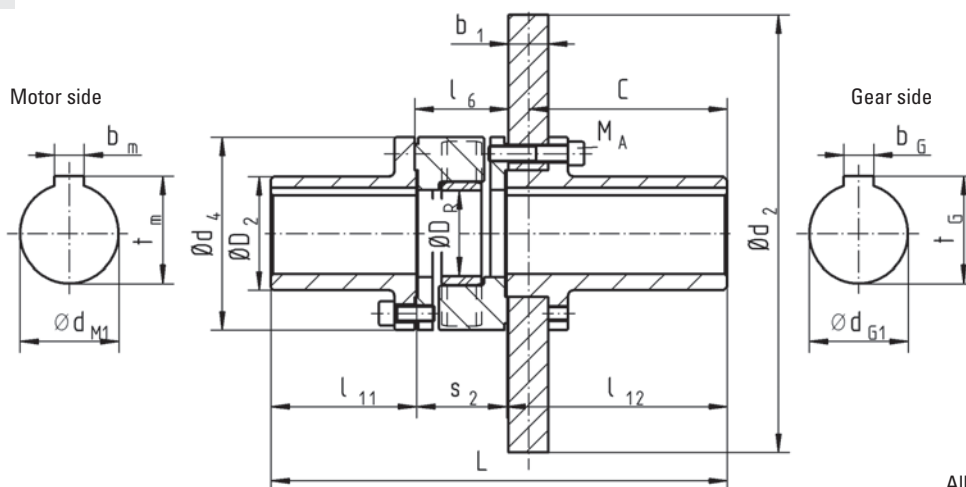
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation, commissioning and alignment by a laser system on site is possible by PINTSCH BUBENZER service engineers. Drawings as DWG/DXF files for your engineering department are available upon request.

Flexible Coupling Type K

Dimensions and technical data



Rev. 12-06



All dimensions in mm
Alterations reserved without notice

Coupling K (size = d_4)		145	170	200	230	260	300	360	400
M_{Br} max.	Nm	1800	2850	4950	7740	11940	17550	29100	40050
T_{KN}	Nm	600	950	1650	2580	3980	5850	9700	13350
n_{max} at max. disc \emptyset	min ⁻¹	3800	3400	3000	2700	2400	2200	1750	1750
d_{wM} max. + d_{wG} max.	mm	65	75	95	110	125	140	160	160
D_2	mm	92	110	135	160	180	200	225	225
D_R	mm	64	90	100	115	140	162	215	250
L	mm	344,5	374,5	454	458,5	518,5	535,5	627,5	627,5
l_{11}	mm	110	140	170	170	210	210	250	250
l_{12}	mm	166,5	166,5	207	207,5	212,5	212,5	252,5	252,5
l_6	mm	71	71	81	86	101	118	130	130
s_2	mm	68	68	77	81	96	113	125	125
C	mm	150	150	190	190	195	195	235*	235*
M_A	Nm	84	84	132	132	206	410	710	710
Brake disc diameter $d_2 \times b_1$ (mm)	355 x 30	41			Weight of the coupling with brake disc				kg
		0,3973			Moment of inertia				kgm ²
	400 x 30	47	54	76					
		0,6219	0,656	0,801					
	450 x 30	55	62	84					
		0,9781	1,016	1,158					
	500 x 30		71	93	116	139			
			1,513	1,655	1,782	2,123			
	560 x 30			105	128	150			
				2,484	2,611	2,96			
630 x 30				143	168	189			
				3,98	4,33	4,704			
710 x 30					185	225			
					6,563	6,92			
800 x 30		Weights and moments of inertia are not binding, referring to the max. finish bore for the sizes 145 to 300 respectively for a finish bore of 120 mm for the sizes 360 and 400.					250	311	
900 x 30							10,52	11,49	
								342	354
1000 x 30								17,21	17,69
			* Dimension C = 230 mm at brake disc thickness 40 mm						376
								25,16	25,65

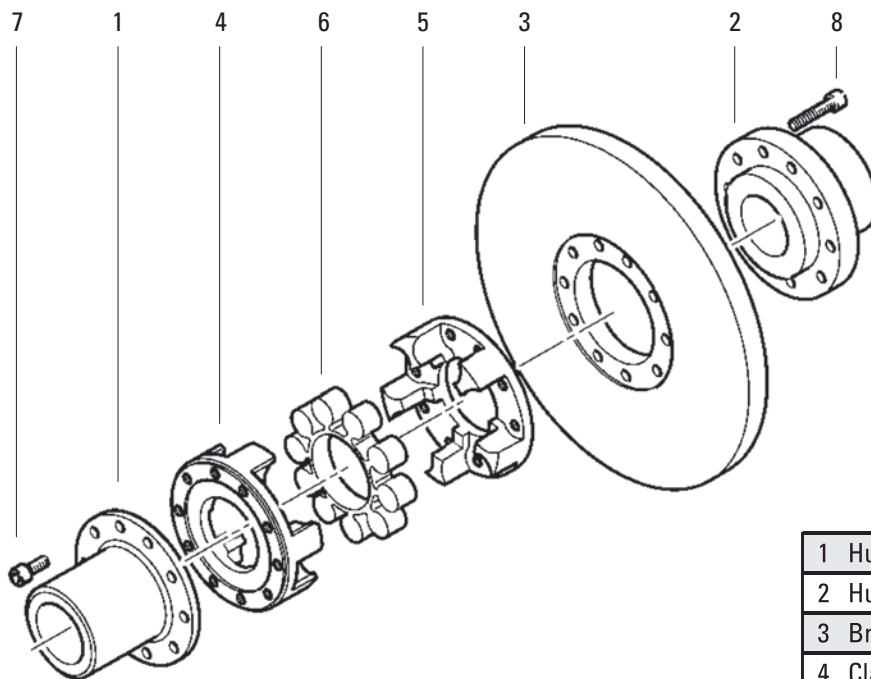
Flexible Coupling Type K

Design and permissible misalignments



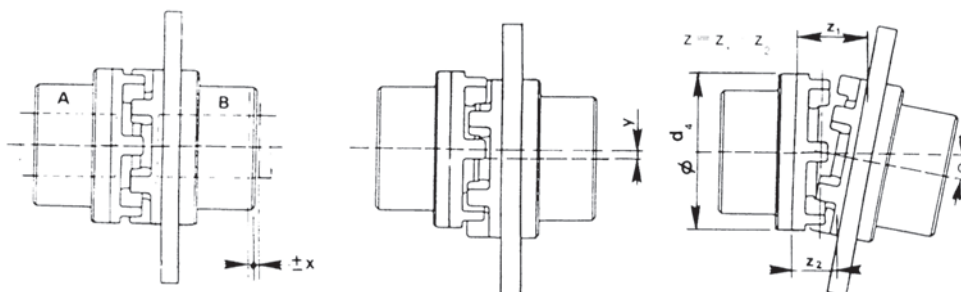
Rev. 09-02

Design



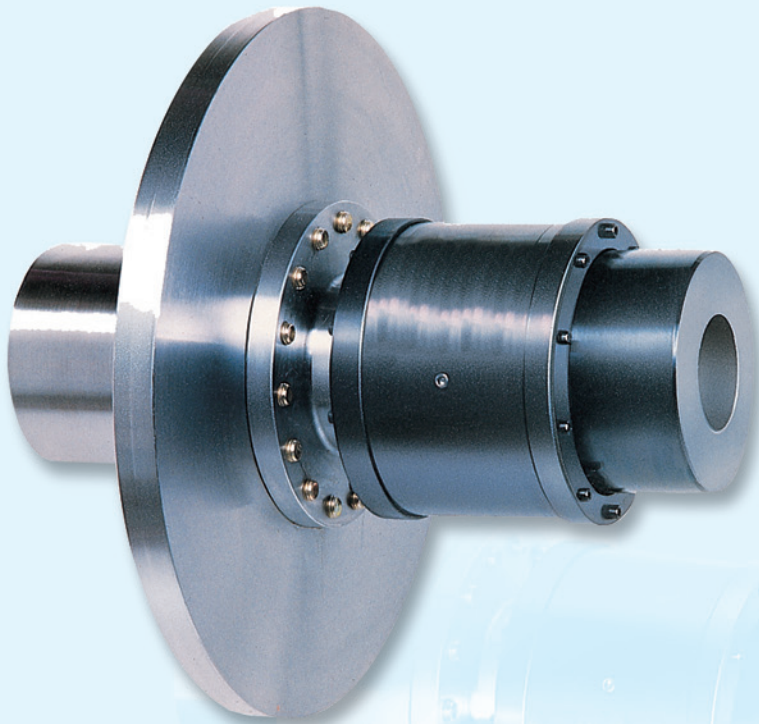
1	Hub, motor side
2	Hub, gear side
3	Brake disc
4	Claw ring, removable
5	Claw ring, removable
6	Elastic intermediate ring
7	Socket head screws
8	Socket head screws

Max. permissible misalignment

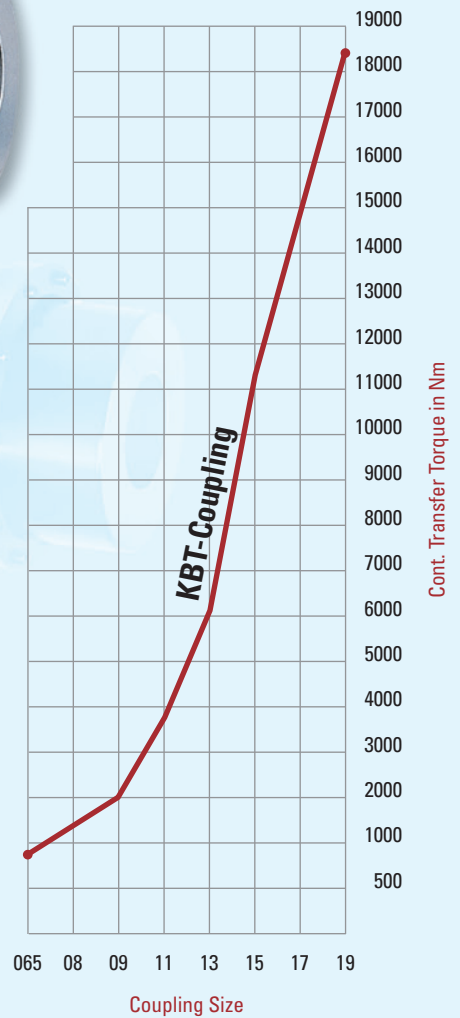


Measure Z_1 and Z_2 vertical and horizontal at a 180° turn. Angular and radial misalignment may be present simultaneously. In this case, the sum of the individual misalignments may not exceed the value of the net angular misalignment. Please refer to manual for alignment data.

Gear Coupling Type KBT



PINTSCH BUBENZER
is certified according to
DIN EN ISO 9001:2000



Torsionally Rigid



Tried and Trusted



High Performance



Robust



Easy Maintenance

Description Coupling Type KBT



Main Features

- Steel coupling with special formed teeth
- Torque transmission via internal geared sleeve and external geared hubs
- Replacement of the brake disc or the seals without disturbing any equipment
- High temperature resistance
- Low wear
- Arrangement of the brake disc on the load side to allow the brake torque to be maintained when the motor is disengaged
- Extensive selection of coupling sizes and brake disc diameters to satisfy most braking and drive requirements

Options

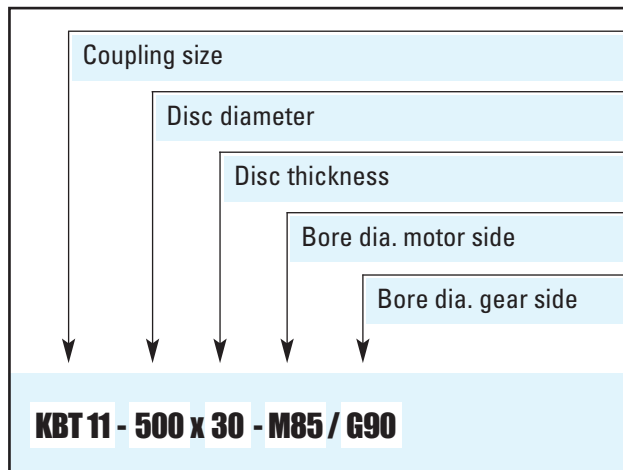
- Coupling hubs ready bored and keywayed (preferably acc. to DIN 6885)
- Coupling hubs tapered bored
- Coupling hubs with double keyway
- Coupling hubs pilot bored
- Coupling without brake disc

Balancing grade ISO 1940 - G 6.3 is guaranteed for all coupling parts

Applications

The design of these couplings makes them particularly suitable in machinery where a torsionally rigid torque transmission is required, especially on frequently varying loads and speeds

Ordering Example



Attention

Special grease for high ambient temperatures!



Please Note

We supply a detailed operating manual with every order. Couplings are rotating parts and as such a cover must be fitted for the prevention of accidents.



PINTSCH BUBENZER Service

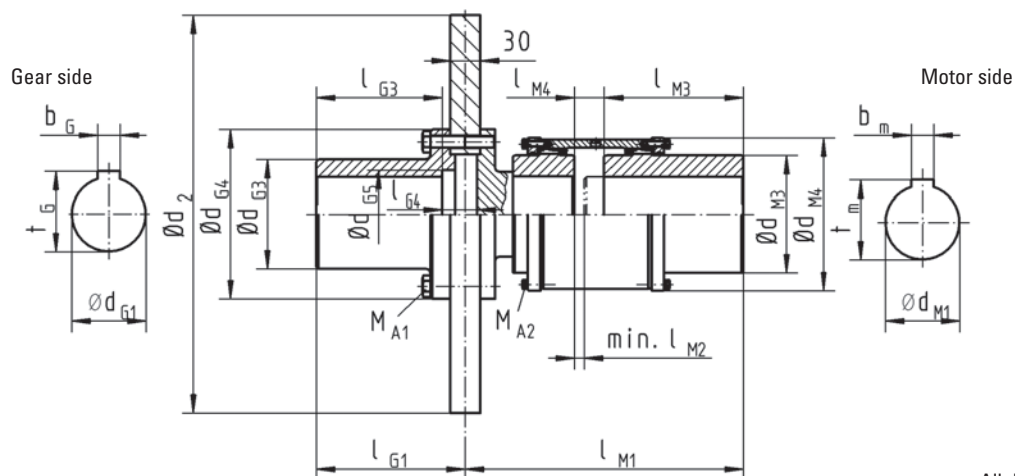
This includes the verification of the coupling selection, if required. A detailed questionnaire is provided for this purpose. Installation, commissioning and alignment by a laser system on site is possible by PINTSCH BUBENZER service engineers. Drawings as DWG/DXF files for your engineering department are available upon request.

Gear Coupling Type KBT

Dimensions and technical data



Rev. 09-02



All dimensions in mm
Alterations reserved without notice

Coupling KBT		065	08	09	11	13	15	17	19
M_{Br} max.	Nm	2000	4000	5000	9250	15250	27500	36500	46000
T_{KN}	Nm	800	1600	2000	3700	6100	11000	14600	18400
n_{max} at max. disc \emptyset	min ⁻¹	3800	3400	2750	2400	2150	2150	1900	1900
d_{G1} max.	mm	55	75	90	110	120	140	160	195
d_{G3}	mm	85	110	130	160	180	200	225	265
d_{G4}	mm	145	170	200	230	260	300	360	400
d_{G5}	mm	68	88	105	130	140	162	184	225
d_{M1} max.	mm	70	85	95	110	130	155	175	195
d_{M3}	mm	100	118	130	151	178	213	235	263
d_{M4}	mm	140	154	161	186	216	254	282	317
l_{G1}	mm	150	150	190	190	195	195	235	235
l_{G3}	mm	127	127	167	167	172	172	212	212
l_{G4}	mm	35	35	35	35	35	35	35	35
l_{M1}	mm	215	280	310	325	350	385	425	470
l_{M2}	mm	7	10	10	10	10	10	10	10
l_{M3}	mm	110	140	146	165	170	190	200	220
l_{M4}	mm	12	30	17	19	23	24	29	32
Brake disc diameter $d_2 \times b_1$ (mm)	355 x 30	43			Weight of the coupling with brake disc				kg
		0,415			Moment of inertia				kgm ²
	400 x 30	49	62	79					
		0,639	0,73	0,752					
	450 x 30	57	70	87					
		0,996	1,09	1,108					
	500 x 30		79	96	119				
			1,585	1,605	1,783				
	560 x 30			108	131	161			
				2,434	2,611	2,915			
630 x 30			123	146	176	229			
			3,802	3,98	4,283	4,955			
710 x 30				166	196	248	310	393	
				6,213	6,516	7,118	8,351	10,23	
800 x 30					221	274	335	418	
					10,11	10,78	11,94	13,83	
900 x 30	Weights and moments of inertia are not binding, referring to the max. finish bore.							367	450
								17,64	19,53

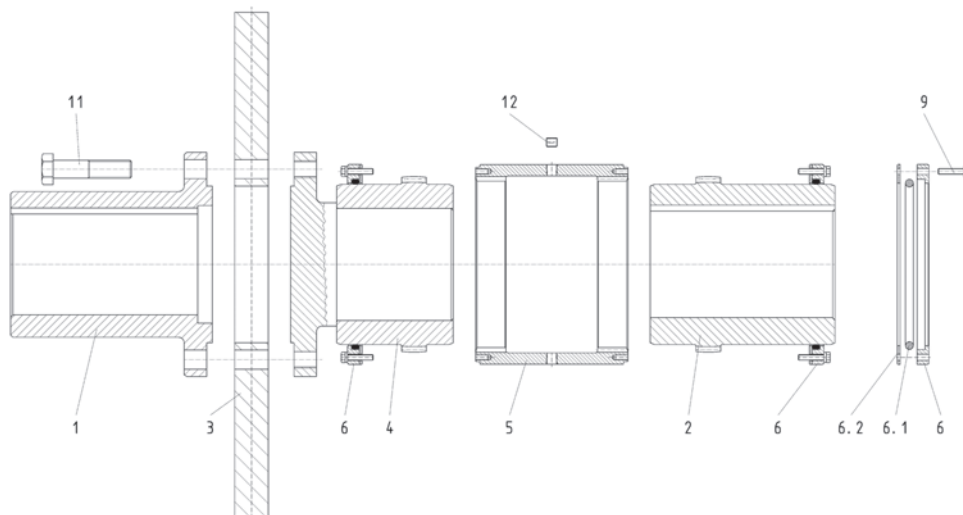
Gear Coupling Type KBT

Design and permissible misalignments



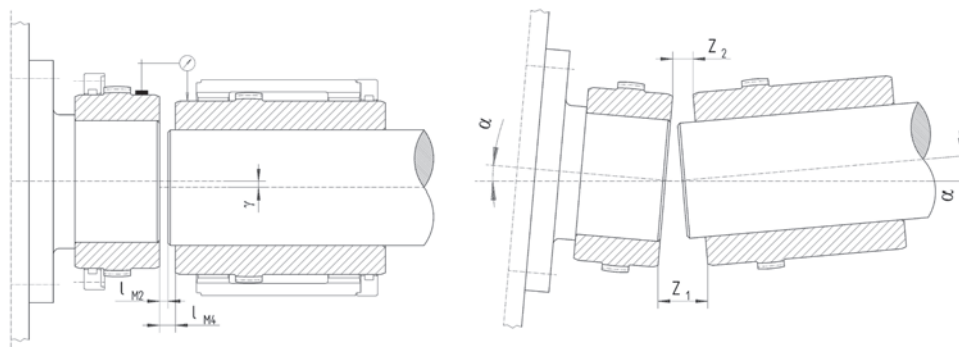
Rev. 09-02

Design
(except KBT065)



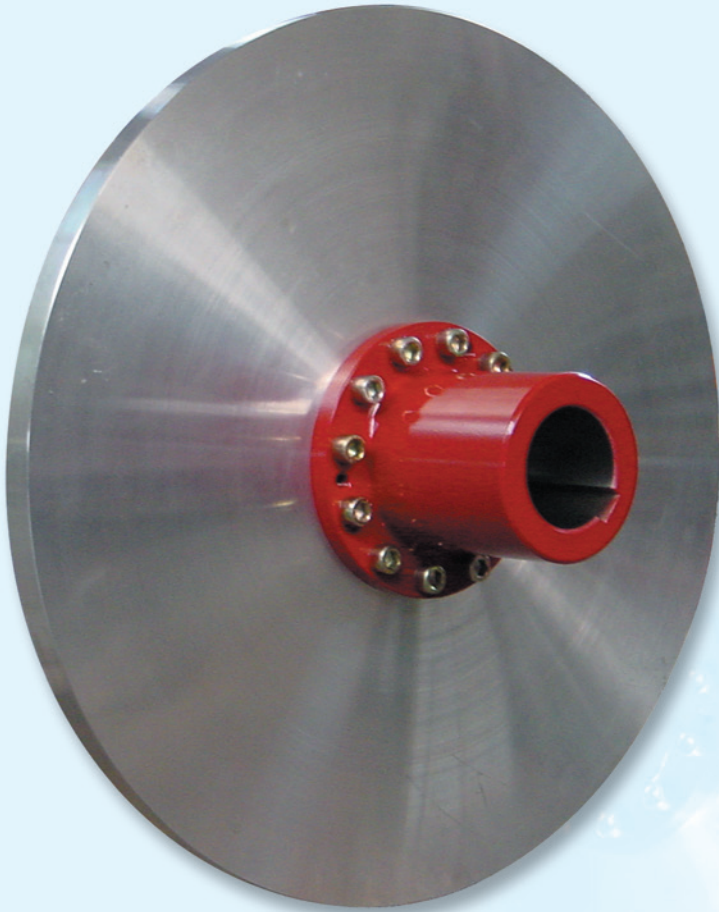
1	Hub, gear side
2	Hub, motor side
3	Brake disc
4	Flange with geared hub
5	Internal geared sleeve
6	End-cap with O-ring (6.1) and gasket (6.2)
9	End-cap screws
11	Fastening bolts
12	Lube plugs

Max. permissible misalignment

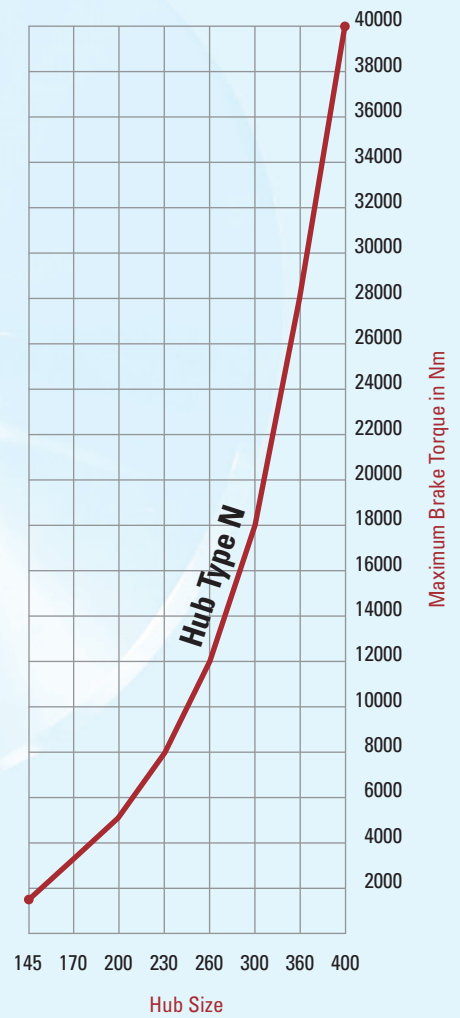


Measure Z_1 and Z_2 vertical and horizontal at a 180° turn. Angular and radial misalignment may be present simultaneously. In this case, the sum of the individual misalignments may not exceed the value of the net angular misalignment. Please refer to manual for alignment details.

Hub with Brake Disc Type N + NX



PINTSCH BUBENZER
is certified according to
DIN EN ISO 9001:2000



Safe



Tried and Trusted



Robust



Easy Maintenance

Description Hub Type N + NX



Main Features

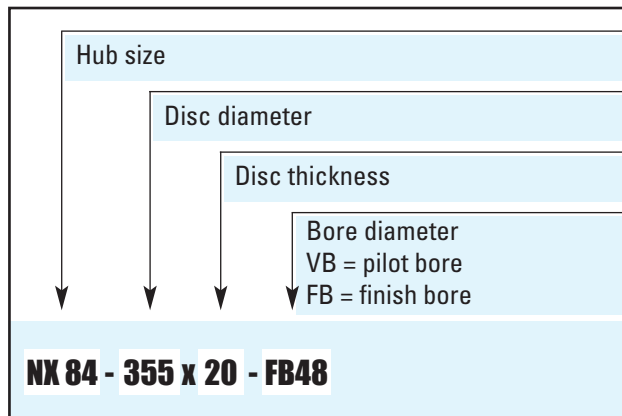
- Three-piece hub-disc combination for easy exchange of brake disc (type N)
- High accident prevention by fastening ring, no rotating nuts (type N)
- Exchange of brake disc without removing the hub (type N)
- Simple, one-piece construction with 20 mm brake disc thickness for SB8.11 + SB17 series brakes (type NX)

Options

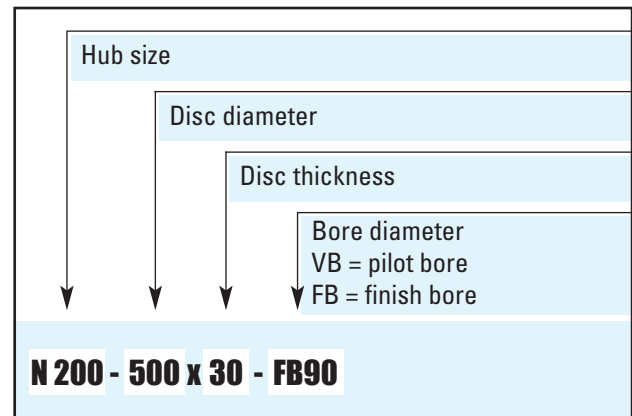
- Hubs ready bored and keywayed (preferably acc. to DIN 6885)
- Hubs tapered bored
- Hubs with double keyway
- Hubs pilot bored
- Hubs in special dimensions
- Hubs with extension shafts (Ns)

Balancing grade ISO 1940 - G 6.3 is guaranteed for all coupling parts

Ordering Example



Ordering Example



Applications

All drives, where the brake is not located between motor and gearbox, like brake location on the second gear box shaft or at the motor end shaft



Please Note

We supply a detailed operating manual with every order. Hubs with brake discs are rotating parts and as such a cover must be fitted for the prevention of accidents.



PINTSCH BUBENZER Service

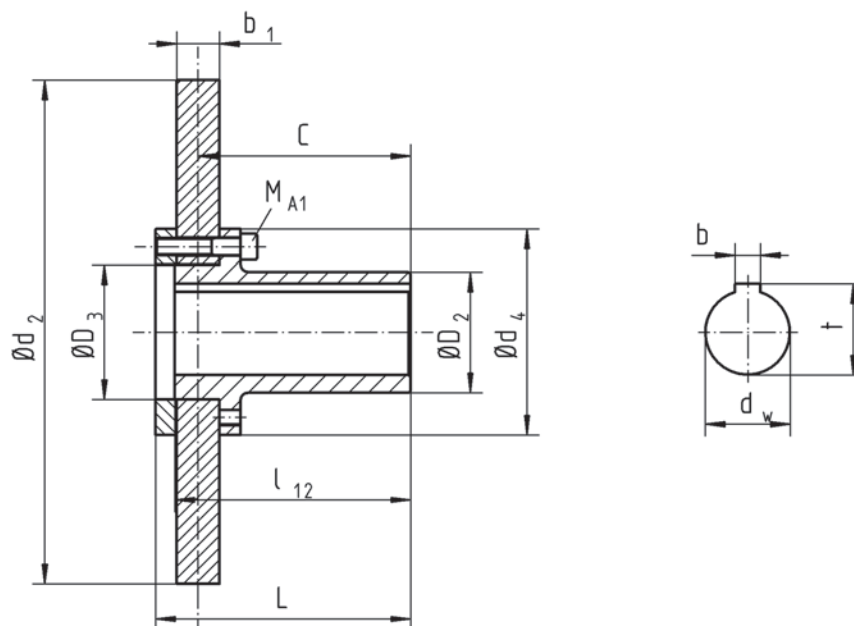
This includes the verification of the hub selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning on site is possible by PINTSCH BUBENZER service engineers. Drawings as DWG/DXF files for your engineering department are available upon request.

Hub with Brake Disc Type N

Dimensions and technical data



Rev. 12-06



All dimensions in mm
Alterations reserved without notice

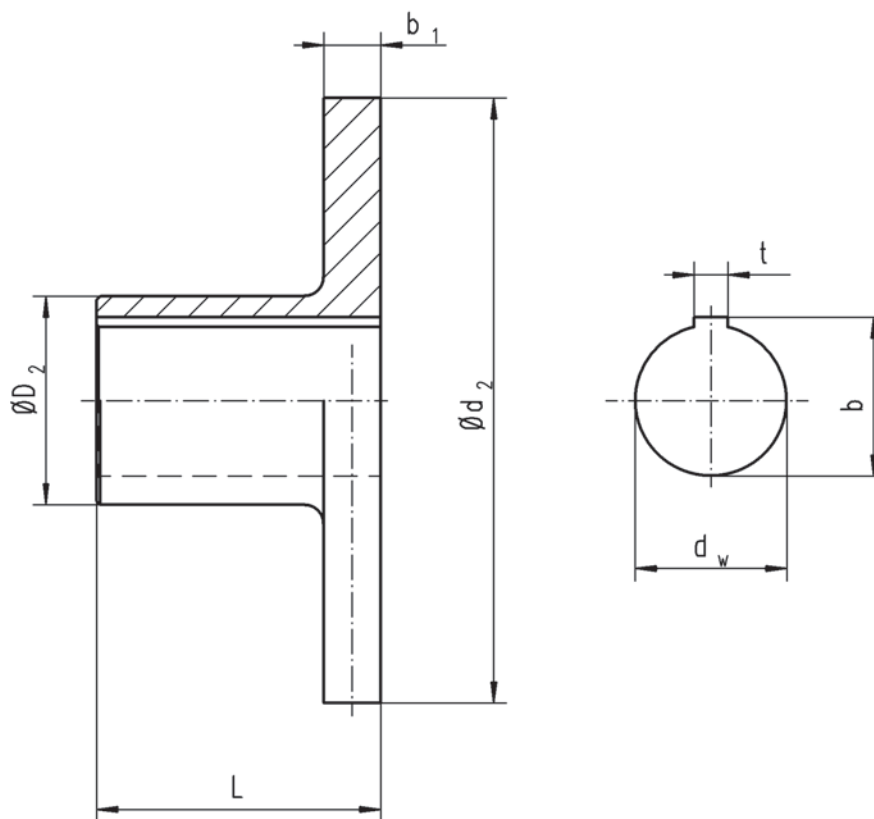
Hub N (size = d ₄)		145	170	200	230	260	300	360	400
M _{Br} max.	Nm	1800	2850	4950	7740	11940	17550	29100	40050
n _{max} at max. disc Ø	min ⁻¹	3800	3400	3000	2700	2400	2200	1750	1750
d _w max.	mm	60	75	95	110	125	140	160	160
D ₂	mm	85	110	135	160	180	200	225	225
D ₃	mm	95	120	140	170	200	220	260	300
L	mm	180	180	220	220	230	230	275	275
l ₁₂	mm	166,5	166,5	207	207,5	212,5	212,5	252,5	252,5
C	mm	150	150	190	190	195	195	235*	235*
M _A	Nm	84	84	132	132	206	410	710	710
Brake disc diameter d ₂ x b ₁ (mm)	355 x 30	28			Weight				kg
		0,378			Moment of inertia				kgm ²
	400 x 30	35	37	44					
		0,603	0,612	0,653					
	450 x 30	42	45	52					
		0,959	0,973	1,011					
	500 x 30		54	60	67	77			
			1,469	1,506	1,571	1,682			
	560 x 30			72	79	89			
				2,335	2,399	2,51			
	630 x 30				95	105	109		
					3,768	3,879	4,081		
710 x 30					124	128			
					6,112	6,213			
800 x 30		Weights and moments of inertia are not binding, referring to the max. finish bore for the sizes 145 to 300 respectively for a finish bore of 120 mm for the sizes 360 and 400.					153	189	
900 x 30							9,808	10,456	
								221	232
1000 x 30								16,123	16,473
			* Dimension C = 230 mm at brake disc thickness 40 mm						257
								24,075	24,424

Hub with Brake Disc Type NX

Dimensions and technical data



Rev. 12-06

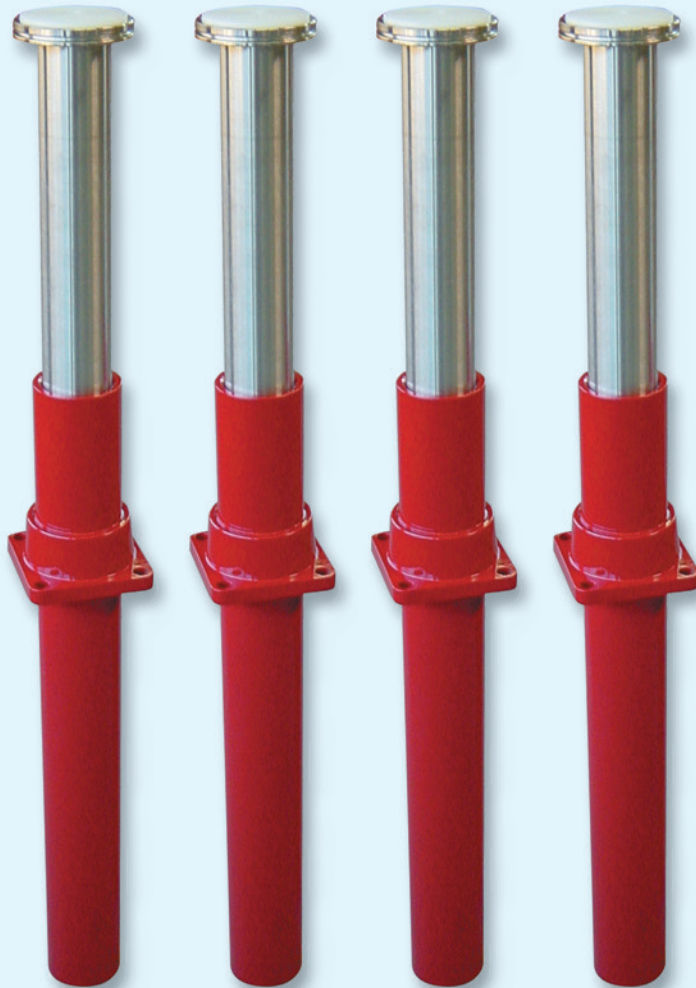


* Higher speeds possible by using sintered linings

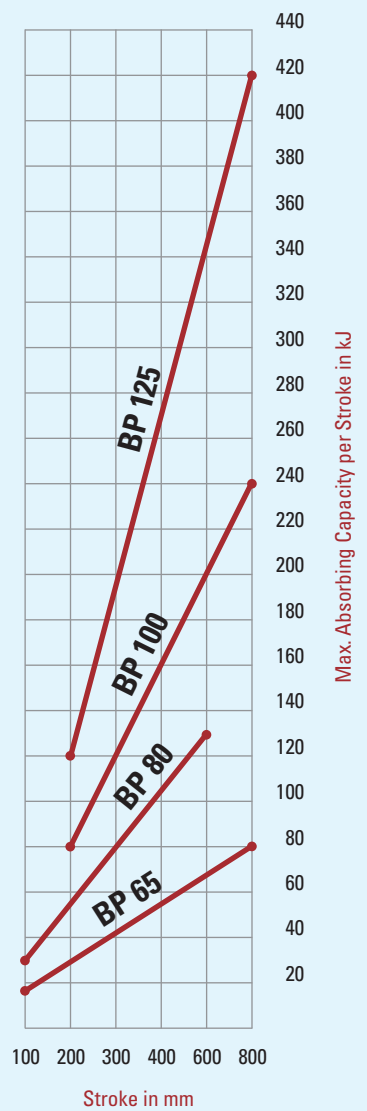
All dimensions in mm
Alterations reserved without notice

Hub NX (size = D ₂)			58	64	74	84	92	100	114	
L mm			80	110	110	110	140	140	140	
d _w max. mm			38	42	48	55	60	65	70	
		n _{max.} min ⁻¹ *	Thermal capacity kW							
Brake disc diameter d ₂ x thickness (mm)	200 x 20	3500	344	5,6	6,2	Weight of the hub with brake disc				kg
				0,025	0,026	Moment of inertia				kgm ²
	225 x 20	3300	399	7,0	7,5	8,1	8,6	9,3	10,9	
				0,040	0,040	0,041	0,042	0,045	0,047	
	250 x 20	3000	474	8,5	9,0	9,6	10,1	10,8	12,4	14,0
				0,060	0,061	0,062	0,063	0,066	0,067	0,072
	280 x 20	2675	567	10,5	11,0	11,6	12,2	13,0	14,5	16,2
				0,095	0,096	0,096	0,097	0,100	0,102	0,107
	315 x 20	2380	653	13,2	13,7	14,3	14,9	15,5	17,1	18,7
				0,153	0,153	0,153	0,154	0,157	0,159	0,164
	355x 20	2100	752		17,0	17,6	18,2	18,9	20,5	22,2
					0,246	0,246	0,274	0,250	0,252	0,257
	400 x 20	1875	863		21,0	21,6	22,2	22,8	24,4	26,0
					0,396	0,396	0,397	0,400	0,402	0,407
450 x 20	1650	986			27,0	27,7	28,4	30,0	31,7	
					0,634	0,635	0,637	0,639	0,645	
500 x 20	1500	1100			33,0	33,7	34,4	36,0	37,7	
					0,956	0,966	0,969	0,970	0,976	

Hydraulic/Gas Buffer BP



PINTSCH BUBENZER
is certified according to
DIN EN ISO 9001:2000



Reliable



Efficient



Low Maintenance



Robust Construction

Description BP Buffer



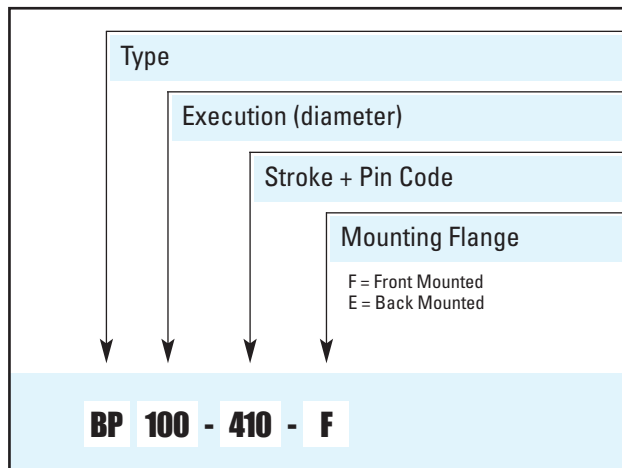
Main Features

- Piston and cylinder of special seamless pipes
- Back mounted or front mounted versions available
- Synthetic impact plate on buffer head
- Piston special hard chrome plated
- Metering pin exchangeable on site
- Service/repair possible on site
- Seawater resistant coating
- Impact speed sensitive damping

Options

- Special mounting arrangements
- High temperature seals
- Safety chain
- Safety wire rope
- Protective bellows
- Special designs for certain applications

Ordering Example



Applications

- As impact energy absorber on crane gantries, trolleys, elevators, stackers, reclaimers and other industrial applications

Operating Restrictions

- Buffers of this range are tested before shipment. Operating conditions other than described in this catalogue require the manufacturer's approval and may influence the function of the buffer



Please Note

We supply a detailed operating manual with every order. Nevertheless, we would point out that buffers are only as safe as the servicing and maintenance performed while they are in operation. The guarantee for the correct functioning of our buffers is therefore only valid if the user adheres to the installation and operating manual.



PINTSCH BUBENZER Service

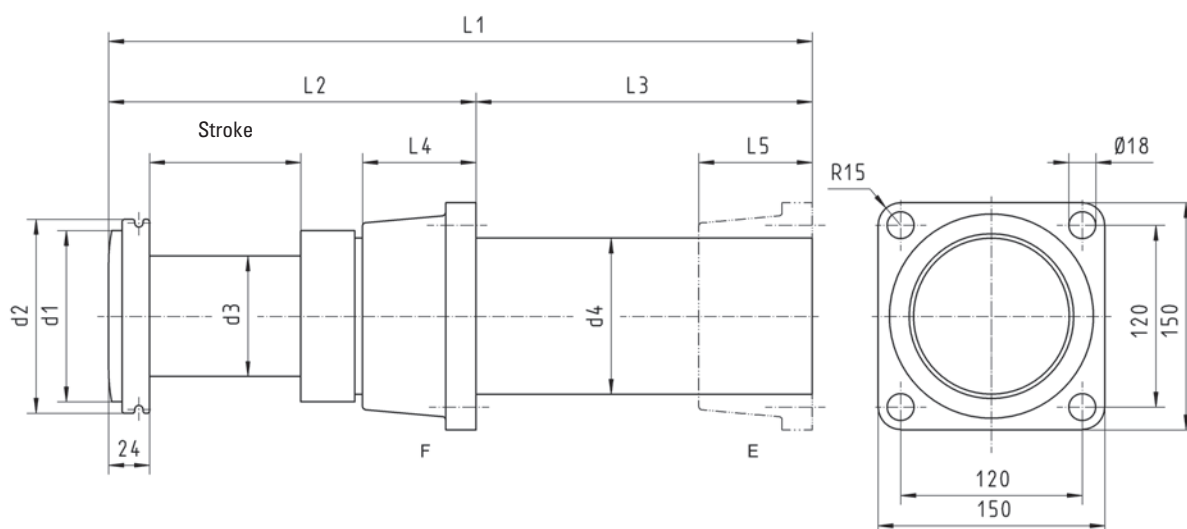
This includes the verification of the buffer selection, if required. A detailed questionnaire is provided for this purpose. Installation and commissioning at site is possible by PINTSCH BUBENZER service engineers. Drawings as DWG/DXF files for your engineering department are available upon request.

Buffer Type BP 65

Dimensions and technical data



Rev. 11-03



* upon request

All dimensions in mm
Alterations reserved without notice

F = Front Mounted
E = Back Mounted

Stroke mm	Capacity kJ/stroke	End force kN	L1	L2	L3	L4	L5	d1	d2	d3	d4
100	17	200	495	250	245	75	150	93	108	65	85
200	34	200	805	350	455	75	150	93	108	65	85
300	51	200	1100	450	650	75	150	93	108	65	85
400	58	170	1395	580	815	75	150	93	108	65	85
600	77	150	1890	780	1110	75	*	93	108	65	85
800	82	120	2455	980	1475	75	*	93	108	65	85

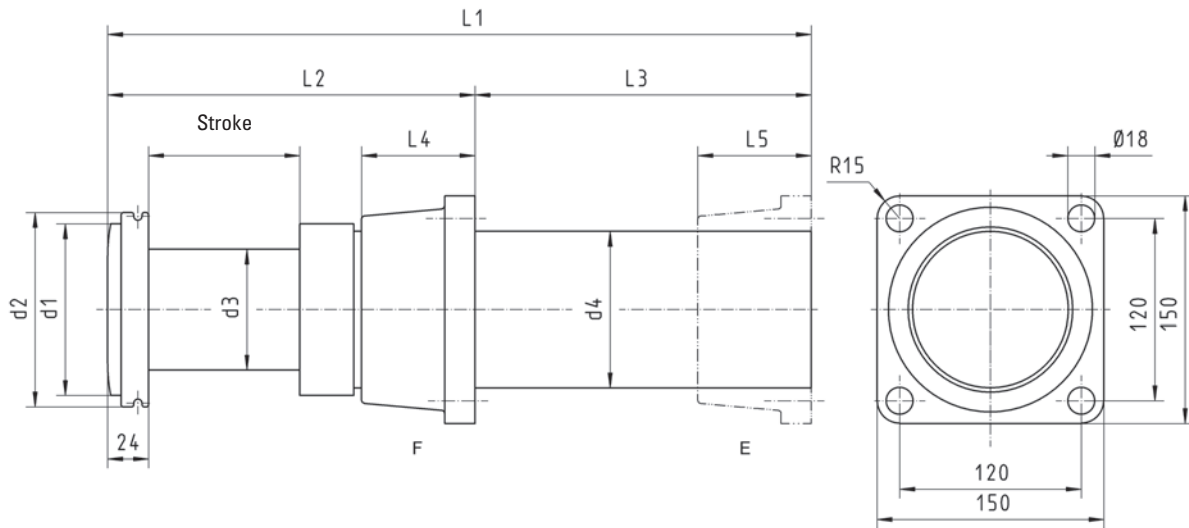
Stroke mm	Impact Weight and Pin Codes								Weight kg		Restoring Force kN
	up to 5 t	up to 10 t	up to 20 t	up to 40 t	up to 80 t	up to 150 t	up to 300 t	up to 600 t	Execution F	Execution E	
100	102	104	106	108	110	112	114	116	19,2	19,2	10
200	202	204	206	208	210	212	214	216	25,2	25,2	10
300	302	304	306	308	310	312	314	316	31,4	33,7	11
400	402	404	406	408	410	412	414	416	37,3	39,6	12
600	602	604	606	608	610	612	614	616	44,9	*	25
800	802	804	806	808	810	812	814	816	56,3	*	25

Buffer Type BP 80

Dimensions and technical data



Rev. 11-03



* upon request

F = Front Mounted
E = Back Mounted

All dimensions in mm
Alterations reserved without notice

Stroke mm	Capacity kJ/stroke	End force kN	L1	L2	L3	L4	L5	d1	d2	d3	d4
100	30	350	470	280	190	75	150	113	128	80	105
200	60	350	755	360	395	75	150	113	128	80	105
400	102	300	1315	670	645	75	150	113	128	80	105
600	128	250	1885	870	1015	75	*	113	128	80	105

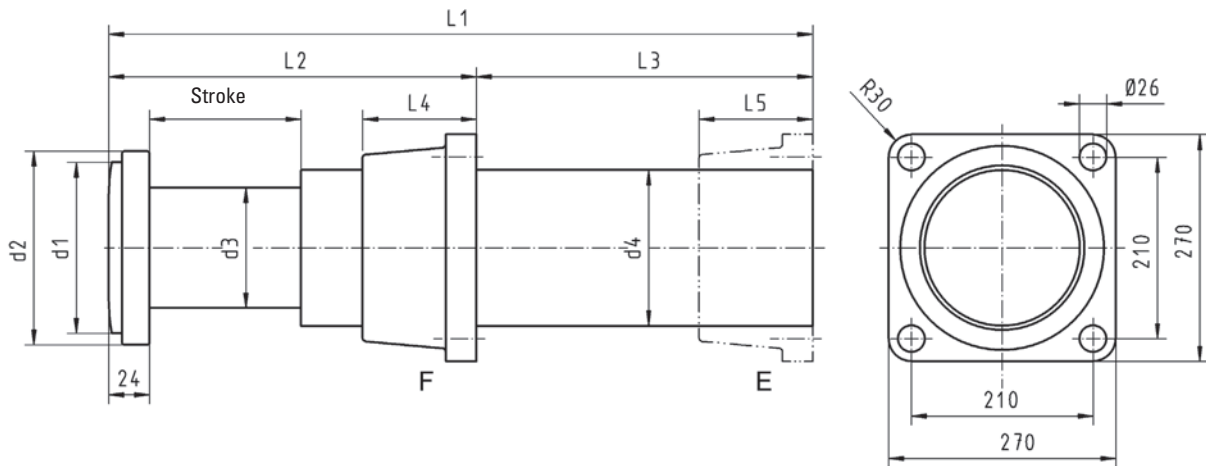
Stroke mm	Impact Weight and Pin Codes										Weight kg		Restoring Force kN
	up to 5 t	up to 10 t	up to 20 t	up to 40 t	up to 80 t	up to 150 t	up to 300 t	up to 600 t	up to 800 t	Execution F	Execution E		
100	102	104	106	108	110	112	114	116	118		23,6	24,3	25
200	202	204	206	208	210	212	214	216	218		32,6	33,3	25
400	402	404	406	408	410	412	414	416	418		49,3	50,0	25
600	602	604	606	608	610	612	614	616	618		66,2	*	25

Buffer Type BP 100

Dimensions and technical data



Rev. 11-03



* upon request

F = Front Mounted
E = Back Mounted

All dimensions in mm
Alterations reserved without notice

Stroke mm	Capacity kJ/stroke	End force kN	L1	L2	L3	L4	L5	d1	d2	d3	d4
200	80	470	780	470	310	85	190	133	148	100	125
400	150	440	1350	670	680	85	190	133	148	100	125
600	204	400	1920	870	1050	85	*	133	148	100	125
800	241	355	2490	1070	1420	85	*	133	148	100	125

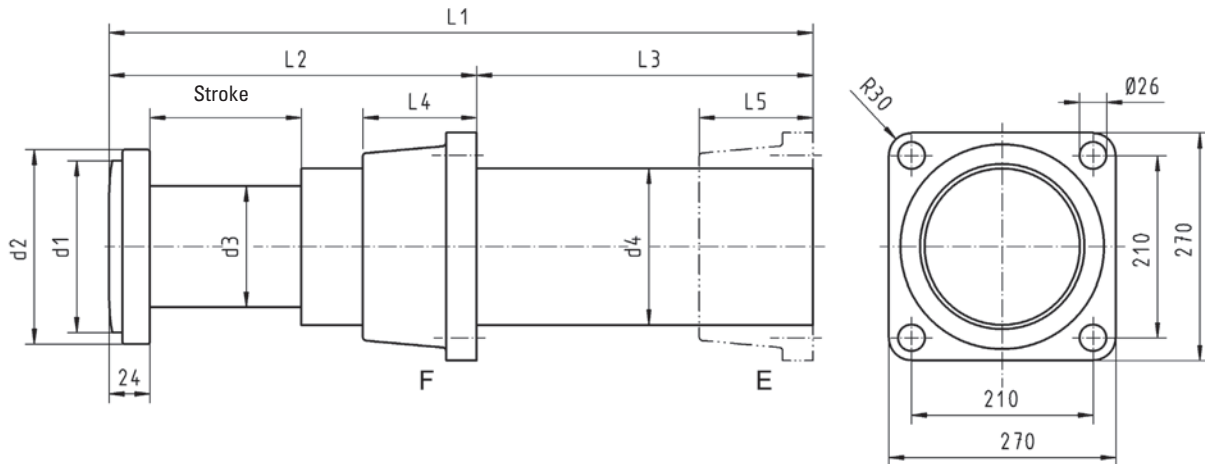
Stroke mm	Impact Weight and Pin Codes											Weight kg		Restoring Force kN
	up to 5 t	up to 10 t	up to 20 t	up to 40 t	up to 80 t	up to 150 t	up to 300 t	up to 600 t	up to 800 t	up to 1000 t	up to 2000 t	Execution F	Execution E	
200	202	204	206	208	210	212	214	216	218	220	222	53,4	57,4	30
400	402	404	406	408	410	412	414	416	418	420	422	76,1	80,1	30
600	602	604	606	608	610	612	614	616	618	620	622	98,8	*	30
800	802	804	806	808	810	812	814	816	818	820	822	121,5	*	30

Buffer Type BP 125

Dimensions and technical data



Rev. 11-03



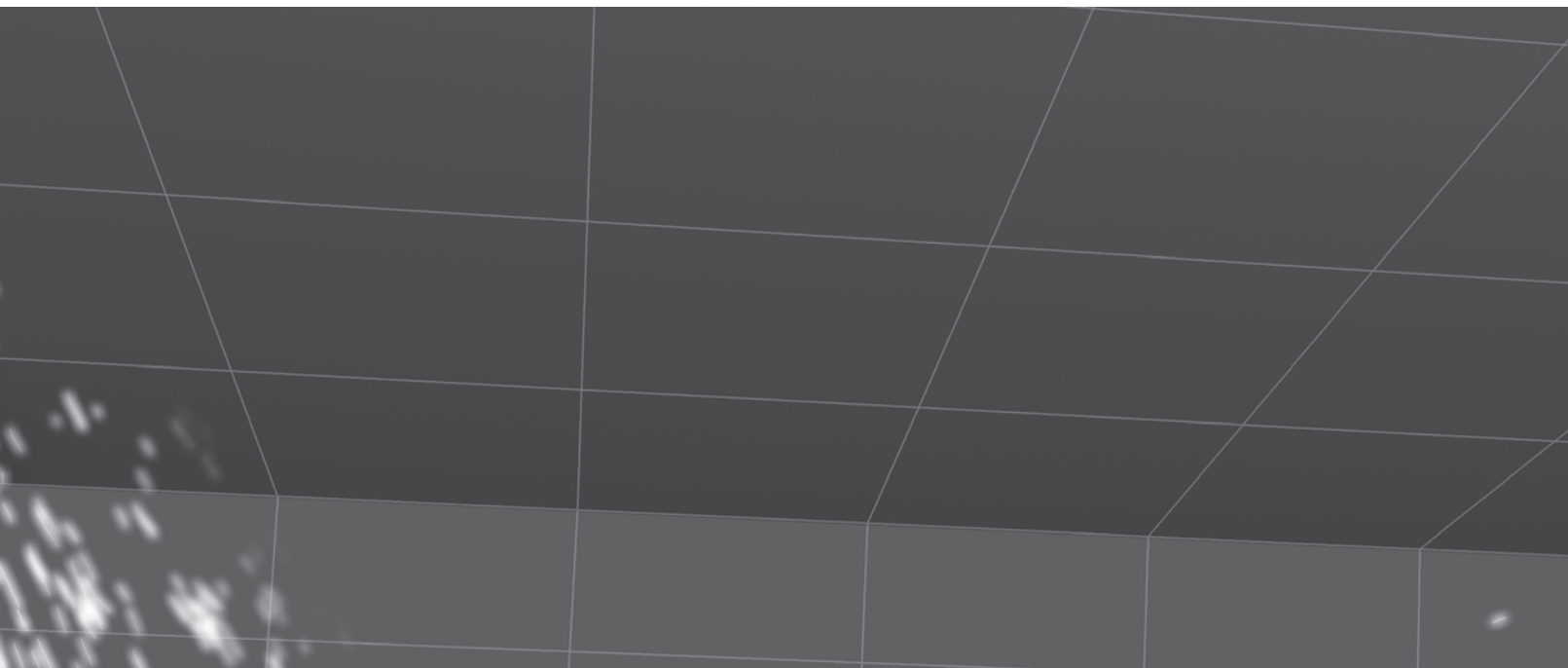
* upon request

F = Front Mounted
E = Back Mounted

All dimensions in mm
Alterations reserved without notice

Stroke mm	Capacity kJ/stroke	End force kN	L1	L2	L3	L4	L5	d1	d2	d3	d4
200	120	700	745	470	275	85	190	148	163	125	150
400	238	700	1275	680	595	85	190	148	163	125	150
600	337	660	1775	930	845	85	*	148	163	125	150
800	422	620	2295	980	1315	85	*	148	163	125	150

Stroke mm	Impact Weight and Pin Codes										Weight kg		Restoring Force kN
	up to 10 t	up to 20 t	up to 40 t	up to 80 t	up to 150 t	up to 300 t	up to 600 t	up to 800 t	up to 1000 t	up to 2000 t	Execution F	Execution E	
200	204	206	208	210	212	214	216	218	220	222	61,7	71,7	55
400	404	406	408	410	412	414	416	418	420	422	87,4	97,7	55
600	604	606	608	610	612	614	616	618	620	622	111,0	*	65
800	804	806	808	810	812	814	816	818	820	822	136,0	*	65



B R A K E S Y S T E M S F O R S T E E L M I L L S

PINTSCH BUBENZER GmbH

Friedrichshuettenstr. 1
D-57548 Kirchen-Wehbach
Phone +49 (0) 27 41/94 88-0

Plant Dinslaken
Huenxer Str. 149
D-46537 Dinslaken
Phone +49 (0) 20 64/602-8

www.pintschbubenzler.de

PINTSCH BUBENZER
A Schaltbau Company