



# ENAPART



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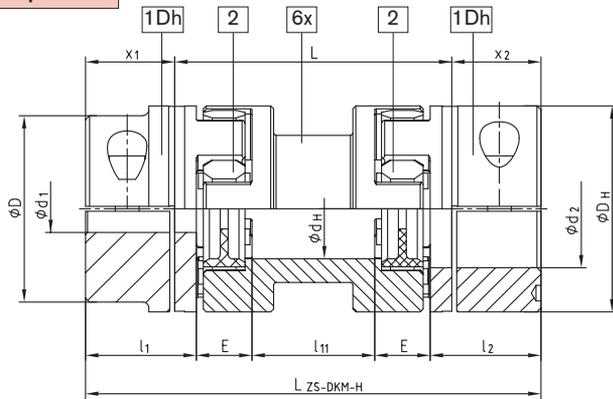
Double-cardanic spacer design ZS-DKM-H



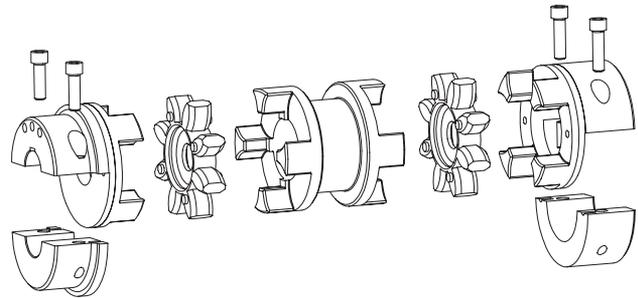
Same advantages as the standard ROTEX® in addition:

- Standard spacers up to 9.84" shaft gap
- Complete installation and removal using only 4 fasteners
- Accommodates high shaft misalignments while remaining torsionally symmetric
- Restoring forces are reduced to a minimum
- Certified to EC Standard 94/9/EC (design 7.5 clamping hub without key according to category 3)
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

Components



Design ZS-DKM-H



ROTEX® ZS-DKM-H																		
Size	DBSE L [in]	Bore. Ød <sub>1</sub> /d <sub>2</sub> [in]	Spider (part 2) <sup>1)</sup> TKN [lb-in]	Dimensions [in]								Fastener DIN EN ISO 4762 - 12.9		Max. misalignments				Weight <sup>2)</sup> [lbs]
				D <sub>H</sub>	d <sub>H</sub>	l <sub>1</sub> ; l <sub>2</sub>	x <sub>1</sub> ; x <sub>2</sub>	l <sub>11</sub>	E	L <sub>ZS-DKM-H</sub>	M	T <sub>A</sub> [lb-in]	Axial [in]	at n = 1800 rpm		at n = 3600 rpm		
														Parallel [in]	Angular [°]	Parallel [in]	Angular [°]	
24	3.94	1.125	300	2.17	1.06	1.18	0.89	1.93	0.71	5.71	M6	124	0.06	0.04		0.03		3.1
	3.50							7.28		0.07				0.04		3.5		
28	3.94	1.438	840	2.56	1.18	1.38	1.00	1.61	0.79	5.94	M8	310	0.06	0.04		0.03		4.2
	3.19							7.52		0.06				0.04		4.9		
38	3.94	1.688	1,680	3.15	1.50	1.77	1.40	1.30	0.94	6.73	M8	310	0.07	0.04		0.02		8.6
	2.87							8.31		0.06				0.04		9.0		
42	3.94	2.125	2,340	3.74	1.81	1.97	1.54	1.02	1.02	7.01	M10	611	0.08	0.03		0.02		11
	2.60							8.58		0.06				0.04		13		
48	3.94	2.313	2,740	4.13	2.01	2.20	1.77	0.87	1.10	7.48	M12	1,062	0.08	0.03		0.02		16
	2.44							9.06		0.06				0.04		17		
55	3.94	2.625	3,620	4.72	2.36	2.56	1.97	0.39	1.18	7.87	M12	1,062	0.09	0.02	0.9	0.02	0.6	21
	1.97							9.45		0.05				0.03		25		
	3.54							11.02		0.07				0.05	27			
65	7.09	3.000	5,530	5.31	2.68	2.95	2.36	4.33	1.38	11.81	M12	1,062	0.10	0.09		0.06		28
	1.57							10.24		0.05				0.03		36		
	3.15							11.81		0.07				0.05	37			
75	5.51	3.438	11,320	6.30	3.15	3.35	2.66	0.98	1.57	10.83	M16	2,611	0.12	0.04		0.03		52
	2.56							12.40		0.06				0.04		57		
	3.35							13.19		0.08				0.05	60			
90	7.09	4.250	21,240	7.87	3.94	3.94	3.21	5.31	1.77	15.16	M20	5,133	0.13	0.11		0.07		65
	2.09							13.50		0.06				0.04		108		
	4.84							16.26		0.10				0.07	116			

1) Maximum torque of the coupling  $T_{Kmax}$  = rated torque of the coupling  $T_{KN} \times 2$   
Size 24 to 75 spider type 95/98 Sh A-GS; at size 90 spider type 95 Sh A with inner ring  
ZS-DKM-H: transmittable torque according to 92 Sh A-GS

2) Calculated to max. bore  
Inch bores machined to AGMA Class 1, Metric bores machined to H7

NOTE: The standard is only for horizontal design. Vertical design on request.

Order form	ROTEX® 38	ZS-DKM-H	140	98 Sh A	Ø38	Ø30
	Coupling size	Design	Shaft distance dimension L	Spider hardness	Bore	Bore

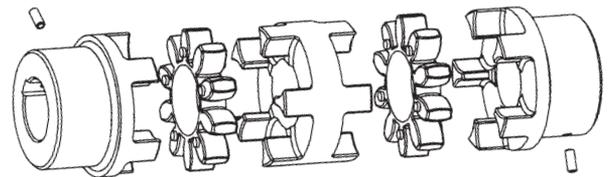
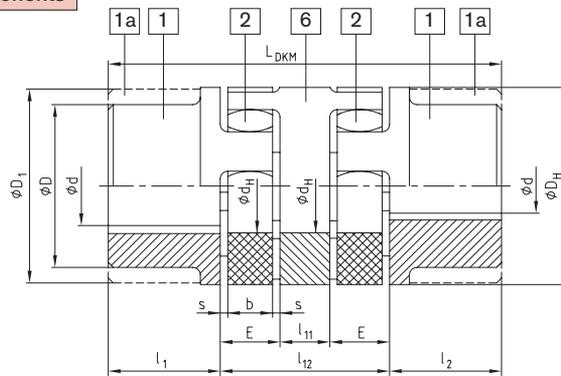
Double-cardanic spacer design DKM



Same advantages as the standard ROTEX® in addition:

- Greater shaft misalignments
- 3-part double cardanic design eliminating the need for bearing support
- Restoring forces are reduced to a minimum
- $\text{Ex}$  certified to EC Standard 94/9/EC (Explosion Certificate ATEX 95)
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

Components



Design DKM

ROTEX® DKM (No. 018)															
Size	$\varnothing d$ $\varnothing D$ $\varnothing D_1$	Spider (part 2) Nominal torque [lb-in]		Dimensions [in]									Max. misalignments at n = 1800 rpm		
		92 Sh-A	98 Sh-A	$D_H$	$d_H$	$l_1; l_2$	$l_{11}$	$l_{12}$	E	s	b	$L_{DKM}$	Parallel [in]	Angular [°]	Axial [in]
19	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	89	150	1.57	0.71	0.98	0.39	1.65	0.63	0.08	0.47	3.62	0.02	0.9	+0.05/-0.04
24		300	530	2.17	1.06	1.18	0.63	2.05	0.71	0.08	0.55	4.41	0.02	0.9	+0.06/-0.04
28		840	1,410	2.56	1.18	1.38	0.71	2.28	0.79	0.10	0.59	5.04	0.02	0.9	+0.06/-0.06
38		1,680	2,870	3.15	1.50	1.77	0.79	2.68	0.94	0.12	0.71	6.22	0.03	0.9	+0.07/-0.06
42		2,340	3,980	3.74	1.81	1.97	0.87	2.91	1.02	0.12	0.79	6.85	0.03	0.9	+0.08/-0.08
48		2,740	4,640	4.13	2.01	2.20	0.94	3.15	1.10	0.14	0.83	7.56	0.03	0.9	+0.08/-0.08
55		3,620	6,060	4.72	2.36	2.56	1.10	3.46	1.18	0.16	0.87	8.58	0.04	0.9	+0.09/-0.08
65		5,530	8,310	5.31	2.68	2.95	1.26	4.02	1.38	0.18	1.02	9.92	0.04	0.9	+0.10/-0.08
75		11,320	16,990	6.30	3.15	3.35	1.42	4.57	1.57	0.20	1.18	11.26	0.05	0.9	+0.12/-0.12
90		21,240	31,860	7.87	3.94	3.94	1.57	5.12	1.77	0.22	1.34	12.99	0.05	0.9	+0.13/-0.12

Inch bores machined to AGMA Class 1, Metric bores machined to H7

Additional design: ZS-DKM1

Please request sheet M369832.



Order form:	ROTEX® 38	DKM	EN-GJL-250	98 Sh A	1 —	$\varnothing 38$	1 —	$\varnothing 30$
	Coupling size	Design	Material	Spider hardness	Comp- onent	Bore	Comp- onent	Bore

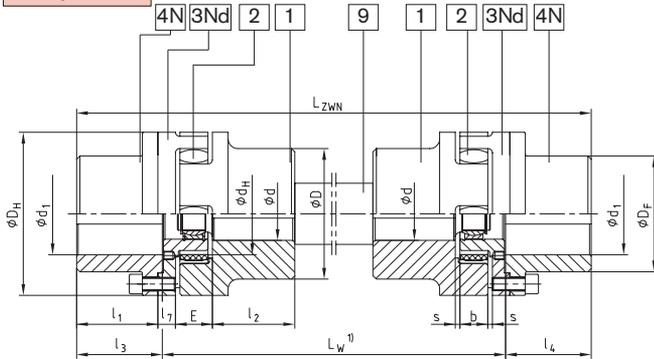
Intermediate shaft design ZWN and ZR



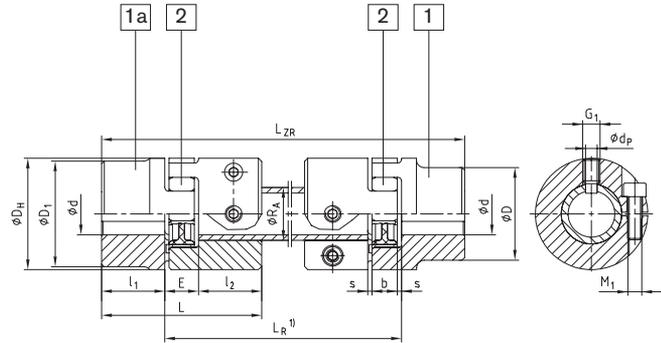
Same advantages as the standard ROTEX® in addition:

- Connects applications with large shaft gaps
- Compensates for greater parallel misalignments
- Allows radial installation without moving components
- ZWN style – bearing supported intermediate shaft
- ZR style – intermediate shaft coupling with the GS spider can be removed radially
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

Components



Design ZWN



Design ZR with GS spider

ROTEX® ZWN (Nr. 017) and ZR (Nr. 037)

Size	Bore ØD ØD <sub>1</sub>	Dimensions of ZWN and ZR (in)										Dimensions for ZR (in)										
		Component 4N [St] bore Ød <sub>1max</sub>	Materials see page 46										L <sub>ZWN</sub>	Tube		Fastener		L	Dog point setscrew G <sub>1</sub>	Dog Point d <sub>p</sub> [in]	Axial misalignment [in]	Angular misalignment [degrees]
			D <sub>H</sub>	D <sub>F</sub>	d <sub>H</sub>	l <sub>1</sub> ; l <sub>2</sub>	E	s	b	l <sub>3</sub> ; l <sub>4</sub>	l <sub>7</sub>	R <sub>A</sub>		C <sup>2</sup> lb-ft <sup>2</sup> /rad	M <sub>1</sub>	T <sub>A</sub> [lb-in]						
19 <sup>3)</sup>	—	—	1.57	—	0.71	0.98	0.63	0.08	0.47	—	—	—	3/4x11GA	520	M6	124	—	2.60	M6	0.16	0.05	0.9
24	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	0.938	2.17	1.42	1.06	1.18	0.71	0.08	0.55	1.20	0.31	—	1x5/32	2,463	M6	124	—	3.07	M8	0.22	0.06	0.9
28		1.125	2.56	1.65	1.18	1.38	0.79	0.10	0.59	1.40	0.39	—	1-3/8x5/32	4,145	M8	310	—	3.54	M10	0.28	0.06	0.9
38		1.438	3.15	2.05	1.50	1.77	0.94	0.12	0.71	1.79	0.39	—	1-5/8x5/32	6,464	M8	221	L <sub>ZR</sub> = L <sub>ZWN</sub> + 2 * l <sub>1</sub>	4.49	M12	0.33	0.07	0.9
42		1.563	3.74	2.44	1.81	1.97	1.02	0.12	0.79	2.01	0.47	—	1-3/4x5/32	9,523	M10	434	—	4.96	M12	0.33	0.08	0.9
48		1.813	4.13	2.76	2.01	2.20	1.10	0.14	0.83	2.24	0.47	—	2x5/32	13,423	M12	761	—	5.51	M16	0.47	0.08	0.9
55		2.125	4.72	3.15	2.36	2.56	1.18	0.16	0.87	2.60	0.63	—	2-1/8x5/32	21,600	M12	1,062	—	6.30	M16	0.47	0.09	0.9
65		2.500	5.31	3.70	2.68	2.95	1.38	0.18	1.02	2.99	0.63	—	2-1/2x3/16	37,212	M12	1,062	—	7.28	M16	0.47	0.10	0.9
75		2.813	6.30	4.25	3.15	3.35	1.57	0.20	1.18	3.41	0.75	—	3x3/16	58,817	M16	2,611	—	8.27	M16	0.47	0.12	0.9
90		3.875	7.87	5.59	3.94	3.94	1.77	0.22	1.34	4.00	0.79	—	<b>Selection indication for design ZR:</b> • Transmittable torques of keyless clamping hubs have to be observed. Please order dimension sheet no. 5020/000/017-757537. • Material on request.									
100		4.250	8.86	6.22	4.45	4.33	1.97	0.24	1.50	4.39	0.98	—										
110		4.813	10.04	7.01	5.00	4.72	2.17	0.26	1.65	4.80	1.02	—										
125		5.563	11.42	8.11	5.79	5.51	2.36	0.28	1.81	5.59	1.18	—										

<sup>1)</sup> Please provide the shaft distance dimension L<sub>W</sub> or L<sub>R</sub> in all inquiries and orders along with the maximum speed to review the critical whipping speed.

<sup>2)</sup> Torsion spring stiffness when the intermediate tube is 39 in

<sup>3)</sup> Design ZR

Inch bores machined to AGMA Class 1, Metric bores machined to H7

Design ZWN - for vertical assembly with thrust bearing, please request sheet 5020/000/027-760390.

Order form:	ROTEX® 38	ZWN	1200	St / EN-GJL-250	98 Sh A	4N —	Ø 38	4N —	Ø 30
	Coupling size	Design	Shaft distance dim. L <sub>W</sub>	Material	Spider hardness	Component	Bore	Component	Bore

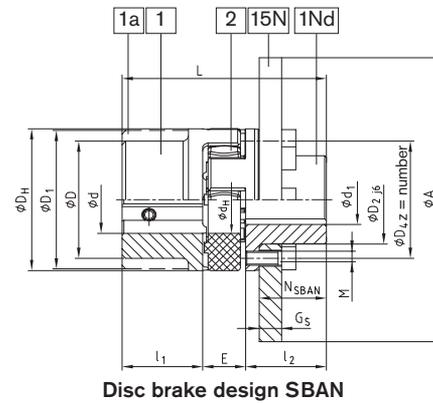
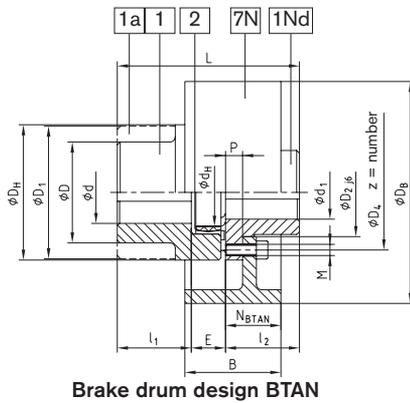
**Design BTAN with brake drum/design SBAN with brake disc**



Same advantages as the standard ROTEX® in addition:

- Shaft coupling BTAN designed to be mounted to external brake drums with brake discs to DIN 5431/15435
- Shaft coupling BTAN with disc for brake calipers
- Each coupling design can be combined with several sizes of brake drums (see dimension "N")
- The brake drum or brake disc must be mounted onto the shaft with the highest mass moment of inertia
- The maximum brake torque must not exceed the maximum coupling torque
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

**Components**



**ROTEX® type BTAN (No. 011) and SBAN (No. 013)**

Size	Pilot bore Ød; ØD ØD <sub>1</sub>	Bore max.d <sub>1</sub>		Dimensions [in]													
		EN-GJS-400-15	Steel	D <sub>H</sub>	D <sub>2</sub>	D <sub>4</sub>	d <sub>H</sub>	z	pitch <sup>1)</sup>	M	T <sub>A</sub> [lb-in]	l <sub>1</sub> ; l <sub>2</sub>	E	L	P	N <sub>SBAN</sub>	
38	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	—	1.313	3.15	1.97	2.60	1.50	8	8x45°	M8	363	1.77	0.94	4.49	0.30	1.48	
42		—	1.563	3.74	2.36	3.15	1.81	12	16x22.5°	M8	363	1.97	1.02	4.96	0.37	1.59	
48		—	1.813	4.13	2.68	3.54	2.01	12		M8	363	2.20	1.10	5.51	0.41	1.79	
55		—	2.125	4.72	3.07	4.02	2.36	8	8x45°	M10	735	2.56	1.18	6.30	0.49	2.07	
65		—	2.500	5.31	3.62	4.57	2.68	12	16x22.5°	M10	735	2.95	1.38	7.28	0.53	2.42	
75		—	2.813	6.30	4.17	5.35	3.15	15		M12	1062	3.35	1.57	8.27	0.61	2.74	
90		—	3.875	7.87	5.51	6.77	3.94	15		M16	2611	3.94	1.77	9.65	0.73	3.21	
100		—	3.875	—	8.86	6.14	7.68	4.45	15	20x18°	M16	2611	4.33	1.97	10.63	0.81	3.52
110		—	4.250	—	10.04	6.93	8.58	5.00	15		M20	5133	4.72	2.17	11.61	0.93	3.80
125		—	5.000	—	11.42	8.03	9.92	5.79	15		M20	5133	5.51	2.36	13.39	1.08	4.43

<sup>1)</sup> Thread in the hub between the jaws

Brake drum	ROTEX® BTAN dimension „N <sub>BTAN</sub> “										Speed rpm [V] (98 ft/s)	Brake Disc	ROTEX® SBAN coupling/disc brake dimension										Speed rpm [V] (98 ft/s)
	38	42	48	55	65	75	90	100	110	125			38	42	48	55	65	75	90	100	110	125	
160x60	1.22										3,550	200x12.5	x								2,800		
200x75	1.42	1.50	1.54	1.61							2,800	250x12.5	x	x	x						2,240		
250x95	1.73	1.81	1.85	1.93	1.97	2.05					2,240	315x16		x	x	x	x				1,800		
315x118		2.17	2.20	2.28	2.32	2.40	2.52				1,800	400x16		x	x	x	x	x	x		1,400		
400x150		2.68	2.72	2.80	2.83	2.91	3.03	3.11	3.23		1,400	500x16			x	x	x	x	x	x	1,120		
500x190					3.43	3.50	3.62	3.70	3.82	3.98	1,120	630x20				x	x	x	x	x	900		
630x236						4.21	4.33	4.41	4.53	4.69	900	710x20					x	x	x	x	800		
710x265								4.84	4.96	5.12	800	800x25						x	x	x	710		
800x300									5.67	710	900x25								x	x	630		

Other sizes available, request sheets: BTAN:M 380821  
SBAN straight: M380822; offset: M370065  
FNN hub: M380823

Inch bores machined to AGMA Class 1, Metric bores machined to H7

<b>Order form:</b>	ROTEX® 38	BTAN	Ø200x75	92 Sh A	1Nd — Ø 38	1 — Ø 30
	Coupling size	Design	ØBrake drum x width of brake drum	Spider hardness	Component Bore	Component Bore

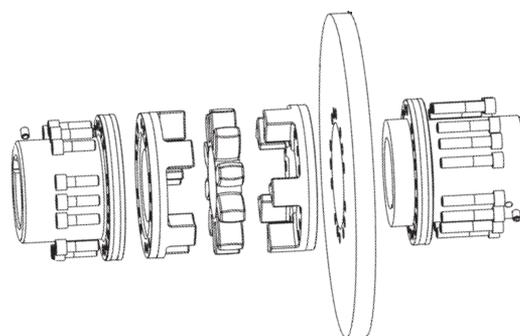
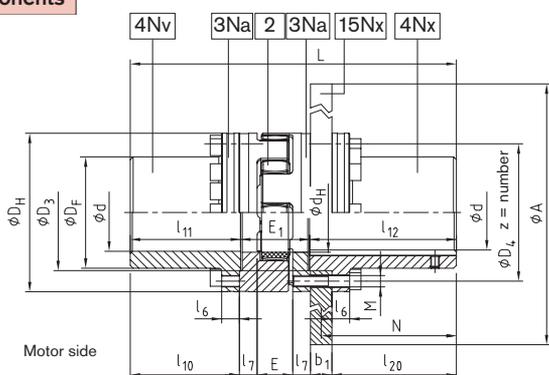
**Design AFN-SB special with brake disc**



Same advantages as the standard ROTEX® in addition:

- Shaft coupling AFN-SB special with brake disc for brake calipers
- The brake disc must be mounted onto the shaft with the highest mass moment of inertia
- The maximum brake torque must not exceed the maximum coupling torque
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

**Components**



**ROTEX® Design AFN-SB special**

Size	Bore $\phi d$		$D_H$	$D_F$	$D_3^{H7/h7}$	$D_4$	$d_H$	E	$E_1$	M	z	Pitch	$T_A$ [lb-in]
	min.	max.											
65	0.875	2.500	5.31	3.70	3.78	4.57	2.68	1.38	2.56	M10	12	16x22,5°	730
75	1.188	2.813	6.30	4.25	4.41	5.35	3.15	1.57	2.95	M12	15		1,060
90	1.625	3.875	7.87	5.59	5.71	6.77	3.94	1.77	3.23	M16	15		2,610
100	1.813	4.250	8.86	6.22	6.50	7.68	4.45	1.97	3.82	M16	15		2,610
110	2.375	4.813	10.04	7.01	7.09	8.58	5.00	2.17	4.06	M20	15	20x18°	5,130
125	2.375	5.563	11.42	8.11	8.46	9.92	5.79	2.36	4.57	M20	15		5,130
140	2.375	6.375	12.60	9.25	9.65	11.10	6.50	2.56	5.04	M20	15		5,130
160	3.188	7.313	14.57	10.63	11.02	12.80	7.48	2.95	5.75	M24	15		8,850

**ROTEX® Design AFN-SB special**

Size	Torque <sup>1)</sup> w/ 95Sh-A		Max. speed [rpm]	Max. <sup>1)</sup> brake torque [lb-in]	Dimensions [in]							
	$T_{KN}$	$T_{Kmax.}$			$l_6$	$l_7$	$l_{10}$	$l_{11}$	$l_{12}$	$l_{20}$	N	L
65	8,310	16,630	3,450	16,630	0.59	0.63	4.43	4.47	6.54	5.31	5.91	13.56
75	16,990	33,980	3,250	33,980	0.79	0.75	5.18	5.24	6.56	5.31	5.91	14.74
90	31,860	63,720	3,000	63,720	0.79	0.79	6.46	6.52	8.13	6.89	7.48	17.87
100	43,800	87,610	2,800	87,610	0.98	0.98	6.04	6.10	8.13	6.89	7.48	18.05
110	63,720	127,440	2,600	127,440	0.98	1.02	7.93	8.01	8.35	7.09	7.68	20.41
125	88,500	177,000	2,250	177,000	1.18	1.18	7.81	7.89	8.35	7.09	7.68	20.81
140	113,280	226,560	1,800	226,560	1.18	1.34	9.63	9.72	9.94	8.66	9.25	24.70
										8.27 <sup>2)</sup>	9.06 <sup>2)</sup>	
160	169,920	339,840	1,500	339,840	1.34	1.50	8.92	9.02	9.94	8.66	9.25	24.70
										8.27 <sup>2)</sup>	9.06 <sup>2)</sup>	

**Selection of ROTEX® coupling/ brake disc**

Size	Brake disc $\phi A \times b_1$										
	355x30	400x30	450x30	500x30	560x30	630x30	710x30	800x30	900x30	900x40	1000x40
65	x	x	x								
75		x	x	x							
90			x	x	x	x					
100				x	x	x					
110				x	x	x	x				
125						x	x	x			
140							x	x	x	x	x
160							x	x	x	x	x

<sup>1)</sup> The max. braking torque must not exceed the maximum torque of the coupling.

<sup>2)</sup> Dimensions for a brake disc width  $b_1 = 1.57$  in.

Order form:	ROTEX® 90	AFN-SB special	$\phi 450 \times 30$	95 Sh A	4Nv — $\phi 90$	4Nx — $\phi 90$
	Coupling size	Design	$\phi$ Disc brake width of disc]	Spider Hardness	Component Bore	Component Bore

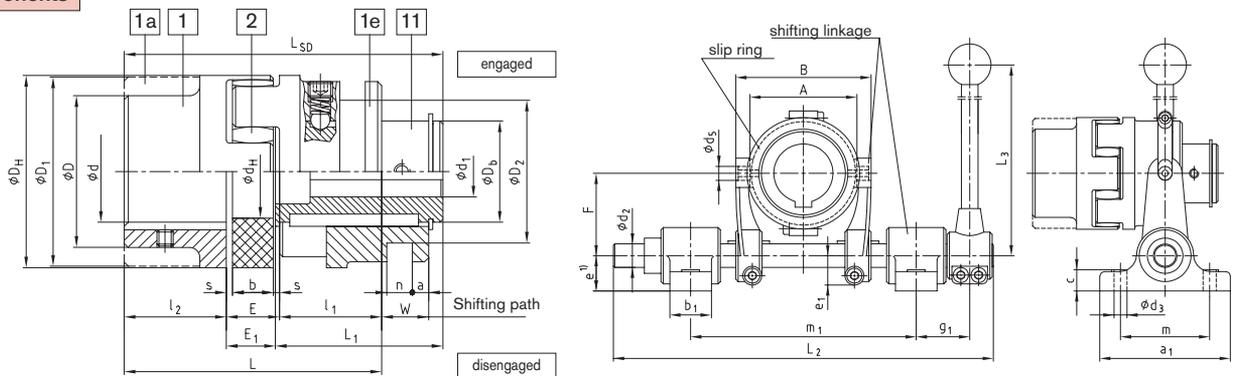
**Design SD (shiftable at standstill)**



Same advantages as the standard ROTEX® in addition:

- Shiftable coupling for all applications in general industry
- Easy to engage and disengage drive and driven at standstill
- Optional shiftable linkage kit available to ease installation
- Spring and ball detent locking mechanism
- Installation instructions available at [www.ktr.com](http://www.ktr.com)

**Components**



ROTEX® design SD (No. 015)																					
Size	$\frac{\phi d}{\phi D}$ $\frac{\phi D_1}{\phi D_2}$	Bore $d_1$		Dimensions [in]															Shifting force set in [lbf]	Slip ring size	Shiftable linkage size
		min.	max.	$D_H$	$D_2 \pm 0,1$	$D_b$	$d_H$	$l_1 : l_2$	E	s	b	$E_1$	L	$L_1$	W	a	$n \pm 0,1$	$L_{SD}$			
24		0.375	0.688	2.17	1.61	1.18	1.06	1.18	0.71	0.08	0.55	0.65	3.07	2.03	0.63	0.24	0.24	3.86	25	—	—
28		0.438	0.875	2.56	2.28	1.42	1.18	1.38	0.79	0.10	0.59	0.71	3.54	2.36	0.69	0.31	0.31	4.45	29	—	—
38		0.500	1.125	3.15	2.78	1.77	1.50	1.77	0.94	0.12	0.71	0.87	4.49	2.87	0.83	0.31	0.49	5.51	34	1.1	1
42		0.563	1.250	3.74	2.78	1.97	1.81	1.97	1.02	0.12	0.79	0.94	4.96	3.23	0.91	0.31	0.49	6.14	41	1.1	1
48		0.625	1.500	4.13	3.52	2.36	2.01	2.20	1.10	0.14	0.83	1.00	5.51	3.56	0.96	0.24	0.69	6.77	45	2.2	2
55		0.750	1.813	4.72	4.43	2.76	2.36	2.56	1.18	0.16	0.87	1.06	6.30	4.06	1.02	0.24	0.71	7.68	56	3.3	3
65		0.813	2.125	5.31	4.43	3.15	2.68	2.95	1.38	0.18	1.02	1.26	7.28	4.72	1.20	0.28	0.71	8.94	63	3.3	3
75		1.000	2.500	6.30	5.14	3.74	3.15	3.35	1.57	0.20	1.18	1.46	8.27	5.31	1.38	0.24	0.81	10.12	79	4.4	3
90		1.125	2.813	7.87	6.48	4.33	3.94	3.94	1.77	0.22	1.34	1.61	9.65	5.98	1.56	0.31	1.00	11.54	79	5.5	4
100		1.188	3.000	8.86	6.48	4.53	4.45	4.33	1.97	0.24	1.50	1.81	10.63	6.65	1.73	0.55	1.00	12.80	86	5.5	4
110		1.438	3.250	10.04	6.48	4.92	5.00	4.72	2.17	0.26	1.65	2.03	11.61	7.24	1.91	0.73	1.00	13.98	101	5.5	4
125		1.625	3.875	11.42	8.29	5.71	5.79	5.51	2.36	0.28	1.81	2.19	13.39	8.21	2.09	0.73	1.20	15.91	113	6.6	5

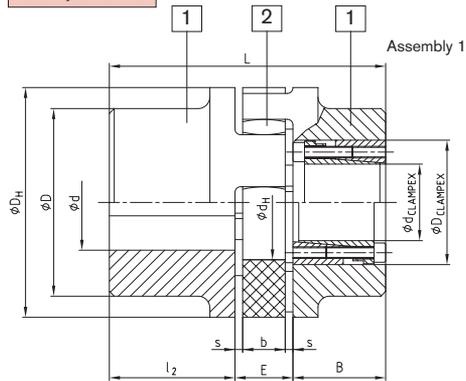
slip ring and shiftable linkage																			
Size	Shiftable linkage size	Dimensions [in]																Max. speed n for slip ring [rpm]	
		$a_1$	$b_1$	c	$d_2$	$d_3$	$d_5$	$e^{1)}$	$e_1$	F	$g_1$	$L_2$	$L_3$	m	$m_1$ min.	$m_1$ max.	A		B
38	1																		
42	1	4.33	1.38	0.71	0.79	0.43	0.47	1.18	0.98	2.76	2.17	12.60	15.75	2.95	7.09	7.48	3.54	4.49	3,280
48	2				0.98				1.06	3.84	2.36	16.93	17.72		9.45	10.63	4.37	5.94	2,550
55	3	5.51	1.57				0.67	1.57						3.94			5.51	7.09	2,120
65	3				1.18				1.28	4.72	2.76	19.29	23.62		11.02	12.20			
75	3																6.69	8.27	1,710
90	4				0.98		0.53												
100	4																		
110	4	6.30	1.77		1.38		0.83	1.97	1.48	5.81	2.76	22.24	29.53	4.72	12.64	14.37	7.87	9.61	1,360
125	5																		
					1.57				1.81	7.48	3.15	24.80	42.05		14.37	16.14	9.84	11.81	855

<sup>1)</sup> In case of a extended base plate the dimension "e" of the shiftable linkage size 5 has to be increased by at least 0.4 in.  
Inch bores machined to AGMA Class 1, Metric bores machined to H7

<b>Order form:</b>	ROTEX® 38	SD	with 1,1 and 1	92 Sh A	1 —	Ø 38	11 —	Ø 28
	Coupling size	Design	with slip ring 1,1 and shiftable linkage 1	Spider hardness	Component	Bore	Component	Bore

Additional designs

Components

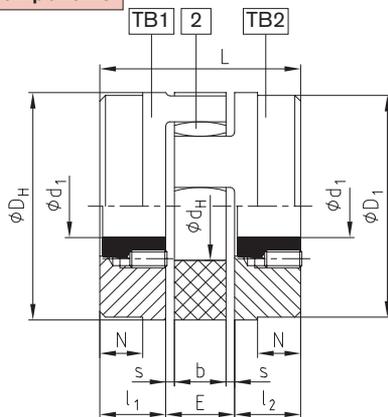


Size	Ød ØD ØD <sub>1</sub>	Hub material	CLAMPEX® KTR 200				Dimensions [in]								
			Largest poss KTR clamping set dxD	Transmittable torques and force		B	l <sub>2</sub>	E	s	b	D <sub>H</sub>	D	d <sub>H</sub>	L	
				T [lb-in]	F <sub>ax</sub> [lbf]										T [lb-in]
42	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	Steel	30x55	6,800	11,460	1.89	1.97	1.02	0.12	0.79	3.74	—	1.81	length L = l <sub>2</sub> + E + B (clamping set)	
48			35x60	10,590	15,280	1.89	2.20	1.10	0.14	0.83	4.13	—	2.01		
55			45x75	18,870	21,350	2.32	2.56	1.18	0.16	0.87	4.72	—	2.36		
65			45x75	18,870	21,350	2.32	2.95	1.38	0.18	1.02	5.31	4.53	2.68		
75			50x80	27,960	28,320	2.32	3.35	1.57	0.20	1.18	6.30	5.31	3.15		
90			65x95	36,350	28,320	2.32	3.94	1.77	0.22	1.34	7.87	6.30	3.94		
100			65x95	36,350	28,320	2.32	4.33	1.97	0.24	1.50	8.86	7.09	4.45		
110			EN-GJS-400-15	70x110	62,160	45,180	2.76	4.72	2.17	0.26	1.65	10.4	7.87		5.00
125				80x120	71,030	45,180	2.76	5.51	2.36	0.28	1.81	11.42	9.06		5.79
140		95x135		100,660	53,720	2.76	6.10	2.56	0.30	1.97	12.60	10.04	6.50		
160		110x155	142,210	65,640	3.15	6.89	2.95	0.35	2.24	14.57	11.42	7.48			
180		120x165	193,920	82,050	3.15	7.68	3.35	0.41	2.52	16.54	12.80	8.66			

ROTEX® type No. 001 with clamping unit CLAMPEX® KTR 200

KTR 200 Size	Length	Transmittable torque and axial force		Clamping screw DIN EN ISO 4762 – 12.9		KTR 200 Size	Length	Transmittable torque and axial force		Clamping screw DIN EN ISO 4762 – 12.9		KTR 200 Size	Length	Transmittable torque and axial force		Clamping screw DIN EN ISO 4762 – 12.9	
		T [lb-in]	F <sub>ax</sub> [lbf]	zxM	T <sub>A</sub> [lb-in]			dxD	B	T [lb-in]	F <sub>ax</sub> [lbf]			zxM	T <sub>A</sub> [lb-in]	dxD	B
20x47	1.89	4,540	11,460	6xM6	150	38x65	1.89	11,490	15,280	8xM6	150	65x95	2.32	36,340	28,320	8xM8	363
22x47	1.89	4,990	11,460	6xM6	150	40x65	1.89	12,100	15,280	8xM6	150	70x110	2.76	62,150	45,180	8xM10	735
24x50	1.89	5,450	11,460	6xM6	150	42x75	2.32	17,610	21,350	6xM8	363	75x115	2.76	66,580	45,180	8xM10	735
25x50	1.89	5,670	11,460	6xM6	150	45x75	2.32	18,860	21,350	6xM8	363	80x120	2.76	71,030	45,180	8xM10	735
28x50	1.89	6,350	11,460	6xM6	150	48x80	2.32	26,840	28,320	8xM8	363	85x125	2.76	94,330	56,420	10xM10	735
30x55	1.89	6,800	11,460	6xM6	150	50x80	2.32	27,950	28,320	8xM8	363	90x130	2.76	99,880	56,420	10xM10	735
32x60	1.89	9,680	15,280	8xM6	150	55x85	2.32	30,750	28,320	8xM8	363	95x135	2.60	100,650	53,720	10xM10	735
35x60	1.89	10,590	15,280	8xM6	150	60x90	2.32	33,550	28,320	8xM8	363	For further details please see CLAMPEX® catalog					

Components



Size	Taper-Clamp Bushing	Dimensions [in]										Set screw for taper bushing			
		l <sub>1</sub>	l <sub>2</sub>	E	s	b	L	N	D <sub>H</sub>	D <sub>1</sub>	d <sub>H</sub>	Size [Inch]	Length [in]	Number	T <sub>A</sub> [lb-in]
28	1108	0.91	0.79	0.10	0.59	2.60	—	2.56	2.56	1.18	1/4"	1/2"	2	50	
38	1108	0.91	0.94	0.12	0.71	2.76	0.59	3.15	3.07	1.50	1/4"	1/2"	2	50	
42	1610	1.02	1.02	0.12	0.79	3.07	0.63	3.74	3.70	1.81	3/8"	5/8"	2	177	
48	1615	1.54	1.10	0.14	0.83	4.17	1.10	4.13	4.09	2.01	3/8"	5/8"	2	177	
55	2012	1.30	1.18	0.16	0.87	3.78	0.79	4.72	4.65	2.36	7/16"	7/8"	2	274	
75	2517 *3020	2.05	1.57	0.20	1.18	5.67	1.42	6.30	5.31	3.15	1/2"	1"	2	434	
											5/8"	1 1/4"	2	814	

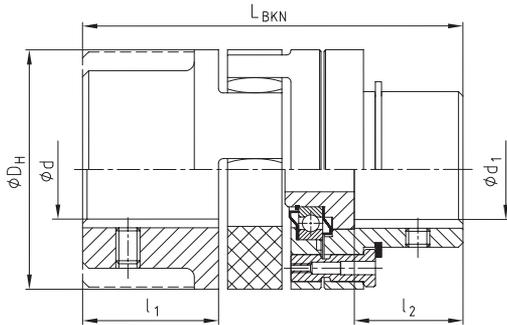
\* Only available for design TB 2  
\* 1. BSW thread

Coupling design TB 1/1; TB 2/2; TB 1/2 possible

\* Please request sheet M373054.

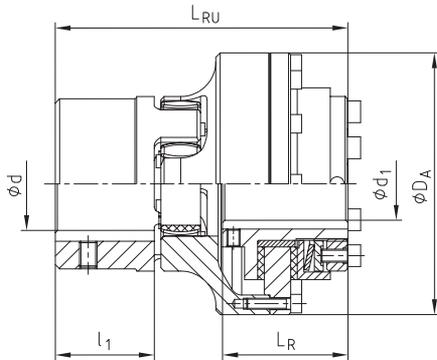
**Additional designs with torque limiter**

Due to the many applications of ROTEX® in several different mounting situations, this coupling system is available with various hub designs. These designs are available for either keyed or frictionally engaged connections. Installation for gear shafts with integrated jaws or similar applications are also available.



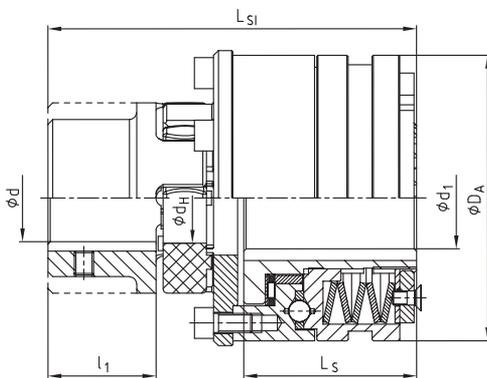
ROTEX® BKN - shear pin coupling, design BKN No. 009							
Size	$\phi d$	Max. $\phi d_1$	$l_1$	$l_2$	$L_{BKN}$	$D_H$	Min. fracture torque [lb-in]
28	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	1.125	1.38	0.98	3.98	2.56	880
38		1.438	1.77	1.38	4.92	3.15	1,680
42		1.563	1.97	1.57	5.47	3.74	2,210
48		1.813	2.20	1.81	6.02	4.13	2,650
55		2.125	2.56	2.17	6.97	4.72	3,540
65		2.500	2.95	2.56	7.95	5.31	4,420
75		2.813	3.35	2.76	9.06	6.30	5,310
90		3.875	3.94	3.35	10.47	7.87	6,190

Shear torques required with your order.  
Request sheet 5020/000/009-7603

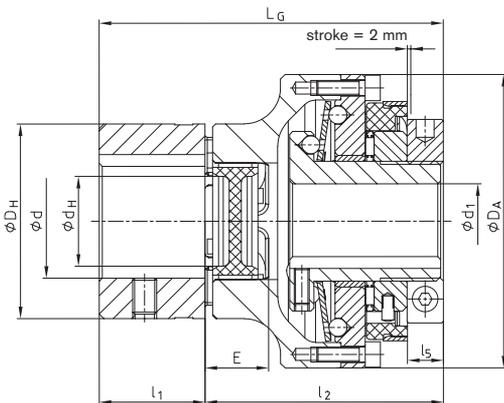


ROTEX® - RUFLEX® - coupling with torque limiter, design No. 070								
ROTEX® Size	RUFLEX® Size	Slip torques [lb-in]	$\phi d$	$\phi d_1$ max.	$D_A$	$l_1$	$L_R$	$L_{RU}$
14	00	4 - 44	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	0.375	1.73	0.43	1.22	2.32
19	0	18 - 170		0.750	2.48	0.98	1.30	3.07
24	01	44 - 610		0.875	3.15	1.18	1.77	3.86
28	1	170 - 1,770		1.000	3.86	1.38	2.05	4.45
38	2	220 - 3,540		1.313	4.72	1.77	2.24	5.24
48	3	440 - 7,080		1.688	6.38	2.20	2.68	6.54
75	4	790 - 14,160		2.125	7.28	3.35	3.07	8.07

<sup>1)</sup> Shallow key required for shafts above  $\phi 75$ .



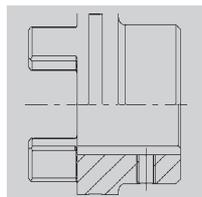
ROTEX® - KTR-SI - coupling with torque limiter, design No. 070									
ROTEX® Size	KTR-SI design	KTR-SI Size	Ratchet torque [lb-in]	$\phi d$	max. $\phi d_1$	$D_A$	$l_1$	$L_S$	$L_{SI}$
28	DK	2	100 - 1,770	Maximum bore size dependent on hub style and material, refer to design No. 001 for details	1.313	3.94	1.38	2.20	4.88
	SR/SGR	0	44 - 350		0.813	2.17		1.36	4.02
38	DK	3	220 - 3,980		1.688	4.72	1.77	2.87	6.10
	SR/SGR	1	100 - 880		1.000	3.23		1.89	5.10
48	DK	4	440 - 8,850		2.125	5.75	2.20	3.68	7.64
	SR/SGR	2	220 - 1,770		1.313	3.94		2.20	6.10
55	DK	5	750 - 17,700		2.500	6.93	2.56	4.21	8.76
	SR/SGR	3	440 - 3,980		1.688	4.72		2.87	7.32
75	DK	—	—		—	—	3.35	—	—
	SR/SGR	4	880 - 17,700		2.125	5.75		3.68	9.51
90	DK	—	—	—	—	3.94	—	—	
	SR/SGR	5	1500-30,090	2.500	6.93		4.21	10.85	



SYNTEX® - zero-backlash, torsionally rigid overload coupling with ROTEX® - GS																
ROTEX® Size	SYNTEX® Size	SYNTEX® torque range disc spring [lb-in]				Max. bore		$D_A$	$D_H$	$d_H$	E	L	$L_G$	$l_1$	$l_2$	$l_5$
		DK <sub>1</sub>	DK <sub>2</sub>	SK <sub>1</sub>	SK <sub>2</sub>	d	$d_1$									
24	20	50-170	130-260	80-170	170-570	1.313	0.813	3.15	2.17	1.06	0.71	1.77	3.94	1.18	2.76	0.39
28	25	170-530	390-790	220-570	350-880	1.500	1.000	3.86	2.56	1.18	0.79	1.97	4.45	1.38	3.07	0.43
38	35	220-700	660-1,320	260-880	610-1,590	1.813	1.313	4.72	3.15	1.50	0.94	2.36	5.35	1.77	3.58	0.51
48	50	530-1,590	1,540-2,650	700-2,470	1,410-3,540	2.125	1.875	6.38	4.13	2.01	1.10	2.76	6.57	2.20	4.37	0.55

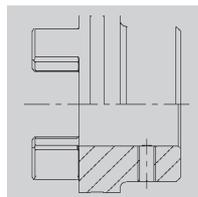
## Hub designs

### Design 1.0 hub with keyway and set screw



Positive hub to shaft connection. Transmittable torque is dependent on surface pressure on the keyway only.

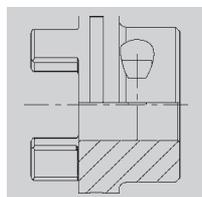
### Design 1.1 hub without keyway, with setscrew



Positive torque transmission for pressed or glued connections. (No ATEX certification available)

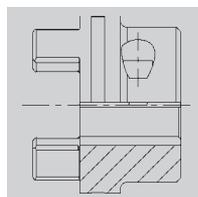
### Design 1.3 hub with spline bore

### Design 2.0 clamping hub, single slotted, without keyway



Frictionally engaged shaft-hub connection. Transmittable torque depends on the bore size. (Only for ATEX category 3)

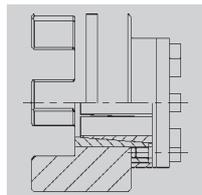
### Design 2.1 clamping hub, single slotted, with keyway



Positive torque transmission with additional frictional torque capacity. The additional frictional torque capacity reduces backlash. Surface pressure of the keyway is also reduced.

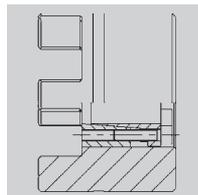
### Design 2.3 clamping hub with spline bore (page 33)

### Design 4.2 with CLAMPEX® clamping element KTR 250



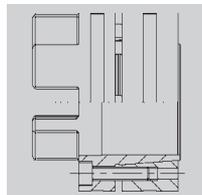
Frictionally engaged shaft-hub connection for average torque.

### Design 4.1 w. CLAMPEX® clamping set KTR 200/f. KTR 400 design 4.3



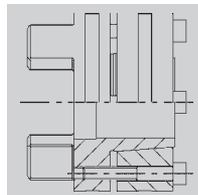
Frictionally engaged, zero-backlash shaft-hub connection for high torque. Largest clamping device possible depends on the hub O.D. Clamping device can be mounted on jaw side or back face. For details, see the CLAMPEX® section.

### Design 6.0 clamping ring hub (see ROTEX® GS series)



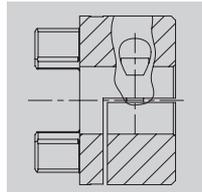
Integrated frictionally engaged shaft-hub-connection for high torque. Fasteners are in the face of the hub. For details about torques and dimensions see page 32. Suitable for high speeds.

### Design 6.5 clamping ring hub



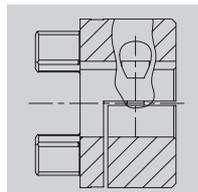
Design equal to 6.0, but fasteners are on the back face. Suitable for easy disassembly of intermediate shafts (special design).

### Design 7.5 axially split clamping hub without keyway for a double-cardanic connection



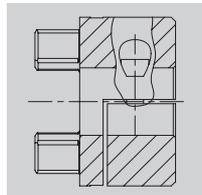
Frictionally engaged shaft-hub connection for radial assembly of couplings. Transmittable torque depends on the bore size (only for ATEX category 3).

### Design 7.6 axially split clamping hub without keyway for a double-cardanic connection



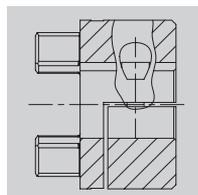
Positive power transmission with frictionally engaged operation for radial assembly of couplings. The frictionally engaged operation reduces backlash. Surface pressure of the keyway connection is reduced.

### Design 7.8 axially split clamping hub without keyway



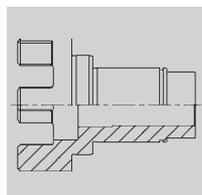
Frictionally engaged shaft-hub connection for radial assembly of couplings. Transmittable torque depends on the bore size (only for ATEX category 3)

### Design 7.9 axially split clamping hub with keyway

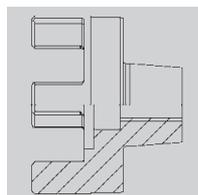


Positive torque transmission with keyway for radial assembly of couplings. Positive lock reduces backlash. Surface pressure of the keyway connection is reduced.

### Special hubs on request



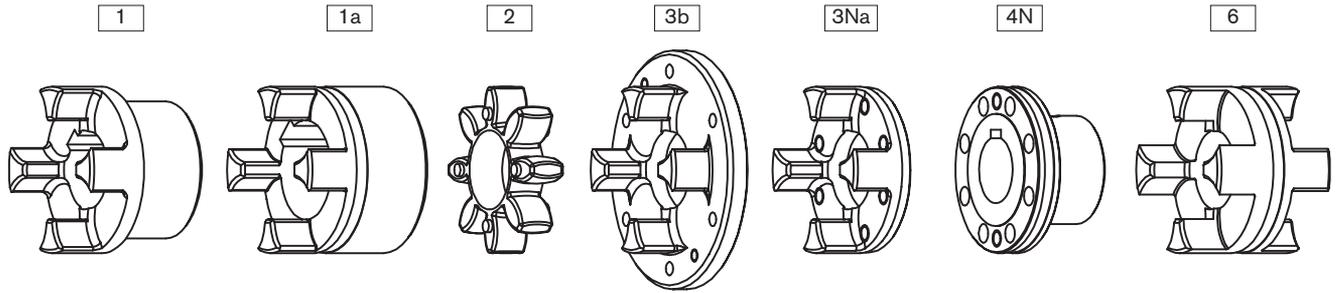
Special lengthened hub/shaft with integrated jaws.



Special hub with an external taper for a frictional connection.

Weights and mass moment of inertia

Components



ROTEX® component values													
Size	Standard hub				Large hub			Spider	Driving flange			Coupling flange	DKM spacer
	Part 1				Part 1a			Part 2	Part 3b	Part 3Na		Part 4N	Alu
	Alu [lbs] [lb-in-sec <sup>2</sup> ]	EN-GJL-250 [lbs] [lb-in-sec <sup>2</sup> ]	EN-GJS-400-15 [lbs] [lb-in-sec <sup>2</sup> ]	St [lbs] [lb-in-sec <sup>2</sup> ]	Alu [lbs] [lb-in-sec <sup>2</sup> ]	EN-GJL-250 [lbs] [lb-in-sec <sup>2</sup> ]	St [lbs] [lb-in-sec <sup>2</sup> ]	Polyurethane (Vulkollan) [lbs] [lb-in-sec <sup>2</sup> ]	EN-GJS- [lbs] [lb-in-sec <sup>2</sup> ]	St [lbs] [lb-in-sec <sup>2</sup> ]	EN-GJS-400-15 [lbs] [lb-in-sec <sup>2</sup> ]	St [lbs] [lb-in-sec <sup>2</sup> ]	Alu [lbs] [lb-in-sec <sup>2</sup> ]
14	—	—	—	—	0.0441	—	—	0.0097	—	—	—	—	—
14	—	—	—	—	0.0000266	—	—	0.0000044	—	—	—	—	—
19	0.141	—	—	—	0.163	—	0.551	0.012	—	—	—	—	—
19	0.000089	—	—	—	0.000177	—	0.000531	0.000009	—	—	—	—	—
24	0.271	—	—	—	0.384	—	1.213	0.031	0.062	0.320	—	0.662	0.309
24	0.000354	—	—	—	0.000708	—	0.002036	0.000053	0.002036	0.000620	—	0.000797	0.000531
28	0.441	—	—	—	0.582	—	1.962	0.053	1.191	0.512	—	1.080	0.485
28	0.000885	—	—	—	0.001682	—	0.004691	0.000089	0.006195	0.001505	—	0.001770	0.001151
38	0.970	2.56	—	3.31	1.04	2.91	2.80	0.093	1.61	—	0.690	1.92	0.772
38	0.002921	0.007611	—	0.010709	0.004071	0.011948	0.012390	0.000266	0.008850	—	0.003363	0.004425	0.003098
42	1.52	3.86	—	5.56	1.70	4.52	4.06	0.143	2.78	—	1.34	3.09	1.04
42	0.005930	0.015753	—	0.025046	0.009824	0.025754	0.015045	0.000620	0.028320	—	0.007877	0.009735	0.006018
48	1.76	5.38	—	7.36	2.23	6.13	6.04	0.190	3.20	—	1.66	4.23	1.37
48	0.097350	0.027258	—	0.041861	0.015399	0.042834	0.046020	0.001151	0.038055	—	0.012018	0.015930	0.009735
55	—	8.11	—	11.14	—	9.00	8.67	0.243	5.69	—	2.74	6.46	1.98
55	—	0.054428	—	0.083898	—	0.081951	0.088500	0.002036	0.092925	—	0.025842	0.032745	0.018585
65	—	12.50	—	14.97	—	13.32	12.90	0.375	6.84	—	3.61	9.61	2.89
65	—	0.109740	—	0.134166	—	0.158327	0.168150	0.003717	0.131865	—	0.043285	0.061065	0.034515
75	—	19.23	—	23.22	—	21.01	19.98	0.706	9.83	—	5.54	14.99	4.34
75	—	0.233994	—	0.289661	—	0.349221	0.354000	0.010266	0.248685	—	0.092925	0.133635	0.072570
90	—	32.63	—	41.23	—	40.13	37.49	1.26	15.30	—	9.15	28.31	7.61
90	—	0.595605	—	0.773667	—	1.335111	1.035450	0.028586	0.576135	—	0.240986	0.396480	0.198240
100	—	—	43.44	—	—	—	—	1.79	22.49	—	14.00	35.63	—
100	—	—	1.034919	—	—	—	—	0.052038	1.031025	—	0.466661	0.706230	—
110	—	—	60.42	—	—	—	—	2.62	—	—	18.91	47.08	—
110	—	—	1.811153	—	—	—	—	0.097085	—	—	0.807209	2.499240	—
125	—	—	93.27	—	—	—	—	3.59	—	—	27.78	75.70	—
125	—	—	3.604340	—	—	—	—	0.174522	—	—	1.546007	2.857665	—
140	—	—	128.1	—	—	—	—	4.65	—	—	38.08	107.4	—
140	—	—	5.994902	—	—	—	—	0.276917	—	—	2.588360	4.351545	—
160	—	—	185.7	—	—	—	—	7.08	—	—	58.00	156.7	—
160	—	—	11.658017	—	—	—	—	5.595678	—	—	5.260086	8.578305	—
180	—	—	261.3	—	—	—	—	11.58	—	—	72.93	241.3	—
180	—	—	20.428898	—	—	—	—	1.220327	—	—	8.619369	17.390250	—

Weight and mass moment of inertia each refer to the mid-range bore without keyway.

Weights and mass moment of inertia

ROTEX® complete coupling values												
Size	AFN		BFN		CF		DF		ZWN <sup>1)</sup>		SD	
	Weight [lb]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]
19	—	—	—	—	0.97	0.000160	0.84	0.000200	—	—	0.93	0.000080
24	2.16	0.000360	2.43	0.000410	1.85	0.000470	1.26	0.000470	4.85	0.000840	2.43	0.000460
28	3.53	0.000830	3.75	0.000950	3.31	0.001240	2.43	0.001410	7.94	0.001930	4.19	0.001060
38	6.17	0.002090	5.73	0.001930	4.19	0.002170	3.31	0.002590	12.1	0.003930	6.62	0.004350
42	9.92	0.004720	9.04	0.004190	6.84	0.005130	5.73	0.006620	19.0	0.008530	9.70	0.008040
48	13.0	0.007360	12.1	0.006840	8.60	0.007550	6.62	0.008810	24.9	0.013800	13.7	0.002230
55	19.6	0.014800	18.3	0.013690	14.1	0.016920	11.7	0.021310	39.0	0.027900	21.6	0.016600
65	28.4	0.026600	27.1	0.025900	19.6	0.027800	14.1	0.003037	58.0	0.053100	32.9	0.032600
75	45.4	0.060100	42.6	0.057200	29.8	0.055700	20.3	0.057410	91.7	0.117200	51.2	0.070600
90	83.3	0.171800	75.4	0.155100	49.2	0.135600	32.0	0.133300	161	0.317300	89.3	0.189100
100	109	0.306800	99.7	0.273700	68.1	0.240100	46.7	0.239400	218	0.562900	103	0.246700
110	149	0.538500	136	0.479300	94.6	0.432400	65.7	0.444600	298	0.986000	136	0.418600
125	226	1.048500	208	0.941300	142	0.818700	93	0.803100	455	1.937000	213	0.849700
140	311	1.743000	286	1.564000	199	1.422100	138	1.458000	625	3.222000	282	1.368000
160	464	3.517000	421	3.107000	281	2.589000	184	2.480500	922	6.393000	420	2.723000
180	676	6.582000	605	5.668000	386	4.448000	238	4.141000	1327	11.682000	578	4.810000

BTAN/SBAN without drum/disc		
Size	Weight [lbs]	Mass moment of inertia J [kgm <sup>2</sup> ]
28	0.90	0.0004
38	2.10	0.0014
42	3.24	0.0031
48	4.41	0.0053
55	6.60	0.0105
65	10.1	0.0209
75	15.4	0.0442
90	27.6	0.1224
100	36.9	0.2074
110	50.9	0.3665
125	79.1	0.7349
140	109	1.2292
160	162	2.4569
180	233	4.4967

Drum for BTAN <sup>2)</sup>		
Brake disc ∅D <sub>B</sub> x B	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]
160 x 60	4.67	0.08851
200 x 75	7.61	0.26553
250 x 95	15.1	0.70808
315 x 118	33.0	2.47828
400 x 150	68.8	7.87739
500 x 190	132	23.8977
630 x 236	247	70.8965
710 x 265	355	131.880
800 x 300	445	240.747

Disc for SBAN <sup>2)</sup>		
Brake disc ∅A x G <sub>S</sub>	Weight [lbs]	Mass moment of inertia J [lb-in-sec <sup>2</sup> ]
200x12.5	6.46	0.1360133
250x12.5	10.28	0.3326560
315x16	19.00	0.9897985
400x16	33.58	2.7898883
500x16	52.84	6.8149425
630x20	105.2	21.475704
710x20	134.4	34.652550
800x25	209.3	69.737011
900x25	262.3	111.60305
1000x25	326.9	170.24846

Weights and mass moments of inertia refer to standard hub with mid-range bore without keyway.

<sup>1)</sup> Weights and mass moments of inertia without intermediate shaft.

<sup>2)</sup> Selection of ROTEX® brake drum - disc brake see page 40.