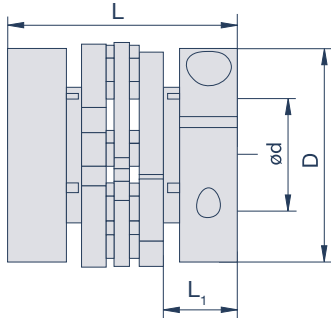


CD Kupplung 6A-C | Steel

Clamping hub version, single cardanic



Specifications

Size	D mm	L mm	L ₁ mm	max. rpm min ⁻¹	T _{KN} Nm	T _{Kmax} Nm	C _T Nm/rad	g g	Misalignment		
									angular °	radial mm	axial mm
6A18C	47	47,8	20,6	12.000	20	40	11.650	0,37	3	0,1	0,8
6A22C	57,2	58,7	25,4	11.000	30	60	17.352	0,71	3	0,15	0,9
6A26C	66	61,7	26,9	9.500	53	106	20.100	0,83	3	0,2	1,1
6A30C	76,2	75,2	31,8	8.000	90	180	42.976	1,59	3	0,3	1,3
6A37C	95,3	86,4	36,6	6.700	181	362	67.167	2,72	3	0,3	1,8
6A45C	114,3	100,6	42,9	5.600	282	564	123.909	4,8	3	0,4	2,3
6A52C	133,4	114,8	49,3	4.800	402	804	168.656	6,64	3	0,5	2,8
6A60C	152,4	143,3	62	4.400	718	1.436	268.595	11	3	0,5	3,3
6A67C	171,5	161,5	69,9	4.100	1.164	2.328	401.084	16	3	0,6	3,8

M= Screw size, T_A= Tightening torque, T_{KN}= Nominal torque, T_{Kmax}= Maximum coupling torque, C_T= Torsional stiffness, g= Mass

Bore diameters

Size	d (mm)																											
	11	12	14	15	16	18	19	20	22	24	25	30	32	35	40	42	45	48	50	52	60	62	65	70	75	80	90	
6A18C	•	•	•	•	•	0	0	0																				
6A22C			•	•	•	•	•	•	0	0	0																	
6A26C					•	•	•	•	•	•	0	0																
6A30C						•	•	•	•	•	•	•	0	0														
6A37C								•	•	•	•	•	•	•	0	0	0	0										
6A45C												•	•	•	•	•	•	•	0	0								
6A52C														•	•	•	•	•	•	•	•	0	0					
6A60C																	•	•	•	•	•	•	•	•	0			
6A67C																			•	•	•	•	•	•	•	•	0	

All clamping hubs are fitted with a keyway in accordance with DIN 6885/1 as standard. Versions without keyway are also available on request - please specify this when ordering.

0: Additional bore diameter for versions without keyway

The CD coupling 6A-C is also available in hub versions with a nominal torque of up to 5.300 Nm. Please do not hesitate to contact us.

Ordering example:

6A22C ø18 ø20

CD Kupplung Size 6A22C single cardanic, Bore 18 and 20 mm



Various technical parameters play a decisive role in the selection of the CD clutch. Parameters such as maximum speeds, occurring shaft misalignments and drive torque should be taken into account. The required coupling size can be roughly calculated using the following formula:

$$T_{KN} > T_A \times C_s$$

The nominal torque T_{KN} of the selected coupling size should be greater than the drive torque T_A in Nm (derived from the manufacturer's specification of the drive motor) multiplied by the shock factor of the application.

For servo applications, it should be noted that the acceleration torque of these servomotors is many times higher than their rated torque. The design is based on the highest peak torque to be regularly transmitted on the drive side (for servomotors, this is e.g. the maximum acceleration torque or tilting moment in Nm).

Shock factor C_s

	Uniform movement	Light shocks	Medium shocks	Heavy shocks
Factor C_s	1,0	1,5	2,0	2,5

Please note the maximum permissible bore diameter and the corresponding displacement capacity for the selected coupling size. These can be found in the table for the corresponding coupling size. The shaft misalignment values specified in the catalogue are maximum values. In the case of combined misalignments, these must be adjusted so that the sum of the actual misalignments does not exceed 100 %.

General technical specifications

Material

Aluminium: High-strength aluminium alloy AlZn5.5MgCu additionally anodised to protect against corrosion

Steel: 1.0736 (11SMn37), burnished

Blades: Glass fibre reinforced composite material

Clamping screws: DIN 912 12.9

Temperature range

-55°C bis +120°C

*„briefly and concisely ...
explained“*

OUR PICTOGRAMS

	High temperature resistance		Torsionally rigid
	Vibration damping		High angular misalignment
	Axially pluggable		High speeds
	High radial misalignment		Electrically insulating
	Backlash-free		Corrosion resistant