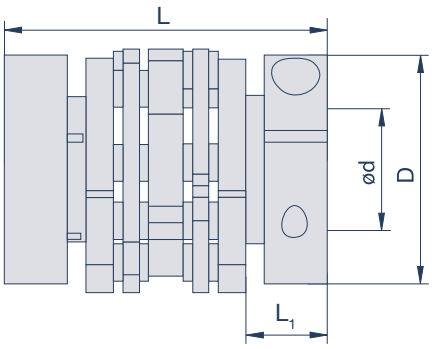
CD Kupplung 6P-C | Steel

Clamping hub version, double 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 kg	Misalignment angular °	radial mm	axial mm
6P18C	47	61,5	20,6	12.000	20	40	5.500	0,42	3	0,56	1,5
6P22C	57,2	75,2	25,4	11.000	30	60	8.482	0,81	3	0,66	1,8
6P26C	66	80,3	26,9	9.500	53	106	9.712	0,96	3	0,76	2,2
6P30C	76,2	99,6	31,8	8.000	90	180	20.923	1,82	3	1	2,5
6P37C	95,3	115,6	36,6	6.700	181	362	32.700	2,83	3	1,2	3,6
6P45C	114,3	132,8	42,9	5.600	282	564	60.324	5,5	3	1,3	4,6
6P52C	133,4	151,9	49,3	4.800	402	804	82.109	7,6	3	1,6	5,6
6P60C	152,4	185,2	62	4.400	718	1.436	130.763	12	3	1,8	6,6
6P67C	171,5	208,3	69,9	4.100	1.164	2.328	195.265	18	3	1,9	7,6

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
6P18C	•	•	•	•	•	0	0	0																			
6P22C			•	•	•	•	•	•	0	0	0																
6P26C					•	•	•	•	•	•	0	0															
6P30C						•	•	•	•	•	•	•	0	0													
6P37C								•	•	•	•	•	•	•	0	0	0	0									
6P45C												•	•	•	•	•	•	0	0								
6P52C														•	•	•	•	•	•	•	•	0	0				
6P60C																	•	•	•	•	•	•	•	•	0		
6P67C																			•	•	•	•	•	•	•	•	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 6P-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:
6P22C ø18 ø20
CD Kupplung Size 6P22C double 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
- Vibration damping
- Axially pluggable
- High radial misalignment
- Backlash-free
- Torsionally rigid
- High angular misalignment
- High speeds
- Electrically insulating
- Corrosion resistant