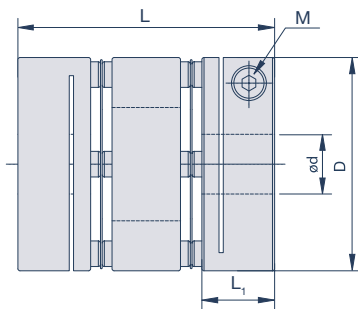


## Diskflex ZDC-A | Aluminium compact

Compact Clamping hub version



### Specifications

| Size  | D<br>mm | L<br>mm | L <sub>1</sub><br>mm | M    | T <sub>A</sub><br>Nm | max. rpm<br>min <sup>-1</sup> | T <sub>KN</sub><br>Nm | C <sub>T</sub><br>Nm/rad | g   | Misalignment |              |             |
|-------|---------|---------|----------------------|------|----------------------|-------------------------------|-----------------------|--------------------------|-----|--------------|--------------|-------------|
|       |         |         |                      |      |                      |                               |                       |                          |     | angular<br>° | radial<br>mm | axial<br>mm |
| ZDC16 | 16      | 21,2    | 7,8                  | M2,5 | 1                    | 14.000                        | 0,5                   | 200                      | 9   | 1            | 0,05         | 0,2         |
| ZDC19 | 19      | 23,3    | 8,7                  | M2,6 | 1                    | 14.000                        | 0,9                   | 300                      | 14  | 1            | 0,05         | 0,2         |
| ZDC22 | 22,2    | 25      | 8,7                  | M2,6 | 1                    | 10.000                        | 1,1                   | 400                      | 18  | 1,5          | 0,12         | 0,2         |
| ZDC31 | 31,8    | 33,5    | 11,6                 | M3   | 1,7                  | 9.000                         | 3                     | 1.300                    | 52  | 1,5          | 0,15         | 0,4         |
| ZDC35 | 35      | 34,6    | 12,7                 | M4   | 3,5                  | 8.500                         | 4                     | 1.500                    | 67  | 1,5          | 0,16         | 0,4         |
| ZDC39 | 39      | 39,5    | 13,7                 | M4   | 3,5                  | 8.000                         | 5                     | 1.800                    | 95  | 1,5          | 0,18         | 0,4         |
| ZDC54 | 54      | 52,6    | 19                   | M5   | 8                    | 8.000                         | 22                    | 7.000                    | 250 | 1,5          | 0,2          | 0,5         |

M= Screw size, T<sub>A</sub>= Tightening torque, T<sub>KN</sub>= Nominal torque, C<sub>T</sub>= Torsional stiffness, g= Mass

### Bore diameters

| Size  | d (mm) |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |
|-------|--------|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|
|       | 3      | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14 | 15 | 16 | 18 | 19 | 20 | 22 | 24 | 25 |
| ZDC16 | •      | • | • |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |
| ZDC19 | •      | • | • | • |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |
| ZDC22 | •      | • | • | • | • | • |   |    |    |    |    |    |    |    |    |    |    |    |    |
| ZDC31 |        |   | • | • | • | • | • | •  | •  | •  | •  |    |    |    |    |    |    |    |    |
| ZDC35 |        |   | • | • | • | • | • | •  | •  | •  | •  | •  |    |    |    |    |    |    |    |
| ZDC39 |        |   | • | • | • | • | • | •  | •  | •  | •  | •  | •  |    |    |    |    |    |    |
| ZDC54 |        |   |   |   |   |   |   | •  | •  | •  | •  | •  | •  | •  | •  | •  | •  | •  | •  |

### Ordering example:

ZDC16 ø3 ø3

Diskflex Size 16, Bore 3 and 3



The various technical parameters play a decisive role in the selection of the Diskflex. 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:

## Serie GDC, ZDC, GDT

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

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

For servo applications, it should be noted that the acceleration torque of these servomotors is many times higher than their rated torques. 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 in Nm)

### Shock factor $C_S$

|              | Continuous motion sequence | Dynamic motion sequence with frequent start-stop | Dynamic motion sequence with frequent reversing operation |
|--------------|----------------------------|--------------------------------------------------|-----------------------------------------------------------|
| Factor $C_S$ | 1,0                        | 2,0                                              | 4,0                                                       |

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.

## Serie GTR

$$T_{KN} > T_A \times C_S \times C_D \times C_T$$

### Impact factor $C_S$

|              | uniform load | non-uniform load | impact load |
|--------------|--------------|------------------|-------------|
| Factor $C_S$ | 1            | 2                | 3-4         |

### Direction factor $C_D$

|              | continuous, one-sided direction of rotation | alternating direction of rotation, reversing operation |
|--------------|---------------------------------------------|--------------------------------------------------------|
| Factor $C_D$ | 1,0                                         | 1,2                                                    |

### Temperature factor $C_T$

|              | Operating temperature $\leq 150^\circ\text{C}$ | Operating temperature $150^\circ\text{C} - 200^\circ\text{C}$ | Operating temperature $200^\circ\text{C} - 250^\circ\text{C}$ |
|--------------|------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|
| Factor $C_T$ | 1,0                                            | 1,0 - 1,15                                                    | 1,15 - 1,25                                                   |

*„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       |