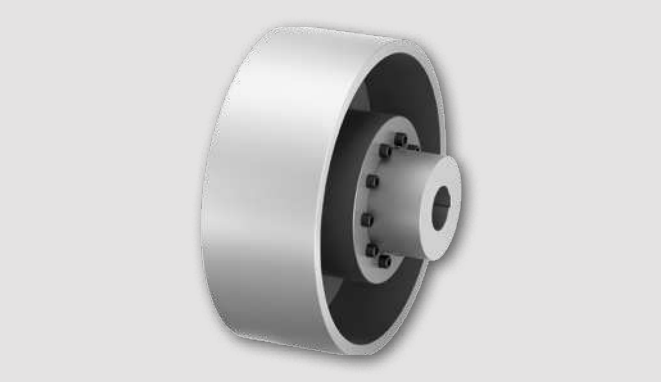
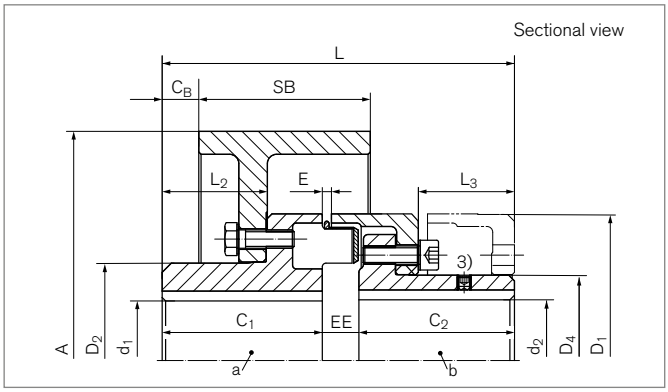
# Elastomer Jaw Couplings

# RINGFEDER® TNM GBT

## Multi-part design, to change the intermediate ring without axial movement of the driven parts with brake drum acc. to DIN 15431






| Identifier | Size | A | SB | $T_{KNPb72}$ 2) | $T_{KNPb82}$ 2) | $T_{BR}$ 4) | $n_{max}$ | $d_{1kmax}$ | $d_{2kmax}$ | $D_1$ | $D_2$ | $D_4$ | $C_1$ | $C_2$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | mm | mm | Nm | Nm | Nm | 1/min | mm | mm | mm | mm | mm | mm | mm |
| WN0611-200 | 112 | 200 | 75 | 150 | 230 | 450 | 4200 | 42 | 46 | 112 | 68 | 64,5 | 60 | 58 |
| WN0612-200 | 128 | 200 | 75 | 250 | 380 | 550 | 4200 | 52 | 53 | 128 | 85 | 74,5 | 70 | 68 |
| WN0614-250 | 148 | 250 | 95 | 390 | 600 | 1000 | 3400 | 58 | 65 | 148 | 94 | 92,5 | 80 | 78 |
| WN0616-250 | 168 | 250 | 95 | 630 | 980 | 1600 | 3400 | 72 | 75 | 168 | 118 | 104,5 | 90 | 87 |
| WN0616-315 | 168 | 315 | 118 | 630 | 980 | 1600 | 2700 | 72 | 75 | 168 | 118 | 104,5 | 90 | 87 |
| WN0619-315 | 194 | 315 | 118 | 1050 | 1650 | 2750 | 2700 | 85 | 85 | 194 | 138 | 121,5 | 100 | 97 |
| WN0621-315 | 214 | 315 | 118 | 1500 | 2400 | 3350 | 2700 | 92 | 95 | 214 | 153 | 135,5 | 110 | 107 |
| WN0621-400 | 214 | 400 | 150 | 1500 | 2400 | 3350 | 2100 | 92 | 95 | 214 | 153 | 135,5 | 110 | 107 |
| WN0624-400 | 240 | 400 | 150 | 2400 | 3700 | 4200 | 2100 | 102 | 100 | 240 | 168 | 146 | 120 | 117 |
| WN0624-500 | 240 | 500 | 190 | 2400 | 3700 | 4200 | 1700 | 102 | 100 | 240 | 168 | 146 | 120 | 117 |
| WN0626-500 | 265 | 500 | 190 | 3700 | 5800 | 8700 | 1700 | 120 | 115 | 265 | 198 | 164 | 140 | 137 |
| WN0629-500 | 295 | 500 | 190 | 4900 | 7550 | 9800 | 1700 | 130 | 130 | 295 | 214 | 181 | 150 | 147 |
| WN0629-630 | 295 | 630 | 236 | 4900 | 7550 | 9800 | 1360 | 130 | 130 | 295 | 214 | 181 | 150 | 147 |
| WN0633-630 | 330 | 630 | 236 | 6400 | 9900 | 10600 | 1360 | 150 | 135 | 330 | 248 | 208 | 160 | 156 |
| WN0633-710 | 330 | 710 | 265 | 6400 | 9900 | 10600 | 1200 | 150 | 135 | 330 | 248 | 208 | 160 | 156 |
| WN0637-710 | 370 | 710 | 265 | 8900 | 14000 | 13500 | 1200 | 170 | 160 | 370 | 278 | 241 | 180 | 176 |
| WN0641-710 | 415 | 710 | 265 | 13200 | 20500 | 16000 | 1200 | 185 | 180 | 415 | 308 | 275 | 200 | 196 |

To continue see next page

## Elastomer Jaw Couplings RINGFEDER® TNM GBT

| Identifier | Size | $C_B$ | L | $L_2$ | $L_3$ | E | $F_E$ | EE | $Gw_{BS}$ [1] | $Gw_{ub}$ |
|---|---|---|---|---|---|---|---|---|---|---|
| | | mm | mm | mm | mm | mm | mm | mm | kg | kg |
| WN0611-200 | 112 | 11 | 133 | 38,5 | 32,5 | 3,5 | +/- 1,0 | 15 | 7,3 | 10,2 |
| WN0612-200 | 128 | 16 | 154 | 45,5 | 42 | 3,5 | +/- 1,0 | 16 | 8,9 | 13,0 |
| WN0614-250 | 148 | 16 | 176 | 52,5 | 47 | 3,5 | +/- 1,0 | 18 | 14,8 | 21,5 |
| WN0616-250 | 168 | 19 | 198 | 56,5 | 52,5 | 3,5 | +/- 1,5 | 21 | 18,1 | 17,8 |
| WN0616-315 | 168 | 8 | 198 | 56,5 | 52,5 | 3,5 | +/- 1,5 | 21 | 27,2 | 37,0 |
| WN0619-315 | 194 | 16,5 | 221 | 62,5 | 60 | 3,5 | +/- 1,5 | 24 | 30,8 | 45,4 |
| WN0621-315 | 214 | 19 | 243 | 68,5 | 66,5 | 4 | +/- 2,0 | 26 | 36,0 | 55,6 |
| WN0621-400 | 214 | 12,5 | 243 | 68,5 | 66,5 | 4 | +/- 2,0 | 26 | 51,7 | 71,4 |
| WN0624-400 | 240 | 18 | 267 | 75,5 | 75,5 | 4 | +/- 2,0 | 30 | 57,7 | 83,5 |
| WN0624-500 | 240 | 9 | 267 | 75,5 | 75,5 | 4 | +/- 2,0 | 30 | 84,5 | 110,5 |
| WN0626-500 | 265 | 22 | 310 | 90,5 | 89 | 5,5 | +/- 2,5 | 33 | 96,6 | 134,4 |
| WN0629-500 | 295 | 30 | 334 | 98,5 | 96 | 8 | +/- 2,5 | 37 | 106,0 | 155,5 |
| WN0629-630 | 295 | 5 | 334 | 98,5 | 96 | 8 | +/- 2,5 | 37 | 159,7 | 209,1 |
| WN0633-630 | 330 | 11 | 356 | 104,5 | 101,5 | 8 | +/- 2,5 | 40 | 176,7 | 240,2 |
| WN0633-710 | 330 | 0 | 356 | 104,5 | 101,5 | 8 | +/- 2,5 | 40 | 214,9 | 278,3 |
| WN0637-710 | 370 | 15 | 399 | 118,5 | 117 | 8 | +/- 2,5 | 43 | 242,3 | 332,0 |
| WN0641-710 | 415 | 25 | 441 | 135,5 | 131 | 8 | +/- 2,5 | 45 | 285,8 | 414,3 |

[1] Weight inclusive the half share of the intermediate ring
[2] Attention on peak load – see chapter „RINGFEDER® TNM Basic information“ in Product Paper & Tech Paper „RINGFEDER® Elastomer Jaw Couplings“
[3] Set screw on demand
[4] Choose brake drum assembly in a way, that brake torque does not affect intermediate ring

## Explanation

**A** = Max. outer diameter
**SB** = Disc width
**$T_{KNPb72}$** = Coupling nominal torque by using the elastic element Pb72
**$T_{KNPb82}$** = Coupling nominal torque by using the elastic element Pb82
**$T_{BR}$** = Brake torque
**$n_{max}$** = Max. rotation speed
**$d_{1kmax}$** = Max. bore diameter $d_1$ with keyway acc. to DIN 6885-1
**$d_{2kmax}$** = Max. bore diameter $d_2$ with keyway acc. to DIN 6885-1
**$D_1$** = Outer diameter
**$D_2$** = Outer diameter hub
**$D_4$** = Outer diameter hub
**$C_1$** = Guided length in hub bore
**$C_2$** = Guided length in hub bore
**$C_B$** = Brake disc distance
**L** = Total length
**$L_2$** = Length on the hub
**$L_3$** = Length
**E** = Gap width between left and right component
**$F_E$** = Tolerance of the gap width E
**EE** = Distance of the hubs
**$Gw_{BS}$** = Weight of part with brake disc, unbored
**$Gw_{ub}$** = Weight, unbored

## Ordering example

| Identifier | Size | $d_{1k}$ | $d_{2k}$ | Buffer identifier (optional) [5] | Further details |
|---|---|---|---|---|---|
| **WN0619-315** | **194** | **80** | **62** | **Pb82** | * |