






 ← A105			Type DHSUHH							
			65	75	85	95	110	125	140	
 $d \ \phi_{max}$	1	mm	85	95	110	125	140	160	180	
	 $T_n$ $T_p$	2.1	Nm	6500	10000	14500	20000	26500	36000	55000
 $\frac{tr}{min}$ $\frac{omw}{min}$ $\frac{rpm}{min^{-1}}$		3	tr/min omw/min rpm min <sup>-1</sup>	21000	19000	17000	15000	14000	12000	10000
	 $\Delta K_W$	12	degré graad degree grad	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25
 $\Delta K_A$		12	mm: ±	3,6	3,6	3,6	4	4	4	8
	 $J$ $(WR^2)$ $J_G$ $je$	4	kgm <sup>2</sup> kgm <sup>2</sup> (per m)	0,090 0,026	0,168 0,033	0,328 0,072	0,509 0,119	0,919 0,162	1,6 0,259	2,8 0,455
 $P_G$ $pe$		5	kg kg (per m)	21,2 11	30,2 14	46,4 17	57,4 22	84,5 24	115 30	164 41
	$R_{G_G}$ $Re$		Nm/rad Nm/rad(per m)	1206700 274000	1986000 496000	2552900 742000	3886100 1237000	5002500 1683000	6847400 2680000	10433600 4711000
mm: ±		A	11	mm	340	370	420	470	550	600
	B		mm	170	196	222	248	273	307	344
	D		mm	119	133	154	175	196	224	252
	E		mm	60	75	85	95	110	125	140
	G	11	mm	220	220	250	280	330	350	370
	L		mm	103	121	134	154	170	193	218

$J_G$ ,  $P_G$  and  $R_{G_G}$  are respectively the coupling inertia, weight and torsional stiffness for minimum D.B.S.E. : G.  
For others D.B.S.E.s :  $J_e$ ,  $P_e$  and  $R_{G_e}$  are additional spacer tube inertia, weight and torsional stiffness per meter.

**If D.B.S.E. > G:**

$$\Rightarrow R_g = \frac{R_{G_e} \cdot R_e \cdot 1000}{1 \cdot R_{G_e} + R_e \cdot 1000}$$

$$\Rightarrow J = J_G + j_e \cdot \frac{l}{1000}$$

$$\Rightarrow P = P_G + p_e \cdot \frac{l}{1000}$$

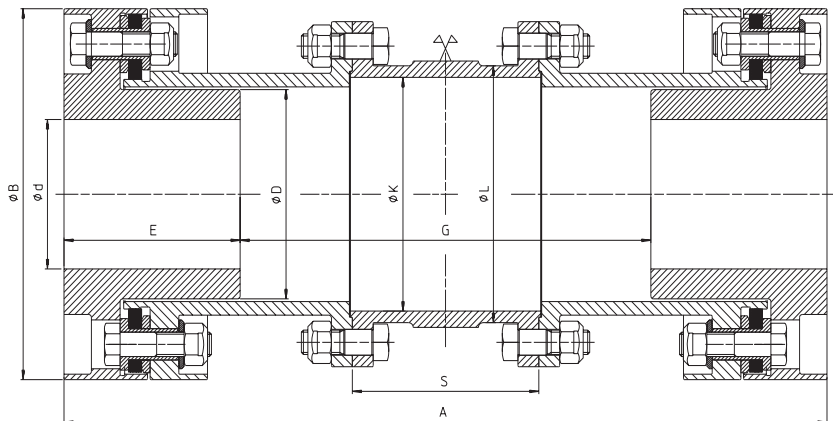
with  $l = DBSE - G$  (DBSE) = (mm)

**Example: DHSUHH 95, D.B.S.E. = 350 mm**  
 $\Rightarrow l = 70$  mm

$$\Rightarrow R_g = \frac{3886100 \cdot 1237000 \cdot 1000}{70 \cdot 3886100 + 1237000 \cdot 1000} = 3185566 \text{ Nm/rad}$$

$$\Rightarrow J = 0,509 + 0,119 \cdot \frac{70}{1000} = 0,517 \text{ kgm}^2$$

$$\Rightarrow P = 57,4 + 22 \cdot \frac{70}{1000} = 58,9 \text{ kg}$$



← A105			Type DHSURR							
			65	75	85	95	110	125	140	
d $\varnothing$ max	1	mm	65	75	85	95	110	125	140	
$T_n$ $T_p$	2.1	Nm	6500	10000	14500	20000	26500	36000	55000	
			8500	13000	19000	25500	38000	48000	72000	
/min.max.	3	tr/min omw/min rpm min <sup>-1</sup>	21000	19000	17000	15000	14000	12000	10000	
$\Delta K_w$	12	degré graad degree grad	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25	2x0,25	
$\Delta K_a$	12	mm: $\pm$	3,6	3,6	3,6	4	4	4	8	
$J_G$ $J_e$	4	kgm <sup>2</sup>	0,075	0,137	0,270	0,418	0,767	1,257	2,133	
		kgm <sup>2</sup> (per m)	0,027	0,051	0,079	0,130	0,190	0,284	0,487	
$P_G$ $p_e$	5	kg	22	28	43	55	78	102	143	
		kg (per m)	9	12	15	20	23	26	37	
$R_{G_0}$ $R_e$		Nm/rad	848600	1218100	1642800	2250000	3795700	5204800	7315000	
		Nm/rad <sub>(per m)</sub>	455000	871000	1358000	2155000	3180000	4800000	7975000	
mm: $\pm$	A	11	mm	360	470	540	575	585	620	700
	B		mm	170	196	222	248	273	307	344
	D		mm	91	105	119	133	154	175	196
	E		mm	75	100	120	130	135	150	175
	G	11	mm	210	270	300	315	315	320	350
	K		mm	105	124	144	157	179	198	223
	L		mm	112	132	152	167	189	209	236
	S		mm	80	106	128	135	143	160	190

$J_G$ ,  $P_G$  and  $R_{G_0}$  are respectively the coupling inertia, weight and torsional stiffness for minimum D.B.S.E. : G.  
 For others D.B.S.E.s :  $J_e$ ,  $P_e$  and  $R_{G_e}$  are additional spacer tube inertia, weight and torsional stiffness per meter.

**If D.B.S.E. > G:**

$$\Rightarrow R_g = \frac{R_{G_0} \cdot R_e \cdot 1000}{1 \cdot R_{G_0} + R_e \cdot 1000}$$

$$\Rightarrow J = J_G + j_e \cdot \frac{l}{1000}$$

$$\Rightarrow P = P_G + p_e \cdot \frac{l}{1000}$$

with  $l = \text{DBSE} - G$  (DBSE) = (mm)

**Example:** DHSURR 95, D.B.S.E. = 385 mm

$$\Rightarrow l = 70 \text{ mm}$$

$$\Rightarrow R_g = \frac{2250000 \cdot 2155000 \cdot 1000}{70 \cdot 2250000 + 2155000 \cdot 1000} = 2096757 \text{ Nm/rad}$$

$$\Rightarrow J = 0,418 + 0,13 \cdot \frac{70}{1000} = 0,427 \text{ kgm}^2$$

$$\Rightarrow P = 55 + 20 \cdot \frac{70}{1000} = 56,4 \text{ kg}$$