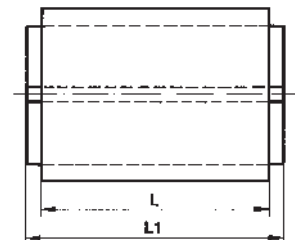
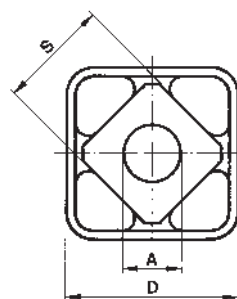
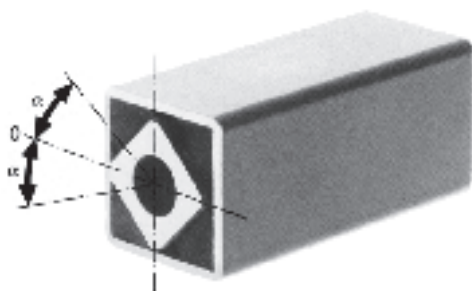


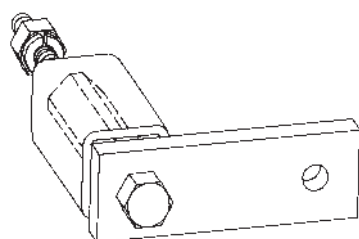


Rubber Suspension Unit

Type DR-C



Art. No.	Type	L	L1-0.3	A	D	S	Torque M in Nm at $\pm \alpha$						Weight in kg
							5°	10°	15°	20°	25°	30°	
01 031 010	DR-C 15 x 25	25	30	10 ^{+0.4} _{-0.2}	27 ^{+0.2} _{-0.1}	15	0.7	1.6	2.6	4.0	5.7	8.2	0.06
01 031 011	DR-C 15 x 40	40	45	10 ^{+0.4} _{-0.2}	27 ^{+0.2} _{-0.1}	15	1.1	2.5	4.2	6.4	9.2	13.2	0.10
01 031 012	DR-C 15 x 60	60	65	10 ^{+0.4} _{-0.2}	27 ^{+0.2} _{-0.1}	15	1.6	3.8	6.3	9.6	13.8	19.8	0.15
01 031 001	DR-C 18 x 30	30	35	13 ^{-0.2} _{-0.1}	32 ^{+0.1} _{-0.1}	18	1.9	4.5	7.5	11.0	15.0	20.6	0.10
01 031 002	DR-C 18 x 50	50	55	13 ^{-0.2} _{-0.1}	32 ^{+0.1} _{-0.1}	18	3.2	7.5	12.5	18.3	25.0	34.4	0.16
01 031 003	DR-C 18 x 80	80	85	13 ^{-0.2} _{-0.1}	32 ^{+0.1} _{-0.1}	18	5.1	12.0	20.0	29.3	40.0	55.0	0.25
01 031 004	DR-C 27 x 40	40	45	16 ^{+0.5} _{-0.3}	45 ^{+0.2} _{-0.1}	27	4.7	10.7	17.5	26.9	39.5	57.0	0.25
01 031 005	DR-C 27 x 60	60	65	16 ^{+0.5} _{-0.3}	45 ^{+0.2} _{-0.1}	27	7.0	16.0	26.3	40.3	59.3	85.5	0.36
01 031 006	DR-C 27 x 100	100	105	16 ^{+0.5} _{-0.3}	45 ^{+0.2} _{-0.1}	27	11.7	26.7	43.8	67.2	98.8	142.5	0.60
01 031 007	DR-C 38 x 60	60	70	20 ^{+0.5} _{-0.3}	60 ^{+0.15} _{-0.3}	38	13.0	30.4	50.6	78.0	113.0	162.0	0.60
01 031 008	DR-C 38 x 80	80	90	20 ^{+0.5} _{-0.3}	60 ^{+0.15} _{-0.3}	38	17.3	40.5	67.5	104.0	151.0	216.0	0.79
01 031 009	DR-C 38 x 120	120	130	20 ^{+0.5} _{-0.3}	60 ^{+0.15} _{-0.3}	38	26.0	60.8	101.2	156.0	226.0	324.0	1.16
01 031 013	DR-C 45 x 80	80	90	24 ^{+0.5} _{-0.3}	72 ^{+0.15} _{-0.3}	45	27.6	62.4	104.0	160.0	222.0	320.0	1.00
01 031 014	DR-C 45 x 100	100	110	24 ^{+0.5} _{-0.3}	72 ^{+0.15} _{-0.3}	45	34.5	78.0	130.0	200.0	278.0	400.0	1.22
01 031 015	DR-C 50 x 120	120	130	30 ^{+0.5} _{-0.2}	78 ^{+0.15} _{-0.3}	50	51.0	133.0	250.0	395.0	570.0	780.0	1.80
01 031 016	DR-C 50 x 200	200	210	30 ^{+0.5} _{-0.2}	78 ^{+0.15} _{-0.3}	50	102.0	260.0	475.0	745.0	1070.0	1450.0	3.00



Bolted Lever Arm on Inner Square

Positioning of the lever arm by means of central shaft screw and resulting frictional connection. Ideal for continuous positioning of the lever arm.

This connection should not be applied at alternating oscillations by big angular motions ($> \pm 10^\circ$).

In order to get the most best frictional connection, the paint cover on the core front should be removed prior bolting any connection part.