



ConCar Schmalkeilriemen nach DIN 7753 Teil 1 und BS 3790 Narrow Belts to DIN 7753 Part 1 and BS 3790

Profil Section	Abmessung Dimension $b_0 \times h$	Profilbreite unten Section base width	Wirkbreite Pitch width b_1	Riemenlänge / Belt length				Empfohlener Mindest- scheibendurchmesser Recommended minimum pulley diameter	Riemen- gewicht Belt weight = kg/m
				Nenn- länge Nominal length	Außenlänge Outside length L_a	Wirklänge Pitch length L_w/L_p	Innenlänge Inside length L_i		
SPZ	9,7 x 8	4,2	8,5	Wirklänge Pitch length L_w/L_p	$L_a = L_w/L_p - 13$ $L_a = L_i - 51$	—	$L_i = L_w/L_p - 38$ $L_i = L_a - 51$	63	0,070
SPA	12,7 x 10	5,8	11,0		$L_a = L_w/L_p - 18$ $L_a = L_i - 63$	—	$L_i = L_w/L_p - 45$ $L_i = L_a - 63$	90	0,119
SPB	16,3 x 13	7,3	14,0		$L_a = L_w/L_p - 22$ $L_a = L_i - 82$	—	$L_i = L_w/L_p - 60$ $L_i = L_a - 82$	140	0,194
SPC	22 x 18	9,6	19,0		$L_a = L_w/L_p - 30$ $L_a = L_i - 113$	—	$L_i = L_w/L_p - 83$ $L_i = L_a - 113$	224	0,360
19	18,6 x 15	8,3	16,0		$L_a = L_w/L_p - 25$ $L_a = L_i - 94$	—	$L_i = L_w/L_p - 69$ $L_i = L_a - 94$	180	0,250

ConCar Schmalkeilriemen nach USA-Standard RMA/MPTA / Narrow Belts to USA-Standard RMA/MPTA

3V/9N	9 x 8	4,2	—	Außenlänge Outside length L_a	—	$L_w/L_p = L_a - 4$	$L_i = L_a - 42$	Außen- durchmesser Outside diameter d_a	63	0,070
5V/15N	15 x 13	7,3	—		—	$L_w/L_p = L_a - 11$	$L_i = L_a - 71$		140	0,194
8V/25N	25 x 23	9,6	—		—	—	$L_i = L_a - 120$		315	0,567

ConCar REX Formgezahnte, flankenoffene Schmalkeilriemen nach DIN 7753 Teil 1 und BS 3790 Moulded cogged raw edge Narrow Belts to DIN 7753 Part 1 and BS 3790

XPZ	9,7 x 8	4,2	8,5	Wirklänge Pitch length L_w/L_p	$L_a = L_w/L_p + 13$ $L_a = L_i + 51$	—	$L_i = L_w/L_p - 38$ $L_i = L_a - 51$	Wirkdurchmesser Pitch diameter d_w/d_p	56	0,065
XPA	12,7 x 10	5,8	11,0		$L_a = L_w/L_p + 18$ $L_a = L_i + 63$	—	$L_i = L_w/L_p - 45$ $L_i = L_a - 63$		71	0,111
XPB	16,3 x 13	7,3	14,0		$L_a = L_w/L_p - 22$ $L_a = L_i + 82$	—	$L_i = L_w/L_p - 60$ $L_i = L_a - 82$		112	0,183
XPC	22 x 18	9,6	19,0		$L_a = L_w/L_p - 30$ $L_a = L_i - 113$	—	$L_i = L_w/L_p - 83$ $L_i = L_a - 113$		180	0,340

ConCar REX Formgezahnte, flankenoffene Schmalkeilriemen nach USA-Standard RMA/MPTA Moulded cogged raw edge Narrow Belts to USA-Standard RMA/MPTA

3VX	9 x 8	4,2	—	Außenlänge Outside length L_a	—	$L_w/L_p = L_a - 4$	$L_i = L_a - 42$	Außen- durchmesser Outside diameter d_a	56	0,065
5VX	15 x 13	7,3	—		—	$L_w/L_p = L_a - 11$	$L_i = L_a - 71$		112	0,183

ConCar REX Formgezahnte, flankenoffene Keilriemen nach DIN 2215 und BS 1440 Moulded cogged raw edge V-Belts to DIN 2215 and BS 1440

ZX/X10	10 x 6	5,9	8,5	Innenlänge Inside length L_i	$L_a = L_i + 38$ $L_a = L_w/L_p + 16$	$L_w/L_p = L_i + 22$ $L_w/L_p = L_a - 16$	—	Wirkdurchmesser Pitch diameter d_w/d_p	40	0,062
AX/X13	13 x 8	7,5	11,0		$L_a = L_i + 50$ $L_a = L_w/L_p + 20$	$L_w/L_p = L_i + 30$ $L_w/L_p = L_a - 20$	—		63	0,099
BX/X17	17 x 11	9,4	14,0		$L_a = L_i + 69$ $L_a = L_w/L_p + 29$	$L_w/L_p = L_i + 40$ $L_w/L_p = L_a - 29$	—		90	0,165
CX/X22	22 x 14	12,3	19,0		$L_a = L_i + 88$ $L_a = L_w/L_p + 30$	$L_w/L_p = L_i + 58$ $L_w/L_p = L_a - 30$	—		140	0,276

ConCar Keilriemen nach DIN 2215 und BS 1440 / V-Belts to DIN 2215 and BS 1440

5	5 x 3	2,8	4,2	Innenlänge Inside length L_i	$L_a = L_i + 19$ $L_a = L_w/L_p - 8$	$L_w/L_p = L_i + 11$ $L_w/L_p = L_a - 8$	—	Wirkdurchmesser Pitch diameter d_w/d_p	20	0,018
Y/6	6 x 4	3,3	5,3		$L_a = L_i + 25$ $L_a = L_w/L_p - 10$	$L_w/L_p = L_i + 15$ $L_w/L_p = L_a - 10$	—		28	0,026
8	8 x 5	4,5	6,7		$L_a = L_i + 31$ $L_a = L_w/L_p + 12$	$L_w/L_p = L_i + 19$ $L_w/L_p = L_a - 12$	—		40	0,042
Z/10	10 x 6	5,9	8,5		$L_a = L_i - 38$ $L_a = L_w/L_p - 16$	$L_w/L_p = L_i + 22$ $L_w/L_p = L_a - 16$	—		50	0,065
A/13	13 x 8	7,5	11,0		$L_a = L_i + 50$ $L_a = L_w/L_p + 20$	$L_w/L_p = L_i + 30$ $L_w/L_p = L_a - 20$	—		71	0,112
B/17	17 x 11	9,4	14,0		$L_a = L_i + 69$ $L_a = L_w/L_p + 29$	$L_w/L_p = L_i + 40$ $L_w/L_p = L_a - 29$	—		122	0,198
20	20 x 12,5	11,4	17,0		$L_a = L_i + 79$ $L_a = L_w/L_p + 31$	$L_w/L_p = L_i + 48$ $L_w/L_p = L_a - 31$	—		160	0,268
C/22	22 x 14	12,3	19,0		$L_a = L_i + 88$ $L_a = L_w/L_p + 30$	$L_w/L_p = L_i + 58$ $L_w/L_p = L_a - 30$	—		180	0,330
25	25 x 16	14,0	21,0		$L_a = L_i + 100$ $L_a = L_w/L_p + 39$	$L_w/L_p = L_i + 61$ $L_w/L_p = L_a - 39$	—		250	0,422
D/32	32 x 20	18,2	27,0		$L_a = L_i + 126$ $L_a = L_w/L_p + 51$	$L_w/L_p = L_i + 75$ $L_w/L_p = L_a - 51$	—		355	0,675
E/40	40 x 25	22,8	32,0		$L_a = L_i + 157$ $L_a = L_w/L_p + 77$	$L_w/L_p = L_i + 80$ $L_w/L_p = L_a - 77$	—		500	1,030

ConCar Kfz-Keilriemen nach DIN 7753 Blatt 3, BS AU 150 und ISO 2790 Fan-Belts to DIN 7753 Part 3, BS AU 150 and ISO 2790

AV10/9,5	10 x 8	4,9	8,5	Außenlänge Outside length L_a	—	$L_w/L_p = L_a - 13$	$L_i = L_a - 51$		0,070
AV13/12,5	13 x 10	5,8	11,0		—	$L_w/L_p = L_a - 18$	$L_i = L_a - 63$		0,119

ConCar REX Kfz-Keilriemen nach DIN 7753 Blatt 3, BS AU 150 und ISO 2790 Moulded cogged raw edge Fan-Belts to DIN 7753 Part 3, BS AU 150 and ISO 2790

AVX10/9,5	10 x 8	4,9	8,5	Außenlänge Outside length L_a	—	$L_w/L_p = L_a - 13$	$L_i = L_a - 48$		0,065
AVX13/12,5	13 x 10	5,8	11,0		—	$L_w/L_p = L_a - 18$	$L_i = L_a - 56$		0,111