

M	= Mo	odula	ır be	lts								
	Belt pitch											
	S = sprocket one-piece; Z = split sprocket											
			Nu	mbe	nber of teeth							
				Sha	Shaft size							
					Shaft type: $Q =$ square shaft; $R =$ round shaft							
						Material: 6 = POM; 8 = PA						
IVI	63	S	13	60	Q	6						

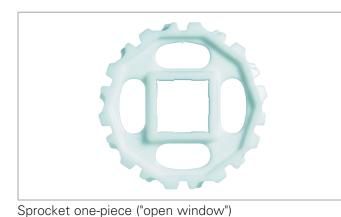
# Sprocket availability

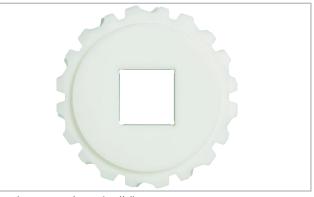
Туре	Number of teeth	Diam. of pit	am. of pitch Ø $d_p$		A <sub>1</sub>		Hub width $B_L$		Square bore Q	
		mm	inch	mm	inch	mm	inch	mm	inch	
S	6	127.0	5.0	54.0	2.13	40	1.57	40	1.5	POM
S	8	165.9	6.5	73.5	2.90	40	1.57	40 / 60	1.5 / 2.5	POM
S	10	205.5	8.1	93.5	3.67	40	1.57	40 / 60	1.5 / 2.5	POM
S	13	265.3	10.5	123.5	4.85	40	1.57	60	2.5	POM

S: molded sprockets. Other sprocket and hub sizes on request.

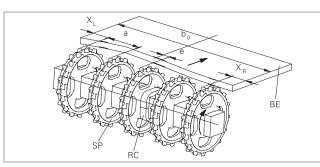
**Key ways** for round bore shape follow European standards for metric sizes and US standards for imperial sizes. For detailed dimensions see table in the Design Guide.

Other materials available on request.



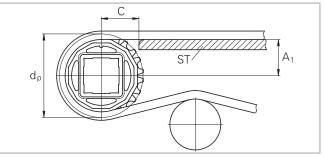


Sprocket one-piece (solid)



BE Belt RC Retainer SP Sprocket b<sub>o</sub> belt width

Sprocket arrangement



The distance  ${\bf C}$  between the sprocket axis and the slider support  ${\bf ST}$  is minimal 66 mm (2.6").



### Wearstrips

Between driving shaft and idling sprockets or rollers the belt is carried by a slider support furnished with longitudinal wear strips from UHMW Polyethylene or other suitable material.

## Sprocket positioning

For correct positioning of the center sprocket divide the belt width by the link increment. The rounded result will be an even or an odd number. These numbers are the criteria for offset or no offset, see table.

Belt type	Sprocket	spacing a	Sprocket edge distance (minimal)		Criteria for center sprocket position	Result of for- mula (rounded)	Offset e	Remarks	
	<b>minimal</b> mm <i>inch</i>	<b>maximal</b> mm <i>inch</i>	<b>X<sub>L</sub></b> mm <i>inch</i>	<b>X<sub>R</sub></b> mm inch	mm inch		mm <i>inch</i>	Offset to which side	
M6360	50.8 2	152.4 6	38 1.5	38 1.5	b <sub>o</sub> / 25.4 b <sub>o</sub> / 1	even number (2, 4, 6) odd number (3, 5, 7)	12.7 0.5 0 0	right or left side no offset	

#### Numbers of sprockets and wearstrips

Standard belt wi	dth (nominal)	Number of sprocket shaft	s per Number of wears	Number of wearstrips		
mm	inch	min. number	Carryway (top)	Returnway (bottom)		
102	4	1	2	2		
203	8	2	2	2		
305	12	2	3	2		
406	16	3	3	3		
508	20	3	3	3		
610	24	3	4	3		
711	28	5	4	3		
813	32	5	5	3		
914	36	5	5	4		
1'016	40	7	6	4		
1'118	44	7	6	4		
1'219	48	7	7	5		
1'321	52	9	7	5		
1'422	56	9	7	5		
1'524	60	9	8	5		
1'626	64	11	8	6		
1'727	68	11	8	6		
1'829	72	11	9	6		
1'930	76	13	9	6		
2'032	80	13	9	7		
2'134	84	13	10	7		
2'235	88	15	10	7		
2'337	92	15	10	7		
2'438	96	15	11	8		
2'540	100	17	11	8		

The number of sprockets depends on the belt load and may be different for driving and idling shafts. For calculation of correct sprocket number please use LINK-SeleCalc.



#### Product liability, application considerations

If the proper selection and application of Habasit products are not recommended by an authorized Habasit sales specialist, the selection and application of Habasit products, including the related area of product safety, are the responsibility of the customer.

All indications / information are recommendations and believed to be reliable, but no representations, guarantees, or warranties of any kind are made as to their accuracy or suitability for particular applications. The data provided herein are based on laboratory work with small-scale test equipment, running at standard conditions, and do not necessarily match product performance in industrial use. New knowledge and experiences can lead to modifications and changes within a short time without prior notice.

modifications and changes within a short time without prior notice. BECAUSE CONDITIONS OF USE ARE OUTSIDE OF HABASIT'S AND ITS AFFILIATED COMPANIES CONTROL, WE CANNOT ASSUME ANY LIABILITY CONCERNING THE SUITABILITY AND PROCESS ABILITY OF THE PRODUCTS MENTIONED HEREIN. THIS ALSO APPLIES TO PROCESS RESULTS / OUTPUT / MANUFACTURING GOODS AS WELL AS TO POSSIBLE DEFECTS, DAMAGES, CONSEQUENTIAL DAMAGES, AND FURTHER-REACHING CONSEQUENCES.