

Inch table

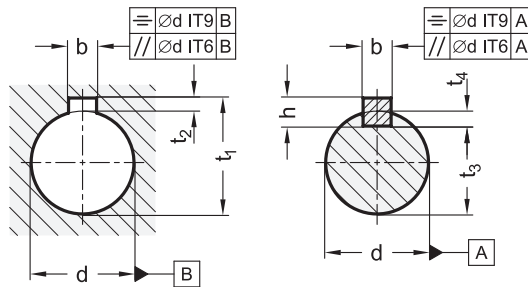
Dimensions in: inches - *millimeters*

d	w ^{+0.002} ₋₀ Hub keyway	w ^{+0.002} ₋₀ Shaft keyseat	h ^{+0.001} ₋₀ Key stock	t Hub keyway	s Shaft keyseat	r = d-s Reference depth
5/16	3/32	3/32	3/32	0.357 ^{+0.01} ₋₀ 9.1 ^{+0.254} ₋₀	0.258 ⁺⁰ _{-0.015} 6.6 ⁺⁰ _{-0.381}	0.054 1.4
3/8	3/32	3/32	3/32	0.421 ^{+0.01} ₋₀ 10.7 ^{+0.254} ₋₀	0.322 ⁺⁰ _{-0.015} 8.2 ⁺⁰ _{-0.381}	0.053 1.3
1/2	1/8	1/8	1/8	0.560 ^{+0.01} ₋₀ 14.2 ^{+0.254} ₋₀	0.430 ⁺⁰ _{-0.015} 10.9 ⁺⁰ _{-0.381}	0.070 1.8
5/8	3/16	3/16	3/16	0.709 ^{+0.01} ₋₀ 18.0 ^{+0.254} ₋₀	0.517 ⁺⁰ _{-0.015} 13.1 ⁺⁰ _{-0.381}	0.108 2.7
3/4	3/16	3/16	3/16	0.837 ^{+0.01} ₋₀ 21.3 ^{+0.254} ₋₀	0.644 ⁺⁰ _{-0.015} 16.4 ⁺⁰ _{-0.381}	0.106 2.7
7/8	3/16	3/16	3/16	0.964 ^{+0.01} ₋₀ 24.5 ^{+0.254} ₋₀	0.771 ⁺⁰ _{-0.015} 19.6 ⁺⁰ _{-0.381}	0.104 2.6
1	1/4	1/4	1/4	1.114 ^{+0.01} ₋₀ 28.3 ^{+0.254} ₋₀	0.859 ⁺⁰ _{-0.015} 21.8 ⁺⁰ _{-0.381}	0.141 3.6

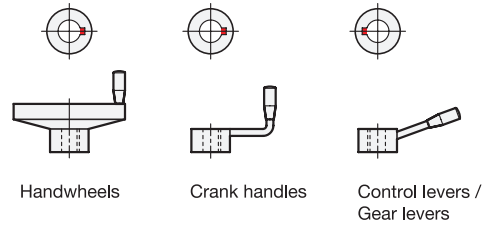
Information

By selecting the bore code **K**, standard parts such as handwheels or crank handles can be ordered with hub bores that are provided with a keyway. The keyways correspond to the ASME USAS B17.1 "Keys and Keyseats". The table above shows the dimension of the keyway / keyseat for each available hub bore diameter. The keyways are dimensioned for use with a stock key class 2 in order to get a tight fit combination.





Positioning of the keyway for:



Metric table

Dimensions in: millimeters - inches

d	b* P9 / JS9 / D10 Hub keyway	b* P9 / N9 / H9 Shaft keyseat	h	t ₁ = d + t ₂	t ₂ **	t ₃ = d - t ₄	t ₄
6	2 0.24	2 0.08	2 0.08	7 0.28	1 +0.1 0.04 +0.004	4.8 0.19	1.2 +0.1 0.05 +0.004
7	2 0.28	2 0.08	2 0.08	8 0.31	1 +0.1 0.04 +0.004	5.8 0.23	1.2 +0.1 0.05 +0.004
8	2 0.31	2 0.08	2 0.08	9 0.35	1 +0.1 0.04 +0.004	6.8 0.27	1.2 +0.1 0.05 +0.004
9	3 0.35	3 0.12	3 0.12	10.4 0.41	1.4 +0.1 0.06 +0.004	7.2 0.28	1.8 +0.1 0.07 +0.004
10	3 0.39	3 0.12	3 0.12	11.4 0.45	1.4 +0.1 0.06 +0.004	8.2 0.32	1.8 +0.1 0.07 +0.004
11	4 0.43	4 0.16	4 0.16	12.8 0.50	1.8 +0.1 0.07 +0.004	8.5 0.33	2.5 +0.1 0.10 +0.004
12	4 0.47	4 0.16	4 0.16	13.8 0.54	1.8 +0.1 0.07 +0.004	9.5 0.37	2.5 +0.1 0.10 +0.004
13	5 0.51	5 0.20	5 0.20	15.3 0.60	2.3 +0.1 0.09 +0.004	10 0.39	3 +0.1 0.12 +0.004
14	5 0.55	5 0.20	5 0.20	16.3 0.64	2.3 +0.1 0.09 +0.004	11 0.43	3 +0.1 0.12 +0.004
15	5 0.59	5 0.20	5 0.20	17.3 0.68	2.3 +0.1 0.09 +0.004	12 0.47	3 +0.1 0.12 +0.004
16	5 0.63	5 0.20	5 0.20	18.3 0.72	2.3 +0.1 0.09 +0.004	13 0.51	3 +0.1 0.12 +0.004
17	5 0.67	5 0.20	5 0.20	19.3 0.76	2.3 +0.1 0.09 +0.004	14 0.55	3 +0.1 0.12 +0.004
18	6 0.71	6 0.24	6 0.24	20.8 0.82	2.8 +0.1 0.11 +0.004	14.5 0.57	3.5 +0.1 0.14 +0.004
19	6 0.75	6 0.24	6 0.24	21.8 0.86	2.8 +0.1 0.11 +0.004	15.5 0.61	3.5 +0.1 0.14 +0.004
20	6 0.79	6 0.24	6 0.24	22.8 0.90	2.8 +0.1 0.11 +0.004	16.5 0.65	3.5 +0.1 0.14 +0.004

d	b* P9 / JS9 / D10 Hub keyway	b* P9 / N9 / H9 Shaft keyseat	h	t ₁ = d + t ₂	t ₂ **	t ₃ = d - t ₄	t ₄
22	6 0.87	6 0.24	6 0.24	24.8 0.98	2.8 +0.1 0.11 +0.004	18.5 0.73	3.5 +0.1 0.14 +0.004
24	8 0.94	8 0.31	7 0.28	27.3 1.07	3.3 +0.1 0.13 +0.004	20 0.79	4 +0.2 0.16 +0.008
25	8 0.98	8 0.31	7 0.28	28.3 1.11	3.3 +0.2 0.13 +0.008	21 0.83	4 +0.2 0.16 +0.008
26	8 1.02	8 0.31	7 0.28	29.3 1.15	3.3 +0.2 0.13 +0.008	22 0.87	4 +0.2 0.16 +0.008
28	8 1.10	8 0.31	7 0.28	31.3 1.23	3.3 +0.2 0.13 +0.008	24 0.94	4 +0.2 0.16 +0.008
30	8 1.18	8 0.31	7 0.28	33.3 1.31	3.3 +0.2 0.13 +0.008	26 1.02	5 +0.2 0.20 +0.008
32	10 1.26	10 0.39	8 0.31	35.3 1.39	3.3 +0.2 0.13 +0.008	27 1.06	5 +0.2 0.20 +0.008
34	10 1.34	10 0.39	8 0.31	37.3 1.47	3.3 +0.2 0.13 +0.008	29 1.14	5 +0.2 0.20 +0.008
35	10 1.38	10 0.39	8 0.31	38.3 1.51	3.3 +0.2 0.13 +0.008	30 1.18	5 +0.2 0.20 +0.008
36	10 1.42	10 0.39	8 0.31	39.3 1.55	3.3 +0.2 0.13 +0.008	31 1.22	5 +0.2 0.20 +0.008
38	10 1.50	10 0.39	8 0.31	41.3 1.63	3.3 +0.2 0.13 +0.008	33 1.30	5 +0.2 0.20 +0.008
40	12 1.57	12 0.47	8 0.31	43.3 1.70	3.3 +0.2 0.13 +0.008	35 1.38	5 +0.2 0.20 +0.008
42	12 1.65	12 0.47	8 0.31	45.3 1.78	3.3 +0.2 0.13 +0.008	37 1.46	5 +0.2 0.20 +0.008
44	12 1.73	12 0.47	8 0.31	47.3 1.86	3.3 +0.2 0.13 +0.008	39 1.54	5 +0.2 0.20 +0.008

* The slot width is typically P9, exceptions are indicated on the respective standard sheet.
** For rear clearance

Information

DIN 6885-1 and DIN 6885-2 differ mainly in the radial position of the parallel key (see sketch).

Depending on the slot width tolerance, the following fit or seating results in combination with the parallel key:

Tolerance	b Hub keyway	b Shaft keyway
for tight fit	P9	P9
for loose fit	JS9	N9
for sliding	D10	H9

