Gear coupling

- High misalignment capacity and large bore capacity
- Higher torque capacity / size ratio
- Crowned hub teeth, extended hub, material and quality

- รองรับการเยื้องศูนย์ได้มาก และ รองรับขนาดเพลาได้โตกว่า
- สัดส่วนของแรงบิดต่อขนาดคัปปลิ้งสูง
- ฟันเกียร์ทรงโค้ง, ดุมยาวพิเศษ ภายใต้กระบวนการผลิตและวัสดุคุณภาพสูง

Application

Couplings with standard hub lengths require fitting with keys through the full hub length, and an interference fit on shaft is necessary particularly when the coupling is transmitting the maximum rated power. Unless otherwise specified, these hubs would be bored to give an interference of between 0.0002 and 0.0007 mm per millimetre of bore diameter.

Couplings with extended hub lengths are generally intended for use where transition fits on shafts are preferred, and unless otherwise specified, such couplings would be bored to H7 tolerances. In these instances axial restraint of the hub should be provided by set screws.

Couplings transmitting the maximum rated capacity, particularly where relatively small shafts are being used, often require 2 keys. This is more relevant with larger sizes of couplings and , if in doubt, full details should be supplied to allow Palawatr engineers to advise.

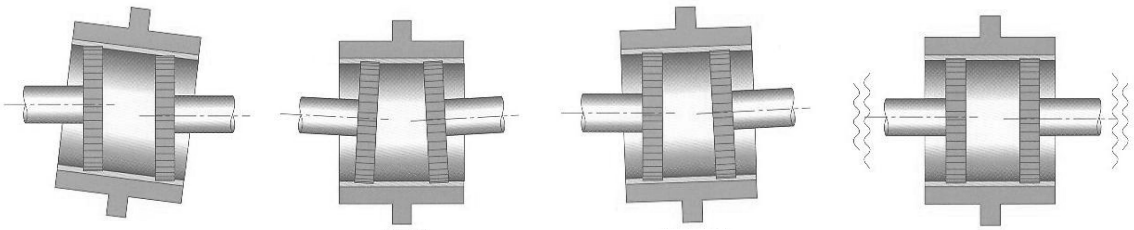
Misalignment

Gear couplings are designed to accommodate parallel and angular misalignment and axial movement.

Single engagement couplings accommodate only angular misalignment and axial movement.

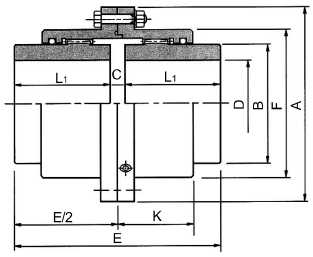
Limited End Float couplngs can also be provided.

Care should be taken to ensure that misalignment during operation is kept to an absolute minimum, as excesses will cause wear of the product together with high loading on associated machinery. This will have a great influence on the life of the product.

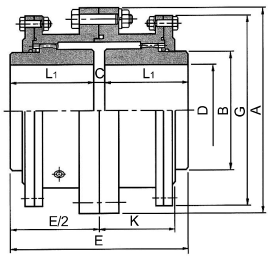


Parallel offset | Angular | Angular and parallel offset | End float

Gear coupling



Size 10 to 70



Size 80 to 120

Dimension, Technical Data & Item Code

Item Code	Size	Bore		Dimension (mm)							Rating	Max	Inertia Mr^2	Mass
		Min	Max	A	B	C	E	F	K	L1	Nm	rpm	kgm^2	kg
12112010	GG10	13.	48.	116	69	3	89	84	39	43	859	8000	0.0052	4.50
12112015	GG15	19.	60.	152	86	3	101	105	48	49	1933	6500	0.0192	9.10
12112020	GG20	25.	73.	178	105	3	127	126	59	62	3581	5600	0.0404	15.90
12112025	GG25	32.	92.	213	131	5	159	155	72	77	6445	5000	0.1050	29.50
12112030	GG30	38.	105.	240	152	5	187	180	84	91	10743	4400	0.1952	43.10
12112035	GG35	51.	124.	279	178	6	218	211	98	106	16472	3900	0.4536	68.00
12112040	GG40	64.	146.	318	210	6	248	245	111	121	25067	3600	0.8594	97.50
12112045	GG45	76.	165.	346	235	8	278	274	123	135	34377	3200	1.3898	136.10
12112050	GG50	89.	178.	389	254	8	314	306	141	153	46553	2900	2.5254	190.50
12112055	GG55	102.	197.	425	279	8	344	334	158	168	60877	2650	3.8292	249.50
12112060	GG60	114.	222.	457	305	8	384	366	169	188	75782	2450	5.2120	306.20
12112070	GG70	89.	254.	527	343	9.5	451.5	517	196	221	114592	2150	11.0040	485.40
12112080	GG80	102.	279.	591	356	9.5	507.5	572	243	249	150402	1750	20.7200	703.10
12112090	GG90	114.	305.	660	394	13	565	641	265	276	204117	1550	34.9500	984.30
12112100	GG100	127.	343.	711	445	13	623	699	294	305	286480	1450	55.9500	1,302.00
12112110	GG110	140.	387.	775	495	13	679	749	322	333	393940	1330	86.1400	1,678.30
12112120	GG120	152.	425.	838	546	13	719	826	341	353	501340	1200	133.7300	2,113.80

Spacer
Gear Coupling

Gear Coupling with
Floating Shaft