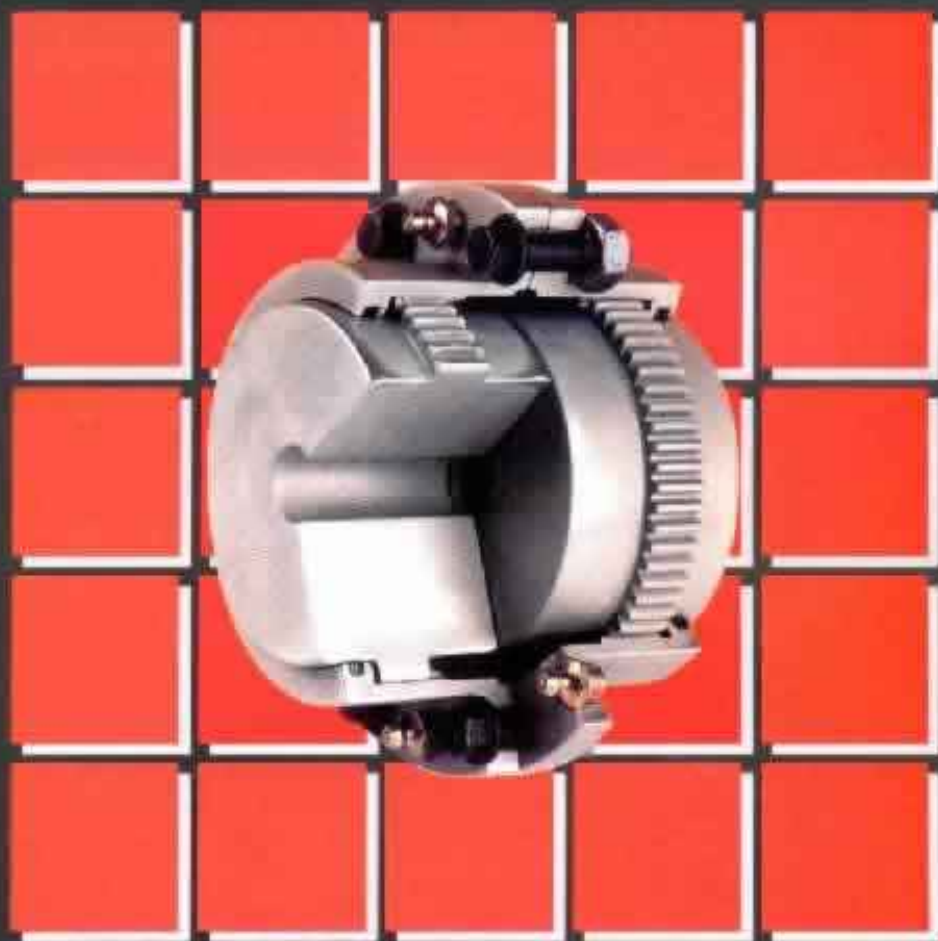


# GEAR COUPLINGS



270 C

## MAINA GEAR COUPLINGS - INTRODUCTION

The full-flex gear couplings are employed to mechanically connect two rotating shafts which have to transmit a torque in a torsionally rigid way. The torque is transmitted from hub to sleeve and vice-versa by the working gear teeth, and between the connecting flanges of the two hubs by the set bolts.

The gear couplings are flexible to compensate the misalignment of the shafts to be connected. They compensate both the initial misalignment (support clearances, dimensional and geometrical tolerances of the equipments, alignment imperfections), and the further alignment modifications (settling and support wear) and/or temperature (expansion).

The gear couplings are flexible because their working gear teeth must be able to float and slide, in order to compensate misalignments. Floating is performed by engaging outer spherical gear teeth with inner cylindrical ones, both having proper tangential clearance. The outer spherical gear teeth, olive shaped tangential section and "Semitopping" on the head, enable the gear hubs to float on their central axis, thus allowing their axial slide and the continuous lube flow, while avoiding any harmful stress concentration on the gear teeth.

The gear teeth center on their external diameters, with a proper radial clearance, so that the rotating masses do not generate any vibration when operating at low speed and transmitted torque. When the speed and/or the torque get higher, the gear teeth center on their working flanks, so distributing the load on all the teeth.

We recommend to perform a dynamic balancing of the rotating masses - class and requirements to be specified (see AGMA 9000 C90) - in case of high rotation speed or when equipments having supports sensitive to mass imbalance are involved.

A single engagement of gear teeth (half-coupling) can compensate both angular and axial misalignments; two engagements of gear teeth (complete coupling) are required to compensate also the parallel misalignments.

Please remember that angular, parallel, axial and combined misalignments, maximum speed rotation and transmitted torques must be in accordance with the requirements of every kind of coupling, to avoid excessive or early wear. Maintenance and lubrication have to be careful and precise. Please strictly follow our INSTALLATION, USE

& MAINTENANCE INSTRUCTIONS (see pages 54, 55, 56, 57, 58).

MAINA gear couplings are obtained by forged steel ingots, machined and heat treated. Gear couplings can be made of different types of steel, as AISI 1045, AISI 4140, Nitralloy N/135/135M which are hardened and tempered before being machined. To increase the load capacity, in some types of couplings, the gear teeth can be surface hardened after machining by thermal or thermochemical treatments and, when required, they can be ground. Main treatments are induction tempering, nitroxidation and gas nitriding.

It is also possible to perform antioxidant and anticorrosive treatments in the end stage.

We can perform a nitroxidation (N.O.) treatment on our standard GO-A gear couplings made of AISI 1045, when required. Besides limiting surface corrosion, this treatment improves surface hardness and wear resistance, and increases working gear teeth lifetime even in presence of high misalignments and rotation speeds.

Unless otherwise required, our gear couplings are properly packaged, according to their dimensions, weight, required type of transport and storage. To prevent oxidation, the interface surfaces or the surfaces which have to be submitted to assembly operations are usually protected by a wax film of TECTYL 506 EH. The raw (semifinished) and wide surfaces of spacer tubes are painted, after sandblasting, by one primer acrylic coat and two final epoxy coats; this kind of painting can resist at temperatures up to 100-120°C.

Different types of coatings can be applied on demand.

The torque a gear coupling can transmit as well as its maximum operating speed change according to the total misalignment between the shafts to be connected (see diagrams of speed factor  $K_v$  and of load factor  $K_l$ , shown at pages 02, 03, 04 and 05).

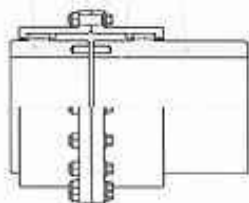
The gear couplings must be selected according to the operational data (load and speed), the application, the nominal and max load capacities, the nominal speed, the static and dynamic misalignments and the max admitted bore.

This catalogue shows the main types and designs of flex gear couplings employed in the machinery manufacturing; it does not contain all the possible different designs.

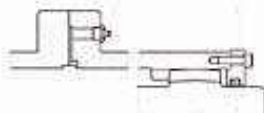
For special solutions, not included in this catalogue, please contact MAINA.

### LIST OF COMPONENTS

01 04 03 02 06

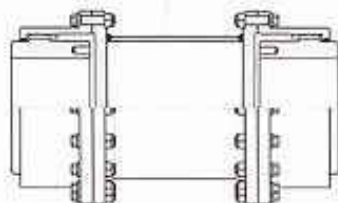


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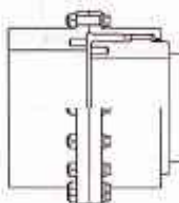


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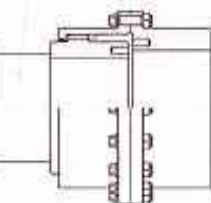
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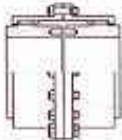
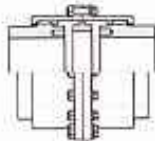
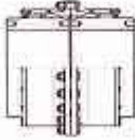
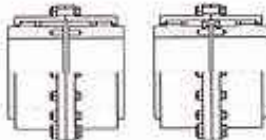
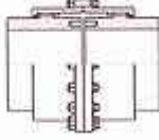

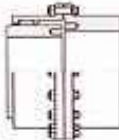
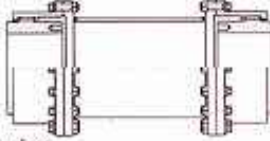
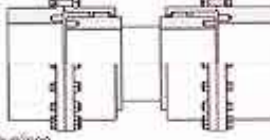

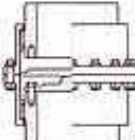
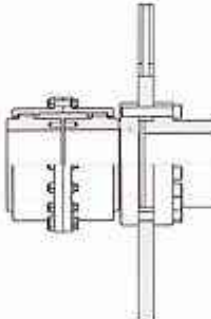


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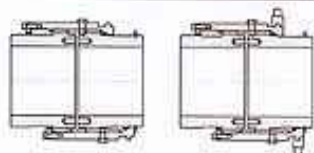


- |    |                            |
|----|----------------------------|
| 01 | Standard Hub               |
| 02 | Flanged Sleeve             |
| 03 | Set Screw                  |
| 04 | Hexagonal Self-locking Nut |
| 05 | Seal Gasket                |
| 06 | Longer Hub                 |
| 07 | Lube Fitting or Lube Plug  |
| 08 | Removable Side Flange      |
| 09 | Tubular Spacer             |
| 10 | Rigid Hub                  |
| 11 | Floating Shaft             |

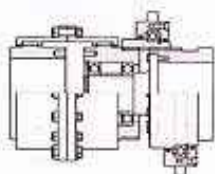
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<p>pag. <b>04</b> G20-F, G20-FS &amp; G20-FR Couplings - <math>k_i</math> &amp; <math>K_v</math> Factors</p>	
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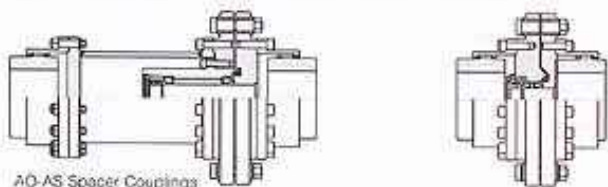
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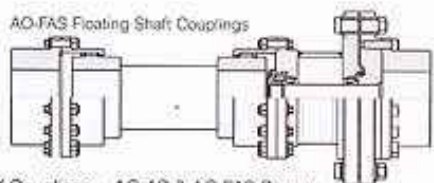
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pag. 21 GO-AH.FO Couplings

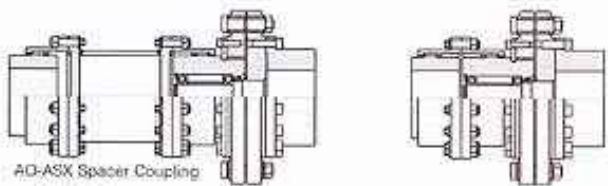


AO-AS Spacer Couplings



AO-FAS Floating Shaft Couplings

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AO-ASX Spacer Couplings

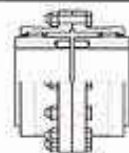
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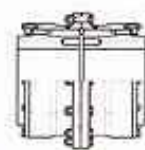
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pag. 29 SID-N, SID-R & SID-RR Couplings



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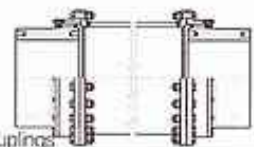
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pag. 33 GO-A Flange & Keyway Details

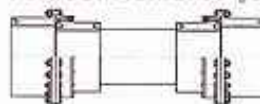


pag. 34,35 GO-B & GO-B.HT Couplings

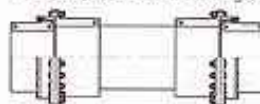


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AO-FB.C & AO-FB.HTC Floating Shaft Coupling



AO-FB.D & AO-FB.HTD Floating Shaft Coupling



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TECHNICAL DATA

GO-A, GO-B, GO-B.HT & G20 COUPLINGS

**COUPLING SELECTION**

**LOAD DATA:**

<b>P</b>	= ABSORBED AND/OR INSTALLED POWER	[kW]
<b>n</b>	= OPERATING SPEED	[1/min]
<b>KS</b>	= OVERLOAD FACTOR	[ - ]
<b>FS</b>	= SERVICE FACTOR, TAB 00	[ - ]
<b>D,L</b>	= DIAMETER, LENGHT OF THE SHAFTS TO BE CONNECTED	[mm]
<b>LA</b>	= DISTANCE BETWEEN SHAFT ENDS	[mm]
<b>Tn</b>	= $\frac{P \times 30}{n \times \pi}$ = DRIVE NOMINAL TORQUE	[kNm]

**VERIFY THAT:**

COUPLING NOMINAL TORQUE	<b>Tk</b> [kNm]	≥	<b>Tn x FS/Ki</b>
COUPLING MAX TORQUE	<b>Tf</b> [kNm]	≥	<b>Tn x KS/Ki</b>
COUPLING MAX SPEED	<b>nk</b> [1/min]	≥	<b>n/Kv</b>
COUPLING MAX BORE	<b>d</b> [mm]	≥	<b>D</b>

**Ki** = TORQUE REDUCTION FACTOR: pag. 02,03,04,05

**Kv** = SPEED REDUCTION FACTOR: pag. 02,03,04,05

For a correct Service Factor **FS** it is necessary to know the following preliminary data:

- Type of Driving Machine
- Type of Driven Machine
- Duration and Type of the Daily Service
- Reversible Service Under Load
- Presence of Shocks or Very High Load Peaks
- Possibility of Operating Unit Shutdown

>FOR HEAVY DUTY APPLICATIONS <

> CONTACT OUR ENGINEERING STAFF<

**TAB. 01**

Max Dynamic Angle "GO-A Standard" = 0°10'  
Max Dynamic Angle "GO-A with H.O." = 0°15'  
Max Static Angle = 1°00'

GO-A SIZE	NOMINAL TORQUE <b>Tk</b> [kNm]	MAX TORQUE <b>Tf</b> [kNm]	MAX SPEED <b>nk</b> [1/min]	MAX BORE <b>d</b> [mm]
0	1.80	4.32	6000	52
1	2.76	6.62	4620	62
2	5.55	13.30	4140	78
3	8.70	20.90	4000	98
4	14.10	33.80	3860	112
5	22.80	54.70	3720	132
6	34.80	83.50	3190	156
7	44.00	105.6	2900	174
8	69.80	167.5	2570	190
9	83.60	201.2	2330	210
10	152.0	364.8	2150	233
11	203.5	488.4	1800	260

**TAB. 00**

**SERVICE FACTORS - FS**

SERVICE TYPE	Electric Motor	
	Steam Turbine	Diesel Motor Hydraulic Turbine
<b>UNIFORM</b>	1.25	1.50
<b>LIGHT</b>	1.50	2.00
<b>MEDIUM</b>	2.00	2.50
<b>HEAVY</b>	2.50	3.00
<b>VERY HEAVY</b>	3.00	—

**TAB. 02**

Max Dynamic Angle "G-20" = 0°30'  
Max Static Angle = 2°30'

G20 SIZE	NOMINAL TORQUE <b>Tk</b> [kNm]	MAX TORQUE <b>Tf</b> [kNm]	MAX SPEED <b>nk</b> [1/min]	MAX BORE <b>d</b> [mm]
12	14.2	21.3	6980	75
14	22.3	33.5	5650	90
17	33	49.5	4720	105
19	55	82.5	4030	120
23	84	126	3300	145
26	123	184.5	2790	170
30	197	295.5	2380	195
35	284	426	1990	230
40	408	612	1710	260
46	615	922	1460	300
52	850	1275	1260	340
58	1145	1719	1110	380

**TAB. 03**

Max Dynamic Angle "GO-B & GO-B.HT" = 0°15'  
Max Static Angle = 1°00'

GO-B GO-B.HT SIZE	MAX BORE <b>d</b> [mm]	GO-B			GO-B.HT		
		NOMINAL TORQUE <b>Tk</b> [kNm]	MAX TORQUE <b>Tf</b> [kNm]	MAX SPEED <b>nk</b> [1/min]	NOMINAL TORQUE <b>Tk</b> [kNm]	MAX TORQUE <b>Tf</b> [kNm]	MAX SPEED <b>nk</b> [1/min]
4	325	277	554	1140	417	834	1950
5	370	383	766	1010	583	1126	1730
6	400	493	986	920	745	1490	1570
7	430	600	1320	810	980	1960	1380
8	475	840	1680	720	1235	2470	1230
9	510	990	1195	670	1455	2910	1150
10	550	1195	2390	630	1785	3570	1080
11	580	1555	3110	560	2290	4580	960
12	610	1815	3630	530	2670	5340	900
13	660	2510	5020	470	3790	7580	800
14	760	3530	7060	400	5260	10520	690
15	860	4440	8880	360	6540	13080	620
16	950	5920	11840	320	8750	17500	550
17	1020	7180	14360	300	10580	21160	510
18	1090	8500	17000	270	12540	25080	470
19	1180	10000	21200	250	15630	31260	430

GO-A, AO-A & GO-A.HT COUPLINGS

TECHNICAL DATA

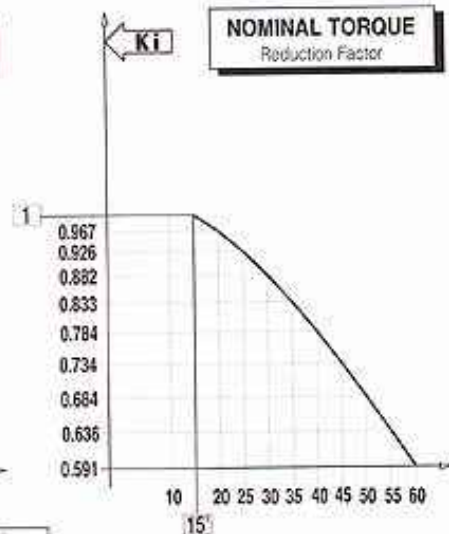
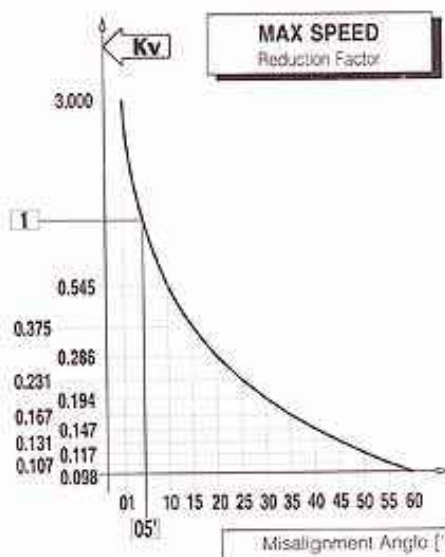
Max Dynamic Angle "GO-A Standard" = 0°10'  
 Max Dynamic Angle "GO-A with N.O." = 0°15'  
 Max Dynamic Angle "GO-A.HT" = 0°15'  
 Max Static Angle = 1°00'

Balancing Classes as PFB 1113  (References: ISO1940 - AGMA9000-C90)	n ≤ 450 [1/min]	Not Necessary
	n ≤ 900 [1/min]	G 16 Floating Part
	n ≤ 1800 [1/min]	G 6.3 Floating Part
	n ≤ 3400 [1/min]	G 2.5 Floating Part & Hubs
	n > 3400 [1/min]	Special

TAB. 04

Mat. AISI 1045

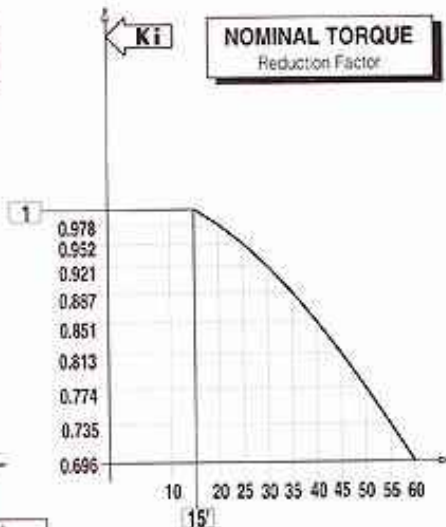
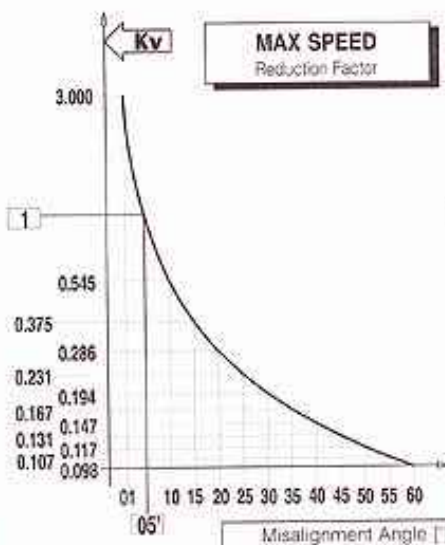
SIZE	GO-A & AO-A		
	NOMINAL TORQUE [kNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
0	1.80	4.32	6000
1	2.76	6.62	4620
2	5.55	13.30	4140
3	8.70	20.90	4000
4	14.10	33.80	3860
5	22.80	54.70	3720
6	34.80	83.50	3190
7	44.00	105.6	2900
8	69.80	167.5	2570
9	83.80	201.2	2330
10	152.0	364.3	2150
11	203.5	488.4	1830



TAB. 05

Mat. AISI 4140 Gas Nitrided

SIZE	GO-A.HT		
	NOMINAL TORQUE [kNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
3	18	36	7500
4	27	54	6150
5	42	84	4700
6	74	148	4070
7	108	216	3400
8	130	260	3070
9	210	420	2720
10	260	520	2420
11	320	640	2200



TECHNICAL DATA

GO-B, AO-B, GO-B.HT & AO-B.HT COUPLINGS

Max dynamic angle "GO-B & GO-B.HT" = 0°15'

Max Static Angle = 1°00'

Balancing Classes as PFB 1113

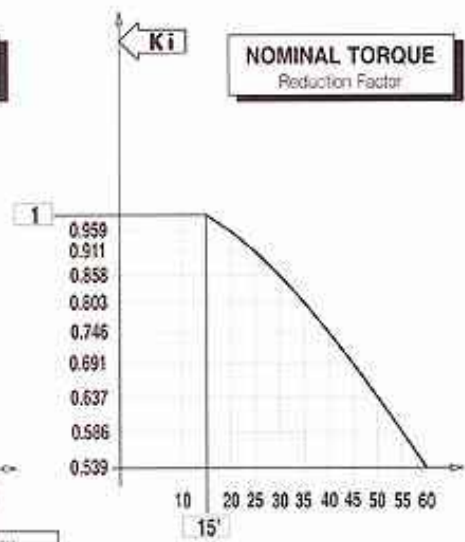
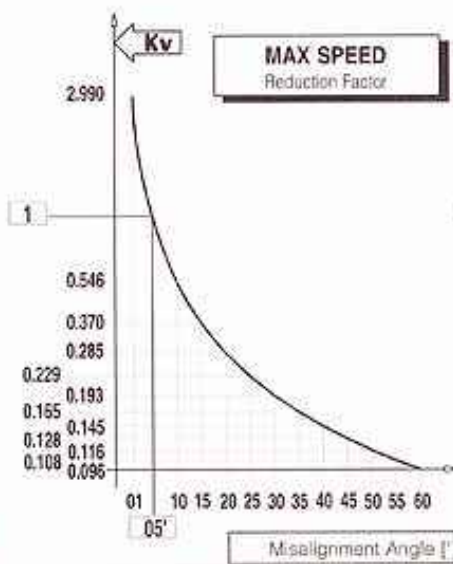
(References: ISO1940 - AGMA9000-C90)

n ≤ 450	[1/min]	Not Necessary
n ≤ 900	[1/min]	G 1.6 Floating Part
n ≤ 1800	[1/min]	G 6.3 Floating Part
n ≤ 3400	[1/min]	Not Applicable
n > 3400	[1/min]	Not Applicable

TAB. 06

Mat. AISI 1045

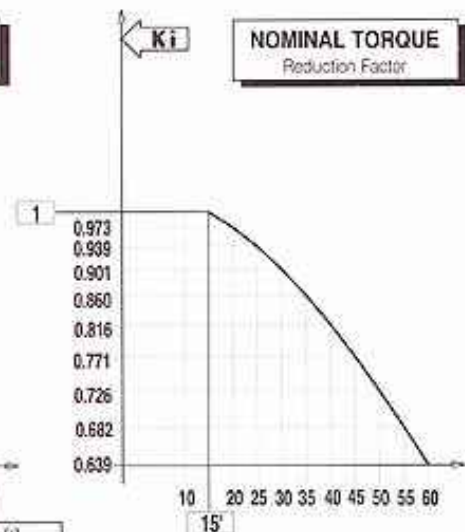
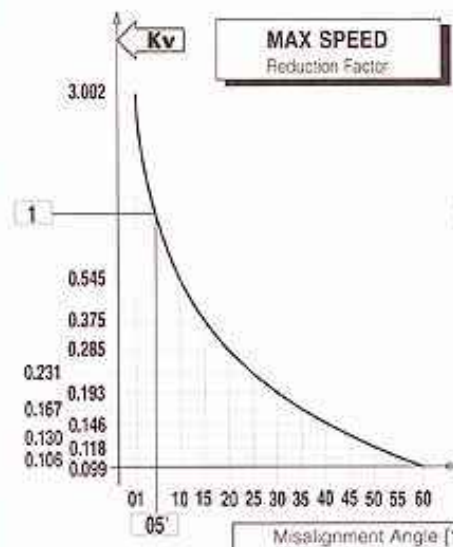
SIZE	GO-B & AO-B		
	NOMINAL TORQUE [kNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
4	277	554	1140
5	383	766	1010
6	493	986	920
7	660	1320	810
8	840	1680	720
9	990	1980	670
10	1195	2390	630
11	1355	3110	580
12	1815	3630	530
13	2510	5020	470
14	3530	7080	400
15	4440	8880	380
16	5920	11840	320
17	7180	14360	300
18	8500	17000	270
19	10600	21200	250



TAB. 07

Mat. AISI 4140

SIZE	GO-B.HT & AO-B.HT		
	NOMINAL TORQUE [kNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
4	417	834	1950
5	563	1126	1730
6	745	1490	1570
7	980	1960	1380
8	1235	2470	1230
9	1455	2910	1150
10	1785	3570	1080
11	2230	4580	960
12	2670	5340	900
13	3790	7580	800
14	5260	10520	690
15	6540	13080	620
16	8750	17500	550
17	10580	21160	510
18	12540	25080	470
19	15630	31260	430





G20-F, G20-FS & G20-FR COUPLINGS

TECHNICAL DATA

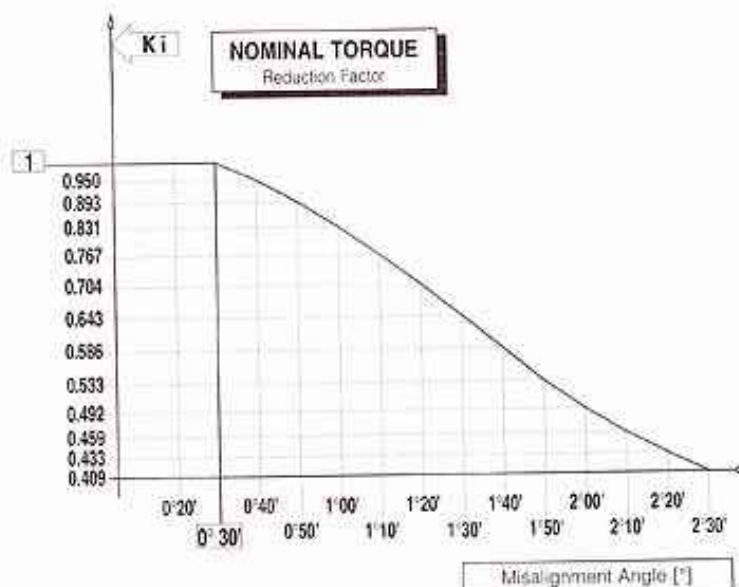
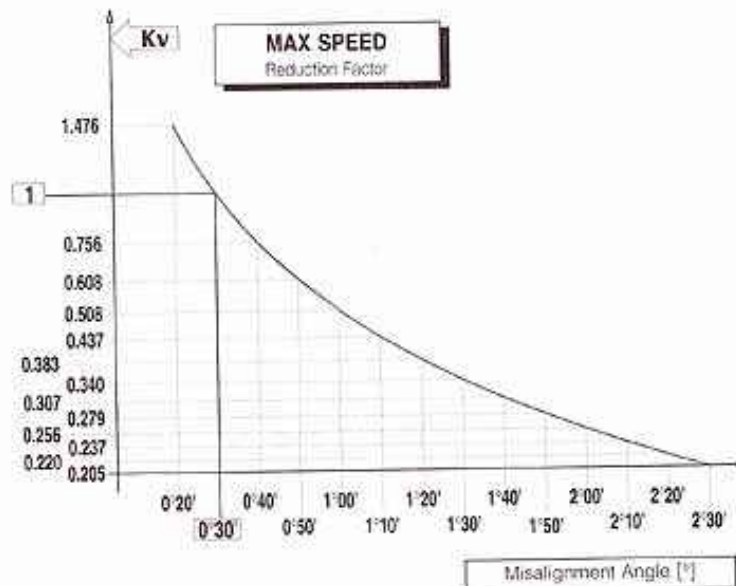
Reference Angle	= 0°30'
Max Dynamic Angle	= 2°00'
Max Static Angle	= 2°30'

Balancing Classes as PFB 1113 (References: ISO1940 - AGMA9000-C90)	$n \leq 450$	[1/min]	Not Necessary
	$n \leq 900$	[1/min]	G 16 Floating Part
	$n \leq 1800$	[1/min]	G 6.3 Floating Part
	$n \leq 3400$	[1/min]	G 2.5 Floating Part & Hubs
	$n > 3400$	[1/min]	Special

TAB. 08

Mat. AISI 4140 Gas Nitrided

SIZE	G20-F & G20-FS		
	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
12	14.2	21.3	6980
14	22.3	33.5	5650
17	33	49.5	4720
19	55	82.5	4030
23	84	126	3300
26	123	185	2790
30	197	296	2360
35	284	426	1930
40	408	612	1710
46	615	922	1460
52	850	1275	1260
58	1145	1718	1110



TECHNICAL DATA

G35 & G60 COUPLINGS

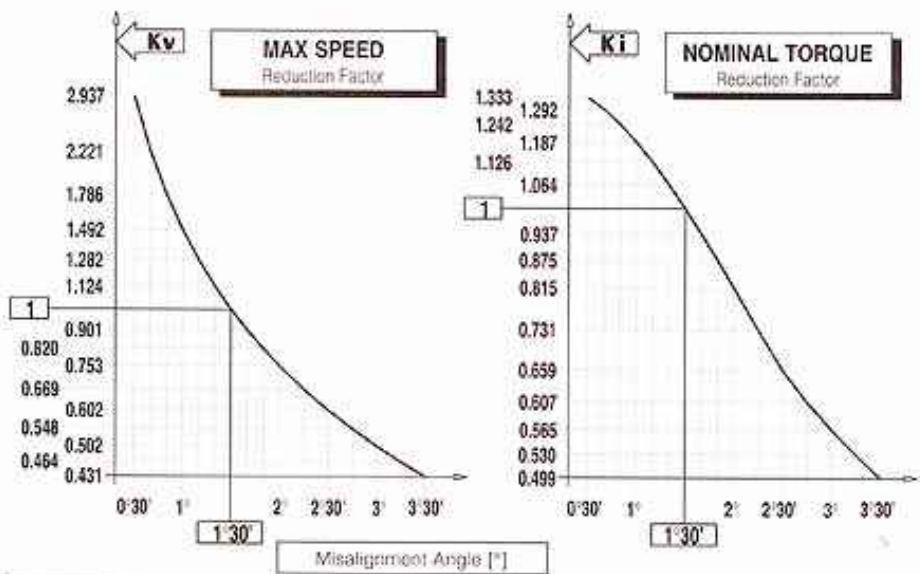
Balancing Classes as PFB 1113 (References: ISO1940 - AGMA9000-C90)	$n \leq 450$	[1/min]	Not Necessary
	$n \leq 900$	[1/min]	G 16 Floating Part
	$n \leq 1800$	[1/min]	G 6.3 Floating Part
	$n \leq 3400$	[1/min]	Not Applicable
	$n > 3400$	[1/min]	Not Applicable

TAB. 09

Mat. AISI 4140 Gas Nitrided

Reference Angle = 1°30'  
Max Dynamic Angle = 3°30'  
Max Static Angle = 3°30'

SIZE	G35-F, FR & M		
	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
10	4.05	8.10	3250
20	10.3	20.6	2360
30	16.4	32.8	1810
40	29.5	59.0	1530
50	39.5	79.0	1290
60	72.0	144.0	1090
70	102.0	204.0	950
80	134.0	268.0	850
90	168.0	336.0	760
100	230.0	460.0	680
110	275.0	550.0	560

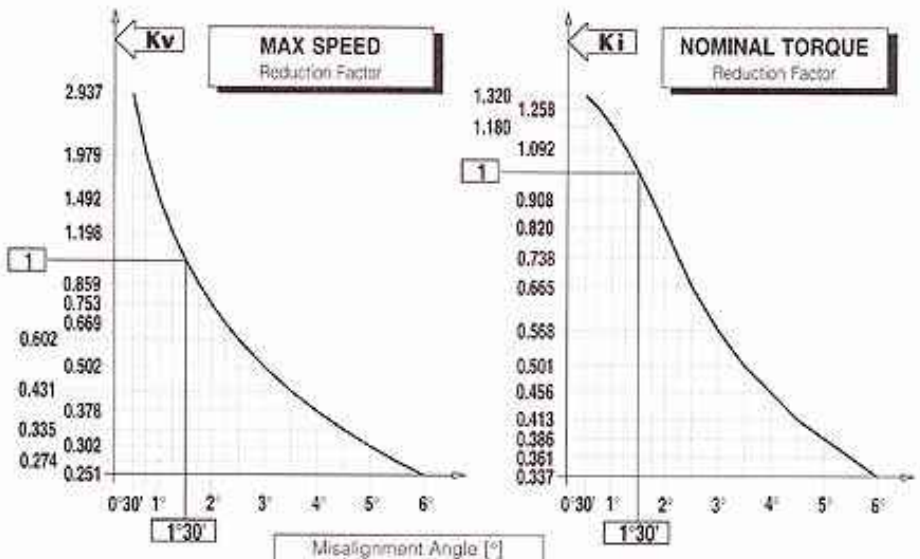


TAB. 10

Mat. AISI 4140 Gas Nitrided

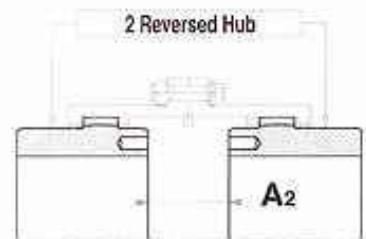
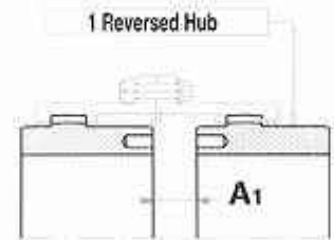
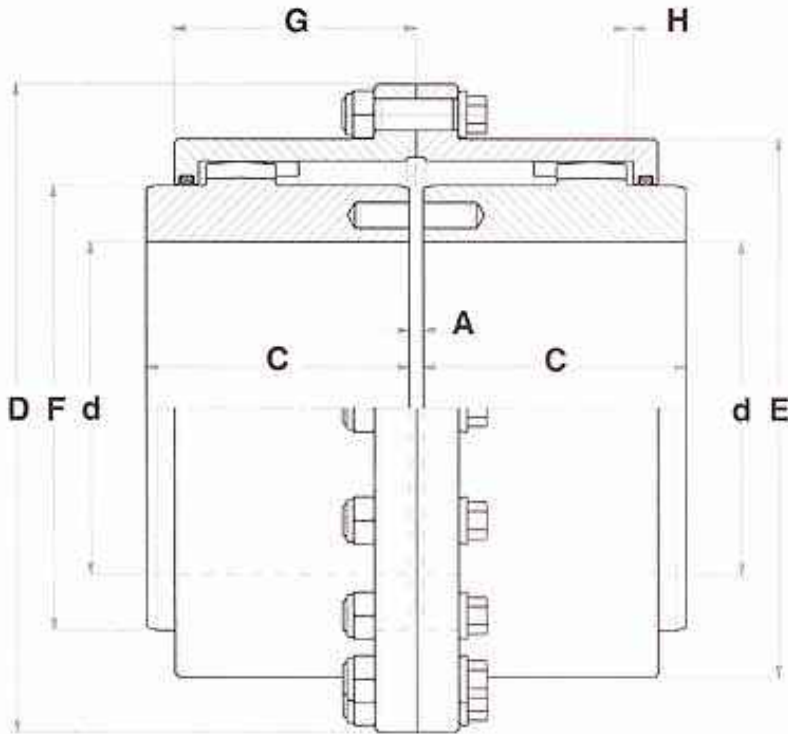
Reference Angle = 1°30'  
Max Dynamic Angle = 6°00'  
Max Static Angle = 6°00'

SIZE	G60-F, FR & M		
	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>
10	2.40	4.80	3250
20	5.95	11.9	2360
30	9.40	18.8	1810
40	17.0	34.0	1530
50	23.0	46.0	1290
60	43.0	86.0	1090
70	61.0	122.0	950
80	76.0	152.0	850
90	90.0	180.0	760
100	140.0	280.0	680
110	155.0	310.0	560



GO-A, GO-AR & GO-ARR COUPLINGS

TECHNICAL DATA



DENOMINATION EXAMPLE:  
GO-A GEAR COUPLING SIZE 6  
**GO-6A Coupling**

Fig. 01 - GO-A Coupling

TAB. 11

SIZE	NOMINAL TORQUE [kNm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS <sup>①</sup> M [Kg]	MOMENT OF INERTIA <sup>①</sup> J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS <sup>①</sup> K <sub>t</sub> 10 <sup>3</sup> [Nm/rad]	
					D	C	A	A <sub>1</sub>	A <sub>2</sub>	E	F	G					H
0	1.80	4.32	6000	12-52	111	43	3	5	7	82.5	69	39	1.5	4.3	0.005	0.08	4.360
1	2.76	6.62	4620	18-62	142	50	3	8	13	104.5	85	45.5	1.5	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	28-78	168	62	3	14	25	130.5	107	59	1.5	13.5	0.033	0.16	13.45
3	8.70	20.90	4000	40-98	200	76	3	12	19	158.5	133	68.5	2.5	25	0.085	0.27	24.58
4	14.10	33.80	3860	50-112	225	90	5	24	43	183.5	152	82.5	2.5	37	0.163	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	6	27	48	211.5	178	93	3	60	0.376	0.68	47.68
6	34.80	83.50	3190	70-156	300	120	6	32	58	245.5	209	106	3	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	6	37	66	275	234	118	4	124	1.226	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	8	50	92	307	254	138	4	170	2.099	2.28	136.1
9	83.80	201.2	2330	110-210	406	175	8	53	98	335	279	154	4	233	3.390	3.10	159.9
10	152.0	364.8	2150	120-233	438	190	8	58	108	367	305	166	4	298	5.053	3.90	203.3
11	203.5	488.4	1800	130-280	505	220	10	72	134	423	355	193	5	457	10.33	6.20	283.0

NOTE 1 - Values are calculated for solid hub

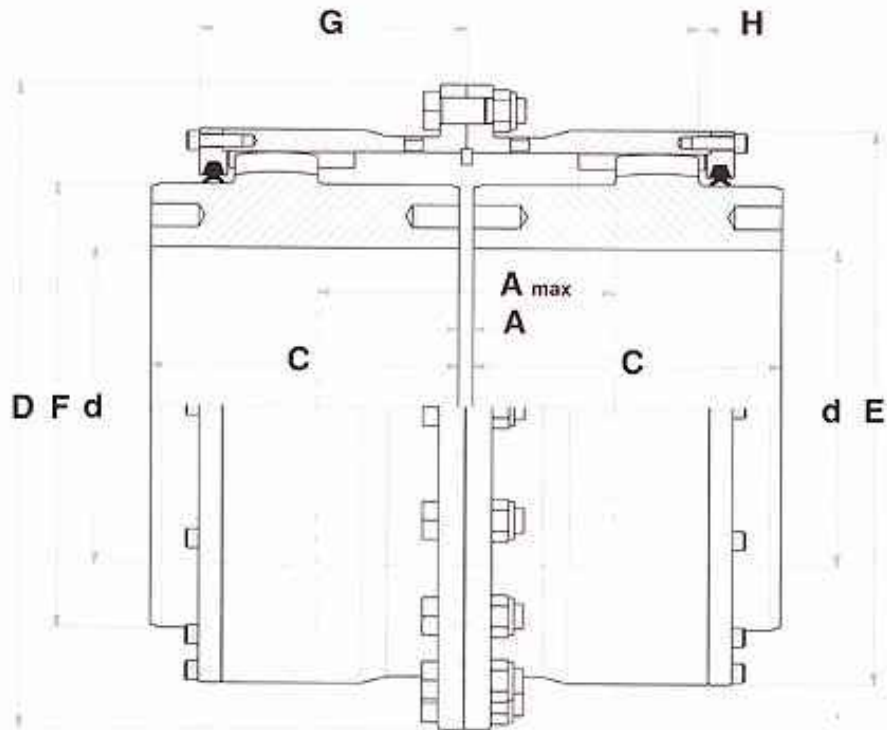


Fig. 04 - GO-A.HT Coupling

DENOMINATION EXAMPLE:  
GO-A.HT GEAR COUPLING SIZE 6  
**GO-6A.HT Coupling**

TAB. 12

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								GREASE QUANTITY [Kg]
					<b>D</b>	<b>C</b>	<b>A</b>	<b>A<sup>max</sup></b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	
<b>3</b>	18	36	7500	82	200	90	5	62	160	112	74	3	0.4
<b>4</b>	27	54	6150	100	225	105	5	82	184	136	88	3	0.7
<b>5</b>	42	84	4700	130	265	120	6	102	224	176	102	3	0.9
<b>6</b>	74	148	4070	145	300	135	6	124	254	196	117	3	1.6
<b>7</b>	108	216	3400	170	336	150	8	134	292	230	129	4	2.2
<b>8</b>	130	260	3070	185	376	180	8	152	319	254	144	4	2.9
<b>9</b>	210	420	2720	200	410	200	8	160	353	274	164	4	5.0
<b>10</b>	260	520	2420	225	444	230	8	174	387	306	179	4	6.5
<b>11</b>	320	640	2200	250	512	250	10	218	421	338	210	5	8.2

GO-AMM, GO-AM & GO-AMR COUPLINGS

TECHNICAL DATA

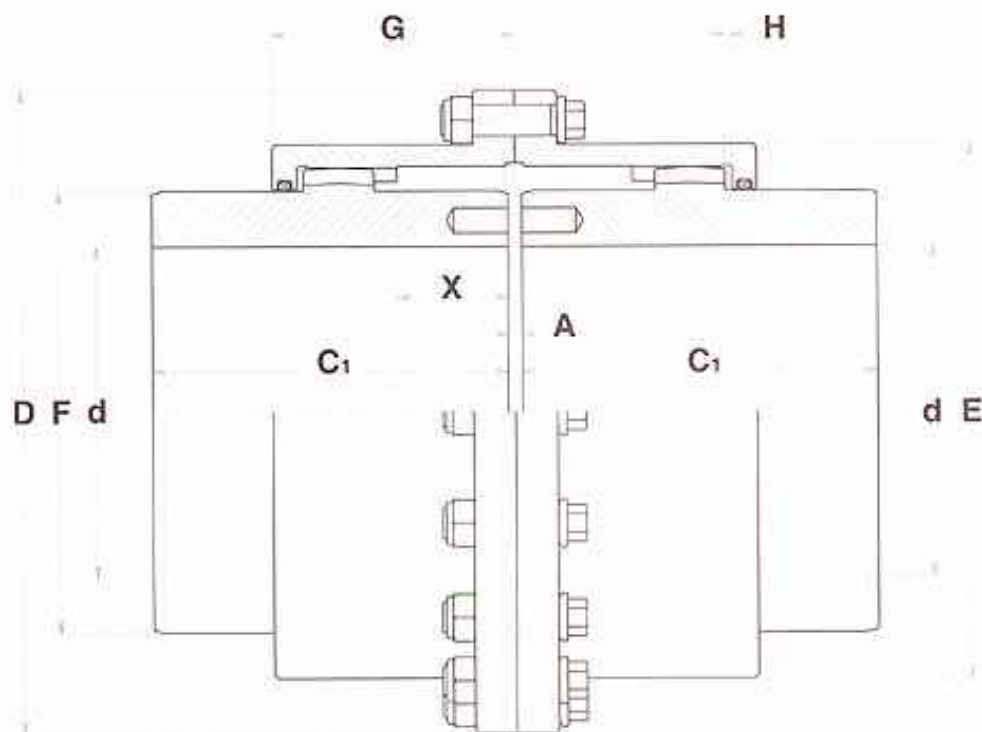


Fig. 05 - GO-AMM Coupling

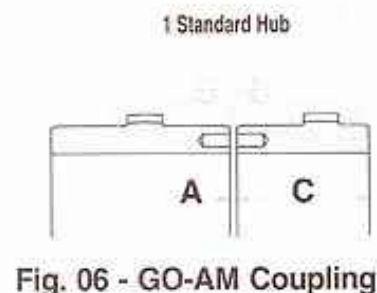


Fig. 06 - GO-AM Coupling

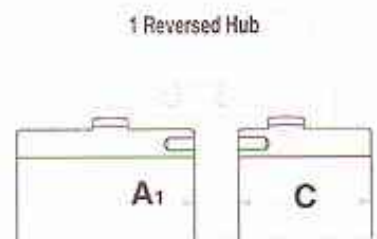


Fig. 07 - GO-AMR Coupling

DENOMINATION EXAMPLE:  
GO-AMM GEAR COUPLING SIZE 6  
**GO-6AMM Coupling**

TAB. 13

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MN MAX [mm] <b>d</b>	DIMENSIONS [mm]										MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
					D	C	C <sub>1</sub>	A	A <sub>1</sub>	E	F	G	H	X				
0	1.80	4.32	6000	12-52	111	43	105	3	5	82.5	69	39	1.5	12	8	0.007	0.08	4.360
1	2.76	6.62	4620	18-62	142	50	115	3	8	104.5	85	45.5	1.5	16	13	0.018	0.09	7.310
2	5.55	13.30	4140	28-78	168	62	130	3	14	130.5	107	59	1.5	22	23	0.046	0.16	13.45
3	8.70	20.90	4000	40-98	200	76	150	5	12	158.5	133	68.5	2.5	26	41	0.120	0.27	24.58
4	14.10	33.80	3860	50-112	225	90	170	5	24	183.5	152	82.5	2.5	38	60	0.229	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	185	6	27	211.5	178	93	3	45	91	0.501	0.68	47.88
6	34.80	83.50	3190	70-156	300	120	215	6	32	245.5	209	106	3	50	141	1.005	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	245	8	37	275	234	118	4	58	199	1.734	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	295	8	50	307	254	138	4	70	285	3.029	2.28	136.1
9	83.80	201.2	2330	110-210	406	175	300	8	53	335	279	154	4	80	352	4.556	3.10	159.9
10	152.0	364.8	2150	120-233	438	190	305	8	58	367	305	168	4	88	428	6.165	3.90	203.3
11	203.5	488.4	1800	130-280	505	220	310	10	72	423	355	193	5	96	596	12.55	6.20	283.0

NOTE 1 - Values are calculated for solid hub

TECHNICAL DATA

GO-FA, GO-FAR & GO-FAM COUPLINGS

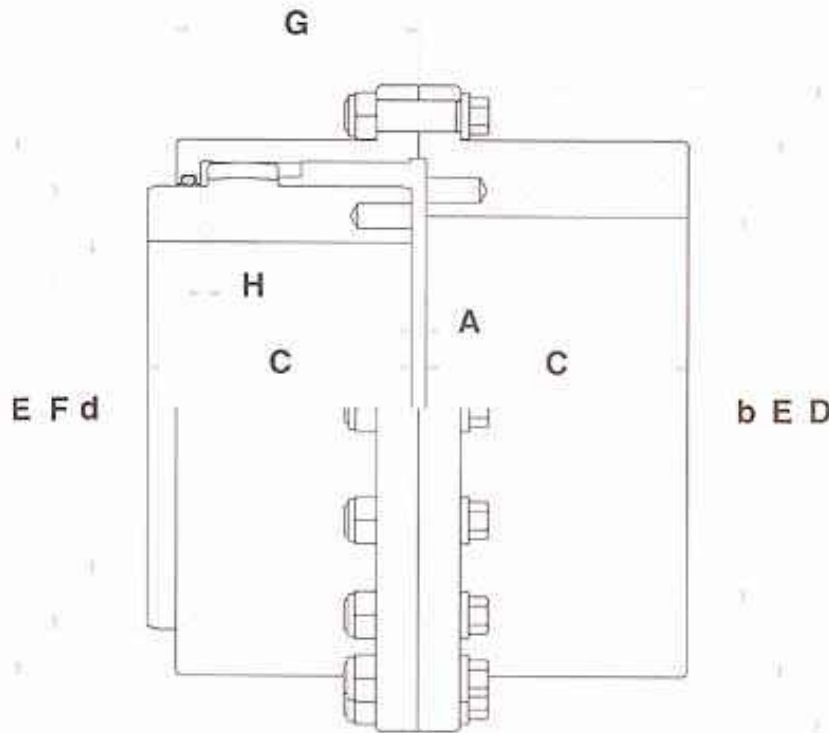


Fig. 08 - GO-FA Coupling

Reversed Hub

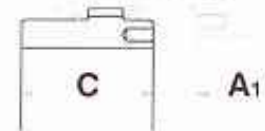


Fig. 09 - GO-FAR Coupling

Longer Hub

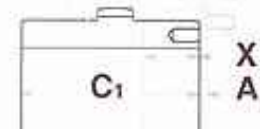


Fig. 10 - GO-FAM Coupling

DENOMINATION EXAMPLE:  
GO-FA GEAR COUPLING SIZE 6  
**GO-6FA Coupling**

TAB. 14

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]										MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
						<b>D</b>	<b>C</b>	<b>C1</b>	<b>A</b>	<b>A1</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>X</b>				
<b>0</b>	1.80	4.32	6000	12-52	60	111	43	105	3	5	82.5	89	39	1.5	12	4.5	0.005	0.04	8.720
<b>1</b>	2.76	6.62	4620	18-62	75	142	50	115	3	8	104.5	85	45.5	1.5	16	8	0.013	0.05	14.62
<b>2</b>	5.55	13.30	4140	28-78	90	168	82	130	3	14	130.5	107	59	1.5	22	14	0.035	0.08	26.93
<b>3</b>	8.70	20.90	4000	40-98	110	200	76	150	5	12	158.5	133	68.5	2.5	26	26	0.091	0.14	49.16
<b>4</b>	14.10	33.80	3860	50-112	130	225	90	170	5	24	183.5	152	82.5	2.5	38	39	0.177	0.24	60.69
<b>5</b>	22.80	54.70	3720	60-132	150	265	105	185	6	27	211.5	178	93	3	45	63	0.407	0.34	95.36
<b>6</b>	34.80	83.50	3190	70-156	175	300	120	215	6	32	245.5	209	106	3	50	95	0.786	0.47	136.5
<b>7</b>	44.00	105.6	2900	85-174	195	330	135	245	8	37	275	234	118	4	58	131	1.331	0.77	195.7
<b>8</b>	69.80	167.5	2570	95-190	220	370	150	295	8	50	307	254	138	4	70	180	2.288	1.14	272.3
<b>9</b>	83.80	201.2	2330	110-210	240	406	175	300	8	53	335	279	154	4	80	248	3.729	1.55	319.9
<b>10</b>	152.0	364.8	2150	120-233	260	438	190	305	8	58	367	305	166	4	86	318	5.609	1.95	406.7
<b>11</b>	203.5	488.4	1800	130-280	300	505	220	310	10	72	423	355	193	5	96	488	10.44	3.10	586.0

NOTE 1 - Values are calculated for solid hubs.

# AO-A, AO-ARR & AO-AMM SPACER COUPLINGS

TECHNICAL DATA

Fig. 11 - AO-A Spacer Couplings

$$LS = LA - A$$

$$ID = LS + 2\epsilon$$

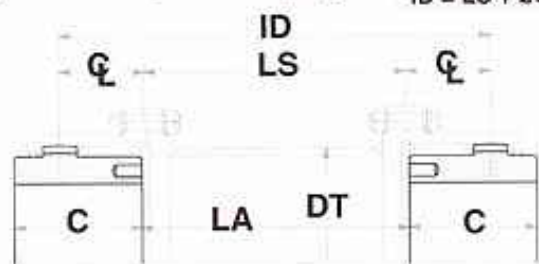


Fig. 12 - AO-ARR Spacer Couplings

$$LS = LA - A2$$

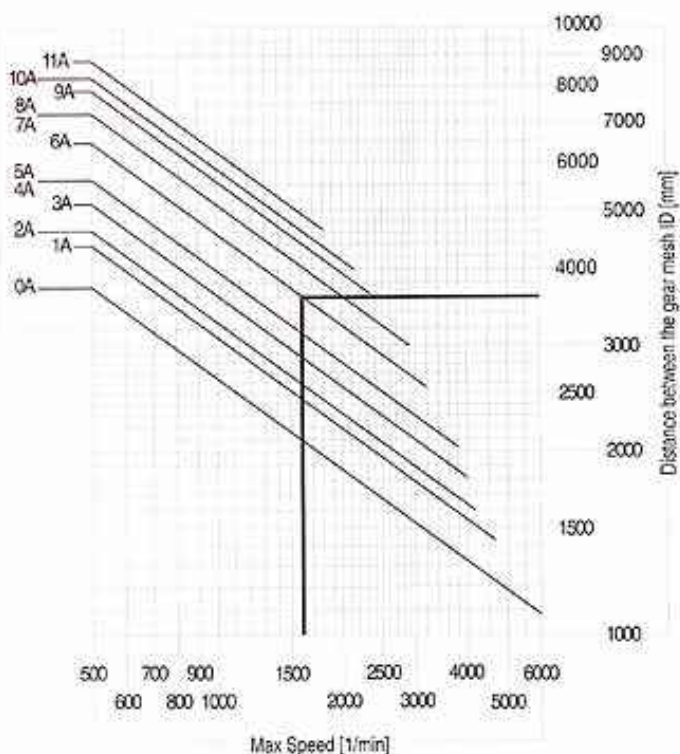
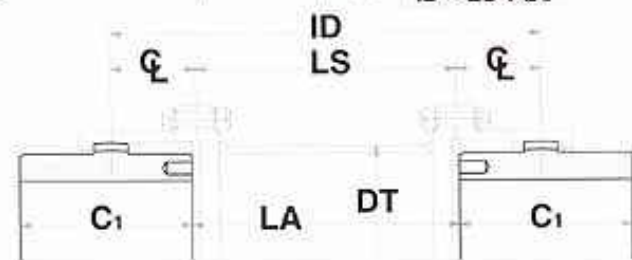
$$ID = LS + 2\epsilon$$



Fig. 13 - AO-AMM Spacer Couplings

$$LS = LA - A$$

$$ID = LS + 2\epsilon$$



Verification Example:  
 AO-6A Spacer Coupling with distance between the gear mesh ID=3600 [mm]  
 In the graph (see bold lines) you can obtain a max working speed of 1600 [1/min]

DENOMINATION EXAMPLE:  
 AO-A GEAR COUPLING SIZE 6  
**AO-6A Spacer Couplings**

TAB. 15

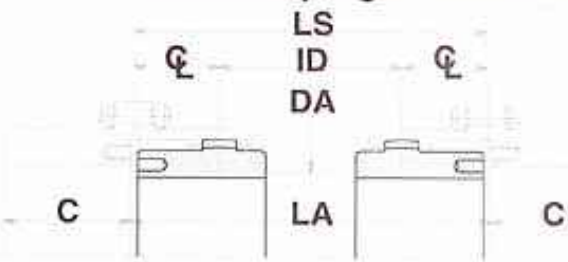
SIZE	Dimensions [mm]										① MASS [Kg] M			① MOMENT OF INERTIA [kgm <sup>2</sup> ] J			① TORSIONAL STIFFNESS K		GREASE QUANTITY [Kg]
	C	C1	A	A2	ϵ	Standard LS	Min LS	DT	AO-A	AO-ARR	AO-AMM	SPACER 100 mm	AO-A	AO-ARR	AO-AMM	SPACER 100 mm	AO-A	[Nm/rad] x 10 <sup>6</sup> / 100 mm	
0	43	105	3	7	24	107	124	175	80	80	22.8	26.5	1.73	0.029	0.031	0.002	0.219	2.282	0.08
1	50	115	3	13	29	107	124	175	90	89	21.5	27	1.19	0.045	0.051	0.003	0.030	2.946	0.09
2	62	130	3	25	38	107	124	175	90	125	32.5	42	1.60	0.091	0.104	0.005	0.489	4.984	0.16
3	76	150	5	19	44	122	122	173	100	140	53.5	70	2.29	0.215	0.250	0.010	1.048	10.69	0.27
4	90	170	5	43	57	122	122	173	100	168	79.5	103	3.54	0.432	0.498	0.022	2.250	23.79	0.47
5	105	185	6	48	66	121	121	172	110	168	113	144	3.54	0.765	0.890	0.022	2.364	23.79	0.68
6	120	215	8	58	76	121	121	172	110	219	155	206	4.17	1.455	1.733	0.046	4.761	49.13	0.93
7	135	245	8	66	86	130	130	273	130	273	212	267	6.17	2.654	3.182	0.107	10.43	113.5	1.54
8	150	295	8	92	100	150	150	273	150	273	270	385	6.17	3.822	4.752	0.107	11.04	113.5	2.28
9	175	300	8	98	114	160	160	324	160	324	356	475	7.04	6.250	7.416	0.183	17.93	193.6	3.10
10	180	305	8	108	124	170	170	356	170	356	438	568	8.11	8.920	10.03	0.243	23.68	256.9	3.90
11	220	310	10	134	146	180	180	406	180	406	662	802	12.3	17.72	19.94	0.478	44.60	505.7	6.20

NOTE 1: Values are calculated for solid hub and spacer length LS = 1000 [mm]

TECHNICAL DATA

AO-FAC & AO-FARC FLOATING SHAFT COUPLINGS

Fig. 14 - AO-FAC Floating Shaft Couplings



$$LS = LA - A$$

$$ID = LS - 2\epsilon$$

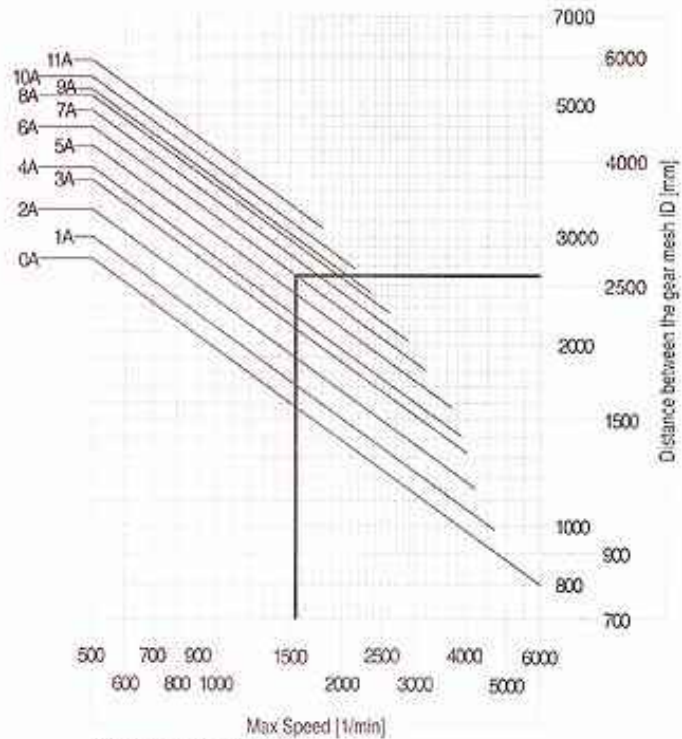
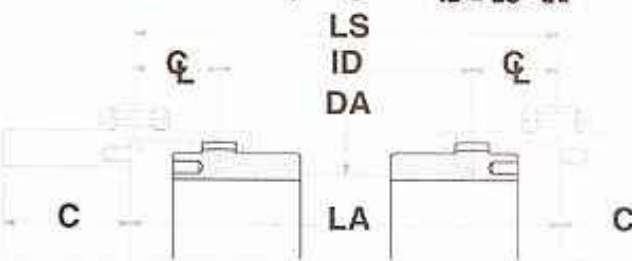


Fig. 15 - AO-FARC Floating Shaft Couplings



$$LS = LA - A$$

$$ID = LS - 2\epsilon$$

Verification Example:  
 AO-6A Spacer Coupling with distance between the gear mesh ID=3600 [mm]  
 In the graph (see bold lines) you can obtain a max working speed of 1600 [1/min]

DENOMINATION EXAMPLE:  
 GO-FAC GEAR COUPLING SIZE 6  
**AO-6FAC Floating Shaft Couplings**

TAB. 16

SIZE	Dimensions [mm]					① MASS [Kg] M			① MOMENT OF INERTIA [kgm <sup>2</sup> ] J			① TORSIONAL STIFFNESS K		GREASE QUANTITY [Kg]
	C	A	ϕ	Min LS	DA	AO-FAC	AO-FARC	SHAFT 100 mm	AO-FAC	AO-FARC	SHAFT 100 mm	AO-FAC	AO-FARC	
0	43	3	24	140	55	26.0	25.9	1.86	0.016	0.016	0.001	0.074	0.720	0.08
1	50	3	29	170	65	39.4	39.1	2.61	0.038	0.038	0.001	0.146	1.404	0.09
2	62	3	38	220	80	62.4	61.6	3.95	0.098	0.097	0.003	0.340	3.221	0.16
3	76	5	44	250	100	104.0	103.1	6.16	0.247	0.246	0.008	0.833	7.885	0.27
4	90	5	57	320	110	138.8	136.0	7.46	0.446	0.442	0.011	1.246	11.51	0.47
5	105	6	66	370	130	207.7	203.3	10.42	0.987	0.887	0.022	2.455	22.46	0.68
6	120	6	76	430	150	294.6	287.4	13.87	1.866	1.846	0.039	4.393	39.81	0.93
7	135	8	86	480	170	390.6	380.3	17.82	3.127	3.069	0.064	7.338	65.69	1.54
8	150	8	100	550	190	514	495	22.26	5.271	5.187	0.100	11.71	102.5	2.28
9	175	8	114	630	200	654	632	24.66	8.250	8.139	0.123	14.79	125.8	3.10
10	190	8	124	690	220	819	789	29.84	12.32	12.14	0.181	21.86	184.2	3.90
11	220	10	146	800	250	1188	1140	38.53	24.54	24.16	0.301	37.62	307.2	6.20

NOTE 1 - Values are calculated for solid hubs and floating shaft length LS = 1000 [mm]



GO-AV COUPLINGS & AO-AV SPACER COUPLINGS

TECHNICAL DATA

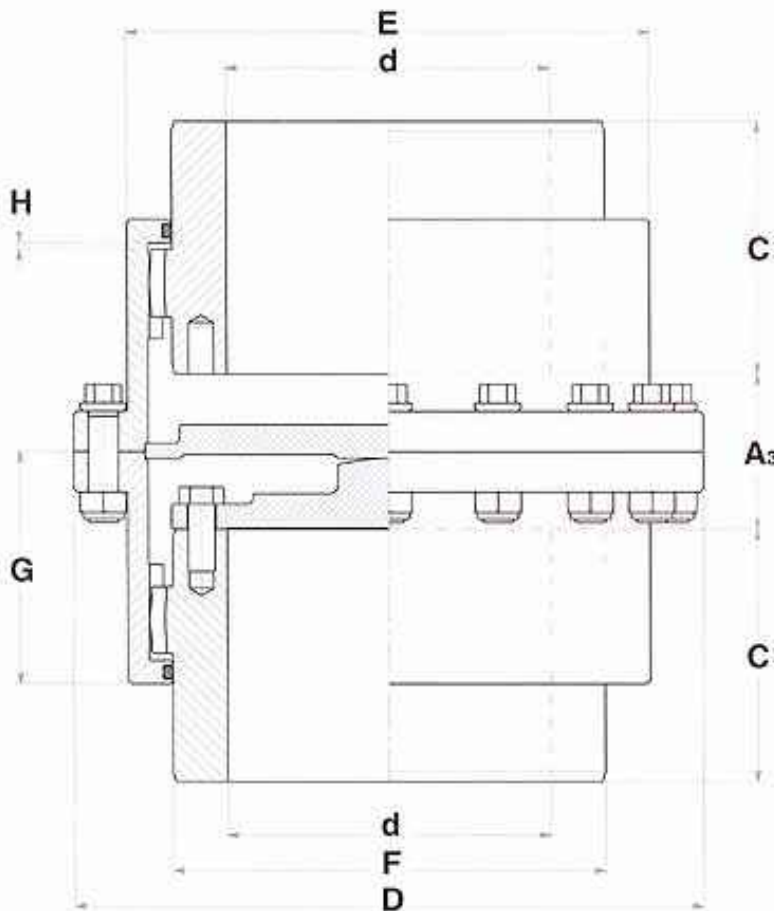


Fig. 16 - GO-AV Coupling

Shaft Diameter	M	N
from 24 to 30	M10	22
from 30 to 38	M12	28
from 38 to 50	M16	36
from 50 to 65	M20	42
from 65 to 100	M24	50
from 100 to 160	M30	60
from 160 to 200	M36	80
from 200 to 250	M48	100
from 250 to 300	M56	125

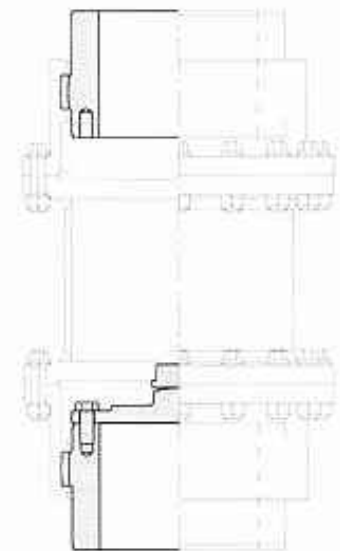
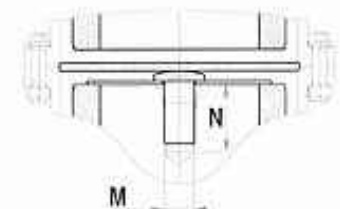


Fig. 17 - AO-AV Spacer Couplings



DENOMINATION EXAMPLE:  
GO-AV GEAR COUPLING SIZE 6  
**GO-6AV Coupling**

TAB. 17

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [tr/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]							MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
					D	C	A <sub>3</sub>	E	F	G	H				
0	1.80	4.32	6000	12-52	111	43	23	82.5	69	39	1.5	4.3	0.005	0.09	4.360
1	2.76	6.62	4620	18-62	142	50	23	104.5	85	45.5	1.5	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	28-78	168	62	31	130.5	107	59	1.5	13.5	0.033	0.16	13.45
3	8.70	20.90	4000	40-98	200	76	31	158.5	133	68.5	2.5	25	0.085	0.27	24.58
4	14.10	33.80	3660	50-112	225	90	43	183.5	152	82.5	2.5	37	0.163	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	48	211.5	178	93	3	60	0.376	0.68	47.68
6	34.80	83.50	3190	70-156	300	120	58	245.5	209	106	3	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	66	275	234	118	4	124	1.226	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	82	307	254	138	4	170	2.099	2.28	136.1
9	83.80	201.2	2330	110-210	406	175	88	335	279	154	4	233	3.390	3.10	159.9
10	152.0	364.8	2150	120-233	438	190	108	367	305	166	4	298	5.053	3.90	203.3
11	203.5	488.4	1800	130-280	505	220	134	423	355	193	5	457	10.33	6.20	283.0

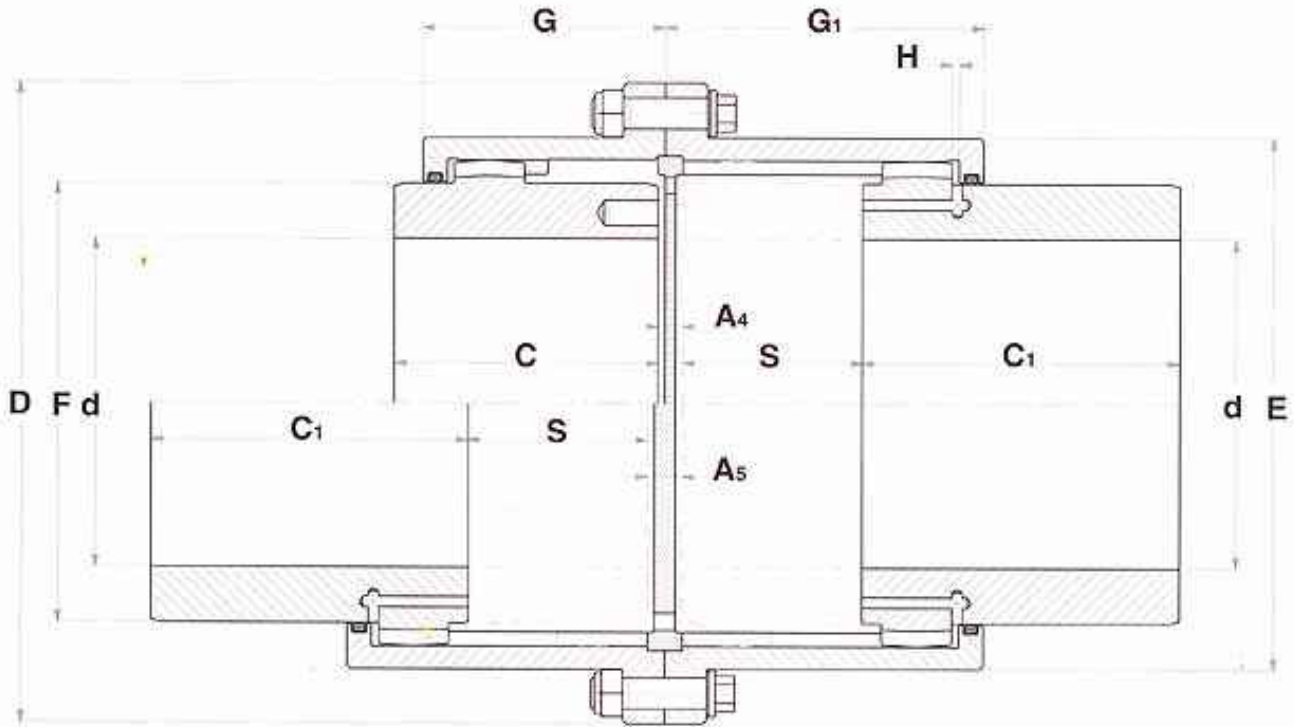
NOTE1 - Values are calculated for solid hubs and refer GO-AV couplings only.

TECHNICAL DATA

GO-ASC & GO-ASC.D COUPLINGS

Fig. 18 - GO-ASC Coupling

DENOMINATION EXAMPLE:  
GO-ASC GEAR COUPLING SIZE 6  
**GO-6ASC Coupling**



DENOMINATION EXAMPLE:  
GO-ASC.D GEAR COUPLING SIZE 6  
**GO-6ASC.D Coupling**

Fig. 19 - GO-ASC.D Coupling

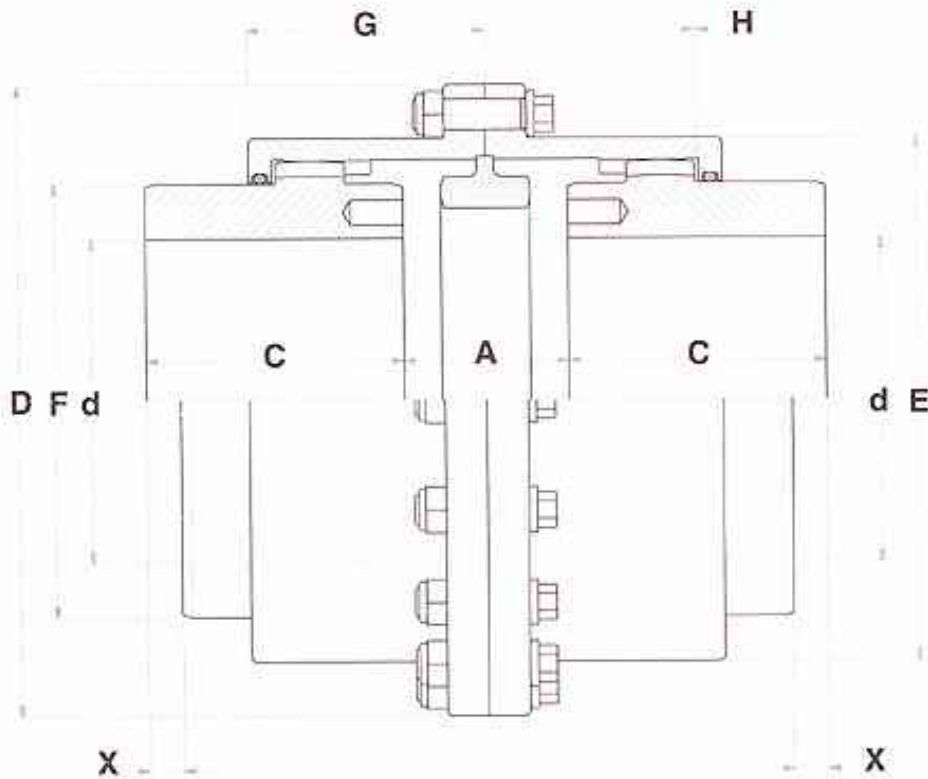
TAB. 18

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]								GREASE QUANTITY [Kg]	GO-ASC		GO-ASC.D	
					<b>D</b>	<b>C</b>	<b>C<sub>1</sub></b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>G<sub>1</sub></b>	<b>H</b>		MIN <b>A<sub>4</sub></b>	MAX <b>S</b>	MIN <b>A<sub>5</sub></b>	MAX <b>S+S</b>
<b>0</b>	1.80	4.32	6000	12-52	111	43	100	82.5	69	39	100	1.5	0.08	7-69	62	11-135	124
<b>1</b>	2.76	6.62	4620	18-62	142	50	102	104.5	85	45.5	98.5	1.5	0.09	7-69	62	11-135	124
<b>2</b>	5.55	13.30	4140	28-78	168	62	110	130.5	107	59	106.5	1.5	0.16	7-71	64	11-139	128
<b>3</b>	8.70	20.90	4000	40-98	200	76	122	158.5	133	68.5	119.5	2.5	0.27	8-80	72	11-155	144
<b>4</b>	14.10	33.80	3650	50-112	225	90	130	183.5	152	82.5	122.5	2.5	0.47	8-80	72	11-155	144
<b>5</b>	22.80	54.70	3720	60-132	265	105	144	211.5	178	93	137	3	0.68	10-90	80	14-174	160
<b>6</b>	34.80	83.50	3190	70-156	300	120	156	245.5	203	106	151	3	0.93	10-98	88	14-190	176
<b>7</b>	44.00	105.6	2900	85-174	330	135	162	275	234	118	158	4	1.54	14-102	88	20-196	176
<b>8</b>	69.80	167.5	2570	95-190	370	150	180	307	254	138	181	4	2.28	14-116	102	20-224	204
<b>9</b>	83.80	201.2	2330	110-210	406	175	220	335	279	154	213	4	3.10	14-144	130	20-280	260
<b>10</b>	152.0	364.8	2150	120-233	438	190	220	367	305	166	217	4	3.90	14-144	130	20-280	260
<b>11</b>	203.5	498.4	1800	130-260	505	220	210	423	355	193	209	5	6.20	16-126	110	22-242	220

NOTE 1 - Values are calculated for solid hub.

GO-ACS COUPLINGS

TECHNICAL DATA



DENOMINATION EXAMPLE:  
GO-ACS GEAR COUPLING SIZE 6  
**GO-6ACS Coupling**

Fig. 20 - GO-ACS Coupling

TAB. 19

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MTI MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① K x 10 <sup>6</sup> [Nm/rad]	
					<b>D</b>	<b>C</b>	<b>A</b>		<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>					<b>Xt=X+X</b>
0	1.60	4.32	6000	12-52	111	43	8	24	82.5	69	39	1	18 = 8+8	4.3	0.005	0.08	4.360
1	2.76	6.62	4620	16-62	142	50	8	24	104.5	85	45.5	1	18 = 8+8	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	20-76	168	62	8	26	130.5	107	59	1	18 = 9+9	13.5	0.033	0.16	13.45
3	6.70	20.90	4000	40-98	200	76	8	30	159.5	133	88.5	1	22=11+11	25	0.085	0.27	24.88
4	14.10	33.30	3860	50-112	225	90	22	45	183.5	152	92.5	1	24=12+12	37	0.163	0.47	30.34
5	23.80	54.70	3720	60-132	265	105	20	52	211.5	178	93	1	32=16+16	60	0.376	0.68	47.68
6	34.80	83.50	3190	70-156	300	120	26	62	245.5	209	106	1	36=18+18	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	38	70	275	234	118	2	32=16+16	124	1.226	1.54	97.86
8	69.60	167.5	2570	95-190	370	150	56	96	307	254	138	2	40=20+20	170	2.039	2.28	136.1
9	83.60	201.2	2330	110-210	406	175	60	102	335	279	154	2	42=21+21	233	3.390	3.10	159.9
10	152.0	364.8	2150	120-233	439	190	64	112	367	305	166	2	48=24+24	298	5.053	3.60	203.3
11	203.5	488.4	1800	130-260	505	220	60	140	423	355	193	2	60=30+30	457	10.33	6.20	283.0

NOTE 1 - Values are calculated for solid hubs

TECHNICAL DATA

GO-ALGD & GO-ALGE COUPLINGS

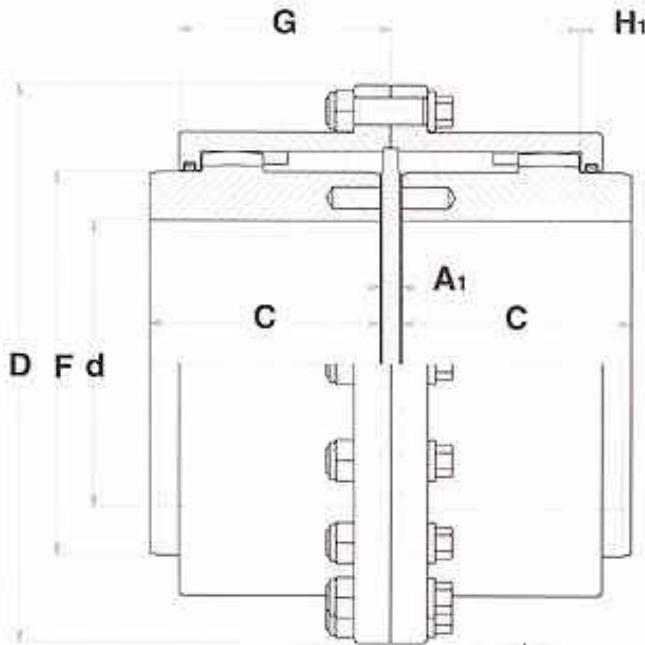


Fig. 21 - GO-ALGD Coupling

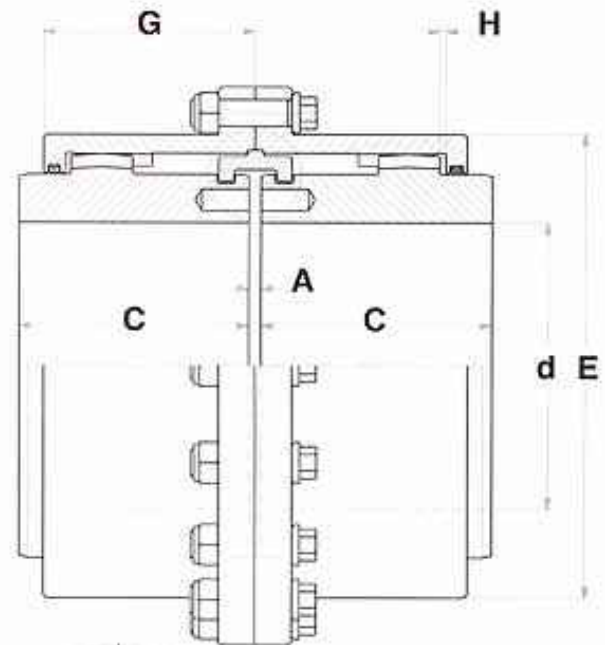
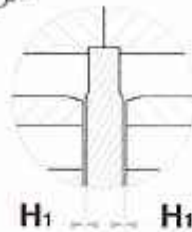
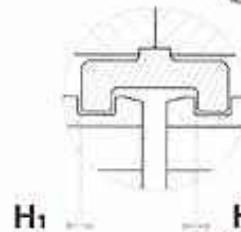


Fig. 22 - GO-ALGE Coupling



DENOMINATION EXAMPLE:  
GO-ALGD GEAR COUPLING SIZE 6  
**GO-6ALGD Coupling**

DENOMINATION EXAMPLE:  
GO-ALGE GEAR COUPLING SIZE 6  
**GO-6ALGE Coupling**

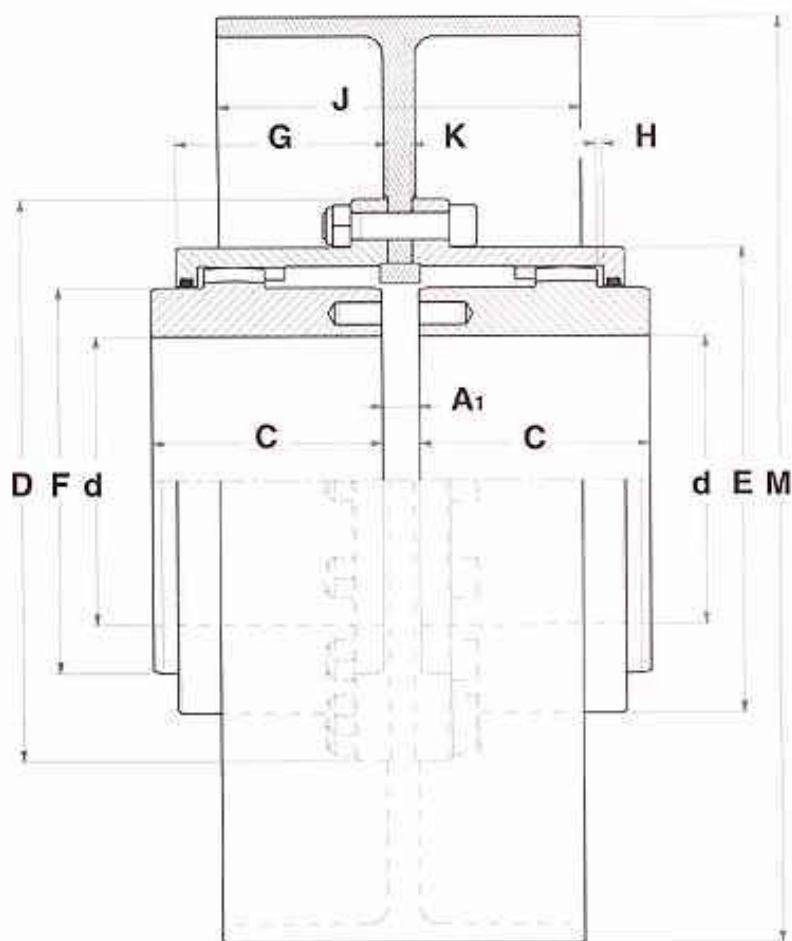
TAB. 20

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]									MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	A <sub>1</sub>	E	F	G	H	H <sub>1</sub>				
0	1.80	4.32	6000	12-52	111	43	3	5	82.5	69	39	1.5	0.5	4.3	0.005	0.08	4.360
1	2.76	6.62	4620	18-62	142	50	3	5	104.5	85	45.5	1.5	0.5	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	28-78	168	62	3	5	130.5	107	59	1.5	0.5	13.5	0.033	0.16	13.45
3	8.70	20.90	4000	40-98	200	76	5	8	158.5	133	68.5	2.5	1	25	0.085	0.27	24.59
4	14.10	33.80	3880	50-112	225	90	5	8	183.5	152	82.5	2.5	1	37	0.163	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	6	10	211.5	178	93	3	1	60	0.376	0.68	47.68
6	34.80	83.50	3190	70-156	300	120	6	10	245.5	209	106	3	1	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	8	14	275	234	118	4	1	124	1.226	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	8	14	307	254	138	4	1	170	2.099	2.28	133.1
9	83.80	201.2	2330	110-210	406	175	8	14	335	279	154	4	1	233	3.390	3.10	159.9
10	152.0	364.8	2150	120-233	438	190	8	14	367	305	166	4	1	298	5.053	3.90	203.3
11	203.5	488.4	1800	130-260	505	220	10	18	423	355	193	5	1	457	10.33	6.20	283.0

NOTE 1 - Values are calculated for solid hub.

GO-A.FF COUPLINGS

TECHNICAL DATA



GO-A COUPLING SIZE	MAIN BRAKE PULLEY ASSEMBLIES						
0							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
	200	250	315	400	500	630	710
BRAKE PULLEY	SIZE Dimensions [mm]						
M	200	250	315	400	500	630	710
J	75	95	118	150	190	236	265
K	8	10	12	14	18	22	22

DENOMINATION EXAMPLE:  
GO-A.FF COUPLING SIZE 6 + SIZE 630 BRAKE PULLEY  
**GO-6A.FF.630 Coupling**

Fig. 23 - GO-A.FF Coupling

TAB. 21

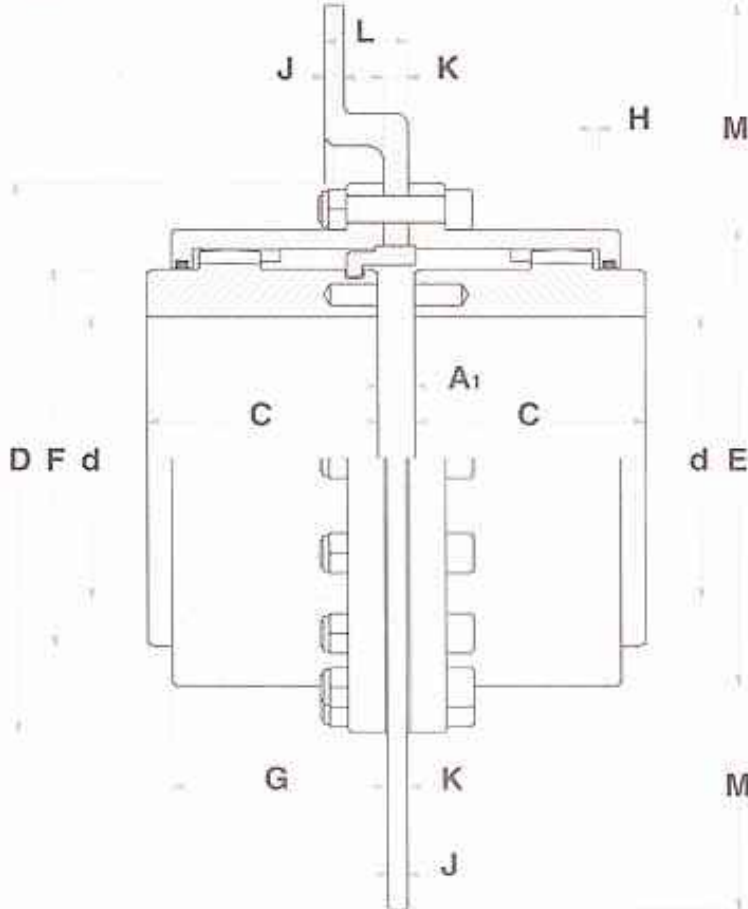
SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m²]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	A1	E	F	G	H				
0	1.80	4.32	6000	12-62	111	43	3	3 + K	32.5	69	39	1.6	4.3	0.005	0.08	4.360
1	2.76	6.62	4620	18-62	142	50	3	3 + K	104.5	85	45.5	1.5	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	28-78	168	62	3	3 + K	130.5	107	59	1.5	13.5	0.033	0.16	13.45
3	8.70	20.90	4000	40-89	200	76	5	5 + K	158.5	133	68.5	2.5	25	0.085	0.27	24.58
4	14.10	33.80	3980	50-112	225	90	5	5 + K	183.5	152	82.5	2.5	37	0.163	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	6	6 + K	211.5	178	93	3	60	0.376	0.69	47.68
6	34.80	83.50	3180	70-156	300	120	6	6 + K	245.5	209	106	3	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	8	8 + K	275	234	118	4	124	1.226	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	8	8 + K	307	264	138	4	170	2.099	2.28	136.1
9	83.80	201.2	2330	110-210	406	175	8	8 + K	335	279	154	4	233	3.990	3.10	199.9
10	152.0	364.8	2150	120-233	438	190	8	8 + K	367	305	166	4	298	5.053	3.90	203.3
11	203.5	468.4	1800	130-280	505	220	10	10 + K	423	355	193	5	457	10.33	6.20	283.0

NOTE 1 - Values are calculated for solid hub and without brake wheel.

TECHNICAL DATA

GO-A.DT & GO-A.DF COUPLINGS

Fig. 24 - GO - A.DT Coupling



DENOMINATION EXAMPLE:  
GO-A.DT COUPLING SIZE 6 + BRAKE DISC SIZE 610

**GO-6A.DT.610 Coupling**

GO-A COUPLING SIZE	TWIFLEX BRAKE DISC ASSEMBLIES									
	250	300	350	400	460	515	610	710	810	915
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
BRAKE DISC	SIZE Dimensions [mm]									
M	250	300	356	406	457	514	610	711	812	915
J	12.7									
K	6	13	16	13	16	16	16	19	25	25
L	36	41					54			

DENOMINATION EXAMPLE:  
GO-A.DF COUPLING SIZE 6 + SIZE 610 BRAKE DISC

**GO-6A.DF.610 Coupling**

Fig. 25 - GO-A.DF Coupling

TAB. 22

SIZE	NOMINAL TORQUE [Nm]	MAX TORQUE [Nm]	MAX SPEED [1/min]	MIN MAX [mm]	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	A <sub>1</sub>	E	F	G	H				
0	1.80	4.32	6000	12-52	111	43	3	3 + K	82.5	69	39	1.5	4.3	0.005	0.08	4.360
1	2.76	6.62	4620	16-62	142	50	3	3 + K	104.5	65	45.5	1.5	7.5	0.012	0.09	7.310
2	5.55	13.30	4140	22-78	169	62	3	3 + K	130.5	107	59	1.5	13.5	0.033	0.16	13.45
3	8.70	20.90	4000	40-98	200	78	5	5 + K	158.5	133	68.5	2.5	25	0.085	0.27	24.58
4	14.10	32.80	3800	50-112	225	93	5	5 + K	183.5	152	82.5	2.5	37	0.163	0.47	30.34
5	22.80	54.70	3720	60-132	265	105	6	6 + K	211.5	178	93	3	60	0.376	0.68	47.68
6	34.90	83.50	3190	70-156	300	120	8	6 + K	245.5	209	106	3	90	0.727	0.93	68.27
7	44.00	105.6	2900	85-174	330	135	8	6 + K	275	234	118	4	121	1.226	1.54	97.85
8	69.80	167.5	2570	95-190	370	150	8	6 + K	307	254	136	4	170	2.099	2.28	136.1
9	83.80	204.2	2330	110-210	406	175	8	8 + K	335	279	154	4	203	3.380	3.10	159.9
10	152.0	384.8	2150	120-233	438	190	8	8 + K	367	305	166	4	298	5.053	3.90	203.3
11	203.5	486.4	1800	130-250	505	220	10	10 + K	423	355	193	5	457	10.33	6.20	283.0

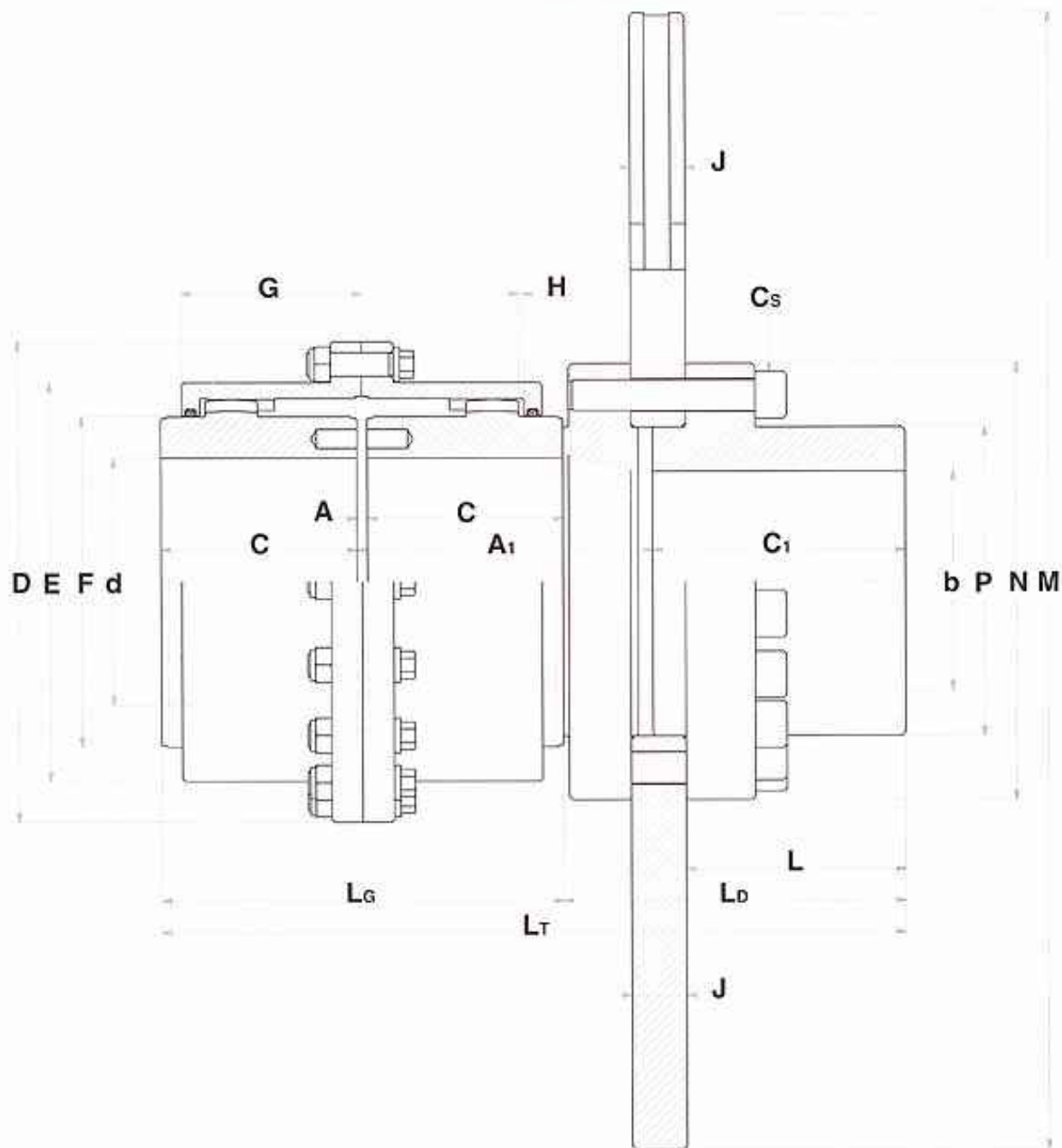
NOTE 1 - Values are calculated for solid hub and without brake disc.

**GO-A.DFV & GO-A.DFP COUPLINGS**

TECHNICAL DATA

**Fig. 26 - GO-A.DFV Coupling**

DENOMINATION EXAMPLE:  
GO-A.DFV COUPLING SIZE 6 + SIZE 630V30 BRAKE DISC  
**GO-6A.DFV.630 V30 Coupling**



DENOMINATION EXAMPLE:  
GO-A.DFP COUPLING SIZE 6 + SIZE 630P30 BRAKE DISC  
**GO-6A.DFP.630 P30 Coupling**

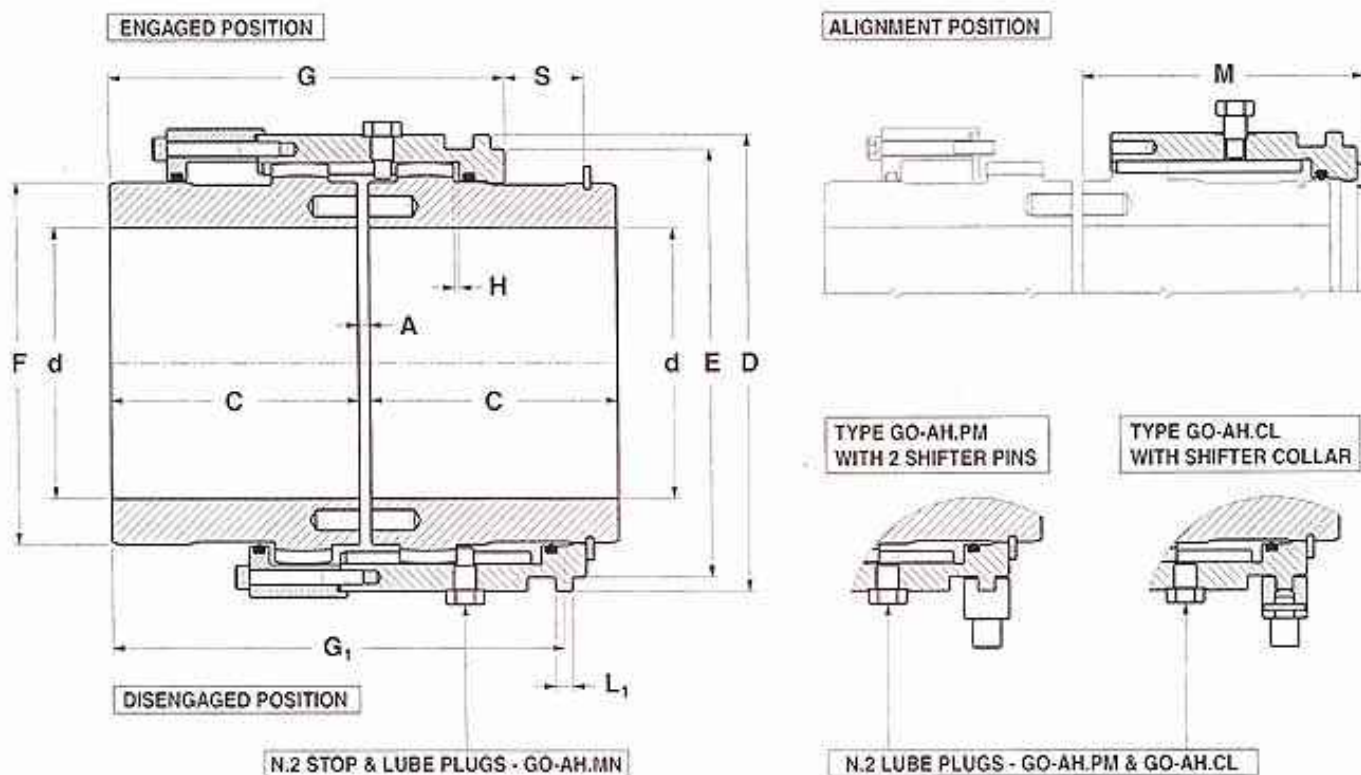
**Fig. 27 - GO-A.DFP Coupling**





GO-AH.MN, GO-AH.PM & GO-AH.CL COUPLINGS

TECHNICAL DATA



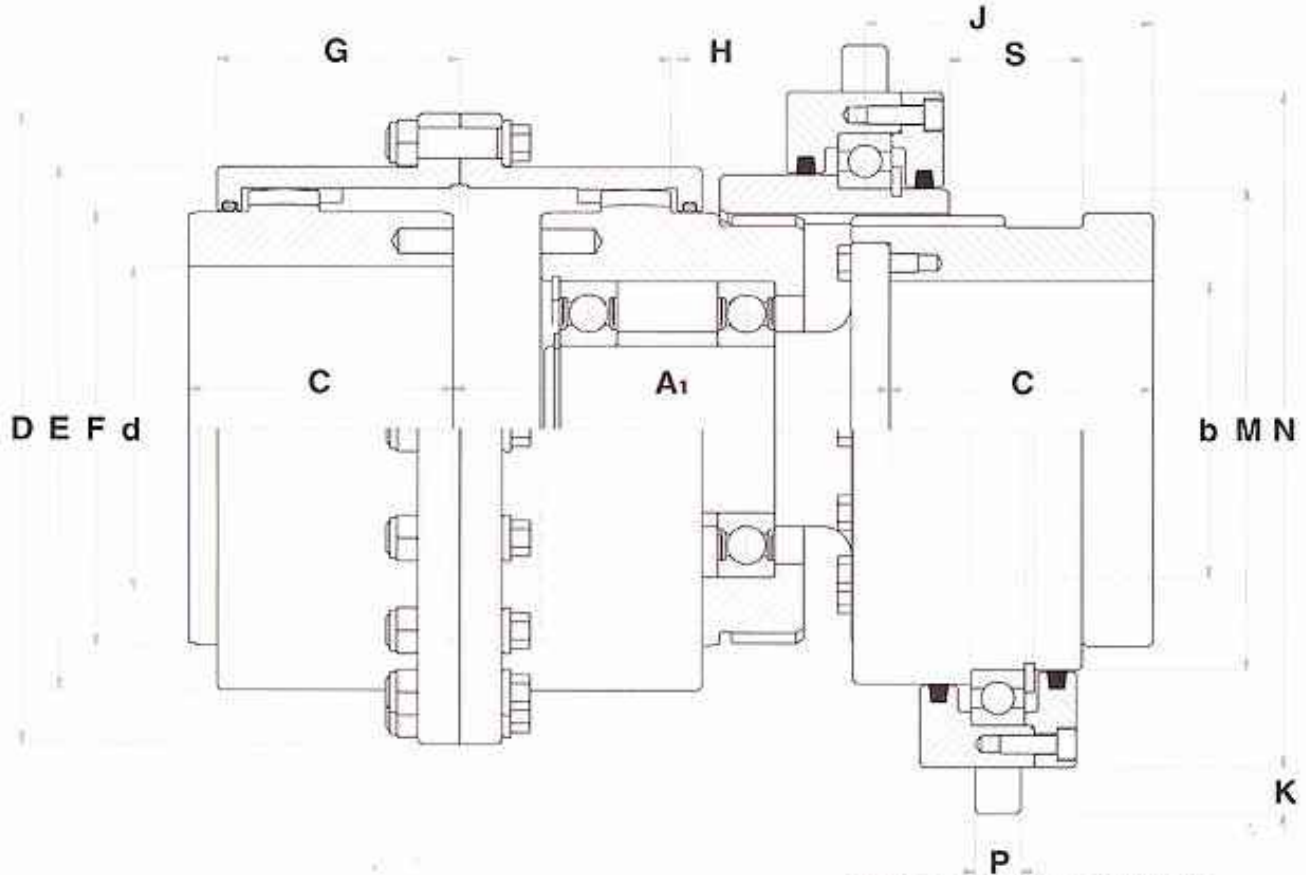
DENOMINATION EXAMPLE:  
GO-AH.MN GEAR COUPLING SIZE 6  
**GO-6AH.MN Coupling**

Fig. 28 - GO-AH.MN Coupling

TAB. 25

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [rpm] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]											GREASE QUANTITY [Kg]
					<b>D</b>	<b>C</b>	<b>A</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>G<sub>1</sub></b>	<b>L<sub>1</sub></b>	<b>H</b>	<b>S</b>	<b>M</b>	
0	1.80	4.32	3000	12-62	100	60	3	90	69	98	112	6	1.5	17	70	0.08
1	2.76	6.62	2500	18-62	120	70	3	110	85	111	124	6	1.5	22	80	0.09
2	5.55	13.30	2000	28-78	152	85	3	138	107	135.5	152.5	8	1.5	29	95	0.16
3	8.70	20.90	1800	40-98	175	95	5	161	133	155.5	176	8	2.5	32	110	0.27
4	14.10	33.80	1500	50-112	200	105	5	186	152	170.5	192.5	8	2.5	34	120	0.47
5	22.80	54.70	1350	60-132	230	120	6	215	178	195	220	12	3	39	135	0.68
6	34.80	83.50	1200	70-156	260	130	6	248	209	206	235	12	3	45	145	0.93
7	44.00	105.6	1100	85-174	290	150	8	273	234	238	272	12	4	50	160	1.54
8	69.60	167.5	950	95-190	320	175	8	300	254	279	319	12	4	56	200	2.25
9	83.80	201.2	900	110-210	350	190	8	329	279	303	346	12	4	62	220	3.10
10	152.0	364.8	800	120-233	395	220	8	374	305	356	407	12	4	70	265	3.90
11	203.5	488.4	700	130-260	450	250	10	420	355	404	461	16	5	77	295	6.20

NOTE - The max speed values (nk) are applicable to GO-AH.MN & GO-AH.CL couplings, and must be reduced of 20% for GO-AH.PM type.



DENOMINATION EXAMPLE:  
GO-AH.RO GEAR COUPLING SIZE 6  
**GO-6AH.RO Coupling**

Fig. 29 - GO-AH.RO Coupling

TAB. 26

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN Max [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]													GREASE QUANTITY [Kg]
						<b>D</b>	<b>C</b>	<b>A1</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>M</b>	<b>N</b>	<b>J</b>	<b>K</b>	<b>P</b>	<b>S</b>	
<b>0</b>	1.80	4.32	6000	12-52	38	111	43	80	82.5	69	59	1.5	80	120	56	12	12	28	0.08
<b>1</b>	2.76	6.62	4620	18-62	50	142	50	95	104.5	85	45.5	1.5	100	150	66	12	12	35	0.09
<b>2</b>	5.55	13.30	4140	28-78	68	168	62	115	130.5	107	59	1.5	120	175	78	16	16	40	0.16
<b>3</b>	8.70	20.90	4000	40-98	86	200	76	130	158.5	133	68.5	2.5	150	220	89	16	16	45	0.27
<b>4</b>	14.10	33.80	3600	50-112	94	225	90	155	183.5	152	82.5	2.5	170	260	107	16	16	50	0.47
<b>5</b>	22.80	54.70	3720	60-132	120	265	105	165	211.5	178	93	3	200	300	122	20	20	50	0.68
<b>6</b>	34.80	83.50	3190	70-156	135	300	120	190	245.5	209	106	3	240	350	135	20	20	60	0.93
<b>7</b>	44.00	105.6	2900	85-174	160	330	135	220	275	234	118	4	260	370	151	20	20	70	1.54
<b>8</b>	69.80	167.5	2570	95-190	170	370	150	250	307	254	138	4	280	400	158	20	20	80	2.28
<b>9</b>	83.80	201.2	2330	110-210	185	406	175	275	355	279	154	4	320	480	175	24	24	90	3.10
<b>10</b>	152.0	384.8	2150	120-233	200	433	190	300	367	305	168	4	340	470	181	24	24	100	3.90
<b>11</b>	203.5	498.4	1800	130-280	250	505	220	350	423	355	193	5	400	550	193	27	27	115	6.20

GO-AS, AO-AS & AO-FAS COUPLINGS

TECHNICAL DATA

TAB. 27

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]			
						<b>D</b>	<b>C</b>	<b>E</b>	<b>F</b>
0	1.80	4.32	6000	12-52	60	111	43	82.5	69
1	2.76	6.62	4620	16-62	75	142	50	104.5	85
2	6.55	13.30	4140	26-78	90	168	62	130.5	107
3	8.70	20.90	4000	40-98	110	200	76	158.5	133
4	14.10	33.80	3860	50-112	130	225	90	183.5	152
5	22.80	54.70	3720	60-132	150	265	105	211.5	176
6	34.80	83.50	3190	70-156	175	300	120	245.5	209
7	44.00	105.6	2900	85-174	195	330	135	275	234
8	69.00	167.5	2570	95-190	220	370	150	307	254
9	83.60	201.2	2330	110-210	240	406	175	335	279
10	152.0	364.8	2150	120-233	260	438	190	367	305
11	203.5	468.4	1800	130-260	300	505	220	423	355

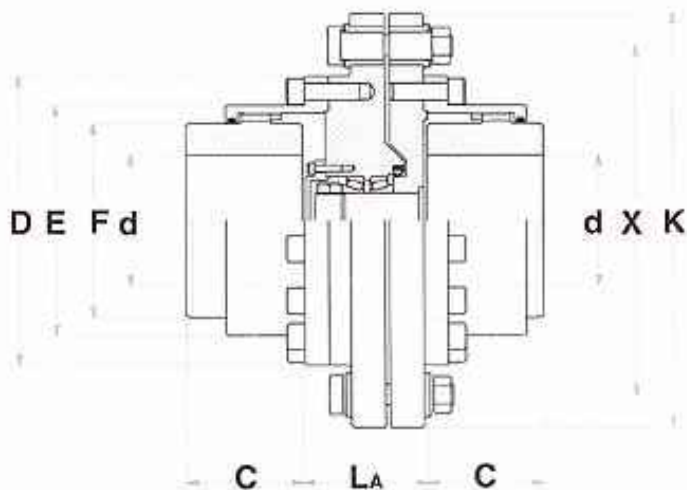


Fig. 30 - GO-AS Coupling

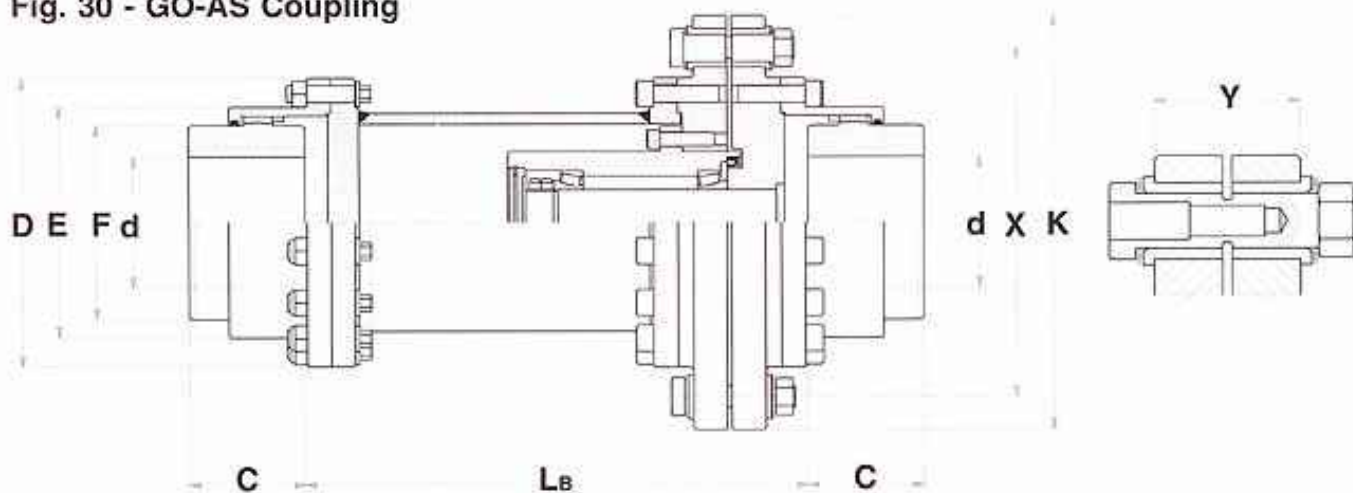


Fig. 31 - AO-AS Spacer Couplings

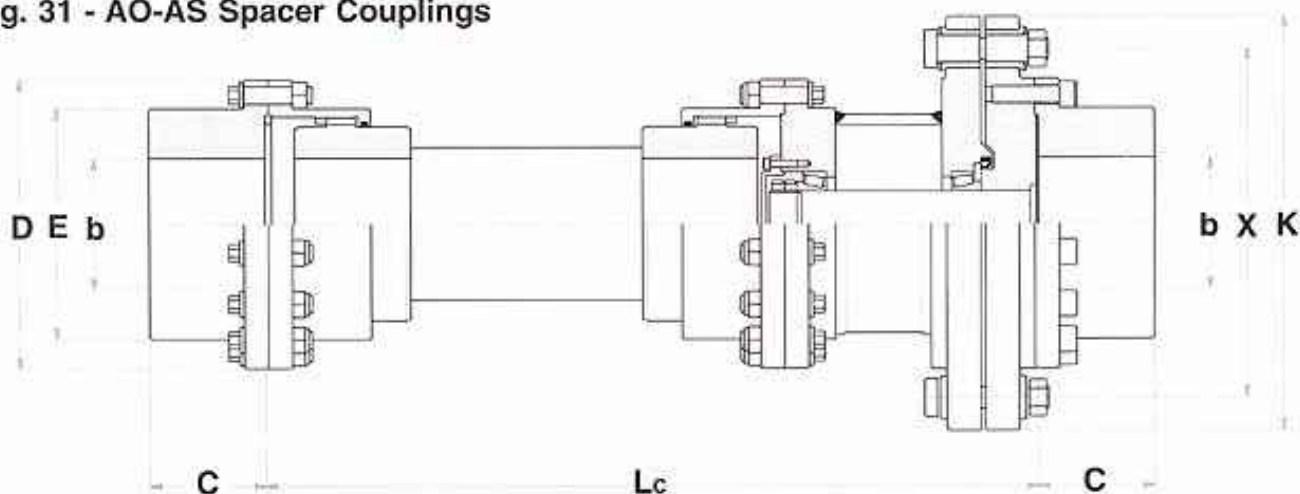


Fig. 32 - AO-FAS Floating Shaft Couplings

## TECHNICAL DATA

## GO-AS, AO-AS &amp; AO-FAS COUPLINGS

TAB. 28

SIZE	DIMENSIONS [mm]						SHEAR PIN DEVICE TYPE	SHEAR PIN TYPE L			SHEAR PIN TYPE H		
	min LA	min LB	min LC	K	X	Y		TYPE	SETTING [kNm]		TYPE	SETTING [kNm]	
								MIN	MAX		MIN	MAX	
0	85	160	300	150	130	28	08.2.13	08L	0.20	0.37	08H	0.33	0.63
				165	140	34	10.2.14	10L	0.31	0.63	10H	0.52	1.04
				170	140		12.2.14	12L	0.48	0.85	12H	0.80	1.42
1	85	170	300	195	170	34	10.2.17	10L	0.38	0.76	10H	0.64	1.27
				200	170		12.2.17	12L	0.58	1.04	12H	0.97	1.72
				215	180	50	14.2.18	14L	0.82	1.60	14H	1.37	2.66
2	100	200	400	230	200	34	12.2.20	12L	0.69	1.22	12H	1.15	2.03
				235	200	50	14.2.20	14L	0.91	1.78	14H	1.52	2.96
				250	210		17.2.21	17L	1.51	2.72	17H	2.51	4.52
3	100	200	400	265	230	50	14.2.23	14L	1.05	2.05	14H	1.75	3.40
				270	230		17.2.23	17L	1.66	2.98	17H	2.75	4.95
				300	250	66	22.2.25	22L	2.86	5.46	22H	4.75	9.07
4	110	240	500	310	270	50	17.2.27	17L	1.85	3.50	17H	3.23	5.82
				320	270	66	22.2.27	22L	3.09	5.90	22H	5.13	9.80
				340	280		25.2.28	25L	4.22	7.84	25H	6.41	11.90
5	110	280	500	360	310	66	22.2.31	22L	3.54	6.77	22H	5.89	11.25
				380	320		25.2.32	25L	4.83	8.96	25H	7.33	13.60
				390	320		30.2.32	30L	6.73	12.76	30H	10.21	19.36
6	140	290	600	400	350	66	22.2.35	22L	4.00	7.64	22H	6.65	12.70
				410	350		25.2.35	25L	5.28	9.80	25H	8.02	14.87
				430	360		30.2.36	30L	7.57	14.36	30H	11.49	21.78
				450	370	84	35.2.37	35L	10.76	20.33	35H	16.33	30.85
7	150	310	650	440	380	66	25.2.38	25L	5.73	10.64	25H	8.70	16.15
				460	390		30.2.39	30L	8.20	15.55	30H	12.45	23.60
				480	400	84	35.2.40	35L	11.64	21.98	35H	17.66	33.35
				500	410		40.2.41	40L	15.66	29.07	40H	23.76	44.11
8	150	330	700	480	420	66	25.2.42	25L	6.34	11.76	25H	9.62	17.85
				500	430		30.2.43	30L	9.04	17.15	30H	13.72	26.02
				530	450	84	35.2.45	35L	13.09	24.73	35H	19.86	37.52
				540	450		40.2.45	40L	17.18	31.91	40H	26.07	48.41
				560	460	105	45.2.46	45L	21.78	41.54	45H	33.04	63.03
9	170	380	800	520	460	66	25.2.46	25L	6.94	12.88	25H	10.54	19.55
				530	460		30.2.46	30L	9.68	18.34	30H	14.68	27.84
				560	480	84	35.2.48	35L	13.96	26.38	35H	21.19	40.03
				570	480		40.2.48	40L	18.33	34.03	40H	27.81	51.64
				600	500	105	45.2.50	45L	23.67	45.16	45H	35.92	68.52
				610	500		50.2.50	50L	28.73	56.03	50H	43.60	85.01
10	170	390	900	580	510	66	30.2.51	30L	10.73	20.34	30H	16.28	30.86
				590	510	84	35.2.51	35L	14.84	28.03	35H	22.51	42.53
				610	520		40.2.52	40L	19.86	36.87	40H	30.13	55.95
				620	520		45.2.52	45L	24.62	46.96	45H	37.35	71.26
				640	530	105	50.2.53	50L	30.46	59.39	50H	46.21	90.12
				640	530		55.2.53	55L	37.29	71.61	55H	56.58	108.66
11	170	420	1000	600	580	84	35.2.58	35L	16.87	31.88	35H	25.60	48.37
				680	590		40.2.59	40L	22.53	41.84	40H	34.19	63.48
				690	590		45.2.59	45L	27.93	53.29	45H	42.38	80.85
				710	600	105	50.2.60	50L	34.48	67.24	50H	52.32	102.02
				710	600		55.2.60	55L	42.22	81.07	55H	64.05	123.01
				730	610	137	60.2.61	60L	51.46	98.49	60H	78.08	149.44

NOTE 1 - Setting torques shown in the table are for 2 shear pins;  
for 3 shear pins multiply the values by 1.5.

DENOMINATION EXAMPLE:  
GO-AS COUPLING SIZE 6 + DEVICE 30H.2.36  
**GO-6AS.30H.2.36 Coupling**

GO-ASX & AO-ASX COUPLINGS

TECHNICAL DATA

TAB. 29

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]			
						<b>D</b>	<b>C</b>	<b>E</b>	<b>F</b>
0	1.80	4.32	6000	12-62	60	111	43	82.5	69
1	2.76	6.62	4620	18-82	75	142	50	104.5	85
2	5.55	13.30	4140	26-73	90	168	62	130.5	107
3	8.70	20.90	4000	40-98	110	200	76	158.5	133
4	14.10	33.80	3800	50-112	130	225	90	183.5	152
5	22.80	54.70	3720	60-132	150	265	105	211.5	178
6	34.30	83.50	3190	70-156	175	300	120	245.5	209
7	44.00	105.6	2900	85-174	195	330	135	275	234
8	69.80	167.5	2570	95-190	220	370	150	307	254
9	83.80	201.2	2330	110-210	240	405	175	335	279
10	152.0	364.8	2150	120-233	260	438	190	367	305
11	203.5	488.4	1800	130-280	300	505	220	423	355

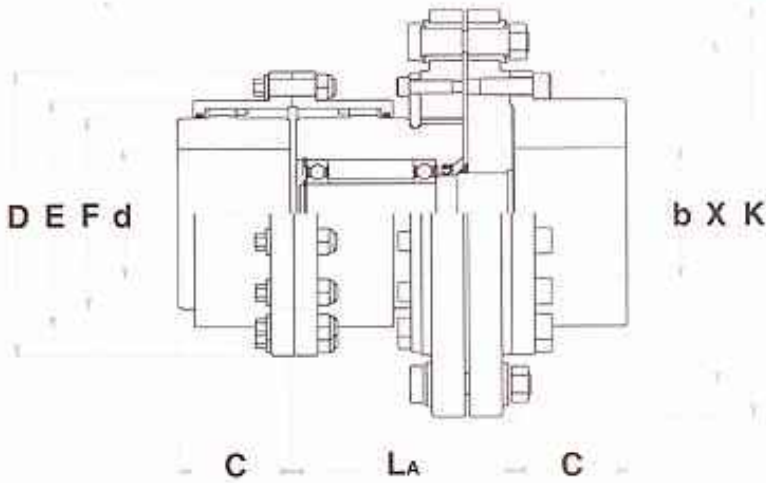
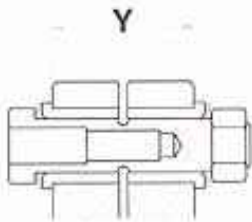


Fig. 33 - GO-ASX Coupling

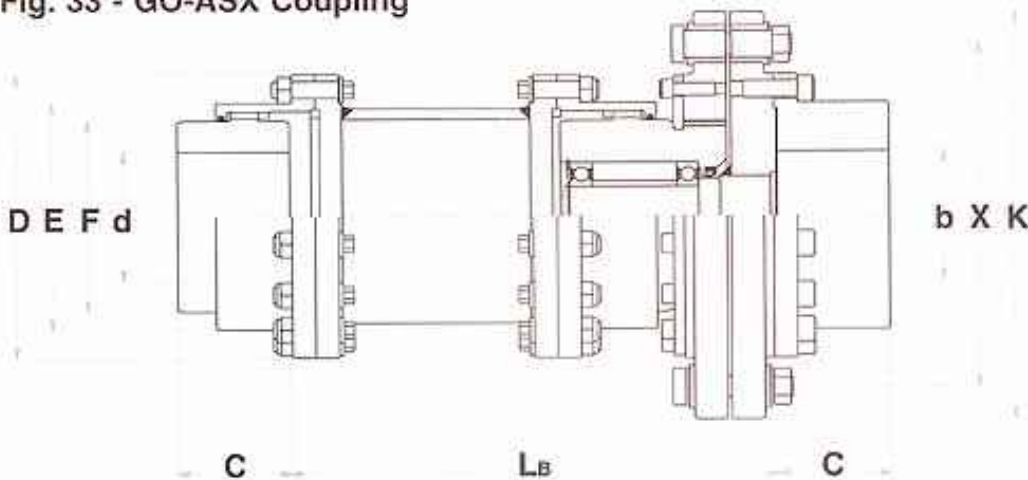


Fig. 34 - AO-ASX Spacer Coupling

TECHNICAL DATA

GO-ASX & AO-ASX COUPLINGS

TAB. 30

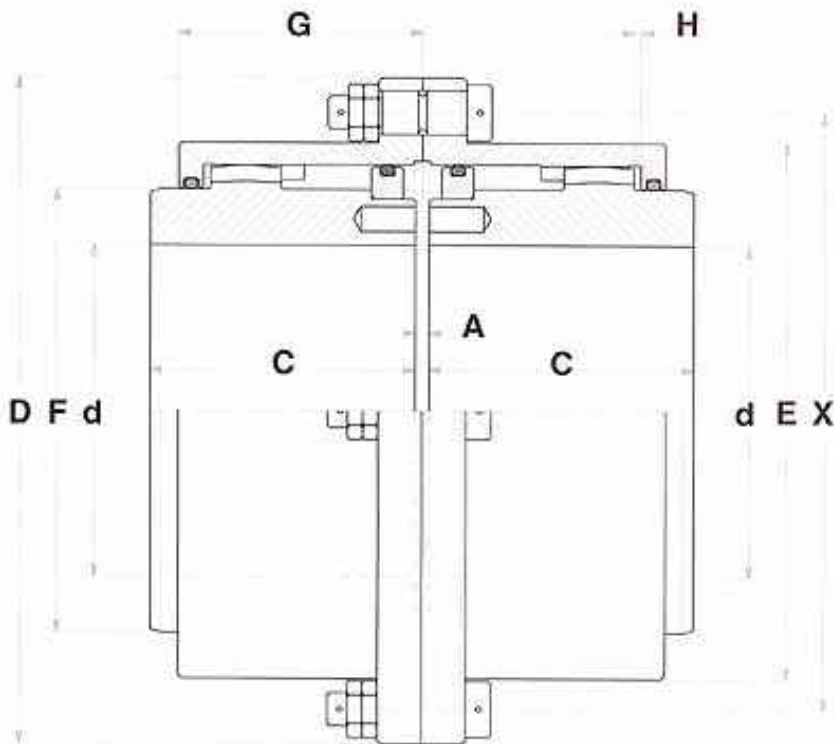
SIZE	DIMENSIONS [mm]					SHEAR PIN DEVICE TYPE	SHEAR PIN TYPE L			SHEAR PIN TYPE H		
	min LA	min LB	K	X	Y		TYPE	SETTING [kNm] MIN	SETTING [kNm] MAX	TYPE	SETTING [kNm] MIN	SETTING [kNm] MAX
0	85	170	150	130	28	08.2.13	08L	0.20	0.37	08H	0.33	0.63
			165	140	34	10.2.14	10L	0.31	0.63	10H	0.52	1.04
			170	140		12.2.14	12L	0.48	0.85	12H	0.80	1.42
1	110	210	195	170	34	10.2.17	10L	0.38	0.76	10H	0.64	1.27
			230	170		12.2.17	12L	0.58	1.04	12H	0.97	1.72
			215	180	50	14.2.18	14L	0.82	1.60	14H	1.37	2.66
2	125	230	230	200	34	12.2.20	12L	0.69	1.22	12H	1.15	2.03
			235	200	50	14.2.20	14L	0.91	1.78	14H	1.52	2.96
			250	210		17.2.21	17L	1.51	2.72	17H	2.51	4.52
3	155	270	265	230	50	14.2.23	14L	1.05	2.05	14H	1.75	3.40
			270	230		17.2.23	17L	1.66	2.98	17H	2.75	4.95
			300	250	66	22.2.25	22L	2.86	5.46	22H	4.75	9.07
4	170	300	310	270	50	17.2.27	17L	1.95	3.50	17H	3.23	5.82
			320	270	66	22.2.27	22L	3.09	5.90	22H	5.13	9.80
			340	280		25.2.28	25L	4.22	7.84	25H	6.41	11.90
5	200	340	360	310	66	22.2.31	22L	3.54	6.77	22H	5.89	11.25
			380	320		25.2.32	25L	4.83	8.96	25H	7.33	13.60
			390	320		30.2.32	30L	6.73	12.76	30H	10.21	19.36
6	215	360	400	350	66	22.2.35	22L	4.00	7.64	22H	6.65	12.70
			410	350		25.2.35	25L	5.28	9.80	25H	8.02	14.87
			430	360		30.2.36	30L	7.57	14.36	30H	11.49	21.78
			450	370	84	35.2.37	35L	10.76	20.33	35H	16.33	30.85
7	235	400	440	380	66	25.2.38	25L	5.73	10.64	25H	8.70	16.15
			460	390		30.2.39	30L	8.20	15.55	30H	12.45	23.60
			480	400	84	35.2.40	35L	11.64	21.96	35H	17.66	33.35
			500	410		40.2.41	40L	15.66	29.07	40H	23.76	44.11
8	275	480	480	420	66	25.2.42	25L	6.34	11.76	25H	9.62	17.85
			500	430		30.2.43	30L	9.04	17.15	30H	13.72	26.02
			530	450	84	35.2.45	35L	13.09	24.73	35H	19.86	37.52
			540	450		40.2.45	40L	17.18	31.91	40H	26.07	48.41
9	290	500	560	460	105	45.2.46	45L	21.78	41.54	45H	33.04	63.03
			520	460	66	25.2.46	25L	6.94	12.88	25H	10.54	19.65
			530	460		30.2.46	30L	9.68	18.34	30H	14.68	27.84
			560	480	84	35.2.48	35L	13.96	26.38	35H	21.19	40.03
			570	480		40.2.48	40L	18.33	34.03	40H	27.81	51.64
10	310	540	600	500	105	45.2.50	45L	23.67	45.16	45H	35.92	68.52
			610	500		50.2.50	50L	28.73	56.03	50H	43.60	85.01
			580	510	66	30.2.51	30L	10.73	20.34	30H	16.28	30.86
			590	510	84	35.2.51	35L	14.84	28.03	35H	22.51	42.53
			610	520		40.2.52	40L	19.85	36.87	40H	30.13	55.95
			620	520		45.2.52	45L	24.62	46.95	45H	37.35	71.26
11	370	620	640	530	105	50.2.53	50L	30.46	59.39	50H	46.21	90.12
			640	530		55.2.53	55L	37.29	71.61	55H	56.58	108.66
			660	580	84	35.2.58	35L	16.87	31.88	35H	25.60	48.37
			680	590		40.2.59	40L	22.53	41.84	40H	34.19	63.48
			690	590		45.2.59	45L	27.93	53.29	45H	42.38	80.85
			710	600	105	50.2.60	50L	34.46	67.24	50H	52.32	102.02
11	370	620	710	600		55.2.60	55L	42.22	81.07	55H	64.05	123.01
			730	610	137	60.2.61	60L	51.46	98.49	60H	78.08	149.44

NOTE 1 - Setting torques shown in the table are for 2 shear pins; for 3-shear pins multiply the values by 1.5.

DENOMINATION EXAMPLE:  
GO-ASX COUPLING SIZE 6 + DEVICE 30H.2.36  
**GO-6ASX.30H.2.36 Coupling**

GO-APR COUPLINGS

TECHNICAL DATA



DENOMINATION EXAMPLE:  
GO-APR COUPLING SIZE 6 WITH 22H.3 SHEAR PIN  
**GO-6APR.22H.3 Coupling**

TAB. 32

TYPE COUPLING	SHEAR PIN TYPE L			SHEAR PIN TYPE H		
	TYPE	SETTING [kNm]		TYPE	SETTING [kNm]	
		MIN	MAX		MIN	MAX
0	08L.2	0.14	0.74	08H.2	0.24	1.23
	08L.3	0.22	1.11	08H.3	0.36	1.85
	08L.4	0.29	1.49	08H.4	0.48	2.47
1	10L.2	0.27	1.46	10H.2	0.45	2.42
	10L.3	0.41	2.19	10H.3	0.68	3.63
	10L.4	0.54	2.92	10H.4	0.90	4.85
2	12L.2	0.52	2.59	12H.2	0.86	4.30
	12L.3	0.78	3.88	12H.3	1.29	6.45
	12L.4	1.04	5.18	12H.4	1.72	8.60
3	17L.2	1.30	6.46	17H.2	2.15	10.73
	17L.3	1.95	9.69	17H.3	3.23	16.09
	17L.4	2.60	12.92	17H.4	4.31	21.46
4	17L.2	1.48	7.35	17H.2	2.45	12.22
	17L.3	2.22	11.03	17H.3	3.23	18.33
	17L.4	2.96	14.71	17H.4	4.91	24.44
5	22L.2	2.74	14.19	22H.2	4.56	23.57
	22L.3	4.12	21.29	22H.3	6.84	35.36
	22L.4	5.49	28.39	22H.4	9.12	47.15
6	22L.2	3.16	16.32	22H.2	5.24	27.11
	22L.3	4.74	24.48	22H.3	7.87	40.67
	22L.4	6.32	32.65	22H.4	10.49	54.23
7	22L.2	3.46	17.92	22H.2	5.76	29.76
	22L.3	5.20	26.88	22H.3	8.64	44.65
	22L.4	6.93	35.84	22H.4	11.52	59.53
8	25L.2	5.16	25.56	25H.2	7.83	38.79
	25L.3	7.74	38.35	25H.3	11.75	58.19
	25L.4	10.33	51.13	25H.4	15.67	77.58
9	25L.2	5.58	27.66	25H.2	8.47	41.96
	25L.3	8.38	41.49	25H.3	12.71	62.95
	25L.4	11.17	55.32	25H.4	16.95	83.93
10	25L.2	6.07	30.05	25H.2	9.21	45.59
	25L.3	9.10	45.08	25H.3	13.81	68.39
	25L.4	12.14	60.10	25H.4	18.42	91.19
11	28L.2	8.47	44.72	28H.2	12.63	66.70
	28L.3	12.71	67.08	28H.3	18.95	100.06
	28L.4	16.94	89.44	28H.4	25.27	133.41

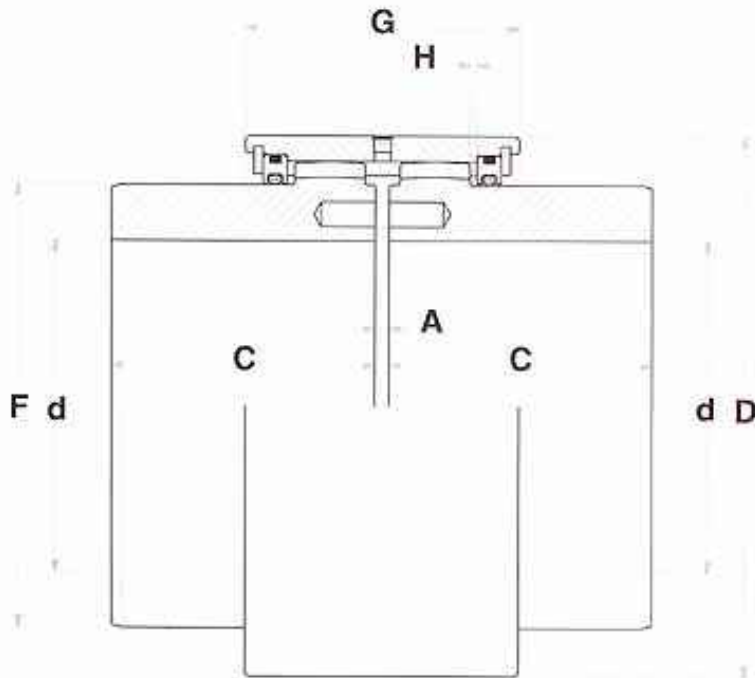
Fig. 35 - GO-APR Coupling

TAB. 31

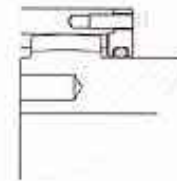
SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]							
					D	C	A	E	F	X	G	H
0	1.60	4.32	6000	12-52	111	43	3	82.5	69	94	39	1.5
1	2.76	6.62	4620	18-62	142	50	3	104.5	85	120	45.5	1.5
2	5.55	13.30	4140	28-78	168	62	3	130.5	107	150	59	1.5
3	8.70	20.90	4000	40-98	200	76	5	158.5	133	180	68.5	2.5
4	14.10	33.80	3600	50-112	225	90	5	183.5	152	205	82.5	2.5
5	22.80	54.70	3720	60-132	265	105	6	211.5	178	240	93	3
6	34.80	83.50	3190	70-156	300	120	6	245.5	209	276	106	3
7	44.00	108.6	2900	85-174	330	135	8	275	234	303	118	4
8	69.80	167.5	2570	95-190	370	150	8	307	254	342	138	4
9	83.80	201.2	2330	110-210	408	175	8	335	279	370	154	4
10	152.0	364.8	2150	130-233	438	190	8	367	305	402	160	4
11	203.5	488.4	1600	130-280	505	220	10	423	355	462	193	5

TECHNICAL DATA

GO-MA COUPLINGS



SIZE from 9 to 11



ALIGNMENT POSITION

Fig. 36 - GO-MA Coupling

DENOMINATION EXAMPLE:  
GO-MA GEAR COUPLING SIZE 6  
**GO-6MA Coupling**

TAB. 33

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MIN. MAX [mm] <b>d</b>	DIMENSIONS [mm]							MASS <b>M</b> [Kg]	MOMENT OF INERTIA <b>J</b> [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS <b>K</b> [Nm/rad]
					<b>D</b>	<b>C</b>	<b>A</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>L</b>				
<b>0</b>	1.80	4.32	6000	12-52	96	43	3	69	63	1.5	67	4	0.004	0.08	21.63
<b>1</b>	2.78	6.62	4820	18-62	115	50	3	85	74	1.5	78	7	0.010	0.09	32.63
<b>2</b>	5.55	13.30	4140	28-78	140	62	3	107	89	1.5	94	13	0.028	0.16	56.58
<b>3</b>	8.70	20.90	4000	40-98	175	76	5	133	102	2.5	107	24	0.080	0.27	121.9
<b>4</b>	14.10	33.80	3860	50-112	195	90	5	152	108	2.5	114	34	0.140	0.47	148.8
<b>5</b>	22.80	54.70	3720	60-132	225	105	6	178	118	3	124	53	0.292	0.68	258.3
<b>6</b>	34.80	83.50	3190	70-156	255	120	6	209	130	3	136	80	0.553	0.93	303.8
<b>7</b>	44.00	105.6	2900	85-174	290	135	8	234	138	4	144	113	1.037	1.54	523.6
<b>8</b>	69.80	167.5	2570	95-190	310	150	8	254	156	4	162	146	1.521	2.28	532.5
<b>9</b>	83.80	201.2	2330	110-210	340	175	8	279	152	4	151				
<b>10</b>	152.0	364.8	2150	120-233	370	190	8	305	160	4	159				
<b>11</b>	203.5	488.4	1800	130-280	425	220	10	355	180	5	179				

SIZES from 9 to 11 are provided on demand

NOTE 1 - Values are calculated for solid hubs.



AGMA-N, AGMA-R & AGMA-RR COUPLINGS

TECHNICAL DATA

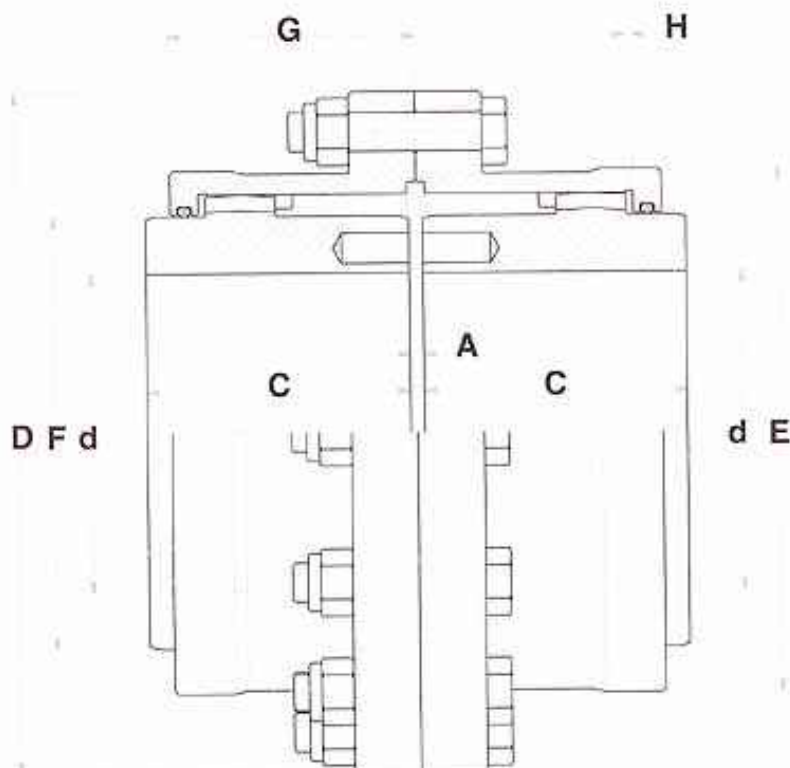


Fig. 37 - AGMA-N Coupling

1 Reversed Hub

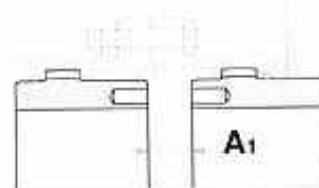


Fig. 38 - AGMA-R Coupling

2 Reversed Hub

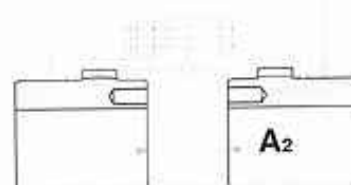


Fig. 39 - AGMA-RR Coupling

DENOMINATION EXAMPLE:  
AGMA GEAR COUPLING SIZE 4.5  
**AGMA-4.5N Coupling**

TAB. 34

SIZE	NOMINAL TORQUE [kNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MIN MAX [mm] <b>d</b>	DIMENSIONS [mm]									MASS <sup>(1)</sup> M [Kg]	MOMENT OF INERTIA <sup>(1)</sup> J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS <sup>(1)</sup> Kx10 <sup>4</sup> [Nm/rad]
					D	C	A	A <sub>1</sub>	A <sub>2</sub>	E	F	G	H				
1.0	1.10	2.20	6000	20-44	116	43	3	5	7	84	60	39	1.5	4	0.005	0.08	3.020
1.5	2.45	4.90	4620	25-61	152	50	3	8	13	104	79	48.5	1.5	9.5	0.020	0.09	6.050
2.0	4.60	9.20	4140	35-75	178	62	3	14	25	127	101	60	1.5	15.5	0.044	0.16	9.250
2.5	7.85	15.70	4000	40-95	213	76	5	12	19	156	123.5	69.5	2.5	27	0.112	0.27	17.30
3.0	12.00	24.00	3860	50-110	240	90	5	24	43	179	145.5	85.5	2.5	39	0.203	0.47	20.30
3.5	17.00	34.00	3720	55-127	260	105	6	27	48	206	167	98	3	65	0.460	0.68	33.60
4.0	26.75	53.50	3190	65-150	318	120	6	32	58	240	196	111	3	94	0.844	0.93	53.00
4.5	36.65	73.30	2900	72-171	346	135	8	37	66	269	216	123	4	125	1.325	1.54	78.90
5.0	52.65	105.3	2570	80-182	389	150	8	50	92	299	247	140	4	183	2.531	2.28	93.10
5.5	80.00	160.0	2330	90-200	425	175	8	53	98	329	273	158	4	242	3.725	3.10	103.1
6.0	90.50	181.0	2150	95-225	457	190	8	58	108	358	292	169	4	298	5.291	3.90	148.4
7.0	137.0	274.0	1800	115-270	527	220	10	72	134	416	342	195	5	453	10.48	6.20	184.0
8.0	149.6	299.2	1700	125-290	590	250	10	74	138	460	368	198	5	617	17.72	7.40	345.1
9.0	206.6	413.2	1600	140-330	660	275	12	81	150	512	420	200	6	868	31.35	9.20	469.2

NOTE 1 - Values are calculated for solid hubs.

TECHNICAL DATA

SID-N, SID-R & SID-RR COUPLINGS

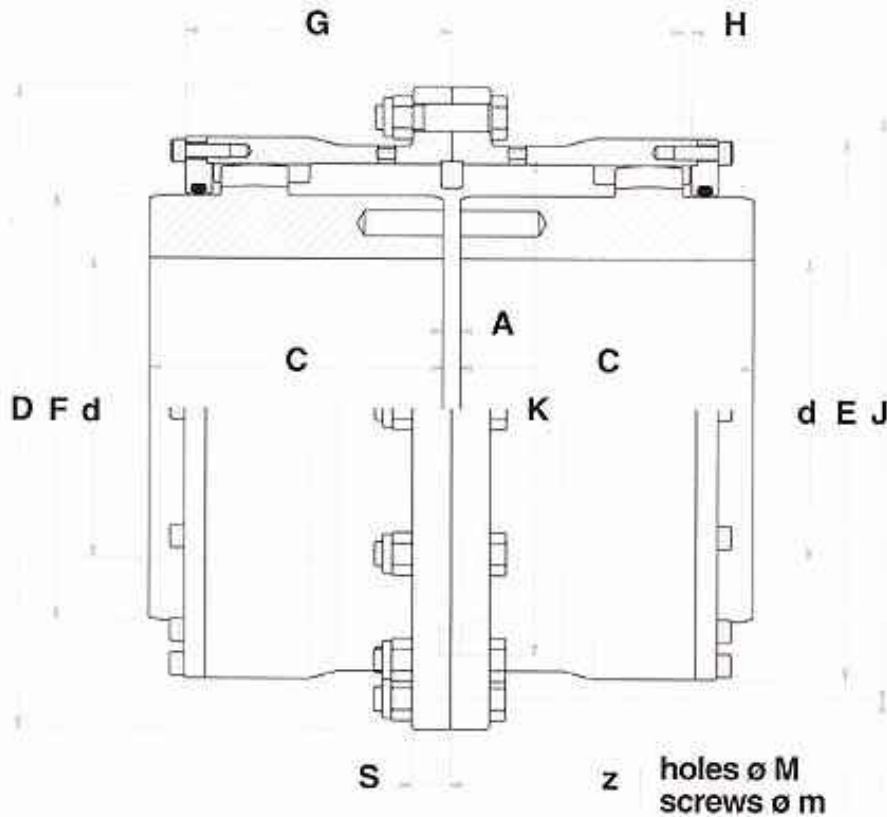


Fig. 40 - SID-N Coupling

1 Reversed Hub

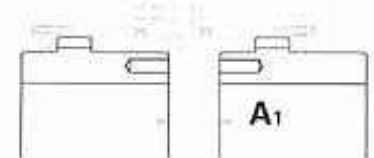


Fig. 41 - SID-R Coupling

2 Reversed Hub

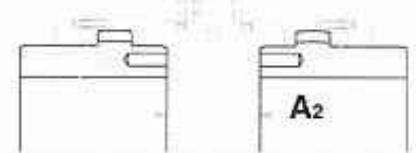


Fig. 42 - SID-RR Coupling

DENOMINATION EXAMPLE:  
SID GEAR COUPLING SIZE 110  
**SID-110N Coupling**

TAB. 35

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]															
					<b>D</b>	<b>C</b>	<b>A</b>	<b>A<sub>1</sub></b>	<b>A<sub>2</sub></b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>J</b>	<b>z</b>	<b>M</b>	<b>m</b>	<b>K</b>	<b>S</b>	
<b>30</b>	3.00	6.00	6530	60	145	60	3	14	25	114	85	58	2	125	6	8	7.9	105	10	
<b>40</b>	4.80	9.60	5220	70	170	68	4	24	44	136	104	68	2	150	8	10	9.8	125	12	
<b>50</b>	7.60	15.20	4450	85	200	80	5	28	47	157	121	78	3	175	8	12	11.8	145	14	
<b>60</b>	11.30	22.60	3680	100	225	90	6	34	62	182	143	88	3	200	10	12	11.8	170	16	
<b>70</b>	17.50	35.00	3220	110	245	105	7	39	71	202	160	104	4	220	10	12	11.8	190	16	
<b>80</b>	24.50	49.00	2870	125	275	120	8	46	84	225	175	116	4	245	12	14	13.8	210	18	
<b>90</b>	29.80	59.60	2620	135	295	135	9	49	59	245	190	127	5	265	12	14	13.8	230	18	
<b>100</b>	40.60	81.20	2310	150	330	150	10	56	102	272	215	140	5	295	12	16	15.8	255	20	
<b>110</b>	66.00	132.0	1980	170	365	165	10	57	104	307	241	150	5	330	12	16	15.8	280	22	
<b>125</b>	82.50	165.0	1790	185	390	185	12	71	130	330	260	170	6	355	12	18	17.7	310	25	
<b>140</b>	101.5	203.0	1630	200	430	210	14	70	126	362	285	185	7	390	12	20	19.7	340	26	
<b>160</b>	158.0	316.0	1420	225	480	240	16	82	148	409	317	210	8	440	12	22	21.7	385	32	
<b>180</b>	216.0	432.0	1220	260	535	270	18	94	170	457	368	235	9	490	12	24	23.6	430	36	
<b>200</b>	289.0	578.0	1070	295	595	300	20	106	192	508	418	260	10	545	12	27	26.6	480	40	

AO-HLC & AO-HLR SPACER COUPLINGS

TECHNICAL DATA

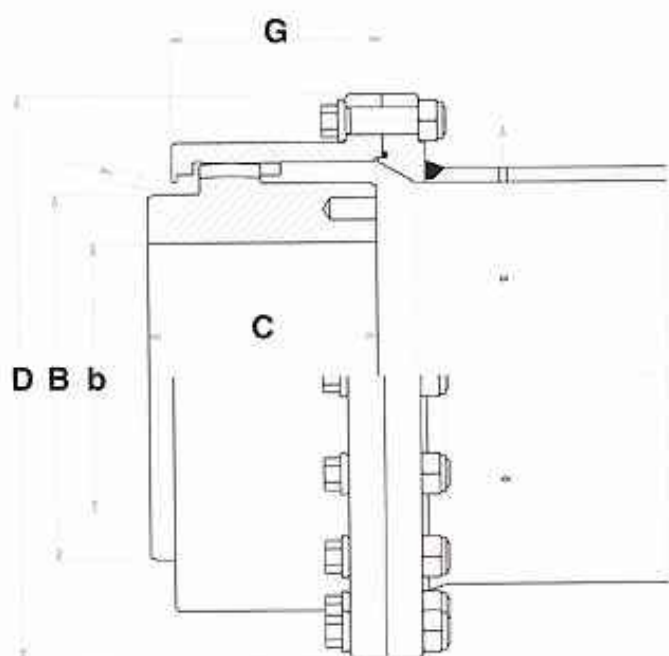


Fig. 43 - AO-HLC Spacer Coupling

CONTINUOUS OIL LUBRICATION

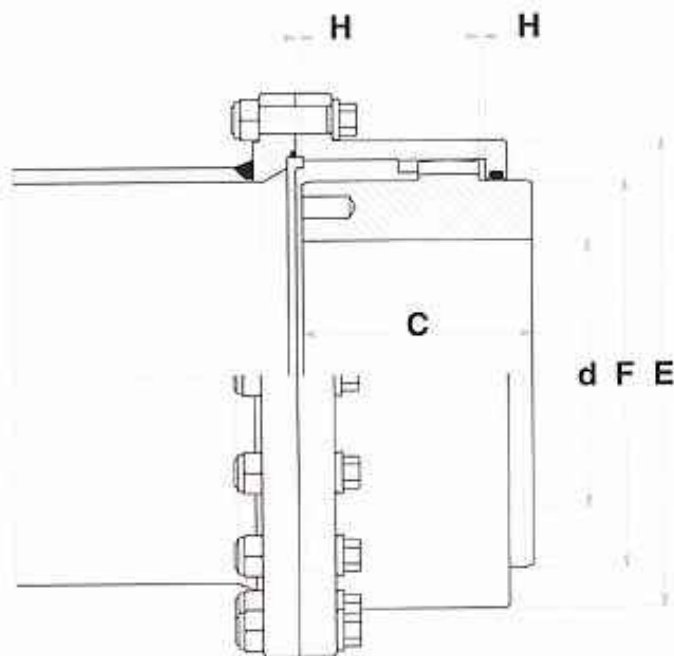


Fig. 44 - AO-HLR Spacer Coupling

PACKED GREASE LUBRICATION

DENOMINATION EXAMPLE:

AO-HLC SPACER COUPLING SIZE 6

**AO-6HLC Spacer Coupling**

DENOMINATION EXAMPLE:

AO-HLR SPACER COUPLING SIZE 6

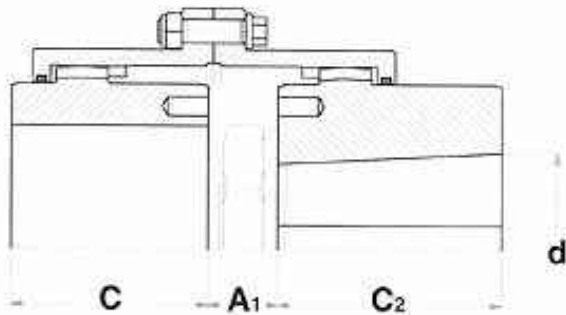
**AO-6HLR Spacer Coupling**

TAB. 36

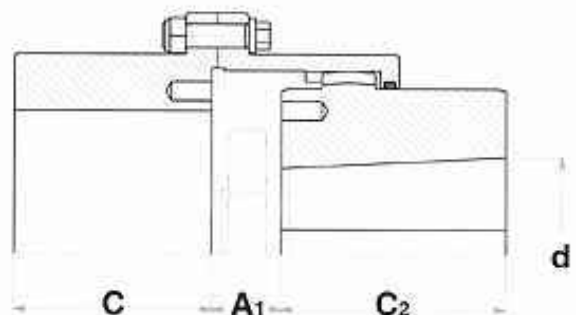
SIZE	NOMINAL TORQUE [N·m] <b>T<sub>k</sub></b>	MAX TORQUE [N·m] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MAX [mm] <b>b</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]						
						<b>D</b>	<b>C</b>	<b>E</b>	<b>B</b>	<b>F</b>	<b>G</b>	<b>H</b>
1	2.76	6.62	6900	58	62	142	50	104.5	80	85	45.5	1.5
2	5.55	13.30	6210	72	76	168	62	130.5	100	107	59	1.5
3	8.70	20.90	6000	90	95	200	76	156.5	123	133	68.5	2.5
4	14.10	33.60	5790	104	112	225	90	163.5	142	152	82.5	2.5
5	22.80	54.70	5580	124	132	265	105	211.5	168	178	93	3
6	34.80	83.50	4780	146	156	300	120	243.5	197	209	106	3
7	44.00	105.6	4350	165	174	330	135	275	222	234	118	4
8	69.60	167.5	3850	180	190	370	150	307	240	254	139	4
9	83.80	201.2	3490	200	210	406	175	335	265	279	154	4
10	152.0	364.8	3220	220	233	438	190	367	290	305	165	4
11	203.5	488.4	2700	265	280	505	220	423	340	355	193	5

TECHNICAL DATA

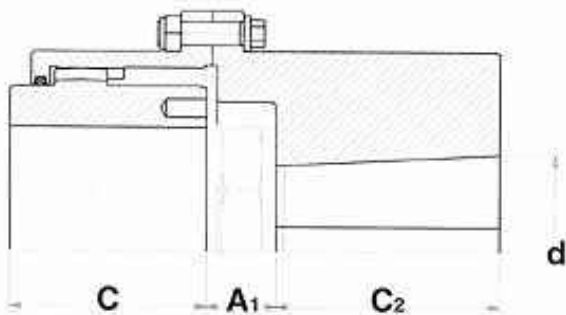
MILL MOTORS AISE 600-800 SERIES COUPLINGS



Es. GO-AM Coupling size 6 for 614 motor  
Fig. 45 - GO-6AM.614 Coupling

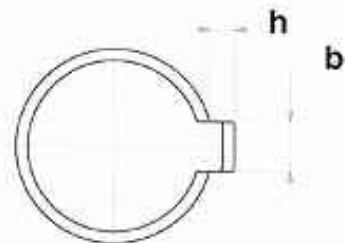


Es. GO-FAM Coupling size 6 for 614 motor  
Fig. 46 - GO-6AM.614 Coupling



Es. GO-FM Coupling size 6 for 614 motor  
Fig. 47 - GO-6FM.614 Coupling

Taper ratio 1:9.6 (1.25° : 12°)  
Tapered Keyway



TAB. 37

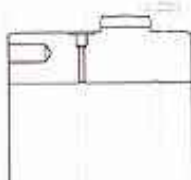
MILL MOTOR AISE 600-800 SERIES SIZE	DIMENSIONS [mm]					A1 [mm]											
	[in]	d [mm]	b	h	C <sub>2</sub>	Coupling size											
						0A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	
602-802	1.750"	44.450	12.70	6.35	75	28	28	28									
603-803	2.000"	50.800	12.70	6.35	89		30	30	32								
604-804																	
606-806	2.500"	63.500	12.70	6.35	100			33	35	35							
608-808	3.000"	76.200	19.05	6.35	113				38	38	39						
610-810	3.250"	82.550	19.05	6.35	113					41	42	42					
612-812	3.750"	92.075	19.05	6.35	125					45	46	46	49				
614-814	4.250"	107.950	25.40	9.52	125						49	49	51	51			
616-816	4.625"	117.475	31.75	9.52	138						52	52	54	54			
618-818	5.000"	127.000	31.75	12.70	150							41	43	43	43	43	43
620-820	5.875"	149.225	38.10	19.05	170								53	53	53	53	53
622-822	6.250"	158.750	38.10	19.05	183										70	70	70
624-824	7.000"	177.800	38.10	19.05	233											70	70

GO-A.W COUPLINGS

TECHNICAL DATA

TAB. 38 - Hubs Shrinkfitting - MAX TORQUES

SHAFT	COUPLING SIZE		0	1	2	3	4	5	6	7	8	9	10	11							
	Hub Length	C	43	50	62	76	90	105	120	135	150	175	190	220							
Ø30	Max Torque [kNm]		0.622																		
	Min/Max Interference [µm]		44/70																		
Ø35	Max Torque [kNm]		0.742																		
	Min/Max Interference [µm]		48/80																		
Ø40	Max Torque [kNm]		0.938	1.306																	
	Min/Max Interference [µm]		57/90	58/90																	
Ø45	Max Torque [kNm]		1.068	1.613																	
	Min/Max Interference [µm]		66/98	67/99																	
Ø50	Max Torque [kNm]		1.142	1.914	2.667																
	Min/Max Interference [µm]		74/106	77/109	73/106																
Ø55	Max Torque [kNm]			1.955	2.894																
	Min/Max Interference [µm]			80/116	76/114																
Ø60	Max Torque [kNm]			2.051	3.387	4.887															
	Min/Max Interference [µm]			88/126	86/124	87/125															
Ø65	Max Torque [kNm]				3.732	5.650															
	Min/Max Interference [µm]				94/132	96/134															
Ø70	Max Torque [kNm]				4.034	6.365	8.327														
	Min/Max Interference [µm]				100/141	105/143	106/144														
Ø75	Max Torque [kNm]				4.175	7.064	9.369														
	Min/Max Interference [µm]				110/148	114/152	119/159														
Ø80	Max Torque [kNm]					7.661	10.37	13.47													
	Min/Max Interference [µm]					129/161	134/162	125/163													
Ø85	Max Torque [kNm]					7.679	10.75	14.21													
	Min/Max Interference [µm]					125/169	127/171	138/172													
Ø90	Max Torque [kNm]					8.034	11.58	15.73	19.68												
	Min/Max Interference [µm]					134/174	135/180	138/182	136/182												
Ø100	Max Torque [kNm]						12.76	18.33	23.77	28.54											
	Min/Max Interference [µm]						153/197	156/200	157/201	158/202											
Ø110	Max Torque [kNm]							13.10	20.33	27.52	33.56										
	Min/Max Interference [µm]							169/213	173/217	175/219	176/220										
Ø120	Max Torque [kNm]								21.62	30.87	38.39	45.20									
	Min/Max Interference [µm]								190/234	193/237	194/238	195/239									
Ø130	Max Torque [kNm]									21.15	32.59	41.77	49.79								
	Min/Max Interference [µm]									200/250	205/255	207/257	208/258								
Ø140	Max Torque [kNm]										34.15	45.38	55.18	65.66							
	Min/Max Interference [µm]										221/271	224/274	226/276	215/255							
Ø150	Max Torque [kNm]											34.62	48.15	59.91	72.39						
	Min/Max Interference [µm]											237/287	241/291	244/294	232/282						
Ø160	Max Torque [kNm]												49.84	63.49	78.48	92.40					
	Min/Max Interference [µm]												258/308	261/311	249/309	250/300					
Ø170	Max Torque [kNm]													49.99	65.68	83.67	100.4				
	Min/Max Interference [µm]													274/324	277/327	266/316	268/318				
Ø180	Max Torque [kNm]														86.46	87.40	107.1				
	Min/Max Interference [µm]														293/343	282/332	265/335				
Ø190	Max Torque [kNm]															63.63	67.23	109.2			
	Min/Max Interference [µm]															301/359	290/348	293/351			
Ø200	Max Torque [kNm]																87.70	113.2	159.5		
	Min/Max Interference [µm]																305/363	309/367	314/372		
Ø210	Max Torque [kNm]																	86.01	115.1	168.5	
	Min/Max Interference [µm]																	319/377	324/382	331/389	
Ø220	Max Torque [kNm]																		115.6	175.5	
	Min/Max Interference [µm]																		340/398	347/405	
Ø230	Max Torque [kNm]																			113.3	181.1
	Min/Max Interference [µm]																			354/412	363/421
Ø240	Max Torque [kNm]																				184.3
	Min/Max Interference [µm]																				378/438
Ø250	Max Torque [kNm]																				186.0
	Min/Max Interference [µm]																				394/452
Ø260	Max Torque [kNm]																				182.1
	Min/Max Interference [µm]																				403/467
Ø270	Max Torque [kNm]																				178.1
	Min/Max Interference [µm]																				417/481
Ø280	Max Torque [kNm]																				171.2
	Min/Max Interference [µm]																				431/495



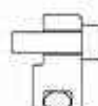
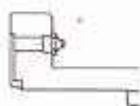
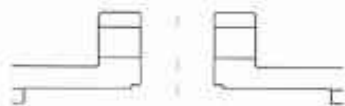
DENOMINATION EXAMPLE:  
GO-A COUPLING SIZE 6 FOR  
SHRINKFITTING AND OIL PRESSURE  
REMOVAL  
**GO-6A.W Coupling**

NOTE The max torques are calculated with a friction coefficient  $\mu=0.12$ ; with the min and max interferences (in  $\mu\text{m}$ ) and a max hub stress equal to the 20% of the material yielding.

The max torques value vary linearly with the increasing of the hub length C and with the friction coefficient  $\mu$ , which can be 0.15, 0.18 or 0.20 max.

z screws  $\phi B$

S



D F C A

Female Sleeves  
for GO-0A + GO-11A

2 G1/8" grease nipples at 180°  
on each sleeve

Removable side flanges design,  
available on demand for sizes from 4 to 11  
denomination example GO-6A.C

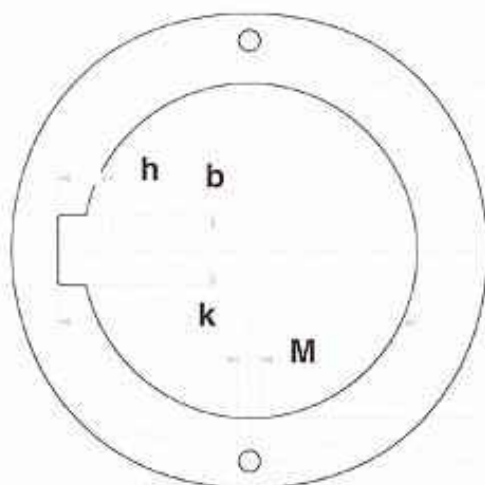
TAB. 39

SIZE	Flange Dimensions: [mm]							Tightening Torque (Nm)
	D	S	HT C	F	A	z	$\phi$ as B	
0	111	12	80	3	96	6	8/M8	18
1	142	10	100	3	122	8	10/M10	35
2	168	10	122	3	148	10	10/M10	35
3	200	13	148	3	178	10	12/M12	65
4	225	13	172	3	203	12	12/M12	65
5	265	22	200	4	236	12	16/M16	150
6	300	22	232	4	270	14	16/M16	150
7	330	22	260	5	300	14	16/M16	150
8	370	24	286	5	335	14	18/M18	220
9	406	25	315	5	368	14	22/M22	400
10	438	25	345	5	400	14	22/M22	400
11	505	28	400	6	460	16	24/M24	520

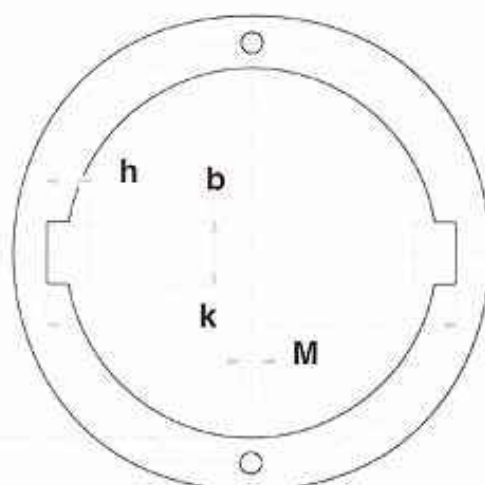
TAB. 40

SIZE	Hub Dia F	Max bore with 1 keyway			Max bore with 2 keyway			Extraction Holes	
		max d	Key bxh	max k	max d	Key bxh	max k	No. 2 holes at 180° G	M
0	69	48	14x9	51.8	52	16x10	60.6	61	M5x15
1	85	62	16x10	66.4	62	18x11	70.8	73	M6x20
2	107	72	20x12	76.9	78	22x14	88.8	91	M8x20
3	133	90	25x14	95.4	98	28x16	110.8	115	M10x20
4	152	105	28x16	111.4	112	32x18	126.8	132	M12x20
5	178	122	32x18	129.4	132	36x20	148.8	154	M12x20
6	209	144	36x20	152.4	156	40x22	174.8	180	M16x25
7	234	160	40x22	168.4	174	45x25	194.8	204	M16x25
8	254	175	45x25	185.4	190	45x25	210.8	220	M20x35
9	279	192	45x25	202.4	210	50x28	232.8	240	M20x35
10	305	210	50x28	221.4	233	56x32	257.8	268	M24x45
11	355	245	56x32	257.4	280	63x32	304.8	316	M24x45

On demand  
Standard

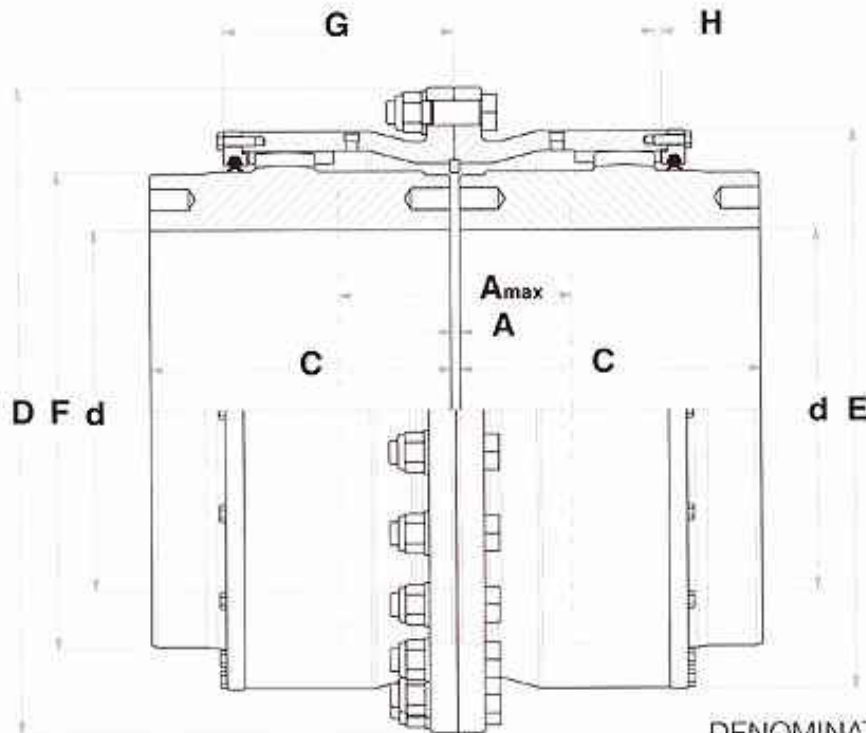


d G F F G d



GO-B COUPLINGS

TECHNICAL DATA



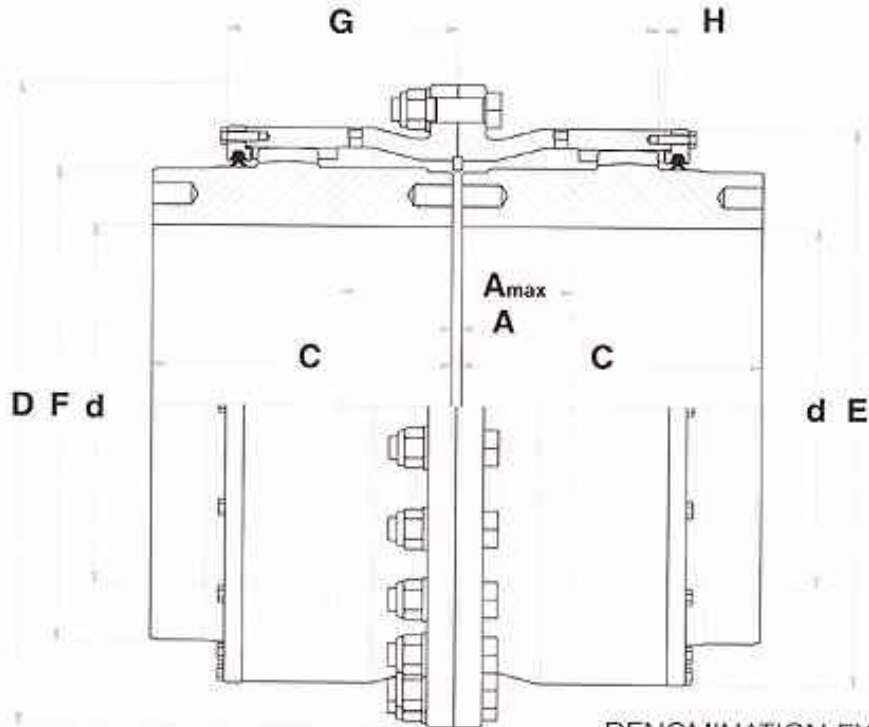
DENOMINATION EXAMPLE:  
GO-B GEAR COUPLING SIZE 10  
**GO-10B Coupling**

Fig. 48 - GO-B Coupling

TAB. 41

SIZE	NOMINAL TORQUE [kNm] <b>T<sub>k</sub></b>	MAX TORQUE [kNm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	max A	E	F	G	H				
4	277	554	1140	325	580	250	12	196	493	400	221	9	688	20.753	5	565.1
5	383	766	1010	370	630	275	12	228	543	450	245	9	926	33.678	6	691.4
6	493	986	920	400	700	305	12	254	597	490	262	9	1231	53.496	8	838.3
7	600	1320	810	430	760	330	12	278	647	550	280	9	1613	84.161	10	1042.5
8	840	1680	720	475	825	355	12	294	712	610	292	9	2069	129.95	12	1444.2
9	990	1980	670	510	885	380	20	320	753	650	315	15	2517	178.43	18	1642.4
10	1195	2390	630	530	935	410	20	336	803	680	327	15	3011	237.68	21	2168.0
11	1555	3110	560	580	1010	430	20	358	878	750	346	15	3787	355.39	25	2787.5
12	1815	3630	530	610	1085	460	30	384	928	790	385	22	4550	482.71	38	3256.2
13	2510	5020	470	660	1185	510	30	426	1028	870	414	22	6080	777.01	48	4493.0
14	3530	7060	400	760	1340	560	30	494	1163	1000	460	22	8720	1444.6	60	6243.1
15	4440	8880	360	860	1440	610	40	556	1263	1100	507	30	11262	2193.5	85	7462.5
16	5920	11840	320	950	1575	660	40	624	1398	1220	568	30	14864	3520.8	105	9721.0
17	7180	14360	300	1020	1705	710	40	676	1498	1310	602	30	18347	4990.2	120	11349
18	8500	17000	270	1090	1805	760	40	730	1598	1400	635	30	22210	6824.4	135	13377
19	10600	21200	250	1180	1935	810	40	800	1728	1520	680	30	27637	9884.0	160	15846

NOTE 1 - Values are calculated for solid hubs.



DENOMINATION EXAMPLE:  
GO-B.HT GEAR COUPLING SIZE 10  
**GO-10B.HT Coupling**

Fig. 49 - GO-B.HT Coupling

TAB. 42

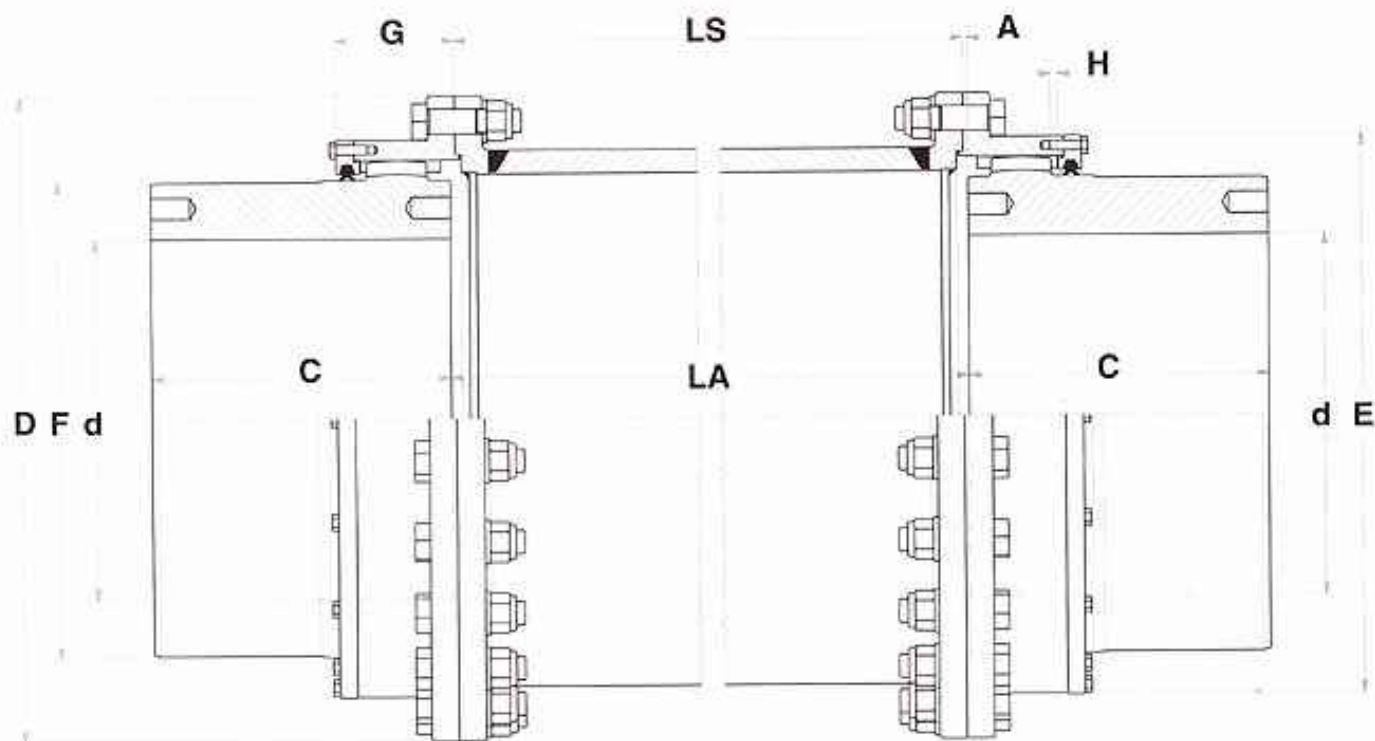
SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [dNm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS <sup>(1)</sup> M [Kg]	MOMENT OF INERTIA <sup>(1)</sup> J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS <sup>(1)</sup> Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	A <sub>max</sub>	E	F	G	H				
4	417	634	1950	325	580	250	12	196	493	400	221	9	688	20.753	5	565.1
5	563	1126	1730	370	630	275	12	228	543	450	245	9	926	33.678	6	691.4
6	745	1490	1570	400	700	305	12	254	597	490	262	9	1231	53.496	8	838.3
7	980	1960	1380	430	760	330	12	278	647	550	280	9	1613	84.161	10	1042.5
8	1235	2470	1230	475	825	355	12	294	712	610	290	9	2089	129.95	12	1444.2
9	1455	2910	1150	510	885	380	20	320	753	650	315	15	2517	176.43	18	1642.4
10	1785	3570	1090	530	935	410	20	338	803	680	327	15	3011	237.68	21	2168.0
11	2290	4580	960	580	1010	430	20	358	878	750	346	15	3787	355.39	25	2767.5
12	2670	5340	900	610	1085	460	30	384	926	790	385	22	4550	462.71	38	3256.2
13	3790	7580	800	680	1185	510	30	426	1028	870	414	22	6080	777.01	48	4493.0
14	5260	10520	690	780	1340	560	30	494	1163	1000	460	22	8720	1444.6	60	6243.1
15	6540	13080	620	860	1440	610	40	556	1263	1100	507	30	11262	2193.5	85	7462.5
16	8750	17500	550	950	1575	660	40	624	1398	1220	568	30	14864	3520.8	105	9721.0
17	10580	21160	510	1020	1705	710	40	676	1498	1310	602	30	18347	4990.2	120	11349
18	12540	25080	470	1090	1805	760	40	730	1598	1400	635	30	22210	6824.4	135	13377
19	15630	31260	430	1180	1935	810	40	800	1728	1520	680	30	27637	9584.0	160	15846

NOTE 1: Values are calculated for solid hubs



AO-B SPACER COUPLINGS

TECHNICAL DATA



DENOMINATION EXAMPLE:  
AO-B SPACER COUPLING SIZE 10  
**AO-10B Spacer Coupling**

Fig. 50 - AO-B Spacer Coupling

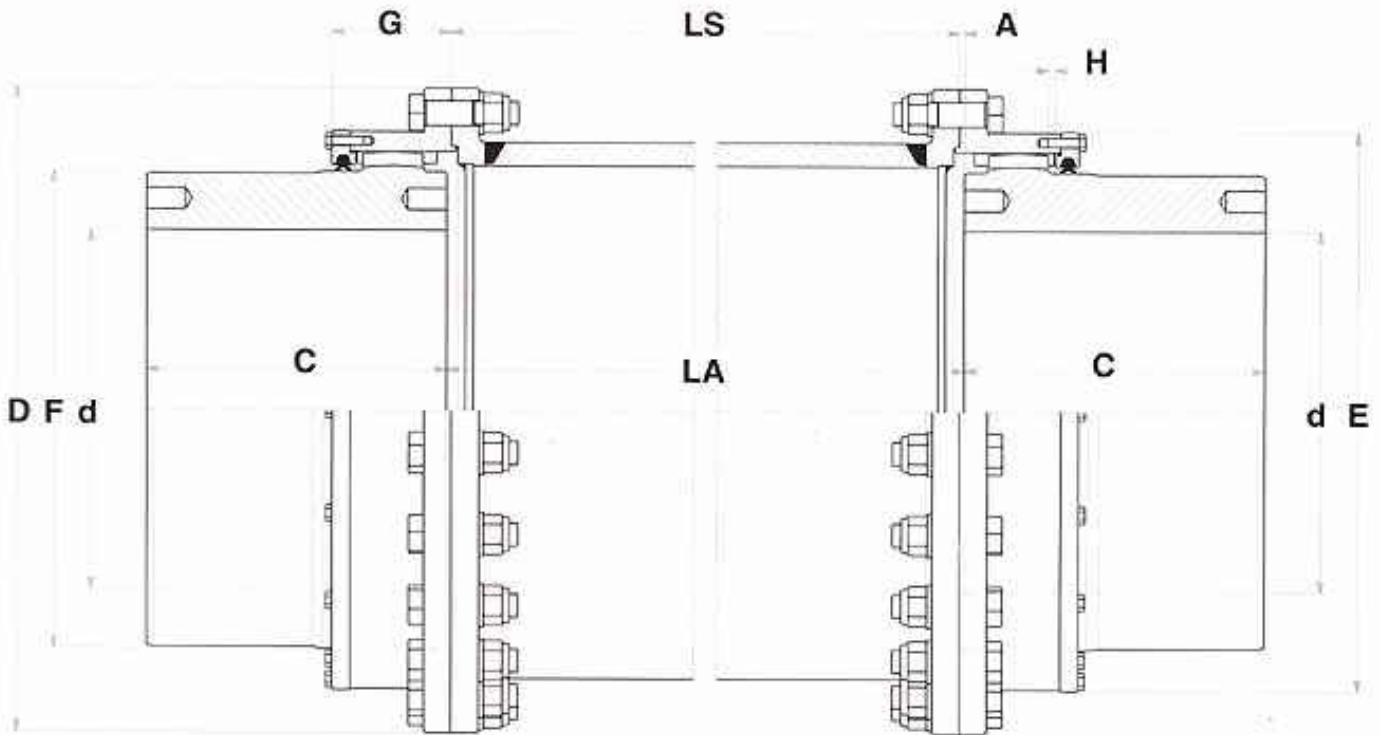
TAB. 43

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① k·10 <sup>8</sup> [Nm/rd]
					D	C	A	LA	E	F	G	H				
4	277	554	1140	325	580	250	6	310	493	400	128	9	907	31.391	5	104.46
5	383	766	1010	370	630	275	6	330	543	450	137	9	1157	47.756	6	144.00
6	493	986	920	400	700	305	6	350	587	490	141	9	1575	79.562	8	233.66
7	660	1320	810	430	760	330	6	360	647	550	147	9	1942	113.95	10	275.35
8	840	1680	720	475	825	355	6	400	712	610	151	9	2448	168.00	12	357.23
9	990	1980	670	510	885	380	10	420	753	650	165	15	2935	231.45	18	466.72
10	1185	2370	630	530	935	410	10	440	803	660	169	15	3421	297.16	21	630.77
11	1555	3110	580	580	1010	430	10	460	878	750	177	15	4278	438.36	25	838.33
12	1815	3630	530	610	1085	460	15	480	928	790	206	22	5105	592.01	35	1011.2
13	2510	5020	470	680	1185	510	15	530	1026	870	216	22	6763	935.77	48	1639.5
14	3530	7060	400	780	1340	560	15	600	1163	1000	228	22	9535	1694.3	60	2400.2
15	4440	8880	360	860	1440	610	20	660	1263	1100	249	30	12212	2527.1	85	3526.9
16	5920	11840	320	950	1575	660	20	730	1398	1220	276	30	15788	3900.2	105	4742.9
17	7180	14360	300	1020	1705	710	20	780	1498	1310	284	30	19434	5499.1	120	6442.5
18	8500	17000	270	1090	1805	760	20	830	1598	1400	290	30	23412	7470.7	135	7950.1
19	10600	21200	250	1180	1935	810	20	900	1728	1520	300	30	28330	10609	160	9737.2

NOTE 1 - Values are calculated for solid hubs and spacer length LS=1000 [mm].

TECHNICAL DATA

AO-B.HT SPACER COUPLINGS



DENOMINATION EXAMPLE:  
AO-B.HT SPACER COUPLING SIZE 10

**AO-10B.HT Spacer Coupling**

Fig. 51 - AO-B.HT Spacer Coupling

TAB. 44

SIZE	NOMINAL TORQUE [kNm] <b>T<sub>k</sub></b>	MAX TORQUE [kNm] <b>T<sub>f</sub></b>	MAX SPEED [U/min] <b>n<sub>k</sub></b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
					D	C	A	min LA	E	F	G	H				
4	417	834	1950	325	580	250	6	310	493	400	129	9	953	33.402	5	123.95
5	563	1126	1730	370	630	275	6	330	543	450	137	9	1263	53.267	6	184.39
6	745	1490	1570	400	700	305	6	350	587	490	141	9	1627	83.042	8	278.96
7	990	1960	1380	430	780	330	6	380	647	550	147	9	2108	128.50	10	411.93
8	1235	2470	1230	475	825	355	6	400	712	610	151	9	2622	184.28	12	535.13
9	1455	2910	1150	510	885	380	10	420	753	650	165	15	3128	251.65	18	672.17
10	1785	3570	1080	530	935	410	10	440	803	680	169	15	3634	322.83	21	835.26
11	2290	4580	960	580	1010	430	10	460	878	750	177	15	4538	476.84	25	1215.8
12	2670	5340	900	610	1085	460	15	480	928	790	206	22	5380	638.08	38	1467.8
13	3790	7580	800	680	1185	510	15	530	1028	870	216	22	7072	997.96	48	2246.9
14	5280	10520	690	780	1340	560	15	600	1163	1000	228	22	9990	1808.6	80	3570.5
15	6540	13080	620	860	1440	610	20	660	1263	1100	249	30	12588	2641.8	85	4641.4
16	8750	17500	550	950	1575	660	20	730	1398	1220	276	30	16339	4107.2	105	6718.0
17	10580	21160	510	1020	1705	710	20	780	1498	1310	284	30	20151	5824.8	120	8767.6
18	12540	25080	470	1090	1805	760	20	830	1598	1400	290	30	24030	7773.3	135	10837
19	15630	31260	430	1180	1935	810	20	900	1728	1520	300	30	29828	11137	160	14968

NOTE 1 - Values are calculated for solid hubs and spacer length LS=1000 [mm].

GO-FB COUPLINGS

TECHNICAL DATA

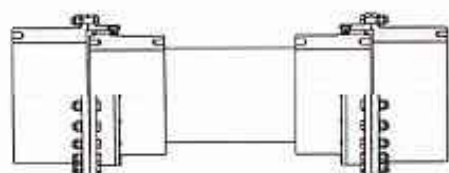


Fig. 53 - AO-FB.C  
Floating Shaft Coupling

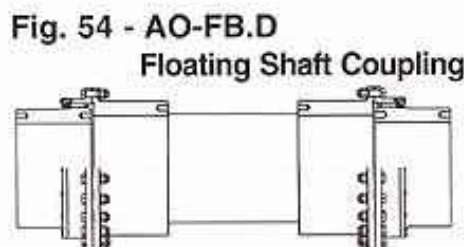


Fig. 54 - AO-FB.D  
Floating Shaft Coupling

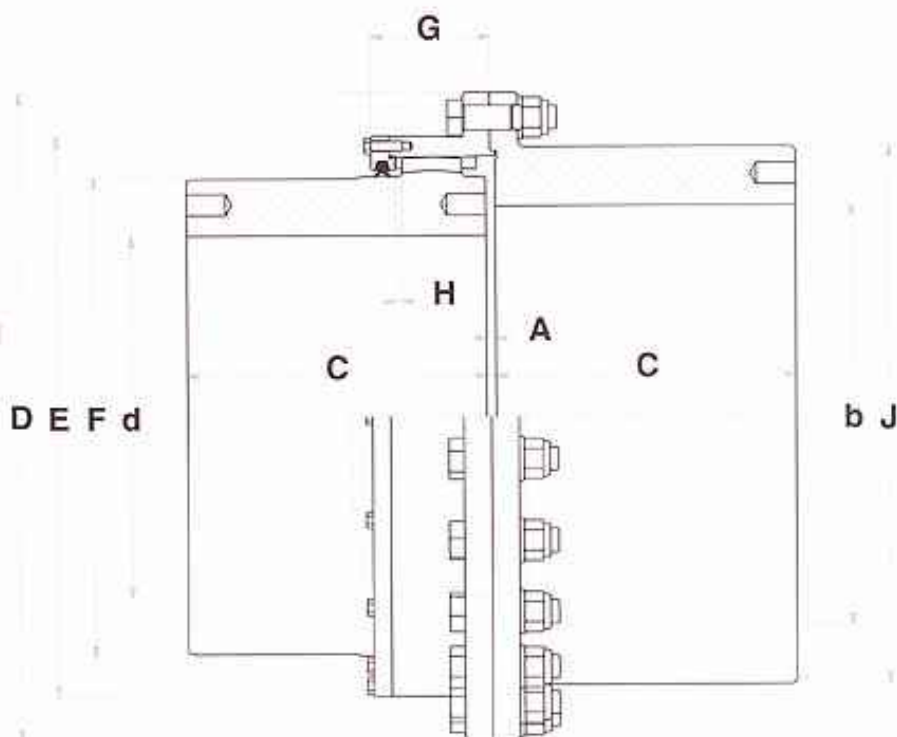


Fig. 52 - GO-FB Coupling

DENOMINATION EXAMPLE:  
FB GEAR COUPLING SIZE 10  
**GO-10FB Coupling**

TAB. 45

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]								MASS (1) M [Kg]	MOMENT OF INERTIA (1) J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS (1) Kx10 <sup>6</sup> [Nm/rad]
						D	C	A	E	F	J	G	H				
4	277	554	1140	325	365	580	250	12	493	400	475	129	9	718	21.146	5	1579.5
5	383	766	1010	370	400	630	275	12	543	450	525	137	9	846	34.040	6	2014.5
6	493	986	920	400	430	700	305	12	587	490	560	141	9	1231	52.567	8	2376.8
7	660	1320	810	430	475	760	330	12	647	550	620	147	9	1718	87.832	10	2788.9
8	840	1680	720	475	525	825	355	12	712	610	685	151	9	2140	132.08	12	4427.2
9	990	1980	670	510	560	885	380	20	753	650	725	165	15	2690	188.07	18	6459.5
10	1195	2390	630	530	600	935	410	20	803	680	775	169	15	3090	244.05	21	7182.8
11	1555	3110	560	580	650	1010	430	20	878	750	850	177	15	3880	384.85	25	10328
12	1815	3630	530	610	690	1085	460	30	928	790	900	208	22	4685	498.50	38	12053
13	2510	5020	470	680	770	1185	510	30	1028	870	1000	216	22	6330	817.15	48	16167
14	3530	7060	400	760	870	1340	560	30	1163	1000	1130	228	22	8950	1487.4	60	24079
15	4440	8880	360	860	950	1440	610	40	1263	1100	1230	249	30	11500	2245.3	85	29315
16	5920	11840	320	950	1050	1575	660	40	1398	1220	1365	276	30	15220	3620.5	105	40272
17	7180	14360	300	1020	1120	1705	710	40	1498	1310	1455	284	30	18710	5097.2	120	49803
18	8500	17000	270	1090	1200	1805	760	40	1598	1400	1555	290	30	22750	7027.1	135	60398
19	10600	21200	250	1180	1300	1935	810	40	1728	1520	1685	300	30	28360	10219	160	76531

NOTE 1 - Values are calculated for solid hubs and refer to GO-FB gear couplings only.

TECHNICAL DATA

GO-FB.HT COUPLINGS

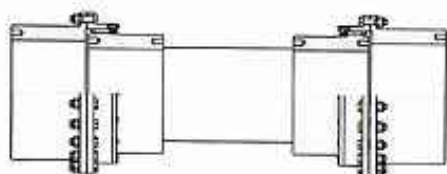


Fig. 56 - AO-FB.HT.C  
Floating Shaft Coupling

Fig. 57 - AO-FB.HT.D  
Floating Shaft Coupling

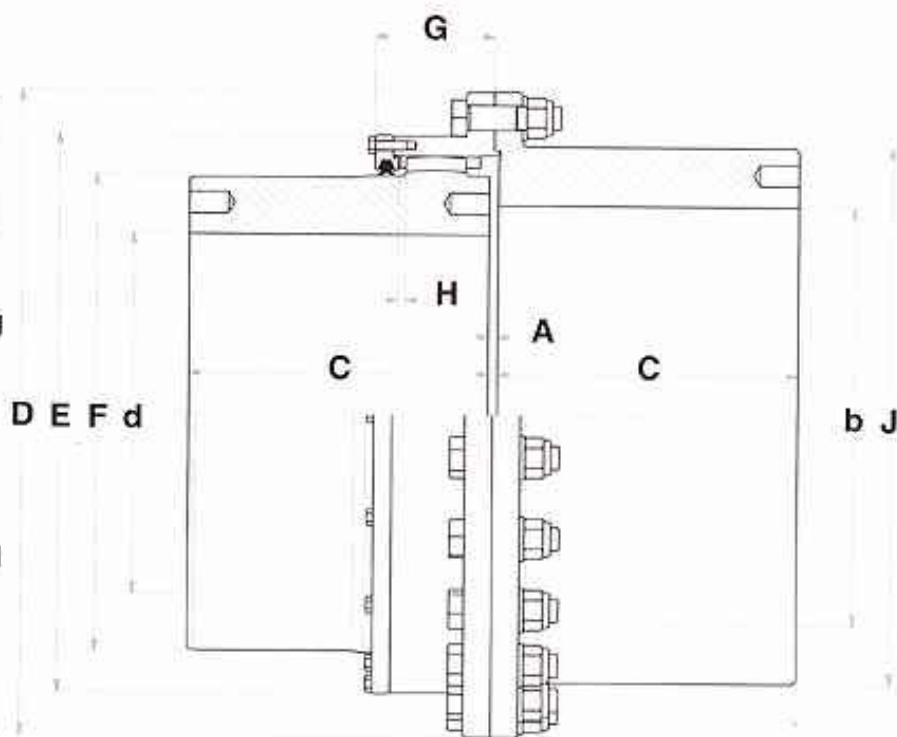
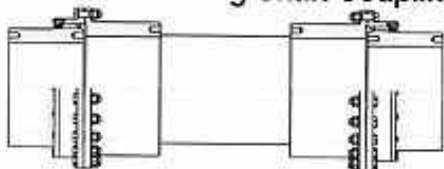


Fig. 55 - GO-FB.HT Coupling

DENOMINATION EXAMPLE:  
GO-FB.HT GEAR COUPLING SIZE 10  
**GO-10FB.HT Coupling**

TAB. 46

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>n<sub>k</sub></b>	MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
						D	C	A	E	F	J	G	H				
4	417	834	1950	325	365	580	250	12	493	400	475	129	9	718	21.146	5	1579.5
5	563	1126	1730	370	400	630	275	12	543	450	525	137	9	946	34.040	6	2014.5
6	745	1490	1570	400	430	700	305	12	587	490	560	141	9	1231	52.567	8	2376.8
7	980	1960	1380	430	475	760	330	12	647	550	620	147	9	1718	87.832	10	2788.9
8	1235	2470	1230	475	525	825	355	12	712	610	685	151	9	2140	132.08	12	4427.2
9	1455	2910	1150	510	560	885	380	20	753	650	725	165	15	2690	188.07	18	6459.5
10	1785	3570	1080	530	600	935	410	20	803	680	775	169	15	3090	244.05	21	7182.8
11	2290	4580	960	580	650	1010	430	20	878	750	850	177	15	3880	364.85	25	10328
12	2670	5340	900	610	690	1085	460	30	928	790	900	208	22	4685	498.50	38	12053
13	3790	7580	800	660	770	1185	510	30	1028	870	1000	216	22	6330	817.15	48	16167
14	5260	10520	690	760	870	1340	560	30	1163	1000	1130	228	22	8950	1487.4	60	24079
15	6540	13080	620	860	950	1440	610	40	1263	1100	1230	249	30	11500	2246.3	85	29315
16	8750	17500	550	950	1050	1575	660	40	1398	1220	1365	276	30	15220	3620.5	105	40272
17	10580	21160	510	1020	1120	1705	710	40	1499	1310	1455	284	30	18710	5097.2	120	49803
18	12540	25080	470	1090	1200	1805	760	40	1598	1400	1555	290	30	22750	7027.1	135	60398
19	15630	31260	430	1180	1300	1935	810	40	1728	1520	1685	300	30	28360	10219	160	76531

NOTE 1 - Values are calculated for solid hubs and refer to GO-FB gear couplings only.

GO-MB COUPLINGS

TECHNICAL DATA

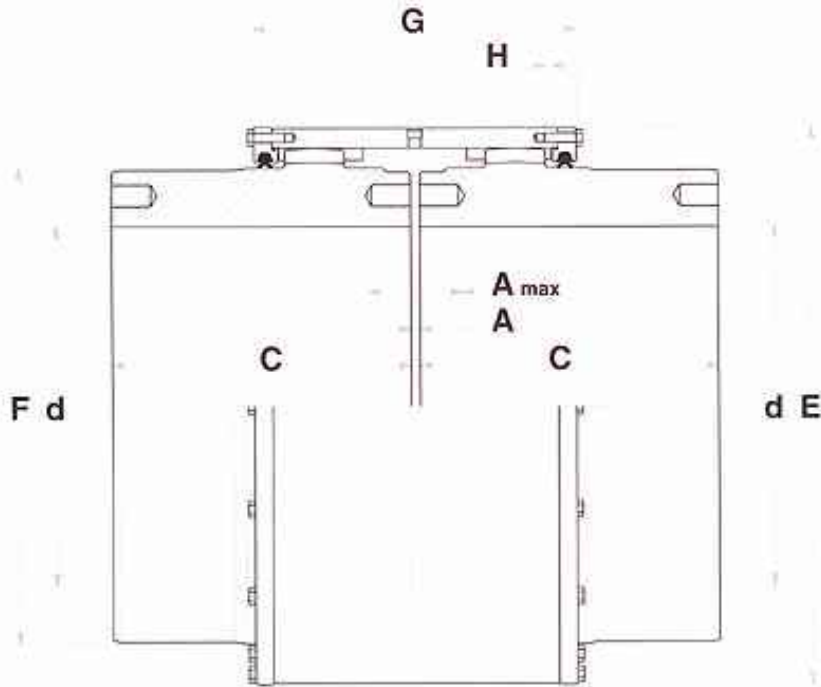


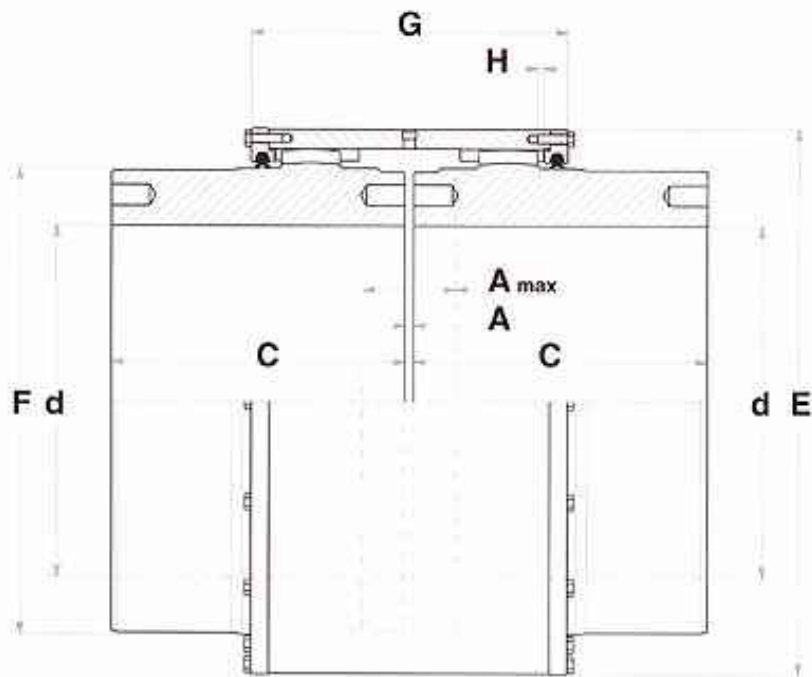
Fig. 58 - GO-MB Coupling

DENOMINATION EXAMPLE:  
GO-MB GEAR COUPLING SIZE 10  
**GO-10MB Coupling**

TAB. 47

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [dNm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]							MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]
					<b>E</b>	<b>C</b>	<b>A</b>	<b>A<sub>max</sub></b>	<b>F</b>	<b>G</b>	<b>H</b>				
4	277	554	1140	325	493	250	12	72	400	318	9	612	16.225	5	920.4
5	383	766	1010	370	543	275	12	88	450	350	9	832	26.829	6	1042.2
6	493	986	920	400	587	305	12	102	490	372	9	1078	40.279	8	1277.4
7	660	1320	810	430	647	330	12	114	550	396	9	1437	65.727	10	1597.3
8	840	1680	720	475	712	355	12	122	610	412	9	1885	104.55	12	2234.0
9	990	1980	670	510	753	380	20	136	650	446	15	2276	142.17	18	2527.5
10	1195	2390	630	530	803	410	20	144	680	462	15	2721	189.82	21	3284.2
11	1555	3110	560	580	878	430	20	154	750	488	15	3451	290.10	25	4271.8
12	1815	3630	530	610	928	460	30	160	790	546	22	4114	385.88	38	5033.9
13	2510	5020	470	680	1028	510	30	166	870	568	22	5140	628.05	48	7191.8
14	3530	7060	400	780	1163	560	30	192	1000	618	22	7990	1163.3	60	10256
15	4440	8880	360	880	1263	610	40	216	1100	674	30	10300	1806.9	65	12697
16	5920	11840	320	950	1396	660	40	238	1220	750	30	13690	2950.1	105	17230
17	7180	14360	300	1020	1498	710	40	254	1310	782	30	16890	4167.4	120	21016
18	8500	17000	270	1090	1598	760	40	270	1400	810	30	20545	5759.7	135	25456
19	10600	21200	250	1180	1728	810	40	290	1520	850	30	25710	8450.7	160	30996

NOTE 1 - Values are calculated for solid hubs.



DENOMINATION EXAMPLE:  
GO-MB.HT GEAR COUPLING SIZE 10  
**GO-10MB.HT Coupling**

Fig. 59 - GO-MB.HT Coupling

TAB. 48

SIZE	NOMINAL TORQUE [Nm] <b>T<sub>k</sub></b>	MAX TORQUE [Nm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]							MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① K <sub>t</sub> 10° [Nm/rad]
					E	C	A	A <sub>max</sub>	F	G	H				
4	417	834	1850	325	493	250	12	72	400	318	9	612	16.225	5	920.4
5	563	1126	1730	370	543	275	12	88	450	350	9	632	26.829	6	1042.2
6	745	1490	1570	400	587	305	12	102	490	372	9	1078	40.279	8	1277.4
7	980	1960	1380	430	647	330	12	114	550	396	9	1437	65.727	10	1597.3
8	1235	2470	1230	475	712	355	12	122	610	412	9	1885	104.55	12	2234.0
9	1455	2910	1150	510	753	380	20	136	650	446	15	2276	142.17	18	2527.5
10	1785	3570	1080	530	803	410	20	144	680	462	15	2721	189.82	21	3284.2
11	2290	4580	960	580	878	430	20	154	750	488	15	3451	290.10	25	4271.8
12	2670	5340	900	610	928	460	30	160	790	546	22	4114	385.88	38	5033.9
13	3790	7580	800	680	1028	510	30	166	870	568	22	5140	628.05	48	7191.8
14	5260	10520	690	750	1163	560	30	192	1000	618	22	7900	1163.3	60	10258
15	6540	13080	620	800	1263	610	40	216	1100	674	30	10300	1806.9	85	12697
16	8750	17500	550	950	1398	660	40	238	1220	750	30	13690	2950.1	105	17230
17	10680	21160	510	1020	1498	710	40	254	1310	782	30	16890	4167.4	120	21016
18	12540	25080	470	1090	1598	760	40	270	1400	810	30	20545	5759.7	135	25456
19	15630	31260	430	1180	1728	810	40	290	1520	850	30	25710	8450.7	160	30996

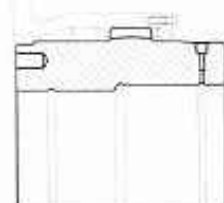
NOTE 1 - Values are calculated for solid hubs.

GO-B.W & AO-B.W COUPLINGS

TECHNICAL DATA

TAB. 49 - Hubs Shrinkfitting - MAX TORQUES

SHAFT	COUPLING SIZE	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
	Hub Length C	250	275	305	330	355	380	410	430	460	510	560	610	660	710	760	810											
Ø200	Max Torque [kNm]	233.0																										
	Min/Max interference [µm]	36/45																										
Ø225	Max Torque [kNm]	273.4																										
	Min/Max interference [µm]	41/45																										
Ø250	Max Torque [kNm]	304.1	383.7																									
	Min/Max interference [µm]	46/55	42/50																									
Ø275	Max Torque [kNm]	330.0	414.7	507.9																								
	Min/Max interference [µm]	51/55	51/55*	51/55																								
Ø300	Max Torque [kNm]	321.8	437.2	555.6	681.6																							
	Min/Max interference [µm]	57/55	55/50	56/50	57/55																							
Ø325	Max Torque [kNm]	286.0	457.8	575.1	729.2	870.4																						
	Min/Max interference [µm]	63/57	63/55	63/55	63/55	63/55																						
Ø350	Max Torque [kNm]		433.8	582.7	778.0	950.8	1077																					
	Min/Max interference [µm]		66/70	69/70	69/70	69/70	69/70	69/70																				
Ø375	Max Torque [kNm]		381.5	586.1	801.7	1010	1167	1314																				
	Min/Max interference [µm]		70/75	71/70	73/75	76/75	73/75	73/75	73/75																			
Ø400	Max Torque [kNm]			531.8	796.2	1056	1242	1411																				
	Min/Max interference [µm]			75/80	74/85	75/80	76/80	76/80	76/80																			
Ø425	Max Torque [kNm]				789.6	1064	1276	1474	1734																			
	Min/Max interference [µm]				81/80	76/85	80/80	80/80	80/80	80/80																		
Ø450	Max Torque [kNm]					1049	1299	1521	1839	2076																		
	Min/Max interference [µm]					85/95	84/95	85/90	86/90	86/90	86/90																	
Ø475	Max Torque [kNm]						1233	1497	1961	2275	2848																	
	Min/Max interference [µm]						100/100	100/100	100/100	100/100	100/100	100/100																
Ø500	Max Torque [kNm]																											
	Min/Max interference [µm]																											
Ø525	Max Torque [kNm]								1445	1964	2324	2964																
	Min/Max interference [µm]								100/100	100/100	100/100	100/100	100/100															
Ø550	Max Torque [kNm]									1941	2338	3064																
	Min/Max interference [µm]									120/110	100/110	100/110	100/110															
Ø575	Max Torque [kNm]										1861	2328	3135	3960														
	Min/Max interference [µm]										100/110	100/110	100/110	100/110	100/110													
Ø600	Max Torque [kNm]											2258	3158	4119														
	Min/Max interference [µm]											110/100	110/100	110/100	110/100													
Ø625	Max Torque [kNm]												3157	4253														
	Min/Max interference [µm]												110/100	110/100	110/100													
Ø650	Max Torque [kNm]													3068	4312	5316												
	Min/Max interference [µm]													120/100	120/100	120/100												
Ø675	Max Torque [kNm]														2966	4365	5512											
	Min/Max interference [µm]														120/100	120/100	120/100											
Ø700	Max Torque [kNm]															4360	5655	6925										
	Min/Max interference [µm]															120/100	120/100	120/100										
Ø725	Max Torque [kNm]																4370	5764	7159									
	Min/Max interference [µm]																130/110	130/110	130/110									
Ø750	Max Torque [kNm]																	4298	5812	7391								
	Min/Max interference [µm]																	130/110	130/110	130/110								
Ø775	Max Torque [kNm]																		4144	5797	7562							
	Min/Max interference [µm]																		130/110	140/110	140/110							
Ø800	Max Torque [kNm]																			5757	7695	9169						
	Min/Max interference [µm]																			140/110	140/110	140/110						
Ø850	Max Torque [kNm]																				5497	7722	9469					
	Min/Max interference [µm]																				150/100	150/100	150/100					
Ø900	Max Torque [kNm]																					7619	9613	11504				
	Min/Max interference [µm]																					150/100	160/100	160/100				
Ø950	Max Torque [kNm]																						7289	9583	11776			
	Min/Max interference [µm]																						170/100	170/100	170/100			
Ø1000	Max Torque [kNm]																							9264	11835	14767		
	Min/Max interference [µm]																							180/100	180/100	180/100		
Ø1050	Max Torque [kNm]																									11433	14794	
	Min/Max interference [µm]																									180/100	190/100	
Ø1100	Max Torque [kNm]																										10919	14708
	Min/Max interference [µm]																										190/100	200/100
Ø1150	Max Torque [kNm]																											14287
	Min/Max interference [µm]																											200/100



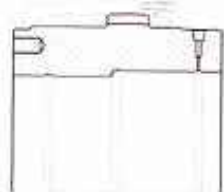
DENOMINATION EXAMPLE:  
GO-B COUPLING SIZE 10 FOR  
SHRINKFITTING AND OIL PRESSURE  
REMOVAL  
**GO-10B.W Coupling**

NOTE: The max torques are calculated with a friction coefficient  $\mu=0.12$ , with the min and max interferences (in Micron) and a max hub stress equal to the 80% of the material yielding.

The max torques value vary linearly with the increasing of the hub length C and with the friction coefficient  $\mu$ , which can be 0.15, 0.18 or 0.20 max.

TAB. 50 - Hubs Shrinkfitting - MAX TORQUES

SHAFT	COUPLING SIZE	C	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
			250	275	305	330	355	380	410	430	460	510	560	610	660	710	760	810
Ø200	Max Torque [kNm]		351.8															
	Min/Max Interference [µm]		57/65															
Ø225	Max Torque [kNm]		407.8															
	Min/Max Interference [µm]		61/67															
Ø250	Max Torque [kNm]		450.5	566.4														
	Min/Max Interference [µm]		69/76	69/70														
Ø275	Max Torque [kNm]		494.7	613.4	753.9													
	Min/Max Interference [µm]		79/85	75/81	76/82													
Ø300	Max Torque [kNm]		485.0	640.4	815.5	1004												
	Min/Max Interference [µm]		85/90	82/88	83/89	86/90												
Ø325	Max Torque [kNm]		433.2	644.7	846.8	1083	1289											
	Min/Max Interference [µm]		86/93	83/88	83/88	86/90	90/95											
Ø350	Max Torque [kNm]		609.8	856.8	1144	1402	1597											
	Min/Max Interference [µm]		99/103	94/100	93/100	97/105	97/105											
Ø375	Max Torque [kNm]		535.6	826.2	1178	1487	1724	1940										
	Min/Max Interference [µm]		88/103	108/108	109/110	108/110	104/110	104/110										
Ø400	Max Torque [kNm]			746.7	1171	1553	1820	2076										
	Min/Max Interference [µm]			106/108	108/110	110/110	113/115	115/110										
Ø425	Max Torque [kNm]				1115	1560	1874	2161	2547									
	Min/Max Interference [µm]				116/120	116/120	117/120	115/125	116/125									
Ø450	Max Torque [kNm]					1539	1905	2237	2693	3053								
	Min/Max Interference [µm]					120/130	125/135	126/135	126/135	126/134								
Ø475	Max Torque [kNm]					1473	1888	2256	2799	3217								
	Min/Max Interference [µm]					126/130	126/135	130/135	130/140	130/140								
Ø500	Max Torque [kNm]						1822	2229	2669	3335	4176							
	Min/Max Interference [µm]						135/145	135/145	136/145	136/145	135/145	141/140						
Ø525	Max Torque [kNm]							2129	2660	3396	4333							
	Min/Max Interference [µm]							141/150	140/150	140/150	143/150	147/155						
Ø550	Max Torque [kNm]								2649	3432	4477							
	Min/Max Interference [µm]								150/150	151/160	150/160							
Ø575	Max Torque [kNm]								2754	3404	4592	5297						
	Min/Max Interference [µm]								157/160	157/165	162/160	161/165						
Ø600	Max Torque [kNm]									3309	4630	5509						
	Min/Max Interference [µm]									160/170	160/170	161/165						
Ø625	Max Torque [kNm]										4612	5888						
	Min/Max Interference [µm]										170/180	150/185						
Ø650	Max Torque [kNm]										4502	5763	7143					
	Min/Max Interference [µm]										170/180	150/180	158/195					
Ø675	Max Torque [kNm]										4355	5857	7374					
	Min/Max Interference [µm]										180/190	160/170	165/175					
Ø700	Max Torque [kNm]											5682	7564	9308				
	Min/Max Interference [µm]											165/175	173/181	170/180				
Ø725	Max Torque [kNm]											5634	7687	9620				
	Min/Max Interference [µm]											175/185	170/180	170/180				
Ø750	Max Torque [kNm]											5749	7779	9892	11562			
	Min/Max Interference [µm]											180/190	169/190	160/190	180/190			
Ø775	Max Torque [kNm]											5568	7794	10120	11927			
	Min/Max Interference [µm]											180/190	185/195	190/200	190/220			
Ø800	Max Torque [kNm]												7725	10272	12249	14154		
	Min/Max Interference [µm]												195/205	196/208	190/230	190/230		
Ø850	Max Torque [kNm]												7356	10345	12644	14866	17330	
	Min/Max Interference [µm]												205/215	203/215	209/215	208/215	210/220	
Ø900	Max Torque [kNm]													10221	12884	15431	18327	
	Min/Max Interference [µm]													217/228	216/230	215/235	222/236	
Ø950	Max Torque [kNm]													9747	12796	15758	19133	
	Min/Max Interference [µm]													222/238	230/245	230/245	236/260	
Ø1000	Max Torque [kNm]														12396	15770	19664	
	Min/Max Interference [µm]														240/260	240/260	240/270	
Ø1050	Max Torque [kNm]															15276	19727	
	Min/Max Interference [µm]															251/260	250/295	
Ø1100	Max Torque [kNm]																14553	19639
	Min/Max Interference [µm]																261/270	260/270
Ø1150	Max Torque [kNm]																	19124
	Min/Max Interference [µm]																	270/295



DENOMINATION EXAMPLE:  
GO-B.HT COUPLING SIZE 10 FOR  
SHRINKFITTING AND OIL PRESSURE  
REMOVAL  
**GO-10B.HT.W Coupling**

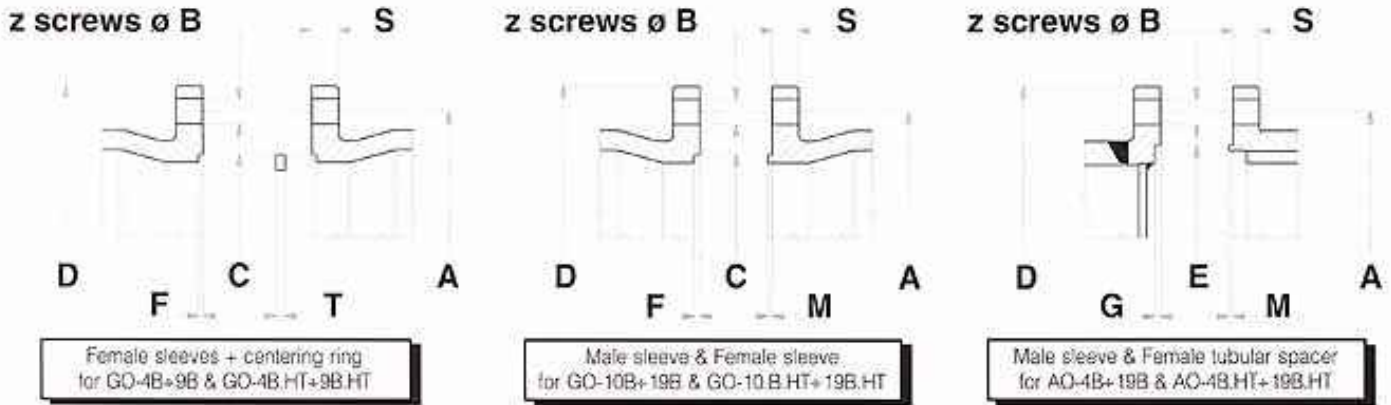
NOTE: The max torques are calculated with a friction coefficient  $\mu=0.12$ , with the min and max interferences (in Micron) and a max hub stress equal to the 90% of the material yielding.

The max torques value vary linearly with the increasing of the hub length C and with the friction coefficient  $\mu$ , which can be 0.15, 0.18 or 0.20 max.



GO-B, AO-B, GO-B.HT & AO-B.HT COUPLINGS

TECHNICAL DATA

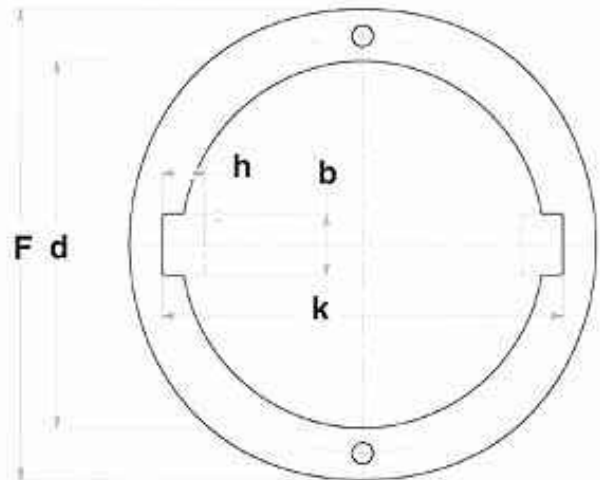
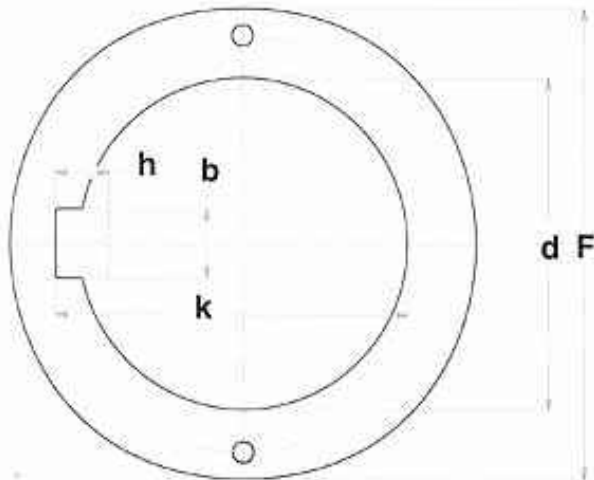


TAB. 51

SIZE	Flange Dimensions [mm]										Tightening Torque [Nm]	
	D	S	H7-7/7	H7-7/7	F	T	G	M	A	z		H8-d8
4	580	25	432	462	5	10	7	5	530	18	25/M24	670
5	630	25	480	508	5	10	7	5	580	22	25/M24	670
6	700	35	520	555	5	10	7	5	635	16	32/M30	1250
7	760	35	580	615	5	10	7	5	695	20	32/M30	1250
8	825	35	640	675	5	10	7	5	760	22	32/M30	1250
9	885	40	680	715	8	16	10	8	810	18	38/M36	2170
10	935	40	730	760	10	-	10	8	860	20	38/M36	2170
11	1010	40	810	835	10	-	10	8	935	24	38/M36	2170
12	1085	45	860	885	14	-	14	12	995	20	44/M42	3480
13	1185	45	940	985	14	-	14	12	1095	24	44/M42	3480
14	1340	55	1070	1115	14	-	14	12	1240	24	50/M48	5230
15	1440	55	1170	1215	17	-	17	15	1340	28	50/M48	5230
16	1575	55	1300	1345	17	-	17	15	1475	32	50/M48	5230
17	1705	60	1390	1440	17	-	17	15	1585	28	58/M56	8300
18	1805	60	1490	1535	17	-	17	15	1685	32	58/M56	8300
19	1935	60	1620	1665	17	-	17	15	1815	36	58/M56	8300

TAB. 52

SIZE	Hub Dia F	Max bore with 1 keyway			Max bore with 2 keyway		
		max d	key bxh	max k	max d	key bxh	max k
4	400	310	70x45	328.5	325	56x36	356
5	450	340	80x55	363	370	63x40	404
6	490	380	80x55	403.5	400	70x45	439
7	550	400	90x70	430	430	70x45	469
8	610	430	90x70	460.5	475	80x55	523
9	650	450	100x75	482	510	80x55	558
10	680	-	-	-	530	90x70	592
11	750	-	-	-	580	90x70	643
12	790	-	-	-	610	100x75	676
13	870	-	-	-	680	110x80	751
14	1000	-	-	-	780	120x90	860
15	1100	-	-	-	860	130x90	940
16	1220	-	-	-	950	140x100	1040
17	1310	-	-	-	1020	150x110	1120
18	1400	-	-	-	1090	150x110	1190
19	1520	-	-	-	1180	150x110	1280



TECHNICAL DATA

G20-F & G20-M COUPLINGS

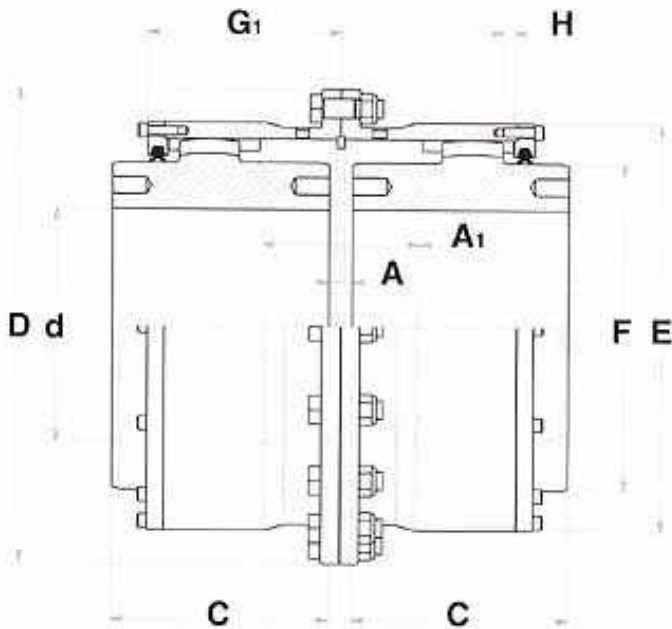


Fig. 60 - G20-F Coupling

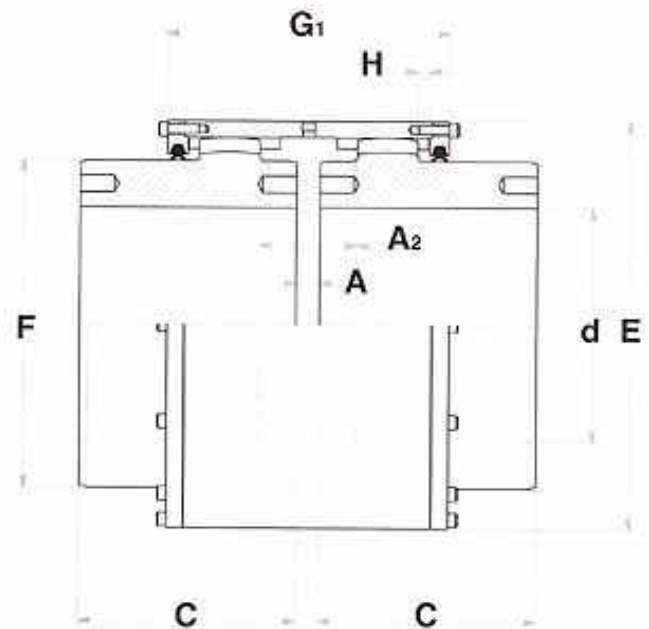


Fig. 61 - G20-M Coupling

**G20 SERIES** For angular misalignment up to **2°00'**

DENOMINATION EXAMPLE:  
G20-F GEAR COUPLING SIZE 30  
**G20-30F Coupling**

DENOMINATION EXAMPLE:  
G20-M GEAR COUPLING SIZE 30  
**G20-30M Coupling**

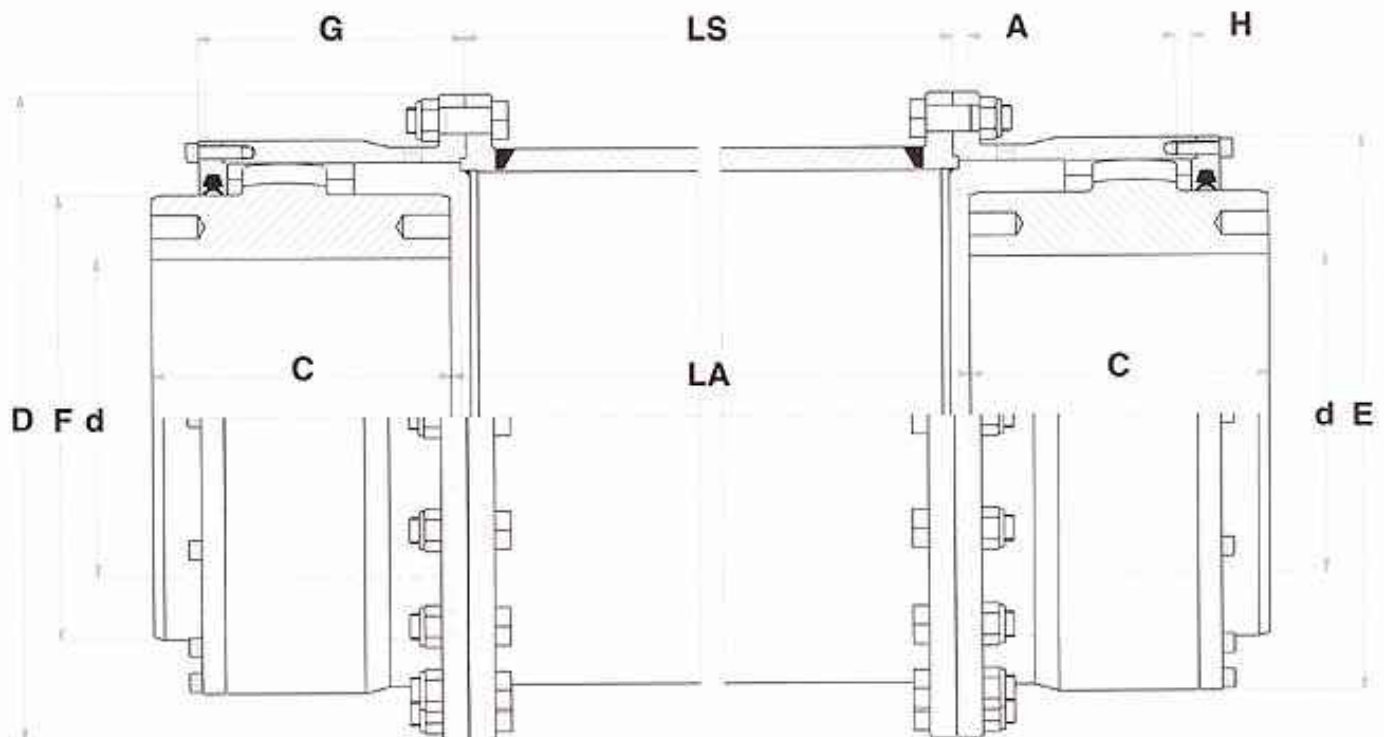
TAB. 53

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]										MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kgm²]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10³ [Nm/rad]
					D	C	A	A1	A2	E	F	G1	G2	H				
12	14.2	21.3	6980	75	192	90	10	64	40	152	105	88	132	6	24.5	0.0754	0.4	35.229
14	22.3	33.5	5650	90	216	105	10	82	50	176	128	101	150	6	35.5	0.1319	0.7	45.757
17	33	49.5	4720	105	240	120	10	98	58	200	152	113	166	6	52.5	0.2673	0.9	58.975
19	55	82.5	4030	120	274	135	10	110	64	230	170	126	186	9	75.0	0.4932	1.6	88.475
23	84	126	3300	145	312	155	10	130	72	268	206	142	206	9	111	1.0028	2.2	134.42
26	123	184.5	2790	170	364	180	10	148	82	307	242	157	228	9	189	2.1107	2.9	204.24
30	197	295.5	2360	195	410	200	20	150	92	353	274	187	276	12	270	3.9339	5.0	296.27
35	284	426	1990	230	460	230	20	172	102	403	322	206	302	12	403	7.6788	6.5	452.51
40	408	612	1710	260	544	250	20	194	112	453	370	225	328	12	583	14.816	8.2	638.89
46	615	922	1460	300	610	280	30	202	126	523	420	250	364	15	843	27.534	14	937.91
52	850	1275	1260	340	672	310	30	228	138	585	480	271	392	15	1171	47.437	17	1320.4
58	1145	1718	1110	380	734	340	30	252	150	647	540	291	420	15	1754	77.596	21	1758.1

NOTE 1 - Values are calculated for solid hubs and refer to G20-F gear couplings only

G20-FS SPACER COUPLINGS

TECHNICAL DATA



**G20 SERIES** For angular misalignment up to **2°00'**

DENOMINATION EXAMPLE:  
G20-FS GEAR COUPLING SIZE 30  
**G20-30FS Coupling**

Fig. 62 - G20-FS Spacer Coupling

TAB. 54

SIZE	NOMINAL TORQUE [Nm] <b>Tk</b>	MAX TORQUE [Nm] <b>Tf</b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]								MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kgm <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>6</sup> [Nm/rad]
					D	C	A	LA	E	F	G	H				
<b>12</b>	14.2	21.3	6980	75	192	90	5	100	152	105	88	6	31	0.1102	0.4	14.510
<b>14</b>	22.3	33.5	5850	90	216	105	5	110	176	128	101	6	43	0.1890	0.7	19.660
<b>17</b>	33	49.5	4720	105	240	120	5	120	200	152	113	6	63	0.2837	0.9	26.273
<b>19</b>	55	82.5	4030	120	274	135	5	140	230	170	126	9	92	0.6616	1.6	40.310
<b>23</b>	84	126	3500	145	312	155	5	160	268	206	142	9	131	1.3498	2.2	62.265
<b>26</b>	123	184.5	2790	170	364	180	5	180	307	242	157	9	223	2.8525	2.9	95.225
<b>30</b>	197	295.5	2360	195	410	200	10	200	353	274	187	12	312	5.1391	5.0	139.05
<b>35</b>	284	426	1990	230	460	250	10	230	403	322	206	12	465	9.9772	6.5	214.59
<b>40</b>	408	612	1710	260	544	250	10	250	453	370	225	12	688	19.692	8.2	306.00
<b>46</b>	615	922	1460	300	610	260	15	280	523	420	250	15	970	35.799	14	454.22
<b>52</b>	850	1275	1260	340	672	310	15	310	585	480	271	15	1333	60.193	17	605.93
<b>58</b>	1145	1718	1110	380	734	340	15	340	647	540	291	15	1948	96.823	21	801.72

NOTE 1 - Values are calculated for solid hubs and spacer with min LA.

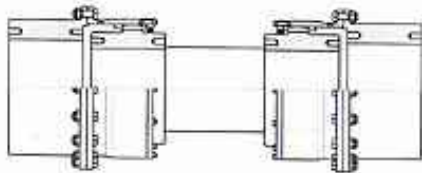
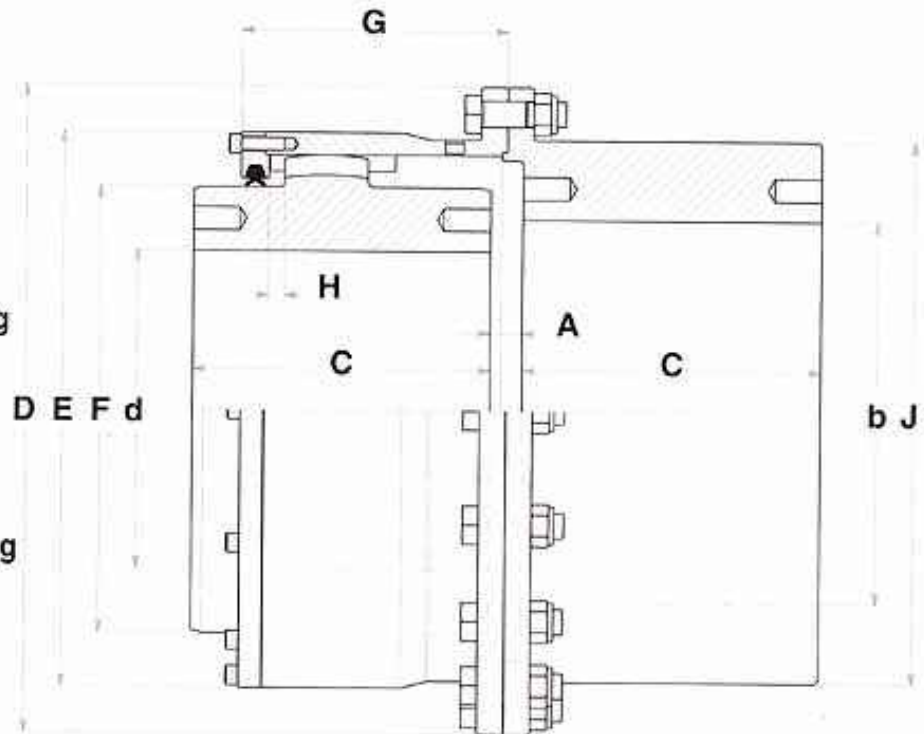
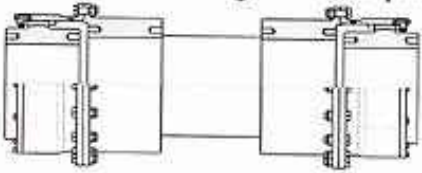


Fig. 64 - G20-FR.C  
Floating Shaft Coupling

Fig. 65 - G20-FR.D  
Floating Shaft Coupling



**G20 SERIES** For angular misalignment up to **2°00'**

DENOMINATION EXAMPLE:  
G20-FR GEAR COUPLING SIZE 30  
**G20-30FR Coupling**

Fig. 63 - G20-FR Coupling

TAB. 55

SIZE	NOMINAL TORQUE [kNm] <b>T<sub>k</sub></b>	MAX TORQUE [kNm] <b>T<sub>f</sub></b>	MAX SPEED [1/min] <b>nk</b>	MAX [mm] <b>d</b>	MAX [mm] <b>b</b>	DIMENSIONS [mm]							MASS ① M [Kg]	MOMENT OF INERTIA ① J [Kg·m <sup>2</sup> ]	GREASE QUANTITY [Kg]	TORSIONAL STIFFNESS ① Kx10 <sup>4</sup> [Nm/rad]	
						D	C	A	E	F	J	G					H
<b>12</b>	14.2	21.3	6980	75	100	192	90	10	152	105	145	88	6	25.5	0.0779	0.2	32.580
<b>14</b>	22.3	33.5	5850	90	120	216	105	10	176	128	168	101	6	38	0.1453	0.4	46.375
<b>17</b>	33	49.5	4720	105	135	240	120	10	200	152	192	113	6	55.5	0.2808	0.5	63.911
<b>19</b>	55	82.5	4030	120	155	274	135	10	230	170	222	126	9	81.5	0.5408	0.8	97.053
<b>23</b>	84	126	3300	145	185	312	155	10	268	206	260	142	9	123	1.1130	1.1	151.71
<b>26</b>	123	184.5	2790	170	210	364	180	10	307	242	298	157	9	198	2.3016	1.5	228.50
<b>30</b>	197	295.5	2360	195	240	410	200	20	353	274	344	187	12	288	4.3767	2.5	343.30
<b>35</b>	284	426	1990	230	280	460	230	20	403	322	394	206	12	430	8.4861	3.3	518.99
<b>40</b>	408	612	1710	260	320	544	250	20	453	370	444	225	12	615	16.107	4.1	743.38
<b>46</b>	615	922	1460	300	360	610	280	30	523	420	510	250	15	895	30.246	7	1111.4
<b>52</b>	850	1275	1260	340	410	672	310	30	585	480	572	271	15	1239	51.954	8.5	1569.0
<b>58</b>	1145	1718	1110	380	450	734	340	30	647	540	634	291	15	1751	84.782	10.5	2111.3

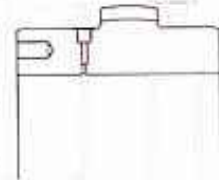
NOTE 1 - Values are calculated for solid hubs and refer to G20-FR Couplings only.

G20-F.W, G20-FS.W & G20-FR.W COUPLINGS

TECHNICAL DATA

TAB. 56 - Hubs Shrinkfitting - MAX TORQUES

SHAFT	COUPLING SIZE	Hub Length C	12	14	17	19	23	26	30	35	40	46	52	58			
			90	105	120	135	155	180	200	230	250	280	310	340			
Ø40	Max Torque [kNm]	5.055															
	Min/Max interference [µm]	104/136															
Ø50	Max Torque [kNm]	7.600	9.795														
	Min/Max interference [µm]	153/167	136/168														
Ø60	Max Torque [kNm]	9.468	12.97														
	Min/Max interference [µm]	159/197	161/199														
Ø70	Max Torque [kNm]	10.68	16.29	21.16													
	Min/Max interference [µm]	185/236	191/229	193/251													
Ø80	Max Torque [kNm]	10.71	18.78	25.83	31.44												
	Min/Max interference [µm]	213/291	220/254	223/261	224/262												
Ø90	Max Torque [kNm]		19.29	29.05	36.52												
	Min/Max interference [µm]		241/285	247/291	249/293												
Ø100	Max Torque [kNm]		18.30	31.40	41.34	52.37											
	Min/Max interference [µm]		256/310	274/318	278/322	283/307											
Ø110	Max Torque [kNm]			31.97	44.65	60.06											
	Min/Max interference [µm]			301/345	306/350	316/336											
Ø120	Max Torque [kNm]			29.86	45.87	66.56											
	Min/Max interference [µm]			325/369	333/377	329/364											
Ø130	Max Torque [kNm]				43.55	69.92	97.45										
	Min/Max interference [µm]				352/402	346/390	345/395										
Ø140	Max Torque [kNm]					72.64	106.0										
	Min/Max interference [µm]					368/416	372/422										
Ø150	Max Torque [kNm]					72.52	113.3	144.6									
	Min/Max interference [µm]					390/440	400/450	404/454									
Ø160	Max Torque [kNm]					69.48	117.5	155.1									
	Min/Max interference [µm]					414/464	425/475	431/481									
Ø170	Max Torque [kNm]						119.1	163.7									
	Min/Max interference [µm]						450/500	459/508									
Ø180	Max Torque [kNm]						117.6	169.8	239.7								
	Min/Max interference [µm]						479/525	485/535	492/542								
Ø190	Max Torque [kNm]						110.0	169.6	249.4								
	Min/Max interference [µm]						490/548	500/560	511/569								
Ø200	Max Torque [kNm]							169.5	260.7								
	Min/Max interference [µm]							520/584	535/596								
Ø210	Max Torque [kNm]							163.2	268.7								
	Min/Max interference [µm]							549/607	564/622								
Ø220	Max Torque [kNm]								272.9	366.5							
	Min/Max interference [µm]								589/647	600/658							
Ø230	Max Torque [kNm]								273.4	379.7							
	Min/Max interference [µm]								614/672	626/684							
Ø240	Max Torque [kNm]								260.2	389.9	514.0						
	Min/Max interference [µm]								638/696	650/710	660/718						
Ø250	Max Torque [kNm]								259.8	395.9	534.7						
	Min/Max interference [µm]								661/719	677/735	687/745						
Ø260	Max Torque [kNm]									394.4	547.6	611.0					
	Min/Max interference [µm]									696/760	718/772	734/788					
Ø270	Max Torque [kNm]									392.0	561.1	637.8					
	Min/Max interference [µm]									721/785	734/798	748/812					
Ø280	Max Torque [kNm]										384.1	570.8	662.4	812.4			
	Min/Max interference [µm]										745/809	760/824	778/838	818/872			
Ø290	Max Torque [kNm]										369.8	576.1	684.2	849.6			
	Min/Max interference [µm]										767/831	780/850	806/860	833/887			
Ø300	Max Torque [kNm]											575.8	703.1	893.5			
	Min/Max interference [µm]											811/875	828/884	857/911			
Ø320	Max Torque [kNm]												550.3	720.3	935.0		
	Min/Max interference [µm]												848/920	858/930	888/960		
Ø340	Max Torque [kNm]													726.7	981.4		
	Min/Max interference [µm]													902/974	915/987		
Ø360	Max Torque [kNm]														711.5	1010	
	Min/Max interference [µm]														944/996	960/1020	
Ø380	Max Torque [kNm]															1019	
	Min/Max interference [µm]															1040/1116	
Ø400	Max Torque [kNm]																1004
	Min/Max interference [µm]																1040/1088



DENOMINATION EXAMPLE:  
G20-F COUPLING SIZE 30 FOR  
SHRINKFITTING AND OIL PRESSURE  
REMOVAL  
**G20-30F.W Coupling**

NOTE: The max torques are calculated with a friction coefficient  $\mu=0.12$ , with the min and max interferences (in Microns) and a max hub stress equal to the 80% of the material yielding.

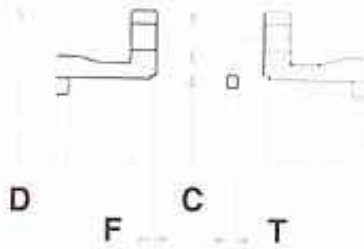
The max torques value vary linearly with the increasing of the hub length C and with the friction coefficient  $\mu$ , which can be 0.15, 0.18 or 0.20 max.

TECHNICAL DATA

G20-F, G20-FS, G20-FR & G20-M COUPLINGS

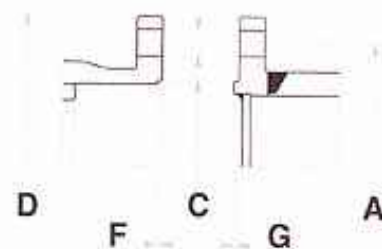
z screws  $\varnothing B$

S



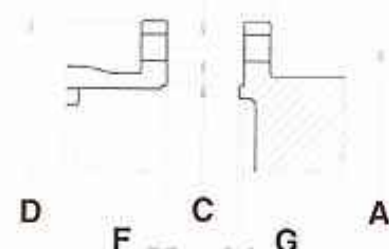
z screws  $\varnothing B$

S



z screws  $\varnothing B$

S



Female Sleeve + Centering Ring  
for G20-12F + G20-58F

Female Sleeve & Male Spacer  
for G20-12FS + G20-58FS

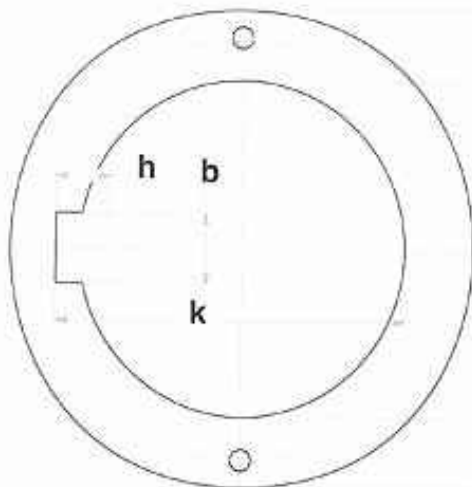
Female Sleeve & Male Rigid Hub  
for G20-12FR + G20-58FR

TAB. 57

SIZE	Flange Dimensions [mm]								Flange Hub	Tightening Torque [Nm]
	D	S	C	F	T	G	A	z		
12	192	11	134	3	6	2	170	8	11/M10	38
14	216	11	158	3	6	2	194	10	11/M10	38
17	240	11	182	3	6	2	218	12	11/M10	38
19	274	13	210	4	8	3	250	12	13/M12	65
23	312	13	246	4	8	3	288	16	13/M12	65
26	364	16	282	4	8	3	332	12	17/M16	155
30	410	16	328	5	10	4	378	18	17/M16	155
35	460	16	376	5	10	4	428	22	17/M16	155
40	544	25	424	5	10	4	494	12	25/M24	520
46	610	25	488	6	12	5	560	16	25/M24	520
52	672	25	548	6	12	5	622	20	25/M24	520
58	734	25	608	6	12	5	684	24	25/M24	520

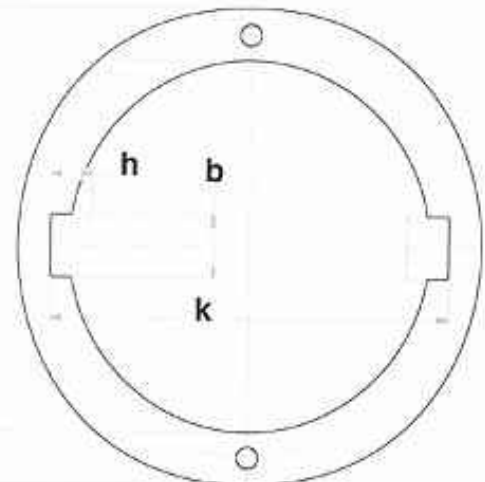
TAB. 58

SIZE	H.D. Da F	Max bore with 1 keyway			Max bore with 2 keyway		
		max d	key bxh	max k	max d	key bxh	max k
12	105	75	20x12	79.9	85	18x11	93.8
14	128	90	25x14	95.4	100	22x14	110.8
17	152	105	28x16	111.4	120	25x14	130.8
19	170	120	32x18	127.4	136	28x16	147.8
23	206	145	36x20	153.4	160	32x18	174.8
26	242	170	40x22	179.4	190	36x20	206.8
30	274	195	45x25	205.4	215	40x22	233.8
35	322	230	50x28	241.4	250	45x25	270.8
40	370	260	56x32	272.4	290	50x28	312.8
46	420	300	70x36	314.4	330	56x32	354.8
52	480	340	80x40	355.4	375	63x32	399.8
58	540	380	80x40	395.4	420	70x36	448.8



d F

F d



G35 & G60 COUPLINGS

TECHNICAL DATA

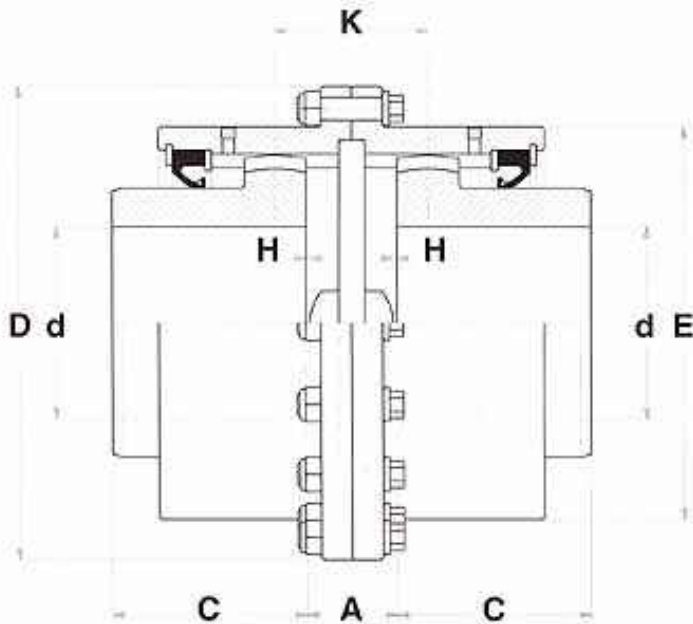


Fig. 66 - G35-F & G60-F Couplings

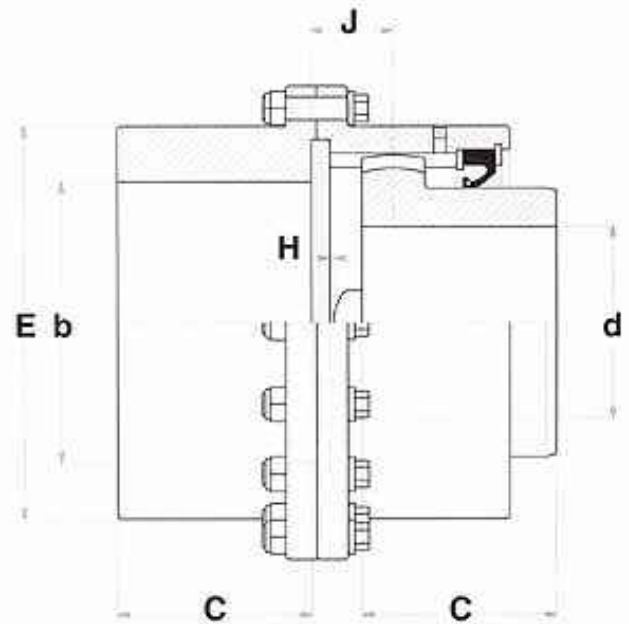


Fig. 67 - G35-FR & G60-FR Couplings

**G35 SERIES** For angular misalignment up to **3°30'**

**G60 SERIES** For angular misalignment up to **6°00'**

DENOMINATION EXAMPLE:  
G35-F GEAR COUPLING SIZE 60  
**G35-F60 Coupling**

DENOMINATION EXAMPLE:  
G60-FR GEAR COUPLING SIZE 60  
**G60-FR60 Coupling**

TAB. 59

SIZE	G35 SERIES		G60 SERIES		MAX SPEED [1/min]	MAX [mm]	MAX [mm]	MAX [mm]	DIMENSIONS [mm]							
	NOMINAL TORQUE [Nm]	MAX TORQUE [Nm]	NOMINAL TORQUE [Nm]	MAX TORQUE [Nm]					D	C	A	E	H	J	K	M
<b>10</b>	4.05	8.10	2.40	4.80	3250	44	75	50	142	55	45	104	1	32	61	105
<b>20</b>	10.3	20.6	5.95	11.9	2360	55	90	60	168	70	49	130	1	37	71	130
<b>30</b>	16.4	32.8	9.40	18.8	1810	70	110	75	200	80	55	158	2	41	77	160
<b>40</b>	29.5	59.0	17.0	34.0	1530	90	130	110	225	90	59	183	2	47	89	185
<b>50</b>	39.5	79.0	23.0	46.0	1290	100	150	130	265	105	68	211	3	52	98	215
<b>60</b>	72.0	144.0	43.0	86.0	1090	125	175	150	300	120	74	245	3	61	116	245
<b>70</b>	102.0	204.0	61.0	122.0	950	135	195	170	330	135	80	275	3	67	126	275
<b>80</b>	134.0	268.0	76.0	152.0	850	150	220	190	370	150	84	307	3	70	132	310
<b>90</b>	168.0	336.0	90.0	180.0	760	170	240	210	406	175	104	335	3	81	154	335
<b>100</b>	230.0	460.0	140.0	280.0	680	190	260	230	439	190	104	367	4	86	164	370
<b>110</b>	275.0	550.0	155.0	310.0	560	230	300	275	505	220	106	423	4	89	168	425

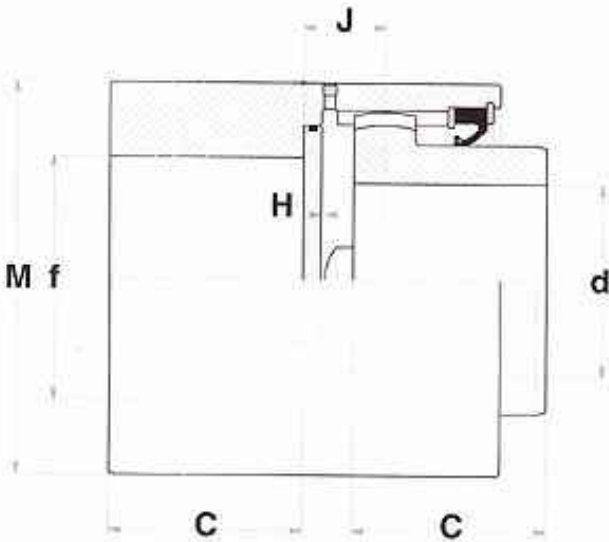


Fig. 68 - G35-M.F. & G60-M.F. Couplings

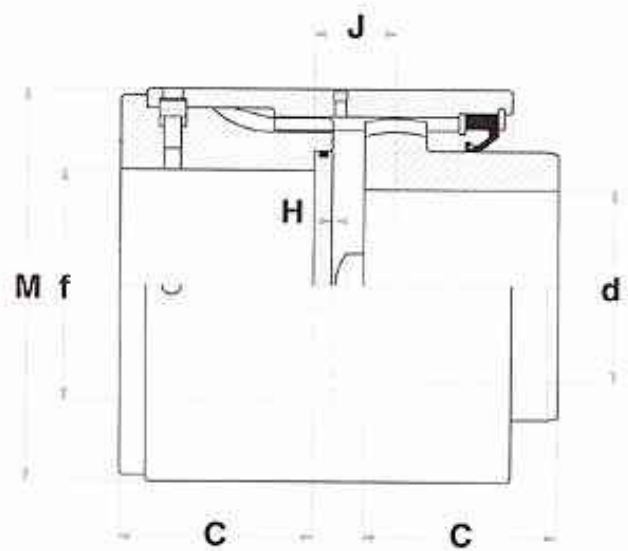
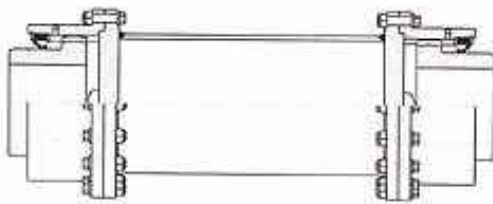
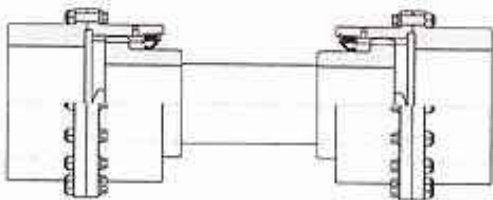


Fig. 69 - G35-M.S & G60-M.S Couplings



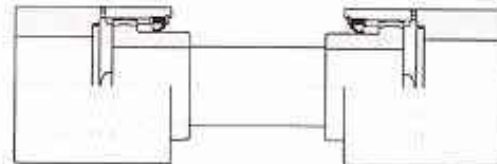
Es. G35-FS SPACER COUPLING SIZE 60

Fig. 70 - G35-FS60  
Spacer Coupling



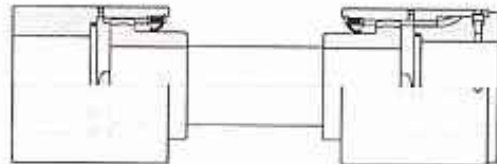
Es. G35-FR FLOATING SHAFT COUPLING SIZE 60

Fig. 71 - G35-FR60  
Floating Shaft Coupling



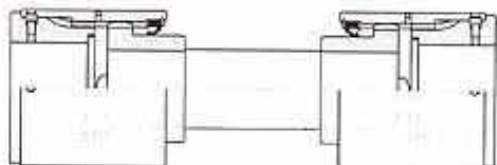
Es. G35-M.FF FLOATING SHAFT COUPLING SIZE 60

Fig. 72 - G35-M60.FF  
Floating Shaft Coupling



Es. G35-M.SF FLOATING SHAFT COUPLING SIZE 60

Fig. 73 - G35-M60.SF  
Floating Shaft Coupling



Es. G35-M.SS FLOATING SHAFT COUPLING SIZE 60

Fig. 74 - G35-M60.SS  
Floating Shaft Coupling



GTS COUPLINGS

TECHNICAL DATA

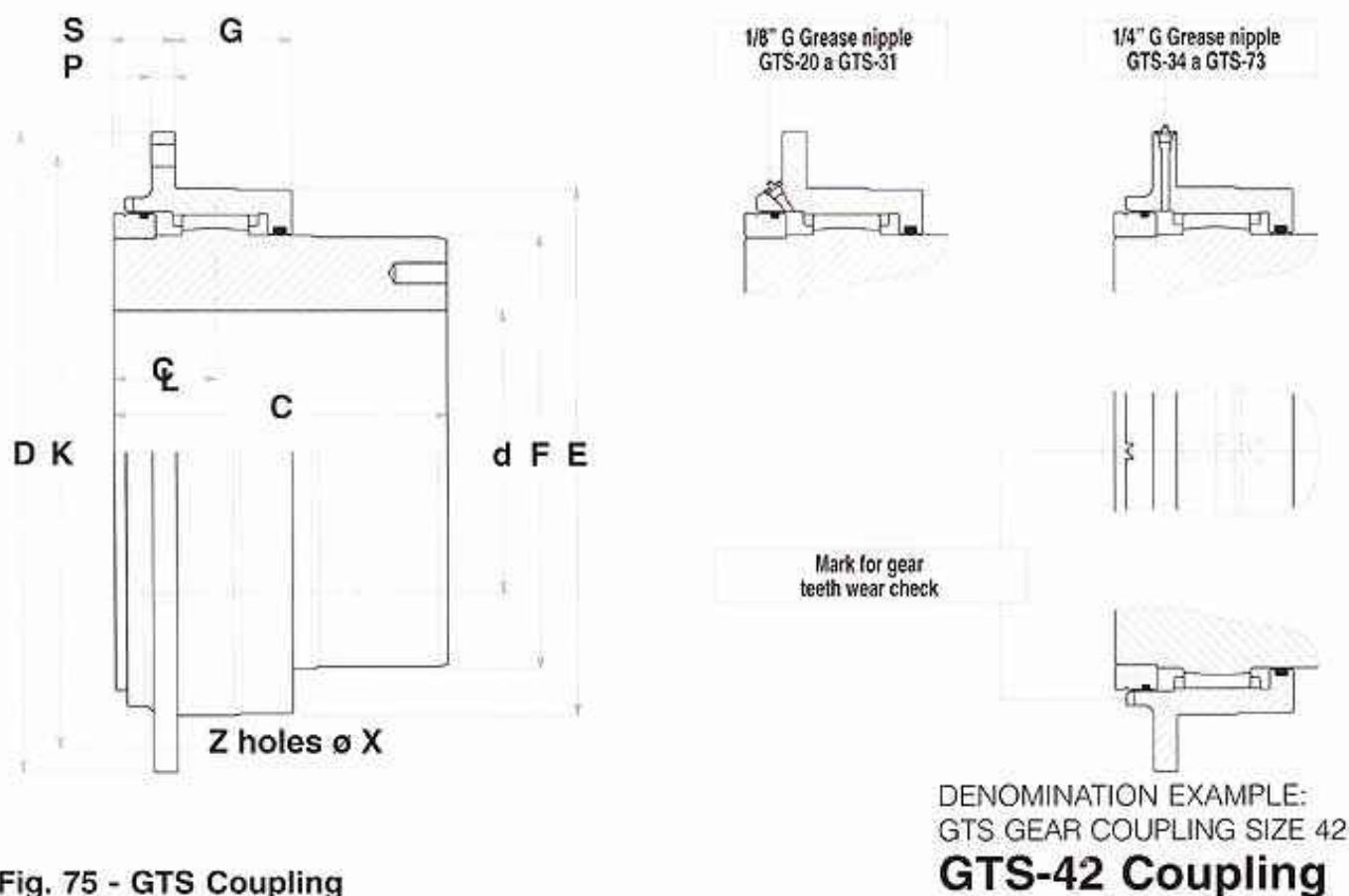


Fig. 75 - GTS Coupling

TAB. 60

SIZE	NOMINAL TORQUE [dNm] <b>Tk</b>	MAX TORQUE [kNm] <b>Tf</b>	MAX LOAD [Kg] <b>Qk</b>	MAX [mm] <b>d</b>	DIMENSIONS [mm]												MASS ① M [Kg]	GREASE QUANTITY [Kg]			
					<b>D</b>	<b>K</b>	<b>Z</b>	<b>X</b>	<b>Y</b>	<b>S</b>	<b>P</b>	<b>G</b>	<b>ϕ</b>	<b>C</b>	<b>F</b>	<b>E</b>			18-H7	h9-F8	min
20	21.5	32.3	3600	100	320	280	6	18	M16	45	15	47	53	110	149	200	280	10	25	28	0.15
22	26.7	40.1	4050	110	340	300	6	18	M16	45	15	54	55	125	165	220	300	10	25	36	0.17
24	32.5	48.8	4500	120	360	320	6	18	M16	45	15	54	55	130	184	240	320	10	25	44	0.18
26	44.5	66.8	5500	130	380	340	6	18	M16	45	15	58	57	145	196	260	340	10	25	53	0.20
28	58.5	87.8	6750	150	400	360	6	18	M16	45	15	65	62	170	222	280	360	10	25	73	0.26
31	79.0	119	8300	165	420	380	6	18	M16	45	15	67	62	175	253	310	380	10	25	96	0.28
34	93.0	140	11300	175	450	400	6	23	M20	60	20	73	77	185	266	340	400	10	25	120	0.32
40	139	209	14600	210	510	460	6	23	M20	60	20	75	77	220	317	400	460	10	25	158	0.48
42	158	237	16000	220	550	500	6	23	M20	60	20	82	82	240	330	420	500	10	25	223	0.58
45	196	294	18200	245	580	530	6	23	M20	60	20	92	87	260	368	450	530	20	40	284	0.70
53	305	458	22500	290	650	600	6	23	M20	65	25	107	97	315	435	530	580	25	50	466	1.10
56	362	543	25400	305	680	630	24	23	M20	65	25	122	107	350	460	560	600	25	50	574	1.40
60	450	675	29400	330	710	670	24	28	M24	81	35	125	123	380	500	600	640	35	60	718	1.80
67	568	852	35800	375	780	730	24	28	M24	81	35	127	123	410	560	670	700	35	60	956	2.20
73	685	1028	42000	410	850	800	24	28	M24	81	35	130	123	450	610	730	760	35	60	1230	2.60

NOTE 1 - Values are calculated for solid hubs.

TECHNICAL DATA

GTS COUPLINGS

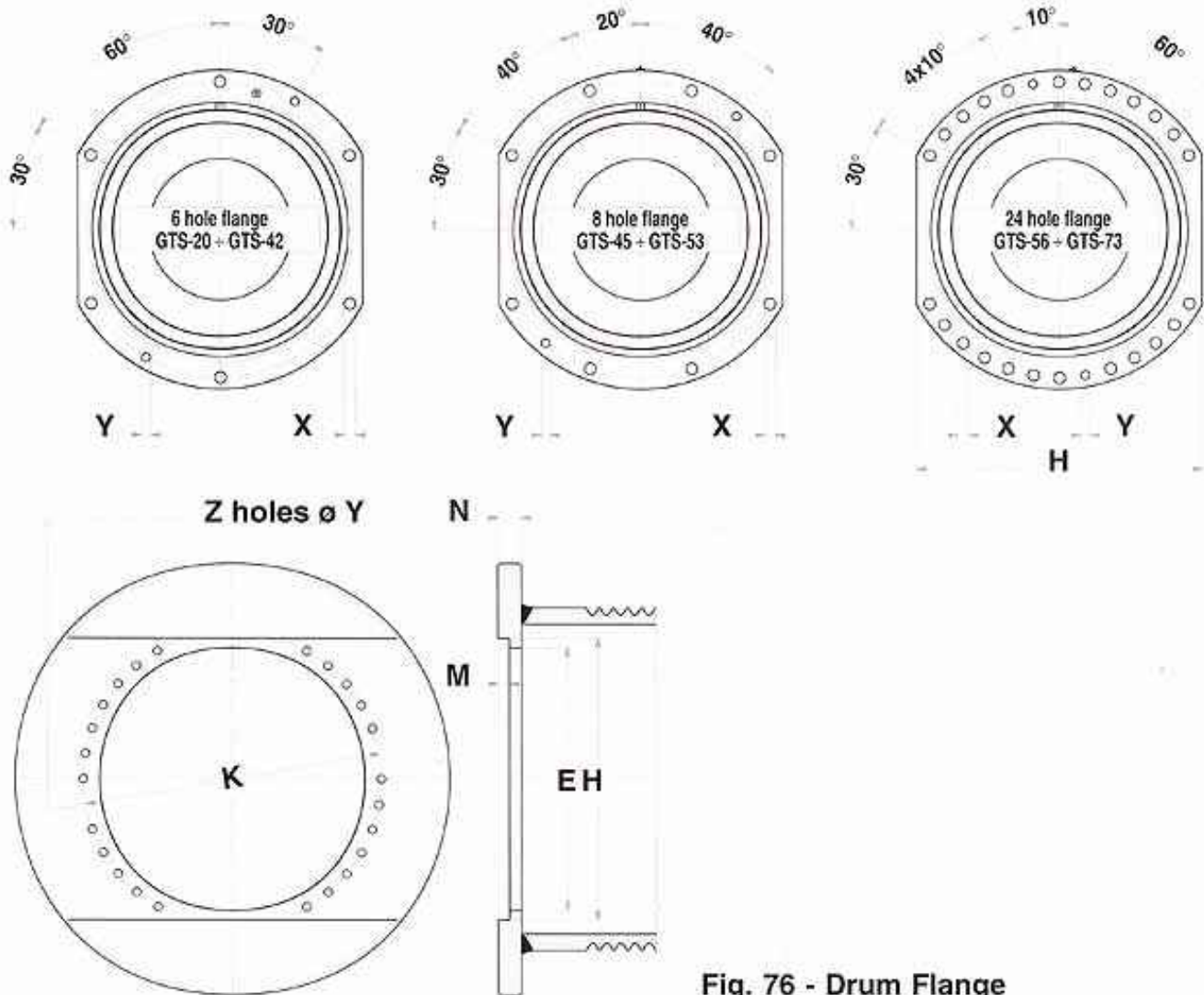


Fig. 76 - Drum Flange

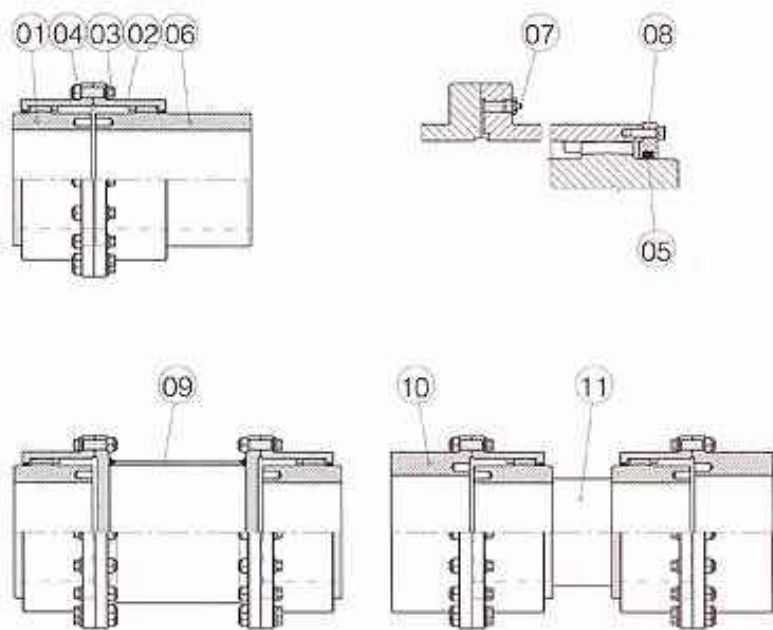
TAB. 61

Max Theoretic Total Working life [h]	400	800	1600	3200	6300	12500	25000	50000
SAFETY CLASS (UNI 7670)	1 mC	1 mB	1 mA	2 m	3 m	4 m	5 m	5 m
SERVICE FACTOR FS	1.00	1.12	1.25	1.40	1.60	1.80	2.00	2.50

**GEAR COUPLING  
SELECTION**

<b>LOAD DATA:</b>	<b>T<sub>n</sub></b> = MAX TORQUE ON THE DRUM	[kNm]
	<b>Q</b> = MAX RADIAL LOAD ON THE GEAR COUPLING	[kg]
	<b>D</b> = SHAFT DIAMETER	[mm]
	<b>FS</b> = SERVICE FACTOR (TAB. 61)	[-]
<b>VERIFY THAT:</b>	GEAR COUPLING NOMINAL TORQUE	<b>T<sub>k</sub></b> [kNm] ≥ T <sub>n</sub> x FS
	MAX GEAR COUPLING RADIAL TORQUE	<b>Q<sub>k</sub></b> [kg] ≥ Q
	MAX GEAR COUPLING BORE	<b>d</b> [mm] ≥ D

## INSTALLATION, USE & MAINTENANCE



### LIST OF COMPONENTS

01	Standard Hub
02	Flanged Sleeve
03	Set Screw
04	Hexagonal Self-locking Nut
05	Seal Gasket
06	Longer Hub
07	Lube Fitting or Lube Plug
08	Removable Side Flange
09	Tubular Spacer
10	Rigid Hub
11	Floating Shaft

### THESE INSTRUCTIONS ARE NECESSARY TO ENSURE A LONG LIFETIME OF OUR GEAR COUPLINGS

These general instructions are applicable to all our gear couplings. More specific and detailed instructions are provided with the goods. To perform all the required operations, use the necessary time and check carefully the work done. Please remember that all the mechanical machinings, like bore and keyway finishing and the operations of lifting, handling, assembly, hub shrinkfitting, installation, alignment, lubrication and maintenance, must be performed by qualified, well trained and expert personnel only.

#### INSTALLATION

- 1 - Keep the gear couplings in a proper non-corrosive environment, protected from dust, humidity and bad weather. Every 6 months, repeat the anticorrosive protection treatment on the machined surfaces.
- 2 - Before use, remove the gear coupling from the package and check its condition.
- 3 - Before installation, disassemble the gear coupling in its main components, remove the anti-corrosive coat from the machined surfaces and clean the bore surfaces carefully. If toxic chemicals are used for the cleaning operations, follow prescribed safety measures. NEVER USE CORROSIVE PRODUCTS.
- 4 - If the finish bore operations are to be performed, verify that they conform to the dimensional and geometrical tolerances, defined in the specifications and in the drawings (see also AGMA 9002-A26).
- 5 - When working next to a rotating device, always follow safety procedures: verify that the unit is off and that it can not restart until the work is finished. Carefully check the safety conditions. The personnel must wear proper clothing, which can not get caught on the mechanical components.
- 6 - In order to facilitate the handling and lifting of the gear couplings and their components, screw the eyebolts in their bores, employing the required tools and operating in the max safety conditions. Before handling and lifting, verify the weights of the units and the position of their barycenter, checking with the catalogue and/or the drawings. During the handling operations, avoid any impact which may damage the machined components. Use procedures and handling and lifting devices which do not damage the gear couplings and their components.
- 7 - The gear couplings, when operating under load, offer a resistance to the axial slide (translation). An axial force proportional to the transmitted torque contrasts this movement, and its entity is directly related to the primitive diameter of the gear teeth and to the value of the dynamic friction coefficient.

The reaction force is obtained as follows:

Where: - Fa = Axial force [KN]  $F_a = T_n \times 2 \mu / D_p$

- Tn = Drive Nominal Torque [KNm]

- Dp = Primitive Diameter of the gear teeth [m]

-  $\mu$  = Friction Coefficient (from 0.01 to 0.15), depending on the lubrication condition. In particular emergency condition the value  $\mu = 0.30$  can be taken.

## INSTALLATION, USE & MAINTENANCE

- 8 - A slight interference of approx. the 0.5/1000 of the diameter is recommended for the hub key shrinkfitting operations. The following tolerances are suggested: H7 for the hole and m6-r6 for the shaft. Furthermore, after shrinkfitting, the keys must remain fixed in position on their flanks, using the tolerance P9 for the keyways. For standard keys in standard hubs, with the nominal load condition and heavy, unidirectional duty, it is preferable not to exceed a specific pressure on the flanks of 160 [N/mm<sup>2</sup>].
- 9 - For keyless shrinkfittings, interferences from the 1/1000 to the 2.5/1000 of the diameter are employed, using a tolerance of H7 for the hole and s6-x6 for the shaft, or special fits. In this case always contact MAINA engineering staff who, in accordance with the type of shrinkfitting and the technical agreements, will evaluate the torque transmittable at the slipping as well as the stress generated in the hub, according to AGMA 9003-A91.  
In case of shrinkfittings with high interference on the flex hubs with working gear teeth, the external diameter of the gear teeth must always be reduced by a suitable dimension. The threaded holes, for fitting the oil pressure removal devices, and the shape of filling holes and grooves are usually performed in accordance with SKF prescriptions. Shrinkfittings can be cylindrical, cylindrical with double diameter, conical, conical with interposed bush. Conical shrinkfittings are suitable for hydraulic assembly.
- 10 - Uniformly heat the hubs, placing them either in an air furnace or in an oil bath, both with thermostatic control. It is also possible to heat the hubs by a free flame, carefully verifying not to generate overheatings and frequently checking the temperature with suitable and precise devices. Employing the flame, heat the outer side of the hubs, carefully avoiding to direct it on the gear teeth; work in max safety condition, far from flammable materials or substances.
- 11 - The heating temperatures must be evaluated considering an expansion which generates a clearance between hole and shaft of the 1+1.5/1000 of the diameter. The heating temperatures, depending on the shrinkfitting interference, are 110-130°C for key shrinkfittings and 180-250°C for keyless shrinkfittings. Never exceed 320°C.
- 12 - After the hub heating, wearing suitable thermal insulated clothing, clear the hole seat of the carbon residual, using a proper cleaning paper instead of common rags. After cleaning, measure the entity of the expansions. Afterwards, lubricate holes and hub surfaces with pure mineral oil without additives. In case of shrinkfittings with a friction coefficient  $\mu \geq 0.15$ , follow our specifications (PFB 1202).
- 13 - Before shrinkfitting the hub, check that the flanged sleeves or the removable side flanges are correctly positioned on the shafts. Verify the seal integrity of these components and check that the seals are correctly inserted in their seats.
- 14 - During the shrinkfitting operations, avoid any contact between the hot hub surfaces and the rubber seals. Position the gear sleeves or the side flanges on the hubs only when the hub temperature goes below 60°C.
- 15 - Position the machines to be connected so that the axial distance between the hubs (or between the heads of the shafts) complies and is in tolerance with the dimension A shown in the catalogue or on the drawings. Obviously, this dimension has to be in accordance with any possible expansion or axial movements/strokes of the connected shafts or to the axial clearance limiting devices. Moreover, to allow the half coupling additional alignment operations, the gear hubs must have the capability to move back as to show a part of the hub; the minimum necessary movement is called "ca" in TAB I. To make both the assembly and alignment operations and the additional gear teeth checks easier, it should be possible to move the gear sleeves back as far as they withdraw from the gear teeth. If there is not enough space, we recommend requesting gear couplings equipped with removable side flanges. To remove the gear couplings without moving the connected units, request couplings equipped with intermediate spacer.
- 16 - Perform the angular and parallel alignment of the half couplings and of the connected machines. To assure long coupling gear teeth lifetime it is better that, after the machines alignment operation and in dynamic working conditions, the initial residual misalignment between the two half couplings is very close to the 1/1000 of the coupling gear teeth distance  $Q$ . The max admissible limit is defined for every kind of gear couplings as the max dynamic angle value. This must be always lower than the allowed angle depending on the max working speed (see Kv diagrams). Secure the machines to their foundations and frames, tightening all the locking bolts and nuts. After this operation, check the half coupling alignment again.
- 17 - Assemble the gear sleeves and the side flanges on the hubs, carefully avoiding any seal damage, then fill the half coupling with grease by a spatula.
- 18 - Close the gear couplings, assembling all their components and devices. To assure a perfect fitting, spread a slight mastic film on the flanges before closing them. During the assembly operations, respect the mutual position of the components; follow the assembly marks showing the right alignment and orientation of the hubs.
- 19 - Screw the main flange connection bolts, carefully tightening them at the torques shown in TAB IV. Carefully screw and tighten all the remaining bolts.
- 20 - For high-speed gear couplings dynamically balanced, in order to maintain the balancing condition with a reduced residual imbalance, besides observing the assembly marks used during the balancing operations, it is also recommended to respect the position of the bolts which, in this case, must not be replaced or mixed.
- 21 - Complete the lubrication through the grease nipples or the conical plugs. Do not exceed 15+20 bar of pressure. Verify that the floating part of the gear coupling (gear hubs and spacers) is able to move axially of the dimension H (see TAB 1).
- 22 - Check the tightening of all bolts and screws, grease nipples and/or plugs.
- 23 - Before starting the machines, place proper safety protections around the gear coupling.
- 24 - After the start-up, the foundation settling and a suitable period of working at the max torques, speed and different temperatures (for a period of about 6 months), check the wear, verify and revise, if necessary, the alignment condition.

GEAR COUPLINGS ARE POTENTIALLY DANGEROUS DEVICES, WHEN ROTATING, AND MAY CAUSE INJURY OR DAMAGE THEREFORE THEY MUST BE PROPERLY SHIELDED. SAFETY REGULATIONS PROVIDE THAT THE ROTATING PARTS OF THE MACHINES ARE PROTECTED BY FIXED SHIELDS, AVOID ANY UNINTENTIONAL CONTACT AND PROTECT FROM THE OBJECTS OR LUBRICANT SPATTERING. SHIELDS MUST BE MANUFACTURED BY THE USER, CAREFULLY ACCORDING TO APPLICABLE GOVERNMENT REGULATIONS.

## INSTALLATION, USE & MAINTENANCE

### A CORRECT ALIGNMENT IS ESSENTIAL FOR A LONG LIFETIME.

The initial static no-load alignment condition (machines off) must consider what will happen under load (dynamic condition). This means that it shall be also able to compensate the misalignments generated by load and temperatures (see pt. 16 of INSTALLATION INSTRUCTIONS).

Check the alignment condition of the half couplings, using for this purpose a modern laser equipment. In this case, to perform the alignment operations, the instructions for use of the equipment have to be followed. Should you not have this equipment, use a thickness gauge or an inside micrometer with extension and a centesimal test indicator (with proper support elements). In this case, depending on the gear coupling type, proceed as indicated below.

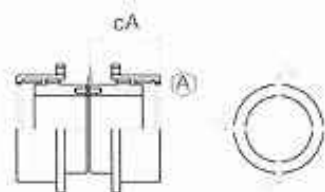


Fig. 01

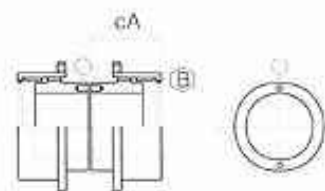


Fig. 02

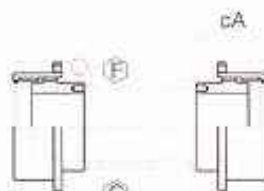


Fig. 03



Fig. 04

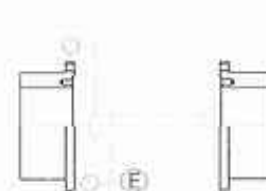
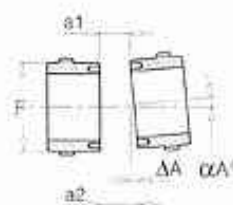
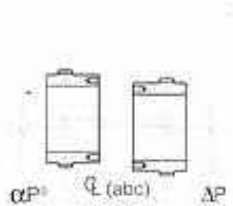


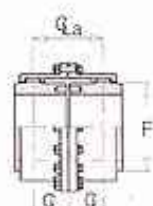
Fig. 05

According to the parallelism and coaxiality values,  $\Delta A$  and  $\Delta P$  verify the alignment as follows.

See TAB. I for the values of: distance between the gear mesh  $Q$ , hub diameter  $F$ , alignment length  $cA$  and hub axial slide  $H$ .



$$\Delta A = a2 - a1$$



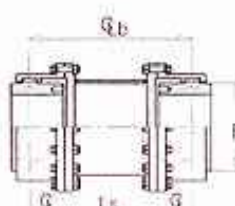
$$Q_a = 2Q$$

$$\alpha P^\circ = \arctan \left( \frac{\Delta P}{Q_a} \right)$$

$$\alpha A^\circ = \arctan \left( \frac{\Delta A}{F} \right)$$

$$\alpha T^\circ = \arctan \sqrt{(\operatorname{tg} \alpha A)^\circ + (\operatorname{tg} \alpha P)^\circ}$$

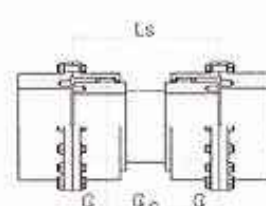
$$\alpha T^\circ \leq \alpha D^\circ \text{ (Max Dynamic Angle)}$$



$$Q_b = Ls + 2Q$$

$$\alpha P^\circ = \arctan \left( \frac{\Delta P}{Q_b} \right)$$

$$\alpha A^\circ = \arctan \left( \frac{\Delta A}{F} \right)$$



$$Q_c = Ls + 2Q$$

$$\alpha P^\circ = \arctan \left( \frac{\Delta P}{Q_c} \right)$$

$$\alpha A^\circ = \arctan \left( \frac{\Delta A}{F} \right)$$

$$\alpha D^\circ = 0^\circ 10' - \text{Standard GO-A Couplings}$$

$$\alpha D^\circ = 0^\circ 15' - \text{GO-A Coupling with N.O.}$$

$$\alpha D^\circ = 0^\circ 15' - \text{GO-B \& GO-B.HT Coupling}$$

$$\alpha D^\circ = 0^\circ 30' - \text{G20 Coupling}$$

## INSTALLATION, USE & MAINTENANCE

**TAB. I**

										ALIGNMENT DIMENSIONS					
GO-A SIZE	ϕ	F	cA	H	GO-B SIZE	GO-B ϕ	F	cA	H	AO-B ϕ	G20 SIZE	ϕ	F	cA	H
0	24	69	55	1.5 ± 0.5	4	155	400	251	9 ± 1	63	12	54	166	108	6 ± 1
1	29	85	62	1.5 ± 0.5	5	175	450	275	9 ± 1	67	14	65	128	121	6 ± 1
2	30	107	74	1.5 ± 0.5	6	190	490	292	9 ± 1	69	17	75	152	133	6 ± 1
3	44	133	86	2.5 ± 0.5	7	205	550	310	9 ± 1	72	19	83	170	146	9 ± 1
4	57	152	100	2.5 ± 0.5	8	215	610	322	9 ± 1	74	23	96	206	162	9 ± 1
5	66	178	115	3 ± 0.5	9	230	650	345	15 ± 1.5	80	26	106	242	177	9 ± 1
6	76	209	130	3 ± 0.5	10	240	680	357	15 ± 1.5	82	30	122	274	207	12 ± 1
7	86	234	145	4 ± 0.5	11	255	750	376	15 ± 1.5	86	35	137	322	228	12 ± 1
8	100	254	160	4 ± 0.5	12	270	790	415	22 ± 2	93	40	152	370	255	12 ± 1
9	114	279	175	4 ± 0.5	13	295	870	444	22 ± 2	97	46	170	420	280	15 ± 1.5
10	124	305	190	4 ± 0.5	14	335	1000	490	22 ± 2	103	52	187	480	301	15 ± 1.5
11	146	355	220	5 ± 0.5	15	370	1100	537	30 ± 3	112	58	203	540	321	15 ± 1.5
					16	410	1220	598	30 ± 3	118					
					17	440	1310	632	30 ± 3	122					
					18	470	1400	665	30 ± 3	125					
					19	510	1520	710	30 ± 3	130					

### A CORRECT LUBRICATION IS ESSENTIAL FOR A LONG GEAR COUPLING LIFETIME

- 1 - After the hub shrinkfitting and the positioning of the gear sleeves and side flanges, fill with grease all the spaces between hubs and sleeves using a spatula. After closing the gear coupling, spread a slight mastic film on the flange connection surfaces.
- 2 - Tighten all the screws at the required torques (see TAB IV) then complete lubrication using all the grease nipples and/or plugs (2 for each half coupling).
- 3 - When lubricating through the grease nipples, verify that the grease is really filling the gear coupling, should the grease enter the coupling with difficulty, open a breather by removing a plug or a grease nipple.
- 4 - At the end of the lubrication, check that the gear coupling is completely filled with grease, then insert the plugs and/or the grease nipples checking their tightening.
- 5 - Regularly, every 3-4 months, relubricate the gear couplings. We suggest this initial time interval in case of integral seals, industrial applications, non corrosive environment, medium and heavy duty, room temperatures from 0 to 70°C. After the first working and observation year and after checking the results, time intervals can be extended up to 6 months. For different conditions, the time intervals between lubrications can still be extended, but they must never be longer than 12 months.  
When lubricating, totally replace grease. To let all the old grease out, remove a plug or a grease nipple at 180° from the new grease filling point and pump the new grease until this comes out from the breather. At the end of this operation, insert the plugs and/or grease nipples, checking that they are properly tightened.
- 6 - Always check that the floating part is axially free. If no movement is possible, open the gear coupling and check the gear teeth.
- 7 - Every 8000 working hours or at max. every two years, completely replace the grease. When doing this operation, you must open the gear coupling, clean the flange surfaces, remove the old grease, clean the interstices, check the gear teeth condition and then perform the operations shown in steps 1 to 4. Never use contaminated grease, or grease which is not suitable to the working conditions.

To separate the two flanges of the gear hubs never use tools which may damage the integrity of the seal surfaces.

To lubricate the gear couplings and their gear teeth, you must employ lithium soap greases, with EP additives, centrifugation resistant, non hygroscopic and antioxidant, with minimum features comparable to what shown in TAB II. Further details are contained in AGMA 9001-A86 instructions.

For all the conditions below, select the proper grease directly contacting the lubricant producer and submit the chosen grease features to MAINA Technical Department for acceptance.

- Extreme duty condition
- Extreme working temperature
- Very heavy and/or reversible duty
- High humidity environment
- Extreme rotation speed
- "LONG-LIFE" lubrication

For information only, TAB III shows some brands and names of grease suitable to lubricate gear couplings operating in condition of medium speeds, loads and duties, and temperatures from -20 to +70°C.

**TAB. II**

Working Temperature	LUBRICANT FEATURES	
	ASTM Penetration Index	NLGI Grade
≥ -20°C ≤ 30°C	350 + 380	0
≥ 30°C ≤ 70°C	300 + 350	1
≤ -20°C	Please contact	
≥ 70°C	our technical department	

**TAB. III**

RECOMMENDED LUBRICANTS			
AGIP	GR-MU EP	IP	ATHESIA EP
CHEVRON	DURA-LIGHT EP	MOBIL	MOBILTEMP 78
MONTESHELL	ALVANIA EP	ESSO	BEACON EP

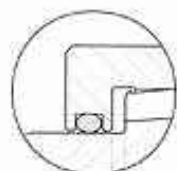
NEVER MIX DIFFERENT KINDS AND/OR DIFFERENT BRANDS OF GREASE. THEY MAY BE INCOMPATIBLE AND MAY LOSE THE LUBRICATION FEATURES. UNLESS OTHERWISE INSTRUCTED, NEVER USE OIL TO LUBRICATE GEAR COUPLINGS.

## INSTALLATION, USE & MAINTENANCE

TAB. IV

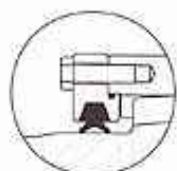
### SEAL GASKETS & TIGHTENING TORQUES

GO-A SIZE	Seals OR TN414	Tightening Torque (Nm)	GO-A.HT SIZE	Seals GDL TN559	Tightening Torque (Nm)	GO-B SIZE	Seals GDL TN559	Tightening Torque (Nm)	G20 SIZE	Seals GDL TN559	Tightening Torque (Nm)
0	OR 68	18	3	12.136	38	4	20.440	670	12	12.129	38
1	OR 85	38	4	12.160	38	5	20.490	670	14	12.152	38
2	OR 107	38	5	12.200	38	6	20.530	1250	17	12.176	38
3	OR 133	65	6	12.220	65	7	20.590	1250	19	12.194	65
4	OR 152	65	7	12.254	65	8	20.650	1250	23	12.230	65
5	OR 177	150	8	12.278	155	9	20.690	2170	26	12.266	155
6	OR 209	150	9	20.314	155	10	20.720	2170	30	20.314	155
7	OR 234	150	10	20.346	155	11	20.790	2170	35	20.362	155
8	OR 253	220	11	20.378	520	12	30.850	3480	40	20.410	520
9	OR 279	400				13	30.930	3480	46	20.460	520
10	OR 304	400				14	30.1060	5230	52	20.520	520
11	OR 355	520				15	30.1160	5230	58	20.580	520
						16	40.1300	5230			
						17	40.1390	6300			
						18	40.1480	6300			
						19	40.1600	6300			



H (ved. TAB. I)

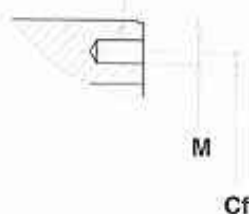
OR seal  
type TN414



H (ved. TAB. I)

GDL seal  
type TN559

Extraction holes 2  
at 180°  
for half coupling



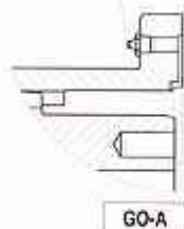
Grease nipples  
2 at 180°  
for half coupling

Conical plugs  
2 at 180°  
for half coupling

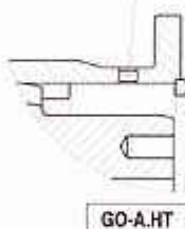
Conical plugs  
2 at 180°  
for half coupling

Conical plugs  
2 at 180°  
for half coupling

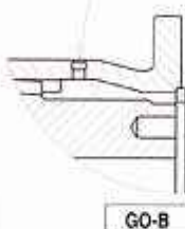
Conical plugs  
2 at 180°  
for half coupling



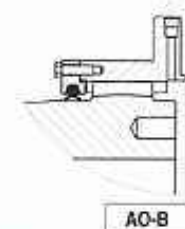
GO-A



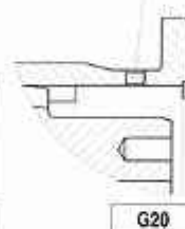
GO-A.HT



GO-B



AO-B



G20

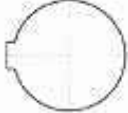


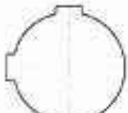
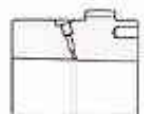
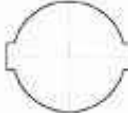
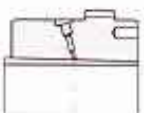

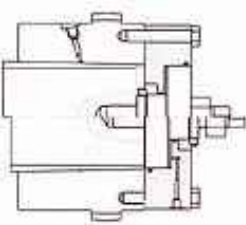
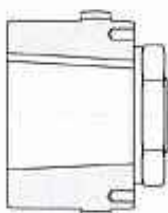

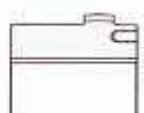

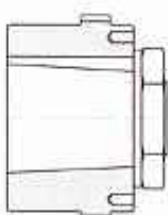

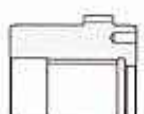

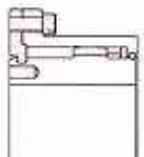
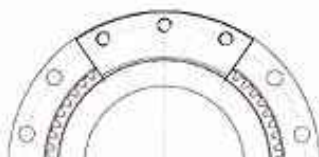
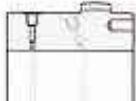
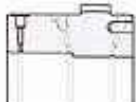
TAB. V

### EXTRACTION HOLES, 2 AT 180° FOR HALF COUPLING

GO-A SIZE	Holes M	Dia Cf	GO-A.HT SIZE	Holes M	Dia Cf	GO-B SIZE	Holes M	Dia Cf	G20 SIZE	Holes M	Dia Cf
* 0	M5	61	3	M10	98	4	M24	350	12	M10	90
* 1	M6	73	4	M10	118	5	M24	400	14	M10	110
* 2	M8	91	5	M10	154	6	M30	430	17	M10	130
* 3	M10	115	6	M12	170	7	M30	490	19	M12	145
* 4	M12	132	7	M12	200	8	M30	550	23	M12	175
* 5	M12	154	8	M16	220	9	M36	580	26	M16	205
6	M16	180	9	M16	237	10	M36	600	30	M16	235
7	M16	204	10	M16	266	11	M36	670	35	M16	280
8	M20	220	11	M24	294	12	M42	710	40	M24	320
9	M20	240				13	M42	790	46	M24	360
10	M24	268				14	M48	900	52	M24	410
11	M24	316				15	M48	1000	58	M24	460
						16	M48	1120			
						17	M56	1190			
						18	M56	1280			
						19	M56	1400			

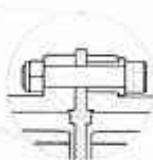
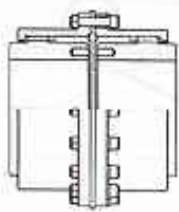
\* Only on demand

BORE DESIGNS

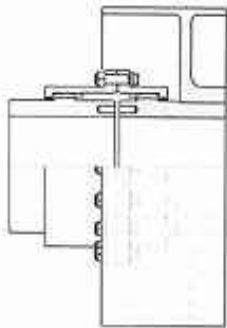
	 <p><b>F01</b> Cylindrical Bore, 1 Keyway</p>	 <p><b>F11</b> Tapered bore for fitting and oil pressure removal</p>
	 <p><b>F02</b> Cylindrical Bore, 2 Keyways at 90°</p>	 <p><b>F12</b> Tapered bore for keyless fitting and oil pressure removal</p>
	 <p><b>F03</b> Cylindrical Bore, 2 Keyways at 180°</p>	 <p><b>F13</b> Tapered bore with tapered bush for fitting and oil pressure removal</p>
	 <p><b>F04</b> Cylindrical Bore, 2 Keyways at 120°</p>	 <p><b>F14</b> Hydraulic device for fitting and oil pressure removal</p>
	 <p><b>F05</b> Tapered Bore, 1 tapered Keyway</p>	 <p><b>F15</b> DIN 5480 splined bore without centerings</p>
	 <p><b>F06</b> Tapered Bore, 2 tapered Keyways at 180°</p>	
	 <p><b>F07</b> Tapered Bore, 1 straight Keyway</p>	 <p><b>F16</b> DIN 5480 splined bore without centering diameters</p>
	 <p><b>F08</b> Tapered Bore, 2 straight Keyways at 180°</p>	  <p><b>F17</b> Rotating hub centering device with disconnected machines</p>
 <p><b>F09</b> Cylindrical bore for keyless fitting and oil pressure removal</p>		
 <p><b>F10</b> Cylindrical bore with 2 diameter, for keyless fitting and oil pressure removal</p>		



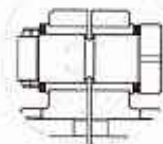
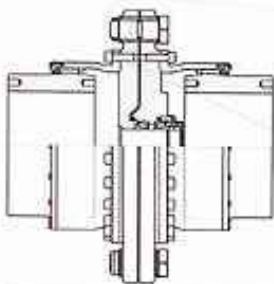
**SPECIAL DESIGNS**



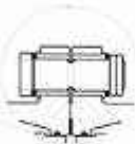
**GO-A.IE Couplings**  
insulated couplings



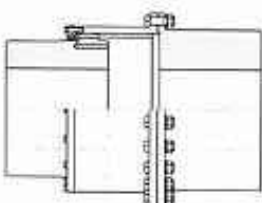
**GO-A.FFX Couplings**  
with brake pulley or brake disc



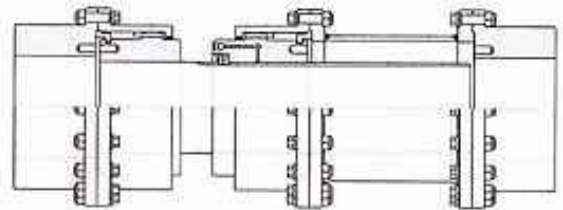
**GO-BS Couplings**  
with shear pin safety device



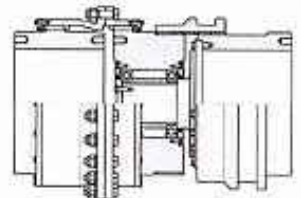
**GO-BPR Couplings**  
with breaking pins



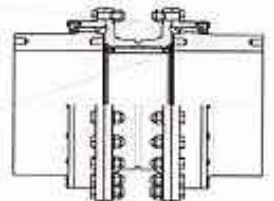
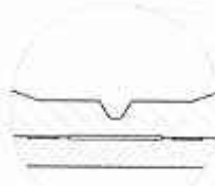
**GO-BSC Couplings**  
for axial slide



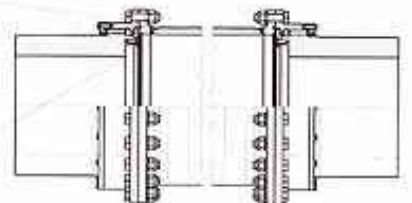
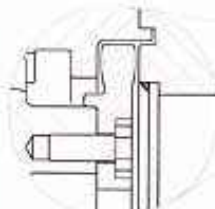
**AO-FASC.X Spacer Couplings**  
telescopic for high axial slide



**GO-BH.RO Couplings**  
disengageable with idle part running on bearings



**GO-B.BS Couplings**  
with breaking spacer



**GO-B.LG Couplings**  
with spacer and limited end float

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