MULTI-DISC COUPLINGS
GL SERIES

ORGANI DI TRASMISSIONE

290

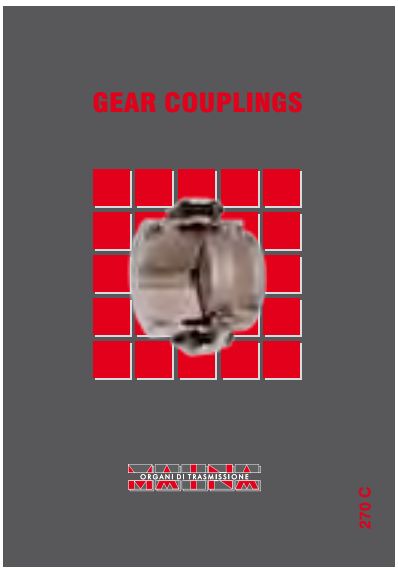
ORGANI DI TRASMISSIONE

Multi-disc Couplings GL series catalogue

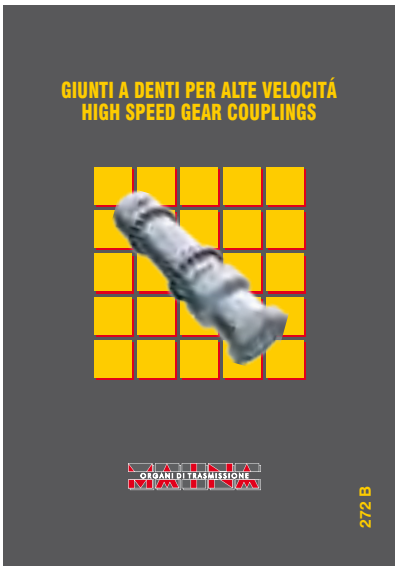
OUR PRODUCTION PROGRAM

GEAR SPINDLES
Catalogue 197 C

UNIVERSAL SHAFTS
Catalogue 250 F



GEAR COUPLINGS
Catalogue 270 C



HIGH SPEED GEAR COUPLINGS
Catalogue 272 B

UNIVERSAL GEAR JOINTS
FOR HIGH SPEED TRAINS
Catalogue 274

DISC COUPLINGS
FOR WIND TURBINES
Catalogue 292

MAINA *GL series main areas of application:*

- *Metals / Heavy duty • Minerals / Mills*
- *Crane systems • Paper-making machines*
- *Petrol chemical / Oil and gas • Cooling towers*
- *Machine tools • Marine • Wind turbines*
- *Test benches • Generators • Pumps*

GL-TYPE MULTI-DISC COUPLINGS

MAINA S.p.A., established in 1886, operates according to the highest quality standards (ISO 9001 certified by DNV in 1994) and has been manufacturing mechanical components for power transmission equipment, including:

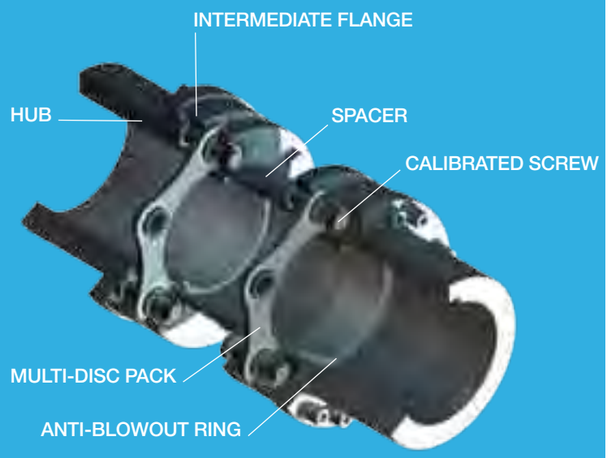
- Crowned-tooth couplings manufactured by any production technology, construction and application typology, having a flange diameter of >100 mm <2500 mm
- Gear spindles reflecting the ultimate technology in this sector, having a diameter ranging between 180 and more than 1150 mm, offering the option of grease-packed lubrication or constant oil circulation. Gear spindles are only used for mill roll drives in the rolling mill processes
- Industrial Shafts and universal joints offering the ultimate technology in the heavy-duty and extra-heavy duty series with a rotation diameter of 225 to 1250 mm, mainly used in iron and steel drives, as well as other processes.
- Preset fracture-, release-, sliding safety devices, and monitoring devices to monitor the twisting torque and the rotation speed.

The Company have now designed a new series of multi-disc couplings, useful to solve any technical problem related to high-circulating power intensity transmission units which cannot or should not be lubricated. MAINA new multi-disc couplings, called “GL type”, are torsionally rigid and have no radial nor tangential clearance, however they are angularly and axially flexible: as a matter of fact, they are apt to be employed in high torque and angular speed power transmission applications, used in conditions of very high (angular, parallel and axial) misalignment, all of this without the need of any lubrication and/or maintenance.

Index

MAJOR FEATURES OF DISC COUPLINGS

- High load and overload capacity
- High rotation speed
- Contained radial and axial dimensions, with customized DBSE
- Low weight and contained moment of inertia
- Backlash-free assembled discs
- High degree of intrinsic dynamic balancing
- High torsional stiffness
- High angular, parallel and axial misalignment capacity
- Contained axial and radial reaction to misalignment
- No maintenance and lubrication required
- Insensitiveness to low temperatures
- Absence of wear, and easy strobe check in operation
- Modular structure and customized disc packs
- Easy transport and assembly (without moving the connected speed increasers and generators)
- Expected endless lifetime (if the real axial and angular misalignment under load is kept within accepted values)
- Adaptability to hostile and corrosive environments (therefore suitable for off-shore applications)
- Certification according to DNV, Lloyd's, ABS, etc (depending on requirements)
- Possibility of installing: safety devices to limit overload; speed rotation monitoring sensors; brake discs
- Possibility of full electric insulation by spacers made of composite material

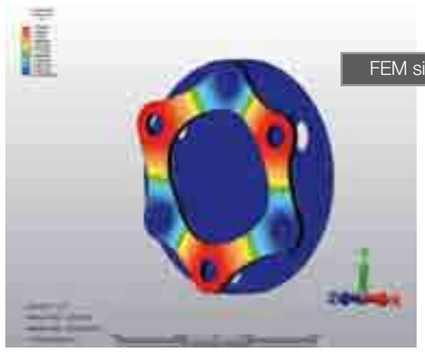


GL6T-API

This series of couplings, thanks to the wide dimensional range, to the several base construction solutions as well as to the many optional variants, can be used easily and extensively, this series allowing to provide a proper solution for any demand in connecting machine driven and driving elements, therefore setting up state-of-the-art power transmissions.

Such couplings, whether they are assembled with hubs and stainless steel hardware, combined with (insulating) glass fibre or carbon fibre spacers, can also be used in highly aggressive environments (corrosion, etc.). By using carbon fibre spacers, it becomes possible to span long bays without using intermediate supports, even in case of high rotating speeds. The inherent reliability and construction safety characteristics that such couplings can provide are such that they become even apt to be employed in the following systems: lifting and transportation systems for persons, lifting and handling of materials, primary and auxiliary ship drives, vertical and horizontal process pump drive, generation of electric power, cooling and heating systems (towers and exchangers), compression of fluids, etc...

Multi-disc pack



FEM simulation

Given the above, MAINA disc couplings, developed to solve the technical problems encountered with power transmissions, nowadays represent the state-of-the-art technology of this field. In brief, we can state that disc couplings are economical, provide a high compensation capacity in case of misalignment, and can be used to build low-cost transmissions where lubrication and maintenance turn out to be impossible, very difficult and/or very costly.

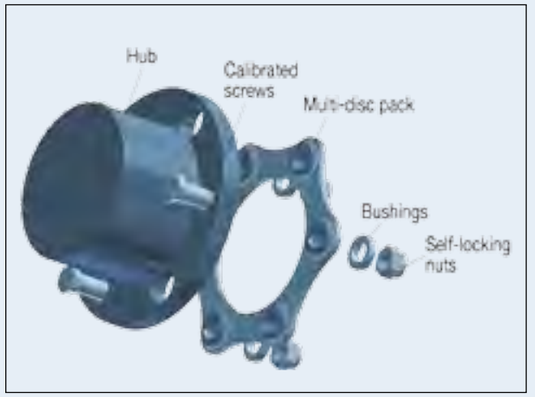
GENERAL CHARACTERISTICS & MODULARITY

Following the studies carried out on the needs in terms of overall dimensions, assembling, operation, maintenance, safety and operation life, we have constructed - for some specific application fields - modular disc couplings such as the one illustrated in the picture here below:

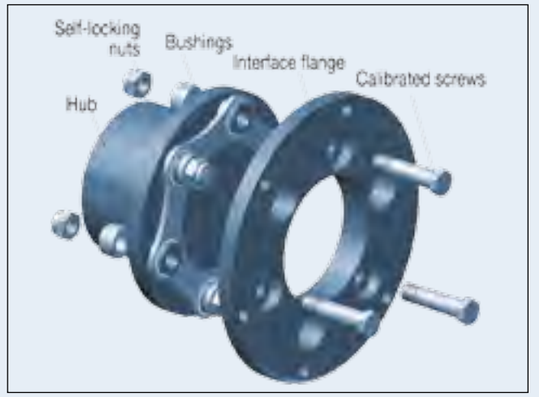
they are couplings that are supplied disassembled into different independent sub-assemblies that can then be assembled and disassembled in a sequence, to help solving the problems normally incurred in the field of logistics, maintenance and handling/transportation.
The final assembly of both half couplings is carried out by inserting and securing the spacer, which has been made using calibrated connection screws, which can easily be inserted and protected by corrosion. The screws are always equipped with self-locking steel nuts, which are tightened with standard open end wrenches.
Thanks to this modular solution employing independent groups of elements which are easy to assemble, it is possible to use assemblies having characteristics which suit the needs of the machinery where they will be installed, allowing the coupling components to be easily assembled.
Standard hubs or brake disc hubs can be installed on the driven side of the coupling (user or reduction gear/servo amplifier side).
In order for both coupling ends to be connected, you can use either steel tubular spacers or shaft-like spacers having a customized length with/without electrical insulation, or tubular spacers in composite insulation material (glass fibre impregnated with a proper resin), while, in case of long bays, carbon fibre spacers can be employed. On the drive (motor) side, you can use standard hubs having either a safety device for overload prevention, thus obtaining a safety coupling, or a coupling capable of protecting the reduction gear from erratic, instantaneous torque peaks generated by the control operations or by overloads caused by the machine or a short-circuited motor.
In order for axial tensioning in the disc packs to be prevented, and to avoid too strict tolerances on the DBSE, either one hub or both can be fitted by means of additional special locking devices.

MANUFACTURING MATERIALS AND PROTECTIONS

Assembly sequence - **Step 1**



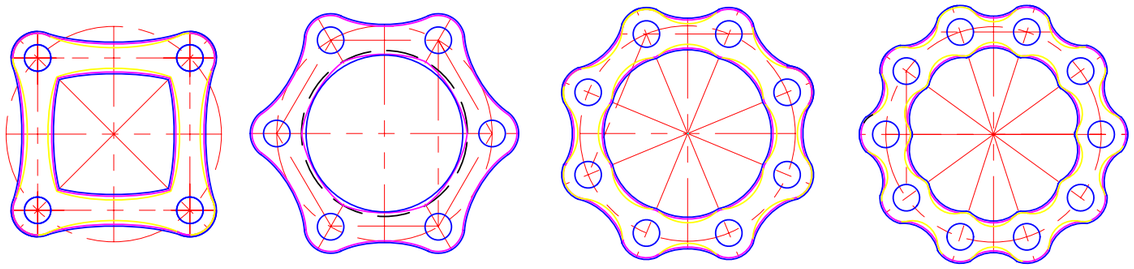
Assembly sequence - **Step 2**



Standard couplings to be used in traditional applications, selected base upon the service factors supplied and, therefore, subject to limited torque and rotational speed within the limits shown in the selection tables, in the absence of corrosion problems, are built according to the procedures detailed here below:
Hubs, standard & short flanged spacers, standard spacer shafts, rings, intermediate flanges, cartridges and support pads are made of either rolled or stamped/forged C45 hardened and tempered carbon steel. The contact surfaces of the support pads used in the vertical constructions are induction tempered.
The outer surfaces of the coupling components are protected by painting (with the exception of the hubs, which must be shrunk on). Painting is carried out according to our standard or, if required, according to the Customer's standard. As an option, it is possible to carry out the surface finishing of the steel components by means of a thermo-chemical treatment of nitro-oxidation. Special materials such as stainless steels (e.g. hardened and tempered AISI 420) can be used to solve corrosion problems. In case of temperatures below -40°C, compound steels with C =< 0,25% may be employed. When the hubs are shrunk on or splined under oil pressure, they can be made of hardened and tempered 42CrMo4 steel.
Each multi-layer disc includes 10 to 40 thin layers made of stainless steel for springs, AISI 301 type, processed and finished as needed.
The hardware, bushes and small items are made of high-resistance alloy steel with phosphatised and oiled surfaces + self-locking nut with nylon or steel insert (optional). As an option, for the corrosion-prevention versions, stainless steel screws and bushes should be used.
The long tubular spacers are made with Fe 510 B welded to flanges of the same material.
The shaft of the torsional spacers is made in hardened and tempered 39NiCrMo3 steel or another steel suited for this purpose (base upon the applications).
The special carbon fiber tubular spacers are riveted and bonded by means of special resins to the connecting end flanges.
The tubular spacers which act as complete magnetic and electrical insulators are made of a pipe in composite material, constructed with a special cloth in glass fiber impregnated with special bonding resins and glued by means of special resins to the connecting end flanges. After that, they are painted on the outside with special insulating resins.
The braking discs for emergency and/or parking operations are made of Fe510 B steel having a low percentage of carbon, and the contact surfaces of the brakes have been ground. The operation braking discs are in cast iron GS 700 and they have been provided with an internal self-ventilating system.
In case of very high rotation speeds, the coupling components will be fabricated using special alloy, hardened and tempered, 42CrMo4 type steels having a surface hardness of =>240 HB, and the discs might be covered with a proper anti-friction material.

DESIGN AND CHARACTERISTICS

In order to be able to meet multiple application requirements (bore capacity, overall radial and axial dimensions, transferable torsional torque and overload capacity, rotation speed, misalignment and axial reaction values), the GL disc couplings have been studied and developed within a dimensional plane, formed as a whole by 19 sizes, proportionally assigned and divided to one another in a parametric way. Thanks to their GL couplings, having outside diameters ranging between 77 and 711 mm, MAINA can cover an extremely wide application range: as a matter of fact, the hubs have such standard dimensions that they can accommodate shafts having diameters ranging between 25 and 342 mm. The unification of the couplings has been studied in order for each size to be able to accommodate (after having specifically prepared the number of bores) disc packs with 4, 6, 8 and 10 screws indifferently. Each type of T-version disc has been assigned the following coupling sizes and relevant rated capacities:

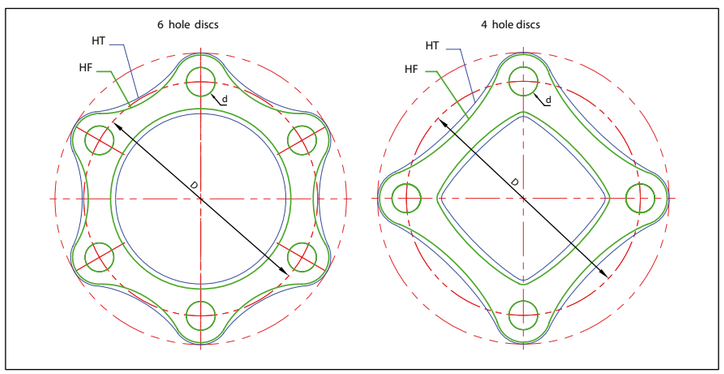


N. of bores per disc	Outside dia. of flange mm	Size range	Shaft dia. capacity mm	Transferable rated torque range KNm	Rated rotation speed range rpm	Rated axial misalignment range mm	Rated angular misalignment range
4	77 to 280	1 to-9	25 to 134	0.17 to 0.65	5876 to 1648	1.8 to 6.4	1
6	77 to 711	1 to 19	25 to 342	0.31 a252.8	9794 to 1086	1 to 10.2	0.69
8	229 to 711	7 to 19	85 to 342	11.7 to 359.6	3015 to 978	2.2 to 6.8	0.51
10	305 to 711	10 a19	100 to 342	37.1 to 462.7	2269 to 978	2 to 4.8	0.4

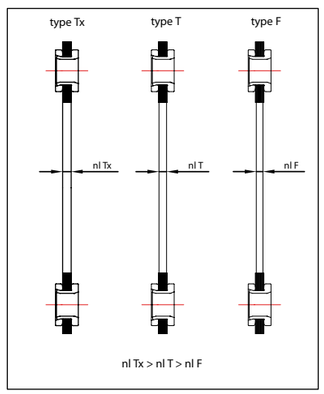
The couplings defined here above can withstand peak torques equaling twice the rated torque and max. rotation speeds which are 2.7 times the rated value. The maximum axial and angular misalignments that can be supported by the coupling equal about 1.5 times the rated ones.

In order for each particular application case to be assigned the required flexibility and load capacity/rated speed, each type of disc pack can be assembled with a variable number of discs, whose shapes (and, therefore, withstanding sections) can be selected between two kinds: – the special HF type, having thinner sections, where flexibility is given priority, – the standard HT type, having thicker sections, where the maximum transferable torsional torque is given priority.

The HF type disc packs, on couplings having the same size, can withstand axial and angular misalignment greater than about 40-60% if compared to the HT type, but transferring meanwhile between 50 and 60% less of torsional torque if compared to the HT version. Therefore, by acting upon the number and shape of the discs, one can achieve disc packs having different rated characteristics, allowing the coupling maximum adaptability in use.



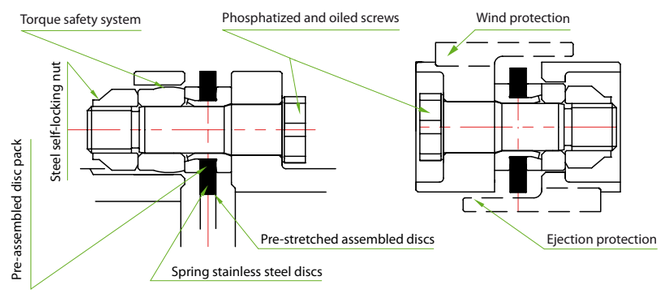
Possible disc shape alternatives:
• HT for high torque
• HF for high flexibility



Possible pack alternatives (number of layers)

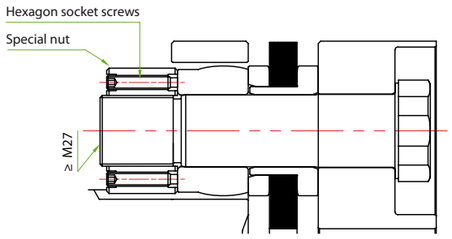
CONNECTION BETWEEN FLANGES

The figures here below show how the connections among flanges and discs are made and the way the disc packs are formed: as a matter of fact, the discs are always pre-assembled in packs through the use of special bushes, which make the coupling assembly easier and quicker, and simplify the spare parts, as well as their quantity.
The pictures here below show that the GL couplings are always equipped with an overload prevention safety device; in fact, in case of disc failure, the torque transmission is always ensured, this will take place through the bushes which, acting integrally with the screws, engage the bores in the opposite flange.
Beside that, upon request, the flanges can be equipped with anti-ventilation rings (which will damp the noise during the high angular speed rpm) and, eventually, with protection noses preventing the ejection of the disc packs. On top of that, the special screws and tapered locking bushes illustrated in the picture here below can be ordered to speed up and assist in the assembly of both the screws and the disc packs, removing all connection play.

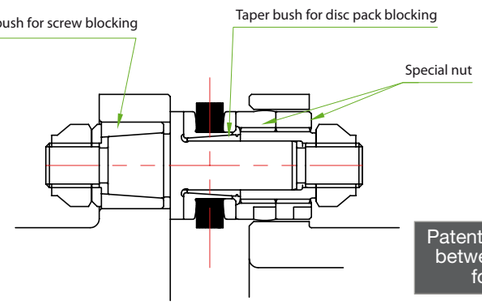


Standard

Constructive options



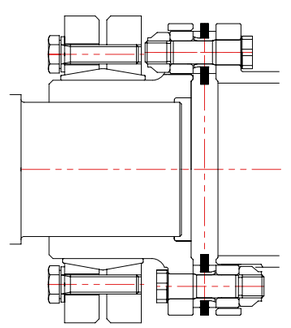
Screw block ≥ M27 thread



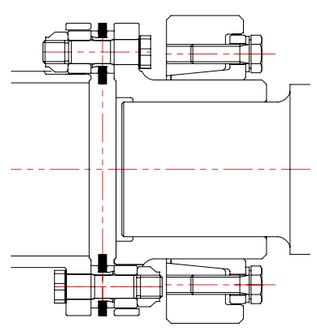
Patented system to block the connection between the disc pack and the screws, for complete backlash removal

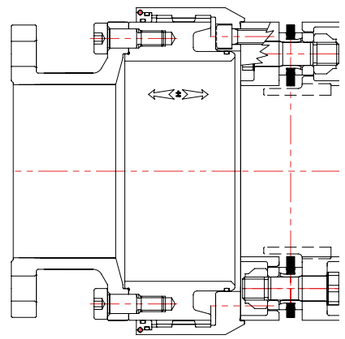
COUPLING ASSEMBLY

The half couplings have a preset flange diameter, however the diameter and length of the hub is adjustable upon request, to better suit the specific conditions of shrinking on the shaft. In fact, the hubs can be shrunk on shafts having a different length, being conical and/or cylindrical, with or without intermediate tapered bush. The shrinking on can be carried out by means of keys, by forced heat shrinking or using SKF type oil.
In order to achieve a proper and fast coupling assembly, the shrinking on of one of the two hubs should be carried out using an external device for radial blocking (heavy-duty series keying disc), such as the one illustrated on the left in the figure here below.
The use of such devices allows a stable shrinking of the hub on the shaft, achieving an angular timing of the kinematic chain as well as keeping the proper axial alignment of the coupling, notwithstanding the DBSE tolerances, thus allowing for the axial pre-load of the two disc packs of the coupling to be prevented, cancelling their corresponding axial reaction. As an alternative, in order for the axial misalignments to be effectively compensated, it is possible to assemble, in between the half-couplings, a special compensation device sliding axially, such as the one illustrated in the middle of the figure here below.



Shrink disc for external clamping





Axial compensation device

SAFETY

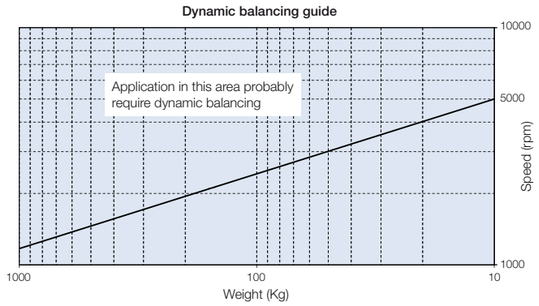
The GL type multi-disc couplings (as well as any other MAINA product) can be equipped with special safety devices protecting the kinematic chain from the overloads generated by torsional torque peaks. Dependent upon the following parameters: time duration and value of the overload, rotation speed, accuracy and time employed during the operation, kind of protection to be set up, the safety devices can belong to very different types. The types manufactured by Maina are as follows:

- preset fracture (spacers and pins),
- mechanical disengagement with manual or controlled rearming,
- mechanical disengagement with hydraulic rearming,
- sliding type (torque limiters) with tapered bushing or multi-disc couplings, both wet.

The preset fracture, as well as the mechanical disengagement safety devices have no theoretical employment limit, however following their disengagement they require a more or less complicated rearming operation which is rather time consuming.
The sliding safety devices are torque limiters (also called emergency clutches) of two kinds: diametric interference (generated by a tapered shrink on bush) or friction discs, and in both cases they are oil lubricated and their sliding torque is preset at a fixed value. The tapered bush kind has a limited axial/radial overall dimension and can be assembled inside spacing pipes, while the multiple-disc kind can be assembled between the spacer and the hubs.
The torque limiters have very accurate thermal limits for the application, which have been established to prevent the assembly from overheating: for this reason, they are not a good choice for high rotation speed applications and long sliding times. Both types are calibrated at Maina's and such calibration cannot be adjusted anymore because it has been carried out on a special test bench (with a maximum tolerance of ± 15%).
The torque limiters are activated during the short, but intense dynamic overload impulses which can take place during the operation, such overloads being generated by electric motors/generators and their relevant control equipment (inverters), especially when the frequency is high and they are affected by the temporary perturbations of the voltage values as well as of the frequency of the power supply.
Such torque limiters are oil lubricated and offer a good wear resistance, however they have a short duration in time (about one hundred of operations or so), anyway their life is a function of: torque setup, number of operations, rotation speed.
The couplings which are equipped with sliding safety devices must be monitored by means of equipment capable of detecting the transient torsional torque and/or the rotation speed; in case the overload conditions should persist longer than necessary, a warning signal must be sent in order for the machine to be stopped.

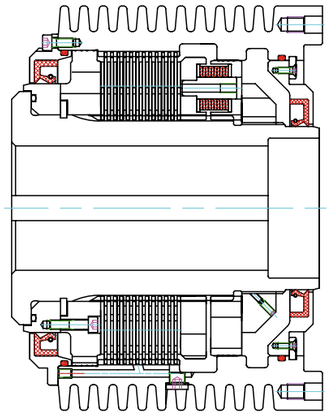
DYNAMIC BALANCING

The standard coupling components are all made in rolled and forged steel (no cast parts) whose surfaces have been totally machined, they have strict geometrical and dimensional tolerances and are assembled by means of either a transition fit or a tight fit. This will allow for the manufacture of couplings which turn out to be inherently balanced in the G 6.3 class (ISO 1940).

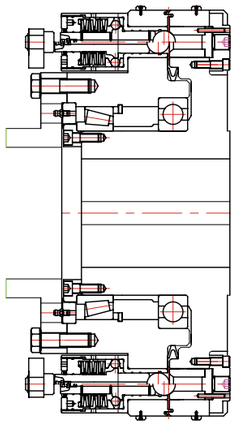


Even the machining of just one keyway UNI 6604 (or corresponding standard) in the hub bore, although it worsens

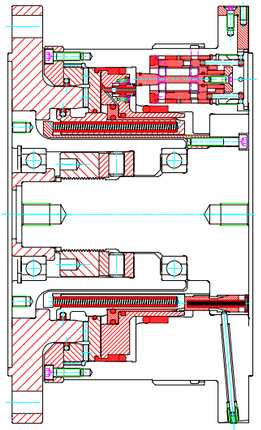
SAFETY DEVICES SOLUTIONS



Slipping torque limiting device (clutch discs)



Safety device with mechanical disengagement with manual or controlled rearming



Safety device with mechanical disengagement with hydraulic rearming

the general balance condition, if the key seat is well done and within the tolerance, it can still keep the balance of the coupling assembled on the machine within the class G 6.3 tolerances. Naturally, if the coupled machines are sensitive to mass unbalances and if the rotation speeds are high, it is recommended to always use two keyways positioned at 180° or a forced (conical or cylindrical) shrink on, or use the special heavy-duty series keying discs.

The only exception to the rule here above will be the steel welded tubular spacers, which - in case of a rotation speed over 300 rpm - must always be dynamically balanced in order for them to still be part of the recommended general balance class. Such dynamical balancing is carried out by material abduction (on both planes) inside the pipe by welding additional masses until the G 6.3 Class is achieved for the standard couplings. In case of short spacer, very fast couplings, or in case of glass/

carbon fiber pipe couplings, the dynamic balancing operation (on both planes) will be carried out by removing material from the end flanges (by means of radial boring).

In case a dynamic balancing certificate is required, this will be submitted following a test including a specific check launch and - if required - a correction of the coupling balancing made on the relevant equipment.

The coupling is always balanced with the hubs having a cylindrical bore without tab seats. The brake discs are assembled on the relevant hub (without keyway) and dynamically balanced by material removal on just one plane.

When the rotation speed is very high (=> 1800 rpm), it is recommended to always ask for the test launch and the balancing certificate, while the couplings reaching a speed over 3000 rpm, a stricter balancing class (G2.5) should be required. The G2.5 class is achieved once the coupling has been assembled, by material removal on both planes (of the coupling flanges) and, in such cases, the different assembling locations of the elements shall be marked. Regarding the couplings manufactured to API standards, in order for the interchangeability of the parts to be kept, before dynamically balancing the assembled coupling, each element shall be balanced and the hardware will be selected based upon the weight.

QUALITY

Provided that MAINA can also offer supplies with a total quality certification, if cost reduction and short lead times are a must and the promised performance are expected together with a proper quality / accuracy ensuring the repeatability of results, we suggest that the common rules of the Company's Quality Certification are followed.

For this reason, each part of the coupling, during the manufacturing process, is subject to a planned series of dimensional/geometrical inspections along the line. Moreover, the raw materials, the semi finished and finished materials, as well as the thermal and finishing treatments, are monitored and can be certified (depending on their relevance). Each lot of raw construction material, coming from the same casting, is always certified and subject to all necessary destructive and non-destructive tests.

As we have already mentioned earlier, the dynamic balancing and the corresponding certification will be carried out upon request. Besides that, the coupling prototypes can be tested under load by setting up special test benches (both static and dynamic). The documents and certificates covering the couplings and their components are filed and remain traceable for longer than 25 years.

TYPES OF COUPLINGS

In order to be able to meet several application requirements (speed, misalignment, axial reactions, torque, overload, bore capacity, radial dimensions and DBSE), the GL type, 2-articulated joint multi-disc couplings have been studied and developed within a dimensional plan made of 19 sizes, each one exploded into several construction forms, all of them having the fixing flanges of the disc packs with a unified diameter.

This will allow each size and construction form to accommodate (after having specifically bored the holes) disc packs with 4, 6, 8 and 10 screws indifferently. Given the above, for technical and commercial reasons we have selected the most appropriate and the most demanded (on the market) dimensions for each type of disc (4-, 6-, 8- and 10-holes).

To achieve higher flexibility, the standardized disc packs are available in two kinds: the F type, with a high flexibility, and the T type, where the transmission of torque is given priority. The standardization is such that, given the same disc packs, it is possible to set up both standard couplings and more complex couplings equipped with a cartridge and spigots, which are useful to set up special coupling versions, e.g. the ones manufactured to the API standards (used for controlling operations in the petrochemical sector) or the ones equipped with brake disc. The couplings can be supplied with or without anti-ventilation and spacer anti-ejection protections.

All MAINA couplings are equipped with a mechanical safety which, in case of disc failure, guarantees torque transmission anyway, which safety device is a MUST in the lifting equipments used to lift materials and people. In order for the coupling assembly and the spare part supply to be easier and faster, the discs are assembled in packs by means of special bushes.

The constructive solutions are such that one can order outside hubs with the bore and DBSE having a greater capacity, or with the internal hubs having a limited projection, a lower bore capacity and DBSE. A combination of such solutions is of course always possible.

Our engineers have also developed solutions having a split spacer, either longitudinally or cross-wise, with very low DBSE, such solutions being apt for the replacement of the traditional flex gear couplings.


ATC


ATSE


DFSI


DSE


EC


IES


IS

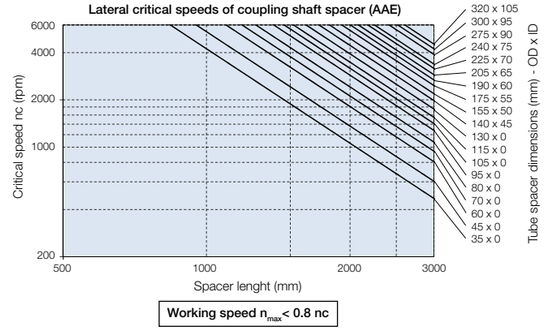

SGS


TTI

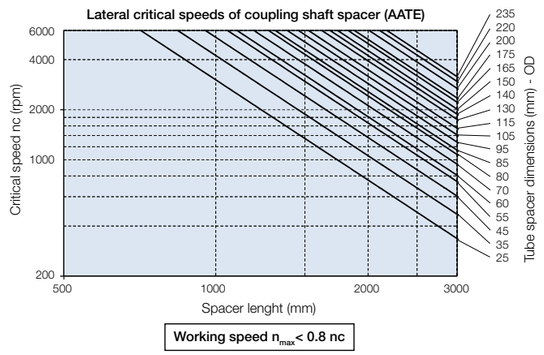
SELECTION PROCEDURES

For a proper selection of a GL coupling, pls. proceed as follows:

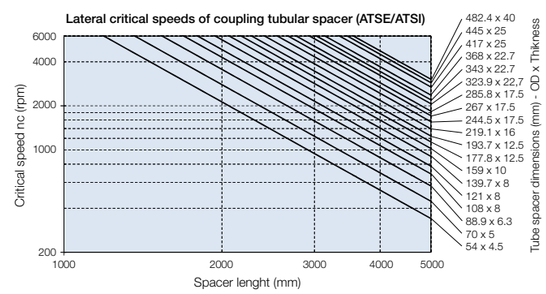
I. Select the most suitable construction solution apt to meet the overall dimension and connection requirements for both the driven and the drive machine.
II. Select the next coupling size having a power greater than the power to be transmitted, making sure that the transferable peak torque is greater than the max. possible operating torque.
III. Make sure that the coupling hubs can accommodate the assembly of shafts having the same diameter or a diameter which is greater than that of the machines to be connected (this selection should be made based upon the maximum admissible bore).
IV. Make sure that the shrink on conditions are suited for the transmission of the rated driving torque and the peak torque, both for cylindrical or taper by keyways, and for forced heat shrinking or oil shrinking. This check is to be made even when shrinking devices are used. In case the torsional torque transmission takes place by friction (forced shrinking), make sure that the transferrable torque of the connection calculated with a friction coefficient of 0.12 is greater than 15-20% of the possible maximum peak transient torque in the coupling. Make sure that, even in the most critical connection conditions (maximum interference) and torque transfer condition (peak torque) the tension in the hub is not over 70% of the yield point of the hub material.
V. In case of UNI 6604 keyways or similar, you should check that the D/d ratio in the hubs is close to the ideal value of 1.5 and that the shaft/bore fit has no play (it must be lightly tight). In such conditions, in case of the transmission of the rated driving torque (rated torque of the engine), check the specific pressure on the tab side is equal to or lower than 160 N/mm^2 and the shearing stress in the tab is <= 80 N/mm^2.
VI. Make sure that the rated torque of the Tk coupling is greater than the driving torque to be transmitted (in general, the rated torque of the Tm motor), checking that their ratio is always equal to or greater than 1.5 (absolute minimum value 1.25).
VII. Verify that the service factor of the coupling given by Fs=Tk/Tm is conform to the historic values in use or, in any case, is in line with the prescription of the standards (see the table here below).
VIII. Make sure that, in a transient state (acceleration and/or deceleration) or in case of overload (e.g. a short-circuited motor), the max. torque achieved is lower than the peak torque Tf as shown in the tables.
IX. Make sure that the critical speed of the tubular spacers or shaft spacers is greater than 20% of the maximum operating speed expected.
X. Make sure that the misalignments and corresponding reactions are conforming to the expectations as well as to what is admitted.



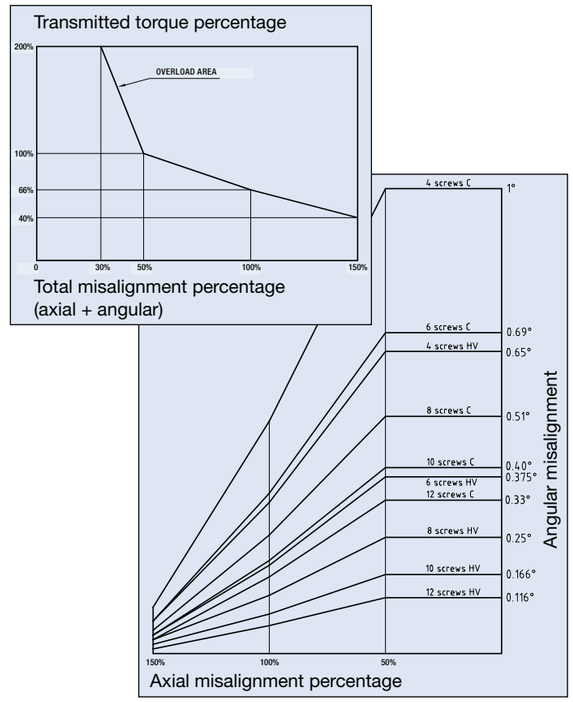
Working speed n_{max}< 0.8 nc

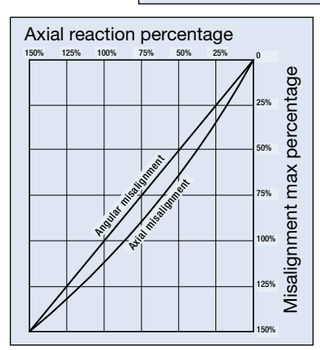


Working speed n_{max}< 0.8 nc



Working speed n_{max}< 0.8 nc





SERVICE FACTORS

Type of drive machine	Dawn torque characteristics	**SF** historical value of the service factor
Centrifugals pumps Alternators Centrifugal blowers Centrifugal compressors Axial compressors Light stirrers Small fans	Constant torque	**1.25 - 1.5**
Lobe blowers Low and medium viscosity blenders Forced ventilation Volumetric lobe pumps Screw compressors Screw pumps Rotary dryers Printing machines Lifting equipment for light service Textile machines	Pulsating torque with light variations	**1.5 - 2**
Reciprocating and alternative pumps High viscosity blenders Machine tools Marine propulsion Mills, grindstones and crushers Lifting equipments for heavy-duty service Wood working machines Paper milling machines Rubber manufacturing machines	Pulsating torque with great and sudden variations	**2 - 3**

REMARKS

A. ***Dimensions and data*** *listed in the tables are not engaging and can change without notice.*

B. ***In case of parallel misalignments****, always use just couplings made of two articulated joints, the half-coupling equipped with just one articulated joint can just compensate angular and axial misalignments.*

C. ***The maximum speeds*** *(nmax) can only be reached by employing alloy steels, the standard carbon steel couplings must not exceed the rated speeds nK*

D. ***The values*** *covering the Mass (M), the Moment of Inertia (J) and the Torsional Stiffness (K) are calculated based upon the solid hub (no bore), as far as the couplings with a spacers are concerned, the M, J, K values refer to the standard version (the shortest one).*

E. ***The rotation speeds*** *listed in the tables exclusively refer to the couplings with standard spacers having a minimum length, they do not refer either to the accessories for the couplings or to the spacers having a length which differs from the minimum standard, or to the tubular welded spacers/shaft spacers. For such components, the max. speeds admitted depend on their peripheral speeds, their weight, their length as well as their critical speeds.*

F. ***The maximum bores*** *shown in the tables refer to cylindrical or taper shrinking with UNI 6604 keyways or similar; in case of forced cylindrical or taper shrinking, pls. contact MAINA Technical Department. Special, long, or hardened & tempered 42CrMo4 steel hubs can be supplied upon demand.*

G. ***Regarding the construction versions having inner hubs*** *(min. DBSE), i.e. IS, IES, IC, IEC, ATSL, TLI, TTI, DSI, DFSI, the dimensions shown in the dimensional/technical tables do not apply to the 4-hole disc versions.*

H. ***The values*** *of the maximum admissible axial and parallel/angular misalignments cannot be present at the same time, i.e. the maximum value of a misalignment should match the minimum value of the other, because they are a function to each other.*

I. ***The values*** *of technical data which do not appear in the tables can be obtained by contacting MAINA Technical Department.*

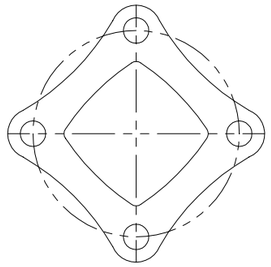
J. ***The technical/dimensional tables*** *used to select the construction solutions for the multi-disc couplings show the rated load data and the technical data covering the use of T type disc packs, having 6-bore discs. The rated load data covering the couplings with 4-, 8- & 10-bore disc packs are listed in the 1st table showing several disc solutions available.*

MAINA owns the complete design, calculation, manufacture and application know-how for their power transmission equipment, so they can also develop special multi-disc couplings, both in terms of dimensions and in terms of performance, and carry out the re-engineering study on couplings that have not been manufactured by MAINA, in case of couplings which during the operation have turned out to be non efficient and unsuited for the task assigned.

>> If you wish to apply for the re-engineering operation on a coupling, you just need to submit drawings with overall dimensions and interface details of the coupling to be replaced, or the coupling itself, combined with the operating and misalignment data (either rated or measured in the field).

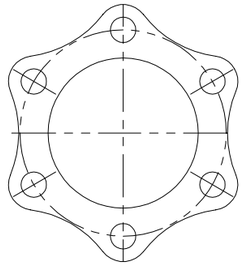
GL Disc couplings - Performance tables related to different disc pack types.

SIZE	NOMINAL POWER Pk-4T [KW/Rpm]	NOMINAL TORQUE Tk-4T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]
1	0.017	0.17	Tf = 2 x Tk	5876	11271	0.9	NOMINAL: 1° MAX: 1.5°
2	0.045	0.43		4450	8456	1.2	
3	0.086	0.83		3580	6760	1.5	
4	0.135	1.29		2995	5635	1.8	
5	0.223	2.13		2575	4831	2.0	
6	0.329	3.15		2257	4225	2.3	
7	0.470	4.49		2010	3757	2.6	
8	0.650	6.21		1811	3381	2.9	
9	0.905	8.65		1648	3073	3.2	
10	1.261	12.05		1498	2815	3.5	
11	1.789	17.10		1331	2505	3.7	
12	2.388	22.82		1198	2254	4.0	
13	3.202	30.59		1089	2050	4.3	
14	4.097	39.14		998	1879	4.5	
15	5.282	50.47		922	1734	4.8	



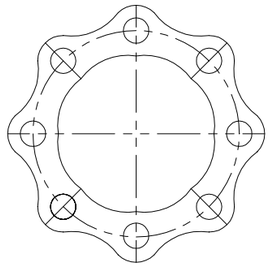
4-HOLE DISCS

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5	NOMINAL: 0.69° MAX: 1°
2	0.081	0.78		7416	19967	0.7	
3	0.160	1.53		5968	15962	0.9	
4	0.249	2.38		4993	13306	1.1	
5	0.409	3.91		4291	11408	1.3	
6	0.606	5.79		3763	9977	1.5	
7	0.864	8.26		3350	8870	1.6	
8	1.195	11.42		3019	7985	1.8	
9	1.663	15.89		2747	7256	2.0	
10	2.124	20.29		2521	6653	2.2	
11	3.015	28.80		2246	5913	2.5	
12	4.050	38.68		2021	5322	2.7	
13	5.426	51.82		1840	4845	3.0	
14	6.991	66.77		1686	4435	3.3	
15	9.011	86.06		1559	4094	3.5	
16	12.042	115.01		1446	3801	3.8	
17	17.121	163.51		1266	3326	4.4	
18	22.963	219.30		1169	3070	4.7	
19	26.470	252.79		1086	2851	5.1	



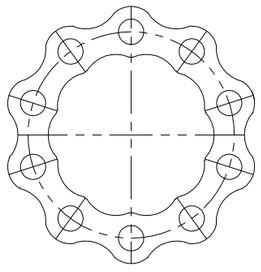
6-HOLE DISCS

SIZE	NOMINAL POWER Pk-8T [KW/Rpm]	NOMINAL TORQUE Tk-8T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]
7	1.229	11.74	Tf = 2 x Tk	3015	5635	1.1	NOMINAL: 0.51° MAX: 0.8°
8	1.700	16.24		2717	5072	1.2	
9	2.366	22.60		2473	4610	1.3	
10	3.023	28.87		2269	4226	1.4	
11	4.289	40.96		2022	3757	1.6	
12	5.761	55.02		1818	3381	1.8	
13	7.725	73.78		1656	3078	2.0	
14	9.944	94.97		1517	2817	2.2	
15	12.817	122.41		1403	2601	2.3	
16	17.129	163.59		1302	2415	2.5	
17	24.353	232.58		1140	2113	2.9	
18	32.663	311.94		1052	1950	3.1	
19	37.650	359.56		978	1811	3.4	



8-HOLE DISCS

SIZE	NOMINAL POWER Pk-10T [KW/Rpm]	NOMINAL TORQUE Tk-10T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]
10	3.890	37.15	Tf = 2 x Tk	2269	4226	1.0	NOMINAL: 0.4° MAX: 0.6°
11	5.519	52.71		2022	3757	1.1	
12	7.413	70.80		1818	3381	1.3	
13	9.940	94.93		1656	3078	1.4	
14	12.796	122.21		1517	2817	1.5	
15	16.494	157.52		1403	2601	1.7	
16	22.041	210.50		1302	2415	1.8	
17	31.338	299.28		1140	2113	2.0	
18	42.031	401.40		1052	1950	2.2	
19	48.448	462.68		978	1811	2.4	



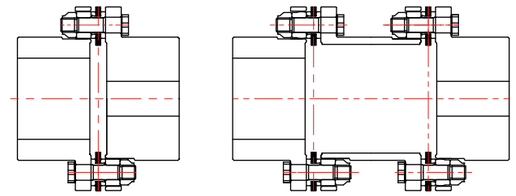
10-HOLE DISCS

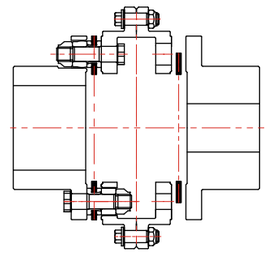
* The standard GL couplings, made in the designs shown in our technical-dimensional tables, are available in stock in their standardized base version, type ES, IS, IES, EC, IC, EIC, SGS. The disc packs, sizes from 1 to 9 and T-6 hole design, are available in stock. The disc packs, T-6 hole design, sizes from 10 to 19, are available in stock, so to meet any urgent maintenance request. Any different coupling version, any accessory and disc packs (4, 8 and 10 holes) are made after specific orders, with cost and lead times to be requested and defined.

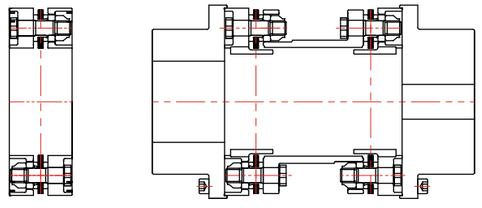
Technical tables for a proper GL coupling selection

Data referred to 6 bolts T type multi-disc pack

MAIN COUPLINGS AND DEVICES CONFIGURATION





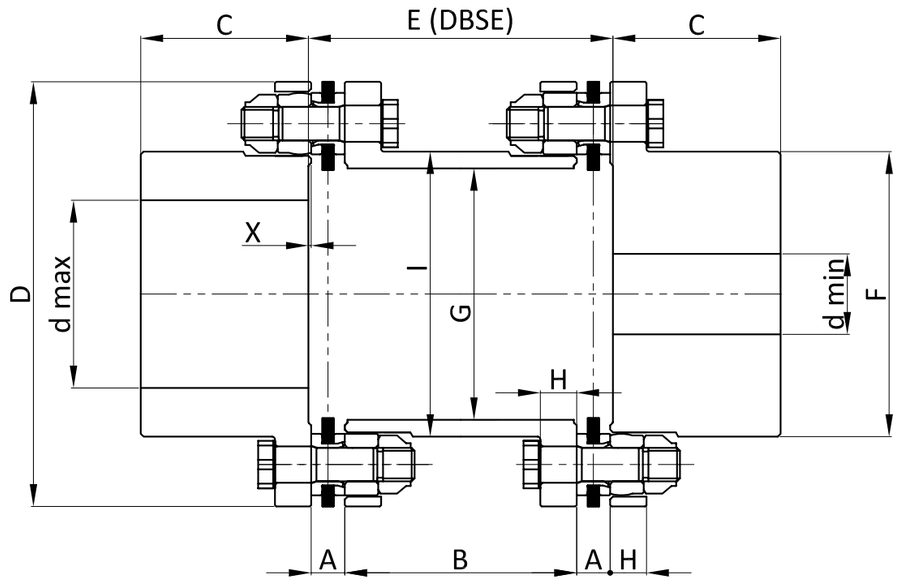


Example of identification (es: GL6T - ES - 1)

GL: ..... multi-disc coupling
6: ..... number of holes per disc
T: ..... type
ES: ..... outer hubs
1: ..... size

GL6T-ES

OUTER HUBS - STANDARD SPACER



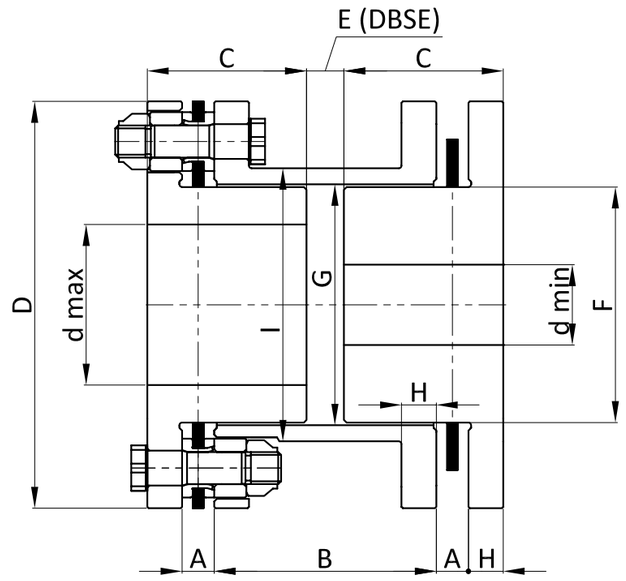
SIZE	Min. Max. d [mm]	DIMENSIONS [mm]											MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
		D	C	A	B	E	F	G	H	I	X	max B						
1	13 - 36	77	40	6	42	55	49	44	6.5	49	0.5	200	2.0	0.3	0.001	0.0003	-	-
2	18 - 48	103	50	8	56	74	66	59	9	66	1	200	4.7	0.5	0.005	0.0007	-	-
3	22 - 61	128	60	10	70	92	85	73	11	85	1	225	9.3	1.2	0.015	0.002	-	-
4	27 - 73	153	70	12.5	83	110	102	90	13	102	1	225	16	1.4	0.036	0.003	-	-
5	31 - 85	179	85	15	97	129	119	105	15	119	1	250	25	1.9	0.080	0.005	-	-
6	36 - 97	204	95	16	111	145	136	120	17.5	136	1	275	37	2.5	0.154	0.007	-	-
7	40 - 110	229	105	18	125	164	153	135	19.5	153	1.5	320	52	3.2	0.273	0.011	-	-
8	45 - 122	255	120	20.7	139	183.4	170	150	22	170	1.5	350	73	3.9	0.471	0.016	-	-
9	49 - 134	280	130	23	153	203	187	165	24	187	2	390	96	4.7	0.751	0.023	-	-
10	54 - 146	305	140	25	166	220	204	180	26	204	2	420	123	5.6	1.14	0.03	-	-
11	61 - 165	343	160	27	187	245	230	203	29	230	2	470	178	7.1	2.07	0.05	-	-
12	67 - 183	381	180	29.7	208	272.4	255	225	32.5	255	2.5	520	245	8.8	3.51	0.07	-	-
13	74 - 200	421	195	33	229	300	281	248	36	281	2.5	580	325	10.6	5.70	0.10	-	-
14	81 - 218	459	215	36	249	327	306	270	39	306	3	630	423	12.6	8.81	0.14	-	-
15	88 - 236	497	230	39	270	354	332	293	42	332	3	680	534	14.7	13.06	0.19	-	-
16	95 - 257	533	245	41.5	291	381	357	315	45.5	357	3.5	730	660	17.1	18.66	0.26	-	-
17	108 - 293	609	280	48	332	436	408	360	52	408	4	830	988	22.3	36.57	0.43	-	-
18	117 - 318	660	300	52	360	472	442	390	56.5	442	4	900	1248	26.1	54.38	0.59	-	-
19	126 - 342	711	320	56	388	509	476	420	61	476	4.5	970	1550	30.2	78.61	0.79	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-IS

REVERSED HUBS - STANDARD SPACER



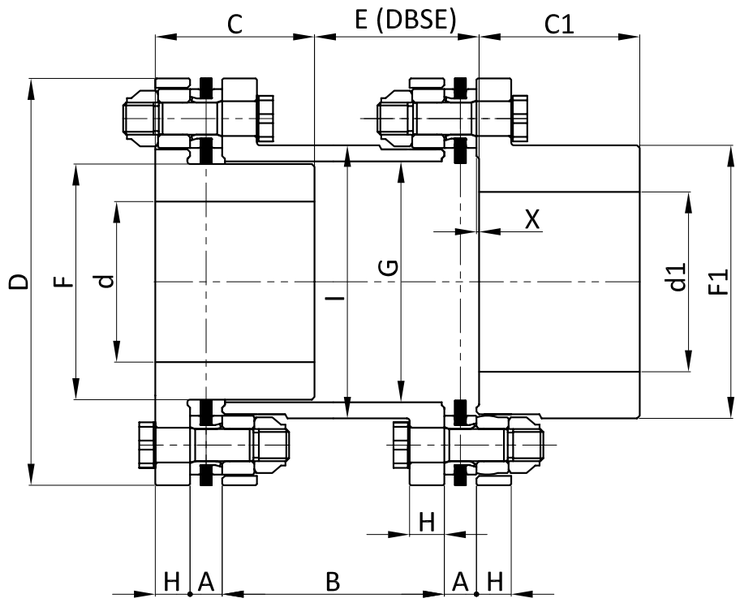
SIZE	Min. Max. d [mm]	DIMENSIONS [mm]										MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
		D	C	A	B	E	F	G	H	I	max B						
1	13 - 30	77	30	6	42	7	42	44	6.5	49	200	1.5	0.3	0.001	0.0003	-	-
2	18 - 40	103	40	8	56	10	56	59	9	66	200	3.7	0.5	0.004	0.0007	-	-
3	22 - 50	128	50	10	70	12	70	73	11	85	225	7.3	1.2	0.013	0.002	-	-
4	27 - 60	153	60	12.5	83	14	84	90	13	102	225	12	1.4	0.030	0.003	-	-
5	31 - 70	179	70	15	97	17	98	105	15	119	250	20	1.9	0.066	0.005	-	-
6	36 - 80	204	80	16	111	18	112	120	17.5	136	275	29	2.5	0.128	0.007	-	-
7	40 - 90	229	90	18	125	20	126	135	19.5	153	320	41	3.2	0.228	0.011	-	-
8	45 - 100	255	100	20.7	139	24.4	140	150	22	170	350	57	3.9	0.391	0.016	-	-
9	49 - 110	280	110	23	153	27	154	165	24	187	390	76	4.7	0.625	0.023	-	-
10	54 - 120	305	120	25	166	28	168	180	26	204	420	98	5.6	0.95	0.03	-	-
11	61 - 135	343	135	27	187	29	189	203	29	230	470	139	7.1	1.71	0.05	-	-
12	67 - 150	381	150	29.7	208	32.4	210	225	32.5	255	520	190	8.8	2.90	0.07	-	-
13	74 - 165	421	165	33	229	37	231	248	36	281	580	254	10.6	4.73	0.10	-	-
14	81 - 180	459	180	36	249	39	252	270	39	306	630	330	12.6	7.29	0.14	-	-
15	88 - 195	497	195	39	270	42	273	293	42	332	680	418	14.7	10.84	0.19	-	-
16	95 - 210	533	210	41.5	291	45	294	315	45.5	357	730	520	17.1	15.53	0.26	-	-
17	108 - 240	609	240	48	332	52	336	360	52	408	830	780	22.3	30.47	0.43	-	-
18	117 - 260	660	260	52	360	57	364	390	56.5	442	900	992	26.1	45.49	0.59	-	-
19	126 - 280	711	280	56	388	62	392	420	61	476	970	1239	30.2	65.97	0.79	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-IES

ONE REVERSED HUB AND ONE OUTER HUB - STANDARD SPACER



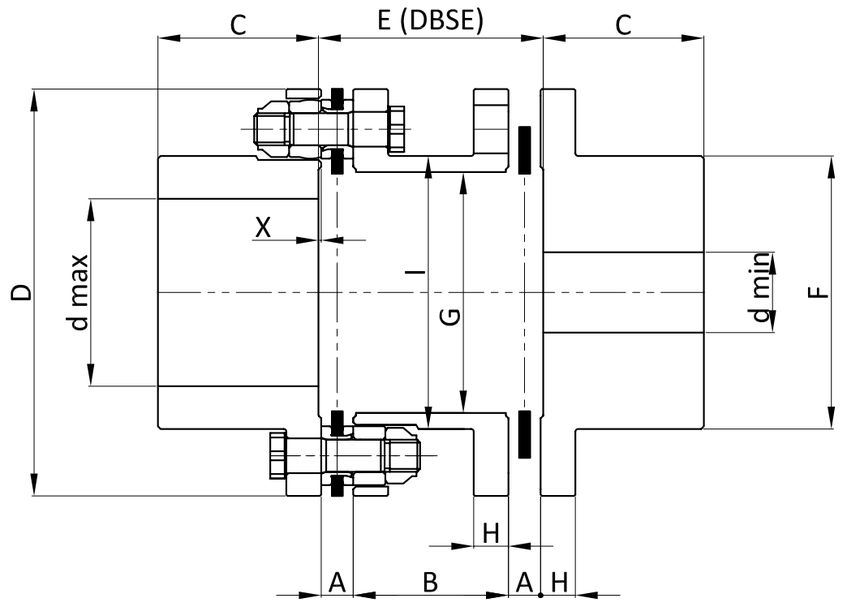
SIZE	Min. Max. d [mm]	Min. Max. d1 [mm]	DIMENSIONS [mm] D	C	C1	A	B	E	F	F1	G	H	I	X	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 30	13 - 36	77	30	40	6	42	31	42	49	44	6.5	49	0.5	200	1.8	0.3	0.001	0.0003	-	-
2	18 - 40	18 - 48	103	40	50	8	56	42	56	66	59	9	66	1	200	4.2	0.5	0.005	0.0007	-	-
3	22 - 50	22 - 61	128	50	60	10	70	52	70	85	73	11	85	1	225	8.3	1.2	0.014	0.002	-	-
4	27 - 60	27 - 73	153	60	70	12.5	83	62	84	102	90	13	102	1	225	14	1.4	0.033	0.003	-	-
5	31 - 70	31 - 85	179	70	85	15	97	73	98	119	105	15	119	1	250	22	1.9	0.073	0.005	-	-
6	36 - 80	36 - 97	204	80	95	16	111	81.5	112	136	120	17.5	136	1	275	33	2.5	0.141	0.007	-	-
7	40 - 90	40 - 110	229	90	105	18	125	92	126	153	135	19.5	153	1.5	320	47	3.2	0.250	0.011	-	-
8	45 - 100	45 - 122	255	100	120	20.7	139	103.9	140	170	150	22	170	1.5	350	65	3.9	0.431	0.016	-	-
9	49 - 110	49 - 134	280	110	130	23	153	115	154	187	165	24	187	2	390	86	4.7	0.688	0.023	-	-
10	54 - 120	54 - 146	305	120	140	25	166	124	168	204	180	26	204	2	420	111	5.6	1.05	0.03	-	-
11	61 - 135	61 - 165	343	135	160	27	187	137	189	230	203	29	230	2	470	158	7.1	1.89	0.05	-	-
12	67 - 150	67 - 183	381	150	180	29.7	208	152.4	210	255	225	32.5	255	2.5	520	217	8.8	3.20	0.07	-	-
13	74 - 165	74 - 200	421	165	195	33	229	168.5	231	281	248	36	281	2.5	580	290	10.6	5.22	0.10	-	-
14	81 - 180	81 - 218	459	180	215	36	249	183	252	306	270	39	306	3	630	376	12.6	8.05	0.14	-	-
15	88 - 195	88 - 236	497	195	230	39	270	198	273	332	293	42	332	3	680	476	14.7	11.95	0.19	-	-
16	95 - 210	95 - 257	533	210	245	41.5	291	213	294	357	315	45.5	357	3.5	730	590	17.1	17.10	0.26	-	-
17	108 - 240	108 - 293	609	240	280	48	332	244	336	408	360	52	408	4	830	884	22.3	33.52	0.43	-	-
18	117 - 260	117 - 318	660	260	300	52	360	264.5	364	442	390	56.5	442	4	900	1120	26.1	49.94	0.59	-	-
19	126 - 280	126 - 342	711	280	320	56	388	285.5	392	476	420	61	476	4.5	970	1395	30.2	72.29	0.79	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-EC

OUTER HUBS - SHORT SPACER



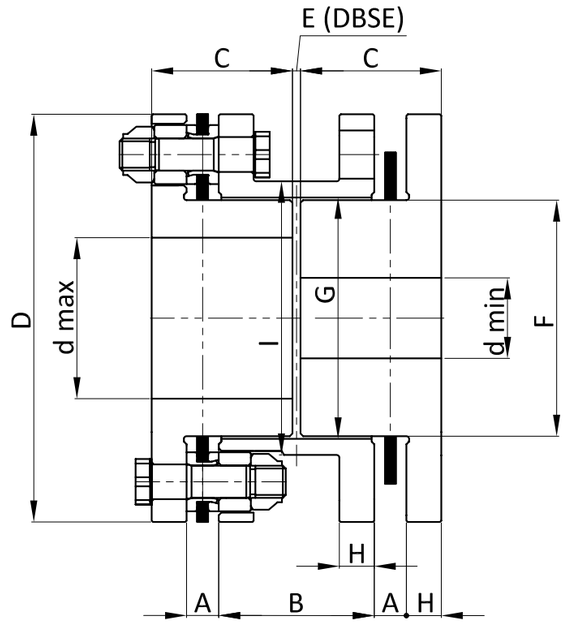
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 36	77	40	6	29	42	49	44	6.5	49	0.5	2.0	0.0011	-
2	18 - 48	103	50	8	39	57	66	59	9	66	1	4.7	0.005	-
3	22 - 61	128	60	10	49	71	85	73	11	85	1	9.1	0.015	-
4	27 - 73	153	70	12.5	58	85	102	90	13	102	1	15	0.035	-
5	31 - 85	179	85	15	68	100	119	105	15	119	1	24	0.078	-
6	36 - 97	204	95	16	78	112	136	120	17.5	136	1	36	0.150	-
7	40 - 110	229	105	18	87	126	153	135	19.5	153	1.5	51	0.267	-
8	45 - 122	255	120	20.7	97	141.4	170	150	22	170	1.5	71.5	0.461	-
9	49 - 134	280	130	23	107	157	187	165	24	187	2	94	0.734	-
10	54 - 146	305	140	25	116	170	204	180	26	204	2	121	1.12	-
11	61 - 165	343	160	27	131	189	230	203	29	230	2	174	2.03	-
12	67 - 183	381	180	29.7	145	209.4	255	225	32.5	255	2.5	239	3.43	-
13	74 - 200	421	195	33	160	231	281	248	36	281	2.5	317	5.57	-
14	81 - 218	459	215	36	174	252	306	270	39	306	3	414	8.61	-
15	88 - 236	497	230	39	189	273	332	293	42	332	3	522	12.76	-
16	95 - 257	533	245	41.5	203	293	357	315	45.5	357	3.5	644	18.23	-
17	108 - 293	609	280	48	232	336	408	360	52	408	4	965	35.72	-
18	117 - 318	660	300	52	252	364	442	390	56.5	442	4	1219	5.13	-
19	126 - 342	711	320	56	271	392	476	420	61	476	4.5	1514	76.79	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\ -\ 6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ 2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-IC

REVERSED HUBS - SHORT SPACER



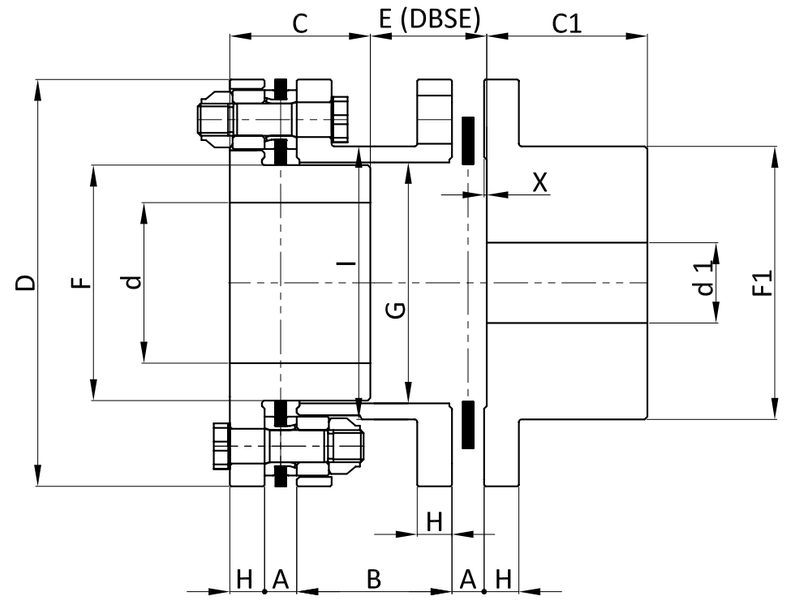
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 30	77	26	6	29	2	42	44	6.5	49	1.4	0.0009	-
2	18 - 40	103	35	8	39	3	56	59	9	66	3.5	0.004	-
3	22 - 50	128	44	10	49	3	70	73	11	85	6.7	0.020	-
4	27 - 60	153	52.5	12.5	58	4	84	90	13	102	11	0.029	-
5	31 - 70	179	61.5	15	68	5	98	105	15	119	18	0.062	-
6	36 - 80	204	70	16	78	5	112	120	17.5	136	27	0.122	-
7	40 - 90	229	78	18	87	6	126	135	19.5	153	38	0.217	-
8	45 - 100	255	88	20.7	97	6.4	140	150	22	170	52	0.373	-
9	49 - 110	280	97	23	107	7	154	165	24	187	70	0.597	-
10	54 - 120	305	105	25	116	8	168	180	26	204	89	0.91	-
11	61 - 135	343	117	27	131	9	189	203	29	230	127	1.63	-
12	67 - 150	381	130	29.7	145	9.4	210	225	32.5	255	173	2.75	-
13	74 - 165	421	144	33	160	10	231	248	36	281	233	4.51	-
14	81 - 180	459	156.5	36	174	11	252	270	39	306	302	6.95	-
15	88 - 195	497	169.5	39	189	12	273	293	42	332	383	10.32	-
16	95 - 210	533	182	41.5	203	13	294	315	45.5	357	475	14.77	-
17	108 - 240	609	208.5	48	232	15	336	360	52	408	713	29.00	-
18	117 - 260	660	226.5	52	252	16	364	390	56.5	442	908	43.33	-
19	126 - 280	711	244	56	271	17	392	420	61	476	1135	62.83	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k-6.3}$ [Rpm]	MAX SPEED $n_{max-2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-IEC

ONE REVERSED HUB AND ONE OUTER HUB - SHORT SPACER



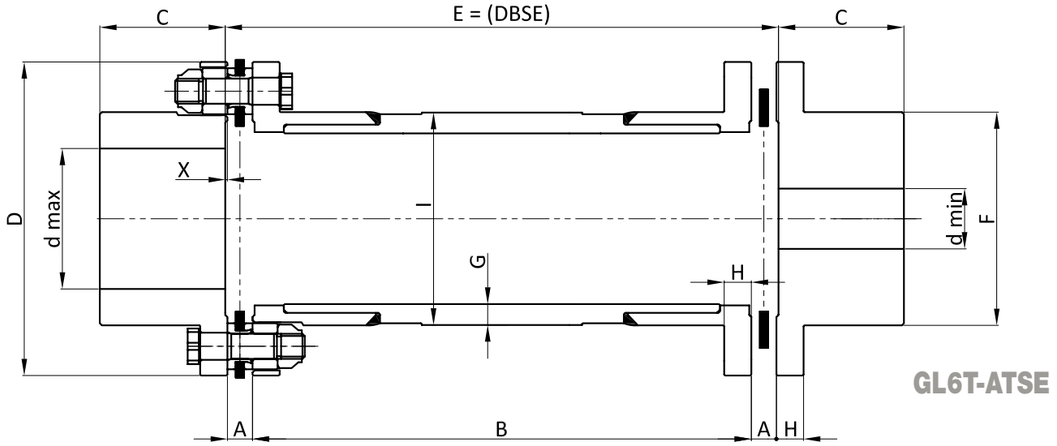
SIZE	Min. Max. d [mm]	Min. Max. d1 [mm]	DIMENSIONS [mm] D	C	C1	A	B	E	F	F1	G	H	I	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 30	13 - 36	77	26	40	6	29	22	42	49	44	6.5	49	0.5	1.7	0.001	-
2	18 - 40	18 - 48	103	35	50	8	39	30	56	66	59	9	66	1	4.1	0.004	-
3	22 - 50	22 - 61	128	44	60	10	49	37	70	85	73	11	85	1	7.9	0.013	-
4	27 - 60	27 - 73	153	52.5	70	12.5	58	44.5	84	102	90	13	102	1	13	0.032	-
5	31 - 70	31 - 85	179	61.5	85	15	68	52.5	98	119	105	15	119	1	21	0.070	-
6	36 - 80	36 - 97	204	70	95	16	78	58.5	112	136	120	17.5	136	1	32	0.136	-
7	40 - 90	40 - 110	229	78	105	18	87	66	126	153	135	19.5	153	1.5	44	0.242	-
8	45 - 100	45 - 122	255	88	120	20.7	97	73.9	140	170	150	22	170	1.5	62	0.417	-
9	49 - 110	49 - 134	280	97	130	23	107	82	154	187	165	24	187	2	82	0.665	-
10	54 - 120	54 - 146	305	105	140	25	116	89	168	204	180	26	204	2	105	1.01	-
11	61 - 135	61 - 165	343	117	160	27	131	99.0	189	230	203	29	230	2	150	1.83	-
12	67 - 150	67 - 183	381	130	180	29.7	145	109.4	210	255	225	32.5	255	2.5	206	3.09	-
13	74 - 165	74 - 200	421	144	195	33	160	120.5	231	281	248	36	281	2.5	275	5.04	-
14	81 - 180	81 - 218	459	156.5	215	36	174	131.5	252	306	270	39	306	3	358	7.78	-
15	88 - 195	88 - 236	497	169.5	230	39	189	142.5	273	332	293	42	332	3	452	11.54	-
16	95 - 210	95 - 257	533	182	245	41.5	203	153.0	294	357	315	45.5	357	3.5	560	16.50	-
17	108 - 240	108 - 293	609	208.5	280	48	232	175.5	336	408	360	52	408	4	839	32.36	-
18	117 - 260	117 - 318	660	226.5	300	52	252	190	364	442	390	56.5	442	4	1063	48.23	-
19	126 - 280	126 - 342	711	244	320	56	271	204.5	392	476	420	61	476	4.5	1324	69.81	-

NOTE (a) - Values are calculated for solid hubs

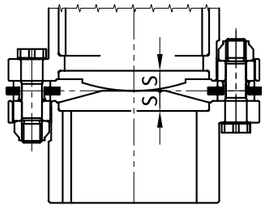
SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k-G6.3}$ [Rpm]	MAX SPEED $n_{max-G2.5}$ [Rpm	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-ATSE vertical version GL6T-ATSEV

OUTER HUBS - WELDED TUBULAR SPACER

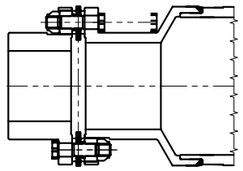


GL6T-ATSE



GL6T-ATSEV

Device for vertical assembly



Larger tube configuration for higher critical speed or bigger DBSE

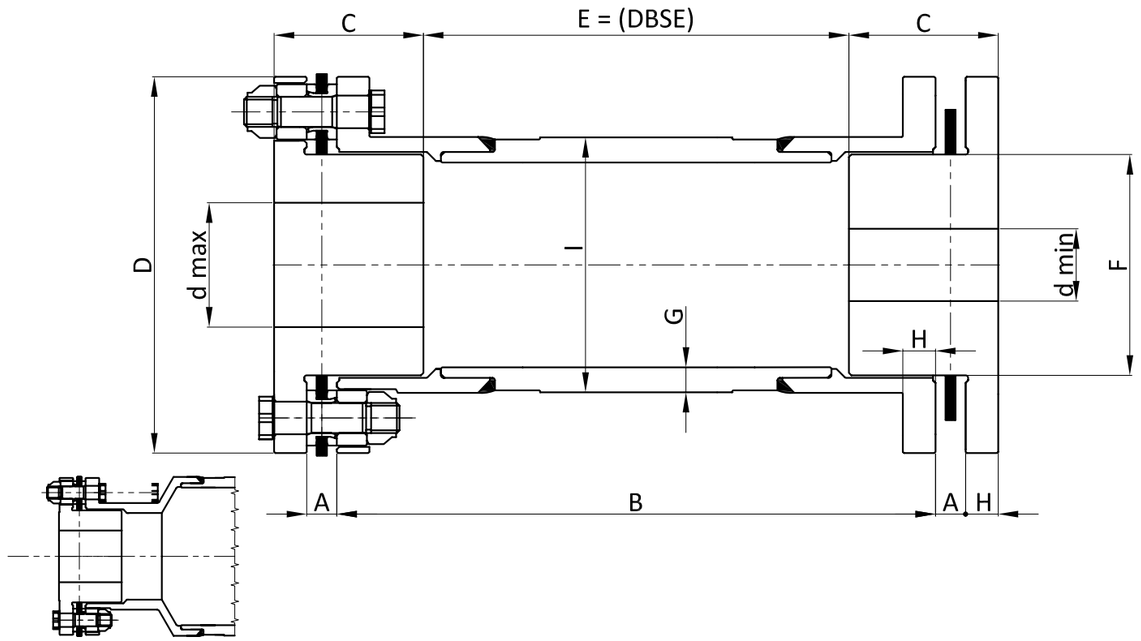
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	S	X	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 36	77	40	6	210	223	49	4.5	6.5	54	6	0.5	500	2.9	0.6	0.0017	0.0003	-	-
2	18 - 48	103	50	8	210	228	66	5	9	70	8	1	660	5.8	0.8	0.006	0.0009	-	-
3	22 - 61	128	60	10	240	262	85	6.3	11	88.9	10	1	830	11	1.3	0.018	0.002	-	-
4	27 - 73	153	70	12.5	240	267	102	8	13	108	12	1	1000	18	2.0	0.041	0.005	-	-
5	31 - 85	179	85	15	260	292	119	8	15	121	14	1	1160	28	2.2	0.090	0.007	-	-
6	36 - 97	204	95	16	280	314	136	8	17.5	139.7	16	1	1320	40	2.6	0.167	0.011	-	-
7	40 - 110	229	105	18	330	369	153	10	19.5	159	18	1.5	1490	58	3.7	0.303	0.021	-	-
8	45 - 122	255	120	20.7	360	404.4	170	12.5	22	177.8	20	1.5	1660	81	5.1	0.527	0.035	-	-
9	49 - 134	280	130	23	400	450	187	12.5	24	193.7	22	2	1820	107	5.6	0.835	0.046	-	-
10	54 - 146	305	140	25	430	484	204	16	26	219.1	24	2	1990	136	8.0	1.27	0.08	-	-
11	61 - 165	343	160	27	480	538	230	17.5	29	244.5	27	2	2240	196	9.8	2.30	0.13	-	-
12	67 - 183	381	180	29.7	530	594.4	255	17.5	32.5	267	30	2.5	2490	268	10.8	3.87	0.17	-	-
13	74 - 200	421	195	33	590	661	281	17.5	36	285.8	33	2.5	2740	359	11.6	6.31	0.21	-	-
14	81 - 218	459	215	36	640	718	306	22.7	39	323.9	36	3	2980	466	16.9	9.76	0.39	-	-
15	88 - 236	497	230	39	690	774	332	22.7	42	343	39	3	3240	592	18.0	14.52	0.46	-	-
16	95 - 257	533	245	41.5	740	830	357	22.7	45.5	368	42	3.5	3480	725	19.4	20.56	0.58	-	-
17	108 - 293	609	280	48	840	944	408	25	52	417	48	4	3980	1085	24.2	40.23	0.93	-	-
18	117 - 318	660	300	52	910	1022	442	25	56.5	445	52	4	4310	1373	26.0	59.85	1.14	-	-
19	126 - 342	711	320	56	980	1101	476	40	61	482.4	56	4.5	4650	1815	43.8	91.33	2.16	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7 x 2		-	-
3	0.160	1.53		5968	0.9 x 2		-	-
4	0.249	2.38		4993	1.1 x 2		-	-
5	0.409	3.91		4291	1.3 x 2		-	-
6	0.606	5.79		3763	1.5 x 2		-	-
7	0.864	8.26		3350	1.6 x 2		-	-
8	1.195	11.42		3019	1.8 x 2		-	-
9	1.663	15.89		2747	2.0 x 2		-	-
10	2.124	20.29		2521	2.2 x 2		-	-
11	3.015	28.80		2246	2.5 x 2		-	-
12	4.050	38.68		2021	2.7 x 2		-	-
13	5.426	51.82		1840	3.0 x 2		-	-
14	6.991	66.77		1686	3.3 x 2		-	-
15	9.011	86.06		1559	3.5 x 2		-	-
16	12.042	115.01		1446	3.8 x 2		-	-
17	17.121	163.51		1266	4.4 x 2		-	-
18	22.963	219.30		1169	4.7 x 2		-	-
19	26.470	252.79		1086	5.1 x 2		-	-

GL6T-ATSI

REVERSED HUBS - WELDED TUBULAR SPACER



Larger tube configuration for higher critical speed or bigger DBSE

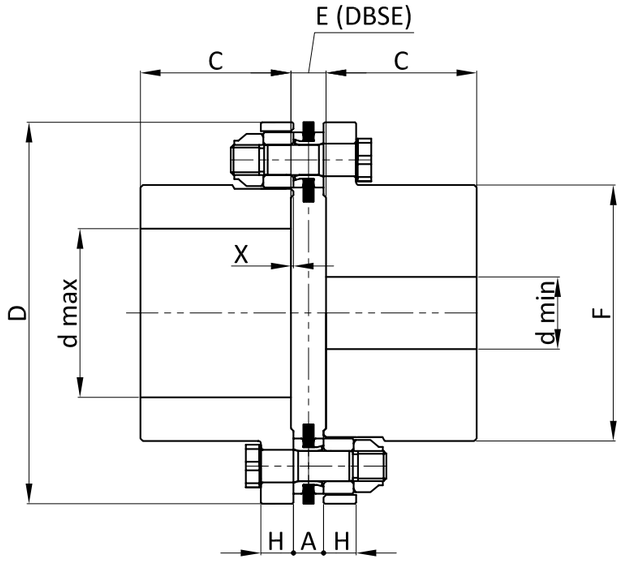
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 30	77	30	6	210	175	42	4.5	6.5	54	500	2.4	0.6	0.0015	0.0003	-	-
2	18 - 40	103	40	8	210	164	56	5	9	70	660	4.8	0.8	0.0053	0.0009	-	-
3	22 - 50	128	50	10	240	182	70	6.3	11	88.9	830	9.2	1.3	0.016	0.002	-	-
4	27 - 60	153	60	12.5	240	171	84	8	13	108	1000	15	2.0	0.036	0.005	-	-
5	31 - 70	179	70	15	260	180	98	8	15	121	1160	23	2.2	0.076	0.007	-	-
6	36 - 80	204	80	16	280	187	112	8	17.5	139.7	1320	33	2.6	0.143	0.011	-	-
7	40 - 90	229	90	18	330	225	126	10	19.5	159	1490	47	3.7	0.260	0.021	-	-
8	45 - 100	255	100	20.7	360	245.4	140	12.5	22	177.8	1660	67	5.1	0.449	0.035	-	-
9	49 - 110	280	110	23	400	274	154	12.5	24	193.7	1820	87	5.6	0.713	0.046	-	-
10	54 - 120	305	120	25	430	292	168	16	26	219.1	1990	112	8.0	1.10	0.08	-	-
11	61 - 135	343	135	27	480	322	189	17.5	29	244.5	2240	159	9.8	1.97	0.13	-	-
12	67 - 150	381	150	29.7	530	354.4	210	17.5	32.5	267	2490	216	10.8	3.29	0.17	-	-
13	74 - 165	421	165	33	590	398	231	17.5	36	285.8	2740	289	11.6	5.35	0.21	-	-
14	81 - 180	459	180	36	640	430	252	22.7	39	323.9	2980	377	16.9	8.32	0.39	-	-
15	88 - 195	497	195	39	690	462	273	22.7	42	343	3240	478	18.0	12.32	0.46	-	-
16	95 - 210	533	210	41.5	740	494	294	22.7	45.5	368	3480	589	19.4	17.52	0.58	-	-
17	108 - 240	609	240	48	840	560	336	25	52	417	3980	881	24.2	34.24	0.93	-	-
18	117 - 260	660	260	52	910	607	364	25	56.5	445	4310	1118	26.0	50,98	1.14	-	-
19	126 - 280	711	280	56	980	654	392	40	61	482.4	4650	1464	43.8	76.95	2.16	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7 x 2		-	-
3	0.160	1.53		5968	0.9 x 2		-	-
4	0.249	2.38		4993	1.1 x 2		-	-
5	0.409	3.91		4291	1.3 x 2		-	-
6	0.606	5.79		3763	1.5 x 2		-	-
7	0.864	8.26		3350	1.6 x 2		-	-
8	1.195	11.42		3019	1.8 x 2		-	-
9	1.663	15.89		2747	2.0 x 2		-	-
10	2.124	20.29		2521	2.2 x 2		-	-
11	3.015	28.80		2246	2.5 x 2		-	-
12	4.050	38.68		2021	2.7 x 2		-	-
13	5.426	51.82		1840	3.0 x 2		-	-
14	6.991	66.77		1686	3.3 x 2		-	-
15	9.011	86.06		1559	3.5 x 2		-	-
16	12.042	115.01		1446	3.8 x 2		-	-
17	17.121	163.51		1266	4.4 x 2		-	-
18	22.963	219.30		1169	4.7 x 2		-	-
19	26.470	252.79		1086	5.1 x 2		-	-

GL6T-SGS

HALF STANDARD COUPLING



SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	E	F	H	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 36	77	40	6	7	49	6.5	0.5	1.5	0.0007	-
2	18 - 48	103	50	8	10	66	9	1	3.6	0.003	-
3	22 - 61	128	60	10	12	85	11	1	6.9	0.009	-
4	27 - 73	153	70	12.5	14.5	102	13	1	12	0.023	-
5	31 - 85	179	85	15	17	119	15	1	19	0.050	-
6	36 - 97	204	95	16	18	136	17.5	1	28	0.096	-
7	40 - 110	229	105	18	21	153	19.5	1.5	39	0.171	-
8	45 - 122	255	120	20.7	23.7	170	22	1.5	55	0.296	-
9	49 - 134	280	130	23	27	187	24	2	73	0.470	-
10	54 - 146	305	140	25	29	204	26	2	93	0.72	-
11	61 - 165	343	160	27	31	230	29	2	134	1.30	-
12	67 - 183	381	180	29.7	34.7	255	32.5	2.5	186	2.21	-
13	74 - 200	421	195	33	38	281	36	2.5	245	3.58	-
14	81 - 218	459	215	36	42	306	39	3	320	5.53	-
15	88 - 236	497	230	39	45	332	42	3	404	8.20	-
16	95 - 257	533	245	41.5	48.5	357	45.5	3.5	498	11.70	-
17	108 - 293	609	280	48	56	408	52	4	745	22.91	-
18	117 - 318	660	300	52	60	442	56.5	4	939	33.99	-
19	126 - 342	711	320	56	65	476	61	4.5	1164	49.03	-

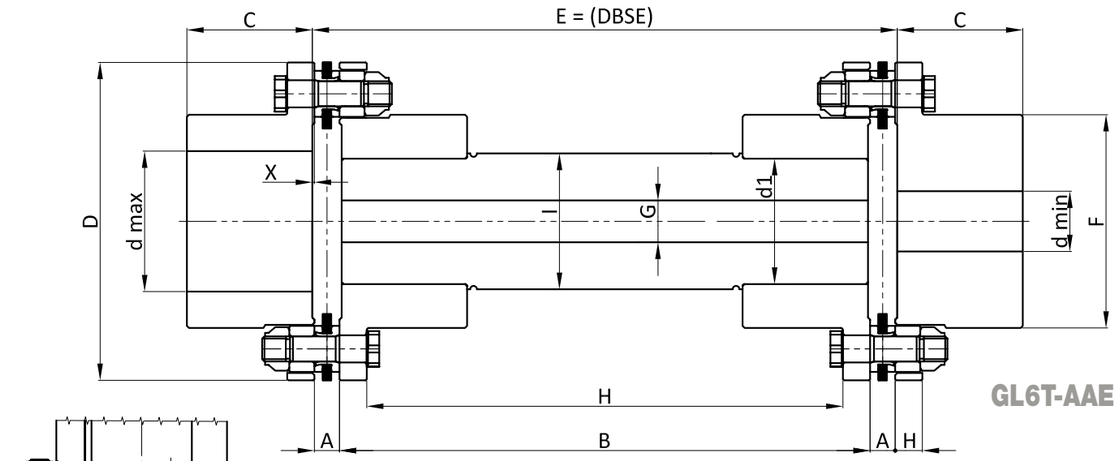
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7		-	-
3	0.160	1.53		5968	0.9		-	-
4	0.249	2.38		4993	1.1		-	-
5	0.409	3.91		4291	1.3		-	-
6	0.606	5.79		3763	1.5		-	-
7	0.864	8.26		3350	1.6		-	-
8	1.195	11.42		3019	1.8		-	-
9	1.663	15.89		2747	2.0		-	-
10	2.124	20.29		2521	2.2		-	-
11	3.015	28.80		2246	2.5		-	-
12	4.050	38.68		2021	2.7		-	-
13	5.426	51.82		1840	3.0		-	-
14	6.991	66.77		1686	3.3		-	-
15	9.011	86.06		1559	3.5		-	-
16	12.042	115.01		1446	3.8		-	-
17	17.121	163.51		1266	4.4		-	-
18	22.963	219.30		1169	4.7		-	-
19	26.470	252.79		1086	5.1		-	-

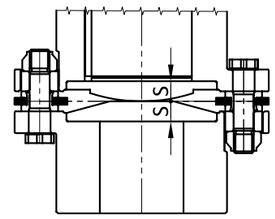
GL6T-AAE

vertical version **GL6T-AAEV**

OUTER HUBS - SHAFT SPACER



GL6T-AAE



GL6T-AAEV

Device for vertical assembly

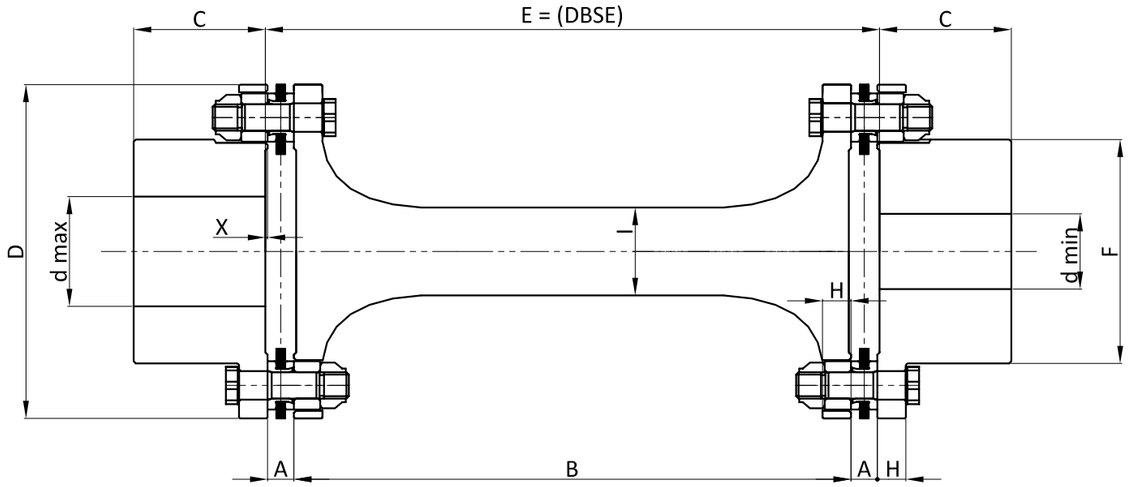
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	I	d1	H	X	S	G	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 36	77	40	6	95	108	49	35	30	6.5	0.5	6	-	280	3.1	0.6	0.0014	0.0001	-	-
2	18 - 48	103	50	8	125	143	66	45	40	9	1	8	-	360	7.1	0.9	0.006	0.0003	-	-
3	22 - 61	128	60	10	160	182	85	60	55	11	1	10	-	460	14	1.7	0.018	0.0009	-	-
4	27 - 73	153	70	12.5	190	217	102	70	64	13	1	12	-	535	24	2.3	0.044	0.002	-	-
5	31 - 85	179	85	15	220	252	119	80	74	15	1	14	-	610	38	3.0	0.095	0.003	-	-
6	36 - 97	204	95	16	255	289	136	95	89	17.5	1	16	-	725	58	4.2	0.189	0.006	-	-
7	40 - 110	229	105	18	285	324	153	105	98	19.5	1.5	18	-	800	81	5.1	0.336	0.009	-	-
8	45 - 122	255	120	20.7	315	359.4	170	115	108	22	1.5	20	-	880	112	6.1	0.577	0.013	-	-
9	49 - 134	280	130	23	350	400	187	130	123	24	2	22	-	990	149	7.8	0.924	0.021	-	-
10	54 - 146	305	140	25	380	434	204	140	132	26	2	24	45	1070	185	11	1.41	0.03	-	-
11	61 - 165	343	160	27	425	483	230	155	147	29	2	27	50	1180	267	13	2.55	0.04	-	-
12	67 - 183	381	180	29.7	475	539.4	255	175	167	32.5	2.5	30	55	1340	368	17	4.32	0.07	-	-
13	74 - 200	421	195	33	520	591	281	190	181	36	2.5	33	60	1450	487	20	6.99	0.10	-	-
14	81 - 218	459	215	36	565	643	306	205	196	39	3	36	65	1560	633	23	10.78	0.14	-	-
15	88 - 236	497	230	39	615	699	332	225	216	42	3	39	70	1720	805	28	16.06	0.20	-	-
16	95 - 257	533	245	41.5	660	750	357	240	230	45.5	3.5	42	75	1830	995	32	22.95	0.25	-	-
17	108 - 293	609	280	48	755	859	408	275	265	52	4	48	90	2100	1485	42	44.93	0.45	-	-
18	117 - 318	660	300	52	820	932	442	300	290	56.5	4	52	95	2290	1887	50	66.96	0.62	-	-
19	126 - 342	711	320	56	880	1001	476	320	310	61	4.5	56	105	2440	2346	57	97.06	0.80	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7 x 2		-	-
3	0.160	1.53		5968	0.9 x 2		-	-
4	0.249	2.38		4993	1.1 x 2		-	-
5	0.409	3.91		4291	1.3 x 2		-	-
6	0.606	5.79		3763	1.5 x 2		-	-
7	0.864	8.26		3350	1.6 x 2		-	-
8	1.195	11.42		3019	1.8 x 2		-	-
9	1.663	15.89		2747	2.0 x 2		-	-
10	2.124	20.29		2521	2.2 x 2		-	-
11	3.015	28.80		2246	2.5 x 2		-	-
12	4.050	38.68		2021	2.7 x 2		-	-
13	5.426	51.82		1840	3.0 x 2		-	-
14	6.991	66.77		1686	3.3 x 2		-	-
15	9.011	86.06		1559	3.5 x 2		-	-
16	12.042	115.01		1446	3.8 x 2		-	-
17	17.121	163.51		1266	4.4 x 2		-	-
18	22.963	219.30		1169	4.7 x 2		-	-
19	26.470	252.79		1086	5.1 x 2		-	-

GL6T-AATE

OUTER HUBS - TORSIONAL SHAFT SPACER



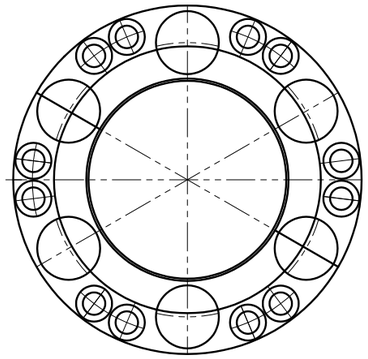
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	I	H	X	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 36	77	40	6	100	113	49	25	6.5	0.5	200	2.5	0.4	0.0012	0.0003	-	-
2	18 - 48	103	50	8	140	158	66	35	9	1	280	5.9	0.8	0.005	0.0007	-	-
3	22 - 61	128	60	10	180	202	85	45	11	1	360	12	1.3	0.015	0.0012	-	-
4	27 - 73	153	70	12.5	220	247	102	55	13	1	440	20	1.9	0.037	0.0019	-	-
5	31 - 85	179	85	15	240	272	119	60	15	1	480	31	2.2	0.081	0.0024	-	-
6	36 - 97	204	95	16	280	314	136	70	17.5	1	560	47	3.0	0.157	0.0035	-	-
7	40 - 110	229	105	18	320	359	153	80	19.5	1.5	640	66	4.0	0.280	0.0048	-	-
8	45 - 122	255	120	20.7	340	384.4	170	85	22	1.5	680	90	4.5	0.480	0.0057	-	-
9	49 - 134	280	130	23	380	430	187	95	24	2	760	120	5.6	0.766	0.0077	-	-
10	54 - 146	305	140	25	420	474	204	105	26	2	840	155	6.8	1.17	0.010	-	-
11	61 - 165	343	160	27	460	518	230	115	29	2	920	219	8.2	2.11	0.014	-	-
12	67 - 183	381	180	29.7	520	584.4	255	130	32.5	2.5	1040	304	10.5	3.58	0.020	-	-
13	74 - 200	421	195	33	560	631	281	140	36	2.5	1120	400	12.1	5.80	0.025	-	-
14	81 - 218	459	215	36	600	678	306	150	39	3	1200	517	13.9	8.94	0.031	-	-
15	88 - 236	497	230	39	660	744	332	165	42	3	1320	657	16.8	13.29	0.043	-	-
16	95 - 257	533	245	41.5	700	790	357	175	45.5	3.5	1400	808	18.9	18.95	0.052	-	-
17	108 - 293	609	280	48	800	904	408	200	52	4	1600	1209	24.7	37.12	0.082	-	-
18	117 - 318	660	300	52	880	992	442	220	56.5	4	1760	1542	29.9	55.35	0.115	-	-
19	126 - 342	711	320	56	940	1061	476	235	61	4.5	1880	1909	34.1	79.90	0.146	-	-

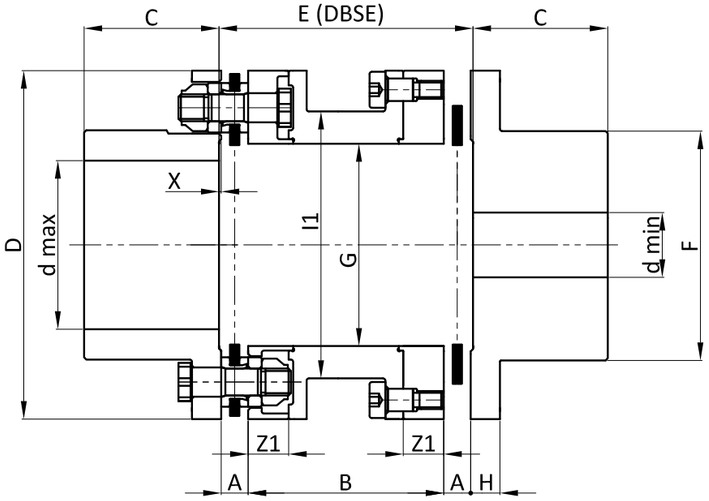
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7 x 2		-	-
3	0.160	1.53		5968	0.9 x 2		-	-
4	0.249	2.38		4993	1.1 x 2		-	-
5	0.409	3.91		4291	1.3 x 2		-	-
6	0.606	5.79		3763	1.5 x 2		-	-
7	0.864	8.26		3350	1.6 x 2		-	-
8	1.195	11.42		3019	1.8 x 2		-	-
9	1.663	15.89		2747	2.0 x 2		-	-
10	2.124	20.29		2521	2.2 x 2		-	-
11	3.015	28.80		2246	2.5 x 2		-	-
12	4.050	38.68		2021	2.7 x 2		-	-
13	5.426	51.82		1840	3.0 x 2		-	-
14	6.991	66.77		1686	3.3 x 2		-	-
15	9.011	86.06		1559	3.5 x 2		-	-
16	12.042	115.01		1446	3.8 x 2		-	-
17	17.121	163.51		1266	4.4 x 2		-	-
18	22.963	219.30		1169	4.7 x 2		-	-
19	26.470	252.79		1086	5.1 x 2		-	-

GL6T-TLE

COUPLING IN TWO-HALVES - LONGITUDINALLY SPLIT FLANGES - OUTER HUBS





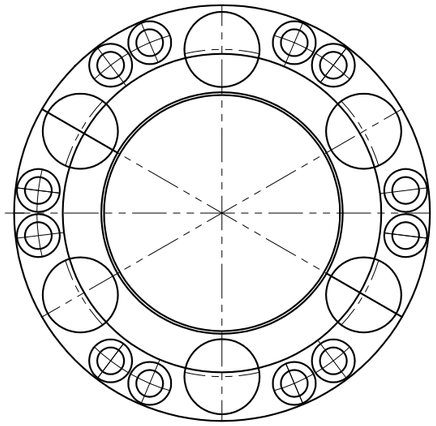
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I1	Z1	X	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 36	77	40	6	42	55	49	44	6.5	59	9	0.5	200	2.3	0.95	0.0014	0.0011	-	-
2	18 - 48	103	50	8	56	74	66	59	9	79	12	1	200	5.5	1.7	0.006	0.0025	-	-
3	22 - 61	128	60	10	70	92	85	73	11	99	15	1	225	10.5	2.8	0.018	0.0049	-	-
4	27 - 73	153	70	12.5	83	110	102	90	13	119	18	1	225	18	3.7	0.045	0.008	-	-
5	31 - 85	179	85	15	97	129	119	105	15	139	21	1	250	30	5.1	0.100	0.014	-	-
6	36 - 97	204	95	16	111	145	136	120	17.5	158	24	1	275	42	6.5	0.190	0.022	-	-
7	40 - 110	229	105	18	125	164	153	135	19.5	178	27	1.5	320	60	8.3	0.338	0.033	-	-
8	45 - 122	255	120	20.7	139	183.4	170	150	22	198	30	1.5	350	83	10.3	0.583	0.048	-	-
9	49 - 134	280	130	23	153	203	187	165	24	218	33	2	390	110	12.6	0.930	0.069	-	-
10	54 - 146	305	140	25	166	220	204	180	26	237	36	2	420	141	14.7	1.41	0.10	-	-
11	61 - 165	343	160	27	187	245	230	203	29	267	40.5	2	470	202	18.6	2.56	0.15	-	-
12	67 - 183	381	180	29.7	208	272.4	255	225	32.5	297	45	2.5	520	279	23.2	4.33	0.22	-	-
13	74 - 200	421	195	33	229	300	281	248	36	326	49.5	2.5	580	370	27.7	7.04	0.31	-	-
14	81 - 218	459	215	36	249	327	306	270	39	356	54	3	630	481	33.3	10.82	0.44	-	-
15	88 - 236	497	230	39	270	354	332	293	42	386	58.5	3	680	610	39.3	16.21	0.61	-	-
16	95 - 257	533	245	41.5	291	381	357	315	45.5	416	63	3.5	730	755	45.6	23.16	0.81	-	-
17	108 - 293	609	280	48	332	436	408	360	52	475	72	4	830	1129	59.4	45.29	1.37	-	-
18	117 - 318	660	300	52	360	472	442	390	56.5	514	78	4	900	1426	69.3	67.37	1.86	-	-
19	126 - 342	711	320	56	388	509	476	420	61	554	84	4.5	970	1774	80.7	97.39	2.51	-	-

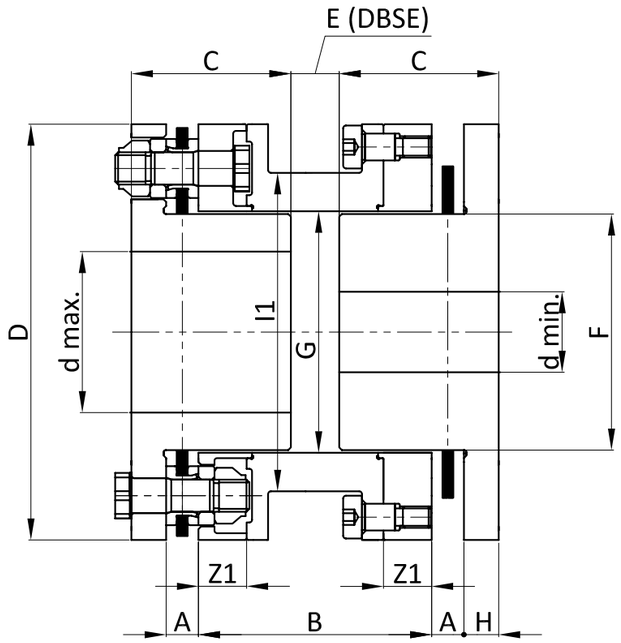
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-TLI

COUPLING IN TWO-HALVES - LONGITUDINALLY SPLIT FLANGES - REVERSED HUBS





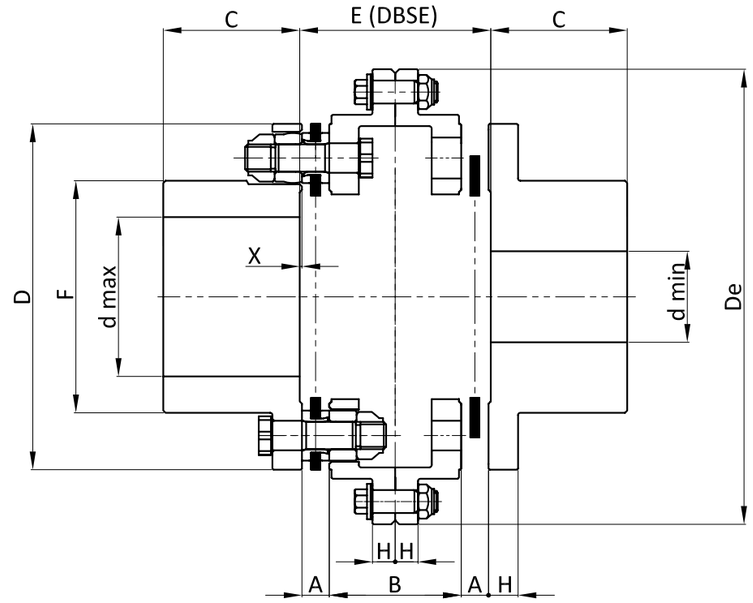
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	l1	Z1	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 30	77	30	6	42	7	42	44	6.5	59	9	200	1.8	0.95	0.0013	0.0011	-	-
2	18 - 40	103	40	8	56	10	56	59	9	79	12	200	4.4	1.7	0.0054	0.0025	-	-
3	22 - 50	128	50	10	70	12	70	73	11	99	15	225	8.5	2.8	0.016	0.0049	-	-
4	27 - 60	153	60	12.5	83	14	84	90	13	119	18	225	15	3.7	0.039	0.008	-	-
5	31 - 70	179	70	15	97	17	98	105	15	139	21	250	23	5.1	0.085	0.014	-	-
6	36 - 80	204	80	16	111	18	112	120	17.5	158	24	275	34	6.5	0.164	0.022	-	-
7	40 - 90	229	90	18	125	20	126	135	19.5	178	27	320	49	8.3	0.293	0.033	-	-
8	45 - 100	255	100	20.7	139	24.4	140	150	22	198	30	350	67	10.3	0.502	0.048	-	-
9	49 - 110	280	110	23	153	27	154	165	24	218	33	390	89	12.6	0.803	0.069	-	-
10	54 - 120	305	120	25	166	28	168	180	26	237	36	420	115	14.7	1.22	0.10	-	-
11	61 - 135	343	135	27	187	29	189	203	29	267	40.5	470	163	18.6	2.20	0.15	-	-
12	67 - 150	381	150	29.7	208	32.4	210	225	32.5	297	45	520	224	23.2	3.72	0.22	-	-
13	74 - 165	421	165	33	229	37	231	248	36	326	49.5	580	300	27.7	6.07	0.31	-	-
14	81 - 180	459	180	36	249	39	252	270	39	356	54	630	388	33.3	9.30	0.44	-	-
15	88 - 195	497	195	39	270	42	273	293	42	386	58.5	680	495	39.3	13.98	0.61	-	-
16	95 - 210	533	210	41.5	291	45	294	315	45.5	416	63	730	615	45.6	20.02	0.81	-	-
17	108 - 240	609	240	48	332	52	336	360	52	475	72	830	921	59.4	39.17	1.37	-	-
18	117 - 260	660	260	52	360	57	364	390	56.5	514	78	900	1170	69.3	58.45	1.86	-	-
19	126 - 280	711	280	56	388	62	392	420	61	554	84	970	1463	80.7	84.72	2.51	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\text{ - }G6.3}$ [Rpm]	MAX SPEED $n_{max\text{ - }G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-TTE

COUPLING IN TWO-HALVES - TRANSVERSALLY SPLIT FLANGES - OUTER HUBS



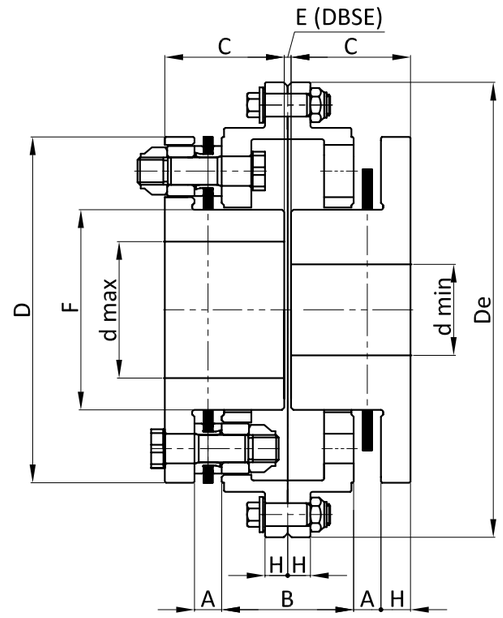
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	De	H	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 36	77	40	6	29	42	49	104	6.5	0.5	2.4	0.002	-
2	18 - 48	103	50	8	39	57	66	135	9	1	5.5	0.008	-
3	22 - 61	128	60	10	49	71	85	170	11	1	11	0.025	-
4	27 - 73	153	70	12.5	58	85	102	202	13	1	18	0.061	-
5	31 - 85	179	85	15	68	100	119	236	15	1	30	0.134	-
6	36 - 97	204	95	16	78	112	136	270	17.5	1	44	0.261	-
7	40 - 110	229	105	18	87	126	153	303	19.5	1.5	61	0.464	-
8	45 - 122	255	120	20.7	97	141.4	170	335	22	1.5	85	0.786	-
9	49 - 134	280	130	23	107	157	187	370	24	2	113	1.263	-
10	54 - 146	305	140	25	116	170	204	404	26	2	145	1.94	-
11	61 - 165	343	160	27	131	189	230	452	29	2	207	3.46	-
12	67 - 183	381	180	29.7	145	209.4	255	505	32.5	2.5	287	5.94	-
13	74 - 200	421	195	33	160	231	281	554	36	2.5	379	9.53	-
14	81 - 218	459	215	36	174	252	306	600	39	3	490	14.41	-
15	88 - 236	497	230	39	189	273	332	650	42	3	620	21.45	-
16	95 - 257	533	245	41.5	203	293	357	700	45.5	3.5	729	30.97	-
17	108 - 293	609	280	48	232	336	408	800	52	4	1150	60.50	-
18	117 - 318	660	300	52	252	364	442	870	56.5	4	1471	93.26	-
19	126 - 342	711	320	56	271	392	476	935	61	4.5	1810	130.77	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED $n_{k\text{ - }G6.3}$ [Rpm]	MAX SPEED $n_{max\text{ - }G2.5}$ [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-TTI

COUPLING IN TWO HALVES - TRANSVERSALLY SPLIT FLANGES - REVERSED HUBS



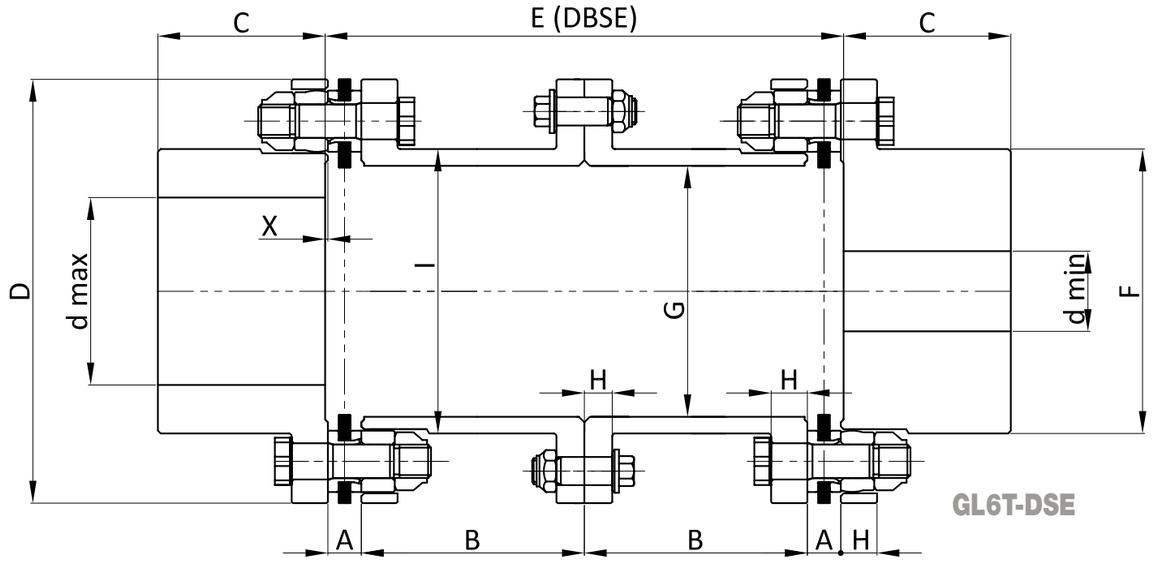
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	De	H	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 30	77	26	6	29	2	42	104	6.5	1.8	0.002	-
2	18 - 40	103	35	8	39	3	56	135	9	4.3	0.007	-
3	22 - 50	128	44	10	49	3	70	170	11	8.4	0.023	-
4	27 - 60	153	52.5	12.5	58	4	84	202	13	14	0.055	-
5	31 - 70	179	61.5	15	68	5	98	236	15	23	0.119	-
6	36 - 80	204	70	16	78	5	112	270	17.5	34	0.232	-
7	40 - 90	229	78	18	87	6	126	303	19.5	48	0.414	-
8	45 - 100	255	88	20.7	97	6.4	140	335	22	66	0.699	-
9	49 - 110	280	97	23	107	7	154	370	24	88	1.125	-
10	54 - 120	305	105	25	116	8	168	404	26	114	1.73	-
11	61 - 135	343	117	27	131	9	189	452	29	160	3.06	-
12	67 - 150	381	130	29.7	145	9.4	210	505	32.5	221	5.27	-
13	74 - 165	421	144	33	160	10	231	554	36	295	8.47	-
14	81 - 180	459	156.5	36	174	11	252	600	39	378	12.75	-
15	88 - 195	497	169.5	39	189	12	273	650	42	481	19.00	-
16	95 - 210	533	182	41.5	203	13	294	700	45.5	599	27.52	-
17	108 - 240	609	208.5	48	232	15	336	800	52	898	53.88	-
18	117 - 260	660	226.5	52	252	16	364	870	56.5	1160	83.46	-
19	126 - 280	711	244	56	271	17	392	935	61	1431	116.81	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-DSE with electrical insulation GL6T-DSEIE

OUTER HUBS - DOUBLE SPACER

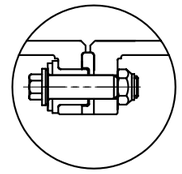


GL6T-DSE

SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 36	77	40	6	42	97	49	44	6.5	49	0.5	2.4	0.0015	-
2	18 - 48	103	50	8	56	130	66	59	9	66	1	5.8	0.007	-
3	22 - 61	128	60	10	70	162	85	73	11	85	1	11	0.020	-
4	27 - 73	153	70	12.5	83	193	102	90	13	102	1	19	0.048	-
5	31 - 85	179	85	15	97	226	119	105	15	119	1	31	0.105	-
6	36 - 97	204	95	16	111	256	136	120	17.5	136	1	45	0.204	-
7	40 - 110	229	105	18	125	289	153	135	19.5	153	1.5	64	0.363	-
8	45 - 122	255	120	20.7	139	322.4	170	150	22	170	1.5	89	0.628	-
9	49 - 134	280	130	23	153	356	187	165	24	187	2	117	1.000	-
10	54 - 146	305	140	25	166	386	204	180	26	204	2	150	1.52	-
11	61 - 165	343	160	27	187	432	230	203	29	230	2	215	2.75	-
12	67 - 183	381	180	29.7	208	480.4	255	225	32.5	255	2.5	297	4.65	-
13	74 - 200	421	195	33	229	529	281	248	36	281	2.5	395	7.58	-
14	81 - 218	459	215	36	249	576	306	270	39	306	3	513	11.67	-
15	88 - 236	497	230	39	270	624	332	293	42	332	3	648	17.31	-
16	95 - 257	533	245	41.5	291	672	357	315	45.5	357	3.5	801	24.75	-
17	108 - 293	609	280	48	332	768	408	360	52	408	4	1199	48.40	-
18	117 - 318	660	300	52	360	832	442	390	56.5	442	4	1517	72.16	-
19	126 - 342	711	320	56	388	897	476	420	61	476	4.5	1886	104.32	-

NOTE (a) - Values are calculated for solid hubs

GL6T-DSEIE

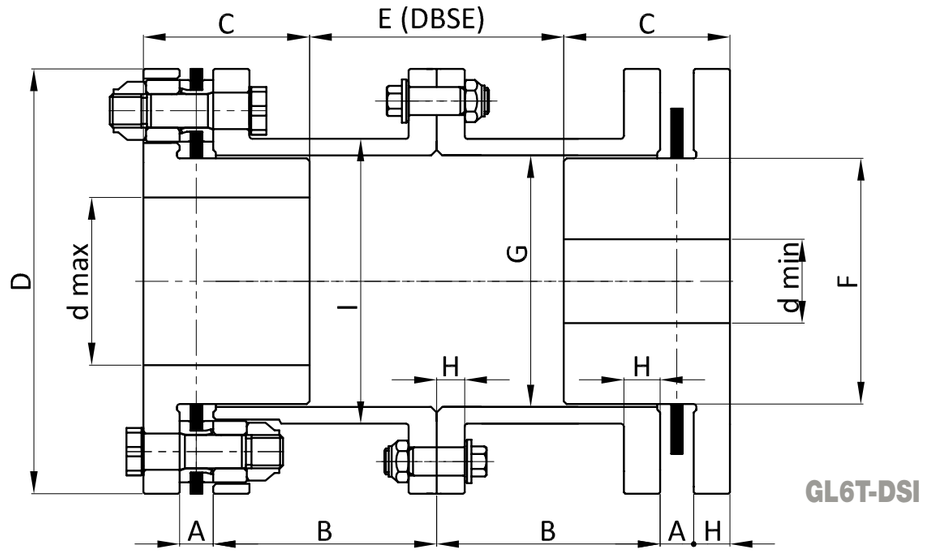


Electrical insulation

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	MASS (a) M [Kg]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	2.4	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	5.8		-	-
3	0.160	1.53		5968	15962	11		-	-
4	0.249	2.38		4993	13306	19		-	-
5	0.409	3.91		4291	11408	31		-	-
6	0.606	5.79		3763	9977	45		-	-
7	0.864	8.26		3350	8870	64		-	-
8	1.195	11.42		3019	7985	89		-	-
9	1.663	15.89		2747	7256	117		-	-
10	2.124	20.29		2521	6653	150		-	-
11	3.015	28.80		2246	5913	215		-	-
12	4.050	38.68		2021	5322	297		-	-
13	5.426	51.82		1840	4845	395		-	-
14	6.991	66.77		1686	4435	513		-	-
15	9.011	86.06		1559	4094	648		-	-
16	12.042	115.01		1446	3801	801		-	-
17	17.121	163.51		1266	3326	1199		-	-
18	22.963	219.30		1169	3070	1517		-	-
19	26.470	252.79		1086	2851	1886		-	-

GL6T-DSI with electrical insulation GL6T-DSIIE

DOUBLE SPACER - REVERSED HUBS



GL6T-DSI

GL6T-DSIIE

Electrical insulation

SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	I	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 30	77	30	6	42	49	42	44	6.5	49	2.0	0.0013	-
2	18 - 40	103	40	8	56	66	56	59	9	66	4.8	0.006	-
3	22 - 50	128	50	10	70	82	70	73	11	85	9.4	0.018	-
4	27 - 60	153	60	12.5	83	97	84	90	13	102	16	0.042	-
5	31 - 70	179	70	15	97	114	98	105	15	119	25	0.092	-
6	36 - 80	204	80	16	111	129	112	120	17.5	136	37	0.178	-
7	40 - 90	229	90	18	125	145	126	135	19.5	153	53	0.318	-
8	45 - 100	255	100	20.7	139	163.4	140	150	22	170	73	0.547	-
9	49 - 110	280	110	23	153	180	154	165	24	187	97	0.874	-
10	54 - 120	305	120	25	166	194	168	180	26	204	124	1.33	-
11	61 - 135	343	135	27	187	216	189	203	29	230	176	2.39	-
12	67 - 150	381	150	29.7	208	240.4	210	225	32.5	255	242	4.04	-
13	74 - 165	421	165	33	229	266	231	248	36	281	324	6.61	-
14	81 - 180	459	180	36	249	288	252	270	39	306	420	10.16	-
15	88 - 195	497	195	39	270	312	273	293	42	332	532	15.09	-
16	95 - 210	533	210	41.5	291	336	294	315	45.5	357	662	21.62	-
17	108 - 240	609	240	48	332	384	336	360	52	408	991	42.30	-
18	117 - 260	660	260	52	360	417	364	390	56.5	442	1261	63.26	-
19	126 - 280	711	280	56	388	450	392	420	61	476	1575	91.68	-

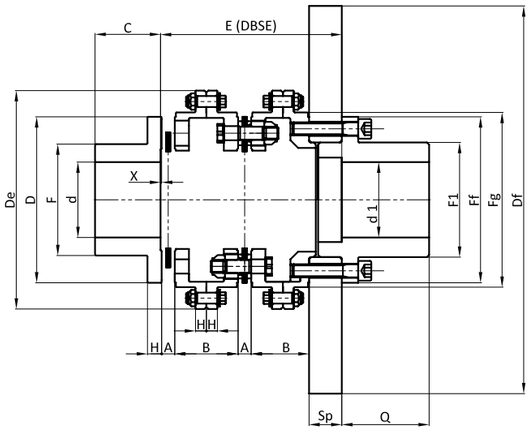
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

Disc brake GL6T-DFSE

COUPLING IN TWO-HALVES - TRANSVERSALLY SPLIT FLANGES - OUTER HUBS

SIZE	DIMENSIONS [mm] Df	Sp	F1	d1	Ff	E	Q	BRAKE REFERENCE [kNm]	MAX SPEED nmax - G2.5 [Rpm]	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	200	15	50	36	76	85.5	70	0.32	7600	5	0.020	-
	225		55	39	80		80	0.44	6700	6.5	0.031	-
2	250		60	43	101	110	90	0.62	6100	8.8	0.049	-
	285		70	50	107		100	0.91	5300	11.4	0.081	-
3	285		70	50	107	134	100	0.91	5300	12.4	0.086	-
	315		80	57	133	149	130	1.20	4850	24.7	0.240	-
4	315		80	57	133		130	1.20	4850	26.3	0.251	-
	355		105	75	152	172	140	1.58	4300	35.0	0.400	-
	395		115	82	160		150	2.96	3800	42.9	0.602	-
5	355		105	75	152		140	1.58	4300	37.0	0.420	-
	395		115	82	160	197	150	2.96	3800	45.0	0.623	-
	445		120	86	187		155	3.55	3390	54.6	0.977	-
6	395		115	82	160		150	2.96	3800	47.8	0.661	-
	445		120	86	187	219	155	3.55	3350	57.6	1.016	-
	500	30	154	110	213		165	5.24	3050	76.1	1.600	-
7	445		120	86	187		155	3.92	3350	61.2	1.077	-
	500		154	110	213	241.5	165	5.24	3050	79.6	1.661	-
	550		160	115	240		175	9.02	2750	93.3	2.362	-
8	500		154	110	213		165	5.24	3050	84.1	1.758	-
	550		160	115	240	266.9	175	9.02	2750	98	2.459	-
	625		170	122	267		210	10.14	2400	124.6	3.939	-
9	550		160	115	240		175	9.02	2750	103.5	2.602	-
	625		170	122	267	292	210	10.14	2400	130.4	4.088	-
	705		195	140	293		265	15.31	2150	173.5	6.436	-
10	325		170	122	267		210	10.14	2400	137	4.29	-
	705		195	140	293	314	265	15.31	2150	180	6.64	-
	795	30	240	172	320		280	21.24	1900	238	10.58	-
11	705		195	140	293	348	265	15.31	2150	192	7.09	-
	795		240	172	320		280	21.24	1900	250	11.03	-
	900	42	280	201	360	360	300	25.61	1650	380	23.70	-
12	795	30	240	172	320	381.9	280	21.24	1900	266	11.80	-
	900		280	201	360	393.9	300	25.61	1650	396	24.47	-
	995		310	223	400		330	30.78	1500	491	35.98	-
13	900		280	201	360	430.5	300	25.61	1650	414	25.58	-
	995	42	310	223	440		330	30.78	1500	516	37.40	-
14	995		310	223	440	465	330	30.78	1500	536	38.84	-
	1150		355	255	480		350	41.75	1300	692	65.68	-
15	1150		355	255	520	501	350	41.75	1300	726	68.24	-
16	1250	60	400	288	560	552.5	360	52.71	1200	1056	130.73	-
17	1600		550	360	640	624	440	97.63	950	1791	343.70	-



SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	F	Fg	De	H	X	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	13 - 36	77	40	6	29	49	85	104	6.5	0.5	2.1	0.0024	-
2	18 - 48	103	50	8	39	66	110	135	9	1	4.8	0.0094	-
3	22 - 61	128	60	10	49	85	136	170	11	1	9.3	0.029	-
4	27 - 73	153	70	12.5	58	102	162	202	13	1	16	0.070	-
5	31 - 85	179	85	15	68	119	189	236	15	1	25	0.152	-
6	36 - 97	204	95	16	78	136	213	270	17.5	1	38	0.299	-
7	40 - 110	229	105	18	87	153	240	303	19.5	1.5	53	0.532	-
8	45 - 122	255	120	20.7	97	170	266	335	22	1.5	73	0.896	-
9	49 - 134	280	130	23	107	187	292	370	24	2	97	1.445	-
10	54 - 146	305	140	25	116	204	319	404	26	2	125	2.21	-
11	61 - 165	343	160	27	131	230	360	452	29	2	177	3.92	-
12	67 - 183	381	180	29.7	145	255	400	505	32.5	2.5	245	6.75	-
13	74 - 200	421	195	33	160	281	440	554	36	2.5	325	10.82	-
14	81 - 218	459	215	36	174	306	480	600	39	3	417	16.21	-
15	88 - 236	497	230	39	189	332	520	650	42	3	529	24.22	-
16	95 - 257	533	245	41.5	203	357	560	700	45.5	3.5	659	35.13	-
17	108 - 293	609	280	48	232	408	640	800	52	4	987	68.45	-

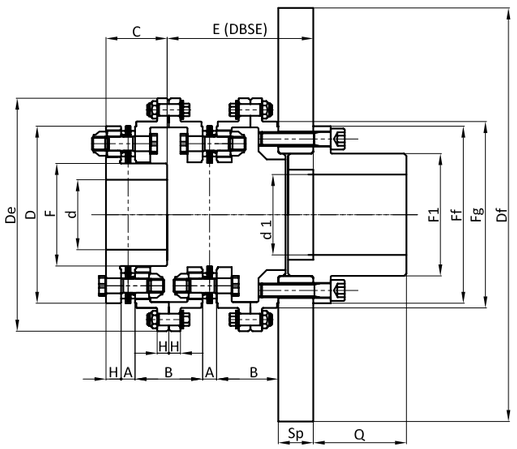
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-

Disc brake GL6T-DFSI

COUPLING IN TWO-HALVES - TRANSVERSALLY SPLIT FLANGES - REVERSED HUB

SIZE	DIMENSIONS [mm]							BRAKE REFERENCE [kNm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	MASS (a) **M** [Kg]	MOMENT OF INERTIA (a) **J** [Kgm^2]	TORSIONAL STIFFNESS (a) **K** x 10^6 [Nm/rad]
	Df	**Sp**	**F1**	**d1**	**Ff**	**E**	**Q**					
1	200	15	50	36	76	65.5	70	0.32	7600	5	0.020	-
	225		55	39	80		80	0.44	6700	6.5	0.031	-
2	250		60	43	101	83	90	0.62	6100	8.8	0.049	-
	285		70	50	107		100	0.91	5300	11.4	0.081	-
3	285		70	50	107	100	100	0.91	5300	12.4	0.086	-
	315		80	57	133	115	130	1.20	4850	24.7	0.240	-
4	315		80	57	133		130	1.20	4850	26.3	0.251	-
	355		105	75	152	131.5	140	1.58	4300	35.0	0.400	-
	395		115	82	160		150	2.96	3800	42.9	0.602	-
5	355		105	75	152		140	1.58	4300	37.0	0.420	-
	395		115	82	160	149.5	150	2.96	3800	45.0	0.623	-
	445		120	86	187		155	3.55	3390	54.6	0.977	-
6	395		115	82	160		150	2.96	3800	47.8	0.661	-
	445		120	86	187	165.5	155	3.55	3350	57.6	1.016	-
	500	30	154	110	213		165	5.24	3050	76.1	1.600	-
7	445		120	86	187		155	3.92	3350	61.2	1.077	-
	500		154	110	213	181.5	165	5.24	3050	79.6	1.661	-
	550		160	115	240		175	9.02	2750	93.3	2.362	-
8	500		154	110	213		165	5.24	3050	84.1	1.758	-
	550		160	115	240	199.4	175	9.02	2750	98	2.459	-
	625		170	122	267		210	10.14	2400	124.6	3.939	-
9	550		160	115	240		175	9.02	2750	103.5	2.602	-
	625		170	122	267	217	210	10.14	2400	130.4	4.088	-
	705		195	140	293		265	15.31	2150	173.5	6.436	-
10	325	30	170	122	267	233	210	10.14	2400	137	4.29	-
	705		195	140	293		265	15.31	2150	180	6.64	-
	795		240	172	320		280	21.24	1900	238	10.58	-
11	705		195	140	293	258	265	15.31	2150	192	7.09	-
	795		240	172	320		280	21.24	1900	250	11.03	-
	900	42	280	201	360	270	300	25.61	1650	380	23.70	-
12	795	30	240	172	320	281.9	280	21.24	1900	266	11.80	-
	900		280	201	360	293.9	300	25.61	1650	396	24.47	-
	995		310	223	400		330	30.78	1500	491	35.98	-
13	900		280	201	360	320	300	25.61	1650	414	25.58	-
	995	42	310	223	440		330	30.78	1500	516	37.40	-
14	995		310	223	440	344.5	330	30.78	1500	536	38.84	-
	1150		355	255	480		350	41.75	1300	692	65.68	-
15	1150		355	255	520	370.5	350	41.75	1300	726	68.24	-
16	1250	60	400	288	560	412.5	360	52.71	1200	1056	130.73	-
17	1600		550	360	640	463.5	440	97.63	950	1791	343.70	-



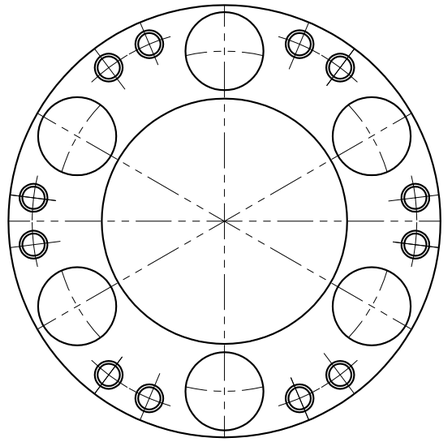
SIZE	Min. Max. **d** [mm]	DIMENSIONS [mm]									MASS (a) **M** [Kg]	MOMENT OF INERTIA (a) **J** [Kgm^2]	TORSIONAL STIFFNESS (a) **K** x 10^6 [Nm/rad]
		D	**C**	**A**	**B**	**F**	**Fg**	**De**	**H**				
1	13 - 30	77	26	6	29	42	85	104	6.5		1.8	0.0023	-
2	18 - 40	103	35	8	39	56	110	135	9		4.2	0.009	-
3	22 - 50	128	44	10	49	70	136	170	11		8.1	0.028	-
4	27 - 60	153	52.5	12.5	58	84	162	202	13		14	0.066	-
5	31 - 70	179	61.5	15	68	98	189	236	15		22	0.145	-
6	36 - 80	204	70	16	78	112	213	270	17.5		33	0.284	-
7	40 - 90	229	78	18	87	126	240	303	19.5		46	0.507	-
8	45 - 100	255	88	20.7	97	140	266	335	22		64	0.852	-
9	49 - 110	280	97	23	107	154	292	370	24		85	1.376	-
10	54 - 120	305	105	25	116	168	319	404	26		109	2.10	-
11	61 - 135	343	117	27	131	189	360	452	29		154	3.72	-
12	67 - 150	381	130	29.7	145	210	400	505	32.5		212	6.41	-
13	74 - 165	421	144	33	160	231	440	554	36		283	10.29	-
14	81 - 180	459	156.5	36	174	252	480	600	39		361	15.39	-
15	88 - 195	497	169.5	39	189	273	520	650	42		459	23.00	-
16	95 - 210	533	182	41.5	203	294	560	700	45.5		574	33.41	-
17	108 - 240	609	208.5	48	232	336	640	800	52		858	65.09	-

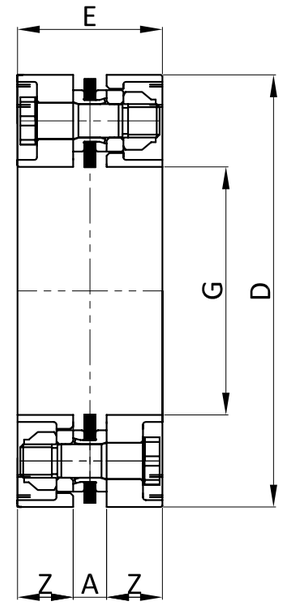
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER **Pk-6T** [KW/Rpm]	NOMINAL TORQUE **Tk-6T** [KNm]	PEAK TORQUE **Tf** [KNm]	NOMINAL SPEED $n_{k\ -\ G6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ G2.5}$ [Rpm]	AXIAL MISALIGNMENT **Δ ass** ±[mm]	ANGULAR MISALIGNMENT **Δ ang** ±[Deg]	AXIAL REACTION **Fa** [KN]	OVERTURN REACTION **Mr** [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-

GL6T-SGC

CARTRIDGE - HALF COUPLING





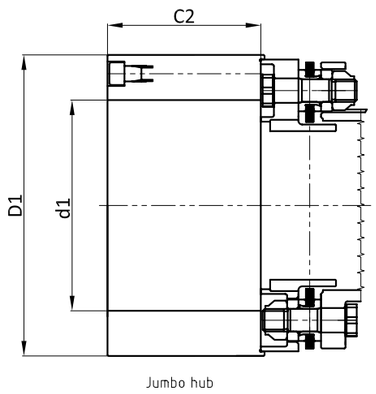
SIZE	DIMENSIONS [mm]					MASS **M** [Kg]	MOMENT OF INERTIA **J** [Kgm^2]	TORSIONAL STIFFNESS **K** x 10^6 [Nm/rad]
	D	**G**	**A**	**Z**	**E**			
1	77	40	6	11.5	29	0.5	0.0005	-
2	103	56	8	15	38	1.2	0.002	-
3	128	71	10	18.5	47	2.3	0.006	-
4	153	86	12.5	22	56.5	3.9	0.015	-
5	179	101	15	26	67	6.2	0.033	-
6	204	116	16	30	76	9.2	0.063	-
7	229	131	18	34	86	13	0.112	-
8	255	146	20.7	37	94.7	17	0.187	-
9	280	161	23	42	107	24	0.305	-
10	305	176	25	45	115	30	0.47	-
11	343	197	27	50	127	43	0.83	-
12	381	219	29.7	55	139.7	58	1.39	-
13	421	241	33	61	155	78	2.30	-
14	457	263	36	66	168	102	3.52	-
15	497	285	39	70	179	128	5.24	-
16	533	307	41.5	77	195.5	160	7.57	-
17	609	351	48	88	224	243	14.96	-
18	660	380	52	95	242	308	22.27	-
19	711	409	56	102	260	383.5	32.22	-

NOTE (a) - Values are calculated for solid hubs

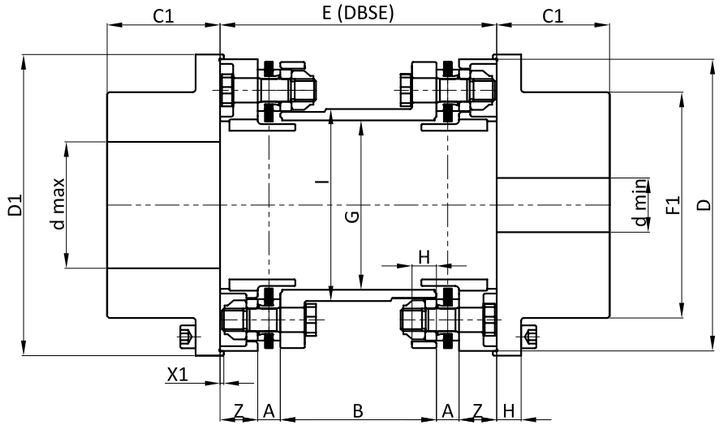
SIZE	NOMINAL POWER **Pk-6T** [KW/Rpm]	NOMINAL TORQUE **Tk-6T** [KNm]	PEAK TORQUE **Tf** [KNm]	NOMINAL SPEED $n_{k\ -\ 6.3}$ [Rpm]	MAX SPEED $n_{max\ -\ 2.5}$ [Rpm]	AXIAL MISALIGNMENT **Δ ass** ±[mm]	ANGULAR MISALIGNMENT **Δ ang** ±[Deg]	AXIAL REACTION **Fa** [KN]	OVERTURN REACTION **Mr** [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-API Jumbo hub GL6T-APJ

COUPLING ACCORDING TO API STANDARDS



GL6T-APJ



GL6T-API

SIZE	Min Max d [mm]	DIMENSIONS [mm] D	D1	d1	C1	C2	A	B	E	F1	G	H	I	Z	X1	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	24 - 41	77	80	50	45	50	6	42	77	58	44	6.5	49	11.5	1	200	3.2	0.3	0.002	0.0003	-	-
2	32 - 57	103	106	70	60	70	8	56	102	80	59	9	66	15	1	200	8.0	0.5	0.009	0.0007	-	-
3	40 - 72	128	132	85	75	85	10	70	127	100	73	11	85	18.5	1.2	225	15	1.2	0.028	0.002	-	-
4	48 - 86	153	158	105	90	105	12.5	83	152	120	90	13	102	22	1.5	225	27	1.4	0.069	0.003	-	-
5	56 - 100	179	185	120	105	120	15	97	179	140	105	15	119	26	1.8	250	42	1.9	0.150	0.005	-	-
6	64 - 115	204	210	140	120	140	16	111	203	160	120	17.5	136	30	2	275	63	2.5	0.290	0.007	-	-
7	72 - 129	229	236	155	135	155	18	125	229	180	135	19.5	153	34	2.4	320	89	3.2	0.522	0.011	-	-
8	80 - 144	255	263	175	150	175	20.7	139	254.4	200	150	22	170	37	2.7	350	123	3.9	0.888	0.016	-	-
9	88 - 158	280	289	190	165	190	23	153	283	220	165	24	187	42	2.8	390	164	4.7	1.436	0.023	-	-
													0									
10	96 - 172	305	314	205	175	205	25	166	306	240	180	26	204	45	3	420	207	5.6	2.15	0.03	-	-
11	108 - 194	343	353	235	200	235	27	187	341	270	203	29	230	50	3	470	297	7.1	3.88	0.05	-	-
12	120 - 216	381	393	260	225	260	29.7	208	377.4	300	225	32.5	255	55	3.5	520	410	8.8	6.60	0.07	-	-
13	132 - 237	421	434	285	245	285	33	229	417	330	248	36	281	61	4	580	545	10.6	10.72	0.10	-	-
14	144 - 259	457	471	310	265	310	36	249	453	360	270	39	306	66	4.5	630	700	12.6	16.28	0.14	-	-
15	156 - 280	497	510	340	290	340	39	270	488	390	293	42	332	70	5	680	894	14.7	24.34	0.19	-	-
16	168 -302	533	549	365	315	365	41.5	291	528	420	315	45.5	357	77	5	730	1125	17.1	35.43	0.26	-	-
17	192 - 345	609	627	415	355	415	48	332	604	480	360	52	408	88	6	830	1667	22.3	68.70	0.43	-	-
18	208 - 374	660	680	450	385	450	52	360	654	520	390	56.5	442	95	6.5	900	2121	26.1	102.64	0.59	-	-
19	224 - 403	711	733	485	415	485	56	388	704	560	420	61	476	102	7	970	2645	30.2	148.17	0.79	-	-

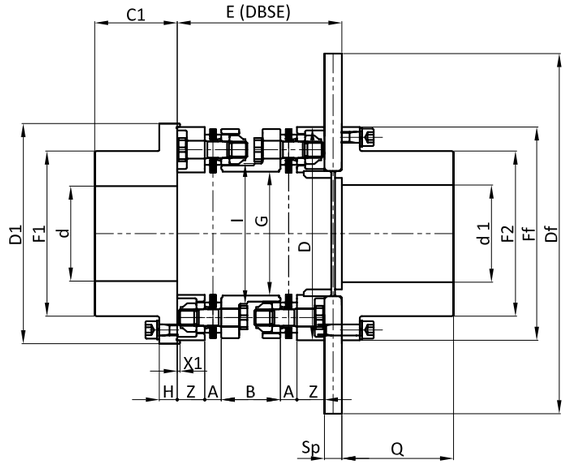
NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

Disc brake GL6T-DFST

COUPLING FOR DISC BRAKE - OUTER HUBS

SIZE	DIMENSIONS [mm] Df	Sp	F2	d1	Ff	E	Q	MAX SPEED nmax - G2.5 [Rpm]	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]
1	214		60	37	80	77.7	60	7100	5.1	0.021	-
	254		60	37	80		60	6000	6.6	0.042	-
2	254		80	49	106	97.7	80	6000	8.8	0.047	-
	275		80	49	106		80	5500	9.7	0.060	-
3	275		100	61	132	118.7	100	5500	13	0.068	-
	300		100	61	132		100	5000	14	0.090	-
	356		100	61	132		100	4250	17	0.168	-
4	300		120	73	158	138.7	120	5000	20	0.109	-
	356		120	73	158		120	4250	23	0.186	-
	406		120	73	158		120	3750	26	0.295	-
5	356		140	85	185	161.7	140	4250	31	0.223	-
	406	12.7	140	85	185		140	3750	34	0.331	-
	457		140	85	185		140	3300	37	0.491	-
6	457		160	97	210	182.7	160	3300	48	0.554	-
	514		160	97	210		160	3000	52	0.809	-
	562		160	97	210		160	2700	56	1.102	-
7	514		180	110	236	203.7	180	3000	65	0.913	-
	562		180	110	236		180	3700	69	1.205	-
8	514		200	122	262	225.1	200	3000	81	1.071	-
	562		200	122	262		200	2700	86	1.362	-
	630		200	122	262		200	2300	92	1.923	-
9	562		220	134	289	249.7	220	2700	106	1.606	-
	630		220	134	289		220	2300	113	2.168	-
	710	25.4	220	134	289	262.4	220	2100	158	5.581	-
10	710		240	146	315	281.4	240	2100	182	5.91	-
	800		240	146	315		240	1800	204	8.94	-
	900		240	146	315		240	1460	230	13.74	-
11	800	25.4	270	165	354	310.4	270	1800	248	9.71	-
	900		270	165	354		270	1460	271	14.51	-
	1000		270	165	354		270	1300	304	21.22	-
12	900		300	183	393	338.8	299	1460	330	15.72	-
	1000		300	183	393		299	1300	359	22.42	-
13	1000		330	200	432	378	330	1300	454	27.73	-
	1120		330	200	432		330	1150	501	40.93	-
14	1120		360	218	472.5	408	360	1150	582	43.47	-
	1250		360	218	472.5		360	1050	639	63.45	-
15	1250	30	390	236	512	437	390	1050	735	67.06	-
	1500		390	236	512		390	880	862	127.44	-
16	1500		420	255	549	466.5	419.5	880	977	132.42	-
17	1500		480	291	627	528.5	479.5	880	1258	147.47	-
18	1500		520	316	680	569.5	519.5	880	1490	162.83	-
19	1500		560	340	733	615	560	880	1766	184.10	-



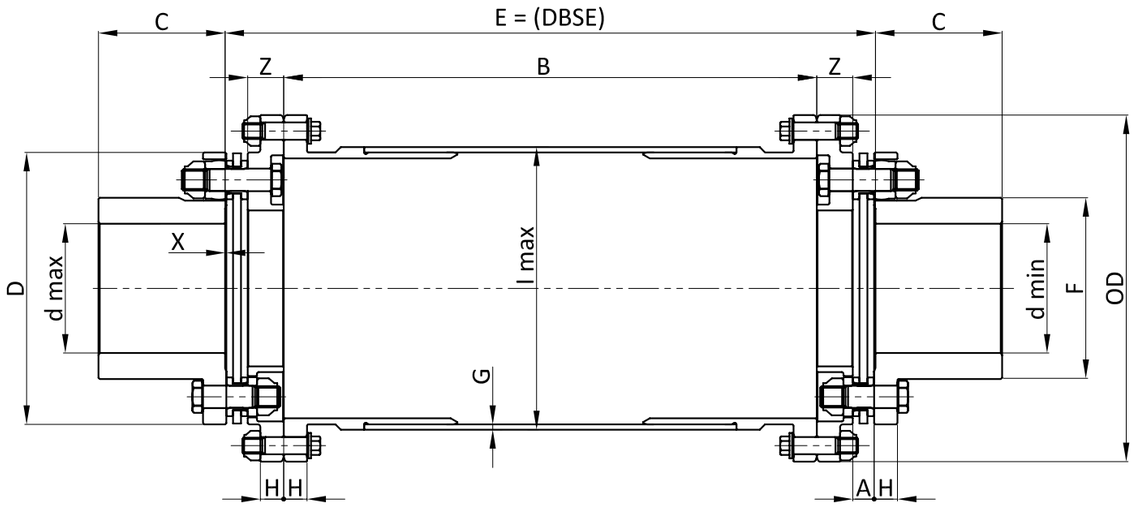
SIZE	Min Max d [mm]	DIMENSIONS [mm] D	D1	C1	A	B	F1	G	H	I	Z	X1	max B	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	24 - 41	77	80	45	6	42	58	44	6.5	49	11.5	1	200	1.9	0.3	0.0013	0.0003	-	-
2	32 - 57	103	106	60	8	56	80	59	9	66	15	1	200	4.5	0.5	0.0056	0.0007	-	-
3	40 - 72	128	132	75	10	70	100	73	11	85	18.5	1.2	225	9.0	1.2	0.017	0.002	-	-
4	48 - 86	153	158	90	12.5	83	120	90	13	102	22	1.5	225	15	1.4	0.041	0.003	-	-
5	56 - 100	179	185	105	15	97	140	105	15	119	26	1.8	250	24	1.9	0.090	0.005	-	-
6	64 - 115	204	210	120	16	111	160	120	17.5	136	30	2	275	35	2.5	0.174	0.007	-	-
7	72 - 129	229	236	135	18	125	180	135	19.5	153	34	2.4	320	50	3.2	0.312	0.011	-	-
8	80 - 144	255	263	150	20.7	139	200	150	22	170	37	2.7	350	69	3.9	0.531	0.016	-	-
9	88 - 158	280	289	165	23	153	220	165	24	187	42	2.8	390	92	4.7	0.858	0.023	-	-
										0									
10	96 - 172	305	314	175	25	166	240	180	26	204	45	3	420	116	5.6	1.29	0.03	-	-
11	108 - 194	343	353	200	27	187	270	203	29	230	50	3	470	167	7.1	2.32	0.05	-	-
12	120 - 216	381	393	225	29.7	208	300	225	32.5	255	55	3.5	520	230	8.8	3.94	0.07	-	-
13	132 - 237	421	434	245	33	229	330	248	36	281	61	4	580	306	10.6	6.40	0.10	-	-
14	144 - 259	457	471	265	36	249	360	270	39	306	66	4.5	630	393	12.6	9.75	0.14	-	-
15	156 - 280	497	510	290	39	270	390	293	42	332	70	5	680	501	14.7	14.57	0.19	-	-
16	168 -302	533	549	315	41.5	291	420	315	45.5	357	77	5	730	630	17.1	21.15	0.26	-	-
17	192 - 345	609	627	355	48	332	480	360	52	408	88	6	830	935	22.3	41.12	0.43	-	-
18	208 - 374	660	680	385	52	360	520	390	56.5	442	95	6.5	900	1189	26.1	61.39	0.59	-	-
19	224 - 403	711	733	415	56	388	560	420	61	476	102	7	970	1483	30.2	88.67	0.79	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	MAX SPEED nmax - G2.5 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	26612	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	19967	0.7 x 2		-	-
3	0.160	1.53		5968	15962	0.9 x 2		-	-
4	0.249	2.38		4993	13306	1.1 x 2		-	-
5	0.409	3.91		4291	11408	1.3 x 2		-	-
6	0.606	5.79		3763	9977	1.5 x 2		-	-
7	0.864	8.26		3350	8870	1.6 x 2		-	-
8	1.195	11.42		3019	7985	1.8 x 2		-	-
9	1.663	15.89		2747	7256	2.0 x 2		-	-
10	2.124	20.29		2521	6653	2.2 x 2		-	-
11	3.015	28.80		2246	5913	2.5 x 2		-	-
12	4.050	38.68		2021	5322	2.7 x 2		-	-
13	5.426	51.82		1840	4845	3.0 x 2		-	-
14	6.991	66.77		1686	4435	3.3 x 2		-	-
15	9.011	86.06		1559	4094	3.5 x 2		-	-
16	12.042	115.01		1446	3801	3.8 x 2		-	-
17	17.121	163.51		1266	3326	4.4 x 2		-	-
18	22.963	219.30		1169	3070	4.7 x 2		-	-
19	26.470	252.79		1086	2851	5.1 x 2		-	-

GL6T-ATC

SPACER COUPLING - CARBON FIBRE SPACER



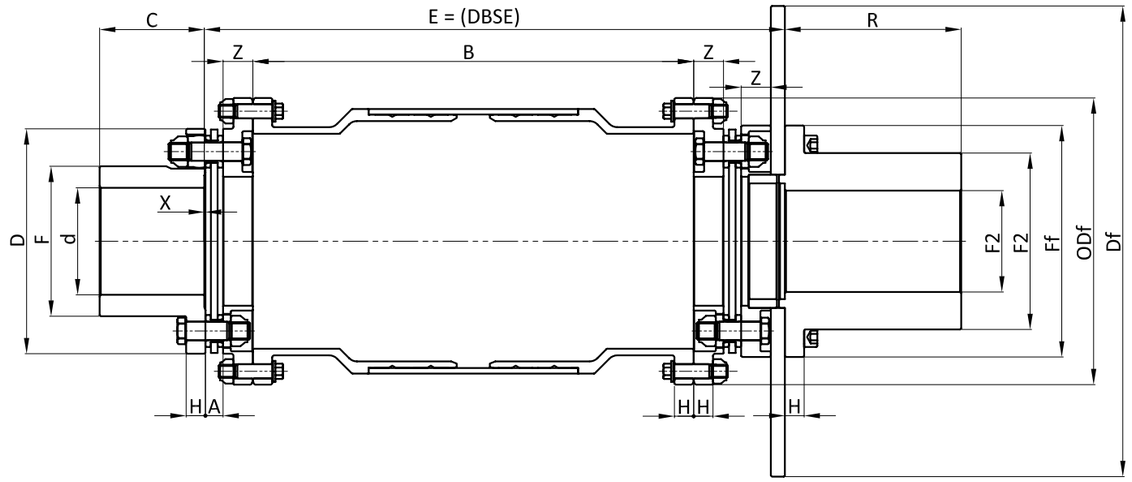
SIZE	Min. Max. d [mm]	DIMENSIONS [mm] D	C	A	B	E	F	G	H	Z	Imax	OD	X	MASS (a) M [Kg]	MASS (a) M x 100 [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	MOMENT OF INERTIA (a) J x 100 [Kgm^2]	TORSIONAL STIFFNESS (a) K x 10^6 [Nm/rad]	TORSIONAL STIFFNESS (a) K x 10^6 x 100 [Nm/rad]
1	13 - 36	77	40	6	320	349.5	49	2	6.5	11.5	79.5	98	0.5	3.3	0.009	0.003	0.0001	-	-
2	18 - 48	103	50	8	340	379	66	2.5	9	15	108	130	1	7.6	0.15	0.013	0.0003	-	-
3	22 - 61	128	60	10	360	408	85	3	11	18.5	136	162	1	14	0.22	0.039	0.0007	-	-
4	27 - 73	153	70	12.5	380	438	102	3.5	13	22	162	195	1	24	0.31	0.095	0.0012	-	-
5	31 - 85	179	85	15	400	469	119	4	15	26	187	228	1	39	0.41	0.209	0.0021	-	-
6	36 - 97	204	95	16	420	496.5	136	4.5	17.5	30	214	260	1	57	0.53	0.401	0.0033	-	-
7	40 - 110	229	105	18	440	527.5	153	5	19.5	34	240	293	1.5	80	0.66	0.708	0.0051	-	-
8	45 - 122	255	120	20.7	460	566.4	170	5.5	22	37	267	325	1.5	111	0.81	1.210	0.0076	-	-
9	49 - 134	280	130	23	480	590	187	6	24	42	292	357	2	147	0.97	1.944	0.0107	-	-

NOTE (a) - Values are calculated for solid hubs

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[Deg]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
1	0.032	0.31	Tf = 2 x Tk	9794	0.5 x 2	NOMINAL: 0.69° MAX: 1°	-	-
2	0.081	0.78		7416	0.7 x 2		-	-
3	0.160	1.53		5968	0.9 x 2		-	-
4	0.249	2.38		4993	1.1 x 2		-	-
5	0.409	3.91		4291	1.3 x 2		-	-
6	0.606	5.79		3763	1.5 x 2		-	-
7	0.864	8.26		3350	1.6 x 2		-	-
8	1.195	11.42		3019	1.8 x 2		-	-
9	1.663	15.89		2747	2.0 x 2		-	-

GL6Tx-GSGE

DISC COUPLING FOR WIND TURBINE - GLASS FIBRE SPACER



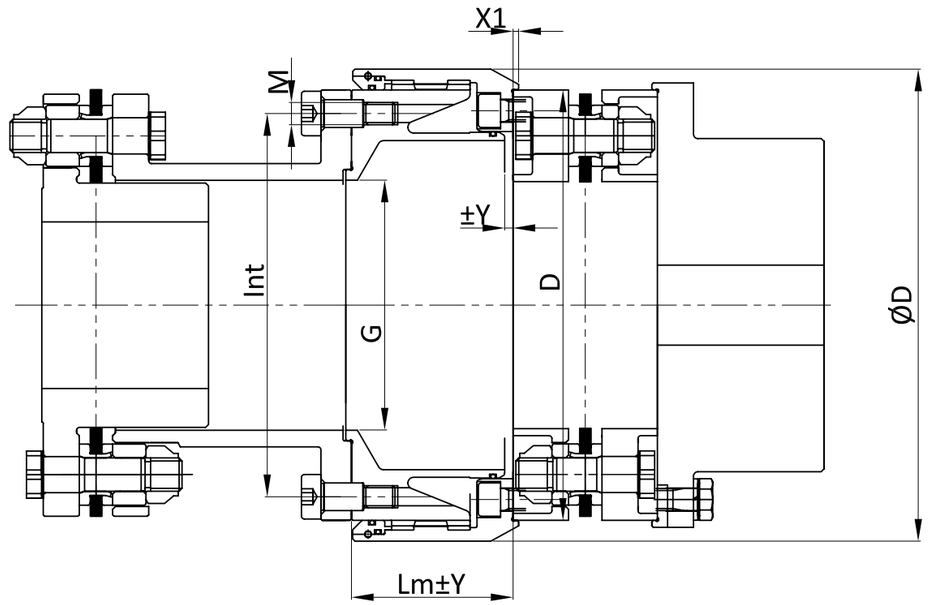
SIZE	min - max d	D	C	A	B	E	F	H	X	Z	ODf	F2	min - max df	R	Ff	Df	Sp	MASS (a) M [Kg]	MOMENT OF INERTIA (a) J [Kgm^2]	TORSIONAL STIFFNESS (a) K *10^6 [Nm/rad]
6	36 - 97	204	95	16.0	400	535.7	136	30	1	30	260	160	36 - 92	160	210	457		99	1.012	-
																514	12.7	103	1.267	-
																562		107	1.560	-
7	40 - 110	229	105	18.0	450	602.2	153	34	1.5	34	293	180	40 - 104	180	236	514	12.7	138	1.730	-
																562		142	2.023	-
8	45 - 122	255	120	20.7	500	666.6	170	37	1.5	37	325	200	45 - 115	200	262	514		181	2.451	-
																562	12.7	185	2.742	-
																630		192	3.204	-
9	49 - 134	280	130	23.0	550	736.7	187	42	2	42	357	220	49 -128	220	289	562	12.7	240	3.852	-
						749.4										630	12.7	246	4.414	-
																710	25.4	292	7.827	-
10	54 - 146	305	140	25.0	600	812.4	204	45	2	45	390	240	54 - 139	240	315	710		351	9.270	-
																800	25.4	372	12.300	-
																900		399	17.103	-
11	61 - 165	343	160	27.0	650	881.4	230	50	2	50	437.5	270	61 - 157	270	354	800		487	15.662	-
																900	25.4	513	20.047	-
																1000		543	27.172	-
12	67 - 183	381	180	29.7	700	952.3	255	55	2.5	55	487	300	67 - 175	300	393	900	25.4	646	25.168	-
																1000		676	31.872	-
13	74 - 200	421	195	33.0	750	1031.5	281	61	2.5	61	536	330	74 - 193	330	432	1000	30	896	44.335	-
																1120		944	57.532	-
14	81 - 218	459	215	36.0	800	1103.0	306	66	3	66	585	360	81 - 210	360	472.5	1120	30	1151	68.806	-
																1250		1208	88.788	-
15	88 - 236	497	230	39.0	850	1171.0	332	70	3	70	634	390	88 - 228	390	512	1250	30	1446	104.108	-
																1500		1573	164.490	-

NOTE (a) - Values are calculated for solid hubs

PERFORMANCES								
SIZE	NOMINAL POWER Pk [KW/Rpm]	NOMINAL TORQUE Tk [KNm]	NOMINAL SPEED nk [Rpm]	MAX TORQUE Tf [KNm]	AXIAL MISALIGNMENT Δ ass ±[mm]	ANGULAR MISALIGNMENT Δ ang ±[°]	AXIAL REACTION Fa [KN]	OVERTURN REACTION Mr [Nm]
6	0.673	6.43	3763	Tf = 2 * Tk	1.5 * 2	NOMINAL: 0.69° MAX: 1°	-	-
7	0.960	9.17	3350		1.6 * 2		-	-
8	1.315	12.56	3019		1.8 * 2		-	-
9	1.830	17.48	2747		2.0 * 2		-	-
10	2.318	22.14	2521		2.2 * 2		-	-
11	3.290	31.42	2246		2.5 * 2		-	-
12	4.387	41.90	2021		2.7 * 2		-	-
13	5.883	56.19	1840		3.0 * 2		-	-
14	7.529	71.91	1686		3.3 * 2		-	-
15	9.704	92.68	1559		3,5 * 2		-	-

GL-DCA

AXIAL COMPENSATION DEVICE



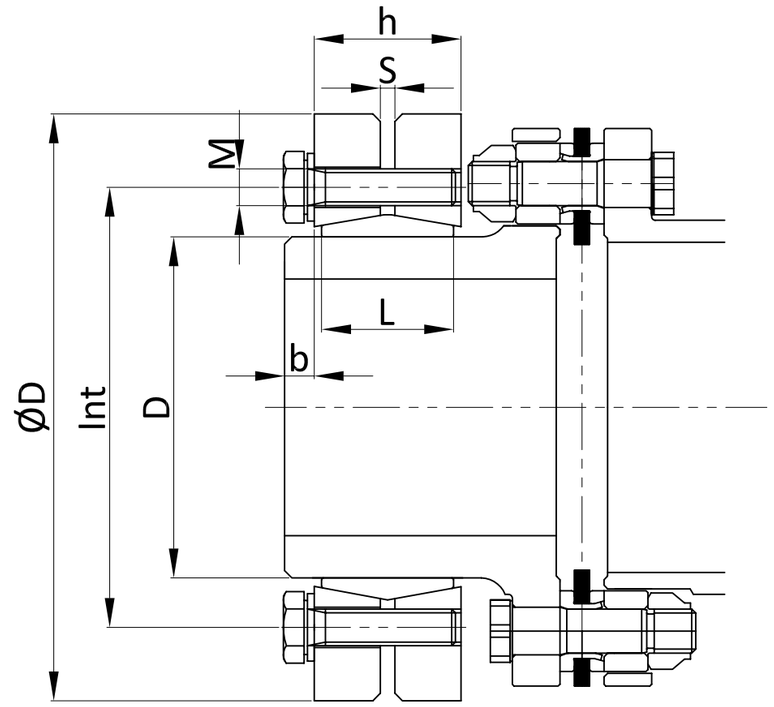
SIZE	DIMENSIONS [mm] ØD	D	G	Lm	STROKE ±Y	X1	Int	M	n°	MASS M [Kg]	MOMENT OF INERTIA J [Kgm^2]	TORSIONAL STIFFNESS K x 10^6 [Nm/rad]
1	85	77	44	35	2.1	1	60	5	10	0.9	0.001	-
2	113	103	59	45	2.8	1	80	6		2.1	0.004	-
3	142	128	73	55	3.5	1.2	100	8		3.9	0.013	-
4	170	153	90	65	4.1	1.5	120	10		6.4	0.031	-
5	198	179	105	75	4.6	1.8	140	12		10	0.065	-
6	227	204	120	85	5.3	2	160	14		15	0.127	-
7	255	229	135	95	6.0	2.4	180	16		21	0.226	-
8	283	255	150	105	6.7	2.7	200	16		29	0.380	-
9	312	280	165	115	7.4	2.8	220	18		38	0.609	-
10	340	305	180	125	8.0	3	240	20	12	49	0.94	-
11	383	343	203	140	9.2	3	270	22		70	1.69	-
12	425	381	225	155	10.1	3.5	300	24		96	2.84	-
13	468	419	248	170	11.0	4	330	27		128	4.60	-
14	510	457	270	185	12.2	4.5	360	30		170	7.23	-
15	553	495	293	200	13.1	5	390	33		211	10.64	-
16	595	533	315	215	14.0	5	420	36		313	16.22	-
17	680	609	360	245	16.1	15.26	480	39		390	29.66	-
18	731	660	390	265	17.5	6.5	520	42		479	42.13	-
19	793	711	420	285	18.9	7	560	48		618	63.87	-

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]
1	0.060	0.58	Tf = 2 x Tk	8814
2	0.149	1.43		6675
3	0.293	2.80		5371
4	0.455	4.35		4493
5	0.749	7.16		3862
6	1.109	10.60		3386
7	1.582	15.11		3015
8	2.187	20.89		2717
9	3.046	29.09		2473
10	3.890	37.15		2269
11	5.519	52.71		2022
12	7.413	70.80		1818
13	9.940	94.93		1656
14	12.796	122.21		1517
15	16.494	157.52		1403
16	22.041	210.50		1302
17	31.338	299.28		1140
18	42.031	401.40		1052
19	48.448	462.68		978

Telescopic GL couplings may have diffrent stroke"Y", following customer's requirements.

GL-DBRA

SHRINK DISC FOR EXTERNAL CLAMPING - TYPE B

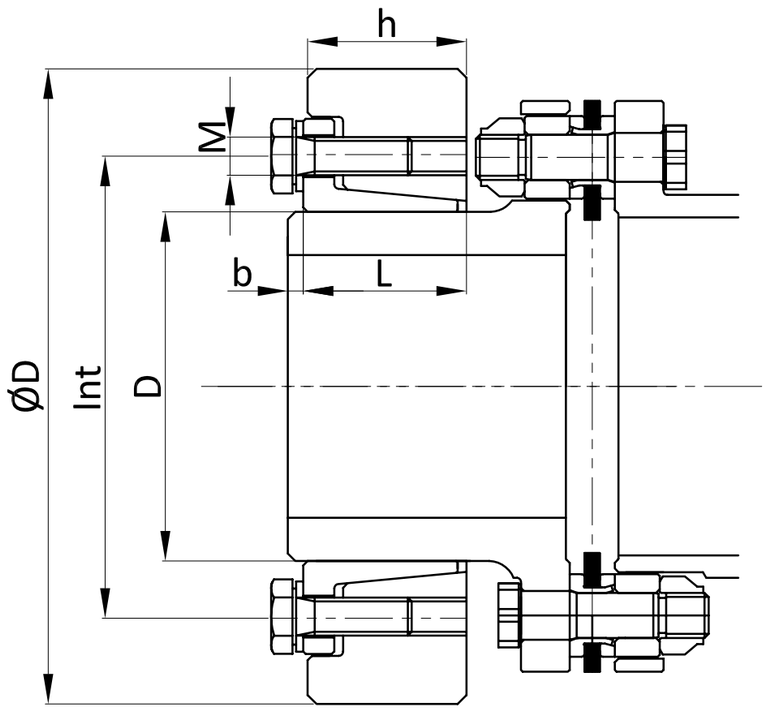


SIZE	DIMENSIONS [mm] ØD	D	b	L	h	S	Int	M	n°	MASS M [Kg]	MOMENT OF INERTIA J [Kgm^2]	TORSIONAL STIFFNESS K x 10^6 [Nm/rad]
1	77	47	3.5	18	20	2	60	5	10	0.5	0.0005	-
2	103	62	4.7	21	27	2.6	80	6		1.2	0.002	-
3	128	77	5.9	26	33	3.2	100	8		2.2	0.007	-
4	153	93	7.1	31.5	40	3.8	120	10		3.9	0.017	-
5	179	109	8.3	37	47	4.4	140	12		6.3	0.037	-
6	204	124	9.4	42	53	5	160	14		9.1	0.069	-
7	229	140	10.6	47	60	5.8	180	16		13	0.125	-
8	255	155	11.8	52.5	67	6.4	200	16		18	0.212	-
9	280	170	13.0	58	73	7	220	18		24	0.337	-
10	305	186	14.2	63	80	7.6	240	20	12	31	0.53	-
11	343	209	15.9	71	90	8.6	270	22		44	0.94	-
12	381	233	17.7	79	100	9.6	300	24		60	1.60	-
13	421	256	19.5	87	110	10.5	330	27		81	2.60	-
14	459	279	21.3	94.5	120	11.4	360	30		105	4.00	-
15	497	302	23	102.5	130	12.4	390	33		134	5.99	-
16	533	326	25	110	140	13.4	420	36		167	8.67	-
17	609	372	28.3	126	160	15.2	480	39		249	16.94	-
18	660	403	30.7	136.5	173	16.6	520	42		315	25.11	-
19	711	434	33.1	147	187	18.7	560	48		396	36.61	-

SIZE	NOMINAL POWER Pk-6T [KW/Rpm]	NOMINAL TORQUE Tk-6T [KNm]	PEAK TORQUE Tf [KNm]	NOMINAL SPEED nk - G6.3 [Rpm]
1	0.060	0.58	Tf = 2 x Tk	8814
2	0.149	1.43		6675
3	0.293	2.80		5371
4	0.455	4.35		4493
5	0.749	7.16		3862
6	1.109	10.60		3386
7	1.582	15.11		3015
8	2.187	20.89		2717
9	3.046	29.09		2473
10	3.890	37.15		2269
11	5.519	52.71		2022
12	7.413	70.80		1818
13	9.940	94.93		1656
14	12.796	122.21		1517
15	16.494	157.52		1403
16	22.041	210.50		1302
17	31.338	299.28		1140
18	42.031	401.40		1052
19	48.448	462.68		978

GL-DBRA

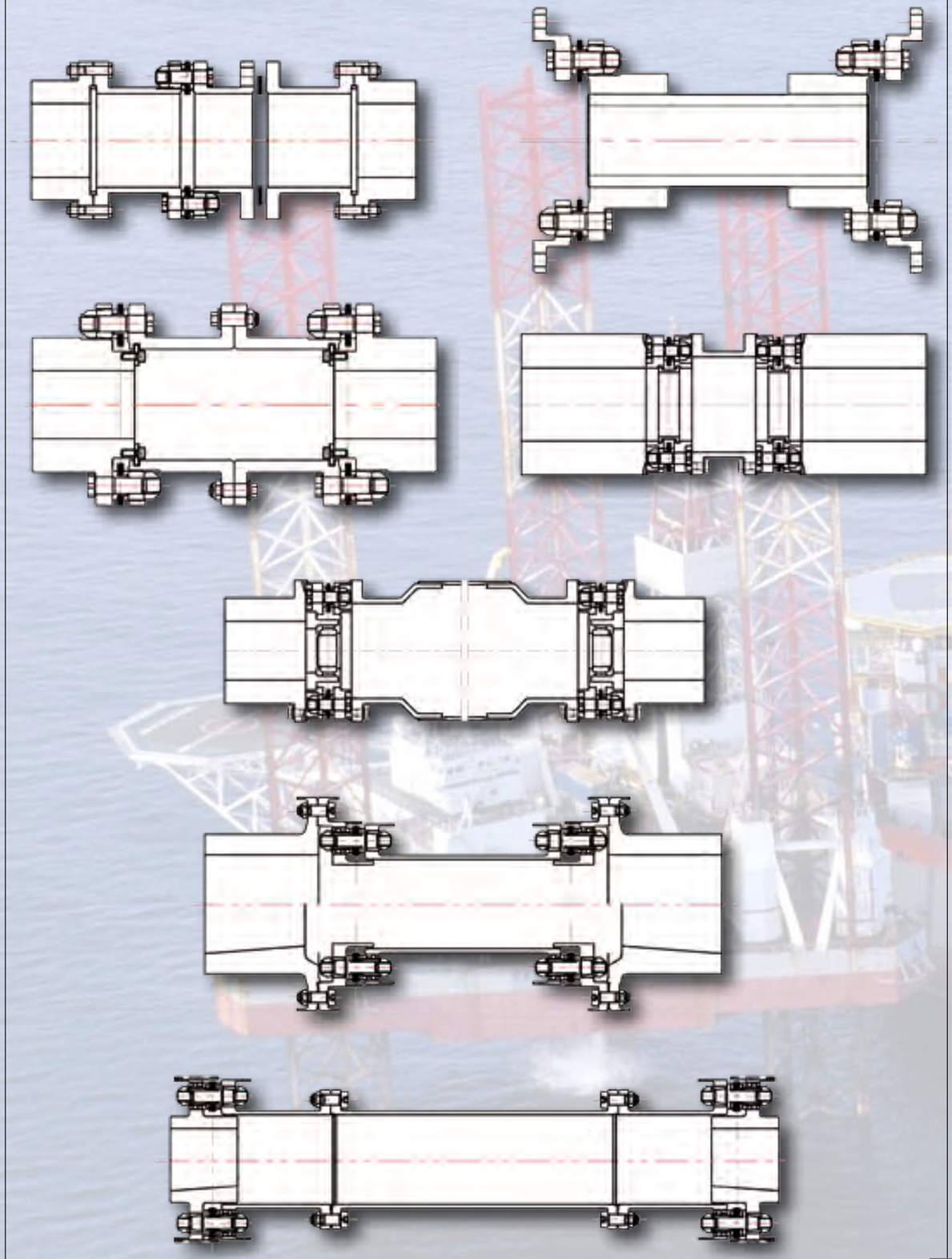
SHRINK DISC FOR EXTERNAL CLAMPING - TYPE C



SIZE	DIMENSIONS [mm]								MASS **M** [Kg]	MOMENT OF INERTIA **J** [Kgm^2]	TORSIONAL STIFFNESS **K** x 10^6 [Nm/rad]
	ØD	D	b	L	h	Int	M	n°			
1	77	47	3.5	21	20	60	5	10	0.5	0.0005	-
2	103	62	4.7	28	27	80	6		1.5	0.002	-
3	128	77	5.9	33	33	100	8		2.1	0.006	-
4	153	93	7.1	42	40	120	10		3.7	0.015	-
5	179	109	8.3	49	47	140	12		5.8	0.032	-
6	204	124	9.4	56	53	160	14		8.6	0.061	-
7	229	140	10.6	63	60	180	16		12.1	0.108	-
8	255	155	11.8	70	67	200	16		16	0.183	-
9	280	170	13.0	77	73	220	18		22.0	0.294	-
10	305	186	14.2	84	80	240	20	12	29	0.45	-
11	343	209	15.9	99	90	270	22		41	0.81	-
12	381	233	17.7	105	100	300	24		55	1.37	-
13	421	256	19.5	116	110	330	27		75	2.27	-
14	459	279	21.3	126	120	360	30		98	3.50	-
15	497	302	23	137	130	390	33		125	5.25	-
16	533	326	25	147	140	420	36		153	7.42	-
17	609	372	28.3	168	160	480	39		228	14.43	-
18	660	403	30.7	182	173	520	42		290	21.55	-
19	711	434	33.1	196	187	560	48		365	31.45	-

SIZE	NOMINAL POWER **Pk-6T** [KW/Rpm]	NOMINAL TORQUE **Tk-6T** [KNm]	PEAK TORQUE **Tf** [KNm]	NOMINAL SPEED **$n_{k\ -\ G6.3}$** [Rpm]
1	0.060	0.58	Tf = 2 x Tk	8814
2	0.149	1.43		6675
3	0.293	2.80		5371
4	0.455	4.35		4493
5	0.749	7.16		3862
6	1.109	10.60		3386
7	1.582	15.11		3015
8	2.187	20.89		2717
9	3.046	29.09		2473
10	3.890	37.15		2269
11	5.519	52.71		2022
12	7.413	70.80		1818
13	9.940	94.93		1656
14	12.796	122.21		1517
15	16.494	157.52		1403
16	22.041	210.50		1302
17	31.338	299.28		1140
18	42.031	401.40		1052
19	48.448	462.68		978

Special versions



ORGANI DI TRASMISSIONE

MAINA S.p.A. offers both:
- standard products (from catalogue), for cost optimization
- "tailor-made" products, with high "value per cost", for special applications.

FLEXIBLE GEAR COUPLINGS
Torque from 1 kNm to 15000 kNm

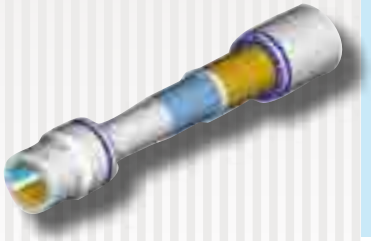
- GO Light Duty Series: Min ø 111 mm - Max ø 515 mm
- GO Heavy Duty Series: Min ø 580 mm - Max ø 1935 mm

HIGH PERFORMANCE GEAR COUPLINGS
Torque from 2 kNm to 200 kNm

- HS Duty Series: Min ø 120 mm - Max ø 450 mm

UNIVERSAL SHAFT
Torque from 13 kNm to 11000 kNm

- US Duty Series: Min ø 180 mm - Max ø 1250 mm



GEAR SPINDLES FOR ROLLING MILLS
Torque from 70 kNm to 9000 kNm

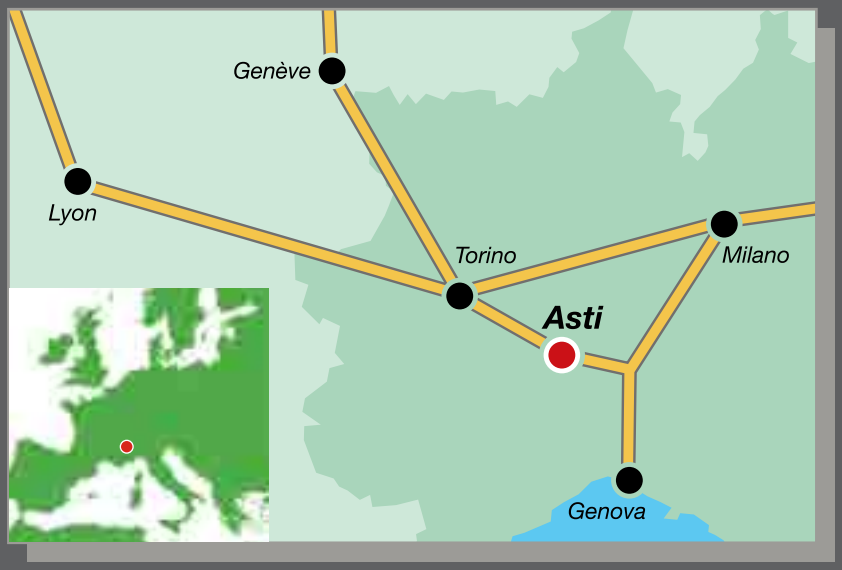
- GS Duty Series: Min ø 270 mm - Max ø 1150 mm

DISC COUPLINGS

- GL Standard Series
- WGL Wind Series
- HSL High Performance Series

HIGH SPEED TRAIN GEAR COUPLINGS

- Oscillating spherical coupling and telescopic with convex tooth type SRMC
- Emergency clutch



ORGANI DI TRASMISSIONE

HEAD OFFICE: MAINA ORGANI DI TRASMISSIONE S.p.A. - CORSO ALESSANDRIA 160, 14100 ASTI
PHONE: +39 0141 492811- FAX: +39 0141 492860 - E-mail: info@maina.it - Website: www.maina.it