Couplings - Model No. Introduction

F	A	C	E		Ø40R	10*10		Custom Made
F	A	C	H	- S	Ø32	6*8	-	LK

Type	Material	Axis Fixing	Coupling Model	Length	Jaw Type Coupling		Key way
					Outer diameter O.D.	Shaft Diameter Ød1*Ød2	
F: Flexible R: Rigid	A: Aluminum S: Stainless Steel C: Carbon steel	M: Set screw fixing C: Clamping fixing B: 2 Pieces S: Zero backlash type	S: 180 degree coupled split Spiral beam type(for servo motor) M: 180 degree coupled split Spiral beam type (for stepping motor) C: Metal disk with high rigid design H: Metal disk in straight type T: Metal disk in steps type B: Bellows design G: Oldham type - phosphor bronze spacer P: Oldham type - carbon resin spacer J: Oldham type - Black POM spacer N: Oldham type - POM spacer E: Jaw type U: Cross Joint Type-Aluminum spacer	L: Long design S: Short design	◆Refer to dimension table to decide the O.D. ◆Jaw Spider options: B: Blue (80 ShoreA) W: White (92 ShoreA) R: Red (98 ShoreA)	◆Bore diameter of two sides of the coupling	◆LK: left side Ød1 ◆RK: right side Ød2 ◆WK: Both sides (Ød1 & Ød2)

Note：◆ Material AL, surface in anodized finished.

◆ Accessories are clamping screws and set screws.

◆ Shaft dia. Ød1, Ød2 accepted by custom sizes.(Within specified Max. bore dimensions)

◆ GMT coupling series are all processed in cryogenic treatment.(Refer to P.0453)

Couplings - Model No. Introduction

- Coupling is a mechanism device, connecting transmission between two shafts and transmitting safety torque.
- Coupling divided into "Flexible type" and "Rigidity type".
- To apply flexible couplings timing in case of power transmission, two shafts are not easy to set in alignment, or to simplify two shafts installation. It contains shock buffer to absorb parallelism, deflection, axial displacement, deviation improvement, and improvement of traditional transmission power, so few deviation would not cause any unusual situation on bearing. It's widly applied to current markets.
- Rigidity coupling is an unit causing non-eccentric, non-deflection, and make two connected shafts fixed in one unit. Users must do the best to have motor running and axis of load in alignment due to high requirement of concentricity, also means of axis has to be calibrated strictly; otherwise, the rotating shaft would be broken caused by mechanism fatigue, also the bearing would be thermal abrasion due to eccentric load, those were brought by continuous vibration of the axis during long term running of the motor. The advantage of rigidity coupling is to transmit transmission torque precisely.