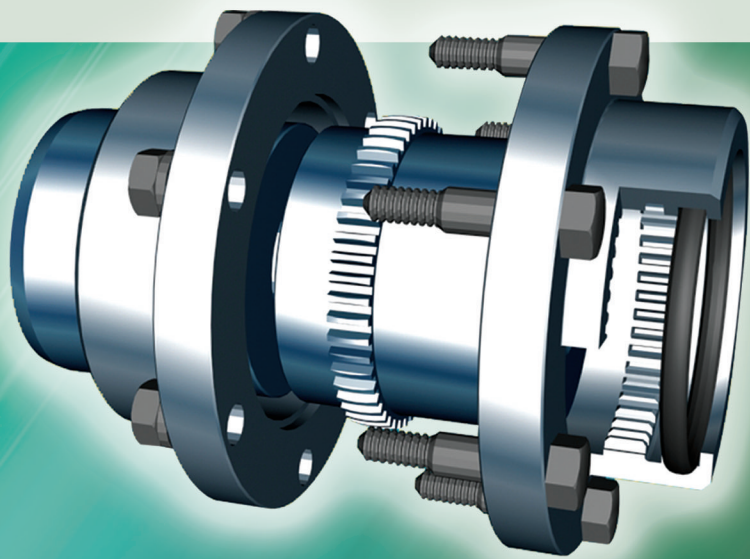


GEAR

COUPLING



GEAR COUPLING

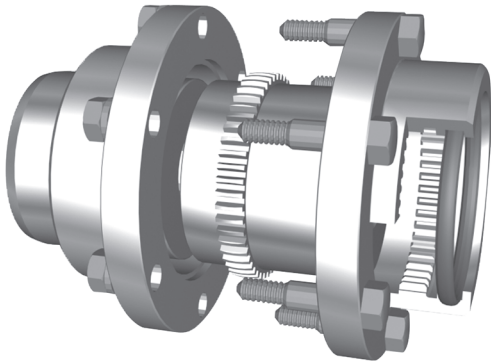


Fig. 1

중앙 카프링 (**Jac**)은 KS B 1533-82 규격과 JIS B 1453-1976 규격에 기준하여 새로운 설계와 철저한 품질관리로 고품질의 기아카프링을 생산하고 있습니다.

Jac is manufacturing with new design and thorough going quality control high quality standard couplings conformable to KS and JIS.

특징 / Distinctive

1. 중앙 (**Jac**) 기아카프링은 전달마력에 비하여 소형 경량이며 고속 회전시에도 소음 및 진동이 거의 없고, 긴 수명을 유지하여 전달 동력의 손실을 최소한으로 줄일 수 있도록 설계되어 있습니다.
2. 외치차는 Crown 형태로 가공 되었으므로 축심(軸心) 오차가 발생시 자체조절; 흡수되므로 정상적인 동력 전달이 가능하며 내부 윤활로 치(齒)의 내마모성이 증가됩니다.
3. Sleeve 양쪽 접촉면에 요철 (凹凸) 홈으로 가공되어 쉽게 조립 분해가 가능 합니다.
4. 재질은 S45C를 사용하며 고속회전과 높은 부하 운전에 대한 내구성을 강조하였으며 조건에 따라 특수강으로도 제작합니다.

1. With the capacity of handling heavy loads, gear couplings are much smaller and lighter than any other couplings. Noise or vibrations is hardly produced even in high speed operation.
2. The tooth of outer gear is manufactured in crown shape. So even when the axial misalignment occurs it provides good operation.
3. On both sleeves as there are grooves, it is easy to attach and there is not the leakage of grease.
4. The coupling made of S45C has a good endurance to high speed and peak load.

구조 / Structure

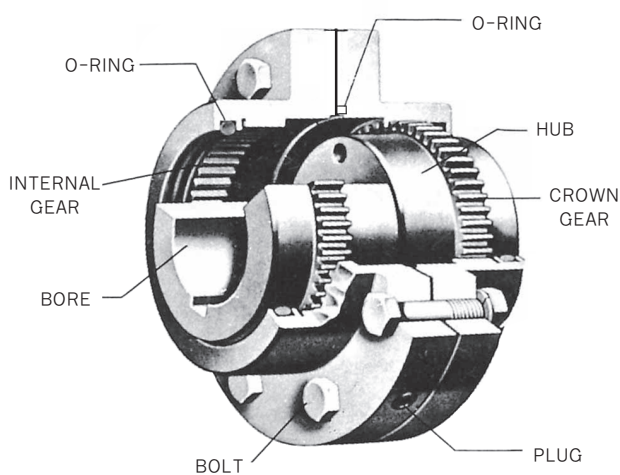


Fig. 2

1. 중앙 **Jac** 기아카프링은 허브의 치부(齒部)에 크라우닝으로 가공되어 있기 때문에 치선(齒先 Tooth top)은 축 방향으로 둥글게 맞물려 슬리브와 허브 사이에 약간의 경사가 생겨도 치(齒) 부분의 간섭을 제거 하게됩니다. 때문에 편심(偏心), 편각(偏角), 축 이동의 변위가 생겨도 부드럽게 동력을 전달 합니다.

1. **Jac** Gear coupling consists of the internal spur gears in its sleeves and the external spur gears with crowned teeth on its hubs, both of which are in mesh when assembled.

At the tooth section of the hub, the tooth surface is crowned and the tooth top is rounded in the axial direction in order to prevent interference at the tooth section when they are operated in eccentric condition.

2. 카플링이 어떤 변위량도 가지지 않고 정확하게 설치 되었다면 외치차의 크라우닝 가공된 치형의 중심 (Ro)에서 내치차와 접촉 하지만 편심(偏心), 편각(偏角)의 변위량이 있다면 치형의 중심점에 일정 거리 떨어진 곳(R)에서 접촉합니다.

2. If it is properly mounted without any displacement the external tooth comes in contact with the mating internal tooth at the middle of the crowned portion (RO) and if it is mounted with offset and angular displacement, the former will come in contact with the latter at a point distant from the middle of the crowned portion.

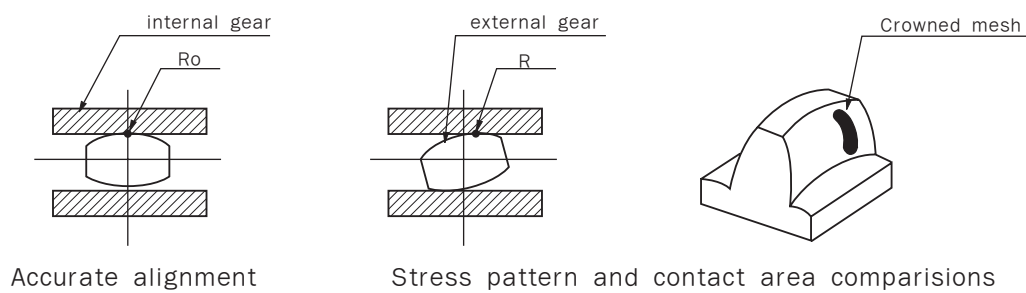


Fig. 3

3. 변위

- ① 평행변위
구동축과 피동축이 서로 평행하나 중심을 일치하지 않는 상태
- ② 각도변위
구동축과 피동축이 서로 일직선상에서 각도를 두고 기울어진 상태
- ③ 합성변위
평행 변위와 각도변위가 복합적으로 일어나는 상태
- ④ 축방향 변위
구동축과 피동축이 일직선상에서 일치하는 하나 축방향으로 움직이는 상태(허용 축방향 변위량은 치수표 C의 $\pm 25\%$ 정도임)

3. Misalignment

- ① Parallel Misalignment
The driving shaft and the driven shaft are parallel to each other but not on the same straight line.
- ② Angular Misalignment
The driving shaft and the driven shaft cross to each other but not on the same straight line.
- ③ Composite Misalignment
The driving shaft and the driven shaft do not cross to each other nor are they parallel to each other.
- ④ Axial Misalignment
The driving shaft and the driven shaft are on the same line but the distance between the two shafts varies (The permissible axial Misalignment is $\pm 25\%$ of C)

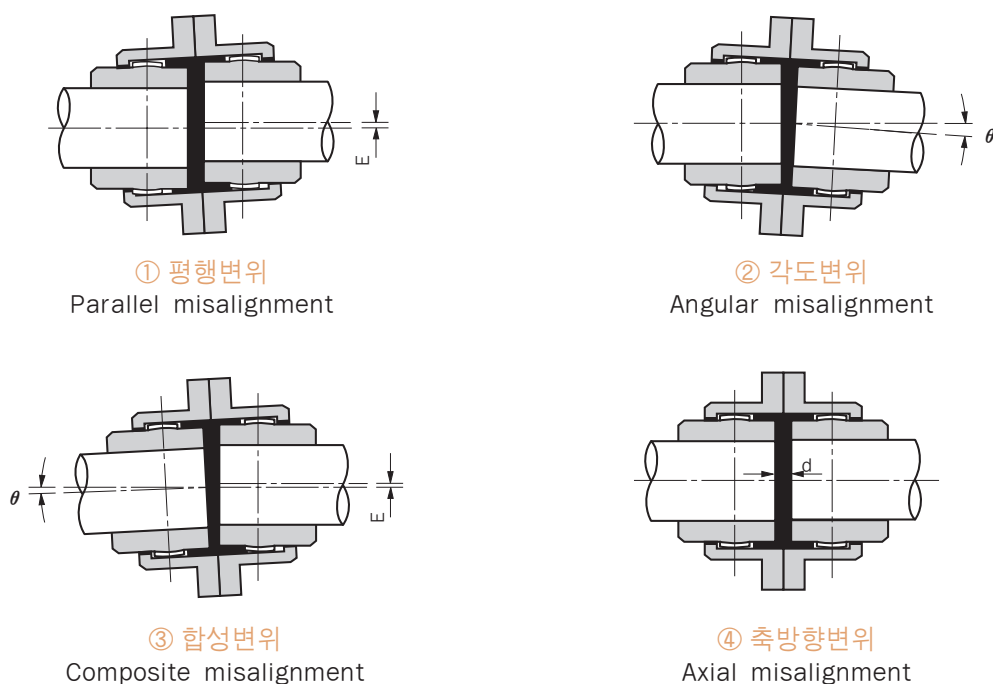


Fig. 4



4. 허용변위(變位)

다음의 도표는 중앙 **Jac** 기아카프링의 구조적 특성에 의한 허용 변위량입니다. 설치장소, 사용기계, 회전수 등의 사용조건에 따라 가능한 정확하게 측정렬이 되어야 합니다.

4. Allowable Amounts of Misalignments.

The following tables show the allowable amounts of displacement determined by a structural consideration. It is, therefore, practically recommended that the alignment should be made as accurately as possible according to the service conditions such as the place of application, type of machine, service rpm, etc.

- ① 아래 표의 허용 변위량은 양쪽 기어형인 SSM, CCM, GD, GDL type을 기준 한것이며 한쪽 기어형인 SEM, CEM, GS, GSL type을 사용 할경우는 허용변위량은 1/2로 줄어듭니다.
- ② 허용 변위량은 내·외치차의 조합에 의한 이론적인 최대치 데이터 이며 실제적인 적용에는 반드시 최대치 만큼 허용 되는것은 아니며, 설정시 misalignment는 최대한 "0"에 가깝게 해 주어야 합니다.

SSM, CCM-type의 허용변위(Allowable amounts of misalignments of SSM, CCM-type)

coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)	coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)	coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)
100	0.75	2	3°	224	1.5	4	3°	500	3.5	6	2°
112	1	2	3°	250	2	4	3°	560	4	6.5	2°
140	1.25	2.5	3°	315	2.5	5	3°	710	5	8.5	2°
160	1.25	3	3°	355	3	5.5	3°	800	5.5	9.5	2°
180	1.5	3	3°	400	3	6.5	3°	900	6.5	10.5	2°
200	1.5	3	3°	450	3	5	2°	1000	7	12	2°

GD, GDL-type의 허용변위 (Allowable amounts of misalignments of GD, GDL-type)

coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)	coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)	coupling Size	평행 변위 Parallel Misalignment (mm)	축방향 변위 Axial Misalignment (mm)	각도 변위 Angular Misalignment (°)
10	1	1.5	3°	40	3.4	3.5	3°	80	6.6	5	2°
15	1.3	1.5	3°	45	3.7	4	3°	90	7.5	5	2°
20	1.6	2	3°	50	4	4	3°	100	8.4	6	2°
25	2	3	3°	55	4.5	5	3°	110	12.3	6	2°
30	2.5	3	3°	60	5	5	3°	120	12.7	8	2°
35	3	3	3°	70	6	5	2°				

사용방법 / Application

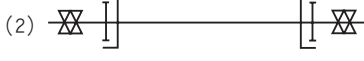
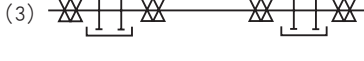
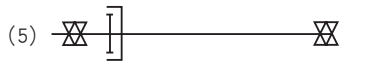
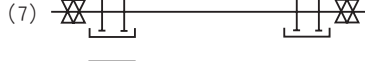
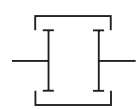
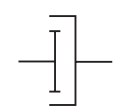
올바른 使用法 Recommendable	잘못된 使用法 Not Recommendable	Symbol
(1)  (2)  (3)  (4) 	(5)  (6)  (7)  (8) 	 <i>Jac</i>-SSM, CCM <i>Jac</i>-GD, GDL 固定支持 Support by fixed bearings.  <i>Jac</i>-SEM, CEM <i>Jac</i>-GS, GSL 可傾支持 Support by inclinable bearings.

Fig. 6

1. **Jac**-SEM형 카플링은 그림(1)(2)와 같이 배열하여 사용합니다. 그림(5)는 축이 아주 복잡하게 연결되는 경우를 제외하고는 기본적으로 사용하지 않는 것이 좋습니다.
2. **Jac**-SSM형 카플링 두 쌍에 중간 축을 취부할 때는 그림(3)과 같이 고정지지 베어링이 있어야 합니다. 그림(7)과 같이 지지 베어링이 없을 때에는 축이 자유로이 움직여 진동의 원인이 됩니다.
3. **Jac**-SSM형과 **Jac**-SEM형을 함께 사용할 때는(4)와 같이 중간 축을 기울어 질 수 있는 베어링으로 지지해야 합니다.
4. 그림(8)에 나타난 바와 같이 중간축을 지지해 주지 않는다면 기울어진 상태로 회전하게 되므로 진동의 원인이 됩니다.
5. 고속회전에 사용할 경우, 카플링의 허용 최대 회전수는 축정열의 정확성과 슬리브의 바란싱정도에 의해 다소 증가되어 질수있습니다.

1. In case of **Jac**-SEM it will be used like (1) or (2). The case such as (5) must be basically avoided except for when shafts are in complete alignment.
2. When **Jac**-SSM are coupled with an intermediate shaft, the shaft requires fixed supports as (3).
3. When **Jac**-SSM is used together with **Jac**-SEM, an inclinable bearing supporting the intermediate shaft must be set up.
4. If the intermediate shaft is in inclining state, it causes vibration.
5. For use in high speed revolution, the allowable max. rpm of the coupling can be increased by adjusting the alignment and improving the balance of the coupling sleeves.

윤활과 취급 / Lubrication and Handling

1. 중앙 **Jac** 기아카플링은 적절한 윤활제를 사용하여야 충분한 기능과 수명을 유지할 수 있습니다.
2. Grease 윤활
조립할때 추천한 Grease를 sleeve와 hub의 치면(齒面)에 충분히 칠한 다음 리어머 볼트를 체결하고 플러그 구멍을 통해 Grease gun을 사용하여 Grease를 채웁니다.
3. Grease보충은 매 1개월 또는 240~250시간 가동후 보충하고 매 3개월, 혹은 4,000시간 사용후 Gear coupling을 분해하여 변질된 부분을 완전 제거후 보충합니다.

1. We advise the adequate lubricant to be used for **Jac** gear coupling to support good performance and long life.
2. Grease lubricant.
When assembling, pack the coupling sleeve and the coupling hub with the recommended grease until their teeth become invisible, and after tightening the reamer bolts, add the grease through the oil plug hole using a grease gun, etc.
3. Supplement and Replacement
Every month, or 240~250 hours after operation, you should supply grease. Every 3 months or 4,000 hours after operation, you should replace grease after you get rid of the deteriorated.

4. Grease의 선택

Grease의 사용온도는 $-17^{\circ}\text{C} \sim 70^{\circ}\text{C}$ 의 범위이고 사용 rpm과 주위여건에 따라서 알맞게 선택해야 합니다. 추천 Grease는 다음의 표와 같습니다.

5. Oil의 충전방법

Sleeve에는 2개의 주유할 수 있는 OIL PLUG가 있습니다. 아래의 그림과 같이 2개의 주유구중 한군데를 수평보다 약 30° 위로하고 Oil을 주유합니다. 주유량은 그위치에서 급유 구멍까지가 기준입니다.

6. Oil의 교체및 점검

윤활유의 교체는 최소는 3개월, 그 이후에는 6개월 마다 한번씩 교환 합니다. 운전중 윤활유가 새어 나올 경우 필히 그 원인을 점검하여 그에 맞는 주유량을 결정해야 합니다.

7. Oil윤활유 경우의 특기사항

Coupling의 윤활을 위해 Oil을 사용할 때에는 키홈부분으로 새지 않도록 해야하며 주문할 때 누유방지 덮개를 요청해야 합니다.

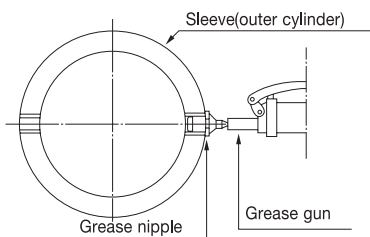


Fig.-7 How to apply grease

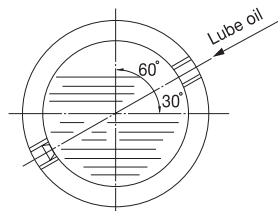


Fig.-8 How to fill lube oil

4. Selection of grease

The handling range of temperature for grease is from -17°C to 70°C . You choose grease according to the rpm and circumstance.

5. How to fill up lube oil

The sleeve is provided with 2 oil holes, as shown in Fig. 8, with one hole inclined at about 30° upwards. Open the plug and supply oil through this port. Oil should be supplied until it overflows from the oil hole.

6. Change and inspection of lube oil

It is desirable to change oil after 3 months of operation for the first time, and subsequently, every 6 months. If leakage of lube oil is found during operation, be sure to check the cause of leakage and after taking necessary measures, check the amount of oil and replenish it if necessary.

7. Cautions for oil lubrication

In the case of oil lubrication, the enclosed oil may leak between the key and keyway then you should apply either a sealant to the key or to mount a cover on the hub shaft end to prevent oil leakage.

Recommended Lubricants

MAKERS	GEAR OIL	GREASE
ESSO	SPARTAN EP 680	PEN-O-LED EP #1
SHELL	OMURA OIL 680	ALVANIA EP #1
MOBIL	MOBIL GEAR 636	MOBIL PLEX 46
CALTEX	MULTIFAK EP #1	MEROPA 680

보수및 점검 / Maintenance & Check

- 진동, 소음 발생여부
- 윤활유의 적정량 여부
- 치면부 손상여부
- O-ring의 손상여부
- 윤활유의 교체상태 점검
- 윤활유가 감소되고 있지 않는지 1, 2항은 항시 점검하여 주시고 그 외는 원칙적으로 6개월 마다 한번씩 분해하여 정기 점검을 해주십시오. 주위의 온도가 높을 경우, 극단적인 과부하 운전, 과격한 정, 역운전 및 편심량이 클 경우에는 점검 시기를 단축 해주십시오.

CHECK TO SEE IF

- there are any vibration and noise in coupling.
- there is any oil leakage in the coupling.
- there is any damage in the teeth.
- there are any deterioration and damage in the "O" ring.
- there is any deterioration in the lubricating oil.
- there is any variation in the oil quantity.

Always check the 1&2 above which can be observed from outside and compare them with those under normal operation.

For the items other than the items 1&2 above, check them every 6 months.

For the extreme overload operation, excessive both-way rotation, and large misalignment, shorten the interval of check.

표준품 규격 / Dimensions

Jac-SSM

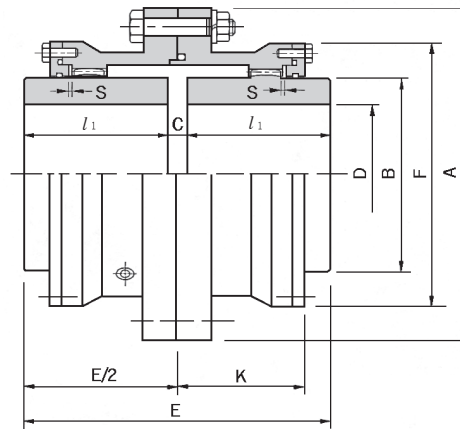
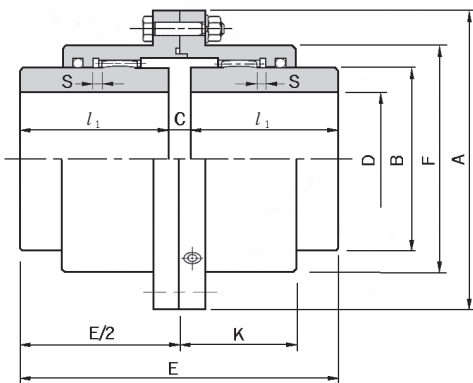


table 3.

Company	Oil	Grease #1	Grease #2
Gulf Oil Corp.		Gulf crown Grease EP #1	Gulf crown Grease EP #0
Shell Oil Corp.		Alvania Grease EP #1	Alvania EP-RO
Texaco Inc.		Multifak EP-1	Multifak EP-O
Mobil Oil Corp.		Mobilux EP-1	Mobilux EP-O

* 상기 명시된 윤활유들은 유명 제품에 대해서 만이고 꼭 이에 따를 필요는 없습니다.

* Lubricants listed in this manual are typical products only and should not be construed as exclusive recommendations.

규격 선정방법 / Selection Method of Size

1. 사용설비 Torque를 구합니다.

$$Ta = 974 \times \frac{KW}{N} \times SF \text{ 또는 } Ta = 716 \times \frac{HP}{N} \times SF$$

Ta = 사용 Torque(kg · m)

KW = 전달부하

HP = 전달마력

N = 회전수(r.p.m)

S.F = 안전계수

1. From the following formula, obtain torque required for selection.

$$Ta = 974 \times \frac{KW}{N} \times SF \text{ or } Ta = 716 \times \frac{HP}{N} \times SF$$

Ta = Selected torque(kg.m)

KW = Transmitted load(kw)

HP = Transmitted load(HP)

N = Working revolution(rpm)

S.F = Recommended Service Factor

2. 산출된 Torque를 각 Size의 Basic Torque와 비교하여 크거나 같은 수치를 찾아 1차 선정한 후 사용기계의 Shaft와 Coupling 최대 내경을 비교 검토한 다음 선정합니다.

2. First select the same or greater size by comparing with basic torque of each size and calculated torque and then examine the suitability of boring driver.

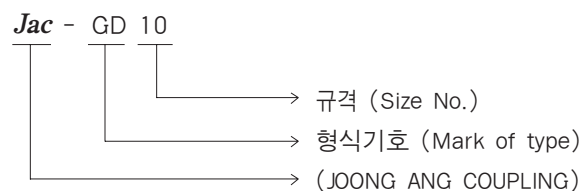
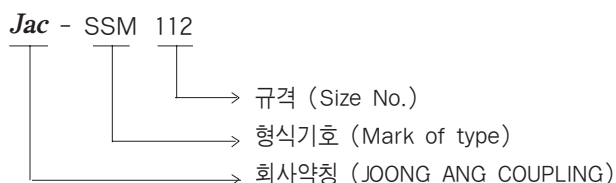
Recommended Service Factor (S.F)

table 4.

Driving machines			Load	Examples of driven machines
Electric motor or turbine	Hydraulic power	Reciprocation motion		
1	1.25	1.5	Smooth	Pumps, Blowers, Generators, and Exciters.
1.5	1.8	2	Light shock	Compressors, Mixers, Grinders, Machine Tools, Wood Working Machines, and Textile Machines.
2	2.3	2.5	Medium shock	Ball and Roll Mills, Reciprocating Compressors, Elevators, Paper Machines, Punch Presses.
2.5	2.8	3	Heavy shock	Steel & Iron Manufacturing Machines, Mining Machines, Roll Mills, and Rubber Mixers.
3	3.5	4	Extremely heavy shock	Ore Crushers, Vibrating Conveyors, and Cutters.

* The above service factors are applied to the general conditions, the service factor should be considered according to the actual conditions.

호칭방법 / Designation



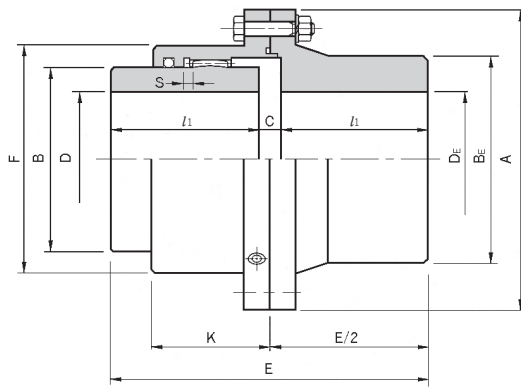
SSM, GD : Gear double engagement type

CCM, GDL: Gear double engagement large type

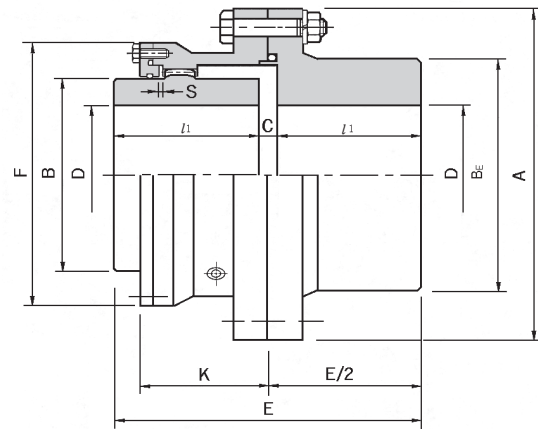
SEM, GS : Gear Single engagement type

CEM, GSL: Gear Single engagement large type

Jac-SEM

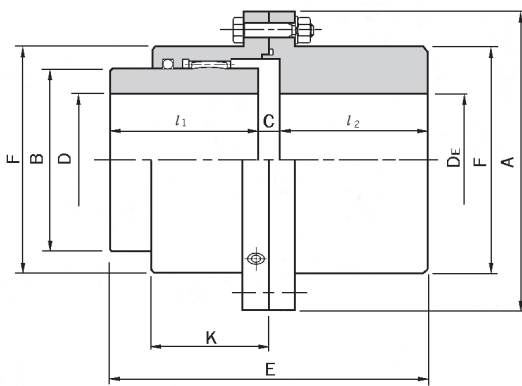
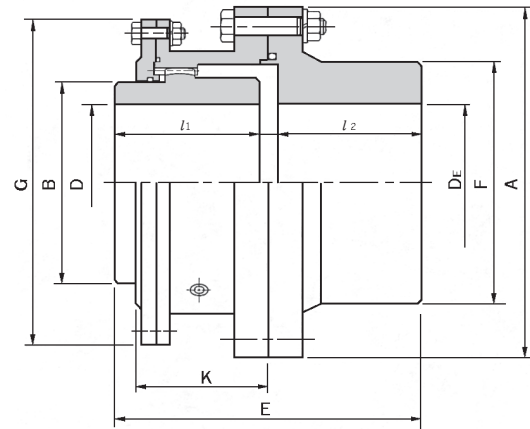


Jac-CEM



SIZE OUTSIDE Dia A	Torque Rating (kg-m)	Max Speed (rpm)	Dimensions(mm)													GREASE	WT	GD ²
			Bore D		Bore D _E		E	l ₁	C	B	F	K	B _E	S	Q'TY (<i>l</i>)	(kg)	(kg · m ²)	
			Min	Max	Min	Max												
SEM 112	57.3	4000	17	40	17	50	108	50	8	58	79	40	70	2	0.042	4.6	0.0197	
SEM 125	101.6	"	22	50	22	56	134	63	8	70	92	43	80	2.5	0.056	6.7	0.0348	
SEM 140	146.3	"	22	56	22	63	150	71	8	80	107	47	90	2.5	0.085	9.3	0.0591	
SEM 160	223.9	"	22	65	22	75	170	80	10	95	120	52	105	3	0.11	14	0.111	
SEM 180	343.8	"	32	75	32	80	190	90	10	105	134	56	115	3	0.14	19	0.183	
SEM 200	491.0	3810	32	85	32	95	210	100	10	120	149	61	135	3	0.18	26	0.317	
SEM 224	713.3	3410	42	100	42	105	236	112	12	145	174	65	150	4	0.29	38	0.579	
SEM 250	961.9	3050	42	115	42	125	262	125	12	165	200	74	180	4	0.41	56	1.08	
SEM 280	1666	2720	42	135	42	150	294	140	14	190	224	82	210	4.5	0.56	83	2.14	
SEM 315	2626	2420	100	160	100	180	356	170	16	225	260	98	250	5.5	0.90	135	4.55	
SEM 355	3954	2150	125	180	125	200	396	190	16	250	288	108	275	5.5	1.1	184	7.50	
SEM 400	5555	1900	140	200	140	236	418	200	18	285	329	114	325	6.5	1.6	261	14.1	
CEM 450	7520	1690	140	205	140	225	418	200	18	290	372	151	320	5	2.1	304	18.2	
CEM 500	11830	1520	170	236	170	270	494	236	22	335	424	168	380	6	3.1	453	37.0	
CEM 560	16970	1360	190	275	190	305	552	265	22	385	472	187	430	6.5	3.8	664	70.0	
CEM 630	26500	1210	224	325	224	355	658	315	28	455	544	213	500	8	5.8	1020	139	
CEM 710	38000	1070	250	360	250	400	738	355	28	510	622	242	565	8.5	7.8	1460	252	
CEM 800	54430	950	280	405	280	450	832	400	32	570	690	267	635	9.5	11	2090	451	
CEM 900	82000	840	315	475	315	510	932	450	32	670	792	295	715	10.5	14	3020	743	
CEM 1000	113000	760	355	510	355	570	1040	500	40	720	858	322	800	12	20	4130	1440	
CEM 1120	165000	682	400	600	400	640	1160	560	40	840	990	360	900	13	26	5970	2810	
CEM 1250	212000	610	500	710	500	800	1460	710	40	960	1126	399	1060	14	37	9820	5630	

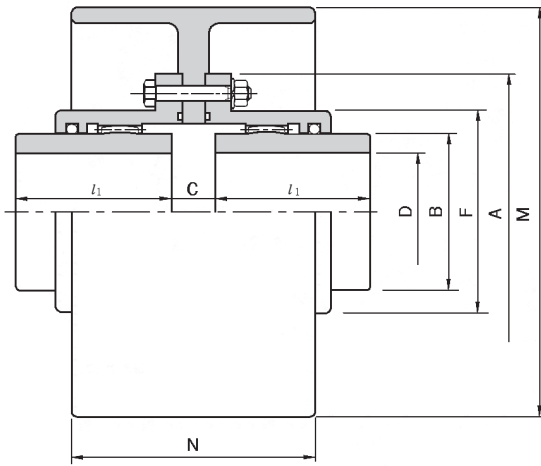
Size	HP Per 100 rpm	Max. Speed (rpm)	Basic Torque (kg · cm)	Bore D(mm)		Dimensions(mm)								C	Cplg wt(kg)	Grease wt(kg)
				Max	Min	A	E	l ₁	B	F	K	G				
10GD	12	8,000	8,594	48	13	116	89	43	69	84	39		3	4.5	0.04	
15GD	27	6,500	19,337	60	19	152	101	49	86	105	48		3	9.1	0.07	
20GD	50	5,600	35,810	73	25	178	127	62	105	126	59		3	15.9	0.11	
25GD	90	5,000	64,458	92	32	213	159	77	131	155	72		5	29.5	0.23	
30GD	150	4,400	107,430	105	38	240	187	91	152	180	84		5	43.1	0.36	
35GD	230	3,900	164,726	124	51	279	218	106	178	211	98		6	68.0	0.54	
40GD	350	3,600	250,670	146	64	318	248	121	210	245	111		6	97.5	0.91	
45GD	480	3,200	343,776	165	76	346	278	135	235	274	123		8	136.1	1.04	
50GD	650	2,900	465,530	178	89	389	314	153	254	306	141		8	190.5	1.77	
55GD	850	2,650	608,770	197	102	425	344	168	279	334	158		8	249.5	2.22	
60GD	1,100	2,450	787,820	222	114	457	384	188	305	366	169		8	306.2	3.18	
70GDL	1,600	2,150	1,145,920	254	89	527	451.5	221	343		196	517	9.5	485.4	4.35	
80GDL	2,100	1,750	1,504,020	279	102	591	507.5	249	356		243	572	9.5	703.1	9.53	
90GDL	2,850	1,550	2,041,170	305	114	660	565	276	394		265	641	13	984.3	12.25	
100GDL	4,000	1,450	2,864,800	343	127	711	623	305	445		294	699	13	1302.0	14.97	
110GDL	5,500	1,330	3,939,400	387	140	775	679	333	495		322	749	13	1678.3	17.69	
120GDL	7,000	1,200	5,013,400	425	152	838	719	353	546		341	826	13	2113.8	20.87	

Jac-GS*Jac-GSL*

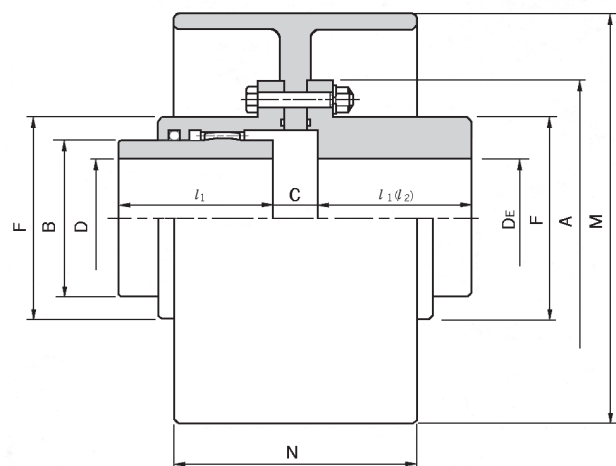
Size	HP Per 100 rpm	Max. Speed (rpm)	Basic Torque (kg · cm)	Bore D(mm)			Dimensions(mm)										Cplg wt(kg)	Grease wt(kg)
				Max		Min	A	E	l ₁	B	F	K	l ₂	G	C			
				D _E	D													
10GS	12	8,000	8,594	60	48	13	116	87	43	69	84	39	40		4	4.5	0.02	
15GS	27	6,500	19,337	75	60	19	152	99	49	86	105	48	46		4	9.1	0.04	
20GS	50	5,600	35,810	92	73	25	178	124	62	105	126	59	58		4	15.9	0.07	
25GS	90	5,000	64,458	111	92	32	213	156	77	131	155	72	74		5	27.2	0.12	
30GS	150	4,400	107,430	130	105	38	240	184	91	152	180	84	88		5	43.1	0.18	
35GS	230	3,900	164,726	149	124	51	279	213.5	106	178	211	98	102		5.5	61.2	0.27	
40GS	350	3,600	250,670	171	146	64	318	243	121	210	245	111	115		7	99.8	0.47	
45GS	480	3,200	343,776	194	165	76	346	274	135	235	274	123	131		8	136.1	0.57	
50GS	650	2,900	465,530	222	178	89	389	309	153	254	306	141	147		9	195.0	0.91	
55GS	850	2,650	608,770	248	197	102	425	350	168	279	334	158	173		9	263.1	1.13	
60GS	1,100	2,450	787,820	267	222	114	457	384	188	305	366	169	186		10	324.3	1.70	
70GSL	1,600	2,150	1,145,920	305	254	89	527	454	221	343	425	196	220	517	13	508.0	2.27	
80GSL	2,100	1,750	1,504,020	343	279	102	591	511	249	356	451	243	249	572	13	698.5	4.99	
90GSL	2,850	1,550	2,041,170	381	305	114	660	566	276	394	508	265	276	641	14	984.5	6.35	
100GSL	4,000	1,450	2,864,800	406	343	127	711	626	305	445	530	294	305	699	16	1251.9	7.71	
110GSL	5,500	1,330	3,939,400	445	387	140	775	682	333	495	584	322	333	749	16	1637.5	9.07	
120GSL	7,000	1,200	5,013,400	495	425	152	838	722	353	546	648	341	353	826	16	2077.5	10.89	

NOTE) 아래 그림에 표기된 상세 Dimension은 12~15페이지에 기재 되어 있는 해당 표준 Size규격과 동일함.

Brake Drum Type



Jac-SSMB
Jac-GDBW



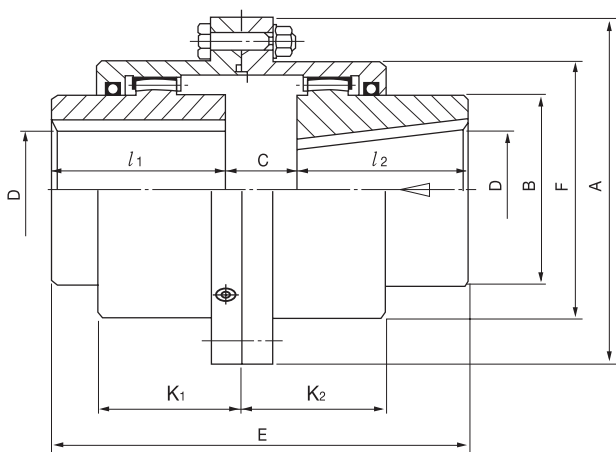
Jac-SEMB
Jac-GSBW

<i>Jac-SSMB, SEMB</i>					DRUM SIZE		<i>Jac-GDBW, GSBW</i>						
Size	l_1	C	D max/min	DE max/min			DE max/min	D max/min	C	l_1	l_2	A	Size
140	63	24	56/22	63/22	200	100	75/19	60/19	16	49	46	152	15G
160	80	26	65/22	75/22			95/25	73/25	16	62	58	178	20G
180	90	29	75/32	80/32	250	125	113/32	92/32	19	77	74	213	25G
200	100	29	85/32	95/32									
224	112	31	100/42	105/42	315	160	130/38	105/38	19	91	88	240	30G
250	125	31	115/42	125/42									
280	140	31	135/42	150/42	355	180	149/51	124/51	25	106	102	279	35G
315	160	41	160/100	180/100	400	200	171/64	146/64	25	121	115	318	40G
355	180	43	180/125	200/125	450	224	194/76	165/76	27	135	131	346	45G
400	200	49	200/140	236/140	500	250	222/89	178/89	33	153	147	389	50G

* 'M' 과 'N'의 치수는 설치장소의 공간에 따라 변할 수 있음.

* 'M' and 'N' are variable according to the space of machine.

Mill Motor Type



Jac-SMM

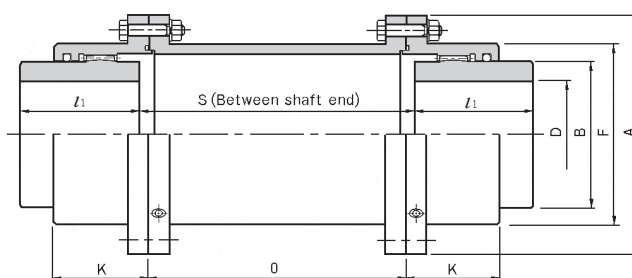
Size	DIMENSIONS						GD ² (kg, m ²)
OUTSIDE Dia A	E	l_1	l_2	C	K ₁	K ₂	
SMM 125(a)	157	50	75	32	43	66	0.038
SMM 125(b)	172	50	90	32	43	66	0.039
SMM 140	185	63	90	32	47	72	0.066
SMM 160	220	80	100	40	52	82	0.123
SMM 180	246	90	115	41	56	87	0.208
SMM 200	260	100	115	45	61	93	0.336
SMM 224	289	112	125	52	65	102	0.637
SMM 250	305	125	125	55	74	105	1.09
SMM 280(a)	339	140	140	59	82	115	2.09
SMM 280(b)	339	140	150	49	82	115	2.13
SMM 315(a)	386	160	170	56	98	128	4.27
SMM 315(b)	421	160	185	76	98	143	4.42
SMM 355	491	180	235	76	108	155	7.79

The detail dimensions on the above figures are the same as our original standard size(SSM, SEM, GD, GS)on the page 12 through page 15.

응용형 기아 카플링 / Special Applications

Space Type Gear Coupling

Jac-SAM
Jac-GDS

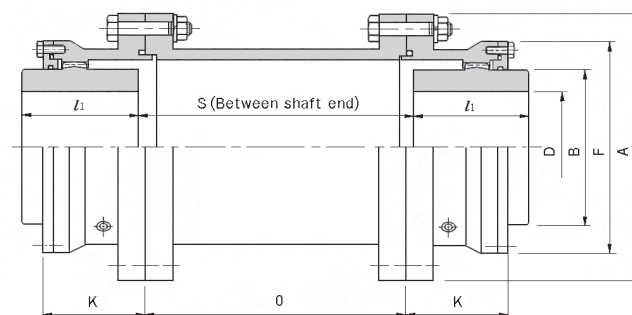


적용규격

Jac-SSM112 ~ 400

Jac-GD10 ~ 60

Jac-CAM



적용규격

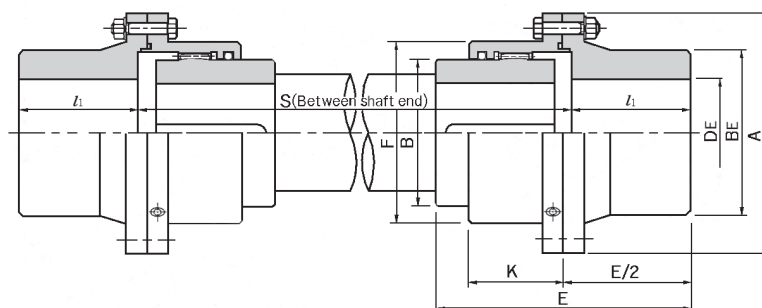
Jac-CCM450 ~ 1250

* "S"는 축간 거리를 말하며 주문시 정확히 알려 주셔야 합니다.

* "S" is the distance between shaft ends. Please give us the further information on "S" when you order.

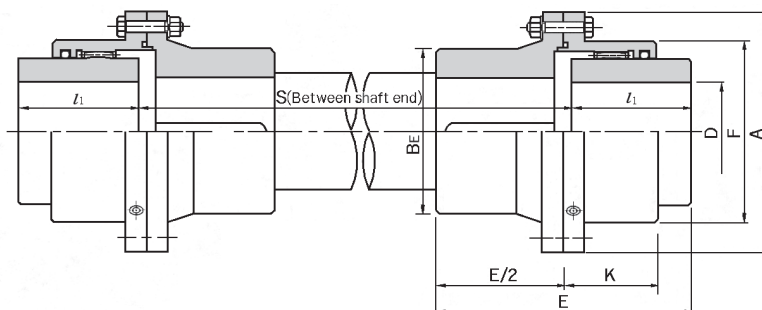
With Flex Hub on Floating Shaft

Jac-SHM
Jac-GFO



With Flange on Floating Shaft

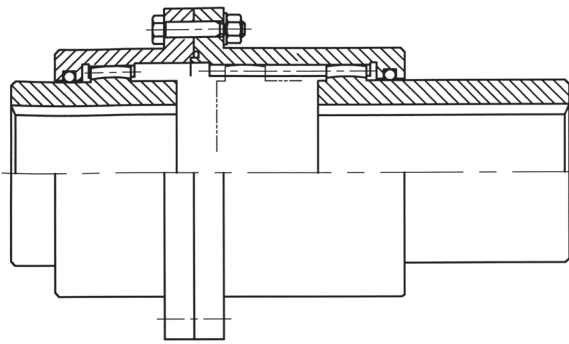
Jac-SFM
Jac-GFR



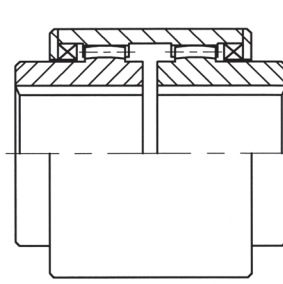
* "S"는 축간 거리를 말하며 주문시 정확히 알려 주셔야 합니다.

* "S" is the distance between shaft ends. Please give us the further information on "S" when you order.

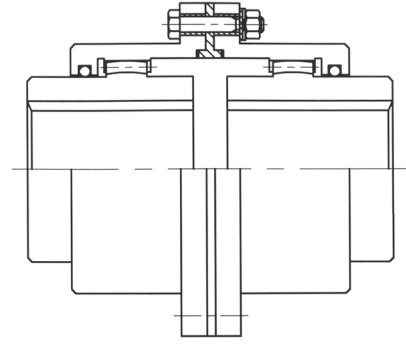
NOTE) 위 그림에 표기된 상세 Dimension은 12~15페이지에 기재 되어 있는 해당 표준 Size규격과 동일함.
The detail dimensions on the above figures are the same as our original standard size(SSM, SEM, GD, GS)on the page 12 through page 15.



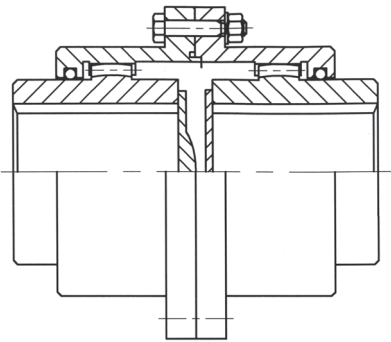
SLIDE TYPE



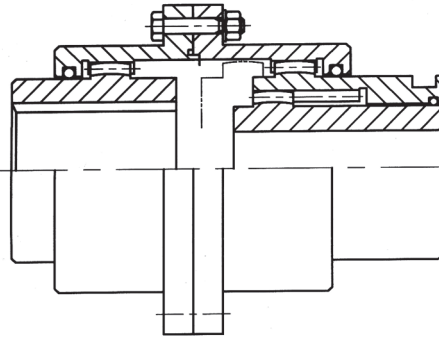
SLEEVE TYPE



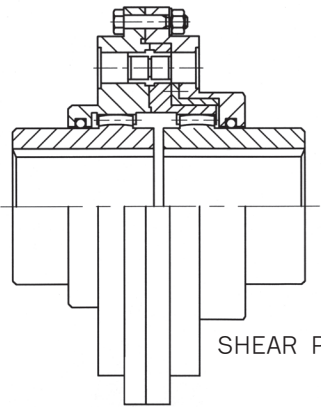
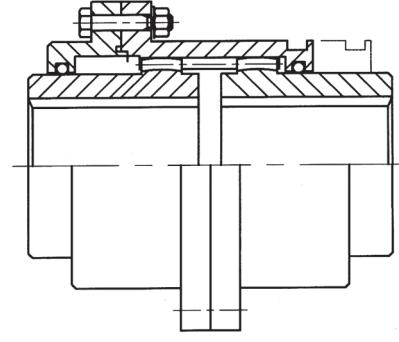
INSULATION TYPE



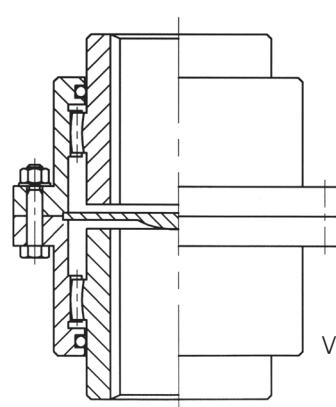
LIMITED-END PLAY TYPE



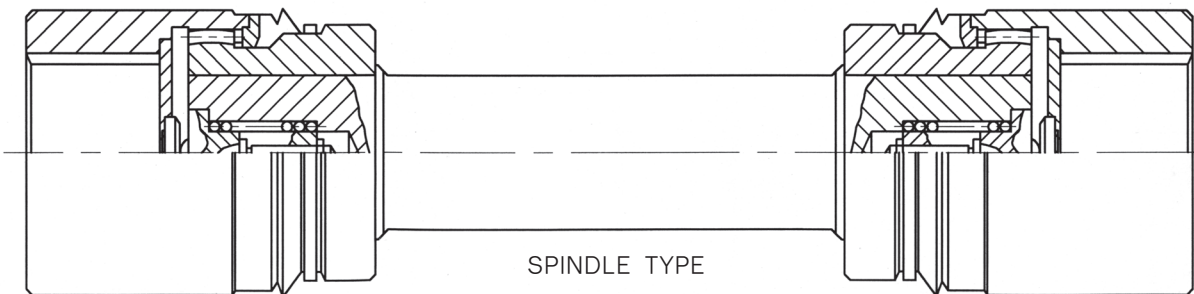
DETACHABLE CLUTCH TYPE



SHEAR PIN TYPE



VERTICAL TYPE



SPINDLE TYPE