GEISLINGER COUPLING

HIGH RELIABILITY

TORSIONAL VIBRATION CENTER

GEISLINGER®

POWERTRAIN SOLUTIONS. BUILT TO LAST.

GEISLINGER COUPLING

The Geislinger steel spring coupling has proved its efficiency for more than 50 years.

At Geislinger, we understand that reliability and cost of ownership are often the decisive factors when choosing components. The Geislinger Coupling answers those challenges and is the worldwide leader for marine propulsion, power generation, mining, and the oil and gas industry, if it comes to reducing the cost of ownership.

Geislinger steel spring couplings, in combination with a Geislinger Flexlink or Gesilco® coupling, are able to address demanding applications with higher misalignment requirements.

DESCRIPTION

While steel leaf springs transfer torque and provide elasticity, pressurized oil provides hydrodynamic damping.

Stiffness and damping can be pre-adjusted as the application requires. This makes it possible to shift torsional critical speeds and dampen torsional vibrations. Resistant to heat and oil, the Geislinger Coupling is perfectly suited to all types and sizes of machinery, particularly diesel and gas engines. Using high-grade steel and the most advanced design techniques, the coupling provides constant properties over its entire lifetime.

APPLICATIONS

- Marine
- Power generation
- Mining
- Oil and gas
- Rail
- Wind power

TECHNICAL DATA

- Torque range: virtually unlimited torque
- Twist at nominal torque: 50 – 300 mrad
- Dimensionless damping factor: 0.2 – 0.5
- Ambient temperature: –10°C to 120°C

ADVANTAGES

- Superior reliability and extended time between overhauls
- Low life-cycle cost
- Precise calculations and defined properties
- No aging
- Compact, high power density
- Geislinger Worldwide After Sales Service

Hardened, well lubricated surfaces

Fatigue-resistant springs

Tailor-made coupling for each application

Preamble

This catalog replaces all old catalog versions.

The content of this catalog is indicative and - based on new developments - Geislinger reserves the right to change the content without prior notice.

Should you have questions, remarks or inquiries please contact us per e-mail (info@geislinger.com) or telephone (+43 662 66999-0).

The latest version of all Geislinger catalogs can be found on our website Geislinger.com.

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Description

Application

Geislinger Couplings are torsional elastic, high damping steel spring couplings with the following advantages:

- High damping
- High elasticity
- Longest life time
- Low weight, small size
- No aging
- Low wear and maintenance
- Indifferent to high temperatures, dirt and oil
- Sound insulation
- Suitable for high rotational speeds

Due to the increased power density of today's diesel and gas engines, more attention must be paid to torsional vibration issues. In many cases it is now necessary to dampen torsional vibrations and to move damaging natural frequencies out of the operating speed of the drive system. The Geislinger Coupling is capable of solving both of these tasks. The stiffness of the coupling leaf springs can be precisely tuned to isolate or move harmful natural frequencies. In addition the Geislinger Coupling provides a unique hydrodynamic damping, via oil displacement, which effectively absorbs torsional vibrations. These torsional vibrations create stresses in the driveline system, dramatically shortening component life and reliability. As a result, the Geislinger Coupling allows for continuous operation within the operating speed range of the drive system. Incorporation of Geislinger Couplings into a torsional system results in lower stresses for the engine's crankshaft, all other driven shafts and gears.

Geislinger Couplings not only meet the demands of any type and size of internal combustion engine, but also the demands of all sorts of other machinery. Applications such as pumps and compressors are typical examples.

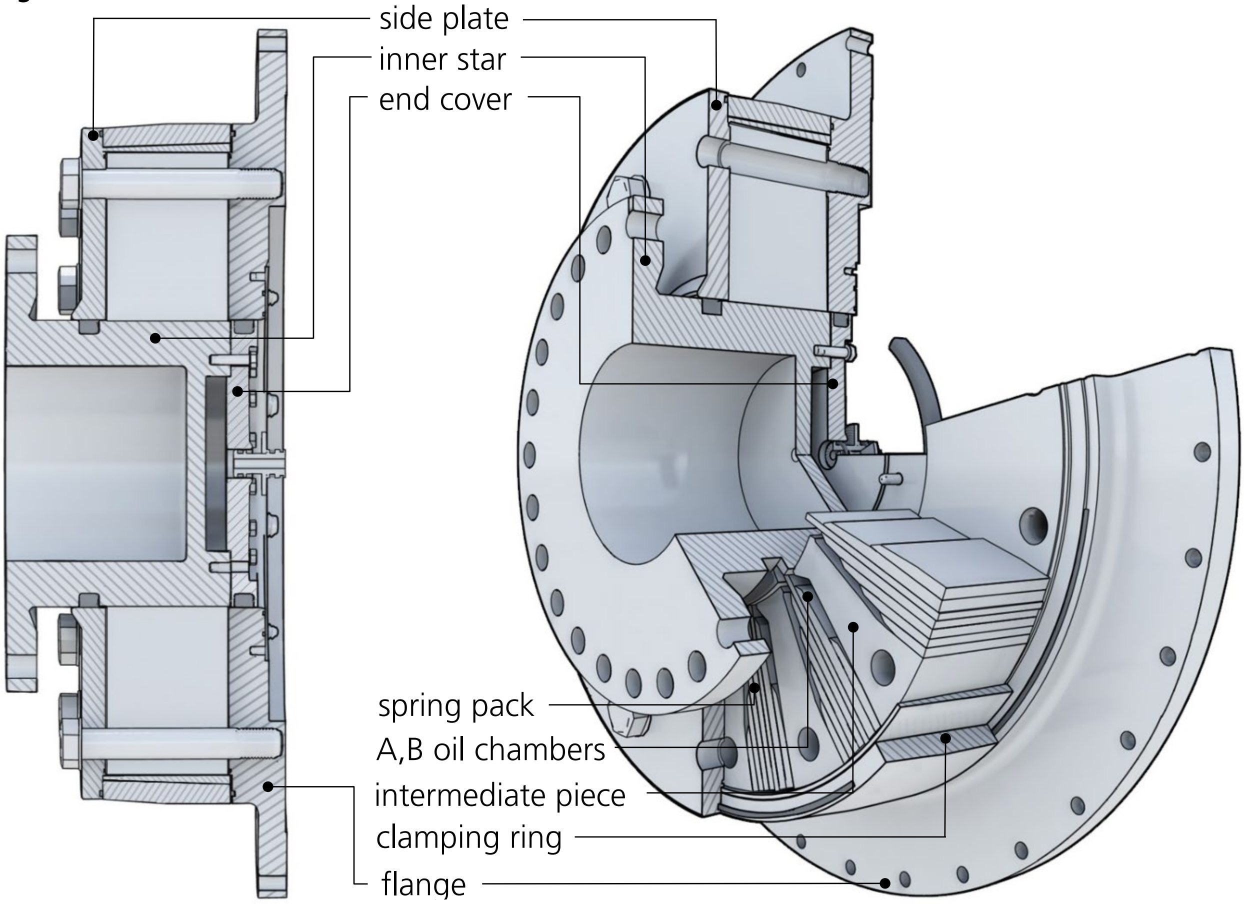
Data collection from many research test beds and running installations has enabled precise damping and spring stiffness (elasticity) requirements to be established. This guarantees correct calculation of the critical speeds, amplitudes and loads in all parts of the system. Damping and elasticity can be tailored within a wide range to meet the needs of any installation.

Due to the fact that a Geislinger torsional elastic coupling has no axial stiffness, axial vibrations cannot be transmitted from the prime mover to any components connected after the coupling. Besides absorbing thermal expansion of the driving and driven shafts, the coupling also permits parallel and angular misalignments.

Design

The classic Geislinger Coupling is a torsionally elastic, high damping coupling which uses radially arranged steel spring packs. The coupling is essentially made of the same material as that used for diesel engines and the associated driven components. The major components for a standard design are shown in Fig. 1.

Fig. 1



Stiffness

The steel spring packs represent the primary component of a Geislinger Coupling. The steel spring packs can be produced to any degree of stiffness within a wide range. The spring packs can be designed in many different ways. The standard design is the "dual spring design" (See Fig.2). It should be noted that spring stiffness has no effect on the required damping of a given system. The stiffness series, listed in this catalog, show a standard progression for the "dual spring design" based on the requirements of most applications. Technical data for other spring designs (See Fig.2) are available on request. If torsional requirements dictate an unlisted spring stiffness, springs can be fabricated to the required stiffness without additional lead-time or cost.

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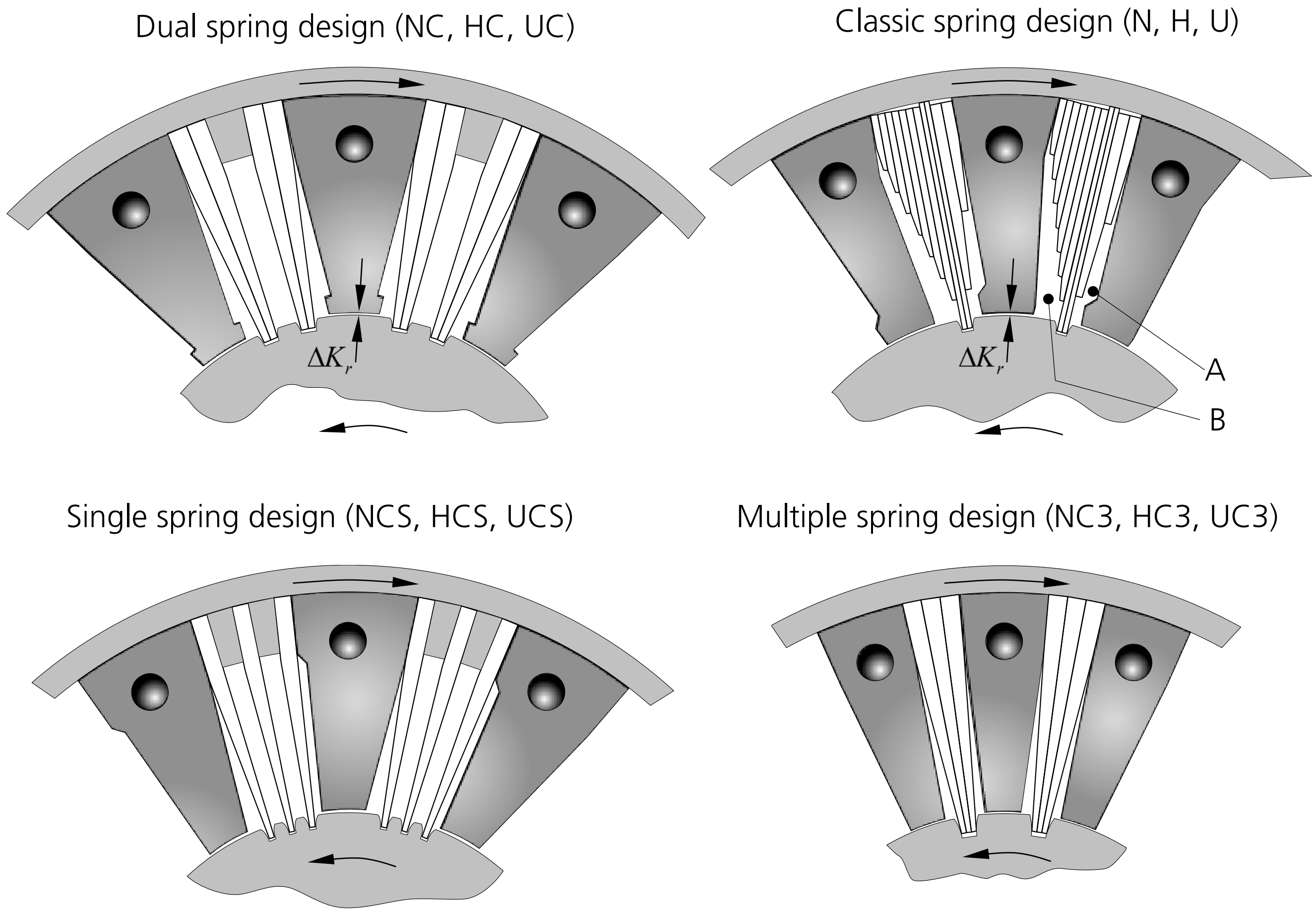
Damping

As mentioned earlier, the Geislinger Coupling has a very high damping factor.

The radially arranged springs are clamped at the outer diameter with their tips transmitting torque / fitting in the grooves of the inner section, “inner star”. Cavities A and B are filled with oil and are formed by the spaces between the spring packs, intermediate pieces and inner star. (See Fig. 2)

Fig. 2



ΔK_r = radial clearance

During torque transmission, the outer member rotates relative to the inner star and bends the springs. This causes oil to be displaced from chamber A to chamber B via the gap ΔK_r. Depending on the size of the gap ΔK_r, the oil flow is subjected to a resistance. This oil flow resistance retards the movement of the outer coupling section and inner star, bringing about the damping effect.

The non-dimensioned damping factor, (ratio between damping and elastic torque), is generally valued between 0.2 and 0.5 for a Geislinger Coupling. This level of damping is considerably higher than with a comparable elastomeric coupling.

Misalignment

Axial Misalignment

The Geislinger Coupling provides an axial displacement capacity due to a narrower width of the spring pack in relation to the axial width of the inner star grooves. The difference in spring pack / inner star groove widths enables the absorption of drive shaft changes in the length due to thermal expansion. In addition, the coupling's axial displacement capacity enables installation and removal of the coupling without disassembly of the surrounding components.

The values for axial displacement, mentioned in the technical data sheets that follow, are guidelines that can be modified if needed.

Radial and Angular Misalignment

The radial and angular misalignment capacity of the coupling is determined by the size of the gap ΔK_r. The resulting reaction forces are determined by the stiffness of the coupling springs and are relatively small. Most importantly, no permanent deformation is occurring during misalignment compensation. This is due to the fact that loads are absorbed elastically by the spring packs. Misalignment values can be seen in the technical data tables that follow.

Assembly

The coupling can be designed to connect to any conceivable assembly configuration. This is due to Geislinger's ability to fabricate any type of flange connection. Even in the most difficult situations, assembly is possible through design adaptation.

Overload Capability

Due to the coupling's design, the spring packs come in contact with the intermediate pieces (Page 3 – intermediate piece) at 1.4 times the nominal torque. This is referred to as torque on buffer. The coupling's standard design enables it to transmit transient shock torques up to 3.25 times the nominal. With respect to marine applications, the intermediate pieces can cause the coupling to act as a rigid coupling or "come home device" if some spring packs are damaged.

Oil Supply

Whenever possible, the coupling is supplied with pressurized oil from the prime mover or the driven machinery through a central bore. However, other means of oil supply are possible. If no oil supply is feasible, the coupling can be oil filled. It should be noted that couplings without pressurized oil supply provide lower damping rates.

Combination with other Geislinger Products

The Geislinger Coupling is frequently combined with other Geislinger products (i.e. Geislinger Flexlink misalignment couplings, Damper, Gesilco misalignment couplings, Flywheels, Bearing Housings and the Geislinger Monitoring system). Examples of these combinations are shown later in the "Examples" section of the catalog.

Approval

All couplings are produced and certified in accordance with the quality assurance requirements of DIN/ISO 9001 and DIN/ISO 14001. Geislinger's Quality Assurance system has been certified by all major classification societies.

Note: All couplings can be supplied with approvals of all the major classification societies. Those classification society approvals do not require design alterations or compulsory spare parts.

For survey by a classification society, Geislinger requests the following information:

- Name of Classification Society
- Shipyard
- Yard number

Designation

Designation Code

In order to produce the couplings that are as small and cost effective as possible, couplings are designed with the minimum number of springs required by the application for reverse operation.

Non-Reversible Type NC

This design is used with non-reversible engines.

Semi-Reversible Type HC

The semi-reversible type can transmit a torque of 0.5 times the nominal torque T_{KN} in reverse direction.

Reversible Type UC

This design has a symmetric spring arrangement in the forward and reverse direction.

It is used for reversible engines. In the reverse direction, this coupling can transmit a torque of $1.0 \cdot T_{KN}$.

The coupling designation has the following significance:

BC 90 / 15 / 75 NC / L

BC: type of connection flanges; for proposals see Part 'Dimensions' and 'Examples'.
Differing connection shapes and dimensions are possible on request.
90: outer diameter of centre part in cm
15: width of the spring pack in cm
75: stiffness series and the approximate twist in mrad at nominal torque.
The standard series are 45, 75, 120.
Other torsional stiffnesses are possible on request.

NC, HC, UC: Directionality Code for coupling type with dual spring design

NC non-reversible
HC semi-reversible
UC reversible

L : informs on Left Hand Rotation

R : informs on Right Hand Rotation

Selection

Technical data for each coupling with dual spring design, depending on the outer diameter of the spring housing section, width of the spring packs, stiffness of the spring packs and directionality code for coupling type, can be selected from the technical data sheets that follow. Technical data for the other spring designs are available on request.

Type NC, HC, UC

Geislinger Couplings are available for reversible engines with fixed propellers, non-reversible engines with reversible transmissions, or non-reversible engines with controllable pitch propellers. The couplings can also be used for alternator sets. In order to transmit the same nominal torque T_{KN} the coupling size increase goes from a non-reversible to a semi-reversible to a reversible coupling. First, based on the application, it is necessary to determine whether a reversible, semi-reversible or non-reversible coupling is required. An example for the different nominal torques T_{KN} for the same coupling size with different rotation type is:

90/15/75N T_{KN} = 215 kNm

90/15/75HC T_{KN} = 170 kNm

90/15/75UC T_{KN} = 170 kNm

Please see pages 14 - 16 for the limits of permissible elastic vibratory torques of each coupling type.

Nominal Torque T_{KN}

The mean torque T is calculated from the engine power P and rotational speed n

$$T = 9.55 \cdot \frac{P}{n}$$

T	mean torque	kNm
P	engine power	kW
n	rotational speed	min^{-1}

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The coupling size should be selected so that the coupling's nominal torque T_{KN} is greater or equal to the mean torque T specified by the prime mover / application.

$$T_{KN} \geq T$$

It is not recommended or necessary to choose a coupling that is oversized.

Stiffness Series

Three different stiffness series are listed in this catalog. For special applications, where the torsional vibration calculation proves it to be necessary, custom stiffnesses can be produced with no additional lead-time or cost. To transmit the same nominal torque, a larger overall size is required for a softer coupling (series 120) than for a stiffer coupling (series 45). Following numbers illustrate the dependence of the nominal torque T on the choice of stiffness for the same coupling size:

90/15/45HC T_{KN} = 281 kNm

90/15/75HC T_{KN} = 170 kNm

90/15/120HC T_{KN} = 104 kNm

Initially, it is recommended that a stiff coupling is selected (series 45).

Confirmation that a selected stiffness is suitable for a given application can only be obtained by performing a torsional vibration calculation. The calculation must use the excitations of the total system and must be performed for all possible operating conditions (normal operation, misfiring of one cylinder, etc.) and speeds.

For these calculations, it is necessary to use the given dynamic stiffness and damping factor (see next pages). Dynamic Stiffness and Damping factors both depend on the frequency of the vibration considered.

From the analyses results, for instance the vibratory torques can be determined. These consist of damping and elastic components and must be checked against the permitted values as described in the following chapters.

Stiffness

For a Geislinger Coupling two types of stiffness are available:

Static Stiffness

Stiffness value at a static nominal torque. This is shown in the technical data sheets as C_{Tstat}. For a Geislinger Coupling the static stiffness is practically constant.

Dynamic Stiffness

Under vibratory load, due to the displacement of oil, the coupling becomes stiffer. The greater the frequency of the vibration, the stiffer the coupling becomes.

$0 \leq \omega \leq \omega_0 :$ $$C_{Tdyn} = C_{Tstat} \cdot \left(1 + 0.37 \frac{\omega}{\omega_0} \right)$$

$\omega_0 \leq \omega :$ $$C_{Tdyn} = C_{Tstat} \cdot \left(1.1 + 0.27 \frac{\omega}{\omega_0} \right)$$

C_{Tstat}	static stiffness	MNm/rad	ω	phase velocity of vibration	rad/s
C_{Tdyn}	dynamic stiffness	MNm/rad	ω_0	characteristic cpl. frequency	rad/s

Damping

Conversion table for different damping values.

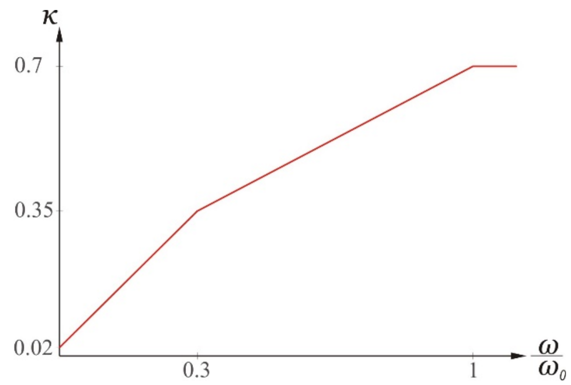
	k	κ	ψ	M
$k =$	--	$\frac{\kappa \cdot C}{\omega}$	$\frac{\psi \cdot C}{2 \cdot \pi \cdot \omega}$	$\frac{C}{\omega} \cdot \sqrt{\frac{1}{M^2 - 1}}$
$\kappa =$	$\frac{k \cdot \omega}{C}$	-	$\frac{\psi}{2 \cdot \pi}$	$\sqrt{\frac{1}{M^2 - 1}}$
$\psi =$	$\frac{2 \cdot \pi \cdot \omega \cdot k}{C}$	$2 \cdot \pi \cdot \kappa$	-	$\frac{2 \cdot \pi}{\sqrt{M^2 - 1}}$
$M =$	$\frac{\sqrt{C^2 + k^2 \cdot \omega^2}}{k \cdot \omega}$	$\frac{\sqrt{1 + \kappa^2}}{\kappa}$	$\frac{\sqrt{4 \cdot \pi^2 + \psi^2}}{\psi}$	-

k	linear viscous damping	Nms/rad	C	dynamic stiffness	Nm/rad
κ	undimensioned damping factor		ω	phase velocity of vibration	rad/s
ψ	ratio of damping energy		M	magnifier	

Geislinger uses the undimensioned damping factor κ

Damping with pressurized oil supply

The hydrodynamic damping, due to restricted oil flow, depends on the phase velocity of the vibration ω and the characteristic frequency of the Geislinger Coupling ω_0 < 9999 rad/s.



$$0 \leq \frac{\omega}{\omega_0} \leq 0.3 \qquad \kappa = 0.02 + 1.1\,\frac{\omega}{\omega_0}$$

$$0.3 \leq \frac{\omega}{\omega_0} \leq 1 \qquad \kappa = 0.2 + 0.5\,\frac{\omega}{\omega_0}$$

$$\omega_0 \leq \omega \qquad \kappa = 0.7$$

κ	undimensioned damping factor	
ω	phase velocity of vibration	rad/s
ω_0	characteristic frequency of the coupling	rad/s

Damping without pressurized oil supply (oil filled)

The damping of the oil filled Geislinger Coupling is mainly influenced by damping due to friction, as the effect of hydrodynamic damping is very small. The characteristic frequency ω_0 is $\geq$ 9999 rad/s.

In general the damping at $T_v / T_{KN} = 0.3$ can be calculated for all Geislinger Couplings by the following formulas:

For the classic (multi-spring) design:

$$\kappa = 0.058 + 0.13 \cdot \frac{T_{stat}}{T_{KN}} + 0.11 \cdot \left(\frac{T_{stat}}{T_{KN}} \right)^2$$

For the conical (dual-spring) design:

$$\kappa = 0.032 + 0.0069 \cdot \frac{T_{stat}}{T_{KN}} + 0.055 \cdot \left(\frac{T_{stat}}{T_{KN}} \right)^2$$

κ	undimensioned damping factor		T_v	vibratory torque	kNm
T_{stat}	static torque	kNm	T_{KN}	nominal torque	kNm

Additional information, damping formulas for any $T_v / T_{KN} \neq 0.3$ and complete damping tables for any Geislinger Coupling are available upon request

The value for the characteristic frequency ω_0 depends on the viscosity of the oil used. Graphs and tables are usually valid for a viscosity of 40mm²/s. For other viscosities ν the following formula applies:

$$\omega_{0(\nu)} = \omega_0 \cdot \frac{40}{\nu}$$

ν	oil viscosity	mm²/s	ω_0	characteristic frequency	rad/s

See page 21 for the characteristic frequency's ω_0 dependence on the radial clearance ΔK_r.

Permissible Elastic Vibratory Torque T_{el}

From a total vibratory torque T_v, which is transmitted by the coupling only the elastic component T_{el} is important to be considered.

$$T_{el} = T_v \cdot \frac{C_{Tstat}}{C_{Tdyn} \cdot \sqrt{1+\kappa^2}}$$

T_{el}	elastic vibratory torque	kNm	T_v	vibratory torque	kNm
C_{Tstat}	static stiffness	MNm/rad	C_{Tdyn}	dynamic stiffness	MNm/rad
κ	undimensioned damping factor				

This calculation has to be made for each harmonic order and the synthesis value has to be derived.

Permissible elastic vibratory torques, for each coupling directionality type can be seen in diagrams 1 - 3. The diagrams show: the limits for elastic vibratory torques, which momentarily occur (e.g. transient condition), the limits for continuous permissible elastic vibratory torques and the vibratory torque on buffer.

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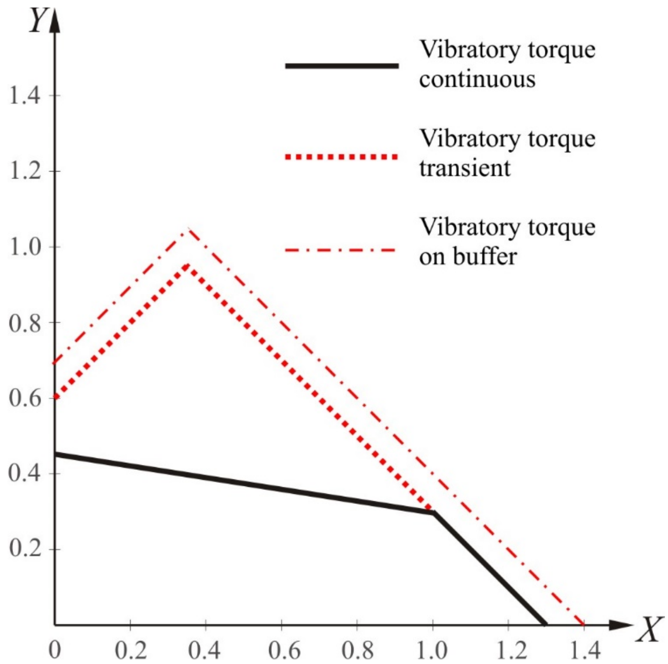
DIAGRAM 1 – Type NC, Non-Reversible

$$Y = \frac{T_{el}}{T_{KN}} = \frac{perm.\,elast.\,vibratory\ torque}{nominal\ torque}$$



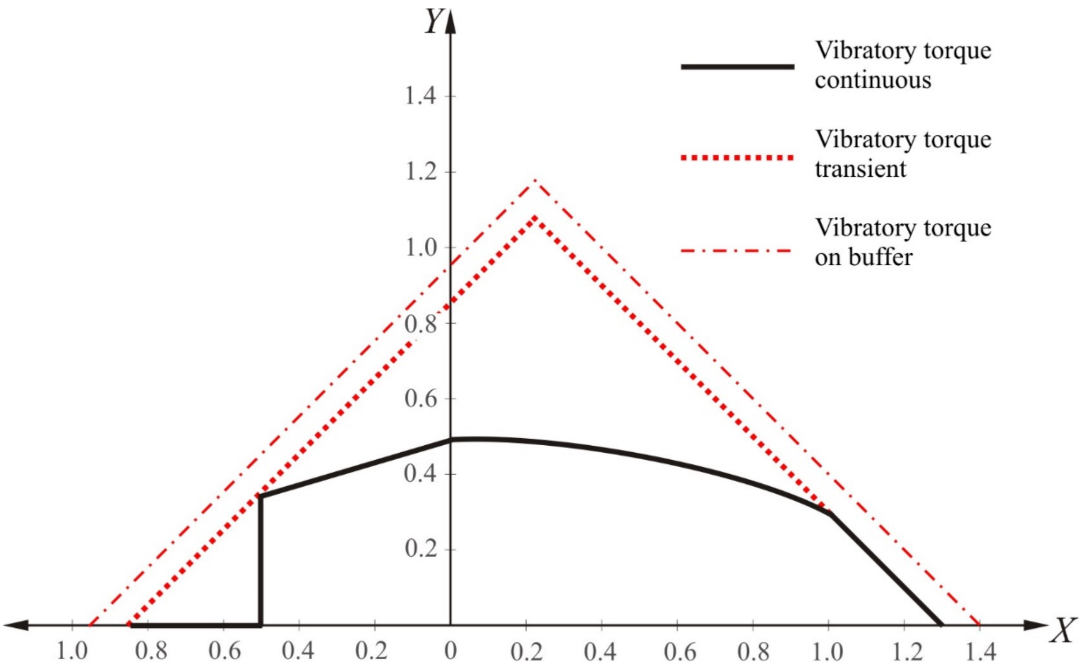
$$X = \frac{T}{T_{KN}} = \frac{mean\ torque}{nominal\ torque}$$

$0 \le X \le 1 \qquad Y = 0.45 - 0.15 \cdot X$

$1 < X < 1.3 \qquad Y = 1.3 - X$

DIAGRAM 2 – Type HC, Semi-Reversible

$$Y = \frac{T_{el}}{T_{KN}} = \frac{perm.\,elast.\,vibratory\ torque}{nominal\ torque}$$



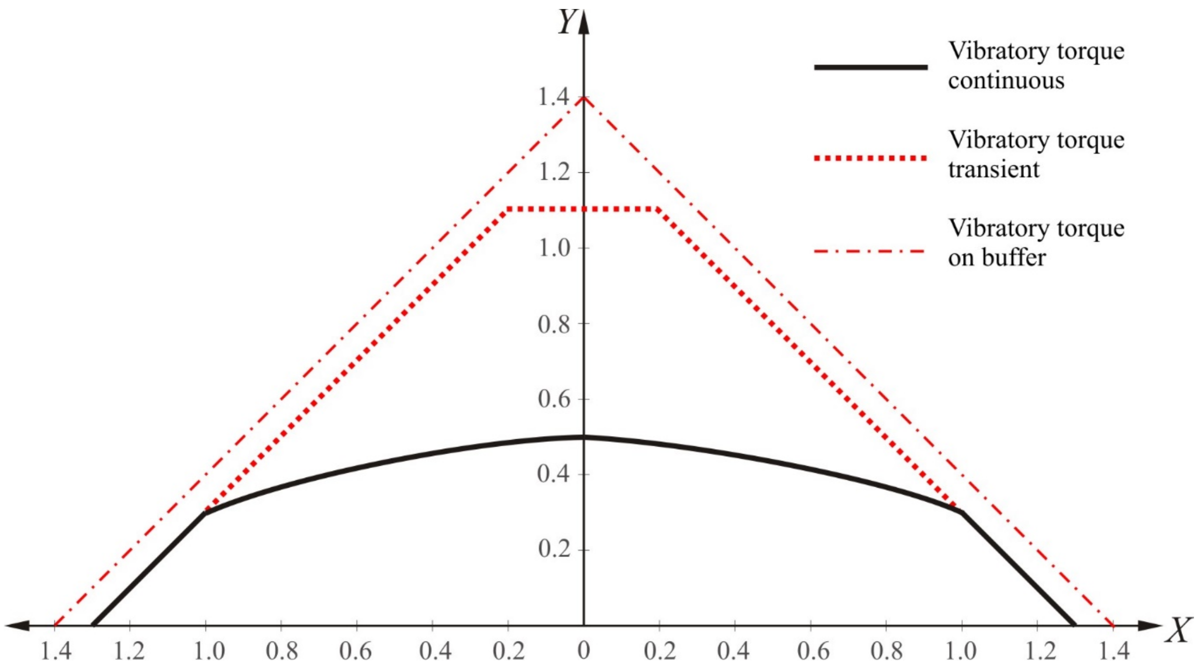
$$X = \frac{T}{T_{KN}} = \frac{mean\ torque\ reverse}{nominal\ torque\ forward}$$

$$X = \frac{T}{T_{KN}} = \frac{mean\ torque\ forward}{nominal\ torque\ forward}$$

Reverse	$0 \leq X \leq 0.5$	$Y = 0.5 - 0.3 \cdot X$
	$0.5 < X$	$Y = 0$
Forward	$0 \leq X \leq 1$	$Y = 0.5 - 0.08354 \cdot X - 0.04432 \cdot X^2 - 0.07209 \cdot X^3$
	$1 < X < 1.3$	$Y = 1.3 - X$

DIAGRAM 3 – Type UC, Reversible

$$Y = \frac{T_{el}}{T_{KN}} = \frac{perm.\,elast.\,vibratory\ torque}{nominal\ torque}$$



$$X = \frac{T}{T_{KN}} = \frac{mean\ torque}{nominal\ torque}$$

Reverse	$0 \leq X \leq 1$	$Y = 0.5 - 0.08354 \cdot X - 0.04432 \cdot X^2 - 0.07209 \cdot X^3$
	$1 < X < 1.3$	$Y = 1.3 - X$
Forward	$0 \leq X \leq 1$	$Y = 0.5 - 0.08354 \cdot X - 0.04432 \cdot X^2 - 0.07209 \cdot X^3$
	$1 < X < 1.3$	$Y = 1.3 - X$

Thermal Load P_{KW}

Permissible values for thermal load in the coupling also have to be checked. The permitted thermal load, shown in the catalog section "Technical Data" are valid for Perbunan O-rings under condition of good air circulation and an ambient temperature ≤ 40 °C. Thermal load values can be doubled if Viton O-rings are used.

However, situations can arise where even these increased thermal load values can be exceeded. For such elevated thermal loads, the coupling has to be force cooled in some way (i.e. increased oil flow).

To obtain the thermal load P_{KW} the following formula applies:

$$P_{KW} = \frac{\pi}{60} 10^{-3} \cdot \sum \frac{\kappa \cdot T_v^2 \cdot i \cdot n}{(1+\kappa^2) \cdot C_{Tdyn}}$$

P_{KW}	thermal load	kW
T_v	total vibratory torque due to harmonic order i transmitted by coupl.	Nm
i	harmonic order	
n	speed of coupling	min^{-1}
κ	undimensioned damping factor	
C_{Tdyn}	dynamic stiffness	Nm/rad

The $\sum$ sign means that the thermal loads of all single orders are to be calculated separately and then added up.

Required Oil Pressure in the Coupling

A minimum oil supply pressure is necessary to transmit the damping torque in the coupling without cavitation.

$$p \geq \frac{T_d}{T_{d,p}}$$

p	required minimum oil pressure in the coupling bar (absolute value, not gauge pressure)	
T_d	the calculated damping component of the vibratory torque in the coupling (a synthesis of all orders)	kNm
$T_{d,p}$	permissible damping vibratory torque per 1 bar oil supply pressure	kNm/bar

The oil supply can come from either the driving or driven machinery. Oil supply connections can be made in accordance with the customer's requirements.

Under certain conditions, if no oil supply is possible, the coupling can be prefilled (oil filled coupling). In this case ω_0 = 9999 rad/s is valid.

Permissible Transient Shock Torques

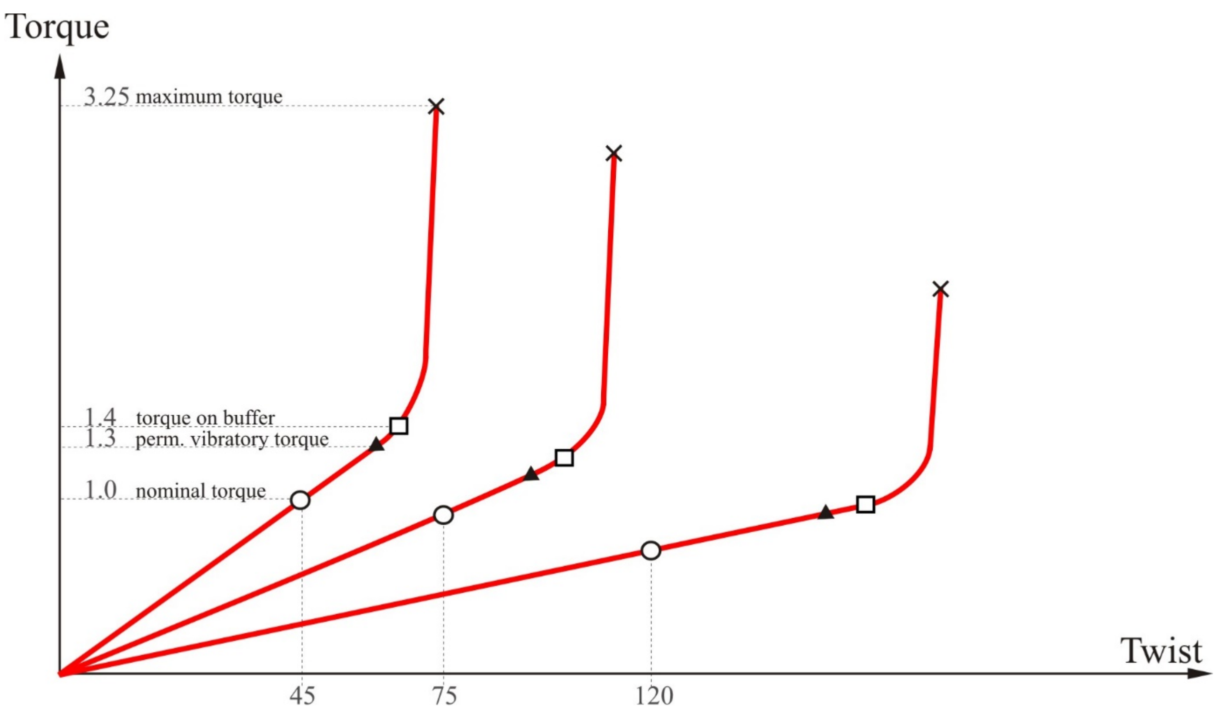
The coupling can transmit transient shock torques up to the maximum torque. The maximum transient torque is at least 3.25 times that of the nominal torque. It should be noted that if the nominal torque is exceeded by more than 1.4 times the coupling is approx. 10 times stiffer.

Greater shock torque values can be designed into the coupling, if required.

The ultimate torque is at least 8 times the nominal torque.

Fig. 3 shows the relationship between coupling twist (in mrad) and torque.

Fig. 3



Permissible Misalignment Values

It is also necessary to ensure that the permissible radial, axial and angular misalignment capabilities of the coupling are not exceeded during operation.

If particularly high shaft misalignments or especially low reaction forces are required, the coupling can be combined with a Geislinger Flexlink or with a Geislinger Gesilco coupling.

Axial Misalignment: ΔW_a

An axial misalignment ΔW_a is the deviation from the theoretical nominal length of the coupling. This deviation in length is caused by axial displacements of the adjoining shafts. Reasons for axial displacements include: errors in assembly distances, shaft movements, variations in foundations (i.e. resiliently mounted engines) or thermal expansion.

ΔK_a is the maximum permissible axial misalignment capacity of the coupling and must not be exceeded during operation. ΔK_a is determined by the sum of the static and dynamic misalignments. Given values for ΔK_a can be modified, if required, by small adjustments in design. Please contact Geislinger if additional axial misalignment capacity is necessary. As an added benefit, the standard coupling design can be axially pushed together so that no outside components need to be removed during assembly or disassembly.

Radial Misalignment: ΔW_r

Radial misalignment ΔW_r is the misalignment of the driving side to the driven side in a direction perpendicular to the axis of rotation. The reasons for radial misalignment include: errors in assembly alignment, shaft movements, variations in foundations (i.e. resiliently mounted engines), or thermal expansion.

ΔK_r is the maximum permissible radial misalignment capacity of the coupling and must not be exceeded during operation. ΔK_r is determined by the sum of static and dynamic misalignments.

Radial misalignments are independent of rotational speed. The relationship between radial misalignment and angular misalignment is described below in the section titled “angular misalignment”.

Angular Misalignment: ΔW_w

An angular misalignment ΔW_w is the inclination of the axis of rotation of the driving and the driven sides of the coupling. ΔK_w is the maximum permissible angular misalignment capacity of the coupling and is only valid when used in conjunction with the given values for the maximum axial misalignment .The following should be noted in the case of simultaneous radial misalignment ΔW_r and angular misalignment ΔW_w

$$\Delta W_r + \frac{\Delta K_r}{\Delta K_w} \cdot \Delta W_w \leq \Delta K_r$$

ΔW_r	actual radial misalignment	mm
ΔW_w	actual angular misalignment	mrad
ΔK_w	max. angular misalignment in accordance with the technical data sheet	mrad
ΔK_r	max. radial misalignment in accordance with the technical data sheet	mm

Rotational Speed n

The rotational speed of the coupling is not limited. If required, the clamping ring can be recessed into the flange and side plates, securing it in the radial direction.

Axial Reaction Force F_a

The axial reaction force F_a is a reaction force, which occurs during axial movement of the coupling under nominal torque. After the coupling has moved in response to an axial force, the coupling's reaction force returns to zero. The axial reaction force does not depend on the magnitude of the axial movement. Some types of oil filled couplings may create permanent axial forces, depending on the internal sealing system used. Please ask Geislinger for more information concerning this issue.

Radial Stiffness C_r

As a result of radial misalignments, radial reaction forces Fr are produced. These forces affect the driving and the driven side of the coupling.

$$F_r = C_r \cdot \Delta W_r$$

F_r	radial reaction force	kN
C_r	radial stiffness	kN/mm
ΔW_r	radial misalignment	mm

Bending Stiffness C_w

Angular misalignments produce a reaction torque M_w that in turn affects the driving and driven sides of the coupling.

$$M_w = C_w \cdot \Delta W_w$$

M_w	reaction torque	Nm
C_w	bending stiffness	kNm/rad
ΔW_w	angular misalignment	mrad

Relationship between ω_0 and ΔK_r

The radial clearances listed in the section "technical data" meet the specifications set by Germanischer Lloyd for "high elastic couplings". Therefore, the values given for ω_0 are valid. For smaller or larger radial clearances, the following conversion formula applies.

$$\omega_0 = const \cdot \Delta K_r^{\;3}$$

ω_0	characteristic coupling frequency	rad/s
ΔK_r	maximum radial misalignment taken from the technical data sheet	mm

ω_0 is not the natural frequency of the coupling, but is an assigned frequency for calculating the dynamic stiffness and the damping.

Flange Connections

The type of the coupling flange (B, BC, etc.) has little effect on the torsional behaviour of the unit. Therefore, one should specify that the coupling be connected to the flanges of the engine and gear box by the most practical means.

In most cases, it is possible to connect the inner or outer member of the coupling to the engine side. It should be noted that the inertias of the inner and outer coupling members differ greatly. Therefore, the way the coupling is connected will have an effect on the torsional vibration behaviour of the system.

The couplings listed below show the most commonly used flange types. However, Geislinger is always prepared to manufacture other connections if it is economically and technically feasible. Please advise Geislinger if other assembly dimensions / configurations are required.

Simplified Coupling Selection and Calculation

For a Geislinger Coupling two types of stiffness are available:

- **Static Stiffness**
  Stiffness value at a static nominal torque. This is shown in the technical data sheets as C_{Tstat}
  For a Geislinger Coupling the static stiffness is practically constant.

- **Dynamic Stiffness**
  Under vibratory load, due to the displacement of oil, the coupling becomes stiffer. The greater the frequency of the vibration, the stiffer the coupling becomes.

Basic damping characteristic for a Geislinger Coupling:

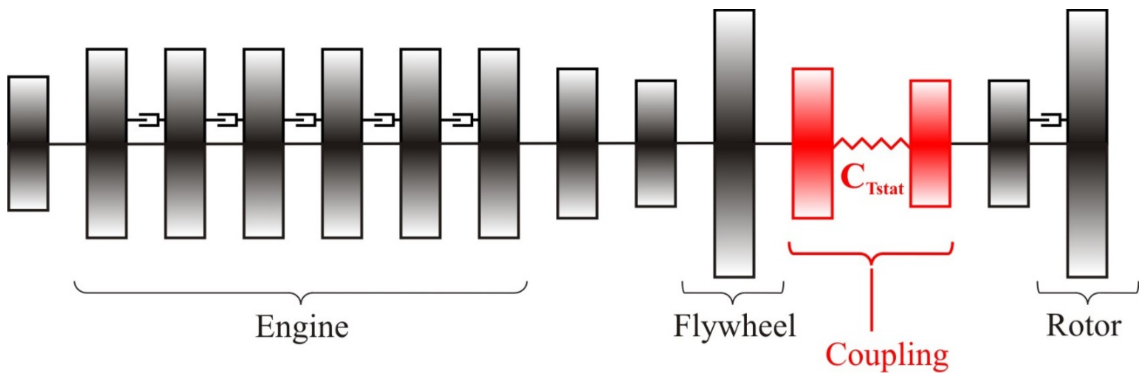
- **Damping with pressurized oil supply**
  The hydrodynamic damping, due to restricted oil flow, depends on the phase of the vibration ω and the characteristic frequency of the Geislinger Coupling ω_0.

In the next 4 steps a simplified way of coupling selection and calculation is demonstrated:

1. First of all, a coupling size for the mean torque T of the engine has to be chosen out of the technical data sheet with $T_{KN} \geq T$

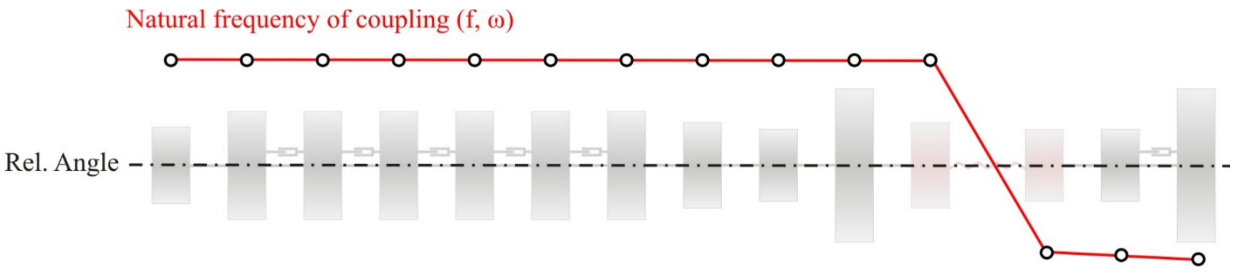
2. A torsional system can be prepared with the constant stiffness C_{Tstat} of the chosen coupling, like it is shown in the example of Fig. 4. To calculate the natural frequencies in this second step, no damping coefficient needs to be used.

Fig. 4



3. Fig. 5 shows the calculated modeshape of the torsional system with the resulting natural frequency ω [rad/s] and f [Hz].

Fig. 5



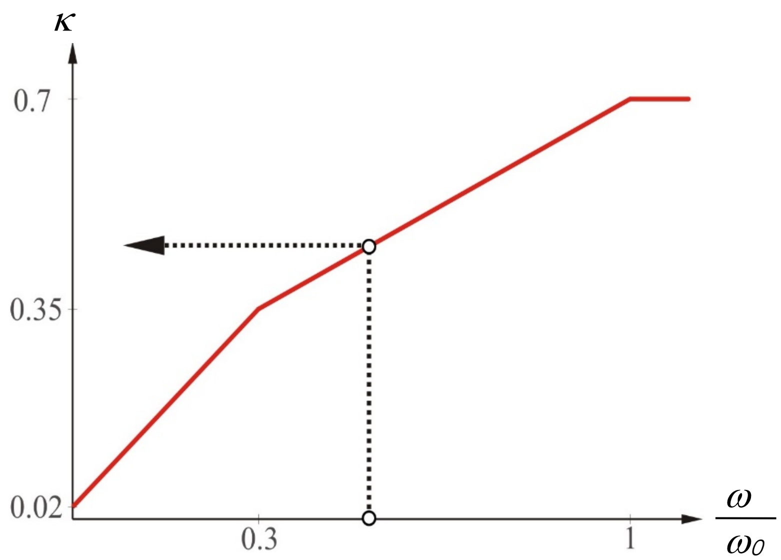
According to the two following equations, the dynamic stiffness C_{Tdyn} can be calculated

$$0 \le \omega \le \omega_0 : \qquad C_{Tdyn} = C_{Tstat} \cdot \left(1 + 0.37\,\frac{\omega}{\omega_0}\right)$$

$$\omega_0 \le \omega : \qquad C_{Tdyn} = C_{Tstat} \cdot \left(1.1 + 0.27\,\frac{\omega}{\omega_0}\right)$$

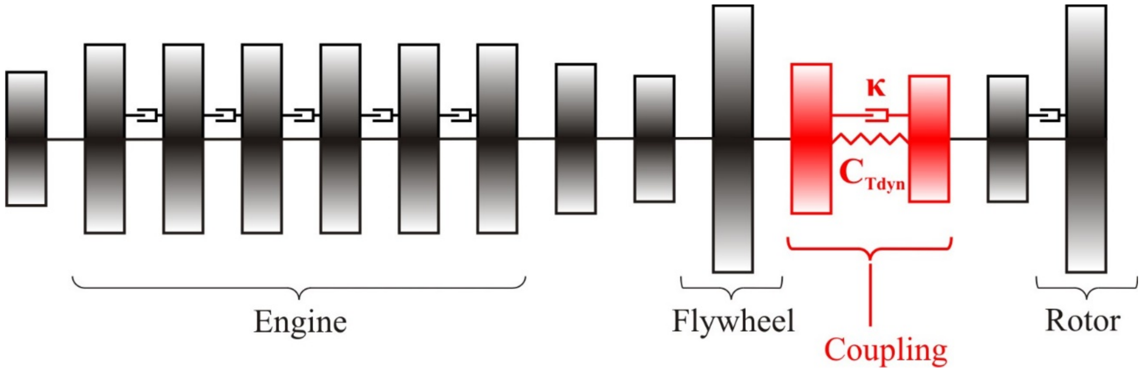
The hydrodynamic damping, due to restricted oil flow, depends on the phase of the vibration ω and the characteristic frequency of the Geislinger Coupling ω_0. By using the equations of page 11 or following diagram the undimensioned damping factor κ can be determined. A conversion table for different damping values can be found on page 11.

Fig. 6



4. The torsional system now can be updated by using the calculated dynamical stiffness C_{Tdyn} and the undimensioned damping factor κ

Fig. 7



Now the coupling selection is sufficiently accurate for the torsional vibration calculation with constant parameters. Please contact Geislinger if any further help is needed.

Technical Data

Couplings Series 45HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/45HC*	5.44	0.119	540	0.091	1.7	0.26	8.2	3	1	15	0.33
36/3.3/45HC*	8.15	0.179	670	0.136	1.8	0.3	12	3	1.5	13	1.1
36/5/45HC*	12.4	0.271	950	0.207	1.9	0.35	19	3	2.2	11	3.9
36/7.5/45HC*	18.5	0.406	1400	0.31	2.1	0.4	28	3	3.4	9	13
41/2.2/45HC*	6.6	0.145	370	0.122	2.1	0.28	7.2	3	1	15	0.29
41/3.3/45HC*	9.9	0.217	450	0.183	2.3	0.32	11	3	1.5	13	0.97
41/5/45HC*	15	0.329	610	0.277	2.4	0.37	16	3	2.3	11	3.4
41/7.5/45HC*	22.5	0.494	850	0.416	2.7	0.42	24	3	3.5	9.3	11
41/10/45HC*	30	0.658	1200	0.554	2.9	0.47	33	3	4.6	8.2	27
48/2.2/45HC*	9.53	0.209	370	0.162	2.9	0.32	8.1	4	1.3	16	0.33
48/3.3/45HC*	14.3	0.314	450	0.243	3	0.36	12	4	1.9	14	1.1
48/5/45HC*	21.6	0.476	650	0.368	3.2	0.42	18	4	3	12	3.8
48/7.5/45HC*	32.5	0.714	930	0.553	3.5	0.48	28	4	4.4	10	13
48/10/45HC*	43.3	0.952	1200	0.737	3.8	0.53	37	4	5.9	8.9	31
56/2.2/45HC*	14.3	0.315	380	0.217	3.9	0.36	9.5	5	1.7	16	0.39
56/3.3/45HC*	21.5	0.472	530	0.326	4	0.42	14	5	2.6	15	1.3
56/5/45HC*	32.6	0.715	740	0.494	4.3	0.48	22	5	3.9	13	4.5
56/7.5/45HC*	48.8	1.07	1100	0.741	4.6	0.55	33	5	5.9	11	15
56/10/45HC*	65.1	1.43	1400	0.988	4.9	0.6	44	5	7.9	9.8	36
56/12.5/45HC*	81.4	1.79	1800	1.23	5.2	0.65	54	5	9.8	8.8	71
63/2.2/45HC*	18.3	0.401	360	0.274	4.9	0.4	9.7	5	2	17	0.39
63/3.3/45HC*	27.4	0.602	470	0.411	5.1	0.45	15	5	3	16	1.3
63/5/45HC*	41.5	0.911	690	0.622	5.3	0.52	22	5	4.5	14	4.6
63/7.5/45HC*	62.3	1.37	990	0.933	5.7	0.59	33	5	6.7	12	16
63/10/45HC*	83	1.82	1300	1.24	6	0.65	44	5	9	10	37
63/12.5/45HC*	104	2.28	1600	1.56	6.4	0.7	55	5	11	9.4	72
63/15/45HC*	125	2.73	2000	1.87	6.8	0.75	66	5	13	8.6	120
72/3.3/45HC*	37.4	0.82	500	0.528	6.5	0.5	16	6	3.6	17	1.4
72/5/45HC*	56.6	1.24	740	0.799	6.8	0.58	24	6	5.4	15	5
72/7.5/45HC*	84.9	1.86	1100	1.2	7.2	0.66	36	6	8.2	13	17
72/10/45HC*	113	2.48	1500	1.6	7.7	0.73	48	6	11	11	40
72/12.5/45HC*	142	3.1	1800	2	8.1	0.78	60	6	14	10	78
72/15/45HC*	170	3.73	2100	2.4	8.5	0.83	72	6	16	9.4	130
80/5/45HC*	68	1.49	580	0.994	8.3	0.61	23	6	5.8	15	4.8
80/7.5/45HC*	102	2.24	860	1.49	8.8	0.7	34	6	8.8	13	16
80/10/45HC*	136	2.98	1100	1.99	9.2	0.77	46	6	12	12	38
80/12.5/45HC*	170	3.73	1400	2.48	9.7	0.83	57	6	15	11	75
80/15/45HC*	204	4.48	1700	2.98	10	0.88	69	6	18	9.8	130
80/17.5/45HC*	238	5.22	2000	3.48	11	0.93	80	6	20	9.1	210

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

GEISLINGER®
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Couplings Series 45HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/45HC*	93.5	2.05	720	1.23	10	0.68	26	7	7.3	16	5.5
90/7.5/45HC*	140	3.08	1100	1.85	11	0.78	40	7	11	14	19
90/10/45HC*	187	4.1	1400	2.47	11	0.86	53	7	15	13	44
90/12.5/45HC*	234	5.13	1800	3.09	12	0.92	66	7	18	12	86
90/15/45HC*	281	6.16	2100	3.7	12	0.98	79	7	22	11	150
90/17.5/45HC*	327	7.18	2300	4.32	13	1	92	7	26	9.5	240
90/20/45HC*	374	8.21	3000	4.94	14	1.1	110	7	29	9.4	350
100/5/45HC*	94.9	2.08	450	1.49	13	0.68	21	7	6.6	15	4.3
100/7.5/45HC*	142	3.12	650	2.23	13	0.78	31	7	9.8	14	15
100/10/45HC*	190	4.17	850	2.97	14	0.86	41	7	13	12	34
100/12.5/45HC*	237	5.21	1100	3.72	14	0.93	52	7	16	11	67
100/15/45HC*	285	6.25	1300	4.46	15	0.99	62	7	20	11	120
100/17.5/45HC*	332	7.29	1300	5.2	16	1	72	7	23	9.4	180
100/20/45HC*	380	8.33	1700	5.95	16	1.1	83	7	26	9.2	280
100/22.5/45HC*	427	9.37	1700	6.69	17	1.1	93	7	30	8.4	390
110/7.5/45HC*	163	3.58	500	2.71	16	0.82	29	8	10	14	13
110/10/45HC*	218	4.78	650	3.62	17	0.9	38	8	13	13	32
110/12.5/45HC*	272	5.97	800	4.52	17	0.97	48	8	17	12	62
110/15/45HC*	326	7.17	870	5.42	18	1	57	8	20	10	110
110/17.5/45HC*	381	8.36	1200	6.33	18	1.1	67	8	24	10	170
110/20/45HC*	435	9.55	1200	7.23	19	1.1	76	8	27	9.1	250
110/22.5/45HC*	489	10.7	1500	8.14	20	1.2	86	8	30	9	360
110/25/45HC*	544	11.9	1500	9.04	20	1.2	95	8	34	8.2	500
125/10/45HC*	271	5.95	500	4.7	21	0.97	36	8	15	13	30
125/12.5/45HC*	338	7.44	550	5.88	22	1	45	8	18	12	58
125/15/45HC*	406	8.92	720	7.05	22	1.1	54	8	22	11	100
125/17.5/45HC*	474	10.4	930	8.23	23	1.2	63	8	25	11	160
125/20/45HC*	541	11.9	930	9.4	24	1.2	72	8	29	9.8	240
125/22.5/45HC*	609	13.4	1200	10.6	25	1.3	81	8	33	9.6	340
125/25/45HC*	677	14.9	1200	11.8	25	1.3	90	8	36	8.8	470
125/30/45HC*	812	17.8	1500	14.1	27	1.4	110	8	44	8.1	810
140/12.5/45HC*	404	8.89	480	7.36	27	1.1	42	10	19	12	55
140/15/45HC*	485	10.7	620	8.84	27	1.2	51	10	23	12	95
140/17.5/45HC*	566	12.5	620	10.3	28	1.2	59	10	27	11	150
140/20/45HC*	647	14.2	780	11.8	29	1.3	67	10	31	10	220
140/22.5/45HC*	728	16	780	13.3	30	1.3	76	10	35	9.4	320
140/25/45HC*	808	17.8	970	14.7	31	1.4	84	10	39	9.2	440
140/30/45HC*	970	21.3	1200	17.7	32	1.5	100	10	46	8.5	760
140/35/45HC	1130	24.9	1400	20.6	34	1.6	120	10	54	7.9	1200

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 45HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/45HC*	585	12.9	680	9.56	34	1.3	49	10	25	15	64
160/15/45HC*	702	15.4	680	11.5	35	1.3	59	10	30	13	110
160/17.5/45HC*	820	18	850	13.4	36	1.4	69	10	35	12	180
160/20/45HC*	937	20.6	1000	15.3	37	1.5	79	10	40	12	260
160/22.5/45HC*	1050	23.2	1000	17.2	38	1.5	89	10	45	11	380
160/25/45HC*	1170	25.7	1300	19.1	39	1.6	99	10	50	11	520
160/30/45HC*	1400	30.9	1500	22.9	41	1.7	120	10	60	9.6	890
160/35/45HC*	1640	36	1800	26.8	43	1.8	140	10	70	8.9	1400
160/40/45HC	1870	41.2	1800	30.6	44	1.8	160	10	81	7.9	2100
180/15/45HC*	899	19.8	640	14.4	44	1.4	61	12	35	14	110
180/17.5/45HC*	1050	23	780	16.8	45	1.5	71	12	40	13	180
180/20/45HC*	1200	26.3	950	19.2	46	1.6	81	12	46	12	270
180/22.5/45HC*	1350	29.6	1100	21.6	47	1.7	91	12	52	12	390
180/25/45HC*	1500	32.9	1100	24	48	1.7	100	12	58	11	530
180/30/45HC*	1800	39.5	1300	28.7	50	1.8	120	12	69	10	910
180/35/45HC*	2100	46.1	1600	33.5	52	1.9	140	12	81	9.3	1500
180/40/45HC*	2400	52.7	1800	38.3	54	2	160	12	92	8.8	2200
180/45/45HC*	2700	59.3	2100	43.1	56	2.1	180	12	100	8.3	3100

Larger couplings are available on request.

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 45UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/45UC*	5.44	0.119	560	0.091	1.7	0.26	8.2	3	1	15	0.33
36/3.3/45UC*	8.15	0.179	710	0.136	1.8	0.3	12	3	1.5	13	1.1
36/5/45UC*	12.4	0.271	1000	0.207	1.9	0.35	19	3	2.2	11	3.9
36/7.5/45UC*	18.5	0.406	1400	0.31	2.1	0.4	28	3	3.4	9	13
41/2.2/45UC*	6.6	0.145	380	0.122	2.1	0.28	7.2	3	1	15	0.29
41/3.3/45UC*	9.9	0.217	470	0.183	2.3	0.32	11	3	1.5	13	0.97
41/5/45UC*	15	0.329	640	0.277	2.4	0.37	16	3	2.3	11	3.4
41/7.5/45UC*	22.5	0.494	900	0.416	2.7	0.42	24	3	3.5	9.3	11
41/10/45UC*	30	0.658	1200	0.554	2.9	0.47	33	3	4.6	8.2	27
48/2.2/45UC*	9.53	0.209	380	0.162	2.9	0.32	8.1	4	1.3	16	0.33
48/3.3/45UC*	14.3	0.314	470	0.243	3	0.36	12	4	1.9	14	1.1
48/5/45UC*	21.6	0.476	690	0.368	3.2	0.42	18	4	3	12	3.8
48/7.5/45UC*	32.5	0.714	990	0.553	3.5	0.48	28	4	4.4	10	13
48/10/45UC*	43.3	0.952	1300	0.737	3.8	0.53	37	4	5.9	8.9	31
56/2.2/45UC*	14.3	0.315	400	0.217	3.9	0.36	9.5	5	1.7	16	0.39
56/3.3/45UC*	21.5	0.472	560	0.326	4	0.42	14	5	2.6	15	1.3
56/5/45UC*	32.6	0.715	790	0.494	4.3	0.48	22	5	3.9	13	4.5
56/7.5/45UC*	48.8	1.07	1200	0.741	4.6	0.55	33	5	5.9	11	15
56/10/45UC*	65.1	1.43	1500	0.988	4.9	0.6	44	5	7.9	9.8	36
56/12.5/45UC*	81.4	1.79	1900	1.23	5.2	0.65	54	5	9.8	8.8	71
63/2.2/45UC*	18.3	0.401	390	0.274	4.9	0.4	9.7	5	2	17	0.39
63/3.3/45UC*	27.4	0.602	500	0.411	5.1	0.45	15	5	3	16	1.3
63/5/45UC*	41.5	0.911	740	0.622	5.3	0.52	22	5	4.5	14	4.6
63/7.5/45UC*	62.3	1.37	1100	0.933	5.7	0.59	33	5	6.7	12	16
63/10/45UC*	83	1.82	1400	1.24	6	0.65	44	5	9	10	37
63/12.5/45UC*	104	2.28	1700	1.56	6.4	0.7	55	5	11	9.4	72
63/15/45UC*	125	2.73	2100	1.87	6.8	0.75	66	5	13	8.6	120
72/3.3/45UC*	37.4	0.82	530	0.528	6.5	0.5	16	6	3.6	17	1.4
72/5/45UC*	56.6	1.24	800	0.799	6.8	0.58	24	6	5.4	15	5
72/7.5/45UC*	84.9	1.86	1200	1.2	7.2	0.66	36	6	8.2	13	17
72/10/45UC*	113	2.48	1600	1.6	7.7	0.73	48	6	11	11	40
72/12.5/45UC*	142	3.1	1900	2	8.1	0.78	60	6	14	10	78
72/15/45UC*	170	3.73	2300	2.4	8.5	0.83	72	6	16	9.4	130
80/5/45UC*	68	1.49	620	0.994	8.3	0.61	23	6	5.8	15	4.8
80/7.5/45UC*	102	2.24	920	1.49	8.8	0.7	34	6	8.8	13	16
80/10/45UC*	136	2.98	1200	1.99	9.2	0.77	46	6	12	12	38
80/12.5/45UC*	170	3.73	1500	2.48	9.7	0.83	57	6	15	11	75
80/15/45UC*	204	4.48	1800	2.98	10	0.88	69	6	18	9.8	130
80/17.5/45UC*	238	5.22	2100	3.48	11	0.93	80	6	20	9.1	210

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Couplings Series 45UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/45UC*	93.5	2.05	780	1.23	10	0.68	26	7	7.3	16	5.5
90/7.5/45UC*	140	3.08	1200	1.85	11	0.78	40	7	11	14	19
90/10/45UC*	187	4.1	1600	2.47	11	0.86	53	7	15	13	44
90/12.5/45UC*	234	5.13	1900	3.09	12	0.92	66	7	18	12	86
90/15/45UC*	281	6.16	2300	3.7	12	0.98	79	7	22	11	150
90/17.5/45UC*	327	7.18	2400	4.32	13	1	92	7	26	9.5	240
90/20/45UC*	374	8.21	3300	4.94	14	1.1	110	7	29	9.4	350
100/5/45UC*	94.9	2.08	490	1.49	13	0.68	21	7	6.6	15	4.3
100/7.5/45UC*	142	3.12	700	2.23	13	0.78	31	7	9.8	14	15
100/10/45UC*	190	4.17	920	2.97	14	0.86	41	7	13	12	34
100/12.5/45UC*	237	5.21	1200	3.72	14	0.93	52	7	16	11	67
100/15/45UC*	285	6.25	1400	4.46	15	0.99	62	7	20	11	120
100/17.5/45UC*	332	7.29	1400	5.2	16	1	72	7	23	9.4	180
100/20/45UC*	380	8.33	1900	5.95	16	1.1	83	7	26	9.2	280
100/22.5/45UC*	427	9.37	1900	6.69	17	1.1	93	7	30	8.4	390
110/7.5/45UC*	163	3.58	540	2.71	16	0.82	29	8	10	14	13
110/10/45UC*	218	4.78	690	3.62	17	0.9	38	8	13	13	32
110/12.5/45UC*	272	5.97	860	4.52	17	0.97	48	8	17	12	62
110/15/45UC*	326	7.17	940	5.42	18	1	57	8	20	10	110
110/17.5/45UC*	381	8.36	1200	6.33	18	1.1	67	8	24	10	170
110/20/45UC*	435	9.55	1200	7.23	19	1.1	76	8	27	9.1	250
110/22.5/45UC*	489	10.7	1600	8.14	20	1.2	86	8	30	9	360
110/25/45UC*	544	11.9	1600	9.04	20	1.2	95	8	34	8.2	500
125/10/45UC*	271	5.95	540	4.7	21	0.97	36	8	15	13	30
125/12.5/45UC*	338	7.44	580	5.88	22	1	45	8	18	12	58
125/15/45UC*	406	8.92	770	7.05	22	1.1	54	8	22	11	100
125/17.5/45UC*	474	10.4	1000	8.23	23	1.2	63	8	25	11	160
125/20/45UC*	541	11.9	1000	9.4	24	1.2	72	8	29	9.8	240
125/22.5/45UC*	609	13.4	1300	10.6	25	1.3	81	8	33	9.6	340
125/25/45UC*	677	14.9	1300	11.8	25	1.3	90	8	36	8.8	470
125/30/45UC*	812	17.8	1600	14.1	27	1.4	110	8	44	8.1	810
140/12.5/45UC*	404	8.89	510	7.36	27	1.1	42	10	19	12	55
140/15/45UC*	485	10.7	660	8.84	27	1.2	51	10	23	12	95
140/17.5/45UC*	566	12.5	660	10.3	28	1.2	59	10	27	11	150
140/20/45UC*	647	14.2	840	11.8	29	1.3	67	10	31	10	220
140/22.5/45UC*	728	16	840	13.3	30	1.3	76	10	35	9.4	320
140/25/45UC*	808	17.8	1000	14.7	31	1.4	84	10	39	9.2	440
140/30/45UC*	970	21.3	1300	17.7	32	1.5	100	10	46	8.5	760
140/35/45UC	1130	24.9	1600	20.6	34	1.6	120	10	54	7.9	1200

All technical data are without warranty. Dimensions and design modifications reserved.
Coupling types marked with ‘ * ’ are suitable for combination with Flexlink K8.

Couplings Series 45UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/45UC*	585	12.9	740	9.56	34	1.3	49	10	25	15	64
160/15/45UC*	702	15.4	740	11.5	35	1.3	59	10	30	13	110
160/17.5/45UC*	820	18	920	13.4	36	1.4	69	10	35	12	180
160/20/45UC*	937	20.6	1100	15.3	37	1.5	79	10	40	12	260
160/22.5/45UC*	1050	23.2	1100	17.2	38	1.5	89	10	45	11	380
160/25/45UC*	1170	25.7	1400	19.1	39	1.6	99	10	50	11	520
160/30/45UC*	1400	30.9	1600	22.9	41	1.7	120	10	60	9.6	890
160/35/45UC*	1640	36	2000	26.8	43	1.8	140	10	70	8.9	1400
160/40/45UC	1870	41.2	2000	30.6	44	1.8	160	10	81	7.9	2100
180/15/45UC*	899	19.8	690	14.4	44	1.4	61	12	35	14	110
180/17.5/45UC*	1050	23	850	16.8	45	1.5	71	12	40	13	180
180/20/45UC*	1200	26.3	1000	19.2	46	1.6	81	12	46	12	270
180/22.5/45UC*	1350	29.6	1200	21.6	47	1.7	91	12	52	12	390
180/25/45UC*	1500	32.9	1200	24	48	1.7	100	12	58	11	530
180/30/45UC*	1800	39.5	1500	28.7	50	1.8	120	12	69	10	910
180/35/45UC*	2100	46.1	1700	33.5	52	1.9	140	12	81	9.3	1500
180/40/45UC*	2400	52.7	2000	38.3	54	2	160	12	92	8.8	2200
180/45/45UC*	2700	59.3	2300	43.1	56	2.1	180	12	100	8.3	3100

Larger couplings are available on request.

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Coupling types marked with ‘ * ’ are suitable for combination with Flexlink K8.

Couplings Series 75NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/75NC*	4.91	0.065	400	0.0904	1.7	0.25	6.1	3	1	14	0.25
36/3.3/75NC*	7.36	0.097	530	0.136	1.8	0.29	9.1	3	1.6	12	0.83
36/5/75NC*	11.1	0.147	790	0.205	1.9	0.34	14	3	2.4	11	2.9
36/7.5/75NC*	16.7	0.22	1100	0.308	2.1	0.38	21	3	3.6	8.6	9.7
41/2.2/75NC*	6.51	0.086	350	0.121	2.1	0.28	6	3	1.2	15	0.24
41/3.3/75NC*	9.77	0.129	450	0.181	2.3	0.32	9	3	1.8	13	0.82
41/5/75NC*	14.8	0.195	640	0.275	2.4	0.37	14	3	2.7	11	2.8
41/7.5/75NC*	22.2	0.292	910	0.412	2.7	0.42	20	3	4.1	9.3	9.6
41/10/75NC*	29.6	0.39	1200	0.549	2.9	0.46	27	3	5.4	8	23
48/2.2/75NC*	8.35	0.11	250	0.163	2.9	0.3	5.5	4	1.3	15	0.22
48/3.3/75NC*	12.5	0.165	340	0.244	3	0.35	8.3	4	1.9	14	0.75
48/5/75NC*	19	0.25	470	0.37	3.2	0.4	13	4	3	12	2.6
48/7.5/75NC*	28.5	0.374	690	0.555	3.5	0.46	19	4	4.4	9.8	8.9
48/10/75NC*	37.9	0.499	870	0.74	3.8	0.5	25	4	5.9	8.4	21
56/2.2/75NC*	12.5	0.165	300	0.218	3.9	0.35	6.5	5	1.7	16	0.26
56/3.3/75NC*	18.8	0.247	400	0.327	4	0.4	9.8	5	2.6	15	0.89
56/5/75NC*	28.4	0.374	590	0.496	4.3	0.46	15	5	3.9	13	3.1
56/7.5/75NC*	42.7	0.561	830	0.744	4.6	0.52	22	5	5.9	11	10
56/10/75NC*	56.9	0.748	1100	0.992	4.9	0.58	30	5	7.9	9.5	25
56/12.5/75NC*	71.1	0.935	1400	1.24	5.2	0.62	37	5	9.8	8.4	49
63/2.2/75NC*	15.3	0.202	220	0.277	4.9	0.37	6.2	5	1.9	16	0.25
63/3.3/75NC*	23	0.303	320	0.416	5.1	0.43	9.3	5	2.8	15	0.85
63/5/75NC*	34.9	0.459	450	0.63	5.3	0.49	14	5	4.2	13	2.9
63/7.5/75NC*	52.3	0.688	660	0.946	5.7	0.56	21	5	6.4	11	10
63/10/75NC*	69.7	0.918	880	1.26	6	0.62	28	5	8.5	10	24
63/12.5/75NC*	87.1	1.15	1100	1.58	6.4	0.66	35	5	11	8.9	46
63/15/75NC*	105	1.38	1300	1.89	6.8	0.71	43	5	13	8.2	80
72/3.3/75NC*	29.8	0.393	280	0.535	6.5	0.46	9.6	6	3.2	15	0.87
72/5/75NC*	45.1	0.595	400	0.811	6.8	0.53	15	6	4.9	14	3
72/7.5/75NC*	67.7	0.892	600	1.22	7.2	0.61	22	6	7.3	12	10
72/10/75NC*	90.3	1.19	800	1.62	7.7	0.67	29	6	9.8	11	24
72/12.5/75NC*	113	1.49	980	2.03	8.1	0.72	36	6	12	9.5	47
72/15/75NC*	135	1.78	1200	2.43	8.5	0.77	44	6	15	8.7	82
80/5/75NC*	57	0.75	400	1.01	8.3	0.58	15	6	5.5	15	3.1
80/7.5/75NC*	85.5	1.13	580	1.51	8.8	0.66	22	6	8.3	13	10
80/10/75NC*	114	1.5	780	2.02	9.2	0.73	29	6	11	11	24
80/12.5/75NC*	143	1.88	950	2.52	9.7	0.78	37	6	14	10	48
80/15/75NC*	171	2.25	1100	3.03	10	0.83	44	6	17	9.2	83
80/17.5/75NC*	200	2.63	1400	3.53	11	0.88	51	6	19	8.6	130

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/75NC*	71.7	0.944	340	1.27	10	0.62	15	7	6.2	15	3.1
90/7.5/75NC*	108	1.42	510	1.91	11	0.71	22	7	9.3	13	10
90/10/75NC*	143	1.89	700	2.55	11	0.79	29	7	12	12	25
90/12.5/75NC*	179	2.36	870	3.18	12	0.85	37	7	16	11	48
90/15/75NC*	215	2.83	1000	3.82	12	0.9	44	7	19	9.7	83
90/17.5/75NC*	251	3.31	1200	4.45	13	0.95	52	7	22	9	130
90/20/75NC*	287	3.78	1400	5.09	14	0.99	59	7	25	8.4	200
100/5/75NC*	80.9	1.07	340	1.5	13	0.65	14	7	6.4	15	2.9
100/7.5/75NC*	121	1.6	480	2.25	13	0.74	21	7	9.6	13	9.7
100/10/75NC*	162	2.13	640	3.01	14	0.82	28	7	13	12	23
100/12.5/75NC*	202	2.67	790	3.76	14	0.88	34	7	16	11	45
100/15/75NC*	243	3.2	950	4.51	15	0.94	41	7	19	10	78
100/17.5/75NC*	283	3.73	1100	5.26	16	0.98	48	7	22	9.2	120
100/20/75NC*	324	4.26	1100	6.01	16	1	55	7	26	8.4	180
100/22.5/75NC*	364	4.8	1500	6.76	17	1.1	62	7	29	8.4	260
110/7.5/75NC*	132	1.74	280	2.77	16	0.76	17	8	9.1	13	8.1
110/10/75NC*	175	2.31	370	3.69	17	0.84	23	8	12	12	19
110/12.5/75NC*	219	2.89	450	4.62	17	0.9	29	8	15	11	38
110/15/75NC*	263	3.47	540	5.54	18	0.96	35	8	18	9.9	65
110/17.5/75NC*	307	4.05	610	6.47	18	1	40	8	21	9.2	100
110/20/75NC*	351	4.63	810	7.39	19	1.1	46	8	24	9.1	150
110/22.5/75NC*	395	5.21	810	8.31	20	1.1	52	8	27	8.2	220
110/25/75NC	439	5.78	810	9.24	20	1.1	58	8	30	7.5	300
125/10/75NC*	238	3.14	440	4.73	21	0.93	25	8	15	13	21
125/12.5/75NC*	298	3.93	540	5.91	22	1	32	8	19	12	41
125/15/75NC*	358	4.71	710	7.09	22	1.1	38	8	22	11	71
125/17.5/75NC*	417	5.5	710	8.27	23	1.1	44	8	26	10	110
125/20/75NC*	477	6.28	920	9.45	24	1.2	50	8	30	9.8	170
125/22.5/75NC*	536	7.07	920	10.6	25	1.2	57	8	33	8.9	240
125/25/75NC*	596	7.86	1200	11.8	25	1.3	63	8	37	8.8	330
125/30/75NC	715	9.43	1200	14.2	27	1.3	76	8	44	7.5	570
140/12.5/75NC*	350	4.61	440	7.46	27	1.1	28	10	19	12	37
140/15/75NC*	420	5.53	440	8.95	27	1.1	34	10	23	11	63
140/17.5/75NC*	490	6.45	560	10.4	28	1.2	39	10	27	11	100
140/20/75NC*	560	7.37	560	11.9	29	1.2	45	10	30	9.5	150
140/22.5/75NC*	630	8.3	720	13.4	30	1.3	51	10	34	9.4	210
140/25/75NC*	700	9.22	720	14.9	31	1.3	56	10	38	8.6	290
140/30/75NC	840	11.1	890	17.9	32	1.4	67	10	45	7.9	510
140/35/75NC	980	12.9	1100	20.9	34	1.5	79	10	53	7.4	800

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/75NC*	466	6.15	430	9.76	34	1.2	29	10	22	13	38
160/15/75NC*	559	7.38	430	11.7	35	1.2	35	10	27	12	66
160/17.5/75NC*	653	8.61	540	13.7	36	1.3	41	10	31	11	110
160/20/75NC*	746	9.83	680	15.6	37	1.4	47	10	36	11	160
160/22.5/75NC*	839	11.1	680	17.6	38	1.4	53	10	40	10	220
160/25/75NC*	932	12.3	830	19.5	39	1.5	59	10	45	9.9	310
160/30/75NC*	1120	14.8	1000	23.4	41	1.6	71	10	54	9.1	530
160/35/75NC	1310	17.2	1000	27.3	43	1.6	83	10	63	7.9	840
160/40/75NC	1490	19.7	1200	31.2	44	1.7	95	10	72	7.5	1300
180/15/75NC*	709	9.35	470	14.7	44	1.3	36	12	31	13	68
180/17.5/75NC*	827	10.9	580	17.2	45	1.4	42	12	36	12	110
180/20/75NC*	945	12.5	710	19.6	46	1.5	48	12	41	12	160
180/22.5/75NC*	1060	14	710	22.1	47	1.5	54	12	46	11	230
180/25/75NC*	1180	15.6	870	24.5	48	1.6	60	12	51	10	310
180/30/75NC*	1420	18.7	1000	29.4	50	1.7	73	12	61	9.5	540
180/35/75NC*	1650	21.8	1200	34.3	52	1.8	85	12	71	8.8	860
180/40/75NC*	1890	24.9	1400	39.2	54	1.9	97	12	82	8.3	1300
180/45/75NC	2130	28.1	1400	44.1	56	1.9	110	12	92	7.5	1800

Larger couplings are available on request.

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GEISLINGER® POWERTRAIN SOLUTIONS. BUILT TO LAST.

Couplings Series 75HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/75HC*	3.76	0.05	250	0.0928	1.7	0.23	4.7	3	0.8	13	0.19
36/3.3/75HC*	5.63	0.074	320	0.139	1.8	0.27	7	3	1.2	12	0.63
36/5/75HC*	8.53	0.113	440	0.211	1.9	0.31	11	3	1.8	9.8	2.2
36/7.5/75HC	12.8	0.169	600	0.316	2.1	0.35	16	3	2.7	7.9	7.5
41/2.2/75HC*	5.1	0.067	230	0.124	2.1	0.26	4.7	3	0.9	14	0.19
41/3.3/75HC*	7.65	0.101	290	0.187	2.3	0.3	7	3	1.4	13	0.64
41/5/75HC*	11.6	0.152	390	0.283	2.4	0.34	11	3	2.1	10	2.2
41/7.5/75HC*	17.4	0.229	560	0.424	2.7	0.39	16	3	3.2	8.7	7.5
41/10/75HC	23.2	0.305	730	0.565	2.9	0.43	21	3	4.3	7.5	18
48/2.2/75HC*	6.58	0.086	170	0.167	2.9	0.28	4.4	4	1	14	0.18
48/3.3/75HC*	9.86	0.13	210	0.251	3	0.32	6.5	4	1.5	12	0.59
48/5/75HC*	14.9	0.196	290	0.38	3.2	0.37	9.9	4	2.3	11	2.1
48/7.5/75HC*	22.4	0.295	400	0.57	3.5	0.42	15	4	3.5	9	7
48/10/75HC	29.9	0.393	550	0.759	3.8	0.47	20	4	4.7	7.9	17
56/2.2/75HC*	9.72	0.128	170	0.224	3.9	0.32	5.1	5	1.3	15	0.21
56/3.3/75HC*	14.6	0.192	240	0.336	4	0.37	7.6	5	2	13	0.69
56/5/75HC*	22.1	0.291	320	0.509	4.3	0.42	12	5	3.1	12	2.4
56/7.5/75HC*	33.1	0.436	470	0.763	4.6	0.48	17	5	4.6	9.9	8.1
56/10/75HC*	44.2	0.582	620	1.02	4.9	0.53	23	5	6.1	8.7	19
56/12.5/75HC	55.2	0.727	770	1.27	5.2	0.57	29	5	7.6	7.8	38
63/2.2/75HC*	11.8	0.155	130	0.285	4.9	0.34	4.8	5	1.4	15	0.19
63/3.3/75HC*	17.6	0.232	170	0.427	5.1	0.39	7.2	5	2.1	14	0.65
63/5/75HC*	26.7	0.352	250	0.648	5.3	0.45	11	5	3.3	12	2.3
63/7.5/75HC*	40.1	0.528	350	0.971	5.7	0.51	16	5	4.9	10	7.6
63/10/75HC*	53.4	0.704	460	1.3	6	0.56	22	5	6.5	9	18
63/12.5/75HC*	66.8	0.88	590	1.62	6.4	0.61	27	5	8.1	8.2	35
63/15/75HC	80.1	1.06	710	1.94	6.8	0.65	33	5	9.8	7.5	61
72/3.3/75HC*	23.1	0.304	170	0.548	6.5	0.43	7.4	6	2.5	14	0.67
72/5/75HC*	34.9	0.461	230	0.83	6.8	0.49	11	6	3.8	13	2.3
72/7.5/75HC*	52.4	0.691	340	1.25	7.2	0.56	17	6	5.7	11	7.9
72/10/75HC*	69.9	0.921	450	1.66	7.7	0.62	23	6	7.6	9.8	19
72/12.5/75HC*	87.3	1.15	570	2.08	8.1	0.67	28	6	9.5	8.8	37
72/15/75HC*	105	1.38	670	2.49	8.5	0.71	34	6	11	8	63
80/5/75HC*	44.8	0.589	230	1.04	8.3	0.53	12	6	4.3	13	2.4
80/7.5/75HC*	67.2	0.884	340	1.56	8.8	0.61	17	6	6.5	12	8.1
80/10/75HC*	89.6	1.18	450	2.07	9.2	0.67	23	6	8.7	10	19
80/12.5/75HC*	112	1.47	560	2.59	9.7	0.72	29	6	11	9.3	38
80/15/75HC*	134	1.77	680	3.11	10	0.77	35	6	13	8.6	65
80/17.5/75HC	157	2.06	790	3.63	11	0.81	40	6	15	7.9	100

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/75HC*	56.7	0.746	210	1.31	10	0.58	12	7	4.9	14	2.4
90/7.5/75HC*	85.1	1.12	310	1.97	11	0.66	17	7	7.4	12	8.2
90/10/75HC*	113	1.49	420	2.62	11	0.73	23	7	9.8	11	19
90/12.5/75HC*	142	1.87	510	3.28	12	0.78	29	7	12	9.8	38
90/15/75HC*	170	2.24	610	3.93	12	0.83	35	7	15	9	65
90/17.5/75HC*	198	2.61	700	4.59	13	0.87	41	7	17	8.3	100
90/20/75HC	227	2.98	800	5.24	14	0.91	47	7	20	7.7	160
100/5/75HC*	63.6	0.837	200	1.54	13	0.6	11	7	5	14	2.2
100/7.5/75HC*	95.4	1.26	280	2.32	13	0.69	16	7	7.5	12	7.6
100/10/75HC*	127	1.67	360	3.09	14	0.75	22	7	10	11	18
100/12.5/75HC*	159	2.09	450	3.86	14	0.81	27	7	13	9.9	35
100/15/75HC*	191	2.51	530	4.63	15	0.86	32	7	15	9.1	61
100/17.5/75HC*	222	2.93	630	5.41	16	0.91	38	7	18	8.5	97
100/20/75HC	254	3.35	710	6.18	16	0.95	43	7	20	8	140
100/22.5/75HC	286	3.77	800	6.95	17	0.99	49	7	23	7.5	210
110/7.5/75HC*	104	1.37	170	2.84	16	0.71	14	8	7.2	12	6.4
110/10/75HC*	139	1.83	220	3.79	17	0.78	18	8	9.6	11	15
110/12.5/75HC*	173	2.28	280	4.74	17	0.84	23	8	12	10	30
110/15/75HC*	208	2.74	330	5.68	18	0.89	27	8	14	9.2	51
110/17.5/75HC*	243	3.19	380	6.63	18	0.94	32	8	17	8.6	82
110/20/75HC*	277	3.65	430	7.58	19	0.98	37	8	19	8.1	120
110/22.5/75HC	312	4.11	460	8.53	20	1	41	8	22	7.5	170
110/25/75HC	347	4.56	610	9.47	20	1.1	46	8	24	7.5	240
125/10/75HC*	185	2.44	220	4.86	21	0.85	20	8	11	12	16
125/12.5/75HC*	231	3.04	280	6.08	22	0.92	24	8	14	11	32
125/15/75HC*	277	3.65	330	7.29	22	0.98	29	8	17	10	55
125/17.5/75HC*	323	4.26	350	8.51	23	1	34	8	20	9	87
125/20/75HC*	369	4.87	470	9.72	24	1.1	39	8	23	8.9	130
125/22.5/75HC*	416	5.48	470	10.9	25	1.1	44	8	26	8.1	190
125/25/75HC*	462	6.09	610	12.2	25	1.2	49	8	29	8.1	250
125/30/75HC	554	7.31	610	14.6	27	1.2	59	8	34	6.9	440
140/12.5/75HC*	269	3.54	200	7.68	27	0.97	22	10	15	11	28
140/15/75HC*	323	4.25	210	9.22	27	1	26	10	17	9.9	49
140/17.5/75HC*	376	4.96	280	10.8	28	1.1	30	10	20	9.6	77
140/20/75HC*	430	5.67	280	12.3	29	1.1	35	10	23	8.7	120
140/22.5/75HC*	484	6.38	370	13.8	30	1.2	39	10	26	8.6	160
140/25/75HC	538	7.09	370	15.4	31	1.2	43	10	29	7.9	220
140/30/75HC	645	8.5	460	18.4	32	1.3	52	10	35	7.4	390
140/35/75HC	753	9.92	580	21.5	34	1.4	60	10	41	6.9	620

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/75HC*	363	4.79	210	10	34	1.1	23	10	17	12	30
160/15/75HC*	436	5.75	210	12	35	1.1	28	10	21	11	52
160/17.5/75HC*	509	6.71	280	14	36	1.2	32	10	24	11	82
160/20/75HC*	581	7.67	350	16	37	1.3	37	10	28	10	120
160/22.5/75HC*	654	8.63	350	18	38	1.3	41	10	31	9.4	170
160/25/75HC*	727	9.59	350	20	39	1.3	46	10	35	8.6	240
160/30/75HC	872	11.5	440	24	41	1.4	55	10	42	7.9	410
160/35/75HC	1020	13.4	540	28	43	1.5	64	10	49	7.4	660
160/40/75HC	1160	15.3	650	32	44	1.6	74	10	56	7.1	980
180/15/75HC*	553	7.3	220	15.1	44	1.2	28	12	24	12	53
180/17.5/75HC*	645	8.52	270	17.6	45	1.3	33	12	28	11	84
180/20/75HC*	737	9.73	340	20.1	46	1.4	38	12	32	11	130
180/22.5/75HC*	829	11	340	22.6	47	1.4	42	12	36	9.9	180
180/25/75HC*	921	12.2	420	25.1	48	1.5	47	12	40	9.8	250
180/30/75HC*	1110	14.6	510	30.2	50	1.6	57	12	48	9	420
180/35/75HC	1290	17	510	35.2	52	1.6	66	12	56	7.9	670
180/40/75HC	1470	19.5	610	40.2	54	1.7	75	12	64	7.4	1000
180/45/75HC	1660	21.9	720	45.2	56	1.8	85	12	72	7.1	1400

Larger couplings are available on request.

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/75UC*	3.76	0.05	280	0.0928	1.7	0.23	4.7	3	0.8	13	0.19
36/3.3/75UC*	5.63	0.074	370	0.139	1.8	0.27	7	3	1.2	12	0.63
36/5/75UC*	8.53	0.113	510	0.211	1.9	0.31	11	3	1.8	9.8	2.2
36/7.5/75UC	12.8	0.169	700	0.316	2.1	0.35	16	3	2.7	7.9	7.5
41/2.2/75UC*	5.1	0.067	260	0.124	2.1	0.26	4.7	3	0.9	14	0.19
41/3.3/75UC*	7.65	0.101	330	0.187	2.3	0.3	7	3	1.4	13	0.64
41/5/75UC*	11.6	0.152	450	0.283	2.4	0.34	11	3	2.1	10	2.2
41/7.5/75UC*	17.4	0.229	650	0.424	2.7	0.39	16	3	3.2	8.7	7.5
41/10/75UC	23.2	0.305	860	0.565	2.9	0.43	21	3	4.3	7.5	18
48/2.2/75UC*	6.58	0.086	180	0.167	2.9	0.28	4.4	4	1	14	0.18
48/3.3/75UC*	9.86	0.13	230	0.251	3	0.32	6.5	4	1.5	12	0.59
48/5/75UC*	14.9	0.196	330	0.38	3.2	0.37	9.9	4	2.3	11	2.1
48/7.5/75UC*	22.4	0.295	460	0.57	3.5	0.42	15	4	3.5	9	7
48/10/75UC	29.9	0.393	640	0.759	3.8	0.47	20	4	4.7	7.9	17
56/2.2/75UC*	9.72	0.128	200	0.224	3.9	0.32	5.1	5	1.3	15	0.21
56/3.3/75UC*	14.6	0.192	270	0.336	4	0.37	7.6	5	2	13	0.69
56/5/75UC*	22.1	0.291	380	0.509	4.3	0.42	12	5	3.1	12	2.4
56/7.5/75UC*	33.1	0.436	550	0.763	4.6	0.48	17	5	4.6	9.9	8.1
56/10/75UC*	44.2	0.582	740	1.02	4.9	0.53	23	5	6.1	8.7	19
56/12.5/75UC	55.2	0.727	910	1.27	5.2	0.57	29	5	7.6	7.8	38
63/2.2/75UC*	11.8	0.155	150	0.285	4.9	0.34	4.8	5	1.4	15	0.19
63/3.3/75UC*	17.6	0.232	200	0.427	5.1	0.39	7.2	5	2.1	14	0.65
63/5/75UC*	26.7	0.352	290	0.648	5.3	0.45	11	5	3.3	12	2.3
63/7.5/75UC*	40.1	0.528	410	0.971	5.7	0.51	16	5	4.9	10	7.6
63/10/75UC*	53.4	0.704	540	1.3	6	0.56	22	5	6.5	9	18
63/12.5/75UC*	66.8	0.88	690	1.62	6.4	0.61	27	5	8.1	8.2	35
63/15/75UC	80.1	1.06	830	1.94	6.8	0.65	33	5	9.8	7.5	61
72/3.3/75UC*	23.1	0.304	190	0.548	6.5	0.43	7.4	6	2.5	14	0.67
72/5/75UC*	34.9	0.461	270	0.83	6.8	0.49	11	6	3.8	13	2.3
72/7.5/75UC*	52.4	0.691	400	1.25	7.2	0.56	17	6	5.7	11	7.9
72/10/75UC*	69.9	0.921	540	1.66	7.7	0.62	23	6	7.6	9.8	19
72/12.5/75UC*	87.3	1.15	680	2.08	8.1	0.67	28	6	9.5	8.8	37
72/15/75UC*	105	1.38	800	2.49	8.5	0.71	34	6	11	8	63
80/5/75UC*	44.8	0.589	270	1.04	8.3	0.53	12	6	4.3	13	2.4
80/7.5/75UC*	67.2	0.884	410	1.56	8.8	0.61	17	6	6.5	12	8.1
80/10/75UC*	89.6	1.18	540	2.07	9.2	0.67	23	6	8.7	10	19
80/12.5/75UC*	112	1.47	670	2.59	9.7	0.72	29	6	11	9.3	38
80/15/75UC*	134	1.77	810	3.11	10	0.77	35	6	13	8.6	65
80/17.5/75UC	157	2.06	950	3.63	11	0.81	40	6	15	7.9	100

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/75UC*	56.7	0.746	250	1.31	10	0.58	12	7	4.9	14	2.4
90/7.5/75UC*	85.1	1.12	370	1.97	11	0.66	17	7	7.4	12	8.2
90/10/75UC*	113	1.49	500	2.62	11	0.73	23	7	9.8	11	19
90/12.5/75UC*	142	1.87	610	3.28	12	0.78	29	7	12	9.8	38
90/15/75UC*	170	2.24	730	3.93	12	0.83	35	7	15	9	65
90/17.5/75UC*	198	2.61	840	4.59	13	0.87	41	7	17	8.3	100
90/20/75UC	227	2.98	960	5.24	14	0.91	47	7	20	7.7	160
100/5/75UC*	63.6	0.837	240	1.54	13	0.6	11	7	5	14	2.2
100/7.5/75UC*	95.4	1.26	340	2.32	13	0.69	16	7	7.5	12	7.6
100/10/75UC*	127	1.67	430	3.09	14	0.75	22	7	10	11	18
100/12.5/75UC*	159	2.09	540	3.86	14	0.81	27	7	13	9.9	35
100/15/75UC*	191	2.51	640	4.63	15	0.86	32	7	15	9.1	61
100/17.5/75UC*	222	2.93	760	5.41	16	0.91	38	7	18	8.5	97
100/20/75UC	254	3.35	860	6.18	16	0.95	43	7	20	8	140
100/22.5/75UC	286	3.77	970	6.95	17	0.99	49	7	23	7.5	210
110/7.5/75UC*	104	1.37	200	2.84	16	0.71	14	8	7.2	12	6.4
110/10/75UC*	139	1.83	260	3.79	17	0.78	18	8	9.6	11	15
110/12.5/75UC*	173	2.28	330	4.74	17	0.84	23	8	12	10	30
110/15/75UC*	208	2.74	390	5.68	18	0.89	27	8	14	9.2	51
110/17.5/75UC*	243	3.19	450	6.63	18	0.94	32	8	17	8.6	82
110/20/75UC*	277	3.65	510	7.58	19	0.98	37	8	19	8.1	120
110/22.5/75UC	312	4.11	540	8.53	20	1	41	8	22	7.5	170
110/25/75UC	347	4.56	720	9.47	20	1.1	46	8	24	7.5	240
125/10/75UC*	185	2.44	260	4.86	21	0.85	20	8	11	12	16
125/12.5/75UC*	231	3.04	330	6.08	22	0.92	24	8	14	11	32
125/15/75UC*	277	3.65	400	7.29	22	0.98	29	8	17	10	55
125/17.5/75UC*	323	4.26	420	8.51	23	1	34	8	20	9	87
125/20/75UC*	369	4.87	560	9.72	24	1.1	39	8	23	8.9	130
125/22.5/75UC*	416	5.48	560	10.9	25	1.1	44	8	26	8.1	190
125/25/75UC*	462	6.09	730	12.2	25	1.2	49	8	29	8.1	250
125/30/75UC	554	7.31	730	14.6	27	1.2	59	8	34	6.9	440
140/12.5/75UC*	269	3.54	230	7.68	27	0.97	22	10	15	11	28
140/15/75UC*	323	4.25	250	9.22	27	1	26	10	17	9.9	49
140/17.5/75UC*	376	4.96	330	10.8	28	1.1	30	10	20	9.6	77
140/20/75UC*	430	5.67	330	12.3	29	1.1	35	10	23	8.7	120
140/22.5/75UC*	484	6.38	430	13.8	30	1.2	39	10	26	8.6	160
140/25/75UC	538	7.09	430	15.4	31	1.2	43	10	29	7.9	220
140/30/75UC	645	8.5	550	18.4	32	1.3	52	10	35	7.4	390
140/35/75UC	753	9.92	680	21.5	34	1.4	60	10	41	6.9	620

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 75UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/75UC*	363	4.79	260	10	34	1.1	23	10	17	12	30
160/15/75UC*	436	5.75	260	12	35	1.1	28	10	21	11	52
160/17.5/75UC*	509	6.71	330	14	36	1.2	32	10	24	11	82
160/20/75UC*	581	7.67	420	16	37	1.3	37	10	28	10	120
160/22.5/75UC*	654	8.63	420	18	38	1.3	41	10	31	9.4	170
160/25/75UC*	727	9.59	420	20	39	1.3	46	10	35	8.6	240
160/30/75UC	872	11.5	530	24	41	1.4	55	10	42	7.9	410
160/35/75UC	1020	13.4	650	28	43	1.5	64	10	49	7.4	660
160/40/75UC	1160	15.3	790	32	44	1.6	74	10	56	7.1	980
180/15/75UC*	553	7.3	270	15.1	44	1.2	28	12	24	12	53
180/17.5/75UC*	645	8.52	340	17.6	45	1.3	33	12	28	11	84
180/20/75UC*	737	9.73	420	20.1	46	1.4	38	12	32	11	130
180/22.5/75UC*	829	11	420	22.6	47	1.4	42	12	36	9.9	180
180/25/75UC*	921	12.2	510	25.1	48	1.5	47	12	40	9.8	250
180/30/75UC*	1110	14.6	620	30.2	50	1.6	57	12	48	9	420
180/35/75UC	1290	17	620	35.2	52	1.6	66	12	56	7.9	670
180/40/75UC	1470	19.5	750	40.2	54	1.7	75	12	64	7.4	1000
180/45/75UC	1660	21.9	890	45.2	56	1.8	85	12	72	7.1	1400

Larger couplings are available on request.

All technical data are without warranty. Dimensions and design modifications reserved.
Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 120NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/120NC*	2.6	0.021	130	0.0945	1.7	0.21	2.3	3	0.6	12	0.09
36/3.3/120NC*	3.9	0.032	160	0.142	1.8	0.24	3.4	3	0.9	10	0.31
36/5/120NC*	5.9	0.049	200	0.215	1.9	0.27	5.2	3	1.3	8.5	1.1
36/7.5/120NC	8.85	0.073	280	0.322	2.1	0.31	7.8	3	2	7	3.6
41/2.2/120NC*	3.4	0.028	98	0.127	2.1	0.23	2.2	3	0.7	12	0.09
41/3.3/120NC*	5.1	0.042	110	0.191	2.3	0.26	3.3	3	1	11	0.3
41/5/120NC*	7.73	0.064	150	0.289	2.4	0.3	5	3	1.5	9.2	1
41/7.5/120NC	11.6	0.096	210	0.433	2.7	0.34	7.5	3	2.3	7.6	3.5
41/10/120NC	15.5	0.127	270	0.577	2.9	0.37	10	3	3	6.4	8.3
48/2.2/120NC*	4.82	0.04	91	0.167	2.9	0.25	2.5	4	0.8	12	0.1
48/3.3/120NC*	7.23	0.06	120	0.25	3	0.29	3.7	4	1.3	11	0.34
48/5/120NC*	11	0.091	160	0.379	3.2	0.33	5.6	4	1.9	9.6	1.2
48/7.5/120NC*	16.4	0.136	230	0.568	3.5	0.38	8.5	4	2.8	8.1	4
48/10/120NC	21.9	0.181	310	0.757	3.8	0.42	11	4	3.8	7.1	9.4
56/2.2/120NC*	6.86	0.057	94	0.225	3.9	0.29	2.7	5	1	13	0.11
56/3.3/120NC*	10.3	0.085	120	0.338	4	0.33	4	5	1.6	12	0.36
56/5/120NC*	15.6	0.129	160	0.512	4.3	0.37	6.1	5	2.4	10	1.3
56/7.5/120NC*	23.4	0.193	240	0.769	4.6	0.43	9.1	5	3.5	8.9	4.3
56/10/120NC	31.2	0.258	320	1.02	4.9	0.47	12	5	4.7	7.7	10
56/12.5/120NC	39	0.322	400	1.28	5.2	0.51	15	5	5.9	6.9	20
63/2.2/120NC*	9.12	0.075	92	0.282	4.9	0.31	2.9	5	1.2	13	0.12
63/3.3/120NC*	13.7	0.113	130	0.424	5.1	0.36	4.3	5	1.9	13	0.39
63/5/120NC*	20.7	0.171	180	0.642	5.3	0.41	6.6	5	2.8	11	1.4
63/7.5/120NC*	31.1	0.256	260	0.963	5.7	0.47	9.8	5	4.2	9.5	4.6
63/10/120NC*	41.4	0.342	350	1.28	6	0.52	13	5	5.6	8.4	11
63/12.5/120NC	51.8	0.427	440	1.6	6.4	0.56	16	5	7	7.5	21
63/15/120NC	62.2	0.512	510	1.93	6.8	0.59	20	5	8.5	6.8	37
72/3.3/120NC*	17.2	0.143	110	0.545	6.5	0.39	4.3	6	2.1	13	0.39
72/5/120NC*	26.1	0.216	140	0.826	6.8	0.44	6.5	6	3.1	11	1.4
72/7.5/120NC*	39.1	0.324	220	1.24	7.2	0.51	9.8	6	4.7	10	4.6
72/10/120NC*	52.1	0.432	290	1.65	7.7	0.56	13	6	6.3	8.8	11
72/12.5/120NC	65.2	0.54	350	2.07	8.1	0.6	16	6	7.8	7.9	21
72/15/120NC	78.2	0.648	430	2.48	8.5	0.64	20	6	9.4	7.2	37
80/5/120NC*	33.8	0.28	160	1.02	8.3	0.49	6.9	6	3.7	12	1.4
80/7.5/120NC*	50.7	0.419	240	1.53	8.8	0.56	10	6	5.5	11	4.8
80/10/120NC*	67.7	0.559	310	2.04	9.2	0.61	14	6	7.4	9.4	11
80/12.5/120NC*	84.6	0.699	390	2.56	9.7	0.66	17	6	9.2	8.5	22
80/15/120NC	101	0.839	460	3.07	10	0.7	21	6	11	7.8	39
80/17.5/120NC	118	0.979	550	3.58	11	0.74	24	6	13	7.2	62

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 120NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/120NC*	45	0.371	190	1.28	10	0.53	7.5	7	4.4	12	1.6
90/7.5/120NC*	67.5	0.557	290	1.92	11	0.61	11	7	6.7	11	5.3
90/10/120NC*	90	0.743	380	2.55	11	0.67	15	7	8.9	9.9	13
90/12.5/120NC*	113	0.929	470	3.19	12	0.72	19	7	11	9	25
90/15/120NC*	135	1.11	570	3.83	12	0.77	23	7	13	8.3	42
90/17.5/120NC	158	1.3	660	4.47	13	0.81	26	7	16	7.7	67
90/20/120NC	180	1.49	770	5.11	14	0.85	30	7	18	7.2	100
100/5/120NC*	48.2	0.398	140	1.53	13	0.55	6.3	7	4.2	13	1.3
100/7.5/120NC*	72.3	0.596	190	2.3	13	0.62	9.4	7	6.3	11	4.4
100/10/120NC*	96.4	0.795	260	3.07	14	0.69	13	7	8.4	10	10
100/12.5/120NC*	121	0.994	320	3.84	14	0.74	16	7	10	9.1	20
100/15/120NC*	145	1.19	390	4.6	15	0.79	19	7	13	8.4	35
100/17.5/120NC	169	1.39	450	5.37	16	0.83	22	7	15	7.8	56
100/20/120NC	193	1.59	520	6.14	16	0.87	25	7	17	7.3	84
100/22.5/120NC	217	1.79	570	6.9	17	0.9	28	7	19	6.8	120
110/7.5/120NC*	82.4	0.68	130	2.81	16	0.65	8.5	8	6.4	11	4
110/10/120NC*	110	0.906	170	3.74	17	0.72	11	8	8.5	10	9.5
110/12.5/120NC*	137	1.13	210	4.68	17	0.77	14	8	11	9.2	19
110/15/120NC*	165	1.36	250	5.62	18	0.82	17	8	13	8.5	32
110/17.5/120NC	192	1.59	300	6.55	18	0.87	20	8	15	8	51
110/20/120NC	220	1.81	330	7.49	19	0.9	23	8	17	7.4	76
110/22.5/120NC	247	2.04	380	8.42	20	0.94	26	8	19	7	110
110/25/120NC	275	2.27	420	9.36	20	0.97	28	8	21	6.6	150
125/10/120NC*	144	1.18	180	4.84	21	0.79	11	8	9.8	11	9.5
125/12.5/120NC*	179	1.48	220	6.06	22	0.85	14	8	12	9.9	19
125/15/120NC*	215	1.77	260	7.27	22	0.9	17	8	15	9.2	32
125/17.5/120NC*	251	2.07	300	8.48	23	0.95	20	8	17	8.6	51
125/20/120NC*	287	2.37	340	9.69	24	0.99	23	8	20	8	76
125/22.5/120NC	323	2.66	350	10.9	25	1	26	8	22	7.4	110
125/25/120NC	359	2.96	470	12.1	25	1.1	29	8	24	7.4	150
125/30/120NC	431	3.55	470	14.5	27	1.1	34	8	29	6.4	260
140/12.5/120NC*	214	1.76	160	7.61	27	0.9	13	10	13	10	17
140/15/120NC*	257	2.12	190	9.13	27	0.95	16	10	15	9.4	30
140/17.5/120NC*	299	2.47	220	10.7	28	1	19	10	18	8.8	48
140/20/120NC	342	2.82	220	12.2	29	1	21	10	21	7.9	71
140/22.5/120NC	385	3.17	290	13.7	30	1.1	24	10	23	7.9	100
140/25/120NC	428	3.53	290	15.2	31	1.1	27	10	26	7.3	140
140/30/120NC	513	4.23	380	18.3	32	1.2	32	10	31	6.8	240
140/35/120NC	599	4.94	480	21.3	34	1.3	37	10	36	6.5	380

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Coupling types marked with ‘ * ’ are suitable for combination with Flexlink K8.

Couplings Series 120NC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/120NC*	286	2.37	160	9.86	34	0.99	14	10	15	11	19
160/15/120NC*	344	2.85	210	11.8	35	1.1	17	10	19	11	32
160/17.5/120NC*	401	3.32	210	13.8	36	1.1	20	10	22	9.6	52
160/20/120NC*	458	3.8	280	15.8	37	1.2	23	10	25	9.5	77
160/22.5/120NC*	515	4.27	280	17.7	38	1.2	26	10	28	8.6	110
160/25/120NC	573	4.75	280	19.7	39	1.2	29	10	31	7.9	150
160/30/120NC	687	5.7	350	23.7	41	1.3	35	10	37	7.4	260
160/35/120NC	802	6.65	440	27.6	43	1.4	40	10	43	6.9	410
160/40/120NC	916	7.6	540	31.5	44	1.5	46	10	50	6.6	620
180/15/120NC*	437	3.61	200	14.9	44	1.1	18	12	21	11	33
180/17.5/120NC*	509	4.22	260	17.4	45	1.2	20	12	25	10	52
180/20/120NC*	582	4.82	330	19.9	46	1.3	23	12	28	10	78
180/22.5/120NC*	655	5.42	330	22.4	47	1.3	26	12	32	9.2	110
180/25/120NC*	728	6.02	330	24.8	48	1.3	29	12	35	8.5	150
180/30/120NC	873	7.23	410	29.8	50	1.4	35	12	42	7.8	260
180/35/120NC	1020	8.43	510	34.8	52	1.5	41	12	49	7.4	420
180/40/120NC	1160	9.63	620	39.8	54	1.6	47	12	56	7	620
180/45/120NC	1310	10.8	620	44.7	56	1.6	53	12	63	6.3	890

Larger couplings are available on request.

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 120HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/120HC*	1.99	0.016	92	0.0962	1.7	0.19	1.7	3	0.4	11	0.07
36/3.3/120HC*	2.99	0.025	110	0.144	1.8	0.22	2.6	3	0.7	9.5	0.24
36/5/120HC	4.52	0.037	140	0.219	1.9	0.25	4	3	1	7.9	0.83
36/7.5/120HC	6.79	0.056	180	0.328	2.1	0.28	6	3	1.5	6.3	2.8
41/2.2/120HC*	2.62	0.022	70	0.129	2.1	0.21	1.7	3	0.5	11	0.07
41/3.3/120HC*	3.92	0.032	81	0.194	2.3	0.24	2.5	3	0.8	10	0.23
41/5/120HC*	5.94	0.049	99	0.293	2.4	0.27	3.8	3	1.2	8.3	0.8
41/7.5/120HC	8.92	0.074	140	0.44	2.7	0.31	5.8	3	1.7	6.9	2.7
41/10/120HC	11.9	0.098	180	0.587	2.9	0.34	7.7	3	2.3	5.9	6.4
48/2.2/120HC*	3.74	0.031	65	0.17	2.9	0.23	1.9	4	0.6	11	0.08
48/3.3/120HC*	5.61	0.046	84	0.255	3	0.27	2.9	4	1	10	0.26
48/5/120HC*	8.49	0.07	110	0.386	3.2	0.31	4.4	4	1.5	9.1	0.91
48/7.5/120HC	12.7	0.105	150	0.579	3.5	0.35	6.5	4	2.2	7.5	3.1
48/10/120HC	17	0.14	210	0.771	3.8	0.39	8.7	4	2.9	6.6	7.3
56/2.2/120HC*	5.21	0.043	59	0.23	3.9	0.26	2	5	0.8	12	0.08
56/3.3/120HC*	7.82	0.065	76	0.345	4	0.3	3.1	5	1.2	11	0.28
56/5/120HC*	11.8	0.098	100	0.522	4.3	0.34	4.6	5	1.8	9.4	0.96
56/7.5/120HC*	17.8	0.147	150	0.783	4.6	0.39	6.9	5	2.7	8	3.3
56/10/120HC	23.7	0.196	190	1.04	4.9	0.43	9.3	5	3.6	7	7.7
56/12.5/120HC	29.6	0.245	230	1.31	5.2	0.46	12	5	4.5	6.3	15
63/2.2/120HC*	7.01	0.058	61	0.288	4.9	0.29	2.2	5	1	13	0.09
63/3.3/120HC*	10.5	0.087	79	0.432	5.1	0.33	3.3	5	1.4	12	0.3
63/5/120HC*	15.9	0.131	110	0.655	5.3	0.38	5	5	2.2	10	1.1
63/7.5/120HC*	23.9	0.197	160	0.982	5.7	0.43	7.6	5	3.2	8.7	3.5
63/10/120HC	31.9	0.263	220	1.31	6	0.48	10	5	4.3	7.7	8.4
63/12.5/120HC	39.8	0.328	260	1.64	6.4	0.51	13	5	5.4	6.8	16
63/15/120HC	47.8	0.394	300	1.96	6.8	0.54	15	5	6.5	6.2	28
72/3.3/120HC*	13.2	0.109	63	0.556	6.5	0.35	3.3	6	1.6	12	0.3
72/5/120HC*	20	0.166	94	0.843	6.8	0.41	5	6	2.4	11	1
72/7.5/120HC*	30	0.249	140	1.26	7.2	0.47	7.5	6	3.6	9.2	3.5
72/10/120HC*	40	0.332	170	1.69	7.7	0.51	10	6	4.8	8	8.3
72/12.5/120HC	50	0.414	220	2.11	8.1	0.55	12	6	6	7.2	16
72/15/120HC	60	0.497	270	2.53	8.5	0.59	15	6	7.2	6.7	28
80/5/120HC*	25.8	0.213	91	1.05	8.3	0.44	5.2	6	2.8	11	1.1
80/7.5/120HC*	38.7	0.32	140	1.57	8.8	0.51	7.9	6	4.2	9.7	3.7
80/10/120HC*	51.6	0.426	180	2.09	9.2	0.56	10	6	5.6	8.6	8.7
80/12.5/120HC	64.4	0.533	220	2.62	9.7	0.6	13	6	7	7.7	17
80/15/120HC	77.3	0.64	270	3.14	10	0.64	16	6	8.4	7.1	30
80/17.5/120HC	90.2	0.746	310	3.66	11	0.67	18	6	9.8	6.5	47

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Couplings Series 120HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/120HC*	34.6	0.286	110	1.31	10	0.49	5.8	7	3.4	12	1.2
90/7.5/120HC*	51.9	0.429	170	1.96	11	0.56	8.7	7	5.1	10	4.1
90/10/120HC*	69.2	0.572	230	2.61	11	0.62	12	7	6.8	9.2	9.7
90/12.5/120HC*	86.5	0.715	270	3.27	12	0.66	14	7	8.5	8.2	19
90/15/120HC	104	0.858	340	3.92	12	0.71	17	7	10	7.7	33
90/17.5/120HC	121	1	380	4.57	13	0.74	20	7	12	7	52
90/20/120HC	138	1.14	450	5.23	14	0.78	23	7	14	6.6	77
100/5/120HC*	36.8	0.303	80	1.57	13	0.5	4.8	7	3.2	11	1
100/7.5/120HC*	55.1	0.455	110	2.35	13	0.57	7.2	7	4.8	10	3.4
100/10/120HC*	73.5	0.606	140	3.14	14	0.63	9.6	7	6.4	9.1	8
100/12.5/120HC*	91.9	0.758	180	3.92	14	0.68	12	7	8	8.3	16
100/15/120HC	110	0.909	210	4.7	15	0.72	14	7	9.6	7.7	27
100/17.5/120HC	129	1.06	250	5.49	16	0.76	17	7	11	7.1	43
100/20/120HC	147	1.21	280	6.27	16	0.79	19	7	13	6.6	64
100/22.5/120HC	165	1.36	310	7.06	17	0.82	22	7	14	6.2	91
110/7.5/120HC*	62.5	0.516	77	2.86	16	0.6	6.5	8	4.8	10	3
110/10/120HC*	83.3	0.688	99	3.82	17	0.66	8.6	8	6.5	9.2	7.2
110/12.5/120HC*	104	0.86	120	4.77	17	0.71	11	8	8.1	8.5	14
110/15/120HC	125	1.03	140	5.73	18	0.75	13	8	9.7	7.8	24
110/17.5/120HC	146	1.2	170	6.68	18	0.79	15	8	11	7.2	39
110/20/120HC	167	1.38	190	7.64	19	0.83	17	8	13	6.8	58
110/22.5/120HC	187	1.55	210	8.59	20	0.86	19	8	15	6.4	82
110/25/120HC	208	1.72	230	9.55	20	0.89	22	8	16	6.1	110
125/10/120HC*	108	0.894	93	4.93	21	0.72	8.6	8	7.4	9.9	7.2
125/12.5/120HC*	136	1.12	110	6.16	22	0.77	11	8	9.2	9	14
125/15/120HC*	163	1.34	130	7.4	22	0.82	13	8	11	8.4	24
125/17.5/120HC	190	1.56	150	8.63	23	0.86	15	8	13	7.8	39
125/20/120HC	217	1.79	180	9.86	24	0.9	17	8	15	7.3	58
125/22.5/120HC	244	2.01	200	11.1	25	0.94	19	8	17	6.9	82
125/25/120HC	271	2.23	220	12.3	25	0.97	22	8	18	6.6	110
125/30/120HC	325	2.68	240	14.8	27	1	26	8	22	5.8	190
140/12.5/120HC*	163	1.34	87	7.78	27	0.82	10	10	9.8	9.2	13
140/15/120HC*	195	1.61	100	9.34	27	0.87	12	10	12	8.6	23
140/17.5/120HC*	228	1.88	120	10.9	28	0.92	14	10	14	8.1	36
140/20/120HC	261	2.15	140	12.4	29	0.96	16	10	16	7.6	54
140/22.5/120HC	293	2.42	160	14	30	1	18	10	18	7.2	77
140/25/120HC	326	2.69	160	15.6	31	1	20	10	20	6.6	110
140/30/120HC	391	3.22	210	18.7	32	1.1	24	10	24	6.2	180
140/35/120HC	456	3.76	270	21.8	34	1.2	28	10	28	6	290

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Couplings Series 120HC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/120HC*	222	1.83	100	10	34	0.91	11	10	12	10	14
160/15/120HC*	266	2.2	120	12	35	0.96	13	10	14	9.5	25
160/17.5/120HC*	310	2.56	130	14	36	1	16	10	17	8.8	40
160/20/120HC*	355	2.93	180	16.1	37	1.1	18	10	19	8.7	59
160/22.5/120HC	399	3.3	180	18.1	38	1.1	20	10	22	7.9	85
160/25/120HC	443	3.66	180	20.1	39	1.1	22	10	24	7.3	120
160/30/120HC	532	4.4	230	24.1	41	1.2	27	10	29	6.8	200
160/35/120HC	620	5.13	290	28.1	43	1.3	31	10	34	6.5	320
160/40/120HC	709	5.86	290	32.1	44	1.3	36	10	38	5.7	480
180/15/120HC*	328	2.72	98	15.2	44	1	13	12	16	9.7	25
180/17.5/120HC*	383	3.17	130	17.7	45	1.1	15	12	18	9.5	39
180/20/120HC*	438	3.62	130	20.3	46	1.1	18	12	21	8.6	58
180/22.5/120HC*	492	4.08	170	22.8	47	1.2	20	12	24	8.5	83
180/25/120HC	547	4.53	170	25.4	48	1.2	22	12	26	7.8	110
180/30/120HC	657	5.44	210	30.4	50	1.3	26	12	32	7.3	200
180/35/120HC	766	6.34	270	35.5	52	1.4	31	12	37	6.9	310
180/40/120HC	875	7.25	270	40.6	54	1.4	35	12	42	6.1	470
180/45/120HC	985	8.16	330	45.6	56	1.5	39	12	47	5.9	670

Larger couplings are available on request.

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Coupling types marked with ‘ * ’ are suitable for combination with Flexlink K8.

Couplings Series 120UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
36/2.2/120UC*	1.31	0.011	46	0.103	1.7	0.16	0.8	3	0.3	9	0.03
36/3.3/120UC*	1.97	0.016	47	0.154	1.8	0.19	1.3	3	0.4	8.2	0.12
36/5/120UC	2.99	0.025	54	0.233	1.9	0.22	1.9	3	0.6	6.9	0.4
36/7.5/120UC	4.48	0.037	69	0.35	2.1	0.25	2.9	3	0.9	5.6	1.4
41/2.2/120UC*	1.81	0.015	40	0.136	2.1	0.18	0.9	3	0.3	9.7	0.04
41/3.3/120UC*	2.71	0.022	43	0.203	2.3	0.21	1.4	3	0.5	8.8	0.13
41/5/120UC	4.1	0.034	50	0.308	2.4	0.24	2.1	3	0.7	7.4	0.44
41/7.5/120UC	6.16	0.051	64	0.462	2.7	0.27	3.1	3	1.1	6	1.5
41/10/120UC	8.21	0.068	83	0.617	2.9	0.3	4.2	3	1.4	5.2	3.5
48/2.2/120UC*	2.52	0.021	33	0.18	2.9	0.2	1	4	0.4	9.9	0.04
48/3.3/120UC*	3.78	0.031	35	0.27	3	0.23	1.5	4	0.6	8.9	0.13
48/5/120UC	5.73	0.047	45	0.409	3.2	0.27	2.2	4	0.9	7.9	0.47
48/7.5/120UC	8.59	0.071	61	0.614	3.5	0.31	3.4	4	1.3	6.6	1.6
48/10/120UC	11.5	0.095	77	0.818	3.8	0.34	4.5	4	1.7	5.7	3.7
56/2.2/120UC*	3.81	0.032	33	0.243	3.9	0.23	1.2	5	0.5	10	0.05
56/3.3/120UC*	5.71	0.047	40	0.364	4	0.27	1.8	5	0.8	9.8	0.16
56/5/120UC*	8.66	0.072	53	0.551	4.3	0.31	2.7	5	1.2	8.6	0.56
56/7.5/120UC	13	0.107	71	0.827	4.6	0.35	4.1	5	1.7	7.2	1.9
56/10/120UC	17.3	0.143	96	1.1	4.9	0.39	5.4	5	2.3	6.4	4.5
56/12.5/120UC	21.6	0.179	120	1.38	5.2	0.42	6.8	5	2.9	5.7	8.8
63/2.2/120UC*	4.93	0.041	31	0.306	4.9	0.26	1.2	5	0.6	11	0.05
63/3.3/120UC*	7.39	0.061	35	0.459	5.1	0.29	1.8	5	0.9	10	0.17
63/5/120UC*	11.2	0.093	49	0.695	5.3	0.34	2.8	5	1.3	9.2	0.58
63/7.5/120UC	16.8	0.139	65	1.04	5.7	0.38	4.2	5	2	7.7	2
63/10/120UC	22.4	0.185	85	1.39	6	0.42	5.6	5	2.7	6.8	4.6
63/12.5/120UC	28	0.232	110	1.74	6.4	0.46	7	5	3.4	6.2	9.1
63/15/120UC	33.6	0.278	130	2.08	6.8	0.48	8.4	5	4	5.5	16
72/3.3/120UC*	10.1	0.084	36	0.588	6.5	0.32	2	6	1.1	11	0.18
72/5/120UC*	15.3	0.127	49	0.89	6.8	0.37	3.1	6	1.7	9.6	0.64
72/7.5/120UC*	22.9	0.19	74	1.34	7.2	0.43	4.6	6	2.5	8.4	2.2
72/10/120UC	30.6	0.253	95	1.78	7.7	0.47	6.2	6	3.3	7.4	5.2
72/12.5/120UC	38.2	0.317	120	2.23	8.1	0.51	7.7	6	4.1	6.7	10
72/15/120UC	45.9	0.38	140	2.67	8.5	0.54	9.3	6	5	6.1	17
80/5/120UC*	20	0.165	50	1.1	8.3	0.41	3.3	6	2	10	0.69
80/7.5/120UC*	30	0.248	73	1.65	8.8	0.47	5	6	2.9	9	2.3
80/10/120UC	40	0.331	92	2.2	9.2	0.51	6.7	6	3.9	7.8	5.5
80/12.5/120UC	50	0.413	110	2.75	9.7	0.55	8.3	6	4.9	7.1	11
80/15/120UC	60	0.496	140	3.31	10	0.59	10	6	5.9	6.6	19
80/17.5/120UC	70	0.579	160	3.86	11	0.62	12	6	6.9	6	30

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Couplings Series 120UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
90/5/120UC*	24.9	0.205	41	1.4	10	0.44	3.2	7	2.2	10	0.67
90/7.5/120UC*	37.3	0.308	58	2.09	11	0.5	4.8	7	3.2	9.1	2.3
90/10/120UC*	49.8	0.411	76	2.79	11	0.55	6.4	7	4.3	8.1	5.4
90/12.5/120UC	62.2	0.514	93	3.49	12	0.59	8.1	7	5.4	7.4	10
90/15/120UC	74.7	0.616	110	4.19	12	0.63	9.7	7	6.5	6.8	18
90/17.5/120UC	87.1	0.719	130	4.89	13	0.66	11	7	7.6	6.3	29
90/20/120UC	99.5	0.822	150	5.58	14	0.7	13	7	8.6	6	43
100/5/120UC*	27.3	0.225	36	1.65	13	0.45	2.8	7	2.1	10	0.59
100/7.5/120UC*	41	0.338	48	2.48	13	0.52	4.2	7	3.2	9.2	2
100/10/120UC*	54.7	0.451	60	3.31	14	0.57	5.7	7	4.2	8.3	4.7
100/12.5/120UC	68.4	0.563	71	4.13	14	0.61	7.1	7	5.3	7.5	9.2
100/15/120UC	82	0.676	85	4.96	15	0.65	8.5	7	6.4	6.9	16
100/17.5/120UC	95.7	0.789	100	5.79	16	0.69	9.9	7	7.4	6.5	25
100/20/120UC	109	0.901	110	6.61	16	0.72	11	7	8.5	6.1	38
100/22.5/120UC	123	1.01	130	7.44	17	0.75	13	7	9.6	5.7	54
110/7.5/120UC*	43.5	0.359	29	3.04	16	0.53	3.4	8	2.9	9	1.6
110/10/120UC*	58	0.478	35	4.05	17	0.58	4.6	8	3.9	8.1	3.8
110/12.5/120UC	72.5	0.598	43	5.06	17	0.63	5.7	8	4.9	7.5	7.5
110/15/120UC	87	0.717	49	6.08	18	0.66	6.9	8	5.9	6.8	13
110/17.5/120UC	101	0.837	58	7.09	18	0.7	8	8	6.9	6.4	20
110/20/120UC	116	0.956	65	8.1	19	0.73	9.2	8	7.9	6	31
110/22.5/120UC	130	1.08	73	9.11	20	0.76	10	8	8.9	5.7	44
110/25/120UC	145	1.2	82	10.1	20	0.79	11	8	9.8	5.4	60
125/10/120UC*	71.9	0.596	29	5.24	21	0.62	4.4	8	4.3	8.5	3.7
125/12.5/120UC	89.9	0.745	36	6.55	22	0.67	5.6	8	5.4	7.8	7.2
125/15/120UC	108	0.894	42	7.86	22	0.71	6.7	8	6.5	7.2	13
125/17.5/120UC	126	1.04	49	9.17	23	0.75	7.8	8	7.5	6.8	20
125/20/120UC	144	1.19	56	10.5	24	0.79	8.9	8	8.6	6.4	30
125/22.5/120UC	162	1.34	63	11.8	25	0.82	10	8	9.7	6.1	42
125/25/120UC	180	1.49	70	13.1	25	0.85	11	8	11	5.7	58
125/30/120UC	216	1.79	82	15.7	27	0.9	13	8	13	5.2	100
140/12.5/120UC*	121	0.998	39	8.14	27	0.74	6.1	10	6.5	8.3	7.9
140/15/120UC	145	1.2	46	9.76	27	0.79	7.3	10	7.9	7.8	14
140/17.5/120UC	170	1.4	53	11.4	28	0.83	8.5	10	9.2	7.3	22
140/20/120UC	194	1.6	61	13	29	0.87	9.7	10	10	6.9	32
140/22.5/120UC	218	1.8	67	14.6	30	0.9	11	10	12	6.5	46
140/25/120UC	242	2	74	16.3	31	0.93	12	10	13	6.1	63
140/30/120UC	291	2.4	89	19.5	32	0.99	15	10	16	5.6	110
140/35/120UC	339	2.79	92	22.8	34	1	17	10	18	5	170

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Couplings Series 120UC

Size	Nominal torque	Static torsional stiffness	Characteristic frequency of coupling	Perm. damping torque	Perm. thermal load	Radial misalignment	Radial stiffness	Axial misalignment	Axial reaction force	Angular misalignment	Bending stiffness
	T_{KN} kNm	C_{Tstat} MNm/rad	ω_0 rad/s	$T_{d,p}$ kNm/bar	P_{KW} kW	ΔK_r mm	C_r kN/mm	ΔK_a mm	F_a kN	ΔK_w mrad	C_w kNm/rad
160/12.5/120UC*	159	1.32	36	10.6	34	0.81	6.3	10	7.6	9.1	8.2
160/15/120UC*	190	1.58	42	12.7	35	0.86	7.6	10	9.1	8.5	14
160/17.5/120UC	222	1.84	50	14.9	36	0.91	8.9	10	11	8	23
160/20/120UC	254	2.11	56	17	37	0.95	10	10	12	7.5	34
160/22.5/120UC	285	2.37	64	19.1	38	0.99	11	10	14	7.1	48
160/25/120UC	317	2.63	66	21.2	39	1	13	10	15	6.6	66
160/30/120UC	381	3.16	87	25.5	41	1.1	15	10	18	6.2	110
160/35/120UC	444	3.68	87	29.7	43	1.1	18	10	21	5.5	180
160/40/120UC	507	4.21	110	34	44	1.2	20	10	24	5.3	270
180/15/120UC*	238	1.98	40	16	44	0.93	7.6	12	10	9	14
180/17.5/120UC*	277	2.31	46	18.7	45	0.98	8.9	12	12	8.4	23
180/20/120UC	317	2.63	49	21.4	46	1	10	12	14	7.8	34
180/22.5/120UC	357	2.96	65	24.1	47	1.1	11	12	15	7.8	48
180/25/120UC	396	3.29	65	26.7	48	1.1	13	12	17	7.2	66
180/30/120UC	475	3.95	84	32.1	50	1.2	15	12	20	6.7	110
180/35/120UC	555	4.61	84	37.4	52	1.2	18	12	24	5.9	180
180/40/120UC	634	5.27	110	42.8	54	1.3	20	12	27	5.7	270
180/45/120UC	713	5.93	110	48.1	56	1.3	23	12	31	5.1	390

Larger couplings are available on request.

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Coupling types marked with ' * ' are suitable for combination with Flexlink K8.

Dimensions

Standard Coupling Type B

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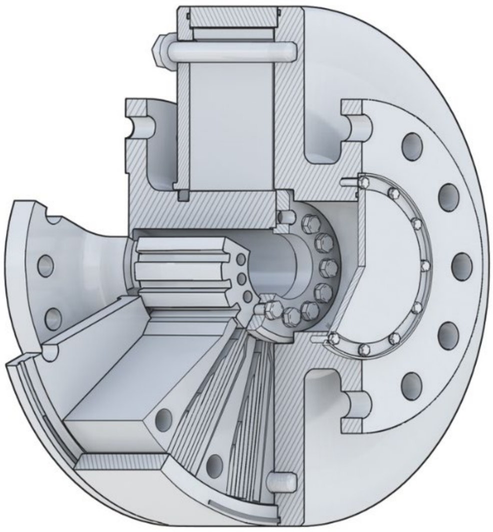

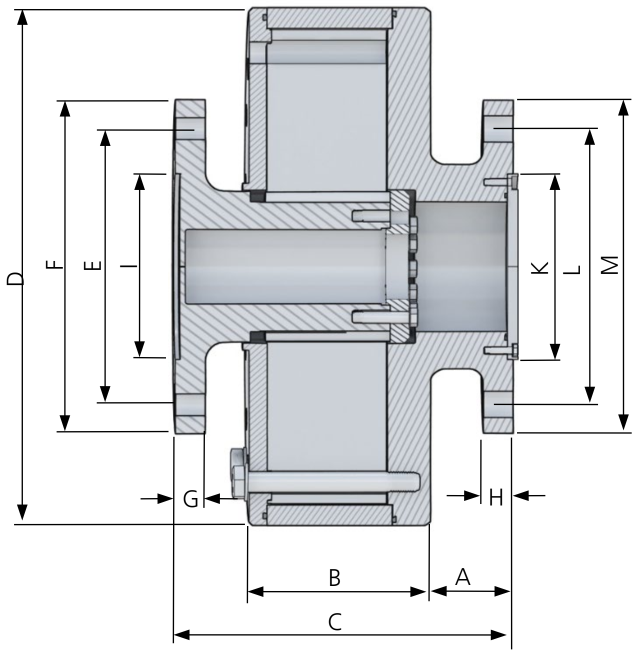

Type		Dimensions												Inertia		Weight		
		B	C	A	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm												kgm^2		kg		
36	2.2	87	246	80	360	210	295	22	27	100	155	240	285	0.12	1.3	21	75	96
	3.3	98	257											0.13	1.4	22	82	104
	5	115	275											0.13	1.6	24	92	116
	7.5	140	300											0.14	1.9	27	107	134
41	2.2	93	277	90	410	240	295	25	30	110	175	275	325	0.20	2.2	31	108	139
	3.3	104	288											0.20	2.5	32	116	148
	5	121	305											0.21	2.8	34	130	164
	7.5	146	330											0.22	3.3	37	150	187
	10	171	355											0.23	3.8	40	170	210
48	2.2	102	317	105	480	280	340	30	35	130	195	305	360	0.43	4.7	49	151	200
	3.3	113	328											0.44	5.1	50	165	215
	5	130	345											0.45	5.7	53	185	238
	7.5	155	370											0.47	6.6	57	215	272
	10	180	395											0.48	7.5	61	245	306
56	2.2	117	352	115	560	315	390	32	37	150	220	345	405	0.84	9.4	71	230	301
	3.3	128	363											0.85	10.1	74	248	322
	5	145	380											0.87	11.3	78	275	353
	7.5	170	405											0.90	13.0	84	315	399
	10	195	430											0.93	14.7	90	355	445
	12.5	220	455											0.97	16.4	96	395	491
63	2.2	125	372	120	630	355	430	35	40	170	250	385	460	1.39	16.4	98	340	438
	3.3	136	383											1.40	17.6	101	359	460
	5	153	400											1.45	19.4	106	390	496
	7.5	178	425											1.50	22.1	113	435	548
	10	203	450											1.55	24.8	120	480	600
	12.5	228	475											1.60	27.5	127	525	652
	15	253	500											1.65	30.2	134	570	704

Standard Coupling Type B

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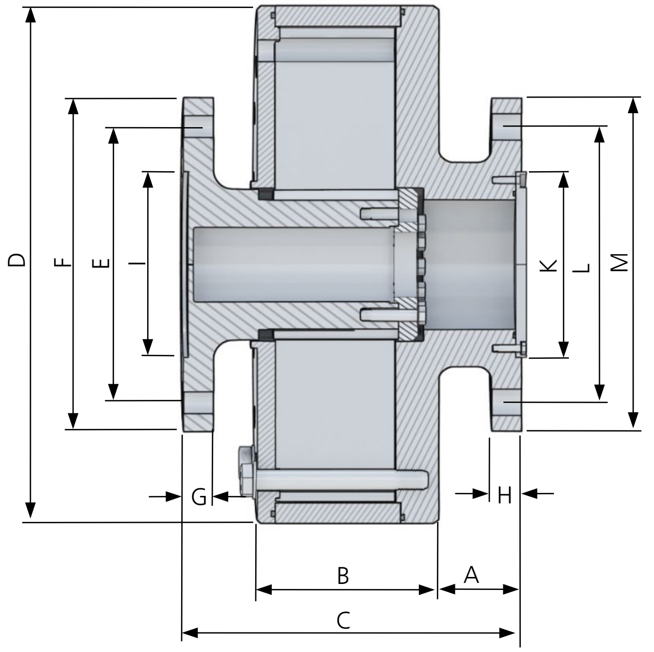

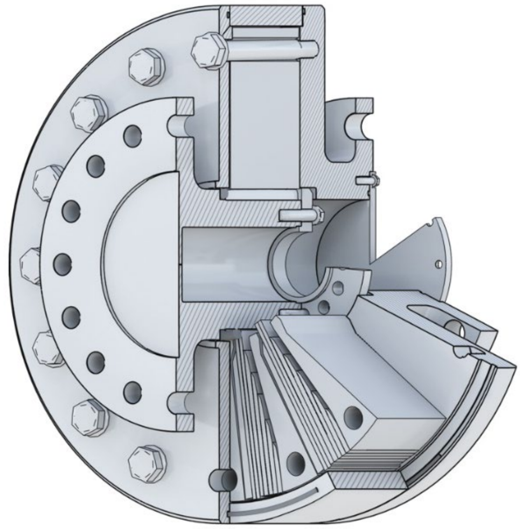

Type		Dimensions												Inertia		Weight		
		B	C	A	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm												kgm²		kg		
72	3.3	143	408	135	720	400	475	40	45	190	280	440	525	2.47	30	133	494	627
	5	160	425											2.50	33	140	535	675
	7.5	185	450											2.55	38	150	595	745
	10	210	475											2.60	43	160	655	815
	12.5	235	500											2.65	48	170	715	885
	15	260	525											2.75	53	180	775	955
80	5	169	460	150	800	445	530	45	50	210	315	490	580	4.0	60	200	675	875
	7.5	194	485											4.2	66	210	755	965
	10	219	510											4.4	72	220	835	1055
	12.5	244	535											4.6	79	230	915	1145
	15	269	560											4.7	85	240	995	1235
	17.5	294	585											4.9	92	250	1075	1325
90	5	177	495	155	900	500	590	50	55	240	350	580	670	7.2	99	260	925	1185
	7.5	202	520											7.4	110	275	1025	1300
	10	227	545											7.6	121	290	1125	1415
	12.5	252	570											7.8	132	305	1225	1530
	15	277	595											8.0	143	320	1325	1645
	17.5	302	620											8.3	154	335	1425	1760
	20	327	645											8.5	165	350	1525	1875
100	5	185	530	165	1000	560	660	55	60	270	395	645	735	11.9	156	345	1225	1570
	7.5	210	555											12.3	173	365	1345	1710
	10	235	580											12.7	190	385	1465	1850
	12.5	260	605											13.1	207	405	1585	1990
	15	285	630											13.5	224	425	1705	2130
	17.5	310	655											13.9	241	445	1825	2270
	20	335	680											14.2	258	465	1945	2410
	22.5	360	705											14.6	275	485	2065	2550

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Standard Coupling Type B

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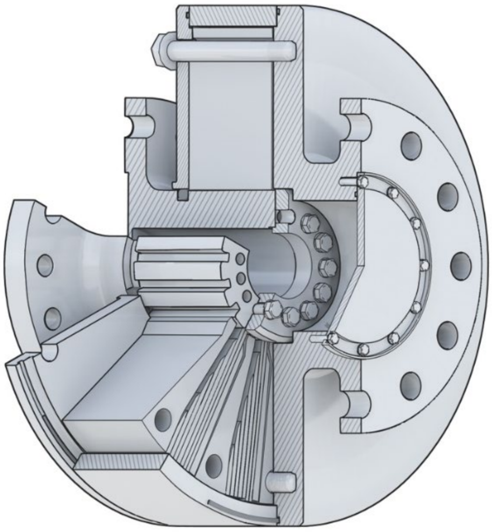
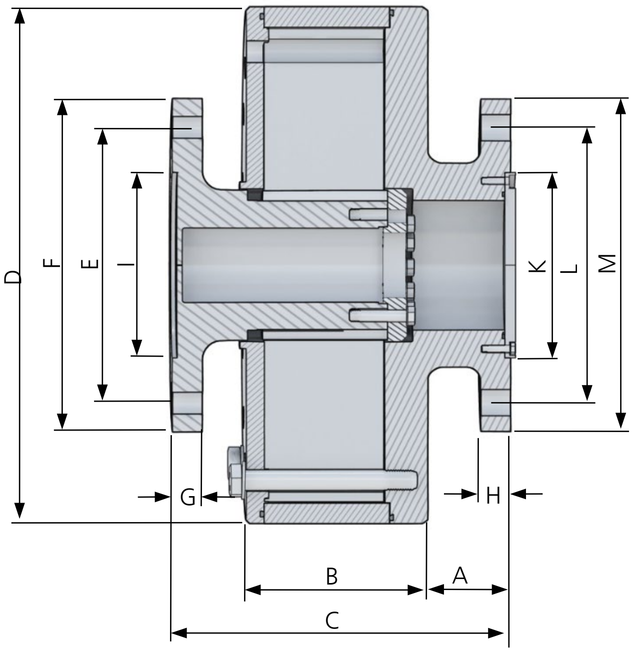
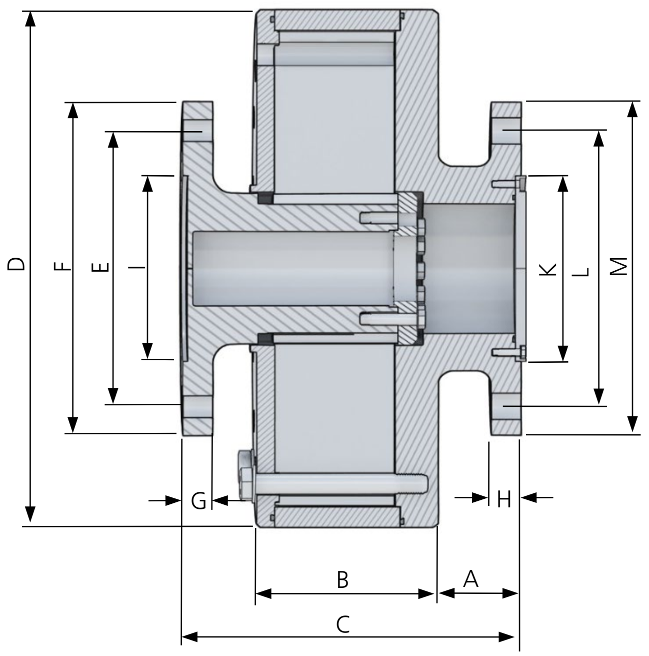


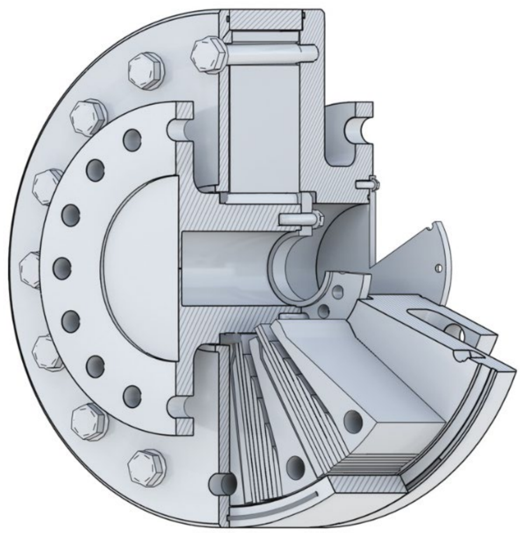


Type		Dimensions												Inertia		Weight		
		B	C	A	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm												kgm^2		kg		
110	7.5	224	615	190	1100	610	730	65	70	290	430	715	840	21.2	280	520	1785	2305
	10	249	640											21.7	305	540	1930	2470
	12.5	274	665											22.2	330	560	2075	2635
	15	299	690											22.7	355	580	2220	2800
	17.5	324	715											23.2	380	600	2365	2965
	20	349	740											23.7	405	620	2510	3130
	22.5	374	765											24.2	430	640	2655	3295
	25	399	790											24.7	455	660	2800	3460
125	10	242	610	205	1250	700	830	75	80	330	485	830	935	40	510	740	2450	3190
	12.5	267	635											41	550	770	2650	3420
	15	292	660											42	590	800	2850	3650
	17.5	317	685											43	630	830	3050	3880
	20	342	710											44	670	860	3250	4110
	22.5	367	735											45	710	890	3450	4340
	25	392	760											46	750	920	3650	4570
	30	442	810											47	835	980	4000	4980
140	12.5	284	785	230	1400	775	920	80	85	370	515	900	1050	69	890	1020	3650	4670
	15	309	810											70	960	1060	3880	4940
	17.5	334	835											71	1030	1100	4110	5210
	20	359	860											72	1100	1140	4340	5480
	22.5	384	885											73	1170	1180	4570	5750
	25	409	910											74	1240	1220	4800	6020
	30	459	960											77	1370	1290	5250	6540
	35	509	1010											80	1500	1360	5700	7060
160	12.5	299	865	260	1600	885	1050	95	100	430	605	1020	1160	134	1580	1510	5100	6610
	15	324	890											136	1700	1560	5400	6960
	17.5	349	915											138	1820	1610	5700	7310
	20	374	940											140	1940	1660	6000	7660
	22.5	399	965											142	2060	1710	6300	8010
	25	424	990											144	2180	1760	6600	8360
	30	474	1040											149	2410	1850	7200	9050
	35	524	1090											153	2640	1940	7800	9740
	40	574	1140											158	2870	2030	8400	10430

Standard Coupling Type B

All technical data are without warranty. Modifications of dimensions and design reserved.

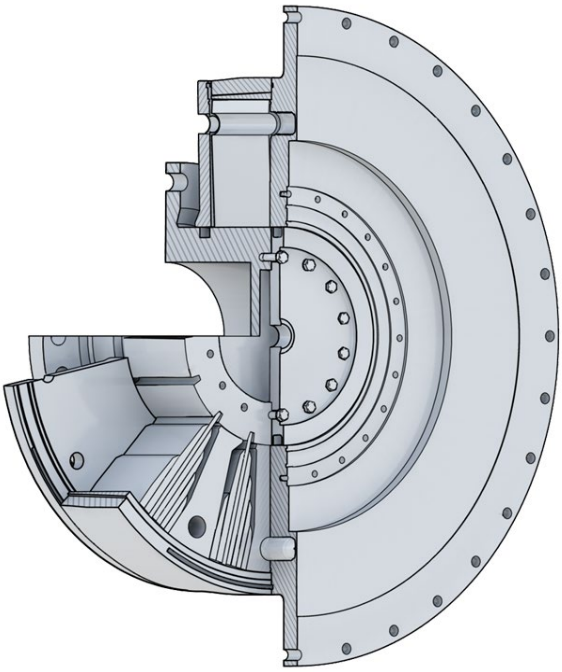


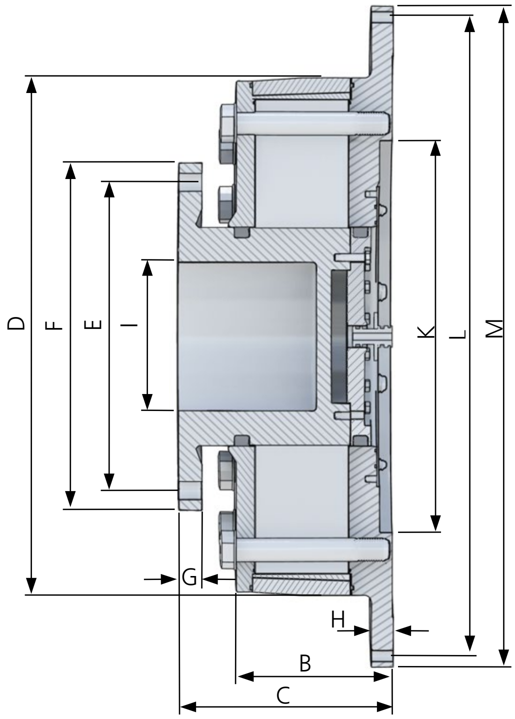


Type		B	C	A	D	E	F	G	H	I	K	L	M	Inertia inner	Inertia outer	Weight inner	Weight outer	Weight total
		mm												kgm²		kg		
180	15	344	960											237	3020	2160	7150	9310
	17.5	369	985											241	3200	2220	7550	9770
	20	394	1010											244	3380	2280	7950	10230
	22.5	419	1035											248	3560	2340	8350	10690
	25	444	1060	280	1800	990	1180	105	110	480	650	1160	1350	251	3740	2400	8750	11150
	30	494	1110											258	4100	2520	9550	12070
	35	544	1160											265	4460	2630	10350	12980
	40	594	1210											273	4820	2750	11150	13900
	45	644	1260											280	5180	2860	11950	14810

Standard Coupling Type BC

All technical data are without warranty. Modifications of dimensions and design reserved.





Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm^2		kg		
36	2.2	87	167	360	210	260	22	40	100	190	410	450	0.12	1.8	21	77	98
	3.3	98	178										0.13	2.0	22	83	105
	5	115	195										0.13	2.2	24	94	118
	7.5	140	220										0.14	2.5	27	108	135
41	2.2	93	187	410	240	295	25	45	110	200	465	510	0.20	3.3	31	108	130
	3.3	104	198										0.20	3.6	32	117	149
	5	121	215										0.21	3.9	34	130	164
	7.5	146	240										0.22	4.4	37	150	187
	10	171	265										0.23	4.9	40	170	210
48	2.2	102	212	480	280	340	30	50	130	230	545	595	0.43	7.0	49	156	205
	3.3	113	223										0.44	7.4	50	170	220
	5	130	240										0.45	8.0	53	190	243
	7.5	155	265										0.47	8.9	57	220	277
	10	180	290										0.48	9.8	61	250	311
56	2.2	117	237	560	315	390	32	55	150	270	630	685	0.84	13.7	71	235	306
	3.3	128	248										0.85	14.9	74	253	327
	5	145	265										0.87	15.6	78	280	358
	7.5	170	290										0.90	17.3	84	320	404
	10	195	315										0.93	19.0	90	360	450
	12.5	220	340										0.97	20.7	96	400	496
63	2.2	125	252	630	355	430	35	60	170	300	715	780	1.39	24.6	98	355	453
	3.3	136	263										1.42	25.8	101	374	475
	5	153	280										1.45	27.6	106	405	511
	7.5	178	305										1.50	30.3	113	450	563
	10	203	330										1.55	33.0	120	495	615
	12.5	228	355										1.60	35.7	127	540	667
	15	253	380										1.65	38.4	134	585	719

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Standard Coupling Type BC

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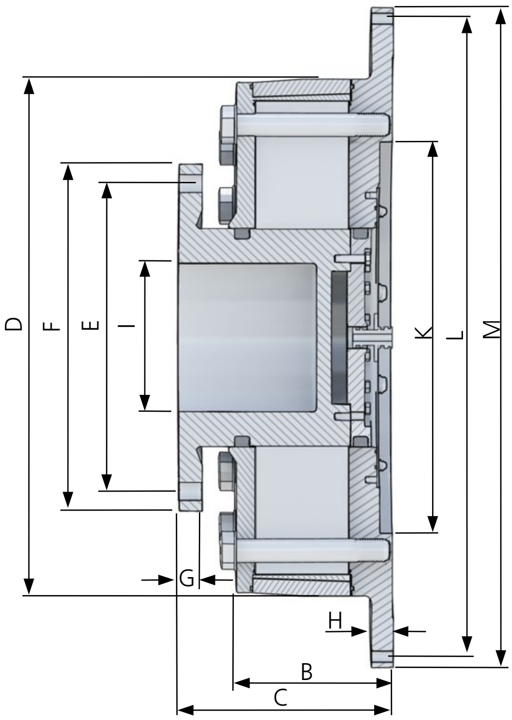

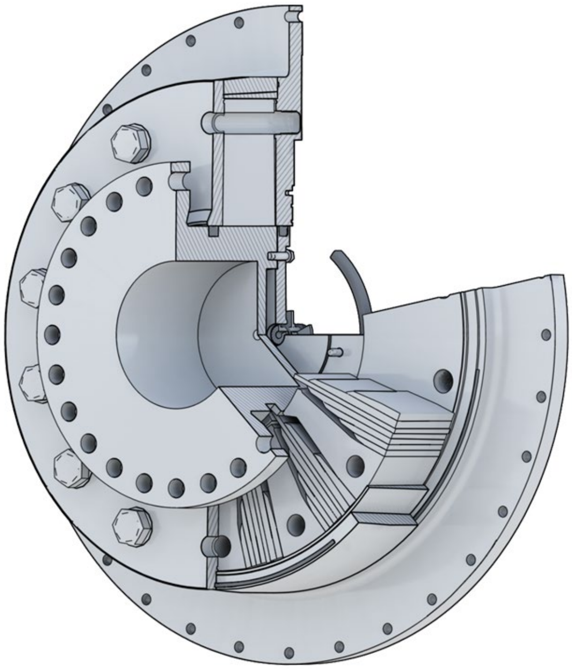

Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm^2		kg		
72	3.3	143	273	720	400	475	40	64	190	335	810	885	2.47	44	133	509	642
	5	160	290										2.50	47	140	550	690
	7.5	185	315										2.55	52	150	610	760
	10	210	340										2.60	57	160	670	830
	12.5	235	365										2.65	62	170	730	900
	15	260	390										2.75	67	180	790	970
80	5	169	310	800	445	530	45	69	210	370	900	975	4.0	79	200	680	880
	7.5	194	335										4.2	86	210	760	970
	10	219	360										4.4	93	220	840	1060
	12.5	244	385										4.6	100	230	920	1150
	15	269	410										4.7	106	240	1000	1240
	17.5	294	435										4.9	113	250	1080	1330
90	5	177	340	900	500	590	50	74	240	460	1000	1085	7.2	130	260	900	1160
	7.5	202	365										7.4	141	275	1000	1275
	10	227	390										7.6	152	290	1100	1390
	12.5	252	415										7.8	163	305	1200	1505
	15	277	440										8.0	174	320	1300	1620
	17.5	302	465										8.3	185	335	1400	1735
	20	327	490										8.5	196	350	1500	1850
100	5	185	365	1000	560	660	55	79	270	510	1115	1210	11.9	209	345	1200	1545
	7.5	210	390										12.3	226	365	1320	1685
	10	235	415										12.7	243	385	1440	1825
	12.5	260	440										13.1	260	405	1560	1965
	15	285	465										13.5	277	425	1680	2105
	17.5	310	490										13.9	294	445	1800	2245
	20	335	515										14.2	311	465	1920	2385
	22.5	360	540										14.6	328	485	2040	2525

Standard Coupling Type BC

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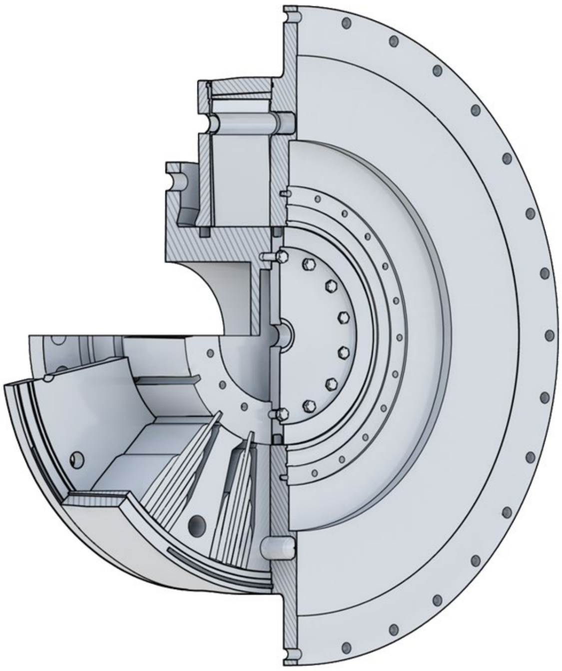

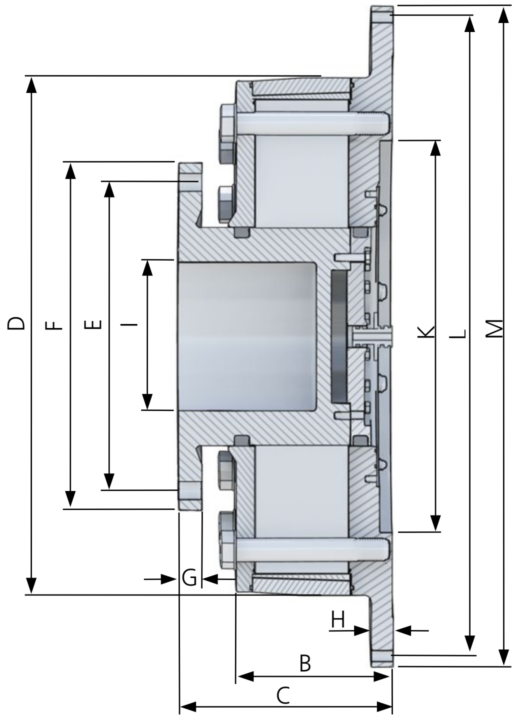

Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm^2		kg		
110	7.5	224	425	1100	610	730	65	89	290	555	1225	1330	21.2	360	520	1725	2245
	10	249	450										21.7	385	540	1870	2410
	12.5	274	475										22.2	410	560	2015	2575
	15	299	500										22.7	435	580	2160	2740
	17.5	324	525										23.2	460	600	2305	2905
	20	349	550										23.7	485	620	2450	3070
	22.5	374	575										24.2	510	640	2595	3235
	25	399	600										24.7	535	660	2740	3400
125	10	242	485	1250	700	830	75	92	330	635	1400	1530	40	640	740	2300	3040
	12.5	267	510										41	680	770	2500	3270
	15	292	535										42	720	800	2700	3500
	17.5	317	560										43	760	830	2900	3730
	20	342	585										44	800	860	3100	3960
	22.5	367	610										45	840	890	3300	4190
	25	392	635										46	880	920	3500	4420
	30	442	685										47	965	980	3850	4830
140	12.5	284	555	1400	775	920	80	94	370	695	1540	1660	69	1110	1020	3400	4420
	15	309	580										70	1170	1060	3630	4690
	17.5	334	605										71	1230	1100	3860	4960
	20	359	630										72	1290	1140	4090	5230
	22.5	384	655										73	1350	1180	4320	5500
	25	409	680										74	1410	1220	4550	5770
	30	459	730										77	1540	1290	5000	6290
	35	509	780										80	1670	1360	5450	6810
160	12.5	299	605	1600	885	1050	95	104	430	780	1770	1900	134	1970	1510	4750	6260
	15	324	630										136	2080	1560	5050	6610
	17.5	349	655										138	2190	1610	5350	6960
	20	374	680										140	2300	1660	5650	7310
	22.5	399	705										142	2410	1710	5950	7660
	25	424	730										144	2520	1760	6250	8010
	30	474	780										149	2750	1850	6850	8700
	35	524	830										153	2980	1940	7450	9390
	40	574	880										158	3210	2030	8050	10080

Standard Coupling Type BC

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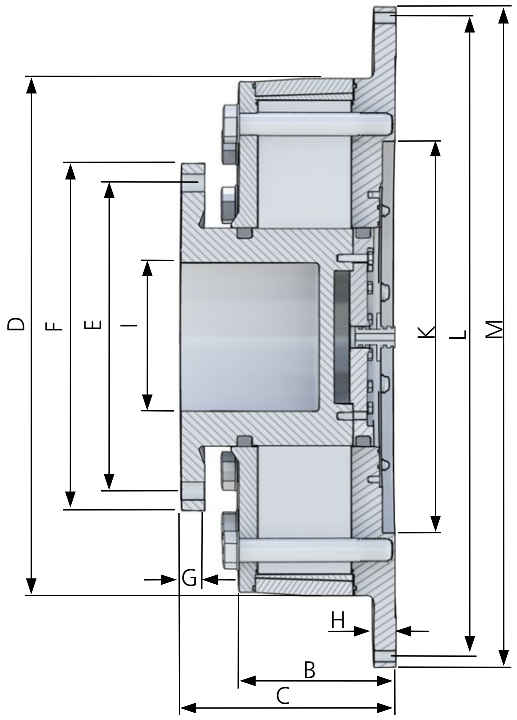

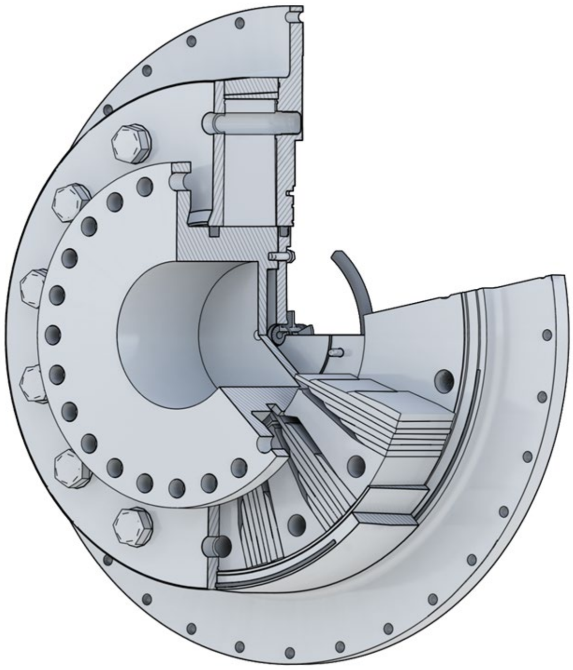

Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm^2		kg		
	15	344	680										237	3540	2160	6550	8710
	17.5	369	705										241	3720	2220	6950	9170
	20	394	730										244	3900	2280	7350	9630
	22.5	419	755										248	4080	2340	7750	10090
180	25	444	780	1800	990	1180	105	119	480	900	1970	2110	251	4260	2400	8150	10550
	30	494	830										258	4620	2520	8950	11470
	35	544	880										265	4980	2630	9750	12380
	40	594	930										273	5340	2750	10550	13300
	45	644	980										280	5700	2860	11350	14210

Standard Coupling Type BE

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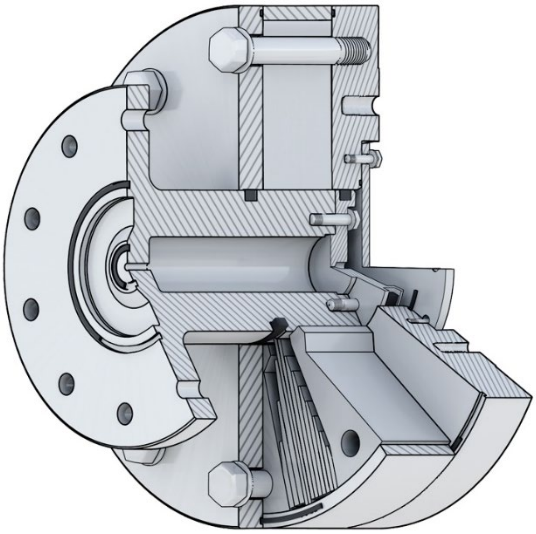

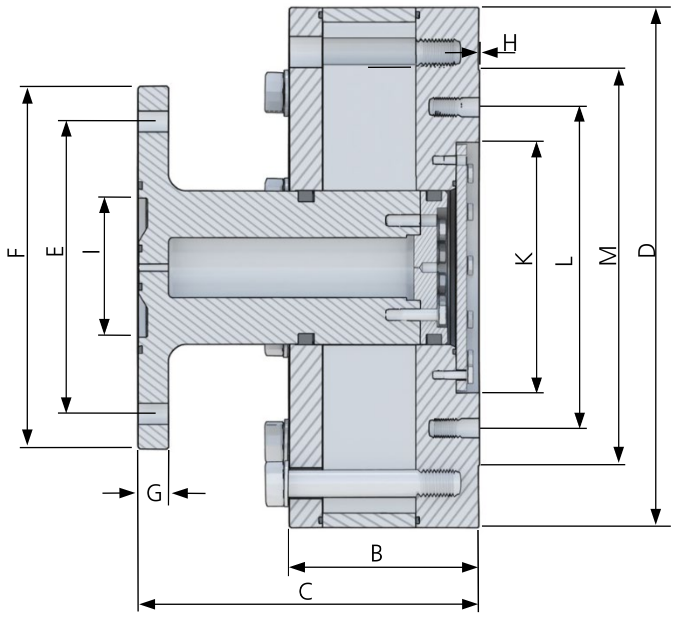

Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm²		kg		
36	2.2	92	172	360	210	260	22	1	100	190	245	290	0.12	1.1	21	61	82
	3.3	103	183										0.13	1.3	22	68	90
	5	120	200										0.13	1.5	24	79	103
	7.5	145	225										0.14	1.8	27	94	121
41	2.2	98	192	410	240	295	25	1	110	200	275	330	0.20	2.0	31	88	119
	3.3	109	203										0.20	2.3	32	96	128
	5	126	220										0.21	2.6	34	110	144
	7.5	151	245										0.22	3.1	37	130	167
	10	176	270										0.23	3.6	40	150	190
48	2.2	112	222	480	280	340	30	1	130	230	305	365	0.43	4.6	49	131	180
	3.3	123	233										0.44	5.0	50	145	195
	5	140	250										0.45	5.6	53	165	218
	7.5	165	275										0.47	6.5	57	195	252
	10	190	300										0.48	7.4	61	225	286
56	2.2	125	247	560	315	390	32	1	150	270	345	425	0.84	9.1	71	195	266
	3.3	136	258										0.85	9.8	74	213	287
	5	153	275										0.87	11.0	78	240	318
	7.5	178	300										0.90	12.7	84	280	364
	10	203	325										0.93	14.4	90	320	410
	12.5	228	350										0.97	16.1	96	360	456
63	2.2	135	262	630	355	430	35	1	170	300	385	465	1.40	15.8	98	293	391
	3.3	146	273										1.42	17.0	101	314	415
	5	163	290										1.45	18.8	106	345	451
	7.5	188	315										1.50	21.5	113	390	503
	10	213	340										1.55	24.2	120	435	555
	12.5	238	365										1.60	26.9	127	480	607
	15	263	390										1.65	29.6	134	525	659

Standard Coupling Type BE

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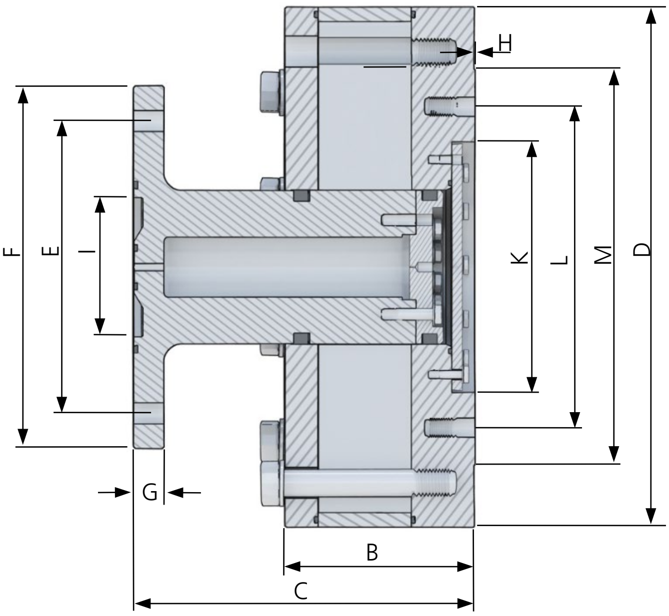

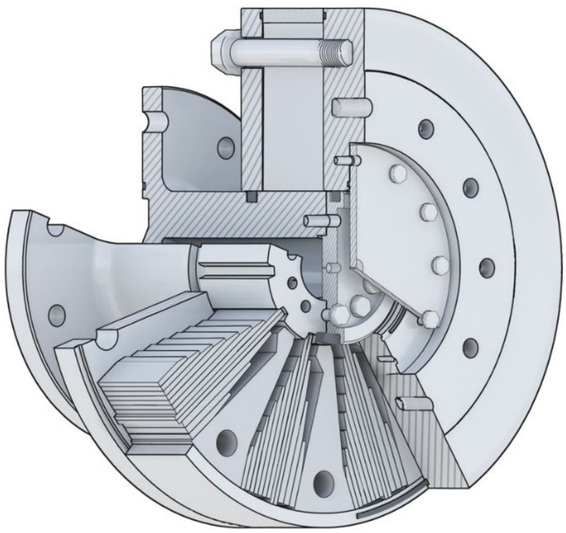

Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm²		kg		
72	3.3	150	280	720	400	475	40	2	190	335	440	535	2.47	30	133	439	572
	5	175	305										2.50	33	140	480	620
	7.5	200	330										2.55	38	150	540	690
	10	225	355										2.60	43	160	600	760
	12.5	250	380										2.65	48	170	660	830
	15	275	405										2.75	53	180	720	900
80	5	184	325	800	445	530	45	2	210	370	490	585	4.0	57	200	590	790
	7.5	209	350										4.2	64	210	670	880
	10	234	375										4.4	71	220	750	970
	12.5	259	400										4.6	78	230	830	1060
	15	284	425										4.7	84	240	910	1150
	17.5	309	450										4.9	91	250	990	1240
90	5	192	355	900	500	590	50	2	240	460	580	675	7.2	95	260	790	1050
	7.5	217	380										7.4	106	275	890	1165
	10	242	405										7.6	117	290	990	1280
	12.5	267	430										7.8	128	305	1090	1395
	15	292	455										8.0	139	320	1190	1510
	17.5	317	480										8.3	150	335	1290	1625
	20	342	505										8.5	161	350	1390	1740
100	5	200	380	1000	560	660	55	2	270	510	645	755	11.9	149	345	1040	1385
	7.5	225	405										12.3	166	365	1160	1525
	10	250	430										12.7	183	385	1280	1665
	12.5	275	455										13.1	200	405	1400	1805
	15	300	480										13.5	217	425	1520	1945
	17.5	325	505										13.9	234	445	1640	2085
	20	350	530										14.2	251	465	1760	2225
	22.5	375	555										14.6	268	485	1880	2365

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Standard Coupling Type BE

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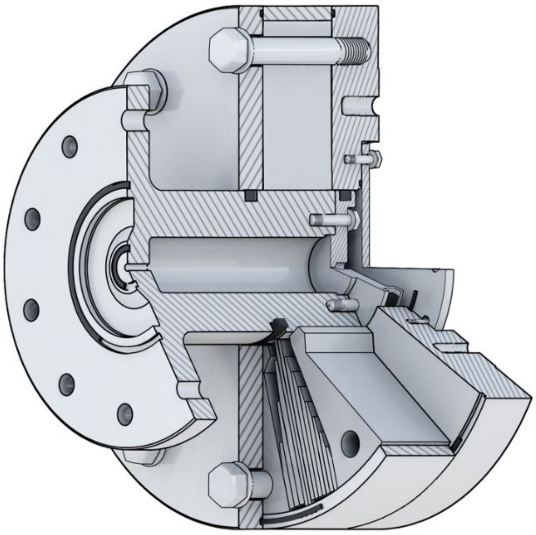
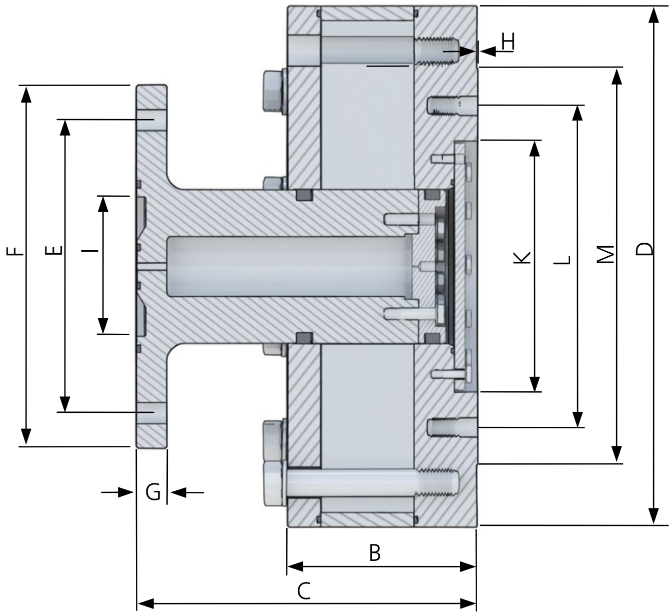
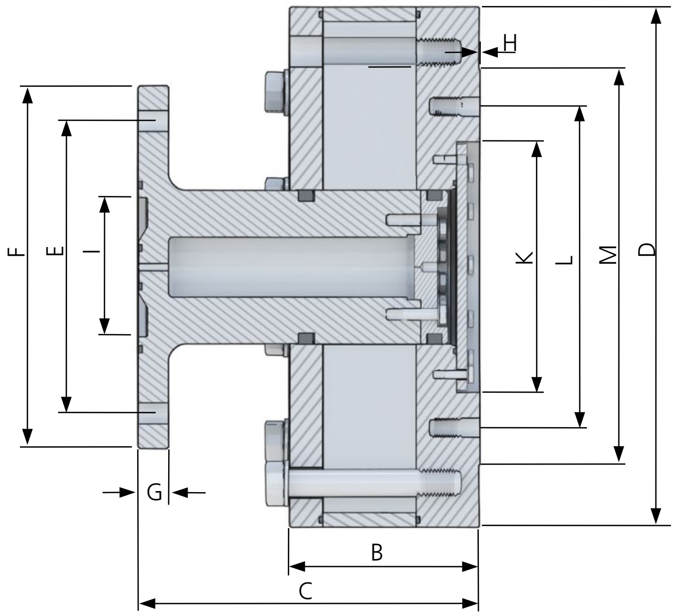


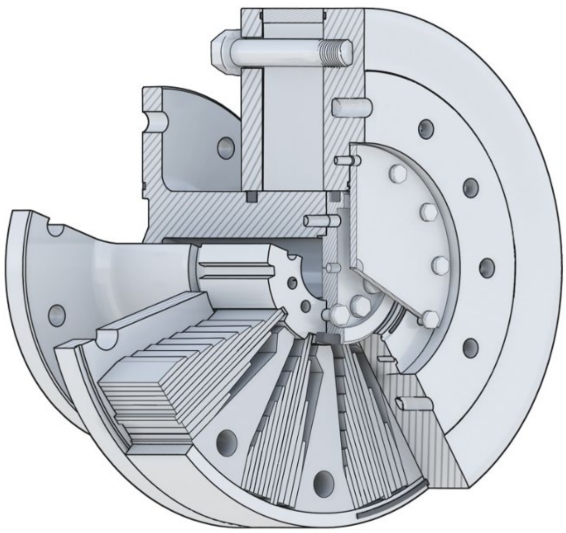


Type		B	C	D	E	F	G	H	I	K	L	M	Inertia inner	Inertia outer	Weight inner	Weight outer	Weight total
		mm											kgm^2		kg		
110	7.5	234	435	1100	610	730	65	3	290	555	715	830	21.2	255	520	1465	1985
	10	259	460										21.7	280	540	1610	2150
	12.5	284	485										22.2	305	560	1755	2315
	15	309	510										22.7	330	580	1900	2480
	17.5	334	535										23.2	355	600	2045	2645
	20	359	560										23.7	380	620	2190	2810
	22.5	384	585										24.2	405	640	2335	2975
	25	409	610										24.7	430	660	2480	3140
125	10	266	510	1250	700	830	75	3	330	635	830	940	40	490	740	2100	2840
	12.5	291	535										41	530	770	2300	3070
	15	316	560										42	570	800	2500	3300
	17.5	341	585										43	610	830	2700	3530
	20	366	610										44	650	860	2900	3760
	22.5	391	635										45	690	890	3100	3990
	25	416	660										46	730	920	3300	4220
	30	466	710										47	815	980	3650	4630
140	12.5	304	575	1400	775	920	80	3	370	695	900	1030	69	840	1020	3100	4120
	15	329	600										70	910	1060	3330	4390
	17.5	354	625										71	980	1100	3560	4660
	20	379	650										72	1050	1140	3790	4930
	22.5	404	675										73	1120	1180	4020	5200
	25	429	700										74	1190	1220	4250	5470
	30	479	750										77	1320	1290	4700	5990
	35	529	800										80	1450	1360	5150	6510
160	12.5	319	625	1600	885	1050	95	3	430	780	1020	1160	134	1490	1510	4300	5810
	15	344	650										136	1610	1560	4600	6160
	17.5	369	675										138	1730	1610	4900	6510
	20	394	700										140	1850	1660	5200	6860
	22.5	419	725										142	1970	1710	5500	7210
	25	444	750										144	2090	1760	5800	7560
	30	494	800										149	2320	1850	6400	8250
	35	544	850										153	2550	1940	7000	8940
	40	594	900										158	2780	2030	7600	9630

Standard Coupling Type BE

All technical data are without warranty. Modifications of dimensions and design reserved.

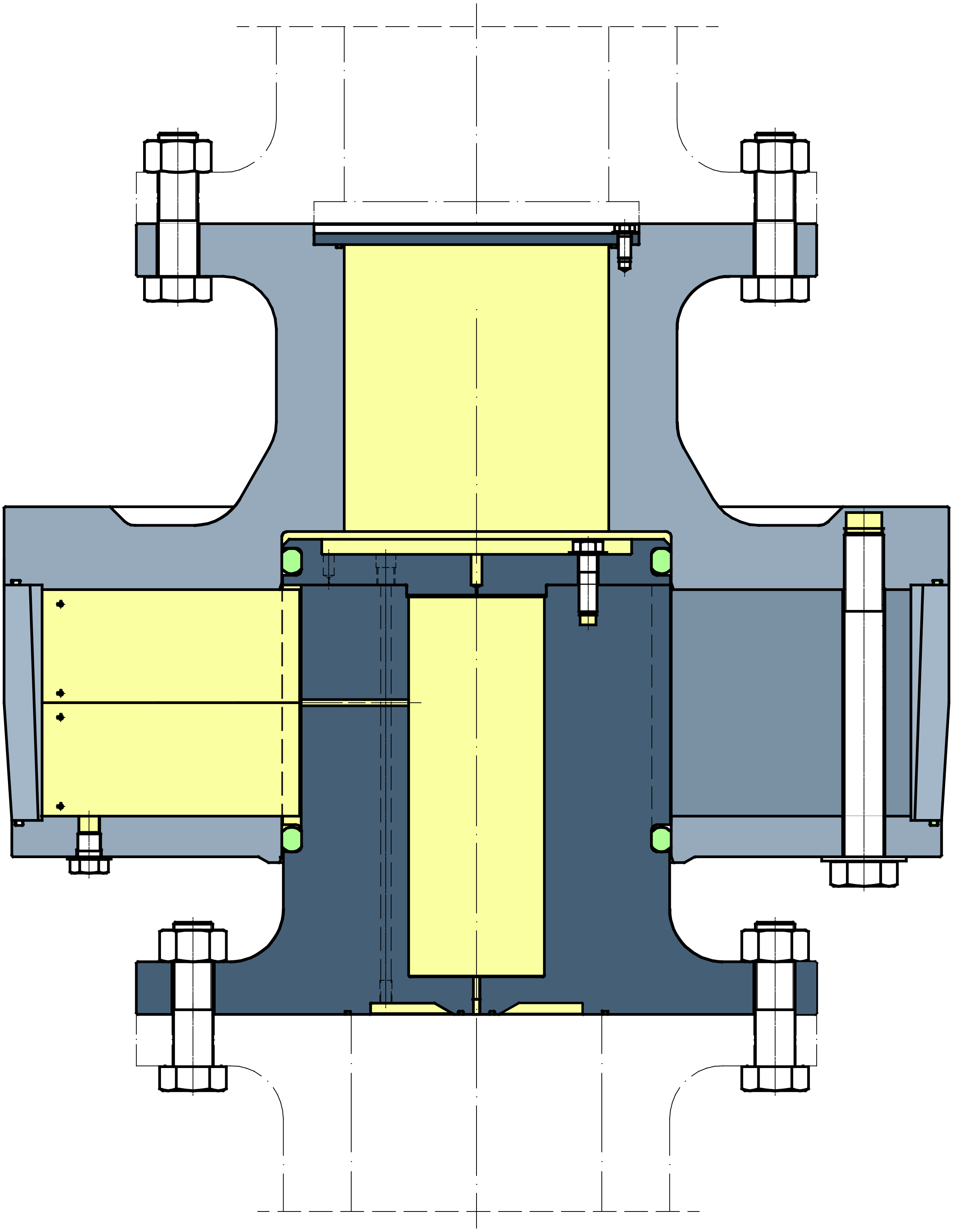




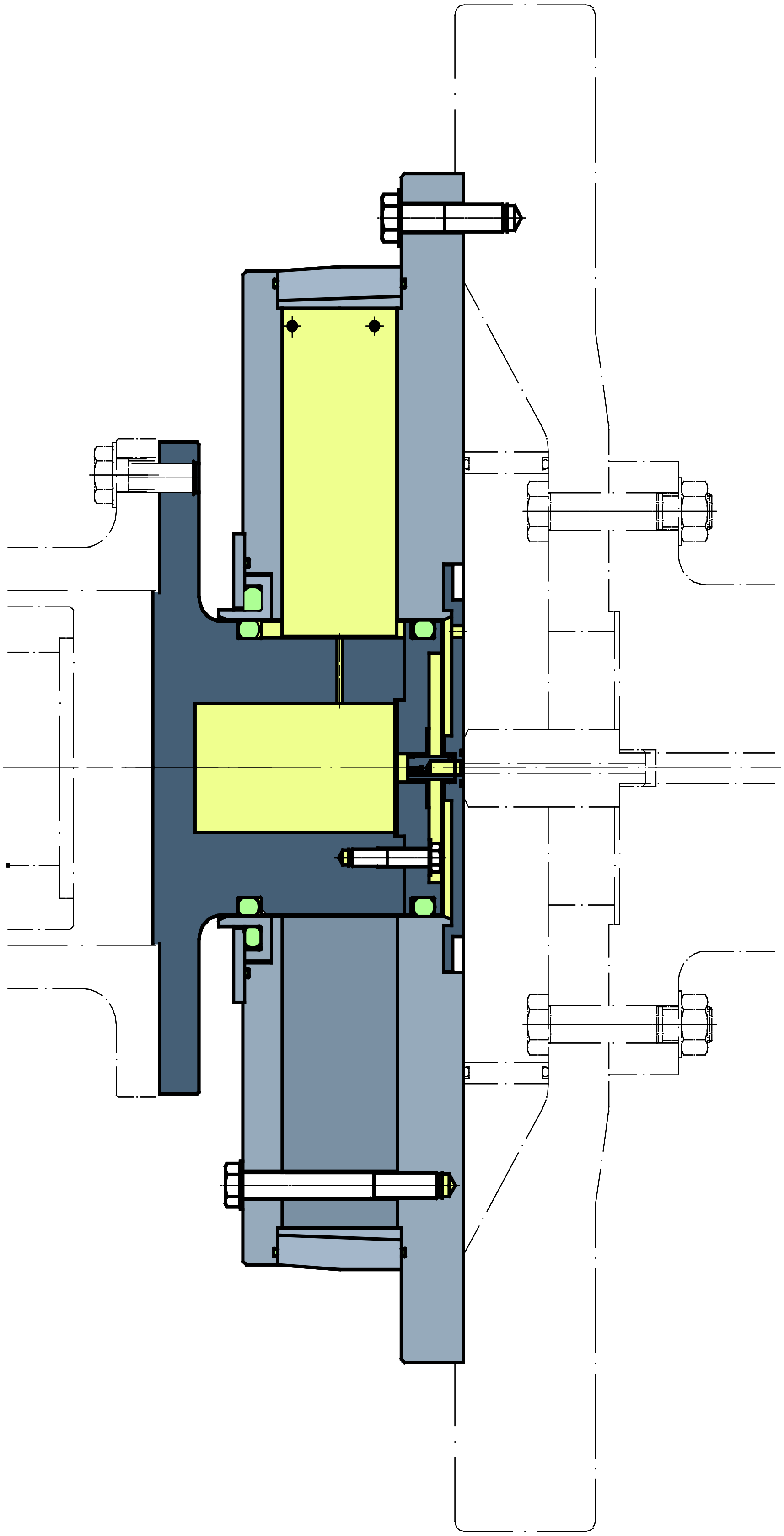
Type		Dimensions											Inertia		Weight		
		B	C	D	E	F	G	H	I	K	L	M	inner	outer	inner	outer	total
		mm											kgm^2		kg		
	15	359	700										238	2780	2160	5850	8010
	17.5	384	725										241	2960	2220	6250	8470
	20	409	750										244	3140	2280	6650	8930
	22.5	434	775										248	3320	2340	7050	9390
180	25	459	800	1800	990	1180	105	3	480	900	1160	1320	251	3500	2400	7450	9850
	30	509	850										258	3860	2520	8250	10770
	35	559	900										265	4220	2630	9050	11680
	40	609	950										273	4580	2750	9850	12600
	45	659	1000										280	4940	2860	10650	13510

Examples

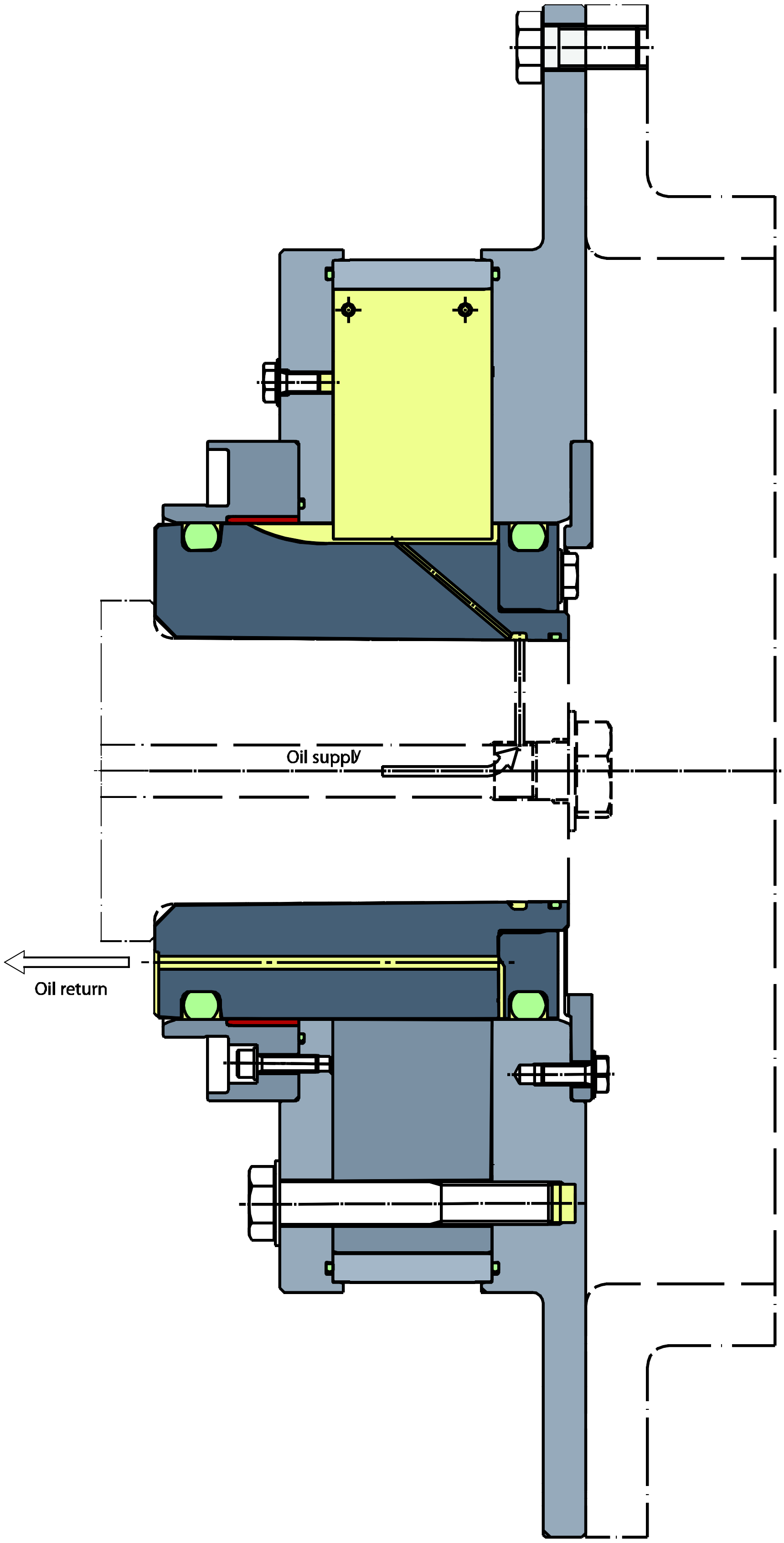
- **Geislinger standard B Coupling between engine and gear box**



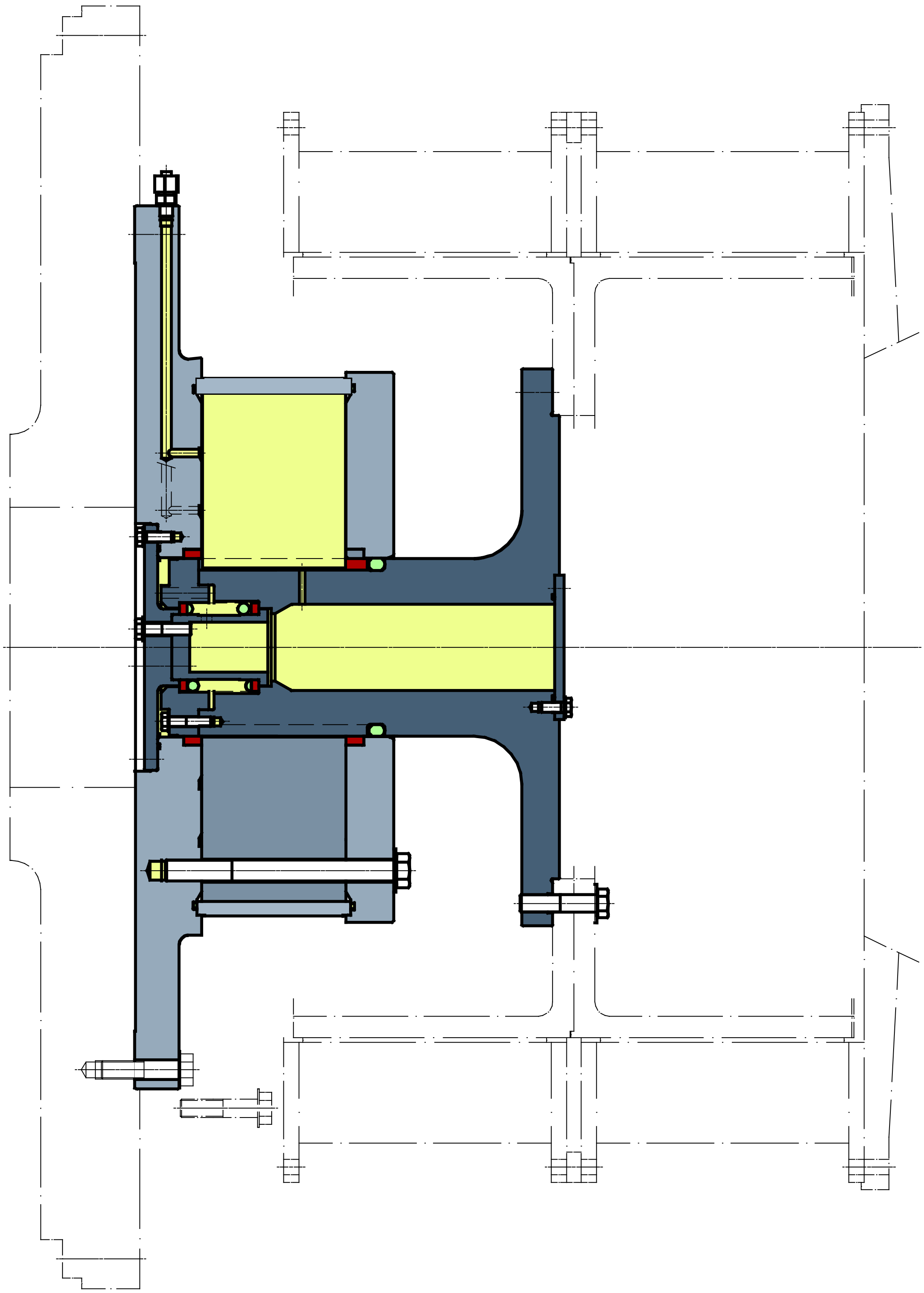
Geislinger BC Coupling



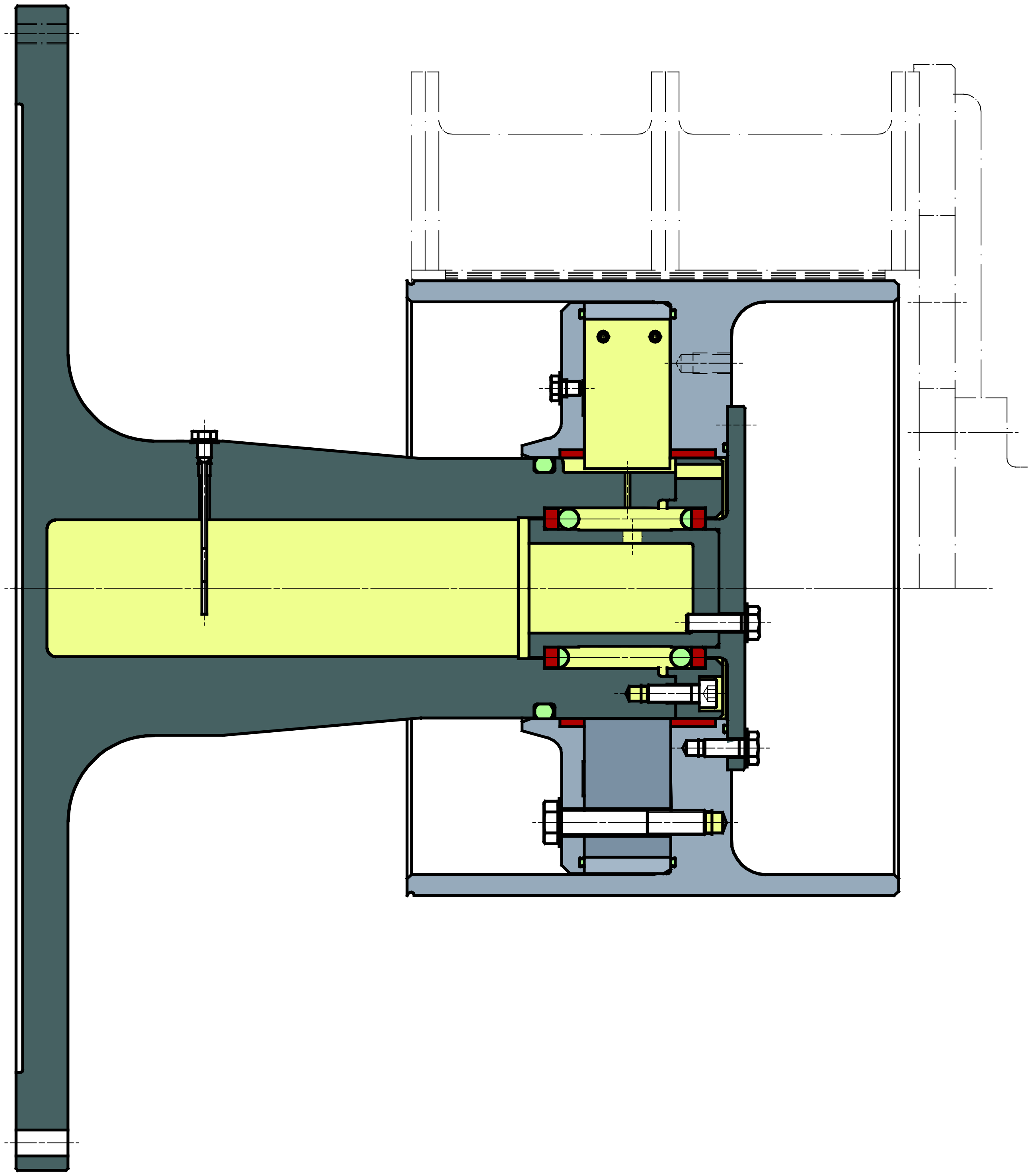
Geislinger BC Coupling without axial thrust



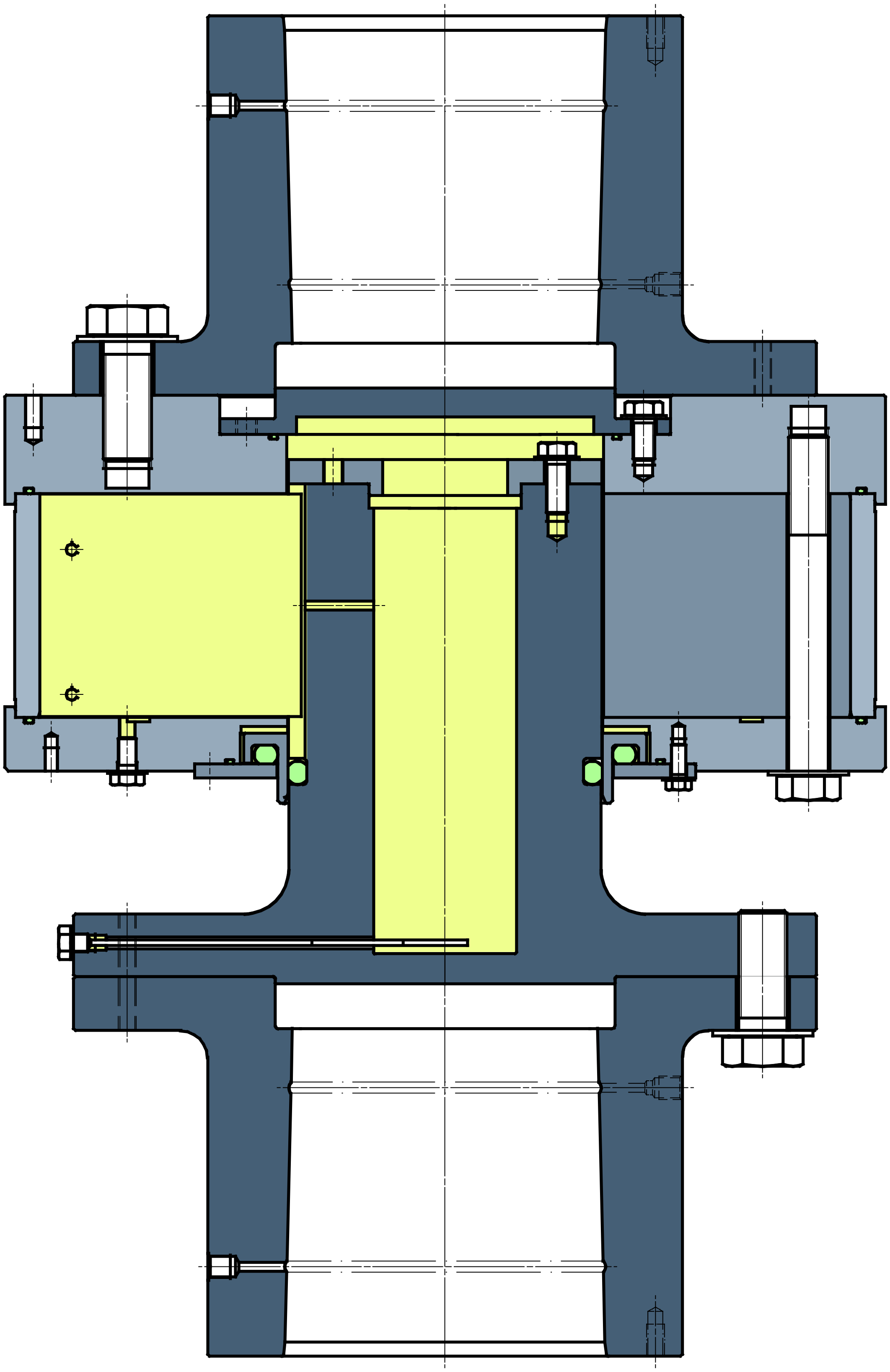
Geislinger BC Coupling + clutch



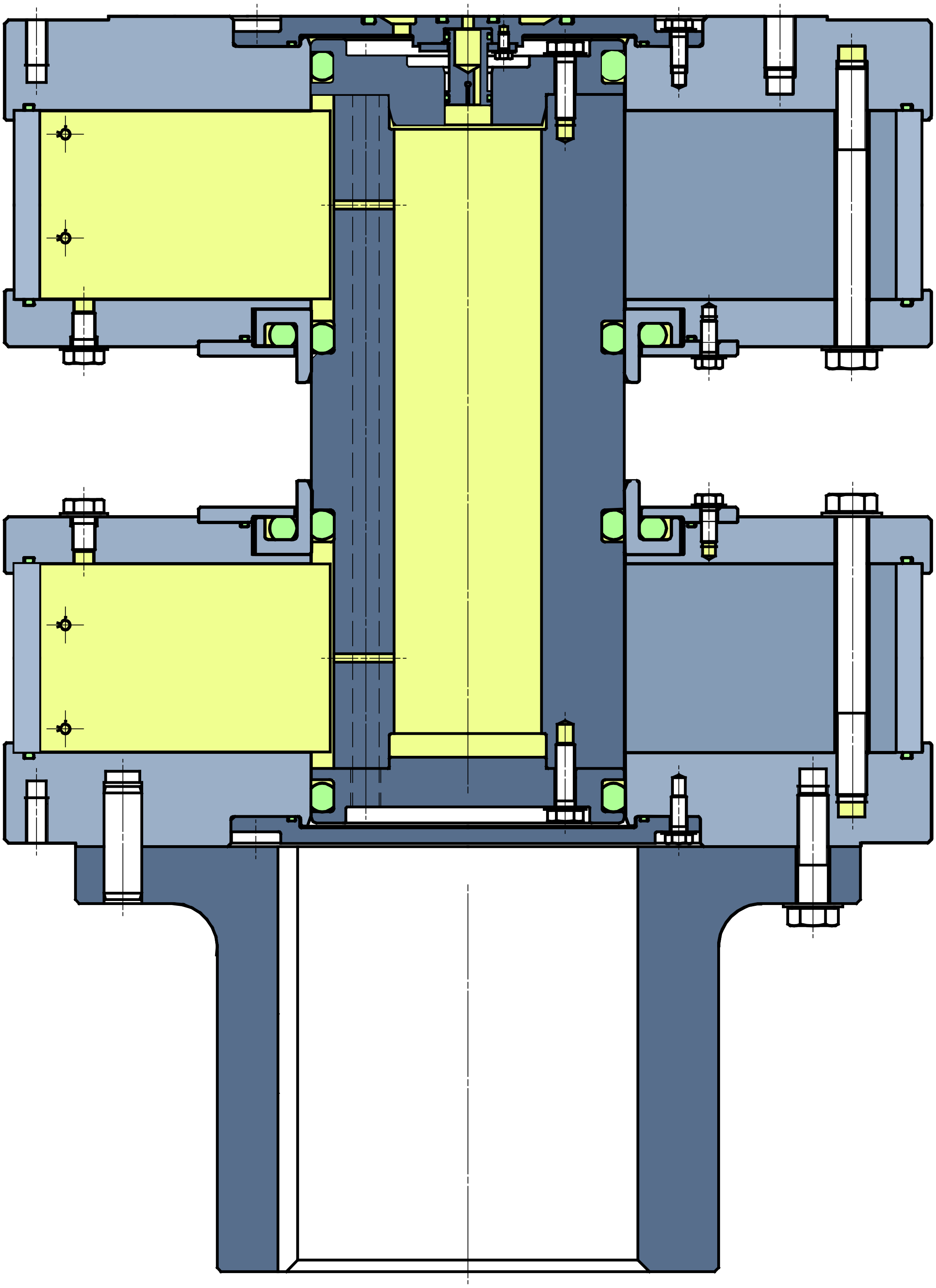
Geislinger BE Coupling + clutch



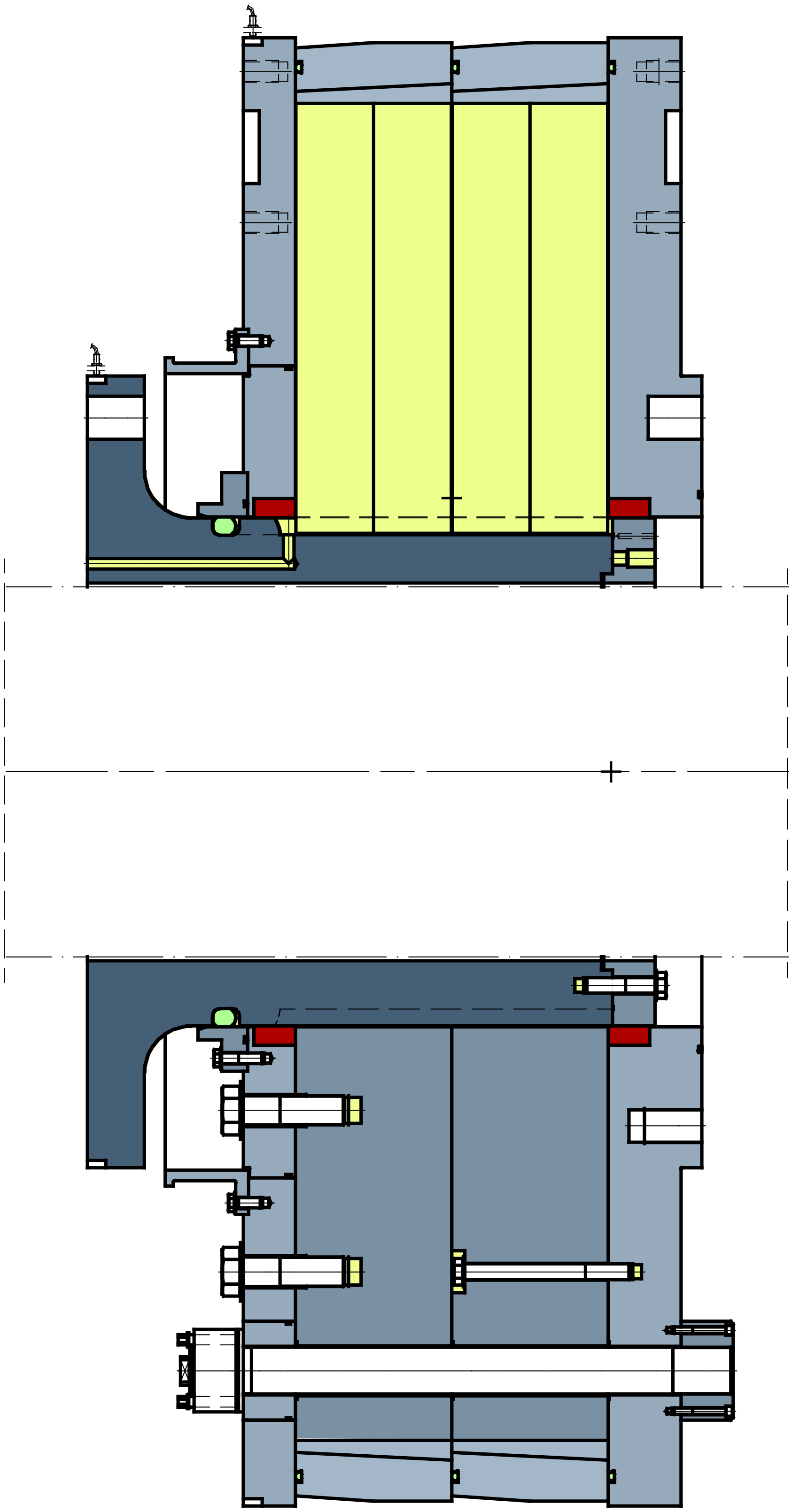
Geislinger BE Coupling with two flange hubs; without pressurized oil supply (oil filled)



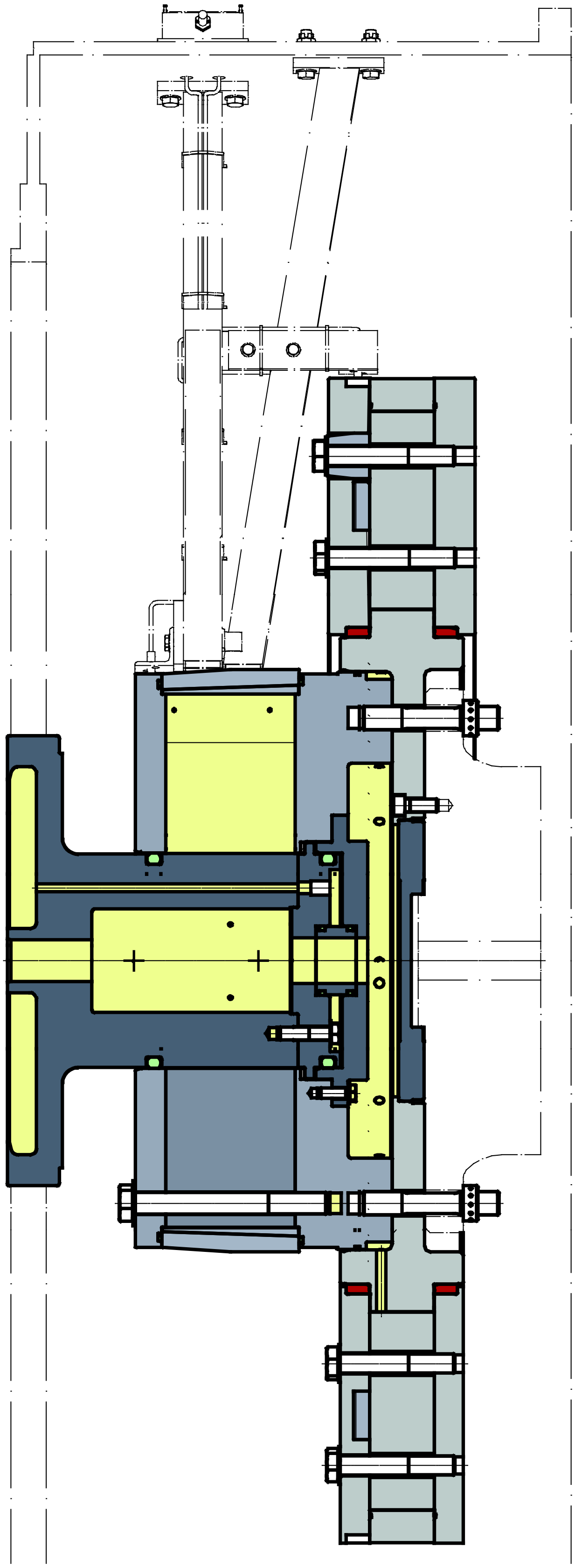
Geislinger BE Dual Coupling with one flange hub



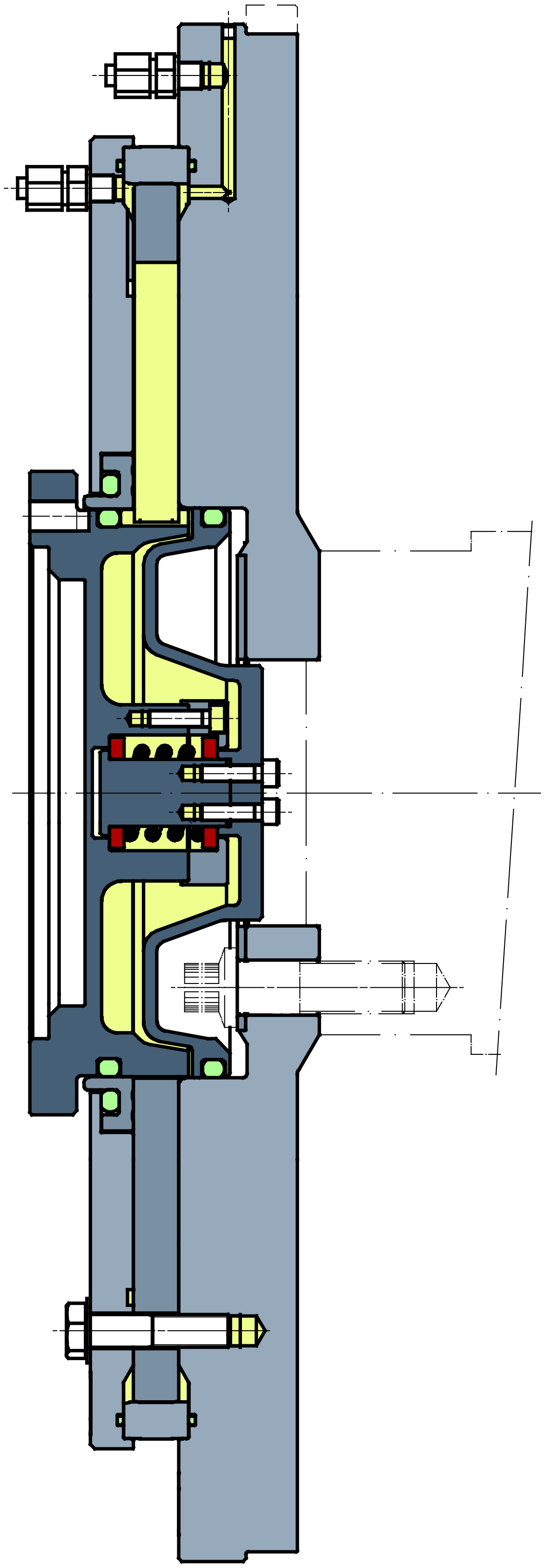
Geislinger BE Coupling for CRP application



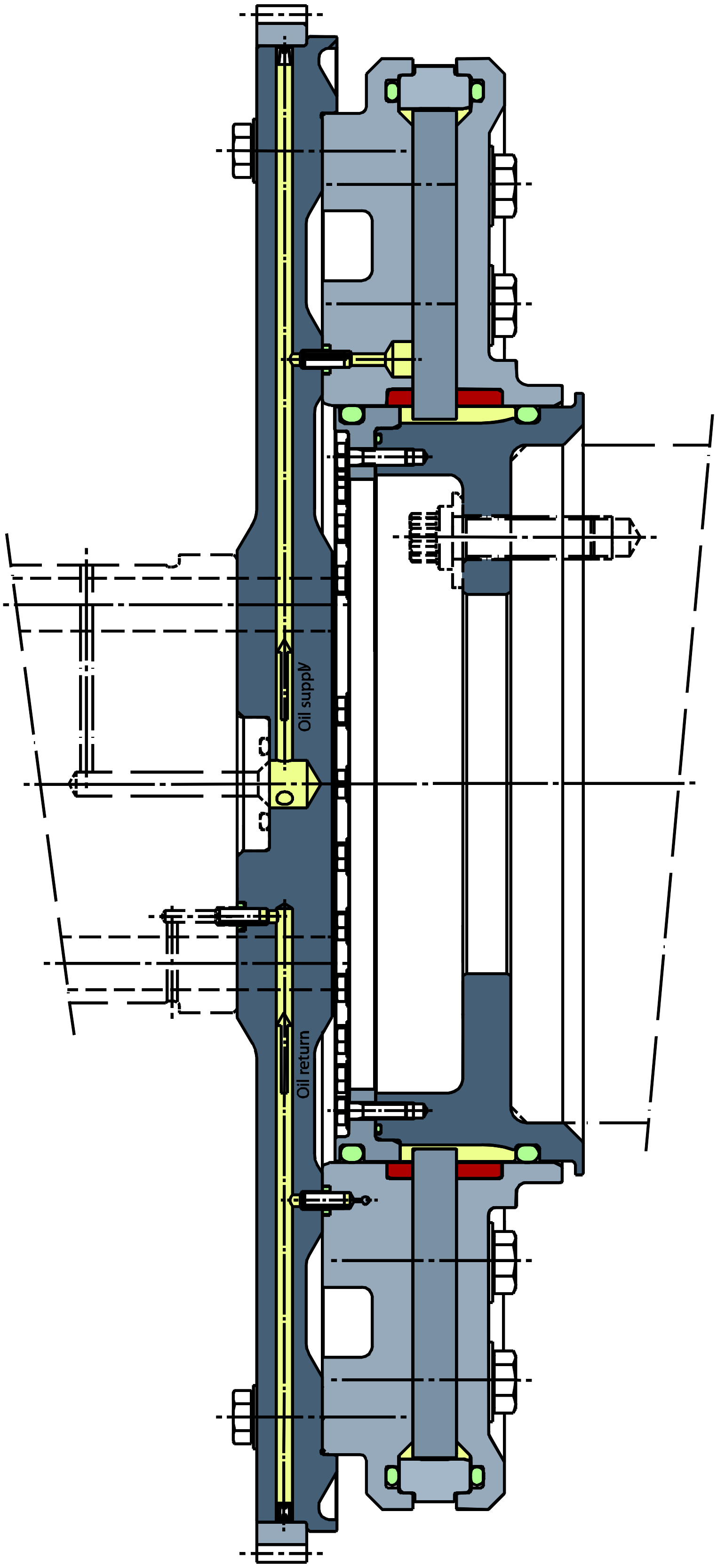
Geislinger BE Coupling – combined with Geislinger Damper



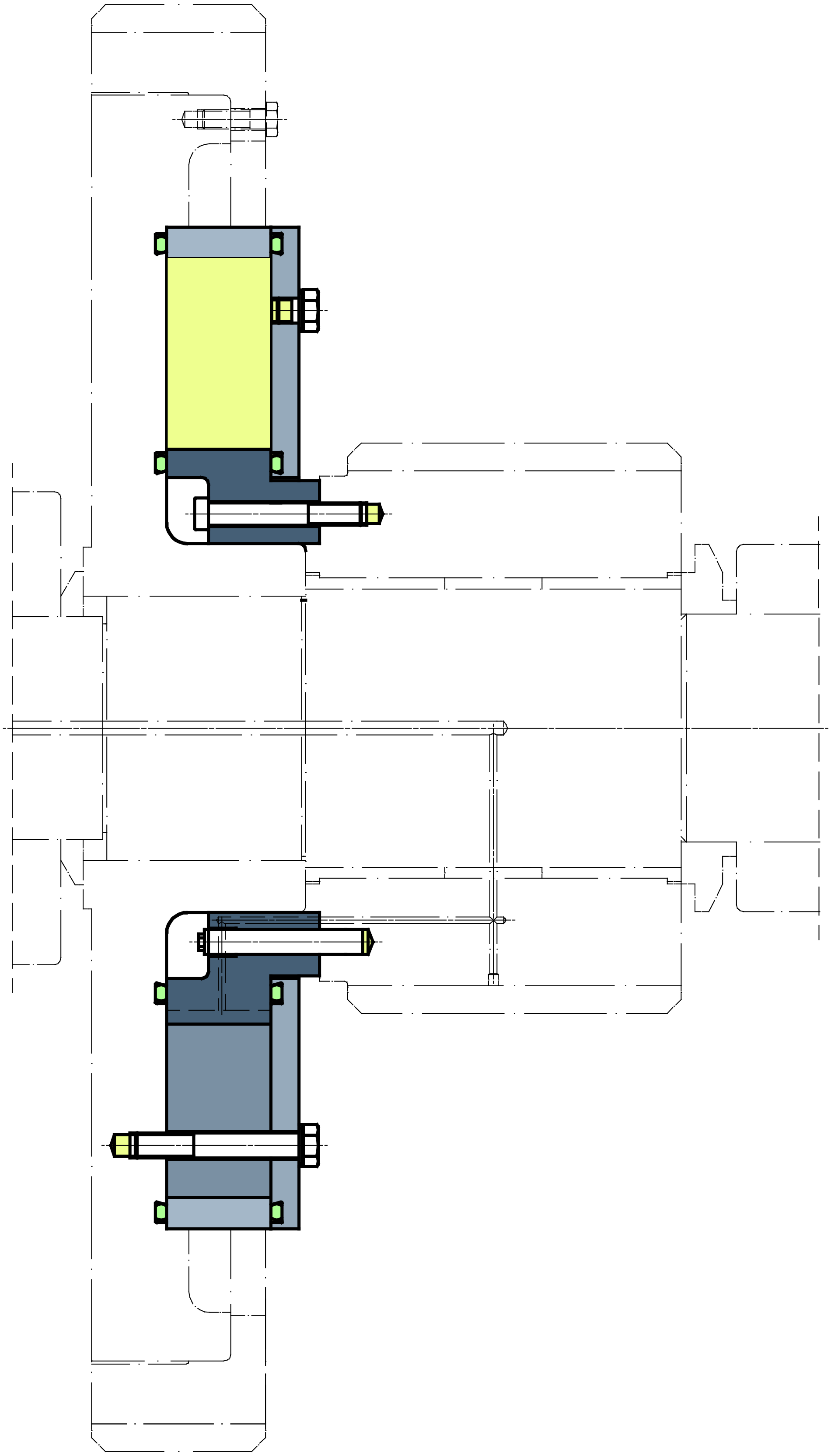
Geislinger BE Coupling - oil filled with integrated flywheel



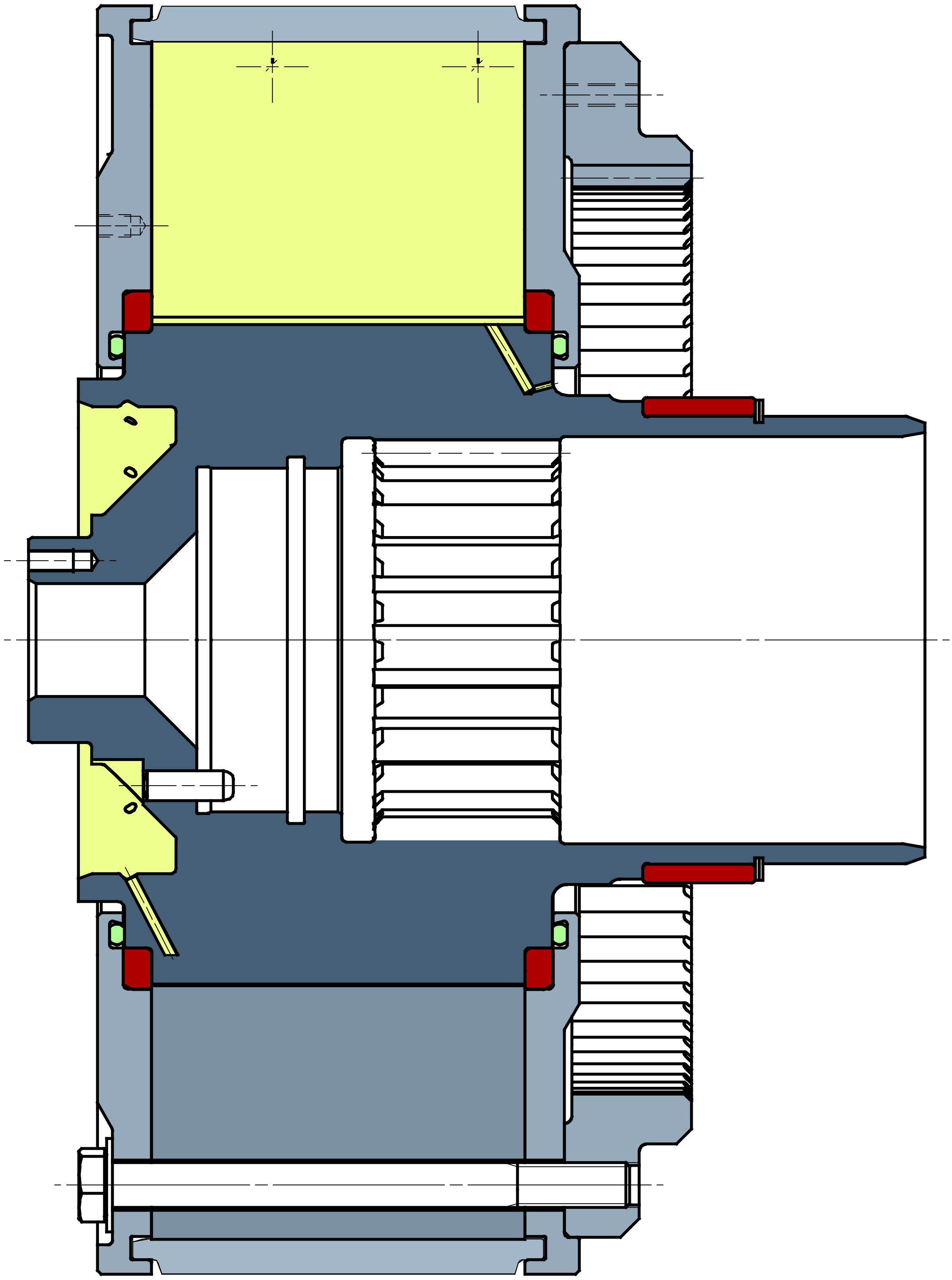
Geislinger BE Coupling - oil supplied for single bearing generator set



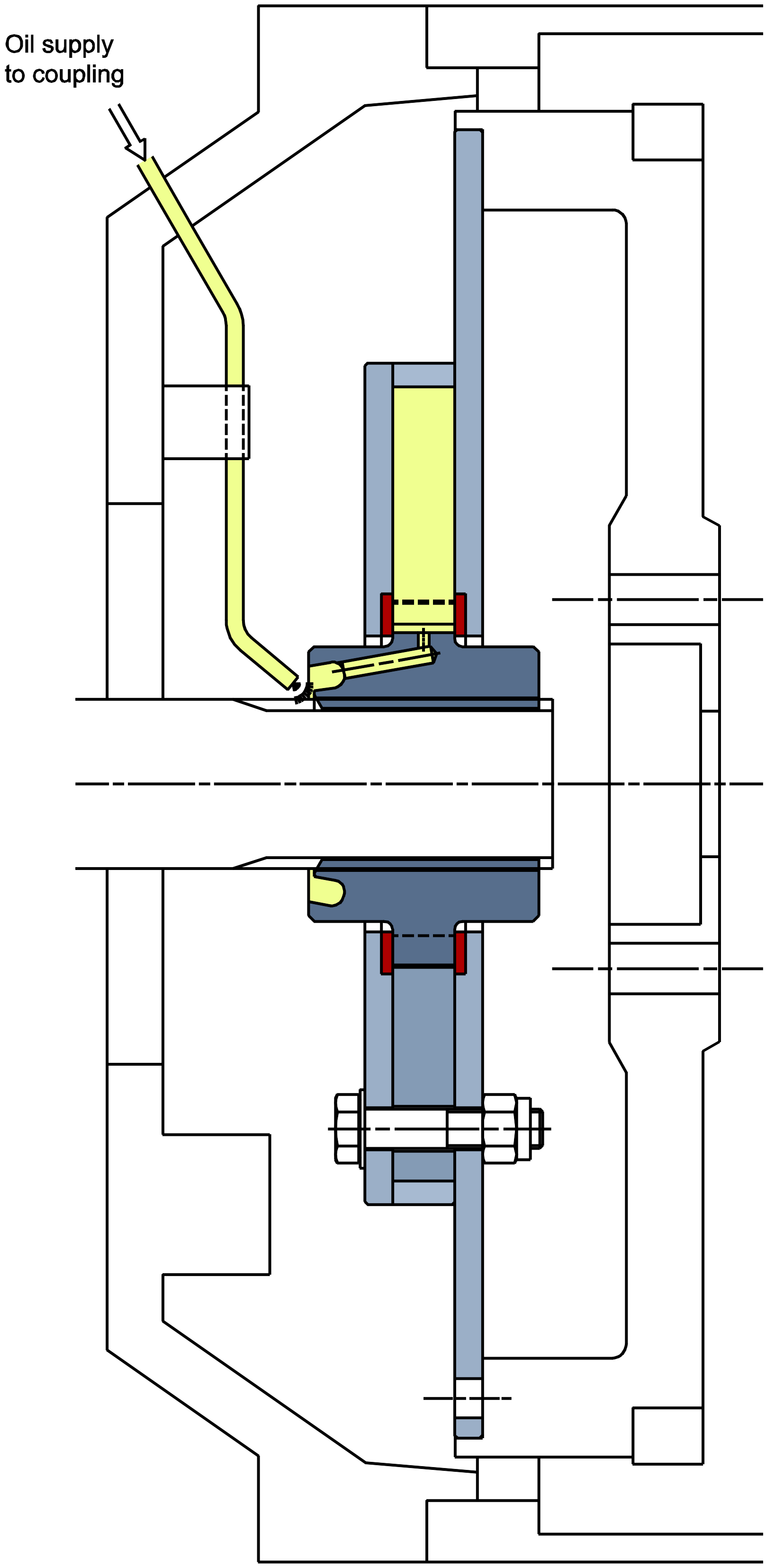
Geislinger C Coupling - inside the gearbox



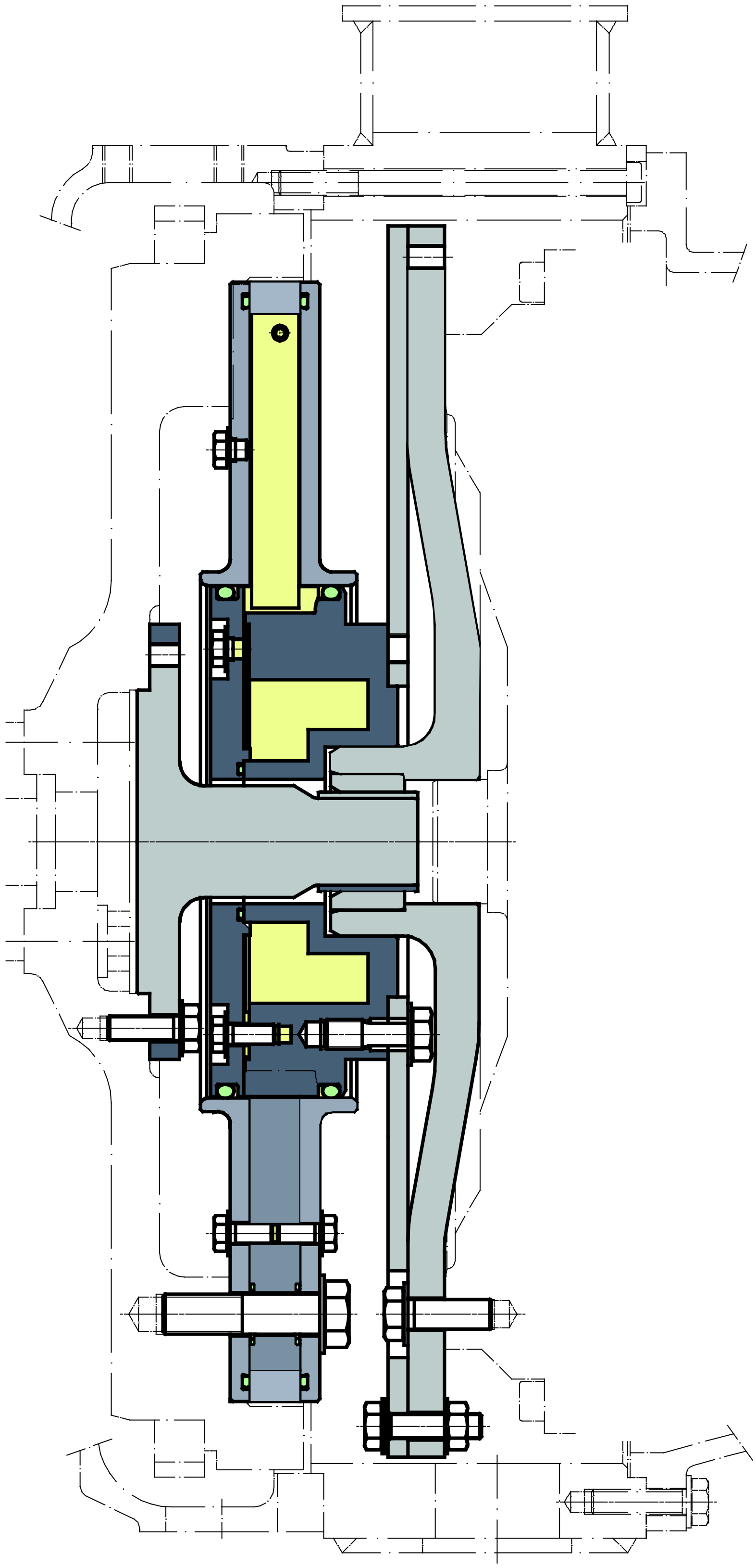
Geislinger C Coupling - gear integrated



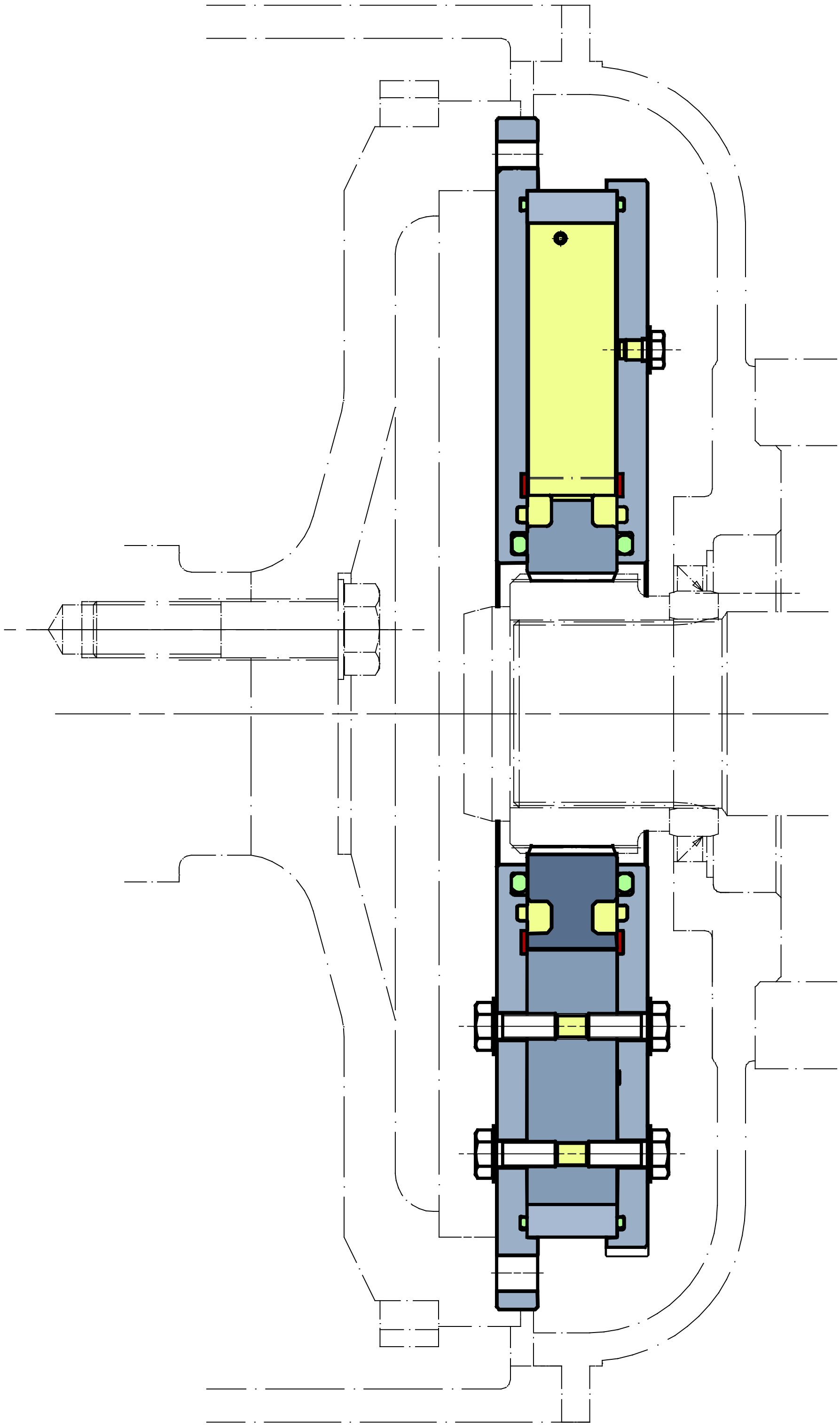
Geislinger C Coupling with non-rotating oil supply



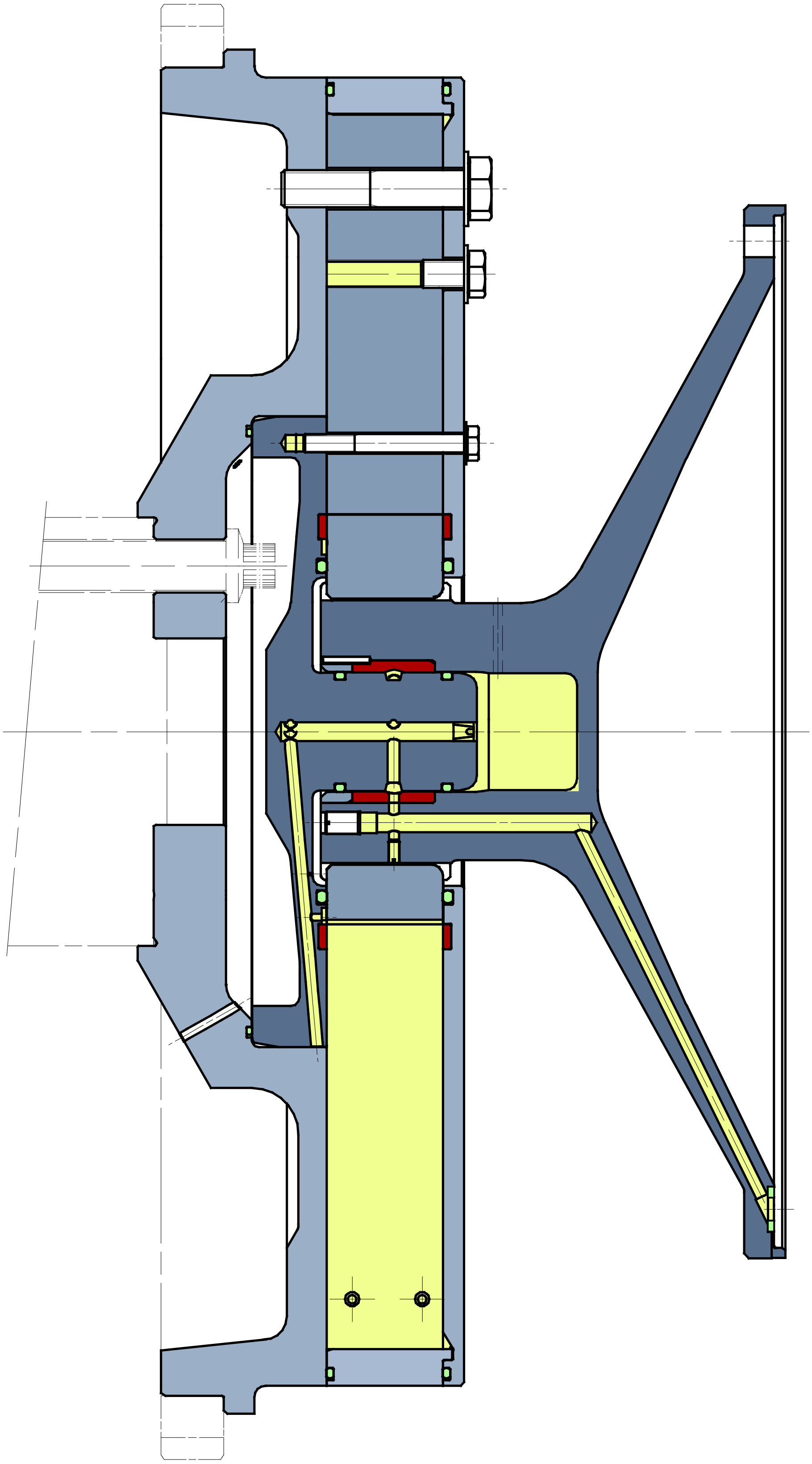
■ Geislinger E Coupling; without pressurized oil supply (oil filled)



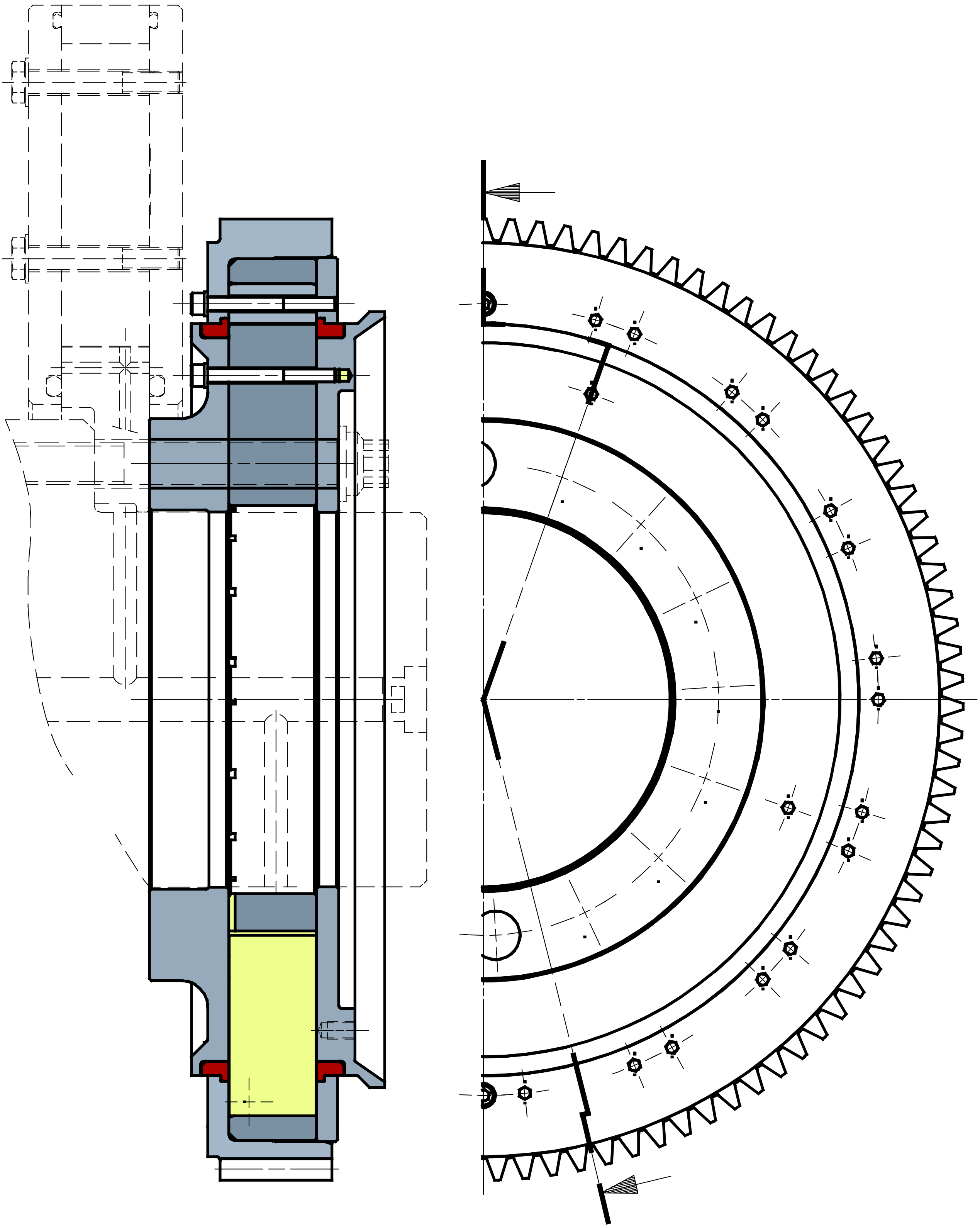
Geislinger C Coupling between engine and gearbox; without pressurized oil supply (oil filled)



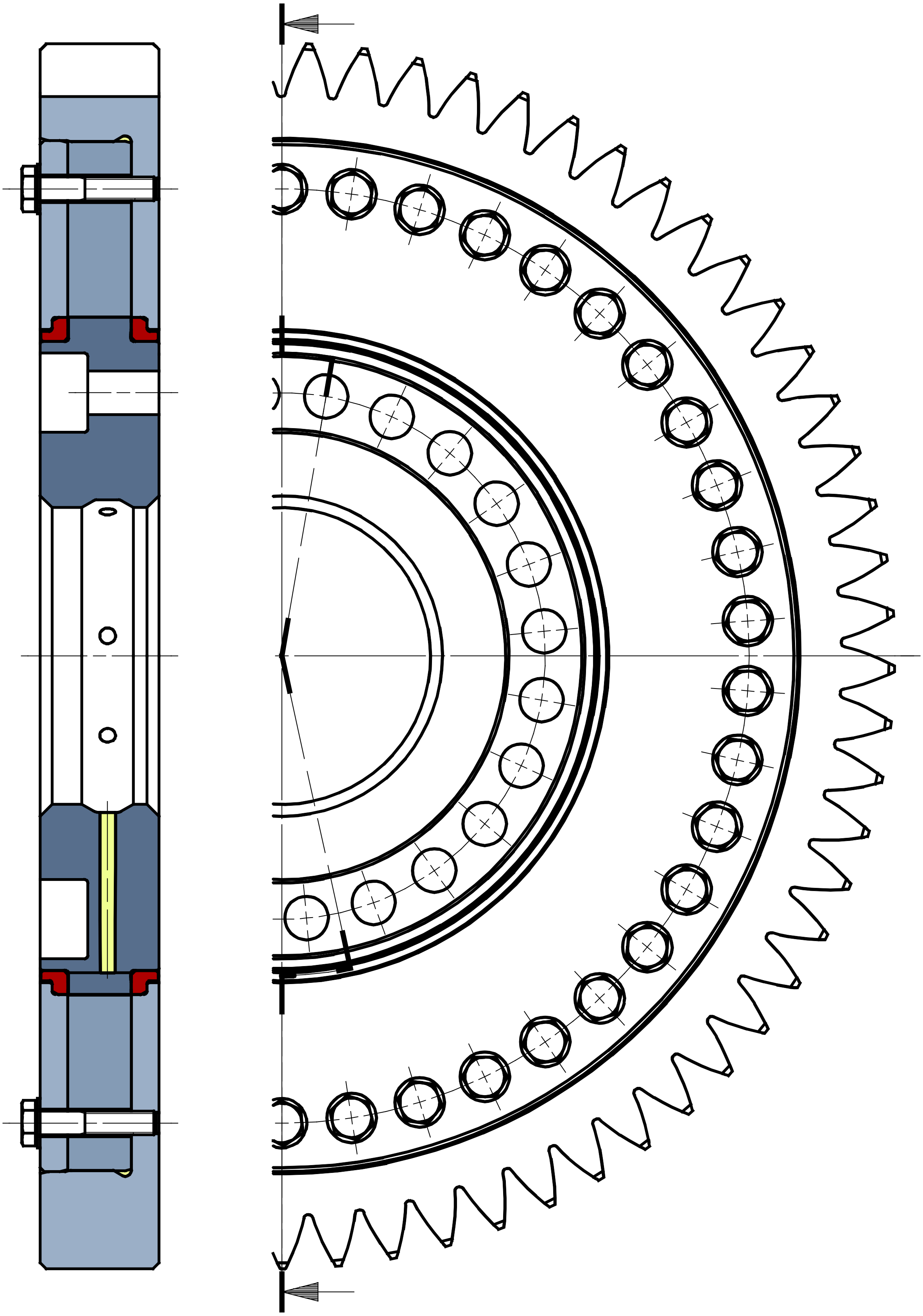
Geislinger BE Coupling for torque converter



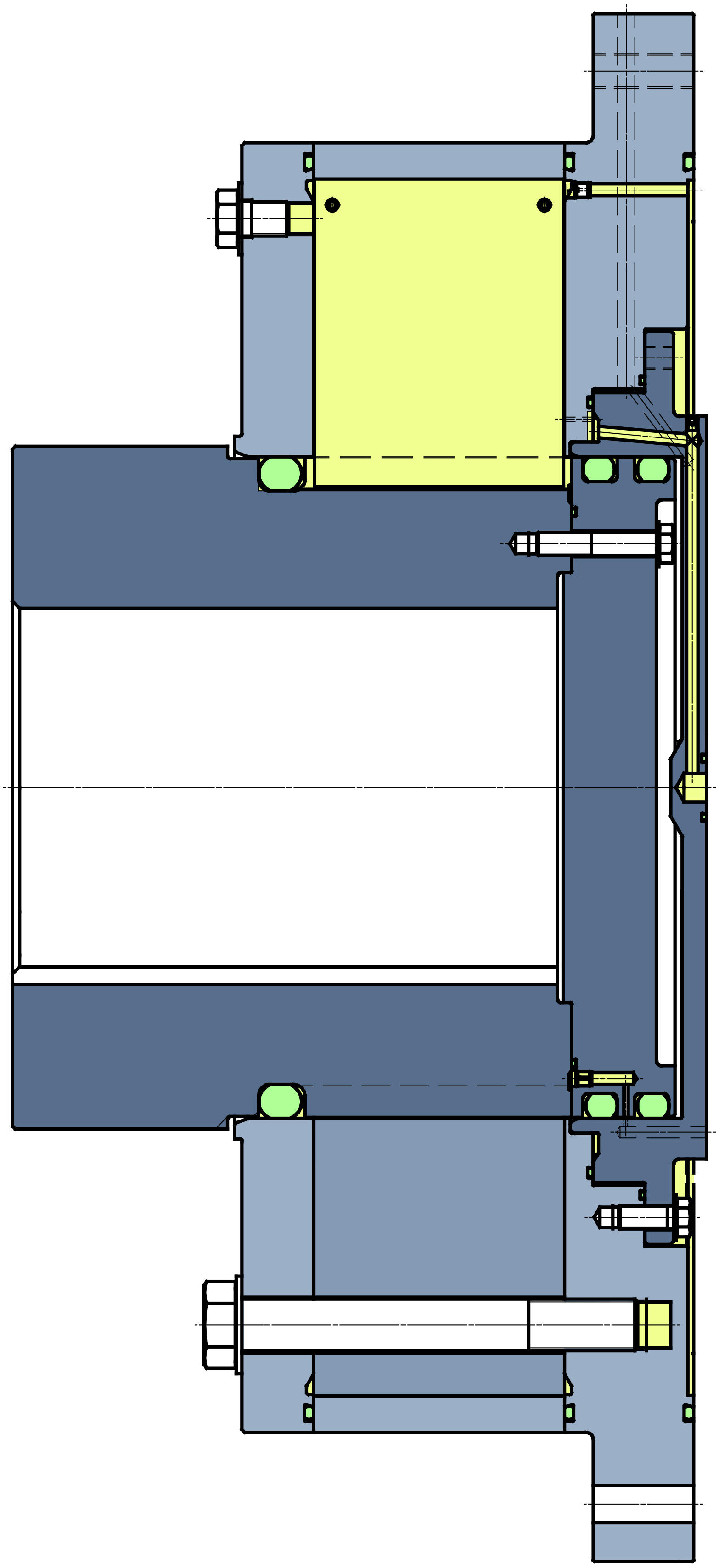
Geislinger C Coupling for gear drive – combined with Geislinger Damper



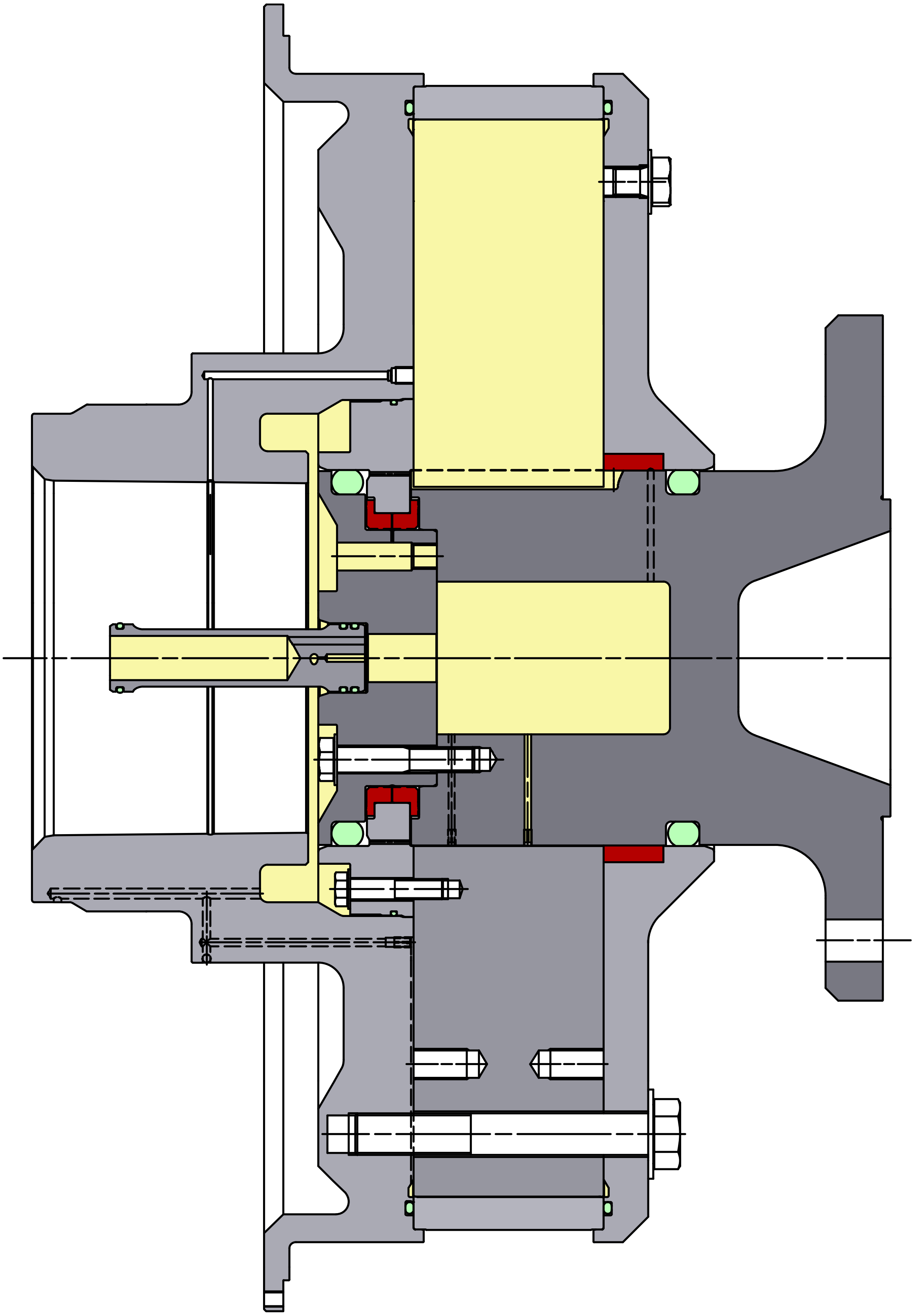
Geislinger C Coupling for gear drive



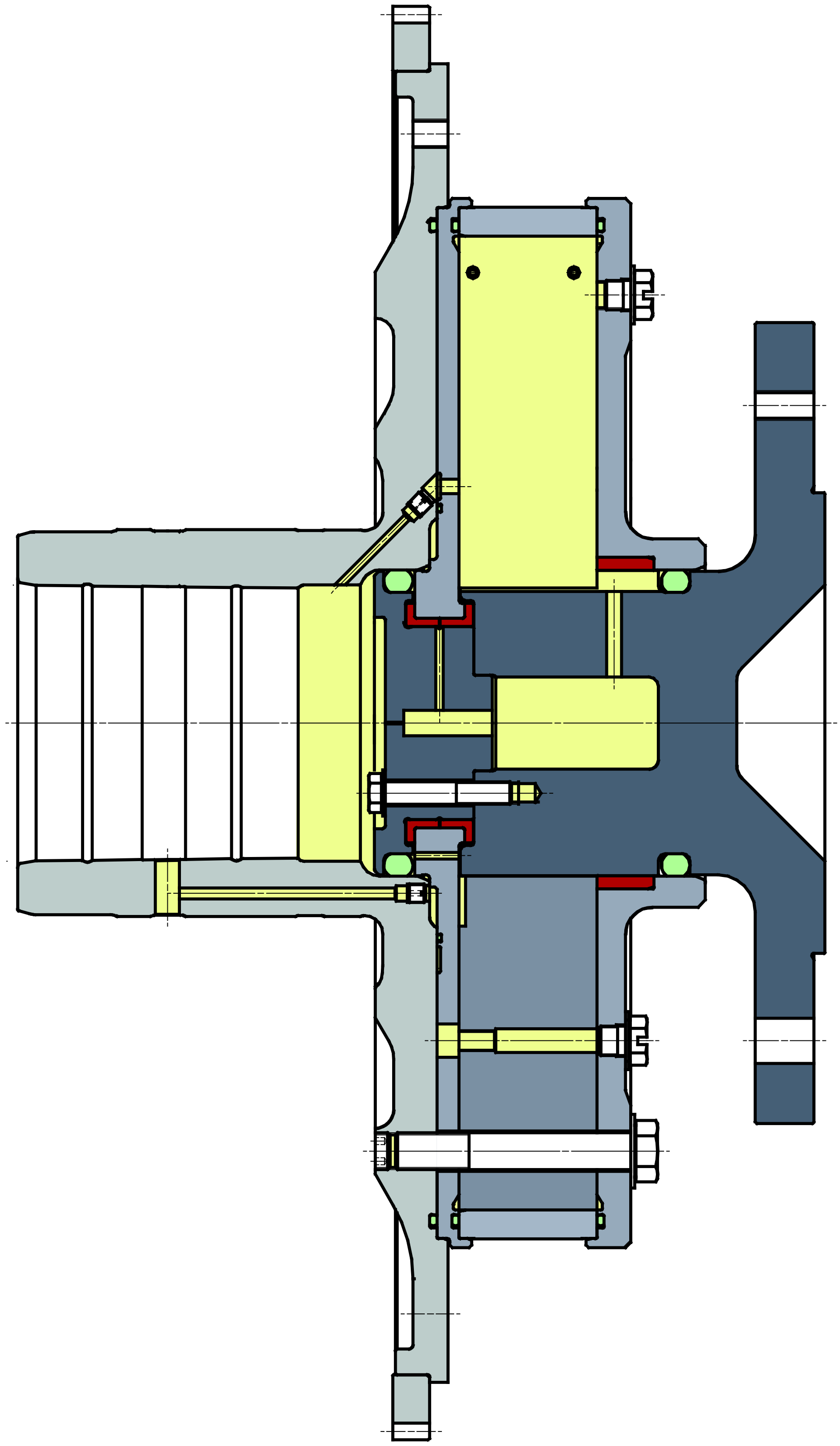
Geislinger C Coupling for generator set



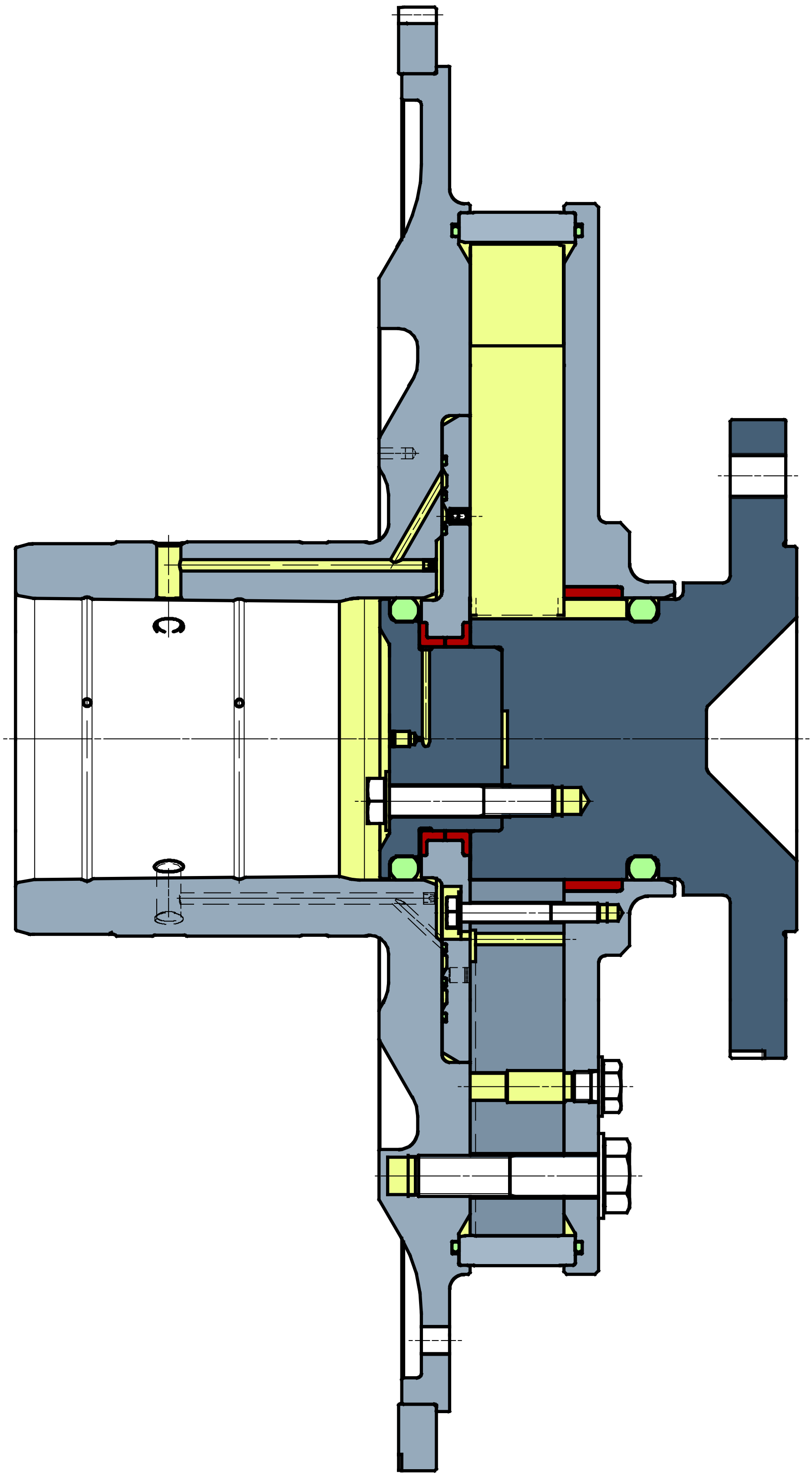
Geislinger F Coupling with central oil supply



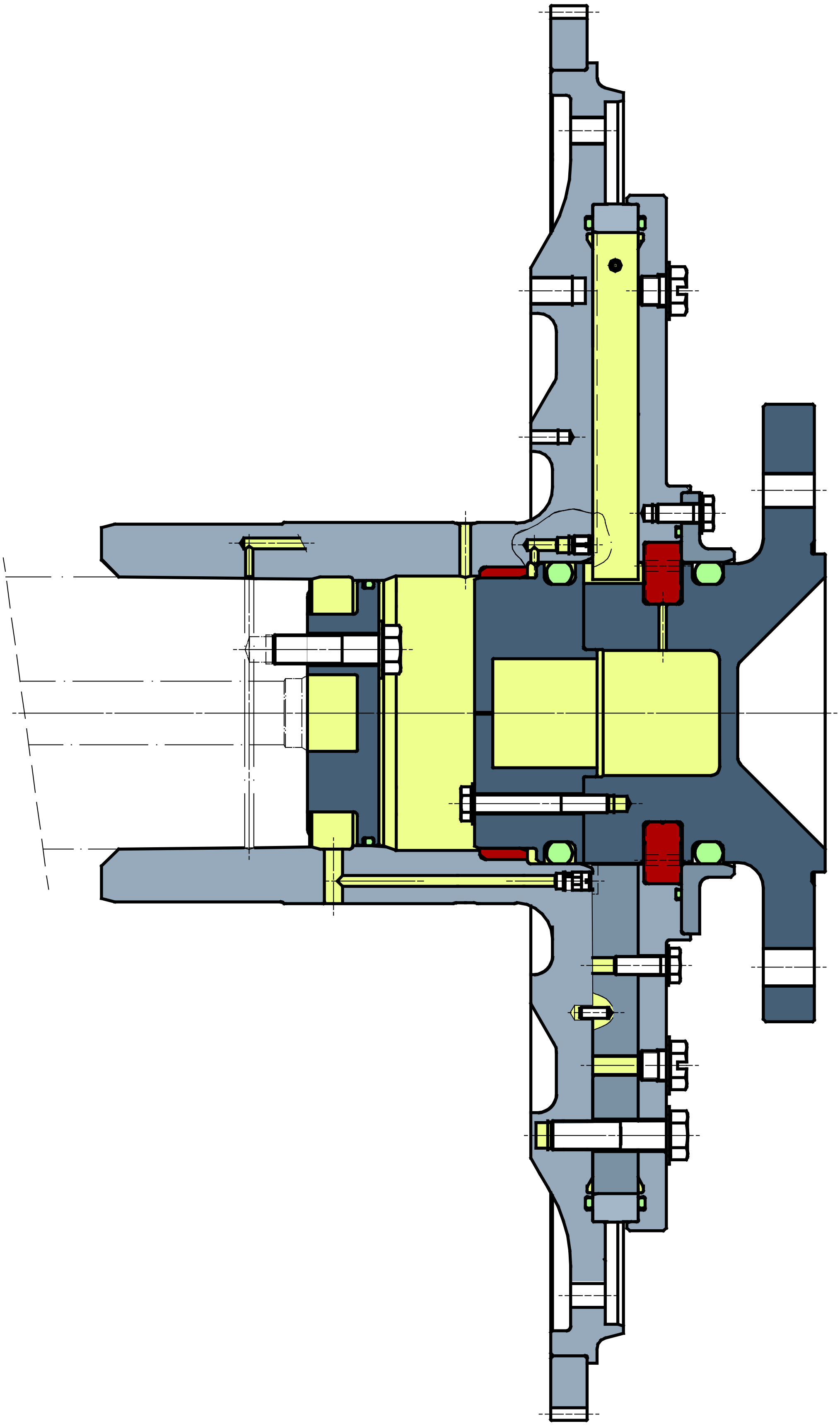
Geislinger F Coupling with flywheel



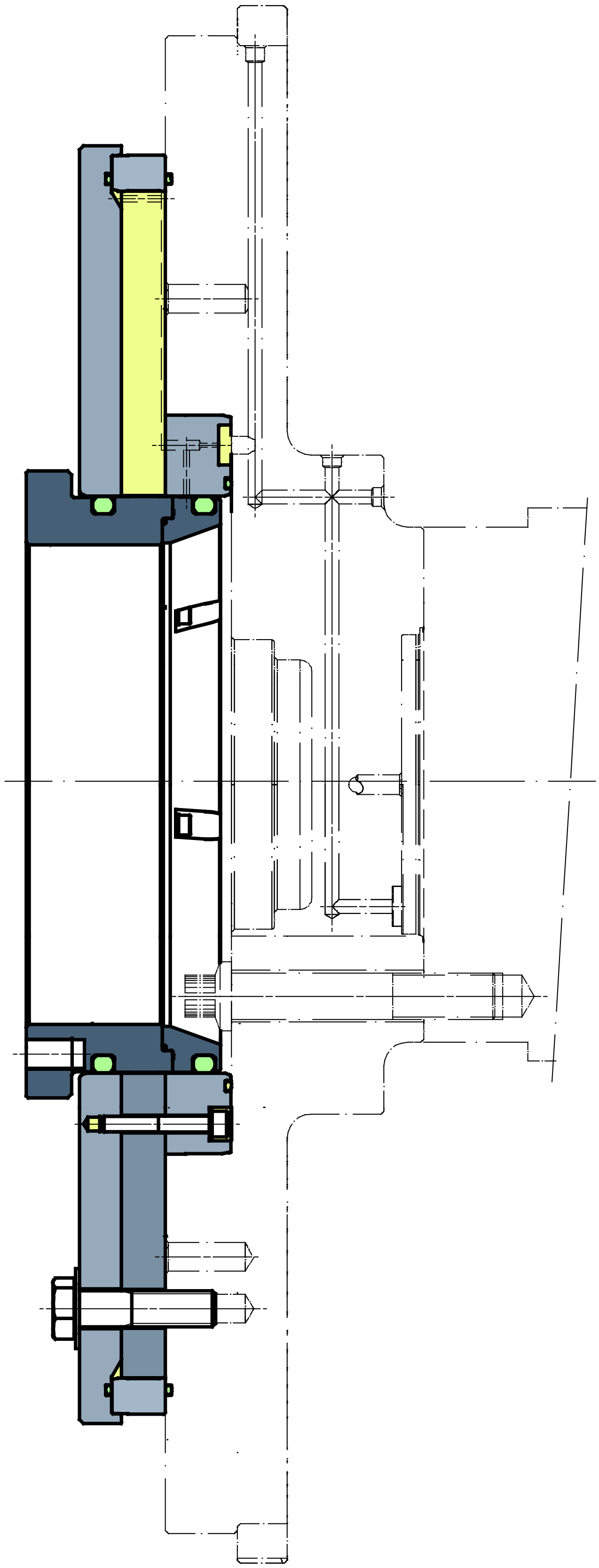
Geislinger F Coupling with integrated flywheel



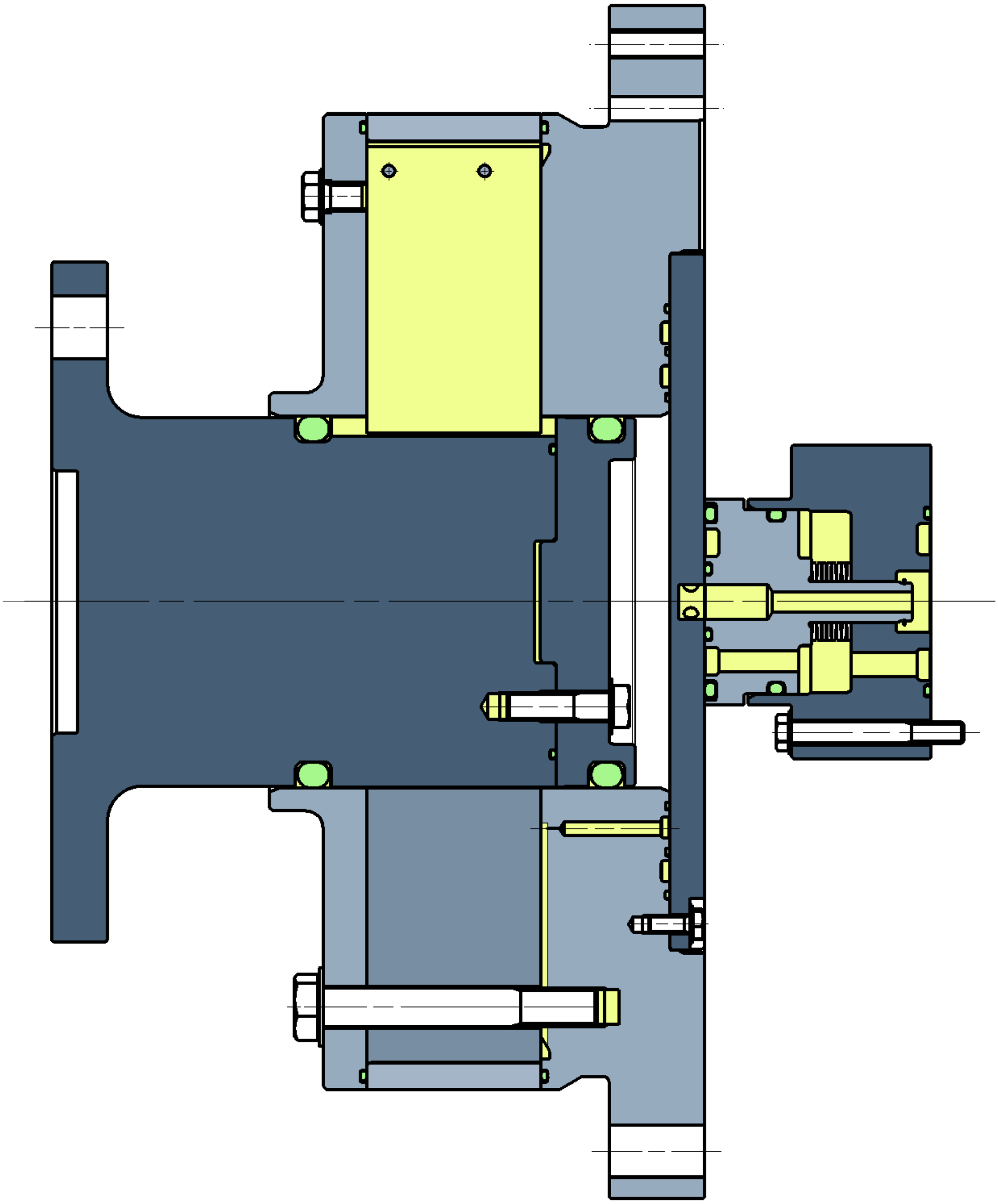
Geislinger F Coupling with integrated flywheel



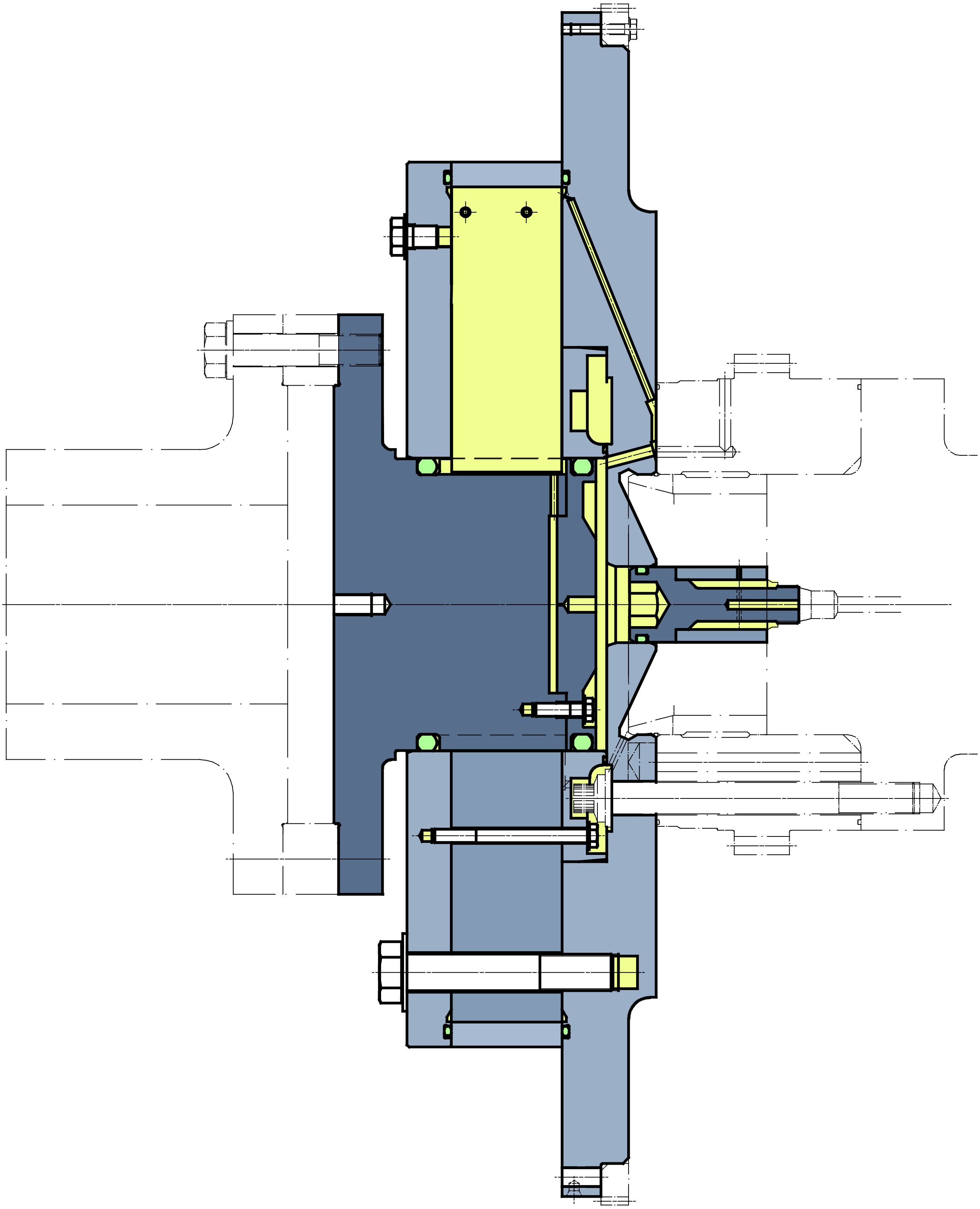
Geislinger BE Coupling with integrated flywheel



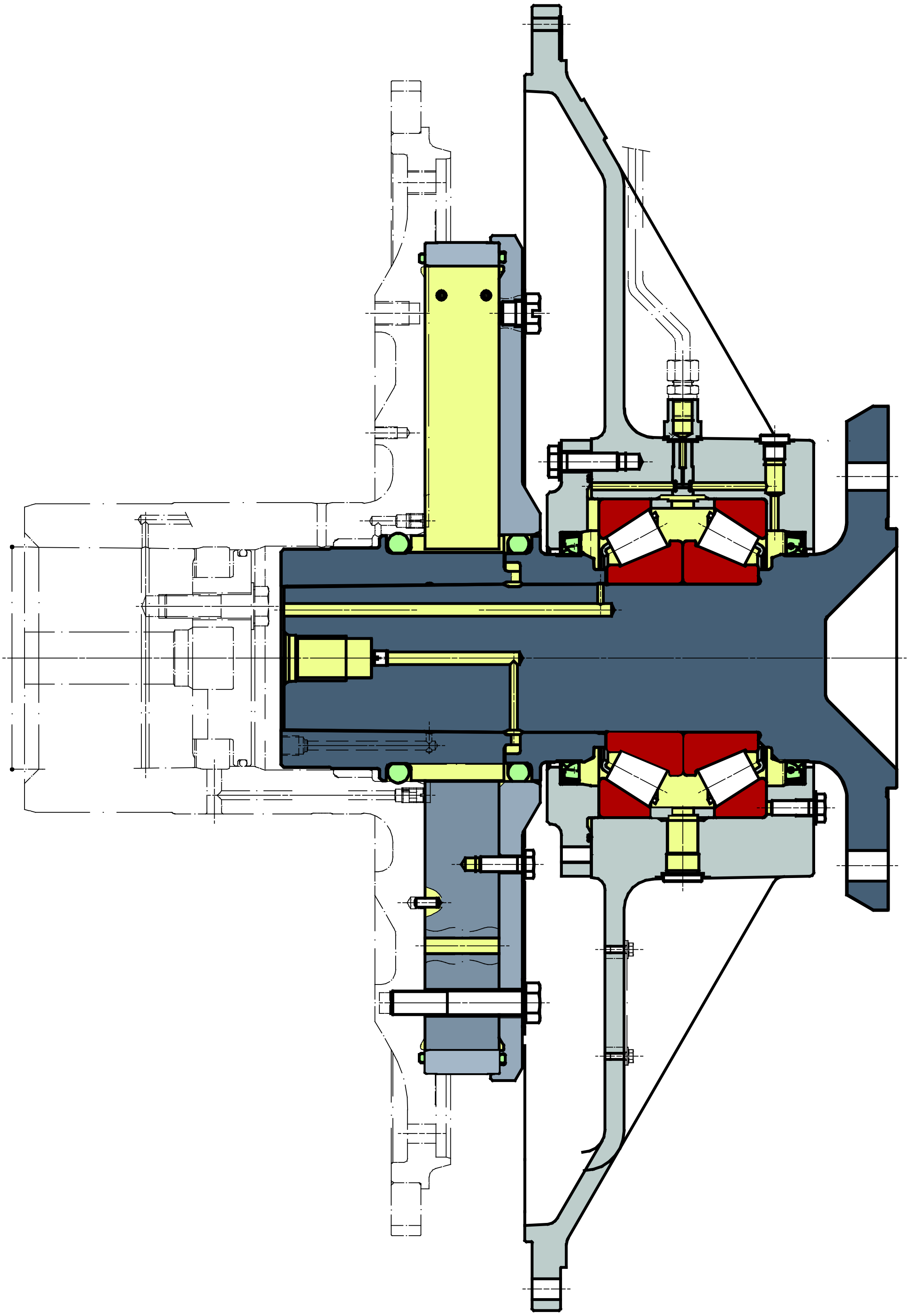
Geislinger BC Coupling with oil adapter



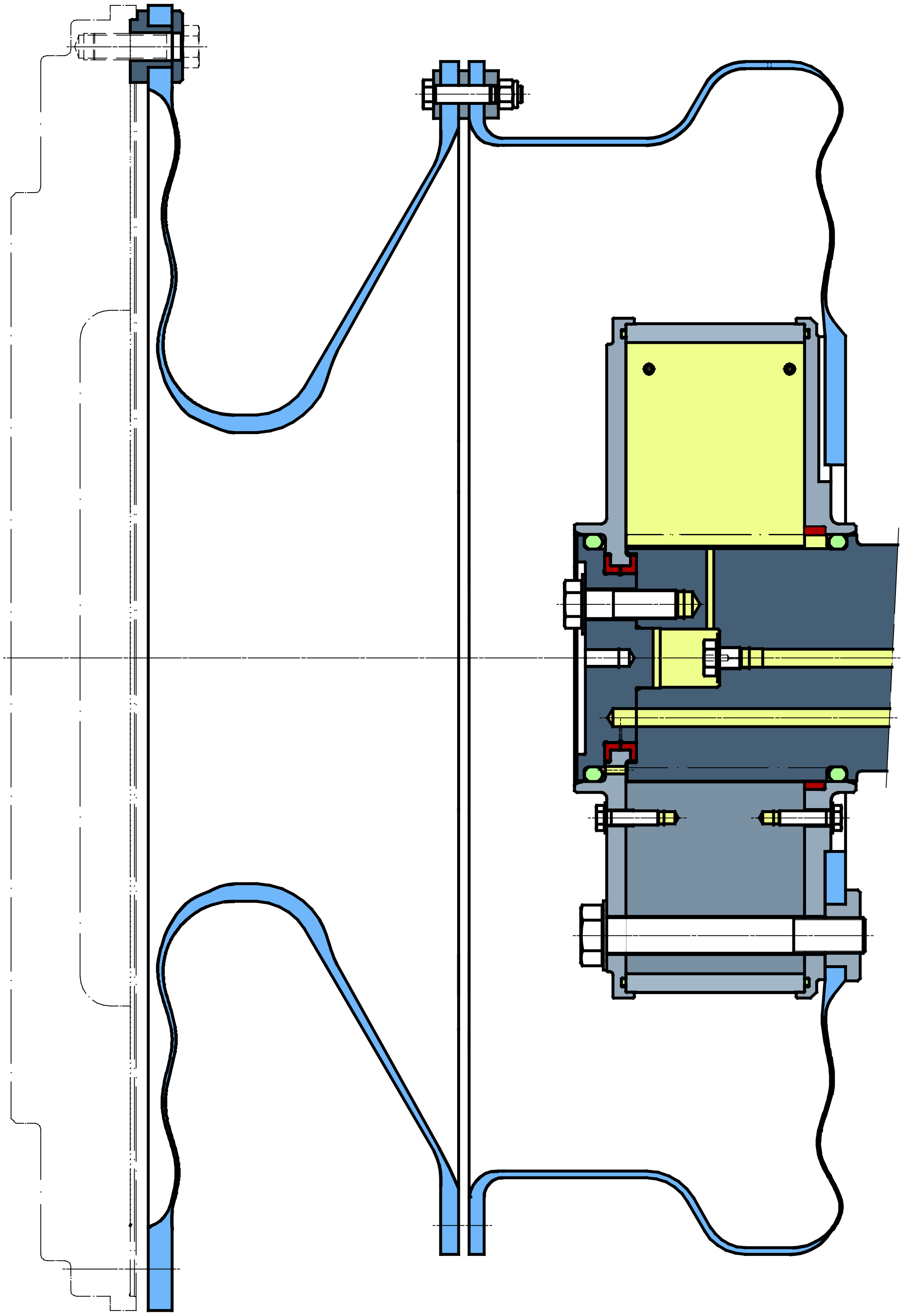
Geislinger BE Coupling with integrated flywheel



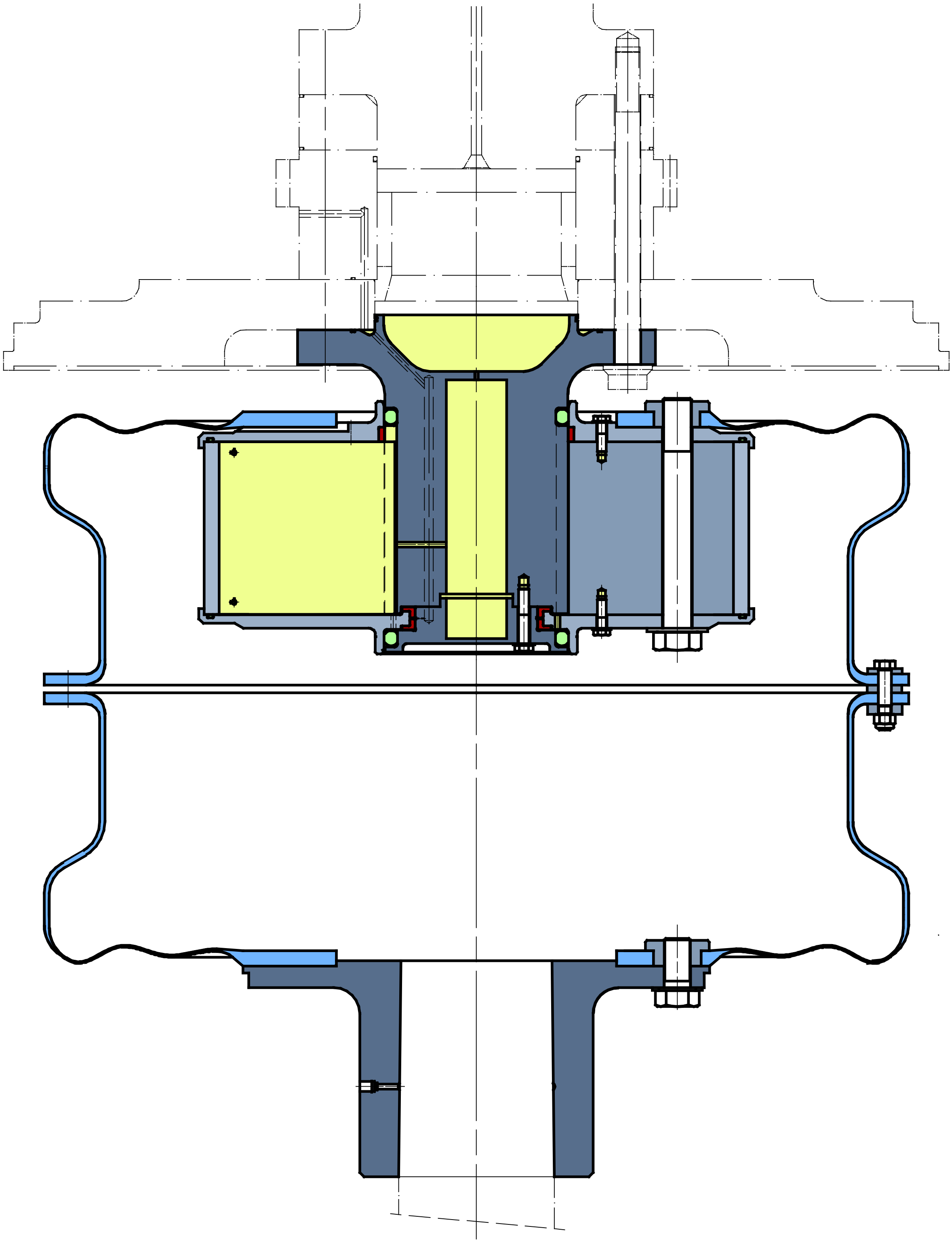
Geislinger F Coupling with bearing housing



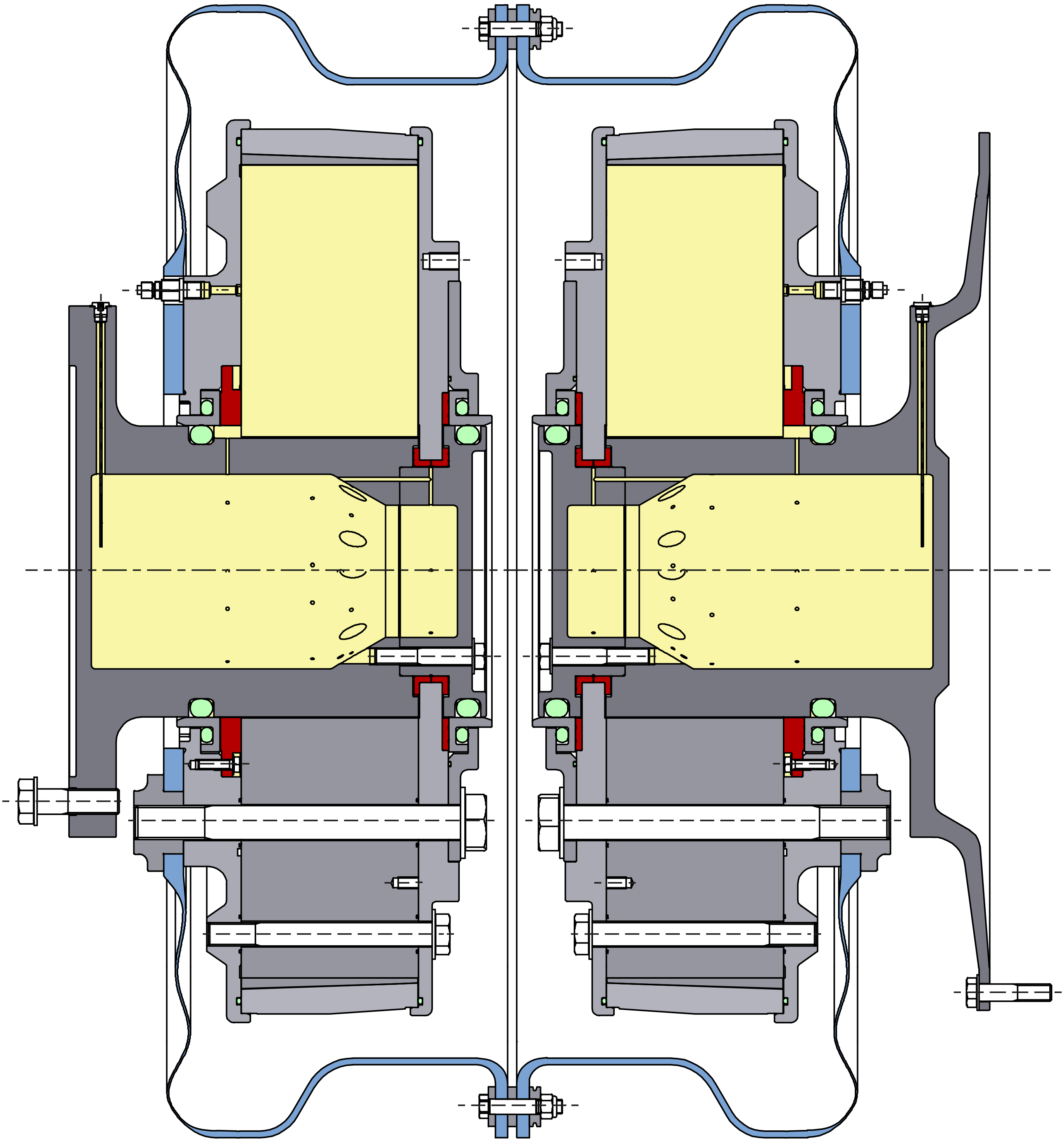
Lightweight Gesilco BI Coupling + integrated Geislinger C Coupling - connected to splined gear input shaft



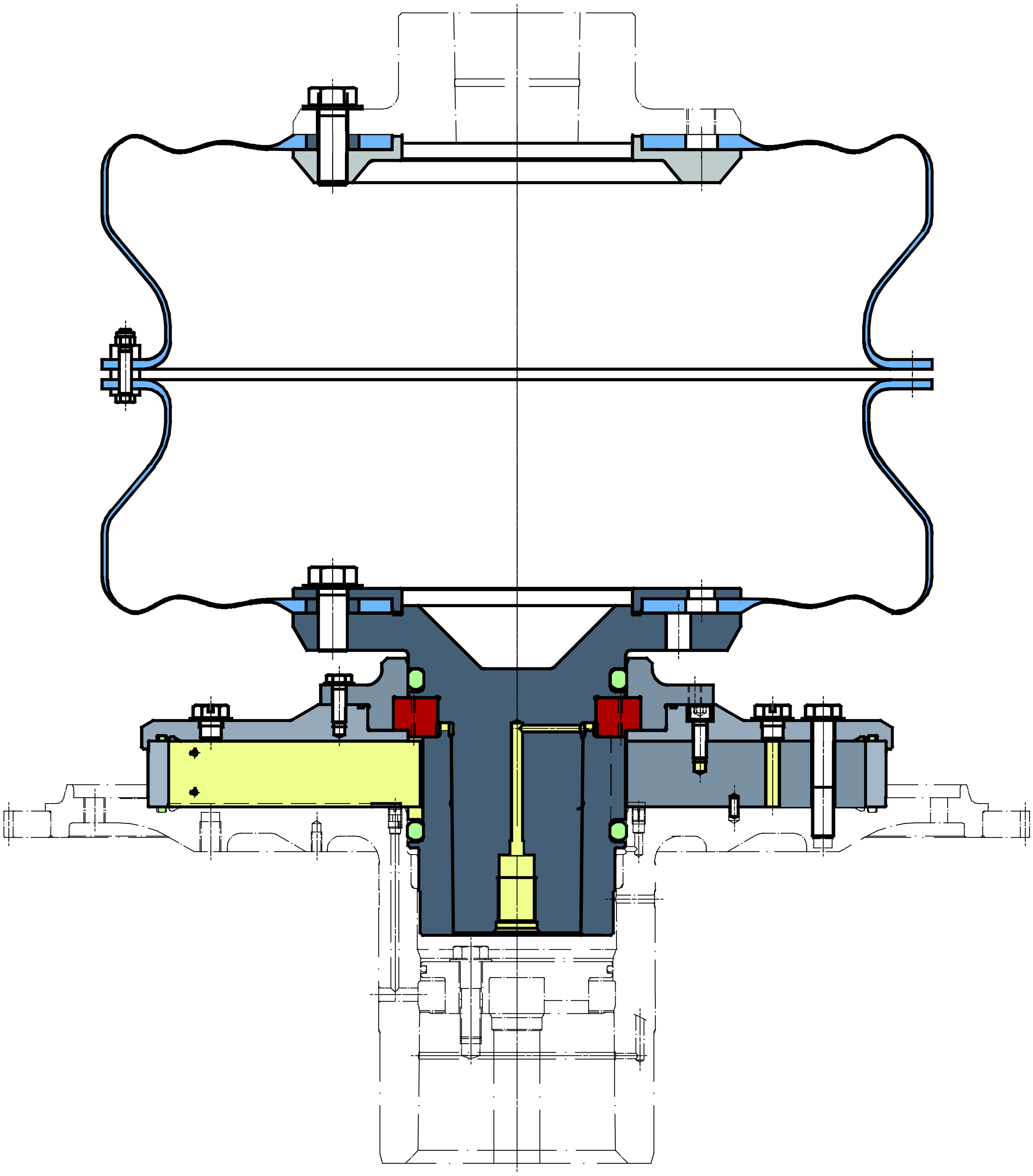
Lightweight Gesilco BF Coupling + integrated Geislinger BE Coupling



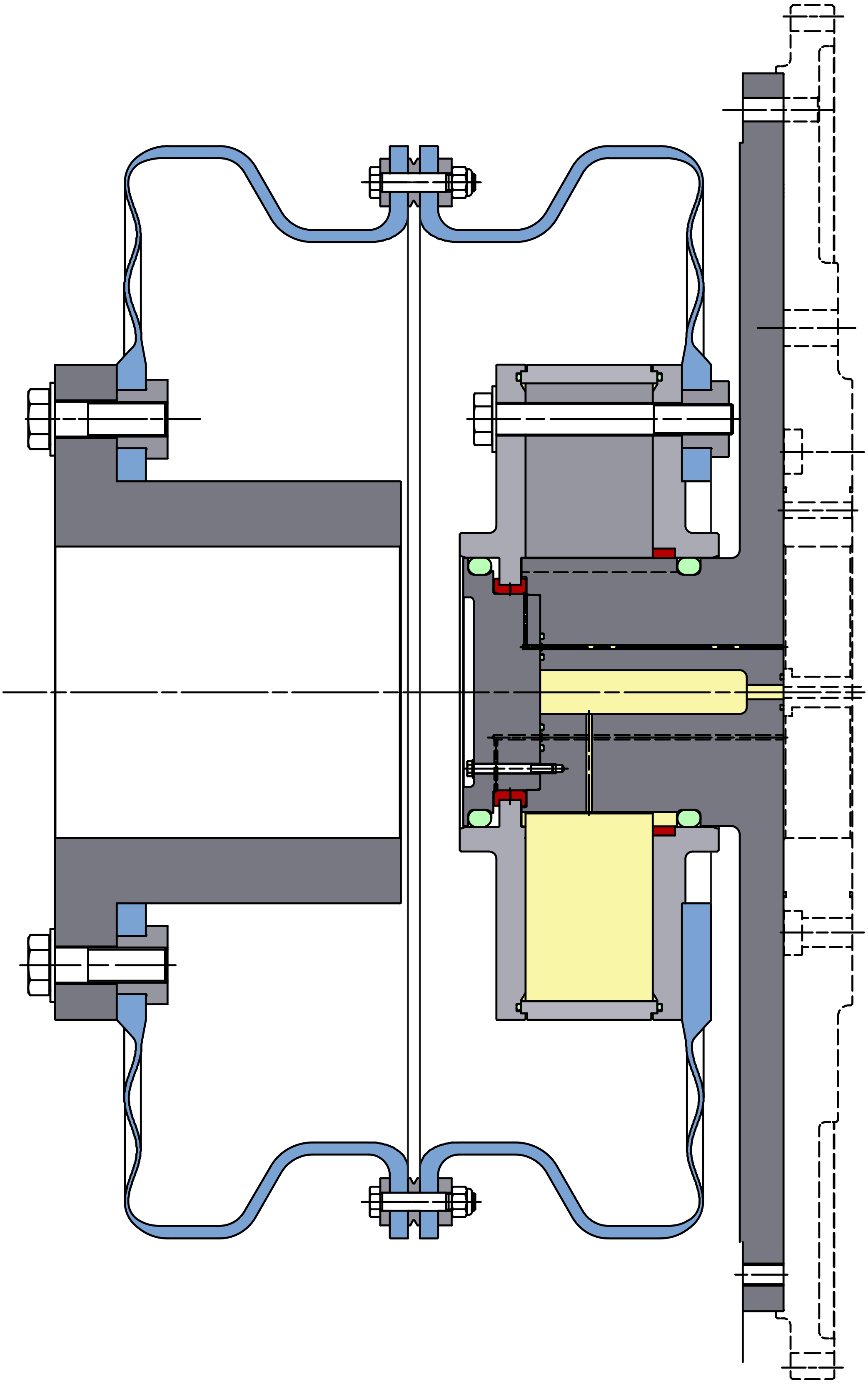
Lightweight Gesilco BF Coupling + two integrated BE Couplings (oil filled)



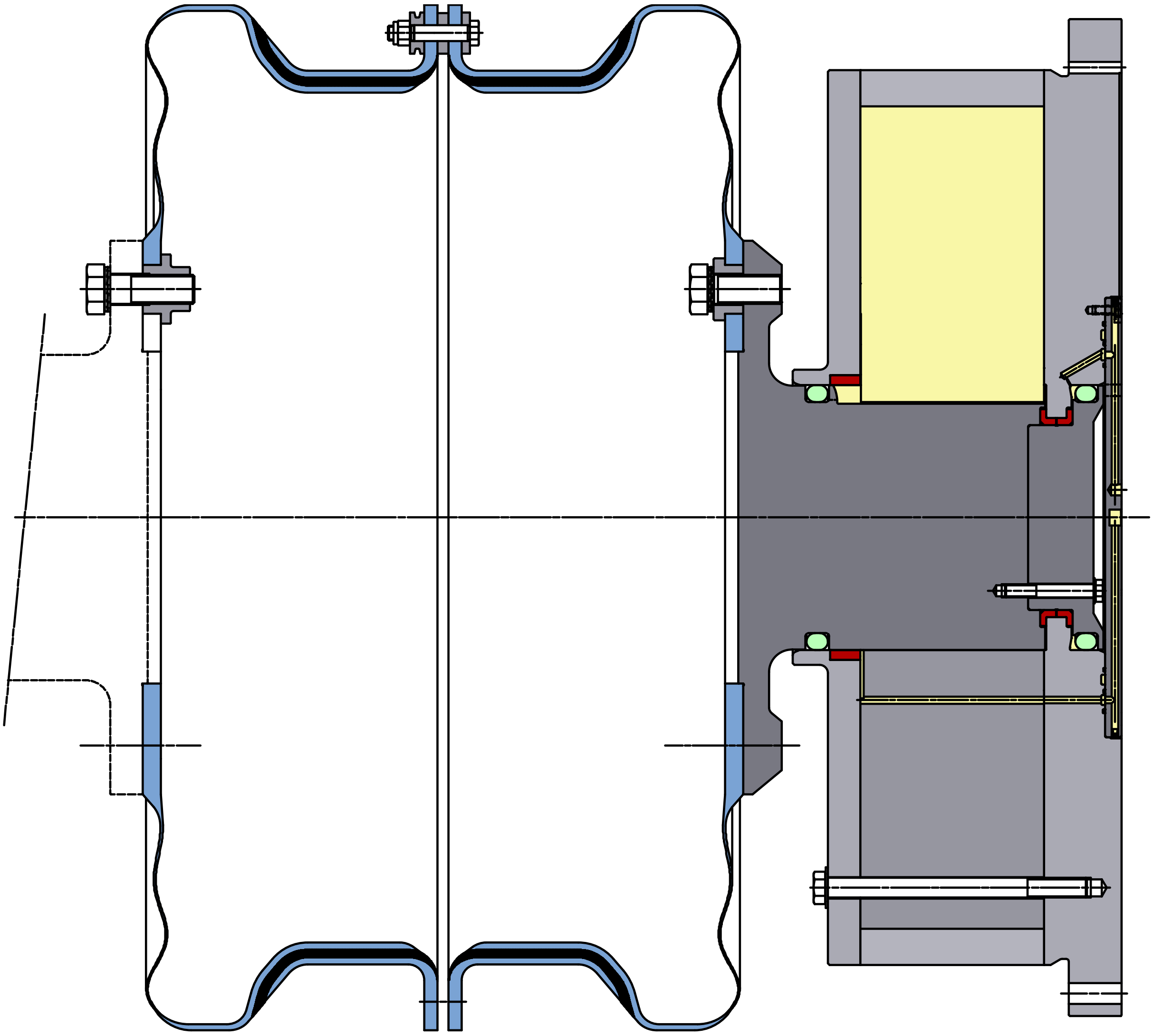
Geislinger F Coupling + Geislinger Gesilco BF Coupling



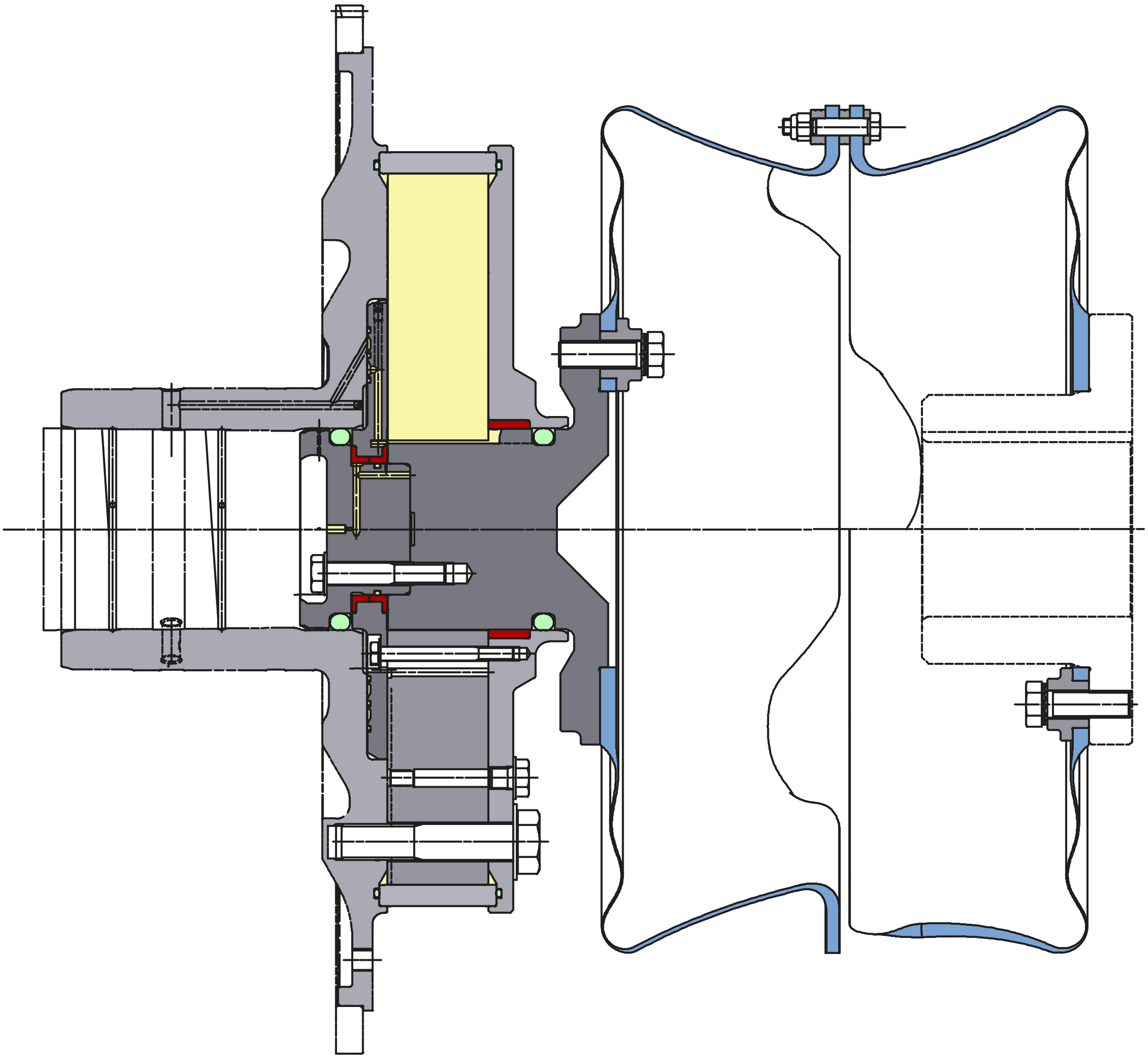
Geislinger BE Coupling + Geislinger Gesilco BF Coupling + internal hub



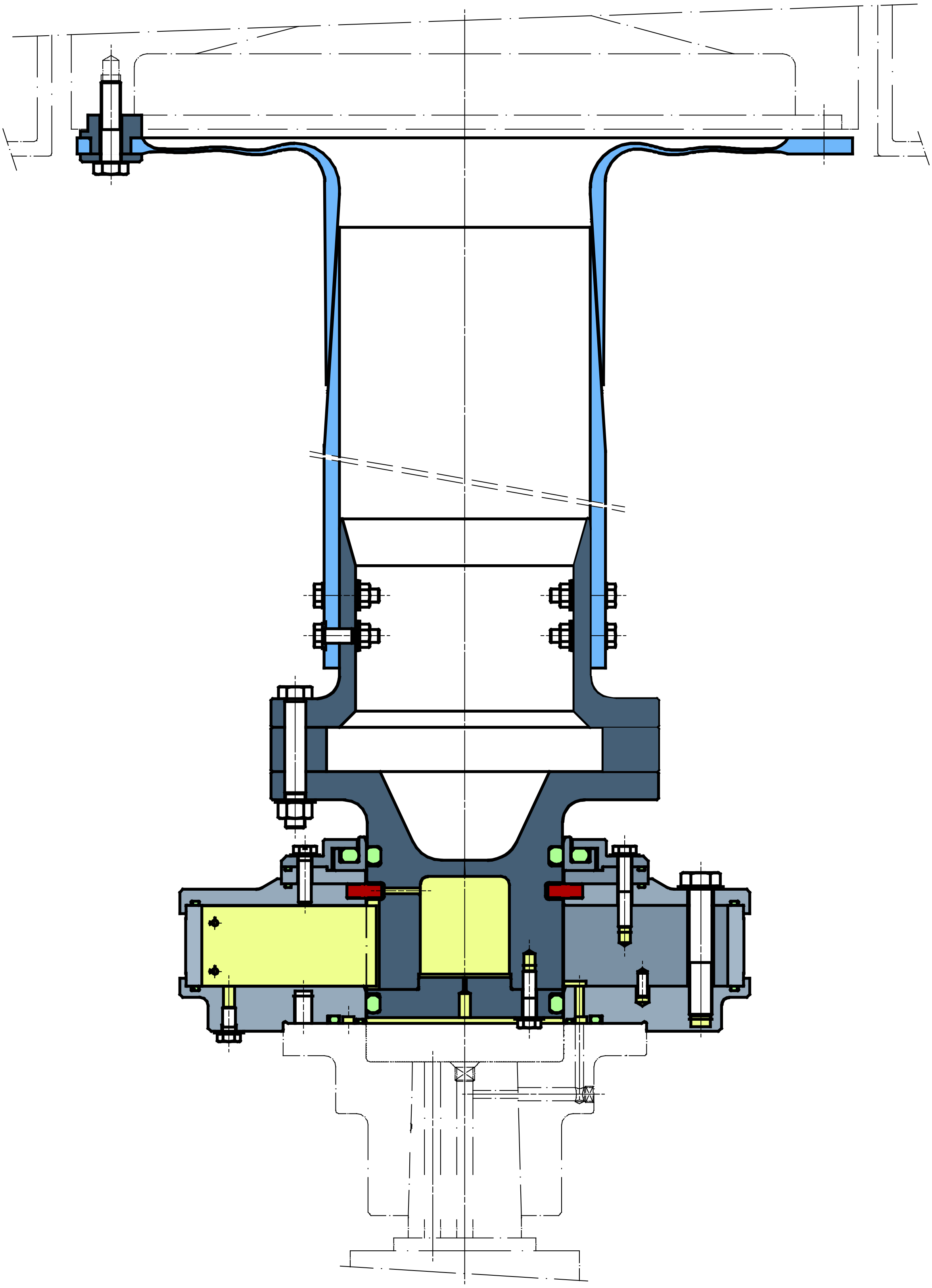
Geislinger BC Coupling + Geislinger Gesilco BF Coupling with elastomer for acoustic optimization



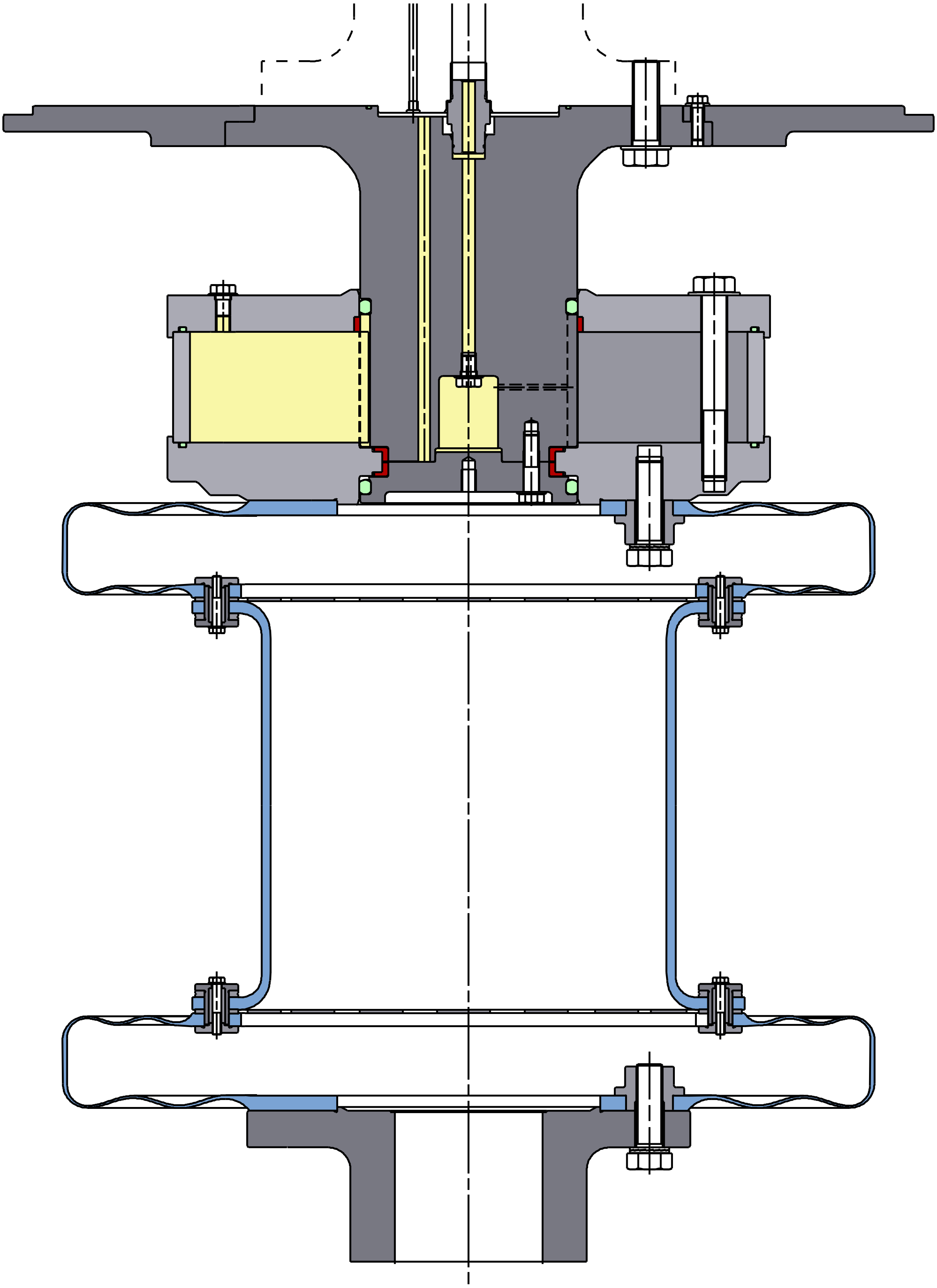
Geislinger F Coupling + Geislinger Gesilco BF HSO design



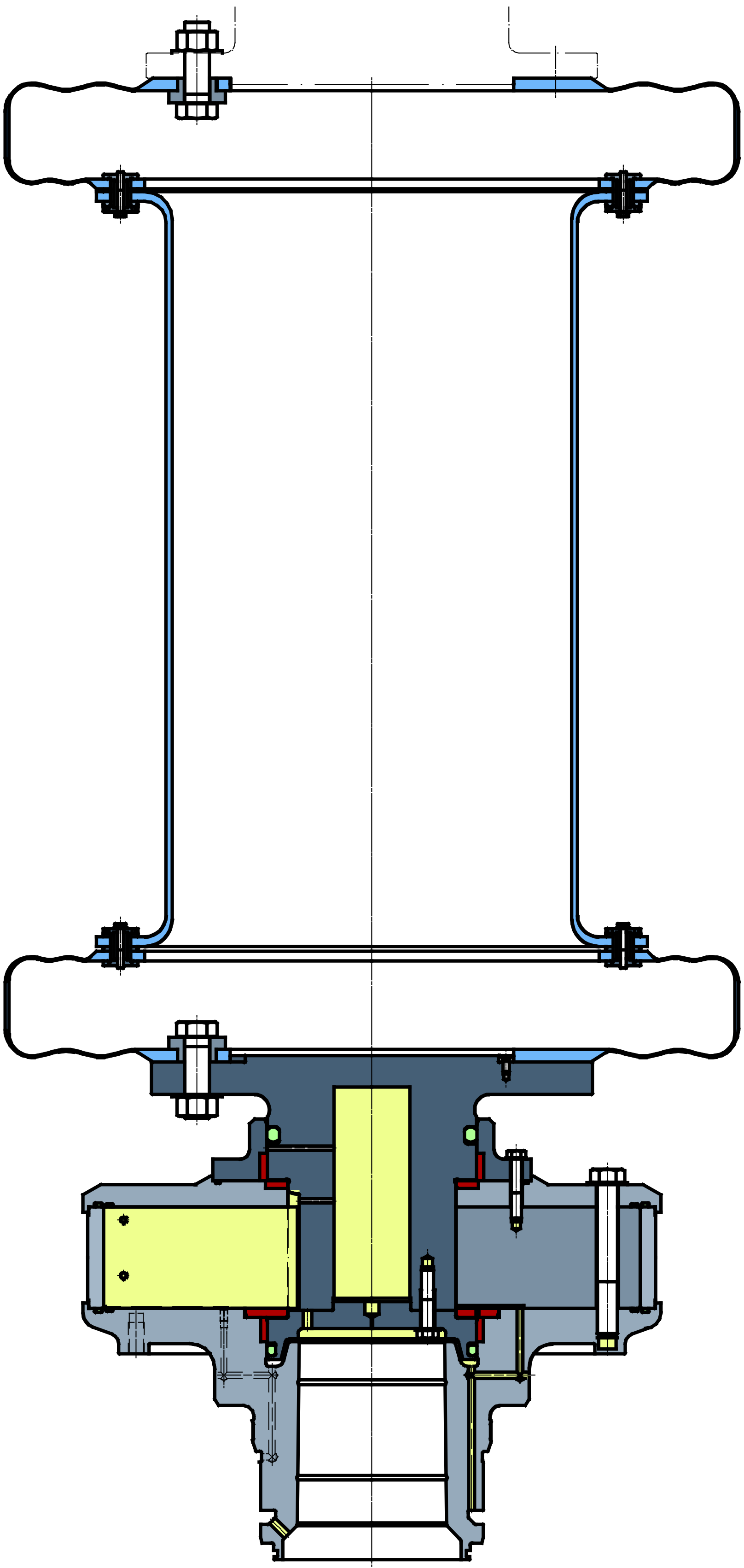
Geislinger BE Coupling + Geislinger Gesilco CI Coupling



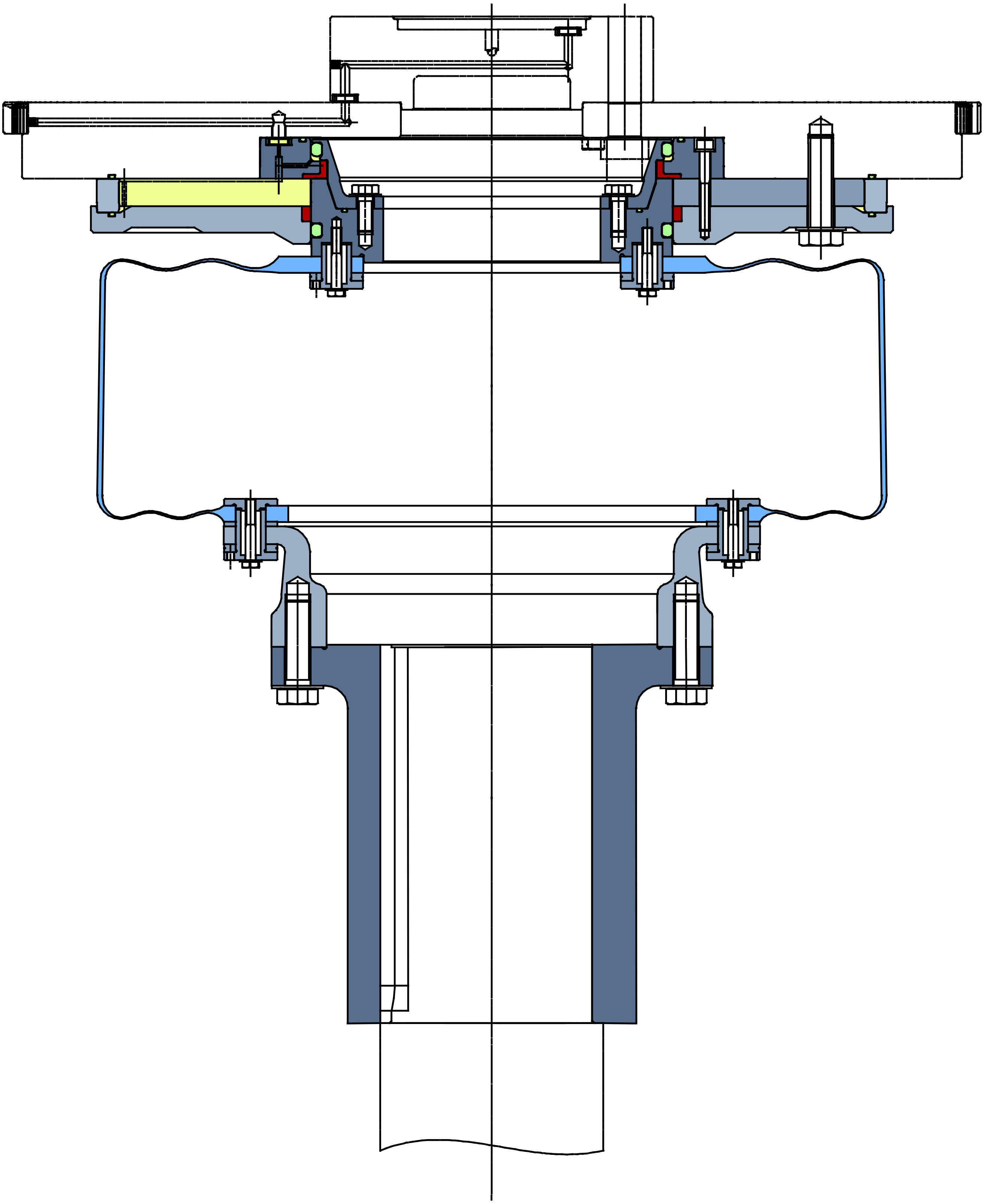
Geislinger BE Coupling + Geislinger Gesilco CS Coupling



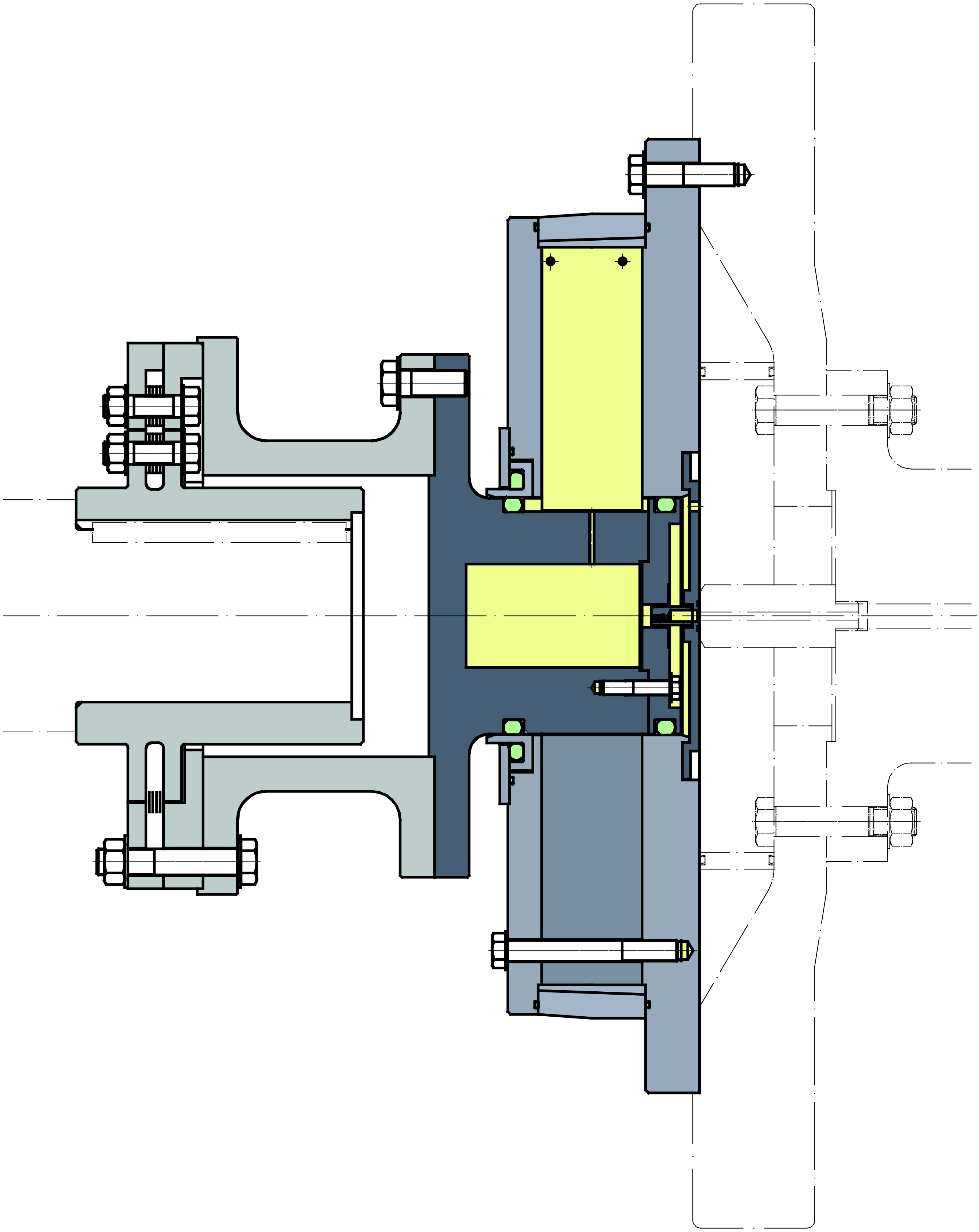
Geislinger F Coupling + Geislinger Gesilco CS Coupling



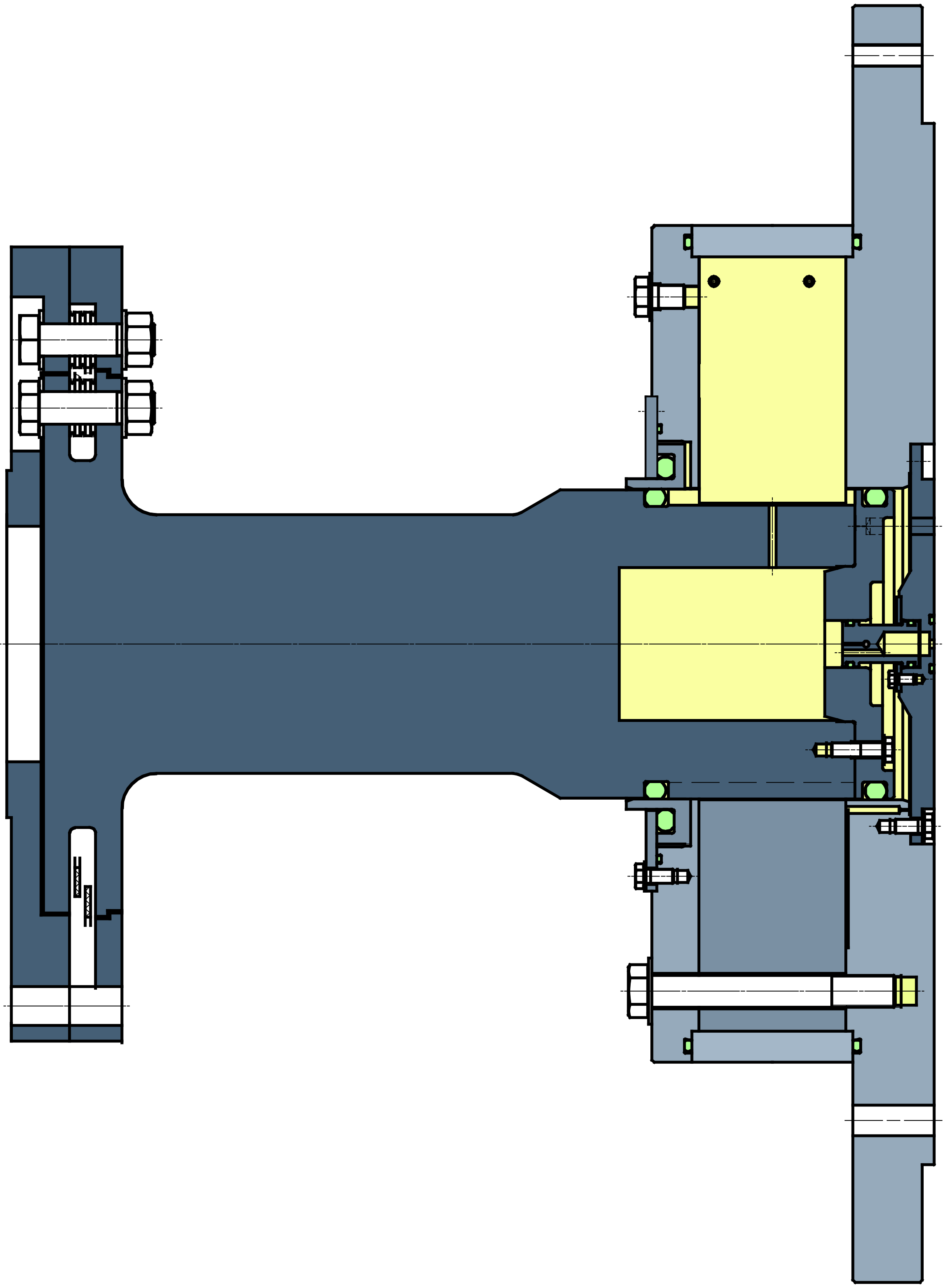
Geislinger BE Coupling with integrated flywheel + CS Coupling



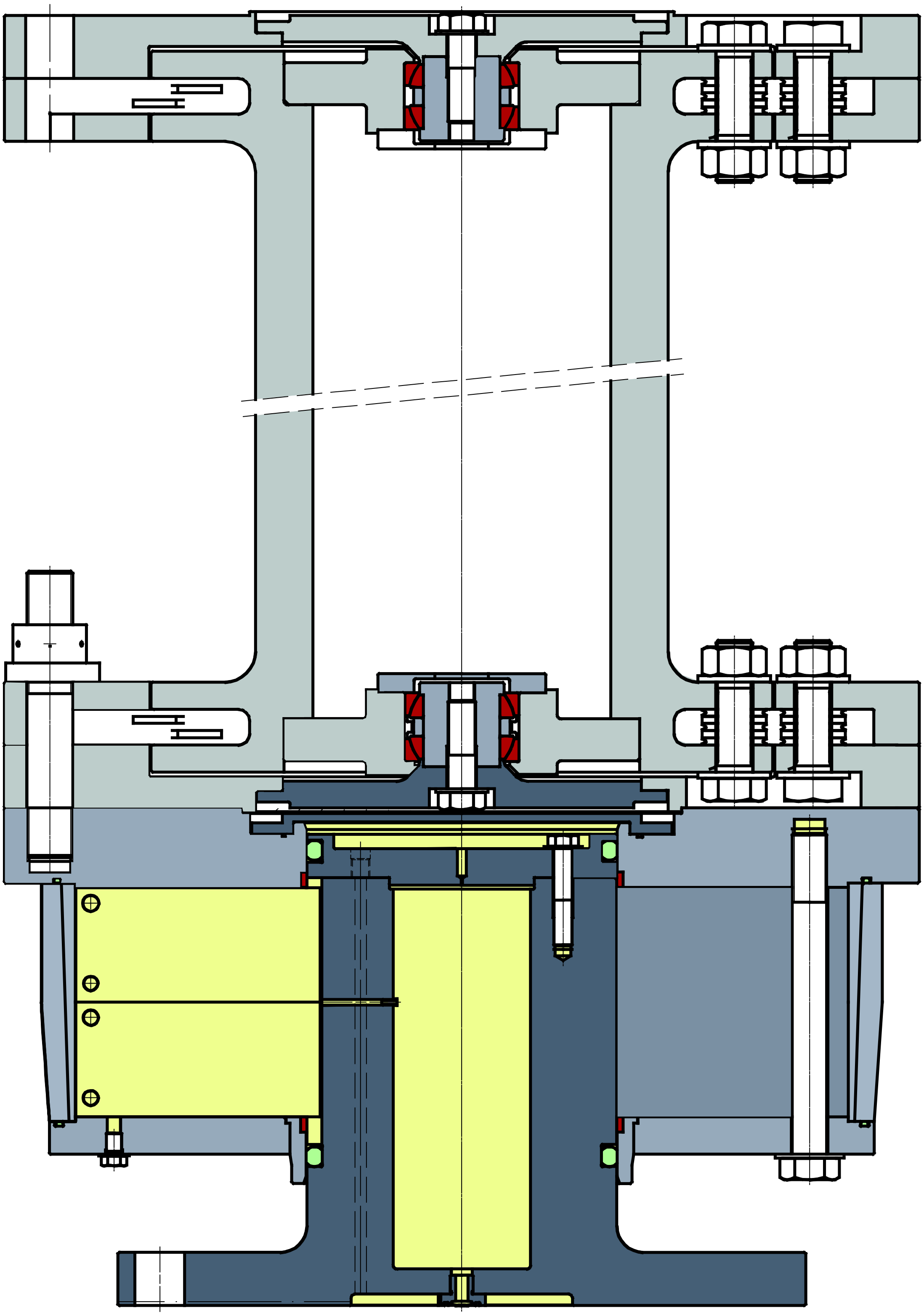
Geislinger BC Coupling + Geislinger Flexlink F8



Geislinger BC Coupling + Geislinger Flexlink K8



Geislinger BE Coupling + Geislinger Flexlink T6



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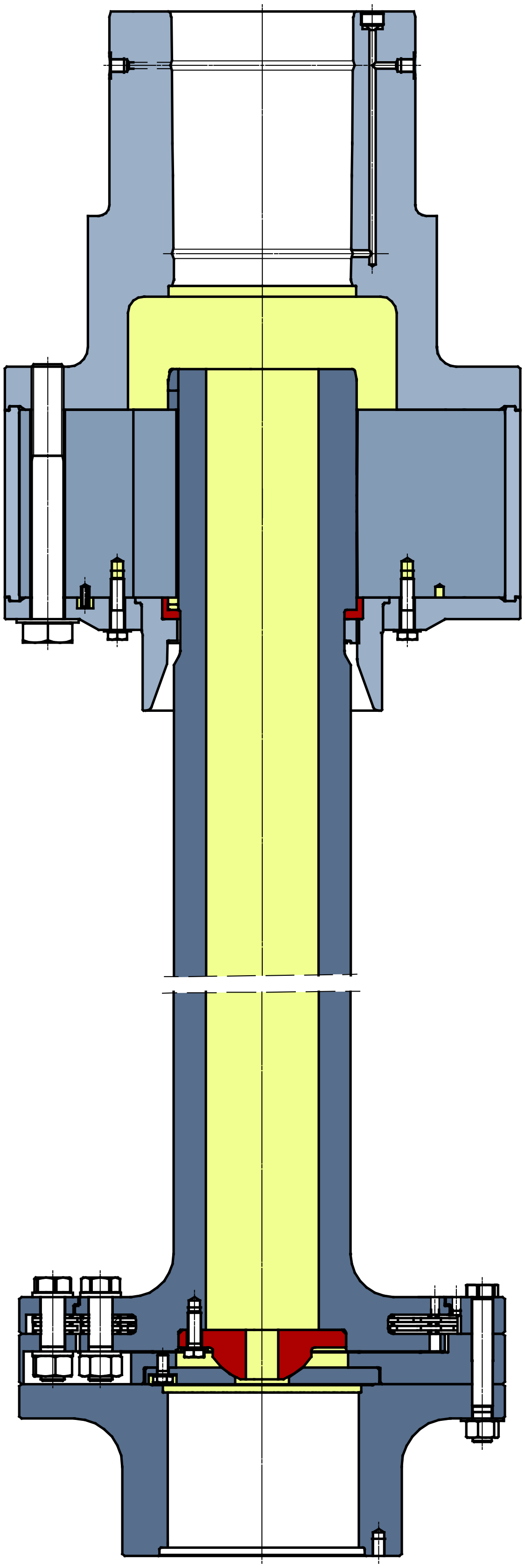
Geislinger BE Coupling + Geislinger Flexlink K8



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Geislinger Coupling

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Geislinger Monitoring

Geislinger Flexlink

Geislinger Vdamp®

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Geislinger Gesilco® Shaft

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geislinger.com