

Original Resilient Grid Couplings

Bibby Transmissions Resilient Couplings



The Resilient Grid Coupling was invented by Dr. James Bibby in 1917 and this product transformed the Power Transmission Industry.

Designed to provide effective shock absorption and all the movement required by the transmission industry it became the platform on which many of the later developments were based. The success of the coupling principle is still one of the most popular today and is still the standard model for the larger industrial drives particularly for the steel industry.

Naturally, the wide use of the coupling is still evident in many of the steel mills, power stations, coal mines and cranes throughout the world and original spares are still readily available.

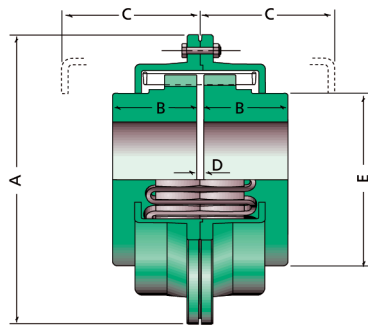
Recommended fits between Shafts and Hubs

Coupling bore tolerances for sizes up to and including 218 can be specified to suit a transition fit with shaft. In these instances, axial restraint of the hub should be provided by set screws.

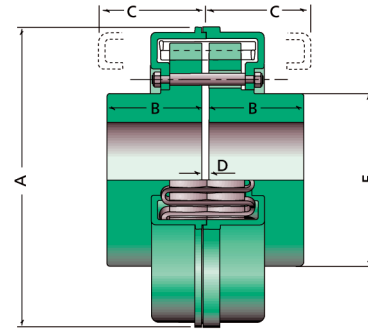
For sizes above 218 or where interference fits are preferred for smaller coupling sizes, bore tolerances should provide an interference fit between shaft and hub of 0.0002 to 0.0007mm per millimetre of diameter.

A-Type and B-Type Resilient Grid Couplings

Bibby Transmissions Resilient Couplings



A-Type



B-Type

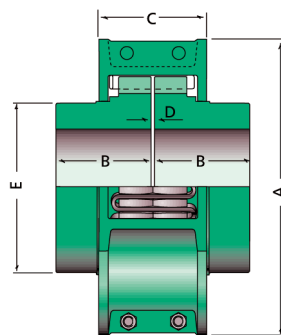
- Vertically split covers
- For use on horizontal shafts only

Coupling Size	Coupling Rating		Dimensions in mm					Min Bore	① Max Bore	Max Speed rpm	Coupling Weight (Solid Hubs) kg	MR ² (Solid Hubs) kgm ²
	kW/rpm	Nm	A	B	C	D	E					
A-Type												
110	0.0067	64	121	38	55	0.8	55	12	40	3900	4.1	0.0058
120	0.015	143	135	45	65	0.8	60	15	42	3500	4.75	0.0068
124	0.026	248	160	50	65	0.8	85	15	60	3360	8.18	0.016
130	0.044	420	175	50	85	0.8	84	15	60	3130	9.9	0.024
136	0.052	497	185	57	85	0.8	95	15	68	2900	12.4	0.034
152	0.082	783	210	64	85	0.8	115	25	82	2430	18.27	0.063
158	0.11	1050	240	70	85	0.8	140	25	100	2090	26.13	0.144
168	0.14	1338	265	90	85	0.8	160	25	115	1860	40.26	0.209
212	0.3	2867	280	102	132	1.5	153	38	110	1765	50.9	0.309
236	0.39	3726	310	102	152	1.5	185	50	135	1560	71.2	0.562
266	0.6	5733	325	102	152	1.5	180	50	130	1500	76.85	0.677
290	0.82	7835	360	115	152	1.5	220	50	160	1290	107.0	1.142
318	1.1	10510	425	127	152	1.5	250	50	180	1130	151.2	2.114
B-Type												
432	2.3	21976	432	140	180	3.2	236	75	170	1145	196.8	3.68
478	3.0	28665	492	152	180	3.2	260	75	185	1015	261.0	6.03

- ① Maximum bores stated are for rectangular parallel keyways to BS4235 Part 1 1972 or DIN6885 Sheet 1 – 1968. Taper or square keys should not be used with a boss to bore ratio of less than 1.5.
- ② Refer to Bibby Transmissions for limited end float or special designs.
- ③ All dimensions are subject to confirmation.
- ④ Sizes 432 and 478 can accommodate speeds higher than those shown. Please refer to Bibby Transmissions.

C-Type Resilient Grid Couplings

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C-Type

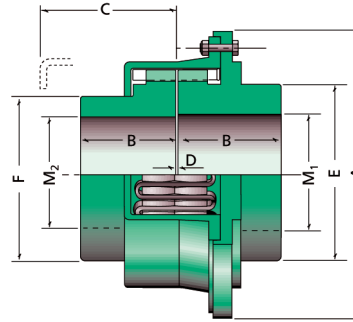
- Axially split covers - ideal for restricted space installations and ease of maintenance.
- For use on horizontal shafts only.

Coupling Size	Coupling Rating		Dimensions in mm					Min Bore	① Max Bore	Max Speed rpm	Coupling Weight (Solid Hubs) kg	MR ² (Solid Hubs) kgm ²
	kW/rpm	Nm	A	B	C	D	E					
120	0.015	143	127	45	65	0.8	60	15	42	3300	4.27	0.005
124	0.026	248	159	50	66	0.8	85	15	60	2500	8.32	0.016
130	0.044	420	178	50	85	0.8	84	15	60	2300	9.63	0.022
136	0.052	497	191	57	85	0.8	95	15	68	2100	12.2	0.029
152	0.082	783	223	64	87	0.8	115	25	82	1800	19.15	0.067
158	0.11	1050	245	70	87	0.8	140	25	100	1600	27.0	0.12
168	0.14	1338	267	90	87	0.8	160	25	115	1500	40.6	0.207
212	0.3	2867	277	102	140	1.5	153	38	110	1400	51.6	0.305
236	0.39	3726	324	102	157	1.5	185	50	135	1250	71.64	0.56
266	0.6	5733	337	102	157	1.5	180	50	130	1200	77.0	0.66
290	0.82	7835	381	115	159	1.5	220	50	160	1000	111.9	1.23
318	1.1	10510	425	127	160	1.5	250	50	180	900	152.4	2.07
432	2.3	21976	502	140	180	3.2	302	80	215	750	241.2	4.72
478	3.0	28665	552	152	184	3.2	349	80	250	675	334.0	8.20

- ① Maximum bores stated are for rectangular parallel keyways to BS4235 Part 1 1972 or DIN6885 Sheet 1 – 1968. Taper or square keys should not be used with a boss to bore ratio of less than 1.5.
- ② Refer to Bibby Transmissions for limited end float or special designs.
- ③ All dimensions are subject to confirmation.

FK-Type Resilient Grid Couplings

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FK-Type

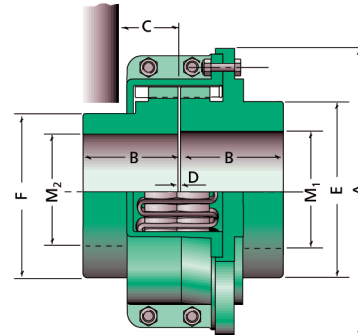
- Vertically split cover design.
- For use on horizontal or vertical shafts.
- Recommended for higher speed drives or drives subject to frequent starts and stops or rapid reversals.

Coupling Size	Coupling Rating		Dimensions in mm							Min Bore	Max Bore ①		Max Speed ② rpm	Coupling Weight (Solid Hubs) kg	MR ² (Solid Hubs) kgm ²
	kW/rpm	Nm	A	B	C	D	E	F	M ₁		M ₂				
120	0.015	143	150	45	85	0.8	60	52	15	42	37	6310	5.04	0.0083	
124	0.026	248	175	50	85	0.8	85	74	15	60	52	4880	8.5	0.019	
126	0.034	325	190	50	85	0.8	95	86	15	68	60	4440	10.3	0.028	
130	0.044	420	195	50	115	0.8	84	84	15	60	60	4575	10.5	0.029	
136	0.052	497	205	57	115	0.8	95	92	15	68	65	4200	13.45	0.041	
152	0.082	783	225	64	115	0.8	115	114	25	82	82	3550	19.0	0.070	
158	0.11	1050	260	70	115	0.8	140	130	25	100	92	3100	27.10	0.13	
168	0.14	1338	282	90	115	0.8	160	152	25	115	110	2750	42.25	0.24	
212	0.3	2867	305	102	185	1.5	153	152	38	110	110	2600	53.48	0.36	
218	0.34	3249	300	102	185	1.5	155	149	38	110	105	2700	52.3	0.335	
236	0.39	3726	342	102	215	1.5	185	181	50	135	130	2300	73.0	0.65	
266	0.6	5733	355	102	215	1.5	180	184	50	130	130	2150	79.8	0.754	
290	0.82	7835	395	115	215	1.5	220	216	50	160	155	1900	127.9	1.58	
318	1.1	10510	435	127	215	1.5	250	241	50	180	175	1700	149.8	2.078	
366	1.5	14332	476	140	215	1.5	228	264	75	165	190	1525	182.64	2.98	
422	1.85	17676	534	152	215	3.2	254	305	75	185	220	1325	252.4	5.39	
432	2.3	21976	520	140	245	3.2	224	236	75	160	170	1400	199.23	4.05	
478	3.0	28665	578	152	245	3.2	248	260	75	180	185	1230	254.74	6.3	

- ① Maximum bores stated for FK and FX Types are for rectangular parallel keyways to BS4235 Part 1 1972 or DIN6885 Sheet 1 – 1968. Taper or square keys should not be used with a boss to bore ratio of less than 1.5.
- ② Refer to Bibby Transmissions for speeds higher than those shown and for limited end float or special designs.
- ③ All dimensions are subject to confirmation.

FX-Type Resilient Grid Couplings

Bibby Transmissions Resilient Couplings



FX-Type

- Axially split cover design.
- For use on horizontal or vertical shafts
- Ideal for restricted space applications and ease of maintenance.
- Recommended for drives subject to frequent starts and stops or rapid reversals.

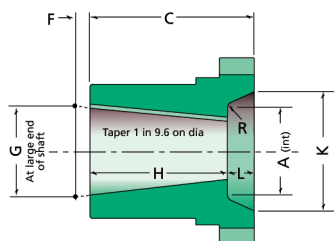
Coupling Size	Coupling Rating		Dimensions in mm							Min Bore	Max Bore ^①		Max Speed rpm	Coupling Weight (Solid Hubs) kg	MR ² (Solid Hubs) kgm ²
	kW/rpm	Nm	A	B	C	D	E	F	M ₁		M ₂				
124	0.026	248	175	50	35	0.8	85	74	15	60	52	2700	8.9	0.02	
126	0.034	325	190	50	40	0.8	95	86	15	68	60	2500	10.75	0.028	
136	0.052	497	205	57	50	0.8	95	92	15	68	65	2400	14.12	0.043	
152	0.082	783	225	64	50	0.8	115	114	25	82	82	2000	19.62	0.072	
158	0.11	1050	260	70	50	0.8	140	130	25	100	92	1750	27.32	0.127	
168	0.14	1338	282	90	50	0.8	160	152	25	115	110	1600	42.62	0.24	
212	0.3	2867	305	102	75	1.5	153	152	38	110	110	1500	55.9	0.368	
218	0.34	3249	300	102	75	1.5	155	149	38	110	105	1500	55.36	0.355	
236	0.39	3726	342	102	85	1.5	185	181	50	135	130	1300	78.57	0.703	
266	0.6	5733	355	102	85	1.5	180	184	50	130	130	1250	85.54	0.808	
290	0.82	7835	395	115	85	1.5	220	216	50	160	155	1100	134.4	1.67	
318	1.1	10510	435	127	85	1.5	250	241	50	180	175	1000	157.9	2.216	

Spare Parts

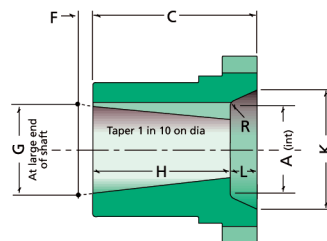
Part Number	Description	Quantity per Set	Part Number	Description	Quantity per Set
RI10AA	GRIDMEMBER 110	2	R290AA	GRIDMEMBER 290	4
RI20AA	GRIDMEMBER 120	2	R318AA	GRIDMEMBER 318	4
RI24AA	GRIDMEMBER 124	2	R366AA	GRIDMEMBER 366	2
RI26AA	GRIDMEMBER 126	2	R422AA	GRIDMEMBER 422	3
RI30AA	GRIDMEMBER 130	2	R432AA	GRIDMEMBER 432	4
RI36AA	GRIDMEMBER 136	1	R478AA	GRIDMEMBER 478	4
RI52AA	GRIDMEMBER 152	1	R556AK	GRIDMEMBER 556	10
R158AA	GRIDMEMBER 158	2	R600AA	GRIDMEMBER 600	12
R168AA	GRIDMEMBER 168	2	R634AA	GRIDMEMBER 634	10
R212AA	GRIDMEMBER 212	2	R666AA	GRIDMEMBER 666	12
R218AA	GRIDMEMBER 218	2	R706AA	GRIDMEMBER 706	10
R236AA	GRIDMEMBER 236	2	R722AA	GRIDMEMBER 722	12
R266AA	GRIDMEMBER 266	4	R734AA	GRIDMEMBER 734	14

Mill & Ingot Motor Hubs

Bibby Transmissions Resilient Couplings



AISE Mill Motor Hub



Ingot Motor Hub

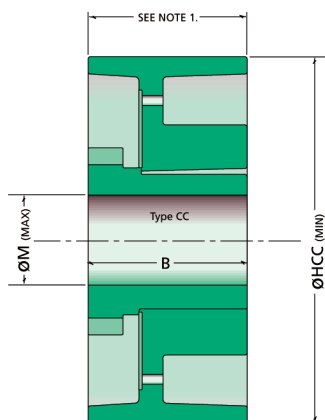
Coupling sizes shown above are standardised against AISE 600/800 Series DC and the Ingot range of AC motor frame sizes according to the maximum overload capacity of the motor.

Therefore, any motor fitted with a standardised driving half coupling can instantly be matched up with any driven half coupling of the same rating, anywhere in the plant, thus reducing the range of standby spares and downtime in the event of changing motors.

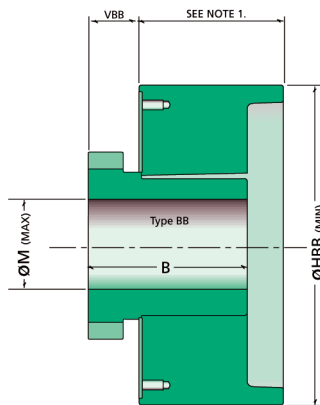
Coupling Size	Motor Frame	Dimensions in mm								
		A	H	L	F	G	C	R	K	
AISE Mill Motor Hub										
126	602/802	73	70	30	6	44.45	100	4	78	
136	603/803	83	82	32	6	50.8	114	4	88	
152	604/804	95	82	32	6	50.8	114	4	106	
168	606/806	108	95	35	6	63.5	130	6	126	
218	608/808	124	108	71	6	76.2	179	6	136	
236	610/810	146	108	100	6	82.55	208	6	164	
266	612/812	146	120	88	6	92.08	208	6	161	
290	614/814	172	120	88	6	107.95	208	6	203	
366	616/816	216	133	81	6	117.47	214	6	259	
422	618/818	229	146	63	6	127	209	10	288	
478	620/820	216	165	73	6	149.23	238	12	300	
Ingot Motor Hub										
124	160L	66	58	22	6	38	80	3	78	
126	180M	68	82	28	6	42	110	3	83	
136	180L	83	82	28	6	42	110	5	88	
158	225L	102	82	28	6	55	110	6	117	
168	250L	108	105	35	6	60	140	6	126	
212	280L&M	127	105	74.5	6	75	179.5	5	140	
266	355L	146	130	77	6	95	207	6	160	
290	400L	172	165	45	6	100	210	6	172	

W-Type Brakewheel Sub-assemblies

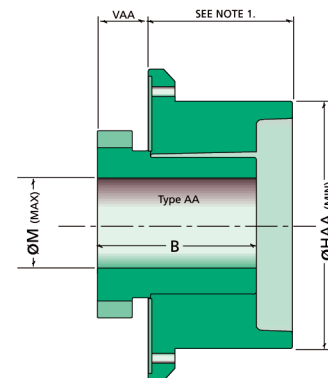
Bibby Transmissions Resilient Couplings



Type CC Brakewheel Sub-assembly



Type BB Brakewheel Sub-assembly



Type AA Brakewheel Sub-assembly

WK and WX-Type brakewheel Sub-assemblies are available in various assembly brakedrum and brakedisc designs not illustrated in this catalogue.

Brakewheel couplings with higher ratings can be supplied - please consult Bibby Transmissions for further details.

- The Bibby Transmissions W-Type range of brakedrum and brakedisc sub-assemblies is directly interchangeable with F-Type flange sub-assemblies of the same rating.
- Standard brakewheels are made from Grade 300 cast iron but other materials, and heat treatment, are available to meet particular specifications and working environments.

- In today's quality and safety conscious world Bibby Transmissions gives its full support to striving after greater safety. By recommending the use of steel brake drums and steel coupling covers for all heavy duty or critical applications ensures that every possible precaution is taken to guard against danger to personnel, or loss of time and money in expensive process operations.

Note: All dimensions in mm unless stated otherwise.

Size	Hub		Brakewheel					Standardised Metric Diameters and Types								Standardised Imperial Diameters and Types															
	M	B	HAA	VAA	HBB	VBB	HCC	100	160	200	250	315	400	500	630	4"	6"	8"	10"	12"	13"	14"	15"	16"	18"	19"	20"	21"	23"	24"	
120	34	86	90	48	150	22	160	AA	CC	CC	CC				AA	BB	CC	CC	CC												
124	50	86	120	48	175	22	190		AA	CC	CC	CC				AA	CC	CC	CC	CC											
126	56	86	140	48	190	22	200		AA	CC	CC	CC					CC	CC	CC	CC	CC										
130	45	86	130	57	190	32	203		AA	BB	CC	CC					CC	CC	CC	CC	CC										
136	60	102	145	57	203	31.5	225			AA	CC	CC	CC				BB	CC	CC	CC	CC										
152	68	115	165	57	225	31.5	250			AA	CC	CC	CC				AA	CC	CC	CC	CC										
158	80	115	200	57	-	-	280			AA	CC	CC	CC					AA	CC	CC	CC	CC									
168	90	115	220	57	-	-	304			AA	CC	CC	CC					AA	CC	CC	CC	CC									
212	95	160	230	82	304	54	330				BB	CC	CC					BB	CC	CC	CC	CC									
218	90	159	225	82	300	54	330			AA	BB	CC	CC					AA	BB	CC	CC	CC									
236	110	165	265	92	-	-	380			AA	CC	CC						AA	AA	AA	CC	CC									
266	115	178	280	92	355	63.5	380			AA	CC	CC						AA	BB	CC	CC	CC									
290	130	190	315	92	395	63.5	430				BB	CC	CC					AA	AA	BB	CC	CC									
318	145	190	355	92	435	63.5	480				AA	CC	CC						AA	BB	CC	CC	CC								
366	160	203	390	92	470	63.5	500				CC	CC								AA	BB	CC	CC	CC							
422	180	203	440	92	530	63.5	580				AA	CC										AA	BB	CC	CC						
432B	155	140	-	-	520	73	560					CC																			
478B	170	152	-	-	575	73	630					CC																			
432	175	203	420	108	-	-	-				AA	④										AA							④	④	
478	190	203	460	108	-	-	-				AA	④										AA	AA					④	④		
Max. Brakewheel rpm Grade 300 Cast Iron →								6200	4175	3340	2670	2120	1670	1335	1060	6250	4525	3290	2630	2200	2020	1880	1760	1650	1460	1375	1300	1250	1150	1100	

① Brakewheel face to suit customers' requirements.

② Ensure that the maximum speed of the coupling exceeds the maximum speed of the brakewheel.

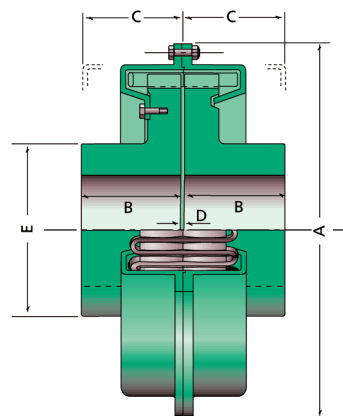
③ Brakewheel couplings can be supplied for higher speeds. Please contact Bibby Transmissions for further information.

④ 'B'-Type hub design.

H-Type Resilient Grid Couplings

Bibby Transmissions Resilient Couplings

- Vertically or axially split cover types available.
- Bibby Transmissions H-Type couplings extend the range of sizes beyond that of A, B and C-Types. They are widely used in drives such as large fans and pumps, mine winders, ball mills and rolling mills. Also suitable in modified form, for Cardan applications.



H-Type

Coupling Size	Coupling Rating kW/rpm	Dimensions in mm					Min Bore	① & ④ Max Bore	② Max Speed rpm	Coupling Weight (Solid Hubs) kg	MR ² (Solid Hubs) kgm ²	Basic Rating KNm
		A	B	C	D	E						
556	4.9	686	178	215	3.2	286	120	205	1130	427	17.35	46.8
600	6.3	781	203	215	3.2	324	140	230	1000	579	29.13	60.2
634	11.9	876	228	255	6.3	368	155	260	880	914	59.88	113.7
666	15.7	1016	228	255	6.3	406	165	290	745	1206	110.07	150.
706	18.7	1003	280	335	6.3	450	165	320	775	1486	122.14	178.7
722	23.9	1149	305	335	6.3	495	165	350	655	2019	224.62	228.4
734	30.6	1324	305	335	6.3	535	220	380	562	2619	403.44	292.4
762	38.0	1419	350	335	6.3	560	220	400	518	3354	601.51	363.0
788	46.3	1500	380	335	6.3	610	220	435	485	3938	767.04	442.4

- ① Maximum bores stated are for uniformly loaded drives only, using rectangular parallel keyways to BS4235 Part 1 1972 or DIN6885 Sheet 1 – 1968. Taper or square keys should not be used with a boss to bore ratio of less than 1.5.
- ② Refer to Bibby Transmissions for speeds higher than those shown and for limited end float or special designs.
- ③ For repetitive high peak torque applications or selections that use SN factors less than 1.0, two keyways may be necessary - check key stress.
- ④ Unless otherwise specified hubs will be bored to give an interference fit between shaft and hub of 0.0002 to 0.0007mm per millimetre diameter.
- ⑤ All dimensions are subject to confirmation.

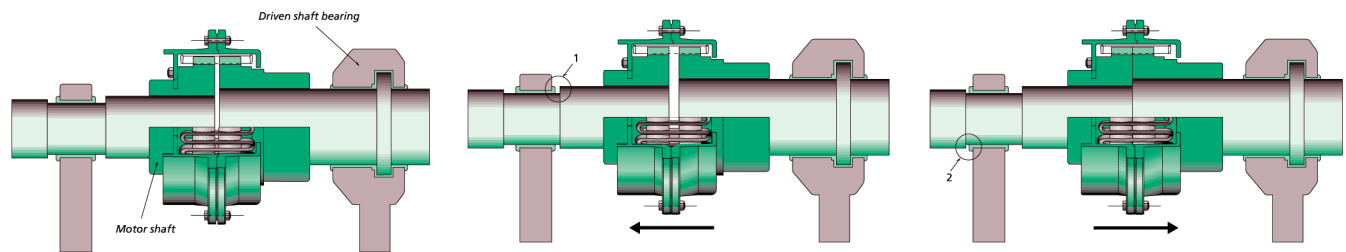
Although the larger sizes of H-Type Couplings (above no. 666) are standardised, they are manufactured against individual orders.

Please consult Bibby Transmissions for details of axially split cover types.

Speed Factors					
Speed Factors (SN)					
rpm	k	rpm	k	rpm	k
up to 100	0.68	450	0.93	1000	1.09
150	0.74	500	0.95	1100	1.11
200	0.79	600	0.98	1200	1.13
250	0.83	700	1.02	1300	1.14
300	0.86	750	1.03	1400	1.16
400	0.91	900	1.07	1600 +	1.20

Technical Data - Limited End Float Principle

Bibby Transmissions Resilient Couplings



Coupling with driving and driven shafts in central positions.

Coupling and shafts after maximum travel towards motor. This travel is limited by the coupling which prevents contact between the motor shaft shoulder and bearing end at point 1.

Coupling and shafts after maximum travel away from motor. This travel is similarly limited by the coupling which now prevents contact between the motor shaft shoulder and bearing end at point 2.

Limited End Float Designs

Bibby Transmissions offer a range of Limited End Float resilient grid couplings, having a predetermined amount of axial freedom. These couplings are designed to overcome the fundamental difficulty found in some machines, in which their rotating members are not effectively axially located. This is common, for example, in some large or high speed electric motors where the motor shaft is often provided with only small shoulders adjacent to sleeve bearings, which are not suitable for carrying sustained axial thrust. On starting or stopping, abnormal forces come into play which may force shaft shoulders into contact with the adjacent bearing end unless prevented from doing so by a limited end float coupling.

Coupling Torsional Stiffness A, B, C, F-Types

Coupling Sizes	Torsional Stiffness Nm/Radian
110	1803
120	9450
124	14,260
126	19,552
130	20,620
136	30,670
152	54,100
158	88,380
168	130,200
212	161,300
218	210,000
236	238,200
266	377,900
290	600,600
318	900,500
366	1,285,247
422	1,851,556
432	2,308,000
478	3,430,000

Puller Hole and Extended Hub Length Sizes

Cplg. Size	Puller Hole Dimensions (mm)		Extended Hub Length (mm)		
			Coupling Type		
	Dia	PCD	Hub Types		
			A&C	FK & FX	
			AE	EH	FHE
110	M6	50	-	-	-
120	M6	54	-	65	-
124	M8	75	86	86	86
126	M8	82	-	111	86
130	M8	75	95	-	95
136	M10	85	102	115	102
152	M12	102	115	115	115
158	M12	120	115	115	115
168	M16	140	115	142	115
212	M16	132	159	182	159
218	M16	135	-	179	-
236	M16	170	165	208	165
266	M20	165	178	208	178
290	M22	195	190	211	190
318	M24	230	190	208	190
366	M24	220	-	214	-
422	M24	255	-	210	-
432	M24	200	-	-	-
478	M24	220	-	-	-
556	M24	246	-	-	-
600	M24	275	-	-	-
634	M24	315	-	-	-
666	M24	350	-	-	-
706	M30	385	-	-	-
722	M36	420	-	-	-
734	M36	455	-	-	-
762	M36	480	-	-	-
788	M36	520	-	-	-

Coupling Torsional Stiffness H-Type

Coupling Size	Coupling Rating kW/rpm	Torsional Stiffness MNm/Rad					Coupling Rating KNm
		0.25 x Basic	0.5 x Basic	0.75 x Basic	1 x Basic	Basic ÷ 0.68	
556	4.9	3.58	10.44	26.18	55.03	171.95	46772
600	6.3	5.24	14.18	33.66	71.59	221.08	60135
634	11.9	8.51	30.53	81.14	195.84	522.00	113589
666	15.7	13.01	42.21	119.57	249.77	787.00	150013
706	18.7	10.79	36.35	97.89	211.65	634.15	178700
722	23.9	16.45	48.43	124.11	260.83	764.19	228400
734	30.6	12.05	43.54	127.13	287.15	880.59	292400
762	38.0	32.59	96.65	248.35	565.56	1515.00	363000
788	46.3	42.85	137.94	365.54	784.92	2307.84	442400

Coupling Selection Procedure

Information Required

- Type of Prime Mover
- Kilowatt (kW) or Torque Rating
- Rotational speed rpm
- What application the coupling is to be used on
- Type of duty (eg. reversing or unidirectional, frequency of starts and peak torques)
- Diameter of drive and driven shafts
- Any limitation of axial travel
- Any other physical limitations
- Any other specific needs

Note: Where high peak loads can occur and for brake applications please contact Bibby Transmissions.

- The system peak torque is the maximum load created by the driving or driven equipment.
- Occasional peak torques of twice the catalogue rating can be accommodated providing they occur less than 1000 times during the life of the coupling.
- For drives where the operation is near or actually passes through a major torsional natural frequency, a mass elastic analysis of the system is advised. When the Service Factor in Table 1 is greater than 2 consult your supplier or Bibby Transmissions.

Table 2

Number of Cylinders	Service Factor
6 and over	0.5 + S.F. Table 1
4 or less	1.0 + S.F. Table 1
Less than 4	Refer to Bibby Transmissions

Table 1 – Service Factors

Complimentary to customers specialist knowledge of their own equipment







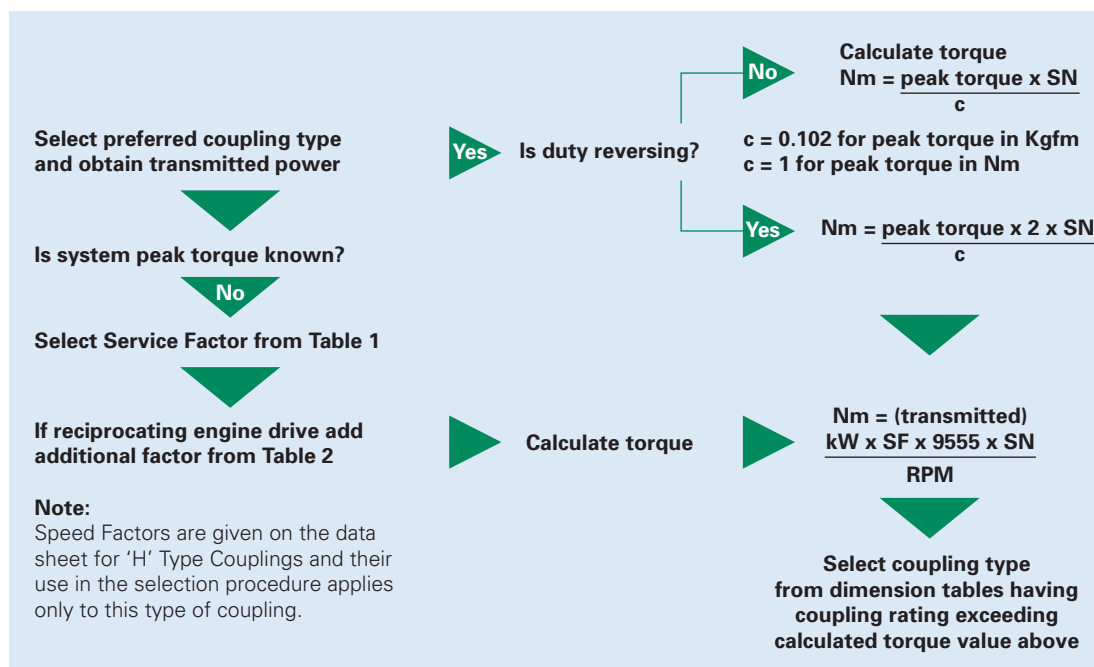
Torque Demands Driven Machine	Typical applications for electric motor or turbine driven equipment	Typical Service Factor
	Constant Torque such as Centrifugal Pumps, Blowers and Compressors	1
	Continuous duty with some torque variations including Extruders, Forced Draft Fans	1.5
	Light shock loads such as Briquetting Machine, Rubber Calendar or Crane and Hoist	2
	Moderate shock loading as expected from a Car Dumper, Ball Mill or Vibrating Screen	2.5
	Heavy shock load with some negative torques from Crushers, Hammer Mill and Barking Drum	3
	Applications like Reciprocating Compressors with frequent torque reversals, which do not necessarily cause reverse rotations	Consult Bibby Transmissions

Table 3

Maximum Coupling Bore Sizes		
Duty Class	Load Classification	Max. Bore Size
Uniform	Steady load, soft start, very rarely subjected to maximum loading	Catalogue Maximum Bore
Medium	Steady load with superimposed cyclic load fluctuations	<u>Boss Diameter</u> 1.45
Heavy	Repeated maximum load fluctuations/ shock loads	<u>Boss Diameter</u> 1.5
Extra Heavy	Regularly subjected to fully reversing maximum loads	<u>Boss Diameter</u> 1.6

Bibby Coupling Selection (If in doubt please consult your supplier)



Having selected the coupling type and size, now check the following.

- that the coupling running speed is lower than the permitted maximum.
- that the shaft spacing and coupling dimensions can be accommodated.
- that the maximum bore is suitable for the shaft. (If not, go to next size above and check again).
- acceptability of key stresses and boss strength for your specific duty. Refer to Table 3.

Note: Speed Factors are given on the data sheet for 'H' Type Couplings and their use in the selection procedure applies only to this type of coupling.