

GRID COUPLING

GRKU-N

KWN 22110



KUDOSWORLD CORPORATION

Website: www.kwdcoupling.com

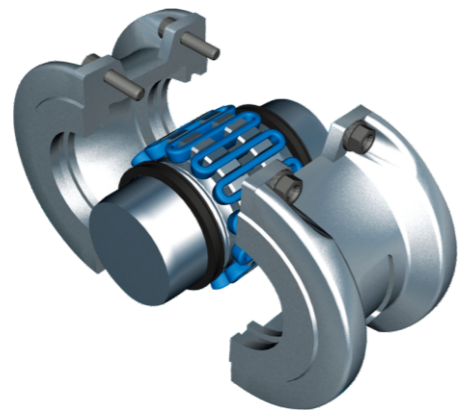
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**Product | Engineering Services
Maintenance**

Grid Coupling



The grid coupling is the most advanced shaft connection transmission component in the international mechanical field, and it is also a very general shaft connection transmission component. The main structure of the grid coupling is composed of two hubs, two covers, two sealing rings and grids. It relies on the coiled grid embedded in the tooth groove of the two hubs to transfer torque, to achieve the link between the driving shaft and the driven shaft. In operation, the driven end is driven by the axial force of the teeth of the active end facing the grid to transfer the torque. In this way, the resonance phenomenon is avoided to a large extent. Besides, the elastic variable generated by grid when transferring the torque enables the mechanical system to obtain better vibration damping effect.

Characteristics

Excellent vibration damping performance, effective protection of the drive and drive device, extend the service life of the equipment

Large range of bearing variable load, safe start.

High transmission efficiency, low noise, reliable operation.

The impact force is absorbed through the extension of the grid to compensate for the deviation.

It can allow certain installation deviation.

Simple structure, easy loading and unloading.

Major forms

SH type	Horizontal Split Aluminum	SAS type	Full Space
SV type	Vertical Split Steel Cover	SFS type	Half Space
SBW type	Brake Drum		

Typical application

It is mainly used for driving shaft system with severe impact load, crusher, belt machine, reducer, power plant ball mill, mine winch, gas pump and other crank reciprocating movement, metallurgy, mining and other lifting machinery.

Technical Characteristics

- **PARALLEL**

The movement of the grid in the lubricated grooves accommodates parallel misalignment and permits full functioning of the grid-groove action in damping out shock and vibration.

- **ANGULAR**

Under angular misalignment, the grid-groove design permits a rocking and sliding action of the lubricated grid and hubs without any loss of power through the resident grid.

- **END FLOAT**

Unrestrained end float for both driving and driven members is permitted because the grid slides freely in the lubricated grooves. It can also be limited to any required amount.

Torsional Flexibility

1. Light Load

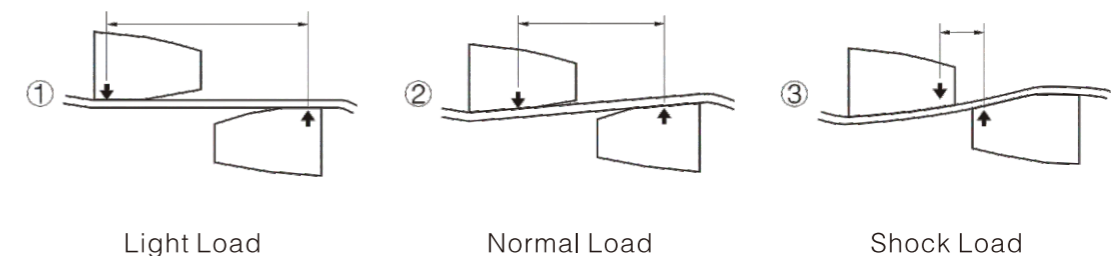
The grid bears near the outer edges of the hub teeth. The long span between the points of contact remains free to flex under load variations.

2. Normal Load

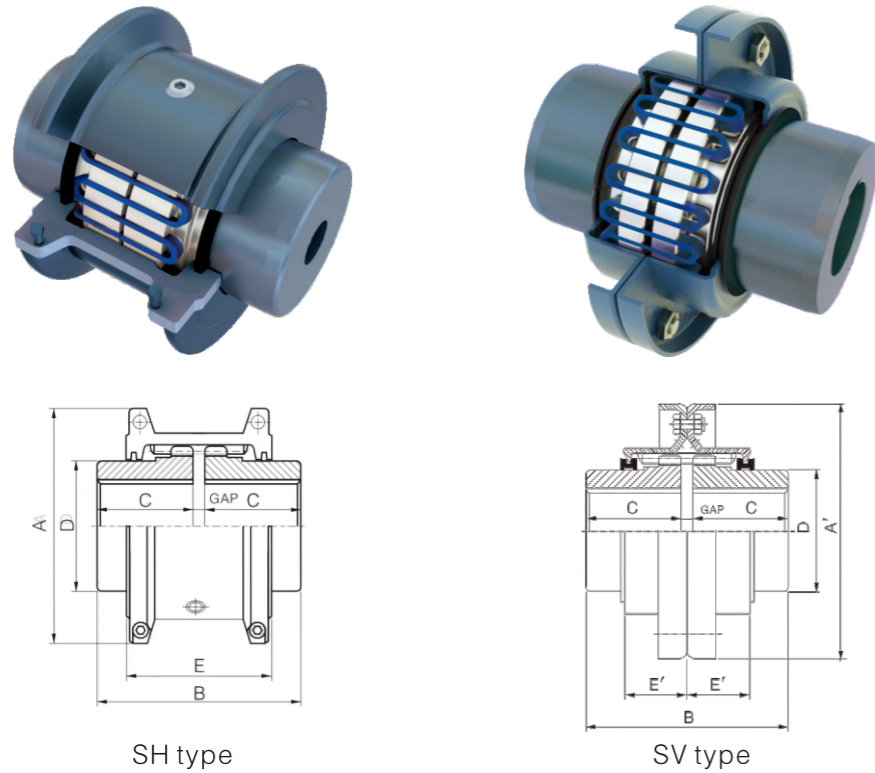
As the load increases, the distance between the contact points on the hub teeth is shortened, but a free span still remains to cushion shock loads.

3. Shock Load

The coupling is flexible within its rated capacity. Under extreme overloads, the grid bears fully on the hub teeth and transmits full load directly.



SH and SV Type



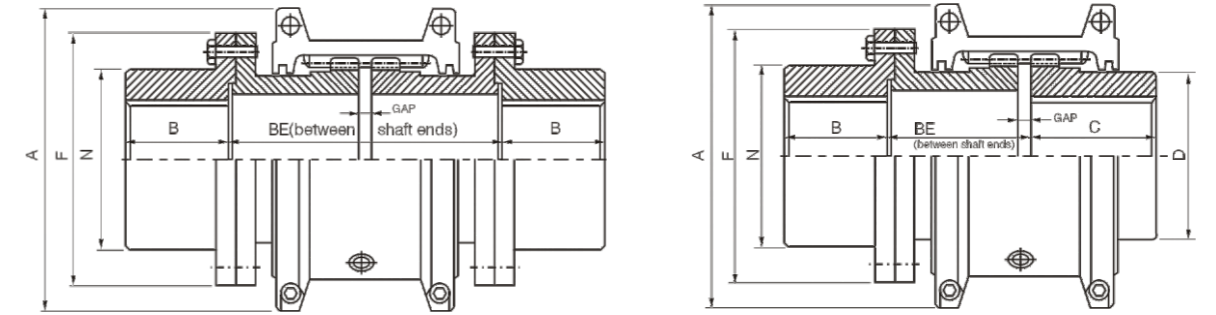
SH type

SV type

Size	HP Per 100 rpm	Max. Speed (rpm)	Basic Torque (N · m)	Bore (mm)		Dimensions (mm)							Gap (mm)			Coupling Weight (kg)	Lube Weight (kg)
				Max	Min	A	A'	B	C	D	E	E'	Min.	Normal	Max.		
20S	0.68	4500	52	30	12.7	101.6	111.1	98.0	47.5	39.7	66.5	24.2	1.5	3	4.5	1.9	0.03
30S	1.93	4500	149	36	12.7	111.0	120.7	98.0	47.5	49.2	68.3	25.0	1.5	3	4.5	2.6	0.03
40S	3.22	4500	249	44	12.7	117.5	128.5	104.6	50.8	57.1	70.0	25.7	1.5	3	4.5	3.4	0.05
50S	5.63	4500	435	50	12.7	138.0	147.6	123.6	60.3	66.7	79.5	31.2	1.5	3	4.5	5.4	0.05
60S	8.85	4350	684	57	19.1	150.5	162.0	130.0	63.5	76.2	92.0	32.2	1.5	3	4.5	7.3	0.09
70S	13	4125	994	65	19.1	161.9	173.0	155.4	76.2	87.3	95.0	33.7	1.5	3	4.5	10	0.11
80S	27	3600	2050	79	27.0	194.0	200.0	180.8	88.9	104.8	116.0	44.2	1.5	3	6	18	0.17
90S	48	3600	3730	95	27.0	213.0	231.8	199.8	98.4	123.8	122.0	47.7	1.5	3	6	25	0.25
100S	81	2440	6280	107	41.3	250.0	266.7	245.7	120.6	142.0	155.5	60.0	1.5	4.5	9.5	42	0.43
110S	121	2250	9320	117	41.3	270.0	285.8	258.5	127.0	160.3	161.5	64.2	1.5	4.5	9.5	54	0.51
120S	177	2025	13700	136	60.3	308.0	319.0	304.4	149.2	179.4	191.5	73.4	1.5	6	12.5	81	0.73
130S	257	1800	19900	165	66.7	346.0	377.8	329.8	161.9	217.5	195.0	75.1	1.5	6	12.5	121	0.91
140S	370	1650	29600	184	66.7	384.0	416.0	371.6	182.8	254.0	201.0	78.2	1.5	6	12.5	178	1.13
150S	515	1500	39800	203	100.0	453.1	476.3	371.8	182.9	269.2	271.3	106.9	1.5	6	12.5	234	1.95
160S	724	1350	55900	228	120.7	501.4	533.4	403.3	198.1	304.8	278.9	114.3	1.5	6	12.5	317	2.81
170S	965	1225	74600	279	133.4	566.4	584.2	437.8	215.9	355.6	304.3	119.4	1.5	6	12.5	448	3.49
180S	1338	1100	103000	311	152.4	629.9	630.0	483.6	238.8	393.7	321.1	130.0	1.5	6	12.5	619	3.76
190S	1770	1050	137000	339	152.4	675.5	685.0	524.2	259.1	436.9	325.1	135.0	1.5	6	12.5	776	4.40
200S	2413	900	186000	361	177.8	756.9	737.0	564.8	279.4	497.8	355.6	145.0	1.5	6	12.5	1057	5.62

*Coupling weight, without bore machining

Space Type



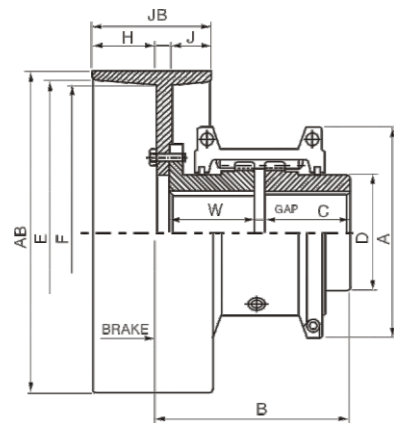
SAS(Full Space)Type

SFS(Half Space)Type

Size	HP Per 100 rpm	Max. Speed (rpm)	Basic Torque (N · m)	Bore Dia (mm)		Dimensions (mm)										Flange Bolt No.	Lube Weight (kg)
				Max.	Min.	A	B	BE(SAS)		BE(SFS)		N	F	Gap			
								Min.	Max.	Min.	Max.						
20S	0.68	3600	52	36	12.7	101.6	35	89	203	45	102	52	86	5	4	0.03	
30S	1.93	3600	149	44	12.7	111.0	41	89	216	45	109	59	94	5	8	0.03	
40S	3.22	3600	249	57	12.7	117.5	54	89	216	45	109	78	113	5	8	0.05	
50S	5.63	3600	435	64	12.7	138.0	60	112	216	57	109	87	126	5	8	0.05	
60S	8.85	3600	684	79	19.1	150.5	73	127	330	64	166	103	145	5	8	0.09	
70S	13	3600	994	83	19.1	161.9	79	127	330	64	166	109	153	5	12	0.11	
80S	27	3600	2050	95	27.0	194.0	89	184	406	93	204	122	178	5	12	0.17	
90S	48	3600	3730	108	27.0	213.0	102	184	406	93	204	142	210	5	12	0.25	
100S	81	440	6280	127	38.1	250.0	90	203	406	103	205	171	251	6.5	12	0.43	
110S	121	2250	9320	149	50.8	270.0	104	210	406	106	205	196	277	6.5	12	0.51	
120S	177	2025	13700	165	63.5	308.0	119	246	406	125	205	225	319	9.5	12	0.73	
130S	257	1800	19900	178	76.2	346.0	135	257	406	130	205	238	346	9.5	12	0.91	
140S	370	1650	29600	203	88.9	384.0	152	267	406	135	205	266	386	9.5	12	1.13	
150S	515	1500	39800	254	101.6	453.1	173	345	371	175	187	334	425	9.5	14	1.95	
160S	724	1350	55900	279	114.3	501.4	186	356	406	180	205	366	457	9.5	14	2.81	
170S	965	1225	74600	330	127.0	566.4	220	384	445	194	224	425	527	9.5	16	3.49	
180S	1338	1100	103000	330	101.6	629.9	249	400	490	202	247	451	591	9.5	16	3.76	
190S	1770	1050	137000	362	114.3	675.6	276	411	530	207	267	508	660	9.5	18	4.40	
200S	2413	900	186000	381	127.0	756.9	305	445	575	224	289	530	711	9.5	18	5.62	

*Coupling weight, without bore machining

SBW Type



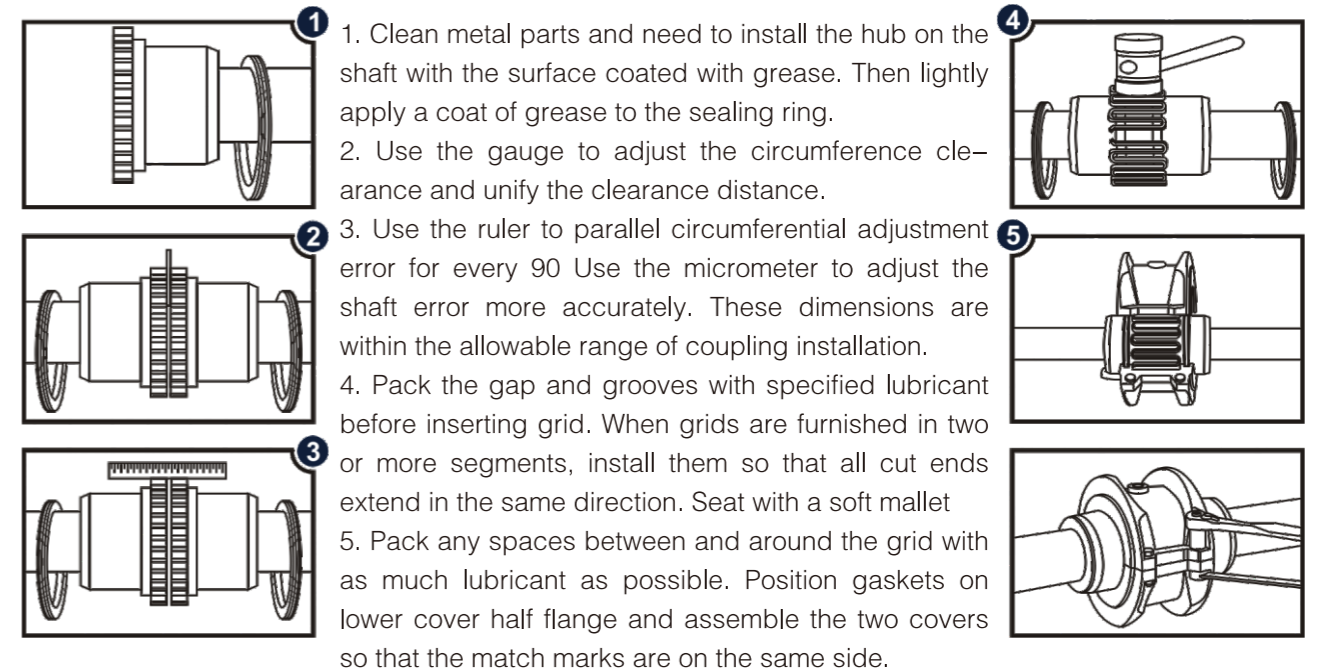
Cplg Size	Standard Brake Wheel					
	Moter Power (40% ED KW)			Brake Torque (kg, m)		
2020S						
2030S						
2040S	2.2			5		
2050S	5.5			10		
2060S	5.5	7.5	11	10	14	21.2
2070S	15			30		
2080S	30			53		
2090S	37	45		63	80	
2100S	45			132		
2110S	75	90		180		
2120S	110	132		335		
2130S	160	200		400	475	
2140S	160	200		400	475	

*Based on crane motor

Brake drum Size (mm)		Size	Max.Brake Rating of CPLG (N · m)	Bore Dia. (mm)		Dimension (mm)								Lube Weight (kg)	
AB	JB			Max.	Min.	A	C	D	E	F	H	I	J		Gap
		20S	11	30	12.7	102	48	39.6						3	0.03
		30S	35	36	12.7	111	48	49						3	0.03
160	80	40S	65	44	12.7	117	51	57	145	140	40	12	28	3	0.05
200	100	50S	118	50	12.7	138	60	66	184	178	50	17	33	3	0.05
200	100	60S	209	57	19.1	151	63	76	184	178	50	17	33	3	0.09
250	125	70S	331	68	19.1	162	76	87	230	224	62.5	22	40.5	3	0.11
315	160	80S	637	82	27.0	194	89	105	292	285	80	23	57	3	0.17
355	180	90S	1084	95	27.0	213	98	124	330	320	90	26	64	3	0.25
400	200	100S	1897	107	41.3	251	121	142	374	362	100	28	72	5	0.43
450	224	110S	2846	117	41.3	270	127	160	422	410	112	32	80	5	0.51
500	250	120S	4336	136	60.3	308	149	179	462	445	125	35	90	6	0.73
560	280	130S	6098	165	66.7	346	162	218	516	495	140	45	95	6	0.91
560	280	140S	8808	184	66.7	384	184	253	516	495	140	45	95	6	1.13

*If you need SBW type
First, determine the size of brake of your coupling and then the "B" and "W" according to above dimension.

Instruction for Installation



Lubrication and Treatment

Grease Lubrication

After assembling the grid and hub, apply grease, and then assemble the cover and add grease through the oil inlet Grease Supplement and Replacement. Add grease once a month or after 240–250 hours of operation; Remove the coupling completely every 3 months or after 4000 hours of use, replace the deteriorated grease.

Choice of Grease

The service temperature of grease is $-17 \sim 70^{\circ} \text{C}$, so it is necessary to choose the grease that meets the operation conditions and working environment.

Grease Recommendation

Maker	Grease
GULF	Gulf Crown Grease #2
SHELL	Alvania Grease #2
TEXACO	Marfak Heavy Duty #2
MOBIL	Mpbilux #2

Parameters Required for Type Selection

- The rated power, maximum power, speed or torque of the motor.
- Drive end and driven end axle diameter, keyway size, fit type.
- Type of equipment and operating conditions.
- Distance between shaft ends.
- Installation space limitation.