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 Cranes
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In order to select the correct coupling size you consider the following information:

Selection Table I - Maximum Speed RPM

| | | RPM | | | | | | | | | | | | | | | |
|---------------|---------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| | | 600 | 700 | 800 | 900 | 1000 | 1200 | 1500 | 1600 | 1800 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4800 |
| MODELS | 24/5 | | | | | | | 0.5 | 0.75 | 0.8 | 1.5 | 2.1 | 3 | 6.1 | 9.3 | 12 | 15 |
| | 24/7.5 | | | | | | | 1 | 1.5 | 1.75 | 2 | 3.5 | 5.5 | 9 | 14 | 18 | 25 |
| | 24/10 | | | | | | | 2 | 2.2 | 2.5 | 3 | 5.5 | 8.4 | 13 | 20 | 27 | 36 |
| | 24/20 | | | | | | 2 | 3 | 3.5 | 4 | 5.5 | 10 | 16 | 25 | 32 | 37 | - |
| | 24/30 | | | | | | 3 | 6 | 7 | 10 | 14 | 26 | 41 | 64 | 81 | 90 | - |
| | 24/40 | | | | | 3 | 5.5 | 12 | 14 | 20 | 28 | 50 | 71 | 82 | 94 | - | - |
| | 24/50 | | | | 4.6 | 6.7 | 12.5 | 25 | 29 | 42 | 60 | 105 | 140 | 160 | 180 | - | - |
| | 24/60 | | | 5 | 7.3 | 10 | 18 | 40 | 46 | 68 | 92 | 150 | 200 | - | - | - | - |
| | 24/70 | | 5 | 7.5 | 12 | 16 | 28 | 60 | 70 | 100 | 140 | 220 | - | - | - | - | - |
| | 24/80 | 12 | 18 | 27 | 38 | 58 | 101 | 180 | 191 | 247 | 303 | - | - | - | - | - | - |
| | 24/90 | 30 | 48 | 73 | 110 | 150 | 252 | 450 | - | - | - | - | - | - | - | - | - |
| | 24/100 | 125 | 190 | 290 | 400 | 540 | - | - | - | - | - | - | - | - | - | - | - |

Horse Power (HP) Maximum Speed (RPM)

** Gummi reserves the right to introduce modifications with out previous notice.

Hydraulic coupling selection

We will approximately suggest a certain amount of oil to be used during the engagement phase for each Model, noting that at the time of the starting engagement, we recommend to fill at least $\frac{3}{4}$ of the Hydraulic Coupling, and slowly drain it until you have the obtained the desired effect.

Oil Capacity (Approximate)

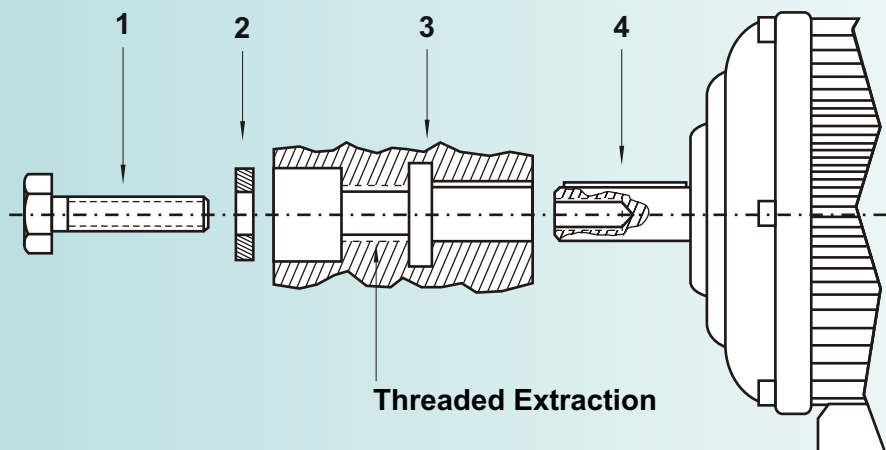
| MODELS | LITERS | MODELS | LITERS |
|--------|--------|--------|--------|
| 24/5 | 0.25 | 24/50 | 2.75 |
| 24/7.5 | 0.30 | 24/60 | 4 |
| 24/10 | 0.75 | 24/70 | 5.5 |
| 24/20 | 1 | 24/80 | 8 |
| 24/30 | 1.5 | 24/90 | 18 |
| 24/40 | 2.25 | 24/100 | 31 |

Hydraulic Oil Types by Manufacturer

| TYPE | TEXACO | SHELL | EXXON | CHEVRON |
|-------|-------------|------------|------------|---------|
| LIGHT | AW Hid. 68 | Tellus 68 | Nuto H 68 | BP. 68 |
| HEAVY | AW Hid. 100 | Tellus 100 | Nuto H 100 | BP. 100 |

* Contact Gummi for more information

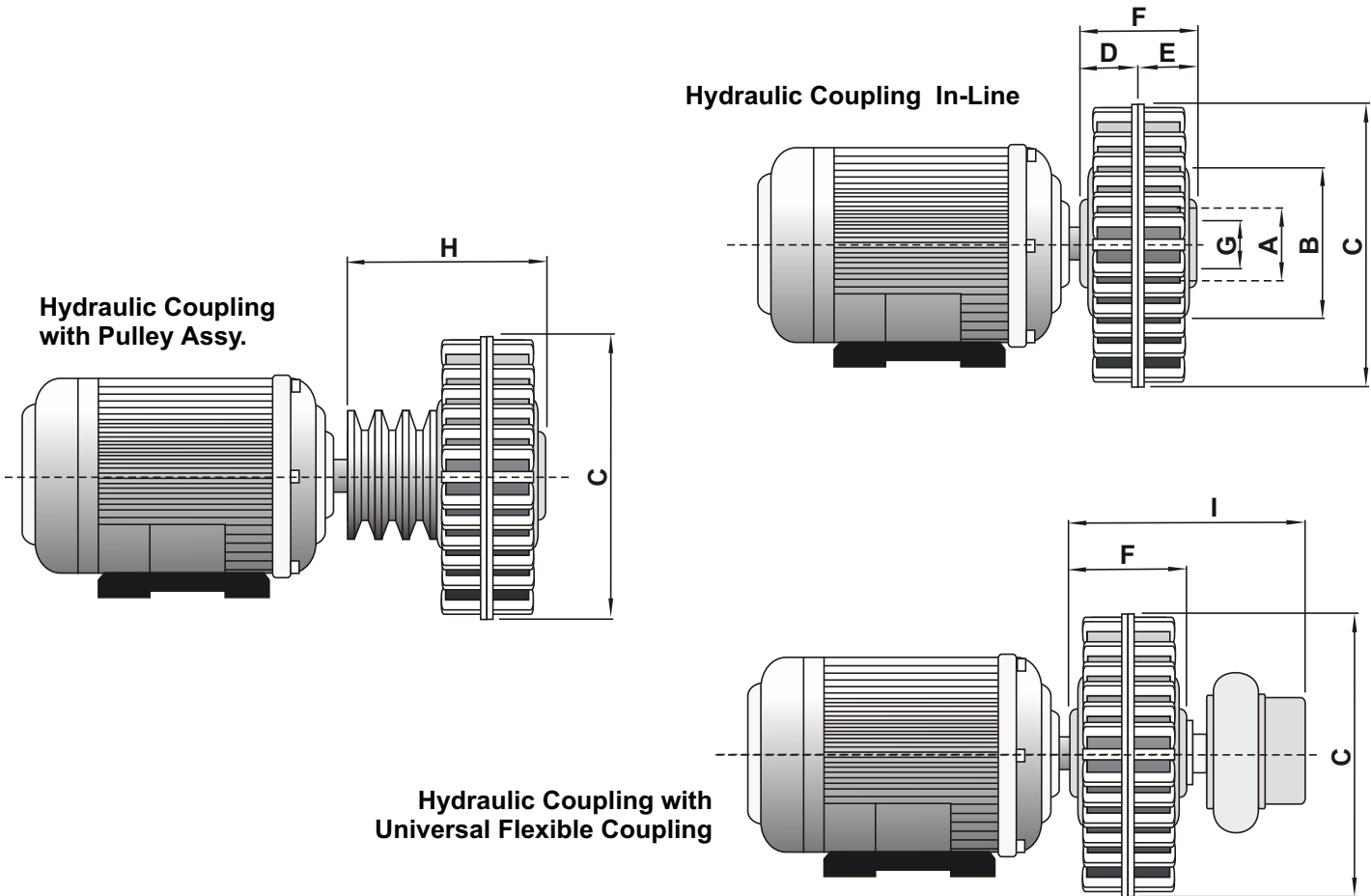
Conventional Mounting: Normalized Electric Motor

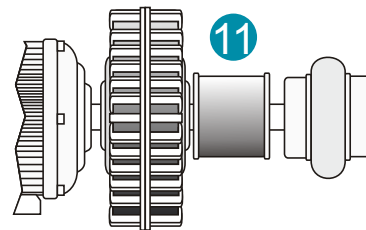
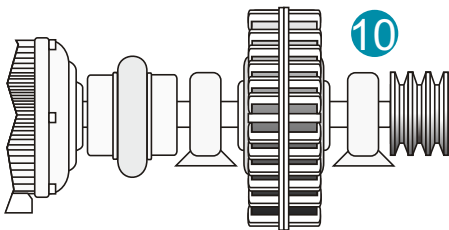
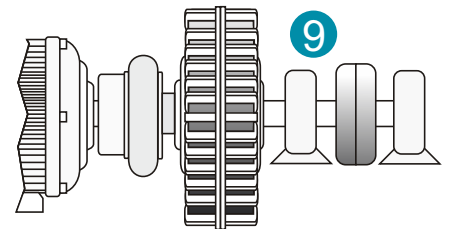
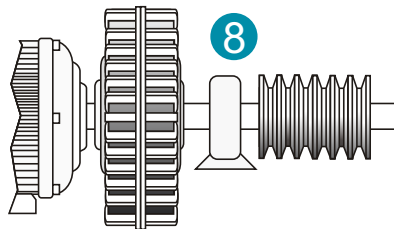
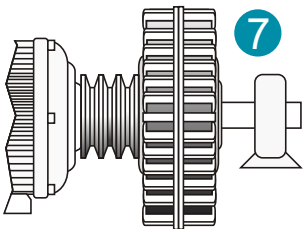
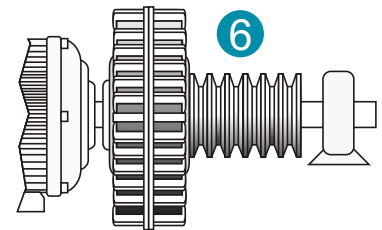
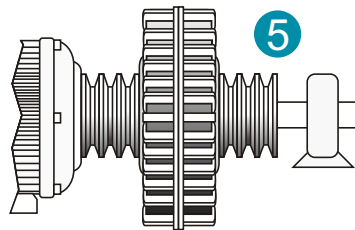
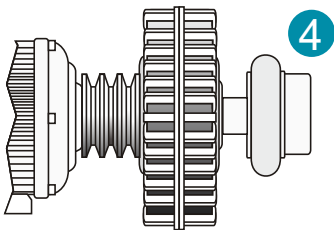
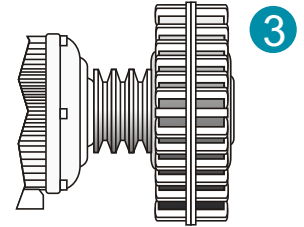
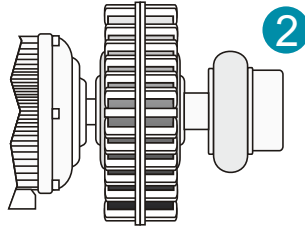
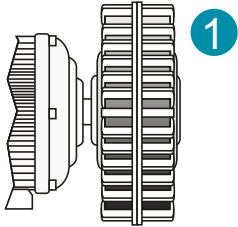


1) Support Screw / Bolt 2) Washer 3) Rotor Clutch 3) Shaft

General dimensions

| Pulley / Sheave Diameter x Channels | Model | ∅ A | Number of Threaded Bolt Holes | ∅ G | ∅ B | ∅ C | F | H | I | Extraction Thread | |
|-------------------------------------|---------|-------|-------------------------------|-----------|-------|-------|-------|-------|-------|-------------------|--------------|
| 65x1A | 24/5 | 2.00 | 4xW∅1/4" | 1.57 | 2.36 | 5.75 | 3.23 | 3.54 | 5.59 | W∅1/2" | |
| 80x1A | 24/7.5 | 2.20 | 3xW∅5/16" | 1.85 | 3.15 | 7.36 | 3.70 | 4.25 | 5.79 | W∅5/8" | |
| 110x2A | 24/10 | 3.14 | 6xW∅5/16" | 2.36 | 4.33 | 9.05 | 4.49 | 5.79 | 8.46 | W∅5/8" | |
| 110x3A | 24/20 | 3.14 | 6xW∅5/16" | 2.36 | 4.53 | 10.47 | 5.00 | 7.95 | 8.98 | W∅3/4" | |
| With a Steel Casted Pulley | 125x4A | 24/30 | 8xW∅5/16" | 2.75 | 5.71 | 11.81 | 5.35 | 7.01 | 9.64 | W∅3/4" | |
| | 165x4B | 24/40 | 8xW∅5/16" | 3.54 | 6.30 | 12.79 | 5.47 | 8.26 | 10.04 | W∅3/4" | |
| | 185x6B | 24/50 | 12xW∅3/8" | 3.94 | 7.28 | 14.57 | 5.90 | 10.63 | 12.01 | NF∅1"1/4x12h | |
| | 225x5C | 24/60 | 6.10 | 12xW∅3/8" | 4.33 | 7.28 | 17.12 | 6.92 | 11.81 | 12.79 | NF∅1"1/4x12h |
| | 260x6C | 24/70 | 7.28 | 12xW∅3/8" | 5.12 | 8.07 | 18.90 | 7.48 | 13.78 | 14.57 | NF∅1"1/4x12h |
| | 290x10C | 24/80 | 8.66 | 12xW∅1/2" | 6.30 | 10.24 | 21.85 | 9.05 | 18.50 | - | NF∅1"1/4x12h |
| | | 24/90 | 10.24 | 12xW∅1/2" | 6.30 | 11.81 | 27.36 | 12.00 | - | - | NF∅1"1/2x12h |
| | 24/100 | 11.81 | 12xW∅5/8" | 7.12 | 13.58 | 32.28 | 12.20 | - | - | - | |





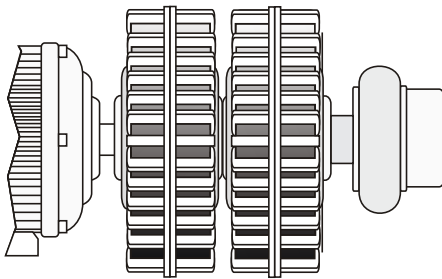
Recommendations of Mount # 11, with reserve tank

For those applications where the initial engagement norm or starting time is important, this is also applied to the cases in which the motor group is mounted in a vertical position, or oscillates between a vertical and horizontal position, such as varying its mounted position between 0 degrees and 90 degrees.

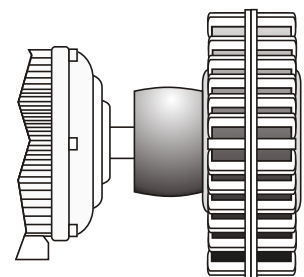
Note: The reserve tank can be replaced in certain applications when an oversized Hydraulic Coupling model is used in relation to the Speed (RPM) needed.

Considerations

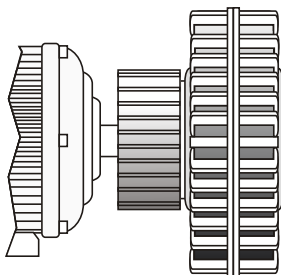
This is a versatile coupling that should be considered for almost all applications or projects where the industrial equipment is driven by internal combustion engines and electric motors. It is also a very versatile coupling allowing for a variety of combinations. It acts as a clutch, and becomes self-regulating once the desired oil quantity has been reached after the initial engagement, minimizing maintenance.



Dual Models



Pulleys with Standard Belts



Pulleys with Gear Tooth Belt or Cogged Belt

- ✓ Smooth and Gradual Starts with no load starting
- ✓ Energy Consumption Saving Design
- ✓ Limits mechanical failure or fracture in the case of abrupt direct starts and protects against Jam Loads
- ✓ Provides Hydraulic Dampening of the Torsional Vibrations for Internal Combustion Engines
- ✓ Torque output is equal to the Torque Input
- ✓ Available with a Fusible Plug

The data displayed in catalog is indicative and subject to modification without previous warning.