Installation and Operating Manual

(Translation of the original installation and operating manual)

T… (with GPK01/GPK01-XP) Turbo Coupling with Constant Fill, Connecting Coupling Type: All-metal Disk Pack Coupling

including design as per Directive 2014/34/EU (ATEX directive)

Version 1 , 2025-08-15
3201-006996 en, Protection Class 0: public

Serial No. [1]		
Coupling type [2]		
Year of construction		
Mass (weight)		kg
Power transmission		kW
Input speed		rpm
Operating fluid	☐ mineral oil ☐ water ☐	
Filling volume		dm^3 (liters)
Number of screws z [3]		
Nominal response temperature of fusible plugs		°C
Connecting coupling type	GPK01/GPK01-XP	
Sound pressure level $L_{PA,1m}$		dB
Installation position	☐ horizontal (maximal 7°)	
Drive via	☐ outer wheel	

1) Please indicate the serial number in any correspondence (→ Chapter 18).
2) T...: oil / TW...: water
3) Determine and record the number of screws z (→ Chapter 10.1).

Please consult Voith in case that the data on the cover sheet are incomplete.

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If you have questions regarding the product, please contact the Voith Customer Service stating the serial number (see nameplate).

3201-006996 en

This document describes the state of design of the product at the time of the editorial deadline.

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Installation and Operating Manual / 3201-006996
en / Protection Class 0: public

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1 Voith Turbo Coupling with Constant Fill

1.1 Function

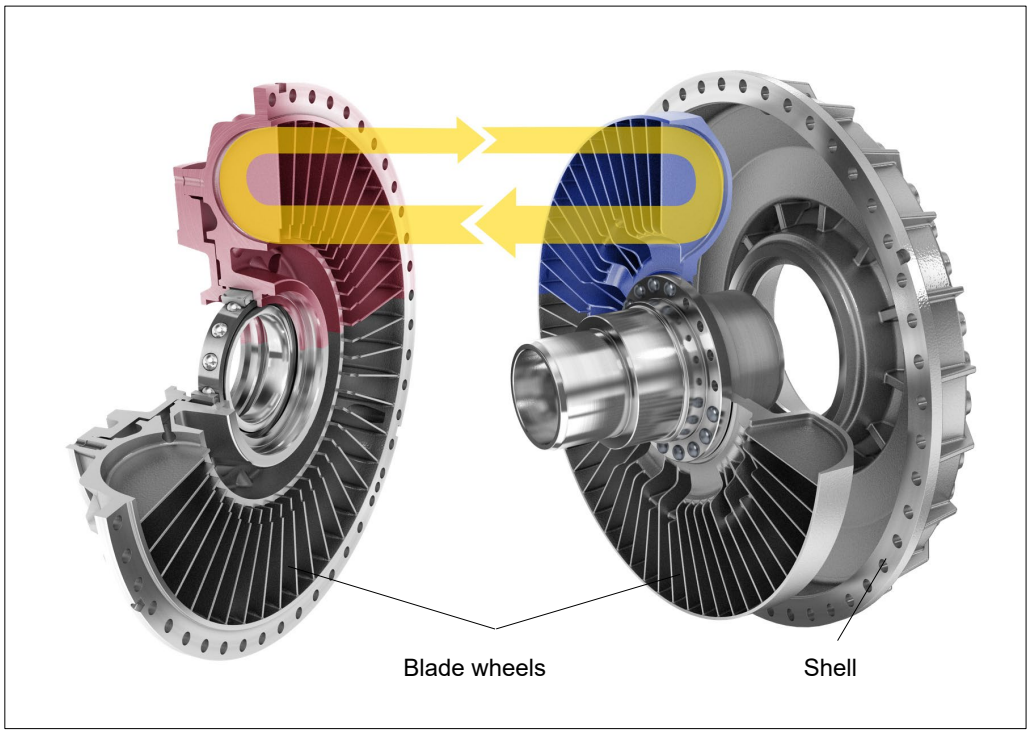


Fig. 1

The Voith turbo coupling is a hydrodynamic coupling working to the Föttinger principle. Its main elements consist of two blade wheels - the pump impeller and the turbine wheel - enclosed by a shell. Both wheels are provided with bearings relative to each other. The power is transmitted with hardly any wear, there is no mechanical contact between the power-transmitting parts. A constant amount of operating fluid is in the coupling.
The mechanical energy provided by the drive motor is converted into kinetic energy of the operating fluid in the connected pump impeller. In the turbine wheel, this kinetic energy is reconverted into mechanical energy.

Three conditions are to be considered with regard to the coupling function:

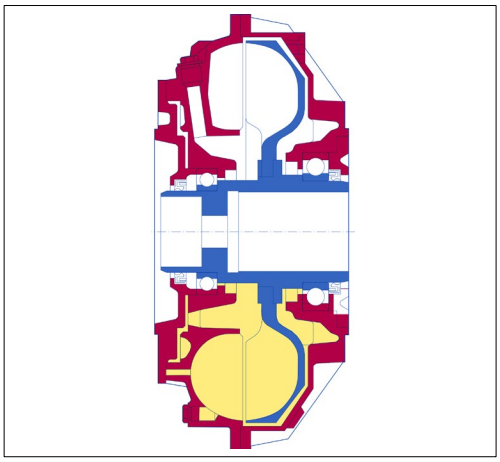


Fig. 2

Standstill
The whole operating fluid rests in the coupling.

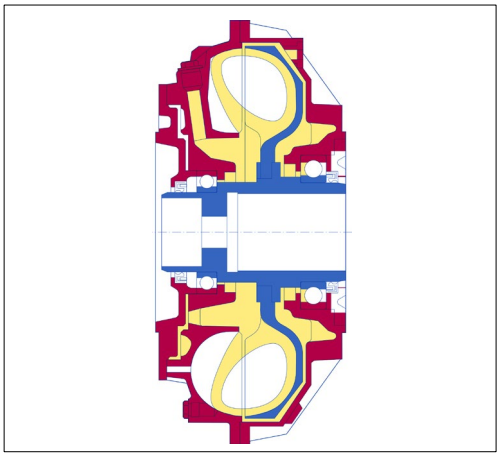


Fig. 3

Starting condition
The pump impeller accelerates the operating fluid with increasing motor speed causing a circulating flow in the working chamber. The whole blade space of the turbine wheel is flooded, and the turbine wheel starts to move as a result of the kinetic energy of the fluid flow. The coupling characteristic curve determines the torque curve during start-up.

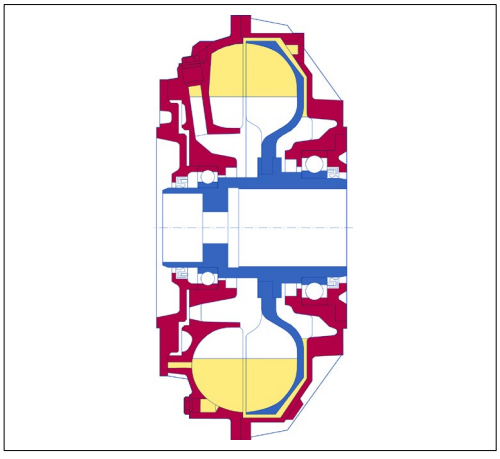


Fig. 4

Nominal operation
During nominal operation, only the torque required by the driven machine is transmitted. The low speed difference between pump impeller and turbine wheel (the so-called rated slip) results in a stationary flow condition in the coupling.

2 Technical Data

Information required for use in potentially explosive atmospheres:



CE ⟨Ex⟩ marking:		
Ambient temperature, if deviating from -25 °C T_a 40 °C		°C
max. surface temperature (T3= 200 °C, T4= 135 °C, or deviating)		°C
Temperature monitoring	☐ MTS [1] for pre-warning	
	☐ BTS [2] for pre-warning	
	☐ BTS-Ex 2) for limitation of max. surface temperature for Voith turbo couplings acc. to ATEX directive. Maximum permissible temperature of turbo coupling when switching on the motor:	°C
Nominal response temperature of temperature monitoring		°C
Max. permissible filling volume [3]		dm^3 (liters)
Overload (Überlast (→ Chapter 5.8), causing the thermal fuse (fusible plug/s and/or BTS-Ex) to respond, requires the power supply to be switched off after		s (sec)
An additional monitoring of the output speed is required to switch off the power supply before the fusible plugs respond.	☐ Yes ☐ No	
After switching on the motor, monitoring of output speed has to begin after		s (sec)
Diameter of input [4]		mm
Diameter of output [4]		mm
Replacement of ball and roller bearings after		h

Table 1

1) MTS: Mechanical thermal switch unit (→ Chapter 19.1).
2) BTS: Non-contacting thermal switch unit (→ Chapter 19.2).
3) Applies if filling volume is not indicated on the cover sheet.
4) Diameter and fit of hub or shaft to be joined by means of shaft-hub connection.



Information required for use in potentially explosive atmospheres:

3 Declarations of Manufacturer

3.1 Declaration on assemblies and components

Since 29 December 2009, a new Machinery Directive 2006/42/EC has to be applied bindingly in the member states of the European Economic Area (EEA).

Voith turbo couplings of Product Group "Start-up Components", as defined by the new Machinery Directive 2006/42/EC and the explanations of the guidelines published in December 2009 to implement the Machinery Directive, are neither "machines" nor "incomplete machinery", but rather assemblies or components.

As our products are no incomplete machinery, we do not issue a declaration of incorporation as per Machinery Directive 2006/42/EC.

An EC Declaration of Conformity must not be issued for these products either, nor CE marking be provided, unless specified by other EC / EU directives or regulations.

Voith as certified company ensures that the basic safety and health requirements for their products are always be met by internal quality management systems and by applying harmonized standards.

The technical documentation for Voith products is so comprehensive that they may be installed reliably into machinery or incomplete machinery. Safe operation of the complete machinery with regard to Voith products is also ensured at a later date when observing this documentation.

3.2 Declaration of conformity

→ Annex (see declaration of conformity)

4 User Information

This manual will support you in using the turbo coupling with connecting couplings of types GPK01 and GPK01-XP in a safe, proper and economical way.

NOTICE

Damage to property
A combination with the predecessor types GPK / GPK-XP is not allowed!
- See also Chapter 5.4 Bauliche Veränderungen.

If you observe the information contained in this manual, you will
- increase the reliability and lifetime of the turbo coupling and installation,
- avoid any risks
- reduce repairs and downtimes.

This manual must
- always to be available at the unit jobsite
- be read and used by every person who transports the turbo coupling, works on the turbo coupling or commissions the same.

The turbo coupling has been manufactured according to the latest design standard and approved safety regulations. Nevertheless, the user's or third party's life may be endangered or the machine or other property impaired in case of improper handling or unintended use.

Spare parts:
Spare parts must comply with the technical requirements stipulated by Voith. This is ensured by using original spare parts.
Installation and/or use of non-original spare parts may negatively change the mechanical properties of the **Voith Turbo coupling** and thus have an adverse impact on the safety. Voith is not liable for any damages resulting from the use of non-original spare parts.

Use only appropriate workshop equipment for maintenance. Professional maintenance and/or repair can only be guaranteed by the manufacturer or an authorized specialist workshop.

This manual has been issued with utmost care. However, should you need any further information, please contact:

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Voith reserves the right for modifications.

5 Safety

5.1 Safety information

Safety information indicating the descriptions and symbols as described in the following are used in the operating manual.

5.1.1 Structure of safety information

⚠ DANGER WORD
Results of a hazardous situation Source of hazard • Hazard prevention

Danger word
The danger word divides the severity of the danger in several levels:

Danger word	Severity of danger
⚠ DANGER	Death or serious injury (irreversible personal injury)
⚠ WARNING	Death or serious injury possible
⚠ CAUTION	Minor or moderate injury possible
NOTICE	Possibly damage to property of - the product - its environment
i INFORMATION	For useful additional information on proper handling of the product only

Table 2

Results of a hazardous situation
Hazard consequences indicate the kind of hazard.

Source of hazard
The source of hazard indicates the cause of hazard.

Hazard prevention
Hazard prevention describes the measures to be taken to prevent a hazard.

5.1.2 Definition of safety symbols

Symbol	Definition
	Explosion hazard Marking with the Ex-symbol indicates possible hazards which have to be observed for the use in potentially explosive atmospheres.

Table 3

5.2 Intended use

The turbo coupling with constant fill (type of connecting coupling GPK01 or GPK01-XP) is provided to transmit the torque from the drive motor to the driven machine in case of horizontal installation **(inclination maximal 7°)**.
The **power** permitted during stationary operation at a specific **input speed** and a specific **coupling filling** (operating fluid and filling) is entered on the cover sheet of this manual. Any use beyond that is deemed unintended (→ Chapter 5.3 Unintended use).
Intended use also includes observing this installation and operating manual and complying with the inspection and maintenance conditions.
The manufacturer is not liable for any damages resulting from unintended use. The risk has to be borne solely by the user.



- Observe the assembly plan belonging to the order.
- If not indicated accordingly in → Chapter 2, it is not allowed to use this turbo coupling in potentially explosive atmospheres!
- Please check with reference to the marking whether the turbo coupling is approved for use in potentially explosive atmospheres.
- If the zonal classification changes, the operator must check whether it is still allowed to operate the turbo coupling in that zone.

A marking according to ATEX Directive has been provided on the periphery of the turbo couplings. The marking specifies in what potentially explosive atmospheres and under what conditions the use is permitted.

5.3 Unintended use

The permissible power that can be transmitted by the turbo coupling during stationary operation at a specific input speed and a specific coupling filling (operating fluid and quantity) is entered on the cover sheet of this manual.
Any use beyond that described herein, e.g. for higher powers, higher speeds, other operating fluids or operating conditions that have not been agreed upon, is deemed unintended.
Moreover, it is not permitted to use BTS-Ex non-contacting thermal switch units from third parties.

5.4 Structural changes

⚠ WARNING

Risk of personal injuries and damage to property
Structural changes not done properly on the turbo coupling may cause personal injury and damage to property.

- Changes, attachments or conversions on the turbo coupling may only be performed upon approval by Voith.

NOTICE

Damage to property
A combination of the predecessor types GPK / GPK-XP and their respective spare parts with the current types GPK01 / GPK01-XP is not permissible for technical reasons!
A combined installation may result in premature wear of the disks.
Irregular behavior or damage to the unit may be a consequence.
In case of a replacement, it is mandatory to check which connecting coupling type is concerned (see assembly plan and/or consult Voith).

In case of an impermissible combination, the warranty granted by Voith becomes invalid.

5.5 General information as to dangerous situations

For all work performed on the turbo coupling, please observe the local regulations for the prevention of accidents!

Hazards while working on the turbo coupling:

⚠ WARNING

Risk of injury
While working on the turbo coupling, there is the risk of injury through cutting, crushing, burns and cold burns in case of minus degrees.

- Never touch the turbo coupling without wearing protective gloves.
- Start to work on the turbo coupling only after it has cooled down.
- Ensure that there is sufficient light, a sufficiently large working space and good ventilation when working on the turbo coupling.
- Switch off the unit in which the turbo coupling is installed and secure the switch against inadvertent switch-on.
- For all work performed on the turbo coupling ensure that both the drive motor and the driven machine have stopped running and that unintended starting is absolutely impossible!

Hot surfaces:

⚠ WARNING

Risk of burning
The turbo coupling heats up during operation.

- Please provide a guard for protection against contact with the turbo coupling! However, ventilation of the turbo coupling must not be impaired.

NOTICE

Damage to property
Thermal distorsion or tensions if the warm turbo coupling is cooled down by means of fluids.

- Never use fluids to cool down the turbo coupling!
- Let the turbo coupling cool down at ambient temperature.

Rotating parts:

Protective cover
→ Chapter 11

WARNING

Entanglement hazard
Rotating parts, such as the turbo coupling itself and exposed shaft parts need to be protected by a protective cover against contact with and entry of loose parts.

- Never operate the turbo coupling without these protective covers.

Noise:

Sound pressure level
→ cover sheet

WARNING

Hearing loss, permanent impairment of hearing
The turbo coupling generates noise during operation. If the A-classified equivalent sound pressure level $L_{PA,\ 1m}$ exceeds 80 dB(A), this may cause impairment of hearing!

- Wear ear protection.

Electric shock:

DANGER

Electrostatic processes
Electrostatic charging may injure persons by an electric shock.

- Allow only a qualified electrician to install the equipment into which the turbo coupling is installed.
- The unit and the electrical installation are provided with ground connections.

Overspeed:

This refers only to installations where overspeed (exceeding the rated speed) is possible.

NOTICE

Damage to property

Non-recognition of overspeed, wrong direction of rotation or parameters outside the tolerance due to incorrect programming, may destroy the turbo coupling.

- Check whether the entire system is equipped with a device that reliably prevents overspeed (for example brake or backstop).
- For rated speed, → cover sheet.

Extreme ambient temperatures:

Ambient temperature → Chapter 2

⚠ WARNING

Risk of personal injuries and damage to property

Extreme ambient temperatures may result in thermal overload of the turbo coupling, thus causing the fusible plugs to melt and seriously injure any persons in their immediate surroundings, and to cause damage to the turbo coupling.

- Observe the permissible ambient temperature.
- Provide a roof over the unit in case of extreme solar radiation.

Only when water is used as operating fluid

NOTICE

Damage to property

The turbo coupling may be damaged by frozen operating fluid.

- The ambient temperature must be above the freezing point of the operating fluid.
- Adhere to the temperature limits indicated (→ Chapter 5.8).

Operating fluid which sprays off or leaks out:

⚠ WARNING

Risk of losing sight due to operating fluid spraying off, risk of burning
In case of thermal overload of the turbo coupling, the fusible plugs respond. Operating fluid leaks out through these fusible plugs.

- Persons close to the turbo coupling have to wear safety goggles.
- Please make sure that the spraying-off operating fluid cannot get in contact with persons.
- If the fusible plugs spray off, switch off the drive immediately.
  Switch off the whole system in case of multi-motor drives!
- Electrical devices located near the coupling need to be splash-guarded.

⚠ WARNING

Fire hazard
After the fusible plugs responded, spraying off oil may ignite on hot surfaces causing fire, as well as releasing toxic gases and vapor.

- Make sure that spraying off operating fluid cannot get into contact with hot machine parts, heaters, sparks or open flames.
- Immediately switch off the driving machine when the fusible plugs respond.
  Switch off the whole system in case of multi-motor drives!
- Please pay attention to the information contained in the safety data sheets.

⚠ CAUTION

Slipping hazard
Slipping hazard by sprayed off solder of fusible plugs and leaking out operating fluid.

- Please provide a catch pan of sufficient size.
- Immediately remove any leaking out solder and operating fluid.
- Please pay attention to the information contained in the safety data sheets.

Exclusion of explosive atmosphere before working on the turbo coupling



Permissible limit values according to local regulations

⚠ WARNING

Explosion hazard
For turbo couplings with housings made of aluminum alloys and when the protective cover was removed, there is the risk of explosion by severely exothermic reactions (impact sparks from aluminum and rust).

- For all work performed on the turbo coupling, exclude hazardous atmospheres, e.g. by monitoring the concentration of combustible substances using gas detectors.
- If hazardous atmospheres occur, immediately stop any work on the turbo coupling.

5.6 Remaining risks

⚠ WARNING

Risk of personal injuries and damage to property
Unintended use or incorrect operation may cause death, serious injuries or minor injuries as well as damage to property and the environment.

- Only persons who are sufficiently qualified, trained and authorized are allowed to work on or with the turbo coupling.
- Please observe the warnings and safety information.

5.7 What to do in case of accidents

In case of accidents, please observe the local regulations, the operating manuals and the operator's safety measures.

5.8 Information with regard to operation

If irregularities are found during operation, immediately switch off the drive unit.

Power transmission:

The cover sheet of this manual indicates the possible power transmission at a specific input speed and a specific coupling filling (operating fluid and quantity).
These values describe a permissible working point for the stationary operation of the turbo coupling.

NOTICE

Damage to property
Deviations from the permissible working point cause damage the turbo coupling.
- Voith's approval is required for a stationary operation of the coupling at a different working point.

Operating fluid:

NOTICE

Damage to property
Too little filling results in thermal overload of the turbo coupling, and in case of too much filling, the turbo coupling may be damaged by internal pressure.
- Operate the turbo coupling only with the filling quantity stated on the cover sheet of this manual.
- Use only the operating fluid indicated on the cover sheet of this manual.

Heating on start-up:

NOTICE

Damage to property
During start-up, the turbo coupling heats up more than during stationary operation due to the increased slip.
- Please provide sufficient intervals between start-ups to avoid thermal overload.

Starting characteristic of turbo couplings with delay chamber:

On start-up, the operating fluid flows from the delay chamber into the turbo coupling working chamber. On standstill, the operating fluid returns into the delay chamber.
Please provide sufficient intervals (a few minutes) between the starts to get a correct starting characteristic.

Coupling temperature:



⚠ WARNING

Explosion hazard
Explosion hazard by too high temperature of the turbo coupling.
- Observe the permissible ambient temperature.

Technical data → Chapter 2 and order documents

NOTICE

Damage to property
The turbo coupling may be damaged by falling below the permissible ambient temperature.
- Please consult Voith if the turbo coupling shall be used
  - in case of risk of frost when water is used as operating fluid
  - at ambient temperatures below -25 °C when oil is used as operating fluid.

NOTICE

Damage to property
Overheating (nominal temperature is exceeded) may damage the turbo coupling.
- Provide sufficient ventilation / aeration of the turbo coupling.

Fusible plugs:

The fusible plugs protect the turbo coupling against damage due to thermal overload.

Technical data
→ **Chapter 2**

NOTICE

Damage to property
The turbo coupling will be damaged if operation is continued after a fusible plug responded.

- Switch off the drive motor immediately on response of one of the fusible plugs!

  Switch off the whole system in case of multi-motor drives!
- Use original fusible plugs only with the response temperature indicated on the → cover sheet of this operating manual.
- Always replace fusible plugs in sets.

Monitoring devices:

Monitoring devices:
→ **Chapter 19**

NOTICE

Damage to property
Damage to turbo coupling due to monitoring devices not ready for service.

- Check whether existing monitoring devices are in a state ready for service.
- Repair any defective monitoring device immediately.
- Never bypass safety devices.

Blocking:

NOTICE

Damage to property
Blocking of the driven machine may cause overheating of the turbo coupling and response of the fusible plugs thus endangering persons as well as the turbo coupling and environment.

- Immediately switch off the driving machine.

Overload of turbo coupling:



WARNING

Explosion hazard
Explosion hazard due to overload of turbo coupling.

- After the thermal fuse has responded, switch off the power supply after the time specified in → Chapter 2 at the latest. In case of multi-motor drive, switch off the whole system.
- If an additional monitoring of the overload is required, monitor the output speed If the output speed falls below the input speed by more than 10%, immediately switch off the power supply.
- It is necessary to switch off the power supply as otherwise the permissible surface temperature indicated cannot be met.

Permissible surface temperature:
→ Chapter 2

NOTICE

Overload of turbo coupling
The turbo coupling will be overloaded in cases where

- the driven machine blocks
- the driven machine is loaded excessively during nominal operation and/or during start-up.

Please consult Voith in case of unforeseeable turbo coupling overload.

5.9 Qualification of staff

Only qualified and authorized professional staff are allowed to perform work, such as transportation, storage, installation, electrical connection, commissioning, operation, maintenance, servicing and repair.

Qualified professional staff in the sense of this installation and operating manual are persons who are familiar with transportation, storage, installation, electrical connection, commissioning, maintenance, service and repair, and who have the necessary qualifications for their job. Qualification has to be ensured by performing training and giving instructions on the turbo coupling.

This staff must be trained, instructed and authorized to:

- operate and service machines in a professional manner in accordance with the technical safety standards.
- use lifting appliances, slings (ropes, chains, etc.) and lifting points in a professional manner.
- properly dispose of media and their components, e.g. lubricating grease.
- service and use safety devices in a manner that ensures compliance with safety standards.
- prevent accidents and provide first aid.

Staff to be trained may only perform work on the turbo coupling under the supervision of a qualified and authorized person.

The staff in charge of any work to be done on the coupling must

- be reliable,
- have the legal age,
- be trained, instructed and authorized with regard to the intended work.

5.10 Product monitoring

We are under legal obligation to keep the performance of our products under observation, even after shipment.
Therefore, please inform us about anything that might be of interest to us. For example:

- Change in operating data,
- experience gained with the machine,
- recurring problems,
- problems experienced with this installation and operating manual.

Our address:
→ **Page 2**

6 Transport and Storage

6.1 As delivered condition

Packing
→ **Chapter 6.5**

- The turbo coupling is delivered in ready-mounted condition.
- The turbo coupling is not filled. If the scope of supply includes the operating fluid, it will be delivered in a separate container.

Type GPK01:
GPK01-input and GPK01-output are supplied separately, if necessary with brake drum or brake disk.
The GPK01 stub shaft is mounted to the turbo coupling.
The socket head screws (item 1942) and the spacer sleeves (item 1943) fix the GPK01 parts to each other (transport protection), and may only be removed on installation into the machine.

Type GPK01-XP (with clamping hub):
GPK01-XP-input, GPK01-XP-output, if necessary, with brake drum or brake disk, and the clamping hub are supplied separately.
The GPK01-XP plug-in shaft is attached to the turbo coupling.
The socket head screws (item 1942) and the spacer sleeves (item 1943) fix the GPK01-XP parts to each other (transport protector) and may only be removed on installation into the machine.

6.2 Scope of supply

The turbo coupling will be supplied as indicated on the cover sheet.

Additional parts belonging to the scope of supply, such as connecting coupling, fusible plugs, temperature monitoring, mounting and removal device, etc. will be stated in the order confirmation.

6.3 Transport



WARNING

Explosion hazard
For turbo couplings with housings made of aluminum alloys, there is a risk of explosion when being transported through potentially explosive atmospheres due to highly exothermic reactions (impact sparks from aluminum and rust).

- In potentially explosive atmospheres, it is only allowed to transport the turbo coupling in suitable packing.
- This transport packing has to meet the same minimum requirements as the protective cover.
- Exclude explosive atmospheres during the transport, e.g. by monitoring the concentration of combustible substances using gas detectors.

Protective cover
→ **Chapter 11**

WARNING

Risk of injury
Falling parts may seriously injure or kill you.

- Secure the turbo coupling sufficiently.
- Pay attention to the center of gravity position.
- Use the provided lifting points.
- Use appropriate transportation means and slings (ropes, chains, etc.).

WARNING

Risk of crushing
Incorrect handling of the turbo coupling may cause bruising of upper and lower limbs and seriously injure persons.

- Skilled staff only is allowed to carry out transportation!

NOTICE

Damage to property
In mounted condition, a transport of the turbo coupling is permitted in horizontal position only. The turbo coupling may be damaged due to inclinations.

- In case of an inclination greater than 7°, it is necessary to secure the turbo coupling axially.

6.4 Lifting

Lifting appliances, load carrying attachments, lifting points

Weight of turbo coupling: → cover sheet Weights of over 100 kg will be stamped on the turbo coupling.

Observe the turbo coupling weight!

Lifting appliances (e.g. crane, high-lift truck), slings (ropes, chains, etc.) and lifting points (swivels, thread size as for item 1830, → Chapter 7.3) need to be

- checked and approved,
- sufficiently dimensioned and in sound condition,
- and may only be operated by authorized and trained persons.

It is not allowed to use eyebolts!

Read the operating instructions for lifting appliances, slings (ropes, chains, etc.) and lifting points!

⚠ WARNING

Risk of injury
Damaged load carrying attachments or those with insufficient carrying capacity may break under load, with the consequence of most serious or even fatal injuries.

- Check the lifting appliances and load carrying attachments for
  - sufficient carrying capacity (for weight, → cover sheet).
  - sound condition.

Fixing the turbo coupling

⚠ WARNING

Risk of injury
Falling parts may seriously injure or kill you.

- Do not walk under suspended loads.

NOTICE

Personal injury and damage to property

Improper fixing and lifting of the turbo coupling may cause personal injury and damage to property

- It is only allowed to lift the turbo coupling at the lifting points provided for this purpose (see the following photos).
- When fastening and lifting the turbo coupling, do not damage the ribbing of the turbo coupling through lifting appliances or load carrying attachments.
- Damaged ribs may result in unbalance of the turbo coupling, thus causing uneven running of the unit.

- Screw suitable swivels (thread size as for item 1830, → Chapter 7.3) into the turbo coupling.
  Do not unscrew existing screws for this purpose; please use the threads provided.
- Fix the slings (ropes, chains, etc.).

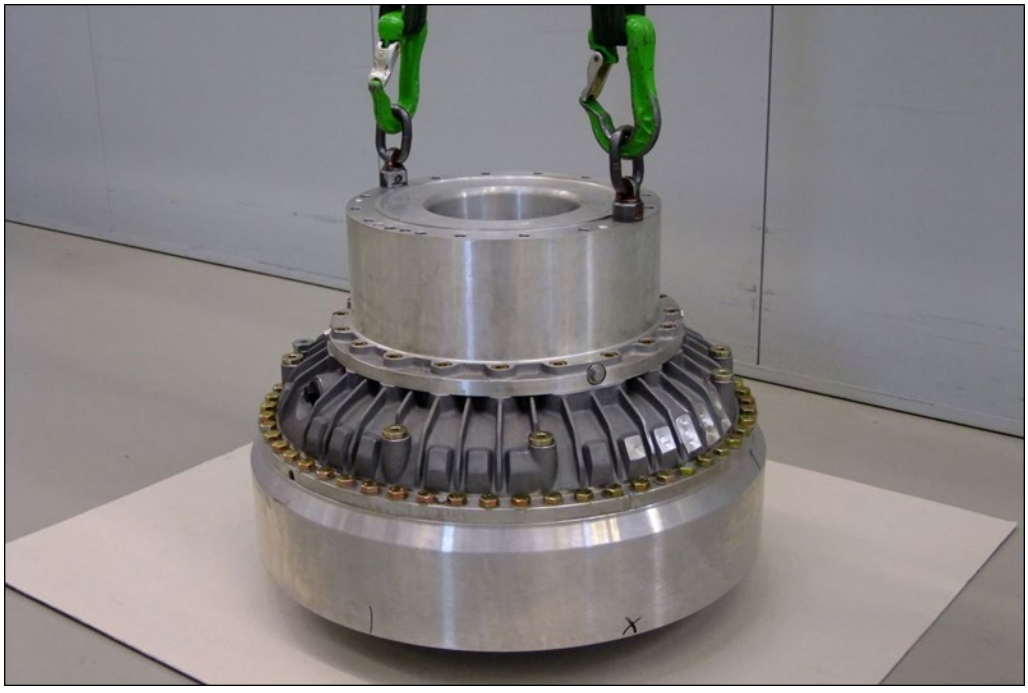


Fig. 5

⚠ WARNING

Risk of injury
Danger to life and risk of injury caused by falling load, tilting or sliding of the turbo coupling.

- Always use at least 2 slings (ropes, chains, etc.) for fixing.
- Do not walk under suspended loads.
- Observe the general guidelines for the prevention of accidents.
- Secure the turbo coupling against tilting and sliding as long as it is not mounted between the driving and driven machine.

Turning the turbo coupling

- Screw suitable swivels (thread size as for item 1830, → Chapter 7.3) into the turbo coupling.
  Do not unscrew existing screws for this purpose; please use the threads provided.
- Fix the slings (ropes, chains, etc.).

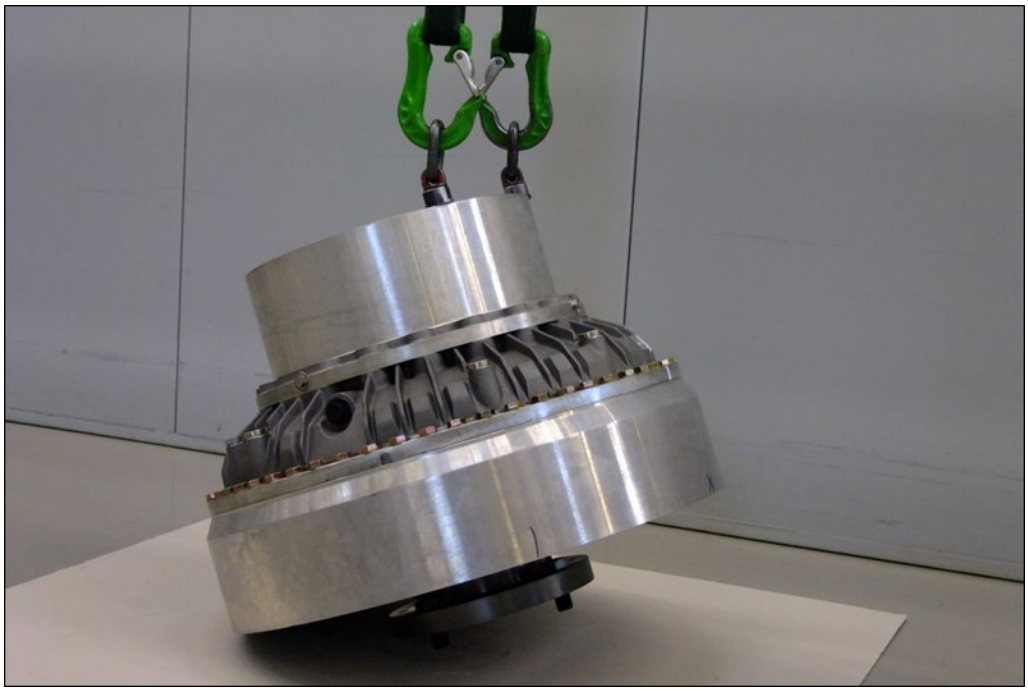


Fig. 6

⚠ WARNING

Risk of crushing
Incorrect handling of the turbo coupling may cause bruising of upper and lower limbs and seriously injure persons.
- Always use at least 2 slings (ropes, chains, etc.) for fixing.
- For turning, please use 2 slings (ropes, chains, etc.) on each side.

- On the opposite side, screw suitable swivels (thread size as for item 1830, → Chapter 7.3) into the turbo coupling.
  Do not unscrew existing screws for this purpose; please use the threads provided.
- Fix the turbo coupling to the second sling.



Fig. 7

- Align the turbo coupling horizontally using the two lifting appliances.

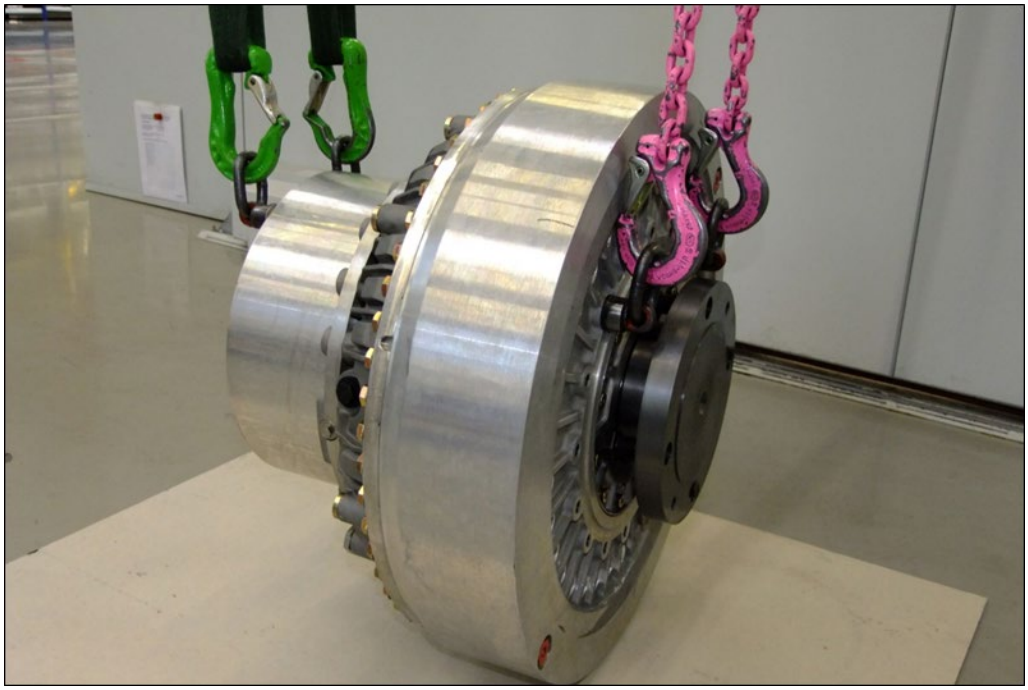


Fig. 8

- Carefully set the turbo coupling down on a wooden board / pallet and secure it against tilting.
  The turbo coupling has been turned.

Fastening of a turbo coupling with GPK01 stub shaft (item 1950) for mounting between the input and output hubs (items 1932 and 1972)

⚠ WARNING

Risk of crushing
Incorrect handling of the turbo coupling may cause bruising of upper and lower limbs and seriously injure persons.
- Use hooks for fixing.
- When a rope is used for fixing, secure the rope against slipping.

- Screw suitable swivels (thread size as for items 1830, → Chapter 7.3) into the turbo coupling in the coupling shell (item 0190).
  Do not unscrew existing screws for this purpose; please use the threads provided.

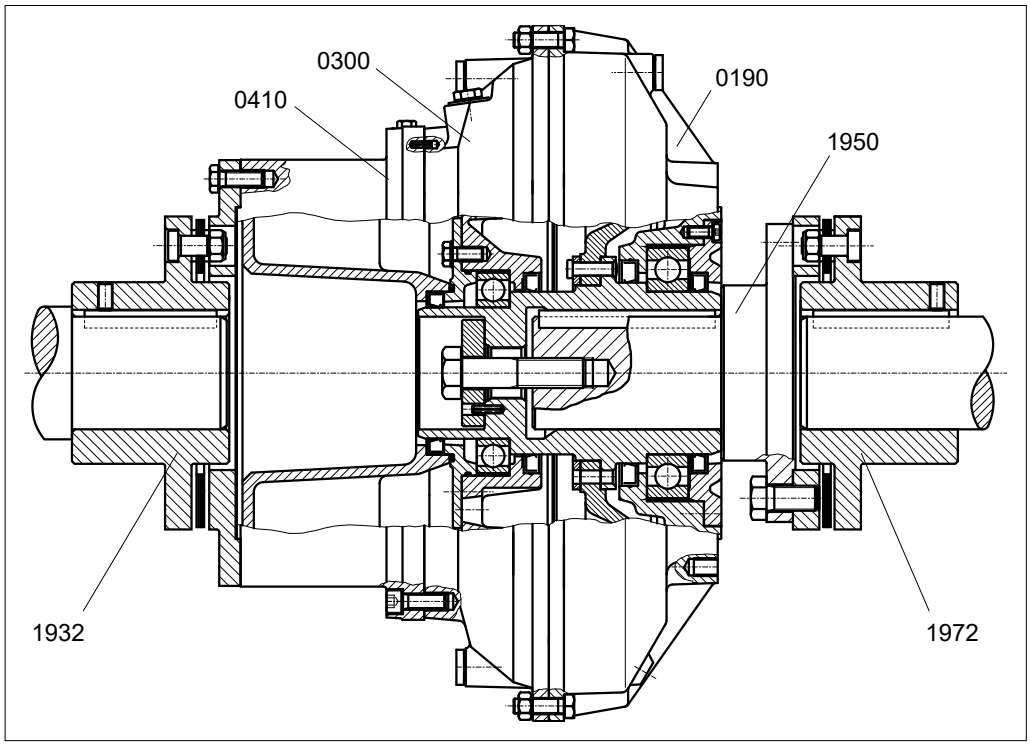


Fig. 9

- Sling a rope around the turbo coupling on the delay chamber cover (item 0410) and the outer wheel (item 0300) (→ Chapter 8.6 and Chapter 8.7).

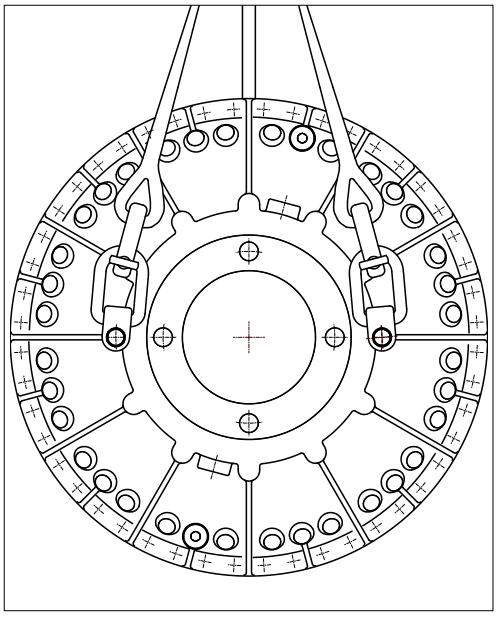


Fig. 10

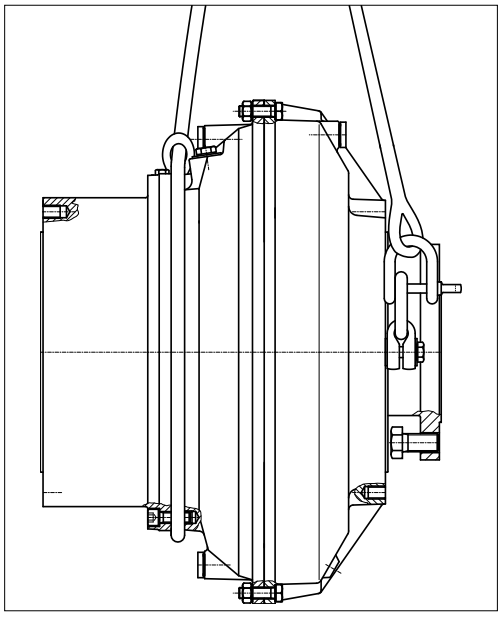


Fig. 11

- Fix the load carrying attachments to the rope and the two swivels.
- Lift the turbo coupling on these three lifting points.
- Turbo coupling with GPK01 stub shaft (item 1950) ready for mounting between the input and output hubs (items 1932 and 1972).

6.5 Storage / Packing / Preservation

→ Annex (see the preservation and packaging instructions)

Notes on disposal
→ Chapter 16

Disposal of the packaging
Dispose of packaging material according to the local regulations.

NOTICE

Damage to property
Danger of frost

- In case of risk of frost, it is mandatory to drain the water of "TW" type turbo couplings.

7 Tightening Torques

NOTICE

Damage to property

The turbo coupling may be damaged by incorrectly tightened screws.

- Tighten all screws using a torque-adjustable torque wrench!

Type GPK01

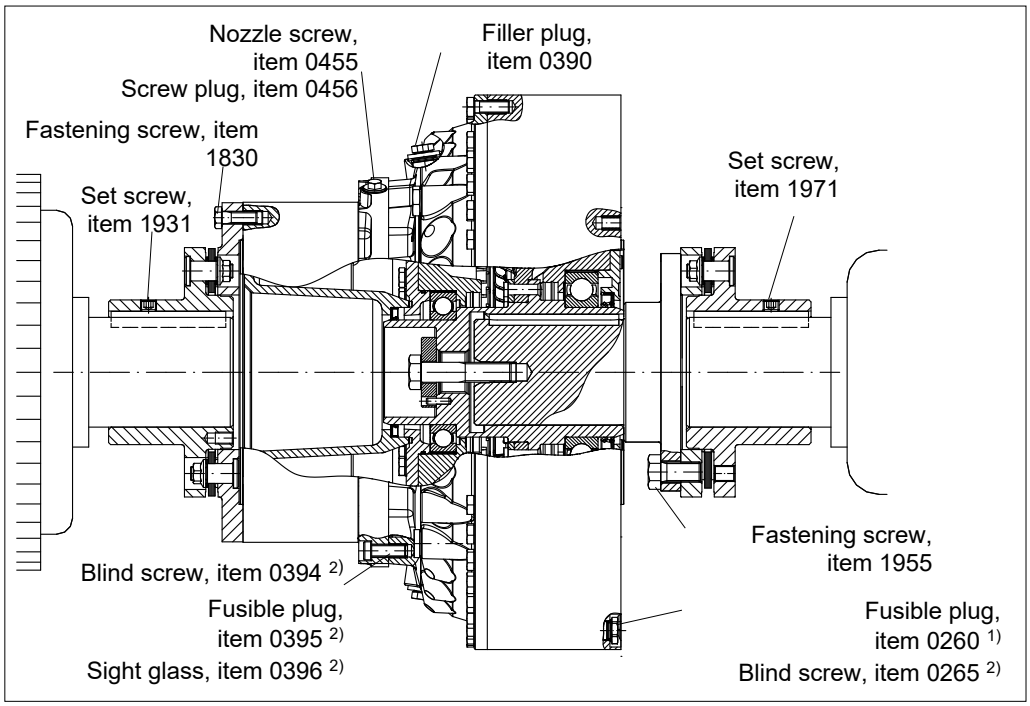


Fig. 12

1) Special design
2) For arrangement and quantity, → Chapter 21 and/or the assembly plan

Type GPK01-XP (with clamping hub)

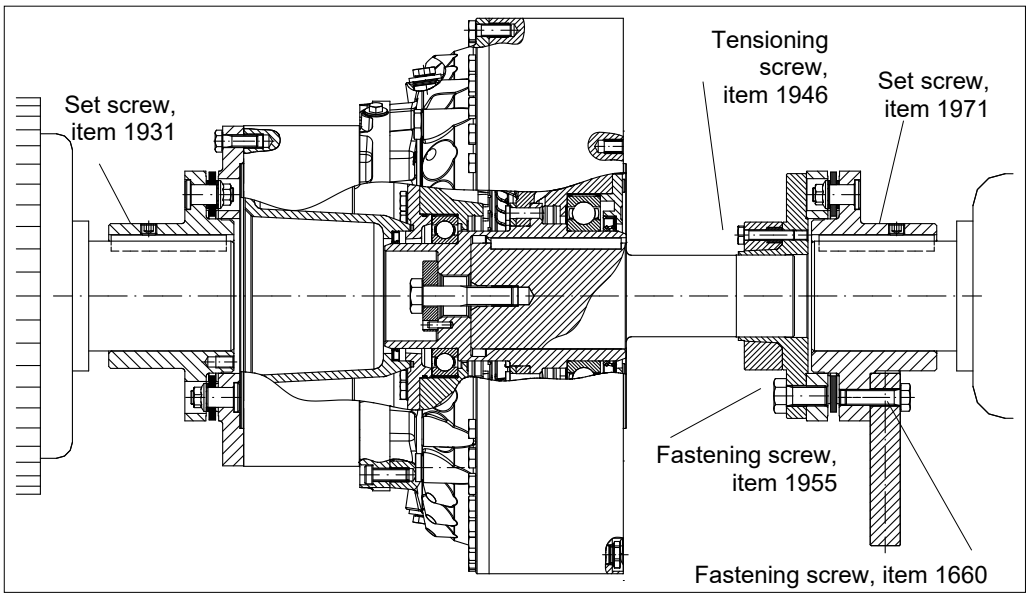


Fig. 13

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7.1 set screws

	Tightening torque in Nm					
Thread	**M6**	**M8**	**M10**	**M12**	**M16**	**M20**
Set screw, items 1931 / 1971	4	8	15	25	70	130

Table 4

7.2 Fusible plugs, filler plugs, sight glasses, blind- and nozzle screws

	Tightening torque in Nm (dimension of thread)				
Coupling size	**Fusible plug, item 0260 [1], item 0395**	**Filler plug, item 0390**	**Blind screw, item 0265, item 0394**	**Sight glass, item 0396**	**Nozzle screw, item 0455, Screw plug item 0456**
366 to 650	50 (M18x1.5)	80 (M24x1.5)	50 (M18x1.5)	50 (M18x1.5)	48 (M16x1.5)
750 to 1150	144 (M24x1.5)	235 (M36x1.5)	144 (M24x1.5)	144 (M24x1.5)	48 (M16x1.5)

Table 5

[1] Special design

7.3 Fastening screws

	Tightening torque in Nm (dimension of thread)			
Coupling size and type	**Hexagon head screw, Item 1660**	**Hexagon head screw, Item 1830**	**Set of screws, item 1955**	**Tensioning screw, Item 1946**
366 T	80 (M12)	68 (M12)	120 [1] (M12)	34 [1] (M8)
422 T	195 (M16)	68 (M12)	210 (M16)	34 [1] (M8)
487 T	195 (M16)	68 (M12)	210 (M16)	67 [1] (M10)
562 T	195 (M16)	68 (M12)	300 [1] (M16)	67 [1] (M10)
650 T	195 (M16)	135 (M16)	300 [1] (M16)	115 [1] (M12)
750 T	380 (M20)	135 (M16)	590 [1] (M20)	115 [1] (M12)
866 T	380 (M20)	250 (M20)	590 [1] (M20)	290 [1] (M16)
866 DT	380 (M20)	250 (M20)	590 [1] (M20)	290 [1] (M16)
1000 T	380 (M20)	250 (M20)	590 [1] (M20)	290 [1] (M16)
1000 DT	-	250 (M20)	590 [1] (M20)	560 [1] (M20)
1150 T	-	580 (M27)	590 [1] (M20)	560 [1] (M20)
1150 DT	-	580 (M27)	1020 [1] (M24)	560 [1] (M20)

Table 6

Screws with property class 8.8 or higher are used.

[1] Screws with property class 10.9 are required.

8 Installation and Alignment

⚠ WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

NOTICE

Damage to property
Disk pack is damaged by improper fixing of the turbo coupling.
- If one or both hubs are removed, the weight of the turbo coupling needs to be borne by suitable slings (ropes, chains, etc.).

Lifting
→ Chapter 6.4

8.1 Functioning of GPK01 and GPK01-XP

Type GPK01:

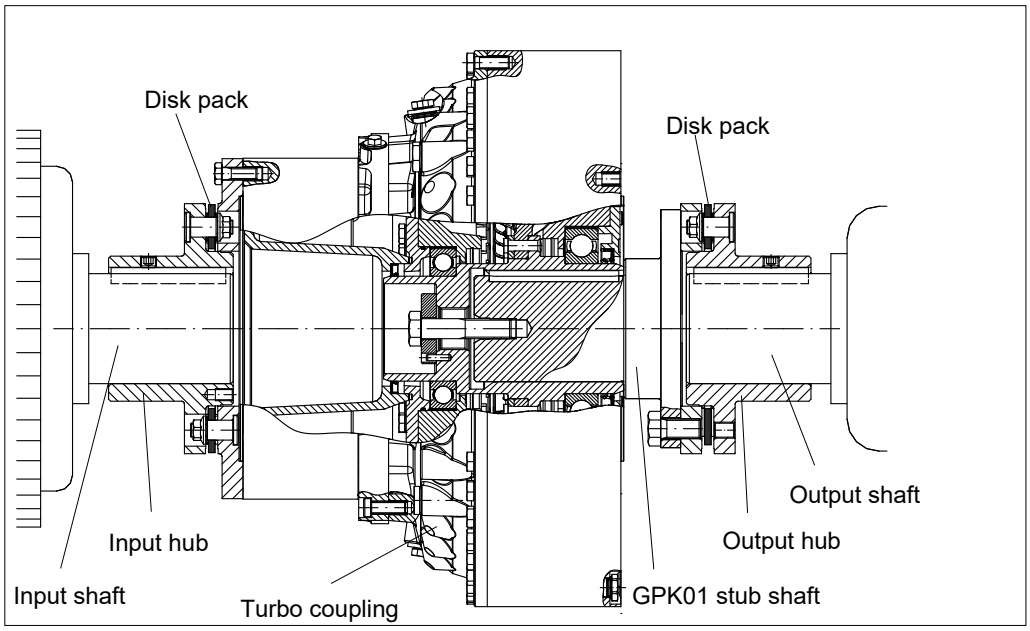


Fig. 14

Type GPK01-XP (with clamping hub):

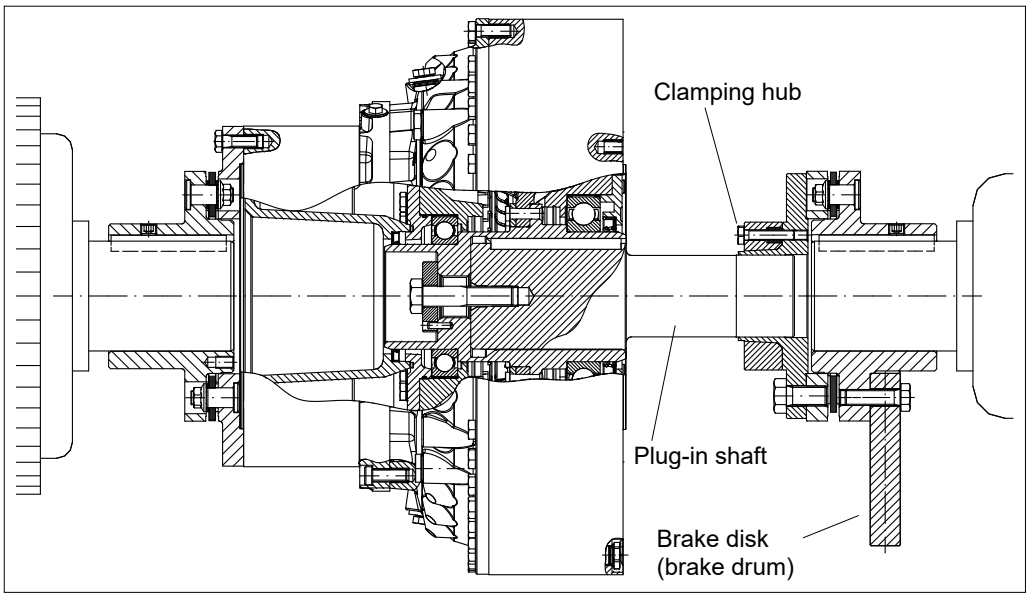


Fig. 15

General

- In case of horizontal installation, the turbo coupling weight is distributed on the input and output shafts by means of two disk packs.
- Permissible inclination of the turbo coupling without taking special measures is maximal 7° (consult Voith, if necessary).
- Together with the hubs, the completely mounted disk packs form the GPK01 or GPK01-XP.
- The disk packs act torsionally stiff in circumferential direction, are flexible in angular and axial direction.
- Shaft displacements are compensated by this flexibility.

8.2 Tools



⚠ WARNING

Explosion hazard

There is the risk of explosion when using unsuitable tools.

- When using or assembling an Ex-coupling, use only tools approved for application in potentially explosive atmospheres.
- Observe the locally applicable regulations.
- Avoid formation of sparks.

The following tools are required; check in detail with the assembly plan.

Tools:
Set of open-end wrenches
Set of ring spanners
Socket wrench box (containing hexagon spanners, ratchet, etc.)
Set of Allan keys
Screwdrivers
Torque wrenches
Hammer, rubber mallet
Set of files
Wire brush

Dimension of thread
→ Chapter 7

Measuring equipment:
Dial gauge with holder
Caliper gauge
External screw-type micrometer according to shaft diameter
Inside micrometer according to hub diameter

Dial gauges
→ Chapter 8.5.3

Mounting auxiliaries:
Auxiliaries for alignment of motor and gearbox (fastening screws), e.g. shims for motor and gearbox feet (0.1 - 0.3 - 0.5 - 1.0 - 3.0 mm).
Grinding cloth, graining 100, 240.

Lifting appliances and load carrying attachments:
Crane.
Two shackles with appropriate slings (ropes, chains, etc.) for lifting the coupling.
Please note the illustrations → Chapter 8.6!
Adjustable chains or ropes with sufficient tensile strength (see individual weights).

Swivel sizes
→ Chapter 7.3, Item 1830

8.3 Preparation

- Prepare suitable tools and lifting appliances.
- Observe the turbo coupling weight.
- Check the shaft journals of drive motor and driven machine for true radial running.
- Clean fitting surfaces on shaft journals and hubs using emery cloth.
- Apply a thin film of lubricant to the shaft journals.
- Degrease flanges which will be bolted.
- Clean all preserved surfaces.
- Slightly oil the threads of bolts.

Weight of turbo coupling
→ cover sheet
Weights of more than 100 kg are stamped on the turbo coupling.

Use a lubricant with the following characteristics:
- Operating temperature range: -20 °C…180 °C,
- Water- and wash-out-resistant
- Protection against fretting corrosion and corrosion

Proposed lubricants:

Producer	Designation	Notice
Dow Corning	Molykote G-N Plus Paste Molykote G-Rapid Plus Paste Molykote TP 42	
Fuchs	Gleitmo 815	
Liqui Moly	LM 48 Montagepaste	
Dow Corning	Molykote D 321 R Anti-Friction Coating	**Hazardous substance!** Observe the data sheet for hazardous substances!
Castrol Optimol	Molub-Alloy Paste White T Molub-Alloy Paste MP 3	

Table 7

8.3.1 Keys

Requirement

Keys must
- have sufficient back clearance,
- be axially fixed and
- move easily in the grooves.

Marking

When using a shaft-hub connection with key, the hub is marked with the key convention at the face side
- H: Half-key convention,
- F: Full-key convention.

This mark should comply with the mark on the shaft.

Inserting keys

In case of a shaft-hub connection with one (1) key, balancing to half-key convention and key longer than the hub, it is necessary to adapt the key accordingly to avoid unbalance on the shaft diameters.

- Clean the keyway.
- Insert the key straight into the keyway.
- Do not cant the key.
- If necessary, secure the inserted key against falling out.

8.4 Mounting the input hub and output hub

The mounting process of the input hub and of the output hub is the same.

Qualification
→ Chapter 5.9

⚠ WARNING

Risk of crushing, injuries by cuts
During mounting and assembly, manual turning and positioning the turbo coupling, persons could bruise fingers or cut themselves on sharp edges thus getting seriously injured.
- Sufficiently qualified, instructed and authorized persons only are allowed to mount the turbo coupling!
- Proceed carefully.

NOTICE

Damage to property
The use of unsuitable working means or methods may cause damage to property.
- Only use tools suitable for mounting:
  - Mounting spindle, screw
  - thrust plate
- For mounting, **do not** use:
  - hammers
  - welding torches

Protocol

For use in areas with potentially explosive atmosphere, it is mandatory to record the mounting process of the turbo coupling, and this should also be done for all other applications.

- For required records, → Chapter 14.

8.4.1 Preconditions

For a design with brake drum or brake disk, the brake drum or brake disk must have been mounted on the output hub before the hub is mounted.

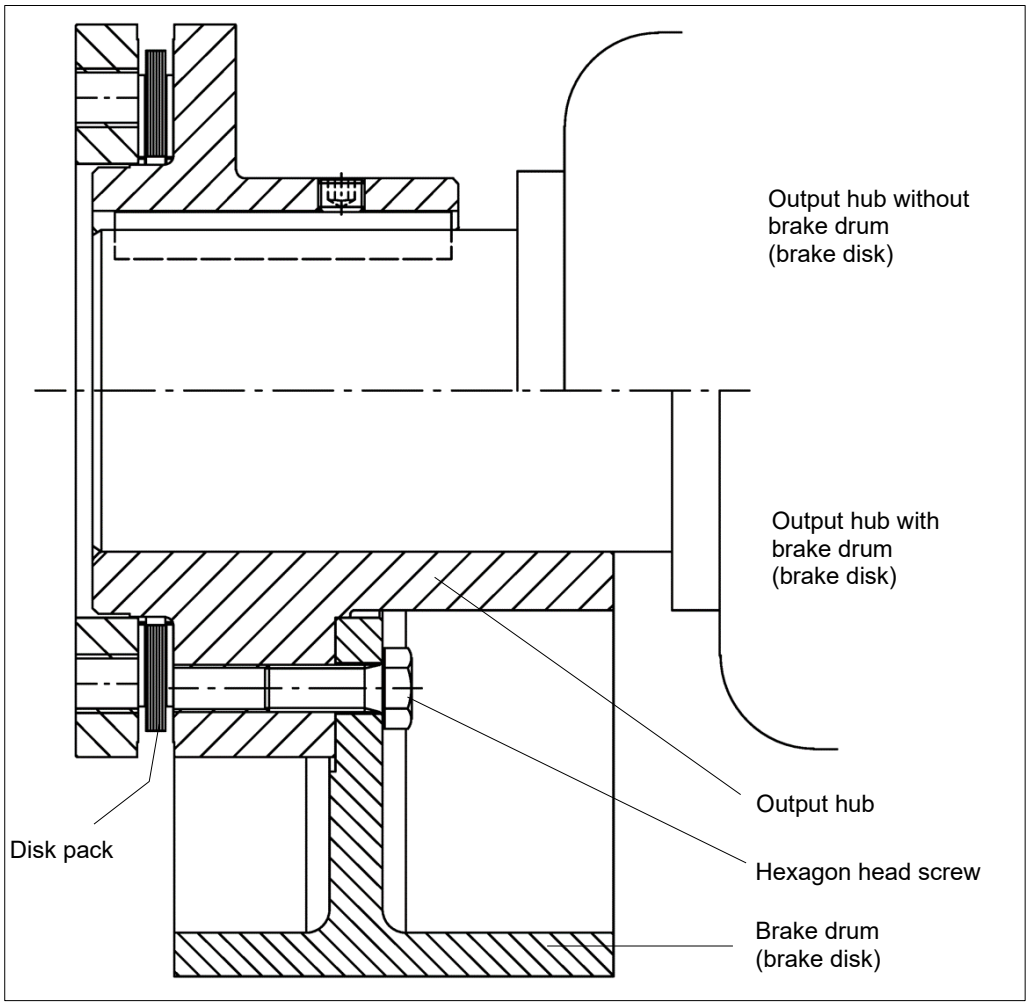


Fig. 16

Tightening torque → Chapter 7.3

- Bolt the brake drum using the hex. screws (item 1660).

In as delivered condition, the brake drums and brake disks are protected with preserving agents to prevent corrosion.

- Before installing the brake, clean the functional surfaces of the brake drum or brake disk.

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8.4.2 Mounting

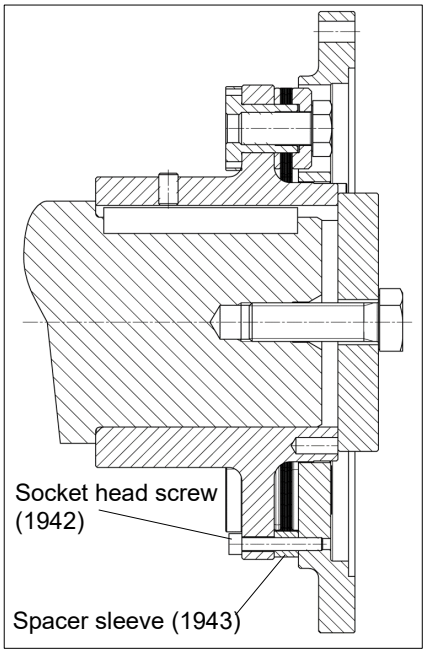


Fig. 17: Input side

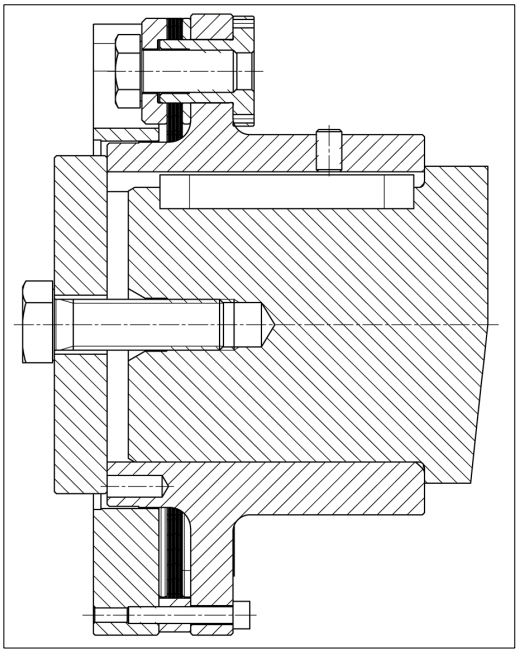


Fig. 18: Output side

Design of transport protection for the output side with brake drum or brake disk:

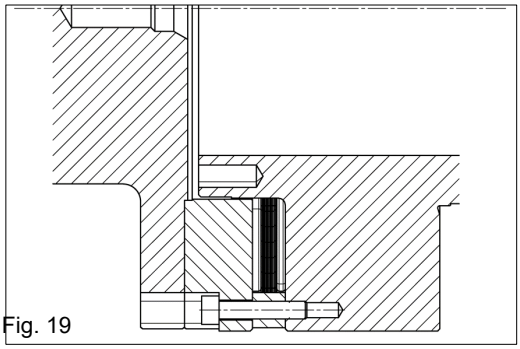


Fig. 19

- Do not release the disk packs from the hubs.
- Do not remove the transport protection (socket head screws (1942) and spacer sleeves (1943)).
- Check and document the borehole, shaft, key and keyway for dimensional accuracy.
- Fix the GPK01/GPK01-XP to a suitable lifting appliance.

⚠ WARNING

Risk of burning
The surface is hot due to getting warm.
- Do not touch the hub.

- Warm up carefully the hub to approx. 80 °C (facilitates mounting).
- Mount the hub on the shaft journal, ensure not to introduce any forces through the disk pack.
- After mounting, the shaft journal must not protrude.
- Secure the hub using the set screw. Secure the set screw against slackening, e.g. by gluing it using Loctite 242 (medium strength).



⚠ WARNING

Explosion hazard
Unsecured hubs may slide axially and get in metallic contact to other components. Sparks and frictional heat may occur.
- When used in potentially explosive atmospheres, secure the set screws for fixing the hubs in addition against slackening, e.g. by gluing using Loctite 242 (medium strength).

8.5 Alignment of input and output end

8.5.1 Laid lengths

NOTICE

Damage to property
Axial constraining forces.
- Pay attention and adhere to laid lengths.
- In particular, pay attention to any displacements due to changes in temperature.

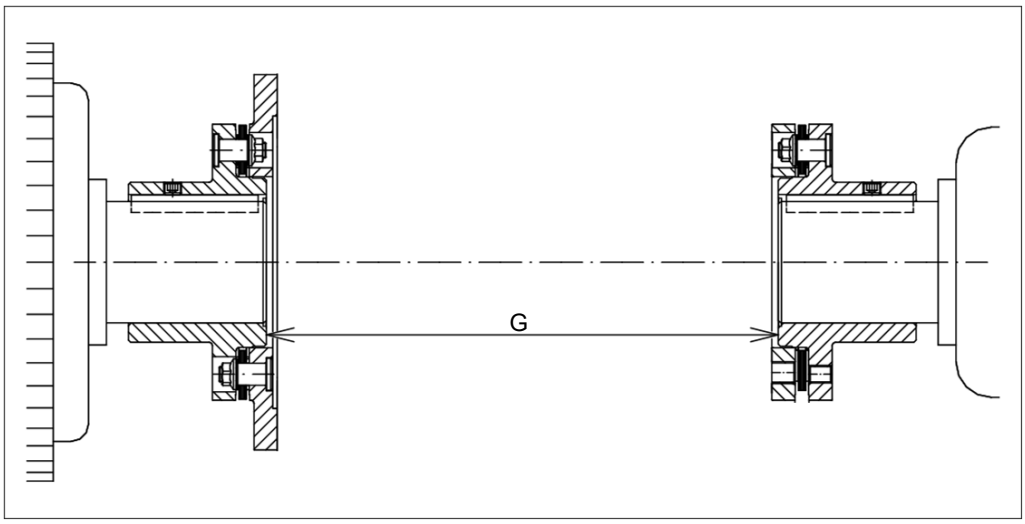


Fig. 20

	GPK01: Laid lengths G in mm						
Coupling size	**DT**	**DTV**	**DTVV**	**T**	**TV**	**TVV / TVVS**	**Reference dimension X [1)]**
366	-	-	-	252 + 0.5	279 + 0.5	349.5 + 0.5	9.5 + 0.2
422	-	-	-	281 + 1	320 + 1	398 + 1	9.2 + 0.2
487	-	-	-	317 + 1	368 + 1	453 + 1	11.8 + 0.3
562	-	-	-	356.5 + 1	420.5 + 1	515.5 + 1	11.8 + 0.3
650	-	-	-	399 + 1	466 + 1	576 + 1	20.4 + 0.3
750	-	-	-	450.5 + 1	524.5 + 1	651.5 + 1	22.2 + 0.3
866	-	-	-	526 + 1	598 + 1	746 + 1	21.9 + 0.4
	-	1012.5 + 1	1232.5 + 1	-	-	-	21.9 + 0.4
1000	-	-	-	548 + 1	654 + 1	793 + 1	21.9 + 0.4
	923.5 + 1	1168.5 + 1	-	-	-	-	26.6 + 0.5
1150	-	-	-	676 + 1	841 + 1	1054 + 1	26.6 + 0.5
	1013 + 1.5	1391 + 1.5	-	-	-	-	30.9 + 0.5

Table 8

[1)] Reference dimension X → Chapter 8.6.1.

The laid lengths indicated in Tabelle 8 apply to the standard designs of GPK01.
For customer-specific laid lengths, see the assembly plan.

	GPK01-XP: Laid lengths G in mm				
Coupling size	**DT**	**DTV**	**T**	**TV**	**TVV / TVVS**
366	-	-	321.5 + 6	348.5 + 6	419 + 6
422	-	-	396 + 6	435 + 6	513 + 6
487	-	-	440 + 6	491 + 6	576 + 6
562	-	-	480 + 6	544 + 6	639 + 6
650	-	-	544 + 6	611 + 6	721 + 6
750	-	-	660 + 6	734 + 6	861 + 6
866	-	-	747 + 6	819 + 6	967 + 6
1000	-	-	795 + 6	901 + 6	1040 + 6
1150	-	-	812 + 6	977 + 6	1190 + 6
	1162 + 6	1540 + 6	-	-	-

Table 9

The laid lengths indicated in Tabelle 9 apply to the standard designs of GPK01-XP.
For customer-specific laid lengths, see the assembly plan.

8.5.2 Displacement values



⚠ WARNING

Explosion hazard
Explosion hazard due to damage to the material caused by excessive misalignments.

- Keep within the permissible tolerances for true radial and axial running during all operating conditions.
- In particular, observe any displacements due to changes in temperature.

NOTICE

Misalignments
The smaller the alignment error,

- the higher the lifetime and reliability of the machine.
- the smoother the operation.

The maximum permissible **displacement values** apply to:

– the **radial run-out** according to → Chapter 8.5.3, Bild 31 page 58
(maximum permissible radial deflection of dial gauge!).

– the **axial run-out** according to → Chapter 8.5.3, Bild 31 page 58
(maximum permissible axial deflection of dial gauge!).

	GPK01: maximum permissible displacement values in mm	
Coupling size	**Radial dial gauge deflection**	**Axial dial gauge deflection**
366, 422	0.6	0.2
487	0.8	0.3
562, 650	1.0	0.4
750	1.2	0.4
866, 1000	1.4	0.5
1150	1.6	0.5

Table 10

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	GPK01-XP: maximum permissible displacement values in mm	
Coupling size	**Radial dial gauge deflection**	**Axial dial gauge deflection**
366, 422	0.6	0.2
487	0.8	0.3
562, 650	1.0	0.4
750	1.2	0.4
866, 1000	1.4	0.5
1150	1.6	0.5

Table 11

8.5.3 Alignment

Alignment can be performed using the laser-optical methods or manually using dial gauges. More precise results are normally obtained using laser-optical devices.

For alignment, support the motor feet using shims or foil sheets. When the machine feet screws are removed, the shimming material shall not be able to move under the foot.

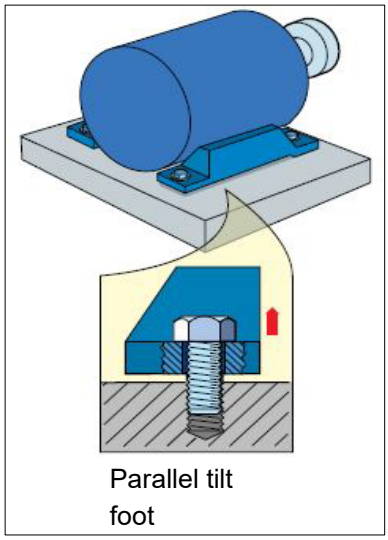


Fig. 21

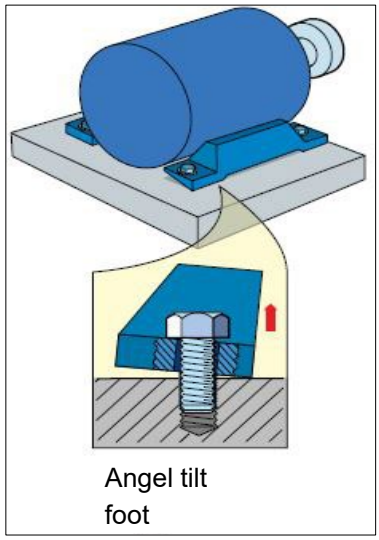


Fig. 22

It is advantageous to use claws for the adjusting screws on the foundation for lateral movement of the drive unit. After this, re-turn the adjusting screws on the machine feet and they shall not abut the machine feet. Avoid to use a hammer for lateral machine adjustments as such may damage the ball and roller bearings and the ball bearings.

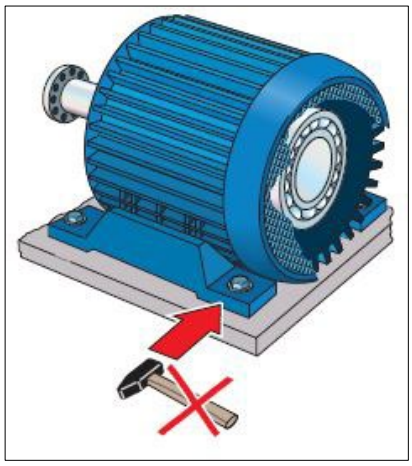


Fig. 23

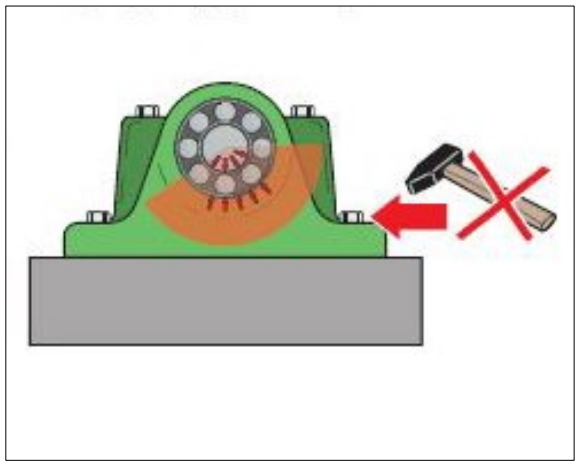


Fig. 24

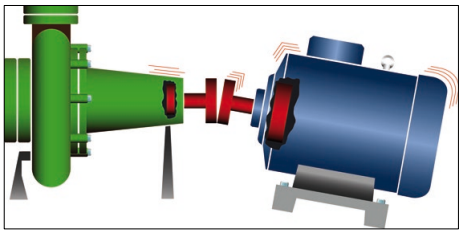


Fig. 25

– More than 50 % of all prematurely occurring machine damages are due to faulty alignment.
– A perfect machine alignment will
• minimize the restoring forces on the turbo coupling.
• improve the quiet running of the machine.
• increase the lifetime of the bearings.

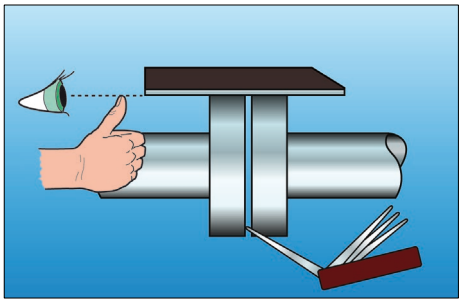


Fig. 26

– Straightedge and feeler gauge will provide differing results dependent on the surface and the user.

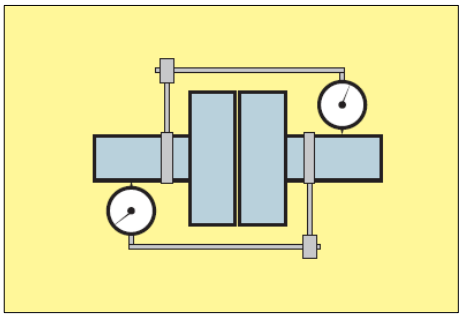


Fig. 27

– Instructed staff only should use the dial gauges.
– Sagging, inner friction, mechanical clearance, reading errors may cause misalignments.

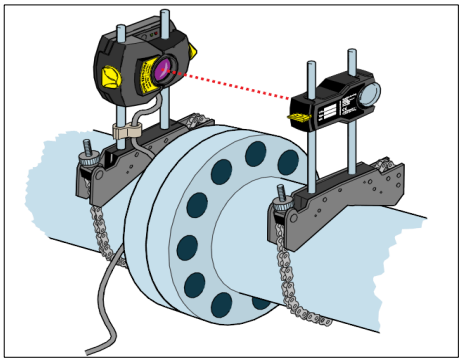


Fig. 28

– More precise results are normally obtained by applying LASER-optical methods, and laser devices are easy and safe to use.

Alignment applying laser-optical methods

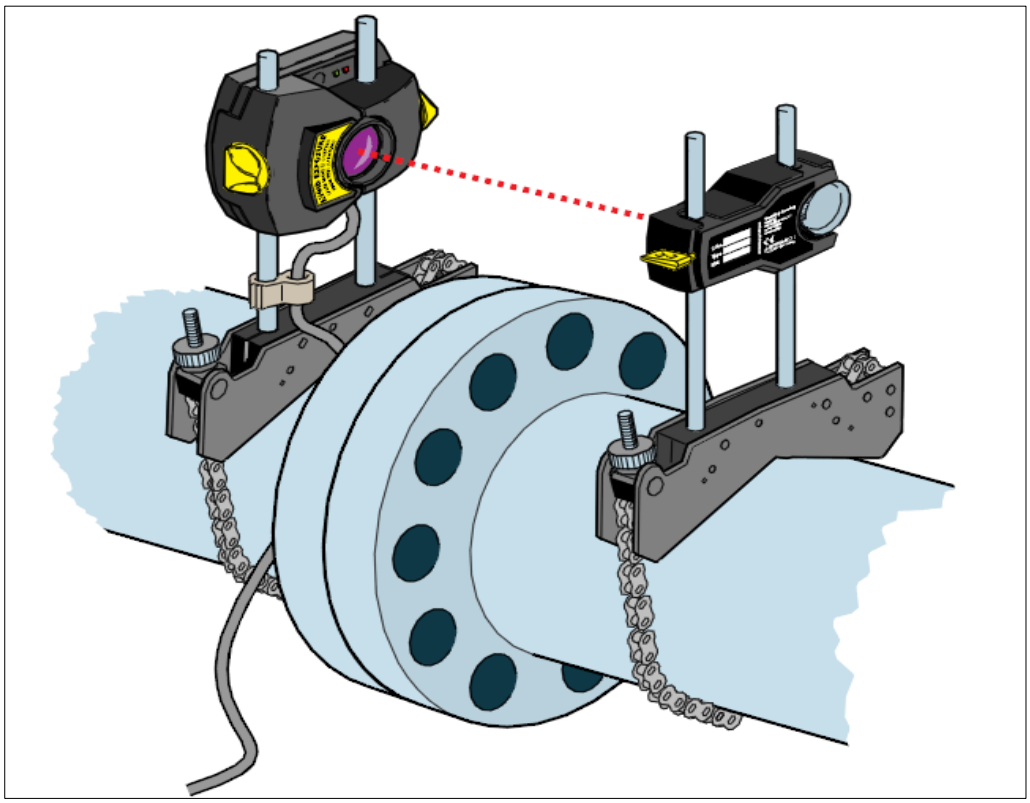


Fig. 29

Advantages of the laser-optical alignment

- Precision alignment without input of measured values, graphical and numerical calculations.
- Graphical display of alignment results and of the shimming and displacement corrections on the machine feet.
- No mechanical lever arms that may influence the measured values; no sagging of holders.
- It is not necessary to remove the turbo couplings for the measured value acquisition.
- Precise and repeatable results whilst providing a high user-friendliness at the same time.
- No predetermined recording positions of measured values - results are already available when the shaft is rotated by less than 90 degrees.
- Data storage and print-out of results for reporting.
- Certifiable calibration of system accuracy.

Description of fixing and alignment process

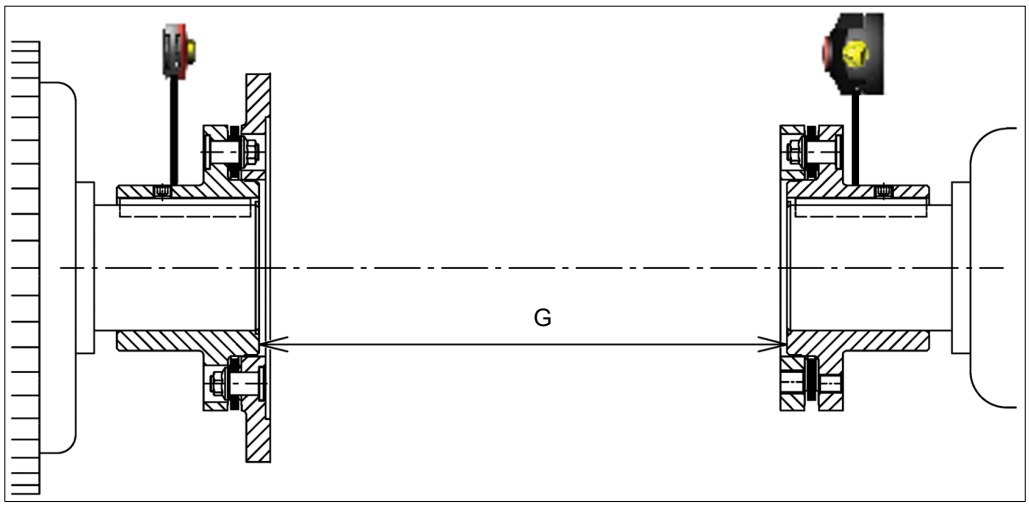


Fig. 30

- Provide the correct **distance G** between the input and output unit.
- Install the laser measuring device following the operating instructions and enter all data necessary (position of alignment level, position of motor feet, diameter of connecting coupling, operating speed).
- Align the input and output shaft with each other according to the above schematic sketch (above).
  The displacement values of → Chapter 8.5.2 apply.
- Securely fix the motor and gearbox (input and output unit) to the foundation. **Stability depends on the whole unit and has to be guaranteed!**
- Tighten all screws.
- Check the alignment, and correct, if necessary.
  In case of misalignment on connecting couplings, an unequal gap forms on the periphery.
- Fill in the assembly check report.

Protocols/reports
→ Chapter 14

Alignment using dial gauges

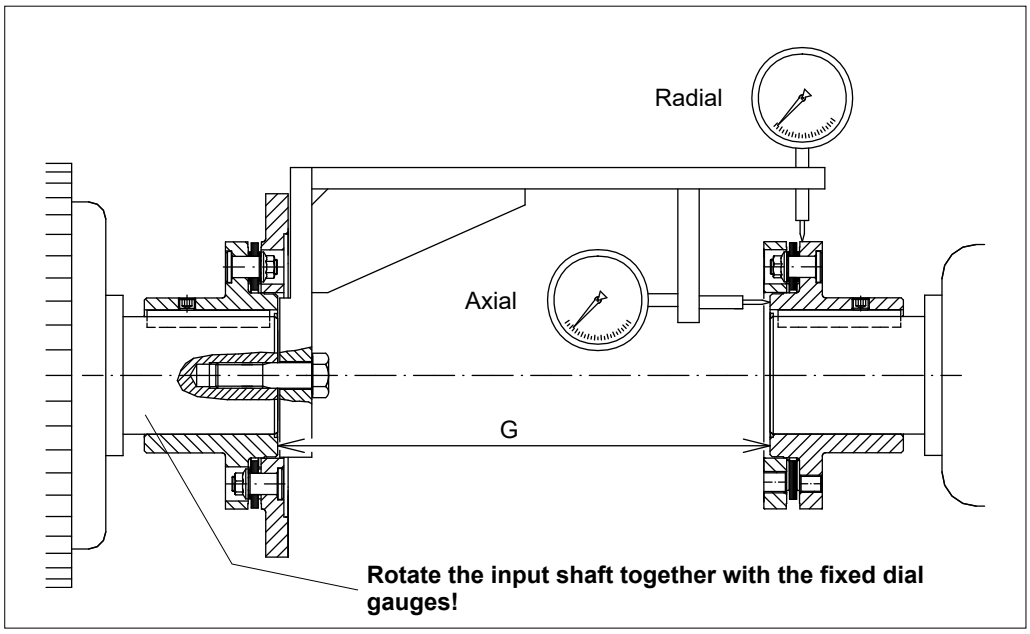


Fig. 31

- Provide the correct **distance G** between the input and output unit.
- Align the input and output shaft with each other according to the above schematic sketch (above).
  The displacement values of → Chapter 8.5.2 apply.
- Securely fix the motor and gearbox (input and output unit) to the foundation. **Stability depends on the whole unit and has to be guaranteed!**
- Tighten all screws.
- Check the alignment, and correct, if necessary.
  In case of misalignment on connecting couplings, an unequal gap forms on the periphery.
- Fill in the assembly check report.

Protocols/reports
→ Chapter 14

8.6 Mounting of turbo coupling with GPK01

8.6.1 Mounting

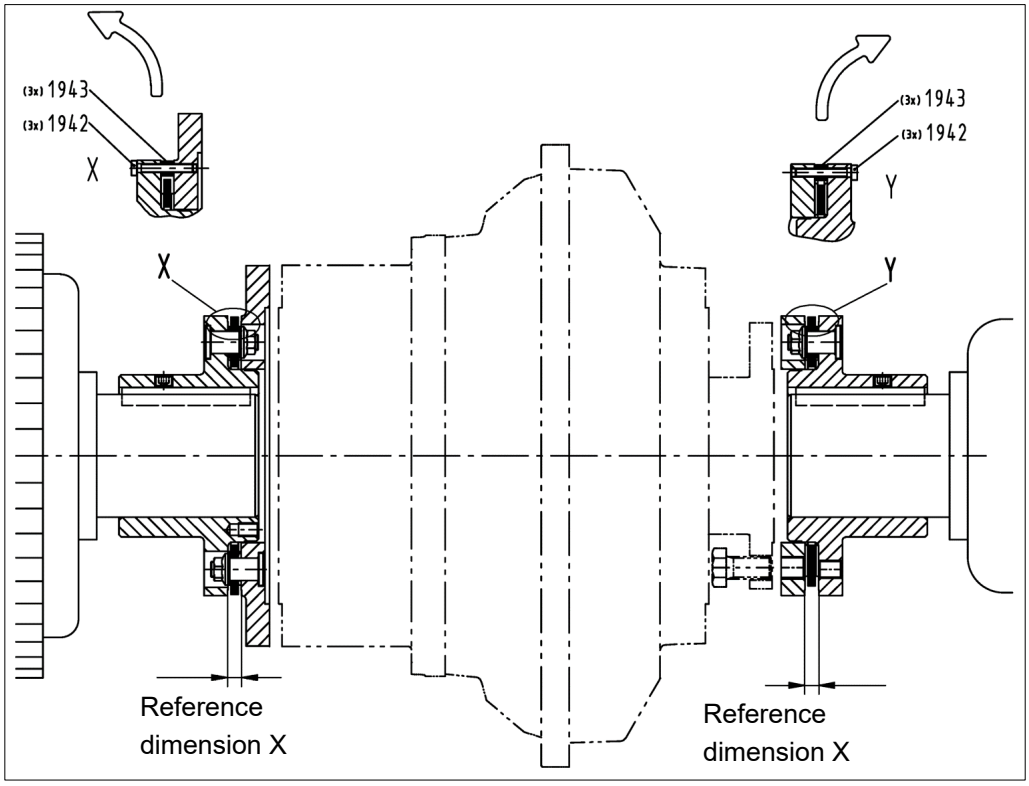


Fig. 32

- Remove the spacer sleeves of the transport protection (item 1943) (3x each on the input and output side) and keep them for later use.
- Uniformly pretension the disk packs by means of the socket head screws of the transport protection (item 1942) to the reference dimension X (→ Chapter 8.5.1, Table 8). There is sufficient space for radial installation by the axially pretensioned disk packs.
- If the GPK01 is designed with brake drum / brake disc, the mounting direction of item 1942 on the output side is not as shown on Fig. 32. It is illustrated in Fig. 37 and on the assembly plan.

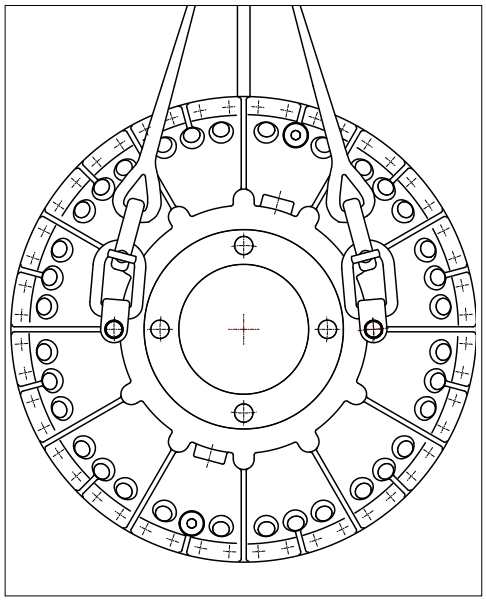


Fig. 33

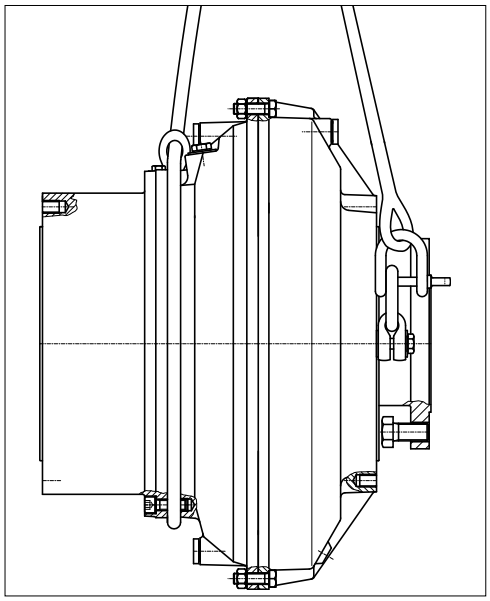


Fig. 34

- Fix the turbo coupling with suitable slings to a respective lifting appliance and move it to the drive unit (→ Chapter 6.4).

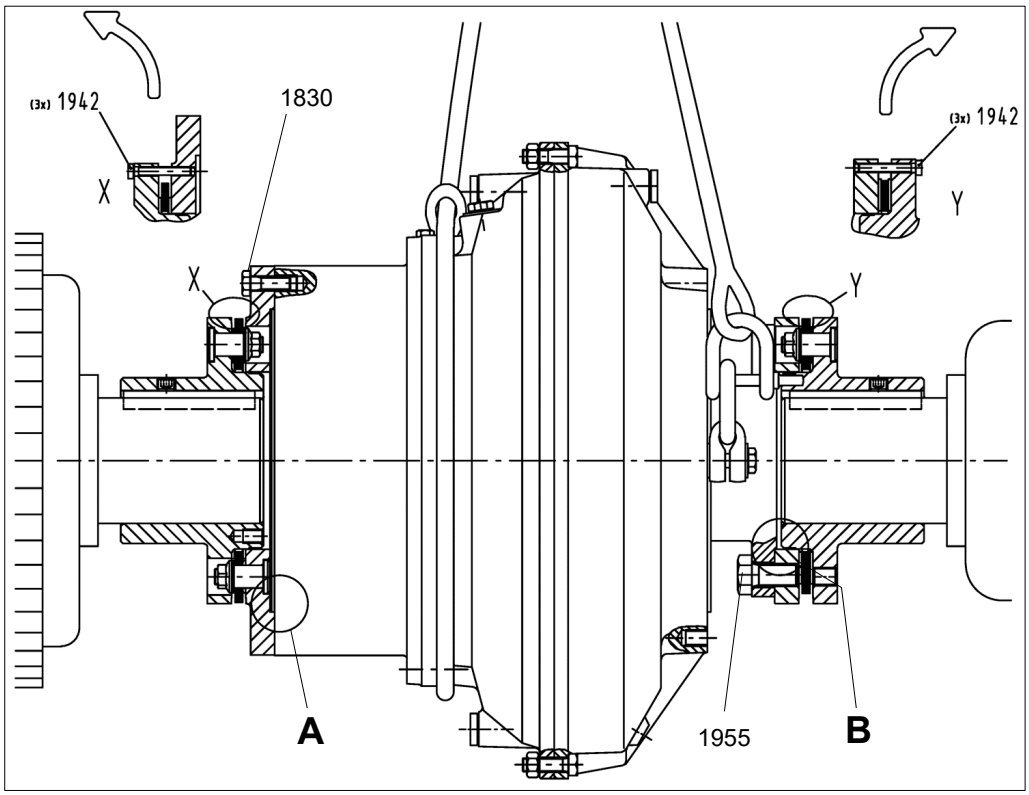


Fig. 35

- If the GPK01 is designed with brake drum / brake disc, the mounting direction of item 1942 on the output side is not as shown on Fig. 35. It is illustrated in Fig. 37 and on the assembly plan.

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NOTICE

Damage to property

Fits A / B could be damaged in case of improper assembly.

- Do not tilt/cant the turbo coupling when mounting it.

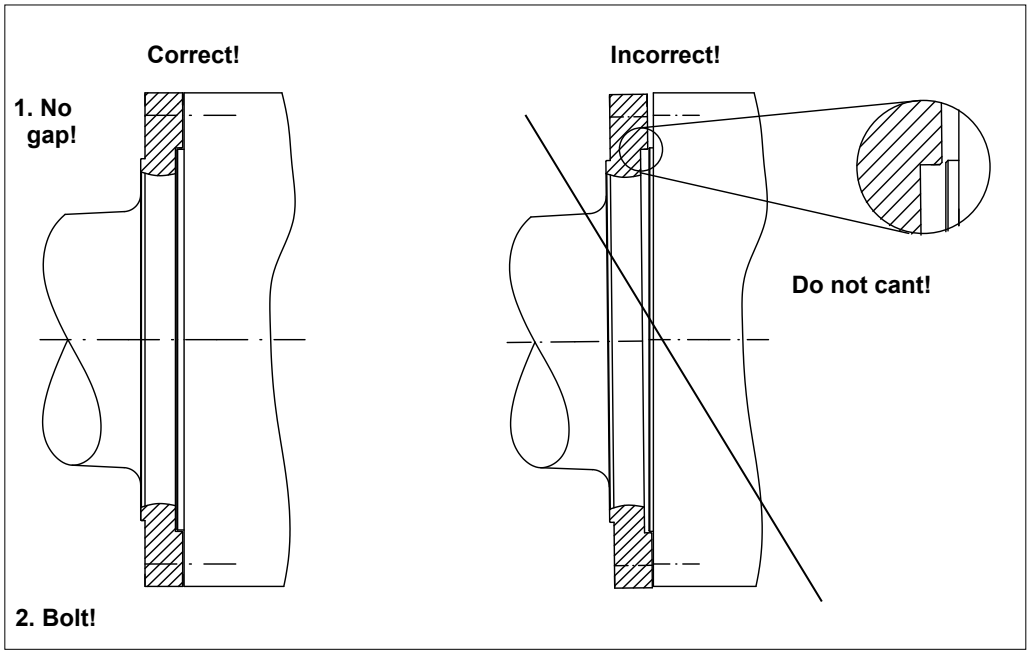


Fig. 36

- Position the turbo coupling carefully between the disk packs.
  Pay attention to fits A and B when inserting.
- For the design with brake, pay attention to the correct positioning of the stub shaft to the output side! The millings in the sub shaft have to be in the area of the socket head screws (item 1942).

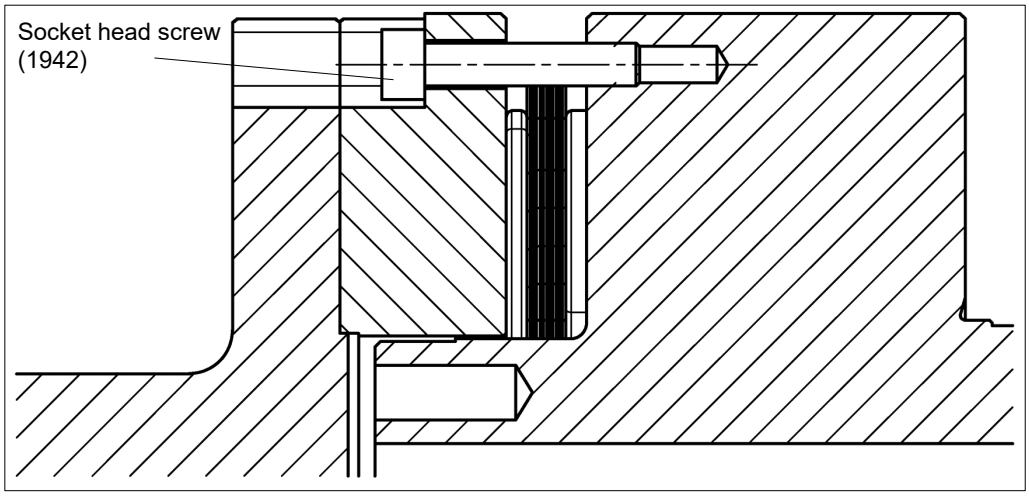


Fig. 37

- Loosen the socket head screws (item 1942) to release the disk packs.
- Insert the screws (items 1830 and 1955), but do not tighten them.
- **Completely** remove **all** socket head screws (item 1942).
- Keep the socket head screws (item 1942) for later use (disassembly).
- Tighten the screws (items 1830 and 1955) uniformly observing the tightening torques!

Tightening torques
→ **Chapter 7.3**

8.6.2 Check of alignment

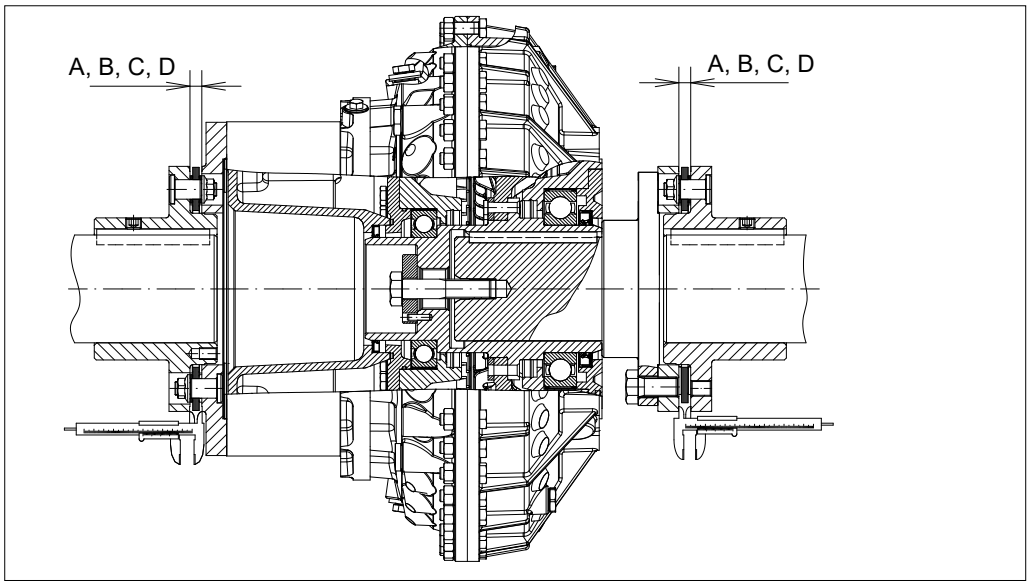


Fig. 38

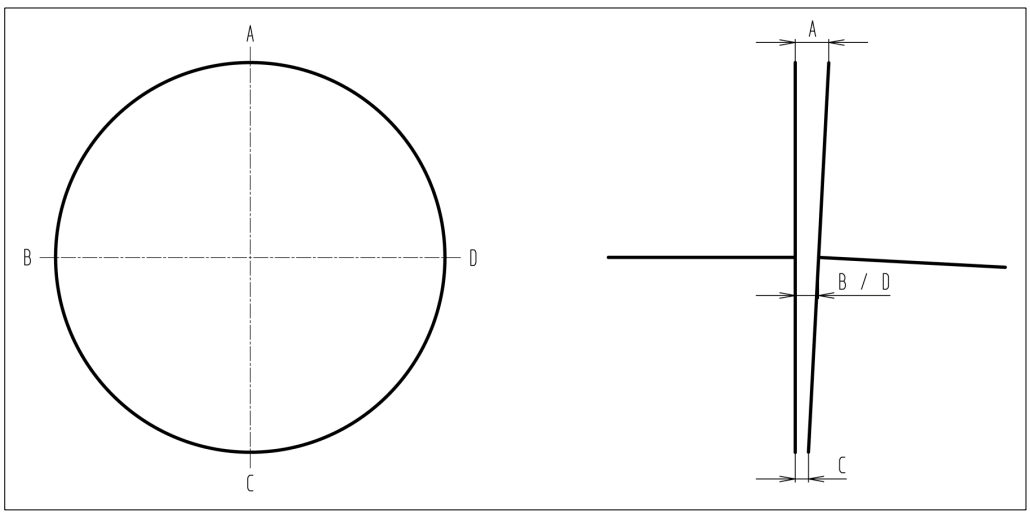


Fig. 39

A, B, C, D: Distance between the flanges and input or output side disk pack.

A: maximum distance
C: minimum distance
B, D: mean distance

ΔAC: A – C

The maximum distance A is determined by several measurements performed on the periphery of the respective disk pack. The minimum distance C is opposite (offset by 180°). The difference A – C must not exceed ΔAC (table).

Measurement of distances B and C (offset by 90° to A). The values for B and D must be within the limits of the values indicated in the table.

Measured on the flange outer diameter.

	GPK01 - dimensions to check the alignment in mm	
Coupling size and type	**B / D**	**ΔAC**
366 T…	12.0 ... 12.25	≤ 0.6
422 T…	12.0 ... 12.50	≤ 0.6
487 T…	15.0 ... 15.50	≤ 0.9
562 T…	15.0 ... 15.50	≤ 1.2
650 T…	24.0 ... 24.50	≤ 1.2
750 T…	26.0 ... 26.50	≤ 1.3
866 T…	26.0 ... 26.50	≤ 1.5
866 DT…	26.0 ... 26.50	≤ 1.5
1000 T…	26.0 ... 26.50	≤ 1.5
1000 DT…	31.0 ... 31.50	≤ 1.5
1150 T…	31.0 ... 31.50	≤ 1.6
1150 DT…	36.0 ... 36.75	≤ 1.6

Table 12

Dimensions B and D as well as ΔAC are to be met in order to cover operating displacements.

Fill in the assembly check report.

Protocols/reports
→ **Chapter 14**

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8.7 Mounting of turbo coupling with GPK01-XP

8.7.1 Preparatory work on clamping hub and plug-in shaft

Sketch showing clamping hub (locking device)

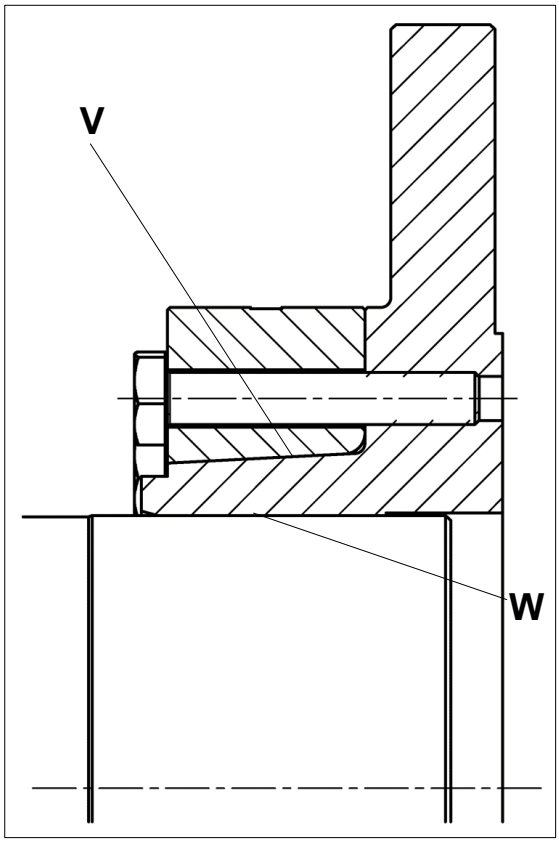


Fig. 40

1. As delivered condition
The clamping hubs are supplied ready greased. If re-greasing is required, grease shall be applied to the joint surfaces (V) using Molykote G-N Plus paste or Molykote G-Rapid Plus paste.
Only lightly oil the screws with thin oil.
2. Check
Check of dimensions of the shaft as well as of the hub bore. It is vital to ensure that the joint surfaces are not damaged and the workpiece chamfers are free from burrs.
3. Degreasing
Cleaning and degreasing of hub bore and plug-in shaft on the **joint surfaces (W)**.
Residuals of lubricant on the joint surfaces (hub-shaft) limit the torque transmission capability.

8.7.2 Mounting

- Slightly loosen the tensioning screws and remove the clamping ring somewhat from the hub so that the clamping ring rests loosely.
- Before mounting the turbo coupling, slide the clamping hub on the plug-in-shaft.

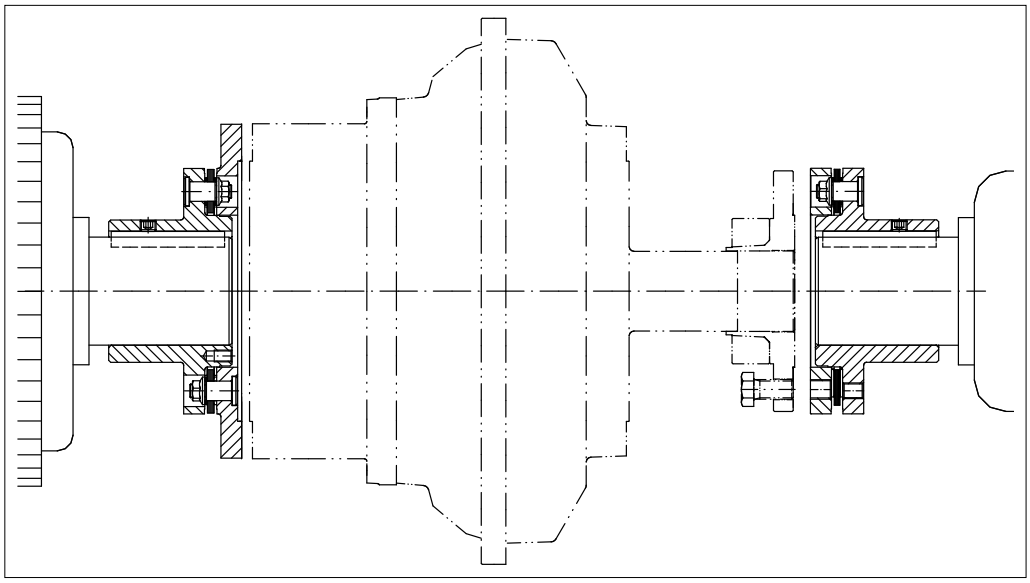


Fig. 41

There is sufficient space for radial installation by the axially pushed back clamping hub.

- Remove the socket head screws (1942) and spacer sleeves (item 1943) of the transport protection.

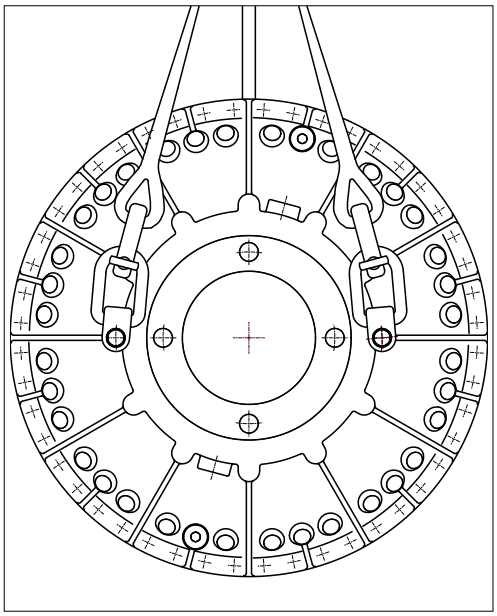


Fig. 42

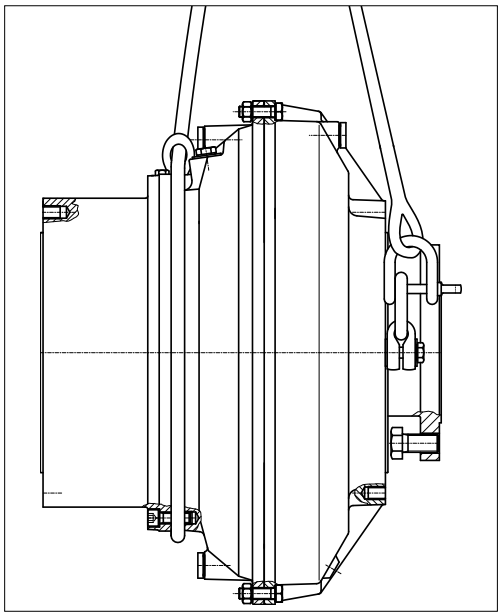


Fig. 43

- Fix the turbo coupling with suitable slings to a respective lifting appliance and move it to the drive unit (→ Chapter 6.4).

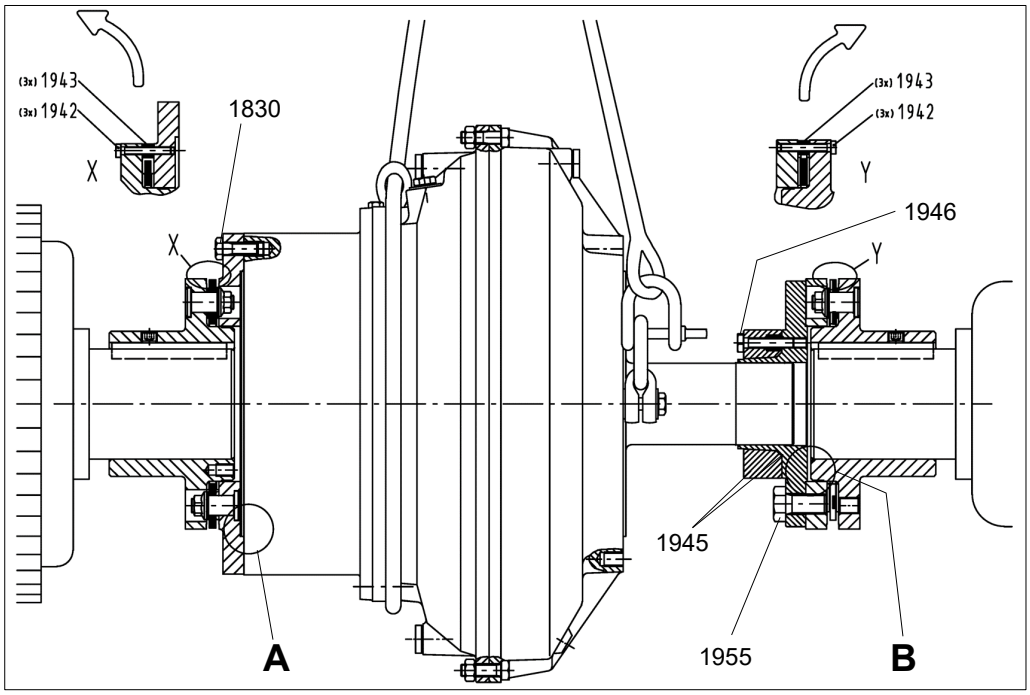


Fig. 44

NOTICE

Damage to property

Fits A / B could be damaged in case of improper assembly.

- Do not tilt/cant the turbo coupling when mounting it.

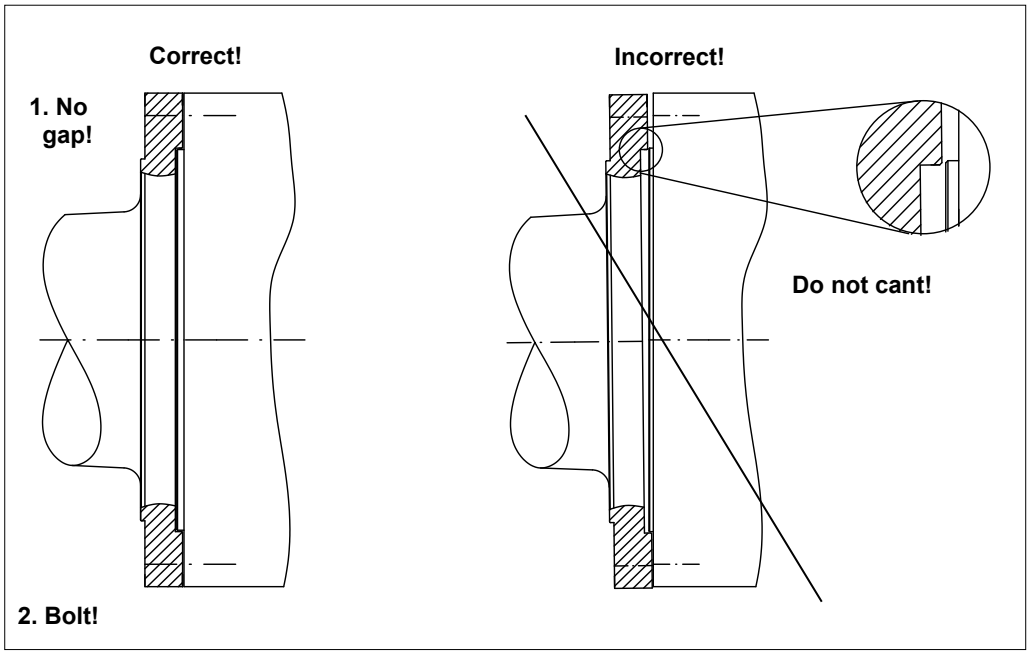


Fig. 45

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- Carefully position the turbo coupling between the input and output hubs.
  On insertion, pay attention to fit A on the flange.
- Insert the screws (item 1830), but do not tighten them.
- Axially displace the clamping hub (item 1945) while paying attention to fit B on the flange.
- Insert the screws (item 1955), but do not tighten them.
- Tighten the screws (items 1830 and 1955) uniformly observing the tightening torques!

Tightening torques
→ Chapter 7.3

⚠ WARNING

Explosion hazard
Friction heat occurs when the clamping hub slips.
- Prepare the clamping hub carefully and precisely according to the instructions (→ Chapter 8.7.1) and mount it.



- Tighten the tensioning screws (item 1946) uniformly crosswise in steps to one-third and then to two-thirds of the full tightening torque (see Chapter 7.3).
- Then tighten all tensioning screws (item 1946) to the full tightening torque.
- After tightening all tensioning screws, there may no longer be a gap between hub and clamping ring.

8.7.3 Check of alignment

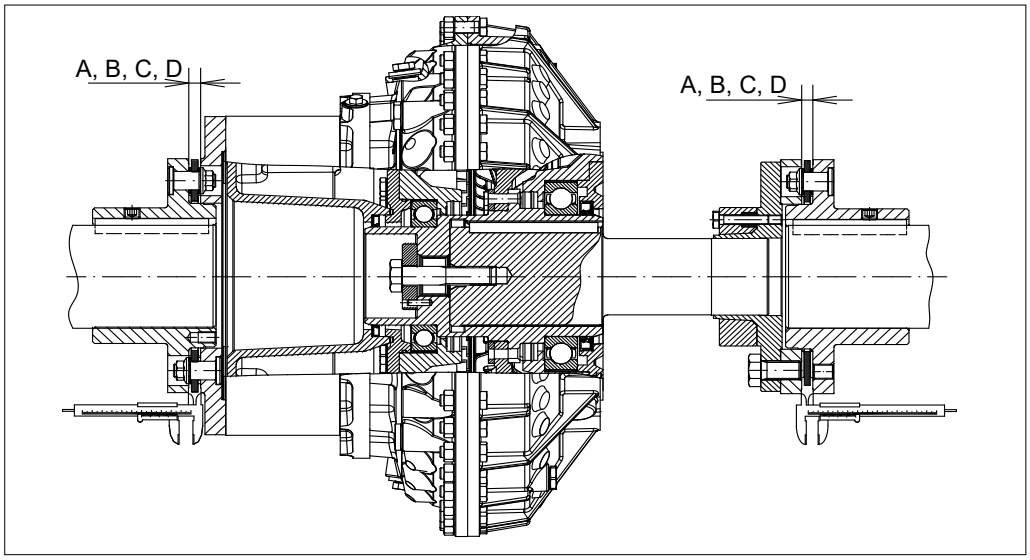


Fig. 46

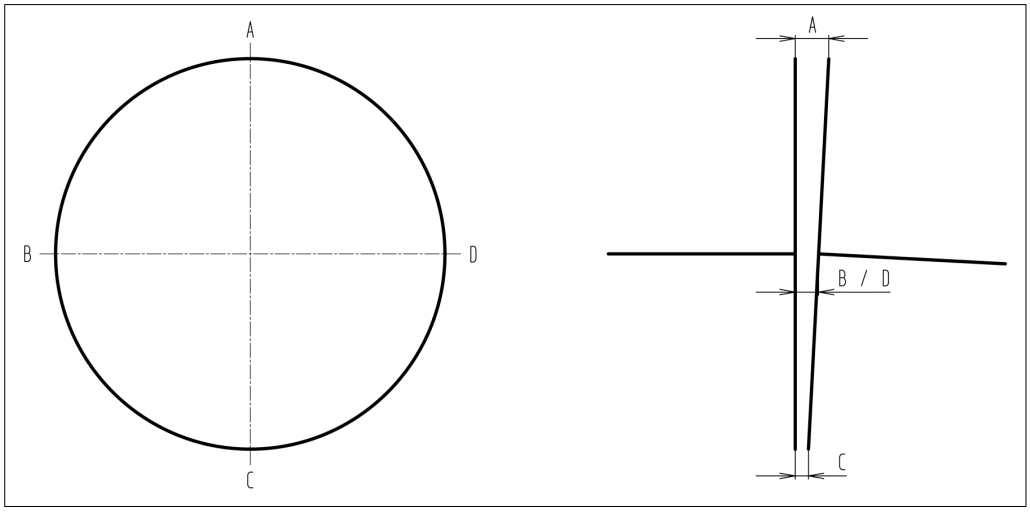


Fig. 47

A, B, C, D: Distance between the flanges and input or output side disk pack.

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A: maximum distance
C: minimum distance
B, D: mean distance

ΔAC: A - C

The maximum distance A is determined by several measurements performed on the periphery of the respective disk pack. The minimum distance C is opposite (offset by 180°). The difference A – C must not exceed ΔAC (table).

Measurement of distances B and C (offset by 90° to A). The values for B and D must be within the limits of the values indicated in the table.

Measured on the flange outer diameter.

	GPK01-XP - dimensions to check the alignment in mm	
Coupling size and type	**B / D**	**ΔAC**
366 T…	12.0 ... 12.25	≤ 0.6
422 T…	12.0 ... 12.50	≤ 0.6
487 T…	15.0 ... 15.50	≤ 0.9
562 T…	15.0 ... 15.50	≤ 1.2
650 T…	24.0 ... 24.50	≤ 1.2
750 T…	26.0 ... 26.50	≤ 1.3
866 T…	26.0 ... 26.50	≤ 1.5
1000 T…	26.0 ... 26.50	≤ 1.5
1150 T…	31.0 ... 31.50	≤ 1.6
1150 DT…	36.0 ... 36.75	≤ 1.6

Table 13

Dimensions B and D as well as ΔAC are to be met in order to cover operating displacements.

- Fill in the assembly check report.

Protocols/reports
→ **Chapter 14**

9 Operating Fluids

→ Annex (see operating fluids for Voith turbo couplings)

⚠ WARNING

Risk of injury
Hot operating fluid could spray off from defective components or fusible plugs, seriously injuring persons!

- Maintain the turbo coupling regularly!
- Experts only are allowed to work on the turbo coupling!

NOTICE

Damage to property
Use only the operating fluid for the turbo coupling which is indicated on the cover sheet!

- Unsuitable operating fluids may damage the turbo coupling permanently!
- Consult Voith if you want to use an operating fluid not mentioned.
- Observe local regulations, e.g. for potentially explosive atmospheres.

NOTICE

Environmental pollution
Operating fluids are detrimental to health and may pollute the environment.

- Dispose of used operating fluid via an authorized collecting station in accordance with the national statutory provisions.
- Make sure that no operating fluid gets into the ground or water!

The values mentioned for the pour point, flash and fire point are approximate values and data originating from the oil suppliers. These may vary and Voith does not assume any warranty!
Country-specific production of the basic oil may result in different values.

- We recommend comparing the data with our specifications at any rate.
- In case of deviations, we urgently recommend consulting the respective oil producer.

9.1 Requirements to be fulfilled by the Operating Fluid 'Water'

Requirement to	
Sealing compatibility	NBR (Nitril-Butadien caoutchouc)
ph value	5…8

The water used should

- be free from solid matters,
- contain only a low amount of salt,
- contain only a low concentration of other additives.

9.1.1 Operating fluids that can be used

Normally, drinking water satisfies these requirements.

9.1.2 Water used as operating fluid for turbo couplings with centrifugal valves (types TW…F…)

NOTICE

Damage to property
Insufficient lubrication of turbo couplings with centrifugal valve (types TV...F...).

- Observe the respective type!
- It is allowed to fill in water only in a turbo coupling of type TW.
- When refilling turbo couplings with centrifugal valves (types TW…F…), add the indicated amount of grease to the water.

Type designation
→ **Cover sheet**

For turbo couplings with centrifugal valves, it is necessary to add a low amount of grease to the water. The grease guarantees a permanent functioning of the centrifugal valves. In the as delivered condition, the corresponding amount of grease is already in the working chamber of the turbo coupling.

Amount of grease required:

Coupling size	366	422	487	562	650	750	866
Amount of grease	80 g	100 g	120 g	150 g	180 g	210 g	240 g

Table 14

Requirements to be fulfilled by the grease:

Requirement to	
Consistency class	2 to NLGI
Thickeners	Lithium complex Calcium complex
Service temperature	-20 °C … 120 °C
Material compatibility	NBR (Nitril-Butadien caoutchouc) FPM / FKM (fluor-caoutchouc)

Proposed greases:

Producer	Designation
Avia	Lithoplex 2 EP
BP	Energrease HTG 2
Castrol	Tribol GR 4020/220-2 PD Tribol GR 4747/220-2 HT
ExxonMobil	Mobilith SHC 220
Fuchs	Renolit CXI 2
Klüber	Petamo GHY 133N
Shell	Gadus S2 V220 2 Gadus S5 V220 2
Total	Multis Complex MV 2 Multis Complex SHD 220

Table 15

The above grease list is a recommendation and does not claim to be complete.

10 Filling, Filling Check and Draining

The quantity and type of operating fluid used substantially determines the performance of the turbo coupling.

- A too high quantity stresses the drive motor more on start-up and results in a higher stall torque.
- A too low quantity thermally loads the turbo coupling more and results in a lower stall torque.

⚠ WARNING

Risk of burning
The turbo coupling heats up during operation.

- In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!
- Start to work on the turbo coupling only after it has cooled down.

⚠ CAUTION

Danger to health
Operating fluids may cause irritations or inflammation if coming into contact with skin and mucous membranes.

- Please pay attention to the information contained in the safety data sheets.
- Please always wear safety goggles when working with the operating fluid!
- Should you get any operating fluid in your eyes, rinse them immediately using plenty of water and consult a physician without delay!
- After finishing work, carefully clean your hands with soap.

NOTICE

Damage to property
Insufficient lubrication

- When refilling turbo couplings with centrifugal valves (types TW…F…), add the indicated amount of grease to the water.

Impurities in the operating fluid cause higher wear on the coupling as well as damages to bearings so that explosion protection can no longer be guaranteed.



– Make sure that any containers, funnels, filling tubes, etc. used for filling the coupling, are clean.

NOTICE

Damage to property
Non-compliance with specifications.
- Observe the quantity to be filled in that is indicated on the cover sheet of this operating manual.
- An overfilling is not permitted! This would result in an inadmissibly high internal pressure in the coupling, which may destroy the coupling.
- An underfilling is not permitted! This would result in an improper operation of the coupling.
- Do not mix different types of operating fluids.
- Use only the operating fluid indicated on the cover sheet of this manual.
- Ensure that the original sealing rings used are in sound condition.

10.1 Filling the turbo coupling

TurboGuide
→ https://turbo-guide.voith.com
or
→ annex (see TurboGuide)

Turbo couplings will be shipped unfilled.
- If the scope of supply includes the operating fluid, it will be shipped in a separate container.

- Turn the turbo coupling until the filler plug (item 0390) that is closest to the sight glass (item 0396) is on top.
- Remove the filler plug.
- Remove the top fusible plug for pressure compensation.
- For turbo couplings with centrifugal valves (type TW...F...), fill in the specified amount of grease into the working chamber of the turbo coupling.

Amount of grease
→ Chapter 9.1.2

- Fill in the specified quantity of operating fluid (→ Chapter 9) through a fine strainer
  - mesh size ≤ 25 µm for turbo couplings using oil and operating medium (type T...)
  - mesh size ≤ 50 µm for turbo couplings using water as operating medium (type TW…)

  via the opening in the filler plug.

Operating fluid and filling volume
→ cover sheet

- Tighten the filler plug.
- Tighten the fusible plug.

Tightening torques
→ Chapter 7.2

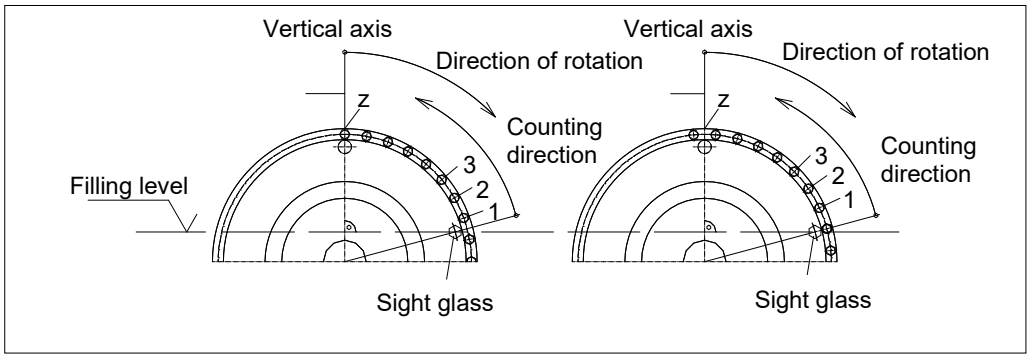


Fig. 48

z = _____

- Turn the turbo coupling until the operating fluid is just visible on the sight glass.
- Determine the **number z** of the flange screws from the sight glass to the vertical axis. The first screw is the one which center line is in counting direction, **after** the intersection line through the sight glass.

Assembly check report
→ Chapter 14.1 or cover sheet

- For later filling level checks, record the **number z** of screws determined. In addition, mark the turbo coupling or the protective cover.
- Check the coupling for leaks during a test run (with protective cover!).

10.2 Level check

Number z
→ Chapter 10.1

- Turn the turbo coupling until the operating fluid is just visible on the sight glass.
- Determine the **number z** of the flange screws from the sight glass to the vertical axis. The first screw is the one which center line is in counting direction, after the intersection line through the sight glass.
- Compare the number of screws determined with the number of screws determined during filling. Please observe the marking provided additionally on the coupling or guard.
- Correct the quantity filled in, if necessary.
- Check the coupling for leaks during a test run (with protective cover!).

10.3 Draining the turbo coupling

Notes on disposal
→ Chapter 16

NOTICE

Environmental pollution
Improper disposal of operating fluid may cause damages to the environment!

- On disposal, please observe the applicable laws and the producer's or supplier's instructions.
- Provide suitable containers to collect the operating fluid.

10.3.1 Draining of turbo couplings without delay chamber installed in horizontal position

- Put a catch pan underneath.
- Turn the turbo coupling until one fusible plug is at the bottom.
- Unscrew this fusible plug.
- For aeration, remove one opposite filler or fusible plug.
- The operating fluid flows out of the turbo coupling.
- Wait until no more operating fluid comes out.
- Only use original seals.
- Re-tighten all screws.

Tightening torques
→ **Chapter 7.2**

10.3.2 Draining of turbo couplings with delay chamber installed in horizontal position

- Put a catch pan underneath.
- Turn the turbo coupling until one fusible plug is at the bottom.
- Unscrew this fusible plug.
- For aeration, remove one opposite filler or fusible plug.
- The operating fluid flows out from the working chamber of the turbo coupling.
- Wait until no more operating fluid comes out.
- Remove the nozzle screw.
- Turn the turbo coupling until the opening of the nozzle screw is at the bottom.
- The operating fluid flows out from the delay chamber of the turbo coupling.
- Wait until no more operating fluid comes out.
- Only use original seals.
- Tighten the nozzle screw.
- Turn the turbo coupling until the opening of the fusible plug is at the bottom.
- The remaining operating fluid flows out from the working chamber of the turbo coupling.
- Wait until no more operating fluid comes out.
- Only use original seals.
- Re-tighten all screws.

Tightening torques
→ **Chapter 7.2**

11 Commissioning

WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

- Before beginning with commissioning, ensure that the transport protectors have been removed!
- A commissioning not performed properly could cause injury to persons, or harm to property and the environment!
- Experts only are allowed to perform commissioning, in particular, first starting of the turbo coupling!
- Secure the machine against unintentional switching on!



WARNING

Explosion hazard
Explosion hazard due to frictional heat, sparking or overheating.

- The input and output shafts as well as all connecting elements such as pulleys, brake drums and brake discs must not exceed 80 °C at the connecting point.
- The explosion protection assessment and design measures for brakes and brake systems as well as for belt drives must be performed by the system manufacturer or operator.



Marking
→ Chapter 5.2

Explosion hazard

- Please check with reference to the marking whether the turbo coupling is approved for use in potentially explosive atmospheres.
- Provide the turbo coupling with a protective cover, e.g. perforated sheet, size of holes approx. 10-12 mm (degree of protection IP20). This protective cover has to

- prevent intrusion of damaging foreign particles (stones, corrosive steels, etc.).
- withstand expected impacts without any major damages, thus preventing contact of the turbo coupling with the protective cover. Especially turbo couplings with outer parts made of aluminum must not get in contact with corrosive steel or iron.
- be made of stainless steel (≥ 16.5 % Cr).

- collect spraying solder of fusible plugs.
- collect any operating fluid leaking out to prevent contact with parts (motor, belt) that might ignite or catch fire.
- provide sufficient ventilation to maintain the maximum surface temperature specified.
  A perforated sheet with 65 % hole cross section enclosing on all sides does not reduce the ventilation/aeration (consult Voith, if necessary).
- guarantee safety distances to prevent hazard zones from being reached (DIN EN ISO 13857).

For constructional proposals for protective covers, please contact Voith.

- The motor and gear shaft must be checked for critical bending speed.
- On commissioning, check smooth operation of the machine or perform a vibration measurement. Do not exceed the admissible limit values according to the operating manual or DIN ISO 10816.
- It is not allowed to operate the coupling without protective coverings/guards.
- The turbo coupling is not equipped with insulated ball and roller bearings! The passage of current and stray currents may come from connected machines (e.g. VFD motor).
- In order to avoid electrostatic charging, it is not allowed to install the turbo coupling with an electric insulation on both sides. The insulated installation is not allowed!
- Flexible connecting coupling usually have an insulating effect, so equipotential bonding must be provided.
- Provide an equipotential bonding from the input side to the output side (joint grounding from motor and gear unit/driven machine).
- Moreover, stray currents via the ball and roller bearings of the coupling must be prevented by suitable measures.
- Coupling parts prone to corrosion are coated with an anti-corrosive paint. The nominal film thickness is 0.080 mm and must not be exceeded in case of a mending of the coat.
  A coating of the coupling parts with a film thickness of more than 0.200 mm is not permitted!
- Special coatings are only permitted in agreement with Voith.
- High electrostatic charging processes must be avoided, as otherwise propagating brush discharges can occur on non-conductive coatings, which can ignite all explosive atmospheres.
- Provide machines on which overspeed is possible, with a device preventing reliably overspeed (e.g. brake or backstop).

⚠ WARNING

Hazard by being pulled in
Slack clothing, long hair, necklaces, rings or loose parts may get caught and be drawn in or wound up causing serious injuries or damage to the turbo coupling and the environment.

- Only wear close-fitting clothes when working!
- Cover long hair with a hair net!
- Do not wear any jewelry (e.g. necklaces, rings, etc.)!
- Never operate the turbo coupling without protective cover!



Technical data
→ **Chapter 2**

⚠ WARNING

Explosion hazard
Explosion hazard due to frictional heat or overheating.

- Ensure that the disks of the connecting coupling (type GPK01/GPK01-XP) do not touch the flanges.
- If you use a BTS-Ex to limit the maximum surface temperature, make sure not to exceed the maximum allowable temperature of the turbo coupling when switching on the motor.

NOTICE

Damage to property
Never operate the turbo coupling without operating fluid.

- On account of the type of bearings used for standard turbo couplings, at least one standstill is required within three months.

Information with regard to commissioning

- The turbo coupling may be used for any direction of rotation.
- The direction of rotation of the driven machine may be specified! The direction of rotation of the motor must be in accordance with the specified direction of rotation of the driven machine!
- If the motor is started with star/delta connection, switch over from star to delta after 2...5 seconds at the latest.
- In case of a multi-motor drive, you should determine the load of the individual motors. Great differences regarding motor load may be balanced by an appropriate adjustment of the respective coupling filling volumes. **However, do not exceed the maximum permissible coupling filling level!**

Operating fluid and filling volume
→ **cover sheet**

Commissioning

- Perform all commissioning work according to the commissioning report.
  Pay special attention to:
  - a normal machine operation
  - normal noise
- Record the commissioning process.

Commissioning report
→ **Chapter 14.2**

12 Operation

⚠ WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

- An operation presupposes the successful commissioning according to → Chapter 11.

Information with regard to operation

NOTICE

Damage to property
Never operate the turbo coupling without operating fluid.

- On account of the type of bearings used for standard turbo couplings, at least one standstill is required within three months.

During normal operation, no operator actions on the turbo coupling are required.

Perform the necessary maintenance work time-/operating time-based according to → Chapter 13.

If malfunctions occur, eliminate such according to → Chapter 17.

13 Maintenance, Servicing

Maintenance and Servicing: A combination of all activities conducted in order to maintain an object in a condition or to re-store it to such a condition which meets the requirements of the respective specification and ensures performance of the required functions.

Inspection: An activity involving the thorough examination of an object in order to provide a reliable statement as to the condition of said object, performed without disassembly or, if necessary, with only partial disassembly, supplemented by measures such as the taking of measurements.

Visual inspection: A visual inspection is an inspection in which visible defects, such as missing screws or bolts, are identified without the use of access equipment or tools.

Close-up inspection: An inspection in which, in addition to the areas covered by the visual inspection, defects such as loose bolts, that can only be detected by using access equipment, e.g. mobile stair steps (if required) and tools are identified. For close-up inspections, a housing usually does not need to be opened or the equipment be de-energized.

Detailed inspection: An inspection in which, in addition to the areas covered by the close-up inspection, defects such as loose connections, that can only be detected by opening housings and/or using tools and test equipment (if required) are identified.

⚠ WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!
- Please always keep access paths free to the turbo coupling!

Qualification
→ Chapter 5.9

- Skilled and authorized persons only are allowed to carry out maintenance and repair work! Qualification is ensured by performing training and giving instructions on the turbo coupling.
- Possible consequences of improper servicing and maintenance could be death, serious or minor injuries, damage to property and harm to the environment.
- Switch off the unit in which the turbo coupling is installed and secure the switch against inadvertent switch-on.
- For all work performed on the turbo coupling ensure that both the drive motor and the driven machine have stopped running and that unintended starting is absolutely impossible!
- Components may only be replaced by original spare parts.

Re-mount all protective covers and safety devices in their original position immediately after completion of the servicing and maintenance work. Check them for proper functioning.

Maintenance schedule:

Tightening torques
→ Chapter 7.3

Time	Maintenance work
About 1 hour after commissioning	Check the tightening torques of fastening screws, items 1830 and 1955. **For type GPK01-XP (with clamping hub):** Check the tightening torques of the tensioning screws, item 1946.
After the first 500 operating hours	Check the tightening torques of fastening screws, items 1830 and 1955. Check the disks of the connecting coupling (→ Chapter 13.2). Check the reference dimensions a and b (→ Chapters 8.6.2 and 8.7.3), compare them with the commissioning report and re-align them in case of deviations and impermissible values. **For type GPK01-XP (with clamping hub):** Check the tightening torques of the tensioning screws, item 1946.

Time	Maintenance work
Routine inspection after 500 operating hours, every 3 months at the latest.	Inspect the machine for irregularities (visual inspection: for leaks, noise, vibrations). Check the foundation bolts of the machine, and if necessary, re-tighten them with the specified torque.
3 months after commissioning, at the latest, then every year	Check the electrical system for sound condition if temperature monitoring is required in Chapter 2 (detailed inspection).
Every 12 / 6 / 4 months for 1 / 2 / 3-shift operation	Check of disks for deformation, fractures and cracks as well as for flatness, freedom from distortion, homogeneity of pack.
When mineral oil is used as operating fluid: After every 15000 operating hours	- Change the operating fluid or check it for aging and - determine the remaining service life (see records → Chapter 14)! Consult the operating fluid supplier with regard to the permissible values (see Chapters 9 and 10).
On response of a fusible plug	Replace all fusible plugs and change the operating fluid (→ Chapter 13.4). Check the operating conditions (→ Chapter 2). Check the devices provided for temperature monitoring (see Chapter 19: MTS, BTS(ex), BTM).
In case of leaks	On the occasion of an overhaul of the turbo coupling, have shaft sealing rings, sealing rings and flat seals replaced by skilled persons authorized by Voith.
In case of noise, vibrations	Have the cause determined and eliminated by skilled persons authorized by Voith.
In case of impurities	Cleaning (→ Chapter 13.1).

Table 16

- Carry out any maintenance work and routine inspections according to the report.
- Record the maintenance work carried out.

Report templates
→ Chapter 14.3



For explosion-proof turbo couplings, the following maintenance work needs to be carried out in addition:

Maintenance intervals	Maintenance work
In case of impurities or dusting: Clean the turbo coupling when used in potentially explosive atmospheres at regular intervals. The intervals are specified by the operator according to the environmental impact to which the equipment is exposed on the jobsite, e.g. in case of a dust accumulation of approx. 0.2 ... 0.5 mm or more.	Cleaning (→ Chapter 13.1).
Maintenance interval → Chapter 2	Replacement of ball and roller bearings (→ Chapter 13.3.3).

Table 17



⚠ WARNING

Explosion hazard

Explosion hazard by maintenance work not performed according to schedule.

It is vital to carry out all maintenance work according to the schedule in order to guarantee proper operation within the meaning of explosion-protection.

- Immediately remove any combustible layers of dust on the turbo couplings, on all rotating components and the protective cover. Dust deposits, especially after long downtimes, are whirled up after the drive is switched on, which can cause explosive dust-air mixtures.
- To ensure a good aeration of the turbo coupling, it is vital to check and clean the protective cover at regular intervals.
- If a fusible plug has responded, immediately cover or close the opening that occurred in order to prevent the ingress of combustible dust into the turbo coupling.
- Always keep the coupling openings (fusible plugs, blind screws, sight glasses, filler plugs, etc.) closed.

13.1 Outside cleaning

NOTICE

Damage to property
Damage to the turbo coupling due to an improper, unsuitable outside cleaning.
- Please ensure that the cleaning agent is compatible with the sealing materials used, NBR and FPM/FKM!
- Do not use high-pressure cleaning equipment!
- Be careful with gaskets. Do not apply a water and compressed-air jet.

- Clean the turbo coupling with a degreasing agent, as and when required.

13.2 Connecting coupling types GPK01 and GPK01-XP

- When inspecting the machine, check the connecting coupling for heavily deformed disks compared to the initial installation condition, for disk fractures or signs of corrosion on disks.
- The sum of all gaps (between individual disks) must not exceed 50% of the air gap between the flange or hub and the disk pack (without torque application). Measure the gap between the flange or hub and disk pack around the washers and without torque application.

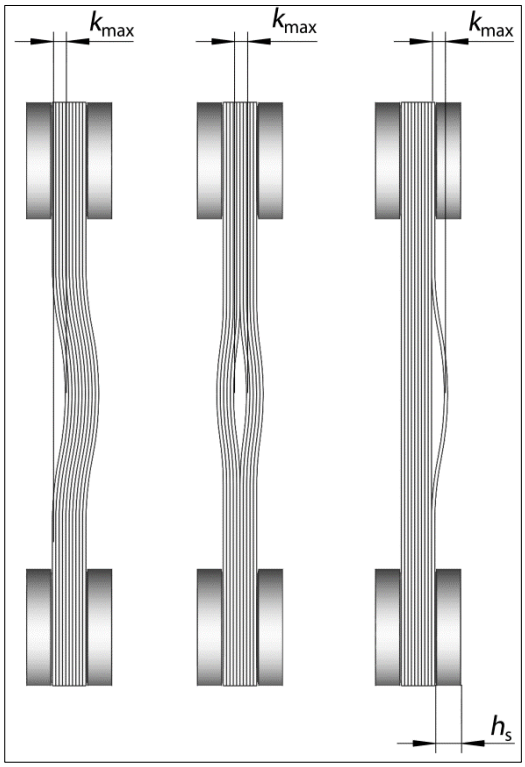


Fig. 49

$k_{max} = ½ h_s$

WARNING

Explosion hazard

Explosion hazard due to overload or faulty alignment.

Compared to the initial installation condition, any deformed disk packs, disk fractures or signs of corrosion may be an indication for overload or faulty alignment.

- Replace the complete coupling half (item 1932 or 1972)!
- It is not allowed to replace individual disks. Professional maintenance or repair can only be guaranteed by the manufacturer!

13.3 Bearing

13.3.1 Bearing lubrication when mineral oil is used as operating fluid

Please observe the following in order to guarantee lubrication of the bearings:

NOTICE

Damage to property
Never operate the turbo coupling without operating fluid.
- On account of the type of bearings used for standard turbo couplings, at least one standstill is required within three months.

Lifetime grease filling
Turbo couplings can be provided with special bearings that allow continuous operation and contain a lifetime grease filling.

13.3.2 Bearing lubrication when water is used as operating fluid

The turbo coupling bearings are filled with lifetime grease when water is used as operating fluid. Re-lubrication is not necessary.

13.3.3 Replacement of bearings / re-lubrication



On the occasion of an overhaul of the turbo couplings, have the bearings replaced / re-lubricated by skilled persons authorized by Voith.

Replacement interval of ball and roller bearings
→ **Chapter 2**

13.4 Fusible plugs

Nominal response temperature of fusible plugs
→ cover sheet

- The fusible plugs protect the turbo coupling against damage due to thermal overload.
- When the nominal response temperature is reached, the solder core of the fusible plugs melts and the operating fluid leaks out.

Fusible plugs are identified by

- the engraved nominal response temperature in °C,
- a color coding:

Nominal response temperature	Color coding	Operating fluid oil	Operating fluid water
95 °C	without (tinned)	X	X
110 °C	yellow	X	X
125 °C	brown	X	-
140 °C	red	X	-
160 °C	green	X	-
180 °C	blue	X	-

Table 18

- Observe the assembly plan belonging to the order.
- Use only original fusible plugs with the required nominal response temperature!
- Do not replace any fusible plugs by blind screws!
- Do not alter the arrangement of the fusible plugs.
- When water is used as operating fluid, only fusible plugs with a max. nominal response temperature of 110 °C are permitted!
- Never operate the turbo coupling without fusible plugs!

Design
→ **Chapter 2**

Switching elements, unbalance

- There is a MTS and/or BTS switching element or a blind screw opposite the sight glass (position is marked by an arrow).
- Insert a weight-tolerated BTM blind screw opposite the BTM switching element. Do not insert the BTM switching element opposite a sight glass, blind screw or fusible plug having a lighter weight.

On response of a fusible plug:

- Replace all fusible plugs.
- Change the operating fluid.

Tightening torques
→ **Chapter 7.2**

⚠ WARNING

Fire hazard

If a brake is used, select the position of the fusible plugs so that they do not spray onto the brake.

- Check the position. In case of any deviation, please consult Voith.

Thermal monitoring devices

- A thermal monitoring system can prevent that operating fluid is sprayed off (→ Chapter 19).
- Thermal monitoring systems ae available at Voith as accessories.

Arrangement and number of fusible plugs (FP), blind screws, sight glasses and switching elements for outer wheel drive (inner wheel drive) for the standard design.

→ Annex (see arrangement of fusible plugs (FP))

14 Assembly Check, Commissioning and Maintenance Report

WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

Document all assembly work performed in the assembly check report (→ Chapter 14.1).
Document the commissioning process in the commissioning report (→ Chapter 14.2).

Document all **maintenance work** performed on the
- connecting coupling GPK01 or GPK01-XP and
- the turbo coupling
  in the maintenance report for the general maintenance (→ Chapter 14.3).

Use copies of the samples, if necessary.

14.1 Assembly check report

Confirm the check or performance of the work with an "**X**" and/or enter the respective values.

Voith turbo coupling

Size / type (→ Chapter 18):	
Serial No. (→ Chapter 18):	

Operating fluid of turbo coupling

Fillung:		l
Manufacturer:		
Designation:		

Turbo coupling approved for potentially explosive atmospheres: yes ☐ / no ☐

motor

Serial No.		
Input speed		rpm
Rated power		kW

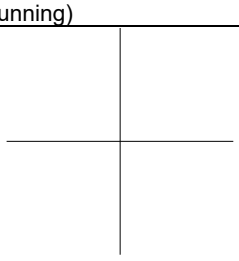
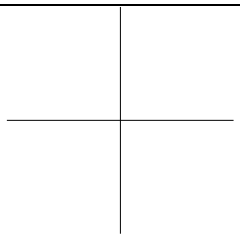
Assembly work was performed by:

Name:	
Date:	
Signature:	

Driven machine / gear unit

Serial No.	

Mounting - check step	**Explanations**	**Completion notice / dimensions**
Check that the inclination of the whole arrangement is within 7° of the horizontal position.	Cover sheet	Desired: ≤ 7° [°] ACTUAL: [°]
Measurement of true radial running (concentricity) of driving machine.	Manufacturer's specification	Desired: [mm] ACTUAL: [mm]
Measurement of shaft diameter - driving machine.	Manufacturer's specification	Desired: [mm] ACTUAL: [mm]
Measurement of true radial running (concentricity) of driven machine.	Manufacturer's specification	Desired: [mm] ACTUAL: [mm]
Measurement of shaft diameter - driven machine.	Manufacturer's specification	Desired: [mm] ACTUAL: [mm]
Diameter of input hub.	Chapter 2	Desired: [mm] ACTUAL: [mm]
Diameter of output hub.	Chapter 2	Desired: [mm] ACTUAL: [mm]
Check of back clearance of key (input side).	Chapter 8.3	☐
Check of back clearance of key (output side).	Chapter 8.3	☐
Key moves easily in the keyway of the input hub.	Chapter 8.3	☐
Key moves easily in the keyway of the output hub	Chapter 8.3	☐
Check of the input side shaft-hub connection.	Chapter 8.3	Key convention of shaft and hub are identical H (half), F (full) ☐ yes ☐ no Method applied: ☐ half-key convention ☐ full-key convention
Check of output side shaft-hub connection.	Chapter 8.3	Key convention of shaft and hub are identical H (half), F (full) ☐ yes ☐ no Method applied: ☐ half-key convention ☐ full-key convention
Cleaning of input side shaft and hub and application of lubricant.	Chapter 8.3	☐
Cleaning of output side shaft and hub and application of lubricant.	Chapter 8.3	☐

Mounting - check step	**Explanations**	**Completion notice / dimensions**
Tightening with torque of connecting couplings type GPK01 or GPK01-XP, with set screw (item 1931, item 1971).	Chapter 7.1	☐
Measurement of installation dimension “G“.	Chapter 8.5.1	Desired: [mm] ACTUAL: [mm]
rence dimension "X" (for type GPK01 only).	Chapter 8.5.1	Desired: [mm] ACTUAL: [mm]
Check of connecting coupling type GPK01 or GPK01-XP for true radial and axial running.	Chapter 8.5	☐
Tightening of foundation bolts.	Chapter 8.5	☐
Removal of socket head screw (item 1942) and spacer sleeve (item 1943).	Chapter 8.6 and Chapter 8.7	☐
Mounting of coupling Tightening of screws (item 1830, item 1955).	Chapter 8.6 and Chapter 8.7	☐
For type GPK01-XP (with clamping hub) only: Degrease of hub bore and shaft at point W, tightening with torque of tensioning screws (item 1946) of the clamping hub.	Chapter 8.7	☐
Check of reference dimensions of distance A / B / C / D.	Chapters 8.6.2 and 8.7.3	☐ A ☐ C ☐ B ☐ D ☐ ΔAC
MTS / BTS / BTM (if required) Installation position was checked according to operating manual.	Chapter 2 Chapter 19	☐
MTS / BTS / BTM (if required) Electrical functioning was checked.	Chapter 2 Chapter 19	☐
A guard was mounted as recommended.	Chapter 11	☐
Equipotential bonding between input and output was realized.	Chapter 11	☐
Operating fluid was filled into the coupling.	Chapter 10	☐
Check of filling level / determination of number of screws “**z**“ for filling	Chapter 10.1 and 10.2	**z** = screws
Alignment of turbo coupling was checked.	Enter alignment values	☐
Radial running of motor shaft is OK		☐
Drive was rotated and checked for ease of movement.		☐
Enter the displacement values (→ Chapter 8.5):		
Viewing from the motor towards driven machine	RADIAL (true radial running)	AXIAL (true axial running)
Please tick where applicable - Data from dial gauge ☐ - Data from shaft center offset ☐ - AXIAL values measured on Ø mm		

Mounting - check step	**Explanations**	**Completion notice / dimensions**
Check of alignment (→ Chapters 8.6.2 and 8.7.3) **input**	Values within measuring range	Values
A	☐ yes ☐ no	ACTUAL: [mm]
B	☐ yes ☐ no	ACTUAL: [mm]
C	☐ yes ☐ no	ACTUAL: [mm]
D	☐ yes ☐ no	ACTUAL: [mm]
ΔAC	☐ yes ☐ no	ACTUAL: [mm]
Check of alignment (→ Chapters 8.6.2 and 8.7.3) **output**	Values within measuring range	Values
A	☐ yes ☐ no	ACTUAL: [mm]
B	☐ yes ☐ no	ACTUAL: [mm]
C	☐ yes ☐ no	ACTUAL: [mm]
D	☐ yes ☐ no	ACTUAL: [mm]
ΔAC	☐ yes ☐ no	ACTUAL: [mm]
Displacements during operation (to be indicated by the unit manufacturer): Observe displacements resulting from an increase in temperature or from mechanical movements. Enter those values that change the above-ascertained alignment values.		
- Radially (e.g. different thermal expansion of input / output) . . . . . mm - Axially (e.g. through angular displacements) . . . . . mm - Linear expansion (for installation tolerance - dimension “G“, e.g. shaft expansion . . . . . mm		

14.2 Commissioning report

Confirm the check or performance of the work with an "**X**" and/or enter the respective values.

Voith turbo coupling

Size / type (→ Chapter 18):	
Serial No. (→ Chapter 18):	
Turbo coupling approved for potentially explosive atmospheres	yes ☐ / no ☐

Commissioning was performed

after	oper. hrs.
Name:	
Date:	
Signature:	

Commissioning - check step	**Explanations**	**Completion notice**
Checks prior to switching on the drive motor:		
Assembly/mounting check steps were carried out. Assembly check report filled in.	Chapter 14.1	☐
Removal of socket head screws (item 1942) and spacer sleeves (item 1943).	Chapter 8.6 and Chapter 8.7	☐
Applies only to turbo couplings that are used in potentially explosive atmospheres: Check according to the marking whether the turbo coupling is approved for the use in potentially explosive atmospheres.	Chapter 5.2	☐
Check of filling level / determination of number of screws "**z**" for filling	Chapter 10.1 and 10.2	☐ / **z** = screws
Fix a guard over the turbo coupling (for design, → Chapter 11).	Chapter 11	☐
Check whether the machine was earthed with a grounding cable (16 mm²).		☐
Applies only to installations where overspeed is possible: Provide the unit with a device that reliably prevents overspeed (e.g. brake or backstop).	Chapter 8.1	☐
Determination of the next standstill of coupling for maintenance services.	Chapter 13	☐
Applies only when a BTS-Ex is used as temperature monitoring system: Make sure that the maximum allowable turbo coupling temperature is not exceeded when switching on the motor!	Chapter 2	☐
Check of disks for deformation, fractures and cracks, as well as for flatness, freedom from distortion, homogeneity of pack.	Chapter 8.4.1, Chapter 13.2	☐
Check of reference dimensions of distance A / B / C / D.	Chapter 8.6.2 and Chapter 8.7.3	☐ A ☐ C ☐ B ☐ D ☐ ΔAC
Check of foundation bolts.		☐

Commissioning - check step	Explanations	Completion notice
Checks during the test run:		
Motor run-up is normal.		☐
Turbo coupling is tight. Check of floor and environment for oil moistening, oil did not leak out.		☐
Machine operation is normal.		☐
Noises are normal.		☐
Checks after switching off the drive motor:		
Turbo coupling is tight. Check of floor and environment for oil moistening, oil did not leak out.		☐
Check of disks for deformation, fractures and cracks, as well as for flatness, freedom from distortion, homogeneity of pack.	Chapter 8.4.1, Chapter 13.2	☐
Check of switch units for temperature monitoring [1], if applicable:		
Performance of a visual inspection.	[1]	☐
Removal of dust deposits.	[1]	☐
Check of electrical system.	[1]	☐

1) See separate operating manual / → Chapter 19

14.3 Maintenance report for general maintenance

Confirm the check or performance of the work with an "**X**" and/or enter the respective values.

Voith turbo coupling

Size / type (→ Chapter 18):	
Serial No. (→ Chapter 18):	

Turbo coupling approved for potentially explosive atmospheres: yes ☐ / no ☐

The maintenance work was performed

after	oper. hrs.
Name:	
Date:	
Signature:	

Maintenance - check step	**Explanations**	**Completion notice**
Check for irregularities (every **500 h**, every **3 months** at the latest)		
Turbo coupling is tight. Check of floor and environment for oil moistening, oil did not leak out.		☐
Machine operation is normal.		☐
Noises are normal.		☐
Check of protective cover.	Chapter 11	☐
Check of foundation bolts.		☐
Check for irregularities (every **12 / 6 / 4 months** for 1 / 2 / 3-shift operation)		
Check of disks for deformation, fractures and cracks, as well as for flatness, freedom from distortion, homogeneity of pack.	Chapter 8.4.1, Chapter 13.2	☐
Check of reference dimensions of distance A / B / C / D.	Chapter 8.6.2 and Chapter 8.7.3	☐ A ☐ C ☐ B ☐ D ☐ ΔAC
Only for type GPK01-XP (with clamping hub): (every **12 / 6 / 4 months** for 1 / 2 / 3-shift operation)		
Check of tightening torque of tensioning screws (item 1946).	Chapter 7.3	☐
Check of switch units for temperature monitoring [1], if applicable (**every 3 months**)		
Performance of a visual inspection.	[1]	☐
Removal of dust deposits.	[1]	☐
Check of electrical system (after **3 months**, then **every year).**	[1]	☐
Operating fluid (**every 15000 h**)		
Analysis of operating fluid.		☐
Determination of remaining operating time.		☐ / hours
Change of operating fluid.	Chapter 10	☐
Ball and roller bearings (for the intervals, → Chapter 2)		
Replacement of ball and roller bearings.	Chapter 13.3.3	☐
Cleaning of turbo coupling (**after every contamination**)		
Cleaning was performed.	Chapter 13.1	☐

1) See separate operating manual / → Chapter 19

15 Disassembly of Turbo Coupling

⚠ WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

- Before beginning to work on the turbo coupling, switch off the main switch of the drive motor and secure it against being switched on!
- For all work performed on the turbo coupling ensure that both the drive motor and the driven machine have stopped running and that unintended starting is absolutely impossible!

NOTICE

Damage to property
Disk pack is damaged by improper fixing of the turbo coupling.

- If one or both hubs are removed, the weight of the turbo coupling needs to be borne by suitable slings (ropes, chains, etc.).

15.1 Preparation

- Prepare suitable tools and lifting appliances.
  Observe the turbo coupling weight!

Weight of turbo coupling → cover sheet Weights of more than 100 kg are stamped on the turbo coupling.

⚠ WARNING

Risk of injury
Damaged load carrying attachments or those with insufficient carrying capacity may break under load, with the consequence of most serious or even fatal injuries.

- Check the lifting appliances and load carrying attachments for
  - sufficient carrying capacity (for weight, → cover sheet),
  - sound condition.

⚠ WARNING

Risk of injury
Falling parts may seriously injure or kill you.
- Do not walk under suspended loads.

Lifting appliances
→ Chapter 6.4

- Fix the turbo coupling to a suitable lifting appliance.

15.2 Removal of type GPK01

For disassembly, proceed according to → Chapter 8.6, in reverse order. Removal devices are not required as the turbo coupling can be installed and removed radially.

15.3 Re-assembly of type GPK01

Procedure for re-assembly is described in → Chapter 8.6.

15.4 Removal of type GPK01-XP

Loosen the tensionsing screws (1942) of the clamping hub evenly one by one. Loosen every screw just by half a turn per cycle. Unscrew all tensioning screws by 3 - 4 threads. Remove the screws next to the puller threads and screw them into the provided puller thread up to the stop.
The clamping ring is loosened by tightening the screws in the puller threads crosswise in steps and evenly.

For disassembly, proceed according to → Chapter 8.7, in reverse order. Removal devices are not required as the turbo coupling can be installed and removed radially.

15.5 Re-assembly of type GPK01-XP

Procedure for re-assembly is described in → Chapter 8.7.

16 Disposal

Disposal of the packaging
Dispose of packaging material according to the local regulations.

How to dispose of operating fluids
On disposal, please observe the applicable laws and the producer's or supplier's instructions.

How to dispose of the turbo coupling
Clean the turbo coupling carefully to ensure a purity of material.
Dismantle the turbo coupling, if necessary.
Dispose of the turbo coupling according to the local regulations.

For special information on the disposal of the substances and materials used, please see the following table:

	Kind of disposal		
Material / substance	**Reuse**	**Residual waste**	**Special waste**
Metals	x	-	-
Cable	x	-	-
Seals	-	x	-
Plastics	x [1)]	(x)	-
Operating media	-	-	x [1), 2)]
Packing	x	-	-

Table 19

1) If possible
2) Disposal according to the safety data sheet or the manufacturer's instructions

17 Malfunctions - Remedial Actions

⚠ WARNING

Risk of injury
In particular, please observe → Chapter 5 (Safety) when working on the turbo coupling!

The following table is intended to help finding the cause of malfunctions or problems quickly and to take remedial action, if necessary.

Malfunction	Possible cause(s)	Remedial action	See
Starting behavior of driven machine is not as expected.	Turbo coupling is not filled with the correct quantity of operating fluid.	Check and correct the quantity filled in.	Chapter 10.1
	The operating conditions have changed.	Please contact Voith.	Chapter 18
Driven machine does not reach the specified speed.	Driven machine is blocked or overloaded.	Eliminate blocking or the cause of overload.	
	Turbo coupling is not filled with the correct quantity of operating fluid.	Check and correct the quantity filled in.	Chapter 10.1
Drive motor does not reach normal operation within the expected time.	Changeover from star to delta too late.	Changeover from star to delta should be made after 2...5s at the latest.	
	Drive motor is electrically or mechanically not in order.	Have the drive motor checked by authorized personnel.	
Operating fluid leaks out of the turbo coupling.	A fusible plug responded due to overload (excess temperature).	Clarify the cause for the overload. Replace **all** fusible plugs and change the operating fluid.	Chapter 13.4

Malfunction	Possible cause(s)	Remedial action	See
Operating fluid leaks out of the turbo coupling.	The turbo coupling is leaky.	Eliminate the leak, check, in particular, tightening torques and seal rings of fusible and filler plugs as well as sight glasses and, if necessary, check the switching element of the thermal switch unit. If the leak cannot be eliminated, please consult Voith.	Chapter 7 Chapter 18
An existing thermal monitoring unit (MTS, BTS or BTM) has responded.	The turbo coupling was overloaded.	Clarify the cause for the overload, and avoid another overload. Check and correct the quantity filled in.	Chapter 19 Chapter 10.2
	Thermal monitoring unit (MTS, BTS or BTM) is defective.	Check the monitoring unit.	Chapter 19
Uneven running of the machine (increased vibration).	Foundation fixing is loose.	Retighten the foundation fixing. Align the machine.	
	The machine is not aligned.	Align the machine.	Chapter 8.5
	Machine is not balanced.	Clarify the cause, and eliminate the unbalance.	
	The disk packs of the connecting coupling are defective.	Replace the disk packs, consult Voith.	Chapter 13.2 Chapter 18
	Bearings are damaged.	Eliminate the bearing damage; consult Voith in case of a bearing damage on the turbo coupling.	Chapter 18
	Loose bolted joints.	Check the coupling components for damages, and replace the same, if necessary. Check the alignment of the machine. Tighten the screws and bolts with the specified tightening torque.	Chapter 7

Please consult Voith (→ Chapter 18), if a malfunction occurs which is not included in this table.

Table 20

18 Queries, Orders Placed for Field Service Engineers and Spare Parts

For

- queries
- Ordering a field service engineer
- Ordering spare parts
- commissionings

we need:

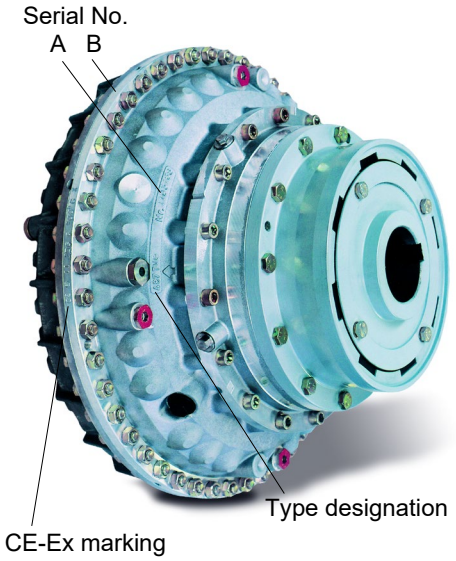


Fig. 50

the **serial number** and **type designation** of the turbo coupling.

→ You will find the serial number and type designation either on the outer wheel / coupling shell (A) or on the turbo coupling periphery (B).
→ The serial number is stamped in with figure stamps.
→ For turbo couplings, intended for the use in potentially explosive atmospheres, you will find the CE-Ex marking on the turbo coupling periphery.

When placing an order for a **field service representative**, **commissioning** or a **service**, we need, in addition

- the turbo coupling installation site,
- the name and address of a contact person,
- details of the malfunction/problem occurred.

Contact
→ **Page 2**

When placing a **spare parts order**, we need, in addition,

- the shipping address for the spare parts shipment.

19 Temperature Monitoring

The thermal switch units MTS and BTS can be used in potentially explosive atmospheres to monitor the temperature. The signals serve for pre-warning. The MTS or BTS do not limit the maximum surface temperature.
The BTS-Ex is available as safety device to limit the maximum surface temperature, and it can be used as thermal switch-off device.
Also in this case, it is not allowed to replace the existing fusible plugs by fusible plugs with different nominal response temperatures or by blind screws.
Never bypass safety devices!

DANGER

Electric shock
Electric voltage may kill or severely injure you
- Have the connection to the electric supply network performed by a qualified electrician, considering the system voltage and the maximum power consumption.
- The system voltage has to be in conformity with the system voltage indicated on the nameplate. Check the system voltage.
- Install a corresponding electrical protection by a fuse on the network side.

The temperature in the turbo coupling can be monitored by means of a limit switch or a temperature instrument.
The following systems are available as limit switch:
- a mechanical MTS system
- an electronic BTS system

. These limit switches serve to monitor the temporarily permissible peak temperature, and to prevent a response of the fusible plugs provided the overload is eliminated promptly (e.g. by switching off the drive).
An electronic system, BTM non-contacting thermal measuring device, is available as temperature measuring device. This allows not only the temporarily permissible peak temperature to be monitored, but also the nominal operation.

For the MTS, Operating Manual 3626-011800 is available at Voith. Or download it at https://www.voith.com/fluid-couplings.

19.1 MTS mechanical thermal switch unit for pre-warning

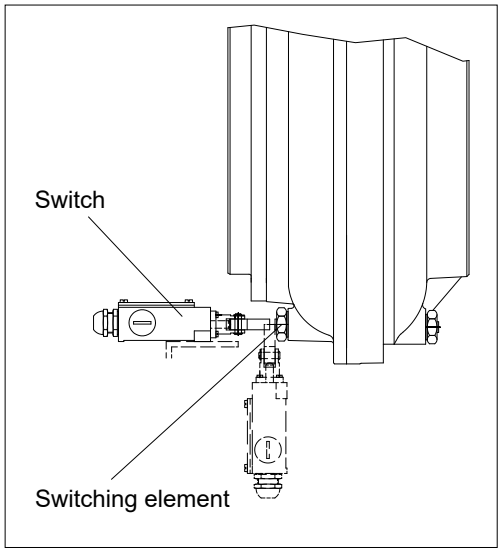


Fig. 51

Functioning:
On excess temperature, the switching element releases a pin. The pin activates a switch on coupling rotation. This signal, for example, may trip an alarm or switch off the drive motor. The switching element needs to be replaced.

In case of inner wheel drive and blocking of driven machine, the function is no longer guaranteed!

The MTS is available for turbo couplings of all sizes.

The switch is available in two designs:
- enclosed [protection IP 65],
- suitable for use in potentially explosive atmospheres

For the BTS, Operating Manual 3626-011500 is available at Voith. Or download it at https://www.voith.com/fluid-couplings.

19.2 BTS non-contacting thermal switch unit

19.2.1 BTS non-contacting thermal switch unit for pre-warning

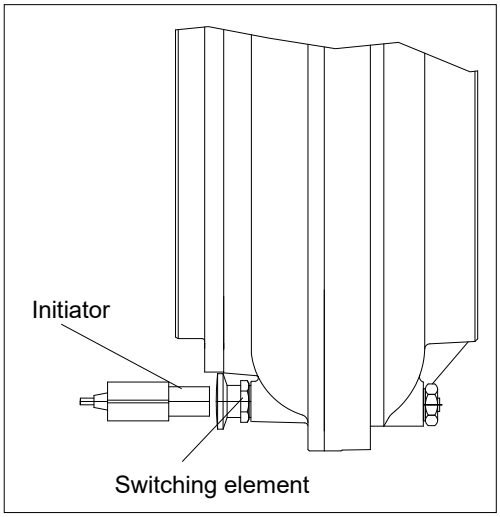


Fig. 52

Functioning:
On excess temperature, the switching element gives a specific signal to the initiator. This signal is transferred to an evaluator and may, for example,

- trigger an alarm
- or switch off the drive motor.

After the turbo coupling has cooled down, the switching element is again ready for service; it does not have to be replaced.

The BTS is provided for turbo couplings of all sizes.

Switching element and initiator are

- cast in plastic,
- insensitive to dirt,
- suitable for use in potentially explosive atmospheres

As the control circuit of the evaluator is **not** intrinsically safe, provide an appropriate isolating switch amplifier between evaluator and initiator!

19.2.2 BTS-Ex non-contacting thermal switch unit for limiting the maximum surface temperature

For the BTS-Ex, Operating Manual 3626-019600 is available at Voith. Or download it at https://www.voith.com/fluid-couplings.

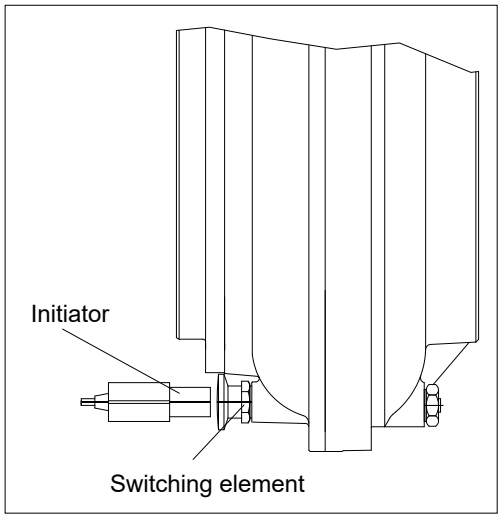


Fig. 53

Functioning:
On excess temperature, the switching element gives a specific signal to the initiator. This signal is sent to an isolating switch amplifier and has to enforce the switch-off of the drive motor.
Use a BTS-Ex approved by Voith for this application.
After the turbo coupling has cooled down, the switching element is again ready for service; it does not have to be replaced.

The BTS-Ex is provided for turbo couplings of all sizes.

The BTS-Ex is provided for use in potentially explosive atmospheres as per ATEX directive in Equipment Group II, Equipment Category 2G and 2D.

The BTS-Ex for limiting the maximum surface temperature is approved only in connection with the components supplied by Voith according to BTS-Ex operating manual.
Use of original Voith spare parts is imperative in case of a replacement demand.
The evaluator serves to transmit control commands from potentially explosive atmospheres into non-explosive areas and to safely isolate intrinsically safe and non-intrinsically safe circuits.

- Make sure not to exceed the maximum allowable temperature of the turbo coupling when switching on the motor.

Technical data
→ **Chapter 2**

19.3 BTM non-contacting thermal measuring device for prewarning

For the BTM, Operating Manual 3626-019800 is available at Voith. Or download it at https://www.voith.com/fluid-couplings.

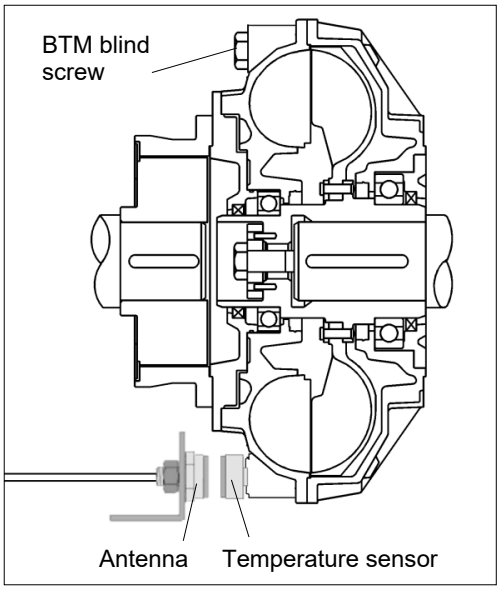


Fig. 54

Functioning:
The temperature sensor permanently transmits a measuring signal to the antenna. This signal is sent to an evaluator with 4 channels.
The measured temperatures of every channel are indicated on the evaluator. In addition, the measured temperatures are output as 4-20 mA signals.

Furthermore, two relay outputs are available per measuring channel with switching thresholds (e.g. pre-warning, switch-off) adjustable via the keyboard on the evaluator.

The BTM is provided for turbo couplings of all sizes.

20 Spare Parts Information

Variety of variants
Considering the great variety, please find in the following only the basic design of turbo couplings with constant fill (connecting coupling type GPK01 and GPK01-XP).

- Spare parts must comply with the technical requirements stipulated by Voith. This is ensured by using original spare parts.
  Installation and/or use of non-original spare parts may negatively change the mechanical properties of the **Voith turbo couplings** and thus have an adverse impact on the safety.
  Voith is not liable for any damages resulting from the use of non-original spare parts.
- You will find the type of your turbo coupling on the cover sheet of this operating manual.
- Please observe → Chapter 18 (Queries, Orders placed for Field Service Representatives and Spare Parts).
- The customer is only allowed to perform the following work:
  - Replacement of fusible plugs (→ Chapter 13.4).
  - Work according to maintenance report (→ Chapter 14.3).
  - Change of operating fluid (→ Chapter 10).
  - Mounting of parts for which tightening torques are indicated (→ Chapter 7).
  All remaining work may be performed by Voith staff only.

NOTICE

Unauthorized changes or retrofits are not allowed to be performed on the coupling!
Do not retrofit accessories or equipment originating from other manufacturers!
Any changes or conversions performed without the prior written consent of Voith Turbo will result in the loss of any warranty! Any claims will forfeit!

- Professional maintenance or repair can only be guaranteed by the manufacturer!

If the turbo coupling is used in potentially explosive atmospheres (as per ATEX directive), the use of original parts that have been released for use in hazardous areas is allowed only.

20.1 Overview of components - Voith turbo coupling 366 – 1150

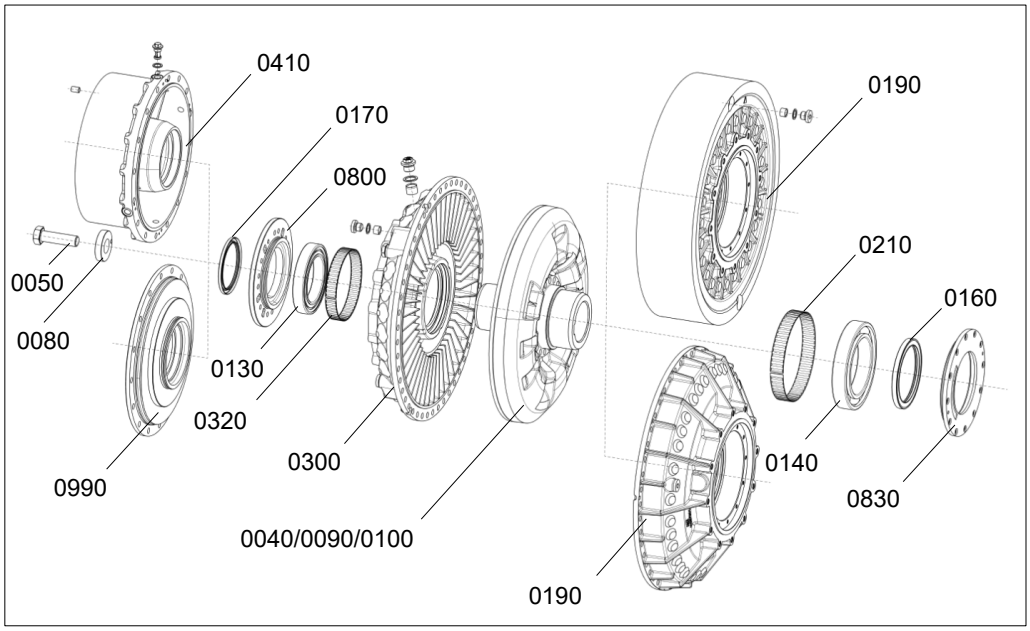


Fig. 55

Item No.	Description	Item No.	Description
0040	Coupling hub	0190	Coupling shell
0050	Fixing bolt	0210	Tolerance ring
0080	Holding disk	0300	Outer wheel
0090	Inner wheel	0320	Tolerance ring
0100	Riveting ring/threaded ring/clamping ring	0410	Delay chamber cover
0130	Grooved ball bearing	0800	Bearing support cover
0140	Grooved ball bearing	0830	Seal ring cover
0160	Radial shaft sealing ring	0990	Connecting cover
0170	Radial shaft sealing ring		

Table 21

Spare parts for Voith turbo coupling, → Chapter 20.2.

20.2 Spare parts for Voith turbo coupling 366 – 1150

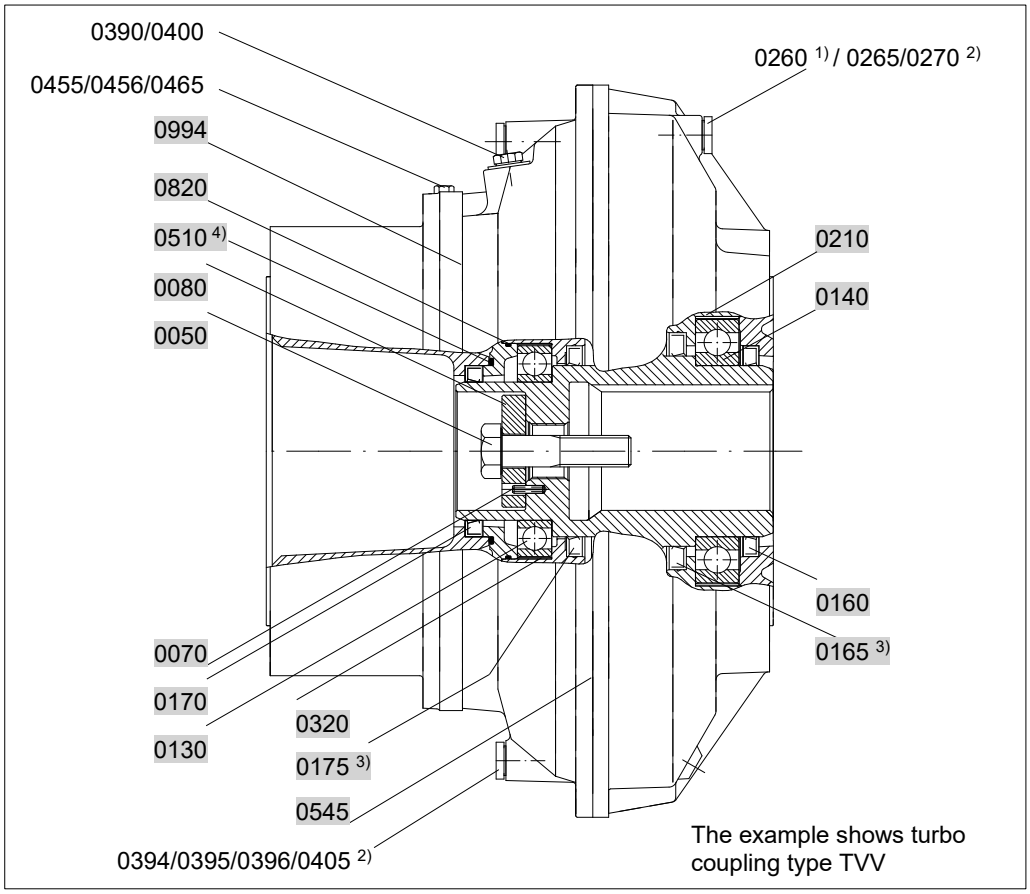


Fig. 56

1) Special design
2) For arrangement and quantity, see the table → Chapter 21.
3) Only for continuous operation or operating fluid 'water' (TW…).
4) For sizes 366 and 422 inserted in the delay chamber groove.

xxxx Nonrepairable items (→ the following table)
xxxx Repair parts / wearing parts (V) (→ the following table)

Installation and Operating Manual / 3201-006996
en / Protection Class 0: public

Item No.	Nonrepairable items	Item No.	Repair parts / wearing parts (V)
0260 [1)]	Fusible plug	0050	Fixing bolt
0265	Blind screw	0070	Roll pin
0270	Sealing ring	0080	Holding disk
0390	Filler plug	0130	Grooved ball bearing **(V)**
0394	Blind screw	0140	Grooved ball bearing **(V)**
0395	Fusible plug	0160	Radial shaft sealing ring **(V)**
0396	Sight glass	0165	Radial shaft sealing ring **(V)**
0400	Sealing ring	0170	Radial shaft sealing ring **(V)**
0405	Sealing ring	0175	Radial shaft sealing ring **(V)**
0455	Nozzle screw	0210	Tolerance ring **(V)**
0456	Screw plug	0320	Tolerance ring **(V)**
0465	Sealing ring	0510	O-ring **(V)**
		0545	Sealing tape **(V)**
		0820	O-ring **(V)**
		0994	Sealing tape **(V)**

Table 22

[1)] Special design

20.3 Spare parts for connecting coupling type GPK01

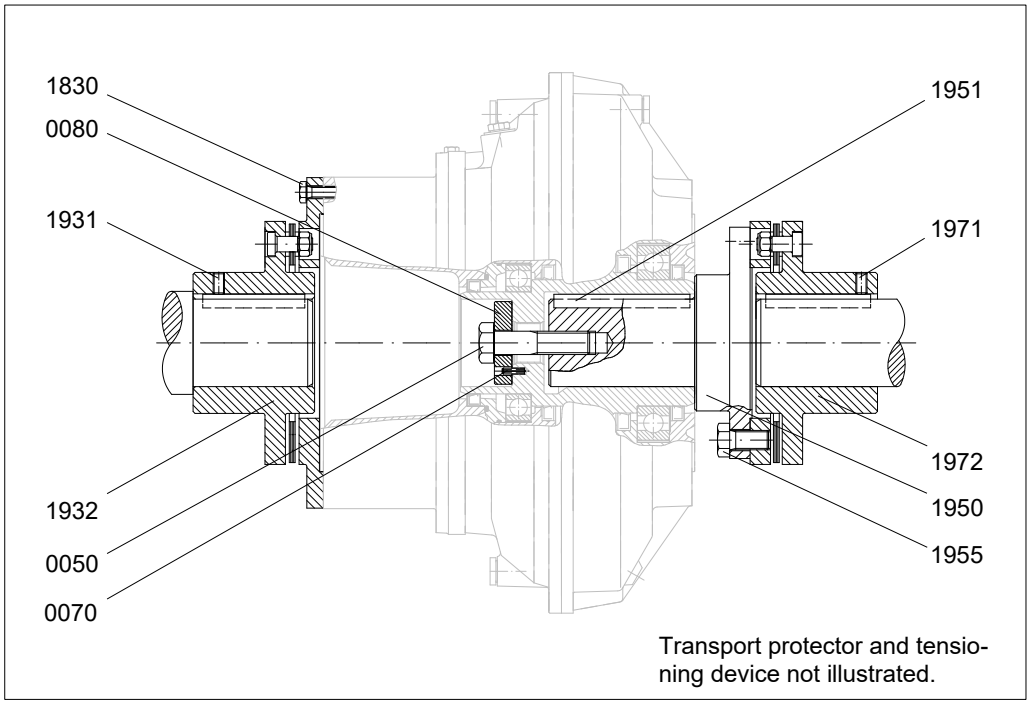


Fig. 57

Item No.	Screws and standard parts	Item No.	Connecting coupling parts
0050	Fixing bolt	0080	Holding disk
0070	Roll pin	1932	Input, assembly
1830	Hexagon head screw	1950	GPK01 stub shaft
1931	Set screw	1972	Output, assembly
1951	Key		
1955	Set of screws		
1971	Set screw		

Table 23

Transport protection
→ Chapter 8.6

Tensioning device
→ Chapter 8.6

Item No.	Transport protection
1942	Socket head screw for transport protection
1943	Spacer sleeve for transport protector

Table 24

Installation and Operating Manual / 3201-006996
en / Protection Class 0: public

20.4 Spare parts for connecting coupling type GPK01-XP

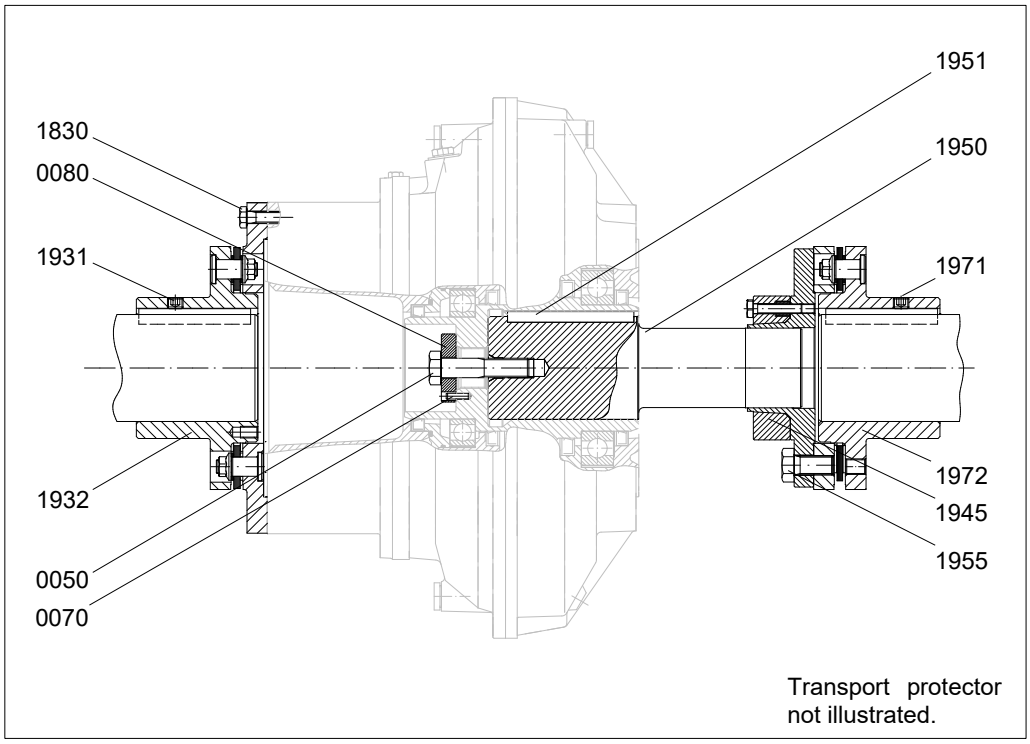


Fig. 58

Item No.	Screws and standard parts	Item No.	Connecting coupling parts
0050	Fixing bolt	0080	Holding disk
0070	Roll pin	1932	Input, assembly
1830	Hexagon head screw	1945	GPK01 clamping hub
1931	Set screw	1950	Plug-in shaft
1951	Key	1972	Output, assembly
1955	Set of screws		
1971	Set screw		

Table 25

Item No.	Transport protection
1942	Socket head screw for transport protection
1943	Spacer sleeve for transport protector

Table 26

Transport protection
→ **Chapter 8.7**

21 Annex

Translation of the original version

EU Declaration of Conformity according to Directive 2014/34/EU, Annex VIII

29.3.2014 | EN | Official Journal of the European Union | L 96/309

We,

J.M. Voith SE & Co. KG
Voithstraße 1
74564 Crailsheim

hereby declare that the equipment

Designation:	**Turbo coupling with constant fill**
Type	**T with connecting coupling GPK01/GPK01-XP**
	(all-metal disk pack coupling)
Serial No.:	**as per shipping documents**

satisfies all relevant requirements as per Annex I of Directive 2014/34/EU (Machinery Directive) up to the interfaces described in the operating manual. It is necessary to observe the technical data contained in the operating manual.

The above-described object of the declaration satisfies the relevant harmonization legislation of the union:

The following (harmonized) standards (or parts thereof) have been applied:

- EN 1127-1:2011
- EN 1127-2:2014
- EN 13463-1:2009
- EN 13463-5:2011
- EN 13463-8:2003
- EN 1710:2005 + A1:2008

Other technical specifications applied:

- EN ISO 12100:2010
- TRGS 727

The manufacturer is solely responsible for the issuance of this declaration of conformity.

You may request the relevant technical information from the person authorized for technical information at

J.M. Voith SE & Co. KG
Mr. Bernhard Ludas
Voithstraße 1
74564 Crailsheim

Signed for and on behalf of J.M. Voith SE & Co. KG:

Bregler, Haymo
Digital signiert von Bregler, Haymo
Datum: 2022.04.06 08:41:12+02'00'

Crailsheim	2022-04-06	Haymo Bregler (Manager T-Couplings / Explosion Protection Officer)
Place:	**Date**	**Name, position, signature**

printed version not under control

VOITH

Voith Turbo
Division Industry

Work Sheet amd499.5

Preservation and Packaging Instructions

T...

As delivered condition:
The as delivered condition of the Voith Turbo Couplings depends on the mode of transport and the storage period.
Condition No. 1 represents the as delivered standard. For deviations, please see the ordering documents.

No.	Transport and admissible storage period	Packing / Measures taken	Preservation	
			outside	inside
1	- Overland / air transport - Storage up to 6 months indoors (building)	- Device to suit transportation - Packed in PE foil - Weather protection provided by the means of transport	yes	no
2	- Sea transport - Storage up to 6 months indoors (building)	- Means suitable for transport - Sharp edges protected - Desiccant according to DIN 55473/55474 - Shrink-wrapped in PE foil - Water-proof cardboard or wooden box/crate - Inside of box/crate lid lined with sealed ribbed PE sheets (Akylux). PVC foil is put underneath in addition at butt joints	yes	no
3	- Sea transport - Storage up to 12 months indoors (building)	- As stated in 2	yes	yes
4	- Sea transport - Storage up to 24 months indoors (building)	- As stated in 2; shrink-wrapped in aluminum sandwich foil instead of PE foil.	yes	yes

Opening of the packaging:
Re-close airtight foils that have been opened for inspection upon receipt for further storage. Renew the desiccants.

Extension of the storage period:
The allowable storage period may be extended maximal three times according to the following descriptions. To do so, check the packaging and renew it, if necessary. Replace the desiccants and re-close the foil packing airtight.

External preservation / re-preservation:
Renew the external preservation according to the allowable storage period. Spray bright metal parts (hub bores, brake disks, etc.) with Houghton Ensis DWG2462.

Internal preservation / re-preservation:
Renew the internal preservation annually (for Condition No. 4: every 2 years). Wet the turbo coupling inside with an oil selected from the selection list.

- Turbo coupling on stock or mounted (turnable):
  For re-preservation, fill the turbo coupling with oil above the axis of rotation center and rotate the turbo coupling input and output at least once.
- Turbo coupling mounted (non-turnable):
  Fill the turbo coupling up to the uppermost fusible plug.

Then drain the oil and close the plug on the turbo coupling according to the specified procedure.

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VOITH

Voith Turbo
Division Industry

Work Sheet amd499.5

Preservation and Packaging Instructions

T...

Selection list for internal preservation agents:

Producer	Designation
Castrol	Rustilo 846
Mobil	Mobilarma 524 (SAE 30)
Houghton	Ensis Engine Oil 20
Wintershall	Wintershall Antikorrol 20W-20
The recommended operating fluids may also be used for preservation.	

Protect the turbo coupling against weather and environmental influences if it is installed in a machine that is not set into operation. Renew the external re-preservation every 6 months, internal re-preservation once a year. If necessary, clean the turbo coupling outside before performing re-preservation. Proceed for external and internal re-preservation as described above.

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Directive D-0503.1

Operating Fluids for Voith Turbo Couplings

Version 1 / 2024-01-30
Uncontrolled copy

Issued by:	Pilz, Thorsten	Date:	2017-09-25
Checked by: Released by:	Pilz, Thorsten Schust, Bernhard	Document (ID) No.:	91601312610
Products:	T… / TP… / S…		
Departments:	Industry		
Subject areas:	Operating fluids		
Ingress Protection	0: public		

Revision History

Revision	Date	Description	Issued by	Checked by	Released by
01	2024-01-30	Revisions in Chapters 3.4 / 3.5 / 3.6 / 6 / 8 Addition of Chapter 7	Pi	MPre	

Document Release

Action	Name	Signature
Issued by:	Pilz, Thorsten	
Checked by:	Preiß, Michael	

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Protection Class 0: Offen

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Protection Class 0: Offen

1 Field of Application

The list below contains the requirements to be fulfilled by operating fluids and a selection of types proposed for hydrodynamic couplings.

Turbo coupling with constant fill	(T…)
Fill-controlled turbo coupling	(TP…)
Variable speed turbo coupling	(S…)

Other fluids require the approval by Voith.
The producer's release is required for all materials which may get in contact with the lubricant.

In individual cases, special requirements can rule out a selection according to this list; in this case, the deviating specifications will be agreed upon order handling or they will be specified in the operating manual.

When designing the coupling, the possibly deviating density / filling and heat capacity of fluids compared to mineral oil need to be taken into account.

Application instructions specified by the producers that are normally stated in the product and safety data sheets are to be observed.

Notice

The values mentioned for the pour point, flash and fire point are approximate values and data originating from the oil suppliers. These may vary and Voith Turbo does not assume any warranty!

Country-specific production of the basic oil may result in different values.

- We recommend comparing the data with our specifications at any rate.
- In case of deviations, we urgently recommend consulting the respective oil producer.

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2 Requirements to be fulfilled by the Operating Fluid

The characteristics as per Directive D-0502 are required as far as the product is concerned.

Special attention has to be paid to:

- Viscosity: ISO VG 32 as per DIN ISO 3448 *)
- Viscosity on start-up:
  less than 15000mm²/s **(T…)**
  less than 1000mm²/s **(S… - displacement pump)**
  less than 500mm²/s **(TP…)**
  less than 250mm²/s **(S… - centrifugal pump)**
- Pour point: 4° C below the minimum ambient temperature or lower
- Flash point: higher than 180° C and at least 40° C above the nominal response temperature of the fusible plugs
- Resistance to aging: aging-resistant refined product
- Cleanliness grade: 21/18/15 as per ISO 4406
  9 as per NAS 1638
  10 as per SAE AS 4059
- Sealing compatibility: NBR (Nitril-Butadien caoutchouc)
  FPM / FKM (fluor-caoutchouc)
- Fire point  at least 50° C above the max. surface temperature
- Air release property: ≤ 5 min. at 50° C as per DIN ISO 9120 **(TP… / S…)**

Beneficial additional characteristics:

- Test to FE8:D7.5/80-80: Wear of rolling elements <30mg
- Resistance to aging: increased resistance to aging

*) In special cases ISO VG 10 – 46 (T…), ISO VG 22 – 68 (TP…), ISO VG 100 (S…) can be applied.

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3 Operating Fluids that can be used

3.1 Specifications / approvals

- Hydraulic oils HLP 32 to DIN 51524, Part 2 *)
- Lubricating oils CLP 32 to DIN 51517, Part 3
- Steam turbine oils LTD 32 to DIN 51515, Part 1 *)
- HD engine oils SAE 10 W (T… / TP…)
- ATF type A Suffix A (TASA) and type Dexron II, IID, IIE, III, MERCON (T… / TP…)
- M-891205 and M-921253 (T… / TP…)

*) In special cases ISO VG 10 – 46 (T…), ISO VG 22 – 68 (TP…), ISO VG 100 (S…) can be applied.

3.2 Operating temperature frequently above 100° C

FPM/FKM is recommended as sealing material; when selecting the mineral oil, ensure that it provides excellent oxidation resistance.

3.3 Proposed operating fluids VG 32 (T… / TP…)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Addinol Lube Oil GmbH	Hydraulic oil HLP 32	-21	195		
Avia	Avia Fluid RSL 32	-27	214	**X**	
	Gear RSX 32 S	-33	210	**X**	
Castrol	Alpha EP 32	-27	218	**X**	**X**
	Alpha VT 32	-42	234	**X**	**X**
	Hyspin ZZ 32	-30	216		**X**
	Hyspin AWS 32	-27	200		
Cepsa	HIDROSIC HLP 32	-24	204		
	EP 125	-30	206		
Chevron-Texaco	Texaco Rando HD 32	-30	196		
ENI	Agip Oso 32	-30	204		
	Agip Blasia 32	-29	215		
ExxonMobil	DTE 24	-27	220	**X**	
	Mobilfluid 125	-30	225		
	Mobil SHC 524	-54	234		
Fuchs Europe	Renolin MR10	-30	210		
	Renolin B10	-24	205		

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Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Klüber	Lamora HLP 32 (Next Generation)	-18	210		
	Klübersynth GEM 4-32 N [1)]	-50	200		**X**
Kuwait National Lubricant Oil Company (KNLOC)	Q8 Haydn 32	-30	208		
	Q8 Holst 32	-30	208		
Ravenol	Hydr. oil TS32	-24	220		
Shell	Tegula V32 [2)]	-33	211	**X**	**X**
	Tellus Oil S4 ME 32 [1)]	-54	240		
	Tellus Oil S3 M 32	-39	236		
SRS	Wiolan HS 32	-24	220	**X**	
	Wiolan HF 32 synth [1)]	-60	245		**X**
Total	Azolla ZS 32	-27	210		
	Azolla VTR 32	-36	230	**X**	**X**
	Preslia GT	-15	225		**X**

1) The operating fluid has got a lower density, its use has to be agreed with Voith.
2) Not admitted for use in TP… / DTP… .

Notice

The values mentioned above are approximate values and data originating from the oil producer. Voith Turbo does not assume any warranty! Country-specific production of the basic oil may result in different pour point, fire point and flash point values.

In case of critical applications, we recommend consulting the respective oil producer!

3.4 Proposed operating fluids VG 32 (S...)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Addinol Lube Oil GmbH	Hydraulic oil HLP 32	-33	235	**X**	
Addinol Lube Oil GmbH	Hydrodynamic transmission oil SGL 18	-39	225	**X**	
AP Oil International	AP Torque Oil 32	-25	210	**X**	
Autol	Hydraulic Oil HYS 32	-28	208	**X**	
Avia	Gear RSX 32-S	-33	211	**X**	**X**
Bharat Petroleum Corp. Ltd.	MAK Hydrol HLP 32	-9	190	**X**	
Caltex	Torque Fluid 32	-27	210	**X**	

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Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Castrol	Alpha EP 32	-27	218	X	X
Castrol	Alpha VT 32	-42	234	X	X
Castrol	Hyspin AWS 32	-27	200	X	
Castrol	Hyspin HL-XP 32	-36	230	X	
Castrol	Hyspin ZZ 32	-30	216		X
Cepsa	EP 125	-30	206	X	
Cepsa	Hidraulico HM 32	-24	204	X	
Cepsa	Mistral 32	-24	204	X	
Chevron-Texaco	Chevron Clarity Hydraulic Oil AW 32	-33	222		
Chevron-Texaco	Chevron Hydraulic Oil AW 32	-25	220		
Chevron-Texaco	Texaco Rando HD 32	-30	196	X	
Chevron-Texaco	Texaco Textran V 32	-39	220		
ENI	Agip Blasia 32	-29	215	X	
ENI	Agip OSO 32	-27	210	X	
ExxonMobil	Mobil DTE 10 Excel 32	-54	250	X	
ExxonMobil	Mobil DTE 24	-27	220	X	
ExxonMobil	Mobilfluid 125	-30	225	X	
Fabrika Maziva (FAM)	Hidofluid 125	-27	207	X	X
Fuchs Europe	Renofluid TF 1500	-24	224	X	
Fuchs Europe	Renolin Eterna 32	-15	220	X	
Fuchs Europe	Renolin ZAF 32 B	-30	215	X	
Fuchs Lubricants PTE Limited	Titan RR TF	-25	210	X	
Gazpromneft	Hydraulic HLP 32	-34	221		
Gulf Oil Corp. Ltd.	Crest EP 32	-24	212	X	
Gulf Oil Corp. Ltd.	Harmony AW 32	-24	202	X	
Hindustan Petroleum Corp.	Enklo HLP 32	-18	180	X	
Idemitsu Oil	Daphne Super Hydraulic Fluid 32	-35	216		
INA Maziva	INA Fluid V 32	-27	207		
Indian Oil Corp. Ltd.	Servo Torque 10	-34	213	X	
Indian Oil Corp. Ltd.	Servosystem HLP 32	-21	200	X	
Klüber	Lamora HLP 32 (New Generation)	-18	210	X	
Kuwait National Lubricant Oil Company (KNLOC)	Hydraulic Oil 32	-30	208	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Haydn 32	-30	208	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Holst 32	-18	208	X	X
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 van Gogh EP 32	-12	208	X	
Lotos Oil	Corvus 32	-30	225		
Lukoil LLK International	Geyser ST 32	-42	238	X	
Lukoil LLK International	Geyser ST 32	-42	238	X	
Maziva Zagreb d.o.o.	INA Fluid V 32	-36	230	X	

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Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
MOL Hungarian Oil	Hydro HM 32 hydraulic oil	-18	190		
Morris Lubricants	Liquimatic No. 4	-35	220	X	
OEST	Hydraulic Oil H-LP 32	-27	210	X	
OEST	Turbo Hyd 32 S	-30	210	X	X
OMV	fluid VWG 32	-36	225	X	
OMV	hyd HLP 32	-30	220	X	
Orlen Oil	Hydrol L-HM / HLP 32	-34	215	X	
Orlen Oil	Transol V 32	-36	218	X	X
Paramo / Mogul	HM 32	-40	195	X	
Paramo / Mogul	OT-HP 3	-30	205	X	
Petrobras	Lubrax Hydra XP 32	-21	232		
Petrobras	Lubrax Industial EGF 32 PS	-12	222		
Petrobras	Lubrax Turbina EP 32	-21	234		
Petro-Canada	Environ AW 32	-42	233	X	
Petro-Canada	Hydrex AW 32	-39	217	X	
Petro-Canada	Turboflo EP 32	-33	220	X	
Petrol Ofisi	Hydro Oil HD 32	-27	238	X	
Petronas	Hidraulik EP 32	-9	222	X	
Petronas	Jenteram HC Extra 32	-12	218	X	
Phillips 66	Diamond Class AW Turbine Oil 32	-40	227	X	X
Phillips 66	Powerflow AW Hydraulic Oil 32	-37	216	X	X
Prista Oil	Prista MHP 32	-30	218	X	
PTT Oil and Retail Business Public Company Limited	Votera 32	-25	210	X	
Repsol	Telex E 32	-24	218	X	
Rosneft	Gidrotec HLP 32	-30	215		
Shell	Tellus Oil S2 MX 32	-30	220	X	
Shell	Tellus Oil S3 M 32	-33	215	X	
Shell	Turbo Oil S4 GX 32	-33	230	X	X
Sinopec	Greatwall L-HM 32	-21	222	X	
SK Lubricants	ZIC Supervis AW 32	-40	230		
SRS	Wiolan HF 32	-27	200	X	
SRS	Wiolan HF 32 DB	-27	200	X	
SRS	Wiolan HX 32	-27	210	X	
Statoil	HydraWay HMA 32	-27	218	X	
Tide Water Oil Co. (India) Limited	Veedol Avalon HLP 32	-21	212		
Total	Azolla ZS 32	-27	210	X	
Valvoline Cummins Ltd.	Valvoline HLP 32	-18	220		
Wisura	Kineta 32 V	-24	224	X	

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3.5 Proposed operating fluids for low temperature application PAO VG 32 (S…)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
BASF SE	ProEco HE 801-32	-48	200	X	
Castrol	Aircol SR 32	-50	238	X	
Castrol	Alphasyn T 32	-54	210	X	
Castrol	Perfecto SN 32	-54	264	X	
ENI	Agip Dicrea SX 32	-60	248		
ExxonMobil	Mobil SHC 524	-54	234	X	
ExxonMobil	Mobil SHC 824	-54	248	X	
Fuchs Europe	Renolin Unisyn OL 32	-60	240	X	X
Klüber	Summit HySyn FG 32	-50	230	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Schumann 32	-54	224	X	
LUBRICANT CONSULT GmbH LUBCON	TURMOFLUID GV 32	-62	220		
Lubrication Engineers Inc	LE 9032 Monolec	-54	240		
Phillips 66	Syncon AW Hydraulic Fluid 32	-60	240		
Royal Purple	Synfilm GT 32	-62	249	X	
Shell	Tellus Oil S4 ME 32	-54	230	X	X
Statoil	Mereta 32	-60	235		X
Total	Dacnis SH 32	-57	250	X	
Wunsch	Syntholube compressor oil 32	-54	224	X	

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3.6 Proposed operating fluids VG 46 (S...)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Addinol Lube Oil GmbH	Hydraulic oil HLP 46 AF	-27	240	X	X
Addinol Lube Oil GmbH	Turbine Oil MT 46	-15	240	X	
Addinol Lube Oil GmbH	Turbine oil TP 46	-15	230	X	
ADNOC (Abu Dhabi National Oil Company)	GII Turbine Oil EP 46	-15	230		
Adnoc (Abu Dhabi National Oil Company)	Hydraulic Oil H 46	-34	228		
Bharat Petroleum Corp. Ltd.	MAK Hydrol CE 46	-24	230	X	
Caltex	Regal EP 46	-21	234		
Castrol	Hyspin XP 46	-27	215	X	X
Castrol	Hyspin ZZ 46	-30	225	X	X
Castrol	Perfecto XEP 46	-15	234	X	
Cepsa	HD Turbinas 46	-12	220	X	
Cepsa	Transmisiones EP 225	-30	232	X	
Chevron-Texaco	Texaco Rando HD 46	-30	204		
Chevron-Texaco	Texaco Regal Premium EP 46	-15	235	X	
ExxonMobil	Mobil DTE 10 Excel 46	-45	232	X	X
ExxonMobil	Mobil DTE 846	-30	244	X	
ExxonMobil	Mobil DTE Excel 46	-33	226	X	
Fuchs Europe	Renolin Eterna 46	-15	220	X	X
Gulf Oil Corp. Ltd.	Crest EP 46	-21	220	X	
Gulf Oil Corp. Ltd.	Harmony AW 46	-24	210	X	
Idemitsu Oil	Daphne Super Hydraulic Fluid 46	-32	230		
JOMO	Hydlux A 46	-35	224		
Kuwait National Lubricant Oil Company (KNLOC)	Hydraulic Oil 46	-30	222	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Haydn 46	-30	222	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Holst 46	-18	222	X	X
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 Hydraulic S-46	-30	222	X	
Kuwait Petroleum Int. Lubricants (Q8 Oils)	Q8 van Gogh EP 46	-12	222	X	
Lotos Oil	Corvus 46	-27	230		
Lotos Oil	Remiz TG 46	-18	228		
Lukoil LLK International	Geyser ST 46	-36	232	X	
Neste Oil	Neste Paine 46 ZFX	-27	220	X	
OMV	hyd HLP-AL 46	-27	232	X	
OMV	power turb 46	-15	254	X	
OMV	turb HTU 46	-15	216	X	
Paramo / Mogul	HM 46	-15	185	X	

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Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
PAZ Lubricants & Chemicals LTD	Pazelus CLH 46	-30	228	X	
Petrobras	Lubrax Turbina EP 46	-21	238	X	
Petro-Canada	Environ AW 46	-33	239	X	
Petro-Canada	Hydrex AW 46	-33	227	X	
Petro-Canada	Turboflo EP 46	-30	237	X	
Petronas	Jenteram HC 46	-9	218	X	
Petronas	Jenteram HC Extra 46	-9	218	X	
Phillips 66	Diamond Class AW Turbine Oil 46	-36	231	X	X
Phillips 66	Powerflow AW Hydraulic Oil 46	-34	221	X	
PTT Oil and Retail Business Public Company Limited	Terbin EP 46	-15	224	X	
Repsol	Hidróleo 46	-40	200	X	
Saudi Aramco	Turbo Compressor Oil 46 (acc. to 26-SAMSS-088)		230	X	
Shell	Tellus Oil S3 M 46	-33	220	X	X
Shell	Turbo Oil S4 GX 46	-21	245	X	X
Sinopec	Greatwall Ashless L-HM 46	-12	224	X	
Sinopec	Greatwall L-HM 46	-12	224	X	
Sinopec	Greatwall L-TSA 46	-13	221	X	
Sinopec	Greatwall L-TSE EP 46	-15	230	X	
TNK Oil	Turbo 46	-18	215		
Total	Preslia 46	-9	230	X	
Total	Preslia EVO 46	-15	254	X	X

3.7 Proposed operating fluids for low temperature application PAO VG 46 (S…)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
BASF SE	ProEco HE 801-46	-45	280	**X**	
Castrol	Alphasyn T 46	-57	220	**X**	
Chevron-Texaco	Cetus PAO 46	-57	250	**X**	
Fuchs Europe	Renolin Unisyn OL 46	-60	260	**X**	**X**
Klüber	Summit HySyn FG 46	-45	240	**X**	
Kuwait Petroleum International Lubricants (Q8 Oils)	Q8 Schumann 46	-54	238	**X**	
Lubrication Engineers Inc	LE 9046 Monolec	-51	248	**X**	
Royal Purple	Synfilm GT 46	-60	262	**X**	
Shell	Tellus Oil S4 ME 46	-51	250	**X**	**X**
Statoil	Mereta 46	-60	252	**X**	**X**

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3.8 Proposed operating fluids VG 100 (S...)

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Caltex	Regal EP 100	-18	255	**X**	
Castrol	Perfecto T 100	-12	215		
Chevron-Texaco	Texaco Ragal EP 100	-18	255	**X**	
ENI	Agip OTE 100	-8	250	**X**	
ExxonMobil	Mobil DTE Oil Heavy	-15	237		
	Teresstic T 100	27	242		
Kuwait National Lubricant Oil Company (KNLOC)	Q8 van Gogh 100	-12	254	**X**	
Petro-Canada	Hydrex AW 100	-30	250	**X**	
Shell	Turbo Oil T 100	-9	250	**X**	
Total	Azolla AF 100	-21	263	**X**	
	Preslia 100	-9	250	**X**	
Wunsch	Hydraulic oil HLP 100	-27	254	**X**	

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4 Operating Fluids for use in the Food Industry (T… / TP…)

4.1 Proposed operating fluids

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
Klüber	Summit HySyn FG 32	-45	>230		

Notice
USDA H1-Registration, satisfies the FDS requirements.

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5 High-Flash Point Fluids HFD-U (T...)

5.1 Precondition for the use

- Permissible material of radial shaft sealing ring: **FKM**

5.2 Proposed operating fluids

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	FE8 fulfilled
VOITH	HI-Fluid	-33	305	X	
Fuchs	Renosafe DU 46	-33	305	X	
	Renosafe FireProtect 46	-42	270	X	X

Notice

These high-flash point fluids of viscosity class ISO VG 46 contain neither chlorinated hydrocarbons nor phosphorus acid ester. The density of the fluids is lower than the density of water.

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6 Quickly Biodegradable Fluids HEES (T…)

6.1 Precondition for the use

- Permissible material of radial shaft sealing ring: **FKM**

6.2 Proposed operating fluids

Producer	Designation	Pour point in ° C	Flash point in ° C	Ignition point => 250° C	EU-Eco label
Fuchs	Plantosyn 3268**	-36	290	450	DE/027/273
	Plantosyn 32 HVI*	-46	220	450	DE/027/273
Panolin	PANOLIN HLP SYNTH E 32*	-18	175	250	DE/027/289
Shell	Naturelle S4 Hydraulik Fluid 46**	-51	260		NL/027/019

* VG 32
** VG 46

Notice

All indicated operating fluids are environmentally friendly, high-temperature stable HVI multigrade hydraulic oils based on fully saturated synthetic ester (HEES), quickly biodegradable according to OECD 301 B > 60 %. The water risk class is 1 and the density of this fluid is lower than the density of water.

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7 Anti-freezing Agent / Glysantine (TW…)

7.1 Preconditions for the use

- Permissible material of radial shaft sealing ring:
  NBR (preferable from the technical point of view)
  FKM
- Mixing ratio: **50:50**

7.2 Proposals for concentrates

Producer	Designation
AVIA AG	AVIA ANTIFREEZE APN-S
	AVIA ANTIFREEZE NG
BASF	GLYSANTIN G30
	GLYSANTIN G40
BELGİN MADENİ YAĞLAR TİC. ve SAN. A.Ş.	LUBEX ANTIFREEZE MG-40
BP Lubricants Technology Centre	Aral Antifreeze - silicate-free
	Castrol Radicool Si-OAT
CEPSA	XTAR SUPER COOLANT Si-OAT
CLASSIC Schmierstoff GmbH & Co. KG	CLASSIC KOLDA UE G30®
	CLASSIC KOLDA UE G40®
Cummins Filtration	Fleetcool® OAT Plus
ENI	Eni Antifreeze Spezial 12++
FUCHS SCHMIERSTOFFE GMBH	MAINTAIN FRICOFIN DP
KUWAIT Petroleum	Q8 Antifreeze Lobrid
Moove Lubricants Limited	Mobil Antifreeze Advanced Concentrate
	Mobil Antifreeze Ultra Concentrate
Nalco Australia	Nalcool NF40
NESTE Corporation	Neste Pro+ Coolant N
	Neste Pro+ Coolant M
ORGANIKA - CAR S.A	Glixol G12+ Long Life Koncentrat
	Glixol Premium G12++ Koncentrat
Pakelo Motor Oil	Pakelo Coolant G30® Red Long Life
	Pakelo Coolant G40® Hybrid
PANOLIN Production AG	PANOLIN ANTI-FROST MT-650
Total	TOTAL GLACELF SI-OAT

Notice
The water risk class is 1 and the density of this fluid is **higher** than the density of water.

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7.3 Proposals for mixed anti-freezing agents

Producer	Designation
BASF	GLYSANTIN G30 Ready Mix
	GLYSANTIN G40 Ready Mix
BP Lubricants Technology Centre	CASTROL Radicool Si-OAT Premix
CEPSA	XTAR SUPER COOLANT Si-OAT 50%
CLASSIC Schmierstoff GmbH & Co. KG	CLASSIC KOLDA UE G40® FG (1:1)
FUCHS SCHMIERSTOFFE GMBH	MAINTAIN FRICOFIN DP 50
Moove Lubricants Limited	Mobil Coolant Advanced Ready Mix
	Mobil Coolant Ultra Ready Mix
ORGANIKA - CAR S.A	Glixol G12+ Long Life -37
	Glixol Premium G12++ -37
Pakelo Motor Oil	Pakelo Coolant G40® Ready Mix
PUMA Energy International SA	Puma HD Hybrid Coolant 5050
RUBiS Energy Kenya PLC	Rubis Antifreeze Coolant
Total	TOTAL COOLELF SI-OAT
Valvoline Europe - Ellis Enterprises B.V.	Valvoline™ ZEREX™ G30® Ready To Use

Notice

The water risk class is 1 and the density of this fluid is **higher** than the density of water.

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8 Requirements to be fulfilled by the Operating Fluid 'Water'

Water can only be used in couplings which are suitable for this operating medium due to corresponding sealing and corrosion protection measures (e.g. TW... / TPW... / SVTW...).

8.1 Requirements

p_H-value (ϑ = 10° C)	5 - 8	(for $\vartheta_{operation} \leq$ 40° C)
	5 - 7.5	(for $\vartheta_{operation} <$ 70° C)

The water used should
– to the greatest possible extent, be free from solid matters,
– only contain a low amount of salt,
– contain only a low concentration of other additives.

8.2 Operating fluids that can be used

Normally, drinking water satisfies these requirements.

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9 Criteria and Information for Evaluation of used Oils

9.1 General

Mineral oils change with advanced operating time under the influence of atmospheric oxygen, temperature and impurities with catalytic effect. Additives applied are used up. This finally results in the fact that the mineral oil does no longer meet the requirements. Information enabling such an evaluation is based, above all, on the comparison of results of used oil analysis with the relevant data of the fresh oil. Considering the variety of the oils it is not advisable to define fixed limit values for individual characteristics. Only the interpretation of all combined characteristic values can provide a verifying statement as to the fitness for continued use of the operating fluid.

Notice
The decision regarding the suitability of the operating oil for continued use thus remains reserved to the respective oil producer / oil supplier.

9.2 Sampling

Used oils should be checked for continued usability (trend analysis) at regular intervals (see installation and operating manual). Correct and careful sampling is of utmost importance for the informative value of analysis results. Samples should preferably be taken from an area with oil in motion during operation or immediately upon standstill of the unit. It is important here to ensure that a certain flow quantity is drained before filling the sample container.

Notice
The sample quantity depends on the scope of inspection.
For a standard scope as per Chapter 8.3 a sample quantity of 0.5 liters is required.

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9.3 Scope of analysis

The scope of the analysis depends on the condition of the unit and possible problems.
The following scope may be selected for a standard analysis to evaluate the condition of the oil and the unit:

- Additives:
  Calcium, magnesium, zinc, phosphorus, barium, boron
- Contaminants:
  Silicone, potassium, sodium, water as per Karl Fischer in ppm (or %)
- Condition of oil:
  Viscosity at 40° C and 100° C, viscosity index, oxidation,
  appearance, neutralization number
- Wear metals:
  Iron, chromium, tin, aluminum, nickel, copper, lead, molypdenum, PO index
- Particle counting as per ISO 4406 / SAE 4059
- Air release property (LAV) as per DIN ISO 9120 I ASTM D 3427

9.4 Criteria / information for the evaluation of used oils

The following list contains aspects to be considered and rough standard limits for evaluating the suitability of operating oils for continued use from Voith Turbo's point of view. These data can only be considered as reference values as they depend on the different operating conditions as well as also on the composition and type of oil.

9.4.1 Additives

Increasing aging of the oil may reduce the value of the failure load stage.
In addition to visual inspections of the components (see operating manual), the oil producer/supplier should issue a statement about the residual content of additives via the infrared spectrum. A residual content of EP additives of more than 30% normally guarantees that the reduction of the FZG load stage is not more than one stage. A lower residual content of EP additives indicates that the oil needs to be changed.

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9.4.2 Oil condition

A visual / sensory test (severe blackening, settling of residues (formation of sludge) and precipitation and / or sharp or burning smell) and the results of the oil analysis indicate that the oil needs to be changed.

A change in viscosity of > ± 10 % compared to the fresh oil is also an indication for a necessary oil change.

Notice
It is necessary to find the cause for the change in viscosity!

9.4.3 Neutralization number NZ (DIN 51558)

The increase in neutralization number is not a general criterion for the aging of oil.

However, it is recommended changing the oil at the following increase of the neutralization number compared to the one of fresh oil:

- for turbine oils: 0.5 - 1.0 mg KOH / g
- for HLP oils: 1.0 - 1.5 mg KOH / g
- for CLP oils: 1.5 - 2.0 mg KOH / g

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9.4.4 Water content (DIN ISO 3733)

If the water content exceeds 0.05 weight-percent (500 ppm), measures to remove the water have to be taken. Procedure: Centrifuging, filtering using a coalescer (multi-phase separator), vacuum treatment, settling (by letting the oil rest for 1 to 2 days) and draining through a drain cock or by heating up.

At a water content of ≥ 0.2 weight-% (already visible as clouding of the oil), the oil needs to be changed.

Oils with verified water release property are capable of emulsifying up to approx. 0.2 % water without any negative effect on the function.

Notice
Find the cause for water content!

9.4.5 Air release property LAV (DIN ISO 9120)

Air release property of new oil ≤ 5 minutes (0.2 % at 50° C).
It is necessary to change the oil in case of pressure and speed variations, if other causes, as e.g. too low oil level, can be excluded.
We recommend determining the air release property value.

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Work Sheet amd 682.1

Arrangement of fusible plugs (FP)

T… / DT…

VTCs of type T, TW and DT and Ex-protection as per Directive 2014/34/EU

Number and arrangement of fusible plugs (FP), blind screws, and switching elements for outer wheel drive (inner wheel drive) for the standard design.

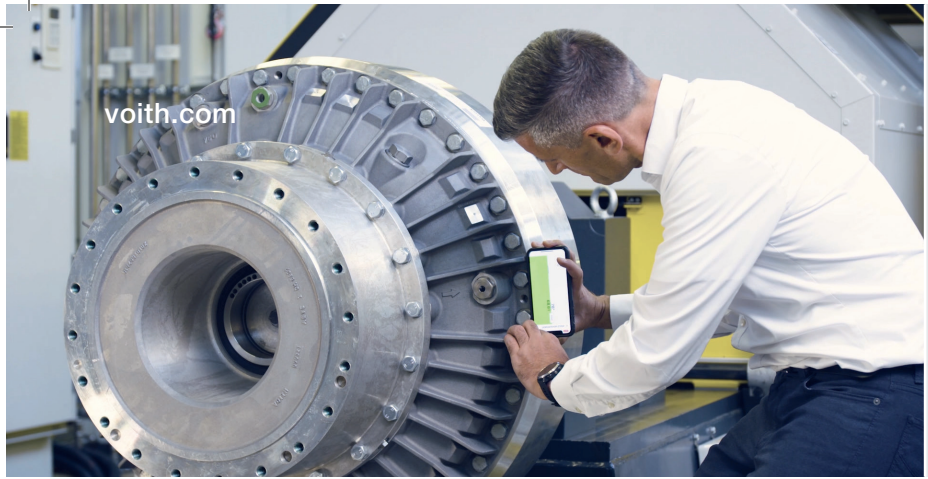
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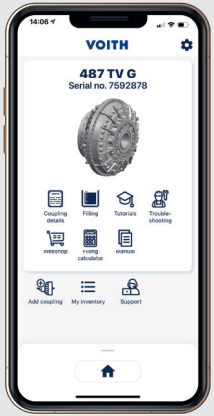
- From VTC size 366, a sight glass is installed
- For VTC size 650, the outer wheel for M24 is to be used for Ex-protection.
- The BTM is not approved for explosive atmospheres
- A deviating arrangement, in consideration of the thermal behavior, is only permitted upon consultation with Voith (with the exception of the next item)
- Deviating arrangement is not permitted for
  - blocking driven machines with inner wheel drive
  - a position from which the operating medium sprays in brake drum direction

	Outer wheel - no Ex			Outer wheel - Ex			Optional	Remark
VTC size	**FP**	**Blind screw**	**Sight glass**	**FP**	**Blind screw**	**Sight glass**	**MTS-BTS-BTM- Switching element**[1] [2]	
154	1 (2)	- (1)	-	1 (2)	- (1)	-	-	With blocking driven machine and inner wheel drive, radial arrangement of FP required. *For radial arrangement of the FPs: 2 additional bores in the outer wheel
154 DT [4]	2	- (2)	-	2	- (2)	-	-	
206	1 (2)	- (1)	-	1 (2)	- (1)	-	1[3]	
206 DT [4]	2	- (2)	-	2	- (2)	-	1[3]	
274	1 (2)	- (1)	-	1 (2)	- (1)	-	1[3]	
274 DT [4]	2	- (2)	-	2	- (2)	-	1[3]	
366	1	4	1	2	3	1	1	
366 TW	2	3	1	4	1	1	1	
422	2	5	1	4	3	1	1	
487	2	5	1	4	3	1	1	
562	2	5	1	4	3	1	1	
650	3	2	1	3**	2	1	1	**OW-M24
750	2	3	1	4	1	1	1	
866	3	2	1	4	1	1	1	
866 DT [4]	6	5	1	10	1	1	1	
1000	3	2	1	4	1	1	1	
1000 DT [4]	6	5	1	10	1	1	1	
1150	3	2	1	4	1	1	1	
1150 DT [4]	6	5	1	10	1	1	1	

1) Optional: The MTS, BTS or BTM switching element is inserted instead of a blind screw. The BTM switching element may only be inserted in the outer wheel.
2) The blind screw opposite the BTM has to be replaced by the counterweight.
3) Only possible with rework in case of radial arrangement of the FP in the outer wheel.
4) For VTCs with 2 outer wheels (DT), the number of FPs is evenly distributed to both outer wheels.

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