

# [Technical Data] Selection of Transmission Timing Belts 1

Selection is easy with Timing Pulleys and Belts automatic calculation tool available at:  
[http://fawos.misumi.jp/FA\\_WEB/pulley\\_sea/](http://fawos.misumi.jp/FA_WEB/pulley_sea/)

## [Step 1] Setting the Required Design Conditions

- (1) Machine Type (2) Power Transmission (3) Load Variances (4) Operation Duration per Day (5) Small Pulley Rotational Speed  
(6) Rotation Ratio (Lg. Pulley # of Teeth / Small Pulley # of Teeth) (7) Shaft Center Distance (Interim) (8) Pulley Diameter Limitation (9) Other Usage Conditions

## [Step 2-a] Calculating Design Power.....MXL/XL/L/H/S\_M/MTS\_M/T Series

• Design Power (Pd) = Transmission Power (Pt) x Overload Factor (Ks)

• Calculate Transmission Power at Motor Rated Power Output. (It is ideal to calculate from the actual load applied to the belt.)

• Overload Factor (Ks)=Ko+Kr+Ki

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Ko : Overload Correction Factor (Table 1)

Kr : Rotation Ratio Correction Factor (Table 2)

Ki : Idler Correction Factor (Table 3)

\* When converting the torque (Tq) into transmission power (Pd), calculate the applicable values by using the following expressions.

Torque (Tq) = tqxKs

Transmitting Power (Pd) = Tqxn/9550

Tq : Design Torque (N-m)

tq : Transmission Torque

Ks : Overload Factor

Pd : Design Power (kW)

n : Speed (rpm)

i. If the maximum torque is used once or twice per day, calculate the design power by assigning "the load correction factor (Ko) = 1.0" to the expression for the overload factor and then, by multiplying the maximum torque by the overload factor (Ks) derived from the said expression.

ii. If the maximum torque is used very often, calculate the design power by multiplying the maximum torque by the applicable overload factor (Ks).

<For Timing Belts based on Spindle Motor>

Calculate the design power by calculating the transmission power from the basic rotation speed and then, by multiplying it by the applicable overload factor (Ks).

<For Timing Belts based on Linear Drive>

Calculate the design power by using the following expressions.

Te=mxα

Pt=TexV/1000

Pd=PtxKs

Te : Effective Tension (N)

m : Mass (g)

α : Acceleration (m/sec<sup>2</sup>)

V : Belt Speed (m/sec)

Pt : Transmission Power (KW)

Pd : Design Power (kW)

Ks : Overload Factor

Table 1. Load Correction Factor (Ko)

Typical Machines Using a Belt	Motor					
	Max. Output not Exceeding 300% of Rated Value			Max. Output Exceeding 300% of Rated Value		
	AC Motor (Standard Motor, Synchronous Motor)			Special Motor (High torque), Single-Cylinder Engine		
	DC Motor (Shunt), Engine with 2 or More Cylinders			DC Motor (Series), Operation with Lye Shaft or Clutch		
Operation Hours			Operation Hours			
Intermittent use	Regular Use	Continuous Use	Intermittent use	Regular Use	Continuous Use	
1 Day 3 to 5 hrs	1 Day 8 to 12 hrs	1 Day 8 to 12 hrs	1 Day 3 to 5 hrs	1 Day 8 to 12 hrs	1 Day 8 to 12 hrs	
Exhibit Instrument, Projector, Measuring Instrument, Medical Machine	1.0	1.2	1.4	1.2	1.4	1.6
Cleaner, Sewing Machine, Office Machine, Carpentry Lathe, Belt Sawing Machine	1.2	1.4	1.6	1.4	1.6	1.8
Light Load Belt Conveyor, Packer, Sifter	1.3	1.5	1.7	1.5	1.7	1.9
Liquid Mixer, Drill Press, Lathe, Screw Machine, (Circular Sawing) Machine, Planer, Washing Machine, Paper Manufacturing Machine (Excluding Pulp Manufacturing Machine), Printing Machine	1.4	1.6	1.8	1.6	1.8	2.0
Mixer (Cement and Viscous Matter), Belt Conveyor (Ore, Coal and Sand), Grinder, Shaping Machine, Boring Machine, Milling Machine, Compressor (Centrifugal), Vibration Sifter, Textile Machine (Warper and Winder), Rotary Compressor, Compressor (Reciprocal)	1.5	1.7	1.9	1.7	1.9	2.1
Conveyor (Apron, Pan, Bucket and Elevator), Extraction, Fan, Blower (Centrifugal, Suction and Discharge), Power Generator, Exciter, Hoist, Elevator, Rubber Processor (Calender, Roll and Extruder), Textile Machine (Weaving Machine, Fine Spinning Machine, Twisting Machine and Weft Winding Machine)	1.6	1.8	2.0	1.8	2.0	2.2
Centrifugal Separator, Conveyor (Feed and Screw), Hammer Mill, Paper Manufacturing Machine (Pulpaport)	1.7	1.9	2.1	1.9	2.1	2.3

☞ Typical machines using a belt are listed above. For other machines using a belt, a load correction coefficient should be determined by reference to this table.

☞ In the case of starts / stops over 100 times per day or rapid acceleration / deceleration, check the above values multiplied by 1.3. (MTS\_M only)

Table 2. Speed Ratio Correction Coefficient (Kr)

Speed Ratio	Coefficient (Kr)
1.00 to 1.25	0
1.25 to 1.75	0.1
1.75 to 2.50	0.2
2.50 to 3.50	0.3
3.50 or more	0.4

Table 3. Idlers Correction Coefficient (Ki)

Position of Idler	Coefficient (Ki)
Outside the loose side of the belt	0
Inside the loose side of the belt	0.1
Outside the tensioned side of the belt	0.1
Inside the tensioned side of the belt	0.2

## [Step 2-b] Calculating Design Power .....For P\_M/UP\_M Series

• Design Power (Pd) = Transmission Power (Pt) x Overload Factor (Ks)

• Calculate Transmission Power at Motor Rated Power Output. (It is ideal to calculate from the actual load applied to the belt.)

• Normal Motor Load Factor (Ks)=Ko+Ki+Kr+Kh

Ko : Application Coefficient (Table 4)

Ki : Idler Correction Factor (Table 5)

Kr : Speed Multiplication Correction Factor (Table 6)

Kh : Operation Time Correction Factor (Table 7)

Table 4. Service Coefficient (Ko)

Type of Driven machine		Type of Motor			
		I	II	III	
Peak Output/Basic Output		200% or Less	200 to 300	300% or More	
A	Extremely Smooth Transmission	1.0	1.2	1.4	
B	Fairly Smooth Transmission	1.3	1.5	1.7	
C	Transmission with Moderate Impact	1.6	1.8	2.0	
D	Transmission with Considerable Impact	1.8	2.0	2.2	
E	Transmission with Large Impact	2.0	2.2	2.5	
Motor	AC Motor	Single-Phase	—	—	All Types
		Squirrel-Cage Induction	2 Poles	100kW or More	90~3.7kW
	4 Poles		55kW or More	45kW or Less	—
	6 Poles		37kW or More	30kW or Less	—
	8 Poles		15kW or More	11kW or Less	—
	Wire-Wound	4 Poles	—	15kW or Less	11kW or Less
		6 Poles	—	11kW or Less	7.5kW or Less
		8 Poles	—	5.5kW or Less	3.7kW or Less
	Synchronous Motor		—	Average Torque	High Torque
	DC Motor		Shunt	Compound	Series
Internal Combustion Engine		8 or More Cylinders	7 ~ 5 Cylinders	4 ~ 2 Cylinders	
Hydraulic Motor		—	—	All Types	

Note) For transmission involving forward/reverse operation, a large moment of inertia, extremely large impact, etc., the basic service coefficient may be 2.5 or more.

Type	Typical Driven Machines
A	Measuring Instrument, Camera Device, Radar, Medical Machine, Projector
B	Belt Conveyor (For Light Load) Chain Conveyor (For Light Load) Drill Press, Lathe, Screw Machine Electric Typewriter, Calculator, Duplicator, Printing Press, Cutter, Paper Folder, Printer, Mixer, Calender-Dryer, Lathe, Belt Sawing Machine, Plane, Circular Sawing Machine, Planer, Mixer (Liquid), Bread Baking Machine, Flour Kneading Machine, Sifter (Drum and Cone), Sawing Machine
C	Belt Conveyor (Ore, Coal, Sand), Elevator, Boring Mill, Grinder, Milling Machine, Shaper, Metal Sawing Machine, Wind Hoist, Dryer, Washing Machine (Including a Wringer), Excavator, Mixer, Granulating Machine, Pump (Centrifugal, Gear and Rotary), Compressor (High-Speed Center), Stirrer, Mixer (Viscous Matter), Centrifugal Forced Blower, General Rubber Handling Machine, Power Generator, Sifter (Electric)
D	Conveyor (Apron, Bucket, Flight, Screw), Hoist, Cutting Press, Shattering Machine, Pulp Manufacturing Machine, Weaving Machine, Spinning Machine, Twisting Machine, Blender, Centrifugal Separator, Blower (Axial Flow, for Mining and Roots), General Construction Equipment, Hammer Mill, Rollgang
E	Crank Press, Pump (Reciprocal), Compressor (Reciprocating), Civil Engineering, Mining Equipment Including Crushing Machine (Ball, Rod, Gravel), Rubber Mixer

Table 5. Correction Coefficient when Idler is Used (Ki)

Location of Idler in Use	Inside	Outside
Loose Side of the Belt	0	+0.1
Tense Side of the Belt	+0.1	+0.2

Should be applied for each idler.

Table 6. Speed Increase Correction Coefficient (Kr)

Speed Increase Ratio	Correction Coefficient
1 to 1.25	0
1.25 to 1.75	+0.1
1.75 to 2.5	+0.2
2.5 to 3.5	+0.3
3.5 or more	+0.4

Table 7. Operating time Correction Coefficient (Kh)

Operation Hours	Correction Coefficient
Operated 10 or More Hours a Day	+0.1
Operated 20 or More Hours a Day	+0.2
Operated 500 Hours or Less (For Seasonal Operation)	-0.2

# [Technical Data] Selection of Transmission Timing Belts 3

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## [Step 3] Temporarily Selecting the Type of Belt from Selection Guide Table

Table 19. Selection Guide Table 1 (MXL, XL, L, H, T5, T10)

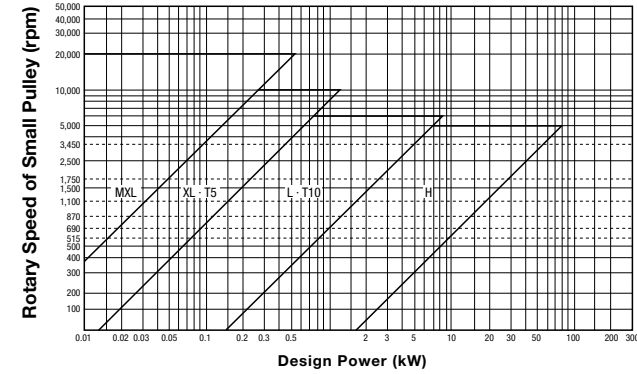


Table 20. Selection Guide Table 2 (S\_M series)

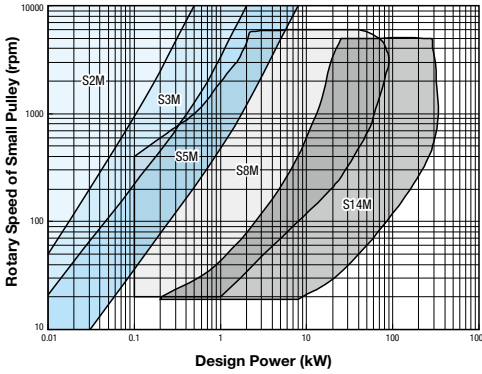


Table 21. Selection Guide Table 3 (P\_M series)

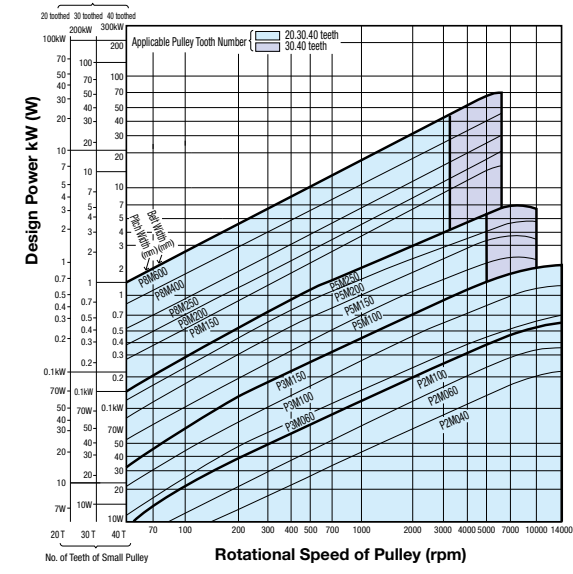


Table 22. Selection Guide Table 4 (MTS8M)

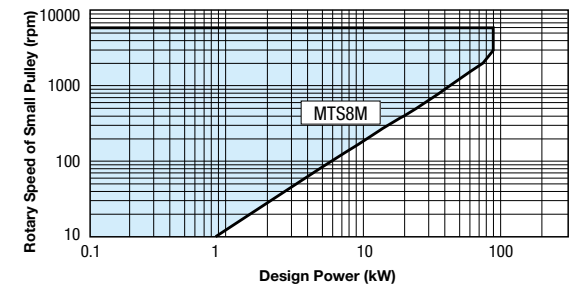


Table 23. Selection Guide Table 5 (UP\_M series)

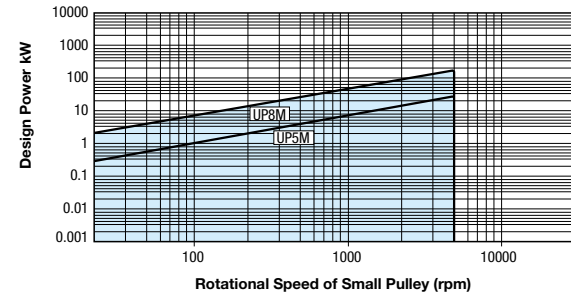


Table 24. Selection Guide Table (2GT-3GT series)

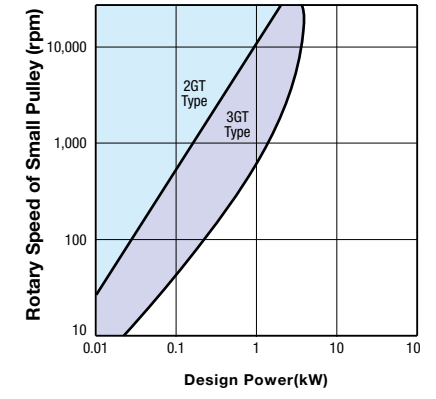
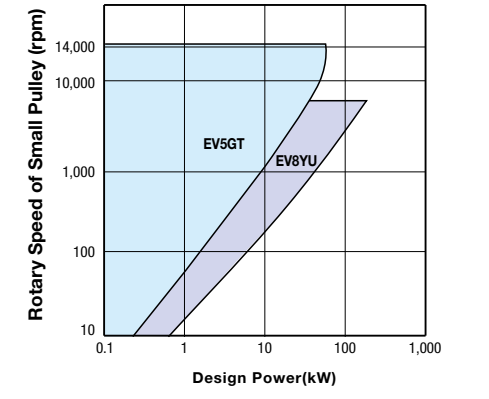


Table 25. Selection Guide Table (EV5GT-EV8YU series)



## [Step 4] Determining Number of Teeth of Large and Small Pulley, Belt Length, Inter-Shaft Distance

(1) Select the number of teeth of large and small pulley from P.2261~2271, which can satisfy the predetermined speed ratio.  
(However, select the small pulley with number of teeth more than Min. Number of Teeth on Table 26.)

$$\text{Speed Ratio} = \frac{\text{Number of Teeth of Large Pulley}}{\text{Number of Teeth of Small Pulley}}$$

Table 26. Allowable min. number of teeth

Rotary Speed of Small Pulley (rpm)	Type of Belt, Minimum Number of Teeth																						
	MXL	XL	L	H	S2M	S3M	S5M	S8M	S14M	P2M	P3M	P5M	P8M	UP5M	UP8M	MTS8M	T5	T10	2GT	3GT	EV5GT	EV8YU	
900 or Less	12	11	14	16	16	16	16	24	-	14	14	18	22	18	22	24	12	16	12	14	18	26	
Over 900 1200 or Less	15	11	14	18	16	16	20	25	40	14	14	20	24	20	24	24	14	18	14	14	20	28	
Over 1200 1800 or Less	15	12	16	20	18	18	24	28	48	14	14	24	26	24	26	26	16	20	16	16	24	32	
Over 1800 3600 or Less	16	16	19	24	20	20	24	30	-	16	18	28	28	28	28	28	18	22	18	20	28	36	
Over 3600 4800 or Less	-	16	20	24	20	20	24	32	-	18	20	30	30	30	30	30	18	22	20	20	30	-	
Over 4800 10000 or Less	-	-	-	-	20	20	26	-	-	20	28	40	-	40	-	-	-	-	-	-	-	-	-

(2) Determine approx. belt circum. length (Lp) in terms of temporary inter-shaft distance (C'), diameter of large pulley (Dp) and diameter of small pulley (dp).  
(Calculate pulley diameter with P.D. dimensions.)

$$L_p = 2C' + \frac{\pi(D_p + d_p)}{2} + \frac{(D_p - d_p)^2}{4C'}$$

C' : Temporary Inter-shaft Distance  
Dp : Pitch Diameter of Large Pulley (mm)  
dp : Pitch Diameter of Small Pulley (mm)  
Lp' : Approx. Belt Circum. Length (mm)

(3) Determine a belt circum. length (Lp') that is the nearest value to approx. belt circum. length referring to P.1459~1470, and then calculate the correct inter-shaft distance using the following formula.

$$C = \frac{b + \sqrt{b^2 - 8(D_p - d_p)^2}}{8}$$

$$b = 2L_p - \pi(D_p + d_p)$$

Dp : Pitch Diameter of Large Pulley (mm)  
dp : Pitch Diameter of Small Pulley (mm)  
Lp : Belt Circum. Length (mm)  
C : Inter-shaft Distance

## [Step 5] Determining Belt Width

(1) Calculate an approx. belt width using the following formula, and then select a belt width (Bw':mm) that is the nearest value to the approximated value.

$$Bw' = \frac{P_d}{P_s \cdot K_m} \times W_p$$

Pd : Design Power  
Ps : Reference Transmission Capacity.....Use the Reference Transmission Capacity Table on P.2261~2271.  
Km : Engagement Correction Coefficient (Table 27)  
Wp : Reference Belt Width (Table 28)

Table 27. Engagement Correction Coefficient (Km)

No. of Teeth Engaged Zm	More than 6	5	4	3	2
Km	1.0	0.8	0.6	0.4	0.2
*Km	1.0	0.7	0.5	-	-

Table 28. Reference Belt Width (Wp)

Type of Belt	MXL	XL	L	H	S2M	S3M	S5M	S8M	S14M	MTS8M
Reference Belt Width	6.4	25.4	25.4	25.4	4	6	10	60	120	60

Type of Belt	P2M	P3M	P5M	P8M	T5	T10
Reference Belt Width	4	6	10	15	10	10

$$\text{No. of Teeth Engaged (Zm)} = \frac{Z_d \cdot \theta}{360^\circ}$$

$$\theta = 180^\circ - \frac{57.3(D_p - d_p)}{C}$$

Zd: No. of Teeth of Small Pulley  
Dp: Pitch Diameter of Large Pulley (mm)  
C: Inter-shaft Distance (mm)  
θ: Contact Angle (°)  
dp: Pitch Diameter of Small Pulley (mm)

(2) Check if Design Power (Pd) satisfies the following formula. (If not, select the belt width of one size larger again.)

For belt types P□M and UP□M, substitute \*Km for meshing compensation factor

- Pd < Ps · Km · Kb
  - 2GT · 3GT · EV5GT · EV8YU
  - Pd < Ps · Km · Kb · KL
- Pd : Design Power  
Ps : Reference Transmission Capacity  
Km : Engagement Correction Coefficient  
Kb : Width Correction Coefficient (Table 29)  
KL : Length Correction Coefficient (Table 30)

Table 29. Width Correction Coefficient (Kb)

Type of Belt	Nominal	mm	Width Correction Coefficient Kb
MXL	019	4.8	0.72
	025	6.4	1.00
	037	9.5	1.57
	050	12.7	2.18
XL	025	6.4	0.15
	031	7.9	0.21
	037	9.5	0.28
	050	12.7	0.42
L	050	12.7	0.42
	075	19.1	0.71
	100	25.4	1.00
	150	38.1	1.56
H	150	38.1	1.56
	150	38.1	1.56
	200	50.8	2.14
	200	50.8	2.14
S2M	040	4	1.00
	060	6	1.59
	100	10	2.84
S3M	060	6	1.00
	100	10	1.79
	150	15	2.84
S5M	100	10	1.00
	150	15	1.59
	250	25	2.84
S8M	150	15	0.21
	250	25	0.37
	300	30	0.45
MTS8M	400	40	0.63
	400	40	0.29
S14M	400	40	0.29
	600	60	0.45
P2M	40	4	1.00
	60	6	1.59
	100	10	1.78
P3M	150	15	2.84
	100	10	1.00
P5M	150	15	1.59
	150	15	1.00
P8M	250	25	1.79
	100	10	1.00
T5	150	15	1.60
	200	20	2.30
	250	25	2.90
T10	150	15	1.60
	200	20	2.30
	250	25	2.90
2GT	4	4	1.00
	6	6	1.67
	9	9	2.67
3GT	6	6	1.00
	9	9	1.66
EV5GT	15	15	2.97
	9	9	0.53
EV8YU	12	12	0.76
	15	15	1.00
EV8YU	15	15	0.71
	20	20	1.00
	25	25	1.29

Table 30. Length Correction Coefficient (KL)

Length Correction Coefficient (KL)	0.80	0.90	1.00	1.10	1.20
2GT Belt Length (mm)	130 or less	131~182	183~280	281~419	420 or less
3GT Belt Length (mm)	190 or less	191~260	261~400	401~599	600 or less
EV5GT Belt Length (mm)	440 or less	441~550	551~800	801~1100	1101 or less
EV8YU Belt Length (mm)	600 or less	601~900	901~1250	1251~1799	1800 or less







# Synchronous Belt Reference Information

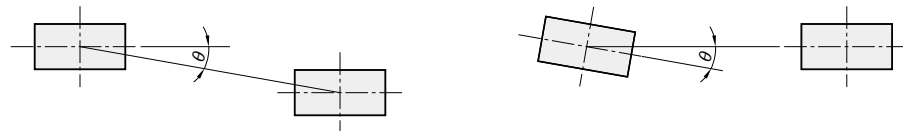
# Synchronous Belt Replacement Signs

## Early failures and countermeasures

Abnormal Phenomena	Cause	Measures
<b>Abnormal Wear of Belt Side Faces</b>	<ul style="list-style-type: none"> <li>Pulley misalignment</li> <li>Pulley shafts misalignments</li> <li>Bent pulley flanges</li> </ul>	<ul style="list-style-type: none"> <li>Realign</li> <li>Correct shaft misalignments</li> <li>Correct bent pulley flanges</li> </ul>
<b>Tooth Contact Pressure Surface Abnormal Wear</b>	<ul style="list-style-type: none"> <li>Overload</li> <li>Belt tension too high, too low</li> </ul>	<ul style="list-style-type: none"> <li>Redesign with a wide belt or use larger belt pitch</li> <li>Adjust initial belt tension</li> </ul>
<b>Belt abnormal wear on pulley contacting area</b>	<ul style="list-style-type: none"> <li>Pulley tooth shape incorrect</li> <li>Belt tension too high</li> </ul>	<ul style="list-style-type: none"> <li>Adjust initial belt tension</li> <li>Try to recreate belt systems by taking note of tooth tip radius</li> </ul>
<b>Broken/missing tooth</b>	<ul style="list-style-type: none"> <li>Pulley diameter too small</li> <li>Small pulley meshing 6 teeth or less</li> <li>Shock loading exists</li> </ul>	<ul style="list-style-type: none"> <li>Redesign</li> <li>Increase small pulley tooth mesh or redesign</li> <li>Avoid shock loading on belt</li> <li>Increase belt width</li> </ul>
<b>Severed Core Wire</b>	<ul style="list-style-type: none"> <li>Overload</li> <li>Core wire decreased elasticity or corrosion</li> <li>Induction of foreign matter</li> <li>Excessive temperature</li> </ul>	<ul style="list-style-type: none"> <li>Redesign</li> <li>Check belt storage and shipping history/condition</li> <li>Avoid shocks</li> <li>Provide a belt cover</li> <li>Lower environment temperature</li> </ul>
<b>Cracks on Backing Rubber</b>	<ul style="list-style-type: none"> <li>Usage in low temperature</li> <li>Pulley diameter too small</li> </ul>	<ul style="list-style-type: none"> <li>Raise environment temp.</li> <li>Increase pulley diameter</li> </ul>
<b>Heat Degradation of Rubber</b>	<ul style="list-style-type: none"> <li>Rubber degradation due to high environment temperature</li> </ul>	<ul style="list-style-type: none"> <li>Lower environment temperature</li> </ul>
<b>Rubber Swelling</b>	<ul style="list-style-type: none"> <li>Contact with oils</li> <li>Contact with water</li> </ul>	<ul style="list-style-type: none"> <li>Avoid oil from contacting</li> <li>Avoid water from contacting</li> </ul>
<b>Abnormal Wear of Pulley Teeth</b>	<ul style="list-style-type: none"> <li>Overload</li> <li>Belt tension too high</li> <li>Pulley material too soft</li> </ul>	<ul style="list-style-type: none"> <li>Redesign</li> <li>Adjust initial belt tension</li> <li>Apply surface hardening treatment on pulley or change pulley material</li> </ul>
<b>Pulley Circumference Wear</b>	<ul style="list-style-type: none"> <li>Pulley service life has been reached</li> <li>Belt tension too high (core wire visible on belt back side)</li> </ul>	<ul style="list-style-type: none"> <li>Replace with a new pulley</li> <li>Replace with new pulley and belt, and use lower belt tension</li> </ul>
<b>Abnormal Sound</b>	<ul style="list-style-type: none"> <li>Belt tension too high</li> <li>Overload</li> <li>Pulley diameter too small</li> <li>Pulley tooth shape incorrect</li> </ul>	<ul style="list-style-type: none"> <li>Realign</li> <li>Adjust initial belt tension</li> <li>Redesign</li> <li>Correct pulley tooth geometry</li> </ul>
<b>Apparent Belt Stretch</b>	<ul style="list-style-type: none"> <li>Shaft center distance too small</li> <li>Loose machine base</li> </ul>	<ul style="list-style-type: none"> <li>Adjust to correct shaft distance</li> <li>Reinforce machine base</li> </ul>

## About Pulley Alignments

Misaligned pulleys may cause early belt failure and flange damages. Align as show below



### •MXL/XL/L/H/S\_M/MTS\_M/T Series

Belt width (mm)	10	20	30≤
tanθ	5/1000	3/1000	2/1000

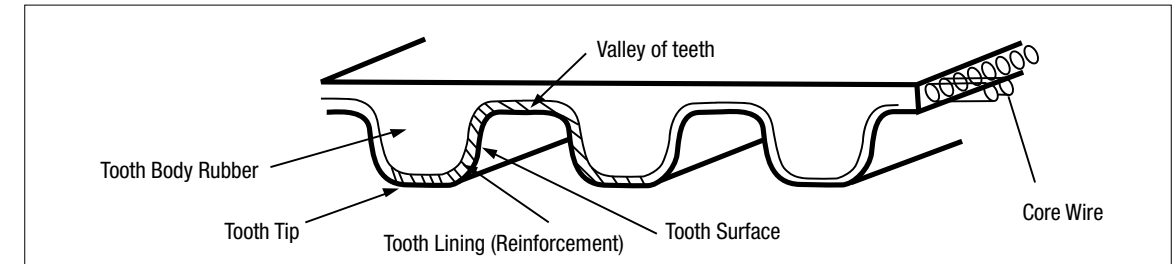
### •P\_M/UP\_M

Belt width (mm)	≤30
tanθ	5/1000

### •\_GT/EV5GT/EV8YU

Belt width (mm)	≤20	20<40
tanθ	6/1000	3/1000

## Names of Belt Components



## Examples of Belt Replacement Signs

Examples	Condition
1. When belt tooth reinforcement fabric is worn and rubber/core wire are exposed When tooth surface/grooves are worn and rubber/core wire are exposed	
2. When the backing rubber shows cracks due to hardening	
3. When cracks reaching the rubber are seen at tooth base	
4. Belt side faces are damaged due to wear	
5. When missing tooth can be seen	
6. When excessive wear can be seen on belt back side	
7. When belt or core wire are broken	

These are belt replacement timing guides. Early or periodical replacements are recommended even the signs shown above are not yet visible.