SPUR GEARS

BACKLASH

Stock spur gears are cut to operate at standard center distances. The standard center distance being defined by:

$$\text{Standard Center Distance} = \frac{\text{Pinion PD} + \text{Gear PD}}{2}$$

When mounted at this center distance, stock spur gears will have the following average backlash:

Diametral Pitch	Backlash (Inches)	Diametral Pitch	Backlash (Inches)
3	.013	8-9	.005
4	.010	10-13	.004
5	.008	14-32	.003
6	.007	33-64	.0025
7	.006		

An increase or decrease in center distance will cause an increase or decrease in backlash.

Since, in practice, some deviation from the theoretical standard center distance is inevitable and will alter the backlash, such deviation should be as small as possible. For most applications, it would be acceptable to limit the deviation to an increase over the nominal center distance of one half the average backlash. Varying the center distance may afford a practical means of varying the backlash to a limited extent.

The approximate relationship between center distance and backlash change of 14-1/2° and 20° pressure angle gears is shown below:

For 14-1/2°–Change in Center Distance = 1.933 x Change in Backlash
For 20° –Change in Center Distance = 1.374 x Change in Backlash

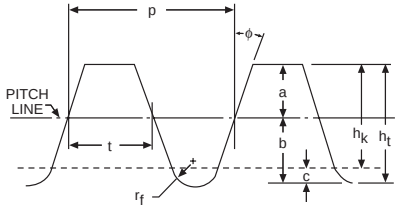
From this, it is apparent that a given change in center distance, 14-1/2° gears will have a smaller change in backlash than 20° gears. This fact should be considered in cases where backlash is critical.

UNDERCUT

When the number of teeth in a gear is small, the tip of the mating gear tooth may interfere with the lower portion of the tooth profile. To prevent this, the generating process removes material at this point. This results in loss of a portion of the involute adjacent to the tooth base, reducing tooth contact and tooth strength.

On 14-1/2°PA gears undercutting occurs where a number of teeth is less than 32 and for 20°PA less than 18. Since this condition becomes more severe as tooth numbers decrease, it is recommended that the minimum number of teeth be 16 for 14-1/2°PA and 13 for 20°PA.

In a similar manner INTERNAL Spur Gear teeth may interfere when the pinion gear is too near the size of its mating internal gear. The following may be used as a guide to assure proper operation of the gear set. For 14-1/2°PA, the difference in tooth numbers between the gear and pinion should not be less than 15. For 20°PA the difference in tooth numbers should not be less than 12.



a = ADDENDUM
b = DEDENDUM
c = CLEARANCE
h_k = WORKING DEPTH
h_t = WHOLE DEPTH
p = CIRCULAR PITCH
r_f = FILLET RADIUS
t = CIRCULAR TOOTH THICKNESS
ϕ = PRESSURE ANGLE

SPUR GEAR FORMULAS

FOR FULL DEPTH INVOLUTE TEETH

To Obtain	Having	Formula
Diametral Pitch (P)	Circular Pitch (p)	$P = \frac{3.1416}{p}$
	Number of Teeth (N) & Pitch Diameter (D)	$P = \frac{N}{D}$
	Number of Teeth (N) & Outside Diameter (D_o)	$P = \frac{N + 2}{D_o}$ (Approx.)
Circular Pitch (p)	Diametral Pitch (P)	$p = \frac{3.1416}{P}$
Pitch Diameter (D)	Number of Teeth (N) & Diametral Pitch (P)	$D = \frac{N}{P}$
	Outside Diameter (D_o) & Diametral Pitch (P)	$D = D_o - \frac{2}{P}$
Base Diameter (D_b)	Pitch Diameter (D) and Pressure Angle (ø)	Db = Dcosø
Number of Teeth (N)	Diametral Pitch (P) & Pitch Diameter (D)	N = P x D
Tooth Thickness (t) @Pitch Diameter (D)	Diametral Pitch (P)	$t = \frac{1.5708}{P}$
Addendum (a)	Diametral Pitch (P)	$a = \frac{1}{P}$
Outside Diameter (D_o)	Pitch Diameter (D) & Addendum (a)	$D_o = D + 2a$
Whole Depth (h_t) (20P & Finer)	Diametral Pitch (P)	$h_t = \frac{2.2}{P} + .002$
Whole Depth (h_t) (Courser than 20P)	Diametral Pitch (P)	$h_t = \frac{2.157}{P}$
Working Depth (h_k)	Addendum (a)	$h_k = 2(a)$
Clearance (c)	Whole Depth (h_t) Addendum (a)	$c = h_t - 2a$
Dedendum (b)	Whole Depth (h_t) & Addendum (a)	$b = h_t - a$
Contact Ratio (M_C)	Outside Radii, Base Radii, Center Distance and Pressure Angle+C.P.	$M_C = \frac{\sqrt{R_o^2 - R_b^2} + \sqrt{r_o^2 - r_b^2} - C\sin ø^*}{p\cos ø}$
Root Diameter (D_r)	Pitch Diameter (D) and Dedendum (b)	$D_r = D - 2b$
Center Distance (C)	Pitch Diameter (D) or No. of Teeth and Pitch	$C = \frac{D_1 + D_2}{2}$ or $\frac{N_1 + N_2}{2P}$

*R_o = Outside Radius, Gear
r_o = Outside Radius, Pinion
R_b = Base Circle Radius, Gear
r_b = Base Circle Radius, Pinion