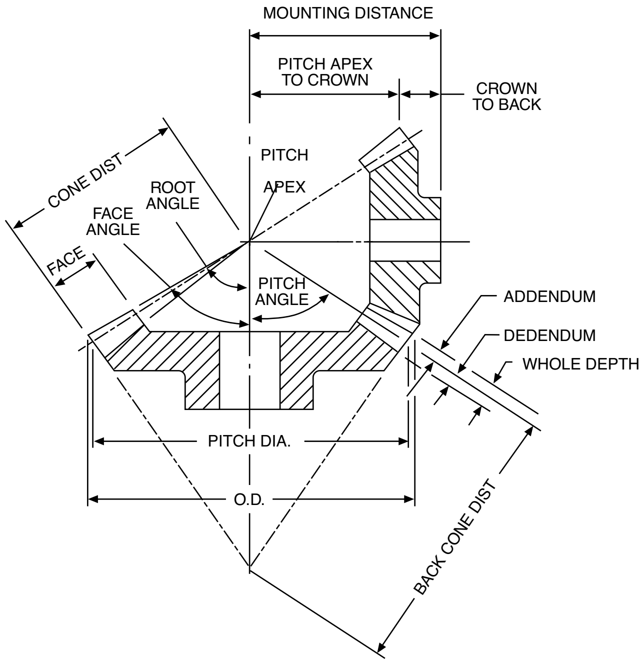
Gear geometry for both straight and spiral tooth Miter and Bevel gears is of a complex nature and this text will not attempt to cover the topic in depth.

The basic tooth form is a modification to the involute form and is the common form used in production today. All Boston standard stock Miter and Bevel gears are manufactured with a 20° Pressure Angle. Bevel gears are made in accordance with A.G.M.A. specifications for long and short Addendum system for gears and pinions (pinion is cut long Addendum) which serves to reduce the amount of pinion tooth undercut and to nearly equalize the strength and durability of the gear set.

Nomenclature

Nomenclature may best be understood by means of graphic representation depicted below:



Stock gears are cut to operate on an exact Mounting Distance with the following average backlash:

Diametral Pitch	Backlash (Inches)
4	.008
5	.007
6	.006
8	.005
10	.004
12-20	.003
24-48	.002

Similar in nature to Helical gearing, Spiral Miters and Bevels must be run with a mating pinion or gear of opposite hand.

The teeth of a Right Hand gear lean to the right when the gear is placed on a horizontal surface.

The teeth of a Left Hand gear lean to the left when the gear is placed flat on a horizontal surface.

All Boston Spiral Miter and Bevel gears are made with 35° spiral angles with all pinions cut left hand.

Straight Tooth Miter and Bevel Gear Formulas

To Obtain	Having	Formula	
		Pinion	Gear
Pitch Diameter (D,d)	No. of Teeth and Diametral Pitch (P)	$d = \frac{n}{P}$	$D = \frac{n}{P}$
Whole Depth (h_T)	Diametral Pitch (P)	$h^T = \frac{2.188}{P} + .002$	$h_T = \frac{2.188}{P} + .002$
Addendum (a)	Diametral Pitch (P)	$a = \frac{1}{P}$	$a = \frac{1}{P}$
Dedendum (b)	Whole Depth (h_T) & Addendum (a)	$b = h_T - a$	$b = h_T - a$
Clearance	Whole Depth (n_T) & Addendum (a)	$c = h_T - 2a$	$c = h_T - 2a$
Circular Tooth Thickness (τ)	Diametral Pitch (P)	$\tau = \frac{1.5708}{P}$	$\tau = \frac{1.5708}{P}$
Pitch Angle	Number of Teeth In Pinion (N_p) and Gear (N_G)	$L_p = \tan -1 \left(\frac{N_p}{N_G}\right)$	$L_G = 90 - L_p$
Outside Diameter (D_o, d_o)	Pinion & Gear Pitch Diameter ($D_p + D_G$) Addendum (a) & Pitch Angle ($L_p + L_G$)	$d_o = D_p + 2a(\cos L_p)$	$D_o = D_G + 2a(\cos L_G)$

Miter and Bevel Gears

Straight tooth bevel (and miter) gears are cut with generated tooth form having a localized lengthwise tooth bearing known as the "Coniflex"® tooth form. The superiority of these gears over straight bevels with full length tooth bearing, lies in the control of tooth contact. The localization of contact permits minor adjustment of the gears in assembly and allows for some displacement due to deflection under operating loads, without concentration of the load on the end of the tooth. This results in increased life and quieter operation.

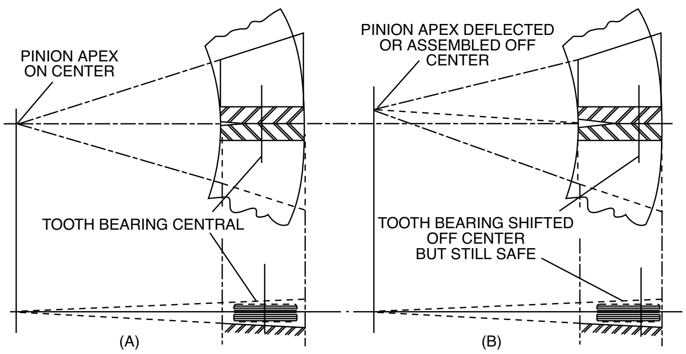


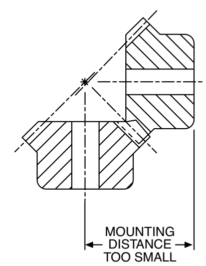
ILLUSTRATION OF LOCALIZED TOOTH BEARING
IN STRAIGHT BEVEL CONIFLEX® GEARS

Boston Gear Bevel and Miter Gears will provide smooth, quiet operation and long life when properly mounted and lubricated. There are several important considerations in mounting these gears.

1. All standard stock bevel and miter gears must be mounted at right angles (90°) for proper tooth bearing.
2. Mounting Distance (MD) is the distance from the end of the hub of one gear to the center line of its mating gear. When mounted at the MD specified, the gears will have a proper backlash and the ends of the gear teeth will be flush with each other (see drawings).
3. All bevel and miter gears develop radial and axial thrust loads when transmitting power. See page 317. These loads must be accommodated by the use of bearings.

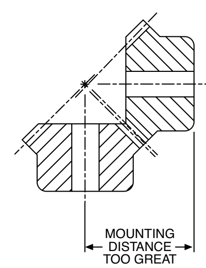
Incorrect

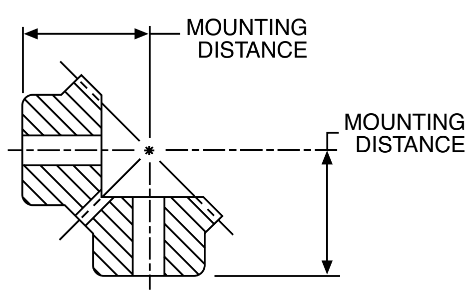
If Mounting Distance of one or both gears is made less than dimension specified, the teeth may bind. Excessive wear or breakage can result. Drawing below shows gears mounted incorrectly with the Mounting Distance too short for one gear.

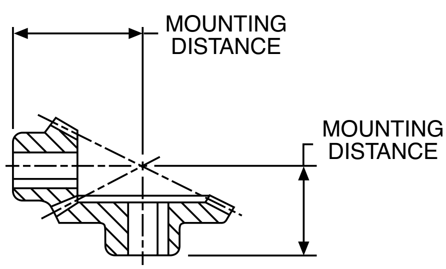


Incorrect

If Mounting Distance of either gear is made longer than dimension specified, as shown in drawing below, the gears will not be in full mesh on a common pitch line and may have excessive backlash. Excessive backlash or play, if great enough, can cause a sudden impulse or shock load in starting or reversing which might cause serious tooth damage.







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Miter and Bevel Gears

Tooth Strength (Straight Tooth)

The beam strength of Miter and Bevel gears (straight tooth) may be calculated using the Lewis Formula revised to compensate for the differences between Spur and Bevel gears. Several factors are often combined to make allowance for the tooth taper and the normal overhung mounting of Bevel gears.

$$W = \frac{SFY}{P}\left(\frac{600}{600 + V}\right).75$$

W = Tooth Load, Lbs. (along the Pitch Line)
S = Safe Material Stress (static) Lbs. per Sq. In. (Table 1)
F = Face Width, In.
Y = Tooth Form Factor (Table I)
P = Diametral Pitch
D = Pitch Diameter
V = Pitch Line Velocity, Ft. per Min. = .262 x D x RPM

TABLE I VALUES OF SAFE STATIC STRESS (s)

Material		(s) Lb. per Sq. In.
Plastic		5000
Bronze		10000
Cast Iron		12000
Steel	.20 Carbon (Untreated)	20000
	.20 Carbon (Case-hardened)	25000
	.40 Carbon (Untreated)	25000
	.40 Carbon (Heat-treated)	30000
	.40 C. Alloy (Heat-treated)	40000

TABLE II TOOTH FORM FACTOR (Y)

20°P.A.—LONG ADDENDUM PINIONS SHORT ADDENDUM GEARS

No. Teeth Pinion	Ratio 1		1.5		2		3		4		6	
	Pin.	Gear	Pin.	Gear	Pin.	Gear	Pin.	Gear	Pin.	Gear	Pin.	Gear
12	—		—	—	.345	.283	.355	.302	.358	.305	.361	.324
14	—		.349	.292	.367	.301	.377	.317	.380	.323	.405	.352
16	.333		.367	.311	.386	.320	.396	.333	.402	.339	.443	.377
18	.342		.383	.328	.402	.336	.415	.346	.427	.364	.474	.399
20	.352		.402	.339	.418	.349	.427	.355	.456	.386	.500	.421
24	.371		.424	.364	.443	.368	.471	.377	.506	.405	—	—
28	.386		.446	.383	.462	.386	.509	.396	.543	.421	—	—
32	.399		.462	.396	.487	.402	.540	.412	—	—	—	—
36	.408		.477	.408	.518	.415	.569	.424	—	—	—	—
40	.418		—	—	.543	.424	.594	.434	—	—	—	—

Horsepower and Torque

Max. allowable torque (T) that should be imposed on a gear will be the safe tooth load (W) multiplied by $\frac{D}{2}$ or $T = \frac{W \times D}{2}$

The safe horsepower capacity of the gear (at a given RPM) can be calculated from $HP = \frac{T \times RPM}{63{,}025}$ or directly from (W) and (V);

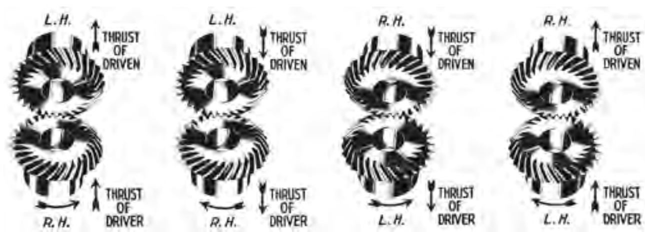
$$HP = \frac{WV}{33{,}000}$$

For a known HP, $T = \frac{63025 \times HP}{RPM}$

Thrust

The axial thrust loads developed by straight tooth miter and bevel gears always tend to separate the gears.

For Spiral Bevel and Miter Gears, the direction of axial thrust loads developed by the driven gears will depend upon the hand and direction of rotation. Stock Spiral Bevel pinions cut Left Hand only, Gears Right Hand only.



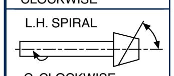
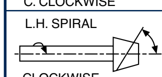
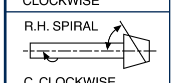
The magnitude of the thrust may be calculated from the formulae below, based on calculated HP, and an appropriate Thrust Bearing selected.

Straight Bevels and Miters

$$\text{Gear Thrust} = \frac{126{,}050 \times HP}{RPM \times \text{Pitch Diameter}} \times \tan\alpha \cos\beta$$

$$\text{Pinion Thrust} = \frac{126{,}050 \times HP}{RPM \times \text{Pitch Diameter}} \times \tan\alpha \sin\beta$$

Spiral Bevels and Miters

	$T_P = \frac{126{,}050 \times HP}{RPM \times D}\left(\frac{\tan\alpha \sin\beta}{\cos\gamma} - \tan\gamma \cos\beta\right)$
	$T_G = \frac{126{,}050 \times HP}{RPM \times D}\left(\frac{\tan\alpha \cos\beta}{\cos\gamma} + \tan\gamma \sin\beta\right)$
	$T_P = \frac{126{,}050 \times HP}{RPM \times D}\left(\frac{\tan\alpha \sin\beta}{\cos\gamma} + \tan\gamma \cos\beta\right)$
	$T_G = \frac{126{,}050 \times HP}{RPM \times D}\left(\frac{\tan\alpha \cos\beta}{\cos\gamma} + \tan\gamma \sin\beta\right)$

Thrust values for Pinions and Gears are given for four possible combinations.

α = Tooth Pressure Angle

β = 1/2 Pitch Angle

$$\text{Pitch Angle} = \tan_{-1}\left(\frac{N_P}{N_G}\right)$$

γ = Spiral Angle = 35°

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