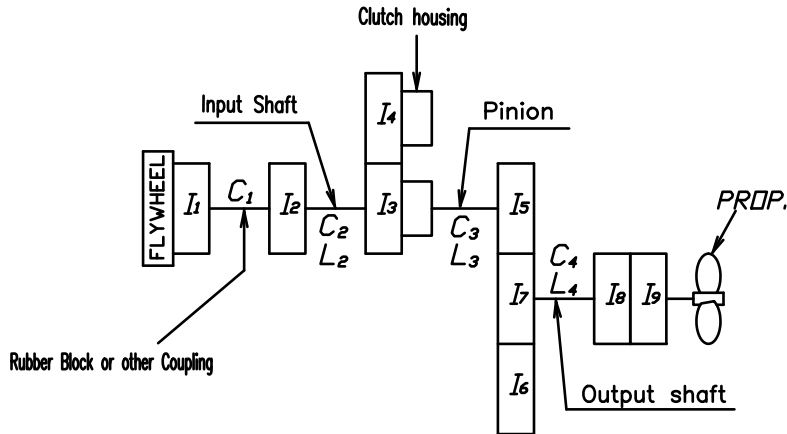
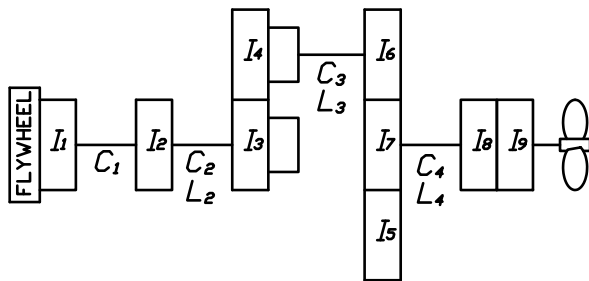


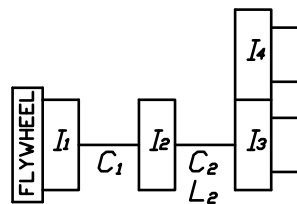
Counter Enginewise Rotation



Enginewise Rotation



Neutral



REMARK

1. I_{α} = Moment of inertia [kg.m²]
2. d_{α} = MIN, Shaft DIA. [mm]
3. L = Equivalent length (Calculated as shaft DIA. of 187.2mm) [mm]
4. Stiffness Unit (C_n) [MNm/rad]

Coupling Type 3	Centa Flexible Coupling		[Model : CR-30] SAEJ 1-14"					
			5%	10%	25%	50%	75%	100%
I_1 I_2	Driving ring I_{\odot}		0.2772	←	←	←	←	←
	Spider I_{\otimes}		0.1916	←	←	←	←	←
	$\odot + \otimes$ I_1		0.4688	←	←	←	←	←
	C_1		0.006	0.012	0.023	0.073	0.115	0.178
[Model : CR-60] SAEJ 0-18"	Driving ring I_{\odot}		0.5903	←	←	←	←	←
	Spider I_{\otimes}		0.5563	←	←	←	←	←
	$\odot + \otimes$ I_1		1.1466	←	←	←	←	←
	C_1		0.008	0.0175	0.043	0.163	0.25	0.34
Coupling Type 2	HC Coupling		[Model : HC 4000] SAEJ 1-14"		[Model : HC 4000] SAEJ 0-18"		[Model : HC 4000] SAEJ 0-18"	
			HS 60	HS 65	HS 60	HS 65	HS 57	
I_1 I_2	Driving ring I_{\odot}		0.2570	←	0.2570	←	←	0.8999
	Outer Stopper I_{\otimes}		0.4512	←	1.6156	←	←	0.4363
	$\odot + \otimes$ I_1		0.7082	←	1.8726	←	←	1.3362
	Spider I_{\otimes}		0.4082	←	0.4082	←	←	0.7898
	Dummy I_{\otimes}		0.0765	←	0.0765	←	←	0.2610
	Input coupling I_{\otimes}		0.0257	←	0.0257	←	←	0.0257
	Inner Stopper I_{\otimes}		0.1565	←	0.1565	←	←	0.2929
	$\odot + \otimes$ I_2		0.6689	←	0.6689	←	←	1.3694
C_1		0.029	0.040	0.029	0.040	0.067		
Coupling Type 1	Rubber Coupling		Rubber Block Coupling					
			SAE#1-14"		SAE#0-18"			
I_1 I_2	Driving ring I_1		0.7151		1.5513			
	Spider I_{\otimes}		0.4933	←	←	←	←	
	Input coupling I_{\otimes}		0.0257	←	←	←	←	
	$\odot + \otimes$ I_2		0.5190	←	←	←	←	
	C_1		2.06	←	←	←	←	

Part		Gear Ratio					
		3.02	3.28	3.56	4.07	4.48	4.95
I_5, I_6	Teeth No.	34	32	30	27	25	23
	L_3	986	1024	1077	1208	1357	1610
	d_0	119.0	←	←	←	←	←
	Pinion I_{\odot}	0.0672	0.0551	0.0449	0.0324	0.0257	0.0203
	Disc I_{\otimes}	0.0178	←	←	←	←	←
	$\odot + \otimes$ I_5	0.085	0.0729	0.0627	0.0502	0.0435	0.0381
I_7 Wheel	C_3	9.9452	9.5806	9.1051	8.1211	7.2254	6.0927
	Teeth No.	103	105	107	110	112	114
	I_7	3.0571	3.3890	3.7409	3.7835	4.1790	4.5994
I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	44	←	←	←	←	←
	Oil/Palm/Plate I_{\otimes}	0.1751	←	←	←	←	←
	Sinterd I_{\otimes}	0.0205	←	←	←	←	←
	$\odot + \otimes$ I_3	0.1956	←	←	←	←	←
I_4 Clutch Housing Assy [Astern parts]	Teeth No.	44	←	←	←	←	←
	Oil/Palm/Plate I_{\otimes}	0.1751	←	←	←	←	←
	Sinterd I_{\otimes}	0.0205	←	←	←	←	←
	$\odot + \otimes$ I_4	0.1956	←	←	←	←	←
I_8 Output Coupling	I_8	0.3572	←	←	←	←	←
I_9 Companion Coupling	I_9	0.4961	←	←	←	←	←
	L_2	14,218	←	←	←	←	←
	C_2	0.6897	←	←	←	←	←
Input Shaft	d_0	72.00	←	←	←	←	←
	C_2	0.6897	←	←	←	←	←
	L_4	1,116	←	←	←	←	←
Output Shaft	d_0	139.04	←	←	←	←	←
	L_4	1,116	←	←	←	←	←
	C_4	8.7834	←	←	←	←	←

MATERIAL				TYPE		ORIGINAL DWG. NO.	
DATE 2016.09.23		SCALE		DMT460HL			
APPROVED BY	CHECKED BY	DRAWN	DESIGNED	NAME		MASS ELASTIC SYSTEM	
KIM JIN HONG		KS.Han		DWG. NO.		4 6 0 0 0 0-2	
D-I INDUSTRIAL				SIZE	A	CODE ID. NO.	REV. 001