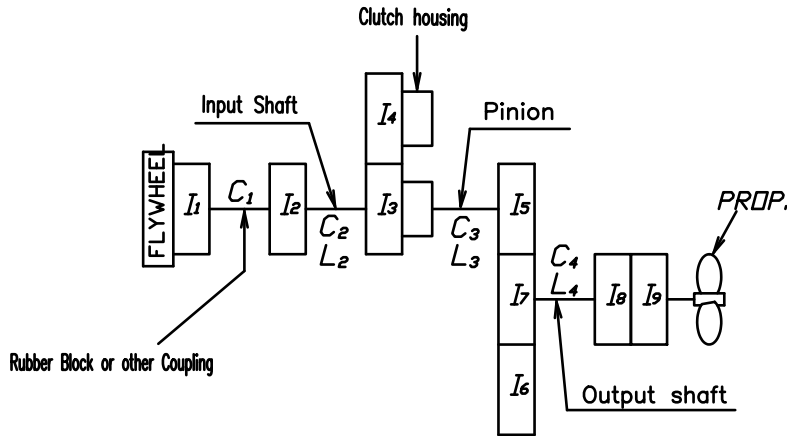
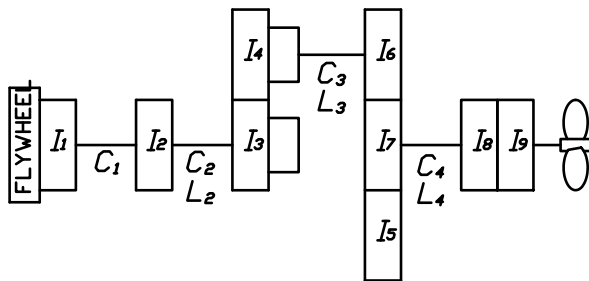


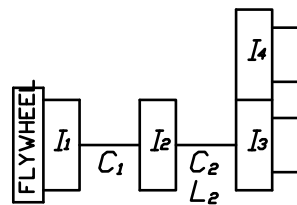
Counter Enginewise Rotation



Enginewise Rotation



Neutral



OPTION 1	Coupling Type	[Model : CFR-216] SAE# 1-14"					
		5%	10%	25%	50%	75%	100%
I_1 I_2 Flexible Coupling	Driving ring I_1	0.1382	←	←	←	←	←
	Spider I_2	0.0293	←	←	←	←	←
	Input coupling I_2	0.0046	←	←	←	←	←
	$\phi + \phi$ I_2	0.0339	←	←	←	←	←
	C_1	0.0025	0.005	0.0065	0.021	0.044	0.067
Coupling Type		Rubber Block Coupling		Dual Stage Rubber Coupling			
I_1 I_2 Coupling		SAE#2-11.5"		SAE#1-14"		SAE#1-14"	
	Driving ring I_1	0.1434	0.6188			0.4537	
	Spider I_2	0.0356	0.1417			0.1506	
	Input coupling I_2	0.0046	0.0046			0.0046	
	$\phi + \phi$ I_2	0.0402	0.1463			0.1552	
C_1	2.06	2.06			2.06		
Part		Gear Ratio					
		4.04	4.48				
I_5, I_6	Teeth No.	25	23				
	L_3	4,062	4,431				
	d_0	79.00	←				
	Pinion I_6	0.0066	0.0052				
	Disc I_5	0.0045	←				
	$\phi + \phi$ I_5	0.0111	0.0097				
I_7 Wheel	Teeth No.	101	103				
	I_7	0.7609	0.8216				
I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	39	←				
	OH/Palm/Plate I_3	0.0338	←				
	Sinterd I_3	0.0053	←				
	$\phi + \phi$ I_3	0.0391	←				
I_4 Clutch Housing Assy [Asterm parts]	Teeth No.	39	←				
	OH/Palm/Plate I_4	0.0338	←				
	Sinterd I_4	0.0053	←				
	$\phi + \phi$ I_4	0.0391	←				
I_8 Output Coupling	I_8	0.1340	←				
I_9 Companion Coupling	I_9	0.1726	←				
	L_2	44,298	←				
	d_0	47.95	←				
Input Shaft	C_2	0.2214	←				
	L_4	4,731	←				
	d_0	88.02	←				
	C_4	2.0726	←				
Output Shaft	d_0	88.02	←				
	C_4	2.0726	←				

REMARK

- I_{α} = Moment of inertia [kg.m²]
- d_0 = MIN, Shaft DIA. [mm]
- L = Equivalent length (Calculated as shaft DIA. of 187.2mm) [mm]
- Stiffness Unit (C_n) [MNm/rad]

MATERIAL				TYPE		ORIGINAL DWG. NO.	
DATE 2007.09.04		SCALE N/S		DMT170HL			
APPROVED BY	CHECKED BY	DRAWN	DESIGNED	NAME		MASS ELASTIC SYSTEM	
		I.B.SHIN		DWG. NO.		170000-2	
D-I INDUSTRIAL				SIZE	A	CODE ID. NO.	
						REV.	003