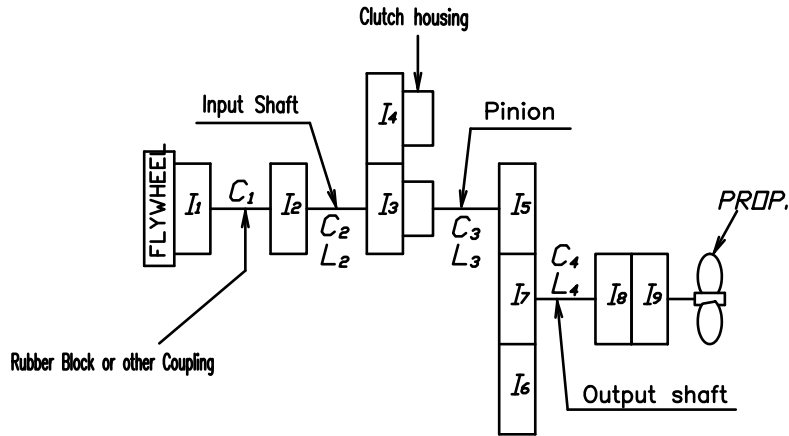
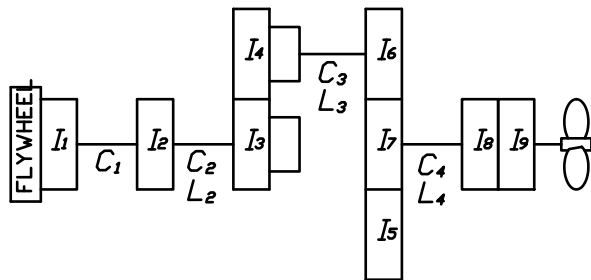


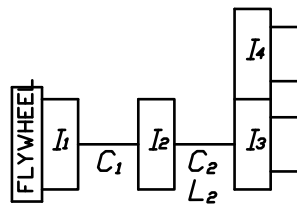
Counter Enginewise Rotation



Enginewise Rotation



Neutral



REMARK

1. I_x = Moment of inertia [kg.m²]
2. d_0 = MIN, Shaft DIA. [mm]
3. L = Equivalent length (Calculated as shaft DIA. of 187.2mm) [mm]
4. Stiffness Unit (C_n) [MNm/rad]

OPTION 1	Coupling Type	[Model : CFR-216] SAE# 1-14"						
		5%	10%	25%	50%	75%	100%	
Flexible Coupling	Driving ring I_1	0.1382	←	←	←	←	←	
	Spider I_0	0.0293	←	←	←	←	←	
	Input coupling I_2	0.0046	←	←	←	←	←	
	$\oplus + \oplus$ 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				
Coupling		SAE#2-11.5"		SAE#1-14"		SAE#1-14"		
	Driving ring I_1	0.1434	0.6188			0.4537		
	Spider I_0	0.0356	0.1417			0.1506		
	Input coupling I_2	0.0050	0.0050			0.0050		
	$\oplus + \oplus$ I_2	0.0406	0.1467			0.1556		
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	3,883	4,250					
	d_0	80.00	←					
	Pinion I_0	0.0066	0.0051					
	Disc I_2	0.0050	←					
Pinion + Disc Plate	$\oplus + \oplus$ I_5	0.0116	0.0101					
	C_3	2.5255	2.3076					
	I_7 Wheel	Teeth No.	101	103				
		I_7	0.7609	0.8216				
	I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	39	←				
OH Pinion Plate I_0		0.0348	←					
Sinterd I_0		0.0058	←					
$\oplus + \oplus$ I_3		0.0406	←					
I_4 Clutch Housing Assy [Asterm parts]		Teeth No.	39	←				
	OH Pinion Plate I_0	0.0348	←					
	Sinterd I_0	0.0058	←					
	$\oplus + \oplus$ I_4	0.0406	←					
	I_6 Output Coupling	I_6	0.2021	←				
I_9 Companion Coupling	I_9	0.2952	←					
	Input Shaft	L_2	45,552	←				
		d_0	47.95	←				
		C_2	0.2153	←				
	Output Shaft	L_4	4,770	←				
d_0		89.02	←					
C_4		2.0559	←					

MATERIAL				TYPE		ORIGINAL DWG. NO.	
DATE 2007.09.04		SCALE N/S		DMT190HL			
APPROVED BY	CHECKED BY	DRAWN	DESIGNED	NAME		MASS ELASTIC SYSTEM	
		I.B.SHIN		DWG. NO.		2 0 0 0 0 0-2	
D-I INDUSTRIAL				SIZE	A	CODE ID. NO.	