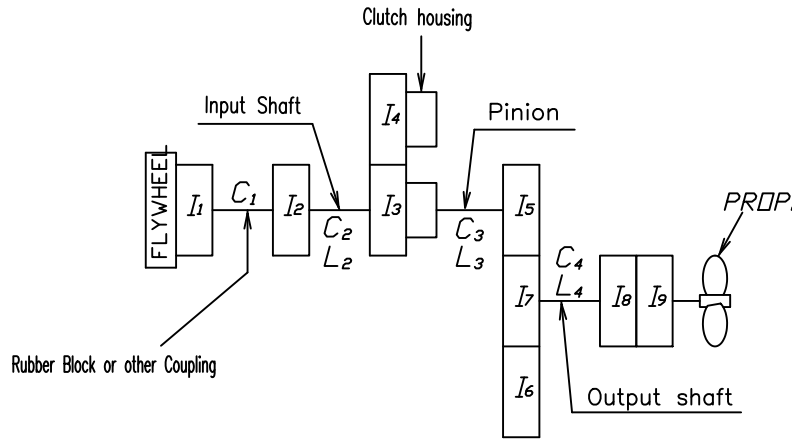
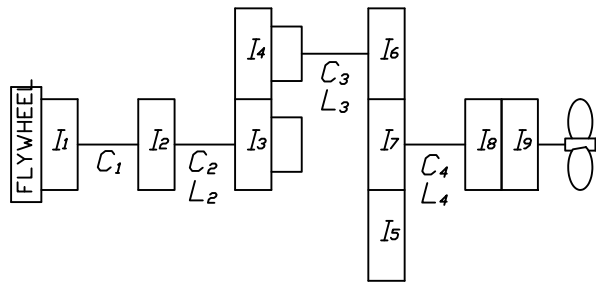


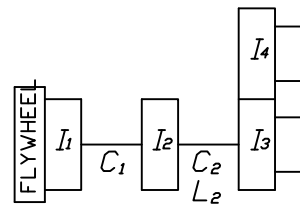
Counter Enginewise Rotation



Enginewise Rotation



Neutral



REMARK

1. I_{xx} =Moment of inertia [kg.m²]
2. d_o =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	[Model : CFR-216] SAE# 1-14"					
	5%	10%	25%	50%	75%	100%
Flexible Coupling	Driving ring I_1	0.1382	←	←	←	←
	Spider I_{ϕ}	0.0293	←	←	←	←
	Input coupling I_{ϕ}	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	
	SAE#2-11.5"	SAE#1-14"	SAE#1-14"	
Coupling	Driving ring I_1	0.1434	0.6188	0.4537
	Spider I_{ϕ}	0.0356	0.1417	0.1506
	Input coupling I_{ϕ}	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				
	5.15	5.96			
I_5, I_6	Teeth No.	26	23		
	L_3	3,802	4,327		
	d_o	79.00	←		
	Pinion I_{ϕ}	0.0080	0.0055		
	Disc I_{ϕ}	0.0045	←		
Pinion + Disc Plate	$\phi + \phi$ I_5	0.0125	0.0100		
	C_3	2.5797	2.2666		
	I_7 Wheel	Teeth No.	137	134	
		I_7	2.3592	2.5525	
	I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	47	←	
CH+Piston+Plate I_{ϕ}		0.0515	←		
Sinterd I_{ϕ}		0.0053	←		
$\phi + \phi$ I_3		0.0568	←		
I_4 Clutch Housing Assy [Astern parts]	Teeth No.	47	←		
	CH+Piston+Plate I_{ϕ}	0.0515	←		
	Sinterd I_{ϕ}	0.0053	←		
	$\phi + \phi$ I_4	0.0568	←		
I_8 Output Coupling	I_8	0.1584	←		
I_9 Companion Coupling	I_9	0.1726	←		
	L_2	47,113	←		
Input Shaft	d_o	47.95	←		
	C_2	0.2082	←		
Output Shaft	L_4	3,089	←		
	d_o	104.03	←		
	C_4	3.1741	←		

SYM.	DESCRIPTION	POSITION	REVISION	DATE	REV'D	APP'D

MATERIAL		DATE 2007.09.04		SCALE N/S		TYPE DMT180HL		ORIGINAL DWG. NO.	
APPROVED BY		CHECKED BY		DRAWN I.B.SHIN		DESIGNED		NAME MASS ELASTIC SYSTEM	
								DWG. NO. 180000-2	
								REV. 003	
D-I INDUSTRIAL				SIZE A		CODE ID. NO.			