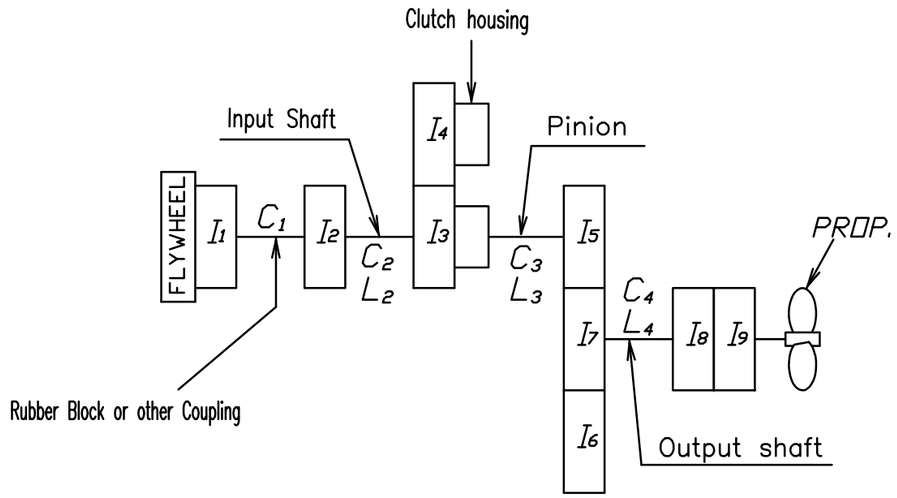
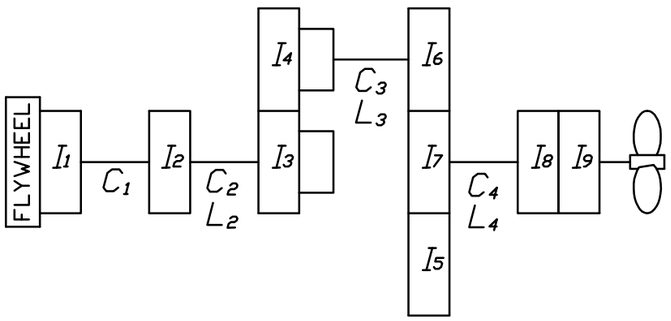
DWG.NO. 260000-2 | REV. 004

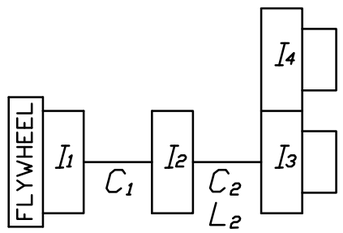
Counter Enginewise Rotation



Enginewise Rotation



Neutral



Coupling Type 3 — Centa Flexible Coupling

		[Model : CTR-268] SAE# 1-14"					
		5%	10%	25%	50%	75%	100%
I_1 I_2 Centa Flexible Coupling	Driving ring $I_①$	0.2276	←	←	←	←	←
	Spider $I_②$	0.2139	←	←	←	←	←
	① + ② I_1	0.4415	←	←	←	←	←
	C_1	0.004	0.008	0.015	0.047	0.085	0.122
		[Model : CTR-268] SAE# 0-18"					
	Driving ring $I_①$	0.2276	←	←	←	←	←
	Spider $I_②$	0.2139	←	←	←	←	←
	① + ② I_1	0.4415	←	←	←	←	←
	C_1	0.004	0.008	0.015	0.047	0.085	0.122

Coupling Type 2 — HC Coupling

		[Model : HC 4000] SAE# 1-14"		[Model : HC 4000] SAE# 0-18"		[Model : HC 8000] SAE# 0-18"
		HS 60	HS 65	HS 60	HS 65	HS 57
I_1 I_2 Flexible Coupling	Driving ring $I_①$	0.2570	←	0.2570	←	0.8999
	Outter Stopper $I_②$	0.4405	←	1.4938	←	1.0109
	① + ② I_1	0.6975	←	1.7508	←	1.9108
	Spider $I_③$	0.4082	←	0.4082	←	0.7898
	Dummy $I_④$	0.0765	←	0.0765	←	0.2610
	Input coupling $I_⑤$	0.0168	←	0.0168	←	0.0168
	Inner Stopper $I_⑥$	0.1161	←	0.1161	←	0.2949
	③+④+⑤+⑥ I_2	0.6176	←	0.6176	←	1.3625
	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 Coupling	Driving ring I_1	0.4123	1.1907
	Spider $I_⑦$	0.4275	←
	Input coupling $I_⑧$	0.0168	←
	⑦ + ⑧ I_2	0.4443	←
	C_1	2.06	←

Part		Gear Ratio					
		4.08	4.52	5.04	3.53 D1		
I_5 , I_6 Pinion + Disc Plate	Teeth No.	25	23	21	28		
	L_3	1,778	1,942	2,105	1,622		
	d_0	98.00	←	←	←		
	Pinion $I_①$	0.0179	0.0138	0.0098	0.0261		
	Disc $I_②$	0.0096	←	←	←		
	① + ② I_5	0.0275	0.0234	0.0194	0.0357		
	C_3	5.5171	5.0492	4.5121	6.0449		
I_7 Wheel	Teeth No.	102	104	106	99		
	I_7	2.5666	2.7491	2.9412	2.3684		
I_3 Clutch Housing Assy [Ahead parts]	Teeth No.	50	←	←	←		
	CH+Piston+Plate $I_③$	0.0742	←	←	←		
	Sinterd $I_④$	0.0100	←	←	←		
	③ + ④ I_3	0.0842	←	←	←		
I_4 Clutch Housing Assy [Astern parts]	Teeth No.	50	←	←	←		
	CH+Piston+Plate $I_⑤$	0.0742	←	←	←		
	Sinterd $I_⑥$	0.0100	←	←	←		
	⑤ + ⑥ I_4	0.0842	←	←	←		
I_8 Output Coupling	I_8	0.2504	←	←	←		
I_9 Companion Coupling	I_9	0.2946	←	←	←		
Input Shaft	L_2	28,172	←	←	←		
	d_0	57.00	←	←	←		
	C_2	0.3481	←	←	←		
Output Shaft	L_4	2,175	←	←	←		
	d_0	109.03	←	←	←		
	C_4	4.5077	←	←	←		

REMARK

1. I_{xx}=Moment of inertia [kg.m^2]
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]

SYM.	DESCRIPTION	POSITION	REVISION	DATE	REV'D	APP'D
A1	Coupling HC-4000 → 1-14, 0-18 추가	D4	001	09.12.24		
B1	Coupling HC-8000 → 0-18 추가	D4	002	09.12.24		
C1	Centa Flexible Coupling 추가	D4	003	16.09.23	IB.Shin	
D1	비율 (3.53) 추가	C6	004	17.01.19	KS.Han	

MATERIAL | DATE 2017.01.19 | SCALE | APPROVED BY | CHECKED BY Kim.JinKyong | DRAWN | DESIGNED

D-I INDUSTRIAL

TYPE DMT260HL | ORIGINAL DWG. NO.

NAME **MASS ELASTIC SYSTEM**

DWG. NO. 260000-2 | REV. 004

SIZE A | CODE ID. NO.

SHEET OF