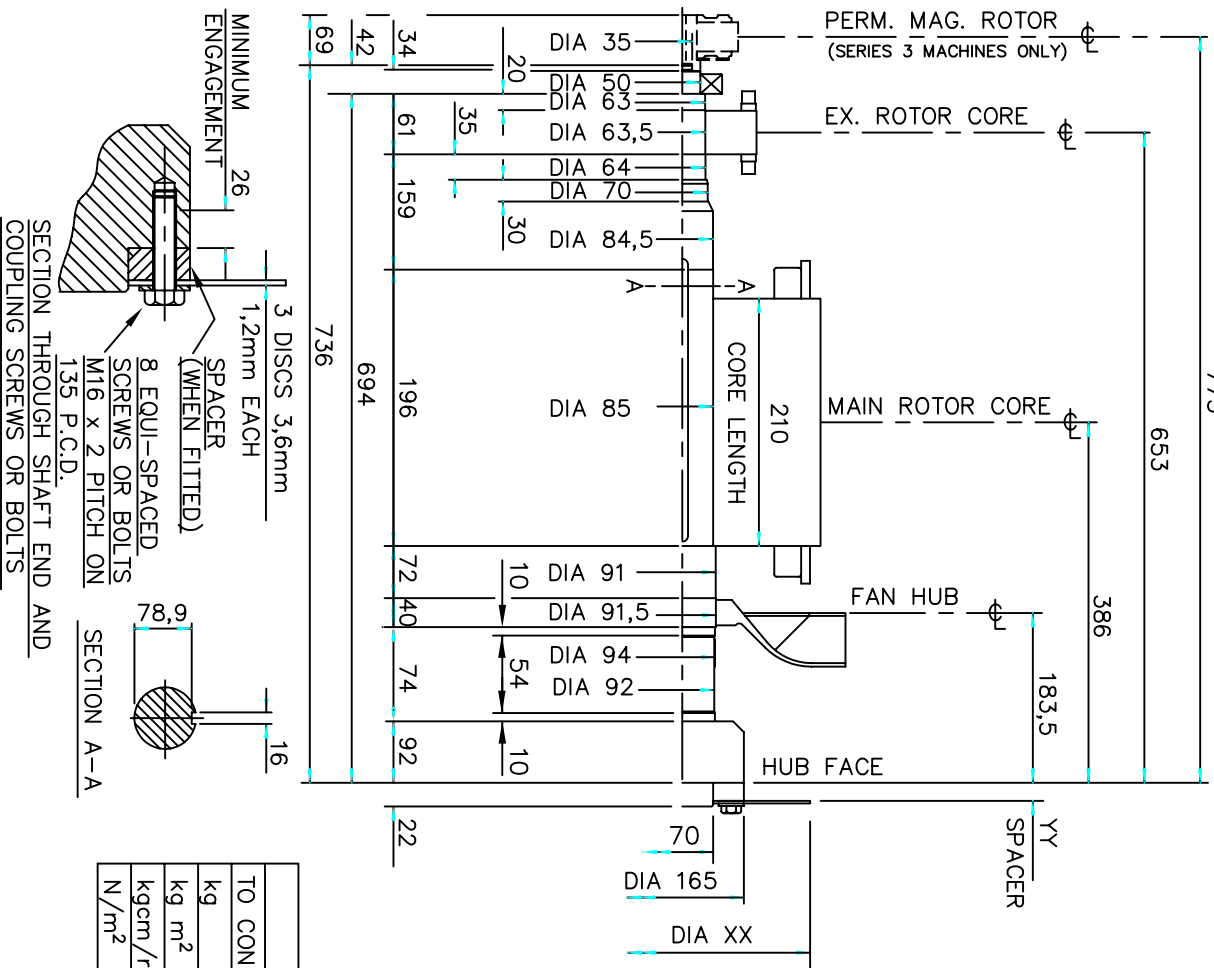


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NOTES 1

SHAFT STIFFNESS :-
THE STIFFNESS OF THE SHAFT BETWEEN THE MAIN ROTOR CORE ϕ AND THE COUPLING HUB FACE IS $16.8764 \times 10^6 \text{ kgcm/rad}$ (STIFFENING EFFECT OF MAIN ROTOR CORE IS NOT INCLUDED IN THIS FIGURE). ROTOR SHAFT WEIGHT IS NOT INCLUDED IN ROTATING COMPONENT WEIGHTS & WR^2 .

SHAFT MATERIAL:-
STEEL - C40E TO BSEN 10083-2 2006 (APPROVED BY MARINE AUTHORITIES WHEN APPROPRIATE)
MAXIMUM RECOMMENDED VIBRATORY STRESS LEVEL IN THE SHAFT IS $34.47 \times 10 \text{ N/m}^2$ FOR SPEED RANGE OF 0.95 TO $1.1 \times$ NOMINAL SPEED AND $68.94 \times 10 \text{ N/m}^2$ FOR RUN THROUGH CONDITIONS, FOR INDUSTRIAL MACHINES.
FOR MARINE AUTHORITIES, THEIR APPROPRIATE RULES WILL APPLY.

CUMMINS GENERATOR TECHNOLOGIES LTD SHOULD BE NOTIFIED OF ANY ROTORS NOT COMPLYING WITH THESE RULES. CUMMINS GENERATOR TECHNOLOGIES LTD BALANCE ROTORS TO COMPLY WITH INTERNATIONAL STD BS ISO 1940 PARTS 1 AND 2. BALANCE GRADE 2.5

FOR UNBALANCED MAGNETIC PULL (U.M.P.) REFER TO THE FACTORY.

COMPONENT	Wt kg	$WR^2 \text{ kgm}^2$
EX. ROTOR	8,49	0,0508
MAIN ROTOR	93,11	1,0158
FAN	5,53	0,1243
SHAFT	31,11	0,0277
HUB	12,03	0,0519
TOTAL	150,27	1,2705
PERM. MAG.	5,45	0,0150
TOTAL	155,72	1,2855

COUPLING SAE No	COUPLING DIMEN'S		COUPLING ASSEMBLY WEIGHT kg	COUPLING STIFFNESS 3-PLATES kgcm/rad	COUPLING DISC $WR^2 \text{ kgm}^2$
	XX	YY			
* 10	314	14,3	5,55	$216,3 \times 10^6$	0,0266
* $1\frac{1}{2}$	352	-	2,64	$204,7 \times 10^6$	0,0423
i $1\frac{1}{2}$	352	14,3	4,95	$204,7 \times 10^6$	0,0423
i 14	467	-	4,74	$189,1 \times 10^6$	0,1317

NOTES

1.*COUPLING DETAILS NOT APPLICABLE WHEN USED WITH SAE No 1 FLYWHEEL HOUSING

2.COUPLING DETAILS APPLICABLE TO SAE No 1 HOUSING ONLY

CONVERSION FACTORS	
TO CONVERT	DIVIDE BY
kg	0,453592
kg m^2	0,04214
kgcm/rad	1,1521246
N/m^2	lb/in^2
	6894,76