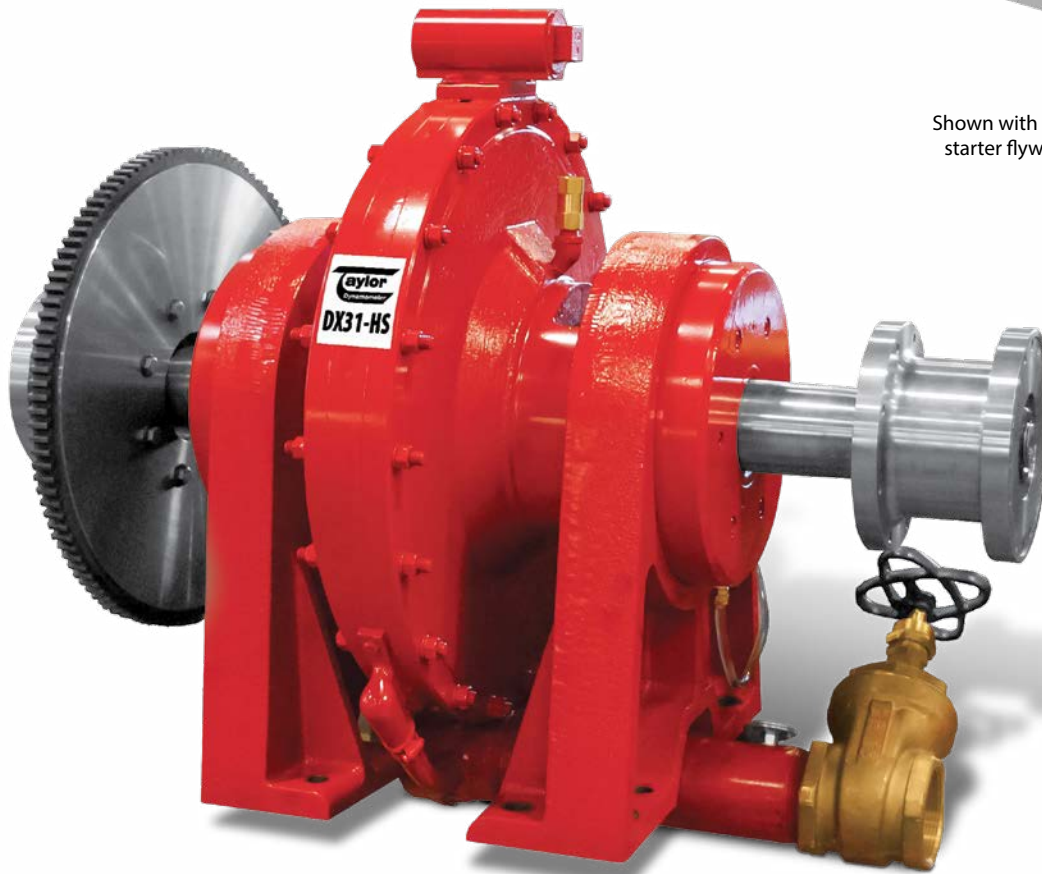




## DX31-HS / Engine Dynamometer



Shown with optional flanges and starter flywheel on shaft-ends.

### DX31-HS Water Brake Engine Dynamometer

#### Specifications

Power:	250 hp (186 kW)
Torque:	804 lb-ft (1,091 Nm)
Speed:	6,000 rpm
Water Use*:	19 gpm (72 lpm)
Inertia Value**:	23.3 lb·ft <sup>2</sup> (0.98 kg·m <sup>2</sup> )
Shipping Weight:	1,254 lb (569 kg)
Rotation:	bi-directional

\*No Cooling System

\*\* With Companion Flange or Torsional Coupling

#### Recommended Accessories

- Driveshaft - 1710
- Torsional Coupling
- Adapter Plate Kit
- Shaft Guard
- Sub-Base Kit
- Engine Cart - 6,000 lb. (2,724 kg)
- Air Starter - 35 hp (26 kW), Single or Dual Directional
- Cooling Column - 1,250 hp (932 kW)
- Charge Air Cooler
- Water Recirculating System

*For overhung loads, such as a belt or gear drive, please contact Taylor Dynamometer to ensure that the system will meet the required performance needs.*

**Total Test Success**

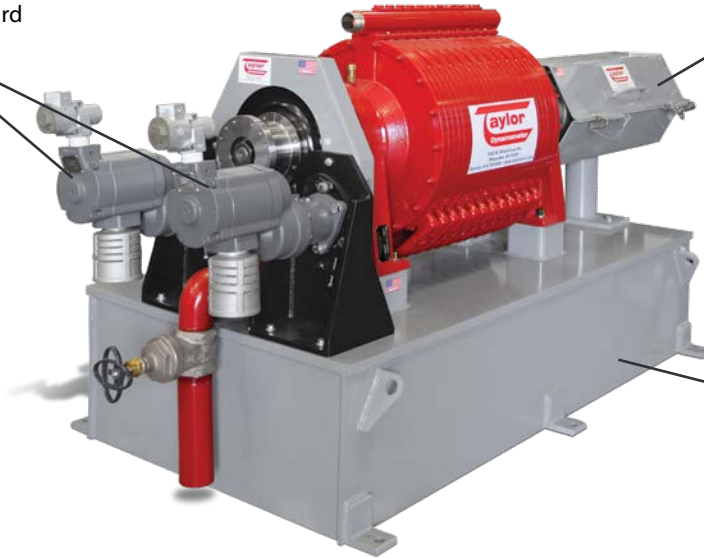
## Optional Accessories

Optional dual directional  
pneumatic starter kit  
with flywheel and flywheel guard

Optional shaft  
guard

DX3012 shown  
with available options

Optional  
Sub-Base



Optional  
Cooling Column



Optional  
Engine Cart



Optional  
Torsional Coupling



Optional Charge  
Air Cooler

## Various Facility Support Systems and Services Available



Bulk Fuel Storage  
and Distribution



Coolant Storage  
and Distribution



Water  
Recirculation

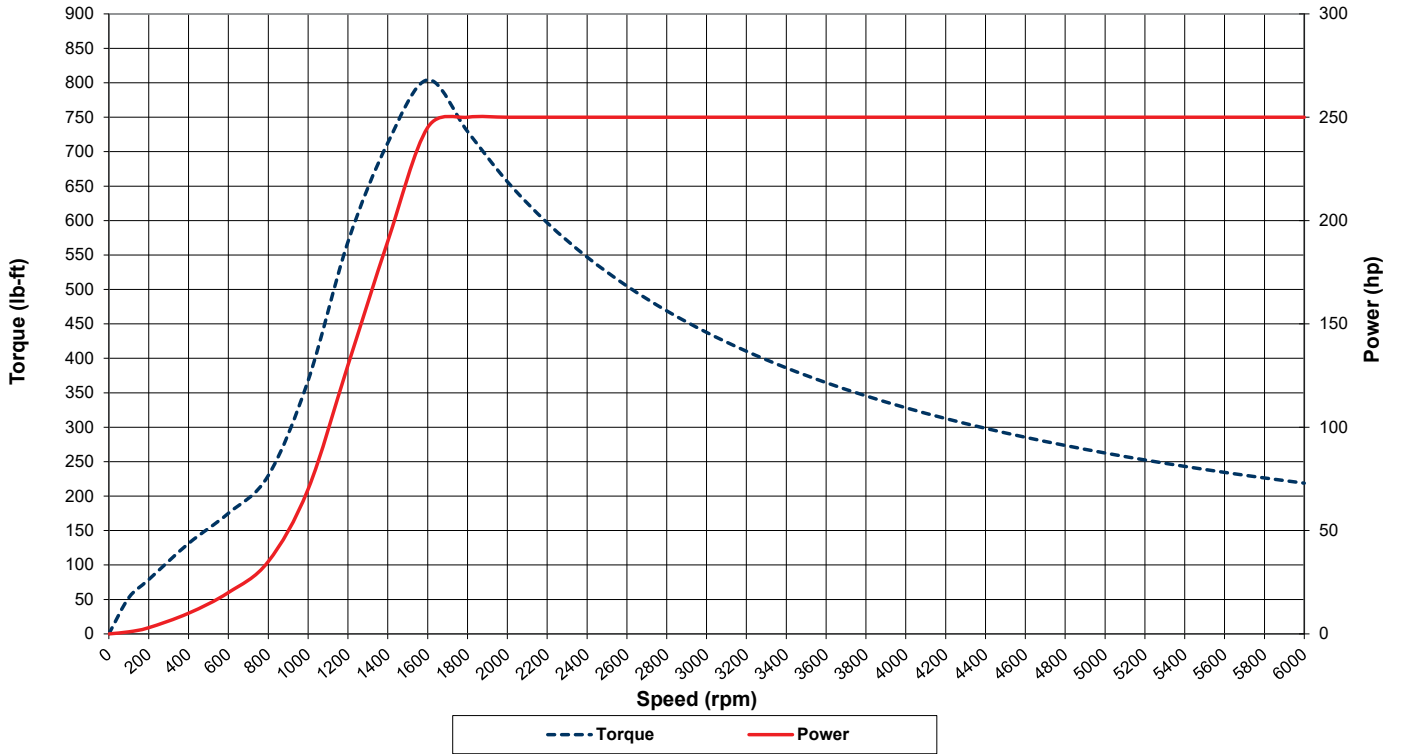


Design, Project  
& Construction  
Management Services

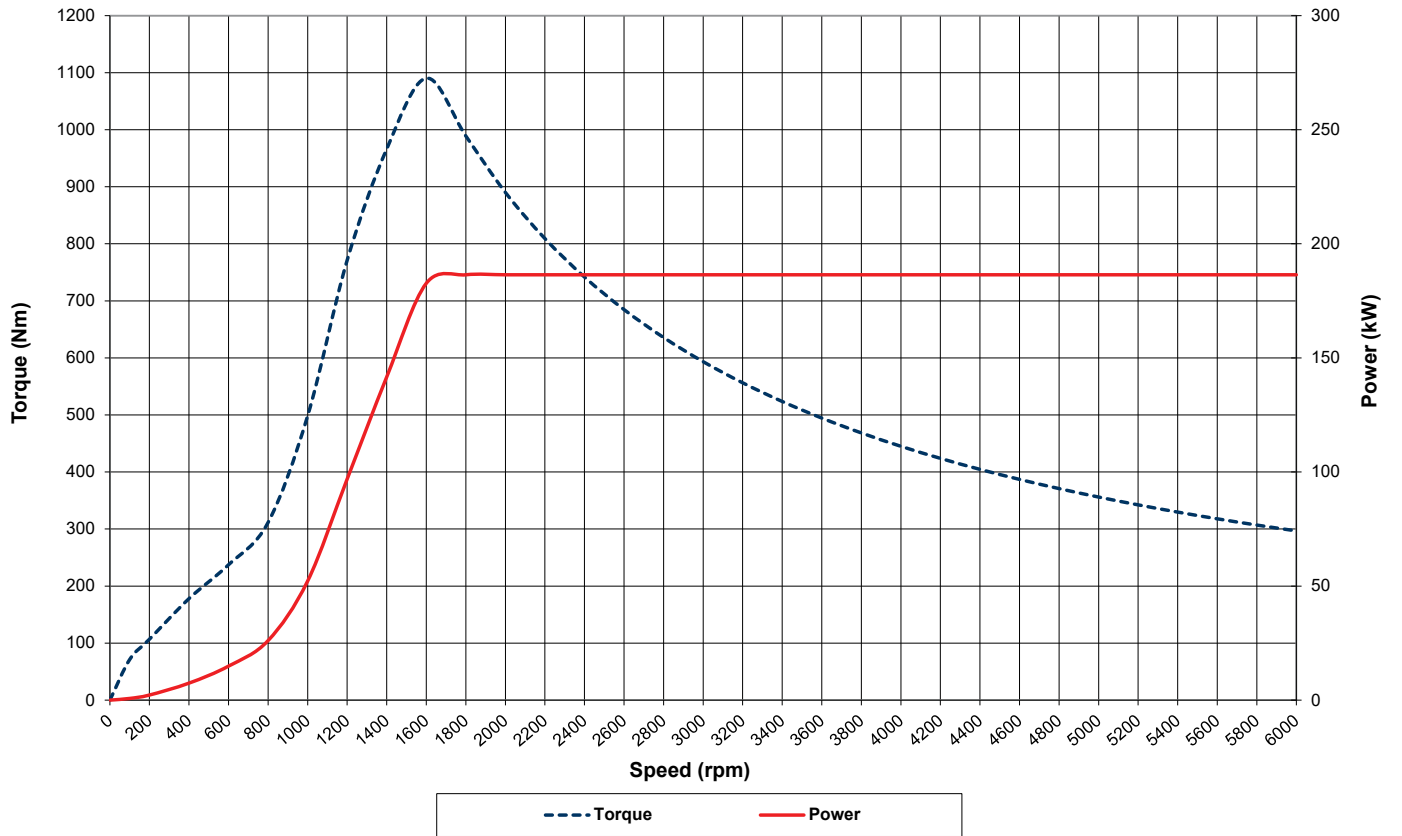


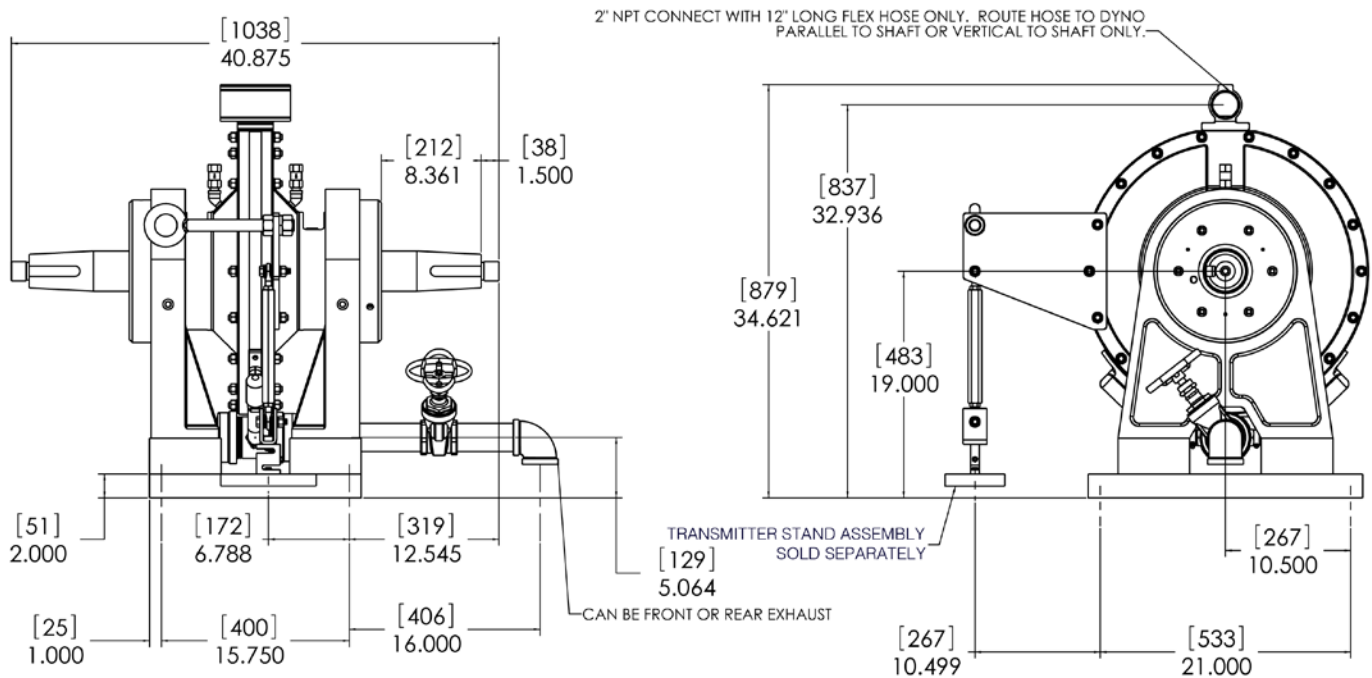
Commissioning,  
Start-up & Training

### DX31-HS (US Customary)



### DX31-HS (S.I.)





## Specifications

Power:	250 hp (186 kW)
Torque:	804 lb-ft (1,091 Nm)
Speed:	6,000 rpm
Water Use*:	19 gpm (72 lpm)
Inertia Value**:	23.3 lb-ft <sup>2</sup> (0.98 kg·m <sup>2</sup> )
Shipping Weight:	1,254 lb (569 kg)
Rotation:	bi-directional

\*No Cooling System

\*\* With Companion Flange or Torsional Coupling

*As a safety precaution, Taylor Dynamometer recommends a torsional analysis to uncover any potential torsional problems that exist for each application. This analysis will identify any torsional issues (frequencies) that should be fixed prior to operation. Excessive linear vibration may also create problems that must be mitigated for continued operation. It is the customer's responsibility to ensure that these vibration issues are addressed upon application of the dynamometer. Equipment failures attributed to linear or torsional vibration are not warrantable.*

**Everything you need to succeed**



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