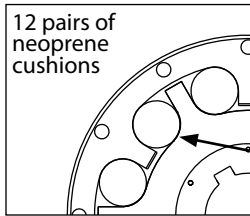




Torsional Resilient Coupling 1810 and 1880 Style / Engine Dynamometer

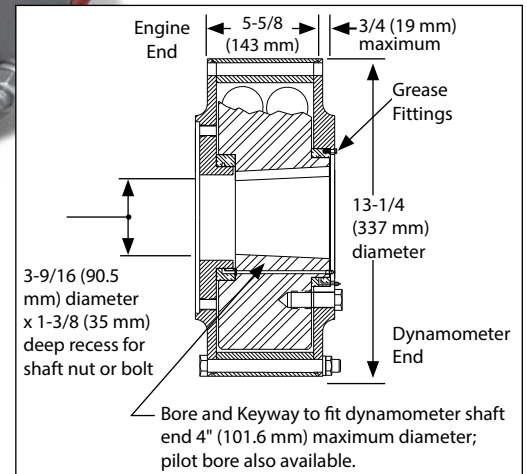


$Wk^2 = 20.2 \text{ lb-ft}^2 (0.85 \text{ kg-m}^2)^*$
 $WT = 140 \text{ lb} (63.5 \text{ kg})$

(*20% attached to the dynamometer and 80% connected to the driving device)



Pilot and bolt circle fit Dana Spicer 1810 or 1880 driveshaft flanges. (1810 bolt pattern is shown)



The Torsional Resilient Coupling is a dynamometer mounted coupling designed for use on our DX Series of engine dynamometers. The Coupling is intended to isolate the larger engine dynamometer from the high-amplitude torsional vibration of some smaller diesel engines with lightweight flywheels. The Torsional Resilient Coupling extends drivetrain life by diminishing or dampening vibration amplitudes over the operating speed range common to diesel engines.

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.

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



3602 West Wheelhouse Road, Milwaukee, Wisconsin 53208 U.S.A.
 (414) 755-0040 www.taylordyno.com

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