

Details required for coupling design

Torsional vibration calculation according to the two-mass system (DIN 740 Part 2)

GENERAL:

1. Project			
2. Application	(CHP plant, emergency power generator, fire extinguishing pump,...)		
3. Type of duty cycle	(Continuous duty, emergency power operation, ...)		
4. Place of installation/ erection		Ambient temperature	Tu [°C]
5. Acceptance/class/rules governing the coupling design			

ENGINE SIDE:

1. Engine (manufacturer, designation/type)	Diesel <input type="checkbox"/> Gas <input type="checkbox"/>			
2. Engine power (nominal operation)		P [kW]		
3. Engine speed (nominal speed)		n [rpm]		
4. Idle speed	Existing? Yes <input type="checkbox"/> No <input type="checkbox"/> If adjustable: from ... to	n [rpm]		
5. In case of speed-variable operation: Speed range from ... to	n [rpm]			
Please attach a corresponding speed/torque/power diagram				
6. Total displacement	V _H [ccm]		R/V (angle)	No. of cylinders
7. Mass moment of inertia (cpl. engine incl. damper, flywheel)	J [kgm ²]			
8. Mass moment of inertia (flywheel; drawing, if any)	J [kgm ²]			

DRIVEN SIDE:

1. Type (generator, pump splitter gearbox, pump, compressor,...)			
2. Type (manufacturer, designation/type)			
3. Mass moment of inertia	J [kgm ²]		
4. Connection dims. (D x L, splined shaft (standard), flange,..)			

For split systems: System sketch indicating the individual inertias (with specification of the reference speed) and transmission ratios

If the prime mover is to be flanged to the engine using an intermediate housing we kindly ask you to specify the dimensions and details requested in the sketch below so that we can determine the optimal mounting position.

