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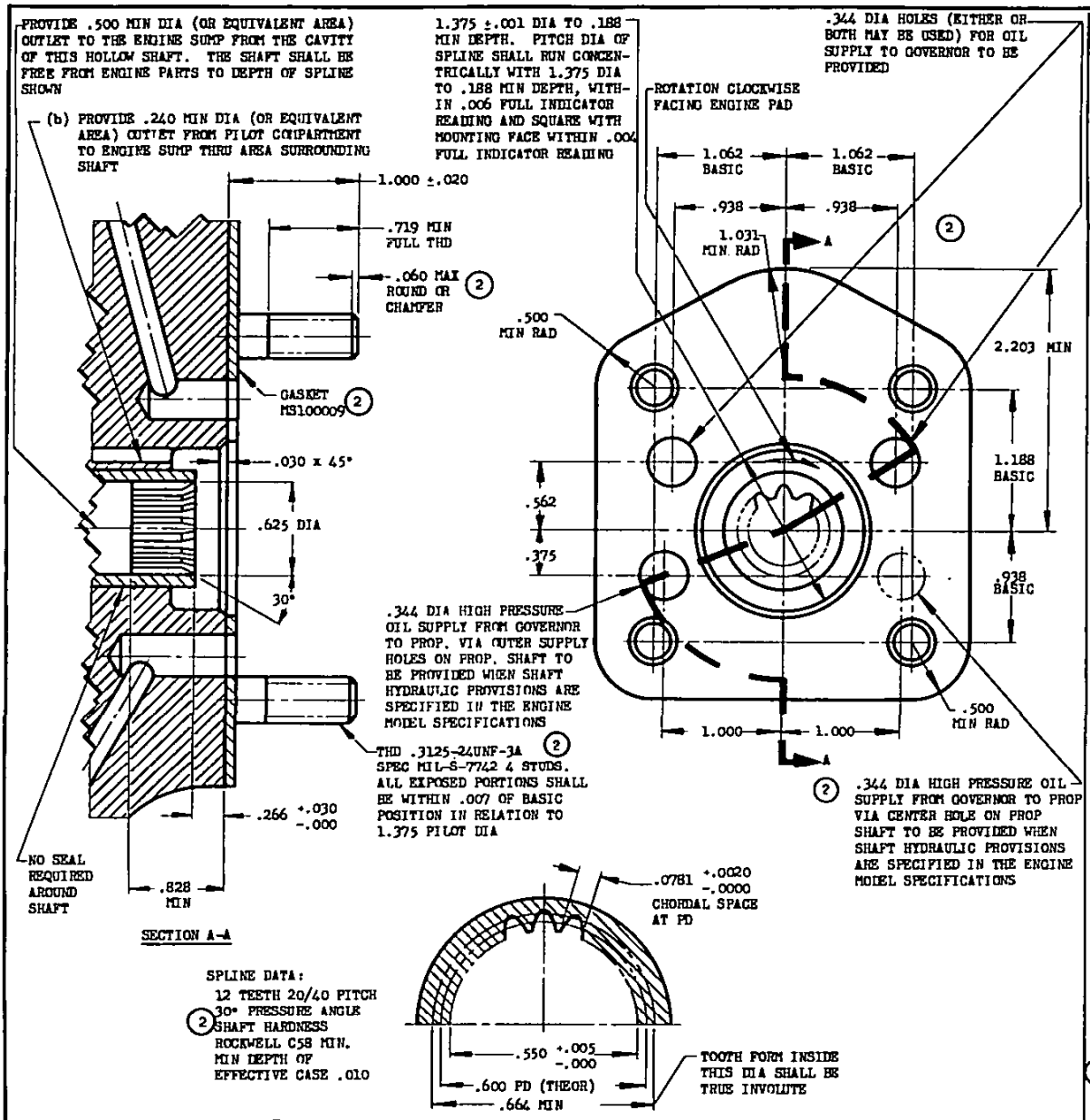
NOTE: This drawing was approved by joint action of the Air Force and Navy Departments as the Air Force-Navy standard for this product. This drawing supersedes all antecedent standard drawings for the same product and shall become effective for the procurement of aeronautical supplies, or (for use in new design, not later than 6 months after the latest date of approval above.



SPEED AND STRENGTH DATA					
TYPE	TORQUE LB - IN.			"S" SPEED RPM	TYPE OF ENGINE
	Tc	To	Ts		
XX-A	125	188	825	2400-2700 (a)	TURBOPROP AND RECIPROCATING

(2) (a) SPEED: "S" DRIVE SHAFT SPEED AT MAXIMUM ENGINE OPERATING SPEED.
(b) DRAIN AND PAD POSITION SHALL BE SUCH THAT GRAVITY DRAINAGE IS PROVIDED.
(2) ACCESSORY CLEARANCE SHALL BE PROVIDED IN ACCORDANCE WITH MANUFACTURER'S MODEL SPECIFICATION.
PAD OUTLINE AS DIMENSIONED IS A BASIC MINIMUM AREA REQUIREMENT.
STRENGTH: TO BE CAPABLE OF DRIVING CONTINUOUS TORQUE LOAD (T_c) AT ANY ENGINE SPEED. THE DRIVE SHALL WITHSTAND STATIC TORQUE (T_s) WITHOUT FAILURE OR PERMANENT DEFORMATION. IN ADDITION, THE DRIVE SHALL BE ADEQUATE FOR THIRTY (30) SECONDS DURATION OF TORQUE OVERLOAD (T_o) OPERATION, WHICH OVERLOAD SHALL BE CONSIDERED AS RECURRING AT TWO (2) HOUR INTERVALS.
(2) NO OPENINGS OTHER THAN THOSE SPECIFIED ON THIS PAD SURFACE SHALL BE PERMITTED.
REMOVE ALL BURRS AND SHARP EDGES.
(2) DIMENSIONS IN INCHES. UNLESS OTHERWISE SPECIFIED, TOLERANCES: DECIMALS ±.010, ANGLES ±2°.
(2) THIS DRAWING AND THE APPLICABLE ENGINE SPECIFICATIONS, TOGETHER, COMPLETELY DEFINE THE DESIGN REQUIREMENTS.
NOMINAL USE OF THIS DRIVE IS FOR PROPELLER GOVERNOR OR HYDRO-CONTROL VALVE.

APPROVED 12 Jun 47 REVISED (1) 15 Jul 49 (2) 4 Mar 53

AIR FORCE-NAVY AERONAUTICAL DESIGN STANDARD

DRIVE - TYPE XX ENGINE ACCESSORY

AND20010

NOT A PART NUMBER