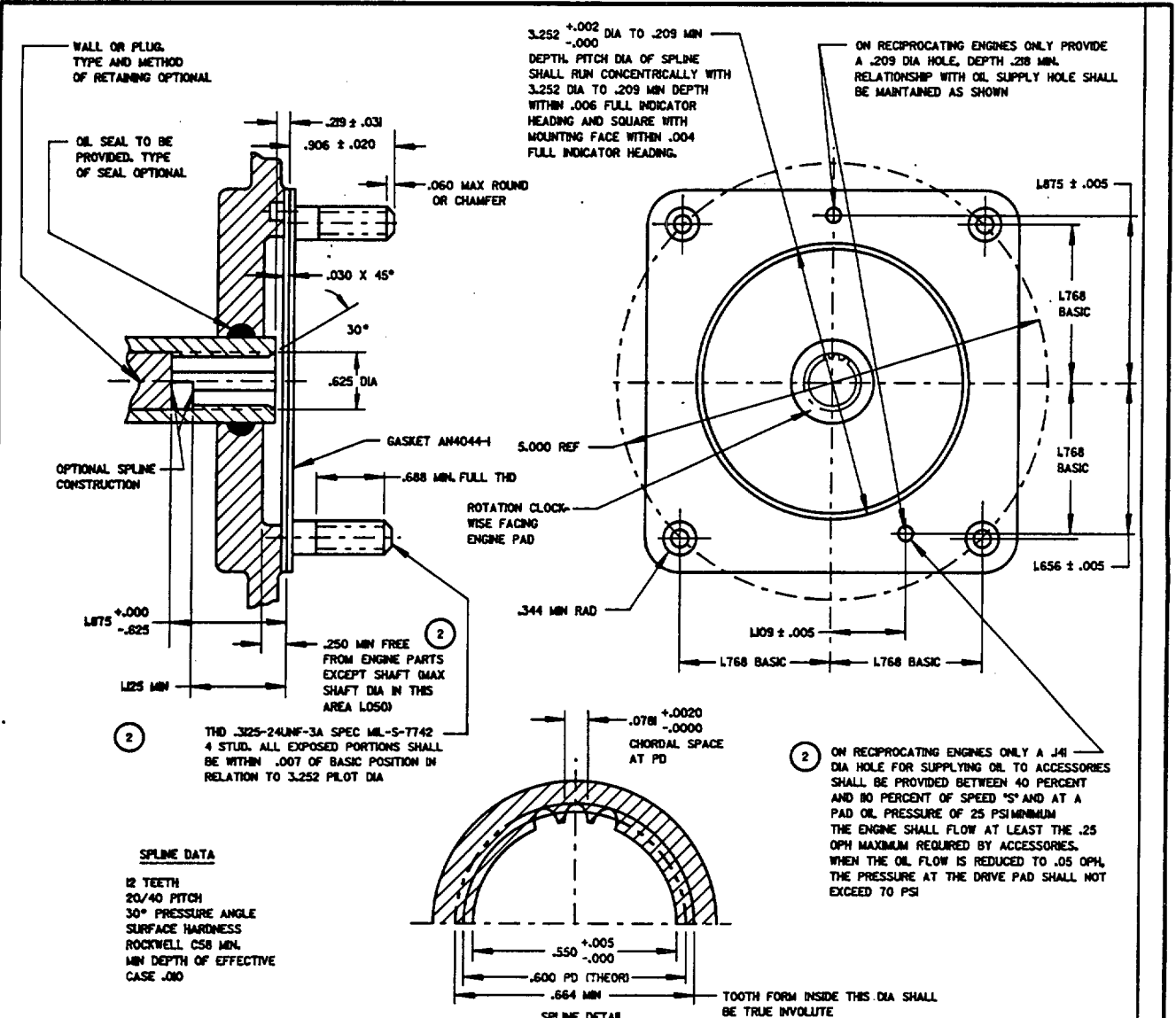
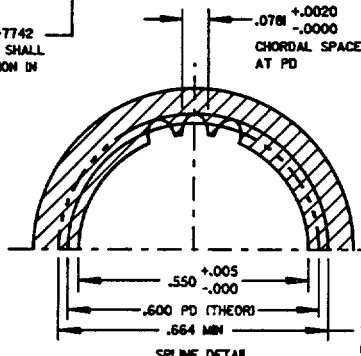


NOTICE: When Government drawings, specifications, or other data are used for any purpose other than in connection with a definitely related Government procurement operation, the United States Government thereby incurs no responsibility, nor any obligation whatsoever and the fact that the Government may have furnished, furnished, or in any way applied the said drawings, specifications, or other data is not to be regarded as an authorization or otherwise as in any manner favoring the holder or any other person or corporation, or conveying any rights or permission to manufacture, use, or sell any patented invention that may in any way be related thereto.

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



SPLINE DATA
 12 TEETH
 20/40 PITCH
 30° PRESSURE ANGLE
 SURFACE HARDNESS
 ROCKWELL C58 MIN
 MIN DEPTH OF EFFECTIVE CASE .000



TYPE	SPEED, STRENGTH, ACCESSORY DATA AND USE						NOMINAL USE	TYPE OF ENGINE
	TORQUE LB-IN.			S ¹ SPEED RPM	ACCESSORY WEIGHT LBS MAX	OVERHUNG MOMENT LB-IN. MAX		
	T ₀	T ₁	T ₂					
(A) X-A	250	—	1650	3250-3750	15	75	LOW SPEED FLUID POWER PUMP	RECIPROCATING
X-B	250	375	1650	3250-3750	25	125	LOW SPEED FLUID POWER PUMP	ALL
							PROPELLER CONTROL	TURBOPROP
X-C	500	750	2200	3550-3750	30	150	LOW SPEED FLUID POWER PUMP	ALL

- (A) INACTIVE FOR DESIGN AFTER 15 JULY 49.
 FOR DEFINITION AND APPLICATION OF DRAWING STATUS NOTE SEE ANA BULLETIN NO. 337.
 THE OIL LEAKAGE OUT OF THIS DRIVE SHALL NOT EXCEED 2CC PER HOUR.
 ACCESSORY CLEARANCE SHALL BE PROVIDED IN ACCORDANCE WITH MANUFACTURER'S MODEL SPECIFICATION.
 PAD OUTLINE AS DIMENSIONED IS A BASIC MINIMUM AREA REQUIREMENT.
 SPEEDS: S¹ DRIVE SHAFT SPEED AT NORMAL RATED ENGINE SPEED FOR RECIPROCATING ENGINES AND AT 75% NORMAL SEA LEVEL STATIC OUTPUT FOR TURBINE ENGINES.
- (2) STRENGTH: TO BE CAPABLE OF DRIVING CONTINUOUS TORQUE LOAD (T₀) AT ANY ENGINE SPEED. THE DRIVE SHALL WITHSTAND STATIC TORQUE (T₂) WITHOUT FAILURE OR PERMANENT DEFORMATION. IN ADDITION, THE DRIVES SHALL BE ADEQUATE FOR FIVE (5) MINUTE PERIODS OF TORQUE OVERLOAD (T₀) OPERATION, WHICH OVERLOAD PERIODS SHALL BE CONSIDERED AS RECURRING AT FOUR (4) HOUR INTERVALS.
- (2) REMOVE ALL BURRS AND SHARP EDGES.
- (2) DIMENSIONS IN INCHES, UNLESS OTHERWISE SPECIFIED, TOLERANCES DECIMALS ±.000, ANGLING ±2°.
- (2) THIS DRAWING AND THE APPLICABLE ENGINE SPECIFICATIONS, TOGETHER, COMPLETELY DEFINE THE DESIGN REQUIREMENTS. USE ADAPTER FLANGE AN4035-1A FOR CONVERTING TO A TYPE X DRIVE, IF REQUIRED.

AIR FORCE-NAVY AERONAUTICAL DESIGN STANDARD
 DRIVE - TYPE XI ENGINE ACCESSORY

AND20001

APPROVED 6 NOV 46 REVISED 7 15 JUL 49 2 4 MAR 53