

## DESCRIPTION

New developments in engine and vehicle design often necessitate separation of the engine from the rest of the drive train; for example in the case of start/stop tests or emission control.

The tPIA was designed for exactly this requirement and comprises a decoupler and an optional operating unit.

The decoupler is of modular design and is used together with a quill shaft and an engine-side adapter flange. This enables easy adaptation to varying requirements.

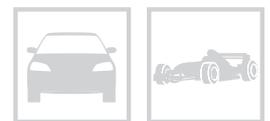
The operating unit can activate the coupling and provide prepared measurement data, which can be transmitted to the test bed automation, via industry-standard connectors.

## OPERATING RANGE

Torque: up to 1000 Nm  
 Speed: up to 10000 rpm

## BENEFITS

- mechanical separation of the drive train during operation is possible
- easy adaptation to different engines using exchangeable quill shaft system
- possible to make hydraulic connections at three sides
- electronic bearing temperature, speed and vibration monitoring
- very compact design



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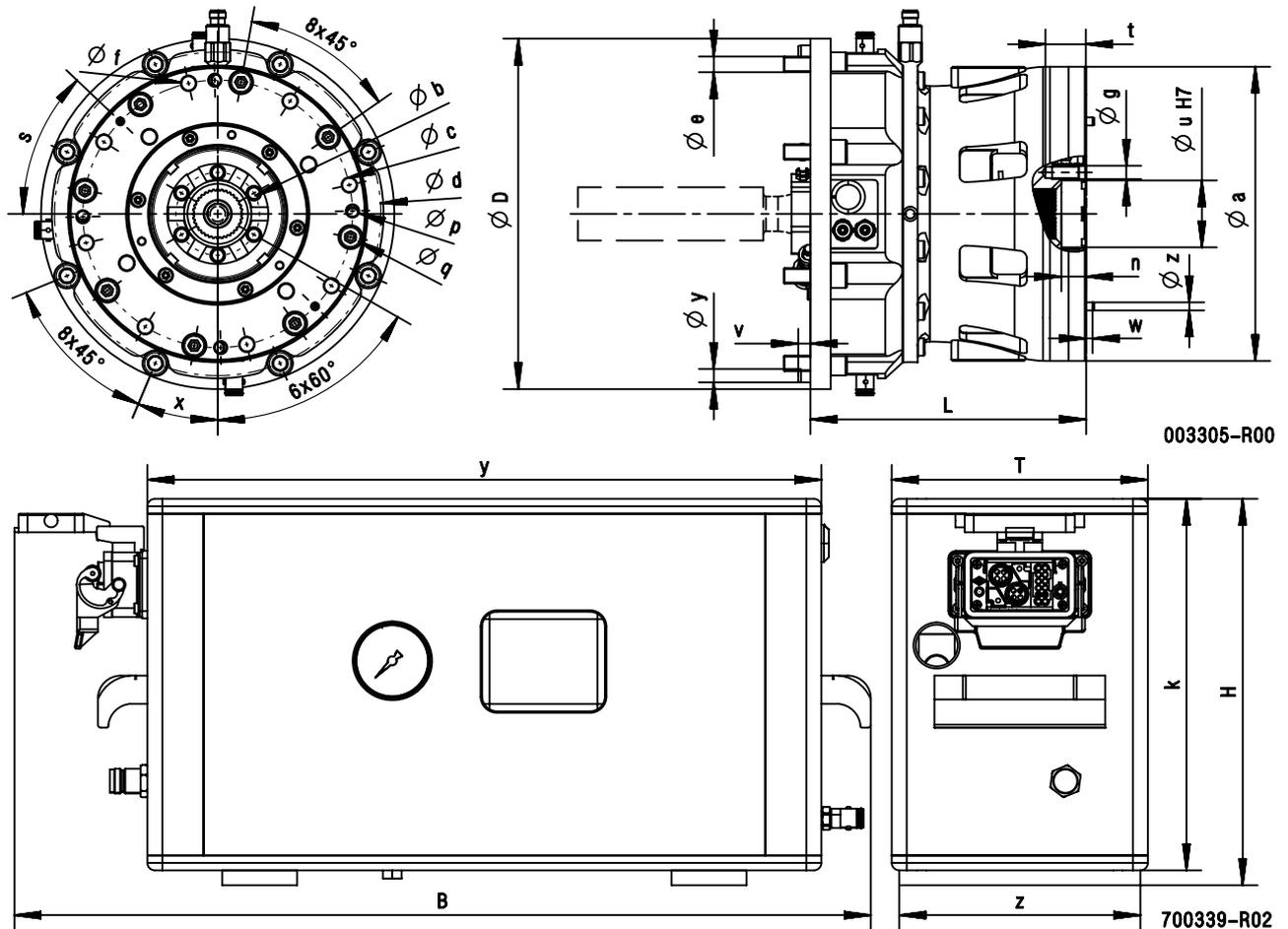
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# tPIA

## SEPARATOR COUPLING

Decoupler		
Mass	[kg]	26.9
Maximum speed	[rpm]	10000
Maximum torque	[Nm]	1000
Operating Unit		
Mass (filled)	[kg]	29.4
Pressured air	[bar]	6 - 12
Supply voltage	[V]	24



The total length is dependent on the application and on the dimensions of the shaft.

The actual dimensions may vary from the illustration.

Decoupler	D	L	a	b	c	d	e	f	g	n	p	q	r	s	t	u (H7)			v	w	x	y (m6) (m6)		z
	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[-]	[mm]	[-]	[mm]	[-]	[-]	[-]	[°]	[mm]	[mm]	[mm]	[mm]	[mm]	[mm]	[°]	[mm]	[mm]	[mm]
tPIA	262	204.5	220	62	200	242	M12	10.5	M10	18.18	M10	M10	M6	33.75	30	50	9	6	22.5	10	6			
Operating Unit	B		H		T		k		y		z													
	[mm]		[mm]		[mm]		[mm]		[mm]		[mm]													
tPIA	171		260		571.7		250		450		161													