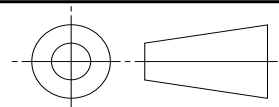


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REV. B	FEDERAL SUPPLY CLASS RATIONALE THIS NONCURRENT STANDARD HAS BEEN STABILIZED. STABILIZED NOTICE THIS DOCUMENT HAS BEEN DECLARED "STABILIZED" BY THE SAE E-25 GENERAL STANDARDS FOR AEROSPACE AND PROPULSION SYSTEMS AND WILL NO LONGER BE SUBJECTED TO PERIODIC REVIEWS FOR CURRENCY. USERS ARE RESPONSIBLE FOR VERIFYING REFERENCES AND CONTINUED SUITABILITY OF TECHNICAL REQUIREMENTS. NEWER TECHNOLOGY MAY EXIST.		
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SAE values your input. To provide feedback on this Technical Report, please visit http://www.sae.org/technical/standards/ARP365B		THIRD ANGLE PROJECTION 	
CUSTODIAN: E-25			
		AEROSPACE RECOMMENDED PRACTICE DRIVES - SQUARE FLANGE .600 PD SPLINE ACCESSORY	
		SAE ARP365	REV. B

ENGINE DRIVE

Y MIN FREE FROM ENGINE PARTS
EXCEPT SHAFT

Z MIN
STRAIGHT

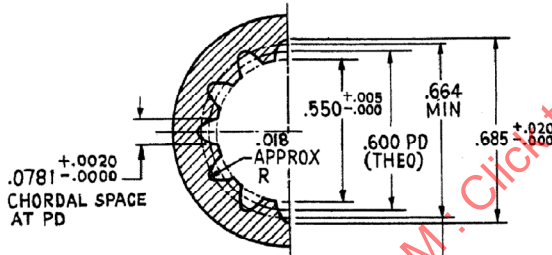
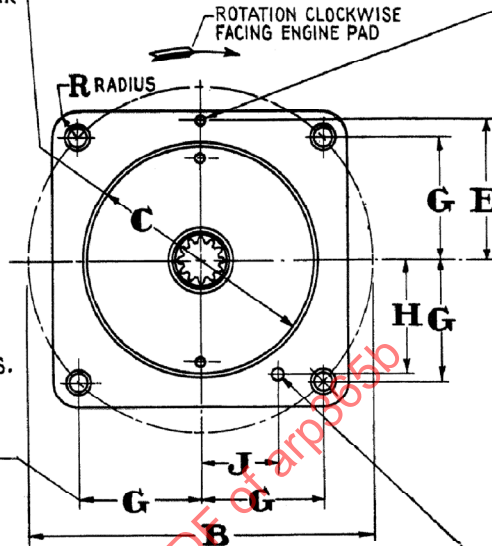
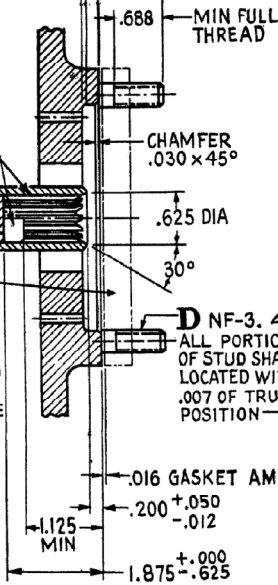
C DIA TO **Z** MIN DEPTH.
PD OF SPLINE SHALL RUN
CONCENTRICALLY WITH **C** DIA
WITHIN .006 FIR., AND SQUARE
WITH MOUNTING FACE WITHIN
.004 FIR.

ON-2 PAD, PROVIDE .203 DIA
HOLE, DEPTH .218 MIN.
RELATIONSHIP WITH OIL
SUPPLY HOLE SHALL BE
MAINTAINED AS SHOWN

OPTIONAL SPLINE
CONSTRUCTION

MALE SPLINE STOP
METHOD OPTIONAL

THE PILOT COMPARTMENT
SHALL PROVIDE SUITABLE
MEANS FOR REMOVING OIL.
OIL HEAD EXISTING IN THIS
COMPARTMENT SHALL NOT EX-
CEED .5 PSI GAGE RELATIVE TO
BREATHER OUTLET STATIC
PRESSURE OR AMBIENT PRESSURE
IF NO BREATHER IS USED, AND
NO HIGH VELOCITY JET OF OIL
SHALL IMPINGE ON ACCESSORY
SURFACE. THE PILOT COMPART-
MENT MAY BE FLOODED DURING
FLIGHT MANEUVERS BUT NOT
CONTINUOUSLY. THE DESIGN
SHALL BE SUCH THAT THE
TOTAL OIL FLOW INTO THE
PILOT COMPARTMENT SHALL
NOT EXCEED 30 CC PER HR



INVOLUTE TOOTH FORM SHALL BE
TRUE INSIDE THIS DIAMETER

SPLINE DATA

12 TOOTH - 20/40 PITCH 30° PRESSURE ANGLE
SURFACE HARDNESS ROCKWELL C58 MIN.
MIN DEPTH OF EFFECTIVE CASE .010

DRIVE DATA

STRENGTH: TO BE CAPABLE OF DRIVING CONTINUOUS
TORQUE (**T_c**) LOAD AT ANY ENGINE SPEED. THE DRIVE SHALL
WITHSTAND, WITHOUT FAILURE OR PERMANENT DEFORMATION,
THE STATIC TORQUE (**T_s**) REQUIRED TO SHEAR THE ACCESSORY
SHEAR SECTION

T_b OPERATION APPLIES FOR 3 SECONDS DURATION AT 3 MINUTE
INTERVALS AND 15 SECONDS AT 1 HOUR INTERVALS UP TO AND
INCLUDING 80% OF NRES ON RECIPROCATING AND 90% OF
NRES ON TURBO ENGINES

MAX OVERHUNG MOMENT-OM

DASH NOS.	B REF	C ±.002 ±.000	D ±.005 BASIC ±.005	E ±.005	G BASIC ±.005	H ±.005	J ±.005	L ±.020	R MIN	T _c POUND	T _b INCHES	T _s POUND	OM INCH POUNDS	Y MIN	Z MIN
1D	2.652	1.500	.250-28	—	.938	.844	.562	.875	.281	100	150	800	25	.125	.125
2D	5.000	3.252	.3125-24	1.875	1.768	1.656	1.109	.906	.344	250	375	1650	125	.250	.209

NOTE - PAD OUTLINE IS A MINIMUM AREA REQUIREMENT. PAD MAY BE ROTATED IN ANY DESIRED POSITION

SPEED: DRIVE SHAFT SPEED AT NORMAL RATED ENGINE
SPEED SHALL BE 3250 TO 3750 RPM. MAXIMUM
OVERSPEED SHALL NOT EXCEED 130 PERCENT OF
MAX NORMAL RATED SPEED

UNLESS OTHERWISE SPECIFIED

ALLOWABLE TOLERANCE ON:

LINEAR DIMENSIONS ±.010
ANGULAR DIMENSIONS ± 2°