

It is essential that the adapters match the recommended guidelines. This will ensure the system can withstand the rated loads and provide the most accurate results. The critical features are shown in blue. Customers may change all other geometry. Examples of permitted changes are shown on the second sheet. This design guide is for vehicles with a PCD greater than or equal to 200 mm.

The "HUB THICKNESS" should not be less than 0.500 in (12.700 mm).

Detail D shows geometry that reduces the material stresses to increase the adapter fatigue life. The "CORNER ANGLE" should be between 105-115 degrees.

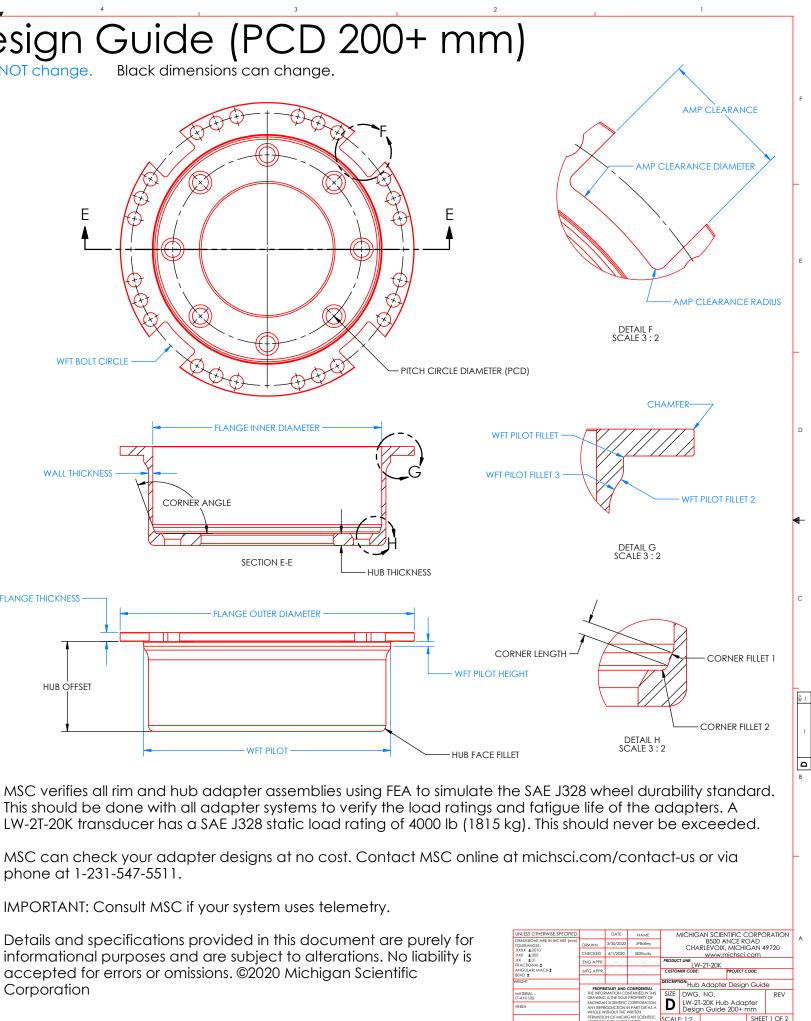
Michigan Scientific Corporation (MSC) machines hub adapters from 17-4 H1100 stainless steel. This material provides acod insulation from brake heat. Alloy steels can be used but they will conduct brake heat more than the stainless steel. The material should have a yield strength of at least 890 MPa (130 ksi) and a hardness between 32 and 45 HRC.

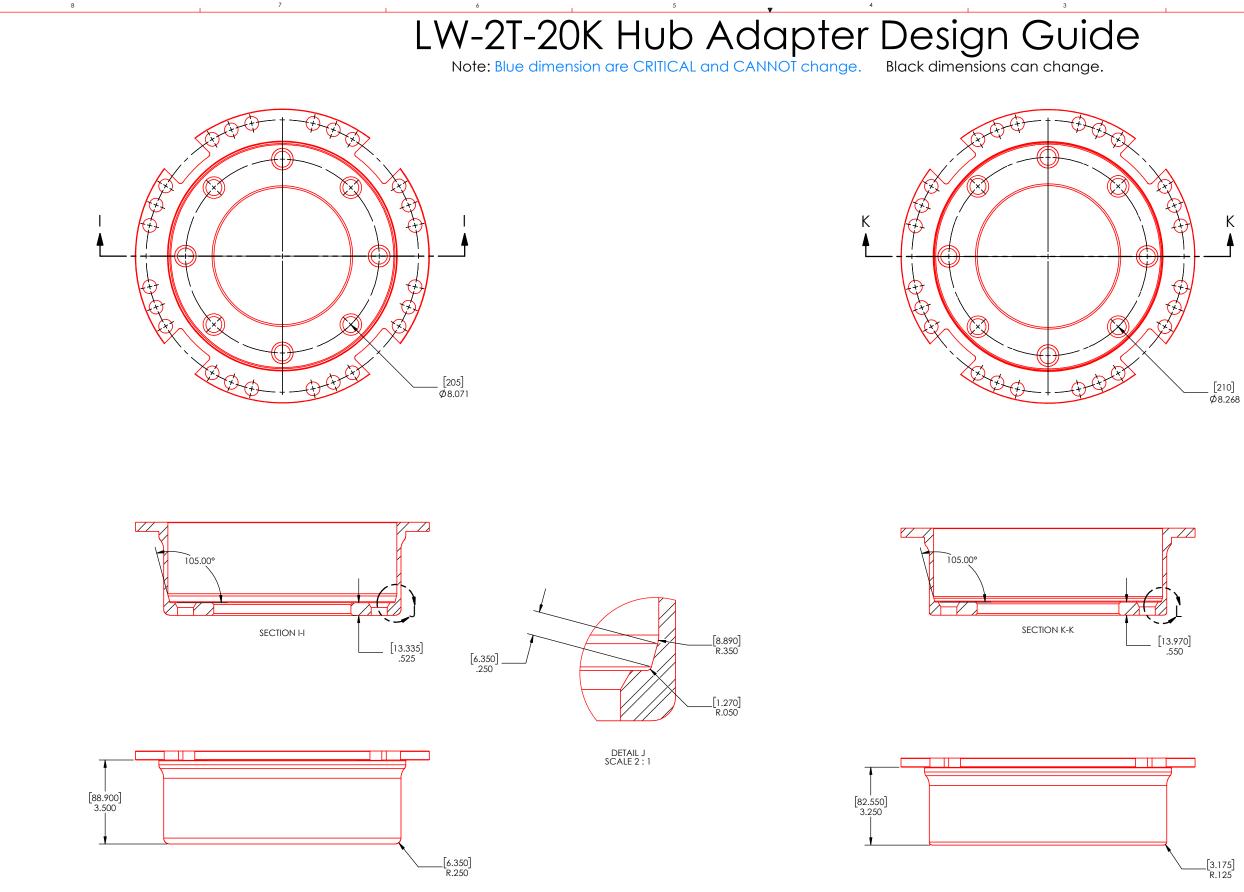
This should be done with all adapter systems to verify the load ratings and fatigue life of the adapters. A LW-2T-20K transducer has a SAE J328 static load rating of 4000 lb (1815 kg). This should never be exceeded.

phone at 1-231-547-5511.

IMPORTANT: Consult MSC if your system uses telemetry.

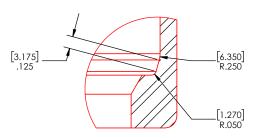
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DETAIL L SCALE 2 : 1

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UNLESS OTHERWISE SPECIFIED:		DATE	NAME	N	MICHIGAN SCIENTIFIC CORPORATIO				RATION	
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	MFG APPR.		-	CUSTON	AER CODE:		PROJECT	ODE:		1
WEIGHT				DESCRIPTION: Hub Adapter Guidelines						1
MATERIAL	PROFRIETARY AND CONTRIDUCTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF MICHIGAN SCIENTIFIC CORPORATION. ANY REPRODUCTION IN PART OR AS A WHO! IF WITHOUT THE WRITTEN			SIZE	DWG.	NO.			REV	1
RNSH				D	LW-2T-20K Hub Adapter Design Guide 200+ mm					
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