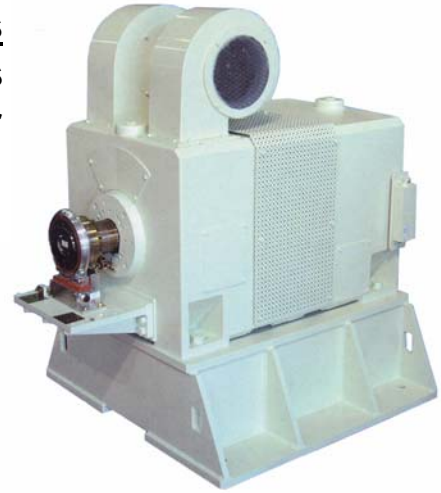


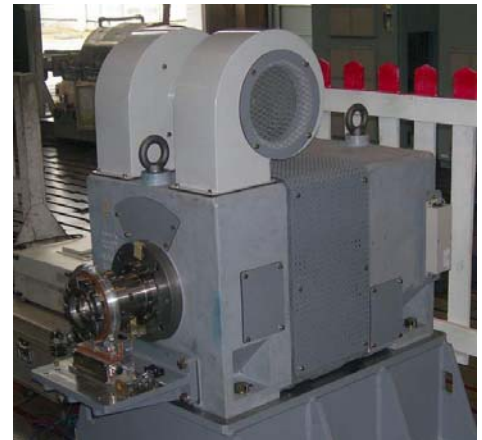
## ***NEW! MEIDEN FREC TYPE-i Series of AC Dynamometers***

The **NEW FREC TYPE-i Air Cooled Dynamometers** is Meidensha's most recent dynamometer series addition designed to help meet the demands for higher performance at reasonable costs.



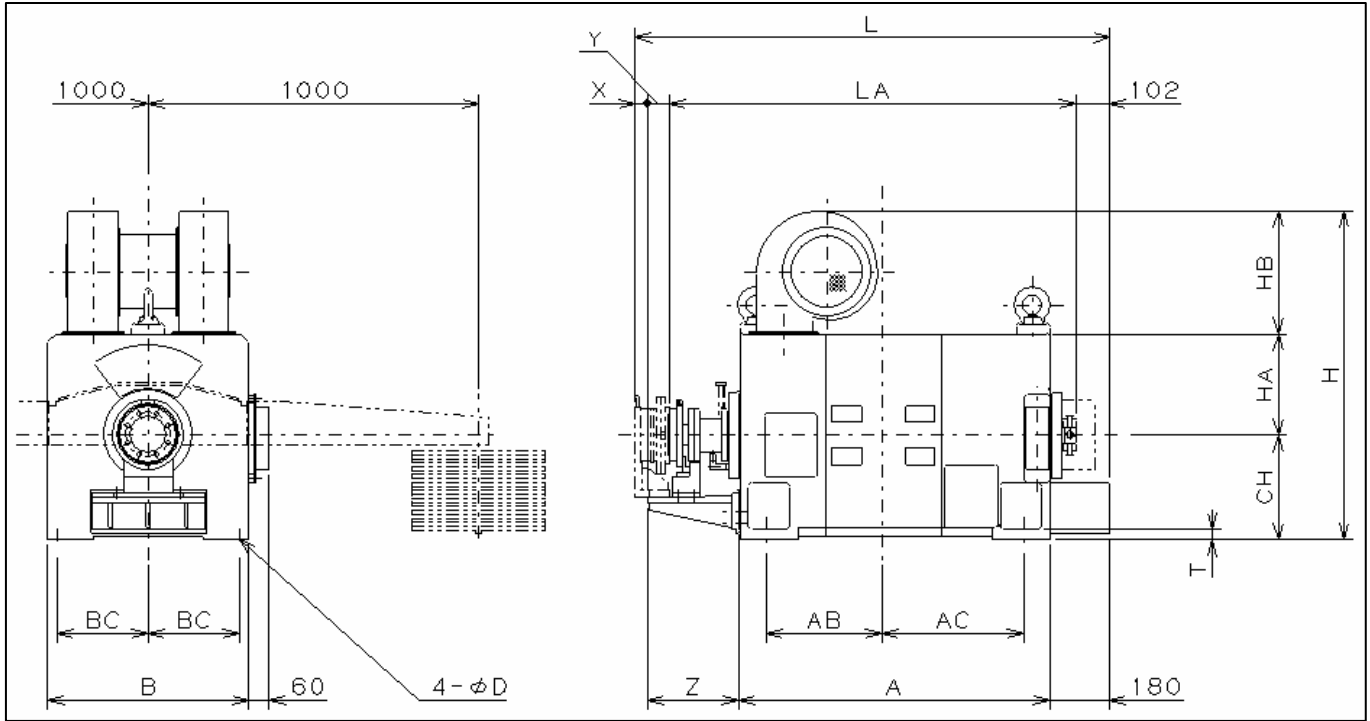
### **The Meiden Advantage**

- The FREC TYPE-i AC dynamometers are already in operation in Japan and North America
- This series of dynamometers benefits from the same 100 years of experience and extensive rigorous development process as other quality Meiden products
- Provide the cost effective solutions necessary to meet tougher specification demands and smaller development budgets



### **Performance Features**

- Space efficient design is smaller than standard dynamometers for a given power and torque capability
- High speed capability extends the ability to test over a much wider range, even on the high torque "D" series TYPE-i dynamometers
- Lower inertia rotors make these dynamometer ideal for today's high transient testing
- High performance grease bearings make these dynamometers nearly maintenance free
- Each dynamometer is matched to its drive unit and the performance is verified using the same rigorous system checkout process as are all systems provided by Meidensha



	For gasoline engine					For diesel engine		
	G250	G370	G370P	G470	G600	D300	D450	D600
A	758	829	943	943	943	943	1078	1330
B	480	540	610	610	610	610	610	730
AB	260	290	350	350	350	350	417.5	580
AC	340	380	430	430	430	430	497.5	580
BC	210	240	275	275	275	275	275	365
D	24	28	28	28	28	28	28	28
CH	250	280	315	315	315	315	315	355
HA	240	270	305	305	305	305	305	345
HB	330	330	380	380	380	380	380	645
H	820	880	1000	1000	1000	1000	1000	1345
T	35	40	30	30	30	30	30	30
L	1213	1284	1434	1434	1434	1434	1591	1906
LA	1011.5	1082.5	1231	1231	1231	1231	1372	1671
X	30	30	36	36	36	36	58	57
Y	69.5	69.5	65	65	65	65	59	76
Z	245	245	275	275	275	275	275	322.5



		For Gasolin engine application					For Diesel engine application		
		G250	G370	G370P	G470	G600	D300	D450	D600
Power rating (kW)	Absorbing	250kW	370kW	370kW	470kW	600kW	300kW	450kW	600kW
	Absorbing (at top speed)	208kW	247kW	315kW	376kW	480kW	300kW	250kW	450kW
	Motoring	200kW	300kW	300kW	410kW	500kW	250kW	400kW	500kW
	Motoring (at top speed)	167kW	200kW	255kW	328kW	400kW	250kW	220kW	375kW
Torque rating (Nm)	Absorbing	500Nm	750Nm	1080Nm	1200Nm	1150Nm	1200Nm	2500Nm	4504Nm
	Absorbing (at top speed)	165Nm	196Nm	300Nm	359Nm	450Nm	358Nm	298Nm	716Nm
	Motoring	400Nm	608Nm	876Nm	1046Nm	958Nm	1000Nm	2223Nm	3754Nm
	Motoring (at top speed)	132Nm	159Nm	243Nm	313Nm	381Nm	298Nm	262Nm	597Nm
Base speed (min <sup>-1</sup> )		4771min <sup>-1</sup>	4708min <sup>-1</sup>	2944min <sup>-1</sup>	3740min <sup>-1</sup>	4982min <sup>-1</sup>	2386min <sup>-1</sup>	1718min <sup>-1</sup>	1272min <sup>-1</sup>
Top speed (min <sup>-1</sup> )		12000min <sup>-1</sup>	12000min <sup>-1</sup>	10000min <sup>-1</sup>	10000min <sup>-1</sup>	10000min <sup>-1</sup>	8000min <sup>-1</sup>	8000min <sup>-1</sup>	6000min <sup>-1</sup>
Reducing power speed (min <sup>-1</sup> )		10000min <sup>-1</sup>	8000min <sup>-1</sup>	8500min <sup>-1</sup>	8000min <sup>-1</sup>	8000min <sup>-1</sup>	---	4500min <sup>-1</sup>	4500min <sup>-1</sup>
Rotor inertia (J (kgm <sup>2</sup> ))		0.53kgm <sup>2</sup>	0.80kgm <sup>2</sup>	1.60kgm <sup>2</sup>	1.60kgm <sup>2</sup>	1.60kgm <sup>2</sup>	1.60kgm <sup>2</sup>	4.30kgm <sup>2</sup>	10.00kgm <sup>2</sup>
Over load (Upto base speed)	Persent (%)	120%	120%	140%	138%	108%	120%	120%	108%
	Time (s)	30s	30s	30s	30s	30s	30s	30s	30s
	Absorbing power (kW)	300kW	444kW	518kW	649kW	650kW	360kW	540kW	648kW
	Motoring power (kW)	240kW	360kW	420kW	566kW	541kW	300kW	480kW	540kW
	Absorbing Torque (Nm)	600Nm	900Nm	1512Nm	1656Nm	1244Nm	1440Nm	3000Nm	4860Nm
	Motoring torque (Nm)	480Nm	730Nm	1362Nm	1444Nm	1037Nm	1200Nm	2668Nm	4053Nm
Max. acceleration (min <sup>-1</sup> /s)	At continuous absorbing	9009min <sup>-1</sup> /s	8952min <sup>-1</sup> /s	6446min <sup>-1</sup> /s	7162min <sup>-1</sup> /s	6864min <sup>-1</sup> /s	7162min <sup>-1</sup> /s	5552min <sup>-1</sup> /s	4301min <sup>-1</sup> /s
	At continuous motoring	7207min <sup>-1</sup> /s	7257min <sup>-1</sup> /s	5226min <sup>-1</sup> /s	6243min <sup>-1</sup> /s	5718min <sup>-1</sup> /s	5968min <sup>-1</sup> /s	4937min <sup>-1</sup> /s	3585min <sup>-1</sup> /s
	At over load absorbing	10811min <sup>-1</sup> /s	10743min <sup>-1</sup> /s	9024min <sup>-1</sup> /s	9884min <sup>-1</sup> /s	7425min <sup>-1</sup> /s	8594min <sup>-1</sup> /s	6662min <sup>-1</sup> /s	4641min <sup>-1</sup> /s
	At over load motoring	8648min <sup>-1</sup> /s	8714min <sup>-1</sup> /s	8129min <sup>-1</sup> /s	8618min <sup>-1</sup> /s	6189min <sup>-1</sup> /s	7162min <sup>-1</sup> /s	5925min <sup>-1</sup> /s	3870min <sup>-1</sup> /s
Approx. weight (kg)		1000kg	1300kg	1700kg	1700kg	1700kg	1700kg	2000kg	4400kg
Shaft end load (kg)	Upto base speed	35kg	35kg	35kg	35kg	35kg	60kg*1	70kg*1	70kg*1
	Upto top speed	15kg	15kg	15kg	15kg	15kg	25kg*1	35kg*1	35kg*1
Cooling method of motor		Air cooled					Air cooled		Air Cooled
Bearing	Type	Ceramic bearing					Ceramic bearing		
	Lubrication	Greese					Greese		
	Life time	Normal bearing life time is 20,000hours.					Normal bearing life time is 20,000hours.		