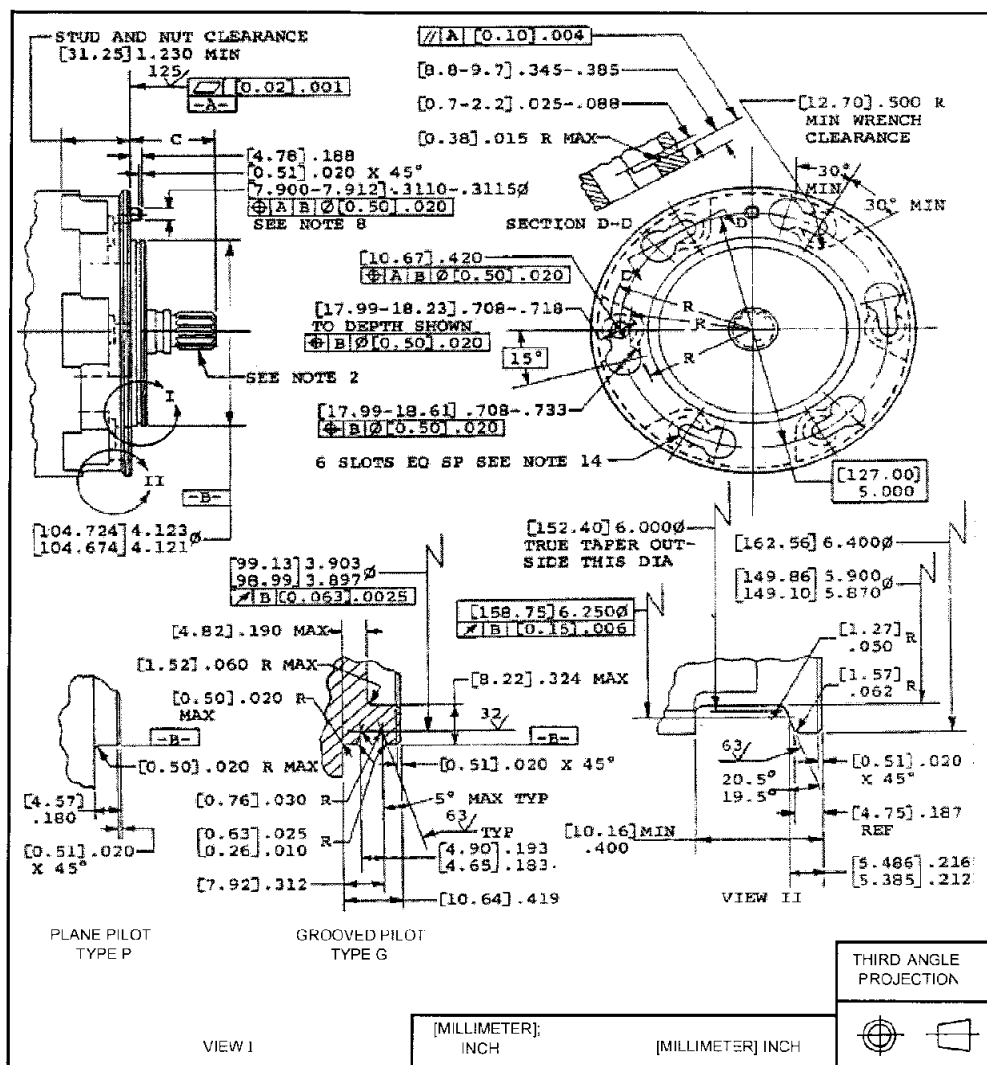


Issued 1967-10
Revised 1986-02
Reaffirmed 2004-03

Superseding AS964B

Flange - Accessory, 5.000 BC Round, Design Standard For



SAE Technical Standards Board Rules provide that: "This report is published by SAE to advance the state of technical and engineering sciences. The use of this report is entirely voluntary, and its applicability and suitability for any particular use, including any patent infringement arising therefrom, is the sole responsibility of the user."

SAE reviews each technical report at least every five years at which time it may be reaffirmed, revised, or cancelled. SAE invites your written comments and suggestions.

Copyright © 2004 SAE International

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of SAE.

TO PLACE A DOCUMENT ORDER:

Tel: 877-606-7323 (inside USA and Canada)

Tel: 724-776-4970 (outside USA)

Fax: 724-776-0790

Email: custsvc@sae.org

<http://www.sae.org>

SAE WEB ADDRESS:

SAE AS964 Revision C

FLANGE DASH NO.	SPLINE PD	SHAFT LENGTH C
1	[20.32] .800	[43.2-46.2] 1.700-1.820
2	[30.48] 1.200	[49.8-52.8] 1.960-2.080
3	[41.275] 1.625	[56.7-59.6] 2.230-2.350

1. STRENGTH: THE MAXIMUM TORSIONAL STRENGTH OF THE ACCESSORY SHAFT SHALL NOT EXCEED THE MAXIMUM STRENGTH REQUIRED BY THE APPLICABLE ACCESSORY SPECIFICATION OR BY THE PROCURING AGENCY.
2. DRIVE SHAFT: DETAILS OF DRIVE SHAFT AND SPLINE DATA ARE SHOWN ON AS 972.
3. MISALIGNMENT: THE ACCESSORY SHALL BE PROVIDED WITH A RADIALY LOOSE DRIVE SHAFT OR COUPLING. DESIGN SHALL BE SUCH THAT WHEN AXIS OF EXTERNAL SPLINE PITCH CYLINDER IS DISPLACED A MAXIMUM OF [0.15] .006 IN ANY DIRECTION FROM THE AXIS ESTABLISHED BY DIAMETER B AND SURFACE A, ANGULAR MISALIGNMENT OF AXES SHALL NOT EXCEED 0.003:1.
4. SHAFT RETENTION: THE DRIVE SHAFT SHALL BE RETAINED IN THE ACCESSORY WHEN THE LATTER IS REMOVED FROM THE ENGINE.
5. FLUID LEAKAGE: THE ACCESSORY SHALL OPERATE SATISFACTORILY WHEN EXPOSED TO OIL LEAKAGE FROM THE DRIVE INTO THE INTERFACE CAVITY NOT EXCEEDING .003 L PER HOUR. FLUID LEAKAGE FROM THE ACCESSORY SHALL NOT EXCEED .005 L PER HOUR; IF LEAKAGE CAN OCCUR, THE ACCESSORY SHALL HAVE PROVISIONS FOR DRAINING THE INTERFACE CAVITY.
6. PACKING: PREFORMED PACKING CONFORMING TO AS 568-241 SHALL BE USED IN TYPE G GROOVED PILOT.
7. COUPLING: SEE AS 976 AND AS 977 FOR DETAILS OF V BAND COUPLINGS. AT LEAST ONE NUT PER NOTE 9 OR DOWEL PER NOTE 8 MUST BE INSTALLED FOR TORQUE REACTION.
8. DOWEL: FOR TORQUE REACTION; SHALL NOT BE PROVIDED UNLESS REQUIRED BY THE APPLICABLE ACCESSORY SPECIFICATION OR BY THE PROCURING AGENCY.
9. NUT: DESIGN OF FLANGE IS BASED ON NUT CONFORMING TO AS 1050.
10. DIMENSIONS: ALL LINEAR DIMENSIONS ARE IN [MILLIMETERS] INCHES. DIMENSIONING AND TOLERANCING: ANSI Y14.5, TRUE POSITION TOLERANCES ARE AT MAXIMUM MATERIAL CONDITION UNLESS OTHERWISE SPECIFIED. INTERNATIONAL SYSTEM UNITS [SI] SHOWN ARE FOR REFERENCE ONLY.
11. TOLERANCES: LINEAR $\pm [0.25] .010$, ANGULAR $\pm 2^\circ$, UNLESS OTHERWISE SPECIFIED.
12. FINISH: BREAK SHARP EDGES [0.08-.38] .003-.015, UNLESS OTHERWISE SPECIFIED. SURFACE TEXTURE PER ANSI B46.1.
13. MATING DRIVE. SEE AS 963 AND AS 969 FOR DETAILS OF MATING DRIVE, AND DIRECTION OF ROTATION.
14. FOR STARTER APPLICATIONS, DIRECTION OF SLOTS TO BE SELECTED TO OPPOSE THE TORQUE DEVELOPED BY THE ACCESSORY.
15. DESIGNATION: THE AS NUMBER DEFINES THE CONFIGURATION OF THE FLANGE. THE DASH NUMBER DEFINES THE SPLINE SIZE. THE LETTER FOLLOWING THE DASH NUMBER DEFINES THE PILOT TYPE. EXAMPLE: AS 964-1G IS A [127.00] 5.000 BC FLANGE WITH A [20.32] 0.800 PD SPLINE AND A GROOVED PILOT.
16. SEE AIR 1160 FOR INFORMATION RELATIVE TO THE APPLICATION OF THIS STANDARD.

PREPARED BY SAE COMMITTEE AE-1, ENGINE ACCESSORY INSTALLATIONS