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4       3       2       1       L         STIFFNESS: - THE STIFFNESS OF THE SHAFT BETWEEN THE GORC CORE (TAUD THE SHAFT EXTENSION (C. 39 X 10 <sup>6</sup> , RGCW/RADIAN INNE OFFICET OF MAIN ROTOR CORE IS NOT INCLUDED IN USUED BY MARINE AUTHORITIES WHEN APPROPRIATE IS 34.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH IS 34.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH IS 34.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH IS 34.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH IS 34.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH IS 36.47 X 10 N/m <sup>2</sup> FOR SPEED RANGE OF 0.35 TO MONINAL SPEED AND 66.24 X 10 N/m <sup>2</sup> FOR RUN THROUGH INC. TECHNOLOGIES LTD SAULD RE NOTFFED SOUTCOMPLYING WITH THESE RULES IS SERVERATION TECHNOLOGIES LTD BALANCE OTORS TO WITH INTERNATIONAL STD BS ISO 1940 PARTS I AND 2.       I         SGENERATOR TECHNOLOGIES IND FACTORS CONTACT CUMMINS GENERATOR TECHNOLOGIES LTD       I       H         G 1003 333 335 335 335 335 335 335 335 335				
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G       F         GGM <sup>2</sup> ) 785 56 523 335 11 003 49       CONVERSION FACTORS TO CONVERT TO DIVIDE BY kg m <sup>2</sup> lb ft <sup>2</sup> 0.04214 kg cm/r ad lb in/r ad 1.1521246 N/m <sup>2</sup> lb ft/in <sup>2</sup> 6894.76       D         D       N/m <sup>2</sup> lb ft <sup>2</sup> 0.04214 kg cm/r ad lb in/r ad 1.1521246 N/m <sup>2</sup> lb ft/in <sup>2</sup> 6894.76       D         C       B       C         Cummins Generator Technologies L 1 ARE IN: **       SIZE: Al SCALE:1:2.8 NEWSIONS ARE 1N: MILLIMETERS SIZE: Al SCALE:1:2.8 CAD SYSTEM THERESTONING AND TOLERANCING PER: ASME Y14.5:2009       SIZE: Al SCALE:1:2.8 NEWSIONING AND TOLERANCING PER: THERE DATE FROZETTOR       CaD SYSTEM PIC® Create Portmetric       A         A       3       2       1				
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