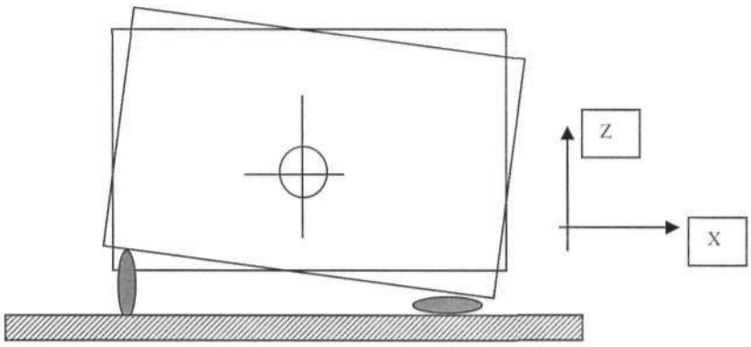
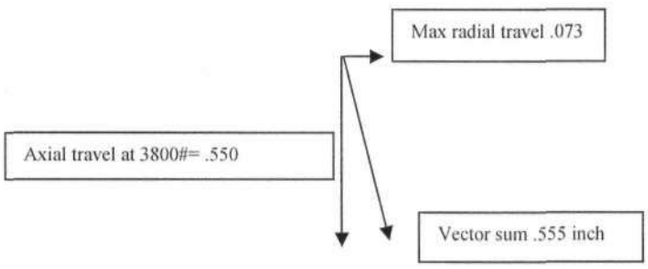
CONSIDERATIONS FOR SWAY SPACE CALCULATIONS



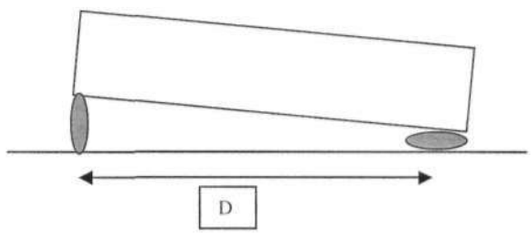
Assuming that the dynamic loading condition does not exceed 4000 Ibf per mount we can speculate that the worst loading scenario is when both axial and radial displacements are present. Additionally we can assume that the engine (in the worst case) translates in Z, translates in X and rotates about Y.

Based on mount geometry for 26111 and the deflection data in Barry Controls Test Lab axial displacement can be as much as .55 inch. Such displacemrnt will cause the core to move downwards allowing for radial displacement of .072 inch per side.
Based on the vector sumation of this two values we can determine the total displacement of 0.555 inch



As the engine rotates two mounts are put in compression -l, and the other two are reversely loaded t.
We can assume that the max travel in the rebound t direction is 0.25 inch.
Therefore we can speculate that the worst-case scenario occurs when the engine rotates and at the same time translates in X and Z. Rotation angle can be calculated based on the distance between the mounts and displacement downwards of-0.55 on one side and 0.25 on the other side.

$$\varphi = \sin^{-1}\left(\frac{(0.25+0.55)}{D}\right)$$



Knowing the angle of rotation, systems dimensions (i.e blade tip to the front mounting bracket), sway allowance for that or any known point can be easily calculated.