

# Dredging Vessel

## Modified TRI Coupling

### PROBLEM

A replacement flexible coupling solution was needed for use on a trailing suction hopper dredge (TSHD) in the Netherlands. Due to age and operating conditions, the existing competitor coupling's rubber elements began to crack. Installed between the vessel's main engine and generator, the flexible coupling provides torsional vibration dampening.

### SOLUTION

Boone B.V., a technical solutions provider and Stromag distribution partner for more than 40 years, selected and sized a modified Stromag TRI flexible coupling to fit the dimensional and performance application requirements. Stromag's engineering team worked closely with the Boone team to design the custom TRI coupling using standard elements to ensure that future spare part availability would not be a problem. Torsional vibration calculations were also completed to confirm the coupling's application suitability.

Ultimately, the modified TRI 125 coupling with a nominal torque rating of 98,740 Nm (72,826 ft.lbs.), was chosen by the customer over a competitor coupling due to the TRI's superior technical suitability and fast delivery.

Highly flexible TRI rubber couplings are designed to be mounted directly to piston engine flywheels. Their high axial and radial misalignment capacity makes these couplings an ideal choice for resiliently mounted drives.



### HIGHLIGHTS

- Custom coupling design
- Highly flexible rubber element absorbs torsional vibration
- Torque range: 2,000 to 125,000 Nm (1,475 to 92,195 ft.lbs.)
- ATEX certified
- Torsional vibration analysis (TVA) was completed

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