**产品概要**

**輸出額定力矩**  
T2N : 14 Nm - 2000 Nm  
**減速比:**  
單節: 3 / 4 / 5 / 6 / 7 / 8 / 9 / 10  
雙節: 15 / 20 / 25 / 30 / 35 / 40 / 45 / 50 / 60 / 70 / 80 / 90 / 100  
**低背隙**  
單節 : ≤1arcmin / ≤3arcmin / ≤5arcmin  
雙節 : ≤3arcmin / ≤5arcmin / ≤7arcmin  
**高效率**  
單節 : ≧ 97%  
雙節 : ≧ 94%  
**容易安裝**  
**低噪音**  
**結構緊湊**

**产品特点**

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| http://www.apexdyna.com/zh/imgs/prod/af-feature.gif |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic1.gif | |  | | --- | | 1. 螺旋齒輪設計 | | 減速機構採用螺旋齒輪設計，其齒形嚙合率為一般正齒輪的二倍以上，具有運轉平順、低噪音、高輸出扭矩和低背隙的特性 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic2.gif | |  | | --- | | 2. 筒夾式的鎖緊機構 | | 輸入端與馬達的連結採用筒夾式的鎖緊機構並經動平衡分析，以確保在高輸入轉速下結合介面的同心度和零背隙的動力傳遞 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic3.gif | |  | | --- | | 3. 馬達連接板的模組化設計 | | 獨特的馬達連接板和軸櫬的模組化設計，適用於任何廠牌和型式的伺服馬達 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic4.gif | |  | | --- | | 4. 高效率的表面處理技術 | | 齒輪箱表面利用無電解鎳處理，馬達連接板採黑色陽極處理，提高環境的耐受性和抗腐蝕能力 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic5.gif | |  | | --- | | 5.一體式的齒輪箱本體 | | 齒輪箱和內環齒輪採一體式的設計，結構緊湊、精密度高、輸出扭矩大 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic6.gif | |  | | --- | | 6. NyoGel 792D 合成潤滑油脂 | | 使用 NyoGel 792D 合成潤滑油脂，並採IP65防 護等級的密封設計，潤滑油不洩漏免保養 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic11.gif | |  | | --- | | 7. 一體式的臂架 | | 臂架與輸出軸採一體式的結構設計，以確保最大扭轉剛性。 並採用斜角滾柱大跨距配置設計，增加輸出軸之徑向負載。 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic8.gif | |  | | --- | | 8. 先進的離子氮化技術 | | 齒輪材料選用高級之鉻鉬釩合金鋼，經調質熱處理至基材硬度30 Rc ，再利用本廠先進之離子氮化設備將齒輪表面之硬度氮化至900 Hv，以獲得最佳的耐磨耗和耐衝擊韌性 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic9.gif | |  | | --- | | 9. 3D拓蹼的設計分析技術 | | 利用3D拓蹼的設計分析技術，分別對螺旋齒面作齒形及導程修整，以降低齒輪對嚙入及嚙出的衝擊和噪音，增加齒輪系的使用壽命 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic10.gif | |  | | --- | | 10. 滿針的滾針軸承設計 | | 齒輪的傳動介面採用不含保持器之滿針 滾針軸承，增加接觸面積以提高結構剛性及 輸出扭矩 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic02.gif | |  | | --- | | 11.輸出端專利的油封系統設計 | | 輸出軸的油封接觸介面採用先進的鍍膜技術，表面硬度達 3,700Hv,且接觸面的表面粗度達 Ra0.2 mm以下，可確保最低摩擦係數和最低的起動扭矩 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic32.gif | |  | | --- | | 12. 輸入端 | | 專利的油封系統設計，輸入端的高速油封介面採先進的鍍膜套環，表面硬度和粗度分別達到 3,700Hv和 Ra0.2 mm以下，且有最佳的耐蝕性、抗磨枆特性程熱傳導特性，輔以特殊的油封材質，確保最佳的密封性的使用壽命 | |
|  | |
| http://www.apexdyna.com/zh/imgs/prod/fea-pic36.gif | |  | | --- | | 13. 齒輪棒材同心度準確 | | 整支齒輪棒材製作出的太陽齒輪，剛性強，同心度準確 | |
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| http://www.apexdyna.com/zh/imgs/prod/fea-pic25.gif | |  | | --- | | 14. 精密圆锥滚子轴承支撑增加径向和轴向载荷能力 | |  | |

**产品规格**

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| http://www.apexdyna.com/zh/imgs/icon1.gif**产品性能** | |
| |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **規格 No.** | | 節數 | 減速比1 | **AF042** | **AF060** | **AF060A** | **AF075** | **AF075A** | **AF100** | **AF140** | **AF180** | **AF220** | | 額定輸出力矩 T2N | Nm | 1 | 3 | 20 | 55 | - | 130 | - | 208 | 342 | 588 | 1,140 | | 4 | 19 | 50 | - | 140 | - | 290 | 542 | 1,050 | 1,700 | | 5 | 22 | 60 | - | 160 | - | 330 | 650 | 1,200 | 2,000 | | 6 | 20 | 55 | - | 150 | - | 310 | 600 | 1,100 | 1,900 | | 7 | 19 | 50 | - | 140 | - | 300 | 550 | 1,100 | 1,800 | | 8 | 17 | 45 | - | 120 | - | 260 | 500 | 1,000 | 1,600 | | 9 | 14 | 40 | - | 100 | - | 230 | 450 | 900 | 1,500 | | 10 | 14 | 40 | - | 100 | - | 230 | 450 | 900 | 1,500 | |  | | | | | | | | | | | | 2 | 15 | 20 | 55 | 55 | 130 | 130 | 208 | 342 | 588 | 1,140 | | 20 | 19 | 50 | 50 | 140 | 140 | 290 | 542 | 1,050 | 1,700 | | 25 | 22 | 60 | 60 | 160 | 160 | 330 | 650 | 1,200 | 2,000 | | 30 | 20 | 55 | 55 | 150 | 150 | 310 | 600 | 1,100 | 1,900 | | 35 | 19 | 50 | 50 | 140 | 140 | 300 | 550 | 1,100 | 1,800 | | 40 | 17 | 45 | 45 | 120 | 120 | 260 | 500 | 1,000 | 1,600 | | 45 | 14 | 40 | 40 | 100 | 100 | 230 | 450 | 900 | 1,500 | | 50 | 22 | 60 | 60 | 160 | 160 | 330 | 650 | 1,200 | 2,000 | | 60 | 20 | 55 | 55 | 150 | 150 | 310 | 600 | 1,100 | 1,900 | | 70 | 19 | 50 | 50 | 140 | 140 | 300 | 550 | 1,100 | 1,800 | | 80 | 17 | 45 | 45 | 120 | 120 | 260 | 500 | 1,000 | 1,600 | | 90 | 14 | 40 | 40 | 100 | 100 | 230 | 450 | 900 | 1,500 | | 100 | 14 | 40 | 40 | 100 | 100 | 230 | 450 | 900 | 1,500 | | 急停扭矩 T2NOT3 | Nm | 1,2 | 3~100 | 3倍額定輸出力矩 | | | | | | | | | | 額定輸入轉速 N1N | rpm | 1,2 | 3~100 | 5,000 | 5,000 | 5,000 | 4,000 | 4,000 | 4,000 | 3,000 | 3,000 | 2,000 | | 最大輸入轉速 N1B | rpm | 1,2 | 3~100 | 10,000 | 10,000 | 10,000 | 8,000 | 8,000 | 8,000 | 6,000 | 6,000 | 4,000 | | 超精密背隙  P0 | arcmin | 1 | 3~10 | - | - | - | ≤ 1 | - | ≤ 1 | ≤ 1 | ≤ 1 | ≤ 1 | | 2 | 15~100 | - | - | - | - | - | ≤ 3 | ≤ 3 | ≤ 3 | ≤ 3 | | 精密背隙  P1 | arcmin | 1 | 3~10 | ≤ 3 | ≤ 3 | - | ≤ 3 | - | ≤ 3 | ≤ 3 | ≤ 3 | ≤ 3 | | 2 | 15~100 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | | 標準背隙 P2 | arcmin | 1 | 3~10 | ≤ 5 | ≤ 5 | - | ≤ 5 | - | ≤ 5 | ≤ 5 | ≤ 5 | ≤ 5 | | 2 | 15~100 | ≤ 7 | ≤7 | ≤ 7 | ≤ 7 | ≤ 7 | ≤ 7 | ≤ 7 | ≤ 7 | ≤ 7 | | 扭轉剛性 | Nm / arcmin | 1,2 | 3~100 | 3 | 7 | 7 | 14 | 14 | 25 | 50 | 145 | 225 | | 最大徑向力 F2rB2 | N | 1,2 | 3~100 | 610 | 1,400 | 1,400 | 4,100 | 4,100 | 9,200 | 14,000 | 18,000 | 33,000 | | 最大軸向力 F2a2B2 | N | 1,2 | 3~100 | 320 | 1,100 | 1,100 | 3,700 | 3,700 | 5,820 | 11,400 | 19,500 | 16,300 | | 使用壽命 | hr | 1,2 | 3~100 | 30,000 \* | | | | | | | | | | 效率 http://www.apexdyna.com/imgs/prod/ui.gif | % | 1 | 3~10 | ≧ 97 % | | | | | | | | | | 2 | 15~100 | ≧ 94 % | | | | | | | | | | 重量 | kg | 1 | 3~10 | 0.6 | 1.3 | - | 3.7 | - | 6.9 | 13.7 | 28 | 48 | | 2 | 15~100 | 0.8 | 1.5 | 2 | 4.1 | 5.5 | 8.1 | 16.6 | 33 | 60 | | 使用溫度 | ºC | 1,2 | 3~100 | -10ºC~90ºC | | | | | | | | | | 潤滑 |  | - | - | 合成潤滑油脂(NYOGEL 792D) | | | | | | | | | | 防護等級 |  | 1,2 | 3~100 | IP65 | | | | | | | | | | 安裝方向 |  | 1,2 | 3~100 | 任意方向 | | | | | | | | | | 噪音值 (n1=3000 rpm, 無負載) | dB(A) | 1,2 | 3~100 | ≤ 56 | ≤ 58 | ≤ 60 | ≤ 60 | ≤ 63 | ≤ 63 | ≤ 65 | ≤ 67 | ≤ 70 | | |

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| 1.減速比 ( i=N in / N out ) | 2. 輸出轉數100rpm 時，作用於輸出軸中心位置。 |
| 3.最大加速力矩 T2B = 60% of T2NOT | |
| \*連續運轉，使用壽命為 10,000 hrs。(請洽詢本公司) | |

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| http://www.apexdyna.com/zh/imgs/icon1.gif**減速機轉動慣量** |
| |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **規格 No.** | 節數 | 減速比1 | **AF042** | **AF060** | **AF060A** | **AF075** | **AF075A** | **AF100** | **AF140** | **AF180** | **AF220** | | 轉動慣量 J1（kg‧cm2） | 1 | 3 | 0.03 | 0.16 | - | 0.61 | - | 3.25 | 9.21 | 28.98 | 69.61 | | 4 | 0.03 | 0.14 | - | 0.48 | - | 2.74 | 7.54 | 23.67 | 54.37 | | 5 | 0.03 | 0.13 | - | 0.47 | - | 2.71 | 7.42 | 23.29 | 53.27 | | 6 | 0.03 | 0.13 | - | 0.45 | - | 2.65 | 7.25 | 22.75 | 51.72 | | 7 | 0.03 | 0.13 | - | 0.45 | - | 2.62 | 7.14 | 22.48 | 50.97 | | 8 | 0.03 | 0.13 | - | 0.44 | - | 2.58 | 7.07 | 22.59 | 50.84 | | 9 | 0.03 | 0.13 | - | 0.44 | - | 2.57 | 7.04 | 22.53 | 50.63 | | 10 | 0.03 | 0.13 | - | 0.44 | - | 2.57 | 7.03 | 22.51 | 50.56 | |  | | | | | | | | | | | | 2 | 15 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 20 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 25 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 30 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 35 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 40 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 45 | 0.03 | 0.03 | 0.13 | 0.13 | 0.47 | 0.47 | 2.71 | 7.42 | 23.29 | | 50 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | | 60 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | | 70 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | | 80 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | | 90 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | | 100 | 0.03 | 0.03 | 0.13 | 0.13 | 0.44 | 0.44 | 2.57 | 7.03 | 22.51 | |

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**产品尺寸**

**產品尺寸**

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| http://www.apexdyna.com/zh/imgs/icon1.gif單節 , 減速比 i = 3 ~ 10 |
| http://www.apexdyna.com/zh/imgs/prod/AF-Dimension-s1.gif |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | |  | **AF042** | **AF060** | **AF075** | **AF100** | **AF140** | **AF180** | **AF220** | | D1 | 50 | 68 | 85 | 120 | 165 | 215 | 250 | | D2 | 3.4 | 5.5 | 6.8 | 9 | 11 | 13 | 17 | | D3 j6 | 13 | 16 | 22 | 32 | 40 | 55 | 75 | | D4 g6 | 35 | 60 | 70 | 90 | 130 | 160 | 180 | | D5 | 22 | 45 | 60 | 80 | 75 | 95 | 115 | | D6 | M4 X 0.7P | M5 X 0.8P | M8 X 1.25P | M12X1.75P | M16 X 2P | M20 X 2.5P | M20 X 2.5P | | L1 | 42 | 62 | 76 | 105 | 142 | 180 | 220 | | L2 | 19.5 | 28.5 | 36 | 58 | 82 | 82 | 105 | | L3 | 6.5 | 20 | 20 | 30 | 30 | 30 | 33 | | L4 | 1 | 1.5 | 2 | 2 | 3 | 3 | 3 | | L5 | 16 | 25 | 32 | 40 | 63 | 70 | 90 | | L6 | 2 | 2 | 3 | 5 | 5 | 6 | 7 | | L7 | 4 | 6 | 7 | 10 | 12 | 15 | 20 | | L8 | 31 | 54.5 | 86.5 | 89.5 | 110 | 150 | 163.5 | | L9 | 42 | 60 | 90 | 115 | 142 | 180 | 220 | | L10 | 10 | 12.5 | 19 | 28 | 36 | 42 | 42 | | C1 3 | 46 | 70 | 100 | 130 | 165 | 215 | 235 | | C2 3 | M4 X 0.7P | M5 X 0.8P | M6 X 1P | M8 X 1.25P | M10 X 1.5P | M12 X 1.75P | M12 X 1.75P | | C3 3 | ≤11 | \*≤14 / ≤16 | ≤19 / ≤24 | ≤32 | ≤38 | ≤48 | ≤55 | | C4 3 | 25 | 34 | 40 | 50 | 60 | 85 | 116 | | C5 3 | 30 | 50 | 80 | 110 | 130 | 180 | 200 | | C63 | 3.5 | 8 | 4 | 5 | 6 | 6 | 6 | | C7 3 | 42 | 60 | 90 | 115 | 142 | 190 | 220 | | C8 3 | 29.5 | 19 | 17 | 19.5 | 22.5 | 29 | 63 | | C9 3 | 86.5 | 122 | 159.5 | 197 | 244.5 | 291 | 364.5 | | C10 3 | 8.75 | 13.5 | 10.75 | 13 | 15 | 20.75 | 53 | | B1 h9 | 5 | 5 | 6 | 10 | 12 | 16 | 20 | | H1 | 15 | 18 | 24.5 | 35 | 43 | 59 | 79.5 | | |
| 3. C1~C10 是公制標準馬達連接板之尺寸，請至 " 減速機選用 " 找出正確之尺寸。 \* AF060M1 5,10 減速比提供 C3 ≤16 可選。  \* AF075M1 提供 C3 ≤24 可選。 |

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| http://www.apexdyna.com/zh/imgs/icon1.gif雙節 , 減速比 i = 15 ~ 100 |
| http://www.apexdyna.com/zh/imgs/prod/AF-Dimension-s2.gif |

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| 4. C1~C10 是公制標準馬達連接板之尺寸，請至 " 減速機選用 " 找出正確之尺寸。  \* AF060M1 15~50 減速比提供 C3 ≤12 可選。  \* AF060AM1 提供 C3 ≤16 可選。 \* AF075M1 15~50 減速比提供 C3 ≤16 可選。  \* AF075M2 15~50 減速比提供 C3 ≤15.875 可選。  \* AF075AM1 提供 C3 ≤24 可選。  \* AF100M1 提供 C3 ≤24 可選。 | |
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