**产品概要**

**輸出額定力矩**  
T2N : 14 Nm - 2000 Nm  
**减速比:**  
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 : ≤8 arcmin  
雙節 : ≤12 arcmin  
**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/AE-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 | |
|  | |
| 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 | |
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| 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 | |
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| 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 | |
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| 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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**产品规格**

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| http://www.apexdyna.com/zh/imgs/icon1.gif **产品性能** |
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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 | **AE050** | **AE070** | **AE090** | **AE120** | **AE155** | **AE205** | **AE235** | | 轉動慣量 J  （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 | 0.47 | 2.71 | 7.42 | 23.29 | | 20 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 25 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 30 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 35 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 40 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 45 | 0.03 | 0.03 | 0.13 | 0.47 | 2.71 | 7.42 | 23.29 | | 50 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | | 60 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | | 70 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | | 80 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | | 90 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | | 100 | 0.03 | 0.03 | 0.13 | 0.44 | 2.57 | 7.03 | 22.51 | |

**产品尺寸**

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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/AE-Dimension-s1.gif |

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| 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。 \* AE070M1 5,10 減速比提供 C3≤16 可選。  \* AE090M1 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/AE-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。  \* AE070M1 15~50 減速比提供 C3 ≤12 可選。  \* AE090M1 15~50 減速比提供 C3 ≤16 可選。  \* AE090M2 15~50 減速比提供 C3 ≤15.875 可選。  \* AE120M1 提供 C3 ≤24 可選。 | |
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