- 产品采用了系列化、模块化的设计思想，有广泛的适应性，本系列产品有极其多的电机组合、安装位置和结构方案，传动比分级精细，转速型谱宽，满足不同的使用工况，实现机电一体化。
- R、K、F、S四大系列减速机采用单元结构模块化设计原理，大量减少了零部件种类和库存量，也大大的缩短了交货周期。部件通用性强，维护成本低，特别是生产线，只需备用内部几个传动件即可保证整线正常生产的维修保养。
- 减速器效率高达96%，振动小、噪音低、性能优越、密封性能好、可在有腐蚀、潮湿等恶劣环境中连续工作。
- 带筋的高刚性铸铁箱体，齿轮采用高耐磨优质合金材料并经特种热处理及精密磨齿加工，确保轴平行度和定位的精度，这一切构成了齿轮传动的完美结合。

- R series rigid tooth flank helical gear units, K series helical-bevel gear units, F series parallel shaft helical gear units, S series helical-worm gear units, T series spiral bevel gear units, have the advantages of small volume and big transmission torque.
- Designed and manufactured on the basis of modular combined system, the gear units have abundant combinations of motor, mounting positions and structure projects, the classifying class of transmission ratio is detailed, which meets the requirements of different working situation and realize mechatronics.
- R, K, F, S four main series gear units utilize the design principle of unit structure module, which reduces the categories and stocks of parts, and shortens the delivery period.
  High efficiency of drive, low consumption of power, and excellent performance.
- High rigidity cast iron housing with rib; the rigid tooth flank gear utilizes good-quality alloy steel, the surface is treated with carburizing quenching hardening treatment, refined processing of grounding, stable drive, low noise, big capacity of load, long using life.

选型指南

Guidelines for the selection

- 减速机是按载荷平稳，每天工作时间一定和少量起停次数的情况设计的，而在实际使用中往往不是处于此种理想状况，因此必须按照实际情况的载荷类型、运行时间、起动频率来确定工作机系数f_1、原动机系数f_2、起动系数f_3。使其小于或等于选型表中的服务系数f_B，即$f_1 \times f_2 \times f_3 \leqslant f_B$。或将工作机所需的转矩乘以服务系数（$f_1 \times f_2 \times f_3$）应小于或等于减速机的许用转矩。

  即 $T_N > T_2 \times f_1 \times f_2 \times f_3$

  f_1 — 工作机系数 （见表1）
  f_2 — 原动机系数 （见表2）
  f_3 — 起动系数 （见表3）
  T_2 — 工作机所需转矩
  T_N — 减速机许用转矩(见第9页)

- K系列和T系列螺旋锥齿轮减速机如果只承受单向载荷则最好注明旋转方向（从输出端方向看），这样有利于改善螺旋锥齿轮的受力状况。
- 我公司可承接特殊规格产品的订货，并可为客户提供专用设计服务。
- 随着技术进步，本公司产品设计和规格可能会有所更改，恕不另行通知。

- Gear units are designed under the circumstance of steady load, stated operating time per day and a few sarting times.but the practical condition will be not as perfect as the designed circumstance.so we must confirm driven machine factor f_1,prime mover factor f_2,starting factor f_3 according to actual load type, operating time,starting frequency.let it less than or equale to the service factor fb of selection table,viz $f_1 \times f_2 \times f_3 \leqslant f_B$.the needed torque of service machine multiply the service factor ($f_1 \times f_2 \times f_3$) should less than or equale to gear units' permissible torque.

  Viz $T_N > T_2 \times f_1 \times f_2 \times f_3$

  f_1 — driven machine factor(see table 1)
  f_2 — prime mover factor(see table 2)
  f_3 — starting factor(see table 3)
  T_2 — the needed torque of driven machine
  T_N — gear units' permissible torque(see page 9)

- If the K series and T series spiral bevel gear units can only bear single direction load, please indicate the rotating direction (see from output side), which is good for improving the pressing state of the spiral bevel gear.
- We accept the orders of products of special specification, and provide our customer with exclusive design service.
- Design and specifications are subject to change without notice, Please forgive