



		页码 / Page	
BG-伞齿轮 减速箱纵览 背隙 <6'		BG-bevel gear units with <6' backlash	
结构尺寸	50	GE2	– GE3
结构尺寸	63	GE4	– GE5
结构尺寸	80	GE6	– GE7
联轴器和胀紧盘		Couplings and shrink-discs	
选型和负载表		Selection and load tables	
简述		Short description	
安装和维护		Mounting and maintenance	
伺服电机选配表		Motor applications	



<6 arcmin



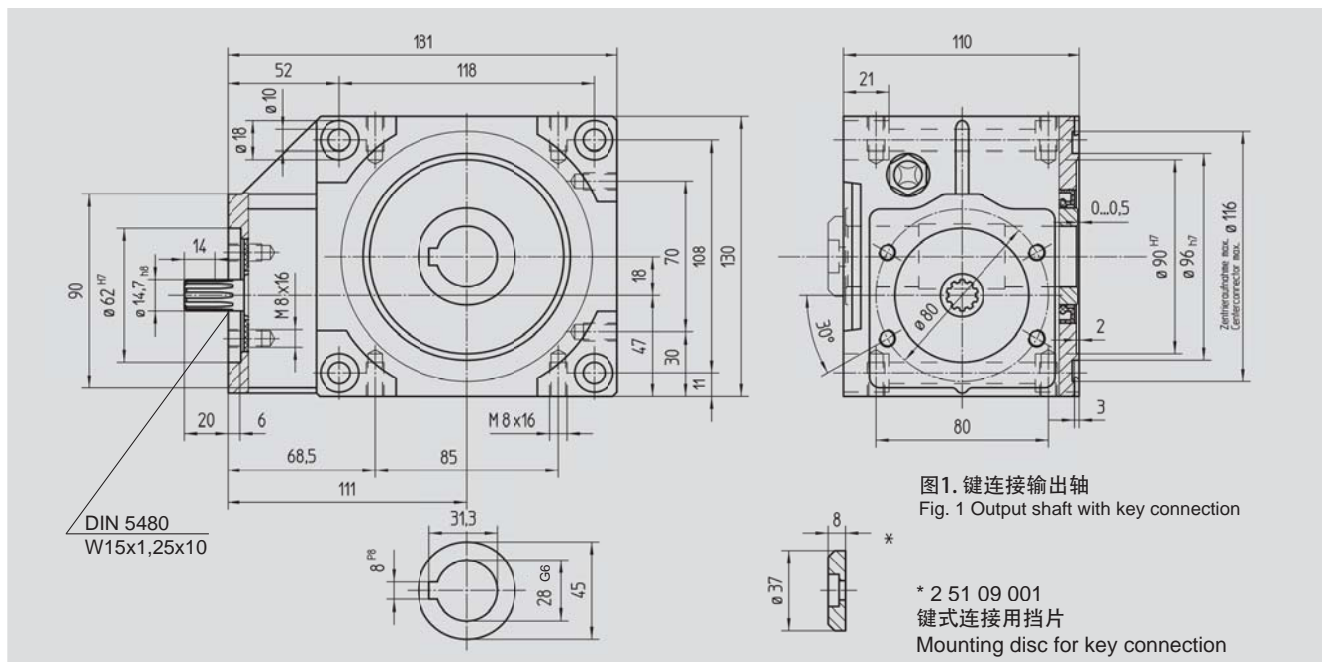
ATLANTA

BG伞齿轮型减速箱 背隙 <6
BG-bevel gear unit with <6' backlash

键式连接输出轴 / Key connection
结构尺寸 / Construction-size

BG 50

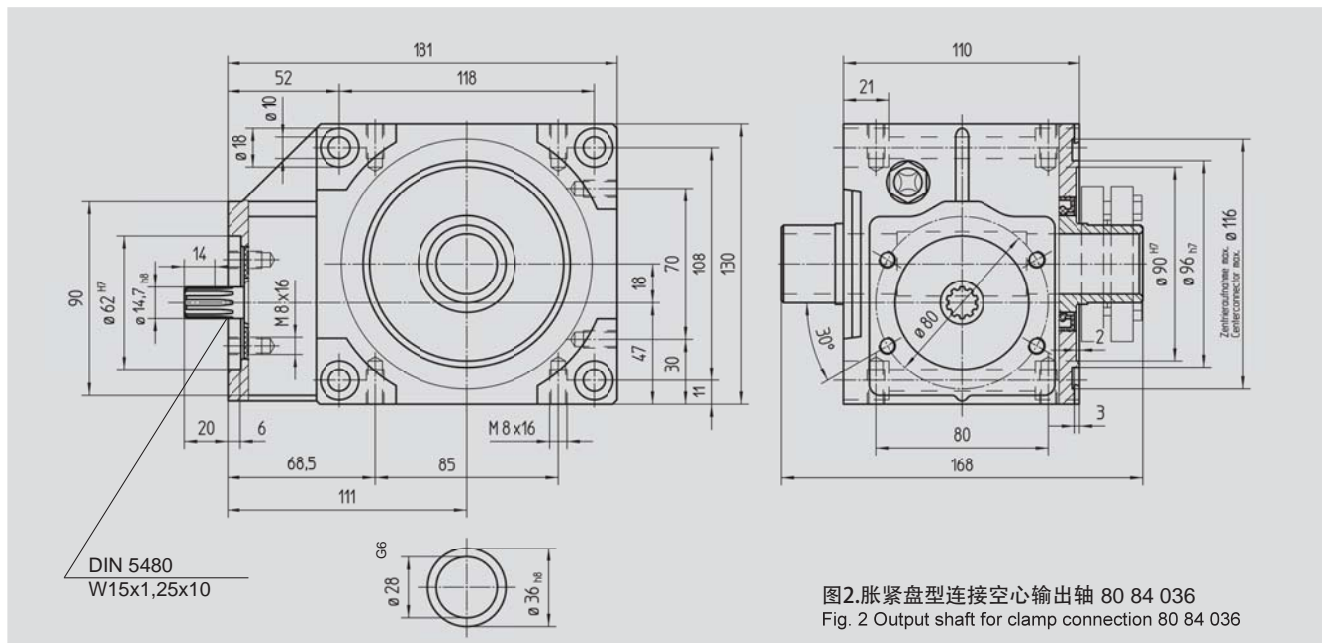
5个安装面 / 5 Mounting surfaces



胀紧盘型连接 / Shrink-disc connection
结构尺寸 / Construction-size

BG 50

5个安装面 / 5 Mounting surfaces



订购代码 5个安装面

Order-Code 5 Mounting surfaces

键式连接输出轴

Key connection

胀紧盘型连接

Shrink-disc connection

减速比 i
Ratio i

$\frac{kg}{kg}$

$J_{red} 10^{-4}$
 $kg m^2$

51 03 005

51 13 005

4,75

6,4

0,820

51 03 007

51 13 007

6,75

6,4

0,551

51 03 009

51 13 009

9,25

6,4

0,406

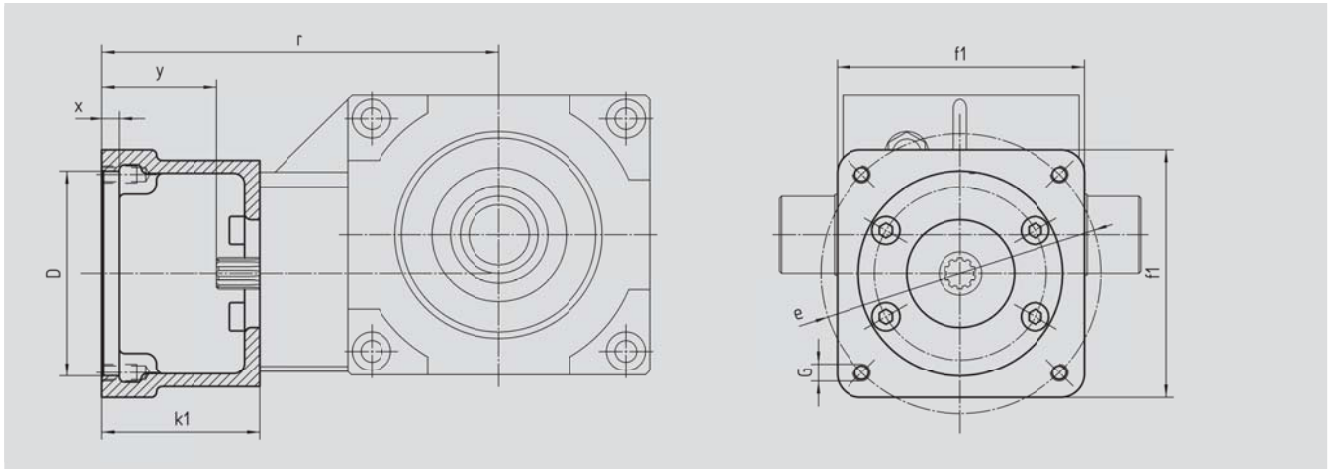
安装亚特兰大 20 2x 4xx 的齿轮轴或 65 04 xxx 的输出轴是有必要的 / Necessary for mounting of ATLANTA Pinion 20 2x 4xx or Output drive shaft 65 04 xxx.



电机法兰 / Motor flange


结构尺寸 / Construction-size

BG 50



结构尺寸 / Construction-size 50 mm

订购代码.

Order code	DG7	k ₁	r	x	y	f ₁	e	G	 kg
65 59 301	95,0	62	173	6	42	100	115	M8	1,0
65 59 302	50,0	62	173	6	42	100	95	M6	1,0
65 59 303	80,0	62	173	6	42	100	100	M6	1,0
65 59 304	95,0	78	189	6	58	115	130	M8	1,0
65 59 305	95,0	72	183	5	52	105	115	M8	1,0
65 59 306	60,0	74	184	7	54	100	75; 90	M5	1,0
65 59 307	70,0	70	181	7	50	100	90	M6	1,0
65 59 401	95,0	73	184	7	53	100	115	M8	1,0
65 59 402	110,0	78	189	7	58	115	130	M8	1,0
65 59 403	95,0	73	184	7	53	115	130	M8	1,0
65 59 404	110,0	73	184	7	53	115	130	M8	1,0
65 59 405	95,0	78	189	7	58	140	165	M10	1,0
65 59 406	110,0	78	189	7	58	140	165	M10	1,0
65 59 407	130,0	78	189	7	58	140	165	M10	1,0
65 59 409	130,0	98	209	7	78	140	165	M10	1,5
65 59 410	110,0	74	185	7	54	120	145	M8	1,0
65 59 411	110,0	84	195	7	64	120	145	M8	1,5
65 59 412	114,3	105	216	7	85	180	200	M12	3,5
65 59 413	114,3	139	150	7	119	180	200	M12	6,0
65 59 414	114,3	91	202	7	71	180	200	M12	2,5
65 59 415	110,0	89	200	7	69	120	145	M8	1,5

订单中应该包括减速箱 51 03 0xx / 51 13 0xx 和法兰 65 59 3xx.

The order should contain gear box 51 03 0xx / 51 13 0xx and flange 65 59 3xx.



ATLANTA

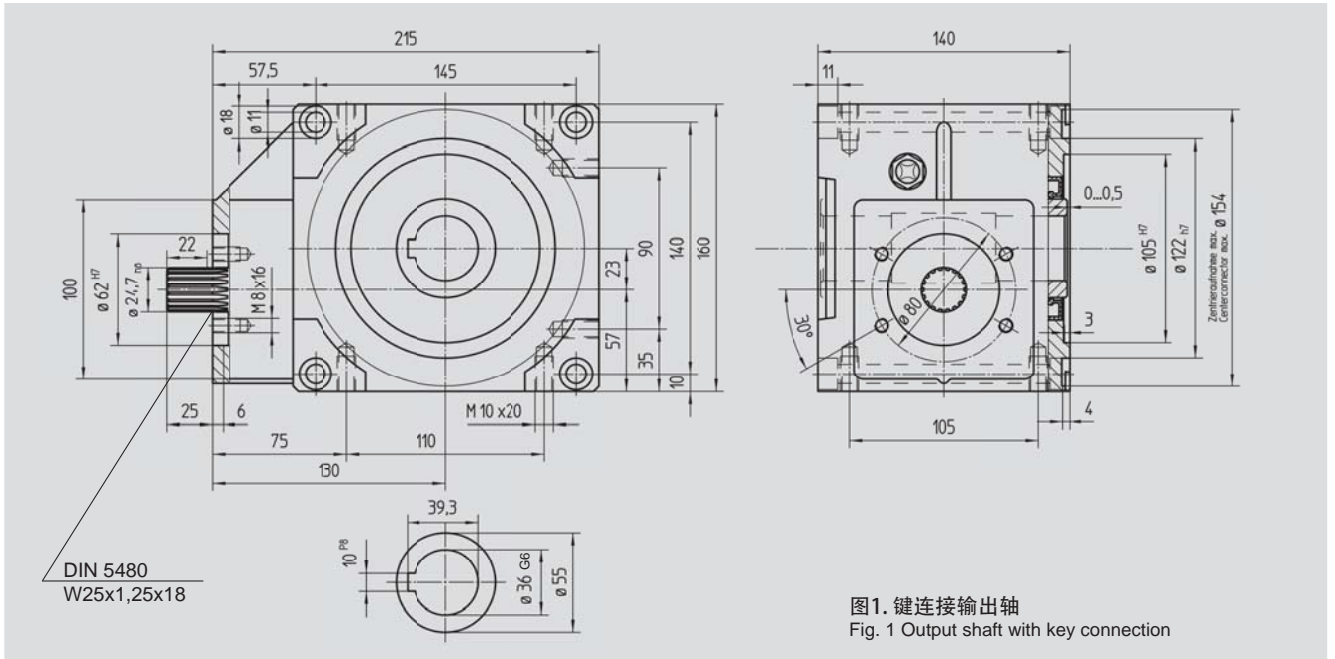
BG伞齿轮型减速箱 背隙 <6
BG-bevel gear unit with <6' backlash

键式连接输出轴 / Key connection

结构尺寸 / Construction-size

BG 63

5个安装面 / 5 Mounting surfaces

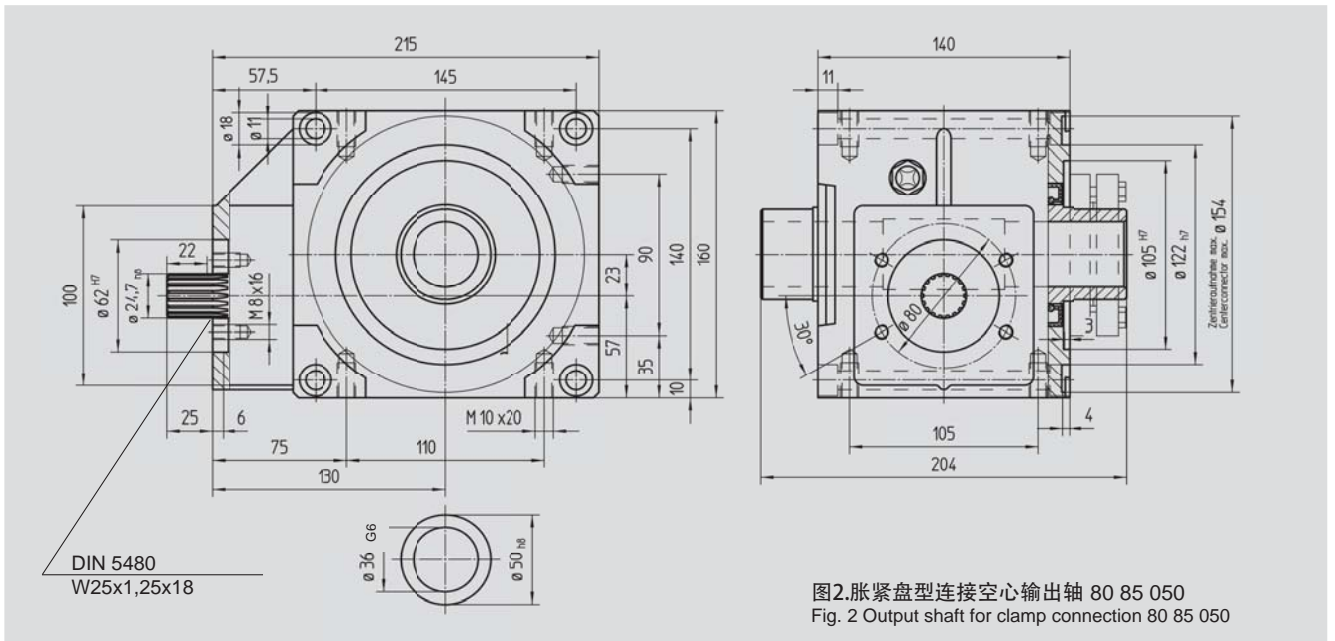


胀紧盘型连接 / Shrink-disc connection

结构尺寸 / Construction-size

BG 63

5个安装面 / 5 Mounting surfaces



订购代码 5个安装面

Order-Code 5 Mounting surfaces

键式连接输出轴

Key connection

胀紧盘型连接

Shrink-disc connection

减速比 i

Ratio i



J_{red} 10⁻⁴

kg m²

51 04 005

51 14 005

4,75

11,8

3,234

51 04 007

51 14 007

6,75

11,8

2,148

51 04 009

51 14 009

9,25

11,7

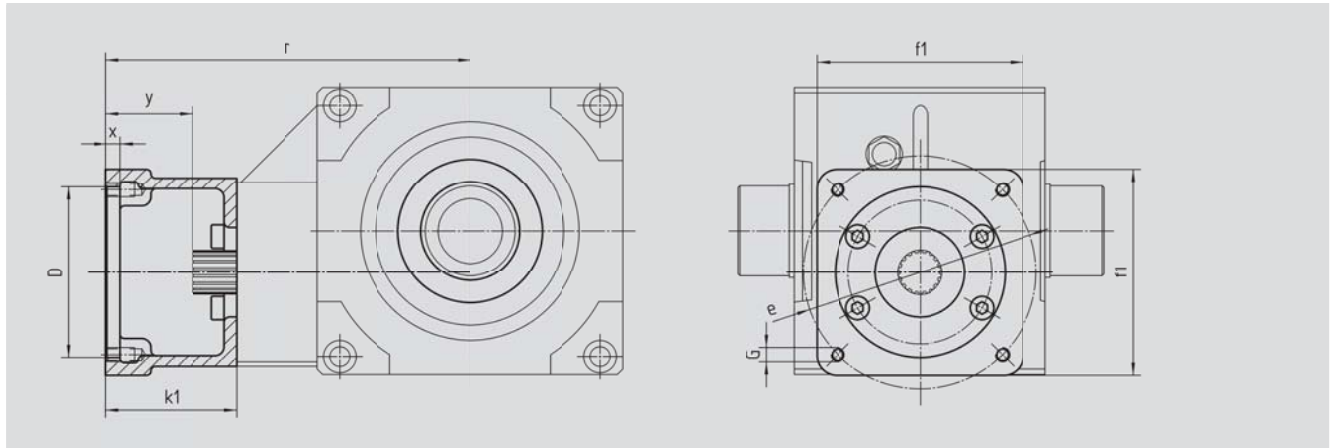
1,595



电机法兰 / Motor flange

结构尺寸 / Construction-size


BG 63



<6 arcmin

结构尺寸 / Construction-size 63 mm

订购代码.

Order code	D ^{G7}	k ₁	r	x	y	f ₁	e	G	 kg
65 59 301	95,0	62	192	6	37	100	115	M8	1,0
65 59 302	50,0	62	192	6	37	100	95	M6	1,0
65 59 303	80,0	62	192	6	37	100	100	M6	1,0
65 59 304	95,0	78	208	6	53	115	130	M8	1,0
65 59 305	95,0	72	202	5	47	105	115	M8	1,0
65 59 306	60,0	74	204	7	49	100	75; 90	M5	1,0
65 59 307	70,0	70	200	7	45	100	90	M6	1,0
65 59 401	95,0	73	203	7	48	100	115	M8	1,0
65 59 402	110,0	78	208	7	53	115	130	M8	1,0
65 59 403	95,0	73	203	7	48	115	130	M8	1,0
65 59 404	110,0	73	203	7	48	115	130	M8	1,0
65 59 405	95,0	78	208	7	53	140	165	M10	1,0
65 59 406	110,0	78	208	7	53	140	165	M10	1,0
65 59 407	130,0	78	208	7	53	140	165	M10	1,0
65 59 409	130,0	98	228	7	73	140	165	M10	1,5
65 59 410	110,0	74	204	7	49	120	145	M8	1,0
65 59 411	110,0	84	214	7	59	120	145	M8	1,5
65 59 412	114,3	105	235	7	80	180	200	M12	3,5
65 59 413	114,3	139	269	7	114	180	200	M12	6,0
65 59 414	114,3	91	221	7	66	180	200	M12	2,5
65 59 415	110,0	89	219	7	64	120	145	M8	1,5

订单中应该包括减速箱 51 04 0xx / 51 14 0xx 和法兰 65 59 4xx.

The order should contain gear box 51 04 0xx / 51 14 0xx and flange 65 59 4xx.



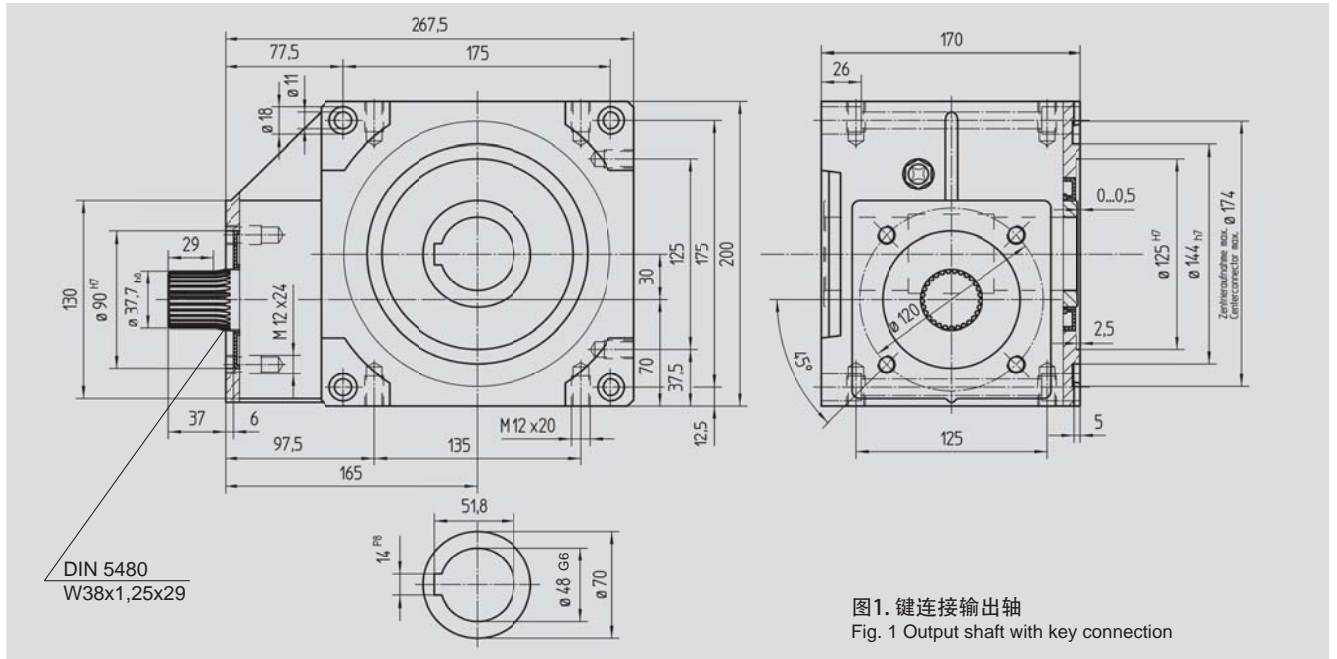
ATLANTA

BG伞齿轮型减速箱 背隙 <6'
BG-bevel gear unit with <6' backlash

键式连接输出轴 / Key connection
结构尺寸 / Construction-size

BG 80

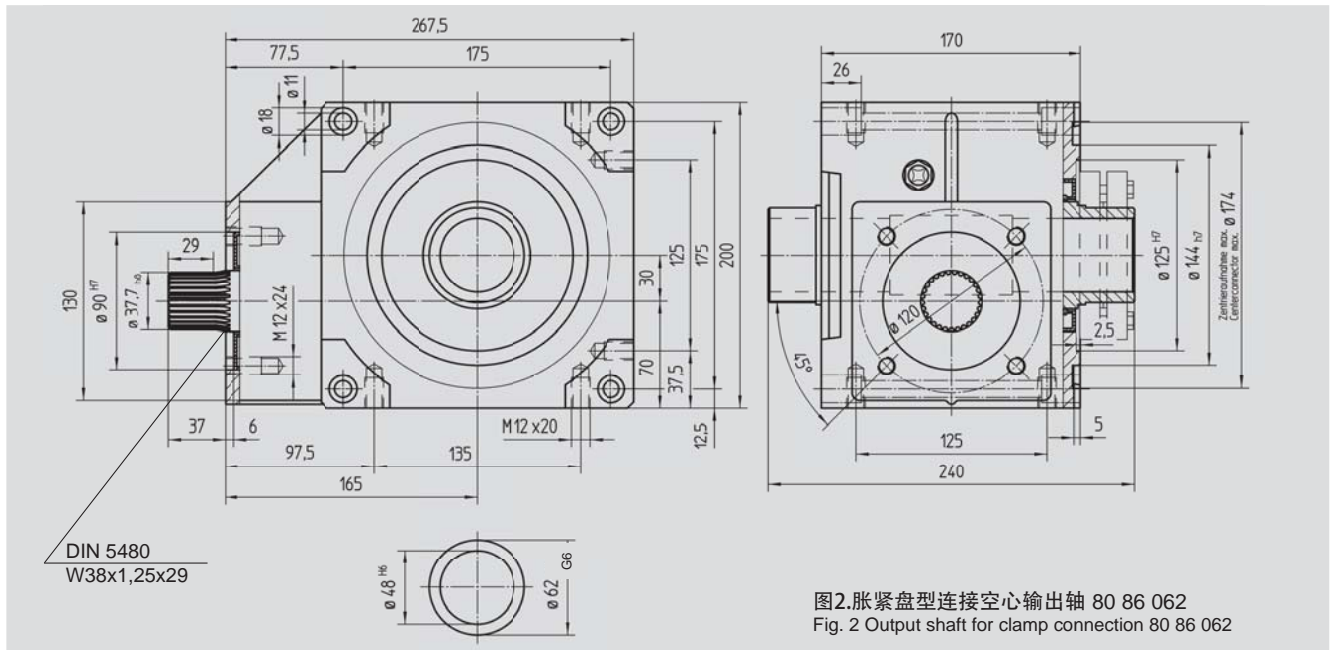
5个安装面 / 5 Mounting surfaces



胀紧盘型连接 / Shrink-disc connection
结构尺寸 / Construction-size

BG 80

5个安装面 / 5 Mounting surfaces



订购代码 5个安装面
Order-Code 5 Mounting surfaces

减速比 i
Ratio i



J_{red} 10⁻⁴
kg m²

键式连接输出轴 胀紧盘型连接
Key connection Shrink-disc connection

51 05 005	51 15 005	4,75	23,0	14,04
51 05 007	51 15 007	6,75	23,0	10,25
51 05 009	51 15 009	9,25	23,0	8,51

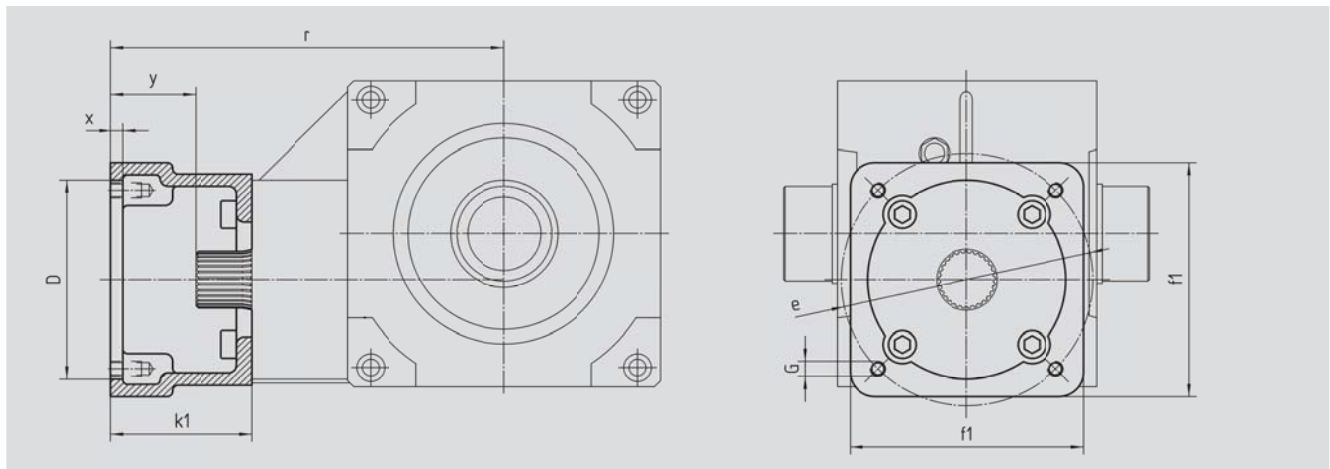
**ATLANTA**

BG伞齿轮型减速箱 背隙 <6
 BG-bevel gear unit with <6' backlash

电机法兰 / Motor flange


结构尺寸 / Construction-size

BG 80



结构尺寸 / Construction-size 80 mm

订购代码.

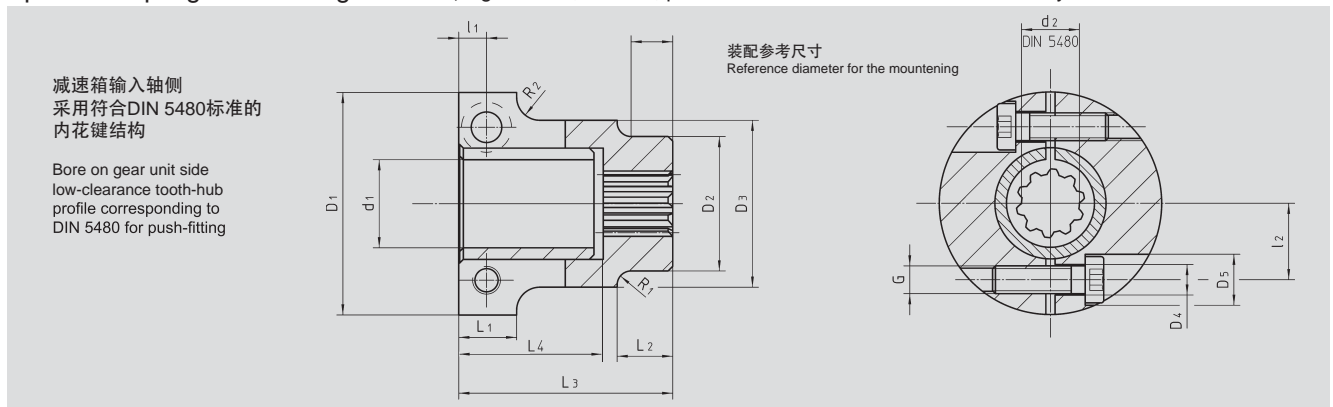
Order code	D ^{G7}	k ₁	r	x	y	f ₁	e	G	
65 59 501	110,0	92,0	257,0	7	55,0	153	165	M10	2,0
65 59 502	130,0	92,0	257,0	7	55,0	153	165	M10	3,0
65 59 503	180,0	122,0	287,0	7	85,0	192	215	M12	3,5
65 59 504	180,0	127,0	292,0	7	90,0	192	215	M12	3,5
65 59 505	180,0	112,0	277,0	7	75,0	192	215	M12	3,0
65 59 506	130,0	112,0	277,0	7	75,0	192	215	M12	3,0
65 59 507	130,0	112,0	277,0	7	75,0	155	165	M10	4,5
65 59 508	110,0	90,0	255,0	7	53,0	130	145	M8	2,0
65 59 509	110,0	108,5	273,5	7	71,5	130	145	M8	2,5
65 59 510	114,3	129,5	294,5	7	92,5	180	200	M12	5,5
65 59 511	114,3	163,5	328,5	7	126,5	180	200	M12	8,0
65 59 512	114,3	105,5	270,5	7	68,5	180	200	M12	4,0
65 59 513	110,0	113,5	278,5	7	76,5	130	145	M8	2,5

订单中应该包括减速箱 51 05 0xx / 51 15 0xx 和法兰 65 59 5xx.

The order should contain gear box 51 05 0xx / 51 15 0xx and flange 65 59 5xx.



伺服电机与减速箱专用特制联轴器，刚性联接，渗氮，与伺服电机安装无键槽
Special couplings for motor/gear units, rigid model, nitrided, preassembled for motor shafts without key



订购代码 / Order code

联轴器

Coupling	d ₁	d ₂	D ₁	D ₂	D ₃	D ₄	D ₅	l ₁	l ₂	L ₁	L ₂	L ₃	R ₁	R ₂	G	L ₄	J _{red} 10 ⁻⁴ kg m ²	T kg
65 51 008	8	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,236	0,2
65 51 009	9	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,246	0,2
65 51 010	10	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,244	0,2
65 51 011	11	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,243	0,2
65 51 014	14	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,234	0,2
65 51 016	16	15x1,25x10	36	23	-	5,5	9,0	7,5	13,0	14,0	-	46,0	5	-	M5	31,2	0,225	0,2
65 53 019	19	15x1,25x10	48	33	36	6,6	11,0	8,0	16,5	16,5	9	46,0	5	3	M6	31,2	0,704	0,3
65 53 020	20	15x1,25x10	48	33	36	6,6	11,0	8,0	16,5	16,5	9	46,0	5	3	M6	31,2	0,704	0,3
65 53 022	22	15x1,25x10	48	33	36	6,6	11,0	8,0	16,5	16,5	9	46,0	5	3	M6	31,2	0,704	0,3
65 53 024	24	15x1,25x10	48	33	36	6,6	11,0	8,0	16,5	16,5	9	46,0	5	3	M6	31,2	0,647	0,2
65 53 025	25	15x1,25x10	64	51	-	9,0	15,0	9,0	29,0	18,0	-	55,5	5	-	M8	41,5	5,946	1,1
65 53 028	28	15x1,25x10	64	51	-	9,0	15,0	9,0	29,0	18,0	-	55,5	5	-	M8	41,5	5,871	1,1
65 53 032	32	15x1,25x10	64	51	-	9,0	15,0	9,0	24,0	18,0	-	55,5	5	-	M8	41,5	4,158	0,8
65 53 035	35	15x1,25x10	78	51	-	9,0	15,0	9,0	29,0	18,0	-	55,5	5	-	M8	41,5	5,605	1,0
65 53 038	38	15x1,25x10	78	51	-	9,0	15,0	9,0	29,0	18,0	-	55,5	5	-	M8	41,5	5,432	0,9
65 54 009	9	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,306	0,5
65 54 010	10	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,300	0,5
65 54 011	11	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,381	0,5
65 54 014	14	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	1,161	0,5
65 54 015	15	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,328	0,5
65 54 016	16	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	1,161	0,5
65 54 019	19	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	1,112	0,4
65 54 020	20	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,268	0,5
65 54 022	22	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	2,179	0,4
65 54 024	24	25x1,25x18	49	35	-	6,6	11,0	8,5	18,0	17,0	-	68,0	5	-	M6	43,5	1,007	0,4
65 54 025	25	25x1,25x18	64	51	-	9,0	15,0	9,0	29,0	18,0	-	68,0	5	-	M8	43,5	8,165	1,2
65 54 028	28	25x1,25x18	64	51	-	9,0	15,0	9,0	29,0	18,0	-	68,0	5	-	M8	43,5	8,061	1,2
65 54 032	32	25x1,25x18	64	51	-	9,0	15,0	9,0	29,0	18,0	-	68,0	5	-	M8	43,5	7,751	1,2
65 54 035	35	25x1,25x18	78	51	-	9,0	15,0	9,0	29,0	18,0	-	68,0	5	-	M8	43,5	7,690	1,1
65 54 038	38	25x1,25x18	78	51	-	9,0	15,0	9,0	29,0	18,0	-	68,0	5	-	M8	43,5	7,348	1,1
65 54 042	42	25x1,25x18	78	51	-	9,0	15,0	9,0	29,0	18,0	-	65,5	5	-	M8	43,5	6,595	1,1
65 55 014	14	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	8,056	1,2
65 55 016	16	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	8,029	1,2
65 55 019	19	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,978	1,2
65 55 020	20	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,945	1,2
65 55 022	22	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,911	1,2
65 55 024	24	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,860	1,2
65 55 025	25	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,818	1,1
65 55 028	28	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	8,105	1,3
65 55 032	32	38x1,25x29	64	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,863	1,2
65 55 035	35	38x1,25x29	78	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,610	1,1
65 55 038	38	38x1,25x29	78	51	-	9,0	15,0	9,0	29,0	18,0	-	72,5	5	-	M8	41,5	7,284	1,0
65 55 042	42	38x1,25x29	78	51	-	9,0	15,0	9,0	29,0	18,0	-	70,5	5	-	M8	41,5	6,547	1,0

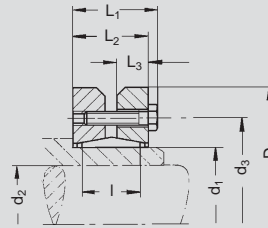
GA-10页中所列联轴器也可以应用。
Couplings on page GA-10 can be used as well.



51 1 ...系列减速箱空心输出轴用胀紧盘 Shrink-disc clamping sets for output drive shafts of gear series 51 1. ...

整体供货

Supplied as complete set



$$J_{red} = \frac{J}{i^2}$$

订购代码. Order code	BG	T _{2max} Nm	d ₁	d ₂	d ₃	D	L ₁	L ₂	L ₃	I	G	J 10 ⁻⁴ kg m ²	kg
80 84 036	50	540	36	28	52	72	27,5	23,5	10	18	5 x M6	4,029	0,4
80 85 050	63	1180	50	36	70	90	31,5	27,5	12	22	9 x M6	11,322	0,8
80 86 062	80	2300	62	48	86	110	34,5	30,5	13	23	10 x M6	27,137	1,3



<6 arcmin



表中的值是根据齿根强度和锥齿轮侧面的承载能力，预计伺服驱动的满负荷运行和轴承的寿命是12000小时。如果是连续运行，温度限制必须考虑其中。（如有疑问，请与我们联系。）

T_{2max} = 避免齿断裂的静态扭矩，

P_1 = 驱动功率(kW)，

T_2 = 输出扭矩(Nm)

The values in the tables are based upon wear or maximum flank load at 12,000 h full load and on servo-operation. Please see here for also our manual on the internet page www.atlantagmbh.de. With continuous full-load operation it may be necessary to consider temperature limits! (Please ask us, if in doubt.)

T_{2max} = static torque to avoid tooth fracture, P_1 = driving power in kW, T_2 = output torque in Nm.

BG-伞齿轮型减速箱 BG-bevel gear units

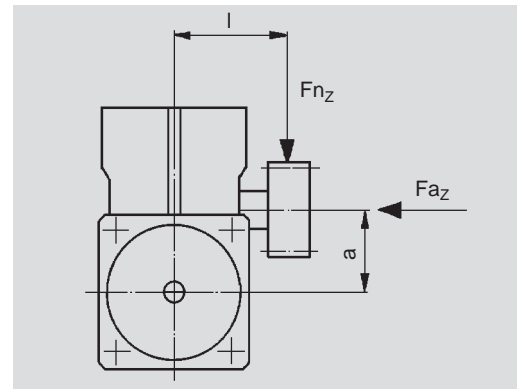
订购代码. Order code	BG	i	T_{2max}	驱动速度 / Driving speed n_1 in min^{-1}												η bei 1500		
				500		750		1000		1500		3000		4000			5000	
				P_1 (kW)	T_2 (Nm)	P_1 (kW)	T_2 (Nm)	P_1 (kW)	T_2 (Nm)	P_1 (kW)	T_2 (Nm)	P_1 (kW)	T_2 (Nm)	P_1 (kW)	T_2 (Nm)		P_1 (kW)	T_2 (Nm)
51 03 _05 51 13 _05 51 03 _07 51 13 _07 51 03 _09 51 13 _09	50	4,75	160	1,17	100	1,76	100	2,35	100	3,52	100	7,04	100	9,38	100	11,73	100	0,94
				0,84	100	1,26	100	1,69	100	2,53	100	5,06	100	6,75	100	8,43	100	0,92
				0,63	100	0,94	100	1,26	100	1,89	100	3,77	100	5,03	100	6,29	100	0,90
51 04 _05 51 14 _05 51 04 _07 51 14 _07 51 04 _09 51 14 _09	63	4,75	330	2,35	200	3,52	200	4,69	200	7,04	200	14,07	200	18,76	200	23,45	200	0,94
				1,69	200	2,53	200	3,37	200	5,06	200	10,16	200	13,49	200	16,86	200	0,92
				1,26	200	1,89	200	2,52	200	3,77	200	7,55	200	10,06	200	12,58	200	0,90
51 05 _05 51 15 _05 51 05 _07 51 15 _07 51 05 _09 51 15 _09	80	4,75	700	5,22	450	7,83	450	10,44	450	15,66	450	31,33	450	47,77	450	52,21	450	0,95
				3,75	450	5,63	450	7,51	450	11,26	450	22,52	450	30,03	450	37,53	450	0,93
				2,80	450	4,20	450	5,60	450	8,40	450	16,79	450	22,39	450	27,99	450	0,91

作用在输出轴上的附加载荷

给出的数据仅作参考。还应该考虑齿条系统选择时的数值。假设作用力的施力点在轴的中间位置。如果有额外的轴向力，或者高侧向力的情况，请与我们联系。

Additional loads on output drive

The data given are reference values. You should consider the values arising from the choice of the tooth system. It is assumed that the point of action of the force is the centre of the shaft. In cases where additional axial forces occur, over and above high transverse forces, please ask for advice.



结构尺寸 construction-size	BG	50		63		80	
减速箱中心到齿轮中心距离 Dimensions centre casing / centre teeth l (mm)		80	140	115	170	130	190
最大附加载荷 Max. additional load							
径向 F_{r_z}	[N]	5250	3000	9600	6500	19000	13000
轴向 F_{a_z}	[N]	2000	2000	3500	3500	6000	6000



简述

亚特兰BG-伞齿轮型减速箱是特殊开发用于最新的交流和直流伺服电机。同本目录中其他产品一样，都有常备库存，或者很短时间就可以发货。

BG-伺服减速箱的基本特征：

- 与98,58,59系列减速箱有相同的尺寸
- 与98,58,59系列减速箱的减速比类似，有些甚至一致
- 低背隙（背隙 $< 6'$ ）
- 轻合金壳体结构具有很好的散热性能
- 坚固的滚锥轴承装配在空心输出轴上可承受更大的附加力
- 低惯量，高响应

外形尺寸和减速比与现有伺服蜗轮蜗杆减速箱相同。伞齿轮在制造和安装过程中进行优化，并安装了合理的轴承支撑。优化的伞齿轮保证了双向旋转的顺滑性能。壳体所有表面经过加工，并由合适的安装孔保证任何角度的安装要求。

减速箱和伺服电机的连接采用了特殊的联轴器。减速箱的输入轴为外花键结构，联轴器为内花键结构，完全吻合，达到无背隙传动。

我们提供多种型号的减速箱输出轴，有直齿、斜齿系统和不同齿数的齿轮轴。除了齿轮轴之外，我们还可以提供多种齿轮与定制轴组合使用。这些齿轮或者齿轮轴可以是键式连接或胀紧盘式连接与减速箱配合。

我们提供多种标准的伺服驱动部件配合齿条。从简单的软材质齿条到淬火磨削的直齿或斜齿高精度传动系统，都有现货供应。

对于减速箱安全停止的最大传动扭矩（参考GE-10）和胀紧盘（GH-1）必须核对完毕。

Short description

ATLANTA BG servo bevel gear units have been specially developed for use with new generation three-phase AC motors and DC motors. Like all other items in this catalogue they are usually available from stock or within very short time.

Our servo bevel gear units feature:

- gear ratios which are similar, sometimes identical with those of the series 98, 58, and 59
- low-clearance gearing (backlash $< 6'$)
- light-alloy housing for optimal heat dissipation
- robust tapered-roller bearing of the output hollow shaft for high additional forces
- low moments of inertia for high dynamics

Sizes and gear ratios correspond with those of the existing servo worm-gear unit series. The bevel gears are manufactured and installed with optimal tooth bearing. The use of bevel gears end-lapped in sets guarantees smooth running in both directions of rotation. The housing is machined on all sides and provided with many fixing holes and threaded bores and can thus be installed in any mounting position desired.

The drive or the connection to the driving motor, is realized via a special clutch. The internal gearing of this clutch in combination with the barrelled profile of the driving shaft of our bevel gear units assures the flow of forces without play.

For the output drive we offer quite a number of output shafts with straight or helical tooth systems and with different numbers of teeth. Besides toothed pinion shafts it is possible to combine and use a large variety of other numbers of teeth from our gear-wheel program with matching special output shafts. It goes without saying that analogous to our gear units the complete range of output shafts is not only available for key fitting but also for shrink-disc fitting.

Our wide range of standard elements for servo drives is supplemented by toothed racks. The ex-stock program comprises many different types from rather simple, soft racks through hardened versions with straight tooth system or optionally with helical tooth system for smooth running, to racks ground on all sides to very narrow tolerances.

For safety-stop is the maximum transmittable torque of the gear unit (see page GE-10) and shrink disc (see page GH-1) has to be checked. The output keyway has to be calculated separately.



< 6 arcmin



安装说明

伞齿轮减速箱

5个安装面都有合适尺寸的安装孔, 方便任何角度安装。为了提供足够的侧向力支撑 (参看GE-10), 我们推荐最大接触面安装, 就是带有输出轴的两个侧面。该系列减速箱无论如何安装, 润滑情况是一样的。

联轴器

联轴器在出厂前已经装配好。在安装之前请擦拭干净所有接触面, 并涂抹一小层油膜。装配尺寸“X1”是非常重要的数据 (参考GI-5~GI-9)

推荐安装顺序:

- 仔细清理接触面, 并在表面涂抹一层薄油脂进行保护。
- 参考书册GI-5~GI-9页面中的尺寸, 将联轴器装配到伺服电机的轴上; 深度测量器具有助于保证安装精确。
- 预紧螺栓, 检测联轴器的运行情况。
- 锁紧扭矩请参考表格中相应数值, 联轴器两侧的间隙必须是均匀一致的。
- 建议最后做径向跳动检测。

安装指导请查看 GI-5 至 GI-9

电机

将装有联轴器的电机对准减速箱输入轴轴心装入, 并锁紧螺栓。

输出轴 (齿轮轴)

除非输出齿轮轴已经装配完毕, 否则我们推荐如下安装步骤: 清理齿轮轴和减速箱空心输出轴孔, 然后涂抹一些油脂。对于特殊齿轮轴我们推荐轴径公差为h6 (DIN ISO 286)。材料必须拥有385 N/mm²以上的屈服点强度。重新计算扭力是必要。

减速箱输出轴为胀紧盘式结构

将胀紧盘安装到减速箱空心输出轴上 (切勿在未安装状态下锁紧胀紧盘螺栓!)。将齿轮轴插入减速箱空心输出轴希望安装的一侧, 直至停止。均匀的锁紧胀紧盘上的螺栓。按照依次的顺序锁紧螺栓 (不是交叉锁紧) 达到表格中所需求的扭矩。

Mounting Instructions

Bevel-gear unit

Five machined mounting surfaces with sufficiently dimensioned fixing holes and threaded bores are provided for tension-free installation in any mounting position. In order to make full use of the additional dynamic forces (see p. GE-10) we recommend to choose the largest available contact surfaces, i.e. on the side of the cover or on the opposite side. Lubrication conditions are almost the same in all mounting positions.

Coupling

The coupling is supplied pre-assembled. Before fixing it on the motor shaft carefully clean all contact surfaces and protect them with a thin oil film. An important dimension for mounting is "X1" (compare pages GI – 5 to GI – 9)

We recommend to proceed as follows:

- Clean the contact surfaces and protect them with a thin oil film.
- Position the coupling on the motor shaft at the distance "X1" (see pages GI – 5 to GI – 9) using a depth gauge for determining this dimension.
- Slightly tighten the screws alternately and check the coupling for true running
- Observe the tightening torque indicated in the operation and maintenance instructions bearing in mind that the width of the gap on both sides of the clutch must remain the same.
- It is advisable to make another final concentricity check at the reference collar.

A mounting guide can be found on page GI-5 to GI-9

Motor

Insert the motor with coupling mounted into the gear centering piece and bolt it to the gearbox.

Output drive (pinion) shaft

Unless the output pinion shaft comes already fully assembled, we recommend to proceed as follows: Clean pinion shaft and hollow shaft extension and then oil them. For the special output drive shaft we recommend tolerance h6 (DIN ISO286), the material must have a minimum yield point of 385 N/mm². A recalculation of the strength is necessary.

Output drive shaft for shrink-disc connection

Slide shrink disc onto the hollow shaft extension of the gear unit (please do not tighten the screws beforehand!). Insert the output shaft from the desired side into the hollow shaft fully up to the stop. Make the transverse pressure connection by evenly tightening the clamping screws. Tighten the screws one after the other (not crosswise) in several passes to the torque indicated in the operation and maintenance instructions.



减速箱输出轴为键连接形式

通过卡簧、挡片和螺栓固定住齿轮轴的轴向方向。为了达到这个目的, 先将卡簧卡在空心输出轴的卡簧槽内, 再将齿轮轴插入减速箱空心输出轴另一侧, 直至停止。挡片和螺栓从齿轮轴的另一侧拉住齿轮轴锁紧。卡簧必须卡住齿轮轴不令其移动。

Output drive shaft for key connection

The retaining ring, the disc and the screw supplied with the output drive shaft serve for locking the output shaft in axial direction. For this purpose insert the retaining ring in the applicable recess of the hollow shaft and slide the output drive shaft from the desired side into the hollow shaft up to the stop. Disc and screw are screwed to the output shaft from the other side of the gear unit. The retaining ring must be clamped between disc and pinion shaft.

维护

更换润滑油

亚特兰伺服减速箱充满了合成润滑油。

在如下条件下使用, 减速箱终生免维护:

减速箱严格遵照亚特兰目录和减速箱操作手册中的要求进行安装和使用, 减速箱的实际工作情况完全在目录中所列的性能数值和极限范围内。操作者定期进行漏油检查 (每4周)。减速箱表面温度不得高于80°C。以往的经验显示伺服电机操作 (间歇运行) 减速箱温度不会超过该值。

Maintenance

Lubricant change

ATLANTA servo-assisted bevel-gear units are filled with synthetic polyglycol oil.

Under the following conditions this means lifetime lubrication: The layout of the gear unit is made strictly in conformance with the guidelines specified in the ATLANTA catalogue and the gear unit is operated exclusively within the permissible characteristic values and limits. The operator checks the gear regularly (every 4 weeks) for oil leakage. The surface temperature does not exceed max. 80° C. Experience has shown that this temperature is not reached with servo-operation (intermittent operation).

我们推荐如下合成润滑油:

Klübersynth GH 6 - 220

订购代码: 65 90 010 (1 升)

替代品:

SHELL Tivela S 220, BP Enersyn SG-XP 220,

ARAL Degol GS 220

We recommend the following synthetic gear lubricant:

Klübersynth GH 6 - 220

Order code: 65 90 010 (1 litre)

alternative:

SHELL Tivela S 220, BP Enersyn SG-XP 220, ARAL Degol GS 220

中心距 Construction size	润滑油量 Oil quantity
BG 50	0,3 l
BG 63	0,5 l
BG 80	1,2 l



<6 arcmin

防护等级

防护等级: IP65/67 符合 ISO 20653

(腐蚀性已被单独验证)

Degree of protection

Degree of protection: IP65/67 according to ISO 20653 (Corrosion has to be verified separately).



ATLANTA



<6 arcmin

