# Anatomy of DARALI® Cycloidal Reducers

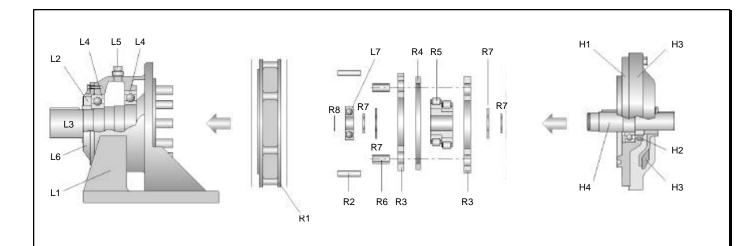




ach DARALI® Cycloidal Speed Reducer is constructed with three major sub-assemblies: output sub-assembly, ring gear sub-assembly, and input sub-assembly.

The input and output sub-assemblies are generic within each frame size. That is, disregard what the reduction ratio is (between 6:1 and 87:1), the same input and output assemblies are used to assemble speed reducers in the same frame size. The ring gear sub-assembly determines the reduction ratio of a DARALI®Cycloidal Reducer.

This unique modular design greatly enhance your capability to maximize inventory flexibility. You may stock the same input and output assemblies with various ring gear kit. You would then have the capability to build the reducers with various reduction ratios. Contact us for more details of our distributor-friendly DARALI®DRIVES Assembly Program.

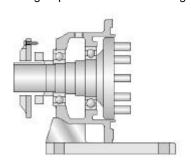


#### **OUTPUT SUB-ASSEMBLY**

\*Generic within each frame

#### Major Components:

- L1 Output Casting
- L2 Oil Seal
- L3 Slow Speed Shaft with Pins
- L4 Slow Speed Shaft Bearings
- L5 Oil Filler Cap (B13 and above)
- L6 Oil Seal Housing (B13 and above)
- L7 High Speed Shaft End Bearing



#### **RING GEAR SUB-ASSEMBLY**

\*The Reduction Ratio Kit

## Major Components:

- R1 Ring Gear Casting w/ 2 Gaskets
- R2 Ring Gear Pins/Rollers
- R3 Cycloidal Disc(s)
  - (B07~B09: 1 Disc w/ Counter Weight. B10 and above: 2 discs)
- R4 Cycloidal Disc Spacer (B10 and above)
- R5 Eccentric Bearing
- R6 Slow Speed Shaft Rollers
- R7 Bearing Spacers
- R8 Snap Ring



#### **INPUT SUB-ASSEMBLY**

\*Generic within each frame

### Major components:

- H1 Input Cap
- H2 Oil Seal
- H3 Cooling Fan and Fan Cover (B16 and above)
- H4 High Speed Shaft w/ 1 Bearing

