



**APEX DYNAMICS, INC.**

**HIGH PERFORMANCE  
HYPOID GEARBOX K-SERIES  
KH / KF**



# Planetary Gearbox Series

## ► Features:

**Innovative Hypoid Helical Bevel Gear**

**Optimized Inertia Moment**

**High Positioning Accuracy**

**High Efficiency**

**Low Noise**

**Long Service Life**

**Flexible Mounting**

**Multiple Output Types**

**Same Rotating Direction on Output as the Servo-Motor**

The output shaft of APEX K-series rotates in the same direction as the servo-motor that simplifies the machine control and setting.



**KH**

**KF-S1 / S2**

**KF-S3**

**KF-S4**



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ORDERING CODE

|    |   |                    |   |                   |   |                                                                                                       |
|----|---|--------------------|---|-------------------|---|-------------------------------------------------------------------------------------------------------|
| KF | — | 010 <sup>(1)</sup> | — | S1 <sup>(2)</sup> | / | MOTOR                                                                                                 |
| KH | — | 010 <sup>(1)</sup> |   |                   | / | MOTOR                                                                                                 |
|    |   |                    |   |                   |   | Motor Type :<br>Manufacturer and Model                                                                |
|    |   |                    |   |                   |   | Ratio <sup>(1)</sup> :<br>1-stage: 3, 4, 5, 7, 10<br>2-stage: 12, 16, 20, 25, 28, 35, 40, 50, 70, 100 |
|    |   |                    |   |                   |   | Spiral Bevel<br>Ratio <sup>(1)</sup> :<br>1-stage: 1, 2                                               |

**Gear Size:**  
KF : KF060, KF075, KF100, KF140, KF180, KF210, KF240  
KF(Spiral Bevel) : KF060, KF075, KF100, KF140, KF180, KF210, KF240  
KH : KH064, KH090, KH110, KH140, KH200, KH255, KH285

Ordering Example : KF100 - 010 - S1 / SIEMENS 1FT6 041 - 4AF71

(1) Ratio ( $i = N_{in} / N_{out}$ ).  
(2) S1 = Smooth Output Shaft.  
S2 = Output Shaft with Key.  
S3 = DIN 5480 Output Shaft.  
S4 = Hollow Output Shaft.

# KH Gearbox Performance

| Model No.                                 |           | Stages | Ratio <sup>(1)</sup> | KH 064                       | KH 090 | KH 110 | KH 140 | KH 200 | KH 255 | KH 285 |
|-------------------------------------------|-----------|--------|----------------------|------------------------------|--------|--------|--------|--------|--------|--------|
| Nominal Output Torque $T_{2N}$            | Nm        | 1      | 3                    | 25                           | 50     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 4                    | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 5                    | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 7                    | 23                           | 50     | 100    | 200    | 390    | 750    | 1,400  |
|                                           |           |        | 10                   | 18                           | 40     | 85     | 170    | 360    | 600    | 1,100  |
|                                           |           | 2      | 12                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 16                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 20                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 25                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 28                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 35                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 40                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 50                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 70                   | 23                           | 50     | 100    | 200    | 390    | 750    | 1,400  |
|                                           |           |        | 100                  | 18                           | 40     | 85     | 170    | 360    | 600    | 1,100  |
| Emergency Stop Torque $T_{2NOT}$          | Nm        | 1,2    | 3~100                | 2 times $T_{2N}$             |        |        |        |        |        |        |
| Max. Acceleration Torque $T_{2B}$         | Nm        | 1,2    | 3~100                | 1,5 times $T_{2N}$           |        |        |        |        |        |        |
| No Load Running Torque <sup>(4)</sup>     | Nm        | 1      | 3~10                 | 0.9                          | 1.6    | 3.2    | 4.2    | 9.6    | 16.5   | 26.4   |
|                                           |           | 2      | 12~100               | 0.1                          | 0.1    | 0.2    | 0.4    | 1.1    | 1.9    | 3      |
| Backlash <sup>(2)</sup>                   | arcmin    | 1      | 3~10                 | ≤ 3                          | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    |
|                                           |           | 2      | 12~100               | ≤ 3                          | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    |
| Torsional Rigidity                        | Nm/arcmin | 1,2    | 3~100                | 1.1                          | 4.5    | 10     | 23     | 54     | 90     | 170    |
| Nominal Input Speed $n_{1N}$              | rpm       | 1      | 3~10                 | 3,000                        | 2,800  | 2,700  | 2,000  | 2,000  | 2,000  | 1,500  |
|                                           |           | 2      | 12~100               | 5,500                        | 4,600  | 4,600  | 4,000  | 3,700  | 3,400  | 3,100  |
| Max. Input Speed $n_{1B}$                 | rpm       | 1      | 3~10                 | 6,000                        | 6,000  | 4,500  | 4,500  | 4,000  | 3,000  | 2,500  |
|                                           |           | 2      | 12~100               | 7,000                        | 7,000  | 7,000  | 6,000  | 5,500  | 5,000  | 4,500  |
| Max. Radial Load $F_{2rB}$ <sup>(3)</sup> | N         | 1,2    | 3~100                | 2,400                        | 4,500  | 5,100  | 13,000 | 28,700 | 36,200 | 58,300 |
| Max. Axial Load $F_{2aB}$ <sup>(3)</sup>  | N         | 1,2    | 3~100                | 1,200                        | 2,250  | 2,550  | 6,500  | 14,350 | 18,100 | 29,150 |
| Service Life <sup>(5)</sup>               | hr        | 1,2    | 3~100                | 20,000                       |        |        |        |        |        |        |
| Operating Temp                            | °C        | 1,2    | 3~100                | 0° C ~ +90° C                |        |        |        |        |        |        |
| Degree of Gearbox Protection              |           | 1,2    | 3~100                | IP65                         |        |        |        |        |        |        |
| Lubrication                               |           | 1,2    | 3~100                | Synthetic lubrication grease |        |        |        |        |        |        |
| Mounting Position                         |           | 1,2    | 3~100                | All directions               |        |        |        |        |        |        |
| Running Noise <sup>(4)</sup>              | dB(A)     | 1,2    | 3~100                | ≤ 64                         | ≤ 66   | ≤ 66   | ≤ 68   | ≤ 68   | ≤ 70   | ≤ 72   |
| Efficiency $\eta$                         | %         | 1      | 3~10                 | ≥ 96%                        |        |        |        |        |        |        |
|                                           |           | 2      | 12~100               | ≥ 94%                        |        |        |        |        |        |        |

(1) Ratio ( $i = N_{in} / N_{out}$ ).

(2) Backlash is measured at 2% of Nominal Output Torque  $T_{2N}$ .

(3) Applied to the output shaft center at 100 rpm.

(4) These values are measured by gearbox with ratio = 10 (1-stage) and 100 (2-stage) without loading at 3,000 rpm, or at the Nominal Input Speed  $n_{1N}$ . By ratio smaller than 10, the noise value would be 3-5dB higher.

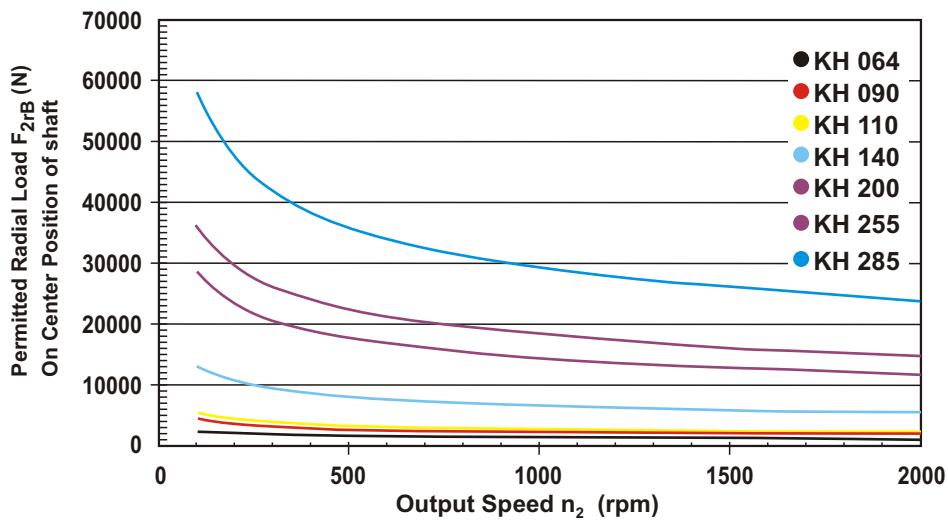
(5) For continuous operation, the service life time is less than 10,000 hrs.

# KH Gearbox Inertia

| Model No.                |                    | KH 064  |         | KH 090  |         | KH 110  |         | KH 140  |         | KH 200  |         | KH 255  |         | KH 285  |         |
|--------------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| $\varnothing^{(A)}$ (C3) |                    | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage |
| 8                        | kg.cm <sup>2</sup> | 0.1     | 0.1     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 11                       |                    | 0.17    | 0.16    | 0.18    | 0.17    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 14                       |                    | 0.21    | 0.2     | 0.5     | 0.21    | -       | 0.53    | -       | -       | -       | -       | -       | -       | -       | -       |
| 19                       |                    | 0.62    | -       | 0.65    | 0.63    | 1.69    | 0.68    | -       | 1.83    | -       | -       | -       | -       | -       | -       |
| 24                       |                    | -       | -       | 4.49    | -       | 4.89    | 4.52    | 5.05    | 5.04    | -       | 5.63    | -       | -       | -       | -       |
| 28                       |                    | -       | -       | -       | -       | 6.14    | -       | 6.55    | 6.33    | -       | 7.18    | -       | -       | -       | -       |
| 32                       |                    | -       | -       | -       | -       | 8.54    | -       | 9.47    | 8.73    | 10.18   | 10.1    | -       | 12.63   | -       | -       |
| 35                       |                    | -       | -       | -       | -       | 13.86   | -       | 14.91   | 14.04   | 15.21   | 15.54   | 15.68   | 17.75   | 23.46   | 20.8    |
| 38                       |                    | -       | -       | -       | -       | 18.87   | -       | 20.69   | 19.05   | 20.7    | 21.32   | 21.69   | 23.26   | 23.46   | 27.05   |
| 42                       |                    | -       | -       | -       | -       | -       | -       | 22.58   | -       | 22.83   | 23.2    | 23.59   | 25.4    | 25.28   | 28.95   |
| 48                       |                    | -       | -       | -       | -       | -       | -       | 55.45   | -       | 58.45   | 56.07   | 59.3    | 61.02   | 61.61   | 64.66   |
| 55                       |                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | 86.95   | -       | 89.67   | -       |
| 60                       |                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | 112.49  | -       |

(A)  $\varnothing$  = Input shaft diameter.

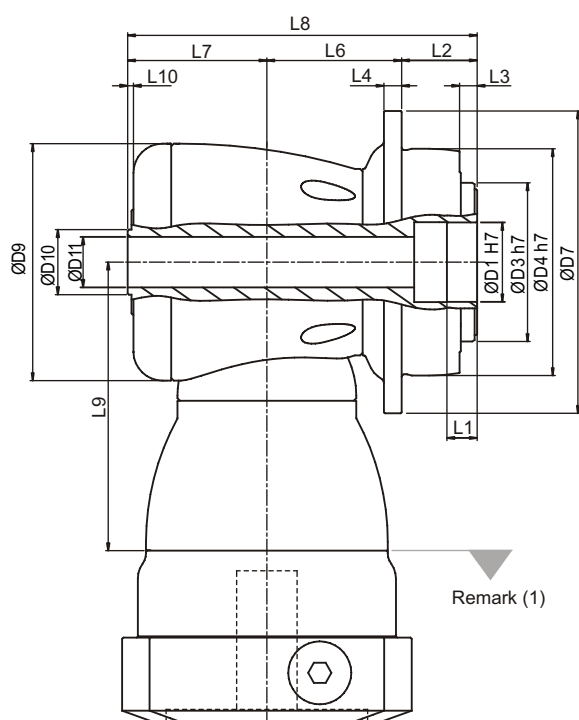
# Permitted Radial And Axial Loads



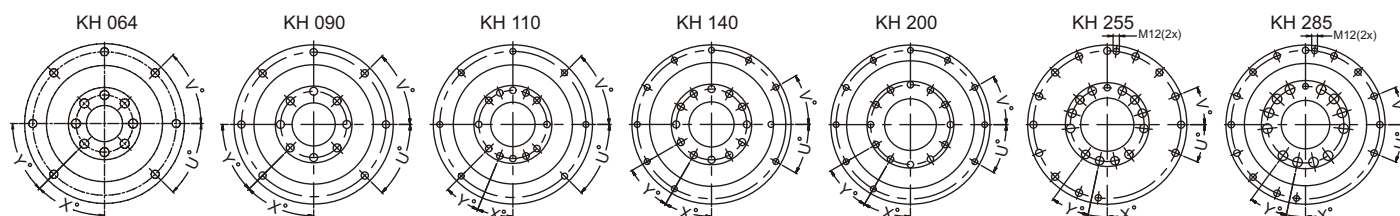
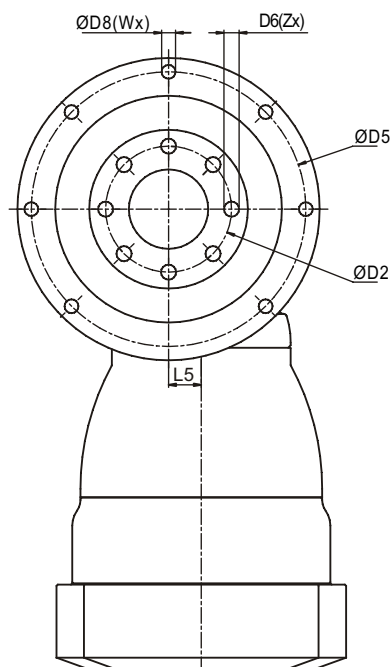
Permitted radial load  $F_{2r}$  on center of output flange on various output speeds.  
Values are provided for 20,000 hours<sup>(A)</sup> life.

(A) For Continuous Operation(S1), the service life reduced to 50%.

# KH Series Dimension



Remark (1)



| Dimension |           | KH 064    | KH 090    | KH 110    | KH 140      | KH 200      | KH 255    | KH 285      |
|-----------|-----------|-----------|-----------|-----------|-------------|-------------|-----------|-------------|
|           |           | 1~2-stage | 1~2-stage | 1~2-stage | 1~2-stage   | 1~2-stage   | 1~2-stage | 1~2-stage   |
| D1        | H7        | 20        | 31.5      | 40        | 50          | 80          | 100       | 100         |
| D2        |           | 31.5      | 50        | 63        | 80          | 125         | 140       | 160         |
| D3        | h7        | 40        | 63        | 80        | 100         | 160         | 180       | 200         |
| D4        | h7        | 64        | 90        | 110       | 140         | 200         | 255       | 285         |
| D5        |           | 79        | 109       | 135       | 168         | 233         | 280       | 310         |
| D6        |           | M5x0.8Px8 | M6x1Px10  | M6x1Px12  | M8x1.25Px15 | M10x1.5Px20 | M16x2Px25 | M20x2.5Px31 |
| D7        |           | 88        | 120       | 147       | 180         | 249.5       | 302       | 332         |
| D8        |           | 4.5       | 5.5       | 5.5       | 6.6         | 9           | 13.5      | 13.5        |
| D9        |           | 73        | 94        | 116       | 163         | 210         | 255       | 300         |
| D10       |           | 18.5      | 25.8      | 36.8      | 55.2        | 69.2        | 82.2      | 92.2        |
| D11       |           | 10        | 20        | 28        | 40          | 55          | 62        | 70          |
| L1        |           | 8         | 12        | 12        | 12          | 16          | 20        | 20          |
| L2        |           | 19.5      | 30        | 29        | 38          | 50          | 66        | 75          |
| L3        |           | 4         | 7         | 7         | 7.5         | 8.5         | 13.5      | 16.5        |
| L4        |           | 5         | 7         | 8         | 10          | 12          | 18        | 20          |
| L5        |           | 10        | 13        | 17        | 25          | 31          | 36        | 43          |
| L6        |           | 43        | 53.5      | 67        | 81          | 117         | 132       | 160.5       |
| L7        |           | 46        | 55.3      | 71.3      | 91.8        | 118         | 134       | 168         |
| L8        |           | 108.5     | 138.8     | 167.3     | 210.8       | 285         | 332       | 403.5       |
| L9        |           | 94        | 114.5     | 129       | 173.5       | 228         | 265.5     | 294.5       |
| L10       |           | 1.5       | 2.3       | 3         | 2.8         | 3           | 3         | 3           |
| X         | in Degree | 45°       | 45°       | 22.5°     | 30°         | 30°         | 12°       | 12°         |
| Y         | in Degree | 45°       | 45°       | 22.5°     | 30°         | 30°         | 24°       | 24°         |
| Z         |           | 8         | 8         | 12        | 12          | 12          | 12        | 12          |
| U         | in Degree | 45°       | 45°       | 45°       | 30°         | 30°         | 22.5°     | 22.5°       |
| V         | in Degree | 45°       | 45°       | 45°       | 30°         | 30°         | 22.5°     | 22.5°       |
| W         |           | 7         | 7         | 7         | 10          | 10          | 13        | 13          |

(1) Dimensions are related to motor interface. Please contact APEX for details.

# KF Gearbox Performance

| Model No.                                 |           | Stages | Ratio <sup>(1)</sup> | KF 060                       | KF 075 | KF 100 | KF 140 | KF 180 | KF 210 | KF 240 |
|-------------------------------------------|-----------|--------|----------------------|------------------------------|--------|--------|--------|--------|--------|--------|
| Nominal Output Torque $T_{2N}$            | Nm        | 1      | 3                    | 25                           | 50     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 4                    | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 5                    | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 7                    | 23                           | 50     | 100    | 200    | 390    | 750    | 1,400  |
|                                           |           |        | 10                   | 18                           | 40     | 85     | 170    | 360    | 600    | 1,100  |
|                                           |           | 2      | 12                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 16                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 20                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 25                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 28                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 35                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 40                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 50                   | 25                           | 60     | 110    | 210    | 420    | 820    | 1,600  |
|                                           |           |        | 70                   | 23                           | 50     | 100    | 200    | 390    | 750    | 1,400  |
|                                           |           |        | 100                  | 18                           | 40     | 85     | 170    | 360    | 600    | 1,100  |
| Emergency Stop Torque $T_{2NOT}$          | Nm        | 1,2    | 3~100                | 2 times $T_{2N}$             |        |        |        |        |        |        |
| Max. Acceleration Torque $T_{2B}$         | Nm        | 1,2    | 3~100                | 1,5 times $T_{2N}$           |        |        |        |        |        |        |
| No Load Running Torque <sup>(4)</sup>     | Nm        | 1      | 3~10                 | 0.8                          | 1.3    | 2.6    | 3.5    | 8      | 11     | 17.6   |
|                                           |           | 2      | 12~100               | 0.1                          | 0.1    | 0.2    | 0.3    | 0.9    | 1.2    | 1.9    |
| Backlash <sup>(2)</sup>                   | arcmin    | 1      | 3~10                 | ≤ 3                          | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    |
|                                           |           | 2      | 12~100               | ≤ 3                          | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    | ≤ 3    |
| Torsional Rigidity                        | Nm/arcmin | 1,2    | 3~100                | 0.8                          | 3.5    | 9      | 20.5   | 44     | 80     | 168    |
| Nominal Input Speed $n_{1N}$              | rpm       | 1      | 3~10                 | 3,000                        | 2,800  | 2,700  | 2,000  | 2,000  | 2,000  | 1,500  |
|                                           |           | 2      | 12~100               | 5,500                        | 4,500  | 4,200  | 3,900  | 3,400  | 2,800  | 2,200  |
| Max. Input Speed $n_{1B}$                 | rpm       | 1      | 3~10                 | 6,000                        | 6,000  | 4,500  | 4,500  | 4,000  | 3,000  | 2,500  |
|                                           |           | 2      | 12~100               | 7,000                        | 7,000  | 7,000  | 6,000  | 5,500  | 5,000  | 4,500  |
| Max. Radial Load $F_{2rB}$ <sup>(3)</sup> | N         | 1,2    | 3~100                | 5,700                        | 8,200  | 12,200 | 20,100 | 30,700 | 40,900 | 51,900 |
| Max. Axial Load $F_{2aB}$ <sup>(3)</sup>  | N         | 1,2    | 3~100                | 2,850                        | 4,100  | 6,100  | 10,050 | 15,350 | 20,450 | 20,950 |
| Service Life <sup>(5)</sup>               | hr        | 1,2    | 3~100                | 20,000                       |        |        |        |        |        |        |
| Operating Temp                            | °C        | 1,2    | 3~100                | 0° C ~ +90° C                |        |        |        |        |        |        |
| Degree of Gearbox Protection              |           | 1,2    | 3~100                | IP65                         |        |        |        |        |        |        |
| Lubrication                               |           | 1,2    | 3~100                | Synthetic lubrication grease |        |        |        |        |        |        |
| Mounting Position                         |           | 1,2    | 3~100                | All directions               |        |        |        |        |        |        |
| Running Noise <sup>(4)</sup>              | dB(A)     | 1,2    | 3~100                | ≤ 64                         | ≤ 66   | ≤ 66   | ≤ 68   | ≤ 68   | ≤ 70   | ≤ 72   |
| Efficiency $\eta$                         | %         | 1      | 3~10                 | ≥ 96%                        |        |        |        |        |        |        |
|                                           |           | 2      | 12~100               | ≥ 94%                        |        |        |        |        |        |        |

(1) Ratio ( $i = N_{in} / N_{out}$ ).(2) Backlash is measured at 2% of Nominal Output Torque  $T_{2N}$ .

(3) Applied to the output shaft center at 100 rpm.

(4) These values are measured by gearbox with ratio = 10 (1-stage) and 100 (2-stage) without loading at 3,000 rpm, or at the Nominal Input Speed  $n_{1N}$ . By ratio smaller than 10, the noise value would be 3-5dB higher.

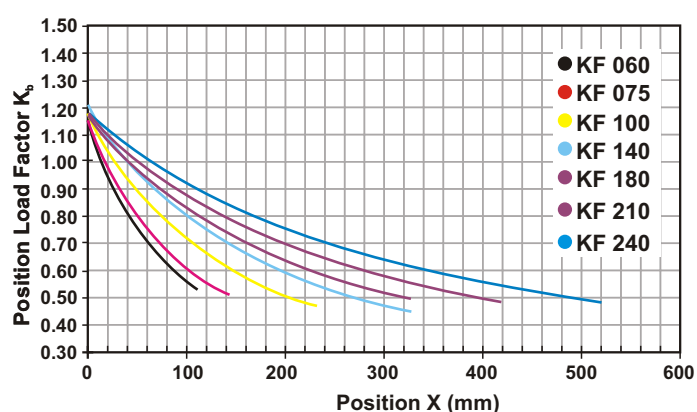
(5) For continuous operation, the service life time is less than 10,000 hrs.

# KF Gearbox Inertia

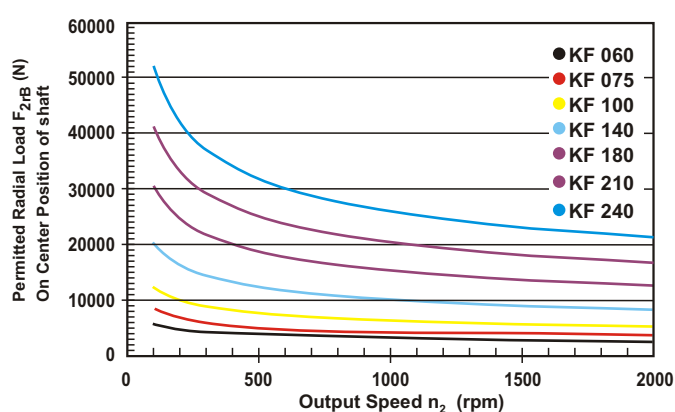
| Model No.                |                    | KF 060  |         | KF 075  |         | KF 100  |         | KF 140  |         | KF 180  |         | KF 210  |         | KF 240  |         |
|--------------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| $\varnothing^{(A)}$ (C3) |                    | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage | 1-stage | 2-stage |
| 8                        | kg.cm <sup>2</sup> | 0.1     | 0.1     | -       |         | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 11                       |                    | 0.17    | 0.16    | 0.18    | 0.17    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 14                       |                    | 0.21    | 0.2     | 0.5     | 0.21    | -       | 0.53    | -       | -       | -       | -       | -       | -       | -       | -       |
| 19                       |                    | 0.62    | -       | 0.65    | 0.63    | 1.69    | 0.68    | -       | 1.83    | -       | -       | -       | -       | -       | -       |
| 24                       |                    | -       | -       | 4.49    | -       | 4.89    | 4.52    | 5.05    | 5.04    | -       | 5.63    | -       | -       | -       | -       |
| 28                       |                    | -       | -       | -       | -       | 6.14    | -       | 6.55    | 6.33    | -       | 7.18    | -       | -       | -       | -       |
| 32                       |                    | -       | -       | -       | -       | 8.54    | -       | 9.47    | 8.73    | 10.18   | 10.1    | -       | 12.63   | -       | -       |
| 35                       |                    | -       | -       | -       | -       | 13.86   | -       | 14.91   | 14.04   | 15.21   | 15.54   | 15.68   | 17.75   | 23.46   | 20.8    |
| 38                       |                    | -       | -       | -       | -       | 18.87   | -       | 20.69   | 19.05   | 20.7    | 21.32   | 21.69   | 23.26   | 23.46   | 27.05   |
| 42                       |                    | -       | -       | -       | -       | -       | -       | 22.58   | -       | 22.83   | 23.2    | 23.59   | 25.4    | 25.28   | 28.95   |
| 48                       |                    | -       | -       | -       | -       | -       | -       | 55.45   | -       | 58.45   | 56.07   | 59.3    | 61.02   | 61.61   | 64.66   |
| 55                       |                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | 86.95   | -       | 89.67   | -       |
| 60                       |                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       | 112.49  | -       |

(A)  $\varnothing$  = Input shaft diameter.

## Permitted Radial And Axial Loads<sup>(A)</sup>



If radial force  $F_{2r}$  is not exerted on the center of the output shaft  $X < 1/2 L$  or  $X > 1/2 L$ , the permitted radial and axial loads can be calculated by the position load factor  $K_s$  on the above diagram.



Permitted radial load  $F_{2r}$  on center of output shaft.

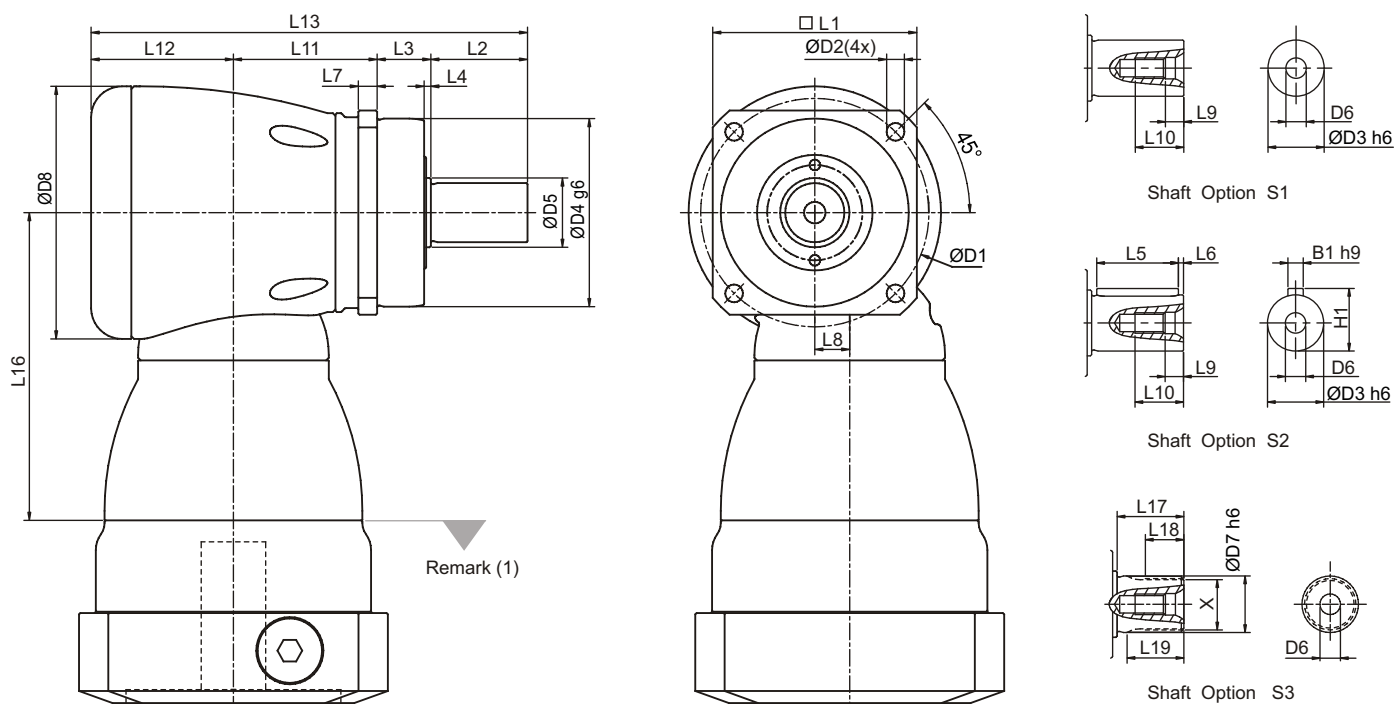
$X = 1/2 L$  for various output speeds.

Values are provided for 20,000 hours<sup>(B)</sup> life.

(A) Permitted loading values on the output shaft. Please refer to P. 16 glossary.

(B) For Continuous Operation(S1), the service life reduced to 50%.

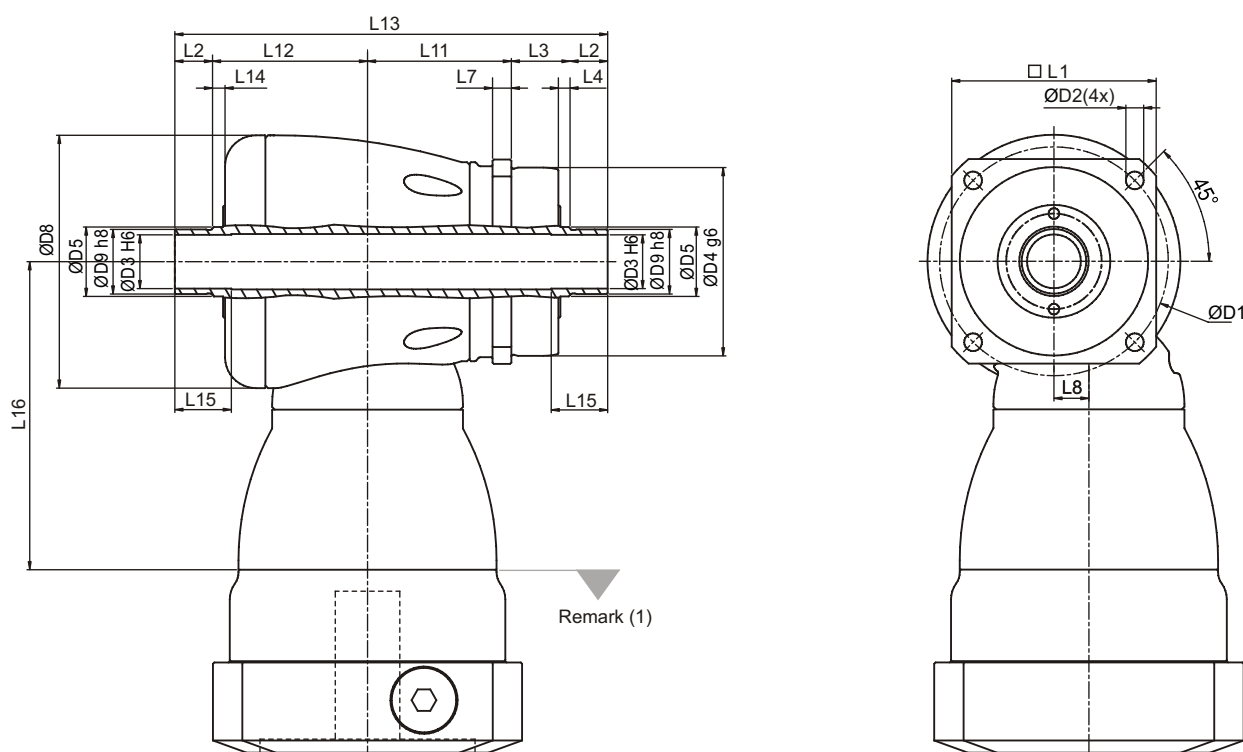
# KF-S1 / S2 / S3 Series Dimension



| Dimension  | KF 060           | KF 075            | KF 100            | KF 140         | KF 180         | KF 210         | KF 240         |
|------------|------------------|-------------------|-------------------|----------------|----------------|----------------|----------------|
|            | 1~2-stage        | 1~2-stage         | 1~2-stage         | 1~2-stage      | 1~2-stage      | 1~2-stage      | 1~2-stage      |
| D1         | 68               | 85                | 120               | 165            | 215            | 250            | 290            |
| D2         | 5.5              | 6.6               | 9                 | 11             | 13.5           | 17             | 17             |
| D3 h6      | 16               | 22                | 32                | 40             | 55             | 75             | 85             |
| D4 g6      | 60               | 70                | 90                | 130            | 160            | 180            | 200            |
| D5         | 18.5             | 25.8              | 36.8              | 55.2           | 69.2           | 82.2           | 92.2           |
| D6         | M5X0.8P          | M8X1.25P          | M12X1.75P         | M16X2P         | M20X2.5P       | M20X2.5P       | M20X2.5P       |
| D7 h6      | 16               | 22                | 32                | 40             | 55             | 75             | 85             |
| D8         | 73               | 94                | 116               | 163            | 210            | 255            | 300            |
| L1         | 62               | 76                | 101               | 141            | 182            | 215            | 245            |
| L2         | 28               | 36                | 58                | 82             | 82             | 105            | 130            |
| L3         | 20               | 20                | 30                | 30             | 30             | 38             | 40             |
| L4         | 2                | 2.5               | 3                 | 3              | 3              | 3              | 3              |
| L5         | 25               | 32                | 50                | 63             | 70             | 90             | 125            |
| L6         | 2                | 2                 | 4                 | 5              | 6              | 7              | 3              |
| L7         | 6                | 7                 | 10                | 12             | 15             | 17             | 20             |
| L8         | 10               | 13                | 17                | 25             | 31             | 36             | 43             |
| L9         | 4.8              | 7.2               | 10                | 12             | 15             | 15             | 15             |
| L10        | 12.5             | 19                | 28                | 36             | 42             | 42             | 42             |
| L11        | 43               | 53.5              | 67                | 90             | 119            | 141            | 176            |
| L12        | 44.5             | 53                | 68.3              | 89             | 115            | 131            | 165            |
| L13        | 135.5            | 162.5             | 223.3             | 291            | 346            | 415            | 511            |
| L16        | 94               | 114.5             | 129               | 173.5          | 228            | 265.5          | 294.5          |
| L17        | 26               | 26                | 26                | 40             | 41.5           | 52             | 60             |
| L18        | 15               | 15                | 15                | 20             | 21.5           | 28             | 36             |
| L19        | 21               | 22.5              | 23                | 33.5           | 33.5           | 45             | 53             |
| B1 h9      | 5                | 6                 | 10                | 12             | 16             | 20             | 22             |
| H1         | 18               | 24.5              | 35                | 43             | 59             | 79.5           | 90             |
| X DIN 5480 | W16x0.8x30x18x6m | W22x1.25x30x16x6m | W32x1.25x30x24x6m | W40x2x30x18x6m | W55x2x30x26x6m | W70x2x30x34x6m | W80x2x30x38x6m |

(1) Dimensions are related to motor interface. Please contact APEX for details.

# KF-S4 Series Dimension



| Dimension | KF 060    |       |       |       |      |
|-----------|-----------|-------|-------|-------|------|
|           | 1~2-stage |       |       |       |      |
| D1        | 68        | 85    | 120   | 165   | 215  |
| D2        | 5.5       | 6.6   | 9     | 11    | 13.5 |
| D3 H6     | 15        | 20    | 30    | 40    | 55   |
| D4 g6     | 60        | 70    | 90    | 130   | 160  |
| D5        | 18.5      | 25.8  | 36.8  | 55.2  | 69.2 |
| D8        | 73        | 94    | 116   | 163   | 210  |
| D9 h8     | 18        | 24    | 36    | 50    | 68   |
| L1        | 62        | 76    | 101   | 141   | 182  |
| L2        | 12        | 14    | 18    | 22    | 23   |
| L3        | 22        | 21.8  | 32    | 33    | 34   |
| L4        | 4         | 4.3   | 5     | 6     | 7    |
| L7        | 6         | 7     | 10    | 12    | 15   |
| L8        | 10        | 13    | 17    | 25    | 31   |
| L11       | 43        | 53.5  | 67    | 90    | 119  |
| L12       | 48.5      | 57.7  | 73.3  | 95    | 122  |
| L13       | 137.5     | 161   | 208.3 | 262   | 321  |
| L14       | 4         | 4.7   | 5     | 6     | 7    |
| L15       | 19        | 21    | 25    | 30    | 30   |
| L16       | 94        | 114.5 | 129   | 173.5 | 228  |

(1) Dimensions are related to motor interface. Please contact APEX for details.

# KF Gearbox Performance (Spiral Bevel)

| Model No.                                 |           | Stages | Ratio <sup>(1)</sup> | KF 060                       | KF 075    | KF 100    | KF 140    | KF 180    | KF 210    | KF 240    |
|-------------------------------------------|-----------|--------|----------------------|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Nominal Output Torque $T_{2N}$            | Nm        | 1      | 1                    | 25                           | 45        | 78        | 150       | 360       | 585       | 1,300     |
|                                           |           |        | 2                    | 24                           | 42        | 68        | 150       | 330       | 544       | 1,220     |
| Emergency Stop Torque $T_{2NOT}$          | Nm        | 1      | 1~2                  | 2 times $T_{2N}$             |           |           |           |           |           |           |
| Max. Acceleration Torque $T_{2B}$         | Nm        | 1      | 1~2                  | 1,5 times $T_{2N}$           |           |           |           |           |           |           |
| No Load Running Torque <sup>(4)</sup>     | Nm        | 1      | 1~2                  | 0.3                          | 0.3       | 1.5       | 1.7       | 5.5       | 9         | 20        |
| Backlash <sup>(2)</sup>                   | arcmin    | 1      | 1~2                  | $\leq 3$                     | $\leq 3$  | $\leq 3$  | $\leq 3$  | $\leq 3$  | $\leq 3$  | $\leq 3$  |
| Torsional Rigidity                        | Nm/arcmin | 1      | 1~2                  | 0.8                          | 3.5       | 9         | 20.5      | 44        | 80        | 168       |
| Nominal Input Speed $n_{1N}$              | rpm       | 1      | 1~2                  | 6,500                        | 4,500     | 3,500     | 2,000     | 1,500     | 1,200     | 1,000     |
| Max. Input Speed $n_{1B}$                 | rpm       | 1      | 1~2                  | 7,500                        | 6,500     | 5,500     | 4,500     | 3,500     | 3,000     | 2,200     |
| Max. Radial Load $F_{2rB}$ <sup>(3)</sup> | N         | 1      | 1~2                  | 5,400                        | 7,700     | 11,100    | 18,100    | 29,100    | 36,400    | 46,900    |
| Max. Axial Load $F_{2aB}$ <sup>(3)</sup>  | N         | 1      | 1~2                  | 2,700                        | 3,850     | 5,550     | 9,050     | 14,550    | 18,200    | 23,450    |
| Service Life <sup>(5)</sup>               | hr        | 1      | 1~2                  | 20,000                       |           |           |           |           |           |           |
| Operating Temp                            | °C        | 1      | 1~2                  | 0° C ~ +90° C                |           |           |           |           |           |           |
| Degree of Gearbox Protection              |           | 1      | 1~2                  | IP65                         |           |           |           |           |           |           |
| Lubrication                               |           | 1      | 1~2                  | Synthetic lubrication grease |           |           |           |           |           |           |
| Mounting Position                         |           | 1      | 1~2                  | All directions               |           |           |           |           |           |           |
| Running Noise <sup>(4)</sup>              | dB(A)     | 1      | 1~2                  | $\leq 68$                    | $\leq 70$ | $\leq 74$ | $\leq 76$ | $\leq 77$ | $\leq 78$ | $\leq 80$ |
| Efficiency $\eta$                         | %         | 1      | 1~2                  | $\geq 97\%$                  |           |           |           |           |           |           |

(1) Ratio ( $i = N_{in} / N_{out}$ ).

(2) Backlash is measured at 2% of Nominal Output Torque  $T_{2N}$ .

(3) Applied to the output shaft center at 100 rpm.

(4) These values are measured by gearbox with ratio = 10 (1-stage) and 100 (2-stage) without loading at 3,000 rpm, or at the Nominal Input Speed  $n_{1N}$ . By ratio smaller than 10, the noise value would be 3-5dB higher.

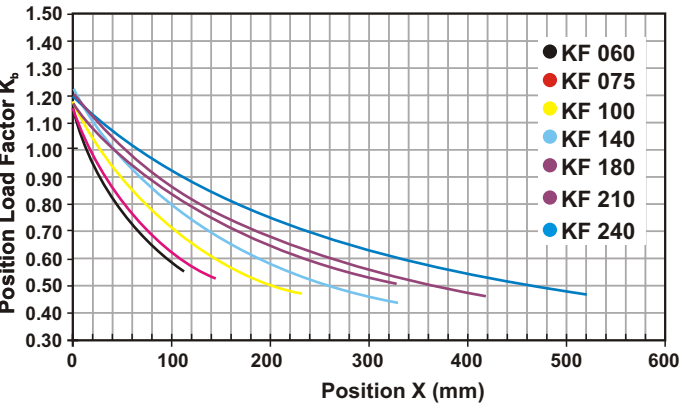
(5) For continuous operation, the service life time is less than 10,000 hrs.

# KF Gearbox Inertia (Spiral Bevel)

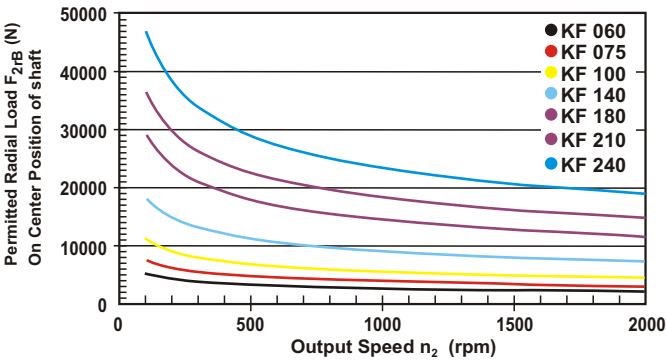
| Model No.                |                    | KF 060  | KF 075  | KF 100  | KF 140  | KF 180  | KF 210  | KF 240  |
|--------------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|
| $\varnothing^{(A)}$ (C3) |                    | 1-stage | 1-stage | 1-stage | 1-stage | 1-stage | 1-stage | 1-stage |
| 8                        | kg.cm <sup>2</sup> | 0.1     | -       | -       | -       | -       | -       | -       |
| 11                       |                    | 0.17    | 0.18    | -       | -       | -       | -       | -       |
| 14                       |                    | 0.21    | 0.5     | -       | -       | -       | -       | -       |
| 19                       |                    | 0.62    | 0.65    | 1.69    | -       | -       | -       | -       |
| 24                       |                    | -       | 4.49    | 4.89    | 5.05    | -       | -       | -       |
| 28                       |                    | -       | -       | 6.14    | 6.55    | -       | -       | -       |
| 32                       |                    | -       | -       | 8.54    | 9.47    | 10.18   | -       | -       |
| 35                       |                    | -       | -       | 13.86   | 14.91   | 15.21   | 15.68   | 23.46   |
| 38                       |                    | -       | -       | 18.87   | 20.69   | 20.7    | 21.69   | 23.46   |
| 42                       |                    | -       | -       | -       | 22.58   | 22.83   | 23.59   | 25.28   |
| 48                       |                    | -       | -       | -       | 55.45   | 58.45   | 59.3    | 61.61   |
| 55                       |                    | -       | -       | -       | -       | -       | 86.95   | 89.67   |
| 60                       |                    | -       | -       | -       | -       | -       | -       | 112.49  |

(A)  $\varnothing$  = Input shaft diameter.

## Permitted Radial And Axial Loads<sup>(A)</sup>



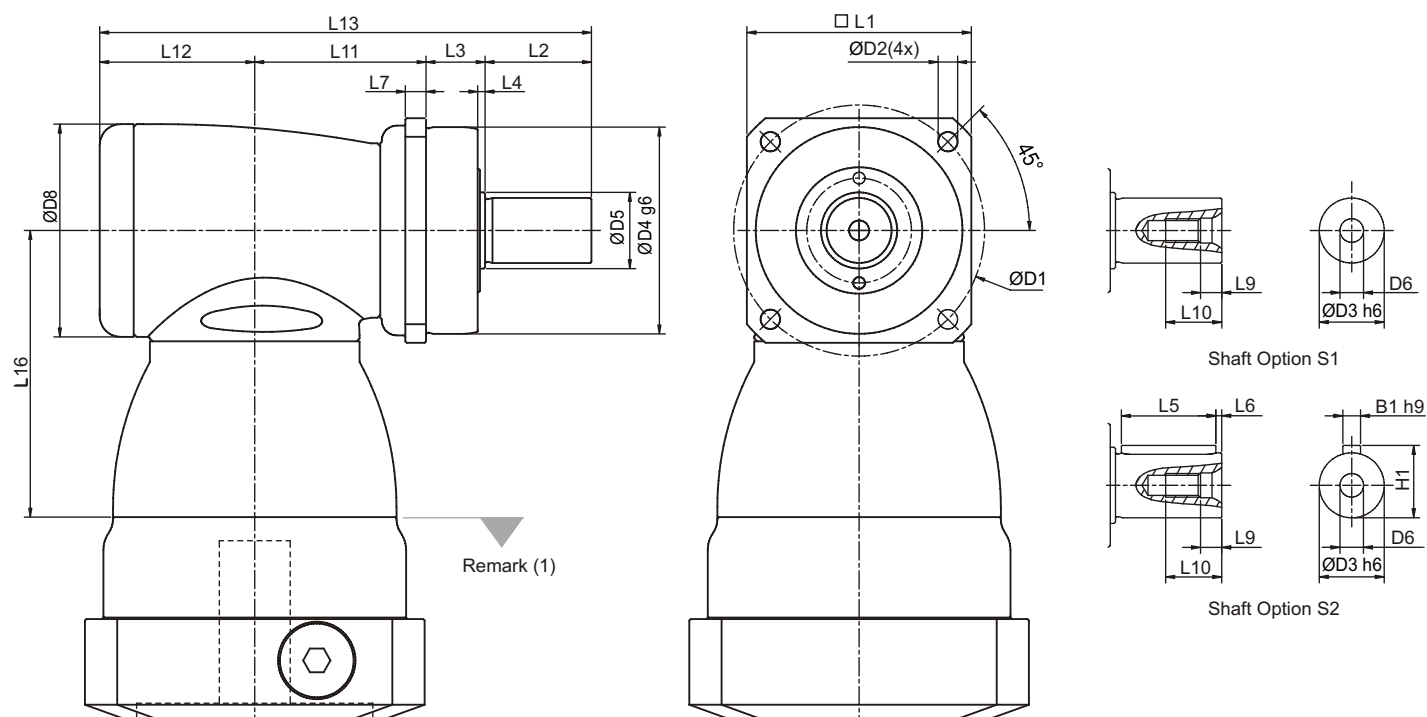
If radial force  $F_{2r}$  is not exerted on the center of the output shaft  $X < 1/2 L$  or  $X > 1/2 L$ , the permitted radial and axial loads can be calculated by the position load factor  $K_s$  on the above diagram.



Permitted radial load  $F_{2r}$  on center of output shaft.  
 $X = 1/2 L$  for various output speeds.  
Values are provided for 20,000 hours<sup>(B)</sup> life.

(A) Permitted loading values on the output shaft. Please refer to P. 16 glossary.  
(B) For Continuous Operation(S1), the service life reduced to 50%.

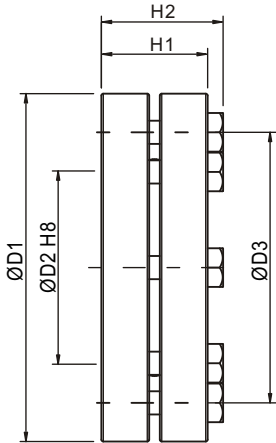
# KF Dimension (Spiral Bevel)



| Dimension | KF 060  | KF 075   | KF 100    | KF 140  | KF 180   | KF 210   | KF 240   |
|-----------|---------|----------|-----------|---------|----------|----------|----------|
|           | 1-stage | 1-stage  | 1-stage   | 1-stage | 1-stage  | 1-stage  | 1-stage  |
| D1        | 68      | 85       | 120       | 165     | 215      | 250      | 290      |
| D2        | 5.5     | 6.6      | 9         | 11      | 13.5     | 17       | 17       |
| D3 h6     | 16      | 22       | 32        | 40      | 55       | 75       | 85       |
| D4 g6     | 60      | 70       | 90        | 130     | 160      | 180      | 200      |
| D5        | 18.5    | 25.8     | 36.8      | 55.2    | 69.2     | 82.2     | 92.2     |
| D6        | M5X0.8P | M8X1.25P | M12X1.75P | M16X2P  | M20X2.5P | M20X2.5P | M20X2.5P |
| D8        | 64      | 72       | 92        | 116     | 156      | 195      | 240      |
| L1        | 62      | 76       | 101       | 141     | 182      | 215      | 245      |
| L2        | 28      | 36       | 58        | 82      | 82       | 105      | 130      |
| L3        | 20      | 20       | 30        | 30      | 30       | 38       | 40       |
| L4        | 2       | 2.5      | 3         | 3       | 3        | 3        | 3        |
| L5        | 25      | 32       | 50        | 63      | 70       | 90       | 125      |
| L6        | 2       | 2        | 4         | 5       | 6        | 7        | 3        |
| L7        | 6       | 7        | 10        | 12      | 15       | 17       | 20       |
| L9        | 4.8     | 7.2      | 10        | 12      | 15       | 15       | 15       |
| L10       | 12.5    | 19       | 28        | 36      | 42       | 42       | 42       |
| L11       | 50      | 58       | 67.5      | 88      | 127      | 131.5    | 169      |
| L12       | 46.5    | 52.5     | 61.5      | 76      | 97.5     | 105.5    | 141      |
| L13       | 144.5   | 166.5    | 217       | 276     | 336.5    | 380      | 480      |
| L16       | 81.5    | 97       | 113.5     | 147.5   | 196.5    | 229      | 260      |
| B1 h9     | 5       | 6        | 10        | 12      | 16       | 20       | 22       |
| H1        | 18      | 24.5     | 35        | 43      | 59       | 79.5     | 90       |

(1) Dimensions are related to motor interface. Please contact APEX for details.

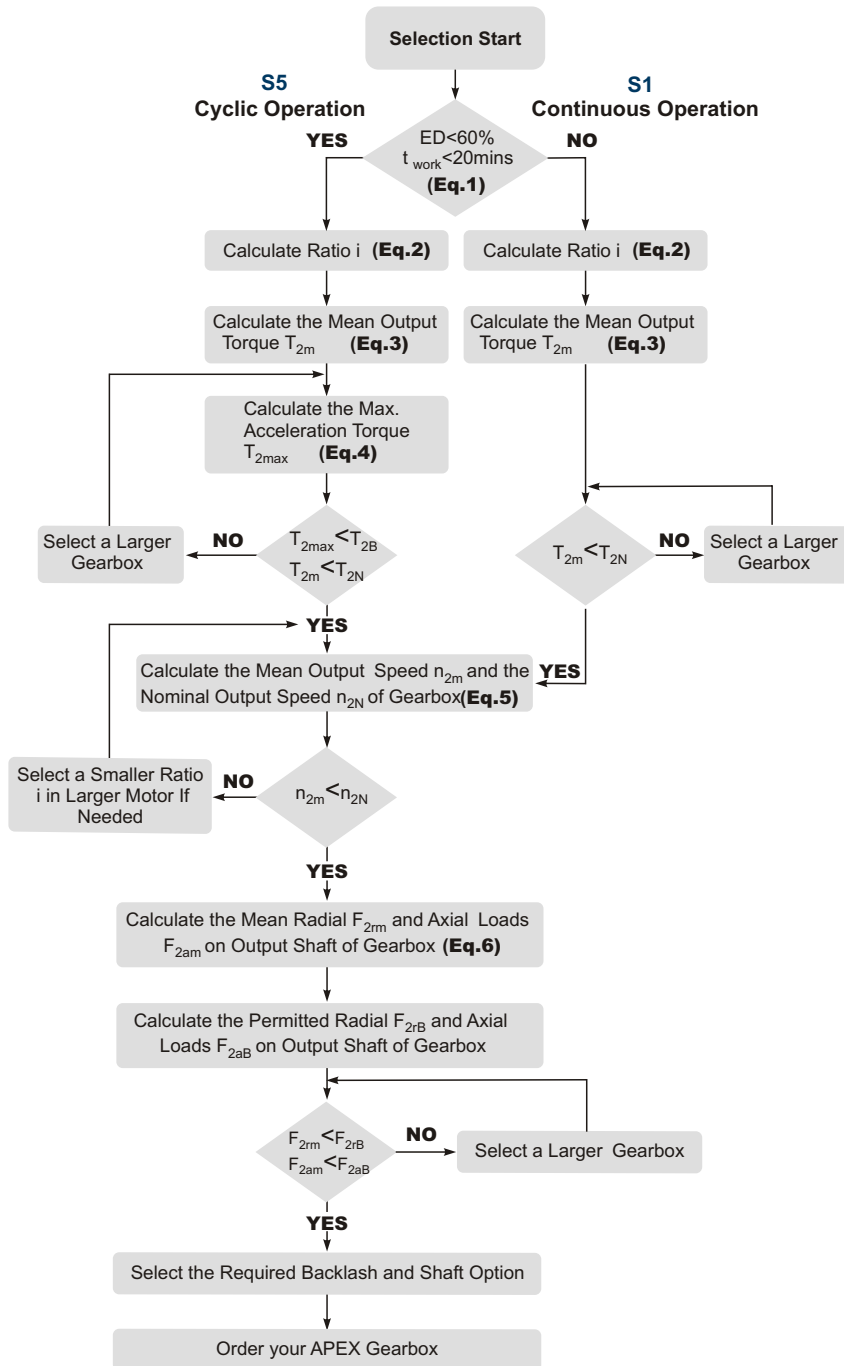
# SHRINK DISC POWER LOCK



SHRINK DISC POWER LOCK

| Model No. | Dimension    | D1  | D2 | D3 | H1   | H2   | J (kg.cm <sup>2</sup> ) |
|-----------|--------------|-----|----|----|------|------|-------------------------|
| KF 060    | SSD-d18xdw15 | 44  | 18 | 30 | 15   | 18.5 | 0.36                    |
| KF 075    | SSD-d24xdw20 | 50  | 24 | 36 | 19.5 | 23   | 0.76                    |
| KF 100    | SSD-d36xdw30 | 72  | 36 | 52 | 23.5 | 27.5 | 3.93                    |
| KF 140    | SSD-d50xdw40 | 90  | 50 | 70 | 27.5 | 31.5 | 11.11                   |
| KF 180    | SSD-d68xdw55 | 115 | 68 | 86 | 30.5 | 34.5 | 28.84                   |

# Selection of the optimum gearbox



## Recommended (for S5 Cycle Operation)

The general design is given for

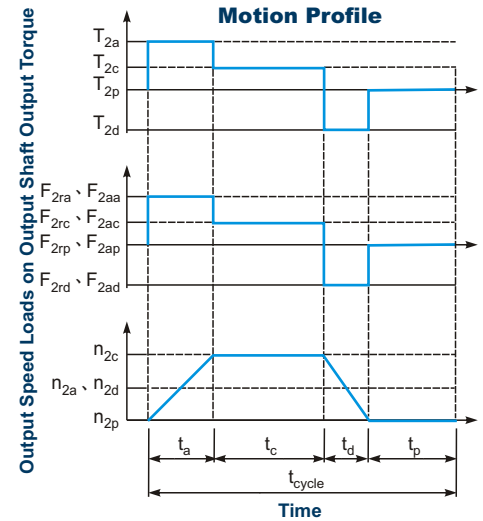
$$\frac{J_L}{i^2} \leq 4 \times J_m$$

The optimal design is given for

$$\frac{J_L}{i^2} \cong J_m$$

$J_L$  Load Inertia

$J_m$  Motor Inertia



$$1. ED = \frac{t_a + t_c + t_d}{t_{cycle}} \times 100\%, t_{work} = t_a + t_c + t_d$$

Index : a. Acceleration, c. Constant,  
d. Deceleration, p. Pause (Eq.1)

$$2. i \cong \frac{n_m}{n_{work}}$$

$n_m$  Output Speed of the Motor  
 $n_{work}$  Working Speed (Eq.2)

$$3. T_{2m} = 3 \sqrt{\frac{n_{2a} \times t_a \times T_{2a}^3 + n_{2c} \times t_c \times T_{2c}^3 + n_{2d} \times t_d \times T_{2d}^3}{n_{2a} \times t_a + n_{2c} \times t_c + n_{2d} \times t_d}}$$

(Eq.3)

$$4. T_{2max} = T_{mB} \times i \times K_s \times \eta$$

where  $K_s$  is

| $K_s$ | No. of Cycles / hr |
|-------|--------------------|
| 1.0   | 0 ~ 1,000          |
| 1.1   | 1,000 ~ 1,500      |
| 1.3   | 1,500 ~ 2,000      |
| 1.6   | 2,000 ~ 3,000      |
| 1.8   | 3,000 ~ 5,000      |

$T_{mB}$  Max. Output Torque of the Motor

$\eta$  Efficiency of the Gearbox (Eq.4)

$$5. n_{2a} = n_{2d} = \frac{1}{2} \times n_{2c}$$

$$n_{2m} = \frac{n_{2a} \times t_a + n_{2c} \times t_c + n_{2d} \times t_d}{t_a + t_c + t_d}$$

$$n_{2N} = \frac{n_{1N}}{i}$$

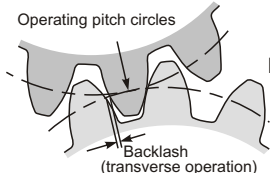
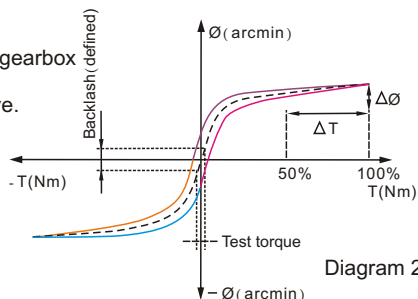
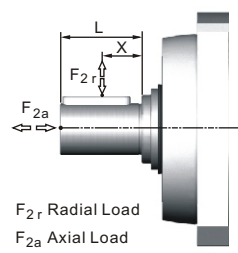
(Eq.5)

$$6. F_{2rm} = 3 \sqrt{\frac{n_{2a} \times t_a \times F_{2ra}^3 + n_{2c} \times t_c \times F_{2rc}^3 + n_{2d} \times t_d \times F_{2rd}^3}{n_{2a} \times t_a + n_{2c} \times t_c + n_{2d} \times t_d}}$$

$$F_{2am} = 3 \sqrt{\frac{n_{2a} \times t_a \times F_{2aa}^3 + n_{2c} \times t_c \times F_{2ac}^3 + n_{2d} \times t_d \times F_{2ad}^3}{n_{2a} \times t_a + n_{2c} \times t_c + n_{2d} \times t_d}}$$

(Eq.6)

# Glossary

|                                   |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Emergency Stop Torque $T_{2NOT}$  | Nm                 | The Emergency Stop Torque is the maximum permitted torque at the output of gearbox. This may happen only occasionally and may not exceed 1,000 times during the whole service life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Max. Acceleration Torque $T_{2B}$ | Nm                 | Under the Cyclic Operation (S5), the Max. Acceleration Torque is the maximum torque which can be transmitted only briefly to the output of gearbox up to 1,000 cycles/hr.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| No Load Running Torque            | Nm                 | The No Load Running Torque is the min. torque to overcome the internal friction of a gearbox without loading*.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Nominal Input Speed $n_{1N}$      | rpm                | The Nominal Input Speed is the permitted input speed of gearbox by the Continuous Operation (S1) while the housing temperature does not exceed 90°C. This value is measured at environment temperature 25°C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Max. Input Speed $n_{1B}$         | rpm                | The Max. Input Speed is the max. permitted input speed of gearbox by the Cyclic operation (S5). This value is measured at environment temperature 25°C and serves as the absolute limit of the gearbox.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Backlash                          | arcmin             | <p>The Backlash is the maximum angular measurement between two teeth of gears when the transverse operation occurs (refer to Diagram 1). The arcmin is the measurement unit for the backlash. One arcmin equals 1/60 degree, symbolized as 1'.</p>  <p>Diagram 1</p>                                                                                                                                                                                                                                                                                                                                                            |
| Torsional Rigidity                | Nm/arcmin          | <p>Torsional Rigidity is the quotient (<math>\Delta T / \Delta \theta</math>) between the applied torque and resulting torsion angle. This value indicates how much torque is needed on the gearbox to rotate the output shaft for 1 arcmin. The Torsional Rigidity can be determined by Hysteresis Curve.</p> <p>Hysteresis Curve<br/>When the input shaft is locked, increase torque at the output slowly up to <math>T_{2B}</math> in both directions and then release the torque gradually. According to the measured torque and torsion angle, a closed curve will be acquired as in the Diagram 2.</p>  <p>Diagram 2</p> |
| Radial Load And Axial Load        | N                  | <p>The permitted radial and axial loads on output shaft of the gearbox depend on the design of the gearbox supporting bearings.</p> <p>For more information, please refer to APEX website.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Efficiency $\eta$                 | %                  | The transmission efficiency of the gears inside a gearbox (without friction).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Operating Temperature             | °C                 | The Operating Temperature indicates the temperature of gearbox housing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Degree of Protection              |                    | IP code stands for International Protection standard. The IP65 as example: the first IP number stands for protection degree against dust; the second IP number stands for protection against liquid.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Lubrication                       |                    | APEX uses synthetic lubrication grease. Alternate greases are available, please contact APEX.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Running Noise                     | dB(A)              | The Running Noise is measured depends on gearbox size, the ratio and the speed*. Higher speed usually induces higher noise level, while higher ratio induces lower noise level.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Moment of Inertia $J_1$           | kg.cm <sup>2</sup> | The Moment of Inertia $J_1$ is a measurement of the effort applied to an object to maintain its momentary condition at rest or rotating.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Breakaway Torque                  | Nm                 | The Breakaway Torque is the minimum torque to start the rotation from the input side of gearbox. A smaller size or a higher ratio gearbox requests less Breakaway Torque.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Back Driving Torque               | Nm                 | The Back Driving Torque is the minimum torque to start the rotation from the output side of gearbox. A larger size or a higher ratio gearbox requires greater Back Driving Torque.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

\* This value is measured at environment temperature 25°C and the input speed 3,000 rpm. If the Nominal Input Speed  $n_{1N}$  of gearbox is lower than 3,000 rpm, this value is measured by that specific Nominal Input Speed.

## Note

# Note



**APEX TAIWAN NORTH  
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