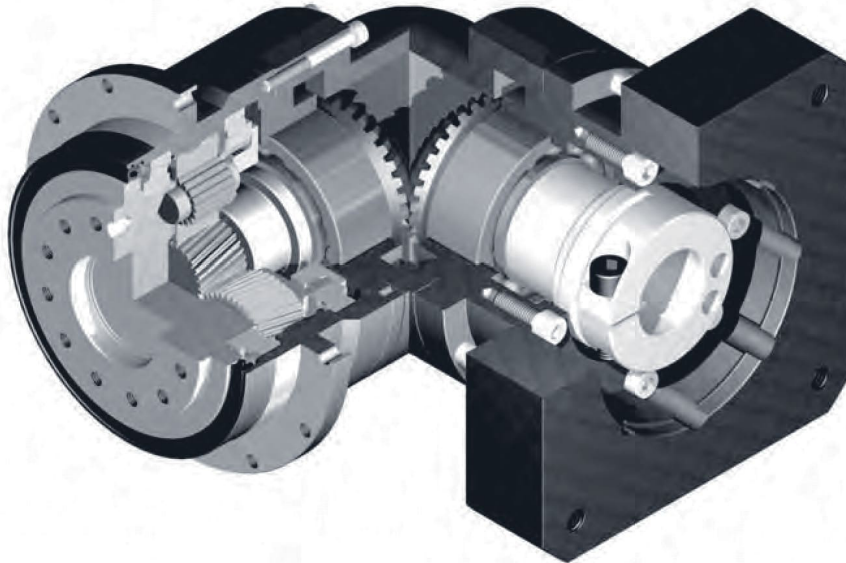


SMET series



공간 절약

스파이럴 베벨기어를 적용한 직교형 감속기로, 출력축과 모터를 수직으로 위치시켜 공간절약 가능.

Space - saving

Right angle reducer using spiral bevel gear
Customer can locate the motor at 90 degree away from the reducer if required to save space.

고강성 & 고평크

Uncaged 니들롤러베어링을 사용하여 강성과 토크 향상.

High rigidity & torque

High rigidity & high torque was achieved by uncaged needle roller bearings.

어댑터-부싱 연결방식

다양한 모터에 취부 가능.

Adapter-bushing connection

Can be attached to any motor all over the world.

그리스 누유현상 없음

고점도 분리방지 그리스를 사용.

No grease leakage

Perfect solution by high viscosity anti-separation grease.

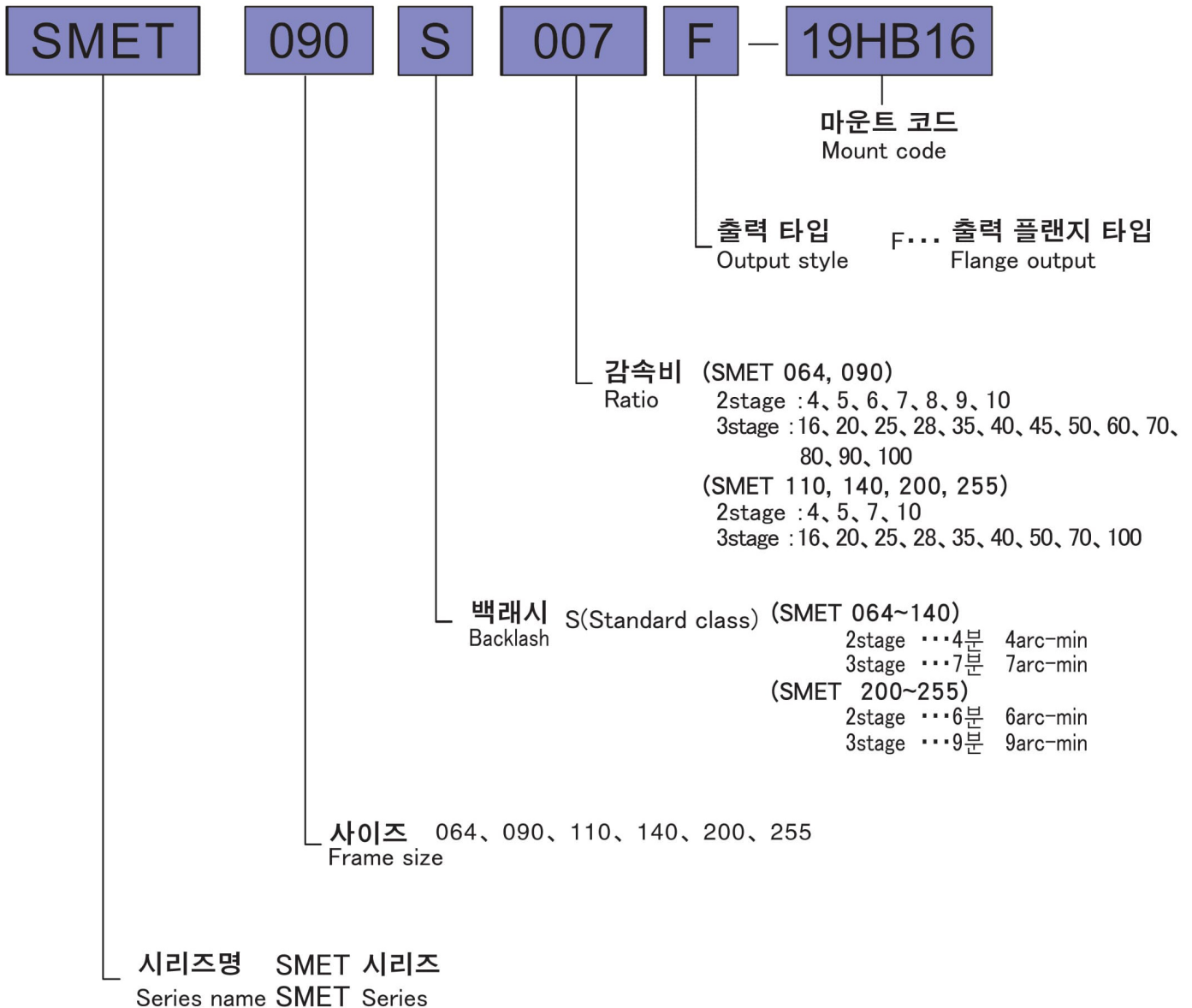
유지 보수 불필요

제품 수명 동안 그리스 교체 불필요 자유로운 설치 가능.

Maintenance-free

No need to replace the grease for the life time.
Can be attached in any position.

SMET series



| Model No. | | Unit | Stage | Ratio ¹ | SMET064 | SMET090 | SMET110 | SMET140 | SMET200 | SMET255 |
|------------------------------------------------|-------------------|--------------------|-------|--------------------|-----------------------------------------------|---------|---------|---------|---------|---------|
| Rated Output Torque (Nominal Output torque) | T _{2N} | Nm | 2 | 4 | 33 | 89 | 195 | 440 | 750 | 1,500 |
| | | | | 5 | 43 | 110 | 210 | 580 | 1,200 | 2,000 |
| | | | | 6 | 43 | 108 | - | - | - | - |
| | | | | 7 | 43 | 108 | 200 | 490 | 1,000 | 1,500 |
| | | | | 8 | 43 | 79 | - | - | - | - |
| | | | | 9 | 35 | 90 | - | - | - | - |
| | | | 10 | 30 | 88 | 170 | 370 | 800 | 1,100 | |
| | | | 3 | 16 | 39 | 100 | 210 | 460 | 950 | 1,800 |
| | | | | 20 | 39 | 100 | 210 | 460 | 950 | 1,900 |
| | | | | 25 | 43 | 110 | 210 | 580 | 1,200 | 2,000 |
| | | | | 28 | 43 | 108 | 200 | 580 | 1,200 | 1,500 |
| | | | | 35 | 43 | 108 | 200 | 580 | 1,200 | 1,500 |
| | | | | 40 | 43 | 110 | 210 | 460 | 1,200 | 2,000 |
| | | | | 45 | 39 | 90 | - | - | - | - |
| | | | | 50 | 43 | 110 | 210 | 580 | 1,200 | 2,000 |
| | | | | 60 | 43 | 108 | - | - | - | - |
| | | | | 70 | 43 | 108 | 200 | 490 | 1,100 | 1,500 |
| | | | | 80 | 43 | 79 | - | - | - | - |
| 90 | 39 | 90 | | - | - | - | - | | | |
| 100 | 39 | 88 | 170 | 370 | 800 | 1,100 | | | | |
| Max. Acceleration Torque | T _{2B} | Nm | 2,3 | 4~100 | 1.8 Times of Rated Output Torque | | | | | |
| Max. Output Torque Emergency Stop Torque | T _{2NOT} | Nm | 2,3 | 4~100 | 3 Times of Rated Output Torque | | | | | |
| Nominal Input speed | n _{1n} | rpm | 2,3 | 4~100 | 3,000 | 3,000 | 3,000 | 2,000 | 1,500 | 1,000 |
| Max. Input speed | n _{1B} | rpm | 2,3 | 4~100 | 6,000 | 6,000 | 6,000 | 5,000 | 4,000 | 3,000 |
| Backlash (Standard class) | | arcmin | 2 | 4~10 | ≤4 | ≤4 | ≤4 | ≤4 | ≤6 | ≤6 |
| | | | 3 | 16~100 | ≤7 | ≤7 | ≤7 | ≤7 | ≤9 | ≤9 |
| Torsional Rigidity | | Nm/arcmin | 2,3 | 4~100 | 5 | 12 | 23 | 38 | 110 | 210 |
| Max. Radial load ² | F _{2rB} | N | 2,3 | 4~100 | 900 | 1,750 | 7,300 | 14,000 | 22,000 | 25,000 |
| Max. Axial load ² | F _{2aB} | N | 2,3 | 4~100 | 900 | 1,750 | 4,300 | 10,000 | 15,000 | 20,000 |
| Service life | L _H | hr | 2,3 | 4~100 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Noise level ³ | | dB(A) | 2,3 | 4~100 | ≤ 63 | ≤ 65 | ≤ 68 | ≤ 70 | ≤ 72 | ≤ 74 |
| Weight | | kg | 2 | 4~10 | 1.9 | 5.1 | 9.5 | 17.4 | 50 | 110 |
| | | | 3 | 16~100 | 2.1 | 4.3 | 9 | 17.6 | 37 | 99 |
| Mass Moments of Inertia ⁴ | | kg cm ² | 2 | 4~10 | 0.35 | 2.31 | 7.24 | 23.94 | 123.3 | 619.8 |
| | | | 3 | 16~100 | 0.12 | 0.59 | 4.66 | 14.76 | 24.99 | 113.37 |
| Operating Temp. ⁵ | | °C | 2,3 | 4~100 | -10 ~ +90 | | | | | |
| Lubrication | | | 2,3 | 4~100 | High temperature & Extreme pressure Lubricant | | | | | |
| Mounting position | | | 2,3 | 4~100 | All directions | | | | | |
| Efficiency | η | % | 2 | 4~10 | ≥ 93 | | | | | |
| | | | 3 | 16~100 | ≥ 90 | | | | | |
| Degree of protection | | | 2,3 | 4~100 | IP 65 | | | | | |

(1) Ratio (감속비) = N_{in} / N_{out}

(2) 기준 : 출력회전수 100rpm, 출력축 중앙 부하, 부하계수(Ka)=1, 연속운전 10,000시간

These values are based on the following conditions : 100 rpm at the output. Load applied to the middle of the output shaft.

Load coefficient(Ka)=1. Continuous operation(S1 ≈ 10,000hrs).

(3) 입력 회전수 3000 rpm, 무부하 운전상태에서 감속기 취부면에서 1m 떨어진 거리에서 측정 (모델에 따라 차이가 있을수 있습니다)

Noise level : A measurement 1m away from the reducer (with ratio10 or ratio 100), 3000 input rpm and at no load condition.

(Background noise 40dB(A)) With lower ratio and/or higher rpm, the noise level could be 3 to 5 dB higher.

(4) 관성모멘트 : 감속비 중 대표값 (i=1/5)

Moment of inertia : A measurement at the input shaft and representatives from each ratio.(i=1/5)

(5) 감속기 작동온도 : -10~+90 °C, 감속기 주위온도 -10~40°C

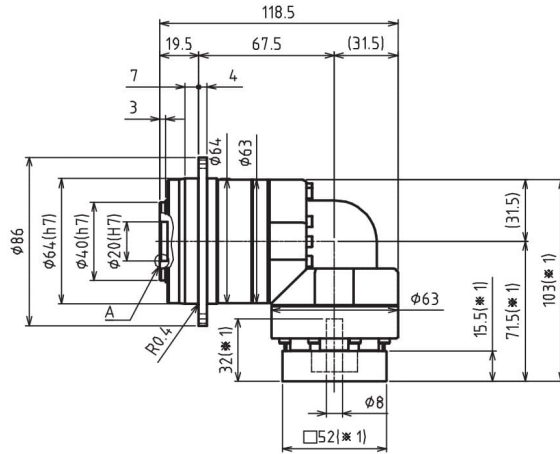
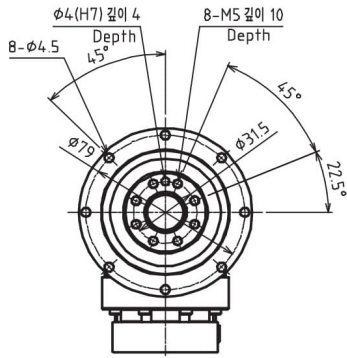
Operating temperature : Surface temperature of gear case in -10 ° C~40 ° C of ambient temperature.

※ 제품 성능 향상을 위해 사양은 별도의 고지 없이 변경될 수 있습니다.

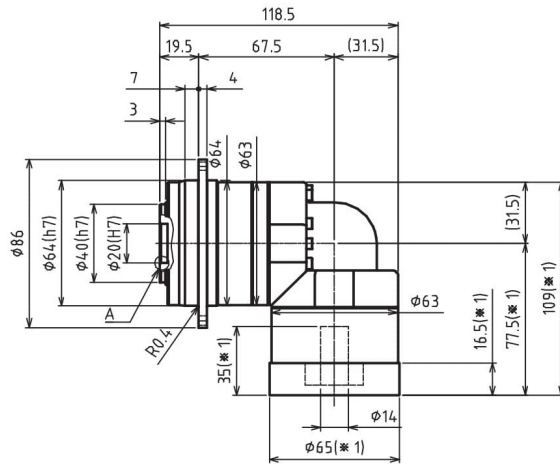
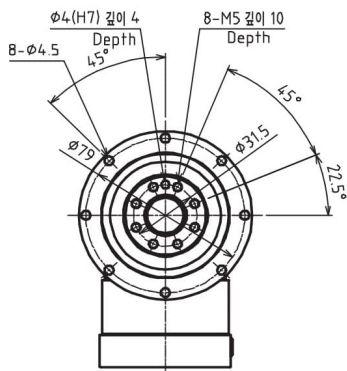
Specifications are subject to change without notice to improve product performances.

SMET 064 2단 2stage

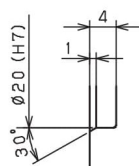
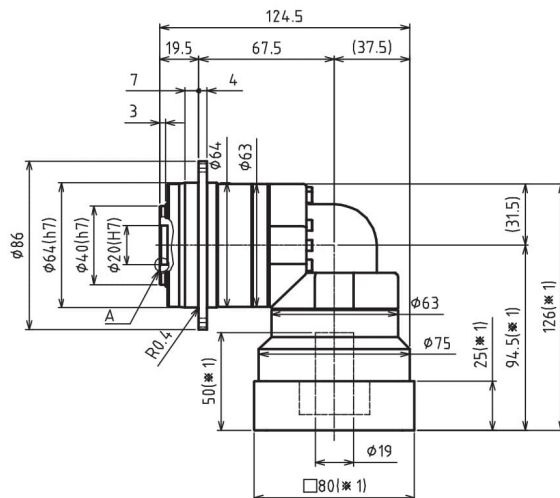
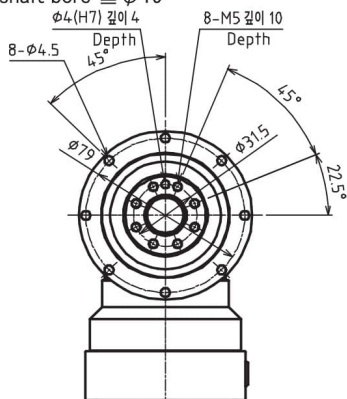
입력축 내경 Input shaft bore $\leq \phi 8$



입력축 내경 Input shaft bore $\leq \phi 14$



입력축 내경 Input shaft bore $\leq \phi 19$

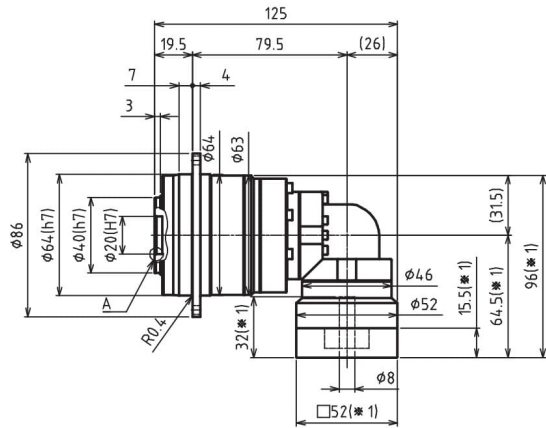
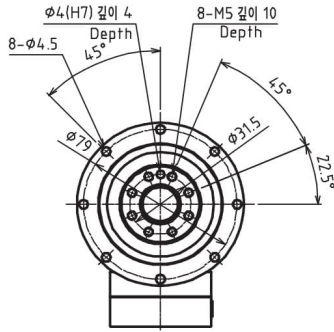


A부분 상세도
Enlarged detail A

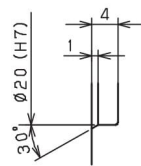
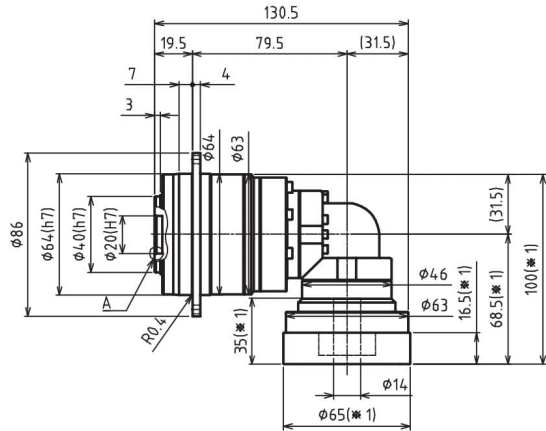
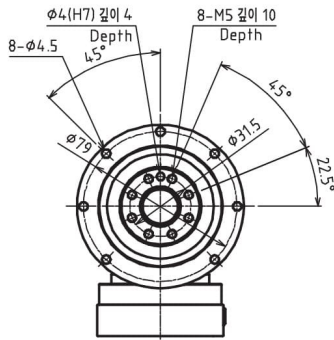
- ※1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※1 Length will vary depending on motor.
- ※2 Bushing will be inserted to adapt to motor shaft.

SMET 064 3단 3stage

입력축 내경 Input shaft bore $\leq \phi 8$



입력축 내경 Input shaft bore $\leq \phi 14$

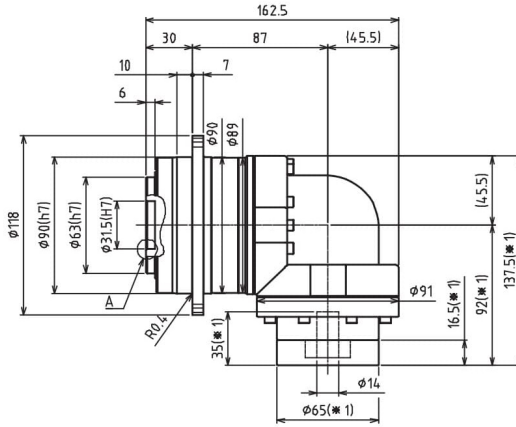
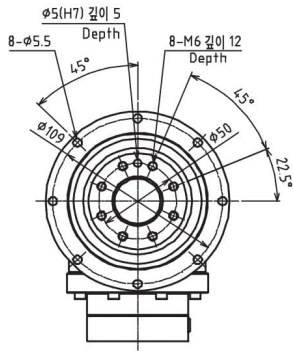


A부분 상세도
Enlarged detail A

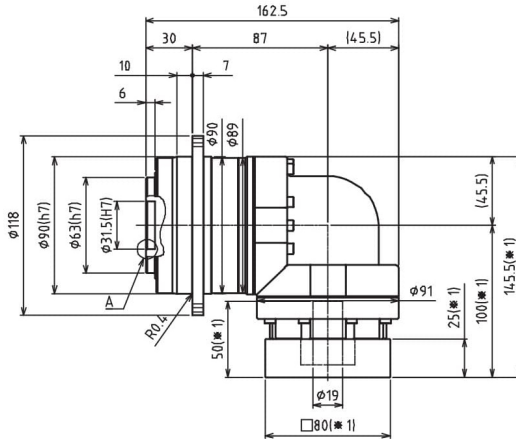
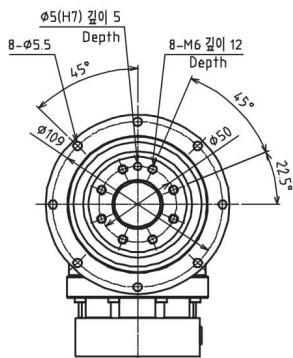
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 090 2단 2stage

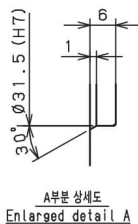
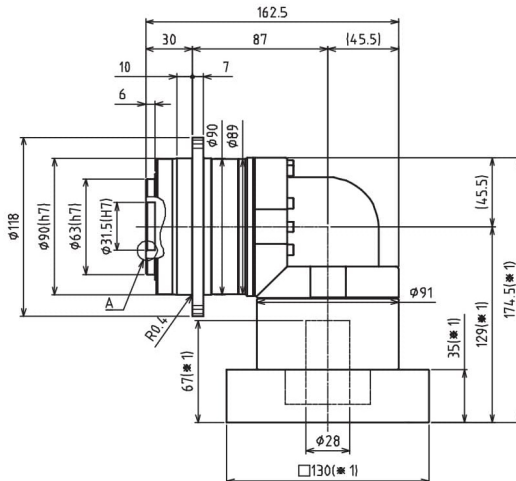
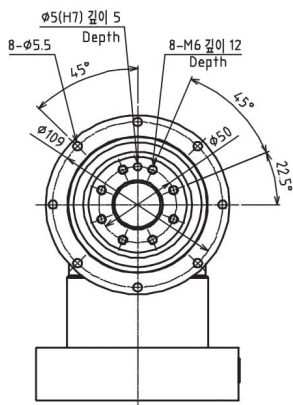
입력축 내경 Input shaft bore $\leq \phi 14$



입력축 내경 Input shaft bore $\leq \phi 19$



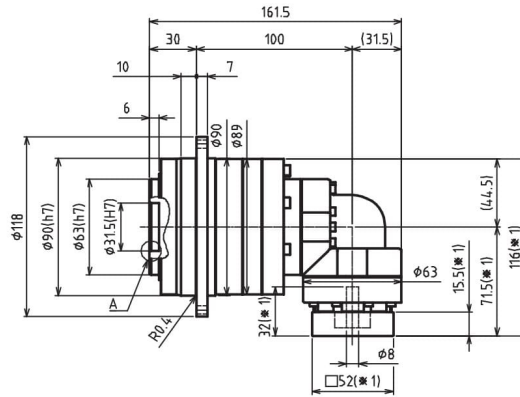
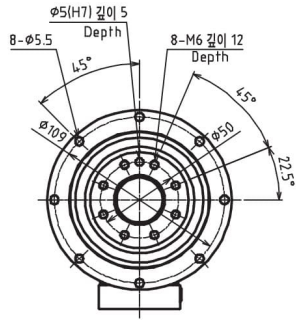
입력축 내경 Input shaft bore $\leq \phi 28$



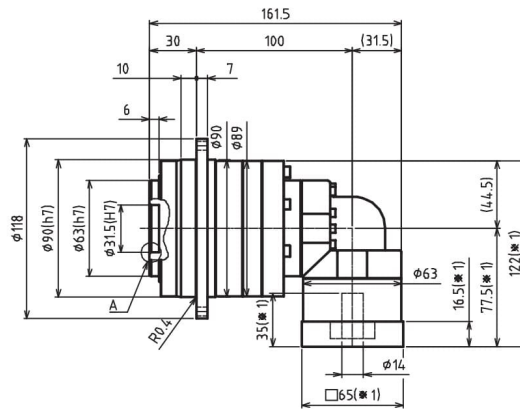
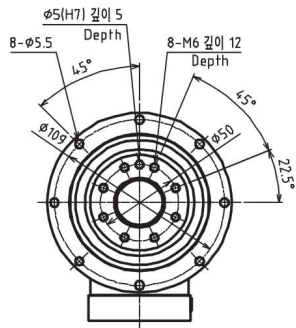
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 090 3단 3stage

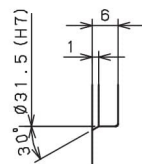
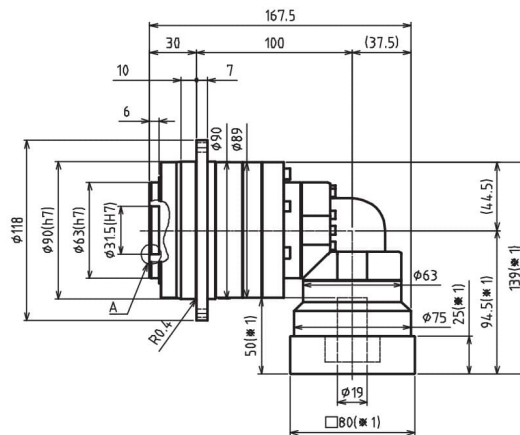
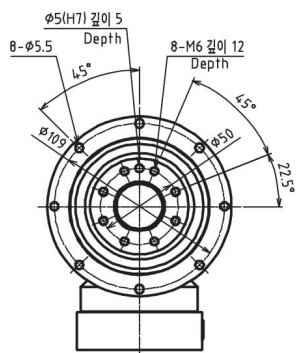
입력축 내경 Input shaft bore $\leq \phi 8$



입력축 내경 Input shaft bore $\leq \phi 14$



입력축 내경 Input shaft bore $\leq \phi 19$

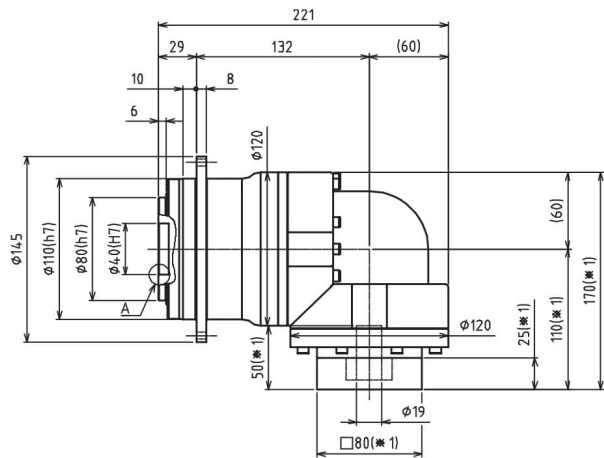
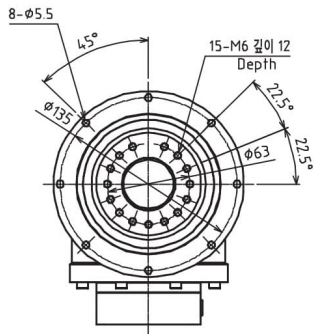


A부분 상세도
Enlarged detail A

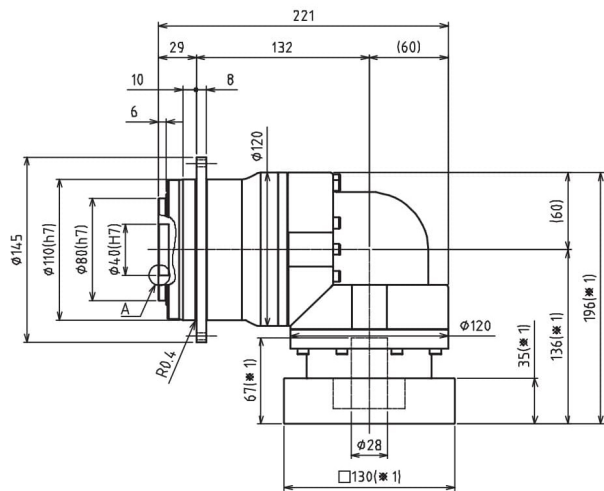
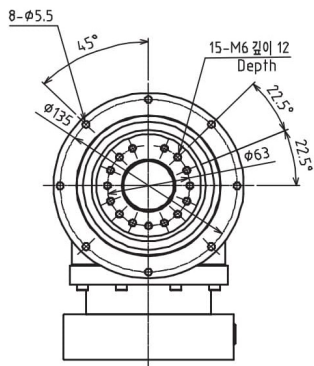
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 110 2단 2stage

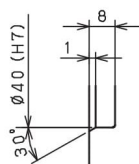
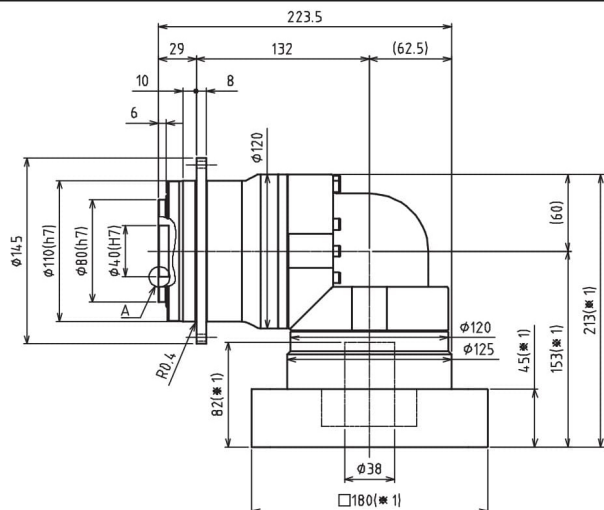
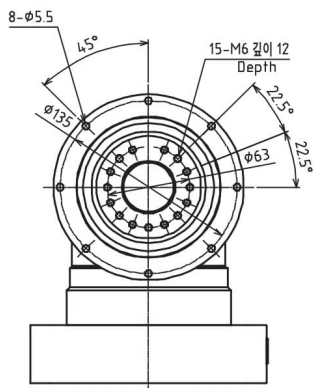
입력축 내경 Input shaft bore $\leq \phi 19$



입력축 내경 Input shaft bore $\leq \phi 28$



입력축 내경 Input shaft bore $\leq \phi 38$

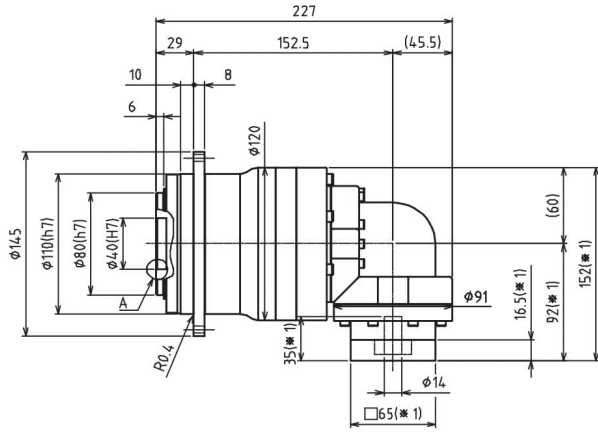
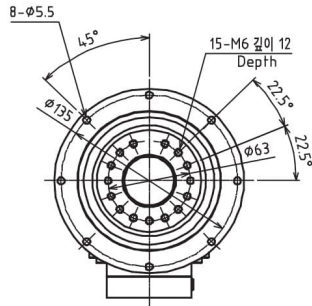


A부분 상세도
Enlarged detail A

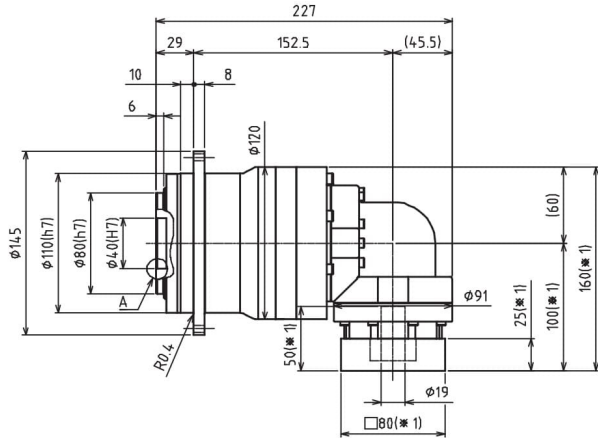
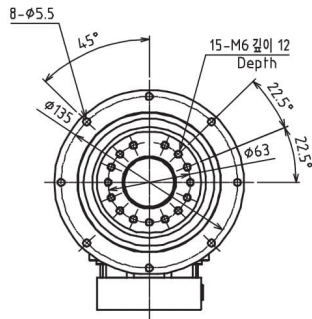
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 110 3단 3stage

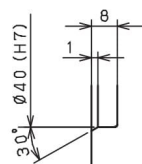
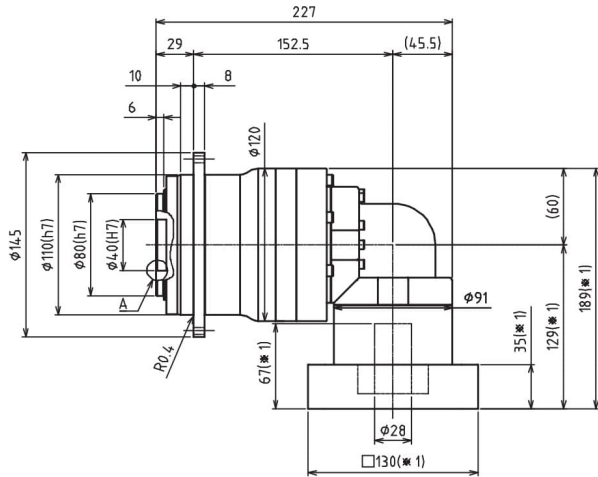
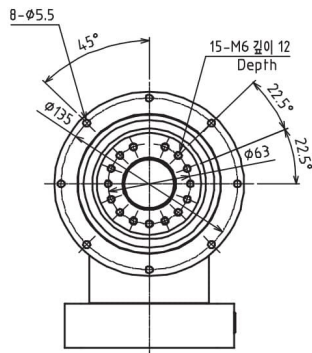
입력축 내경 Input shaft bore $\leq \phi 14$



입력축 내경 Input shaft bore $\leq \phi 19$



입력축 내경 Input shaft bore $\leq \phi 28$

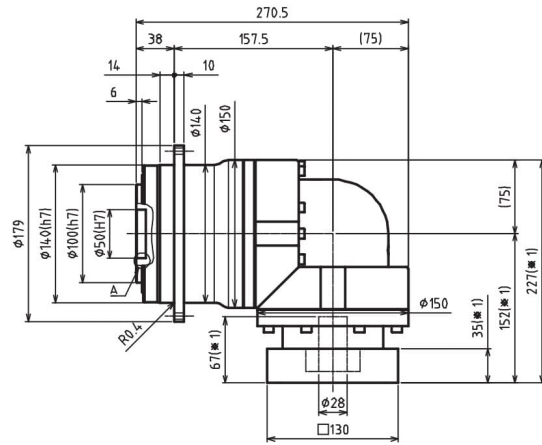
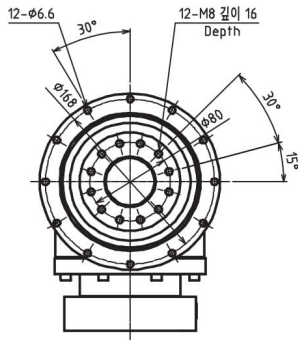


A부분 상세도
Enlarged detail A

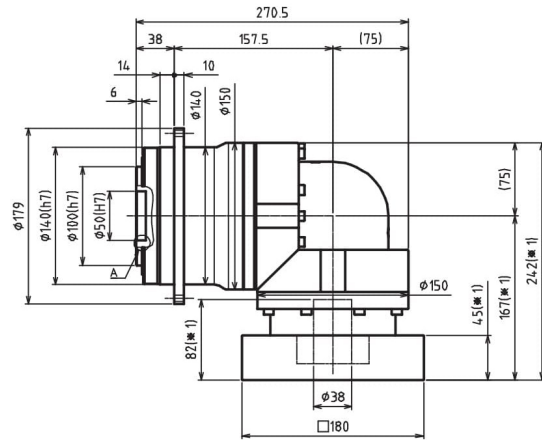
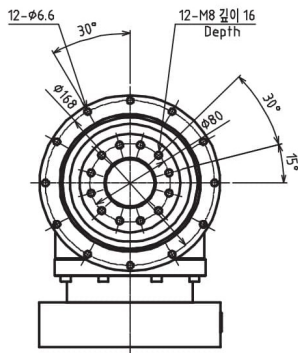
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 140 2단 2stage

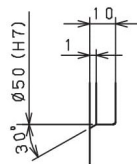
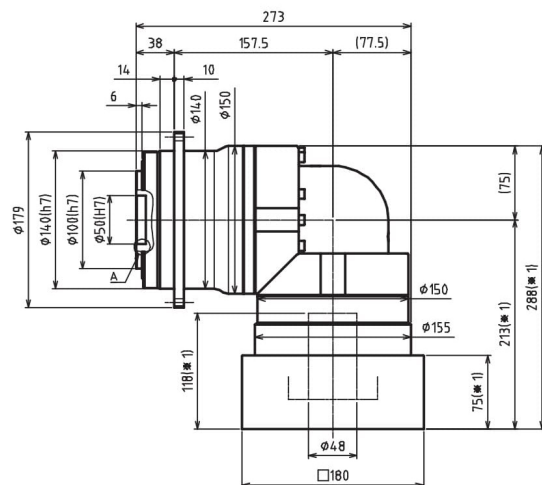
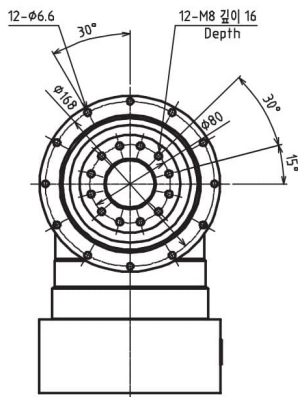
입력축 내경 Input shaft bore $\leq \phi 28$



입력축 내경 Input shaft bore $\leq \phi 38$



입력축 내경 Input shaft bore $\leq \phi 48$

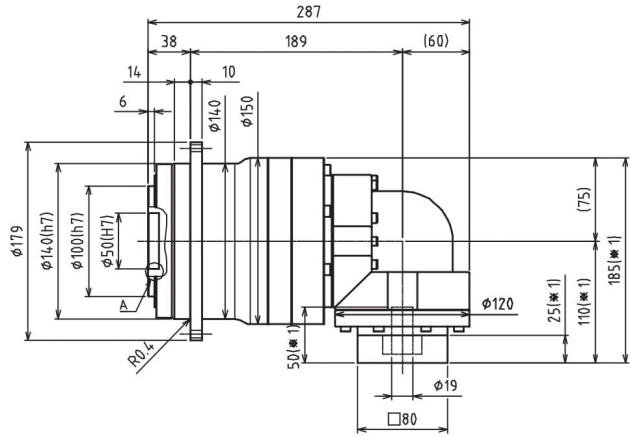
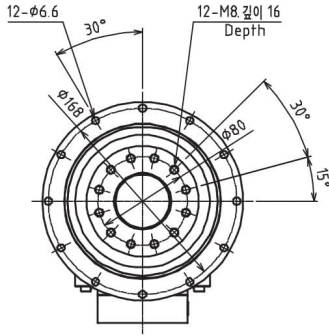


A부분 상세도
Enlarged detail A

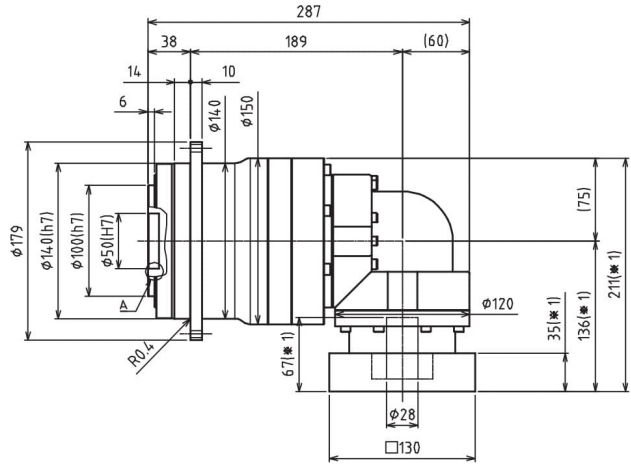
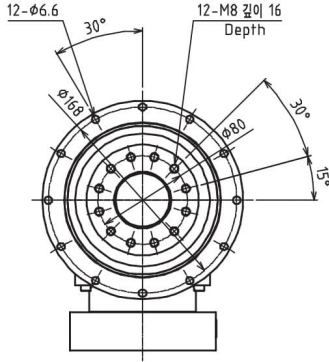
- ※1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※1 Length will vary depending on motor.
- ※2 Bushing will be inserted to adapt to motor shaft.

SMET 140 3단 3stage

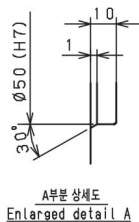
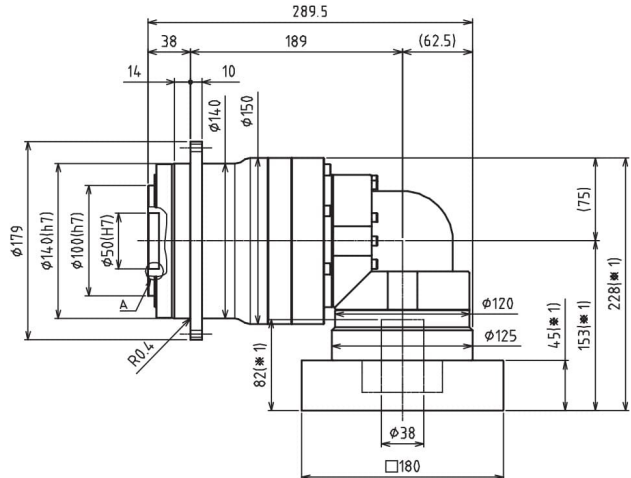
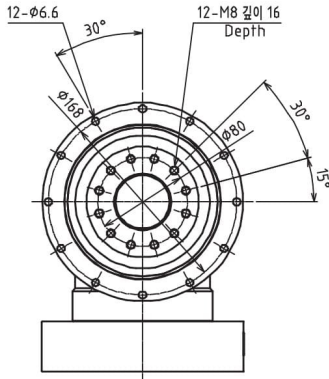
입력축 내경 Input shaft bore $\cong \phi 19$



입력축 내경 Input shaft bore $\cong \phi 28$



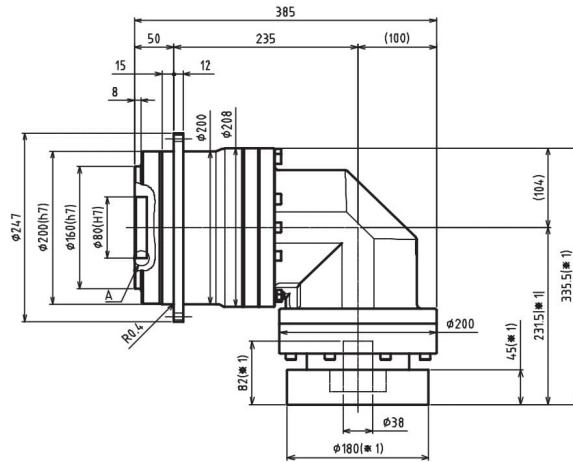
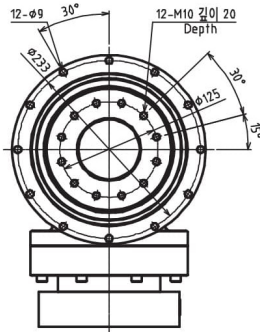
입력축 내경 Input shaft bore $\cong \phi 38$



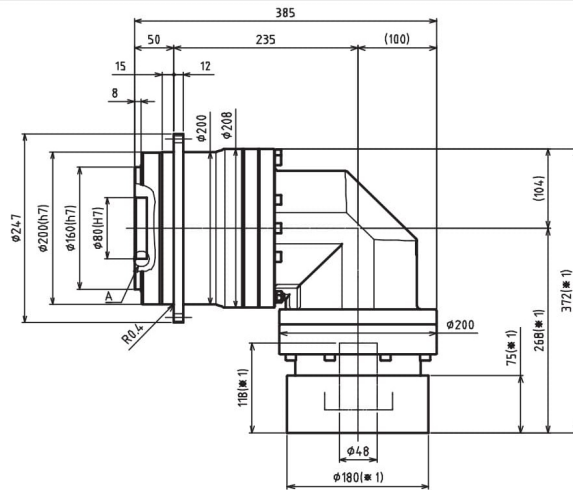
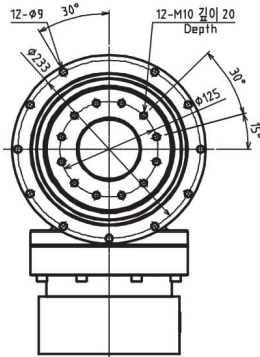
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 200 2단 2stage

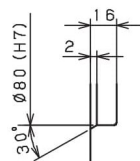
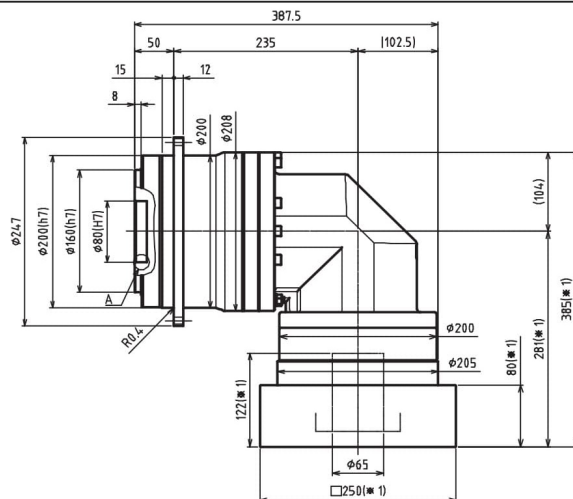
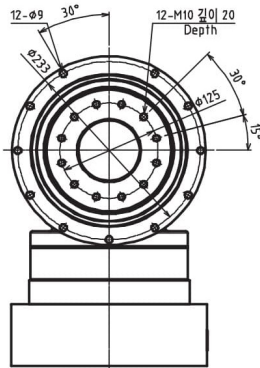
입력축 내경 Input shaft bore $\leq \phi 38$



입력축 내경 Input shaft bore $\leq \phi 48$



입력축 내경 Input shaft bore $\leq \phi 65$

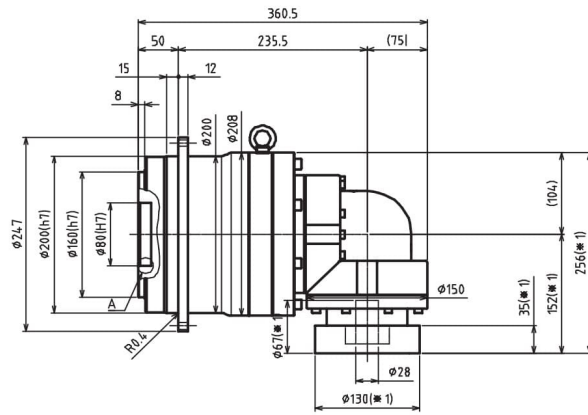
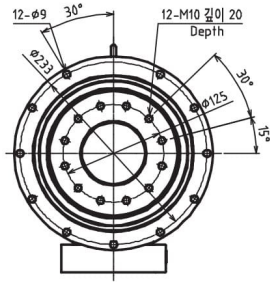


A부분 상세도
Enlarged detail A

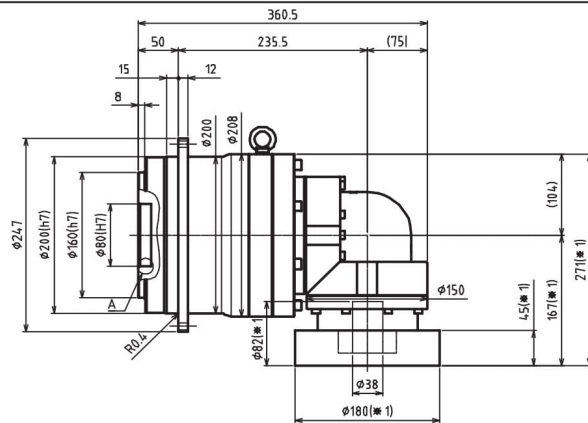
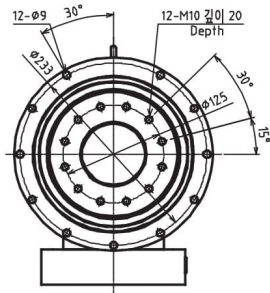
- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

SMET 200 3단 3stage

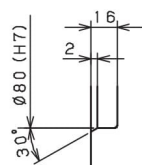
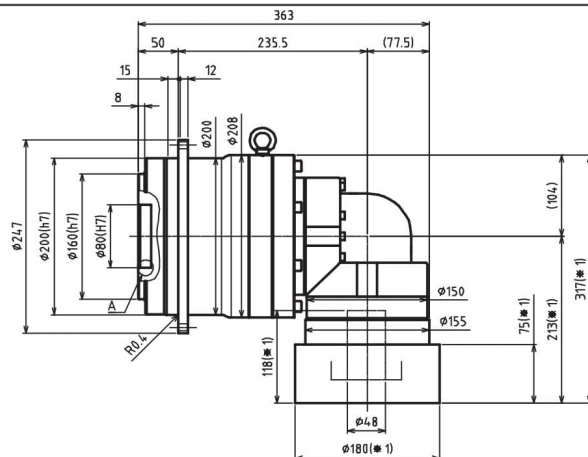
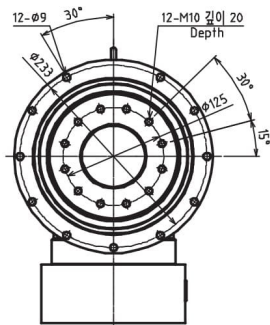
입력축 내경 Input shaft bore $\leq \phi 28$



입력축 내경 Input shaft bore $\leq \phi 38$



입력축 내경 Input shaft bore $\leq \phi 48$

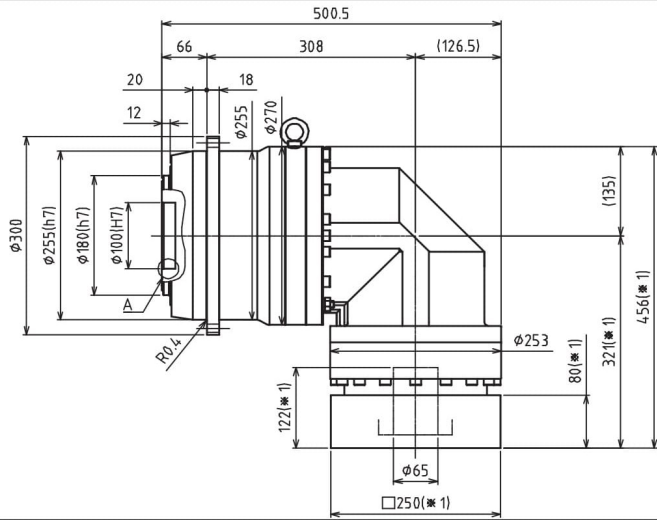
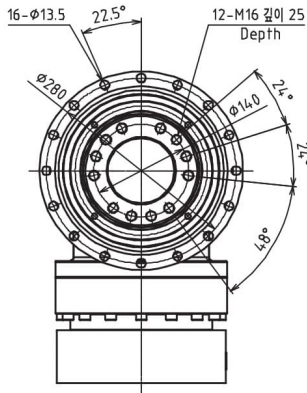


A부분 상세도
Enlarged detail A

- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.

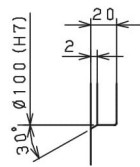
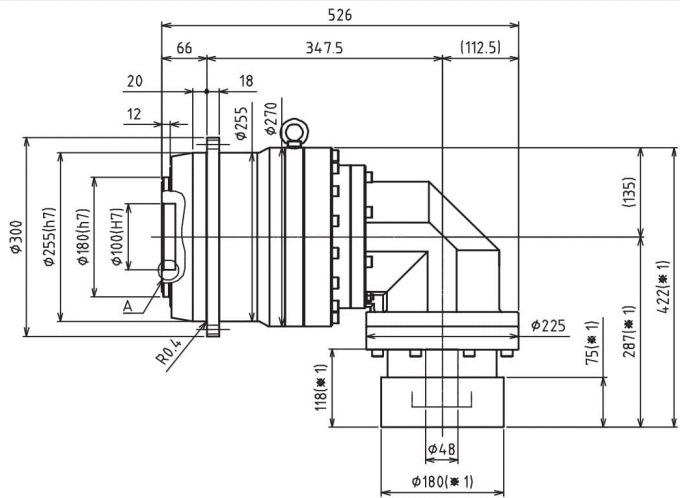
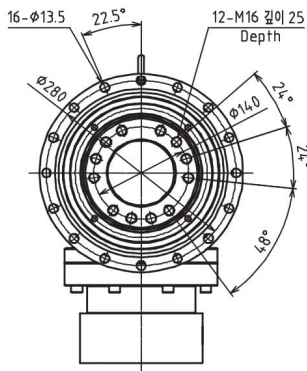
SMET 255 2단 2stage

입력축 내경 Input shaft bore $\leq \phi 65$



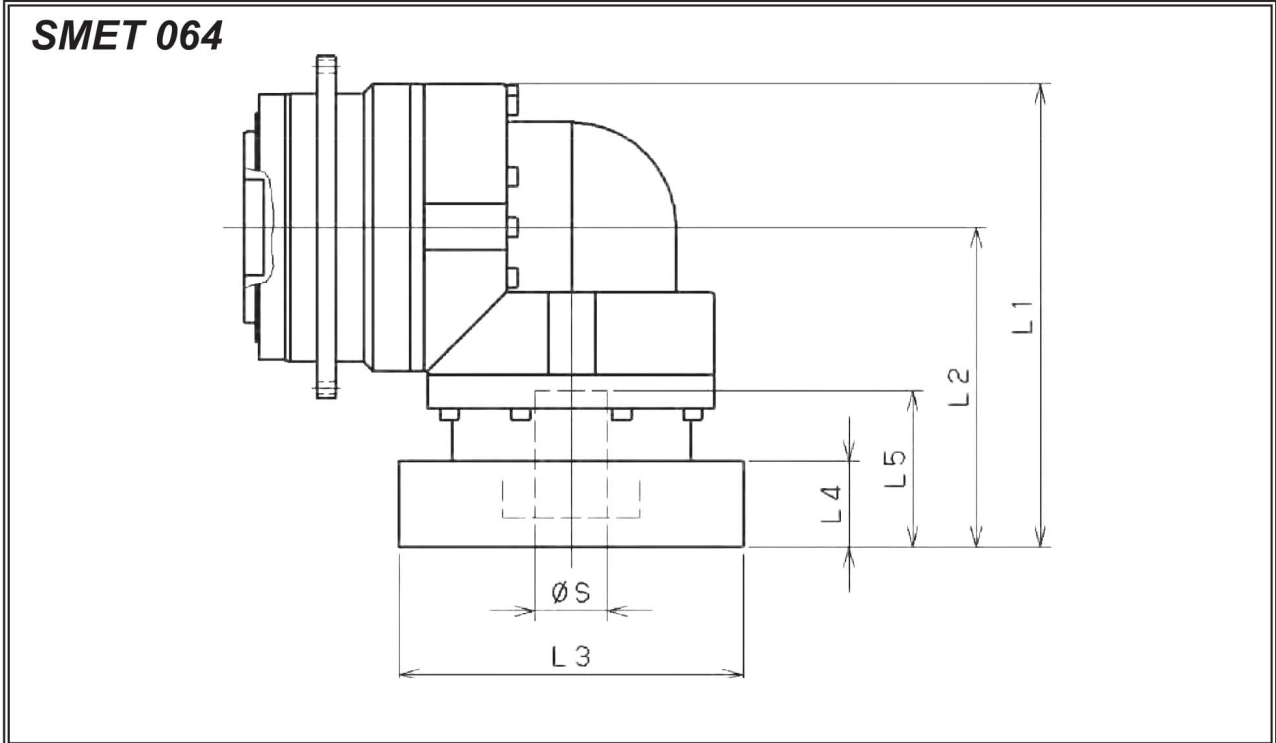
SMET 255 3단 3stage

입력축 내경 Input shaft bore $\leq \phi 48$



A부분 상세도
Entered detail A

- ※ 1 적용 모터에 따라 길이는 변경될 수 있습니다.
- ※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.
- ※ 1 Length will vary depending on motor.
- ※ 2 Bushing will be inserted to adapt to motor shaft.



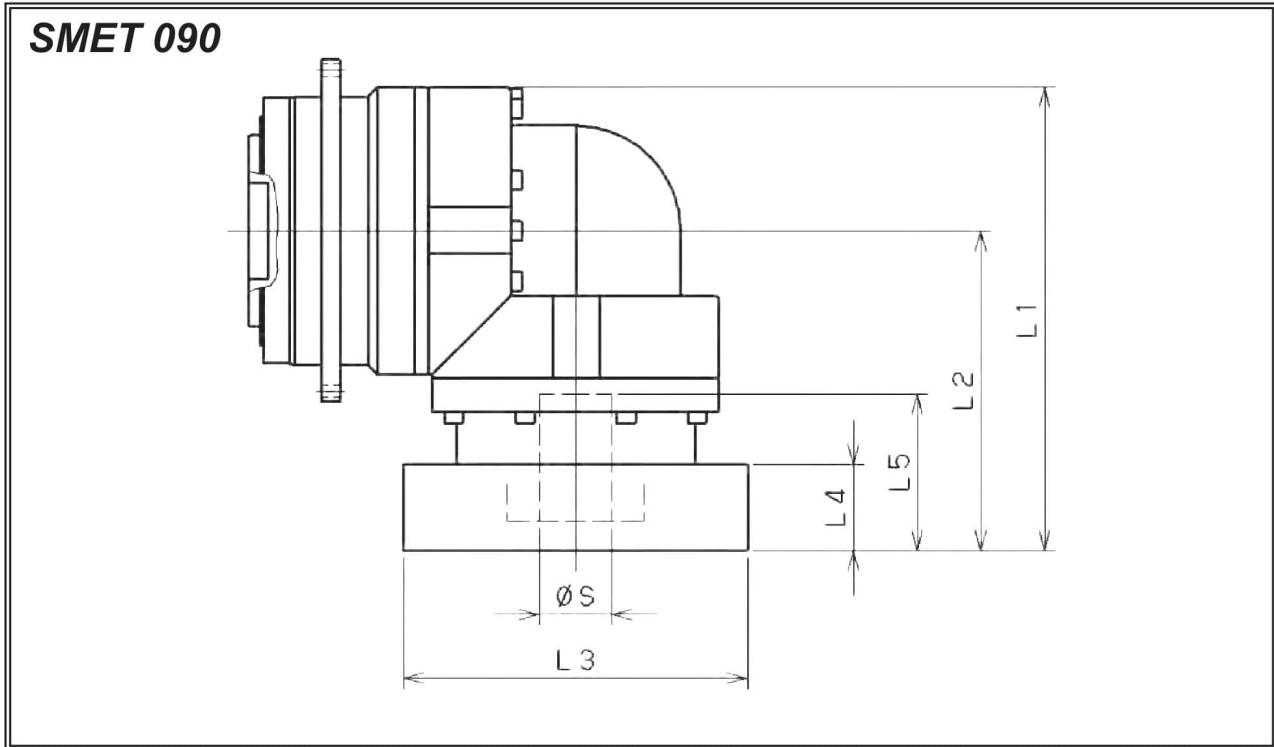
| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|----------------------------------|-----------------------------------------------|-----------|-------|------|------|----|-----------|------|------|------|----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET064□□□-8** (S ≤ 8) | AA·AC·AD·AF·AG | 103 | 71.5 | □52 | 15.5 | 32 | 94.5 | 64.5 | □52 | 15.5 | 32 |
| | AB·AE·AH·AJ·AK | 108 | 76.5 | □52 | 20.5 | 37 | 99.5 | 69.5 | □52 | 20.5 | 37 |
| | BA·BB·BD·BE | 103 | 71.5 | □60 | 15.5 | 32 | 94.5 | 64.5 | □60 | 15.5 | 32 |
| | BC·BF | 108 | 76.5 | □60 | 20.5 | 37 | 99.5 | 69.5 | □60 | 20.5 | 37 |
| | CA | 108 | 76.5 | □70 | 20.5 | 37 | 99.5 | 69.5 | □70 | 20.5 | 37 |
| SMET064□□□-14** (8 < S ≤ 14) | BA·BB·BD·BE·BF·BG·BJ·BK | 109 | 77.5 | □65 | 16.5 | 35 | 98.5 | 68.5 | □65 | 16.5 | 35 |
| | BC·BH | 114 | 82.5 | □65 | 21.5 | 40 | 103.5 | 73.5 | □65 | 21.5 | 40 |
| | BL | 119 | 87.5 | □65 | 26.5 | 45 | 108.5 | 78.5 | □65 | 26.5 | 45 |
| | CA | 109 | 77.5 | □70 | 16.5 | 35 | 98.5 | 68.5 | □70 | 16.5 | 35 |
| | CB | 114 | 82.5 | □70 | 21.5 | 40 | 103.5 | 73.5 | □70 | 21.5 | 40 |
| | DA·DB·DC·DD·DF·DH | 109 | 77.5 | □80 | 16.5 | 35 | 98.5 | 68.5 | □80 | 16.5 | 35 |
| | DE | 114 | 82.5 | □80 | 21.5 | 40 | 103.5 | 73.5 | □80 | 21.5 | 40 |
| | DG | 119 | 87.5 | □80 | 26.5 | 45 | 108.5 | 78.5 | □80 | 26.5 | 45 |
| | EA·EB·EC | 109 | 77.5 | □90 | 16.5 | 35 | 98.5 | 68.5 | □90 | 16.5 | 35 |
| | ED | 119 | 87.5 | □90 | 26.5 | 45 | 108.5 | 78.5 | □90 | 26.5 | 45 |
| | FA | 109 | 77.5 | □100 | 16.5 | 35 | 98.5 | 68.5 | □100 | 16.5 | 35 |
| | GA | 109 | 77.5 | □115 | 16.5 | 35 | 98.5 | 68.5 | □115 | 16.5 | 35 |
| SMET064□□□-19** (14 < S ≤ 19) | DA·DB·DC | 126 | 94.5 | □80 | 25 | 50 | | | | | |
| | DD | 136 | 104.5 | □80 | 35 | 60 | | | | | |
| | DE | 131 | 99.5 | □80 | 30 | 55 | | | | | |
| | EA | 131 | 99.5 | □90 | 30 | 55 | | | | | |
| | EB | 126 | 94.5 | □90 | 25 | 50 | | | | | |
| | EC | 136 | 104.5 | □90 | 35 | 60 | | | | | |
| | FA | 126 | 94.5 | □100 | 25 | 50 | | | | | |
| | FB | 136 | 104.5 | □100 | 35 | 60 | | | | | |
| | GA·GC | 131 | 99.5 | □115 | 30 | 55 | | | | | |
| | GB·GD | 126 | 94.5 | □115 | 25 | 50 | | | | | |
| | HA | 126 | 94.5 | □130 | 25 | 50 | | | | | |
| | HB | 141 | 109.5 | □130 | 40 | 65 | | | | | |
| HC·HD·HE | 131 | 99.5 | □130 | 30 | 55 | | | | | | |

※ 1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100

※ 1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100

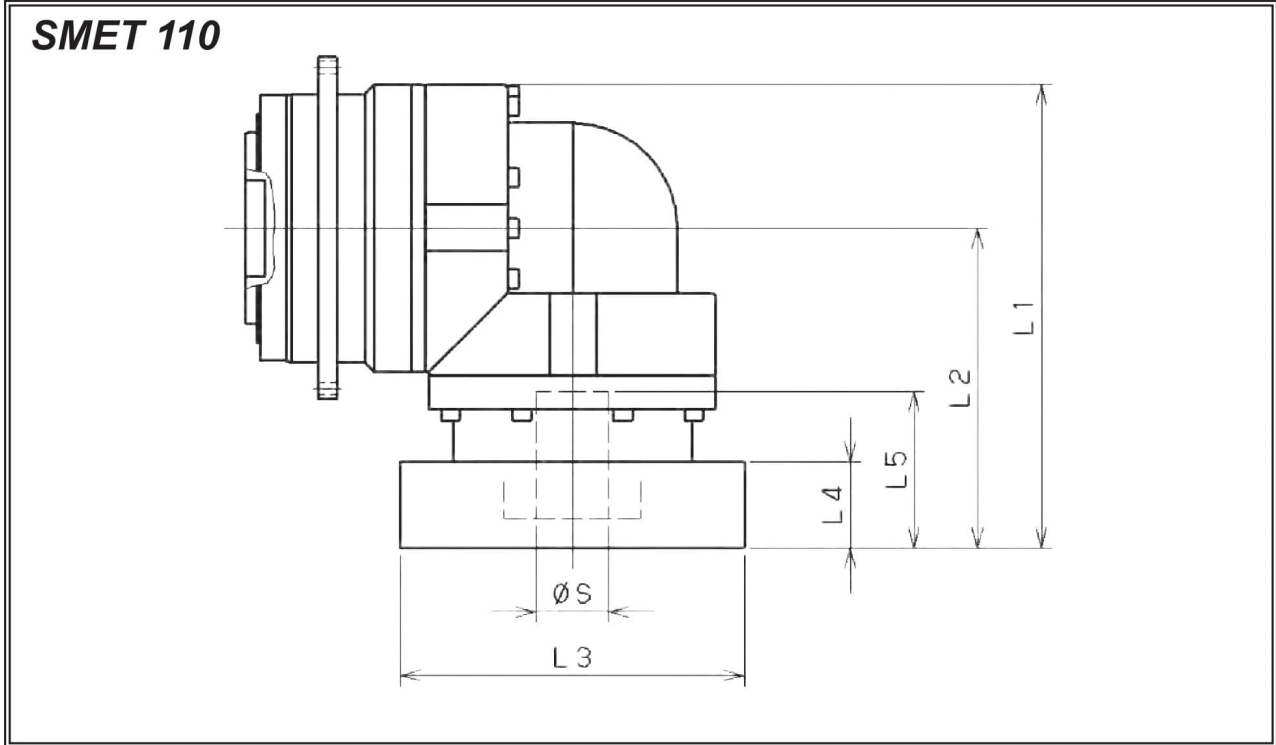
※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.

※ 2 Bushing will be inserted to adapt to motor shaft.



| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|------------------------------|-----------------------------------------------|-----------|------|------|------|-----|-----------|-------|------|------|----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET090□□□-8** (S≤8) | AA·AC·AD·AF·AG | / | / | / | / | / | 116 | 71.5 | □52 | 15.5 | 32 |
| | AB·AE·AH·AJ·AK | / | / | / | / | / | 121 | 76.5 | □52 | 20.5 | 37 |
| | BA·BB·BD·BE | / | / | / | / | / | 116 | 71.5 | □60 | 15.5 | 32 |
| | BC·BF | / | / | / | / | / | 121 | 76.5 | □60 | 20.5 | 37 |
| | CA | / | / | / | / | / | 121 | 76.5 | □70 | 20.5 | 37 |
| SMET090□□□-14** (8<S≤14) | BA·BB·BD·BE·BF·BG·BJ·BK | 137.5 | 92 | □65 | 16.5 | 35 | 122 | 77.5 | □65 | 16.5 | 35 |
| | BC·BH | 142.5 | 97 | □65 | 21.5 | 40 | 127 | 82.5 | □65 | 21.5 | 40 |
| | BL | 147.5 | 102 | □65 | 26.5 | 45 | 132 | 87.5 | □65 | 26.5 | 45 |
| | CA | 137.5 | 92 | □70 | 16.5 | 35 | 122 | 77.5 | □70 | 16.5 | 35 |
| | CB | 142.5 | 97 | □70 | 21.5 | 40 | 127 | 82.5 | □70 | 21.5 | 40 |
| | DA·DB·DC·DD·DF·DH | 137.5 | 92 | □80 | 16.5 | 35 | 122 | 77.5 | □80 | 16.5 | 35 |
| | DE | 142.5 | 97 | □80 | 21.5 | 40 | 127 | 82.5 | □80 | 21.5 | 40 |
| | DG | 147.5 | 102 | □80 | 26.5 | 45 | 132 | 87.5 | □80 | 26.5 | 45 |
| | EA·EB·EC | 137.5 | 92 | □90 | 16.5 | 35 | 122 | 77.5 | □90 | 16.5 | 35 |
| | ED | 147.5 | 102 | □90 | 26.5 | 45 | 132 | 87.5 | □90 | 26.5 | 45 |
| | FA | 137.5 | 92 | □100 | 16.5 | 35 | 122 | 77.5 | □100 | 16.5 | 35 |
| GA | 137.5 | 92 | □115 | 16.5 | 35 | 122 | 77.5 | □115 | 16.5 | 35 | |
| SMET090□□□-19** (14<S≤19) | DA·DB·DC | 145.5 | 100 | □80 | 25 | 50 | 139 | 94.5 | □80 | 25 | 50 |
| | DD | 155.5 | 110 | □80 | 35 | 60 | 149 | 104.5 | □80 | 35 | 60 |
| | DE | 150.5 | 105 | □80 | 30 | 55 | 144 | 99.5 | □80 | 30 | 55 |
| | EA | 150.5 | 105 | □90 | 30 | 55 | 144 | 99.5 | □90 | 30 | 55 |
| | EB | 145.5 | 100 | □90 | 25 | 50 | 139 | 94.5 | □90 | 25 | 50 |
| | EC | 155.5 | 110 | □90 | 35 | 60 | 149 | 104.5 | □90 | 35 | 60 |
| | FA | 145.5 | 100 | □100 | 25 | 50 | 139 | 94.5 | □100 | 25 | 50 |
| | FB | 155.5 | 110 | □100 | 35 | 60 | 149 | 104.5 | □100 | 35 | 60 |
| | GA·GC | 150.5 | 105 | □115 | 30 | 55 | 144 | 99.5 | □115 | 30 | 55 |
| | GB·GD | 145.5 | 100 | □115 | 25 | 50 | 139 | 94.5 | □115 | 25 | 50 |
| | HA | 145.5 | 100 | □130 | 25 | 50 | 139 | 94.5 | □130 | 25 | 50 |
| HB | 160.5 | 115 | □130 | 40 | 65 | 154 | 109.5 | □130 | 40 | 65 | |
| HC·HD·HE | 150.5 | 105 | □130 | 30 | 55 | 144 | 99.5 | □130 | 30 | 55 | |
| SMET090□□□-28** (19<S≤28) | FA·FB·FC | 174.5 | 129 | □100 | 35 | 67 | / | / | / | / | / |
| | GA·GB·GC·GD·GE·GF·GG | 174.5 | 129 | □115 | 35 | 67 | / | / | / | / | / |
| | HA·HC·HD | 174.5 | 129 | □130 | 35 | 67 | / | / | / | / | / |
| | HB | 184.5 | 139 | □130 | 45 | 77 | / | / | / | / | / |
| | JA·JB·JC | 174.5 | 129 | □150 | 35 | 67 | / | / | / | / | / |
| | KA·KB | 174.5 | 129 | □180 | 35 | 67 | / | / | / | / | / |
| | LA | 174.5 | 129 | □200 | 35 | 67 | / | / | / | / | / |
| MA | 174.5 | 129 | □220 | 35 | 67 | / | / | / | / | / | |

※1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100 ※1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100
 ※2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다. ※2 Bushing will be inserted to adapt to motor shaft.



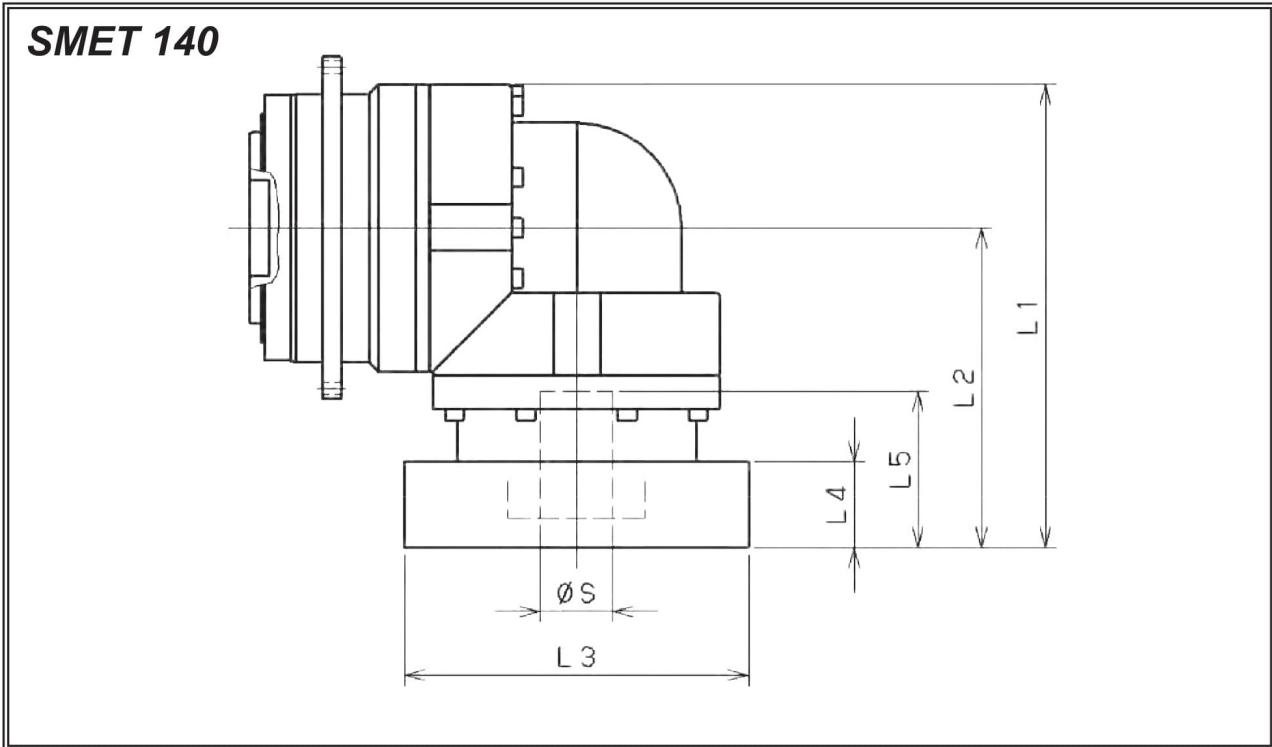
| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|------------------------------|-----------------------------------------------|-----------|------|------|----|-----|-----------|------|------|------|----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET110□□□-14** (S≤14) | BA·BB·BD·BE·BF·BG·BJ·BK | / | / | / | / | / | 152 | 92 | □65 | 16.5 | 35 |
| | BC·BH | / | / | / | / | / | 157 | 97 | □65 | 21.5 | 40 |
| | BL | / | / | / | / | / | 162 | 102 | □65 | 26.5 | 45 |
| | CA | / | / | / | / | / | 152 | 92 | □70 | 16.5 | 35 |
| | CB | / | / | / | / | / | 157 | 97 | □70 | 21.5 | 40 |
| | DA·DB·DC·DD·DF·DH | / | / | / | / | / | 152 | 92 | □80 | 16.5 | 35 |
| | DE | / | / | / | / | / | 157 | 97 | □80 | 21.5 | 40 |
| | DG | / | / | / | / | / | 162 | 102 | □80 | 26.5 | 45 |
| | EA·EB·EC | / | / | / | / | / | 152 | 92 | □90 | 16.5 | 35 |
| | ED | / | / | / | / | / | 162 | 102 | □90 | 26.5 | 45 |
| | FA | / | / | / | / | / | 152 | 92 | □100 | 16.5 | 35 |
| | GA | / | / | / | / | / | 152 | 92 | □115 | 16.5 | 35 |
| SMET110□□□-19** (14<S≤19) | DA·DB·DC | 170 | 110 | □80 | 25 | 50 | 160 | 100 | □80 | 25 | 50 |
| | DD | 180 | 120 | □80 | 35 | 60 | 170 | 110 | □80 | 35 | 60 |
| | DE | 175 | 115 | □80 | 30 | 55 | 165 | 105 | □80 | 30 | 55 |
| | EA | 175 | 115 | □90 | 30 | 55 | 165 | 105 | □90 | 30 | 55 |
| | EB | 170 | 110 | □90 | 25 | 50 | 160 | 100 | □90 | 25 | 50 |
| | EC | 180 | 120 | □90 | 35 | 60 | 170 | 110 | □90 | 35 | 60 |
| | FA | 170 | 110 | □100 | 25 | 50 | 160 | 100 | □100 | 25 | 50 |
| | FB | 180 | 120 | □100 | 35 | 60 | 170 | 110 | □100 | 35 | 60 |
| | GA·GC | 175 | 115 | □115 | 30 | 55 | 165 | 105 | □115 | 30 | 55 |
| | GB·GD | 170 | 110 | □115 | 25 | 50 | 160 | 100 | □115 | 25 | 50 |
| | HA | 170 | 110 | □130 | 25 | 50 | 160 | 100 | □130 | 25 | 50 |
| | HB | 185 | 125 | □130 | 40 | 65 | 175 | 115 | □130 | 40 | 65 |
| HC·HD·HE | 175 | 115 | □130 | 30 | 55 | 165 | 105 | □130 | 30 | 55 | |
| SMET110□□□-28** (19<S≤28) | FA·FB·FC | 196 | 136 | □100 | 35 | 67 | 189 | 129 | □100 | 35 | 67 |
| | GA·GB·GC·GD·GE·GF·GG | 196 | 136 | □115 | 35 | 67 | 189 | 129 | □115 | 35 | 67 |
| | HA·HC·HD | 196 | 136 | □130 | 35 | 67 | 189 | 129 | □130 | 35 | 67 |
| | HB | 206 | 146 | □130 | 45 | 77 | 199 | 139 | □130 | 45 | 77 |
| | JA·JB·JC | 196 | 136 | □150 | 35 | 67 | 189 | 129 | □150 | 35 | 67 |
| | KA·KB | 196 | 136 | □180 | 35 | 67 | 189 | 129 | □180 | 35 | 67 |
| | LA | 196 | 136 | □200 | 35 | 67 | 189 | 129 | □200 | 35 | 67 |
| MA | 196 | 136 | □220 | 35 | 67 | 189 | 129 | □220 | 35 | 67 | |
| SMET110□□□-38** (28<S≤38) | HA | 213 | 153 | □130 | 45 | 82 | / | / | / | / | / |
| | HB | 208 | 148 | □130 | 40 | 77 | / | / | / | / | / |
| | JA | 213 | 153 | □150 | 45 | 82 | / | / | / | / | / |
| | KA·KB·KC | 213 | 153 | □180 | 45 | 82 | / | / | / | / | / |
| | LA | 213 | 153 | □200 | 45 | 82 | / | / | / | / | / |
| | LB | 223 | 163 | □200 | 55 | 92 | / | / | / | / | / |
| | MA·MB | 213 | 153 | □220 | 45 | 82 | / | / | / | / | / |
| | NA | 213 | 153 | □250 | 45 | 82 | / | / | / | / | / |

※ 1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100

※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.

※ 1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100

※ 2 Bushing will be inserted to adapt to motor shaft.



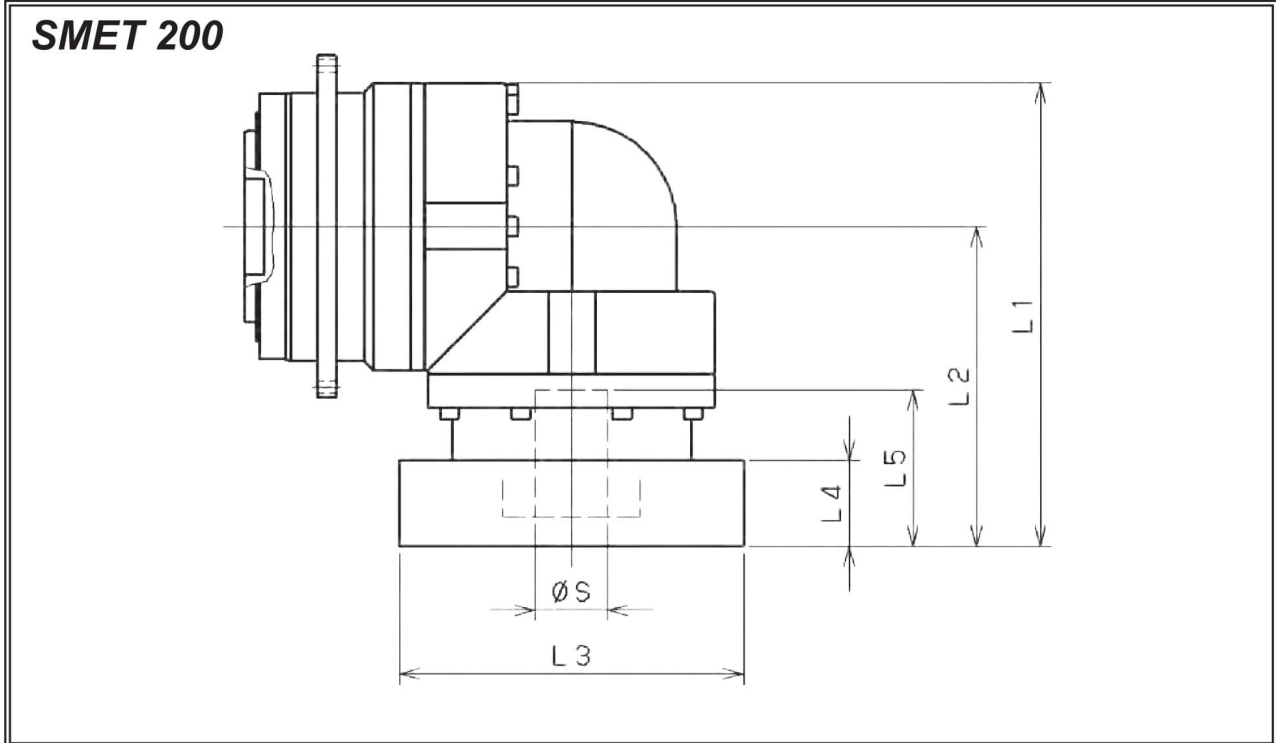
| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|----------------------------------|-----------------------------------------------|-----------|------|------|----|-----|-----------|------|------|----|----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET140□□□-19** (S ≤ 19) | DA·DB·DC | / | / | / | / | / | 185 | 110 | □80 | 25 | 50 |
| | DD | / | / | / | / | / | 195 | 120 | □80 | 35 | 60 |
| | DE | / | / | / | / | / | 190 | 115 | □80 | 30 | 55 |
| | EA | / | / | / | / | / | 190 | 115 | □90 | 30 | 55 |
| | EB | / | / | / | / | / | 185 | 110 | □90 | 25 | 50 |
| | EC | / | / | / | / | / | 195 | 120 | □90 | 35 | 60 |
| | FA | / | / | / | / | / | 185 | 110 | □100 | 25 | 50 |
| | FB | / | / | / | / | / | 195 | 120 | □100 | 35 | 60 |
| | GA·GC | / | / | / | / | / | 190 | 115 | □115 | 30 | 55 |
| | GB·GD | / | / | / | / | / | 185 | 110 | □115 | 25 | 50 |
| | HA | / | / | / | / | / | 185 | 110 | □130 | 25 | 50 |
| | HB | / | / | / | / | / | 200 | 125 | □130 | 40 | 65 |
| HC·HD·HE | / | / | / | / | / | 190 | 115 | □130 | 30 | 55 | |
| SMET140□□□-28** (19 < S ≤ 28) | FA·FB·FC | 227 | 152 | □100 | 35 | 67 | 211 | 136 | □100 | 35 | 67 |
| | GA·GB·GC·GD·GE·GF·GG | 227 | 152 | □115 | 35 | 67 | 211 | 136 | □115 | 35 | 67 |
| | HA·HC·HD | 227 | 152 | □130 | 35 | 67 | 211 | 136 | □130 | 35 | 67 |
| | HB | 237 | 162 | □130 | 45 | 77 | 221 | 146 | □130 | 45 | 77 |
| | JA·JB·JC | 227 | 152 | □150 | 35 | 67 | 211 | 136 | □150 | 35 | 67 |
| | KA·KB | 227 | 152 | □180 | 35 | 67 | 211 | 136 | □180 | 35 | 67 |
| | LA | 227 | 152 | □200 | 35 | 67 | 211 | 136 | □200 | 35 | 67 |
| MA | 227 | 152 | □220 | 35 | 67 | 211 | 136 | □220 | 35 | 67 | |
| SMET140□□□-38** (28 < S ≤ 38) | HA | 242 | 167 | □130 | 45 | 82 | 228 | 153 | □130 | 45 | 82 |
| | HB | 237 | 162 | □130 | 40 | 77 | 223 | 148 | □130 | 40 | 77 |
| | JA | 242 | 167 | □150 | 45 | 82 | 228 | 153 | □150 | 45 | 82 |
| | KA·KB·KC | 242 | 167 | □180 | 45 | 82 | 228 | 153 | □180 | 45 | 82 |
| | LA | 242 | 167 | □200 | 45 | 82 | 228 | 153 | □200 | 45 | 82 |
| | LB | 252 | 177 | □200 | 55 | 92 | 238 | 163 | □200 | 55 | 92 |
| | MA·MB | 242 | 167 | □220 | 45 | 82 | 228 | 153 | □220 | 45 | 82 |
| NA | 242 | 167 | □250 | 45 | 82 | 228 | 153 | □250 | 45 | 82 | |
| SMET140□□□-48** (38 < S ≤ 48) | KB·KC | 268 | 193 | □180 | 55 | 98 | / | / | / | / | / |
| | KA | 288 | 213 | □180 | 75 | 118 | / | / | / | / | / |
| | LA | 268 | 193 | □200 | 55 | 98 | / | / | / | / | / |
| | MA | 268 | 193 | □220 | 55 | 98 | / | / | / | / | / |
| | MB | 288 | 213 | □220 | 75 | 118 | / | / | / | / | / |
| | NA | 288 | 213 | □250 | 75 | 118 | / | / | / | / | / |
| | PA | 288 | 213 | □280 | 75 | 118 | / | / | / | / | / |

※1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100

※1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100

※2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.

※2 Bushing will be inserted to adapt to motor shaft.



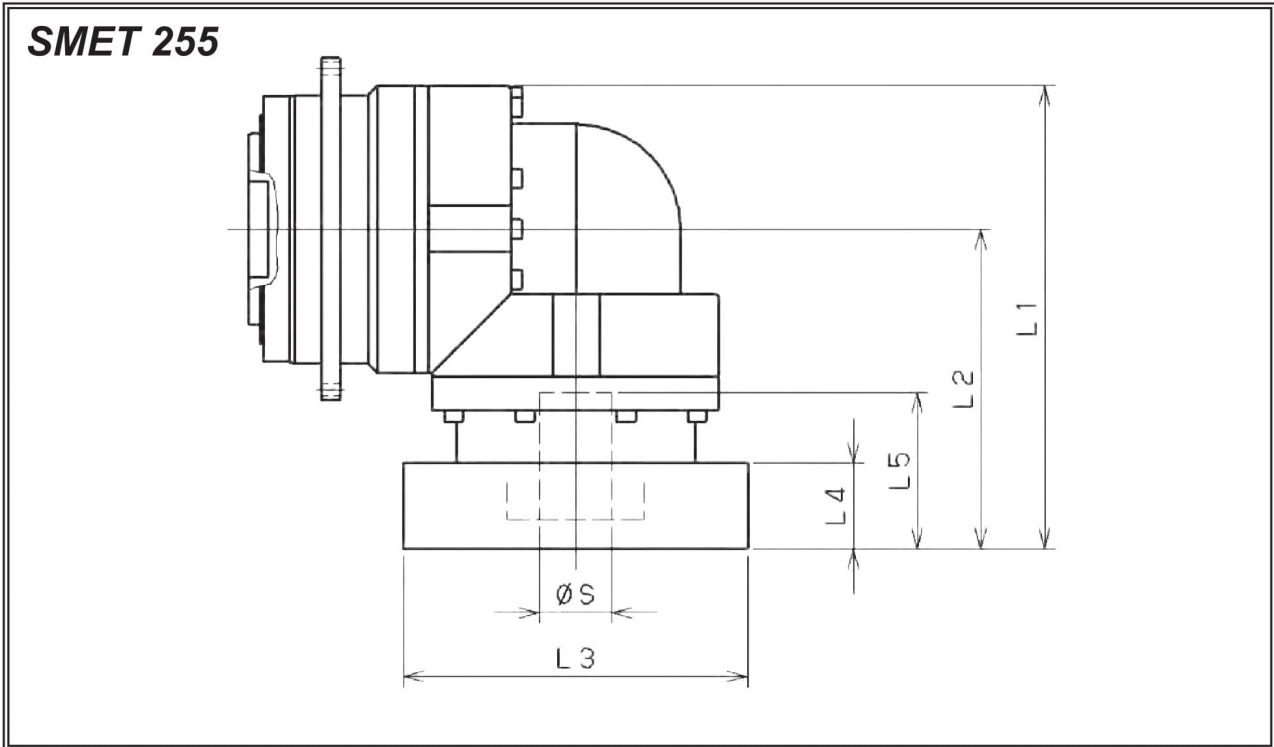
| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|------------------------------|-----------------------------------------------|-----------|-------|------|-----|-----|-----------|-----|------|----|-----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET200□□□-28** (S≤28) | FA·FB·FC | | | | | | 256 | 152 | □100 | 35 | 67 |
| | GA·GB·GC·GD·GE·GF·GG | | | | | | 256 | 152 | □115 | 35 | 67 |
| | HA·HC·HD | | | | | | 256 | 152 | □130 | 35 | 67 |
| | HB | | | | | | 266 | 162 | □130 | 45 | 77 |
| | JA·JB·JC | | | | | | 256 | 152 | □150 | 35 | 67 |
| | KA·KB | | | | | | 256 | 152 | □180 | 35 | 67 |
| | KD | | | | | | 266 | 162 | □180 | 45 | 77 |
| | LA | | | | | | 256 | 152 | □200 | 35 | 67 |
| SMET200□□□-38** (28<S≤38) | MA | | | | | | 256 | 152 | □220 | 35 | 67 |
| | HA | 335.5 | 231.5 | □130 | 45 | 82 | 271 | 167 | □130 | 45 | 82 |
| | HB | 330.5 | 226.5 | □130 | 40 | 77 | 266 | 162 | □130 | 40 | 77 |
| | JA | 335.5 | 231.5 | □150 | 45 | 82 | 271 | 167 | □150 | 45 | 82 |
| | KA·KB·KC | 335.5 | 231.5 | □180 | 45 | 82 | 271 | 167 | □180 | 45 | 82 |
| | LA | 335.5 | 231.5 | □200 | 45 | 82 | 271 | 167 | □200 | 45 | 82 |
| | LB | 345.5 | 241.5 | □200 | 55 | 92 | 281 | 177 | □200 | 55 | 92 |
| | MA·MB | 335.5 | 231.5 | □220 | 45 | 82 | 271 | 167 | □220 | 45 | 82 |
| SMET200□□□-48** (38<S≤48) | NA | 335.5 | 231.5 | □250 | 45 | 82 | 271 | 167 | □250 | 45 | 82 |
| | KB·KC | 352 | 248 | □180 | 55 | 98 | 297 | 193 | □180 | 55 | 98 |
| | KA | 372 | 268 | □180 | 75 | 118 | 317 | 213 | □180 | 75 | 118 |
| | LA | 352 | 248 | □200 | 55 | 98 | 297 | 193 | □200 | 55 | 98 |
| | MA | 352 | 248 | □220 | 55 | 98 | 297 | 193 | □220 | 55 | 98 |
| | MB | 372 | 268 | □220 | 75 | 118 | 317 | 213 | □220 | 75 | 118 |
| | NA | 372 | 268 | □250 | 75 | 118 | 317 | 213 | □250 | 75 | 118 |
| | PA | 372 | 268 | □280 | 75 | 118 | 317 | 213 | □280 | 75 | 118 |
| SMET200□□□-65** (48<S≤65) | MA·MB·MC·MD | 385 | 281 | □220 | 80 | 122 | | | | | |
| | NA | 385 | 281 | □250 | 80 | 122 | | | | | |
| | PA | 405 | 301 | □280 | 100 | 142 | | | | | |
| | PB | 415 | 311 | □280 | 110 | 152 | | | | | |
| | QA | 405 | 301 | □320 | 100 | 142 | | | | | |

※ 1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100

※1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100

※ 2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.

※2 Bushing will be inserted to adapt to motor shaft.



| 모델명 Model number | ** : 어댑터 코드 ** : Adapter code (Mount code) | 2단 2stage | | | | | 3단 3stage | | | | |
|----------------------------------|-----------------------------------------------|-----------|-----|------|-----|-----|-----------|-----|------|----|-----|
| | | L1 | L2 | L3 | L4 | L5 | L1 | L2 | L3 | L4 | L5 |
| SMET255□□□-48** (S ≤ 48) | KB·KC | | | | | | 402 | 267 | □180 | 55 | 98 |
| | KA | | | | | | 422 | 287 | □180 | 75 | 118 |
| | LA | | | | | | 402 | 267 | □200 | 55 | 98 |
| | MA | | | | | | 402 | 267 | □220 | 55 | 98 |
| | MB | | | | | | 422 | 287 | □220 | 75 | 118 |
| | NA | | | | | | 422 | 287 | □250 | 75 | 118 |
| | PA | | | | | | 422 | 287 | □280 | 75 | 118 |
| SMET255□□□-65** (48 < S ≤ 65) | MA·MB·MC·MD | 456 | 321 | □220 | 80 | 122 | | | | | |
| | NA | 456 | 321 | □250 | 80 | 122 | | | | | |
| | PA | 476 | 341 | □280 | 100 | 142 | | | | | |
| | PB | 486 | 351 | □280 | 110 | 152 | | | | | |
| | QA | 476 | 341 | □320 | 100 | 142 | | | | | |

※1 2단 감속비: 1/4~1/10 ; 3단 감속비: 1/16~1/100

※1 2stage reduction : 1/4~1/10, 3stage reduction : 1/16~1/100

※2 모터 축과 감속기의 입력축 내경이 다를 경우에는 부싱이 삽입됩니다.

※2 Bushing will be inserted to adapt to motor shaft.