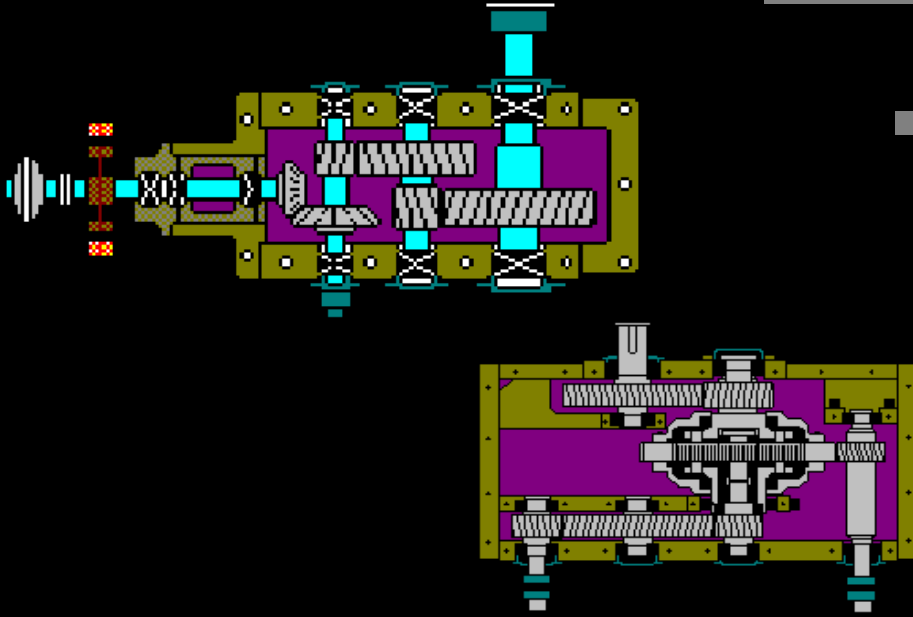


GEAR 주파수 분산

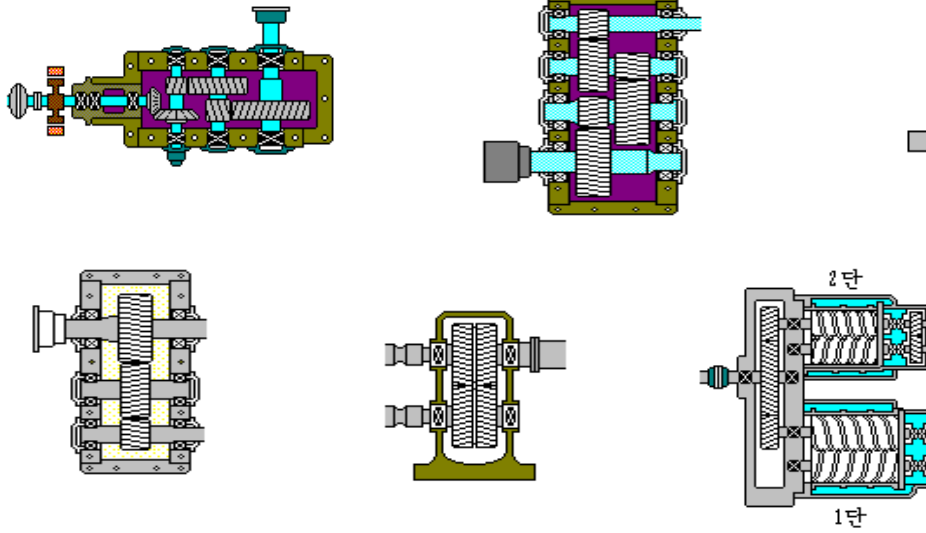


실 행

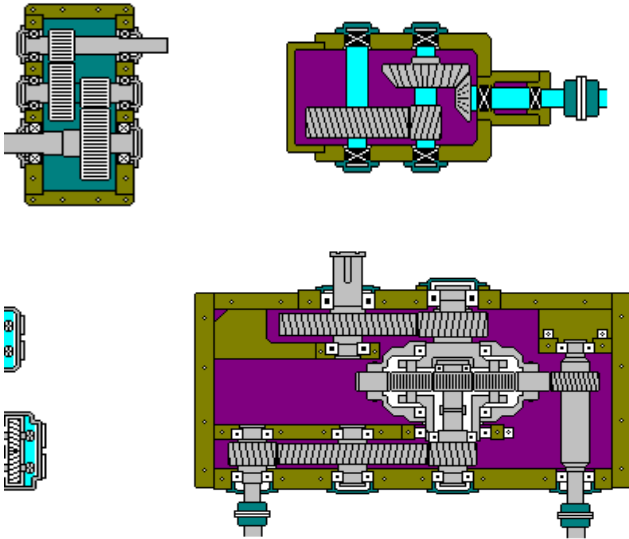
예약시스템

취 소

설비의 유형을 선



택하시오!

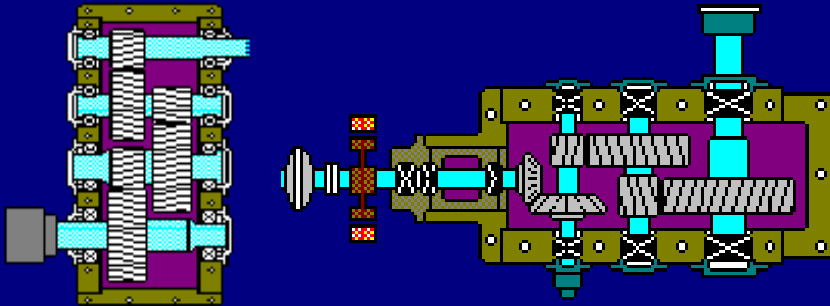


EXIT

Macro1

| 인쇄 | 파일닫기 | 인쇄1 | 인쇄3 |
|------------------|--------------|------------------|------------------|
| =ACTIVATE("분석1") | =CLOSE() | =ACTIVATE("분석2") | =ACTIVATE("분석3") |
| =PRINT?() | =CLOSE(TRUE) | =PRINT?() | =PRINT?() |
| =RETURN() | =RETURN | =RETURN() | =RETURN() |

기본사양을



실 행

입력하십시오!

MOTOR회전수

Z1

Z2

Z3

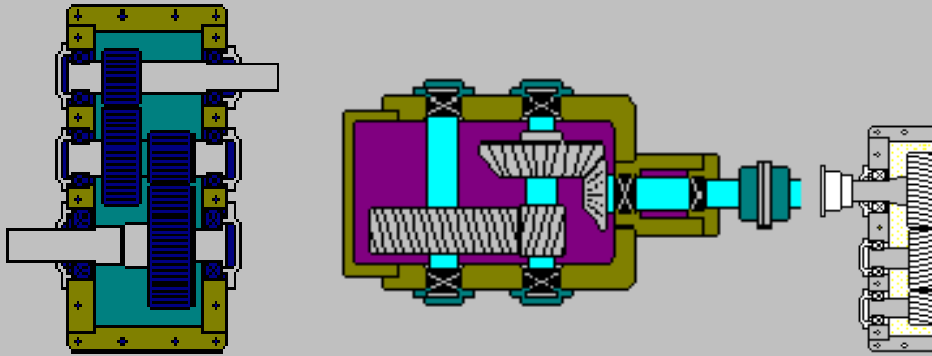
Z4

Z5

Z6

취 소

기본사양을



실 행

입력하십시오!

MOTOR회전수

Z1

Z2

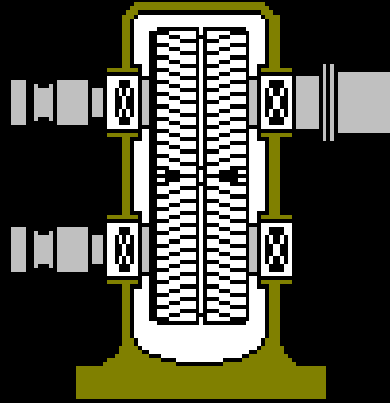
Z3

Z4



취 소

기본사양을



실행

입력하시오!

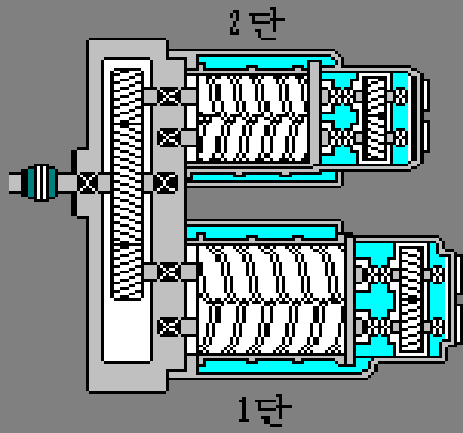
MOTOR회전수

Z1

Z2

취 소

기본사양을



MOTOR회전수

증속기어

1단압축부

증속PINION

MALE ROTOR

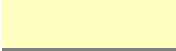
FEMALE ROTOR

TIMMING GEAR 1

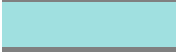
TIMMING GEAR 2

실행

입력하시오!



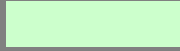
2단압축부



증속PINION



MALE ROTOR



FEMALE ROTOR



TIMMING GEAR 1

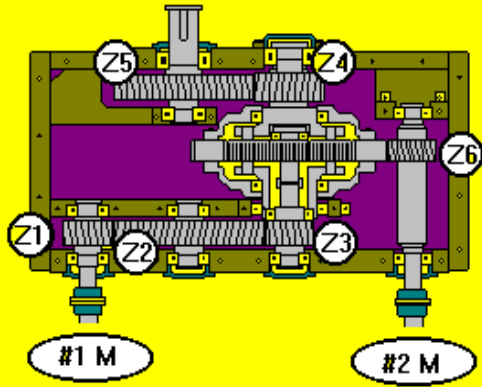


TIMMING GEAR 2



취 소

기본사양을 입

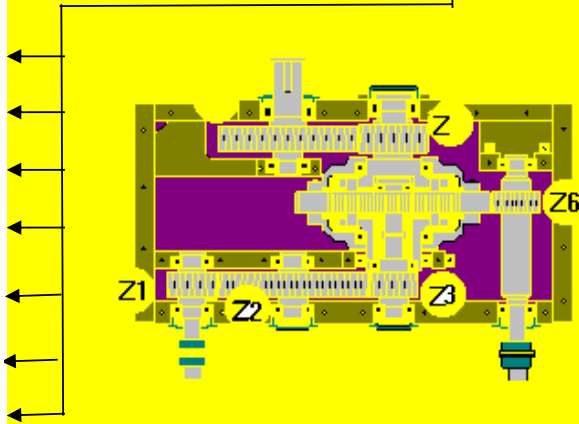


| | |
|--------------|----------------------|
| #1 MOTOR회전수 | <input type="text"/> |
| Z1 | <input type="text"/> |
| Z2 | <input type="text"/> |
| Z3 | <input type="text"/> |
| 태양 GEAR | <input type="text"/> |
| 유성GEAR 1 | <input type="text"/> |
| 유성GEAR 2 | <input type="text"/> |
| RING GEAR 내치 | <input type="text"/> |
| RING GEAR 외치 | <input type="text"/> |
| Z4 | <input type="text"/> |
| Z5 | <input type="text"/> |

실 행

!력하시오!

#2 MOTOR회전수
Z5



취 소

GEAR FREQUENCIES LIST

| GEAR MESHING주파수 | |
|-----------------|---------|
| fm1 | 0.0 |
| fm2 | #DIV/0! |
| fm3 | #DIV/0! |
| fm4 | |

| 회전주파수 | |
|-------|---------|
| fr1 | 0.0 |
| fr2 | #DIV/0! |
| fr3 | #DIV/0! |
| fr4 | #DIV/0! |

| GEAR | 치면마모 | 편접속마모 | 편심 및 피치오차 | | | BACK LACK | 비고 |
|-------|----------------|---------|--------------|--------------------|---------|--------------|----|
| | $1/N \cdot Fz$ | Fz | $N \cdot F0$ | $Fz + -N \cdot F0$ | | $N \cdot F0$ | |
| Z2/Z1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Z4/Z3 | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| Z6/Z5 | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | |

EXIT

GEAR FREQUENCIES LIST

| GEAR MESHING주파수 | |
|-----------------|---------|
| fm1 | 0.0 |
| fm2 | #DIV/0! |
| | |

| 회전주파수 | |
|-------|---------|
| fr1 | 0.0 |
| fr2 | #DIV/0! |
| fr3 | #DIV/0! |
| | |

| GEAR | 치면마모 | 편접속마모 | 편심 및 피치오차 | | |
|-------|-----------------|---------|---------------|-----------------------|---------|
| | $1/N \cdot F_z$ | F_z | $N \cdot F_0$ | $F_z \pm N \cdot F_0$ | |
| Z2/Z1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Z4/Z3 | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | | | | | |

분석2

분석2

| BACK LACK | 비고 |
|-----------|----|
| N*F0 | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| #DIV/0! | |
| #DIV/0! | |
| #DIV/0! | |
| #DIV/0! | |
| #DIV/0! | |
| | |

EXIT

분석2

분석2

분석2

GEAR FREQUENCIES LIST

| GEAR MESHING주파수 | |
|-----------------|-----|
| fm1 | 0.0 |
| | |
| | |

| 회전주파수 | |
|-------|---------|
| fr1 | 0.0 |
| fr2 | #DIV/0! |
| | |
| | |

| GEAR | 치면마모 | 편접속마모 | 편심 및 피치오차 | | |
|-------|--------|-------|-----------|----------|-----|
| | 1/N*Fz | Fz | N*F0 | Fz+-N*F0 | |
| Z2/Z1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | |
| | | | | | |

분석3

분석3

| BACK LACK | 비고 |
|-----------|----|
| N*FO | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| 0.0 | |
| | |
| | |

EXIT

분석3

분석3

분석3

분석3

분석3

GEAR FREQUENCIES LIST

| GEAR MESHING주파수 | |
|-----------------|---------|
| 증속기어 fm | 0.0 |
| 1단TIMMING기어 fm | #DIV/0! |
| 2단TIMMING기어 fm | #DIV/0! |
| 1단ROTOR fm | #DIV/0! |
| 2단ROTOR fm | #DIV/0! |

| 회전주파수 | |
|-------------------|---------|
| 기본회전 fr | 0.0 |
| 1단MALE ROTOR fr | #DIV/0! |
| 1단FEMALE ROTOR fr | #DIV/0! |
| 2단MALE ROTOR fr | #DIV/0! |
| 2단FEMALE ROTOR fr | #DIV/0! |

| GEAR | 치면마모 | 편접속마모 | 편심 및 피치오차 | |
|---------------|-----------------|---------|---------------|-----------|
| | $1/N \cdot F_z$ | F_z | $N \cdot F_0$ | $F_z \pm$ |
| 증속GEAR | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 | 0.0 |
| 1단TIMING GEAR | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| 2단TIMING GEAR | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| 1단ROTOR | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| 2단ROTOR | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |

분석4

분석4

분석4

| 근차 | BACK LACK | 비고 |
|---------|-----------|----|
| -N*F0 | N*F0 | |
| 0.0 | 0.0 | |
| 0.0 | 0.0 | |
| 0.0 | 0.0 | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |
| #DIV/0! | #DIV/0! | |

EXIT

분석4

분석4

분석4

분석4

분석4

유성감속기 진동주파수 분석표

M1 MOTOR구동시

회전주파수

| | |
|----------------|---------|
| M1 구동입출축 fr1 | 0.0 |
| 태양 GEAR 회전 fr2 | 0.0 |
| 링 GEAR 회전 | 정지상태 |
| 유성케리어회전 fr3 | #DIV/0! |
| 유성감속기 출력축회전 | #DIV/0! |

GEAR 물림주파수

| | |
|------------------|---------|
| 입력 GEAR물림 1단 fm1 | 0.0 |
| 입력 GEAR물림 3단 fm2 | #DIV/0! |
| 태양/유성 물림수 fm3 | 0.0 |
| 유성/링 물림수 fm4 | #DIV/0! |
| 유성감속기치물림 fm5 | #DIV/0! |

M2 MOTOR구동시

회전주파수

| | |
|--------------|---------|
| M2 구동입출축 fr1 | 0.0 |
| 태양 GEAR 회전 | 정지상태 |
| 링GEAR 회전 fr2 | #DIV/0! |
| 유성케리어회전 fr3 | #DIV/0! |
| | |

GEAR 물림주파수

| | |
|-----------------|---------|
| 입력GEAR물림 fm1 | 0.0 |
| 링, 유성GEAR물림 fm2 | #DIV/0! |
| 유성, 태양치물림 fm3 | #DIV/0! |
| | |
| | |

M1+M2 MOTOR구동시

EXIT

회전주파수

| | |
|--------------|---------|
| 유성케리어회전출력 | #DIV/0! |
| 태양 GEAR 회전 | 0.0 |
| 링GEAR 회전 fr2 | #DIV/0! |

유성감속기출력 치 몰림수

| | |
|------------|---------|
| M1 + M2 회전 | #DIV/0! |
| | |

