

DODGE APG American Parallel Gearing

POWER DENSITY = Horsepower per cubic inch

DODGE APG

High Power Density

means lower initial costs through...

OPTIMIZED GEAR GEOMETRY

- Reduced helix angle for less thrust
- Case-carburized and precision-ground helical gears

MINIMUM BEARING SPANS

- Mid-case bearing supports for less shaft deflection
- 5000 hours L10 life at full-rated load

CAST IRON HOUSING

- Computer modeled
- Low profile



PATENTED COUPLING SYSTEM

The patented C-adapter utilizes a cross split, keyed hollow bore and a clamp collar to reduce fretting corrosion. Easy C-face motor removal is the result.

The C-face shaft is hollow allowing for pinion removal once the cross pin and internal pipe plug are removed. These features are unique to APG. Patent No. 4,730,951.





Designed For Your Needs

The world's greatest power density

- FHP through 75 HP
- 1.2 through 129.7:1 AGMA ratios
- C-face reducers
- Integral gearmotors
- Shaft-in separate reducers
- Foot or flange mounts

User friendly for lower operational costs

- USDA approved finish
- Factory filled with premium lubricant - USDA H2 approved
- High efficiency - 98% per gear stage
- Easy C-face motor installation/removal

Less time spent on maintenance and repair

- Easy access to seals and internal parts from both ends of the reducer
- Pry slots on end covers
- Joint sealant - eliminates leaking gaskets
- Extended maintenance schedule - oil change required only once a year

Other available options

- Premium/special purpose motors:
 - Energy efficient motors
 - Brakemotors
 - Washdown motors
 - AC variable speed controller packages
 - Servo and synchronous motor compatibility
- Output flanges
- High ratio capability
- XT-washdown gearcase option
- Premium E-Z KLEEN® modification
 - Nylon 11 coated housing
 - Stainless steel hardware
 - Electroless nickel plated output shaft



APG C-Face Reducer



APG Separate Reducer



APG Gearmotor



APG E-Z KLEEN C-Face Gearmotor

APG

MASTER XL

MOTO DRIVE

ULTIMA