

Continuous Torque (N-m)	Torque at which the unit can operate continuously for 10,000 hours L_{10} life. Rating is at 2,000RPM input speed.
Start - Stop Torque (N-m)	Torque at which the unit can operate for 5,000,000 input revolutions (10,000,000 flex spline cycles) in a start - stop (acceleration – deceleration) application.
Max Average Torque (N-m)	For applications where the unit runs at different torque loads over its life. This is the max average torque over its life. All torques must be less than peak torque rating.
Peak Torque (N-m)	Torque at which the unit can operate for 20,000 input revolutions. This is the highest load the unit should see expecting it to still be operational. An E-stop condition is a good example.
Efficiency (%)	Loss of power through gearing. Power out / power in. Published values are with standard materials and grease lubrication at continuous torque and speed.
No Load Input Torque (N-m)	Torque required to turn the input with a freely rotating unloaded output. Measured at 2,000RPM input speed with standard grease lubrication after a two hour or longer trial run.
Starting Torque (N-m)	Torque required to start motion of the input with no load applied at the output. Standard grease lubrication at standard temperature 20°C.
Backdrive Starting Torque (N-m)	Torque required to turn output with a freely rotating input. (no load attached to input side). Standard grease lubrication at standard temperature 20°C.
Mass (kg)	Measured in Kilograms.
Drivetrain Inertia at input (kg-m ²)	The tendency of a drivetrain to resist change in rotation velocity. All components in motion add to this resistance of change. In standard configurations these rotating components include: Input , OD Spline, bearings, assembly bolts, other minor components.
Max Backlash (mrad)	Clearance in motor shaft - input keyway and Oldham coupling on input.
Hysteresis (mrad)	The difference in torsional angle when a load is applied from (+) continuous rated torque to (-) continuous rated torque, and back to zero with the input locked.
Torsional Stiffness (K1, K2, K3) (N-m / mrad)	Measure of component deflection due to torque transmission. Also called wind-up or flexing of the components. Measured by locking input side and turning output. The stiffness spring constants K1, K2, K3 are linear approximations at specified torque levels and are used to calculate the torsional angle.
Transmission Error (mrad)	The deviation of the expected output position and the actual output position when rotating the input.