

The invention relates to the gear transmissions and may be used in the reduction gears and power transmission mechanisms. The precession transmission, according to the first variant, contains a body, wherein there are placed two central gear-wheels, one of which is rigidly fixed into the body from the end of the driving shaft and the other is coupled with the driven shaft, mounted coaxial with the driving one and, freely installed onto the crank of the driving shaft, a double-ring satellite gear, each ring being in engagement with a central wheel. Novelty consists in that the satellite gear is made of two one-ring parts, the joint line between them being perpendicular to its axis. Between the one-ring parts, mounted with the possibility of axial displacement about each other, there are placed flat springs.

The precession transmission, according to the second variant, is characterized in that the central gear-wheel, placed from the end of the driven shaft, is rigidly fixed into the body, and the two central gear-wheels contain the same amount of teeth. The satellite gear is made of two one-ring parts, the joint line between them being perpendicular to its axis, and between the one-ring parts, mounted with the possibility of axial displacement about each other, there are placed flat springs. Between the face of the satellite gear and the inclined end of the bearing flange of the driving shaft there is installed a thrust bearing, and the satellite gear is coupled with the driven shaft by means of a ball synchronous socket.

Claims: 2

Fig.: 3