## GGM GGM Geared motor

## BC MOIOR

##  <br> $\square 80 \mathrm{~mm}$

## K8DSロNロ



CONNECTION DIAGRAMS


CW When＇＋＇power is applied to the red line． CCW When＇＋＇power is applied to the black line．
※ Direction of rotation when viewed from the front side of the output shaft

SPECIFICAIIONS

| Model | Output （W） | Voltage （V） | RATED |  |  | Start T． <br> （ $\mathrm{N} \cdot \mathrm{m} / \mathrm{kgf} \cdot \mathrm{cm}$ ） | Starting Current <br> （A） |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Speed （rpm） | Torque （ $\mathrm{N} \cdot \mathrm{m} / \mathrm{kgf} \cdot \mathrm{cm}$ ） | Current <br> （A） |  |  |
| K8Dロ25N1 | 25 | 12 | 3000 | 0．08／0．8 | 5 | 1．2／12 | 55 |
| K8Dロ25N2 |  | 24 |  |  | 2.3 | 1．3／13 | 28 |
| K8D－25N3 |  | 90 |  |  | 0.6 | 0．8／8 | 5 |
| K8Dロ40N1 | 40 | 12 |  | 0．13／1．3 | 6.1 | 1．43／14．3 | 64 |
| K8Dロ40N2 |  | 24 |  |  | 3 | 1．82／18．2 | 40 |
| K8Dロ40N3 |  | 90 |  |  | 0.9 | 1．44／14．4 | 9 |

＊$\quad$ ：SHAFT SHAPE（S ：STRAIGHT，G：PINION）

## GGM <br> GGM GEARED MOTOR

## 世EARMEAD $\quad$ 相

## DECIMAL GEARHEAD

K8G10BX


GEARHEAD
K8GロB（C）


KEYSPEC
－KEY
－KEY GROOVE



DIMENSION TABLE

| PART No | L | Apolication Model | Mounting B0IT |
| :---: | :---: | :---: | :---: |
| 01 | 32 | K8G3～18B（C） | M5 P0．8 $\times 50$ |
| 02 | 42.5 | K8G20～250B（C） | M5 P0．8 $\times 65$ |
| 03 | 32 | K8G10BX | M5 P0．8 $\times 95$ |

WEIGHT

| PART | WEIGHT（kg） |  |
| :---: | :---: | :---: |
| MOTOR |  | 1.76 |
| K8G10BX |  | 0.46 |
| GEAR | K8G3～18B（C） | 0.51 |
|  | K8G20～40B（C） | 0.64 |
|  | K8G50～250B（C） | 0.70 |



## RATED TORQUE OF GEARHEAD

－K8GロB（C）
unit＝above ： $\mathrm{N} \cdot \mathrm{m} /$ below ：Kgf $\cdot \mathrm{cm}$

| $\begin{array}{\|c\|} \hline \text { Model } \\ \text { MOTOR/ } \\ \text { GEAR } \\ \text { HEAD } \end{array}$ | Speed （rpm） | 1000 | 833 | 600 | 500 | 400 | 333 | 300 | 240 | 200 | 167 | 150 | 120 | 100 | 83 | 75 | 60 | 50 | 40 | 33 | 30 | 25 | 20 | 17 | 15 | 12 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Ratio | 3 | 3.6 | 5 | 6 | 7.5 | 9 | 10 | 12.5 | 15 | 18 | 20 | 25 | 30 | 36 | 40 | 50 | 60 | 75 | 90 | 100 | 120 | 150 | 180 | 200 | 250 |
| K8DG25ND |  | $\begin{gathered} 0.20 \\ 2.0 \end{gathered}$ | $\begin{aligned} & 0.24 \\ & 2.4 \end{aligned}$ | $\begin{aligned} & 0.33 \\ & 3.3 \end{aligned}$ | $\begin{aligned} & 0.39 \\ & 3.9 \end{aligned}$ | $\begin{gathered} 0.49 \\ 4.9 \end{gathered}$ | $\begin{gathered} 0.59 \\ 5.9 \end{gathered}$ | $\begin{gathered} 0.66 \\ 6.6 \end{gathered}$ | $\begin{aligned} & 0.82 \\ & 8.2 \end{aligned}$ | $\begin{gathered} 0.99 \\ 9.9 \end{gathered}$ | $\begin{aligned} & 1.18 \\ & 11.8 \end{aligned}$ | $\begin{aligned} & 1.18 \\ & 11.8 \end{aligned}$ | $\begin{aligned} & 1.48 \\ & 14.8 \end{aligned}$ | $\begin{aligned} & 1.77 \\ & 17.7 \end{aligned}$ | $\begin{array}{r} 2.13 \\ 21.3 \end{array}$ | $\begin{aligned} & 2.36 \\ & 23.6 \end{aligned}$ | $\begin{aligned} & 2.66 \\ & 26.6 \end{aligned}$ | $\begin{aligned} & 3.19 \\ & 31.9 \end{aligned}$ | $\begin{aligned} & 3.99 \\ & 39.9 \end{aligned}$ | $\begin{aligned} & 4.79 \\ & 47.9 \end{aligned}$ | $\begin{aligned} & 5.32 \\ & 53.2 \end{aligned}$ | $\begin{aligned} & 6.39 \\ & 63.9 \end{aligned}$ | $\begin{aligned} & 7.98 \\ & 79.8 \end{aligned}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ |
| K8DG40ND |  | $\begin{gathered} 0.32 \\ 3.2 \end{gathered}$ | $\begin{gathered} 0.38 \\ 3.8 \end{gathered}$ | $\begin{aligned} & 0.53 \\ & 5.3 \end{aligned}$ | $\begin{aligned} & 0.63 \\ & 6.3 \end{aligned}$ | $\begin{gathered} 0.79 \\ 7.9 \end{gathered}$ | $\begin{aligned} & 0.95 \\ & 9.5 \end{aligned}$ | $\begin{aligned} & 1.05 \\ & 10.5 \end{aligned}$ | $\begin{aligned} & 1.31 \\ & 13.1 \end{aligned}$ | $\begin{aligned} & 1.58 \\ & 15.8 \end{aligned}$ | $\begin{aligned} & 1.89 \\ & 18.9 \end{aligned}$ | $\begin{aligned} & 1.89 \\ & 18.9 \end{aligned}$ | $\begin{aligned} & 2.37 \\ & 23.7 \end{aligned}$ | $\begin{aligned} & 2.84 \\ & 28.4 \end{aligned}$ | $\begin{aligned} & 3.41 \\ & 34.1 \end{aligned}$ | $\begin{aligned} & 3.78 \\ & 37.8 \end{aligned}$ | $\begin{aligned} & 4.26 \\ & 42.6 \end{aligned}$ | $\begin{aligned} & 5.11 \\ & 51.1 \end{aligned}$ | $\begin{aligned} & 6.39 \\ & 63.9 \end{aligned}$ | $\begin{aligned} & 7.66 \\ & 76.6 \end{aligned}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | $\begin{aligned} & 8 \\ & 80 \end{aligned}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | $\begin{gathered} 8 \\ 80 \end{gathered}$ | 8 80 |

[^0]＊The code in $\square$ of gearhead model is for gear ratio．
＊color indicates that the output shaft of the geared motor rotates in the same direction as the output shaft of the motor．Others indicate rotation in the opposite direction．
＊If you are to have less ratio than the ratio in the table，you can install the decimal gearhead，which has one tenth of the ratio，between the gearhead and the motor．In this case，the permissible torque is $6 \mathrm{~N} \cdot \mathrm{~m} / 60 \mathrm{kgfcm}$ ．


[^0]:    ＊Gearhead and decimal gearhead are sold separately．

