

■ 装有减速器时的容许转矩

ALLOWABLE TORQUE WHEN BEING WITH GEARHEAD

- 减速器·中间减速器另售
- 减速器型号的□中为减速比的数值。
- □色表示与电动机同一方向运转，其他则为相反方向。
- 转速是以电动机的额定转速为基准除以减速比而算出来的数值。实际转速将随负载大小变化而比所示数值减少2%~20%左右。
- 希望以大于下表的减速比进行进一步减速时，可在电动机与减速器之间安装减速比为10的中间减速器。这时的容许转矩为40N·m
- Gearhead and mid-gearbox can be sold separately.
- Enter the gear ratio in the box (□) within the model name.
- □ Indicates the same rotating direction of the motor while the others rotate in the opposite direction.
- The speed is calculated by dividing the motor's synchronous speed by the gear ratio. The actual speed is 2%~20% less than the displayed value, depending on the size of the load.
- To reduce the speed beyond the gear ratio in the table, attach a mid-gearbox (gear ratio: 10) between the gearhead and motor. In that case, the permissible torque is 40N·m.

容许力矩单位 Allowance Torque Unit: 上段 Upside (N.m) / 下段 Belowside (kgf.cm)

机型Type	减速比Gear Ratio	3	3.6	5	6	7.5	9	12.5	15	18	25	30	36	50	60	75	90	100	120	150	180	200
		转速Speed r/min	1000	833	600	500	400	333	240	200	166	120	100	83	60	50	40	33	30	25	20	16
Z6D250-24GU	6GU□K	1.93	2.32	3.22	3.86	4.83	5.80	7.20	8.70	10.4	13.1	15.7	18.9	26.2	31.5	40.0	40.0	40.0	40.0	40.0	40.0	40.0
		19.7	23.6	32.8	39.4	49.3	59.2	74.1	88.9	106	133	160	192	267	400	400	400	400	400	400	400	400

■ 容许悬挂负载·容许轴向负载

PERMISSIBLE OVERHUNG LOAD AND THRUST LOAD

电动机(圆轴型)→217页

减速器→217页

Motor (Round Shaft)→P217

Gearhead→P217

■ 减速器的容许负载惯性惯量J

PERMISSIBLE LOAD INERTIA J FOR GEARHEAD

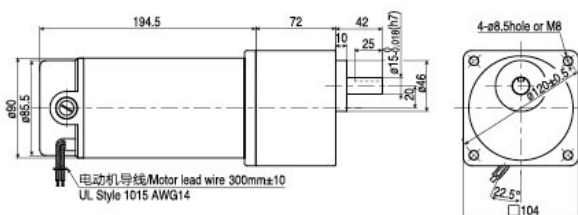
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■ 外形图(单位 mm) DIMENSIONS(Unit mm)

减速器附有安装用螺丝 Mounting screws are included with gearhead.

● 导线型 Lead wiring Type

重量 Weight: 电动机 Motor: 3.2kg 减速器 Gearhead: 2.1kg

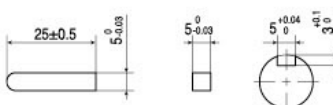


电动机型号 Motor Model	减速器型号 Gearhead Model	减速比 Gear Ratio	L1
Z6D250-24GU	6GU□K	3~200	72
Z6D250-90GU			
Z6D250-220GU			

- 减速器型号的□中为减速比的数值
- Enter the gear ratio in the box (□) within the model name

● 键·键槽(减速器附件)

Key-keyway (The key is included with the gearhead)



● 圆轴型的转轴部分 Shaft Section of Round Shaft Type

除重量及轴部外,电动机外形与齿轴型相同

Excluding weight and the shaft section Motor shape are the same as those of the pinion shaft

