## GGM GGM Geared motor



## $\square 60 \mathrm{~mm}$

## DIMPNSIONS

K6DS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

DIMENSION TABLE

| M | MOTOR |
| :---: | :---: |
| 78 | K6D $\square 6 \mathrm{~N} \square$ |
| 88 | K6D $\square 15 N \square$ |

SPECIRCAIIONS

| Model | Output （W） | Voltage （V） | RATED |  |  | Start T． <br> （ $\mathrm{N} \cdot \mathrm{m} / \mathrm{kgf} \cdot \mathrm{cm}$ ） | Starting Current （A） |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Speed （rpm） | Torque <br> （ $\mathrm{N} \cdot \mathrm{m} / \mathrm{kgf} \cdot \mathrm{cm}$ ） | Current <br> （A） |  |  |
| K6D 6 N1 | 6 | 12 | 3000 | 0．02／0．2 | 1.1 | 0．16／1．6 | 8 |
| K6Dロ6N2 |  | 24 |  |  | 0.6 | 0．17／1．7 | 5 |
| K6Dロ6N3 |  | 90 |  |  | 0.1 | 0．19／1．9 | 1 |
| K6D－15N1 | 15 | 12 |  | 0．05／0．5 | 2.8 | 0．31／3．1 | 17 |
| K6Dロ15N2 |  | 24 |  |  | 1.2 | 0．42／4．2 | 11 |
| K6Dロ15N3 |  | 90 |  |  | 0.3 | 0．4／4 | 3 |

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

## GGM <br> GGM GEARED MOTOR

## सEARIEAD

DECIMAL GEARHEAD
K6G10BX


GEARHEAD
K6GロB（C）



DIMENSION TABLE

| PART No | L | Application Model | Mounting BOLT |
| :---: | :---: | :---: | :---: |
| 01 | 30 | K6G3～18B（C） | M4 P0．7 X 50 |
| 02 | 40 | K6G20～250B（C） | M4 P0．7 $\times 60$ |
| 03 | 26 | K6G10BX | M4 P0．7 $\times 85$ |

DIMENSION TABLE

| $M$ | MOTOR |
| :---: | :---: |
| 73 | K6D $\square 6 N \square$ |
| 88 | K6D $\square 15 N \square$ |

WEIGHT

| PART |  | WEIGHT（kg） |
| :---: | :---: | :---: |
| MOTOR |  | $0.62(6 \mathrm{~W})$ |
|  | $0.73(15 \mathrm{~W})$ |  |
|  |  | K6G10BX |
| GEAR <br> HEAD |  | K6G3～18B（C） | 0.22 |
|  | K6G20～40B（C） | 0.26 |
|  | K6G50～250B（C） | 0.33 |

K6DGロNロ＋K6GロB（C）


## RATED TORQUE OF GEARHEAD

## －K6GDB（C）

| Model Speed <br> Motor／ （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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| head 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 |
| K6DG6ND | $\begin{gathered} 0.05 \\ 0.5 \end{gathered}$ | $\begin{gathered} 0.06 \\ 0.6 \end{gathered}$ | $\begin{gathered} 0.08 \\ 0.8 \end{gathered}$ | $\begin{gathered} 0.09 \\ 0.9 \end{gathered}$ | $\begin{aligned} & 0.12 \\ & 1.2 \end{aligned}$ | $\begin{aligned} & 0.14 \\ & 1.4 \end{aligned}$ | $\begin{aligned} & 0.16 \\ & 1.6 \end{aligned}$ | $\begin{gathered} 0.20 \\ 2.0 \end{gathered}$ | $\begin{gathered} 0.24 \\ 2.4 \end{gathered}$ | $\begin{gathered} 0.28 \\ 2.8 \end{gathered}$ | $\begin{gathered} 0.28 \\ 2.8 \end{gathered}$ | $\begin{gathered} 0.36 \\ 3.6 \end{gathered}$ | $\begin{aligned} & 0.43 \\ & 4.3 \end{aligned}$ | $\begin{gathered} 0.51 \\ 5.1 \end{gathered}$ | $\begin{aligned} & 0.57 \\ & 5.7 \end{aligned}$ | $\begin{gathered} 0.64 \\ 6.4 \end{gathered}$ | $\begin{aligned} & 0.77 \\ & 7.7 \end{aligned}$ | $\begin{aligned} & 0.96 \\ & 9.6 \end{aligned}$ | $\begin{aligned} & 1.15 \\ & 11.5 \end{aligned}$ | $\begin{aligned} & 1.28 \\ & 12.8 \end{aligned}$ | $\begin{aligned} & 1.54 \\ & 15.4 \end{aligned}$ | $\begin{aligned} & 1.92 \\ & 19.2 \end{aligned}$ | $\begin{aligned} & 2.30 \\ & 23.0 \end{aligned}$ | $\begin{aligned} & 2.56 \\ & 25.6 \end{aligned}$ | $\begin{gathered} 3 \\ 30 \end{gathered}$ |
| K6DG15ND | $\begin{gathered} 0.12 \\ 1.2 \end{gathered}$ | $0.14$ | $\begin{gathered} 0.20 \\ 2.0 \end{gathered}$ | $\begin{aligned} & 0.24 \\ & 2.4 \end{aligned}$ | $\begin{gathered} 0.30 \\ 3.0 \end{gathered}$ | $\begin{aligned} & 0.36 \\ & 3.6 \end{aligned}$ | $\begin{aligned} & 0.39 \\ & 3.9 \end{aligned}$ | $\begin{aligned} & 0.49 \\ & 4.9 \end{aligned}$ | $\begin{aligned} & 0.59 \\ & 5.9 \end{aligned}$ | $\begin{aligned} & 0.71 \\ & 7.1 \end{aligned}$ | $0.71$ | $\begin{gathered} 0.89 \\ 8.9 \end{gathered}$ | $\begin{aligned} & 1.07 \\ & 10.7 \end{aligned}$ | $\begin{aligned} & 1.28 \\ & 12.8 \end{aligned}$ | $\begin{aligned} & 1.42 \\ & 14.2 \end{aligned}$ | $\begin{aligned} & 1.60 \\ & 16.0 \end{aligned}$ | $\begin{aligned} & 1.92 \\ & 19.2 \end{aligned}$ | $\begin{aligned} & 2.40 \\ & 24.0 \end{aligned}$ | $\begin{aligned} & 2.88 \\ & 28.8 \end{aligned}$ | $\begin{aligned} & 3 \\ & 30 \end{aligned}$ | $\begin{gathered} 3 \\ 30 \end{gathered}$ | $\begin{gathered} 3 \\ 30 \end{gathered}$ | $\begin{gathered} 3 \\ 30 \end{gathered}$ | $\begin{aligned} & 3 \\ & 30 \end{aligned}$ | $\begin{gathered} 3 \\ 30 \end{gathered}$ |

＊Gearhead and decimal gearhead are sold separately．
＊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 $3 \mathrm{~N} \cdot \mathrm{~m} / 30 \mathrm{kgfcm}$ ．

