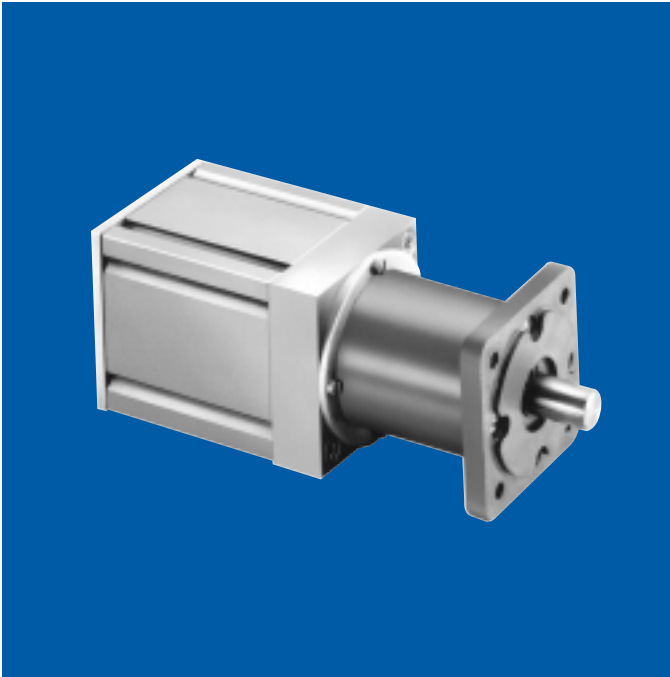


INB-15 WITH 1 1/4" GEAR TRAIN

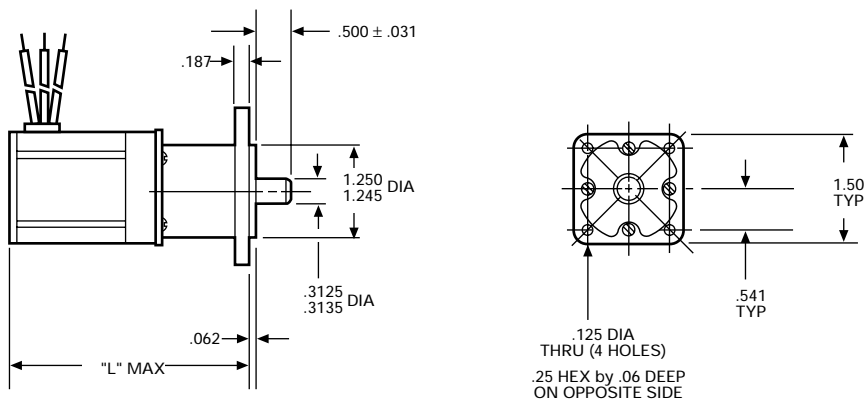
Brushless DC Gearmotors

EN-2430



- torque rating: Up to 1,250 oz. in.
- weight: 14 to 20 ounces, depending on ratio
- gears: Planetary gearing system. All gears are heat treated for consistently reliable performance and long life
- shaft: Precision-ground, No. 416 nitrided stainless steel.
Options: length, smaller diameter, flats, pinions, gears, holes (through or tapped), threaded ends and tapers. Shaft material may change depending upon options selected
- backlash: Varies with reduction but average backlash is less than 3°
- gear inertia: 1.2×10^{-5} oz. in. sec.² @ input max
- bearings: Motor output shaft is supported by life-lubricated ball bearings; gear train output shaft is supported by life-lubricated sleeve bearing
- cables/leads: 8 lead wires, 18" minimum
- mounting flange: Die-cast zinc

Dimensions



NOTE: Consult factory prior to preparing spec control prints. Dimensions are for reference only

Standard Part Numbers and Data

RATIO	TORQUE MULTIPLIER	MAX CONTINUOUS TORQUE (oz. in.)	"L" MAX (in.)	STANDARD PART NUMBER PREFIX*
4	3.0	13	3.367	511A100
5	3.8	17		511A101
6	4.5	20		511A102
16	10.0	45	3.606	511A103
20	13.0	58		511A104
24	15.0	68		511A105
25	16.0	72		511A106
30	19.0	86		511A107
36	23.0	102		511A108
64	33.0	115		3.839
80	41.0	150	511A110	
96	49.0	185	511A111	
100	51.0	220	511A112	
120	61.0	230	511A113	
125	64.0	275	511A114	
144	74.0	290	511A115	
150	77.0	335	511A116	
180	92.0	345	511A117	
216	110.0	415	511A118	
256	105.0	495	4.072	
320	130.0	475		511A120
384	157.0	585		511A121
400	164.0	705		511A122
480	197.0	740		511A123
500	205.0	885		511A124
576	235.0	925		511A125
600	246.0	1,050		511A126
625	256.0	1,110		511A127
720	295.0	1,150		511A128
750	306.0	1,250		511A129
864	352.0	1,250		511A130
900	370.0	1,250		511A131
1,024	334.0	1,250		4.305
1,080	442.0	1,250	4.072	511A133
1,280	416.0	1,250	4.305	511A134
1,296	530.0	1,250	4.072	511A135
1,536	500.0	1,250	4.305	511A136
1,600	522.0	1,250		511A137
1,920	625.0	1,250		511A138
2,000	652.0	1,250		511A139
2,304	750.0	1,250		511A140
2,400	780.0	1,250		511A141

RATIO	TORQUE MULTIPLIER	MAX CONTINUOUS TORQUE (oz. in.)	"L" MAX (in.)	STANDARD PART NUMBER PREFIX*
2,500	815.0	1,250	4.305	511A142
2,880	940.0	1,250		511A143
3,000	980.0	1,250		511A144
3,125	1,020	1,250		511A145
3,456	1,130	1,250		511A146
3,600	1,170	1,250		511A147
3,750	1,220	1,250		511A148
4,096	1,070	1,250	4.538	511A149
4,320	1,410	1,250	4.305	511A150
4,500	1,470	1,250		511A151
5,120	1,340	1,250	4.538	511A152
5,184	1,690	1,250	4.305	511A153
5,400	1,760	1,250		511A154
6,144	1,610	1,250	4.538	511A155
6,400	1,680	1,250		511A156
6,480	2,110	1,250	4.305	511A157
7,680	2,010	1,250	4.538	511A158
7,776	2,530	1,250	4.305	511A159
8,000	2,100	1,250	4.538	511A160
9,216	2,390	1,250		511A161
9,600	2,520	1,250		511A162
10,000	2,620	1,250		511A163
11,520	3,010	1,250		511A164
12,000	3,140	1,250		511A165
12,500	3,280	1,250		511A166
13,824	3,620	1,250		511A167
14,400	3,780	1,250		511A168
15,000	3,940	1,250		511A169
15,625	4,100	1,250		511A170
17,280	4,520	1,250		511A171
18,000	4,710	1,250		511A172
18,750	4,910	1,250		511A173
20,736	5,430	1,250		511A174
21,600	5,660	1,250		511A175
22,500	5,900	1,250		511A176
25,920	6,790	1,250		511A177
27,000	7,070	1,250	511A178	
31,104	8,150	1,250	511A179	
32,400	8,500	1,250	511A180	
38,880	10,200	1,250	511A181	
46,656	12,200	1,250	511A182	

Maximum continuous rated torque values are based upon motor temperature rise considerations. Starting or impact loads greater than 10 times the rated maximum continuous torque (1,500 oz. in. maximum) could result in gear or shaft damage

Winding Characteristics (alternate windings available)

VOLTAGE (VDC)	SPEED no load (rpm)	TORQUE		CURRENT			CONSTANTS		STANDARD PART NUMBERS*
		max rated (oz. in.)	** theoretical stall (oz. in.)	max no load (amps)	max rated load (amps)	** theoretical stall (amps)	K _t (oz. in./amp)	R (ohms)	
27	10,500	12.50	74.00	.35	3.9	22.00	3.36	1.23	509A100-1
27	7,500	13.25	60.00	.30	2.9	13.00	4.59	2.13	509A100-2

**Because of motor losses and the variable types of commutation/drive electronics, stall currents and torques will not always be attainable
NOTE: Alternate windings (voltage, speed) are available