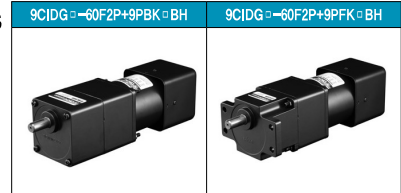


B AC Motors

Clutch & Brake Motor 60W (□ 90mm)

60W Clutch & Brake Motor 60W(□ 90mm)

Motor Images



Motor Specification

Model 9CIDG*-60F2P: Gear Type Shaft	Output W	Voltage V	Frequency Hz	Poles	Duty	Starting Torque kgfcm N.m		Rated Load			Capacitor μF / VAC	
								Speed r/min	Current A	Torque kgfcm N.m		
Lead Wire Type												
9CIDG1(A)-60F2P	60	1φ110	60	4	Cont.	4.30	0.430	1600	1.30	3.70	0.370	16.0 / 250
9CIDG2(D)-60F2P	60	1φ220	60	4	Cont.	4.20	0.420	1600	0.68	3.70	0.370	4.0 / 450
9CIDGE-60F2P	60	1φ220	50	4	Cont.	3.90	0.390	1300	0.48	4.50	0.450	3.5 / 450
		1φ240				4.80	0.480		0.54	4.50	0.450	
9CIDG3(G)-60F2P	60	3φ220	50	4	Cont.	17.20	1.720	1350	0.59	4.40	0.440	-
			60			13.80	1.380	1600	0.53	3.70	0.370	
		3φ230	50	4	Cont.	18.80	1.880	1350	0.62	4.40	0.440	
			60			15.00	1.500	1600	0.56	3.70	0.370	
9CIDG4(K)-60F2P	60	3φ380	50	4	Cont.	16.70	1.670	1350	0.31	4.40	0.440	-
			60			13.40	1.340	1600	0.28	3.70	0.370	
		3φ400	50	4	Cont.	18.30	1.830	1350	0.34	4.40	0.440	
			60			14.70	1.470	1600	0.30	3.70	0.370	
9CIDG5(L)-60F2P	60	3φ415	50	4	Cont.	16.70	1.670	1350	0.29	4.40	0.440	-
			60			13.40	1.340	1600	0.26	3.70	0.370	
		3φ440	50	4	Cont.	18.50	1.850	1350	0.31	4.40	0.440	
			60			15.00	1.500	1600	0.28	3.70	0.370	

- 1) Enter the phase & voltage code in the place * within the motor model name.
- 2) The phase & voltage code A, D, E, G, K, L contain a built-in thermal protector.
- 3) For using clutch & brake motor, the gearbox has to be attached. (Output shaft of motor: Gear Type Shaft)
- * It is not possible to use an inverter for three phase 380~440V motor. When the inverter is used, the insulation of winding coil becomes hot and may cause damage to the motor.

Max. Permissible Torque at Output Shaft of Gearbox

60Hz

Motor Model	Gearbox Model	Gear Ratio	2	3	3.6	5	6	7.5	9	10	12.5	15	18	20	25	30	36	40	50	60
9CIDG*-60F2P	9PBK□BH 9PFK□BH	kgfcm	6.0	9.0	10.8	15.0	18.0	22.5	27.0	30.0	33.8	40.5	48.6	54.0	61.1	73.3	87.9	97.7	122.1	146.5
		N.m	0.59	0.88	1.06	1.47	1.76	2.20	2.64	2.94	3.31	3.97	4.76	5.29	5.98	7.18	8.62	9.57	11.97	14.36

Motor Model	Gearbox Model	Gear Ratio	75	90	100	120	150	180	200
9CIDG*-60F2P	9PBK□BH 9PFK□BH	kgfcm	163.7	196.5	200.0	200.0	200.0	200.0	200.0
		N.m	16.05	19.25	19.60	19.60	19.60	19.60	19.60

50Hz

Motor Model	Gearbox Model	Gear Ratio	2	3	3.6	5	6	7.5	9	10	12.5	15	18	20	25	30	36	40	50	60
9CIDG*-60F2P	9PBK□BH 9PFK□BH	kgfcm	7.1	10.7	12.8	17.8	21.4	26.7	32.1	35.6	40.2	48.2	57.8	64.2	72.6	87.1	104.5	116.2	145.2	174.2
		N.m	0.70	1.05	1.26	1.75	2.10	2.62	3.14	3.49	3.93	4.72	5.67	6.30	7.11	8.54	10.25	11.38	14.23	17.08

Motor Model	Gearbox Model	Gear Ratio	75	90	100	120	150	180	200
9CIDG*-60F2P	9PBK□BH 9PFK□BH	kgfcm	194.7	200.0	200.0	200.0	200.0	200.0	200.0
		N.m	19.08	19.60	19.60	19.60	19.60	19.60	19.60

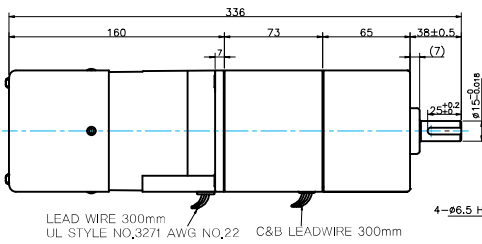
- 1) Enter the phase & voltage code in the place * within the motor model name.
- 2) Enter the gear ratio in the box (□) within the gearbox model name.
- 3) A colored background indicates the gear shaft rotation in the same direction as the motor shaft; a white background indicates the rotation in the opposite direction.
- 4) The rotating speed is calculated by dividing the motor's synchronous speed (50Hz: 1,500r/min, 60Hz: 1,800r/min) by the gear ratio. The actual speed is 2~20% less than the displayed value, depending on the size of the load.

Dimensions

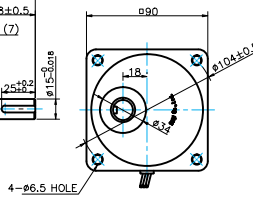
GEARED MOTOR

P TYPE GEARBOX

- MOTOR MODEL:
9CIDG□-60F2P (POWERFUL FAN)



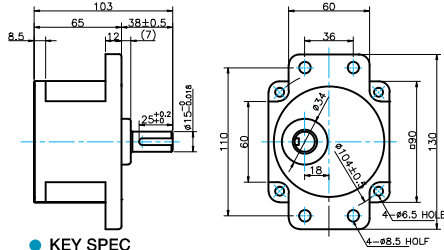
- GEARBOX MODEL:
9PBK□BH



GEARBOX OUTPUT SHAFT

MODEL	SPEC
KEY TYPE	
9PBK□BH	
9PFK□BH	

- GEARBOX MODEL:
9PFK□BH

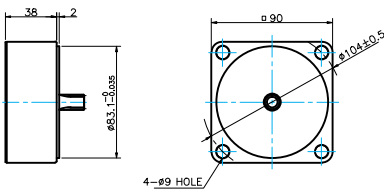


KEY SPEC

GEARBOX

INTER-DECIMAL GEARBOX

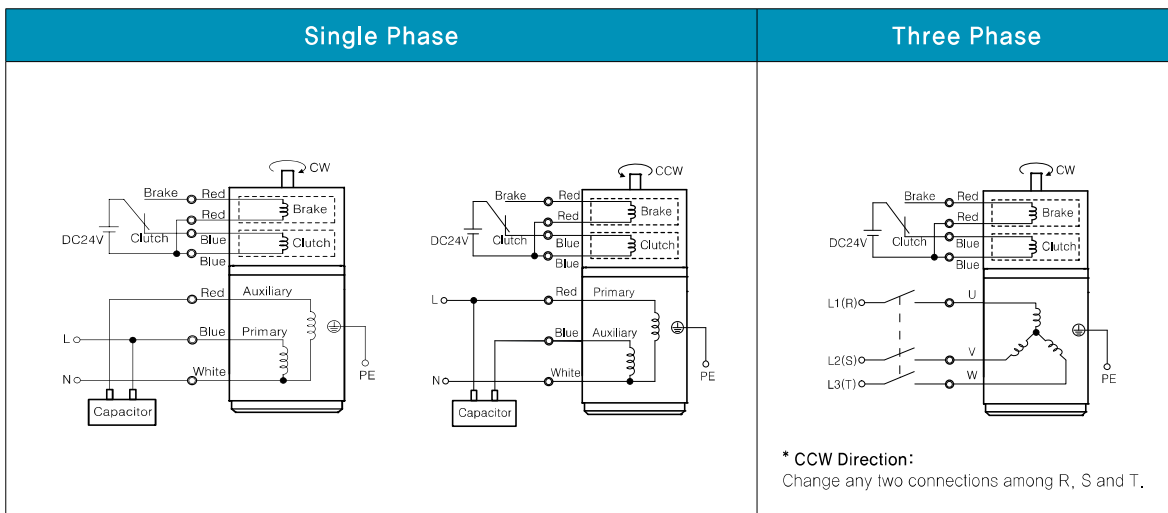
- MODEL:
9XD10□□



WEIGHT

PART	WEIGHT(Kg)	
MOTOR	4.4	
GEAR BOX	9PB(F)K2BH - 9PB(F)K10BH	1.28
	9PB(F)K12.5BH - 9PB(F)K20BH	1.3
	9PB(F)K25BH - 9PB(F)K60BH	1.45
	9PB(F)K75BH - 9PB(F)K200BH	1.47
	9XD10□□	0.6

Connection Diagrams



- The direction of motor rotation is as viewed from the shaft end of the motor.
- CW represents the clockwise direction, while CCW represents the counterclockwise direction.
- Change the direction of single phase motor rotation only after bringing the motor to a stop. If an attempt is made to change the direction of rotation while the motor is rotating, the motor may ignore the reversing command or change its direction after some delay.