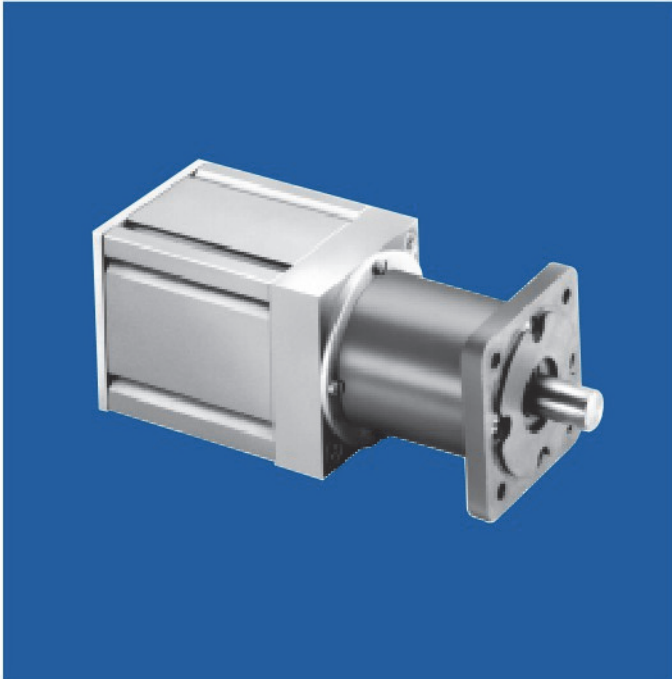


INB-15 WITH 1 1/4" GEAR TRAIN

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°

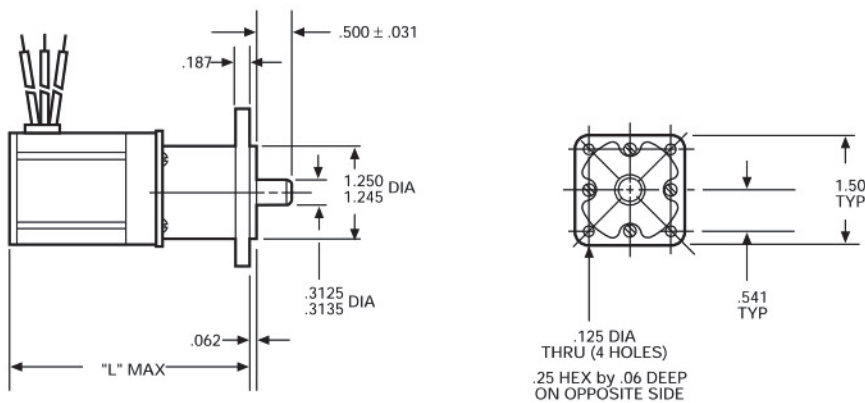
gear inertia: 1.2×10^{-5} oz. in. sec.² @ input max

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



EN-2430

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	511A109
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		511A119
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	511A132
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		511A160
9,216	2,390	1,250	4.538	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