

B AC Motors

Clutch & Brake Motor 40W (□90mm)

40W

Clutch & Brake Motor
40W(□90mm)

 Motor Image

9CIDG□-40G+9GBK□BMH



Motor Specification

Model 9CIDG□-40G: Gear Type Shaft	Output W	Voltage V	Frequency Hz	Poles	Duty	Starting Torque		Rated Load			Capacitor μF / VAC	
						kgfcm	N.m	Speed r/min	Current A	Torque kgfcm N.m		
9CIDGA-40G	40	1∅110	60	4	Cont.	2.60	0.260	1600	0.80	2.80	0.280	10.0 / 250
9CIDGD-40G	40	1∅220	60	4	Cont.	2.60	0.260	1600	0.39	2.80	0.280	2.5 / 450
9CIDGE-40G	40	1∅220	50	4	Cont.	1.80	0.180	1300	0.33	3.00	0.300	2.0 / 450
		2.20				0.220	0.36		3.60	0.360		
9CIDGG-40G	40	3∅220	50	4	Cont.	9.00	0.900	1300	0.31	3.20	0.320	-
			60			7.40	0.740	1600	0.27	2.45	0.245	
9CIDGK-40G	40	3∅380	50	4	Cont.	9.00	0.900	1300	0.20	3.20	0.320	-
			60			7.20	0.720	1550	0.18	2.80	0.280	
		3∅400	50	4	Cont.	10.00	1.000	1300	0.20	3.40	0.340	
			60			7.80	0.780	1550	0.18	3.00	0.300	
		3∅415	50	4	Cont.	11.00	1.100	1350	0.20	3.00	0.300	
			60			8.60	0.860	1600	0.18	2.80	0.280	
		3∅440	50	4	Cont.	12.00	1.200	1350	0.21	3.40	0.340	
			60			9.80	0.980	1600	0.19	3.00	0.300	

- 1) Enter the phase & voltage code in the in the box (□) within the motor model name.
- 2) All models contain a built-in thermal protector.
- 3) For using clutch & brake motor, Gearbox has to be attached. (Output shaft of motor: Gear Type Shaft)

Max. Permissible Torque at Output Shaft of Gearbox

60Hz

Motor Model	Gearbox Model	Gear Ratio r/min	2	3	3.6	5	6	7.5	9	10	12.5	15	18	25	30	36	40
			kgfcm	600	500	360	300	240	200	180	144	120	100	72	60	50	45
9CIDG□ -40G	9GBK□BMH	kgfcm	4.6	7.0	8.4	11.6	13.9	17.4	20.9	23.2	29.1	34.9	37.8	52.5	63.0	68.5	76.2
		N.m	0.46	0.68	0.82	1.14	1.37	1.71	2.05	2.28	2.85	3.42	3.70	5.15	6.17	6.72	7.46

Motor Model	Gearbox Model	Gear Ratio r/min	50	60	75	90	100	120	150	180	200
			kgfcm	36	30	24	20	18	15	12	10
9CIDG□ -40G	9GBK□BMH	kgfcm	95.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
		N.m	9.33	9.80	9.80	9.80	9.80	9.80	9.80	9.80	9.80

50Hz

Motor Model	Gearbox Model	Gear Ratio r/min	2	3	3.6	5	6	7.5	9	10	12.5	15	18	25	30	36	40
			kgfcm	750	500	417	300	250	200	167	150	120	100	83	60	50	42
9CIDG□ -40G	9GBK□BMH	kgfcm	5.6	8.5	10.2	14.1	16.9	21.2	25.4	28.2	35.3	42.3	45.9	63.8	76.5	83.2	92.5
		N.m	0.55	0.83	1.00	1.38	1.66	2.07	2.49	2.77	3.46	4.15	4.50	6.25	7.50	8.16	9.06

Motor Model	Gearbox Model	Gear Ratio r/min	50	60	75	90	100	120	150	180	200
			kgfcm	30	25	20	17	15	13	10	8
9CIDG□ -40G	9GBK□BMH	kgfcm	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
		N.m	9.80	9.80	9.80	9.80	9.80	9.80	9.80	9.80	9.80

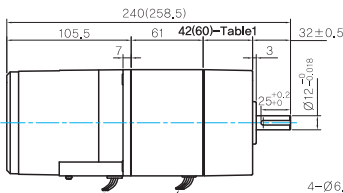
- 1) Enter the phase & voltage code in the box (□) within the motor model name.
- 2) Enter the gear ratio in the box (□) within the Gearbox model name.
- 3) A colored background indicates gear shaft rotation in the same direction as the motor shaft; a white background indicates rotation in the opposite 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

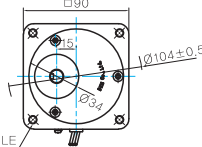
G TYPE GEARBOX

MOTOR MODEL:
9CIDG□-40G (NO FAN)



LEAD WIRE 300mm C&B LEADWIRE 300mm
UL STYLE NO,3271 AWG NO,22

GEARBOX MODEL:
9GBK□BMH



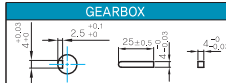
GEARBOX OUTPUT SHAFT

MODEL	SPEC
KEY TYPE	

42(60)-Table1

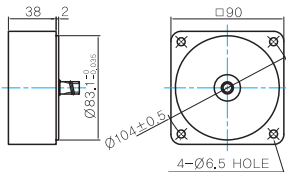
SIZE(mm)	GEAR RATIO
42	9GBK2BMH - 9GBK18BMH
60	9GBK25BMH - 9GBK200BMH

KEY SPEC



INTER-DECIMAL GEARBOX

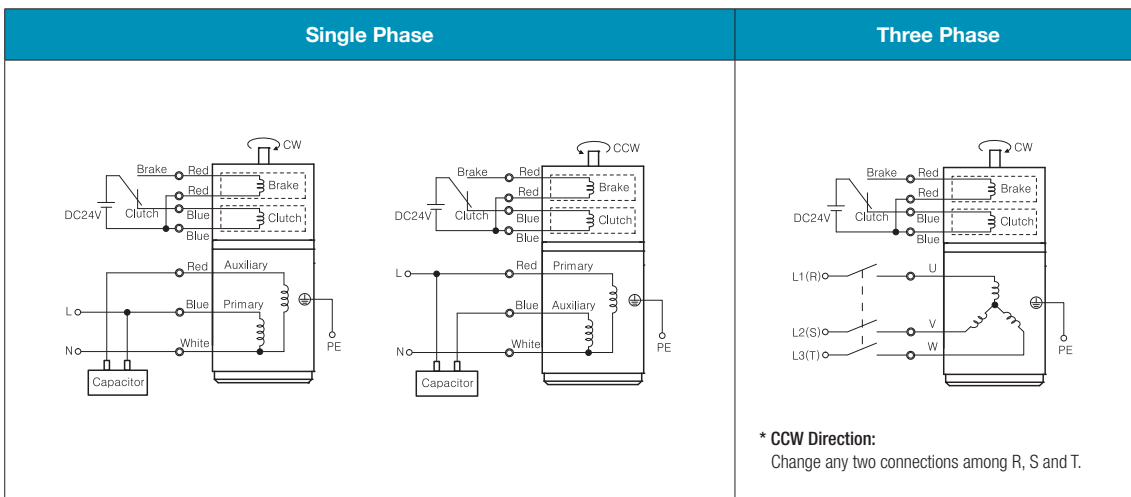
MODEL:
9XD10□□



WEIGHT

PART	WEIGHT(Kg)
MOTOR	2,4
CLUTCH & BRAKE	1,35
9GBK2BMH - 9GBK15BMH	0,67
9GBK18BMH - 9GBK30BMH	0,96
9GBK36BMH - 9GBK200BMH	1,07
9XD10□□	0,5

Connection Diagrams



- 1) The direction of motor rotation is as viewed from the shaft end of the motor.
- 2) CW represents the clockwise direction, while CCW represents the counterclockwise direction.
- 3) 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.