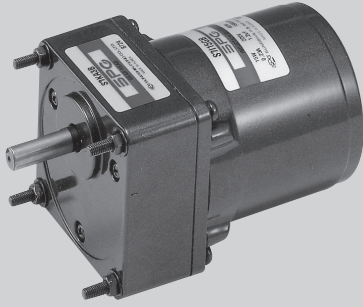


Powermec



15W

INDUCTION MOTOR □ 70mm LEAD WIRE TYPE

SIZE mm sq.	Type	Poles	Output (W)	Voltage (V)	Frequency (Hz)	Duty	Rated Load				Starting Torque		Capacitor (uF)
							Current (A)	Speed (rpm)	Torque (kg-cm) (N-m)		(kg-cm)	(N-m)	
70	S7I15GA S7I15GA(TP) S7I15GACE	4	15	1 ∅ 110	60	Cont.	0.34	1600	1.00	0.100	1.10	0.110	5.0
	S7I15GB S7I15GB(TP) S7I15GBCE	4	15	1 ∅ 220	60	Cont.	0.19	1550	1.10	0.110	1.10	0.110	1.2
	S7I15GC S7I15GC(TP) S7I15GCCE	4	15	1 ∅ 100	50	Cont.	0.35	1250	1.20	0.120	0.90	0.090	5.0
	60				0.34		1550	1.00	0.100				
	S7I15GD S7I15GD(TP) S7I15GDCE	4	15	1 ∅ 200	50	Cont.	0.19	1200	1.25	0.125	0.90	0.090	1.2
	60				0.18		1500	1.20	0.120				
	S7I15GE S7I15GECE	4	15	1 ∅ 100	50	Cont.	0.35	1200	1.25	0.125	0.90	0.090	5.0
	60				0.33		1550	1.00	0.100				
	1 ∅ 115				60		0.30	1600	1.00	0.100			
	S7I15GX S7I15GXCE	4	15	1 ∅ 220	50	Cont.	0.16	1200	1.25	0.125	0.75	0.075	0.9
	1 ∅ 240								0.18	1.35	0.135	0.90	

- ❖ S7I15GE is UL approved (UL FILE No.E172720) thermally protected type.
- ❖ Appropriate capacitors shall be used according to the voltage for S7I15GE type since the size of the capacitor differs by different voltages. Malfunction may occur when not used properly. Capacitor for 115V will be delivered otherwise the required voltage is informed.
- ❖ CE marked at the end of model name indicates that it is thermally protected type which has received CE with built-in TP. S7I15GECE is available only for 115V specification.
- ❖ TP marked at the end of the model name indicates that it is standard motor with Thermal Protector mounted. S7I15GE, S7I15GX is thermally protected type with TP mounted.
- ❖ "L" or "H" type does not apply to motors under 40W.

50Hz

MODEL	GEAR 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
	rpm	500	416	300	250	200	166	150	120	100	83	75	60	50	41	37	30	25	20	16	15	12	10	8	7.5
S7KA□B	kg-cm	3.2	3.9	5.4	6.5	8.1	9.7	10.8	13.5	16.2	19.4	19.4	24.2	29.1	34.9	38.8	43.6	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
	N-m	0.314	0.382	0.530	0.637	0.794	0.951	1.059	1.324	1.587	1.902	1.902	2.373	2.854	3.423	3.805	4.276	4.900	4.900	4.900	4.900	4.900	4.900	4.900	4.900

60Hz

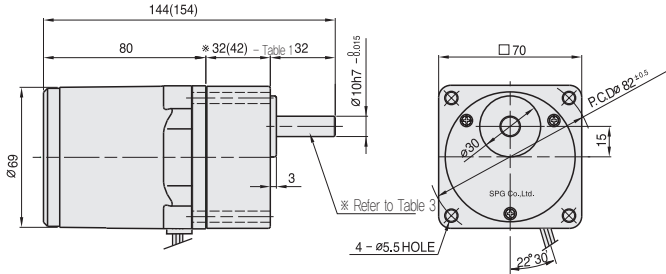
MODEL	GEAR RATIO	3	3.6	5	6	7.5	9	10	12.5	15	18	20	25	30	36	40	50	60	75	90	100	120	150	180	200
	rpm	600	500	360	300	240	200	180	144	120	100	90	72	60	50	45	36	30	24	20	18	15	12	10	9
S7KA□B	kg-cm	3.0	3.6	5.1	6.1	7.6	9.1	10.1	12.7	15.2	18.2	18.2	22.8	27.3	32.8	36.5	41.0	49.2	50.0	50.0	50.0	50.0	50.0	50.0	50.0
	N-m	0.294	0.353	0.500	0.598	0.745	0.892	0.990	1.245	1.491	1.785	1.785	2.236	2.677	3.217	3.579	4.021	4.825	4.900	4.900	4.900	4.900	4.900	4.900	4.900

- ❖ The code in □ of gearhead model is for gear ratio.
- ❖ It is the permissible torque of the assembled motor and gearhead.
- ❖ The permissible torque of the motor and inter-decimal gearhead is 50 kg-cm.
- ❖ ■ 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.
- ❖ Rpm is based on synchronous speed (50Hz: 1500rpm, 60Hz: 1800rpm) divided by gear ratio. The actual rotation speed can be 2~20% less than displayed value depending on the load.
- ❖ "L" or "H" type does not apply to motors under 40W.

DIMENSIONS

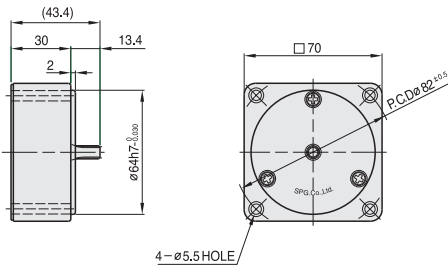
+ GEARED MOTOR

- * MOTOR MODEL : S7I15G□
- * HEAD MODEL : S7□A3□~S7□A200□



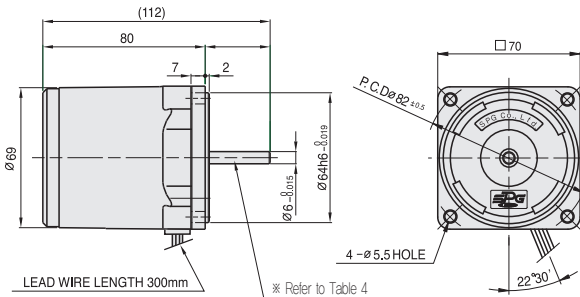
+ INTER-DECIMAL GEAR HEAD

- * MODEL : S7GX10B



+ MOTOR

- * MOTOR MODEL : S7I15□□



+ SPEC for output shaft of gearhead - (Table3)

MODEL	TYPES OF OUTPUT SHAFT
STRAIGHT TYPE	
S7SA3□ ~S7SA200□	
D-CUT TYPE	
S7DA3□ ~S7DA200□	
KEY TYPE	
S7KA3□ ~S7KA200□	

+ *26(35) - (Table1)

GEAR RATIO	SIZE(mm)
S7□A3□ ~ S7□A18□	32
S7□A20□ ~ S7□A200□	42

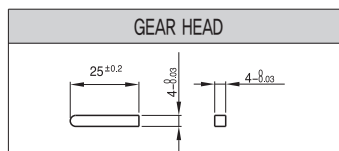
+ WEIGHT - (Table2)

PART	WEIGHT(kg)	
MOTOR	1.04	
DECIMAL GEAR HEAD	0.32	
GEAR HEAD	S7□A3□ ~S7□A18□	0.38
	S7□A20□ ~S7□A40□	0.47
	S7□A50□ ~S7□A250□	0.52

+ SPEC for output shaft of motor - (Table4)

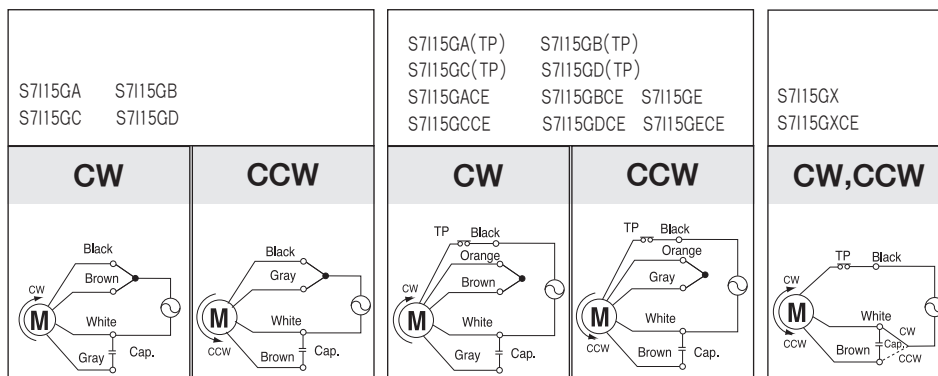
MODEL	TYPES OF OUTPUT SHAFT
GEAR TYPE	
S7I15G□	
STRAIGHT TYPE	
S7I15S□	
D-CUT TYPE	
S7I15D□	

+ KEY SPEC



SCHEMATIC DIAGRAMS

The direction of motor rotation is as viewed from the front shaft end of the motor.



Change the direction of motor rotation only after the motor stops completely. If an attempt is made to change the direction of rotation while the motor is running, the motor may ignore the reversing command or change its direction of rotation after some delay.