

Preliminary Data Sheet

GALAXIE® SAGM



Type: SAGM110 (with kit-line small 085-40)				Rev. 10
Customer	General Information	Project	General Information	
No.	Drive System	Symbol	Unit	Value
1.	Nominal output torque	T_{2n}	Nm	120
2.	Maximum acceleration torque	T_{2B}	Nm	250
3.	Nominal output speed	n_{2n}	1/min	10
4.	Maximum output speed	n_{2max}	1/min	59
5.	Overall Ratio	i	-	61
6.	Torsional rigidity	c_{t21}	Nm/arcmin	70
7.	Maximum torsional backlash	j_t	arcmin	0
8.	Maximum axial force (bearing)	C_a C_{0a}	kN	26.5 84.5
9.	Maximum tilting moment	M_{2kmax}	Nm	250
10.	Emergency stop torque	T_{2Not}	Nm	625
11.	Feedback System	EnDat 2.2, Hiperface or BiSS C		
12.	Kind of Communication	Motorfeedback, optionally secondary at output		
13.	Temperature Sensor	PT1000/ PTC		
14.	DC Link Voltage	U	V	560 48
15.	Torque Constant	k_m	Nm/A	1,26 0,18
16.	Voltage Constant	k_e	Vs	1,03 0,15
17.	Nominal Current	I_n	A_{eff}	4,6 31
18.	Maximum Current *	I_{max}	A_{eff}	15 89
19.	Terminal Resistance	R_{tt}	Ohm	4,37 0,10
20.	Terminal Inductivity	L_{tt}	mH	5,896 0,129
21.	Number of Pole Pairs	p	10	
22.	Brake Holding Torque	T_{BR}	Nm	250**
23.	Minimum Flow Rate	Q	l/min	n/a
24.	Operating Temperature	ϑ_U	°C	0 to +40
25.	Storage Temperature	ϑ_U	°C	0 to +40
26.	Weight	m	kg	5
27.	Moment of inertia (with brake)	J_1	kgcm ²	5
28.	Protection class	-	IP64	
29.	Type of Lubrication	Grease		
30.	Paint	Innovation Blue & Black		
31.	Direction of Mounting	variable		
32.	Design	Standard		
33.	Sensors / Intelligence Interface	No sensors		

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* Please note that the maximum motor current can lead a higher acceleration torque than the permitted maximum acceleration torque.

** Clarify detailed design of braking torques with the Galaxie-Application team.

Remark:

All specified values are liable to specific variabilites due to the tolerances of material properties and dimensions. The specified values are mean values at which a tolerance of $\pm 10\%$ of torque, speed, rigidity, current inductance, resistance and speed is allowed. In addition the terminal inductance can alternate depending on the angle between motor and stator.