			DC MOTORS					
			MODEL: Dunker GR63					
			GR63x25 12V			GR63x25 24V		
Reduction ratio $i = X:1$	Stages	Torque factor	No load speed $n_0$ (r.p.m.)	Nominal Speed $n_N$ (r.p.m.)	Nominal Torque (N.m)	No load speed $n_0$ (r.p.m.)	Nominal Speed $n_N$ (r.p.m.)	Nominal Torque (N.m)
1,44	1	1,30	2500,00	2083,33	0,18	2500,00	2187,50	0,17
2,167	1	1,95	1661,28	1384,40	0,27	1661,28	1453,62	0,26
3,46	2	2,80	1040,46	867,05	0,38	1040,46	910,40	0,38
4,79	2	3,88	751,57	626,30	0,53	751,57	657,62	0,52
9,28	2	7,52	387,93	323,28	1,03	387,93	339,44	1,01
12,88	2	10,43	279,50	232,92	1,43	279,50	244,57	1,41
15,07	4	9,89	238,89	199,07	1,35	238,89	209,02	1,33
19,54	4	12,82	184,24	153,53	1,75	184,24	161,21	1,73
29,19	4	19,15	123,33	102,77	2,62	123,33	107,91	2,59
49,49	4	32,47	72,74	60,62	4,44	72,74	63,65	4,38

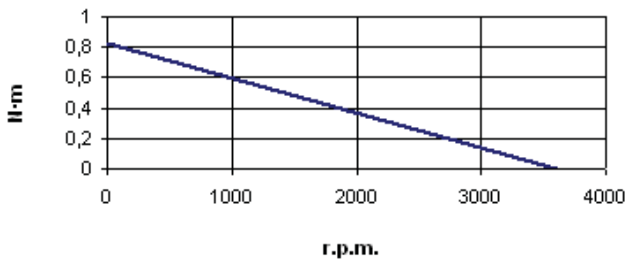
**NO LOAD SPEED/NOMINAL TORQUE**  
 Motor GR 63x25-12V= 3600 r.p.m./0,82Nm.  
 Motor GR 63x25-24V= 3600 r.p.m./1,08Nm.

**WARNING:** The load might reduce final speed up to 40%.

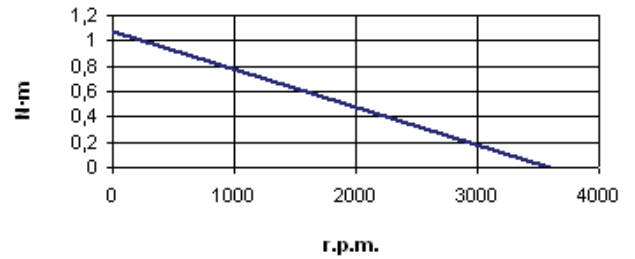
**Ex** Exceeds maximal admissible torque

**CURVES**

GR63x25 12V



GR63x25 24V



**GEARBOX TIPS:**

**Noise:** noise level depends on load symmetry, location (avoid acoustic resonance), and rotation speed; the lower the speed on the input shaft (motor), the lower the noise.