The higher amperage drive designed for coordinated motion across more applications

AKD2G 24A Drive

The AKD2G servo drive has earned a reputation for power density and control. Now, Kollmorgen adds even more versatility with the AKD2G 24A 480 VAC servo drive. This drive is ideal for both single and multi-axis machinery in labeling, robotics, antenna positioning, packaging applications such as form, fill & seal, and material handling applications such as conveyors and vertical lifting.

The AKD2G 24A drive offers configurable safety options, SD card parameter data backup and the same best-in-class graphical interface as the AKD2G family, while adding higher power output and the ability to synchronize motors over more fieldbuses. The result? More application and integration possibilities in a single drive.

Deliver Peak Performance
Provides 3x the continuous current rating for 5 seconds during peak operation—delivering power when you need it without having to oversize your drive.

More Power for More Applications
• Reduces or eliminates the need to mix and match drives with the increased 24-amp performance.
• Provides configurable options including safety level, I/O, feedback and fieldbus enable you to configure the drive for your application, eliminating features you don’t need.
• Includes secondary holding brake and simplified feedback wiring, previously offered only on the safety level 2 and 3 versions of AKD2G.
• Reduces setup time for feedback wiring by simplifying grounding.
**AKD2G 24A Drive**

### SBC/SBT (Safe Brake Control & Safe Brake Test)

Test function for external brakes and the internal motor holding brake, far simpler than testing brakes from a PLC/PAC.

### SDO¹ (Safe Direction)

The SDO function ensures that the drive can only move in a defined direction. In the event of an error, SS1 is triggered.

### SLS¹ (Safe Limited Speed)

Monitors the drive for observing a defined speed limit. In the event of an error, SS1 is triggered.

### SLP¹ (Safe Limited Position)

Monitors the absolute position of the drive. If the limit value is reached or the brake torque is too low to keep the drive within the limit value, SS1 is triggered.

### SSR¹ (Safe Speed Range)

Monitors the drive for observing a defined speed range. In the event of an error, SS1 is triggered.

### SLO¹ (Safe Limited Increments)

Monitors the relative position of the drive with respect to the current position when activating the SLI function. SS1 is triggered when the prescribed limit value is reached.

<table>
<thead>
<tr>
<th>120/240 Vac</th>
<th>Continuous Current</th>
<th>Peak Current</th>
<th>Peak Duration</th>
<th>Typical Shaft Power</th>
<th>Internal Regen</th>
<th>Height</th>
<th>Width</th>
<th>Depth</th>
<th>Depth w/ cable bend radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKD2G-SPx-6V03S</td>
<td>3 &amp; 3</td>
<td>9 &amp; 9</td>
<td>100</td>
<td>15</td>
<td>235 (9.25)</td>
<td>76 (2.99)</td>
<td>221 (8.70)</td>
<td>232 (9.13)</td>
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<tr>
<td>AKD2G-SPx-6V06S</td>
<td>6 &amp; 6</td>
<td>18 &amp; 18</td>
<td>2 &amp; 2</td>
<td></td>
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<table>
<thead>
<tr>
<th>240/480 Vac</th>
<th>Continuous Current</th>
<th>Peak Current</th>
<th>Peak Duration</th>
<th>Typical Shaft Power</th>
<th>Internal Regen</th>
<th>Height</th>
<th>Width</th>
<th>Depth</th>
<th>Depth w/ cable bend radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKD2G-SPx-7V03S</td>
<td>3 &amp; 3</td>
<td>9 &amp; 9</td>
<td>100</td>
<td>33</td>
<td>272 (10.71)</td>
<td>75 (2.95)</td>
<td>221 (8.70)</td>
<td>232 (9.13)</td>
<td></td>
</tr>
<tr>
<td>AKD2G-SPx-7V06S</td>
<td>6 &amp; 6</td>
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**STO (Safe Torque Off)**

STO safely interrupts the power supply to the motor in the servo drive. The motor becomes torque-free.

**SS1 (Safe Stop 1)**

The drive is brought to a standstill by controlled braking. Then the power supply to the motor is safely interrupted and the motor becomes torque-free.

**SOS² (Safe Operating Stop)**

Monitors the stop position reached and triggers SS1 in the event of deviations beyond the specified limits. The control functions of the drive remain active.

**SS2² (Safe Stop 2)**

The drive is brought to a standstill by controlled braking and subsequently remains in controlled standstill. The control functions of the drive are maintained.