

SIMOTICS GP - 132 S - IM B3 - 6p

Client order no.	Item-No.	Offer no.
Order no.	Consignment no.	Project

Safe Area

-/-

U	Δ / Y	f	P	P	I	n	M	$\eta^{3)}$			$\cos\phi^{3)}$			I_A/I_N	M_A/M_N	M_K/M_N	IE-CL
[V]		[Hz]	[kW]	[hp]	[A]	[1/min]	[Nm]	4/4	3/4	2/4	4/4	3/4	2/4	I_A/I_N	T_A/T_N	T_B/T_N	
DOL duty (S1) - 155(F) to 130(B)																	
400	Δ	50	3.00	-/-	6.90	975	29.5	85.6	85.8	84.3	0.73	0.65	0.51	6.6	2.3	3.2	IE3
690	Y	50	3.00	-/-	4.00	975	29.5	85.6	85.8	84.3	0.73	0.65	0.51	6.6	2.3	3.2	IE3
IM B3 / IM 1001			FS 132 S			IP55	UKCA	IEC/EN 60034		IEC, DIN, ISO, VDE, EN							
Environmental conditions : -20 °C - +40 °C / 1000 m									Locked rotor time (hot / cold) : 16.9 s 22.3 s								

Sound level (SPL / SWL) at 50Hz 60Hz	63 / 75 dB(A) ^{2) 3)}	67 / 79 dB(A) ^{2) 3)}	Vibration severity grade	A
Moment of inertia	0.0340 kg m²		Thermal class	F
Bearing DE NDE	6208 2Z C3	6208 2Z C3	Duty type	S1
bearing lifetime			Direction of rotation	bidirectional
L _{10mh} F _{Rad,min} for coupling operation 50 60Hz ¹⁾	40000 h	32000 h	Frame material	aluminum
Regreasing device	Without		Net weight of the motor (IM B3)	42 kg
Grease nipple	-/-		Coating (paint finish)	Standard paint finish C2
Type of bearing	Preloaded bearing DE		Color, paint shade	RAL7030
Condensate drainage holes	Without		Motor protection	(A) without (Standard)
External earthing terminal	Without		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	top	Max. cross-sectional area	6 mm²
Material of terminal box	Aluminium	Cable diameter from ... to ...	11 mm - 21 mm
Type of terminal box	TB1 H00	Cable entry	2xM32x1,5
Contact screw thread	M4	Cable gland	2 plugs

I_r/I_n = locked rotor current / current nominal	1) $L_{10\text{th}}$ according to DIN ISO 281 10/2010	3) Value is valid only for DOL operation with motor design IC411
M_r/M_n = locked rotor torque / torque nominal	2) at rated power / at full load	
M_b/M_n = break down torque / nominal torque		

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Responsible department IN LVM	Technical reference	Created by SPC	Approved by Created automatically	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.		Link documents	
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