

Data sheet for three-phase Squirrel-Cage-Motors ABB

Motor type: FS: 145T - p - 1.5 hp -

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

Electrical data

U [V]	Δ / Y	f [Hz]	P [HP]	P [kW]	n [rpm]	I Load [Amps]					LRC	Nom. Eff Load [%]			Pwr. Factor Load [%]			Torque	T _A /T _N	T _k /T _N
						4/4	3/4	1/2	0	4/4		3/4	2/4	4/4	3/4	2/4	[lb-ft]	LRT [%]	BDT [%]	
Frame Type: 145T			Type of constr.:										Motor Prot.:			NEMA Des.:		S.F.: 1.15		
Mtr. WT: lbs			Insulation Class.:Standard Class F Insulation							Temp. Rise Cl.: B		Amb. Temp.: + 40 to -20 °C @1000 m			kVA:		IP 55			


Mechanical data

Sound level (SPL / SWL) at 60 Hz							dB(A) / dB(A)		Thickener			
Octave Band Center Frequencies Hertz									Safe Stall Time Hot		s	
250	500	1000	2000	4000	8000	Hz			Safe Stall Time Cold		s	
SPL@3							dB(A)		Frame material			
Moment of inertia							Lb-ft²		Color, paint shade			Standard Paint - RAL7030
Ext Load Inertia Capability:							Lb ft²		Coating (paint finish)			Standard Alkyed + Epoxy (C2)
Bearings							Ventilation Type					
Bearing DE NDE							Method of cooling					
Bearing_Type							Ball Bearing		Direction of rotation			
AFBMA:							Fan Material					
Grease							VFD					CT: VT:
Capacity							oz		Space heaters			-/-
Grease Type:							Brake:					-/-

Terminal box


Lead Wire Connection					Terminal box position				
Voltage	L1	L2	L3	Connected together	Material of terminal box				
					Cable entry				

Notes:									
I _L /I _N = locked rotor current / current nominal					3) Value is valid only for DOL operation with motor design IC411				
M _L /M _N = locked rotor torque / torque nominal					2) at rated power / at full load				
M _b /M _N = break down torque / nominal torque									

Responsible department IN LVM		Technical reference	Created by SPC	Approved by		Technical data are subject to change! There may be discrepancies			
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Main terminal diagram

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Responsible department IN LVM	Technical reference	Created by	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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