Data sheet for three-phase Squirrel-Cage-Motors ABB																				
Motor	type:				FS: 2	13T - p	- 2 hp -													
Client order no.							Item-No.						Offer no.							
Order no.						(Consignme	nt no.					Project							
Remarks																				
Electri	cal data	a																		
U A/Y f P P n				I Load	[Amps]		Nom. Eff Load								T _A /T _N	T _k /T _N				
[V]	Δ/1	[Hz]	[HP]	[kW]	[rpm]	4/4	3/4	1/2	0	LRC	4/4	3/4	2/4	4/4	3/4	2/4	[lb-ft]	LRT [%]	BDT [%]	
Frame Type: 213T Type of constr.				constr.:				Motor Pro							Des.: S.F.: 1.15					
Mtr. WT: lbs			I	Insulation Class.:Standard Class F Insulati				ulation Temp. Ri			Cl.: B Amb. Temp.: + 40 to -20			0 °C @1000 m kVA:			: IP 55			
Mecha	Mechanical data																			
		L / SWL) a	nt 60 Hz			d	3(A) / dB	(A)		Thicke	ner									
Journa	icver (3i			ınd Cente	er Freque			(71)							S					
		250				000	4000	8000	Hz		Safe Stall Time Cold						S			
SI	PL@3								dB(A)	Frame material				-						
Mome	nt of ine	rtia					Lb-ft²			Color,	Color, paint shade Standard Paint						Paint - RA	t - RAL7030		
Ext Loa	nd Inertia	Capabilit	:y:				Lb ft²				g (paint				S	tandard Al	kyed + Ep	oxy (C	2)	
Bearin	gs									Coating (paint finish) Standard Alkyed + Epoxy (C2) Ventilation Type										
l	- g DE NC)E								Method of cooling										
								Ball Bea	ring	Direction of rotation										
AFBMA	Bearing_Type Ball Bearing AFRMA								J	Fan Material										
Grease										VFD CT: VT:										
					oz		oz		Space heaters					-/-						
Grease Type:								Brake:					-/-							
Termi	nal box																			
Lead Wire Connection Terminal box posit								osition												
Voltag	Voltage L1 L2 L3 Connected together								ether	Material of terminal box										
									Cable entry -/-											
										_										
Notes:																				
		rrent / current											eration with r	notor de	sign IC411					
		torque / torqu torque / nomi								∠) at rate	d power / at	ıuli load								
Responsible department Technical reference					Created by			Approved by				Technical data are subject to chan				ge! There may be discrepancies				
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			Main te	rminal diagram					
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