

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

Motor type: FS: 445TS - p - 125 hp -

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

Electrical data

U [V]	$\Delta / Y$	f [Hz]	P [HP]	P [kW]	n [rpm]	I Load [Amps]					LRC	Nom. Eff Load [%]			Pwr. Factor Load [%]			Torque [lb-ft]	T <sub>A</sub> /T <sub>N</sub> LRT [%]	T <sub>k</sub> /T <sub>N</sub> BDT [%]
						4/4	3/4	1/2	0	4/4		3/4	2/4	4/4	3/4	2/4				
		60	125.00	90.00																
Frame Type: 445TS			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	
250     500     1000     2000     4000     8000     Hz									Safe Stall Time Cold	
SPL@3							dB(A)		Frame material	
Moment of inertia							Lb-ft²		Color, paint shade	
Ext Load Inertia Capability:							Lb ft²		Coating (paint finish)	
Bearings									Ventilation Type	
Bearing DE   NDE									Method of cooling	
Bearing_Type							Ball Bearing		Direction of rotation	
AFBMA:									Fan Material	
Grease									VFD	
Capacity							oz		Space heaters	
Grease Type:									Brake:	
									Standard Paint - RAL7030	
									Standard Alkyed + Epoxy (C2)	

Terminal box


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

<b>Notes:</b>									
I <sub>L</sub> /I <sub>N</sub> = locked rotor current / current nominal					3) Value is valid only for DOL operation with motor design IC411				
M <sub>L</sub> /M <sub>N</sub> = locked rotor torque / torque nominal					2) at rated power / at full load				
M <sub>b</sub> /M <sub>N</sub> = break down torque / nominal torque									

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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.		<a href="#">Link documents</a>	
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