

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

Motor type: FS: B447T - p - 200 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]						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	LRC		4/4	3/4	2/4	4/4	3/4	2/4			
		60	200.00	150.00																
Frame Type: B447T			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 <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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