<u>Data</u>	sheet	for th	iree-p	hase	Squirr	el-Caç	ge-Mot	ors Al	<u>BB</u>											
Motor	type:				FS: -	p-hp	-													
Client order no.						I	Item-No.					Offer	Offer no.							
Order no.						(Consignment no.					Proje	Project							
Remarks	lemarks																			
	cal data																			
Electri	cal data	l																		
U					Nom. Eff l						. Factor Lo			T _A /T _N	T _k /T _N					
[V]		[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 Typ				Type of constr.:								Motor Prot			NEMA Des.:		S.F.: 1.15		
	Mtr. WT: lb)5			Insulation Class.:					Rise Cl.: B Amb. Temp.: + 55 to				o °C @1000 m kVA			A:	: IP IP65		
Mecha	anical d	ata																		
Sound	level (SP	L / SWL) a	it 60 Hz			d	B(A) / dB(A)		Thicke	ner									
				nd Cent	er Freque					Safe Stall Time Hot s										
		250) 50	0 1	000 2	000	4000	8000	Hz	Safe Stall Time Cold s										
S	PL@3								dB(A)	dB(A) Frame material				cast iron						
Mome	nt of iner	tia					Lb-ft ²			Color, paint shade										
Ext Loa	ad Inertia	Capabilit	y:				Lb ft ²			Coating (paint finish) Standard Alkyed + Epoxy (C2)								C2)		
Bearin	igs						1			Ventilation Type										
Bearin	g DE ND	E								Method of cooling						TEFC				
Bearin	g_Type							Ball Bea	ring	Direction of rotation										
AFBMA	\ :										Fan Material Polypropylen ESD									
Grease							1			VFD					CT: VT: 20:1					
Capaci						OZ		oz		•	Space heaters				-/- -/-					
Grease	e Type:									Brake: ""										
Termi	nal box																			
	Lead Wir	e Connec	tion							Termir	nal box p	osition								
Voltage L1 L2 L3 Connected together							ether	Material of terminal box Cast Iron												
							Cable entry -/-													
										-										
Notes:												f 50'			-					
$M_A/M_N = I$	ked rotor cur ocked rotor t oreak down t	orque / torqu	ue nominal								s valid only 1 power / at		ration with r	notor des	ign IC411					
Responsible department Technical reference Created by						Approved by			Technical data are subject to change! There may be discrepancies											
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			Main ter	minal diagram					
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