

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

Motor type: FS: - p - 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 [lb-ft]	T _A /T _N LRT [%]	T _k /T _N BDT [%]
						4/4	3/4	1/2	0	4/4		3/4	2/4	4/4	3/4	2/4				
Frame Type:			Type of constr.:										Motor Prot.:			NEMA Des.:		S.F.: 1.15		
Mtr. WT: lbs			Insulation Class.:							Temp. Rise Cl.: B		Amb. Temp.: + to °C @1000 m			kVA:		IP IP65			


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-ft ²		Color, paint shade									
Ext Load Inertia Capability:								Lb ft ²		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:									

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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