<u>Data</u>	sheet	t for th	ree-p	hase (Squirro	el-Ca	ge-Mot	ors A	<u>BB</u>										
Moto	r type:				FS: -	p-h) -												
Client order no.						r Item-No.					Offer	Offer no.							
Order po						Consignmer	nt no.					Proie	Project						
Order no.							consignine	it not											
Remarks																			
Electri	cal data	3																	
U	U Δ/Y f P P n I Load [Amp:				[Amps]			Nom. Eff Load [9				. 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 Type: Type of constr.:												Motor Prot.:				IA Des.: S.F.: 1.15			
	Mtr. WT: I	bs			Insulation Class.:				Temp. Rise Cl.: B Amb. Te			Amb. Tem	p.:+ to °C	@100) m	kVA:		IP IP65	
Mash	anical d																		
Sound	level (SP	L / SWL) a		1.0			B(A) / dB(A)		Thickener									
		250			er Freque 000 2	ncies H 000	ertz 4000	8000	Hz	Safe Stall Time Hot s									
s	PL@3								dB(A)		Safe Stall Time Cold s								
Mome	nt of iner	tia					Lb-ft ²			Frame material									
		Capabilit	v.				Lb ft ²			Color, paint shade Coating (paint finish) Standard Alkved + Epoxy (C2)								(2)	
Bearin		cupusiii					2010			Coating (paint finish) Standard Alkyed + Epoxy (C2)								CZ)	
	g DE ND)E								Ventilation Type Method of cooling TEFC									
	g_Type	-						Ball Bea	ring	Direction of rotation									
AFBMA									5	Fan Material Polypropylen ESD									
Grease	e						1	VFD					CT: VT: 20:1						
Capacity oz						oz		Space heaters				-/-							
Grease Type:								Brake:				-1-							
Termi	nal box																		
Lead Wire Connection Terminal box position																			
Voltage L1 L2 L3 Connected together							Material of terminal box Cast Iron												
									Cable	entry					-/-				
										-									
Notes:																			
$M_A/M_N = I$	ocked rotor	rrent / curren torque / torqu corque / nomi	ue nominal	_	_	_	_	_	_		s valid only d 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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