Data sheet for three-phase Squirrel-Cage-Motors ABB																			
Moto	r type:				FS: -	p - hp	-												
Client order no. Item-No.									Offer no.										
Order no.						C	Consignment no.						Project						
Remarks	Remarks																		
Flectri	ical data																		
Liectii	icai date																		
U D/Y f P			Р	n		I Load	[Amps]	ı		Nom. Eff Load [%							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 [%]
	Eramo Tvo	.0:			Type of	constr :							Matar Brat			NEMA	Dos	C F	. 1 15
Frame Type:				Type of constr.:								Motor Prot.:							
	Mtr. WT: lbs				Insulation Class.:				Temp. F	mp. Rise Cl.: B Amb. Ten			p.: + to °C	@100	00 m	kV#	kVA: IP IP		IP65
Mech	anical d	lata																	
Sound	level (SP	L / SWL) a	nt 60 Hz			dl	B(A) / dB	(A)		Thicke	ner								
	`			nd Cente	er Freque			. ,		Safe Stall Time Hot s									
		250	50	0 10	000 2	000	4000	8000	Hz	Safe Stall Time Cold						S			
S	PL@3								dB(A)	Frame material						cast iron			
Mome	Moment of inertia Lb-ft ²								Color, paint shade										
Ext Lo	ad Inertia	Capabilit	ty:				Lb ft²			Coating (paint finish) Standard Alkyed + Epoxy (Ca							2)		
Bearin	ngs									Ventilation Type									
Bearin	g DE ND	E								Method of cooling TEFC									
Bearin	g_Type							Ball Bea	ring	Direction of rotation									
AFBM/	۹:									Fan Material Polypropylen ESD									
Greas	e									VFD CT: VT: 20:1						1			
Capacity oz					oz		oz		Space heaters				-1-						
Grease Type:									Brake:					-J-					
Termi	inal box																		
	Lead Wir	re Connec	ction							Termi	nal hov n	osition							
Volta	Voltage L1 L2 L3 Connected together								Terminal box position Material of terminal box Cast Iron										
									Cable entry -/-										
										-									
Natar																			
	ked rotor cur												eration with r	notor de	sign IC411				
	locked rotor i break down t									2) at rate	d power / at	full load							
						Create SPC	Created by			Approved by			Technical data are subject to chan				ge! There may be discrepancies		
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			Main te	rminal diagram					
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