

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

Motor type: **DP200 HPS - Definite Purpose motor - NEMA Premium Efficiency**

FS: **5012S - 2p - 600 hp -**

Client order no.	Item-No.	Offer no.
Order no.	Consignment no.	Project
Remarks		

Electrical data

Class I Division 2 Gr. A, B, C or D T3

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 _A /T _N LRT [%]	T _k /T _N BDT [%]
						4/4	3/4	1/2	0	LRC	4/4	3/4	2/4	4/4	3/4	2/4			
460	$\Delta \Delta$	60	600.00	447.60	3,585	650	500.30	361.90	145.00	4250.0	96.7	96.8	96.3	89.1	87.0	80.6	877.7	190	230

Frame Type: 5012S	Type of constr.: (A) Foot Mounted Horizontal (IMB3)	Ins. Cl.: Standard Class H Insulation	Motor Prot.: A: No Winding Protection	NEMA Des.: -/-	S.F.: 1.15
Mtr. WT: 4,936		Temp. Rise Cl.: B	Amb. Temp.: + 40 to °C @1000 m	kVA: G	IP 55

Mechanical data

Sound level (SPL / SWL) at 60 Hz	82.0 dB(A) / 95.0 dB(A)							Thickener	Polyurea
Octave Band Center Frequencies Hertz								Safe Stall Time Hot	17 s
	250	500	1000	2000	4000	8000	Hz	Safe Stall Time Cold	22 s
SPL@3	79.0	74.0	73.0	72.0	72.0	67.0	dB(A)	Frame material	Cast iron
Moment of inertia	121.0 Lb-ft ²							Color, paint shade	RAL 7030
Ext Load Inertia Capability:	443.0 Lb ft ²							Coating (paint finish)	Standard Alkyed + Epoxy (C2)
Bearings								Ventilation Type	
Bearing DE NDE	6316 Z C3 S0			6316 Z C3 S0 insulated				Method of cooling	TEFC
Bearing_Type	Ball Bearing			Ball Bearing				Direction of rotation	Bi-Directional
AFBMA:	80BC03JP3			80BC03JP3				Fan Material	Polypropylene ESD
Grease								VFD	CT: 4:1 VT: 20:1
Capacity	9 oz			9 oz				Space heaters	without
Grease Type:	Exxon Mobil EM							Brake:	-/-

Terminal box

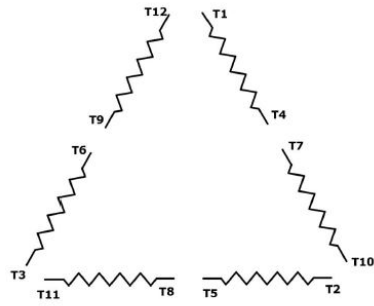
Lead Wire Connection	12 TERMINAL - Connection DELTA					Terminal box position	(1) LHS Mount - View From DE (F-1) - DE or Center of Motor
Voltage	L1	L1	L1	Connected together		Material of terminal box	Cast Iron
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RUN	T12-T7-T6-T1	T10-T8-T4-T2	T11-T9-T5-T13	----	$\Delta \Delta$		



Notes:
 I_L/I_N = locked rotor current / current nominal
 M_L/M_N = locked rotor torque / torque nominal
 M_d/M_N = break down torque / nominal torque
 3) Value is valid only for DOL operation with motor design IC411
 2) at rated power / at full load

responsible dep. DI MC LVM	technical reference	created by DT Configurator	approved by	<i>Technical data are subject to change! There may be discrepancies between software and hardware versions.</i>			
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Main terminal diagram



12 LEAD DELTA		
LINES	CONNECT TOGETHER	CONN.
L1	T12 - T7 - T6 - T1	ΔΔ
L2	T10 - T8 - T4 - T2	
L2	T11 - T9 - T5 - T3	

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