



GE INDUSTRIAL MOTORS
a **WOLONG** company

Product Technical Information

February 19, 2021

Data shown is for the current revision model #. Ensure your nameplate model # matches.

Model Number:	5KS324SAA105D2
Catalog Number:	M9182
Instruction Manual:	GEI-56128
Connection Diagram:	GEM2034E-FIG9
Outline Drawing:	239C6000BC

Accessory Connection Diagrams

Bearing Thermocouple:	None	Heater:	None
RTD:	None	Thermistor:	None
Thermostat:	None	Winding Thermocouple:	None
Bearing RTD:	None		

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Marks:

MODEL NUMBER:	5KS324SAA105D2	Estimated Weight:	620 Lbs
Outline Drawing:	239C6000BC	Time Rating:	CONT
Connection Diagram:	GEM2034E-FIG9	Enclosure:	TEFC
Instruction Book:	GEI-56128	Encl Construction:	841
Design Code:	32BD0110A	Ambient Max(°C):	40
Type:	KS	Alt Ambient Max(°C):	--
Frame:	324T	Insulation Class:	H
Phases:	3	NEMA Design:	B
Poles:	2	Nominal Efficiency:	93.0 %
Output Power:	40HP 29.6KW	Guaranteed Efficiency:	92.4 %
RPM:	3565	3/4 Load Efficiency:	--
Voltage:	230/460	KVA Code:	G
Hertz:	60	Max KVAR:	15.5
Amps - FL:	97.6/48.8	Power Factor:	82.5
Service Factor:	1.15	Bearing - DE:	6312ZC3
Alt Service Factor:	--	Bearing - ODE:	6312ZC3

Enclosure is Totally Enclosed Fan-Cooled

Stamped Nameplate Notes:

DE BRG 60BC03JP30, ODE BRG 60BC03JP30
 EXCEPTION-IEEE-STD-841-2009:DUAL VOLTAGE 230/460
 STAMP NP249A5564P051 AS BELOW:
 MODEL:5KS324SAA105D2 S/N: XXX
 CSA CERTIFIED CSA09.2216219 FOR EX NA IIC 200 C GC
 CL 1 ZONE2 AEX NA IIC 200C;CL 1 DIV2 GRP ABCD 200C
 IN -40C <= AMB <= 40C, 1.0 SF ON SINE-WAVE PWR
 SURF TEMP 260C AT 1.15SF ON SINE-WAVE PWR
 OR 200C VT OR 230C CT OR 200C CHP PWM CONTROL
 ALTERNATE RATING FOR PWM CONTROL 1.0SF 40C AMB
 VT 0 - 60 HZ, CT 8.6 - 60 HZ, CHP 60 - 75 HZ.



Additional Information:

2P - T EXTN
PAINTED FRAME ID & SHAFT,
FAN COVER INSIDE & ODE E/S OUTSIDE
C/BOX 346 CU IN - 3.00" NPT
OIL RESISTANT SLEEVING ON LEADS
.0015" TIR SHAFT RUNOUT
ROUTINE TEST REPORT AND 5 POINT VIBRATION TEST
REPORT INCLUDED IN C/B
GROUND PAD
F1 MOUNTING



Performance Characteristics

1st Winding 1st Connection

Design: 32BD0110A

Marks:

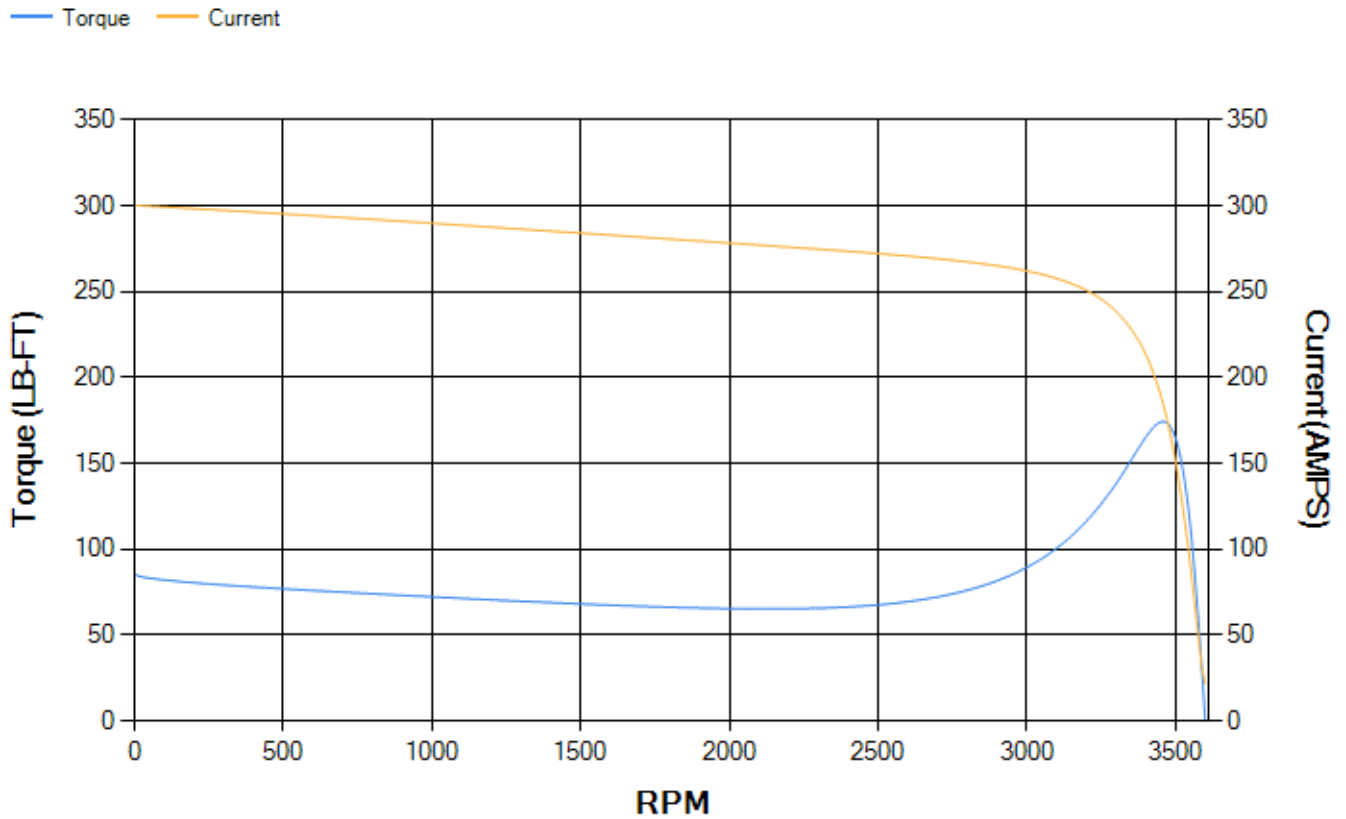
LOAD %	125.0	115.0	100.0	75.0	50.0	25.0	0.0
% EFF	92.47	92.67	93.06	92.79	91.69	86.97	0.00
% PF	84.8	84.01	82.26	76.97	66.05	43.76	5.58
AMPS	59.68	55.3	48.84	39.31	30.91	24.59	21.61

TORQ(FL)#FT 58.88 **TORQ(LR)%FL** 145.5 **TORQ(BD)%FL** 296.11
AMPS(LR) 300.43 **PF AT START** 0.29

This motor is capable of two cold or one hot start with a maximum connected load inertia of 117 Lb-Ft Sq (4.93 Kg-meter Sq)at 100% voltage, where the load torque varies with the square of the speed. Acceleration time with maximum inertia and the above load type is 23 seconds. Safe stall time at 100% voltage is 52 seconds cold, 27 seconds hot. Rotor inertia is 3.11 Lb-Ft Sq (0.13 Kg-meter Sq).

Open Circuit A-C: 0.598 **Short Circuit D-C:** 0.017
Short Circuit A-C: 0.041 **X/R Ratio:** 6.428
Stator Slots: 48 **Rotor Slots:** 38

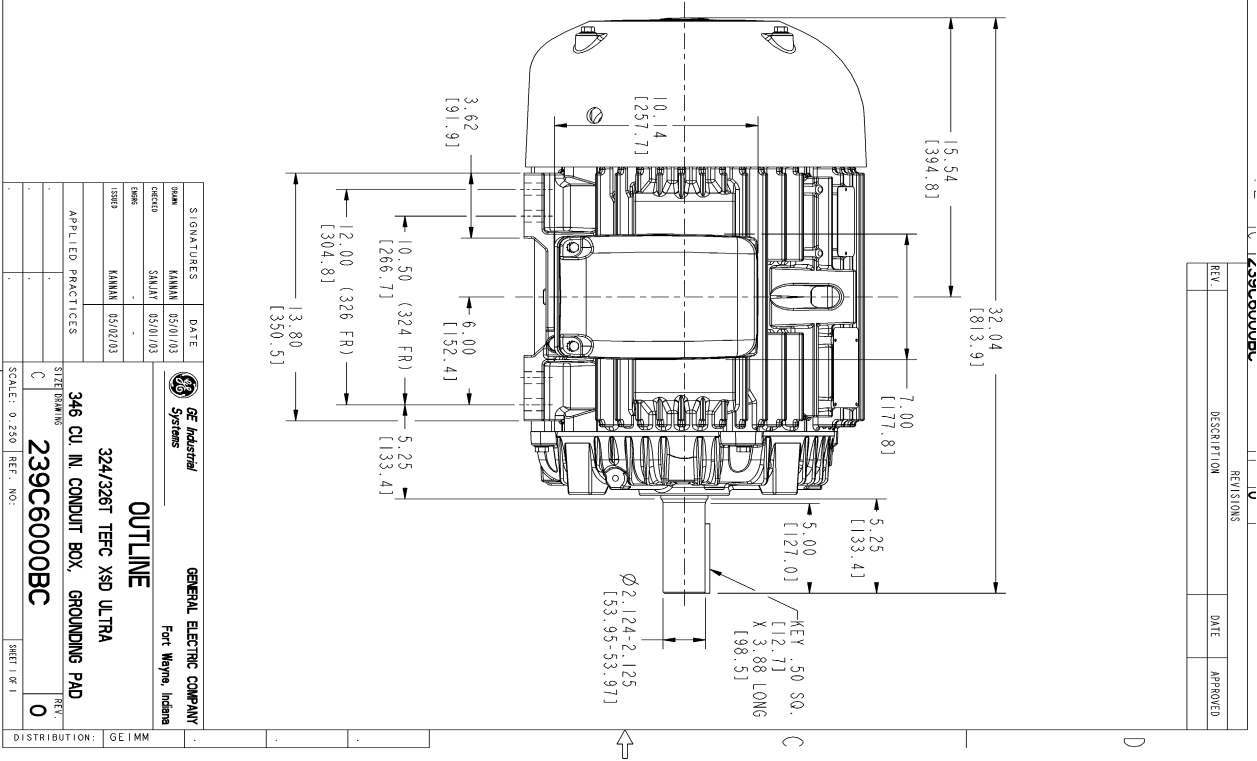
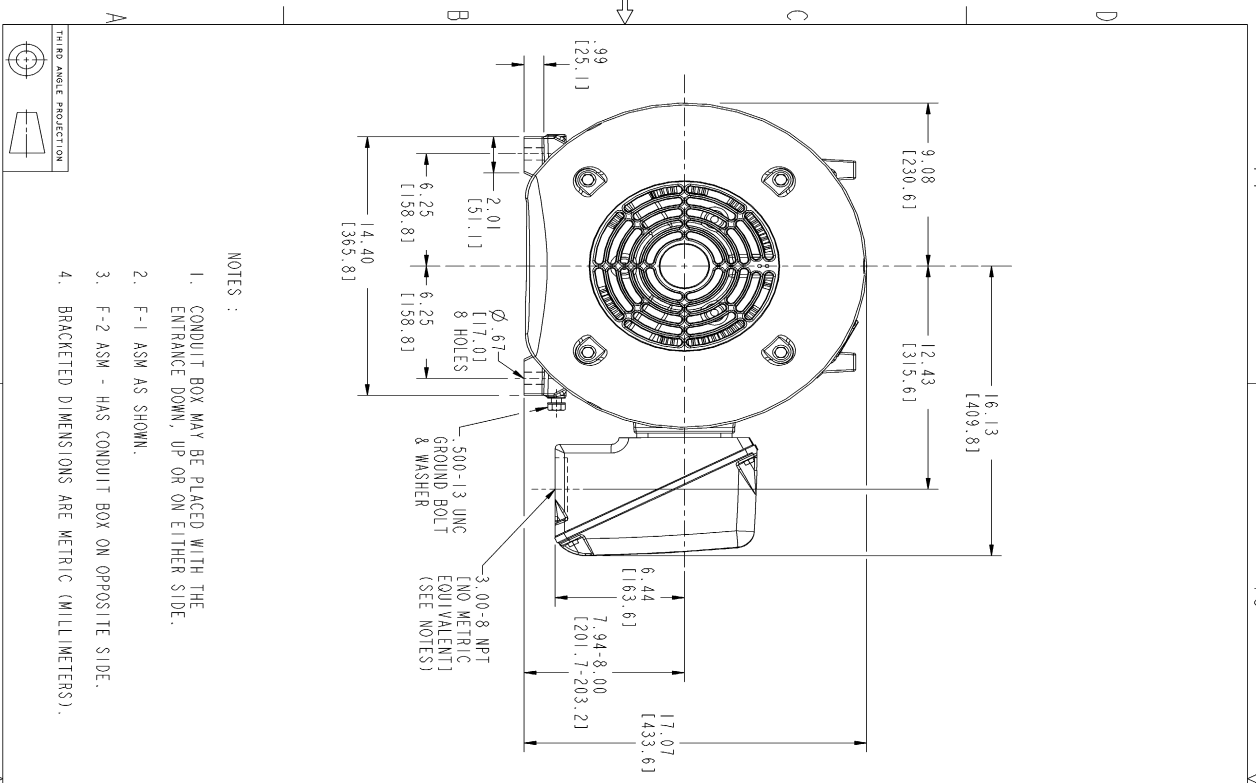
Speed Torque Current Curve (First Connection, First Speed)



NAME: 103013435 OBJECT: 239C6000BC DATE: 02-May-03 16:11:49

239C6000BC
ASSEM

Marks:



- NOTES :
1. CONDUIT BOX MAY BE PLACED WITH THE ENTRANCE DOWN, UP OR ON EITHER SIDE.
 2. F-1 ASM AS SHOWN.
 3. F-2 ASM - HAS CONDUIT BOX ON OPPOSITE SIDE.
 4. BRACKETED DIMENSIONS ARE METRIC (MILLIMETERS).

REV	DESCRIPTION	DATE	APPROVED

DATE	05/01/03	DATE	05/01/03
DESIGN	SKALNY	DATE	05/01/03
DESIGN	SKALNY	DATE	05/01/03
DESIGN	SKALNY	DATE	05/01/03

SCALE:	0.250	REF. NO.:	
SHEET:	1 OF 1		

GENERAL ELECTRIC COMPANY	324/326T TERC XSD ULTRA
Fort Wayne, Indiana	346 CU IN CONDUIT BOX, GROUNDING PAD
	239C6000BC

1 4

1 3

1 2

1 1

DISTRIBUTION: GE IMM

Marks:

Connection Diagram
GEM2034E-FIG9



End shield Assembly		
Part Description	DE Side Part#	ODE Side Part#
End Shield	115E4200AA1	115E4200LA1
Bearing	235A2509AS01	235A2509AS01
Slinger/Inproseal	149C4399G04	149C4399G04

Fan & Fan Cover Assembly	
Part Description	Part#
Fan	159C6700G02
Fan Cover	128D6800AA1

Conduit & Accessories Box Assembly	
Part Description	Part#
Conduit Box	149C4429AA2

Mechanical Accessories	
Part Description	Part#
Brake	
Tachometer	

