

# NIDEC MOTOR CORPORATION

8050 WEST FLORISSANT AVE.  
ST. LOUIS, MO 63136



**DATE:** 4/19/2022

**P.O. NO.:** DX73  
**Order/Line NO.:** 22573 MN 100

**TO:**

**Model Number:** DX73  
**Catalog Number:** U3P3DCR  
Unimount Pre. Eff. Config.  
CONF,MOTOR,UNIMOUNT PRE EFF

**REVISIONS:**  
(NONE)

**ALL DOCUMENTS HEREIN ARE CONSIDERED CERTIFIED BY NIDEC MOTOR CORPORATION.  
THANK YOU FOR YOUR ORDER AND THE OPPORTUNITY TO SERVE YOU.**

## Features:

Horsepower ..... 00003.00 ~ KW: 2.238  
Enclosure ..... TEFC  
Poles ..... 06 ~ RPM: 1200  
Frame Size ..... 213~TC  
Phase/Frequency/Voltage.. 3~060~230/460-208 ~ Random Wound  
Service Factor ..... 1.25  
Insulation Class ..... Class "F" ~ Insulife 1000  
Altitude In Feet (Max) .. 3300 Ft.(1000 M)  
Ambient In Degree C (Max) +40 C  
Assembly Position ..... Fl, Ftls, Flng Mnt, Shaft Horz  
Efficiency Class ..... Premium Efficiency  
Application ..... Unknown  
Customer Part Number ....  
Secondary Rating:  
3 Horsepower ~ 50 Hertz ~ 190/380 Volts  
"AK" Dimension (Inches).. 8.500  
Temperature Rise (Sine Wave): "B" Rise @ 1.0 SF (Resist)  
Starting Method ..... Direct-On-Line Start  
Duty Cycle ..... Continuous Duty  
Efficiency Value ..... 89.5 % ~ Typical  
Load Inertia (lb-ft<sup>2</sup>): NEMA ~ NEMA Inertia: 44.00 ~ 1.00  
Number Of Starts Per Hour: NEMA  
Motor Type Code ..... UTEF  
Rotor Inertia (LB-FT<sup>2</sup>) ..... .684 LB-FT<sup>2</sup>  
Qty. of Bearings PE (Shaft) ..... 1  
Qty. of Bearings SE (OPP) ..... 1  
Bearing Number PE (Shaft) ..... 6208-2Z-J/C3  
Bearing Number SE (OPP) ..... 6206-2Z-J/C3

Nidec trademarks followed by the ® symbol are registered with the U.S. Patent and Trademark Office.

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**Accessories:**

Shaft Slinger - Pulley End  
Footless (Round Frame)  
Horizontal Lifting Lugs  
Standard Leadtime: 10-11 WEEKS  
Est. Weight (lbs ea): 105 ~ F.O.B.: Monterrey, Mexico

**USE THE DATA PROVIDED BELOW TO SELECT THE APPROPRIATE DIMENSION PRINT**

<b>Horsepower</b>	3
<b>Pole(s)</b>	06
<b>Voltage(s)</b>	460-230-208 / 380-190
<b>Frame Size</b>	213TC
<b>Shaft U Diameter</b>	1.375
<b>Outlet Box AF</b>	2.13
<b>Outlet Box AA</b>	1.00

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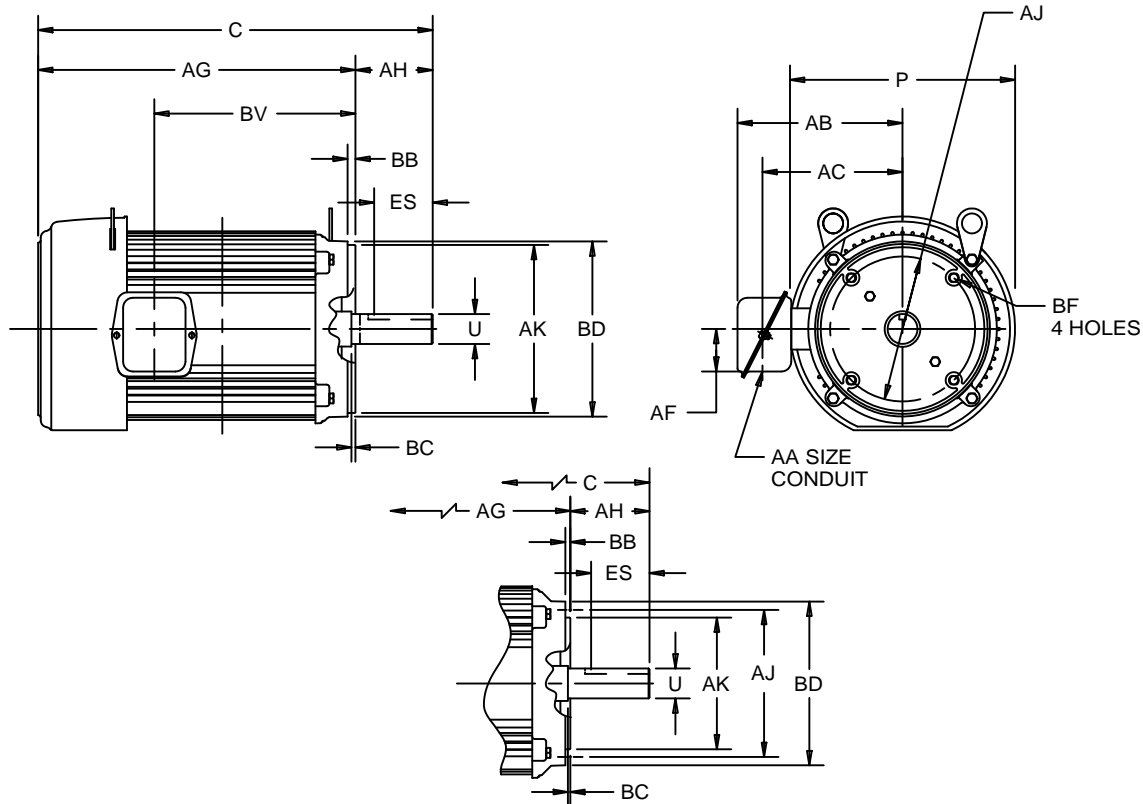
EFFECTIVE:  
15-MAY-15

SUPERSEDES:  
13-APR-11

**DIMENSION PRINT**  
TEFC - FOOTLESS WITH "C" FACE  
FRAME: 182 THRU 215TC  
BASIC TYPE: UT

PRINT:  
07-2030

SHEET:  
1 OF 1



FOR FRAMES  
182TCH AND 184TCH

ALL DIMENSIONS ARE IN INCHES AND MILLIMETERS

FRAME	UNITS	P <sup>2</sup>	T	U -.0005	AA	AB	AC	AF	AH	BC	ES MIN	SQ KEY
180	IN	9.56	.38	1.1250	.75	7.56	6.38	2.13	2.63	.13	1.78	.250
	MM	243	10	28.575		192	162	54	67	3	45	6.35
210	IN	11.25	.38	1.3750	1.00	8.41	7.16	2.13	3.13	.25	2.41	.313
	MM	286	10	34.925		214	182	54	80	6	61	7.95

FRAME	UNITS	C	AG	AJ	AK -.003	BB MIN	BD MAX	BF <sup>3</sup>	BV
182TC	IN	16.19	13.50	7.250	8.500	.25	9.00	1/2-13 X .75	8.41
	MM	411	343	184.15	215.90	6	229		214
182TCH	IN	16.19	13.50	5.875	4.500	.16	6.50	3/8-16 X .56	8.41
	MM	411	343	149.23	114.30	4	165		214
184TC	IN	16.94	14.25	7.250	8.500	.25	9.00	1/2-13 X .75	9.16
	MM	430	362	184.15	215.90	6	229		233
184TCH	IN	16.94	14.25	5.875	4.500	.16	6.50	3/8-16 X .56	9.19
	MM	430	362	149.23	114.30	4	165		233
213TC	IN	18.63	15.50	7.250	8.500	.25	9.00	1/2-13 X .75	9.88
	MM	473	394	184.15	215.90	6	229		251
215TC	IN	20.13	17.00	7.250	8.500	.25	9.00	1/2-13 X .75	11.38
	MM	511	432	184.15	215.90	6	229		289

- 1: ALL ROUGH DIMENSIONS MAY VARY BY .25" DUE TO CASTING AND/OR FABRICATION VARIATIONS.
- 2: LARGEST MOTOR WIDTH.
- 3: CONDUIT BOX MAY BE LOCATED ON EITHER SIDE. CONDUIT OPENINGS MAY BE LOCATED IN STEPS OF 90 DEGREES REGARDLESS OF LOCATION. STANDARD AS SHOWN WITH CONDUIT OPENING DOWN.
- 4: TAP SIZE AND BOLT PENETRATION ALLOWANCE.
- 5: ALL TAPPED HOLES ARE UNIFIED NATIONAL COARSE, RIGHT HAND THREAD.
- 6: TOLERANCES SHOWN ARE IN INCHES ONLY.
- 7: FRAME REFERENCE: 8.250/182//9.000/184  
9.500/213//11.000/215

TOLERANCES	
FACE RUNOUT	.004 T.I.R.
PERMISSIBLE ECCENTRICITY OF MOUNTING RABBET	.004 T.I.R.
PERMISSIBLE SHAFT RUNOUT	.002 T.I.R.

07-2030/D

**Nidec Motor Corporation**  
St. Louis, Missouri

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ISSUED BY  
**R. KING**  
APPROVED BY  
**J. O'BRIEN**

IHP\_DP\_NMCA (MAR-2011) SOLIDEDGE

# NAMEPLATE DATA

<p>CATALOG NUMBER: <input style="width: 150px;" type="text" value="U3P3DCR"/></p> <p>MODEL <input style="width: 60px;" type="text" value="DX73"/> <input style="width: 60px;" type="text" value="FR"/> <input style="width: 60px;" type="text" value="213TC"/></p> <p>SHAFT END BRG <input style="width: 200px;" type="text" value="6208-2Z-J/C3 - QTY 1"/></p> <p>PH <input style="width: 40px;" type="text" value="3"/> MAX AMB <input style="width: 60px;" type="text" value="40 C"/></p> <p>INSUL CLASS <input style="width: 40px;" type="text" value="F"/> Asm. Pos. <input style="width: 250px;" type="text"/></p> <p>HP <input style="width: 40px;" type="text" value="3"/> <input style="width: 60px;" type="text"/> RPM <input style="width: 60px;" type="text" value="1175"/> <input style="width: 60px;" type="text"/></p> <p>VOLTS <input style="width: 40px;" type="text" value="460"/> <input style="width: 40px;" type="text" value="230"/> <input style="width: 40px;" type="text" value="208"/></p> <p>FL AMPS <input style="width: 40px;" type="text" value="4.3"/> <input style="width: 40px;" type="text" value="8.6"/> <input style="width: 40px;" type="text" value="9.3"/></p> <p>SF AMPS <input style="width: 40px;" type="text" value="5.2"/> <input style="width: 40px;" type="text" value="10.5"/></p> <p>SF <input style="width: 40px;" type="text" value="1.25"/> DESIGN <input style="width: 40px;" type="text" value="B"/> CODE <input style="width: 40px;" type="text" value="J"/></p> <p>NEMA NOM EFFICIENCY <input style="width: 40px;" type="text" value="89.5"/> NOM PF <input style="width: 40px;" type="text" value="72.8"/> KiloWatt <input style="width: 60px;" type="text" value="2.238"/></p> <p>GUARANTEED EFFICIENCY <input style="width: 40px;" type="text" value="87.5"/> MAX KVAR <input style="width: 40px;" type="text" value="1.6"/> HZ <input style="width: 40px;" type="text" value="60"/></p>	<p>NAMEPLATE PART #: <input style="width: 150px;" type="text" value="422702-002"/></p> <p>TYPE <input style="width: 60px;" type="text" value="UTEF"/> ENCL <input style="width: 60px;" type="text" value="TE"/></p> <p>OPP END BRG <input style="width: 200px;" type="text" value="6206-2Z-J/C3 - QTY 1"/></p> <p>ID# <input style="width: 350px;" type="text"/></p> <p>DUTY <input style="width: 250px;" type="text" value="CONT"/></p> <p>HP <input style="width: 40px;" type="text" value="3"/> <input style="width: 60px;" type="text"/> RPM <input style="width: 60px;" type="text" value="0970"/> <input style="width: 60px;" type="text"/></p> <p>VOLTS <input style="width: 40px;" type="text" value="380"/> <input style="width: 40px;" type="text" value="190"/> <input style="width: 40px;" type="text"/></p> <p>FL AMPS <input style="width: 40px;" type="text" value="5.2"/> <input style="width: 40px;" type="text" value="10.3"/> <input style="width: 40px;" type="text"/></p> <p>SF AMPS <input style="width: 40px;" type="text"/></p> <p>SF <input style="width: 40px;" type="text" value="1.00"/> DESIGN <input style="width: 40px;" type="text" value="B"/> CODE <input style="width: 40px;" type="text" value="G"/></p> <p>NEMA NOM EFFICIENCY <input style="width: 40px;" type="text" value="86.5"/> NOM PF <input style="width: 40px;" type="text" value="76.0"/></p> <p>GUARANTEED EFFICIENCY <input style="width: 40px;" type="text" value="84.0"/> MAX KVAR <input style="width: 40px;" type="text" value="1.3"/> HZ <input style="width: 40px;" type="text" value="50"/></p>
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**HAZARDOUS LOCATION DATA (IF APPLICABLE):**

DIVISION <input style="width: 150px;" type="text"/>	CLASS I <input style="width: 150px;" type="text"/>	GROUP I <input style="width: 150px;" type="text"/>
TEMP CODE <input style="width: 150px;" type="text"/>	CLASS II <input style="width: 150px;" type="text"/>	GROUP II <input style="width: 150px;" type="text"/>



**VFD DATA (IF APPLICABLE):**

VOLTS <input style="width: 300px;" type="text"/>	AMPS <input style="width: 300px;" type="text"/>
TORQUE 1 <input style="width: 200px;" type="text"/>	TORQUE 2 <input style="width: 200px;" type="text"/>
VFD LOAD TYPE 1 <input style="width: 200px;" type="text"/>	VFD LOAD TYPE 2 <input style="width: 200px;" type="text"/>
VFD HERTZ RANGE 1 <input style="width: 200px;" type="text"/>	VFD HERTZ RANGE 2 <input style="width: 200px;" type="text"/>
VFD SPEED RANGE 1 <input style="width: 200px;" type="text"/>	VFD SPEED RANGE 2 <input style="width: 200px;" type="text"/>
SERVICE FACTOR <input style="width: 200px;" type="text"/>	FL SLIP <input style="width: 200px;" type="text"/>
NO. POLES <input style="width: 100px;" type="text" value="6"/>	MAGNETIZING AMPS <input style="width: 100px;" type="text" value="2.3"/>
VECTOR MAX RPM <input style="width: 200px;" type="text"/>	Encoder PPR <input style="width: 200px;" type="text"/>
Radians / Seconds <input style="width: 100px;" type="text" value="1"/>	Encoder Volts <input style="width: 200px;" type="text"/>

**TEAO DATA (IF APPLICABLE):**

HP (AIR OVER) <input style="width: 100px;" type="text"/>	HP (AIR OVER M/S) <input style="width: 100px;" type="text"/>	RPM (AIR OVER) <input style="width: 100px;" type="text"/>	RPM (AIR OVER M/S) <input style="width: 100px;" type="text"/>
FPM AIR VELOCITY <input style="width: 100px;" type="text"/>	FPM AIR VELOCITY M/S <input style="width: 100px;" type="text"/>	FPM AIR VELOCITY SEC <input style="width: 100px;" type="text"/>	

**ADDITIONAL NAMEPLATE DATA:**

Decal / Plate	WD=344136	Customer PN	
Notes		Non Rev Ratchet	
Max Temp Rise	80C RISE/RES@1.00SF	OPP/Upper Oil Cap	GREASE
Thermal (WDG)		SHAFT/Lower Oil Cap	GREASE
Altitude		Usable At	
Regulatory Notes		Regulatory Compliance	CC 030A
COS		Marine Duty	
Balance		Arctic Duty	
3/4 Load Eff.	89.7	Inrush Limit	
Motor Weight (LBS)	105	Direction of Rotation	
Sound Level		Special Note 1	
Vertical Thrust (LBS)		Special Note 2	
Thrust Percentage		Special Note 3	
Bearing Life		Special Note 4	
Starting Method		Special Note 5	
Number of Starts		Special Note 6	
200/208V 60Hz Max Amps	9.3	SH Max. Temp.	
190V 50 hz Max Amps	10.3	SH Voltage	
380V 50 Hz Max Amps	5.2	SH Watts	
NEMA Inertia		Load Inertia	
Sumpheater Voltage		Sumpheater Wattage	
Special Accessory Note 1		Special Accessory Note 16	
Special Accessory Note 2		Special Accessory Note 17	
Special Accessory Note 3		Special Accessory Note 18	
Special Accessory Note 4		Special Accessory Note 19	
Special Accessory Note 5		Special Accessory Note 20	
Special Accessory Note 6		Special Accessory Note 21	
Special Accessory Note 7		Special Accessory Note 22	
Special Accessory Note 8		Special Accessory Note 23	
Special Accessory Note 9		Special Accessory Note 24	
Special Accessory Note 10		Special Accessory Note 25	
Special Accessory Note 11		Special Accessory Note 26	
Special Accessory Note 12		Special Accessory Note 27	
Special Accessory Note 13		Special Accessory Note 28	
Special Accessory Note 14		Special Accessory Note 29	
Special Accessory Note 15		Special Accessory Note 30	
Heater in C/B Voltage		Heater in C/B Watts	
Zone 2 Group		Division 2 Service Factor	
Note 1		Note 2	
Note 3		Note 4	
Note 5		Note 6	
Note 7		Note 8	
Note 9		Note 10	
Note 11		Note 12	
Note 13		Note 14	
Note 15		Note 16	
Note 17		Note 18	
Note 19		Note 20	
Note 21		Note 22	

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ST. LOUIS, MO

TYPICAL NAMEPLATE DATA  
ACTUAL MOTOR NAMEPLATE LAYOUT MAY VARY  
SOME FIELDS MAY BE OMITTED



# MOTOR PERFORMANCE

MODEL NO.	CATALOG NO.	PHASE	TYPE	FRAME	
DX73	U3P3DCR	3	UTEF	213TC	
<b>ORDER NO.</b>		22573		<b>LINE NO.</b>	
MPI:		69539	69540	115332	115333
HP:		3	3	3	3
POLES:		6	6	6	6
VOLTS:		460	230	208	380
HZ:		60	60	60	50
SERVICE FACTOR:		1.15	1.15	1	1
EFFICIENCY (%):					
	S.F.	89.1	89.1		
	FULL	89.5	89.5	88.5	87.3
	3/4	89.7	89.7	89.6	88.9
	1/2	88.1	88.1	88.9	88.7
	1/4	81.6	81.6	83.7	84
POWER FACTOR (%):					
	S.F.	74.6	74.6		
	FULL	72.8	72.8	75.2	76
	3/4	67	67	71.7	71.9
	1/2	55.4	55.4	62.4	62.1
	1/4	35.6	35.6	42.1	41.4
	NO LOAD	5.8	5.8	6.1	5.7
	LOCKED ROTOR	44.3	44.3	42	47
AMPS:					
	S.F.	4.9	9.7		
	FULL	4.3	8.6	9.3	5.1
	3/4	3.5	7	7.3	4
	1/2	2.9	5.8	5.6	3.1
	1/4	2.4	4.8	4.4	2.4
	NO LOAD	2.3	4.6	4	2.3
	LOCKED ROTOR	27.8	55.6	47.4	25.8
NEMA CODE LETTER		J	J	G	G
NEMA DESIGN LETTER		B	B	B	B
FULL LOAD RPM		1175	1175	1170	970
NEMA NOMINAL / EFFICIENCY (%)		89.5	89.5	88.5	87.3
GUARANTEED EFFICIENCY (%)		87.5	87.5	86.5	84
MAX KVAR		1.6	1.6	1.2	1.3
AMBIENT (°C)		40	40	40	40
ALTITUDE (FASL)		3300	3300	3300	3300
SAFE STALL TIME-HOT (SEC)		30	30	30	30
SOUND PRESSURE (DBA @ 1M)		57	57	57	53
TORQUES:					
	BREAKDOWN{% F.L.}	301	301	234	236
	LOCKED ROTOR{% F.L.}	227	227	167	175
	FULL LOAD{LB-FT}	13.4	13.4	13.5	16.3

NEMA Nominal and Guaranteed Efficiencies are up to 3,300 feet above sea level and 25 ° C ambient.

The Above Data Is Typical, Sinewave Power Unless Noted Otherwise

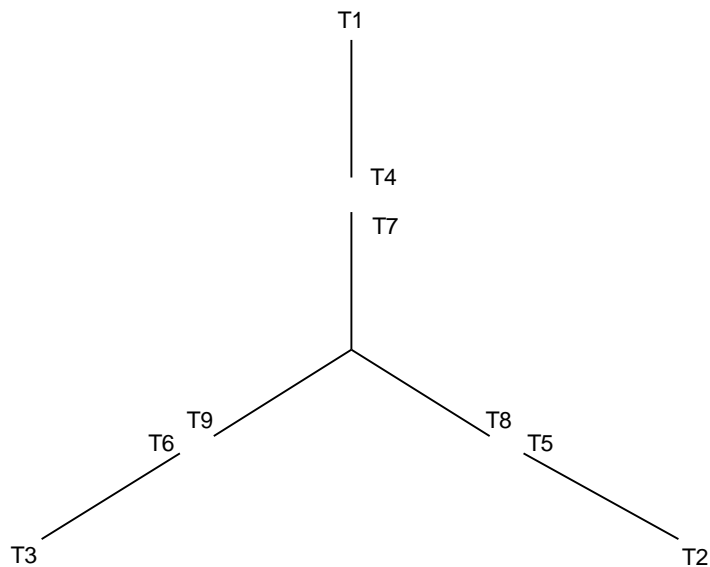
**NIDEC MOTOR CORPORATION**  
ST. LOUIS, MO





**B109144**

### Motor Wiring Diagram 9 Lead, Dual Voltage (WYE Conn.)



To reverse direction of rotation interchange connections L1 and L2.

Each lead may have one or more cables comprising that lead.  
In such case each cable will be marked with the appropriate lead number.

# RENEWAL PARTS

## FRAMES - 182 THRU B256 UNIMOUNT TOTALLY ENCLOSED MOTORS

TYPES: FUT, FUT4, FUTF, FUTF4, FUTFN, FUTN, UT, UT1, UT2, UT3, UT4, UTE, UTE1, UTE3, UTE4, UTEF, UTEF1, UTEF4, UTEN, UTF, UTF1, UTF4, UTFI, UTFN, UTI, UTI1, UTI4, UTN, UTNI, UTQ, UTV

THIS PARTS LIST IS GOOD FOR THE FOLLOWING TYPES:

Types	Frames	Types	Frames
UT	182T, TC, TCH, TD, TCZ 184T, TC, TCH, TD, TCZ 213T, TC, TD, TCZ 215T, TC, TD, TCZ 254T, TC, TD, TCZ 256T, TC, TD, TCZ B215TC, TCZ B256TC, TCZ	UTF	182TC, TCH, TD 184TC, TCH, TD 213TC, TD 215TC, TD 254TC, TD 256TC, TD
UT-1	182, 184, B184, 213, 215, B215, 254, 256, B256JP	UTV	182TCV, TCHV, JMV, JPV, JPYV 184TCV, TCHV, JMV, JPV, JPYV 213TCV, JMV, JPV 215TCV, JMV, JPV B215TCV, JMV, JPV 254TCV, JMV, JPV 256TCV, JMV, JPV
UT-2	182, 184, B184JPY		
UT-3	213, 215, B215JPZ		
UT-4	182, 184, B184, 213, 215, B215, 254, 256, B256JM		
UTE, UTN, UTQ	182, 184, 213, 215, 254, 256T		



**WARNING:**

Any disassembly or repair work on explosionproof motors will void the Underwriters Laboratories, Inc. label unless done by the manufacturer, or a facility approved by the Underwriters Laboratories, Inc. Refer to your nearest sales office for assistance.

**BEARINGS:**

Refer to motor nameplate for the bearing numbers.

**PRICES:**

Parts stocking distributors: refer to renewal parts numerical index. All Others: refer to your nearest parts distributor.

reference: Renewal Parts Section 700, Pages 14 & 15



# RENEWAL PARTS

## FRAMES - 182 THRU B256 UNIMOUNT TOTALLY ENCLOSED MOTORS

TYPES: FUT, FUT4, FUTF, FUTF4, FUTFN, FUTN, UT, UT1, UT2, UT3, UT4, UTE, UTE1, UTE3, UTE4, UTEF, UTEF1, UTEF4, UTEN, UTF, UTF1, UTF4, UTFI, UTFN, UTI, UTI1, UTI4, UTN, UTNI, UTQ, UTV

ITEM NO.	QTY	NAME OF PART
1	1	Fan Cover (not used on type UTN)
2	4	Self Tapping Screw (not used on type UTN)
3	1	Fan Assembly (not used on type UTN)
4	1	Bracket Assembly
5	2	Hex Countersunk Pipe Plug
6	1	Bracket Plug (type UTN only)
7	4	Hex Head Cap Screw
8	2	Lifting Lug (not used on type UTV)
9	1	Spring Wave Washer (not used on types UT-1, UT-2, UT-3, UT-4 and UTV)
10	1	Ball Bearing
11	1	Rotor Assembly (includes items 12 and 13)
12	1	Rotor Core
13	1	Shaft
14-19	-	Not Used
20	1	Wound Stator Assembly (includes items 21 and 22 if used)
21	2	Mounting Foot (not used on types UTF and UTV)
22	6	Hex Head Cap Screw (not used on types UTF and UTV)
23	1	Gasket
24	1	Outlet Box Base
25	2	Hex Head Cap Screw
26	1	Gasket
27	1	Outlet Box Cover
28	2	Self Tapping Screw
29-34	-	Not Used
35	1	Ball Bearing
36	1	Retaining Snap Ring (qty. 2 on frames 182 & 184T, TC TCH, TCV, TCHV, types UT, UTE, UTF, UTQ, & UTV) (not used on frames 213T thru 256T, type UTN)
37	1	Bracket Assembly (type UT, UTE, UTN and UTQ only)
38	4	Hex Nut
39	2	Hex Countersunk Pipe Plug
40	1	Square Key
41-49	-	Not Used
For types UT, UTF and UTV with "C" bracket, and types UT-1, UT-3 and UT-4 omit items 9 & 37 and items 38 on frames 182 & 182TC, JPV, types UT, UT-2 and UTF, and add the following parts		
50	1	"C" Bracket Assembly
51	1	Clamping Plate

ITEM NO.	QTY	NAME OF PART
52	2	Hex Head Cap Screw
53	1	Water Deflector
54	1	Hex head Cap Screw (used on frames 182 & 184JC, JPV, types UT, UT-2 and UTF)
55-59	-	Not Used
For types UT and UTF with "D" bracket, omit items 9 & 37, and item 38 on frames 182 & 182 & 184TD, and add the following parts		
60	1	"D" Bracket Assembly
61	1	Clamping Plate
62	2	Hex Head Cap Screw
63	1	Water Deflector
64	1	Hex Head Cap Screw (used on 182 & 184 TD)
65-69	-	Not Used
For type UTV and units with canopy cap, omit item 8 and add the following		
70	1	Canopy Cap
71	3	Spacer (qty.1 on frames 182 and 184)
72	3	Hex Head Cap Screw and Lockwasher (qty.1 on frames 182 and 184)
73	3	Square Nut (qty.1 on frames 182 and 184)
74	2	Lifting Lug
75-79	-	Not Used
For SHUR-STOP brakes, omit items 1 & 3, and qty. one of item 8. Refer to section 770 for part addition		
For Dings and Stearns beake, omit items 1, 2 and 4, and qty. one of items 5, and add the following		
80	1	Brake (for replacement parts for brake, refer to brake manufacturer)
81	4	Socket Head Cap Screw (qty. 2 on brakes under 10 lb.ft.)
82	1	Key
83	1	Baffle Plate
84	4	Brake Mounting Bracket
85	4	Hex Head Cap Screw
86	2	Groove Pin
87	1	Brake Adaptor Bracket
88	2	Screen
89	1	Nipple Fitting
90	1	Pipe Coupling
91	1	Nipple Fitting
92	1	Pipe Cap

**WARNING:**  
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**BEARINGS:**  
Refer to motor nameplate for the bearing numbers.

**PRICES:**  
Parts stocking distributors: refer to renewal parts numerical index. All Others: refer to your nearest parts distributor.

reference: Renewal Parts Section 700, Pages 14 & 15

# General Information for Integral Horsepower (IHP) Motors on Variable Frequency Drives (VFDs)

## Variable Frequency Drives (VFD)

A VFD is a type of controller used to vary the speed of an electric motor. The VFD takes a fixed AC voltage and frequency and allows it to be adjusted in order to get different speeds from the motor. Motor speed can be varied by changing the frequency of the input power waveform. The equation below shows how the frequency affects the speed of a three phase induction motor.

$$\text{Speed} = \frac{120 * \text{Fundamental Input Frequency}}{\text{Number of Motor Poles}}$$

## How does a VFD work?

A VFD takes the fixed frequency and voltage sine wave from the power grid or power station and puts it through a few steps in order to allow the VFD user to vary the frequency and in turn control the motor speed. First it rectifies the AC power into DC Power. Because of this step, a term commonly used instead of VFD is inverter. This only describes one step of what the VFD does to the power waveform. Once rectified into a DC voltage the drive sends the power through a set of transistors or switches. These switches can take the DC waveform and by opening and closing at certain speeds and durations can create an output waveform that mimics the sine wave that is required to drive a three phase electric motor. The output wave form is known as a Pulse Width Modulation (PWM) waveform because the waveform is created by multiple pulses of the switches at short intervals.



Figure 1 PWM Waveform

## What variables should be considered when deciding whether to power a motor with a VFD?

VFD compatibility with motors is complex. As a result, many variables must be considered when determining the suitability of a particular motor for use with a VFD. These variables include:

- Torque requirements (Constant or Variable)
- Speed Range
- Line / System Voltage
- Cable length between the VFD and the motor
- Drive switching (carrier) frequency
- Motor construction

- VFD dv/dt - winding end turn differential in voltage versus differential in time
- High temperatures or high humidity
- Grounding system

Wider speed ranges, higher voltages, higher switching frequencies, insufficient grounding and increased cable lengths all add to the severity of the application and, therefore, the potential for premature motor failure.

## How does a VFD affect the motor?

There are many things to consider when a motor is powered using a VFD or PWM power. When a motor is powered by a PWM waveform the motor windings very often see a large differential voltage, either from phase to phase or turn to turn. When the voltage differential becomes large enough it creates a reaction at the molecular level that converts available oxygen into O<sub>3</sub>. This phenomenon is called partial discharge or corona. This reaction creates energy in the form of light and heat. This energy has a corrosive effect on the varnish used to protect the motor windings. PWM waveforms can also magnify shaft voltages which lead to arcing across the bearing and causing premature bearing failure. Corrective action must be taken to mitigate these issues that arise when using an electric motor with a VFD.

## How do I protect the motor?

Nidec Motor Corporation (NMC) has developed specific motor designs to decrease the harmful affects that a VFD can have on a motor. NMC's INVERTER GRADE<sup>®</sup> insulation system is the first line of defense against corona and phase to phase faults that can be common when a motor is powered using a PWM waveform. The INVERTER GRADE<sup>®</sup> insulation system is standard on all of NMC's Inverter Duty products. Along with the INVERTER GRADE<sup>®</sup> insulation, thermostats are installed as a minimum protection against over heating the motor. Special consideration must also be given to bearings in motors powered by VFD's. In order to create a low resistance path to ground for built up shaft voltages a shaft grounding device can be used. On larger horsepower motors an insulated bearing system should be used in conjunction with the shaft grounding device when installed, to force the stray shaft voltages to ground. The bearing failures are more prominent on motors with thrust handling bearings. NMC has created an Inverter Duty vertical motor line that not only uses the INVERTER GRADE<sup>®</sup> insulation system, but that also comes standard with a shaft grounding device. On motors that are 100 HP and greater the thrust bearing is also insulated for additional protection.

## What does "Inverter Duty" mean?

An Inverter Duty motor should describe a motor that helps mitigate potential failure modes of a motor that is powered by a VFD. Inverter duty motor windings should be able to withstand the voltage spikes per NEMA MG1 Part 31.4.4.2 and protect against overheating when the motor is run at slow speeds. On thrust handling bearings it is apparent that the bearings require additional protection. Inverter Duty vertical motors should have a shaft grounding device to protect the motor bearings from fluting due to voltage discharge through the bearing. On larger motors (100HP and larger) the shaft should also be electrically isolated from the frame in order to aid the shaft grounding ring in discharging the shaft voltages to ground.

\*This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL<sup>®</sup> & CSA<sup>®</sup> listings where indicated.

## Thermal Overloads and Single Phase Motors

Motors with thermal overloads installed may not operate properly on a VFD. The current carrying thermal overload is designed for sine wave power. Operation on a VFD may cause nuisance tripping or potentially not protect the motor as would be expected on line power. Thermostats or thermistors installed in the motor and connected properly to the VFD may provide suitable thermal overload protection when operating on a VFD. (consult codes for installation requirements)

Single phase motors and other fractional horsepower ratings are not designed to be operated on a VFD. Within Nidec Motor Corporation standard products, all motors NEMA<sup>®†</sup> 48 frame (5.5" diameter) and smaller are not suitable for VFD applications. Three phase 56 and 143/145 frame applications should be noted on the catalog price page; or if in doubt ask a Nidec Motor Corporation technical representative for recommendations on compatibility with a VFD.

## Slow Speed Motors

Motors with a base design of slower than six poles require special consideration regarding VFD sizing and minimizing harmonic distortion created at the motor terminals due to cable installation characteristics. Additional external PWM waveform filters and shielded motor cables designed for PWM power may be required to provide acceptable motor life. Harmonic distortion on the output waveform should be kept to a minimum level (less than 10%) mismatch impedance.

## 690V Applications

Motors that are rated for 690VAC and that will be powered by 690VAC PWM VFDs require the use of an external filter to limit peak voltage spikes and the use of an INVERTER GRADE<sup>®</sup> motor. Where available, an alternative to using an output filter is to upgrade to a 2300V insulation system.

## Low Voltage TITAN<sup>®</sup> Motors

When using 449 frame and larger motors on PWM type VFDs consider the use of an external filter and shielded motor cables designed for PWM power to minimize harmonic distortion and peak voltages at the motor terminals. Harmonic distortion on the output waveform should be kept to a minimum level (less than 10%).

## Bearing Currents Related to PWM Waveforms

Protection of the motor bearings from shaft currents caused by common mode voltages is becoming a standard feature on Inverter Duty motor products. Some installations may be prone to a voltage discharge condition through the motor bearings called Electrical Discharge Machining (EDM) or fluting. Vertical HOLLOWSHAFT and HOSTILE DUTY World Motor come with grounding devices installed as standard. EDM damage is related to characteristics of the PWM waveform, and the VFD programming, and installations factors.

### Bearing Protection on Inverter Duty Vertical Motors

All U.S. MOTORS<sup>®</sup> brand "Inverter Duty" vertical products have a shaft grounding system that allows damaging shaft currents a low resistance path to ground. **Bearings on vertical motors fed by VFD power without this bearing protection are not covered under any warranty.** All other bearing failure is covered per NMC's standard warranty. An electric motor repair shop approved to service U.S. MOTORS<sup>®</sup> brand motors must verify that the cause of the bearing failure was not due to EDM damage.

## Guideline For Insulated Anti-Friction Bearings

Bearing insulation is required to prevent circulating shaft currents which can damage bearings. Circulating shaft current can be caused by use of improper power and/or ground cables, improper grounding systems and higher switching frequencies. Finding and correcting the external condition(s) is the responsibility of the system designer or specifying engineer. To prevent circulating shaft current in motors with anti-friction bearings, Nidec Motor Corporation's standard practice is to insulate the non-drive end bearing.

Adjustable Speed Drives produce a common mode voltage condition. To interrupt common mode voltage on induction motors of all sizes, NEMA MG1-2018 Part 31 recommends insulating both bearings. In cases where both anti-friction bearings are insulated, the system designer or specifying engineer should determine whether to apply one or more of the following options to prevent or reduce shaft currents: sinewave filters, line reactors or mechanical devices, such as shaft grounding or an insulated half coupling. Motors with shaft grounding devices are not suitable for installation in hazardous locations unless housed in an enclosure suitable for the specified Division (or Zone), Class and Group(s).

## Multiple Motors on a Single VFD

Special considerations are required when multiple motors are powered from a single VFD unit. Most VFD manufacturers can provide guidelines for proper motor thermal considerations and starting/stopping of motors. Cable runs from the VFD and each motor can create conditions that will cause extra stress on the motor winding. Filters may be required at the motor to provide maximum motor life.

## Grounding and Cable Installation Guidelines

Proper output winding and grounding practices can be instrumental in minimizing motor related failures caused by PWM waveform characteristics and installation factors. VFD manufacturers typically provide detailed guidelines on the proper grounding of the motor to the VFD and output cable routing. Cabling manufacturers provide recommended cable types for PWM installations and critical information concerning output wiring impedance and capacitance to ground.

## Integrated Motor and Inverter

By integrating the motor and inverter at NMC's manufacturing facility, many of the motor compatibility problems are minimized or eliminated. During the manufacturing process, the motor is matched to the inverter characteristics which ensures the winding temperature and torque levels meet the design specification. Since the inverter output wiring to the motor is nearly eliminated, bearing currents are rarely experienced. When the unit is properly grounded, reducing the output cable lengths in conjunction with an inverter grade insulation system and low factory setting of the switching frequency of the inverter drive, results in low risk of voltage peaks produced by the PWM waveform.

## Vertical Motors on VFDs

Vertical motors operated on VFD power present unique conditions that may require consideration by the user or installation engineer:

- Locked rotor and drive tripping caused by non-reversing-ratchet operation at low motor speeds. It is not recommended to operate motors at less than 1/4 of synchronous speed. If slow speeds are required contact NMC engineering.
- Unexpected / unacceptable system vibration and or noise levels caused by the torque pulsation characteristics of the PWM waveform, a system critical frequency falling inside the variable speed range of the process or the added harmonic content of the PWM waveform exciting a system component
- Application related problems related to the controlled acceleration/deceleration and torque of the motor on VFD power and the building of system pressure/ load.
- The impact the reduction of pump speed has on the down thrust reflected to the pump motor and any minimum thrust requirements of the motor bearings
- Water hammer during shutdown damaging the non-reversing ratchet

## Humidity and Non-operational Conditions

The possible build-up of condensation inside the motor due to storage in an uncontrolled environment or non-operational periods in an installation, can lead to an increased rate of premature winding or bearing failures when combined with the stresses associated with PWM waveform characteristics. Moisture and condensation in and on the motor winding over time can provide tracking paths to ground, lower the resistance of the motor winding to ground, and lower the Corona Inception Voltage (CIV) level of the winding.

Proper storage and maintenance guidelines are important to minimize the potential of premature failures. Space heaters or trickle voltage heating methods are the common methods for drying out a winding that has low resistance readings. **Damage caused by these factors are not covered by the limited warranty provided for the motor unless appropriate heating methods are properly utilized during non-operational periods and prior to motor start-up.**

NEMA<sup>®†</sup> Application Guide for AC Adjustable Speed Drive Systems: <http://www.nema.org/stds/acadjustable.cfm#download>

\* This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL<sup>®†</sup> & CSA<sup>®†</sup> listings where indicated.

# Warranty Guidelines for Integral Horsepower (IHP)\* Motors on Variable Frequency Drives

## Warranty Guidelines

The information in the following section refers to the motor and drive application guidelines and limitations for warranty.

### Hazardous Location Motors

Use of a variable frequency drive with the motors in this catalog, intended for use in hazardous locations, is only approved for Division 1, Class I, Group D hazardous location motors with a T2B temperature code, with a limitation of 2:1 constant torque or 10:1 variable torque output. **No other stock hazardous location motors are inherently suitable for operation with a variable frequency drive.** If other requirements are needed, including non-listed Division 2, please contact your Nidec Motor Corporation territory manager to conduct an engineering inquiry.

### 575 Volt Motors

575 volt motors can be applied on Inverters when output filters are used. Contact the drive manufacturer for filter selection and installation requirements.

### Applying INVERTER GRADE® Insulated Motors on Variable Frequency Drives (2, 4, 6 pole)

The products within this catalog labeled “Inverter Duty” or “Vector Duty” are considered INVERTER GRADE® insulated motors. INVERTER GRADE® motors exceed the NEMA® MG-1 Part 31 standard. Nidec Motor Corporation provides a three-year limited warranty on all NEMA® frame INVERTER GRADE® insulated motors and allows long cable runs between the motor and the VFD (limited to 400 feet without output filters). Cable distance can be further limited by hot and humid environments and VFD manufacturers cable limits. These motors may be appropriate for certain severe inverter applications or when the factors relating to the end use application are undefined (such as spares).

Nidec Motor Corporation’s U.S. Motors® brand is available in the following INVERTER GRADE® insulated motors:

- Inverter Duty NEMA® frame motors good for 20:1 Variable Torque & 5:1 Constant Torque, including Vertical Type RUSI (10:1 V.T.)
- Inverter Duty motors rated for 20:1 Constant Torque
- ACCU-Torq® and Vector Duty Motors with full torque to 0 Speed or 5000:1
- 841 Plus® NEMA® Frame Motors

### Applying Premium Efficient motors (that do not have INVERTER GRADE® insulation) on Variable Frequency Drives (2, 4, 6 pole)

Premium efficient motors without INVERTER GRADE insulation meet minimum NEMA® MG-1, Section IV, Part 31.4.4.2. These motors can be used with Variable Frequency Drives (with a reduced warranty period) under the following parameters:

- On NEMA® frame 447 and smaller motors, 20:1 speed rating on variable torque loads & 4:1 speed range on constant torque loads.
- On TITAN® 449 and larger frame motors, 10:1 speed rating on variable torque loads.

- On TITAN® frame motors, inquiry required for suitability on constant torque loads.

Cable distances are for reference only and can be further limited by hot and humid environments (refer to Table 1). Refer to specific VFD

Table 1 - Cable Distances			
Maximum Cable Distance VFD to Motor			
Switching Frequency	460 Volt	230 Volt	380 Volt
3 KHz	127 ft	400 ft	218 ft
6 KHz	90 ft	307 ft	154 ft
9 KHz	73 ft	251 ft	126 ft
12 KHz	64 ft	217 ft	109 ft
15 KHz	57 ft	194 ft	98 ft
20 KHz	49 ft	168 ft	85 ft

manufacturers cable limits. Refer to the Motor/ Inverter Compatibility page for special consideration of vertical motor bearings.

## Warranty Period Clarifications and Exceptions

### Standard Energy Efficient Exclusion

Applying Standard & Energy Efficient Motors on Variable Frequency Drives is not recommended. VFD related failures on standard and energy efficient motors will not be covered under warranty.

### Vertical Motor Windings

Premium efficient vertical motors without INVERTER GRADE® insulation that are installed using the criteria described in this document and applied in the correct applications shall have a warranty while powered by a VFD for 12 months from date of installation or 18 months from date of manufacturing whichever comes first. See limited warranty page for horizontal motor warranty periods.

### Bearing Exclusion for Thrust Handling Bearings

Bearings used in premium efficient vertical motors, and all thrust handling bearings, that are powered by VFDs without shaft grounding devices or insulated bearings (when required) will not be covered under any warranty for damages caused from being powered by a VFD. All other bearing failure is covered per NMC’s standard warranty. An electric motor repair shop approved to service U.S. MOTORS® brand motors must verify that the cause of the bearing failure was not due to Electrical Discharge Machining.

### Medium Voltage and Slow Speed Considerations

Motors that are rated above 700 VAC or that are eight pole and slower require special consideration and installation and are not covered under the warranty guidelines in this document. Motors that are rated above 700VAC have special cable length and voltage differential issues that are specific to the VFD type and manufacture. The motor construction and cost may vary dramatically depending on the VFD topology and construction. Contact your NMC representative with VFD manufacturer name and model type for application and motor construction considerations. Motors that are designed eight pole and slower also require special installation and filters per the drive manufacturer.

\* This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL® & CSA® listings where indicated.