DATA SHEET

Three Phase Induction Motor - Squirrel Cage

:



Customer

Catalog # : 25038X13C447TS Frame : : : 47TS Insulation class : : : : : : : : : : : : : : : : : : :	Product line		: NEMA Premium Efficient	ciency T	hree- Pro	oduct code :	1192442	6
Insulation class : F Mounting ::-1 Ambient temperature :-20°C to +40°C Approx. weight method ::Direct On Line Ambient temperature ::20°C to +40°C Approx. weight method ::Direct On Line Protection degree ::P55 :P55 :P56 :P56 Dutput [HP] :250 :200 :200 :200 :200 requency [Hz] :60 :50 :50.3 sq.ft.lb : requency [Hz] :60 :50 :50.3 sq.ft.lb : ated votage [M] :460 :380 :400 :: : Atack outage [M] :60x(Code H) :5x(Code I) :: :: :: :iso lad current [A] :: :: :: :: :: :: :iso lad current [A] :: <td colspan="2"></td> <td>Thase</td> <td colspan="2">Catalog # :</td> <td>italog # :</td> <td colspan="2">25036XT3G447TS</td>			Thase	Catalog # :		italog # :	25036XT3G447TS	
Dutput [HP] 250 200 200 200 200 Yeles 2 2 2 2 2 2 requency [Hz] 60 50 50 50 50 stated vortent [A] 2665 255 240 256 256 256	Insulation class Duty cycle Ambient temperature Altitude Protection degree		: F : Cont.(S1) : -20°C to +40°C : 1000 m.a.s.l. : IP55	: F : Cont.(S1) : -20°C to +40°C : 1000 m.a.s.l. : IP55		Mounting Rotation ¹ Starting method Approx. weight ³		CW and CCW) On Line
ordes 2 3 <td>-</td> <td></td> <td></td> <td></td> <td>200</td> <td>20</td> <td>0</td> <td>200</td>	-				200	20	0	200
requency [Hz] 60 50 50 50 Sated voltage [V] 460 380 4000 415 Sated voltage [V] 269 265 255 245 R. Amperes [A] 2150 1988 2193 2279 RC [A] 6.0x(Code H) 7.5x(Code H) 8.6x(Code J) 9.3x(Code K) stated speed [RPM] 5570 2975 2975 2975 Stated speed [RPM] 0.83 0.00 0.83 0.83 coked roto torque [%] 240 220 229 240 revice factor 1.15 1.00 1.00 1.00 fervice factor 1.15 1.00 1.00 1.00 cocked rotor torque [%] 28 (cold) 18 (hot) 32 (cold) 18 (hot)								
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Rated current [A] 269 265 255 244 R. Amperes [A] 2150 1988 2193 2279 R.C [A] 8.0x(Code H) 7.5x(Code H) 8.6x(Code J) 9.3x(Code K) load current [A] 60.9 60.2 64.1 67.0 lated speed [RPM] 3570 2975 2975 2975 lip [%] 0.83 1.00 0.83 0.83 0.83 ckled torque [%] 240 220 229 240 preakdown torque [%] 240 220 229 240 cked tor 1.15 1.00 1.00 1.00 1.00 effector 25 (coid) 18 (hot) 32								
R. Amperes [Å] 2150 1988 2193 2279 RC [Å] 8.0x(Code H) 7.5x(Code H) 8.6x(Code J) 9.3x(Code K) 0 load current [Å] 0.09 60.2 64.1 67.0 ated speed [RPM] 3570 2970 2975 2975 ated speed [RPM] 0.83 1.00 0.83 0.83 okd corque [%] 240 220 229 240 ated torque [%] 280 277 300 320 irenzed factor 1.15 1.00 1.00 1.00 emperature rise 325 (cold) 18s (hot) 322 (cold) 18s (hot) 322 (cold) 18s (hot) 322 (cold) 18s (hot) obse level? 87.0 dB(A) 87.0 dB(A) 87.0 dB(A) 87.0 dB(A) 87.0 dB(A) Efficiency (%) 25% 94.4 95.4 95.4 95.4 95.4 Power Factor 50% 0.61 0.58 0.56 56.0 95.0 75% 95.4 95.4 95.4 95.4 95.4								-
RC [A] 8.0x(Code H) 7.5x(Code H) 8.6x(Code J) 9.3x(Code K) ko load current [A] 60.9 60.2 64.1 67.0 ated speed [RPM] 3570 2975 2975 2975 sile [%] 0.83 1.00 0.83 0.63 ated torque [%] 240 220 229 240 breakdown torque [%] 280 270 300 320 brevice factor 1.15 1.00 1.00 1.00 1.00 ferrice factor 1.15 1.00 1.00 1.00 1.00 1.00 cocked rotor time 32s (cold) 18s (hot) 35.4 95.4 95.4 95.4 95.4	. R. Amperes [A]							
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Emperature rise 80 K 82 (cold) 18s (hot) 87 0 dB(A) 87 0 dB(A) <th8< td=""><td></td><td>[, v]</td><td></td><td></td><td></td><td></td><td></td><td></td></th8<>		[, v]						
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Noise level? 87.0 dB(A) 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 94.5 95.0 95.0 95.0 95.0 95.0 95.4 95.4 95.4 95.4 95.4 95.4 95.4 95.4 95.4 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.6 95.4 95.4 95.4 95.4 95.4 95.8 0.6 0.6 0.6 0.6 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8								
25% 94.5 94.9 94.9 94.5 Efficiency (%) 75% 95.0 95.0 95.0 95.4 75% 95.4 95.4 95.4 95.4 95.4 Power Factor 50% 0.83 0.61 0.61 0.58 0.56 Power Factor 50% 0.83 0.83 0.81 0.79 75% 0.89 0.89 0.88 0.87 0.90 0.89 0.89 Power Factor 50% 0.89 0.89 0.89 0.88 0.87 0.90 0.89 0.80 0.81 0.71 0.80								
Efficiency (%) 50% 95.0 95.0 95.0 95.0 95.0 95.0 95.0 95.0 95.4		25%		0				
Efficiency (%) 75% 95.4								
100% 95.8 95.4 95.4 95.4 95.4 95.4 95.8 Power Factor 25% 0.61 0.61 0.53 0.56 75% 0.83 0.83 0.83 0.81 0.79 75% 0.89 0.89 0.89 0.89 0.89 Bearing type : 6314 C3 6314 C3 6314 C3 Max. traction : 1717 lb Sealing : Oil Seal Lip Seal Max. compression : 4306 lb Lubricant amount : 27 g 27 g Max. compression : 4306 lb Lubricant type : Mobil Polyrex EM Max. compression : 4306 lb Notes : : Mobil Polyrex EM Max. compression : 4306 lb Notes : : : : : : 10 Loking the motor from the shaft end. : : : : : (2) Measured at 1m and with tolerance of +3dB(A). : : : : :	Efficiency (%)							
Power Factor 25% 0.61 0.61 0.58 0.56 50% 0.83 0.83 0.83 0.81 0.79 75% 0.89 0.89 0.88 0.87 100% 0.90 0.90 0.89 0.88 0.87 Sealing : 6314 C3 6314 C3 6314 C3 Max. traction : 1717 lb Sealing : Oil Seal Lip Seal Max. traction : 1717 lb Lubrication interval : 3604 h 3604 h Max. compression : 4306 lb Lubrication interval : 27 g 27 g 27 g Lubrication treplaces and cancel the previous one, which must be eliminated. Mobil Polyrex EM These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEMA MG-1. You be auright subject to changes after manufacturing process. (4) At 100% of full load. Performed Checked Date Performed by								
Power Factor 50% 0.83 0.83 0.83 0.81 0.79 75% 0.89 0.89 0.89 0.88 0.87 100% 0.90 0.90 0.89 0.89 0.89 Bearing type : 6314 C3 6314 C3 6314 C3 Sealing : 01 Seal Lip Seal Max. traction : 1717 lb Sealing tubrication interval : 3604 h 3604 h Max. compression : 4306 lb Lubricant amount : 27 g 27 g Mobil Polyrex EM Max. compression : 4306 lb Notes Mobil Polyrex EM Mobil Polyrex EM Max. compression : 4306 lb Notes : Mobil Polyrex EM Max. compression : 4306 lb Notes : : Mobil Polyrex EM Max. compression : 4306 lb Notes : : : : 0.83 : 0.84 MG-1. (2) Measured at 1m and with tolerance of +3dB(A). : : 0.84 : 0.84 MG-1. (3) Approximate weight subject to changes after manufacturing process. : 0.84								
Power Factor 75% 0.89 0.89 0.89 0.88 0.87 100% 0.90 0.90 0.89 0.89 0.89 0.89 Bearing type : 6314 C3 6314 C3 6314 C3 Max. traction : 1717 lb Sealing : Oil Seal Lip Seal Lip Seal Max. compression : 4306 lb Lubricant mount : 27 g 27 g Max. compression : 4306 lb Lubricant type : Mobil Polyrex EM Max. compression : 4306 lb Notes Mobil Polyrex EM Mose supply, subject to the tolerances stipulated in NEMA MG-1. (1) Looking the motor from the shaft end. (2) Measured at 1m and with tolerance of +3dB(A). MG-1. (3) Approximate weight subject to changes after manufacturing process. (4) At 100% of full load. Performed Date Rev. Changes Summary Performed Checked by Page Revision								
100% 0.90 0.90 0.89 0.89 Bearing type : 6314 C3 6314 C3 6314 C3 6314 C3 Sealing : Oil Seal Lip Seal Max. traction : 1717 lb Lubrication interval : 3604 h 3604 h Max. compression : 4306 lb Lubrication interval : 3604 h 3604 h Max. compression : 4306 lb Lubrication interval : 3604 h 3604 h Max. compression : 4306 lb Notes Mobil Polyrex EM Max. traction : : 4306 lb Notes Mobil Polyrex EM Max. traction : : 4306 lb Notes Mobil Polyrex EM Mobil Polyrex EM Max. traction : : : Notes This revision replaces and cancel the previous one, which must be eliminated. . These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEMA (1) Looking the motor from the shaft end. (2) Measured at 1m and with tolerance of +3dB(A).	Power Factor							
Drive end Bearing type Drive end 6314 C3 Non drive end 6314 C3 Foundation loads Sealing Oil Seal Lip Seal Lubrication interval 3604 h 3604 h Lubricant amount 27 g 27 g Lubricant type Mobil Polyrex EM Max. compression Notes Mobil Polyrex EM These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEMA (1) Looking the motor from the shaft end. (2) Measured at 1m and with tolerance of +3dB(A). MG-1. (3) Approximate weight subject to changes after manufacturing process. MG-1. Rev. Changes Summary Performed Checked by Performed by Checked by Page Revision								
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must be eliminated. power supply, subject to the tolerances stipulated in NEMA (1) Looking the motor from the shaft end. power supply, subject to the tolerances stipulated in NEMA (2) Measured at 1m and with tolerance of +3dB(A). MG-1. (3) Approximate weight subject to changes after manufacturing process. Performed (4) At 100% of full load. Performed Checked Performed by Performed by Page Checked by Page Revision	Notes							
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Date 13/04/2022 1 / 22							Page	Revision
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DATA SHEET

Three Phase Induction Motor - Squirrel Cage

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Customer

ID	Application	Туре	Quantity	Sensing 1	Femperature
1	Winding	Thermostat - 2 wires	1 x Phase		55 °C
1	winding	memostat - 2 wires	I X FIIdSe		55 C
Pov	Char		Performed	Checked	Dete
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TORQUE AND CURRENT VS SPEED CURVE

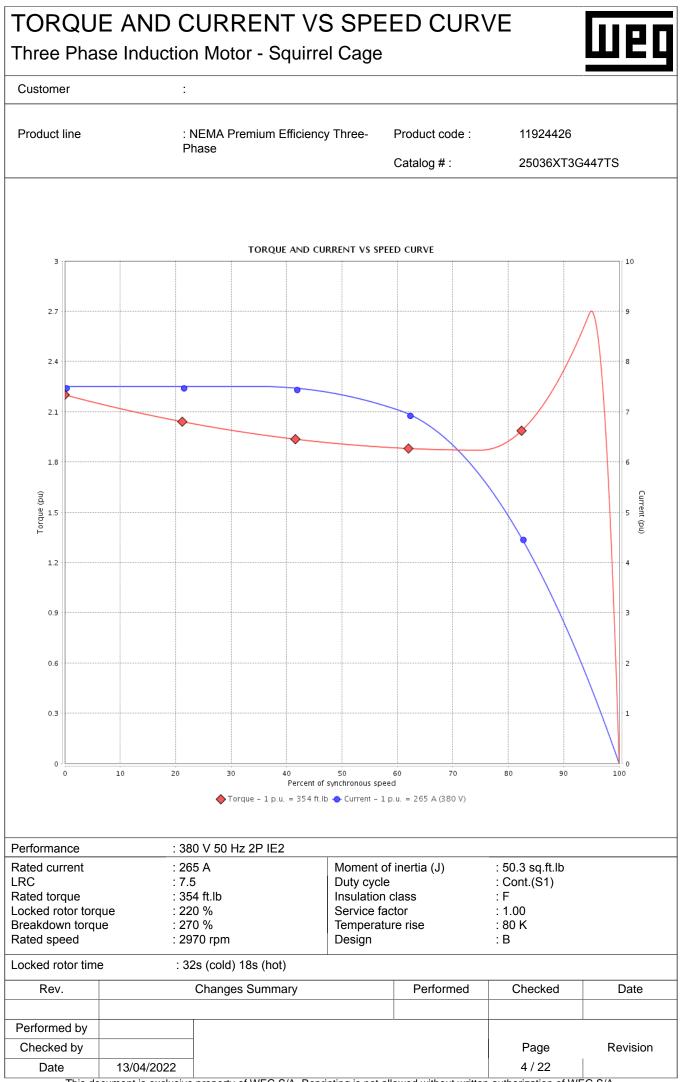
Three Phase Induction Motor - Squirrel Cage

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Product line	: NEMA Premium Efficiency	y Three- Product	Product code : 11924426	
	Phase	Catalog	#: 25036XT	3G447TS
	TORQUE AND CU	RRENT VS SPEED CURVE		
3				
				\wedge
2.7				9
2.4				8
2.1			×	7
1.8				6
ŝ				5
(nd) an 1.5 o F				
Ê				Ĕ
1.2				4
0.9				3
0.6				2
0.3				
0				0
0 10	Percent of	50 60 synchronous speed	70 80 90	100
	◆ Torque - 1 p.u. = 368 ft.lt	ы 😈 синепt – тр.ü. = 269 А	(100 V)	
Performance	: 460 V 60 Hz 2P			
Rated current	: 269 A	Moment of inertia (
RC Rated torque	: 8.0 : 368 ft.lb	Duty cycle Insulation class	: Cont.(S1) : F	
ocked rotor torque Breakdown torque	: 240 % : 280 %	Service factor Temperature rise	: 1.15 : 80 K	
Rated speed	: 3570 rpm	Design	: B	
ocked rotor time	: 32s (cold) 18s (hot)	·		
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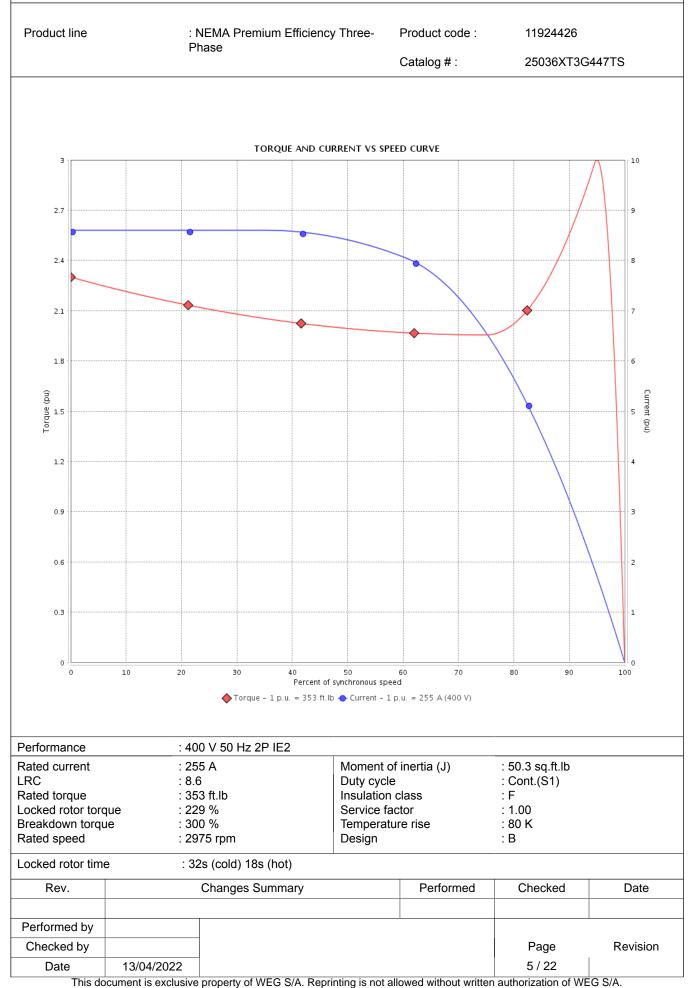
TORQUE AND CURRENT VS SPEED CURVE

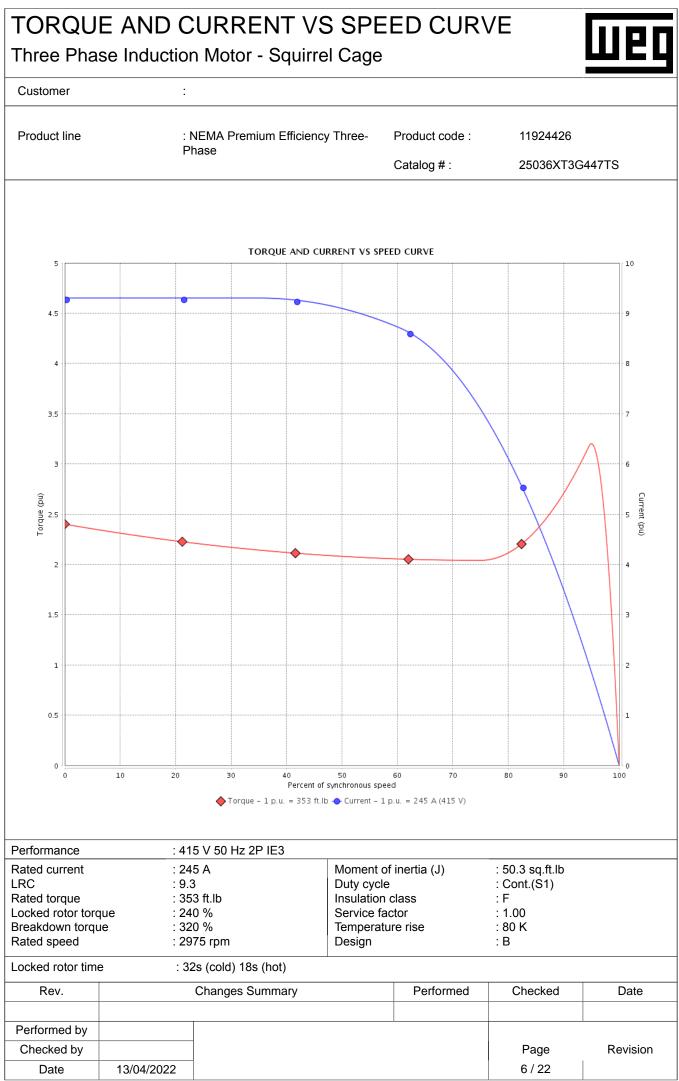
Three Phase Induction Motor - Squirrel Cage

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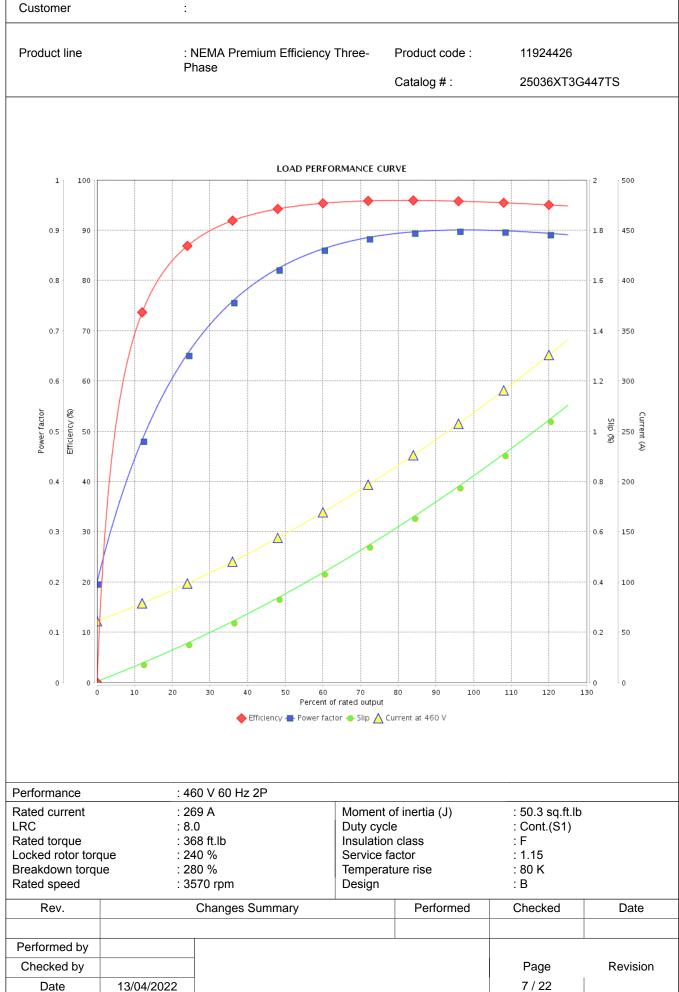
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Three Phase Induction Motor - Squirrel Cage

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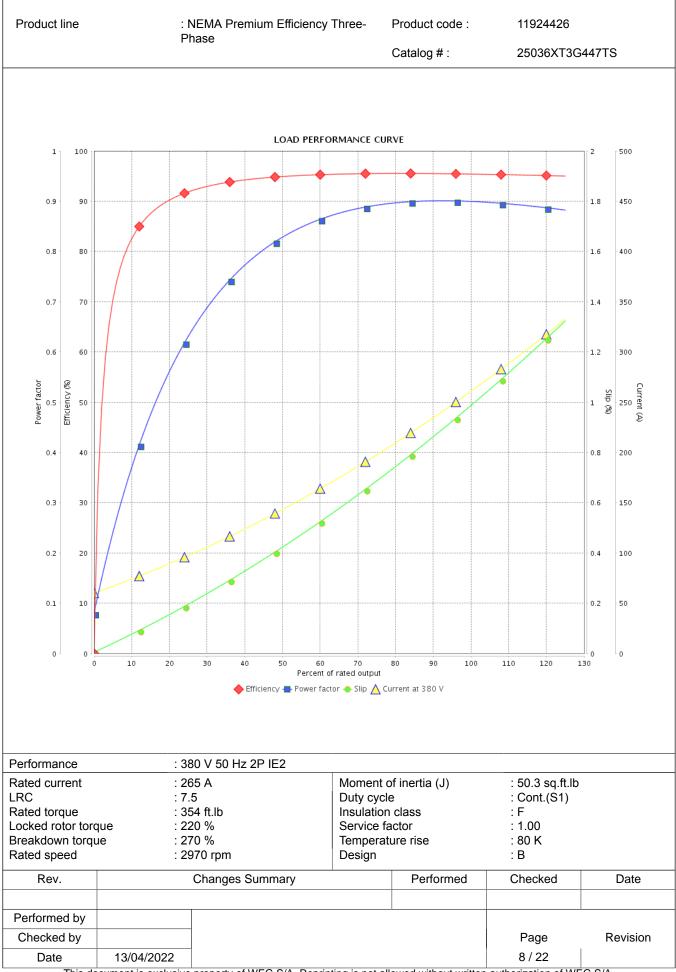
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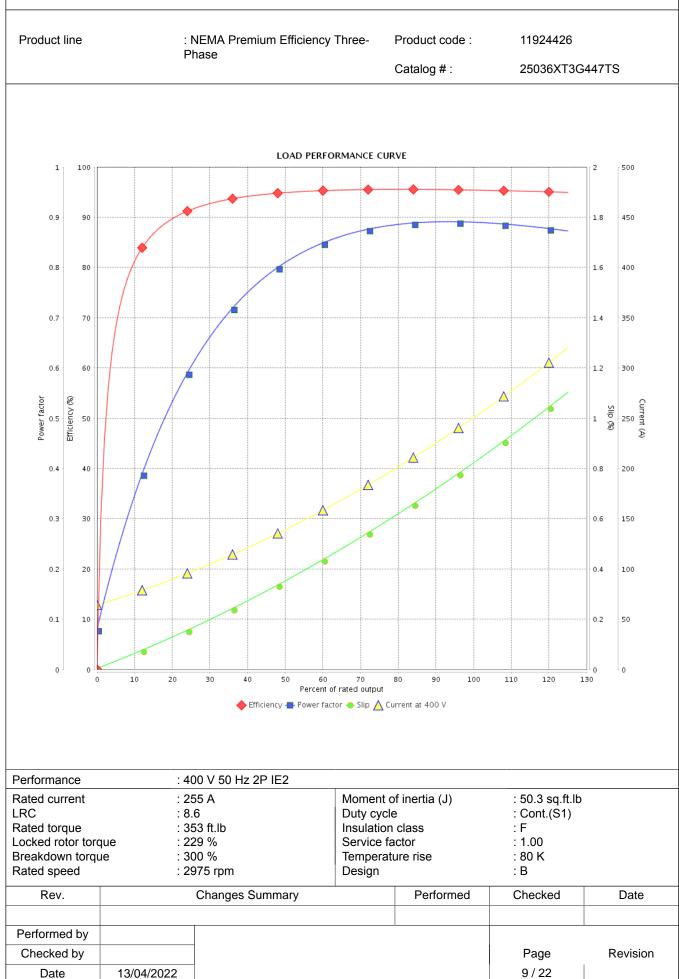
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Three Phase Induction Motor - Squirrel Cage

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Customer



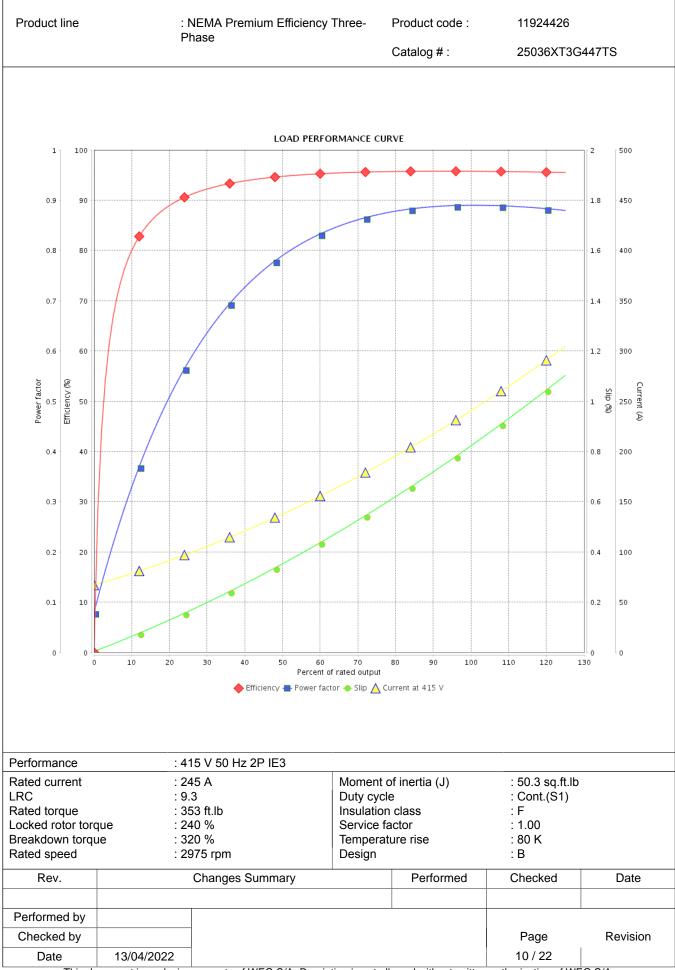
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Customer



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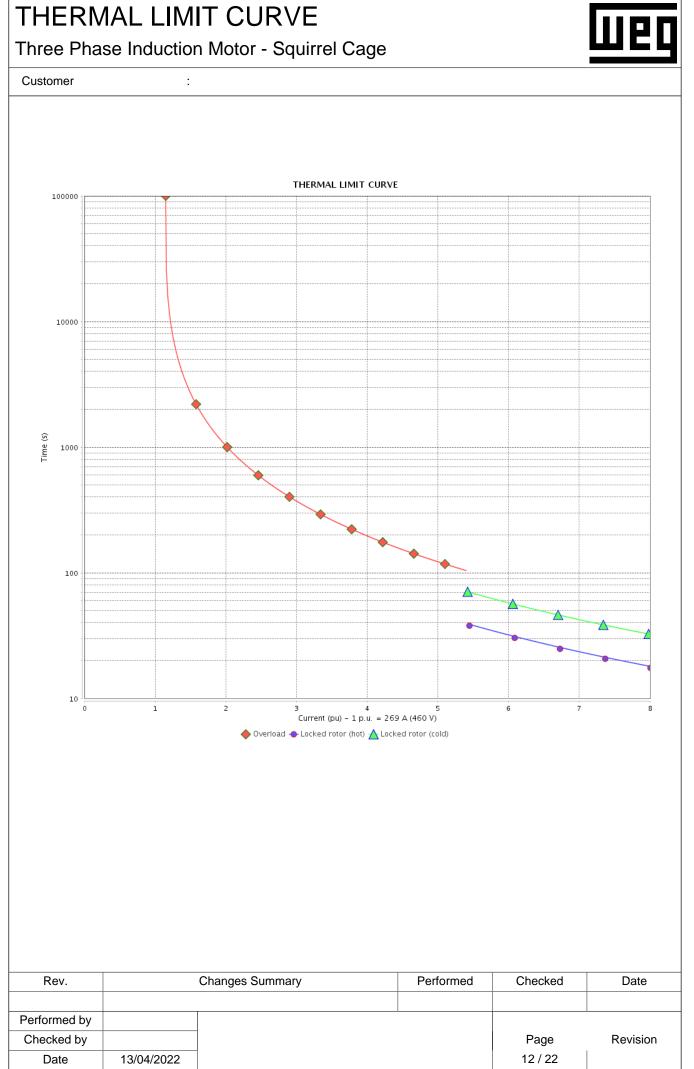
Three Phase Induction Motor - Squirrel Cage

Customer

: NEMA Premium Efficiency Three-	Product code :	11924426
Phase	Catalog # :	25036XT3G447TS

Шед

Performance	: 46	60 V 60 Hz 2P				
Rated current LRC Rated torque Locked rotor toro Breakdown torqu Rated speed	: 8. : 36 jue : 24 ie : 28	69 A 0 68 ft.lb 40 % 80 % 570 rpm	Moment of inertia (J) Duty cycle Insulation class Service factor Temperature rise Design		: 50.3 sq.ft.lb : Cont.(S1) : F : 1.15 : 80 K : B	
Heating constant						
Cooling constant						
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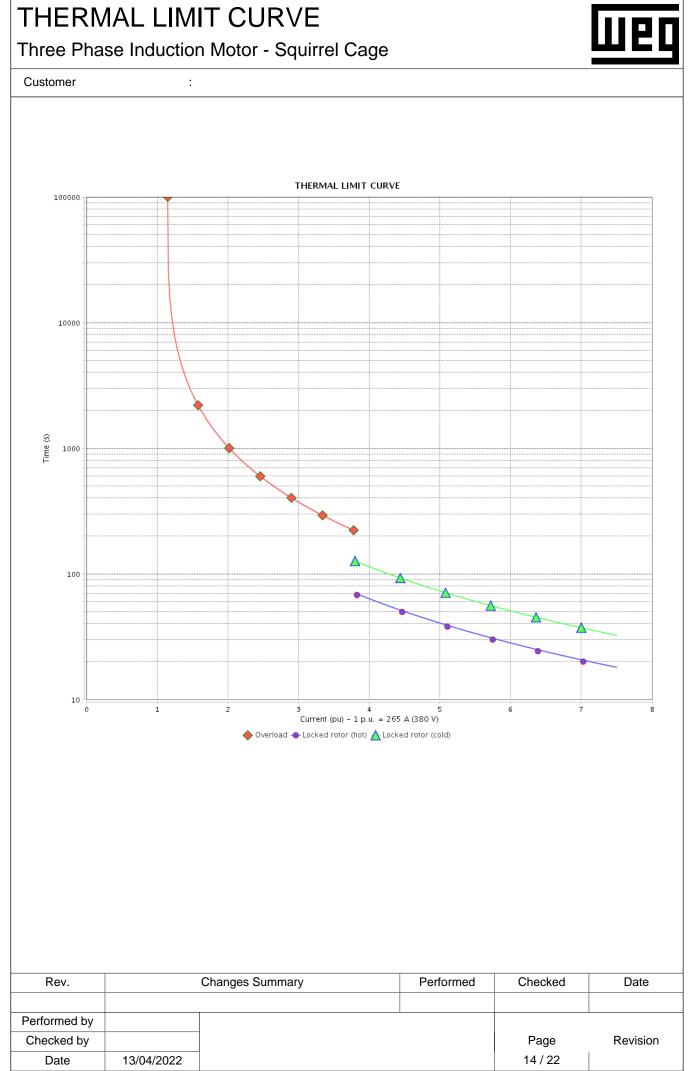
Three Phase Induction Motor - Squirrel Cage

Customer

: NEMA Premium Efficiency Three-	Product code :	11924426
Phase	Catalog # :	25036XT3G447TS

Шеq

Performance	: 3	80 V 50 Hz 2P IE2				
Rated current LRC Rated torque Locked rotor torc Breakdown torqu Rated speed	: 7 : 3 jue : 2	65 A .5 54 ft.lb 20 % 70 % 970 rpm	Moment of inertia (J) Duty cycle Insulation class Service factor Temperature rise Design		: 50.3 sq.ft.lb : Cont.(S1) : F : 1.00 : 80 K : B	
Heating constant						
Cooling constant						
Rev.		Changes Summary		Performed	Checked	Date
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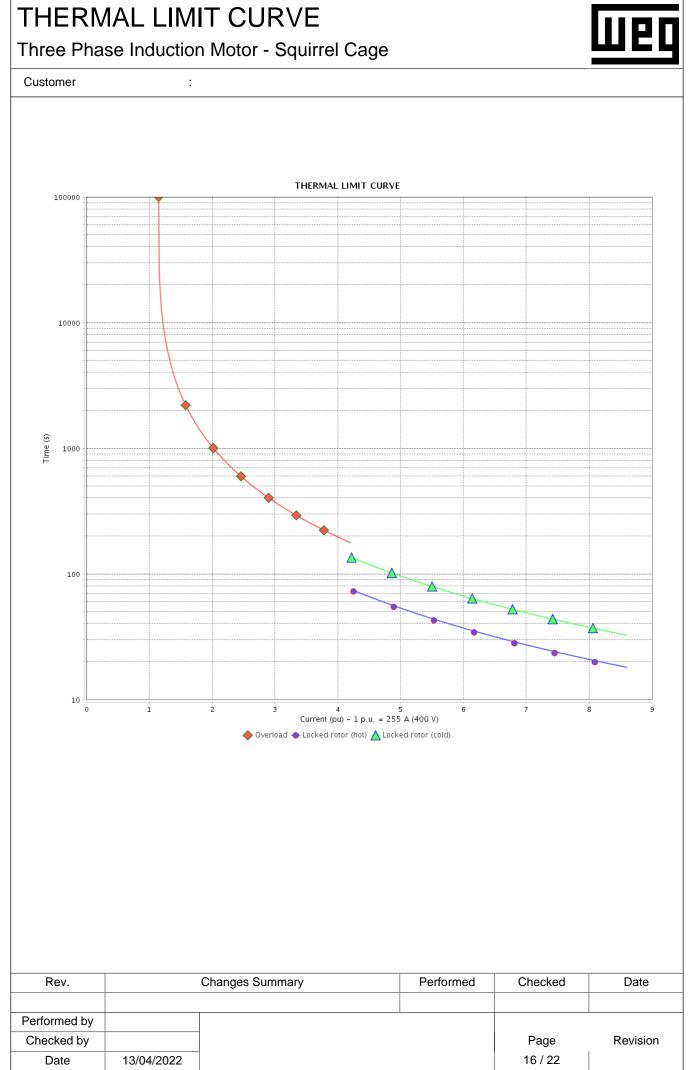
Three Phase Induction Motor - Squirrel Cage

Customer

Product line : NEMA Premium Efficiency Three-	Product code :	11924426	
	Phase	Catalog # :	25036XT3G447TS

Шеq

Performance	: 4	00 V 50 Hz 2P IE2				
Rated current LRC Rated torque Locked rotor torc Breakdown torqu Rated speed	: 8 : 3 iue : 2 ie : 3	55 A .6 53 ft.lb 29 % 00 % 975 rpm	Moment of inertia (J) Duty cycle Insulation class Service factor Temperature rise Design		: Cont.(S1) ss : F r : 1.00	
Heating constant Cooling constant						
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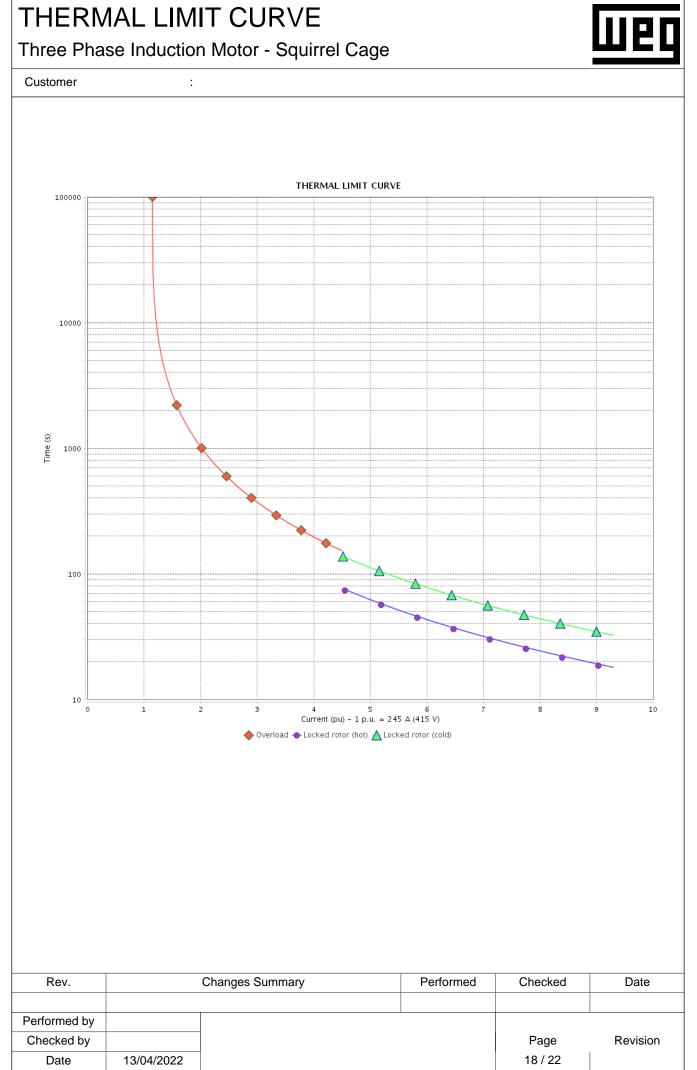
Three Phase Induction Motor - Squirrel Cage

Customer

Product line : NEMA Premium Efficiency Three-	Product code :	11924426	
	Phase	Catalog # :	25036XT3G447TS

Шед

Performance	: 41	15 V 50 Hz 2P IE3				
Rated current LRC Rated torque Locked rotor toro Breakdown torqu Rated speed	: 9. : 35 jue : 24 ie : 32	45 A 3 53 ft.lb 40 % 20 % 975 rpm	Moment of inertia (J) Duty cycle Insulation class Service factor Temperature rise Design		: 50.3 sq.ft.lb : Cont.(S1) : F : 1.00 : 80 K : B	
Heating constant						
Cooling constant						
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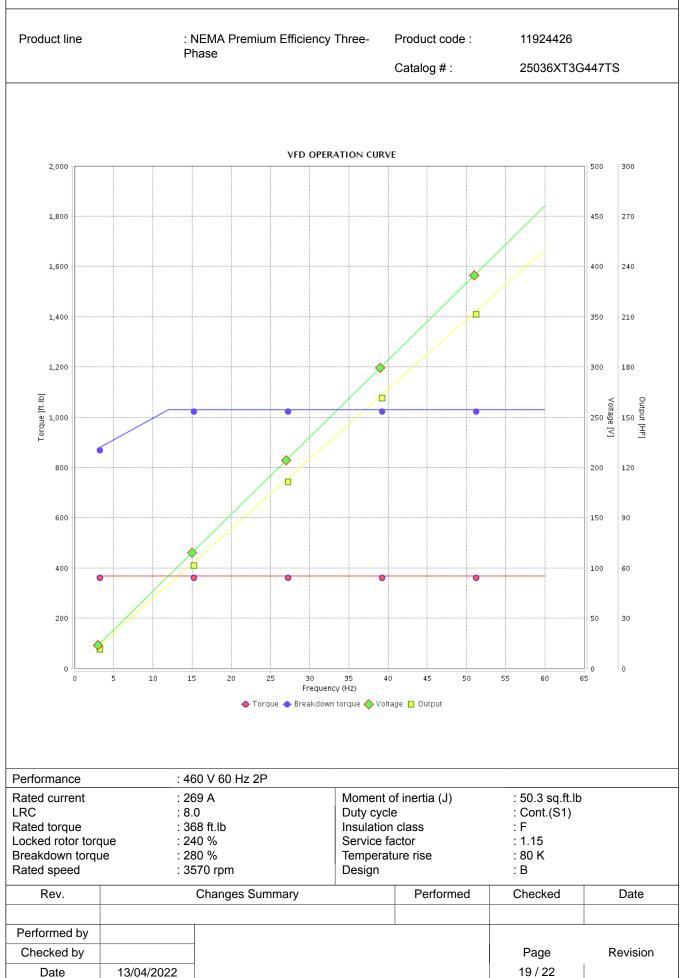


VFD OPERATION CURVE

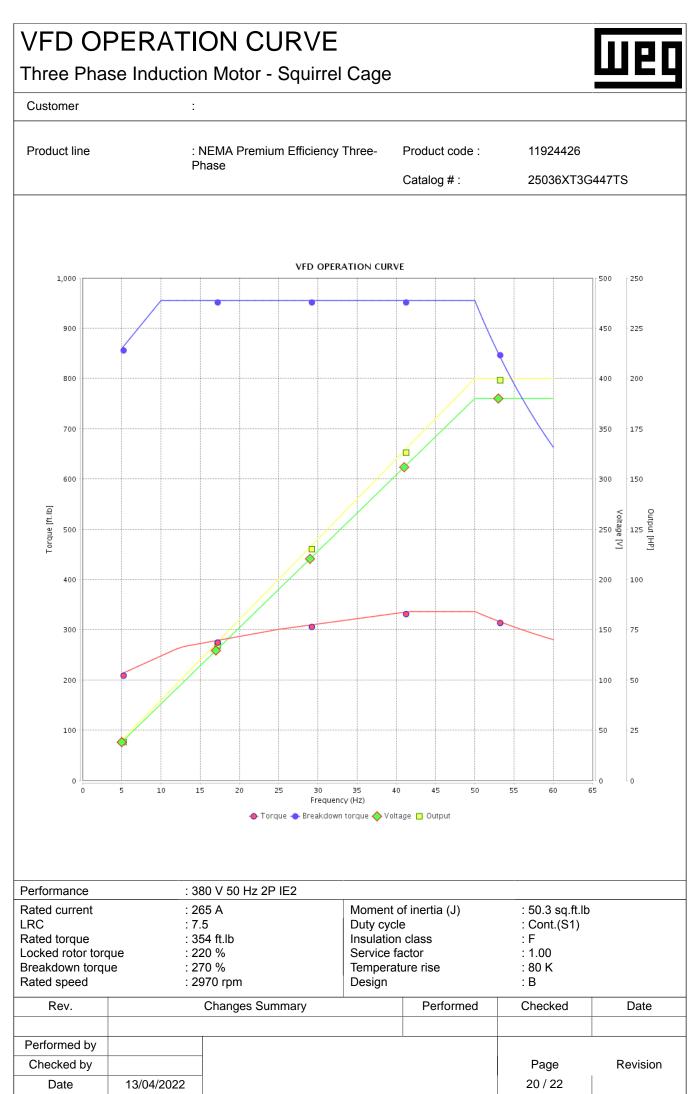
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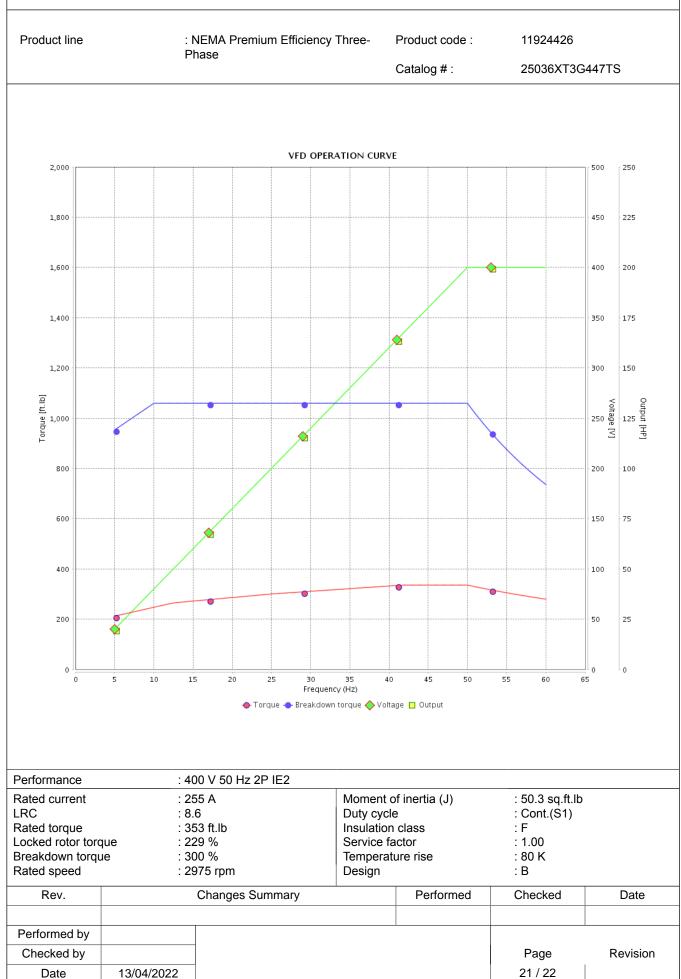


VFD OPERATION CURVE

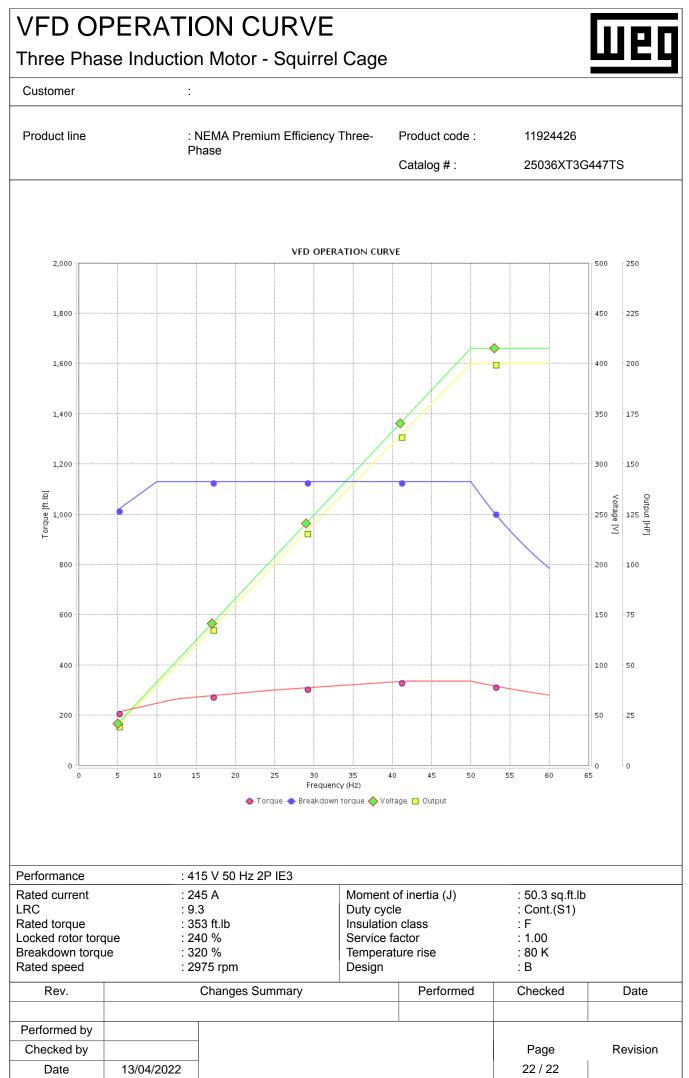
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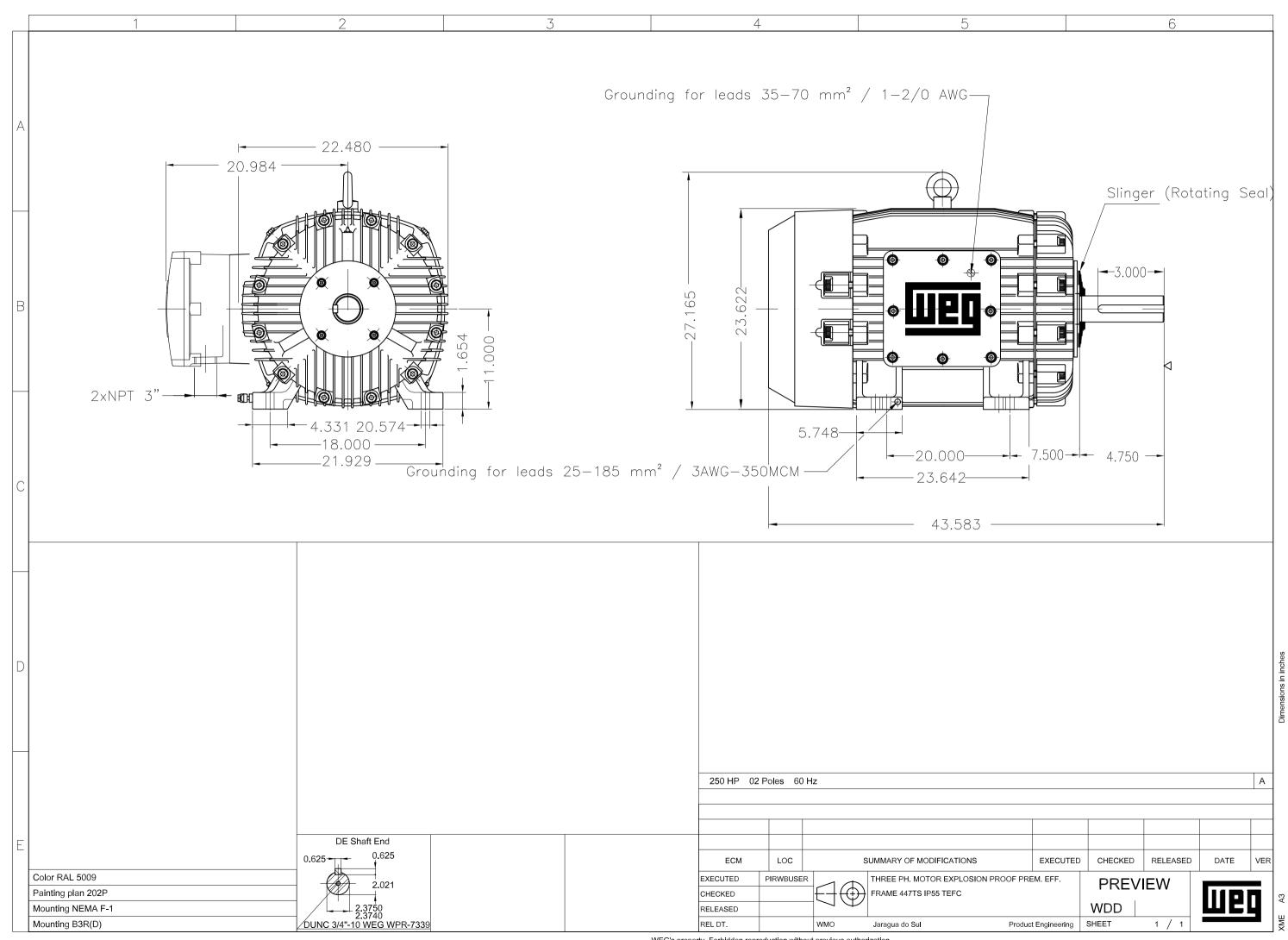
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