## DATA SHEET

Single Phase Induction Motor - Squirrel Cage

:

## Customer

Poles     4       requency [Hz]     60       tated vortent [A]     115/208-230       R. Amperes [A]     16/0.088.8-80.0       R. C. [A]     8.0x(Code L)       to load current [A]     12/25.26-6.10       tated speed [RPM]     1745       tig [%]     3.06       tated speed [RPM]     0.832       oxder forto from [%]     260       treakdown torque [%]     60 (Knot)       totake tord     50 (knot)       totake tord     <									
Insulation class     : F     Mounting     : F-1       Duty cycle     : Cont(S1)     Relation     : Both (CW and CCW)       Ambient temperature     : 20°C to +40°C     Starting method     : Direct On Line)       Ambient temperature     : 1000 m.a.s.l.     Moment of inertia (J)     : 0.0068 kgm²       Design     : L     Moment of inertia (J)     : 0.0068 kgm²     : 0.0068 kgm²       Duty (HP)     : Z     : 0.0011.1.0.0     : 0.0068 kgm²     : 0.0066 kgm²       Calad voltage (M)     : 115/208-230     : 0.0011.1.0.0     : 0.00168.8-80.0     : R. Repress (A)     : 0.0011.1.0.0     : 0.00168.8-80.0     : R. Repress (A)     : 0.0011.1.1.0.0     : 0	Product line		: Single-Phas	e		Product code :	13638771		
Insulation class     : F     Mounting     : F-1       Duty cycle     : Cont(S1)     Relation     : Both (CW and CCW)       Ambient temperature     : 20°C to +40°C     Starting method     : Direct On Line)       Ambient temperature     : 1000 m.a.s.l.     Moment of inertia (J)     : 0.0068 kgm²       Design     : L     Moment of inertia (J)     : 0.0068 kgm²     : 0.0068 kgm²       Duty (HP)     : Z     : 0.0011.1.0.0     : 0.0068 kgm²     : 0.0066 kgm²       Calad voltage (M)     : 115/208-230     : 0.0011.1.0.0     : 0.00168.8-80.0     : R. Repress (A)     : 0.0011.1.0.0     : 0.00168.8-80.0     : R. Repress (A)     : 0.0011.1.1.0.0     : 0	Frame		· 56HC		Cooling method		: IC411 - TF	FC	
Duty cycle     : Cont.(s1)     Rotation <sup>1</sup> : Eoth (CW) and CCW)       Attitude     : 20°C to +40°C     Starting method     : Direct On Line       Attitude     : 1000 nn as it.     Approx. weight <sup>16</sup> : 23.9 kg       Design     : L     2     Other (IPI)     : 0.0088 kgm <sup>2</sup> Didge [V]     : 1     : 0.0088 kgm <sup>2</sup> : 0.0088 kgm <sup>2</sup> Didge [V]     : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> Ated voltage [V]     : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> Starting method     : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> Ated voltage [V]     : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> : 0.00088 kgm <sup>2</sup> Ated voltage [V]     : 0.00078 kg - 0.0     : 0.00088 kgm <sup>2</sup> : 0.0008 kg - 0.0       RC [A]     : 0.0008 kg - 0.0     : 0.0008 kg - 0.0     : 0.0008 kg - 0.0       Tated speed [RFM]     : 0.024 cg - 0.0     : 0.000 cg - 0.0     : 0.000 cg - 0.0       ing (Se)     : 0.000 cg - 0.0     : 0.000 cg - 0.0     : 0.0     : 0.0       ing (Se)     : 0.000 cg - 0.0									
Ambient temperature     : 20°C (b r 40°C)     Starting method     : Direct on Line       Antibude     : IO00 m.s.t.     : Direct on Line     Approx. weight*     : 23.9 kg       Protection degree     : L     .     .     : 0.0068 kgm²       Design     : L     .     .     : 0.0068 kgm²       Torgenery [H2]     : 60     .     .     .       Tated voltage [V]     : 15/208-230     .     .     .       Starting method     : 80 Kg code L)     .     .     .     .       R Amperes [A]     : 60/88.8-80.0     .							: Both (CW	and CCW)	
Altitude     : 1000 m.a.s.l.     Approx. weight <sup>b</sup> : 2.3 kg       Protection degree     : IP55     Moment of inertia (J)     : 0.0068 kgm <sup>2</sup> Datput [HP]     2     -     -       Goles     4     -     -       requency [H2]     60     -     -       Kade voltage [V]     -     115/208-230     -       Stade durent [A]     8.0x(Code L)     -     -       KC [A]     8.0x(Code L)     -     -       Ide drouge [K]     -     -     -     -       Ide drouge [K]     -     260     -     -     -       ing [%]     -     260     -     -     -     -       ing [%]     -     260     -									
Protection degree     : IL     Moment of inertia (J)     : 0.0068 kgm²       Dutput [HP]     2     2     2       foles     4									
Design     : L       Dutput [HP]     2       foiles     4       requency [H2]     60       taded voltage [V]     115/208-230       tated current [A]     20/011.1-10.0       R. Amperse [A]     16/0/88.8-0.0       R. C[A]     8.0x(Code L)       to load current [A]     22/5.26.6.10       tated speed [RPM]     1745       tated torque [Kg]     3.06       tated torque [Kg]     0.832       cocked froth torque [Kg]     260       tervice factor     80 K       emperature rise     80 K       ocked rotor time     105 (cold) 6s (hot)       toise level"     54.0 dB(A)       Efficiency (%)     75%       75%     0.76       100%     0.82       Drive end     Non drive end       Foundation loads     56 kgf       definition     0.82       Drive end     Non drive end       follow     0.76       100%     0.76       100%     0.82       Drive end     Non drive								m²	
ordes     4       requency [Hz]     60       tated voltage [V]     115/208-230       tated current [A]     20.0/11.1-10.0       R. Amperes [A]     16/0.88-86.0       Total current [A]     12/25.26-6.10       tated storage [V]     1745       tated storage [V]     1745       tated storage [V]     0.832       ocked rotor torque [Vg]     260       treakdown torque [Vg]     54.0 dB(A)       25%     70.0       75%     70.0       75%     0.66       100%     76.5       25%     0.66       100%     0.62       100%     0.62       100%		•							
requency [H2]     60       iated voltage [V]     115/208-230       iated current [A]     20.0/11.1-10.0       R. Amperes [A]     160/88 8-80.0       RC [A]     8.0x(Code L)       to lead current [A]     12.25/26-6.10       itade speed [RPM]     1745       itig [%]     3.06       itade torque [%]     260       cecked rotor torque [%]     260       reakdown torque [%]     260       cocked rotor time     10 S (cold) 6 is (hot)       loise level*     54.0 dB(A)       25%     70.0       75%     0.76       100%     78.5       25%     0.76       100%     0.82       Drive end     Non drive end       Lubrication interval     -       Lubrication interval     -	Output [HP]								
taided current [A]     115/208-230       taide current [A]     20/0111-110.0       R. Amperes [A]     160/88.8-80.0       RC [A]     8.0x(Code L)       to load current [A]     12/25/26-6.10       tated speed [RPM]     1745       tig [%]     3.06       tated torque [kgfm]     0.832       ocked robor torque [%]     260       terkdown torque [%]     60/K       tobse level <sup>2</sup> 54.0 dB(A)       terkdown torque [%]     76.5       tobse level <sup>2</sup> 55%       Power Factor     50%       tofficiency (%)									
lated current [A]     20.0/11.1-10.0       RC [A]     160048.88.0.0       RC [A]     8.0x(Code L)       lo load current [A]     12.2/5.26-6.10       ated speed [RMM]     1745       lip [%]     3.06       ated torque [kgfm]     0.832       ocked rotor torque [%]     260       envice factor     80 K       envice factor     90 K       cocked rotor time     10s level <sup>8</sup> 25%     70.0       56%     76.0       100%     76.0       100%     76.0       100%     0.82       Drive end Non drive end     Foundation loads       Bearing type     S042 ZZ       Sealing type     Wring     Rus       Lubrication interval     -       Lubrication interval     -       Lubrication inter									
R. Amperes [A]   160/88.8-0.0     RC [A]   8.0x(Code L)     to load current [A]   12.2/5.26-6.10     tated speed [RPM]   1745     tig [%]   0.832     ocked rotor torque [%]   260     reakdown torque [%]   260     ise level?   80 K     ocked rotor time   10s (cold) 6s (hot)     loise level?   54.0 dB(A)     25%   70.0     25%   70.0     25%   0.86     Power Factor   50%   0.76.0     100%   0.82   0.82     Drive end   Non drive end Max. traction   Max. traction     Bearing type   6204 ZZ   6202 ZZ     Sealing   : V'Ring   VRing Max. compression   : 80 kgf     Lubricant type   Mobil Polyrex EM   Max. compression </td <td colspan="2"></td> <td colspan="6"></td>									
RC [A]     8.0x(Code L)       io load current [A]     12.2/5.26-6.10       tated speed [RPM]     1745       tated speed [RPM]     0.832       ocked rotor torque [%]     260       revice factor     260       errivice factor     80 K       errivice factor     80 K       errivice factor     80 K       errivice factor     80 K       errivice factor     105 (cold) 56 (hot)       loise level?     55%       Efficiency (%)     55%       75%     70.0       75%     76.0       100%     78.5       Power Factor     50%       75%     0.76       100%     0.82       Drive end     Non drive end       Bearing type     6204 ZZ     6202 ZZ       Sealing     :     '       Lubricatin interval     :     -       Lubricatin interval     :     -       Lubricatin mount     :     -       Lubricatin interval     :     -       20 <t< td=""><td colspan="2"></td><td colspan="6"></td></t<>									
io load current [A]   12.2/5.26-6.10     tated speed [RPM]   1745     ilip [%]   3.06     cated torque [kgfm]   0.832     oxcked rotor torque [%]   260     irevice factor   260     errore factor   80 K     cacked rotor torque [%]   260     iservice factor   90 K     cacked rotor torme   100s (cold) 6s (hot)     iose level*   55%     25%   70.0     100%   78.5     25%   0.66     50%   0.76     100%   78.5     25%   0.76     100%   0.82     Power Factor   50%     100%   0.76     100%   0.82     Sealing   : VIRing <vring< td="">     Lubricatin interval   :     Lubricatin amount   :     Lubricatin tripe   Mobil Polyrex EM     Notes   These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEM MG-1.     (2) Measured 1tm and with tolerance of +3dB(A).  </vring<>									
tated speed [RPM]   1745     ilip (%)   3.06     tated torque [kgfm]   0.832     ocked rotor torque [%]   260     reakdown torque [%]   260     iervice factor   80 K     cocked rotor time   10s (cold) 6s (hot)     cocked rotor time   10s (cold) 6s (hot)     cocked rotor time   50%     Efficiency (%)   50%     75%   76.0     75%   76.0     75%   76.0     100%   78.5     25%   0.76     100%   0.82     Power Factor   6204 ZZ   6202 ZZ     Sealing   V/Ring   V/Ring     Lubrication interval   -   -									
Sile [%]   3.06     stated torque [kg/m]   0.832     ocked rotor torque [%]   260     erwice factor   260     erwice factor torque [%]   260     cocked rotor time   10s (cold) 6s (hot)     loss level?   54.0 dB(A)     Efficiency (%)   50%     75%   70.0     75%   76.0     100%   78.5     25%   0.66     75%   0.66     75%   0.76     100%   0.82     Power Factor   75%     75%   0.76     100%   0.82     Drive end Non drive end Lubrication interval   -     1. Ubrication interval   -     1. Ubrication interval   -     1. Ubrication interval   -     1. Ubrication treplaces and cancel the previous one, which must be eliminated.     (1) Looking the motor from the shaft end.     (2) Approximate weight subject to changes after manufacturing process.     (4) At 100% of full load.     Rev.   Changes Summary     Performed by   Checked by   Page     Ch									
This revision replaces and cancel the previous one, which must be eliminated.   O.832   O.832     This revision replaces and cancel the previous one, which must be eliminated.   O.832   O.832     This revision replaces and cancel the previous one, which must be eliminated.   O.832   O.832     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 NEM MG-1.     Yeasured at 1m and with tolerance of +3dB(A).   At 100% of full load.   These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEM MG-1.     Performed by   Changes Summary   Performed   Checked by   Performed   Page   Revision									
cocked rotor torque [%]   260     irreakdown torque [%]   260     irreakdown torque [%]   260     irreakdown torque [%]   260     irreakdown torque [%]   80 K     cocked rotor time   108 (cold) 68 (hot)     loise level?   54.0 dB(A)     Efficiency (%)   55%     75%   76.0     100%   76.0     100%   76.0     25%   0.66     25%   0.76     25%   0.76     100%   0.82     Power Factor   6204 ZZ   6202 ZZ     Saling   V'Ring <v'ring< td="">     Lubrication interval   -     100%   V'Ring<v'ring< td="">     Lubrication interval   -     1   -     Lubrication interval   -     1   -     101   Mobil Polyrex EM     Notes   Mobil Polyrex EM     This revision replaces and cancel the previous one, which must be liminated.     (2) Apacymicate weight subject to changes after manufacturing process.     (3) Approximate weight subject to changes after manufacturing process.</v'ring<></v'ring<>	Slip [%]								
This revision replaces and cancel the previous one, which must be eliminated. 1) Cooking the motor from the shaft end. (2) Approximate weight subject to changes after manufacturing process. (4) At 100% of full load. Rev. Changes Summary Performed Checked Date Page Revision Page	Rated torque [kgfm]								
ervice factor   80 K     emperature rise   80 K     cocked rotor time   105 (cold) 65 (hot)     loise level*   54.0 dB(A)     Efficiency (%)   50%     75%   76.0     100%   78.5     25%   0.66     50%   0.66     75%   0.76     100%   0.82     Power Factor   75%     75%   0.66     75%   0.66     75%   0.66     100%   0.82     Drive end   Non drive end     Aux. traction   : 56 kgf     Max. compression   : 80 kgf     Lubrication interval   :     Lubricating type   : Mobil Polyrex EM     Notes   Mobil Polyrex EM     Mclassing the motor from the shaft end.   2) Approximate weight subject to changes after manufacturing process.     (4) At 100% of full load.   Endees Summary   Per	Locked rotor torque [%]		260						
Emperature rise 80 K   cocked rotor time 10s (cold) 6s (hot)   loise level? 54.0 dB(A)   Efficiency (%) 50%   75% 76.0   100% 78.5   25% 0.66   75% 0.76   100% 0.82   Power Factor 50%   75% 0.76   100% 0.82   Edring type 5204 ZZ   Sealing V'Ring <v'ring< td="">   Lubrication interval -   - -   Lubrication replaces and cancel the previous one, which 11 Looking the motor from the shaft end.   (1) Looking the motor from the shaft end.   (2) Agasured at 1m and with tolerance of +33B(A), 3) Approximate weight subject to changes after manufacturing process.   (4) At 100% of full load.   Rev. Changes Summary   Performed   Changes Summary   Performed   Changes Summary   Page   Revision</v'ring<>	Breakdown torque [%]								
oocked rotor time   10s (cold) 6s (hot)     loise level?   54.0 dB(A)     Efficiency (%)   50%     75%   76.0     100%   78.5     Power Factor   50%     75%   0.76     100%   0.82     Power Factor   50%     100%   0.82     Bearing type   6204 ZZ     6204 ZZ   6202 ZZ     Sealing   V'Ring     Lubrication interval   -     1   -     Lubrication interval   -     1   -     Lubrication tother shaft end.     (2) Measured at 1m and with tolerance of +3dB(A).     (3) Approximate weight subject to changes after manufacturing process.     (4) At 100% of full load.     Rev.   Changes Summary     Performed by   Page     Performed by   Page	Service factor								
ocked rotor time   10s (cold) 6s (hot)     loise level*   54.0 dB(A)     Efficiency (%)   25%     75%   76.0     100%   78.5     Power Factor   25%     75%   0.76     100%   0.82     Power Factor   25%     25%   0.76     100%   0.82     Bearing type   6204 ZZ   6202 ZZ     Sealing   V'Ring   V'Ring     Lubrication interval   -   -     Lubrication interval   -   -     Lubrication treplaces and cancel the previous one, which must be eliminated.   Max. traction   : 56 kgf     Notes   Mobil Polyrex EM   Max. compression   : 80 kgf     Notes   Mobil Polyrex EM   Max. compression   : 80 kgf     Mostin tolerance of +3dB(A).   3/Approximate weight subject to changes after manufacturing process.   (A) At 100% of full load.   Max     Rev.   Changes Summary   Performed   Checked   Date     Performed by	Temperature rise		80 K						
loise level?   54.0 dB(A)     Efficiency (%)   50%     25%   70.0     75%   76.0     100%   78.5     25%   0.66     75%   0.76     100%   0.82     Bearing type   6204 ZZ   6202 ZZ     Sealing   VRing   VRing     Lubrication interval   -   -     Lubrication	Locked rotor time								
Efficiency (%) 25% 70.0   Fificiency (%) 50% 76.0   100% 78.5   25% 78.5   25% 0.66   75% 0.76   100% 0.82   Power Factor 50%   25% 0.76   100% 0.82   Sealing :   Lubrication interval :   : -   Lubrication treplaces and cancel the previous one, which must be eliminated.   (1) Looking the motor from the shaft end.   (2) Measured at 1 m and with tolerance of +3dB(A).   (3) Approximate weight subject to changes after manufacturing process.   (4) At 100% of full load.   Rev. Changes Summary   Performed   Checked by	Noise level <sup>2</sup>								
Efficiency (%)   50%   70.0     75%   76.0     Power Factor   50%   0.66     75%   0.76     100%   0.82     Drive end   Non drive end     Rearing type   6204 ZZ   6202 ZZ     Sealing   V'Ring   V'Ring     Lubrication interval   -   -     Lubricant amount   -   -     Lubricant type   Mobil Polyrex EM   Max. traction   : 56 kgf     Notes   Mobil Polyrex EM   Max. traction   : 80 kgf     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 NEM MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   MG-1.     (3) Approximate weight subject to changes after manufacturing process.   Max.   Performed     (4) At 100% of full load.   Page   Revision		25%							
Efficiency (%)   75%   76.0     100%   78.5     Power Factor   50%   0.66     75%   0.76     100%   0.82     Bearing type   6204 ZZ   6202 ZZ     Sealing   :   VRing   VRing     Lubrication interval   :   -   -     Lubrication interval   :   -   -     Lubrication tinterval   :   -   -     Lubrication troplaces and cancel the previous one, which must be eliminated.   Mobil Polyrex EM   Max. traction   : 80 kgf     Notes   :   :   -   -   -     (1) Looking the motor from the shaft end.   :   :   :   MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   :   :   :   :   :     (3) Approximate weight subject to changes after manufacturing process.   :   :   :   :   :   :  <	Efficiency (%)		70.0						
100%   78.5     Power Factor   50%   0.66     75%   0.76     100%   0.82     Bearing type   :   6204 ZZ   6202 ZZ     Sealing   :   V'Ring   V'Ring     Lubrication interval   :   -   -     Lubrication interval   :   -   -     Lubrication support   :   Mobil Polyrex EM   Max. raction   : 56 kgf     Notes   Mobil Polyrex EM   Mobil Polyrex EM   Max. compression   : 80 kgf     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 NEM     (1) Looking the motor from the shaft end.   (2) Measured at 1m and with tolerance of +3dB(A).     (3) Approximate weight subject to changes after manufacturing process.   (4) At 100% of full load.   MG-1.     Rev.   Changes Summary   Performed   Checked   Date     Performed by									
Power Factor   25%   0.66     50%   0.76     75%   0.76     100%   0.82     Bearing type   : 6204 ZZ   6202 ZZ     Sealing   : V'Ring   V'Ring     Lubrication interval   :   -     Lubrication interval   :   -     Lubrication interval   :   -     Lubrication interval   :   -     Lubricant type   : Mobil Polyrex EM   Max. compression   : 80 kgf     Notes   Mobil Polyrex EM   Max. compression   : 80 kgf     Motist be eliminated.   :   -   .     (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 by   .   .   .   .   .   .   .     (A totobo f full load.   . <td< td=""><td></td><td></td><td colspan="6"></td></td<>									
Power Factor   50%   0.66     75%   0.76   0.82     Drive end   Non drive end   Foundation loads     Bearing type   :   6204 ZZ   6202 ZZ     Sealing   :   V'Ring   V'Ring     Lubrication interval   :   -   -     Lubrication mount   :   -   -     Lubricant type   :   Mobil Polyrex EM   Max. compression   : 80 kgf     Notes   :   :   -   -   -     This revision replaces and cancel the previous one, which must be eliminated.   :   :   :   :     (1) Looking the motor from the shaft end.   :   :   :   :   :   MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   :				10.0					
Power Factor   75%   0.76     100%   Drive end   Non drive end   0.82     Bearing type   :   6204 ZZ   6202 ZZ     Sealing   :   VRing   VRing     Lubrication interval   :   -   -     Lubricant amount   :   -   -     Lubricant type   :   Mobil Polyrex EM   Max. traction   : 80 kgf     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 NEM 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.   .   Performed   Checked by     (4) At 100% of full load.   .   Performed   Checked Date	Power Factor		0.66						
100%   0.82     Bearing type   :   6204 ZZ   6202 ZZ     Sealing   :   V'Ring   V'Ring     Lubrication interval   :   -   -     Lubrication interval   :   Mobil Polyrex EM   Max. compression   :80 kgf     Notes   :   :   :   :   :   :   :     This revision replaces and cancel the previous one, which must be eliminated.   :   :   :   :   :   :   :   :   :   :									
Drive end Bearing type   Drive end 6204 ZZ   Foundation loads Max. traction   Sealing Statubility (Max. compression   Sealing (Max. compression <ths< td=""><td></td><td></td><td colspan="5"></td></ths<>									
Bearing type   :   6204 ZZ   6202 ZZ   Max. traction   :::56 kgf     Sealing   :   V'Ring   V'Ring   Max. compression   :::80 kgf     Lubrication interval   :   -   -   -     Lubricant amount   :   -   -   -     Lubricant type   :   Mobil Polyrex EM   Max. compression   :::80 kgf     Notes   :   :::Mobil Polyrex EM   Max. compression   :::80 kgf     This revision replaces 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 NEM MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   :::MG-1.   :::MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   :::MG-1.   :::MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   :::MG-1.   ::::MG-1.     (2) Approximate weight subject to changes after manufacturing process.   ::::MG-1.   ::::::::::::::::::::::::::::::::::::		.0070	Drivo and	Non drive and	Foundati				
Sealing   :   V'Ring   V'Ring   Max. contribution   :   80 kgf     Lubrication interval   :   -<	Rearing type						501.0		
Lubrication interval   :   -   -     Lubricant amount   :   -   -     Lubricant type   :   Mobil Polyrex EM     Notes   .   .   .     This revision replaces and cancel the previous one, which must be eliminated.   .   .     (1) Looking the motor from the shaft end.   .   .   .     (2) Measured at 1m and with tolerance of +3dB(A).   .   .   .   .     (3) Approximate weight subject to changes after manufacturing process.   .   .   .   .     (4) At 100% of full load.   .   .   .   .   .   .     Performed by							Ų		
Lubricant amount   :   -   -     Lubricant type   :   Mobil Polyrex EM     Notes   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 NEM (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.     (4) At 100% of full load.   Performed   Checked   Date     Performed by	•		•	v Ring	wax. cor	npression	: 80 kgr		
Lubricant type   :   Mobil Polyrex EM     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 NEM (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.     (4) At 100% of full load.   Performed   Checked   Date     Performed by   Page   Revision			-	-					
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 NEM MG-1.     (1) Looking the motor from the shaft end.   These are average values based on tests with sinusoidal power supply, subject to the tolerances stipulated in NEM MG-1.     (2) Measured at 1m and with tolerance of +3dB(A).   MG-1.     (3) Approximate weight subject to changes after manufacturing process.   MG-1.     (4) At 100% of full load.   Performed   Checked   Date     Performed by   Page   Revision			-						
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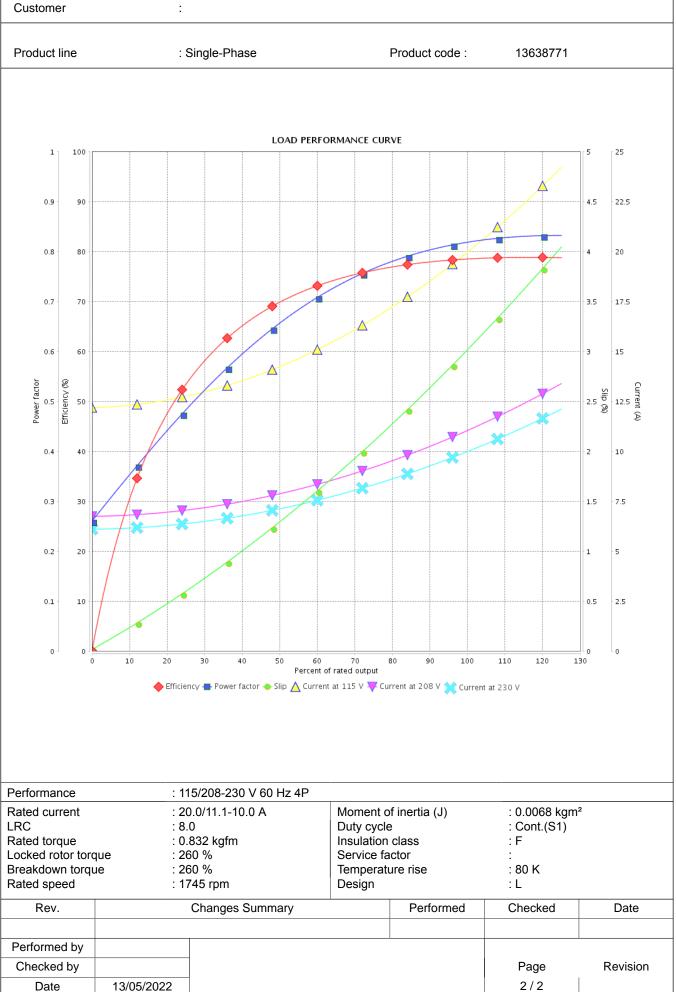
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## LOAD PERFORMANCE CURVE

Single Phase Induction Motor - Squirrel Cage

Customer



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