# DATA SHEET



|   | :  |                             |                  |                  |                       |               |               |  |
|---|--|-----------------------------|------------------|------------------|-----------------------|---------------|---------------|--|
| Product line : W22 Brake Motor Efficiency Three-P   |  |                             | IA Premium       | Product code :   | 13945491              | 13945491      |               |  |
| Frame   |  | : 254T                      |                  | Locked           | rotor time            | : 37s (cold)  | 21s (hot)     |  |
| Output  |  |                             |                  | ature rise       | : 80 K                | (,            |               |  |
| Poles   |  | : 4                         | ,                | Duty cyc         |                       | : Cont.(S1)   |               |  |
| Frequency   |  | : 60 Hz                     |                  |                  | temperature           | : -20°C to +  | 40°C          |  |
| Rated voltage   |  | : 575 V                     |                  | Altitude         | '                     | : 1000 m.a.s  | s.l.          |  |
| Rated current   |  | : 14.4 A                    |                  |                  | on degree             | : IP55        |               |  |
| L. R. Amperes   |  | : 92.2 A                    |                  | Cooling          |                       | : IC411 - TE  | FC            |  |
| LRC   |  | : 6.4x(Cod                  | e G)             | Mountin          |                       | : F-1         |               |  |
| No load current   |  | : 5.84 A                    | /                | Rotation         |                       | : Both (CW    | and CCW)      |  |
| Rated speed   |  | : 1770 rpm                  |                  | Noise le         |                       | : 64.0 dB(A)  |               |  |
| Slip  |  | : 1.67 %                    |                  | Starting         |                       | : Direct On I |               |  |
| Rated torque  |  | : 6.15 kgfm                 | 1                | Approx.          |                       | : 144 kg      |               |  |
| Locked rotor tor  | ane  | : 229 %                     | •                | , tpprox.        | Worgin                | . III Ng      |               |  |
| Breakdown torq  | •  | : 250 %                     |                  |                  |                       |               |               |  |
| Insulation class  | <b></b>  | : F                         |                  |                  |                       |               |               |  |
| Service factor  |  | : 1.25                      |                  |                  |                       |               |               |  |
| Moment of inerti  | ia ( I)  | : 0.1104 kg                 | ım²              |                  |                       |               |               |  |
| Design  | ia (0)   | : B                         | ,,,,             |                  |                       |               |               |  |
|   |  |                             |                  |                  |                       |               |               |  |
| Output  | 50%  | 75%                         | 100%             | Foundati         | on loads              |               |               |  |
| Efficiency (%)  | 91.0   | 91.7                        | 92.4             | Max. trac        | tion                  | : 170 kgf     |               |  |
| Power Factor  | 0.68   | 0.78                        | 0.83             |                  | Max. compression      |               | : 314 kgf     |  |
| Losses at norma   | tive operating   | points (spee                | ed;torque), in p | percentage of ra | ated output power     |               |               |  |
| P1 (0,9;1,0)  | P2 (0,5;1,0  | 1                           |                  | P4 (0,9;0,5)     | P5 (0,5;0,5)          | P6 (0,5;0,25) | P7 (0,25;0,25 |  |
| 8.1   | 7.0  |                             | 6.5              | 3.9              | 2.8                   | 1.8           | 1.3           |  |
|   | _  |                             | Drive end        |                  | Non drive end         | <del>-</del>  |               |  |
| Bearing type  |  |                             | 6309 C3          |                  | 6209 C3               | <u> </u>      |               |  |
| Sealing type  |  |                             | V'Ring           |                  | Lip Seal              |               |               |  |
|   | val  |                             | 20000 h          |                  | 20000 h               |               |               |  |
| Lubrication inter   |  |                             | 13 g             |                  |                       |               |               |  |
| Lubrication inter   | nt   |                             |                  |                  | 9 a                   |               |               |  |
| Lubricant amour   | nt   | :                           | •                | Mobil Polyrex    | 9 g<br>.EM            |               |               |  |
|   | nt<br>   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour<br>Lubricant type   | nt   | :                           |                  | Mobil Polyrex    |                       |               |               |  |
| Lubricant amour Lubricant type  Notes  This revision reproduct be eliminated.   | laces and can  |                             |                  | h These a        |                       |               |               |  |
| Lubricant amour Lubricant type  Notes  This revision repressible eliminate (1) Looking the note (2) Measured at (3) Approximate | laces and can<br>ed.<br>notor from the<br>1m and with to<br>weight subjec        | shaft end.<br>olerance of + | ous one, whic    | h These a        | EM  re average values |               |               |  |
| Lubricant amour Lubricant type  Notes  This revision rep  | laces and can<br>ed.<br>notor from the<br>1m and with to<br>weight subjectocess. | shaft end.<br>olerance of + | ous one, whic    | h These a        | EM  re average values |               |               |  |

| Rev.         | Changes Summary |  |  | Performed | Checked | Date     |
|--------------|-----------------|--|--|-----------|---------|----------|
|              |                 |  |  |           |         |          |
| Performed by |                 |  |  |           |         |          |
| Checked by   |                 |  |  |           | Page    | Revision |
| Date         | 14/07/2025      |  |  |           | 1/3     |          |

## DATA SHEET

Date

14/07/2025



| Three Pha                            | se Inductio | n Motor - Squirrel Cag | е         |         |          |
|--------------------------------------|-------------|------------------------|-----------|---------|----------|
| Customer                             | :           |                        |           |         |          |
| Voltage: 525-575                     | 5 V         | Brake informa          | tion      |         |          |
| Voltage: 525-575<br>Brake Torque: 15 | 5.3 kgfm    |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
|                                      |             |                        |           |         |          |
| Rev.                                 |             | Changes Summary        | Performed | Checked | Date     |
| Performed by                         |             |                        |           |         |          |
| Checked by                           |             |                        |           | Page    | Revision |

2/3

### LOAD PERFORMANCE CURVE

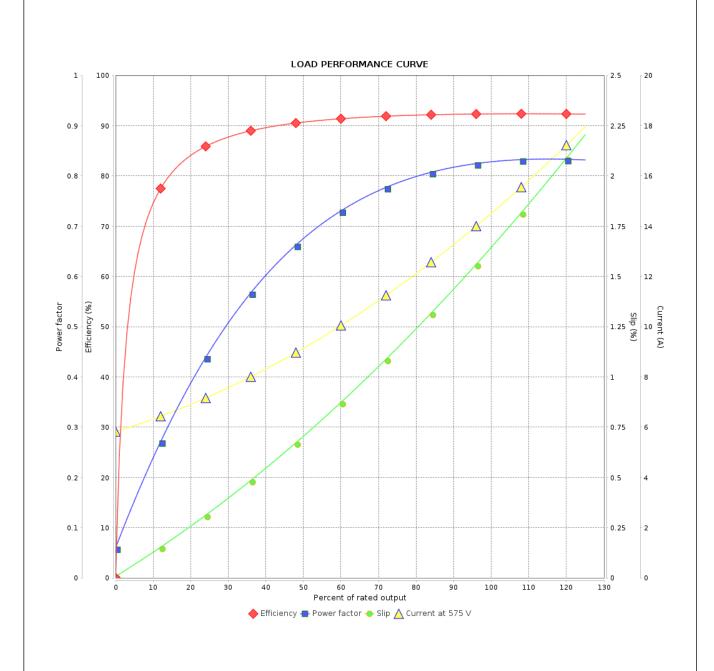
### Three Phase Induction Motor - Squirrel Cage



Customer :

Product line : W22 Brake Motor NEMA Premium Product code : 13945491

Efficiency Three-Phase



| Performance         | : 575 V 60 Hz 4P             |                       |           |               |      |
|---------------------|------------------------------|-----------------------|-----------|---------------|------|
| Rated current       | : 14.4 A                     | Moment of inertia (J) |           | : 0.1104 kgm² |      |
| LRC                 | : 6.4                        | Duty cycle            |           | : Cont.(S1)   |      |
| Rated torque        | : 6.15 kgfm Insulation class |                       | : F       |               |      |
| Locked rotor torque | : 229 %                      | Service factor        |           | : 1.25        |      |
| Breakdown torque    | : 250 %                      | Temperature rise      |           | : 80 K        |      |
| Rated speed         | : 1770 rpm                   | Design                |           | : B           |      |
| Rev.                | Changes Summary              |                       | Performed | Checked       | Date |
|                     |                              |                       |           |               |      |

| · tatou opoou |            | . • .р          |  |  |         |          |
|---------------|------------|-----------------|--|--|---------|----------|
| Rev.          |            | Changes Summary |  |  | Checked | Date     |
|               |            |                 |  |  |         |          |
| Performed by  |            |                 |  |  |         |          |
| Checked by    |            |                 |  |  | Page    | Revision |
| Date          | 14/07/2025 |                 |  |  | 3/3     |          |