

AC INDUCTION MOTOR DATA SHEET

| | ECIRIC | | | | | | | | | | | | | |
|-----------------------|--------------------|---------------------------------|-------------|---------------------------|------------------|---------------------------|--------------|----------|--|--|--|--|--|--|
| Model No. | or RFQ No. | | | Item No. | | F | Rev. No. |] | 0] | | | | | |
| Project Name | | | Project No. | | C | Quantity | | set | | | | | | |
| | GENER | AL SPECIFICA | ATION | | PER | FORMANCE | DATA | | | | | | | |
| Frame Size | e | 112M | | Rated Output | | 2.2 kW | r | 3 | HP | | | | | |
| Туре | | HKP-2.2/6 | | Number of Poles | | 6 | | | | | | | | |
| Enclosure(Protection) | | Totally Enclosed (IP55) | | Rotor Type | | Squirrel Cage | | | | | | | | |
| Method of Cooling | | IC411(FC) | | Starting Method* | | D.O.L | | □ Y-∆ | | | | | | |
| Rated Frequency | | 60 Hz | | Rated Voltage | | 440 \ | | 80 V | 220 | | | | | |
| Number of Phases | | 3 | | | ull Load | 4.7 A | | 5.5 A | 9.5 | | | | | |
| Insulation Class | | F □ | B 🗆 H | L | ocked-rotor** | 730 % | | 0 % | 730 | | | | | |
| Temp. Rise | e at full load (by | resistance meth | od) | Efficiency | | 1 | | I | | | | | | |
| at 1.0 S.F | | 80 °C | | | 50% Load | 85. | 7 % | | | | | | | |
| Motor Location | | Indoor Outdoor | | | 75% Load | 88. | 5 % | | | | | | | |
| Altitude | | Less than 1000m | | | 100% Load | 89. | 5 % | | | | | | | |
| Relative Humidity | | Less than 80 % | | Power Factor(p.u) | | | | | | | | | | |
| Ambient Temp. | | 40 °C MAX. | | | 50% Load | 0.490 |) | | | | | | | |
| Duty Type | | Continuous(S1) | | 1 - | 75% Load | 0.610 |) | | | | | | | |
| Service Factor | | 1.15 | | 1 - | 100% Load | 0.680 |) | | | | | | | |
| Mounting | | □ B3 ■ B5 □ V1 □ B3/B5 | | Speed at Full | Load | 117 | 5 r.p.m | | | | | | | |
| 0 | Туре | Anti-Friction | | Torque | | 1 | * | | | | | | | |
| Bearing | DE/N-DE | 6206ZZC3 | | | ull Load | 1. | 8 kg.m | | | | | | | |
| | Lubricant | Grease(Polyrex | -EM) | L | ocked-rotor** | | 0 % | | | | | | | |
| External Thrust | | Not applicable | | В | reakdown** | 25 | 0 % | | | | | | | |
| Coupling Method | | Direct U-Belt | | Moment of In | ertia (J) | 1 | | | | | | | | |
| Shaft Exter | | ■ Single | Double | L | oad(Max.) | 4.55914893 | 6 kg∙m² | | | | | | | |
| T | Main | □ Steel | Cast Iron | Ν | Motor | 0.0 | 3 kg·m² | | | | | | | |
| Terminal | Aux. | □ Yes | No | Sound Pressu | re Level (No-loa | d & mean value | e at 1m from | n motor) | | | | | | |
| Box Location | | Refer to Outline Drawing | | | | 59 dB(A) | | | | | | | | |
| Application | | 6 | | Vibration | | 1. | 6 mm/sec(r | .m.s) | | | | | | |
| Area classification | | Non-Hazardous | | Permissible number of | | Cold | 3 times | , | | | | | | |
| Type of Ex-Protection | | Not applicable | | consecutive starts | | Hot | 2 times | | | | | | | |
| Applicable Standard | | KS, IEC, NEMA MG1 Part30(Vpeak) | | Paint | Munsell No. | Panton279C | | | | | | | | |
| ACCH | ESSORIES | | | | SUB | MITTAL DRA | WING | | | | | | | |
| | | _ | | Outline Dimension Drawing | | , | \ Motor | r Weight | (Approx.) | | | | | |
| | | | | | B3 | | | | kg | | | | | |
| | | | | | B5 | LM-T1113B5 | PLV01 | | 48 kg | | | | | |
| | | | | | V1 | | | | kg | | | | | |
| | | | | | B3/B5 | | | | kg | | | | | |
| | | | | Main T-Box A | ss'y | 3M-148549 | | | | | | | | |
| | | | | | - | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | RE | MARK | 1 | | | | | | | | | |
| | | | | | | *.Premium Efficiency(IE3) | | | | | | | | |
| | | | | *.Premium | Efficiency(IE3) | | | | *.For use on PWM VFD 10:1VT,3:1CT@1.0S.F&F Temp.rise | | | | | |
| | | | | | • • • | :1VT,3:1CT@1 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@3 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@1 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@3 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@3 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@3 | 1.0S.F&F Te | emp.rise | | | | | | |
| | | | | | • • • | :1VT,3:1CT@ | 1.0S.F&F Te | emp.rise | | | | | | |
| SPAR | RE PARTS | | | | • • • | :1VT,3:1CT@ | 1.0S.F&F Te | emp.rise | | | | | | |
| SPAR | RE PARTS |] | | | • • • | :1VT,3:1CT@ | 1.0S.F&F Te | emp.rise | | | | | | |
| SPAR | RE PARTS |] | | *.For use o | n PWM VFD 10 | _ | | - | APPD | | | | | |
| SPAR | RE PARTS |] | | | • • • | :1VT,3:1CT@ | 1.0S.F&F To | - | APPD | | | | | |
| SPAR | RE PARTS |] | | *.For use o | n PWM VFD 10 | _ | СНК | D | | | | | | |
| SPAR | RE PARTS |] | | *.For use o | n PWM VFD 10 | CHKD | | D | APPD S.K.HAN | | | | | |

Inspection and performance test shall be maker standard, if not mentioned. * In case of Inverter-Fed Motor, performance data is based on sine wave tests.

** The data are based on rated voltage & frequency, and data are expressed as a percentage of full load value.

HEES W230-131-1 * In case of Inverter or V.V.V.F Motor:Performance data is based on sine wave tests.





