

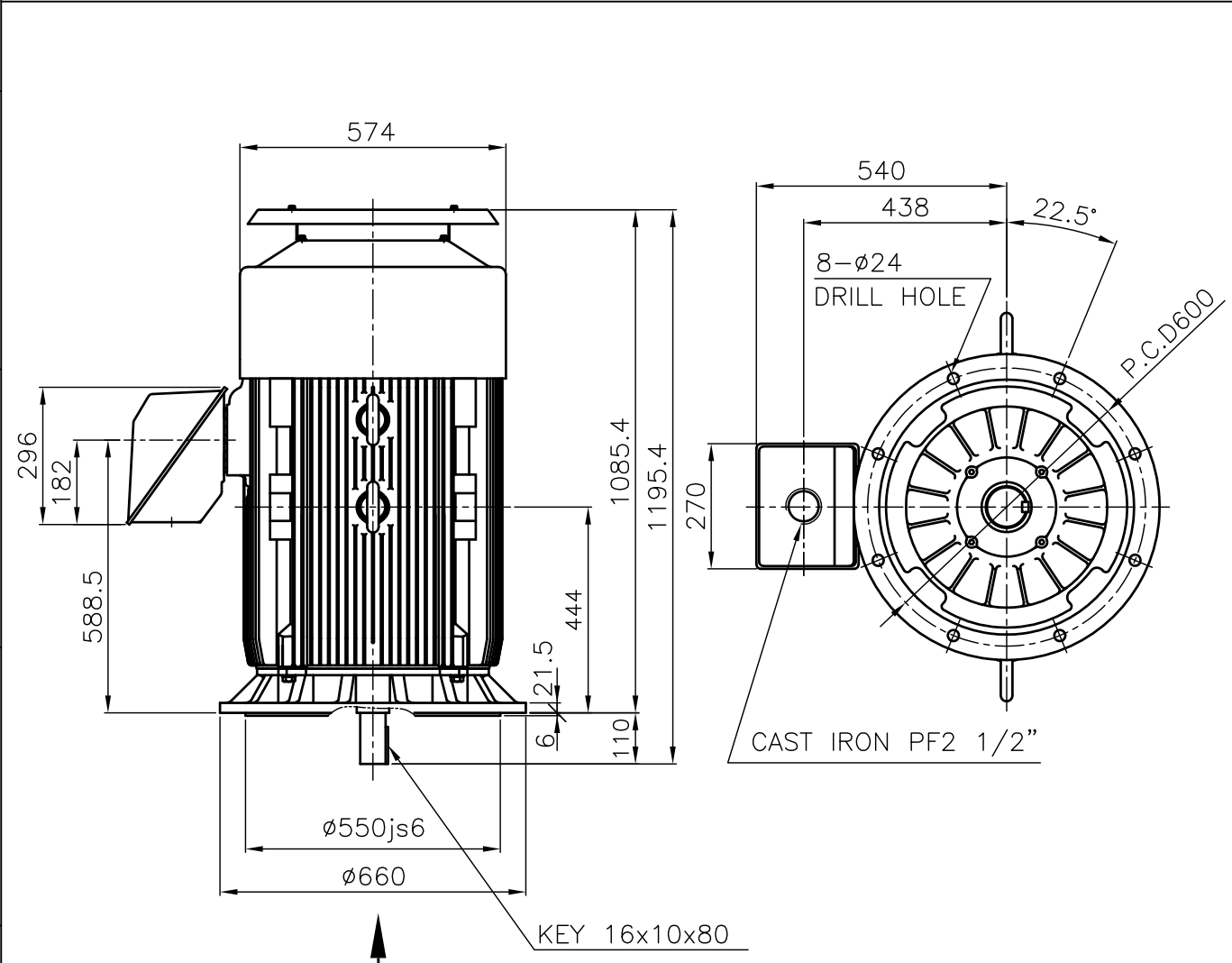
		DATA SHEET of AC INDUCTION MOTOR			214 HP - 2 P TE	
					DESIGN NO : KS C4202-1996	
Model No.or RFQ No.		Item No.		Rev. No.	[0]	
Project Name		Project No.		Quantity :		
GENERAL SPECIFICATION			PERFORMANCE DATA			
Frame No.	280L		Output	214 HP 160 KW		
Type	TNB		Poles	2 P		
Enclosure(Protection)	Totally Enclosed (IP IP54)		Rotor Type	Squirrel Cage		
Cooling Method	IC411(FC)		Starting Method(*)	<input checked="" type="checkbox"/> D.O.L. <input type="checkbox"/> Y-Δ		
Frequency	60 Hz		Rated Voltage	440 V	380 V	220 V
Phase	3 φ		Current	Rated Load	248.1 A	287.2 A 496.1 A
Insulation Class	<input checked="" type="checkbox"/> F <input type="checkbox"/> B <input type="checkbox"/> H			Start'g-D.O.L	1,612.3 A	1,866.9 A 3,224.7 A
Temp. Rise at full load (by resistance method)			Efficiency			
at 1.0 S.F 105 °C			50% Load 91.7 %			
Location <input type="checkbox"/> Indoor <input type="checkbox"/> Outdoor			75% Load 92.3 %			
Altitude Less than 1000 meter			100% Load 92.5 %			
Humidity Less than 80 %			Power Factor			
Ambient Temp. 40 °C (Max.)			50% Load 87.0 %			
Duty CONT.(S1)			75% Load 91.0 %			
Service Factor 1.00			100% Load 91.5 %			
Electric Design NEMA Design B			Speed at Rated Load 3565 RPM / SLIP 0.97 %			
Construction <input type="checkbox"/> B3 <input type="checkbox"/> B5 <input type="checkbox"/> V1 <input type="checkbox"/>			Torque (D.O.L)			
Bearing	Type	Anti-friction		Rated	43.7 Kg.m	100 %
	DE/ODE	6314C3 \ 6314C3		Starting	52.5 Kg.m	120 %
	Lubricant	GREASE(ALVANIA#2)		Break down	91.8 Kg.m	210 %
External Thrust Not applicable			Allowable Load GD ² referred to motor shaft			
Coupling Method <input checked="" type="checkbox"/> Direct <input type="checkbox"/> V-Belt			50.000 Kg.m ²			
Shaft Extension <input checked="" type="checkbox"/> Single <input type="checkbox"/> Double			Motor GD ² 7.180 Kg.m ²			
Terminal Box	Main	<input type="checkbox"/> Steel <input checked="" type="checkbox"/> Cast Iron	Noise Level (dB(A)) 98 dB(A) at 1m from motor(No-load)			
	Aux.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vibration(Velocity) 3.8 mm/sec.(peak)			
	Location	<input checked="" type="checkbox"/> Left <input type="checkbox"/> Right	Starting Duty Cold 2 times \ Hot 1 time			
(Viewed from Drive End)			Paint	Munsell No.	4.0PB5.4/5.5(VL-451)	
Application			SUBMITTAL DRAWING			
Area Classification Not applicable			Outline Dimension Drawing \ Motor Weight(Approx.)			
Applicable Standard KS			<input type="checkbox"/> B3	TJ8LAC50	850 Kg	
Inspection and Performance Test			<input type="checkbox"/> B5	TJ8LBC50	890 Kg	
HHI Stand. Maker Test Report			<input type="checkbox"/> V1	TJ8LPC50	890 Kg	
ACCESSORIES(OPTION ITEM)			Main T-Box Ass'y 3M-016882			
SPARE PARTS			REMARK			
Note: Others not mentioned in this specification shall be in accordance with HHI standard. Above technical data are only design values and shall be guaranteed with tolerance of applicable standard.			Date	DSND	CHKD	CHKD APPD
			2004.01.27	KIM R.G.		KIM O.J. KANG K.G.

HHI W230-131-1 * In case of Inverter or V.V.V.F Motor:Performance data is based on sine wave tests. A4(210mm X 297mm)

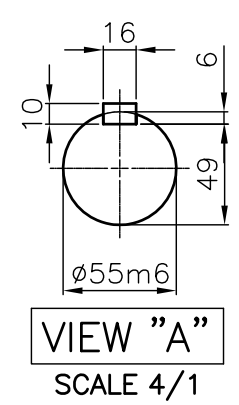
	TEFC	TYPE	(1) TNB , TDB
THREE PHASE INDUCTION MOTOR			CAST IRON FRAME



NOTE


1.TOLERANCE :

RABBET DIAMETER	ø550js6	±0.022
SHAFT DIAMETER	ø55m6	+0.030 +0.011
KEYWAY WIDTH	16P9	-0.018 -0.061
KEYWAY DEPTH	6	+0.2 0



2.The type (1)-"TNB, TDB" is for HHI's standard products and it can be changed for customer's requirements or detail designing.

TEFC STANDARD
CAD PROJ \ FILE
MMSTDMTR/TJ8LPC50

APPD BY	KANG K.J.	UNIT	MM	SUBJECT	KS Fr.280L TEFC	OUTLINE THREE-PHASE INDUCTION MOTOR
CHKD BY	KIM O.J.	SCALE	1/15	TITLE		
CHKD BY	LEE N.D.	PROJEC'N	3rd Angle	REF. NO	L3-SERIES	
DSND BY	KIM RYANG GYU	DATE	2007.03.23	DWG NO	TJ8LPC50	
				Sheet No.	of	
				Revision No.	0	



PERFORMANCE CURVE

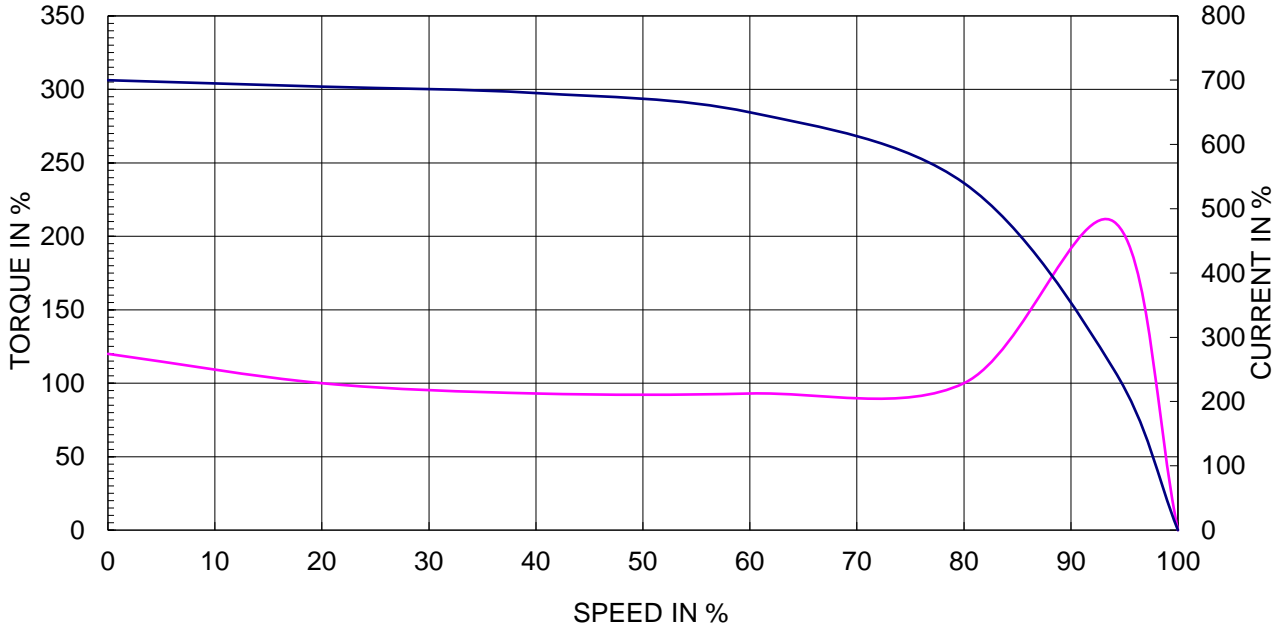
CURVE NO.

P-TNBJ8L02160

TYPE :		
RATED TORQUE :	43.7	Kg.m
GD2 OF MOTOR :	7.2	Kg.m ²
(ALLOWABLE) GD2 OF LOA :	50.0	Kg.m ²

160 kW	2 P	60 Hz	
RATED SPEED :		3565 RPM	
VOLTAGE	440V	380 V	220V
RATED CURRENT	248.1A	287.2 A	496.1A

SPEED VS TORQUE & CURRENT CURVE



OUTPUT VS EFF., P.F & CURRENT CURVE

