DATA SHEET

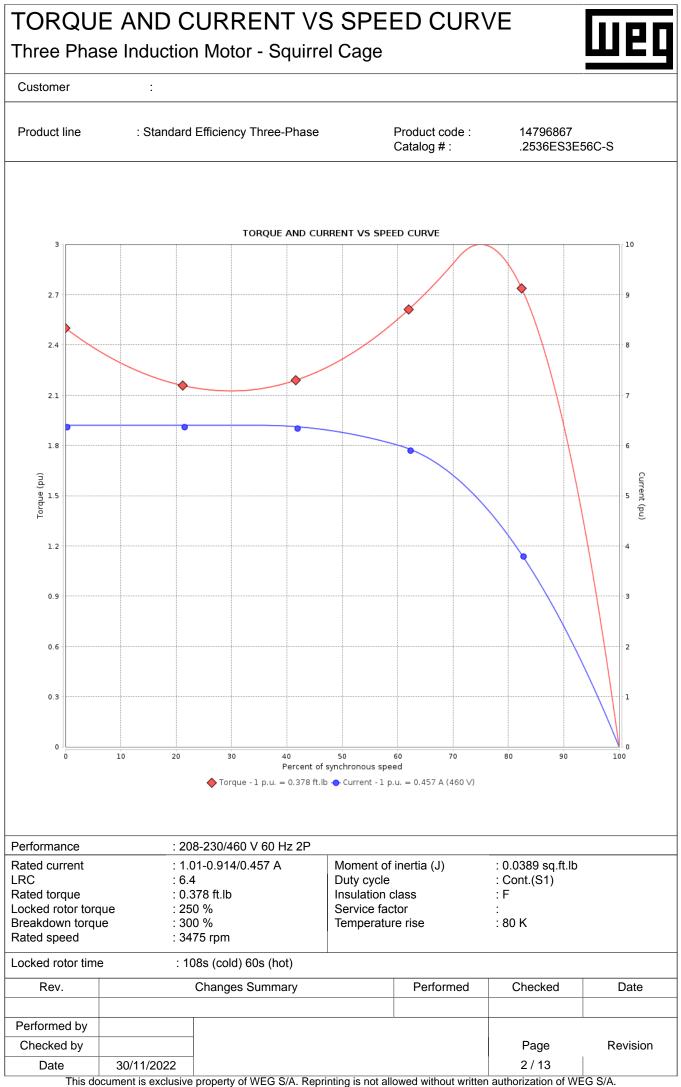
Three Phase Induction Motor - Squirrel Cage

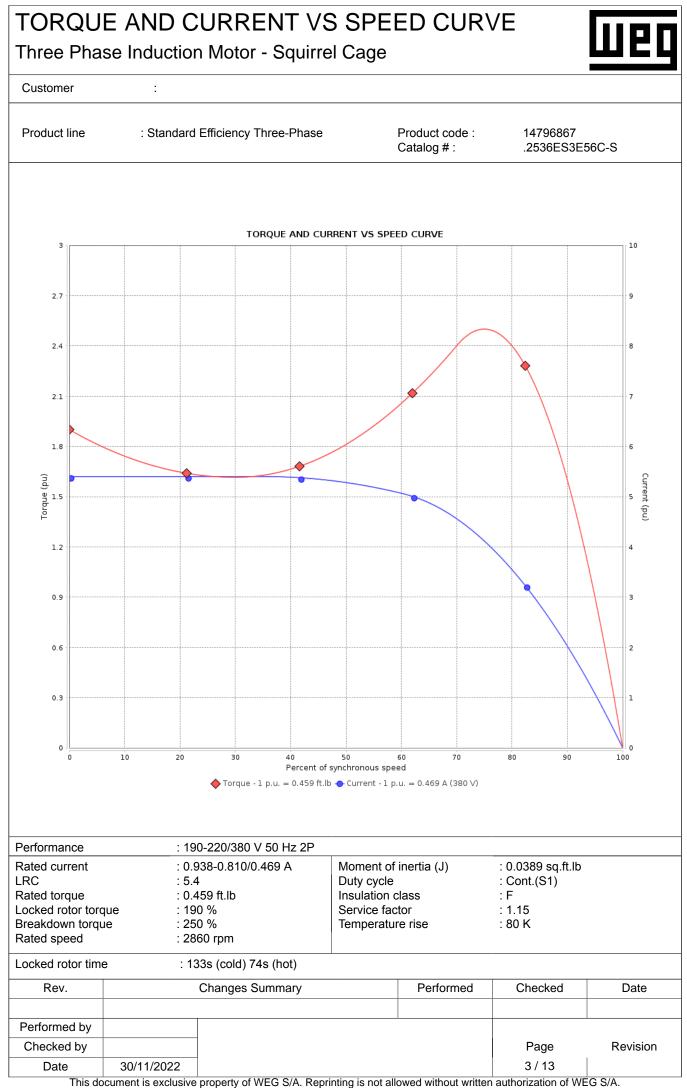
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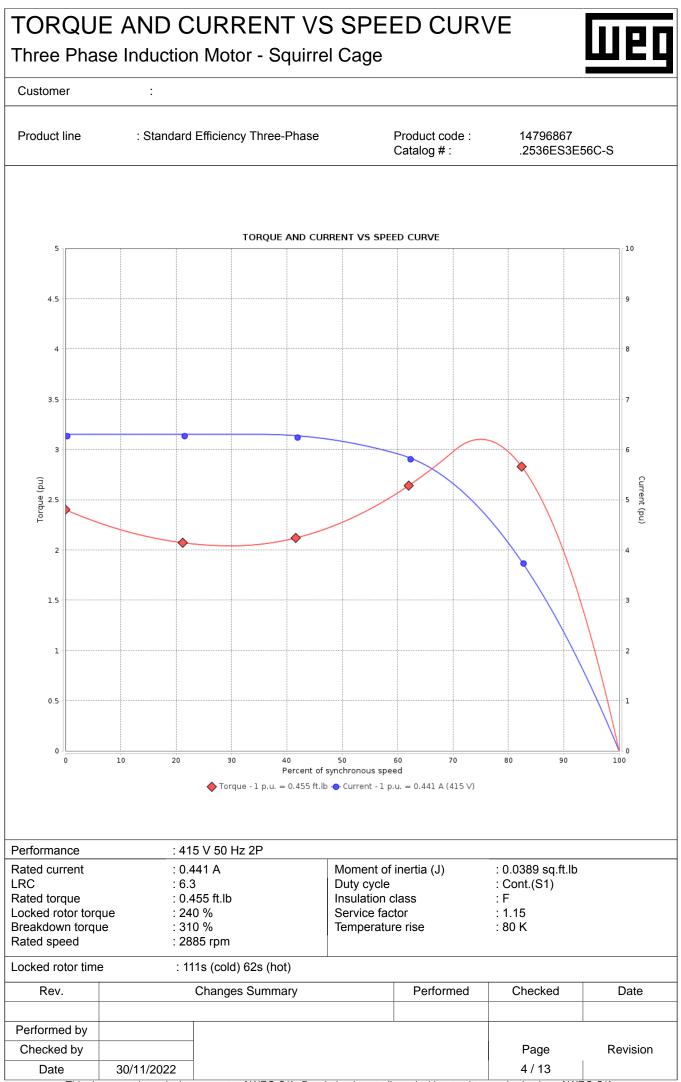


Customer

Product line	: Stand	lard Efficiency Three	e-Phase		oduct code : atalog # :	14796867 .2536ES3E	56C-S
Frame Insulation class Duty cycle Ambient tempera Altitude	ature	: 56C : F : Cont.(S1) : -20°C to +40°C : 1000 m.a.s.l.		Cooling m Mounting Rotation ¹ Starting m Approx. w	ethod	: IC411 - T : F-1 : Both (CW : Direct On : 18.3 lb	(and CCW)
Protection degre	e	: IP55			f inertia (J)	: 0.0389 sc	ą.ft.lb
Output [HP]		0.25			0.25		0.25
Poles		2			2		2
Frequency [Hz]		60			50		50
Rated voltage [V]		208-230/4			0-220/380		415
Rated current [A]		1.01-0.914/0			-0.810/0.469		0.441
L. R. Amperes [A]		6.46-5.85/2			7-4.37/2.53	6.2	2.78
LRC [A] No load current [A	1	6.4x(Code 0.431-0.500/			x(Code H) -0.363/0.210		x(Code J) 0.234
Rated speed [RPI		3475	0.200	0.420	2860		2885
Slip [%]	•'J	3.47			4.67		3.83
Rated torque [ft.lb)	0.378			0.459		0.455
Locked rotor torqu		250			190		240
Breakdown torque		300			250		310
Service factor	<u> </u>				1.15		1.15
Temperature rise		80 K			80 K		80 K
Locked rotor time		108s (cold) 60			cold) 74s (hot)		old) 62s (hot)
Noise level ²		68.0 dB(A	4)	6	5.0 dB(A)	65	5.0 dB(A)
	25%	42.6			52.9		51.5
Efficiency (%)	50%	46.0			55.3		54.3
	75%	52.5			62.0		61.7
	100%	57.5			64.8		65.3
	25% 50%	0.48 0.75			0.52 0.79		0.46
Power Factor	50% 75%	0.75			0.79		0.73
	100%	0.82			0.86		0.82
Bearing type Sealing			n drive end 6202 ZZ Without	Foundation Max. traction Max. comp	n loads on	: 4 lb : 23 lb	
1 1 2 2 2 2 2 2 2 2 2 2		E	Bearing Seal				
Lubrication inter Lubricant amour		-	-				
Lubricant type	п	 : Mobil Polyr	- ov EM				
Notes USABLE @208V	′ SF 1.00						
must be eliminate (1) Looking the m (2) Measured at 7	ed. notor from the 1m and with t weight subjec ocess.	icel the previous one shaft end. olerance of +3dB(A) t to changes after				based on tests v e tolerances stip	
must be eliminate (1) Looking the m (2) Measured at ((3) Approximate w manufacturing pr	ed. notor from the 1m and with t weight subjec ocess.	shaft end. olerance of +3dB(A)	I.	power sup			
must be eliminate (1) Looking the m (2) Measured at 7 (3) Approximate manufacturing pr (4) At 100% of fu	ed. notor from the 1m and with t weight subjec ocess.	shaft end. olerance of +3dB(A) t to changes after	I.	power sup	ply, subject to th	e tolerances stip	ulated in NEMA
must be eliminate (1) Looking the m (2) Measured at 7 (3) Approximate w manufacturing pr (4) At 100% of fu Rev.	ed. notor from the 1m and with t weight subjec ocess.	e shaft end. olerance of +3dB(A) t to changes after Changes Sumn	I.	power sup	ply, subject to th	e tolerances stip	ulated in NEMA





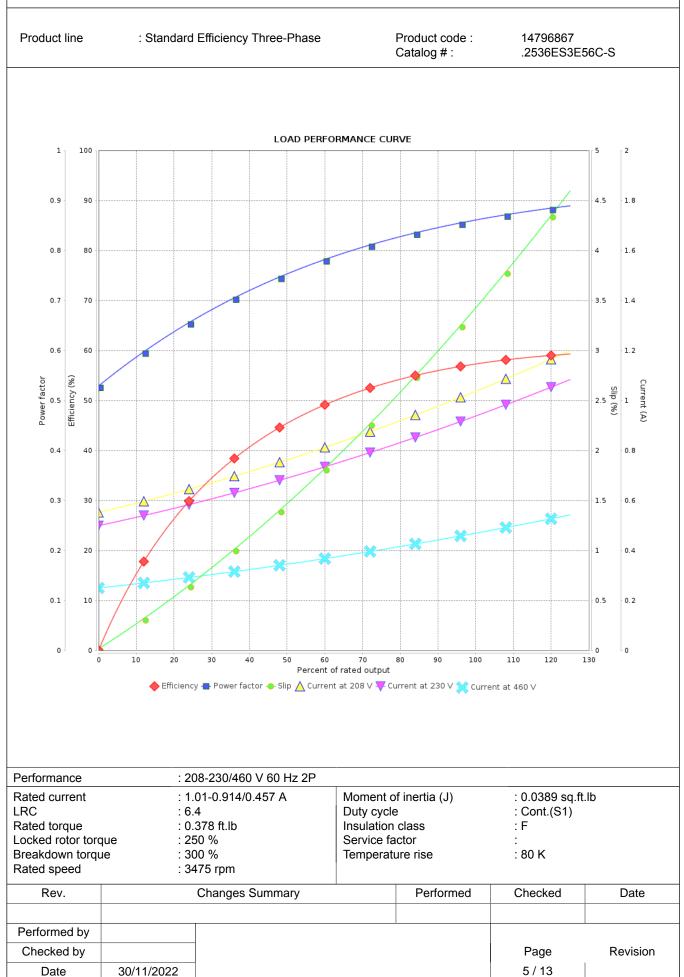


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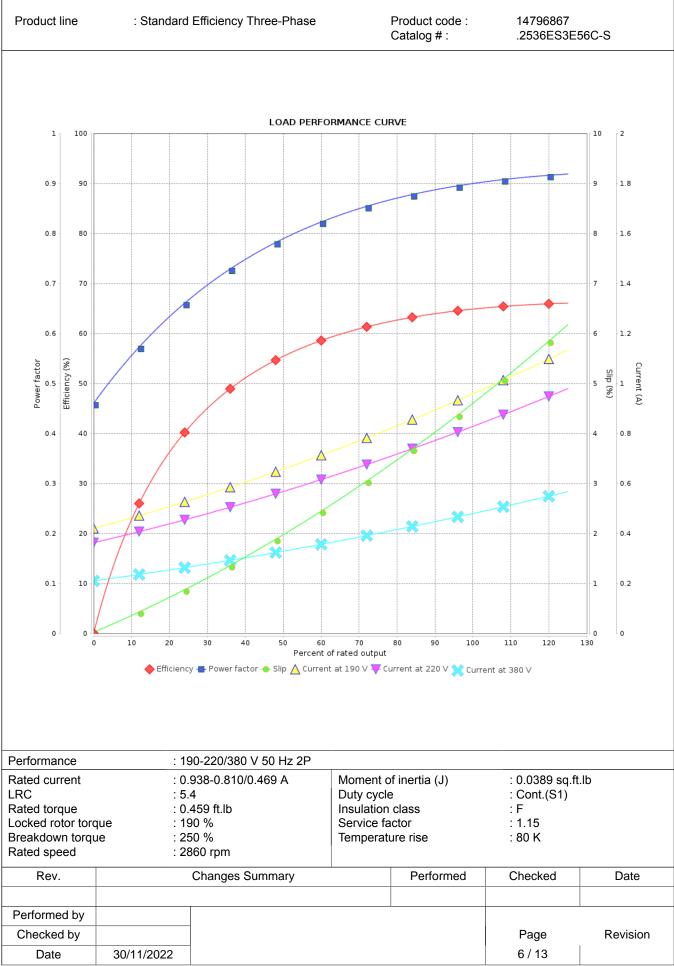
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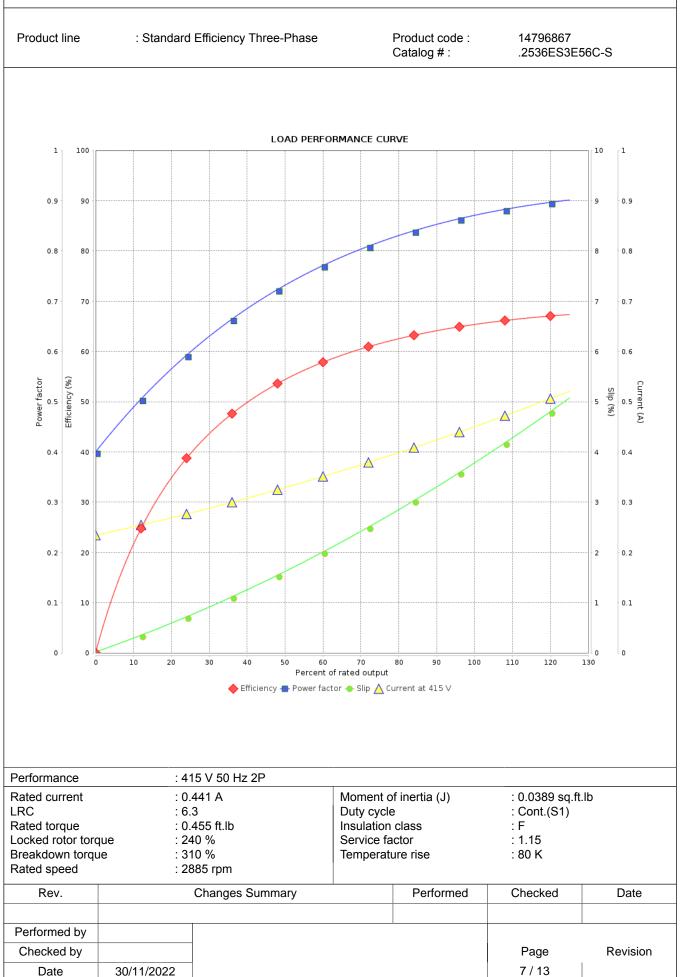
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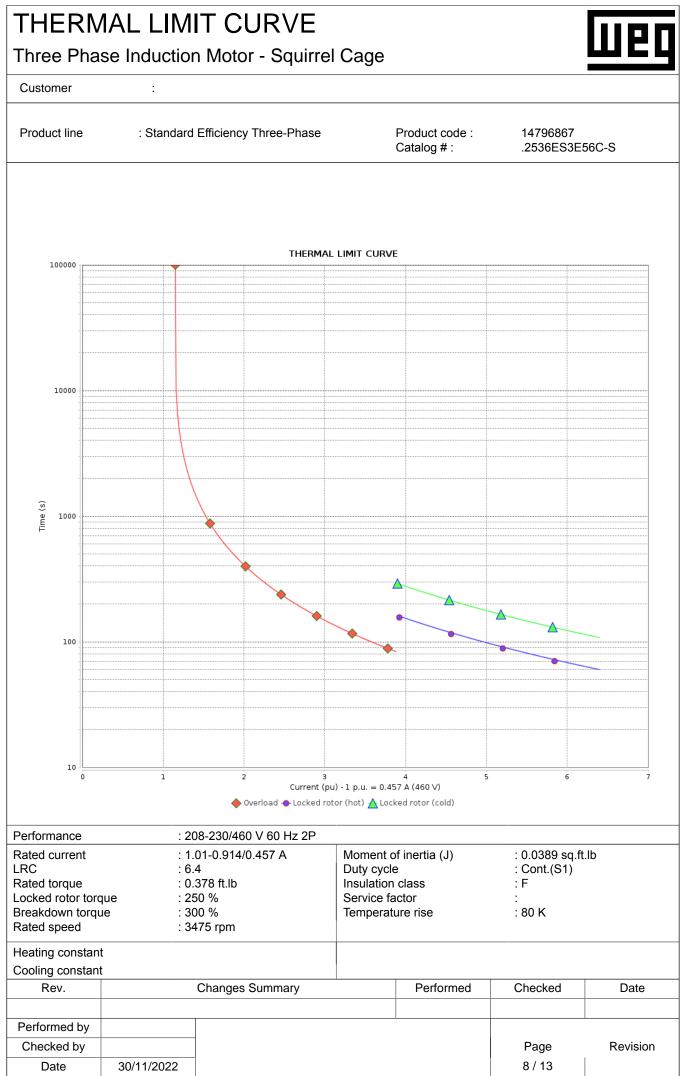
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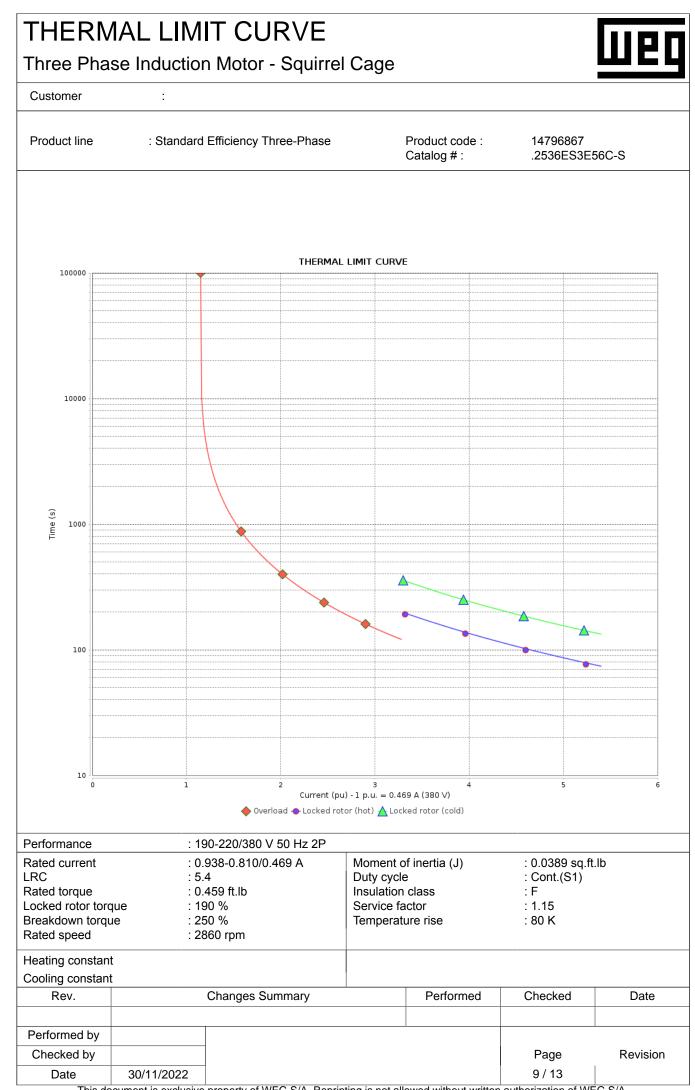
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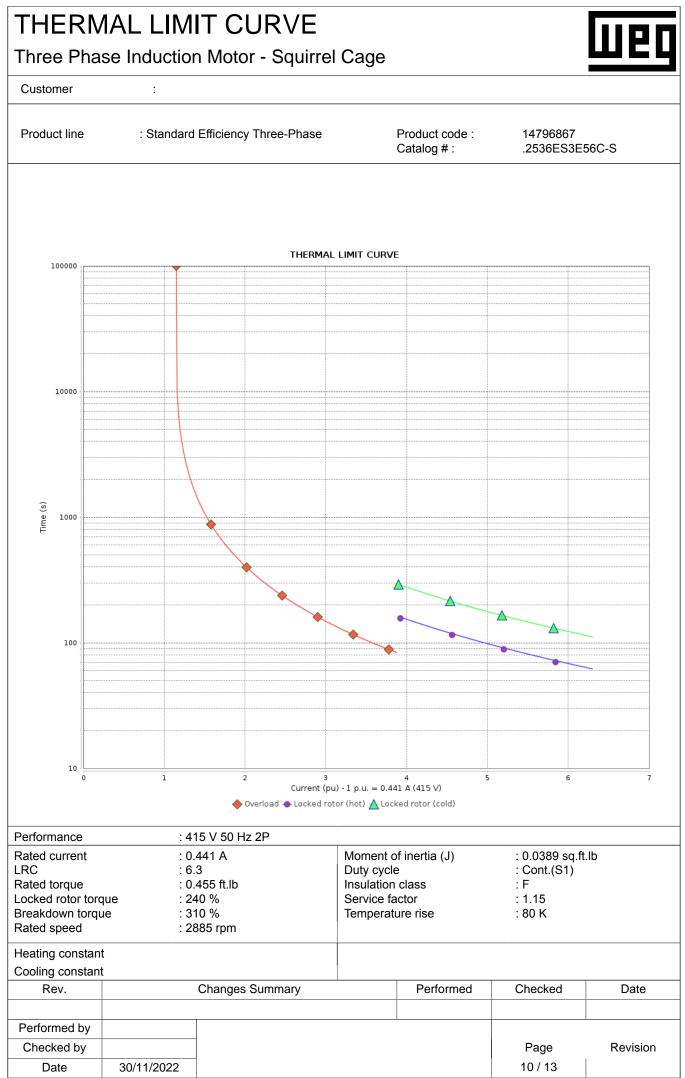
Customer

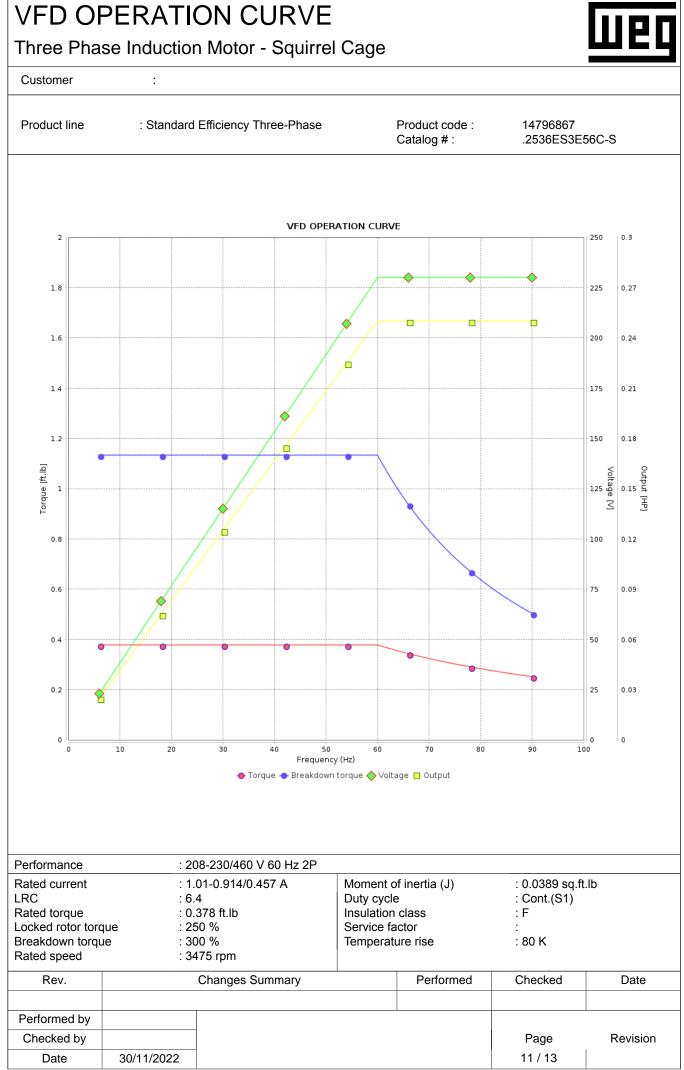


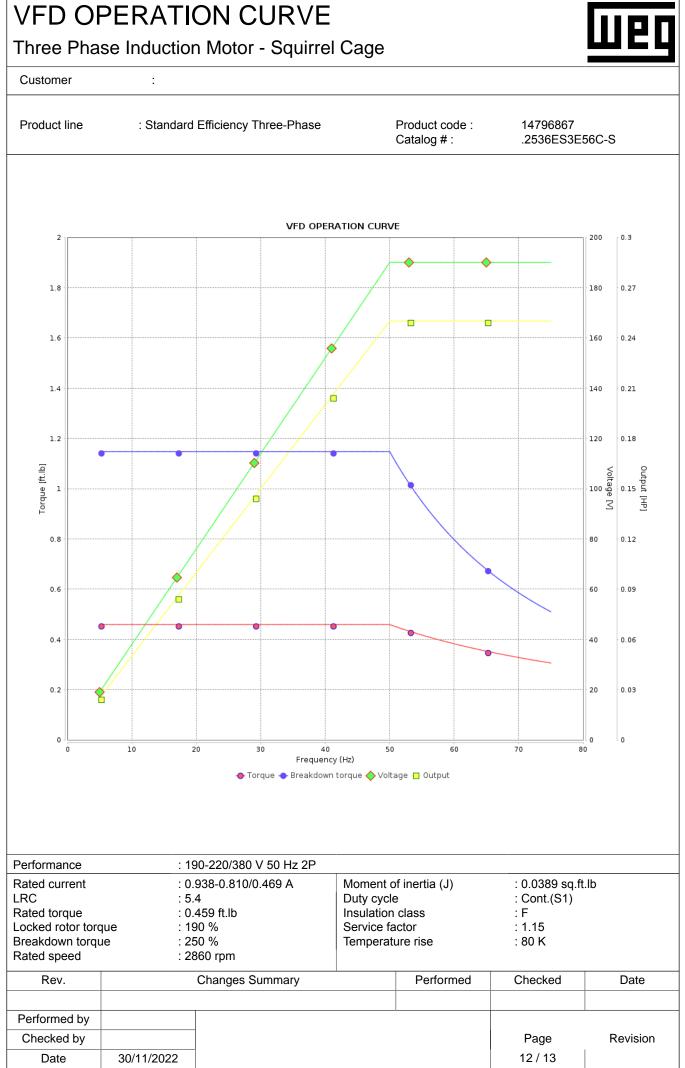
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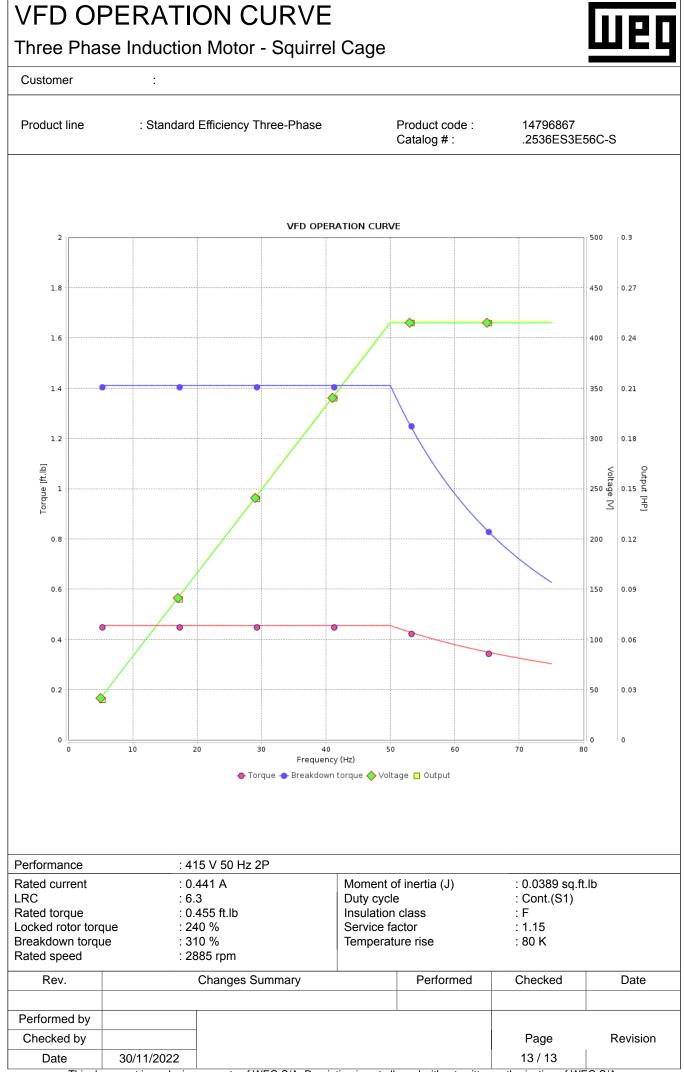


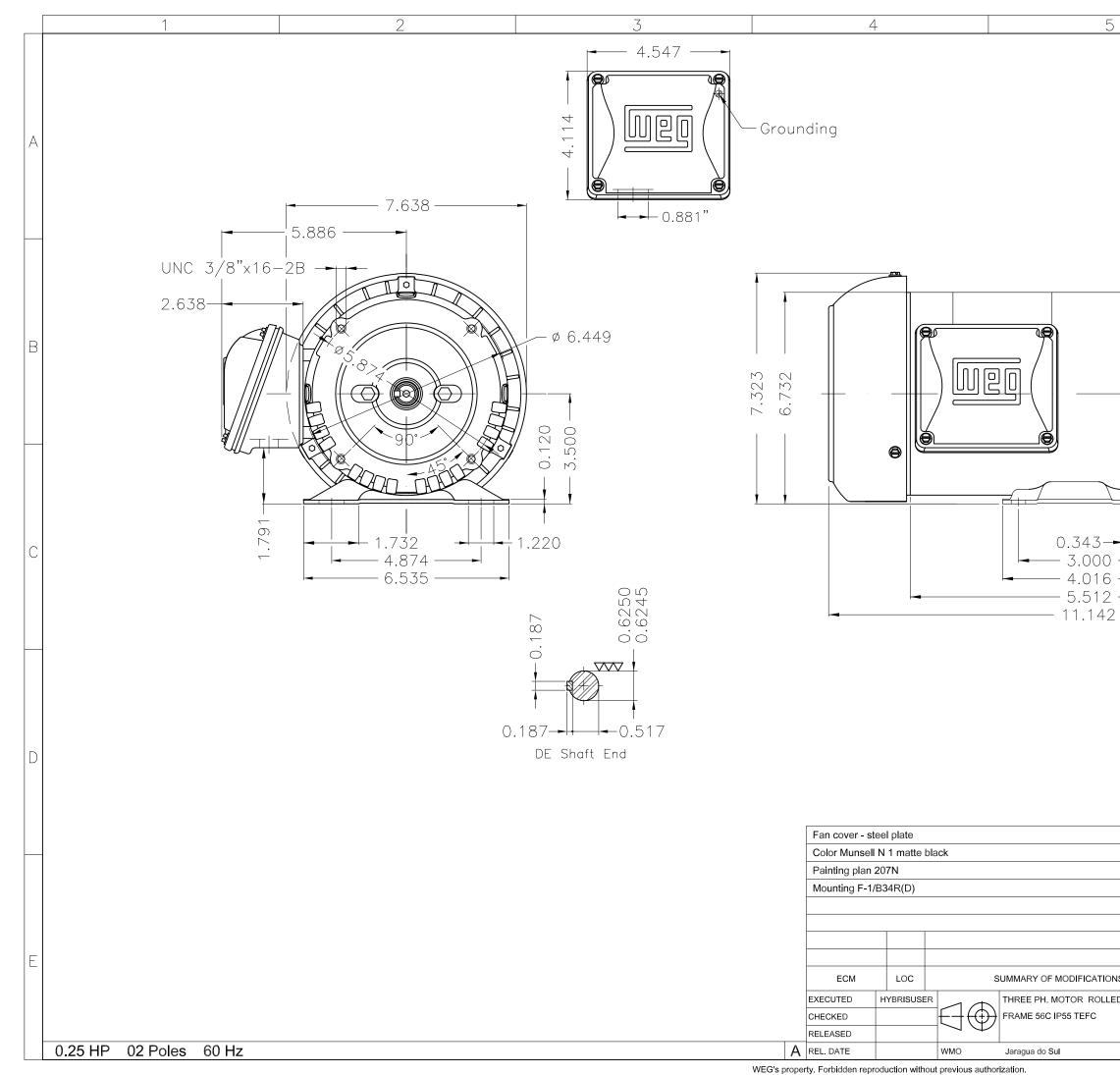












5			6		
		0.157	062 17 4 874 ±0.008		
					Dimensions in inches
	HYBRISUSER				00
DNS ED STEEL	EXECUTED			DATE	VER
		PREV		Ше	A3
Produc	t Engineering	WDD SHEET	00		AME WX
FIGUUC			· / ·] ×







MADE IN MÉXICO

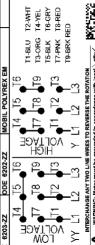
MAT: 14796867 W01.TE0IC0X0X

MODEL .2536ES3E56C-S

Class I, DIv.2, Gr. A,B,C,D - T3 Div 2 Inverter Duty (SF1.00)

For 60Hz: Class I, Zone 2, IIC

			-
PH 3 Ha	Hz 60	HP 0.25	
FR 56C		kW 0.18	_
DUTY CONT.		V 208-230/460	_
ALT 1000 m.a.s.l		A 1.01-0.914/0.457	_
INS CL F AT 80K	IP55		_
AMB 40°C	DES -	SF 1.15 DF 9.86	_
ENCL TEFC	CODE L		_
USABLE @ 208V SF1.00	F1.00	NEW 34/3 New EFF 57.5%	
ALTERNATE RATING: 0.25HP		50Hz 190-220/380-415V SF1.15	—
0.938-0.832/0.469-0.441A		2860RPM EFF 64.8% (IE2) IEC 60034-1	
For safe area-Inve	erter duty mo	For safe area-Inverter duty motor For 60Hz use on VPWM 1000:1 VT, 10:1 CT	
DF 6203-ZZ D	ODF 8202-27	MOBIL POLYREX EM	_



WARNING and n shoc

chocks. Disconnect power source before servicing unit. WARNING: Motor must be grounded in accordance with local nd national electrical codes to prevent serious electrical

nentation avant l'entrefien de la machine conformément aux codes électriques locaux et nationaux afin d'éviter tout AVERTISSEMENT: Le moteur doit être mis à la terre chos électrique grave. Déconnectez l'alli