

Data sheet for three-phase Squirrel-Cage-Motors INNOMOTICS



Motor type : 0CV3252A INNOMOTICS GP - 250 M - IM B3 - 2p

Client order no.	Item-No.	Offer no.
Order no.	Consignment no.	Project

Remarks

Safe Area

Electrical data -/-

U	Δ / Y	f	P	P	I	n	M	η ³⁾			cosφ ³⁾			I _A /I _N	M _A /M _N	M _K /M _N	IE-CL
[V]		[Hz]	[kW]	[hp]	[A]	[1/min]	[Nm]	4/4	3/4	2/4	4/4	3/4	2/4	I _I /I _N	T _I /T _N	T _B /T _N	
DOL duty (S1) - 155(F) to 130(B)																	
400	Δ	50	55.00	-/-	95.00	2975	177.0	94.3	94.1	93.3	0.89	0.86	0.80	7.8	2.6	3.2	IE3
690	Y	50	55.00	-/-	55.00	2975	177.0	94.3	94.1	93.3	0.89	0.86	0.80	7.8	2.6	3.2	IE3
460	Δ	60	62.00	-/-	93.00	3570	166.0	93.6	94.6	93.7	0.89	0.87	0.81	8.3	2.6	3.2	
IM B3 / IM1001		FS 250 M				IP55			IEC/EN 60034		IEC, DIN, ISO, VDE, EN						
Environmental conditions : -20 °C - +40 °C / 1000 m																	

Sound level (SPL / SWL) at 50Hz/60Hz	75 / 89 dB(A) ^{2) 3)}	79 / 93 dB(A) ^{2) 3)}	Thermal class	F
Moment of inertia	0.5090 kg m ²		Duty type	S1
Bearing DE NDE	6215 C3	6215 C3	Direction of rotation	Bidirectional
Lubricants	Unirex N3		Frame material	Cast iron
Regreasing device	No		Net weight of the motor	373 kg
Type of bearing	Fixed bearing on NDE		Coating (paint finish)	Yes
Condensate drainage holes	-/-		Color, paint shade	RAL7030
External earthing terminal	-/-		Motor protection	(A) without (Standard)
Vibration severity grade	Grade A		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	On top	Main terminal thread	6xM10
Material of terminal box	Aluminium	Max. cross-sectional area	120 mm ²
Main cable entry	2xM63x1.5	Auxiliary cable entry	-/-
Cable diameter (mm)	37-44	Cable gland	1 plug + 1 gland
Max. auxiliary terminal	14		

I_A/I_N = locked rotor current / current nominal 1) L_{10min} according to DIN ISO 281 10/2010 3) Value is valid only for DOL operation with motor design IC411
M_K/M_N = locked rotor torque / torque nominal 2) at no load
M_B/M_N = break down torque / nominal torque

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Responsible department IN LVM	Technical reference	Created by SPC	Approved by Created automatically	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.		Link documents	
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