

SIMOTICS GP - 132 S - IM B5 - 4p

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

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Safe Area

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 _N	T _I /T _N	T _B /T _N	
400	Δ	50	5.50	-/-	11.30	1465	36.0	87.7	88.4	87.6	0.80	0.74	0.62	6.9	2.3	2.9	IE2
690	Y	50	5.50	-/-	6.60	1465	36.0	87.7	88.4	87.6	0.80	0.74	0.62	6.9	2.3	2.9	IE2
460	Δ	60	6.30	-/-	10.90	1765	34.0	89.5	90.0	89.1	0.81	0.76	0.66	7.3	2.3	2.9	IE2
460	Δ	60	5.50	-/-	9.90	1770	29.5	89.5	89.6	88.1	0.78	0.72	0.61	8.0	2.6	3.3	IE2
IM B5 / IM 3001			FS 132 S		42 kg		IP55			IEC/EN 60034		IEC, DIN, ISO, VDE, EN					

Locked rotor time (hot / cold) : 14.3 s | 22.2 s

Sound level (SPL / SWL) at 50Hz 60Hz	64.0 / 76.0 dB(A) ²⁾	68.0 / 80.0 dB(A) ²⁾	External earthing terminal	No
Moment of inertia	0.0220 kg m ²		Vibration severity grade	A
Bearing DE NDE	6208 2Z C3	6208 2Z C3	Insulation	155(F) to 130(B)
bearing lifetime			Duty type	S1
L _{10mh} F _{Rad min} 50 60Hz ¹⁾ for coupling operation	40000 h	32000 h	Direction of rotation	bidirectional
Lubricants	Unirex N3		Frame material	aluminum
Regreasing device	No		Coating (paint finish)	Standard paint finish C2
Grease nipple	-/-		Color, paint shade	RAL7030
Type of bearing	Preloaded bearing DE		Motor protection	(A) without (Standard)
Condensate drainage holes	-/-		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	top	Max. cross-sectional area	6.0 mm²
Material of terminal box	Aluminium	Cable diameter from ... to ...	11.0 mm - 21.0 mm
Type of terminal box	TB1 H00	Cable entry	2xM32x1,5
Contact screw thread	M4	Cable gland	2 plugs

I_{lr}/I_{ln} = locked rotor current / current nominal M_{lr}/M_{ln} = locked rotor torque / torque nominal M_b/M_{ln} = break down torque / nominal torque	1) L10mh according to DIN ISO 281 10/2010 2) at rated power / at full load	3) Value is valid only for DOL operation with motor design IC411
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responsible dep.	technical reference	created by	approved by	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.			
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