

SIMOTICS GP - 90 S - IM B3 - 6p

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

Remarks

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 /I _N	T _I /T _N	T _B /T _N	
DOL duty (S1) - 155(F) to 130(B)																	
230	Δ	50	0.75	-/-	3.40	945	7.6	78.9	80.0	78.8	0.70	0.62	0.50	4.6	2.2	2.6	IE3
400	Y	50	0.75	-/-	1.96	945	7.6	78.9	80.0	78.8	0.70	0.62	0.50	4.6	2.2	2.6	IE3
IM B3 / IM 1001			FS 90 S				IP55	UKCA		IEC/EN 60034		IEC, DIN, ISO, VDE, EN					
Environmental conditions : -20 °C - +40 °C / 1,000 m									Locked rotor time (hot / cold) : 40.5 s 49.8 s								

Sound level (SPL / SWL) at 50Hz 60Hz	43 / 55 dB(A) ^{2) 3)}	46 / 58 dB(A) ^{2) 3)}	Vibration severity grade	A
Moment of inertia	0.0040 kg m ²		Thermal class	F
Bearing DE NDE	6205 2Z C3	6004 2Z C3	Duty type	S1
bearing lifetime			Direction of rotation	bidirectional
L _{10mh} F _{Rad min} for coupling operation 50 60Hz ¹⁾	40000 h	32000 h	Frame material	aluminum
Regreasing device	No		Net weight of the motor (IM B3)	16 kg
Grease nipple	-/-		Coating (paint finish)	Standard paint finish C2
Type of bearing	Preloaded bearing DE		Color, paint shade	RAL7030
Condensate drainage holes	No		Motor protection	(A) without (Standard)
External earthing terminal	No		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	top	Max. cross-sectional area	1.5 mm²
Material of terminal box	Aluminium	Cable diameter from ... to ...	9 mm - 17 mm
Type of terminal box	TB1 E00	Cable entry	1xM25x1,5
Contact screw thread	M4	Cable gland	1 plug

Notes:

I_{lr}/I_{ln} = locked rotor current / current nominal	1) L10mh according to DIN ISO 281 10/2010	3) Value is valid only for DOL operation with motor design IC411
M_{lr}/M_{ln} = locked rotor torque / torque nominal	2) at rated power / at full load	
M_b/M_{ln} = break down torque / nominal torque		

responsible dep. DI MC LVM	technical reference	created by DT Configurator	approved by	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.		Link documents	
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