

SIMOTICS GP - 160 L - IM B5 - 4p

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

Safe Area

U	Δ / Y	f	P	P	I	n	M	$\eta^{3)}$			$\cos\varphi^{3)}$			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_A/I_N	T_A/T_N	T_B/T_N	
415	Δ	50	15.00	-/-	27.50	1475	97.0	92.1	92.3	91.5	0.82	0.76	0.65	8.5	2.5	3.8	IE3
480	Δ	60	17.30	-/-	27.00	1775	93.0	93.6	93.7	92.9	0.83	0.78	0.68	8.5	2.5	3.7	IE3
480	Δ	60	15.00	-/-	24.00	1780	80.0	93.0	92.8	91.4	0.81	0.75	0.64	9.5	2.9	4.3	IE3
IM B5 / IM 3001			FS 160 L		100 kg		IP55	IEC/EN 60034			IEC, DIN, ISO, VDE, EN						

Locked rotor time (hot / cold) : 16.4 s | 23.9 s

Sound level (SPL / SWL) at 50Hz 60Hz	65.0 / 77.0 dB(A) ²⁾	69.0 / 81.0 dB(A) ²⁾	External earthing terminal	No
Moment of inertia	0.0850 kg m ²		Vibration severity grade	A
Bearing DE NDE	6209 2Z C3	6209 2Z C3	Insulation	155(F) to 130(B)
bearing lifetime			Duty type	S1
L _{10mh} F _{Rad min} for coupling operation 50 60Hz ¹⁾	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	Locating bearing NDE		Motor protection	(A) without (Standard)
Condensate drainage holes	-/-		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	top	Max. cross-sectional area	16.0 mm²
Material of terminal box	Aluminium	Cable diameter from ... to ...	19.0 mm - 28.0 mm
Type of terminal box	TB1 J00	Cable entry	2xM40x1,5
Contact screw thread	M5	Cable gland	2 plugs

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.			
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