

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



Motor type : 1AV1112L

- 112 M - (A) IM B3 / IM1001 - p

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

Remarks

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	1.10	-/-	4.00	715	14.7	66.5			0.60			3.2	1.6	2.3	
400	YY	50	1.90	-/-	3.90	1440	12.6	80.9			0.87			5.4	1.6	2.3	
(A) IM B3 / IM1001			FS 112 M						IEC/EN 60034								
Environmental conditions : -20 °C - +40 °C / 1,000 m																	
Exception from EU 2019/1781 acc. to Article 2 (2) (n)																	

Mechanical data

Sound level (SPL / SWL) at 50Hz/60Hz	/ dB(A) ³⁾	/ dB(A) ³⁾	Duty type	S1 = continuous operation
Moment of inertia	0.0100 kg m ²		Direction of rotation	bidirectional
Bearing DE NDE	6306 2ZC3	6306 2ZC3	Frame material	aluminum
Regreasing device	40000		Net weight of the motor	27 kg
Type of bearing	Preloaded bearing NDE		Coating (paint finish)	Standard paint finish C2
Condensate drainage holes	No		Color, paint shade	RAL7030
External earthing terminal	No		Motor protection	(B) 3 PTC thermistors - for tripping (2 terminals)
Vibration severity grade	A (standard)		Method of cooling	IC 411
Thermal class	F			

Terminal box

Terminal box position	Terminal box - at the top	Max. cross-sectional area	4 mm ²
Material of terminal box	Aluminium	Cable diameter from ... to ...	11 mm - 21 mm
Type of terminal box	TB1 F00	Cable entry	2xM32x1,5-1xM16x1,5
Contact screw thread	M4	Cable gland	3 plugs

Notes:

I_A/I_N = 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_A/M_N = locked rotor torque / torque nominal	2) at rated power / at full load	
M_K/M_N = 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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