

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



Motor type : 1AV1130J

INNOMOTICS GP - 132 S - (J) IM B35 / IM2001 - 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	4.70	-/-	9.80	1440	31.2	82.0			0.84			5.6	1.6	2.7	
400	YY	50	5.90	-/-	12.00	2875	19.6	80.0			0.89			5.6	1.8	2.8	
(J) IM B35 / IM2001 /		FS 132 S						IEC/EN 60034									
Environmental conditions : -20 °C - +40 °C / 1000 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	0.0190 kg m ²		Direction of rotation	bidirectional
Bearing DE NDE	6308 2ZC3	6308 2ZC3	Frame material	aluminum
Regreasing device	40000		Net weight of the motor	44 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	Without
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	6 mm ²
Material of terminal box	Aluminium	Cable diameter from ... to ...	11 mm - 21 mm
Type of terminal box	TB1 H00	Cable entry	2xM32x1,5
Contact screw thread	M4	Cable gland	2 plugs

I_A/I_N = locked rotor current / current nominal
M_K/M_N = locked rotor torque / torque nominal
M_B/M_N = break down torque / nominal torque
1) L_{10min} 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 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	
INNOMOTICS	Document type Technical data sheet			Document status Released			
	Document title 1LE1011-1CJ03-4JA4			Document number TDS-240819-125227			
Restricted © Innomotics 2024				Revision AA	Creation date 2024-08-19	Language en	Page 1/1