

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



Motor type : 1CV3090C

SIMOTICS SD - 90 S - IM V1 - 6p

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

Remarks

Safe Area

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)																	
380	Δ	50	0.75	-/-	2.05	945	7.6	78.9	80.0	78.8	0.70	0.62	0.50	4.6	2.2	2.6	IE3
660	Y	50	0.75	-/-	1.19	945	7.6	78.9	80.0	78.8	0.70	0.62	0.50	4.6	2.2	2.6	IE3
IM V1 / IM 3011			FS 90 S				IP55	UKCA		IEC/EN 60034		IEC, DIN, ISO, VDE, EN					
Environmental conditions : -20 °C - +40 °C / 1000 m									Locked rotor time (hot / cold) : 40.5 s 49.8 s								

Mechanical data

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	6204 2Z C3	Duty type	S1
bearing lifetime			Direction of rotation	bidirectional
L _{10mh} F _{Rad min} for coupling operation 50 60Hz ¹⁾	20000 h	16000 h	Frame material	cast iron
Regreasing device	Without		Net weight of the motor (IM B3)	26 kg
Grease nipple	-/-		Coating (paint finish)	Standard paint finish C2
Type of bearing	Preloaded bearing DE		Color, paint shade	RAL7030
Condensate drainage holes	Without		Motor protection	(A) without (Standard)
External earthing terminal	Without		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box

Terminal box position	top	Max. cross-sectional area	1.5 mm ²
Material of terminal box	cast iron	Cable diameter from ... to ...	9 mm - 17 mm
Type of terminal box	TB1 D01	Cable entry	1xM25x1,5
Contact screw thread	M4	Cable gland	1 plug

Notes:

I_A/I_N = locked rotor current / current nominal	1) L _{10mh} according to DIN ISO 281 10/2010	3) Value is valid only for DOL operation with motor design IC411
M_K/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. IN LVM	technical reference	created by SPC	approved by	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.		Link documents	
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