

SIMOTICS SD - 112 M - IM V1 - 2p

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

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	4.00	-/-	12.80	2945	13.0	88.1	88.8	87.9	0.89	0.84	0.76	9.1	2.6	3.6	IE3
400	Y	50	4.00	-/-	7.40	2945	13.0	88.1	88.8	87.9	0.89	0.84	0.76	9.1	2.6	3.6	IE3
460	Y	60	4.55	-/-	7.30	3545	12.3	88.5	88.5	87.2	0.89	0.85	0.78	9.7	2.7	3.8	IE3
460	Y	60	4.00	-/-	6.40	3550	10.8	88.5	88.4	86.7	0.88	0.83	0.75	10.9	3.1	4.3	IE3
IM V1 / IM 3011			FS 112 M			IP55	UKCA	IEC/EN 60034		IEC, DIN, ISO, VDE, EN							
Environmental conditions : -20 °C - +40 °C / 1000 m									Locked rotor time (hot / cold) : 7 s 10.2 s								

Sound level (SPL / SWL) at 50Hz 60Hz	73 / 81 dB(A) ^{2) 3)}	80 / 88 dB(A) ^{2) 3)}	Vibration severity grade	A
Moment of inertia	0.0079 kg m²		Thermal class	F
Bearing DE NDE	6206 2Z C3	6206 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)	41 kg
Grease nipple	-/-		Coating (paint finish)	Standard paint finish C2
Type of bearing	Preloaded bearing DE		Color, paint shade	RAL7030
Condensate drainage holes	With (standard)		Motor protection	(A) without (Standard)
External earthing terminal	Without		Method of cooling	IC411 - self ventilated, surface cooled

Terminal box position	top	Max. cross-sectional area	4 mm²
Material of terminal box	cast iron	Cable diameter from ... to ...	11 mm - 21 mm
Type of terminal box	TB1 F01	Cable entry	2xM32x1,5
Contact screw thread	M4	Cable gland	2 plugs

I_R/I_N = locked rotor current / current nominal	1) L_{10th} according to DIN ISO 281 10/2010	3) Value is valid only for DOL operation with motor design IC411
M_R/M_N = locked rotor torque / torque nominal	2) at rated power / at full load	
M_R/M_{br} = break down torque / nominal torque		

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