



MLFB-Ordering data: **1LE7501-0DC22-3FA4**

Frame size: **80M**

Client order no.:

Item no.:

Order no.:

Consignment no.:

Offer no.:

Project:

Remarks:

U [V]±10%	Δ/Y	f [Hz]±5%	P [kW]	I [A]	n [1/min]	M [kgf.m]	M [Nm]	NOM. EFF at ... load [%] *			Power factor at ... load *			I <sub>A</sub> /I <sub>N</sub> I <sub>L</sub> /I <sub>N</sub>	M <sub>A</sub> /M <sub>N</sub> T <sub>r</sub> /T <sub>N</sub>	M <sub>L</sub> /M <sub>N</sub> T <sub>B</sub> /T <sub>N</sub>	IE-CL
								4/4	3/4	2/4	4/4	3/4	2/4				
415	Y	50	0.37	1.10	925	0.4	3.8	69.0	69.0	65.0	0.69	0.59	0.45	4.0	2.1	2.4	IE2

Data subject to tolerance as per IS 12615 / IEC 60034-1	SF: 1.00	*sinusoidal feed
Environmental conditions : -20 °C to +50 °C / 1000.0 m	locked rotor withstand time (hot / cold) : 17.0 s / 24.0 s	

Mechanical data		Terminal box	
Sound pressure level 50Hz   60Hz	58 dB(A)   61 dB(A)	Terminal box position	Top
Type of construction	IM B5 / IM 3001	Material of terminal box	Aluminium
Bearing DE   NDE	6204 2ZC3   6204 2ZC3	Type of terminal box	TB1 E04
Type of bearing	Locating (fixed) bearing, NDE	Contact screw thread	M4
Lubricants	Esso Unirex N3	Max. cross-sectional area	6.0 mm <sup>2</sup>
Regreasing device	- / -	Cable diameter from ... to ...	4.5 mm - 10.0 mm
Grease nipple	- / -	Cable entry	1xM16x1,5+1xM25x1,5
Bearing lifetime	50000 h	Cable gland	2 Plugs
Degree of protection	IP55		
External earthing terminal	Yes (standard)		
Vibration severity grade	A (Standard)		
Insulation	155(F) utilized to 130(B)		
Duty type	S1		
Direction of rotation	Bidirectional		
Frame material	Cast iron		
Data of anti condensation heating	- / -		
Coating (paint finish)	Standard paint finish		
Color, paint shade	RAL7030		
Motor protection	(A) without		
Method of cooling	IC411 - Self ventilated, surface cooled		
Forced ventilation motor details	- / -		
Weight in kg, without optional accessories	14 kg		
Rotor weight in kg	2,7 kg		
Moment of inertia	Rotor GD <sup>2</sup> 0.00158 kg m <sup>2</sup>   0.00632 kgf.m <sup>2</sup>		

Notes	
I <sub>A</sub> /I <sub>N</sub> = locked rotor current / nominal current	M <sub>L</sub> /M <sub>N</sub> = break down torque / nominal torque
M <sub>A</sub> /M <sub>N</sub> = locked rotor torque / nominal torque	