



MLFB-Ordering data: **1LE7503-1EB43-5FA4**

Frame size: **180L**

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 *			$I_A/I_N$ $I_A/I_N$	$M_A/M_N$ $T_A/T_N$	$M_B/M_N$ $T_B/T_N$	IE-CL
								4/4	3/4	2/4	4/4	3/4	2/4				
415	Δ	50	22.00	40.00	1472	15.0	143.0	93.1	93.1	92.8	0.83	0.78	0.68	7.4	2.9	2.9	IE3
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) : 22.0 s / 38.0 s									

Mechanical data				Terminal box	
Sound pressure level 50Hz   60Hz	67 dB(A)	70 dB(A)		Terminal box position	Top
Type of construction	IM B5 / IM 3001			Material of terminal box	Aluminium
Bearing DE   NDE	6310 C3	6310 C3		Type of terminal box	TB1 J04
Type of bearing	Locating (fixed) bearing, NDE			Contact screw thread	M5
Lubricants	Esso Unirex N3			Max. cross-sectional area	25.0 mm <sup>2</sup>
Regreasing device	Yes (standard)			Cable diameter from ... to ...	19.0 mm - 28.0 mm
Grease nipple	M10x1 DIN 3404 A			Cable entry	2xM40x1,5
Relubrication interval/quantity (AS BS)	10 g   10 g 8000 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	183 kg				
Rotor weight in kg	45 kg				
Moment of inertia	Rotor GD <sup>2</sup>	0.1481 kg m <sup>2</sup>	0.5924 kgf.m <sup>2</sup>		

### Notes

$I_A/I_N$  = locked rotor current / nominal current       $M_A/M_N$  = break down torque / nominal torque  
 $M_B/M_N$  = locked rotor torque / nominal torque