

MODEL NUMBER	IEEE3-36-182T		
HORSEPOWER	3		
RPM / POLES	3600 / 2		
VOLTAGE / PHASE	460 / 3		
FRAME	182T		
ENCLOSURE / DEGREE OF PROTECTION	TEFC / IP55		
FREQUENCY	60 HZ		
FULL LOAD SPEED	3515 RPM		
SERVICE FACTOR	1.15		
INSULATION CLASS	F Class N Varnish		
FULL LOAD AMPS	3.8 A		
LOCKED ROTOR CURRENT (% Full Load)	760 %		
NEMA CODE LETTER	J		
EFFICIENCY / POWER FACTOR	<u>LOAD</u>	<u>EFF.</u>	<u>P.F.</u>
	100 %	86.5 %	85.0 %
	75 %	86.7%	81.3 %
	50 %	83.0 %	73.3 %
DUTY CYCLE	S1 / Continuous		
TORQUE	<u>FULL LOAD</u>	<u>LRT</u>	<u>BDT</u>
	4.4 lb.ft	190 %	260 %
NEMA DESIGN	B		
MOMENT OF INERTIA	<u>LOAD (Max.)</u>	<u>MOTOR</u>	
	7.712 lb.ft ²	0.071 lb.ft ²	
SOUND PRESSURE LEVEL (No Load 1 M From Motor)	73 dB(A)		
MAX. SHAFT VIBRATION	0.08 In/Sec – Peak Velocity		
NUMBER OF STARTS (Hot / Cold)	2 Hot / 3 Cold		
MAX. AMBIENT TEMPERATURE	40° C		
MAX. ELEVATION	3300 Ft. Above Sea Level		
TEMPERATURE RISE (At Full Load)	80° C		
DRIVE-END BEARING	6206ZC3		
OPPOSITE DRIVE-END BEARING	6206ZC3		
BEARING SEAL TYPE	ProTech™ IP66 Labyrinth On DE and ODE		
GREASE TYPE	Mobil Polyrex EM		
MOUNTING	F1 (F2 Suitable), W6, W8, B3, V5, V6		
ROTATION	Bi-Directional		
APPROXIMATE WEIGHT	90 lbs		
AREA CLASSIFICATION	Class I, Division 2, Groups A, B, C, D, T3A		
PAINT	Epoxy		
INVERTER RATING	10:1 CT / 1000:1 VT		
INSULATION TYPE	Hyundai Inverter Shield, Meets NEMA MG1 Part 31		
SPECIFICATION - In Accordance With	IEEE-841, Version 2009, NEMA, CSA		



TIME RATING

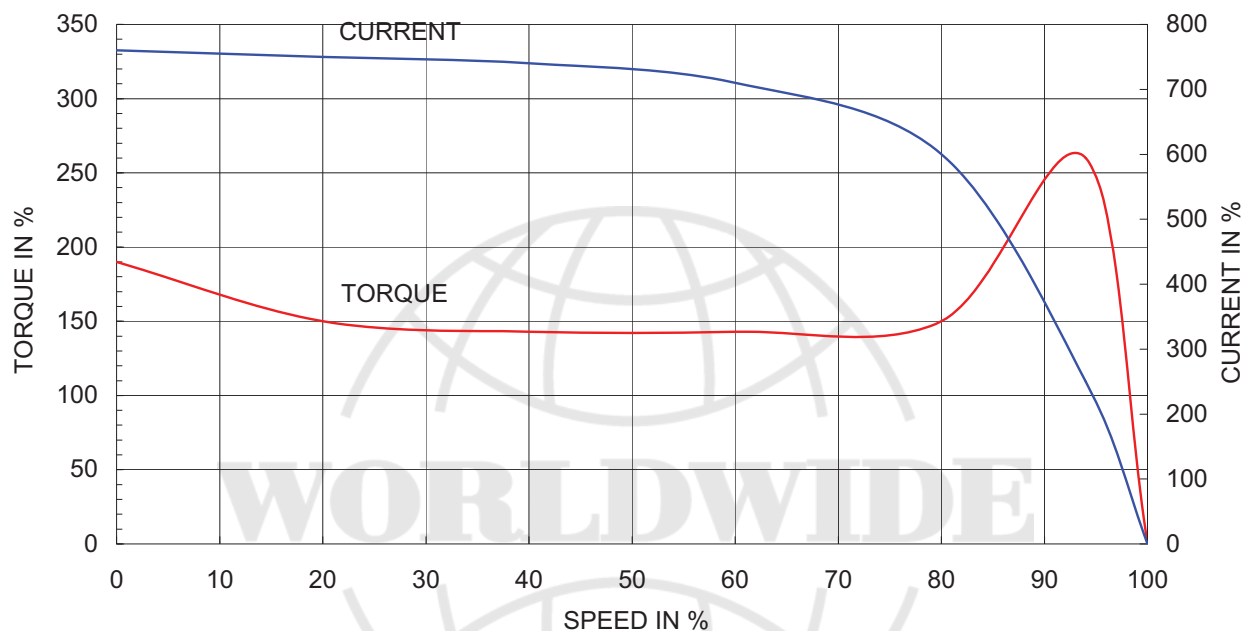


APPD BY	J.H.KIM	UNIT	INCH	SUBJECT	NEMA 182T	CAD PROJ	\ FILE
CHKD BY	N.D.LEE	SCALE	1/8			SCALE-NEMA\A1103AA	
CHKD BY	K.S.LEE	PROJEC'N	3rd Angle	TITLE	OUTLINE		
DSND BY	S.W.SEO	DATE	2010.12.20				
 HYUNDAI HEAVY INDUSTRIES CO., LTD. Electro-Electric System Division				REF. NO	350A8103AA	Sheet No.	of
				DWG NO	350A8103AA	Revision No.	0

Type	:	PKP
Full Load Torque	:	4.4 lb.ft
Motor moment of Inertia (J)	:	0.071 lb.ft ²
Load moment of Inertia (J)	:	7.712 lb.ft ²

2.2 kW		3 HP		60 Hz	
2 P		Rated Speed : 3515 RPM			
Rated Voltage	460V				
Full Load Current	3.8A				

SPEED VS TORQUE & CURRENT CURVE



OUTPUT VS EFF., P.F & CURRENT CURVE

