MAX-IE3™ METRIC

€€ CCOO2A **(**€

AESV3W, IEC, IE3 EFFICIENCY [MP]

Effective 07-08-18 Supercedes 03-24-17



APPLICATIONS:

■ Fans & Blowers

■ Any Application that Requires IEC Mounting Dimensions

■ Pumps

■ Compressors

FEATURES:

■ Output Range: 1 - 150 HP (0.75 - 112 kW)

■ Speed: 3600, 1800 & 1200 RPM

■ Enclosure: Totally Enclosed Fan Cooled (IP55)

■ Voltage: 230/460V (Usable on 208V)⁽¹⁾ Ratings 150 HP and up are 460V only

■ Three Phase, 60 Hz, 1.15 Service Factor (Continuous); 50 Hz, 1.0 Service Factor (Continuous)

■ Class F Insulation

■ Class B Temperature Rise

■ Cast Iron Frame, End Brackets and Main Conduit Box; Rolled Steel Fan Cover

■ Grounding Terminal Inside Main Conduit Box

Oversized Main Conduit Box Rotatable in 90 Degree Increments - F3 Mounted (IM1001)

■ Designed for 40°C Ambient Temperature⁽²⁾

■ Designed for 3300 ft. Elevation(3)

■ Bi-Directional Rotation

■ 1045 Carbon Steel Shaft

■ Aluminum Die Cast Squirrel Cage Rotor Construction

■ Paint System: Phenolic Rust Proof Base Plus Polyurethane Top Coat

■ Paint Color: Blue - Munsell 5PB 3/8

■ Double Shielded Bearings Pre-Packed with MULTEMP SRL for F# 80 - 225 (Non-regreasable)

■ High Quality Ball (or Roller) Bearings Regreasable with with MULTEMP SRL for F# 250 and Larger

■ Oil Seal/V-Ring on Both Ends

■ Stainless Steel Nameplate

■ New Dual Column Design Nameplate as Standard (60/50 Hz)

■ Suitable for Inverter Use per NEMA MG-1.4.4.2, Part 31^(3,4)

■ Inverter Duty Speed Range: 20:1 Variable Torque, 10:1 Constant Torque

■ 6 Leads

■ Motors are CE Marked

EXTRAS/OPTIONS:

Please refer to the modifications document for common modifications that can be performed.

Notes:

- (1) Suitable for Wye/Delta Starting.
- (2) Consult a Stock Product Application Specialist for suitability in higher ambient environments.
- (3) Consult a Stock Product Application Specialist for suitability at higher elevations.
- (4) Motor service factor is 1.0 when operated on a VFD.
- (5) Precautions should be taken to eliminate or reduce shaft currents that may be imposed on the motor by the VFD as stated by NEMA MG-1. Part 31.