

Data sheet for three-phase Squirrel-Cage-Motors SIMOTICS



Motor type : 1AV1104C

SIMOTICS GP - 100 L - IM B3 - 6p

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

Electrical data

Safe Area

U [V]	Δ / Y	f [Hz]	P [kW]	P [hp]	I [A]	n [1/min]	M [Nm]	$\eta^{3)}$			$\cos\phi^{3)}$			I_A/I_N	M_A/M_N	M_K/M_N	IE-CL
								4/4	3/4	2/4	4/4	3/4	2/4				
230	Δ	50	1.50	-/-	6.80	940	15.2	75.2	75.6	72.3	0.74	0.65	0.52	4.0	2.0	2.2	IE1
400	Y	50	1.50	-/-	3.90	940	15.2	75.2	75.6	72.3	0.74	0.65	0.52	4.0	2.0	2.2	IE1
460	Y	60	1.75	-/-	3.65	1140	14.7	77.0	77.5	75.2	0.78	0.69	0.55	4.5	2.1	2.5	IE1
IM B3 / IM 1001		FS 100 L		IP55		IEC/EN 60034		IEC, DIN, ISO, VDE, EN									
Environmental conditions : -20 °C - +40 °C / 1000 m								Locked rotor time (hot / cold) : 12.5 s 24.4 s									

Mechanical data

Sound level (SPL / SWL) at 50Hz 60Hz	59 / 71 dB(A) ²⁾	62 / 74 dB(A) ²⁾	Vibration severity grade	A
Moment of inertia	0.0065 kg m ²		Insulation	155(F) to 130(B)
Bearing DE NDE	6206 2Z C3	6206 2Z C3	Duty type	S1
bearing lifetime			Direction of rotation	bidirectional
L _{10mh} , F _{Rad} min 50 60Hz ¹⁾ for coupling operation	40000 h	32000 h	Frame material	aluminum
Lubricants	Unirex N3		Net weight of the motor (IM B3)	19 kg
Regreasing device	No		Coating (paint finish)	Standard paint finish C2
Grease nipple	-/-		Color, paint shade	RAL7030
Type of bearing	Preloaded bearing DE		Motor protection	(A) without (Standard)
Condensate drainage holes	No		Method of cooling	IC411 - self ventilated, surface cooled
External earthing terminal	No			

Terminal box

Terminal box position	top	Max. cross-sectional area	4 mm ²
Material of terminal box	Aluminium	Cable diameter from ... to ...	11 mm - 21 mm
Type of terminal box	TB1 F00	Cable entry	2xM32x1,5
Contact screw thread	M4	Cable gland	2 plugs

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Notes:

I_A/I_N = locked rotor current / current nominal	1) L10mh according to DIN ISO 281 10/2010	3) Value is valid only for DOL operation with motor design IC411
M_A/M_N = locked rotor torque / torque nominal	2) at rated power / at full load	
M_K/M_N = break down torque / nominal torque		

responsible dep. DI MC LVM	technical reference	created by DT Configurator	approved by	Technical data are subject to change! There may be discrepancies between calculated and rating plate values.			
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