

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



Motor type : 1CV1252B

SIMOTICS SD - 250 M - IM B3 - 4p

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]	η 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				
400	Δ	50	55.00	-/-	101.00	1475	355.0	92.1	92.5	92.1	0.85	0.82	0.74	6.1	2.4	2.6	IE1
690	Y	50	55.00	-/-	59.00	1475	355.0	92.1	92.5	92.1	0.85	0.82	0.74	6.1	2.4	2.6	IE1
460	Δ	60	63.00	-/-	100.00	1775	340.0	93.0	93.3	92.7	0.85	0.83	0.76	6.1	2.5	2.6	IE1

IM B3 / IM 1001	FS 250 M	IP55	IEC/EN 60034	IEC, DIN, ISO, VDE, EN
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Environmental conditions : -20° C - +40° C / 1000 m

Locked rotor time (hot / cold) : 17.3 s | 30.9 s

Mechanical data

Sound level (SPL / SWL) at 50Hz 60Hz	70 / 81 dB(A) ²⁾	72 / 85 dB(A) ²⁾	Vibration severity grade	A
Moment of inertia	0.6900 kg m ²		Insulation	155(F) to 130(B)
Bearing DE NDE	6215 Z C3	6215 Z C3	Duty type	S1
bearing lifetime			Direction of rotation	bidirectional
L_{10mh} $F_{Rad min}$ for coupling operation 50 60Hz ¹⁾	40000 h	32000 h	Frame material	cast iron
Lubricants	Unirex N3		Net weight of the motor (IM B3)	360 kg
Regreasing device	No		Coating (paint finish)	Standard paint finish C2
Grease nipple	-/-		Color, paint shade	RAL7030
Type of bearing	Locating bearing NDE		Motor protection	(A) without (Standard)
Condensate drainage holes	Yes (standard)		Method of cooling	IC411 - self ventilated, surface cooled
External earthing terminal	Yes (standard)			

Terminal box

Terminal box position	top	Cable diameter from ... to ...	34 mm - 42 mm
Material of terminal box	cast iron	Cable entry	2xM63x1,5
Type of terminal box	TB1 N01	Cable gland	2 plugs
Contact screw thread	M10		
Max. cross-sectional area	120 mm ²		

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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	<i>Technical data are subject to change! There may be discrepancies between calculated and rating plate values.</i>			
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