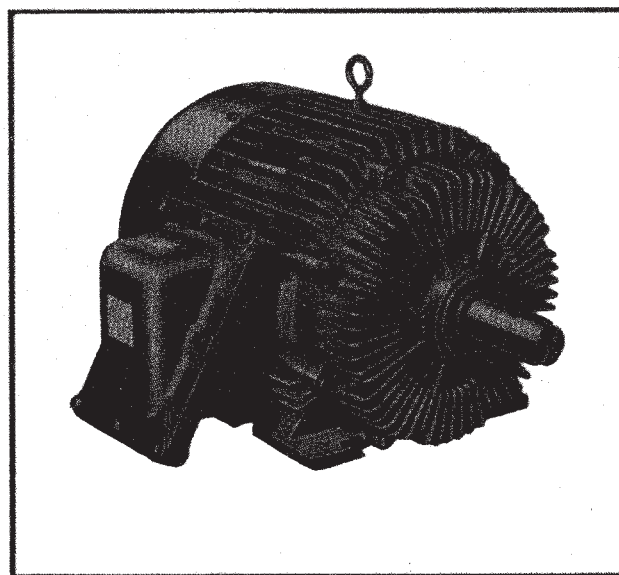
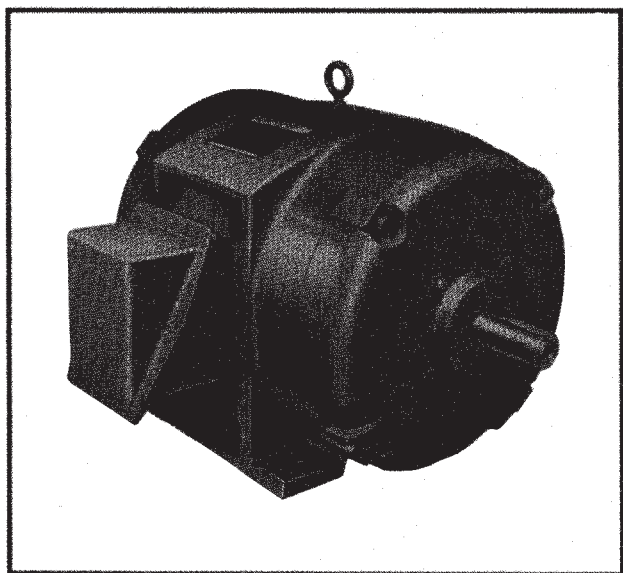
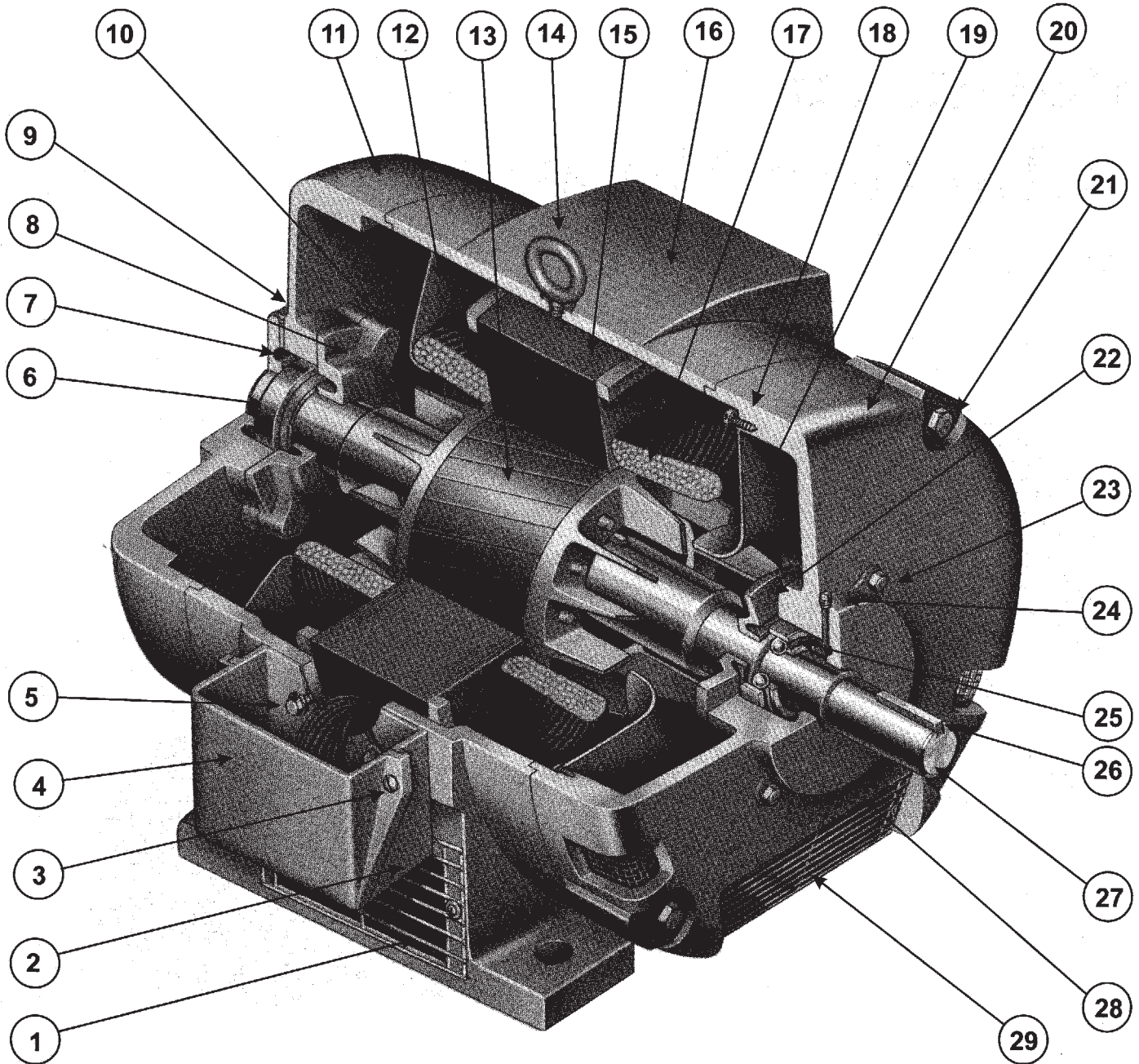


Standard Induction Motors



**Installation, Operation,
& Maintenance Instructions**

**TYPICAL CUTAWAY VIEW
OF A DRIPPROOF, HORIZONTAL
INTEGRAL HORSEPOWER MOTOR & PARTS DESCRIPTION
364 THRU 445 FRAME SIZE**



ITEM	DESCRIPTION	ITEM	DESCRIPTION	ITEM	DESCRIPTION
1.	** Frame Vent Screen	11.	Bracket O.P.E.	21.	Bracket Holding Bolt
2.	Conduit Box Bottom	12.	Baffle Plate O.P.E.	22.	Inner Bearing Cap P.E.
3.	Conduit Box Top-Holding Screw	13.	Rotor Core	23.	Inner Bearing Cap Bolt
4.	Conduit Box Top	14.	Lifting Eye Bolt	24.	Grease Plug
5.	Conduit Box Bottom-Holding Bolt	15.	Stator Core	25.	*Ball Bearing P.E.
6.	*Ball Bearing O.P.E.	16.	Frame	26.	Shaft Extension Key
7.	Pre-loading Spring	17.	Stator Winding	27.	Shaft
8.	Inner Bearing Cap O.P.E.	18.	Baffle Plate Holding Screw	28.	Drain Plug (grease)
9.	Grease Plug	19.	Baffle Plate P.E.	29.	**Bracket Screen
10.	Inner Bearing Cap Bolt	20.	Bracket P.E.		

P.E. = Pulley End

O.P.E. = Opposite Pulley End

* = Bearing Numbers are shown on motor nameplate when requesting information or parts always give complete motor description, model and serial numbers.

** = Bracket and frame screens are optional.

WARNING

These instructions must be followed to ensure safe and proper installation, operation and maintenance of the motor. They should be brought to the attention of all persons who install, operate or maintain this equipment.

GENERAL INFORMATION

Motors are all fully factory tested and inspected before shipping. Damage during shipment and storage can occur. Motors not correctly matched to the power supply and/or the load will not operate properly. These instructions are intended as a guide to identify and eliminate these problems before they are overlooked or cause further damage.

ACCEPTANCE

Check carefully for any damage that may have occurred in transit. If any damage or shortage is discovered, do not accept until an appropriate notation on the freight bill is made. Any damage discovered after receipt of equipment should be immediately reported to the carrier.

STORAGE

- A. Keep motors clean
 1. Store indoors
 2. Keep covered to eliminate airborne dust and dirt.
 3. Cover openings for ventilation, conduit connections, etc. to prevent entry of rodents, snakes, birds, and insects, etc.
- B. Keep motors dry
 1. Store in a dry area indoors
 2. Temperature swings should be minimal to prevent condensation.
 3. Space heaters are recommended to prevent condensation.
 4. Treat unpainted flanges, shafts, and fittings with a rust inhibitor.
 5. Check insulation resistance before putting motor into service. (Consult manufacturer for guidelines).
- C. Keep Bearings Lubricated
 1. Once per month, rotate shaft several turns to distribute grease in bearings.
 2. If unit has been stored more than one year, add grease before start-up. (Refer to lubrication procedure).

INSTALLATION

UNCRATING AND INSPECTION

After uncrating, check for any damage which may have been incurred in handling. The motor shaft should turn freely by hand. Repair or replace any loose or broken parts before attempting to use the motor.

Check to be sure that motor has not been exposed to dirt, grit, or excessive moisture in shipment or storage before installation.

Measure insulation resistance (see operation). Clean and dry the windings as required.

Never start a motor which has been wet without having it thoroughly dried.

SAFETY

Motors should be installed, protected and fused in accordance with latest issue of National Electrical Code, NEMA Standard Publication No. MG 2 and local codes.

Eyebolts or lifting lugs are intended for lifting the motor only. These lifting provisions should never be used when lifting or handling the motor with other equipment (i.e. pumps, gear boxes, fans or other driven equipment) as a single unit. Be sure the eyebolt is fully threaded and tight in its mounting hole.

Eyebolt lifting capacity ratings is based on a lifting alignment coincident with the eyebolt centerline. Eyebolt capacity reduces as deviation from this alignment increases. See NEMA MG 2.

Frames and accessories of motors should be grounded in accordance with National Electrical Code (NEC) Article 430. For general information of grounding refer to NEC Article 250.

Rotating parts such as pulleys, couplings, external fans, and shaft extensions should be permanently guarded.

LOCATION

In selecting a location for the motor, consideration should be given to environment and ventilation. A motor with the proper enclosure for the expected operating condition should be selected.

The ambient temperature of the air surrounding the motor should not exceed 40°C (104°F) unless the motor has been especially designed for high ambient temperature applications. The free flow of air around the motor should not be obstructed.

The motor should never be placed in a room with a hazardous process, or where flammable gases or combustible material may be present, unless it is specifically designed for this type of service.

1. Dripproof (open) motors are intended for use indoors where atmosphere is relatively clean, dry and non-corrosive.
2. Totally enclosed motors may be installed where dirt, moisture and corrosion are present, or in outdoor locations.
3. Explosion proof motors are built for use in hazardous locations as indicated by Underwriters' label on motor. Consult UL, NEC, and local codes for guidance.

Refer to manufacturer for application assistance.

FLOOR MOUNTING

Motors should be provided with a firm, rigid foundation, with the plane of four mounting pads flat within .010" for 56 to 210 frame; .015" from 250 through 500 frame. This may be accomplished by shims under the motor feet. For special isolation mounting, contact manufacturer for assistance.

V-BELT DRIVE

1. Select proper type and number of belts and sheaves. Excessive belt load will damage bearings. Sheaves should be in accordance to NEMA Spec. MG-1 or as approved by the manufacturer for a specific application.
2. Align sheaves carefully to avoid axial thrust on motor bearing. The drive sheave on the motor should be positioned toward the motor so it is as close as possible to the bearing.

- When adjusting belt tension, make sure the motor is secured by all mounting bolts before tightening belts.
- Adjust belt tension to belt manufacturers recommendations. Excessive tension will decrease bearing life.
- For more information see Publication SB528.

DIRECT CONNECTED DRIVE

Flexible or solid shaft couplings must be properly aligned for satisfactory operation. On flexible couplings, the clearance between the ends of the shafts should be in accordance with the coupling manufacturer's recommendations or NEMA standards for end play and limited travel in coupling.

MISALIGNMENT and RUN-OUT between direct connected shafts will cause increased bearing loads and vibration even when the connection is made by means of a flexible coupling. Excessive misalignment will decrease bearing life. Proper alignment, per the specifications of the coupling being used, is critical.

Some large motors are furnished with roller bearings. Roller bearings should **not** be used for direct drive.

ELECTRICAL CONNECTIONS

CAUTION

Install and ground per local and national codes. Consult qualified personnel with questions or if repairs are required.

WARNING

- Disconnect power before working on motor or driven equipment.
- Motors with automatic thermal protectors will automatically restart when the protector temperature drops sufficiently. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.
- Motors with manual thermal protectors may start unexpectedly after protector trips. If manual protector trips, disconnect motor from power line. After protector cools (five minutes or more) it can be reset and power may be applied to motor.
- Discharge all capacitors before servicing motor.
- Always keep hands and clothing away from moving parts.
- Never attempt to measure the temperature rise of a motor by touch. Temperature rise must be measured by thermometer, resistance, imbedded detector, or thermocouple.
- Electrical repairs should be performed by trained and qualified personnel only.
- Failure to follow instructions and safe electrical procedures could result in serious injury or death.
- If safety guards are required, be sure the guards are in use.

- All wiring, fusing, and grounding must comply with National Electrical Codes and local codes.
- To determine proper wiring, rotation and voltage connections, refer to the information and diagram on the nameplate, separate connection plate or decal. If the plate or decal has been removed, contact manufacturer for assistance.
- Use the proper size of line current protection and motor controls as required by the National Electrical Code and local codes. Recommended use is 125% of full load amps as shown on the nameplate for motors with 40°C ambient

and a service factor over 1.0. Recommended use is 115% of full load amps as shown on the nameplate for all other motors. Do not use protection with larger capacities than recommended. Three phase motors must have all three phases protected.

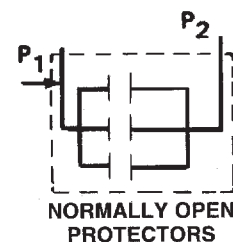
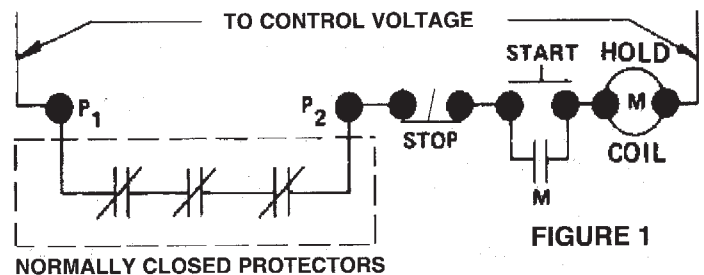
THERMAL PROTECTOR INFORMATION

The nameplate will indicate one of the following:

- Motor is thermally protected
- Motor is not thermally protected
- Motor is provided with overheat protective device

For examples, refer to paragraphs below:

- Motors equipped with built-in thermal protection have "THERMALLY PROTECTED" stamped on the nameplate. Thermal protectors open the motor circuit electrically when the motor overheats or is overloaded. The protector cannot be reset until the motor cools. If the protector is automatic, it will reset itself. If the protector is manual, press the red button to reset.
- Motors without thermal protection have nothing stamped on nameplate about thermal protection.
- Motors that are provided with overheat protective device that does not open the motor circuit directly will indicate "WITH OVERHEAT PROTECTIVE DEVICE".
 - Motors with this type of "Overheat Protective Device" have protector leads brought out in the motor conduit box marked "P1" and "P2". These leads are intended for connection in series with the stop button of the 3-wire pilot circuit for the magnetic starter which controls the motor. See Figure 1.
 - The circuit controlled by the above "Overheat Protective Device" must be limited to a maximum of 600 volts and 360 volt-amps.



Normally Open (N/O) Motor Thermostats may be used in conjunction with controls installed by Original Equipment Manufacturers.

FIGURE 1A

CHANGING ROTATION

- Keep hands and clothing away from rotating parts.
- Before the motor is coupled to the load, determine proper rotation.
- Check rotation by jogging or bumping. Apply power to the motor leads for a short period of time, enough to just get motor shaft to rotate a slight amount to observe shaft rotating direction.
- Three phase - interchange any two (2) of the three (3) line leads. Single phase - reconnect per the connection diagram on the motor.

REDUCED VOLTAGE STARTING

Motors used on reduced voltage starting, should be carefully selected based upon power supply limitations and driven load requirements. The motors starting torque will be reduced when using reduced voltage starting. The elapsed time on the start step should be kept as short as possible and should not exceed 5 seconds. It is recommended that this time be limited to 2 seconds. Refer to manufacturer for application assistance.

OPERATION

WARNING

Disconnect and lock out before working on motor or driven equipment.

BEFORE INITIAL STARTING

1. If a motor has become damp in shipment or in storage, measure the insulation resistance of the stator winding.

$$\text{Minimum Insulation Resistance} \quad \text{Rated Voltage} \\ \text{In Megohms} \quad = 1 + \frac{1000}{\text{Rated Voltage}}$$

Do not attempt to run the motor if the insulation resistance is below this value.

2. If insulation resistance is low, dry out the moisture in one of the following ways:
 - a. Bake in oven at temperature not more than 90°C (194°F).
 - b. Enclose motor with canvas or similar covering, leaving a hole at the top for moisture to escape, and insert heating units or lamps.
 - c. Pass a current at low voltage (rotor locked) through the stator winding. Increase the current gradually until the winding temperature, measured with a thermometer, reaches 90°C (194°F). Do not exceed this temperature.
3. See that voltage and frequency stamped on motor and control nameplates correspond with that of the power line.
4. Check all connections to the motor and control with the wiring diagram.
5. Be sure rotor turns freely when disconnected from the load. Any foreign matter in the air gap should be removed.
6. Leave the motor disconnected from the load for the initial start (see following caution). Check for proper rotation. Check for correct voltage (within ± 10% of nameplate value) and that it is balanced within 1% at the motor terminals. After the machine is coupled to the load, check that the nameplate amps are not exceeded. Recheck the voltage level and balance under load per the above guidelines.

Shut down the motor if the above parameters are not met or if any other noise or vibration disturbances are present. Consult NEMA guidelines or the equipment manufacturer if any questions exist before operating equipment.

CAUTION

For motors nameplated as "belted duty only", do not run motor without belts properly installed.

COLLECTOR RINGS (Wound Rotor Motors Only)

The collector rings are sometimes treated at the factory to protect them while in stock and during shipment. The brushes have been fastened in a raised position. Before putting the motor into service, the collector rings should be cleaned to remove this treatment. Use a cleaning fluid that is made for degreasing electrical equipment. All of the brushes must be released and lowered to the collector surface. Keep the rings clean and maintain their polished surfaces. Ordinarily, the rings will require only occasional wiping with a piece of canvas or non-linting cloth. Do not let dust or dirt accumulate between the collector rings.

BRUSHES (Wound Rotor Motors Only)

See that the brushes move freely in the holders and at the same time make firm, even contact with the collector rings. The pressure should be between 2 and 3 pounds per square inch of brush surface.

When installing new brushes, fit them carefully to the collector rings. Be sure that the copper pigtail conductors are securely fastened to, and make good contact with, the brushholders.

ALLOWABLE VOLTAGE AND FREQUENCY RANGE

If voltage and frequency are within the following range, motors will operate, but with somewhat different characteristics than obtained with correct nameplate values.

1. Voltage: Within 10% above or below the value stamped on the nameplate. On three phase systems the voltage should be balanced within 1%. A small voltage unbalance will cause a significant current unbalance.
2. Frequency: Within 5% above or below the value stamped on the nameplate.
3. Voltage and Frequency together: Within 10% (providing frequency above is less than 5%) above or below values stamped on the nameplate.

CLEANLINESS

Keep both the interior and exterior of the motor free from dirt, water, oil and grease. Motors operating in dirty places should be periodically disassembled and thoroughly cleaned.

CONDENSATION DRAIN PLUGS

All explosion proof and some totally enclosed motors are equipped with automatic drain plugs, they should be free of oil, grease, paint, grit and dirt so they don't clog up. The drain system is designed for normal floor (feet down) mounting. For other mounting positions, modification of the drain system may be required, consult manufacturer.

SERVICE

WARNING

Disconnect power before working on motor or driven equipment. Motors with automatic thermal protectors will automatically restart when the protector temperature drops sufficiently. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.

CAUTION

Overgreasing bearings can cause premature bearing and/or motor failure. The amount of grease added should be carefully controlled.

NOTE

If lubrication instructions are shown on the motor nameplate, they will supersede this general instruction.

Motors are pregreased with a polyurea mineral oil NGLI grade 2 type grease unless stated otherwise on the motor nameplate. Some compatible brands of polyurea mineral base type grease are: Chevron SRI #2, Rykon Premium #2, Exxon Polyrex EM or Texaco Polystar RB.

Motors are properly lubricated at the time of manufacture. It is not necessary to lubricate at the time of installation unless the motor has been in storage for a period of 12 months or longer (refer to lubrication procedure that follows).

LUBRICATION PROCEDURES

1. Stop motor. Disconnect and lock out of service.
2. Remove contaminants from grease inlet area.
3. Remove filler and drain plugs.
4. Check filler and drain holes for blockage and clean as necessary.
5. Add proper type and amount of grease. See the Relubrication Time Intervals table for service schedule and Relubrication Amounts table for volume of grease required.
6. Wipe off excess grease and replace filler and drain plugs (see following warning).
7. Motor is ready for operation.

WARNING

If motor is nameplated for hazardous locations, do not run motor without all of the grease or drain plugs installed.

RELUBRICATION TIME INTERVAL AND AMOUNTS

(For motors with regreasing provisions).

Service Condition	NEMA FRAME SIZE					
	140-180		210-360		400-510	
	1800 RPM and less	Over 1800 RPM	1800 RPM and less	Over 1800 RPM	1800 RPM and less	Over 1800 RPM
Standard	3 yrs.	6 months	2 yrs.	6 months	1 yr.	3 months
Severe	1 yr.	3 months	1 yr.	3 months	6 months	1 month
Seasonal	See Note 2.					

NOTE

1. For motors nameplated as "belted duty only" divide the above intervals by 3.
2. Lubricate at the beginning of the season. Then follow service schedule above.

SEASONAL SERVICE: The motor remains idle for a period of 6 months or more.

STANDARD SERVICE: Up to 16 hours of operation per day, indoors, 100°F maximum ambient.

SEVERE SERVICE: Greater than 16 hours of operation per day. Continuous operation under high ambient temperatures (100° to 150°F) and/or any of the following: dirty, moist locations, high vibration (above NEMA standards), heavy shock loading, or where shaft extension end is hot.

RELUBRICATION AMOUNTS

(For motors with regreasing provisions).

NEMA FRAME SIZE	VOLUME cu. in. (fluid oz.)
140	.25 (.14)
180	.50 (.28)
210	.75 (.42)
250	1.00 (.55)
280	1.25 (.69)
320	1.50 (.83)
360	1.75 (.97)
400	2.25 (1.2)
440	2.75 (1.5)
500	3.00 (1.7)

TROUBLESHOOTING

WARNING

1. Disconnect power before working on motor or driven equipment.
2. Motors with automatic thermal protectors will automatically restart when the protector temperature drops sufficiently. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.
3. Motors with manual thermal protectors may start unexpectedly after protector trips. If manual protector trips, disconnect motor from power line. After protector cools (five minutes or more) it can be reset and power may be applied to motor.
4. Discharge all capacitors before servicing motor.
5. Always keep hands and clothing away from moving parts.
6. Never attempt to measure the temperature rise of a motor by touch. Temperature rise must be measured by thermometer, resistance, imbedded detector, or thermocouple.
7. Electrical repairs should be performed by trained and qualified personnel only.
8. Failure to follow instructions and safe electrical procedures could result in serious injury or death.
9. If safety guards are required, be sure the guards are in use.

If trouble is experienced in the operation of the motor, make sure that:

1. The bearings are in good condition and operating properly.
2. There is no mechanical obstruction to prevent rotation in the motor or in the driven load.
3. The air gap is uniform. (Consult manufacturer for specifications).
4. All bolts and nuts are tightened securely.
5. Proper connection to drive machine or load has been made.

In checking for electrical troubles, be sure that:

1. The line voltage and frequency correspond to the voltage and frequency stamped on the nameplate of the motor.
2. The voltage is actually available at motor terminals.
3. The fuses and other protective devices are in proper condition.
4. All connections and contacts are properly made in the circuits between the control apparatus and motor.

These instructions do not cover all details or variations in equipment nor provide for every possible condition to be met in connection with installation, operation or maintenance. Should additional information be desired for the purchaser's purposes, the matter should be referred to the manufacturer.

MOTOR TROUBLE SHOOTING CHART

Your motor service and any trouble shooting must be handled by qualified persons who have proper tools and equipment.

TROUBLE	CAUSE	WHAT TO DO
Motor fails to start	Blown fuses	Replace fuses with proper type and rating
	Overload trips	Check and reset overload in starter.
	Improper power supply	Check to see that power supplied agrees with motor nameplate and load factor.
	Improper line connections	Check connections with diagram supplied with motor.
	Open circuit in winding or control switch	Indicated by humming sound when switch is closed. Check for loose wiring connections. Also see that all control contacts are closing.
	Mechanical failure	Check to see if motor and drive turn freely. Check bearings and lubrication.
	Short circuited stator	Indicated by blown fuses. Motor must be rewound.
	Poor stator coil connection	Remove end bells, locate with test lamp.
	Rotor defective	Look for broken bars or end rings.
Motor may be overloaded	Reduce load.	
Motor stalls	One phase may be open	Check lines for open phase.
	Wrong application	Change type or size. Consult manufacturer.
	Overload	Reduce load.
	Low voltage	See that nameplate voltage is maintained. Check connection.
	Open circuit	Fuses blown, check overload relay, stator and pushbuttons.
Motor runs and then dies down	Power failure	Check for loose connections to line, to fuses and to control.
Motor does not come up to speed	Not applied properly	Consult supplier for proper type.
	Voltage too low at motor terminals because of line drop.	Use higher voltage on transformer terminals or reduce load. Check connections. Check conductors for proper size.
	Starting load too high	Check load motor is supposed to carry at start.
	Broken rotor bars or loose rotor	Look for cracks near the rings. A new rotor may be required as repairs are usually temporary.
	Open primary circuit	Locate fault with testing device and repair.
Motor takes too long to accelerate and/or draws high amp	Excessive load	Reduce load.
	Low voltage during start	Check for high resistance. Adequate wire size.
	Defective squirrel cage rotor	Replace with new rotor.
	Applied voltage too low	Get power company to increase power tap.
Wrong rotation	Wrong sequence of phases	Reverse connections at motor or at switchboard.
Motor overheats while running under load	Overload	Reduce load.
	Frame or bracket vents may be clogged with dirt and prevent proper ventilation of motor.	Open vent holes and check for a continuous stream of air from the motor.
	Motor may have one phase open	Check to make sure that all leads are well connected.
	Grounded coil	Locate and repair.
	Unbalanced terminal voltage	Check for faulty leads, connections and transformers.
Motor vibrates	Motor misaligned	Realign.
	Weak support	Strengthen base
	Coupling out of balance	Balance coupling.
	Driven equipment unbalanced	Rebalance driven equipment.
	Defective bearings	Replace bearing.
	Bearings not in line	Line up properly.
	Balancing weights shifted	Rebalance motor.
	Polyphase motor running single phase	Check for open circuit.
Excessive end play	Adjust bearing or add shim.	
Unbalanced line current on polyphase motors during normal operation	Unequal terminal volts	Check leads and connections.
	Single phase operation	Check for open contacts.
	Unbalanced voltage	Correct unbalanced power supply.
Scraping noise	Fan rubbing air shield	Remove interference.
	Fan striking insulation	Clear fan.
	Loose on bedplate	Tighten holding bolts.
Noisy operation	Airgap not uniform	Check and correct bracket fits or bearing.
	Rotor unbalance	Rebalance.
Hot bearings general	Bent or sprung shaft	Straighten or replace shaft.
	Excessive belt pull	Decrease belt tension.
	Pulleys too far away	Move pulley closer to motor bearing.
	Pulley diameter too small.	Use larger pulleys.
	Misalignment	Correct by realignment of drive.
Hot bearings ball	Insufficient grease	Maintain proper quantity of grease in bearing.
	Deterioration of grease or lubricant contaminated	Remove old grease, wash bearings thoroughly in kerosene and replace with new grease.
	Excess lubricant	Reduce quantity of grease, bearing should not be more than 1/2 filled.
	Overloaded bearing	Check alignment, side and end thrust.
	Broken ball or rough races	Replace bearing, first clean housing thoroughly.



ELECTRIC MOTORS
GEARMOTORS AND DRIVES

Motor Trouble-Shooting Chart

Caution:

1. Disconnect power to the motor before performing service or maintenance.
2. Discharge all capacitors before servicing motor.
3. Always keep hands and clothing away from moving parts.
4. Be sure required safety guards are in place before starting equipment.

<u>Problem:</u>	<u>Like Causes:</u>	<u>What To Do:</u>
Motor fails to start upon initial installation.	Motor is miswired. Motor damaged and rotor is striking stator. Fan guard bent and contacting fan.	Verify motor is wired correctly. May be able to reassemble; otherwise, motor should be replaced. Replace fan guard.
Motor has been running, then fails to start.	Fuse or circuit breaker tripped. Stator is shorted or went to ground. Motor will make a humming noise and the circuit breaker or fuse will trip. Motor overloaded or load jammed. Capacitor (on single phase motor) may have failed. Starting switch has failed.	Replace fuse or reset the breaker. Disassemble motor and inspect windings and internal connections. A blown stator will show a burn mark. Motor must be replaced or the stator rewound. Inspect to see that the load is free. Verify amp draw of motor versus nameplate rating. First discharge capacitor. To check capacitor, set volt-ohm meter to RX100 scale and touch its probes to capacitor terminals. If capacitor is OK, needle will jump to zero ohms, and drift back to high. Steady zero ohms indicates a short circuit; steady high ohms indicates an open circuit. Disassemble motor and inspect both the centrifugal and stationary switches. The weights of the centrifugal switch should move in and out freely. Make sure that the switch is not loose on the shaft. Inspect contacts and connections on the stationary switch. Replace switch if the contacts are burned or pitted.
Motor runs but dies down.	Voltage drop. Load increased.	If voltage is less than 10% of the motor's rating contact power company or check if some other equipment is taking power away from the motor. Verify the load has not changed. Verify equipment hasn't got tighter. If fan application verify the air flow hasn't changed.
Motor takes too long to accelerate.	Defective capacitor Faulty stationary switch. Bad bearings. Voltage too low.	Test capacitor per previous instructions. Inspect switch contacts and connections. Verify that switch reeds have some spring in them. Noisy or rough feeling bearings should be replaced. Make sure that the voltage is within 10% of the motor's nameplate rating. If not, contact power company or check if some other equipment is taking power away from the motor.
Motor runs in the wrong direction.	Incorrect wiring.	Rewire motor according to wiring schematic provided.
Motor overload protector continually trips.	Load too high. Ambient temperature too high. Protector may be defective. Winding shorted or grounded.	Verify that the load is not jammed. If motor is a replacement, verify that the rating is the same as the old motor. If previous motor was a special design, a stock motor may not be able to duplicate the performance. Remove the load from the motor and inspect the amp draw of the motor unloaded. It should be less than the full load rating stamped on the nameplate. Verify that the motor is getting enough air for proper cooling. Most motors are designed to run in an ambient temperature of less than 40°C. (Note: A properly operating motor may be hot to the touch.) Replace the motor's protector with a new one of the same rating. Inspect stator for defects, or loose or cut wires that may cause it to go to ground.

Motor Trouble-Shooting Chart

10/13/00 (continued)

<u>Problem:</u>	<u>Like Causes:</u>	<u>What To Do:</u>
Motor vibrates.	<p>Motor misaligned to load.</p> <p>Load out of balance. (Direct drive application.)</p> <p>Motor bearings defective.</p> <p>Rotor out of balance.</p> <p>Motor may have too much endplay.</p> <p>Winding may be defective.</p>	<p>Realign load.</p> <p>Remove motor from load and inspect motor by itself. Verify that motor shaft is not bent. Rule of thumb is .001" runout per every inch of shaft length.</p> <p>Test motor by itself. If bearings are bad, you will hear noise or feel roughness. Replace bearings. Add oil if a sleeve of bearing. Add grease if bearings have grease fittings.</p> <p>Inspect motor by itself with no load attached. If it feels rough and vibrates but the bearings are good, it may be that the rotor was improperly balanced at the factory. Rotor must be replaced or rebalanced.</p> <p>With the motor disconnected from power turned shaft. It should move but with some resistance. If the shaft moves in and out too freely, this may indicate a preload problem and the bearings may need additional shimming.</p> <p>Test winding for shorted or open circuits. The amps may also be high. Replace motor or have stator rewind.</p>
Bearings continuously fail.	<p>Load to motor may be excessive or unbalanced.</p> <p>High ambient temperature.</p>	<p>Besides checking load, also inspect drive belt tension to ensure it's not too tight may be too high. An unbalanced load will also cause the bearings to fail.</p> <p>If the motor is used in a high ambient, a different type of bearing grease may be required. You may need to consult the factory or a bearing distributor.</p>
The motor, at start up, makes a loud rubbing or grinding noise.	<p>Rotor may be striking stator.</p>	<p>Ensure that motor was not damaged in shipment. Frame damage may not be repairable. If you cannot see physical damage, inspect the motor's rotor and stator for strike marks. If signs of rubbing are present, the motor should be replaced. Sometimes simply disassembling and reassembling motor eliminates rubbing. Endbells are also sometimes knocked out of alignment during transportation.</p>
Start capacitors continuously fail.	<p>The motor is not coming up to speed quickly enough.</p> <p>The motor is being cycled too frequently.</p> <p>Voltage to motor is too low.</p> <p>Starting switch may be defective, preventing the motor from coming out of start winding.</p>	<p>Motor may not be sized properly. Verify how long the motor takes to come up to speed, Most single phase capacitor start motors should come up to speed within three seconds. Otherwise the capacitors may fail.</p> <p>Verify duty cycle. Capacitor manufacturers recommend no more than 20, three-second starts per hour. Install capacitor with higher voltage rating, or add bleed resistor to the capacitor.</p> <p>Verify that voltage to the motor is within 10% of the nameplate value. If the motor is rated 208-230V, the deviation must be calculated from 230V.</p> <p>Replace switch.</p>
Run capacitor fail.	<p>Ambient temperature too high.</p> <p>Possible power surge to motor, caused by lightning strike or other high transient voltage.</p>	<p>Verify that ambient does not exceed motor's nameplate value.</p> <p>If a common problem, install surge protector.</p>

LEESON ELECTRIC CORPORATION

BOX 241 GRAFTON, WISCONSIN 53024-0241 U.S.A.

Lubrication Instructions For Ball Bearing Motors

Lubrication

This motor is supplied with pre-lubrication ball bearings. No lubrication required before start up.

Relubrication Intervals

The following intervals are suggested as a guide:

SUGGESTED RELUBRICATION INTERVALS		
HOURS OF SERVICE PER YEAR	H.P. RANGE	RELUBE INTERVAL
5,000	Sub Fractional to 7 1/2 10 to 40 50-200	5 Years 3 Years 1 Year
Continuous Normal Applications	Sub Fractional to 7 1/2 10 to 40 50 to 200	2 Years 1 Year 9 Months
Season Service Motor Idle 6 Months or More	All	1 Year (Beginning of Season)
Continuous High Ambients Dirty or Moist Locations High Vibrations Where Shaft End is Hot (Pumps-Fans)	Sub Fractional to 40 50 to 200	6 Months 3 Months

Lubrication

Use high quality ball bearing lubricant. Use consistency of lubricant suitable for class of insulation stamped on nameplate as follows:

LUBRICATION CONSISTENCY				
INSULATION CLASS	CONSISTENCY	TYPE	TYPICAL LUBRICATION	FRAME TYPE
B & F F & H	Medium	Polyurea	Shell Dolium R and/or Chevron SR1 2	Sub Fractional to 447T All

Procedure

If motor is equipped with Alemite fitting, clean tip of fitting and apply grease gun. Use 1 to 2 full strokes on motors in NEMA 215T frame and smaller. Use 2 to 3 strokes on NEMA 254T thru NEMA 365 T frame. Use 3 to 4 strokes on NEMA 404T frames and larger. On motors having drain plugs, remove drain plug and operate motor for 20 minutes before replacing drain plug.

On motors equipped with slotted head grease screw, remove screw and apply grease tube to hole. Insert 2 to 3 inch length of grease string into each hole on motors in NEMA 215T frame and smaller. Insert 3 to 5 inch length on larger motors. For motors having drain plug and operate motor for 20 minutes before replacing drain plug.

CAUTION: Keep lubricant clean. Lubricate motors at standstill. remove and replace drain plugs at standstill. Do not mix petroleum lubricant and silicone lubricant in motor bearings.



ELECTRIC MOTORS, GEARMOTORS AND DRIVES

LEESON ELECTRIC

GRAFTON, WISCONSIN 53024-0241 U.S.A.
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Installation Maintenance Instructions

AC Induction Motors

Installation

After unpacking, check for damage. Be sure that shaft rotates freely. Before making electrical power connections, check for proper grounding of motor and application. All electrical contacts and connections must be properly insulated and enclosed. Couplings, belts, chains or other mounted devices must be in proper alignment, balance and secure to insure safe motor operation.

Electrical Wiring

Prior to connecting to the power line, check nameplate for proper voltage and rotation connection. This motor should be installed in compliance with the National Electrical Code and any other applicable codes. Voltage at motor not to exceed + or -10% of nameplate. Authorized person should make all electrical connections.

Mounting

This motor should be securely mounted to the application. Sufficient ventilation area should be provided to insure proper operation.

RECOMMENDED COPPER WIRE & TRANSFORMER SIZE

SINGLE PHASE MOTORS - 230 VOLTS						
H.P.	TRANSFORMER KVA	DISTANCE - MOTOR TO TRANSF. IN FT.				
		100	150	200	300	500
1 1/2	3	10	8	8	6	4
2	3	10	8	8	6	4
3	5	8	8	6	4	2
5	7 1/2	6	4	4	2	0
7 1/2	10	6	4	3	1	0

THREE PHASE MOTORS - 230 & 460 VOLTS							
H.P.	VOLTS	TRANSFORMER KVA	DISTANCE - MOTOR TO TRANSF. IN FT.				
			100	150	200	300	500
1 1/2	230	3	12	12	12	12	10
1 1/2	460	3	12	12	12	12	12
2	230	3	12	12	12	10	8
2	460	3	12	12	12	12	12
3	230	5	12	10	10	8	6
3	460	5	12	12	12	12	10
5	230	7	10	8	8	6	4
5	460	1/2	12	12	12	10	8
7 1/2	230	7 1/2	8	6	6	4	2
7 1/2	460	10	12	12	12	10	8
10	230	10	6	4	4	4	1
10	460	15	12	12	12	10	8
15	230	15	4	4	4	2	0
15	460	20	12	10	10	8	6
20	230	20	4	2	2	1	000
20	460		10	8	8	6	4
25	230		2	2	2	0	000
25	460	Consult	8	8	6	6	4
30	230	Local	2	1	1	00	0000
30	460	Power	8	6	6	4	2
40	230	Company	1	0	00	0000	300
40	460		6	6	4	2	0
50	230		1	0	00	0000	300
50	460		4	4	2	2	0
60	230		1	00	000	250	500
60	460		4	2	2	0	00
75	230		0	000	0000	300	500
75	460		4	2	0	00	000

