MOTOR PERFORMANCE CHARACTERISTICS

|  | VOLTS 380 | HERTZ | 50 |  |
| :--- | :--- | :--- | :--- | :--- |
| T | ST.MFD |  | RUN MFD |  |
| E | TEST PR | $8727-1$ | PAGE | 1 |
| S | APPR BY |  | DATE |  |
| T |  |  |  |  |


| R | FRAME | $6 "$ RW | kW | 4 |
| :--- | :--- | :--- | :--- | :--- |
| A | MODEL | 262611 | VOLTS | $380-415$ |
| T | RPM | 2870 | PHASE | 3 |
| $\mathbf{I}$ | S. | 1 | HERTZ | 50 |
| N | S.F. | 1 |  |  |
| $\mathbf{G}$ | TYPE | 3 PHASE |  |  |

REMARKS:
TYPICAL PERFORMANCE. NOT GUARANTEED AS MINIMUM PERFORMANCE RUNNING IN WATER, SHAFT UP, WITH NO APPLIED THRUST.

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | \%PF |  | KILO |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RPM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | \%EFF | AMPS | WATTS |
| 3000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 95 | 26 | 13 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 90 | 24 | 12 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | RPM |  |  |  |
| 2800 |  |  |  |  | - |  |  | - |  |  |  | - | - |  |  |  |  |  |  | $\rightarrow$ | 85 | 22 | 11 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 80 | 20 | 10 |
|  |  |  |  |  |  |  |  |  |  |  |  | - |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2600 |  |  |  |  |  |  |  |  | $\square$ |  |  |  |  |  |  |  | FF |  |  |  | 75 | 18 | 9 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 9 |
|  |  |  |  |  |  |  |  | / |  |  |  |  |  |  |  |  |  |  |  | - |  |  |  |
| 2500 |  |  |  | 7 |  |  | - |  |  |  |  |  |  |  |  |  |  |  | 7 |  | 70 | 16 | 8 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | / |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | / |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | AMPS |  | 14 | 7 |
|  |  |  | , |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 65 | 14 | 7 |
|  |  | / |  |  | - |  |  |  |  |  |  |  |  |  |  | , |  |  |  |  |  |  |  |
|  |  | - |  | / |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  | 60 | 12 | 6 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6 |
|  |  | , | $A$ |  |  |  |  |  |  |  |  |  |  | , |  |  |  |  |  |  |  |  |  |
|  |  |  | - |  |  |  |  |  |  |  |  | , |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 55 | 10 | 5 |
|  | - |  | / |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | - |  | - |  |  |  |  | , |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\bigcirc$ |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 50 | 8 | 4 |
|  | - |  |  |  | $\sim$ | 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\bigcirc$ | $\rho$ | $\bigcirc$ |  |  | - |  |  |  |  | $\stackrel{\text { I }}{ }$ | $\downarrow$ |  |  |  |  |  |  |  |  |  |  |  |
|  | $\bigcirc$ | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 45 | 6 | 3 |
|  | $7$ | $1$ | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | , |  | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | $\square$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 40 | 4 | 2 |
|  | $F$ | 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  | dDITIO |  | $\begin{aligned} & \text { G: } 155 \\ & \text { LL INPU } \end{aligned}$ |  | watts |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & N \\ & =R ~ A 5 D \end{aligned}$ |  | $\begin{aligned} & \text { ONAL } \\ & \text { EWTON } \end{aligned}$ | $\begin{aligned} & \text { AL INPU } \\ & \text { ONS OF } \end{aligned}$ | $\begin{aligned} & \text { UT W } \\ & \text { OF TH } \end{aligned}$ | WATTS |  |  |  |  | 35 | 2 | 1 |
|  | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\bigcirc$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 1 |  | 2 |  |  | 3 |  |  |  | 4 |  |  |  | 5 |  |  |  | 6 |  | KIL | OWATT |  |
| FULL LO | LOAD T | ORQU |  |  | 13.1 | N | N -m |  |  |  |  |  |  |  |  |  |  |  |  |  |  | UTPUT |  |
| BREAKD | KDOWN | N TOR | RQUE |  | 31.6 | N | N -m |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LOCKED | ED ROT | TOR T | ORQUE |  | 15.5 | N | N -m |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| LOCKED | ED ROT | TOR A | AMPS |  | 48.0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | RVE NO | O. 32636 | $64-711$ |

