

DATA SHEET

Premium Efficiency Motor: **LAM10-12-256TC,**

60 Hz

WorldWide Electric Corporation

1 (800) 808-2131

Worldwideelectric.net



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Customer:

MOTOR INFORMATION

HP	10
RPM	1200
Phase	3
Frequency	60Hz
Voltage	208-230/460
Frame Size	254/6TC
Enclosure	TEFC
Degree of Protection	IP55
Service Factor	1.25
Poles	6
Full Load Speed	1171
Insulation Class	F
Temp Rise	80°C
NEMA Code Letter	H
Duty Cycle	S1 / Continuous
Slip	2.40%
NEMA Design	B
Moment of Inertia	2.7 lb.ft.^2
Locked Rotor Time (Hot)	12 seconds
Sound Pressure Level	75 dB(A)
Number of Starts	2 Cold/1 Hot
Max Ambient Temperature	40°C
Max Elevation	1000 m.a.s.l (3300 f.a.s.l)
Mounting	F1
Rotation	Bi-Directional
Area of Classification	Class 1 Division 2 Groups A,B,C,D T3B
Inverter Rating	10:1 CT / 20:1 VT
Standard	NEMA MG-1
Approvals	UL, CE, IEEE45

EFFICIENCY/POWER FACTOR

LOAD	EFF	P. F.
100%	91.0 %	0.8
75%	91.5 %	0.74
50%	90.8 %	0.63

TORQUE

FULL LOAD	LRT	BDT
44.95 lb.ft.	321 %	348 %

AMPERAGE INFORMATION

	230V	460V
Full Load Amps	26A	13
Locked Rotor Amps	173.4A	86.7A
No Load Current	11.6A	5.8A
Usable at 208V	28.8 A	

BEARING INFORMATION

DE Bearing	6309 C3
ODE Bearing	6307 C3
Grease Type	Mobil Polyrex EM
DE Regreasing Interval	2400 Hours
ODE Regreasing Interval	3600 Hours
Grease Quantity	13g/8g

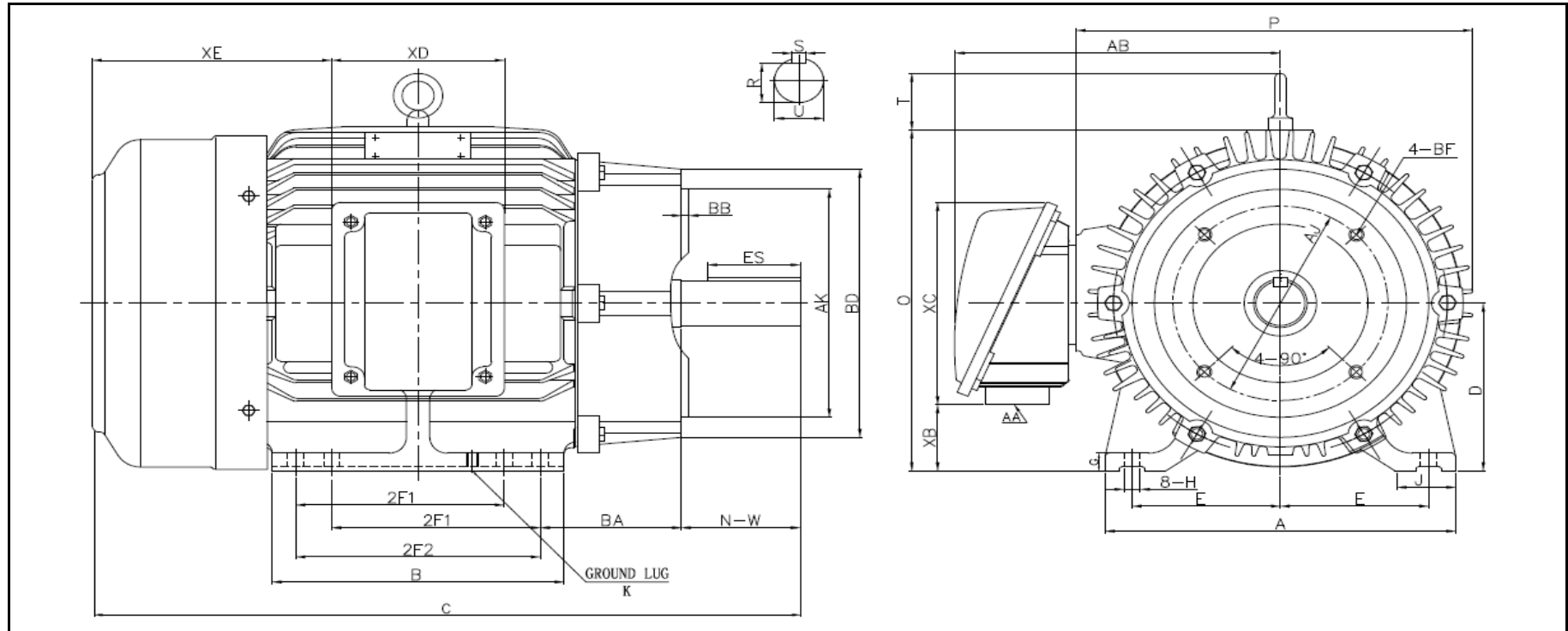
ADDITIONAL DATA

F2 Suitable	YES
Shaft Material	AISI 1045
Connection Diagram	9 Lead Wye
Approximate Weight	lbs.



LOUIS ALLIS MOTOR DRAWING

LAM-254/6TC



DIMENSIONS - INCHES

MOUNTING					A	B	C	D	G	J	P	O	T	AB
E	2F1	2F2	H	BA										
5	8.25	10	0.53	4.25	11.8	11.57	25.39	6.25	0.669	2.038	13.46	12.68	2.03	10.57

SHAFT & KEY				
S	ES	R	N-W	U
0.375	2.91	1.416	4	1.625

TERMINAL BOX				
AA	XB	XC	XD	XE
1 1/2	2.86	7.2	5.8	8.1

FLANGE				
AK	BD	AJ	BF	BB
8.5	10	7.25	(4) 1/2-13	0.25

REVISED - 3/18/2021

PERFORMANCE CURVES

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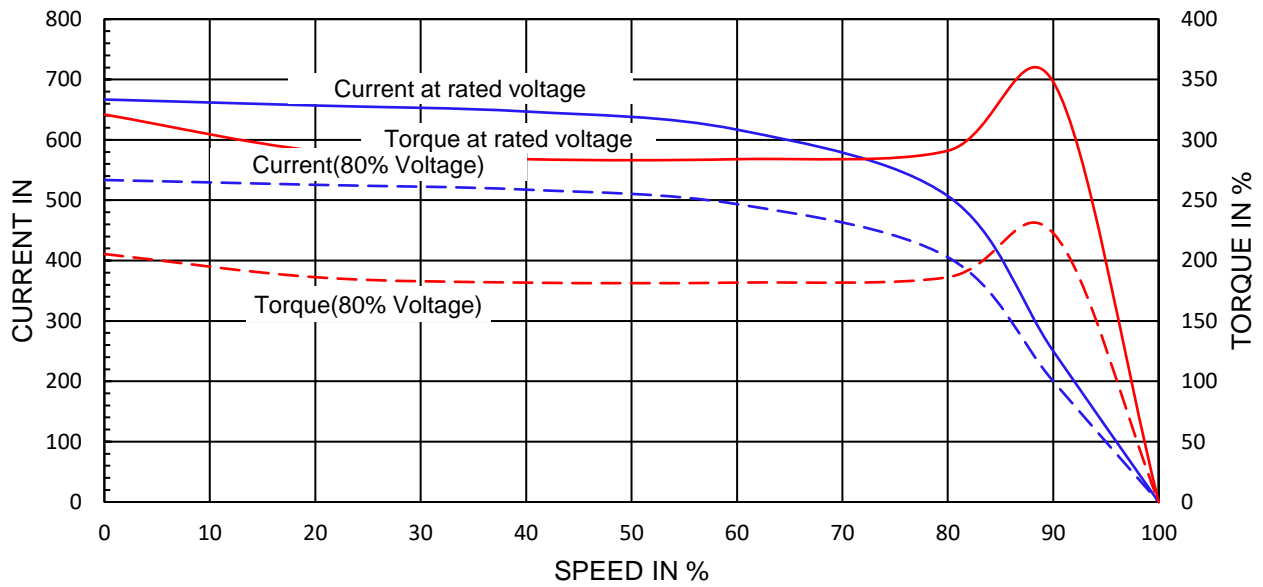
Premium Efficiency Motor:

LAM10-12-256TC

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Motor Type	LAM		
Output Rating (HP)	10	FL Speed	1171
Full Load Torque	44.95 lb.ft	LRT (%FLT)	321
		460 volt FLA	13
Rotor Wk ²	2.7 lb-ft ²	BDT (%FLT)	348
		230 volt FLA	26A

SPEED VS TORQUE & CURRENT CURVE



OUTPUT VS EFF., P.F. & CURRENT CURVE

