

# DATA SHEET

Premium Efficiency Motor: **LAM3-18-182T,**

**60 Hz**

WorldWide Electric Corporation

1 (800) 808-2131

Worldwideelectric.net



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Customer:

## MOTOR INFORMATION

HP	3
RPM	1800
Phase	3
Frequency	60 Hz
Voltage	208-230/460
Frame Size	182/4T
Enclosure	TEFC
Degree of Protection	IP55
Service Factor	1.25
Poles	4
Full Load Speed	1754
Insulation Class	F
Temp Rise	80°C
NEMA Code Letter	K
Duty Cycle	S1 / Continuous
Slip	2.54%
NEMA Design	B
Moment of Inertia	0.36 lb.ft.^2
Locked Rotor Time (Hot)	12 seconds
Sound Pressure Level	74 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%	89.5 %	0.81
75%	89.4 %	0.75
50%	88.1 %	0.64

## TORQUE

FULL LOAD	LRT	BDT
8.8 lb.ft.	421 %	481 %

## AMPERAGE INFORMATION

	230V	460V
Full Load Amps	7.6A	3.8
Locked Rotor Amps	67.4A	33.7A
No Load Current	3.6A	1.8A
Usable at 208V	8.4 A	

## BEARING INFORMATION

DE Bearing	6306 ZZ
ODE Bearing	6305 ZZ
Grease Type	NSK SN7
DE Regreasing Interval	-- Hours
ODE Regreasing Interval	-- Hours
Grease Quantity	--

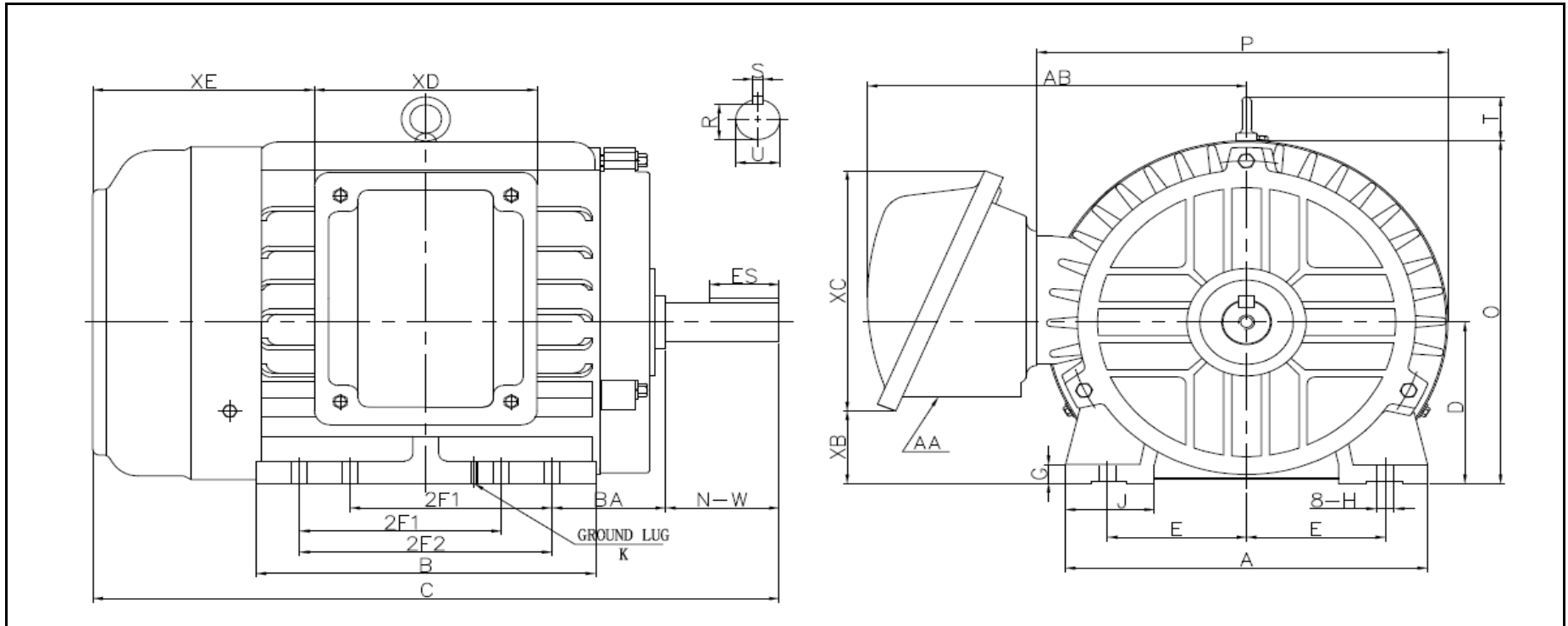
## ADDITIONAL DATA

F2 Suitable	YES
Shaft Material	AISI 1045
Connection Diagram	9 Lead Wye
Approximate Weight	94.6 lbs.



# LOUIS ALLIS MOTOR DRAWING

## LAM-182/4T



**DIMENSIONS - INCHES**

MOUNTING					A	B	C	D	G	J	P	O	T	AB
E	2F1	2F2	H	BA										
3.75	4.5	5.5	0.41	2.75	8.82	6.93	15.8	4.5	0.64	1.77	9.37	9.17	1.4	7.5

SHAFT & KEY				
S	ES	R	N-W	U
0.25	1.78	0.986	2.75	1.125

TERMINAL BOX				
AA	XB	XC	XD	XE
3/4	2.45	5.2	4.4	4.9

# PERFORMANCE CURVES

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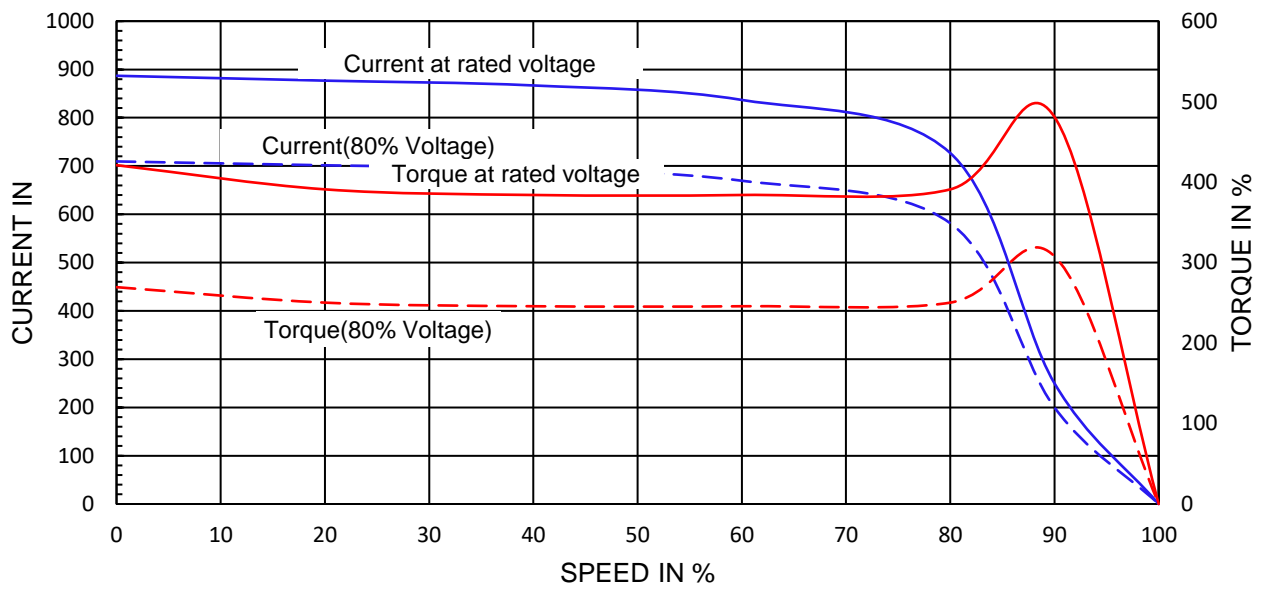
Premium Efficiency Motor:

**LAM3-18-182T**

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Motor Type	LAM		
Output Rating (HP)	3	FL Speed	1754
Full Load Torque	8.8 lb.ft	LRT (%FLT)	421
		460 volt FLA	3.8
Rotor Wk^2	0.36 lb-ft^2	BDT (%FLT)	481
		230 volt FLA	7.6A

SPEED VS TORQUE & CURRENT CURVE



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

