

DATA SHEET

Premium Efficiency Motor: **LAM30-12-326T**,

60 Hz

WorldWide Electric Corporation

1 (800) 808-2131

Worldwideelectric.net



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Customer:

MOTOR INFORMATION

HP	30
RPM	1200
Phase	3
Frequency	60Hz
Voltage	208-230/460
Frame Size	324/6T
Enclosure	TEFC
Degree of Protection	IP55
Service Factor	1.25
Poles	6
Full Load Speed	1177
Insulation Class	F
Temp Rise	80°C
NEMA Code Letter	G
Duty Cycle	S1 / Continuous
Slip	1.92%
NEMA Design	B
Moment of Inertia	10.748 lb.ft.^2
Locked Rotor Time (Hot)	12 seconds
Sound Pressure Level	83 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%	93.0 %	0.86
75%	93.2 %	0.83
50%	93.1 %	0.75

TORQUE

FULL LOAD	LRT	BDT
131.7 lb.ft.	243 %	288 %

AMPERAGE INFORMATION

	230V	460V
Full Load Amps	69.2A	34.6
Locked Rotor Amps	466.6A	233.3A
No Load Current	23.4A	11.7A
Usable at 208V	76.5 A	

BEARING INFORMATION

DE Bearing	6314 C3
ODE Bearing	6212 C3
Grease Type	Mobil Polyrex EM
DE Regreasing Interval	2400 Hours
ODE Regreasing Interval	3600 Hours
Grease Quantity	26g/12g

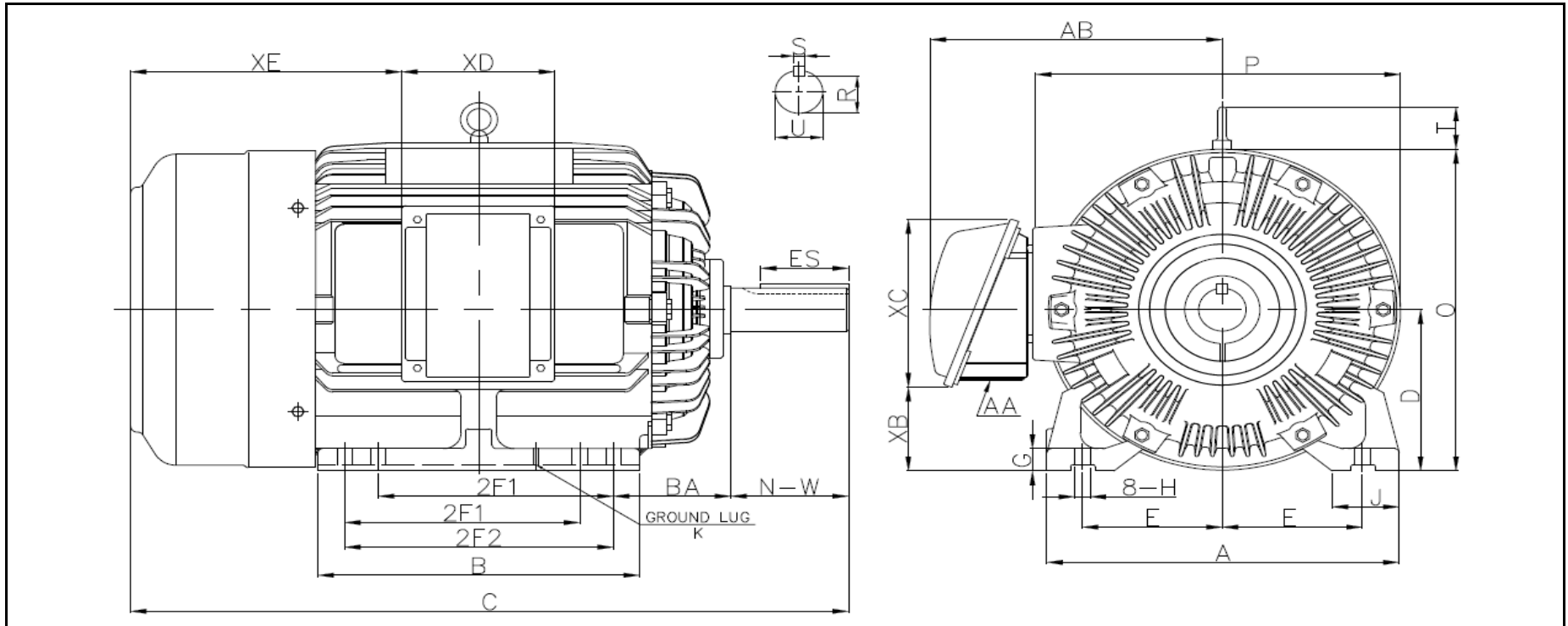
ADDITIONAL DATA

F2 Suitable	YES
Shaft Material	AISI 1045
Connection Diagram	12 Lead Delta
Approximate Weight	687.5 lbs.



LOUIS ALLIS MOTOR DRAWING

LAM-324/6T



DIMENSIONS - INCHES

MOUNTING					A	B	C	D	G	J	P	O	T	AB
E	2F1	2F2	H	BA										
6.25	10.5	12	0.66	5.25	15.75	14.37	32.67	8	0.984	3.15	16.5	16.19	2.42	12.8

SHAFT & KEY				
S	ES	R	N-W	U
0.5	4.17	1.845	5.25	2.125

TERMINAL BOX				
AA	XB	XC	XD	XE
2	4.15	8.32	6.85	12.1

PERFORMANCE CURVES

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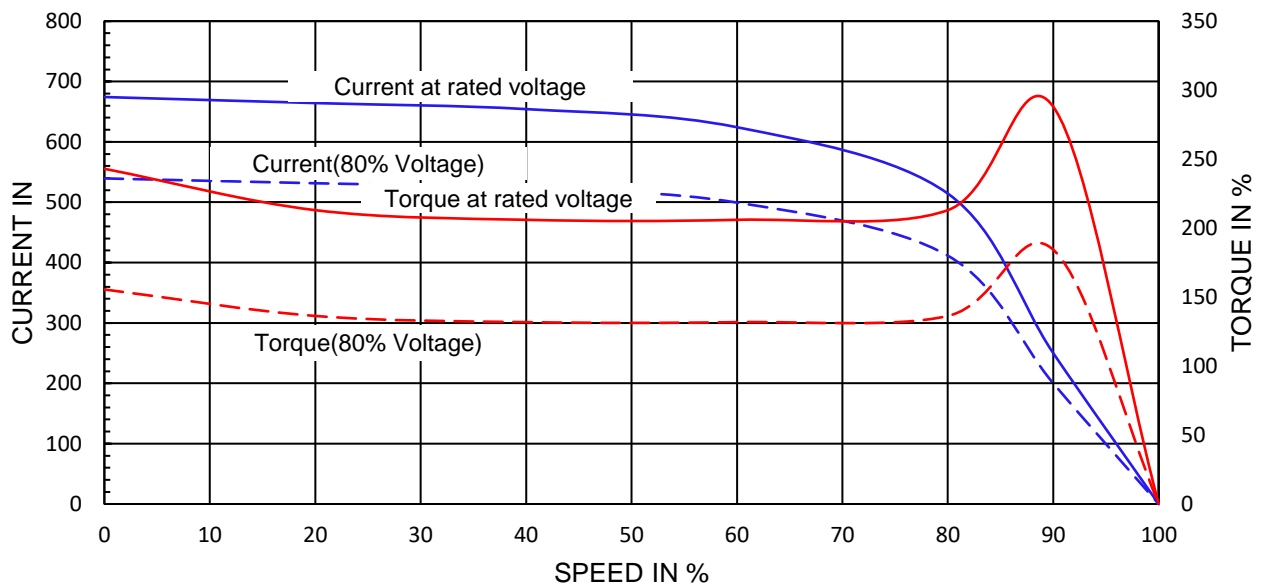
Premium Efficiency Motor:

LAM30-12-326T

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Motor Type	LAM				
Output Rating (HP)	30	FL Speed	1177		
Full Load Torque	131.7 lb.ft	LRT (%FLT)	243	460 volt FLA	34.6
Rotor Wk ²	10.748 lb-ft ²	BDT (%FLT)	288	230 volt FLA	69.2A

SPEED VS TORQUE & CURRENT CURVE



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

