

DATA SHEET

Premium Efficiency Motor: **LAM5-18-184TC,**

60 Hz

WorldWide Electric Corporation

1 (800) 808-2131

Worldwideelectric.net



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MOTOR INFORMATION

HP	5
RPM	1800
Phase	3
Frequency	60 Hz
Voltage	208-230/460
Frame Size	182/4TC
Enclosure	TEFC
Degree of Protection	IP55
Service Factor	1.25
Poles	4
Full Load Speed	1745
Insulation Class	F
Temp Rise	80°C
NEMA Code Letter	J
Duty Cycle	S1 / Continuous
Slip	3.04%
NEMA Design	B
Moment of Inertia	0.48 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 %	0.84
75%	90.4 %	0.80
50%	90.2 %	0.71

TORQUE

FULL LOAD	LRT	BDT
14.9 lb.ft.	393 %	436 %

AMPERAGE INFORMATION

	230V	460V
Full Load Amps	12.4A	6.2
Locked Rotor Amps	95A	47.5A
No Load Current	4.4A	2.2A
Usable at 208V	13.7 A	

BEARING INFORMATION

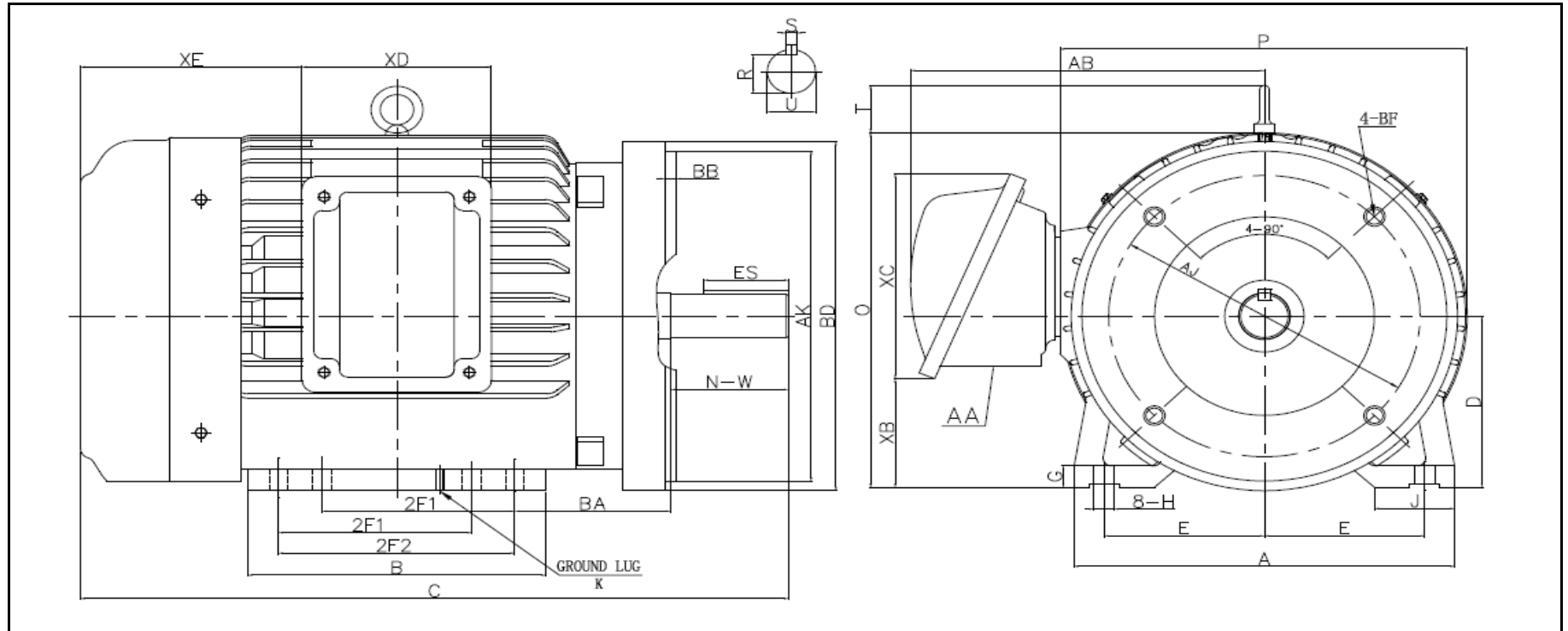
DE Bearing	6306 ZZ
ODE Bearing	6305 ZZ
Grease Type	NSK SN7
DE Regreasing Interval	-- Hours
ODE Regreasing Interval	-- Hours
Grease Quantity	--

ADDITIONAL DATA

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



LOUIS ALLIS MOTOR DRAWING LAM-182/4TC



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

FLANGE				
AK	BD	AJ	BF	BB
8.5	9	7.25	(4) 1/2-13	0.25

REVISED - 3/18/2021

PERFORMANCE CURVES

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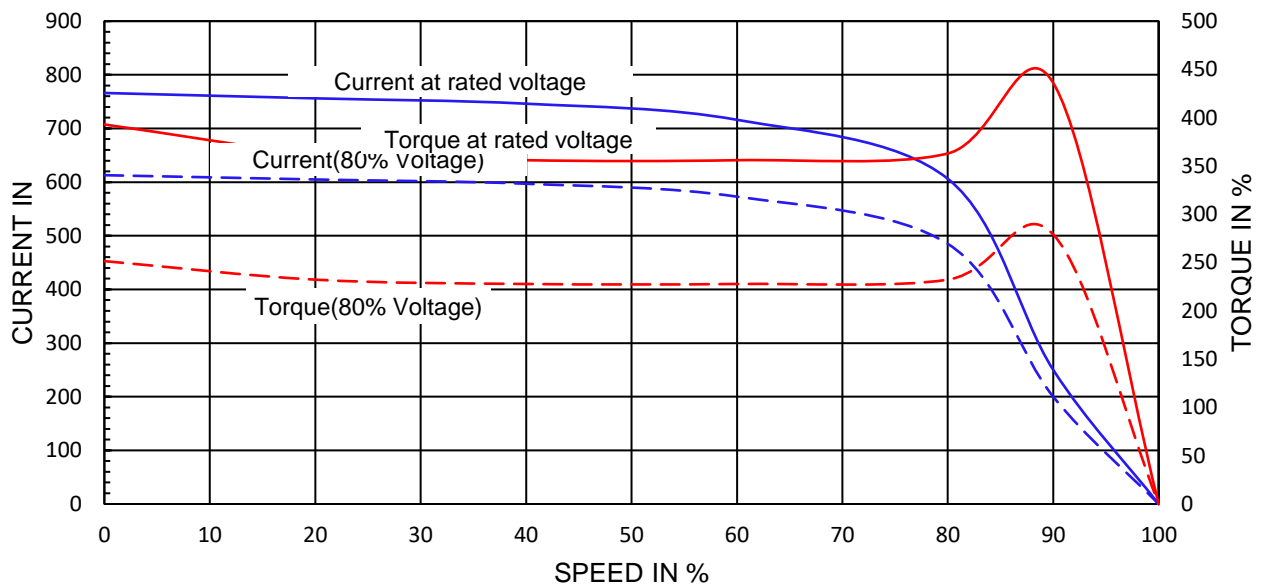
Premium Efficiency Motor:

LAM5-18-184TC

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Motor Type	LAM				
Output Rating (HP)	5	FL Speed	1745		
Full Load Torque	14.9 lb.ft	LRT (%FLT)	393	460 volt FLA	6.2
Rotor Wk ²	0.48 lb-ft ²	BDT (%FLT)	436	230 volt FLA	12.4A

SPEED VS TORQUE & CURRENT CURVE



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

