

DATA SHEET

Premium Efficiency Motor: **SSPE3-36-182TC,**

60 Hz

WorldWide Electric Corporation

1 (800) 808-2131

Worldwideelectric.net



Document Generated: 9-Nov-2020

Document ID:

Customer:

MOTOR INFORMATION

HP	3
RPM	3600
Phase	3
Frequency	60
Voltage	230/460
Frame Size	182TC
Enclosure	TEFC
Degree of Protection	IP66
Service Factor	1.15
Poles	2
Full Load Speed	3510
Insulation Class	F
Temp Rise	80°C
NEMA Code Letter	K
Duty Cycle	S1
Slip	2.50%
NEMA Design	B
Moment of Inertia	0.145 lb.ft.^2
Locked Rotor Time (Hot)	12 seconds
Sound Pressure Level	78 dB(A)
Number of Starts	10
Max Ambient Temperature	40° C
Max Elevation	1000 m.a.s.l (3300 f.a.s.l)
Mounting	F1
Rotation	Bidirectional
Area of Classification	Div.2 Class I, Gr. A,B,C&D T2B
Inverter Rating	10:1 CT/20:1 VT
Standard	NEMA MG1, UL1004
Approvals	CSA,UL,CE

EFFICIENCY/POWER FACTOR

LOAD	EFF	P. F.
100%	86.5 %	0.85
75%	87.0 %	0.75
50%	86.0 %	0.63

TORQUE

FULL LOAD	LRT	BDT
4.4 lb.ft.	270 %	290 %

AMPERAGE INFORMATION

	230V	460V
Full Load Amps	8.1A	4.05
Locked Rotor Amps	64A	32A
No Load Current	4.2A	2.1A
Usable at 208V	8.8 A	

BEARING INFORMATION

DE Bearing	6308 2RS
ODE Bearing	6306 2RS
Grease Type	Mobil Polyrex EM
DE Regreasing Interval	-- Hours
ODE Regreasing Interval	-- Hours
Grease Quantity	--

ADDITIONAL DATA

F2 Suitable	No
Shaft Material	304 Stainless Steel
Connection Diagram	9 Lead 2Y/Y
Approximate Weight	81 lbs.

REVISED 10/21/2020

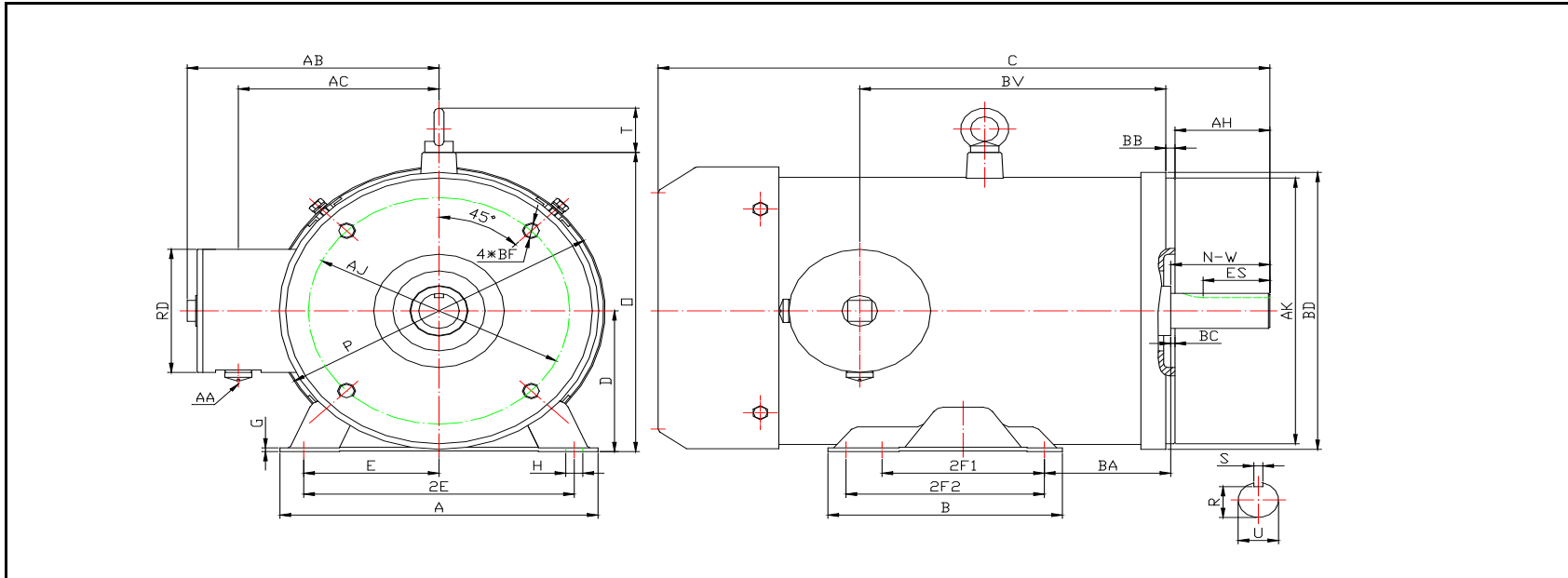
MOTOR DRAWING

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DIMENSION - INCHES

MOUNTING						A	B	C	D	G	P	O	T
E	2E	2F1	2F2	H	BA								
3.75	7.5	4.5	5.5	0.71*0.47	3.5	8.8	6.5	17	4.5	0.118	9.25	9.55	1.45

AB	BC	KEY		KEYSET	SHAFT			TERMINAL BOX				
		S	ES	R	AH	N-W	U	AA	AB	AC	RD	BV
7	0.12	0.25	1.78	0.986	2.62	2.75	1.125	1/2	7	5.55	3.95	8.5

FLANGE				
AJ	AK	BB	BD	BF
7.25	8.5	0.25	8.85	4*1/2-13

REV.	SUMMARY OF MODIFICATIONS	DATE
0		10/21/2020

PERFORMANCE CURVES

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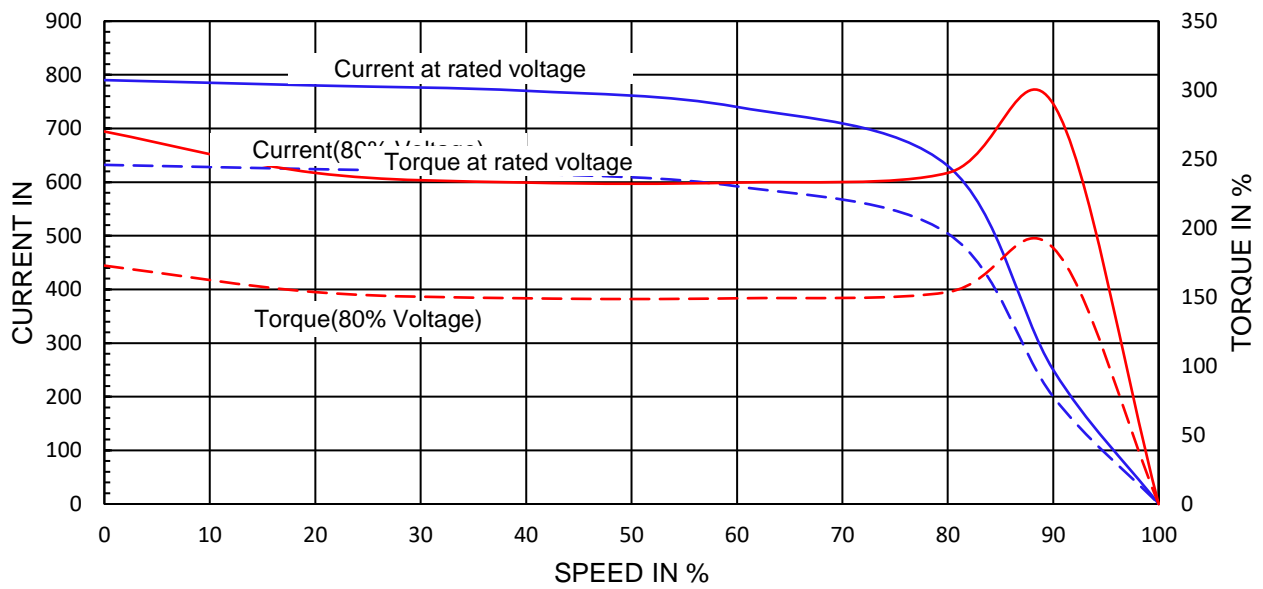
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Motor Type	SSPE		FL Speed	3510	
Output Rating (HP)	3		LRT (%FLT)	270	460 volt FLA 4.05
Full Load Torque	4.4	lb.ft	BDT (%FLT)	290	230 volt FLA 8.1A
Rotor Wk ²	0.145	lb-ft ²			

SPEED VS TORQUE & CURRENT CURVE



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

