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# **RPM AC Inverter Duty Motors**

L400 Frames Vertical Mounting

Force Ventilated

Top Drive Applications

(Specifically designed for operation with  
Adjustable Speed Controls)

Installation and Operating Manual

October 2019

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Important:

Be sure to check [www.baldor.com](http://www.baldor.com) to download the latest version of this manual in Adobe Acrobat PDF format.

Note! The manufacturer of these products, Baldor Electric Company became ABB Motors and Mechanical Inc. on March 1, 2018. Nameplates, Declaration of Conformity and other collateral material may contain the company name of Baldor Electric Company and the brand names of Baldor-Dodge and Baldor-Reliance until such time as all materials have been updated to reflect our new corporate identity.

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# Section 1

## General Information

<b>Overview</b>	<p>This manual contains general procedures that apply to Baldor•Reliance Motor products. Be sure to read and understand the Safety Notice statements in this manual. For your protection, do not install, operate or attempt to perform maintenance procedures until you understand the Warning and Caution statements.</p> <p>A Warning statement indicates a possible unsafe condition that can cause harm to personnel.</p> <p>A Caution statement indicates a condition that can cause damage to equipment.</p> <p>Baldor•Reliance motors are sold to OEM(Original Equipment Manufacturers) companies who provide motors and equipment containing these motors as their product offerings. Be sure to consult the OEM documents for safety and regulatory information that is important to the application of these products.</p> <p>Motor designs included in the manual are as follows:</p> <ol style="list-style-type: none"><li>1. Specs P40L65XX &amp; P40L75XX / L4046 / 400 HP / Induction / Random Wound / VAR4</li><li>2. Specs P40L76XX / L4046 / 400 HP / Induction / Form Wound / Rig Master XL</li><li>3. Specs P40L77XX / L4070 / 562 HP / Interior Permanent Magnet (IPM) / Random Wound</li></ol>
<b>Important:</b>	<p>This instruction manual is not intended to include a comprehensive listing of all details for all procedures required for installation, operation and maintenance. This manual describes general guidelines that apply to most of the motor products shipped by Baldor•Reliance. If you have a question about a procedure or are uncertain about any detail, Do Not Proceed. Please contact your local Baldor District Office for more information or clarification.</p> <p>Before you install, operate or perform maintenance, become familiar with the following:</p> <ul style="list-style-type: none"><li>• NEMA Publication MG-2, Safety Standard for Construction and guide for Selection, Installation and Use of Electric Motors and Generators.</li><li>• IEC 60034-1, IEC 60072-1.</li><li>• ANSI C51.5, the National Electrical Code (NEC) and local codes and practices</li></ul>
<b>Safety Notice:</b>	<p>This equipment contains high voltage! Electrical shock can cause serious or fatal injury.</p> <p>Only qualified personnel should attempt installation, operation and maintenance of electrical equipment.</p>
<b>WARNING:</b>	<p><b>Do not touch electrical connections before you first ensure that power has been disconnected. Electrical shock can cause serious or fatal injury. Only qualified personnel should attempt the installation, operation and maintenance of this equipment.</b></p>
<b>WARNING:</b>	<p><b>Disconnect all electrical power from the motor windings and accessory devices before disassembling of the motor. Electrical shock can cause serious or fatal injury.</b></p>
<b>WARNING:</b>	<p><b>Be sure the system is properly grounded before applying power. Do not apply AC power before you ensure that all grounding instructions have been followed. Electrical shock can cause serious or fatal injury.</b></p>
<b>WARNING:</b>	<p><b>Avoid extended exposure to machinery with high noise levels. Be sure to wear ear protective devices to reduce harmful effects to your hearing.</b></p>
<b>WARNING:</b>	<p><b>Surface temperatures of motor enclosures may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. When installing, protection should be provided by the user to protect against accidental contact with hot surfaces.</b></p>
<b>WARNING:</b>	<p><b>Failure to observe this precaution could result in bodily injury.</b></p>
<b>WARNING:</b>	<p><b>Guards must be installed for rotating parts to prevent accidental contact by personnel. Accidental contact with body parts or clothing can cause serious or fatal injury.</b></p>
<b>WARNING:</b>	<p><b>This equipment may be connected to other machinery that has rotating parts or parts that are driven by this equipment. Improper use can cause serious or fatal injury. Only qualified personnel should attempt to install operate or maintain this equipment.</b></p>
<b>WARNING:</b>	<p><b>Do not by-pass or disable protective devices or safety guards. Safety features are designed to prevent damage to personnel or equipment. These devices can only provide protection if they remain operative.</b></p>
<b>WARNING:</b>	<p><b>Be sure the load is properly coupled to the motor shaft before applying power. The shaft key must be fully captive by the load device. Improper coupling can cause harm to personnel or equipment if the load decouples from the shaft during operation.</b></p>
<b>WARNING:</b>	<p><b>Pacemaker danger -- Magnetic and electromagnetic fields in the vicinity of current carrying conductors and permanent magnet motors can result in a serious health hazard to persons with cardiac pacemakers, metal implants, and hearing aids. To avoid risk, stay way from the area surrounding a permanent magnet motor.</b></p>
<b>WARNING:</b>	<p><b>Before performing any motor maintenance procedure, be sure that the equipment connected to the motor shaft cannot cause shaft rotation. If the load can cause shaft rotation, disconnect the load from the motor shaft before maintenance is performed. Unexpected mechanical rotation of the motor parts can cause injury or motor damage.</b></p>
<b>WARNING:</b>	<p><b>Adjustable speed controls may apply hazardous voltages to the motor leads after power to the controller has been turned off. Verify the controller is incapable of delivering hazardous voltages and that the voltage at the motor leads is zero before proceeding. Failure to observe this precaution may result is severe bodily injury or death.</b></p>
<b>WARNING:</b>	<p><b>Use proper care and procedures that are safe during handling, lifting, installing, operating and maintaining operations. Improper methods may cause muscle strain or other harm.</b></p>
<b>WARNING:</b>	<p><b>Thermostat contacts automatically reset when the motor has slightly cooled down. To prevent injury or damage, the control circuit should be designed so that automatic starting of the motor is not possible when the thermostat resets.</b></p>
<b>WARNING:</b>	<p><b>Motors that are to be used in flammable and/or explosive atmospheres must display the CSA listed logo. Specific service conditions for these motors are defined in NFPA 70 (NEC) Article 500.</b></p>

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## Safety Notice Continued

- WARNING:** RPM AC permanent magnet motors can induce voltage and current in the motor leads by rotating the motor shaft. Electrical shock can cause serious or fatal injury. Therefore, do not couple the load to the motor shaft until all motor connections have been made. During any maintenance inspections, be sure the motor shaft will not rotate.
- WARNING:** Do not use non UL/CSA listed explosion proof motors in the presence of flammable or combustible vapors or dust. These motors are not designed for atmospheric conditions that require explosion proof operation.
- WARNING:** UL Listed motors must only be serviced by UL Approved Authorized Baldor Service Centers if these motors are to be returned to a hazardous and/or explosive atmosphere.
- Caution:** Use only a shielded motor power cable with a complete circumferential braided or copper film/tape ground jacket around the power leads. This ground should be secured to the motor frame from within the motor terminal box and must return without interruption to the drive ground. In addition, if the motor and coupled equipment are not on a single common metal base plate, it is important to equalize the equipment ground potentials by bonding the motor frame to the coupled equipment using a high frequency conductor such as a braided strap.
- Caution:** Do not operate motors with a roller bearing unless a radial load is applied so that damage to the roller bearing does not occur.
- Caution:** To prevent premature equipment failure or damage, only qualified maintenance personnel should perform maintenance.
- Caution:** Do not over-lubricate motor as this may cause premature bearing failure.
- Caution:** Do not lift the motor and its driven load by the motor lifting hardware. The motor lifting hardware is adequate for lifting only the motor. Disconnect the load (gears, pumps, compressors, or other driven equipment) from the motor shaft before lifting the motor.
- Caution:** If eye bolts are used for lifting a motor, be sure they are securely tightened. The lifting direction should not exceed a 20° angle from the shank of the eye bolt or lifting lug. Excessive lifting angles can cause damage.
- WARNING:** In order to minimize the risk of hazards caused by electrostatic charges, a motor may be cleaned only with a wet rag or by non-frictional means.
- Caution:** Do not use the coupling to compensate for poor alignment. This can result in vibration, noise, coupling wear, overloaded bearings and early failure.
- Caution:** To prevent equipment damage, be sure that the electrical service is not capable of delivering more than the maximum motor rated amps listed on the rating plate.
- Caution:** If a Motor Insulation test (High Potential Insulation test) must be performed, disconnect the motor from any Speed Control or drive to avoid damage to connected equipment.
- Caution:** RPM AC permanent magnet motors with an open enclosure, such as DP FV (IP23/IC06), should not be used where ferrous dust or particles may be present. Totally enclosed permanent magnet motors are recommended for these applications.

If you have any questions or are uncertain about any statement or procedure, or if you require additional information please contact your local Baldor District Office.

- Receiving** Each Motor is thoroughly tested at the factory and carefully packaged for shipment. When you receive your motor, there are several things you should do immediately.
1. Observe the condition of the shipping container and report any damage immediately to the commercial carrier that delivered your motor.
  2. Verify that the part number of the motor you received is the same as the part number listed on your purchase order.

- Caution:** Do not lift the motor and its driven load by the motor lifting hardware. The motor lifting hardware is adequate for lifting only the motor. Disconnect the load (gears, pumps, compressors, or other driven equipment) from the motor shaft before lifting the motor.

- Handling** The motor should be lifted using the lifting lugs or eye bolts provided.
1. Use the lugs or eye bolts provided to lift the motor. Never attempt to lift the motor and additional equipment connected to the motor by this method. The lugs or eye bolts provided are designed to lift only the motor. Never lift the motor by the motor shaft or hood.
  2. If the motor must be mounted to a plate with the driven equipment such as pump, compressor etc., it may not be possible to lift the motor alone. For this case, the assembly should be lifted by a sling around the mounting base. The entire assembly can be lifted as an assembly for installation. If the load is unbalanced (as with couplings or additional attachments) additional slings or other means must be used to prevent tipping. In any event, the load must be secure before lifting.

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## Storage

Storage requirements for motors and generators that will not be placed in service for at least six months from date of shipment. Improper motor storage will result in seriously reduced reliability and failure. An electric motor that does not experience regular usage while being exposed to normally humid atmospheric conditions is likely to develop rust in the bearings or rust particles from surrounding surfaces may contaminate the bearings. The electrical insulation may absorb an excessive amount of moisture leading to the motor winding failure.

A wooden crate "shell" should be constructed to secure the motor during storage. This is similar to an export box but the sides & top must be secured to the wooden base with lag bolts (not nailed as export boxes are) to allow opening and closing many times without damage to the "shell".

Minimum resistance of motor winding insulation is 5 Meg ohms or the calculated minimum, which ever is greater. Minimum resistance is calculated as follows:  $R_m = kV + 1$

where: ( $R_m$  is minimum resistance to ground in Meg--Ohms and  
kV is rated nameplate voltage defined as Kilo--Volts.)

Example: For a 480VAC rated motor  $R_m = 1.48$  meg--ohms (use 5 MΩ).

For a 4160VAC rated motor  $R_m = 5.16$  meg--ohms.

### 1.1.1 Preparation for Storage

1. Some motors have a shipping brace attached to the shaft to prevent damage during transportation. The shipping brace, if provided, must be removed and stored for future use. The brace must be reinstalled to hold the shaft firmly in place against the bearing before the motor is moved.
2. Store in a clean, dry, protected warehouse where control is maintained as follows:
  - a. Shock or vibration must not exceed 2 mils maximum at 60 hertz, to prevent the bearings from brinelling. If shock or vibration exceeds this limit vibration isolation pads must be used.
  - b. Storage temperatures of 10°C (50°F) to 49°C (120°F) must be maintained.
  - c. Relative humidity must not exceed 60%.
  - d. Motor space heaters (when present) are to be connected and energized whenever there is a possibility that the storage ambient conditions will reach the dew point. Space heaters are optional.

Note: Remove motor from containers when heaters are energized, re--protect if necessary.

3. Measure and record the resistance of the winding insulation (dielectric withstand) every 30 days of storage.
  - a. If motor insulation resistance decreases below the minimum resistance, contact your local Baldor District Office.
  - b. Place new desiccant inside the vapor bag and re--seal by taping it closed.
  - c. If a zipper--closing type bag is used instead of the heat--sealed type bag, zip the bag closed instead of taping it. Be sure to place new desiccant inside bag after each monthly inspection.
  - d. Place the shell over the motor and secure with lag bolts.
4. Where motors are mounted to machinery, the mounting must be such that the drains and breathers are fully operable and are at the lowest point of the motor.
5. Motors with anti--friction bearings are to be greased at the time of going into extended storage with periodic service. Ball and roller bearing (anti--friction) motor shafts are to be rotated manually every 3 months and greased every 6 months in accordance with the Maintenance section of this manual. The motor shaft must be rotated a minimum of 15 times after greasing.
6. All drains are to be fully operable while in storage (drain plugs removed). The motors must be stored so that the drain is at the lowest point. All breathers and automatic "T" drains must be operable to allow breathing and draining at points other than through the bearings around the shaft.
7. Coat all external machined surfaces with a rust preventing material. An acceptable product for this purpose is Exxon Rust Ban # 392 or an equivalent product may be used.

### Removal From Storage

1. Remove all packing material.
2. Rotate the motor shaft by hand to be sure there are no obstructions to free rotation.
3. Measure and record the electrical resistance of the winding insulation resistance meter at the time of removal from storage. The insulation resistance must not be less than 50% from the initial reading recorded when the motor was placed into storage. A decrease in resistance indicates moisture in the windings and necessitates electrical or mechanical drying before the motor can be placed into service. If resistance is low, contact your local Baldor District Office.
4. Regrease the bearings as instructed in Section 3 of this manual.
5. Reinstall the original shipping brace if motor is to be moved. This will hold the shaft firmly against the bearing and prevent damage during movement.
6. A motor with roller bearings is shipped with a shaft block. After removing the shaft block, be sure to replace any bolts used to hold the shaft block in place during shipment that are required in service.

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## EX Equipment Marking and Acceptance Instructions (P40L77XX Specs)

### **ATEX:**

If the motor is marked as shown in Figure 1-1, it is designed to comply with all European Directives in effect at the time of manufacture, including ATEX Directive 2014/34/EU. It is assumed that the installation of these motors by the OE Machinery manufacturer complies with this Directive and the standard EN 60204-1: Safety of Machinery -- Electrical Equipment of Machines.

Any repairs by the end user, unless expressly approved by Baldor•Reliance, release Baldor•Reliance from responsibility to conformity. Authorized and qualified personnel only must perform repairs. These motors are designed in accordance with appropriate governmental regulatory agencies. They meet the technical requirements of the appropriate agencies at completion of manufacturing and have been issued approval numbers and nameplates. Any changes to these motors, may void these approvals and render these motors non-conforming and dangerous for use.

These motors are suitable for the ATEX Group and Category marked on the equipment nameplate. These motors are designed for normal mining applications and are in compliance with the above safety directives when operated within the parameters identified on the motor nameplate.

Specific motor type, frame designation, model number, date code, electrical specifications, and serial number are marked on a separate nameplate.

Special Conditions are indicated on the motor nameplate as a suffix "X" on the certificate number.

Details of this condition can be found on the motor approval certificate.

### **IEC, IECEx, ATEX CERTIFICATION:**

If the motors are marked as Indicated below, the motors are certified to IEC60079-0 and EX/IEC60079-7 standard series. It is assumed that the installation of these motors by the OE Machinery manufacturer will be carried out in accordance with any national requirements for the intended market. Any Repairs by the end user, unless expressly approved by Baldor•Reliance, release Baldor•Reliance from responsibility to conformity. Authorized and qualified personnel only must perform repairs.

These motors are designed in accordance with appropriate governmental regulatory agencies. They meet the technical requirements of the appropriate agencies at completion of manufacturing and have been issued approval numbers and nameplates. Any changes to these motors, without the consent of Baldor•Reliance and the regulatory agencies may void these approvals and render these motors non-conforming and dangerous for use.

These motors are suitable for Group IIC with a maximum surface temperature of 200° C (T3 temperature code). Specific motor type, frame designation, model number, date code electrical specifications, and serial number are marked on a separate nameplate. The certificate number provides additional information for example certificate numbers such as IECEx are in the form "IECExCCC. YY.nnnnX", where CCC is the Certification Body, YY the year the certificate is issued, nnnn the certificate number and "X" is present if there are special conditions. Refer to the certificate for details on marking code and conditions of certification.



**Figure 1-1 Typical Hazardous Duty Motor Markings**

**TYPICAL Ex eb CERTIFICATE NAMEPLATE**

PERMANENT MAGNET MOTOR USED WITH A VARIABLE FREQUENCY DRIVE FOR: BALDOR ELECTRIC CO. FORT SMITH, ARKANSAS, U.S.A.		
CERTIFICATION	TYPE OF PROTECTION	INCREASED SAFETY 'e'
CERTIFICATE #	SIRA 12ATEX3170X / IEC Ex SIR 12.0067X	TEMP CODE T3
DRIVE TYPE	SEE CERTIFICATE	BALDOR DWG # 801978-016
MAX SURFACE TEMP.	200°C	
<b>CE</b> <b>Ex</b> II 2 G Ex eb IIC T3 Gb Tamb. -40°C to +55°C <b>WARNING: "DO NOT OPEN WHEN ENERGIZED"</b> <b>"DO NOT OPEN WHEN AN EXPLOSIVE ATMOSPHERE IS PRESENT"</b> <b>"ROTOR MUST BE LOCKED BEFORE OPENING TERMINAL BOX"</b> <b>"INCOMING CABLE MUST BE RATED TO 92°C MIN"</b>		

**TYPICAL Ex ec CERTIFICATE NAMEPLATE**

PERMANENT MAGNET MOTOR USED WITH A VARIABLE FREQUENCY DRIVE FOR: BALDOR ELECTRIC CO. FORT SMITH, ARKANSAS, U.S.A.		
CERTIFICATION	TYPE OF PROTECTION	INCREASED SAFETY 'e'
CERTIFICATE #	SIRA 12ATEX4171X / IEC Ex SIR 12.0068X	TEMP CODE T3
DRIVE TYPE	SEE CERTIFICATE	BALDOR DWG # 801978-016
MAX SURFACE TEMP.	200°C	
<b>CE</b> <b>Ex</b> II 3 G Ex ec IIC T3 Gc Tamb. -40°C to +55°C <b>WARNING: "DO NOT OPEN WHEN ENERGIZED"</b> <b>"DO NOT OPEN WHEN AN EXPLOSIVE ATMOSPHERE IS PRESENT"</b> <b>"ROTOR MUST BE LOCKED BEFORE OPENING TERMINAL BOX"</b> <b>"INCOMING CABLE MUST BE RATED TO 92°C MIN"</b>		

## Insulation Resistance Measurement

The motors insulation system must be kept in good condition to achieve proper motor life. A clean and dry insulation system maintained within the thermal limitations according to the insulation class will provide proper motor life. When motors are being used in harsh environments, moisture and contamination are being introduced into the motor winding, maintenance must be routinely performed to keep the inside of the motor clean and dry. Insulation resistance measurement evaluates the condition of the electrical insulation. Periodic measurements should be taken and test results should be kept to analyze trends to especially determine if a significant decrease in the insulation resistance has occurred. Testing should be performed according to the latest revision of IEEE 43. This document provides detailed guidelines for performing the test and how to analyze the results.

### IEEE 43 Recommended Practice for Testing Insulation Resistance of Rotating Machinery.

The insulation resistance measurement is performed by applying a DC voltage to the stator winding and measuring the resistance between the winding and ground. The test guidelines are:

Rated Motor Voltage	Recommended DC Test Voltage
<1000	500
1001 - 2500	500 - 1000

For insulation in good condition and in a dry state, the insulation resistance will be essentially the same for a test voltage of 500 VDC or 1000 VDC. A significant decrease in the insulation resistance when an increased voltage is applied may be an indication of insulation problems.

The measured insulation resistance of a motor winding will normally increase the longer the DC voltage is applied. The increase will usually be rapid when the potential is first applied, and the readings gradually approach a fairly constant value as time elapses. The measured insulation resistance of a dry winding in good condition may continue to increase for hours with constant test potential continuously applied; however, a fairly steady value is usually reached in 10 to 15 minutes. If the winding is wet or dirty, the steady value will usually be reached in one or two minutes after the test potential is applied. The slope of the curve is an indication of insulation condition. The polarization index is the ratio of the 10 minute resistance value to the 1 minute resistance value.

The polarization index is indicative of the slope of the characteristic curve (resistance on the y axis versus time on the x axis using a y – log and x- log scale). The polarization index may be useful in the appraisal of the winding for dryness and for fitness for over-potential test. The 1 minute insulation resistance is useful for evaluating insulation condition where comparisons are to be made with earlier and later data, similarly obtained.

Insulation resistance measurements are affected by several factors including surface condition, moisture, temperature, magnitude of test direct potential, duration of the application of test direct potential and residual charge in the winding.

Insulation resistance of a winding is not directly related to its dielectric strength. It is impossible to specify the value of insulation resistance at which a winding will fail electrically.

If the polarization index is reduced because of dirt or excessive moisture, it can be brought up to proper value by cleaning and drying to remove moisture.

The IEEE recommended minimum value of polarization index for Class B, F and H motors is 2.0.

### Polarization Index Test Procedure

1. Discharge the winding by grounding the motor power leads.
2. It has been proven that the internal terminal block used for some of the NOV topdrive motors can have a significant negative impact on the insulation resistance. Therefore, it is recommended that the motor power leads be removed from the terminal block before performing the insulation resistance test. In any case, the readings must be taken in the same manner each time to be able to compare results.
3. The winding temperature must be known.
4. Apply voltage to the winding without interruption for 10 minutes. Record the insulation resistance value after voltage has been applied for 1 minute and then at the 10 minute mark. Do not take a measurement at less than 1 minute.
5. Insulation test values should be corrected to a common base temperature of 40°C.

The correction may be made as follows:

$$R_c = K_T R_T$$

where

$R_c$  is insulation resistance (in megohms) corrected to 40 °C,

$K_T$  is insulation resistance temperature coefficient at temperature T°C

$R_T$  is measured insulation resistance (in megohms) at temperature T°C.

For winding temperatures below the dew point, it is difficult to predict the effect of moisture condensation on the surface, therefore an attempt to correct to 40 °C for trend analysis would introduce an unacceptable error.

In such cases, it is recommended that the history of the machine tested under similar conditions be the predominant factor in determining suitability for return to service. However, since moisture contamination normally reduces the insulation resistance and/or polarization index readings, it is possible to correct to 40 °C for comparison against the acceptance criteria.

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$K_T$  can also be approximated for insulation resistance halving for a 10 °C rise in winding temperature by the following:

$$K_T = (0.5)^{(40-T)/10}$$

For example, if the winding temperature at test time was 35°C and the insulation was such that the resistance halved for every 10 °C, then the  $K_T$  for correction to 40 °C would be derived as follows:

$$K_T = (0.5)^{(40-T)/10} = (0.5)^{5/10} = (0.5)^{1/2} = 0.707$$

6. The polarization index is the 10 minute reading divided by the 1 minute reading.
7. Discharge the power leads at the conclusion of the test.

#### **Procedure for the Examination and Routine Maintenance of the Motor**

1. Inspect the motor at regular intervals, approximately every 500 hours of operation or every 3 months. If the environment is abnormally harsh with a potential for excessive contamination, the interval period may need to be less. Keep the motor clean and the ventilation openings clear. If the motor is not properly ventilated, overheating can occur and cause early motor failure.
2. Examine exterior of motor for defects, cracks, contamination and any other condition that is different from the condition of the motor as originally shipped. Pay particular attention to grease fittings, grease drains, end rings, and condensate drain holes. Record findings and take pictures.
3. Access motor leads and perform 500 VDC dielectric withstand test (insulation test). Record readings at 1 minute and 10 minutes to calculate polarization index.
4. Analyze the insulation resistance readings to determine if the motor needs to be removed from service for maintenance. It is recommended to remove the motor from service and perform maintenance on the motor if the 1 minute reading is less than 5 MΩ when corrected to 40 °C or if the polarization index is less than 2.0 or if there is a significant decrease in the values when compared to previous tests.
5. If the motor is removed from service for maintenance, measure the shaft extension for total indicator run out and record any damage to the shaft taper that may exist before disassembly of the motor. Record measurements. Take pictures if necessary.
6. Once the motor is disassembled, thoroughly examine all parts of the motor for obvious defects or damage. Examine bearings, bearing cavities, shaft bearing journals, seals, bracket drain holes, stator winding, rotor, shaft, motor leads, terminal strip, and stator core. Measure shaft bearing journals and bracket bearing cavities and record measurements. Compare to part drawings. Examine grease for contamination. Record findings and take pictures.
7. If the winding and/or core are contaminated, pressure cleaning may be required. Visual inspection and the insulation resistance test results will help determine if cleaning is required.
8. If the insulation resistance is low but a visual inspection does not reveal heavy contamination, moisture may be the problem. The stator core and winding may be dried in an oven at 250 °F - 275 °F for seven hours.
9. When the stator is cleaned and dried, perform a thorough visual examination for cracks in the varnish and any possible scratches and nicks on wires. If the examination reveals any cracks, nicks or scratches, adding an overcoat of a thin varnish for repair is acceptable.

#### **CAUTION:**

##### **Excessive varnish build can cause motor overheating.**

10. Perform an insulation resistance test on the cleaned, dried, and repaired stator to obtain the 1 minute and 10 minute values to validate the repairs. Record the values for future comparison with values obtained in the field.
11. Since the motor has been disassembled, the bearings and all seals should be replaced at this time. The brackets and bearing caps should be washed to remove all grease and contamination.

#### **Operation On Frequency Converters:**

If the motor is evaluated for operation with an adjustable speed drive, the type of converter (for example PWM for Pulse Width Modulated) and safe speed ranges (for example 0--120Hz) will be specified in the certification documents or on motor nameplates. It is necessary to consult the adjustable speed drive manual for proper set up. IECEx Certificates are available online at [www.iecex.com](http://www.iecex.com)

#### **Acceptance Inspection**

All motors should be inspected for damage prior to connecting the motor to an electrical supply. All covers should be in place and access cover bolts torqued to their proper levels. On motors received with the shaft blocked by the factory, remove blocking before operating the motor. If motor is to be reshipped, alone or installed to another piece of equipment, the shaft must again be blocked against axial movement to prevent brinelling of the bearings during shipment.

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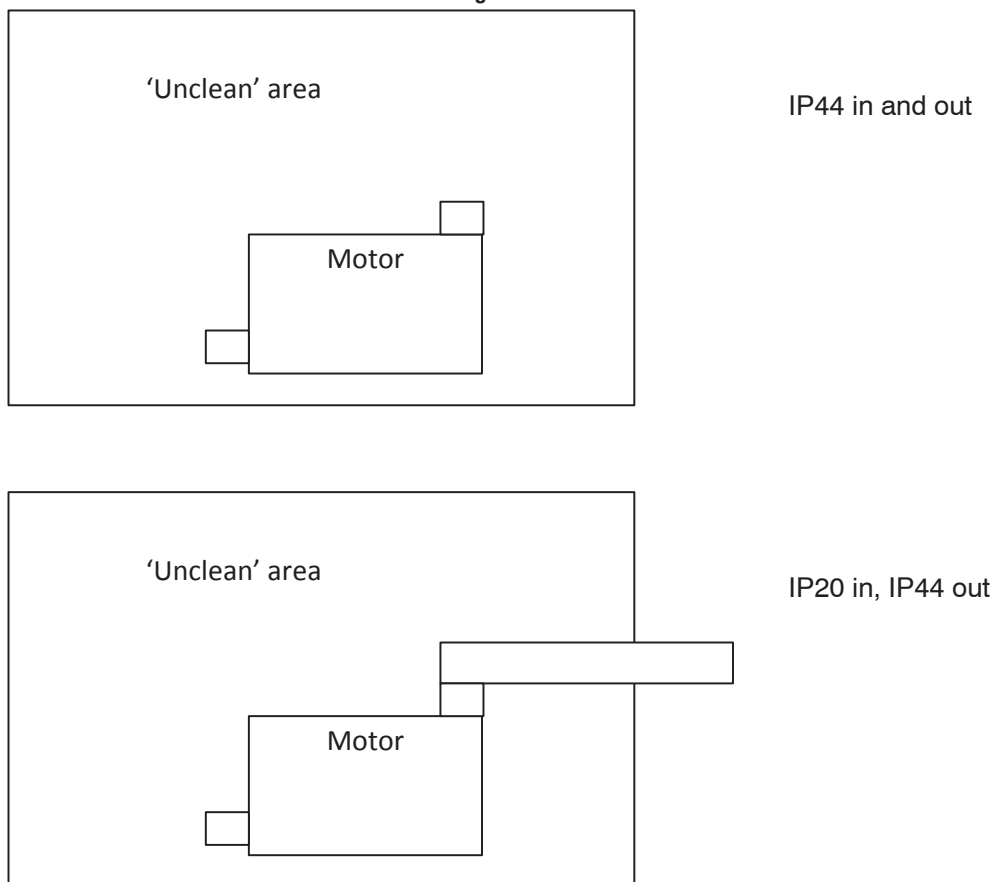
## EMC Compliance Statement for European Union

The motors described in this instruction manual are designed to comply 2014/20/EU. . These motors are commercial in design and not intended for residential use. When used with converters, please consult converter manufacturers literature regarding recommendations on cable types, cable shielding, cable shielding termination, connection recommendations and any filters which may be recommended for EMC compliance. For additional information, consult instruction manual MN1383.

See Certificate supplied with the motor for the Specific “Conditions of Use” for Ex Equipment or “Schedule of Limitations” for Ex Components.

## IP Rating Requirements

**Figure 1-2**



# Section 2

## Installation & Operation

### Overview

Before installing the motor, be sure you read Section 1 and become familiar with the Warnings and Cautions to prevent damage to the motor and prevent injury to personnel. This is extremely important for a good installation and to ensure trouble free operation.

Installation should conform to the Canadian Electrical Code as well as local codes and practices. When other devices are coupled to the motor shaft, be sure to install protective devices to prevent future accidents. Some protective devices include, coupling, belt guard, chain guard, shaft covers etc. These protect against accidental contact with moving parts. Machinery that is accessible to personnel should provide further protection in the form of guard rails, screening, warning signs etc.

1. If the motor has been in storage for an extended period or had been subjected to adverse moisture conditions, check the insulation resistance of the stator winding (see Checking Insulation Resistance in section 3).
2. Examine the motor nameplate data to make sure it agrees with the power circuit to which it will be connected. The motor is guaranteed to operate successfully at line frequency not more than 5%, and line voltage not more than 10%, above or below the nameplate ratings, or a combined variation of voltage and frequency of not more than 10% above or below nameplate ratings. Efficiency, power factor and current may vary from nameplate data.
3. Check to make sure that direction of motor rotation is correct for the intended application.

### Location

It is important that motors be installed in locations that are compatible with motor enclosure and ambient conditions. Improper selection of the motor enclosure and ambient conditions can lead to reduced operating life of the motor. The motor must be located in an environment that satisfies local codes and National Board of Fire and Underwriter's regulations. For locations outside the USA., compliance with IEC requirements and other regulatory agencies are required. The following additional considerations should also govern its location:

If the room is not large enough to have natural ventilation, some external source of forced and filtered air will be necessary. The room should be such that the heat developed during operation can escape and will not be recirculated over the equipment.

Permanent handling equipment to facilitate major service and repair without complete disassembly of the individual units should be considered.

If the motor must be moved or additional handling or shipment of motor be required, be certain to block the shaft as it was blocked for shipment by the factory. Blocking the shaft, limits the rotor movement both axially and radially which prevents damage to the bearings.

### Pre Installation Checks

The assurance of successful start--up depends upon the use of good handling, inspection, and installation practices.

Before shipment, every motor is given a running test to check operation. Although complete factory tests have been made, motors should be checked for any change resulting from improper handling during shipment, storage, installation or by an unsatisfactory foundation. Failure to check or do the necessary work as mentioned above, could cause misalignment resulting in vibration and premature bearing failure. Before the motor is checked for alignment, remove all shipping blocks and supports installed at the factory.

The shaft should turn over freely. The degree of accuracy required in the alignment depends on the rated speed of the machine. The greater the speed, the greater the care and accuracy necessary in the alignment.

### Caution:

**Do not use the coupling to compensate for poor alignment. This can result in vibration, noise, coupling wear, overloaded bearings and early failure.**

Vertical Mounted Motor These procedures are for Vertical mounting of motors only.

1. Carefully lower the motor on to the flange. Position the motor to obtain the best possible alignment.
2. Motors are shipped with shaft extensions protected with a coating of slushing compound. This compound should be removed by washing with a petroleum solvent such as Stoddard Solvent or similar solvents available under various trade names.
3. After the motor is properly positioned for axial end play -- and with the hold down bolts snug but not tightened up -- the motor must be checked for angular misalignment. The coupling hub should be mounted by customer, but the coupling should not be engaged.
4. Clamp a dial indicator to the motor coupling hub, placing the probe against the end of the connecting shaft. Mark the shaft at the point where the probe touches it, and turn both shafts, taking care to keep the probe on the reference mark.
5. Note the dial indicator reading at 0 deg (starting point), 90 deg, 180 deg and 270 deg.  
Total angular misalignment must not exceed .3 mil (0.0003") per inch of coupling hub radius  
Maximum Permissible Angular Misalignment = (Coupling Hub Radius) X (.0003)
6. Next, check for excessive shaft run out by using the accurately ground or machined diameter provided on most coupling hubs. Set up dial indicator with the probe on the machined diameter. Mark the shaft at the point where the probe touches it and turn both shafts taking care to keep the probe on the reference mark.
7. Note the dial indicator reading at 0 deg (starting point), 90 deg, 180 deg, and 270 deg.  
Maximum permissible run out between the two coupling hubs is 0.002".
8. Tighten the motor and driven equipment hold--down bolts, and recheck alignment. If within limits, assemble the coupling and lubricate with the manufacturer's recommended lubricant.
9. After alignment, insert the dowel pins through the motor base into the pump flange to maintain the position of the motor.

### Lubrication

The lubrication system should be checked in preparation for rotating the shaft during the alignment operation.

#### Anti Friction Bearings (Grease Lubricated)

Bearing chambers are packed with grease during assembly, and do not normally need additional grease at time of installation, unless the unit has been in storage and installation for 6 months or longer.

Lubricant must be added per Section 3, Maintenance.

## Electrical Connection

**WARNING:** Adjustable speed controls may apply hazardous voltages to the motor leads after power to the controller has been turned off. Verify the controller is incapable of delivering hazardous voltages and that the voltage at the motor leads is zero before proceeding. Failure to observe this precaution may result in severe bodily injury or death.

**WARNING:** Be sure the system is properly grounded before applying power. Do not apply AC power before you ensure that all grounding instructions have been followed. Electrical shock can cause serious or fatal injury. National Electrical Code and Local codes must be carefully followed.

Note: Conductors entering main power junction box must have a minimum of 100° C cable jacket insulation rating.

Use only a shielded motor power cable with complete circumferential braided or copper film / tape ground jacket around the power leads. This ground should be secured to the motor frame from within the motor terminal box and must return without interruption to the drive ground. In addition, if the motor and coupled equipment ground are not on a single common metal base plate, it is important to equalize the equipment ground potentials by bonding the motor frame to the coupled equipment using a high frequency conductor such as a braided strap. The user must select a motor starter and over-current protection suitable for this motor and its application. Consult motor starter application data as well as the National Electric Code and/or other applicable local codes. A conduit box may be provided for the power lines to the stator and other conduit boxes for all other electrical connections. Tapped holes are provided for grounding.

## Grounding

**WARNING:** Failure to properly ground the motor may cause electrical shock hazard to personnel. Do not attach ground lead to motor mounting bolt.

All large motors should be grounded with the grounding conductor equipped with a brazed copper terminal, or with a suitable solderless terminal fastened to the motor. Soldered terminals should not be used. A washer should be used between bolt head and terminal lug. The other end should be fastened with suitable clamps or terminals to rigid metallic conduit or to the nearest available ground.

Ground conductor size should be in accordance with the National Electrical Code Table 250--95 or Table 16 Part 1 of Canadian Electrical Code. (Table 2--1 in this section).

Attachment to the motor should not be made under a flange mounting bolt.

Be sure that the motor leads are connected as shown on the connection nameplate (when supplied on the motor) and that the power supply corresponds with the motor nameplate data (voltage, frequency and number of phases). The motor will operate, but with modified characteristics when the line voltage is within plus or minus 10%; the frequency within plus or minus 5% of the nameplate value; or combination of voltage and frequency within +10% of nameplate.

**Table 2-1 Size of Equipment Ground Conductor (For USA and Canada)**

Rating or Setting of Automatic Overcurrent Device in Circuit Ahead of Equipment, Conduit, etc., Not Exceeding (Amperes)	Size	
	Copper Wire No.	Aluminum or Copper Clad Aluminum Wire No.*
15	14	12
20	12	10
30	10	8
40	10	8
60	10	8
100	8	6
200	6	4
300	4	2
400	3	1
500	2	1/0
600	1	2/0
800	0	3/0
1000	2/0	4/0
1200	3/0	250MCM
1600	4/0	350MCM
2000	250MCM	400MCM
2500	350MCM	600MCM
3000	400MCM	600MCM
4000	500MCM	800MCM
5000	700MCM	1200MCM
6000	800MCM	1200MCM

\* See installation restrictions in NEC Section 250--92(a).

For motors installed in compliance with IEC requirements, the following minimum cross sectional area of the protective conductors should be used:

**Table 2-2 Size of Equipment Ground Conductor (For IEC)**

Cross sectional area of phase conductors, S	Minimum cross-sectional area of the corresponding protective conductor, S <sub>p</sub>
mm <sup>2</sup>	mm <sup>2</sup>
S < 16	S
16 < S ≤ 35	16
S > 35	0,5 S

Equipotential bonding connection shall made using a conductor with a cross-sectional area of at least 4 mm<sup>2</sup>.

**WARNING:** This equipment is at line voltage when AC power is connected. Disconnect and lockout all ungrounded conductors of the ac power line before proceeding. Failure to observe these precautions could result in severe bodily injury or loss of life.

### Pre-Operation Check

Be sure that all power to motor and accessories is off. Be sure the motor shaft is disconnected from the load and will not cause mechanical rotation of the motor shaft.

1. Verify that Hold Down bolts are tightened to the proper torque.
2. If the motor has been idle for a long period of time after installation, check insulation resistance.
3. Check the incoming power to be sure that line voltage, frequency and phase are correct for the motor (refer to the motor nameplate).
4. Inspect all electrical connections for proper termination, clearance, mechanical strength and electrical continuity.
5. Be sure all shipping materials and braces (if used) are removed from motor shaft.
6. Ensure alignment is correct and motor is properly lubricated.
7. Manually rotate the motor shaft to ensure that it rotates freely.

**Caution:** When driven equipment may be damaged by incorrect rotation direction, uncouple the motor from the load and check motor rotation direction during initial start and be sure rotation is correct.

8. When the driven machine is likely to be damaged by the wrong direction of rotation, it is best to uncouple the motor from its load during the check for rotation and/or during the initial start. Some motors are designed for a single direction of rotation as indicated by nameplates. Running those units in the wrong direction will reduce airflow causing overheating. Check to see that both the motor and driven equipment are operating in the correct direction of rotation. If it is necessary to change rotation, disconnect and lockout all input power and interchange any two input power phases.
9. Replace all panels and covers.
10. Check to see that coupling guards and other protective enclosures are not blocking the ventilating air into the motor and exhaust openings.

### First Time Uncoupled Start-Up

Read each of the steps in the following procedure over thoroughly, so that each is fully understood, before attempting to start the motor.

1. Make the initial start by following the regular sequence of starting operations in the control instructions. The coupling should be uncoupled and a solo plate should be installed if required.
2. After starting, check that the motor is running smoothly. If the motor has excessive vibration, shut down immediately and investigate. Check for coupling and key unbalance, rusty bearing, lack of lubrication, foot planarity, structural resonance (see Table 2-2).
3. Check bearing temperatures frequently. At initial start, the bearing temperature rate of rise will be high. This rate of rise should decrease within 60 minutes. If this rate of rise does not decrease or the temperature exceeds 120 °C, stop the motor (see Table 2-3).
4. Ensure that the protective controls are functioning properly before any prolonged operation.
5. Run the motor for at least two hours.

### Coupled Start-up

This procedure assumes a coupled start up. Also, that the first time start up procedure was successful. Read and fully understand each of the steps in the following procedure before attempting to start the motor.

1. Disconnect and lockout the power source. Ensure no power is applied to the motor.
2. After a successful uncoupled start, assemble the coupling and lubricate with the manufacturer's recommended lubricant. Check to see that the coupling is not binding.
3. Verify the motor shaft is on its magnetic center.
4. Verify coupling axial movement is within the bearing float limit.
5. Check to see that coupling guards and other protective enclosures are not blocking the ventilating air over the motor and exhaust openings.
6. Try no load coupled start-up, repeating steps 1 to 5 of the "First Time Uncoupled Start-up" procedure.
7. Verify the driven equipment is not transmitting vibration back to the motor through the coupling or base.
8. Inspect the motor carefully. Make the initial start by following the regular sequence of starting operations in the control instructions.



- 
9. After starting, check that the motor is running smoothly. If the motor shows excessive vibration, shut down immediately and investigate. Check for coupling and key unbalance, lack of lubrication, foot planarity and structural resonance.
  10. Check vibration at the bearing housing. Motor vibration must not exceed the limits given in Table 2–2. Vibration severity and conversion of the above limits to velocity or acceleration can be determined by using the vibration nomograph in Figure 2-1. Nomograph shows accepted industry vibration levels.
  11. Verify all panels and covers are securely in place.
  12. Verify that coupling guards are properly installed and protective enclosures are not blocking the ventilating air into the motor and exhaust openings.

### **Jogging and Repeated Starts**

#### **Caution:**

**Repeated starts and/or jogs can greatly reduce the life of an induction motor.**

Repeated starts and/or jogs can greatly reduce the life of an induction motor. If it is necessary to repeatedly start or jog a motor, check the application with your local Baldor District office.

At ambient temperature, the motor is normally capable of making two starts in succession and coasting to rest between starts.

The motor is also capable of making one start at its rated load operation temperature. For cooling time required before additional starts can be made consult your local Baldor District office or the motor starting nameplate if one is provided.

If more starts than defined above are attempted in shorter period of time, severe damage to the motor electrical windings and rotor may result.

The starting conditions listed above apply only if the inertia of the connected load, the load torque during acceleration, the applied voltage, and the starting method are those for which the motor was designed.

For starting situations not covered here, consult your local Baldor District office before proceeding.

Refer also to the motor nameplate which may list starting conditions.

Note: Refer to Appendix A “AC Motor Performance” to locate Motor performance data and performance curve information.

**Table 2-3 Maximum Vibration Limits**

<b>Condition</b>	<b>Amplitude on Bracket (in / second)</b>
Warning	0.2
Shutdown	0.3



Figure 2-1 Vibration Nomograph

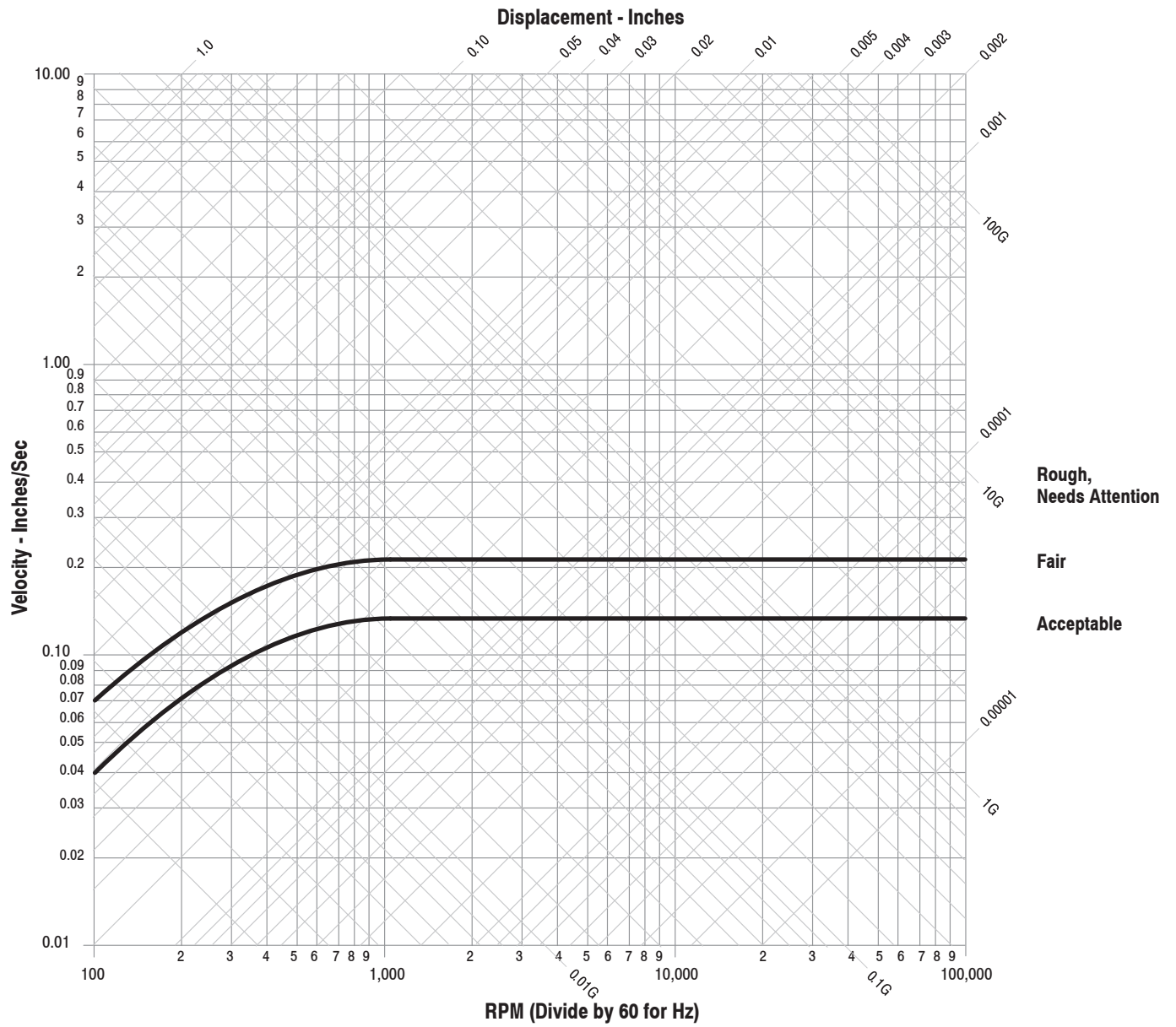


Table 2-4 Maximum Temperature Limits

Condition	Bearing RTD (°C)	Winding RTD (°C)
Warning	110	185
Shutdown	120	190



## Section 3

### Maintenance & Troubleshooting

- WARNING:** High Voltage may be present even when the machine is not rotating. Ensure that power has been disconnected before touching the motor or any of its components. Electrical shock can cause serious or fatal injury.
- WARNING:** Surface temperatures of motor enclosures may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. When installing, protection should be provided by the user to protect against accidental contact with hot surfaces. Failure to observe this precaution could result in bodily injury.
- WARNING:** Pacemaker danger -- Magnetic and electromagnetic fields in the vicinity of current carrying conductors and permanent magnet motors can result in a serious health hazard to persons with cardiac pacemakers, metal implants, and hearing aids. To avoid risk, stay way from the area surrounding a permanent magnet motor.
- WARNING:** Solvents can be toxic and/or flammable. Follow manufacturer's safety procedures and directions. Failure to observe this precaution could result in bodily injury.
- Caution:** Do not use solvents containing trichloroethane to clean interior or exterior of motor. Damage may occur to paint and insulation systems.

#### Maintenance General

These motors should be serviced by personnel familiar with repair and overhaul of Ex eb and Ex ec machines in accordance with IEC60079--19. Prior to maintenance, the motor should be removed from service.

The motor should be inspected periodically for the build up of foreign material.

Any build--up of foreign material should be removed prior to energizing the motor.

If unusual bearing noise or vibration is experienced, the bearings should be replaced.

Inspections which are important to the proper motor operation and maintenance.

Maintenance should be performed every 3 months or 500 operating hours, whichever comes first.

In addition, the following should always be observed.

- Provide adequate ventilation

- Avoid sharp blows and excessive axial thrust loads on the output shaft.

- Maintain proper lubricant level.

When properly applied, 5200 Frame motors require minimal routine maintenance.

Since clearances and fits are precisely machined, no periodic mechanical adjustments are required.

Like any precision machine, periodic inspection and simple routine maintenance will prolong your motor's life and help detect potentially damaging conditions.

The minimal time spent performing simple maintenance cannot begin to compare with the cost of lost productivity and time consuming major repairs incurred through neglect or routine inspection and maintenance.

#### Periodic Maintenance

Every 3 months or 500 operating hours, whichever comes first:

1. Listen for any abnormal noises and check cause immediately.
2. Check for excessive vibration.
3. Check to see that all covers are in place and secure.
4. Check for proper lubrication.
5. Check bearing temperature rise.
6. Check voltage and frequency variations. Unbalanced voltage or single--phase operation of polyphase motors will cause excessive heating and ultimately failure. Even a slight unbalance of voltage applied to a polyphase motor will cause large unbalance currents and result in over--heating.
7. Check power supply total harmonic distortion to avoid overheating. Periodic checks of phase, voltage, frequency, and power consumption of an operating motor are recommended.

These checks can also provide an excellent indication of the load from the driven equipment.

Comparisons of this data with previous no load and full load power demands will give an indication of the performance of the driven machine.

#### Bearing Lubrication

Cleanliness is important in lubrication. Any grease used to lubricate anti--friction bearings should be fresh and free from contamination. Similarly, care should be taken to properly clean the grease inlet areas of the motor prior to lubricating to prevent grease contamination.

##### Recommended Lubricant

Refer to motor nameplate for recommended lubricant. If none is shown, the recommended lubricant is Chevron Black Pearl EP NGLI #2.

Use only clean, fresh grease from clean containers.

Do not mix greases unless compatibility has been checked and verified.

##### Grease Lubrication Procedure

Anti--friction bearings may be lubricated stationary with the motor preferably warm.

1. Locate the grease inlet, remove all caked grease and dirt from the fitting. There is one grease inlet per bearing.
2. Add the recommended volume (Table 3-1) of the recommended lubricant per the motor Lubrication Nameplate using a hand operated grease gun.
3. Start the motor and run with the relief plug open for several minutes. Some grease should be purged from the grease drain pipe.

**Table 3-1 Relubrication Amount (Relubricate the motor bearings every 3 months)**

Motor Specs	Frame	Bearing (Each End) Vol. in Cubic in3 (cm3)	Bearings (Each End) Weight oz (gram)	ODE Inner Cap Seal Vol. in Cubic in3 (cm3)	ODE Inner Cap Seal Weight oz (gram)
P40L65XX & P40L75XX	L4046	2.5 (40)	1.25 (35)	N/A	N/A
P40L76XX	L4046	2.5 (40)	1.25 (35)	.5 (8)	.25 (7)
P40L77XX	L4070	2.5 (40)	1.25 (35)	N/A	N/A

**Shaft Loads -- Axial and Radial**

L400 Frame designed to meet L-10 of 10,000 hours with a Radial Load of 9410 lbs at 1155 RPM, and a Downward Axial Load of 3156 lbs at 1155 RPM.

**Table 3-2 Motors Designed to a Minimum L-10 of 10,000 hours with the following Radial and Axial Loads at 1155 RPM**

Motor Specs	Frame	Drive End Roller Bearing	Opposite Drive End Ball Bearing(s)	Shaft Loads lbs (N) @ 1155 RPM	
				Radial Load	Downward Axial Load
P40L65XX & P40L75XX	L4046	NU2222	6316	870 (3870)	1500 (6672)
P40L76XX	L4046	NU2222	Qty 2 x 7316 Back-to-Back Pair	8000 (35586)	3150 (14012)
P40L77XX	L4070	NU2224	Qty 2 x 7316 Back-to-Back Pair	9410 (41858)	3150 (14012)

**Air Flow Volume**

Separately ventilated motors DPSV, TESV (IP23 IC17 and IP44--IC37) must have the following volume of air to adequately cool the motor unless the nameplate specifies a different value. Cooling air temperature must not exceed the maximum ambient temperature indicated on the nameplate. This data applies to all base speeds for frame sizes in Table 3-2.

**Table 3-3 Air Flow**

Motor Specs	Frame	DPFV or TESV Data	
		Air Volume CFM	Static Pressure in H <sub>2</sub> O
P40L65XX & P40L75XX	L4046	1100	6.5
P40L76XX	L4046	1100	6.5
P40L77XX	L4070	1100	8.6

**Renewal Parts**

The high productivity expected in industry today demands a well planned maintenance program. The success of which often can depend on the number and type of spare parts on hand. Serious consideration should be given to having all vital replacement components on hand to protect the units against costly down time. A detailed parts list, which gives Baldor•Reliance recommendations for spare parts that should be stocked for your motor, can be ordered. Be sure to include complete nameplate data, purchase order number, serial number, model number, rating, etc., for your motor when ordering the spare parts list. When ordering parts for which a part number is not available, give complete description of part and purchase order number, serial number, model number, etc. of the equipment on which the part is used.

**Table 3-4 Troubleshooting Chart**

PROBLEM	POSSIBLE CAUSE	CORRECTIVE ACTION
Motor will not start	Motor improperly connected Incorrect Line Voltage Overload relay tripped Fuses blown or defective Open circuit in stator or rotor Short circuit in stator Grounded Winding	Check motor connection and control connections Check nameplate for required voltage Correct and reset Replace fuses Check for open circuit Check for short circuit Check for ground
Motor noisy	Winding single phased  Loose mounting Noisy bearing Coupling halves loose Vibration  Uneven air gap	If winding is single phased, unit will not start. Stop unit and try to reset Check and correct Check and replace Inspect alignment and tighten Check alignment with driver connected Check feet planarity Correct balance of motor if necessary Check key unbalance on coupling. Check gap, correct problem.
Excessive Bearing Temperature (anti- friction bearing)	Inadequate lubrication Coupling misalignment Inadequate ventilation	Add lubricant per nameplate instructions Realign unit Clean filters, check to see if louvers are blocked
Excessive Temperature	Overload Restricted ventilation Electrical	Reduce load to nameplate rating or replace with larger unit Check openings and duct work for obstructions and correct Check for grounded or shorted coils and unbalanced voltages between phases
Excessive Vibration	Coupling misalignment Coupling , Coupling key or Rotor Unbalance Foundation resonance structure improper Worn bearing Coupled equipment Shaft Straightness	Realign to operating condition Rebalance Make adjustments to foundation Replace bearing if oversize Check motor vibration uncoupled, if necessary rebalance equipment Straighten without residual stress to avoid springback or replace shaft

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# Section 4

## Accessories

The owner is responsible for conformance to national electric code and all other applicable local codes and practices. Refer to Safety Notice in Section 1 of this manual.

Conduit Box Note: Auxiliary lead entry glands provided in the conduit box are to be used with metric threaded glands.

Note: Motor is equipped with the following accessories only if ordered with the motor.

### Internal Motor Sensors

Winding Temperatures (two per phase) 100 ohm RTDs (6 total).

A working seventh spare RTD may also be installed on some units.

Bearing Temperatures (two per bearing) 100 ohm RTDs (4 total)

### Basic Troubleshooting

#### RTDs

1. If values displayed are exceptionally high (greater than 185° C winding or 145° C bearing temperatures) a loose wire could be the culprit. All RTDs terminate on the terminal blocks within the auxiliary terminal box. Confirm placement and secure leads.

No external surface temperature readings should ever exceed 200° C or motor must be de--energized and allowed to cool. Confirm proper air flow is going through motor.

2. Disconnect RTD from the terminal block and check resistance with an ohmmeter. Values of the RTD should be less than 250 ohms. If resistance values show infinity then the RTD has failed or the wires between the element and terminals are broken. Replace wires or RTD if possible. If resistance values show close to zero or less than 100 ohms then check the leads you are measuring. Measure between the red and white leads.

**Confirm that no external motor surface temperatures ever exceeds 200° C.**

#### HEATERS

H1  H2

One heater is installed in Drive End of motor.

Leads for heater are labeled H1 & H2.

#### THERMISTORS



Three thermistors are installed in windings.

Leads are labeled TD1–TD6 for shutdown and TD7–TD12 for warning.

#### WINDING RTDS



### RTD CONNECTIONS

#### One Per Phase

Leads	Phase1	Phase2	Phase3
Red (or Marked)	1TD1	2TD1	3TD1
White	1TD2	2TD2	3TD2
White	1TD3	2TD3	3TD3

#### Two Per Phase

Leads	Phase1		Phase2		Phase3	
	#1	#2	#3	#4	#5	#6
Red (or Marked)	1TD1	2TD1	3TD1	4TD1	5TD1	6TD1
White	1TD2	2TD2	3TD2	4TD2	5TD2	6TD2
White	1TD3	2TD3	3TD3	4TD3	5TD3	6TD3

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# Section 5

## IEC 60079 Series

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### INFORMATION REQUIRED PER IEC 60079-0:2017 Ed7

*All italicized information below is quoted from the standard, clause 30.*

Clause 30 (instructions) – Instructions are provided with each motor, the most recent version of this manual can be download at baldor.com.

Instructions for purposes of this standard consists of the following that are shipped with your motor in the literature package:

- Instruction Manual MN431
- Ex Certificates applicable for your motor
- Nameplate marking photos for your motor

#### **Clause 30.1 (general)**

##### **Marking**

*The instructions prepared by the manufacturer shall include the following particulars as a minimum.*

*A recapitulation of the information with which the equipment is marked, except for the serial number (see Clause 29), together with any appropriate additional information to facilitate maintenance (for example, address of the importer, repairer, etc.)*

A copy of the nameplates is included in the literature package and is shipped with each motor. These instructions are used for a range of motors. An example of typical certification marking is shown in Section 1. For motor specific information, please refer to the certification nameplate photos, electrical rating information and any specific conditions conveyed in the motor marking such as but not limited to ambient range, water flow, converter set up parameters and refer to the data package shipped with the product.

##### **on-site assembling:**

Not typically required.

##### **adjustment and parameter setting**

If operated on a converter, refer to nameplate marking for set-up parameters.

##### **Use and setting-up;**

Ratings such as electrical values, ambient temperatures and pressures, maximum surface temperatures and other limit values related to a designated use are included on the product nameplate photos and in the product data package..

##### **- putting into service- of the equipment / of the whole installation:**

###### **ii) Information about verifications / tests prior to first use**

Refer to Section 2, Installation and Operation

###### **ii) detailed information about any special installation requirements for the Type of Protection(s) employed**

###### **i) information about verifications / tests prior to (first) use**

*Refer to Section 2, Installation and Operation*

###### **ii) detailed information about any special installation requirements for the Type of Protection(s) employed**

##### **- maintenance;**

###### **ii) Information such as cleaning, oil level check or recalibration requirements;**

Information on bearing inspection is in the Maintenance Section 3

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**iii) Requirements for the maintenance of the explosion protection.**

**For Ex e machines, consult manufacturer for winding details**

For permanent magnet motors, the voltage that may be present at the motor terminals, when the supply is disconnected, when the motor is rotating. Open circuit vs. speed data is normally supplied.

For motors using permanent magnet rotors, consult warning marking, which is provided with the Instructions.

Information on any maintenance required to ensure continued compliance with the rubbing seal requirements of 5.2.12

Inspect Seal during the bearing lubrication process to ensure the integrity of the seal.

**- repair**

**i) Repair should be conducted in accordance with the requirements given in IEC 60079-19**

Refer to Repair of Motors used in Hazardous Locations

Information related to the fitting or removal of parts / components; As each motor design is unique, it is necessary to Contact the manufacture for additional repair details. Use only original manufacturer's parts.

**ii) information related to the fitting or removal of parts / components**

Contact ABB regarding any spare parts.

**iii) Information about spare parts**

Contact ABB regarding any spare parts.

**iv) Requirements for a documentation of such repairs.**

As any repair is undertaken after consultation with IEC60079-19, the documentation requirements for the repair in this standard apply.

**- taking out of service and dismantling**

**i) Use appropriate lock out tag out procedures to prevent restart and prior to making or breaking any electrical connection.**

**• where applicable, Specific Conditions of Use according to 29.3 e)**

As Specific Conditions of Use may vary with each certificate, if Specific Conditions are applied, the certificate is shipped with each motor forming part of the Instructions. Refer to Marking and Acceptance section for an explanation of the "X" suffix to certificate numbers.

**Clause 30.3 (electrical machines)**

**In addition to the information required according to 30.1, the following additional information shall be prepared for electrical machines, as applicable:**

***machines intended to be supplied by a converter***

For speed torque information on motors intended to be supplied by converter, consult motor nameplate.

***bearing lubrication requirements for both commissioning and maintaining;***

Instructions for lubrication are included in the Bearing Maintenance Section. Only use ABB recommended grease or contact ABB Motors and Mechanical Inc., product support team for guidance on equivalents suitable for hazardous locations.

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***the permitted axial and radial loading of the shaft;***

Please refer to Table 3-2 in this manual for information.

- ***the thermal expansion of the shaft and housing under rated conditions***

Maintain minimum clearances necessary to accommodate thermal growth of up to 3mm of the frame and up to 5mm (8mm for Furnace Fan Motor Designs) of the shaft during design operating conditions. Consult engineering for application specific solutions where these minimum clearances are not permissible.

- ***any necessary maintenance of the protection provided by the manufacturer against stray circulating currents in the bearings or shafts.***

Ensure that the motor is properly earthed and bonded. For motors operated by converter, consult converter manufacturers instructions relative to cable recommendations.

- ***any necessary protection of the bearings from vibration, including during transportation, storage, or standby service;***

Protection of bearings from vibration during storage and transportation are addressed in General. Bearings requiring blocking are blocked during shipment.

- ***guidance on maintenance and replacement intervals for bearings based on the operating conditions.***

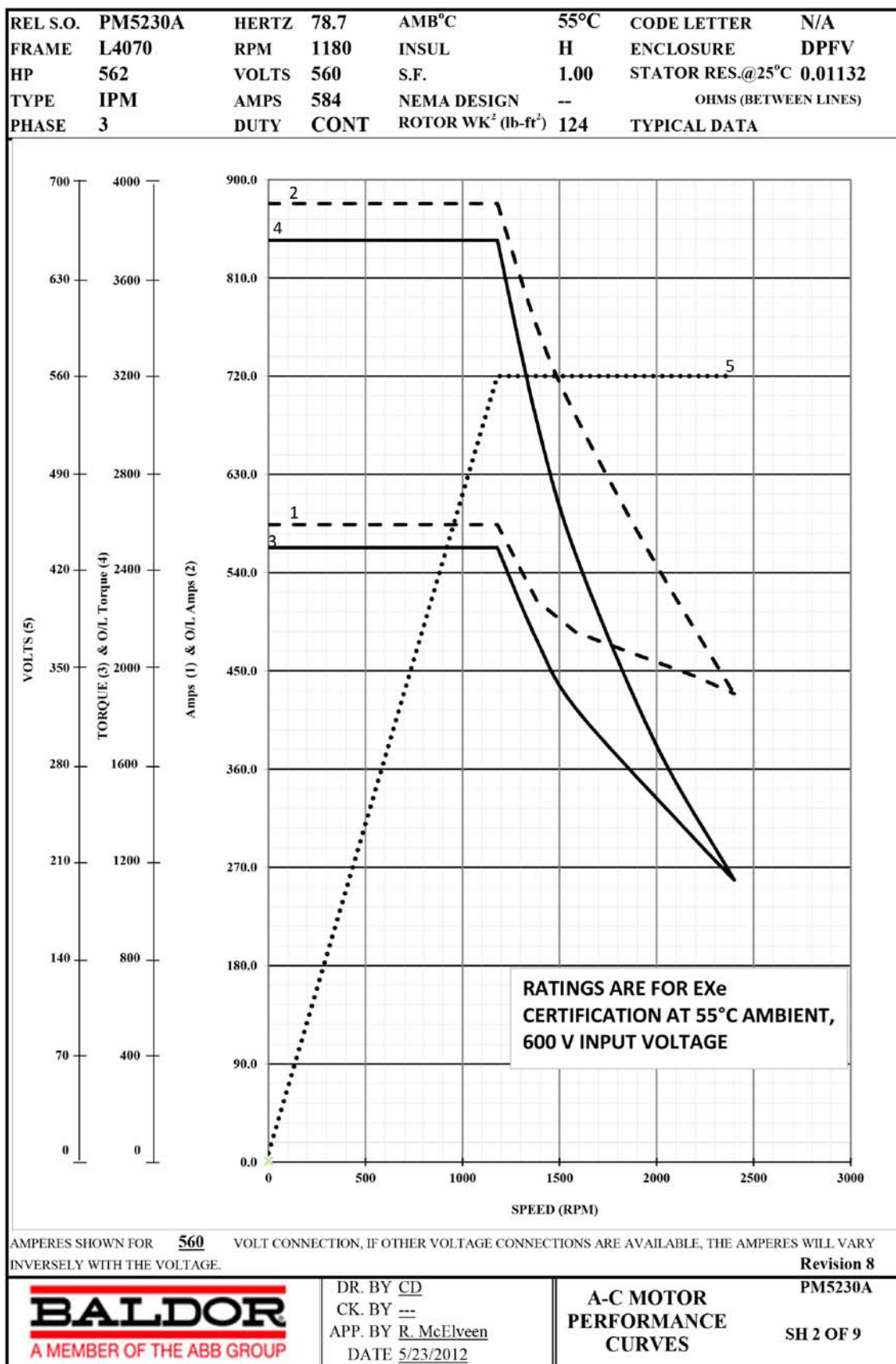
Instructions for lubrication are included in the Bearing Maintenance Section



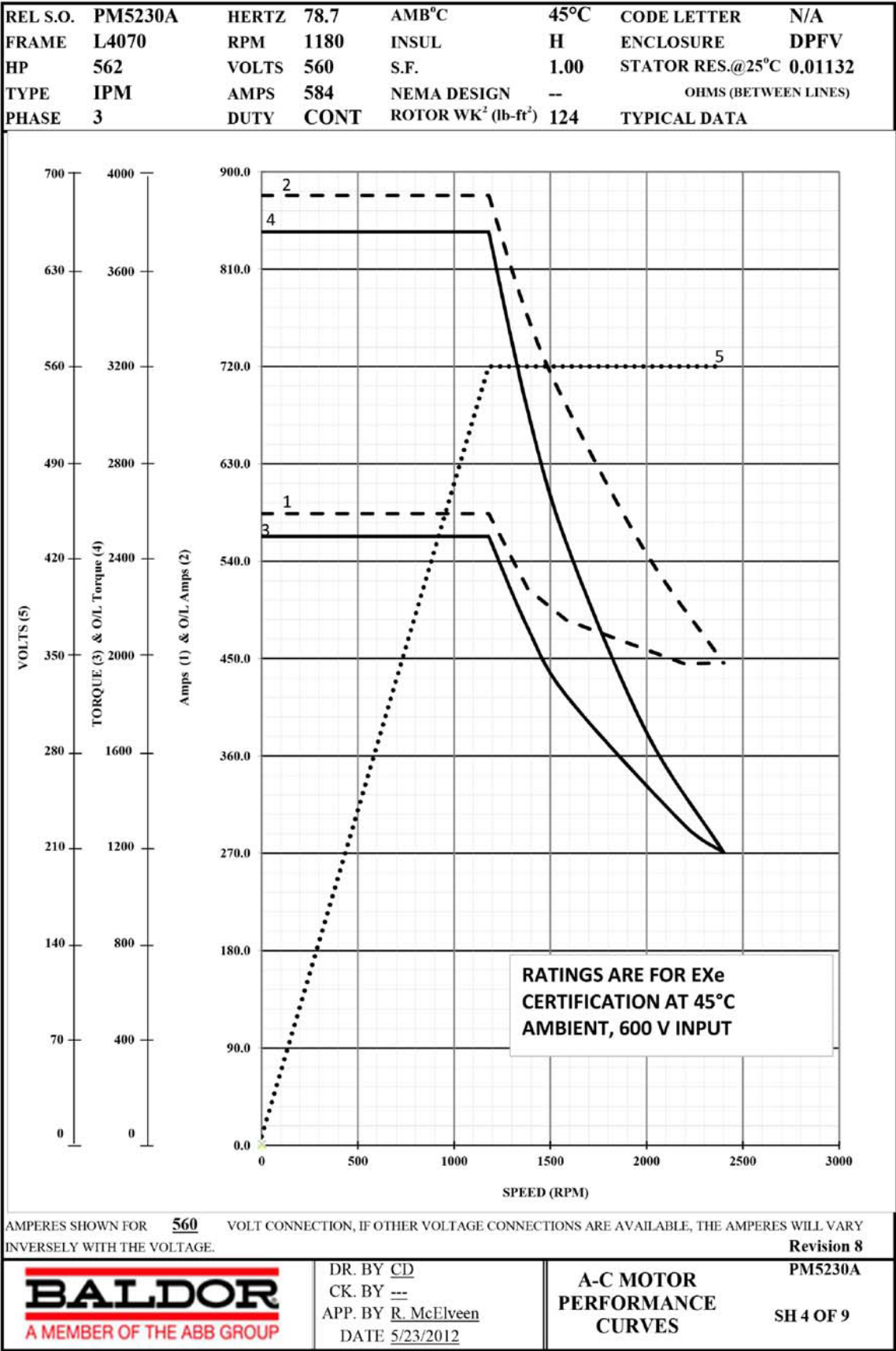
# Appendix A

## AC Motor Performance

### AC Motor Performance

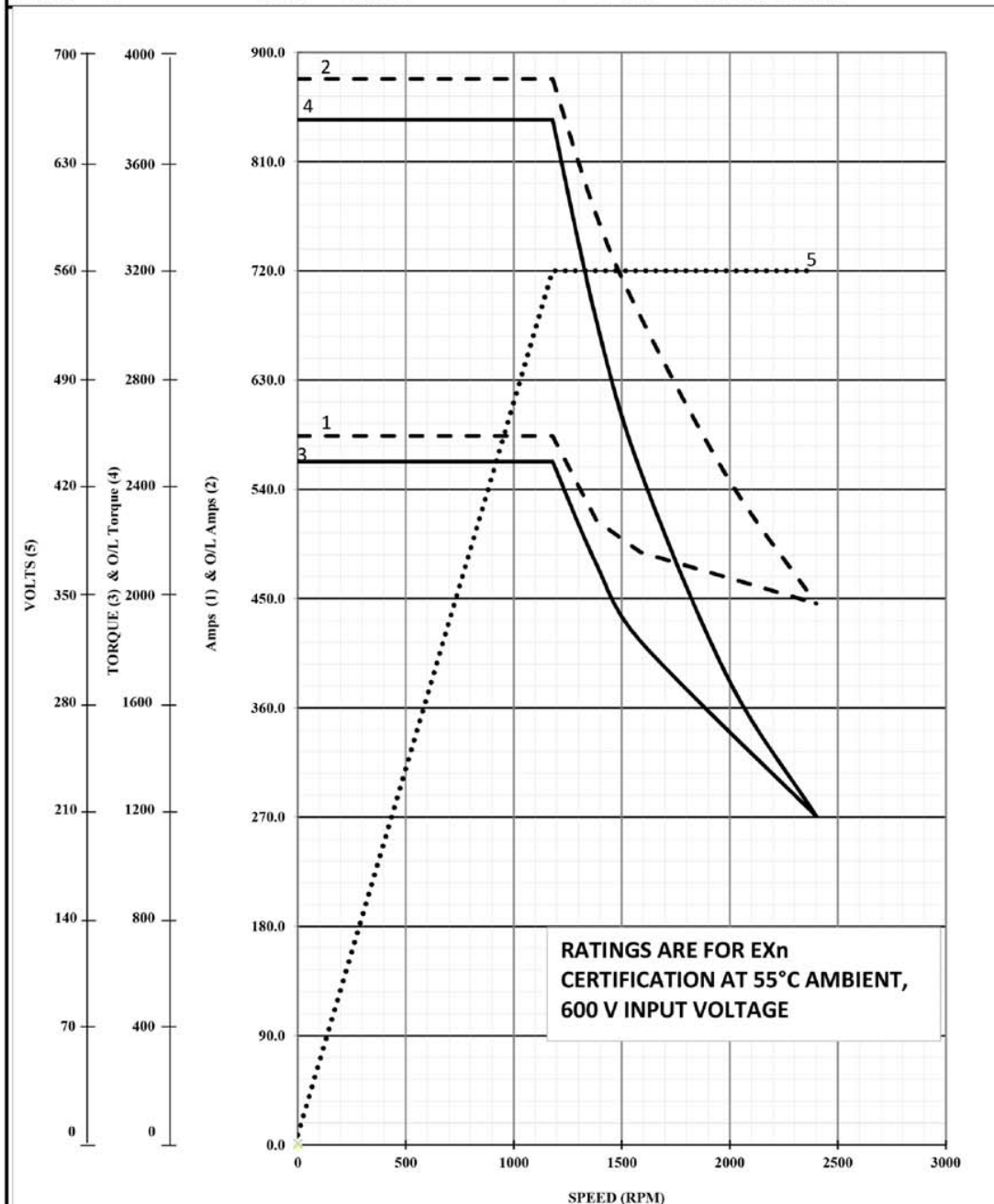


AC Motor Performance Continued



# AC Motor Performance Continued

REL S.O.	PM5230A	HERTZ	78.7	AMB°C	55°C	CODE LETTER	N/A
FRAME	L4070	RPM	1180	INSUL	H	ENCLOSURE	DPFV
HP	562	VOLTS	560	S.F.	1.00	STATOR RES. @ 25°C	0.01132
TYPE	IPM	AMPS	584	NEMA DESIGN	--	OHMS (BETWEEN LINES)	
PHASE	3	DUTY	CONT	ROTOR WK <sup>2</sup> (lb-ft <sup>2</sup> )	124	TYPICAL DATA	



AMPERES SHOWN FOR **560** VOLT CONNECTION, IF OTHER VOLTAGE CONNECTIONS ARE AVAILABLE, THE AMPERES WILL VARY INVERSELY WITH THE VOLTAGE.

Revision 8

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DR. BY CD  
CK. BY ---  
APP. BY R. McElveen  
DATE 5/23/2012

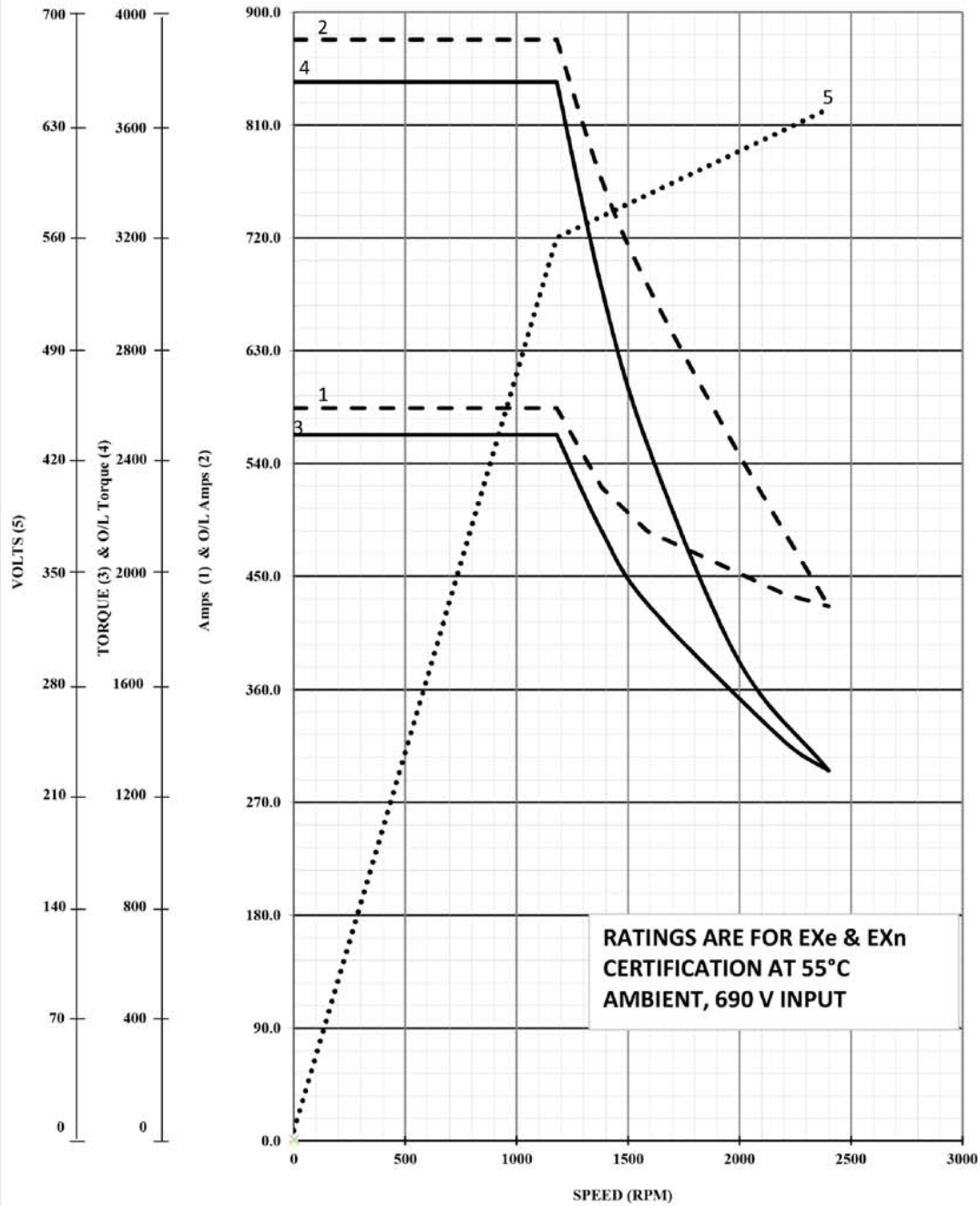
A-C MOTOR  
PERFORMANCE  
CURVES

PM5230A  
SH 6 OF 9



# AC Motor Performance Continued

REL S.O.	PM5230A	HERTZ	78.7	AMB°C	55°C	CODE LETTER	N/A
FRAME	L4070	RPM	1180	INSUL	H	ENCLOSURE	DPFV
HP	562	VOLTS	560	S.F.	1.00	STATOR RES. @25°C	0.01132
TYPE	IPM	AMPS	584	NEMA DESIGN	--	OHMS (BETWEEN LINES)	
PHASE	3	DUTY	CONT	ROTOR WK <sup>2</sup> (lb-ft <sup>2</sup> )	124	TYPICAL DATA	



AMPERES SHOWN FOR **640** VOLT CONNECTION, IF OTHER VOLTAGE CONNECTIONS ARE AVAILABLE, THE AMPERES WILL VARY INVERSELY WITH THE VOLTAGE.

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CK. BY ---  
APP. BY R. McElveen  
DATE 5/23/2012

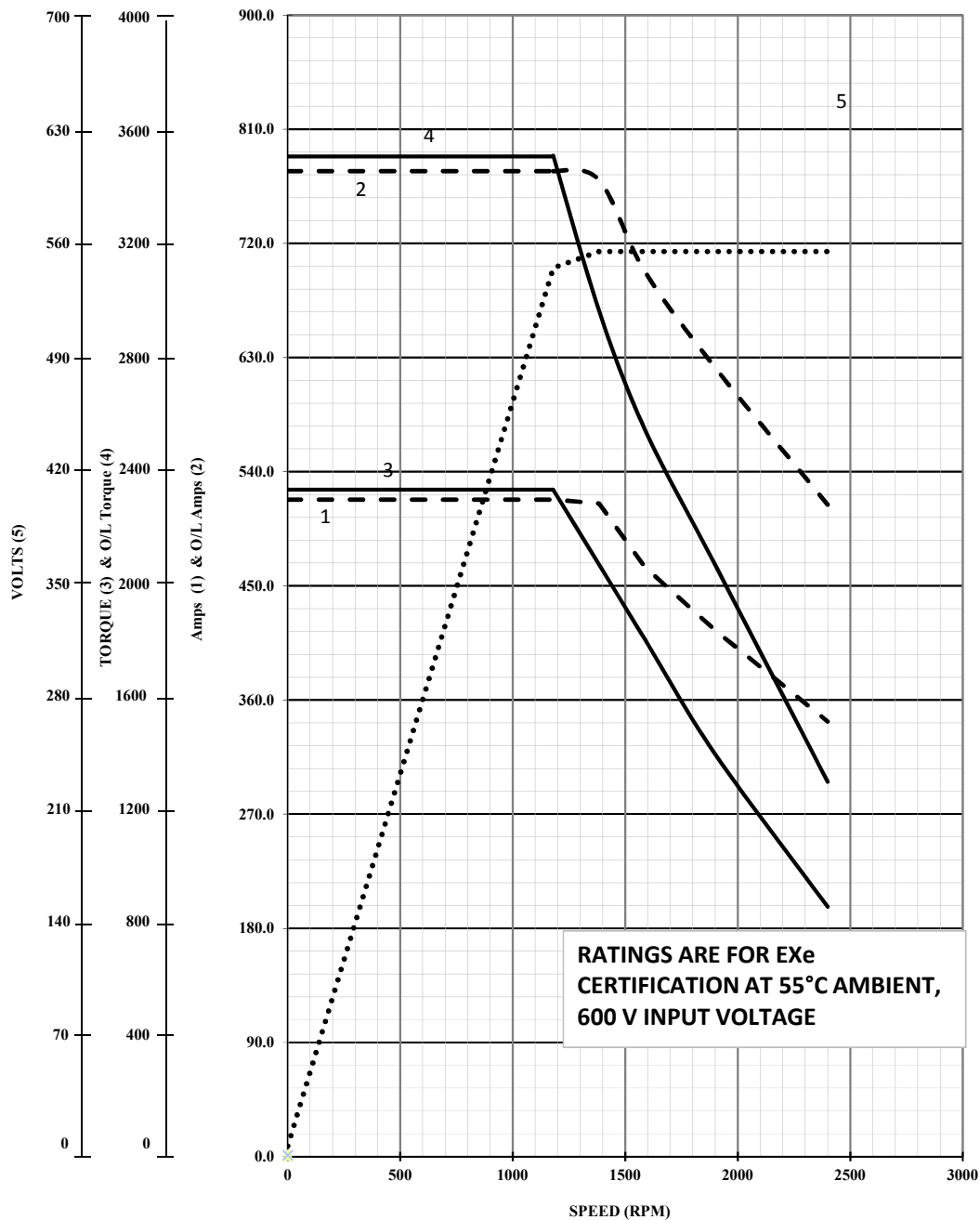
A-C MOTOR  
PERFORMANCE  
CURVES

PM5230A  
SH 8 OF 9



# AC Motor Performance Continued

REL S.O.	PM5230A	HERTZ	78.7	AMB°C	55°C	CODE LETTER	N/A
FRAME	L4070	RPM	1180	INSUL	H	ENCLOSURE	DPFV
HP	525	VOLTS	545	S.F.	1.00	STATOR RES.@25°C	0.01132
TYPE	IPM	AMPS	518	NEMA DESIGN	--	OHMS (BETWEEN LINES)	
PHASE	3	DUTY	CONT	ROTOR WK <sup>2</sup> (lb-ft <sup>2</sup> )	124	TYPICAL DATA	



AMPERES SHOWN FOR **545** VOLT CONNECTION, IF OTHER VOLTAGE CONNECTIONS ARE AVAILABLE, THE AMPERES WILL VARY INVERSELY WITH THE VOLTAGE.

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DR. BY CD  
CK. BY ---  
APP. BY T. Morgan  
DATE 05/20/16

**A-C MOTOR  
PERFORMANCE  
CURVES**

**PM5230A**  
**Omron/Yaskawa**  
**A1000 Drive**







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