

- NOTES:
1. MAIN CONDUIT BOX MAY BE ROTATED IN 90° INCREMENTS
  2. STANDARD PRODUCT USE BI-DIRECTIONAL FAN. OPPOSITE ROTATION AVAILABLE ONLY BY CONNECTION CHANGE.

UNITS: INCHES

TOSHIBA RESERVES THE RIGHT TO MAKE CHANGES OF TECHNICAL IMPROVEMENT WITHOUT NOTICE. DO NOT USE FOR CONSTRUCTION, INSTALLATION, OR APPLICATION PURPOSES UNLESS THE DRAWING IS CERTIFIED.

**250TC TEFC ROUND BODY FRAME  
F1 ASSEMBLY**

MDSL245-04

**TOSHIBA**  
TOSHIBA INTERNATIONAL CORPORATION

**TOLERANCES**

.X	.1
.XX	.03
.XXX	.005
.XXXX	.0005

**MAXIMUM  
MOTOR WEIGHT**

340 lbs.  
154 kgs.

0	FIRST ISSUE	N. MOMIN	07/21/11		
NO	REVISION	DRAWN BY	DATE	CHECK	

**EQP Global 840  
XT SERIES**

DRAWN BY: N. MOMIN  
CHECK BY: \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_  
[www.toshiba.com/ind](http://www.toshiba.com/ind)

**TOSHIBA INTERNATIONAL CORPORATION**  
**Industrial Division / Houston Motor Plant**

**SQUIRREL CAGE INDUCTION MOTOR  
 PERFORMANCE SPECIFICATIONS**

INDEX	MPCF-1033
SHEET NO.	1 of 1
ISSUED	11/08/96
SUPERSEDES	10/06/95
REVISION	1
WRITTEN BY	R. EVANS
APPROVED BY	<i>Jay Bugbee</i>

Customer Tag:

CUSTOMER:  
 TIC SR No.:  
 Customer PO:

**MOTOR NAMEPLATE DATA**

H.P.: <b>15</b>	VOLTS: <b>460</b>	3 Ø / <b>60</b>	Hz	S. RPM: <b>3600</b>
FRAME: <b>254TC</b>	ENCL: <b>TEFC</b>	FLAMPS: <b>18.0</b>		FLRPM: <b>3530</b>
FORM: <b>FCKL1</b>	S.F.: <b>1.15</b>	NEMA DESIGN: <b>B</b>		INSUL CLASS: <b>F</b>
TYPE: <b>IKKH</b>	AMB.: <b>40C</b>	CODE: <b>G</b>		DUTY: <b>CONT.</b>
MODEL No.: <b>0152XSSB44A-P</b>		kW: <b>11</b>		Serial No.:
NOM. EFF.: <b>91.0</b>	MIN. EFF.:	P.F.: <b>86.0</b>		

<b>AMPERAGE</b> Locked Rotor: <b>116</b>	<b>TORQUES</b> FULL LOAD (lb-ft.): <b>22.3</b> LOCKED ROTOR (%): <b>236</b> BREAK DOWN (%): <b>280</b>	<b>** BEARINGS:</b> Drive End: <b>6309ZZC3</b> Opposite Drive End: <b>6309ZZC3</b>
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<b>EFFICIENCY (%)</b> FULL LOAD: <b>91.2</b> 3/4 LOAD: <b>90.3</b> 1/2 LOAD: <b>87.6</b>	<b>POWER FACTOR (%)</b> FULL LOAD: <b>86.6</b> 3/4 LOAD: <b>84.4</b> 1/2 LOAD: <b>78.4</b>
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ALL CHARACTERISTICS ARE AVERAGE EXPECTED VALUES BASED UPON RATED VOLTAGE, FREQUENCY AND SINEWAVE POWER INPUT.

\* TEMPERATURE RISE WILL BE CONSISTENT WITH INSULATION, AMBIENT AND SERVICE FACTOR AS DEFINED BY NEMA-MG-12.43 OR -20.40.

\*\* BEARINGS ARE THE ONLY RECOMMENDED SPARE PART(S).

**CERTIFIED BY:**  
**DATE:**

**TOSHIBA INTERNATIONAL CORPORATION**  
Industrial Division / Houston Motor Plant

**SQUIRREL CAGE INDUCTION MOTOR  
PERFORMANCE SPECIFICATIONS**

INDEX	MPCF-1033
SHEET NO.	1 of 1
ISSUED	11/08/96
SUPERSEDES	10/06/95
REVISION	1
WRITTEN BY	R. EVANS
APPROVED BY	<i>Jay Bugbee</i>

Customer Tag:

CUSTOMER:  
TIC SR No.:  
Customer PO:

**MOTOR NAMEPLATE DATA**

H.P.: <b>15</b>	VOLTS: <b>380</b>	3 Ø / <b>50</b>	Hz	S. RPM: <b>3000</b>
FRAME: <b>254TC</b>	ENCL: <b>TEFC</b>	FLAMPS:		FLRPM: <b>2910</b>
FORM: <b>FCKL1</b>	S.F.: <b>1</b>	NEMA DESIGN:		INSUL CLASS: <b>F</b>
TYPE: <b>IKKH</b>	AMB.: <b>40C</b>	CODE: <b>G</b>		DUTY: <b>CONT.</b>
MODEL No.: <b>0152XSSB44A-P</b>		kW: <b>11</b>		Serial No.:
NOM. EFF.: <b>90.2</b>	MIN. EFF.:	P.F.: <b>88.0</b>		

<b>AMPERAGE</b> Locked Rotor:	<b>TORQUES</b> FULL LOAD (lb-ft.): <b>0.0</b> LOCKED ROTOR (%): BREAK DOWN (%):	<b>** BEARINGS:</b> Drive End: <b>6309ZZC3</b> Opposite Drive End: <b>6309ZZC3</b>
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<b>EFFICIENCY (%)</b> FULL LOAD: <b>91.9</b> 3/4 LOAD: <b>91.9</b> 1/2 LOAD: <b>90.8</b>	<b>POWER FACTOR (%)</b> FULL LOAD: <b>86.5</b> 3/4 LOAD: <b>84.3</b> 1/2 LOAD: <b>78.3</b>
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**CERTIFIED BY:**  
**DATE:**

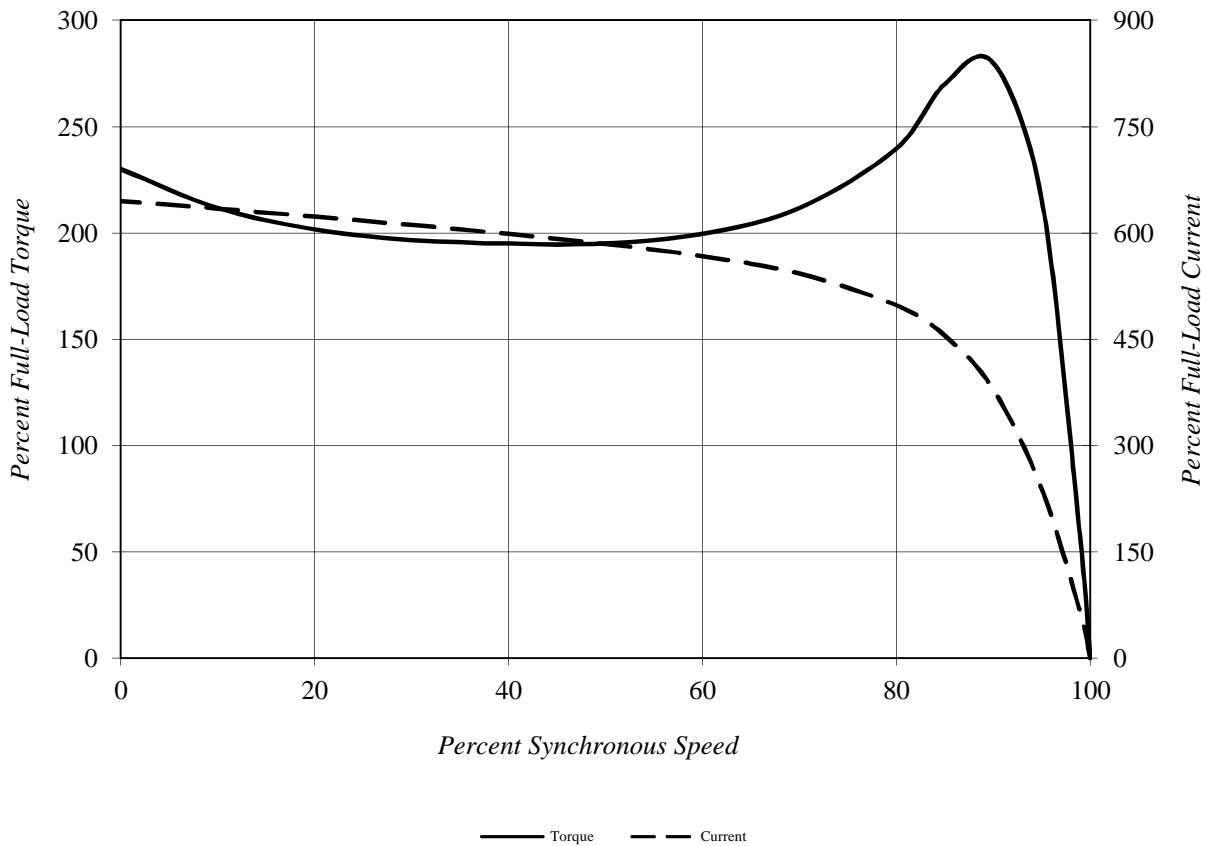
# TOSHIBA INTERNATIONAL CORPORATION

## Speed Torque/Current Curve

<b>Model #:</b>	0152XSSB44A-P			<b>FLAmps:</b>	18
<b>Enclosure:</b>	TEFC	<b>Voltage:</b>	460 V	<b>Frame:</b>	254TC
<b>Pole:</b>	2	<b>Frequency:</b>	3 PH / 60 Hz	<b>Ins. Class:</b>	F
<b>HP:</b>	15	<b>Rotor Inertia:</b>	1.2 lb-ft <sup>2</sup>	<b>Date:</b>	3-Jun-2011
<b>FLRPM:</b>	3530	<b>Load Inertia:</b>	N/A	<b>File:</b>	KH2015

<b>Locked Rotor Amps:</b>	116	<b>Load Type:</b>	N/A
<b>Locked Rotor Torque:</b>	230%	<b>Starting at:</b>	N/A
<b>Breakdown Torque:</b>	280%	<b>Accel. Time:</b>	N/A
<b>Rated Torque:</b>	22.3 lb-ft		

### Design Values



Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

D.E. Curve #: \_\_\_\_\_

Prepared by: Van Truong

Checked by:

**TOSHIBA**

Reliability in Motion

**TOSHIBA INTERNATIONAL CORPORATION**

INDUSTRIAL DIVISION

PO BOX 40906

HOUSTON TX 77240

(713) 466-0277

(800) 231-1412

FAX (713) 466-8773

**SPARE PARTS (RECOMMENDED)**

OTHER THAN THE GREASE USED FOR RE-GREASABLE BEARINGS, **TOSHIBA** ADVISES THAT THERE ARE NO "USE" PARTS. THE ONLY INSURANCE SPARES THAT **TOSHIBA** SUGGESTS FOR THESE SQUIRREL CAGE INDUCTION MOTORS ARE INDUSTRY STANDARD, AND COMMERCIALY AVAILABLE ANTI-FRICTION BEARINGS, AS NOTED BELOW.

MOTOR COMPONENTS (SUCH AS TERMINAL BOXES, FAN COVERS, MACHINED PARTS) ARE AVAILABLE UPON SPECIAL REQUEST. IN THIS CASE, PLEASE ADVISE OUR ORDER ENTRY DEPARTMENT THE MODEL AND SERIAL NUMBERS (FOUND ON THE MOTOR NAMEPLATE) , AND A DESCRIPTION OF THE COMPONENT REQUIRED. THEY WILL THEN FURNISH THE CURRENT PART NUMBER, PRICE AND AVAILABILITY.

(NOTE: OUR INTERNAL PART NUMBERS ARE SUBJECT TO CHANGE WITHOUT NOTICE, AND ARE NOT PUBLISHED).

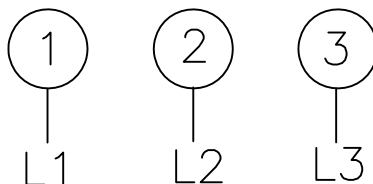
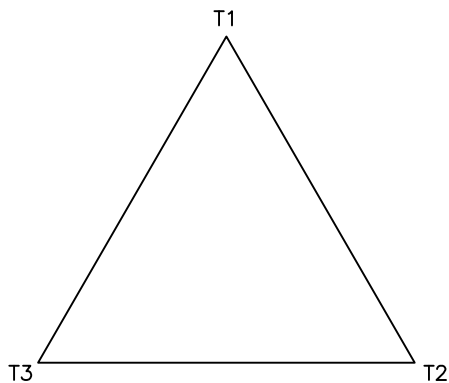
PLEASE ADVISE IF YOU HAVE ANY QUESTIONS.

CUSTOMER:  
PURCHASE ORDER #  
Customer Tag:

TOSHIBA FILE #  
MODEL # **0152XSSB44A-P**  
HP / RPM / ENCL / FRAME: **15 / 3600 / TEFC / 254TC**  
DRIVE END BEARING: **6309ZZC3**  
OPPOSITE DRIVE END BEARING: **6309ZZC3**

Prepared By:  
Date:

**Motor Connection Diagram**  
3 Leads - Delta Connection



Switch L1 and L2 to reverse rotation

Each lead may consist of more than one cable.  
If multiple cables represent a single lead, each one of them will be labeled with the appropriate lead number.