

50 HZ THREE PHASE
SINGLE MOTORS

| | | KW | 3 | 4.4 | 6 | 7.7 | 9.5 | 12 | 16 | 20 | 24 | 29 | 33 | 40 |
|--------------|----------------------------------|----------------------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|
| 230 V | NOMINAL CURRENT | | 14 | 17.4 | 25.1 | 30 | 38 | 46 | 59 | 73 | 88 | 111 | 123 | 145 |
| | CURRENT (30 PCT TORQUE OVERLOAD) | | 17.4 | 22.6 | 32 | 39 | 50 | 61 | 78 | 93 | 116 | 139 | 163 | 191 |
| | DIRECT STARTING CURRENT | | 43 | 69 | 81 | 94 | 132 | 152 | 211 | 265 | 338 | 421 | 450 | 537 |
| 400 V | NOMINAL CURRENT | | 8 | 10 | 14.5 | 17.5 | 21.8 | 26.5 | 34 | 42 | 51 | 64 | 71 | 84 |
| | CURRENT (30 PCT TORQUE OVERLOAD) | | 10 | 13 | 18.5 | 22.5 | 29 | 35 | 45 | 54 | 67 | 80 | 94 | 110 |
| | DIRECT STARTING CURRENT | | 25 | 40 | 47 | 54 | 76 | 88 | 122 | 153 | 195 | 243 | 260 | 310 |
| 415 V | NOMINAL CURRENT | | 7.7 | 9.6 | 14 | 16.9 | 21 | 25.5 | 33 | 40 | 49 | 62 | 68 | 81 |
| | CURRENT (30 PCT TORQUE OVERLOAD) | | 9.6 | 12.5 | 17.8 | 21.7 | 28 | 34 | 43 | 52 | 65 | 77 | 91 | 106 |
| | DIRECT STARTING CURRENT | | 24 | 39 | 45 | 52 | 73 | 85 | 118 | 147 | 188 | 234 | 251 | 299 |
| | | Weight kg | 18 | 20 | 21 | 23 | 26 | 29 | 34 | 41 | 55 | 55 | 70 | 80 |

CURRENT WITH $\lambda-\Delta$ STARTING = 1,2 NOMINAL CURRENT

THE NOMINAL CURRENT CORRISPONDS TO MOTOR PLATE DATA , THE +30 PCT TORQUE CURRENT CORRISPONDS TO REAL INPUT IN FULL LOAD AND LOW OIL TEMPERATURE.

50 HZ THREE PHASE
DOUBLE MOTORS

| | KW | 15 | 19 | 21 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 52 | 56 | 61 | 66 | 73 | 80 |
|---------|-----|-----|------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| MOTOR 1 | 7.7 | 9.5 | 10.5 | 12 | 16 | 16 | 20 | 20 | 24 | 24 | 29 | 29 | 33 | 33 | 40 | 40 | |
| MOTOR 2 | 7.7 | 9.5 | 10.5 | 12 | 12 | 16 | 16 | 20 | 20 | 24 | 24 | 29 | 29 | 33 | 33 | 40 | |

The current and weight are the sum of Motore 1 and Motore 2 data.

Is possible to reduce the starting current with a sequential starting of the motors, in this case the starting current to become the sum of the Nominal current of the Motor 1 + the Starting current of the Motor 2.

