# *MAX-IE3™ METRIC*

**AESV3W, IEC, IE3 EFFICIENCY [MP]**

Effective 07-08-18
Supercedes 03-24-17

## APPLICATIONS:

- Fans & Blowers
- Pumps
- Compressors
- Any Application that Requires IEC Mounting Dimensions

## FEATURES:

- Output Range: 1 - 150 HP (0.75 - 112 kW)
- Speed: 3600, 1800 & 1200 RPM
- Enclosure: Totally Enclosed Fan Cooled (IP55)
- Voltage: 230/460V (Usable on 208V)(1) Ratings 150 HP and up are 460V only
- Three Phase, 60 Hz, 1.15 Service Factor (Continuous); 50 Hz, 1.0 Service Factor (Continuous)
- Class F Insulation
- Class B Temperature Rise
- Cast Iron Frame, End Brackets and Main Conduit Box; Rolled Steel Fan Cover
- Grounding Terminal Inside Main Conduit Box
- Oversized Main Conduit Box Rotatable in 90 Degree Increments - F3 Mounted (IM1001)
- Designed for 40˚C Ambient Temperature(2)
- Designed for 3300 ft. Elevation(3)
- Bi-Directional Rotation
- 1045 Carbon Steel Shaft
- Aluminum Die Cast Squirrel Cage Rotor Construction
- Paint System: Phenolic Rust Proof Base Plus Polyurethane Top Coat
- Paint Color: Blue - Munsell 5PB 3/8
- Double Shielded Bearings Pre-Packed with MULTEMP SRL for F# 80 - 225 (Non-regreasable)
- High Quality Ball (or Roller) Bearings Regreasable with with MULTEMP SRL for F# 250 and Larger
- Oil Seal/V-Ring on Both Ends
- Stainless Steel Nameplate
- New Dual Column Design Nameplate as Standard (60/50 Hz)
- Suitable for Inverter Use per NEMA MG-1 Part 31.4.4.2(4,5)
- Inverter Duty Speed Range:  20:1 Variable Torque, 10:1 Constant Torque
- 12 Leads to 280 Frame and 6 Leads to 315 Frame and Up.
- Motors are CE Marked

## EXTRAS/ OPTIONS:

Please refer to pages 147 - 154 for common modifications that can be performed.

**Notes:**

(1) Suitable for Wye/Delta Starting and part winding on 230V.
(2) Consult a Stock Product Application Specialist for suitability in higher ambient environments.
(3) Consult a Stock Product Application Specialist for suitability at higher elevations.
(4) Motor service factor is 1.0 when operated on a VFD.
(5) Precautions should be taken to eliminate or reduce shaft currents that may be imposed on the motor by the VFD as stated by NEMA MG-1. Part 31.