

GLOBAL MAX ODP



AMHGK, PREMIUM EFFICIENCY, MEDIUM VOLTAGE [PG]

Effective 03-24-17
Supersedes 06-14-15



APPLICATIONS:

■ Pumps

■ Fans & Blowers

■ Compressors

FEATURES:

- Output Range: 100 - 2000 HP
- Speed: 3600, 1800, 1200 & 900 RPM⁽¹⁾
- Enclosure: Weather Protected Type I (WPI)
- Voltage: 2300/4000V
- Three Phase, 60 Hz, 1.15 Service Factor (Continuous)
- Standard Features: 100 Ohm Platinum Stator RTD's (2 per Phase), Space Heaters (120V)
- Class F Insulation
- Class B Temperature Rise
- NEMA Design B Torques
- Oversized Main Conduit Box Rotatable in 90 Degree Increments Fully Gasketed with NPT Threaded Entrance - F1 Mounted
- Designed for 40°C Ambient Temperature⁽²⁾
- Designed for 3300 ft. Elevation⁽³⁾
- Rotation: Counter-Clockwise (CCW) facing the Drive End; 8 Pole are Bi-Directional
- Cast Iron Frame and End Brackets
- 1045 Carbon Steel Shaft
- Aluminum Die Cast Squirrel Cage Rotor Construction for F#449T and Below
- Squirrel Cage Copper or Copper Alloy Bar Rotor Construction for F#5000 and Larger
- Paint System: Phenolic Rust Proof Base Plus Polyurethane Top Coat
- Paint Color: Dark Gray - Munsell 7.5B 3.5/0.5
- High Quality Ball (or Roller) Bearings Regreasable with Mobil Polyrex™ EM Grease
- Insulated Non-Drive End Bearing on 3600 RPM Motors; 600 HP and Larger
- Labyrinth Type Metal Flinger on Both Ends
- Cast Iron Inner and Outer Bearing Caps
- Grounding Terminal Inside Main Box and on Motor Foot
- Stainless Steel Nameplate
- Suitable for Inverter Duty (PWM - Pulse Width Modulation) per NEMA MG-1^(4,5)
- 6 Leads
- Motors are CSA Approved

EXTRAS/ OPTIONS:

Please refer to the modifications document on our web site for common modifications that can be performed. - Note (4)

Notes:

- (1) Slower speeds available as Made to Order.
- (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 per NEMA MG-1.