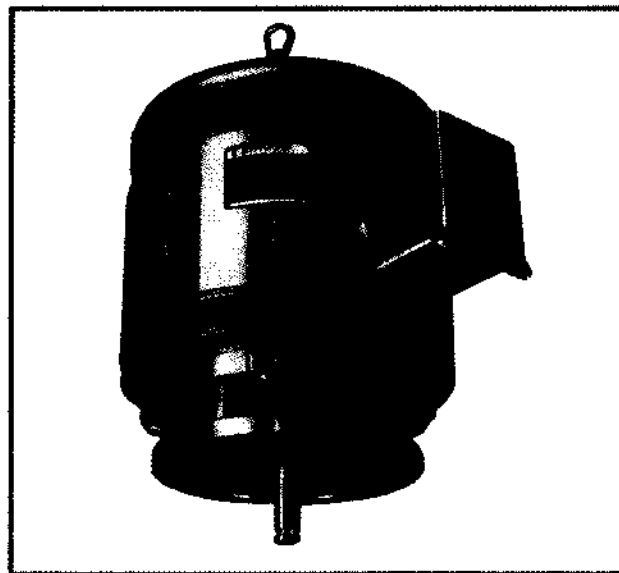
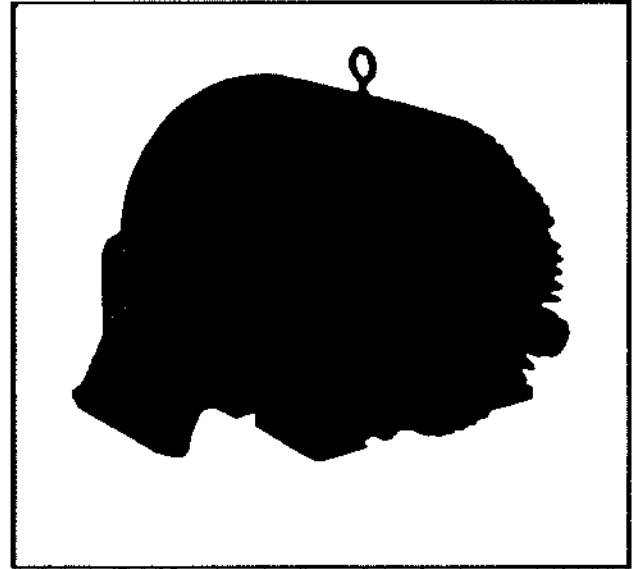
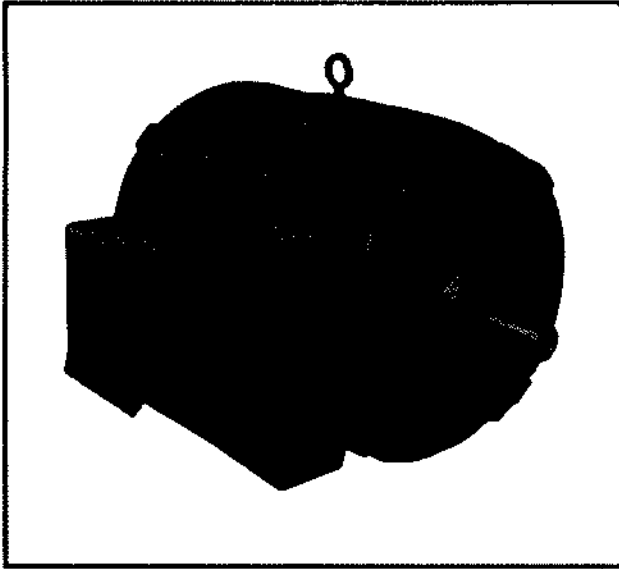


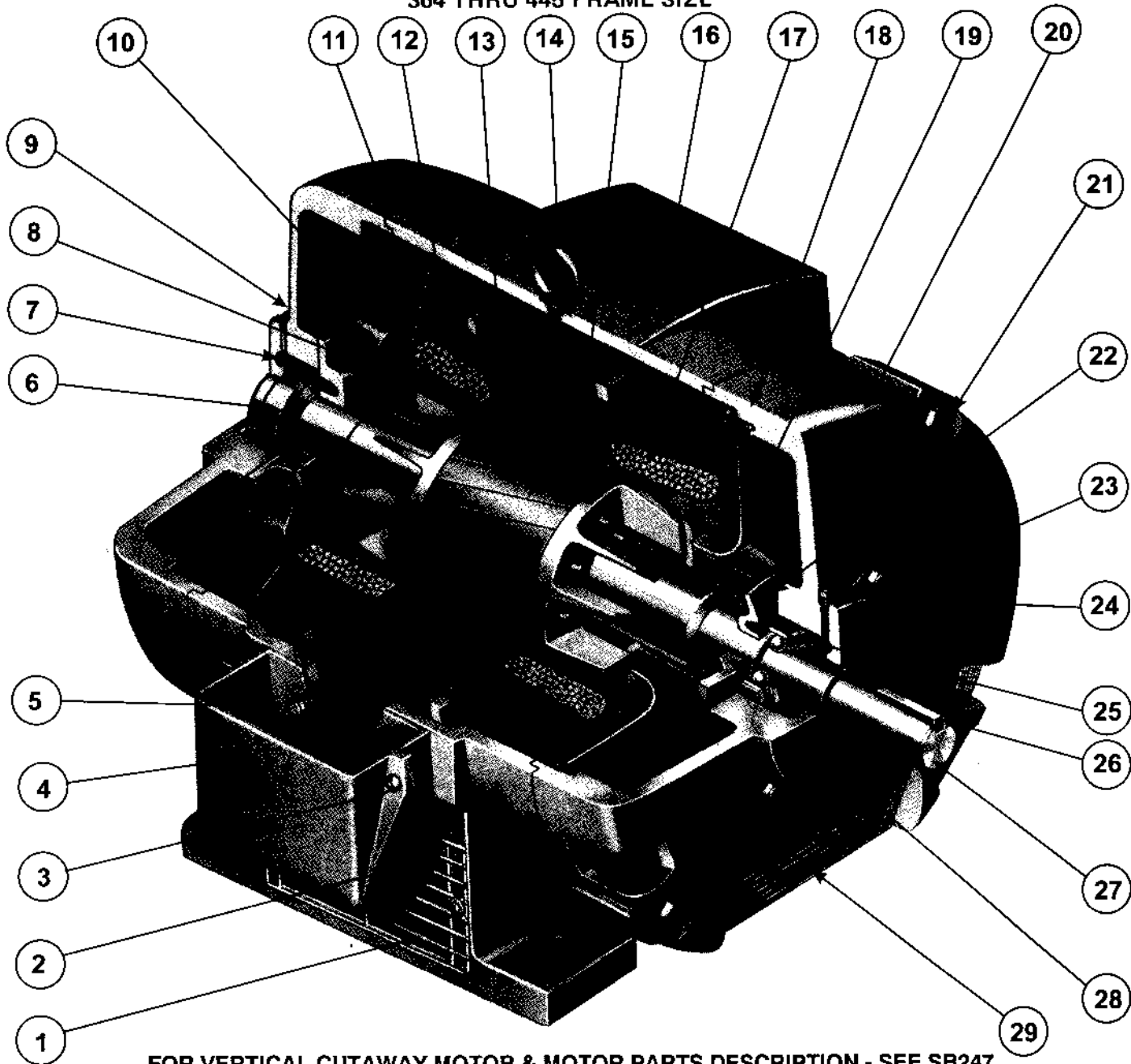


Standard Induction Motors



**Installation, Operation,
& Maintenance Instructions**

**TYPICAL CUTAWAY VIEW
OF A MARATHON DESIGNED, DRIPPROOF, HORIZONTAL
INTEGRAL HORSEPOWER MOTOR & PARTS DESCRIPTION
364 THRU 445 FRAME SIZE**



FOR VERTICAL CUTAWAY MOTOR & MOTOR PARTS DESCRIPTION - SEE SB247

| ITEM | DESCRIPTION | ITEM | DESCRIPTION | ITEM | DESCRIPTION |
|------|---------------------------------|------|----------------------------|------|------------------------|
| 1. | ** Frame Vent Screen | 11. | Bracket O.P.E. | 21. | Bracket Holding Bolt |
| 2. | Conduit Box Bottom | 12. | Baffle Plate O.P.E. | 22. | Inner Bearing Cap P.E. |
| 3. | Conduit Box Top-Holding Screw | 13. | Rotor Core | 23. | Inner Bearing Cap Bolt |
| 4. | Conduit Box Top | 14. | Lifting Eye Bolt | 24. | Grease Plug |
| 5. | Conduit Box Bottom-Holding Bolt | 15. | Stator Core | 25. | *Ball Bearing P.E. |
| 6. | *Ball Bearing O.P.E. | 16. | Frame | 26. | Shaft Extension Key |
| 7. | Pre-loading Spring | 17. | Stator Winding | 27. | Shaft |
| 8. | Inner Bearing Cap O.P.E. | 18. | Baffle Plate Holding Screw | 28. | Drain Plug (grease) |
| 9. | Grease Plug | 19. | Baffle Plate P.E. | 29. | ** Bracket Screen |
| 10. | Inner Bearing Cap Bolt | 20. | Bracket P.E. | | |

P.E. = Pulley End

O.P.E. = Opposite Pulley End

* = Bearing Numbers are shown on motor nameplate when requesting information or parts always give complete motor description model and serial numbers.

** = Bracket and frame screens are optional.

WARNING

These instructions must be followed to ensure safe and proper installation, operation and maintenance of the motor. They should be brought to the attention of all persons who install, operate or maintain this equipment.

GENERAL INFORMATION

Marathon Electric motors are all fully factory tested and inspected before shipping. Damage during shipment and storage can occur. Motors not correctly matched to the power supply and/or the load will not operate properly. These instructions are intended as a guide to identify and eliminate these problems before they are overlooked or cause further damage.

ACCEPTANCE

Check carefully for any damage that may have occurred in transit. If any damage or shortage is discovered, do not accept until an appropriate notation on the freight bill is made. Any damage discovered after receipt of equipment should be immediately reported to the carrier.

STORAGE

- A. Keep motors clean
 1. Store indoors
 2. Keep covered to eliminate airborne dust and dirt.
 3. Cover openings for ventilation, conduit connections, etc. to prevent entry of rodents, snakes, birds, and insects, etc.
- B. Keep motors dry
 1. Store in a dry area indoors
 2. Temperature swings should be minimal to prevent condensation.
 3. Space heaters are recommended to prevent condensation.
 4. Treat unpainted flanges, shafts, and fittings with a rust inhibitor.
 5. Check insulation resistance before putting motor into service. (Consult manufacturer for guidelines).
- C. Keep Bearings Lubricated
 1. Once per month, rotate shaft several turns to distribute grease in bearings.
 2. If unit has been stored more than one year, add grease before start-up. (Refer to lubrication procedure).

INSTALLATION

UNCRATING AND INSPECTION

After uncrating, check for any damage which may have been incurred in handling. The motor shaft should turn freely by hand. Repair or replace any loose or broken parts before attempting to use the motor.

Check to be sure that motor has not been exposed to dirt, grit, or excessive moisture in shipment or storage before installation.

Measure insulation resistance (see operation). Clean and dry the windings as required.

Never start a motor which has been wet without having it thoroughly dried.

SAFETY

Motors should be installed, protected and fused in accordance with latest issue of National Electrical Code, NEMA Standard Publication No. MG 2 and local codes.

Eyebolts or lifting lugs are intended for lifting the motor only. These lifting provisions should never be used when lifting or handling the motor with other equipment (i.e. pumps, gear boxes, fans or other driven equipment) as a single unit. Be sure the eyebolt is fully threaded and tight in its mounting hole.

Eyebolt lifting capacity ratings is based on a lifting alignment coincident with the eyebolt centerline. Eyebolt capacity reduces as deviation from this alignment increases. See NEMA MG 2.

Frames and accessories of motors should be grounded in accordance with National Electrical Code (NEC) Article 430. For general information of grounding refer to NEC Article 250.

Rotating parts such as pulleys, couplings, external fans, and shaft extensions should be permanently guarded.

LOCATION

In selecting a location for the motor, consideration should be given to environment and ventilation. A motor with the proper enclosure for the expected operating condition should be selected.

The ambient temperature of the air surrounding the motor should not exceed 40°C (104°F) unless the motor has been especially designed for high ambient temperature applications. The free flow of air around the motor should not be obstructed.

The motor should never be placed in a room with a hazardous process, or where flammable gases or combustible material may be present, unless it is specifically designed for this type of service.

1. Drip-proof (open) motors are intended for use indoors where atmosphere is relatively clean, dry and non-corrosive.
2. Drip-proof (open) fire pump motors are to be installed in a Type 2 drip-proof environment as defined in NEMA 250.
3. Totally enclosed motors may be installed where dirt, moisture and corrosion are present, or in outdoor locations.
4. Explosion proof motors are built for use in hazardous locations as indicated by Underwriters' label on motor. Consult UL, NEC, and local codes for guidance.

Refer to Marathon Electric for application assistance.

FLOOR MOUNTING

Motors should be provided with a firm, rigid foundation, with the plane of four mounting pads flat within .010" for 56 to 210 frame; .015" from 250 through 500 frame. This may be accomplished by shims under the motor feet. For special isolation mounting, contact Marathon Electric for assistance.

V-BELT DRIVE

1. Select proper type and number of belts and sheaves. Excessive belt load will damage bearings. Sheaves should be in accordance to NEMA Spec. MG-1 or as approved by the manufacturer for a specific application.
2. Align sheaves carefully to avoid axial thrust on motor bearing. The drive sheave on the motor should be positioned toward the motor so it is as close as possible to the bearing.

- When adjusting belt tension, make sure the motor is secured by all mounting bolts before tightening belts.
- Adjust belt tension to belt manufacturers recommendations. Excessive tension will decrease bearing life.

DIRECT CONNECTED DRIVE

Flexible or solid shaft couplings must be properly aligned for satisfactory operation. On flexible couplings, the clearance between the ends of the shafts should be in accordance with the coupling manufacturer's recommendations or NEMA standards for end play and limited travel in coupling.

MISALIGNMENT and RUN-OUT between direct connected shafts will cause increased bearing loads and vibration even when the connection is made by means of a flexible coupling. Excessive misalignment will decrease bearing life. Proper alignment, per the specifications of the coupling being used, is critical.

Some large motors are furnished with roller bearings. Roller bearings should **not** be used for direct drive.

ELECTRICAL CONNECTIONS

CAUTION

Install and ground per local and national codes. Consult qualified personnel with questions or if repairs are required.

WARNING

- Disconnect power before working on motor or driven equipment.
- Motors with automatic thermal protectors will automatically restart when the protector temperature drops sufficiently. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.
- Motors with manual thermal protectors may start unexpectedly after protector trips. If manual protector trips, disconnect motor from power line. After protector cools (five minutes or more) it can be reset and power may be applied to motor.
- Discharge all capacitors before servicing motor.
- Always keep hands and clothing away from moving parts.
- Never attempt to measure the temperature rise of a motor by touch. Temperature rise must be measured by thermometer, resistance, imbedded detector, or thermocouple.
- Electrical repairs should be performed by trained and qualified personnel only.
- Failure to follow instructions and safe electrical procedures could result in serious injury or death.
- If safety guards are required, be sure the guards are in use.

- All wiring, fusing, and grounding must comply with National Electrical Codes and local codes.
- To determine proper wiring, rotation and voltage connections, refer to the information and diagram on the nameplate, separate connection plate or decal. If the plate or decal has been removed, contact Marathon Electric for assistance.
- Use the proper size of line current protection and motor controls as required by the National Electrical Code and local codes. Recommended use is 125% of full load amps as shown on the nameplate for motors with 40°C ambient and a service factor over 1.0. Recommended use is 115%

of full load amps as shown on the nameplate for all other motors. Do not use protection with larger capacities than recommended. Three phase motors must have all three phases protected.

THERMAL PROTECTOR INFORMATION

The nameplate will indicate one of the following:

- Motor is thermally protected
- Motor is not thermally protected
- Motor is provided with overheat protective device

For examples, refer to paragraphs below:

- Motors equipped with built-in thermal protection have "THERMALLY PROTECTED" stamped on the nameplate. Thermal protectors open the motor circuit electrically when the motor overheats or is overloaded. The protector cannot be reset until the motor cools. If the protector is automatic, it will reset itself. If the protector is manual, press the red button to reset.
- Motors without thermal protection have nothing stamped on nameplate about thermal protection.
- Motors that are provided with overheat protective device that does not open the motor circuit directly will indicate "WITH OVERHEAT PROTECTIVE DEVICE".
 - Motors with this type of "Overheat Protective Device" have protector leads brought out in the motor conduit box marked "P1" and "P2". These leads are intended for connection in series with the stop button of the 3-wire pilot circuit for the magnetic starter which controls the motor. See Figure 1.
 - The circuit controlled by the above "Overheat Protective Device" must be limited to a maximum of 600 volts and 360 volt-amps.

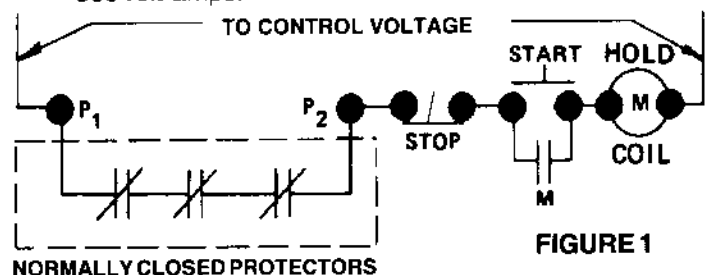
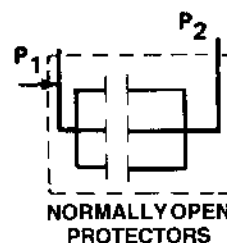


FIGURE 1



Normally Open (N/O) Motor Thermostats may be used in conjunction with controls installed by Original Equipment Manufacturers.

FIGURE 1A

CHANGING ROTATION

- Keep hands and clothing away from rotating parts.
- Before the motor is coupled to the load, determine proper rotation.
- Check rotation by jogging or bumping. Apply power to the motor leads for a short period of time, enough to just get motor shaft to rotate a slight amount to observe shaft rotating direction.
- Three phase - interchange any two (2) of the three (3) line leads. Single phase - reconnect per the connection diagram on the motor.

REDUCED VOLTAGE STARTING

Motors used on reduced voltage starting, should be carefully selected based upon power supply limitations and driven load requirements. The motors starting torque will be reduced when using reduced voltage starting. The elapsed time on the start step should be kept as short as possible and should not exceed 5 seconds. It is recommended that this time be limited to 2 seconds. Refer to Marathon Electric for application assistance.

OPERATION

WARNING

Disconnect and lock out before working on motor or driven equipment.

BEFORE INITIAL STARTING

1. If a motor has become damp in shipment or in storage, measure the insulation resistance of the stator winding.

$$\frac{\text{Minimum Insulation Resistance}}{\text{In Megohms}} = 1 + \frac{\text{Rated Voltage}}{1000}$$

Do not attempt to run the motor if the insulation resistance is below this value.

2. If insulation resistance is low, dry out the moisture in one of the following ways:
 - a. Bake in oven at temperature not more than 90°C (194°F).
 - b. Enclose motor with canvas or similar covering, leaving a hole at the top for moisture to escape, and insert heating units or lamps.
 - c. Pass a current at low voltage (rotor locked) through the stator winding. Increase the current gradually until the winding temperature, measured with a thermometer, reaches 90°C (194°F). Do not exceed this temperature.
3. See that voltage and frequency stamped on motor and control nameplates correspond with that of the power line.
4. Check all connections to the motor and control with the wiring diagram.
5. Be sure rotor turns freely when disconnected from the load. Any foreign matter in the air gap should be removed.
6. Leave the motor disconnected from the load for the initial start (see following caution). Check for proper rotation. Check for correct voltage (within ± 10% of nameplate value) and that it is balanced within 1% at the motor terminals. After the machine is coupled to the load, check that the nameplate amps are not exceeded. Recheck the voltage level and balance under load per the above guidelines.

Shut down the motor if the above parameters are not met or if any other noise or vibration disturbances are present. Consult NEMA guidelines or the equipment manufacturer if any questions exist before operating equipment.

CAUTION

For motors nameplated as "belted duty only", do not run motor without belts properly installed.

COLLECTOR RINGS (Wound Rotor Motors Only)

The collector rings are sometimes treated at the factory to protect them while in stock and during shipment. The brushes have been fastened in a raised position. Before putting the motor into service, the collector rings should be cleaned to remove this treatment. Use a cleaning fluid that is made for degreasing electrical equipment. All of the brushes must be released and lowered to the collector surface. Keep the rings clean and maintain their polished surfaces. Ordinarily, the rings will require only occasional wiping with a piece of canvas or non-linting cloth. Do not let dust or dirt accumulate between the collector rings.

BRUSHES (Wound Rotor Motors Only)

See that the brushes move freely in the holders and at the same time make firm, even contact with the collector rings. The pressure should be between 2 and 3 pounds per square inch of brush surface.

When installing new brushes, fit them carefully to the collector rings. Be sure that the copper pigtail conductors are securely fastened to, and make good contact with, the brushholders.

ALLOWABLE VOLTAGE AND FREQUENCY RANGE

If voltage and frequency are within the following range, motors will operate, but with somewhat different characteristics than obtained with correct nameplate values.

1. Voltage: Within 10% above or below the value stamped on the nameplate. On three phase systems the voltage should be balanced within 1%. A small voltage unbalance will cause a significant current unbalance.
2. Frequency: Within 5% above or below the value stamped on the nameplate.
3. Voltage and Frequency together: Within 10% (providing frequency above is less than 5%) above or below values stamped on the nameplate.

CLEANLINESS

Keep both the interior and exterior of the motor free from dirt, water, oil and grease. Motors operating in dirty places should be periodically disassembled and thoroughly cleaned.

CONDENSATION DRAIN PLUGS

All explosion proof and some totally enclosed motors are equipped with automatic drain plugs, they should be free of oil, grease, paint, grit and dirt so they don't clog up. The drain system is designed for normal floor (feet down) mounting. For other mounting positions, modification of the drain system may be required, consult Marathon Electric.

SERVICE

WARNING

Disconnect power before working on motor or driven equipment. Motors with automatic thermal protectors will automatically restart when the protector cools. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.

CAUTION

Overgreasing bearings can cause premature bearing and/or motor failure. The amount of grease added should be carefully controlled.

NOTE

If lubrication instructions are shown on the motor nameplate, they will supersede this general instruction.

Marathon Electric motors are pregreased with a polyurea mineral oil NGLI grade 2 type grease unless stated otherwise on the motor nameplate. Some compatible brands of polyurea mineral base type grease are: Chevron SRI #2, Rykon Premium #2, Shell Oil Dolium R or Texaco Polystar RB.

Motors are properly lubricated at the time of manufacture. It is not necessary to lubricate at the time of installation unless the motor has been in storage for a period of 12 months or longer (refer to lubrication procedure that follows).

LUBRICATION PROCEDURES

1. Stop motor. Disconnect and lock out of service.
2. Remove contaminants from grease inlet area.
3. Remove filler and drain plugs.
4. Check filler and drain holes for blockage and clean as necessary.
5. Add proper type and amount of grease. See the Relubrication Time Intervals table for service schedule and Relubrication Amounts table for volume of grease required.
6. Wipe off excess grease and replace filler and drain plugs (see following warning).
7. Motor is ready for operation.

WARNING

If motor is nameplated for hazardous locations, do not run motor without all of the grease or drain plugs installed.

RELUBRICATION TIME INTERVAL

(For motors with regreasing provisions).

| Service Condition | NEMA FRAME SIZE | | | | | |
|-------------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|
| | 140-180 | | 210-360 | | 400-510 | |
| | 1800 RPM and less | Over 1800 RPM | 1800 RPM and less | Over 1800 RPM | 1800 RPM and less | Over 1800 RPM |
| Standard | 3 yrs. | 6 months | 2 yrs. | 6 months | 1 yr. | 3 months |
| Severe | 1 yr. | 3 months | 1 yr. | 3 months | 6 months | 1 month |
| Seasonal | See Note 2. | | | | | |

NOTE

1. For motors nameplated as "belted duty only" divide the above intervals by 3.
2. Lubricate at the beginning of the season. Then follow service schedule above.

SEASONAL SERVICE: The motor remains idle for a period of 6 months or more.

STANDARD SERVICE: Up to 16 hours of operation per day, indoors, 100°F maximum ambient.

SEVERE SERVICE: Greater than 16 hours of operation per day. Continuous operation under high ambient temperatures (100° to 150°F) and/or any of the following: dirty, moist locations, high vibration (above NEMA standards), heavy shock loading, or where shaft extension end is hot.

RELUBRICATION AMOUNTS

(For motors with regreasing provisions).

| NEMA FRAME SIZE | VOLUME cu. in. (fluid oz.) |
|-----------------|----------------------------|
| 140 | .25 (.14) |
| 180 | .50 (.28) |
| 210 | .75 (.42) |
| 250 | 1.00 (.55) |
| 280 | 1.25 (.69) |
| 320 | 1.50 (.83) |
| 360 | 1.75 (.97) |
| 400 | 2.25 (1.2) |
| 440 | 2.75 (1.5) |
| 500 | 3.00 (1.7) |

TROUBLESHOOTING

WARNING

1. Disconnect power before working on motor or driven equipment.
2. Motors with automatic thermal protectors will automatically restart when the protector temperature drops sufficiently. Do not use motors with automatic thermal protectors in applications where automatic restart will be hazardous to personnel or equipment.
3. Motors with manual thermal protectors may start unexpectedly after protector trips. If manual protector trips, disconnect motor from power line. After protector cools (five minutes or more) it can be reset and power may be applied to motor.
4. Discharge all capacitors before servicing motor.
5. Always keep hands and clothing away from moving parts.
6. Never attempt to measure the temperature rise of a motor by touch. Temperature rise must be measured by thermometer, resistance, imbedded detector, or thermocouple.
7. Electrical repairs should be performed by trained and qualified personnel only.
8. Failure to follow instructions and safe electrical procedures could result in serious injury or death.
9. If safety guards are required, be sure the guards are in use.

If trouble is experienced in the operation of the motor, make sure that:

1. The bearings are in good condition and operating properly.
2. There is no mechanical obstruction to prevent rotation in the motor or in the driven load.
3. The air gap is uniform. (Consult manufacturer for specifications).
4. All bolts and nuts are tightened securely.
5. Proper connection to drive machine or load has been made. In checking for electrical troubles, be sure that:
 1. The line voltage and frequency correspond to the voltage and frequency stamped on the nameplate of the motor.
 2. The voltage is actually available at motor terminals.
 3. The fuses and other protective devices are in proper condition.
 4. All connections and contacts are properly made in the circuits between the control apparatus and motor.

These instructions do not cover all details or variations in equipment nor provide for every possible condition to be met in connection with installation, operation or maintenance. Should additional information be desired for the purchaser's purposes, the matter should be referred to the nearest Marathon Electric Manufacturing Corp. sales office listed on the back page.

MOTOR TROUBLE SHOOTING CHART

Your motor service and any trouble shooting must be handled by qualified persons who have proper tools and equipment.

| TROUBLE | CAUSE | WHAT TO DO |
|---|--|---|
| Motor fails to start | Blown fuses | Replace fuses with proper type and rating |
| | Overload trips | Check and reset overload in starter. |
| | Improper power supply | Check to see that power supplied agrees with motor nameplate and load factor. |
| | Improper line connections | Check connections with diagram supplied with motor. |
| | Open circuit in winding or control switch | Indicated by humming sound when switch is closed. Check for loose wiring connections. Also see that all control contacts are closing. |
| | Mechanical failure | Check to see if motor and drive turn freely. Check bearings and lubrication. |
| | Short circuited stator | Indicated by blown fuses. Motor must be rewound. |
| | Poor stator coil connection | Remove end bells, locate with test lamp. |
| | Rotor defective | Look for broken bars or end rings. |
| Motor stalls | Motor may be overloaded | Reduce load. |
| | One phase may be open | Check lines for open phase. |
| | Wrong application | Change type or size. Consult manufacturer. |
| | Overload | Reduce load. |
| | Low voltage | See that nameplate voltage is maintained. Check connection. |
| Motor runs and then dies down | Open circuit | Fuses blown, check overload relay, stator and pushbuttons. |
| | Power failure | Check for loose connections to line, to fuses and to control. |
| Motor does not come up to speed | Not applied properly | Consult supplier for proper type. |
| | Voltage too low at motor terminals because of line drop | Use higher voltage on transformer terminals or reduce load. Check connections. Check conductors for proper size. |
| | Starting load too high | Check load motor is supposed to carry at start. |
| | Broken rotor bars or loose rotor | Look for cracks near the rings. A new rotor may be required as repairs are usually temporary. |
| | Open primary circuit | Locate fault with testing device and repair. |
| Motor takes too long to accelerate and/or draws high amp | Excessive load | Reduce load. |
| | Low voltage during start | Check for high resistance. Adequate wire size. |
| | Defective squirrel cage rotor | Replace with new rotor. |
| | Applied voltage too low | Get power company to increase power tap. |
| Wrong rotation | Wrong sequence of phases | Reverse connections at motor or at switchboard. |
| Motor overheats while running under load | Overload | Reduce load. |
| | Frame or bracket vents may be clogged with dirt and prevent proper ventilation of motor. | Open vent holes and check for a continuous stream of air from the motor. |
| | Motor may have one phase open | Check to make sure that all leads are well connected. |
| | Grounded coil | Locate and repair. |
| Motor vibrates | Unbalanced terminal voltage | Check for faulty leads, connections and transformers. |
| | Motor misaligned | Realign. |
| | Weak support | Strengthen base |
| | Coupling out of balance | Balance coupling. |
| | Driven equipment unbalanced | Rebalance driven equipment. |
| | Defective bearings | Replace bearing. |
| | Bearings not in line | Line up properly. |
| | Balancing weights shifted | Rebalance motor. |
| Polyphase motor running single phase | Check for open circuit. | |
| Unbalanced line current on polyphase motors during normal operation | Excessive end play | Adjust bearing or add shim. |
| | Unequal terminal volts | Check leads and connections. |
| | Single phase operation | Check for open contacts. |
| Scraping noise | Unbalanced voltage | Correct unbalanced power supply. |
| | Fan rubbing air shield | Remove interference. |
| | Fan striking insulation | Clear fan. |
| Noisy operation | Loose on bedplate | Tighten holding bolts. |
| | Airgap not uniform | Check and correct bracket fits or bearing. |
| Hot bearings general | Rotor unbalance | Rebalance. |
| | Bent or sprung shaft | Straighten or replace shaft. |
| | Excessive belt pull | Decrease belt tension. |
| | Pulleys too far away | Move pulley closer to motor bearing. |
| | Pulley diameter too small. | Use larger pulleys. |
| Hot bearings ball | Misalignment | Correct by realignment of drive. |
| | Insufficient grease | Maintain proper quantity of grease in bearing. |
| | Deterioration of grease or lubricant contaminated | Remove old grease, wash bearings thoroughly in kerosene and replace with new grease. |
| | Excess lubricant | Reduce quantity of grease, bearing should not be more than 1/2 filled. |
| | Overloaded bearing | Check alignment, side and end thrust. |
| Broken ball or rough races | Replace bearing, first clean housing thoroughly. | |

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