

Blue Chip XRI[®] – Ultra High Efficiency Motors

**** 230/460V and 575V Motors Available ****



marathon[®]
Motors

Features

- Meets NEMA premium efficiencies
- Inverter duty
- 10:1 variable torque, 20:1 constant torque on VFD with 1.0 service factor
- Class F insulation
- Continuous duty at 40° C ambient
- Cast iron frame construction with rigid base mounting
- F1 standard conduit box location, non-reversible
- 1.15 service factor
- Shaft slinger
- Utilizes double shielded ball bearings
- Exxon Polyrex[®] EM bearing grease
- Electrically reversible
- UL Recognized, CSA Certified, and CE Mark
- Three year warranty (through Marathon Electric)

Applications

- Typical uses include material handling, machine tools, fans, conveyors, cranes and hoists, metal processing, test stands, pumps, compressors, textile processing, and other industrial machinery installed in dusty or dirty environments.

Motor Shipping Schedule *

| | | |
|-------------------|--------------|---------------|
| Same or one day * | Up to 7 days | Up to 10 days |
|-------------------|--------------|---------------|

Color indicates shipping lead time in business days. Check stock status online.
* Certain heavy and oversized items can be shipped only via LTL. Check our website for current shipping method constraints by part number.

230/460V Motor Specifications

| Part Number * | Price | HP | Base RPM | Volts | Enclosure | NEMA Frame | Model No. | N.P. F.L. Amps | Weight (lb) * |
|---------------|------------|----|----------|---------|-----------|------------|--------------|----------------|---------------|
| E207 | \$2,324.00 | 25 | 1800 | 230/460 | TEFC | 284T | 284TTFNA6026 | 62 / 31 | 495 |
| E209 | \$3,587.00 | 40 | 1800 | 230/460 | TEFC | 324T | 324TTFS6026 | 95 / 47.5 | 675 |
| E212 | \$8,010.00 | 75 | 1800 | 230/460 | TEFC | 365T | 365TTFS6036 | 172 / 86 | 1125 |

* Refer to the Motor Shipping Schedule table for shipping information.

Note: Please review the AutomationDirect Terms & Conditions for warranty and service on this product. Warranty service can be arranged through numerous Marathon Electric service centers. See list of service centers on our Web site at www.automationdirect.com.

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Performance Data

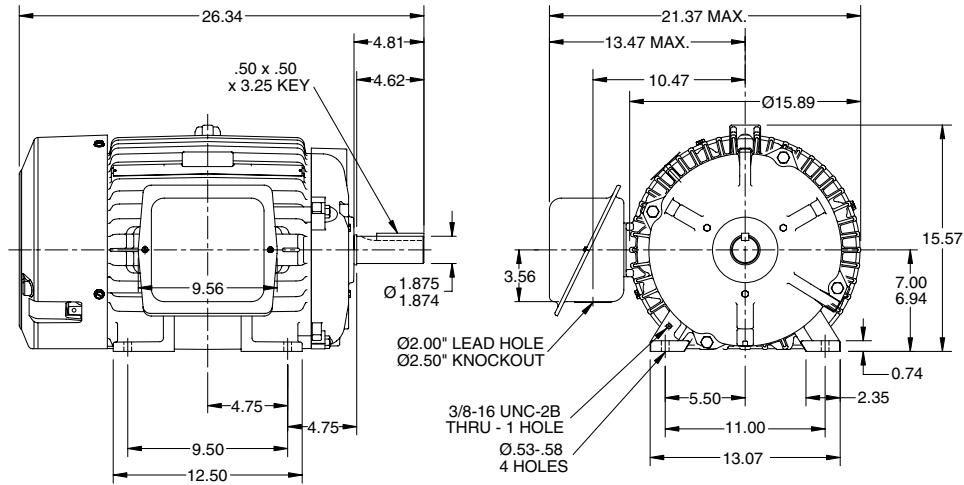
| Motor Performance Data (460 Volt) | | | | | | | | | | | | | | |
|-----------------------------------|----|----------|-----------------|-----------------|---------------------|---------------------|-----------------|-------------------|-------------------------------------|---------------------------------------------------------------------------------------|-------|-------|-------|--------|
| Part Number | HP | F.L. rpm | F.L. Amps @460V | N.L. Amps @460V | F.L. Torque (lb-ft) | B.D. Torque (lb-ft) | F.L. Effic. (%) | F.L. Power Factor | Rotor Inertia (lb-ft ²) | Ohms/Ph - Equiv. Wye Circuit (460 VAC) (at rated operating temp. in 40° C ambient) | | | | |
| | | | | | | | | | | R1 | R2 | X1 | X2 | XM |
| E207 | 25 | 1775 | 31 | 14 | 74 | 215 | 93.6 | 81 | 4.2 | 0.150 | 0.154 | 0.852 | 1.066 | 20.064 |
| E209 | 40 | 1780 | 48 | 18 | 118 | 304 | 94.1 | 83 | 8.5 | 0.082 | 0.066 | 0.597 | 0.798 | 13.514 |
| E212 | 75 | 1780 | 86 | 28 | 221 | 574 | 95.4 | 86 | 18 | 0.048 | 0.037 | 0.319 | 0.386 | 9.238 |

Blue Chip XRI[®] – Ultra High Efficiency Motors

Dimensions (units = inches)

See our website: www.AutomationDirect.com for complete engineering drawings.

284T frame - part number E207

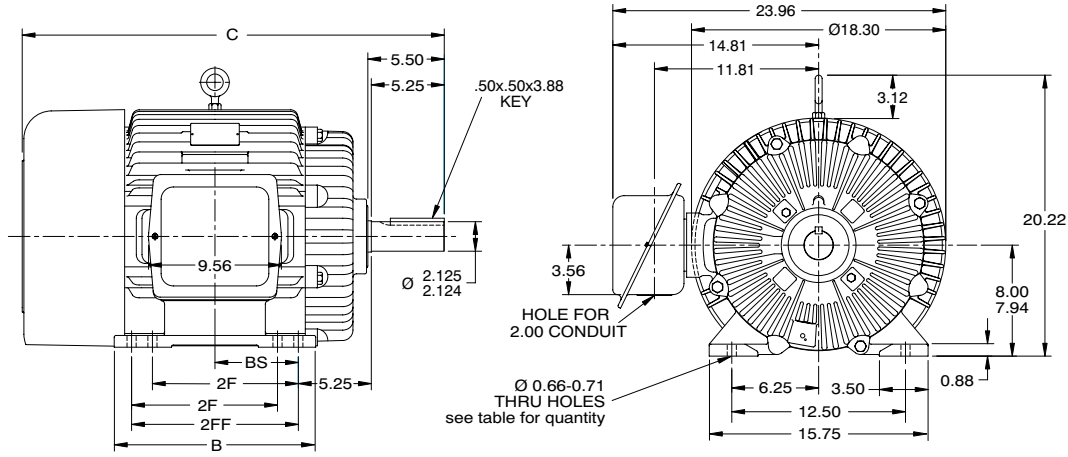


Blue Chip XRI[®] – Ultra High Efficiency Motors

Dimensions (units = inches)

See our website: www.AutomationDirect.com for complete engineering drawings.

324T frame - part number E209



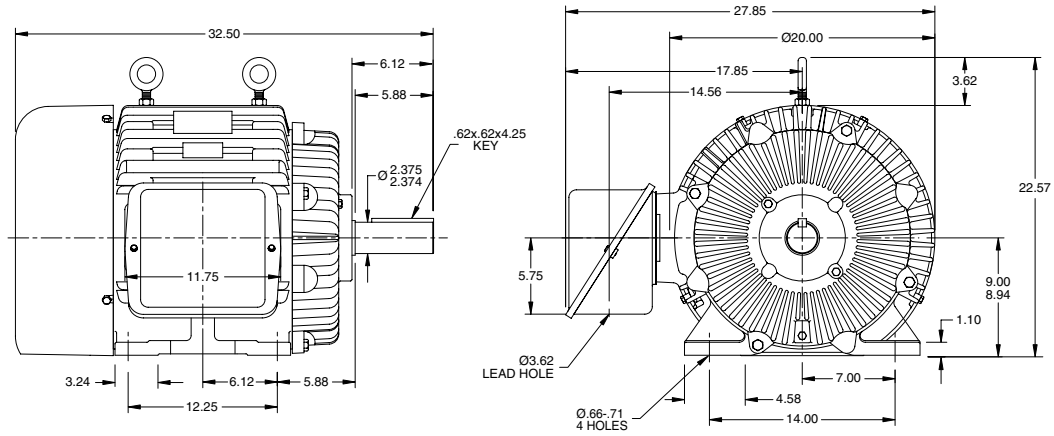
| MOTOR | B | C | 2F | 2FF | BS | FOOT HOLE QTY |
|-------|-------|-------|-------|-------|------|---------------|
| E209 | 14.50 | 30.37 | 10.50 | 12.00 | 6.00 | 8 |

Blue Chip XRI[®] – Ultra High Efficiency Motors

Dimensions (units = inches)

See our website: www.AutomationDirect.com for complete engineering drawings.

365T frame - part number E212



STABLE™ Motor Slide Bases

Mounting Slide Bases for 56 to 449T NEMA Motors Features

- Allows adjustment of motor mounting position
- Slide direction is perpendicular to motor shaft
- Double adjusting screws for frames 182T-449T
- Manufactured to precise dimensional standards
- Dimensionally interchangeable with existing major makes
- Heavy-duty steel construction
- Painted with oven-baked primer for better adhesion of customer's paint
- All "D" bolts (motor mounting bolts) are fixed to the exact motor foot pattern
- All "D" bolts are welded into position to prevent spinning and dropping from slots
- Nuts and washers are provided for securing the motor to the slide base



| STABLE Motor Slide Bases for 3-Phase Motors | | | | | | | | | | |
|---------------------------------------------|---------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------|
| Part Number | Price | Fits Frame Type | Product Wt. (lb) | Fits Motor | | | | | | |
| | | | | IronHorse | Marathon | | | | | |
| | | | | | micro -MAX ---- Max+ | Black Max 230/460V ---- Black Max 575V | Blue Max | XRI GP & NEMA Premium | Powerwash SXT & Jet Pump | Blue Chip XRI 230/460V ---- Blue Chip XRI 575V |
| <u>MTA-BASE-W56</u> * | \$12.25 | 56* | 2.8 | MTPM-P3x-1x18 MTPM-P5x-1x18 MTPM-P7x-1x18 MTPM-0xx-1x18 MTPM-1xx-1x18 MTR(2)(P)-xxx-xxxxx* | Y500 Y502 Y360 Y362 Y364 Y280 Y281 Y282 | Y592(-A772) Y534(-A772) Y535(-A772) Y555(-A772) Y556(-A772) | - | E2000 D390 G580 D391 G581 K705 D392 G582 K707 D393A K708A G583A K709A D394A K721A G584A D395A G585A K724A D396A K725A | J066A | - |
| <u>MTA-BASE-W143T</u> | \$21.00 | 143T/TC | 4.6 | MTC2-001-3BD18(C) MTC2-1P5-3BD36 | - | Y536(-A772) | - | E2001A E2003 | | - |
| <u>MTA-BASE-W145T</u> | \$21.00 | 145T/TC | 5.1 | MTC2-001-3BD12 MTC2-1P5-3BD18(C) MTC2-002-3BD18(C) MTC2-002-3BD36 | Y366 Y368 Y284 Y285 | Y537(-A772) Y538(-A772) Y551(-A772) Y557(-A772) | - | E2002 E2004A E2007A | | - |
| <u>MTA-BASE-W182T</u> | \$27.50 | 182T/TC | 9.2 | MTC2-1P5-3BD12 MTC2-003-3BD18(C) MTC2-003-3BD36 | Y1999 Y286A | Y541A(-A772) Y558A(-A772) | - | E2009 E2010 | C383B | - |

* IronHorse MTR2 56HC motors have double-punched bases to fit on slide base [MTA-BASE-W56](#).

** Motors [MTC-250-3D18](#) and [MTC-300-3D18](#) are obsolete, and no longer available.

table continued on next page

STABLE™ Motor Slide Bases

| table continued from previous page | | | | | | | | | | |
|---------------------------------------------|----------|-----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| STABLE Motor Slide Bases for 3-Phase Motors | | | | | | | | | | |
| Part Number | Price | Fits Frame Type | Product Wt. (lb) | Fits Motor | | | | | | |
| | | | | IronHorse | Marathon | | | | | Blue Chip XRI 230/460V ---- Blue Chip XRI 575V |
| | | | | | micro-MAX ---- Max + | Black Max 230/460V ---- Black Max 575V | Blue Max | XRI GP & NEMA Premium | Powerwash SXT & Jet Pump | |
| MTA-BASE-W184T | \$27.50 | 184T/TC | 10 | MTCP2-002-3BD12 MTCP2-005-3BD18(C) MTCP2-005-3BD36 MTF-00x-1C18 | Y1372 Y287A | Y540(-A772) Y543A(-A772) Y559A(-A772) | - | E2012 E2013 | C387B | - |
| MTA-BASE-W213T | \$40.50 | 213T/TC | 13 | MTCP2-003-3BD12 MTCP2-7P5-3BD18(C) MTCP2-7P5-3BD36 | Y994 | Y542(-A772) Y545(-A772) Y560(-A772) | - | E2011 E2016A | C389B C390B C391B E2011A E2016B | - |
| MTA-BASE-W215T | \$40.50 | 215T/TC | 15 | MTCP2-005-3BD12 MTCP2-010-3BD18(C) MTCP2-010-3BD36 | Y996 | Y544(-A772) Y547(-A772) Y561(-A772) | - | E2018 | C392B E2014A E2018A | - |
| MTA-BASE-W254T | \$57.00 | 254T/TC | 18 | MTCP2-7P5-3BD12 MTCP2-015-3BD18(C) MTCP2-015-3BD36 | - | Y546(-A772) Y549(-A772) Y562(-A772) | - | - | - | - |
| MTA-BASE-W256T | \$57.00 | 256T/TC | 19 | MTCP2-010-3BD12 MTCP2-020-3BD18(C) MTCP2-20-3BD36 | - | Y548(-A772) Y552(-A772) Y563(-A772) | - | - | - | - |
| MTA-BASE-W284T | \$62.00 | 284T/TC | 20 | MTCP2-015-3BD12 MTCP2-025-3BD18(C) | - | Y553(-A772) | - | - | - | E207 |
| MTA-BASE-W286T | \$62.00 | 286T/TC | 21 | MTCP2-20-3BD12 MTCP2-030-3BD18(C) | - | Y393(-A772) | - | - | - | - |
| MTA-BASE-W324T | \$94.00 | 324T/TC | 30 | MTCP2-040-3BD18(C) | - | - | Y571(-A774) Y513(-A775) | - | - | E209 |
| MTA-BASE-W326T | \$94.00 | 326T/TC | 31 | MTCP2-050-3BD18(C) | - | - | Y572(-A774) Y514(-A775) | - | - | - |
| MTA-BASE-W364T | \$127.00 | 364T/TC | 43 | MTCP2-060-3BD18(C) | - | - | Y573(-A774) Y515(-A775) | - | - | - |
| MTA-BASE-W365T | \$127.00 | 365T/TC | 43 | MTCP2-075-3BD18(C) | - | - | Y574(-A774) Y516(-A775) | - | - | E212 |
| MTA-BASE-W404T | \$156.00 | 404T/TC | 58 | - | - | - | - | - | - | - |
| MTA-BASE-W405T | \$156.00 | 405T/TC | 60 | MTCP2-100-3BD18(C) | - | - | Y575(-A774) Y517(-A775) | - | - | - |
| MTA-BASE-W444T | \$182.00 | 444T | 63 | MTCP2-125-3BD18 | - | - | - | - | - | - |
| MTA-BASE-W445T | \$182.00 | 445T | 65 | MTCP2-150-3BD18 | - | - | - | - | - | - |
| MTA-BASE-W447T | \$239.00 | 447T | 89 | MTCP2-200-3BD18 | - | - | - | - | - | - |
| MTA-BASE-W449T | \$239.00 | 449T | 94 | MTCP2-250-3D18 MTCP2-300-3D18 | - | - | - | - | - | - |

* IronHorse MTR2 56HC motors have double-punched bases to fit on slide base [MTA-BASE-W56](#).

AutomationDirect AC Motors Selection Overview

General-purpose or inverter-duty motor?

How to choose a general purpose motor vs. an inverter-duty motor

General purpose motors have been around for many years. They are the workhorse of almost every industry. An inverter-duty motor is a much newer concept that was necessary as general purpose motors began to be driven by VFDs (inverters or AC drives). An inverter duty motor can withstand the higher voltage spikes produced by all VFDs (amplified at longer cable lengths) and can run at very slow speeds without overheating. This performance comes at a cost: inverter-duty motors can be much more expensive than general purpose motors. Guidelines for choosing an IronHorse general purpose motor vs. an inverter-duty motor are given below. If your application falls within the guidelines below, there is no need to apply an inverter-duty motor.

NOTE: Marathon inverter-duty motors have limitations as well. Please see the Marathon section for more details.

Background: For many years, AC motors were driven by across-the-line contactors and starters. The electricity sent to the motor was a very clean sine wave at 60Hz. Noise and voltage peaks were relatively small. However, there were drawbacks: they only ran electrically at one speed (speed reduction was usually handled by gearboxes or some other, usually inefficient, mechanical means) and they had an inrush of electrical current (when the motor was first turned on) that was usually 5 to 6 times the normal current that the motor would consume. The speed reduction apparatus was expensive and bulky, and the inrush would wreak havoc with power systems and loading (imagine an air conditioning system in an old house - when the compressor would kick on, the lights would dim; now imagine the same circumstances with a motor the size of a small car).

Note: The following discussion applies only to 3-phase motors.

Enter the VFDs (variable frequency drives):

Drives were introduced to allow the speed of these motors to be changed while running and to lessen the inrush current when the drive first starts up. To do this, the drive takes the incoming 60Hz AC power and rectifies it to a DC voltage (every drive has a DC bus that is around 1.414 (sqrt of 2) * incoming AC Line Voltage).

This DC voltage is then "chopped" by power transistors at very high frequencies to simulate a sine wave that is sent to the motor [see Figure 1]. By converting the incoming power to DC and then reconverting it to AC, the drive can vary its output voltage and output frequency, thus varying the speed of a motor. Everything sounds great, right? We get to control the frequency and voltage going out to the motor, thus controlling its speed.

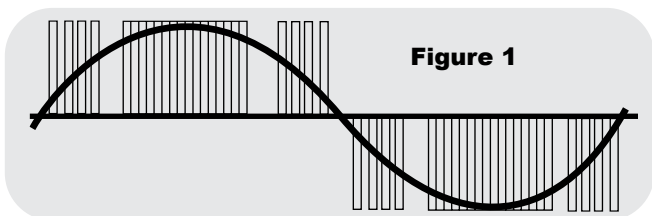


Figure 1

Some things to watch out for: A VFD-driven general purpose motor can overheat if it is run too slowly. (Motors can get hot if they're run slower than their rated speed.) Since most general purpose motors cool themselves with shaft-mounted fans, if the motor overheats, bearing and insulation life will be reduced. Therefore there are minimum speed requirements for all motors.

The voltage "chopping" that occurs in the drive actually sends high-voltage spikes (at the DC bus level) down the wire to the motor. If the system contains long cabling, there are actually instances where a reflected wave occurs at the motor. The reflected wave can effectively double the voltage on the wire. This can lead to premature failure of the motor insulation. Long cable lengths between the motor and drive increase the harmful effects of the reflected wave, as do high chopping frequencies (listed in drive manuals as carrier frequencies).

Line reactors, 1:1 transformers placed at the output of the drive, can help reduce the voltage spikes going from the drive to the motor. Line reactors are used in many instances when the motor is located far from the drive [see Figure 2].

In summary, general purpose motors can be run with drives in many applications; however inverter-duty motors are designed to handle much lower speeds without overheating and they are capable of withstanding higher voltage spikes without their insulation failing. With the increased performance comes an increase in cost. This additional cost can be worth it if you need greater performance.

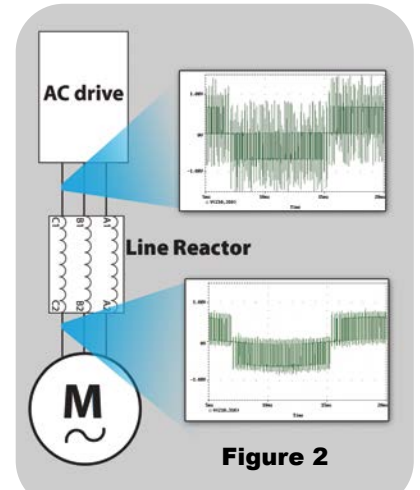


Figure 2

The considerations for applying IronHorse motors are given below.

Heat considerations

| | IronHorse speed ratio | For an 1800 RPM motor, minimum IronHorse speed is: |
|--------------------------------------------------------------|--------------------------------------|----------------------------------------------------|
| Variable Torque applications (fans, centrifugal pumps, etc.) | 5:1 (EPA motors) 10:1 (PE motors) | 1800/5 = 360RPM 1800/5 = 180RPM |
| Constant Torque Applications (conveyors, extruders, etc.) | 2:1 (EPA motors) 4:1 (PE motors) | 1800/2 = 900RPM 1800/4 = 450RPM |

Voltage Spike considerations

| | Max cable distance from drive to IronHorse motor | Max cable distance with a 3% line reactor between drive and IronHorse motor |
|----------------------------------|--------------------------------------------------|-----------------------------------------------------------------------------|
| For use with 230V and 460V VFDs* | 125 ft | 250 ft |

* Up to 6kHz carrier frequency