

PRODUCT INFORMATION PACKET

marathon®
Motors

Model No: KS30P25E25V44XSX

Catalog No: AL08D5440MFAFTOAOO

30.0 Kw, Crane Duty Slipring Motors , 3 phase, 8 Pole, 415 V, S4 Duty, KS250SA Frame, 25 CDF,
150 Start/Hr., TEFC



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Nameplate Specifications

Output HP	40 Hp	Output KW	30.0 kW
Frequency	50 Hz	Voltage	415 V
Current	71.0 A	Speed	730 rpm
Phase	3	Duty	S4
Frame	KS250SA	Enclosure	Totally Enclosed Fan Cooled
Thermal Protection	No Protection	Ambient Temperature	45 °C
Drive End Bearing Size	6315 C3	Opp Drive End Bearing Size	6315 C3
UL	No	CSA	No
CE	No	IP Code	55
CDF	25 %	Start/Hr	150
RA	64 A	RV	280 V
Insulation class Stator/Rotor	F/F	Temp. Rise Stator/Rotor	75/75 K
Stator Connection	Delta	Rotor Connection	Star
Efficiency Class	Standard		

Technical Specifications

Electrical Type	Slipring	Starting Method	Rotor resistance starter
Rotation	Bi-Directional	Mounting	IMB3
Motor Orientation	Horizontal	Drive End Bearing	Antifriction
Opp Drive End Bearing	Antifriction	Frame Material	Cast Iron/Fabricated
Shaft Type	Single Cylinder	Overall Length	1117.00 mm
Frame Length	1117.00 mm	Shaft Diameter	65.000 mm
Shaft Extension	140 mm	Assembly/Box Mounting	Top
Rotor GD2	5.73 kg·m²	Pull Out Torque	3.7
Connection Drawing	DP2650	Outline Drawing	CM19820.00

\$\$\$ ~ PROVIDED ON DEMAND



DIMENSIONAL DETAILS:-

FRAME	NO OF POLE	H		FIXING DIMENSION				HA	AC-DIA	HD	AA	AB	BA	BA1	BB
		NOM	TOL	A	B	C	K								
KS225S	4 -12	225	-0.5	356	286	149	19	27	500	635	108	457	108	108	345
KS225M	4 -12	225	-0.5	356	311	149	19	27	500	635	108	457	108	108	370
KS250S	4 -12	250	-0.5	406	311	168	24	30	500	660	108	483	115	115	382
KS250M	4 -12	250	-0.5	406	349	168	24	30	500	660	108	483	115	115	420

CYLINDRICAL SHAFT DIMENSIONS DETAILS (BOTH ENDS)												TAPER SHAFT DIMENSIONS DETAILS (BOTH)										
FRAME	L	LC	E	D		GA	F		GD		GE		L1	LC1	D1	D2	E1	E2	F1	H1	G1	Q
				NOM	TOL		NOM	TOL	NOM	TOL	NOM	TOL										
KS225S	1053	1194	140	60	+0.030 +0.011	64	18	-0.052	11	-0.011	7	+0.2	1053	1194	T 60	M42x3	140	105	16	10	31.4	5
KS225M	1077	1218	140	60	+0.030 +0.011	64	18	-0.052	11	-0.011	7	+0.2	1077	1218	T 60	M42x3	140	105	16	10	31.4	5
KS250S	1117	1256	140	65	+0.030 +0.011	69	18	-0.052	11	-0.011	7	+0.2	1117	1256	T 70	M48x3	140	105	18	11	36.4	5
KS250M	1155	1294	140	65	+0.030 +0.011	69	18	-0.052	11	-0.011	7	+0.2	1155	1294	T 70	M48x3	140	105	18	11	36.4	5

NOTE:
1.0 ALL DIMENSIONS ARE IN mm EXCEPT OTHERWISE SPECIFIED.
2.0 FOR TOLERANCES OF DIMENSIONS(NOT MENTIONED) REFER TO IS:2102.
3.0 DIMENSIONS MARKED * ARE MAXIMUM VALUES.



Marathon Electric Motors (India) Limited
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TITLE

OUTLINE DIMENSION DRAWING FOR KS225S & M
KS250S & M MOTOR (CYLINDRICAL & TAPER SHAFT)

DRAWN	S.B	27.10.17	PROJECTION	DRAWING NO.	REV.
CHECKED	KAUSIK			CM19820	00
APPRVD.	P.LAHIRI		SCALE IF ANY		
	SIGN	DATE	N.T.S		

REVISION	DATE	DETAIL OF REVISION	DONE BY	APPRVD

**Model No.** KS30P25E25V44XSX**Part No.**

AL08D5440MFAFTOAOO

P	P	n	POT	T	U	f	I	RA	RV	CDF	Duty	No. of Starts/Hr.	Frame
[kW]	[hp]	[RPM]	XFLT	[Nm]	(V)	[Hz]	[A]			%			
30	40	730	3.7	1332	415	50	71	64	280	25	S4	150	KS250SA

Motor type	Slipring	Degree of protection	IP-55
Enclosure	TEFC	Motor weight - approx.	640 kg
Frame Material	-	Gross weight- approx.	kg
Mounting type	IMB3	Motor GD2	5.73 kgm ²
Cooling method	IC411	Vibration level	As per IS:12075 mm/s
Voltage variation	+/-10%	Noise level (1meter distance from motor)	As per IS:12065 dB(A)
Frequency variation	+/-5%	Starting method	Rotor resistance starter
Combined variation	10%	Coupling	Direct / Gearbox
Insulation class	F/F	Direction of rotation	Bi-directional
Ambient temperature	45	Paint shade	RAL5011
Temperature rise (by resistance)	75/75	Type of Terminal Box	Standard
Altitude above sea level	Upto 1000	Terminal box position	Top
Efficiency		Max. Cable size	Refer to TBA drg.
Power Factor		Bearing type	Antifriction
Stator Connection	Delta	DE Bearing	6315 C3
Rotor Connection	Star	NDE Bearing	6315 C3
		Type of Lubrication	Grease

NOTE

All performance values at rated voltage and frequency.

All performance parameters are subjected to standard tolerance as per IEC 60034-1

Technical data are subject to change. There may be discrepancies between calculated and name plate values.

