PRODUCT INFORMATION PACKET

Model No: R424M2
Catalog No: R424M2
Elevator Duty Motor, 40.0 HP, 3 Ph, 60 Hz, 230/460 V, 3600 RPM, S284T Frame, DP



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Nameplate Specifications

Output HP	40.0 Hp	Output KW	29.8 kW	
Frequency	60 Hz	Voltage	230/460 V	
Current	94/47 A	Speed	3520 rpm	
Service Factor	1	Phase	3	
Duty	30 Minute	Insulation Class	F	
Frame	S284T	Enclosure	Drip Proof	
Thermal Protection	No Protection	Ambient Temperature	40 °C	
UL	Recognized	CSA	Υ	
CE	N	Number of Speeds	1	

Technical Specifications

Electrical Type	Three Phase	Starting Method	Across The Line
Poles	2	Rotation	Counterclockwise
Mounting	Rigid Base	Drive End Bearing	Ball
Opp Drive End Bearing	Ball	Frame Material	Rolled Steel
Shaft Type	Keyed	Overall Length	24.22 in
Frame Length	14.00 in	Shaft Diameter	1.875 in
Shaft Extension	5.09 in		
Connection Drawing	80022815.PCX	Outline Drawing	R424M2-S01

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Uncontrolled Copy 8 6 A.ARREOLA 01-15-2014 M.AVILA 01-15-2014 0043650 10.20 [259.0] 24.22 8.24 [615.2] [209.4] 19.13 5.09 11.93 [303.0] [486.0] [129.2] 4.62 [117.3] NAMEPLATE 0 O) ALTERNATE (J2) VIEW 3.00 _ [76.2] $-1/2 \times 1/2$ 13.00 14.82 [330.3] [376.5] 2.81 [71.3] A .002 7.000 6.940 177.80 176.28 ø1.8750 1.8740 [ø47.625] 47.600] KNOCKOUT FOR 1 $\frac{1}{2}$ " CONDUIT - (\emptyset 2.00 HOLE) ALTERNATE (J2) KNOCKOUT 0 0 .19 [4.9] 17/32 10.32 [262.0] (0.531)1.84 [46.7] 3.81 [96.8] [38.1] (ø13.49) 4.75 5.50 9.50 [120.5] [139.7] [139.7] [241.3] 11.00 [323.9] [279.4] 16.57 13.26 [336.8] [420.9] 1. CONDUIT BOX MAY BE ROTATED IN 90° INCREMENTS. MOTOR DESCRIPTION: 2. MOTOR IS SUITABLE FOR FIELD CONVERSION FROM AN F1 TO AN F2 CONDUIT BOX LOCATION. 3 PHASE OPEN DRIPPROOF STEEL SHELL 284T OR 286T MOUNTING.
OTHER MOUNTING ORIENTATIONS ARE ACCEPTABLE; HOWEVER WHEN MOUNTED OTHER 3. MOTOR VENTILATION: AIR INTAKE THROUGH OPENINGS IN THE FACE OF EACH BRACKET AND EXHAUSTED THROUGH
THE VENT SLOTS ON EACH END OF THE SHELL. THAN HORIZONTAL; MOTOR WILL NOT BE DRIPPROOF AS DEFINED BY NEMA. I.LOPEZ 11-20-2012 REGAL-BELOIT CORPORATION 尺寸公差如下:

英寸 ±.1 ±.02 ±.005 ±.0005

医米 ±.0.5 ±0.13 ±0.013

角度 ±.50 度

清理毛制剤失複

英寸 .003-015 毫米 0.1-0.4

内國角

天寸 .020 毫米 0.5
表面組織度

英朝 125 米制 3.2 D.JAMORA MODEL-IHP OUTLINE 机密: 本图纸及相关信息所有权归REGAL-BELOIT CORPORATION 未经REGAL-BELOIT CORPORATION书面授权,不得泄露、 D R424M2 复制、传播或作其他用途。--版权所有 NONE ASME Y14.5M 1994 米制尺寸显示在[] 6 5 4 3 of 5

Uncontrolled Copy 8 6 0043650 A.ARREOLA 01-15-2014 M.AVILA 01-15-2014 10.20 [259.0] 24.22 8.24 [615.2] [209.4] 19.13 5.09 [486.0] [129.2] [303.0] [117.3] NAMEPLATE 0 O) 3.00 _ [76.2] $-1/2 \times 1/2$ KEY [330.3] [376.5] 2.81 [71.3] A .002 7.000 6.940 177.80 176.28 ø1.8750 1.8740 [ø47.625] 47.600] KNOCKOUT FOR 1 $\frac{1}{2}$ " CONDUIT - (\emptyset 2.00 HOLE) 0 0 .19 [4.9] 17/32 $(\phi.531)$ 1.84 [46.7] 3.81 [96.8] [262.0] [38.1] (ø13.49) 5.50 9.50 [120.5] [139.7] [139.7] _ [241.3] [323.9] 11.00 [279.4] 16.57 13.26 [336.8] [420.9] MOTOR DESCRIPTION: 3 PHASE OPEN DRIPPROOF STEEL SHELL 284T OR 286T MOUNTING. OTHER MOUNTING ORIENTATIONS ARE ACCEPTABLE; HOWEVER WHEN MOUNTED OTHER THAN HORIZONTAL; MOTOR WILL NOT BE DRIPPROOF AS DEFINED BY NEMA. 1. CONDUIT BOX MAY BE ROTATED IN 90° INCREMENTS. GEOMETRIC CHARACTERISTICS & SYMBOLS

JEATNESS
— STRAIGHTNESS
— ANGULARITY

JERPENDICULARITY (SQUARENESS)

JOHN AND CONTROL OF THE PROPRIET OF ANY SURFACE
PROFILE OF ANY SURFACE
PROFILE OF ANY LINE
TRUE POSITION
OCONCENTRICITY
SYMMETRY

ASME Y14.5M 1994 UNLESS OTHERWISE SPECIFIED
DIM. TOLERANCES ARE AS FOLLOWS:

X XX XXX XXXX
INCH ± 1 ±.02 ±.005 ±.0005
mm ±0.5 ±0.13 ±0.013
ANG. ±.50 DEG
REMOVE BURRS & BREAK SHARP EDGES:
INCH. 0.03-.015 mm 0.1-0.4
CORNER FILLETS TO:
INCH 0.20 mm 0.5
MACHINE SURRACES:
INCH. 1.25 mm 3.2

METIDO DIMES GLOWN IN [DROCKETE] REGAL-BELOIT CORPORATION REGAL 2. MOTOR IS SUITABLE FOR FIELD CONVERSION FROM 11-20-2012 AN F1 TO AN F2 CONDUIT BOX LOCATION. THIRD ANGLE PROJECTION (B) | EDS DATE 11-11-201 MODEL-IHP OUTLINE CONFIDENTIAL: THIS DRAWING AND ITS INFORMATION ARE THE EXCLUSIVE AND CONFIDENTIAL PROPERTY OF REGAL—BELOIT CORPORATION AND ARE NOT TO BE DISCLOSED, DUPLICATED, DISTRIBUTED OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF REGAL—BELOIT CORPORATION.—ALL RIGHTS RESERVED. 3. MOTOR VENTILATION: AIR INTAKE THROUGH OPENINGS IN THE FACE OF EACH BRACKET AND EXHAUSTED THROUGH D R424M2 THE VENT SLOTS ON EACH END OF THE SHELL. SCALE NONE ASME Y14.5M 1994 METRIC DIMS. SHOWN IN [BRACKETS] 6

Uncontrolled Copy 8 6 APROBADO POR REVISION: ECO REVISADO POR: 0043650 A.ARREOLA 01-15-2014 M.AVILA 01-15-2014 10.20 [259.0] 24.22 8.24 [615.2] [209.4] 19.13 5.09 [486.0] [129.2] [303.0] PLACA [117.3] -DE DATOS 0 O) 3.00 _ [76.2] $-1/2 \times 1/2$ CUÑA [330.3] [376.5] 2.81 [71.3] A .002 7.000 6.940 177.80 176.28 ø1.8750 1.8740 Ø47.625 Ø47.600 ORIFICIOS PARA CONDUCTOS DE 1 ½" (\$\psi_2.00 BARRENO) 0 0 .19 [4.9] 17/32 (0.531)3.81 [96.8] [262.0] [38.1] [46.7] (ø13.49) 5.50 9.50 [120.5] [139.7] [139.7] [241.3] [323.9] 11.00 [279.4] 16.57 13.26 [420.9] [336.8] DESCRIPCION DEL MOTOR: ESCUDO 284T DE ACERO A PRUEBA DE GOTEO CON 3 FASES ABIERTAS. OTRO TIPO DE OPERACIONES DE MONTAGE ES ACEPTABLE; SIN EMBARGO NOTAS: CUANDO SEA MONTADO DE CUALQUIER OTRA FORMA MENÓS HORIZONTALMENTE CARACTERISTICAS DE GEOMETRIA Y SIMBOLOS

Z'PLANICIDAD

— RECTITUD

— ANGULARIDAD

— PERFENDICULARIDAD (A ESCUADRA)

Z'PARALELISMO

— PERFIL DE CUALQUIER SUPERFICIE

— PERFIL DE CUALQUIER SUPERFICIE

— PERFIL DE CUALQUIER LINEA

Z'VARIACION

— POSCION REAL

© CONCENTRICIDAD

— SIMETRIA

— ASME Y14.5M 1994 DIMS METRICAS MOSTRADAS [PARENTESIS] NO SERA A PRUEBA DE GOTEO COMO NEMA LO DEFINE. 1. CAJA DE CONDUCTORES PUEDER ROTARSE EN INCREMENTOS DE 90° 11-20-2012 REGAL-BELOIT CORPORATION REGAL APROBADO POR 2. EL MOTOR ES EL ADECUADO PARA CONVERSION DE CAMPOS DESDE LA 11-20-2012 UBICACION AN F1 Y AN F2 FECHA EDS: 11-11-2011
REV. FORMATO: H MODEL—IHP OUTLINE NUMERO DE DIBUJO: R424M2 TERCER ANGULO DE PROYECCION CONFIDENCIAL: ESTE DIBUJO Y SU INFORMACION
SON PROPIEDAD DE USO EXCLUSIVO Y CONFIDENCIAL DE REGAL-BELOIT CORPORATION. Y NO DEBERAN SER REVELADOS, DUPLICADOS, DISTRIBUIDOS O USARSE DE OTRA MANERA SIN EL CONSENTIMIENTO ESCRITO DE REGAL-BELOIT CORPORATION.

-TODOS LOS DERECHOS RESERVADOS. 3. VENTILACION DE MOTOR: LA ENTRADA DE AIRE ES A TRAVES DE LOS ORIFICIOS EN LA CARA DE CADA TAPA Y EXTRAIDA A TRAVES DE LAS RANURAS DE VENTILACION AL FINAL DE CADA CARCAZA 6 4 5 of 5