INSTRUCTIONS

FOR

THREE PHASE

INDUCTION MOTORS

TECO

TECO Electric & Machinery Co., Ltd.

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1. INTRODUCTION

This and the following instructions address the more common situations encountered in motor installation, operation and maintenance. For the TECO motor warranty to be and to remain in effect, the motor must be installed and operated in strict accordance with the outline drawing, motor nameplates and these instructions and must not be altered or modified in any unauthorized manner.

During these installations and operation of motors in heavy industrial applications there is a danger of live electrical parts and rotating parts. Therefore to prevent injury and/or damage the basic planning work for installation, transport, assembly, operation, etc.… needs to be done and checked by authorized and competent personnel only.

Since these instructions cannot cover every eventuality of installation, operation and maintenance, the following points should however be considered and checked.

- The technical data and information on permissible use such as assembly, connection, ambient and operating conditions given in the related catalogue, operating instructions, nameplates and other production documentation.
- The general erection and safety regulations.
- The local and plant-specific specifications and requirements.
- The proper use of transport, lifting devices and tools.
- The use of personal protective equipment.

Following indications should be observed when reading these instructions.

Safety instructions are marked as follows：

Warning of electric hazards for personnel.

Warning of dangers for personnel.

ATTENTION！
Warning of damage for the motor or installation.

This instruction manual is for TECHNICAL USE ONLY, NOT FOR COMMERCIAL PURPOSE. The warranty is limited to coverage expressed in your sales contract. Documentation of storage, transportation, installation and examination, if required, shall be inquired of TECO's service center before start and maintenance.

2. ACCEPTING, INSPECTION, STORAGE, TRANSPORTATION

2.1 Inspection upon receipt

Check the following points upon receipt：

- Are the nameplate ratings identical with what you ordered ?
- Are dimensions and color in compliance with your specifications ?
- Are the nameplate ratings for heater, thermal protector, temperature detector, etc. identical with what you ordered ?
- Is there any damage ?
- Are all accessories and accompanying instruction manuals in good order ?
- Please ensure that the arrowhead indicator really indicates direction of revolution.
- If there are any specific requirements, please ensure they are in conformity with your specification.

2.2 Storage

When motors are not in operation, the following precautionary measures should be undertaken to assure best performance.

2.2.1 Place

(a) High and dry, well-ventilated without direct sun, dust or corrosive gas.

(b) Not located near to a boiler or freezer.

(c) Entirely free from vibration and easy for movements.

(d) Motors should be put on pallets to prevent moisture.

2.2.2 Well protection

Motors should be well shielded from dust, but under well-ventilated circumstances. For those water-cooling motors or using bearings with water-cooling coils, please make sure the water already dried off to prevent tube corrosion or danger of frost.

2.2.3 Moisture prevention

Since moisture can be very detrimental to electrical components, the motor temperature should be maintained about 3℃ above the dew point temperature by providing either external or internal heat. If the motor is equipped with space heaters, they should be energized at the voltage shown by the space heater nameplate attached to the motor. Incandescent light bulbs can be placed within the motor to provide heat. However, if used, they must not be allowed to come in contact with any parts of the motor because of the concentrated hot spot that could result.

2.2.4 Insulation resistance test

Even during storage, the insulation resistance should be kept above the specified values.

(a) For measurement of insulation resistance and acceptable standard values, please refer to measures stated in 4.1.2 "Measurement of insulation resistance".

(b) Insulation resistance test should be performed once every three months.

2.2.5 Long period storage

If the motor is not in operation for a long period (one week and above) after installation or has been in operation but stopped for a period of time, the following precautions must be taken.

(a) Protect the motor as measures stated in 2.2.3.

(b) Insulation resistance test should be performed as stated in 2.2.4.

(c) Bearing protection per 2.2.6.

(d) Operation test should be performed once every three months.

(e) Storage maintenance is to be documented for warranty data.

2.2.6 Bearing protection

(a) If the motor has been provided with a shaft shipping brace to prevent shaft movement during transit, it must be removed before operating the motor.
It is very important that this brace be reinstalled exactly as it was originally, before the motor is moved from storage or any time when the motor is being transported. This prevents axial rotor movement that might damage the bearings.

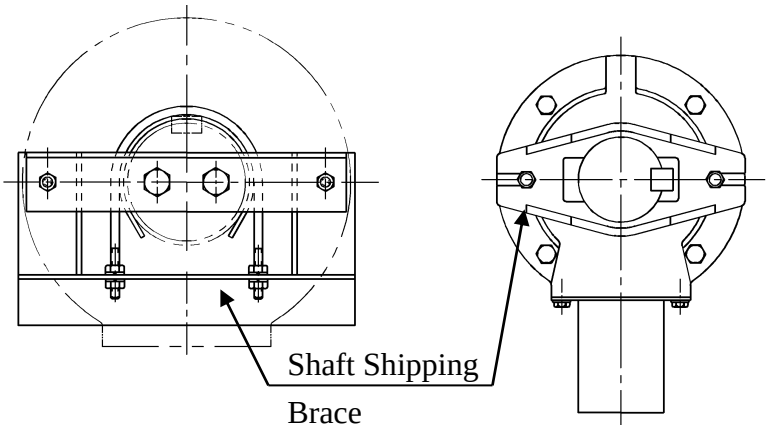

Fig. 1 Shaft shipping brace

(b) Motors with anti-friction bearings are properly lubricated with the correct grade of grease at the factory and no further greasing is required in storage. If the motor is not in operation over three months, add grease to each bearing per lubrication nameplate. The shaft should be rotated several revolutions about every month to maintain proper distribution of the grease within the bearings.

2.2.7 Prevent rusting

ATTENTION！

Cares should be taken to keep parts such as fitting surface, key, shaft extension and axial central hole from any collision with foreign matters. Grease should also be generously applied to prevent rusting.

2.3 Transportation

ATTENTION！

To keep the rotating parts of motors from moving, thus preventing damage and scratching during transportation, they should be held securely with a locking device. Remove all transit clamps before operating the motor. It is very important that this device be reinstalled exactly as it was originally, before the motor is moved from storage or any time when the motor is being transported.

The vertical mounting type motors should be transported in the vertical position.

Do not use the hoisting hook/eyebolts to lift more that the motor itself. They are designed to support the motor only.

Make sure the hoisting hook is correctly attached to the eyebolt(s) or lug(s) of the motor and that the eyebolt(s)/lug(s) are fully screwed in before hoisting. Also note such parts as fan cover, ventilation box, bracket, slip-ring, etc. may have their own hoisting lugs which can only carry their own weight. Nothing extra should be attached while hoisting.

Do not twist the steel wires and make sure the eyebolts have been firmly screwed and the sling angle is correct.

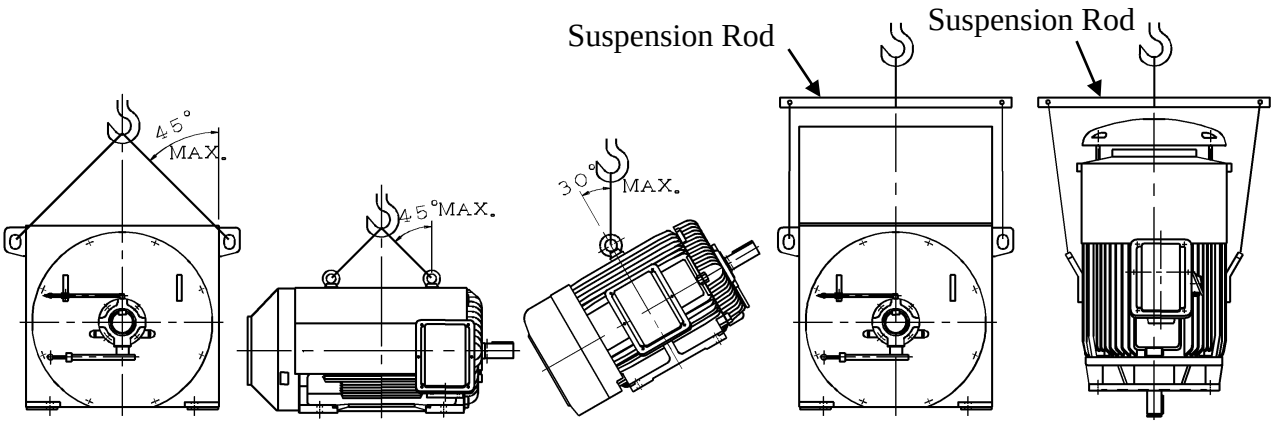

Fig. 2

3. INSTALLATION

3.1 Site and environment for motor installation

3.1.1

Standard environment and site conditions for the installation of motors are usually set as follows：

(a) Ambient temperature：-20 ~ +40 ℃

(b) Humidity：Relative humidity shall be below 95%RH for totally-enclosed types, and below 80%RH for semi-enclosed types.

(c) Elevation：Below 1000 meters.

(d) Harmful gases, liquids, dusts, high moisture should be absent.

(e) Foundations should be strong and free of vibration.

3.1.2 Ventilation and space

(a) Installation area should be well-ventilated.

(b) The installation space should be large enough to facilitate heat dissipation and maintenance.

3.2 Foundation

Motor manufacturer is not responsible for the foundation design. Motor weight, thrust load, twisting moments, seismic forces and other external applied loads must be considered in foundation design.

3.2.1 Reactions of horizontal motor

For a horizontal motor with four hold down bolts, the reactions necessary for foundation design are as follows – kgs per bolt at centerline of hold down bolt holes：

(a) Static weight = motor weight / bolt number

(b) Rated motor torque（T_R）, reactions = motor weight/bolt number ± T_R/2L

(c) Maximum motor torque（T_{max}）,
reactions = motor weight/bolt number ± T_{max}/2L

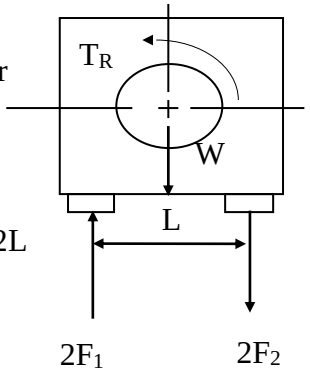

Fig. 3

3.2.2 Soleplate & common bed

Use rigid and solid soleplate or common bed as foundation.

ATTENTION！

For best motor performance, it is advisable to use a soleplate or common bed, particularly when using a shaft coupling.

If the soleplate or common bed does not have enough stiffness, the critical speed of motors or equipment will then be changed. This change may cause a large vibration (resonance) and decrease the life of machines.

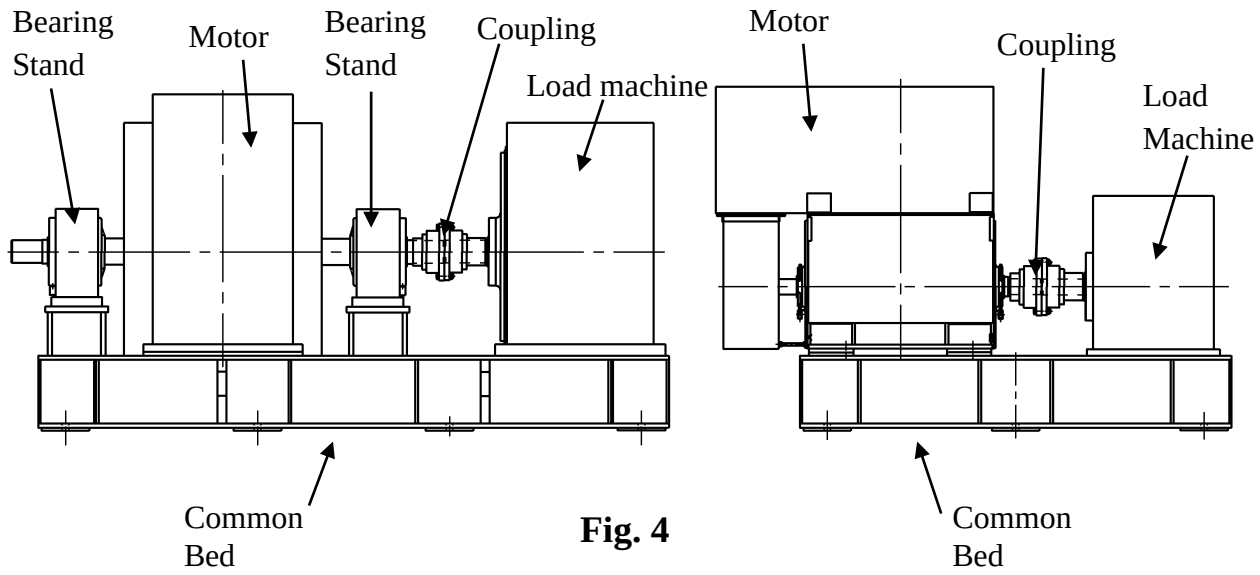

Fig. 4

3.2.3 Installation

(a) Select an appropriate foundation surface for the soleplate or common bed which will be considered the ultimate level.

(b) Align the position of the common bed with reference to that level.

(c) Align the level accuracy at least at four points such as bearing mounting, shaft extension etc. The accuracy should be within 0.04mm (1.5mil).

(d) The base should be sturdy and rigid to keep it flat and level.

3.2.4 Installation of vertical motor

(a) All mounting surfaces must be clean and level.

(b) Foundation must be leveled at least at 4 points and guaranteed to be below 0.04mm flat and level.

(c) Accurately install shaft couplings.

3.3 Installation of shaft coupling

3.3.1 General

ATTENTION！

Motors must always be accurately aligned, and this applies especially where they are directly coupled.

Incorrect alignment can lead to bearing failure, vibration and even shaft fracture. As soon as bearing failure or vibration is detected, the alignment should be checked.

3.3.2 Mounting procedure

Field application of a coupling to the motor shaft should follow the procedures recommended by the coupling manufacturer. The motor shaft extension must not be subjected to either extreme heat or cold during coupling installation.

3.3.3 Safety attention

ATTENTION！

Basically, the coupling should be heated and pushed onto the shaft extension with slight axial force. Do not hammer coupling to prevent bearing damage.

3.3.4 End-play

Motors with anti-friction bearings are suitable for connection to the driven load through a flexible coupling. Coupling solidly to the load is not acceptable.
The recommended limits of end float for couplings are as follows：

3.3.5 Alignment

It is desirable, in normal operation, that the motor operate on its magnetic center, so that no axial force is exerted on the coupling.

The motor shaft and the driven shaft should be aligned within the following tolerances in both angular and parallel alignment：

Unit：mm

TIR	Range of rotating speed	Solid coupling	Flexible coupling
C	2500rpm and above	0.03	0.03
	Below 2500rpm	0.04	0.05
A	2500rpm and above	0.03	0.03
	Below 2500rpm	0.03	0.04

Angular misalignment is the amount by which the centerlines of driver and driven shaft are skewed. It can be measured using a dial indicator set up as shown in Fig.5. The couplings are rotated together through 360 degrees so that the indicator does not measure run out of the coupling hub face. The shafts should be forced against either the in or out extreme of their end float while being rotated.

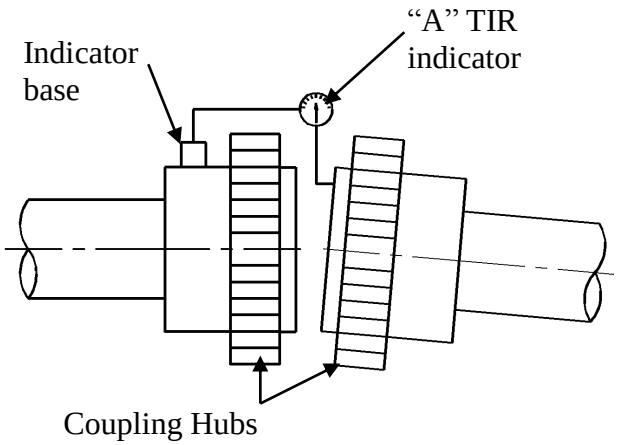

Fig. 5

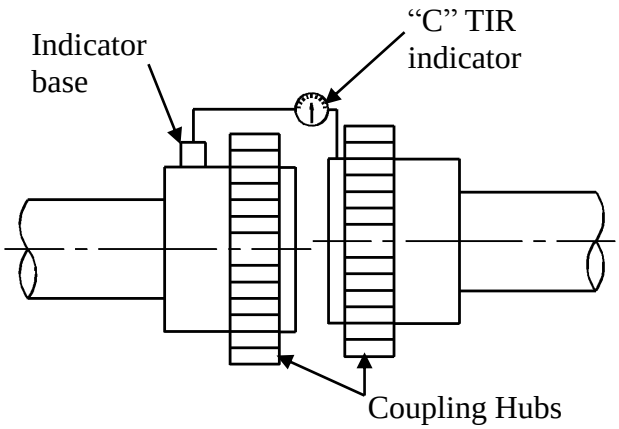

Fig. 6

Parallel misalignment is the amount by which the centerlines of the driver and driven shafts are out of parallel. It can be measured using a dial indicator set up as shown in Fig.6. Again, the couplings are rotated together through 360 degrees so that the indicator does not measure runout of the coupling hub outside diameter.

TIR = Total indicator reading (by dial indicator)

3.4 Installation for belt drive

In general, power transmission through direct flexible coupling is appropriate for large motors. Such motors are not suitable for belt, chain or gear connection unless specially designed for such service. However, for small and medium motors of which outputs within the ranges shown on table below, it is acceptable to use belt transmission as indicated. Beyond these ranges, do not apply belt sheaves unless specially designed.

3.4.1 Diameter of sheaves

The diameter ratio between conveyance sheaves should not be greater than 5 to 1 for flat belts, and 8 to 1 for V-belt. It is also advisable to limit the belt velocity to under 35 m/sec to limit belt abrasion and vibration. The smaller the outer diameter of the V-belt sheave, the greater the shaft bending stress will be. If the bending stress is in excess of the shaft fatigue stress, the shaft may break. Therefore, please inform us when you have decided the size of the sheaves and the length of the belts upon ordering.

ATTENTION！

Place the sheave and belt as close as possible to the motor body (it is advisable to make x as shown in Fig.7 equal to 0) to reduce the bending moment and improve shaft life.

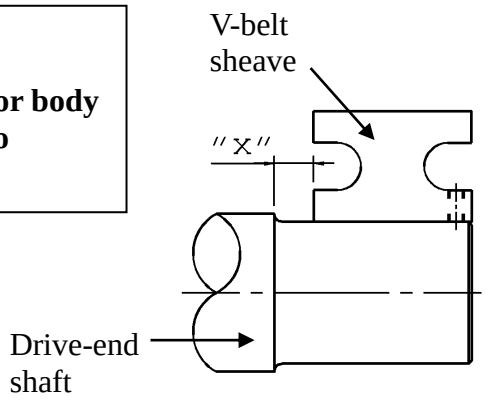

Fig. 7

3.4.2 Table of belt-sheave application for general electric motors

Output (kW)			V-Belt Sheave							
			Conventional V-Belt				Narrow V-Belt			
4P	6P	8P	V-Belt Type	Number of Belts	Min. PCD (mm)	Max. Width (mm)	V-Belt Type	Number of Belts	Min. PCD (mm)	Max. Width (mm)
11	--	--	B	4	160	82	3V	4	125	48
--	11	--	B	5	170	101	3V	5	140	59
--	--	11	B	5	190	101	3V	6	160	69
15	--	--	B	5	170	101	3V	6	125	69
--	15	--	B	5	224	101	3V	6	160	69
--	--	15	C	4	224	111	5V	3	180	60
18.5	--	--	B	5	200	101	3V	6	140	69
--	18.5	--	C	4	224	111	5V	3	180	60
--	--	18.5	C	5	224	136	5V	4	180	78
22	--	--	B	5	224	101	3V	6	160	69
--	22	--	C	5	224	136	5V	4	180	78
--	--	22	C	5	250	136	5V	4	200	78
30	--	--	C	5	224	136	5V	4	180	78
--	30	--	C	5	265	136	5V	4	224	78
--	--	30	C	6	265	162	5V	5	224	95
37	--	--	C	6	224	162	5V	4	200	78
--	37	--	C	6	265	162	5V	4	224	78
--	--	37	C	7	280	187	5V	5	250	95
45	--	--	C	6	265	162	5V	4	224	78
--	45	--	C	7	280	187	5V	5	224	95
--	--	45	C	7	315	187	5V	6	250	113
55	--	--	C	7	265	187	5V	5	224	95
--	55	--	C	8	300	213	5V	6	250	113
--	--	55	D	5	355	196	5V	6	280	113
75	--	--	C	8	315	213	5V	6	250	113
--	75	--	D	6	355	233	5V	6	315	113
--	--	75	D	6	400	233	5V	6	355	113
--	90	--	D	6	400	233	5V	6	355	113
--	--	90	D	6	425	233	8V	4	355	124
--	110	--	D	7	400	270	8V	4	355	124
--	132	110	D	7	450	270	8V	4	400	124
--	160	132	D	9	450	344	8V	4	450	124

3.5 Conveyance with chain or gear

3.5.1 Loading capacity

Make sure the loading capacity of shaft and bearings is appropriate for the size and installation position (overhung) of chain and gear. If necessary, please contact us to ensure the shaft and bearings will meet your requirements.

3.5.2

Pay close attention to ensure the parallelism of shafts.

3.5.3

The teeth of couplings should be correctly and precisely matched; the force conveyance centers should lie on the same line.

3.5.4

There should be no skip, jumping, vibration or unusual noises.

ATTENTION！

Do not hammer the conveyance devices such as couplings, belt sheaves, chain wheels, gears etc. onto the shaft. Those shaft fitments should be fitted and removed only by means of suitable devices. Heat shrinking may be a better alternative to avoid damaging bearings and other components.

The exposed rotating parts should be covered to prevent accidents.

3.6 Electrical connections

All interconnecting wiring for controls and grounding should be in strict accordance with local requirements such as the AS/NZS3000 wiring regulations.

Wiring of motor and control, overload protection and grounding should follow the instructions of connection diagrams attached.

3.6.1 Power

The rated conditions of operation for the motor are as shown on the nameplate. Within the limits, given below, of voltage and frequency variation from the nameplate values, the motor will continue to operate but with performance characteristics that may differ from those at the rated conditions：

+/- 10% of rated voltage

+/- 5% of rated frequency

+/- 10% combined voltage and frequency variation so long as frequency variation is no more than +/- 5% of rated

Operating the motor at voltages and frequencies outside of the above limits can result in both unsatisfactory motor performance and damage to or failure of the motor.

3.6.2 Main lead box

The main lead box furnished with the motor has been sized to provide adequate space for the make-up of the connections between the motor lead cables and the incoming power cables.

The bolted joints between the motor lead and the power cables must be made and insulated in a workman-like manner following the best trade practices.

3.6.3 Grounding

All motors are all provided with grounding pads or bolts.

The motor must be grounded by a proper connection to the electrical system ground.

3.6.4 Rotation direction

The rotation direction of the motor will be as shown by either a nameplate on the motor or the outline drawing. The required phase rotation of the incoming power for this motor rotation may also be stated. If either is unknown, the correct sequence can be determined in the following manner：While the motor is uncoupled from the load, start the motor and observe the direction of rotation. Allow the motor to achieve full speed before disconnecting it from the power source. Refer to the operation section of these instructions for information concerning initial start-up. If resulting rotation is incorrect, it can be reversed by interchanging any two (2) incoming cables.

3.6.5 Auxiliary devices

Auxiliary devices such as resistance temperature detectors, thermistors, etc., will generally terminate on terminal blocks located in the main or an auxiliary terminal box on the motor. Other devices may terminate in their own enclosures elsewhere on the motor. Such information can be obtained by referring to the outline drawing. Information regarding terminal designation and the connection of auxiliary devices can be obtained from auxiliary drawings or attached nameplates.

If the motor is provided with internal space heaters, the incoming voltage supplied to them must be exactly as shown by either a nameplate on the motor or the outline drawing for proper heater operation.

Caution must be exercised anytime contact is made with the incoming space heater circuit as space heater voltage is often automatically applied when the motor is shutdown.

4. OPERATION

4.1 Examination before start

4.1.1 Wiring check

When motors are installed in good manner, ensure the wiring is according to the diagram. Also, the following points should be noted：

(a) Make sure all wiring is correct.

(b) Ensure the sizes of cable wires are appropriate and all connections are well made for the currents they will carry.

(c) Ensure all connections are properly insulated for the voltage and temperature they will experience.

(d) Ensure the capacity of fuse, switches, magnetic switches and thermo relays etc. are appropriate and the contactors are in good condition.

(e) Make sure that frame and terminal box are grounded.

(f) Make sure that the starting method is correct.

(g) Make sure switches and starters are set at their right positions.

(h) Motor heaters must be switched off when the motor is running.

4.1.2 Measurement of insulation resistance

During and immediately after measuring, the terminals must not be touched as they may carry residual dangerous voltages. Furthermore, if power cables are connected, make sure that the power supplies are clearly disconnected and there are no moving parts.

(a) For rated voltage below 1000V, measured with a 500VDC megger.

(b) In accordance with IEEE 43-2000, there are three recommendation minimum insulation resistance values. These values corrected to 40℃ are：

5 Megohms for machines with random wound stator coils and for form wound coils rated below 1kV.

ATTENTION！

After measurement the winding must be grounded for discharging the winding.

(c) On a new winding, where the contaminant causing low insulation resistance is generally moisture, drying the winding through the proper application of heat will normally increase the insulation resistance to an acceptable level. The following are several accepted methods for applying heat to a winding：

(1) If the motor is equipped with space heaters, they can be energized to heat the winding.

(2) Direct current (as from a welder) can be passed through the winding. The total current should not exceed approximately 20% of rated full load current. If the motor has only three leads, two must be connected together to form one circuit through the winding. In this case, one phase will carry the full applied current and each of the others, one-half each. If the motor has six leads (3 mains and 3 neutrals), the three phase should be connected into one series circuit.

Ensure there is adequate guarding so live parts cannot be touched.

(3) Heated air can be either blown directly into the motor or into a temporary enclosure surrounding the motor. The source of heated air should preferably be electrical as opposed to fueled (such as kerosene) where a malfunction of the fuel burner could result in carbon entering the motor.

ATTENTION！

Caution must be exercised, when heating the motor with any source of heat other than self contained space heaters, to raise the winding temperature at a gradual rate to allow any entrapped moisture to vaporize and escape without rupturing the insulation. The entire heating cycle should extend over 15-20 hours.

Insulation resistance measurements can be made while the winding is being heated. However, they must be corrected to 40℃ for evaluation since the actual insulation resistance will decrease with increasing temperature. As an approximation for a new winding, the insulation resistance will approximately halve for each 10℃ increase in insulation temperature above the dew point temperature.

(d) Should the resistance fail to attain the specified value even after drying, careful examination should be undertaken to eliminate all other possible causes, if any.

4.1.3 Power source

(a) Ensure the capacity of the power source is sufficient.

(b) Ensure the supply voltage and frequency ratings are identical to those on the nameplate.

(c) Voltage variation should be confined to within ±10% of the rated value and the phase to phase voltages should be balanced.

4.1.4 Bearing lubrication

Grease lubricant type

(1) The bearings have been greased at factory before delivery. However, regreasing is required if a significant period has elapsed between manufacture and use or in storage. Fill new grease until it overflows and the old grease is entirely replaced.

(2) Unless otherwise specified on the motor plate, SHELL Gadus S2 V100 is the standard grease applied to TECO motors.

(3) If roller bearing is used, add a small quantity of grease when abnormal sound occurred from the bearings (cage squill). If this sound, disappears temporarily after regreasing, it is normal condition can operate as it is, as long as the temperature rise of the bearing is normal.

4.1.5 Remove all locks

ATTENTION！

Make sure all locks which fasten the movable parts of the motors during transportation are dismantled and the shaft can rotate freely.

4.1.6 Clean before starting

ATTENTION！

Ensure there are no foreign matters or tools inside the motors before starting motors.

4.1.7 Transmission system check

Make sure the transmission system, including belts, screws, bolts, nuts and set pins are in good condition.

The keys fitted to the shaft extensions are held by plastic tape only to prevent them falling out during transportation or handling. The shaft key shall be removed to avoid flying out, when the motor is operated prior to the couplings etc. being fitted to the shaft extension.

4.1.8 Test run

Make sure the items above are examined. Test the motor running with or without load. Record and check according to "Maintenance" at 15 minutes intervals during the first three hours of operation. Then regular examinations should take place at longer intervals. If all goes well the motor can be classified as "in good order".

4.2 Starting operation

4.2.1 Starting load

Initially run the motor unloaded prior to coupling to other machines. Unless otherwise specified, a motor usually starts with light load which is then gradually increased proportional to the square of speed and at last reach 100% load at full load speed.

4.2.2 Starting

Too frequent starts can harm the motors. The following restrictions should be observed：

(a) Motor can be restarted should the initial start fail. Two starts are generally permissible when the motor is cold.

(b) Motor can be started only once when it is at normal running temperature.

(c) Should additional starts be necessary beyond the conditions stated above, the following restrictions should be noted：

(1) Let the motor cool down for 60 minutes before restarting, fully loaded.
(2) Let the motor cool down for 30 minutes before restarting, unloaded.
(3) Two inching starts can be regarded as one normal start.

ATTENTION！

If the motor rotor fails to start turning within one or two seconds, shut off the power supply immediately.
Investigate thoroughly and take corrective action before attempting a restart.

(d) Possible reasons for not starting are：

(1) Too low a voltage at the motor terminals.

(2) The load is too much for the rotor to accelerate.

(3) The load is frozen up mechanically.

(4) All electrical connections have not been made.

(5) Single phase power has been applied.

(6) Any combination of the above.

4.2.3 Rotating direction

(a) Most TECO motors are bi-directional. However, when some special types, such as high speed 2P, certain large capacity motors should rotate in one direction, please ensure the rotation is in conformity with the directional arrow-mark shown on the attached nameplate.

(b) To reverse a bi-directional motor, cut the power and wait until the motor stops. Then interchange any two of the three phases.

4.2.4 Power source, Voltage, Current

(a) Ensure the voltage and frequency of the power source are identical to the ratings shown on the nameplate.

(b) Voltage variation should be confined to within ±10% of the rating and the three phase voltages should be in full balanced.

(c) Ensure the motor phase currents, when without load, are within ±5% of the average values.

4.2.5 Frequency

Frequency variation should be confined to within ±5% of the rating. The aggregate variation of voltage and frequency should be confined to within ±10% of the absolute value of the ratings.

4.2.6 Starting time and unusual noises

ATTENTION！

Starting time is longer for the motors with large inertia. However, if starting time is longer than usual or if there is difficulty in starting, or there is abnormal noise, do not run the motor and refer to TECO.

4.2.8 Bearing temperature rise

Following the initial start-up, the bearing temperatures should be closely monitored. The rate of rise in bearing temperature is more indicative of impending trouble than is the actual temperature.

ATTENTION！

If the rate of rise in temperature is excessive or if the motor exhibits excessive vibration or noise, it should be shut down immediately and a thorough investigation made as to the cause before it is operated again.

If the bearing temperature rise and motor operation appear to be normal, operation should continue until the bearing temperatures stabilize.

Recommended limits on Anti-Friction Bearing temperature are as follows：

	Alarm temperature.	Trip temperature
• By permanently installed detector	95℃(203℉)	100℃(212℉)

4.2.9 Noise and Vibration

ATTENTION！

Any abnormal noise or vibration should be immediately investigated and corrected. Increased vibration can be indicative of a change in balance due to mechanical failure of a rotor part, a stator winding problem or a change in motor alignment.

4.2.10 Recommendation of winding operating temperature settings

The limit temperatures can be set 10K higher than the operating temperature at maximum load and ambient temperature. When B rise (80℃) of winding temperature is specified at standard ambient temperature (40℃), the recommendation operating temperature settings as follows：

	Alarm	Trip
Service Factor 1.0	130℃ (266°C)	150℃ (302°C)
Service Factor 1.15 (when specified)	155℃ (311°C)	165℃ (329°C)

5. MAINTENANCE

5.1 Major points in regular inspection and maintenance

For safety, maintenance and repairs must only be carried out by properly trained personnel.

Some testing, such as insulation resistance, usually requires the motor to be stopped and isolated from power supplie(s).

Routine inspection and maintenance are usually performed by looking, listening, smelling and simple meters.

High temperature may arise under operating conditions on the motor surfaces, so that touching should be prevented or avoided.
Keep away from moving and live parts.
Unless deemed necessary, do not remove guards whilst assessing the motor.

Timely replacement of worn parts can assure longevity and prevent breakdown.

Routine inspection and regular inspection and maintenance are important in preventing breakdown and lengthening service life.

Owing to the varied time and circumstances, motors are used, it is difficult to set the items and periods for regular inspection and maintenance. However, as a guide it is recommended to be performed periodically according to factory maintenance program. Generally, the inspection scope determined by the following factors：

(a) Ambient temperature.
(b) Starting and stopping frequency.
(c) Troublesome parts usually affecting motor functions.
(d) Easily abraded parts.
(e) The important position of motor in the operational system of a factory should be duly recognized. Therefore, its health and wellbeing should be fully protected, especially when it is operating in severe conditions.

5.2 Motor windings

(a) Measurement of insulation resistance and standards to determine quality of insulation resistance, please refer to measures stated in 4.1.2 "Measurement of insulation resistance".

(b) Inspection of coil-ends：

(1) Grease and dust accumulated on coils may cause insulation deterioration and poor cooling effect.

(2) Moisture must not accumulate. Keep coils warm when motor is not in use if moisture can be seen.

(3) Discoloring. This is mainly caused by overheat.

(c) Ensure no untoward change of wedges from original position.

(d) Ensure the binding at the coil end is in its normal position.

5.3 Clean the exterior of the motor

(a) Totally enclosed air-to-air cooled and totally enclosed fan cooled motors require special cleaning considerations. The external fan must be cleaned thoroughly since any dirt build-up not removed can lead to unbalance and vibration.

5.4 Maintenance of anti-friction bearing

5.4.1 Frequency of relubrication

The life of grease varies greatly as a result of types of model, revolution speed, temperature, operational conditions etc. It is, therefore, impossible to be precise about replenishment intervals. However, for normal direct coupling transmission, the periods shown as Table 1 may be used as a guide.

Remarks：

(a) The periods shown in Table 1 should be halved where bearings are used for belt drive and/or in dirty, or high ambient temperature or high humidity environments.

(b) Please refer to the lubrication nameplate, if attached to the motor.

(c) For bearing numbers outside the range of Table 1, please contact TECO.

(d) If the periods referred to Table 1 for drive-end bearing and opposite drive-end bearing are different, for the convenience of maintenance operation, please take the shorter one the required grease replenishment period of these bearings.

TABLE 1

Bearing number		600 RPM	720 RPM	750 RPM	900 RPM	1000 RPM	1200 RPM	1500 RPM	1800 RPM	3000 RPM	3600 RPM
62XX	6210										
63XX	12									2000Hrs	
72XX	13										
73XX	14									1000Hrs	
	15										
	16									720 Hrs	
	17							2000Hrs			
	18			3000Hrs							
	20										
	22										
	24							1500Hrs			
	26										
	28					2000Hrs		1000Hrs			
	30										
	32							500 Hrs			
	34					1500Hrs					
	36										
	38			2000Hrs		1000Hrs					

Bearing number		600 RPM	720 RPM	750 RPM	900 RPM	1000 RPM	1200 RPM	1500 RPM	1800 RPM
NU2XX	NU214								
NU3XX	15							2000Hrs	
	16								
	17								
	18			3000Hrs				1500Hrs	
	20								
	22							1000Hrs	
	24								
	26					2000Hrs			
	28							500 Hrs	
	30								
	32								
	34			2000Hrs		1000Hrs			
	36								
	38	2000Hrs							
	40								
	44			1000Hrs					
	48	1000Hrs							

5.4.2 Kinds of grease

SHELL Gadus S2 V100 grease is standard for TECO motors except some special models for which special grease will be shown on the lubrication nameplate. Please use identical grease or its equivalents when maintaining.

ATTENTION！

Do not mix different kinds of grease.
Mixing grease with different type of thickeners may destroy its composition and physical properties. Even if the thickeners are of the same type, possible differences in the additive may cause detrimental effects.

5.4.3 Grease quantity

The amount of grease per replenishment depends on the type, size and construction of the bearings. The maximum amount of one replenishment for each bearing is shown in Table 2.

TABLE 2

Bearing No.		Amount of replenishment
62XX 72XX NU2XX 222XX	6210	30g
	6212	40
	6213	50
	6214	50
	6215	60
	6216	60
	6217	80
	6218	80
	6220	100
	6222	120
	6224	120
	6226	140
	6228	160
	6230	180
	6232	200
	6234	250
	6236	300
	6238	350
	6240	400
	6244	450
	6248	500

Bearing No.		Amount of replenishment
63XX 73XX NU3XX 223XX	6310	40g
	6312	60
	6313	80
	6314	80
	6315	100
	6316	100
	6317	120
	6318	120
	6320	160
	6322	220
	6324	270
	6326	300
	6328	400
	6330	450
	6332	500
	6334	600
	6336	700
	6338	800
	6340	900
	6344	900
	6348	900

* Fill new grease until it overflows and the old grease is entirely replaced.

5.4.4 Re-greasing

If relubrication is to be performed when the motor is running, stay clear of rotating parts.

It is advisable to re-grease when the motor is running to allow the new grease to be evenly distributed inside the bearing.

Before re-greasing, the inlet fitting should be thoroughly cleaned to prevent any accumulated dirt from being carried into the bearing with the new grease. The outlet of grease drainage should be opened to allow the proper venting of old grease.

Use a grease gun to pump grease through grease nipple into bearings. After re-greasing, operate the motor for 10-30 minutes to allow any excess grease to vent out.

6. FAULT FINDING AND RECOGNITION

Kinds of Breakdown	Symptoms	Possible causes	Remedies
Fail to start without load	Motionless and soundless	Power-off	Consult power company
		Switch-off	Switch-on
		No fuse	Install fuse
		Broken wiring	Check wiring and repair
		Broken lead	Check wiring and repair
		Broken windings	Check windings and repair
	Fuse blowing. (Automatic switch trips off, slow start with electromagnetic noise)	Short circuit of circuit switches	Check circuit switches and replace
		Incorrect wiring	Check wiring according to nameplate
		Poor contact at terminals	Lock tightly
		Windings grounded	Factory repair
		Broken windings	Factory repair
		Poor contact of circuit switches	Check and repair
		Broken wiring	Check and repair
		Poor contact of starting switches	Check and repair
		Short circuit of starting switches	Check and repair
		Incorrect connections of starting switches	Connect according to nameplate
Loading after start	Fuse blowing. Fail to restart due to trip-off of automatic switch	Insufficient capacity of fuse	Replace fuse if wiring permits
		Overload	Lighten load
		High load at low voltage	Check circuit capacity and reduce load
	Overheating motor	Overload or intermittent overload	Lighten load
		Under-voltage	Check circuit capacity and power source
		Over-voltage	Check power source
		Ventilation duct clogged	Remove the foreign matter in the duct
		Ambient temperature exceeds 40°C	Correct insulation class to B or F, or lower ambient temperature.
		Friction between rotor and stator	Factory repair
		Fuse blown (Single-phase rotating)	Install the specified fuse
		Poor contact of circuit switches	Check and repair
		Poor contact of circuit starting switches	Check and repair
		Unbalanced three-phase voltage	Check circuit or consult power company

Kinds of Breakdown	Symptoms	Possible causes	Remedies
Loading after start	Speed falls sharply	Voltage drop	Check circuit and power source
		Sudden overload	Check machine
		Single-phase rotating	Check circuit and repair
	Switch overheat	Insufficient capacity of switch	Replace switch
		High load	Lighten load
	Bearing overheating	High belt tension	Adjust belt tension
		Slack belt tension	Adjust belt tension
		Misalignment between motor and machine shafts	Re-align
		Over speed of bearing outer-ring	Adjust bracket
		High bearing noise	Replace the damaged bearing
Noise	Electromagnetic noise induced by electricity	Occurrence from its first operation	May be normal
		Sudden sharp noise and smoking	Short circuit of windings Should be repaired at factory
	Bearing noise	Noise of low shishi or Thru-Thru	May be normal
		Kala-Kala as result of poor lubrication	Grease
		Kulo-Kulo as a result of deteriorated grease	Clean bearing and grease
		Sa-Sa or larger noise	Replace the damaged bearing
	Mechanical noise caused by machinery	Loose belt sheave	Adjust key and lock the screw
		Loose coupling or skip	Adjust the position of couplings, lock key and screw
		Loose screw on fan cover	Lock fan cover screw tightly
		Fan rubbing	Adjust fan position
		Rubbing as a result of ingression of foreign matters	Clean motor interior and ventilation ducts
		Wind noise	Noise induced by air flowing through ventilation ducts
		Induced by conveyance machine	Repair machine
Vibration	Electromagnetic vibration	Short circuit of windings	Factory repair
		Open circuit of rotor	Factory repair
	Mechanical vibration	Unbalanced rotor	Factory repair
		Unbalanced fan	Factory repair
		Broken fan blade	Replace fan
		Unsymmetrical centers between belt sheaves	Align central points
		Central points of couplings do not lie on the same level	Adjust the central points of couplings to the same level
		Improper mounting installation	Lock the mounting screws
		Motor mounting bed is not strong enough	Reinforce mounting bed
		Mounting bed vibration caused by near machines	Eliminate the vibration source near motor

Remarks:

(1) Circuit switches: These include knife switches, electromagnetic switches, fuse and other connection switch etc.

(2) Starting switches: These include Delta-Star starters, compensate starters, reactance starters, resistor starters, starting controllers etc.

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TAC-AEHB/MB 17-11-2010 REV.00