

UNITS: INCHES

ROTATION FROM NDE

|                                     |     |                          |    |
|-------------------------------------|-----|--------------------------|----|
| <input checked="" type="checkbox"/> | CCW | <input type="checkbox"/> | CW |
|-------------------------------------|-----|--------------------------|----|

NOTES:

1. MAIN CONDUIT BOX MAY BE ROTATED IN 90° INCREMENTS
2. STANDARD PRODUCT USES BI-DIRECTIONAL FAN. OPPOSITE ROTATION AVAILABLE ONLY BY CONNECTION CHANGE.
3. KEY DIMENSIONS EQUAL 0.500"x 0.500"x 3.25" (MOTOR SUPPLIED WITH KEY)

TOSHIBA RESERVES THE RIGHT TO MAKE CHANGES OF TECHNICAL IMPROVEMENT AND THE DATA MAY CHANGE WITHOUT NOTICE

PRELIMINARY

DO NOT USE FOR CONSTRUCTION, INSTALLATION, OR APPLICATION PURPOSES UNLESS THE DRAWING IS MARKED AS CERTIFIED

CERTIFIED

**TYPICAL MOTOR PERFORMANCE DATA**

Model: 0254XDSC41A-P

|           |      |            |        |       |                |             |          |              |
|-----------|------|------------|--------|-------|----------------|-------------|----------|--------------|
| HP        | kW   | Pole       | FL RPM | Frame | Voltage        | Hz          | Phase    | FL Amps      |
| 25        | 18.5 | 4          | 1770   | 284T  | 575            | 60          | 3        | 24           |
| Enclosure | IP   | Ins. Class | S.F.   | Duty  | NEMA Nom. Eff. | NEMA Design | kVA Code | Ambient (°C) |
| TEFC      | 56   | F          | 1.15   | CONT  | 93.6           | B           |          | 40 C         |

|              |       |      |         |                |                  |
|--------------|-------|------|---------|----------------|------------------|
| Load         | HP    | kW   | Amperes | Efficiency (%) | Power Factor (%) |
| Full Load    | 25.00 | 18.6 | 24      | 93.6           | 83.5             |
| ¾ Load       | 18.75 | 14.0 | 18.3    | 93.2           | 80.6             |
| ½ Load       | 12.50 | 9.3  | 13.7    | 91.5           | 73.1             |
| ¼ Load       | 6.25  | 4.7  | 10.1    | 84.2           | 54.7             |
| No Load      |       |      | 8.7     |                |                  |
| Locked Rotor |       |      | 146     |                | 31.9             |

|                   |                      |                 |                    |                               |
|-------------------|----------------------|-----------------|--------------------|-------------------------------|
| Torque            |                      |                 |                    | Rotor wk <sup>2</sup>         |
| Full Load (lb-ft) | Locked Rotor (% FLT) | Pull Up (% FLT) | Break Down (% FLT) | Inertia (lb-ft <sup>2</sup> ) |
| 74.2              | 185                  | 170             | 295                | 5.23                          |

|                    |     |                           |           |        |                            |
|--------------------|-----|---------------------------|-----------|--------|----------------------------|
| Safe Stall Time(s) |     | Sound Pressure dB(A) @ 1M | Bearings* |        | Approx. Motor Weight (lbs) |
| Cold               | Hot |                           | DE        | NDE    |                            |
| 35                 | 15  | 85                        | 6310C3    | 6310C3 | 459                        |

\*Bearings are the only recommended spare part(s).

**Motor Options:**  
Product Family:EQP Global 841  
Mounting:Footed,Shaft:T Shaft

|             |  |
|-------------|--|
| Customer    |  |
| Customer PO |  |
| Sales Order |  |
| Project #   |  |

Tag:

All characteristics are average expected values.

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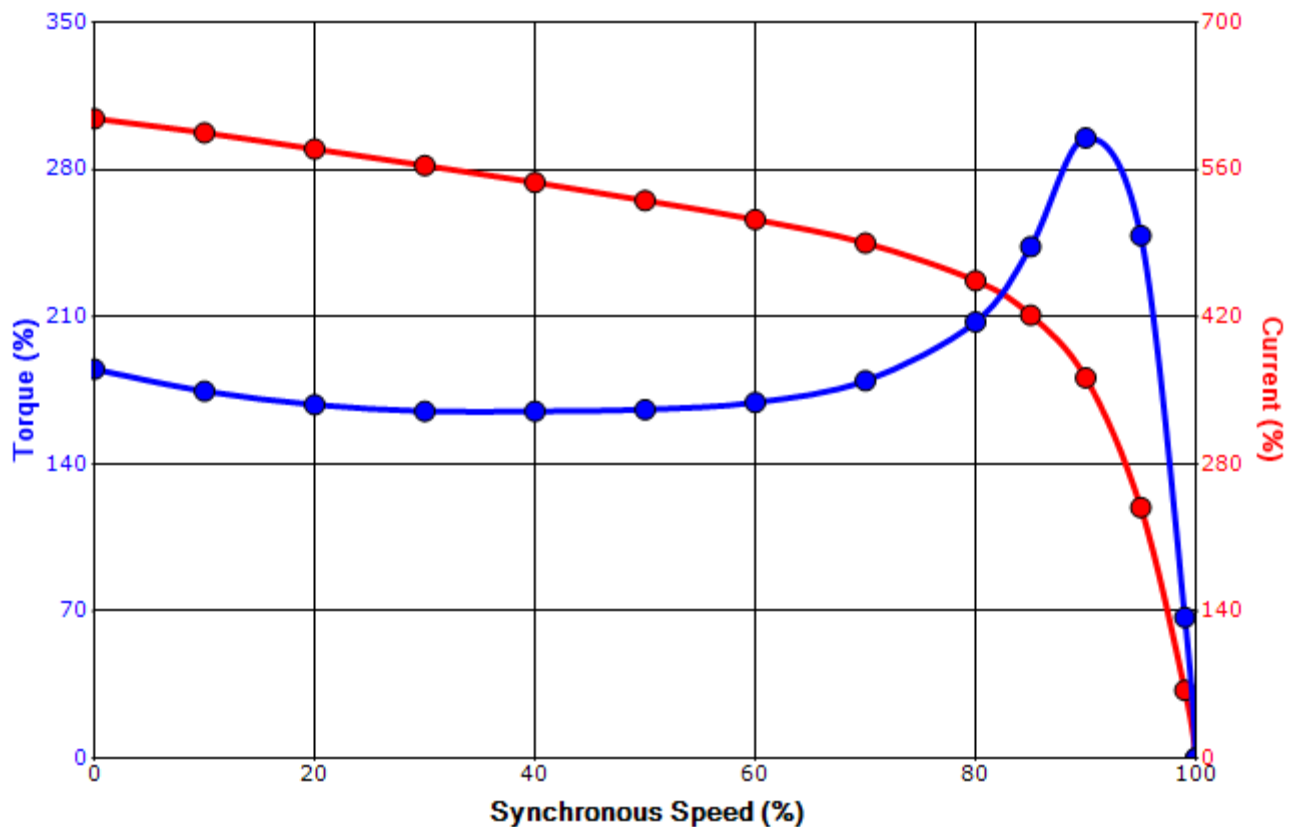
|             |           |                  |             |             |               |
|-------------|-----------|------------------|-------------|-------------|---------------|
| Engineering | jhock     | Doc. Written By  | D. Suarez   | Doc.# / Rev | MPCF-1119 / 0 |
| Engr. Date  | 3/13/2014 | Doc. Approved By | M. Campbell | Doc. Issued | 6/8/2011      |

**SPEED TORQUE/CURRENT CURVE**

Model: 0254XDSC41A-P

|                   |   |                   |                  |             |                |             |          |              |
|-------------------|---|-------------------|------------------|-------------|----------------|-------------|----------|--------------|
| HP                | kW  | Pole              | FL RPM           | Frame       | Voltage        | Hz          | Phase    | FL Amps      |
| 25                | 18.5  | 4                 | 1770             | 284T        | 575            | 60          | 3        | 24           |
| Enclosure         | IP  | Ins. Class        | S.F.             | Duty        | NEMA Nom. Eff. | NEMA Design | kVA Code | Ambient (°C) |
| TEFC              | 56  | F                 | 1.15             | CONT        | 93.6           | B           |          | 40 C         |
| Locked Rotor Amps | Rotor wk <sup>2</sup> Inertia (lb-ft <sup>2</sup> ) | Torque            |                  |             |                |             |          |              |
|                   |   | Full Load (lb-ft) | Locked Rotor (%) | Pull Up (%) | Break Down (%) |             |          |              |
| 146               | 5.23  | 74.2              | 185              | 170         | 295            |             |          |              |

**Design Values**



|             |  |  |     |
|-------------|--|--|-----|
| Customer    |  | wk <sup>2</sup> Load Inertia (lb-ft <sup>2</sup> ) | -   |
| Customer PO |  | Load Type  | -   |
| Sales Order |  | Voltage (%)  | 100 |
| Project #   |  | Accel. Time  | -   |

Tag:

All characteristics are average expected values.

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|             |           |                  |             |             |               |
|-------------|-----------|------------------|-------------|-------------|---------------|
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### Motor Connection Diagram 3 Leads - Delta Connection



Switch L1 and L2 to reverse rotation

Each lead may consist of more than one cable.  
If multiple cables represent a single lead, each one  
of them will be labeled with the appropriate lead number.