

UNITS: INCHES		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 0.312"x 0.312"x 2.38" (MOTOR SUPPLIED WITH KEY)
ROTATION FROM NDE		
<div><div><div></div></div><div><div></div></div></div> <div><div></div><div></div></div>	<div><div><div></div></div><div><div></div></div></div> <div><div></div><div></div></div>	

TOSHIBA RESERVES THE RIGHT TO MAKE CHANGES OF TECHNICAL IMPROVEMENT AND THE DATA MAY CHANGE WITHOUT NOTICE	<input type="checkbox"/> PRELIMINARY
DO NOT USE FOR CONSTRUCTION, INSTALLATION, OR APPLICATION PURPOSES UNLESS THE DRAWING IS MARKED AS CERTIFIED	<input checked="" type="checkbox"/> CERTIFIED

<b>TOSHIBA</b> PETRO-CHEMICAL DUTY <a href="http://www.toshiba.com/tic">www.toshiba.com/tic</a> <b>EQP Global 841</b> <b>TOSHIBA INTERNATIONAL CORPORATION</b>	TOTALLY ENCLOSED FAN COOLED ROUND BODY C-FACED 3 PHASE INDUCTION MOTOR 213TC-215TC F1 ASSEMBLY	DRAWING #: MDSLV285-03
		REV. DATE: 06/28/18 REV. #: 2 PER.: M. O'DOWD
		REV. DESCRIP.:

## TYPICAL MOTOR PERFORMANCE DATA

Model: 0104XDSB44A-P

HP	kW	Pole	FL RPM	Frame	Voltage	Hz	Phase	FL Amps
10	7.5	4	1770	215TC	460	60	3	13.2
Enclosure	IP	Ins. Class	S.F.	Duty	NEMA Nom. Eff.	NEMA Design	kVA Code	Ambient (°C)
TEFC	56	F	1.15	CONT	91.7	B		40 C

Load	HP	kW	Amperes	Efficiency (%)	Power Factor (%)
Full Load	10.00	7.5	13.2	91.9	77.0
¾ Load	7.50	5.6	10.8	90.9	71.5
½ Load	5.00	3.7	8.6	88.4	61.4
¼ Load	2.50	1.9	5.8	82.0	48.9
No Load			6.8		5.0
Locked Rotor			87		43.7

Torque				Rotor wk² Inertia (lb-ft²)
Full Load (lb-ft)	Locked Rotor (% FLT)	Pull Up (% FLT)	Break Down (% FLT)	
29.7	305	225	350	1.33

Safe Stall Time(s)		Sound Pressure dB(A) @ 1M	Bearings*		Approx. Motor Weight (lbs)
Cold	Hot		DE	NDE	
32	15	-	6308C3	6308C3	203

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

**Motor Options:**  
Product Family:EQP Global 841  
Mounting:C-Face Round,Shaft:T Shaft

Customer	
Customer PO	
Sales Order	
Project #	

Tag:

All characteristics are average expected values.

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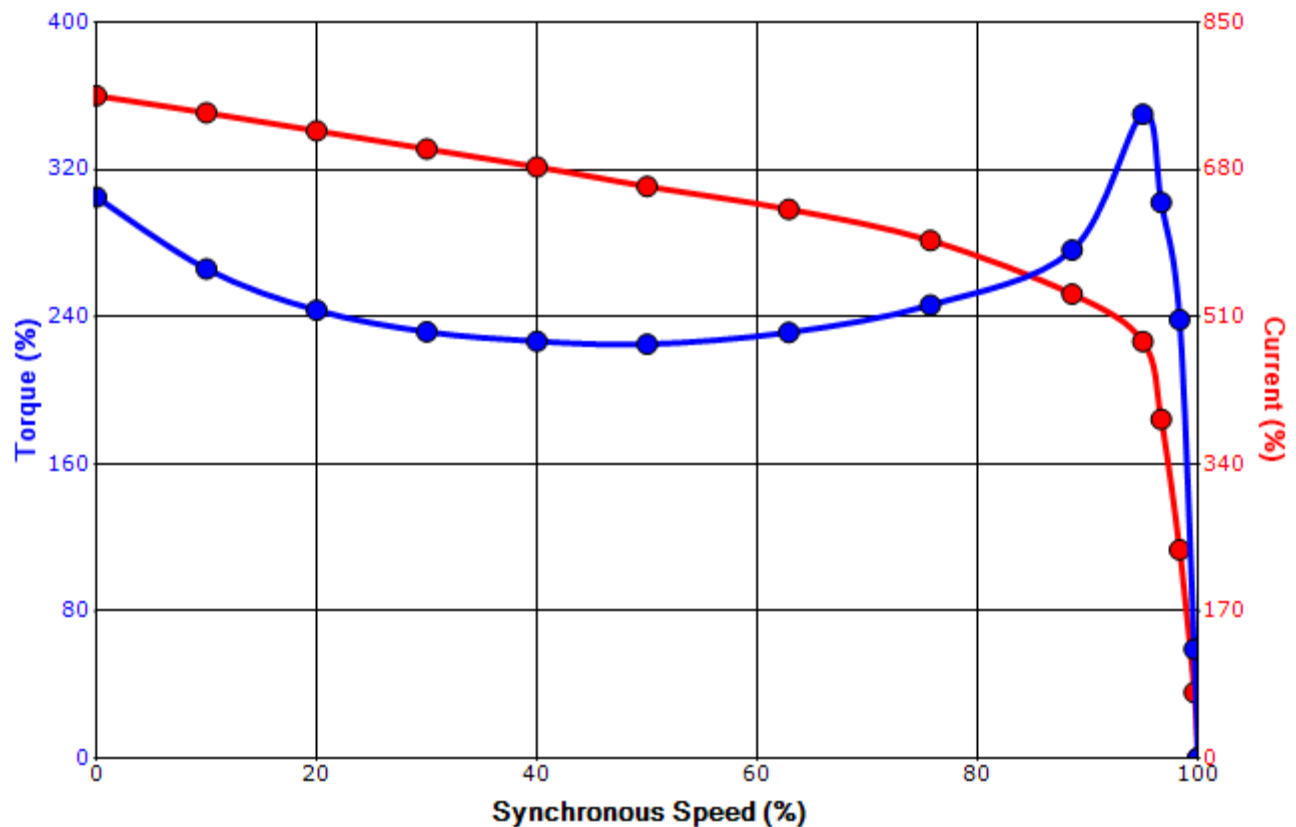
Engineering	bmmamen	Doc. Written By	D. Suarez	Doc.# / Rev	MPCF-1119 / 0
Engr. Date	5/5/2025	Doc. Approved By	M. Campbell	Doc. Issued	6/8/2011

## SPEED TORQUE/CURRENT CURVE

Model: 0104XDSB44A-P

HP	kW	Pole	FL RPM	Frame	Voltage	Hz	Phase	FL Amps
10	7.5	4	1770	215TC	460	60	3	13.2
Enclosure	IP	Ins. Class	S.F.	Duty	NEMA Nom. Eff.	NEMA Design	kVA Code	Ambient (°C)
TEFC	56	F	1.15	CONT	91.7	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 (%)		
87	1.33	29.7	305	225		350		

### 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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Engineering	bmammen	Doc. Written By	D. Suarez	Doc.# / Rev	MPCF-1121 / 0
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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.

## SPARE PARTS LIST\*

**Model:** 0104XDSB44A-P

HP	kW	Pole	FL RPM	Frame	Voltage	Hz	Phase	FL Amps
10	7.5	4	1770	215TC	460	60	3	13.2
Enclosure	IP	Ins. Class	S.F.	Duty	NEMA Nom. Eff.	NEMA Design	kVA Code	Ambient (°C)
TEFC	56	F	1.15	CONT	91.7	B		40 C

**Bearings DE** 6308C3 / 40BC03J3OX

**Bearings NDE** 6308C3 / 40BC03J3OX

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

Other than the grease used for regreasable bearings and the oil used for oil-lubricated bearings, Toshiba advises that there are no "use" parts. The only insurance spares that Toshiba suggests for these squirrel-cage induction motors are industry-standard and commercially available off-the-shelf bearings as noted above.

Motor components such as terminal boxes, fan covers and other machined parts are available on special request. In these cases, please advise our order entry department of the model and serial numbers found on the motor nameplate and a description of the needed components. With this information they will be able to furnish the current part number, price and availability.

Note: Our internal part numbers are subject to change without notice and are not published.

<b>Customer</b>		
<b>Customer PO</b>		
<b>Sales Order</b>		
<b>Project #</b>		

**Tag:**

All characteristics are average expected values.

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<b>Engineering</b>	bmammen	<b>Doc. Written By</b>	D. Suarez	<b>Doc.# / Rev</b>	MPCF-1125 / 0
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