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CHAPTER 45

MOTORS AND MOTOR CONTROLS

Fundamentals of Motor Selection; Alternating-Current Motors, Types and Control Equipment; Motor Rating; Functions of Motor Control Equipment; Glossary of Motor Terms, Enclosures, Speed Classification and Mounting

THE electric motor, available in many different types suitable for various services, is now the most widely used form of motive power. The equipment for starting, controlling, and protecting these motors varies with the type and with the functions it is desired to attain. Motors are divided into two general classifications, *alternating-current* or *direct-current*, depending on the power source to be used.

FUNDAMENTALS OF MOTOR SELECTION

The following characteristics of the *power supply* should be determined: (1) whether current is alternating or direct, (2) voltage, (3) alternating-current phase, (4) alternating-current frequency, (5) voltage regulation, (6) continuity of power.

1. *A-C vs. D-C Systems.* For most applications, a-c supply is satisfactory since suitable performance can usually be obtained with a-c motors and control. Where special characteristics, such as an extra wide speed range and severe accelerating or reversing duty are involved, conversion by means of motor generator sets, by rectifiers, or in special cases by converters, may be justified.

2. *Voltage.* Standard conditions of voltage and frequency are the values listed on the name plate of the motor. Reasonable horsepower design limits are given in Table 1. Power lines are often given voltage ratings known as *nominal system voltages* which are numerically slightly different from the standardized motor voltages.

3. *Phases.* Three-phase power supply is most desirable, but only single-phase is offered for most residential and rural districts.

4. *Frequency.* Sixty-cycle systems predominate in the United States. In foreign countries, 50-cycle systems are common and nominal system voltages are frequently different.

5. *Voltage Regulation.* The voltage regulation of the power supply should be known in order to select motors which will deliver sufficient torque even with the probable drop in voltage, to start and carry the load. All induction motor torques and synchronous-motor starting and pull-in torques vary as the square of the voltage.

6. *Continuity of Power.* Dips in voltage from switching or other line disturbances may necessitate time-delay undervoltage protection, and, in case of synchronous-motors, high torque designs and resynchronizing control. Sustained low voltage may necessitate higher torque motors.

The following characteristics of the *driven machine* should be determined: (1) mechanical arrangement including position of motor and shaft, portability desired, drive connection, and space limitations; (2) speed range desired; (3) horsepower requirement; (4) torque; (5) inertia; and (6) frequency of starting.

1. *Mechanical Arrangement.* Arrangement of the driven machine usually determines whether a *horizontal* or *vertical* motor is needed. Horizontal motors are more generally available and less expensive; most grease-lubricated ball-bearing motors will operate in either position. Fractional-horsepower waste-packed sleeve-bearing motors are satisfactory for short periods of vertical operation where no thrust is involved.

If shaft is *tilted* for momentary operation, special construction of bearing housings will be required for oil-ring-lubricated sleeve-bearing motors, to avoid loss of lubricant. In case of long periods of tilted operation, bearings suitable for end thrust may be necessary. Ball-bearing motors with grease lubrication are suitable for tilted operation.

Most motors are suitable for mounting with base above a horizontal shaft or to one side of the shaft, provided the end shields are rearranged. If, during operation, the angle of the motor (with regard to the horizontal shaft) changes more than 10 or 12 deg, a ball-bearing motor will usually be required. Sleeve-bearing motors are also applicable within the angle given if modified oil gages are provided.

On portable machines, motors of greater compactness and less weight than standard may be required, and special bearing construction may be needed, except for ball-bearing motors. Direct connection should always be considered where machine speed coincides with available motor speed.

Maintenance, efficiency, power factor, space, and initial cost, will determine the choice between *direct connection* and other methods, such as *belt*, *chain*, or *gear* drive. When direct connection is possible (where parts of the driven machine, such as shaft or bearings, are common with the motor structure) a *built-in* construction may be advantageous.

Belt Drive. Diameters and widths of pulleys or sheaves and center distances are factors in determining motor-bearing pressures and shaft deflection. Flat belts should not run at greater speeds than about 5000 fpm. Application of flat belting to vertical-shaft motors is difficult.

Chain Drive. The chain manufacturer should be consulted so that the best drive on a basis of quietness and economy of operation may be selected.

Gear Drive. Compactness and arrangement of drive often indicate *gear motors*, which are obtainable in a variety of mechanical constructions with speed ratios of 3 to 1 upwards, and are generally limited to about 75 hp maximum. Where the pinion of ordinary spur gearing is mounted on the motor shaft, two-bearing motors are limited in horsepower ratings. Maximum pitch-line speed with steel pinions is about 1400 fpm.

The selection of the motor part of a *gear motor* is the same as for a conventional motor.

Space limitations may affect the choice of motor and require (*a*) built-in construction; (*b*) a gear motor; (*c*) forced