











MOTOR CIRCUIT

120V, 50/60 HZ

* ROTATION AS VIEWED
FROM MOTOR END

MOTOR SPEED: SEE CHART

++ LINE TO LINE VOLTAGE

- + MOTOR DRIVEN UNITS USE TERMINAL CONNECTIONS FOR CCW INCREASING VOLTAGE, AS VIEWED FROM BASE END.
- TIF GANGED UNITS ARE USED IN A SYSTEM THAT ORDINARILY HAS A COMMON NEUTRAL OR GROUND BETWEEN SOURCE AND LOAD, THE NEUTRAL OR GROUND MUST BE CONNECTED TO THE COMMON TERMINALS OF THE VARIABLE TRANSFORMER ASSEMBLY. IF THE SYSTEM HAS NO NEUTRAL, THE LOAD MUST BE BALANCED OR THE TRANSFORMERS WILL BE DAMAGED.
- JUMPER PROVIDED IN THE STANDARD COMMON POSITION AND SHOULD BE MOVED OR REMOVED AS REQUIRED.

SPECIFICATIONS											
	INPUT		OUTPUT					SHAFT	TERMINAL CONNECTIONS		
WIRING	VOLTS	HERTZ	VOLTS	CONSTANT CURRENT LOAD		CONSTANT IMPEDANCE LOAD		ROTATION TO INCREASE	FOR INCREASING VOLTAGE AS VIEWED FROM BASE END +		
				MAX.	MAX.	MAX.	MAX.	VOLTAGE .	FROM BASE END +		
				AMPS	KVA	AMPS	KVA		INPUT	JUMPER ■	OUTPUT
THREE PHASE	240	60	0-240	12	4.96	15	6.24	CW	1-1-1	4-4-4	3-3-3
WYE 7T	240	00	0-240	12	4.90	15	0.24	ccw	4-4-4	1-1-1	3-3-3
UNLESS OTHERWISE SPECIFIED. TOLERANCE IS ± DECIMALS HOLES ANGLES DRAFT			UNITS	""E SPEC		CONTROL		DRAWI	NG (

SPEED MODEL (SECONDS) NUMBER 5M1210B-3 5 20.25 [514.2] 20.25 [514.2] 15 15M1210B-3 30 30M1210B-3 20.64 [524.2] 60 60M1210B-3 20.64 [524.2]

ECIFIED. TOLERANCE IS # NITTLE: SPEC. CONTROL DRAWING MALLS DRAFT IN [rm] LAUL DATE SPEC. CONTROL DRAWING MOTORIZED VARIABLE XFMR MODEL: M1210B—3 DRAWTON, OHIO U.S.A. SMITH 9/25/97 FIRST USED ON DAYTON, OHIO U.S.A. SMITH 9/25/97 FIRST USED ON DO NOT SCALE DWG. CONTROL DATE WEIGHT APPROX. CONTROL DATE WEIGHT APPROX. CONTROL DWG. DWG. NO. DWG. DWG. NO. D