50 HZ THREE PHASE
SINGLE MOTORS

	KW	3	4.4	6	7.7	9.5	12	16	20	24	29	33	40
230 V	NOMINAL CURRENT	14	17.4	25.1	30	38	46	59	73	88	111	123	145
	CURRENT (30 PCT TORQUE OVERLOAD)	17.4	22.6	32	39	50	61	78	93	116	139	163	191
	DIRECT STARTING CURRENT	43	69	81	94	132	152	211	265	338	421	450	537
400 V	NOMINAL CURRENT	8	10	14.5	17.5	21.8	26.5	34	42	51	64	71	84
	CURRENT (30 PCT TORQUE OVERLOAD)	10	13	18.5	22.5	29	35	45	54	67	80	94	110
	DIRECT STARTING CURRENT	25	40	47	54	76	88	122	153	195	243	260	310
415 V	NOMINAL CURRENT	7.7	9.6	14	16.9	21	25.5	33	40	49	62	68	81
	CURRENT (30 PCT TORQUE OVERLOAD)	9.6	12.5	17.8	21.7	28	34	43	52	65	77	91	106
	DIRECT STARTING CURRENT	24	39	45	52	73	85	118	147	188	234	251	299
	Weight kg	18	20	21	23	26	29	34	41	55	55	70	80

CURRENT WITH $\lambda-\Delta$ STARTING = 1,2 NOMINAL CURRENT

THE NOMINAL CURRENTE CORRISPONDS TO MOTOR PLATE DATA , THE +30 PCT TORQUE CURRENT CORRISPONDS TO REAL INPUT IN FULL LOAD AND LOW OIL TEMPERATURE.

50 HZ THREE PHASE
DOUBLE MOTORS

KW	15	19	21	24	28	32	36	40	44	48	52	56	61	66	73	80
MOTOR 1	7.7	9.5	10.5	12	16	16	20	20	24	24	29	29	33	33	40	40
MOTOR 2	7.7	9.5	10.5	12	12	16	16	20	20	24	24	29	29	33	33	40

The current and weight are the sum of Motore 1 and Motore 2 data.

Is possible to reduce the starting current with a sequential starting of the motors, in this case the starting current to become the sum of the Nominal current of the Motor 1 + the Starting current of the Motor 2.