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TOTALINE MOTORS Q & A



Q: *It appears the wires on the new Totaline Motors are thinner?*

A: Totaline motor wires are using a new technology called Cross Linked Polyethylene Wire with a 2/64" thick insulation. The old technology was PVC with 4/64" thick insulation. The advantages of Cross Linked material are:

- Higher Performance
- Higher Temperature Rating
- More Durable Material to cuts and abrasion
- Smaller Diameter allowing contractors to easily push the leads through the conduit tubing on outdoor condensers.

Q: *What is SAB when referring to the bearings?*

A: Totaline motors have self-aligning sleeve bearing design (SAB) which differs from the older, Babbitt style sleeve bearing.

- The self-aligning bearing improves shaft coverage of the lubricant due to lubricating through all bearing surfaces instead of one slot.

Q: *The shaft feels tight when spun by hand initially. What causes this?*

A: The shaft will frequently feel tight on initial spin due to the bearings settling during shipment. Upon initial power-up under load, the bearings will self-align in their seats and any noise will stop very quickly. SAB run quieter than ball bearings.

Q: *I notice some capacitor changes per model in the New Totaline Motors?*

A: The performance of the PSC motor is dependent on the stator, rotor and capacitor as a system. So, it is very common that one design over another will use a different capacitor. Our electrical designs based on several criteria including but not limited to:

- Nominal nameplate performance
- Full load efficiency
- Robustness to overload, as well as under-loaded operating conditions to prevent excessive capacitor volts which could result in capacitor failure.

Q: *What are the gold screws on the side of the motor shell?*

A: These are universal shell mounting holes which allow for easy mounting in other brands.

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This information based on Totaline
Motors as of 4/2017



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