

PAINT SPECIFICATION- Single-phase Motors

This document has been prepared as information for customers and describes the paint systems applied in the factory.

1. Corrosion prevention

For the purpose of motors corrosion prevention, standard -worldwide, special - worldwide, special maritime climate or Off-Shore special paint systems are offered. The paint systems are suitable for a variety of environmental impacts. Temperature resistance -40°C to 140°C.

The standard paint system - is suitable for the group of climates "World-wide" according to IFC Publication 60721-2-1 (edition 1992), (more specified in appendix 2).

The paint design complies to **class C2** acc. to EN 12944-2. It is recommended for motors operating indoors or outdoors under cover, protected against the direct effects of weather. Chemical impacts (e.g. salts, acids, alkali) are not allowed. Suitable up to 60% rel. humidity at 40°C.

The special paint system - is suitable for the group of climates "World-wide" according to IEC 60721-2-7 (edition 1992) (more specified in appendix 2), The paint design complies to **class C3** acc. to EN 12944-2. It is recommended for machines operating outdoors and exposed to the direct effects of sunlight and/or weather, industry climate with gentle SO₂ influence. Possible chemical impacts up to 7% acid and alkali concentration. Tropical proof up to 100% rel. humidity at 40°C.

The marine climate special paint system (order code M94, part of C19, Crane Motors) is suitable for the group of climates "World-wide" according to IEC Publication 6072 1-2-1 (edition 1992) (more specified in appendix 2). The paint design complies to **class C4** acc. to EN 12944-2. It is recommended for machines operating outdoors and exposed to the direct effects of sunlight and/or weather. Typical use: Industry climate with mild SO₂ influence, VIK requirements, sea climate but not offshore climate. Possible chemical impacts up to 5% acid and alkali concentration. Tropical weather resistant up to 75% rel. humidity at 50°C.

The special paint system -offshore (order code M91, S04 part of C26) is suitable for the corrosion **class C5** according to EN 12944-2. It is recommended for machines operating outdoors and exposed to the direct effects of sunlight and/or weather. Typical using: Industry climate with mild SO₂ influence and offshore sea climate. Possible chemical impacts above 5% acid and alkali concentration. Tropical weather resistant up to 75% rel. humidity at 60°C.

For motors intended to operate under climatic situations, which are not described above a different paint system can be agreed upon.

2. Paint systems

2.1 Surface pre-treatment

Steel parts are cleaned by hand and degreased where necessary. Small parts are only degreased (not shot blasted). Aluminium parts are cleaned and degreased. Plastic parts are cleaned and degreased.

2.2 Primer

2.2.1 Priming of cast iron housings and steel parts

The primers offer effective corrosion prevention. They are applied in a thickness of the dried film of approximately 30 µm.

2.3 Cleaning of surfaces after assembly

After assembly all contamination such as oil, grease and impurities are removed with cleaning agents.

2.4 Standard paint system

On primer pre-treated external surfaces a top coat is applied after final assembly.

The dry film thickness is approximately 30 µm. The standard colour shade is RAL 7030 (stone grey).

The degree of gloss is 35-50% at a gloss angle of 60° according to ISO 2813 (semi-gloss).

2.5 Special paint system

After assembly a 2-part epoxy resin top coat is applied on external surfaces with a dry film thickness of about 60 µm. The standard colour is RAL 7030 (stone grey). The degree of gloss is 35-50% at a gloss angle of 60° according to ISO 2813 (semi-gloss).

2.6 Special paint system- marine, offshore

At first an intermediate 2-part epoxy resin coat is applied on external surfaces with a dry film thickness of about 90 µm. Followed by 2-part epoxy resin coat applied on all external surfaces with a dry film thickness of about 170 µm. The standard colour is RAL7030 (stone grey). The degree of gloss is 35-50 % at a gloss angle of 60° according to ISO 2813 (semi-gloss).

2.7 Film thicknesses

The total dry film thickness represents an optimum measure with respect to corrosion resistance, mechanical strength (bond strength) and motor generated heat dissipation.

Upon customer request it is possible to supply motors with thicker dry film in order to achieve an improved protection against severe environmental conditions. In such cases it should be kept in mind that an increased dry film thickness is accompanied by a reduction of mechanical strength (bond strength) and impaired motor generated heat dissipation.

If requested by the customer, the required total film thickness will be randomly checked before the motor is despatched. If not specifically requested otherwise or agreed with the customer, the total film thicknesses stated above is considered as average value calculated from 5 readings made by magnetic paint thickness measurements according to ISO 2178. The readings are taken from different spots on the motor surface, which are at least 10mm distant from the edges.

Complicated housing geometry is the reason for non-uniform film thickness. For this reason, minimum, nominal and maximum values are provided for the primer coat as well as for the total coat.

They are defined below:

2.7.7 Minimum value

The minimum value is the requirement for surfaces that are not easily accessible, e.g. ribs sides and slot bottoms.

2.7.2 Nominal value

This value is valid for all plane surfaces.

2.7.3 Maximum value

The maximum value is the requirement for surfaces within the overspray region of areas that are not easily accessible, e.g. rib peaks. Dry film thicknesses exceeding the recommended maximum value within complicated geometric areas must be tolerated.

2.7.4 Total thickness

The total thickness for the paint systems listed in Table 1 is a minimum film requirement. A minimum thickness for each film (primer coat, top coat) cannot be guaranteed due to surface complexities. For areas that are not easily accessible during the coating process (e.g. rib bottom) a lower thickness must be tolerated.

3 Recoating

3.7 Primed surfaces

If requested, motors can be ordered coated in primer only. Before over painting with a top or intermediate coat, the entire surface must be cleaned and degreased. The primed surfaces can generally be over coated with all types of intermediate and top coats. If in doubts please consult the manufacturers (see § 6).

3.2 Repair procedure

After grinding, cleaning and degreasing the surfaces, both the standard and special paint may also be recoated with all types of paint. If in doubts please consult the manufacturers (see § 6).

4 Toxicity

Toxic substances, such as cadmium, lead, chrome or their compounds are not contained in any of the paints of the manufacturers standard colour range.

5 Standards

IEC 60721-2-1 -Electrical engineering; classification of environmental conditions; environmental conditions appearing in nature; temperature and humidity

EN ISO 2178 -Non-magnetic coating on magnetic substrates; Measurement of coating thickness; Magnetic method

EN ISO 8501-1 -Preparation of steel substrates before application of paints and related products; Visual assessment of surface cleanliness

Part 1: -Rust grades and preparation grades of uncoated steel substrates and of steel substrates after overall removal of previous coatings.

EN ISO 2813 -Paints and varnishes; Determination of specular gloss of non-metallic paint films at 20°, 60° and 85°

EN ISO 12944-2 -Paints and varnishes; Corrosion protection of steel structures by protective paint systems Part 2: Classification of environments

6 Used paint materials

Approved Supplier:

ColorCity s.r.o.
Domažlická 33
31800 Plzeň
Czech Republic

Approved paint materials:

2K 2-Component Polyurethane paint PU 06
Synthetic paint KH 1
2-Component Epoxy paint Amercoat 240
2-Component Epoxy paint Amercoat 450S
2-Component Epoxy paint Amerlock 400C

Attached is: Table 1

Table 1- Single-phase Electric Motors

Frame Sizes 63-100	1	2	3	4
	Standard Paint System C2 to EN12944-2 Max surface temperature 100°C	Special Paint System C3 to EN12944-2 Max surface temperature 140°C	Marine Climate Special Paint System C4 to EN12944-2	Special Paint System for Offshore C5 to EN12944-2
Priming of internal & external surfaces Type: Colour: Dry film thickness*:	Synthetic Primer Grey 20µm- 30µm -60µm	2-Component Polyurethane Primer Grey 20µm- 30µm -60µm	2-Component Epoxy Resin Grey 40µm- 50µm -60µm	2-Component Epoxy Resin Grey 80µm- 90µm -100µm
Top coat on external surfaces Type: Colour: Degree of gloss: Dry film thickness*:	Synthetic Top Coat Stone Grey (RAL 7030) semi-gloss 20µm- 30µm -60µm	2-Component Polyurethane Top Coat Stone Grey (RAL 7030) semi-gloss 50µm- 60µm -90µm	2-Component Epoxy Resin Stone Grey (RAL 7030) matt or gloss 90µm- 100µm -120µm	2-Component Epoxy Resin Stone Grey (RAL 7030) matt or gloss 160µm- 170µm -180µm
Total film thickness*	40µm- 60µm -120µm	70µm- 90µm -150µm	130µm- 150µm -180µm	240µm- 260µm -280µm
Installation/Use	Indoor/Outdoor Under cover Industrial climate Max ambient temp 50°C	Outdoor Chemical industries Industrial climate Ambient temp above 50°C	Outdoor Marine environment Chemical industries	Outdoor Marine/offshore environment Chemical industries

***Dry film thickness:** minimum value-**nominal value**-maximum value