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Performance of an  
Induction Motor

Electrical Engineering

B. S.

1902



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PERFORMANCE  
OF AN  
INDUCTION MOTOR

BY

THOMAS WILSON  
WILLIAM F. BORTON  
SALOMON WOLFF

THESIS

FOR THE DEGREE OF BACHELOR OF SCIENCE

IN

ELECTRICAL ENGINEERING

IN THE

COLLEGE OF ENGINEERING

OF THE

UNIVERSITY OF ILLINOIS



PRESENTED MAY 1902.



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UNIVERSITY OF ILLINOIS

May 29, 1902.

THIS IS TO CERTIFY THAT THE THESIS PREPARED UNDER MY SUPERVISION BY

Thomas Wilson, William F. Borton, and Salomon Wolff

ENTITLED Performance of an Induction Motor

IS APPROVED BY ME AS FULFILLING THIS PART OF THE REQUIREMENTS FOR THE DEGREE

OF Bachelor of Science in Electrical Engineering.

*Morgan Bowles*

HEAD OF DEPARTMENT OF Electrical Engineering.

1904  
W65



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## INTRODUCTION.

The polyphase induction motor has so many advantages over other types of motors that it is rapidly replacing them. Chief among these advantages is the fact that there are no brushes or commutator to cause trouble. This is a very distinct gain since, by the absence of these two features, a motor is produced which requires absolutely no attention except in regard to the bearing surfaces. Another advantage is that, in consequence of the primary winding being stationary, better insulation and hence a comparatively high voltage may be used where the distance from generator to motor is short; this doing away with transformers. In case the distance of transmission is long, step-up and step-down transformers may be used, thus reducing the line loss very materially. In any case the induction motor is an efficient machine and highly satisfactory in operation.

All these facts make the induction motor an interesting machine to investigate.



## INTRODUCTION

The polyphase induction motor has been the standard  
every other type of motor that it in regular operation. This  
type motor has advantages in the fact that it has no  
brushes or commutator to cause trouble. This is a very dis-  
tinct feature. In the absence of these two features, a  
motor is produced with reduced efficiency of operation as  
well as in weight in the electric circuit. Another advantage is  
that, in comparison of the primary winding being stationary,  
better insulation and hence a comparatively high voltage can  
be used where the distance from primary to rotor is short.  
This factor alone with the treatment, in case the distance of  
insulation is long. Step-up and step-down transformers can  
be used. This reduces the iron loss very materially. In the  
case the induction motor is an efficient machine and simple  
operation is operation.

All these facts show the induction motor as a very reliable  
machine for industrial use.

## OBJECT and GENERAL PRINCIPLES.

The tests described herein were made upon a 40-horse-power, 440-volt, two-phase, 8-pole, 60-cycle, induction motor built by the Westinghouse Electric & Manufacturing Co. and may be taken to represent normal conditions in the "Performance of an Induction Motor".

This motor is of the squirrel-cage type, consisting of two simple elements, i. e., a stationary part permanently connected to the main circuits, and a rotating part having no electrical connection with any external circuit, and having no electrical contacts or adjustments, in fact, no sliding or working friction, except that of the shaft in the journals. The only parts that can wear, therefore, are the shaft and journal boxes. Self-oiling bearings provide lubrication thus reducing the attendance to a minimum.

The polyphase induction motor, the invention of Nicola Tesla, has two main elements; the primary, which is directly magnetized by the currents supplied from the power circuit; and the secondary, in which currents are induced by the action of the primary. The windings of the primary are so arranged that when supplied with alternating currents differing in phase, i. e., polyphase currents, a rotating magnetic field is produced. This field acts upon the secondary winding, and induces current therein.

CONTROL AND MEASUREMENT OF THE

The first part of the paper deals with the general principles of the control and measurement of the system. It is shown that the system is a linear system and that the control and measurement can be carried out in a simple manner. The second part of the paper deals with the design of the control and measurement system. It is shown that the control and measurement can be carried out in a simple manner.

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Mechanical rotation ensues, provided by the action between the secondary currents and the rotating field of the primary. In order that currents may be induced in the secondary and thus torque produced, it is necessary that the rotor shall run at a speed slightly below that of the primary revolving magnetic field; the difference in the two speeds being known as the slip. This necessity may be explained as follows: "electro-motive force" is required to drive the currents through the secondary winding. To produce this "electro-motive force" there must be relative motion between the conductors on the secondary and a magnetic field, in this case the rotating magnetic field set up by the primary. This relative motion can only occur when the rotor is revolving at a speed other than synchronous speed. When a load is thrown on motor the slip increases. This increases the "electro-motive force" and hence the current in the rotor to a point such that the torque necessary to sustain this load is developed.

Metaphorical language, applied to the social sciences,  
the abstract concepts and the relations that are the subject  
in each case, and as found in the scientific  
from various sources, is an indication that the subject  
was at a point slightly below that of the primary  
scientific level; the difference in the two cases being  
as for all, this naturally may be explained as follows:  
"Scientific studies found as pointed to give the  
ground in scientific studies, to explain this  
which have been used in relation with the  
before in the sciences and a scientific level, in this  
the scientific method is not up to the primary, this  
first world has not been that the right in relation to a  
space of the scientific level, that a loss is given in  
near the scientific level. This is because the scientific  
level and human level is not yet at a point  
that the scientific method is not up to the primary.

## DESCRIPTION of APPARATUS.

Two phase alternating current for the tests was furnished by a 75 K.W. Westinghouse, revolving armature, belted type generator. The generator has five pairs of poles and has besides its separate field excitation a composite winding which compensates for the change in voltage with varying load.

The prime mover was a tandem compound Ideal Steam Engine built by A.L. Ide and Son and is connected to the generator through belting and a counter shaft.

The particulars of motor used in this test is as follows.

### Particulars of Motor.

Type of machine,	Induction Motor.
Number of poles,	8.
Capacity: H.P. (normal full load),	40.
Speed R.P.M. (synchronous),	900.
Volts,	440.
Frequency,	60.
Total weight (lbs),	1920.

### Particulars of Stator.

Diameter, internal, of core-disks	22-1/8".
Diameter, external, of core disks,	24-1/8".
Effective length of iron parallel to shaft,	7-7/8".
Number of slots,	96.
Number of poles,	8.



STATISTICAL SUMMARY

The following table shows the results of the survey conducted in the year 1950. The data is presented in the form of a table with columns for the different categories and rows for the various items. The total number of items surveyed was 1000. The results are as follows:

Category: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

Item: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

The following table shows the results of the survey conducted in the year 1951. The data is presented in the form of a table with columns for the different categories and rows for the various items. The total number of items surveyed was 1000. The results are as follows:

Category	Item	Value
A	1	100
B	2	200
C	3	300
D	4	400
E	5	500
F	6	600
G	7	700
H	8	800
I	9	900
J	10	1000

The following table shows the results of the survey conducted in the year 1952. The data is presented in the form of a table with columns for the different categories and rows for the various items. The total number of items surveyed was 1000. The results are as follows:

Category: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

Item: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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Slots per pole,	12.
Slots per pole per phase,	6.
Depth of slots,	1-1/8".
Width of slots,	3/8".
Width of teeth,	5/16".
Weight of stator without end brackets,	1025#.

Particulars of Rotor.

Diameter, external, of core disks,	22".
Diameter, internal, of core disks,	18".
Effective length of iron parallel to shaft,	7-3/4".
Gross length of iron between heads,	7.3/4".
Number of slots,	72.
Depth of slots,	25/64".
Width of slots at base,	33/64".
Width of teeth at base,	13/32".
Number of conductors in slot,	1.
Depth of each conductor,	3/8".
Width of each conductor,	1/2".
Extreme length of each conductor,	13-13/16".
Kind of winding,	Squirrel-cage.
Depth of each short-circuiting ring,	3/4".
Width of each short-circuiting ring,	1-9/16".
Number of arms in spider,	5.
Outside diameter of spider hub,	6-3/4".

12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
29	29	29
30	30	30
31	31	31
32	32	32
33	33	33
34	34	34
35	35	35
36	36	36
37	37	37
38	38	38
39	39	39
40	40	40
41	41	41
42	42	42
43	43	43
44	44	44
45	45	45
46	46	46
47	47	47
48	48	48
49	49	49
50	50	50



Width of spider arms,	3".
Thickness of spider arms,	1-1/8".
Length of spider hub,	6-1/2".
Diameter of shaft, bearing portion,	2-3/8".
Diameter of shaft, core portion,	3-1/4".
Diameter of shaft, pulley fit,	2-3/8".
Weight of rotor,	285#.

-:-

Power was absorbed by means of a Prony-brake consisting of cast-iron brake-wheel having inward projecting flanges so as to allow for the circulation of water. The brake shoes were made of hard maple and the lever-arm of brake was of such length that the circumference of a circle traced by it would be just 33 feet. The friction in this brake occurred between the brake shoes and the brake wheel, which was put on shaft of the motor in place of the belt pulley. The pull on the brake-arm was measured by means of a "Buffalo", platform scale which was found more satisfactory than a spring balance.

A Manhattan A.C. inclosed arc lamp with Manhattan regulator machine was used in determining slip.

The speed indicator consisted of a small direct-current magneto machine belted to motor shaft. As this is a magneto machine the field is constant; the voltage, therefore, varies

100	with of other...
101	The number of other...
102	Amount of other...
103	Number of other...
104	Number of other...
105	Number of other...
106	Number of other...

The first part of the report is devoted to a general description of the work done during the year. It is followed by a detailed account of the various projects which have been carried out. The report then discusses the results of these projects and the conclusions which have been drawn therefrom. Finally, the report contains a number of recommendations for the future work of the organization.

The work done during the year has been of a very satisfactory nature. It has resulted in a number of important discoveries and has helped to advance the knowledge of the subject. The results of the various projects have been of a high standard and have been well received by the scientific community. The conclusions which have been drawn are of a sound and logical nature and are well supported by the evidence. The recommendations for the future work of the organization are of a practical and feasible nature and are well calculated to lead to the most successful results.

A number of interesting facts have been discovered during the course of the work. These facts are of a very important nature and are well worth attention. They are of a kind which has not been previously observed and they are of a nature which is well calculated to lead to the most successful results. The results of the various projects have been of a high standard and have been well received by the scientific community. The conclusions which have been drawn are of a sound and logical nature and are well supported by the evidence. The recommendations for the future work of the organization are of a practical and feasible nature and are well calculated to lead to the most successful results.

7

directly as the speed. The indicator may then be calibrated by taking readings of speed with a common speed indicator and readings of voltage from the magneto machine. The ratio of the two readings having been determined, the speed of the machine under test may be obtained by simply multiplying the volt-meter readings by this ratio.

A testing table was made especially for this work. Switches were provided for short circuiting the current coils of watt-meters and ammeters, the main switch only one side of each phase. A three way switch made it possible to read voltage before closing main switch and after starting, by a quarter turn of same switch, the voltage terminals were connected directly to the terminals of motor. The wiring for current carrying was always doubled back on itself to avoid disturbing effects on the ammeters and watt-meters.

See plate Number 18.





## MEASURING INSTRUMENTS.

Weston volt-meters reading to 150 volts on the upper scale were used with a multiplier of four. The voltage could be easily read to  $\frac{2}{10}$  of a scale division or, multiplying by four, say, to the nearest volt.

The ammeters were of the Thompson type reading up to 100 amperes. The scale is graduated to amperes, but tenths of amperes can be estimated.

The wattmeters were Weston instruments having a maximum capacity of 50 amperes at 150 volts. Multipliers of four were used. In case of readings exceeding the normal current range of the wattmeters, the short-circuiting switch made it possible to apply the current for only the time actually needed to obtain a reading, thus preventing any damage to instruments. Power readings could be taken down to 50 watts, which with the multiplier made consecutive readings differ by 200 watts.

General Remarks

The first of the two...

The second...

The third...

The fourth...

The fifth...

The sixth...

The seventh...

The eighth...

The ninth...

The tenth...



## METHOD of TESTING.

In studying the performance of this induction motor, runs were taken at five different voltages. The load, applied by means of the Prony brake, was varied, starting at zero load and gradually increased. Readings of voltage, current and power were taken in each phase also readings for frequency, speed, torque and slip. From these data the following items were computed; power factor for each phase, input, output, true and apparent efficiencies, % slip and horse-power. The power factors for each phase were computed by formula  $W/EI$ , which equals actual watts in circuit or wattmeter reading divided by apparent watts or product of voltage and current readings.

To obtain the total input we simply added together the input for each phase giving the actual watts delivered to the motor.

Computed output from brake horse-power; multiplied by 746 to obtain watts.

The true efficiency is output divided by input.

The apparent efficiency is output divided by apparent watts input.

The method of getting slip is fully explained elsewhere.

REPORT OF THE

COMMISSIONERS OF THE LAND OFFICE

IN REGARD TO THE PROGRESS OF THE LAND OFFICE

FOR THE YEAR ENDING 1880

AND TO THE STATE OF THE LANDS

UNDER THE CONTROL OF THE LAND OFFICE

IN THE YEAR ENDING 1880

AND TO THE STATE OF THE LANDS

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UNDER THE CONTROL OF THE LAND OFFICE

IN THE YEAR ENDING 1880

Brake horse-power, owing to the length of brake arm, was obtained simply by multiplying the pressure on scale (weight) by the number of thousands of R.P.M.'s of the motor.

These quantities, computed as stated above, were taken and in order to compare results more easily the following curves were plotted;- power factor, current and input for each phase on an output base; true and apparent efficiencies, percent slip and total input on an output base; current and output on a slip base. The comparisons and conclusions drawn from these curves are taken up later in a discussion of the curves.

At least two runs were taken in each case and a selection of the best run was made.

We were not able to load motor until it would stop on account of the incapacity of the brake to carry sufficient load. Our data, therefore although very satisfactory, would probably have been more instructive had the brake been of sufficient size to load motor until it stopped.



The first part of the report, covering the period from 1950 to 1954, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The second part of the report, covering the period from 1955 to 1959, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The third part of the report, covering the period from 1960 to 1964, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The fourth part of the report, covering the period from 1965 to 1969, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The fifth part of the report, covering the period from 1970 to 1974, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The sixth part of the report, covering the period from 1975 to 1979, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The seventh part of the report, covering the period from 1980 to 1984, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

The eighth part of the report, covering the period from 1985 to 1989, is devoted to a study of the general situation in the country at that time. It is followed by a chapter on the economic situation, and a final chapter on the political situation.

## SEPARATION of LOSSES.

The losses in the induction motor may be divided into friction, copper, hysteresis and eddy current losses.

The friction loss was determined by each of the three following methods:-

(a) The induction motor was directly connected to a D.C. motor by means of a flexible coupling. The input of D.C. motor was measured when it was driving the induction motor light, and also when it was disconnected from the induction motor, supplying only its own losses. The difference in the two determinations of direct-current input, less the increased  $I^2 R$  loss in the motor's armature and field when driving the induction motor, should give the friction of the induction motor at same speed.

(motor

Let  $I_1$  be current in D.C. motor when driving induction

"  $R$  " resistance of motor armature.

"  $r$  " " " " field.

"  $I_2$  " current in D.C. motor running light.

"  $W_1$  " input " " " when driving induction

"  $W_2$  " " " " " running light.

Then friction loss of motor is equal to

$$(W_1 - I_1^2 R - I_1^2 r) - (W_2 - I_2^2 R - I_2^2 r)$$

REPORT OF RESULTS

The results in the following table may be divided into

three, namely, the first, second and third series.

The first series was obtained by means of the following

method:

(1) The reaction vessel was electrically heated to a temperature of 100°C. The liquid was then heated to 100°C. The reaction was then carried out in the presence of the liquid. The reaction was then carried out in the presence of the liquid. The reaction was then carried out in the presence of the liquid.

The results in the following table may be divided into

three, namely, the first, second and third series.

The first series was obtained by means of the following

method:

The reaction was then carried out in the presence of the liquid.

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The reaction was then carried out in the presence of the liquid.



Following are results as obtained.

Input of D.C. motor driving 40 H.P. induction motor,

$$I = 21, I_a = 20.2, E = 47.5, EI_1 = 997.5, I_f = 0.8, \text{R.P.M.} = 900$$

Input of D.C. motor running light,

$$I = 3.3, I_a = 2.5, E = 43.5, EI_2 = 137, I_f = 0.8, \text{R.P.M.} = 900$$

Resistance of motor armature 0.112 ohms.

Friction of 40 H.P. motor equals,

$$(\text{input}_1 - I_a^2 R - I_f^2 r) - (\text{input}_2 - I_a^2 R - I_f^2 r)$$

$$\text{equals } 997.5 - 45.5 - 137 - 1.22 = 816 \text{ watts.}$$

(b) The motor was driven at normal speed with known load on brake. Then current was cut off and speed motor noted every 5 seconds until motor stopped running. Repeated this with no load on motor. The retardation curves (speed on a time base) were plotted, and tangents drawn to these curves at points of normal speed.

Let  $\alpha$  be the angle made by tangent with horizontal axis at no load;

$\alpha'$  be the angle made by tangent with horizontal, axis at known load;

q be power absorbed by brake.

$$\text{Then friction } q \frac{\tan \alpha'}{\tan \alpha' - \tan \alpha} \quad (\text{See Plate 4.})$$

California and Nevada

County of ...

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(c) the input and slip were measured for small loads on motor, and input plotted as abscissae and slip as ordinates. For small loads the slip line will be a straight line. If we produce the slip line till it cuts the input axis we get the input at zero slip which is of course the friction loss.

#### Determination of Hysteresis

and

#### Eddy-Currents by Stray-Power Method.

We have already determined friction losses and may assume them proportional to speed. We then get the stray power in watts and divide by the voltage to get the power component of the current i.e.  $I \cos.\phi$ . We varied the voltage keeping the frequency proportional to the voltage, thus keeping the flux density and hence the magnetizing current constant. Several readings were taken at different points and the value of  $I \cos.\phi$  plotted on a voltage base, (See Plate 2), and drew a straight line through the points. Taking any point on this curve we can get the stray power for that point by simply multiplying the voltage at that point by the corresponding value of  $I \cos.\phi$ . Since friction is proportional to speed and hence to voltage, a straight line parallel to the axis of "X" and at a distance from it equal to friction in watts divided by 440,



The first thing I noticed when I stepped out of the plane was the humidity. It was a warm blanket, not sticky, but comforting. The air smelled like a mix of fresh earth and tropical fruits. I took a deep breath, savoring the moment. The sun was shining brightly, and the birds were chirping in the background. It felt like I had entered a new world.

### The Beauty of the Tropics

By [Name]

When I stepped out of the plane, I was greeted by a warm embrace.

The first thing I noticed when I stepped out of the plane was the humidity. It was a warm blanket, not sticky, but comforting. The air smelled like a mix of fresh earth and tropical fruits. I took a deep breath, savoring the moment. The sun was shining brightly, and the birds were chirping in the background. It felt like I had entered a new world.

The humidity was perfect. It was just what I needed after a long flight. The sun was warm, and the breeze was gentle. I felt like I had found a hidden gem. The tropical setting was exactly what I needed. The humidity was just what I needed. The sun was warm, and the breeze was gentle. I felt like I had found a hidden gem. The tropical setting was exactly what I needed.

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(the friction losses having been determined at 440 volts) will represent friction loss, which same subtracted from the total stray power will leave only hysteresis and eddy current losses. To separate hysteresis and eddy current losses, we produced the line till it cuts the axis of "Y". Through this point of intersection we drew a line parallel to the axis of "X". We now divided our ordinate into two parts, that is after friction has been subtracted; i.e., a constant part corresponding to hysteresis loss, and an increasing part corresponding to the eddy current loss; to get the loss in watts we simply multiplied these values by the corresponding voltage.

#### Determination of Copper Loss.

To determine the copper( $I^2R$ ) loss we blocked the rotor and applied a reduced voltage, reading current and watts and increasing the current up to and above full load value. At this low voltage the hysteresis and eddy current losses are practically negligible. With rotor blocked the motor acts as a transformer with secondary short-circuited, and a watt-meter placed in the separate phase of the primary will measure the copper loss of both primary and secondary, i.e., stator and rotor. We can get the stator  $I^2R$  by measuring  $R$  and multiplying it by the square of the current for any value

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of current, and by subtracting these values from the total  $I_2R$  loss get  $I_2R$  for rotor. (See Plate 1)

#### IN General.

The first two methods of determining friction agreed fairly well; the third method looked nice on paper but didn't work out good in practice, giving a result nearly three times that given by the first two methods.

As regards hysteresis and eddy current losses, they may be some what at variance as it was exceedingly difficult to keep the frequency constant when engine was running below normal speed. We repeated this test several times and took the best run, but even then the points do not form a very straight line, as they should do.

No trouble was experienced in determining the  $I^2R$  loss and the results were apparently accurate and satisfactory.

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## HEAT RUN.

Motor was run for six hours under full load and normal voltage and frequency, the load being supplied by running several loaded generators from line shaft to which the motor was belted. Input of the motor was measured by means of watt-meter placed in the primary circuit and multiplying by the efficiency we obtained output. The rise in temperature was measured by means of a thermometer and also determined it from the increase in resistance. The temperature of the room was  $24^{\circ}\text{C}$ . as measured by the thermometer at the start and motor assumed to heat the same temperature. At the end of run the thermometer when thrust into motor measured a temperature of  $50^{\circ}\text{C}$  showing a rise of  $26^{\circ}\text{C}$ . This is undoubtedly low since the bulb of the thermometer could not be covered over. The average resistance of the stator circuits was 0.312 ohms at start and 0.341 ohms at the end, showing an increase of 0.039 ohms. The per cent rise was 12.9% corresponding to a rise of temperature of  $32.4^{\circ}$ . This rise in temperature is low and tends to show that the motor is under rated.



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METHOD of DETERMINING SLIP.

A disc six inches in diameter, the surface of which was divided into sixteen alternately black and white sections, was attached directly to the shaft of the <sup>8</sup> pole motor. An alternating inclosed arc lamp was suspended from ceiling . That the arc was on same level as center of disc and about 2 ft. from same. The lamp was tapped into one phase of the motor supply and at such a point that the power absorbed by lamp was not measured by the instruments employed in test. By refering to plate No. the diagram of connections shows that the lamp in no way effected the load on motor. The disc and lamp were surrounded by a canvas screen so as to exclude all light except that from the arc. If the motor revolved synchronously the intermittent flashes of the alternating arc fed from same source of a.c. would illuminate the black and white sectors at the instant they had advanced 1/8 of a complete turn, and as the disc carries eight equally spaced sectors there will be no apparent motion of the sectors. If however the disc is moving at a rate below synchronism due to "slip" of motor, the sectors will have advanced something less than 1/8 of a revolution between flashes and will appear to move back ward slowly. If the displacement amounts to one apparent revolution of the disc to ten actual revolu-





tions of the motor the slip is 10% or the number of black sectors passing a given position per second divided by frequency gives percentage of slip.

Let A equal the number of sectors which seem to pass a given point in one minute.

Let B equal the number of black sectors on disc.

" P " " " " pairs of poles in motor.

" f " frequency of supply.

then % slip equals  $\frac{A \times P}{B \times f \times 60}$

This method of determining slip proved to be very accurate and satisfactory.

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### METHOD of DETERMINING FREQUENCY.

The direct method of determining frequency is of course to multiply the number of pairs of poles of generator by its R.P.M. and divide by 60. This was too cumbersome a method, so we used a frequency meter. The meter was constructed as follows:- A piano steel wire is suspended from one end with a weight at the other end to keep it taut. A small electro-magnet, with a core composed of a bundle of soft iron wires is fixed near to and at right angles to the vertical wire. When this magnet is energized by an alternating current it sets the adjacent wire into vibration. It is a well known fact that the maximum amplitude of vibration is attained only for a definite length of wire or multiple of that length corresponding to a complete period or multiple of same. Then if we adjust the length of wire by means of a clamp till we get maximum amplitude of vibration we know that we have a length of wire proportional to the frequency. By means of a properly calibrated scale we can read the frequency directly by simply adjusting clamp for maximum vibration.



THE HISTORY OF THE UNITED STATES

The first part of the history of the United States is the history of the colonies. The colonies were first settled by Englishmen in 1607. They were at first dependent on England for their supplies and protection. But as the colonies grew in number and in size, they began to assert their independence. They demanded the right to elect their own representatives to a local assembly. They demanded the right to trade with whom they pleased. They demanded the right to be taxed only by their own representatives. These demands were at first ignored by the British government. But the British government was forced to listen to the demands of the colonies when the colonies refused to pay the taxes which the British government had imposed on them. The British government then sent a large army to the colonies to enforce the laws. The army was defeated at the battle of Bunker's Hill. The British government then evacuated the colonies and returned to England. The colonies then declared their independence in 1776. They formed a new government, the United States of America. The new government was based on the principles of liberty and justice for all. It was a government of the people, by the people, and for the people. The new government was a great success. It has lasted for over 150 years. It has become a model for other nations. It has inspired the people of the world to fight for their own freedom and independence. The history of the United States is a story of courage and sacrifice. It is a story of the struggle for freedom and justice. It is a story that should inspire us all.

THE HISTORY OF THE UNITED STATES

## DISCUSSION of CURVES.

By referring to plate No. 1 it will be seen that for full load current of 35 amperes the total  $I^2R$  losses are practically 1.2 K.W. The  $I^2R$  losses in stator are .8 K.W.; leaving 0.4 K.W. loss in rotor. In other words 4% of total output at full load is lost in heat; 2.65 % being lost in the stator and 1.35% lost in rotor.

Plate No. 2 shows that the friction and hysteresis losses are about equal. For normal voltage (440) the friction loss is 700 watts and the hysteresis loss is 900 watts. The loss due to eddy currents is only about 100 watts.

Plate No. 3 shows that at full load the  $I^2R$  losses are just about equal to all the other losses. The theoretical efficiency, as shown at various loads, runs from 3 to 7% higher than the actual efficiency, as shown by plate No. 7 with machine running at normal voltage. At full load the actual efficiency is about 5% lower than the theoretical.

Plate No. 4 shows the results of two methods of determining friction losses. These methods did not check as is evident from inspection. The retardation method, checked very well with the direct connection method as described under methods of determining friction losses.

In comparing the true efficiency curves for runs at different voltages, as shown by plates No. 5, 6, 7, 8 and 9,

DESCRIPTION OF WORK

The following is a description of the work done during the period...

Work done during the period of the first five months...

Investigation of the effect of temperature on the rate of reaction...

It was found that the rate of reaction increases with an increase in temperature...

The following table shows the results of the experiments carried out...

Table No. 1 shows the effect of temperature on the rate of reaction...

Table No. 2 shows the effect of concentration on the rate of reaction...

It was found that the rate of reaction increases with an increase in concentration...

The following table shows the results of the experiments carried out...

Table No. 3 shows the effect of surface area on the rate of reaction...

Table No. 4 shows the effect of catalyst on the rate of reaction...

It was found that the rate of reaction increases with an increase in surface area...

The following table shows the results of the experiments carried out...

Table No. 5 shows the effect of catalyst on the rate of reaction...

It was found that the rate of reaction increases with an increase in catalyst...

The following table shows the results of the experiments carried out...

Table No. 6 shows the effect of catalyst on the rate of reaction...

It was found that the rate of reaction increases with an increase in catalyst...

The following table shows the results of the experiments carried out...

Table No. 7 shows the effect of catalyst on the rate of reaction...

It was found that the rate of reaction increases with an increase in catalyst...

The following table shows the results of the experiments carried out...

Table No. 8 shows the effect of catalyst on the rate of reaction...



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we see that the machine develops its maximum efficiency when running at 400 volts. These curves show that for the 400 and 500 volt runs the efficiency increases for overloads while in all other runs the efficiency falls off when machine is overloaded. The curves showing slip are quite similar except in the 300 volt run when it goes up to  $5 \frac{1}{4}\%$  instead of up to  $2 \frac{1}{2}$  or  $3\%$ . The input curves vary inversely as the efficiency curves. The power factor increases quite rapidly when the machine is run at 300 volts, as shown by plate No. 10, reaching  $90\%$  at  $\frac{1}{2}$  load. This emphasizes the fact that a high power factor is not always indicative of a high efficiency. In the 400 and 440 volt runs the power factor reaches  $90\%$  only at about full load, while in the 500 volt run it reaches  $90\%$  at  $30\%$  overload. In the 580 volt run it gets no higher than  $80\%$  at full load.

Plates 14, 15 and 16 show that practically the current and output vary directly as the slip; also that the no load current and hence the magnetizing current varies directly with the voltage.







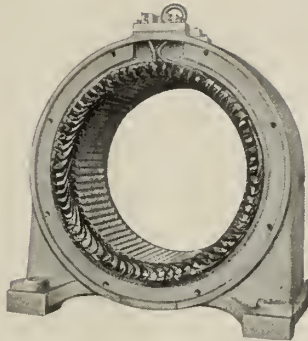




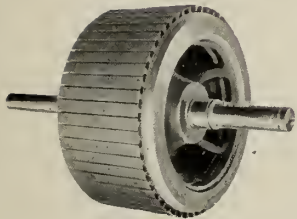
Cast-iron Housing.



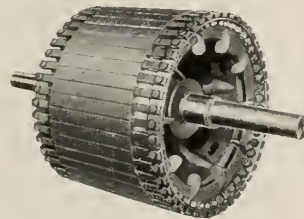
Primary Ready for Winding.



Primary Completely Wound.



Secondary Core.



Secondary Complete.

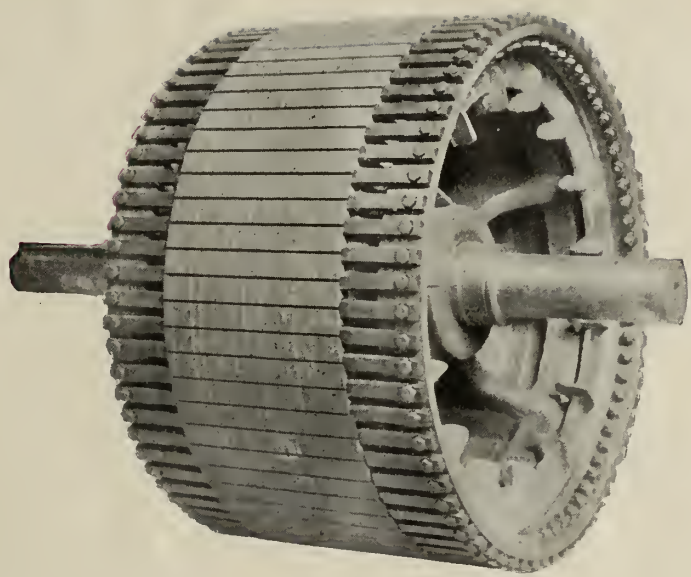


Type "C" Motor Complete.

CONSTRUCTION  
OF A TYPICAL  
TYPE "C" MOTOR.







SECONDARY COMPLETE, SHOWING COPPER BARS CONNECTED TO END RINGS.



40 HP, 2-PHASE, INDUCTION MOTOR.

E = 300V.

1	2	3	4	5	6	7	8
Nº	PF <sub>1</sub>	PF <sub>2</sub>	INPUT W <sub>i</sub>	OUTPUT W <sub>o</sub>	TOTAL EI	TRUE EFF. % = $\frac{W_o}{W_i}$	APREFF. % = $\frac{W_o}{EI}$
1	.199	.104	1.08	0	7.26	0	0
2	.568	.598	5.52	3.38	9.49	61.2	35.6
3	.731	.759	9.12	6.74	12.3	74.0	55.0
4	.810	.848	12.8	10.1	15.4	79.0	65.7
5	.830	.868	16.2	13.4	19.1	82.8	70.2
6	.864	.907	19.8	16.7	22.4	84.2	74.5
7	.898	.935	23.8	19.8	26.0	83.0	76.0
8	.892	.943	27.7	22.9	30.2	82.5	75.9
9	.900	.916	31.6	25.8	34.8	81.5	74.0
10	.890	.920	35.2	28.7	38.9	81.5	74.0
11	.902	.920	39.8	31.4	43.7	79.0	72.0
12	.878	.900	43.0	34.3	48.5	79.7	70.8





40 HP, 2-PHASE, INDUCTION MOTOR.

E = 300V.

1	2	3	4	5	6	7	8	9
Nº	$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$E_1 I_1$	$E_2 I_2$
1	297	11.5	.68	296	13.0	.4	341	3.85
2	308	16.7	2.92	300	14.5	2.6	5.14	4.35
3	300	21.5	4.72	297	19.5	4.4	6.45	5.80
4	300	27.0	6.56	298	24.5	6.2	8.10	7.31
5	301	32.5	8.40	300	30.0	7.8	10.1	9.00
6	305	38.5	10.2	304	35.0	9.6	11.8	10.6
7	305	44.5	12.2	304	41.0	11.6	13.6	12.4
8	308	51.5	14.2	306	47.5	13.5	15.9	14.3
9	310	58.0	16.2	306	55.0	15.4	18.0	16.8
10	308	65.5	18.0	306	61.0	17.2	20.2	18.7
11	305	73.5	20.2	304	70.0	19.6	22.4	21.3
12	304	82.5	22.0	300	78.0	21.0	25.1	23.4





40HP, 2-PHASE, INDUCTION MOTOR.

E=300V.

1	2	3	4	5	6
Nº	$\omega$	SLIP %	R.P.M.	T LBS.	HP.
1	60.9	.12	909	0	0
2	60.9	.49	908	5	4.54
3	60.9	.87	904	10	9.04
4	60.9	1.18	901	15	13.5
5	60.9	1.55	898	20	18.0
6	60.9	1.86	895	25	22.4
7	60.7	2.35	889	30	26.6
8	60.7	3.61	877	35	30.7
9	60.1	3.84	867	40	34.7
10	60.1	4.84	858	45	38.5
11	59.7	5.96	842	50	42.1
12	59.7	6.39	838	55	46.1



## 40 HP, 2-PHASE, INDUCTION MOTOR.

E = 400V.

1	2	3	4	5	6	7	8	9
Nº	$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$E_1 I_1$	$E_2 I_2$
1	398	14.2	2	402	14.8	1.00	5.66	5.95
2	394	17.3	3.12	396	18.0	2.20	6.81	7.14
3	398	21.0	4.96	398	20.2	3.87	8.37	8.05
4	402	24.6	6.96	402	23.2	5.87	9.90	9.35
5	398	28.2	9.08	398	26.8	7.52	11.2	11.7
6	399	32.2	10.6	399	30.3	9.52	12.8	12.1
7	402	36.3	12.3	402	33.8	11.2	14.6	13.6
8	398	40.7	14.0	398	38.3	13.0	16.2	15.2
9	400	44.8	16.2	400	42.4	14.8	17.8	17.0
10	400	49.8	17.8	400	47.5	16.8	19.4	19.0
11	400	55.0	18.4	400	52.0	18.5	22.0	20.8
12	400	56.0	19.2	402	56.2	20.5	22.4	22.6
13	400	63.0	22.0	402	62.2	22.1	25.2	25.1





40HP, 2-PHASE, INDUCTION MOTOR

E = 400V.

1	2	3	4	5	6	7	8
No	PF <sub>1</sub>	PF <sub>2</sub>	INPUT W <sub>i</sub>	OUTPUT W <sub>o</sub>	TOTAL EI	TRUE EFF. % = $\frac{W_o}{W_i}$	APPEFF. % = $\frac{W_o}{EI}$
1	.354	.132	1.20	0	11.6	0	0
2	.466	.316	5.32	3.48	14.0	65.2	24.8
3	.493	.480	8.83	6.97	16.4	78.6	42.5
4	.710	.630	12.8	10.4	19.3	83.8	52.3
5	.810	.710	16.6	13.7	22.9	82.5	59.8
6	.822	.800	20.1	17.1	24.9	85.0	68.7
7	.845	.835	23.5	20.5	28.2	87.2	72.5
8	.863	.857	27.0	23.8	31.4	88.0	75.8
9	.905	.872	31.0	27.1	34.9	87.5	77.8
10	.894	.880	34.6	30.3	39.0	87.5	77.7
11	.890	.892	37.9	33.6	42.8	88.5	78.5
12	.855	.908	39.7	36.5	45.0	92.0	81.0
13	.870	.888	44.1	39.6	50.3	89.7	78.7





## 40HP, 2-PHASE, INDUCTION MOTOR,

E=400V.

1	2	3	4	5	6
Nº	$\omega$	%SLIP	R.P.M.	T LBS.	HP
1	62.0	.07	934	0	0
2	62.0	.26	933	5	4.67
3	62.0	.43	932	10	9.34
4	61.7	.63	929	15	13.9
5	61.7	.83	920	20	18.4
6	61.7	1.02	918	25	23.0
7	61.4	1.22	915	30	27.5
8	61.4	1.44	912	35	32.0
9	61.4	1.53	908	40	36.3
10	61.4	1.66	905	45	40.7
11	61.4	2.07	900	50	45.0
12	60.5	2.26	890	55	49.0
13	60.6	2.66	884	60	53.0



## 40HP, 2-PHASE, INDUCTION MOTOR.

$$E = 440V.$$

1	2	3	4	5	6	7	8	9
Nº	$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$E_1 I_1$	$E_2 I_2$
1	439	19.0	1.2	441	19.0	4	8.1	8.4
2	442	20.0	3.5	443	19.8	2.6	8.8	8.8
3	440	22.0	5.3	443	21.6	4.4	9.7	9.6
4	442	25.0	7.4	443	24.0	6.2	11.1	10.6
5	441	28.0	10.2	443	26.8	8.0	12.4	11.9
6	443	31.5	11.0	445	29.0	9.0	14.0	12.9
7	440	34.5	12.6	441	33.5	11.0	15.2	14.8
8	442	38.5	14.4	440	38.0	13.7	17.1	16.8
9	440	42.0	16.8	441	41.3	15.0	18.5	18.2
10	441	45.5	18.2	439	45.0	17.2	20.1	19.8
11	441	47.5	19.6	443	49.0	19.5	21.0	21.7
12	440	51.5	21.2	443	52.0	20.0	22.7	23.0
13	440	60.5	24.3	443	58.0	23.2	26.8	25.7





40HP, 2-PHASE, INDUCTION MOTOR.

E=440V.

1	2	3	4	5	6	7	8
Nº	PF <sub>1</sub>	PF <sub>2</sub>	INPUT W <sub>i</sub>	OUTPUT W <sub>o</sub>	TOTAL EI	TRUE EFF % = $\frac{W_o}{W_i}$	APP. EFF. % = $\frac{W_o}{EI}$
1	.148	.048	1.6	0	16.5	0	0
2	.398	.296	6.2	3.4	17.7	53.2	19.4
3	.520	.460	9.7	6.8	19.8	70.0	34.5
4	.660	.615	13.6	10.2	21.7	75.0	47.0
5	.821	.672	18.2	13.6	24.3	74.8	56.0
6	.787	.700	20.0	17.0	26.9	85.0	63.2
7	.830	.743	23.6	20.3	30.0	86.0	67.7
8	.840	.815	28.1	23.7	33.9	84.5	70.0
9	.910	.823	31.8	27.2	36.7	85.8	74.0
10	.907	.869	35.4	30.0	39.9	85.0	75.0
11	.934	.900	39.7	33.4	42.7	84.0	78.0
12	.932	.870	41.2	36.6	45.7	89.0	80.0
13	.907	.903	47.5	39.9	52.5	84.0	76.0



40HP, 2-PHASE, INDUCTION MOTOR.

$E = 440V.$

1	2	3	4	5	6
Nº	$s$	%SLIP	R.P.M.	T LBS.	HP
1	61.4	.09	920	0	0
2	61.4	.27	918	5	4.6
3	61.4	.39	917	10	9.2
4	61.2	.56	915	15	13.7
5	61.2	.72	913	20	18.3
6	61.2	.85	912	25	22.8
7	61.2	1.03	910	30	27.3
8	61.1	1.22	908	35	31.8
9	61.1	1.44	906	40	36.2
10	60.5	1.56	895	45	40.3
11	60.5	1.68	894	50	44.7
12	60.5	1.83	892	55	49.0
13	60.5	2.14	890	60	53.4





## 40 HP, 2-PHASE, INDUCTION MOTOR.

E = 500 V.

1	2	3	4	5	6	7	8	9
Nº	$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$E_1 I_1$	$E_2 I_2$
1	500	21.5	1.6	500	21.5	4	10.8	10.8
2	501	22.0	3.1	503	22.0	24	11.1	11.7
3	500	24.0	5.4	500	23.5	4.4	12.0	11.7
4	499	26.0	7.4	503	25.0	6.0	13.0	12.6
5	498	28.5	9.2	500	27.0	8.0	14.2	13.5
6	498	30.5	11.2	496	29.5	9.1	15.2	14.6
7	502	33.0	12.6	504	32.0	11.4	16.6	16.2
8	502	36.0	14.4	504	34.5	13.0	18.4	17.4
9	500	39.0	16.4	503	37.5	15.4	19.5	18.8
10	498	42.5	18.6	500	42.5	17.6	21.2	21.2
11	502	45.5	20.0	506	44.0	19.8	22.8	22.3
12	502	47.5	20.8	504	47.0	21.2	23.8	23.7
13	502	50.5	22.6	507	49.0	22.4	25.4	24.9
14	498	54.5	24.3	507	54.0	24.0	26.9	27.4
15	498	55.5	25.1	504	54.0	24.4	27.6	27.3
16	485	60.5	28.3	476	60.2	26.0	29.3	28.5
17	494	62.5	30.3	448	62.0	29.0	30.8	27.7



40HP, 2-PHASE, INDUCTION MOTOR.

E=500V.

1	2	3	4	5	6	7	8
Nº	PF <sub>1</sub>	PF <sub>2</sub>	INPUT W <sub>i</sub>	OUTPUT W <sub>o</sub>	TOTAL EI	TRUE EFF. % = $\frac{W_o}{W_i}$	APREFF % = $\frac{W_o}{EI}$
1	.148	.037	20	0	21.6	0	0
2	.267	.205	5.5	3.4	22.8	62.0	14.8
3	.464	.376	9.8	6.8	23.7	69.7	28.8
4	.585	.475	13.4	10.2	25.6	78.2	39.8
5	.647	.593	17.2	13.6	27.7	79.0	49.0
6	.735	.622	20.3	16.8	29.8	82.9	56.5
7	.760	.702	24.0	20.1	32.8	84.0	61.2
8	.780	.746	27.4	24.1	35.8	88.0	67.2
9	.845	.820	31.8	26.7	38.3	84.0	67.0
10	.880	.830	36.2	29.8	42.4	82.2	70.0
11	.880	.889	39.8	32.8	45.1	82.2	72.5
12	.875	.890	42.0	36.1	47.5	86.7	76.0
13	.890	.898	45.0	39.1	50.3	87.0	78.0
14	.902	.877	48.3	42.5	54.3	88.0	78.5
15	.910	.892	49.5	45.2	54.9	91.3	82.5
16	.965	.912	54.3	47.8	57.8	88.0	83.0
17	.983		61.1	50.7	58.5	83.0	86.5





40HP, 2-PHASE, INDUCTION MOTOR.

E = 500V.

1	2	3	4	5	6
Nº	∩	% SLIP	R.P.M.	T LBS.	HP
1	61.4	.04	920	0	0
2	61.4	.26	918	5	4.6
3	61.4	.48	917	10	9.2
4	61.4	.65	915	15	13.8
5	61.4	.87	913	20	18.3
6	60.7	.99	901	25	22.6
7	60.7	1.25	899	30	26.9
8	60.7	1.43	897	35	31.4
9	60.7	1.69	895	40	35.8
10	60.2	1.89	885	45	39.8
11	60.0	2.20	880	50	44.0
12	60.0	2.08	881	55	48.5
13	59.7	2.50	874	60	52.4
14	59.5	2.70	878	65	57.0
15	59.5	2.73	867	70	60.7
16	58.5	2.92	853	75	64.1
17	58.5	3.30	850	80	68.0



40 HP, 2-PHASE, INDUCTION MOTOR.

$E = 580V.$

1	2	3	4	5	6	7	8	9
Nº	$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$E_1 I_1$	$E_2 I_2$
1	579	25.5	2.1	583	25.0	4	14.8	14.6
2	578	26.5	3.9	583	26.0	2.6	15.3	15.2
3	584	28.0	6.1	592	27.0	4.4	16.4	16.0
4	584	29.0	8.0	591	28.0	6.2	16.9	16.6
5	583	30.5	9.8	591	29.0	7.8	17.8	17.2
6	580	32.5	11.6	589	30.5	9.0	18.8	18.0
7	580	34.2	13.2	587	32.5	11.2	19.8	19.1
8	583	36.5	14.8	587	34.5	12.8	21.3	20.3
9	579	38.5	17.2	584	37.0	15.0	22.2	21.6
10	583	40.5	18.0	587	38.8	16.0	23.6	22.7
11	580	45.5	21.2	582	42.0	18.8	26.4	24.5





## 40HP, 2-PHASE, INDUCTION MOTOR.

E=580V.

1	2	3	4	5	6	7	8
Nº	PF <sub>1</sub>	PF <sub>2</sub>	INPUT W <sub>i</sub>	OUTPUT W <sub>o</sub>	TOTAL EI	TRUE EFF. % = $\frac{W_o}{W_i}$	APP. EFF. % = $\frac{W_o}{EI}$
1	.141	.027	2.5	0	29.4	0	0
2	.256	.171	6.5	3.4	30.5	52.6	11.2
3	.373	.275	10.5	6.9	32.4	65.5	21.2
4	.470	.374	14.2	10.3	33.5	72.6	30.8
5	.550	.454	17.6	13.6	35.0	77.2	38.8
6	.615	.500	20.6	17.0	36.8	82.8	45.2
7	.667	.587	24.4	20.8	38.9	85.2	53.6
8	.694	.630	27.6	23.4	41.6	84.8	56.0
9	.773	.693	32.2	26.6	43.8	82.6	61.0
10	.760	.705	34.6	29.8	46.3	86.0	64.2
11	.804	.768	40.0	32.1	50.9	80.2	63.2



40 HP, 2-PHASE, INDUCTION MOTOR.

E = 580V.

1	2	3	4	5	6
Nº	$\omega$	%SLIP	R.P.M.	T LBS.	HP
1	61.7	.02	923	0	0
2	61.7	.28	922	5	4.6
3	61.7	.48	921	10	9.2
4	61.7	.67	919	15	13.8
5	61.7	.84	917	20	18.3
6	61.3	.98	912	25	22.8
7	61.3	1.22	910	30	27.3
8	60.4	1.41	895	35	31.4
9	60.4	1.66	893	40	35.6
10	59.3	2.00	884	45	39.9
11	58.6	2.14	861	50	43.1





40HP, 2-PHASE, INDUCTION MOTOR.

DETERMINATION OF  $I^2R$  LOSS,  
 ROTOR BLOCKED.

1	2	3	4
$I_1$	$W_1$	$I_2$	$W_2$
18.2	.15	18.5	.15
240	.24	24.2	.26
30.8	.46	31.0	.45
37.8	.64	37.5	.68
46.3	1.09	46.0	1.11
56.5	1.64	57.0	1.63
61.8	1.95	62.8	2.07
67.3	2.35	68.2	2.50
78.5	3.25	79.7	3.43

40HP, 2-PHASE, INDUCTION MOTOR.

DETERMINATION OF  
 HYSTERESIS AND EDDY-CURRENT LOSSES.

1	2	3	4	5	6	7	8	9	10
$E_1$	$I_1$	$W_1$	$E_2$	$I_2$	$W_2$	$\omega$	$I^2R$ LOSS	$(3+6)-8$	$10 \cos \phi$
268	18.0	0	268	17.5	1.2	35.1	.275	.93	3.45
344	18.2	0	344	18.0	1.6	468	.285	1.32	3.85
392	18.2	0	392	18.0	1.8	53.3	.285	1.52	3.87
440	18.8	0	440	18.5	2.0	58.0	.295	1.71	3.88



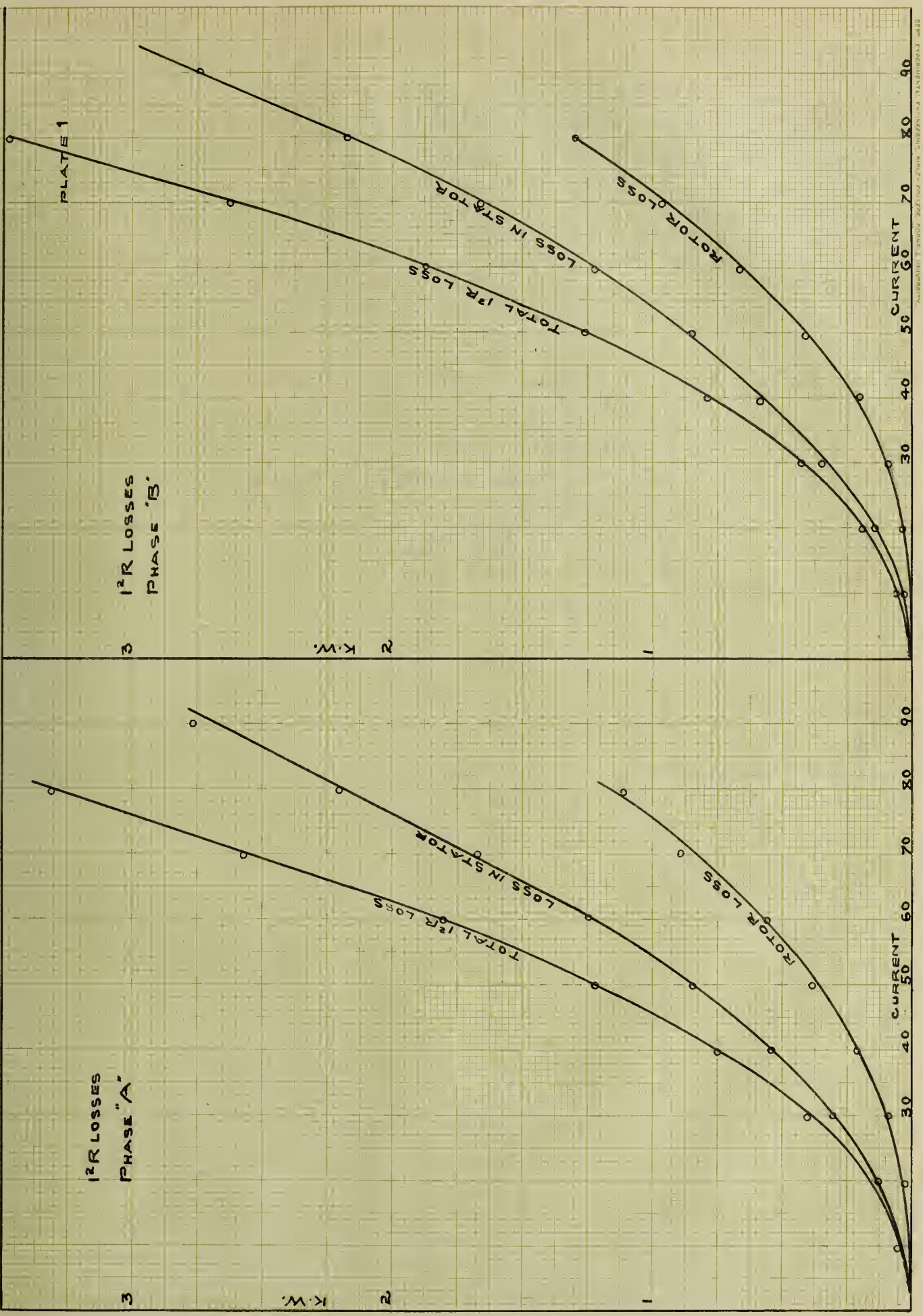




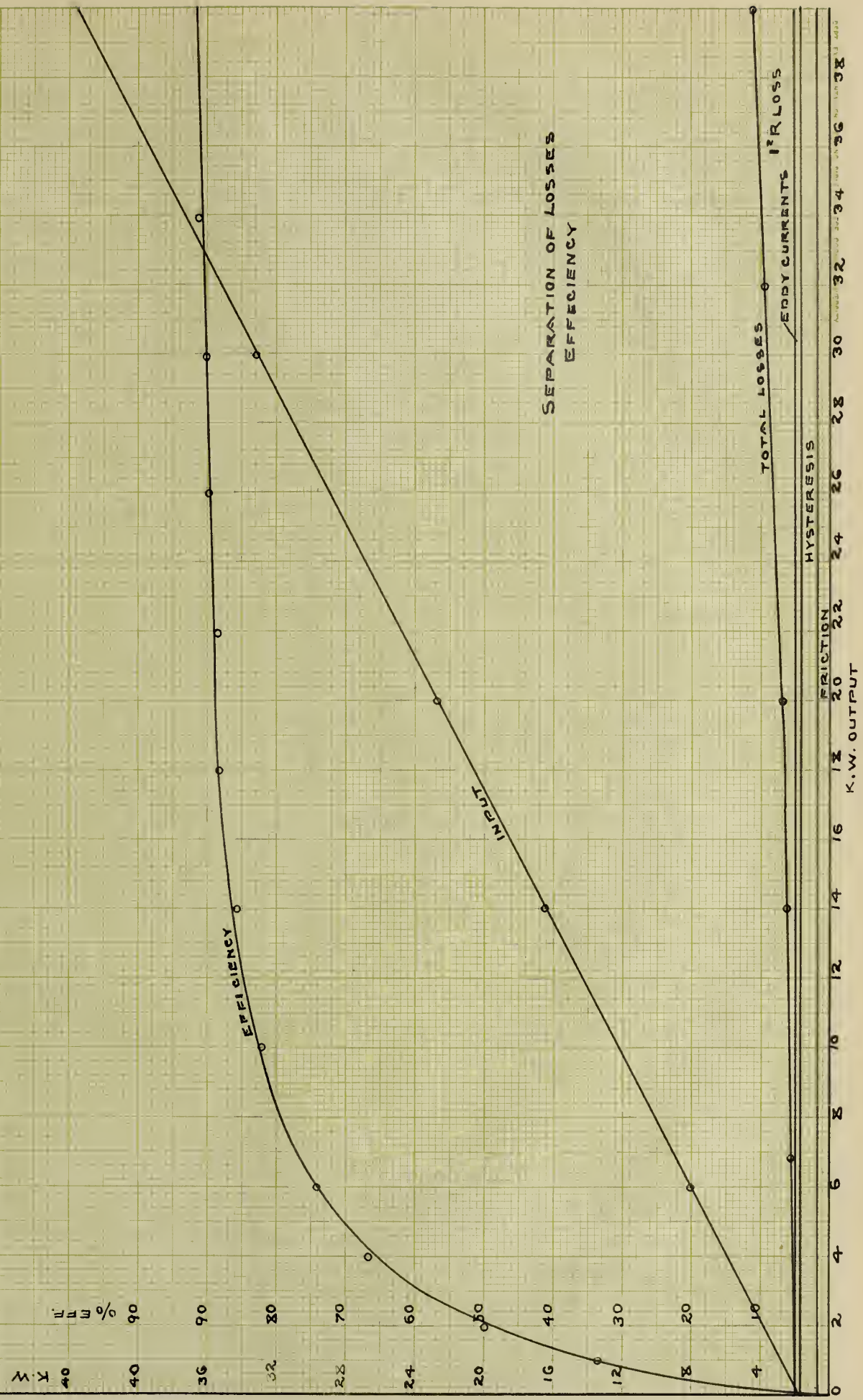








PLATE 3



40  
36  
32  
28  
24  
20  
16  
12  
8  
4  
0

2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38

K.W. OUTPUT

FRICTION  
HYSTERESIS  
EDDY CURRENTS  
IR LOSS

TOTAL LOSSES





PLATE 4  
FRICTION LOSSES

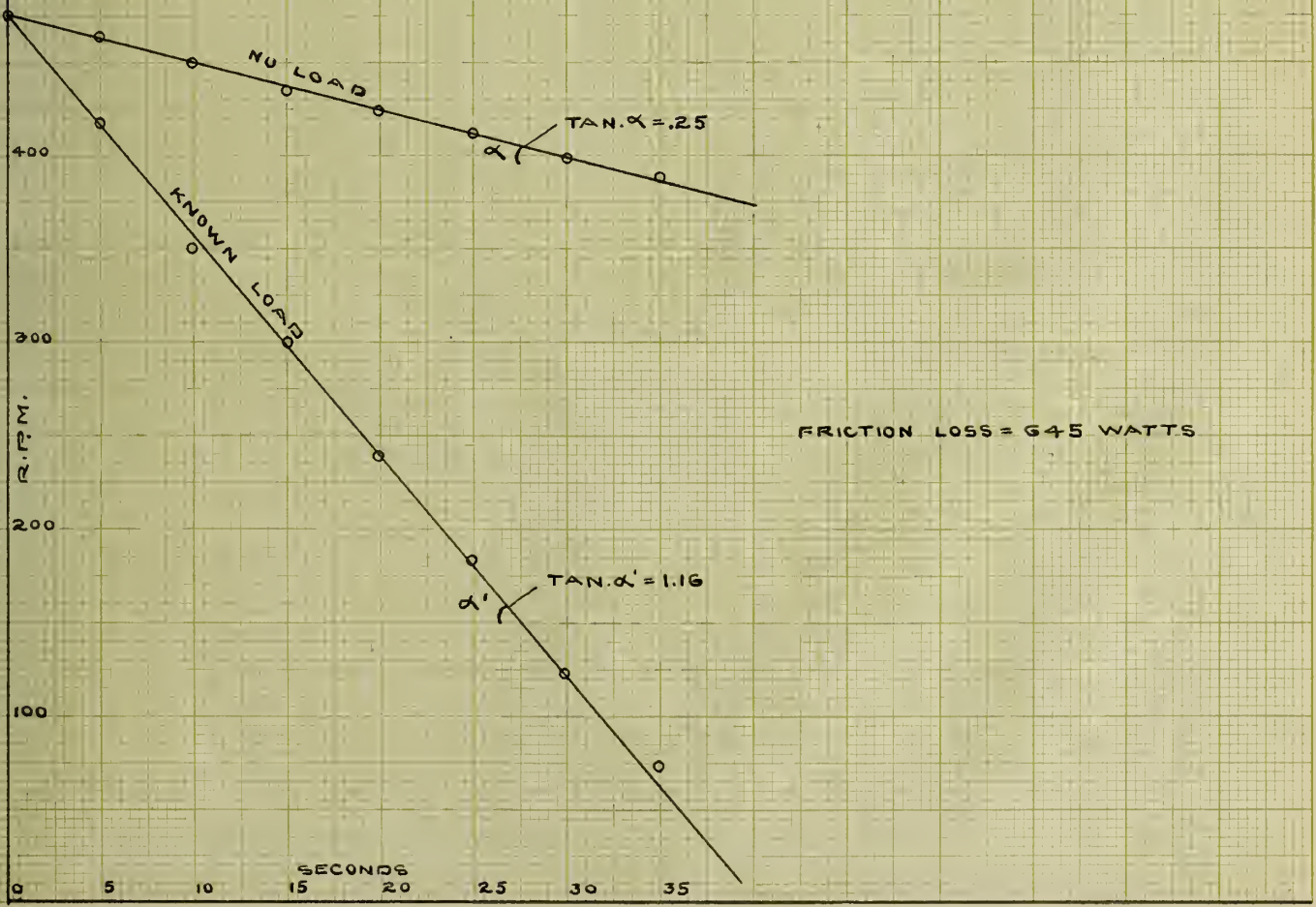
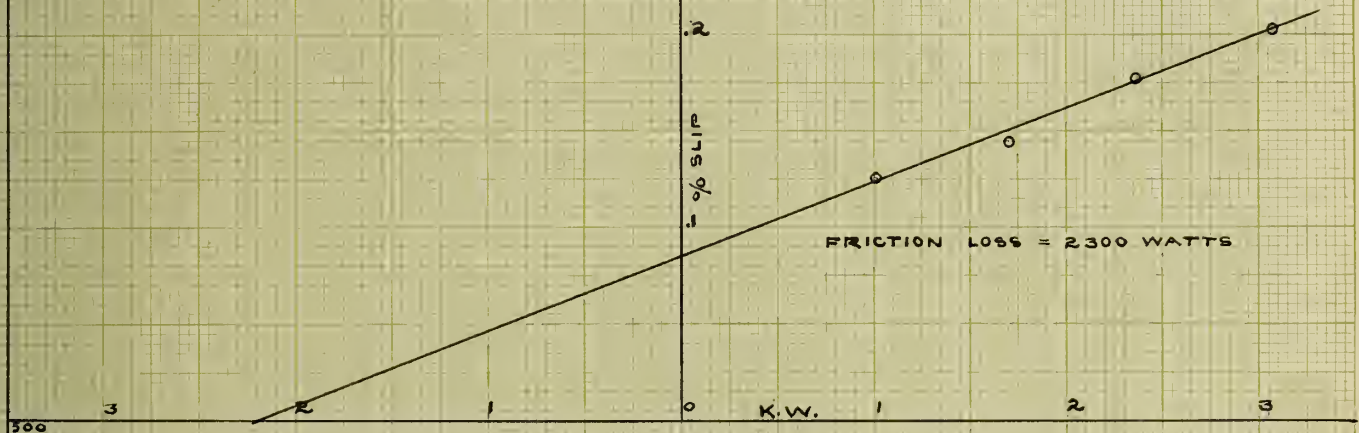






PLATE 5  
VOLTS 300

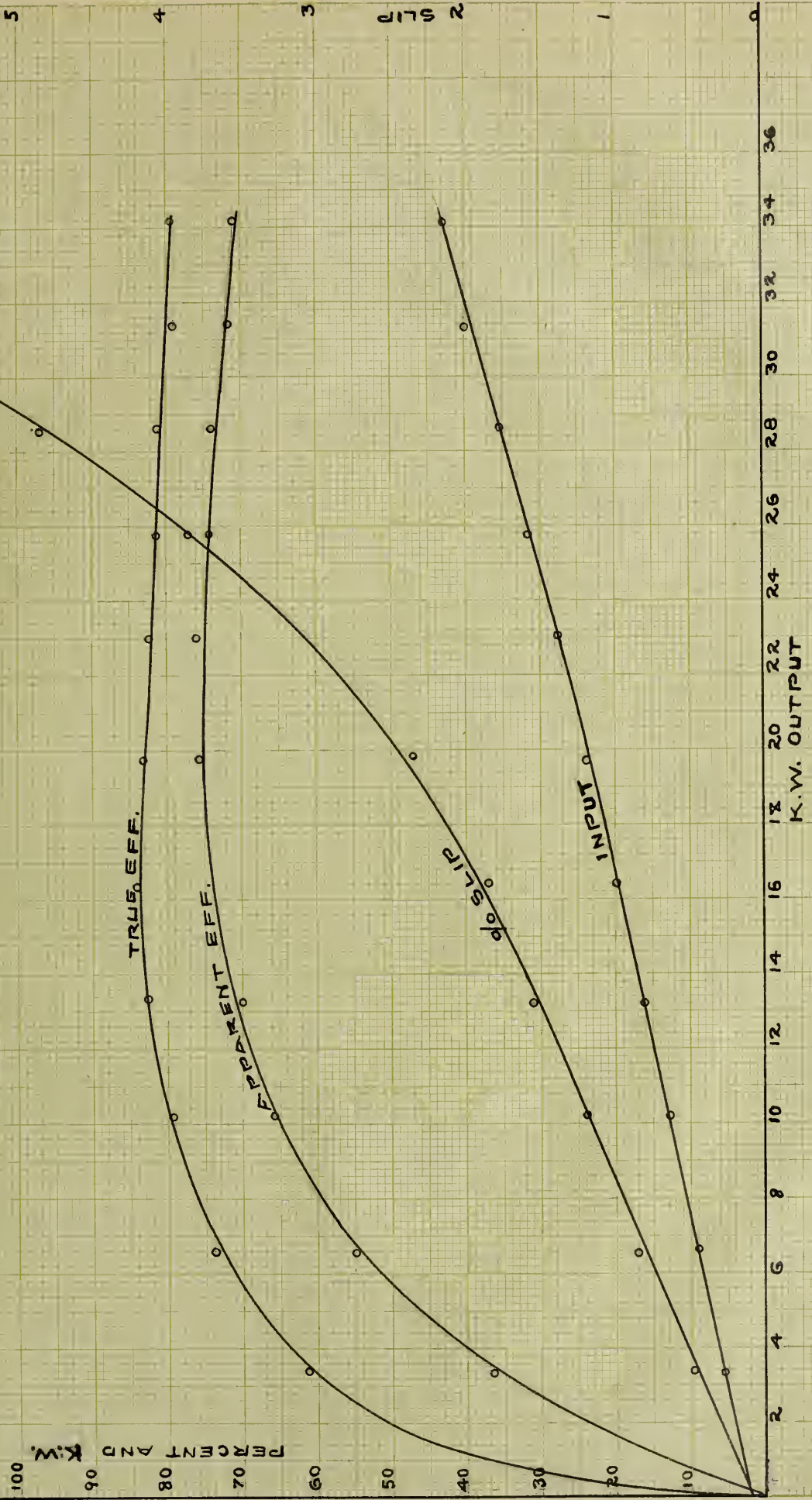
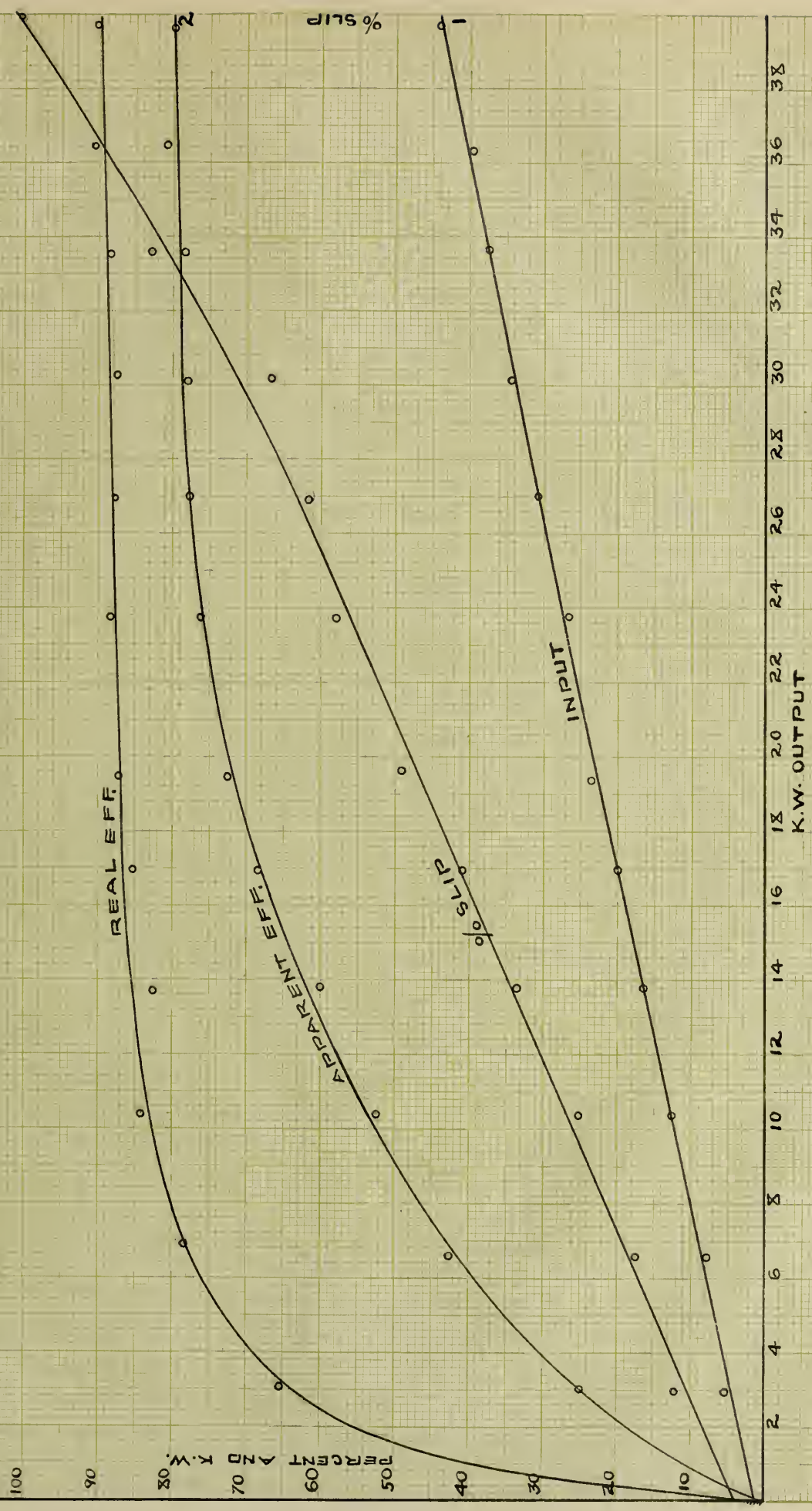






PLATE 6  
VOLTS 400



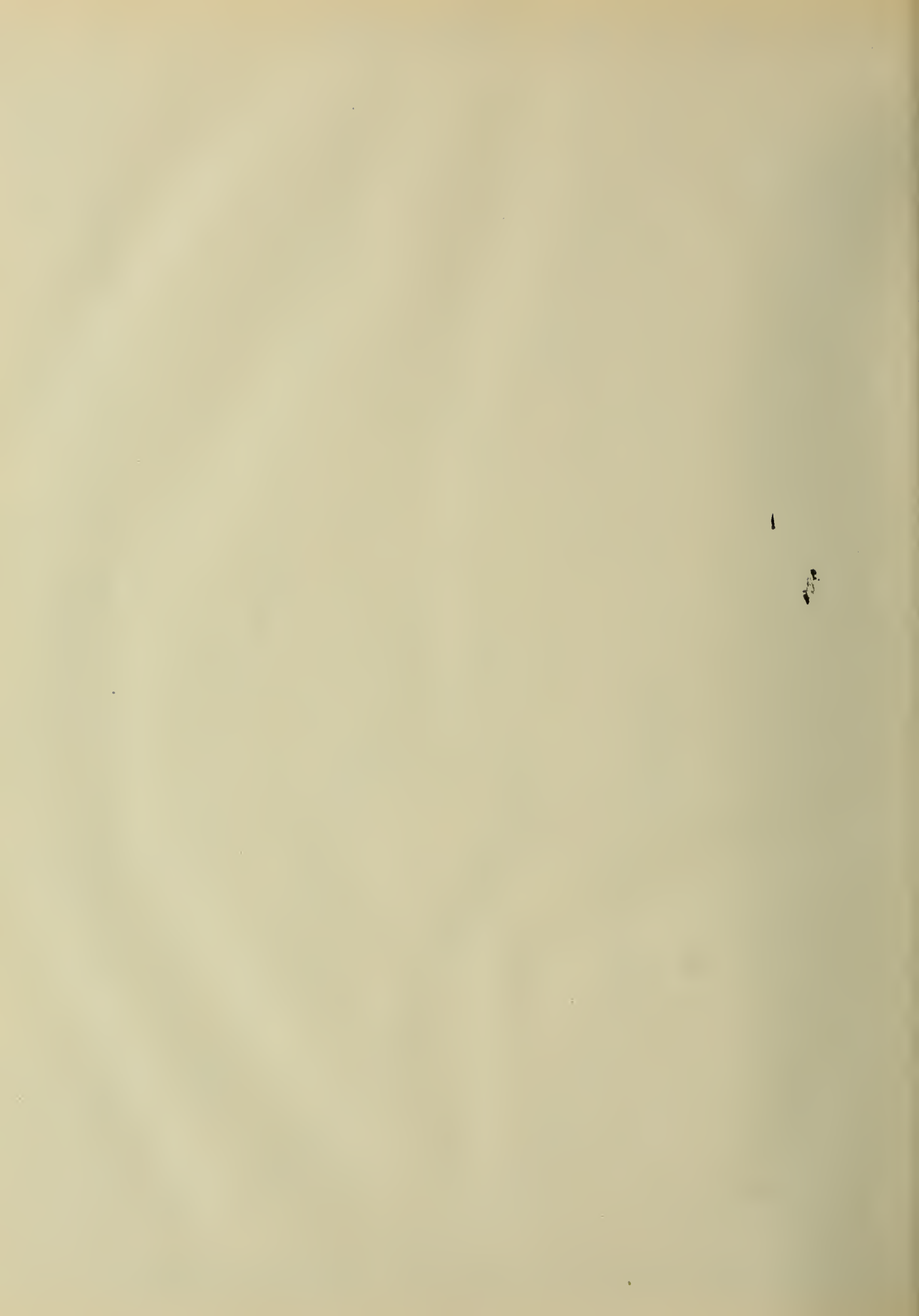




PLATE 7  
VOLTS 440

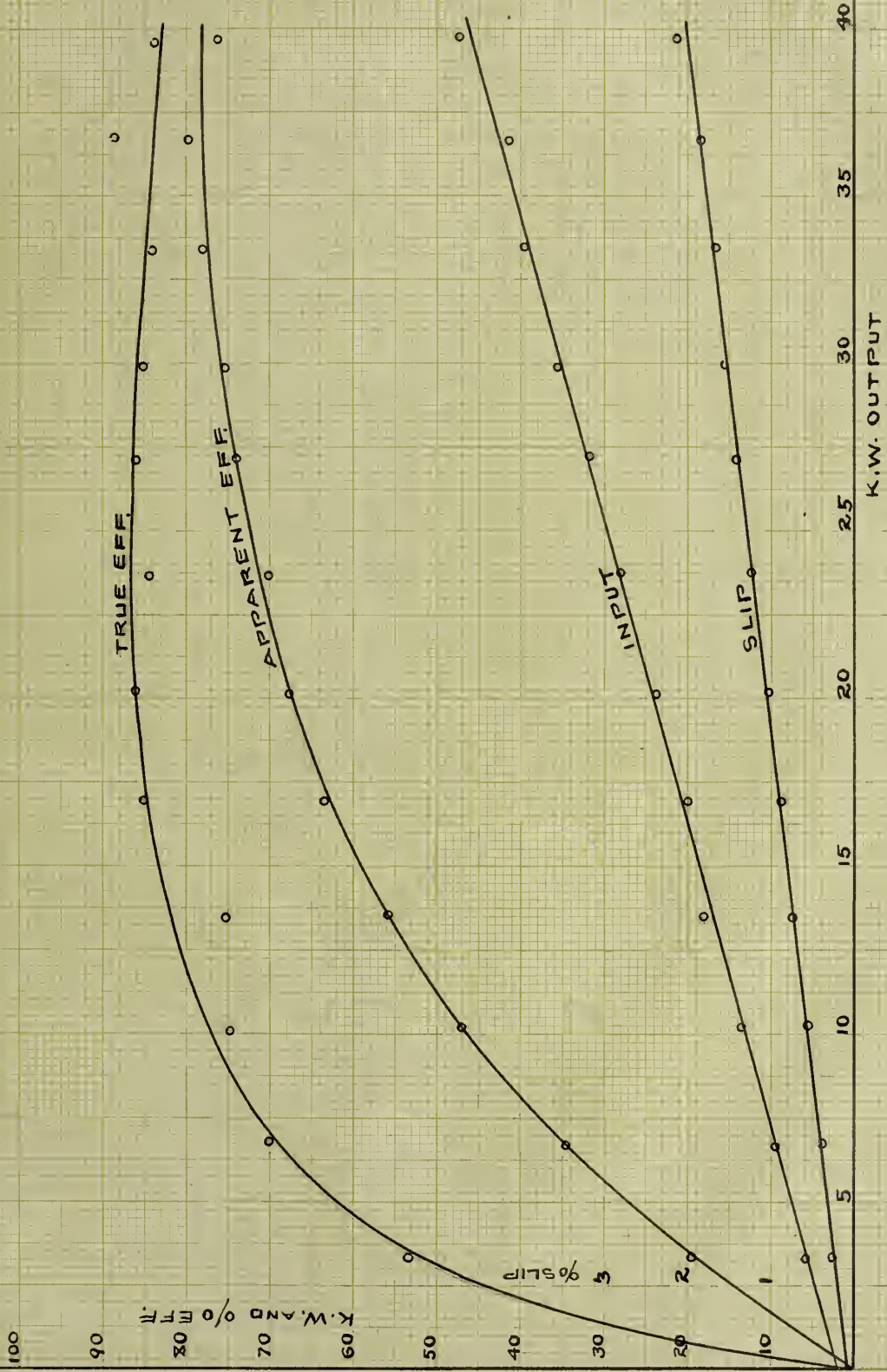






PLATE X  
VOLTS 500

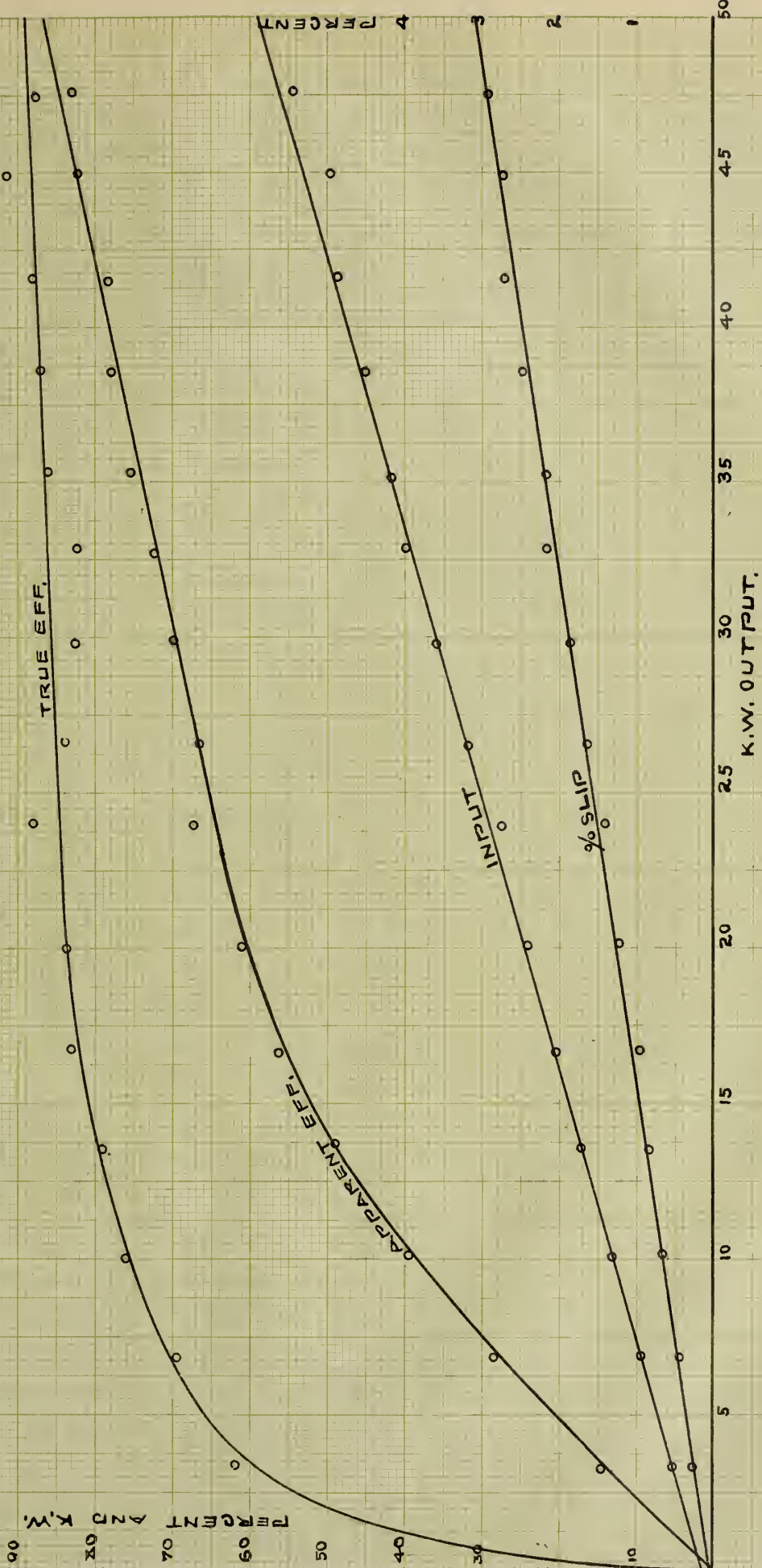






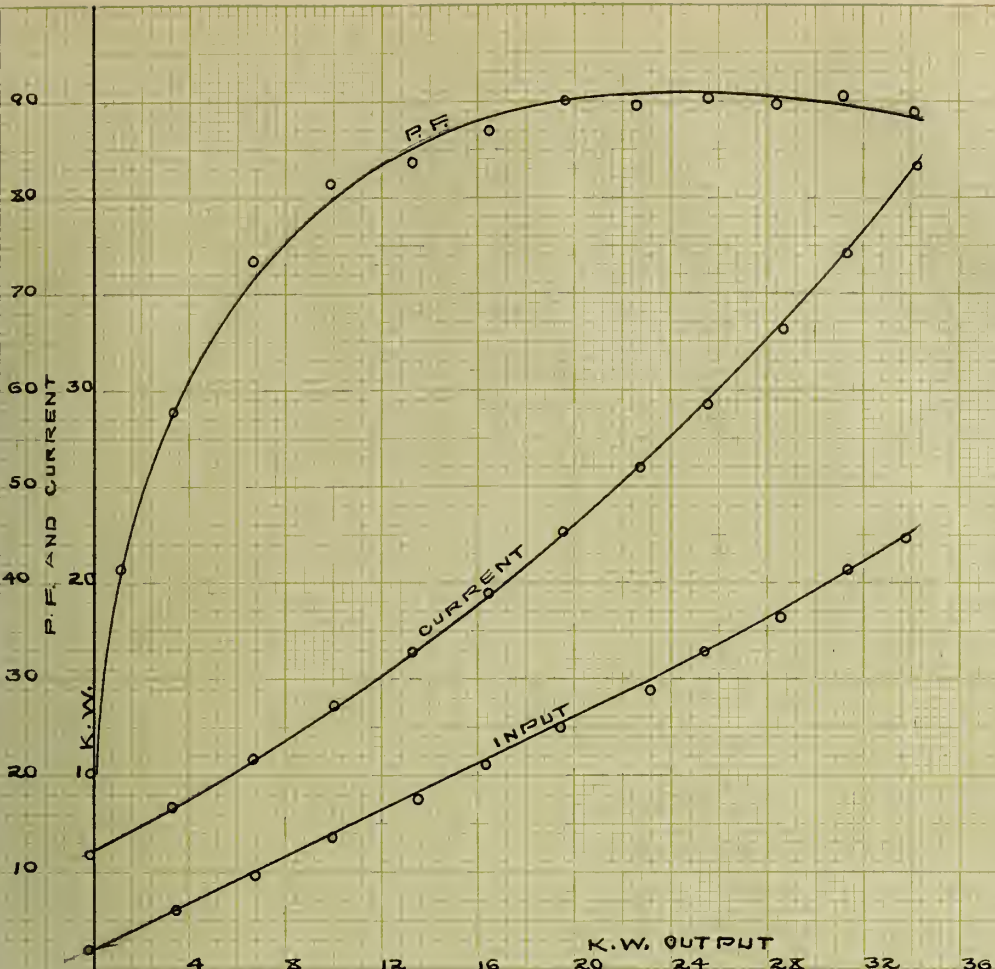
PLATE 9  
VOLTS 580



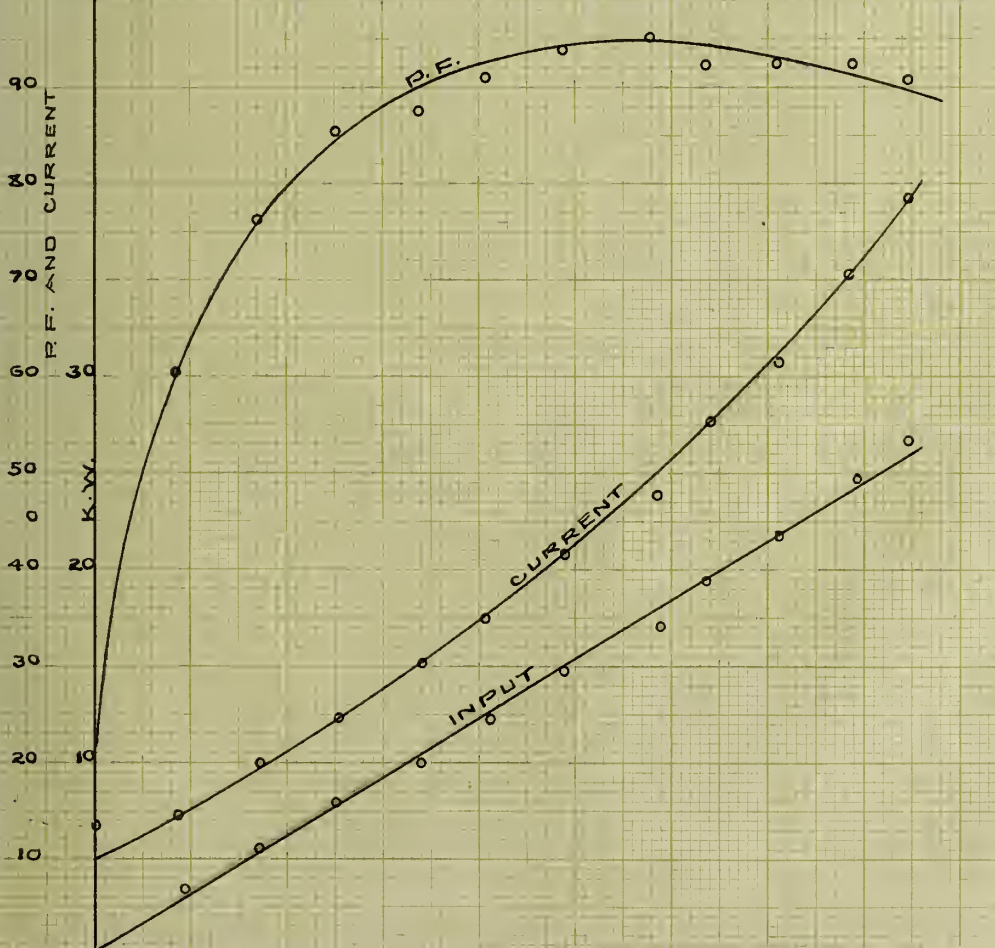




PLATE 10  
VOLTS 300  
PHASE 'A'

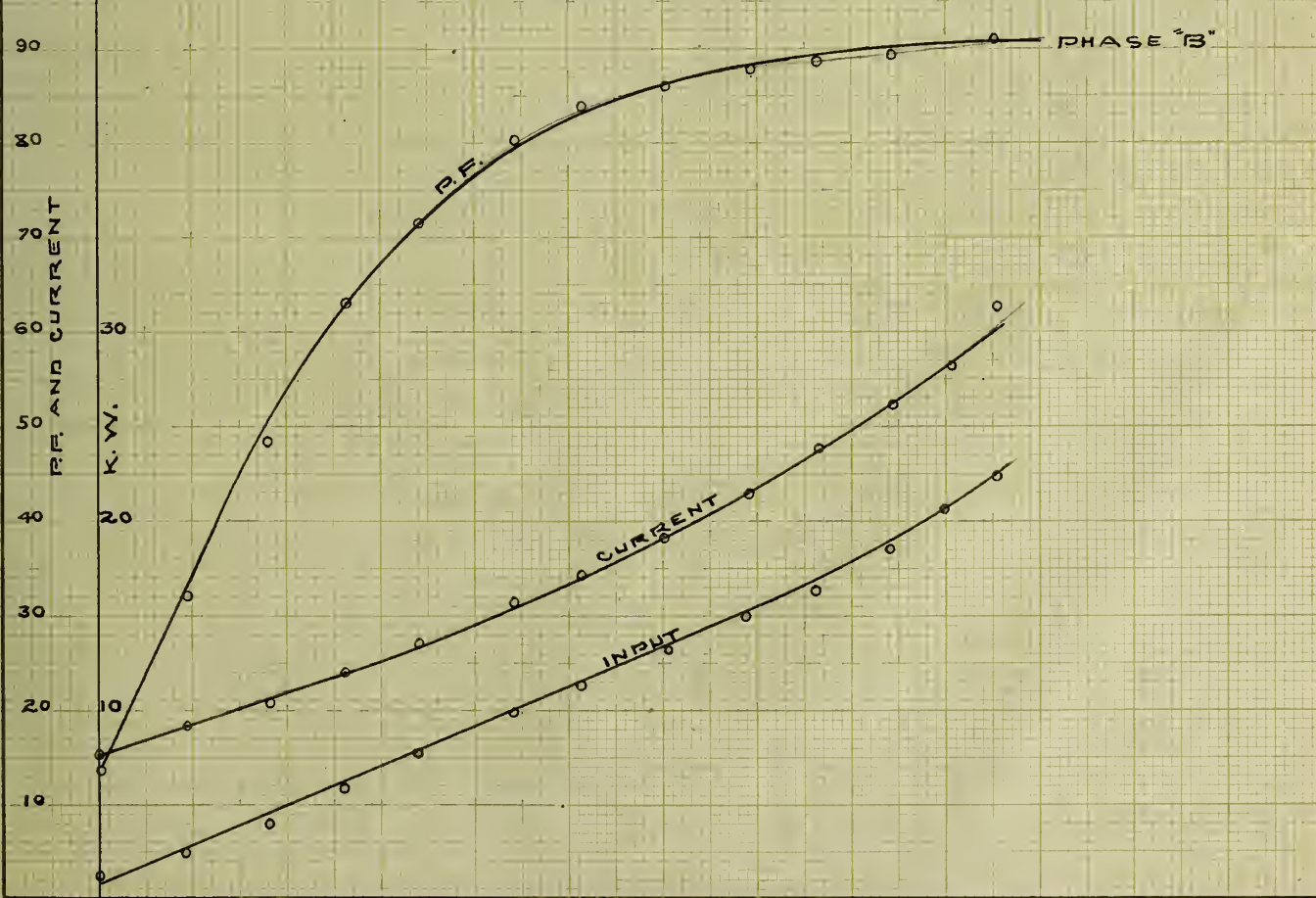
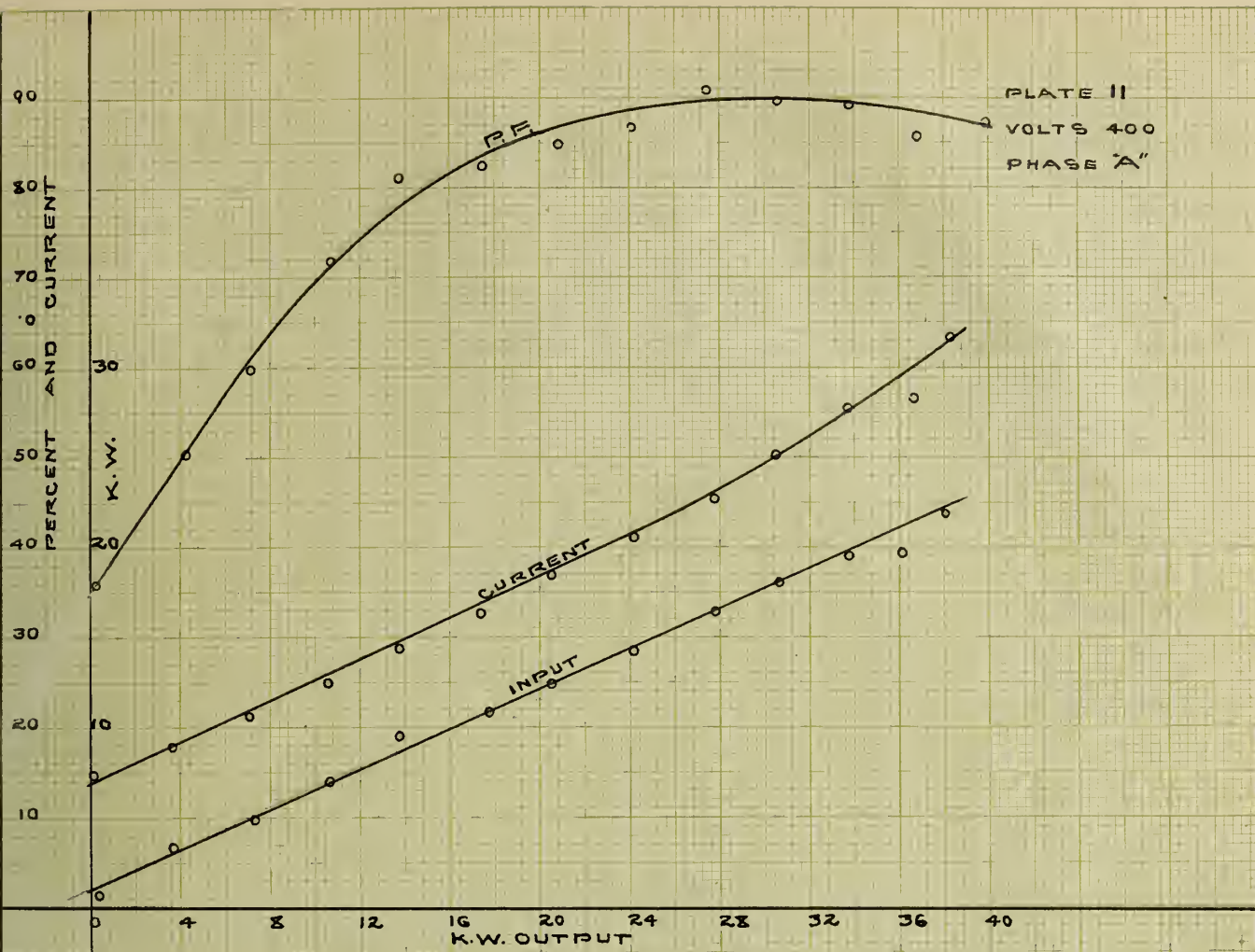


PHASE 'B'



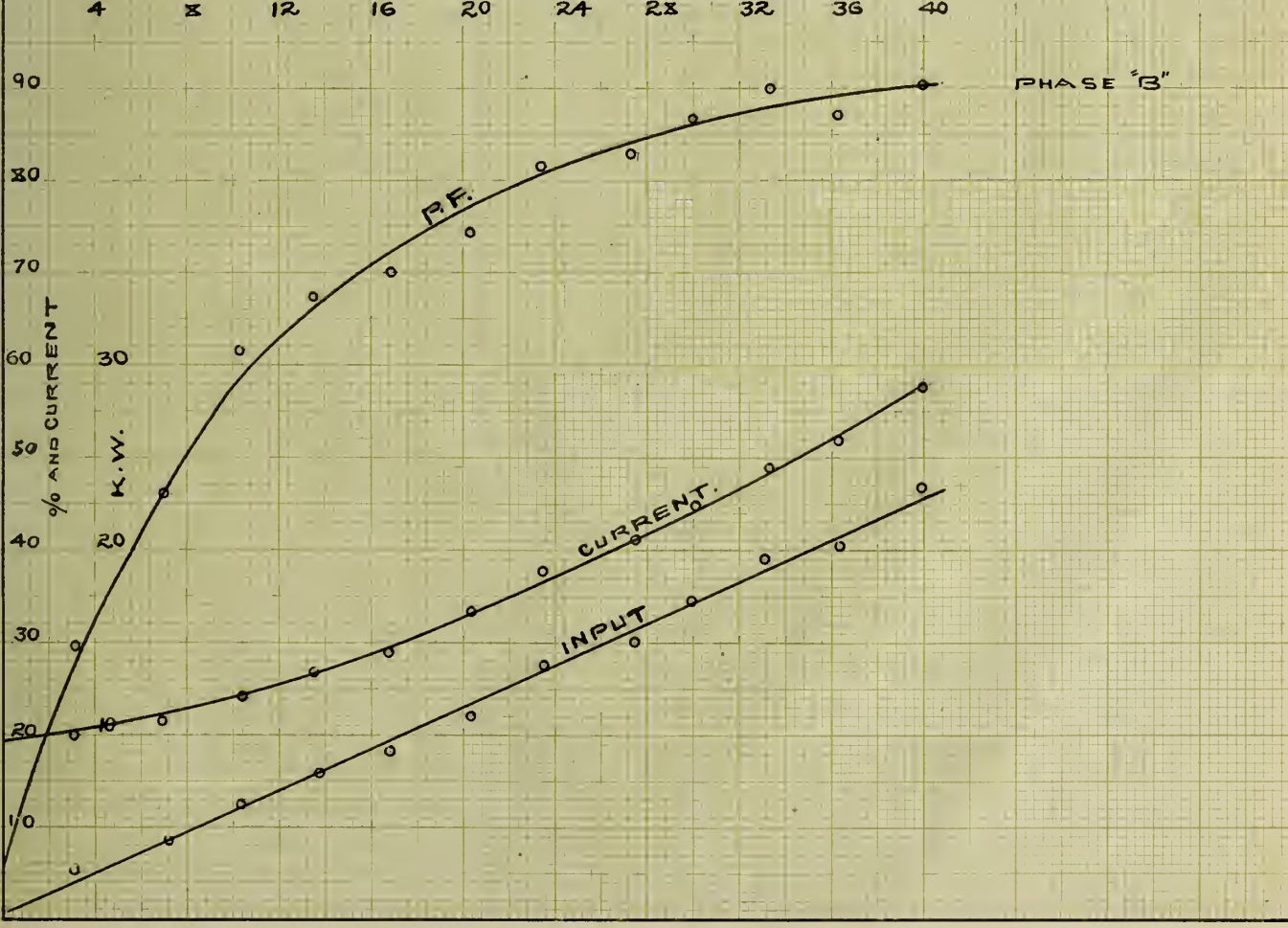
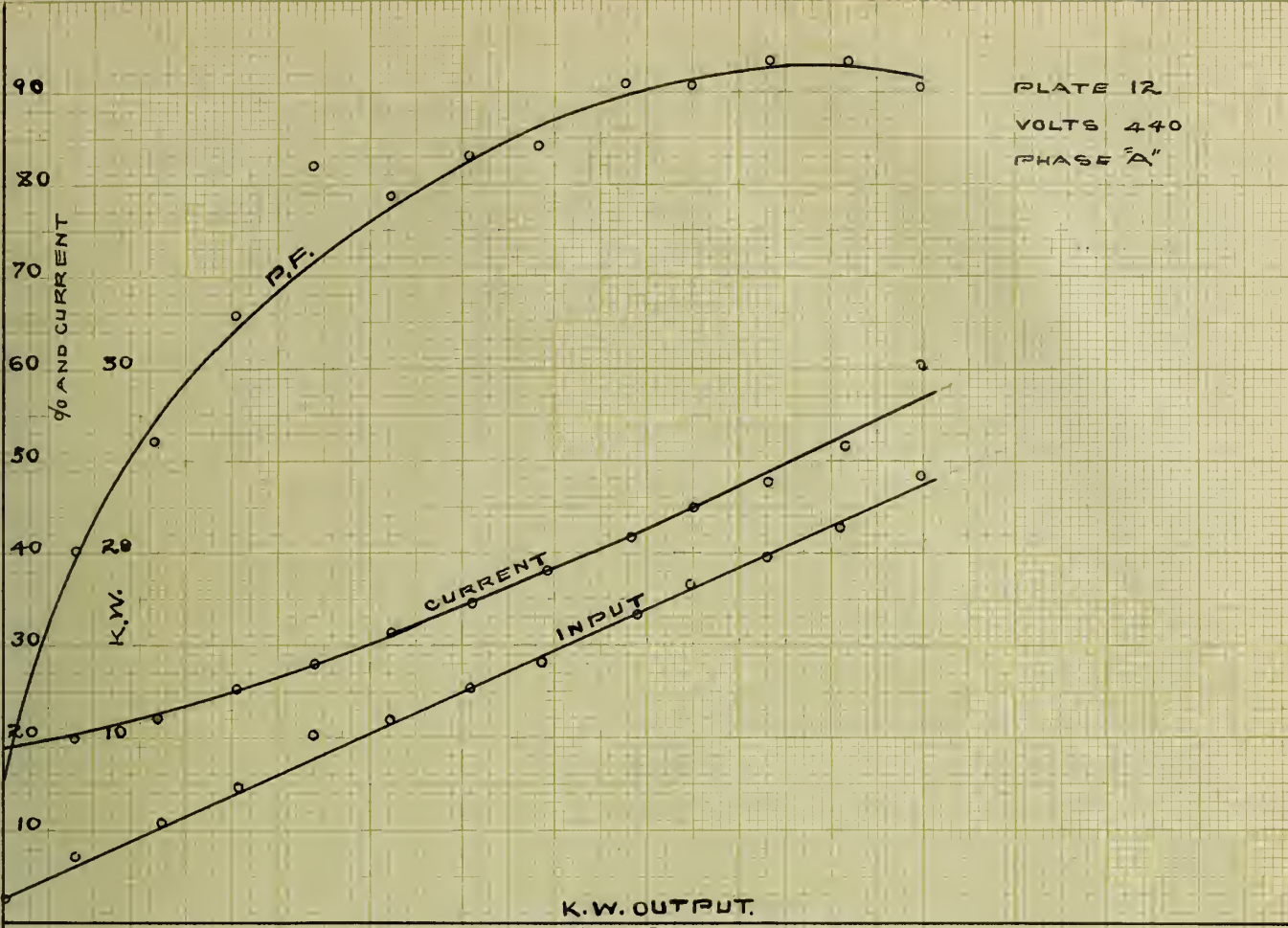
















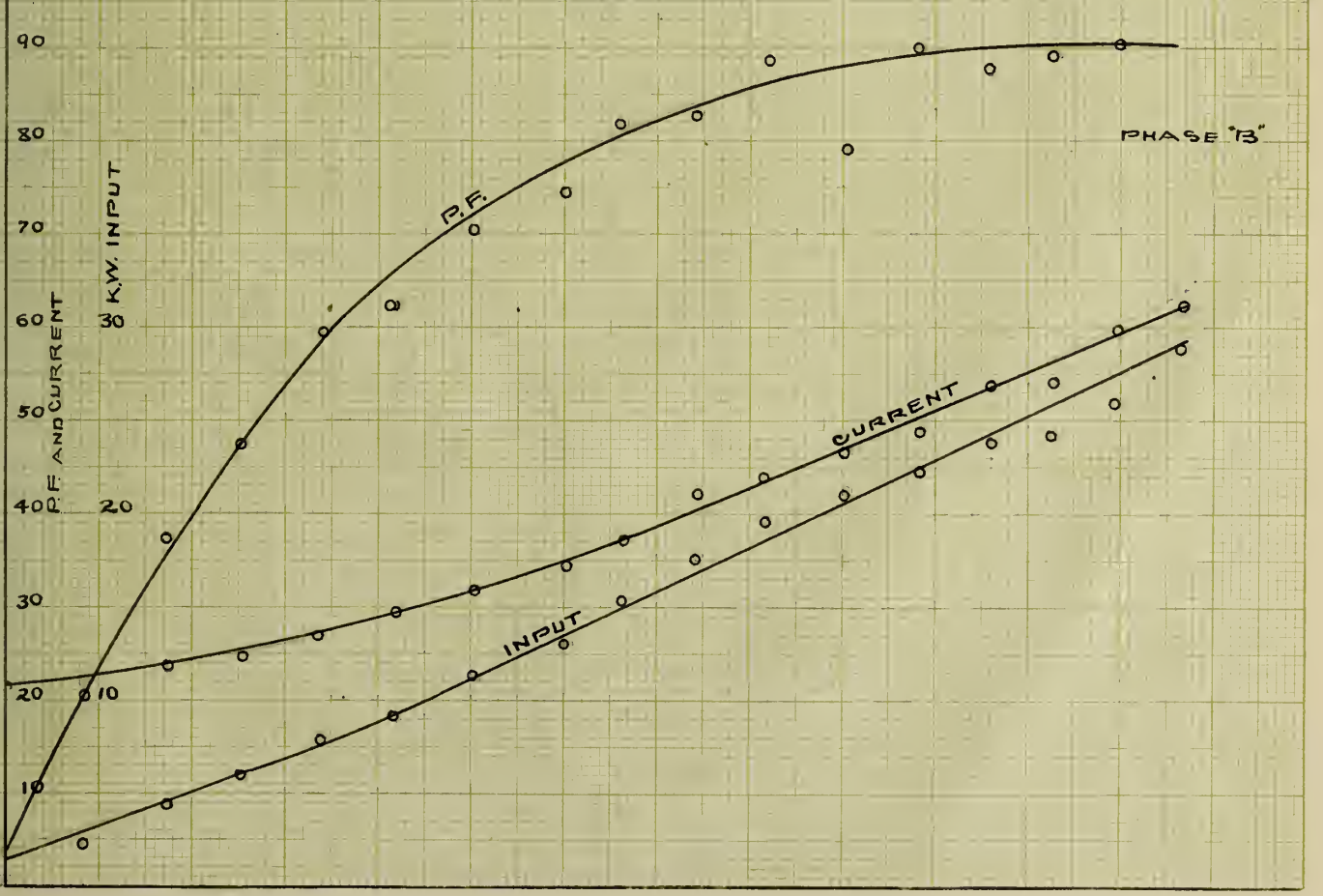
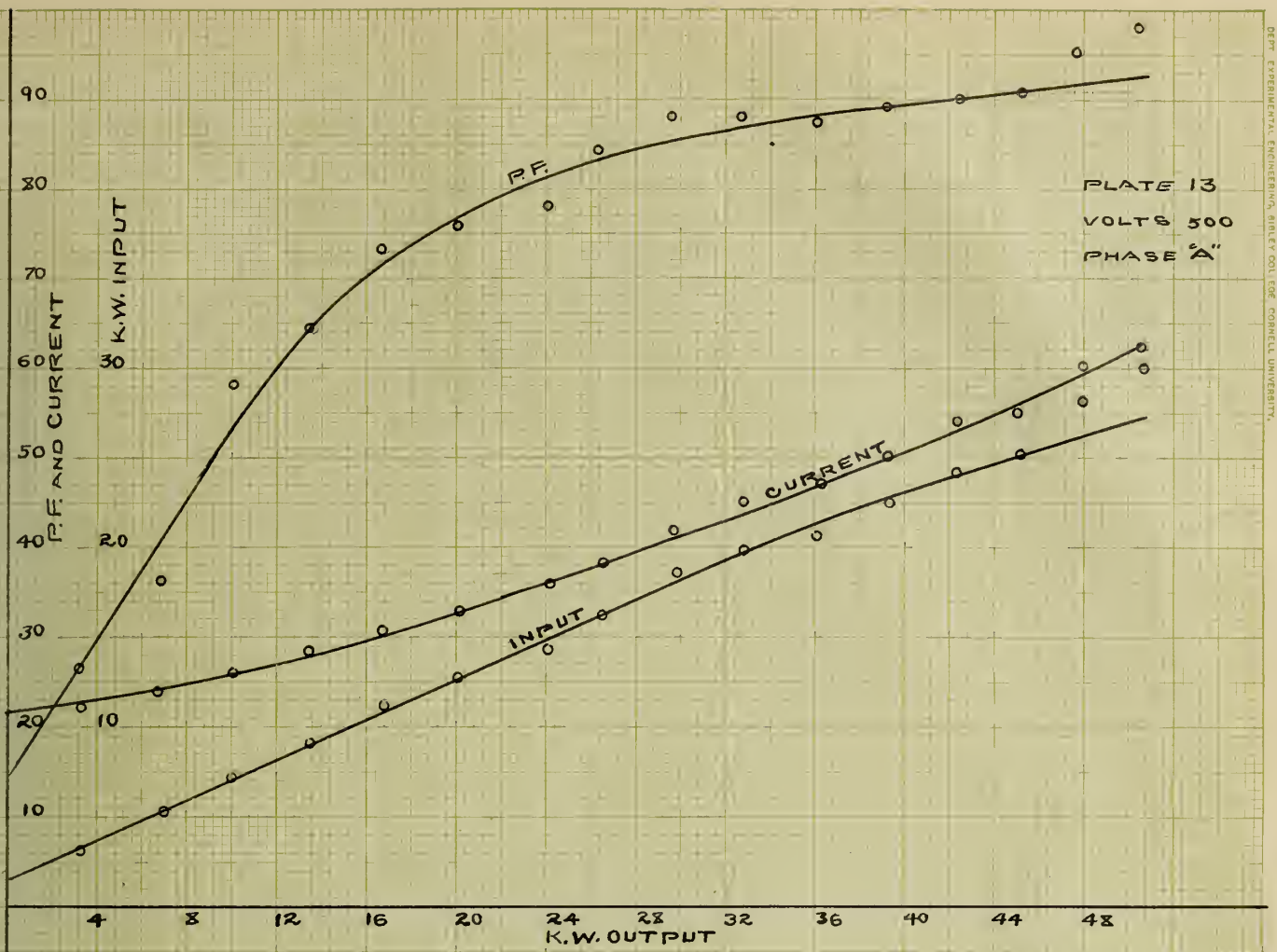
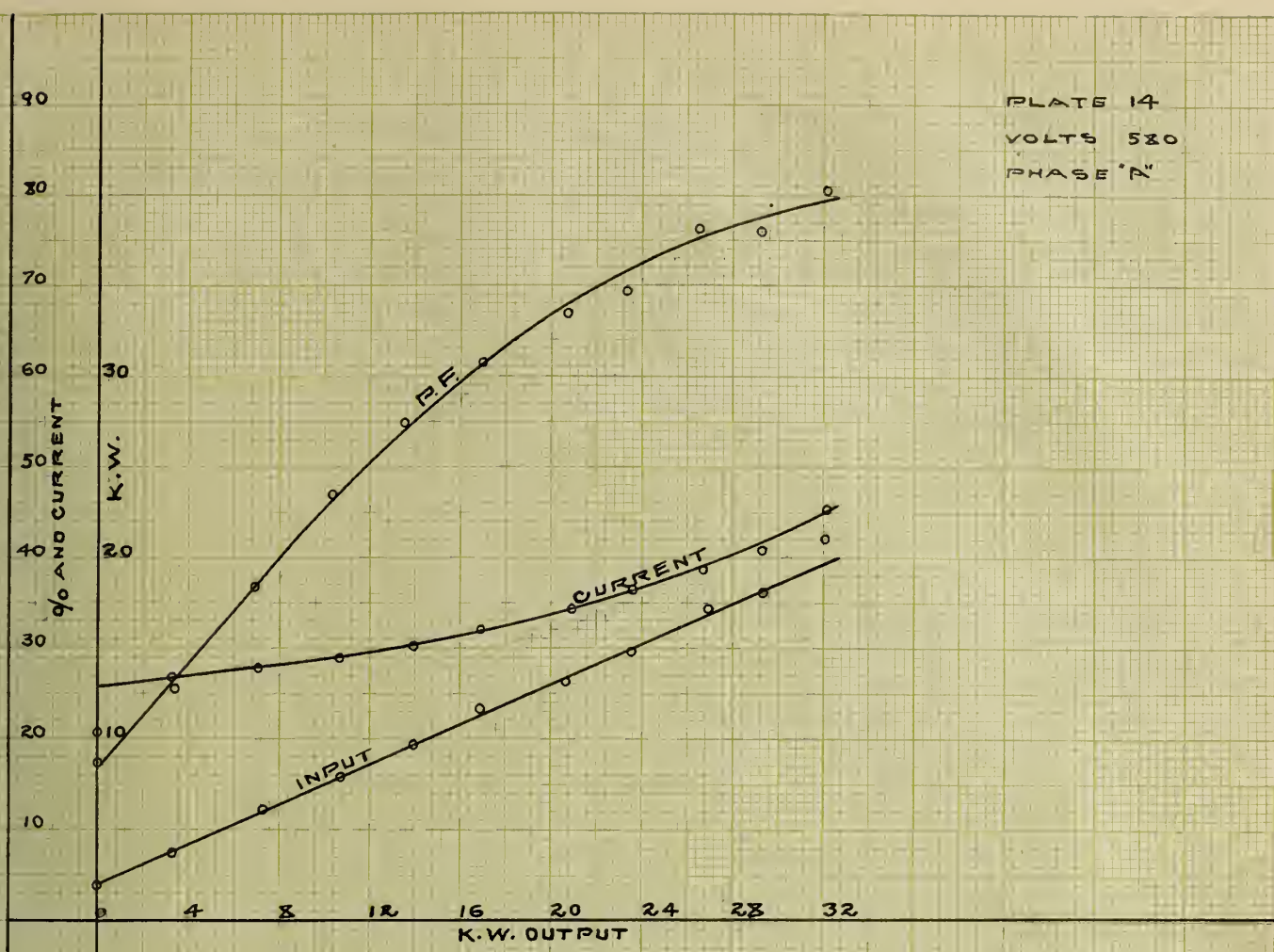


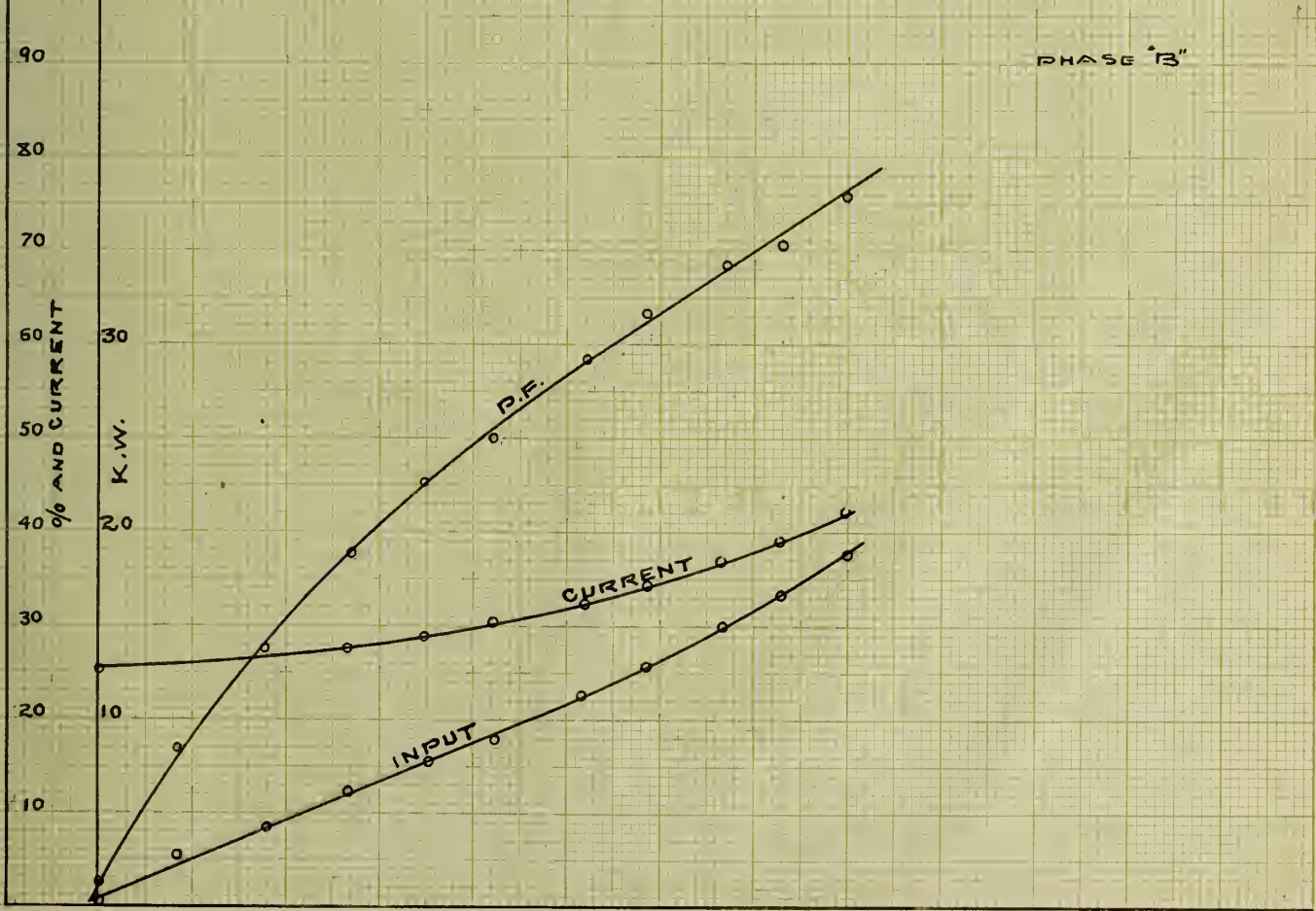




PLATE 14  
VOLTS 520  
PHASE "A"



PHASE "B"







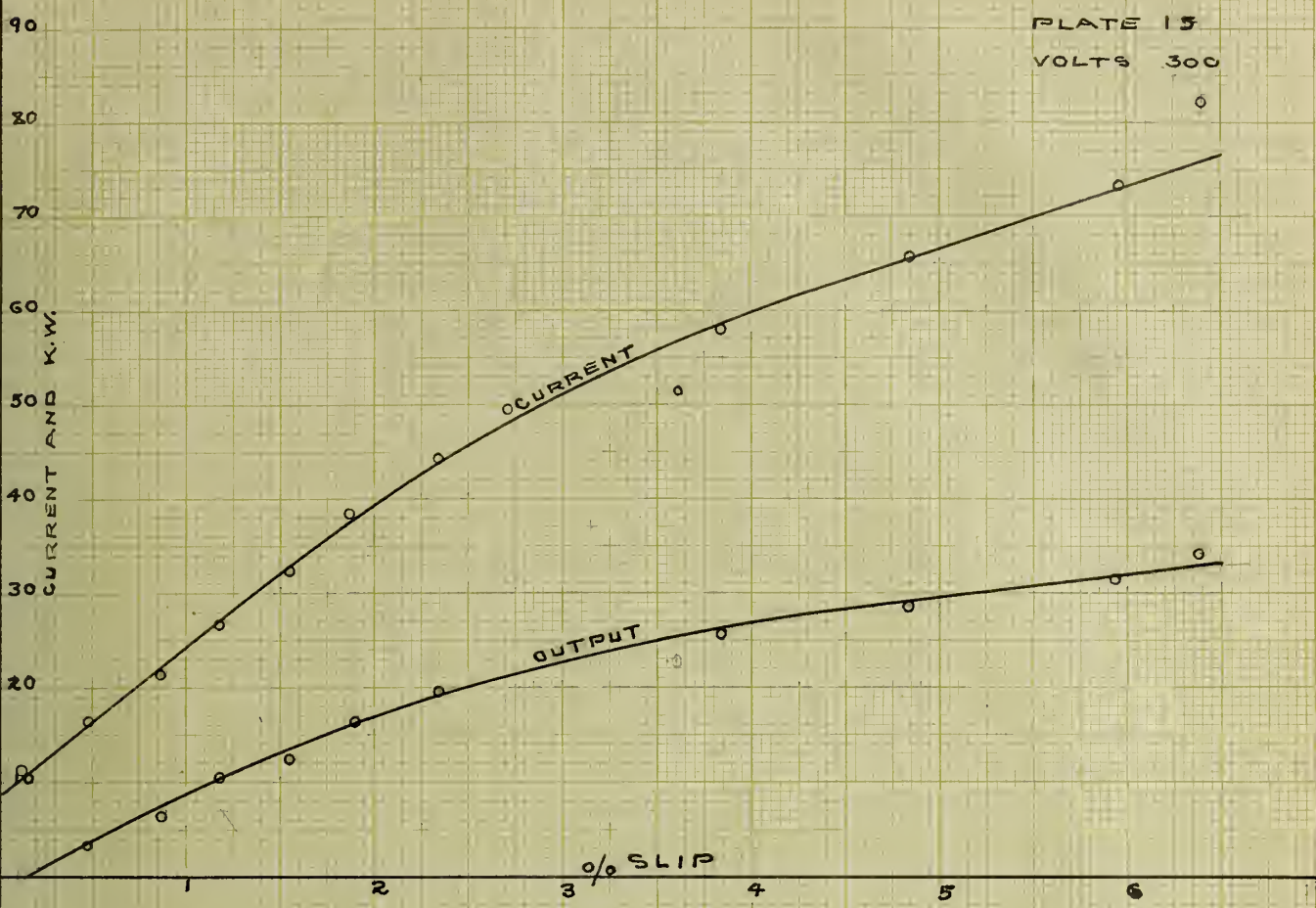






PLATE 16  
VOLTS 440



VOLTS 440

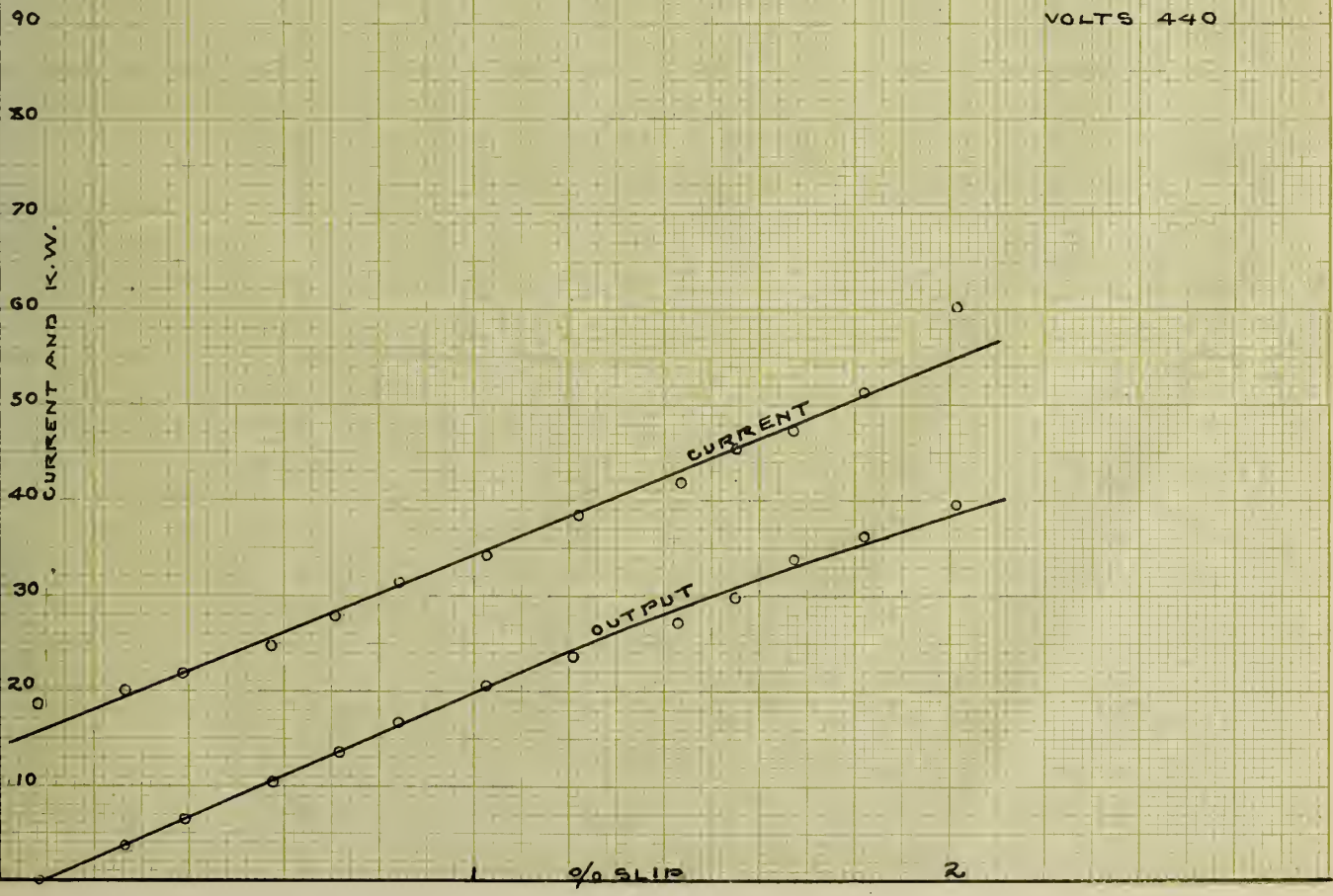
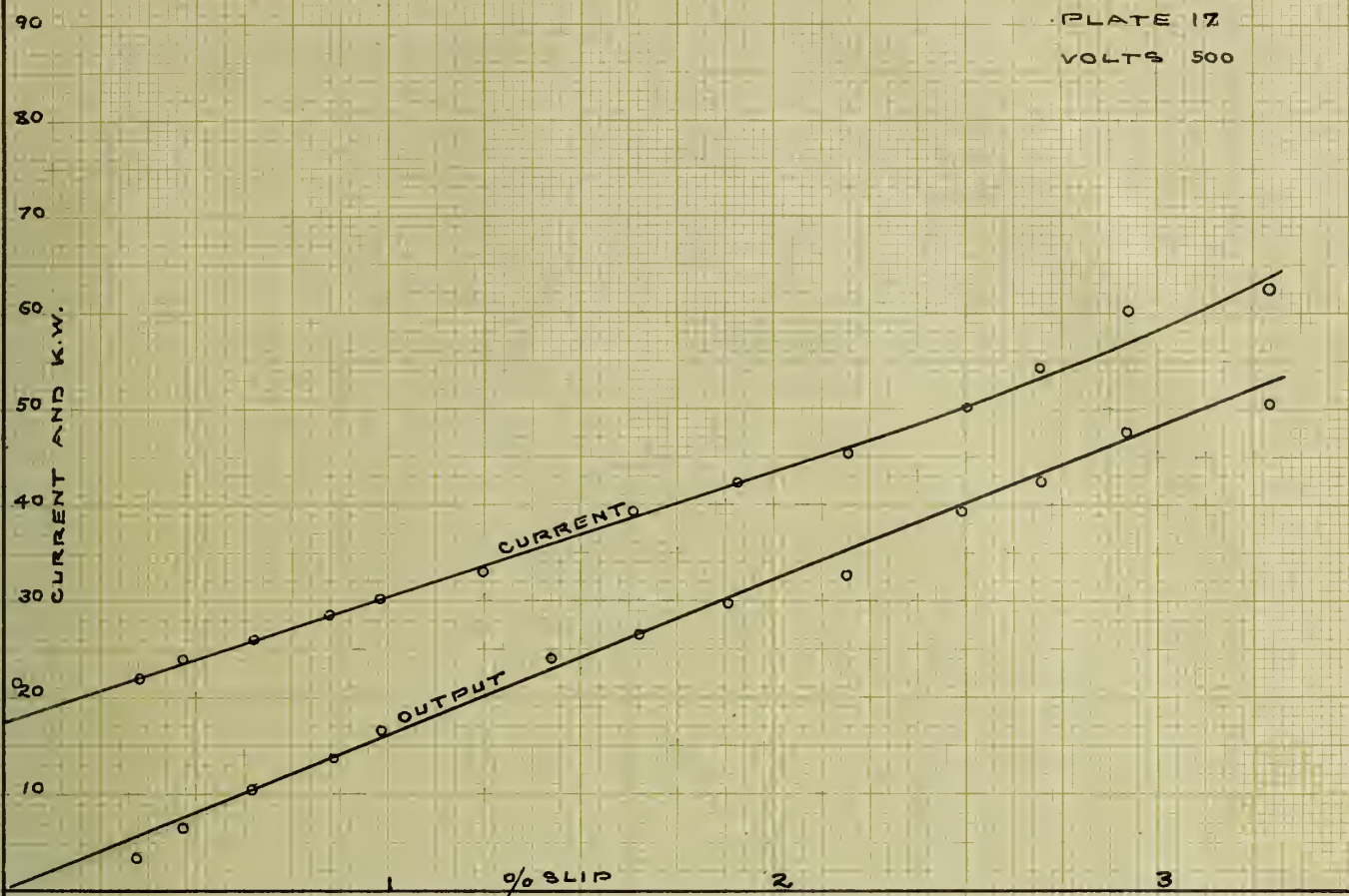


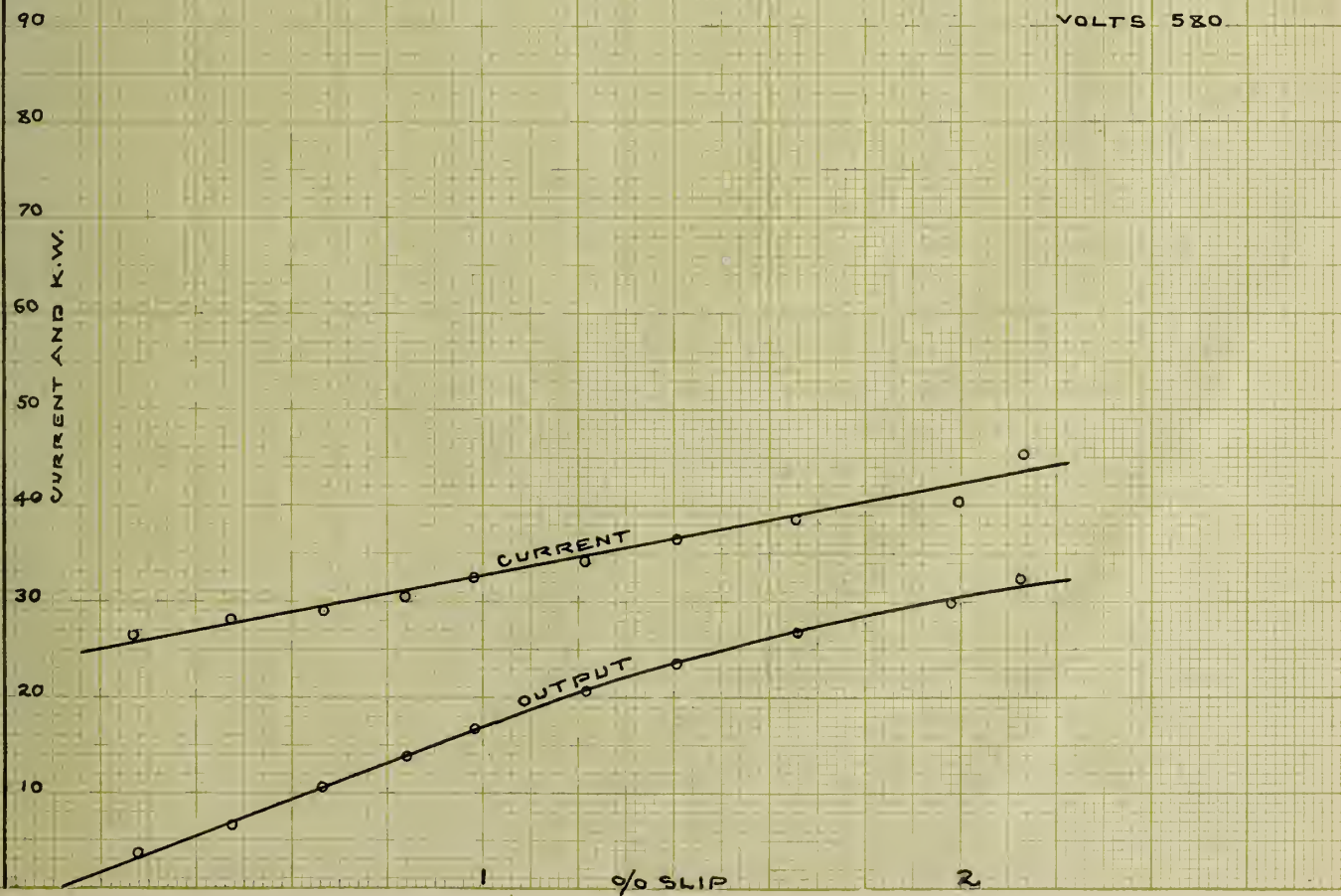




PLATE 17  
VOLTS 500

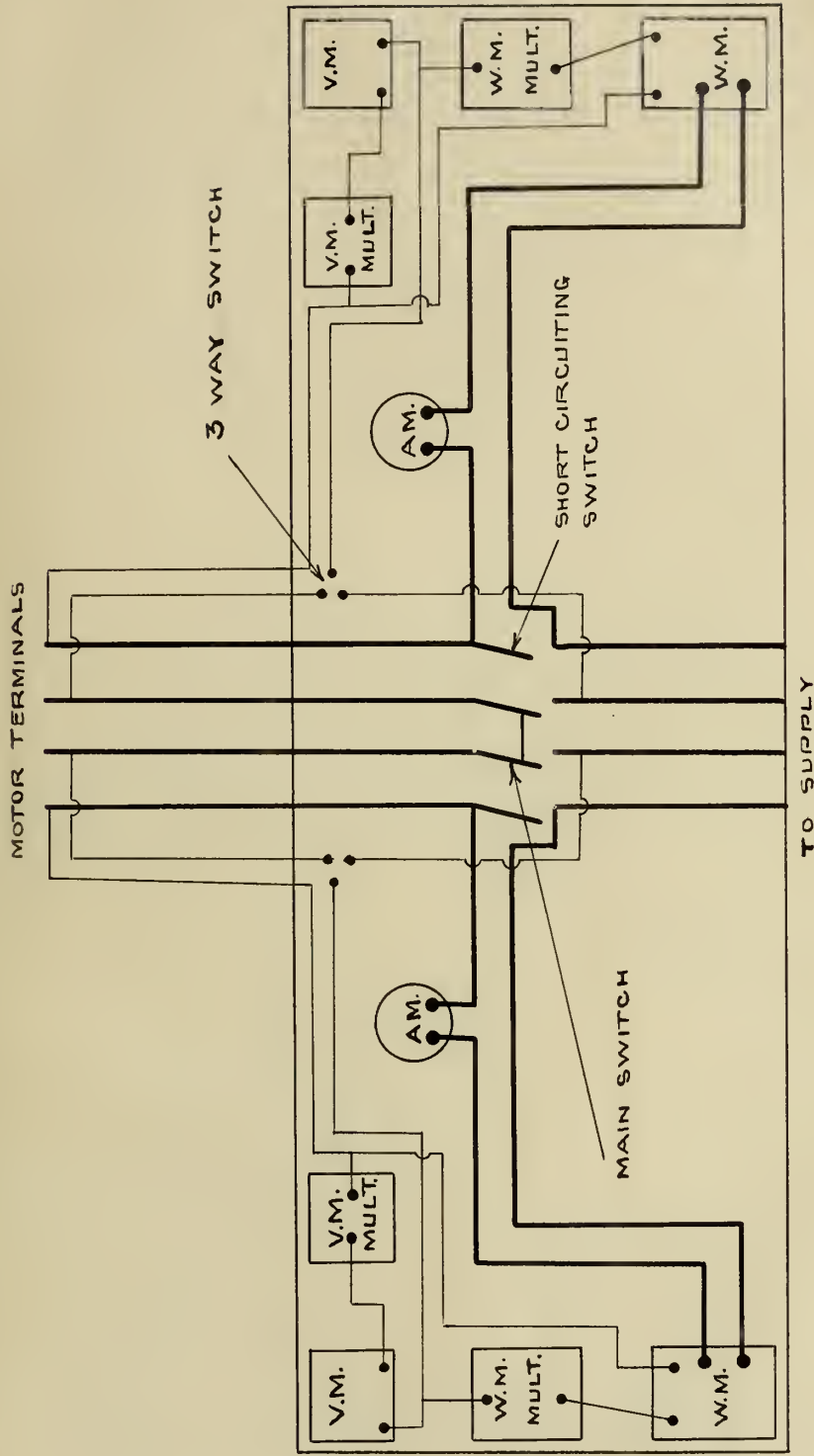


VOLTS 530









WIRING DIAGRAM  
FOR  
TESTING TABLE











