



TEM

**OPERATION AND
MAINTENANCE
MANUAL**

**"ELECTRIC MOTORS 50-400 V CA"
Family**

TEM ELECTRIC MOTORS s.r.l.

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1 INTRODUCTION

This manual contains the information for operation and maintenance of motors / servomotors in alternate current (hereafter simply AC), with power supply ranging from 50 to 400 V, hereafter referred to as “electric motors”.

The content of this document reflects the requirements of the directives 2014/35/UE, 768/2008/CE, 2014/30/UE, 2011/65/UE, 2012/19/UE and relevant regulations.

The manual is to be considered an integral part of the motor to which it is attached and must be kept throughout the life of the machine (it is recommended to keep it in a dry and protected place).

The manufacturer reserves the right to make changes, without notice or incurring any penalty, without prejudice to the main technical and safety feature; for any other information, please contact the nearest retailer.



WARNING USE THE MOTOR ONLY AFTER READING THIS MANUAL CAREFULLY

2 GENERAL WARNINGS

This manual contains the instructions that allow maintenance and regular use of the motor avoiding inconveniences that could damage its proper operation. **The electric motor is a risk-bearing component primarily of electrical and mechanical origin, therefore, if used improperly, it can create hazardous conditions and cause harm to people, animals and things.** It is recommended that you carefully read the instructions that follow before the motor is commissioning; each installation operation, commissioning, maintenance and protection of the electric motor shall be performed by qualified personnel in compliance with all applicable laws, technical standards and safety requirements for the electrical equipment of machinery as stated by the European standard EN 60204-1.

Please note that this documentation complements and does not replace any legislation or technical regulations or safety requirements relating to the electric motor; the following information provides only practical suggestions for the competent staff responsible for this task. All liability arising from improper use and failure to comply with the applicable Safety Directives concerning electrical equipment shall be waived.

Failure to comply with the warnings and/or any tampering of the motor, raises TEM from any liability in the event of accidents and/or damage to property and persons.

Before starting the motor, the user must carefully read the contents of this manual.

The user must comply with the safety standards in force in their country and as provided in this manual.

3 DESCRIPTION AND FIELD OF USE

Our motors are mainly used in the field of industrial automation but can be used for all those uses where it is necessary to vary the speed and the direction of the organs to which they are connected.

All motors listed below have been designed and constructed in accordance with the requirements of the standards:

CEI EN 50419, EN 60034-1, EN 60034-2, EN 60034-4, EN 60034-5, EN 60034-6, EN 60034-7, EN 60034-8, EN 60034-9, EN 60034-14, EN 60034-16-1, EN 60034-18-1/22/31, EN 60276, EN 60423, EN 60529, EN 61986, CEI 2-19,

and by the regulations:

2014/35/UE 768/2008/CE, 2014/30/UE, 2011/65/UE e 2012/19/UE.

4 RESIDUAL RISKS DUE TO CURRENT

- Electrical apparatus must not be operated in explosive atmospheres, for example in the presence of flammable liquids, gases or powders. Electrical apparatus creates sparks which may cause fire or explosion
- Keeping children and strangers at a safe distance during the operation of an electrical appliance.
- Do not operate electrical equipment outdoors in the presence of rain, fog, thunderstorms, high and low temperatures, or in wet or humid environments. Use under these conditions can cause electrocution.
- In case of doubt in the electrical field, rely on a specialist with proven experience. The use of electricity in an unsafe way is very dangerous for your and others' safety.
- Make the electrical connection in accordance with current legislation and the indications on the manual of the equipment.
- Do not expose electrical appliances to rain and do not use them in damp places. The entry of water into an electrical appliance increases the risk of electric shock.
- The power supply shall correspond to that indicated on the electrical appliance. An unsuitable power supply generates malfunctions and accidents.
- Use personal protective equipment. Always wear eye protection and shoes with rubber sole. Protective equipment reduces the possibility of personal injury.

5 ELECTRIC MOTOR IDENTIFICATION

All motors shall be fitted with a plate in which the data necessary for their identification can be collected. The layout of these data is described below.

1. Company name and address
2. Designation of the series/type
3. Revolutions per minute
4. Nominal voltage
5. Protection grade
6. Insulation class
7. Nominal torque
8. Peak torque
9. Voltage constant
10. Serial number
11. Month and year of construction
12. Nominal current
13. Brake supply voltage
14. Encoder model
15. Resolver N. of poles
16. CE marking
17. Ban on dumping into urban waste

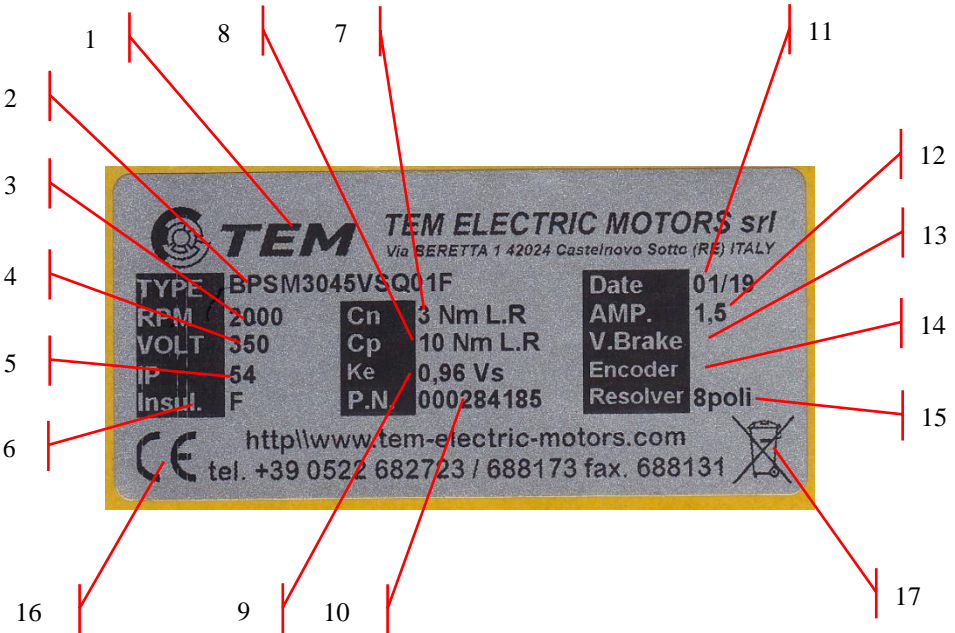


Fig. 1: Identification plate

6 A.C. MOTORS DESCRIPTION

The motors to which this manual refers are of the brushless AC type with electronic switching and permanent magnet rotor called BRUSHLESS, the excitation is available from 50V to 400V. BT series servo-motors have been designed and built to be able to work both in constant torque and speed without damage and are available in closed execution without ventilation; They are equipped as standard with encoder with resolver switching phases, encoders with resolver switching phases, hall effect sensors, serial fa-coder, absolute encoder or sensorless.

6.1 Technical data

The basic technical characteristics are given on the motor plate, if the user is in the need to know other parameters not specified can request them from the dealer, consult them or download them from the website: www.tem-electric-motors.com or alternatively request to TEM directly the motor characterization card of which it is in possession, to do this it is sufficient to provide or the full name of the article (see TYPE code of the motor plate) or the serial number (see serial number on box P.N. of the motor plate).

7 PROHIBITED SCOPE

The AC motors manufactured, can reach the maximum protection degree of IP 65 (only at the specific request of the customer) making appropriate changes to the construction, so their use is not allowed in those cases where greater protection is required for example:

- Exposure to direct water jets with pressures above 30 KPa and flow rates above 13.2 l/min.
- Partial or total immersion in water, oil, etc...

In the case of standard brushless (IP 54 protection) the limitations are extended as required by EN60034-5.

WARNING:

The motor cannot be used in environments where explosion-proof characteristics are required.

Ensure that the environment in which it is to be installed is not subject to gaseous and poisonous fumes for the maintainer. The use of the engine is allowed to persons over 14 years of age.



8 INSTALLATION

8.1 Mechanical installation

Before installation check that:

- 1) the electric motor is not visibly damaged (damage from transport or storage).
- 2) the registration plate data are consistent with the characteristics of use of the motor and the application for which it is intended; the supply voltage must correspond to the indications on the data plate.
- 3) the environment temperature is within the range 0 °C to 40 °C;
- 4) relative humidity is less than 85%;
- 5) the IP protection degree indicated on the electric motor is suitable for the installation environment according to IEC 60034-5;



Before each operation, disconnect the motor and its equipment from the mains. It has dangerous rotating parts, remove the protections only by motor disconnected from the network and with parts not in motion.



Attention the motor can reach in the external surfaces in contact with the operator, high temperatures. Handle only with cold motor.



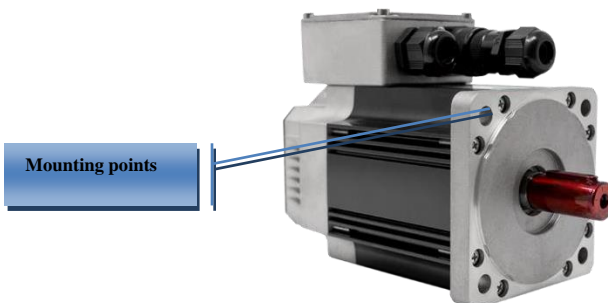
**Attention the motor has sharp parts that can cause injuries. Use special protective gloves.
Beware the keyless motor drive shaft has sharp edges.**

Preliminary work:

- 1) remove any blockages or protections or packaging used for transport (e.g. motor shaft end protection) and check that the driveshaft rotates freely in its seat.
- 2) verify, in particular after a long storage period, that the motor is not wet or with rust.

Motor installation:

- 1) it is recommended that the electric motor be secured adequately by means of the anchorage points on the flange and/or its carcass;

**Fig. 2: Mounting points of the electric motor**

- 2) perform the installation of the motor on a flat, rigid, vibration-free, deformation-resistant base;
- 3) carefully align the motor and the controlled machine to avoid unacceptable stresses on the crankshaft, respecting the maximum permissible radial and axial loads; misalignment may cause abnormal overheating and/or mechanical breakage during operation and may endanger safety;
- 4) during assembly avoid damage to the motor; do not subject the shaft end to impact or shock;
- 5) ensure that the parts to be connected to the driveshaft are suitable.

**Fig. 3 : Driveshaft**

- 6) if possible, the motor shall be so fixed as to allow the reading of the plate data.

-
- 7) Adequate ventilation shall be ensured, avoiding bottlenecks in air passages and the entry of swarf, dust or liquids and all cases that compromise the smooth operation of the motor and/or heat disposal.

In case the motor to be installed is in version B3, that is equipped with feet for fixing, proceed as described:

- Make sure that the motor rests on a flat surface then secure each hole on the foot using appropriate screws.
- In the case of a flange-mounted motor, perform the following operations:
- Check that the coupling flange is of the same size and design as that of the motor.
- Clean the flange contact areas, remove the protection on the driveshaft and ensure that the key is in the correct position.
- Perform the coupling between the motor and the transmission gear taking care to tighten all the screws on the flange holes.

WARNING:



- **The user is responsible for compliance with local regulations regarding safety, installation and use.**
- **All transportation, installation, use, ordinary and extraordinary maintenance of the motor must be carried out exclusively by specialised and competent operators.**
- **Operator means the person or persons responsible for installing, operating, adjusting, repairing and transporting the motor.**

8.2 Electrical connection

- The electrical connection must be made by a qualified technician.
- Check the integrity of the power and encoder cables before connecting it.
- Use a flying connector compatible with the panel part fixed on the terminal box to cabling the encoder and if present also the power one.
- Verify that the driver to which the servo-motor is connected has been mapped to the characteristics of the servo-motor.
- Ensure that the power supply system of the servo motor is grounding.
- Carefully attach grounding and shielding connections, also referring to the operation and maintenance manual.
- Motor license plate data refer to sinusoidal current supply.

If the power supply is of a different type (trapezoidal) it will be necessary to downgrade these values as it is necessary to do in case the motor works in different conditions than those of test (Temperatures above 40 °C, height A.S.L. above 1000m, type of service other than S1).

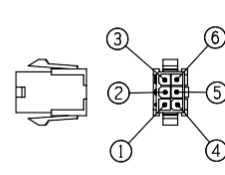
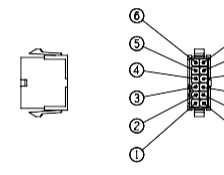
Formulas and graphs to quantify the above quantities are available on request at our technical office.

In the next page are reported the connection diagrams:

8.3 BT2, BT3 SERIES

POWER CONNECTION			SIGNAL CONNECTION					
MOTOR	TERMINAL BLOCK	CONN.	RESOLVER 2/6 POLES		SERIAL FACODER		ENCODER with COMMUT. PHASE	
	PHASE U PHASE V PHASE W GROUND BRAKE POS.(+) NEG.(-)	TERMINAL U1 TERMINAL V1 TERMINAL W1 GROUND SCREW MORS. L o V2 MORS. N o U2	PIN A PIN B PIN C PIN D PIN E PIN F	0 V V-Ref +Cos φ - Cos φ + Sin φ - Sin φ Screen PTC PTC	PIN B PIN D PIN C PIN E PIN G PIN H PIN S PIN A PIN N	+5Vcc GND A neg. A B neg. B Z neg. Z Screen PTC PTC	PIN A PIN B PIN C PIN D PIN E PIN F PIN G PIN H PIN S PIN J PIN K	+5Vcc GND A neg. A B neg. B Z neg. Z Screen PTC PTC V neg. V W neg. W U neg. U

8.4 BTS, BPS, BTE and BPE SERIES with ENCODER and MOLEX plug

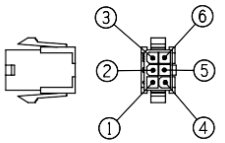
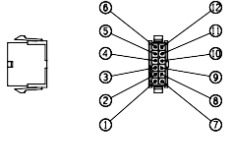
POWER CONNECTION		SIGNAL CONNECTION			
CONNETTORE MOLEX		ENCODER with PHASE on MOLEX CONNECTOR			
MOTORE PHASE U PHASE V PHASE W GROUND FRENO POS.(+) NEG.(-)	PIN 1 PIN 3 PIN 2 PIN 4 PIN 5 PIN 6		+5Vcc GND A neg. A B neg. B Z neg. Z Schermo V W U	PIN 1 PIN 2 PIN 7 PIN 8 PIN 9 PIN 10 PIN 11 PIN 12 PIN 6 PIN 3 PIN 4 PIN 5	

8.5 BTS, BPS, BTE and BPE SERIES with ENCODER / RESOLVER and MIL CONNECTOR

POWER CONNECTION MIL CONNECTOR		SIGNAL CONNECTION MIL CONNECTOR			
MOTOR PHASE U PHASE V PHASE W GROUND	PIN M PIN J PIN K PIN L	RESOLVER 2/8 POLES		ENCODER with COMMUTATION PHASE	
BRAKE POS.(+) NEG.(-)	PIN F PIN C	0 V V-Ref + Cos φ Cos φ + Sin φ Sin φ Screen (option) PTC (option) PTC (option)	PIN B PIN D PIN C PIN E PIN G PIN H PIN S PIN A PIN N	+5Vcc GND A neg. A B neg. B Z neg. Z Screen PTC (option) PTC (option) V W U	PIN A PIN B PIN C PIN D PIN E PIN F PIN G PIN H PIN S PIN J PIN K PIN M PIN P PIN V
PTC (option) PTC PTC	PIN A PIN B				

8.6 BTS, BPS, BTE and BPE SERIES with HALL SENSOR and MOLEX CONNECTOR

POWER CONNECTION MOLEX CONNECTOR		SIGNAL CONNECTION HALL SENSOR on MOLEX CONNECTOR	
MOTOR PHASE U PHASE V PHASE W GROUND	PIN 1 PIN 3 PIN 2 PIN 4	+12Vcc GND Screen W V U PTC (opt.) PTC (opt.)	PIN 1 PIN 2 PIN 6 PIN 4 PIN 3 PIN 5 PIN 11 PIN 12
BRAKE POS.(+) NEG.(-)	PIN 5 PIN 6		

8.7 BTS, BPS, BTE and BPE SERIES with HALL SENSOR and MIL CONNECTOR or CABLE OUTPUT

POWER CONNECTION			SIGNAL CONNECTION		
MIL CONNECTOR		CABLE OUTPUT	HALL SENSOR		
MOTOR				MIL CONNECTOR	CABLE OUTPUT
PHASE U	PIN M	RED	+12Vcc	PIN A	BROWN
PHASE V	PIN J	WHITE	GND	PIN B	WHITE
PHASE W	PIN K	BLACK	Screen	PIN S	BLACK (opt)
GROUND	PIN L	YELLOW/GREEN	PTC (option)	PIN J	BLUE
			PTC (option)	PIN K	BLUE
BRAKE			PROBE W	PIN P	GREY
POS.(+)	PIN F	WHITE	PROBE V	PIN M	GREEN
NEG.(-)	PIN C	WHITE	PROBE U	PIN V	YELLOW
PTC (option)					
PTC	PIN A	BLUE			
PTC	PIN B	BLUE			



NB: All motor are equipped with clamp or screw for grounding highlighted by the symbol:

NB: The direction of rotation of the motor is the conventional one (clockwise rotation seen power side) according to EN 60034-8



WARNING:

- Verify that the drivers used have the CE mark or equivalent.
- Ensure that connections to electrical sockets are protected from flooding and moisture.
- For motor connections and accessories use cables of appropriate size, with shielding and ground conductor.
- Failure to comply with the requirements may cause significant damage to the motor.

9 PREPARING FOR USE

9.1 Warnings before starting up

Make sure you have run the electrical connections as described in CAP 8.2 / 8.3 and as indicated in the operation and maintenance manual of the drive.

Avoid operating the motor outside the values shown on the plate.



WARNING:

Ensure, before putting the motor into service, that the machinery in which it is incorporated has been declared in compliance with Machinery Directive 2006/42/EC.

9.2 Starting and stopping

- For starting/stopping operations, follow the instructions in the operation and maintenance manual.
- Check that noise, vibration, and supply voltage are correct.
- For motors equipped with brake read carefully the warnings in the following paragraphs.

PREMISE: The motors equipped with standard brake provide a spring brake, this is static brakes with reverse action that the braking force is applied in the absence of tension.

9.3 WARNING FOR MOTOR EQUIPPED WITH PARKING BRAKE

The brakes used on all motors are sized to keep the engine locked and not to perform dynamic braking, in case you need to use the brake to curb the motor you should contact the technical office to verify the possibility.

The nominal braking torque indicated on the brake is therefore static.

The safety brake creates an motor temperature increase of about 20°C, so it is necessary or oversize the engine appropriately if the brake service factor is significant, or after having fed for 2 seconds the brake reduce its voltage to the retention value (see table below), in this way the heat produced by the brake is reduced by 2/3.

10 ELECTRIC MOTOR PROTECTION

All electrical equipment must be protected against damage resulting from failure or abnormal operation; the phenomena to be taken into account are:

- overcurrents from short-circuit;
- overload current;
- interruption or decrease of supply voltage;
- excessive speed of machine elements.

In the interests of safety, protection shall also be provided against direct contact with live and indirect parts with normally non-live parts but which may be removed by the occurrence of insulation failure.

• Overcurrents from short-circuit

Protection can be provided by: fuses, maximum current relays or thermal relays.

The fuses directly interrupt the circuit, the relays of maximum current and the thermal relays control the opening of the protected circuits acting on automatic switches or contactors. The overcurrent protection device shall be fitted upstream of the conductors to be protected.

The protection against overloads and short circuits can be achieved by means of: automatic circuit breaker with enough interrupting power to interrupt the short circuit current, capable of protecting itself against overloads as well as against short circuits; or by means of a switch capable of intervening in the event of overloads, but which does not have sufficient power of interruption for short circuits, in this case the relative protection is entrusted to fuses inserted further upstream, delayed type (suitable for motors) to take into account the overcurrents expected to start.

• Overload currents.

Overload protection shall be provided for all motors, usually in continuous service, with an output exceeding 0.5 kW; this protection shall also be recommended for all other motors.

Protection is normally obtained by thermal relays, inserted on all active conductors, except neutral.

The time constant of the protective structure shall be as close as possible to that of the motor to be protected; this condition, which is not readily achievable, may render the protection inefficient or untimely, especially in the case of motors with intermittent service or subject to a large number of manoeuvres (starts, stops, reversals); in this case the protection can be entrusted to thermal sensors incorporated in the motor (thermistors of type PTC or bimetallic thermoprotectors) able to interrupt the power supply if the internal motor temperature exceeds a set value; this type of protection is also recommended in cases of reduced cooling of the machine and in all those situations where thermal protection does not intervene because there is no prolonged current overload, but which can still excessively heat the motor.

Keep in mind that this protection alone may not be sufficient to protect the motor in locked rotor conditions; it is therefore useful to couple it to the thermal one on the phases.

In general, the equipment must be designed in such a way as to exclude the possibility, after the intervention of the thermal protection, of automatic adjustment of the motor. In certain production cycles, sudden motor shutdown may be detrimental, especially if not coordinated with other motor that may be present in the cycle; in such cases, the thermal protection may

initially send an audible or visual signal to the operator, and only at a later stage, if the operator has not intervened, can it be stopped. Naturally, intervention levels and delay times should be chosen in such a way as to exclude possible hazardous conditions.

In the case of motors powered by converters (e.g. inverters), protection may also be provided by limiting the current consumption; this limitation, however, is generally set at a value higher than the rated current in order to allow the motor to withstand any peak load and have sufficient starting torque. Therefore it must be coupled to another device able to intervene in the case of over a certain time of overload conditions for the motor.

- **Excessive speed of machine elements.**

Any over-speed of the motor may occur in the case of power supply by means of converters, following a failure or abnormal operation of the converter itself, or in the case of dragging by the load, in the case of absence or insufficiency of braking action. Protection, which is essential when over-speed can cause dangerous conditions, can be obtained by preventing such abnormal operations, for example by the use of devices sensitive to motor speed (centrifugal switches or voltage relays connected to tachymetric dynamos), interrupting the power supply of the motor, possibly including braking devices, in the event that the power failure is not able to stop the controlled load (e.g.: uplift).

- **Protection against direct contact.**

To avoid direct contact, the active parts of the motor (which are normally live) are placed inside the casing (motor casing) and the opening of the terminal box, which makes them accessible, and made possible only through the use of a tool. The removal of the terminal box must be carried out, in case of maintenance, only by qualified experienced personnel with visibly sectioned power supply network, including auxiliary circuits (e.g. for anti-condensation treads) so as not to have accessible live parts.

In the case of active parts capable of maintaining the voltage, such as mains capacitors visibly disconnected, drain the capacitors before performing any other intervention.

- **Protection against indirect contacts.**

The protection against indirect contacts, that is, the contacts due to the manifestation of faults in the insulation which thus bring the external metallic masses in contact with active parts under tension, is mainly achieved by connecting all accessible masses to a protective conductor, which in turn is connected to the ground, and by using protective devices which act by disconnecting the power supply when, due to the fault in the winding, the passage of currents towards the ground occurs.

The basic principle of such protection shall be that, in the event of failure, it shall not occur between a part accessible to the ground or between two parts which are simultaneously accessible, a tension sufficient to cause a risk of harmful physiological effects in a person who comes into contact. They are distinguished:

- Protection connection made according to the system with protection conductor connected to the ground in an autonomous way compared to the power supply; the protection can be performed by means of a switch of maximum current or differential switch;

-
- protection connection made according to the system with neutral conductor connected to the ground at the origin and used as protection conductor (in this case it is not possible to use the differential protection and therefore the switches of maximum current must intervene).

Consult the specific regulations.

The coordination and selectivity of all the protections must be guaranteed, in order to adequately protect lines and equipment; the automatic restoration of the protections after they have intervened is always prohibited, in so far as this may result in an unsafe condition; in addition, the intervention of trained personnel for the manual restoration of the system, of which the electric motor is a major part or part, is mandatory. When present.

11 MOTOR MAINTENANCE AND REPAIR

11.1 Cleaning the motor

The motor does not require any special cleaning.

In order not to impair the efficiency of the cooling air, the motor should be periodically (at least once a year in dusty locations) cleaned. Usually just blow away with compressed air free of water and oil. Openings for ventilation and spaces between the fins shall be kept clean in particular. It is recommended to include electric motors in regular overhauls of the machine in which the motor will be inserted.

**WARNING:**

During operation the external structure of the motor can reach a temperature close to 90 ° C, then wait for it to cool before performing manual operations.

**WARNING:**

- Disconnect the motor electrically before starting any operation on it.
- Inner and outer parts may have sharp edges, so handle with caution.
- If the motor is tested before being mechanically connected, make sure that the key cover is on the shaft to avoid release of the key at high speeds.
- Ensure that the motor body is locked so as to avoid hazards to staff.
- the motor can only be disassembled and repaired by qualified technicians, failure to comply with this rule will result in the total loss of the guarantee

11.2 Troubleshooting

	CAUSES	SOLUTIONS
THE MOTOR IS NOT WORKING	<ul style="list-style-type: none"> - No voltage to the motor - Incorrect connection of motor phases - Incorrect transducer cable connection - PTC operation (motor temperature over 120°C) 	<ul style="list-style-type: none"> - Check driver power supply - Verify sequence phases - Check encoder/resolver connections - Wait for motor temperature to lower and check load
THE MOTOR SNAP WHEEL OR VIBRATE VISIBLY	<ul style="list-style-type: none"> - Incorrect connection of motor phases - Incorrect transducer cable connection - Inadequate shielding - Incorrect setting of motor parameters - Unaligned transducer 	<ul style="list-style-type: none"> - Verify sequence phases - Check encoder/resolver connections - Check shielding connections - Verify correct insertion of motor parameters on the driver - Check encoder/ resolver phasing
THE MOTOR IN STATIONARY TORQUE" OSCILLATES SLIGHTLY	<ul style="list-style-type: none"> - Incorrect transducer cable connection 	<ul style="list-style-type: none"> - Check encoder/resolver connections - Check shielding connections
THE MOTOR IS RUNNING IRREGULAR	<ul style="list-style-type: none"> - Presence of interferences 	<ul style="list-style-type: none"> - Check the presence near the motor of sources of noise (relays, solenoid valves, telehandlers, etc...) - Check the correct separation between power and signal cable - Check shielding connections
OVERCURRE NT ON THE MOTOR	<ul style="list-style-type: none"> - Incorrect connection of motor cables and/or transducer - Unaligned transducer - Incorrect setting of engine parameters 	<ul style="list-style-type: none"> - Check connections - Check encoder/ resolver phasing - Verify correct insertion of motor parameters on the driver
THE MOTOR VIBRATES AND IS NOISY	<ul style="list-style-type: none"> - Worn bearings - Incorrect coupling or assembly 	<ul style="list-style-type: none"> - Contact the retailer - Check coupling and mounting

11.3 Compliance Electromagnetic Compatibility

The motors described in this manual can be deemed to comply with EN61000-6-4 and EN61000-6-2 on Electromagnetic Compatibility 2014/30 EU because the motor itself is not a source of noise being similar to an induction motor (as indicated on the EU Guidelines for the application of the E.M.C Directive).

Compliance with the above mentioned standards must be verified for the motor-driver package (even when the two components taken individually are compliant).

For the proper functioning of the system also the signal and power cables must be shielded, the shielding must be with radio frequency connection (360 °) and cover at least 90% of the length of the cable.

The connections on the motor shall only be made using the connectors and terminal blocks provided for the motor.

12 STANDARDS FOR ENVIRONMENT PROTECTION

At the end of the operating life the motor must not be thrown as common waste, but must be scrapped in a special container for the recycling of electrical and electronic material; this is highlighted by the symbol of the barred trash can placed on the plate of the motor itself.

Depending on its intrinsic characteristics, the materials that make up the motor could be recyclable, it is therefore recommended in case of demolition to differentiate the parts according to their nature and in any case to comply with the relevant local directives.

Waste recycling and other forms of electrical and electronic material management make an important contribution to environment protection. To obtain information on the nearest collection point it is advisable to contact the relevant bodies.



13 WARRANTY

13.1 Information on technical assistance

In case of motor problems, not traceable to the table "TROUBLESHOOTING" contact your nearest retailer.



13.2 Maintenance of minimum requirements

The manufacturer shall ensure that the minimum safety requirements are maintained for 10 (ten) years from the year of manufacture.

13.3 Limits to warranty

- The manufacturer guarantees the motor described in this booklet, for 24 (twenty-four) months from the date reported on the motor plate and within that period undertakes to repair or replace the defective parts, provided that they have been used under the conditions shown on the plate.
- Parts subject to wear and tear are not covered by warranties.
- TEM will only cover the repair costs, any other costs (withdrawal, replacement, transport, etc.) including any damage to property and persons, and shall be borne by the customer, who for no reason shall be entitled to claim TEM itself.
- The warranty is not recognised in cases of poor maintenance, abnormal use of the motor and tampering thereof.
- Claims for damage incurred during transport can only be forwarded when the damage is ascertained and confirmed upon delivery of the goods.
- Any dispute is due to the territorial jurisdiction of the judicial authority of Reggio Emilia.
- In order to ensure the fastest possible repair, in the event of a warranty claim, send the defective product in free port together with the duly completed warranty certificate.

13.4 Certificate of warranty

	CERTIFICATE OF WARRANTY TEM ELECTRIC MOTORS srl	
Item :		
Series Number (P.N.) :		
Purchase date :		
Anomaly :		
Stamp and signature of the user :		

NB: Keep the warranty certificate carefully. Your loss extinguishes your warranty right.