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Sent: Tuesday, December 9, 2008 下午 12:53  
To: Ciccateri, Jim EMPR:EX  
Subject: RE: FOR COMMENT - Regulatory Summary Proposal, 1-500hp electric motor efficiency standards under Energy Efficiency Act

Jim:

I just have a couple of things to say.

One, what exactly is the NRCan going to include for motors required to follow this regulation. "Before", gearmotors were exempt from this in the US rules. The existing NRCan regulations have gearmotors included. What will the NRCan be doing in the future? Bill Atamanchuk mentioned to me that the BC Government wanted to keep things the "same" and not do anything different. So it would be interesting to see if what you guys are proposing follow the US or NRCan.(or is NRCan following the US setup?)

Second, I think the definition of a integral gearmotor should be defined a little better. In gearmotors, you have a couple of variations of the theme. One, the motor is actually a part of the reducer. That is if you separated the two, you actually end up with two non-working items. Second, the motor and reducer are physically two separate items and when separated, you actually end up with two intact items that still can be used. ie the motor is "coupled" to the reducer using a ROTEX coupler for example. And third, there are gearmotors where you separate the motor and reducer, you are left with a reducer you can not use, but the motor is intact. BUT the motor is specially designed for that reducer. So in fact, the motor really can not be used for anything else. Now SEW makes gearmotors in all three variations. For energy efficiency guidelines, I see version 2 as the "only" version that would NOT fall into the integral gearmotor name.

Now, I guess it comes down to if this will be the law or not.

Regards,

Dave Leis

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