

# ***MOTOR Efficiency North American***

## ***Standards and Regulations***

Rob Boteler

Emerson Motor Technologies

[rob.boteler@emerson.com](mailto:rob.boteler@emerson.com)

Motor Summit 2008 Zurich Switzerland



*From Inefficient TO*



**Market Shift**



**NEMA  
Premium**

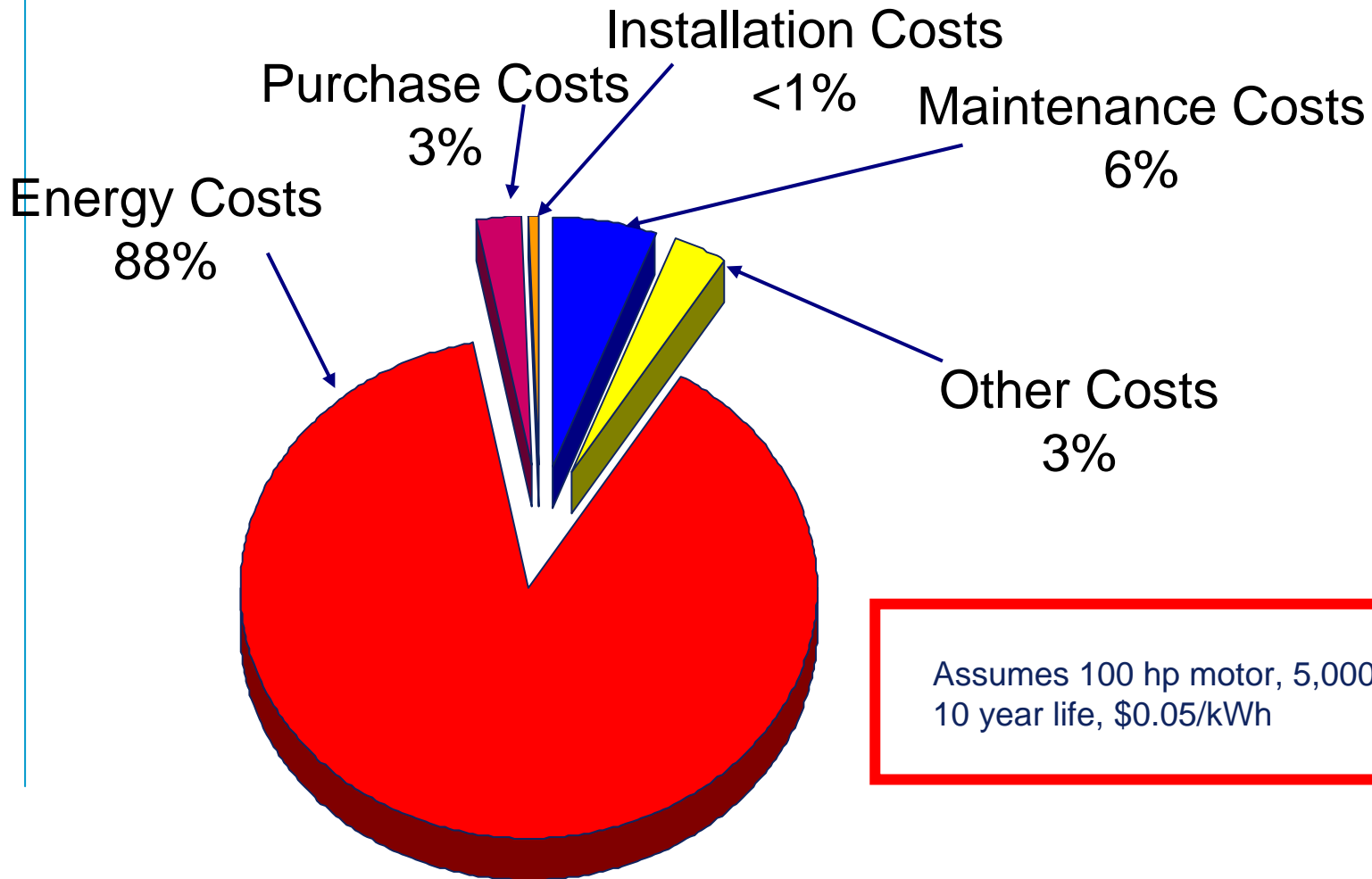
# Agenda

---

- Industrial Motors savings potential
- Present Standards and Regulations in North America=  
**Phase One**
- NEMA Premium a new efficiency standard = **Phase Two**
- IEC and NEMA harmonization efforts
- Repair versus replacement issues
- Future changes in North American motor efficiency regulations
- Market shift
- **Phase Three** = Motor Driven Systems

# Electric Motor Life Cycle Costing

DOE 2004 Industrial Energy Savings Roadmap



## *According to a Study by the US Department of Energy*

- 23% of all electricity sold in the U.S. is consumed by motor systems
- Industrial motor energy usage could be reduced up to 18% through proven technologies and practices

# ***Regulatory Options Driving Energy Policy Act Of 1992- USA***

---

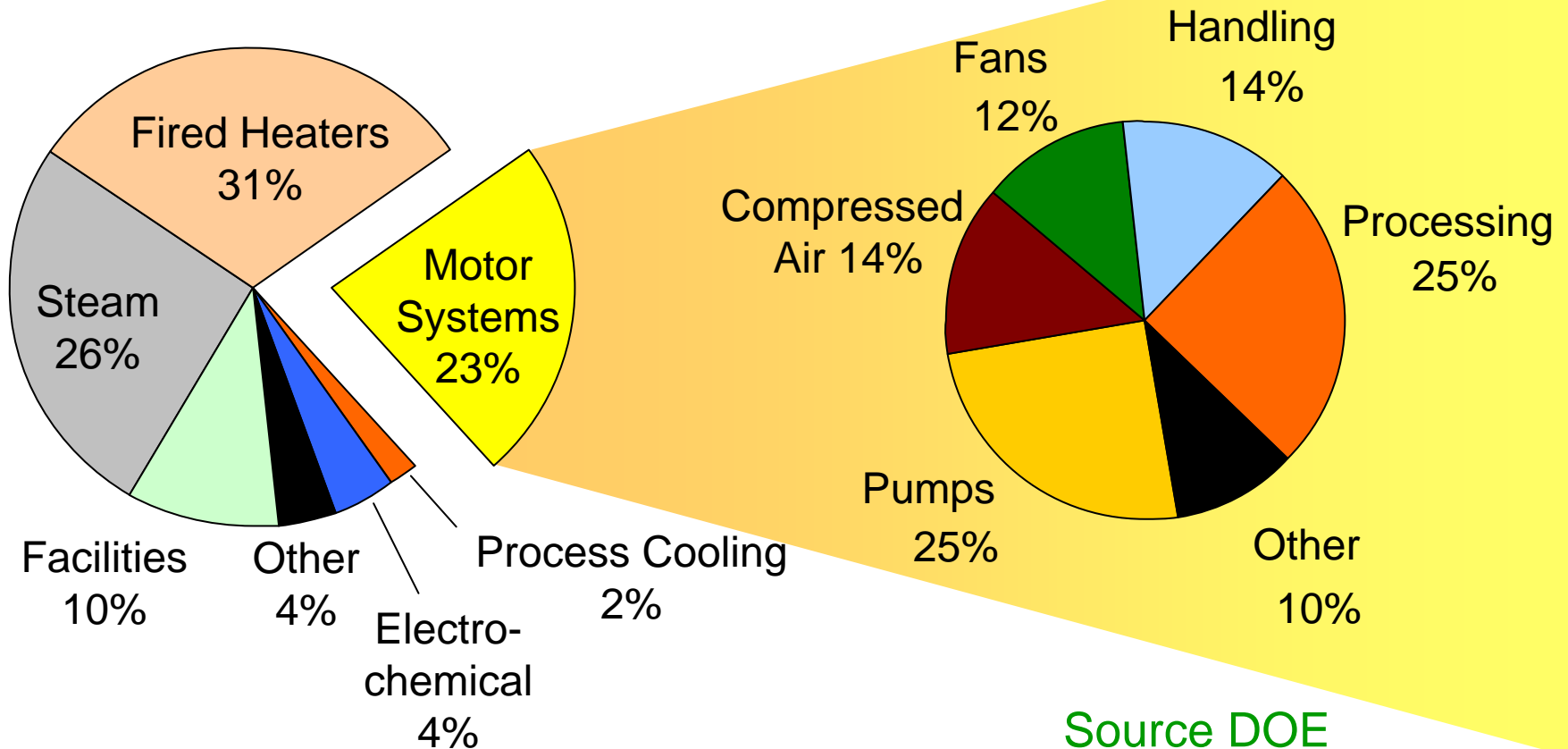
- Continue with a voluntary approach allowing market to recognize efficient motor value and decide
- Allow states to regulate and adjust product and distribution channels accordingly
- Regulate all categories of electric motors regardless of savings potential and expense
- Select and regulate a segment of categories based on economic justification and technical feasibility

# ***NEMA Standards Provide the Foundation for Motor Efficiency Policy***



Phase One

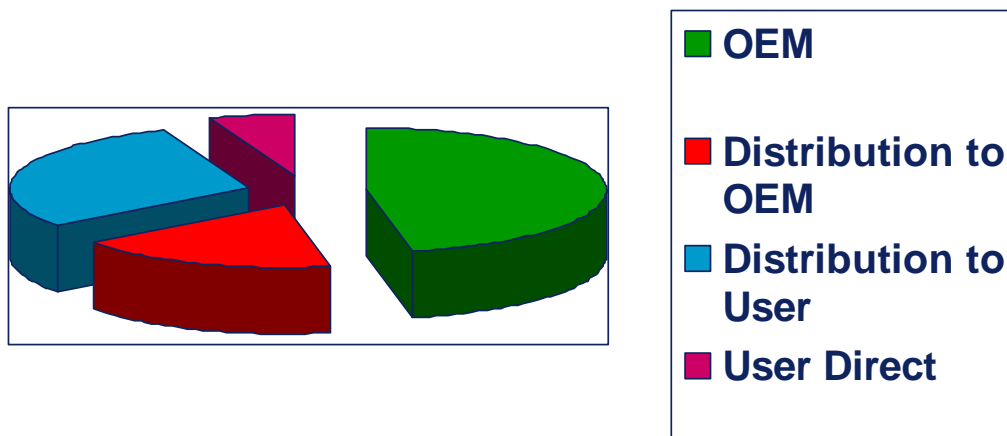
# Manufacturing & Mining Energy Use



Includes electricity generation/distribution/transmission losses



# *IHP Motor Channels To Market Make a Case for Regulation vs. Voluntary*



Original Equipment Manufacturers and Distributor Sales channels are split evenly at approximately 48% each. Small OEMs buy 18% through distribution.

End users buy 30 % through Distribution and 4% direct from manufacturers.



**34% of sales to users**

# ***Regulatory Issues Check List- Motors***

---

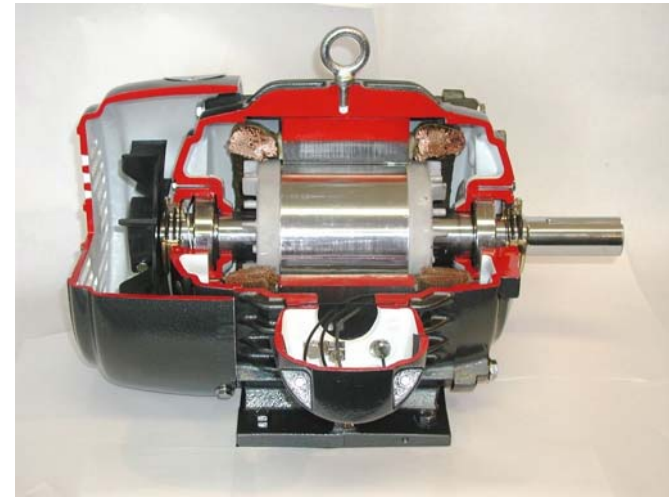
- **1] What product will be covered?**
- **2] What efficiency level will be used?**
- **3] What performance test method will be required?**
- **4] How will test labs be evaluated and accredited?**
- **5] What label requirement will be used?**
- **6] How will compliance be enforced?**
- **7] How much time will be allowed from enactment to implementation?**
- **8] How will future reviews be addressed?**

Efficiency Elements	1992	1997	2001	2005	2007	2008	2010
Covered product	Defined	Implement	Unchanged	Unchanged FEMP	Unchanged FEMP	Unchanged FEMP	?
Efficiency levels	Defined	Implement	NEMA Premium	NEMA Premium	NEMA Premium	NEMA Premium	?
Test Method	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	?
Lab required	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	?
Compliance enforce	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	?
Timing	Defined	Implement	Voluntary	Voluntary	Voluntary	Voluntary	?
Revisions	Defined			FEMP Added	Discussion Begins	Future Legislation	?

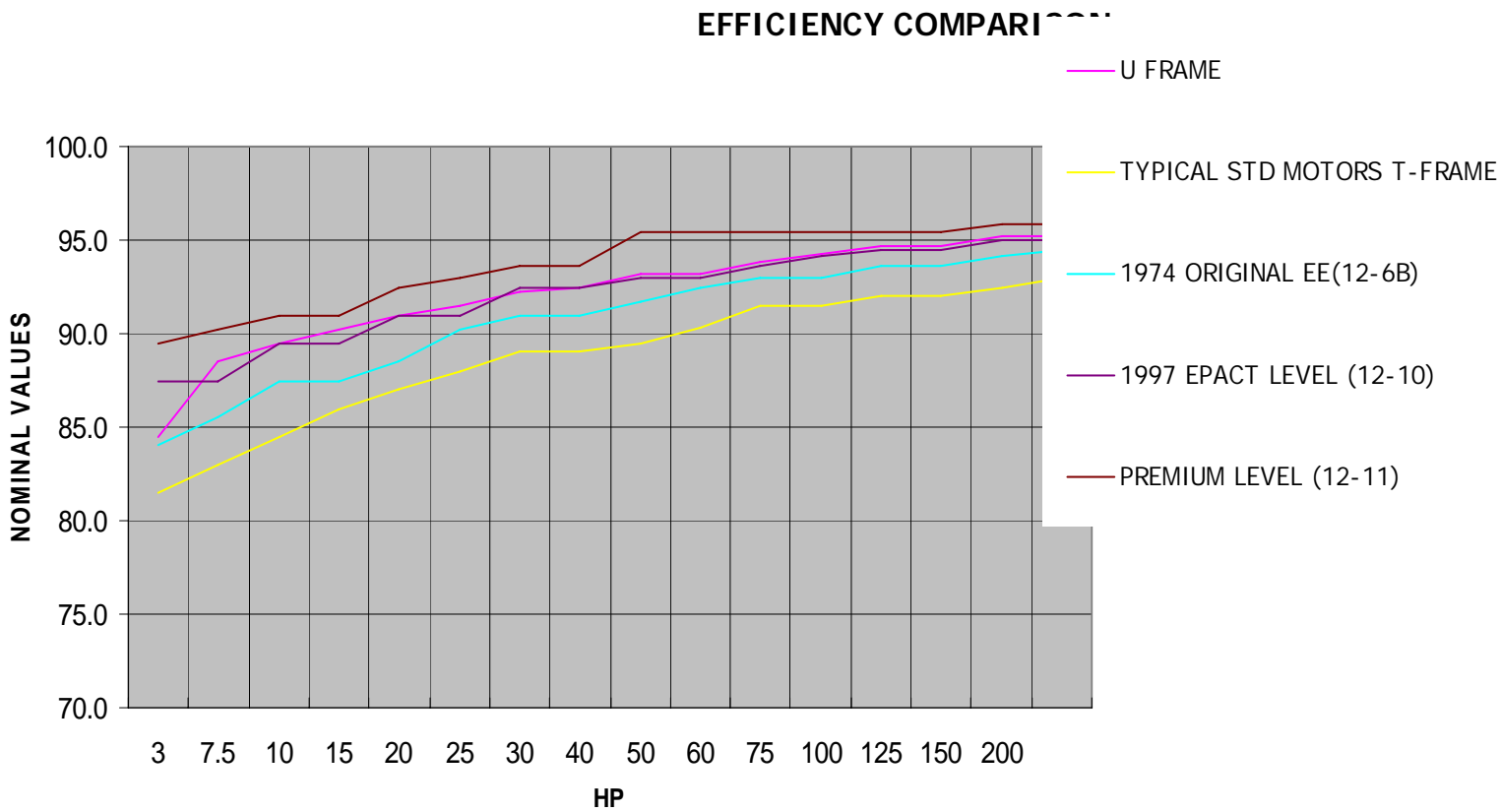
# Evolution of Motor Efficiency USA

# Covered Product

- Product categories as defined by MG 1
  - General purpose
  - Definite purpose
  - Special purpose
- Economically justifiable
  - Largest single segment
  - Capital spread over high volume
- Technically feasible
  - Most standard design
  - By and large no mechanical change needed











# Various Efficiency Levels Exist Within MG 1



Test methods use IEEE 112 method B  
IEC 60034-2-1

# Labeling and Identification

- NEMA nominal efficiency definitions exist within MG1

CATALOG # D5E2D			MODEL # AD77		
SHAFT END BRG 6206-2ZJ/C3			OPP END BRG 6205-2ZJ/C3		
FR 184T		TYPE FD		ENCL DP	
PH 3 <sup>MAX</sup> AMB 40 °C ID# L01-AD77-M					
INSUL CLASS F		DUTY CONT WT		BAL	
HZ 60 HP5.00 RPM 1760			HZ 50 HP 5.00 RPM 1445		
SF 01.15 DESIGN B CODE J			SF 01.00 DESIGN B CODE G		
GUARANTEED EFFICIENCY 85.5		MAX KVAR 2.50		GUARANTEED EFFICIENCY 81.5	
NEMA NOM EFFICIENCY 87.5		NOM PF 84.0		MAX KVAR 2.00	
				NEMA NOM EFFICIENCY 84.0	
				NOM PF 86.8	
VOLTS 208-230/460			VOLTS 190/380		
FLAMPS 13.90-13.40/6.70			FLAMPS 15.80/7.90		
SF AMPS			SF AMPS		
			   		
MADE IN MEXICO			EMERSON MOTOR COMPANY		
 			ST LOUIS, MO  *AD77*		
					

# ***Compliance and Enforcement***

---

- Manufacturers accredit labs or use third party labs for testing- NVLAP
- Data required for 113 “basic models”
  - Submission to Department of Energy
    - Tested samples indicated
  - DOE issued “compliance number”
- Compliance test parameters determined
  - Department of Energy enforcement actions
  - Due process
    - Written notice and modification of non-compliant product
  - Remedies may include judicial restraining order

## Actual DOE filing from a US motor manufacturer

HP	Number of Poles	Least Efficient Basic Model	TYPE	Nominal Full Load Efficiency	HP	Number of Poles	Least Efficient Basic Model	TYPE	Nominal Full Load Efficiency
1	4	H1E2D	Enclosed	82.5	30	2	H30E1DS	Enclosed	91.0
1	6	H1E3D	Enclosed	80.0	30	4	H30E2E	Enclosed	92.4
1-1/2	2	H32E1D	Enclosed	82.5	30	6	H30E3E	Enclosed	91.7
1-1/2	4	H32E2D	Enclosed	84.0	40	2	H40E1ES	Enclosed	91.7
1-1/2	6	H32E3D	Enclosed	85.5	40	4	H40E2E	Enclosed	93.0
2	2	H2E1D	Enclosed	84.0	40*	6	H40E3E	Enclosed	93.0
2	4	H2E2D	Enclosed	84.0	50	2	H50E1ES	Enclosed	92.4
2	6	H2E3D	Enclosed	86.5	50	4	H50E2E	Enclosed	93.0
3*	2	H3E1D	Enclosed	85.5	50	6	H50E3E	Enclosed	93.0
3	4	H3E2D	Enclosed	87.5	60	2	H60E1ES	Enclosed	93.0
3	6	H3E3D	Enclosed	87.5	60	4	H60E2E	Enclosed	93.6
5*	2	H5E1D	Enclosed	87.5	60	6	H60E3E	Enclosed	93.6
5	4	H5E2D	Enclosed	87.5	75	2	H75E1ES	Enclosed	93.0
5	6	H5E3D	Enclosed	87.5	75	4	H75E2E	Enclosed	94.1



## ***Phase Two = NEMA Premium / IE3***

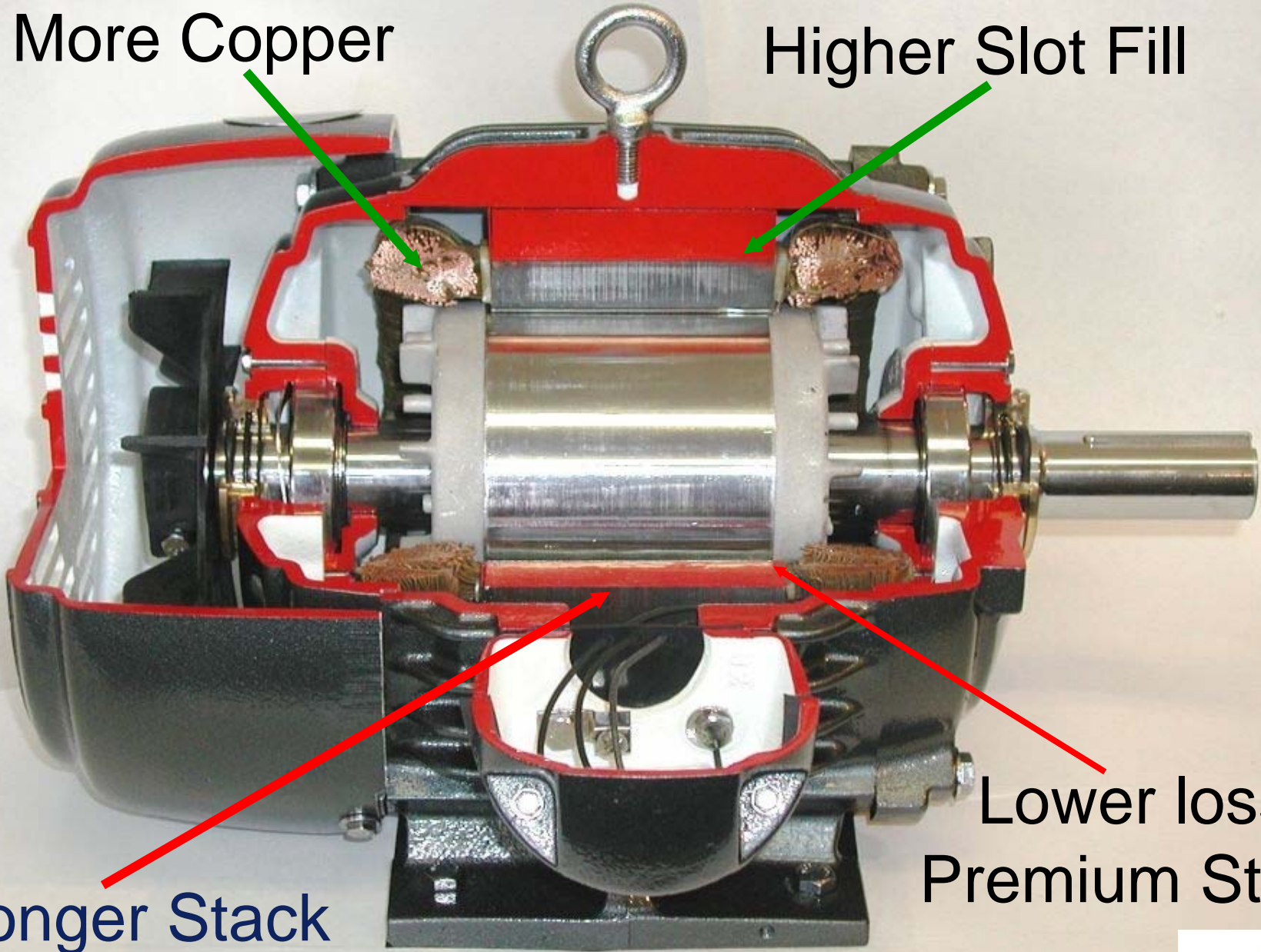
---

- Customers demand more efficient products
- Power utilities paid rebates based on performance
- End user standards called out various levels of efficiency
- Multiple premium efficiency definitions caused market confusion and added cost to all
- The answer

**NEMA**  
**Premium**

More Copper

Higher Slot Fill



Longer Stack

Lower loss  
Premium Steel

**NEMA Premium**



# *Phase Two NEMA Premium Plan*



- Establish a American motor efficiency **Identity!**
- NEMA Premium is a registered trade mark
- Expand scope of product to include a much greater number of potential units
- Create a testing and labeling scenario that is consistent with existing federal energy code
- Add NEMA premium to MG1 in two new tables as an ANCI standard
- Align utility rebates and state energy programs to adopt NEMA Premium

# ***NEMA Premium Efficiency Standard***

- Product scope expanded beyond existing federal regulations
  - 1-500HP low and medium [2,4,6 pole] low and medium voltage motors
  - Definite and special purpose motors added



**NEMA**  
**Premium**



# ***Future Efficiency Regulations EISA***

---

- Move 1-200 Horse power general purpose to NEMA Premium efficiency levels
- Add seven categories of low volume motors not included in Epact92
- Add 201 to 500 horse power at MG 1 12-11 efficiency levels
- Offer tax incentives to end users to accelerate implementation of NEMA Premium motors
- Method to be used legislation as opposed to DOE rule making process
- Timing to be 36 months from enactment -12/19/2010
- North America
  - Canada moving forward in step with US regulations
  - Mexico not resolved

# ***Regulations EISA Implement 2010***

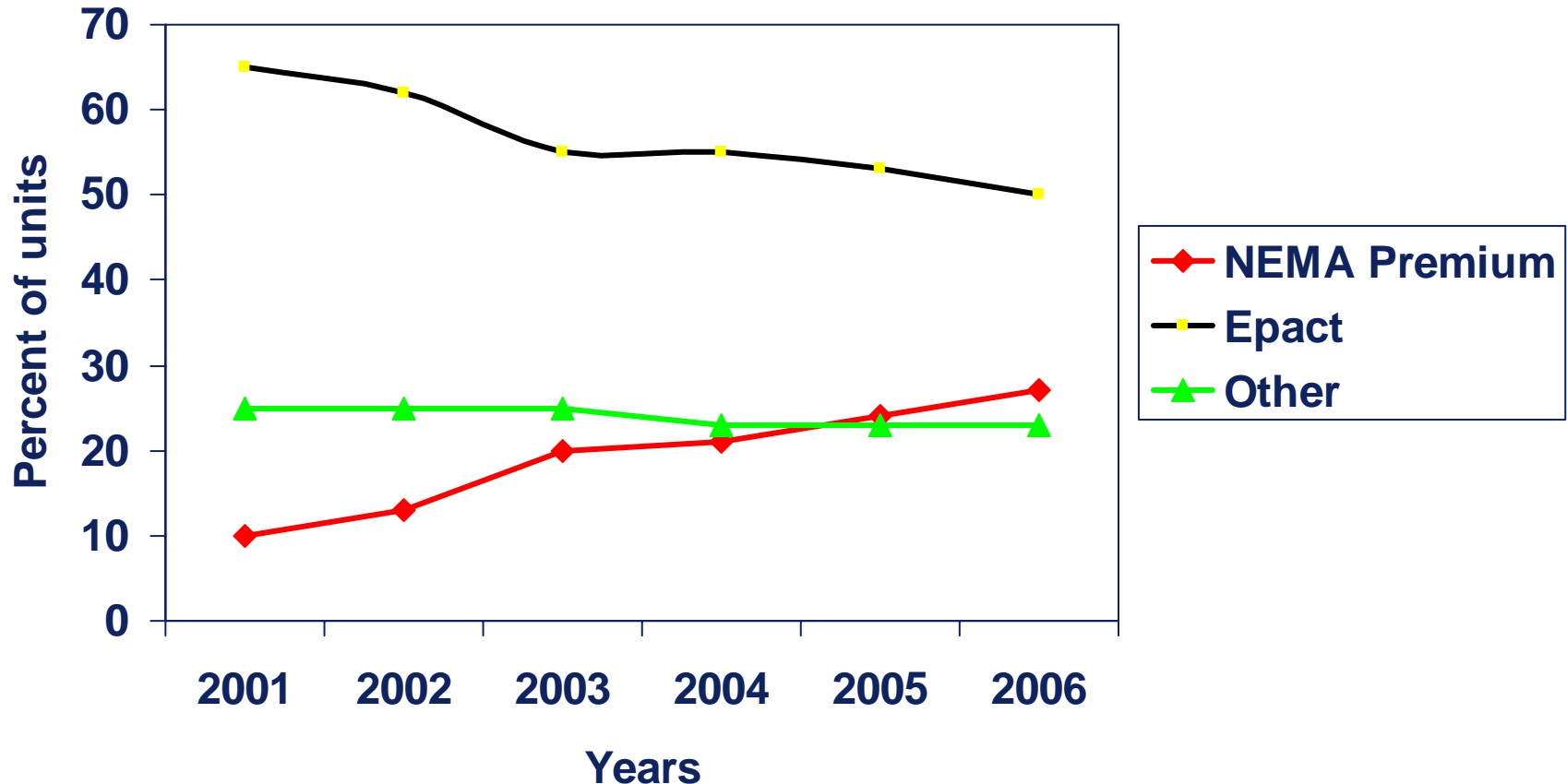
---

- Move all general purpose product to NEMA Premium levels [MG1 12-12]
- Add seven categories of motors not included in original Epart92 [MG1 12-11]
  - ⑩ U-Frame Motors
  - ⑩ Design C Motors
  - ⑩ Close-coupled pump motors
  - ⑩ Footless motors
  - ⑩ Vertical solid shaft normal thrust (tested in a horizontal configuration)
  - ⑩ 8-pole motors (~900 rpm)
  - ⑩ All poly-phase motors with voltages up to 600 volts other than 230/460 volts
- Add 201 to 500 horse power low voltage general purpose design “B” at [MG1 12-11] levels

Efficiency Elements	1992	1997	2001	2005	2007	2008	2010
Covered product	Defined	Implement	Unchanged	Unchanged FEMP	Unchanged FEMP	Unchanged FEMP	Expanded and FEMP
Efficiency levels	Defined	Implement	NEMA Premium	NEMA Premium	NEMA Premium 50	NEMA Premium	NEMA Premium
Test Method	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	Unchanged
Lab required	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	Unchanged
Compliance enforce	Defined	Implement	Unchanged	Unchanged	Unchanged	Unchanged	Unchanged
Timing	Defined	Implement	Voluntary	Voluntary	Voluntary	Voluntary	Regulation
Revisions	Defined			FEMP Added	Discussion Begins	Legislation Enacted	Revisions Implement

## Motor Efficiency Today in North America Phase One & Two

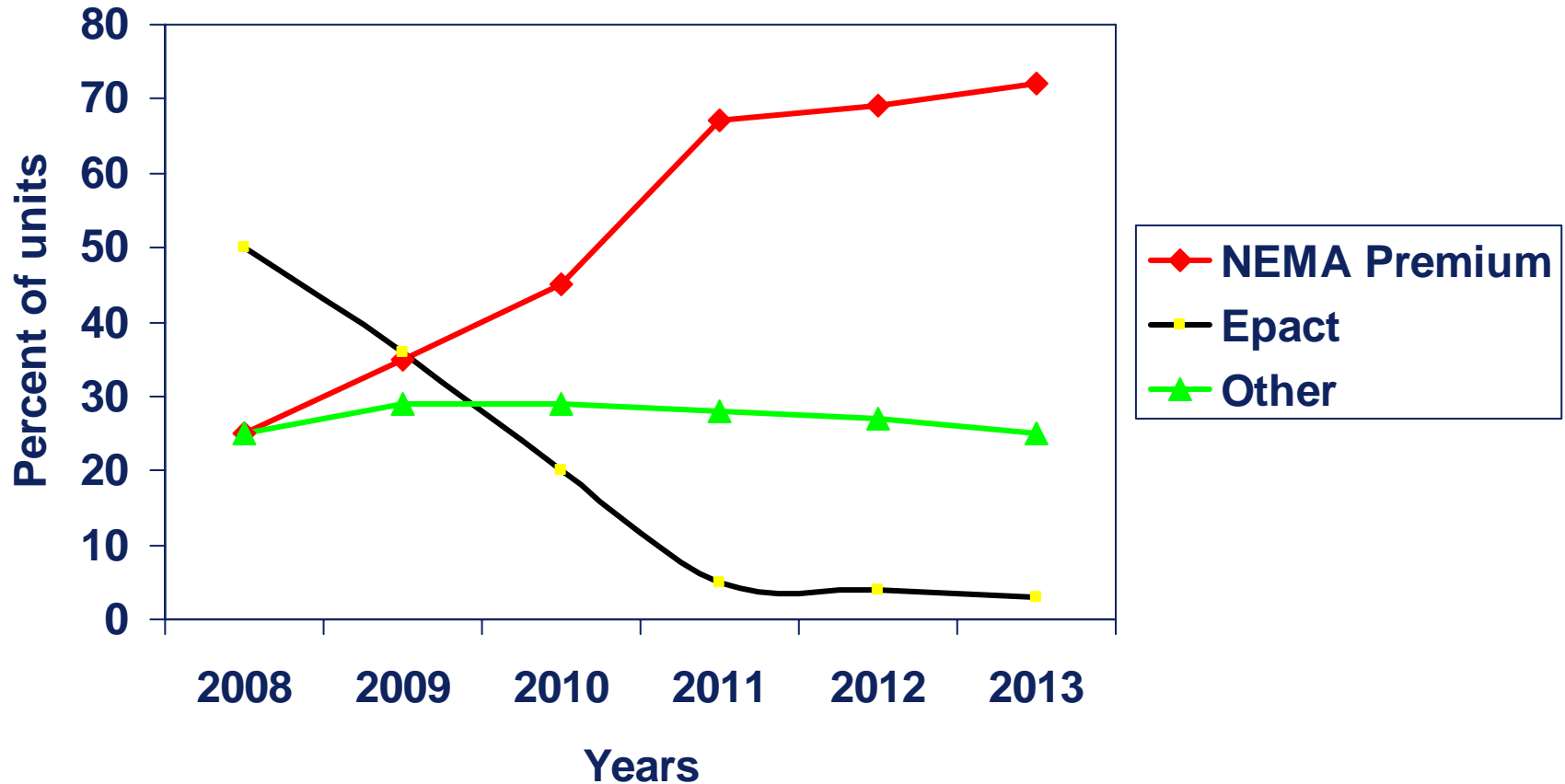
# Historic Efficiency Trend 2001- 2006



Market penetration after six years  
of voluntary programs  
plateaus at 20-25%



# *Future Efficiency Expected 2008- 2013*



Regulatory forecast model

1 TO 200HP LVAC Reaches OEM Markets

**IHP Motors Installed base of  
35 million units in the USA**

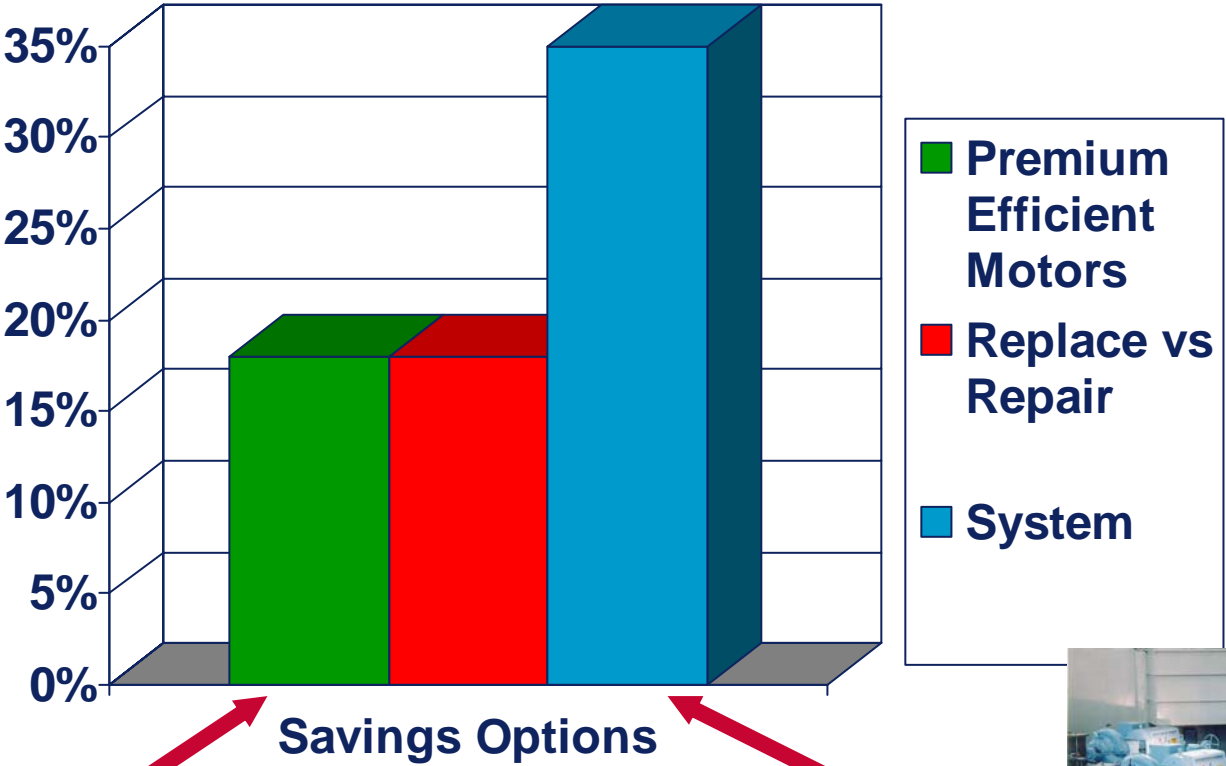
**NEMA Premium  
370k units /year  
25% of units shipped**

**New units shipped each  
year 1.4 million**

**Estimated 2-2.5 million units  
Repaired each year**

**Commercial, industrial, utility and agricultural integral horsepower motors.**

# The energy savings improvement opportunity



Assumptions used to estimate industrial motor efficiency savings opportunity  
 Ten cents per kwh operating at 5000 hours per year.

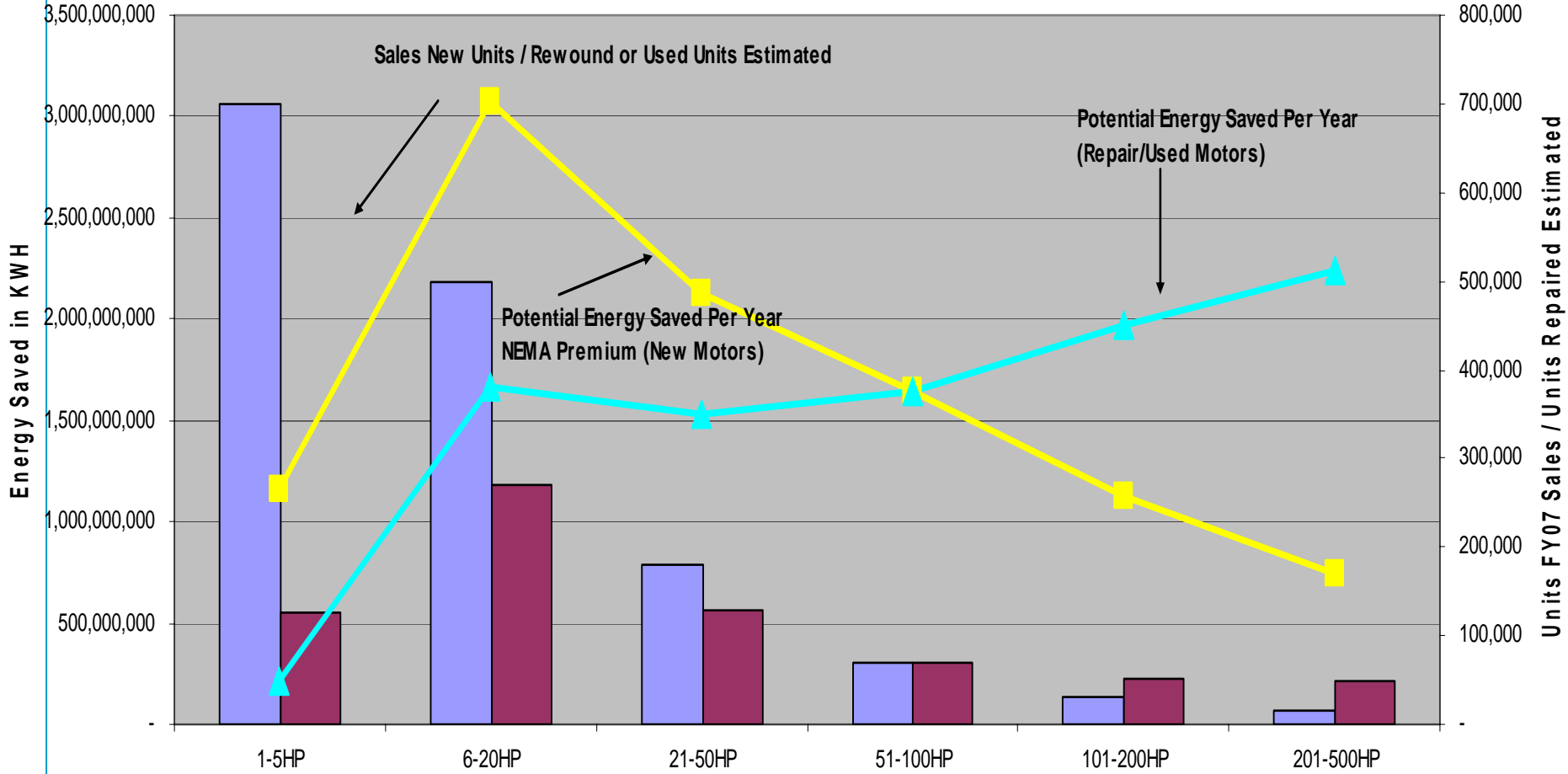
HP Range	New Units per Year USA Typical	Potential KWH Saved NEMA Prem	Repaired % of installed base	Units Repaired or replaced with used	Potential KWH Saved Not Repaired	Ave KWH Saved per unit per year average of category	Installed base USA annual sales times life	Average Motor Life
1-5HP	700,000	1,157,485,896	1%	126,000	208,347,461	1654	12,600,000	18
6-20HP	500,000	3,075,678,753	3%	270,000	1,660,866,526	6151	9,000,000	18
21-50HP	180,000	2,123,872,211	4%	129,600	1,529,187,992	11799	3,240,000	18
51-100HP	70,000	1,648,469,932	5%	70,000	1,648,469,932	23550	1,400,000	20
101-200HP	30,000	1,124,181,028	7%	52,500	1,967,316,799	37473	750,000	25
201-500HP	16,000	747,117,341	10%	48,000	2,241,352,022	46695	480,000	30
<b>Total Industrial</b>	<b>1,496,000</b>			<b>696,100</b>			<b>27,470,000</b>	

Percentage repaired estimate includes failed motors rewind or replaced by used motors from user stock or service center. Mechanical repairs including bearing replacement have not been included.

Vertical motors not included.

### Energy Savings Opportunity Industrial IHP per Year

Based on 10 cents/kwh at 5000 hours per year



■ New Units per Year USA Typical  
 ■ Units Repaired or replaced with used  
 —■— Potential KWH Saved NEMA Prem  
 —▲— Potential KWH Saved Not Repaired

# Motor Efficiency Conclusion

- Epact Standards provide policy foundation in North America
  - Basic product definition determined once then evolved over time
  - Efficiency levels harmonized with IEC both 50 and 60hz
  - Test standards set and held constant now harmonized with IEC
  - Labeling agreed to early and held constant - Similar to IEC
  - Test labs requirements determined early in process and held constant not required by IEC
- NEMA Premium / IE3 will become the regulated level in 2010 in North America – US, Canada and Mexico
- Motor standards and eventual regulation in South America and Asia- **MEPS Guide**
  - Harmonized standards and regulations
  - Prevent MEPS becoming trade barriers
- **Phase three = Systems focus**
  - Replace fixed speed motors with variable speed
  - Remove belts, pulleys, sheaves, worm gearing, throttling valves and other inefficient mechanical components- Trade Association Collaboration with Government



# *From Inefficient TO*



**Market Shift**



**NEMA  
Premium**