



## WASHGUARD ALL-STAINLESS MOTORS

ALL-STAINLESS • THREE PHASE

# WASHGUARD SST

*This member of LEESON's family of tough ducks is designed for long life in demanding washdown applications. LEESON's FHP WASHGUARD SST All-Stainless motors are Stainless Steel Tough!*

Built with all stainless steel external components to prevent corrosion and well sealed against moisture and condensation to protect internal components, the Washguard SST all-stainless motors are able to withstand the severe wash-down environments found in the food processing, chemical processing, and beverage industries.



### CHEMICAL RESISTANCE RATING CHART

CHEMICAL	CONCENTRATION	ALL STAINLESS COMPONENTS
<b>WATER:</b>		
De-Ionized Boiling	100%	Excellent
Salt (Immersed)	30%	Excellent
Salt (Spray)	5%	Excellent
Tap - 250°F/120°C @ 10,000 PSI	100%	Excellent
<b>ACIDS:</b>		
Hydrochloric	35%	Poor
Sulfuric	25%	Poor
Nitric	35%	Excellent
Picric	Saturated Solution	Excellent
<b>BASE:</b>		
Caustic	100%	Excellent
Caustic	12.5 pH	Excellent
Caustic - 125°F/50°C	9.5 pH	Excellent
<b>SOLVENTS:</b>		
	—	Excellent

**300-Series stainless steel** exterior components – frame, base, endshields, shaft extension, fan guard, hardware, conduit box and cover – for maximum corrosion resistance.

**Laser-etched full-fact nameplate** on motor frame.

**Anti-corrosion coating** applied to rotor and heavy polyester varnish on stator and to prevent corrosion.

**Double-sealed bearings** with moisture-resistant high-temperature grease.

**Rubber-covered seals** on both shaft extensions of TEFC motors.

**Split conduit box design** with flanged cover and rubber gasket for better sealing.

**Heavy-duty 12 ga. stamped base** used on all ratings.

**Moisture resistant sealant** between frame and endshields excludes water.

**Four condensate drains in each endshield** (at three, six, nine and twelve o'clock) provide locations to purge condensate and water, which may enter the motor.

**T-drains provided for effective drainage** without allowing water to splash inside the motor. T-drain for opposite shaft end is installed at six o'clock position (and can be relocated easily). T-drain for shaft end is shipped loose for customer installation at low point of motor.



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