

Technical Documentation



Product manual

AC servo drive

LXM05B

Document: 0198441113299

Edition: V1.05, 02.2006

Important information

The drive systems described here are products for general use that conform to the state of the art in technology and are designed to prevent any dangers. However, drives and drive controllers that are not specifically designed for safety functions are not approved for applications where the functioning of the drive could endanger persons. The possibility of unexpected or unbraked movements can never be totally excluded without additional safety equipment. For this reason personnel must never be in the danger zone of the drives unless additional suitable safety equipment prevents any personal danger. This applies to operation of the machine during production and also to all service and maintenance work on drives and the machine. The machine design must ensure personal safety. Suitable measures for prevention of property damage are also required.

See safety section for additional critical instructions.

Not all product variants are available in all countries.

Please consult the current catalogue for information on the availability of product variants.

We reserve the right to make changes during the course of technical developments.

All details provided are technical data and not promised characteristics.

In general, product names must be considered to be trademarks of the respective owners, even if not specifically identified as such.

Table of Contents

Important information	-2
Table of Contents	-3
Writing conventions and symbols	-9
1 Introduction	
1.1 Unit overview	1-1
1.2 Components and interfaces	1-2
1.3 Type code	1-3
1.4 Documentation and literature references	1-3
1.5 Directives and standards	1-3
1.6 Declaration of conformity	1-5
1.7 TÜV certificate for functional safety	1-6
2 Safety	
2.1 Qualification of personnel	2-1
2.2 Intended use	2-1
2.3 General safety instructions	2-2
2.4 Safety functions	2-3
2.5 Monitoring functions	2-3
3 Technical Data	
3.1 Testing agencies and certificates	3-1
3.2 Environmental conditions	3-1
3.2.1 Degree of protection	3-2
3.3 Mechanical data	3-3
3.3.1 Dimensional drawings	3-3
3.4 Electrical Data	3-4
3.4.1 Performance data for power amplifier	3-4
3.4.2 24VDC controller power supply	3-6
3.4.3 Signals	3-6
3.4.4 Safety functions	3-7
3.4.5 Braking resistor	3-8
3.4.6 Internal mains filter	3-9
3.5 Technical Data accessories	3-10
3.5.1 External braking resistors	3-10
3.5.2 Line reactor	3-10
3.5.3 External mains filter	3-10
3.5.4 Holding brake controller HBC	3-10
3.5.5 Reference value adapter RVA	3-11

3.5.6	Cable	3-12
4	Basics	
4.1	Safety functions	4-1
5	Engineering	
5.1	Safety function "Power Removal"	5-1
5.1.1	Definitions	5-1
5.1.2	Function	5-1
5.1.3	Requirements for safe application	5-2
5.1.4	Application examples	5-3
6	Installation	
6.1	Electromagnetic compatibility, EMC	6-1
6.1.1	Operation in an IT mains	6-5
6.2	Mechanical installation	6-6
6.2.1	Mounting the device	6-7
6.2.2	Installing mains filter, mains reactor and braking resistor	6-9
6.3	Electrical installation	6-11
6.3.1	Overview of procedure	6-13
6.3.2	Overview of all connections	6-14
6.3.3	Motor phase connections	6-16
6.3.4	Connection of braking resistor	6-19
6.3.5	Connection of power amplifier supply voltage	6-25
6.3.6	Connection for parallel operation	6-27
6.3.7	Connection of motor encoder (CN2)	6-27
6.3.8	Connection of holding brake controller (HBC)	6-30
6.3.9	Connection of controller supply voltage (24V at CN3)	6-32
6.3.10	Connecting encoder signals A, B, I (CN5)	6-34
6.3.11	PULSE (CN5) connection	6-35
6.3.12	Connection of encoder simulation (CN5)	6-38
6.3.13	Connection of Profibus DP (CN1)	6-40
6.3.14	Connection of digital inputs/outputs (CN1)	6-42
6.3.15	Connection to PC or remote terminal (CN4)	6-44
6.3.16	Reference value adapter	6-46
6.4	Checking installation	6-49
7	Commissioning	
7.1	General safety instructions	7-1
7.2	Overview	7-4
7.3	Tools for commissioning	7-5
7.3.1	Overview	7-5
7.3.2	HMI: Human-Machine Interface	7-6
7.3.3	Commissioning software (PowerSuite)	7-10
7.4	Commissioning procedure	7-11

7.4.1	"First Setup"	7-11
7.4.2	Operating status (state diagram)	7-13
7.4.3	Setting basic parameters and limit values	7-14
7.4.4	Digital inputs/outputs	7-16
7.4.5	Testing limit switches signals in fieldbus devices	7-18
7.4.6	Testing safety functions	7-19
7.4.7	Checking holding brake	7-20
7.4.8	Check direction of rotation	7-21
7.4.9	Setting parameters for encoder simulation	7-22
7.4.10	Setting parameters for encoder	7-23
7.4.11	Setting parameters for braking resistor	7-25
7.4.12	Run autotuning	7-27
7.4.13	Extended settings for autotuning	7-29
7.5	Controller optimisation with step response	7-31
7.5.1	Controller structure	7-31
7.5.2	Optimisation	7-32
7.5.3	Optimising the speed controller	7-33
7.5.4	Checking and optimising default settings	7-37
7.5.5	Optimising the position controller	7-39

8 Operation

8.1	Overview of operating modes	8-1
8.2	Access monitor	8-1
8.2.1	via HMI	8-1
8.2.2	via fieldbus	8-2
8.2.3	via commissioning software	8-2
8.2.4	via hardware input signals	8-2
8.3	Operating states	8-3
8.3.1	Status diagram	8-3
8.3.2	Changing operating states	8-6
8.3.3	Displaying the operating states	8-8
8.4	Starting and changing operating modes	8-9
8.4.1	Start operating mode	8-9
8.4.2	Change operating mode	8-11
8.5	Operating modes	8-12
8.5.1	Jog operation mode	8-12
8.5.2	Current control operating mode	8-14
8.5.3	Speed control operating mode	8-15
8.5.4	Electronic gear operation mode	8-16
8.5.5	Profile position operating mode	8-20
8.5.6	Operation mode Profile velocity	8-23
8.5.7	Operation mode Homing	8-25
8.6	Functions	8-39
8.6.1	Monitoring functions	8-39
8.6.2	Scaling	8-51
8.6.3	Movement profile	8-54
8.6.4	Quick Stop	8-57
8.6.5	Halt	8-58

8.6.6	Fast position capture	8-59
8.6.7	Standstill window	8-62
8.6.8	Braking function with HBC	8-63
8.6.9	Reversal of direction of rotation	8-65
8.6.10	Restoring default values	8-67
9 Examples		
9.1	Wiring	9-1
9.2	"Power Removal" wiring	9-2
10 Diagnostics and troubleshooting		
10.1	Service	10-1
10.2	Error responses and error classes	10-2
10.3	Error display	10-3
10.3.1	Status diagram	10-3
10.3.2	Error display on HMI	10-5
10.3.3	Error display with commissioning software	10-6
10.3.4	Error display over the fieldbus	10-7
10.4	Troubleshooting	10-10
10.4.1	Resolution of malfunctions	10-10
10.4.2	Error resolution sorted by error bit	10-11
10.5	Table of error numbers	10-13
11 Parameters		
11.1	Layout of parameters	11-1
11.2	List of all parameters	11-3
12 Accessories and spare parts		
12.1	Optional accessories	12-1
12.2	External braking resistors	12-1
12.3	Motor cable	12-2
12.4	Encoder cables	12-2
12.5	RS 422: pulse/direction, ESIM and A/B	12-3
12.6	Mains filter	12-4
12.7	Mains reactors	12-4
12.8	Mounting material	12-4
13 Service, maintenance and disposal		
13.1	Service address	13-2
13.2	Maintenance	13-2
13.2.1	"Power Removal" operating life safety function	13-2
13.3	Replacing units	13-3

13.4	Changing the motor.	13-4
13.5	Shipping, storage, disposal	13-4

14 Glossary

14.1	Units and conversion tables	14-1
14.1.1	Length.	14-1
14.1.2	Mass	14-1
14.1.3	Force.	14-1
14.1.4	Power	14-1
14.1.5	Rotation	14-2
14.1.6	Torque.	14-2
14.1.7	Moment of inertia	14-2
14.1.8	Temperature	14-2
14.1.9	Conductor cross section	14-2
14.2	Terms and Abbreviations.	14-3
14.3	Product name	14-4

15 Index

Writing conventions and symbols

Work steps If work steps must be carried out in sequence, they are shown as follows:

- Special prerequisites for the following work steps
- ▶ Step 1
- ◁ Important response to this work step
- ▶ Step 2

If a response to a work step is specified, this will inform you that the step has been carried out correctly.

Unless otherwise stated, the individual instruction steps must be carried in the given sequence.

Lists Lists can be sorted alphanumerically or by priority. Lists are structured as follows:

- Point 1
- Point 2
 - Subpoint to 2
 - Subpoint to 2
- Point 3

Making work easier Information on making work easier can be found at this symbol:

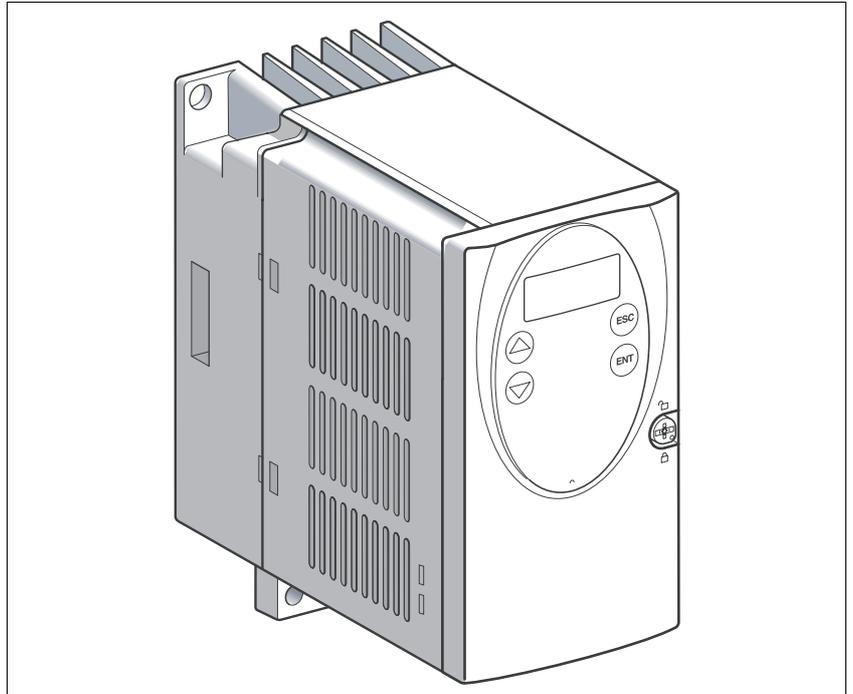


*This offers supplementary information on making work easier.
See the chapter on safety for an explanation of the safety instructions.*

Parameter display The parameters are shown in the text with parameter name and HMI code, e.g. CTRL_n_max (n \overline{P} PH). The tabular view is explained in the chapter on Parameters on page 11-1. The parameter list is alphabetically arranged by parameter name.

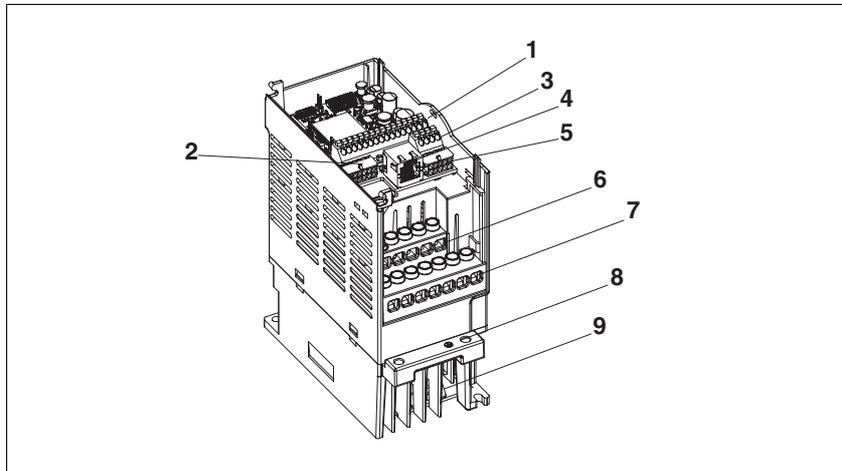
1 Introduction

1.1 Unit overview



- Drive system* The LXM05B is an AC servo drive that can be used anywhere. Reference values are normally specified and monitored by a higher-level PLC, e.g. Premium. It offers a very compact and powerful drive system in combination with selected Schneider Electric servomotors. The front panel includes an input panel (HMI, **H**uman**M**achine**I**nterface) with display and keypad for setting parameters.
- Reference value default* The setpoint value can be specified via:
- Profibus fieldbus for profile positioning movements, speed control and torque/speed control
 - Position interface: pulse/directions signals or A/B encoder signals for implementation of an electronic gear
- Safety function* The integrated safety function "Power Removal" enables a stop of category 0 or 1 as per EN60204-1 without external power contactors. The supply voltage must not be interrupted. This reduces the system costs and the response times.

1.2 Components and interfaces



- (1) CN1, I/O signal connection (spring-loaded terminals)
 - Eight digital inputs/outputs. The assignment depends on the selected operating mode
 - Profibus for fieldbus control
- (2) 12-pin CN2 socket for motor encoder (SinCos Hiperface® sensor)
- (3) CN3, terminal for 24 V power supply
- (4) CN4, RJ45 socket for connecting
 - PC with "PowerSuite" software
 - Decentralised control terminal
- (5) 10-pin CN5 socket for
 - Output of actual motor position via A/B encoder signals in speed control and current control operating modes for position feedback for a higher level position controller (e.g. PLC with motion-control card).
 - Feed of pulse/direction of A/B encoder signals in electronic gear operating mode
- (6) Screw terminals for connecting the mains supply
- (7) Screw terminals for connecting the motor and external braking resistors
- (8) Bracket for EMC mounting plate
- (9) Heat sink

1.3 Type code

Example: Lexium 05, universal drive, peak current $10A_{pk}$, power amplifier supply voltage 3~, 230V _{AC} , no internal mains filter	LXM	05	B	D10	M3	X	(...)
Product name LXM - Lexium	LXM	05	•	•••	••	X	(...)
Product type 05 - AC servo drive for one axis	LXM	05	•	•••	••	X	(...)
Interfaces A - analogue, pulse direction and fieldbus (CANopen and Modbus) B - Profibus	LXM	05	•	•••	••	X	(...)
Peak current (peak value \hat{I}) [A_{pk}] D10 - $10A_{pk}$ D14 - $14A_{pk}$ D17 - $17A_{pk}$ D28 - $28A_{pk}$ D34 - $34A_{pk}$ D42 - $42A_{pk}$ D57 - $57A_{pk}$	LXM	05	•	•••	••	X	(...)
Power amplifier supply voltage [V_{AC}] F1 - 1~, 115V _{AC} M2 - 1~, 230V _{AC} M3 - 3~, 230V _{AC} N4 - 3~, 400V _{AC}	LXM	05	•	•••	••	X	(...)
Mains filter X - no integrated mains filter	LXM	05	•	•••	••	X	(...)
Other options	LXM	05	•	•••	••	X	(...)

1.4 Documentation and literature references

The following User's manuals are supplied with this drive system:

- **Product manual**, describes the technical data, installation, commissioning and all operating modes and operating functions.
- **Fieldbus manual**, important description of integrating the product into a fieldbus.
- **Motor manual**, describes the technical properties of the motors, including correct installation and commissioning.

The user's manuals can be found on the CD or at

<http://www.berger-lahr.com>.

Additional literature

We recommend the following literature for more in-depth information:

- Ellis, George: Control System Design Guide. Academic Press
- Kuo, Benjamin; Golnaraghi, Farid: Automatic Control Systems. John Wiley & Sons

1.5 Directives and standards

CE mark

With the declaration of conformity and the CE mark on the product the manufacturer certifies that the product complies with the requirements of all relevant EC directives. The drive systems described here can be used anywhere in the world.

<i>EC Machine Directive</i>	<p>The drive systems described here are not machines as defined by the EC Machine Directive (98/37/EEC) but components for installation in machines. They do not have moving parts designed for specific purposes. However, they can be components of a machine or system.</p> <p>The manufacturer must certify that the complete system conforms to the machine directive with the CE mark.</p>
<i>EC EMC Directive</i>	<p>The EC Electromagnetic Compatibility Directives (89/336/EEC) applies to products that cause electromagnetic interference or whose operation may be adversely affected by electromagnetic interference.</p> <p>Conformity with the EMC Directive can only be expected of drive systems after correct installation in the machine. The information on ensuring electromagnetic compatibility given in the chapter on "Installation" must be followed to ensure that the drive system in the machine or system is EMC-compatible and that the product can legally be operated.</p>
<i>EC Low-Voltage Directive</i>	<p>The EC Low-Voltage Directive (73/23/EEC) lays down safety requirements for 'electrical apparatus' as protection against the risks that can originate in such devices and can be created in response to external influences.</p> <p>The drive systems described here comply with the EN 50178 Standard as per the Low-Voltage Directive.</p>
<i>Declaration of conformity</i>	<p>The declaration of conformity certifies that the drive system complies with the specific EC directive.</p>
<i>Standards for safe operation</i>	<p>EN 60204-1: Electrical equipment of machines, General requirements</p> <p>EN 60529: IP degrees of protection</p> <p>IEC 61508; SIL 2; Functional safety of safety-related electric, electronic and programmable electronic systems.</p> <p>pr IEC 62061; SIL 2; Safety of Machines - Functional safety of electrical, electronic and programmable controllers of machines</p> <p>EN 954-1: Safety of machines, Safety of components of control devices, Part 1: General design requirements</p> <p>pr EN 13849-1; Safety of machines - safety-related components of controllers - Part 1: General design requirements</p>
<i>Standards for retention of EMC limiting values</i>	<p>EN 61000-4-1: Measuring and test procedures, overview</p> <p>EN 61800-3: Variable-speed electrical drives</p>

1.6 Declaration of conformity

<u>EC Declaration of Conformity</u> <u>Year 2005</u>		
<input checked="" type="checkbox"/> according to EC Directive Low Voltage 73/23/EEC; changed by CE Marking Directive 93/68/EEC <input checked="" type="checkbox"/> according to EC Directive on Machinery 98/37/EEC <input checked="" type="checkbox"/> according to EC Directive EMC 2004/108/EEC		
<p>We declare that the products listed below meet the requirements of the mentioned EC Directives with respect to design, construction and version distributed by us. This declaration becomes invalid with any modification on the products not authorized by us.</p>		
Designation:	AC Servo Drive	
Type:	LXM05Axxxxxx, LXM05Bxxxxxx	
Product number:	01637x1701xxx, 01637x1721xxx	
Applied harmonized standards, especially:	EN ISO 13849-1:2004, Performance Level "d" EN 61508:2002, SIL 2 EN 50178:1998 EN 61800-3:2001, second environment according to Berger Lahr EMC test conditions	
Applied national standards and technical specifications, especially:	UL 508C Berger Lahr EMC test conditions 200.47-01 EN Product documentation	
Company stamp:	Berger Lahr GmbH & Co. KG Postfach 11 80 · D-77901 Lahr Breslauer Str. 7 · D-77933 Lahr	
Date/ Signature:	28 July 2005	
Name/ Department:	Wolfgang Brandstätter/R & D Drive Systems	

1.7 TÜV certificate for functional safety



2 Safety

2.1 Qualification of personnel

Only technicians who are familiar with and understand the contents of this manual and the other relevant manuals are authorised to work on and with this drive system. The technicians must be able to detect potential dangers that may be caused by setting parameters, changing parameter values and generally by the mechanical, electrical and electronic equipment.

The technicians must have sufficient technical training, knowledge and experience to recognise and avoid dangers.

The technicians must be familiar with the relevant standards, regulations and safety regulations that must be observed when working on the drive system.

2.2 Intended use

The drive systems described here are products for general use that conform to the state of the art in technology and are designed to prevent any dangers. However, drives and drive controllers that are not specifically designed for safety functions are not approved for applications where the functioning of the drive could endanger persons. The possibility of unexpected or unbraked movements can never be totally excluded without additional safety equipment. For this reason personnel must never be in the danger zone of the drives unless additional suitable safety equipment prevents any personal danger. This applies to operation of the machine during production and also to all service and maintenance work on drives and the machine. The machine design must ensure personal safety. Suitable measures for prevention of property damage are also required.

In the system configuration described the drive systems must be used in industrial applications only and must have a fixed connection only.

In all cases the applicable safety regulations and the specified operating conditions, such as environmental conditions and specified technical data, must be observed.

The drive system must not be commissioned and operated until completion of installation in accordance with the EMC regulations and the specifications in this manual.

To prevent personal injury and damage to property damaged drive systems must not be installed or operated.

Changes and modifications of the drive systems are not permitted and if made all no warranty and liability will be accepted.

The drive system must be operated only with the specified wiring and approved accessories. In general, use only original accessories and spare parts.

The drive systems must not be operated in an environment subject to explosion hazard (ex area).

2.3 General safety instructions

⚠ DANGER

Electric shock, fire or explosion

- Only qualified personnel who are familiar with and understand the contents of this manual are authorised to work on and with this drive system.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system.
- Many components, including printed wiring boards, operate at mains voltage. **Do not touch.** Do **not** touch unshielded components or screws of the terminals with voltage present.
- Install all covers and close the housing doors before applying power.
- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- Before working on the drive system:
 - Switch off power to all terminals.
 - Place a sign "DO NOT SWITCH ON" on the switch and lock to prevent switching on.
 - **Wait 6 minutes** (for discharge of DC bus capacitors). Do **not** short-circuit DC bus
 - Measure voltage at DC bus and check for <45V. (The DC bus LED is not a safe indication for absence of the DC bus voltage).

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING

Injury from unexpected movements

Drives may execute unexpected movements because of incorrect wiring, incorrect settings, incorrect data or other errors.

Malfunctions (EMC) may cause unpredictable responses in the system.

- Install the wiring carefully in accordance with the EMC requirements.
- Disable the inputs $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ (status 0) to prevent unexpected movements before switching on and configuring the drive system.
- Do not operate a drive system with unknown settings or data.
- Carry out a comprehensive commissioning test.

Failure to follow these instructions can result in death or serious injury.

⚠ WARNING**Danger of injury by loss of control!**

- Observe the accident prevention regulations. (For USA see also NEMA ICS1.1 and NEMA ICS7.1)
- The system manufacturer must take the potential error possibilities of the signals and the critical functions into account to ensure a safe state during and after errors. Some examples are: emergency stop, final position limitation, power failure and restart.
- The assessment of error possibilities must also include unexpected delays and the failure of signals or functions.
- Suitable redundant control paths must be in place for dangerous functions.
- Check that measures taken are effective.

Failure to follow these instructions can result in death or serious injury.

2.4 Safety functions

Using the safety functions integrated in this product requires careful planning. For more information see 5.1 "Safety function "Power Removal"" on page 5-1.

2.5 Monitoring functions

The monitoring functions in the drive protect the system and reduce the risk in the event of system malfunction. The monitoring functions are not designed for personal safety. The following faults and limit values can be monitored:

Monitoring	Task	Protective function
Data link	Error response in event of connection break	Functional safety and system protection
Limit switch signals	Monitoring of permissible area of travel	System protection
Tracking error	Monitoring of variation between motor position and setpoint position	Functional safety
Motor overload	Monitoring for excessively high current in the motor phases	Functional safety and device protection
Overvoltage and undervoltage	Monitoring for overvoltage and undervoltage of the power supply	Functional safety and device protection
Overtemperature	Monitoring device for overtemperature	Device protection
I ² t Limit	Power limitation in event of overloading	Device protection

Table 2.1 Monitoring functions

For the description of the monitoring function see 8.6.1 "Monitoring functions" from page 8-39.

3 Technical Data

This chapter contains information on the required environmental conditions and on the mechanical and electrical properties of the unit family and the accessories.

3.1 Testing agencies and certificates

This product or functions of this product have been certified by the following independent testing agencies:

Testing agency	Assigned number	Validity
RWTÜV	SAS-0078/05	2010-01-13
UL	File E153659	

3.2 Environmental conditions

When considering the ambient temperature a distinction is made between the permissible temperatures during operation and the permissible storage and transport temperature.

ambient operating temperature

The maximum permissible ambient air temperature during operation depends on the clearance between the units and the required output. The relevant requirements in the chapter on installation are also very important.

Temperature ¹⁾	[°C]	0 ... +50
---------------------------	------	-----------

1) no icing

Ambient climate for transport and storage

The environment during transport and storage must be dry and dust-free. The maximum oscillation and shock stress must be within the specified limits. The bearing and transport temperature must remain within the specified range.

Temperature	[°C]	-25 ... +70
-------------	------	-------------

Pollution degree

Pollution degree	Step 2
------------------	--------

Relative humidity

The relative humidity is allowed as follows:

rel. air humidity	conforming to IEC60721-3-3, Class 3K3, 5% ... 85%, no condensation permitted
-------------------	--

Installation height

Installation height above mean sea level for 100% power	[m]	<1000
Max. ambient temperature 40°C, no protective foil and side distance >50 mm	[m]	<2000m

Vibration and shock loading The strength during oscillation stress on the units corresponds to EN 50178 Section 9.4.3.2 and EN 61131 Section 6.3.5.1.

Oscillation and vibration	Conforming to IEC/EN 60068-2-6: 1.5 mm peak to peak from 3 ... 13 Hz, 1 gn from 13 ... 150 Hz
Shock loading	15 gn for 11 ms conforming to IEC/EN 60068-2-27

Wiring Use copper wiring resistant to at least 60°C or 75°C.

3.2.1 Degree of protection

The devices have the degree of protection IP20. The degree of protection IP40 is met for the top of the housing if the protective cover on top of the device has not been removed. The safety cover may need to be removed because of the ambient temperature or the device clearances, see chapter 6.2.1 "Mounting the device" page 6-7.

Degree of protection when using "Power Removal"

It is important to ensure that there are no conductive deposits on the product for the "Power Removal" function (pollution degree 2). Protect the product appropriately against dust and spray.

3.3 Mechanical data

3.3.1 Dimensional drawings

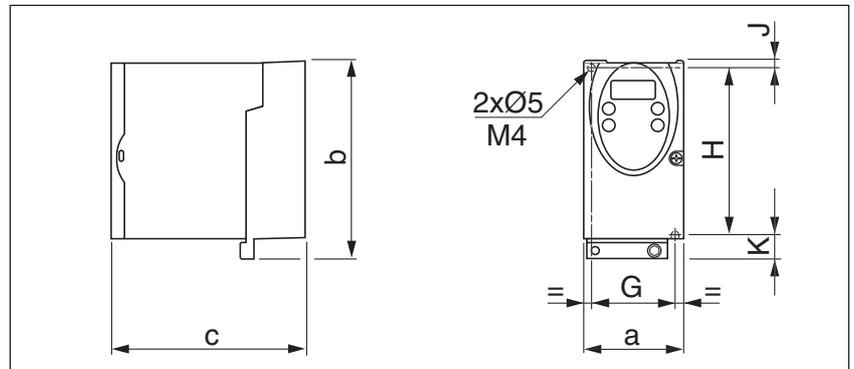


Figure 3.1 Dimensional drawing

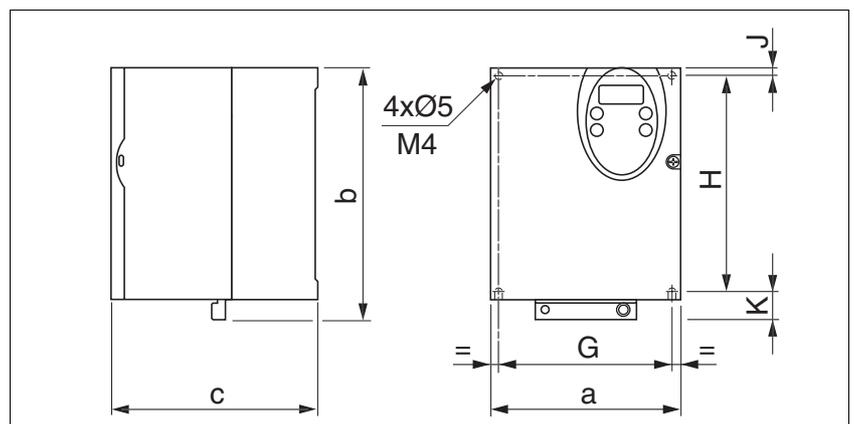


Figure 3.2 Dimensional drawing

LXM05...		D10...	D14... D17...	D2... D3... D4....	D5...
Figure		Figure 3.1	Figure 3.1	Figure 3.2	Figure 3.2
a	mm	72	105	140	180
b	mm	145	143	184	232
c	mm	140	150	150	170
G	mm	60	93	126	160
H	mm	121.5	121.5	157	210
J	mm	5	5	6.5	5
K	mm	18.5	16.5	20.5	17
Weight	kg	1.1	1.4	2	4.8
Type of cooling		Convection ¹⁾	Ventilator	Ventilator	Ventilator
Top-hat rail installation		77.5 ²⁾	105 ²⁾	-	-

1) >1 m/s

2) Width of adapter plate

3.4 Electrical Data

3.4.1 Performance data for power amplifier

Mains voltage: range and tolerance

115V _{AC}	[V]	100V -15% to 120V +10%
230V _{AC}	[V]	200V -15% to 240V +10%
400V _{AC}	[V]	380V -15% to 480V +10%
Frequency	[Hz]	50Hz-5% to 60 Hz +5%

transient overvoltages	overvoltage category III
------------------------	--------------------------

Starting current and leakage current

Starting current	[A]	<60
Leakage current (as per IEC 60990, Figure 3)	[mA]	<30 ¹⁾

1) measured on mains with earthed neutral point, with no external mains filter. When using residual-current devices make sure that a 30 mA residual-current device can trigger at 15 mA. A high-frequency leakage current also flows, which is not considered in the measurement. Residual current devices respond differently to this.

Power consumption and impedance of mains supply

The specified power consumption refers to a mains with the specified reference voltage and the assumed short-circuit impedance at nominal power output. The power consumption depends strongly on the impedance of the supply mains. This is specified by a possible short-circuit current. If the actual mains deviates from this, mains reactors must be installed upstream.

Monitoring the continuous output current

The continuous output current at 4kHz and 8kHz is monitored by the device. If the value is continuously exceeded, the output current is reduced by the device. The internal overtemperature monitoring does not respond at the specified values so long as the ambient temperature remains below 40°C and no heat is generated at the internal braking resistor.

Peak output current for 3 seconds

The peak output current at 4kHz and 8kHz can be output by the device for 3 seconds. If the peak current flows at motor standstill, the higher heat build-up enables the current limiting of the device earlier than when the motor is rotating.

Continuous and peak currents are lower at 8kHz because of higher losses. This is particularly clear in devices with higher DC bus voltage.

Voltage against PE

The insulation of the devices is designed for a nominal voltage corresponding to the value of the reference voltage. The voltage against earth must not exceed these values.

Approved motors

For an overview of the approved motor series (BSH, SER, USD) that can be attached to this device series see the product catalogue. When making the selection consider the type and amount of the mains voltage.

LXM05•...		D10F1	D17F1	D28F1	D10M2	D17M2	D28M2
Nominal voltage	[V]	115 (1~)	115 (1~)	115 (1~)	230 (1~)	230 (1~)	230 (1~)
Power consumption at nominal voltage	[A _{rms}]	7.3	11	21.6	7	11	20
nominal power (device power output)	[kW]	0.4	0.65	0.85	0.75	1.2	2.5
max. permissible short circuit current of mains	[kA]	1	1	1	1	1	1
power loss	[W]	43	76	150	48	74	142
continuous output current at 4kHz	[A _{rms}]	4	8	15	4	8	15
	[A _{pk}]	5.66	11.31	21.21	5.66	11.31	21.21
peak output current at 4kHz	[A _{rms}]	7	12	20	7	12	20
	[A _{pk}]	9.90	16.97	28.28	9.90	16.97	28.28
continuous output current at 8kHz	[A _{rms}]	3.2	7	13	3.2	7	13
	[A _{pk}]	4.53	9.90	18.38	4.53	9.90	18.38
peak output current at 8kHz	[A _{rms}]	6	11	20	6	11	20
	[A _{pk}]	8.49	15.56	28.28	8.49	15.56	28.28
Primary fuse	[A]	10	15/16	25	10	15/16	25

LXM05•...		D10M3X	D17M3X	D42M3X	D14N4	D22N4	D34N4	D57N4
Nominal voltage	[V]	230 (3~)	230 (3~)	230 (3~)	400 (3~)	400 (3~)	400 (3~)	400 (3~)
Power consumption at nominal voltage	[A _{rms}]	4.5	7.75	16.5	4	6	9.2	16.8
nominal power (device power output)	[kW]	0.75	1.4	3.2	1.4	2.0	3.0	6.0
max. permissible short circuit current of mains	[kA]	5	5	5	5	5	5	22
power loss ¹⁾	[W]	43	68	132	65	90	147	240
continuous output current at 4kHz	[A _{rms}]	4	8	17	6	9	15	25
	[A _{pk}]	5.66	11.31	24.04	8.49	12.73	21.21	35.36
peak output current at 4kHz	[A _{rms}]	7	12	30	10	16	24	40
	[A _{pk}]	9.90	16.97	42.43	14.14	22.63	33.94	56.57
continuous output current at 8kHz	[A _{rms}]	3.2	7	15	5	7	11	20
	[A _{pk}]	4.53	9.90	21.21	7.07	9.90	15.56	28.28
peak output current at 8kHz	[A _{rms}]	6	11	30	7.5	14	18	30
	[A _{pk}]	8.49	15.56	42.43	10.61	19.80	25.46	42.43
Primary fuse ²⁾	[A]	10	10	25	10	15/16	15/16	25

1) condition: internal braking resistor not active; value with nominal current, nominal voltage and nominal power

2) Fuses: fusible links of class CC or J as per UL 248-4, alternatively miniature circuit-breakers with B or C-characteristic. 15/16A specification: circuit breakers are available with 16A nominal current, UL fuses with 15A.

The nameplate indicates whether or not your device has an integrated mains filter. Devices with the product identification LXM05••••M3X do not have an integrated mains filter.

3.4.2 24VDC controller power supply

Spring loaded terminals The spring loaded terminals have a maximum cross-section of 0.75mm² and a maximum current loading capacity of 2A.

24V power supply The 24V supply voltage must meet the requirements of IEC 61131-2 (PELV standard power supply):

Input voltage	[V]	24V -15% / +20%
Power consumption (without load)	[A]	≤1
Ripple voltage		<5%

3.4.3 Signals

Signal inputs are reverse polarity protected, outputs are resistant to short-circuit. There is an electrical connection to 0VDC.

24V input signals When configured for "source", the input levels correspond to EN 61131-2, type 1

Logic 1 (V _{high})	[V]	+15 to +30
Logic 0 (V _{low})	[V]	-3 to +5
Input current (typical)	[mA]	10
Debouncing time ¹⁾	[ms]	1 to 1.5
Debounce time $\overline{PWRR_A}$ and $\overline{PWRR_B}$	[ms]	1 to 5
Debounce time CAP1 and CAP2	[μs]	1 to 10

1) except for $\overline{PWRR_A}$, $\overline{PWRR_B}$, CAP1 and CAP2

24V output signals The 24V output signals correspond to IEC 61131-2.

Output voltage	[V]	≤30
max. switching current	[mA]	≤50
voltage drop at 50 mA load	[V]	≤1

Pulse/direction, A/B input signals The pulse/direction and A/B signals conform to the RS422 interface specifications

Symmetrical		conforming to RS422
Input resistance	[kΩ]	5
Input frequency, pulse/direction	[kHz]	≤200
Input frequency, A/B	[kHz]	≤400

Encoder simulation output signal The encoder simulation output signal complies with the RS422 interface specifications

Logic level		conforming to RS422
Output frequency per signal	[kHz]	≤450
Output frequency total	[MHz]	≤1.6

Profibus signals The Profibus signals comply with the Profibus standard and are short-circuit protected.

Sensor signals

Output voltage for encoder	+10V / 100mA
SIN/COS input signalVoltage range	1V _{pp} with 2.5V offset, 0.5V _{pp} at 100kHz
Input resistance	[Ω] 120

The output voltage is short-circuit protected and overload resistant. The transmission protocol is asynchronous half-duplex in compliance with RS485.

3.4.4 Safety functions

Data for maintenance schedule and safety calculations

Use the following data for your maintenance schedule and the safety calculations:

Service life corresponding to safety life cycle (IEC 61508)	20 years
SFF (Safe Failure Fraction) (IEC61508)	70%
Probability of failure (PFH) (IEC 61508)	$2.85 \cdot 10^{-9}$ 1/h
Response time (until shutdown of power amplifier)	<10ms

3.4.5 Braking resistor

The device has an internal braking resistor. If this is insufficient, it will be necessary to use one or more external braking resistors, see chapter 6.3.4 "Connection of braking resistor" page 6-19. For an overview of the available external braking resistors see the chapter on accessories on page 12-1.

The following minimum resistance values are required for the use of one or more external braking resistors. The internal resistance must be disabled, see also Commissioning, page 6-20.

The continuous output of the connected external braking resistors must not exceed the nominal power of the device.

LXM05•...		D10F1	D17F1	D28F1	D10M2	D17M2	D28M2
Energy consumption of internal capacitors E_{var}	[Ws]	10.8	16.2	26.0	17.7	26.6	43.0
resistance internal	[Ω]	40	40	10	40	40	20
Continuous output P_{PR}	[W]	20	40	60	20	40	60
Peak energy E_{CR}	[Ws]	500	500	1000	900	900	1600
Switch-on voltage	[V]	250	250	250	430	430	430
External braking resistor min	[Ω]	27	20	10	50	27	16
External braking resistor max	[Ω]	45	27	20	75	45	27

LXM05•...		D10M3X	D17M3X	D42M3X	D14N4	D22N4	D34N4	D57N4
Energy consumption of internal capacitors E_{var}	[Ws]	17.7	26.6	43.0	26.0 ¹⁾	52.0 ²⁾	52.0 ²⁾	104.0 ³⁾
resistance internal	[Ω]	40	40	20	40	30	30	20
Continuous output P_{PR}	[W]	20	40	60	40	60	60	100
Peak energy E_{CR}	[Ws]	900	900	1600	1000	1600	1600	2000
Switch-on voltage	[V]	430	430	430	770	770	770	760
External braking resistor min	[Ω]	50	27	10	60	25	25	10
External braking resistor max	[Ω]	75	45	20	80	36	36	21

1) at 480V: 6.0Ws

2) at 480V: 12.0Ws

3) at 480V: 10.0Ws

3.4.6 Internal mains filter

The EMC standards differentiate between various application cases:

EN 61800-3:2001-02; IEC 61800-3, Ed.2	Description
first environment, general availability; category C1	operation in living areas, e.g. sale by hardware supplier
first environment, limited availability; category C2	operation in living areas, sale through dealers only
second environment; category C3	operation in industrial mains

This drive system meets the EMC requirements for the second environment under the IEC 61800-3 standard if the measures described for the installation are taken into account. When operating outside this application area note the following:

▲ WARNING

In a domestic environment, this product may cause radio interference, in which case supplementary mitigation measures may be required.

Better values can be achieved depending on the unit and the application and also the structure, e.g. on installation in an enclosed switch cabinet. If the limit values for the first environment (public networks, category C2) are required, external line filters must be connected in series.

The nameplate indicates whether or not your device has an integrated mains filter. Devices with the product identification LXM05●●●M3X do not have an integrated mains filter.

The following limiting values for wiring related fault disturbances are met by EMC compatible designs:

Devices with internal mains filter	second environment (industrial, category C3) up to 10m motor cable length
------------------------------------	---

An external line filter is required when using a unit without an integrated line filter or with long motor lines. The operator must ensure that the EMC directives are observed in this case. For order data for external line filters see the chapter on accessories on page 12-4.

3.5 Technical Data accessories

3.5.1 External braking resistors

VW3A760...		1Rxx	2Rxx	3Rxx	4Rxx	5Rxx	6Rxx	7Rxx
Resistance value	[Ω]	10	27	27	27	72	72	72
Continuous output	[W]	400	100	200	400	100	200	400
max. make time at 115V	[ms]	300	180	420	1080	636	1680	4200
max. make time at 230V	[ms]	72	55.2	108	264	144	372	960
max. make time at 400V	[ms]	12	8.4	21.6	50.4	30	78	192
Peak output at 115V	[kW]	6.3	2.3	2.3	2.3	0.9	0.9	0.9
Peak output at 230V	[kW]	18.5	6.8	6.8	6.8	2.6	2.6	2.6
Peak output at 400V	[kW]	60.8	22.5	22.5	22.5	8.5	8.5	8.5
max. peak energy at 115V	[Ws]	18800	4200	9700	25000	5500	14600	36500
max. peak energy at 230V	[Ws]	13300	3800	7400	18100	3700	9600	24700
max. peak energy at 400V	[Ws]	7300	1900	4900	11400	2500	6600	16200

3.5.2 Line reactor

Line reactor If the mains power does not correspond to the requirements described for impedance, line reactors may need to be installed, see also the chapter on installation. For order data see the chapter on accessories on page 12-4.

3.5.3 External mains filter

The EMC standards differentiate between various application cases; see Chapter 3.4.6 “Internal mains filter“, page 3-9.

Better values can be achieved depending on the unit and the application and also the structure, e.g. on installation in an enclosed switch cabinet. If the limit values for the first environment (public networks, category C2) are required, external line filters must be connected in series.

The following limiting values for wiring related fault disturbances are met by EMC compatible designs:

All devices with an external mains filter	first environment, restricted availability (public mains, category C2) up to 20m motor cable length, device installed in an enclosed switching cabinet with 15 dB attenuation.
	second environment (industrial, category C3) up to 40m motor cable length (100m with 8kHz switching frequency)

An external line filter is required when using a unit without an integrated line filter or with long motor lines. The operator must ensure that the EMC directives are observed in this case. For order data for external line filters see the chapter on accessories on page 12-4.

3.5.4 Holding brake controller HBC

For motors with holding brake we recommend appropriate control logic (HBC) that releases the brake when the motor is powered and locks the

motor axis at the correct moment before the power amplifier supply voltage is switched off and optionally reduces the braking voltage.

Dimensions

Dimensions (H * B * D)	[mm]	99 * 22.5 * 114.5
------------------------	------	-------------------

Installation on top-hat rail

*Electrical data***Input**

Supply voltage	[V]	19.2 to 30
----------------	-----	------------

Current consumption	[A]	0.5 + braking current
---------------------	-----	-----------------------

Output, brake

DC voltage before voltage reduction	[V]	23 to 25
-------------------------------------	-----	----------

Maximum output current	[A]	1.6
------------------------	-----	-----

Nominal time to voltage reduction	[ms]	1000
-----------------------------------	------	------

DC voltage with voltage reduction	[V]	17 to 19
-----------------------------------	-----	----------

The HBC holding brake controller has a safe electrical isolation between the 24 V input, control input and brake output. For more information see page 6-30, 7-20, 8-63 and 12-1.

3.5.5 Reference value adapter RVA*Dimensions*

Dimensions (H * B * D)	[mm]	77 * 135 * 37
------------------------	------	---------------

Installation on top-hat rail

*Electrical data***Input**

Supply voltage	[V]	19,2 to 30
----------------	-----	------------

Current consumption (5VSE unloaded)	[mA]	50
--	------	----

Current consumption (5VSE 300mA)	[mA]	150
-------------------------------------	------	-----

Output, Encoder

5VSE	[V]	4,75 to 5,25
------	-----	--------------

Maximum output current	[mA]	300
------------------------	------	-----

sense-controlled,
short-circuit and overload-proof

3.5.6 Cable

Overview of cables required

	max. length [m]	min. cross-section [mm ²]	corr. PELV	shielded, earthed both ends	twisted pair
Controller supply voltage	–	0.75	X		
Power amplifier supply voltage	–	– 1)			
Motor phases	– 2)	– 3)		X	
Cable for HBC ⇒ motor see motor phases	– 2), max. 0.12 unshielded	– 3) 4)		X	
Cable for HBC ⇒ device	–	0.75 4)			
ext. braking resistor	3	as in power amplifier supply voltage		X	
Motor sensor	100	10*0,25mm ² and 2*0,5mm ²	X	X	X
Encoder signals A/B/I	100	0.25	X	X	X
PULSE/DIR	100	0.14 5)	X	X	X
ESIM	100	0.14 5)	X	X	X
Digital inputs/outputs	15	0.14	X		
PC, decentralised control terminal	400	0.14	X	X	X

1) see 6.3.5 “Connection of power amplifier supply voltage“

2) Length depends on required limit values for line interference, see 3.4.6 “Internal mains filter“ and 3.5.3 “External mains filter“.

3) see 6.3.3 “Motor phase connections“

4) Temperature range: up to 105°C

5) inside the switching cabinet

Table 3.1 Cable specifications

Motor and encoder cable

The motor cable and encoder cables are suitable for trailing and are available in various lengths. For the corresponding types see the accessories section on page 12-4.

Permissible voltage	[VAC]	600 (UL and CSA)
Shield		Shield braiding
Sheath		Oil-resistant PUR
Temperature range	[°C]	-40 to +90 (fixed) -20 to +80 (movable)
Minimum bending radius		4 x diameter (fixed) 7.5 x diameter (moving)

4 Basics

4.1 Safety functions

Automation and safety engineering are two areas that were completely separate in the past but more recently have become more and more integrated. Planning and installation of complex automation solutions are greatly simplified by integrating safety functions.

In general the safety engineering requirements depend on the application. The degree of the requirements is oriented to the risk and the hazard potential arising from the specific application.

Working with IEC61508

IEC61508 standard

The IEC61508 standard "Functional safety of electrical/electronic/programmable electronic safety-related systems" covers the relevant safety-relevant function. This means that it is not only one single component but always a complete function chain (e.g. from the sensor through the logical processing unit to the actuator) that is considered as one single unit. The function chain must meet the requirements of the specific safety level as a whole. Systems and components that can be used in various applications for safety tasks with comparable risk can be developed in this base.

SIL, Safety Integrity Level

The standard IEC61508 specifies four safety integrity levels (SIL) for safety functions. SIL1 is the lowest level and SIL4 is the highest level. This is based on an assessment of the hazard potential derived from the hazard and risk analysis. This is used to decide whether the relevant function chain requires a safety function and which hazard potential it must cover.

PFH, Probability of a dangerous failure per hour

To maintain the safety function the IEC61508 standard, depending on the required SIL, requires staged fault-control and fault-prevention measures. All components of a safety function must be subjected to a probability analysis to assess the effectiveness of the fault-control measures that were taken. This assessment determines the dangerous probability of failure PFH (probability of a dangerous failure per hour) for protective systems. This is the probability per hour that a protective system fails in a hazardous manner and the protective function cannot be correctly executed. The PFH must not exceed the values calculated for the complete protective system depending on the SIL. The individual PFH of a chain must be calculated together, the total of the PFH must not exceed the maximum value specified in the standard.

SIL	PFH at high requirement rate or continuous requirement
4	$\geq 10^{-9}$... $< 10^{-8}$
3	$\geq 10^{-8}$... $< 10^{-7}$
2	$\geq 10^{-7}$... $< 10^{-6}$
1	$\geq 10^{-6}$... $< 10^{-5}$

HFT and SFF The standard also requires a specific hardware fault tolerance HFT for the safety system depending on the SIL in connection with a specific proportion of safe failures SFF (safe failure fraction). The hardware fault tolerance is the property of a system that enables it to execute the desired safety function in spite of the presence of one or more hardware faults. The SFF of a system is defined as the ratio of the rate of safe failures to the total failure rate of the system. Under IEC61508 the maximum achievable SIL of a system is determined by the hardware fault tolerance HFT and the safe failure fraction SFF of the system.

SFF	HFT type A subsystem		
	0	1	2
< 60%	SIL1	SIL2	SIL3
60% ... <90%	SIL2	SIL3	SIL4
90% ... < 99%	SIL3	SIL4	SIL4
≥99%	SIL3	SIL4	SIL4

Fault-prevention measures Systematic faults in the specifications, in the hardware and the software, usage faults and maintenance faults of the safety system must be avoided as much as possible. IEC61508 specifies a series of fault-prevention measures that must be implemented depending on the required SIL. The fault-prevention measures must accompany the complete life cycle of the safety system, i.e. from design to decommissioning of the system.

5 Engineering

This chapter contains basic information on options for use of the product, which are essential for the engineering.

5.1 Safety function "Power Removal"

For some general information on the application of IEC 61508 see page 4-1.

5.1.1 Definitions

<i>Power Removal</i>	The "Power Removal" safety function switches off the motor torque safely. The supply voltage must not be interrupted. There is no monitoring at standstill.
<i>Category 0 stop (EN60204-1)</i>	Standstill by immediate power shutdown to the machine drive elements (i.e. an uncontrolled stop).
<i>Category 1 stop (EN60204-1)</i>	A controlled stop in which the machine drive elements are retained to effect the standstill. Power feed is only interrupted when everything has come to a standstill.

5.1.2 Function

The "Power Removal" safety function integrated into the product can be used to implement the "Standstill in Emergency" control function (EN 60204-1) for Category 0 Stop and Category 1 Stop. In addition, this safety function prevents the drive from restarting unexpectedly.

The safety function meets the following requirements of the standards for functional safety:

- IEC 61508:2000 SIL 2
- pr IEC 62061:2003 SIL 2
- EN 954-1 category 3
- pr EN ISO 13849-1:2004 PL d (Performance Level d)

Function The "Power Removal" safety function can be triggered via the two redundant $\overline{PWRR_A}$ and $\overline{PWRR_B}$ inputs. The circuits of the two inputs must be separate from each other to retain the two channels. The switching process must be simultaneous for both inputs (skew <1s). The power amplifier is without power and an error message is sent, even if one of the two inputs is shut down. Then the motor cannot generate torque and runs down without braking. A restart is only possible after re-setting the error message.

5.1.3 Requirements for safe application

⚠ DANGER

Electric shock caused by incorrect use!

The "Power Removal" function does not effect any electrical disconnection. The inter circuit voltage is still present.

- Turn off the mains voltage using an appropriate switch to achieve a voltage-free condition.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING

Loss of the safety function

Incorrect usage may cause a safety hazard by loss of the safety function.

- Observe the requirements for the safety function.

Failure to follow these instructions can result in death or serious injury.

Stop of category 0 In a stop of category 0 the drive runs down uncontrolled. If access to the machine while it is running down is a hazard (result of hazard and risk analysis), suitable measures must be taken.

Stop of category 1 For a stop of category 1 a controlled stop can be requested with the HALT or over the fieldbus. The standstill is not monitored by the drive system and is not guaranteed if power fails or in the event of an error. The final shutdown is ensured by shutting down the PWRR_A and PWRR_B inputs. This is generally controlled by a standard EMERGENCY STOP module with safe time delay.

Vertical axes, external forces If external forces act on the drive (vertical axis) and an unwanted movement, for example caused by gravity, could cause a hazard, the drive must not be operated without additional measures for drop protection corresponding to the required safety.

Prevention of unexpected restart The drive offers protection against unexpected restart after restoration of power (e.g. after power failure). Note that a higher level controller must not trigger a dangerous restart.

Degree of protection when using "Power Removal" It is important to ensure that there are no conductive deposits on the product for the "Power Removal" function (pollution degree 2). Protect the product appropriately against dust and spray.

Protected layout If short circuits and cross connections can be expected on the wiring of the PWRR_A and PWRR_B signals and they are not detected by upstream units, a protected layout is required.

A protected layout can be achieved as follows:

- Layout of PWRR_A and PWRR_B signal lines in different cables. If there are additional wires in the cables they must only carry voltages corresponding to PELV.

- Use of a shielded cable. The earthed shield protects the signals from outside voltages.

If there are additional wires in the cable, the $\overline{PWRR_A}$ and $\overline{PWRR_B}$ signals are separated by the earthed shield of these wires.

Data for maintenance schedule and safety calculations

Use the following data for your maintenance schedule and the safety calculations:

Service life corresponding to safety life cycle (IEC 61508)	20 years
SFF (Safe Failure Fraction) (IEC61508)	70%
Probability of failure (PFH) (IEC 61508)	$2.85 \cdot 10^{-9}$ 1/h
Response time (until shutdown of power amplifier)	<10ms

Hazard and risk analysis

As a system manufacturer you must conduct a hazard and risk analysis (e.g. as per EN 1050) of the system. The results must be taken into account in the application of the "Power Removal" safety function.

The circuit resulting from the analysis may deviate from the following application examples. Additional safety components may be required. The results of the hazard and risk analysis always have priority.

5.1.4 Application examples

Example: category 0 stop Circuit without EMERGENCY STOP module, Stop category 0.

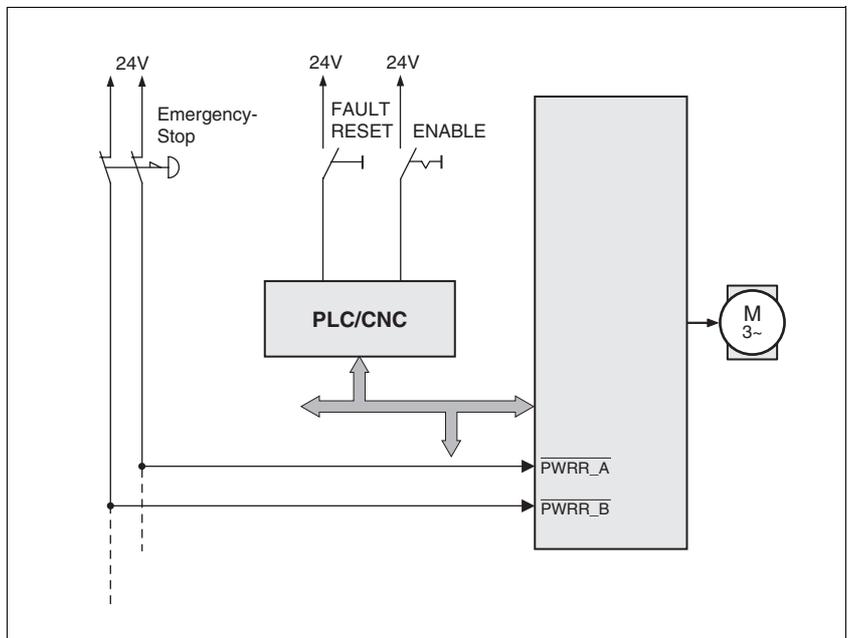


Figure 5.1 Example: category 0 stop

Please note:

- When the EMERGENCY STOP switch is tripped it initiates a stop of category 0

Example: category 1 stop Circuit with EMERGENCY STOP module, Stop category 1,

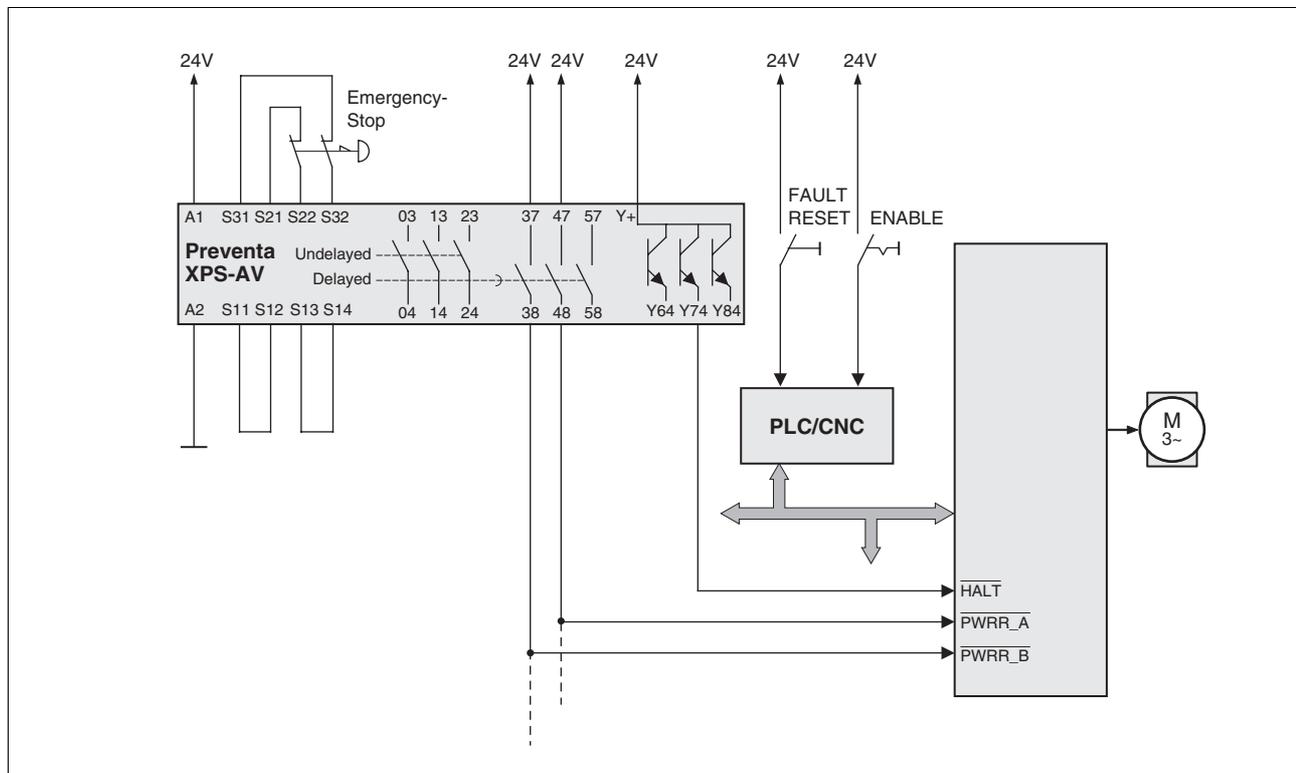


Figure 5.2 Example of category 1 stop with external Preventa XPS-AV EMERGENCY STOP module

Please note:

- A "Halt" is initiated without delay through the $\overline{\text{HALT}}$ input.
- The $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ inputs are shut down according to the delay time specified in the EMERGENCY STOP module. If the drive has not yet stopped at this time, it runs down without control (uncontrolled standstill).
- The specified minimum current and the allowed maximum current of the relay must be maintained in the circuitry of the relay outputs at the EMERGENCY STOP module.

6 Installation

⚠ WARNING

Danger of injury by loss of control!

- Observe the accident prevention regulations. (For USA see also NEMA ICS1.1 and NEMA ICS7.1)
- The system manufacturer must take the potential error possibilities of the signals and the critical functions into account to ensure a safe state during and after errors. Some examples are: emergency stop, final position limitation, power failure and restart.
- The assessment of error possibilities must also include unexpected delays and the failure of signals or functions.
- Suitable redundant control paths must be in place for dangerous functions.
- Check that measures taken are effective.

Failure to follow these instructions can result in death or serious injury.



The chapter on engineering contains basic information that you should know before starting the installation.

6.1 Electromagnetic compatibility, EMC

⚠ WARNING

Interference with signals and devices may cause injury

Distorted signals can cause unexpected device responses.

- Install the wiring in accordance with the EMC requirements.
- Check compliance with the EMC requirements, particularly in an environment subject to strong interference.

Failure to follow these instructions can result in death, serious injury or equipment damage.

This drive system meets the EMC requirements for the second environment under the IEC 61800-3 standard if the measures described for the installation are taken into account. When operating outside this application area note the following:

⚠ WARNING

In a domestic environment, this product may cause radio interference, in which case supplementary mitigation measures may be required.

An EMC-compliant design is required to maintain the specified limit values. Depending in the case better results can be achieved with the following measures:

- Upstream mains reactors. Information on current distortions can be obtained on request.
- Upstream external mains filters, particularly to maintain limit values for the first environment (living area, category C2)
- Particularly EMC-compliant design, e.g. in an enclosed switch cabinet with 15dB damping of radiated interference

EMC scope of supply and accessories

The scope of supply includes earth clamps and an EMC plate.

For information on the prefabricated wiring see page 12-2.

Switching cabinet setup

EMC measures	Effect
Use EMC plate (included) or galvanised/chromed mounting plates, connect metal parts over wide area, remove coatings on contact surfaces.	Good conductivity due to two-dimensional contacts
Earth the control cabinet, door and EMC plate with metal tapes or cables with a cross section area greater than 10 mm ² .	Reduction of emissions.
Fit switching devices such as contactors, relays or solenoids with interference suppressors or spark suppressors (e.g. diodes, varistors, RC elements)	Reduction of mutual interference
Install power and control components separately.	Reduction of mutual interference

Cabling

EMC measures	Effect
Keep wiring as short as possible. Do not install "safety loops", short cables from the star point in the switch cabinet to outlying earth connection.	Avoidance of capacitive and inductive interference injection
Use cable clamps to connect a large surface area of the shield of all shielded cables to the mounting plate at the control cabinet entry.	Reduction of emissions.
Fieldbus lines and signal lines must not be laid in the same conduit with lines for DC and AC voltage over 60 V. (Fieldbus lines can be laid in the same conduit with signal and analogue lines)	Prevention of mutual interference
Recommendation: lay in separate conduits at least 20 cm apart.	
Connect large surface areas of cable shields, use cable clamps and tapes	Reduction of emissions.
Earth shields on digital signal lines over a wide area at both ends or via conductive plug housing.	Preventing interference on control cables, reduction of emissions
Use bonding conductors in system with – wide-area installation – different voltage infeed – networking between different buildings	Protection of wiring, reduction of emissions.
Use fine-core bonding conductors	Deflect even high-frequency interference currents

019844113299, V1.05, 02.2006

EMC measures	Effect
Earth shield on analogue signal lines directly at the device (signal input), and insulate the shield at the other end of the cable or earth via a capacitor if interference occurs, e.g. 10 NF.	Preventing ripple loops due to low-frequency interference
Use only shielded motor cables with copper braiding and at least 85% covering, ground a large surface area of the shield at each end.	Controlled discharge of interference currents, reduction of emissions
If motor and machine are not conductively connected, e.g. by an insulated flange or a non-flat connection, earth the motor with an earth wire $>10 \text{ mm}^2$ ($>6 \text{ AWG}$) or ground strap.	Reduction of emissions, increase in resistance to interference
Lay connections of the 24 V_{DC} supply voltage as "twisted pair".	Preventing interference on control cables, reduction of emissions

Power supply

EMC measures	Effect
Operate drive system on mains with earthed neutral point (not IT mains).	Mains filter is only effective on systems with an earthed star point.
Connect the negative output of the 24V power supply to PE.	Reduction of EMC emissions, safety
Circuit breaker if there is danger of overvoltage or lightning strike	Protection against damage by overvoltage

EMC requirement: motor and motor sensor cable

Motor leads and motor sensor cables are especially critical signal lines. Use the cables recommended by your local representative. They must be tested for EMC safety and must be suitable for trailing cables.

The motor cable and the motor sensor cable on the drive system must be laid out over a wide area with low resistance on the unit, the switch cabinet output and on the motor.

- ▶ Lay out motor and motor sensor cable without interruption (do not install switch components) from the motor and sensor to the unit. If a line has to be interrupted, shielded connections and metal casing must be used to prevent interference.
- ▶ Lay the motor cable at least 20 cm from the signal cable. If the distance is less than this, the motor cable and signal cables must be separated by grounded screening plates.
- ▶ For long lines equipotential bonding conductors with a suitable cross section must be used

Equipotential bonding conductors

The shields are connected at both ends for fault protection. Potential differences can result in excessive currents on the shield and must be prevented by equipotential bonding conductor cables.

If lines over 100 m are approved, the following applies: up to 200 m length a cable cross section of 16 mm^2 is sufficient, for greater lengths a cable cross section of 20 mm^2 is required.

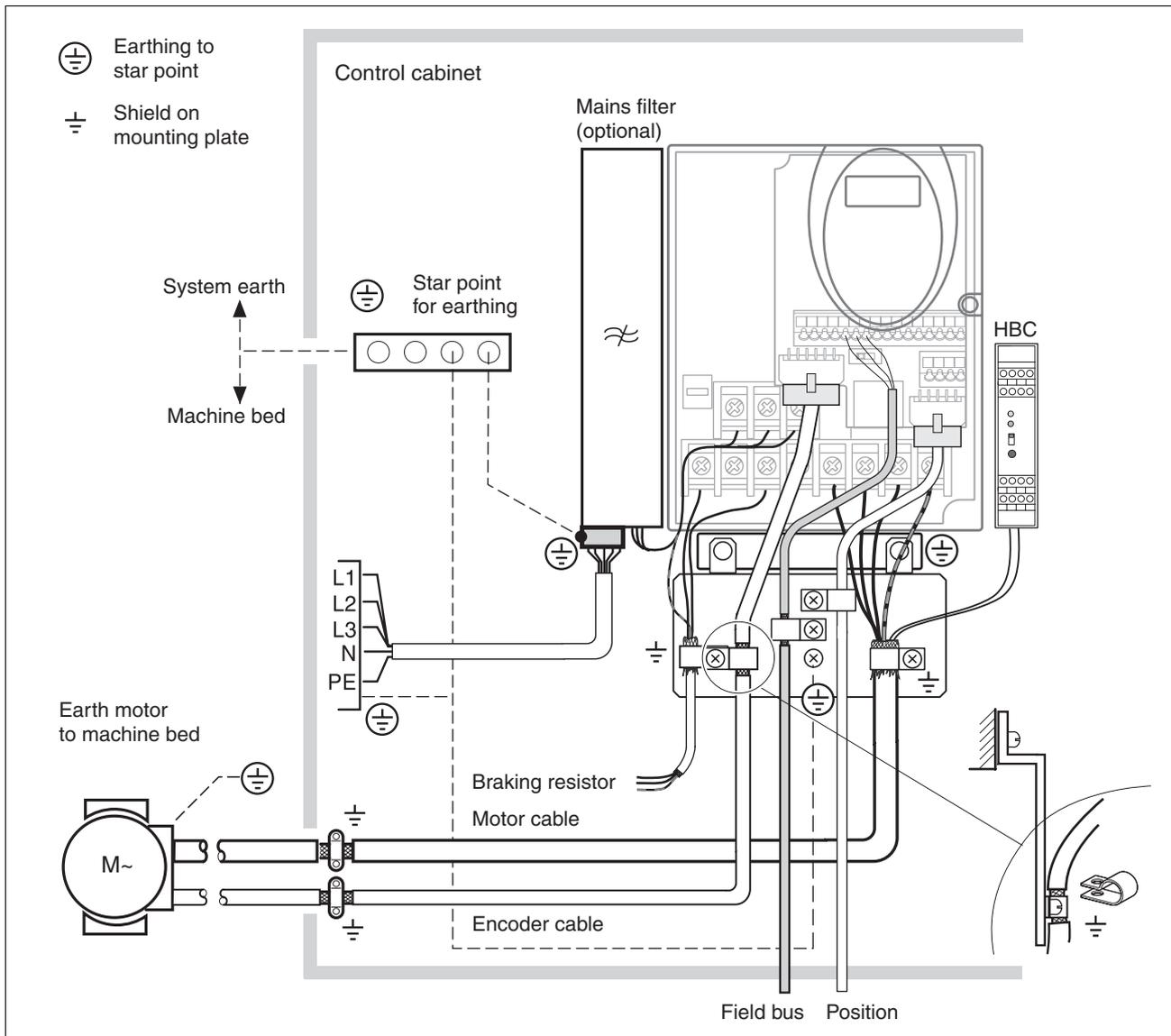


Figure 6.1 EMC measures

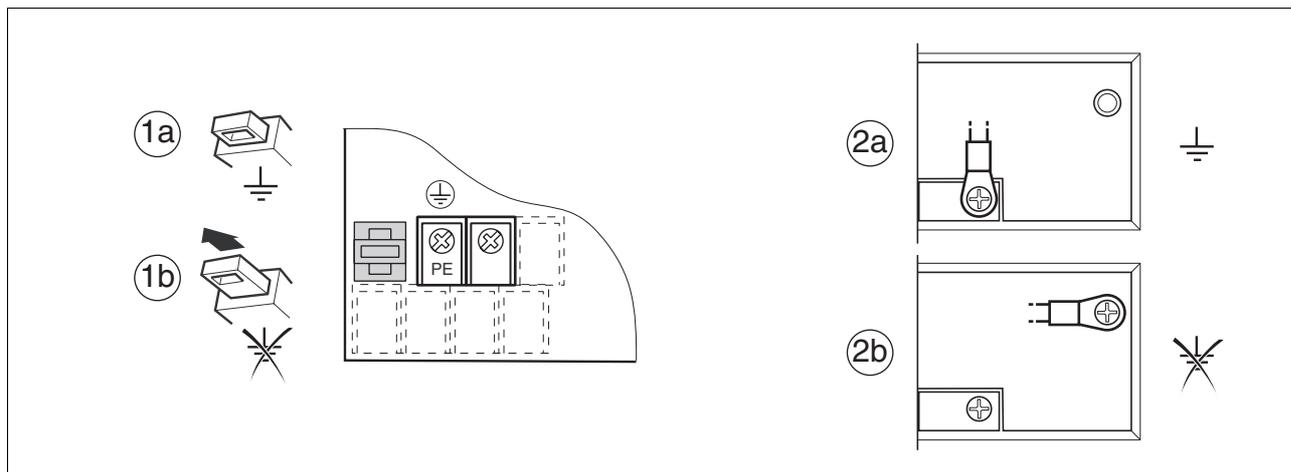
6.1.1 Operation in an IT mains

An IT mains is characterised by a neutral conductor that is insulated or earthed through a high impedance . If you use a permanent insulation monitor, it must be suited for non-linear loads (e.g. Type XM200 from Merlin Gerin). If, despite perfect wiring, a fault is indicated, you can, in the case of products with integrated mains filters, disconnect the earth connection to the Y- capacitors (deactivate the Y- capacitors).

With all other networks except for IT mains the earth connection via the Y- capacitors must be maintained.

If the earth connection to the Y- capacitors is removed, the specifications for the transmission of electromagnetic interference will no longer be maintained (specific categories see chapter page)!3.4.6 "Internal mains filter"3-9 Separate measures are required to comply with national regulations and standards.

CAUTION: the motor must be designed for operation in the IT mains.



LXM05•...	D10F1, D10M2, D14N4, D17F1, D17M2, D22N4, D28F1, D28M2, D34N4	D57N4
Insulation monitoring error	(1a) Y-capacitors of the internal filter effective (standard)	(2a) Y-capacitors of the internal filter effective (standard)
	(1b) Y-capacitors of the internal filter disabled (IT mains)	(2b) Y-capacitors of the internal filter disabled (IT mains)

Table 6.1 Y-capacitors

6.2 Mechanical installation

⚠ DANGER

Electric shock from foreign bodies or damage.

Conductive foreign bodies in the product or serious damage can cause accidental energisation.

- Do not use damaged products.
- Prevent foreign bodies such as chips, screws or wire clippings from entering the product.
- Do not use products that contain foreign bodies.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING

Danger of injury by loss of safety function!

The safety function may fail because of conductive foreign bodies, dust or liquids.

- The "Power Removal" safety function must only be used if the system is protected against conductive contamination..

Failure to follow these instructions can result in death or serious injury.

⚠ CAUTION

Hot surfaces can cause burns and damage to system components!

The heat sink on the product may heat up to over 100°C (212°F) depending on the operating mode.

- Prevent contact with the hot heat sink.
- Do not install flammable or heat-sensitive components in the immediate vicinity.
- Follow the actions described for heat dissipation.

Failure to follow these instructions can result in injury or equipment damage.

6.2.1 Mounting the device

Switching cabinet

The switching cabinet must be dimensioned so all devices and accessories can be fixed in place and wired to meet EMC standards. The components include a holding brake controller or braking resistors.

The switching cabinet ventilation must be capable of extracting the heat generated by all devices and components installed in the switch cabinet.

Installation spacing;ventilation

When selecting the position of the device in the switching cabinet, note the following instructions:

- Adequate cooling of the device must be ensured by complying with the minimum installation distances. Prevent heat accumulation.
- The device must not be installed close to heat sources or mounted on flammable materials.
- The warm airflow from other devices and components must not heat the air used for cooling the device.
- The drive will switch off as a result of overtemperature when operated above the thermal limits.

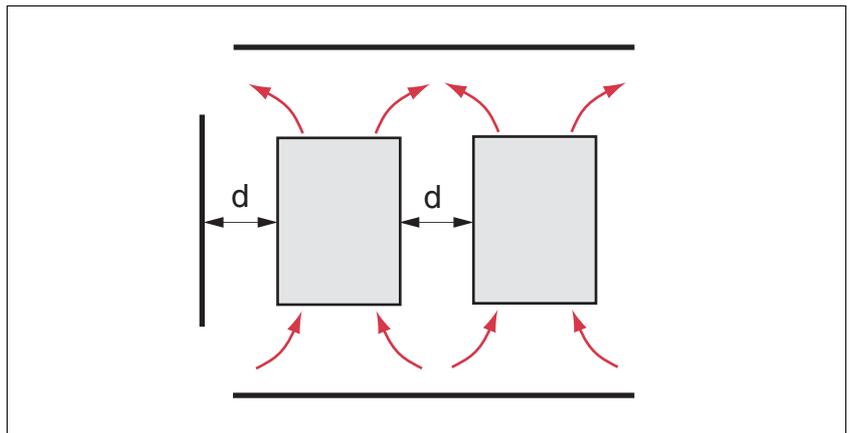


Figure 6.2 Installation spacing and air circulation

Temperature	Distance ¹⁾	Measures without protective foil ²⁾	Measures with protective foil in place
0 °C ... +40 °C (32 °F ... 104 °F)	d > 50 mm (d > 1.97 in.)	None	None
	d < 50 mm (d < 1.97 in.)	None	d > 10 mm (d > 0.39 in.)
+40 °C ... +50 °C (104 °F ... 122 °F)	d > 50 mm (d > 1.97 in.)	None	Reduce nominal current and continuous current ³⁾
	d < 50 mm (d < 1.97 in.)	Reduce nominal current and continuous current ³⁾	Operation not possible

1) Distance in front of the device: 10 mm (0.39 in.), above: 50 mm (1.97 in.), below: 200 mm (7.87 in.)

2) Recommendation: remove protective foil on completion of the installation

3) by 2.2 % per °C above 40 °C (by 1.22 % per °F above 104 °F)

At least 10mm of free space is required in front of the device. Make sure that the operator elements are accessible.

At least 50 mm of free space is required above the device.

The connecting cables come out of the bottom of the housing. At least

200 mm free space under the device is required to ensure that wiring can be installed without excessive bending.

Installing the device

For the dimensions of the fastening holes see 3.3.1 “Dimensional drawings“ from page 3-3.

- ▶ Install the device in a vertical position ($\pm 10^\circ$). This is particularly important for cooling the device.
- ▶ Attach the supplied EMC plate at the bottom of the device, see also Figure 6.1, or use alternative attaching elements (comb bars, shield clamps, busbars).

Attach plate with safety instructions

- ▶ Attach the plate with safety instructions included with the device in a visible position on the front panel as specified by the national regulations.

An alternative to fastening the unit directly to the switching cabinet mounting plate is adapter plates for mounting to top-hat rails, see chapter .12-1

In this case mains filters cannot be attached directly beside or behind the device.



Painted surfaces have an insulating effect. Remove the paint from the attachment points over a wide area (bright metal) before attaching the unit to a painted mounting plate.

Remove the protective foil

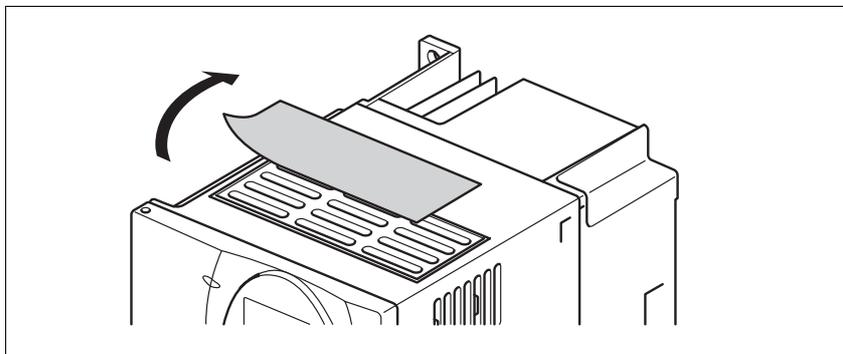


Figure 6.3 Removing protective foil

Remove the protective foil only after completion of all installation work. The protective foil must be removed if required by the thermal conditions.

6.2.2 Installing mains filter, mains reactor and braking resistor

External line filter You can check whether the your unit has an integrated line filter by the type code and the specifications (see page 3-1).

An external line filter is required when using a unit without an integrated line filter or with long motor lines. The operator must ensure that the EMC directives are observed in this case.

For specifications of external mains filters see page 3-9.

For directions on electrical installation see mains supply from page 6-25.

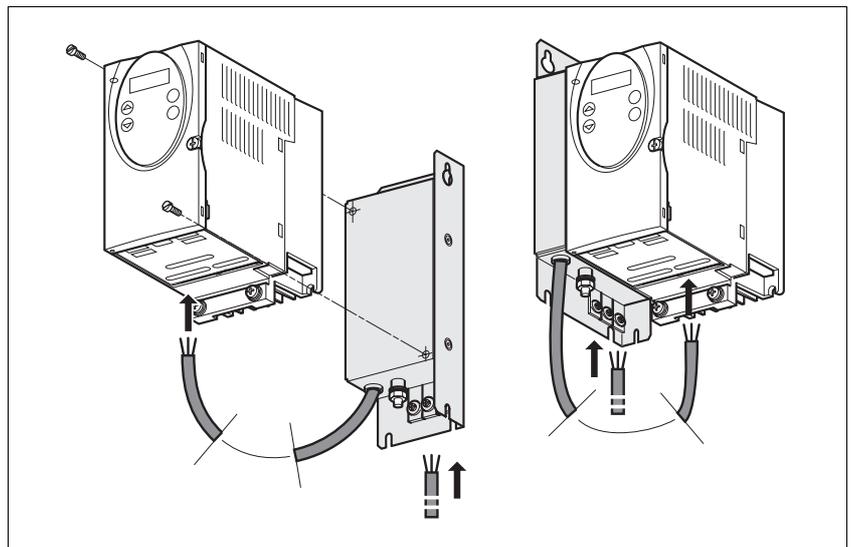


Figure 6.4 Mounting of mains filters

- Mount the mains filter at the rear or the left side of the device.



If the line filter is mounted behind the unit, the line filter terminals will not be accessible after installation of the EMC plate.

If you are using the top-hat rail mounting plates, the line filter cannot be mounted directly beside or behind the unit.

Line reactor A line reactor must be used under the following conditions:

- operation on power supply networks with low impedance (maximum possible short circuit current of the network greater than specified in the Technical Data), see Technical Data from page 3-4
- at high average output power that is greater than half the rated power
- where there are special requirements for the service life of the unit (24h operation)
- operation on networks with reactive-current compensation systems
- for improvement of the power factor at the network input and to reduce the network feedback
- if overvoltages greater than overvoltage category III could occur

Multiple units can be operated with one line reactor. The rated current of the reactor must be considered.

In the case of a network impedance that allows a short-circuit current greater than 1 kA the inductivity of the reactor must be greater than 0.8mH.

Supplementary current harmonics place a heavy load on the DC bus capacitors. This has a substantial influence on the service life of the unit. For appropriate line reactors see accessories from page 12-4.



External braking resistor

The information sheet included with the mains reactor contains additional information on mounting. For directions on electrical installation see power supply from page 6-25.

▲ WARNING

Hot surfaces can cause burns, fire and damage to system components.

The braking resistor may heat up to over 250°C depending on the operating mode.

- Prevent contact with the hot braking resistor.
- Do not place flammable or heat-sensitive components in the immediate vicinity of the braking resistor.
- Ensure good heat dissipation.
- Check the temperature of the braking resistor by conducting a test run under the most critical conditions.

Failure to follow these instructions can result in death, serious injury or equipment damage.

The braking resistors recommended in accessories from page 12-1 comply with degree of protection IP65. They can be installed outside a switching cabinet in an environment with this degree of protection.

The information sheet included with the external braking resistor contains additional information for the mounting.

For information on the function and the electrical installation see page 6-19.

6.3 Electrical installation

DANGER

Electric shock, fire or explosion

- Only qualified personnel who are familiar with and understand the contents of this manual are authorised to work on and with this drive system.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system.
- Many components, including printed wiring boards, operate at mains voltage. **Do not touch.** Do not touch unshielded components or screws of the terminals with voltage present.
- Install all covers and close the housing doors before applying power.
- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- Before working on the drive system:
 - Switch off power to all terminals.
 - Place a sign "DO NOT SWITCH ON" on the switch and lock to prevent switching on.
 - **Wait 6 minutes** (for discharge of DC bus capacitors). Do not short-circuit DC bus
 - Measure voltage at DC bus and check for <45V. (The DC bus LED is not a safe indication for absence of the DC bus voltage).

Failure to follow these instructions will result in death or serious injury.

DANGER

Electric shock from foreign bodies or damage.

Conductive foreign bodies in the product or serious damage can cause accidental energisation.

- Do not use damaged products.
- Prevent foreign bodies such as chips, screws or wire clippings from entering the product.
- Do not use products that contain foreign bodies.

Failure to follow these instructions will result in death or serious injury.

⚠ DANGER**Electric shock because of insufficient earthing.**

With insufficient earthing there is a hazard of electric shock.

- Earth the drive system before applying power.
- Do not use metallic conduits as an earth conductor. Use a conductor housed within the conduit as the earth conductor.
- Use cross-sections of the protective earth conductor that comply with the applicable codes.
- Earth the cable shields on both ends, but do not regard the shields as protective earth.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING**This product can cause a direct current in the protective earth conductor!**

If a residual current device (FI protection switch, RCD) is used then peripheral conditions are to be observed.

Failure to follow these instructions can result in death or serious injury.

Peripheral conditions for the use of a residual-current-operated protective device

If the installation regulations foresee upstream protection in the form of a residual-current-operated protective device (FI protection switch, RCD) then a residual-current-operated protective device "Type A" can be used for a single-phase drive booster with a connection between N and L. A "Type B" device must be used in all other cases.

The following properties should be taken into account:

- Filtering high frequency currents.
- Delay which prevents triggering due to possible charged fault capacities when switching on. This delay is not possible for 30 mA devices. In this case you should select devices which are not prone to unintentional triggering, for example a residual-current-operated protective device with increased interference resistance of the type s.i (super-immunised) (trademark Merlin Gerin).

If the plant consists of a number of drive boosters then a residual-current-operated protective device must be used for each drive booster.

Suitability of wiring

Cables must not be twisted, stretched, crushed or kinked. Use only cables that comply with the cable specification. For example, make sure that it is suitable for:

- Use as a trailing cable
- Temperature range
- Chemical resistance
- Layout outdoors
- Layout underground

6.3.1 Overview of procedure

- ▶ Observe the basic settings described in 5 “Engineering” from page 5-1. The selected settings influence the complete installation.
- ▶ Unlock the front panel of the device and open it.
- ▶ Connect the earth terminal of the device or the EMC plate to the earthing star point of the system.
- ▶ Connect the required terminal corresponding to the sequence of Table 6.2. If a different connection sequence is followed, terminals may be covered by other lines.

Follow the EMC requirements, see page 6-1.

- ▶ Then lock the front panel.

Connection from	Connection to	from page
Motor phases		6-16
External braking resistor		6-19
Mains supply		6-25
Motor rotary encoder	CN2	6-27
Holding brake controller (HBC)	CN1 and CN3	6-30
24 V controller supply voltage	CN3	6-32
Encoder A, B, I	CN5	6-34
Pulse direction, PULSE	CN5	6-35
Encoder simulation, ESIM	CN5	6-38
Profibus fieldbus	CN1	6-40
Digital inputs/outputs	CN1	6-42
PC or remote terminal	CN4	6-44

Table 6.2 Installation overview

6.3.2 Overview of all connections

Power connections

Power connections	device
	LXM05•...
	D10F1 (T1) D10M2 (T1) D10M3X (T2)
	D14N4 (T4) D17F1 (T3) D17M2 (T3)
	D17M3X (T4) D22N4 (T4) D28F1 (T3)
	D28M2 (T3) D34N4 (T4)
	D42M3X (T4) D57N4 (T5)

Table 6.3 Designations of the power connections

Power connections	Description
PE	Earth connection (protective earth)
R/L1, S/L2/N	Mains connection, single phase devices
R/L1, S/L2, T/L3	Mains connection, 3-phase devices
PA/+	DC bus
PBi	Braking resistor internal
PBe	Braking resistor external
PC/-	DC bus
U/T1, V/T2, W/T3	Motor connections

Table 6.4 Designations of the power connections

Signal connections

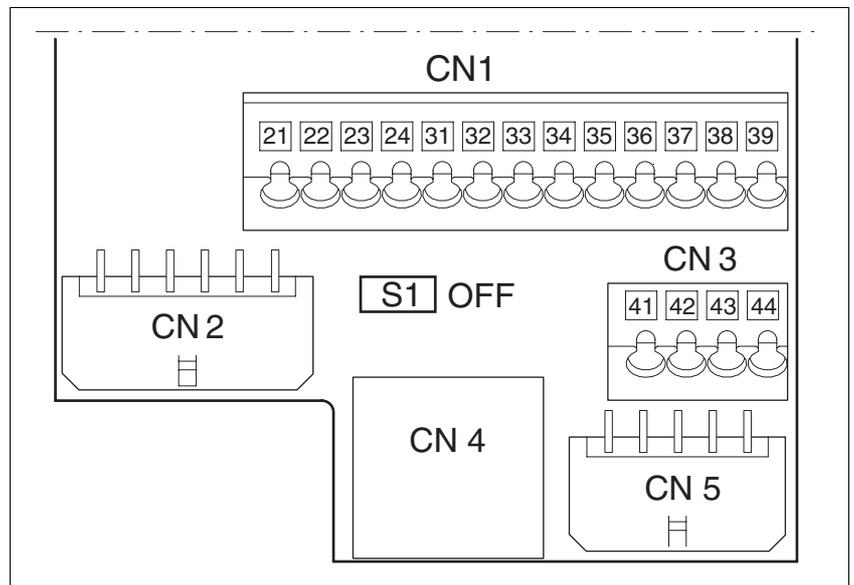


Figure 6.5 Overview of the signal connections

Connection/ switch	Assignments
CN1	Profibus, pin 21-24
	Digital inputs/outputs, pin 31-39
CN2	Motor encoder (Hiperface Sensor)
CN3	24V PELV controller supply voltage
CN4	PC, remote terminal; (RJ45)
CN5	ESIM (A/B/I out), PULSE/DIR in, encoder signals A/B/I in ¹⁾
S1	Switch for fieldbus terminating resistor

1) depending on the "First Setup"

Table 6.5 Assignment of the signal connections

6.3.3 Motor phase connections

⚠ DANGER

Electric shock

High voltages can occur unexpectedly at the motor connection.

- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- AC voltages may jump over unused wires in the motor cable. Isolate unused wires at both ends of the motor cable.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system. Extend the earth through the motor cable with an additional earth at the motor housing.

Failure to follow these instructions will result in death or serious injury.

Cable specifications

- Shielded cable
- Minimum cross section of wires: see table.
- Earthing of the shield at both ends
- Maximum cable length: depends on required limit values for line-related interference, see chapter 3.4.6 "Internal mains filter" page 3-9 and chapter 3.5.3 "External mains filter" page 3-10.
- For more information see 3.5.6 "Cable" on page 3-12.

LXM05•...		D10•••	D14•• D17••• D2••• D3••• D4••••	D5•••
Connection cross section	mm ²	0.75 to 1.5	1.5 to 4	3.3 to 16 ¹⁾
AWG		14 to 20	10 to 16	6 to 12 ¹⁾
Starting torque	Nm	0.5 to 0.6	1.2 to 1.5	2.2 to 2.8

1) Wire end ferrules or fork-type cable lugs are required with a cross section of 2.5 mm² (AWG 14).

The wiring must have a sufficiently large cross section to ensure that the fuse at the mains connection can be tripped in the event of a fault.

- ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-2).

Preparing cables Note the dimensions specified when fabricating cables.

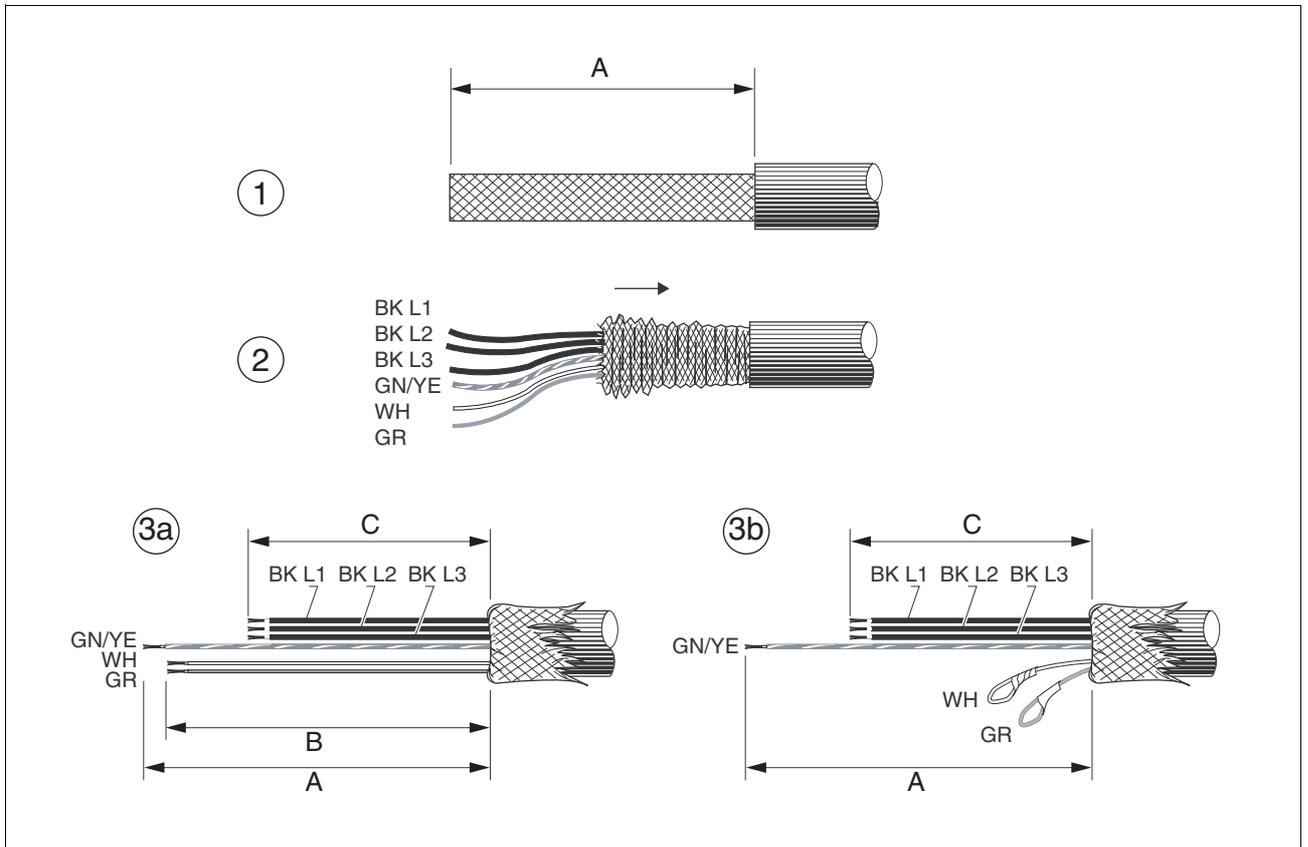


Figure 6.6 Steps (1-3) for fabrication of the motor cable

LXM05...		D10..	D14.. D17...	D2... D3... D4... D5...
A	mm	130	130	130
B	mm	120	120	120
C	mm	75	85	90

- ▶ (1) Remove the cable sheath, length A depends on the device, see the table above.
- ▶ (2) Slide the shield braiding back over the cable sheath and store the shield braiding. Note that during installation the shield braiding must be positioned flat on the EMC plate.
- ▶ (3) Shorten the wires for the holding brake to length B and the three motor lines to length C. The protective conductor has length A.
 (3a) The two brake connection lines must have length B for motors with holding brake.
 (3b) The two brake connection lines must be separately insulated for motors without a holding brake.

Use fork-type cable lugs or wire end ferrules. The lead must fill the sleeve for its entire length to ensure maximum current carrying capacity and vibration resistance.

Monitoring The motor lines are monitored for:

- short circuit between the motor phases
- short circuit between the motor phases and PE

A short circuit between the motor phases against the DC bus or the braking resistor is not monitored.

Connecting the motor cable

- ▶ Follow the EMC requirements for motor cables, see page 6-3.
- ▶ Insulate unused wires at both ends and individually, see Figure 6.7, Pos 1.
- ▶ Connect the motor leads and protective conductor to terminals U/T1, V/T2, W/T3 and PE. The cable assignment at the motor and device sides must match.
- ▶ Fix the cable shielding flat on the EMC plate.

Wiring diagram

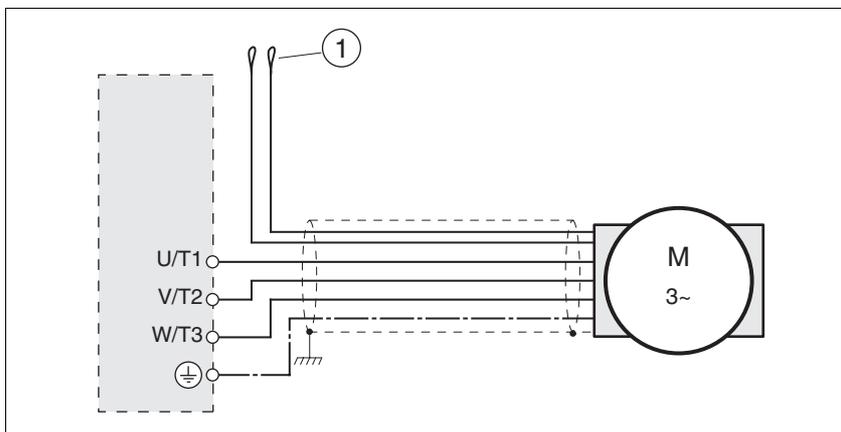


Figure 6.7 Motor wiring diagram, here without holding brake

Terminal	Description	Colour
U/T1	Motor lead	black L1 (BK)
V/T2	Motor lead	black L2 (BK)
W/T3	Motor lead	black L3 (BK)
PE	Protective conductor	green/yellow (GN/YE)
(1)	Holding brake connection cable For motors with holding brake see page 6-30	white (WH), grey (GR)

6.3.4 Connection of braking resistor

⚠ WARNING

Risk of injury and damage to system components by unbraked motor!

An insufficient braking resistor causes overvoltage on the DC bus and switches off the power amplifier. The motor is no longer actively braked.

- Make sure that the braking resistor is sufficiently dimensioned.
- Check the setting of the parameter for the braking resistor.
- Check the temperature of the braking resistor by conducting a test run under the most critical conditions.
- During the test make sure that at higher mains voltage there is less reserve in the capacitors on the DC bus.

Failure to follow these instructions can result in death, serious injury or equipment damage.

6.3.4.1 Internal braking resistor

A braking resistor is integrated in the device to absorb braking energy. If the DC bus voltage exceeds a specified value, this braking resistor is switched on. The returned energy is converted to heat by the resistance. See also dimensioning aid, page 6-21.

The internal braking resistor is connected on delivery.

The internal braking resistor is at the back of the device.

6.3.4.2 External braking resistor

An external braking resistor is required for applications in which the motor must be heavily braked and the internal braking resistor cannot dissipate the excess braking energy. Two or more braking resistors can also be connected.

Monitoring

The device monitors the power of the braking resistor. The load on the resistance can be read out.

The connection of the external resistance is protected against short circuit.

Selection of the external braking resistor

The size of an external braking resistor is specified by the required peaks and the continuous output at which the braking resistor can be operated. If applicable, see the section on dimensioning aid, page 6-21.

The resistance value R [Ω] is derived from the required peak power and the DC bus voltage.

$$R = U^2 / P_{\max}$$

U :	Switching threshold [V]
P_{\max} :	Peak power [W]
R:	Resistance [Ohm]

Figure 6.8 Calculating the resistance R of an external braking resistor

It two or more resistances are connected, not the following criteria:

- The resistors must be wired in parallel or in series so the required resistance is reached.
- The resistance value of the external resistance must not fall below a bottom limit, see chapter 3.4.5 “Braking resistor”.
- The total continuous output of the individual resistors must yield the required continuous output.

For suitable braking resistors, see accessories on page 12-1.

Cable specifications

- Shielded wires
- minimum cross-section: as with mains power, see page 6-25. The wiring must have a sufficiently large cross section to ensure that the fuse at the mains connection can be triggered in the event of a fault.
- Earthing of the shield at both ends
- Maximum cable length: 3m

The braking resistors recommended in accessories have a 3-wire, temperature-resistant cable with a length of 0.75 m to 3 m.

Use fork-type cable lugs or wire end ferrules. The lead must fill the sleeve for its entire length to ensure maximum current carrying capacity and vibration resistance.

Connecting external braking resistor

- ▶ Observe the safety instructions for the electrical installation.
- ▶ Before opening the device disconnect it from the supply voltage.
- ▶ Remove the jumper, see Figure 6.9.
If the jumper is not removed, the internal braking resistor may be destroyed during operation.
- ▶ Earth the PE connection of the braking resistor.
- ▶ Connect the braking resistor to the device, see Figure 6.9.
- ▶ Spread the shielding of the cables out flat on the EMC plate.

Test the function of the braking resistor under realistic conditions during commissioning (page 7-14).

Wiring diagram

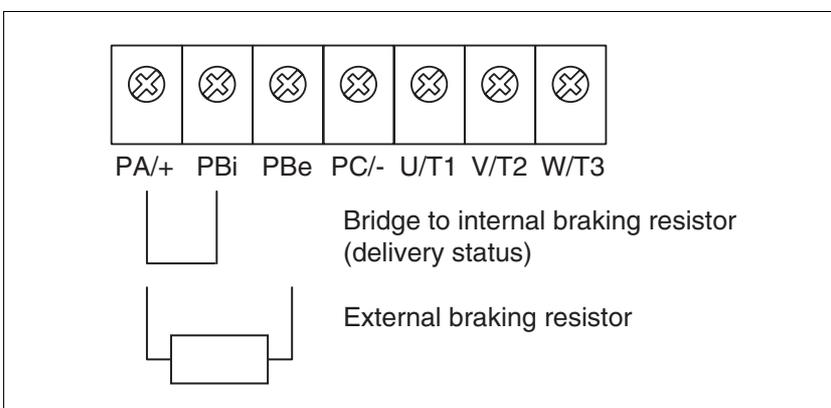


Figure 6.9 Wiring diagram, braking resistor

019844113299, V1.05, 02.2006

6.3.4.3 Dimensioning aid

The elements contributing towards the absorption of braking energy are calculated to assist in specification. This is used to calculate the size of the braking resistor.

An external braking resistor is required if the kinetic energy that must be absorbed exceeds the total of internal components, including the internal braking resistor.

Internal energy absorption Braking energy is absorbed internally by the following mechanisms:

- DC bus capacitor W_{ZW}
- Internal braking resistor W_{IN}
- Electrical losses in the drive W_E
- Mechanical losses in the drive W_M

The energy W_{ZW} depends in a square-law function on the difference between the voltage before the braking operation and the response threshold.

The voltage before the braking operation depends on the line voltage. The energy absorption by the DC bus capacitors is lowest when the line voltage is highest. Use the values for the highest line voltage.

Energy absorption of the internal braking resistor Two characteristic values relating to the internal braking resistor determine its energy absorption.

- The continuous output P_{AV} shows how much energy can be continuously dissipated without overloading the braking resistor.
- The maximum energy W_{peak} limits the higher heat loss which can be dissipated in the short term.

If the continuous output is exceeded for a specified time, the braking resistors remain unloaded for a correspondingly period. This ensures that the braking resistor is not destroyed.

The characteristic values P_{AV} and W_{peak} of the internal braking resistor can be found from page 3-8.

Electrical losses W_E The electrical losses W_E in the drive can be estimated from the peak power of the drive. The maximum power loss is around 10% of peak power for a typical efficiency factor of 90%. If the current on braking is lower, the power loss will be reduced accordingly.

Mechanical losses W_M The mechanical losses result from absorption by friction, which occurs when the system is running. Mechanical losses can be ignored if the system requires a much longer time to coast to a stop than the time required to stop the system under braking. The mechanical losses can be calculated from the load torque and the speed from which the motor is to stop.

Example Braking of a motor with the following data (AC IN equal to 400V_{AC}):

- Starting speed: $n = 4000 \text{ min}^{-1}$
- Rotor inertia: $J_R = 4 \text{ kgcm}^2$
- Load inertia: $J_L = 6 \text{ kgcm}^2$

The energy to be absorbed is given by:

$$W_B = 1/2 * J * (2*\pi*n)^2$$

to 88 Ws

Electrical and mechanical losses are ignored.

23 Ws are absorbed in the DC bus capacitors at a power supply of 400 V.

The internal braking resistor must absorb the residual 65 Ws. It can absorb a pulse of 80 Ws. The internal braking resistor is sufficient if the load is stopped once under braking.

If the braking process is repeated cyclically, the continuous output must be considered. If the cycle time is longer than the ratio of the energy to be absorbed W_B and the continuous power P_{AV} , the internal braking resistor is sufficient. If braking takes place more frequently, the internal braking resistor will not be sufficient.

In the example the ratio W_B/P_{AV} is 1.3 s. An external braking resistor is required with a shorter cycle time.

Ratings the external braking resistor

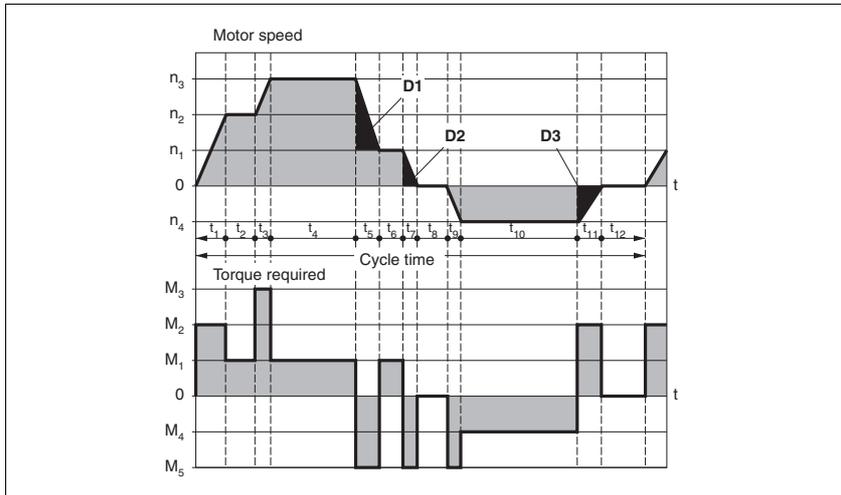


Figure 6.10 Characteristics for rating the braking resistor

These two characteristics are also used for the rating the motor. The segments of the characteristic under consideration in which the motor brakes are identified by (D_i)

Calculation of the energy at constant runout:

The total inertia (J_t) must be known.

J_t is given by:

$$J_t = J_m + J_c$$

J_m : Motor inertia with and without brake

J_c : Load inertia

The energy for each runout segment is calculated as follows:

$$E_i = \frac{1}{2} J_t \cdot \omega_i^2 = \frac{1}{2} J_t \cdot \left[\frac{2\pi n_i}{60} \right]^2$$

The following is derived for the segments (D_1) ... (D_3):

$$E_1 = \frac{1}{2} J_t \cdot \left[\frac{2\pi(n_3 - n_1)}{60} \right]^2$$

$$E_2 = \frac{1}{2} J_t \cdot \left[\frac{2\pi n_1}{60} \right]^2$$

Units: E_i in joules, J_t in kg/m^2 , w in rad and n_i in rpm.

The table shown below gives the energy uptake capacity, E_{var} , for the individual drive regulators (without regard to an internal or external braking resistor).

When continuing with the calculation, take into account only those segments D_i whose energy E_i exceeds the uptake capacity shown in the table. These excess energies E_{D_i} should be removed via the braking resistors (internal or external).

The calculation of E_{D_i} is accomplished using the formula:

$$E_{D_i} = E_i - E_{var} \text{ (in Joules)}$$

The continuous power P_c is calculated for each machine cycle

$$P_c = \frac{\sum E_{D_i}}{\text{Cycletime}}$$

Units: P_c in [W], E_{D_i} in [J] and cycle time T in [s]

Selection takes place in two steps:

- The maximum energy during the braking process must be less than the peak energy that the braking resistor can accommodate: $(E_{D_i}) < (E_{Cr})$. In addition the continuous output of the internal braking resistor must not be exceeded: $(P_c) < (P_{Pr})$. If these conditions are met, then the internal braking resistor is adequate.
- If any one of the conditions is not met, it is necessary to use an external braking resistor. The resistance should be chosen such that the conditions are met. The value of the resistance must be between the specified minimum and maximum values, since otherwise the load can no longer be safely braked or the product could be destroyed.

For the order data for the external braking resistors see the accessories section from page 12-4.

LXM05•...		D10F1	D17F1	D28F1	D10M2	D17M2	D28M2
Energy consumption of internal capacitors E_{var}	[Ws]	10.8	16.2	26.0	17.7	26.6	43.0
resistance internal	[Ω]	40	40	10	40	40	20
Continuous output P_{PR}	[W]	20	40	60	20	40	60
Peak energy E_{CR}	[Ws]	500	500	1000	900	900	1600
Switch-on voltage	[V]	250	250	250	430	430	430
External braking resistor min	[Ω]	27	20	10	50	27	16
External braking resistor max	[Ω]	45	27	20	75	45	27

LXM05•...		D10M3X	D17M3X	D42M3X	D14N4	D22N4	D34N4	D57N4
Energy consumption of internal capacitors E_{var}	[Ws]	17.7	26.6	43.0	26.0 ¹⁾	52.0 ²⁾	52.0 ²⁾	104.0 ³⁾
resistance internal	[Ω]	40	40	20	40	30	30	20
Continuous output P_{PR}	[W]	20	40	60	40	60	60	100
Peak energy E_{CR}	[Ws]	900	900	1600	1000	1600	1600	2000
Switch-on voltage	[V]	430	430	430	770	770	770	760
External braking resistor min	[Ω]	50	27	10	60	25	25	10
External braking resistor max	[Ω]	75	45	20	80	36	36	21

1) at 480V: 6.0Ws

2) at 480V: 12.0Ws

3) at 480V: 10.0Ws

6.3.5 Connection of power amplifier supply voltage

⚠ DANGER

Electric shock because of insufficient earthing

This drive system has an increased leakage current > 3.5mA.

- Use a protective conductor at least 10 mm² (AWG 6) or two protective conductors with the same cross section as the power supply conductors. Observe the local regulations for earthing.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING

Inadequate overcurrent protection

- Use the external fuses specified in the "Technical Data" chapter.
- Do not connect the product to mains if the short-circuit capacity exceeds the maximum short-circuit current specified in the "Technical Data" chapter.

Failure to follow these instructions can result in death, serious injury or equipment damage.

CAUTION

Destruction by incorrect mains voltage!

The incorrect mains voltage may destroy the product.

- Before switching on and configuring the product, make sure that the type is approved for the mains voltage.

Failure to follow these instructions can result in equipment damage.

Cable specifications

The wiring must have a sufficiently large cross section to ensure that the fuse at the mains connection can be tripped in the event of a fault.

When connecting the device in an IT mains follow the directions in 6.1.1 "Operation in an IT mains".

In addition, note the suitability of the wiring, see page 6-12 and the EMC-compliant connection, see page 6-2.

LXM05...	D10...	D14... D17... D2... D3... D4....	D5...
Connection cross section	mm ² 0.75 to 1.5	1.5 to 4	3.3 to 16 ¹⁾
AWG	14 to 20	10 to 16	6 to 12 ¹⁾
Starting torque	Nm 0.5 to 0.6	1.2 to 1.5	2.2 to 2.8

1) Wire end ferrules or fork-type cable lugs are required with a cross section of 2.5 mm² (AWG 14).

Preparing cables Use fork-type cable lugs or wire end ferrules. The lead must fill the sleeve for its entire length to ensure maximum current carrying capacity and vibration resistance.

Connecting mains power Observe the following instructions at all times:

- 3-phase devices must only be connected and operated on 3-phase.
- For devices with external mains filter the power cable must be shielded from 200 mm length between the external mains filter and the device and earthed at both ends.
- Observe the EMC requirements. If necessary, use overvoltage arrestors, mains filters and mains reactors, see page 6-9.
- Follow the requirements for design of corresponding UL, see page 3-1.
- The PE connection on the case must be connected to the mounting plate because of the high leakage currents.

Wiring diagram of 1-phase device Figure 6.11 shows the connection of the mains power supply for a single phase device. The diagram also shows the wiring of the optional external mains filter and mains reactor .

CAUTION: in three-phase systems the neutral conductor N must generally be used instead of L2.

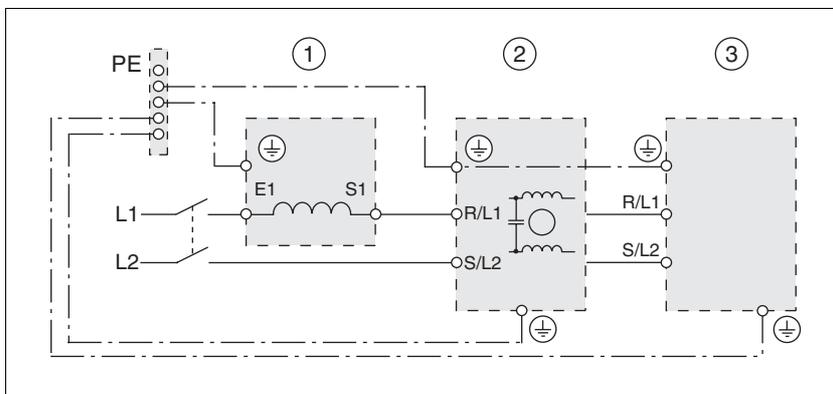


Figure 6.11 Wiring diagram:mains power for a single phase device

- (1) Mains reactor (optional)
- (2) Mains filter (optional)
- (3) Product

If neutral conductor N is used instead of L2, a fuse is only required with L1.

► Connect the power cables. Note the exact terminal assignment of your device, see chapter 6.3.2 “Overview of all connections”.

Wiring diagram of 3-phase device

Figure 6.12 shows the connection of the mains power supply for a 3-phase device. The diagram also shows the wiring of the optional external mains filter and mains reactor .

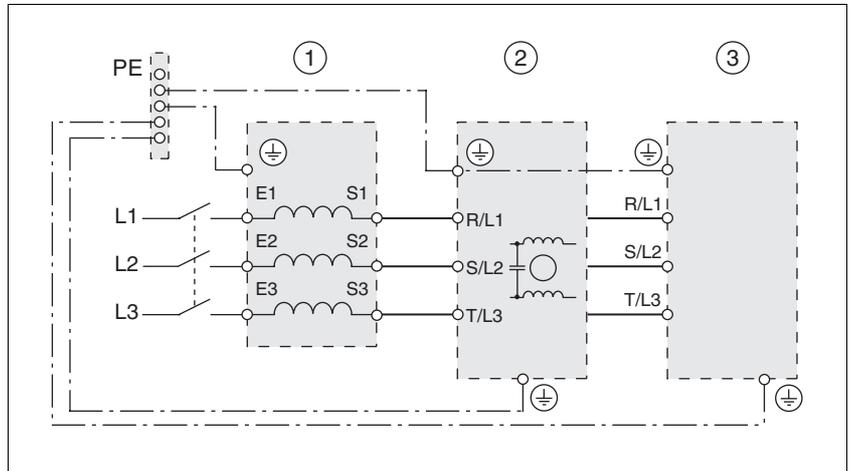


Figure 6.12 Wiring diagram:mains power for 3-phase device

- (1) Mains reactor (optional)
- (2) Mains filter (optional)
- (3) Product

► Connect the power cables. Note the exact terminal assignment of your device, see chapter 6.3.2 “Overview of all connections”.

6.3.6 Connection for parallel operation

CAUTION
<p>Destruction of the drive system by incorrect parallel operation.</p> <p>Operation with a non-approved parallel circuit on the DC bus may destroy the drive systems immediately or after a delay.</p> <ul style="list-style-type: none"> Find out the general conditions and requirements for parallel circuits on the DC bus from your local representative. <p>Failure to follow these instructions can result in equipment damage.</p>

6.3.7 Connection of motor encoder (CN2)

Function and sensor type

The motor sensor is a Hiperface sensor (SinCos sensor) integrated into the motor. It captures the rotor position of the motor and sends the motor position to the unit both analogue and digitally.

Cable specifications

- Shielded cable
- Twisted pair lines
- Minimum cross section of signal wires: $10 \times 0.25 \text{ mm}^2 + 2 \times 0.5 \text{ mm}^2$
- Earthing of the shield at both ends
- maximum cable length 100m
- For more information see 3.5.6 “Cable“ on page 3-12.

019844113299, V1.05, 02.2006

- Preparing cables*
- ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-2). Step 5 in Figure 6.13 must be carried out even with pre-fabricated cable. The dimensions for positioning the shield on the housing are applicable when the included EMC plate is used.
 - ▶ If you are not using prefabricated wiring, follow the procedure and the dimensions in Figure 6.13.

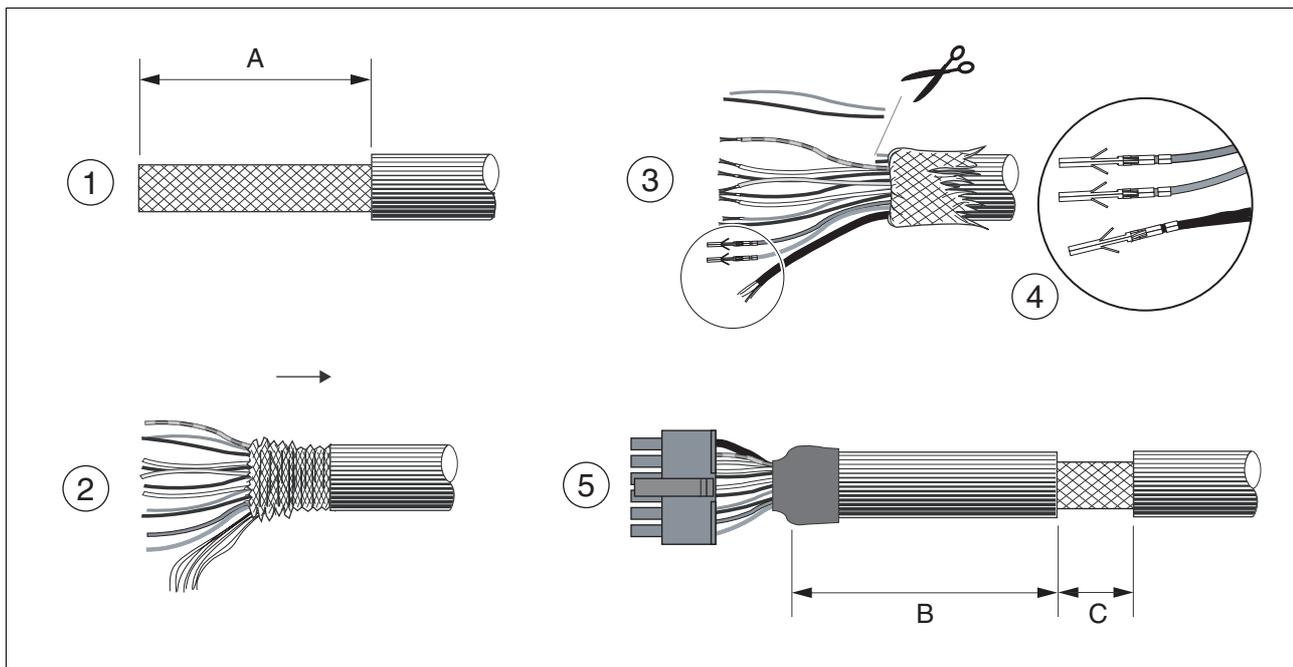


Figure 6.13 Steps (1-5) for fabrication of the sensor cable

LXM05•...		D10•	D14•• D17•••	D2••• D3••• D4•••	D5•••
A	mm	25	25	25	25
B	mm	90	100	130	120
C	mm	15	15	15	15

- ▶ (1) Remove the cable sheath, length A depends on the device, see the table above.
- ▶ (2) Slide the shield braiding back over the cable sheath. The shield braided filler wire is required as the connection.
- ▶ (3) The red and the violet braided wires are not required and can be cut off. Insulate the shield braided wire with shrink wrap.
- ▶ (4) Crimp the plug contacts on the remaining braided wires and on the insulated shield braided wire. Insulate the shield braiding with shrink wrap. Plug the crimp contacts into the connector shell; for the pin assignment see Figure 6.14.
- ▶ (5) Sheath the cable to length C on the position shown, the cable is fastened there at the EMC plate with a clamp (shield-earth connection).

Wiring diagram

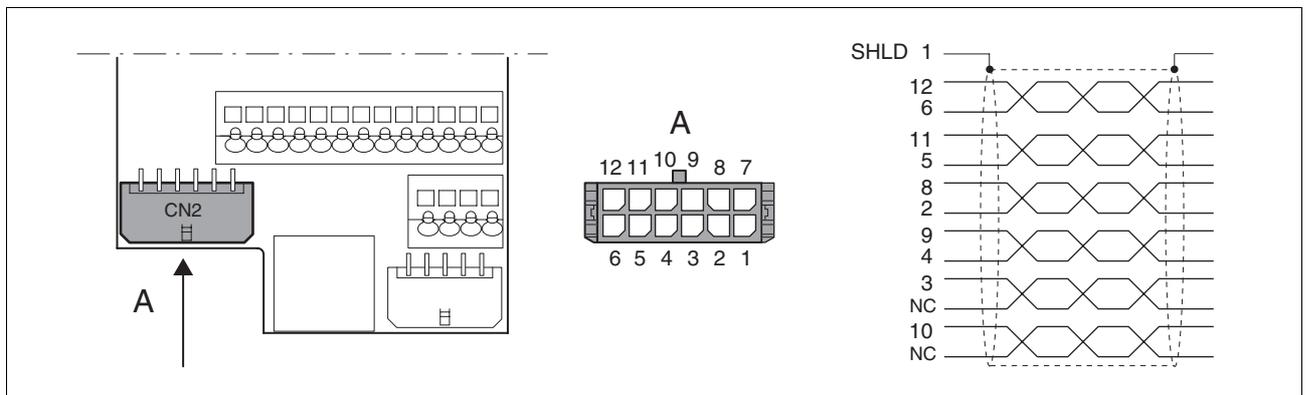


Figure 6.14 Motor sensor wiring diagram

Pin	Signal	Motor, pin	Colour ¹⁾	Pair	Description	I/O
1	SHLD				Shielding braid	
12	SIN	8	white	1	Sine signal	I
6	REFSIN	4	brown	1	Reference for sine signal, 2.5 V	O
11	COS	9	green	2	Cosine signal	I
5	REFCOS	5	yellow	2	Reference for cosine signal, 2.5 V	O
8	Data	6	grey	3	Receive and transmit data	I/O
2	$\overline{\text{Data}}$	7	pink	3	Receive and transmit data, inverted	I/O
10	ENC_0V	11	blue	4	sensor reference potential (encoder) (0.5mm ²)	O
			red	4	not assigned (0.5mm ²)	
3	TMOT_0V	1	black	5	Reference potential for T_MOT	
			purple	5	not assigned	
9	T_MOT	2	grey/pink	6	temperature sensor PTC	I
4	ENC+10V_OUT	10	red/blue	6	10 V _{DC} power supply for sensor, max. 150 mA	O
7	n.c.				not assigned	

1) Colour data is based on the prefabricated cables

- Connecting motor sensor**
- ▶ Make sure that the wiring, the cables and the connected interfaces meet the requirements for PELV.
 - ▶ Note the EMC specification for motor sensor wiring from page 6-3, and ensure the equipotential bonding over equipotential bonding conductors.
 - ▶ Connect the plug to CN2.
 - ▶ Fasten the cable to the EMC plate and make sure that the cable shielding is spread over a wide area.

6.3.8 Connection of holding brake controller (HBC)

⚠ DANGER

Electric shock because of voltage spread

The wiring to the brake in the motor cable generally does not correspond to the PELV requirements.

- Use a holding brake controller.
- Do **not** connect the brake to the controller voltage.

Failure to follow these instructions will result in death or serious injury.

⚠ DANGER

Electric shock

High voltages can occur unexpectedly at the motor connection.

- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- AC voltages may jump over unused wires in the motor cable. Isolate unused wires at both ends of the motor cable.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system. Extend the earth through the motor cable with an additional earth at the motor housing.

Failure to follow these instructions will result in death or serious injury.

Selection and dimensioning

For a motor with holding brake, we recommend an appropriate start-up logic (HBC) which releases the brake when current is supplied to the motor and which fixes the motor axle quickly when the motor is stopped.

Delay times for the release and the application of the brake can be set by parameters on the device, see page 8-63. For order data for the HBC see accessories from page 12-1.

Note the power requirement of the HBC. It depends on the switching current for the holding brake and is calculated from:

$$\text{Input current HBC [A]} = 0.5 \text{ A} + \text{switching current [A]}$$

Under certain conditions you can omit a holding brake controller. However, it is imperative that the following points are taken into account:

- A separate power supply is required. This must correspond to the specified brake tolerances.
- The controller supply voltage and the power supply for the brake must be safely electrically isolated.
- The drive power of many motors is reduced if the current reduction to the brake is omitted.
- The unshielded section of the brake wire must not exceed 12 cm because of possible EMC interference.

Wiring diagram HBC

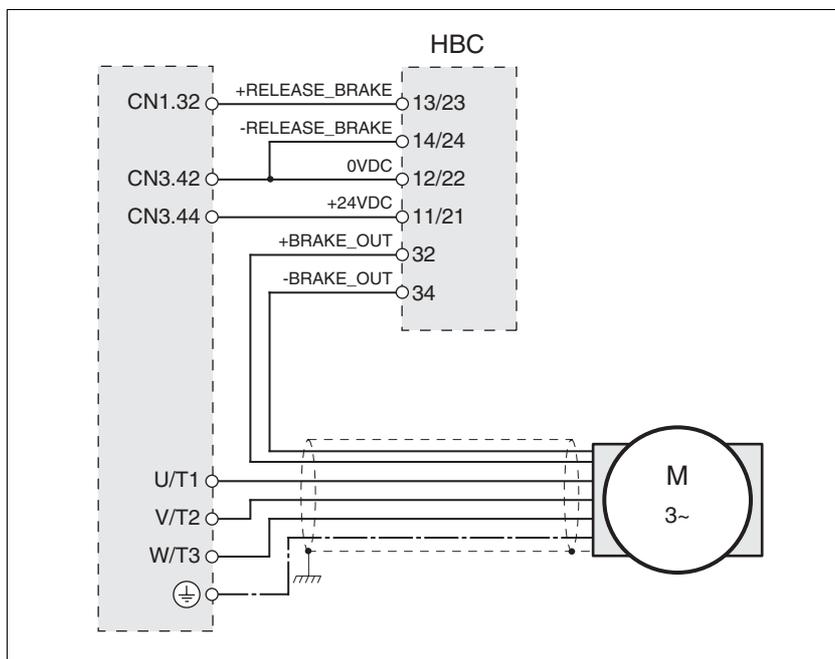


Figure 6.15 Wiring diagram, motor with holding brake and HBC

HBC terminal	HBC connection	Description	Colour
32	+BRAKE_OUT	Brake wire	white (WH)
34	-BRAKE_OUT	Brake wire	grey (GR)
13/23	+RELEASE_BRAKE	Control line ACTIVE1_OUT	
14/24	-RELEASE_BRAKE	Reference potential to ACTIVE1_OUT	
11/21	+24VDC	Supply voltage	
12/22	0VDC	Reference potential for supply voltage	

A maximum motor cable length of 50m is permitted for the BSH motors when using the holding brake controller.

If a greater length is required, a cable with a larger cross section of the brake wires (>1mm²) is permitted.

Connecting HBC

- ▶ Attach the holding brake controller to the right of the device, see Figure 6.1.
- ▶ Insulate unused leads individually.

The power supply to the holding brake must be insulated from that of the PELV circuit of the device. The insulation is internal in the HBC described in the accessories chapter.

For further information on HBC see page 3-10, 7-20, 12-1.

6.3.9 Connection of controller supply voltage (24 V at CN3)



The controller power supply (+24VDC) must be connected for all operating modes.

⚠ DANGER

Electric shock from incorrect power supply.

The +24VDC supply voltage is connected with many exposed signals in the drive system.

- Use a power supply that meets the requirements for PELV (Protective Extra Low Voltage)
- Connect the negative output of the power supply to PE.

Failure to follow these instructions will result in death or serious injury.

CAUTION

Destruction of contacts.

The connection for the controller power supply at the drive system does not have a make current limit. If the voltage is switched on by switching contacts, the contacts may be destroyed or welded shut.

- Use a power supply that limits the peak value of the output current to a value permissible for the contact.
- Switch the line input of the power supply instead of the output voltage.

Failure to follow these instructions can result in equipment damage.

⚠ CAUTION

Destruction of unit components and loss of control!

Excessive currents can be created at the signal connections if the negative connection to the controller supply voltage is interrupted.

- Do not interrupt the negative connection between power supply unit and load with a fuse or switch
- Check for correct connection before switching on.
- Never connect the controller supply voltage or change its wiring while there is supply voltage present.

Failure to follow these instructions can result in injury or equipment damage.

Wiring diagram

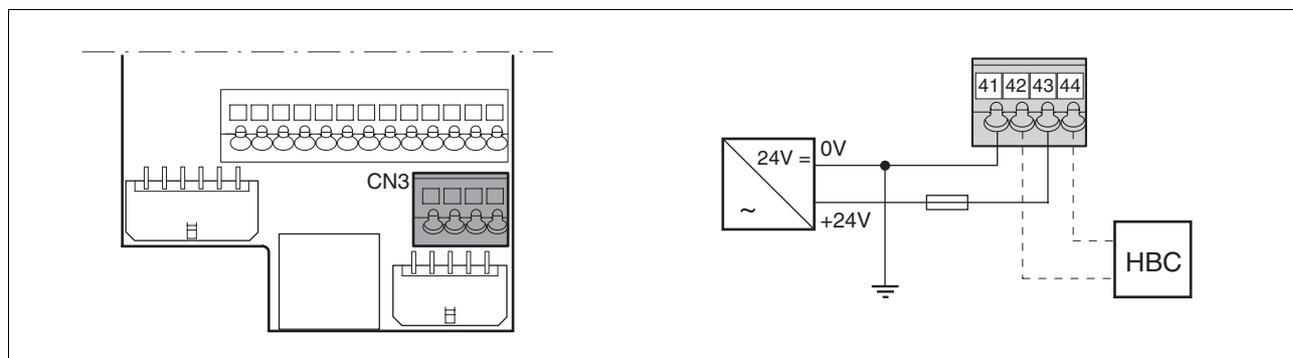


Figure 6.16 Controller supply voltage wiring diagram

Pin	Signal	Description
41	0VDC	Reference potential for 24 V voltage
42	0VDC	Reference potential for 24 V voltage
43	+24 VDC	24 V controller supply voltage
44	+24 VDC	24 V controller supply voltage

Connecting the controller supply voltage

- ▶ Make sure that the cables, the wiring and the connected interfaces meet the requirements for PELV.
- ▶ Feed the controller supply voltage from a power supply unit (PELV) to the device.
- ▶ Earth the negative output at the power supply

Dimensioning

- Terminal CN3, pin 42 and 44 (see 8-63) can be used as a 0V/24V terminal for additional consumers. Note the maximum terminal current, see Technical Data, from page 3-1.
- As long as the controller supply voltage is switched on, the position of the motor will remain the same, even if the power amplifier supply voltage is switched off.

6.3.10 Connecting encoder signals A, B, I (CN5)

Function At CN5 the setpoint value preset can be made via externally fed A/B signals and index pulse (I) in electronic gear operating mode.

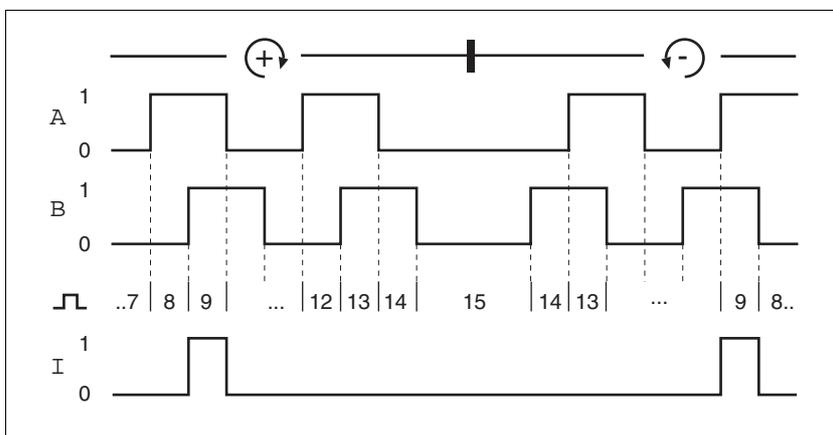


Figure 6.17 Timing diagram with A, B and index pulse signal, counting forwards and backwards

- Cable specifications**
- Shielded cable
 - Twisted pair lines
 - Minimum cross section of the signal wires 0.25 mm²
 - Earthing of the shield at both ends
 - Maximum cable length 100m
 - ▶ Use equipotential bonding conductors, see page 6-3.
 - ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-2).
- Connect the sensor**
- ▶ Connect the plug to CN5. If you are not using prefabricated wiring, make sure the pin assignment is correct.
 - ▶ Make the appropriate settings during commissioning. See "First Setup", page 7-11

Wiring diagram

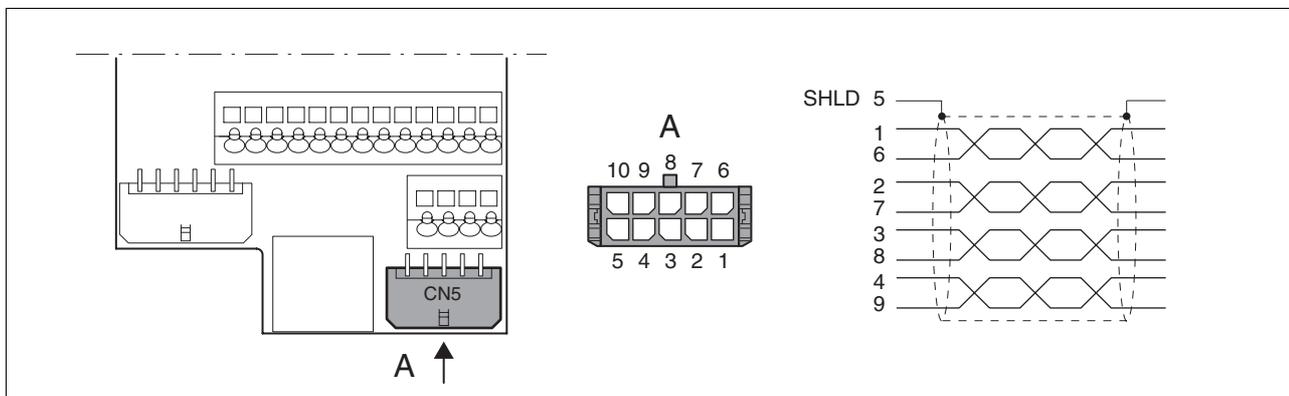


Figure 6.18 Wiring diagram, Encoder to CN5

Pin	Signal	Colour ¹⁾	Description	I/O
1	ENC_A	white	Encoder signal channel A	RS422 input signal
6	$\overline{\text{ENC_A}}$	brown	Channel A, inverted	RS422 input signal
2	ENC_B	green	Encoder signal channel B	RS422 input signal
7	$\overline{\text{ENC_B}}$	yellow	Channel B, inverted	RS422 input signal
3	ENC_I	grey	Channel index pulse	RS422 input signal
8	$\overline{\text{ENC_I}}$	pink	Channel index pulse, inverted	RS422 input signal
4	$\overline{\text{ACTIVE2_OUT}}$	red	Drive ready	Open collector
9	POS_0V	blue	Reference potential	
5	SHLD		Shield	
10	nc		not assigned	

1) Information on colour refers to the wires available as accessories.

6.3.11 PULSE (CN5) connection

▲ WARNING

Unexpected motion may cause injury and damage to the system.

Incorrect or faulty signals as reference position can trigger unexpected movements.

- Use shielded cables with twisted-pair.
- Operate the interface with push-pull signals.
- Do not use signals without push-pull in critical applications or in an environment subject to interference.
- Do not use signals without push-pull with cable lengths over 3 m and limit the frequency to 50 kHz

Failure to follow these instructions can result in death, serious injury or equipment damage.

▲ CAUTION

Destruction of the product and loss of control!

The PULSE, DIR and ENABLE inputs on this connection are only rated for 5V. Excessive voltage can cause destruction of the product either immediately or at a later time.

- Check the correct connection before switching on.

Failure to follow these instructions can result in injury or equipment damage.

Function The device is suitable for setpoint value default via externally fed pulse/direction signals. For example, this is required for the electronic gear operating mode.

Pulse-direction signals are used as reference signals for positioning the motor. Operation readiness and a possible breakdown are reported.

PULSE/DIR The motor executes an angular step on the rising edge of the PULSE signal PULSE. The direction of rotation is controlled by the DIR signal.

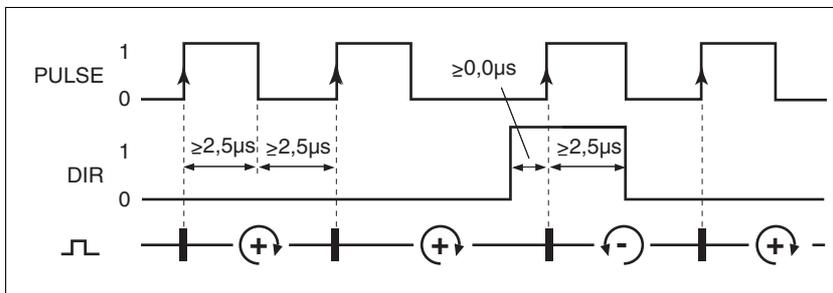


Figure 6.19 Pulse direction signal

Pin	Signal	Value	Function
1	PULSE	0 -> 1	Motor step
2	DIR	0 / open	Clockwise rotation

The maximum frequency of PULSE and DIR is 200 kHz.

If there is no breakdown, the output ACTIVE2_OUT displays operational readiness for approx. 100 ms after the power amplifier is enabled.

ACTIVE2_OUT

ACTIVE2_OUT is an open collector output and switches against 0 V. The output shows that the unit is ready for operation.

Circuit of the signal inputs

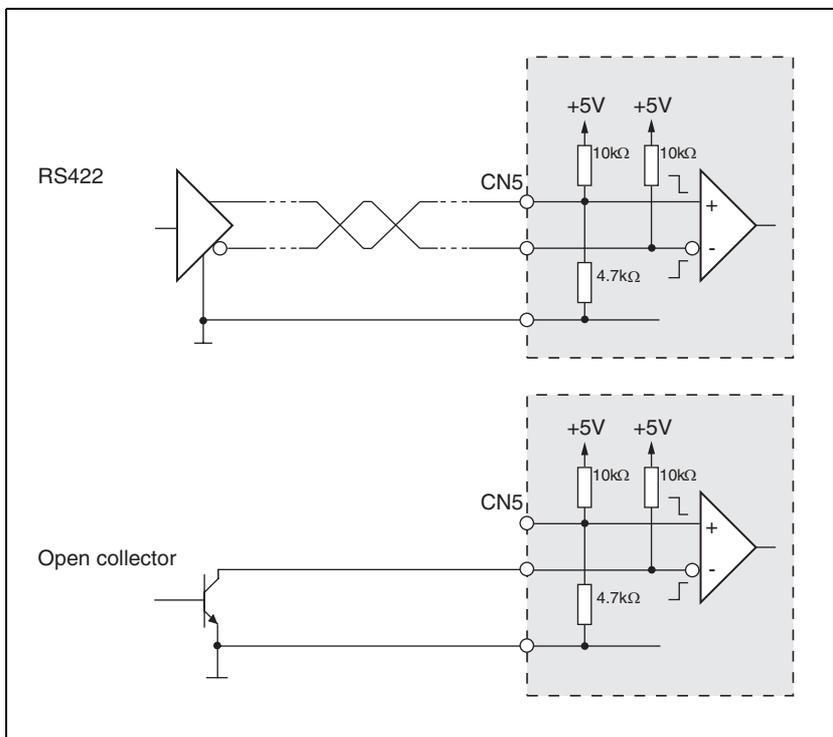


Figure 6.20 Circuit of the signal inputs PULSE, DIR and ENABLE

- Cable specifications*
- Shielded cable
 - Twisted pair lines
 - Minimum cross section of the signal wires 0.14 mm²
 - Earthing of the shield at both ends
 - Maximum length 100 m
 - ▶ Use equipotential bonding conductors, see page 6-3.
 - ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-1).

- Connecting PULSE*
- ▶ Connect the plug to CN5. If you are not using prefabricated wiring, make sure the pin assignment is correct.
 - ▶ Make the appropriate settings during commissioning. See "First Setup", page 7-11

Wiring diagram

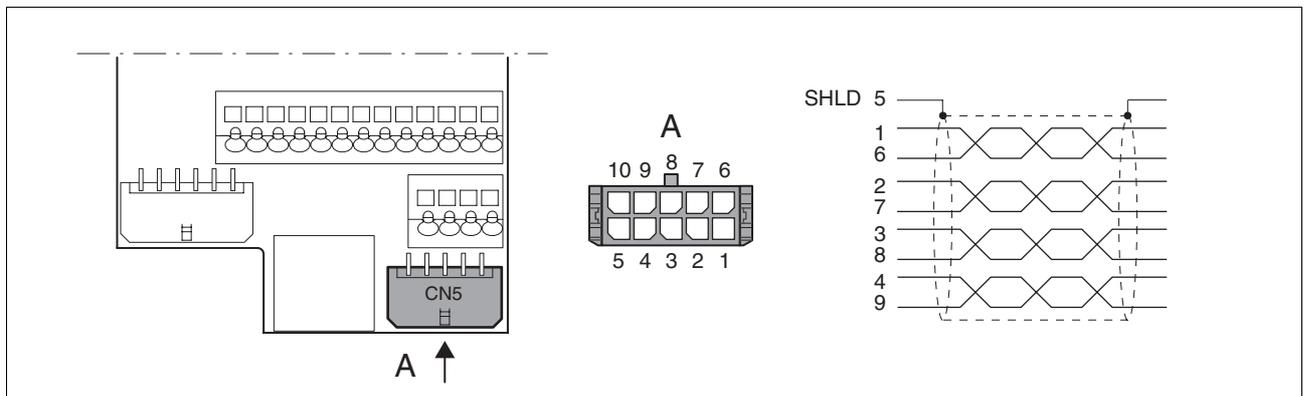


Figure 6.21 Wiring diagram PULSE

Pin	Signal	Colour ¹⁾	Description	I/O
1	PULSE	white	Motor step "Pulse"	RS422 input signal
6	$\overline{\text{PULSE}}$	brown	Motor step "Pulse", inverted	RS422 input signal
2	DIR	green	direction of rotation "DIR"	RS422 input signal
7	$\overline{\text{DIR}}$	yellow	direction of rotation "Dir", inverted	RS422 input signal
3	nc	grey	not assigned	-
8	nc	pink	not assigned	-
4	$\overline{\text{ACTIVE2_OUT}}$	red	Drive ready	Open collector
9	POS_0V	blue	Reference potential	-
5	SHLD		Shield	
10	nc		not assigned	

1) Information on colour refers to the wires available as accessories.

6.3.12 Connection of encoder simulation (CN5)

Function The device is suitable for encoder simulation (ESIM). Signals for output of the actual position can be led out at CN5. They are two phase-shifted signals A and B. The A/B signals are generated by the motor encoder signal.

Resolution The basic resolution of the encoder simulation at 4x resolution is 4096 increments per revolution.

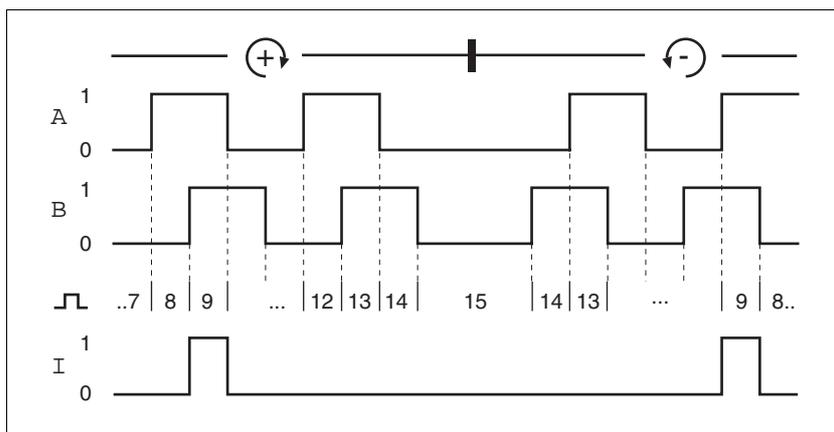


Figure 6.22 Timing diagram with A, B and index pulse signal, counting forwards and backwards

- Cable specification**
- Shielded cable
 - Twisted-pair conductors
 - Minimum cross section of the signal wires 0.14 mm²
 - Earthing of the screen at both ends
 - Maximum length 100 m
 - ▶ Use equipotential bonding conductors, see page 6-3.
 - ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-2).
- Connecting ESIM**
- ▶ Connect the plug to CN5. If you are not using prefabricated wiring, make sure the pin assignment is correct.
 - ▶ Make the appropriate settings during commissioning. See "First Setup", page 7-11

Wiring diagram

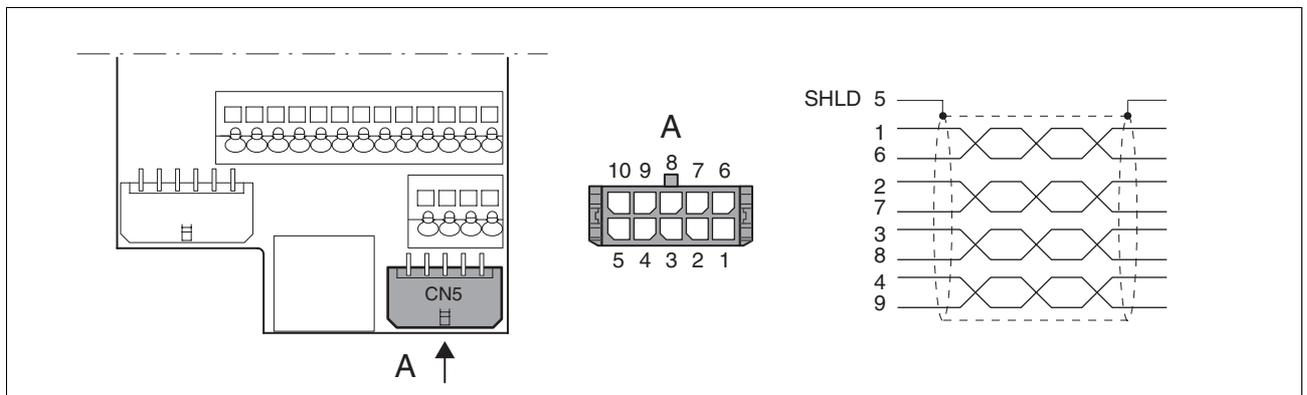


Figure 6.23 ESIM wiring diagram

Pin	Signal	Colour ¹⁾	Description	I/O
1	ESIM_A	white	Channel A	RS422 output signal
6	$\overline{\text{ESIM_A}}$	brown	Channel A, inverted	RS422 output signal
2	ESIM_B	green	Channel B	RS422 output signal
7	$\overline{\text{ESIM_B}}$	yellow	Channel B, inverted	RS422 output signal
3	ESIM_I	grey	Index pulse	RS422 output signal
8	$\overline{\text{ESIM_I}}$	pink	index pulse, negated	RS422 output signal
4	$\overline{\text{ACTIVE2_OUT}}$	red	Drive ready	Open collector
9	POS_0V	blue	Reference potential	-
5	SHLD		Shield	
10	nc		not assigned	

1) Information on colour refers to the wires available as accessories.

6.3.13 Connection of Profibus DP (CN1)

Function With the Profibus-DP interface you can connect the drive system to a Profibus network as a slave.

The drive system includes data and commands from a higher level bus device, the master. Status information such as operating status and processing status are sent to the master as acknowledgment.

Every network device must be configured before operation on the network. It receives a unique address between 1 and 126 (slave addresses: 3 to 126).

The address is set during commissioning. See "First Setup", page 7-11

The baud rate must be set the same for all devices in the fieldbus; the product detect the baud rate automatically.

For additional information see the fieldbus manual, order number, see page 12-1.

Cable specifications

- Shielded cable
- Minimum cross section of signal wires: 0.34 mm²
- Twisted-pair cables
- Earthing of the screen at both ends
- The maximum length depends on the baud rate and the signal transmission times. The higher the baud rate the shorter the bus cable needs to be.

Baud rate [Kbaud]	max. cable length [m]
9.6	1200
19.2	1200
45.45	1200
93.75	1200
187.5	1000
500	400
1500	200
3000	100
6000	100
12000	100

Table 6.6 Baud rate and cable length for Profibus

- ▶ Use equipotential bonding lines, see page 6-3.
- ▶ Use prefabricated cables to minimise the risk of a wiring error.
- ▶ Make sure that the wiring, the cables and the connected interfaces meet the requirements for PELV.

Terminating resistor

Both ends of the complete bus system must be terminated.

The resistor combination for the bus connection is already integrated and can be enabled as a switch at the end of the network.

The diagram below shows the layout of the integrated resistance combination.

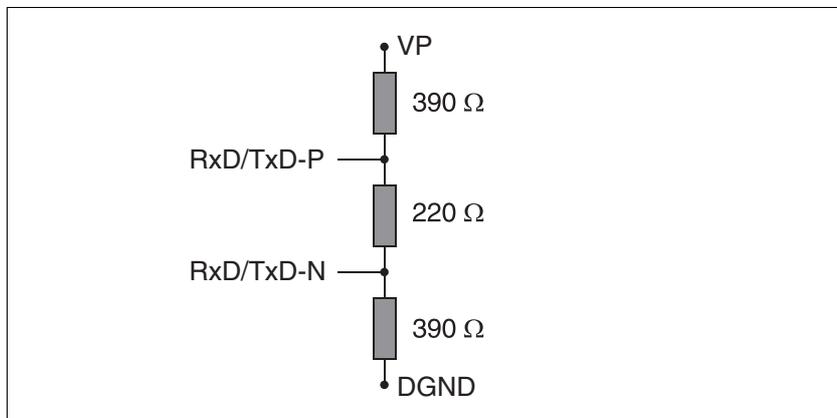


Figure 6.24 Profibus terminating resistor

- ▶ If the device is at the end of the network, slide the S1 switch for the terminating resistor to the left.

Wiring diagram

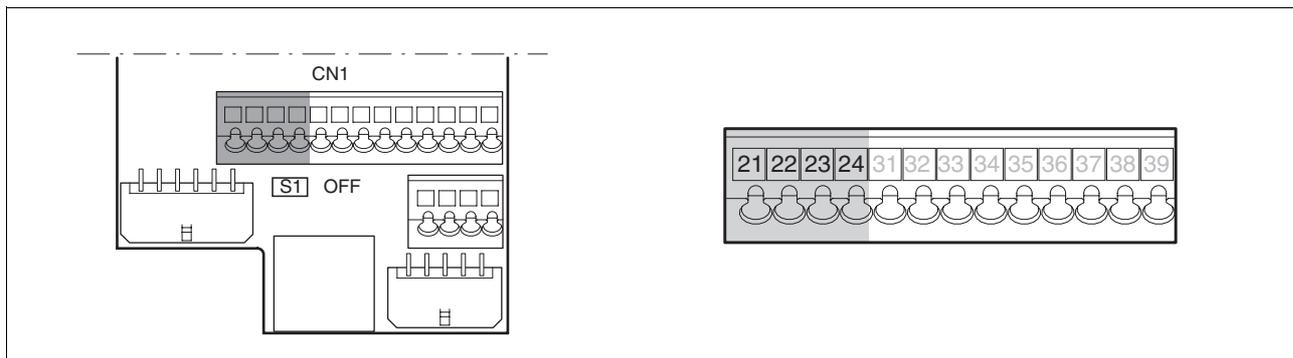


Figure 6.25 Wiring diagram, Profibus on CN1

Pin	Signal	Description	Colour	I/O
21	RxD/TxD-N-In	Data line A1	green	RS485 level, I
22	RxD/TxD-P-In	Inverted data line B1	red	RS485 level, I
23	RxD/TxD-N-Out	Data line A2	green	RS485 level, O
24	RxD/TxD-P-Out	Inverted data line B2	red	RS485 level, O

Connecting Profibus

- ▶ Connect the Profibus input signal to CN1.21 and CN1.22. While the terminating resistor has not been enabled, the signals from CN1.21 to CN1.23 and the signals from CN1.22 to CN1.24 are bridged. This allows another fieldbus device to be connected directly to CN1.23 and CN1.24.

6.3.14 Connection of digital inputs/outputs (CN1)

⚠ CAUTION
<p>Loss of control!</p> <p>The use of $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ can offer some protection against hazards (e.g. impact on mechanical stop caused by incorrect motion defaults).</p> <ul style="list-style-type: none"> • Use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ where possible. • Check that the external sensors or switches are correctly connected. • Check the correct functional installation of the limit switches. The limit switches must be mounted in a position far enough away from the mechanical stop to allow an adequate braking distance. • The functions must be enabled to use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$. • This function cannot provide protection against faulty functioning of the product or the sensors. <p>Failure to follow these instructions can result in injury or equipment damage.</p>

Cable specifications

- minimum cross-section 0.14 mm², max. cross-section 1.5 mm²
- Maximum length at minimum cross section 15 m..

Minimum connection assignment

The following signals must always be connected.

Pin	Signal	Remarks
33	$\overline{\text{REF}}$	with fieldbus control mode only
34	$\overline{\text{LIMN}}$	with fieldbus control mode only
35	$\overline{\text{LIMP}}$	with fieldbus control mode only
36	$\overline{\text{HALT}}$	
37	$\overline{\text{PWR_B}}$	Two-channel connection, signals are not managed with parameters.
38	$\overline{\text{PWR_A}}$	

Table 6.7 Minimum connection assignment

If the signals listed in the table are not used, they must be wired with +24 VDC. $\overline{\text{LIMP}}$, $\overline{\text{LIMN}}$ and $\overline{\text{REF}}$ can also be disabled with corresponding parameters.

Terminal assignment for "Power Removal" function

▲ WARNING

Loss of the safety function

Incorrect usage may cause a safety hazard by loss of the safety function.

- Observe the requirements for the safety function.

Failure to follow these instructions can result in death or serious injury.

Notes on the safety signals $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ can be found in 5.1 "Safety function "Power Removal"" from page 5-1 and in 3.4.4 "Safety functions" on page 3-7

Connecting digital inputs/outputs

- ▶ Wire the digital connections to CN1. The control mode is specified during commissioning with parameters.
- ▶ Connect the limit switch that restricts the working range for clockwise rotation to $\overline{\text{LIMP}}$. Connect the switch for the counterclockwise rotation to $\overline{\text{LIMN}}$.
- ▶ Earth the shield with low resistance and over a wide area at both ends of the cable.

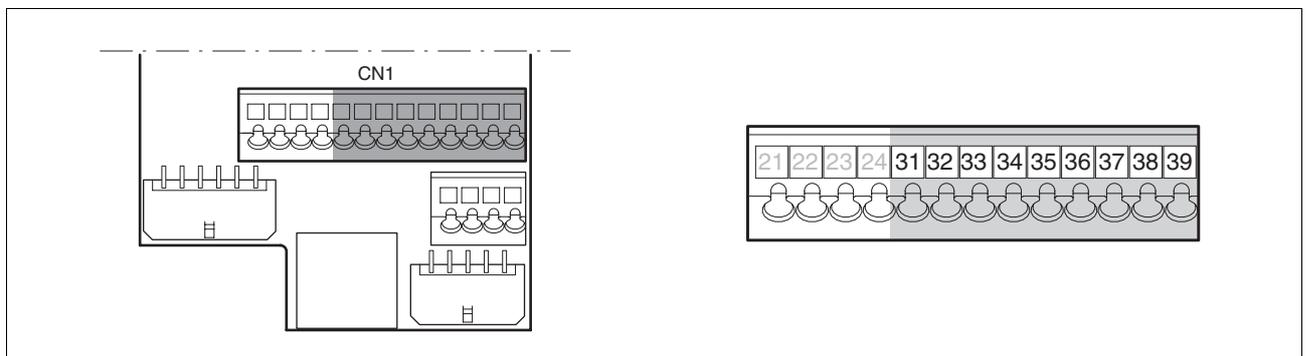
Wiring diagram

Figure 6.26 Wiring diagram, digital inputs/outputs

Pin	Signal	Description	I/O
31	NO_FAULT_OUT	Fault output	24V, O
32	ACTIVE1_OUT	0: motor without current 1: motor under power, control signal for holding brake controller HBC, output max. 400 mA	24V, O
33	$\overline{\text{REF}}$	Reference switch signal (factory setting: disable)	24V, I
34	$\overline{\text{LIMN}}$	Limit switch signal negative	24V, I
34	CAP2	fast position capture channel 2	24V, I
35	$\overline{\text{LIMP}}$	Limit switch signal positive	24V, I
35	CAP1	fast position capture channel 1	24V, I
36	$\overline{\text{HALT}}$	"Halt" function	24V, I
37	$\overline{\text{PWRR_B}}$	Safety function	24V, I
38	$\overline{\text{PWRR_A}}$	Safety function	24V, I
39	+24VDC	Only for jumpering pin 37 and 38 if "Power Removal" safety function is not used	-

Table 6.8 Digital signals, connection assignment

6.3.15 Connection to PC or remote terminal (CN4)

<p>CAUTION</p> <p>Damage to PC!</p> <p>If the interface connector on the product is directly connected to a Gigabit Ethernet plug on the PC, the interface on the PC may be destroyed.</p> <ul style="list-style-type: none"> • Never connect an Ethernet interface directly to this product. <p>Failure to follow these instructions can result in equipment damage.</p>

Function of the control terminal

The remote terminal with LCD display and keypad can be connected directly to CN4 with the supplied RJ-45 cable, see accessories from page 12-1. This allows the device to be operated at a distance from the system. The functions and display of the control terminal are identical to those of the HMI.

Cable specifications

- Shielded cable
- Twisted pair lines
- Minimum cross section of the signal wires 0.14 mm²
- Earthing of the shield at both ends
- maximum length 400 m

PC connection

An RS485 to RS232 converter is required for the PC, see accessories from page 12-1. The converter is powered by the device.

019844113299, V1.05, 02.2006

Wiring diagram

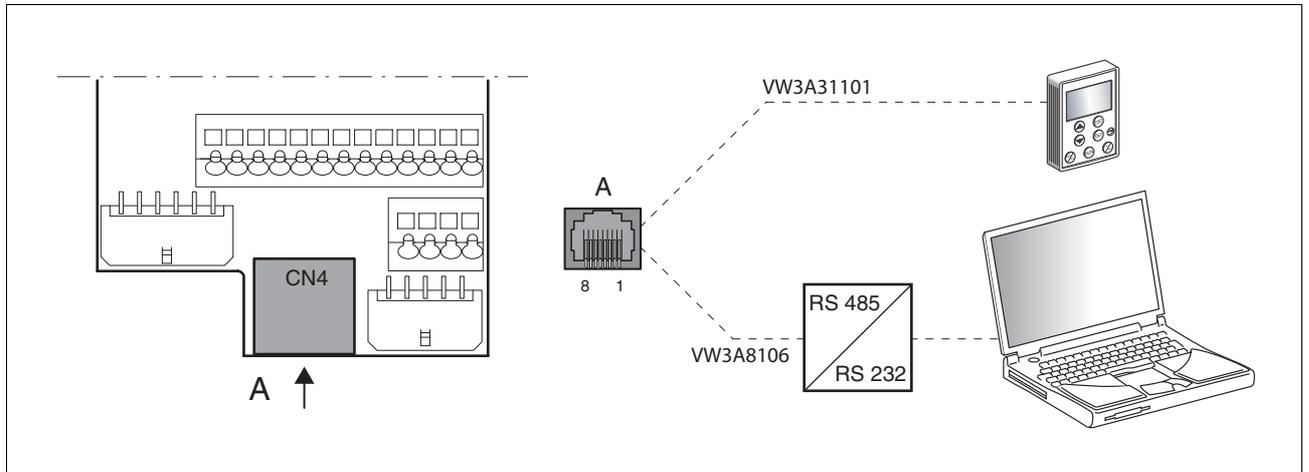


Figure 6.27 Wiring diagram of PC or decentralised operating terminal

Pin	Signal	Description	I/O
4	MOD_D1	Bidirectional transmit/receive signal	RS485 level
5	MOD_D0	Bidirectional transmit/receive signal, inverted	RS485 level
7	MOD+10V_OUT	10 V power supply, max. 150 mA)	O
8	MOD_0V	Reference potential for MOD+10V_OUT	O

6.3.16 Reference value adapter

Reference value adapter RVA

Reference signals of a master device can be sent simultaneously to up to five devices using the RVA (Reference Value Adapter). This adapter also supplies the supply voltage (5V, monitored with sense wires) for the encoder. The correct power supply is shown by a "5VSE" LED.

An external rotary encoder (A/B signals) or an encoder simulation (ESIM) can be used as a master device. Pulse/direction signals can also be sent from a master controller.

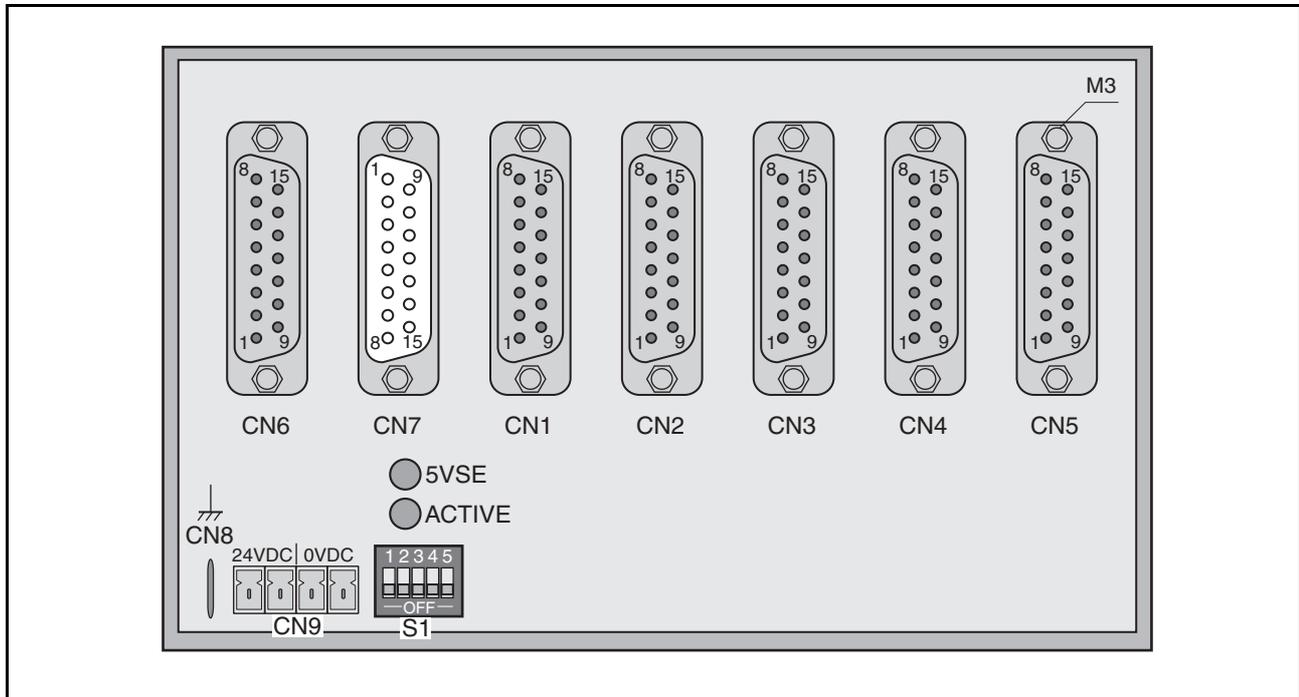
Connecting RVA reference signal adapter

- ▶ Make sure that the wiring, the cables and the connected interfaces meet the requirements for PELV.

The RVA reference signal adapter is powered by 24 V at the CN9 terminals. A higher level controller (pulse/direction) can be connected to CN6. An external rotary encoder or an ESIM signal can be applied to CN7.

Up to five units for evaluating the specified reference signals can be connected to CN1 to CN5.

- ▶ Set switch S1 according to the assignment of CN1-CN5 For example, if units are only connected to CN1, CN3 and CN4, S1-1, S1-3 and S1-4 must be set to "off" and S1-2 and S1-5 to "on".
- ◁ The "active" LED shows that ACTIVE2_OUT has been set on all connected units and the number of connected units complies with the setting.



Pin	Signal	Description	I/O
1	PULSE_OUT / A_OUT / ESIM_A_OUT	Pulse+, channel A, ESIM_A	O
9	$\overline{\text{PULSE_OUT}} / \overline{\text{A_OUT}} / \overline{\text{ESIM_A_OUT}}$	Pulse-, channel A inverted, ESIM_A inverted	O
2	DIR_OUT / B_OUT / ESIM_B_OUT	Direction+, channel B, ESIM_B	O
10	$\overline{\text{DIR_OUT}} / \overline{\text{B_OUT}} / \overline{\text{ESIM_B_OUT}}$	Direction, channel B inverted, ESIM_B inverted	O
3	ENABLE_OUT / I_OUT / ESIM_I_OUT	ENABLE+, index pulse, ESIM_I	O
11	$\overline{\text{ENABLE_OUT}} / \overline{\text{I_OUT}} / \overline{\text{ESIM_I_OUT}}$	ENABLE-, index pulse inverted, ESIM_I inverted	O
8	ACTIVE_2 / READY	Drive ready	I
15	POS_0V	Reference potential	
4 - 7, 12 - 14	nc	not assigned	

Table 6.9 Terminal assignment CN1-CN5

Pin	Signal	Description	I/O
1	PULSE / A / ESIM_A	Pulse+, channel A, ESIM_A	I
9	$\overline{\text{PULSE}} / \overline{\text{A}} / \overline{\text{ESIM_A}}$	Pulse-, channel A inverted, ESIM_A inverted	I
2	DIR / B / ESIM_B	Direction+, channel B, ESIM_B	I
10	$\overline{\text{DIR}} / \overline{\text{B}} / \overline{\text{ESIM_B}}$	Direction, channel B inverted, ESIM_B inverted	I
3	ENABLE / I / ESIM_I	ENABLE+, index pulse, ESIM_I	I
11	$\overline{\text{ENABLE}} / \overline{\text{I}} / \overline{\text{ESIM_I}}$	ENABLE-, index pulse inverted, ESIM_I inverted	I
8	ACTIVE2_OUT / READY_OUT	Drive ready	O
15	POS_0V	Reference potential	
4...7, 12...14	nc	not assigned	

Table 6.10 Connection assignment CN6

Pin	Signal	Description	I/O
1	A	Channel A	I
9	$\overline{\text{A}}$	Channel A inverted	I
12	B	Channel B	I
5	$\overline{\text{B}}$	Channel B inverted	I
13	I	Index pulse	I
6	$\overline{\text{I}}$	index pulse inverted	I
10	SENSE+	Monitoring motor encoder power supply	I
11	SENSE-	Reference potential to motor encoder monitor	I
2	5VDC_OUT	5V motor encoder power supply	O
3	POS_0V	Reference potential for 5VDC_OUT	
4, 7, 8, 14, 15	nc	not assigned	

Table 6.11 CN7 connection assignment

There are prefabricated cables for the Reference Value Adapter, see chapter 12 "Accessories and spare parts".

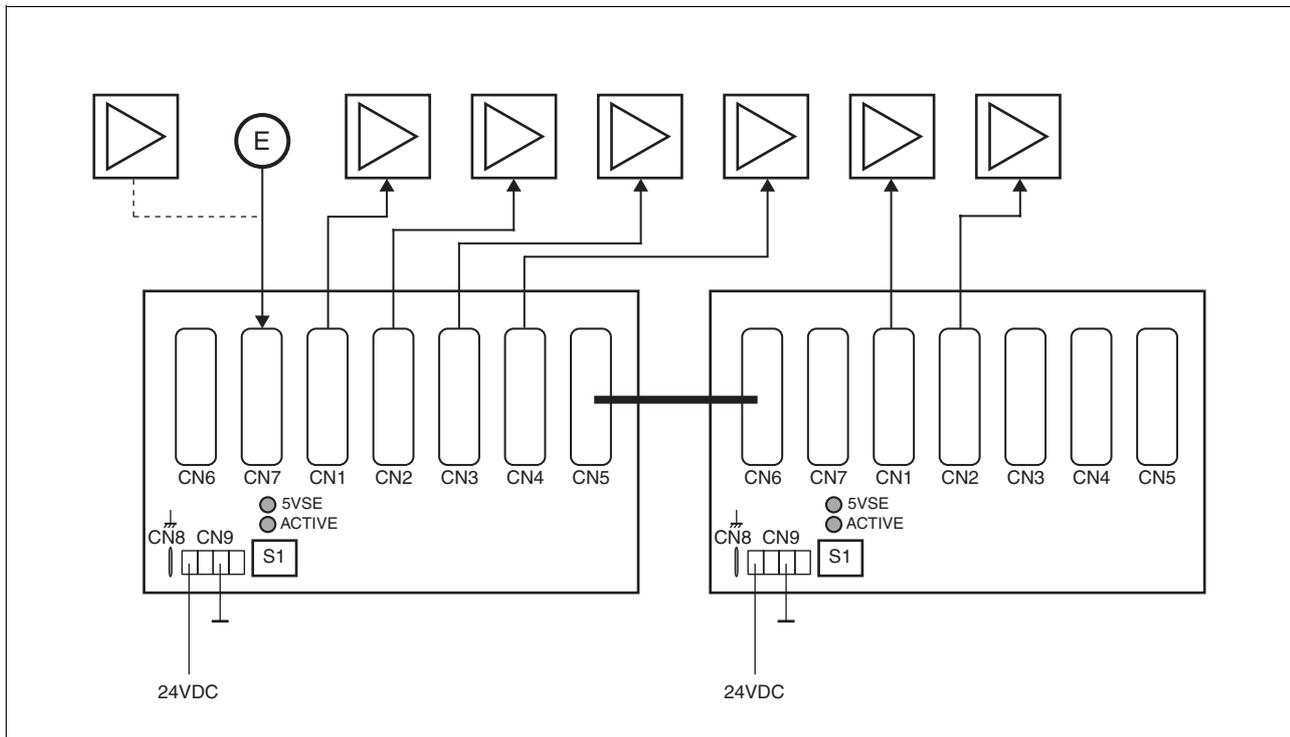


Figure 6.28 Wiring example: encoder signals A/B/I (at CN7) are forwarded to six devices through two cascaded Reference Value Adapters

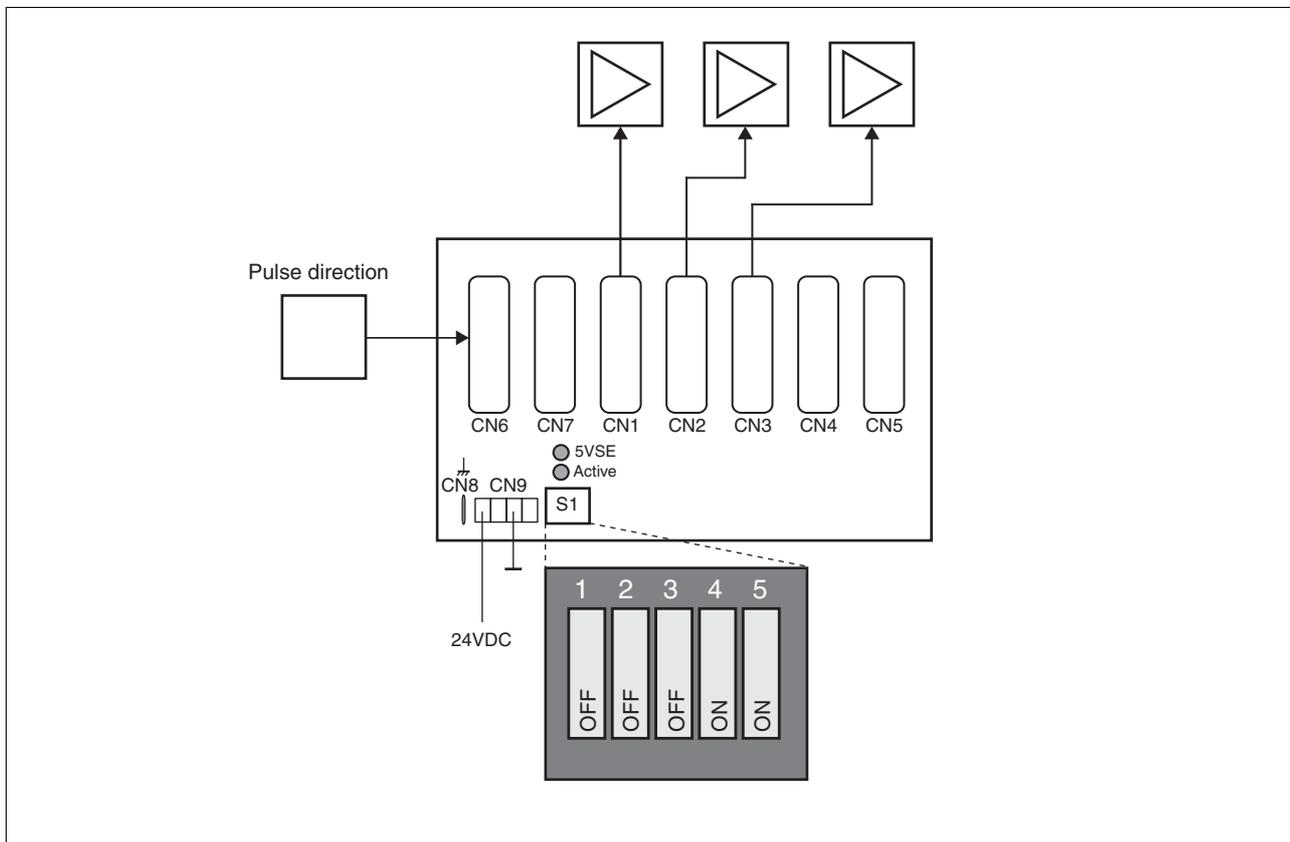


Figure 6.29 Wiring example: pulse direction signals (to CN6) are forwarded to three devices.

6.4 Checking installation

After completion of all steps we recommend checking the installation to prevent any errors before operation of the system.

- ▶ Make sure the drive system is correctly installed and wired up. Check in particular basic connections such as mains power and 24V power supply.
- ▶ Check in detail:
 - Are all protective conductors connected?
 - Are all fuses correct?
 - Are any live cable ends exposed?
 - Are all cables and connectors safely installed and connected?
 - Are the control lines connected correctly?
 - Have all EMC measures been taken?
- ▶ Check that all seals are fitted and that protection class IP54 is complied with (only when using the "Power Removal" function)
- ▶ Remove the protective foil as required in accordance with the specifications on page Table 6.1.

7 Commissioning



*For an overview of **all** parameters can be found alphabetically sorted in the "parameters" section. The application and the function of some parameters are explained in more detail in this section.*

7.1 General safety instructions

⚠ DANGER

Electric shock, fire or explosion

- Only qualified personnel who are familiar with and understand the contents of this manual are authorised to work on and with this drive system.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system.
- Many components, including printed wiring boards, operate at mains voltage. **Do not touch.** Do not touch unshielded components or screws of the terminals with voltage present.
- Install all covers and close the housing doors before applying power.
- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- Before working on the drive system:
 - Switch off power to all terminals.
 - Place a sign "DO NOT SWITCH ON" on the switch and lock to prevent switching on.
 - **Wait 6 minutes** (for discharge of DC bus capacitors). Do not short-circuit DC bus
 - Measure voltage at DC bus and check for <45V. (The DC bus LED is not a safe indication for absence of the DC bus voltage).

Failure to follow these instructions will result in death or serious injury.

⚠ DANGER

Electric shock caused by incorrect use!

The "Power Removal" function does not effect any electrical disconnection. The inter circuit voltage is still present.

- Turn off the mains voltage using an appropriate switch to achieve a voltage-free condition.

Failure to follow these instructions will result in death or serious injury.

⚠ DANGER**Risk of injury by complex system.**

When the system is started the drives are generally out of the operator's view and cannot be visually monitored.

- Only start the system if there are no persons in the operating zone of the moving components and the system can be operated safely.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING**Unexpected responses may cause injury and damage to the system**

The behaviour of the drive system is governed by numerous stored data or settings. Unsuitable settings or data may trigger unexpected movements or reactions to signals and disable monitoring functions.

- Do not operate a drive system with unknown settings or data.
- Check the stored data or settings.
- When commissioning carefully run tests for all operating states and fault cases.
- Check the functions after replacing the product and also after making changes to the settings or data.
- Only start the system if there are no persons or materials in the danger zone and the system can be operated safely.

Failure to follow these instructions can result in death, serious injury or equipment damage.

⚠ WARNING**Danger of injury and damage to system components by unbraked motor!**

Loss of power or faults that result in switching off the power amplifier mean that the motor is no longer actively braked and may run against a mechanical stop at high speed.

- Check the mechanical conditions.
- If necessary, use an absorbent mechanical stop or a suitable brake.

Neglect can result in an accident or damage to the system

▲ WARNING**Unexpected motion may cause injury and damage to the system**

When the drive is operated for the first time there is a high risk of unexpected motion because of possible wiring faults or unsuitable parameters.

- If possible, run the first test movement without coupled loads.
- Make sure that a functioning button for EMERGENCY STOP is within reach.
- Also anticipate a movement in the incorrect direction or oscillation of the drive.
- Make sure that the system is free and ready for the motion before starting the function.

Failure to follow these instructions can result in death, serious injury or equipment damage.

▲ CAUTION**Hot surfaces can cause burns and damage to system components!**

The heat sink on the product may heat up to over 100°C (212°F) depending on the operating mode.

- Prevent contact with the hot heat sink.
- Do not install flammable or heat-sensitive components in the immediate vicinity.
- Follow the actions described for heat dissipation.

Failure to follow these instructions can result in injury or equipment damage.

7.2 Overview



The following commissioning steps are also required if you are using a configured unit under changed operating conditions.

What must be done

What you need to do...	Info
Checking installation	Page 6-49
Making "First Setup"	Page 7-11
Check and set critical device parameters	Page 7-14
Define ESIM resolution, if used	Page 7-22
Set, test digital signals	Page 7-16
Limit switch function, tests the signals \overline{LIMP} , \overline{LIMN}	Page 7-18
Check signals $\overline{PWRR_A}$ and $\overline{PWRR_B}$, even if the "Power Removal" function is not used	Page 7-19
Check the functioning of the holding brake controller if it is wired for that	Page 7-20
Checking motor direction of rotation	Page 7-21
Run autotuning	Page 7-27
Optimise controller settings manually	Page 7-32
- speed controller	Page 7-33
- position controller	Page 7-39

7.3 Tools for commissioning

7.3.1 Overview

Commissioning and setting parameters and also diagnostic tasks can be carried out with the following tools:

- Integrated HMI
- Peripheral control terminal
- Commissioning software
- fieldbus



Access to the complete list of parameters is only possible with the commissioning software or via fieldbus.

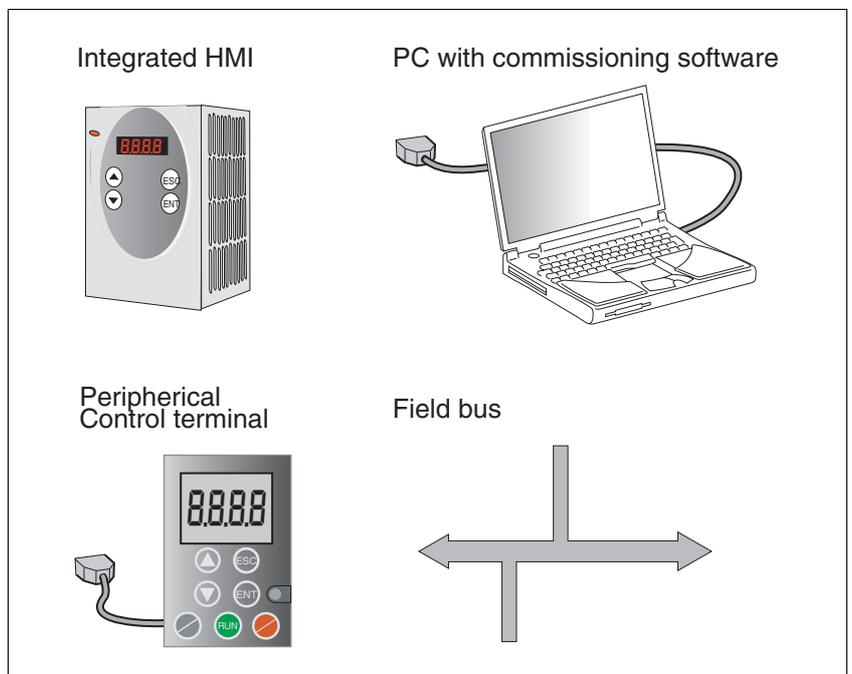


Figure 7.1 Commissioning tools

7.3.2 HMI: Human-Machine Interface

Function The unit has the option of editing parameters with the integrated control panel (HMI). Displays for diagnosis are also possible. The sections on commissioning and operation include information on whether a function can be carried out with the HMI or whether the commissioning software must be used.

A brief introduction to the HMI structure and the operation is given below.

Control panel Figure 7.2 shows the HMI (left) and the decentralised control terminal (right).

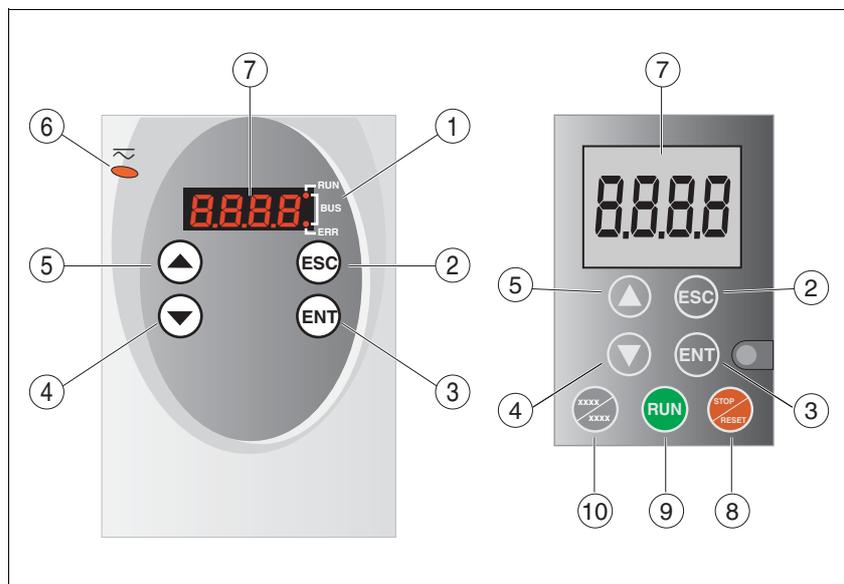


Figure 7.2 HMI and decentralised control terminal

- (1) LEDs for fieldbus
- (2) ESC:
 - exit a menu or parameter
 - return from the displayed to the last saved value
- (3) ENT:
 - call a menu or parameter
 - save the displayed value to EEPROM
- (4) Down arrow:
 - switch to next menu or parameter
 - reduce the displayed value
- (5) Up arrow:
 - switch to previous menu or parameter
 - increase the displayed value
- (6) Red LED on: DC bus under power
- (7) Status display
- (8) Quick Stop (Software Stop)
- (9) Fault Reset (Continue)
- (10) No function

LEDs for Profibus 2 LEDs show the status of the fieldbus.

LED "fieldbus RUN"

ON: fieldbus has established communication
 OFF: fieldbus has not yet established communication

LED "fieldbus ERR"

ON: error on the fieldbus
 OFF: device is operating

Font on HMI display

Table 7.1 shows the assignment of the letters and numbers on the HMI display for the parameter view. Upper and lower case are only distinguished for C.

O	B	C	D	I	F	G	H	I	J	K	L	M	N	O	P	Q	R
Я	b	c	d	E	F	G	h	,	J	K	L	П	п	o	P	q	r
S	T	U	V	W	X	Y	Z	1	2	3	4	5	6	7	8	9	0
5	t	u:	U	u	H	Y	z	1	2	3	4	5	6	7	8	9	0

Table 7.1 HMI, available letters and numbers

Calling parameters via HMI

The parameters belonging to a specific menu item are in the first level below the top menu level for that item. In order to give a better orientation, the table of parameters also shows the overall menu path, e.g. SEt - / nPAH.

Figure 7.3 shows an example of calling a parameter (second level) and input or selection of a parameter value (third level).

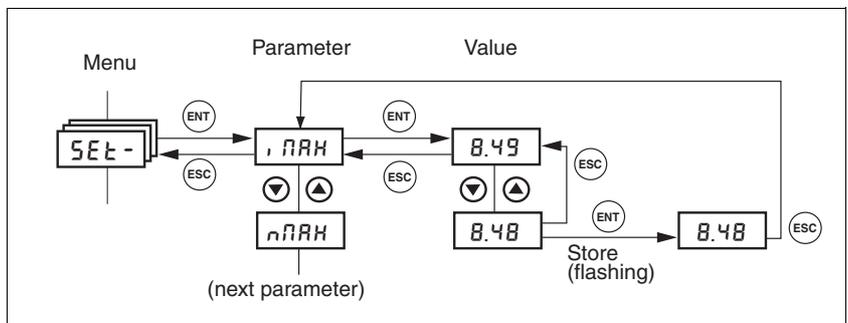


Figure 7.3 HMI, example of parameter setting

The two arrow keys allow setting of the numerical values within the permitted range of values, alphanumeric values are selected from lists.

When you press ENT, the selected value is accepted. Confirmation is indicated by the display flashing once. The modified value is saved in the EEPROM immediately.

If you press ESC, the display jumps back to the original value.

Menu structure The HMI is menu-driven. shows the top level of the menu structure.

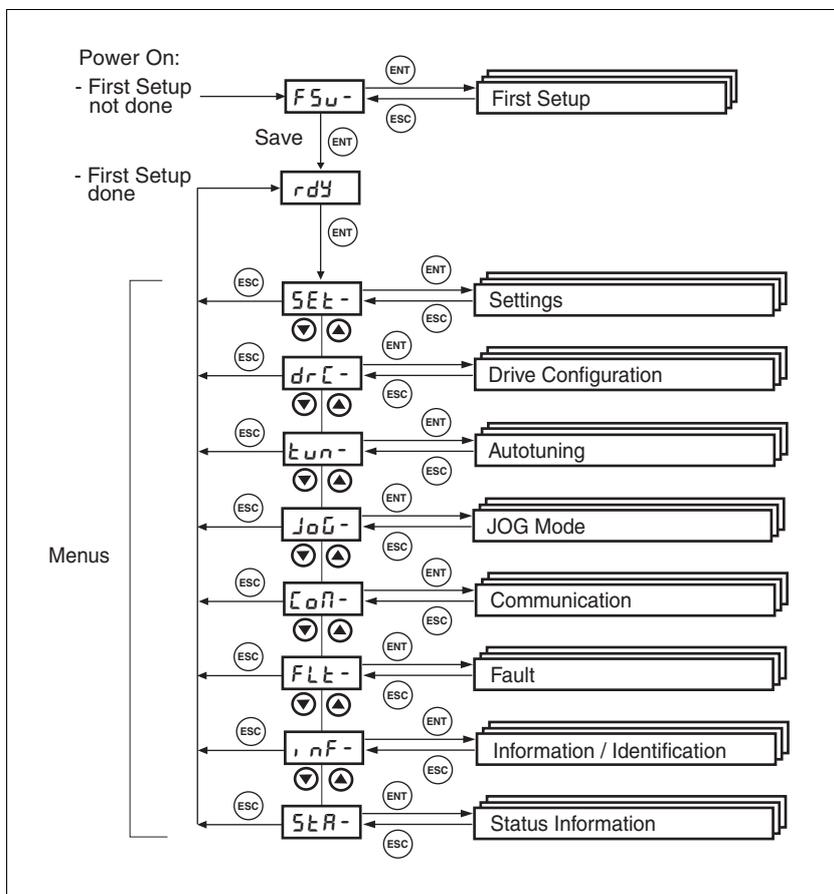


Figure 7.4 HMI menu structure

Status displays such as *rdy-* (Ready) can be found from page 7-13.

HMI menu		Description
FSU-	<i>FSU-</i>	First setup (F irst S et U p),
	<i>PbRd</i>	Profibus address
SET-	<i>SEt-</i>	device settings (S ETtings)
	<i>GFRC</i>	Selection of special gear ratios
	<i>i, nRH</i>	Current limiting
	<i>nRH</i>	Speed limitation
	<i>L, 95</i>	Current limiting for "Quick Stop"
	<i>L, hR</i>	Current limiting for "Halt"
DRC-	<i>drC-</i>	device configuration (D Rive C onfiguration)
	<i>i, oP,</i>	Signal selection position interface
	<i>i, oRE</i>	Auto. enable at PowerOn if ENABLE input active
	<i>E55C</i>	Encoder simulation - setting the resolution
	<i>PrOt</i>	Definition of direction of rotation
	<i>FLS</i>	Restore factory setting (default values)

HMI menu		Description
	<i>b t C L</i>	Time delay when setting the brake
	<i>b t r E</i>	Time delay when opening or releasing the brake
	<i>S u P U</i>	HMI display if motor rotating
TUN-	<i>t u n -</i>	Autotuning (Auto TUN ing)
	<i>S t r t</i>	Start Autotuning
	<i>G R, n</i>	Adapting controller parameters (tighter/looser)
	<i>d, S t</i>	Movement range autotuning
	<i>d, r</i>	Direction of rotation autotuning
	<i>n E C h</i>	System coupling type
	<i>n r E F</i>	Speed when autotuning
	<i>w R, t</i>	Waiting time between autotuning steps
	<i>r E S</i>	Reset controller parameter
JOG-	<i>J o g -</i>	Jog (JOG Mode)
	<i>S t r t</i>	Start jog
	<i>n S L L</i>	Speed for slow jog
	<i>n F S t</i>	Speed for fast jog
COM-	<i>C o m -</i>	Communication(COM munication)
	<i>P b A d</i>	Profibus address
	<i>n b A d</i>	Modbus address
	<i>n b b d</i>	Modbus baud rate
	<i>n b F o</i>	Modbus data format
	<i>n b L o</i>	Modbus word sequence for double words (32 bit values)
FLT-	<i>F L t -</i>	Error display(FauLT)
	<i>S t P F</i>	Fault number of the last interruption cause
INF-	<i>i n f -</i>	Information/identification (INF ormation / Identification)
	<i>d E U C</i>	Current selection of control mode
	<i>- n R n</i>	product name
	<i>- P n r</i>	Firmware program number
	<i>- P U r</i>	Firmware version
	<i>P o L o</i>	Number of turn-on processes
	<i>P, n o</i>	Nominal current of power amplifier
	<i>P, n R</i>	Maximum current of power amplifier
	<i>n, n o</i>	Nominal motor current
	<i>n, n R</i>	Motor maximum current
STA-	<i>S t A -</i>	Observation/monitoring of device, motor and travel data (STA tus Information)
	<i>, o R C</i>	Status of digital inputs and outputs
	<i>n R C t</i>	Actual speed of motor
	<i>P R C u</i>	Actual position of the motor in user-defined units
	<i>P d, F</i>	Current regulation variation of the position controller

HMI menu	Description
$iRcL$	Total motor current (vector sum of d and q components)
$iqrF$	Set motor current q component (torque-creating)
$udcR$	DC bus voltage of the power amplifier supply voltage
$tdeU$	Device temperature
tPR	Temperature of power amplifier
$lwnS$	Stored warnings bit-coded
S, GS	Stored state of the monitoring signals
oPh	Operating hours counter
$iZtr$	Load factor braking resistor
$iZtP$	Loading factor power amplifier
$iZtn$	Loading factor motor

Status display The status display in its default setting shows the current operating status, see page 8-3. You can specify the following with the menu item $dr c - / SuPU$:

- $SkRk$ shows the current operating status by default
- $nRck$ shows the current motor speed by default
- $iRck$ shows the current motor current by default

A change is only imported with the power amplifier disabled.

7.3.3 Commissioning software (PowerSuite)

Features The Windows-based commissioning software simplifies commissioning, setting parameters, simulation and diagnosis.

Compared to the HMI the commissioning software offers further options such as:

- Setting the controller parameters in a graphic interface
- Extensive diagnostic tools for optimisation and maintenance
- Long-term recording as an aid to assessing operating behaviour
- Testing input and output signals
- Tracking signal sequences on the monitor
- Interactive optimisation of controller behaviour
- Archiving all device settings and recordings with export functions for data processing

System requirements You will need a PC or laptop with a free serial port and an operating system with Windows 2000 or newer.

To connect the PC to the device see page 6-44.

Online help The commissioning software offers comprehensive help functions, which can be accessed via "? - Help Topics" or by pressing F1.

7.4 Commissioning procedure

⚠ WARNING

Unsuitable parameters may cause injury and damage to the system.

If unsuitable parameters are used, safety functions may fail, unexpected motions or responses to signals may occur.

- Prepare a list with the parameters required for the functions in use.
- Check the parameters before operation.
- Start the system only if there are no persons or materials in the danger zone and the system can be operated safely.

Failure to follow these instructions can result in death, serious injury or equipment damage.

7.4.1 "First Setup"

"First Setup" must be made when the controller supply voltage is switched on for the first time or when the factory settings have been loaded.

Preparation

- A PC with the commissioning software must be connected to the unit unless the commissioning is conducted exclusively through the HMI.
- ▶ During commissioning disconnect the connection to the fieldbus to avoid conflicts caused by simultaneous access.
- ▶ Switch on the controller power supply.

Automatic read-in of the motor data set

When the unit is switched on for the first time with the motor connected, the unit reads the motor data set automatically from the Hiperface sensor (motor sensor). The data set is checked for completeness and saved in the EEPROM.

The motor data set contains technical information about the motor such as the nominal and peak torque, the nominal current and speed and the pole-pair number. It cannot be modified by the user. The unit cannot be switched ready for operation without this information

"First Setup" via HMI

The following diagram shows the sequence using HMI.

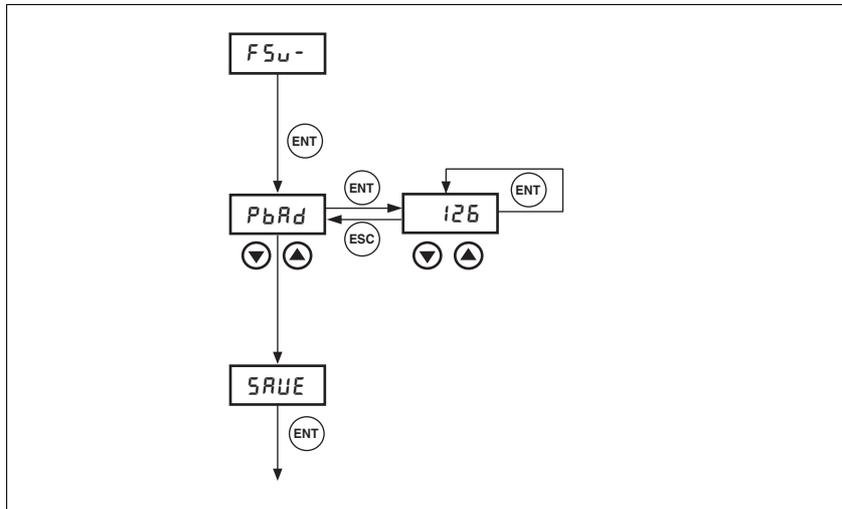


Figure 7.5 "First Setup" via HMI

Profibus fieldbus ► Set the fieldbus address with the parameter PBAdr (PbAdr).

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PBadr	Profibus address()	-	UINT16	
PBAD	valid addresses : 1 to 126	1 126	R/W per.	
COM-PbAdr	CAUTION: A change of the setting is not activated until the unit is switched on again.	126	-	

- Data back-up* ► Back up all inputs on completion.
HMI: Save your settings with *SAVE*
Commissioning software: Save your settings with the menu path "Configuration - Save in EEPROM"
- ◁ The device saves all set values in the EEPROM and displays the status *ready*, *rdy* or *dis* on the HMI.
- A restart of the device is required to allow the changes to be accepted.
- Further steps* ► Stick a label on the unit with all important information required in case of service, e.g. fieldbus type, address and baud rate.
► Make the settings described below for commissioning.

Note that you can only return to the "Initial Setup" by restoring the factory settings, see 8.6.10.2 "Restore factory settings" page 8-67.

7.4.2 Operating status (state diagram)

After switching on and at the start of an operating mode, a sequence of operating states is progressed through.

The relationship between the operating states and the state transitions is shown in the state diagram (state machine).

The operating states are internally monitored and influenced by monitoring and system functions, such as temperature and current monitoring

Graphic representation The state diagram is shown graphically as a flow chart.

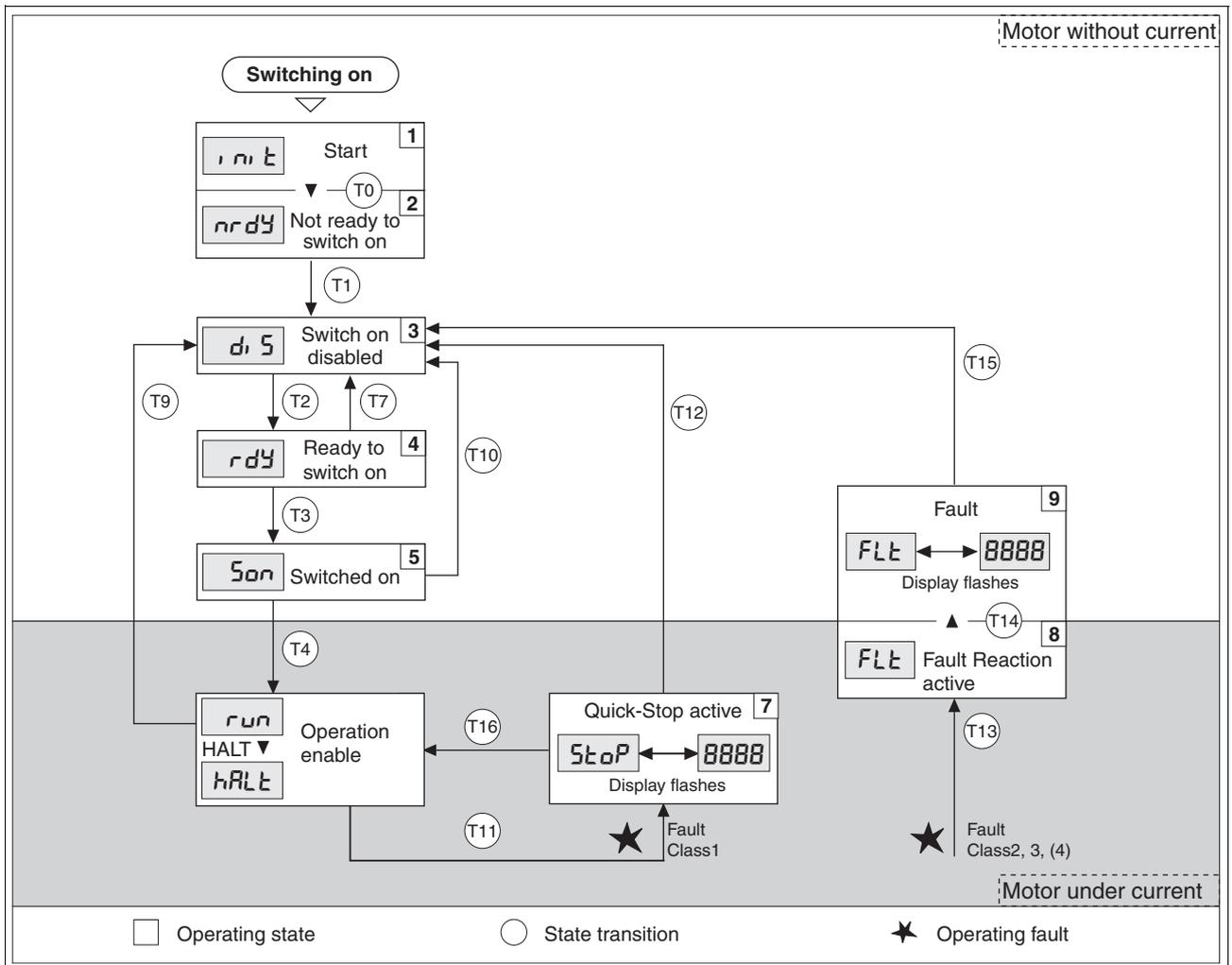


Figure 7.6 Status diagram

Operating states and mode transitions

For detailed information on operating states and mode transitions see page 8-3.

019844113299, V1.05, 02.2006

7.4.3 Setting basic parameters and limit values

⚠ WARNING
<p>Unsuitable parameters may cause injury and damage to the system.</p> <p>If unsuitable parameters are used, safety functions may fail, unexpected motions or responses to signals may occur.</p> <ul style="list-style-type: none"> • Prepare a list with the parameters required for the functions in use. • Check the parameters before operation. • Start the system only if there are no persons or materials in the danger zone and the system can be operated safely. <p>Failure to follow these instructions can result in death, serious injury or equipment damage.</p>

Setting thresholds Suitable thresholds must be calculated from the system configuration and motor characteristics. So long as the motor is operated without external loads you will not need to change the default settings.

The maximum motor current must for example be reduced as a determining factor of the torque if the permissible torque of a system component will otherwise be exceeded.

Current limiting To protect the drive system, the maximum current flowing can be modified with the CTRL_I_max parameter. The maximum current for the "Quick Stop" function can be limited with the LIM_I_maxQSTP parameter and for the "Halt" function with the LIM_I_maxHalt parameter.

Acceleration and deceleration are limited with ramp functions in the point-to-point , speed profile and referencing modes.

- ▶ Specify the maximum motor current with the CTRL_I_max parameter.
- ▶ Specify the maximum current for "Quick Stop" with the LIM_I_maxQSTP parameter.
- ▶ Specify the maximum current for "Halt" with the LIM_I_maxHalt parameter.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_I_max	Current limiting(7-14)	A _{pk} 0.00	UINT16 R/W	Profibus 4610
IMAX	Value must not exceed max. permissible current of motor or power amplifier.	- 299.99	per. -	
SET-, PRH	Default is the smallest value of M_I_max and PA_I_max	Fieldbus 0 29999		

019844113299, V1.05, 02.2006

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
LIM_I_maxQSTP LIQS SET-L, 95	Current limiting for Quick Stop(8-57) Max. current during braking via torque ramp resulting from an error with error class 1 or 2, and when a software stop is triggered Maximum and default value setting depend on motor and power amplifier in 0.01A _{pk} steps	A _{pk} - - -	UINT16 R/W per. -	Profibus 4362
LIM_I_maxHalt LIHA SET-L, hR	Current limiting for Halt(8-58) Max. current during braking after Halt or termination of an operating mode. Maximum and default value settings depend on motor and power amplifier in 0.01A _{pk} steps	A _{pk} - - -	UINT16 R/W per. -	Profibus 4364

Speed limitation The maximum speed can be limited with the parameter CTRL_n_max to protect the drive system.

- ▶ Specify the maximum motor speed with the parameter CTRL_n_max.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_n_max NMAX SET-nRRH	Speed limitation(7-14) Max. speed of rotation motor must not be exceeded Default is the maximum speed of the motor (see M_n_max)	1/min 0 - 13200	UINT16 R/W per. -	Profibus 4612

7.4.4 Digital inputs/outputs

The switching states of the digital inputs and outputs can be displayed on the HMI and displayed and modified using the commissioning software or the fieldbus.

HMI The signal states can be displayed with the HMI, but they cannot be modified.

- ▶ Call up the menu point *5LR / 0RC*.
- ◁ You will see the digital inputs (Bit 0-7) bit-coded.
- ▶ Press the "up arrow".
- ◁ You will see the digital inputs (Bit 8, 9) bit-coded.

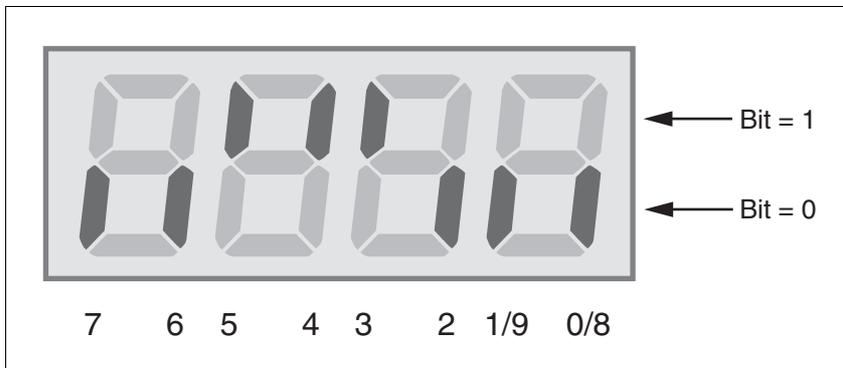


Figure 7.7 HMI, status display of the digital inputs/outputs

Bit	Signal	I/O
0	$\overline{\text{REF}}$	I
1	$\overline{\text{LIMN}}$	I
2	$\overline{\text{LIMP}}$	I
3	$\overline{\text{HALT}}$	I
4	$\overline{\text{PWRR_B}}$	I
5	$\overline{\text{PWRR_A}}$	I
6	-	I
7	-	I
8	NO_FAULT	O
9	ACTIVE1_OUT	O

Fieldbus The current switching states are displayed bit-coded in the parameter *_IO_act*. The values 1 and 0 indicate whether an input or output is active.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_IO_act	Status of digital inputs and outputs(7-16)	-	UINT16 R/-	Profibus 2050
IOAC	Assignment of 24V inputs:	-	-	
STA- \rightarrow α RL	Bit 0: REF Bit 1: LIMN,CAP2 Bit 2: LIMP,CAP1 Bit 3: HALT Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: - Bit 7: reserved assignment 24V outputs: Bit 8: NO_FAULT Bit 9: ACTIVE		-	

7.4.5 Testing limit switches signals in fieldbus devices

⚠ CAUTION

Loss of control!

The use of $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ can offer some protection against hazards (e.g. impact on mechanical stop caused by incorrect motion defaults).

- Use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ where possible.
- Check that the external sensors or switches are correctly connected.
- Check the correct functional installation of the limit switches
The limit switches must be mounted in a position far enough away from the mechanical stop to allow an adequate braking distance.
- The functions must be enabled to use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$.
- This function cannot provide protection against faulty functioning of the product or the sensors.

Failure to follow these instructions can result in injury or equipment damage.

▶ Set up the limit switches so the drive cannot traverse through the limit switch.

▶ Trigger the limit switches manually.

◁ The HMI shows an error message, see Diagnostics from page 10-3

The release of the input signals $\overline{\text{LIMP}}$, $\overline{\text{LIMN}}$ and $\overline{\text{REF}}$ and the evaluation at active 0 or active 1 can be changed with the parameters of the same name, see page 8-39.



Use the active 0 monitoring signals if possible, because they are proof against wire breakage.

7.4.6 Testing safety functions

Operation with "Power Removal" If you wish to use the "Power Removal" safety function, carry out the following steps:

- Power amplifier supply voltage is switched off.
Controller supply voltage is switched off.
- ▶ Check that the inputs $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ are insulated from each other. The two signals must not be connected.
- Power amplifier supply voltage is switched on.
Controller supply voltage is switched on.
- ▶ Start the jog operating mode (without motor movement).
(see page 8-12)
- ▶ Trigger the safety disconnection. $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ must be switched off simultaneously.
- ◁ The power amplifier is switched off and error message 1300 is displayed. (CAUTION: error message 1301 displays a wiring error.)
- ▶ Check that the parameter `IO_AutoEnable` (HMI: `dr c - / i oRE`) is set to "off" for protection against unexpected restart.
- ▶ Check the behaviour of the drive in error states.
- ▶ Record all tests of the safety function in the acceptance record.

Operation without "Power Removal" If you do not wish to use the "Power Removal" safety function:

- ▶ Check that the inputs $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ are connected to +24VDC.

7.4.7 Checking holding brake

⚠ WARNING**Unexpected motion may cause injury and damage to the system**

For example, if the brake is released with vertical axes an unexpected motion may be triggered in the system.

- Make sure that no damage will be caused by the load dropping.
- Run the test only if there are no persons or materials in the danger zone of the moving system components.

Failure to follow these instructions can result in death, serious injury or equipment damage.

Testing from HBC to brake

- Supply voltage is present at HBC, LED "24V on" is lit up.
- ▶ Switch off the power amplifier supply voltage.
- ◁ The unit switches to the operating status "Switch on disabled"
- ▶ Press the "Release brake" button on the HBC several times to release and close the brake alternately.
- ◁ The LED "Brake released" on the HBC flashes if there is brake voltage present and the brake is released by the button.
- ▶ Test that the axle can be moved manually with the brake lifted (take gearbox into account, if applicable).

Testing from device to HBC

- The device is in operating status "Ready to switch on" and the parameters for the holding brake must be set, see chapter 8.6.8 "Braking function with HBC" page 8-63.
- ▶ Start jog operating mode (HMI: *JOG* / *Start*)
- ◁ The HMI displays *JOG*. The brake is released. The LED "Brake released" on the HBC is lit up if there is brake voltage present and the brake is released.

For more information on the HBC see page 3-10, 6-30 and 12-1.

7.4.8 Check direction of rotation

Direction of rotation Rotation of the motor shaft in a positive or negative direction of rotation. A positive direction of rotation is defined as the motor shaft rotating clockwise as the observer faces the end of the protruding shaft.



The initial setting of the controller parameters may result in an unstable closed-loop control at inertia ratios of "J ext" to "J motor" > 10.

- ▶ Start jog operating mode
(HMI: `JOG- / Start`)
- ◁ The HMI displays `JG`.
- ▶ Start a movement in clockwise rotation
(HMI: "up arrow")
- ◁ The motor rotates in clockwise rotation.
The HMI shows `JG-`
- ▶ Start a movement in the counterclockwise rotation
(HMI: "down arrow")
- ◁ The motor rotates in counterclockwise rotation.
The HMI shows `-JG`

▲ WARNING

Unexpected movement if motor phases are reversed!

Reversal of the motor phases can cause unexpected movements at high acceleration.

- Use the parameter `POSdirOfRotat` to reverse the direction of rotation, if required.
- Do not reverse the motor phases.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- ▶ If the arrow and direction of rotation do not match, correct this with the parameter `POSdirOfRotat`, see 8.6.9 "Reversal of direction of rotation" page 8-65.

7.4.9 Setting parameters for encoder simulation

Defining resolution for encoder simulation The resolution for the encoder simulation can be scaled with the parameter `ESIMscale`.

- The functionality is only active if the parameter `IOposInterfac` is set to "ESIM".
- ▶ Specify the resolution with the parameter `ESIMscale`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ESIMscale ESSC DRC-ES5L	Encoder simulation - setting the resolution() the complete value range is available for the resolution. For resolutions that can be divided by 4 the index pulse must be at A=high and B=high. CAUTION: the values are not enabled until the controller is restarted. After the write access a wait of at least 1 second is required until the controller is switched off.	Inc 8 4096 65535	UINT16 R/W per. -	Profibus 1322

The index pulse can be defined by setting the absolute position encoder, see chapter 7.4.10 "Setting parameters for encoder".

7.4.10 Setting parameters for encoder

Setting an encoder absolute position When starting up the device reads the absolute position of the motor from the encoder. The current absolute position can be shown with the parameter `_p_absENCusr`.

At motor standstill the new absolute position of the motor can be defined at the current mechanical motor position with the parameter `ENC_pabsusr`. The value can be transferred with the power amplifier active and inactive. Setting the absolute position also shifts the position of the index pulse of the encoder and the index pulse of the encoder simulation.

In the commissioning software you will find the parameter via the menu "Display - Specific panels".

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
<code>_p_absENCusr</code>	Absolute position based on motor encoder working range in user-defined units(7-23) Value range is set by sensor type With Singleturn motor encoders the value is set with reference to one motor revolution, with multiturn motor encoders with reference to the total working range of the sensor (e.g. 4096 revs.) Caution! Position is only valid after determination of the motor absolute position. With invalid motor absolute position : <code>_WarnLatched</code> <code>_WarnActive</code> Bit 13=1: absolute position of motor not yet detected	usr - -	UINT32 R/- -	Profibus 7710
<code>ENC_pabsusr</code>	Setting position of the motor encoder directly(7-23) Value range depends on the sensor type. SRS: Sincos single turn: 0..max_pos_usr/rev. - 1 SRM: Sincos multiturn: 0 .. (4096 * max_pos_usr/rev.) -1 max_pos_usr/rev.: maximum user position for one motor revolution, with default position scaling this value is 16384. !!!Important: * If the process is to be conducted with direction inversion function, it must be set before setting the motor encoder position * The setting value will only be active when the controller is switched on the next time. After the write access a wait of at least 1 second is required until the controller is switched off. * Changing the value also changes the position of the virtual index pulse and the index pulse displaced at ESIM function.	usr 0 - 2147483647	UINT32 R/W - -	Profibus 1324



If the device or the motor is replaced, a new adjustment will be required.

Position processing with SinCos single turn

With the SinCos Singleturn the position of the index pulse of the encoder and the position of the index pulse of the encoder simulation can be shifted by setting a new absolute position. At position value 0 the index pulse is defined at the current mechanical motor position.

Position processing with SinCos Multiturn

With the SinCos Multiturn the mechanical working range of the motor can be shifted to the continuous range of the sensor by setting a new absolute position.

If the motor is moved anticlockwise from the absolute position 0, the SinCos multiturn receives an underrun of its absolute position. In contrast, the internal actual position counts mathematically forward and sends a negative position value. After switching off and on the internal actual position would no longer show the anticlockwise position value but the absolute position of the sensor.

To prevent these jumps caused by underrun or overrun - i.e. unsteady positions in the area of travel, the absolute position in the sensor must be set so the mechanical limits are within the continuous range of the sensor.

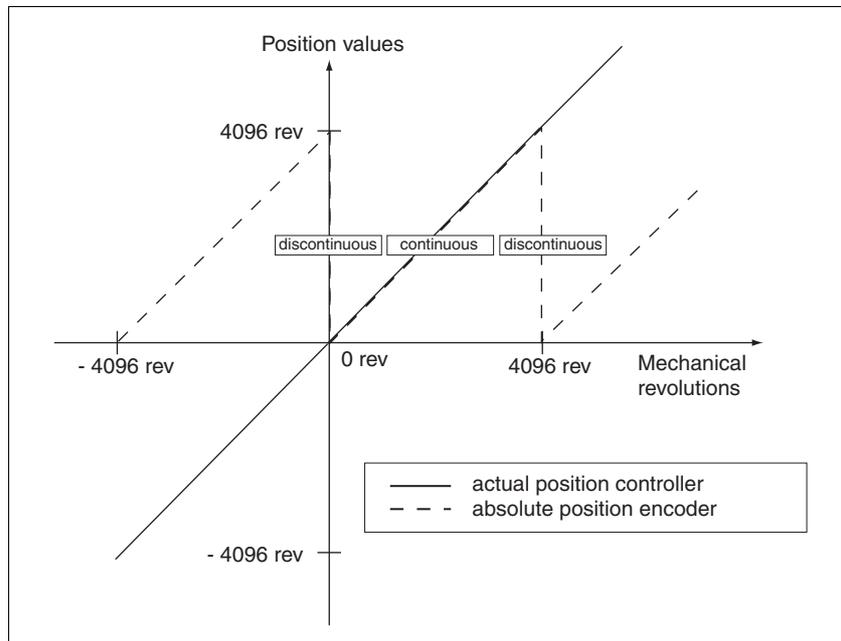


Figure 7.8 SinCos Multiturn position values

- ▶ When setting the absolute position at the mechanical limit set a position value >0. This ensures that when the drive is moved within the mechanical limits of the system the resulting sensor position is always within the continuous range of the sensor.

019844113299, V1.05, 02.2006

7.4.11 Setting parameters for braking resistor

⚠ WARNING

Risk of injury and damage to system components by unbraked motor!

An insufficient braking resistor causes overvoltage on the DC bus and switches off the power amplifier. The motor is no longer actively braked.

- Make sure that the braking resistor is sufficiently dimensioned.
- Check the setting of the parameter for the braking resistor.
- Check the temperature of the braking resistor by conducting a test run under the most critical conditions.
- During the test make sure that at higher mains voltage there is less reserve in the capacitors on the DC bus.

Failure to follow these instructions can result in death, serious injury or equipment damage.

If an external braking resistor is connected, the parameter `RESint_ext` must be set to "external".

The values of the external braking resistor must be set in the parameters `RESext_P`, `RESext_R` and `RESext_ton`, see chapter 3.5.1 "External braking resistors" page 3-10.

If the actual brake output exceeds the maximum allowable brake output, the device will output an error message and the power amplifier will be switched off.

⚠ WARNING

Hot surfaces can cause burns, fire and damage to system components.

The braking resistor may heat up to over 250°C depending on the operating mode.

- Prevent contact with the hot braking resistor.
- Do not place flammable or heat-sensitive components in the immediate vicinity of the braking resistor.
- Ensure good heat dissipation.
- Check the temperature of the braking resistor by conducting a test run under the most critical conditions.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- ▶ Test the function of the braking resistor under realistic conditions.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
RESint_ext -	Control of braking resistor(7-14) 0 / internal: internal braking resistor 1 / external: external braking resistor	- 0 0 1	UINT16 R/W per. -	Profibus 1298
RESext_P -	Nominal power of external braking resistor(7-14)	W 1 10 32767	UINT16 R/W per. -	Profibus 1316
RESext_R -	Resistance value of external braking resistor(7-14)	Ω 0.01 100.00 327.67 Fieldbus 1 10000 32767	UINT16 R/W per. -	Profibus 1318
RESext_ton -	max. permissible switch-in time for external braking resistor(7-14)	ms 1 1 30000	UINT16 R/W per. -	Profibus 1314

7.4.12 Run autotuning

Autotuning determines the friction torque, an ever present load torque, and considers it in the calculation of the mass moment of inertia of the total system.

External factors, such as a load on the motor, are taken into account. Autotuning optimises the parameters for the controller settings see chapter 7.5 "Controller optimisation with step response".

Autotuning also supports typical vertical axes.

Autotuning is not suitable for inertia ratios of "J ext" to "J motor" >10.

⚠ WARNING

Unexpected movement may cause injury and damage to the system.

Autotuning moves the motor to set the drive controller. If incorrect parameters are input unexpected movements may occur or monitoring functions may be disabled.

- Check the parameters `AT_dir` and `AT_dismax`. The travel for the braking ramp in case of error must also be taken into account.
- Check that the parameter `LIM_I_maxQSTP` for Quick-Stop is correctly set.
- If possible, use the limit switches `LIMN` and `LIMP`.
- Make sure that a functioning button for EMERGENCY STOP is within reach.
- Make sure that the system is free and ready for the motion before starting the function.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- ▶ Select the setting for the `AT_mechanics` parameter corresponding to your mechanical system. If in doubt, select a softer coupling (less rigid mechanism, see).
- ▶ Start the Autotuning with the commissioning software with the menu path "Operating Mode - Automatic optimisation". Also note additional settings in the "Display - Specific Displays" menu.

Autotuning can also be started from the HMI (*turn / Start*).

The calculated values are accepted immediately without an additional save.

If the Autotuning is interrupted with an error message, the default values are imported. Change the mechanical position and start the Autotuning again. If you want to check the plausibility of the calculated values, they can be displayed, see also 7.4.13 "Extended settings for autotuning" from page 7-29.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_dir DIR TUN-dir	Direction of rotation autotuning(7-27) 1 / pos-neg-home / pnh : first positive direction, then negative direction with return to initial position 2 / neg-pos-home / np : first negative direction, then positive direction with return to initial position 3 / pos-home / p-h : only positive direction with return to initial position 4 / pos / p-- : only positive direction without return to initial position 5 / neg-home / n-h : only negative direction with return to initial position 6 / neg / n-- : only negative direction without return to initial position	- 1 1 6	UINT16 R/W - -	Profibus 12040
AT_dismax DIST TUN-dist	Movement range autotuning(7-27) Range in which the automatic optimisation processes of the controller parameters are run. The range is input relative to the current position. Caution with "movement in only one direction" (parameter AT_dir), it corresponds to the actual movement of a multiple of this specified range. It is used for every optimisation level.	revolution 1.0 1.0 999.9 Fieldbus 10 10 9999	UINT32 R/W - -	Profibus 12038
AT_mechanics MECH TUN-MECH	System coupling type(7-27) 1: direct coupling (J ext. to J motor <3:1) 2: medium coupling () 3: medium coupling (short toothed belt) 4: medium coupling () 5: soft coupling (J ext. to J motor between 5:1 and 10:1, linear axis)	- 1 1 5	UINT16 R/W - -	Profibus 12060
AT_start - -	Start Autotuning(7-27) 0: End 1: Activate	- 0 - 1	UINT16 R/W - -	Profibus 12034

7.4.13 Extended settings for autotuning

For most applications the procedure described is sufficient for autotuning. The following parameters can be used to monitor or even influence the autotuning.

The parameters `AT_state` and `AT_progress` can be used to monitor the percentage progress and the status of the Autotuning.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_state	Autotuning status(7-29)	-	UINT16 R/-	Profibus 12036
-	Bit15: auto_tune_err	-	-	
-	Bit14: auto_tune_end	-	-	
-	Bit13: auto_tune_process	-	-	
-	Bit 10..0: last processing step	-	-	
AT_progress	Autotuning progress(7-29)	% 0 0 100	UINT16 R/- - -	Profibus 12054

If you are conducting a test operation and want to check how a harder or softer setting affects the control parameters on your system, you can change the settings found during autotuning by writing the parameter `AT_gain`. A value of 100% is generally not possible, because this value is at the stability limit. The available value is typically 70%-80%.

The parameter `AT_J` can be used to read out the mass moment of inertia of the entire system calculated during the autotuning.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_gain	Adapting controller parameters (tighter/looser)(7-29)	%	UINT16 R/W	Profibus 12052
GAIN		-	-	
TUN-ERR, n	Measure of the degree of tightness of the regulation. The value 100 represents the theoretical optimum. Values larger than 100 mean that the regulation is tighter and smaller values mean that the regulation is looser.	-	-	
AT_J	Inertia of the entire system(7-29)	kg cm ² 0.0	UINT16 R/W	Profibus 12056
-	is automatically calculated during the autotuning process	- 0.0	per. -	
-	in 0.1 kgcm ² steps			

The parameter `AT_wait` can be changed to set a wait time between the single steps during the autotuning process. It only makes sense to set a wait time if a very flexible coupling is used, and particularly if the next automatic autotuning step (change of hardness) is carried out while the system is still oscillating.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_wait	Waiting time between autotuning steps(7-29)	ms	UINT16	Profibus 12050
WAIT		300	R/W	
		1200	-	
TUN- <i>LR</i> , <i>t</i>		10000	-	

Malfunctions during optimisation

High-frequency resonances in mechanical components may interfere with controller optimisation. The values for CTRL_KPn and CTRL_TNn cannot be set satisfactorily if this occurs.

The reference value filter of the current controller suppresses high-frequency resonance (>500Hz). However, if high-frequency resonance does interfere with controller optimisation, it may be necessary to increase the time constant with the parameter CTRL_TAUiref.

In most cases the default setting suppresses the high-frequency resonance.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_TAUiref	Filter time constant reference value filter of the reference current value()	ms	UINT16	Profibus 4640
		0.00	R/W	
		1.20	per.	
		4.00	-	
		Fieldbus		
		0		
		120		
		400		

7.5 Controller optimisation with step response

7.5.1 Controller structure

The controller structure corresponds to the classical cascade control of a closed positioning loop with current controller, speed controller and position controller. The reference value of the speed controller can also be smoothed by an upstream filter.

The controllers are set from "inside" to "outside" in the sequence current, speed and position controller. The higher-level control loop in each case stays switched out.

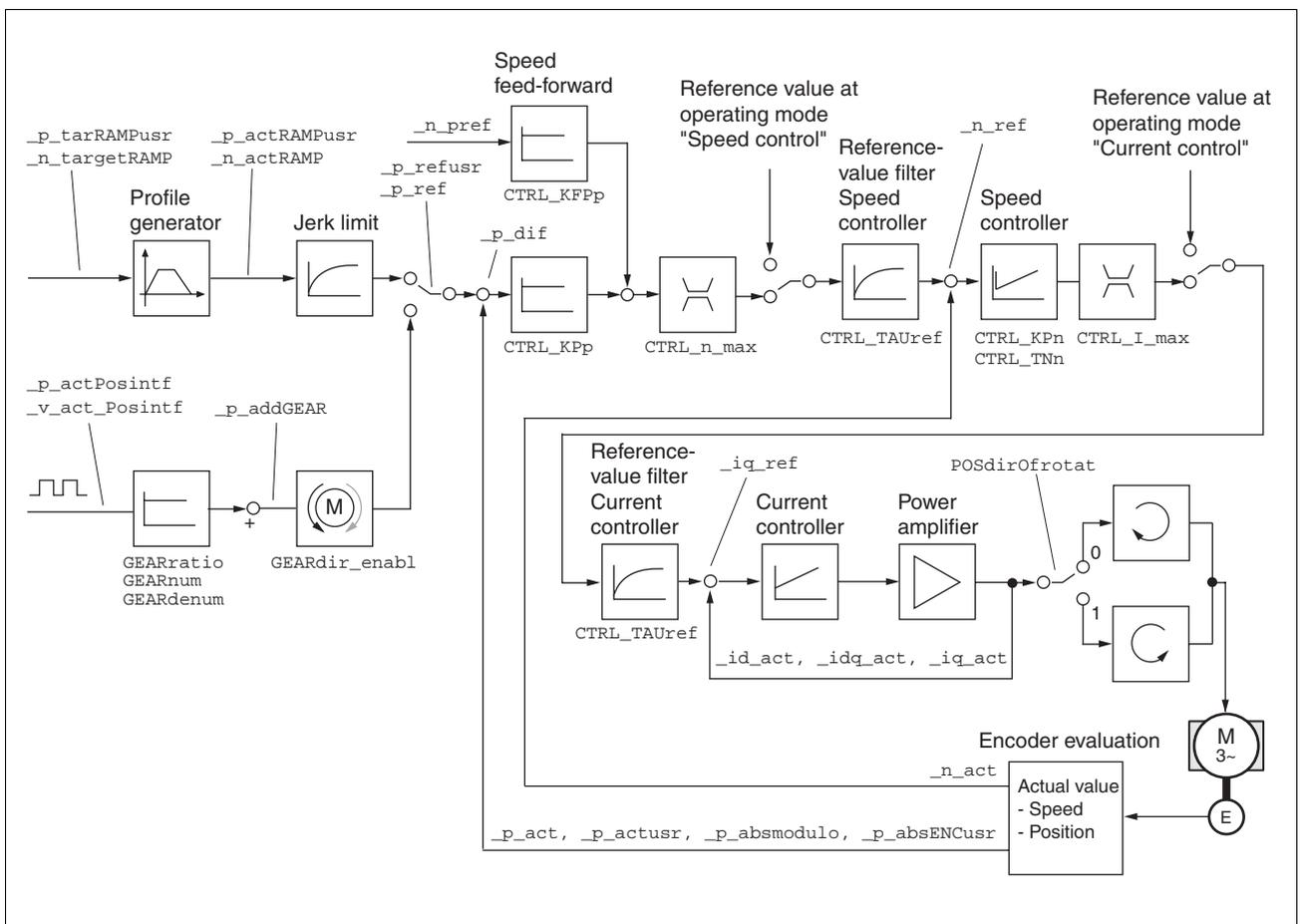


Figure 7.9 Controller structure for encoder evaluation via CN2

Current controller

The motor's drive torque is determined by the current controller. The current controller has been optimised automatically using the stored motor data.

Speed controller The speed controller maintains the required motor speed by varying the output motor torque depending on the load situation. It exerts a decisive influence on the speed with which the drive reacts. The dynamics of the speed controller depend on

- the moments of inertia of the drive and the control distance
- the torque of the motor
- the stiffness and elasticity of the components in the power flow
- the backlash of the mechanical drive components
- the friction

Position controller The position controller reduces the difference between setpoint and actual motor position (tracking error) to a minimum. At motor standstill the tracking error is virtually zero with a well-adjusted position controller. In movement mode a speed-dependent tracking error occurs. The setpoint position for the closed positioning loop is generated by the internal travel profile generator during the profile position, profile velocity, homing and jog operating modes. In the electronic gear operating mode the setpoint position for the closed positioning loop is generated by external A/B or pulse/direction input signals.

A requirement for good amplification of the position controller is an optimised speed control loop.

7.5.2 Optimisation

The drive optimisation function matches the unit to the operating conditions. The following options are available:

- Selecting control loops. Higher level control loops are automatically disconnected.
- Defining reference signal: signal form, height, frequency and starting point
- Testing control response with the signal generator.
- Recording and assessing the control behaviour on the monitor with the commissioning software.

Setting reference signals ▶ Start the controller optimisation with the commissioning software with the menu path "Command - Manual tuning".

▶ Set the following values for the reference signal:

- Signal form: 'Positive jump'
- Amplitude: 100 1/min
- Period duration: 100 ms
- Number of repetitions: 1

▶ Highlight the field "Autoscope".

▶ Also note additional settings in the menu "Display - Specific panels".



The total dynamic behaviour of a control loop can be only understood with the signal forms 'Jump' and 'Square wave'. Refer to the manual for all signal paths for the signal form 'Jump'.

Inputting controller values Control parameters must also be input for the individual optimisation steps described over the following pages. These parameters must be tested by initiating a jump function.

A jump function is triggered as soon as a recording is started in the commissioning software tool bar with the "Start" button (arrow icon).

You can enter controller values for optimisation in the parameters window in the "Control" group.

7.5.3 Optimising the speed controller

The optimum setting for complex mechanical control systems requires practical experience with setting and adjustment procedures for control equipment. This includes the ability to calculate control parameters and to apply identification procedures.

Less complex mechanical systems can generally be successfully optimised with the experimental adjustment procedure using the aperiodic limiting case method. Here the following two parameters are set:

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_KPn	Speed controller P-factor(7-33) Default value is calculated from motor parameters	A/(1/min) 0.0001 - 1.2700	UINT16 R/W per. -	Profibus 4614
-		Fieldbus 1 12700		
CTRL_TNn	Speed controller integral time(7-33)	ms 0.00 9.00 327.67	UINT16 R/W per. -	Profibus 4616
-		Fieldbus 0 900 32767		

Check and optimise the calculated values in a second step, as described from page 7-37.

Determining the mechanics of the system

Decide which one of the following two systems fits the mechanics of your set-up to assess and optimise its transient response behaviour.

- System with rigid mechanism
- System with less rigid mechanism

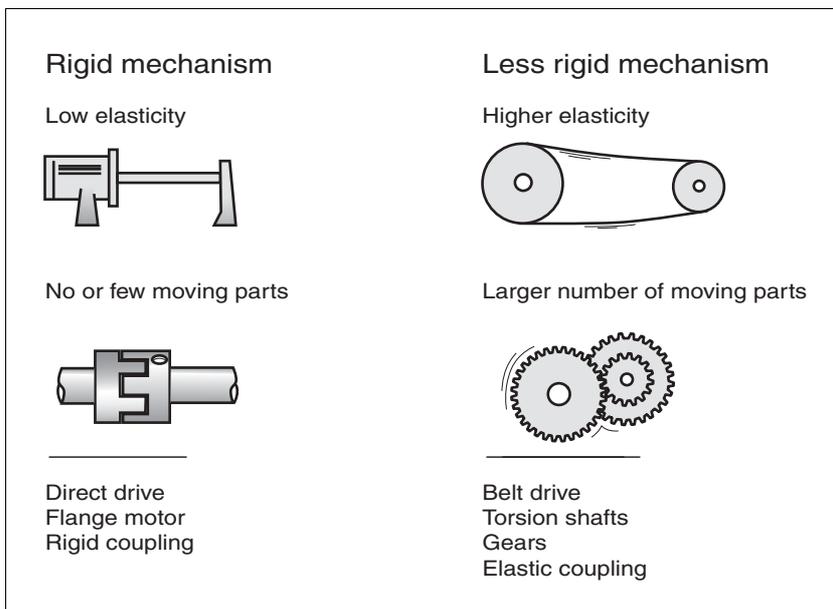


Figure 7.10 Mechanical systems with rigid and less rigid mechanisms

- ▶ Connect the motor to your system's mechanism.
- ▶ Test the limit switch function after installing the motor if limit switches are used.

Switch off reference value filter of speed controller

With the reference variable filter you can improve the response behaviour under optimised speed control. The reference value filter must be switched off when setting the speed controller for the first time.

- ▶ Disable the reference value filter of the speed controller. Set the parameter CTRL_TAU_{unref} to the bottom limit value "0".

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_TAU _{unref}	Filter time constant reference value filter of the speed reference value(7-33)	ms 0.00 9.00 327.67	UINT16 R/W per. -	Profibus 4626
-		Fieldbus 0 900 32767		



The procedure for optimisation of the settings described is only a suggested setting. It is responsibility of the user to decide whether the method is suitable for the actual application.

Determining controller values with rigid mechanics

Requirements for setting the control behaviour as per the table are:

- a known and constant inertia of load and motor
- a rigid mechanism

The P-factor CTRL_KP_n and the correction time CTRL_TN_n depend on:

- J_L : Mass moment of inertia of the load
 - J_M : Mass moment of inertia of the motor
- Determine the controller values based on Table 7.2:

J_L [kgcm ²]	$J_L = J_M$		$J_L = 5 * J_M$		$J_L = 10 * J_M$	
	KPn	TNn	KPn	TNn	KPn	TNn
1	0.0125	8	0.008	12	0.007	16
2	0.0250	8	0.015	12	0.014	16
5	0.0625	8	0.038	12	0.034	16
10	0.125	8	0.075	12	0.069	16
20	0.250	8	0.150	12	0.138	16

Table 7.2 Determining controller values

Determining controller values with less rigid mechanics

For optimisation purposes the P-factor of the speed controller at which the controller adjusts the speed $_n_act$ as quickly as possible without overshooting is determined.

- Set the correction time CTRL_TNn to infinite.
CTRL_TNn = 0 ms.

If a load torque is acting on the stationary motor, the correction time must be set just high enough to prevent an uncontrolled change of the motor position.



In drive systems in which the motor is loaded while stationary, e.g. with vertical axis operation, the correction time "infinite" may result in unwanted position deviations, thereby requiring the value to be reduced. However, this can adversely affect optimisation results.

▲ WARNING

Unexpected motion may cause injury and damage to the system

The jump function moves the motor in speed mode at constant speed until the specified time has expired.

- Check that the selected values for speed and time do not exceed the available distance.
- If possible, use limit switches or stop as well.
- Make sure that a functioning button for EMERGENCY STOP is within reach.
- Make sure that the system is free and ready for motion before starting the function.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- Initiate a jump function.
- After the first test check the maximum amplitude for the current set-point $_Iq_ref$.

Set the amplitude of the reference value – default was 100 rpm – just high enough so the current setpoint $_Iq_ref$ remains below the maximum value $CTRL_I_max$. On the other hand, the value selected should not be too low, otherwise friction effects of the mechanism will determine control loop response.

- ▶ Trigger a jump function again if you need to modify $_n_ref$ and check the amplitude of $_Iq_ref$.
- ▶ Increase or decrease the P-factor in small steps until $_n_act$ adjusts as fast as possible. The following diagram shows the adjustment response required on the left. Overshooting - as shown on the right - is reduced by reducing $CTRL_KPn$.

Deviations from $_n_ref$ and $_n_act$ result from setting $CTRL_TNn$ to "infinite".

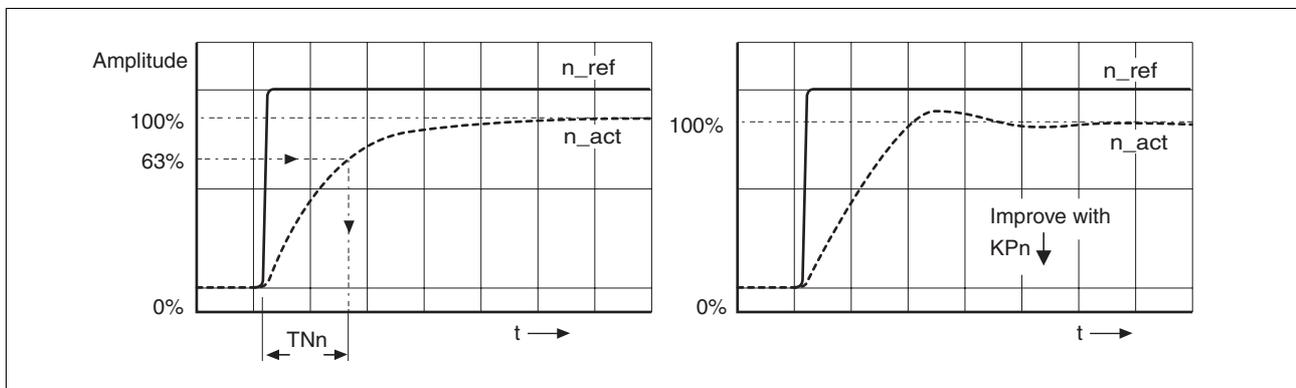


Figure 7.11 Determining 'TNn' in the aperiodic limiting case



For drive systems in which oscillations occur before the aperiodic limiting case is reached, the P-factor "KPn" must be reduced to the exact point where oscillations can no longer be detected. This occurs frequently with linear axes with a toothed belt drive.

Graphical calculation of the 63% value

Determine graphically the point at which the actual speed $_n_act$ reaches 63% of the final value. The correction time $CTRL_TNn$ is then shown as a value on the time axis. The commissioning software will help you with the evaluation:

Malfunctions during optimisation

High-frequency resonances in mechanical components may interfere with controller optimisation. The values for $CTRL_KPn$ and $CTRL_TNn$ cannot be set satisfactorily if this occurs.

The reference value filter of the current controller suppresses high-frequency resonance (>500Hz). However, if high-frequency resonance does interfere with controller optimisation, it may be necessary to increase the time constant with the parameter $CTRL_TAUiref$.

In most cases the default setting suppresses the high-frequency resonance.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_TAUiref	Filter time constant reference value filter of the reference current value()	ms 0.00 1.20 4.00	UINT16 R/W per. -	Profibus 4640
-		Fieldbus 0 120 400		

7.5.4 Checking and optimising default settings

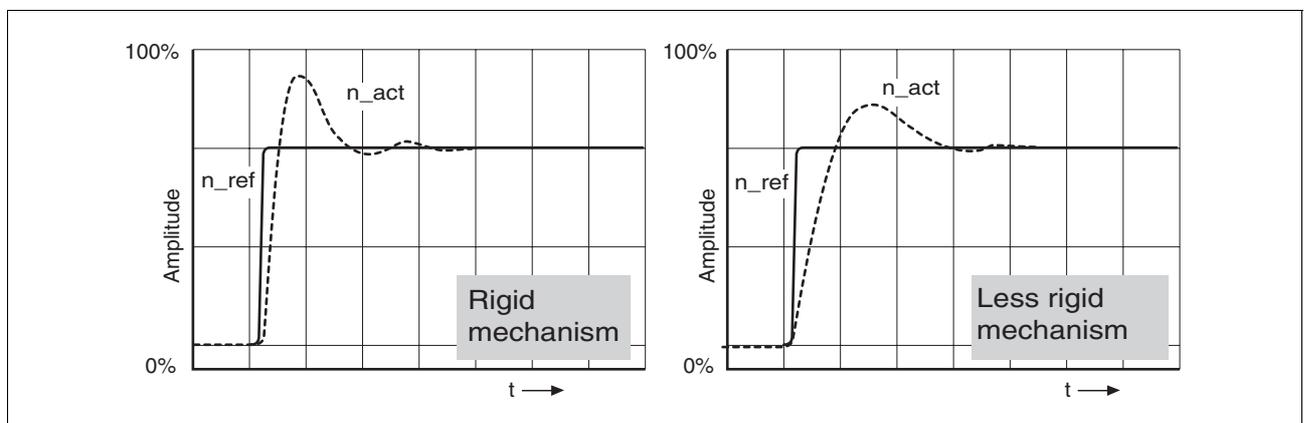


Figure 7.12 Step responses with good control behaviour

The controller is properly set when the jump response is approximately identical to the signal path shown. Good control response can be recognised by

- Fast adjustment
- Overshooting up to a maximum of 40% - 20% is recommended.

If the control response does not correspond to the curve shown, change CTRL_KPn' in steps of about 10% and then initiate a jump function once again:

- If the controller is too slow: select CTRL_KPn greater.
- If the controller tends to oscillate: select CTRL_KPn smaller.

You can recognise an oscillation by the motor continuously accelerating and decelerating.

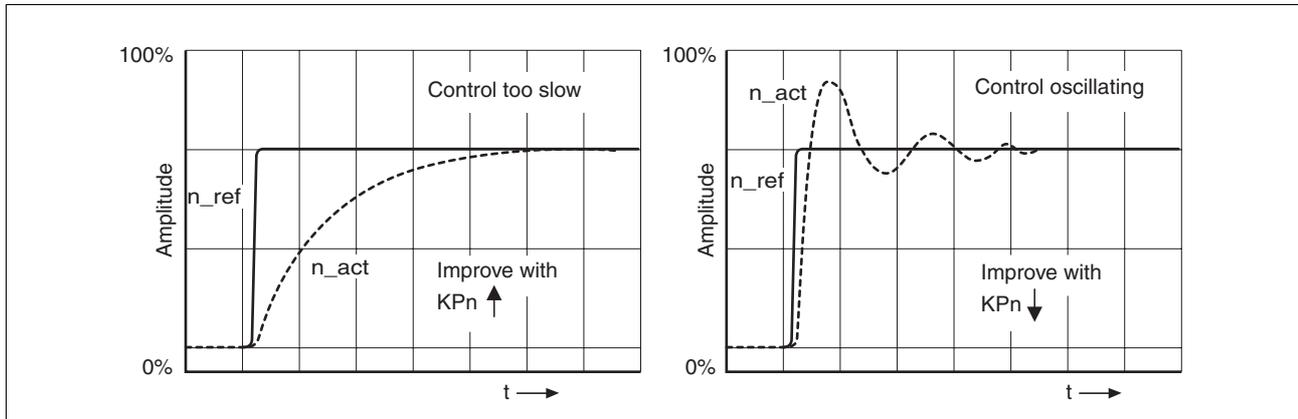


Figure 7.13 Optimise inadequate settings of the speed regulator



If you cannot achieve sufficiently satisfactory controller properties in spite of optimisation, contact your local dealer.

7.5.5 Optimising the position controller

Optimisation requires a good control response in the lower-ranking speed control circuit.

When setting the position control the P-factor of the position controller CTRL_KPp must be optimised in two limits:

- CTRL_KPp too great: overshooting of the mechanism, instability of the controller
- CTRL_KPp too small: Large following error

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_KPp	Position controller P-factor(7-39) Default value is calculated	1/s 2.0 -	UINT16 R/W per.	Profibus 4620
-	-	495.0	-	-
		Fieldbus 20		
		4950		

⚠ WARNING

Unexpected motion may cause injury and damage to the system

The jump function moves the motor in speed mode at constant speed until the specified time has expired.

- Check that the selected values for speed and time do not exceed the available distance.
- If possible, use limit switches or stop as well.
- Make sure that a functioning button for EMERGENCY STOP is within reach.
- Make sure that the system is free and ready for motion before starting the function.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- Setting the reference signal*
- ▶ Select the position controller reference value in the commissioning software.
 - ▶ Set the reference signal:
 - Signal form: 'Jump'
 - Set amplitude for about 1/10 motor revolution. The amplitude is input in user-defined units. At default scaling the resolution is 16384 usr per motor revolution.
- Selecting recording signals*
- ▶ Select the values in General Recording Parameters:
 - Setpoint of the position controller `_p_refusr` (`_p_ref`)
 - Actual position of the position controller `_p_actusr` (`_p_act`)

- actual speed $_n_act$
- current motor current $_Iq_ref$

Controller values for the position controller can be changed in the same parameter group used for the speed controller.

Optimising the position control value

- ▶ Start a jump function with the default controller values.
- ▶ After the first test check the achieved values $_n_act$ and $_Iq_ref$ for current and speed control. The values must not cross into the range of current and speed limiting.

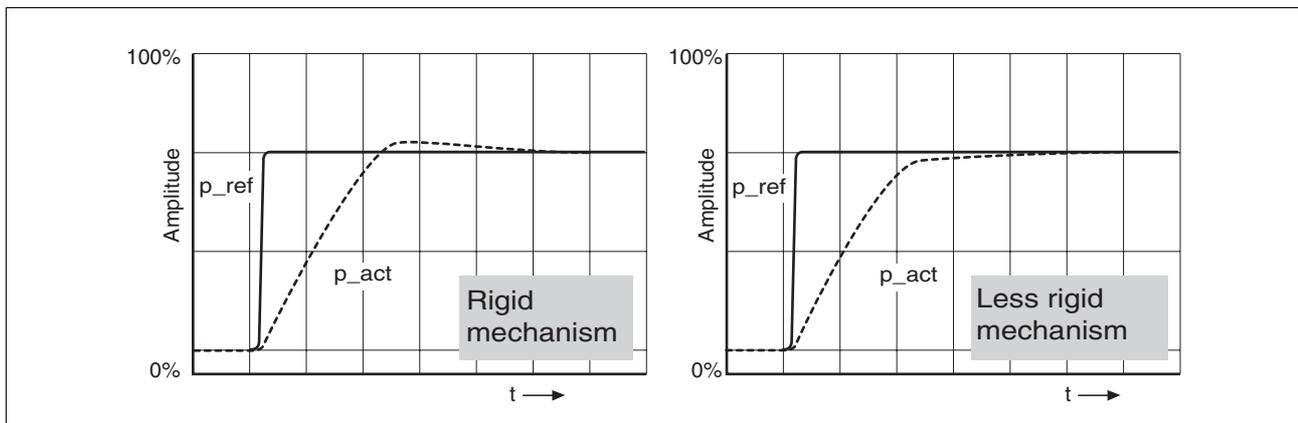


Figure 7.14 Step responses of a position controller with a good control behaviour

The proportional factor $CTRL_Kp$ is at its optimum setting when the motor reaches its target position rapidly and with little or no overshooting.

If the control behaviour does not correspond to the curve shown, change the P-factor $CTRL_Kp$ in steps of about 10% and then initiate a jump function once again.

- If the closed-loop control tends to oscillate: select $CTRL_Kp$ smaller.
- If the actual value is too slow following the reference value: select $CTRL_Kp$ larger.

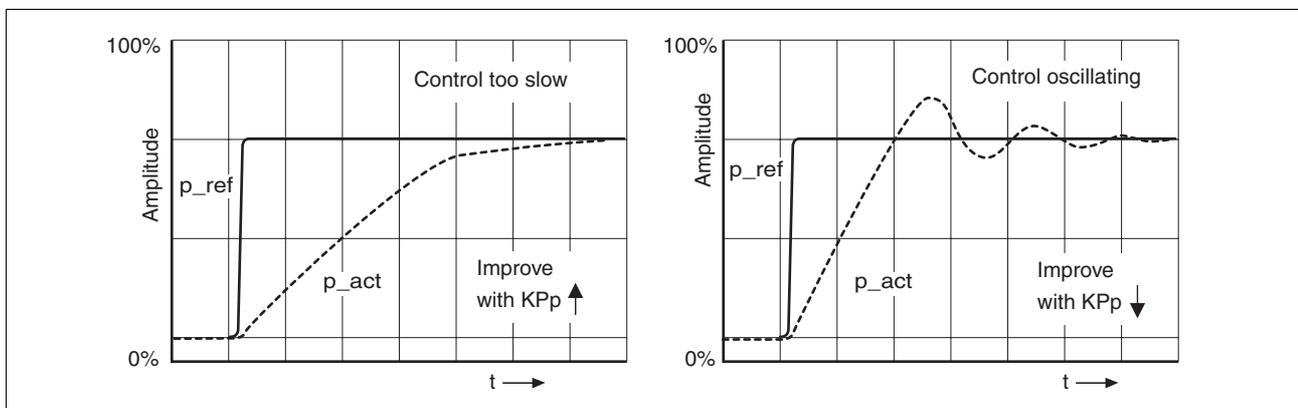


Figure 7.15 Optimising improper settings of the position controller

8 Operation

The "Operation" section describes the basic operating states, operating modes and functions of the device.



*For an overview of **all** parameters can be found alphabetically sorted in the "parameters" section. The application and the function of some parameters are explained in more detail in this section.*

8.1 Overview of operating modes

The following table is an overview of the operating modes and the type of reference value preselection.

Operating mode	in fieldbus control mode.	Description
Jog	Fieldbus commands or HMI	Page 8-12
Current control	Fieldbus commands	Page 8-14
Speed control	Fieldbus commands	Page 8-15
Electronic gear	P/D or A/B	Page 8-16
Profile position	Fieldbus commands	Page 8-20
Profile velocity	Fieldbus commands	Page 8-23
Homing	Fieldbus commands	Page 8-25

Reference value to control loop

The following table shows the correspondance of operating mode, control loop and usage of the profile generator.

Operating mode	Control loop	Profile generator
Jog	position controller	X
Current control	current controller	-
Speed control	speed controller	-
Electronic gear	position controller	-
Profile position	position controller	X
Profile velocity	position controller	X
Homing	position controller	X

8.2 Access monitor

8.2.1 via HMI

The HMI receives the access monitoring when starting the jog operating mode or when starting Autotuning. Control via the commissioning software or by the fieldbus is then not possible.

In addition, the HMI can be locked using the parameter `HMIlocked`. This means that control via the HMI is no longer possible.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMIlocked	Block HMI(8-1) 0: HMI not blocked 1: HMI blocked	- 0 0 1	UINT16 R/W per. -	Profibus 14850
-	When the HMI is blocked the following actions are no longer possible: - Change parameters - Manual operation (Jog) - Autotuning - FaultReset			

8.2.2 via fieldbus

Fieldbus control mode In the case of fieldbus control mode, the parameter `AccessLock` can be used to limit the access monitoring to the fieldbus .

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AccessLock	Blocking of other access channels(8-1) 0: Other access channels enabled 1: Other access channels blocked	- 0 - 1	UINT16 R/W - -	Profibus 316
-	This parameter allows the fieldbus to block active access to the device for the following access channels: - Commissioning tool - HMI - a second fieldbus The processing of the input signals (e.g. Stop-input) cannot be blocked.			

8.2.3 via commissioning software

The commissioning software receives the access monitor via the "Activate" button. Access via HMI or fieldbus is then not possible.

8.2.4 via hardware input signals

The digital input signals $\overline{\text{HALT}}$, $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ are always effective, even if the HMI or the commissioning software controls the access.

8.3 Operating states

8.3.1 Status diagram

After switching on and at the start of an operating mode, a sequence of operating states is progressed through.

The relationship between the operating states and the state transitions is shown in the state diagram (state machine).

The operating states are internally monitored and influenced by monitoring and system functions, such as temperature and current monitoring

Graphic representation The state diagram is shown graphically as a flow chart.

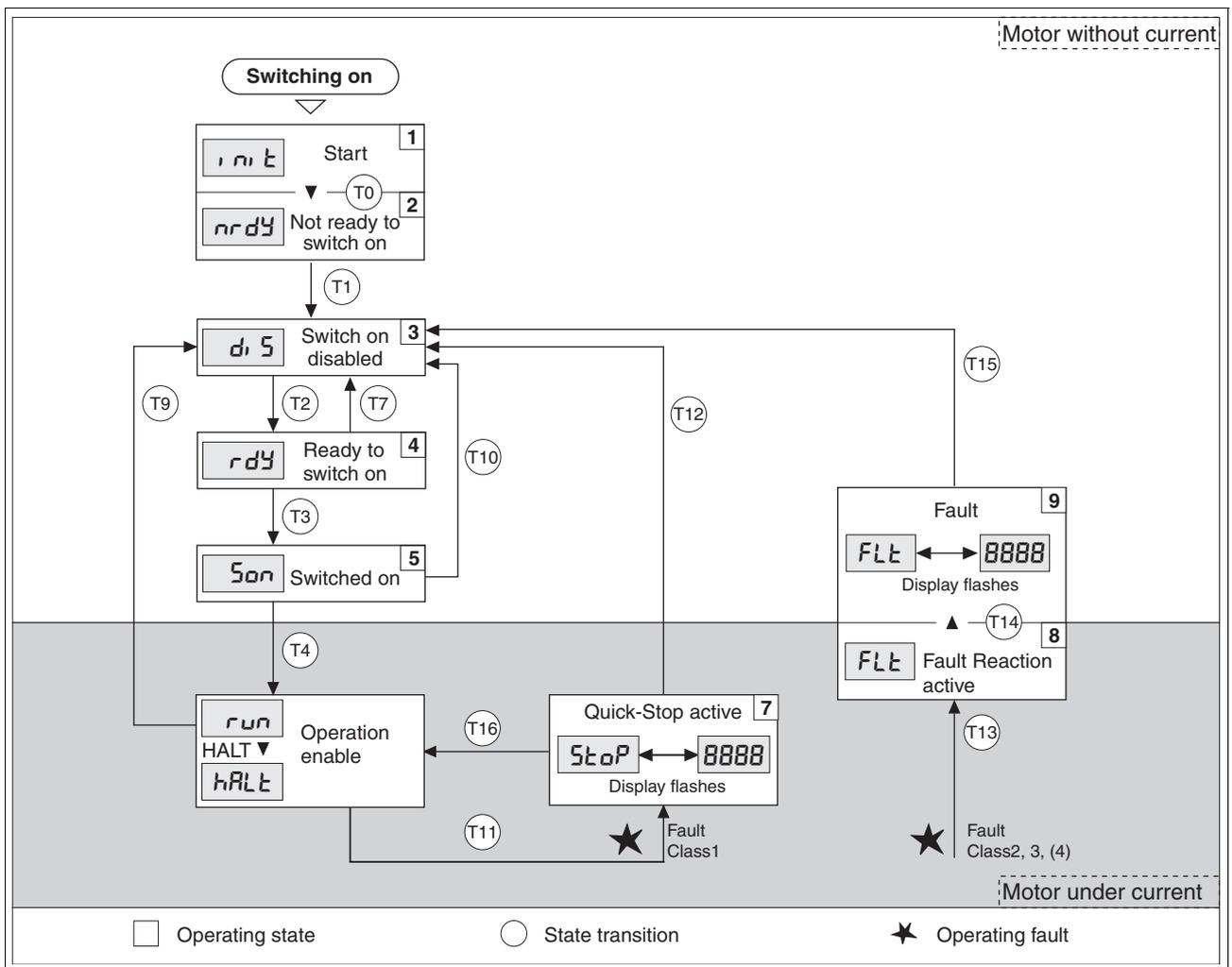


Figure 8.1 Status diagram

019844113299, V1.05, 02.2006

Operating states The operating states are displayed as standard by the HMI and the commissioning software.

Display	Status	State description
1 n.t	1 Start	Controller supply voltage, electronics is initialised
nr dY	2 Not ready to switch on	The power amplifier is not ready to switch on
di 5	3 Switch on disabled	Switching on the power amplifier is disabled
r dY	4 Ready to switch on	The power amplifier is ready to switch on
5 on	5 Switched on	Motor not under current Power amplifier ready No operating mode active
run hRLt	6 Operation enable	RUN: device running in the selected operating mode HALT: The motor is stopped with active power amplifier
Stop	7 Quick Stop active	"Quick Stop" is executed
FLt	8 Fault Reaction active	Error detected, error response is enabled
FLt	9 Fault	device is in error condition

Error response The state transition T13 initiates an error response as soon as an internal occurrence indicates an operation error to which the device must react. The description of the error classification can be seen in the diagnostics chapter.

Error class	Statusfrom - Response > to	
2	x -> 8	Braking with "Quick Stop" Brake is closed Power amplifier is switched off
3.4 or "Power Removal"	x -> 8 -> 9	Power amplifier is switched off immediately, even if "Quick Stop" is still active

Table 8.1 Error response at state transition T13

An operating error can be indicated by, for example, a temperature sensor. The device interrupts the travel command and carries out an error response e.g. braking and stopping with "Quick Stop" or switching off the power amplifier. Subsequently the operating status changes to "Fault".

To leave the operating status "Fault" the cause of the error must be corrected and a "Fault Reset" over the process data channel (driveCtrl bit_3, FR) .



In the case of a "Quick Stop" triggered by errors of class 1 (operating status 7), a "Fault Reset" triggers a direct return to the operating status 6.

State transitions Status transitions are triggered by a fieldbus command or as a response to a monitoring signal.

Trans- ition	Operating status	Condition / result ¹⁾	Response
T0	1 -> 2	<ul style="list-style-type: none"> Motor speed below switch-on limit Device electronics successfully initialised 	Check motor encoder
T1	2 -> 3	<ul style="list-style-type: none"> First commissioning is completed 	-
T2	3 -> 4	<ul style="list-style-type: none"> Motor encoder successfully checked, DC bus voltage active, $\overline{PWRR_A}$ and $\overline{PWRR_B} = +24V$, actual speed: <1000 rpm 	-
T3	4 -> 5	<ul style="list-style-type: none"> Fieldbus command Enable 	
T4	5 -> 6	<ul style="list-style-type: none"> Fieldbus command Enable 	Switch on power amplifier. Motor phases, earthing, user parameters are checked Release brake
T7	4 -> 3	<ul style="list-style-type: none"> DC BUS undervoltage $\overline{PWRR_A}$ and $\overline{PWRR_B} = 0V$ Actual speed: >1000 rpm (e.g. by auxiliary drive) Fieldbus command Disable 	-
T9	6 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	Switch off power amplifier immediately
T10	5 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	
T11	6 -> 7	<ul style="list-style-type: none"> Class 1 error Fieldbus command Quick Stop 	Interrupt travel command with "Quick Stop"
T12	7 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	Switch off power amplifier immediately, even if "Quick Stop" still active
T13	x -> 8	<ul style="list-style-type: none"> Errors Class 2, 3 or 4 	Error response is carried out, see "error response"
T14	8 -> 9	<ul style="list-style-type: none"> Error response completed Errors Class , 3 or 4 	
T15	9 -> 3	<ul style="list-style-type: none"> Fieldbus command Fault Reset ²⁾ 	Error is reset
T16	7 -> 6	<ul style="list-style-type: none"> Fieldbus command Fault Reset ²⁾ 	

1) It is sufficient to fulfil one point to trigger the status transition

2) Cause of error must be corrected

8.3.2 Changing operating states

The master can control the operating states of the slave via the process data channel, e.g. enable and disable the power amplifier, trigger and reset a "Quick Stop", reset errors and enable operating modes.

Changing the operating states and enabling the operating modes must be executed separately. An operating mode can generally only be enabled if the operating status is already "OPERATION-ENABLE".

In the process data channel control is via driveCtrl, see also fieldbus manual.



In this family of devices the parameter address corresponds to the index. The sub-index is always 0.

Description driveCtrl:

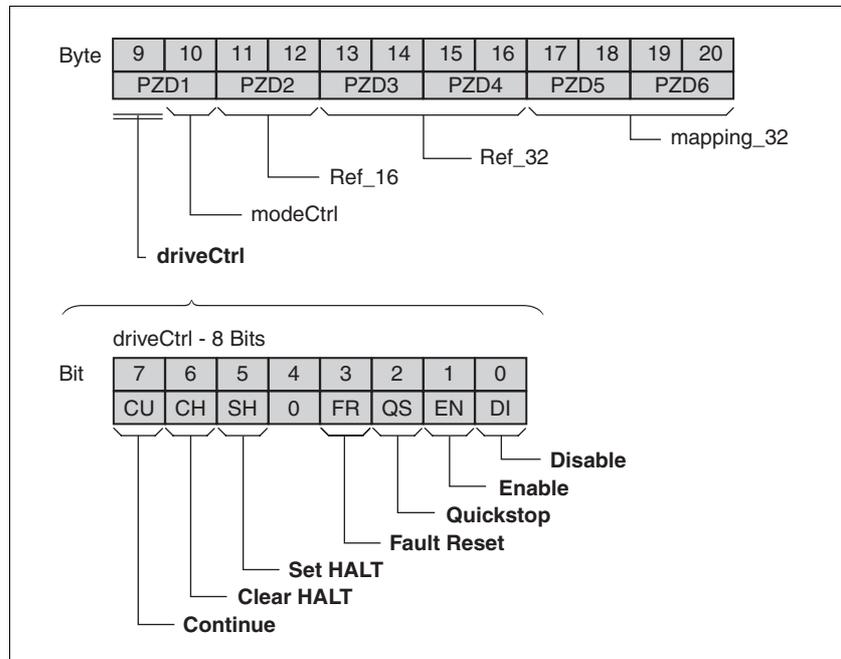


Figure 8.2 Transmission data in the process data channel: driveCtrl

The operating status is changed using the process data channel PZD1 driveCtrl via bits 0..7.

During access via the process data channel these bits are edge-selective, i.e. the function is triggered with a 0 > 1 edge.



Note: the enable bit must always be set as long as the motor is powered.

Change of operating status ^{1) 2)}	Effect on operating status
Bit 0: disable power amplifier	6 - 3 - 4 (Operation enable ⇒ Switch on disable ⇒ Ready to switch on)
Bit 1: enable power amplifier	4 - 5 - 6 (Ready to switch on ⇒ Switched on ⇒ Operation Enable)

Change of operating status ^{1) 2)}	Effect on operating status
Bit 2: Quick Stop	6 - 7 (Operation enable ⇒ Quick Stop active)
Bit 3: Fault Reset	9 - 3 - 4 (Fault ⇒ Switch on disable ⇒ Ready to switch on)
Bit 4: 0	reserved
Bit 5: Set HALT	Set HALT
Bit 6: Clear HALT	Clear HALT
Bit 7: Continue	Resume operating mode interrupted by HALT

1) Process data channel: Process is executed at 0->1 edge

2) Parameter channel: Processing is run at write access if bit value =1

Table 8.2 Change of operating status (driveCtrl)

8.3.3 Displaying the operating states

In fieldbus control mode, the display of operating status takes place via the fieldbus, the HMI or the commissioning software.

In the fieldbus the received data are evaluated in the process data channel, see also fieldbus manual.

Received data format, detailed description

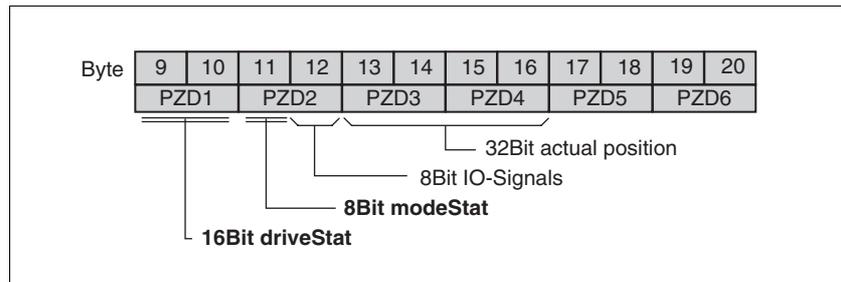


Figure 8.3 Received data in the process data channel: Slave to master

Byte 9+10: driveStat, contains the momentary operating status as fieldbus status word, warning and error bits and the status of the current axis operating mode.

Byte 11: modeStat, return of the current operating mode

Byte 12: IO signals, status of input signals

Byte 13...16: "32-bit actual position", actual position data

Byte 17...20: these bytes can be configured, the content is specified via index and subindex. They do not show a time consistency with bytes 9...16.

8.4 Starting and changing operating modes

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

Requirements To start an operating mode the unit must be ready to start and correctly initialised.

An operating mode cannot be carried out in parallel with another operating mode. If an operating mode is active, then you can only change to a different operating mode if the current operating mode is completed or is discontinued.

An operating mode is completed if the drive is at a standstill, e.g. if the target position of a positioning process is reached or if the drive is stopped by a "Quick Stop" or "Halt". If a fault occurs during the process which leads to the discontinuation of a current operating mode, then, after the cause of the fault has been removed, the traverse operation can be resumed, or you can change to a different operating mode.

8.4.1 Start operating mode

In the fieldbus the operating mode is set and started in one write process. This is done in the process data channel with modeCtrl.

Description modeCtrl:

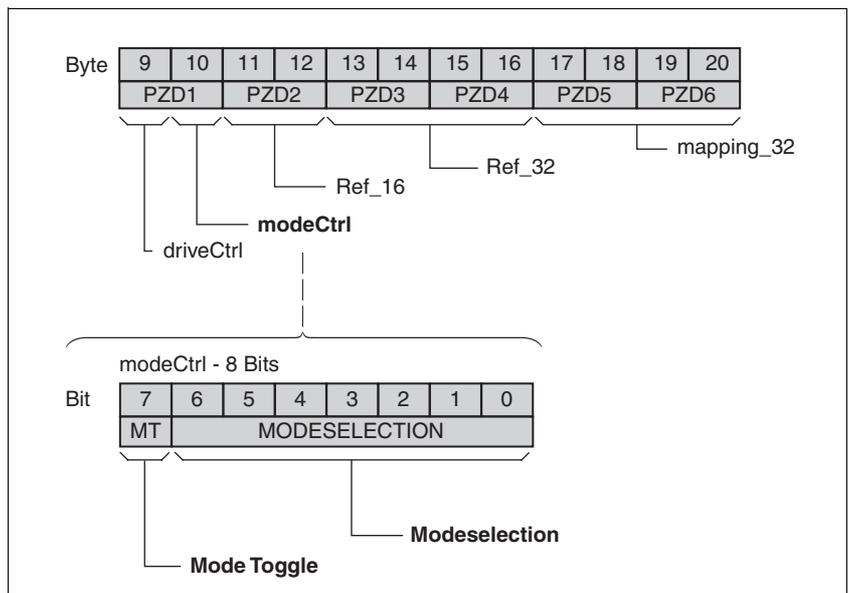


Figure 8.4 Transmission data in the process data channel: modeCtrl

The operating modes are controlled via the parameter `modeCtrl`. To trigger an operating mode or to change reference values the master must enter the following values:

- Reference values in fields PZD2, PZD3 and PZD4
- Select operating mode and action with `modeCtrl`, Bits 0..6 (MODESELECTION)
- Toggle `modeCtrl`, Bit 7 (MT)

The possible operating modes, operating actions and the associated reference values are shown in Table 6.4.

Operating mode	<code>modeCtrl</code> ¹⁾	Description	Reference value ref_16, PZD2	Reference value ref_32, PZD3+4
Jog	01h	Jog - classical jog	Operation (direction and rotation speed selection) as in <code>JOGactivate</code>	-
Homing	02h	Dimension setting	-	Set dimensions position as in <code>HMp_setpusr</code>
	12h	Reference movement	Type of reference movement as in <code>HMmethod</code>	-
Profile position	03h	Absolute positioning	Set speed as in <code>PPn_target</code>	Setpoint as in <code>PPp_absusr</code>
	13h	Relative positioning with reference to current set target position	Set speed as in <code>PPn_target</code>	Setpoint as in <code>PPp_relprefusr</code>
	23h	Relative positioning with reference to current motor position	Set speed as in <code>PPn_target</code>	Setpoint as in <code>PPp_relpactusr</code>
Profile velocity	04h	Profile velocity	Set speed as in <code>PVn_target</code> (16 bit only)	-
Electronic gear	05h	Electronic gear, real-time synchronisation	Gear ratio denominator as in <code>GEARdenom</code> (16 bit only)	Numerator of gear ratio as in <code>GEARnum</code>
	15h	Electronic gear, synchronisation with compensation movement	Gear ratio denominator as in <code>GEARdenom</code> (16 bit only)	Numerator of gear ratio as in <code>GEARnum</code>
Current control	16h	Current control	Setpoint current as in <code>CUR_I_target</code>	-
Speed control	17h	Speed control	Setpoint speed as in <code>SPEEDn_target</code>	-

1) Column corresponds to the value entered in byte `modeCtrl`, but without `ModeToggle` (bit 7)

Table 8.3 Set operating modes via `modeCtrl`

Setpoints are entered in `usr`, setpoint speeds are entered in 1/min.

With simultaneous transmission of operating mode, setpoint position and set speed in the process data channel data consistency must be ensured. Therefore, the operating mode data are only evaluated if Bit 7 has been toggled. Toggling means that a 0>1 or a 1>0 change of edge has been detected since the last transmission.

Bit 7 is mirrored in the received data set, the master detect the acceptance of the data by the slave.

8.4.2 Change operating mode

The operating modes can be changed whilst the operation is in process. For this purpose, the current process must be completed or explicitly discontinued. The drive must be at a standstill. Proceed then as shown under "Starting the Operating Mode".

Exceptions to this are the operating modes current control and speed control. The motor need not be at a standstill to change between these two operating modes

8.5 Operating modes

8.5.1 Jog operation mode

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

Description The motor traverses by one traverse unit or at constant speed in continuous running. The length of the traverse unit, the speed steps and the change-over time in continuous running can be adjusted.

The current axis position is the start position for the jog operating mode. Position and speed values are input in user-defined units.

Start operating mode The operating mode can be started via the HMI. The power amplifier becomes active and the motor is under current by calling up the JOG_{-} / SET . The motor runs by pushing the "up arrow" or "down arrow" buttons. You can change between slow and fast movement by simultaneously pushing the ENT-button.

With fieldbus control mode the operating mode is set in the process data channel in modeCtrl. The writing of the parameter value simultaneously causes the start of the operating mode. With the start signal for the jog the motor first moves over a defined travel $JOG_{stepusr}$. If the start signal is still pending after a specified delay time JOG_{time} , the device switches to continuous operation until the start signal is cancelled.

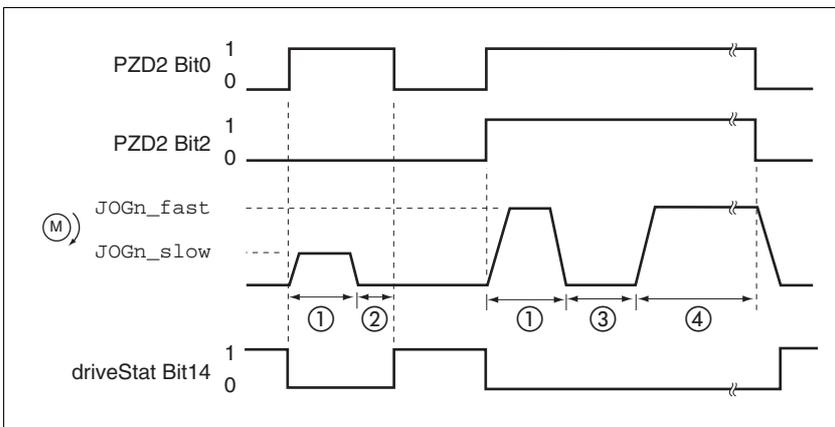


Figure 8.5 Jog, slow and fast

- (1) $JOG_{stepusr}$
- (2) $t < JOG_{time}$
- (3) $t > JOG_{time}$
- (4) Continuous operation

The inching distance, delay and jog speeds can be set. If the inching distance is zero, jog starts directly with continuous movement irrespective of the delay.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
JOGn_slow NSLW JOG-n5Ll	Speed for slow jog(8-12) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT16 R/W per. -	Profibus 10504
JOGn_fast NFST JOG-nF5t	Speed for fast jog(8-12) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 180 13200	UINT16 R/W per. -	Profibus 10506
JOGstepusr -	inching distance before continuous operation(8-12) 0: direct activation of continuous operation >0: positioning section per inching cycle	usr 0 20	INT32 R/W per. -	Profibus 10510
JOGtime -	Waiting time before continuous operation(8-12) Time is only effective if an inching distance not equal to 0 has been set, otherwise direct transition to continuous operation.	ms 1 500 32767	UINT16 R/W per. -	Profibus 10512

End operating mode Jog is finished when the motor has stopped and

- the directional signal is inactive.
- the operating mode has been interrupted by "Halt" or an error

Further possibilities For further setting possibilities and functions for the operating mode see from page 8-39.

8.5.2 Current control operating mode

Overview of current control In the operating mode current control the reference value of the motor current by parameters.

The following overview shows the effectivity of the parameters which can be set for the operating mode.

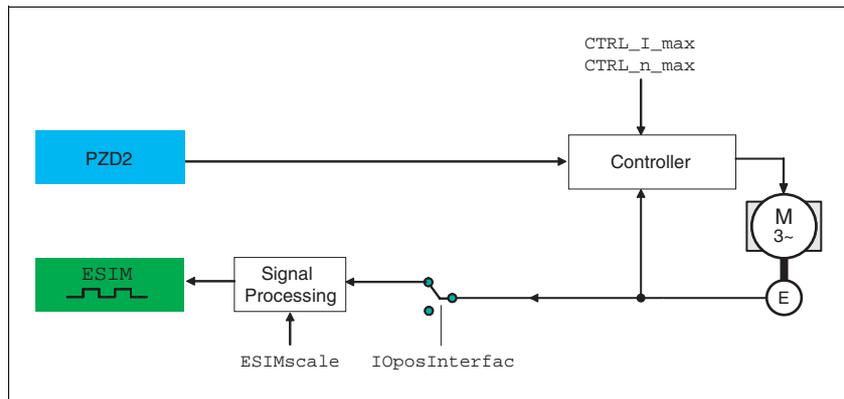


Figure 8.6 Operating mode current control, effects of settable parameters

PZD2 corresponds to parameter CUR_I_target

⚠ WARNING

Unexpected acceleration may cause injury and damage to the system.

The drive in current regulation mode can reach extreme speeds when operated without limits or load.

- Check the configured speed limiter.

Failure to follow these instructions can result in death, serious injury or equipment damage.

Setting to the reference value The operating mode is set via PZD1 and the reference value is set via PZD2, see page 8-9.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CUR_I_target	Set current in operating mode current control(8-14)	A _{pk} -300.00 0.00 300.00	INT16 R/W - -	Profibus 8200
-		Fieldbus -30000 0 30000		

End operating mode The processing in the operating mode is completed if the operating mode has been "deactivated" and the drive is at a standstill, or if the motor speed has taken the value = 0 as a result of a fault.

8.5.3 Speed control operating mode

Description In the operating mode speed regulation, the set reference value of the motor speed is provided either via the V analogue input or by parameter. Transitions between two speeds can only take place in relation to the set control parameters. Compare this to the operating mode velocity profile, where the transitions are defined by a profile generator. The following overview shows the effectivity of the parameters which can be set for the operating mode.

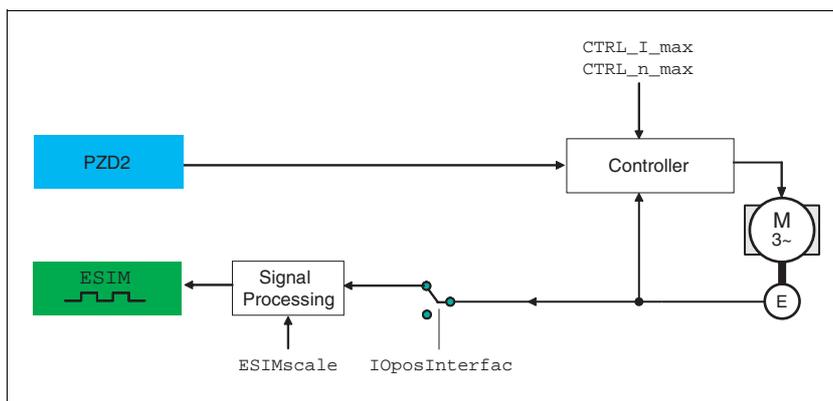


Figure 8.7 Operating mode speed control , effect of settable parameters

PZD2 corresponds to parameter SPEEDn_target

Setting to the reference value The operating mode is set via PZD1 and the reference value is set via PZD2, see page 8-9.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPEEDn_target	Set speed in operating mode speed control(8-15)	1/min -30000 0 30000	INT16 R/W - -	Profibus 8456
-	The internal maximum speed is limited by the current setting in CTRL_n_max			

End operating mode The processing in the operating mode is completed if the operating mode has been "deactivated" and the drive is at a standstill, or if the motor speed has taken the value = 0 as a result of a fault.

8.5.4 Electronic gear operation mode

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

Description In the electronic gear operating mode reference signals are fed in as A/B signals or as pulse/direction signals. They are offset to a new position preset with an adjustable gear ratio.

The specification whether A/B signals or pulse/direction signals should be processed depends on the setting of the parameter `IOposInterfac`.

Example An NC control provides reference signals to two units. The motors execute different, proportional positioning movements in accordance with the gear ratios.

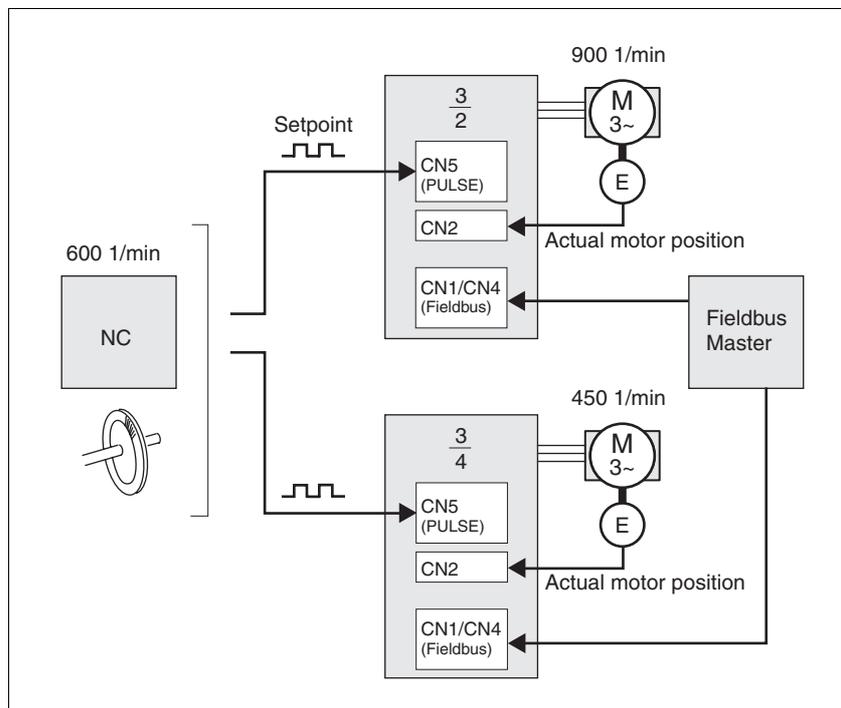


Figure 8.8 Reference value preset via NC controller

The type of synchronisation is set and the gear processing is started by a write command on the parameter `GEARreference`. If positioning changes at the reference signals are stored, then the unit computes these with the gear factor and positions the motor to the new set position.

019844113299, V1.05, 02.2006

Positioning values are given in internal units. The unit performs the changes immediately.

End operating mode The process is ended by:

- disabling the operating mode and motor at standstill
- motor standstill by "Halt" or by an error

8.5.4.1 Setting parameters

Overview The following overview shows the effectiveness of the parameters which can be set for the operating mode electronic gear.

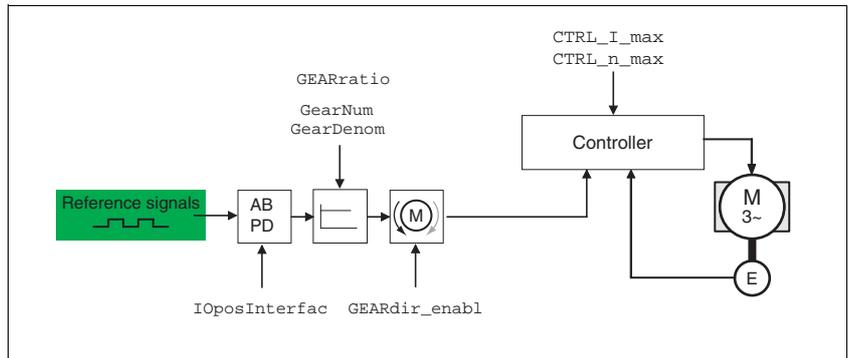


Figure 8.9 Operating mode electronic gear, effect of settable parameters

PZD2	corresponds to parameter GEARdenom as 16-bit value
PZD3 + PZD4	corresponds to parameter GEARnum as 32-bit value

The resulting positioning movement is dependent upon the current motor resolution. It amounts to 131072 motor increments per revolution.

The setting values for the electronic gear, independent of the type of synchronisation, are:

- Gear factor (predefined value or intrinsic gear factor)
- size of following error
- Release of the direction of rotation

Setting thresholds For setting current limiting and speed limiting see 7-14.

Synchronisation In the case of the operating mode electronic gear, the device operates synchronously in interconnected gears, e.g. with other drives. If the device leaves the gear processing for a short period of time, then the synchronous run with other drives is lost. Position changes are internally counted at the reference signals that occur during the interruption. The position changes can be compensated or ignored when restarting gear processing, see page 8-9.

Gear ratio The gear ratio is the relationship between the motor increments and the externally inputted guide increments for the movement of the motor.

$$\text{Gear factor} = \frac{\text{Motor increments}}{\text{Reference increments}} = \frac{\text{Gear factor numerator}}{\text{Gear factor denominator}}$$

The parameter `GEARratio` serves to set the predefined gear ratio. Alternatively, an intrinsic gear ratio can be selected.

The intrinsic gear ratio is determined with the parameters count and name. A negative numerator value reverses the motor's direction of rotation. The gear ratio is preset to 1:1.

The operating mode is set via PZD1, the gear ratio is set via PZD2 (`GEARdenom` as 16-bit value) and PZD3, 4 (`GEARnum` as 32-bit value).

Example At a setting of 1000 reference increments the motor should rotate 2000 motor increments. This yields a gear ratio of 2.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
GEARratio	Selection of special gear ratios(8-16)	- 0 0 11	UINT16 R/W per. -	Profibus 9740
GFACT SET- <i>GFACT</i>	0: Use of the specified gear ratio from GEARnum/GEARdenom 1 : 200 2 : 400 3: 500 4 : 1000 5 : 2000 6 : 4000 7 : 5000 8: 10000 9 : 4096 10 : 8192 11 : 16384			
	Changing the reference variable by the stated value causes the motor to make one revolution.			
GEARnum	Gear ratio numerator(8-16)	- -2147483648 1 2147483647	INT32 R/W per. -	Profibus 9736
-	Gear ratio= $\frac{\text{GEARnum}}{\text{GEARdenom}}$			
	The new gear ratio is enabled when the numerator value is transferred.			
GEARdenom	Gear ratio denominator(8-16)	- 1 1 2147483647	INT32 R/W per. -	Profibus 9734
-	see description GEARnum			

Direction enabling The direction enabling allows restriction of the movement to positive or negative direction of rotation. Direction enabling is set with the parameter `GEARdir_enabl`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
GEARdir_enabl -	Enabled direction of motion of the gear processing(8-16) 1 / positive : pos. direction 2 / negative : neg. direction 3 / both : both directions (default) This can be used to enable a return motion lock.	- 1 3 3	UINT16 R/W per. -	Profibus 9738

Further possibilities For further setting possibilities and functions for the operating mode see from page 8-39.

8.5.5 Profile position operating mode

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

In profile position operating mode a movement with an adjustable travel profile is run from a start position to a target position. The value of the target position can be given as either a relative or an absolute position.

A movement profile can be set with values for acceleration and deceleration ramps and final speed.

Relative and absolute positioning,

At an absolute positioning the positioning path is specified absolutely with reference to the zero point of the axis. A zero point must be defined with the homing operating mode before the first absolute positioning.

At a relative positioning the positioning path is specified relative to the momentary axis position or the target position.

An absolute positioning or relative positioning is set with via modeCtrl.

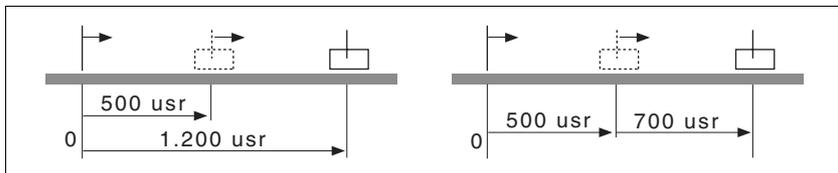


Figure 8.10 Absolute positioning (left) and relative positioning (right)

Requirements The unit must be in the "Operation status" operating mode.
See chapter .

8.5.5.1 Setting parameters

The profile position operating mode can be set and executed with parameters or the process data channel. For settings and examples see the fieldbus manual.

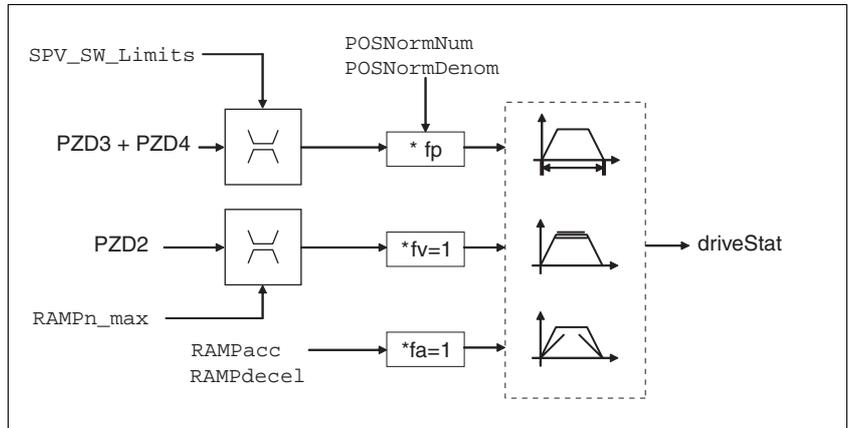


Figure 8.11 Profile position operating mode, effect of settable parameters

PZD2	corresponds to parameter PPn_target
PZD3 + PZD4	Absolute: corresponds to parameter PPp_absusr Relative: corresponds to parameter $PPp_relprefusr$ or parameter $PPp_relpactusr$

At an absolute positioning the positioning path is specified absolutely with reference to the zero point of the axis.

At a relative positioning the positioning path is specified relative to the momentary axis position or the target position.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PPn_target	Speed setpoint for profile position mode(8-20)	1/min 1 60 13200	UINT16 R/W	Profibus 8970
-	Maximum value is limited to the current setting in $CTRL_n_max$ The setting value is internally limited to the current parameter setting in $RAMPn_max$.	-	-	-
PPp_absusr	Absolute target position of profile position operating mode()	usr -	INT32 R/W	
-	Min/Max values are dependent upon: - Scaling factor - software limit switch (if this is activated)	-	-	-
$PPp_relpactusr$	Target position relative to current motor position of profile position operating mode()	usr -	INT32 R/W	
-	Min/max value : depending on: - position standardisation factor - software limit switch (if enabled)	-	-	-
	During a current positioning in Profile Position mode the relative positioning refers to the current motor position. An overrun of the absolute user-defined position limits is possible only if the drive is at standstill when starting the movement ($x_end=1$). In this case an implicit setting dimensions to position 0 is run.			

019844113299, V1.05, 02.2006

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PPp_relprefusr	Target position relative to current target position of profile position operating mode() Min/max value : depending on: - position standardisation factor - software limit switch (if enabled) During a current positioning in Profile Position mode the relative positioning refers to the target position of the current movement. An overrun of the absolute user-defined position limits is possible only if the drive is at standstill when starting the movement (x_end=1). In this case an implicit setting dimensions to position 0 is run.	usr - -	INT32 R/W -	

Current Position The current position is determined by using the 2 parameters `_p_actusr` and `_p_actRAMPusr`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
<code>_p_actusr</code> PACU STA-PRCL	Actual position of the motor in user-defined units(8-39) Caution! Actual position of motor is only valid after determination of the motor absolute position. With invalid motor absolute position : _WarnLatched _WarnActive Bit 13=1: absolute position of motor not yet detected	usr - -	INT32 R/- -	Profibus 7706
<code>_p_actRAMPusr</code> -	Actual position of the travel profile generator(8-39) in user-defined units	usr - -	INT32 R/- -	Profibus 7940

8.5.6 Operation mode Profile velocity

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

In the profile velocity operating mode it is accelerated to an adjustable setpoint speed. A movement profile can be set with values for acceleration and deceleration.

Requirements The unit must be in the "Operation status" operating mode. See chapter 8.4 "Starting and changing operating modes".

8.5.6.1 Setting parameters

Overview The following overview shows the effect of the parameters which can be set for the velocity profile operating mode.

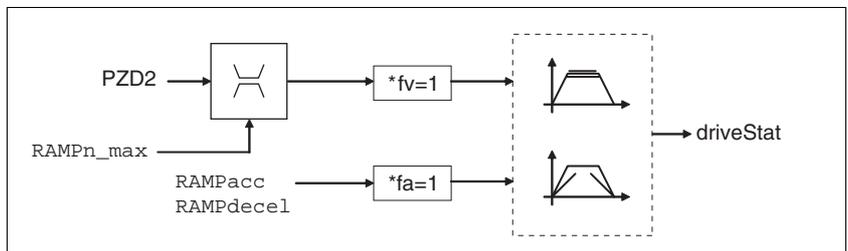


Figure 8.12 Operating mode velocity profile, effect of settable parameters

PZD2 corresponds to parameter PVn_target

Set speed The set speed is transferred in the process data channel corresponding to the parameter PVn_target in rpm and can be changed during the movement. The operating mode is not limited by range limits of the positioning. New speed values are accepted immediately during a travel command. The structure of the process data channel is described in detail in the fieldbus manual.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PVn_target	Setpoint velocity profile velocity operating mode(8-23)	1/min -13200	INT32 R/W	Profibus 9218
-	Maximum value is limited to the current setting in CTRL_n_max. The setting value is internally limited to the current parameter setting in RAMPn_max.	- 13200	-	

019844113299, V1.05, 02.2006

Current speed The current speed is determined by using the 2 parameters `_n_act` and `_n_actRAMP`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
<code>_n_act</code> NACT STA-nRLt	Actual speed of motor(8-39)	1/min - -	INT16 R/- -	Profibus 7696
<code>_n_actRAMP</code> -	Actual speed of the movement profile generator(8-39)	1/min - -	INT32 R/- -	Profibus 7948

8.5.7 Operation mode Homing

⚠ WARNING

Danger of personal injury and damage to system parts by uncontrolled system operation!

- Note that inputs to these parameters are executed by the drive controller immediately on receipt of the data set.
- Make sure that the system is free and ready for movement before changing these parameters

Failure to follow these instructions can result in death, serious injury or equipment damage.

Overview of homing

In homing mode, an absolute scale reference of the motor position at a defined axis position is established. Referencing can be carried out by a homing movement or by dimension setting.

- A reference movement performs movement to a defined point, the reference point, on the axis, in order to create the absolute measurement reference of the motor position. The reference point simultaneously defines the zero point that is used for all subsequent absolute positionings as a reference point. Displacement of the zero point can be set by parameters.

The reference movement must be carried out completely to ensure that the new zero point is valid. If it is interrupted, then the reference movement has to be started again. Unlike the other operating modes a reference movement must be completed before you can switch to a new operating mode.

The signals $\overline{\text{LIMN}}$, $\overline{\text{LIMP}}$ and $\overline{\text{REF}}$ required for the reference movement must be wired. Monitoring signals that are not used should be deactivated.

- Set dimensions provides the option of setting the current motor position to a desired position value to which the subsequent position specifications will refer.



A homing is not required for motors with SinCos Multiturn encoders, because it sends a valid absolute position after startup.

Types of reference movements 4 standard reference movements are available

- Movement to negative limit switch $\overline{\text{LIMN}}$
- Movement to positive limit switch $\overline{\text{LIMP}}$
- Movement to reference switch $\overline{\text{REF}}$ with movement in negative direction of rotation
- Movement to reference switch $\overline{\text{REF}}$ with movement in positive direction of rotation

A reference movement can be conducted with or without index pulse.

- Reference movement without index pulse
Movement from the edge of the switch to a distance set by parameters from the edge of the switch.
- Reference movement with index pulse (SinCos Singleturn encoder)
movement from switch edge to the next motor index pulse. The current motor position can be read out with the parameter `_p_absENCusr`. The index pulse is at position value 0.

In the process data channel the reference movement is started via `driveCtrl` and `modeCtrl` corresponding to the parameter `HMmethod`. The status is shown in the received data in `driveStat` and `modeStat`.

8.5.7.1 Setting by parameters, general

There are various methods of homing which can be selected via process data channel PZD2 according to parameter `HMmethod`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMmethod	Reference movement method(8-25)	-	INT16	Profibus 6936
-	1: LIMN with index pulse	1	R/W	
-	2 : LIMP with index pulse	18	-	
-	7 : REF+ with index pulse, inv., outside	35	-	
-	8: REF+ with index pulse, inv., inside			
-	9: REF+ with index pulse, not inv., inside			
-	10: REF+ with index pulse, not inv., outside			
-	11: REF- with index pulse, inv., outside			
-	12: REF- with index pulse, inv., inside			
-	13: REF- with index pulse, not inv., inside			
-	14: REF- with index pulse, not inv., outside			
-	17: LIMN			
-	18: LIMP			
-	23: REF+, inv., outside			
-	24: REF+, inv., inside			
-	25: REF+, not inv., inside			
-	26: REF+, not inv., outside			
-	27: REF-, inv., outside			
-	28: REF-, inv., inside			
-	29: REF-, not inv., inside			
-	30: REF-, not inv., outside			
-	33 : index pulse neg. direction			
-	34: index pulse pos. direction			
-	35: set dimensions			
	Explanation of abbreviations: REF+: search movement in pos. direction REF-: search movement in neg. direction inv.: invert direction in switch not inv.: direction in switch not invert. outside: index pulse/distance outside switch inside: index pulse/distance inside switch			

The evaluation at active_0 or active_1 of the reference switch $\overline{\text{REF}}$ can be set in parameter IOsigREF. A release of the switch is not required.

The evaluation is set to active_0 or active_1 and the release of the limit switch is set with the parameters IOsigLimN and IOsigLimp.



Use the active 0 monitoring signals if possible, because they are proof against wire breakage.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOsigRef	REF signal evaluation(8-39)	-	UINT16	Profibus 1564
-	1 / normally closed: normally closed contact	1	R/W	
-	2 / normally open: normally open contact	2	per.	
	The reference switch is only enabled while processing the reference movement to REF.			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOsigLimN	LIMN signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1566
IOsigLimP	LIMP signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1568

The parameters `HMn` and `HMn_out` are used for setting the speeds for the reference movement.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMn	Set speed for search for the switch(8-25) The setting value is internally limited to the current parameter setting in <code>RAMPn_max</code> .	1/min 1 60 13200	UINT16 R/W per. -	Profibus 10248
HMn_out	Set speed for release movement from switch(8-25) The setting value is internally limited to the current parameter setting in <code>RAMPn_max</code> .	1/min 1 6 3000	UINT16 R/W per. -	Profibus 10250

The parameter `HMp_homeusr` can be used to specify a desired position value, which is set at the reference point after a successful reference movement. This position value defines the current motor position at the reference point. This also defines the zero point.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMp_homeusr	Position on reference point(8-25) After successful reference movement this position value is automatically set at the reference point.	usr -2147483648 0 2147483647	INT32 R/W per. -	Profibus 10262

The parameters `HMoutdisusr` and `HMsrchdisusr` can be used for activation of the monitoring of the switch function.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMoutdisusr -	Maximum run-off(8-25) 0: run-off check inactive >0: run-off in user-defined units The switch must be disabled again inside this run-off, otherwise the reference move- ment is aborted	usr 0 0 2147483647	INT32 R/W per. -	Profibus 10252
HMSrchdisusr -	Maximum search distance after traversing over the switch(8-25) 0: search distance processing inactive >0: search distance in user-defined units The switch must be disabled again inside this search distance, otherwise the reference movement is aborted	usr 0 0 2147483647	INT32 R/W per. -	Profibus 10266

8.5.7.2 Reference movement without index pulse

Description A reference movement without index pulse is set via PZD2 = 17 to 30, for bit assignment see parameter `HMmethod`.

The distance to the switching edge can be specified with the parameter `HMdisusr`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMdisusr	Distance between the switching edge and the reference point(8-30) After leaving the switch, the drive is still positioned in the working range for a defined path and this position is defined as a reference point. The parameters are only effective with reference movements without index pulse searching.	usr 1 200 2147483647	INT32 R/W per. -	Profibus 10254

Reference movement towards limit switch A reference movement to the negative limit switch is shown below with the distance to the switch edge (`HMmethod = 17`).

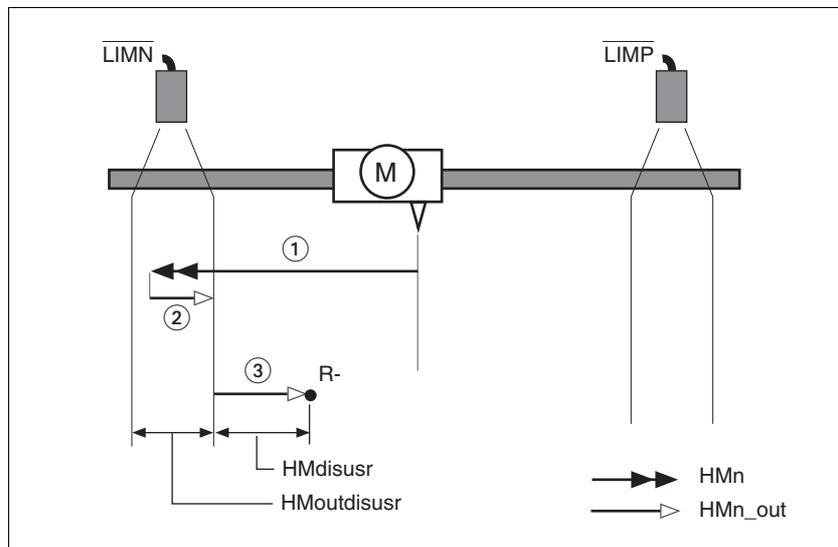


Figure 8.13 Reference movement to the negative limit switch

- (1) Movement to limit switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Movement at the distance to switching edge with clearance speed

Reference movement to reference switch

Reference movements to the reference switch with the distance to the switch edge are shown below (HMmethod = 27 to 30).

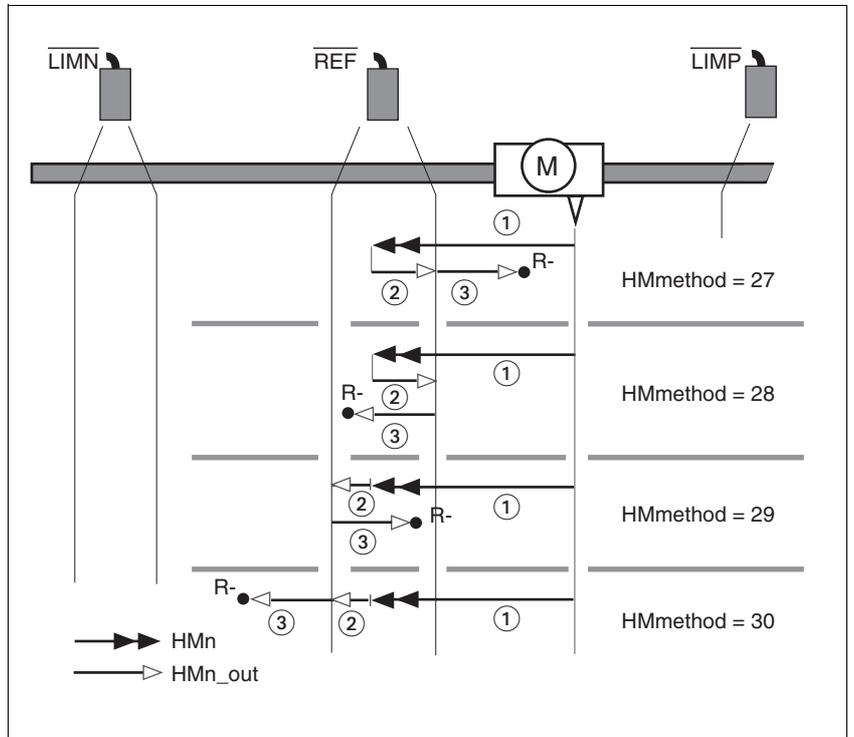


Figure 8.14 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Movement at the distance to switching edge with clearance speed

Examples Reference movements to the reference switch with the distance to the switch edge are shown below ($HM_{method} = 27$). Various responses at different search speeds and start positions are shown.

- Movement to the reference switch with first movement in the negative direction, reference switch is once before (A1, A2) and once behind the start point (B1, B2).
- Additional movement when traversing through the switching window (A2, B2).

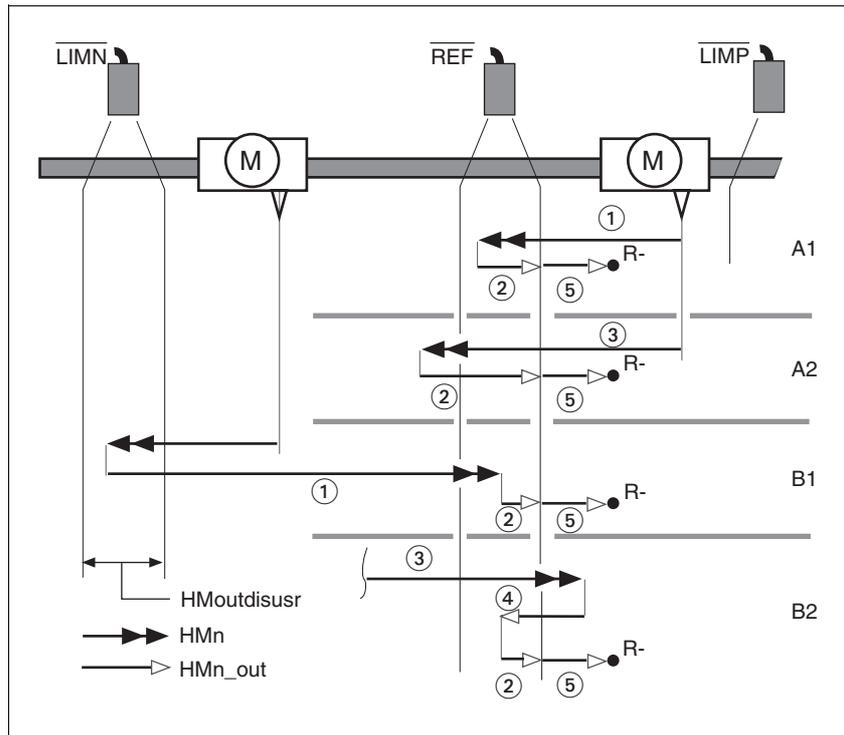


Figure 8.15 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Excessively fast movement to reference switch with search speed
- (4) Return movement to switch area at clearance speed
- (5) Movement at the distance to switching edge with clearance speed

8.5.7.3 Reference movement with index pulse

Description A reference movement with index pulse is set via PZD2 = 1 to 14, for bit assignment see parameter `HMmethod`.

First, the defined reference switch is approached and finally a search movement is made to the nearest index pulse.

Parameter possibilities The position distance between switching edge and index pulse can be calculated with the parameter `HMdisREFtoIDX`. The value should be >0.05 revolutions.

If the index pulse is too close to the switching edge, the limit switch or reference switch can be moved mechanically. Otherwise the position of the index pulse can be moved with the parameter `ENC_pabsusr`, see Chapter 7.4.10 "Setting parameters for encoder" page 7-23. This ensures that a reference movement with index pulse can be reproduced at any time.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMdisREFtoIDX	Distance switch - index pulse after reference movement(8-33)	revolution 0.0000	INT32 R/-	Profibus 10264
-	Reading value provides the value of the difference between the index pulse position and the position on the switching flank of the limit or reference switch. Used to check how far the index pulse is from the switching edge and is used as a criterion for whether the reference movement can be correctly reproduced with index pulse processing in steps of 1/10000 revolutions	- 0.0000	-	

Reference movement towards limit switch A reference movement to the positive limit switch with movement to the first index pulse is shown below ($HMmethod = 2$).

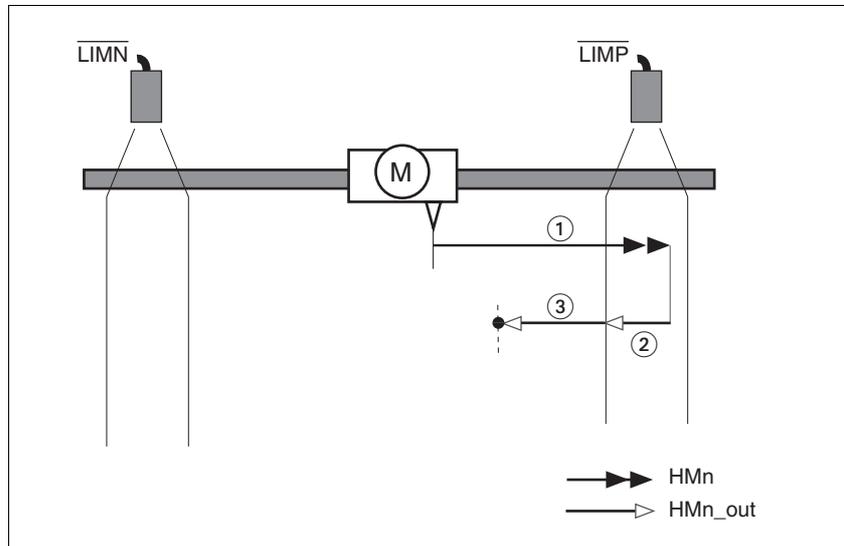


Figure 8.16 Reference movement to the positive limit switch

- (1) Movement to limit switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Movement to index pulse with clearance speed

Reference movement to reference switch

Reference movements to the reference switch with movement to the first index pulse are shown below (HMmethod = 11 to 14).

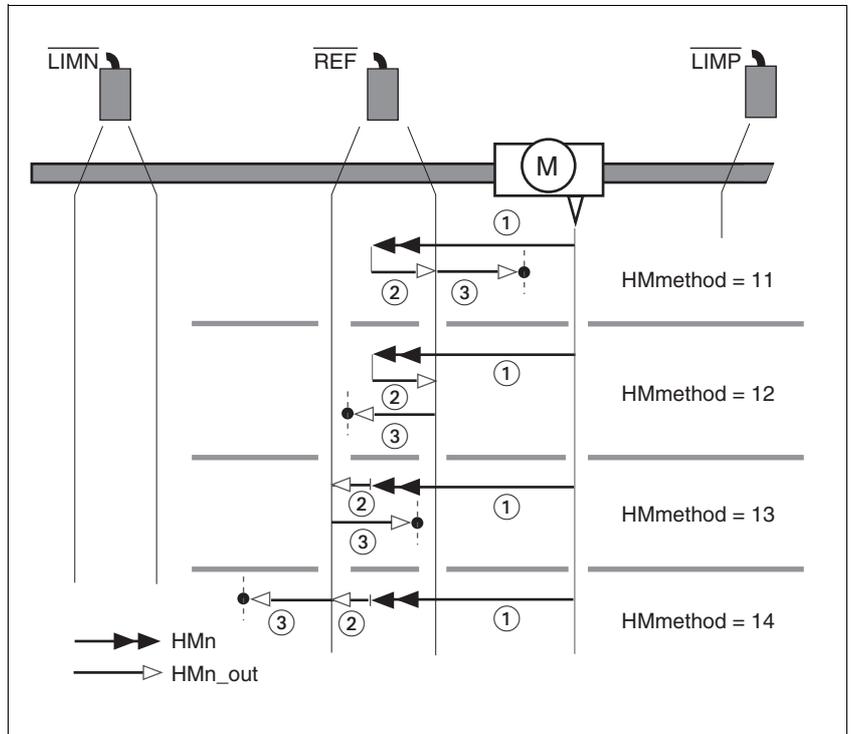


Figure 8.17 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Movement to index pulse with clearance speed

Examples Reference movements to the reference switch with movement to the first index pulse are shown below ($HM_{method} = 11$). Various responses at different search speeds and start positions are shown.

- Movement to the reference switch with first movement in the negative direction, reference switch is once before (A1, A2) and once behind the start point (B1, B2).
- Additional movements when travelling through switching window (A2, B2).

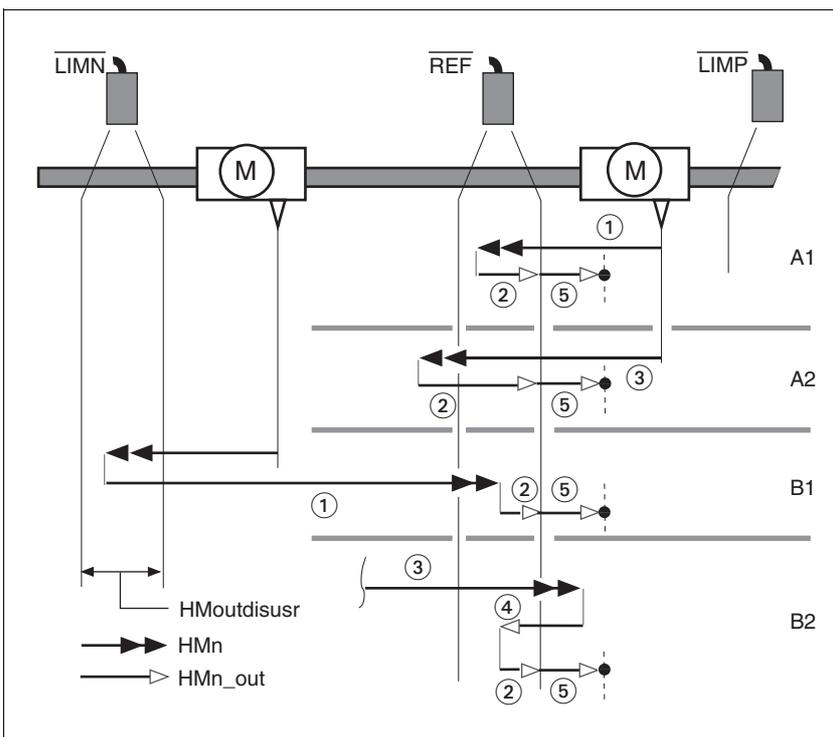


Figure 8.18 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching edge with clearance speed
- (3) Excessively fast movement to reference switch with search speed
- (4) Return movement to switch area at clearance speed
- (5) Movement to index pulse with clearance speed

8.5.7.4 Reference movement to the index pulse

Description A reference movement on the index pulse is set using PZD2 = 33 and 34, see the parameter HMmethod for bit allocation.

Reference movement on index pulse In the following descriptions the reference movements are shown on the index pulse (HMmethod = 33 and 34).

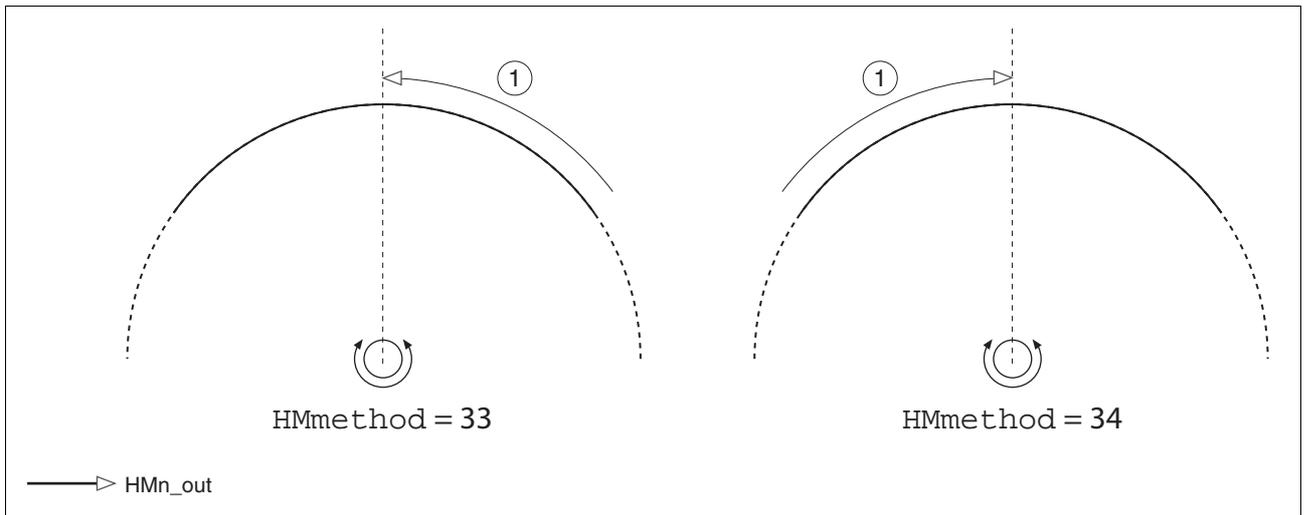


Figure 8.19 Reference movement on index pulse

(1) Movement on index pulse with clearance speed

8.5.7.5 Homing by dimension setting

Description A homing by dimensions setting is set via PZD2 = 35, for bit assignment see parameter *HMmethod*.

The current motor position is set at the position value in the parameter *HMp_setpusr* by set dimensions. This also defines the zero point.

Homing by dimension setting can only be carried out when the motor is at a standstill. Any active position deviation is retained and can still be compensated by the position controller after dimension setting has taken place.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
<i>HMp_setpusr</i>	Position for dimension setting(8-38) Dimension setting position for homing method 35	usr 0	INT32 R/W	Profibus 6956

Example Dimension setting can be used to carry out a continuous motor movement without exceeding positioning limits.

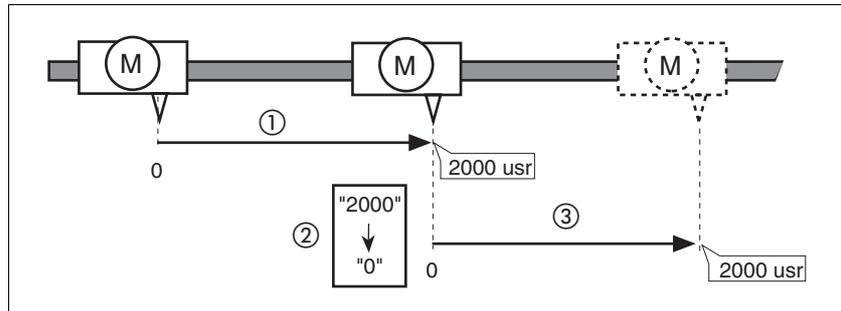


Figure 8.20 Positioning by 4000 usr units with dimension setting

- (1) The motor is positioned by 2000 usr.
- (2) By setting dimensions to 0 the current motor position is set to position value 0 and the new zero point is simultaneously defined.
- (3) After triggering a new travel command of 2000 usr, the new target position is 2000 usr.

This method avoids crossing absolute position limits during a positioning operation because the zero point is continuously tracked.

The read out of the setpoint is by the parameter *_p_refusr*.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
<i>_p_refusr</i>	Setpoint of the position controller in user-defined units()	usr -	INT32 R/-	Profibus 7704

8.6 Functions

8.6.1 Monitoring functions

8.6.1.1 Status monitoring in movement mode

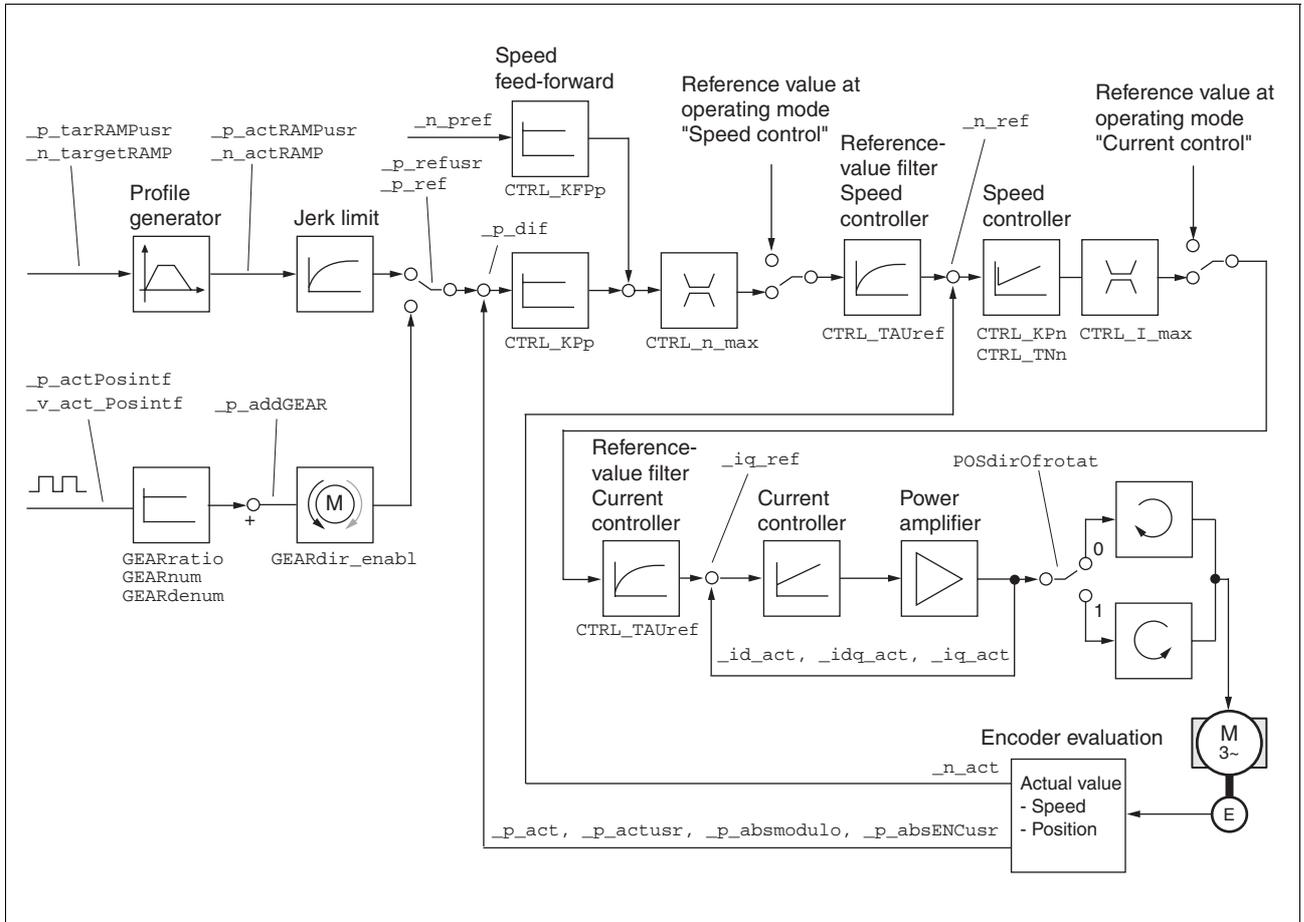


Figure 8.21 Status monitoring of the control loops

8.6.1.2 Positioning range

Positioning range (only fieldbus) The motor can be moved to any point on the axis within the axis positioning range by specifying an absolute positioning process.

The current position of the motor can be read out using the parameter `_p_actusr`.

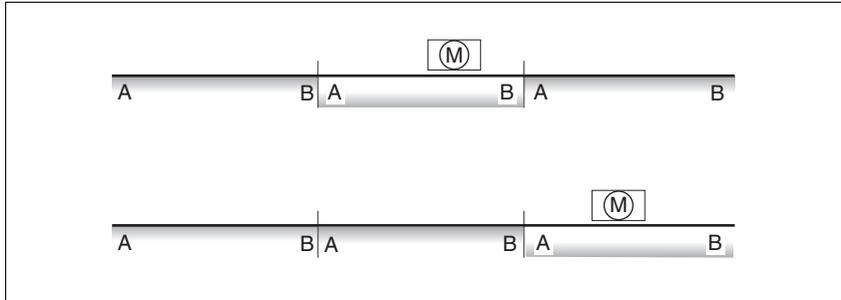


Figure 8.22 Positioning range

The positioning limits, with default scaling, are:

- (A) -286435456 usr
- (B) 286435455 usr

An overshoot of the positioning limits is possible in all operating modes, except during an absolute positioning in profile position mode.

Overshoot of motor at a positioning limit loses the reference point.

During a relative position in profile position mode a check of whether the absolute positioning limits will be overshoot is made before starting the movement. If yes, an internal dimension setting to 0 is made before starting the movement. The reference point is lost (`ref_ok = 1->0`).

Software limit switches The positioning range can be limited by software limit switch. This is possible as soon as the drive has a valid zero point (`ref_ok = 1`). The positioning values are quoted relative to the zero point. The software limit switches are set using the parameters `SPVswLimPusr` and `SPVswLimNusr` are activated using `SPV_SW_Limits`.

The determining factor for position monitoring of the software limit switch range is the setpoint of the position controller. Depending on the controller setting, therefore, the motor can stop before it reaches the limit switch position. Bit 2 of parameter `_SigLatched` signals the triggering of a software limit switch

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVswLimPusr	positive position limit for software limit switch(8-39)		INT32 R/W	Profibus 1544
-	If a user-defined value outside the permissible user-defined area is set, the limit switch limits are automatically limited internally to the maximum user-defined value.	2147483647 usr	per. -	
SPVswLimNusr	negative position limit for software limit switch(8-39)		INT32 R/W	Profibus 1546
-	see description of 'SPVswLimPusr'	-2147483648 usr	per. -	

019844113299, V1.05, 02.2006

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPV_SW_Limits	Monitoring the SW-limit switch(8-39)	- 0 0 3	UINT16 R/W per. -	Profibus 1542
-	<p>0 / none: none (default)</p> <p>1 / SWLIMP: Activating SW limit switch pos. direction</p> <p>2 / SWLIMN: Activating SW limit switch neg. direction</p> <p>3 / SWLIMP+SWLIMN: Activating SW limit switch both. directions</p> <p>The software limit switch is only monitored after a successful homing (ref_ok = 1)</p>			

Limit switch

⚠ CAUTION

Loss of control!

The use of $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ can offer some protection against hazards (e.g. impact on mechanical stop caused by incorrect motion defaults).

- Use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ where possible.
- Check that the external sensors or switches are correctly connected.
- Check the correct functional installation of the limit switches
The limit switches must be mounted in a position far enough away from the mechanical stop to allow an adequate braking distance.
- The functions must be enabled to use $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$.
- This function cannot provide protection against faulty functioning of the product or the sensors.

Failure to follow these instructions can result in injury or equipment damage.

During the movement the two limit switches are monitored with the input signals $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$. If the drive moves to a limit switch, the motor stops. The triggering of the limit switch is signalled.

The release of the input signals $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ and the evaluation at active 0 or active 1 can be changed with parameters `IOsigLimP` and `IOsigLimN`.



Use the active 0 monitoring signals if possible, because they are proof against wire breakage.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOsigLimN -	LIMN signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1566
IOsigLimP -	LIMP signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1568
IOsigRef -	REF signal evaluation(8-39) 1 / normally closed: normally closed contact 2 / normally open: normally open contact The reference switch is only enabled while processing the reference movement to REF.	- 1 1 2	UINT16 R/W per. -	Profibus 1564

Moving drive out The drive can be moved back from the limit switch area to the movement area by using manual movement.

If the drive does not go back to the movement area, check whether the manual drive is activated and that the correct direction of movement has been selected.

8.6.1.3 Monitoring internal signals

Monitoring systems protect the motor, the power amplifier and the braking resistor from overheating and contribute to the functional and operational safety. A list of all the safety equipment can be seen from page 2-3.

Temperature monitoring Sensors monitor the temperature of motor, power amplifier and braking resistor. All temperature limits are permanently set. If the temperature of a component approaches its permissible temperature limit, the device creates a warning signal. If the temperature exceeds the limit value for more than 5 seconds, then the power amplifier and the regulation switches off. The device signals a temperature error.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_Temp_act_DEV TDEV STA-tdEU	Device temperature(8-41)	°C - -	INT16 R/- -	Profibus 7204
_Temp_act_M -	Temperature motor(8-41) reasonable display is not possible for switching temperature sensors (for type of temperature sensor see parameter M_TempType)	°C -	INT16 R/- -	Profibus 7202

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_Temp_act_PA TPA STA- tPR	Temperature of power amplifier(8-41)	°C -	INT16 R/- -	Profibus 7200
M_T_max -	max. motor temperature(8-41)	°C	INT16 R/- -	Profibus 3360
PA_T_max -	maximum permissible temperature of the power amplifier(8-41)	°C	INT16 R/- per. -	Profibus 4110
PA_T_warn -	Temperature limit of the power amplifier(8-41)	°C	INT16 R/- per. -	Profibus 4108

I²t monitoring If the device operates with high peak currents, then temperature monitoring with sensors can be too sluggish. With I²t monitoring the closed-loop control anticipates a rise in temperature in time and if the I²t threshold is exceeded, it reduces the motor, power amplifier or braking resistor current to their nominal value.

If the limit value is not reached, the individual components can be taken to the output limit again.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_I2tl_act_RES -	Actual overload braking resistor(8-41)	% -	INT16 R/- -	Profibus 7206
_I2tl_mean_RES I2TR STA- I2tP	Load factor braking resistor(8-41)	% -	INT16 R/- -	Profibus 7208
_I2t_peak_RES -	Overload braking resistor maximum value(8-41) Maximum overload braking resistor that has occurred in the last 10 sec.	% -	INT16 R/- -	Profibus 7210
_I2t_act_PA -	Overload power amplifier current(8-41)	% -	INT16 R/- -	Profibus 7212
_I2t_mean_PA I2TP STA- I2tP	Loading factor power amplifier(8-41)	% -	INT16 R/- -	Profibus 7214

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_I2t_peak_PA	Overload power amplifier maximum value(8-41)	%	INT16 R/-	Profibus 7216
-	Maximum overload power amplifier that has occurred in the last 10 sec.	-	-	-
_I2t_act_M	Overload motor current(8-41)	%	INT16 R/-	Profibus 7218
-		-	-	-
_I2t_mean_M	Loading factor motor(8-41)	%	INT16 R/-	Profibus 7220
I2TM		-	-	-
STA- 2ŁŃ		-	-	-
_I2t_peak_M	Overload motor maximum value(8-41)	%	INT16 R/-	Profibus 7222
-	Maximum overload motor that has occurred in the last 10 sec.	-	-	-

Tracking error monitoring

The drive monitors the following error at 1ms intervals. The tracking error is the difference between the current setpoint and the actual position. If the difference exceeds the limit value set by the parameter `SPV_P_maxDiff`, it will immediately cause an interruption of movement (tracking error) with configurable error class.

Select the limit value in parameter `SPV_P_maxDiff` significantly higher than the maximum possible following error in error-free operation. This will ensure that a shutdown as a result of tracking error will only occur in case of error, e.g. with illegally increased external load torque, faulty position encoder etc.

The maximum control deviation occurring during operation can be determined with the parameter `_p_DifPeak` and compared with the maximum permissible following error. This allows the actual distance to the shut-off limit to be detected.

The error class for a tracking error can also be changed, see also 8.6.1 "Monitoring functions".

Calculating the tracking error

The tracking error monitoring considers the dynamic tracking error and tracking error reduced by the speed pilot control (KFPp). Only the tracking error actually required for generating torque is compared with the specified tracking error limit. The lower limit value at which the tracking error must be set as a minimum is derived with the following formula. The change of P-intervals is calculated without considering the dynamic I-intervals and D-intervals from the tracking error to the current reference value input. The current limit I_{max} is used as the current reference value.

Because the units of `KPn[A/(rpm)]` and `p_dif[10000usr/rev]` are not SI units, a correction factor of $10000(usr/rev)/(60(s/min))$ must be used.

$$_p_dif = \frac{CTRL_I_max}{CTRL_KPP \cdot CTRL_KPn} \cdot \frac{10000 \frac{usr}{U}}{60s/min}$$

Example of a tracking error calculation

The following values are used in the example:
 $I_{max}=10A$, $KPp=100/s$, $KPn=0.04A$ (rpm)

This yields the following:

$$_p_dif = \frac{10A}{100 \frac{1}{s} \cdot 0,04A \frac{min}{U}} \cdot \frac{10000 \frac{usr}{U}}{60s/min} = 416usr$$

The calculated value is the actual tracking error that immediately results in a tracking error with shutdown. Enter five times the calculated value in the parameter $SPV_p_maxDiff$ to give an appropriate safety distance; for the example it would be 2080 usr.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
$_p_DifPeak$	Value of max. reached tracking error of the position controller(8-41)	revolution 0.0000	UINT32 R/W	Profibus 4382
-	The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. For further information see $SPV_p_maxDiff$. A write operation resets the value again.	- 429496.7295 Fieldbus 0 4294967295	-	
$_p_dif$ PDIF $STA-Pd, F$	Current regulation variation of the position controller(8-41) Actual rule deviation between setpoint and actual position, i.e. without consideration of any dynamic components. Note: Different from $SPV_p_maxDiff$	revolution -214748.3648 - 214748.3647 Fieldbus -2147483648 2147483647	INT32 R/- - -	Profibus 7716
$SPV_p_maxDiff$	Max. permissible tracking error of the position controller(8-41)	revolution 0.0001 1.0000 200.0000	UINT32 R/W per. -	Profibus 4636
-	The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. Actually, only the position offset caused by the moment requirements is still referred to for tracking error monitoring.	Fieldbus 1 10000 2000000		

Monitoring parameters The unit and operating status can be monitored with various objects.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_SigActive	Current status of monitoring signals(8-41) Meaning see _SigLatched	- -	UINT32 R/- -	Profibus 7182
-				
_SigLatched	Stored state of the monitoring signals(8-41)	-	UINT32 R/-	Profibus 7184
SIGS	Signal state:	-	-	
STA-5, 55	0: not enabled 1: activated		-	
	Bit assignment Bit0: general fault Bit1: limit switch (LIMP/LIMN/REF) Bit2: area of travel exceeded (SW limit switch, tuning range) Bit3: Quick Stop via fieldbus Bit4: inputs PWRR are 0 Bit6: error RS485 Bit7: error CAN Bit9: frequency of reference signal too high Bit10: error current operating mode Bit12: Profibus error Bit14: undervoltage DC bus Bit15: overvoltage DC bus Bit16: no mains phase Bit17: connection to motor faulty Bit18: motor overcurrent/short circuit Bit19: error motor encoder or connection to encoder Bit20: undervoltage 24V power supply Bit21: temperature too high (power amplifier, motor) Bit22: tracking error Bit23: max. speed exceeded Bit24: PWRR inputs different Bit29: error in EEPROM Bit30: error in system startup (hardware or parameter error) Bit31: internal system fault such as Watch-dog			
	Note: assignment depends on control mode			
_WarnActive	Active warnings bit-coded(8-41) Meaning of Bits see _WarnLatched	- -	UINT16 R/- -	Profibus 7190
-				

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_WarnLatched WRNS STA- <i>Lrn5</i>	<p>Stored warnings bit-coded(8-41)</p> <p>Stored warning bits are erased in the event of a FaultReset. Bits 10,11,13 are automatically deleted. Signal state: 0: not enabled 1: activated</p> <p>Bit assignment Bit 0: general warning (see _LastWarning) Bit 1: power amplifier temperature high Bit 2: motor temperature high Bit 3: reserved Bit 4: overload (I^{2t}) power amplifier Bit 5: overload (I^{2t}) motor Bit 6: overload (I^{2t}) braking resistor Bit 7: CAN warning Bit 8: Motor Encoder warning Bit 9: RS485 protocol warning Bit 10: PWRR_A and/or PWRR_B Bit 11: DC bus undervoltage, faulty mains phase Bit 12: Profibus warning Bit 13: Position not yet valid (position detection continuing) Bit 14: reserved Bit 15: reserved</p> <p>Note: assignment depends on control mode</p>	-	UINT16 R/-	Profibus 7192
_actionStatus -	<p>Action word(8-41)</p> <p>Signal state: 0: not enabled 1: activated</p> <p>Bit0: Class 0 error Bit1 Class 1 error Class 2 error Bit3 Class 3 error Bit4 Class 4 error Bit5 reserved Bit6: drive stopped (actual speed <i>_n_act</i> < 9U/min) Bit7: drive rotates in positive direction Bit8: drive rotates in negative direction Bit9: Drive within position window (pwin) Bit10: reserved Bit11: profile generator stopped (setpoint speed is 0) Bit12: Profile generator decelerating Bit13: Profile generator accelerating Bit14: Profile generator moves in constant mode Bit15: reserved</p>	-	UINT16 R/-	Profibus 7176
_StopFault STPF FLT-5 <i>PF</i>	<p>Fault number of the last interruption cause(8-41)</p>	-	UINT16 R/-	Profibus 7178

Set fault response The response of the unit to a fault is classified into error classes, and can be set for certain monitoring functions. This allows the error response of the unit to be matched to the operational requirements.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPV_Flt_pDiff	Error response to tracking error(8-41)	-	UINT16	Profibus 1302
-	1 / ErrorClass1 error class 1 2 / ErrorClass2: error class 2 3 / ErrorClass3: error class 3	1 3 3	R/W per. -	
SPV_Flt_AC	Error response to power failure on one phase(8-41)	-	UINT16	Profibus 1300
-	1 / ErrorClass1 error class 1 2 / ErrorClass2: error class 2 3 / ErrorClass3: error class 3	1 2 3	R/W per. -	

8.6.1.4 Commutation monitoring

Functional principle The unit continuously checks the plausibility of motor acceleration and effective motor moment, in order to recognise uncontrolled motor movements and to stop them if required. The monitoring function is referred to as commutation monitoring.

If the motor accelerates for a time period of more than 5 to 10ms, the commutation monitoring signals an uncontrolled motor movement, even though the drive regulation delays the motor with the set current value.

The unit shows flashing on HMI 5603 (error class 4)

Causes of error Uncontrolled motor movements can be traced back to the following causes:

- The motor phases U, V, W are connected to the unit incorrectly, i.e. each offset by 120°, e.g. U with V, V with W, W with U.
- Faulty or interfered evaluation of the rotor position by a faulty position encoder on the motor, interfered sensor signals or defective position acquisition in the unit.

In addition, the unit can recognise a commutation error in the following cases, since the above-mentioned plausibility conditions could equally apply:

- The motor receives an external torque that is greater than the specified maximum torque. The external force causes it to accelerate.
- The motor is manually moved either in the direction of the motor moment or in the opposite direction, whilst the drive regulation is active.
- The motor is moved to a mechanical stop.
- Speed and position control loop are set to be extremely unstable.

*Setting parameters***⚠ WARNING****Danger of injury and damage to system components by unexpected movement!**

Disabling monitoring functions increases the risk of an unexpected movement.

- Use the monitoring functions.

Failure to follow these instructions can result in death, serious injury or equipment damage.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVcommutat	Monitoring commutation(8-48)	-	UINT16	Profibus 1290
	0 / off: off	0	R/W	
	1 / on: on (default)	1	per.	
-		1	-	

8.6.1.5 Earth fault monitoring*Functional principle*

The device continuously checks the motor phases for earth fault with the power amplifier enabled. An earth fault of one or more motor phases is detected. An earth fault of the DC bus or the braking resistor is not detected.

*Setting parameters***⚠ WARNING****Danger of injury and damage to system components by unexpected movement!**

Disabling monitoring functions increases the risk of an unexpected movement.

- Use the monitoring functions.

Failure to follow these instructions can result in death, serious injury or equipment damage.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPV_EarthFlt	Earth fault monitoring(8-49)	-	UINT16	Profibus 1312
	0 / off: off	0	R/W	
	1 / on: On (default)	1	per.	
-		1	expert	
	In exceptional cases deactivation may be required, e.g.: - parallel connection of multiple devices - operation on an IT mains - long motor lines Disable the monitoring only if it responds when not wanted			

8.6.1.6 Mains phase monitoring

Functional principle If a mains phase fails and under high load the device may become overloaded. The failure of a mains phase is detected with 3-phase devices. An error response can be set with the parameter `SPV_Flt_AC`.

Setting parameters

⚠ WARNING

Danger of injury and damage to system components by unexpected movement!

Disabling monitoring functions increases the risk of an unexpected movement.

- Use the monitoring functions.

Failure to follow these instructions can result in death, serious injury or equipment damage.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPV_MainsVolt	Monitor mains phases(8-50) 0 / off: off 1 / on: default 3-phase devices must only be connected and operated on 3-phase mains. In exceptional cases it may be necessary to disable it, e.g.: - supply via the DC bus	- 0 1 1	UINT16 R/W per. expert	Profibus 1310

8.6.2 Scaling

Description Scaling translates user units to internal units of the device, and vice versa. The device saves position values in user-defined units.

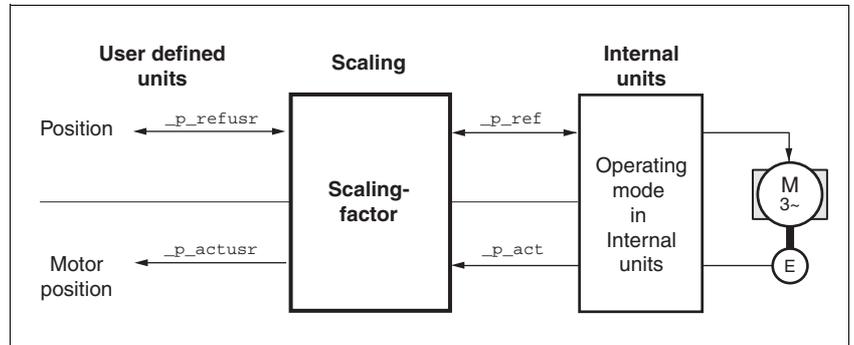


Figure 8.23 Scaling

Scaling factor The scaling factor creates the relationship between the number of motor rotations and the required user units [usr] needed for this. It is specified in [rev/usr].

$$\text{Scaling factor} = \frac{\text{Motor revolution [rev]}}{\text{Change of the user position [usr]}}$$

Figure 8.24 Calculation of the scaling factor

Default scaling A value of 16384 user-defined units per motor revolution is set as the default scaling.

⚠ WARNING

Unexpected motion may cause injury and damage to the system

Changing the scaling changes the effect of the values in user-defined units. The same movement jobs can therefore cause different motions.

- Note that the scaling affects all relationships between the defaults and the drive motion.
- Check the corresponding usr parameters and defaults of the system in user-defined units.

Failure to follow these instructions can result in death, serious injury or equipment damage.

The scaling factor is set using the parameters POSscaleNum and POSscaleDenom . A new scaling factor is activated by transfer of the numerator value.

When quoting the scaling factor, take care that the relationship can be completely represented by a fraction.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
POSscaleNum	Numerator of the position scaling factor(8-51) :Definition of scaling factor Motor revolutions[U] ----- Change in user position [usr] Acceptance of a new scaling factor takes place on the entry of the numerator User limits can be reduced when internal system factors are taken into account	revolution 1 1 2147483647	INT32 R/W per. -	Profibus 1552
POSscaleDenom	Denominator of the position scaling factor(8-51) Description see numerator (POSscaleNum) Acceptance of a new scaling factor is by transfer of the numerator	usr 1 16384 2147483647	INT32 R/W per. -	Profibus 1550



If the existing unit is replaced by this unit, and if the same positioning orders are to be used, then the scaling is to be set in accordance with the settings used previously.

Value change of the scaling factor is only possible with inactive output stage. Value statements in user units are transformed to internal units when activating the output stage, simultaneously checking the value range.

Examples There are 3 cases for the setting of the user units.

- Scaling corresponds to default scaling
1 motor revolution = 16384 user-defined units
=> every 8th motor position can be approached.
- Scaling corresponds to motor resolution (most minimal scaling)
1 motor revolution = 131072 user-defined units
=> every motor position can be approached.
- Scaling is less than the default scaling
1 motor revolution = 4096 user-defined units
=> every 32nd motor position can be approached.



To retain the same positioning movement of the motor after changing the scaling factor, the following persistent parameters must be adapted in addition to the user-defined values: HMoutdisusr, HMdisusr, HMp_homeusr, HMsrchdisusr, JOGstepusr, SPVswLimPusr and SPVswLimNusr.

If the parameters are not adjusted, this can cause problems such an error during the reference movement, because the distance to the swit-

ching edge of the limit or reference switch is no longer sufficient for safely leaving the switching range.

Example 1 Positioning of 1111 user-defined units is to correspond to 3 motor revolutions. This gives:

$$\text{Scaling factor} = \frac{3 \text{ rev}}{1111 \text{ usr}}$$

If you carry out a relative positioning operation of 900 user-defined units now, the motor will move $900 \text{ usr} * 3/1111 \text{ rev/usr} = 2.4302$ motor revolutions.

Example 2 Calculation of the scaling factor in length units: 1 motor revolution corresponds to a path of 100 mm. Every user-defined unit [usr] should correspond to one 0.01 mm step.

This gives: $1 \text{ usr} = 0.01 \text{ mm} * 1 \text{ rev}/100 \text{ mm} = 1/10000 \text{ rev}$.

$$\text{Scaling factor} = \frac{1 \text{ rev}}{10000 \text{ usr}}$$

Example 3 Setting the positioning in 1/1000 rad

$$1 \text{ rad} = 1 \text{ U}/(2 * \pi)$$

$$\pi = 3.1416 \text{ (rounded)}$$

$$\text{User value} = 1 \text{ usr}$$

$$\text{device value} = 1/(2 * \pi * 1000) \text{ U}$$

$$\text{Scaling factor} = \frac{1 \text{ rev}}{2 * 3,1416 * 1000 \text{ usr}} = \frac{1 \text{ rev}}{6283,2 \text{ usr}} = \frac{10 \text{ rev}}{62832 \text{ usr}}$$

8.6.3 Movement profile

Profile generator Target position and final speed are input values to be entered by the user. The profile generator uses these values to calculate a motion profile dependent on the selected operating mode.

The initial values of the profile generator and the addable jolt limiting are transformed into a motor movement by the drive regulator.

The acceleration and deceleration behaviour of the motor can be described by the ramp function of the profile generator. The nominal sizes of the ramp functions are the ramp shape and the ramp steepness.

Ramp shape A linear ramp for the acceleration and deceleration phases is available as the ramp shape. The profile settings are valid for both directions of movement of the drive.

Ramp steepness The steepness of the ramp determines the speed changes of the motor per unit time. It can be set, for the acceleration ramp, by using the parameter RAMPacc and the deceleration ramp by using RAMPdecel.

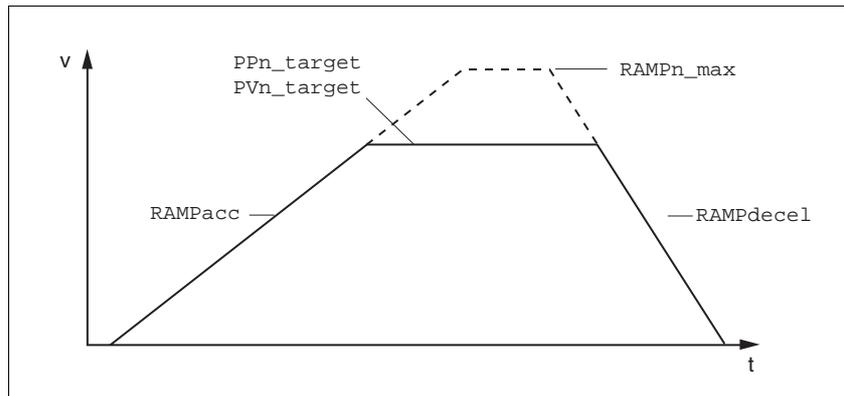


Figure 8.25 Acceleration and deceleration ramps

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
RAMPacc	Profile generator acceleration(8-54)	(1/min)/s 30 600 3000000	UINT32 R/W per. -	Profibus 1556
-				
RAMPdecel	Deceleration of the profile generator(8-54)	(1/min)/s 750 750 3000000	UINT32 R/W per. -	Profibus 1558
-				

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
RAMPn_max	Limiting set speed with operating modes with profile generation(8-54) The parameters are effective in the following operating modes: - profile positioning - profile velocity - homing - jog - oscillator If a higher setpoint speed is set in one of these operating modes a limit to RAMPn_max is automatically set. This makes it simple to conduct a commissioning with limited speed.	1/min 60 13200 13200	UINT16 R/W per. -	Profibus 1554

Jolt limiting The jolt limiting removes the jump-like acceleration changes to create a smooth, soft virtually jolt-free speed change.

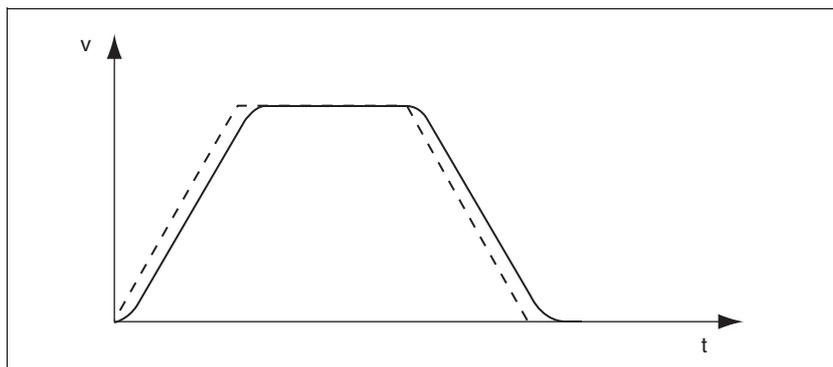


Figure 8.26 Speed curve with and dotted without jolt limitation

The jolt limitation is set and switched on using the parameter RAMP_TAUjerk .

The end of travel (x_end = 1) is not reported until the target position at the output of the jerk limiting has been reached.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
RAMP_TAUjerk	<p>Jolt limiting()</p> <p>0: off >0: Setting for filter processing time</p> <p>The following values can be set: 0: inactive 1 2 4 8 16 32 64 128</p> <p>Limits the acceleration change (jerk) of the setpoint position generation during the positioning transitions: Standstill - acceleration acceleration - constant movement constant movement - deceleration deceleration - standstill</p> <p>Processing in the following operating modes: - speed control - profile positioning - jog - homing</p> <p>Setting can only be made with inactive operating mode (x_end=1).</p> <p>Not active with braking process via moment ramp ("Halt" or "Quick Stop")</p>	ms 0 0 128	UINT16 R/W per. -	Profibus 1562

8.6.4 Quick Stop

⚠ WARNING**Risk of injury and damage to system components by unbraked motor!**

An insufficient braking resistor causes overvoltage on the DC bus and switches off the power amplifier. The motor is no longer actively braked.

- Make sure that the braking resistor is sufficiently dimensioned.
- Check the setting of the parameter for the braking resistor.
- Check the temperature of the braking resistor by conducting a test run under the most critical conditions.
- During the test make sure that at higher mains voltage there is less reserve in the capacitors on the DC bus.

Failure to follow these instructions can result in death, serious injury or equipment damage.

"Quick Stop" is a fast braking function which stops the motor as a result of a fault of error class 1 and 2 or by a software stop.

In the event of a fault category 1 fault response, the power amplifier remains on. In the case of error class 2, the output stage switches off after the drive is at a standstill.

Maximum current The unit absorbs the excess braking energy. If the DC bus voltage exceeds the permissible limit the output stage switches off and the unit signals "DC bus overvoltage". The motor runs down without braking.

The current for the moment ramp should be set so that the drive comes to a standstill with the required delay.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
LIM_I_maxQSTP	Current limiting for Quick Stop(8-57)	A _{pk}	UINT16	Profibus 4362
LIQS	Max. current during braking via torque ramp resulting from an error with error class 1 or 2, and when a software stop is triggered	-	R/W	
SET-L, 95		-	per.	
	Maximum and default value setting depend on motor and power amplifier			
	in 0.01A _{pk} steps			

If the device switches off frequently with "Quick Stop" with "DC bus overvoltage", then the maximum braking current should be reduced, the drive load should be reduced or an external braking resistor should be installed.

Quick Stop reset A "Quick Stop" must be acknowledged with the error confirmation.

If the "Quick Stop" is actuated by the limit switch signals $\overline{\text{LIMN}}$ or $\overline{\text{LIMP}}$, the drive can be moved back into the movement area by the jog operation, see page 8-12.

8.6.5 Halt

The "Halt" function can be set from any desired source (commissioning software, fieldbus, input signal $\overline{\text{HALT}}$).

The "Halt" function brakes the motor with a moment ramp. The parameter LIM_I_maxHalt specifies the current for the moment ramp.

After drive standstill an internal position compensation is run, the position control is enabled and the motor is stopped with the power amplifier active.

After cancellation of all "Halt" requests the interrupted movement is continued. If the $\overline{\text{HALT}}$ signal is cancelled during the braking procedure, the drive still runs down to standstill and only then accelerates again.

Maximum current

The unit absorbs the excess braking energy. If the DC bus voltage exceeds the permissible limit the output stage switches off and the unit signals "DC bus overvoltage". The motor runs down without braking.

The current for the moment ramp should be set so that the drive comes to a standstill with the required delay.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
LIM_I_maxHalt	Current limiting for Halt(8-58)	A _{pk}	UINT16	Profibus 4364
LIHA	Max. current during braking after Halt or termination of an operating mode.	-	R/W	
SET-L, hR		-	per.	
	Maximum and default value settings depend on motor and power amplifier			
	in 0.01A _{pk} steps			

8.6.6 Fast position capture

The "fast position capture" function captures the current motor position at the time of receipt of a digital 24V signal at one of the two capture inputs. The operating function can, for example, be used for detection of a print mark.

Setting options Two independent capture inputs are available for the "fast position capture" operating function.

- $\overline{\text{LIMP}}/\text{CAP1}$ (CAP1)
- $\overline{\text{LIMN}}/\text{CAP2}$ (CAP2)

One of two possible functions for capture can be selected for each capture input:

- Position capture at rising or falling edge at the capture input, adjustable with parameters `CAP1CONFIG` and `CAP2CONFIG`.
- One-time or continuous position capture with multiple change of edge at the capture input with parameters `CAP1ACTIVATE` and `CAP2ACTIVATE`.

Continuous capture means that the motor position is captured anew at every defined edge while the former captured value is lost.

The CAP1 and CAP2 capture inputs have a time constant of $t = 2 \mu\text{s}$.

The jitter is less than $2 \mu\text{s}$, since the following applies at a resolution of $32768 \text{ inc/rev.} : 3662 \text{ rpm} = 2 \text{ inc}/\mu\text{s}$.

The captured motor position is not exact during the acceleration phase and the deceleration phase.

Enable fast position capture Enable single position capture

- For CAP1: write value 1 to parameter `Cap1Activate`
- For CAP2: write value 1 to parameter `Cap2Activate`

Enable continuous position capture

- For CAP1: write value 2 to parameter `Cap1Activate`
- For CAP2: write value 2 to parameter `Cap2Activate`

End position capture With single position capture the "fast position capture" function is ended when the first signal edge is detected.

With continuous position capture or no signal edge the capture can be stopped by writing the parameter `Cap1Activate`, value 0 or `Cap2Activate`, value 0.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
Cap1Activate	Capture unit 1 Start/Stop(8-59) Value 0 : abort capture function Value 1: start capture once Value 2: start capture continuously With one-time capture the function is terminated at the first captured value. The capture continues endlessly with continuous capture. Position capture can only be enabled with the "fieldbus" device setting.	- 0 - 2	UINT16 R/W - -	Profibus 2568
Cap1Config	Configuration of capture unit 1(8-59) 0 = position capture at 1->0 switch 1 = position capture at 0->1 switch	- 0 0 1	UINT16 R/W - -	Profibus 2564
Cap1Count	Capture unit 1 event counter(8-59) Counts the capture events. Counter is reset when the capture unit 1 is enabled.	- -	UINT16 R/- - -	Profibus 2576
Cap1Pos	Capture unit 1 captured position(8-59) Captured position at the time of the "capture signal". The captured position is recalculated after "set dimensions" or after a "homing".	usr -	INT32 R/- - -	Profibus 2572
Cap2Activate	Capture unit 2 Start/Stop(8-59) Value 0 : abort capture function Value 1: start capture once Value 2: start capture continuously With one-time capture the function is terminated at the first captured value. The capture continues endlessly with continuous capture. Position capture can only be enabled with the "fieldbus" device setting.	- 0 - 2	UINT16 R/W - -	Profibus 2570
Cap2Config	Configuration of capture unit 2(8-59) 0 = position capture at 1->0 switch 1 = position capture at 0->1 switch	- 0 0 1	UINT16 R/W - -	Profibus 2566
Cap2Count	Capture unit 2 event counter(8-59) Counts the capture events. Counter is reset when the capture unit 2 is enabled.	- -	UINT16 R/- - -	Profibus 2578
Cap2Pos	Capture unit 2 captured position(8-59) Captured position at the time of the "capture signal". The captured position is recalculated after "set dimensions" or after a "homing".	usr -	INT32 R/- - -	Profibus 2574

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CapStatus	Status of capture units(8-59)	-	UINT16 R/-	Profibus 2562
-	Read access: Bit 0: position capture by CAP1 is complete Bit 1: Position captured via CAP2	-	- -	

8.6.7 Standstill window

The standstill window can be used to check whether the drive has reached the setpoint position.

If the control deviation $_p_dif$ of the position controller remains in the standstill window after the end of the positioning for time $STANDpwinTime$, the device reports the end of the process ($x_end = 0 > 1$).

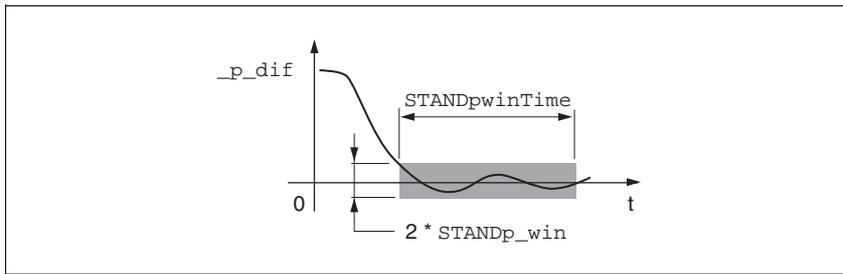


Figure 8.27 Standstill window

The parameters $STANDp_win$ and $STANDpwinTime$ define the size of the window.

The parameter $STANDpwinTout$ can be used to set the period after which an error is reported if the standstill window was not reached.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
STANDp_win	Standstill window, permissible control deviation(8-62)	revolution	UINT16	Profibus 4370
-	The offset for the standstill window time must lie in this range of values to allow recognition of the standstill of the drive.	0.0000 0.0010 3.2767	R/W per.	-
	Info: The processing of the standstill window must be activated via the $STANDpwinTime$ parameter.	Fieldbus 0 10 32767		
STANDpwinTime	Standstill window, time(8-62)	ms	UINT16	Profibus 4372
-	0: Standstill window monitoring deactivated >0 : Time in ms within which the offset must lie in the standstill window	0 0 32767	R/W per.	-
STANDpwinTout	Timeout for the standstill window monitor(8-62)	ms	UINT16	Profibus 4374
-	0: timeout monitor deactivated >0 : Timeout in ms	0 0 16000	R/W per.	-
	Setting the standstill window processing is accomplished via $STANDp_win$ and $STANDpwinTime$			
	The time monitoring begins at the moment the target position is reached (position controller setpoint) or at the end of the profile generator processing.			

8.6.8 Braking function with HBC

Inadvertent movement of the motor without current is prevented by the use of a holding brake motor. The holding brake requires a holding brake control system HBC, see chapter "Accessories"

Holding brake controller

The holding brake control HBC amplifies the digital output signal ACTIVE1_OUT of the unit and controls the brake in such a way to allow fast switching with a minimum of heat generation. In addition, the brake connection, which is located in a cable with the wiring connections to the motor, safely disconnects the signal connections on the unit in the event of a breakdown of the insulation of the motor cable.

The function of the HBC and the holding brake can be tested, see 7.4.7 "Checking holding brake" page 7-20.

Settable parameters

ACTIVE1_OUT changes to 1 as soon as the output stage is released and the motor has a holding moment applied to it. A time delay for release (BRK_trelease) and application (BRK_tclose) can be set by parameters.

Signal	Function	Value
ACTIVE1_OUT	Brake is or will be released	1
	Brake is or will be applied	0

Delayed release

When releasing the brake (opening) the parameter BRK_trelease effects a delayed response of the drive with respect to the enable command.

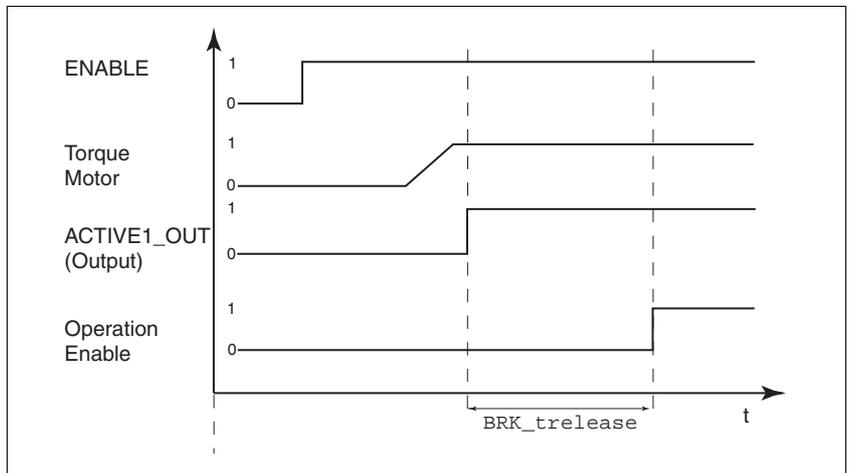


Figure 8.28 Releasing the holding brake

The setting of the parameter BRK_trelease depends on the motor type and can be found in the motor data sheet.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
BRK_trelease	Time delay when opening or releasing the brake(8-63)	ms 0	UINT16 R/W	Profibus 1294
BTRE		0	per.	
DRC-btrE		1000	-	

019844113299, V1.05, 02.2006

Delayed application Once Enable is removed, the ACTIVE1_OUT signal changes to 0 and the brake is applied. The motor remains under current, however, for the time set on the parameter BRK_tc_{close}.

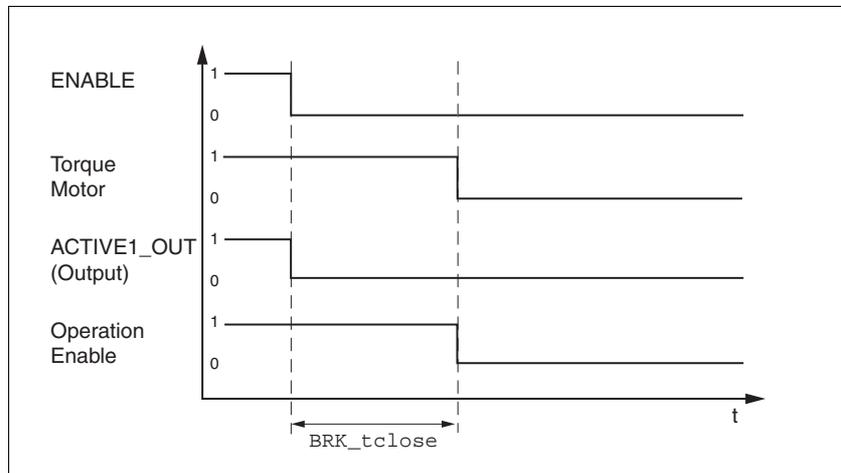


Figure 8.29 Applying the holding brake

The setting of the parameter BRK_tc_{close} depends on the motor type and can be found in the motor data sheet.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
BRK_tc _{close}	Time delay when setting the brake(8-63)	ms 0	UINT16 R/W	Profibus 1296
BTCL		0	per.	
DRC-brk _{CL}		1000	-	

Voltage reduction If the voltage reduction on the HBC is activated, the start-up voltage of the brake is reduced after a time delay.

The voltage reduction must be set via the "Voltage reduction" switch depending on the motor type:

on: voltage reduction on, e.g. for SER motors

off: voltage reduction off, e.g. for BSH motors

Note the defaults in the motor manual.

When switching on the supply voltage, the holding brake control and the function of the HBC button are reset. There is no voltage at the control terminals of the brake, the LED "Brake released" of the HBC is off.

8.6.9 Reversal of direction of rotation

The parameter `POSdirOfRotat` can be used to reverse the direction of rotation of the motor. Note that changing the parameter value will only be effective after switching the device off and on again.

The limit switch that limits the working range with clockwise rotation must be connected to `LIMP`. The limit switch that limits the working range with anti-clockwise rotation must be connected to `LIMN`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
POSdirOfRotat	Definition of direction of rotation(8-65)	- 0	UINT16 R/W	Profibus 1560
PROT	0 / clockwise / clw: Clockwise	0	per.	
DRC-Prot	1 / counter clockwise / cclw: Counterclockwise	1	-	
	Interpretation: The drive rotates clockwise with positive speeds, looking onto the motor shaft at the flange. CAUTION: A change of the setting is not activated until the unit is switched on again CAUTION: When using limit switches, after changing the setting, the limit switch connections must be changed over. The limit switch which is actuated by moving in jog mode in clockwise direction must be connected to the LIMP input, and vice versa.			

If the direction of rotation of the motor must be reversed, all parameter values can be imported unchanged except for the parameters for position processing with SinCos Multiturn.

By reversing the direction of rotation, the absolute position of the motor `_p_absworkusr` changes, which is read from the rotary encoder, and also the actual position evaluated by the device `_p_actusr`.

The direction of rotation should therefore be set at commissioning to the state which will be required later for the operation of this motor.

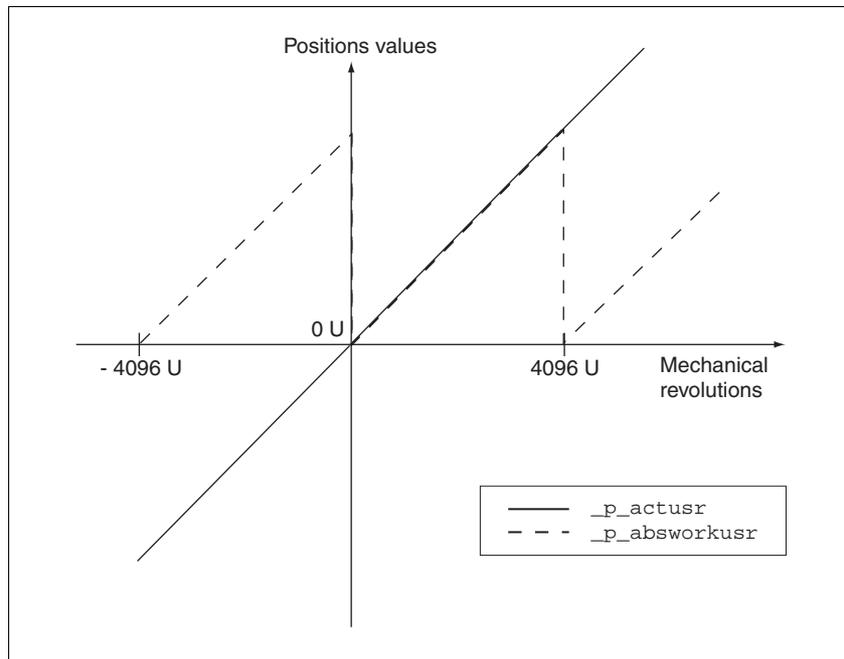


Figure 8.30 Position values without direction reversal

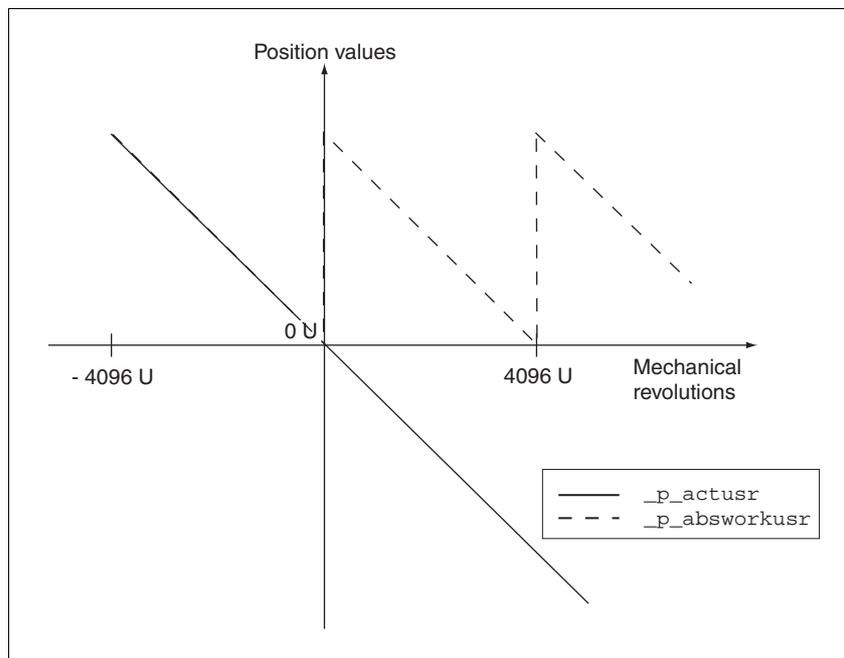


Figure 8.31 Position values with direction reversal

8.6.10 Restoring default values

8.6.10.1 Restore status after "First Setup"

The parameter `PARuserReset` is used to restore the status after "First Setup". Apart from the communications parameters all parameter values are reset to the default values.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PARuserReset	Resetting the user parameters(8-67) 1: Set the user parameters to default values. All parameters are reset, with the exception of: - communication parameters	- 0 1	UINT16 R/W - -	Profibus 1040



*All parameter values set by the user are lost during this process.
It is possible at any time to save all parameter values set for a device as a configuration using the commissioning software.*

8.6.10.2 Restore factory settings

The parameter `PARfactorySet` is used to restore the factory settings. All parameter values are reset to the default values.

- Remove the connection to the fieldbus in order to avoid conflicts by simultaneous access.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PARfactorySet	Restore factory setting (default values)(8-67)	-	UINT16	
FCS	1: Set all parameters to default values and back up in the EEPROM.	0	R/W	
DRC-FE5	The factory setting can be triggered via HMI or PowerSuite.	3	-	
CAUTION: The default state only becomes active at the next start-up.				

Factory setting via HMI ► Set `d-r-E` and then `FE5` on the HMI and confirm your selection with `YE5`.

All parameter values are reset to the default values. See "First Setup", page 7-11
The new settings only become effective after switching off and switching on the device again.

Factory settings via commissioning software

The factory settings are set via the menu points Configuration => Factory Settings. All parameter values are reset to the default values. See "First Setup", page 7-11

The new settings only become effective after switching off and switching on the device again.



All parameter values set by the user are lost during this process.

It is possible at any time to save all parameter values set for a device as a configuration using the commissioning software.

8.6.10.3 Duplicate existing device settings

- Application and advantage*
- Multiple devices should have the same settings, e.g. when devices are replaced.
 - "First setup" does not need to be carried out using the HMI.
- Requirements*
- Device type, motor type and device firmware must be identical. The tool is the Windows-based commissioning software PowerSuite. The controller power supply must be switched on at the device.
- Export device settings*
- The commissioning software installed on a PC can apply the settings of a device as configuration.
- ▶ Load the configuration of the device into the commissioning software with "Action Transfers".
 - ▶ Highlight the configuration and select "File - Export".
- Import device settings*
- A stored configuration can be imported into a device of the same type. Please note that the fieldbus address is also copied with this information.
- ▶ In the commissioning software select the menu item "File - Import" and load the desired configuration.
 - ▶ Highlight the configuration and select "Action - Configure".

9 Examples

9.1 Wiring

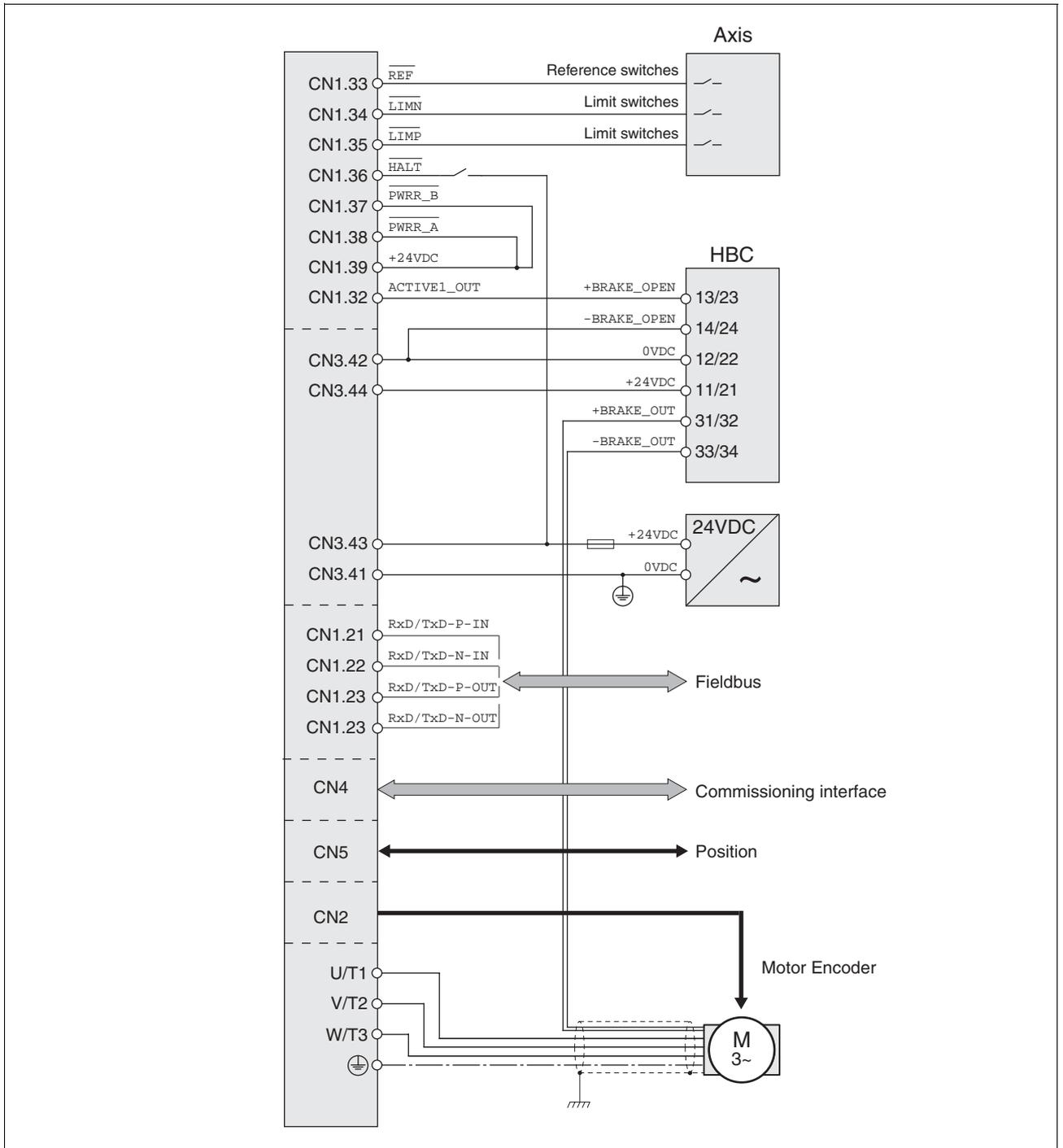


Figure 9.1 Wiring example

9.2 "Power Removal" wiring

Using the safety functions integrated in this product requires careful planning. For more information see 5.1 "Safety function "Power Removal"" on page 5-1.

10 Diagnostics and troubleshooting

DANGER

Electric shock, fire or explosion

- Only qualified personnel who are familiar with and understand the contents of this manual are authorised to work on and with this drive system.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system.
- Many components, including printed wiring boards, operate at mains voltage. **Do not touch.** Do not touch unshielded components or screws of the terminals with voltage present.
- Install all covers and close the housing doors before applying power.
- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- Before working on the drive system:
 - Switch off power to all terminals.
 - Place a sign "DO NOT SWITCH ON" on the switch and lock to prevent switching on.
 - **Wait 6 minutes** (for discharge of DC bus capacitors). Do not short-circuit DC bus
 - Measure voltage at DC bus and check for <45V. (The DC bus LED is not a safe indication for absence of the DC bus voltage).

Failure to follow these instructions will result in death or serious injury.

10.1 Service

If you cannot resolve the fault yourself please contact your appointed sales partner. Have the following details available:

- Type, identification number and serial number of the product (type plate)
- Type of fault (possibly with fault number)
- Previous and concurrent conditions
- Your own ideas regarding the cause of the fault

Include this information if you return the product for inspection or repair.

10.2 Error responses and error classes

Error response The product triggers an error response in the event of a fault. Depending upon the gravity of the fault, the unit responds in accordance with one of the following error classes:

Error class	Response	Description
0	Warning	Message only, no interruption of movement mode.
1	Quick Stop	Motor stops with "Quick Stop", power amplifier and controller remain switched on and active.
2	Quick Stop with switch-off	Motor stops with "Quick Stop", power amplifier and controller switch off when at standstill.
3	Fatal error	Power amplifier and controller switch off immediately, without stopping the motor first.
4	Uncontrolled operation	Power amplifier and controller switch off immediately, without stopping the motor first. Error response can only be reset by switching the unit off.

The occurrence of an event is signalled by the device as follows:

Event	Status	HMI-display	Entry for last interruption cause (<code>_StopFault</code>)	Entry in error memory
Halt	Operation Enabled	<code>hRLt</code>	-	-
Software-Stop	Quick Stop active	<code>StoP A306</code>	E A306	-
Hardware limit switch (e.g. <code>LIMF</code>)	Quick Stop active	<code>StoP A302</code>	E A302	E A302
Error with error class 1, e.g. tracking error with error class 1	Quick Stop active	<code>StoP A320</code>	E A320	E A320
Error with error class >1, e.g. tracking error with error class 3	Fault	<code>FLt A320</code>	E A320	E A320

HMI, commissioning software and fieldbus indicate whether the safety function was triggered by `PWRR_A` or `PWRR_B`. Neither signal can be configured via parameters.

10.3 Error display

The last cause of interruption and the last 10 error messages are stored. The HMI allows the last cause of interruption to be displayed; the commissioning software and the fieldbus allow, in addition to the last cause of interruption, the last 10 error messages also to be displayed. A description of all the error numbers can be seen from page 10-13.

10.3.1 Status diagram

After switching on and at the start of an operating mode, a sequence of operating states is progressed through.

The relationship between the operating states and the state transitions is shown in the state diagram (state machine).

The operating states are internally monitored and influenced by monitoring and system functions, such as temperature and current monitoring

Graphic representation The state diagram is shown graphically as a flow chart.

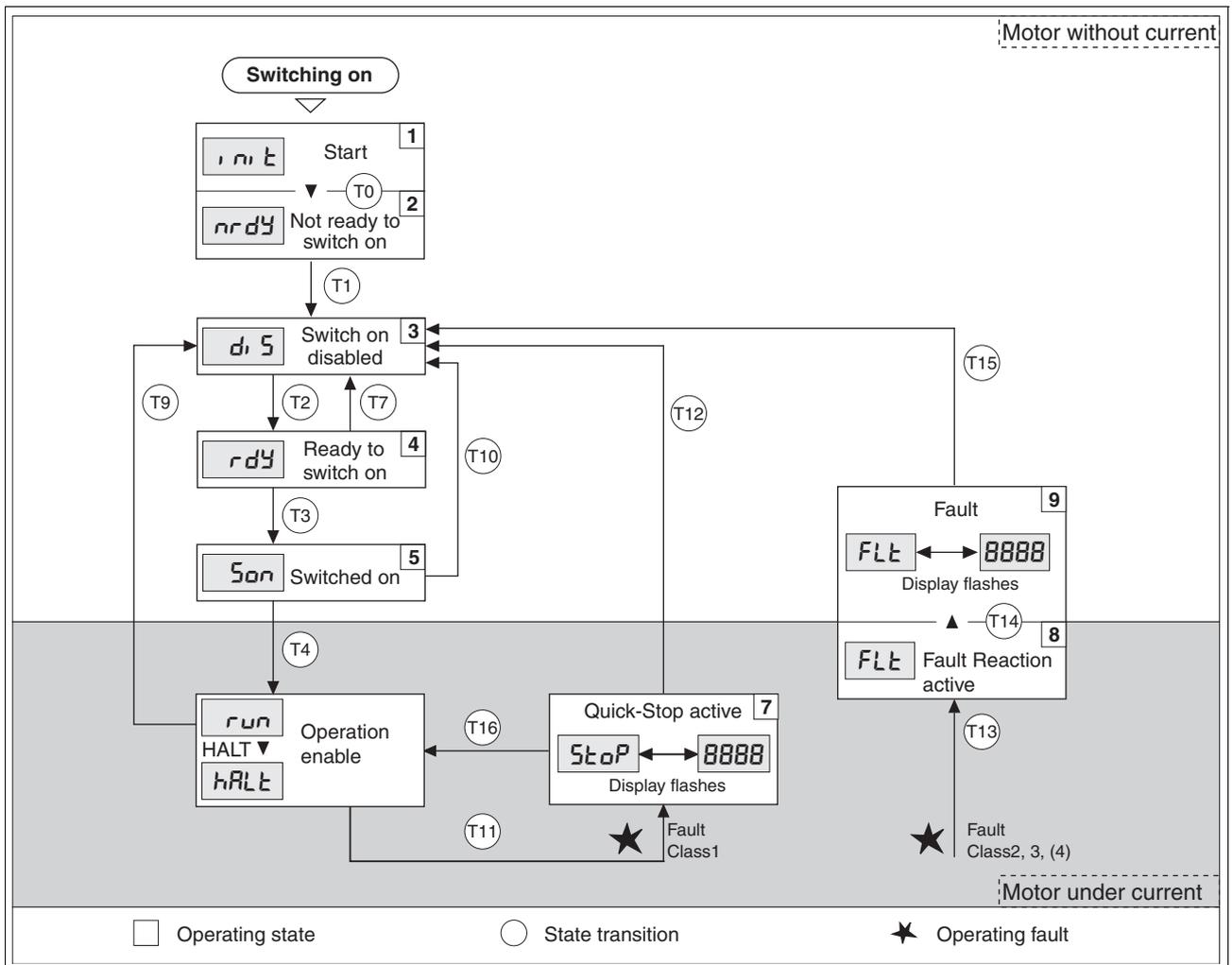


Figure 10.1 Status diagram

Operating states The operating states are displayed as standard by the HMI and the commissioning software.

Display	Status	State description
<i>init</i>	1 Start	Controller supply voltage, electronics is initialised
<i>nrdy</i>	2 Not ready to switch on	The power amplifier is not ready to switch on
<i>dis</i>	3 Switch on disabled	Switching on the power amplifier is disabled
<i>rdy</i>	4 Ready to switch on	The power amplifier is ready to switch on
<i>son</i>	5 Switched on	Motor not under current Power amplifier ready No operating mode active
<i>run</i> <i>halt</i>	6 Operation enable	RUN: device running in the selected operating mode HALT: The motor is stopped with active power amplifier
<i>stop</i>	7 Quick Stop active	"Quick Stop" is executed
<i>flt</i>	8 Fault Reaction active	Error detected, error response is enabled
<i>flt</i>	9 Fault	device is in error condition

State transitions Status transitions are triggered by a fieldbus command or as a response to a monitoring signal.

Trans- ition	Operating status	Condition / result ¹⁾	Response
T0	1 -> 2	<ul style="list-style-type: none"> Motor speed below switch-on limit Device electronics successfully initialised 	Check motor encoder
T1	2 -> 3	<ul style="list-style-type: none"> First commissioning is completed 	-
T2	3 -> 4	<ul style="list-style-type: none"> Motor encoder successfully checked, DC bus voltage active, $\overline{PWRR_A}$ and $\overline{PWRR_B} = +24V$, actual speed: <1000 rpm 	-
T3	4 -> 5	<ul style="list-style-type: none"> Fieldbus command Enable 	
T4	5 -> 6	<ul style="list-style-type: none"> Fieldbus command Enable 	Switch on power amplifier. Motor phases, earthing, user parameters are checked Release brake
T7	4 -> 3	<ul style="list-style-type: none"> DC BUS undervoltage $\overline{PWRR_A}$ and $\overline{PWRR_B} = 0V$ Actual speed: >1000 rpm (e.g. by auxiliary drive) Fieldbus command Disable 	-
T9	6 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	Switch off power amplifier immediately
T10	5 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	
T11	6 -> 7	<ul style="list-style-type: none"> Class 1 error Fieldbus command Quick Stop 	Interrupt travel command with "Quick Stop"
T12	7 -> 3	<ul style="list-style-type: none"> Fieldbus command Disable 	Switch off power amplifier immediately, even if "Quick Stop" still active
T13	x -> 8	<ul style="list-style-type: none"> Errors Class 2, 3 or 4 	Error response is carried out, see "error response"
T14	8 -> 9	<ul style="list-style-type: none"> Error response completed Errors Class , 3 or 4 	
T15	9 -> 3	<ul style="list-style-type: none"> Fieldbus command Fault Reset ²⁾ 	Error is reset
T16	7 -> 6	<ul style="list-style-type: none"> Fieldbus command Fault Reset ²⁾ 	

1) It is sufficient to fulfil one point to trigger the status transition

2) Cause of error must be corrected

10.3.2 Error display on HMI

State display \underline{ULOL} The display shows \underline{ULOL} (ULOW) when initialised. The voltage of the control supply is too low .

- ▶ Check the control supply.

- State display nr dY* The product persists in switch-on state *nr dY* (NRDY).
- ▶ After "First Setup", you need to switch the unit off and switch it on again.
 - ▶ Check the installation.
If the installation is correct, then there is an internal fault. To diagnose, read the error memory using the commissioning software. If you cannot resolve the fault yourself please contact your local sales partner.
- Status display d 5* If the product comes to a stop in status *d 5* (DIS), the DC bus voltage has failed or the $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ safety inputs have no power.
- ▶ Check the following:
 - Are the $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ safety inputs enabled? If not required, these two inputs should be set to +24V.
 - Pay particular attention to the minimum assignment, see page 6.3.14 "Connection of digital inputs/outputs (CN1)".
 - Is the mains supply to the power amplifier switched on and does the voltage correspond to the details in the technical data?
- State display FLt* The display flashes alternately with *FLt* (FLT) and a 4 digit error number. The error number can also be found in the error memory list.
- ▶ Check especially:
 - Is a suitable motor connected?
 - Is the motor encoder cable correctly wired and connected? The unit cannot correctly start up the motor without a motor encoder signal.
- Status display St oP* The HMI displays *St oP* (STOP) when a "Quick Stop" has been triggered. This can be caused by a software stop, a hardware limit switch or by an error of error class 1.
- ▶ Remove the cause of the error and reset the error message.
- State display Wdog* The display shows *Wdog* (WDOG) when initialised. The internal monitor has sensed a fault by means of the Watchdog.
- ▶ Contact the Technical Support of your local sales partner. Advise the peripheral conditions (operating mode, application event) when the fault occurs:
 - ▶ The error can be reset by switching the unit off and on again.
- Cause of the last interruption*
- ▶ Press the ENT button on the HMI to acknowledge the current error message.
 - ▶ Change to the *FLt* menu. The last cause of interruption (Parameter `_StopFault`) is shown as an error number, see chapter 10.5.

10.3.3 Error display with commissioning software

- You will need a PC with the commissioning software and a functional connection to the product, see 6.3.15 "Connection to PC or remote terminal (CN4)" from page 6-44.
- ▶ Select "Diagnosis error memory". A dialogue box which displays the error messages appears.

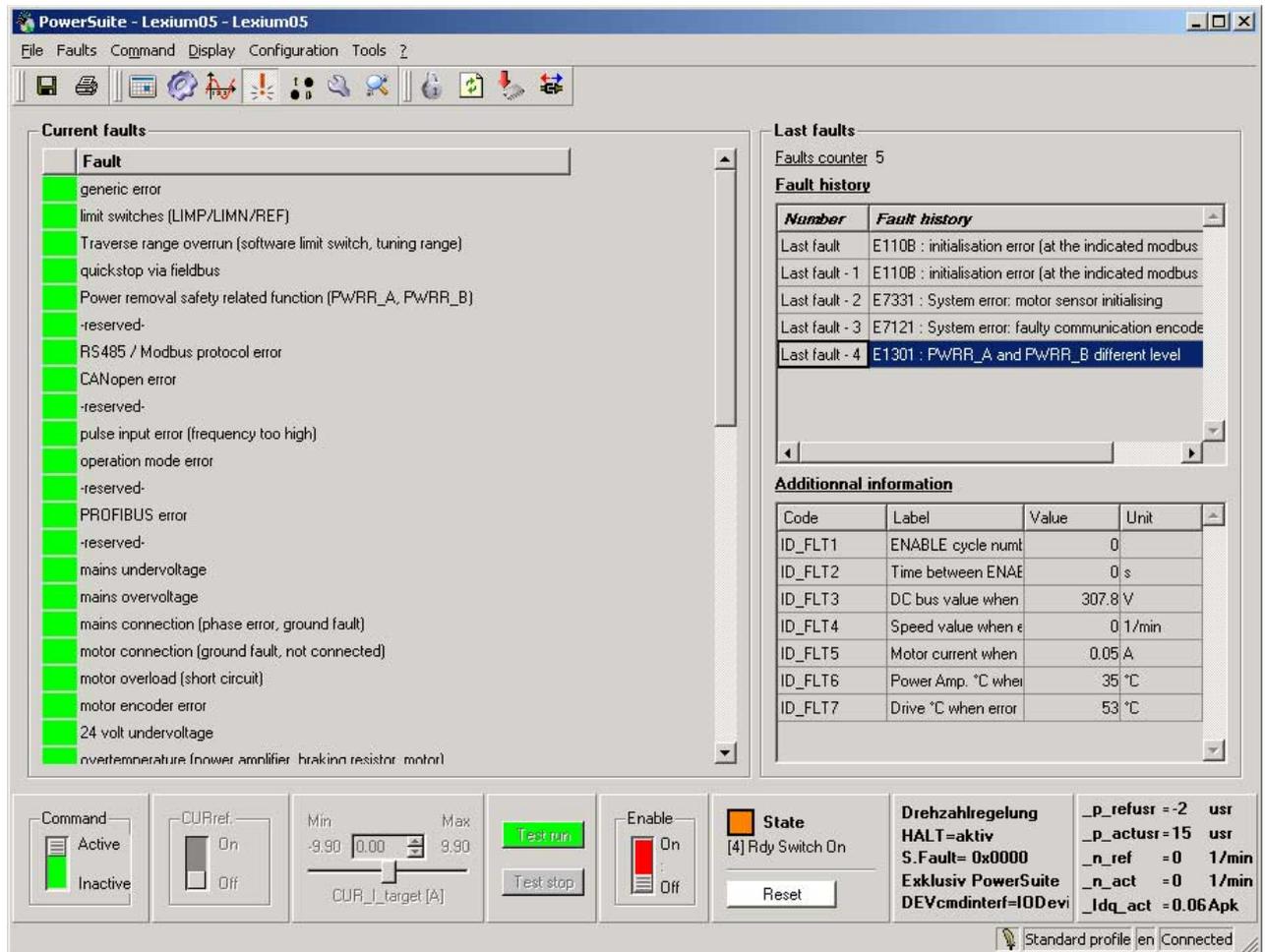


Figure 10.2 Error messages

The commissioning software shows a 4 digit error number in the list of the error memory with an "E" in front.

Error messages are displayed showing status, error class, time when error occurred and a short description. Under "additional information" you can verify the exact conditions when the error occurred.

- Resolve the error and reset the current error message with the "reset" button in the command bar of the program.
In the case of class 4 errors, you will need to switch off the controller supply voltage and switch it on again.

10.3.4 Error display over the fieldbus

Error display via process data

Errors are displayed via the process data PZD1, `driveStat`. The display takes place by setting the error bit Bit 15 `x_err`.

If request of an operating mode sent via the transmission protocol cannot be processed, the slave rejects the process and sets `modeStat`, Bit 6 (ModeError) in the receive protocol. This does not interrupt the current process. To find the cause of the error the master can read the error number from the parameter `ModeError`, 6962:00 by accessing the parameter channel.

The error display is reset when the next valid data protocol is transmitted.

cause of last interruption The parameter `_StopFault` allows read out of the error number and the last cause of interruption. As long as there is no error present, the value of this parameter will be 0. If an error occurs, the error, together with the further status information, is written to the error memory. In the case of subsequent errors, only the triggering cause of error is stored.

Error memory The error memory is an error history of the last 10 errors and is maintained even if the device is switched off. The following parameters allow the error memory to be controlled:

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
FLT_del_err	Erase error memory(10-7) 1: Erases all entries in the error memory	- 0 -	UINT16 R/W -	Profibus 15112
-	The erasing process is complete when a 0 is returned when reading.	1	-	
FLT_MemReset	Reset the error memory read pointer(10-7) 1: Set error memory read pointer to oldest error entry.	- 0 -	UINT16 R/W -	Profibus 15114
-		1	-	

The error memory can only be read sequentially. The parameter `FLT_MemReset` must be used to reset the read pointer. Then the first error entry can be read. The read pointer is automatically moved on to the next entry, re-reading selects the next error entry. If the error number 0 is returned there is no error entry present.

Position of the entry	Description
1	1. error entry, oldest message
2	2. error entry, later message, if present
...	...
10	10. error entry. In the case of 10 error entries the most current error value is shown here

An individual error entry consists of several pieces of information which are read out using various parameters. When reading out an error entry, the error number must always be read out first with the parameter `FLT_err_num`.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
FLT_err_num	Error number(10-7) Reading this parameter brings the complete error entry (error class, time of error ...) into an intermediate memory from which all components of the error can be read. In addition, the read indicator of the error memory is automatically switched forward to the next error entry.	- 0 - 65535	UINT16 R/- - -	Profibus 15362
FLT_class	Error class(10-7) 0: Warning (no reaction) 1: error (Quick Stop -> status 7) 2: error (Quick Stop -> status 8.9) 3: Fatal error (state 9) 4: Fatal error (state 9, not resettable)	- 0 - 4	UINT16 R/- - -	Profibus 15364
FLT_Time	Error time(10-7) referenced to the operating hours counter	s 0 - 536870911	UINT32 R/- - -	Profibus 15366
FLT_Qual	Error additional information(10-7) This entry contains additional information about the error, depending on the error number. Example: a parameter address	- 0 - 65535	UINT16 R/- - -	Profibus 15368

10.4 Troubleshooting

10.4.1 Resolution of malfunctions

Malfunction	Cause	Correction
Motor not turning	Motor blocked by brake	Release holding brake, check wiring
	Break in the motor cable	Check motor cable and connection. One or more motor phases are not connected.
	No torque	Set the parameters for max. current, max. speed to greater than zero
	Incorrect operating mode selected	Set the input signal and parameters for the operating mode you want
	Drive system switched off	Switch on drive system, generate release signal
	Motor phases reversed	Correct the sequence of the motor phases
	Motor mechanically blocked	Check ancillary devices
	Current limiting activated ()	Correct the current limit
The motor jerks briefly	Motor phases reversed	Check motor cable and connection: connect motor phases U, V and W in the same way on the motor and device sides
Motor vibrating	Amplification factor KP too high	reduce KP (speed controller)
	Fault in the motor encoder system	Check motor encoder
Motor running too soft	Integration time TNn too high	Reduce Tn (speed controller)
	Amplification factor KPn too low	Increase KPn (speed controller)
Motor running too rough	Integration time TNn too low	Increase TNn (speed controller)
	Amplification factor KPn too high	Reduce KPn (speed controller)
Error message communication error	Drive system switched off	Switch on the drive system
	Wiring error	Check wiring
	Wrong PC interface selected	Select correct interface

10.4.2 Error resolution sorted by error bit

To provide improved visibility when troubleshooting, all error numbers are categorised with so-called error bits. The error bits can be read using the parameter `_SigLatched`. The signal state "1" marks an error or warning message.

Error bit	Description	Error class	Cause	Troubleshooting
0	General error	0		
1	Limit switch (LIMP/LIMN/REF)	1	Limit switch is or was activated, wire interrupted	Traverse drive into movement range, match positioning data to axis range, special message in error memory
2	Area of travel exceeded (software limit switch, tuning range)	1	Motor outside area of travel	Check area of travel, re-reference the drive
3	"Quick Stop" by fieldbus	1	fieldbus command	
4	$\overline{PWRR_A}$ and $\overline{PWRR_B}$ inputs are "0"	3	"Power Removal" has been triggered	Check safety guard, wiring
5	reserved			
6	Error in fieldbus RS485, Modbus		Interruption of the fieldbus communication, only with RS485, such as Modbus	Check communication cable, check fieldbus, check communication parameters, see also fieldbus manual
8	reserved			
9	Reference signals faulty (frequency too high)		frequency too high, error	EMC measures, maintain maximum frequency (technical data)
10	Error in processing of the current operating mode	2	Processing error in electronic gear, reference movement or jog mode.	Detailed information see under additional information in the error memory
11	reserved			
12	Fault in fieldbus Profibus	0	Interruption in fieldbus communication, only with Profibus	Check communication cable, check fieldbus, check communication parameters, see also fieldbus manual
13	reserved			
14	DC BUS undervoltage	2	DC bus voltage under threshold value for "Quick Stop"	Check or increase mains voltage
		3	DC bus voltage under threshold value for switch-off of the drive	Check for power failure
15	DC bus overvoltage	3	DC bus overvoltage, braking too fast	Extend braking process, use external braking resistor
16	Power supply faulty (phase fault, earth fault)	par. ¹⁾	Short circuit or earth fault Supply voltage connected incorrectly (e.g. 1-phase instead of 3-phase)	Check fuse and installation
17	Connection to motor (motor phase interrupted, earth fault, commutation)	3	Short circuit or earth fault in the motor wiring or encoder wiring. Motor faulty. External moment exceeds the motor moment (preset motor current too low).	Check connections, change motor cable or encoder cable. Change motor. Reduce external moment or increase the setting of the motor current.
18	Motor overload (phase current too high)	3	I^2t monitoring for motor	Reduce load, use a motor with a higher nominal power

Error bit	Description	Error class	Cause	Troubleshooting
19	Encoder in motor signals error or connection to encoder faulty	3-4	No signal from the motor encoder, encoder faulty	Check encoder cable and encoder, replace cable
20	undervoltage from controller supply		Controller supply voltage has fallen below the minimum value	Secure control supply. Check short-term voltage failures during load changes
21	Temperature too high (power amplifier, braking resistor or motor)	3	The power amplifier is overheating Motor is overheating Temperature sensor not connected	Ventilator faulty or blocked, switch on time for peak current, reduce load or peak torque Allow motor to cool down, reduce load, use motor with greater nominal power, temperature sensor faulty, check/change motor and encoder cables
22	Tracking error	par. ¹⁾ 1-3	Tracking error	Reduce external load or acceleration, error response is adjustable via "Fit_pDiff"
23	Maximum speed exceeded		Exceeding the maximum motor speed under shift operation	Reduce vertical loading
24	Inputs $\overline{PWRR_A}$ and $\overline{PWRR_B}$ different	4	Interruption of the signal wiring	Signal cable/connection to be checked, check signal encoder or change
25..28	reserved			
29	error in EEPROM	3-4	Checksum in EEPROM incorrect	"Initial setting "to be carried out, user parameters to be stored in the EEPROM, consult your local sales partner
30	system run-up faulty (hardware or parameter error)	3-4	Cause of error in accordance with error display	Resolution dependent upon error display
31	Internal system error such as Watchdog)	4	Internal system error System fault such as division by 0 or time-out checks, inadequate EMC	Switch device off and on, replace device Comply with EMC protective measures, switch device off and on, contact your local service representative

1) par. = configurable

10.5 Table of error numbers

The cause of error for each error message is coded as an error number and stored in the parameter `FLT_err_num`. The following table shows all the error numbers and their meaning. If "par." is shown under the error class, then the error class can be set as a parameter. Please note that in the HMI, the error number is shown without the preceding "E".

The error numbers are structured:

Error number	Error in area
E 1xxx	General errors
E 2xxx	Excess current error
E 3xxx	Voltage error
E 4xxx	Temperature error
E 5xxx	Hardware error
E 6xxx	Software error
E 7xxx	Interface error, wiring error
E Axxx	Drive error, movement error
E Bxxx	Communication error

Information on error class can be found on page 10-2.

Information on error bits and measures for correcting errors can be found on page 10-11.

Error number	Class	Bit	Description
E 1100	0	0	parameter out of permissible range
E 1101	0	0	parameter does not exist
E 1102	0	0	parameter does not exist
E 1103	0	0	parameter write not permissible (READ only)
E 1104	0	0	write access denied (no access authorisations)
E 1106	0	0	Command not allowed while power amplifier is active
E 1107	0	0	Access via other interface blocked
E 1108	0	0	parameter not readable (Block Upload)
E 1109	1	0	Data that are saved following a power failure are invalid
E 110A	0	0	System error: boot loader not present
E 110B	3	30	Initialisation error (additional info=modbus register address)
E 1300	3	4	Power Removal tripped (PWRR_A, PWRR_B)
E 1301	4	24	PWRR_A and PWRR_B different level
E 1310	3	9	Reference signal frequency too high
E 1603	0	0	Capture memory occupied by other function
E 1606	0	0	Capture still active
E 1607	0	0	Recording: no trigger defined
E 1608	0	0	Recording: trigger option not permissible
E 1609	0	0	Recording: no channel defined
E 160A	0	0	Recording: no data present

Error number	Class	Bit	Description
E 160B	0	0	parameter not recordable
E 160C	1	0	Autotuning: moment of inertia outside permissible range
E 160D	1	0	Autotuning: the value of parameter 'AT_n_tolerance' may be too low for the identified mechanical system
E 160E	1	0	Autotuning: Test movement could not be started
E 160F	1	0	Autotuning: Power amplifier cannot be activated
E 1610	1	0	Autotuning: Processing discontinued
E 1611	1	0	System error: Autotuning internal write access
E 1612	1	0	System error: Autotuning internal write access
E 1613	1	0	Autotuning: max. permissible positioning range exceeded
E 1614	0	0	Autotuning: already active
E 1615	0	0	Autotuning: this parameter cannot be changed while autotuning is active
E 1616	1	0	Autotuning: static friction for selected speed jump height 'AT_n_ref' too high
E 1617	1	0	Autotuning: Frictional or load moment too great
E 1618	1	0	Autotuning: optimisation aborted
E 1619	0	0	Autotuning: the speed of rotation jump height 'AT_n_ref' is too low compared to 'AT_n_tolerance'
E 1A00	0	0	System error: FIFO memory overflow
E 1A01	3	19	motor has been changed
E 1A02	3	19	motor has been changed
E 1B00	4	31	System error: faulty parameter for motor or power amplifier
E 1B01	3	30	User parameter max. speed of rotation too high
E 1B02	3	30	User parameter max. current, holding current or Quick Stop current too high
E 1B03	4	30	Encoder is not supported by current operating system
E 1B04	3	30	ESIM resolution too high with selected n_max
E 2300	3	18	power amplifier overcurrent
E 2301	3	18	braking resistor overcurrent
E 3100	par.	16	mains power supply phase fault
E 3200	3	15	DC bus overvoltage
E 3201	3	14	DC bus undervoltage (switch-off threshold)
E 3202	2	14	DC bus undervoltage (Quick Stop threshold)
E 3203	4	19	Motor encoder supply voltage
E 3206	0	11	DC bus undervoltage, no mains phase (warning)
E 4100	3	21	Power amplifier overtemperature
E 4101	0	1	warning power amplifier overtemperature
E 4102	0	4	Power amplifier overload (I ^{2t}) warning
E 4200	3	21	device overtemperature
E 4300	3	21	motor overtemperature
E 4301	0	2	warning motor overtemperature
E 4302	0	5	Motor overload (I ^{2t}) warning
E 4402	0	6	Braking resistors resistor overload (I ^{2t}) warning

Error number	Class	Bit	Description
E 5200	4	19	Fault in connection to motor encoder
E 5201	4	19	errors in motor encoder communication
E 5202	4	19	Motor encoder is not supported
E 5203	4	19	Fault in connection to motor encoder
E 5204	3	19	Connection to motor encoder lost
E 5205	4	19	Connected motor (motor family) is not supported
E 5430	4	29	System error: EEPROM read error
E 5431	3	29	System error: EEPROM write error
E 5435	4	29	System error: EEPROM not formatted
E 5437	4	29	System error: EEPROM checksum error in manufacturer data
E 5438	3	29	System error: EEPROM checksum error in user-defined parameter
E 5439	3	29	System error: EEPROM checksum error CAN parameter
E 543A	4	29	System error: EEPROM HardwareInfo invalid
E 543B	4	29	System error: EEPROM Manufacturer data invalid
E 543C	3	29	System error: EEPROM CAN-data invalid
E 543D	3	29	System error: EEPROM user parameter invalid
E 543E	3	29	System error: EEPROM checksum error Nolnit parameter
E 5600	3	17	motor connection phase error
E 5601	4	19	Interruption or faulty encoder signals
E 5602	4	19	Interruption or faulty encoder signals
E 5603	4	17	Commutation error
E 6107	0	0	Parameters outside value range (calculation error)
E 6108	0	0	Function not available
E 610D	0	0	Error in selection parameter
E 610F	4	30	System error: Internal time base failed (Timer0)
E 7120	4	19	Invalid motor data
E 7121	2	19	System error: errors in motor encoder communication
E 7122	4	30	Motor data not acceptable
E 7123	4	30	motor current offset outside permissible range
E 7124	4	19	System error: encoder is defective
E 7126	0	19	No answer has been received yet
E 7200	4	30	System error: calibration of analogue/digital converter
E 7201	4	30	System error: motor encoder initialising (quadrant evaluation)
E 7327	4	19	System error: position sensor not ready
E 7328	4	19	Motor encoder sends: position capture errors
E 7329	0	8	Motor encoder sends: Warning
E 7330	4	19	System error: motor encoder (Hiperface)
E 7331	4	30	System error: Motor encoder initialisation
E 7333	4	30	System error: Discrepancy during calibration of analogue/digital converter
E 7334	0	0	System error: Analogue/digital converter offset too big

Error number	Class	Bit	Description
E 7335	0	8	Communication to motor encoder occupied
E 7336	3	0	Offset with Sincos drift compensation too high
E 7337	1	8	Offset could not be successfully written
E 7338	0	13	No valid motor absolute position
E 7400	0	31	System error: illegal interrupt (XINT2)
E 7500	0	9	RS485/Modbus: overrun error
E 7501	0	9	RS485/Modbus: framing error
E 7502	0	9	RS485/Modbus: Parity-error
E 7503	0	9	RS485/Modbus: receive error
E A060	2	10	Calculation error with electronic gearbox
E A061	2	10	Change in reference value with electronic gearbox too great
E A300	0	0	Torque ramp with HALT current active
E A301	0	0	Drive in status 'QuickStopActive'
E A302	1	1	Interruption by LIMP
E A303	1	1	Interruption by LIMN
E A304	1	1	Interruption by REF
E A305	0	0	Power amplifier cannot be activated in current operating status of status machine
E A306	1	3	Interruption by user initiated software stop
E A307	0	0	Interruption by internal software stop
E A308	0	0	Drive in state 'Fault'
E A309	0	0	Drive not in state 'OperationEnable'
E A310	0	0	Power amplifier not active
E A312	0	0	Profile generation interrupted
E A313	0	0	Position overrun (pos_over=1), reference point is therefore no longer defined (ref_ok=0)
E A314	0	0	No reference position
E A315	0	0	Homing active
E A316	0	0	Overrun on acceleration calculation
E A317	0	0	Drive not at standstill
E A318	0	0	Operating mode active (x_end = 0)
E A319	1	2	Manual/Autotuning: distance range overflow
E A31A	0	0	Manual/Autotuning: amplitude/offset set too high
E A31B	0	0	HALT requested
E A31C	0	0	Illegal position setting with software limit switch
E A31D	0	0	Speed range exceeded (CTRL_n_max)
E A31E	1	2	Interruption by pos. software limit switch
E A31F	1	2	Interruption by neg. software limit switch
E A320	par.	22	position tracking error
E A321	0	0	RS422 position interface not defined as input signal
E A324	1	10	Error when homing (additional info = detailed error number)
E A325	1	10	Approach limit switch not activated

Error number	Class	Bit	Description
E A326	1	10	REF switch not found between LIMP and LIMN
E A327	1	10	Reference movement to REF without direction reversal, improper activation of limit switch LIM"
E A328	1	10	Reference movement to REF without direction reversal, overrun of LIM or REF not permissible
E A329	1	10	More than one signal LIMP/LIMN/REF active
E A32A	1	10	Ext. monitoring signal LIMP with counterclockwise rotation
E A32B	1	10	Ext. monitoring signal LIMN with clockwise rotation
E A32C	1	10	Error with REF (switch signal enabled briefly or switch overrun)
E A32D	1	10	Error with LIMP (switch signal enabled briefly or switch overrun)
E A32E	1	10	Error with LIMN (switch signal enabled briefly or switch overrun)
E A32F	1	10	index pulse not found
E A330	0	0	Reproducibility of the index pulse movement uncertain, index pulse too close to the switch
E A332	1	10	Error with jog (additional info = detailed error number)
E A334	2	0	Timeout at Standstill window monitor
E A335	1	10	Processing only possible in fieldbus operation
E A337	0	10	Operating mode cannot be continued
E B100	0	9	RS485/Modbus: unknown service
E B200	0	9	RS485/Modbus: Protocol error
E B201	2	6	RS485/Modbus: Nodeguard error
E B202	0	9	RS485/Modbus: Nodeguard Warning
E B203	0	9	RS485/Modbus: number of monitor objects incorrect
E B204	0	9	RS485/Modbus: service too long
E B300	4	12	Profibus: initialising failed
E B301	4	12	Profibus: initialising failed
E B302	0	12	Profibus: write access denied (incorrect job identification)
E B303	par.	12	Profibus: faulty processing of process data channel
E B304	par.	12	Profibus: faulty processing of process data channel
E B305	par.	12	Profibus: parameter cannot be mapped to the output data frame
E B306	par.	12	Profibus: faulty processing of process data channel
E B307	par.	12	Profibus: faulty processing of process data channel
E B308	par.	12	Profibus: parameter cannot be read
E B309	0	12	Profibus: subindex not equal to zero
E B30A	0	12	Profibus: parameter does not exist
E B30B	1	12	Profibus: Watchdog
E B30C	1	12	Profibus: motor stop via clear command of master
E B30D	0	12	Profibus: parameter cannot be mapped

11 Parameters

This section contains an overview of all parameters that can be addressed for operation of the product.

11.1 Layout of parameters

The parameter display contains, on the one hand, information which is needed for positive identification of a parameter. On the other hand, the parameter display can also provide information on setting options, pre-sets and parameter properties.

A parameter display has the following features:

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
Example_Name	Example parameter (cross-reference)	A _{pk}	UINT16	
BSPi	Details and selection values	0.00	R/W	
MENUE-b5P,	1 / selection value1 / WRT1: declaration 1 2 / selection value2 / WRT2: declaration 2	3.00 300.00	per. -	Profibus 1234
		Fieldbus 0 300 30000		

The most important terms in the heading line of a parameter table are explained in the following.

<i>Parameter Name</i>	The parameter name is displayed with the commissioning software in the "Designation" column.
<i>Code and HMI Code</i>	The Code is represented on a 7 segment display on the HMI (HMI-Code).
<i>Cross reference</i>	If there is more information available for these parameters you can find this under this cross-reference.
<i>Selection values</i>	In the case of parameters which offer a selection of settings, the selection number via fieldbus and the designation of the values when inputting with commissioning software and HMI are quoted.

1	Selection value over the fieldbus
Selection value 1	Commissioning tool display
WRT1	HMI display

Default value Factory settings.

Data type The data type determines the valid range of values, especially when a parameter does not have explicit minimum and maximum values.

Data type	Byte	Min value	Max value
INT16	2 Byte / 16 Bit	-32768	32767
UINT16	2 Byte / 16 Bit	0	65535

Data type	Byte	Min value	Max value
INT32	4 Byte / 32 Bit	-2147483648	2147483647
UINT32	4 Byte / 32 Bit	0	4294967295

R/W Note on reading and writing the values
 "R/-" values are read-only
 "R/W" values are read and write.

persistent Designation of whether the value of the parameter is persistent, i.e. after switching off the unit it is retained in the memory. When changing a value via commissioning software or fieldbus, the user must explicitly store the value change in the persistent memory. When entering via HMI the unit stores the value of the parameter automatically at each change.

Instructions on inputting values Use these specifications with the various parameter setting options:

Setting parameters with	Specifications
Fieldbus	Parameter name
HMI	HMI code
Commissioning software	Code

Please note that parameter values via the fieldbus are shown without a decimal point, e.g.

- For HMI and commissioning software:
Max. value = 327.67
- For fieldbus (in list of parameters under "Fieldbus"):
Max. value = 32767

11.2 List of all parameters

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_acc_pref	Acceleration of reference value generation() Advance sign corresponding to the change of the value for speed: Increase in speed: pos. advance sign Reduction in speed: neg. advance sign	(1/min)/s - -	INT32 R/- -	Profibus 7954
_AccessInfo	Current access channels for action objects(8-1) Lowbyte: 0: Occupied by the channel in Highbyte 1 : Exclusively occupied by channel in High- byte Highbyte: Current assignment of the access channel 0: reserved 1: IO 2: HMI 3: Modbus 4: CANopen 5: CANopen via second SDO channel 6: Profibus	- -	UINT16 R/- -	Profibus 280
_actionStatus	Action word(8-41) Signal state: 0: not enabled 1: activated Bit0: Class 0 error Bit1 Class 1 error Class 2 error Bit3 Class 3 error Bit4 Class 4 error Bit5 reserved Bit6: drive stopped (actual speed $_n_act < 9U/min$) Bit7: drive rotates in positive direction Bit8: drive rotates in negative direction Bit9: Drive within position window (pwin) Bit10: reserved Bit11: profile generator stop- ped (setpoint speed is 0) Bit12: Profile generator decelerating Bit13: Profile generator accelerating Bit14: Profile generator moves in constant mode Bit15: reserved	- -	UINT16 R/- -	Profibus 7176
_I2t_act_M	Overload motor current(8-41)	% -	INT16 R/- -	Profibus 7218
_I2t_act_PA	Overload power amplifier current(8-41)	% -	INT16 R/- -	Profibus 7212
_I2t_mean_M I2TM STA→, 2tπ	Loading factor motor(8-41)	% -	INT16 R/- -	Profibus 7220

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_I2t_mean_PA I2TP STA- <i>z</i> tP	Loading factor power amplifier(8-41)	% - -	INT16 R/- -	Profibus 7214
_I2t_peak_RES -	Overload braking resistor maximum value(8-41) Maximum overload braking resistor that has occurred in the last 10 sec.	% - -	INT16 R/- -	Profibus 7210
_I2t_peak_M -	Overload motor maximum value(8-41) Maximum overload motor that has occurred in the last 10 sec.	% - -	INT16 R/- -	Profibus 7222
_I2t_peak_PA -	Overload power amplifier maximum value(8-41) Maximum overload power amplifier that has occurred in the last 10 sec.	% - -	INT16 R/- -	Profibus 7216
_I2tl_act_RES -	Actual overload braking resistor(8-41)	% - -	INT16 R/- -	Profibus 7206
_I2tl_mean_RES I2TR STA- <i>z</i> tr	Load factor braking resistor(8-41)	% - -	INT16 R/- -	Profibus 7208
_Id_act -	current motor current d-components() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 7684
_Id_ref -	Set motor current d component (field weakening)() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 7714
_Idq_act IACT STA- <i>R</i> ct	Total motor current (vector sum of d and q components) in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 7686
_IO_act IOAC STA- <i>o</i> RE	Status of digital inputs and outputs(7-16) Assignment of 24V inputs: Bit 0: REF Bit 1: LIMN,CAP2 Bit 2: LIMP,CAP1 Bit 3: HALT Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: - Bit 7: reserved assignment 24V outputs: Bit 8: NO_FAULT Bit 9: ACTIVE	- - -	UINT16 R/- - -	Profibus 2050

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_Iq_act -	current motor current q-components() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 7682
_Iq_ref IQRF STA- <i>qrf</i>	Set motor current q component (torque-creating)() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 7712
_LastWarning -	Last warning as number() Number of the last warning generated. If the warning becomes inactive again, the number is retained until the next fault reset. Value 0 : No warning generated	- - -	UINT16 R/- - -	Profibus 7186
_n_act NACT STA- <i>nRct</i>	Actual speed of motor(8-39)	1/min -	INT16 R/- -	Profibus 7696
_n_actRAMP -	Actual speed of the movement profile generator(8-39)	1/min -	INT32 R/- -	Profibus 7948
_n_pref -	Speed of reference value generation()	1/min -	INT32 R/- -	Profibus 7950
_n_ref -	Reference speed of the speed controller()	1/min -	INT16 R/- -	Profibus 7694
_n_targetRAMP -	Target speed of the travel profile generator()	1/min -	INT32 R/- -	Profibus 7946
_OpHours OPH STA- <i>oPh</i>	Operating hours counter()	s -	UINT32 R/- -	Profibus 7188
_p_absENCusr -	Absolute position based on motor encoder working range in user-defined units(7-23) Value range is set by sensor type With Singleturn motor encoders the value is set with reference to one motor revolution, with multiturn motor encoders with reference to the total working range of the sensor (e.g. 4096 revs.) Caution! Position is only valid after determination of the motor absolute position. With invalid motor absolute position : _WarnLatched _WarnActive Bit 13=1: absolute position of motor not yet detected	usr -	UINT32 R/- - -	Profibus 7710

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_p_absmodulo	Absolute position based on one motor revolution in internal units() Caution! Position is only valid after determination of the motor absolute position. With invalid motor absolute position : _WarnLatched _WarnActive Bit 13=1: absolute position of motor not yet detected	Inc	UINT32 R/- - -	Profibus 7708
_p_act	Actual position of motor in internal units() Caution! Actual position of motor is only valid after determination of the motor absolute position. With invalid motor absolute position : _WarnLatched _WarnActive Bit 13=1: absolute position of motor not yet detected	Inc	INT32 R/- - -	Profibus 7700
_p_actPosintf	Actual position at position interface() Counted increments at pulse input. Condition: IOPosInterfac = Pdinut or Abinut	Inc -2147483648 - 2147483647	INT32 R/- - -	Profibus 2058
_p_actusr PACU STA-PRC	Actual position of the motor in user-defined units(8-39) Caution! Actual position of motor is only valid after determination of the motor absolute position. With invalid motor absolute position : _WarnLatched _WarnActive Bit 13=1: absolute position of motor not yet detected	usr -	INT32 R/- - -	Profibus 7706
_p_actRAMPushr	Actual position of the travel profile generator(8-39) in user-defined units	usr -	INT32 R/- - -	Profibus 7940
_p_addGEAR	Start position of electronic gearbox() With an inactive gearbox the setpoint position can be calculated here at the position controller that was set when the gearbox was enabled with the selection 'Synchronisation with compensation movement'.	Inc	INT32 R/- - -	Profibus 7942
_p_dif PDIF STA-Pd, F	Current regulation variation of the position controller(8-41) Actual rule deviation between setpoint and actual position, i.e. without consideration of any dynamic components. Note: Different from SPV_p_maxDiff	revolution -214748.3648 - 214748.3647 Fieldbus -2147483648 2147483647	INT32 R/- - -	Profibus 7716

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_p_DifPeak	Value of max. reached tracking error of the position controller(8-41)	revolution 0.0000	UINT32 R/W	Profibus 4382
-	The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. For further information see SPV_p_maxDiff. A write operation resets the value again.	- 429496.7295 Fieldbus 0 4294967295	- -	
_p_ref	Setpoint position of the position controller in internal units()	Inc	INT32 R/-	Profibus 7698
-			-	
_p_refusr	Setpoint of the position controller in user-defined units()	usr	INT32 R/-	Profibus 7704
-		-	-	
_p_tarRAMPusr	Target position of the travel profile generator() Absolute position value of the profile generator calculated from transferred relative and absolute position values. in user-defined units	usr	INT32 R/-	Profibus 7938
-		-	-	
_Power_act	current output power()	W	INT16 R/-	Profibus 7194
-		-	-	
_Power_mean	average output power()	W	INT16 R/-	Profibus 7196
-		-	-	
_prgNoDEV	Firmware program number()	-	UINT16	Profibus 258
_PNR	Example: PR840.1	0.0	R/-	
INF--Pnr	Value is entered decimally as: 8401	- 0.0	-	
_prgVerDEV	Firmware version()	-	UINT16	Profibus 260
_PVR	Example: V4.201	-	R/-	
INF--Pvr	Value is entered decimally: 4201	-	-	
_serialNoDEV	Device serial number() Serial number: Unique number for identification of the product	- 0 -	UINT32 R/-	Profibus 302
-		4294967295	per. -	
_SigActive	Current status of monitoring signals(8-41) Meaning see _SigLatched	-	UINT32 R/-	Profibus 7182
-		-	-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_SigLatched SIGS STA-5, 55	Stored state of the monitoring signals(8-41) Signal state: 0: not enabled 1: activated Bit assignment Bit0: general fault Bit1: limit switch (LIMP/LIMN/REF) Bit2: area of travel exceeded (SW limit switch, tuning range) Bit3: Quick Stop via fieldbus Bit4: inputs PWRR are 0 Bit6: error RS485 Bit7: error CAN Bit9: frequency of reference signal too high Bit10: error current operating mode Bit12: Profibus error Bit14: undervoltage DC bus Bit15: overvoltage DC bus Bit16: no mains phase Bit17: connection to motor faulty Bit18: motor overcurrent/short circuit Bit19: error motor encoder or connection to encoder Bit20: undervoltage 24V power supply Bit21: temperature too high (power amplifier, motor) Bit22: tracking error Bit23: max. speed exceeded Bit24: PWRR inputs different Bit29: error in EEPROM Bit30: error in system startup (hardware or parameter error) Bit31: internal system fault such as Watch-dog Note: assignment depends on control mode	- -	UINT32 R/- -	Profibus 7184
_StopFault STPF FLT-5tPF	Fault number of the last interruption cause(8-41)	- -	UINT16 R/- -	Profibus 7178
_Temp_act_DEV TDEV STA-ttEU	Device temperature(8-41)	°C -	INT16 R/- -	Profibus 7204
_Temp_act_M -	Temperature motor(8-41) reasonable display is not possible for switching temperature sensors (for type of temperature sensor see parameter M_TempType)	°C -	INT16 R/- -	Profibus 7202
_Temp_act_PA TPA STA-tPR	Temperature of power amplifier(8-41)	°C -	INT16 R/- -	Profibus 7200

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_Ud_ref -	Set motor voltage d-components() in 0.1V steps	V 0.0 - 0.0	INT16 R/- - -	Profibus 7690
_UDC_act UDCA STA-udCR	DC bus voltage() in 0.1V steps	V 0.0 - 0.0	UINT16 R/- - -	Profibus 7198
_Udq_ref -	Total motor voltage (vector sum of d and q components() Root from ($_{Uq_ref}^2 + _{Ud_ref}^2$) in 0.1 V steps	V 0.0 - 0.0	INT16 R/- - -	Profibus 7692
_Uq_ref -	Set motor voltage q-components() in 0.1V steps	V 0.0 - 0.0	INT16 R/- - -	Profibus 7688
_v_act_Posintf -	Actual speed at position interface() Corresponds to frequency of the signal at the pulse input. Condition: IOposInterfac = Pinput or Abinput	Inc/s -2147483648 - 2147483647	INT32 R/- - -	Profibus 2060
VoltUtil -	Power/space ratio of DC bus voltage() 100% means that the drive is at the voltage limit. ${VoltUtil} = (_{Udq_ref} / _{Udq_ref}) * 100\%$	% -	INT16 R/- - -	Profibus 7718
_WarnActive -	Active warnings bit-coded(8-41) Meaning of Bits see _WarnLatched	- -	UINT16 R/- - -	Profibus 7190

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_WarnLatched	Stored warnings bit-coded(8-41)	-	UINT16 R/-	Profibus 7192
WRNS	Stored warning bits are erased in the event of a FaultReset.	-	-	
STA- <i>Warn5</i>	Bits 10,11,13 are automatically deleted. Signal state: 0: not enabled 1: activated Bit assignment Bit 0: general warning (see _LastWarning) Bit 1: power amplifier temperature high Bit 2: motor temperature high Bit 3: reserved Bit 4: overload (I ² t) power amplifier Bit 5: overload (I ² t) motor Bit 6: overload (I ² t) braking resistor Bit 7: CAN warning Bit 8: Motor Encoder warning Bit 9: RS485 protocol warning Bit 10: PWRR_A and/or PWRR_B Bit 11: DC bus undervoltage, faulty mains phase Bit 12: Profibus warning Bit 13: Position not yet valid (position detection continuing) Bit 14: reserved Bit 15: reserved Note: assignment depends on control mode			
AccessLock	Blocking of other access channels(8-1) 0: Other access channels enabled 1: Other access channels blocked	- 0 1	UINT16 R/W -	Profibus 316
-	This parameter allows the fieldbus to block active access to the device for the following access channels: - Commissioning tool - HMI - a second fieldbus The processing of the input signals (e.g. Stop-input) cannot be blocked.			
AT_dir	Direction of rotation autotuning(7-27)	-	UINT16 R/W	Profibus 12040
DIR	1 / pos-neg-home / pnh : first positive direction, then negative direction with return to initial position	1	-	
TUN-dir	2 / neg-pos-home / np : first negative direction, then positive direction with return to initial position 3 / pos-home / p-h : only positive direction with return to initial position 4 / pos / p-- : only positive direction without return to initial position 5 / neg-home / n-h : only negative direction with return to initial position 6 / neg / n-- : only negative direction without return to initial position	1 1 6	-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_dismax DIST TUN-d, 5t	Movement range autotuning(7-27) Range in which the automatic optimisation processes of the controller parameters are run. The range is input relative to the current position. Caution with "movement in only one direction" (parameter AT_dir), it corresponds to the actual movement of a multiple of this specified range. It is used for every optimisation level.	revolution 1.0 1.0 999.9 Fieldbus 10 10 9999	UINT32 R/W - -	Profibus 12038
AT_gain GAIN TUN-GR, n	Adapting controller parameters (tighter/looser)(7-29) Measure of the degree of tightness of the regulation. The value 100 represents the theoretical optimum. Values larger than 100 mean that the regulation is tighter and smaller values mean that the regulation is looser.	% -	UINT16 R/W -	Profibus 12052
AT_J -	Inertia of the entire system(7-29) is automatically calculated during the autotuning process in 0.1 kgcm ² steps	kg cm ² 0.0 - 0.0	UINT16 R/W per. -	Profibus 12056
AT_M_friction -	System friction moment() is determined during the autotuning process in 0.01A _{pk} steps	A _{pk} 0.00 - 0.00	UINT16 R/- - -	Profibus 12046
AT_M_load -	Constant load torque() is determined during the autotuning process in 0.01A _{pk} steps	A _{pk} 0.00 - 0.00	INT16 R/- - -	Profibus 12048
AT_mechanics MECH TUN-MECH	System coupling type(7-27) 1: direct coupling (J ext. to J motor <3:1) 2: medium coupling () 3: medium coupling (short toothed belt) 4: medium coupling () 5: soft coupling (J ext. to J motor between 5:1 and 10:1, linear axis)	- 1 1 5	UINT16 R/W - -	Profibus 12060
AT_n_ref NREF TUN-nrEF	Speed jump for motor starting() 1000	1/min 10 100 1000	UINT16 R/W - -	Profibus 12044
AT_progress -	Autotuning progress(7-29) 100	% 0 0 100	UINT16 R/- - -	Profibus 12054
AT_start -	Start Autotuning(7-27) 0: End 1: Activate	- 0 - 1	UINT16 R/W - -	Profibus 12034

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
AT_state	Autotuning status(7-29) Bit15: auto_tune_err Bit14: auto_tune_end Bit13: auto_tune_process Bit 10..0: last processing step	- - -	UINT16 R/- - -	Profibus 12036
AT_wait WAIT TUN-wait	Waiting time between autotuning steps(7-29)	ms 300 1200 10000	UINT16 R/W - -	Profibus 12050
BRK_release BTRE DRC-brake	Time delay when opening or releasing the brake(8-63)	ms 0 0 1000	UINT16 R/W per. -	Profibus 1294
BRK_tclose BTCL DRC-brake	Time delay when setting the brake(8-63)	ms 0 0 1000	UINT16 R/W per. -	Profibus 1296
Cap1Activate	Capture unit 1 Start/Stop(8-59) Value 0 : abort capture function Value 1: start capture once Value 2: start capture continuously With one-time capture the function is terminated at the first captured value. The capture continues endlessly with continuous capture. Position capture can only be enabled with the "fieldbus" device setting.	- 0 - 2	UINT16 R/W - -	Profibus 2568
Cap1Config	Configuration of capture unit 1(8-59) 0 = position capture at 1->0 switch 1 = position capture at 0->1 switch	- 0 0 1	UINT16 R/W - -	Profibus 2564
Cap1Count	Capture unit 1 event counter(8-59) Counts the capture events. Counter is reset when the capture unit 1 is enabled.	- -	UINT16 R/- -	Profibus 2576
Cap1Pos	Capture unit 1 captured position(8-59) Captured position at the time of the "capture signal". The captured position is recalculated after "set dimensions" or after a "homing".	usr -	INT32 R/- -	Profibus 2572

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_KFPp -	Position controller feed pilot control speed() Over-control up to 110% possible.	% 0.0 0.0 110.0	UINT16 R/W per. -	Profibus 4624
		Fieldbus 0 0 1100		
CTRL_KPid -	Current controller longitudinal (d) P factor() Is calculated from motor parameters. In 0.1V/A steps	V/A 0.5 - 1270.0	UINT16 R/- per. -	Profibus 4354
		Fieldbus 5 12700		
CTRL_KPiq -	Current controller transverse (q) P factor() Value is calculated from motor parameters in 0.1 V/A steps	V/A 0.5 - 1270.0	UINT16 R/- per. -	Profibus 4358
		Fieldbus 5 12700		
CTRL_KPn -	Speed controller P-factor(7-33) Default value is calculated from motor parameters	A/(1/min) 0.0001 - 1.2700	UINT16 R/W per. -	Profibus 4614
		Fieldbus 1 12700		
CTRL_KPp -	Position controller P-factor(7-39) Default value is calculated	1/s 2.0 - 495.0	UINT16 R/W per. -	Profibus 4620
		Fieldbus 20 4950		
CTRL_n_max NMAX SET-nfIRH	Speed limitation(7-14) Max. speed of rotation motor must not be exceeded Default is the maximum speed of the motor (see M_n_max)	1/min 0 - 13200	UINT16 R/W per. -	Profibus 4612
CTRL_Nfbandw -	Bandwidth notch filter current() The bandwidth is defined as follows: Fb/F0	% 10 30 99	UINT16 R/W per. expert	Profibus 4646

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_Nfdamp -	Damping notch filter current() -	% 1.0 10.0 45.0 Fieldbus 10 100 450	UINT16 R/W per. expert	Profibus 4644
CTRL_Nffreq -	Frequency notch filter current() The filter is disabled at the value of 15000. -	Hz 50.0 1500.0 1500.0 Fieldbus 500 15000 15000	UINT16 R/W per. expert	Profibus 4642
CTRL_Pcdamp -	Damping Posicast filter speed() The filter is disabled at the value of 1000. -	% 50.0 100.0 100.0 Fieldbus 500 1000 1000	UINT16 R/W per. expert	Profibus 4648
CTRL_Pcdelay -	Time delay Posicast filter speed() The filter is disabled at the value of 0. -	ms 0.00 0.00 25.00 Fieldbus 0 0 2500	UINT16 R/W per. expert	Profibus 4650
CTRL_TAUiref -	Filter time constant reference value filter of the reference current value() -	ms 0.00 1.20 4.00 Fieldbus 0 120 400	UINT16 R/W per. -	Profibus 4640
CTRL_TAUiref -	Filter time constant reference value filter of the speed reference value(7-33) -	ms 0.00 9.00 327.67 Fieldbus 0 900 32767	UINT16 R/W per. -	Profibus 4626

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CTRL_TNid -	Current controller longitudinal (d) setting time() Value is calculated from motor parameters in 0.01ms steps	ms 0.13 - 327.67 Fieldbus 13 32767	UINT16 R/ - per. -	Profibus 4356
CTRL_TNiq -	Current controller lateral (q) setting time() Value is calculated from motor parameters in 0.01ms steps	ms 0.13 - 327.67 Fieldbus 13 32767	UINT16 R/ - per. -	Profibus 4360
CTRL_TNn -	Speed controller integral time(7-33)	ms 0.00 9.00 327.67 Fieldbus 0 900 32767	UINT16 R/W per. -	Profibus 4616
CUR_I_target -	Set current in operating mode current control(8-14)	A _{pk} -300.00 0.00 300.00 Fieldbus -30000 0 30000	INT16 R/W - -	Profibus 8200

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ENC_pabsusr -	Setting position of the motor encoder directly(7-23) Value range depends on the sensor type. SRS: Sincos single turn: 0..max_pos_usr/rev. - 1 SRM: Sincos multiturn: 0 .. (4096 * max_pos_usr/rev.) -1 max_pos_usr/rev.: maximum user position for one motor revolution, with default position scaling this value is 16384. !!!Important: * If the process is to be conducted with direction inversion function, it must be set before setting the motor encoder position * The setting value will only be active when the controller is switched on the next time. After the write access a wait of at least 1 second is required until the controller is switched off. * Changing the value also changes the position of the virtual index pulse and the index pulse displaced at ESIM function.	usr 0 - 2147483647	UINT32 R/W - -	Profibus 1324
ESIMscale ESSC DRC-E55[Encoder simulation - setting the resolution(7-22) the complete value range is available for the resolution. For resolutions that can be divided by 4 the index pulse must be at A=high and B=high. CAUTION: the values are not enabled until the controller is restarted. After the write access a wait of at least 1 second is required until the controller is switched off.	Inc 8 4096 65535	UINT16 R/W per. -	Profibus 1322
FLTAmpOnCyc -	ENABLE cycles up to time of error() Number of power amplifier turn-on processes after switching on the power supply (control voltage) up to the appearance of the error	- -	UINT16 R/- -	Profibus 15370
FLTAmpOnTime -	Time error occurs after ENABLE() -	s -	UINT16 R/- -	Profibus 15372
FLT_class -	Error class(10-7) 0: Warning (no reaction) 1: error (Quick Stop -> status 7) 2: error (Quick Stop -> status 8.9) 3: Fatal error (state 9) 4: Fatal error (state 9, not resettable)	- 0 - 4	UINT16 R/- -	Profibus 15364

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
FLT_del_err	Erase error memory(10-7) 1: Erases all entries in the error memory	- 0 -	UINT16 R/W	Profibus 15112
-	The erasing process is complete when a 0 is returned when reading.	1	-	
FLT_err_num	Error number(10-7) Reading this parameter brings the complete error entry (error class, time of error ...) into an intermediate memory from which all components of the error can be read. In addition, the read indicator of the error memory is automatically switched forward to the next error entry.	- 0 - 65535	UINT16 R/-	Profibus 15362
FLT_Idq	Motor current at error time() in 10 mA steps	A 0.00 - 0.00	UINT16 R/-	Profibus 15378
FLT_MemReset	Reset the error memory read pointer(10-7) 1: Set error memory read pointer to oldest error entry.	- 0 - 1	UINT16 R/W	Profibus 15114
FLT_n	Speed at error time()	1/min -	INT16 R/-	Profibus 15376
FLT_powerOn POWO INF- <i>PoLo</i>	Number of turn-on processes()	- 0 - 4294967295	UINT32 R/-	Profibus 15108
FLT_Qual	Error additional information(10-7) This entry contains additional information about the error, depending on the error number. Example: a parameter address	- 0 - 65535	UINT16 R/-	Profibus 15368
FLT_Temp_DEV	Device temperature at error time()	°C -	INT16 R/-	Profibus 15382
FLT_Temp_PA	Power amplifier temperature at error time()	°C -	INT16 R/-	Profibus 15380
FLT_Time	Error time(10-7) referenced to the operating hours counter	s 0 - 536870911	UINT32 R/-	Profibus 15366
FLT_UDC	DC bus voltage at error time() in 100mV steps	V 0.0 - 0.0	UINT16 R/-	Profibus 15374

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
GEARdenom -	Gear ratio denominator(8-16) see description GEARnum	- 1 1 2147483647	INT32 R/W per. -	Profibus 9734
GEARdir_enabl -	Enabled direction of motion of the gear processing(8-16) 1 / positive : pos. direction 2 / negative : neg. direction 3 / both : both directions (default) This can be used to enable a return motion lock.	- 1 3 3	UINT16 R/W per. -	Profibus 9738
GEARnum -	Gear ratio numerator(8-16) GEARnum Gear ratio= ----- GEARdenom	- -2147483648 1 2147483647	INT32 R/W per. -	Profibus 9736
GEARratio GFAC SET- <i>GFAC</i>	Selection of special gear ratios(8-16) 0: Use of the specified gear ratio from GEARnum/GEARdenom 1 : 200 2 : 400 3: 500 4 : 1000 5 : 2000 6 : 4000 7 : 5000 8: 10000 9 : 4096 10 : 8192 11 : 16384 Changing the reference variable by the stated value causes the motor to make one revolution.	- 0 0 11	UINT16 R/W per. -	Profibus 9740
HMDisREFtoIDX -	Distance switch - index pulse after reference movement(8-33) Reading value provides the value of the difference between the index pulse position and the position on the switching flank of the limit or reference switch. Used to check how far the index pulse is from the switching edge and is used as a criterion for whether the reference movement can be correctly reproduced with index pulse processing in steps of 1/10000 revolutions	revolution 0.0000 - 0.0000	INT32 R/- - -	Profibus 10264

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMDisusr	Distance between the switching edge and the reference point(8-30)	usr 1 200 2147483647	INT32 R/W per. -	Profibus 10254
-	After leaving the switch, the drive is still positioned in the working range for a defined path and this position is defined as a reference point. The parameters are only effective with reference movements without index pulse searching.			
HMIDispPara	HMI display while motor rotates()	- 0	UINT16 R/W	Profibus 14852
SUPV	0: device status (default)	0	per.	
DRC-5 μ Pf	1: current speed of rotation (n_act) 2: actual motor current (Idq_act)	2	-	
HMIlocked	Block HMI(8-1)	- 0 0 1	UINT16 R/W per. -	Profibus 14850
-	When the HMI is blocked the following actions are no longer possible: - Change parameters - Manual operation (Jog) - Autotuning - FaultReset			
HMMethod	Reference movement method(8-25)	- 1 18 35	INT16 R/W - -	Profibus 6936
-	1: LIMN with index pulse 2 : LIMP with index pulse 7 : REF+ with index pulse, inv., outside 8: REF+ with index pulse, inv., inside 9: REF+ with index pulse, not inv., inside 10: REF+ with index pulse, not inv., outside 11: REF- with index pulse, inv., outside 12: REF- with index pulse, inv., inside 13: REF- with index pulse, not inv., inside 14: REF- with index pulse, not inv., outside 17: LIMN 18: LIMP 23: REF+, inv., outside 24: REF+, inv., inside 25: REF+, not inv., inside 26: REF+, not inv., outside 27: REF-, inv., outside 28: REF-, inv., inside 29: REF-, not inv., inside 30: REF-, not inv., outside 33 : index pulse neg. direction 34: index pulse pos. direction 35: set dimensions Explanation of abbreviations: REF+: search movement in pos. direction REF-: search movement in neg. direction inv.: invert direction in switch not inv.: direction in switch not invert. outside: index pulse/distance outside switch inside: index pulse/distance inside switch			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMmethod	Reference movement method() 0: disabled 1: LIMN with index pulse 2 : LIMP with index pulse 7 : REF+ with index pulse, inv., outside 8: REF+ with index pulse, inv., inside 9: REF+ with index pulse, not inv., inside 10: REF+ with index pulse, not inv., outside 11: REF- with index pulse, inv., outside 12: REF- with index pulse, inv., inside 13: REF- with index pulse, not inv., inside 14: REF- with index pulse, not inv., outside 17: LIMN 18: LIMP 23: REF+, inv., outside 24: REF+, inv., inside 25: REF+, not inv., inside 26: REF+, not inv., outside 27: REF-, inv., outside 28: REF-, inv., inside 29: REF-, not inv., inside 30: REF-, not inv., outside 33 : index pulse, neg. direction of rotation 34: index pulse, pos. direction of rotation 35: Dimension setting Data type for CANopen: INT8 Explanation of abbreviations: REF+: search movement in pos. direction REF-: search movement in neg. direction inv.: invert direction of rotation in switch not inv.: direction of rotation in switch not invert. outside: index pulse/distance outside switch	- 0 - 35	UINT16 R/W - -	Profibus 10242
HMn	Set speed for search for the switch(8-25) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT16 R/W per. -	Profibus 10248
HMn_out	Set speed for release movement from switch(8-25) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 6 3000	UINT16 R/W per. -	Profibus 10250
HMoutdisusr	Maximum run-off(8-25) 0: run-off check inactive >0: run-off in user-defined units The switch must be disabled again inside this run-off, otherwise the reference movement is aborted	usr 0 0 2147483647	INT32 R/W per. -	Profibus 10252
HMp_homeusr	Position on reference point(8-25) After successful reference movement this position value is automatically set at the reference point.	usr -2147483648 0 2147483647	INT32 R/W per. -	Profibus 10262

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
HMp_setpusr	Position for dimension setting(8-38) Dimension setting position for homing method 35	0 usr	INT32 R/W -	Profibus 6956
HMSrchdisusr	Maximum search distance after traversing over the switch(8-25) 0: search distance processing inactive >0: search distance in user-defined units The switch must be disabled again inside this search distance, otherwise the reference movement is aborted	usr 0 0 2147483647	INT32 R/W per. -	Profibus 10266
IODirPosintf	Counting direction at position interface() 0 / clockwise: Clockwise 1 / counter clockwise: Counterclockwise	- 0 0 1	UINT16 R/W per. -	Profibus 2062
IOposInterfac	Signal selection at position interface(7-11)	-	UINT16 R/W	Profibus 1284
IOPI	RS422 IO interface (Pos) as:	0	per.	
DRC- _{OP}	0 / AInput / AB: input ENC_A, ENC_B, ENC_I (index pulse) 4x evaluation 1 / PDIinput / PD: input PULSE, DIR, ENABLE2 2 / ESIMoutput / ESIM: output: ESIM_A, ESIM_B, ESIM_I CAUTION: A change of the setting is not activated until the unit is switched on again.	0 0 2	-	
IOsigLimN	LIMN signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed con- tact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1566
IOsigLimP	LIMP signal evaluation(8-39) 0 / none: inactive 1 / normally closed: normally closed con- tact 2 / normally open: normally open contact	- 0 1 2	UINT16 R/W per. -	Profibus 1568
IOsigRef	REF signal evaluation(8-39) 1 / normally closed: normally closed con- tact 2 / normally open: normally open contact The reference switch is only enabled while processing the reference movement to REF.	- 1 1 2	UINT16 R/W per. -	Profibus 1564
JOGactivate	Activation of jog() Bit0: clockwise rotation Bit1 : counterclockwise rotation Bit2 : 0=slow 1=fast	- 0 0 7	UINT16 R/W - -	Profibus 10498
JOGn_fast	Speed for fast jog(8-12)	1/min 1	UINT16 R/W	Profibus 10506
NFST	The setting value is internally limited to the current parameter setting in RAMPn_max.	180	per.	
JOG-nF5t		13200	-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
JOGn_slow NSLW JOG-n5Ll	Speed for slow jog(8-12) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT16 R/W per. -	Profibus 10504
JOGstepusr -	inching distance before continuous operation(8-12) 0: direct activation of continuous operation >0: positioning section per inching cycle	usr 0 20	INT32 R/W per. -	Profibus 10510
JOGtime -	Waiting time before continuous operation(8-12) Time is only effective if an inching distance not equal to 0 has been set, otherwise direct transition to continuous operation.	ms 1 500 32767	UINT16 R/W per. -	Profibus 10512
LIM_I_maxHalt LIHA SET-L, hR	Current limiting for Halt(8-58) Max. current during braking after Halt or termination of an operating mode. Maximum and default value settings depend on motor and power amplifier in 0.01A _{pk} steps	A _{pk} - - -	UINT16 R/W per. -	Profibus 4364
LIM_I_maxQSTP LIQS SET-L, qS	Current limiting for Quick Stop(8-57) Max. current during braking via torque ramp resulting from an error with error class 1 or 2, and when a software stop is triggered Maximum and default value setting depend on motor and power amplifier in 0.01A _{pk} steps	A _{pk} - - -	UINT16 R/W per. -	Profibus 4362
M_I_0 -	Motor constant current at standstill() in 0.01 A _{pk} steps	A _{pk} - - -	UINT16 R/- - -	Profibus 3366
M_I_max MIMA INF-n, nR	Motor maximum current() in 0.01 A _{pk} steps	A _{pk} - - -	UINT16 R/- - -	Profibus 3340
M_I_nom MINO INF-n, nD	Nominal motor current() in 0.01 A _{pk} steps	A _{pk} - - -	UINT16 R/- - -	Profibus 3342
M_I2t -	max. allowable time for M_I_max() -	ms - - -	UINT16 R/- - -	Profibus 3362
M_Jrot -	Motor moment of inertia() in 0.1 kgcm ² steps	kg cm ² - - -	UINT16 R/- - -	Profibus 3352

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
M_kE	Motor EMF constant kE() Voltage constant in Vpk at 1000 1/min	- - - -	UINT16 R/- - -	Profibus 3350
M_L_d	Motor inductance d-direction() in 0.01 mH steps	mH - - -	UINT16 R/- - -	Profibus 3358
M_L_q	Motor inductance q-direction() in 0.01 mH steps	mH - - -	UINT16 R/- - -	Profibus 3356
M_M_max	Motor peak torque()	N cm - - -	UINT16 R/- - -	Profibus 3346
M_M_nom	Nominal motor torque()	N cm - - -	UINT16 R/- - -	Profibus 3344
M_n_max	maximum permissible motor speed()	1/min - - -	UINT16 R/- - -	Profibus 3336
M_n_nom	Nominal motor speed()	1/min - - -	UINT16 R/- - -	Profibus 3338
M_Polepair	Motor pole-pair number()	- - - -	UINT16 R/- - -	Profibus 3368
M_R_UV	Motor termination resistance() in 10mΩ steps	Ω - - -	UINT16 R/- - -	Profibus 3354
M_Sensor	Motor encoder type() 0 / unknown: unknown 1: reserved 2 reserved 3 / SRS: SinCos 1024 marks Single turn 4 / SRM: SinCos 1024 marks Multiturn 5 / SKS: SKS36 128 marks Singleturn 6 / SKM: SKM36 128 marks Multiturn 7 / BLES: BLES 16 marks Singleturn	- - - -	UINT16 R/- - -	Profibus 3334
M_serialNo	Motor serial number()	- - - -	UINT32 R/- - -	Profibus 3330

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
M_T_max	max. motor temperature(8-41)	°C	INT16 R/-	Profibus 3360
-	-	-	-	-
M_T_warn	Motor temperature warning threshold()	°C	INT16 R/-	Profibus 3370
-	-	-	-	-
M_TempType	Type of temperature sensor() 0: PTC switching 1: NTC linear	- - -	UINT16 R/-	Profibus 3364
-	-	-	-	-
M_Type	Motor type() 0: no motor selected >0: connected motor type	- - -	UINT32 R/-	Profibus 3332
-	-	-	-	-
M_U_nom	Motor nominal voltage() Voltage in 100mV steps	V - -	UINT16 R/-	Profibus 3348
-	-	-	-	-
MBadr	Modbus address(7-11)	-	UINT16	Profibus 5640
MBAD	valid addresses : 1 to 247	1	R/W	
COM- <i>fibAd</i>		247	per.	
-	-	-	-	-
MBbaud	Modbus baud rate(7-11)	-	UINT16	Profibus 5638
MBBD	Allowed baud rates:	9600	R/W	
COM- <i>fibbd</i>		19200	per.	
		38400	-	
	CAUTION: A change of the setting is not activated until the unit is switched on again.			
MBdword_order	Modbus word sequence for double words (32 bit values)()	-	UINT16	
MBWO		0	R/W	
COM- <i>fibLo</i>	Send High Word first or Low Word first	0	per.	
		1	-	
	0 / HighLow / HiLo : HighWord-LowWord, High Word first -> Modicon Quantum (default)			
	1 / LowHigh / LoHi : LowWord-HighWord Low Word first -> Premium, HMI			
-	-	-	-	-
MBformat	Modbus data format()	-	UINT16	
MBFO		1	R/W	
COM- <i>fibFo</i>	1 / 8Bit NoParity 1Stop / 8n1 : 8 bit, no parity bit, 1 stop bit	2	per.	
	2 / 8Bit EvenParity 1Stop / 8e1 : 8 bit, even parity bit, 1 stop bit (default)	4	-	
	3 / 8Bit OddParity 1Stop / 8o1 : 8 bit, odd parity bit, 1 stop bit			
	4 / 8Bit NoParity 2Stop / 8n2 : 8 bit, no parity bit, 2 stop bits			
	CAUTION: A change of the setting is not activated until the unit is switched on again.			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
MBnode_guard -	Modbus Node Guard() Connection monitoring 0 : inactive (default) >0 : Monitoring time	ms 0 0 10000	UINT16 R/W - -	
MT_dismax -	Max. permissible distance() If the maximum permissible distance is exceeded with an active reference value, a class 1 error is triggered. value 0 disables the monitoring.	revolution 0.0 1.0 999.9 Fieldbus 0 10 9999	UINT16 R/W - -	Profibus 11782
PA_I_max PIMA INF-P, \overline{PR}	Maximum current of power amplifier() Current in 10 mA steps	A _{pk} - -	UINT16 R/- per. -	Profibus 4100
PA_I_nom PINO INF-P, \overline{no}	Nominal current of power amplifier() Current in 10 mA steps	A _{pk} - -	UINT16 R/- per. -	Profibus 4098
PA_T_max -	maximum permissible temperature of the power amplifier(8-41)	°C -	INT16 R/- per. -	Profibus 4110
PA_T_warn -	Temperature limit of the power amplifier(8-41)	°C -	INT16 R/- per. -	Profibus 4108
PA_U_maxDC -	max. permissible DC bus voltage() Voltage in 100mV steps	V - -	UINT16 R/- per. -	Profibus 4102
PA_U_minDC -	DC bus undervoltage threshold for drive switch-off() Voltage in 100mV steps	V - -	UINT16 R/- per. -	Profibus 4104
PA_U_minStopDC -	DC bus undervoltage threshold for Quick Stop() At this threshold the drive carries out a Quick Stop Voltage in 100mV steps	V - -	UINT16 R/- per. -	Profibus 4116
PAR_CTRLreset RES TUN-rE5	Reset controller parameter() 1: Control parameters of the speed and position controllers are reset The current controller is automatically set according to the connected motor.	- 0 1	UINT16 R/W -	Profibus 1038

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PAReprSave	Back up the parameters in the EEPROM memory() Bit 0=1: Back up the user parameters. The current parameters are backed up in the non-volatile memory (EEPROM). The storing process is complete if a 0 is returned when reading the parameters.	- - - -	UINT16 R/W - -	Profibus 1026
PARfactorySet FCS DRC-FL5	Restore factory setting (default values)(8-67) 1: Set all parameters to default values and back up in the EEPROM. The factory setting can be triggered via HMI or PowerSuite. CAUTION: The default state only becomes active at the next start-up.	- 0 - 3	UINT16 R/W - -	
PARuserReset	Resetting the user parameters(8-67) 1: Set the user parameters to default values. All parameters are reset, with the exception of: - communication parameters	- 0 - 1	UINT16 R/W - -	Profibus 1040
PBadr PBAD COM-PbRd	Profibus address() valid addresses : 1 to 126 CAUTION: A change of the setting is not activated until the unit is switched on again.	- 1 126 126	UINT16 R/W per. -	
PBFitPpo	Error response to faulty processing of the process data channel() 0 / ErrorClass1 error class 0 1 / ErrorClass2: error class 1	- 0 1 1	UINT16 R/W per. -	Profibus 6158
PBMapIn	Mapping the PZD5+6 to the master() Parameter number of the object that is mapped to the PPO2 during the data transfer from the drive to the master. No mapping is active by default. Possible values: 0: no mapping active 7178: error number of the last cause of interruption 2050: Digital inputs/outputs 7200: temperature of power amplifier 7198: DC bus voltage of power amplifier supply voltage 7686: actual motor current 7176: action word	- 0	UINT32 R/W per. -	Profibus 6150

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PBMapOut	Mapping the PZD5+6 to the drive() Parameter number of the object that is mapped to the PPO2 during the data transfer from the master to the drive. The setpoint acceleration is mapped by default. Possible values: 0: no mapping active 1556: acceleration of the profile generator 1558: delay of the profile generator 1538: symmetrical ramp	- 0	UINT32 R/W per. -	Profibus 6148
PBPkInhibit	Lockout period for read jobs in parameter channel() During a static pending read job the reader value is updated periodically at the wait time defined here. 0: no wait time >0: wait time in ms	ms 0 1000 65535	UINT16 R/W per. -	Profibus 6152
PBSafeState	Safe status() Response of the drive in the ProfibusDP-Master 'Clear' status. 0 = no reaction 1 = error of class 2 , drive goes to FAULT status if power amplifier was enabled.	- 0 1 1	UINT16 R/W per. -	Profibus 6154
POSdirOfRotat PROT DRC-Prot	Definition of direction of rotation(8-65) 0 / clockwise / clw: Clockwise 1 / counter clockwise / cclw: Counterclockwise Interpretation: The drive rotates clockwise with positive speeds, looking onto the motor shaft at the flange. CAUTION: A change of the setting is not activated until the unit is switched on again CAUTION: When using limit switches, after changing the setting, the limit switch connections must be changed over. The limit switch which is actuated by moving in jog mode in clockwise direction must be connected to the LIMP input, and vice versa.	- 0 0 1	UINT16 R/W per. -	Profibus 1560
POSscaleDenom	Denominator of the position scaling factor(8-51) Description see numerator (POSscaleNum) Acceptance of a new scaling factor is by transfer of the numerator	usr 1 16384 2147483647	INT32 R/W per. -	Profibus 1550

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
POScaleNum	Numerator of the position scaling factor(8-51) : :Definition of scaling factor Motor revolutions[U] ----- Change in user position [usr] Acceptance of a new scaling factor takes place on the entry of the numerator User limits can be reduced when internal system factors are taken into account	revolution 1 1 2147483647	INT32 R/W per. -	Profibus 1552
PPn_target	Speed setpoint for profile position mode(8-20) : Maximum value is limited to the current setting in CTRL_n_max The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT16 R/W - -	Profibus 8970
PPp_absusr	Absolute target position of profile position operating mode() : Min/Max values are dependent upon: - Scaling factor - software limit switch (if this is activated)	usr -	INT32 R/W - -	
PPp_relprefusr	Target position relative to current target position of profile position operating mode() : Min/max value : depending on: - position standardisation factor - software limit switch (if enabled) During a current positioning in Profile Position mode the relative positioning refers to the target position of the current movement. An overrun of the absolute user-defined position limits is possible only if the drive is at standstill when starting the movement (x_end=1). In this case an implicit setting dimensions to position 0 is run.	usr -	INT32 R/W - -	
PPp_relpactusr	Target position relative to current motor position of profile position operating mode() : Min/max value : depending on: - position standardisation factor - software limit switch (if enabled) During a current positioning in Profile Position mode the relative positioning refers to the current motor position. An overrun of the absolute user-defined position limits is possible only if the drive is at standstill when starting the movement (x_end=1). In this case an implicit setting dimensions to position 0 is run.	usr -	INT32 R/W - -	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PVn_target	Setpoint velocity profile velocity operating mode(8-23)	1/min -13200 -	INT32 R/W	Profibus 9218
-	Maximum value is limited to the current setting in CTRL_n_max. The setting value is internally limited to the current parameter setting in RAMPn_max.	13200	-	
PWM_fChop	Switching frequency of power amplifier(7-14)	- 0	UINT16 R/W	Profibus 1308
-	Switching frequency of the power amplifier 0 / 4kHz: 4kHz 1 / 8kHz: 8kHz factory setting: for motors of the BSH family: the factory setting is automatically made for all other motors depending on the connected motor: 4KHz	0 1	per. expert	
RAMP_TAUjerk	Jolt limiting()	ms 0 0 128	UINT16 R/W per. -	Profibus 1562
-	The following values can be set: 0: inactive 1 2 4 8 16 32 64 128 Limits the acceleration change (jerk) of the setpoint position generation during the positioning transitions: Standstill - acceleration acceleration - constant movement constant movement - deceleration deceleration - standstill Processing in the following operating modes: - speed control - profile positioning - jog - homing Setting can only be made with inactive operating mode (x_end=1). Not active with braking process via moment ramp ("Halt" or "Quick Stop")			
RAMPacc	Profile generator acceleration(8-54)	(1/min)/s 30 600 3000000	UINT32 R/W per. -	Profibus 1556
-				

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
RAMPdecel -	Deceleration of the profile generator(8-54)	(1/min)/s 750 750 3000000	UINT32 R/W per. -	Profibus 1558
RAMPn_max -	Limiting set speed with operating modes with profile generation(8-54) The parameters are effective in the following operating modes: - profile positioning - profile velocity - homing - jog - oscillator If a higher setpoint speed is set in one of these operating modes a limit to RAMPn_max is automatically set. This makes it simple to conduct a commissioning with limited speed.	1/min 60 13200 13200	UINT16 R/W per. -	Profibus 1554
RESext_P -	Nominal power of external braking resistor(7-14)	W 1 10 32767	UINT16 R/W per. -	Profibus 1316
RESext_R -	Resistance value of external braking resistor(7-14)	Ω 0.01 100.00 327.67 Fieldbus 1 10000 32767	UINT16 R/W per. -	Profibus 1318
RESext_ton -	max. permissible switch-in time for external braking resistor(7-14)	ms 1 1 30000	UINT16 R/W per. -	Profibus 1314
RESint_ext -	Control of braking resistor(7-14) 0 / internal: internal braking resistor 1 / external: external braking resistor	- 0 0 1	UINT16 R/W per. -	Profibus 1298
RESint_P -	Nominal power of internal braking resistor()	W	UINT16 R/- per. -	Profibus 4114
RESint_R -	Internal braking resistor() in 10 mOhm steps	Ω - - -	UINT16 R/- per. -	Profibus 4112
SPEEDn_target -	Set speed in operating mode speed control(8-15) The internal maximum speed is limited by the current setting in CTRL_n_max	1/min -30000 0 30000	INT16 R/W - -	Profibus 8456

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPV_Flt_AC -	Error response to power failure on one phase(8-41) 1 / ErrorClass1 error class 1 2 / ErrorClass2: error class 2 3 / ErrorClass3: error class 3	- 1 2 3	UINT16 R/W per. -	Profibus 1300
SPV_Flt_pDiff -	Error response to tracking error(8-41) 1 / ErrorClass1 error class 1 2 / ErrorClass2: error class 2 3 / ErrorClass3: error class 3	- 1 3 3	UINT16 R/W per. -	Profibus 1302
SPV_EarthFit -	Earth fault monitoring(8-49) 0 / off: off 1 / on: On (default) In exceptional cases deactivation may be required, e.g.: - parallel connection of multiple devices - operation on an IT mains - long motor lines Disable the monitoring only if it responds when not wanted	- 0 1 1	UINT16 R/W per. expert	Profibus 1312
SPV_MainsVolt -	Monitor mains phases(8-50) 0 / off: off 1 / on: default 3-phase devices must only be connected and operated on 3-phase mains. In exceptional cases it may be necessary to disable it, e.g.: - supply via the DC bus	- 0 1 1	UINT16 R/W per. expert	Profibus 1310
SPV_p_maxDiff -	Max. permissible tracking error of the position controller(8-41) The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. Actually, only the position offset caused by the moment requirements is still referred to for tracking error monitoring.	revolution 0.0001 1.0000 200.0000 Fieldbus 1 10000 2000000	UINT32 R/W per. -	Profibus 4636
SPV_SW_Limits -	Monitoring the SW-limit switch(8-39) 0 / none: none (default) 1 / SWLIMP: Activating SW limit switch pos. direction 2 / SWLIMN: Activating SW limit switch neg. direction 3 / SWLIMP+SWLIMN: Activating SW limit switch both. directions The software limit switch is only monitored after a successful homing (ref_ok = 1)	- 0 0 3	UINT16 R/W per. -	Profibus 1542
SPVcommutat -	Monitoring commutation(8-48) 0 / off: off 1 / on: on (default)	- 0 1 1	UINT16 R/W per. -	Profibus 1290

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVswLimNusr -	negative position limit for software limit switch(8-39) see description of 'SPVswLimPusr'	-2147483648 usr	INT32 R/W per. -	Profibus 1546
SPVswLimPusr -	positive position limit for software limit switch(8-39) If a user-defined value outside the permissible user-defined area is set, the limit switch limits are automatically limited internally to the maximum user-defined value.	2147483647 usr	INT32 R/W per. -	Profibus 1544
STANDp_win -	Standstill window, permissible control deviation(8-62) The offset for the standstill window time must lie in this range of values to allow recognition of the standstill of the drive. Info: The processing of the standstill window must be activated via the STANDpwinTime parameter.	revolution 0.0000 0.0010 3.2767 Fieldbus 0 10 32767	UINT16 R/W per. -	Profibus 4370
STANDpwinTime -	Standstill window, time(8-62) 0: Standstill window monitoring deactivated >0 : Time in ms within which the offset must lie in the standstill window	ms 0 0 32767	UINT16 R/W per. -	Profibus 4372
STANDpwinTout -	Timeout for the standstill window monitor(8-62) 0: timeout monitor deactivated >0 : Timeout in ms Setting the standstill window processing is accomplished via STANDp_win and STANDpwinTime The time monitoring begins at the moment the target position is reached (position controller setpoint) or at the end of the profile generator processing.	ms 0 0 16000	UINT16 R/W per. -	Profibus 4374
StartUpMessage -	Start-up messages() Read: Start-up messages write: Confirmation Read: Bit 0=1: First Setup Bit 1 = 1: Motor changed Bit 2 = 1: EEPROM data corrupt Bit 3 = 1: no motor connected Bit 4..15: reserved Write: Bit 0=1: First Setup confirmation Bit 1 = 1: Motor changed confirmation Bit 2..15: reserved	- -	UINT32 R/W - -	Profibus 312

12 Accessories and spare parts

12.1 Optional accessories

Description	Order no.
Peripheral control terminal	VW3A31101
PowerSuite V2 CD-ROM (commissioning software)	VW3A8104
PC connection kit, converter RS485 to RS232	VW3A8106
USIC (Universal Signal Interface Converter), for signal adaptation to RS422 standard	VW3M3102
Reference Value Adapter RVA for distribution of A/B or pulse/direction signals to 5 devices with 24VDC power supply device to 5VDC sensor power supply	VW3M3101
Holding brake control HBC	VW3M3103

12.2 External braking resistors

Description	Order no.
braking resistor IP65; 10 ohm; 400W; 0.75m connector cable	VW3A7601R07
braking resistor IP65; 10 ohm; 400W; 2m connector cable	VW3A7601R20
braking resistor IP65; 10 ohm; 400W; 3m connector cable	VW3A7601R30
braking resistor IP65; 27 ohm; 100W; 0.75m connector cable	VW3A7602R07
braking resistor IP65; 27 ohm; 100W; 2m connector cable	VW3A7602R20
braking resistor IP65; 27 ohm; 100W; 3m connector cable	VW3A7602R30
braking resistor IP65; 27 ohm; 200W; 0.75m connector cable	VW3A7603R07
braking resistor IP65; 27 ohm; 200W; 2m connector cable	VW3A7603R20
braking resistor IP65; 27 ohm; 200W; 3m connector cable	VW3A7603R30
braking resistor IP65; 27 ohm; 400W; 0.75m connector cable	VW3A7604R07
braking resistor IP65; 27 ohm; 400W; 2m connector cable	VW3A7604R20
braking resistor IP65; 27 ohm; 400W; 3m connector cable	VW3A7604R30
braking resistor IP65; 72 ohm; 100W; 0.75m connector cable	VW3A7605R07
braking resistor IP65; 72 ohm; 100W; 2m connector cable	VW3A7605R20
braking resistor IP65; 72 ohm; 100W; 3m connector cable	VW3A7605R30
braking resistor IP65; 72 ohm; 200W; 0.75m connector cable	VW3A7606R07
braking resistor IP65; 72 ohm; 200W; 2m connector cable	VW3A7606R20
braking resistor IP65; 72 ohm; 200W; 3m connector cable	VW3A7606R30
braking resistor IP65; 72 ohm; 400W; 0.75m connector cable	VW3A7607R07
braking resistor IP65; 72 ohm; 400W; 2m connector cable	VW3A7607R20
braking resistor IP65; 72 ohm; 400W; 3m connector cable	VW3A7607R30

12.3 Motor cable

For BSH motor type

Description	Order no.
Motor cable 3m for Servomotor, 4*1.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5101R30
Motor cable 5m for Servomotor, 4*1.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5101R50
Motor cable 10m for Servomotor, 4*1.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5101R100
Motor cable 15m for Servomotor, 4*1.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5101R150
Motor cable 20m for Servomotor, 4*1.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5101R200
Motor cable 3m for Servomotor, 4*2.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5102R30
Motor cable 5m for Servomotor, 4*2.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5102R50
Motor cable 10m for Servomotor, 4*2.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5102R100
Motor cable 15m for Servomotor, 4*2.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5102R150
Motor cable 20m for Servomotor, 4*2.5mm ² and 2*1.0mm ² screened; Motor end 8-pole round plug, other cable end open	VW3M5102R200
motor cable 3m for Servomotor, 4*4.0mm ² and 2*1.0mm ² shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R30
motor cable 5m for Servomotor, 4*4.0mm ² and 2*1.0mm ² shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R50
motor cable 10m for Servomotor, 4*4.0mm ² and 2*1.0mm ² shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R100
motor cable 15m for Servomotor, 4*4.0mm ² and 2*1.0mm ² shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R150
motor cable 20m for Servomotor, 4*4.0mm ² and 2*1.0mm ² shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R200

12.4 Encoder cables

For BSH motor type

Description	Order no.
Encoder cable 3m for Servomotor, 5*(2*0.25mm ²) and 1*(2*0.5mm ²) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R30
Encoder cable 5m for Servomotor, 5*(2*0.25mm ²) and 1*(2*0.5mm ²) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R50
Encoder cable 10m for Servomotor, 5*(2*0.25mm ²) and 1*(2*0.5mm ²) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R100
Encoder cable 15m for Servomotor, 5*(2*0.25mm ²) and 1*(2*0.5mm ²) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R150
Encoder cable 20m for Servomotor, 5*(2*0.25mm ²) and 1*(2*0.5mm ²) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R200

12.5 RS 422: pulse/direction, ESIM and A/B

Description	Order no.
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 0.5m	VW3M8201R05
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 1.5m	VW3M8201R15
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 3m	VW3M8201R30
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 5m	VW3M8201R50
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 0.5m	VW3M8202R05
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 1.5m	VW3M8202R15
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 3m	VW3M8202R30
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 5m	VW3M8202R50
Cable pulse/direction, ESIM, AB on Premium CAY, 0.5m, 10-pole + 15-pole SubD	VW3M8203R05
Cable pulse/direction, ESIM, AB on Premium CAY, 1.5m, 10-pole + 15-pole SubD	VW3M8203R15
Cable pulse/direction, ESIM, AB on Premium CAY, 3m, 10-pole + 15-pole SubD	VW3M8203R30
Cable pulse/direction, ESIM, AB on Premium CAY, 5m, 10-pole + 15-pole SubD	VW3M8203R50
Cable pulse/direction, ESIM, AB on Premium CFY, 0.5m, 10-pole + 15-pole SubD	VW3M8204R05
Cable pulse/direction, ESIM, AB on Premium CFY, 1.5m, 10-pole + 15-pole SubD	VW3M8204R15
Cable pulse/direction, ESIM, AB on Premium CFY, 3m, 10-pole + 15-pole SubD	VW3M8204R30
Cable pulse/direction, ESIM, AB on Premium CFY, 5m, 10-pole + 15-pole SubD	VW3M8204R50
Cable pulse/direction, ESIM, AB on Siemens S5 IP247, 3m, 10-pole	VW3M8205R30
Cable pulse/direction, ESIM, AB on Siemens S5 IP247, 3m, 10-pole	VW3M8206R30
Cable pulse/direction, ESIM, AB Siemens S7-300 FM353, 3m, 10-pole	VW3M8207R30
cabl pulse/direction, ESIM, AB on Siemens S7 FM354, 3m, 10-pin connector	VW3M8208R30
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 0.5m	VW3M8209R05
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 1.5m	VW3M8209R15
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 3m	VW3M8209R30
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 5m	VW3M8209R50
cabl pulse/direction, USIC, 15-pin SubD, other end off, 0.5m	VW3M8210R05
cabl pulse/direction, USIC, 15-pin SubD, other end off, 1.5m	VW3M8210R15
cabl pulse/direction, USIC, 15-pin SubD, other end off, 3m	VW3M8210R30
cabl pulse/direction, USIC, 15-pin SubD, other end off, 5m	VW3M8210R50
cascader cable for RVA, 0.5m	VW3M8211R05

12.6 Mains filter

Description	Order no.
mains filter 1~; 9A; 115/230VAC	VW3A31401
mains filter 3~; 7A; 230VAC	VW3A31402
mains filter 1~; 16A; 115/230VAC	VW3A31403
mains filter 3~; 15A; 230/480VAC	VW3A31404
mains filter 1~; 22A; 115/230VAC	VW3A31405
mains filter 3~; 25A; 230/480VAC	VW3A31406
mains filter 3~; 47A; 230/480VAC	VW3A31407

12.7 Mains reactors

Description	Order no.
Mains reactor 1~; 50-60Hz; 7A; 5mH; IP00	VZ1L007UM50
Mains reactor 1~; 50-60Hz; 18A; 2mH; IP00	VZ1L018UM20
Mains reactor 3~; 50-60Hz; 10A; 4mH; IP00	VW3A66502
Mains reactor 3~; 50-60Hz; 16A; 2mH; IP00	VW3A66503
Mains reactor 3~; 50-60Hz; 30A; 1mH; IP00	VW3A66504
Mains reactor 3~; 50-60Hz; 60A; 0.5mH; IP00	VW3A66505

12.8 Mounting material

Description	Order no.
adapter plate for top-hat rail mounting, width 77.5mm	VW3A11851
adapter plate for top-hat rail mounting, width 105mm	VW3A31852

13 Service, maintenance and disposal

⚠ DANGER

Electric shock, fire or explosion

- Only qualified personnel who are familiar with and understand the contents of this manual are authorised to work on and with this drive system.
- The system manufacturer is responsible for compliance with all applicable regulations relevant to earthing the drive system.
- Many components, including printed wiring boards, operate at mains voltage. **Do not touch.** Do not touch unshielded components or screws of the terminals with voltage present.
- Install all covers and close the housing doors before applying power.
- The motor generates voltage when the shaft is rotated. Lock the shaft of the motor to prevent rotation before starting work on the drive system.
- Before working on the drive system:
 - Switch off power to all terminals.
 - Place a sign "DO NOT SWITCH ON" on the switch and lock to prevent switching on.
 - **Wait 6 minutes** (for discharge of DC bus capacitors). Do not short-circuit DC bus
 - Measure voltage at DC bus and check for <45V. (The DC bus LED is not a safe indication for absence of the DC bus voltage).

Failure to follow these instructions will result in death or serious injury.

⚠ CAUTION

Destruction of unit components and loss of control!

Excessive currents can be created at the signal connections if the negative connection to the controller supply voltage is interrupted.

- Do not interrupt the negative connection between power supply unit and load with a fuse or switch
- Check for correct connection before switching on.
- Never connect the controller supply voltage or change its wiring while there is supply voltage present.

Failure to follow these instructions can result in injury or equipment damage.



You cannot carry out repairs yourself. The repair should only be carried out by a certified customer service organisation. No warranty or liability is accepted for repairs made by the customer.

13.1 Service address

If you cannot resolve the fault yourself please contact your appointed sales partner. Have the following details available:

- Type, identification number and serial number of the product (type plate)
- Type of fault (possibly with fault number)
- Previous and concurrent conditions
- Your own ideas regarding the cause of the fault

Include this information if you return the product for inspection or repair.



*If you have any questions please contact your local dealer.
Your dealer will be happy to give you the name of a
customer service outlet in your area.*

<http://www.berger-lahr.com>

13.2 Maintenance

The device is maintenance free

13.2.1 "Power Removal" operating life safety function

The operating life for the "Power Removal" safety function is designed for 20 years. After this period correct function is no longer ensured. The expiry date of the device is determined by adding 20 years to the DOM shown on the type plate.

- ▶ This date must be included in the system maintenance schedule.

Example The name plate on the device includes the DOM in the DD.MM.YY format, z.B. 31.12.06. (31 December 2006). This means that the safety function is guaranteed until 31 December 2026 (06 + 20 = 26).

13.3 Replacing units

⚠ WARNING

Unexpected responses may cause injury and damage to the system

The behaviour of the drive system is governed by numerous stored data or settings. Unsuitable settings or data may trigger unexpected movements or reactions to signals and disable monitoring functions.

- Do not operate a drive system with unknown settings or data.
- Check the stored data or settings.
- When commissioning carefully run tests for all operating states and fault cases.
- Check the functions after replacing the product and also after making changes to the settings or data.
- Only start the system if there are no persons or materials in the danger zone and the system can be operated safely.

Failure to follow these instructions can result in death, serious injury or equipment damage.



Prepare a list with the parameters required for the functions in use.

Observe the following procedure when changing the devices.

- ▶ Store all parameter settings in your PC with the commissioning software, see 8.6.10.3 "Duplicate existing device settings" page 8-68.
- ▶ Switch off all power supplies. Make sure that power is no longer connected (safety instructions).
- ▶ Label all connections and remove the product.
- ▶ Note the identification number and the serial number from the product name plate for later identification.
- ▶ Install the new product as specified in 6 "Installation"
- ▶ If the product that you are installing was previously used in a different part of the system, the factory settings must be reset before commissioning. See 8.6.10.2 "Restore factory settings" from page 8-67.
- ▶ Carry out commissioning in accordance with chapter 7 "Commissioning". Note that with the same motor setting the motor position will no longer match when the device is replaced. This also changes the position of the virtual index point. The motor position associated with the motor installation must be redefined, see parameter ENC_pabsusr.

13.4 Changing the motor

▲ WARNING

Unexpected motion may cause injury and damage to the system

Drives can make unexpected movements if incorrectly connected or because of other faults.

- Operate the unit with approved motors only. Even if motors are similar, different adjustment of the sensor system may be a source of danger.
- Check the wiring. Compatibility is not ensured even with matching connectors on power connection and sensor system.

Failure to follow these instructions can result in death, serious injury or equipment damage.

- ▶ Switch off all power supplies. Make sure that power is no longer connected (safety instructions).
- ▶ Label all connections and remove the product.
- ▶ Note the identification number and the serial number from the product name plate for later identification.
- ▶ Install the new product as specified in 6 "Installation"

If the motor originally fitted is changed for a different one, the motor data set is reread. If the device recognises a different motor type, the control parameters are recalculated and *fla* is shown on the HMI.

When the motor is replaced the parameters for the encoder must also be reset, see chapter 7.4.10 "Setting parameters for encoder".

- Change motor type temporarily only*
- ▶ Press ESC if you only want to operate the new motor type temporarily on this device.
 - ◁ The newly calculated control parameters are not stored in the EEPROM. This means that the original motor can be put back into operation using the previously stored control parameters.
- Change motor type permanently*
- ▶ Press ENT if you wish to operate the new motor type permanently in this device.
 - ◁ The newly calculated control parameters are stored in the EEPROM.

13.5 Shipping, storage, disposal

Note the environmental conditions on page 3-1!

Shipping The product must be protected against shocks during transport. Use the original packaging for this purpose.

Storage Store the product only under the specified, approved environmental conditions for room temperature and humidity. Protect the product against dust and dirt.

Disposal The product consists of various materials that can be recycled and must be disposed of separately. Dispose of the product in accordance with local regulations

14 Glossary

14.1 Units and conversion tables

The value in the specified unit (left column) is calculated for the desired unit (top row) with the formula (in the field).

Example: conversion of 5 metres [m] to yards [yd]

$$5 \text{ m} / 0.9144 = 5.468 \text{ yd}$$

14.1.1 Length

	in	ft	yd	m	cm	mm
in	-	/ 12	/ 36	* 0.0254	* 2.54	* 25.4
ft	* 12	-	/ 3	* 0.30479	* 30.479	* 304.79
yd	* 36	* 3	-	* 0.9144	* 91.44	* 914.4
m	/ 0.0254	/ 0.30479	/ 0.9144	-	* 100	* 1000
cm	/ 2.54	/ 30.479	/ 91.44	/ 100	-	* 10
mm	/ 25.4	/ 304.79	/ 914.4	/ 1000	/ 10	-

14.1.2 Mass

	lb	oz	slug	kg	g
lb	-	* 16	* 0.03108095	* 0.4535924	* 453.5924
oz	/ 16	-	* 1.942559*10 ⁻³	* 0.02834952	* 28.34952
slug	/ 0.03108095	/ 1.942559*10 ⁻³	-	* 14.5939	* 14593.9
kg	/ 0.453592370	/ 0.02834952	/ 14.5939	-	* 1000
g	/ 453.592370	/ 28.34952	/ 14593.9	/ 1000	-

14.1.3 Force

	lb	oz	p	dyne	N
lb	-	* 16	* 453.55358	* 444822.2	* 4.448222
oz	/ 16	-	* 28.349524	* 27801	* 0.27801
p	/ 453.55358	/ 28.349524	-	* 980.7	* 9.807*10 ⁻³
dyne	/ 444822.2	/ 27801	/ 980.7	-	/ 100*10 ³
N	/ 4.448222	/ 0.27801	/ 9.807*10 ⁻³	* 100*10 ³	-

14.1.4 Power

	HP	W
HP	-	* 745.72218
W	/ 745.72218	-

14.1.5 Rotation

	1/min (RPM)	rad/s	deg./s
1/min (RPM) -		$* \pi / 30$	$* 6$
rad/s	$* 30 / \pi$	-	$* 57.295$
deg./s	/ 6	/ 57.295	-

14.1.6 Torque

	lb-in	lb-ft	oz-in	Nm	kp-m	kp-cm	dyne-cm
lb-in	-	/ 12	$* 16$	$* 0.112985$	$* 0.011521$	$* 1.1521$	$* 1.129*10^6$
lb-ft	$* 12$	-	$* 192$	$* 1.355822$	$* 0.138255$	$* 13.8255$	$* 13.558*10^6$
oz-in	/ 16	/ 192	-	$* 7.0616*10^{-3}$	$* 720.07*10^{-6}$	$* 72.007*10^{-3}$	$* 70615.5$
Nm	/ 0.112985	/ 1.355822	/ 7.0616*10 ⁻³	-	$* 0.101972$	$* 10.1972$	$* 10*10^6$
kp-m	/ 0.011521	/ 0.138255	/ 720.07*10 ⁻⁶	/ 0.101972	-	$* 100$	$* 98.066*10^6$
kp-cm	/ 1.1521	/ 13.8255	/ 72.007*10 ⁻³	/ 10.1972	/ 100	-	$* 0.9806*10^6$
dyne-cm	/ 1.129*10 ⁶	/ 13.558*10 ⁶	/ 70615.5	/ 10*10 ⁶	/ 98.066*10 ⁶	/ 0.9806*10 ⁶	-

14.1.7 Moment of inertia

	lb-in ²	lb-ft ²	kg-m ²	kg-cm ²	kp-cm-s ²	oz-in ²
lb-in ²	-	/ 144	/ 3417.16	/ 0.341716	/ 335.109	$* 16$
lb-ft ²	$* 144$	-	$* 0.04214$	$* 421.4$	$* 0.429711$	$* 2304$
kg-m ²	$* 3417.16$	/ 0.04214	-	$* 10*10^3$	$* 10.1972$	$* 54674$
kg-cm ²	$* 0.341716$	/ 421.4	/ 10*10 ³	-	/ 980.665	$* 5.46$
kp-cm-s ²	$* 335.109$	/ 0.429711	/ 10.1972	$* 980.665$	-	$* 5361.74$
oz-in ²	/ 16	/ 2304	/ 54674	/ 5.46	/ 5361.74	-

14.1.8 Temperature

	°F	°C	K
°F	-	$(°F - 32) * 5/9$	$(°F - 32) * 5/9 + 273.15$
°C	$°C * 9/5 + 32$	-	$°C + 273$
K	$(K - 273.15) * 9/5 + 32$	$K - 273.15$	-

14.1.9 Conductor cross section

AWG	1	2	3	4	5	6	7	8	9	10	11	12	13
mm²	42.4	33.6	26.7	21.2	16.8	13.3	10.5	8.4	6.6	5.3	4.2	3.3	2.6
AWG	14	15	16	17	18	19	20	21	22	23	24	25	26
mm²	2.1	1.7	1.3	1.0	0.82	0.65	0.52	0.41	0.33	0.26	0.20	0.16	0.13

14.2 Terms and Abbreviations

<i>AC</i>	Alternating Current
<i>Actual position</i>	Current absolute or relative position of moving components in the drive system.
<i>DC</i>	Direct current
<i>Default value</i>	Factory settings.
<i>Direction of rotation</i>	Rotation of the motor shaft in a positive or negative direction of rotation. A positive direction of rotation is defined as the motor shaft rotating clockwise as the observer faces the end of the protruding shaft.
<i>Drive system</i>	The drive system consists of the controller, power amplifier and motor.
<i>Electronic gear</i>	An input speed is recalculated by the drive system using the values of an adjustable gear factor to derive a new output speed for the motor movement.
<i>EMC</i>	Electromagnetic compatibility
<i>Encoder</i>	Sensor for recording the angular position of a rotating element. The encoder is mounted on the motor and signals the angular position of the rotor.
<i>EU</i>	European Union
<i>Error class</i>	Classification of operational faults into groups corresponding to the error responses
<i>FI</i>	Fault current
<i>Holding brake</i>	brake that only prevents the motor from rotating without power after it has stopped (e.g. a vertical-axis lowering). It must not be used as a service brake for braking motion.
<i>I²t-monitoring</i>	Predictive temperature monitoring. The expected temperature rise of unit components is calculated in advance on the basis of the motor current. If a limit value is exceeded, the drive system reduces the motor current.
<i>I/O</i>	Inputs/Outputs
<i>Inc</i>	Increment
<i>Index pulse</i>	Encoder signal for referencing the rotor position in the motor. The encoder sends one index pulse per revolution.
<i>Internal units</i>	Resolution of the power amplifier with which the motor is directed to the new setpoint. Internal units are given in increments.
<i>IT network</i>	Network in which all active components are isolated from earth or are earthed by a high impedance. IT: isolé terre (French), isolated earth
<i>Limit switch</i>	Switch that signals an overrun of the permissible travel range.
<i>NTC</i>	resistance with negative temperature coefficient. Resistance value is reduced as the temperature rises.
<i>Parameter</i>	Device functions and values that can be set and called by the user.
<i>PC</i>	Personal Computer
<i>PELV</i>	Protective Extra Low Voltage, functional low voltage with safe isolation

<i>persistent</i>	Designation of whether the value of the parameter is persistent, i.e. after switching off the unit it is retained in the memory. When changing a value via commissioning software or fieldbus, the user must explicitly store the value change in the persistent memory. When entering via HMI the unit stores the value of the parameter automatically at each change.
<i>PLC</i>	Programmable Logic Controller
<i>Power amplifier</i>	A device that generates current for controlling the motor in accordance with the positioning signals from the controller.
<i>Profibus</i>	Standardised open fieldbus compliant with EN 50254-2 over which drives and other devices from different manufacturers communicate with one another.
<i>Pulse direction signals</i>	Digital signals with variable pulse frequencies which signal changes in position and rotation direction via separate signal wires.
<i>Protection class</i>	The protection class is a standardised specification for electrical equipment that describes the protection against the ingress of foreign bodies and water (for example, IP20).
<i>PTC</i>	resistance with positive temperature coefficient. Resistance value is increased as the temperature rises.
<i>Quick Stop</i>	Quick stop, function used to provide quick braking of the motor via a command or in the event of a fault.
<i>Releasing the brake</i>	Drive may move when unbraked
<i>rms</i>	RMS value of a voltage (V_{rms}) or a current (A_{rms}); abbreviation of "Root Mean Square".
<i>RS485</i>	Fieldbus interface compliant with EIA-485, which enables serial data transmission with multiple devices.
<i>Scaling factor</i>	This factor gives the relationship between an internal unit and the user unit.
<i>TT network, TN network</i>	Earthed networks, distinguished by the PE conductor connection.
<i>User-defined unit</i>	Unit whose reference to motor rotation can be determined by the user via parameters.
<i>Watchdog</i>	Equipment that monitors cyclic basic functions in the drive system. Power amplifier and outputs are switched off in the event of error.

14.3 Product name

<i>LXM05B</i>	AC servo drive
<i>PowerSuite</i>	PC software for commissioning
<i>HBC</i>	Holding brake controller
<i>Peripheral control terminal</i>	hand-held operating unit
<i>USIC</i>	(Universal Signal Interface Converter) adapter for RS422 standard
<i>RVA</i>	Reference value adapter for distribution of A/B or pulse/direction signals to 5 units

15 Index

Numerics

24V controller supply voltage 6-32
24VDC controller power supply 3-6
3-phase device 6-27

A

Abbreviations 14-3
absolute profile positioning 8-20
Accessories and spare parts 12-1
ACTIVE1_OUT 8-63
ACTIVE2_OUT 6-36
Approved motors 3-4

B

brake ramp, see deceleration ramp
Braking function with HBC 8-63
Braking resistor 3-8
 connecting 6-20
 external 3-10, 6-10
 selection 6-19
braking resistor
 connecting 6-19
 installing 6-9

C

Cable 3-12
Cable specification
 control terminal 6-44
 digital signals 6-42
 encoder A, B, I 6-34
 ESIM 6-37
 motor rotary encoder 6-27
 PC 6-44
Cable specifications
 braking resistor 6-20
 motor connection 6-16
 Profibus fieldbus interface 6-40
CAP1 8-59
CAP2 8-59
Cascading, max. terminal current for 6-33
Cause of interruption, last 10-6, 10-8
cause of last interruption 10-6, 10-8
CE mark 1-3
change
 operating mode 8-11
Changing the motor 13-4
Changing the operating status 8-6
check limit switch 7-18
Checking direction of rotation 7-21
Checking holding brake 7-20
Commissioning 7-1

- check limit switch 7-18
- checking direction of rotation 7-21
- checking holding brake 7-20
- checking safety functions 7-19
- controller structure 7-31
- digital inputs and outputs 7-16
- extended settings for autotuning 7-29
- optimising controller 7-31
- optimising speed controller 7-33
- presets and optimisation 7-37
- run autotuning 7-27
- setting basic parameters 7-14
- setting parameters for braking resistor 7-25
- setting parameters for encoder 7-23
- setting parameters for encoder simulation 7-22
- steps 7-11
- tool 7-5
- Commissioning software
 - error display 10-6
 - features 7-10
 - online help 7-10
 - system requirements 7-10
 - triggering jump function 7-33
- commissioning software
 - Setting reference signal 7-32
- Commissioning software (PowerSuite) 7-10
- Commissioning tools 7-5
- Components and interfaces 1-2
- Connect controller supply voltage 6-33
- Connection
 - 24V controller supply voltage 6-32
 - braking resistor 6-19
 - digital inputs/outputs 6-42
 - Encoder signals A, B, I 6-34
 - encoder simulation 6-38
 - holding brake controller 6-30
 - motor encoder 6-27
 - motor phases 6-16
 - PC and external keypad over RS485 6-44
 - power amplifier supply voltage 6-25
 - Profibus DP 6-40
 - PULSE 6-35
- Connection diagram
 - control terminal 6-45
- Control terminal
 - connecting 6-44
 - function 6-44
- Controller
 - entering values 7-33
 - optimising 7-31
- controller
 - structure 7-31
- controller supply voltage
 - dimensioning 6-33
- Current
 - Position 8-22

- Speed 8-24
- Current control 8-14
- Current controller
 - function 7-31

D

- Declaration of conformity 1-5
- Determining controller values
 - controller values with rigid mechanics 7-34
 - determining controller values with less rigid mechanics 7-35
- device
 - installation 6-8
 - mounting 6-7
- Diagnostics 10-1
- Diagram
 - A/B signals 6-34
- Digital inputs and outputs
 - display and modify 7-16
- Digital inputs/outputs
 - connecting 6-43
- Dimensioning aid
 - braking resistor 6-21
- Direction enabling 8-18
- Direction reversal 8-65
- Directives and standards 1-3
- Disposal 13-1, 13-4
- Documentation and literature references 1-3
- driveStat 8-8

E

- Electrical installation 6-11
- Electronic gear 8-16
- EMC 6-1
 - cabling 6-2
 - motor and sensor cables 6-3
 - power supply 6-3
 - scope of supply and accessories 6-2
- Encoder cable 3-12
- Encoder signals A, B, I
 - connect 6-34
- Environment
 - Installation height 3-1
- Environmental conditions 3-1
- Equipotential bonding conductors 6-3
- Error
 - current 10-6
- Error class 10-2
- error class 10-2
- Error display 10-3
- error display
 - commissioning software 10-6
 - fieldbus 10-7
 - HMI 10-5
- Error display on HMI 10-5
- Error response 8-4, 10-2

- meaning 10-2
- ESIM
 - function 6-38
 - resolution 6-38
- Examples 9-1
- Extended settings for autotuning 7-29
- External braking resistors 3-10
- External line filter 6-9
- External mains filter 3-10

F

- Fabricating cables
 - mains supply 6-26
 - motor phases 6-17
- Fabrication of cable
 - motor rotary encoder 6-28
- Fast position capture 8-59
- Fault (operating status) 8-4
- Fieldbus
 - Error display 10-7
 - Profibus DP 6-40
- First setup
 - preparation 7-11
 - via HMI 7-11
- Function
 - encoder A, B, I 6-34
 - Profibus fieldbus interface 6-40
- Functions 8-39
 - braking function with HBC 8-63
 - direction reversal 8-65
 - fast position capture 8-59
 - Halt 8-58
 - monitoring functions 8-39
 - Quick Stop 8-57
 - restoring default values 8-67
 - scaling 8-51
 - standstill window 8-62
 - travel profile 8-54

G

- Gear ratio 8-17
- Glossary 14-1

H

- Halt 8-58
- HMI
 - control panel 7-6
 - Error display 10-5
 - first setup 7-11
 - function 7-6
 - menu structure 7-7, 7-8
- Holding brake
 - control 3-10
- Holding brake controller 3-10

- connecting 6-31
- rating 6-30
- holding brake controller
 - connection 6-30
- Homing 8-25
- Homing by dimensions setting
 - Dimensions setting 8-38

I

- I²t monitoring 8-43
- Installation
 - electrical 6-11
 - mechanical 6-6
- Installation spacing 6-7
- Intended use 2-1
- Interface signal
 - FAULT_RESET 8-57
- Internal mains filter 3-9
- Introduction 1-1
- IT mains, operation in 6-5

J

- Jog 8-12
- Jolt limiting 8-55

L

- LEDs on HMI
 - for Profibus 7-6
- Limit switch
 - limit switch 8-41
 - Reference movement without index pulse 8-30
 - release movement of drive 8-42
- Limit values
 - setting 7-14
- Line filter 6-9
- line filter 6-9
- Line reactor 3-10, 6-10

M

- Mains filter
 - external 3-10
 - installing 6-9
 - internal 3-9
- Mains power
 - connecting 6-26
- mains reactor
 - installing 6-9
- Maintenance 13-1
- Malfunctions 10-10
- Mechanical installation 6-6
- Mechanics, Layout for control system 7-33
- Minimum connection assignment 6-42
- modeStat 8-8
- Monitoring

- braking resistor 6-19
- motor phases 6-18
- parameters 8-45
- Monitoring functions 2-3, 8-39
- Motor cable 3-12
- Motor cables
 - connecting 6-18
- Motor data set
 - automatic read-in 7-11
- motor encoder
 - connecting 6-27
- Motor rotary encoder
 - function 6-27
- motor rotary encoder
 - sensor type 6-27
- mounting, mechanical 6-7

O

- Open Collector circuit 6-36
- Operating mode
 - change 8-11
 - current control 8-14
 - electronic gear 8-16
 - homing 8-25
 - jog 8-12
 - profile position 8-20
 - profile velocity 8-23
 - speed control 8-15
 - start 8-9
- Operating modes 8-12
- Operating states 8-3
- Operating status 7-13
 - Fault 8-4
- Operation 8-1
- Optimising presets 7-37
- Overview 7-4, 7-5
 - all connections 6-14
 - procedure for electrical installation 6-13

P

- Parameter
 - calling via HMI 7-7
 - layout 11-1
- Parameters 11-1
- PC
 - connecting 6-44
- Pos1, Pos2 8-8
- Position
 - current 8-22
- Position controller
 - function 7-32
 - optimising 7-39
- Positioning limits 8-40
- Power connections
 - overview 6-14

- Power Removal 5-1
 - application examples 5-3
 - category 0 stop 5-1
 - category 1 stop 5-1
 - definition 5-1
 - requirements 5-2
- PowerSuite 7-10
- Prerequisite
 - for point - to - point start 8-20, 8-23
- Pre-requisites for setting the operating mode 8-9
- Product name 14-4
- Profibus
 - connection 6-41
 - LEDs on HMI 7-6
- Profibus fieldbus interface
 - cable specifications 6-40
 - function 6-40
 - terminating resistor 6-40
- Profile generator 8-54
- Profile position 8-20
- Profile velocity 8-23
- PULSE/DIR
 - connecting 6-37
 - function 6-35

Q

- Qualifications, personnel 2-1
- Quick Stop 8-57

R

- Ramp
 - shape 8-54
 - steepness 8-54
- Rating
 - controller supply voltage 6-33
- REF, see reference switch
- Reference movement
 - matching 8-52
- Reference movement with index pulse 8-33
- Reference movement without index pulse 8-30
- Reference signal
 - Setting 7-32
- Reference switch
 - Reference movement with index pulse 8-35
 - reference movement without index pulse 8-31
- Reference variable filter 7-34
- Relative profile positioning 8-20
- Remove protective foil 6-8
- Restoring default values 8-67
- Rotary encoder (motor)
 - connecting 6-29
- Run autotuning 7-27

S

- Safety function 5-1
- Safety functions 2-3, 3-7, 4-1
- Scaling 8-51
- Second environment 6-2
- Service 13-1
- Service address 13-2
- Set dimensions 8-38
- Set speed 8-23
- Setting parameters for braking resistor 7-25
- Setting parameters for encoder 7-23
- Setting parameters for encoder simulation 7-22
- setting the deceleration ramp 8-54
- Shipping 13-4
- Signal connections
 - overview 6-15
- Signal inputs
 - Circuit diagram 6-36
- SinCos rotary encoder
 - position processing 7-24
 - setting absolute position 7-24
- Software limit switches 8-40
- Speed control 8-15
- Speed controller
 - function 7-32
 - setting 7-33
- Standstill window 8-62
- start
 - operating mode 8-9
- State display
 - NRDY 10-6
 - WDOG 10-6
- state display
 - FLT 10-6
- State display ULOW 10-5
- State transitions 8-5, 10-5
- Status diagram 8-3
- Status display
 - DIS 10-6
 - WDOG 10-6
- Status machine 7-13
- status machine 10-5
- Status monitoring in movement mode 8-39
- Storage 13-4
- Switching cabinet 6-7
- Switching cabinet setup 6-2

T

- Technical data 3-1
- Temperature monitoring 8-42
- Terminating resistor
 - Profibus fieldbus interface 6-40
- Terms 14-3
- Testing agencies and certificates 3-1
- Testing safety functions 7-19

Timing diagram
Pulse direction signal 6-36
Tracking error
monitoring function 8-44
Travel profile 8-54
Triggering jump function 7-33
Troubleshooting 10-1, 10-10
from errors sorted by bit class 10-11
troubleshooting
malfunctions 10-10
TÜV certificate for functional safety 1-6
Type code 1-3

U

Unit overview 1-1
Units and conversion tables 14-1

V

ventilation 6-7
Voltage reduction 8-64

W

Wiring diagram
24V power supply 6-33
braking resistor 6-20
digital signals 6-43
encoder A, B, I 6-34
ESIM 6-39
holding brake controller 6-31
mains power 6-27
mains power, single phase device 6-26
motor rotary encoder 6-29
PC 6-45
Profibus DP on CN1 6-41
PULSE/DIR 6-37
wiring of controller supply voltage 6-32

