

Technical Documentation



Product manual

AC servo drive

LXM05A USA

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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.

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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:



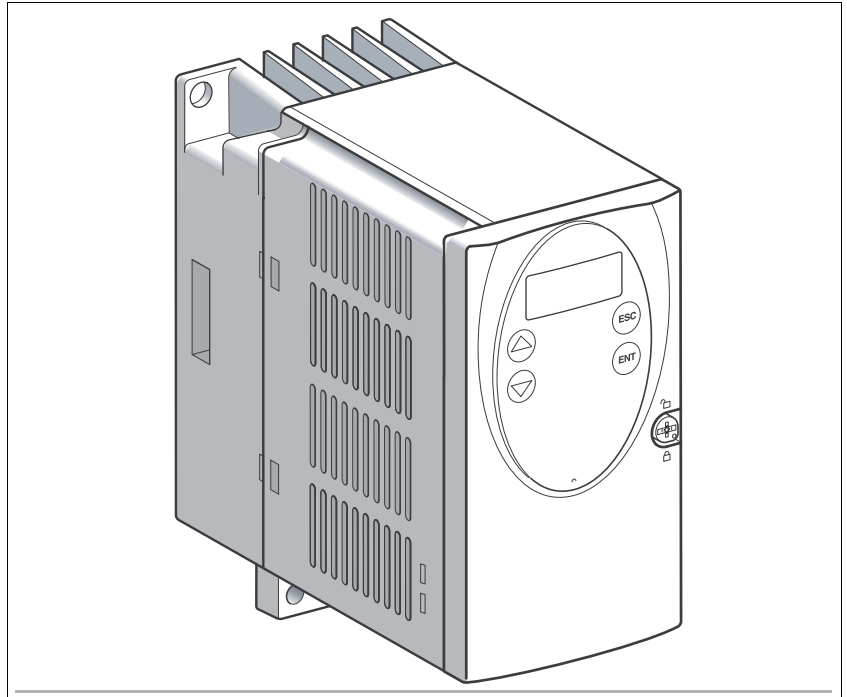
This offers supplementary information on making work easier.

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. POSdirOfRotat (*Prøt*). 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 LXM05A 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 servomotors Schneider Electric.

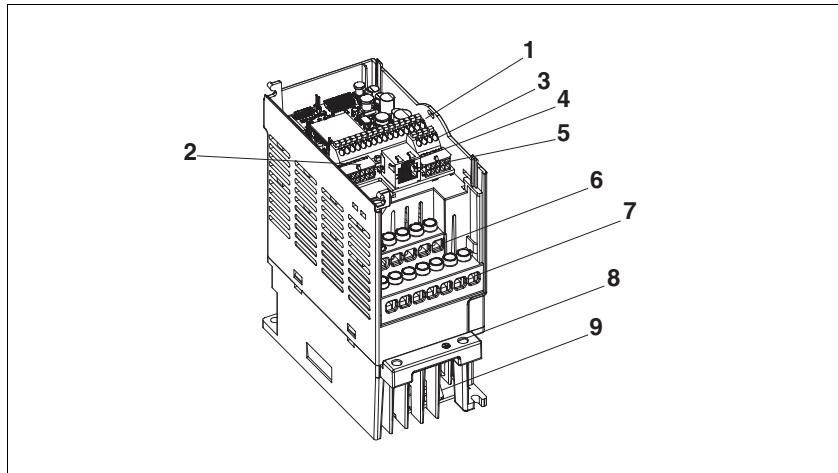
The front panel includes an input panel (HMI, **H**uman**M**achine**I**nterface) with display and keypad for setting parameters.

Reference value default The setpoint value can be specified via:

- Fieldbus: Modbus or CANopen for profile positioning movements, speed control and torque/speed control
- ± 10 V analogue signals for torque control or speed control. Position feedback of the actual motor position is accomplished by A/B encoder signals
- Position interface: Pulse/direction signals or A/B encoder signals for implementing 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. It is not necessary to interrupt the supply voltage. This reduces the system costs and response times.

1.2 Components and interfaces



- (1) CN1, I/O signal connection (spring loaded terminals)
 - Two ± 10 V analogue reference inputs in the speed control and current control operating modes (torque control)
 - CANopen for fieldbus control
 - Eight digital inputs/outputs. The assignment depends on the selected operating mode
- (2) 12-pin CN2 female connector for motor encoder (SinCos Hi-perface® sensor)
- (3) CN3, connection for 24 V power supply
- (4) CN4, RJ45 female connector for connection
 - Fieldbus: Modbus or CANopen
 - PC with PowerSuite commissioning software
 - Remote terminal
- (5) 10-pin CN5 female connector 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).
 - Input of pulse/direction or A/B encoder signals in electronic gear mode
- (6) Screw terminals for connecting the mains power
- (7) Screw terminals for connecting the motor and external brake resistors
- (8) Bracket for EMC mounting plate
- (9) Heat sink

1.3 Type code

	LXM	05	A	D10	M2	•	(...)
Product designation LXM - Lexium							
Product type 05 - AC servo drive for one axis							
Interfaces A - analogue, pulse direction and fieldbus (CANopen and Modbus) B - Profibus C - pulse direction							
Peak current (crest value \hat{I}) [A_{pk}] U70 - 7 A_{pk} D10 - 10 A_{pk} D14 - 14 A_{pk} D17 - 17 A_{pk} D22 - 22 A_{pk} D28 - 28 A_{pk} D34 - 34 A_{pk} D42 - 42 A_{pk} D57 - 57 A_{pk}							
Power amplifier supply voltage [V_{AC}] F1 - 1~, 115 V_{AC} M2 - 1~, 230 V_{AC} M3 - 3~, 230 V_{AC} N4 - 3~, 480 V_{AC}							
Mains filters X - no integrated mains filter							
Other options							

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 also be found in the Internet at <http://www.telemecanique.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.

EC Machine Directive 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.

The manufacturer must certify that the complete system conforms to the machine directive with the CE mark.

EC EMC Directive 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.

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.

EC Low-Voltage Directive 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.

The drive systems described here comply with the EN 50178 Standard as per the Low-Voltage Directive.



Declaration of conformity The declaration of conformity certifies that the drive system complies with the specific EC directive.

Standards for safe operation IEC 60204-1: Electrical equipment of machines, General requirements
IEC 60529: IP degrees of protection
IEC 61508: SIL 2; Functional safety of safety-related electric, electronic and programmable electronic systems
IEC 62061: SIL 2; Safety of Machines - Functional safety of electrical, electronic and programmable controllers of machines
EN 954-1: Safety of machines, Safety of components of control devices, Part 1: General design requirements
pr EN 13849-1: Safety of machines - safety-related components of controllers - Part 1: General design requirements

Standards for compliance with EMC limit values IEC 61800-3: Variable-speed electrical drives

1.6 Declaration of conformity

The following declaration of conformity is applicable when the product is used under the specified general conditions and with the cables listed in the accessories.

<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	
<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>Company stamp:</p> <p>Berger Lahr GmbH & Co. KG Postfach 11 80 · D-77901 Lahr Breslauer Str. 7 · D-77933 Lahr</p> </div> <div style="flex: 1; text-align: center;">  </div> </div> <p>Date/ Signature: 28 July 2005</p> <p>Name/ Department: Wolfgang Brandstätter/R & D Drive Systems</p>		

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 Hazard categories

Safety notes and general information are indicated by hazard messages in the manual. In addition there are symbols and instructions affixed to the product that warn of possible hazards and help to operate the product safely.

Depending on the seriousness of the hazard, the messages are divided into three hazard categories.

DANGER

DANGER indicates an imminently hazardous situation, which, if not avoided, **will result** in death, serious injury, or equipment damage.

WARNING

WARNING indicates a potentially hazardous situation, which, if not avoided, **can result** in death, serious injury, or equipment damage.

CAUTION

CAUTION indicates a potentially hazardous situation, which, if not avoided, **can result** in injury or equipment damage.

2.4 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.
- 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).
 - 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).
- The system manufacturer is responsible for compliance with all applicable regulations relevant to grounding the drive system.
- Many components, including printed wiring boards, operate at mains voltage. Do not short-circuit DC bus or 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.

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

DANGER

DANGER OF INJURY BY COMPLEX SYSTEM

When starting field bus operation the attached controllers are generally out of view of the operator and can not be directly monitored.

- Start the system only if there are no persons within the actuation zone of the moving system components and the system can be operated safely.

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

⚠ WARNING**UNINTENDED EQUIPMENT OPERATION**

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, serious injury or equipment damage.

⚠ WARNING**LOSS OF CONTROL**

- The designer of any control scheme must consider the potential failure modes of control paths and, for certain critical control functions, provide a means to achieve a safe state during and after a path failure. Examples of critical control functions are emergency stop and overtravel stop.
- Separate or redundant control paths must be provided for critical control functions.
- System control paths may include communication links. Consideration must be given to the implications of unanticipated transmission delays or failures of the link. *
- Each implementation of LXM05* must be individually and thoroughly tested for proper operation before being placed into service.

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

* For additional information, refer to NEMA ICS 1.1 (latest edition), Safety Guidelines for the Application, Installation, and Maintenance of Solid State Control and to NEMA ICS 7.1 (latest edition), Safety standards for Construction and Guide for Selection, Installation and Operation of Adjustable-Speed Drive Systems.

2.5 Safety functions

Using the safety functions integrated in this product requires careful planning. For more information see 5.4 "Safety function "Power Removal"" on page 5-3.

2.6 Monitoring functions

The monitoring functions in the product protect the system and reduce the risks involved in a system malfunction. These monitoring functions are not sufficient for personal protection.

The following errors 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^2t 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 8-48.

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	
CiA (Can in Automation)	CiA200412-301V402/20-0044	

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

Relative humidity

The relative humidity is allowed as follows:

rel. air humidity	conforming to IEC60721-3-3, Class , 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 IEC 61131-2 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 g from 13 ... 150 Hz
Shock loading	15 g 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 "Installing 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

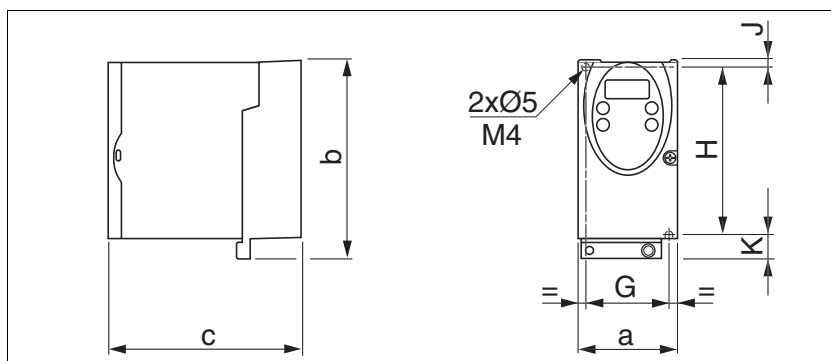


Figure 3.1 Dimensional drawing

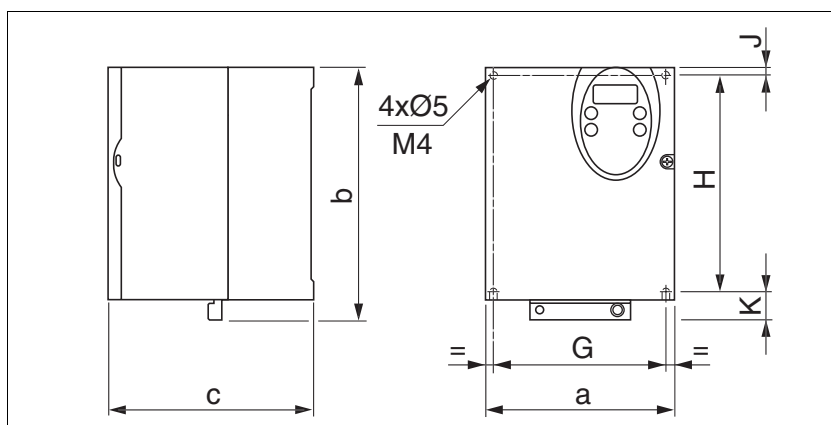


Figure 3.2 Dimensional drawing

LXM05•...		U70... D10...	D14... D17...	D2... D3... D4....	D5...
Figure		Figure 3.1	Figure 3.1	Figure 3.2	Figure 3.2
a	in	2.83	4.13	5.51	7.09
b	in	5.71	5.63	7.24	9.13
c	in	5.51	5.91	5.91	6.69
G	in	2.36	3.66	4.96	6.3
H	in	4.73	4.73	6.18	8.27
J	in	0.19	0.19	0.26	0.19
K	in	0.73	0.65	0.81	0.67
Weight	lb	2.43	3.1	4.41	10.58
Type of cooling		Convec- tion ¹⁾	Fan	Fan	Fan
Top-hat rail installation		3.05 ²⁾	4.13 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 _{AC}]	100 -15% ... 120 +10%
230V _{AC}	[V _{AC}]	200 -15% ... 240 +10%
400V _{AC}	[V _{AC}]	380 -15% ... 480 +10%
Frequency	[Hz]	50 -5% ... 60 +5%

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

Inrush current and leakage current

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

1) measured on mains with grounded 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 ground 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 input frequency (50/60Hz)	[V]	115 (1~)	115 (1~)	115 (1~)	230 (1~)	230 (1~)	230 (1~)
Current 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 ¹⁾	[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
Maximum 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
Maximum 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 ²⁾	[A]	10	15/16	25	10	15/16	25
Max/min wire gauge to be permitted in terminals	[AWG]	14-20	10-16	10-16	14-20	10-16	10-16
Terminal screw tightening torque	[in-lbs]	4.5-5.6	5.6-6.8	5.6-6.8	4.5-5.6	5.6-6.8	5.6-6.8

1) Suitable for use on grounded systems only. Maximum voltage to ground should not exceed 300 Vac. Maximum available short-circuit current must not exceed 5000 A.

2) A maids reactor is required if, over any 2 minute period, the motor average power flow to the load is greater than 50% of the motor controller's power class. See page 3-9 for recommended reactors. Maximum available short-circuit current must not exceed 5000 A

LXM05•...		D10M3X	D17M3X	D42M3X	D14N4	D22N4	D34N4	D57N4
Nominal voltage input frequency (50/60Hz)	[V]	230 (3~)	230 (3~)	230 (3~)	480 (3~)	480 (3~)	480 (3~)	480 (3~)
Current 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
Maximum 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
Maximum 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

LXM05•...		D10M3X	D17M3X	D42M3X	D14N4	D22N4	D34N4	D57N4
Primary fuse ²⁾	[A]	10	10	25	10	15/16	15/16	25
Max/min wire gauge to be permitted in terminals	[AWG]	14-20	10-16	10-16	10-16	10-16	10-16	6-12
Terminal screw tightening torque	[in-lbs]	4.5-5.6	5.6-6.8	5.6-6.8	5.6-6.8	5.6-6.8	5.6-6.8	5.6-6.8

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%
Current 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 The levels of the inputs correspond when configured as "source" in EN 61131-2, Type 1

Logical 1 (V_{high})	[V]	+15 ... +30
Logical 0 (V_{low})	[V]	-3 ... +5
Input current (typical)	[mA]	10
Debouncing time ¹⁾	[ms]	1 ... 1.5
Debounce time $\overline{PWRR_A}$ and $\overline{PWRR_B}$	[ms]	1 - 5
max. skew until detection of signal differences of $\overline{PWRR_A}$ and $\overline{PWRR_B}$ ²⁾	[s]	< 1
Debounce time CAP1 and CAP2	[μs]	< 2 when switching on < 10 when switching off
Jitter CAP1 and CAP2	[μs]	< 2

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

2) Switching process must be simultaneous for both inputs (skew <1s)

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

Analogue input signals

Differential input voltage range	[V]	-10 ... +10
Input resistance	[kΩ]	≥10
Resolution ANA1	[Bit]	14
Resolution ANA2	[Bit]	14
Sampling time ANA1	[ms]	0.25
Sampling time ANA2	[ms]	0.25

Pulse/direction, A/B/I input signals

The pulse/direction and A/B/I signals conform to the RS422 interface specifications

Symmetrical	conforming to RS422	
Input resistance	[kΩ]	5
Input frequency, pulse/direction	[kHz]	≤400
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]	≤400
Motor increments per seconds	[Inc/s]	≤1,6

CAN bus signals

The CAN bus signals comply with the CAN standard and are short-circuit resistant.

Sensor signals

Output voltage for encoder	+10V at 100mA	
SIN/COS input signal/Voltage 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 safety calculations:

Service life corresponding to safety life cycle (IEC 61508)	20 years
SFF (Safe Failure Fraction) (IEC61508)	70%
HFT (Hardware Fail Tolerance) (IEC61508)	Type A subsystem
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 6.3.5 "Connection of braking resistor" page 6-20. 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 6-21.

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, restricted 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
EMC EFFECT MUST BE REGULATED TO AVOID DAMAGE TO THE DRIVE
<ul style="list-style-type: none"> • Use proper grounding system for the internal main filter to be effective in reducing the EMC effect.
Failure to follow these instructions can result in death, serious injury or equipment damage.

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 limit values for wiring-related interference quantities are met by EMC-compliant construction and by using the cables offered in the accessories:

Devices with internal mains filter	second environment (industrial environment, category C3), device installed in an enclosed control cabinet with 15 dB attenuation: 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	[s]	3	1.8	4.2	10.8	6.36	16.8	42
max. make time at 230V	[s]	0.72	0.552	1.08	2.64	1.44	3.72	9.6
max. make time at 400V	[s]	0.12	0.084	0.216	0.504	0.3	0.78	1.92
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 3-10.

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 limit values for wiring-related interference quantities are met by EMC-compliant construction and by using the cables offered in the accessories:

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

Dimensions (H * B * D)	[in]	3.9 * 0.88 * 4.51
Installation on top-hat rail		

Power supply

Nominal voltage	[V]	24
Voltage range	[V]	19.2 ... 30
Current consumption	[A]	0.5 + braking current

Signal input

Voltage range	[V]	19.2 ... 30
Input current at 24V	[mA]	<10

Holding brake output

Voltage before voltage reduction	[V]	23 ... 25
Voltage with voltage reduction	[V]	17 ... 19
Maximum output current	[A]	1.6
Time to voltage reduction	[ms]	1000

The holding brake controller has a safe electrical isolation of the holding brake output.

3.5.5 Reference value adapter RVA

Dimensions

Dimensions (H * B * D)	[in]	3.03 * 5.32 * 1.46
Installation on top-hat rail		

Electrical data

Input		
Supply voltage	[V]	19,2 ... 30
Current consumption (5VSE unloaded)	[mA]	50
Current consumption (5VSE 300mA)	[mA]	150
Output, Encoder		
5VSE	[V]	4,75 ... 5,25
Maximum output current	[mA]	300
sense-controlled, short-circuit and overload-proof		

3.5.6 Cable

Overview of cables required

	max. length [feet]	min. cross section [AWG]	corr. PELV	shielded, grounded both ends	twisted pair
Controller supply voltage	–	19	X		
Power amplifier supply voltage	–	– ¹⁾			
Motor phases	– ²⁾	– ³⁾		X	
Cable for HBC ⇒ see motor phases	– ²⁾ , max. 0.39 unshielded	– ³⁾ ⁴⁾		X	
Cable for HBC ⇒ device	max. 0.39 unshielded	19 ⁴⁾		X	
ext. braking resistor	9.84	as in power amplifier supply voltage		X	
Motor encoder	328	10*24 AWG and 2*21AWG	X	X	X
Encoder signals A/B/I	328	24	X	X	X
PULSE/DIR	328	26	X	X	X
ESIM	328	26	X	X	X
Fieldbus CANopen	– ⁵⁾	26	X	X	X
Fieldbus Modbus	1,312	26	X	X	X
Analogue inputs	32.8	16 - 26	X	X ⁶⁾	X
Digital inputs/outputs	49.2	26	X		
PC, decentralised control terminal	1,312	26	X	X	X

1) see 6.3.6 "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 6.3.4 "Motor phase connections"

4) Temperature range: up to 105°C

5) Depending on baud rate, see 6.3.14 "CANopen connection (CN1 or CN4)"

6) Ground shield of analogue signal lines directly on device (signal input). At the other end of the cable insulate the shield or if interference occurs ground via a capacitor (e.g. 10nF).

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 ... +90 (fixed) -20 ... +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	$\geq 10^{-9} \dots < 10^{-8}$
3	$\geq 10^{-8} \dots < 10^{-7}$
2	$\geq 10^{-7} \dots < 10^{-6}$
1	$\geq 10^{-6} \dots < 10^{-5}$

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			HFT type B subsystem		
	0	1	2	0	1	2
< 60%	SIL1	SIL2	SIL3	---	SIL1	SIL2
60% ... <90%	SIL2	SIL3	SIL4	SIL1	SIL2	SIL3
90% ... < 99%	SIL3	SIL4	SIL4	SIL2	SIL3	SIL4
≥99%	SIL3	SIL4	SIL4	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 Logic type

This product can switch the 24V inputs and outputs as follows (dr \overline{L} - / \overline{OL} \overline{L}). Exception: the safety signals $\overline{PWRR_A}$ and $\overline{PWRR_B}$ are always logic type "Source".

Logic type	active status
"Source"	output sends current current flows to the input
"Sink"	output absorbs current current flows from the input

 **WARNING**

UNMONITORED OPERATION
When using the "Sink" setting logic type the grounding of a signal is detected as an On status.

- Use great care with wiring to prevent the possibility of a grounding.

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

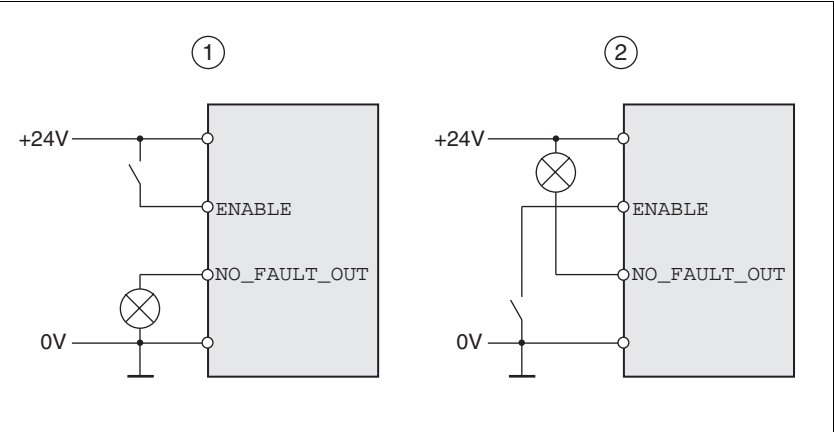


Figure 5.1 Logic type

- (1) "Source"
- (2) "Sink"

It is specified at "First setup" with the parameter `IOLogicType`. This setting affects the wiring and the control of sensors and must be thoroughly clarified during engineering with regard to the application.

Special case: "Power Removal" safety function

The inputs for the "Power Removal" safety function (inputs $\overline{PWRR_A}$ and $\overline{PWRR_B}$) are **always** executed in "Source" independently of the setting.

5.2 Configurable inputs and outputs

This product has digital inputs and outputs that can be configured. The inputs and outputs have a defined standard assignment depending on the start-up operating mode. This assignment can be adapted to the requirements of the customer's installation. For more information see chapter 8.6.9 "Configurable inputs and outputs".

5.3 Specification of the control mode

<i>Controller type: local or fieldbus</i>	<p>The basic specification of whether the system should be controlled locally or over the fieldbus must be made when the product is started for the first time. This specification can only be modified by restoring the factory setting, see chapter 8-87.</p> <p>The availability of operating modes of the product also depends on this setting.</p>
<i>Local control mode</i>	<p>With a local control mode the movement is preset with analogue signals ($\pm 10V$) or with RS422 signals (e.g. pulse/direction).</p> <p>Limit switches and reference switches cannot be connected with the control mode.</p>
<i>Fieldbus control mode</i>	<p>In the fieldbus control mode all communications are made via fieldbus commands.</p>

5.4 Safety function "Power Removal"

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

DANGER

RISK OF ELECTRIC SHOCK

The "Power Removal" function does not affect any electrical disconnection. The internal 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.

5.4.1 Definitions

<i>Power Removal</i>	The "Power Removal" safety function shuts off the motor torque safely. The supply voltage must not be interrupted to ensure the availability of braking torque to bring the motion to a complete halt in a controlled manner. 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.

5.4.2 Function

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

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 with the two redundant inputs $\overline{PWRR_A}$ and $\overline{PWRR_B}$. The circuits of the two inputs must be separated from each other to retain the two channels.

The switching process must be simultaneous for both inputs (skew <1s). The power amplifier is disabled and an error message is generated. Then the motor cannot generate torque and runs down without braking. A restart is only possible after resetting the error message with a "Fault Reset".

The power amplifier is also disabled and an error message is generated if only one of the two inputs is shut down. This error message can only be reset by switching off.

5.4.3 Requirements for safe application

⚠ WARNING

LOSS OF SAFETY FUNCTION

- Ensure that the following requirements are observed when using the "Power Removal" safety function.

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

<i>Stop of category 0</i>	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.
<i>Stop of category 1</i>	For a stop of category 1 a controlled stop can be requested with the <u>HALT</u> 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 <u>PWRR_A</u> and <u>PWRR_B</u> inputs. This is generally controlled by a standard EMERGENCY STOP module with safe time delay.
<i>Vertical axes, external forces</i>	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.
<i>Prevention of unexpected restart</i>	To prevent an unexpected restart after restoration of power (e.g. after power failure), the parameter <code>IO_AutoEnable</code> must be set to "off". Note that a higher level controller must not trigger a dangerous restart.
<i>Degree of protection when using "Power Removal"</i>	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 $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ signals and they are not detected by upstream devices, a protected wire layout is required.

In the case of an unprotected layout the $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ signals may be connected to interference voltage if a cable is damaged. If both signals are connected to interference voltage the "Power Removal" safety function will not operate.

A protected layout can be achieved as follows:

- Layout of $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ 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 grounded shield protects the signals against interference voltage if the cable is damaged and can trip the fuse.
- Use of separate grounded shielding. If there are other wires in the cable, the $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ signals must be isolated from these wires by a separate grounded shield.

Data for maintenance schedule and safety calculations

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

Service life corresponding to safety life cycle (IEC 61508)	20 years
SFF (Safe Failure Fraction) (IEC61508)	70%
HFT (Hardware Fail Tolerance) (IEC61508)	Type A subsystem
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.

5.4.4 Application examples

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

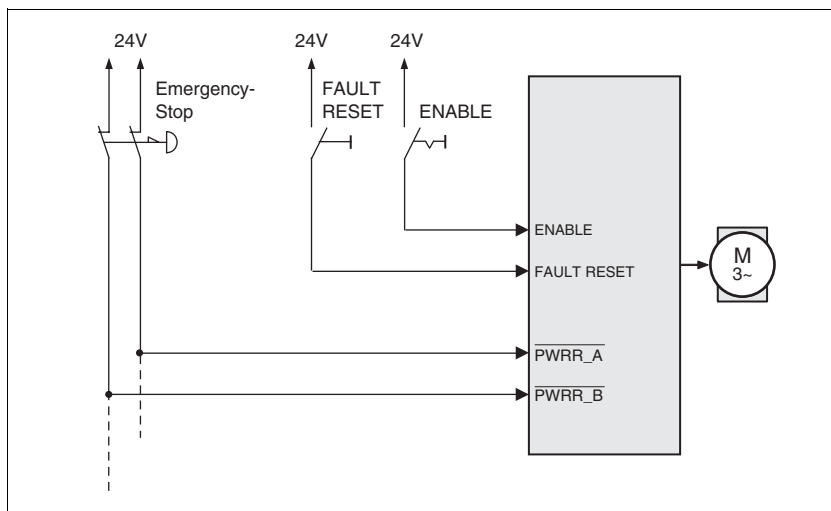


Figure 5.2 Example: category 0 stop

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,

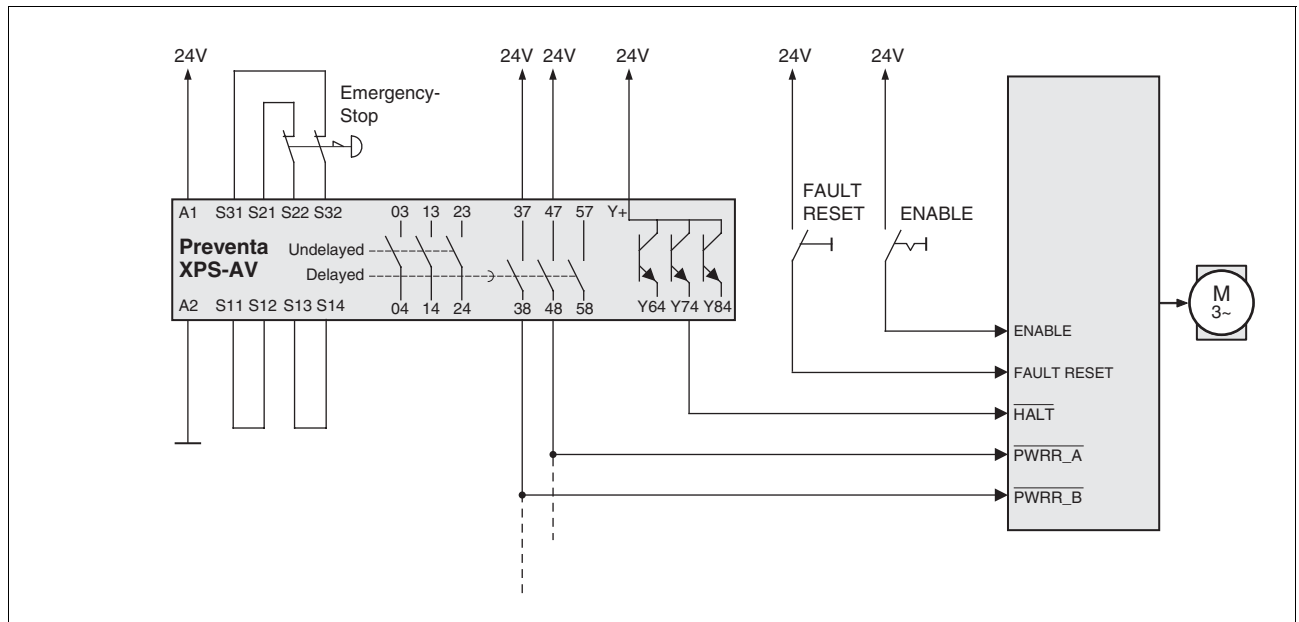


Figure 5.3 Example of category 1 stop with external Preventa XPS-AV EMERGENCY STOP module

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 in accordance with 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

LOSS OF CONTROL

- The designer of any control scheme must consider the potential failure modes of control paths and, for certain critical control functions, provide a means to achieve a safe state during and after a path failure. Examples of critical control functions are emergency stop and overtravel stop.
- Separate or redundant control paths must be provided for critical control functions.
- System control paths may include communication links. Consideration must be given to the implications of unanticipated transmission delays or failures of the link. *
- Each implementation of LXM05* must be individually and thoroughly tested for proper operation before being placed into service.

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

***For additional information, refer to NEMA ICS 1.1 (latest edition) Safety Guidelines for the Application, Installation, and Maintenance of Solid State Control and to NEMA ICS 7.1 (latest edition), Safety Standards for Construction and Guide for Selection, Installation and Operation of Adjustable-Speed Drive Systems.**



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

6.1 Electromagnetic compatibility, EMC

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

Distorted signals can cause unpredictable 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**RADIO INTERFERENCE MAY BE CAUSED IN A DOMESTIC ENVIRONMENT**

- In a domestic environment additional precautions need to be adopted to ensure proper grounding of the device.

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

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 ground clamps and an EMC plate.

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

Switching cabinet setup

EMC measures	Effect
Use EMC plate or galvanised or chrome-plated mounting plates, make large contact surface connections for metal parts, remove paint from contact surfaces	Good conductivity due to two-dimensional contacts
Ground 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 ground 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 (7.87 in) apart.	
Connect large surface areas of cable shields, use cable clamps and tapes	Reduction of emissions.

EMC measures	Effect
Ground 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
Ground shield on analogue signal lines directly at the device (signal input), and insulate the shield at the other end of the cable or ground 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, ground the motor with an ground wire >10 mm ² (>8 AWG) or ground strap.	Reduction of emissions, increase in resistance to interference
Lay connections of the 24V _{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 grounded neutral point (not IT mains).	Mains filter is only effective on systems with an grounded star point.
Connect the negative output of the PELV power supply unit 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 encoder cables

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 encoder cable on the drive solution must be laid out over a wide area with low resistance on the device, the switch cabinet output and on the motor.

- Lay out motor and motor encoder cables without interruption (do not install switch components) from the motor and encoder to the device.
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 (7.78 in) 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 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 328 feet are approved, the following applies: up to 656 feet-length a cable cross section of 6 AWG is sufficient, for greater lengths a cable cross section of 5 AWG is required.

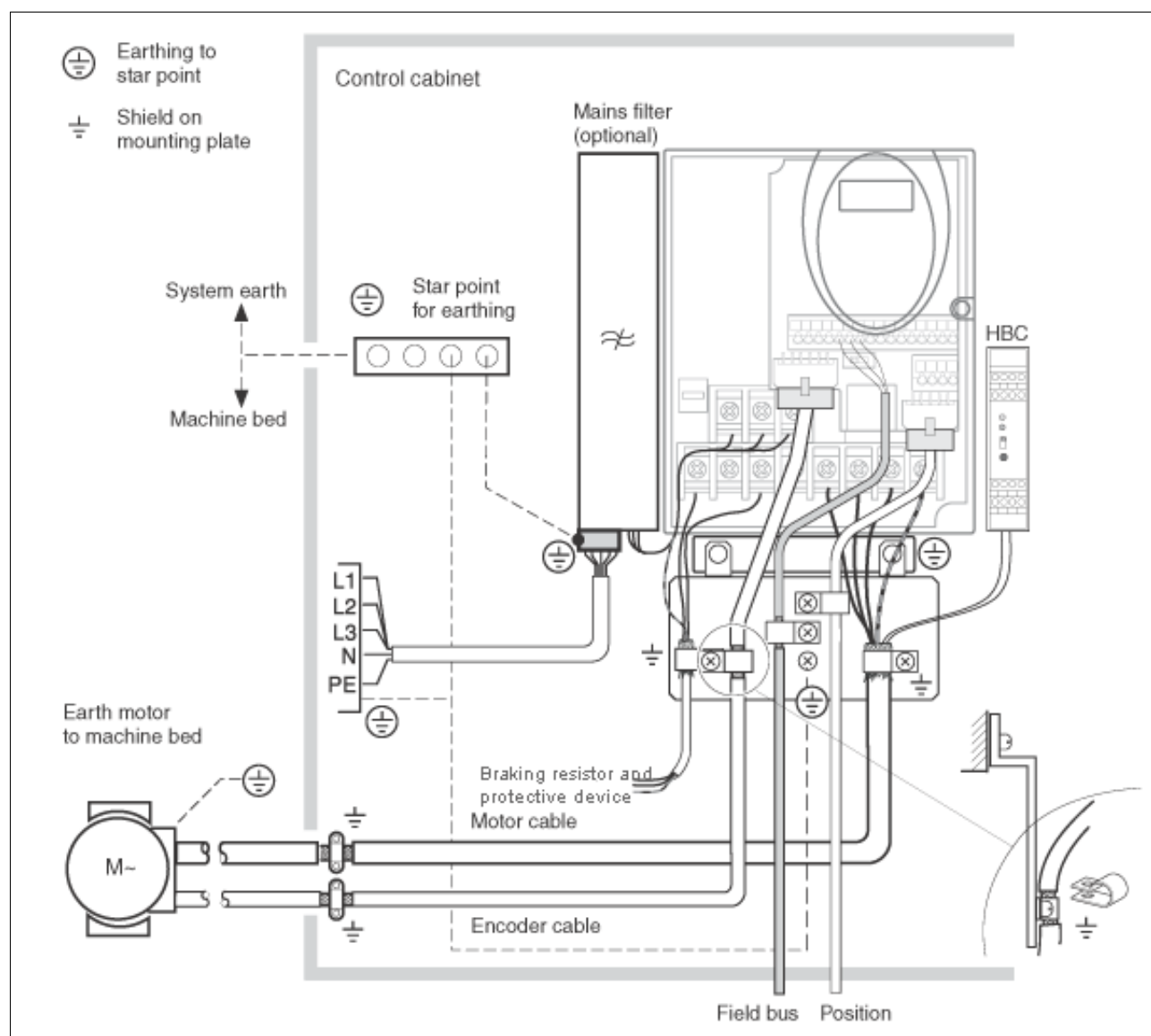


Figure 6.1 EMC measures

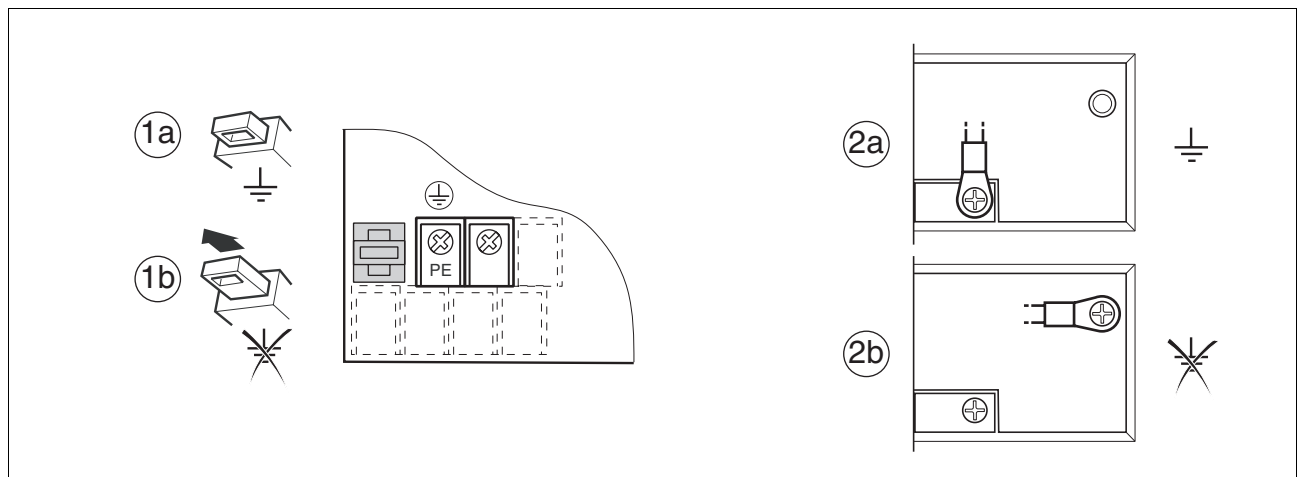
6.1.1 Operation in an IT mains

An IT mains is characterised by a neutral conductor that is insulated or grounded 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 ground connection to the Y- capacitors (deactivate the Y- capacitors).

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

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

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



Devices with switch beside power terminals (1)

LXM05•... U7••• D1••• D2••• D3••• D4•••

(1a): Y-capacitors of the internal filter effective (standard)

(1b): Y-capacitors of the internal filter disabled (IT mains)

Devices with jumpers (2)

LXM05•... D5•••

(2a): Y-capacitors of the internal filter effective (standard)

(2b): Y-capacitors of the internal filter disabled (IT mains)

6.2 Mechanical installation

DANGER

ELECTRIC SHOCK

Conductive foreign bodies in the product or serious damage can cause voltage spread.

- 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

LOSS OF SAFETY FUNCTION

- Ensure that the system is protected against conductive contamination (foreign bodies, dust, or liquids).

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

CAUTION

HOT SURFACES

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 Installing 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.

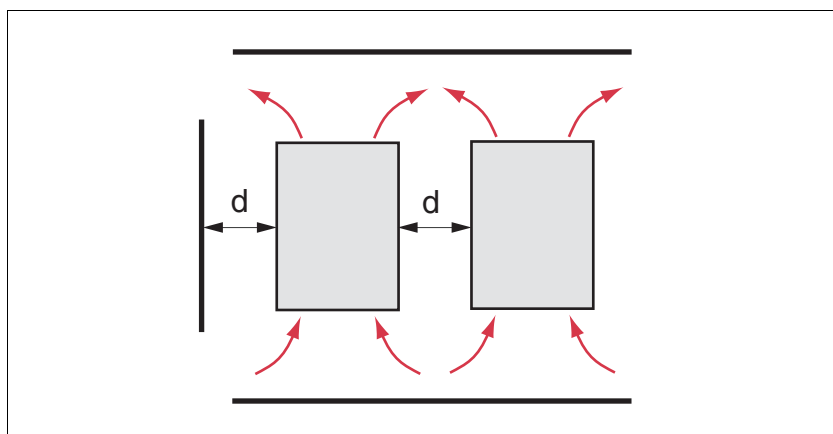


Figure 6.2 Installation spacing and air circulation

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 10 mm (0.39 in) of free space is required in front of the device. Make sure that the operator elements are accessible.
 At least 50 mm (1.97 in) of free space is required above the device.
 The connector cables come out of the bottom of the housing. At least 200 mm (7.87 in) 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 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 control 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

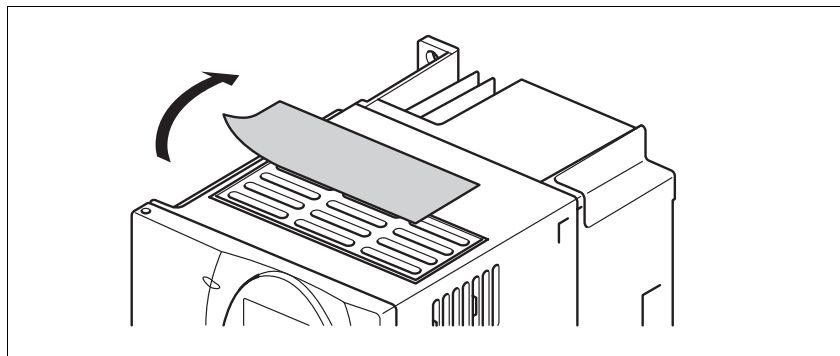


Figure 6.3 Removing protective foil

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 6-26.

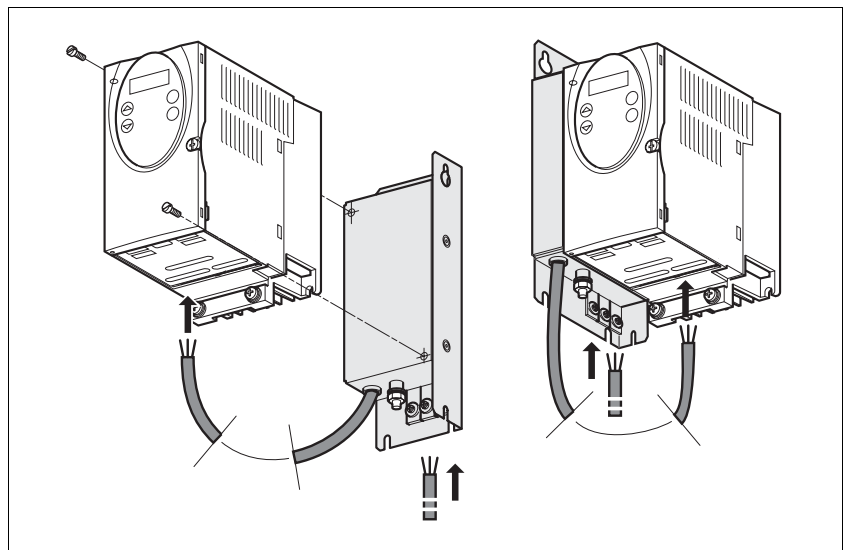


Figure 6.4 Installing mains filters

- Install 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.

Mains reactor A mains reactor must be used under the following conditions:

- operation on power supply mains with low impedance (maximum possible short circuit current of the mains 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 nominal power
- where there are special requirements for the service life of the device (24h operation)
- operation on mains with reactive-current compensation systems
- for improvement of the power factor at the mains input and to reduce the mains feedback
- if overvoltages greater than overvoltage category III could occur

Multiple devices can be operated with one mains reactor. The rated current of the reactor must be considered.

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

Current harmonic waves place a heavy load on the internal DC bus capacitors. This has a significant influence on the service life of the device. For suitable mains 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 6-26.

⚠ WARNING

HOT SURFACES

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 6-20.

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.
- 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).
 - 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).
- The system manufacturer is responsible for compliance with all applicable regulations relevant to grounding the drive system.
- Many components, including printed wiring boards, operate at mains voltage. Do not short-circuit DC or 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.

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

DANGER

ELECTRIC SHOCK

Conductive foreign bodies in the product or serious damage can cause voltage spread.

- 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 - INADEQUATE GROUNDING**

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

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

⚠ WARNING**INADEQUATE GROUNDING**

If a residual current device (RCD) is installed, then the general conditions listed below must be observed.

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

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 chapter 5 "Engineering". The selected settings influence the complete installation:
 - 5.1 "Logic type" Chapter from page 5-1
 - 5.3 "Specification of the control mode" Chapter from page 5-2
 - 5.4 "Safety function "Power Removal"" Chapter from page 5-3
 - ▶ Unlock the front panel of the device and open it.
 - ▶ Connect the ground terminal of the device or the EMC plate to the grounding star point of the system.
 - ▶ Connect the required terminal corresponding to the sequence of Table 6.1. 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		6-17
External braking resistor		6-20
Mains supply		6-26
Motor rotary encoder	CN2	6-29
Holding brake controller (HBC)	CN1 and CN3	6-32
24V controller supply voltage	CN3	6-34
Encoder signals A, B, I	CN5	6-36
Pulse/direction PD	CN5	6-38
Encoder simulation ESIM	CN5	6-41
Fieldbus CANopen	CN1 or CN4	6-43
Fieldbus Modbus	CN4	6-45
Analogue inputs	CN1	6-46
Digital inputs/outputs	CN1	6-46
PC or remote terminal	CN4	6-50

Table 6.1 Installation overview

6.3.2 Overview of all connections

Power connections

Power connections	device
	LXM05•...
T1	U70M2 (T1) D10F1 (T1) D10M2 (T1)
T2	D10M3X (T2) D14N4 (T4) D17F1 (T3)
T3	D17M2 (T3) D17M3X (T4) D22N4 (T4)
T4	D28F1 (T3) D28M2 (T3) D34N4 (T4)
T5	D42M3X (T4) D57N4 (T5)

Table 6.2 Designations of the power connections

Power connections	Description
PE	Ground connection (protective ground)
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 6.3 Designations of the power connections

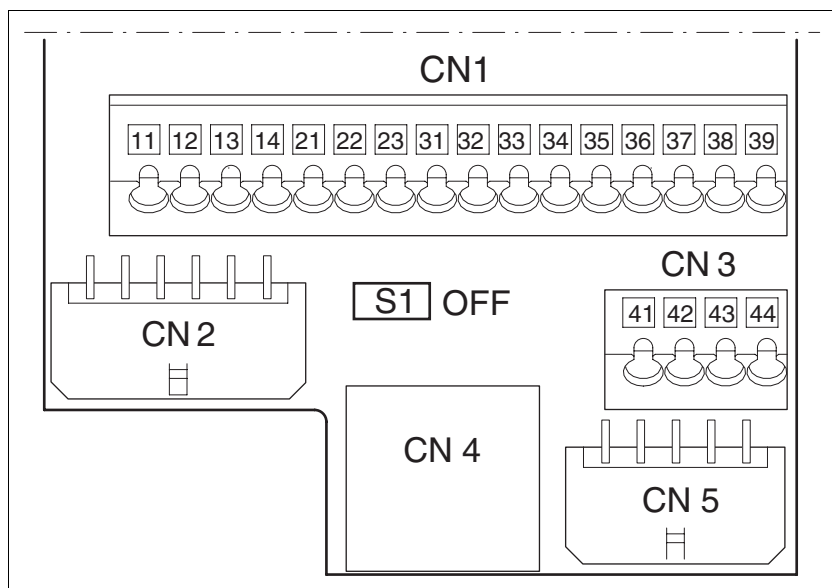
Signal connections

Figure 6.5 Overview of the signal connections

Connection/ switch	Assignments
CN1	Analogue inputs $\pm 10V$, pin 11 ... 14
	CANopen, pin 21-23
	Digital inputs/outputs, pin 31-39
CN2	Motor encoder (Hiperface Sensor)
CN3	24V PELV controller supply voltage
CN4	PC, remote terminal, Modbus, CANopen;(RJ45)
CN5	ESIM (A/B/I out), pulse/direction (PD in), encoder signals (A/B/I in) ¹⁾
S1	Switch for fieldbus terminating resistor

1) depending on the "First Setup"

Table 6.4 Assignment of the signal connections

6.3.3 Reference value signals and limits

External limits can be specified for the external reference value signals for operation. Table 6.5 shows the assignment options depending on the operating modes.

Operating mode	External reference value	Connection	External limit	Connection
Current control	ANA_IN1 (current)	CN1, Pin 11, 12 ¹⁾	None	
	ANA_IN1 (current)	CN1, Pin 11, 12 ¹⁾	ANA_IN2 (current)	CN1, Pin 13, 14 ¹⁾
	ANA_IN1 (current)	CN1, Pin 11, 12 ¹⁾	ANA_IN2 (speed of rotation)	CN1, Pin 13, 14 ¹⁾
Speed control	ANA_IN1 (speed of rotation)	CN1, Pin 11, 12 ¹⁾	None	
	ANA_IN1 (speed of rotation)	CN1, Pin 11, 12 ¹⁾	ANA_IN2 (current)	CN1, Pin 13, 14 ¹⁾
	ANA_IN1 (speed of rotation)	CN1, Pin 11, 12 ¹⁾	ANA_IN2 (speed of rotation)	CN1, Pin 13, 14 ¹⁾
Electronic gearing	Pulse/direction PD signal	CN5	None	
	A/B Signal	CN5	None	
Profile position	None, generated by profile generator	CN4 ²⁾	$\overline{\text{LIMP}}, \overline{\text{LIMN}}$	CN1, Pin 34, 35
Profile velocity	None, generated by profile generator	CN4 ²⁾	$\overline{\text{LIMP}}, \overline{\text{LIMN}}$	CN1, Pin 34, 35
Homing	None, generated by profile generator	CN4 ²⁾	$\overline{\text{LIMP}}, \overline{\text{LIMN}}$	CN1, Pin 34, 35
Jog	None, generated by profile generator		Local: no fieldbus: $\overline{\text{LIMP}}, \overline{\text{LIMN}}$	- CN1, Pin 34, 35

1) CN1, Pin 11-14 = analogue input 14-bit; with fieldbus control mode alternatively via parameter value

2) CN4 = CANopen, Modbus connection

Table 6.5 Reference value signals and limits

6.3.4 Motor phase connections

⚠ DANGER

ELECTRIC SHOCK

High voltages at the motor connection may occur unexpectedly.

- The motor generates voltage when the shaft is rotated. Lock the motor shaft 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 grounding the drive system. Extend the ground through the motor cable with an additional ground 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.
- Grounding 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•...		U70••• D10•••	D14•• D17••• D2••• D3••• D4••••	D5•••
Connection cross section	mm ²	0.75 ... 1.5	1.5 ... 4	3.3 ... 16 ¹⁾
AWG		16 ... 19	12 ... 16	6 ... 13 ¹⁾
Tightening torque	in-lbs	4.4 ... 5.3	10.6 ... 13.3	19.5 ... 24.8

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.

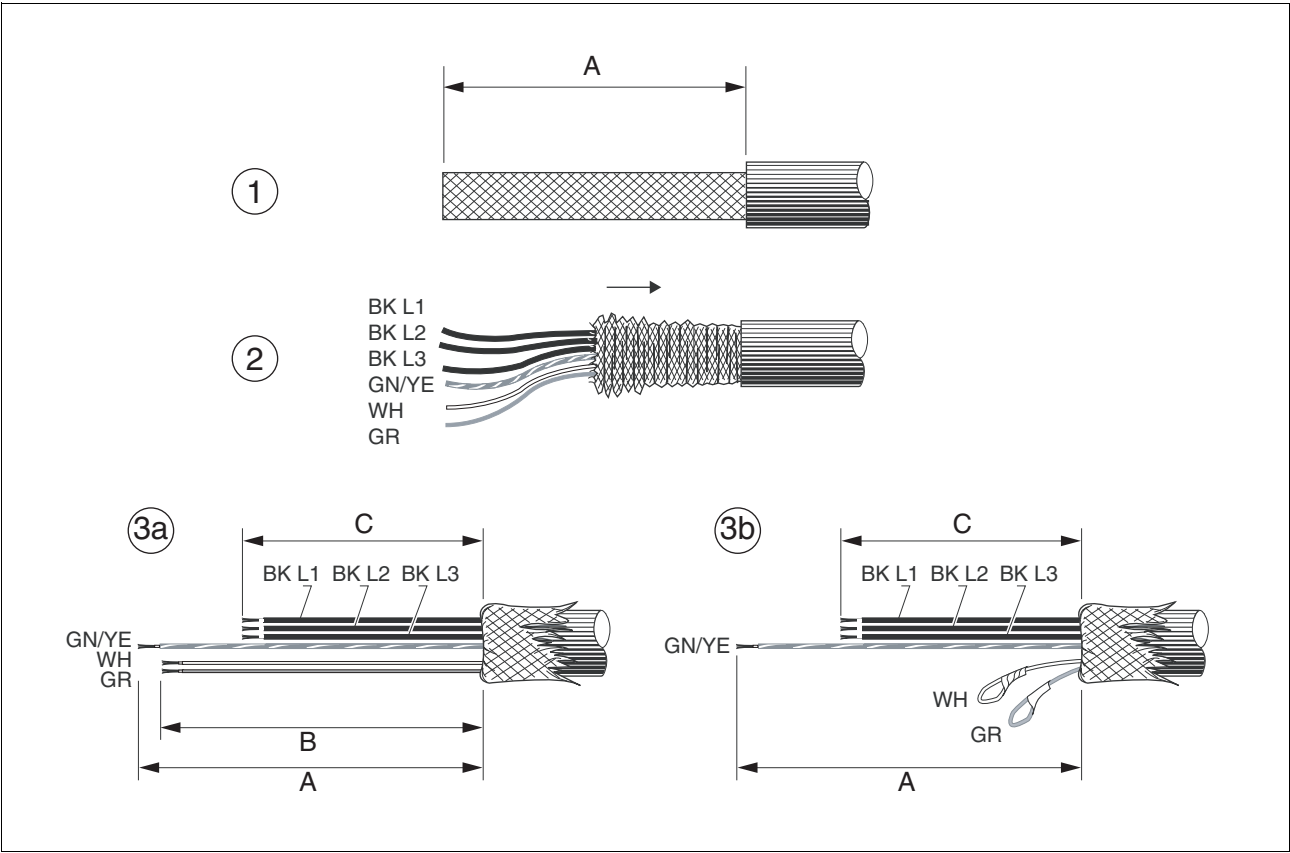


Figure 6.6 Steps (1-3) for fabrication of the motor cable

LXM05•...		U70•• D10••	D14•• D17••	D2••• D3••• D4•••• D5•••
A	in	5.1	5.1	5.1
B	in	4.7	4.7	4.7
C	in	2.9	3.3	3.5

- (1) Remove the cable sheath, length A depends on the device, see table.
- (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 for BRH motors (see motor manual) 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 and the DC bus, the braking resistor or the holding brake wiring 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

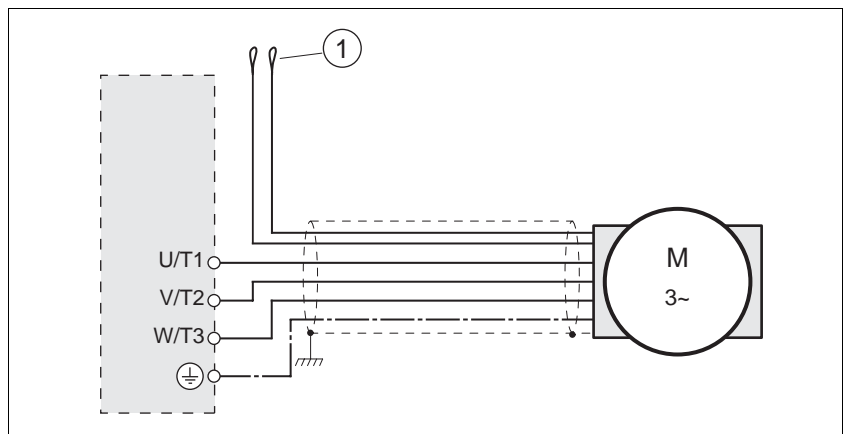


Figure 6.7 Motor wiring diagram, here without holding brake

Connection	Description	Colour
U/T1	Motor line	black L1 (BK)
V/T2	Motor line	black L2 (BK)
W/T3	Motor line	black L3 (BK)
PE	Protective conductor	green/yellow (GN/YE)
(1)	Holding brake connector cable For motors with holding brake see page 6-32	white (WH), grey (GR)

6.3.5 Connection of braking resistor

⚠ WARNING

MOTOR WITHOUT A BRAKE

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.

6.3.5.1 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 6-22.

The internal braking resistor is connected on delivery.

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

6.3.5.2 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.

There is a risk that the resistor will overheat and eject hot gasses under severe overload conditions caused by a shorted brake control transistor or equivalent. It is required that a protective device (a fuse, an overload trip mechanism or equivalent) be installed to protect the drive and the resistor in the case of an overload.

⚠ DANGER

FIRE HAZARD

- Connect the resistor to a protective device such as Telemecanique GV2MExx circuit.
- Place the circuit protector the resistor and the PA/+ terminal of the controller.
- See the table below for selection of the recommended GV2MExx devices.

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

Resistor	Rating Watts	Resistance Ohms	Model	Recommended Setting	Min/Max
VW3 A7 601 Rxx	400	10	GV2ME 10	6.32	4/6.3
VW3 A7 602 Rxx	100	27	GV2ME 07	1.92	1.6/2.5
VW3 A7 603 Rxx	200	27	GV2ME 08	2.72	2.5/4
VW3 A7 604 Rxx	400	27	GV2ME 08	3.85	2.5/4
VW3 A7 605 Rxx	100	72	GV2ME 06	1.18	1/1.6
VW3 A7 606 Rxx	200	72	GV2ME 06	1.67	1/1.6
VW3 A7 607 Rxx	400	72	GV2ME 07	2.36	1.6/2.5

Please refer to the warnings below for using the dynamic braking feature of the Lexium 05 drive controller

⚠ WARNING

THERMAL HAZARD -- HEAT AND BURNS

- Mount the braking resistor enclosure where physical contact by personnel is prevented.
- Mount the braking resistor enclosure only near material and equipment that can withstand the 120C (248F) surface temperatures of the braking resistor enclosure.

LOSS OF CONTROL

- Select and install a dynamic braking resistor which will generate the required torque over the full operating speed range of the drive controller.
- For holding torque at zero speed, use a separate braking function.
- Design alternative braking functions, which do not use the drive controller, where dynamic braking is required during a power loss or a drive controller fault.
- Provide alternative braking means, which do not require the drive controller, in safety critical applications.

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

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.

The resistance value $R [\Omega]$ 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

If 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 6-26. 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.
- Grounding of the shield at both ends
- Maximum cable length: 3m (9.8 feet)

The braking resistors recommended in accessories have a 3-wire, temperature-resistant cable with a length of 0.75 m (2.5 feet) to 3 m (9.8 feet).

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.

- Ground 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 7-19).

Wiring diagram

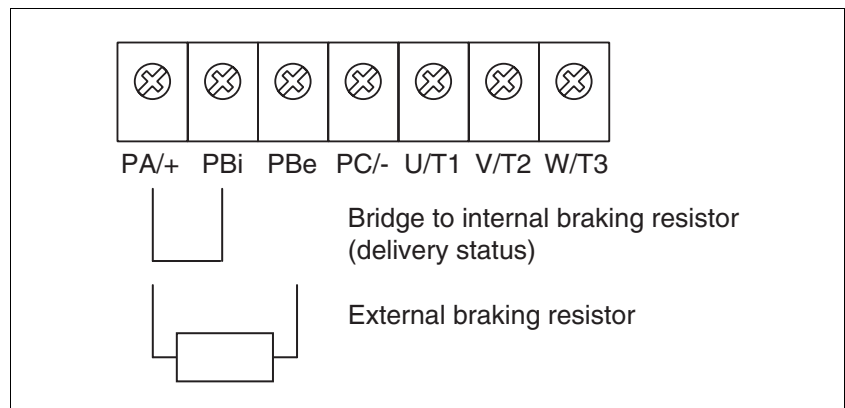


Figure 6.9 Wiring diagram, braking resistor

6.3.5.3 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: $n = 4000$ RPM
- Rotor inertia: $J_R = 0.0035$ in-lbs-s²
- Load inertia: $J_L = 0.0053$ in-lbs-s²

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

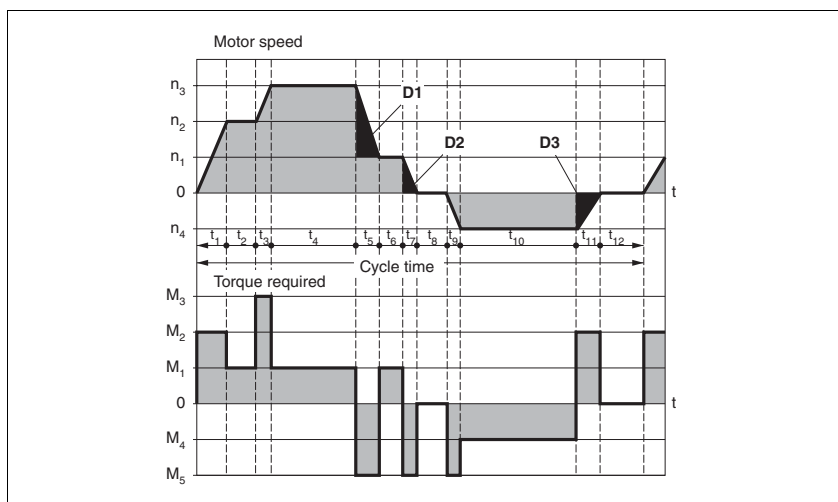


Figure 6.10 Characteristics for rating the braking resistor

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/m², 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_{Di} should be removed via the braking resistors (internal or external).

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

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

The continuous power P_c is calculated for each machine cycle

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

Units: P_c in [W], E_{Di} 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: $(E_{Di}) < (E_{Cr})$. 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

6.3.6 Connection of power amplifier supply voltage

⚠ DANGER

ELECTRIC SHOCK-INADEQUATE GROUNDING

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 cross section of the conductor for the power supply of the power terminals. Observe the local regulations for grounding.

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

⚠ WARNING

INSUFFICIENT PROTECTION AGAINST OVERCURRENTS

- Use the external fuses specified in "Technical Data".
- Do not connect the product to a power supply in which the short-circuit capacity exceeds the maximum short-circuit current approved in "Technical Data".

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

CAUTION

EQUIPMENT DAMAGE HAZARD

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•...		U70... D10...	D14... D17... D2... D3... D4....	D5...
Connection cross section	mm ²	0.75 ... 1.5	1.5 ... 4	3.3 ... 16 ¹⁾
AWG		16 ... 19	12 ... 16	6 ... 13 ¹⁾
Tightening torque	in-lbs	4.4 ... 5.3	10.6 ... 13.3	19.4 ... 24.8

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 (7.87 in) length between the external mains filter and the device and grounded 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.

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

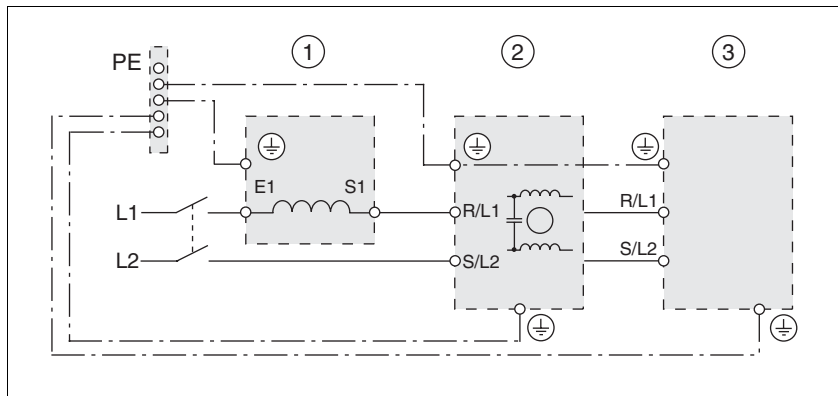


Figure 6.11 Wiring diagram:mains power for a single phase device

- (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 .

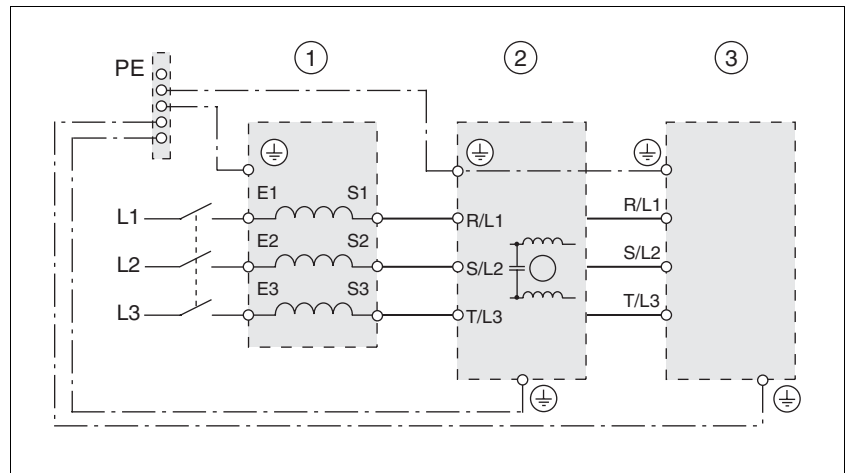


Figure 6.12 Wiring diagram:mains power for 3-phase device

- (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”.

6.3.7 Connection for parallel operation

CAUTION

EQUIPMENT DAMAGE HAZARD

Operation with a non-approved parallel connection on the DC bus may destroy the drive systems immediately or after a delay.

- Never connect the DC bus of more than two drive systems.
- Never connect the DC bus of drive systems of different power classes.
- Never connect the DC bus of drive systems with 115V rated voltage.
- Never reverse DC+ and DC-.
- If one drive system on the DC bus requires a line reactor, both drive systems must be fitted with a line reactor.
- Use separate fuses for each drive system.
- Operate both drive systems on the same power system (on the same line fuse), and on the same phase on single-phase systems.

Failure to follow these instructions can result in equipment damage.

6.3.8 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*24 AWG + 2*21AWG
 - Grounding of the shield at both ends
 - maximum cable length 328 feet
 - for further information see 3.5.6 "Cable" on page 3-12

- 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 prefabricated 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.

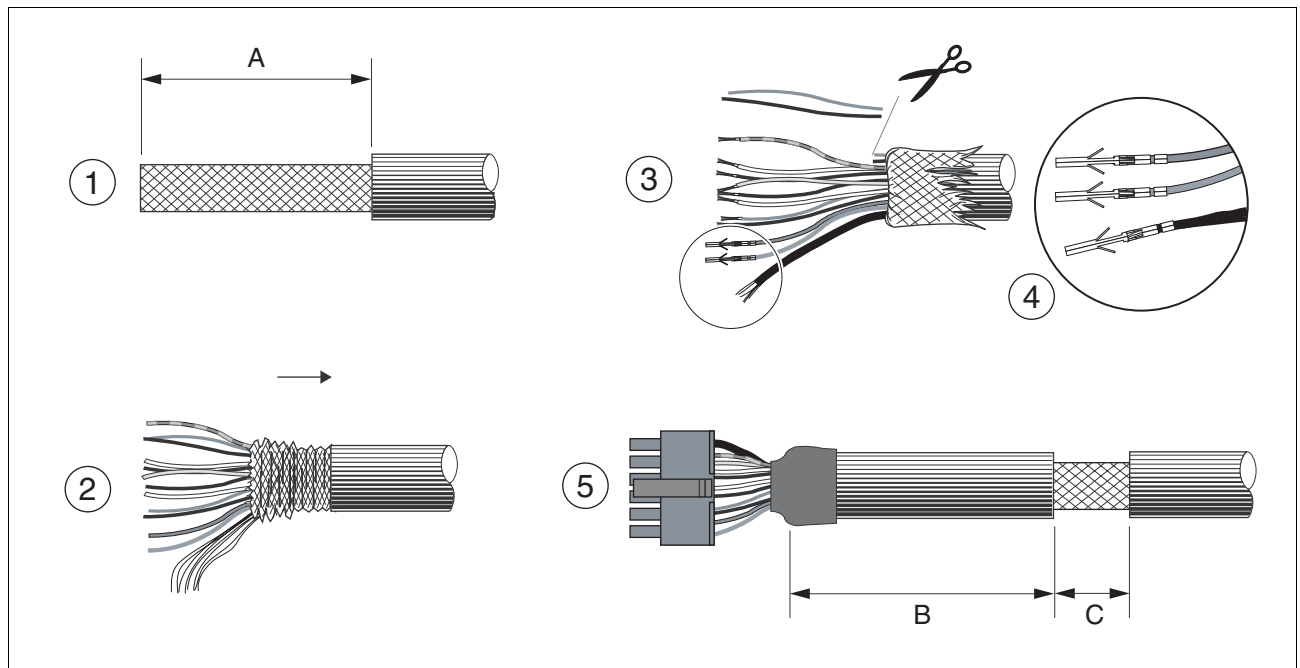


Figure 6.13 Steps (1-5) for fabrication of the sensor cable

LXM05•...		U70... D10•	D14... D17...	D2... D3... D4...	D5...
A	in	0.98	0.98	0.98	0.98
B	in	3.5	3.9	5.1	4.7
C	in	0.59	0.59	0.59	0.59

- ▶ (1) Remove the cable sheath, length A depends on the device, see table.
- ▶ (2) Shorten the shield braiding. The shield braided filler wire is required as the connection.
- ▶ (3) The red and the violet braided wire is not required and can be cut off. Isolate the shield lead with shrink wrap.
- ▶ (4) Crimp the plug contacts on the remaining braided wires and on the isolated shield wire. Isolate the shield braiding with shrink wrap. Plug the crimp contacts into the connector shell; for the pin assignment see Figure 6.14.

For the order number of the crimping pliers and the extraction tool see 12.5 "Crimping tool and connector / contacts"

- ▶ (5) Sheath the cable to length C on the position shown, the cable is fastened there at the EMC plate with a clamp (shield-ground connection).

Wiring diagram

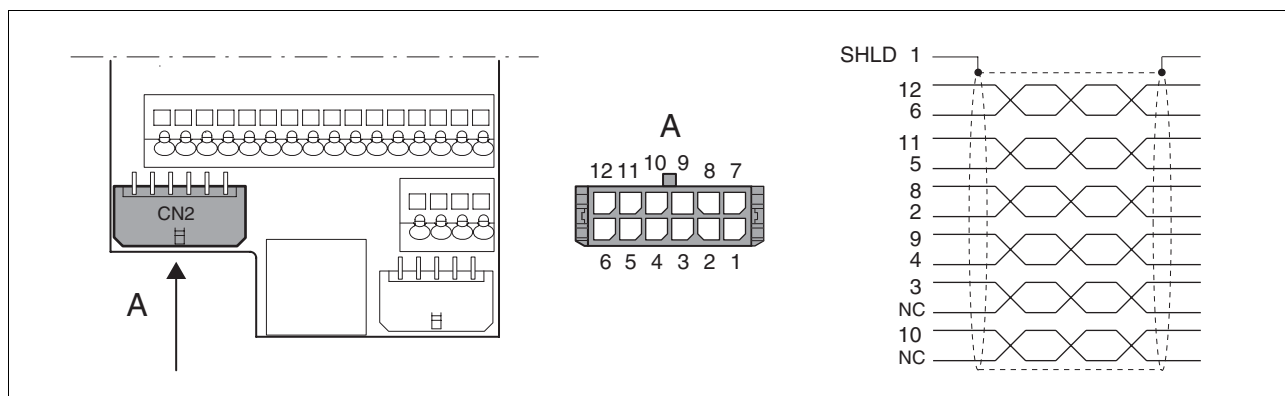


Figure 6.14 Wiring diagram of motor encoder

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, 2.5V	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	Encoder reference potential (encoder) (21 AWG)	O
			red	4	not connected (21 AWG)	
3	T_MOT_0V	1	black	5	Reference potential to T_MOT	
			purple	5	not connected	
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 encoder, max. 150 mA	O
7	n.c.				not connected	

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.

6.3.9 Connection of holding brake controller (HBC)

⚠ DANGER

ELECTRIC SHOCK

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 at the motor connection may occur unexpectedly.

- The motor generates voltage when the shaft is rotated. Lock the motor shaft 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 grounding the drive system. Extend the ground through the motor cable with an additional ground 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 8-72. 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:

Input current HBC [A] = 0.5 A + 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 (4.72 in) because of possible EMC interference.

Wiring diagram HBC

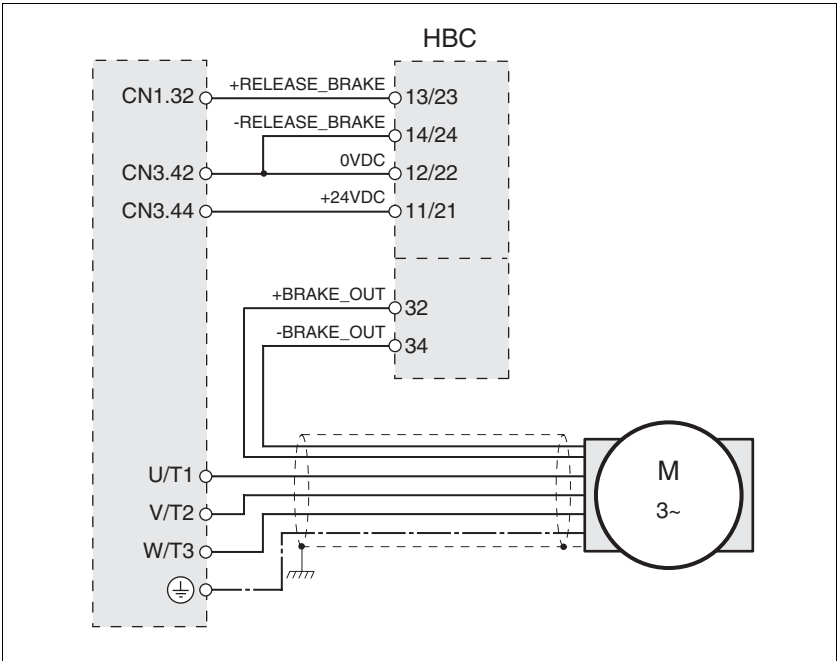


Figure 6.15 Wiring diagram, motor with holding brake and HBC.

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

A maximum motor cable length of 164 feet 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 (>18 AWG) 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 3-11, 7-28, 12-1.

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



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

⚠ DANGER

ELECTRIC SHOCK

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

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

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

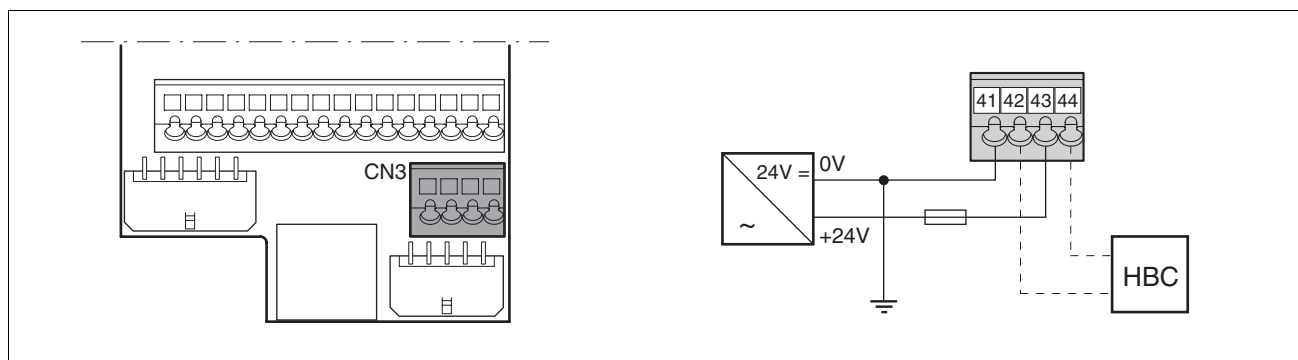


Figure 6.16 Controller supply voltage wiring diagram

Pin	Signal	Description
41	0VDC	Reference potential for 24V voltage
42	0VDC	Reference potential for 24V voltage
43	+24VDC	24V controller supply voltage
44	+24VDC	24V 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.
- Ground the negative output at the power supply

Rating

- Terminal CN3, pin 42 and 44 (see Figure 6.16) 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.

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

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

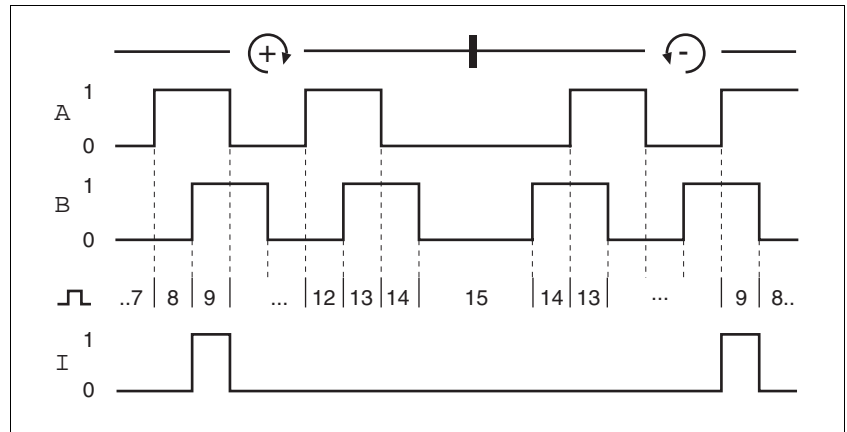


Figure 6.17 Timing diagram with A, B and index pulse signal, counting forwards and backwards

- Cable specifications**
- Shielded cable
 - Twisted pair lines
 - Minimum cross section of the signal wires 24 AWG
 - Grounding of the shield at both ends
 - Maximum cable length 328 feet
 - ▶ Use equipotential bonding conductors, see page 6-4.
 - ▶ 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 7-13

For the order number of the crimping pliers and the extraction tool see 12.5 "Crimping tool and connector / contacts"

Wiring diagram

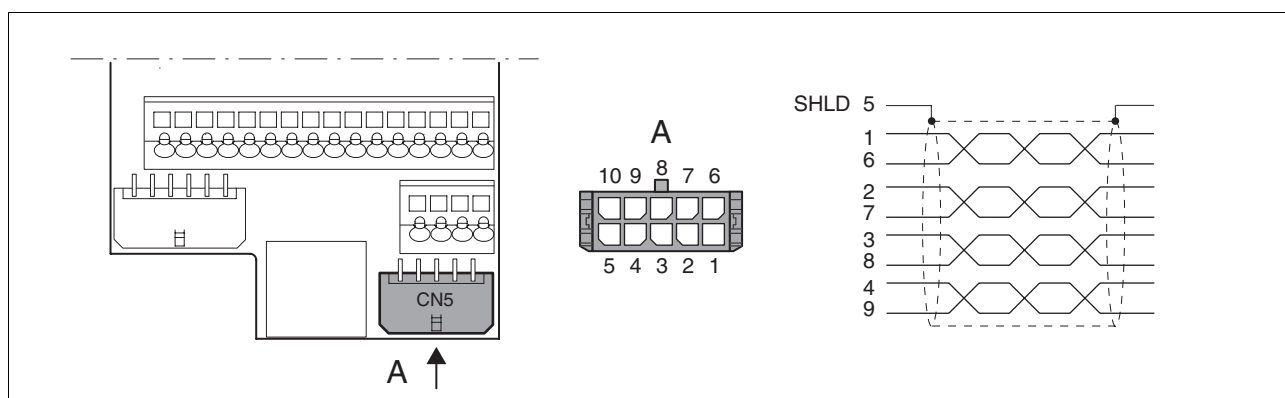


Figure 6.18 Wiring diagram, Encoder to CN5

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/LI7	grey	Channel index pulse / digital input 7	RS422 input signal
8	$\overline{\text{ENC_I/LI7}}$	pink	Channel index pulse, inverted / digital input 7, inverted	RS422 input signal
4	$\overline{\text{ACTIVE2_OUT/LO3_OUT}}$	red	Drive ready / digital input 3	Open collector
9	POS_0V	blue	Reference potential	
5	SHLD		Shield	
10	nc		not connected	

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

6.3.12 Connection of pulse/direction PD (CN5)

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

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

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 reference value default via externally fed pulse/direction signals PD. For example, this is required for the electronic gear operating mode.

The signal interface is used for positioning the motor. Operation readiness of the drive and a possible breakdown are reported.

Pulse/direction PD The motor executes an angular step on the rising edge of the **PULSE** rectangular-pulse signal. The direction of rotation is controlled by the **DIR** signal.

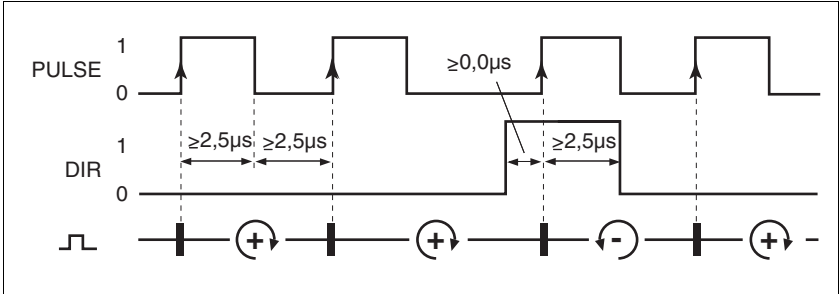


Figure 6.19 Pulse direction signal

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

The maximum frequency of **PULSE** and **DIR** is 400 kHz.

ENABLE If the case of local control mode the **ENABLE** signal can also be used to enable the power amplifier. An error message is also reset with a negative edge at the **ENABLE** signal input.

If there is no operating fault, the **ACTIVE2_OUT** output indicates ready for operation for about 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

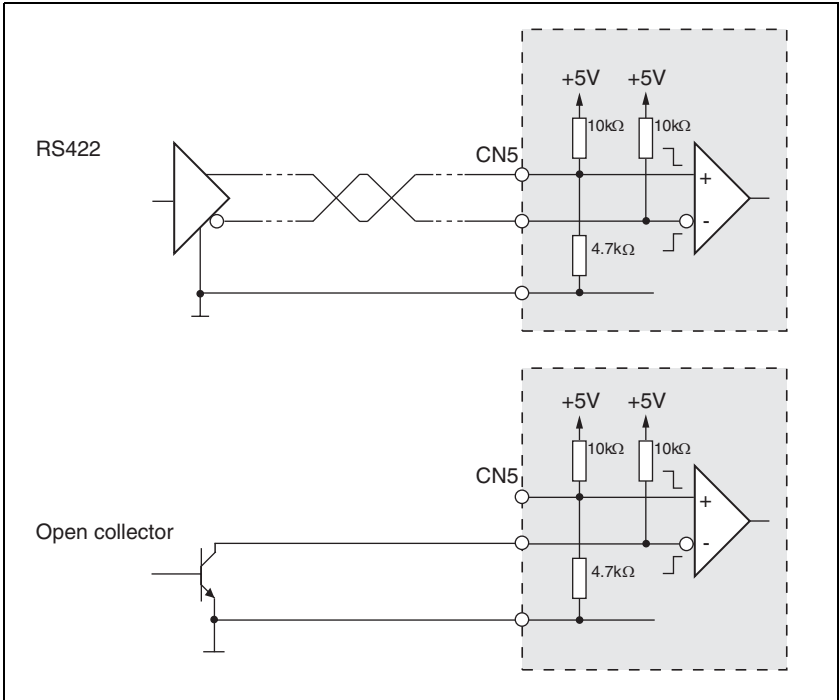


Figure 6.20 Circuit of the **PULSE**, **DIR** and **ENABLE** signal inputs

Cable specifications

- Shielded cable
- Twisted pair lines
- Minimum cross section of the signal wires 26 AWG
- Grounding of the shield at both ends
- Maximum length 328 feet
- ▶ Use equipotential bonding conductors, see page 6-4.
- ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-1).

Connecting pulse/direction PD

- ▶ 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 7-13

For the order number of the crimping pliers and the extraction tool see 12.5 "Crimping tool and connector / contacts"

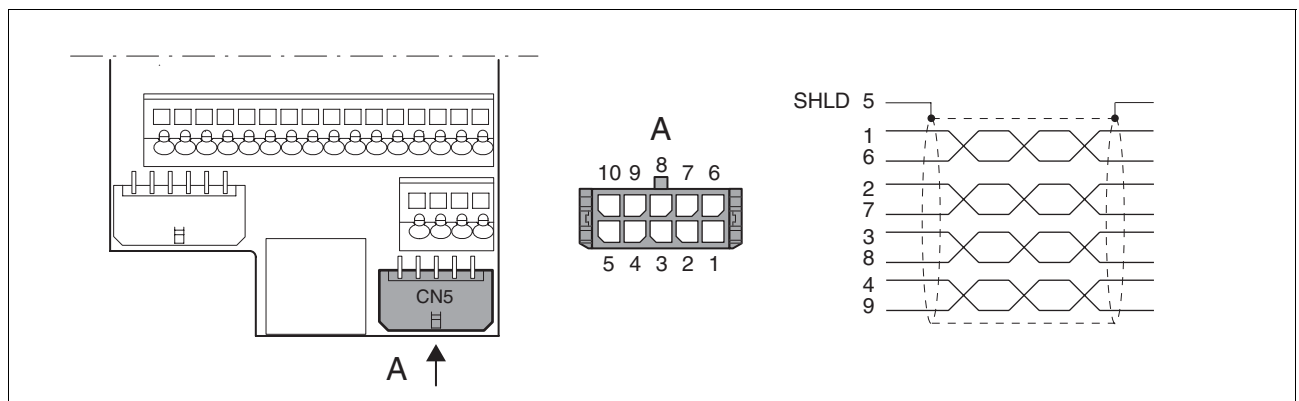
Wiring diagram

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	ENABLE/LI7	grey	Enable signal / digital input 7	RS422 input signal
8	$\overline{\text{ENABLE/LI7}}$	pink	Enable signal, inverted / digital input 7	RS422 input signal
4	$\overline{\text{ACTIVE2_OUT/LO3_OUT}}$	red	Drive ready / digital input 3	Open collector
9	POS_0V	blue	Reference potential	-
5	SHLD		Shield	
10	nc		not connected	

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

6.3.13 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.

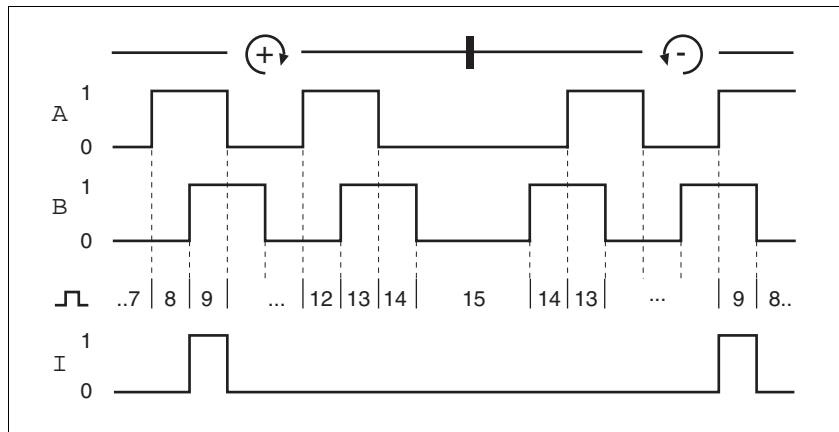


Figure 6.22 Timing diagram with A, B and index pulse signal, counting forwards and backwards

- Cable specification**
- Shielded cable
 - Twisted-pair conductors
 - Minimum cross section of the signal wires 26 AWG
 - Grounding of the screen at both ends
 - Maximum length 328 feet
 - ▶ Use equipotential bonding conductors, see page 6-4.
 - ▶ 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 7-13

For the order number of the crimping pliers and the extraction tool see 12.5 "Crimping tool and connector / contacts"

Wiring diagram

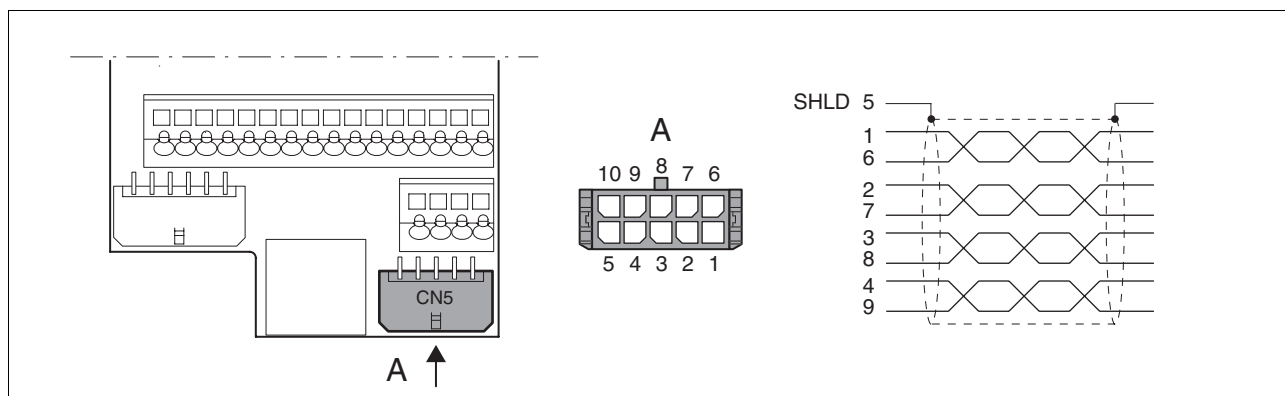


Figure 6.23 ESIM wiring diagram

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/LI7	grey	Index pulse / digital input 7	RS422 output signal
8	$\overline{\text{ESIM_I/LI7}}$	pink	Index pulse, inverted / digital input 7, inverted	RS422 output signal
4	$\overline{\text{ACTIVE2_OUT}}/\text{LO3_OUT}$	red	Drive ready / digital input 3	Open collector
9	POS_0V	blue	Reference potential	-
5	SHLD		Shield	
10	nc		not connected	

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

6.3.14 CANopen connection (CN1 or CN4)

Function The device is suitable for connection to CANopen.

In CAN bus multiple network devices can be connected over one bus cable. Up to 32 devices can be addressed in one CAN bus network branch and up to 127 devices in the extended network.

Every network device must be configured before operation on the network. It is given a unique, 7-bit node address (node-ID) between 1 (01_h) and 127 (7F_h).

The baud rate must be the same for all devices in the fieldbus.

Address and baud rate are set during commissioning. See "First Setup", page 7-13

For additional information see the fieldbus manual, order number, see page 12-4.

Cable specifications

- Shielded cable
- Twisted-pair conductors
- Minimum cross section of the signal wires 26 AWG
- Grounding of the screen at both ends
- Maximum length depends on the number of devices, the baud rate and signal run times. The higher the baud rates the shorter the bus cable must be.
- ▶ Use equipotential bonding conductors, see page 6-4.
- ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-4).
- ▶ Make sure that the wiring, the cables and the connected interfaces meet the requirements for PELV.

Maximum bus length

The maximum bus length depends on the selected baud rate. The following table shows the maximum recommended bus lengths for the overall length.

baud rate [kbit/s]	maximum bus length with CANopen [feet]
50	8,202
125	1,640
250	820
500	328
1000	13

At a baud rate of 1 Mbit the spur lines are limited to 0.98 feet

Terminating resistors

The two ends of a bus cable string must be terminated. This can be achieved by a 120Ω terminating resistor between CAN_L and CAN_H.

A terminating resistor that is enabled with the S1 switch is integrated into the device.

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

Wiring diagram

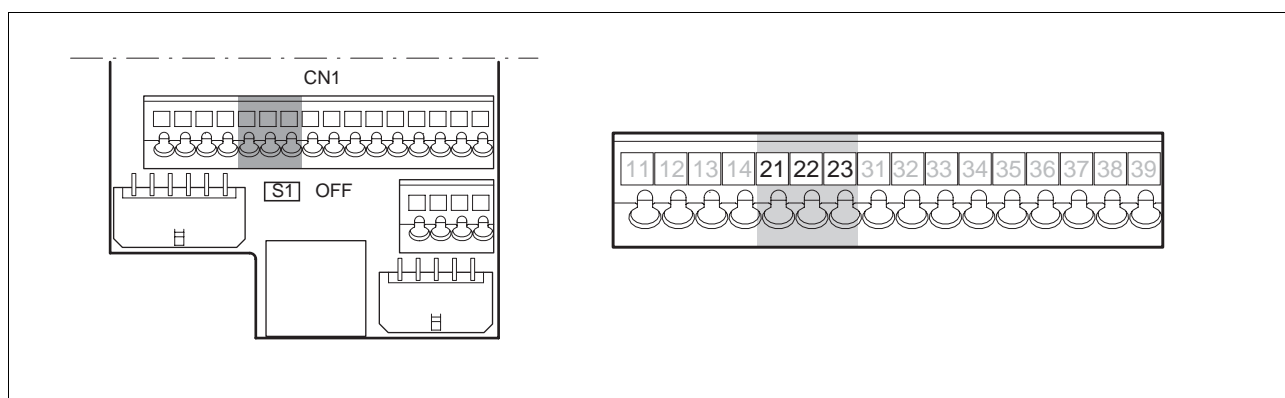


Figure 6.24 Wiring diagram, CANopen at CN1

Pin	Signal	Description	I/O
21	CAN_0V	CAN reference potential	
22	CAN_L	data wire, inverted	CAN level
23	CAN_H	data wire	CAN level

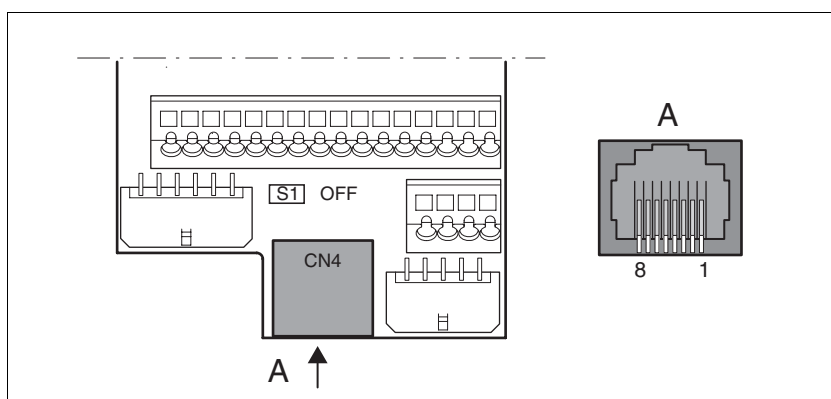


Figure 6.25 CANopen wiring diagram at CN4

Pin	Signal	Description	I/O
1	CAN_H	data wire	CAN level
2	CAN_L	data wire, inverted	CAN level
7	MOD+10V_OUT	10V power supply (different assignment from CANopen)	O
8	MOD_0V	Reference potential for MOD+10V_OUT	O

Connecting CANopen ► Connect the CANopen cable to CN1, pin 21, 22 and 23 or to CN4 (pin 1, 2 and 8) with an RJ45 connector.

6.3.15 Modbus connection (CN4)

Function The unit is designed for connection to the Modbus

With Modbus, multiple network devices are interconnected by bus cable. Every network device must be configured before operation on the network. Each is given a unique node address.

The baud rate must be the same for all units in the fieldbus.

Address and baud rate are set during commissioning. See "First Setup", page 7-13

For additional information see the Modbus manual, order number, see page 12-5.

Cable specifications The cables used must conform to the following properties:

- Shielded cable
- Twisted-pair conductors
- Minimum cross section of the signal wires 26 AWG
- Grounding of the screen at both ends
- maximum length 1,312 feet.
- ▶ Use equipotential bonding conductors, see page 6-4.
- ▶ Use prefabricated cables to minimise the risk of a wiring error (from page 12-5).

Wiring diagram

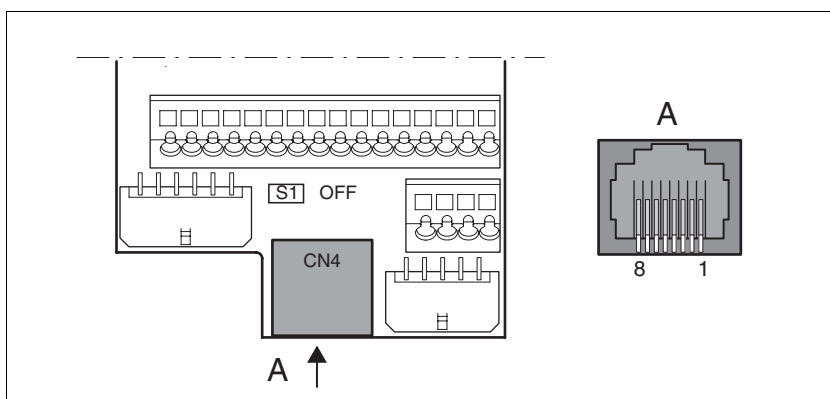


Figure 6.26 Wiring diagram:MODBUS

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

Connecting Modbus ▶ Connect the Modbus cable to CN4 with an RJ45 plug.

6.3.16 Connection of analogue inputs (CN1)

Cable specifications

- Shielded cable
- Twisted pair lines
- Minimum cross section of signal wires 26 AWG, max. cross section 16 AWG
- maximum length 32 feet

Connecting analogue inputs

- Attach the cable to the EMC plate, the shield must be attached to the ground potential over a wide area.

Wiring diagram

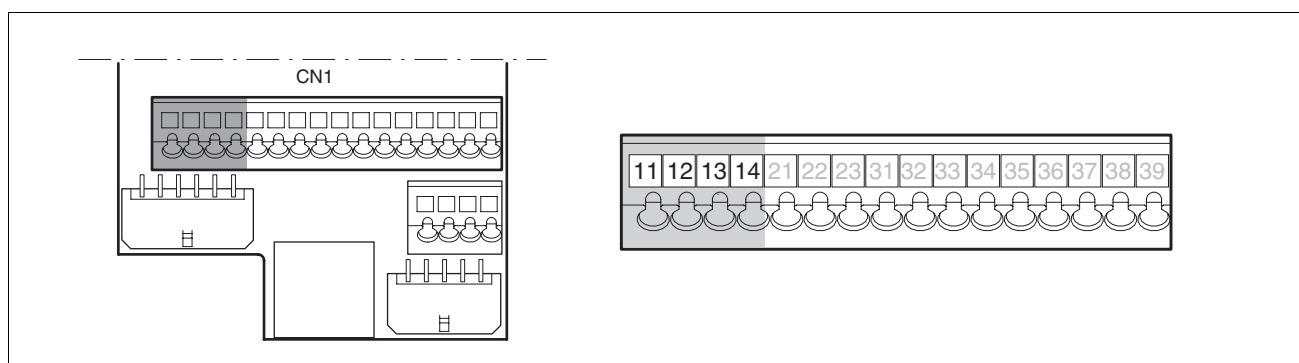


Figure 6.27 Wiring diagram, analogue inputs

Pin	Signal	Description	I/O
11	ANA1+	$\pm 10V$, e.g. for current reference value or speed reference value	I
12	ANA1-	Reference potential for ANA1+, pin 11	I
13	ANA2+	$\pm 10V$, e.g. for current limiting or speed limiting	I
14	ANA2-	Reference potential for ANA2+, pin 13	I

Reference values and limits

The $\pm 10V$ scaling of the analogue reference values and analogue limits can be specified for operation, see page 7-21.

6.3.17 Connection of digital inputs/outputs (CN1)

⚠ 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 in the controller software 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.

Cable specifications

- minimum cross-section 26 AWG, max. cross-section 16 AWG
- Maximum length at minimum cross section 49 feet.

Minimum connection assignment

The following signals must always be connected with the default setting. If the assignment of LI1, LI2 and LI4 is changed, $\overline{\text{REF}}$, $\overline{\text{LIMN}}$ and $\overline{\text{HALT}}$ must be disabled with the corresponding parameters. For example, this may affect the reference movement operating mode.

Pin	Signal	Remarks
33	$\overline{\text{REF/LI1}}$	with fieldbus control mode only
34	$\overline{\text{LIMN/LI2}}$	with fieldbus control mode only
35	$\overline{\text{LIMP}}$	with fieldbus control mode only
36	$\overline{\text{HALT/LI4}}$	
37	$\overline{\text{PWRR_B}}$	Two-channel connection, signals are not managed with parameters.
38	$\overline{\text{PWRR_A}}$	

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 the corresponding parameters.

Terminal assignment for "Power Removal" function

⚠ WARNING

LOSS OF SAFETY FUNCTION

- Ensure that the "Power Removal" safety function requirements are observed. Notes on the safety signals $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ can be found in 5.3 "Safety function "Power Removal"" from page 5-2 and in 3.4.4 "Safety functions" on page 3-7.

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

Connecting digital inputs/outputs

- Wire the digital connections to CN1. The following functions are defined for pin 33, 34 and 35 depending on the control mode (local or fieldbus) (see Table 6.7). 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 $\overline{\text{LINN}}$.
- Ground the shield with low resistance and over a wide area at both ends of the cable.

Wiring diagram

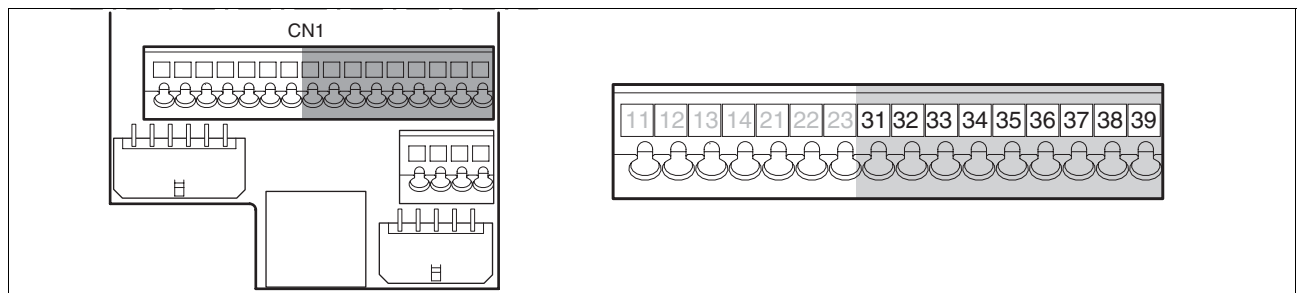


Figure 6.28 Wiring diagram, digital inputs/outputs

Pin	Signal with local control mode	Meaning with local control mode	Signal with fieldbus control mode	Meaning with fieldbus control mode	I/O
31	NO_FAULT_OUT/ LO1_OUT	Digital output 1 / error output	NO_FAULT_OUT/ LO1_OUT	Digital output 1 / error output	24V, O
32	BRAKE_OUT ¹⁾ / LO2_OUT	Digital output 2 / 0: motor without current 1: motor under current, control signal for holding brake controller HBC	BRAKE_OUT ¹⁾ / LO2_OUT	Digital output 2 / 0: motor without current 1: motor under current, control signal for holding brake controller HBC	24V, O
33	LI1	Digital input 1	$\overline{\text{REF/LI1}}$	Digital input 1 / reference switch signal (factory setting: disable)	24V, I
34	FAULT_RESET/LI2	Digital input 2 / reset error	$\overline{\text{LINN}}$	Digital input 2 / limit switch signal negative	24V, I
			CAP2	fast position capture channel 2	24V, I
35	ENABLE	Enable power amplifier	$\overline{\text{LIMP}}$	Limit switch signal positive	24V, I
			CAP1	fast position capture channel 1	24V, I

Pin	Signal with local control mode	Meaning with local control mode	Signal with fieldbus control mode	Meaning with fieldbus control mode	I/O
36	$\overline{\text{HALT}}/\text{LI}4$	Digital input 4 / function "Halt"	$\overline{\text{HALT}}/\text{LI}4$	Digital input 4 / function "Halt"	24V, I
37	$\overline{\text{PWRR_B}}$	"Power Removal" safety function	$\overline{\text{PWRR_B}}$	"Power Removal" safety function	24V, I
38	$\overline{\text{PWRR_A}}$	"Power Removal" safety function	$\overline{\text{PWRR_A}}$	"Power Removal" safety function	24V, I
39	+24VDC	Only for jumpering pin 37 and 38 if "Power Removal" safety function is not used	+24VDC	Only for jumpering pin 37 and 38 if - "Power Removal" safety function is not used	-

1) with software version <1.201: Name of signal ACTIVE1_OUT

6.3.18 Connection to PC or remote terminal (CN4)

CAUTION

DAMAGE TO PC

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.

- Never connect an Ethernet interface directly to this product.

Failure to follow these instructions can result in equipment damage.

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 26 AWG
- Grounding of the shield at both ends
- maximum length 1,312 feet

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.

Wiring diagram

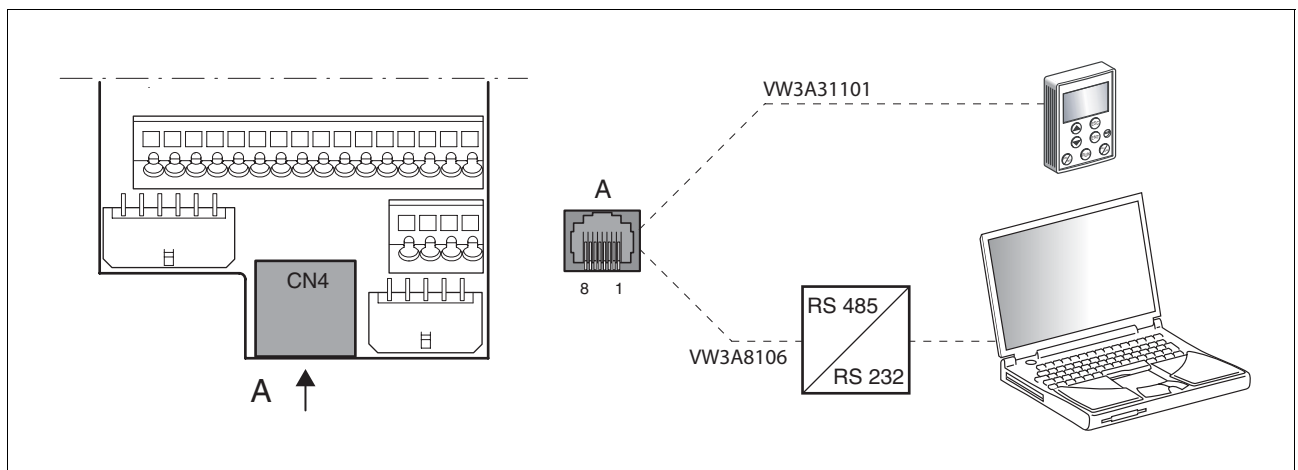


Figure 6.29 Wiring diagram of PC or remote terminal

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

6.3.19 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.

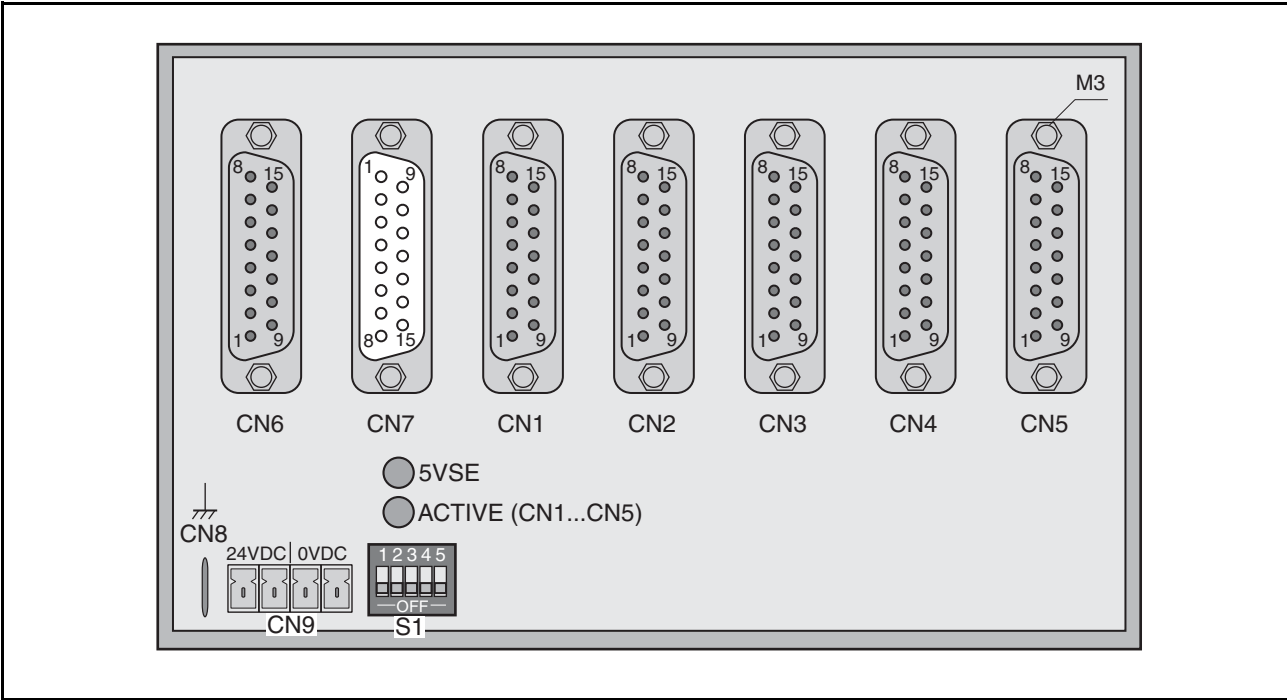
Connecting RVA reference value adapter ► Make sure that the wiring, the cables and the connected interfaces meet the requirements for PELV.

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

Up to five devices that evaluate the specified reference signals can be connected to CN1 to CN5.

The evaluation of the ACTIVE2_OUT signal is set with switch S1. The ACTIVE2_OUT ready signal is evaluated by the device if the correspondingly assigned switch is set to off. If the readiness comes from all devices, the LED ACTIVE CN1-CN5 lights.

Connection CN1..5	Switch setting S1
connected devices on CN1-CN5	corresponding switch 1-5 at "off", <u>ACTIVE2_OUT</u> signal of the corresponding device is evaluated
unconnected devices CN1-CN5	corresponding switches 1-5 at "on", <u>ACTIVE2_OUT</u> signal is simulated



The following table shows the terminal assignment of CN1 - CN5:

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 connected	

The following table shows the terminal assignment of CN6:

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 connected	

The following table shows the terminal assignment of CN7:

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 to 5VDC_OUT	
4, 7, 8, 14, 15	nc	not connected	

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

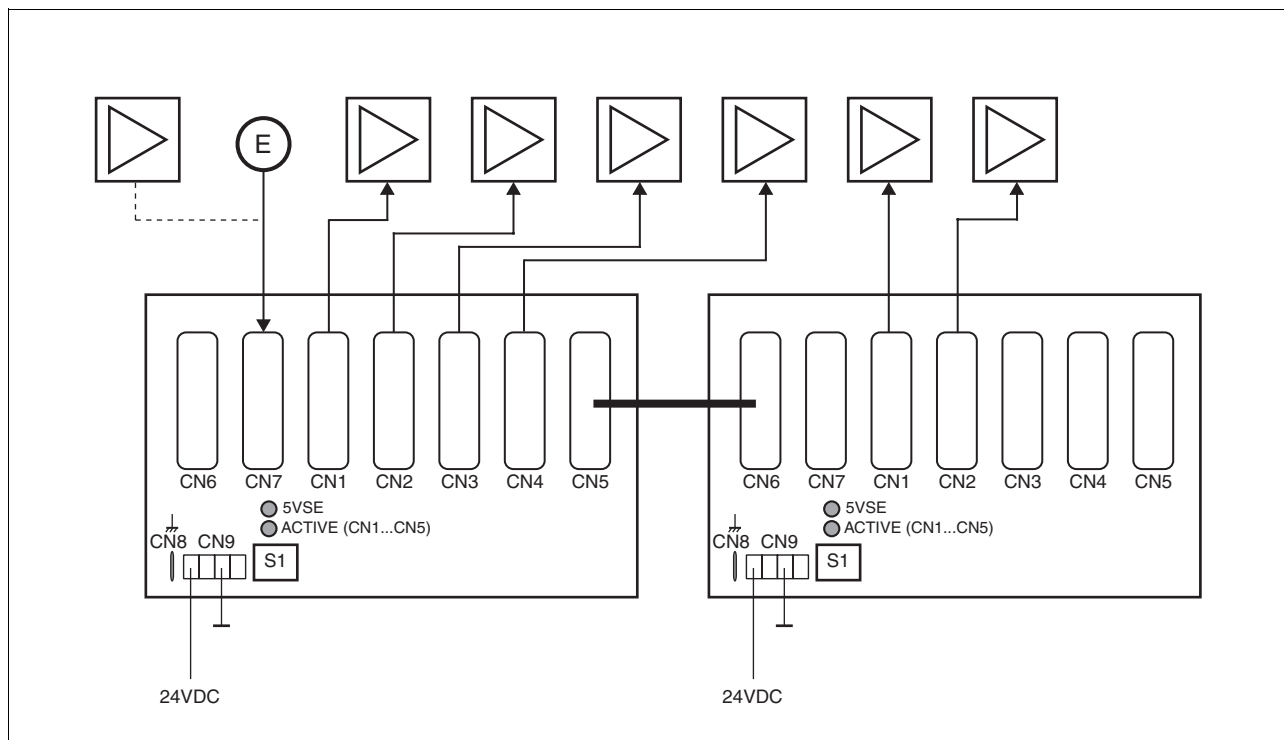


Figure 6.30 Wiring example: encoder signals A/B/I (at CN7) are forwarded to six devices through two cascaded Reference Value Adapters

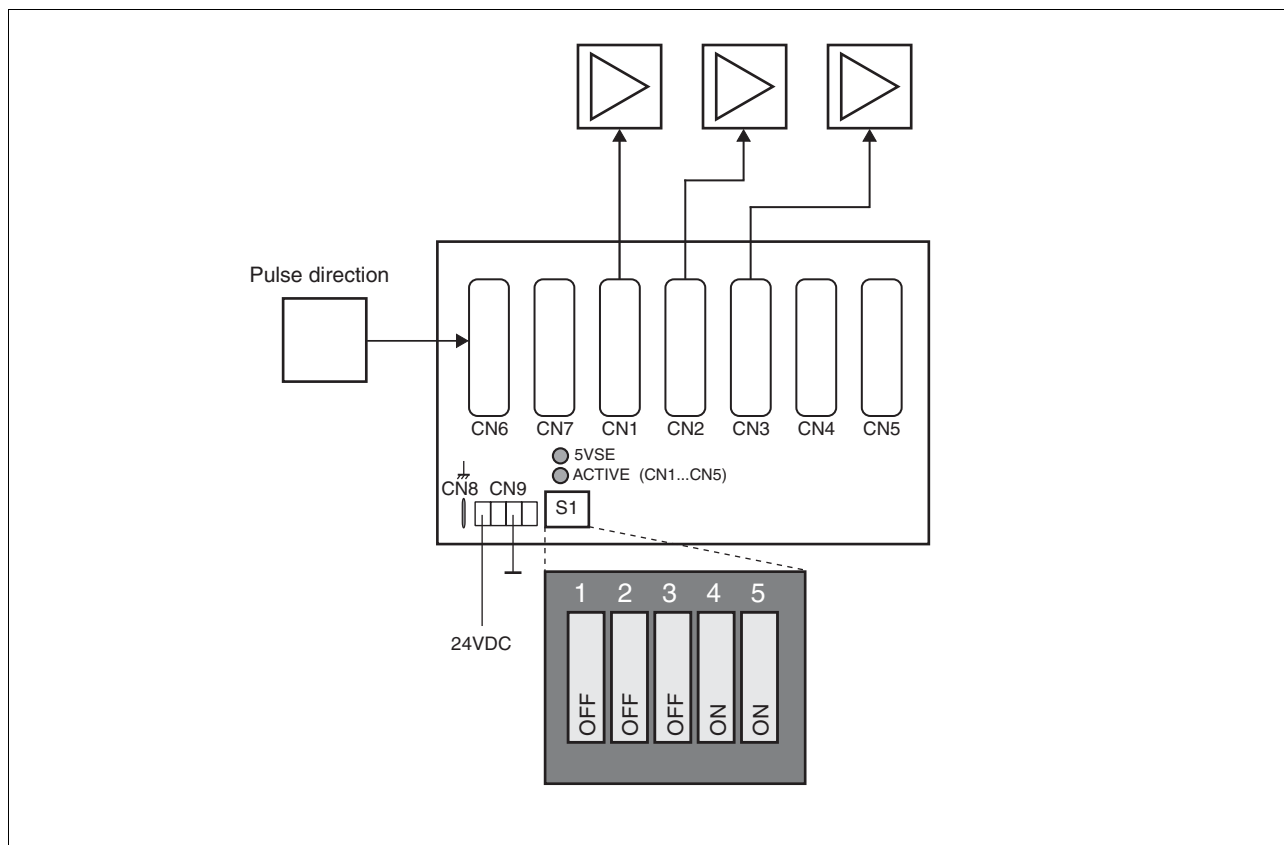


Figure 6.31 Wiring example: pulse direction signals (to CN6) are forwarded to three devices.

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 6-7.

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.
- 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).
 - 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).
- The system manufacturer is responsible for compliance with all applicable regulations relevant to grounding the drive system.
- Many components, including printed wiring boards, operate at mains voltage. Do not short-circuit DC bus or 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.

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

⚠ DANGER

RISK OF ELECTRIC SHOCK

The "Power Removal" function does not affect any electrical disconnection. The internal 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**MOTOR OUT OF VIEW**

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**UNINTENDED EQUIPMENT ACTION/LOSS OF CONTROL**

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 statuses 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**MOTOR WITHOUT A BRAKE**

In the case of power failure and faults which cause the power amplifier to be switched off, the motor is no longer controlled by the brake and increases its speed even more until it comes to a mechanical stop.

- Check the mechanical situation.
- If necessary, use a cushioned mechanical stop or a suitable brake.

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

⚠ WARNING**UNEXPECTED MOVEMENT**

When the drive is operated for the first time there is a high risk of unexpected movement because of possible wiring errors 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 movement before starting the function.

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

⚠ WARNING**DANGER OF INJURY AND DAMAGE TO SYSTEM COMPONENTS BY LOSS OF CONTROL**

- The system manufacturer must consider the possible errors that could occur with the signals and in particular the critical functions to ensure a safe status during and after errors. Critical functions include emergency stop and limiting end positions. Refer to NEMA ICS 1.1 Safety Guidelines for the Application, Installation and Maintenance of Solid State Control and NEMA ICS 7.1 Safety Standards for construction and Guide for Selection, Installation and Operation of Adjustable-Speed Drive Systems for further information.
- Consideration of possible errors must include unexpected delay and failure of signals or functions.
- Separate redundant controller paths must be provided for critical functions.

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

⚠ CAUTION**HOT SURFACES**

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 6-53
Making "First Setup"	Page 7-13
Check and set critical device parameters	Page 7-19
Define ESIM resolution, if used	Page 7-30
Setting, scaling, testing analogue signals	Page 7-21
Set, test digital signals	Page 7-24
Configurable inputs/outputs	Page 7-24
Limit switch function, tests the signals $\overline{\text{LIMP}}$, $\overline{\text{LIMN}}$	Page 7-26
Check signals $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$, even if the "Power Removal" function is not used	Page 7-27
Check the functioning of the holding brake controller if it is wired for that	Page 7-28
Checking motor direction of rotation	Page 7-29
Run autotuning	Page 7-35
Optimise controller settings manually	Page 7-40
- speed controller	Page 7-41
- position controller	Page 7-47



Some products of this product family can be operated with different control modes. A distinction is made between local control mode and fieldbus control mode.

- Local control mode Movement specified with analogue signals or with RS422 signals.
- Fieldbus control mode: all communications are made via fieldbus commands or with RS422 signals.

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.

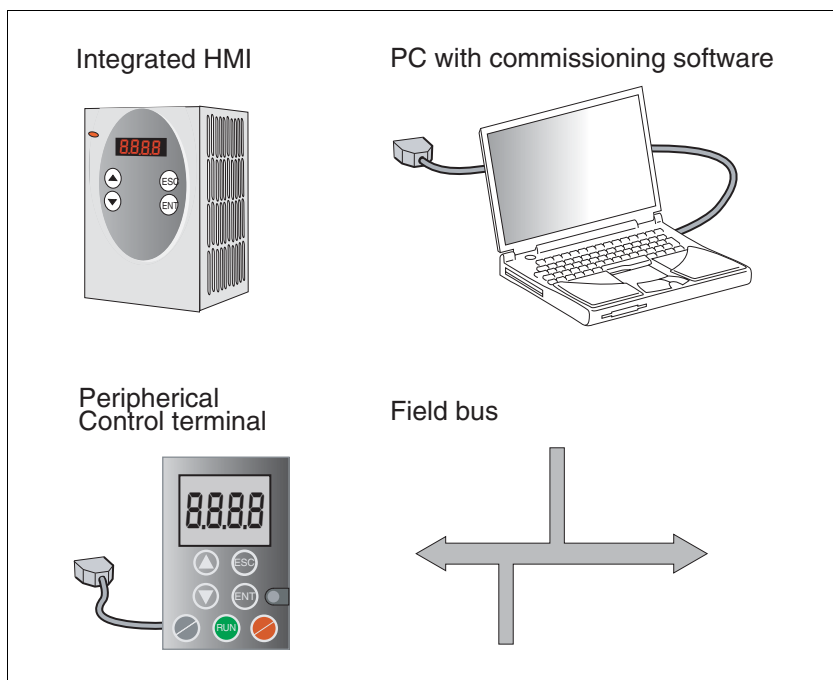


Figure 7.1 Commissioning tools

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 The following figure shows the HMI (left) and the remote terminal (right).

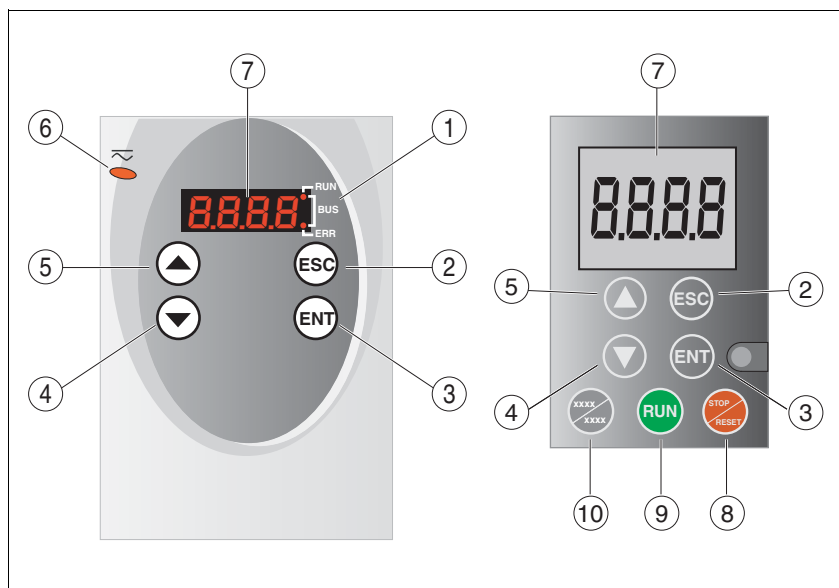


Figure 7.2 HMI and remote terminal

- (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) No function
- (10) No function

LEDs for CANopen 2 LEDs show the status of the CANopen status machine as per the CANopen standard DR 303-3.

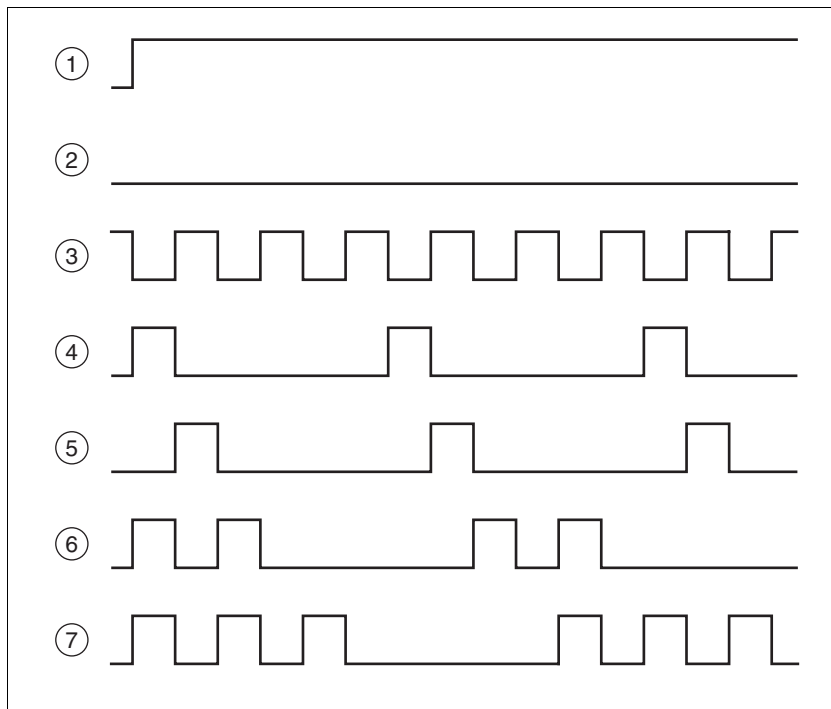


Figure 7.3 Meaning of the LED signals

LED "Fieldbus RUN"

- (1) device is in the NMT state OPERATIONAL
- (3) device is in the NMT state PRE-OPERATIONAL
- (5) device is in the NMT state STOPPED

LED "Fieldbus ERR"

- (1) CAN is BUS-OFF, e.g. after 32 failed transmission attempts.
- (2) Device is operating
- (4) Warning limit reached e.g. after 16 failed transmission attempts
- (6) Monitoring result (node guarding) has occurred
- (7) SYNC message was not received within the configured period

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

LED "RUN"

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

LED "ERR"

ON: error on the bus
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 display. Upper and lower case are only distinguished for the letter "C".

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
R	b	cC	d	E	F	G	h	i	J	K	L	M	n	o	P	q	r
S	T	U	V	W	X	Y	Z	1	2	3	4	5	6	7	8	9	0
S	t	u	V	w	X	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 - / nPRH*.

The following figure shows an example of calling a parameter (second level) and input or selection of a parameter value (third level).

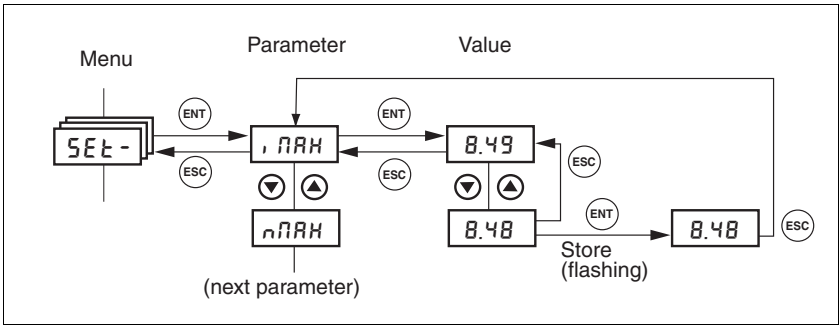


Figure 7.4 HMI, example of parameter setting

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 highest level of the menu structure.

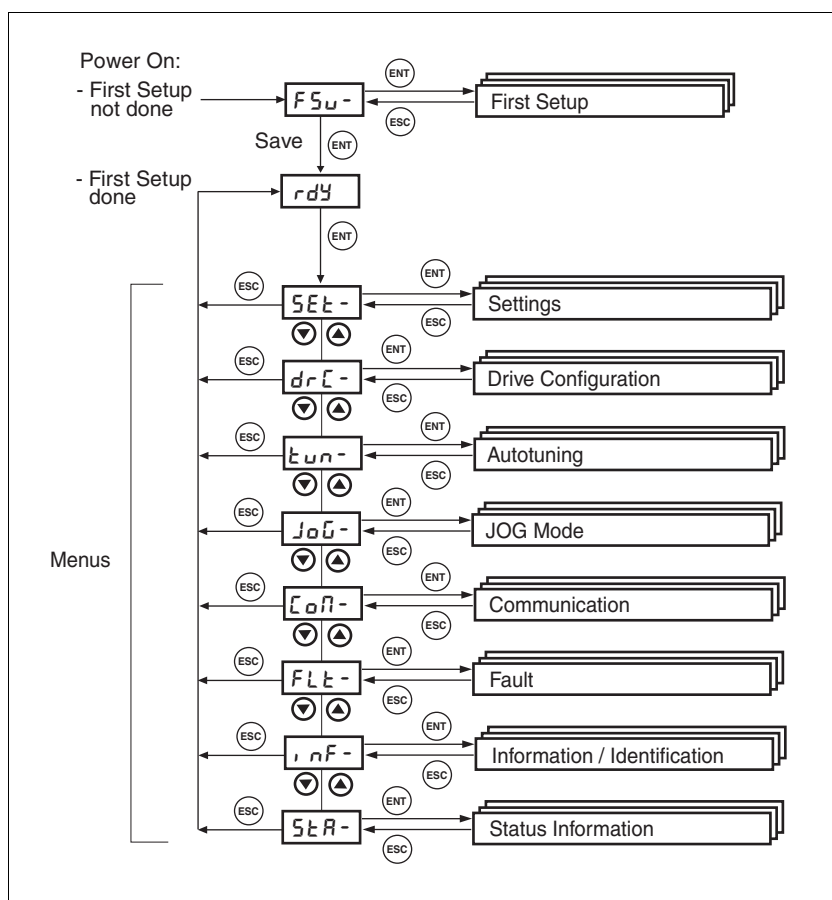


Figure 7.5 HMI menu structure

Status displays such as *rdY* (Ready) can be found from page 7-18.

HMI menu		Description
FSU-	<i>FSU-</i>	First setup (F irst S et U p),
	<i>dEU</i>	Specification of the control mode
	<i>, o-P</i>	Start-up operating mode for "local control mode"
	<i>, oP</i>	Signal selection position interface ("fieldbus" control mode only)
	<i>CoRd</i>	CANopen address = node number ("fieldbus" control mode only)
	<i>CoBd</i>	CANopen baud rate ("fieldbus" control mode only)
	<i>MoBd</i>	Modbus address ("fieldbus" control mode only)
	<i>MoBd</i>	Modbus baud rate ("fieldbus" control mode only)
	<i>, oLt</i>	Logic type of the digital inputs/outputs
SET-	<i>SEt-</i>	device settings (S ETtings)
	<i>R iUn</i>	Zero-voltage window on analogue input ANA1
	<i>R iS</i>	Scaling ANA1 for setpoint current at +10V
	<i>R iNS</i>	Scaling ANA1 for reference speed at +10V
	<i>GFRC</i>	Selection of special gear ratios
	<i>, nRH</i>	Current limiting

HMI menu		Description
	<i>nPRH</i>	Speed limiter
	<i>L1 95</i>	Current limiting for "Quick Stop"
	<i>L1 hR</i>	Current limiting for "Halt"
DRC-	<i>drC-</i>	device configuration (DR ive C onfiguration)
	<i>R2no</i>	Selection of limit by ANA2
	<i>R2, n</i>	Scaling for current limiting by ANA2 at +10V
	<i>R2nn</i>	Scaling for speed limiting by ANA2 at +10V
	<i>, oLt</i>	Logic type of the digital inputs/outputs
	<i>, o-n</i>	Start-up operating mode for "local control mode"
	<i>, oP,</i>	Signal selection position interface
	<i>, oRE</i>	Auto. enable at PowerOn if ENABLE input active
	<i>ESSC</i>	Encoder simulation - setting the resolution
	<i>Prok</i>	Definition of direction of rotation
	<i>FLS</i>	Restore factory settings (default values)
	<i>bEL</i>	Time delay when closing the brake
	<i>bErE</i>	Time delay when opening/release of brake
	<i>SuPU</i>	HMI display if motor rotating
I-O-	<i>, -o-</i>	Configurable inputs/outputs(In Out)
	<i>L1 1</i>	Function digital input LI1
	<i>L1 2</i>	Function digital input LI2
	<i>L1 4</i>	Function digital input LI4
	<i>L1 7</i>	Function digital input LI7
	<i>Lo 1</i>	Function digital output LO_OUT1
	<i>Lo 2</i>	Function digital output LO_OUT2
	<i>Lo 3</i>	Function digital output LO_OUT3
TUN-	<i>tun-</i>	Autotuning (Auto TUN ing)
	<i>StEt</i>	Start Autotuning
	<i>GR, n</i>	Adapting controller parameters (tighter/looser)
	<i>di St</i>	Movement range autotuning
	<i>di r</i>	Direction of rotation autotuning
	<i>NECh</i>	System coupling type
	<i>nrEF</i>	Speed when autotuning
	<i>LR, t</i>	Waiting time between autotuning steps
	<i>rES</i>	Reset controller parameter
JOG-	<i>Jog-</i>	Jog (JOG Mode)
	<i>StEt</i>	Start jog
	<i>nSLu</i>	Speed for slow jog
	<i>nFSk</i>	Speed for fast jog
COM-	<i>Com-</i>	Communication(COM munication)
	<i>Comd</i>	CANopen address (node number)

HMI menu		Description
	<i>Canbd</i>	CANopen baud rate
	<i>ModAd</i>	Modbus address (control mode "fieldbus" and commissioning software)
	<i>Modbd</i>	Modbus baud rate (control mode "fieldbus" and commissioning software)
	<i>ModFd</i>	Modbus data format (control mode "fieldbus" and commissioning software)
	<i>ModLd</i>	Modbus word sequence for double words (32-bit values) (control mode "fieldbus" and commissioning software)
FLT-	<i>FLt-</i>	Error display(FauLT)
	<i>StPF</i>	Error number of the last interruption cause
INF-	<i>Inf-</i>	Information/identification (IN formation / Identification)
	<i>dEUd</i>	Current selection of control mode
	<i>Prod</i>	product name
	<i>PrNr</i>	Firmware program number
	<i>PrVr</i>	Firmware version
	<i>Polu</i>	Number of turn-on processes
	<i>Pin</i>	Nominal current of power amplifier
	<i>Pim</i>	Maximum current of power amplifier
	<i>Im</i>	Motor nominal current
	<i>ImM</i>	Motor maximum current
STA-	<i>StR-</i>	Observation/monitoring of device, motor and travel data (STA tus Information)
	<i>IOdC</i>	Status of digital inputs and outputs
	<i>AI1C</i>	Voltage value analogue input ANA1
	<i>AI2C</i>	Voltage value analogue input ANA2
	<i>nRdC</i>	Actual speed of the motor
	<i>PRdC</i>	Actual position of the motor in user-defined units
	<i>PdF</i>	Current control deviation of the position controller
	<i>IdC</i>	Total motor current (vector sum of d and q components)
	<i>IdqF</i>	Set motor current q component (torque-creating)
	<i>UdCR</i>	DC bus voltage of the power amplifier supply voltage
	<i>tdEU</i>	device temperature
	<i>tPR</i>	Temperature of the power amplifier
	<i>WrnS</i>	Stored warnings bit-coded
	<i>StS</i>	Stored state of the monitoring signals
	<i>OPh</i>	Operating hours counter
	<i>IdBr</i>	Load factor braking resistor
	<i>IdP</i>	Loading factor power amplifier
	<i>IdM</i>	Loading factor motor

Status display The status display in its default setting shows the current operating status, see page 8-5. You can specify the following with the menu item *dr c - / 5uPU*:

- *StRt* shows the current operating status by default
- *nRcL* shows the current motor speed by default
- *iRcL* 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 6-49.

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

LIMIT AND PROTECTIVE PARAMETERS MUST BE PROPERLY SET

If unsuitable parameter values are used, safety functions may fail, unexpected movements or responses to signals may occur.

- Prepare a list with the parameters required for the functions in use.
- Check the parameters before operation.
- 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.

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.

- Preparation*
- A PC with the commissioning software must be connected to the device unless the commissioning is conducted exclusively through the HMI.
 - ▶ 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.

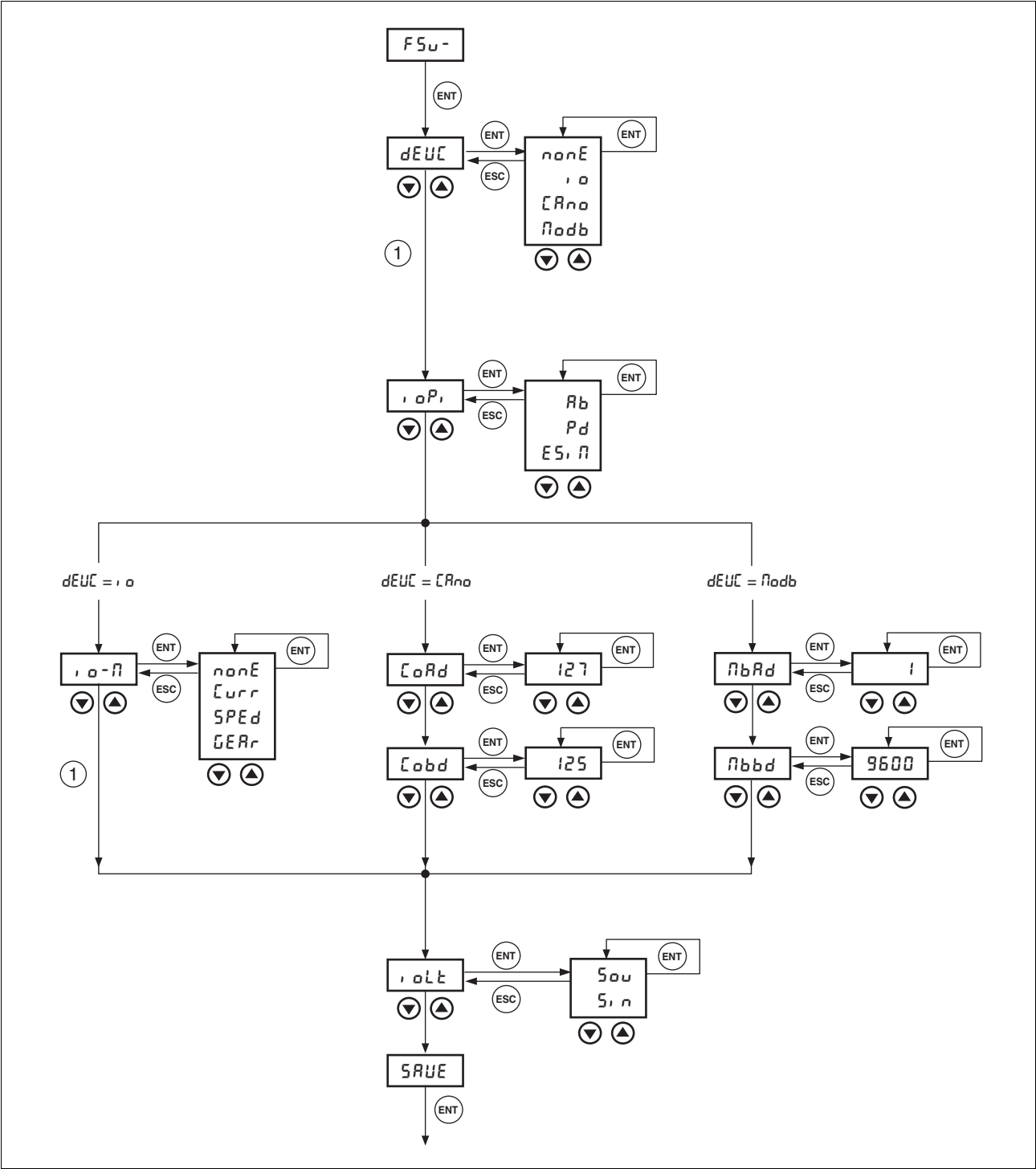


Figure 7.6 "First Setup" via HMI

Unit controller ► Specify how the unit will be controlled with the parameter `DEVcmdinterf` (`dEUC`).

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
DEVcmdinterf	Specification of the control mode(7-13)	-	UINT16	CANopen 3005:1 _h
DEVC	0 / none: undefined (default)	0	UINT16	Modbus 1282
NONE	1 / IODevice / IO: Local control mode	0	R/W	
dEUC	2 / CANopenDevice / CanO CANopen	5	per.	
	3 / ModbusDevice / Modb: Modbus		-	

NOTE: A change of the setting is not activated until the unit is switched on again (exception: Change of the value 0, at "First setup").

Function of the RS422 interface ► Set the assignment for the RS422 interface with the `IOposInterfac` (`iOPi`) 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
IOposInterfac	Signal selection at position interface(7-13)	-	UINT16	CANopen 3005:2 _h
IOPI	RS422 IO interface (Pos) as:	0	UINT16	Modbus 1284
DRC- <code>iOPi</code>	0 / AInput / AB: input ENC_A, ENC_B, ENC_I (index pulse) 4x evaluation	0	R/W	
	1 / PDIinput / PD: input PULSE, DIR, ENABLE2	2	per.	
	2 / ESIMoutput / ESIM: output: ESIM_A, ESIM_B, ESIM_I		-	

IMPORTANT: A change of the setting is not activated until the unit is switched on again.

Start-up operating mode ■ DEVcmdinterf= IODevice
(dEUL = 1, 0)

- Set the parameter IOdefaultMode (1, 0-11) to set the operating mode that is to enable the device every time it is started.

The operating modes are described from section 8-14.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOdefaultMode IO-M DRC-1, 0-11	Start-up of operating mode for 'local control mode'(7-13) 0 / none / none : none (default) 1 / CurrentControl / Curr : Current controller (reference value from ANA1) 2 / SpeedControl / Sped : Speed controller (reference value of ANA1) 3 / GearMode / Gear : Electronic gear	- 0 0 5	UINT16 UINT16 R/W per. -	CANopen 3005:3 _h Modbus 1286
NOTE: The operating mode is automatically enabled when the drive switches to the 'OperationEnable' status and "IODevice / IO" is set in DEVcmdinterf.				

Fieldbus CANopen ■ DEVcmdinterf = CANopenDevice
(dEUL = 1, 0)

- Specify the node address with the parameter CANadr (1, 0-127) and the baud rate with the parameter CANbaud (1, 0-1000).



Every unit must have its own unique node address, which must be assigned only once in the network.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CANadr COAD COM-1, 0-127	CANopen address (node number)(7-13) valid addresses (node numbers): 1 ... 127 NOTE: A change of the setting is not activated until the unit is switched on again or after an NMT reset command	- 1 127 127	UINT16 UINT16 R/W per. -	CANopen 3017:2 _h Modbus 5892
CANbaud COBD COM-1, 0-1000	CANopen baud rate(7-13) valid baud rates in kbaud: 50 125 250 500 1000 IMPORTANT: A change of the setting is not activated until the unit is switched on again.	- 50 125 1000	UINT16 UINT16 R/W per. -	CANopen 3017:3 _h Modbus 5894

Fieldbus Modbus ■ DEVcmdinerf = ModbusDevice
(dEUE = Modb)

- Specify the node address with the parameter MBadr (MbAd) and the baud rate with the parameter MBbaud (Mbba).

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
MBadr	Modbus address(7-13)	-	UINT16	CANopen 3016:4 _h
MBAD	valid addresses: 1 ... 247	1	UINT16	Modbus 5640
COM-MbAd		247	R/W per. -	
MBbaud	Modbus baud rate(7-13)	-	UINT16	CANopen 3016:3 _h
MBBD	Allowed baud rates:	9600	UINT16	Modbus 5638
COM-Mbba	9600 19200 38400	19200 38400	R/W per. -	

NOTE: A change of the setting is not activated until the unit is switched on again.

Select logic type ► Specify the logic type with the parameter IOLogicType (IoLt). For more information see chapter 5-1.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOLogicType	Logic type of the digital inputs/outputs(7-13)	-	UINT16	CANopen 3005:4 _h
IOLT	0 / source / sou : for current supply outputs	0	UINT16	Modbus 1288
DRC-IoLt	(default)	0	R/W	
	1 / sink / sin : for outputs drawing current	1	per. -	

NOTE: A change of the setting is not activated until the device is switched on again.

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 *di* 5 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 8.6.11.2 "Restore factory settings" page 8-87.

7.4.2 Operating status (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 status diagram is shown graphically as a flow chart.

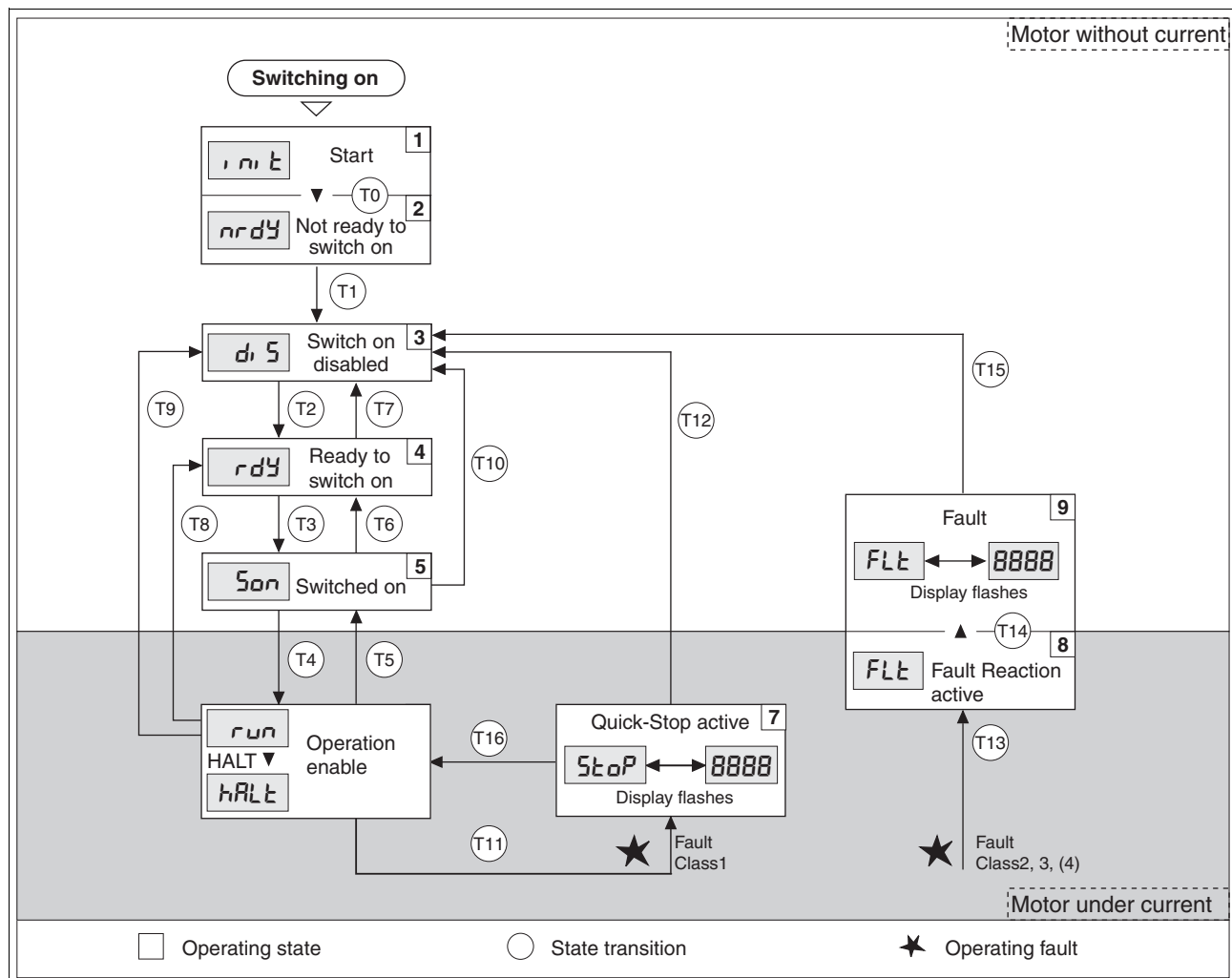


Figure 7.7 Status diagram

Operating states and mode transitions

For detailed information on operating states and mode transitions see page 8-5.

7.4.3 Setting basic parameters and limit values

⚠ WARNING

LIMITED AND PROTECTIVE PARAMETERS MUST BE PROPERLY SET

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 statuses 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.

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 IMAX SET- <i>n</i> <i>PAH</i>	Current limiting(7-19) Value must not exceed max. permissible current of motor or power amplifier. Default is the smallest value of M_I_max and PA_I_max	A _{pk} 0.00 - 299.99 Fieldbus 0 29999	UINT16 UINT16 R/W per. -	CANopen 3012:1 _h Modbus 4610
LIM_I_maxQSTP LIQS SET- <i>L</i> , <i>q5</i>	Current limiting for Quick Stop(8-67) 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 UINT16 R/W per. -	CANopen 3011:5 _h Modbus 4362
LIM_I_maxHalt LIHA SET- <i>L</i> , <i>hR</i>	Current limiting for Halt(8-68) 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 UINT16 R/W per. -	CANopen 3011:6 _h Modbus 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- <i>n</i> <i>PAH</i>	Speed limiter(7-19) Setting value must not exceed max. speed of rotation of motor Default is max. speed of motor (see M_n_max)	1/min 0 - 13200	UINT16 UINT16 R/W per. -	CANopen 3012:2 _h Modbus 4612

7.4.4 Analogue inputs

Analog inputs The analogue inputs allow analogue input voltages between -10V and +10V to be read in. The current voltage value on ANA1+ can be read using the parameter ANA1_act

- Power amplifier power is switched off.
Controller power supply is switched on.
- At the analogue input ANA1 or ANA2 apply a voltage in the range of $\pm 10V_{DC}$.
- Check the applied voltage with the parameter ANA1_act or ANA2_act.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ANA1_act A1AC STA-R IRC	Voltage value analogue input ANA1()	mV -10000 - 10000	INT16 INT16 R/- -	CANopen 3009:1 _h Modbus 2306
ANA2_act A2AC STA-R2RC	Voltage value analogue input ANA2(8-3)	mV -10000 - 10000	INT16 INT16 R/- -	CANopen 3009:5 _h Modbus 2314

Reference value An input voltage at ANA1 can be used as a reference value for the operating mode current control or speed control. The reference value for a voltage of +10V can be set over the parameter ANA1_I_scale or ANA1_n_scale.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ANA1_I_scale A1IS SET-R i, 5	Setpoint current in current control operating mode at 10V on ANA1(7-21) An inversion of the evaluation of the analogue signal can be run with a neg. advance sign	A _{pk} -300.00 3.00 300.00 Fieldbus -30000 300 30000	INT16 INT16 R/W per. -	CANopen 3020:3 _h Modbus 8198
ANA1_n_scale A1NS SET-R in5	Setpoint speed in speed control operating mode at 10V on ANA1() The internal maximum speed is limited to the current setting in CTRL_n_max A negative advance sign can be used to effect an inversion of the evaluation of the analogue signal	1/min -30000 3000 30000	INT16 INT16 R/W per. -	CANopen 3021:3 _h Modbus 8454

Offset and the zero voltage window An offset can be parameterized for the input voltage at ANA1 over the parameter ANA1_offset and a zero voltage window can be parameterized over the parameter ANA1_win.

This corrected input voltage gives the voltage for the operating modes current control and speed control as well as the reading value for parameters ANA1_act.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ANA1_offset A1OF SET-R i_{aF}	Offset at analogue input ANA1() The ANA1 analogue input is corrected/relocated by the offset. A defined zero-voltage window acts in the range of the zero crossing of the corrected ANA1 analogue input.	mV -5000 0 5000	INT16 INT16 R/W per. -	CANopen 3009:B _h Modbus 2326
ANA1_win A1WN SET-R i_{Ln}	Zero voltage window on analogue input ANA1() Value up to which an input voltage is interpreted as 0V Example: Setting 20mV ->range from -20 .. +20mV is interpreted as 0mV	mV 0 0 1000	UINT16 UINT16 R/W per. -	CANopen 3009:9 _h Modbus 2322
ANA1_Tau -	Analog1: filter time constant() Low-pass filter first order (PT1) filter time constant. Filter affects analogue input ANA1. (sampling time PT1 filter: 250µsec)	ms 0.00 0.00 327.67 Fieldbus 0 0 32767	UINT16 UINT16 R/W per. -	CANopen 3009:2 _h Modbus 2308

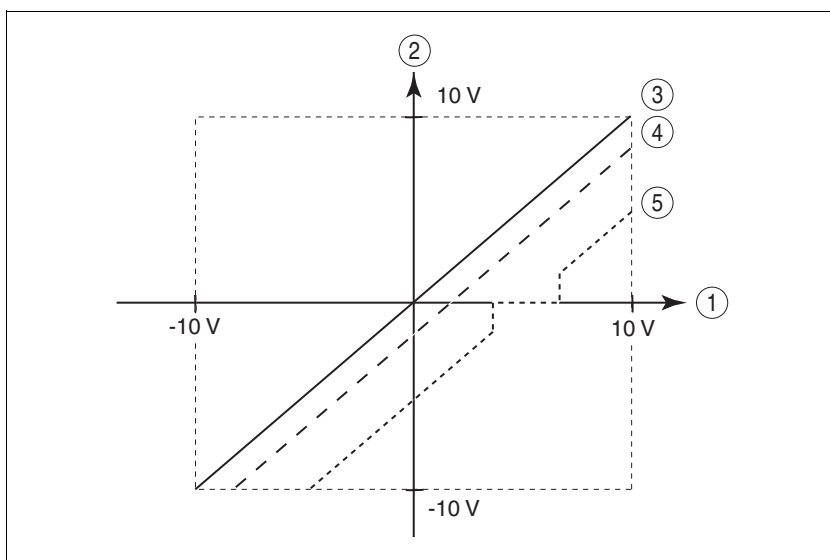


Figure 7.8 Offset and zero-voltage window

- (1) Input voltage at ANA1
- (2) Voltage value for current control and speed control operating modes and the read value of the parameter ANA1_act
- (3) Input voltage without processing
- (4) Input voltage with offset
- (5) Input voltage with offset and zero-voltage window

Limitations A current limitation or speed limitation can be activated over the analogue input ANA2.

- Specify the limit type with the parameter ANA2LimMode.
- Specify the scaling of the limit at +10V with the parameter ANA2_I_max or ANA2_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
ANA2LimMode	Selection of limit by ANA2()	-	UINT16	CANopen 3012:B _h
A2MO	0 / none: no limit	0	UINT16	Modbus 4630
DRC- <i>R2n</i>	1 / Current Limitation / CURR: Limit reference current value at current controller (Limit value at 10V in ANA2_I_max) 2 / Speed Limitation / SPED: Limit speed reference speed value at speed controller (Limit value at 10V in ANA2_n_max)	0 2	R/W per. -	
ANA2_I_max	Current limiting at 10 V input voltage on ANA2()	A _{pk} 0.00	UINT16	CANopen 3012:C _h
A2IM	The maximum limiting value is the lesser value of I _{maxM} and I _{maxPA}	3.00	UINT16	Modbus 4632
DRC- <i>R2, n</i>		300.00	R/W per. -	
		Fieldbus 0 300 30000		
ANA2_n_max	Speed limiting at 10 V input voltage on ANA2()	1/min 500	UINT16	CANopen 3012:D _h
A2NM		3000	UINT16	Modbus 4634
DRC- <i>R2n</i>	The minimum limiting speed is set to 100 rpm, i.e. analogue values that implement a lower speed of rotation have no effect. The max. speed of rotation is also limited by the setting value in CTRL_n_max.	30000	R/W per. -	

7.4.5 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 *SEt / I / oRC*.
- ◁ 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.

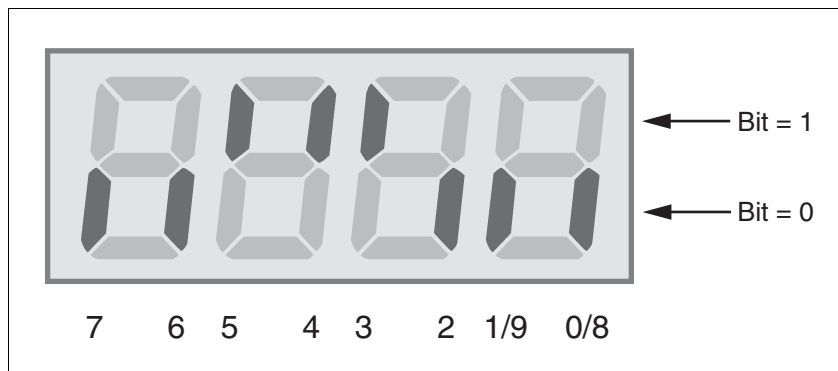


Figure 7.9 HMI, status display of the digital inputs/outputs

Bit	Local control mode	Fieldbus control mode	I/O
0	LI1	$\overline{\text{REF}}/\text{LI1}$	I
1	FAULT_RES/LI2	$\overline{\text{LIMN}}/\text{LI2}$	I
2	ENABLE	$\overline{\text{LIMP}}$	I
3	$\overline{\text{HALT}}/\text{LI4}$	$\overline{\text{HALT}}/\text{LI4}$	I
4	$\overline{\text{PWRR_B}}$	$\overline{\text{PWRR_B}}$	I
5	$\overline{\text{PWRR_A}}$	$\overline{\text{PWRR_A}}$	I
6	ENABLE2 ¹⁾ /LI7	LI7	I
7	–	–	I
8	NO_FAULT_OUT/LO1_OUT	NO_FAULT/LO1_OUT	O
9	BRAKE_OUT/LO2_OUT	BRAKE_OUT/LO2_OUT	O
10	ACTIVE2_OUT/LO3_OUT	ACTIVE2_OUT/LO3_OUT	O

1) only with IOposInterfac = PDinput

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	Physical status of the digital inputs and out-puts(7-24)	-	UINT16 UINT16	CANopen 3008:1 _h Modbus 2050
IOAC	Assignment of 24V inputs: (Local control mode)	-	R/-	
STA→, oRE	Bit 0: JOG_N / LI1 Bit 1: JOG_P / FAULT_RESET / LI2 Bit 2: ENABLE Bit 3: JOG_F/S / HALT / LI4 Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: ENABLE2/I/ESIM / LI7 (ENABLE2 only with IOposInterfac = Pdinput) Bit 7: reserved (fieldbus control mode) Bit 0: REF / LI1 Bit 1: LIMN,CAP2 / LI2 Bit 2: LIMP,CAP1 Bit 3: HALT / LI4 Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: - / LI7 Bit 7: reservedassignment of 24V outputs: Bit 8: NO_FAULT_OUT / LO1_OUT Bit 9: BRAKE_OUT / LO2_OUT (ACTIVE1_OUT with software version <1.201) Bit10: ACTIVE2_OUT / LO3_OUT			

7.4.6 Setting configurable digital inputs/outputs

The device has configurable inputs (LI1...) and configurable outputs (LO1_OUT...). The standard assignment and the configurable assignment depends on the specified start-up operating mode. For more information see chapter 8.6.9 "Configurable inputs and outputs".

7.4.7 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 in the controller software 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 8-48.



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

7.4.8 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 isolated 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 8-17)
- ▶ Trigger the safety disconnection. $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ must be disconnected 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 - / , 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.

7.4.9 Checking holding brake

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION!

For example, if the brake is released with vertical axes an unexpected movement 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 holding brake

- Supply voltage at HBC on, LED "24V on" on.
- ▶ Switch the power amplifier supply voltage off to prevent the motor from starting accidentally.
- ◁ The drive switches to operating status "Switch on disabled"
- ▶ Press the "Release brake" button on the HBC several times to release and close the holding brake alternately.
- ◁ The LED "Brake released" on the HBC flashes if there is voltage present at the holding brake output and the brake is released by the button.
- ▶ Test that the axis can be moved manually with the brake released. (note gearbox 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 8-72.
- ▶ 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 3-11, 6-32 and 12-1.

7.4.10 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

UNINTENDED EQUIPMENT OPERATION

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

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

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

- ▶ If arrow and direction of rotation do not match, correct it with the parameter `POSdirOfRotat`, see 8.6.10 "Reversal of direction of rotation" page 8-85.

7.4.11 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".
- Set the parameter `ESIMscale` to set the resolution.

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	Encoder simulation - setting the resolution()	Inc	UINT16	CANopen 3005:15 _h
ESSC	Software version 1.102:	8	UINT16	Modbus 1322
DRC-E55L	The following resolutions are adjustable: 128 256 512 1024 2048 4096 from version 1.103 and hardware revision RS30: 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. NOTE: A change of the setting is not activated until the device is switched on again. After the write access a wait of at least 1 second is required until the controller is switched off.	4096 65535	R/W per. -	

The index pulse can be defined by setting the absolute position encoder, see chapter 7.4.12 "Setting parameters for encoder".

7.4.12 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 work stroke in user-defined units(7-31) Value range is set by encoder type With Singleturn motor encoders the value is set with reference to one motor revolution, with Multiturn motor encoders with reference to the total work stroke of the encoder (e.g. 4096 revs) NOTE: 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 UINT32 R/- - -	CANopen 301E:F _h Modbus 7710
<code>ENC_pabsusr</code>	Setting position of the motor encoder directly(7-31) Value range depends on the encoder type. SRS: Sincos singleturn: 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. NOTE: * 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 UINT32 R/W - -	CANopen 3005:16 _h Modbus 1324



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

Singleturn encoder

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

This also changes the position of the index pulse of the encoder simulation.

Multiturn encoder

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

If the motor is moved counterclockwise 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 counterclockwise position value but the absolute position of the encoder.

An overflow or underrun are discontinuous positions in the area of travel. To prevent these jumps the absolute position in the sensor must be set so the mechanical limits are within the continuous range of the encoder.

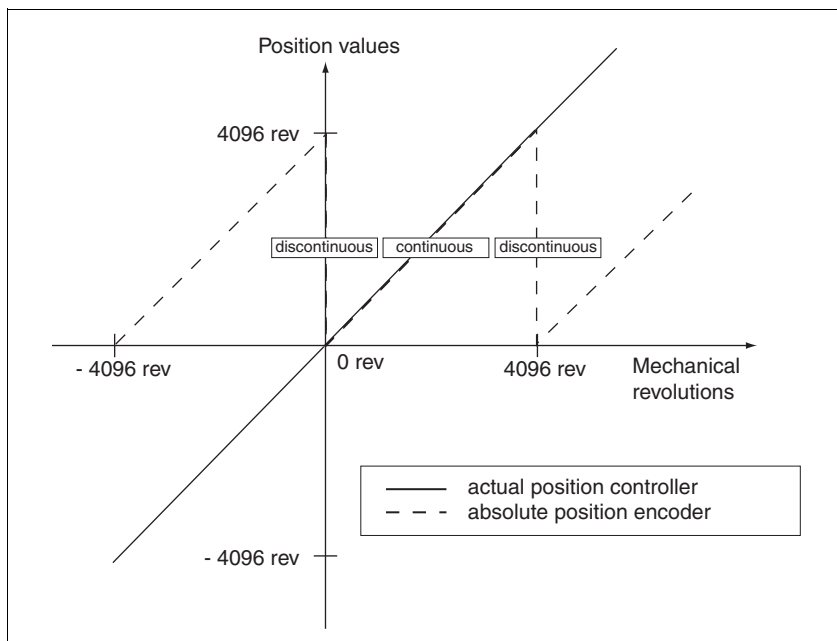


Figure 7.10 Position values of multiturn encoder

- 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 encoder position is always within the continuous range of the encoder.

7.4.13 Setting parameters for braking resistor

⚠ WARNING

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

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(7-19) 0 / internal: internal braking resistor 1 / external: external braking resistor	- 0 0 1	UINT16 UINT16 R/W per. -	CANopen 3005:9 _h Modbus 1298
RESext_P -	Nominal power of external braking resistor(7-19)	W 1 10 32767	UINT16 UINT16 R/W per. -	CANopen 3005:12 _h Modbus 1316
RESext_R -	Resistance value of external braking resistor(7-19)	Ω 0.01 100.00 327.67 Fieldbus 1 10000 32767	UINT16 UINT16 R/W per. -	CANopen 3005:13 _h Modbus 1318
RESext_ton -	max. permissible switch-in time for external braking resistor(7-19)	ms 1 1 30000	UINT16 UINT16 R/W per. -	CANopen 3005:11 _h Modbus 1314

7.4.14 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 EQUIPMENT OPERATON

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 cases of error must also be taken into account.
- Check that the parameter `LIM_I_maxQSTP` is correctly set for Quick Stop.
- 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 movement before starting the function.

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

- ▶ Select the setting for the parameter `AT_mechanics` depending on your mechanical components. If in doubt, select a softer coupling (less rigid mechanism, see Figure 7.12).
- ▶ 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 (*Run / 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 7.4.15 "Extended settings for autotuning" from page 7-37.

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	Direction of rotation autotuning(7-35)	-	UINT16	CANopen 302F:4 _h
DIR	1 / pos-neg-home / pnh : first positive direction, then negative direction with return to initial position	1	UINT16	Modbus 12040
TUN-dir	2 / neg-pos-home / np : first negative direction, then positive direction with return to initial position	1	R/W	
	3 / pos-home / p-h : only positive direction with return to initial position	6	-	
	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			
AT_dis	Movement range autotuning(7-35)	revolution	UINT32	CANopen 302F:3 _h
DIST	Range in which the automatic optimisation processes of the controller parameters are run. The range is input relative to the current position.	1.0	UINT32	Modbus 12038
TUN-dist	IMPORTANT: with "movement in only one direction" (parameter AT_dir) the specified range is used for every optimisation step. The actual movement typically corresponds to 20 times the value, but is not limited.	1.0	R/W	
		999.9	-	
		Fieldbus	-	
		10		
		10		
		9999		
AT_mechanics	System coupling type(7-35)	-	UINT16	CANopen 302F:E _h
MECH	1: direct coupling (J ext. to J motor <3:1)	1	UINT16	Modbus 12060
TUN-MECH	2: medium coupling ()	1	R/W	
	3: medium coupling (short toothed belt)	5	-	
	4: medium coupling ()		-	
	5: soft coupling (J ext. to J motor between 5:1 and 10:1, linear axis)			
AT_start	Start Autotuning(7-35)	-	UINT16	CANopen 302F:1 _h
	0: End	0	UINT16	Modbus 12034
-	1: Activate	-	R/W	
		1	-	
			-	

7.4.15 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(7-37)	-	UINT16	CANopen 302F:2 _h
	Bit15: auto_tune_err	-	UINT16	Modbus 12036
-	Bit14: auto_tune_end		R/-	
	Bit13: auto_tune_process		-	
	Bit 10..0: last processing step		-	
AT_progress	Autotuning progress(7-37)	%	UINT16	CANopen 302F:B _h
		0	UINT16	Modbus 12054
-		0	R/-	
		100	-	
			-	

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 write to the parameter `AT_gain`, which changes the settings found during the autotuning. 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 can be used to read out the 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)(7-37)	%	UINT16	CANopen 302F:A _h
GAIN		-	UINT16	Modbus 12052
TUN-GR _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.		R/W	
			-	
			-	
AT_J	Inertia of the entire system(7-37)	kg cm ²	UINT16	CANopen 302F:C _h
	is automatically calculated during the autotuning process	0.1	UINT16	Modbus 12056
-		0.1	R/W	
		6553.5	per.	
	in 0.1 kgcm ² steps		-	
		Fieldbus		
		1		
		1		
		65535		

The parameter `AT_wait` can be modified to set a wait time between the individual 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(7-37)	ms	UINT16	CANopen 302F:9 _h
WAIT		300	UINT16	Modbus 12050
TUN-Wait		1200	R/W	
		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	CANopen 3012:10 _h
		0.00	UINT16	Modbus 4640
		1.20	R/W	
		4.00	per.	
		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.

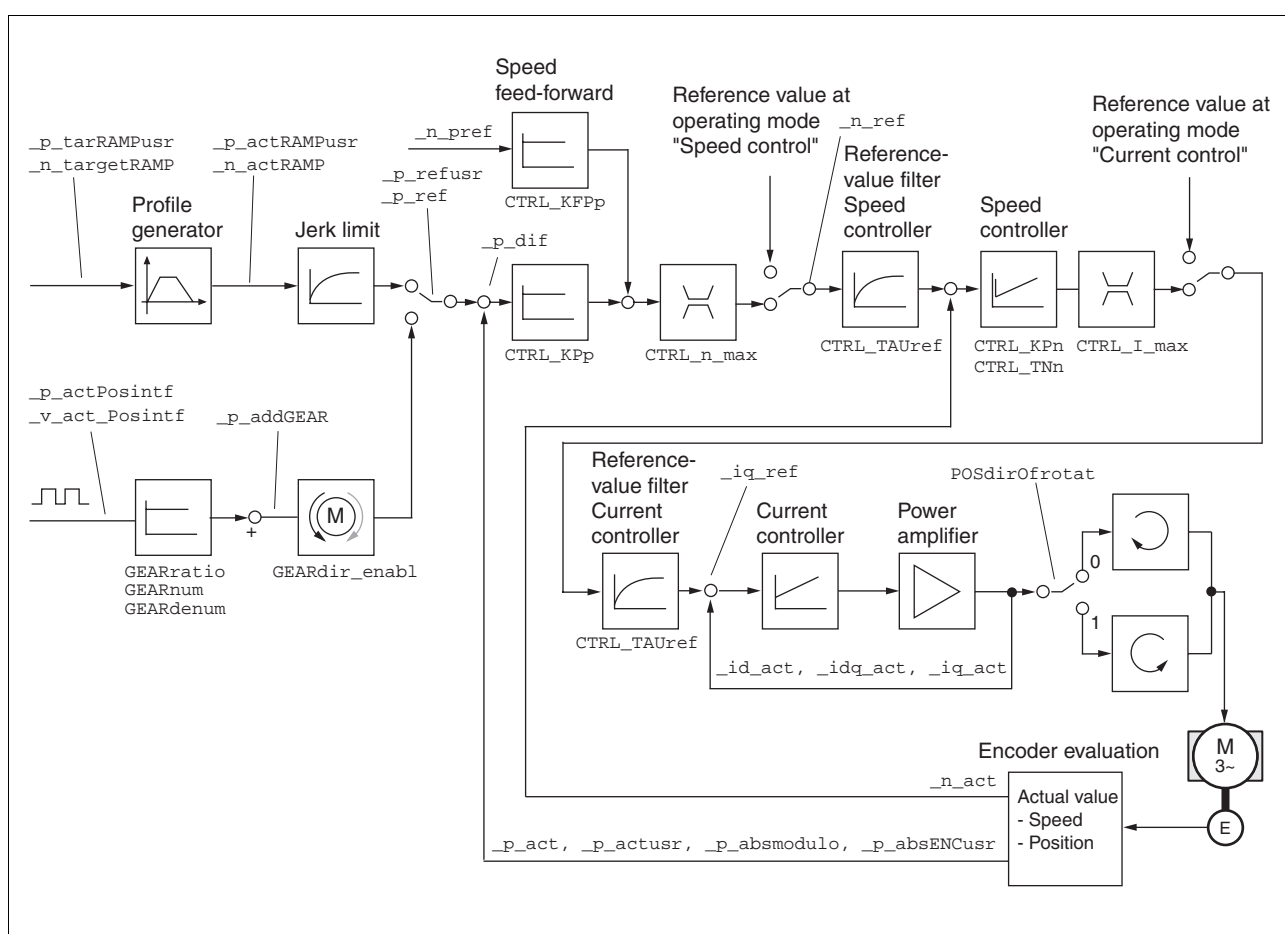


Figure 7.11 Controller structure for encoder evaluation via CN2

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(7-41)	A/(1/min)	UINT16	CANopen 3012:3 _h
-	Default value is calculated from motor parameters	0.0001	UINT16	Modbus 4614
-		-	R/W	
		1.2700	per.	
		Fieldbus	-	
		1		
		12700		
CTRL_TNn	Speed controller correction time(7-41)	ms	UINT16	CANopen 3012:4 _h
-		0.00	UINT16	Modbus 4616
-		9.00	R/W	
		327.67	per.	
		Fieldbus	-	
		0		
		900		
		32767		

Check and optimise the calculated values in a second step, as described from page 7-46.

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

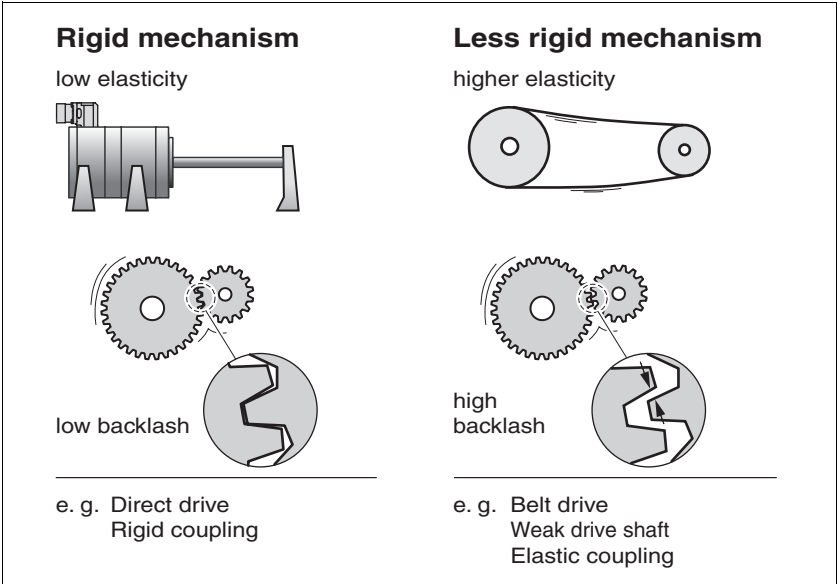


Figure 7.12 Mechanical systems with rigid and less rigid mechanisms

- 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_TAUUnref 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_TAUUnref	Filter time constant reference value filter of the reference speed value(7-41)	ms 0.00 9.00 327.67	UINT16 UINT16 R/W per.	CANopen 3012:9h Modbus 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 $CTRL_KPn$ and the correction time $CTRL_TNn$ 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.
 $CTRL_TNn = 327.67 \text{ ms.}$

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

UNINTENDED EQUIPMENT OPERATION

The step 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 travel.
- 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 the movement 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 setpoint `_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".

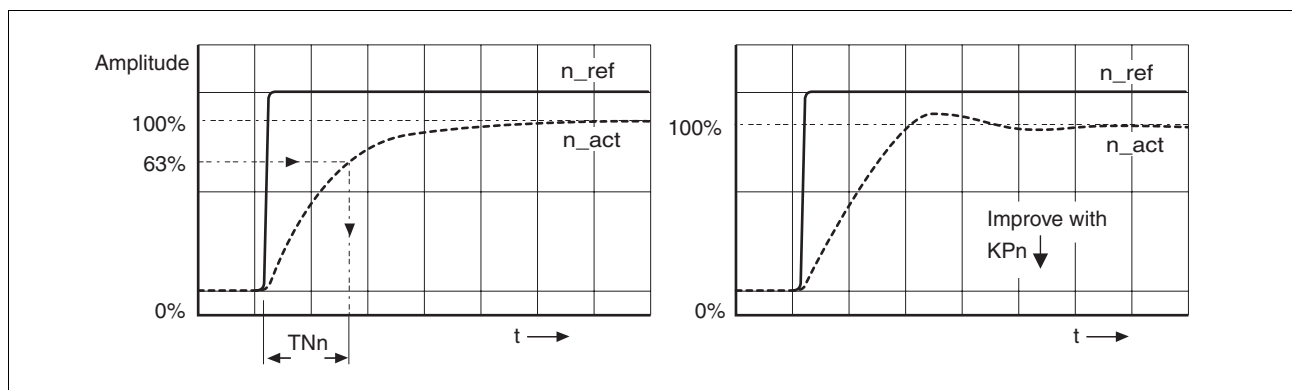


Figure 7.13 Determining 'TNn' in the aperiodic limiting case



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.

Graphic determination of the 63% value

Determine graphically the point at which the actual speed `_n_act` will reach 63% of the end 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 UINT16 R/W per.	CANopen 3012:10 _h Modbus 4640
-		Fieldbus 0 120 400	-	

7.5.4 Checking and optimising default settings

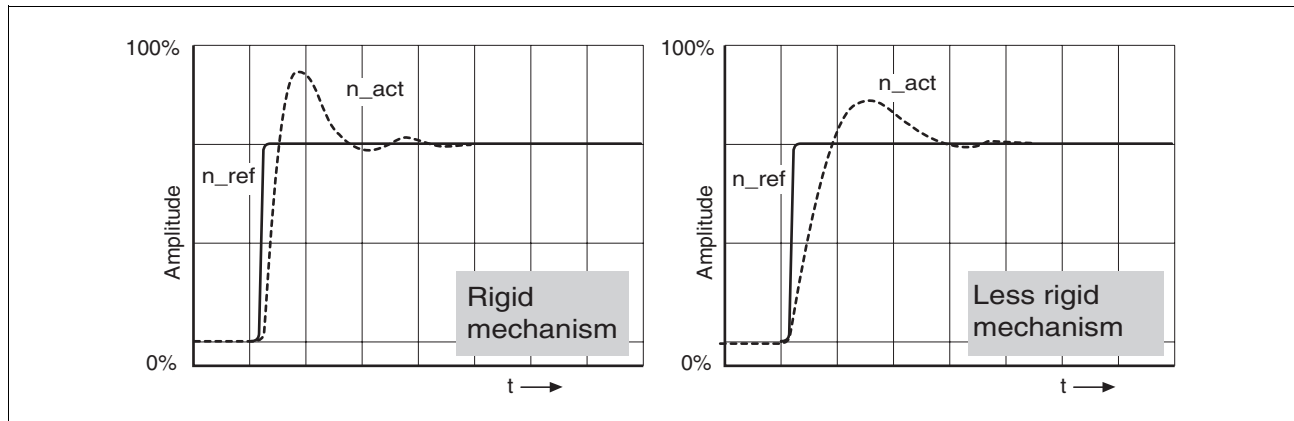


Figure 7.14 Step responses with good control behaviour

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.

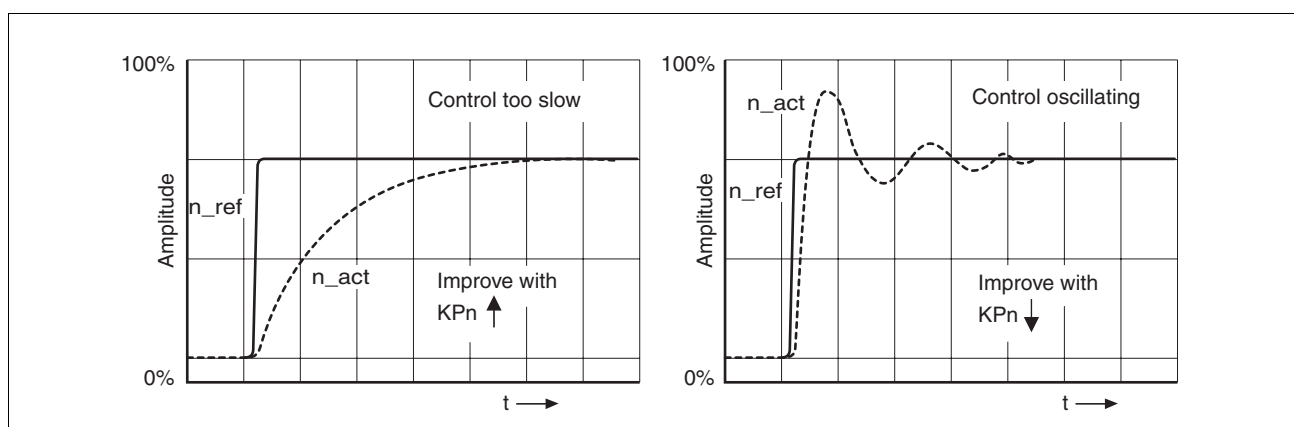


Figure 7.15 Optimise inadequate settings of the speed controller



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(7-47)	1/s	UINT16	CANopen 3012:6h
-	Default value is calculated	2.0	UINT16	Modbus 4620
-		-	R/W	
		495.0	per.	
		Fieldbus	-	
		20		
		4950		

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

The step 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 travel.
- 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 the movement 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.

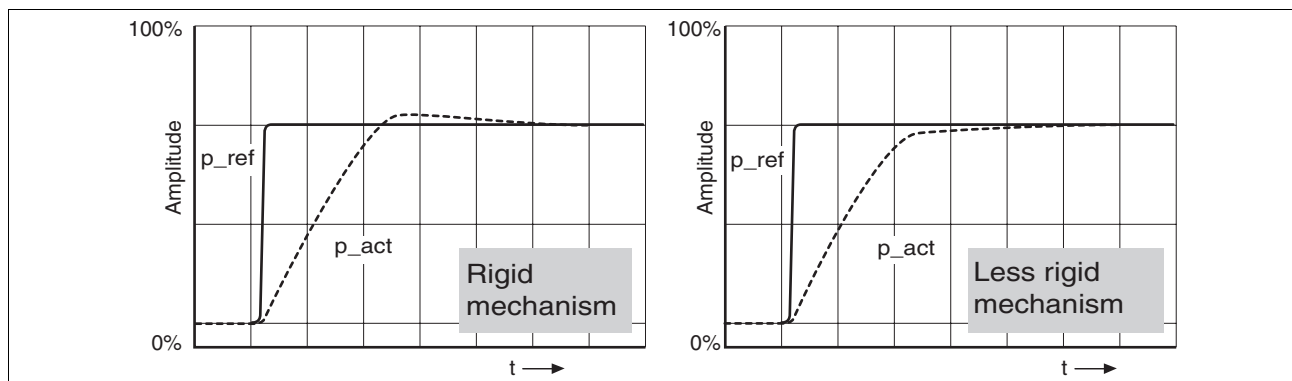


Figure 7.16 Step responses of a position controller with a good control behaviour

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.

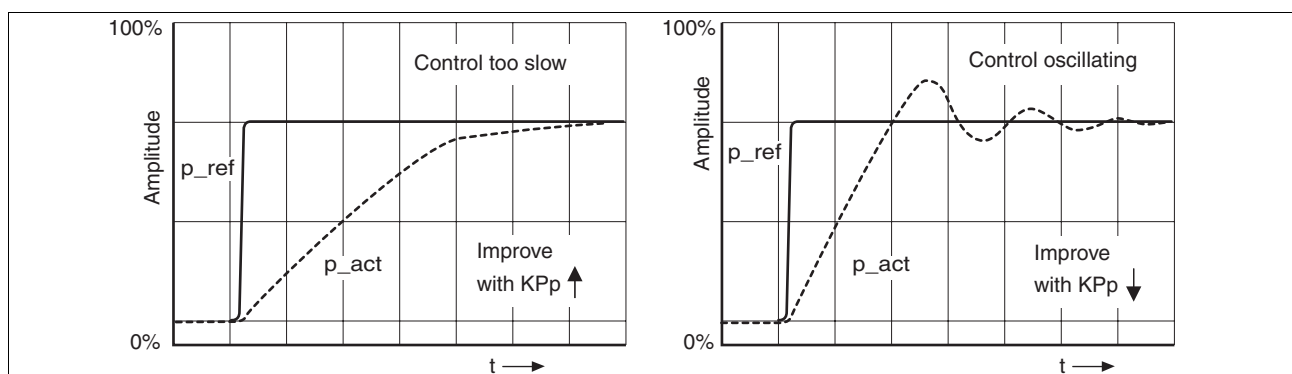


Figure 7.17 Optimising improper settings of the position controller

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 Control mode and operating mode handling

During initial commissioning, you will have determined during "First Setup", amongst other things, whether the device is to be operated under local control mode or via fieldbus control mode. This determination cannot be altered in running operation.

The operating modes can be changed at any time after ending an operating mode and motor standstill. The choice of operating modes is dependent upon the "First Setup".

Reference value interface

The following table shows the relationship of operating mode, control mode and reference value interface.

Operating mode	in local control mode	in fieldbus control mode.	Description
Jog ¹⁾	HMI or digital inputs	Fieldbus commands or HMI	Page 8-17
Current control	analogue input	Fieldbus commands or analogue input	Page 8-20
Speed control	analogue input	Fieldbus commands or analogue input	Page 8-22
Electronic gear ²⁾	P/D, A/B or CW/CCW	P/D, A/B or CW/CCW	Page 8-24
Profile position	-	Fieldbus commands	Page 8-28
Profile velocity	-	Fieldbus commands	Page 8-32
Homing	-	Fieldbus commands	Page 8-34

1) digital input with software version ≥ 1.201 only.

2) CW/CCW with software version ≥ 1.201 only.

In the case of local control mode, the motion can be initiated using analogue signals ($\pm 10V$) or with RS422 signals (pulse/direction or A/B)

In the case of fieldbus control mode, the movement can be initiated using analogue signals ($\pm 10V$) or RS422 signals (pulse/direction or A/B) or fieldbus commands.

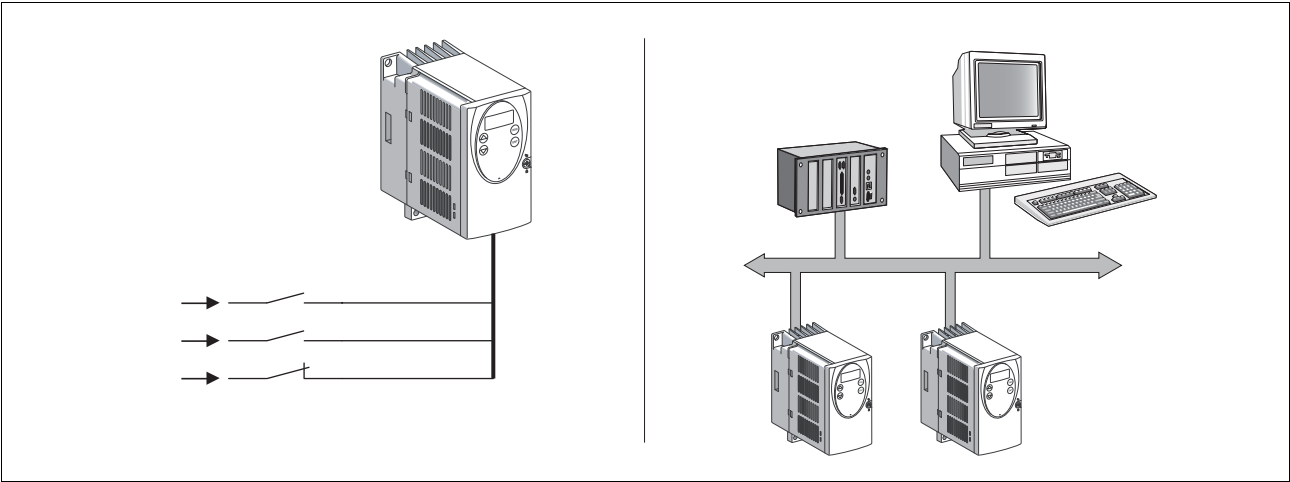


Figure 8.1 Local control mode and fieldbus control mode

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 by a different access channel, such as the commissioning software, is not possible in this case.

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(8-3) 0: HMI not blocked 1: HMI blocked	- 0 0 1	UINT16 UINT16 R/W per. -	CANopen 303A:1 _h Modbus 14850
-	When the HMI is blocked the following actions are no longer possible: - Change parameters - Manual mode (Jog) - Autotuning - FaultReset			

8.2.2 via fieldbus

Local control mode Access monitoring via fieldbus is not possible when in local control mode. Only parameterisation can be conducted over the fieldbus.

Fieldbus control mode With fieldbus control mode the access control to the fieldbus can be restricted with the parameter `AccessLock`.

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(8-3) 0: Other access channels enabled 1: Other access channels blocked	- 0 - 1	UINT16 UINT16 R/W - -	CANopen 3001:1E _h Modbus 316
-	This parameter allows the fieldbus to block active access to the device for the following access channels: - commissioning software - HMI - a second fieldbus The processing of the input signals (e.g. Halt input) cannot be blocked.			

8.2.3 via commissioning software

The commissioning software must have exclusive access control. Control by a different access channel, such as the HMI, is not possible in this case.

8.2.4 via hardware input signals

With software version <1.201: In local control mode the digital input signals $\overline{\text{HALT}}$, FAULT_RESET , ENABLE , $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ are always effective, even if the HMI or the commissioning software has access control.

In fieldbus control mode 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 has access control.

With software version ≥ 1.201 In local control mode the functions "Halt", "Fault reset", "Enable" and "Power Removal" are always effective, even if the HMI or the commissioning software control the access.

In fieldbus control mode the functions "Halt" and "Power Removal" are always effective, even if the HMI or the commissioning software control 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 status diagram is shown graphically as a flow chart.

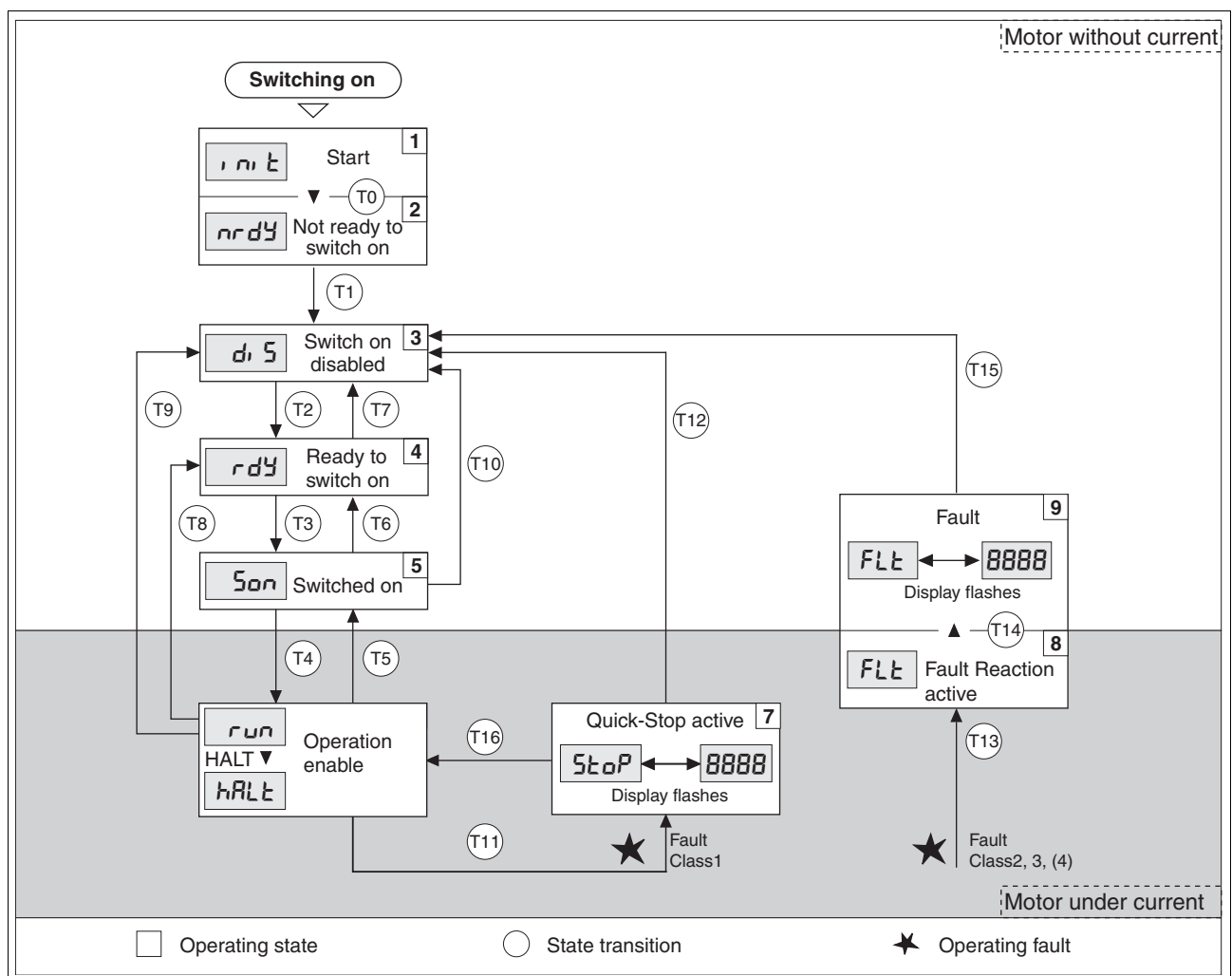


Figure 8.2 Status diagram

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

Display	Status	State description
Start	1 Start	Controller supply voltage, electronics is initialised
Not ready	2 Not ready to switch on	The power amplifier is not ready to switch on ¹⁾
Dis	3 Switch on disabled	Switching on the power amplifier is disabled
Ready	4 Ready to switch on	The power amplifier is ready to switch on
Stop	5 Switched on	Motor not under current Power amplifier ready No operating mode active
Run halt	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 fault condition

1) The device must be switched off and switched on again

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

Error class	Status from - 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

A breakdown 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 "Fault" operating status the cause of the error must be corrected and a "Fault Reset" must be executed.

Reset error message Via the input signal `FAULT_RESET` or the parameter `DCOMcontrol` a "Fault Reset" is executed. An error message is reset by running a "Fault Reset".



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.

Status transitions Status transitions are triggered by an input signal, a fieldbus command (with fieldbus control mode only) or as a response to a monitoring signal.

Transi- tion	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, $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ = +24V, actual speed: <1000 1/min, fieldbus command: Shutdown ²⁾ 	-
T3	4 -> 5	<ul style="list-style-type: none"> Input signal ENABLE 0 -> 1 (local control mode) Fieldbus command Switch On (fieldbus control mode) 	
T4	5 -> 6	<ul style="list-style-type: none"> Automatic transition if input signal ENABLE still set (local control mode) Fieldbus command Enable Operation (fieldbus control mode) 	Activate power amplifier motor phases, ground, user parameters are checked release brake
T5	6 -> 5	<ul style="list-style-type: none"> Input signal ENABLE 0 -> 1 (local control mode) Fieldbus command Disable Operation (fieldbus control mode) 	Interrupt task with "Halt" Brake actuated Disable power amplifier
T6	5 -> 4	<ul style="list-style-type: none"> Fieldbus command Shutdown 	
T7	4 -> 3	<ul style="list-style-type: none"> DC bus undervoltage Actual speed: >1000 1/min (e.g. by auxiliary drive) $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ = 0V Fieldbus command Disable voltage (fieldbus control mode) 	-
T8	6 -> 4	<ul style="list-style-type: none"> Fieldbus command Shutdown 	Deactivate power amplifier immediately
T9	6 -> 3	<ul style="list-style-type: none"> Input signal ENABLE 1 -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	Deactivate power amplifier immediately
T10	5 -> 3	<ul style="list-style-type: none"> Input signal ENABLE 1 -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	
T11	6 -> 7	<ul style="list-style-type: none"> Class 1 error Fieldbus command Quick Stop (fieldbus control mode) 	Interrupt travel command with "Quick Stop"
T12	7 -> 3	<ul style="list-style-type: none"> Input signal ENABLE 1 -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	Deactivate power amplifier immediately, even if "Quick Stop" still active

Transition	Operating status	Condition / result ¹⁾	Response
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"> Input signal FAULT_RESET 0 -> 1 (local control mode) Fieldbus command Fault Reset (fieldbus control mode) 	Error is reset (cause of error must be corrected).
T16	7 -> 6	<ul style="list-style-type: none"> Input signal FAULT_RESET 0 -> 1 (local control mode) Fieldbus command Fault Reset (fieldbus control mode) Fieldbus command Enable Operation ³⁾ (fieldbus control mode) 	Local control mode Specified operating mode is automatically continued (cause of error must be corrected).

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

2) Only required with fieldbus control mode, fieldbus CANopen and parameter DCOMcompatib = 1

3) Only possible if operating status was triggered via fieldbus

8.3.2 Changing operating status

Local controller operating mode In local controller operating mode, the change of operating state takes place either via the commissioning software, the signal inputs or automatically.

Input signal	State transitions	State change to
ENABLE 0 -> 1	T3, T4	6: Operation enable
ENABLE 1 -> 0	T5, T6	4: Ready to switch on
FAULT_RESET 0 -> 1	T15 T16	4: Ready to switch on 6: Operation enable

Fieldbus control mode In the case of fieldbus control mode, the operating states are set either by the commissioning software or by the parameter DCOMcontrol. Bits 0 to 3 and Bit 7 are relevant for a state change

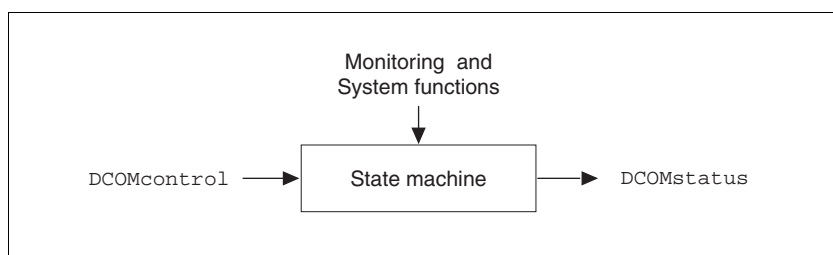


Figure 8.3 Changing and monitoring the operating status via parameters

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
DCOMcontrol	Drivecom control word(8-9)	-	UINT16	CANopen 6040:0h
-	For bit coding see chapter on operation, operating status	-	UINT16 R/W	Modbus 6914
-	Bit0: Switch on		-	
-	Bit1: Enable Voltage		-	
-	Bit2: Quick Stop			
-	Bit3: Enable Operation			
-	Bit4..6: op. Mode specific			
-	Bit7: Fault Reset			
-	Bit8: Halt			
-	Bit9..15: reserved (must be 0)			

Bit 0 ... 3 and 7

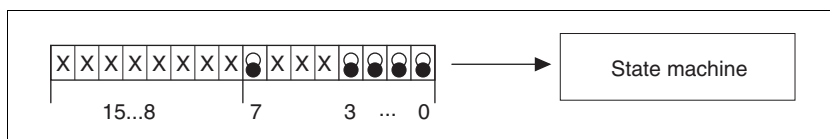


Figure 8.4 Changing the operating status

Fieldbus command	status transitions	Status change open	Bit 7, Reset Fault	Bit 3, Enable operation	Bit 2, Quick- Stop	Bit 1, Enable Voltage	Bit 0, Switch On
Shutdown	T2, T6, T8	4: Ready to switch on	X	X	1	1	0
Switch On	T3	5: Switched on	X	X	1	1	1
Disable Voltage	T7, T9, T10, T12	3: Switch on disabled	X	X	X	0	X
Quick Stop	T7, T10T11	3: Switch on disabled 7: Quick Stop active	X	X	0	1	X
Disable Operation	T5	5: Switched on	X	0	1	1	1
Enable operation	T4, T16	6: Operation enable	X	1	1	1	1
Fault Reset	T15	3: Switch on disabled	0 -> 1	X	X	X	X

The bit states in the fields marked with "X" have no meaning that particular status change.

Bit 4 ... 6 Bits 4 ... 6 are used for the operating mode specific settings. Details can be found in the description of the individual operating modes in this chapter.

Bit 8, Halt Bit 8=1 can initiate a "Halt".

Bit 9 ... 15 reserved

8.3.3 Displaying the operating states

Local control mode In local control mode, the display of operating state takes place via the signal outputs, the HMI or the commissioning software.

Status	"No fault" ¹⁾	"Brake release" ²⁾	ACTIVE ³⁾
2: Not ready to switch on	0	0	0
3: Switch on disabled	0	0	0
4: Ready to switch on	1	0	0
5: Switched on	1	0	0
6: Operation enable	1	1	1
7: Quick Stop activ	0	1	0
8: Fault Reaction active	0	1	0
9: Fault	0	0	0

1) with software version <1.201: corresponds to output signal NO_FAULT_OUT

2) with software version <1.201: corresponds to output signal ACTIVE1_OUT

3) with software version <1.201: corresponds to output signal ACTIVE2_OUT

Fieldbus control mode In fieldbus control mode the operating status is displayed via the signal inputs, the fieldbus, the HMI or the commissioning software.

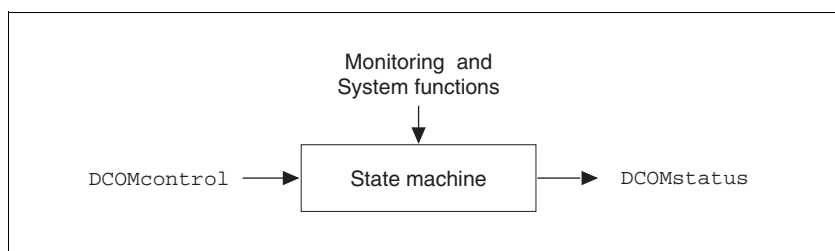


Figure 8.5 Changing and monitoring the operating status via parameters

Status information The parameter DCOMstatus provides global information on the operating state of the unit and the processing state.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
DCOMstatus	Drivecom status word(8-11)	-	UINT16	CANopen 6041:0 _h
-	For bit coding see chapter on operation, status machine	-	UINT16	Modbus 6916
-	Bit0-3,5,6: status bits	-	R/-	-
-	Bit4: voltage enabled	-	-	-
-	Bit7: warning	-	-	-
-	Bit8: HALT request active	-	-	-
-	Bit9: remote	-	-	-
-	Bit10: target reached	-	-	-
-	Bit11: reserved	-	-	-
-	Bit12: op. mode specific	-	-	-
-	Bit13: x_err	-	-	-
-	Bit14: x_end	-	-	-
-	Bit15: ref_ok	-	-	-

Bit 0 ... 3, 5 and 6 The status of the status diagram is formed with bit 0 ... 3, 5 and 6 of the parameter DCOMstatus.

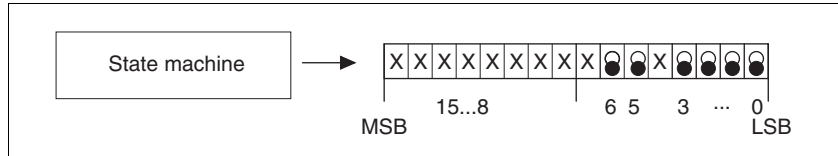


Figure 8.6 Display of operating state

Status	Bit 6, Switch ondisable	Bit 5, Quick- Stop	Bit 3, Fault	Bit 2, Operatione- nable	Bit 1, Switch on	Bit 0, Ready to switch on
2: Not ready to switch on	0	X	0	0	0	0
3: Switch on disabled	1	X	0	0	0	0
4: Ready to switch on	0	1	0	0	0	1
5: Switched on	0	1	0	0	1	1
6: Operation enable	0	1	0	1	1	1
7: Quick Stop active	0	0	0	1	1	1
9: Fault	0	X	1	1	1	1

Bit 4, Voltage enabled Bit 4=1 indicates whether the DC bus voltage is correct. If the voltage is missing or is too low, then the device does not change from state 3 to state 4.

Bit 7, Warning Bit 7 is 1 if a warning message is pending in the parameter `_WarnActive`. The movement mode is not interrupted. AQs long as a warning message is pending in the parameter `_WarnActive` the bit remains set. The bit remains set for at least 100ms, even if a warning message is pending for a shorter time. The bit is reset immediately at a "Fault Reset".

Bit 8, Halt request active Bit 8=1 indicates that a "Halt" is active.

Bit 9, Remote If Bit 9 is set, then the device carries out commands via the fieldbus bus. If Bit 9 is set, then the device is controlled from a different interface. The fieldbus then allows other parameters to be read and written.

Bit 10, Target reached Bit 10 only becomes "1", if the operating mode is completed successfully and the motor stops. Bit 10 has the value "0", as long as the motor is running, if the operating mode is interrupted by a "Halt" or discontinued because of a fault.

Bit 11 reserved

Bit 12 Bit 12 is used for the monitoring the current operating mode. Details can be found in the chapter for the individual operating mode.

Bit 13, x_err Bit 13 only becomes "1", if there is a fault present, which needs to be rectified by the further processing. The device responds corresponding to an error class, see page 10-2.

Bit 14, x_end Bit 14 changes to "0", if an operating mode is started. When the process is complete or if the process is discontinued e.g. by a "Halt", Bit 14 changes back to "1" when the motor is at a standstill.
Bit 14's signal change to '1' is suppressed if one process is followed immediately by a new process in a different operating mode.

Bit 15, ref_ok Bit 15 is "1" if the motor or the axis has a valid reference point, e.g. by a reference movement.

8.4 Starting and changing operating modes

⚠ WARNING

DANGER OF INJURY BY COMPLEX SYSTEM

- When starting field bus operation the attached controller are generally out of view of the operator and cannot be directly monitored.
- Start the system only if there are no persons within the actuation zone of the moving system components and the system can be operated safely.

Failure to follow these instructions will 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.

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".

8.4.1 Start operating mode

Local control mode In local control mode the device switches to the state set in the parameter `IOdefaultMode` after switching on.

The motor is placed under current by setting the input signal `ENABLE` and the set operating mode is started.

In addition, a "jog" or "Autotuning" can be started with the HMI.

Fieldbus control mode In fieldbus control mode an operating mode is started using the parameter `DCOMopmode`.

The following table shows the sequence of parameters for starting an operating mode with the example of the current control operating mode.

	Parameter	Description
1	<code>CUR_I_target</code>	Transmission of the reference value
2	<code>CURreference</code>	Setting the reference quantity
3	<code>DCOMopmode</code>	Calling up the operating mode (-3)

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	Setpoint current in current control operating mode(8-20)	A _{pk} -300.00 0.00 300.00	INT16 INT16 R/W	CANopen 3020:4 _h Modbus 8200
-		Fieldbus -30000 0 30000	- -	
CURreference	Selection of setpoint source for current control operating mode(8-20)	- 0 0 2	UINT16 UINT16 R/W	CANopen 301B:10 _h Modbus 6944
-	0: no 1: Reference value via +/-10V-interface ANA1 2: Reference value via parameter CUR_I_target		- -	
DCOMopmode	Operating mode(8-14)	- -6	INT8 INT16	CANopen 6060:0 _h Modbus 6918
-	DSP402-operating modes 1: Profile position 3 Profile velocity 6: Homing	- 6	R/W -	
	----- Manufacturer operating modes: -1: jog -2: electronic gear -3: current control -4: speed control		- -	

In the case of the Profile Position and Homing mode, the device receives the instruction to start the set operating mode by Bit 4 in the parameter DCOMcontrol.

For all other operating modes, the Bits 4 ... 6 are not occupied.

8.4.2 Change operating mode

Local control mode At drive standstill the default operating mode can be changed in the parameter `IOdefaultMode`. The operating modes cannot be changed whilst the operating mode is running. The new settings only become effective after switching off and switching on the device again.

Fieldbus control 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

Two parameters are available for displaying the current operating mode and for switching the operating modes.

- Parameter for display: `_DCOMopmd_act`
- Parameter for change: `DCOMopmode`

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>_DCOMopmd_act</code>	active operating mode(8-16) Coding see: <code>DCOMopmode</code>	- -6 - 6	INT8 INT16 R/- -	CANopen 6061:0 _h Modbus 6920
<code>DCOMopmode</code>	Operating mode(8-14) DSP402-operating modes 1: Profile position 3 Profile velocity 6: Homing ----- Manufacturer operating modes: -1: jog -2: electronic gear -3: current control -4: speed control	- -6 - 6	INT8 INT16 R/W - -	CANopen 6060:0 _h Modbus 6918

8.5 Operating modes

8.5.1 Operating mode Jog

⚠ WARNING

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 jog

The motor traverses by one traverse unit or at constant speed in continuous operation. The length of the traverse unit, the speed levels and the wait time before continuous operation 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- / STEP-. 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.

In the case of fieldbus control mode, the operating mode must be set in the parameter DCOMopmode. The writing of the parameter value simultaneously causes the start of the operating mode.

Otherwise the operating mode can also be started as a start-up operating mode, see 7.4.1 "First Setup". Here the corresponding functions are preassigned to the signal inputs, see 8.6.9 "Configurable inputs and outputs".

At the start signal for jog the motor first moves over a defined path JOGstepusr. If the start signal is still pending after a specific wait time JOGtime, the device switches to continuous operation until the start signal is reset.

The graph below shows an overview in local control mode.

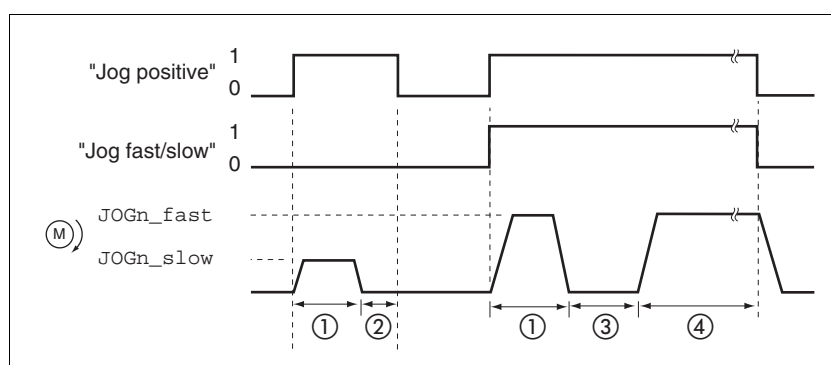


Figure 8.7 Jog, slow and fast

The graph below shows an overview in fieldbus control mode.

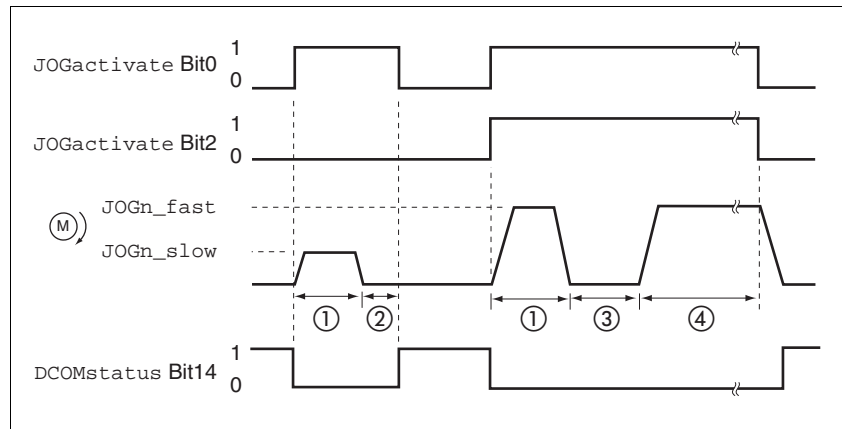


Figure 8.8 Jog, slow and fast

- (1) Traverse unit
- (2) $t < \text{wait time}$
- (3) $t > \text{wait time}$
- (4) Continuous operation

The traverse unit, wait time and speed levels can be set. If the traverse unit is zero, jog starts directly with continuous operation irrespective of the wait 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
JOGactivate	Activation of jog(8-17) Bit0: clockwise rotation Bit1: counterclockwise rotation Bit2: 0=slow 1=fast	- 0 0 7	UINT16 UINT16 R/W -	CANopen 301B:9 _h Modbus 6930
JOGn_slow NSLW JOG-n5LL	Speed for slow jog(8-17) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT16 UINT16 R/W per. -	CANopen 3029:4 _h Modbus 10504
JOGn_fast NFST JOG-nF5L	Speed for fast jog(8-17) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 180 13200	UINT16 UINT16 R/W per. -	CANopen 3029:5 _h Modbus 10506
JOGstepusr -	Inching movement before continuous operation(8-17) 0: direct activation of continuous operation >0: positioning section per inching cycle	usr 0 20	INT32 INT32 R/W per. -	CANopen 3029:7 _h Modbus 10510
JOGtime -	Waiting time before continuous operation(8-17) 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 UINT16 R/W per. -	CANopen 3029:8 _h Modbus 10512

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

- the direction 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 8-48.

8.5.2 Operating mode Current control

Overview of current control In the current control operating mode the reference value for the motor current is preset.

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

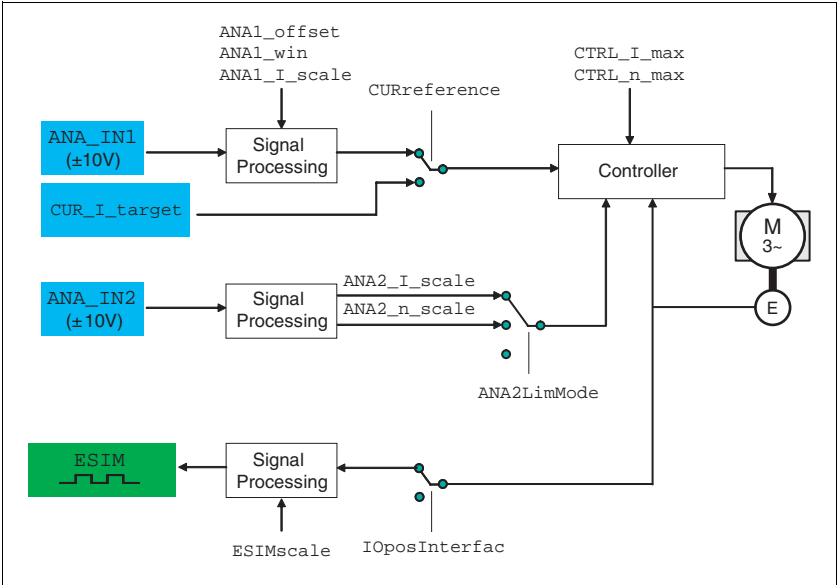


Figure 8.9 Operating mode current control, effects of settable parameters

Start operating mode In the case of local control mode, the operating mode must be set using the parameter `IOdefaultMode`. The power amplifier becomes active, the motor receives current and the inputs are evaluated in accordance with the setting by setting the input signal `ENABLE`.

In the case of fieldbus control mode, the operating mode must be set using the parameter `DCOMopmode`. The writing of the parameter value simultaneously causes the start of the operating mode.

Setting thresholds For setting current limiting and speed limiting see 7.4.3 “Setting basic parameters and limit values”.

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

The motor in current control 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 set value In the case of local controlmode, the analogue input `ANA1` is automatically evaluated.

In the case of fieldbus control mode, the parameter `CURreference` determines whether the analogue input `ANA1` or the parameter `CUR_I_target` is to be evaluated.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CURreference	Selection of setpoint source for current control operating mode(8-20)	- 0 0 2	UINT16 UINT16 R/W -	CANopen 301B:10 _h Modbus 6944
-	0: no 1: Reference value via +/-10V-interface ANA1 2: Reference value via parameter CUR_I_target		- -	
CUR_I_target	Setpoint current in current control operating mode(8-20)	A _{pk} -300.00 0.00 300.00 Fieldbus -30000 0 30000	INT16 INT16 R/W - -	CANopen 3020:4 _h Modbus 8200
-				

Reference value at +10V input signal

The progress of the reference value in relation to the $\pm 10V$ input value can be altered:

- Setting the reference value at +10V
- Setting parameters for a zero voltage window
- Setting parameters for a voltage offset

For setting options for the analogue inputs see 7.4.4 "Analogue inputs".

The device calculates a current value, with which the motor accelerates to a speed which is limited by the load torque, from the $\pm 10 V$ analogue value preset. Without a load the motor therefore accelerates to the variable speed limit.

Example local controller operating mode

An example of setting by parameters in the case of local controller operating mode can be found on page 9-3.

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 Operating mode Speed control

Overview of speed control

In the speed control operating mode the reference value for the motor speed is preset.

Transitions between two speeds take place in relation to the set control parameters.

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

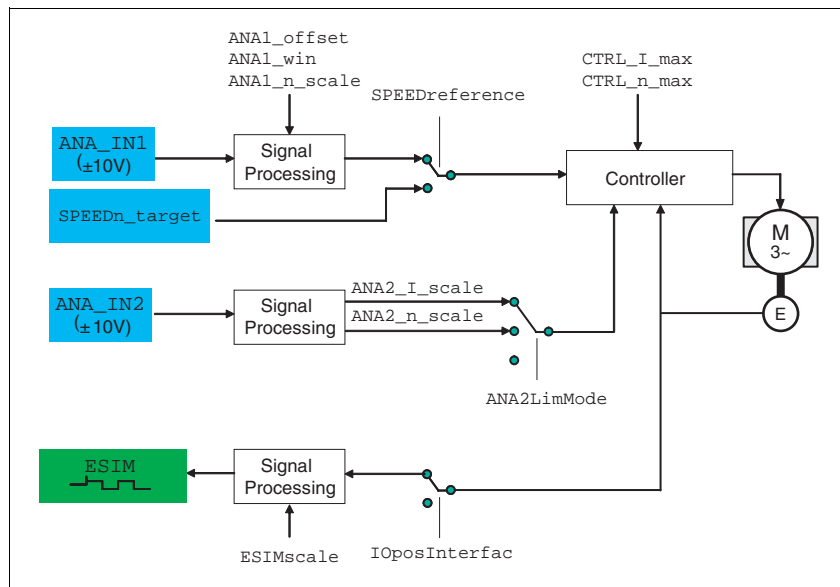


Figure 8.10 Operating mode speed control , effect of settable parameters

Start operating mode

In the case of local control mode, the operating mode must be set using the parameter **IOdefaultMode**. The power amplifier becomes active, the motor receives current and the inputs are evaluated in accordance with the setting by setting the input signal **ENABLE**.

In the case of fieldbus control mode, the operating mode must be set using the parameter **DCOMopmode**. The writing of the parameter value simultaneously causes the start of the operating mode.

Setting thresholds

For setting current limiting and speed limiting see 7.4.3 "Setting basic parameters and limit values".

Setting to the set value

In the case of local control mode, the analogue input **ANA1** is automatically evaluated.

In the case of fieldbus control mode, the parameter **SPEEDreference** determines whether the analogue input **ANA1** or the parameter **SPEEDn_target** is to be evaluated.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPEEDreference	Selection of preset source for speed control operating mode(8-22)	- 0 0 2	UINT16 UINT16 R/W -	CANopen 301B:11 _h Modbus 6946
-	0: no 1: Reference value via +/-10V-interface ANA1 2: Reference value via parameter SPEEDn_target		- -	
SPEEDn_target	Setpoint speed in speed control mode(8-22)	1/min -30000 0 30000	INT16 INT16 R/W -	CANopen 3021:4 _h Modbus 8456
-	The internal maximum speed is limited by the current setting in CTRL_n_max		- -	

Reference value at +10V input signal

The progress of the reference value in relation to the $\pm 10V$ input value can be altered:

- Setting the reference value at +10V
- Setting parameters for a zero voltage window
- Setting parameters for a voltage offset

For setting options for the analogue inputs see 7.4.4 "Analogue inputs".

Example local controller operating mode

An example of setting by parameters in the case of local controller operating mode can be found on page 9-3.

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 Operating mode Electronic gear

⚠ WARNING

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 parameter `IOposInterfac` specifies the type of reference signals.

Example An NC control provides reference signals to two units. The motors execute different, proportional positioning movements in accordance with the gear ratios.

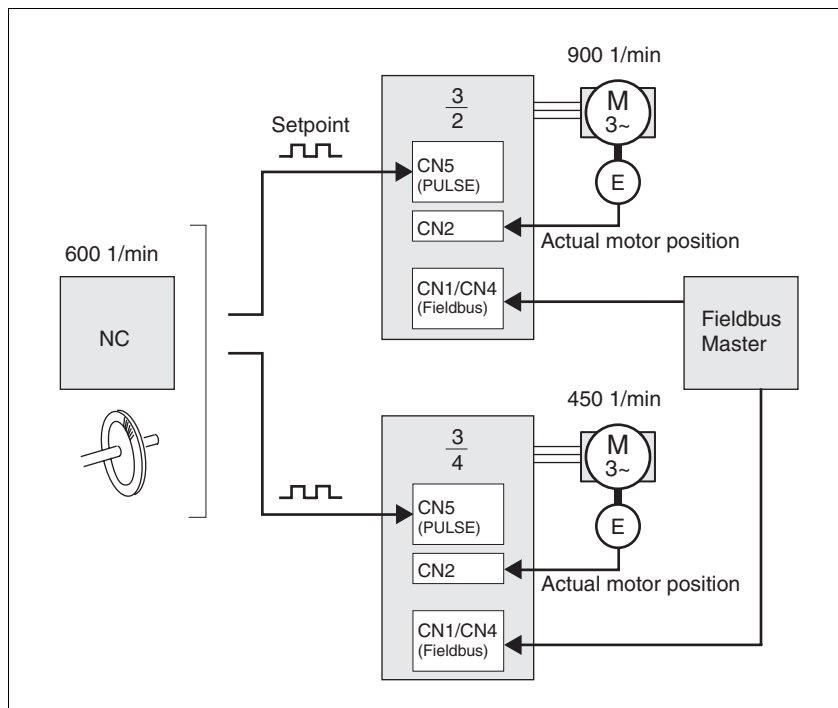


Figure 8.11 Preset default via NC controller

Start operating mode

In the case of local control mode, the operating mode must be set using the parameter `IOdefaultMode`. The power amplifier becomes active, the motor receives current and the inputs are evaluated in accordance with the setting by setting the input signal `ENABLE`.

In the case of fieldbus control mode, the operating mode must be set using the parameter `DCOMopmode`. The writing of the parameter value simultaneously causes the start of the operating mode.

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.

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 Parameterisation*Example local controller operating mode*

An example of setting by parameters in the case of local controller operating mode can be found on page 9-3.

Overview

The following overview shows the mode of action of the parameters which can be set for the operating mode electronic gear.

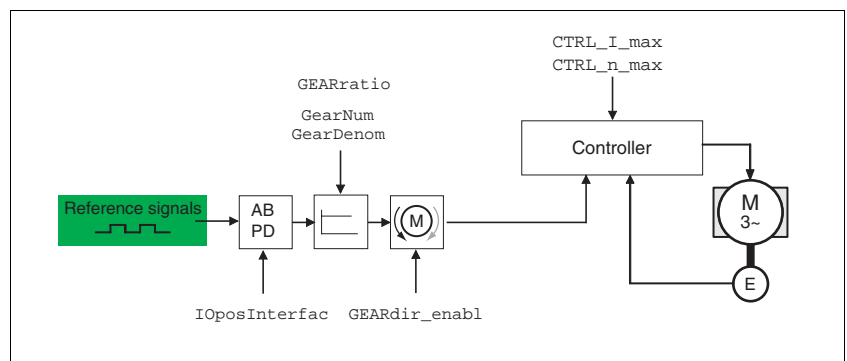


Figure 8.12 Operating mode electronic gear, effect of settable parameters

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 7-19.

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.

- With local control mode position changes are not evaluated at the reference signals that occur during the interruption. When restarting gear processing the device tracks the reference signal from the time at which the gear processing was enabled again.

From software version 1.201 the parameter `IO_GearMode` can be used to set whether these positioning changes are to be processed or ignored when the gear processing is resumed.

- In fieldbus control mode the parameter `GEARreference` can be used to set whether these positioning changes are to be processed or ignored when the gear processing is resumed.

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_GearMode	Processing mode electr. gearing for local control mode()	-	UINT16	CANopen 3005:17 _h
IOGM		1	UINT16	Modbus 1326
DRC- $\alpha \beta \gamma$	1: Real-time synchronisation 2: synchronisation with compensation movement	1 2	R/W per. -	
Available from software version V1.201.				
GEARreference	Electronic gear processing mode(8-24)	-	UINT16	CANopen 301B:12 _h
	0: disabled	0	UINT16	Modbus 6948
	1: Real-time synchronisation	0	R/W	
-	2: Synchronisation with compensation movement	2	-	

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.

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(8-24)	-	UINT16	CANopen 3026:6 _h
GFAC	0: Use of the specified gear ratio from	0	UINT16	Modbus 9740
SET- $\frac{GEARnum}{GEARdenom}$	GEARnum/GEARdenom	0	R/W	
	1: 200	11	per.	
	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 results in one motor rotation.			
GEARnum	Gear ratio numerator(8-24)	-	INT32	CANopen 3026:4 _h
	GEARnum	-2147483648	INT32	Modbus 9736
-	Gear ratio= $\frac{GEARnum}{GEARdenom}$	1	R/W	
		2147483647	per.	
	The new gear ratio is enabled when the numerator value is transferred.		-	
GEARdenom	Gear ratio denominator(8-24)	-	INT32	CANopen 3026:3 _h
	see description GEARnum	1	INT32	Modbus 9734
-		1	R/W	
		2147483647	per.	
			-	

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(8-24)	-	UINT16	CANopen 3026:5 _h
		1	UINT16	Modbus 9738
-	1 / positive : pos. direction	3	R/W	
	2 / negative : neg. direction	3	per.	
	3 / both : both directions (default)		-	
	This can be used to enable a return motion lock.			

Further possibilities For further setting possibilities and functions for the operating mode see from page 8-48.

8.5.5 Operating mode Profile position

The operating mode can only be used with fieldbus control mode and can only be executed via fieldbus.

⚠ WARNING

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 current axis position or the target position.

Absolute positioning or relative positioning is set using Bit 6 via the parameter DCOMcontrol.

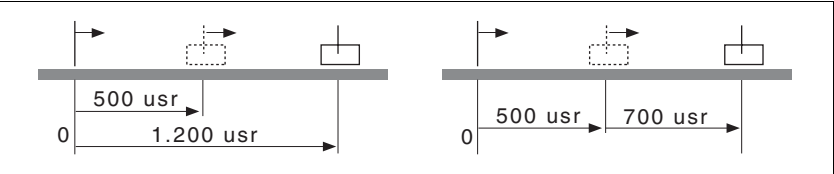


Figure 8.13 Absolute positioning (left) and relative positioning (right)

Requirements

The unit must be in the "Operation status" operating mode.

See chapter .

Trigger positioning

Parameter value	Description
Bit 4: New setpoint	0->1: Start positioning or prepare next positioning
Bit 5: Change set immediately (applicable only with new setpoint 0->1)	0: enable new positioning values when target position is reached 1: enable new positioning values immediately
Bit 6: Absolute / relative	0: Absolute positioning 1: Relative positioning

A positioning is started with a rising edge of bit 4 in parameter `DCOMcontrol`. Alternatively a positioning can be started also over a digital input, see chapter 8.6.9 "Configurable inputs and outputs".

The positioning can be triggered in two ways depending on bit 5.

- Bit 5=0:

Positioning values (`PPp_targetusr`, `PPn_target`, `RAMPacc` and `RAMPdecel`), that are transferred during a positioning, are saved temporarily. The target position of the current positioning is approached. The new positioning values are executed only when the target position is reached.

If new positioning values are transferred again, the temporarily saved positioning values are overwritten again.

- Bit 5=1:

Positioning values (`PPp_targetusr`, `PPn_target`, `RAMPacc` and `RAMPdecel`), that are transferred during a positioning, are executed immediately. The target position of the new positioning is directly approached.

Status messages

The drive provides information concerning positioning via Bits 10 and 12 to 15 in the parameter `DCOMstatus`.



Figure 8.14 Status message for operating mode

Parameter value	Description
Bit 10: Target reached :	0: Target position not reached (also with "Halt" or error) 1: Target position reached
Bit 12: setpoint acknowledge	0: Transfer of new position possible 1: New target position accepted
Bit 13: x_err	1: Error arisen
Bit 14: x_end	1: Positioning completed, motor at a standstill
Bit 15: ref_ok	1: drive has valid reference point

Positioning finished

Bit 14 indicates whether positioning is complete. If this includes reaching the target position, then Bit 10 changes to 1. If the positioning has been interrupted by a "Halt" or a fault, Bit 10 remains at 0.

8.5.5.1 Parameterisation

The profile position mode can be set and carried out by parameters.

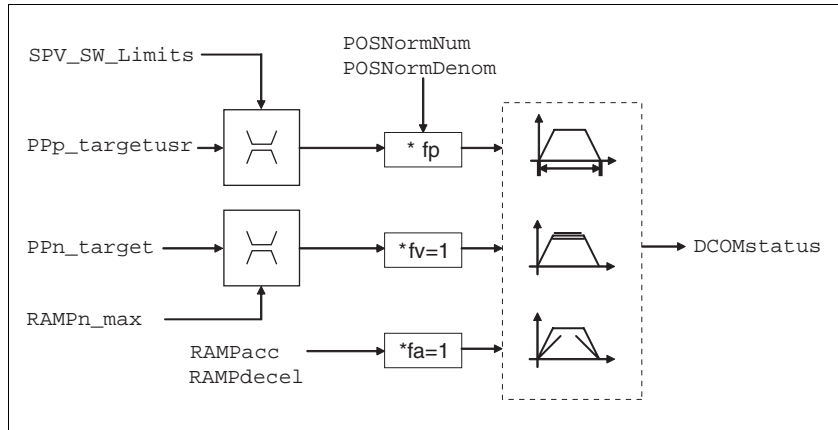


Figure 8.15 Profile position operating mode, effect of settable parameters

Target position A new position value is transmitted with the parameter Pp_targetusr.

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 current axis position or the target position. This depends on the setting in parameter PPOption.

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	Setpoint speed for profile position mode(8-28)	1/min 0 60	UINT32 UINT32 R/W	CANopen 6081:0 _h Modbus 6942
-	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.		- -	
PPOption	Options for operating mode profile position() Determines the reference position for a relative positioning: 0: relative to the previous target position of the travel profile generator 1: not supported 2: relative to the current actual position of the motor	- 0 0 2	UINT16 UINT16 R/W	CANopen 60F2:0 _h Modbus 6960
-	from Version 1.120		- -	
AbsHomeRequest	Absolute positioning only after homing(8-28)	- 0 0 1	UINT16 UINT16 R/W per.	CANopen 3006:16 _h Modbus 1580
-	Available from software version V1.201.		-	

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_targetusr	Target position of profile position operating mode(8-28)	usr	INT32 INT32 R/W	CANopen 607A:0 _h Modbus 6940
-	Min/Max values are dependent upon: - Scaling factor - software limit switch (if this is activated)	-	- -	

Current Position The current position is determined by 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- <i>PREL</i>	Actual position of the motor in user-defined units(8-48) IMPORTANT: 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 INT32 R/- - -	CANopen 6064:0 _h Modbus 7706
<code>_p_actRAMPusr</code> -	Actual position of the travel profile generator(8-48) in user-defined units	usr -	INT32 INT32 R/- - -	CANopen 301F:2 _h Modbus 7940

8.5.6 Operating mode Profile velocity

The operating mode can only be used with fieldbus control mode and can only be executed via fieldbus.

⚠ WARNING

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".
- Velocity operation trigger

If the type of operation, the operating state and the parameter values are set, the operating mode can be started by transfer of a set velocity in the parameter `PVn_target`.
- Status messages

The drive provides information concerning positioning via Bits 10 and 12 to 15 in the parameter `DCOMstatus`.

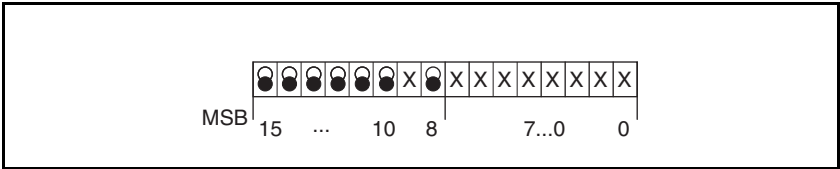


Figure 8.16 Status messages for operating mode

Parameter/ Signal	Description
Bit 10: Target reached :	0: Set speed not reached 1: Set speed reached (also with motor at standstill by "Halt")
Bit 12: speed=0	0: Motor is moving 1: Motor stopped
Bit 13: x_err	1: Error arisen
Bit 14: x_end	1: Operating mode finished
Bit 15: ref_ok	1: drive has valid reference point

- Operating mode finished

The operating mode is completed and motor standstill achieved by "Halt", by an error or after a preset default = 0.

8.5.6.1 Parameterisation

Overview The following overview shows the effect of the parameters which can be set for the velocity profile operating mode.

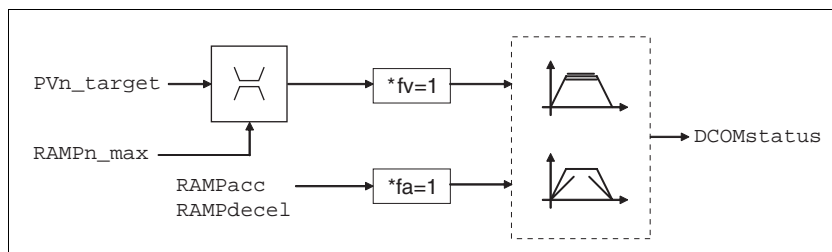


Figure 8.17 Operating mode velocity profile, effect of settable parameters

Set speed The set speed is transferred via 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.

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 speed profile velocity mode(8-32)	1/min	INT32	CANopen 60FF:0 _h
-	Maximum value is limited to the current setting in CTRL_n_max	0	INT32 R/W	Modbus 6938
-	The setting value is internally limited to the current parameter setting in RAMPn_max.		-	-

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
_n_act	Actual speed of the motor(8-48)	1/min	INT32	CANopen 606C:0 _h
NACT		-	INT16 R/-	Modbus 7696
STA-nRt			-	-
_n_actRAMP	Actual speed of the travel profile generator(8-48)	1/min	INT32	CANopen 606B:0 _h
-		-	INT32 R/-	Modbus 7948
-			-	-

8.5.7 Operating mode Homing

The operating mode can only be used with fieldbus control mode and can only be executed via fieldbus.

⚠ WARNING

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 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.

Trigger homing A homing is triggered via bit 4=1 in parameter `DCOMcontrol`.

Status messages The drive provides information concerning positioning via Bits 10 and 12 to 15 in the parameter `DCOMstatus`.

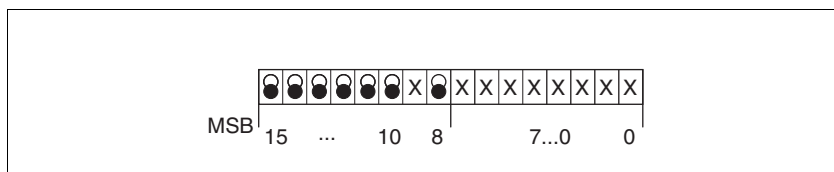


Figure 8.18 Status messages for operating mode

Parameter/ Signal	Description
Bit 10: Target reached :	0: Homing not finished 1: Homing finished (also when interrupted by "Halt")
Bit 12: Homing attained	1: Homing successfully completed
Bit 13: x_err	1: Error arisen
Bit 14: x_end	1: Homing completed, motor at a standstill
Bit 15: ref_ok	1: drive has valid reference point

8.5.7.1 Setting by parameters, general

There are various methods of homing which can be selected via the parameters `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(8-34)	-	INT8	CANopen 6098:0 _h
	1: LIMN with index pulse	1	INT16	Modbus 6936
	2: LIMP with index pulse	18	R/W	
	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 is set via the parameter `IOsigREF` to active 0 or active 1 of the reference switch $\overline{\text{REF}}$. A release of the switch is not required.

The parameters `IOsigLimp` and `IOsigLimN` are used to release the input signals $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ and the evaluation is set to active 0 or active 1.



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(8-49) 1 / normally closed: normally closed contact 2 / normally open: normally-open switch	- 1 1 2	UINT16 UINT16 R/W per. -	CANopen 3006:E _h Modbus 1564
-	The reference switch is only enabled while processing the reference movement to REF.			
IOsigLimN	LIMN signal evaluation(8-49) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally-open switch	- 0 1 2	UINT16 UINT16 R/W per. -	CANopen 3006:F _h Modbus 1566
IOsigLimP	LIMP signal evaluation(8-49) 0 / none: inactive 1 / normally closed: normally closed contact 2 / normally open: normally-open switch	- 0 1 2	UINT16 UINT16 R/W per. -	CANopen 3006:10 _h Modbus 1568

The parameters HM_n and HM_{n_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
HM _n	Setpoint speed for search for the switch(8-34) The setting value is internally limited to the current parameter setting in RAMP _{n_max} .	1/min 1 60 13200	UINT32 UINT16 R/W per. -	CANopen 6099:1 _h Modbus 10248
HM _{n_out}	Setpoint speed for retraction from switch(8-34) The setting value is internally limited to the current parameter setting in RAMP _{n_max} .	1/min 1 6 3000	UINT32 UINT16 R/W per. -	CANopen 6099:2 _h Modbus 10250

The parameter $HM_{p_homeusr}$ 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
HM _{p_homeusr}	Position on reference point(8-34) After successful reference movement this position value is automatically set at the reference point.	usr -2147483648 0 2147483647	INT32 INT32 R/W per. -	CANopen 3028:B _h Modbus 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 distance(8-34) 0: run-off check inactive >0: run-off in user-defined units	usr 0 0 2147483647	INT32 INT32 R/W per.	CANopen 3028:6 _h Modbus 10252
-	The switch must be disabled again inside this run-off, otherwise the reference movement is aborted		-	
HMsrchdisusr	Maximum search distance after traversing over the switch(8-34) 0: search distance processing inactive >0: search distance in user-defined units	usr 0 0 2147483647	INT32 INT32 R/W per.	CANopen 3028:D _h Modbus 10266
-	The switch must be disabled again inside this search distance, otherwise the reference movement is aborted		-	

8.5.7.2 Reference movement without index pulse

Description A reference movement without index pulse is set via the parameter HMmethod = 17 ... 30, see page 8-36.

The parameter HMdisusr can be used to set the distance to the switching edge.

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(8-39)	usr 1 200 2147483647	INT32 INT32 R/W per. -	CANopen 3028:7 _h Modbus 10254
-	After leaving the switch, the drive is still positioned in the work stroke 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.			

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).

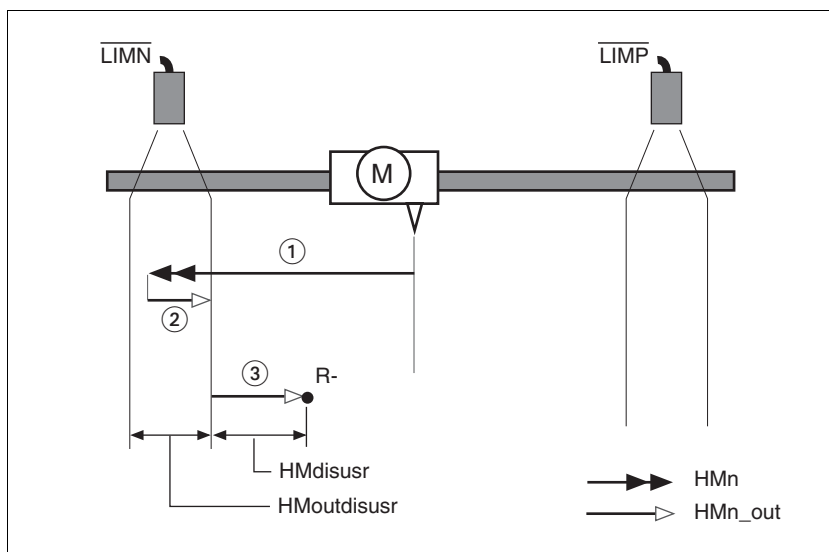


Figure 8.19 Reference movement to the negative limit switch

- (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).

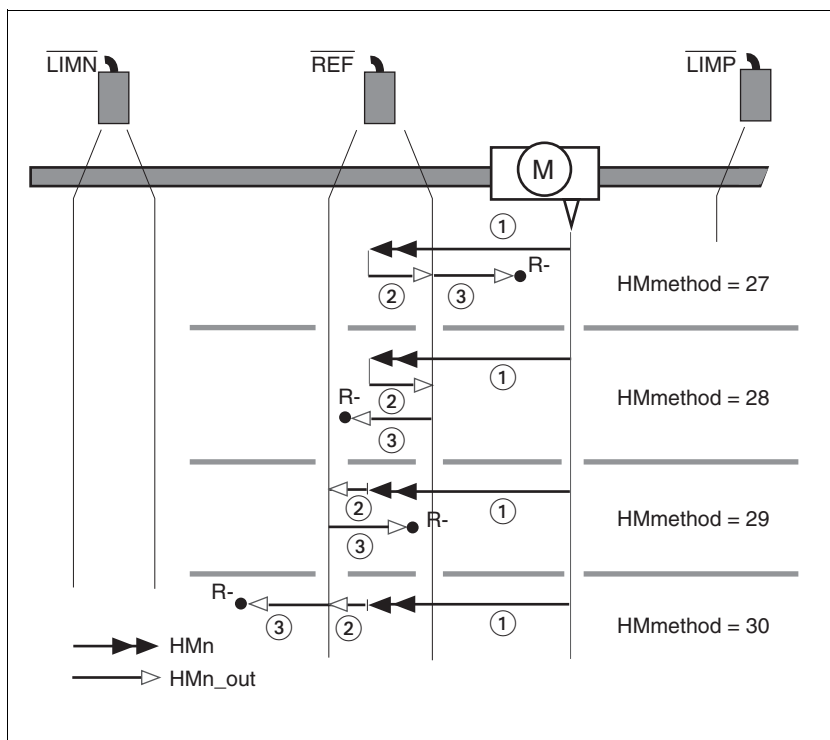


Figure 8.20 Reference movements to the reference switch

- (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 switch range (A2, B2).

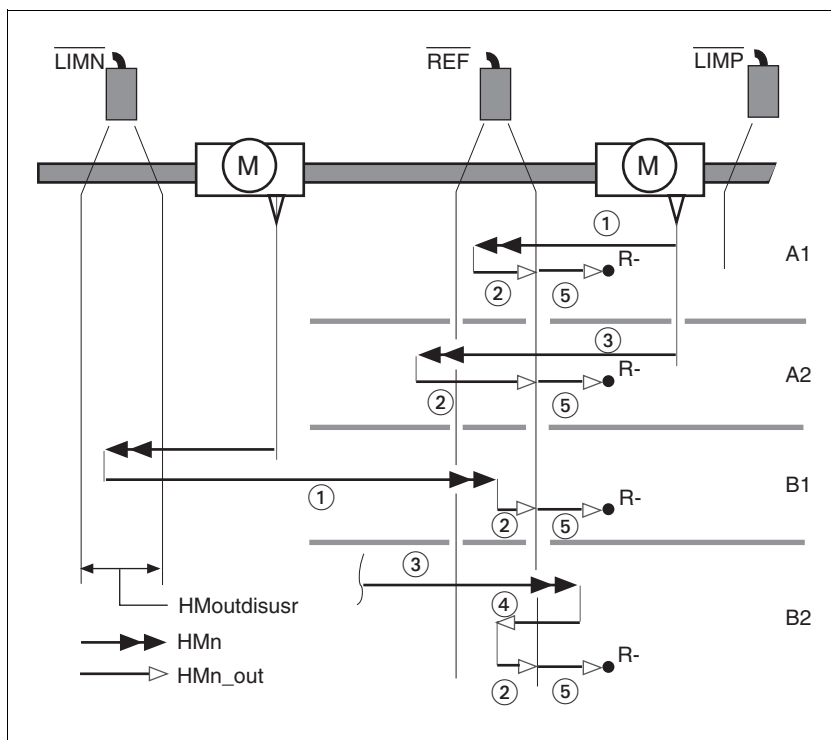


Figure 8.21 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching point 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 point with clearance speed

8.5.7.3 Reference movement with index pulse

Description A reference movement with index pulse is set via the parameter `HMmethod = 1 ... 14`, see page 8-36.

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 7.4.12 "Setting parameters for encoder" page 7-31. 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(8-42)	revolution 0.0000	INT32 INT32	CANopen 3028:C _h Modbus 10264
-	Reading value provides the value of the difference between the index pulse position and the position on the switching edge 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	R/- -	

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).

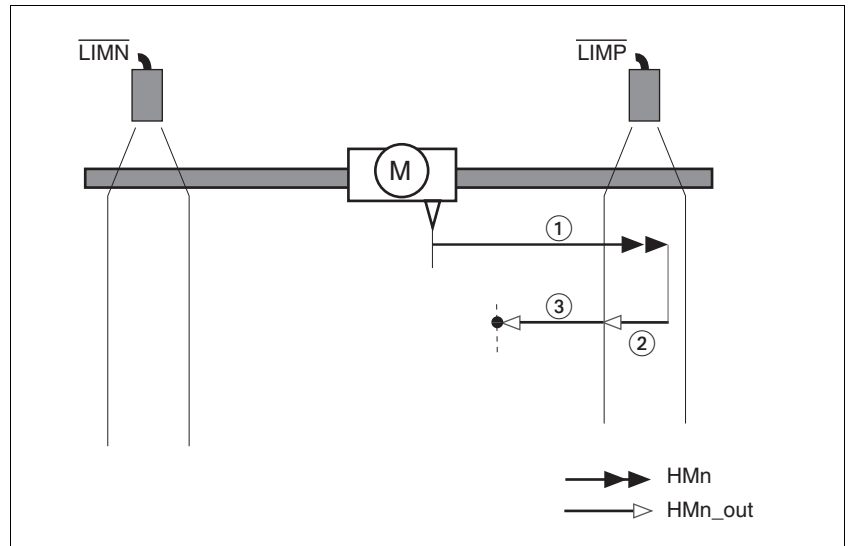


Figure 8.22 Reference movement to the positive limit switch

- (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).

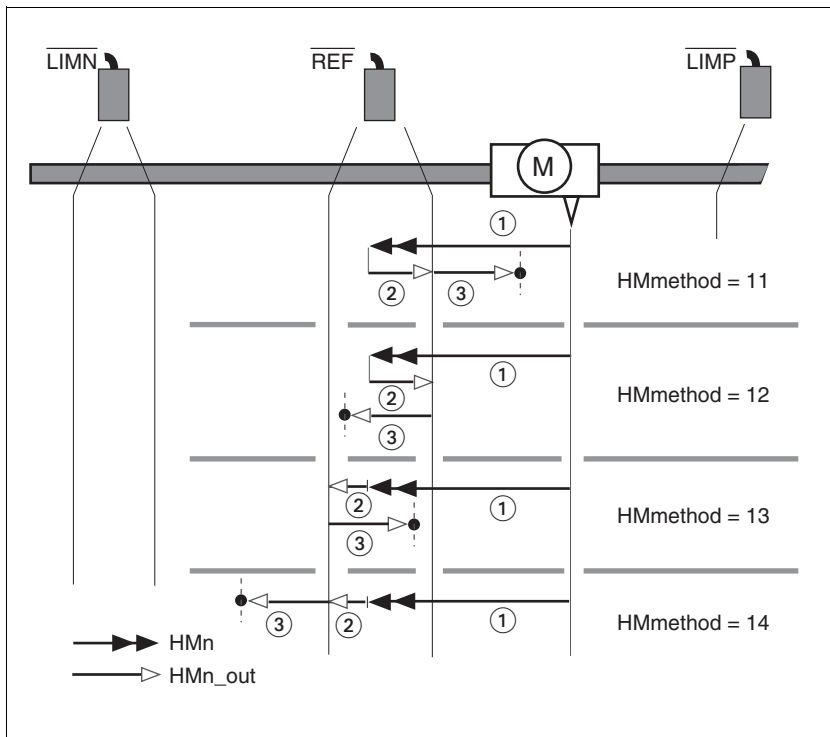


Figure 8.23 Reference movements to the reference switch

- (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 ($HMmethod = 11$). 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 movement when traversing through the switch range (A2, B2).

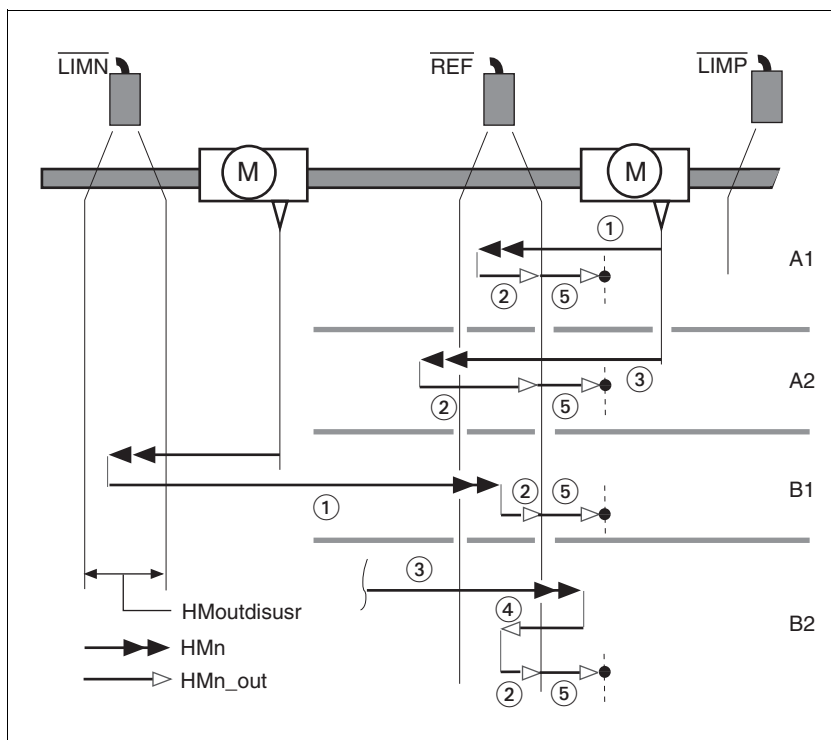


Figure 8.24 Reference movements to the reference switch

- (1) Movement to reference switch at search speed
- (2) Movement to switching point 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 to the index pulse is set via the parameter HMmethod = 33 and 34, see page 8-36.

Reference movement on index pulse In the following descriptions the reference movements are shown on the index pulse (HMmethod = 33 and 34).

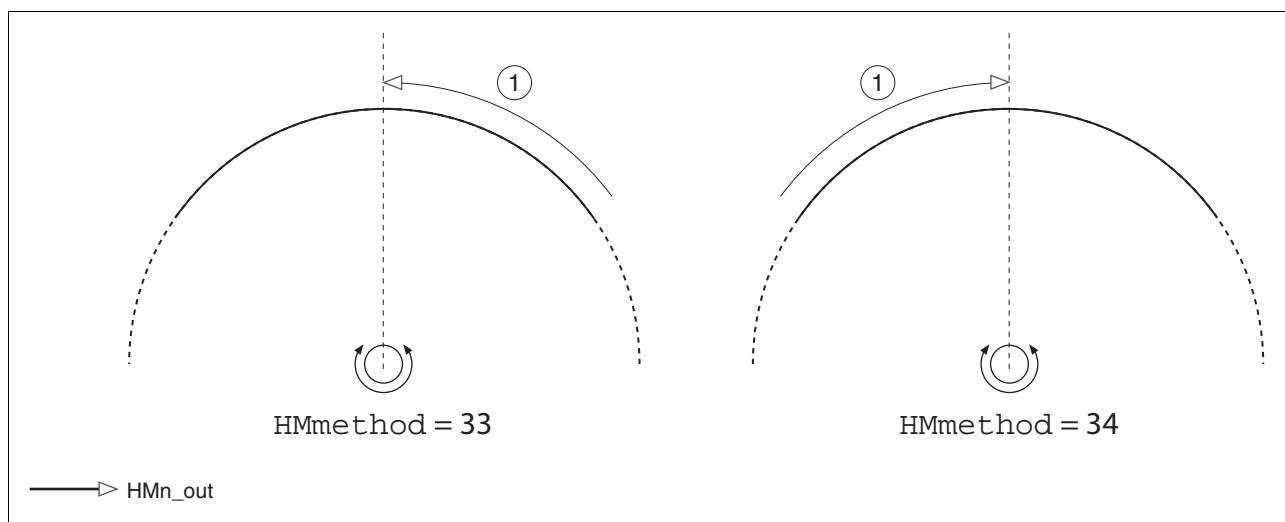


Figure 8.25 Reference movement on index pulse

(1) Movement on index pulse with clearance speed

8.5.7.5 Homing by dimension setting

Description A homing by set dimensions is set via the parameter `HMmethod = 35`, see page 8-36.

The current motor position is set at the position value in the parameter `HMp_setpusr`. 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
<code>HMp_setpusr</code>	Position for dimension setting(8-47)		INT32	CANopen 301B:16 _h
	Dimension setting position for homing method 35	0 usr	INT32 R/W	Modbus 6956
-			-	-

Example Dimension setting can be used to carry out a continuous motor movement without exceeding positioning limits.

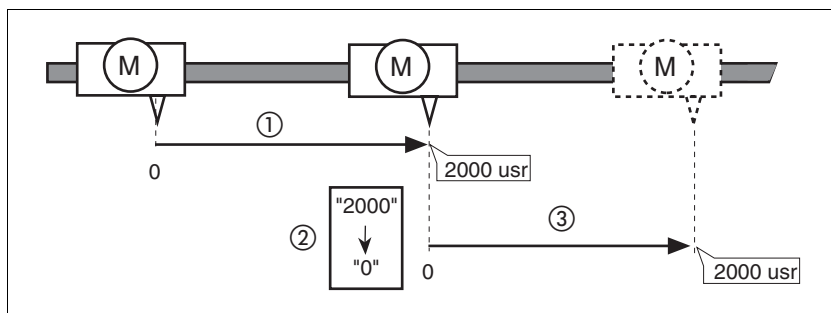


Figure 8.26 Positioning by 4000 usr units with dimension setting

- (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 position is done 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
<code>_p_refusr</code>	Setpoint position in user-defined units()	usr	INT32	CANopen 301E:C _h
	Value represents the setpoint position of the position controller	-	INT32 R/-	Modbus 7704
-			-	-

8.6 Functions

8.6.1 Monitoring functions

8.6.1.1 Status monitoring in movement mode

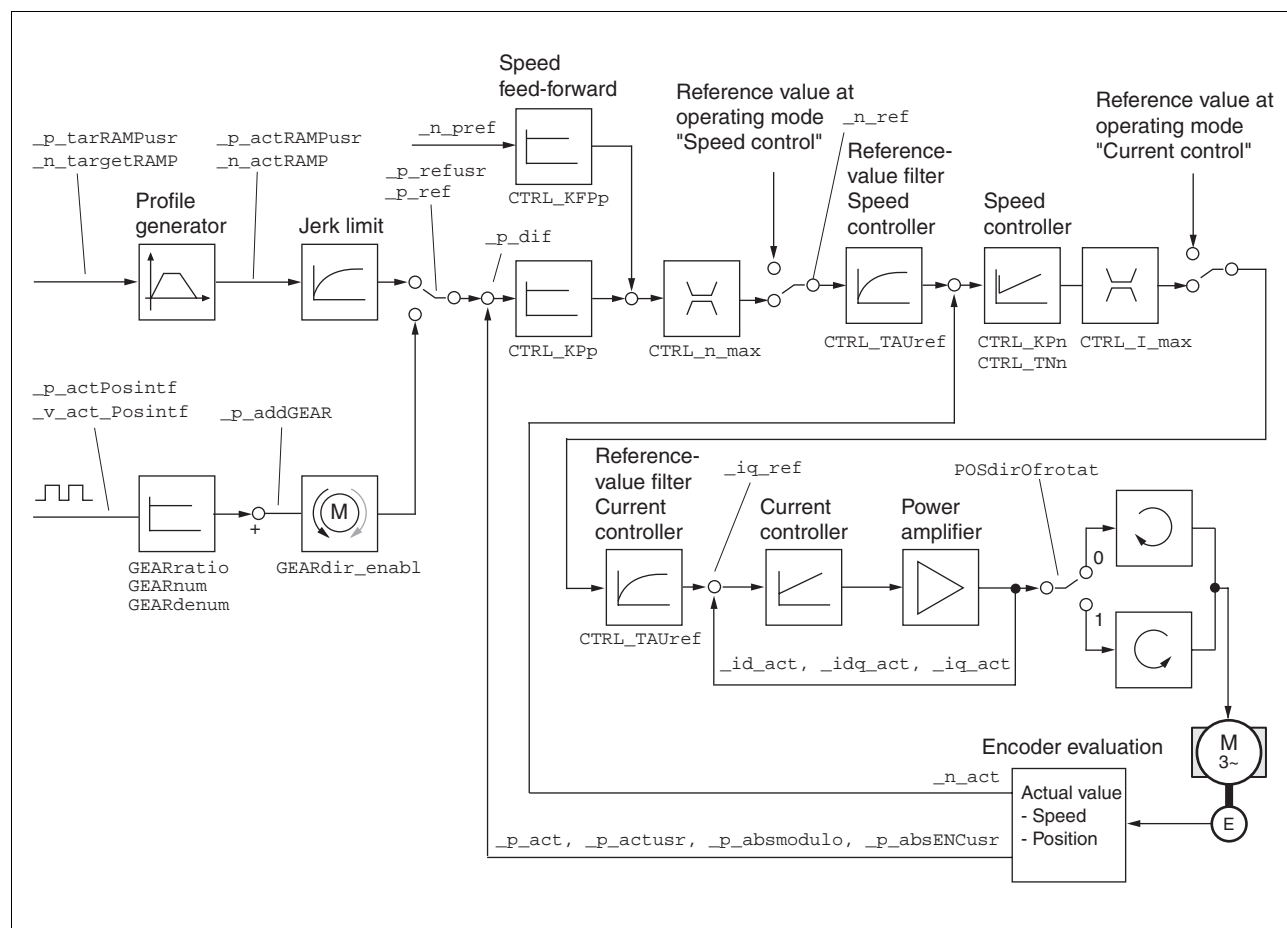


Figure 8.27 Status monitoring of the control loops

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`.

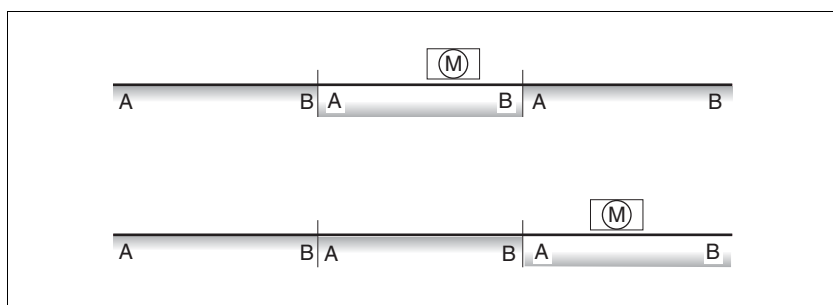


Figure 8.28 Positioning range

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 ($\text{ref_ok} = 1$). 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(8-49)		INT32	CANopen 607D:2 _h
-	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. -	Modbus 1544
SPVswLimNusr	negative position limit for software limit switch(8-49)		INT32	CANopen 607D:1 _h
-	see description of 'SPVswLimPusr'	-2147483648 usr	INT32 R/W per. -	Modbus 1546
SPV_SW_Limits	Monitoring the software limit switch(8-49)	-	UINT16	CANopen 3006:3 _h
-	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	0 0 3	UINT16 R/W per. -	Modbus 1542
	The software limit switch is only monitored after a successful homing ($\text{ref_ok} = 1$)			

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 in the controller software 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 parameters IOsigLimP and IOsigLimN are used to release the input signals $\overline{\text{LIMP}}$ and $\overline{\text{LIMN}}$ and the evaluation is set to active 0 or active 1.



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(8-49)	-	UINT16	CANopen 3006:F _h
	0 / none: inactive	0	UINT16	Modbus 1566
-	1 / normally closed: normally closed contact	1	R/W	
	2 / normally open: normally-open switch	2	per.	-
IOsigLimP	LIMP signal evaluation(8-49)	-	UINT16	CANopen 3006:10 _h
	0 / none: inactive	0	UINT16	Modbus 1568
-	1 / normally closed: normally closed contact	1	R/W	
	2 / normally open: normally-open switch	2	per.	-

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(8-49)	-	UINT16	CANopen 3006:E _h
-	1 / normally closed: normally closed contact	1	UINT16	Modbus 1564
-	2 / normally open: normally-open switch	2	R/W per. -	
The reference switch is only enabled while processing the reference movement to REF.				

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 2-4.

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- t dEU	device temperature(8-51)	°C	INT16 INT16 R/- - -	CANopen 301C:12 _h Modbus 7204
_Temp_act_M - -	Temperature motor(8-51) reasonable display is not possible for switching temperature sensors (for type of temperature sensor see parameter M_TempType)	°C -	INT16 INT16 R/- - -	CANopen 301C:11 _h Modbus 7202
_Temp_act_PA TPA STA- t PR	Temperature of the power amplifier(8-51)	°C -	INT16 INT16 R/- - -	CANopen 301C:10 _h Modbus 7200
M_T_max -	max. motor temperature(8-51)	°C	INT16 INT16 R/- - -	CANopen 300D:10 _h Modbus 3360

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PA_T_max -	maximum permissible temperature of the power amplifier(8-51)	°C	INT16 INT16 R/- per. -	CANopen 3010:7 _h Modbus 4110
PA_T_warn -	Temperature limit of the power ampli- fier(8-51)	°C	INT16 INT16 R/- per. -	CANopen 3010:6 _h Modbus 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(8-51)	%	INT16 INT16 R/-	CANopen 301C:13 _h Modbus 7206
-		-	- -	
_I2tl_mean_RES	Braking resistor load(8-51)	%	INT16 INT16 R/-	CANopen 301C:14 _h Modbus 7208
I2TR		-	- -	
STA-1, 2&7				
_I2t_peak_RES	Overload braking resistor maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:15 _h Modbus 7210
-	Maximum overload braking resistor that has occurred in the last 10 sec.	-	- -	
_I2t_act_PA	Overload power amplifier current(8-51)	%	INT16 INT16 R/-	CANopen 301C:16 _h Modbus 7212
-		-	- -	
_I2t_mean_PA	Power amplifier load(8-51)	%	INT16 INT16 R/-	CANopen 301C:17 _h Modbus 7214
I2TP		-	- -	
STA-1, 2&P				
_I2t_peak_PA	Overload power amplifier maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:18 _h Modbus 7216
-	Maximum overload power amplifier that has occurred in the last 10 sec.	-	- -	
_I2t_act_M	Overload motor current(8-51)	%	INT16 INT16 R/-	CANopen 301C:19 _h Modbus 7218
-		-	- -	
_I2t_mean_M	Motor load(8-51)	%	INT16 INT16 R/-	CANopen 301C:1A _h Modbus 7220
I2TM		-	- -	
STA-1, 2&M				
_I2t_peak_M	Overload motor maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:1B _h Modbus 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 conversion 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 errors of the position controller(8-51)	revolution 0.0000	UINT32 UINT32 R/W	CANopen 3011:F _h Modbus 4382
-	The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. Further information see SPV_p_maxDiff. A write operation resets the value again.	- 429496.7295 Fieldbus 0 4294967295	- - -	
_p_dif PDIF STA-P _d , F	Current variation between reference and actual position(8-51) Corresponds to the current control deviation of the position controller without consideration of any dynamic components. Note: difference from SPV_p_maxDiff	revolution -214748.3648 - 214748.3647 Fieldbus -2147483648 2147483647	INT32 INT32 R/- - -	CANopen 60F4:0 _h Modbus 7716
SPV_p_maxDiff	Max. permissible tracking error of position controller(8-51)	revolution 0.0001 1.0000 200.0000	UINT32 UINT32 R/W per.	CANopen 6065:0 _h Modbus 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 state of the monitoring signals(8-51)	-	UINT32 UINT32	CANopen 301C:7 _h Modbus 7182
-	Meaning see _SigLatched	-	R/- - -	

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	Stored state of the monitoring signals(8-51)	-	UINT32	CANopen 301C:8 _h
SIGS	Signal state:	-	UINT32	Modbus 7184
STA-5, 55	0: not activated 1: activated		R/- - -	
	Bit assignment Bit0: general error Bit1: limit switch (LIMP/LIMN/REF) Bit2: range exceeded (software limit switch, tuning) 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 in motor encoder Bit20: undervoltage 24VDC Bit21: overtemperature (power amplifier, motor) Bit22: tracking error Bit23: max. speed exceeded Bit24: PWRR inputs different Bit29: error in EEPROM Bit30: system run-up (hardware or parameter fault) Bit31: System error (e.g. Watchdog)			
	monitoring depends on the product.			
_WarnActive	Active warnings bit-coded(8-51)	-	UINT16	CANopen 301C:B _h
	Meaning of Bits see _WarnLatched	-	UINT16	Modbus 7190
-			R/- - -	

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(8-51)	-	UINT16	CANopen 301C:C _h
WRNS	Stored warning bits are erased in the event of a FaultReset.	-	UINT16	Modbus 7192
STA- <i>Warn</i>	Bits 10,11,13 are automatically deleted.		R/-	
	Signal state: 0: not activated 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			
	monitoring is product-dependent			
_actionStatus	Action word(8-51)	-	UINT16	CANopen 301C:4 _h
	Signal state: 0: not activated 1: activated	-	UINT16	Modbus 7176
-	Bit0: Class 0 error Bit1: Class 1 error Bit2: Class 2 error Bit3: Class 3 error Bit4: Class 4 error Bit5: reserved Bit6: drive stopped (actual speed _n_act [1/min] < 9) 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		R/-	
_StopFault	Fault number of the last interruption cause(8-51)	-	UINT16	CANopen 603F:0 _h
STPF		-	UINT16	Modbus 7178
FLT- <i>StopFault</i>			R/-	
			-	

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(8-51)	-	UINT16	CANopen 3005:B _h
-	1 / ErrorClass1 error class 1	1	UINT16	Modbus 1302
-	2 / ErrorClass2: error class 2	3	R/W	
-	3 / ErrorClass3: error class 3	3	per.	
			-	
SPV_Flt_AC	Error response to failure of a mains phase with 3-phase devices(8-51)	-	UINT16	CANopen 3005:A _h
-	1 / ErrorClass1 error class 1	1	UINT16	Modbus 1300
-	2 / ErrorClass2: error class 2	2	R/W	
-	3 / ErrorClass3: error class 3	3	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 **5503** (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.

Parameterisation

⚠ WARNING**UNINTENDED EQUIPMENT OPERATION**

The risk of unexpected movement is increased when the monitoring functions are disabled.

- 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(8-59)	-	UINT16	CANopen 3005:5 _h
	0 / off: off	0	UINT16	Modbus 1290
-	1 / on: on (default)	1	R/W per.	
		1	-	

8.6.1.5 Ground fault monitoring

Functional principle

The device continuously checks the motor phases for ground fault with the power amplifier enabled. An ground fault of one or more motor phases is detected. An ground fault of the DC bus or the braking resistor is not detected.

Parameterisation

⚠ WARNING**UNINTENDED EQUIPMENT OPERATION**

The risk of unexpected movement is increased when the monitoring functions are disabled.

- 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_GroundFlt	Ground fault monitoring(8-60)	-	UINT16	CANopen 3005:10 _h
	0 / off: Off	0	UINT16	Modbus 1312
-	1 / on: On (default)	1	R/W 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

With three-phase devices the mains phases are monitored for failure of a mains phase. An error response can be set in the parameter SPV_Flt_AC. The parameter SPV_MainsVolt.

The parameters SPV_Flt_AC and SPV_MainsVolt have no function with single-phase devices.

*Parameterisation***⚠ WARNING****UNINTENDED EQUIPMENT OPERATION**

The risk of unexpected movement is increased when the monitoring functions are disabled.

- 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_Flt_AC	Error response to failure of a mains phase with 3-phase devices(8-51)	- 1 2 3	UINT16 UINT16 R/W per. -	CANopen 3005:A _h Modbus 1300
-	1 / ErrorClass1 error class 1 2 / ErrorClass2 error class 2 3 / ErrorClass3 error class 3			
SPV_MainsVolt	Monitoring mains phases with 3-phase devices(8-61)	- 0 1 1	UINT16 UINT16 R/W per. expert	CANopen 3005:F _h Modbus 1310
-	0 / off: Off 1 / on: 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			

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.

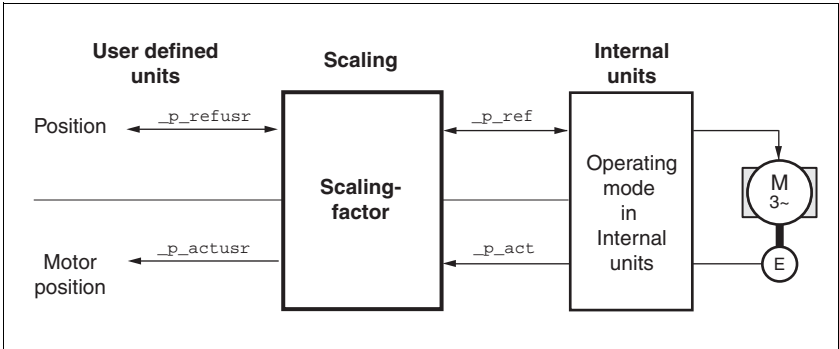


Figure 8.29 Scaling

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].

Scaling factor

=

Motor revolution [rev]

Change of the user position [usr]

Figure 8.30 Calculation of the scaling factor

Default scaling A value of 16384 user-defined units per motor revolution is set as the default scaling.

⚠

WARNING

UNINTENDED EQUIPMENT OPERATION

Changing the scaling changes the effect of the values in user-defined units. The same travel commands can therefore cause different movements.

•

Note that the scaling affects all relationships between the defaults and the drive movement.

•

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.

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8-62

AC servo drive

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(8-62)	revolution 1	INT32 INT32 R/W per.	CANopen 3006:8 _h Modbus 1552
-	:Definition of scaling factor	1 2147483647	-	
	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			
POSscaleDenom	Denominator of the position scaling factor(8-62)	usr 1	INT32 INT32 R/W per.	CANopen 3006:7 _h Modbus 1550
-	Description see numerator (POSscaleNum)	16384 2147483647	-	
	Acceptance of a new scaling factor is by transfer of the numerator			



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 power amplifier. Values in user-defined units are converted to internal units with the power amplifier active.

Examples There are 3 cases for the setting of the user-defined units.

- Scaling corresponds to the default scaling
1 motor revolution = 16384 user-defined units
=> every 8th motor position can be approached.
- Scaling corresponds to the motor resolution (minimum scaling)
1 motor revolution = 131072 user-defined units
=> every motor position can be approached.
- Scaling is less than the default scaling
1 motor resolution = 4096 user-defined units
=> every 32nd motor position can be approached.



In order to keep the same positioning movement of the motor after changing the scaling factor, the following persistent parameters must be matched, in addition to the user values of the application HMoutdisusr, HMdisusr, HMp_homeusr, HMsrchdisusr, JOGstepusr, SPVswLimPusr and SPVswLimNusr.

If the parameters are not adjusted, this can cause problems such as an error during the reference movement, because the distance to the switching 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
 $1 \text{ rad} = 1 \text{ U}/(2 * \pi)$
 $\pi = 3.1416$ (rounded)

User value = 1 usr

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 as a ramp function of the profile generator. The characteristic values of the ramp function 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 specified for the acceleration ramp via parameter RAMPacc for the deceleration ramp via RAMPdecel.

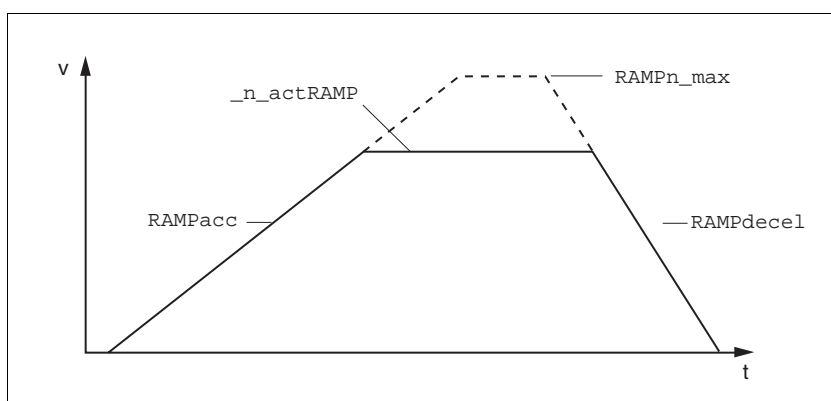


Figure 8.31 Acceleration and deceleration ramps

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(8-65)	(1/min)/s 30 600 3000000	UINT32 UINT32 R/W per. -	CANopen 6083:0 _h Modbus 1556
-				
RAMPdecel	Profile generator deceleration(8-65)	(1/min)/s 750 750 3000000	UINT32 UINT32 R/W per. -	CANopen 6084:0 _h Modbus 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 setpoint speed with operating modes with profile generation(8-65)	1/min 60 13200 13200	UINT32 UINT16 R/W per. -	CANopen 607F:0 _h Modbus 1554
-	<p>The parameters are effective in the following operating modes:</p> <ul style="list-style-type: none"> - point-to-point - profile velocity - homing - jog <p>If a higher setpoint speed is set in one of these operating modes, it is automatically limited to RAMPn_max. This makes it easy to run a commissioning with limited speed of rotation.</p>			

Jolt limiting The jolt limiting removes the jump-like acceleration changes to create a smooth, soft virtually jolt-free speed change.

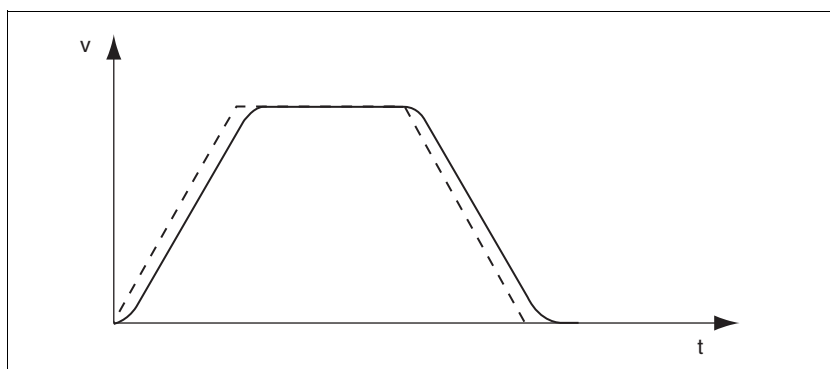


Figure 8.32 Speed curve with and dotted without jolt limitation

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	Jolt limiting() 0: off >0: Setting for filter processing time	ms 0 0 128	UINT16 UINT16 R/W per. -	CANopen 3006:D _h Modbus 1562
-	<p>The following values can be set:</p> <p>0: inactive</p> <p>1</p> <p>2</p> <p>4</p> <p>8</p> <p>16</p> <p>32</p> <p>64</p> <p>128</p> <p>Limits the acceleration change (jerk) of the setpoint position generation during the positioning transitions:</p> <p>Standstill - acceleration acceleration - constant movement constant movement - deceleration deceleration - standstill</p> <p>Processing in the following operating modes:</p> <ul style="list-style-type: none"> - profile velocity - point-to-point - jog - homing <p>Setting is only possible with inactive operating mode (x_end=1).</p> <p>Not active with braking process via moment ramp ("Halt" or "Quick Stop")</p>			

8.6.4 Quick Stop

⚠ WARNING**MOTOR WITHOUT A BRAKE**

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(8-68)	A _{pk}	UINT16	CANopen 3011:5 _h
LIQS	Max. current during braking via torque ramp	-	UINT16	Modbus 4362
SET-L, 95	resulting from an error with error class 1 or 2, and when a software stop is triggered	-	R/W 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 reset by a "Fault Reset".

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 range by the jog operation, see page 8-17.

8.6.5 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 `HALT` signal is cancelled during the braking procedure, the drive still runs down to standstill and only then accelerates again.

The "Halt" function can be set from any desired source (such as commissioning software or input signal `HALT`).

This is independent of the control mode that was set at "First Setup".

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(8-69)	A _{pk}	UINT16	CANopen 3011:6 _h
LIHA	Max. current during braking after Halt or termination of an operating mode.	-	UINT16	Modbus 4364
SET-L, hR	Maximum and default value settings depend on motor and power amplifier	-	R/W per.	
	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.

- $\text{ENABLE}/\overline{\text{LIMP}}/\text{CAP1}$ (CAP1)
- $\text{FAULT_RESET}/\overline{\text{LIMN}}/\text{CAP2}$ (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 Inc/rev.: 3662 rpm = 2 inc/ μs .

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 terminated 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
CapStatus	Status of capture units(8-70)	-	UINT16 UINT16	CANopen 300A:1 _h Modbus 2562
-	Read access: Bit 0: position capture by input CAP1 complete Bit 1: position capture by input CAP2 complete	-	R/- -	

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(8-70)	-	UINT16	CANopen 300A:4 _h
-	Value 0: abort capture function	0	UINT16	Modbus 2568
-	Value 1: start capture once	-	R/W	
-	Value 2: start capture continuously	2	-	
	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.			
Cap1Config	Configuration of capture unit 1(8-70)	-	UINT16	CANopen 300A:2 _h
-	0 = position capture at 1->0 switch	0	UINT16	Modbus 2564
-	1 = position capture at 0->1 switch	0	R/W	
		1	-	
Cap1Count	Capture unit 1 event counter(8-70)	-	UINT16	CANopen 300A:8 _h
-	Counts the capture events.	-	UINT16	Modbus 2576
-	Counter is reset when the capture unit 1 is enabled.	-	R/-	
			-	
Cap1Pos	Capture unit 1 captured position(8-70)	usr	INT32	CANopen 300A:6 _h
-	Captured position at the time of the "capture signal".	-	INT32	Modbus 2572
-	The captured position is recalculated after "set dimensions" or after a "homing".	-	R/-	
			-	
Cap2Activate	Capture unit 2 Start/Stop(8-70)	-	UINT16	CANopen 300A:5 _h
-	Value 0: abort capture function	0	UINT16	Modbus 2570
-	Value 1: start capture once	-	R/W	
-	Value 2: start capture continuously	2	-	
	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.			
Cap2Config	Configuration of capture unit 2(8-70)	-	UINT16	CANopen 300A:3 _h
-	0 = position capture at 1->0 switch	0	UINT16	Modbus 2566
-	1 = position capture at 0->1 switch	0	R/W	
		1	-	
Cap2Count	Capture unit 2 event counter(8-70)	-	UINT16	CANopen 300A:9 _h
-	Counts the capture events.	-	UINT16	Modbus 2578
-	Counter is reset when the capture unit 2 is enabled.	-	R/-	
			-	
Cap2Pos	Capture unit 2 captured position(8-70)	usr	INT32	CANopen 300A:7 _h
-	Captured position at the time of the "capture signal".	-	INT32	Modbus 2574
-	The captured position is recalculated after "set dimensions" or after a "homing".	-	R/-	
			-	

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 ($x_end = 0- >1$).

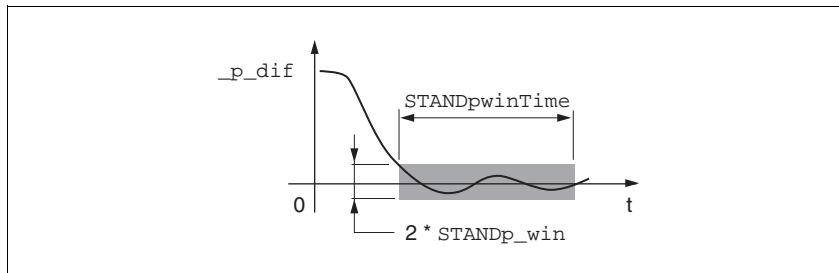


Figure 8.33 Standstill window

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(8-72)	revolution 0.0000 0.0010 3.2767	UINT32 UINT16 R/W per.	CANopen 6067:0 _h Modbus 4370
-	The control deviation for the standstill window time must lie in this range of values to allow recognition of the standstill of the drive.	Fieldbus 0 10 32767	-	
	The processing of the standstill window must be activated via the $STANDpwinTime$ parameter.			
STANDpwinTime	Standstill window, time(8-72)	ms 0 0 32767	UINT16 UINT16 R/W per.	CANopen 6068:0 _h Modbus 4372
-	0: Standstill window monitoring deactivated >0: Time in ms within which the control deviation must lie in the standstill window		-	
STANDpwinTout	Timeout for the standstill window monitor(8-72)	ms 0 0 16000	UINT16 UINT16 R/W per.	CANopen 3011:B _h Modbus 4374
-	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.			

8.6.8 Braking function with HBC

Inadvertent movement of the motor without current is prevented by the use of motors with a holding brake. The holding brake requires a holding brake control system HBC, see chapter "Accessories"

Holding brake controller The holding brake controller HBC 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 one cable with the wiring connections to the motor, safely disconnects the signal connections on the device in the event of a breakdown of the insulation of the motor cable.

The function "Brake release" is used to actuate the holding brake controller. The function must be configured to a signal output, see 8.6.9 "Configurable inputs and outputs".

In software version <1.201 the signal output ACTIVE1_OUT is used directly.

The function of the HBC and the holding brake can be tested, see 7.4.9 "Checking holding brake" page 7-28.

Settable parameters A time delay for release of the holding brake (BRK_trelease) and setting the holding brake (BRK_tclosE) can be configured.

Delayed release When the power amplifier is activated the parameter BRK_trelease implements a delayed response of the drive against the release (opening) of the holding brake.

The setting of the parameter BRK_trelease depends on the motor type and can be found in the motor data sheet.

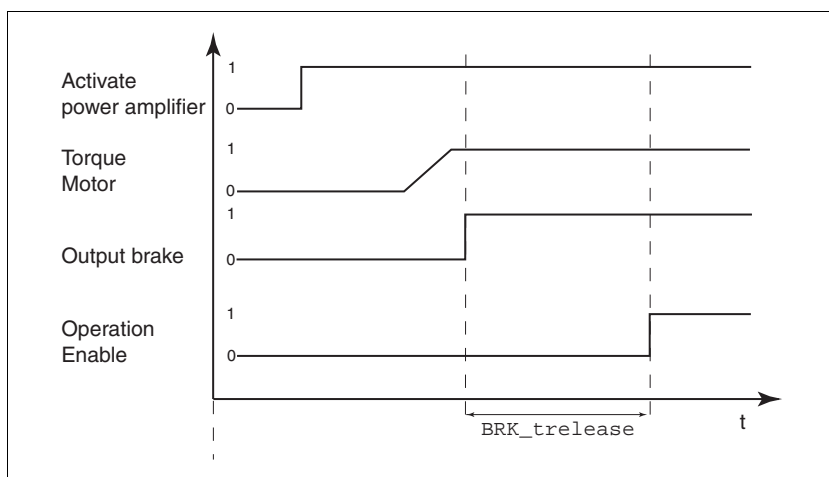


Figure 8.34 Releasing the holding brake

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/release of brake(8-73)	ms	UINT16	CANopen 3005:7 _h
BTRE		0	UINT16	Modbus 1294
DRC-brE		1000	R/W per. -	

Delayed application The holding brake is set when the power amplifier is disabled. The motor remains under current, however, for the time set on the parameter BRK_tc_{close}.

The setting of the parameter BRK_tc_{close} depends on the motor type and can be found in the motor data sheet.

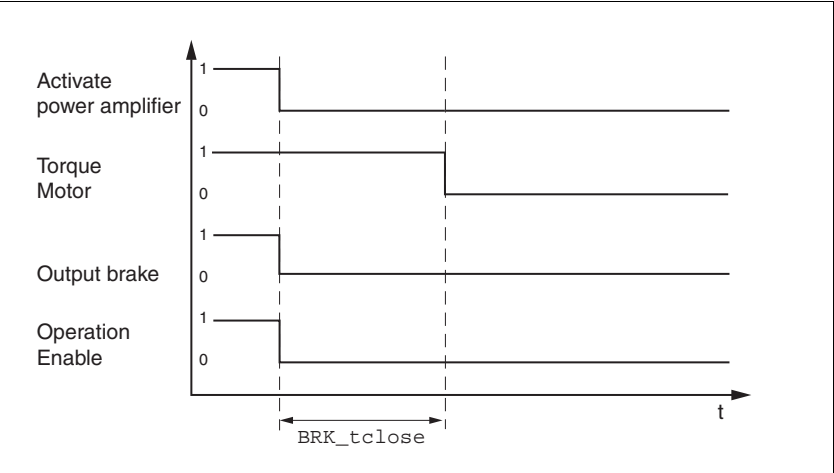


Figure 8.35 Applying the holding brake

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 closing the brake(8-73)	ms 0	UINT16	CANopen 3005:8 _h
BTCL		0	UINT16	Modbus 1296
DRC-brk _{CL}		1000	R/W per. -	

Voltage reduction If the voltage reduction on the HBC is activated, the voltage of the holding brake output is reduced after a delay time. This reduces the power loss of the holding brake by approx. 44%.

- Set the voltage reduction depending on the motor type with the switch "Voltage reduction".
Follow the instructions in the motor manual.
- (On) voltage reduction on, e.g. for motor type SER, VRDM3
- (Off) voltage reduction off, e.g. for motor type BSH, DSM4

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 Configurable inputs and outputs

⚠ WARNING

UNFORESEEN BEHAVIOUR OF INPUTS AND OUTPUTS

The functions of the inputs and outputs depend on the selected start-up operating mode and the settings of the corresponding parameters.

- Check that the wiring is appropriate for the settings.
- Only start the system if there are no persons or materials in the danger zone and the system can be operated safely.
- When commissioning carefully run tests for all operating statuses and fault cases.

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

Availability The function is available from software version 1.201.

Description The digital signal inputs and the digital signal outputs can be assigned to various functions.

The parameters `IOfunc_LI1`, `IOfunc_LI2`, `IOfunc_LI4` and `IOfunc_LI7` are available. The parameters `IOfunc_LO1`, `IOfunc_LO2` and `IOfunc_LO3` are available.

The digital signal inputs and outputs are assigned with functions depending on the start-up operating mode.

The signal input `ENABLE` is an exception. This signal input is always assigned with the "enable" function, see 8.3 "Operating states".

The digital signal inputs `PWRR_A` and `PWRR_B` are also always assigned with the safety function "Power Removal".

Current status The parameters `_IO_in_act` and `_IO_out_act` can be used to display the current status of the digital signal inputs and signal outputs.

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>_IO_LI_act</code>	Status of the digital inputs()	-	UINT16	CANopen 3008:F _h
-	Coding of the individual signals: Bit0: LI1 Bit1: LI2 ...	-	UINT16 R/- - -	Modbus 2078
Available from software version V1.201.				
<code>_IO_LO_act</code>	Status of the digital outputs()	-	UINT16	CANopen 3008:10 _h
-	Coding of the individual signals: Bit0: LO1_OUT Bit1: LO2_OUT ...	-	UINT16 R/- - -	Modbus 2080
Available from software version V1.201.				

Factory settings The following table shows the factory settings with local control mode depending on the start-up operating mode (jog, electronic gear, speed control and current control) and the factory settings with fieldbus control mode (CANopen / Modbus).

Pin Signal	Jog	Electronic gear	Speed control	Current control	CANopen / Modbus
CN1.33 LI1	Jog negative	No function / free available	No function / free available	No function / free available	Reference switch (REF)
CN1.34 LI2	Jog positive	Fault reset	Fault reset	Fault reset	Negative limit switch (LIMN)
CN1.35 LI3	Enable ¹⁾	Enable ¹⁾	Enable ¹⁾	Enable ¹⁾	Positive limit switch (LIMP) ¹⁾
CN1.36 LI4	Jog fast/slow	Halt	Halt	Halt	Halt
CN1.37 LI5	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾
CN1.38 LI6	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾	Power Removal ¹⁾
CN5.3/8 LI7	Enable2	Enable2	Enable2	Enable2	No function / free available
CN1.31 LO1_OUT	No fault	No fault	No fault	No fault	No fault
CN2.32 LO2_OUT	Brake release	Brake release	Brake release	Brake release	Brake release
CN5.4 LO3_OUT	Active	Active	Active	Active	Active

1) Function cannot be modified.

After modifying the start-up operating mode and switching the device off and on the signal inputs and signal outputs are preassigned corresponding to the factory settings.

8.6.9.1 Description of functions of the signal inputs

<i>No function / free available</i>	The "No function / free available" function does not have an internal-device function. The parameter <code>_IO_LI_act</code> .
<i>Fault reset</i>	An error message is reset with the function, see 8.3 "Operating states".
<i>Enable</i>	The power amplifier is enabled with the function, see 8.3 "Operating states".
<i>Halt</i>	A "Halt" is triggered with the function, see 8.6.5 "Halt".
<i>Power Removal</i>	The safety function "Power Removal" is triggered with the function, see 5.4 "Safety function "Power Removal"".
<i>Start profile positioning</i>	<p>The start signal (parameter <code>DCOMcontrol</code>, Bit4, new setpoint) is set for profile position operating mode via a digital input with the function. After transfer of the position values the start signal for a positioning by the fieldbus is not set in the parameter <code>DCOMcontrol</code>. The positioning is then executed with rising edge at the digital input.</p> <p>A positioning can also be started with the parameter <code>DCOMcontrol</code>. A start signal must not be pending at the digital input in this case.</p> <p>If the positioning cannot be executed, e.g. still no "Operation enable" operating status, an error message is not sent.</p>
<i>Enable positive motor move</i>	A movement in clockwise rotation is released or blocked with the function. The function is available in the start-up operating modes current control, speed control and electronic gear.
<i>Enable negative motor move</i>	The function corresponds to the operation of "Enable positive motor move", but a movement in counterclockwise rotation is enabled or blocked.
<i>Speed limitation</i>	A speed limitation is enabled with the function. The value for the speed limitation is set with the parameter <code>SPVn_lim</code> .
<i>Jog positive</i>	A jog movement in clockwise rotation is executed with the function, see 8.5.1 "Operating mode Jog".
<i>Jog negative</i>	A jog movement in counterclockwise rotation is executed with the function, see 8.5.1 "Operating mode Jog".
<i>Jog fast/slow</i>	The device switches between slow and fast jog with the function, see 8.5.1 "Operating mode Jog".
<i>Enable2</i>	The power amplifier is enabled with the function, see 8.3 "Operating states". The function is only possible if in the parameter <code>IOposInterfac</code> the value "PDinput" is set.
<i>Reference switch (REF)</i>	The operation of the reference switch is set with the function. See chapter 8.5.7 "Operating mode Homing".
<i>Positiv limit switch (LIMP)</i>	The operation of the positive limit switch is set with the function. See chapter 8.5.7 "Operating mode Homing" and chapter 8.6.1.2 "Positioning range".
<i>Negative limit switch (LIMN)</i>	The operation of the negative limit switch is set with the function. See chapter 8.5.7 "Operating mode Homing" and chapter 8.6.1.2 "Positioning range".

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVn_lim	Speed limitation via input()	1/min	UINT16	CANopen 3006:1E _h
NLIM	a speed limitation can be activated via a digital input.	1 10 9999	UINT16 R/W per.	Modbus 1596
SET-nL, n			-	
Available from software version V1.201.				

8.6.9.2 Configuration of signal inputs

The parameters IOfuncnt_LI1 to IOfuncnt_LI7 can be used to assign functions to the digital inputs.

The table below shows an overview of the signal inputs to which a function can be assigned. The table also shows the dependence on the start-up operating mode with local control mode.

Function	Jog	Electronic gear	Speed control	Current control
No function / free available	LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7
Fault reset	LI2	LI2	LI2	LI2
Enable	LI3 ¹⁾	LI3 ¹⁾	LI3 ¹⁾	LI3 ¹⁾
Halt	LI4	LI4	LI4	LI4
Power Removal	LI5/LI6 ¹⁾	LI5/LI6 ¹⁾	LI5/LI6 ¹⁾	LI5/LI6 ¹⁾
Enable positive motor move		LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7
Enable negative motor move		LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7
Speed limitation			LI1, LI2, LI4, LI7	LI1, LI2, LI4, LI7
Jog positive	LI1, LI2, LI4, LI7			
Jog negative	LI1, LI2, LI4, LI7			
Jog fast/slow	LI1, LI2, LI4, LI7			
Enable2	LI7	LI7	LI7	LI7

1) signal input cannot be configured.

The table below shows an overview in fieldbus control mode.

Function	CANopen / Modbus
No function / free available	LI1, LI2, LI4, LI7
Halt	LI4
Power Removal	LI5/LI6 ¹⁾
Start profile positioning	LI1, LI2, LI4, LI7
Reference switch (REF)	LI1
Positiv limit switch (LIMP)	LI3
Negative limit switch (LIMN)	LI2

1) signal input cannot be configured.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfunct_LI1	Function input LI1(8-75)	-	UINT16	CANopen 3007:1 _h
LI1	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1794
I-O-L1, 1	5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 20 / Reference switch (REF) / rEF: reference switch (REF) (only fieldbus control mode)	-	R/W per. -	
Available from software version V1.201.:				
IOfunct_LI2	Function input LI2(8-75)	-	UINT16	CANopen 3007:2 _h
LI2	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1796
I-O-L1, 2	2 / Fault reset / Fres: reset error message (only local control mode) 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 22 / Negative limit switch (LiMN) / LiMn: negative limit switch (LiMN) (only fieldbus control mode)	-	R/W per. -	
Available from software version V1.201.:				

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfuncn_LI4 LI4 I-O-L, 4	Function input LI4(8-75) 1 / No function / free available / nonE: no function / freely available 4 / Halt / HALt: Halt (only local control mode) 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow Available from software version V1.201.:	- - - -	UINT16 UINT16 R/W per. -	CANopen 3007:4 _h Modbus 1800
IOfuncn_LI7 LI7 I-O-L, 7	Function input LI7() 1 / No function / free available / nonE: no function / freely available 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 12 / Enable2 / EnA2: enable 2 input function 'Enable2' only effective is DEVcmdinterf = IODDevice AND IOposInter- fac = Pdinput Available from software version V1.201.	- - - -	UINT16 UINT16 R/W per. -	CANopen 3007:7 _h Modbus 1806

8.6.9.3 Description of functions of the signal outputs

<i>No function / free available</i>	The "No function / free available" function has the option of setting an output directly with the parameter <code>IO_LO_set</code> .
<i>No fault</i>	The function shows the error status, see 8.3.3 "Displaying the operating states".
<i>Active</i>	The function shows the operating status "Operation enable", see 8.3.3 "Displaying the operating states".
<i>Motor move disable</i>	The function shows whether a reference value is preset in a blocked direction of rotation. The function "Enable positive motor move" or "Enable negative motor move" must be configured for this.
<i>In position window</i>	The function monitors whether the motor is within a specific position deviation for a specific time. The position deviation determines the variation between the reference value default and the actual value. The parameter <code>SPVp_DiffWin</code> is used to define the position deviation. The parameter <code>SPVChkWinTime</code> is used to define the time.
<i>In speed window</i>	The function monitors whether the motor is within a specific speed deviation for a specific time. The speed deviation determines the variation between the reference value default and the actual value. The parameter <code>SPVn_DiffWin</code> is used to define the speed deviation. The parameter <code>SPVChkWinTime</code> is used to define the time.
<i>Speed threshold reached</i>	The function shows whether the motor is below a specific speed value for a specific time. The parameter <code>SPVn_Threshold</code> is used to define this speed value. The parameter <code>SPVChkWinTime</code> is used to define the time.
<i>Current threshold reached</i>	The function shows whether the motor is below a specific current value for a specific current value. The parameter <code>SPVi_Threshold</code> is used to set this current value. The parameter <code>SPVChkWinTime</code> is used to define the time.
<i>Halt acknowledge</i>	The function shows that the function "Halt" was triggered and the motor is at standstill.
<i>Brake release</i>	The function offers the option of using the signal as a control signal for a holding brake controller, see 8.3.3 "Displaying the operating states".

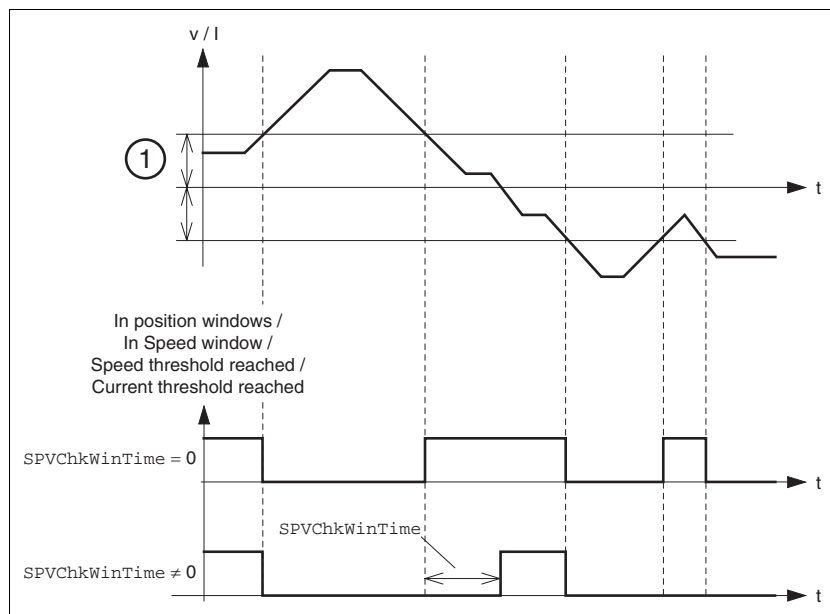


Figure 8.36 Output signals depending on SPVChkWinTime

- (1) Position deviation at "In position window"
 Speed deviation at "In speed window"
 Speed value at "Speed threshold reached"
 Current value at "Current threshold 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
IO_LO_set	Setting digital outputs directly()	-	UINT16	CANopen 3008:11 _h
-	Write access to output bits is only effective if the signal pin exists as output and the function of the output was set to 'freely available'.	-	UINT16 R/W	Modbus 2082
-	Coding of the individual signals: Bit0: LO1_OUT Bit1: LO2_OUT ...		-	
	Available from software version V1.201.			
SPVChkWinTime	Monitoring of time window()	ms	UINT16	CANopen 3006:1D _h
WINT	Setting of a time for the monitoring of position deviation, speed of rotation deviation, speed of rotation value and current value. If the control value for the set time is within the monitoring range, then the result of the monitoring is valid.	0	UINT16	Modbus 1594
SET- _{WINT}	The status can be output via a programmable output.	0 9999	R/W per.	
	Available from software version V1.201.		-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVp_DiffWin	Position deviation for "In position window"()	revolution	UINT16	CANopen 3006:19 _h
IN-P	It is checked whether the motor is below the deviation defined here for the time programmed via 'SPVChkWinTime'.	0.0000	UINT16	Modbus 1586
SET- _i n-P	The status can be output via a programmable output.	0.0010	R/W	
		0.9999	per.	
		Fieldbus	-	
		0		
		10		
	Available from software version V1.201.	9999		
SPVn_DiffWin	Speed deviation for "In speed window"()	1/min	UINT16	CANopen 3006:1A _h
IN-N	It is checked whether the motor is below the deviation defined here for the time programmed via 'SPVChkWinTime'.	-	UINT16	Modbus 1588
SET- _i n-n	The status can be output via a programmable output.	-	R/W	
		-	per.	
		-	-	
	Available from software version V1.201.			
SPVn_Threshold	Speed value for "Speed threshold reached"()	1/min	UINT16	CANopen 3006:1B _h
NTHR	It is checked whether the motor is below the value defined here for the time programmed via 'SPVChkWinTime'.	-	UINT16	Modbus 1590
SET- _n thr	The status can be output via a programmable output.	-	R/W	
		-	per.	
		-	-	
	Available from software version V1.201.			
SPVi_Threshold	Current value for "Current threshold reached"()	A _{pk}	UINT16	CANopen 3006:1C _h
ITHR	It is checked whether the motor is below the value defined here for the time programmed via 'SPVChkWinTime'.	0.00	UINT16	Modbus 1592
SET- _i thr	The status can be output via a programmable output.	0.00	R/W	
		99.99	per.	
		Fieldbus	-	
		0		
		0		
	As a comparative value the value from the parameter '_ldq_act' is used.	9999		
	Available from software version V1.201.			

8.6.9.4 Configuration of signal outputs

The parameters IOfunct_LO1 to IOfunct_LO3 can be used to assign functions to the digital outputs.

The following table shows an overview of the functions with local control mode depending on the start-up operating mode (jog, electronic gear, speed control and current control) and the factory settings with fieldbus control mode (CANopen / Modbus).

Function	Jog	Electronic gear	Speed control	Current control	CANopen / Modbus
No function / free available	•	•	•	•	•
No fault	•	•	•	•	•
Active	•	•	•	•	•
Motor move disable		•	•	•	
In position window		•			•
In speed window	•	•	•		•
Speed threshold reached	•	•	•	•	•
Current threshold reached				•	•
Halt acknowledge	•	•	•	•	•
Brake release	•	•	•	•	•

"•" means that the function at LO1_OUT, LO2_OUT or LO3_OUT is available.

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfunct_LO1	Function output LO1_OUT()	-	UINT16	CANopen 3007:9 _h
LO1	1 / No function / free available / none : no function / freely available	-	UINT16	Modbus 1810
I-O-Lo1	2 / No fault / nFlt : no error	-	R/W	
	3 / Active / Acti : operating readiness	-	per.	
	4 / Motor move disable / MdiS : direction of motion blocked		-	
	5 / In position window / in-p : position deviation within window			
	6 / In speed window / in-n : speed of rotation deviation within window			
	7 / Speed threshold reached / itHr : motor speed of rotation below programmed value			
	8 / Current threshold reached / ctHr : motor current below programmed value			
	9 / Halt acknowledge / HALT : Halt validation			
	10 / Brake release / Brak : actuation of holding brake			
Available from software version V1.201.				

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfuncn_LO2	Function output LO2_OUT()	-	UINT16	CANopen 3007:A _h
LO2	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1812
I-O-L02	2 / No fault / nFlt: no error	-	R/W	
	3 / Active / Acti: operating readiness	-	per.	
	4 / Motor move disable / MdiS: direction of motion blocked	-	-	
	5 / In position window / in-p: position deviation within window	-		
	6 / In speed window / in-n: speed of rotation deviation within window	-		
	7 / Speed threshold reached / itHr: motor speed of rotation below programmed value	-		
	8 / Current threshold reached / ctHr: motor current below programmed value	-		
	9 / Halt acknowledge / HALT Halt validation	-		
	10 / Brake release / Brak: actuation of holding brake	-		
	Available from software version V1.201.			
IOfuncn_LO3	Function output LO3_OUT()	-	UINT16	CANopen 3007:B _h
LO3	1 / No function / free available / nonE: no function / freely available	10	UINT16	Modbus 1814
I-O-L03	2 / No fault / nFlt: no error	-	R/W	
	3 / Active / Acti: operating readiness	-	per.	
	4 / Motor move disable / MdiS: direction of motion blocked	-	-	
	5 / In position window / in-p: position deviation within window	-		
	6 / In speed window / in-n: speed of rotation deviation within window	-		
	7 / Speed threshold reached / itHr: motor speed of rotation below programmed value	-		
	8 / Current threshold reached / ctHr: motor current below programmed value	-		
	9 / Halt acknowledge / HALT Halt validation	-		
	10 / Brake release / Brak: actuation of holding brake	-		
	Available from software version V1.201.			

8.6.10 Reversal of direction of rotation

The parameter `POSdirOfRotat` can be used to change 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 counterclockwise 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(8-86)	-	UINT16	CANopen 3006:C _h
PROT	0 / clockwise / clw: Clockwise	0	UINT16	Modbus 1560
DRC-Prot	1 / counter clockwise / cclw: Counterclockwise	0 1	R/W per. -	
	Interpretation: The drive rotates clockwise with positive speeds, looking onto the motor shaft at the flange.			
	NOTE: 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 a positive direction must be connected to the input LIMP, and vice versa.			
	NOTE: A change of the setting is not activated until the unit is switched on again			

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.

The absolute position of the motor is changed by reversing the direction of rotation `_p_absworkusr`, which is read from the encoder, and the actual position calculated 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.

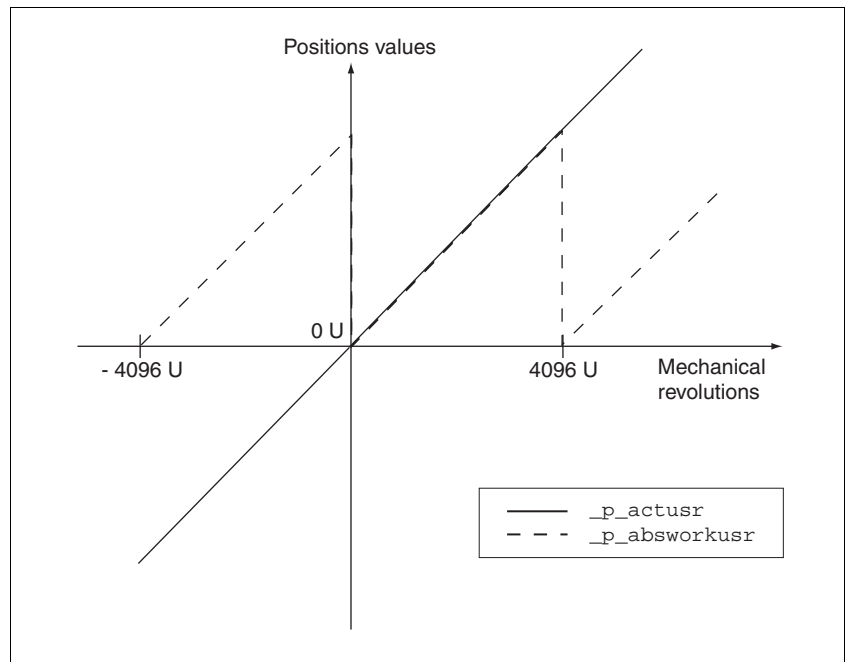


Figure 8.37 Position values without direction reversal

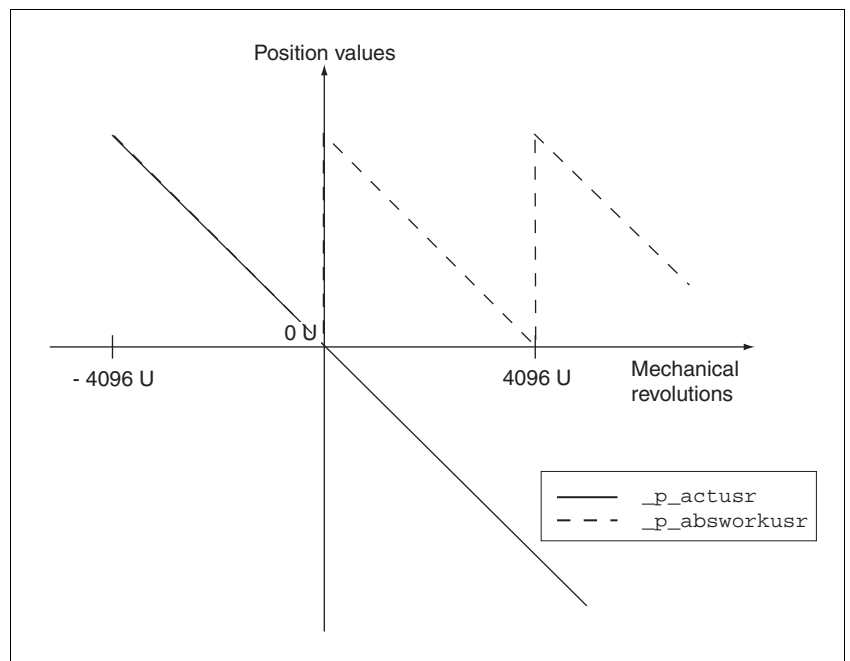


Figure 8.38 Position values with direction reversal

8.6.11 Restoring default values

8.6.11.1 Restore status after "First Setup"

The parameter `PARuserReset` is used to restore the status after "First setup". All parameter values are reset to default values, with the exception of the communication parameters, the control mode and the logic type.

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(8-88)	-	UINT16	CANopen 3004:8 _h
-	1: Set the user parameters to default values. All parameters are reset, with the exception of: - communications parameters - definition of direction of rotation - signal selection of position interface - device control - logic type - start-up operating mode for 'Local Control Mode' - ESIM settings - IO functions IMPORTANT: The new settings are not backed up to the EEPROM!	0 - 1	UINT16 R/W - -	Modbus 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.*

8.6.11.2 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 settings (default values)(8-88)	-	R/W	
FCS		0	-	
DRC-FL5	1: Set all parameters to default values and back up in the EEPROM. A factory setting can be triggered by HMI or commissioning software. The storing process is complete if a 0 is returned when reading the parameters. NOTE: The default state only becomes active at the next start-up.	- 3	-	

- Factory setting via HMI* ► Set *drE* and then *F£5* on the HMI and confirm your selection with *YE5*.

All parameter values are reset to the default values. See "First Setup", page 7-13

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 7-13

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.

8.6.11.3 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. The controller supply voltage 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 - Transfer".
- 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 local control mode

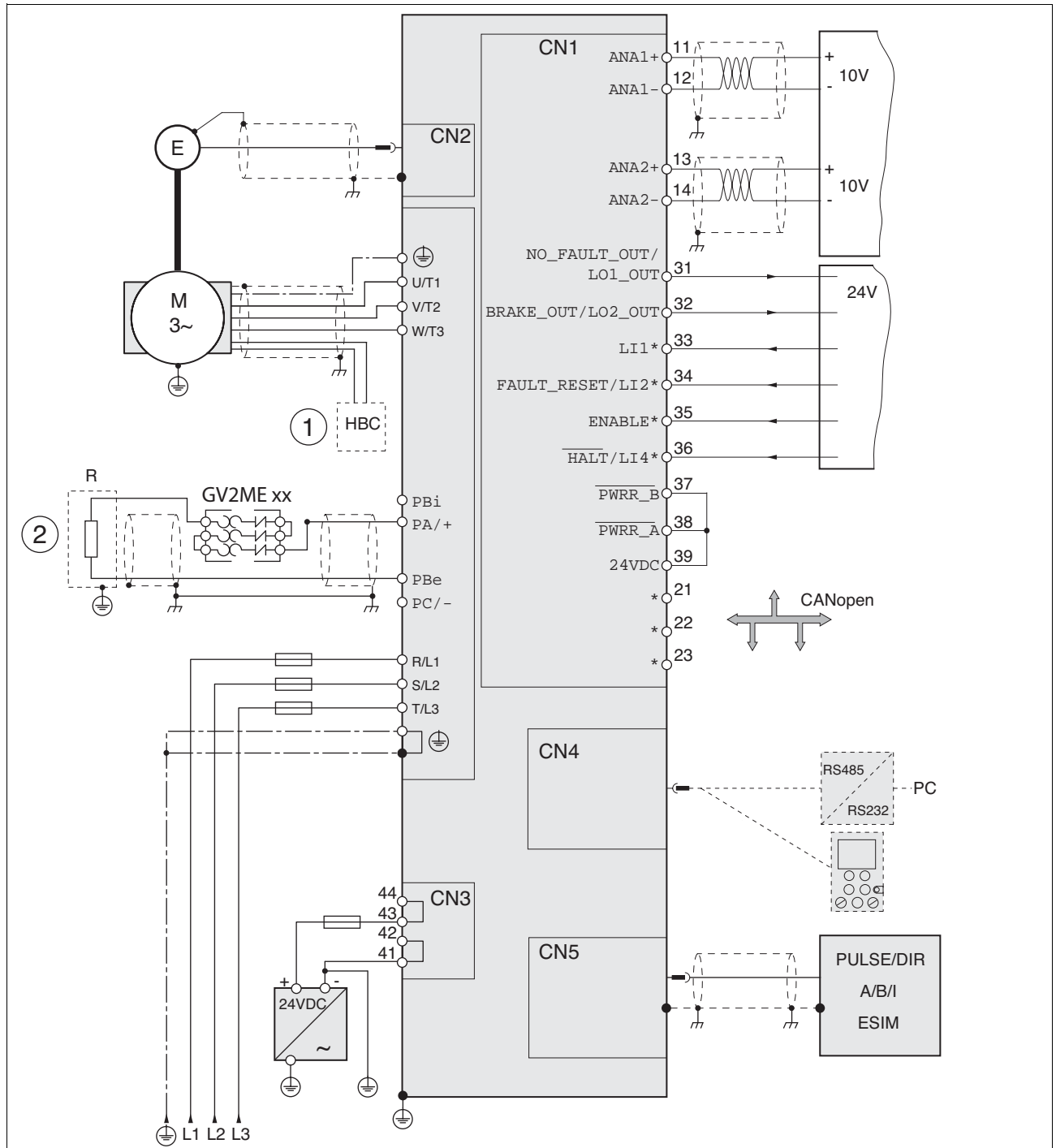


Figure 9.1 Wiring example

- (*) other signal assignment in control mode fieldbus
- (1) Optional: Holding brake controller
- (2) Optional: external braking resistor

9.2 Wiring fieldbus control mode

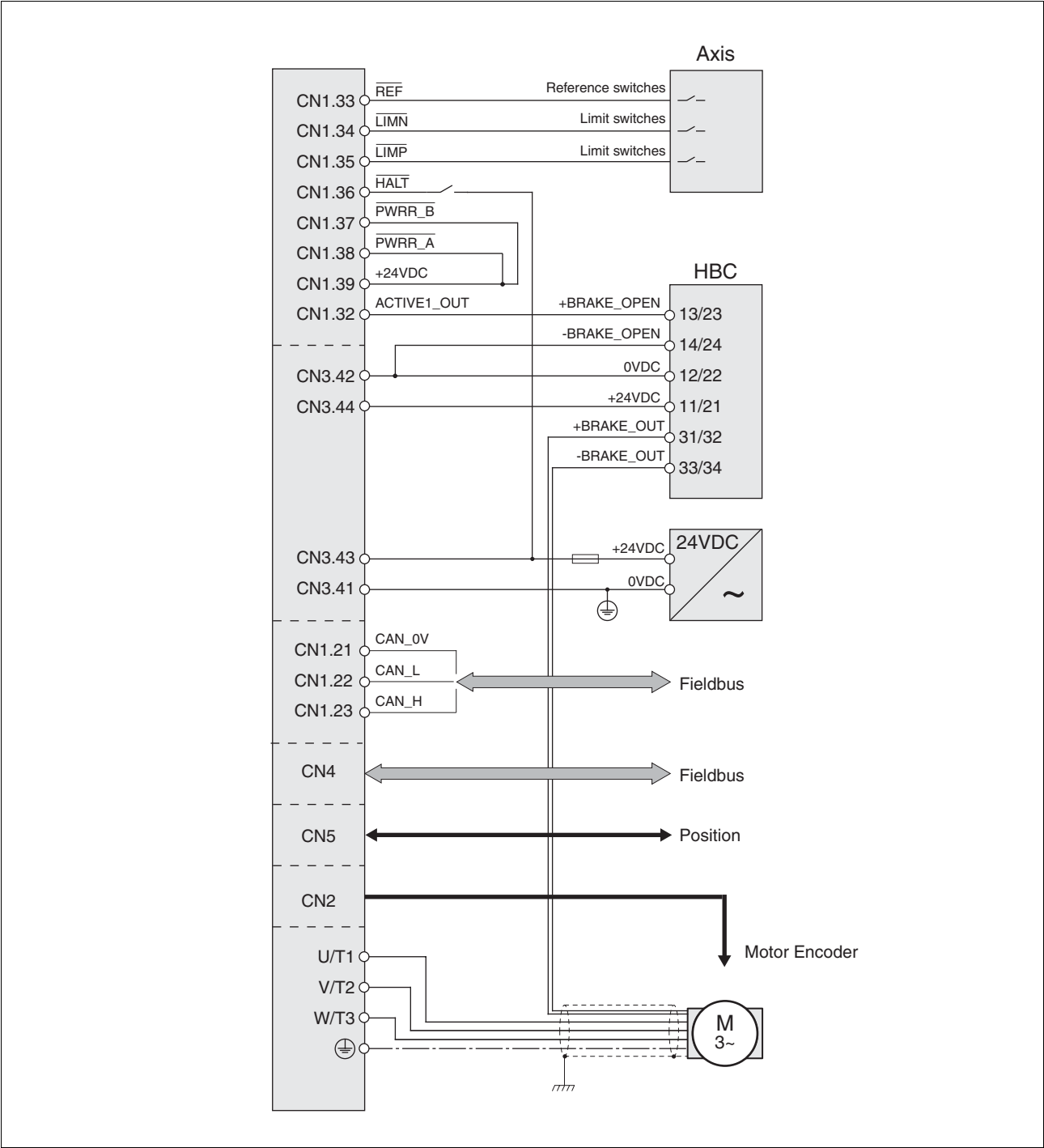


Figure 9.2 Wiring example

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9.3 "Power Removal" wiring

Using the safety functions integrated in this product requires careful planning. For more information see 5.4 "Safety function "Power Removal"" on page 5-3.

9.4 Parameterisation local control mode

The following examples show settings for the current control, speed control and electronic gear modes. The control is local (I/O Mode), the set value preselection via the analogue inputs.

The parameters are set on the HMI in the following examples.

Requirements:

- The motor shaft should not yet be coupled with the system mechanism.
- The analogue inputs are already wired up.
- The "First Setup" and the settings for the basic parameters and limiting values have been carried out during commissioning.
- The power amplifier is ready to switch on, i.e the status display on the HMI shows *rdy*.

Example A: Current control

- ▶ Set the default operating mode to current control. Under *drC - / i o - n* select the entry *Curr*.
- ▶ The set current should be preset to 200 mA at 10V using ANA1+. Select under *SEt - / R li S* the value *0.20*.
- ▶ The motor speed should be limited using ANA2+. Under *drC - / R2n* select the entry *SPEd*.
- ▶ The limit value of the motor speed should be 6000 rpm at 10 V. Select under *drC - / R2n* the value *6000*.
- ▶ Check the speed limiter.
Start the motor for this (input signal *ENABLE*). Set ANA1+ to maximum and limit it using ANA2+. Read off the speed value under *SEtR - / nRCE*.
- ▶ Check the actual current value. Read off the value under *SEtR - / RCE*.

- Example B: Speed control*
- ▶ Set the default operating mode to speed control. Under *drC- / , a-n* select the entry *SPEd*
 - ▶ The motor speed should be preset to 1500 r.p.m. at 10V using ANA1+. Select under *SEt- / R InS* the value *1500*.
 - ▶ The motor current should be limited using ANA2+. Under *drC- / RZn* select the entry *Lurr*
 - ▶ The limit value of the motor current should be 0.5 A at 10 V. Select under *drC- / RZ, n* the value *500*.
 - ▶ Check the current limiter
Start the motor for this (input signal *ENABLE*). Set ANA1+ to maximum and limit it using ANA2+. Read off the current value under *StR- / , RLE*.
 - ▶ Check the current speed. Read off the value under *StR- / nRLE*.
- Example C: Electronic gear*
- ▶ Set the default operating mode to electronic gear. Under *drC- / , a-n* select the entry *GERr*
 - ▶ The gear ratio should be selected from a list of presets and should be 2000. Select under *SEt- / GFR* the value *2000*.
 - ▶ Check the current speed. Input the reference signals (pulse/direction or A/B/I) at the CN5 interface and start the motor (input signal *ENABLE*). Read off the value under *StR- / nRLE*.

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.
- 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).
 - 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).
- The system manufacturer is responsible for compliance with all applicable regulations relevant to grounding the drive system.
- Many components, including printed wiring boards, operate at mains voltage. Do not short-circuit DC bus or 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.

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 device 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 device off.

The occurrence of an event is signalled by the device as follows:

Event	Status	HMI-display	Entry for last interruption cause (_StopFault)	Entry in error memory
Halt	Operation Enabled	$hRLt$	-	-
Software-Stop	Quick Stop active	$StoP\ R306$	E A306	-
Hardware limit switch (e.g. \overline{LIMP})	Quick Stop active	$StoP\ R302$	E A302	E A302
Error with error class 1, e.g. tracking error with error class 1	Quick Stop active	$StoP\ R320$	E A320	E A320
Error with error class >1, e.g. tracking error with error class 3	Fault	$FLt\ R320$	E A320	E A320

HMI, commissioning software and fieldbus indicate whether the safety function has been triggered by $\overline{PWRR_A}$ or $\overline{PWRR_B}$. 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 10-14.

10.3.1 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 status diagram is shown graphically as a flow chart.

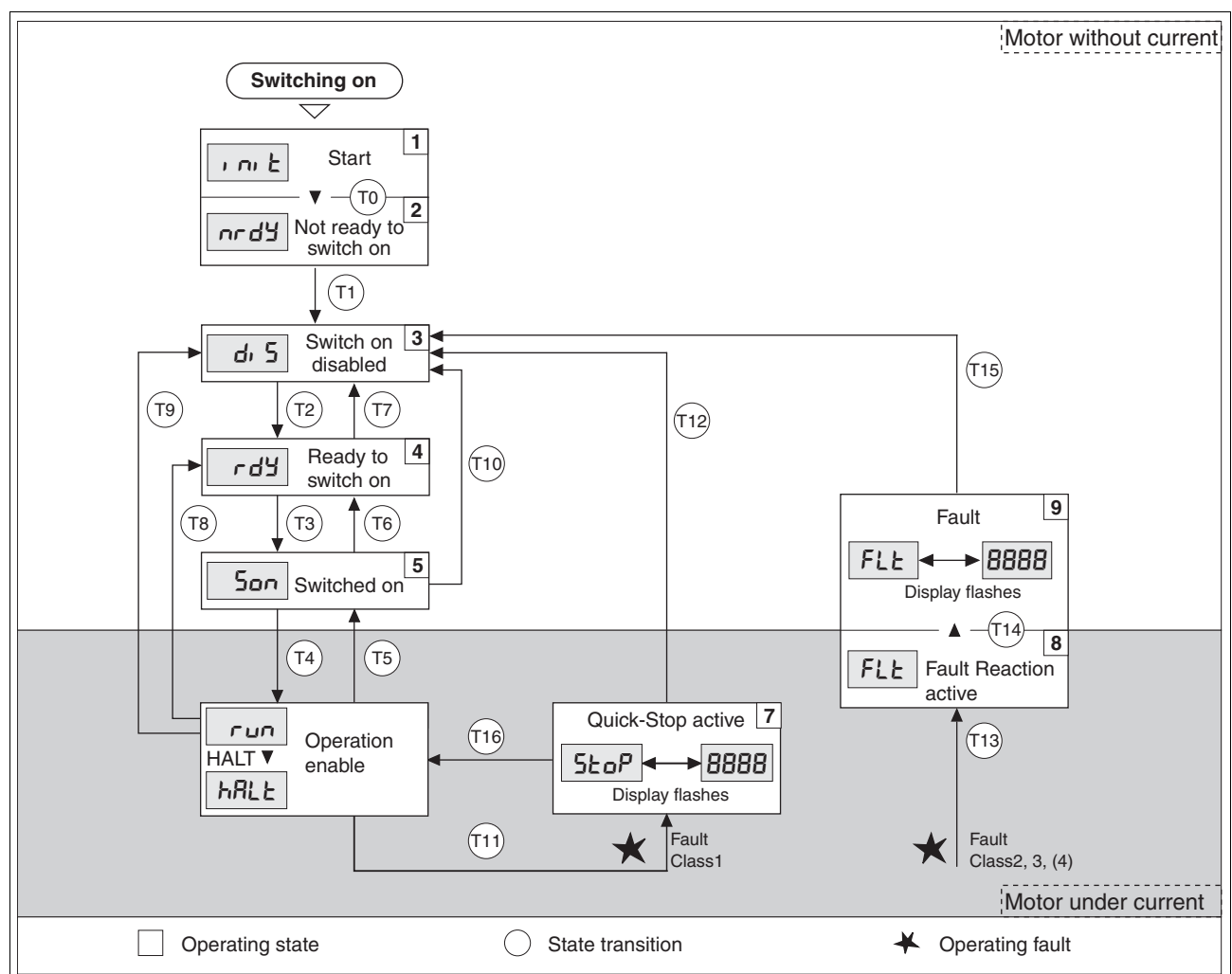


Figure 10.1 Status diagram

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>not ready</i>	2 Not ready to switch on	The power amplifier is not ready to switch on ¹⁾
<i>dis</i>	3 Switch on disabled	Switching on the power amplifier is disabled
<i>ready</i>	4 Ready to switch on	The power amplifier is ready to switch on
<i>stop</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 fault condition

1) The device must be switched off and switched on again

Status transitions Status transitions are triggered by an input signal, a fieldbus command (with fieldbus control mode only) or as a response to a monitoring signal.

Transi- tion	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, $PWRR_A$ and $PWRR_B = +24V$, actual speed: <1000 1/min, fieldbus command: Shutdown ²⁾ 	-
T3	4 -> 5	<ul style="list-style-type: none"> Input signal ENABLE 0 -> 1 (local control mode) Fieldbus command Switch On (fieldbus control mode) 	
T4	5 -> 6	<ul style="list-style-type: none"> Automatic transition if input signal ENABLE still set (local control mode) Fieldbus command Enable Operation (fieldbus control mode) 	Activate power amplifier motor phases, ground, user parameters are checked release brake
T5	6 -> 5	<ul style="list-style-type: none"> Input signal ENABLE 0 -> 1 (local control mode) Fieldbus command Disable Operation (fieldbus control mode) 	Interrupt task with "Halt" Brake actuated Disable power amplifier
T6	5 -> 4	<ul style="list-style-type: none"> Fieldbus command Shutdown 	

Transi- tion	Operating status	Condition / result ¹⁾	Response
T7	4 -> 3	<ul style="list-style-type: none"> DC bus undervoltage Actual speed: >1000 1/min (e.g. by auxiliary drive) $\overline{\text{PWRR_A}}$ and $\overline{\text{PWRR_B}}$ = 0V Fieldbus command Disable voltage (fieldbus control mode) 	-
T8	6 -> 4	<ul style="list-style-type: none"> Fieldbus command Shutdown 	Deactivate power amplifier immediately
T9	6 -> 3	<ul style="list-style-type: none"> Input signal <code>ENABLE 1</code> -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	Deactivate power amplifier immediately
T10	5 -> 3	<ul style="list-style-type: none"> Input signal <code>ENABLE 1</code> -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	
T11	6 -> 7	<ul style="list-style-type: none"> Class 1 error Fieldbus command Quick Stop (fieldbus control mode) 	Interrupt travel command with "Quick Stop"
T12	7 -> 3	<ul style="list-style-type: none"> Input signal <code>ENABLE 1</code> -> 0 (local control mode) Fieldbus command Disable voltage (fieldbus control mode) 	Deactivate 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"> Input signal <code>FAULT_RESET</code> 0 -> 1 (local control mode) Fieldbus command Fault Reset (fieldbus control mode) 	Error is reset (cause of error must be corrected).
T16	7 -> 6	<ul style="list-style-type: none"> Input signal <code>FAULT_RESET</code> 0 -> 1 (local control mode) Fieldbus command Fault Reset (fieldbus control mode) Fieldbus command Enable Operation ³⁾ (fieldbus control mode) 	Local control mode Specified operating mode is automatically continued (cause of error must be corrected).

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

2) Only required with fieldbus control mode, fieldbus CANopen and parameter DCOMcompatib = 1

3) Only possible if operating status was triggered via fieldbus

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 \underline{nrdY}* The product persists in switch-on state \underline{nrdY} (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 $\underline{d}5$* If the product comes to a stop in status $\underline{d}5$ (DIS), the DC bus voltage has failed or the $\overline{PWRR_A}$ and $\overline{PWRR_B}$ safety inputs have no power.
- ▶ Check the following:
 - Are the $\overline{PWRR_A}$ and $\overline{PWRR_B}$ safety inputs enabled? If not required, these two inputs should be set to +24V.
 - Check the installation of the analogue and digital signal connections. Pay particular attention to the minimum assignment, see page 6.3.17 "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?
- Special condition for devices with CANopen fieldbus: For devices with fieldbus control mode and CANopen note the setting of the `DCOMcompatib` parameter. Depending on the setting of this parameter the device remains in status $\underline{d}5$ after being switched on.
- Status display \underline{FLt}* The display flashes alternately with \underline{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 device cannot correctly start up the motor without a motor encoder signal.
- Status display \underline{StoP}* The HMI displays \underline{StoP} (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.
- ▶ Correct the cause of the error and reset the error message.
- State display \underline{LdoG}* The display shows \underline{LdoG} (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.

- Last cause of interruption*
- ▶ Press the ENT button on the HMI to reset the current error message.
 - ▶ Change to the *FLt* menu. The last cause of interruption (parameter *_StopFault*) is displayed as an error number, see 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 6.3.18 "Connection to PC or remote terminal (CN4)" from page 6-49.
- Select "Diagnosis-Error memory". A dialogue box which displays the error messages appears.

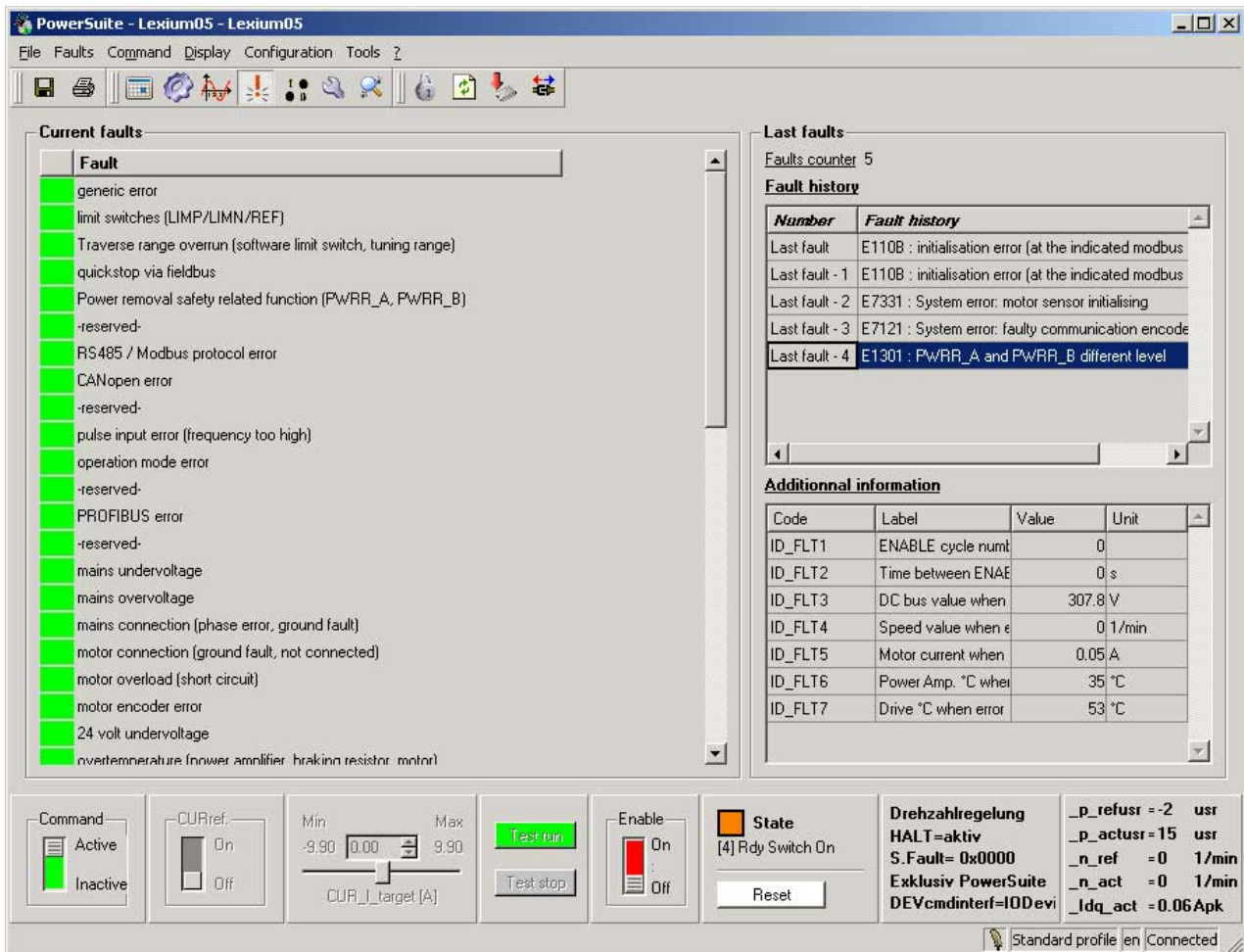


Figure 10.2 Error messages

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".

- Correct 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 via fieldbus

Error display by status word The error is first displayed via the parameter `.DCOMstatus`. The display takes place by changing the operating state and setting the error bits Bit 13 `x_err`.

cause of last interruption The error number of the last cause if interruption can be read with the parameter `_StopFault`. 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(10-9)	-	UINT16	CANopen 303B:4 _h
	1: Erases all entries in the error memory	0	UINT16	Modbus 15112
-	The erasing process is complete when a 0 is returned when reading.	-	R/W	
		1	-	
FLT_MemReset	Reset the error memory read pointer(10-9)	-	UINT16	CANopen 303B:5 _h
	1: Set error memory read pointer to oldest error entry.	0	UINT16	Modbus 15114
-		-	R/W	
		1	-	
			-	

The error memory can only be read sequentially. The read indicator can be reset with the parameter `FLT_MemReset`. 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 report
2	2. error entry, later report, 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(10-9) 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 UINT16 R/- -	CANopen 303C:1 _h Modbus 15362
FLT_class	Error class(10-9) 0: Warning (no reaction) 1: error (Quick Stop -> status 7) 2: error (Quick Stop -> status 8, 9) 3: Fatal error (state 9, resettable) 4: Fatal error (state 9, not resettable)	- 0 - 4	UINT16 UINT16 R/- -	CANopen 303C:2 _h Modbus 15364
FLT_Time	Error time(10-9) referenced to the operating hours counter	s 0 - 536870911	UINT32 UINT32 R/- -	CANopen 303C:3 _h Modbus 15366
FLT_Qual	Error additional information(10-9) This entry contains additional information about the error, depending on the error number. Example: a parameter address	- 0 - 65535	UINT16 UINT16 R/- -	CANopen 303C:4 _h Modbus 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
	Analogue reference value is missing	PLC program and wiring to be checked
	Motor phases reversed	Correct the sequence of the motor phases
	Motor mechanically blocked	Check ancillary devices
	Current limiting activated (analogue input or parameter)	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
	Reference potential for analogue signal missing	Connect reference potential of analogue signal to the reference value source.
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

For an improved overview when troubleshooting, all error numbers are categorised with so-called error bits. The error bit can be read in the parameter `_SigLatched`. The signal state "1" marks an error or warning message.

Error bit	Description	Error class	Cause	Troubleshooting
0	General error	0		
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	
5	reserved			
7	Error in fieldbus CANopen		Interruption in fieldbus communication, only with CANopen	Check communication cable, check fieldbus check communication parameters see also fieldbus manual
8	reserved			
9	Reference signals faulty (frequency too high)		frequency too high, malfunction	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			
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, Apply external brake resistor
16	Power supply faulty (phase fault, ground fault)	par. ¹⁾	Short circuit or ground fault Supply voltage connected incorrectly (e.g. 1-phase instead of 3-phase)	Check fuse and installation
17	Connection to motor (motor phase interrupted, ground fault, commutation)	3	Short circuit or ground fault in the motor wiring or encoder wiring. Motor faulty. External torque exceeds the motor torque (preset motor current too low).	Check connections, change motor cable or encoder cable. Change motor. Reduce external torque or increase the setting of the motor current.
18	Motor overload (phase current too high)	3	I ² t monitoring for motor	Reduce load, use a motor with a higher nominal power
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 voltage		Controller supply voltage has fallen below the minimum value	Secure controller supply voltage. Check short-term voltage failures during load changes

Error bit	Description	Error class	Cause	Troubleshooting
21	Temperature too high (power amplifier, braking resistor or motor)	3	The power amplifier is overheating Motor is overheating Temperature sensor not connected	Fan 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 during feed operations	Reduce vertical loading
25..28	reserved			
29	error in EEPROM	3-4	Checksum in EEPROM incorrect	"First setup" 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 fault)	3-4	Cause of error in accordance with error display	Resolution dependent upon error display
31	Internal system error (e.g. Watchdog)	4	Internal system error System error e.g. 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 stored coded as an error number 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 range
E 1xxx	General error
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 8xxx	Fieldbus error CANopen
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 10-12.

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 110D	1	0	Basic configuration of controller required after factory setting.
E 110E	0	0	Parameters are changes that are only active after restarting the controller
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	Recording still active
E 1607	0	0	Recording: no trigger defined

Error number	Class	Bit	Description
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
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 enabled
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 read 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 jump height 'AT_n_ref' is too small compared to 'AT_n_tolerance'
E 1620	1	0	Autotuning: load torque too high
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 ² t) warning
E 4200	3	21	device overtemperature

Error number	Class	Bit	Description
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
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 543A	4	29	System error: EEPROM hardware info invalid
E 543B	4	29	System error: EEPROM Manufacturer data invalid
E 543D	3	29	System error: EEPROM user parameter invalid
E 543E	3	29	System error: EEPROM checksum error Nolnit parameter
E 5450	3	29	System error: error in program transfer to the FPGA
E 5600	3	17	motor connection phase fault
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 6109	0	0	System error: internal range overflow
E 610A	2	0	System error: calculation value cannot be shown as 32-bit value
E 610D	0	0	Error in selection parameter
E 610E	4	28	System error: 24VDC has not reached PowerDown threshold
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: Motor encoder faulty
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

Error number	Class	Bit	Description
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
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 7601	4	19	System error encoder type is not supported
E A060	2	10	Calculation error with electronic gear
E A061	2	10	Change in reference value with electronic gear too great
E A300	0	0	Braking procedure after stop request still 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 'Fault' status
E A309	0	0	Drive not in 'OperationEnable' status
E A310	0	0	Power amplifier not active
E A312	0	0	Profile generating 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	Overflow 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

Error number	Class	Bit	Description
E A31D	0	0	Speed range overflow (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 A322	0	0	error in ramp calculation
E A324	1	10	Error when homing (additional info = detailed error number)
E A325	1	10	Approach limit switch not enabled
E A326	1	10	REF switch not found between LIMP and LIMN
E A327	1	10	Reference movement to REF without direction reversal, improper enabling 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 motion too close to the switch
E A331	3	0	No run-up operating mode with local control mode selected
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 mode
E A337	0	10	Operating mode cannot be continued
E A338	0	0	mode dies not exist
E A33A	0	0	Reference point is not defined (ref_ok = FALSE)
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 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

Error number	Class	Bit	Description
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 110D	1	0	Basic configuration of controller required after factory setting.
E 110E	0	0	Parameters are changes that are only active after restarting the controller
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	Recording 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
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 enabled
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 read 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 jump height 'AT_n_ref' is too small compared to 'AT_n_tolerance'
E 1620	1	0	Autotuning: load torque too high
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

Error number	Class	Bit	Description
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 ² t) 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 ² t) warning
E 4402	0	6	Braking resistors resistor overload (I ² t) warning

11 Parameters

This chapter provides an overview of the parameters which can be addressed for the operation of the product.

In addition, special parameters for communication via the fieldbus are described in the respective fieldbus manual.

⚠ WARNING

UNINTENTIONAL BEHAVIOUR DUE TO PARAMETERS

The behaviour of the drive system is governed by numerous parameters. Improper parameter values can trigger unintentional movements or signals or deactivate monitoring functions.

- Change only parameters whose meaning you understand.
- Only start the system if there are no persons or materials in the danger zone and the system can be operated safely.
- When commissioning carefully run tests for all operating statuses and fault cases.

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

11.1 Representation of the 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, presets 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}	UINT32	CANopen 1234:5 _h
BSPI	Details and selection values	0.00	UINT16	Modbus 1234
MENUE-b5P,	1 / selection value1 / WRT1: declaration 1	3.00	R/W	
	2 / selection value2 / WRT2: declaration 2	300.00	per.	
		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).

Cross reference If there is more information available for these parameters you can find this under this cross-reference.

Selection values 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
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 setpoint 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 INT32 R/- -	CANopen 301F:9 _h Modbus 7954
_AccessInfo	Current access channels for action objects(8-3) - Low byte: 0: Occupied by the channel in High byte 1: Exclusively occupied by channel in High byte High byte: Current assignment of the access channel 0: reserved 1: IO 2: HMI 3: Modbus 4: CANopen 5: CANopen via second SDO channel 6: Profibus 7: DeviceNet	- - -	UINT16 UINT16 R/- -	CANopen 3001:C _h Modbus 280
_actionStatus	Action word(8-51) Signal state: 0: not activated 1: activated Bit0: Class 0 error Bit1 Class 1 error Bit2: Class 2 error Bit3 Class 3 error Bit4 Class 4 error Bit5 reserved Bit6: drive stopped (actual speed _n_act [1/min] < 9) 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	- - -	UINT16 UINT16 R/- -	CANopen 301C:4 _h Modbus 7176
_DCOMopmd_act	active operating mode(8-16) Coding see: DCOMopmode -	- -6 6	INT8 INT16 R/- -	CANopen 6061:0 _h Modbus 6920

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_act_M	Overload motor current(8-51)	%	INT16 INT16 R/-	CANopen 301C:19 _h Modbus 7218
-		-	- -	
_I2t_act_PA	Overload power amplifier current(8-51)	%	INT16 INT16 R/-	CANopen 301C:16 _h Modbus 7212
-		-	- -	
_I2t_mean_M I2TM STA-и 2tM	Motor load(8-51)	%	INT16 INT16 R/-	CANopen 301C:1A _h Modbus 7220
-		-	- -	
_I2t_mean_PA I2TP STA-и 2tP	Power amplifier load(8-51)	%	INT16 INT16 R/-	CANopen 301C:17 _h Modbus 7214
-		-	- -	
_I2t_peak_RES	Overload braking resistor maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:15 _h Modbus 7210
-	Maximum overload braking resistor that has occurred in the last 10 sec.	-	- -	
_I2t_peak_M	Overload motor maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:1B _h Modbus 7222
-	Maximum overload motor that has occurred in the last 10 sec.	-	- -	
_I2t_peak_PA	Overload power amplifier maximum value(8-51)	%	INT16 INT16 R/-	CANopen 301C:18 _h Modbus 7216
-	Maximum overload power amplifier that has occurred in the last 10 sec.	-	- -	
_I2tl_act_RES	Actual overload braking resistor(8-51)	%	INT16 INT16 R/-	CANopen 301C:13 _h Modbus 7206
-		-	- -	
_I2tl_mean_RES I2TR STA-и 2tr	Braking resistor load(8-51)	%	INT16 INT16 R/-	CANopen 301C:14 _h Modbus 7208
-		-	- -	
_Id_act	current motor current d components() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 INT16 R/-	CANopen 301E:2 _h Modbus 7684
-		-	- -	
_Id_ref	Set motor current d component (field weakening)() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 INT16 R/-	CANopen 301E:11 _h Modbus 7714
-		-	- -	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_Idq_act IAC STA- <i>Idq</i>	Total motor current (vector sum of d and q components() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 INT16 R/- -	CANopen 301E:3 _h Modbus 7686
_IO_act IOAC STA- <i>IO</i>	Physical status of the digital inputs and outputs(7-24) Assignment of 24V inputs: (Local control mode) Bit 0: JOG_N / LI1 Bit 1: JOG_P / FAULT_RESET / LI2 Bit 2: ENABLE Bit 3: JOG_F/S / HALT / LI4 Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: ENABLE2/IESIM / LI7 (ENABLE2 only with IOposInterfac = Pinput) Bit 7: reserved (fieldbus control mode) Bit 0: REF / LI1 Bit 1: LIMN,CAP2 / LI2 Bit 2: LIMP,CAP1 Bit 3: HALT / LI4 Bit 4: PWRR_B Bit 5: PWRR_A Bit 6: - / LI7 Bit 7: reservedassignment of 24V outputs: Bit 8: NO_FAULT_OUT / LO1_OUT Bit 9: BRAKE_OUT / LO2_OUT (ACTIVE1_OUT with software version <1.201) Bit10: ACTIVE2_OUT / LO3_OUT	- - -	UINT16 UINT16 R/- -	CANopen 3008:1 _h Modbus 2050
_IO_LI_act - -	Status of the digital inputs() Coding of the individual signals: Bit0: LI1 Bit1: LI2 ... Available from software version V1.201.	- - -	UINT16 UINT16 R/- -	CANopen 3008:F _h Modbus 2078
_IO_LO_act - -	Status of the digital outputs() Coding of the individual signals: Bit0: LO1_OUT Bit1: LO2_OUT ... Available from software version V1.201.	- - -	UINT16 UINT16 R/- -	CANopen 3008:10 _h Modbus 2080
_Iq_act - -	current motor current q components() in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 INT16 R/- -	CANopen 301E:1 _h Modbus 7682
_Iq_ref IQR STA- <i>Iq</i>	Set motor current q component (torque-creating()) in 0.01 Apk steps	A _{pk} 0.00 - 0.00	INT16 INT16 R/- -	CANopen 301E:10 _h Modbus 7712

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_LastWarning	Last warning as number()	-	UINT16	CANopen 301C:9 _h
-	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/- - -	Modbus 7186
_n_act NACT STA-nRt	Actual speed of the motor(8-48)	1/min	INT32 INT16 R/- - -	CANopen 606C:0 _h Modbus 7696
_n_actRAMP	Actual speed of the travel profile generator(8-48)	1/min	INT32 INT32 R/- - -	CANopen 606B:0 _h Modbus 7948
-		-		
_n_l_act	Optimised read access to current values of speed of rotation and current()	-	INT32 INT32 R/- - -	CANopen 301E:17 _h Modbus 7726
-	High-Word: Actual speed _n_act [1/min] Low-Word: Actual current [Apk]	-		
	Available from software version V1.201.			
_n_pref	Speed of setpoint generation()	1/min	INT32 INT32 R/- - -	CANopen 301F:7 _h Modbus 7950
-		-		
_n_ref	Setpoint speed of the speed controller()	1/min	INT16 INT16 R/- - -	CANopen 301E:7 _h Modbus 7694
-		-		
_n_targetRAMP	Target speed of the travel profile generator()	1/min	INT32 INT32 R/- - -	CANopen 301F:5 _h Modbus 7946
-		-		
_OpHours OPH STA-opH	Operating hours counter()	s	UINT32 UINT32 R/- - -	CANopen 301C:A _h Modbus 7188
-		-		

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_absENCusr	Absolute position based on motor encoder work stroke in user-defined units(7-31)	usr	UINT32 UINT32 R/-	CANopen 301E:F _h Modbus 7710
-	Value range is set by encoder type With Singleturn motor encoders the value is set with reference to one motor revolution, with Multiturn motor encoders with reference to the total work stroke of the encoder (e.g. 4096 revs) NOTE: 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	-	- -	
_p_absmodulo	Absolute position based on one motor revolution in internal units()	Inc	UINT32 UINT32 R/-	CANopen 301E:E _h Modbus 7708
-	NOTE: 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		- -	
_p_act	Actual position of motor in internal units()	Inc	INT32 INT32 R/-	CANopen 6063:0 _h Modbus 7700
-	NOTE: 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		- -	
_p_actPosintf	Actual position at position interface() Counted position increments at RS422 signal interface CN5 if signal direction is defined as input (see parameter IOposInterface)	Inc -2147483648 - 2147483647	INT32 INT32 R/- -	CANopen 3008:5 _h Modbus 2058
-			-	
_p_actusr PACU STA-PRC _u	Actual position of the motor in user-defined units(8-48) NOTE: 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 INT32 R/- -	CANopen 6064:0 _h Modbus 7706
_p_actRAMPusr	Actual position of the travel profile generator(8-48) in user-defined units	usr -	INT32 INT32 R/- -	CANopen 301F:2 _h Modbus 7940
-			- -	

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_addGEAR - - -	Start position of electronic gear() With an inactive gearing the setpoint position can be calculated here at the position controller that was set when the gear was enabled with the selection 'Synchronisation with compensation movement'.	Inc - -	INT32 INT32 R/- - -	CANopen 301F:3 _h Modbus 7942
_p_dif PDF STA- <i>P_d</i> , <i>F</i>	Current variation between reference and actual position(8-51) Corresponds to the current control deviation of the position controller without consideration of any dynamic components. NOTE: difference from SPV_p_maxDiff	revolution -214748.3648 - 214748.3647 Fieldbus -2147483648 2147483647	INT32 INT32 R/- - -	CANopen 60F4:0 _h Modbus 7716
_p_DifPeak - -	Value of max. reached tracking errors of the position controller(8-51) The tracking error is the current position regulation offset minus the speed-dependent position regulation offset. Further information see SPV_p_maxDiff. A write operation resets the value again.	revolution 0.0000 - 429496.7295 Fieldbus 0 4294967295	UINT32 UINT32 R/W - -	CANopen 3011:F _h Modbus 4382
_p_ref - -	Setpoint position in internal units() Value represents the setpoint position of the position controller	Inc -	INT32 INT32 R/- - -	CANopen 301E:9 _h Modbus 7698
_p_refusr - -	Setpoint position in user-defined units() Value represents the setpoint position of the position controller	usr -	INT32 INT32 R/- - -	CANopen 301E:C _h Modbus 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 INT32 R/- - -	CANopen 301F:1 _h Modbus 7938
_Power_act - -	current output power() -	W -	INT16 INT16 R/- - -	CANopen 301C:D _h Modbus 7194
_Power_mean - -	average output power() -	W -	INT16 INT16 R/- - -	CANopen 301C:E _h Modbus 7196
_prgNoDEV _PNR INF- <i>P_{nr}</i>	Firmware program number() Example: PR840.1 Value is entered decimally as: 8401	- 0.0 - 0.0	UINT16 UINT16 R/- - -	CANopen 3001:1 _h Modbus 258

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
_prgVerDEV	Firmware version()	-	UINT16	CANopen 3001:2 _h
_PVR	Example: V4.201	-	UINT16	Modbus 260
INF--P _{Ur}	Value is entered decimally: 4201	-	R/-	
			-	
_serialNoDEV	device serial number()	-	UINT32	CANopen 3001:17 _h
	Serial number: Unique number for identifica-	0	UINT32	Modbus 302
-	- tion of the product	-	R/-	
		4294967295	per.	
			-	
_SigActive	Current state of the monitoring signals(8-51)	-	UINT32	CANopen 301C:7 _h
	Meaning see _SigLatched	-	UINT32	Modbus 7182
-			R/-	
			-	
			-	
_SigLatched	Stored state of the monitoring signals(8-51)	-	UINT32	CANopen 301C:8 _h
SIGS	Signal state:	-	UINT32	Modbus 7184
STA-5, 55	0: not activated		R/-	
	1: activated		-	
			-	
	Bit assignment			
	Bit0: general error			
	Bit1: limit switch (LIMP/LIMN/REF)			
	Bit2: range exceeded (software limit switch,			
	tuning)			
	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 in motor encoder			
	Bit20: undervoltage 24VDC			
	Bit21: overtemperature (power amplifier,			
	motor)			
	Bit22: tracking error			
	Bit23: max. speed exceeded			
	Bit24: PWRR inputs different			
	Bit29: error in EEPROM			
	Bit30: system run-up (hardware or parame-			
	ter fault)			
	Bit31: System error (e.g. Watchdog)			
	monitoring depends on the product.			
_StopFault	Fault number of the last interruption	-	UINT16	CANopen 603F:0 _h
STPF	cause(8-51)	-	UINT16	Modbus 7178
			R/-	
FLT-5tPF			-	
			-	

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- t dEU	device temperature(8-51)	°C - -	INT16 INT16 R/- - -	CANopen 301C:12 _h Modbus 7204
_Temp_act_M - -	Temperature motor(8-51) reasonable display is not possible for switching temperature sensors (for type of temperature sensor see parameter M_TempType)	°C - -	INT16 INT16 R/- - -	CANopen 301C:11 _h Modbus 7202
_Temp_act_PA TPA STA- t PR	Temperature of the power amplifier(8-51)	°C - -	INT16 INT16 R/- - -	CANopen 301C:10 _h Modbus 7200
_Ud_ref - -	Set motor voltage d components() in 0.1V steps	V 0.0 - 0.0	INT16 INT16 R/- - -	CANopen 301E:5 _h Modbus 7690
_UDC_act UDCA STA- u dCR	DC bus voltage() in 0.1V steps	V 0.0 - 0.0	UINT16 UINT16 R/- - -	CANopen 301C:F _h Modbus 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 INT16 R/- - -	CANopen 301E:6 _h Modbus 7692
_Uq_ref - -	Set motor voltage q components() in 0.1V steps	V 0.0 - 0.0	INT16 INT16 R/- - -	CANopen 301E:4 _h Modbus 7688
_v_act_Posintf - -	Actual speed at position interface() Calculated pulse frequency at RS422 signal interface CN5 if signal direction is defined as input (see parameter IOposInterface)	Inc/s -2147483648 - 2147483647	INT32 INT32 R/- - -	CANopen 3008:6 _h Modbus 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 INT16 R/- - -	CANopen 301E:13 _h Modbus 7718
_WarnActive - -	Active warnings bit-coded(8-51) Meaning of Bits see _WarnLatched	- - -	UINT16 UINT16 R/- - -	CANopen 301C:B _h Modbus 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(8-51)	-	UINT16	CANopen 301C:C _h
WRNS	Stored warning bits are erased in the event of a FaultReset.	-	UINT16	Modbus 7192
STA- <i>Warn5</i>	Bits 10,11,13 are automatically deleted.	-	R/-	-
	Signal state: 0: not activated 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			
	monitoring is product-dependent			
AbsHomeRequest	Absolute positioning only after homing(8-28)	-	UINT16	CANopen 3006:16 _h
	0: no	0	UINT16	Modbus 1580
-	1: yes	1	R/W	
	Available from software version V1.201.		per.	-
AccessLock	Blocking of other access channels(8-3)	-	UINT16	CANopen 3001:1E _h
	0: Other access channels enabled	0	UINT16	Modbus 316
-	1: Other access channels blocked	1	R/W	
	This parameter allows the fieldbus to block active access to the device for the following access channels: - commissioning software - HMI - a second fieldbus		-	
	The processing of the input signals (e.g. Halt input) cannot be blocked.		-	
ANA1_act	Voltage value analogue input ANA1(7-21)	mV	INT16	CANopen 3009:1 _h
A1AC		-10000	INT16	Modbus 2306
STA- <i>R IRC</i>		-	R/-	
		10000	-	
			-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ANA1_I_scale A1IS SET-R i_{IS}	Setpoint current in current control operating mode at 10V on ANA1(7-21) An inversion of the evaluation of the analogue signal can be run with a neg. advance sign	A_{pk} -300.00 3.00 300.00 Fieldbus -30000 300 30000	INT16 INT16 R/W per. -	CANopen 3020:3 _h Modbus 8198
ANA1_n_scale A1NS SET-R i_{n5}	Setpoint speed in speed control operating mode at 10V on ANA1(7-21) The internal maximum speed is limited to the current setting in CTRL_n_max A negative advance sign can be used to effect an inversion of the evaluation of the analogue signal	1/min -30000 3000 30000	INT16 INT16 R/W per. -	CANopen 3021:3 _h Modbus 8454
ANA1_offset A1OF SET-R i_{oF}	Offset at analogue input ANA1(7-21) The ANA1 analogue input is corrected/relocated by the offset. A defined zero-voltage window acts in the range of the zero crossing of the corrected ANA1 analogue input.	mV -5000 0 5000	INT16 INT16 R/W per. -	CANopen 3009:B _h Modbus 2326
ANA1_Tau -	Analog1: filter time constant() Low-pass filter first order (PT1) filter time constant. Filter affects analogue input ANA1. (sampling time PT1 filter: 250µsec)	ms 0.00 0.00 327.67 Fieldbus 0 0 32767	UINT16 UINT16 R/W per. -	CANopen 3009:2 _h Modbus 2308
ANA1_win A1WN SET-R i_{Wn}	Zero voltage window on analogue input ANA1(7-21) Value up to which an input voltage is interpreted as 0V Example: Setting 20mV ->range from -20 .. +20mV is interpreted as 0mV	mV 0 0 1000	UINT16 UINT16 R/W per. -	CANopen 3009:9 _h Modbus 2322
ANA2_act A2AC STA-R2RC	Voltage value analogue input ANA2(7-21)	mV -10000 - 10000	INT16 INT16 R/- - -	CANopen 3009:5 _h Modbus 2314
ANA2_I_max A2IM DRC-R2, R	Current limiting at 10 V input voltage on ANA2(7-21) The maximum limiting value is the lesser value of I _{maxM} and I _{maxPA}	A_{pk} 0.00 3.00 300.00 Fieldbus 0 300 30000	UINT16 UINT16 R/W per. -	CANopen 3012:C _h Modbus 4632

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
ANA2_n_max A2NM DRC- <i>R2n1</i>	Speed limiting at 10 V input voltage on ANA2(7-21) The minimum limiting speed is set to 100 rpm, i.e. analogue values that implement a lower speed of rotation have no effect. The max. speed of rotation is also limited by the setting value in CTRL_n_max.	1/min 500 3000 30000	UINT16 UINT16 R/W per. -	CANopen 3012:D _h Modbus 4634
ANA2LimMode A2MO DRC- <i>R2n0</i>	Selection of limit by ANA2(7-21) 0 / none: no limit 1 / Current Limitation / CURR: Limit reference current value at current controller (Limit value at 10V in ANA2_I_max) 2 / Speed Limitation / SPED: Limit speed reference speed value at speed controller (Limit value at 10V in ANA2_n_max)	- 0 0 2	UINT16 UINT16 R/W per. -	CANopen 3012:B _h Modbus 4630
AT_dir DIR TUN- <i>d1 r</i>	Direction of rotation autotuning(7-35) 1 / pos-neg-home / pnh: first positive direction, then negative direction with return to initial position 2 / neg-pos-home / npf: 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 UINT16 R/W - -	CANopen 302F:4 _h Modbus 12040
AT_dis DIST TUN- <i>d1 5t</i>	Movement range autotuning(7-35) Range in which the automatic optimisation processes of the controller parameters are run. The range is input relative to the current position. NOTE: with "movement in only one direction" (parameter AT_dir) the specified range is used for every optimisation step. The actual movement typically corresponds to 20 times the value, but is not limited.	revolution 1.0 1.0 999.9 Fieldbus 10 10 9999	UINT32 UINT32 R/W - -	CANopen 302F:3 _h Modbus 12038
AT_gain GAIN TUN- <i>Gp1 n</i>	Adapting controller parameters (tighter/looser)(7-37) 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 UINT16 R/W - -	CANopen 302F:A _h Modbus 12052
AT_J - -	Inertia of the entire system(7-37) is automatically calculated during the autotuning process in 0.1 kgcm ² steps	kg cm ² 0.1 0.1 6553.5 Fieldbus 1 1 65535	UINT16 UINT16 R/W per. -	CANopen 302F:C _h Modbus 12056

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_M_friction	System friction torque() is determined during the autotuning process	A _{pk} 0.00 -	UINT16 UINT16 R/-	CANopen 302F:7 _h Modbus 12046
-	in 0.01A _{pk} steps	0.00	-	-
AT_M_load	Constant load torque() is determined during the autotuning process	A _{pk} 0.00 -	INT16 INT16 R/-	CANopen 302F:8 _h Modbus 12048
-	in 0.01A _{pk} steps	0.00	-	-
AT_mechanics	System coupling type(7-35)	-	UINT16	CANopen 302F:E _h
MECH	1: direct coupling (J ext. to J motor <3:1)	1	UINT16	Modbus 12060
TUN- MECH	2: medium coupling ()	1	R/W	-
	3: medium coupling (short toothed belt)	5	-	-
	4: medium coupling ()			
	5: soft coupling (J ext. to J motor between 5:1 and 10:1, linear axis)			
AT_n_ref	Speed jump for motor starting()	1/min 10	UINT16 UINT16	CANopen 302F:6 _h Modbus 12044
NREF		100	R/W	-
TUN- nREF		1000	-	-
AT_progress	Autotuning progress(7-37)	% 0 0	UINT16 UINT16 R/-	CANopen 302F:B _h Modbus 12054
-		100	-	-
AT_start	Start Autotuning(7-35)	-	UINT16	CANopen 302F:1 _h
	0: End	0	UINT16	Modbus 12034
-	1: Activate	-	R/W	-
		1	-	-
AT_state	Autotuning status(7-37)	-	UINT16	CANopen 302F:2 _h
	Bit15: auto_tune_err	-	UINT16	Modbus 12036
-	Bit14: auto_tune_end		R/-	-
	Bit13: auto_tune_process		-	-
	Bit 10..0: last processing step			
AT_wait	Waiting time between autotuning steps(7-37)	ms	UINT16	CANopen 302F:9 _h
WAIT		300	UINT16	Modbus 12050
TUN- WAIT		1200	R/W	-
		10000	-	-
BRK_trelease	Time delay when opening/release of brake(8-72)	ms	UINT16	CANopen 3005:7 _h
BTRE		0	UINT16	Modbus 1294
DRC- btRE		0	R/W	-
		1000	per.	-
BRK_tclose	Time delay when closing the brake(8-72)	ms	UINT16	CANopen 3005:8 _h
BTCL		0	UINT16	Modbus 1296
DRC- btCL		0	R/W	-
		1000	per.	-

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
CANadr	CANopen address (node number)(7-13)	-	UINT16	CANopen 3017:2 _h
COAD	valid addresses (node numbers): 1 ... 127	1	UINT16	Modbus 5892
COM- <i>CanAdr</i>	NOTE: A change of the setting is not activated until the unit is switched on again or after an NMT reset command	127	R/W per. -	
CANbaud	CANopen baud rate(7-13)	-	UINT16	CANopen 3017:3 _h
COBD	valid baud rates in kbaud:	50	UINT16	Modbus 5894
COM- <i>CanBaud</i>	50 125 250 500 1000	125 1000	R/W per. -	
	NOTE: A change of the setting is not activated until the unit is switched on again.			
CanDiag	CANopen diagnosis word()	-	UINT16	CANopen 3017:6 _h
-	0x0001 pms read error for TxPdo	-	UINT16	Modbus 5900
	0x0002 pms write error for RxPdo1		R/-	
	0x0004 pms write error for RxPdo2		-	
	0x0008 pms write error for RxPdo3		-	
	0x0010 pms write error for RxPdo4			
	0x0020 heartbeat or lifeguard error (timer expired)			
	0x0040 heartbeat msg with wrong state received			
	0x0080 CAN warning level set			
	0x0100 CAN message lost			
	0x0200 CAN in busoff			
	0x0400 software queue rx/tx overrun			
	0x0800 CPD error indication from stopfault			
CANpdo4Event	PDO4 event mask()	-	UINT16	CANopen 3017:5 _h
-	Value changes in the object trigger event:	0	UINT16	Modbus 5898
	Bit 0=1: first PDO4 object	15	R/W	
	Bit 1 = 1: second PDO4 object	15	-	
	Bit 2 = 1: third PDO4 object		-	
	Bit 3 = 1: fourth PDO4 object			
	Bit 4..15: reserved			
Cap1Activate	Capture unit 1 Start/Stop(8-69)	-	UINT16	CANopen 300A:4 _h
-	Value 0: abort capture function	0	UINT16	Modbus 2568
	Value 1: start capture once	-	R/W	
	Value 2: start capture continuously	2	-	
	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.			
Cap1Config	Configuration of capture unit 1(8-69)	-	UINT16	CANopen 300A:2 _h
-	0 = position capture at 1->0 switch	0	UINT16	Modbus 2564
	1 = position capture at 0->1 switch	0	R/W	
		1	-	
			-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
Cap1Count	Capture unit 1 event counter(8-69)	-	UINT16	CANopen 300A:8 _h
-	Counts the capture events.	-	UINT16	Modbus 2576
-	Counter is reset when the capture unit 1 is enabled.	-	R/-	-
-	-	-	-	-
Cap1Pos	Capture unit 1 captured position(8-69)	usr	INT32	CANopen 300A:6 _h
-	Captured position at the time of the "capture signal".	-	INT32	Modbus 2572
-	The captured position is recalculated after "set dimensions" or after a "homing".	-	R/-	-
-	-	-	-	-
Cap2Activate	Capture unit 2 Start/Stop(8-69)	-	UINT16	CANopen 300A:5 _h
-	Value 0: abort capture function	0	UINT16	Modbus 2570
-	Value 1: start capture once	-	R/W	-
-	Value 2: start capture continuously	2	-	-
-	-	-	-	-
-	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.	-	-	-
Cap2Config	Configuration of capture unit 2(8-69)	-	UINT16	CANopen 300A:3 _h
-	0 = position capture at 1->0 switch	0	UINT16	Modbus 2566
-	1 = position capture at 0->1 switch	0	R/W	-
-	-	1	-	-
-	-	-	-	-
Cap2Count	Capture unit 2 event counter(8-69)	-	UINT16	CANopen 300A:9 _h
-	Counts the capture events.	-	UINT16	Modbus 2578
-	Counter is reset when the capture unit 2 is enabled.	-	R/-	-
-	-	-	-	-
Cap2Pos	Capture unit 2 captured position(8-69)	usr	INT32	CANopen 300A:7 _h
-	Captured position at the time of the "capture signal".	-	INT32	Modbus 2574
-	The captured position is recalculated after "set dimensions" or after a "homing".	-	R/-	-
-	-	-	-	-
CapStatus	Status of capture units(8-69)	-	UINT16	CANopen 300A:1 _h
-	Read access:	-	UINT16	Modbus 2562
-	Bit 0: position capture by input CAP1 complete	-	R/-	-
-	Bit 1: position capture by input CAP2 complete	-	-	-
-	-	-	-	-
CTRL_I_max	Current limiting(7-19)	A _{pk}	UINT16	CANopen 3012:1 _h
IMAX	Value must not exceed max. permissible current of motor or power amplifier.	0.00	UINT16	Modbus 4610
SET-, <i>IPPH</i>	-	-	R/W	-
-	Default is the smallest value of M_I_max and PA_I_max	299.99	per.	-
-	-	Fieldbus	-	-
-	-	0	-	-
-	-	29999	-	-

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_fw - -	Field-shunting control max. field current() maximum value is approx. half of the lower value of the nominal current of the power amplifier and the motor.	A _{pk} 0.00 0.00 327.67 Fieldbus 0 0 32767	UINT16 UINT16 R/W per. expert	CANopen 3011:C _h Modbus 4376
CTRL_KFDn - -	Speed controller pilot control D factor()	- 0 0 3175	UINT16 UINT16 R/W per. expert	CANopen 3012:5 _h Modbus 4618
CTRL_KFPp - -	Speed pilot control position controller() Over-control up to 110% possible.	% 0.0 0.0 110.0 Fieldbus 0 0 1100	UINT16 UINT16 R/W per. -	CANopen 3012:8 _h Modbus 4624
CTRL_KPId - -	Current controller longitudinal (d) P factor() Is calculated from motor parameters. In 0.1V/A steps	V/A 0.5 - 1270.0 Fieldbus 5 12700	UINT16 UINT16 R/- per. -	CANopen 3011:1 _h Modbus 4354
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 Fieldbus 5 12700	UINT16 UINT16 R/- per. -	CANopen 3011:3 _h Modbus 4358
CTRL_KPn - -	Speed controller P-factor(7-41) Default value is calculated from motor para- meters	A/(1/min) 0.0001 - 1.2700 Fieldbus 1 12700	UINT16 UINT16 R/W per. -	CANopen 3012:3 _h Modbus 4614
CTRL_KPp - -	Position controller P-factor(7-47) Default value is calculated	1/s 2.0 - 495.0 Fieldbus 20 4950	UINT16 UINT16 R/W per. -	CANopen 3012:6 _h Modbus 4620

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-n $\overline{P}PH$	Speed limiter(7-19) Setting value must not exceed max. speed of rotation of motor Default is max. speed of motor (see M_n_max)	1/min 0 - 13200	UINT16 UINT16 R/W per. -	CANopen 3012:2 _h Modbus 4612
CTRL_Nfbandw -	Bandwidth notch filter current() The bandwidth is defined as follows: Fb/F0	% 10 30 99	UINT16 UINT16 R/W per. expert	CANopen 3012:13 _h Modbus 4646
CTRL_Nfdamp -	Damping notch filter current()	% 1.0 10.0 45.0 Fieldbus 10 100 450	UINT16 UINT16 R/W per. expert	CANopen 3012:12 _h Modbus 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 UINT16 R/W per. expert	CANopen 3012:11 _h Modbus 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 UINT16 R/W per. expert	CANopen 3012:14 _h Modbus 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 UINT16 R/W per. expert	CANopen 3012:15 _h Modbus 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 UINT16 R/W per. -	CANopen 3012:10 _h Modbus 4640

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_TAUnref -	Filter time constant reference value filter of the reference speed value(7-41)	ms 0.00 9.00 327.67 Fieldbus 0 900 32767	UINT16 UINT16 R/W per. -	CANopen 3012:9 _h Modbus 4626
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 UINT16 R/- per. -	CANopen 3011:2 _h Modbus 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 UINT16 R/- per. -	CANopen 3011:4 _h Modbus 4360
CTRL_TNn -	Speed controller correction time(7-41)	ms 0.00 9.00 327.67 Fieldbus 0 900 32767	UINT16 UINT16 R/W per. -	CANopen 3012:4 _h Modbus 4616
CUR_I_target -	Setpoint current in current control operating mode(8-20)	A _{pk} -300.00 0.00 300.00 Fieldbus -30000 0 30000	INT16 INT16 R/W - -	CANopen 3020:4 _h Modbus 8200
CURreference -	Selection of setpoint source for current control operating mode(8-20) 0: no 1: Reference value via +/-10V-interface ANA1 2: Reference value via parameter CUR_I_target	- 0 0 2	UINT16 UINT16 R/W - -	CANopen 301B:10 _h Modbus 6944

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
DCOMcompatib	DriveCom status machine: Status transition 3->4()	- 0 0 1	UINT16 UINT16 R/W per. -	CANopen 301B:13 _h Modbus 6950
-	Determines the change of state between the SwitchOnDisabled (3) and ReadyTo-SwitchOn (4) states in CANopen devices. If not CANopen, this value is ignored! 0 = automatic (change of state takes place automatically) 1 = standard conform (change of state must be controlled by fieldbus)			
DCOMcontrol	Drivecom control word(8-9)	- -	UINT16 UINT16 R/W - -	CANopen 6040:0 _h Modbus 6914
-	For bit coding see chapter on operation, operating status Bit0: Switch on Bit1: Enable Voltage Bit2: Quick Stop Bit3: Enable Operation Bit4..6: op. Mode specific Bit7: Fault Reset Bit8: Halt Bit9..15: reserved (must be 0)			
DCOMopmode	Operating mode(8-14)	- -6 - 6	INT8 INT16 R/W - -	CANopen 6060:0 _h Modbus 6918
-	DSP402-operating modes 1: Profile position 3 Profile velocity 6: Homing ----- Manufacturer operating modes: -1: jog -2: electronic gear -3: current control -4: speed control			
DCOMstatus	Drivecom status word(8-11)	- -	UINT16 UINT16 R/- - -	CANopen 6041:0 _h Modbus 6916
-	For bit coding see chapter on operation, status machine Bit0-3,5,6: status bits Bit4: voltage enabled Bit7: warning Bit8: HALT request active Bit9: remote Bit10: target reached Bit11: reserved Bit12: op. mode specific Bit13: x_err Bit14: x_end Bit15: ref_ok			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
DEVcmdinterf	Specification of the control mode(7-13)	-	UINT16	CANopen 3005:1 _h
DEVc	0 / none: undefined (default)	0	UINT16	Modbus 1282
NONEdEUC	1 / IODevice / IO: Local control mode	0	R/W	
	2 / CANopenDevice / CanO CANopen	5	per.	
	3 / ModbusDevice / Modb: Modbus		-	
NOTE: A change of the setting is not activated until the unit is switched on again (exception: Change of the value 0, at "First setup").				
ENC_pabsusr	Setting position of the motor encoder directly(7-31)	usr 0	UINT32	CANopen 3005:16 _h
-	Value range depends on the encoder type.	-	UINT32	Modbus 1324
		2147483647	R/W	
			-	
			-	
SRS: Sincos singleturn: 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.				
NOTE:				
* 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.				

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-E55E	Encoder simulation - setting the resolution(7-30) Software version 1.102: The following resolutions are adjustable: 128 256 512 1024 2048 4096 from version 1.103 and hardware revision RS30: 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. NOTE: A change of the setting is not activated until the device is switched on again. After the write access a wait of at least 1 second is required until the controller is switched off.	Inc 8 4096 65535	UINT16 UINT16 R/W per. -	CANopen 3005:15 _h Modbus 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 UINT16 R/- -	CANopen 303C:5 _h Modbus 15370
FLTAmpOnTime -	Time error occurs after ENABLE() -	s -	UINT16 UINT16 R/- -	CANopen 303C:6 _h Modbus 15372
FLT_class -	Error class(10-9) 0: Warning (no reaction) 1: error (Quick Stop -> status 7) 2: error (Quick Stop -> status 8, 9) 3: Fatal error (state 9, resettable) 4: Fatal error (state 9, not resettable)	- 0 - 4	UINT16 UINT16 R/- -	CANopen 303C:2 _h Modbus 15364
FLT_del_err -	Erase error memory(10-9) 1: Erases all entries in the error memory The erasing process is complete when a 0 is returned when reading.	- 0 - 1	UINT16 UINT16 R/W -	CANopen 303B:4 _h Modbus 15112
FLT_err_num -	Error number(10-9) 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 UINT16 R/- -	CANopen 303C:1 _h Modbus 15362

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_Idq - -	Motor current at error time() in 10 mA steps	A 0.00 - 0.00	UINT16 UINT16 R/- -	CANopen 303C:9 _h Modbus 15378
FLT_MemReset - -	Reset the error memory read pointer(10-9) 1: Set error memory read pointer to oldest error entry.	- 0 - 1	UINT16 UINT16 R/W -	CANopen 303B:5 _h Modbus 15114
FLT_n - -	Speed at error time()	1/min -	INT16 INT16 R/- -	CANopen 303C:8 _h Modbus 15376
FLT_powerOn POWO INF- <i>Power</i>	Number of turn-on processes()	- 0 - 4294967295	UINT32 UINT32 R/- -	CANopen 303B:2 _h Modbus 15108
FLT_Qual - -	Error additional information(10-9) This entry contains additional information about the error, depending on the error num- ber. Example: a parameter address	- 0 - 65535	UINT16 UINT16 R/- -	CANopen 303C:4 _h Modbus 15368
FLT_Temp_DEV - -	device temperature at error time()	°C -	INT16 INT16 R/- -	CANopen 303C:B _h Modbus 15382
FLT_Temp_PA - -	Power amplifier temperature at error time()	°C -	INT16 INT16 R/- -	CANopen 303C:A _h Modbus 15380
FLT_Time - -	Error time(10-9) referenced to the operating hours counter	s 0 - 536870911	UINT32 UINT32 R/- -	CANopen 303C:3 _h Modbus 15366
FLT_UDC - -	DC bus voltage at error time() in 100mV steps	V 0.0 - 0.0	UINT16 UINT16 R/- -	CANopen 303C:7 _h Modbus 15374
GEARdenom - -	Gear ratio denominator(8-24) see description GEARnum	- 1 1 2147483647	INT32 INT32 R/W per. -	CANopen 3026:3 _h Modbus 9734

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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(8-39)	usr 1 200 2147483647	INT32 INT32 R/W per. -	CANopen 3028:7 _h Modbus 10254
-	After leaving the switch, the drive is still positioned in the work stroke 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()	-	UINT16	CANopen 303A:2 _h
SUPV	0: device status (default)	0	UINT16	Modbus 14852
DRC-5uPU	1: current speed of rotation (n_act)	0	R/W	
	2: current motor current	2	per. -	
HMIlocked	Block HMI(8-3)	-	UINT16	CANopen 303A:1 _h
	0: HMI not blocked	0	UINT16	Modbus 14850
-	1: HMI blocked	0 1	R/W per. -	
	When the HMI is blocked the following actions are no longer possible: - Change parameters - Manual mode (Jog) - Autotuning - FaultReset			
HMmethod	Reference movement method(8-34)	-	INT8	CANopen 6098:0 _h
	1: LIMN with index pulse	1	INT16	Modbus 6936
-	2: LIMP with index pulse	18	R/W	
	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			

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 -	Setpoint speed for search for the switch(8-34) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 60 13200	UINT32 UINT16 R/W per. -	CANopen 6099:1 _h Modbus 10248
HMn_out -	Setpoint speed for retraction from switch(8-34) The setting value is internally limited to the current parameter setting in RAMPn_max.	1/min 1 6 3000	UINT32 UINT16 R/W per. -	CANopen 6099:2 _h Modbus 10250
HMoutdisusr -	Maximum run-off distance(8-34) 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 INT32 R/W per. -	CANopen 3028:6 _h Modbus 10252
HMp_homeusr -	Position on reference point(8-34) After successful reference movement this position value is automatically set at the reference point.	usr -2147483648 0 2147483647	INT32 INT32 R/W per. -	CANopen 3028:B _h Modbus 10262
HMp_setpusr -	Position for dimension setting(8-47) Dimension setting position for homing method 35	0 usr	INT32 INT32 R/W - -	CANopen 301B:16 _h Modbus 6956
HMsrchdisusr -	Maximum search distance after traversing over the switch(8-34) 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 INT32 R/W per. -	CANopen 3028:D _h Modbus 10266
IO_AutoEnable IOAE DRC-; aRE	Automatic Enable at PowerOn, if ENABLE input is active() 0 / off: active Enable at PowerOn does not cause switch-on of power amplifier (Default) 1 / on: active Enable at PowerOn causes switch-on of the power amplifier	- 0 0 1	UINT16 UINT16 R/W per. -	CANopen 3005:6 _h Modbus 1292
IO_GearMode IOGM DRC-; aEfi	Processing mode electr. gearing for local control mode() 1: Real-time synchronisation 2: synchronisation with compensation movement Available from software version V1.201.	- 1 1 2	UINT16 UINT16 R/W per. -	CANopen 3005:17 _h Modbus 1326

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_LI_invert	Inversion of digital inputs(8-74)	-	UINT16	CANopen 3008:12 _h
-	Bit0: inversion LI1	-	UINT16	Modbus 2084
-	Bit1: inversion LI2	-	R/W	
-	...	-	per.	
-	Coding of bits: 0: no inversion 1: inversion	-	-	
-	Available from software version V1.201.	-	-	
IO_LO_invert	Inversion of digital outputs(8-74)	-	UINT16	CANopen 3008:13 _h
-	Bit0: inversion LO1_OUT	-	UINT16	Modbus 2086
-	Bit1: inversion LO2_OUT	-	R/W	
-	...	-	per.	
-	Coding of bits: 0: no inversion 1: inversion	-	-	
-	Available from software version V1.201.	-	-	
IO_LO_set	Setting digital outputs directly()	-	UINT16	CANopen 3008:11 _h
-	Write access to output bits is only effective if the signal pin exists as output and the func- tion of the output was set to 'freely available'.	-	UINT16	Modbus 2082
-	Coding of the individual signals: Bit0: LO1_OUT Bit1: LO2_OUT ...	-	R/W	
-	Available from software version V1.201.	-	-	
IOdefaultMode	Start-up of operating mode for 'local control mode'(7-13)	-	UINT16	CANopen 3005:3 _h
IO-M		0	UINT16	Modbus 1286
DRC- <i>o-f</i>	0 / none / none : none (default)	0	R/W	
-	1 / CurrentControl / Curr : Current controller (reference value from ANA1)	5	per.	
-	2 / SpeedControl / Sped : Speed controller (reference value of ANA1)	-	-	
-	3 / GearMode / Gear : Electronic gear	-	-	
-	NOTE: The operating mode is automatically enabled when the drive switches to the 'Ope- rationEnable' status and "IODevice / IO" is set in DEVcmdinterf.	-	-	
IODirPosintf	Counting direction at position interface()	-	UINT16	CANopen 3008:7 _h
-	0 / clockwise : Clockwise	0	UINT16	Modbus 2062
-	1 / counter clockwise : Counterclockwise	0	R/W	
-		1	per.	
-		-	-	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfuncn_LI1 LI1 I-O-L, 1	Function input LI1(8-74) 1 / No function / free available / nonE: no function / freely available 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 20 / Reference switch (REF) / rEF: reference switch (REF) (only fieldbus control mode) Available from software version V1.201.:	- - - -	UINT16 UINT16 R/W per. -	CANopen 3007:1 _h Modbus 1794
IOfuncn_LI2 LI2 I-O-L, 2	Function input LI2(8-74) 1 / No function / free available / nonE: no function / freely available 2 / Fault reset / Fres: reset error message (only local control mode) 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 22 / Negative limit switch (LiMN) / LiMn: negative limit switch (LiMN) (only fieldbus control mode) Available from software version V1.201.:	- - -	UINT16 UINT16 R/W per. -	CANopen 3007:2 _h Modbus 1796

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfunct_LI4	Function input LI4(8-74)	-	UINT16	CANopen 3007:4 _h
LI4	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1800
I-O-LI 4	4 / Halt / HALt: Halt (only local control mode) 5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow	-	R/W per. -	
	Available from software version V1.201.:			
IOfunct_LI7	Function input LI7()	-	UINT16	CANopen 3007:7 _h
LI7	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1806
I-O-LI 7	5 / Start profile positioning / SPtP: start request for movement (only fieldbus control mode) 6 / Enable positive motor move / posM: release positive motor movement (only local control mode) 7 / Enable negative motor move / negM: release negative motor movement (only local control mode) 8 / Speed limitation / nLiM: speed of rotation limitation to parameter value (only local control mode) 9 / JOG positive / JoGn: jog right 10 / JOG negative / JoGn: jog left 11 / JOG fast/slow / JoGF: jog fast/slow 12 / Enable2 / EnA2: enable 2	-	R/W per. -	
	input function 'Enable2' only effective is DEVcmdinterf = IODevice AND IOposInter- fac = Pdinput			
	Available from software version V1.201.			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfuncn_LO1	Function output LO1_OUT()	-	UINT16	CANopen 3007:9 _h
LO1	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1810
I-O-Lo1	2 / No fault / nFlt: no error	-	R/W	
	3 / Active / Acti: operating readiness	-	per.	
	4 / Motor move disable / MdiS: direction of motion blocked	-	-	
	5 / In position window / in-p: position deviation within window	-		
	6 / In speed window / in-n: speed of rotation deviation within window	-		
	7 / Speed threshold reached / itHr: motor speed of rotation below programmed value	-		
	8 / Current threshold reached / ctHr: motor current below programmed value	-		
	9 / Halt acknowledge / HALT Halt validation	-		
	10 / Brake release / Brak: actuation of holding brake	-		
	Available from software version V1.201.			
IOfuncn_LO2	Function output LO2_OUT()	-	UINT16	CANopen 3007:A _h
LO2	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1812
I-O-Lo2	2 / No fault / nFlt: no error	-	R/W	
	3 / Active / Acti: operating readiness	-	per.	
	4 / Motor move disable / MdiS: direction of motion blocked	-	-	
	5 / In position window / in-p: position deviation within window	-		
	6 / In speed window / in-n: speed of rotation deviation within window	-		
	7 / Speed threshold reached / itHr: motor speed of rotation below programmed value	-		
	8 / Current threshold reached / ctHr: motor current below programmed value	-		
	9 / Halt acknowledge / HALT Halt validation	-		
	10 / Brake release / Brak: actuation of holding brake	-		
	Available from software version V1.201.			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
IOfunct_LO3	Function output LO3_OUT()	-	UINT16	CANopen 3007:B _h
LO3	1 / No function / free available / nonE: no function / freely available	-	UINT16	Modbus 1814
I-O-LO3	2 / No fault / nFlt: no error	10	R/W	
	3 / Active / Acti: operating readiness	-	per.	
	4 / Motor move disable / MdiS: direction of motion blocked		-	
	5 / In position window / in-p: position deviation within window			
	6 / In speed window / in-n: speed of rotation deviation within window			
	7 / Speed threshold reached / itHr: motor speed of rotation below programmed value			
	8 / Current threshold reached / ctHr: motor current below programmed value			
	9 / Halt acknowledge / HALT Halt validation			
	10 / Brake release / Brak: actuation of holding brake			
	Available from software version V1.201.			
IOLogicType	Logic type of the digital inputs/outputs(7-13)	-	UINT16	CANopen 3005:4 _h
IOLT	0 / source / sou: for current supply outputs	0	UINT16	Modbus 1288
DRC-LOLT	(default)	0	R/W	
	1 / sink / sin: for outputs drawing current	1	per.	
	NOTE: A change of the setting is not activated until the device is switched on again.			
IOposInterfac	Signal selection at position interface(7-13)	-	UINT16	CANopen 3005:2 _h
IOPI	RS422 IO interface (Pos) as:	0	UINT16	Modbus 1284
DRC-IOPI	0 / ABinput / AB: input ENC_A, ENC_B, ENC_I (index pulse) 4x evaluation	0	R/W	
	1 / PDinput / PD: input PULSE, DIR, ENABLE2	2	per.	
	2 / ESIMoutput / ESIM: output: ESIM_A, ESIM_B, ESIM_I		-	
	NOTE: A change of the setting is not activated until the unit is switched on again.			
IOsigLimN	LIMN signal evaluation(8-49)	-	UINT16	CANopen 3006:F _h
	0 / none: inactive	0	UINT16	Modbus 1566
-	1 / normally closed: normally closed contact	1	R/W	
	2 / normally open: normally-open switch	2	per.	
			-	
IOsigLimP	LIMP signal evaluation(8-49)	-	UINT16	CANopen 3006:10 _h
	0 / none: inactive	0	UINT16	Modbus 1568
-	1 / normally closed: normally closed contact	1	R/W	
	2 / normally open: normally-open switch	2	per.	
			-	
IOsigRef	REF signal evaluation(8-49)	-	UINT16	CANopen 3006:E _h
	1 / normally closed: normally closed contact	1	UINT16	Modbus 1564
-	2 / normally open: normally-open switch	1	R/W	
		2	per.	
	The reference switch is only enabled while processing the reference movement to REF.			

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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_I_nom	Motor nominal current()	A _{pk}	UINT16	CANopen 300D:7 _h
MINO	in 0.01 Apk steps	-	UINT16	Modbus 3342
INF- \overline{I}_n , no		-	R/-	
		-	-	
M_I2t	max. allowable time for M_I_max()	ms	UINT16	CANopen 300D:11 _h
		-	UINT16	Modbus 3362
		-	R/-	
		-	-	
M_Jrot	Motor moment of inertia()	kg cm ² (in-lbs-s ²)	UINT16	CANopen 300D:C _h
	in 0.1 kgcm ² steps	-	UINT16	Modbus 3352
		-	R/-	
		-	-	
		-	-	
M_kE	Motor e.m.f. constant kE()	-	UINT16	CANopen 300D:B _h
	Voltage constant in Vpk at 1000 1/min	-	UINT16	Modbus 3350
		-	R/-	
		-	-	
		-	-	
M_L_d	Motor inductance d-direction()	mH	UINT16	CANopen 300D:F _h
	in 0.01 mH steps	-	UINT16	Modbus 3358
		-	R/-	
		-	-	
		-	-	
M_L_q	Motor inductance q-direction()	mH	UINT16	CANopen 300D:E _h
	in 0.01 mH steps	-	UINT16	Modbus 3356
		-	R/-	
		-	-	
		-	-	
M_M_max	Motor peak torque()	N cm (in-lbs)	UINT16	CANopen 300D:9 _h
		-	UINT16	Modbus 3346
		-	R/-	
		-	-	
		-	-	
M_M_nom	Motor nominal torque()	N cm (in-lbs)	UINT16	CANopen 300D:8 _h
		-	UINT16	Modbus 3344
		-	R/-	
		-	-	
		-	-	
M_n_max	maximum permissible motor speed()	1/min	UINT16	CANopen 300D:4 _h
		-	UINT16	Modbus 3336
		-	R/-	
		-	-	
		-	-	
M_n_nom	Nominal motor speed()	1/min	UINT16	CANopen 300D:5 _h
		-	UINT16	Modbus 3338
		-	R/-	
		-	-	
		-	-	
M_Polepair	Number of motor pole pairs()	-	UINT16	CANopen 300D:14 _h
		-	UINT16	Modbus 3368
		-	R/-	
		-	-	
		-	-	

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_R_UV	Motor termination resistance() in 10mΩ steps	Ω - - -	UINT16 UINT16 R/- - -	CANopen 300D:D _h Modbus 3354
M_Sensor	Motor encoder type() 0 / unknown: unknown 1: reserved 2 reserved 3 / SRS: SinCos 1024 marks Singleturn 4 / SRM: SinCos 1024 marks Multiturn 5 / SKS: SinCos 128 marks Singleturn 6 / SKM: SinCos 128 marks Multiturn 7 / SEK: SinCos 16 marks Singleturn	- - - -	UINT16 UINT16 R/- - -	CANopen 300D:3 _h Modbus 3334
M_serialNo	Motor serial number()	- - - -	UINT32 UINT32 R/- - -	CANopen 300D:1 _h Modbus 3330
M_T_max	max. motor temperature(8-51)	°C	INT16 INT16 R/- - -	CANopen 300D:10 _h Modbus 3360
M_T_warn	Motor temperature warning threshold()	°C	INT16 INT16 R/- - -	CANopen 300D:15 _h Modbus 3370
M_TempType	Type of temperature sensor() 0: PTC switching 1: NTC linear	- - - -	UINT16 UINT16 R/- - -	CANopen 300D:12 _h Modbus 3364
M_Type	Motor type() 0: no motor selected >0: connected motor type	- - - -	UINT32 UINT32 R/- - -	CANopen 300D:2 _h Modbus 3332
M_U_nom	Motor nominal voltage() Voltage in 100mV steps	V - - -	UINT16 UINT16 R/- - -	CANopen 300D:A _h Modbus 3348
MBadr	Modbus address(7-13)	- 1	UINT16 UINT16	CANopen 3016:4 _h Modbus 5640
MBAD	valid addresses: 1 ... 247	1	R/W	
COM- flbRd		247	per. -	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
MBbaud	Modbus baud rate(7-13)	-	UINT16	CANopen 3016:3 _h
MBBD	Allowed baud rates:	9600	UINT16	Modbus 5638
COM- <i>mbbd</i>	9600 19200 38400	19200 38400	R/W per. -	
	NOTE: 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	CANopen 3016:7 _h
MBWO		0	UINT16	Modbus 5646
COM- <i>mbwo</i>	Send High Word first or Low Word first	0 1	R/W per. -	
	0 / HighLow / HiLo : HighWord-LowWord, High Word first -> Modicon Quantum (default) 1 / LowHigh / LoHi : LowWord-HighWord Low Word first -> Premium, HMI (Telemecanique)			
MBformat	Modbus data format()	-	UINT16	CANopen 3016:5 _h
MBFO	1 / 8Bit NoParity 1Stop / 8n1 : 8 bit, no parity bit, 1 stop bit	1	UINT16	Modbus 5642
COM- <i>mbfo</i>	2 / 8Bit EvenParity 1Stop / 8e1 : 8 bit, even parity bit, 1 stop bit (default) 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	2 4	R/W per. -	
	NOTE: A change of the setting is not activated until the unit is switched on again.			
MBnode_guard	Modbus Node Guard()	ms	UINT16	CANopen 3016:6 _h
	Connection monitoring	0	UINT16	Modbus 5644
-	0: inactive (default) >0: Monitoring time	0 10000	R/W - -	
MT_dismax	Max. permissible distance()	revolution	UINT16	CANopen 302E:3 _h
	If the maximum permissible distance is exceeded with an active reference value, a class 1 error is triggered.	0.0 1.0 999.9	UINT16 R/W -	Modbus 11782
-	value 0 disables the monitoring.	Fieldbus 0 10 9999	- - -	
PA_I_max	Maximum current of power amplifier()	A _{pk}	UINT16	CANopen 3010:2 _h
PIMA	Current in 10 mA steps	-	UINT16	Modbus 4100
INF- <i>Pi IR</i>		-	R/- per. -	
PA_I_nom	Nominal current of power amplifier()	A _{pk}	UINT16	CANopen 3010:1 _h
PINO	Current in 10 mA steps	-	UINT16	Modbus 4098
INF- <i>Pi no</i>		-	R/- per. -	

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
PA_T_max -	maximum permissible temperature of the power amplifier(8-51)	°C	INT16 INT16 R/- per. -	CANopen 3010:7 _h Modbus 4110
PA_T_warn -	Temperature limit of the power amplifier(8-51)	°C	INT16 INT16 R/- per. -	CANopen 3010:6 _h Modbus 4108
PA_U_maxDC -	max. permissible DC bus voltage() Voltage in 100mV steps	V - - -	UINT16 UINT16 R/- per. -	CANopen 3010:3 _h Modbus 4102
PA_U_minDC -	DC bus undervoltage threshold for drive switch-off() Voltage in 100mV steps	V - - -	UINT16 UINT16 R/- per. -	CANopen 3010:4 _h Modbus 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 UINT16 R/- per. -	CANopen 3010:A _h Modbus 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 UINT16 R/W -	CANopen 3004:7 _h Modbus 1038
PAReepSave -	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 UINT16 R/W -	CANopen 3004:1 _h Modbus 1026
PARfactorySet FCS DRC-FE5	Restore factory settings (default values)(8-87) 1: Set all parameters to default values and back up in the EEPROM. A factory setting can be triggered by HMI or commissioning software. The storing process is complete if a 0 is returned when reading the parameters. NOTE: The default state only becomes active at the next start-up.	- 0 - 3	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
PARUserReset	Resetting the user parameters(8-87) 1: Set the user parameters to default values. All parameters are reset, with the exception of: - communications parameters - definition of direction of rotation - signal selection of position interface - device control - logic type - start-up operating mode for 'Local Control Mode' - ESIM settings - IO functions NOTE: The new settings are not backed up to the EEPROM!	- 0 - 1	UINT16 UINT16 R/W -	CANopen 3004:8 _h Modbus 1040
POSdirOfRotat	Definition of direction of rotation(8-85)	- 0	UINT16 UINT16	CANopen 3006:C _h Modbus 1560
PROT	0 / clockwise / clw: Clockwise	0	R/W	
DRC-Prot	1 / counter clockwise / cclw: Counterclockwise Interpretation: The drive rotates clockwise with positive speeds, looking onto the motor shaft at the flange. NOTE: 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 a positive direction must be connected to the input LIMP, and vice versa. NOTE: A change of the setting is not activated until the unit is switched on again	1	per. -	
POSScaleDenom	Denominator of the position scaling factor(8-61) Description see numerator (POSScaleNum) Acceptance of a new scaling factor is by transfer of the numerator	usr 1 16384 2147483647	INT32 INT32 R/W per. -	CANopen 3006:7 _h Modbus 1550
POSScaleNum	Numerator of the position scaling factor(8-61) :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 INT32 R/W per. -	CANopen 3006:8 _h Modbus 1552

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	Setpoint speed for profile position mode(8-28)	1/min 0 60	UINT32 UINT32 R/W	CANopen 6081:0 _h Modbus 6942
-	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.		- -	
PPoption	Options for operating mode profile position() Determines the reference position for a relative positioning: 0: relative to the previous target position of the travel profile generator 1: not supported 2: relative to the current actual position of the motor from Version 1.120	- 0 0 2	UINT16 UINT16 R/W - -	CANopen 60F2:0 _h Modbus 6960
PPp_targetusr	Target position of profile position operating mode(8-28) Min/Max values are dependent upon: - Scaling factor - software limit switch (if this is activated)	usr - -	INT32 INT32 R/W - -	CANopen 607A:0 _h Modbus 6940
ProfileType	Motion profile() 0: Linear	- 0 0 0	INT16 INT16 R/W - -	CANopen 6086:0 _h Modbus 6954
PVn_target	Setpoint speed profile velocity mode(8-32) 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 0	INT32 INT32 R/W - -	CANopen 60FF:0 _h Modbus 6938
PWM_fChop	Switching frequency of power amplifier(7-19) 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 0 1	UINT16 UINT16 R/W per. expert	CANopen 3005:E _h Modbus 1308

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	Jolt limiting() 0: off >0: Setting for filter processing time	ms 0 0 128	UINT16 UINT16 R/W per. -	CANopen 3006:D _h Modbus 1562
-	<p>The following values can be set:</p> <p>0: inactive</p> <p>1</p> <p>2</p> <p>4</p> <p>8</p> <p>16</p> <p>32</p> <p>64</p> <p>128</p> <p>Limits the acceleration change (jerk) of the setpoint position generation during the positioning transitions:</p> <p>Standstill - acceleration acceleration - constant movement constant movement - deceleration deceleration - standstill</p> <p>Processing in the following operating modes:</p> <ul style="list-style-type: none"> - profile velocity - point-to-point - jog - homing <p>Setting is only possible with inactive operating mode (x_end=1).</p> <p>Not active with braking process via moment ramp ("Halt" or "Quick Stop")</p>			
RAMPacc	Profile generator acceleration(8-64)	(1/min)/s 30 600 3000000	UINT32 UINT32 R/W per. -	CANopen 6083:0 _h Modbus 1556
-				
RAMPdecel	Profile generator deceleration(8-64)	(1/min)/s 750 750 3000000	UINT32 UINT32 R/W per. -	CANopen 6084:0 _h Modbus 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 setpoint speed with operating modes with profile generation(8-64)	1/min 60 13200 13200	UINT32 UINT16 R/W per. -	CANopen 607F:0 _h Modbus 1554
-	<p>The parameters are effective in the following operating modes:</p> <ul style="list-style-type: none"> - point-to-point - profile velocity - homing - jog <p>If a higher setpoint speed is set in one of these operating modes, it is automatically limited to RAMPn_max. This makes it easy to run a commissioning with limited speed of rotation.</p>			
RAMPsym	symmetrical ramp()	usr	UINT16 UINT16 R/W -	CANopen 3006:1 _h Modbus 1538
-	<p>Acceleration and delay of the profile generator (16-bit value) in 10 (1/min)/s</p> <p>Write access changes the values under RAMPacc as well as RAMPdecel, the limit value test occurs using the limit values there.</p> <p>Reading access delivers the greater value of RAMPacc/RAMPdecel. If the current setting value cannot be mapped as a 16-bit value, then the max. UINT16 value is transferred</p>	-	-	
RESext_P	Nominal power of external braking resistor(7-19)	W 1 10 32767	UINT16 UINT16 R/W per. -	CANopen 3005:12 _h Modbus 1316
-				
RESext_R	Resistance value of external braking resistor(7-19)	Ω 0.01 100.00 327.67	UINT16 UINT16 R/W per. -	CANopen 3005:13 _h Modbus 1318
-		Fieldbus 1 10000 32767		
RESext_ton	max. permissible switch-in time for external braking resistor(7-19)	ms 1 1 30000	UINT16 UINT16 R/W per. -	CANopen 3005:11 _h Modbus 1314
-				
RESint_ext	Control of braking resistor(7-19)	- 0 0 1	UINT16 UINT16 R/W per. -	CANopen 3005:9 _h Modbus 1298
-	0 / internal: internal braking resistor 1 / external: external braking resistor			
RESint_P	Nominal power of internal braking resistor()	W	UINT16 UINT16 R/- per. -	CANopen 3010:9 _h Modbus 4114
-				

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_R -	Internal braking resistor() in 10 mOhm steps -	Ω - - -	UINT16 UINT16 R/- per. -	CANopen 3010:8 _h Modbus 4112
SPEEDn_target -	Setpoint speed in speed control mode(8-22) The internal maximum speed is limited by the current setting in CTRL_n_max -	1/min -30000 0 30000	INT16 INT16 R/W - -	CANopen 3021:4 _h Modbus 8456
SPEEDreference -	Selection of preset source for speed control operating mode(8-22) 0: no 1: Reference value via +/-10V-interface ANA1 2: Reference value via parameter SPEEDn_target -	- 0 0 2	UINT16 UINT16 R/W - -	CANopen 301B:11 _h Modbus 6946
SPV_Flt_AC -	Error response to failure of a mains phase with 3-phase devices(8-51) 1 / ErrorClass1 error class 1 2 / ErrorClass2 : error class 2 3 / ErrorClass3 : error class 3 -	- 1 2 3	UINT16 UINT16 R/W per. -	CANopen 3005:A _h Modbus 1300
SPV_Flt_pDiff -	Error response to tracking error(8-51) 1 / ErrorClass1 error class 1 2 / ErrorClass2 : error class 2 3 / ErrorClass3 : error class 3 -	- 1 3 3	UINT16 UINT16 R/W per. -	CANopen 3005:B _h Modbus 1302
SPV_GroundFlt -	Ground fault monitoring(8-59) 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 UINT16 R/W per. expert	CANopen 3005:10 _h Modbus 1312
SPV_MainsVolt -	Monitoring mains phases with 3-phase devices(8-60) 0 / off : Off 1 / on : On (default) 3-phase devices must only be connected and operated on 3-phase mains. In exceptio- nal cases it may be necessary to disable it, e.g.: - supply via the DC bus -	- 0 1 1	UINT16 UINT16 R/W per. expert	CANopen 3005:F _h Modbus 1310

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_p_maxDiff	Max. permissible tracking error of position controller(8-51)	revolution 0.0001 1.0000 200.0000	UINT32 UINT32 R/W per.	CANopen 6065:0 _h Modbus 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	-	
SPV_SW_Limits	Monitoring the software limit switch(8-49)	- 0 0 3	UINT16 UINT16 R/W per.	CANopen 3006:3 _h Modbus 1542
-	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)		-	
SPVChkWinTime	Monitoring of time window()	ms 0 0 9999	UINT16 UINT16 R/W per.	CANopen 3006:1D _h Modbus 1594
WINT	Setting of a time for the monitoring of position deviation, speed of rotation deviation, speed of rotation value and current value. If the control value for the set time is within the monitoring range, then the result of the monitoring is valid.		-	
SET- <i>W, n t</i>	The status can be output via a programmable output. Available from software version V1.201.			
SPVcommutat	Monitoring commutation(8-58)	- 0 1 1	UINT16 UINT16 R/W per.	CANopen 3005:5 _h Modbus 1290
-	0 / off: off 1 / on: on (default)		-	
SPVi_Threshold	Current value for "Current threshold reached"()	A _{pk} 0.00 0.00 99.99	UINT16 UINT16 R/W per.	CANopen 3006:1C _h Modbus 1592
ITHR	It is checked whether the motor is below the value defined here for the time programmed via 'SPVChkWinTime'.	Fieldbus 0 0 9999	-	
SET- <i>i, t hr</i>	The status can be output via a programmable output. As a comparative value the value from the parameter '_Idq_act' is used. Available from software version V1.201.			
SPVn_DiffWin	Speed deviation for "In speed window"()	1/min - - -	UINT16 UINT16 R/W per.	CANopen 3006:1A _h Modbus 1588
IN-N	It is checked whether the motor is below the deviation defined here for the time programmed via 'SPVChkWinTime'.		-	
SET- <i>n, n</i>	The status can be output via a programmable output. Available from software version V1.201.			

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
SPVn_lim	Speed limitation via input()	1/min	UINT16	CANopen 3006:1E _h
NLIM	a speed limitation can be activated via a digital input.	1	UINT16	Modbus 1596
SET-nL, n		10	R/W	
	Available from software version V1.201.	9999	per.	-
SPVn_Threshold	Speed value for "Speed threshold reached"()	1/min	UINT16	CANopen 3006:1B _h
NTHR	It is checked whether the motor is below the value defined here for the time programmed via 'SPVChkWinTime'.	-	UINT16	Modbus 1590
SET-nthr	The status can be output via a programmable output.	-	R/W	
	Available from software version V1.201.	-	per.	-
SPVp_DiffWin	Position deviation for "In position window"()	revolution	UINT16	CANopen 3006:19 _h
IN-P	It is checked whether the motor is below the deviation defined here for the time programmed via 'SPVChkWinTime'.	0.0000	UINT16	Modbus 1586
SET-n-P	The status can be output via a programmable output.	0.0010	R/W	
	Available from software version V1.201.	0.9999	per.	-
SPVswLimNusr	negative position limit for software limit switch(8-49)		INT32	CANopen 607D:1 _h
-	see description of 'SPVswLimPusr'	-2147483648	INT32	Modbus 1546
		usr	R/W	
			per.	-
SPVswLimPusr	positive position limit for software limit switch(8-49)		INT32	CANopen 607D:2 _h
-	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	INT32	Modbus 1544
		usr	R/W	
			per.	-
STANDp_win	Standstill window, permissible control deviation(8-71)	revolution	UINT32	CANopen 6067:0 _h
-	The control deviation for the standstill window time must lie in this range of values to allow recognition of the standstill of the drive.	0.0000	UINT16	Modbus 4370
	The processing of the standstill window must be activated via the STANDpwinTime parameter.	0.0010	R/W	
		3.2767	per.	-
STANDpwinTime	Standstill window, time(8-71)	ms	UINT16	CANopen 6068:0 _h
-	0: Standstill window monitoring deactivated	0	UINT16	Modbus 4372
	>0: Time in ms within which the control deviation must lie in the standstill window	0	R/W	
		32767	per.	-

Parameter Name Code HMI menu, Code	Description	Unit Minimum value Default value Maximum value	Data type R/W persistent Expert	Parameter address via fieldbus
STANDpwinTout	Timeout for the standstill window monitor(8-71)	ms 0 0	UINT16 UINT16 R/W per.	CANopen 3011:B _h Modbus 4374
-	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.	16000	-	
StartupMessage	Start-up messages()	-	UINT32 UINT32 R/W	CANopen 3001:1C _h Modbus 312
-	Read: Start-up messages write: validation 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 = 1: change of a parameter that is only active after start-up Bit 5..15: reserved Write: Bit 0=1: First Setup validation Bit 1 = 1: motor changed validation Bit 2..3: reserved Bit 4 = 1: validation of change of a start-up parameter Bit 5..15: reserved The availability of the individual bits depends on the product	-	- -	
SuppDriveModes	Supported operating modes as per DSP402()	-	UINT32 UINT32 R/-	CANopen 6502:0 _h Modbus 6952
-	Coding: Bit 0: profile position Bit 2: profile velocity Bit 5: homing Bit 16: jog Bit 17: electronic gear Bit 18: current control Bit 19: speed control Bit 20: position control Bit 21: manual tuning Bit 22: oscillator mode The availability of the individual bits depends on the product	-	- -	

12 Accessories and spare parts

12.1 Optional accessories

Description	Order number
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 number
braking resistor IP65; 10 ohm; 400W; 0.75m (2.5 feet) connector cable	VW3A7601R07
braking resistor IP65; 10 ohm; 400W; 2m (6.6 feet) connector cable	VW3A7601R20
braking resistor IP65; 10 ohm; 400W; 3m (9.8 feet) connector cable	VW3A7601R30
braking resistor IP65; 27 ohm; 100W; 0.75m (2.5 feet) connector cable	VW3A7602R07
braking resistor IP65; 27 ohm; 100W; 2m (6.6 feet) connector cable	VW3A7602R20
braking resistor IP65; 27 ohm; 100W; 3m (9.8 feet) connector cable	VW3A7602R30
braking resistor IP65; 27 ohm; 200W; 0.75m (2.5 feet) connector cable	VW3A7603R07
braking resistor IP65; 27 ohm; 200W; 2m (6.6 feet) connector cable	VW3A7603R20
braking resistor IP65; 27 ohm; 200W; 3m (9.8 feet) connector cable	VW3A7603R30
braking resistor IP65; 27 ohm; 400W; 0.75m (2.5 feet) connector cable	VW3A7604R07
braking resistor IP65; 27 ohm; 400W; 2m (6.6 feet) connector cable	VW3A7604R20
braking resistor IP65; 27 ohm; 400W; 3m (9.8 feet) connector cable	VW3A7604R30
braking resistor IP65; 72 ohm; 100W; 0.75m (2.5 feet) connector cable	VW3A7605R07
braking resistor IP65; 72 ohm; 100W; 2m (6.6 feet) connector cable	VW3A7605R20
braking resistor IP65; 72 ohm; 100W; 3m (9.8 feet) connector cable	VW3A7605R30
braking resistor IP65; 72 ohm; 200W; 0.75m (2.5 feet) connector cable	VW3A7606R07
braking resistor IP65; 72 ohm; 200W; 2m (6.6 feet) connector cable	VW3A7606R20
braking resistor IP65; 72 ohm; 200W; 3m (9.8 feet) connector cable	VW3A7606R30
braking resistor IP65; 72 ohm; 400W; 0.75m (2.5 feet) connector cable	VW3A7607R07
braking resistor IP65; 72 ohm; 400W; 2m (6.6 feet) connector cable	VW3A7607R20
braking resistor IP65; 72 ohm; 400W; 3m (9.8 feet) connector cable	VW3A7607R30

12.3 Motor cables

These cables are **suitable for BSH motors only**.

Description	Order number
Motor cable 3m (9.8 feet) for Servomotor, 4*16 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5101R30
Motor cable 5m (16.4 feet) for Servomotor, 4*16 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5101R50
Motor cable 10m (32.8 feet) for Servomotor, 4*16 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5101R100
Motor cable 15m (49.2 feet) for Servomotor, 4*16 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5101R150
Motor cable 20m (65.6 feet) for Servomotor, 4*16 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5101R200
Motor cable 3m (9.8 feet) for Servomotor, 4*14 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5102R30
Motor cable 5m (16.4 feet) for Servomotor, 4*14 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5102R50
Motor cable 10m (32.8 feet) for Servomotor, 4*14 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5102R100
Motor cable 15m (49.2 feet) for Servomotor, 4*14 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5102R150
Motor cable 20m (65.6 feet) for Servomotor, 4*14 AWG and 2*18 AWG screened; Motor end 8-pole round plug, other cable end open	VW3M5102R200
motor cable 3m (9.8 feet) for Servomotor, 4*12 AWG and 2*18 AWG shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R30
motor cable 5m (16.4 feet) for Servomotor, 4*12 AWG and 2*18 AWG shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R50
motor cable 10m (32.8 feet) for Servomotor, 4*12 AWG and 2*18 AWG shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R100
motor cable 15m (49.2 feet) for Servomotor, 4*12 AWG and 2*18 AWG shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R150
motor cable 20m (65.6 feet) for Servomotor, 4*12 AWG and 2*18 AWG shielded; motor end 8-pole M40 circular plug, other cable end open	VW3M5103R200

12.4 Encoder cables

These cables are **suitable for BSH motors only**.

Description	Order number
Encoder cable 3m (9.8 feet) for Servomotor, 5*(2*24 AWG) and 1*(2*21 AWG) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R30
Encoder cable 5m (16.4 feet) for Servomotor, 5*(2*24 AWG) and 1*(2*21 AWG) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R50
Encoder cable 10m (32.8 feet) for Servomotor, 5*(2*24 AWG) and 1*(2*21 AWG) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R100
Encoder cable 15m (49.2 feet) for Servomotor, 5*(2*24 AWG) and 1*(2*21 AWG) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R150
Encoder cable 20m (65.6 feet) for Servomotor, 5*(2*24 AWG) and 1*(2*21 AWG) screened; Motor end 12-pole round plug, unit end 12-pole plug	VW3M8101R200

12.5 Crimping tool and connector / contacts

Description	Order number
Crimping pliers for CN2 and CN5: Molex 69008-0982	
Extraction tool for crimped contacts: Molex 11-03-0043	
5* connector set Molex 10-pin for CN5	VW3M8212
5* connector set Molex 12-pin for CN2	VW3M8213

12.6 RS 422: pulse/direction, ESIM and A/B

Description	Order number
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 0.5m (1.6 feet)	VW3M8201R05
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 1.5m (4.9 feet)	VW3M8201R15
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 3m (9.8 feet)	VW3M8201R30
Cable pulse/direction, ESIM, A/B, unit end 10 pole, other end open, 5m (16.4 feet)	VW3M8201R50
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 0.5m (1.6 feet)	VW3M8202R05
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 1.5m (4.9 feet)	VW3M8202R15
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 3m (9.8 feet)	VW3M8202R30
Cable ESIM, A/B, for Master/Slave operation of units 2* 10-pole, 5m (16.4 feet)	VW3M8202R50
Cable pulse/direction, ESIM, AB on Premium CAY, 0.5m (1.6 feet), 10-pole + 15-pole SubD	VW3M8203R05
Cable pulse/direction, ESIM, AB on Premium CAY, 1.5m (4.9 feet), 10-pole + 15-pole SubD	VW3M8203R15
Cable pulse/direction, ESIM, AB on Premium CAY, 3m (9.8 feet), 10-pole + 15-pole SubD	VW3M8203R30
Cable pulse/direction, ESIM, AB on Premium CAY, 5m (16.4 feet), 10-pole + 15-pole SubD	VW3M8203R50
Cable pulse/direction, ESIM, AB on Premium CFY, 0.5m (1.6 feet), 10-pole + 15-pole SubD	VW3M8204R05
Cable pulse/direction, ESIM, AB on Premium CFY, 1.5m (4.9 feet), 10-pole + 15-pole SubD	VW3M8204R15
Cable pulse/direction, ESIM, AB on Premium CFY, 3m (9.8 feet), 10-pole + 15-pole SubD	VW3M8204R30
Cable pulse/direction, ESIM, AB on Premium CFY, 5m (16.4 feet), 10-pole + 15-pole SubD	VW3M8204R50
Cable pulse/direction, ESIM, AB on Siemens S5 IP247, 3m (9.8 feet), 10-pole	VW3M8205R30
Cable pulse/direction, ESIM, AB on Siemens S5 IP247, 3m (9.8 feet), 10-pole	VW3M8206R30
Cable pulse/direction, ESIM, AB Siemens S7-300 FM353, 3m (9.8 feet), 10-pole	VW3M8207R30
Cable pulse/direction, ESIM, AB on Siemens S7 FM354, 3m (9.8 feet), 10-pin connector	VW3M8208R30
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 0.5m (1.6 feet)	VW3M8209R05
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 1.5m (4.9 feet)	VW3M8209R15
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 3m (9.8 feet)	VW3M8209R30
Cable pulse/direction, ESIM, AB on RVA, USIC or WP/WPM311, 5m (16.4 feet)	VW3M8209R50
Cable pulse/direction, USIC, 15-pin SubD, other end off, 0.5m (1.6 feet)	VW3M8210R05
Cable pulse/direction, USIC, 15-pin SubD, other end off, 1.5m (4.9 feet)	VW3M8210R15
Cable pulse/direction, USIC, 15-pin SubD, other end off, 3m (9.8 feet)	VW3M8210R30
Cable pulse/direction, USIC, 15-pin SubD, other end off, 5m (16.4 feet)	VW3M8210R50
Cascader cable for RVA, 0.5m	VW3M8211R05

12.7 Mains filters

Description	Order number
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

12.8 Mains reactors

Description	Order number
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

12.9 CANopen

Description	Order number
CAN branching socket	VW3CANTAP2
CAN-cable, 0.3m (0.98 feet), both ends RJ45-plug	VW3CANCARR03
CAN-cable, 1m (3.3 feet), both ends RJ45-plug	VW3CANCARR1

12.10 MODBUS

Description	Order number
MODBUS branching socket, 3* screwed terminal rail, RC termination Connect with cable W3A8306D30.	TSXSACA50
MODBUS 2-way branching socket, 2*socket plug SubD 15-pole, 2* screwed terminal rail, RC termination Connect with cable W3A8306D30.	TSXSACA62
MODBUS connection module, 10*RJ45 plug and 1*screwed terminal rail	LU9GC3
MODBUS termination for RJ45 plug, 120 Ohm, 1nF	VW3A8306RC
MODBUS termination for RJ45 plug, 150 Ohm	VW3A8306R
MODBUS termination for screwed terminal rail, 120 Ohm, 1nF	VW3A8306DRC
MODBUS termination for screwed terminal rail, 150 Ohm	VW3A8306DR
MODBUS T-branching module with integral cable 0.3m (0.98 feet)	VW3A8306TF03
MODBUS T-branching module with integral cable 1m (3.3 feet)	VW3A8306TF10
MODBUS-cable, 3m (9.8 feet), 1*RJ45 plug, other end insulated	VW3A8306D30
MODBUS-cable, 3m (9.8 feet), 1*RJ45 plug, 1*SubD15pole plug, for TSXSACA62	VW3A8306
MODBUS-cable, 0.3m (0.98 feet), 2*RJ45 plug	VW3A8306R03
MODBUS-cable, 1m (3.3 feet), 2*RJ45 plug	VW3A8306R10
MODBUS-cable, 3m (9.8 feet), 2*RJ45 plug	VW3A8306R30
MODBUS-cable, 100m (328 feet), 4-core, screened and twisted	TSXCSA100
MODBUS-cable, 200m (656 feet), 4-core, screened and twisted	TSXCSA200
MODBUS-cable, 500m (1,640 feet), 4-core, screened and twisted	TSXCSA500

12.11 Installation material

Description	Order number
adapter plate for top-hat rail mounting, width 77.5mm (3.05 in)	VW3A11851
adapter plate for top-hat rail mounting, width 105mm (4.13 in)	VW3A31852
EMC kit size 1	VW3M2101
EMC kit size 2 & 3	VW3M2102
EMC kit size 4	VW3M2103

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.
- 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).
 - 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).
- The system manufacturer is responsible for compliance with all applicable regulations relevant to grounding the drive system.
- Many components, including printed wiring boards, operate at mains voltage. Do not short-circuit DC bus or 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.

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

⚠ CAUTION

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.telemecanique.com>

13.2 Maintenance

The product 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

UNINTENDED EQUIPMENT OPERATION

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 statuses 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 8.6.11.3 "Duplicate existing device settings" page 8-88.
- ▶ 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 nameplate for later identification.
- ▶ Install the new product as specified in chapter 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 8.6.11.2 "Restore factory settings" from page 8-87.
- ▶ 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

UNINTENDED EQUIPMENT OPERATION

Drives can make unexpected movements if incorrectly connected or because of other faults.

- Operate the device with approved motors only. Even if motors are similar, different adjustment of the encoder system may be a source of danger.
- Check the wiring. Compatibility is not ensured even with matching connectors on power connection and encoder 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 nameplate for later identification.
- ▶ Install the new product as specified in chapter 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 7.4.12 "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 ambient conditions on page 3-1!

- | | |
|-----------------|--|
| <i>Shipping</i> | The product must be protected against shocks during transport. Use the original packaging for this purpose. |
| <i>Storage</i> | Store the product only under the specified, approved environmental conditions for room temperature and humidity.
Protect the product against dust and dirt. |
| <i>Disposal</i> | 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 m / 0.9144 = 5.468 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) -		$\ast \pi / 30$	$\ast 6$
rad/s	$\ast 30 / \pi$	-	$\ast 57.295$
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	$\ast 16$	$\ast 0.112985$	$\ast 0.011521$	$\ast 1.1521$	$\ast 1.129 \ast 10^6$
lb-ft	$\ast 12$	-	$\ast 192$	$\ast 1.355822$	$\ast 0.138255$	$\ast 13.8255$	$\ast 13.558 \ast 10^6$
oz-in	/ 16	/ 192	-	$\ast 7.0616 \ast 10^{-3}$	$\ast 720.07 \ast 10^{-6}$	$\ast 72.007 \ast 10^{-3}$	$\ast 70615.5$
Nm	/ 0.112985	/ 1.355822	/ 7.0616 $\ast 10^{-3}$	-	$\ast 0.101972$	$\ast 10.1972$	$\ast 10 \ast 10^6$
kp-m	/ 0.011521	/ 0.138255	/ 720.07 $\ast 10^{-6}$	/ 0.101972	-	$\ast 100$	$\ast 98.066 \ast 10^6$
kp-cm	/ 1.1521	/ 13.8255	/ 72.007 $\ast 10^{-3}$	/ 10.1972	/ 100	-	$\ast 0.9806 \ast 10^6$
dyne-cm	/ 1.129 $\ast 10^6$	/ 13.558 $\ast 10^6$	/ 70615.5	/ 10 $\ast 10^6$	/ 98.066 $\ast 10^6$	/ 0.9806 $\ast 10^6$	-

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	$\ast 16$
lb-ft ²	$\ast 144$	-	$\ast 0.04214$	$\ast 421.4$	$\ast 0.429711$	$\ast 2304$
kg-m ²	$\ast 3417.16$	/ 0.04214	-	$\ast 10 \ast 10^3$	$\ast 10.1972$	$\ast 54674$
kg-cm ²	$\ast 0.341716$	/ 421.4	/ 10 $\ast 10^3$	-	/ 980.665	$\ast 5.46$
kp-cm-s ²	$\ast 335.109$	/ 0.429711	/ 10.1972	$\ast 980.665$	-	$\ast 5361.74$
oz-in ²	/ 16	/ 2304	/ 54674	/ 5.46	/ 5361.74	-

14.1.8 Temperature

	°F	°C	K
°F	-	$(^{\circ}\text{F} - 32) \ast 5/9$	$(^{\circ}\text{F} - 32) \ast 5/9 + 273.15$
°C	$^{\circ}\text{C} \ast 9/5 + 32$	-	$^{\circ}\text{C} + 273$
K	$(\text{K} - 273.15) \ast 9/5 + 32$	$\text{K} - 273.15$	-

14.1.9 Conductor cross section

AWG	1	2	3	4	5	6	7	8	9	10	11	12	13
mm ²	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
mm ²	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>CAN</i>	(Controller Area Network), standardized open Fieldbus over which the drives and other devices from different manufacturers communicate with one another.
<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>Error class</i>	Classification of operational faults into groups corresponding to the error responses
<i>EU</i>	European Union
<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 mains</i>	Mains in which all active components are isolated from ground or are grounded by a high impedance. IT: isol�� terre (French), isolated ground. Opposite: grounded networks, see TT/TN network
<i>Limit switch</i>	Switch that signals an overrun of the permissible travel range.
<i>NMT</i>	network management (NMT), component of the CANopen communications profile, tasks: initialising network and devices, starting, stopping, monitoring devices

<i>Node Guarding</i>	Monitoring function with slave at an interface for cyclic communication.
<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>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>Pulse direction signals</i>	Digital signals with variable pulse frequencies which signal changes in position and rotation direction via separate signal wires.
<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 mains, TN mains</i>	Grounded mains, distinguished by the PE conductor connection. Opposite: ungrounded networks, see IT mains
<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>LXM05A</i>	AC servo amplifier
<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

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