



## **Pitchsystem protec-Plattform**

**Betriebsanleitung  
Umrichter U-DS 006.1 – 045.1**

## **Pitch System protec-platform**

**Operation manual  
Converter U-DS 006.1 – 045.1**

**Nr. / No.: 181 - 00468**

**Stand: 07.2004  
Revision: 0**

**LUST DriveTronics GmbH  
Heinrich-Hertz-Straße 18  
D-59423 Unna**

**Tel.: +49 (0) 2303 779-0  
Fax: +49 (0) 2303 779-397  
info@Lust-drivetrronics.de  
www.Lust-drivetrronics.de**



Quellenangabe: REpower Systems AG

# U-DS 006.1 - 045.1

## Operation manual



## Servoconverter

6 A - 45 A

***Address:***

**LUST DriveTronics GmbH**

Hansastraße 120

D-59425 Unna

Telephone: +49 (0) 2303 779-0

Telefax: +49 (0) 2303 779-397

info@Lust-drivetrronics.de

www.Lust-drivetrronics.de

***Operation Manual***

***Article:***

No. 181 - 00468

***Issue:***

Date: 07.2004

***Note:***

Technical data subject to modification without notice.

# 1 General

1.1	After-sales service.....	3
1.2	Packing .....	4
1.3	Delivery condition .....	4
1.4	Sensitivity.....	4
1.5	Storage.....	4
1.6	Items supplied .....	4
1.7	Maintaining stocks of replacement parts.....	5
1.8	Hints for waste management.....	5



## 1.1 After-sales service



**Note:** Before consulting the after-sales service, please provide the following data:

1. customer
2. Manufacturer of the system
3. Type designation of the unit
4. Order-Ref.-No. of the unit
5. Fabrication-No. of the unit
6. In case of service requirement: brief description of the fault
7. If possible, parameter set and software version.

This measure saves unnecessary identification works and further inquiries.

The address for Service and Replacement Parts Sales is as follows:

### *Service adress*

#### **LUST DriveTronics GmbH**

Hansastraße 120

D-59425 Unna

Telephone: +49 (0) 2303 779-0

Telefax: +49 (0) 2303 779-440

Should you require a Service Engineer, then please contact our "Technical Service Department" at the above address.

## 1 General

### 1.2 Packing

The type of packing is dependent on the method of transport and the quantity of items to be supplied. The symbols applied to the packing must be observed.

### 1.3 Delivery condition

The Servoconverter is supplied as fully assembled within a housing. The unit is tested for electrical function and is preset prior to shipment. The settings can be found on the accompanying customer-specific list as well as the parameter list.

### 1.4 Sensitivity

As the Servoconverter is an electronic assembly, special care must be taken in transportation so as to prevent damage through impact or careless loading or unloading.

Both impacts and any large fluctuations in temperature which could lead to the generation of condensation water should be avoided.

### 1.5 Storage

The Servoconverter should only be stored in a dry room in which no condensation water can generate within the Servoconverter.

When not operating the converters for a longer period of time, the D.C. link capacitors have to be formatted.

With a storage time of one year, no measures have to be taken. After that time, a formatting time of one hour per storage year has to be added, during which the connected controllable mains voltage rises in 4 steps over 30 minutes each up to the nominal value.

### 1.6 Items supplied

The delivery should be checked on receipt to ensure that nothing is missing. Compare the content with the pertinent packing list. Any transportation damage and/or missing parts should be reported immediately in writing.

## 1.7 Maintaining stocks of replacement parts

A stock of the most important replacement and wearing parts is crucial for the continuous operation and availability of the unit.

We can only guarantee original replacement parts supplied by ourselves. We would expressly point out that the fitting and/or use of original replacement parts not supplied by us may have an adverse effect on the design characteristics of the unit and may therefore reduce active and/or passive safety.

**LUST DriveTronics GmbH** cannot provide any guarantee whatsoever for damage caused by the use of non-original replacement parts and accessories.

Please note that special manufacturing and supply specifications often apply to our own and externally-sourced parts and that we will always offer you replacement parts which conform to the latest technical standards and the latest regulations.

To avoid servicing problems, we recommend that you purchase complete replacement subassemblies or have faulty subassemblies tested and repaired by **LUST DriveTronics GmbH**.

For a quick handling and settlement of spare parts orders, the unit data must be known. Particularly refer to variants as per the customer's specification. Please attach a copy of the unit accompanying list to your spare part order.

The following information must be given

- Order No.
- Type
- Fabrications - No.
- Item number and name of replacement part
- Trimming data (Unit accompanying list)
- Quantity ordered

## 1.8 Hints for waste management

**LUST DriveTronics GmbH** - Servoconverter contain electronic components. After their utilization they must not be thrown to the normal household rubbish, but must be put to the **electronic scrap**.

For the environmentally friendly waste management please consult the local Environment Authority.

1

2

3

4

5

6

7

8

9

A

DE

EN





## 2 Technical data

<b>2.1</b>	<b>Performance data .....</b>	<b>3</b>
<b>2.2</b>	<b>Key to types.....</b>	<b>4</b>
<b>2.3</b>	<b>Device views .....</b>	<b>5</b>
2.3.1	U-DS 006.1 - U-DS 020.1 .....	5
2.3.2	U-DS 006.1 - U-DS 020.1 with technological card .....	5
2.3.3	U-DS 035.1 / U-DS 045.1 .....	6
2.3.4	U-DS 035.1 / U-DS 045.1 with technological card .....	6
<b>2.4</b>	<b>Applications and intended use.....</b>	<b>7</b>
<b>2.5</b>	<b>Operating conditions .....</b>	<b>7</b>
<b>2.6</b>	<b>Conformity / Standards .....</b>	<b>8</b>



### 2.1 Performance data

Type of device	U-DS 006.1	U-DS 012.1	U-DS 020.1	U-DS 035.1	U-DS 045.1
Input mains side					
Mains voltage	3 x 230V -10% bis 3 x 480V +15%				
Mains frequency	50/60 Hz				
Regulator supply	24V DC ±20%, 1,5A to 2,5A depending on the load of the digital outputs Starting current 3A - 4 A for 1,5 sec.				
DC link voltage	325V to 680V DC +15%, Peak voltage with brake operation up to 890V				
Output voltage (motor side)	3 x 0V to mains voltage AC				
Clock frequency of output stage	4 kHz to 14 kHz with current reduction				
Operating height	up to 1000m without reduction from 1000 m per 100 m height 1% output reduction max. operation height 4000m				
Operating temperature	0 to 40°C with nominal load, > 40°C to 55°C with reduced load, load reduction 2% / °C				
Humidity class	G (no bedew)				
Storage temperature	- 25°C to + 70°C				
DC link capacity	705 µF			1500 µF	
Nominal output current with 4 kHz switching frequency	6A eff	12A eff	20A eff	35A eff	45A eff
Pulse current (1sec on / 5sec pause) limited by I²t-monitoring	12A eff	24A eff	40A eff	70A eff	70A eff
Motor nominal output with asynchronous motors (400V)	to 2,75 kW	to 5,5 kW	to 11 kW	to 18,5 kW	to 22 kW
Output of braking chopper with internal resistance P <sub>max</sub> for 0,4 sec / 10sec pause	P <sub>nom</sub> = 100 W P <sub>max</sub> = 7 kW			P <sub>nom</sub> = 250 W P <sub>max</sub> = 31 kW	no internal brake resistance
Output of brake chopper with external resistance P <sub>max</sub> for 0,4 sec und 10sec pause	R <sub>min</sub> = 30 Ω P <sub>max</sub> = 22 kW			R <sub>min</sub> = 18 Ω P <sub>max</sub> = 37 kW	
internal mains filter	Limit values of EN 61800-3 comply with EN 55011 class B				
Digital inputs	8 Opto-coupling, 24V (10V to 30V)				
Digital outputs	8, Opto-coupling - transistor 24V, 125mA, max 0,5A sum current max. 1A				
Analog inputs	2 Setpoint inputs, differential inputs, ±10V				
Analog outputs	2 Monitor outputs, ±10V, 1,5mA, R <sub>i</sub> >6,8kΩ, output quantity freely programmable				

Table 2.1 Performance data

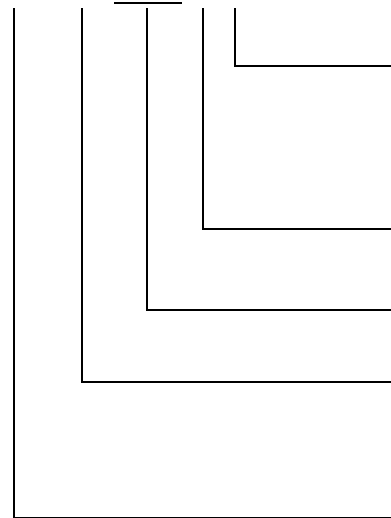
## 2 Technical data

Type of device	U-DS 006.1	U-DS 012.1	U-DS 020.1	U-DS 035.1	U-DS 045.1
Auxiliary voltages from the Servoconverter	$\pm 10V$ , 5mA / 24V DC, 100mA				
Sensor system	Resolver, optionally ROD 426 incremental encoder, high-resolution sensor, e.g. ERN 1387 or absolute value encoder e.g. EQN 1325				
Encoder output (encoder simulation)	Standard: 1024 increments, other number of increments on request				
Apparent power of unit with mains voltage 3 x 400V	3,9 kVA, max. 1sec=7,5 kVA	7,8 kVA, max. 1sec=15 kVA	13 kVA, max. 1sec=26 kVA	23 kVA, max. 1sec=39 kVA	30 kVA, max. 1sec=39 kVA
Power loss	approx. 150W	approx. 250W	approx. 300W	approx. 350W	approx. 350W
Motor protection	PTC, evaluation via encoder plug, $I^2t$ - monitoring				
Converter protection	Overtemperature protection, overvoltage protection, overcurrent protection, braking chopper, Short circuit: Cable/ground, short circuit: Cable/cable				
Weight	6,5 kg	6,5 kg	6,8 kg	9,1 kg	9,5 kg
Dimensions (HxWxD)	362 x 85 x 258			362 x 155 x 258	

Table 2.1 Performance data

### 2.2 Key to types

#### X - DS XXX.X Y



#### Configuration

without abbreviation = standard  
**BE** = connection for external brake resistance  
**T** = Technology/technological  
**L** = Liquid-cooled  
**S** = sinusoidal feeding

#### Unit generation

Output stage size  
(nominal current)

**DS** = DriveStar family

#### Hardware

**U** = Drive controller with power pack  
**A** = Modular design without power pack  
**B** = Power pack with brake resistance  
**R** = Power pack with refeeding

### 2.3 Device views

#### 2.3.1 U-DS 006.1 - U-DS 020.1

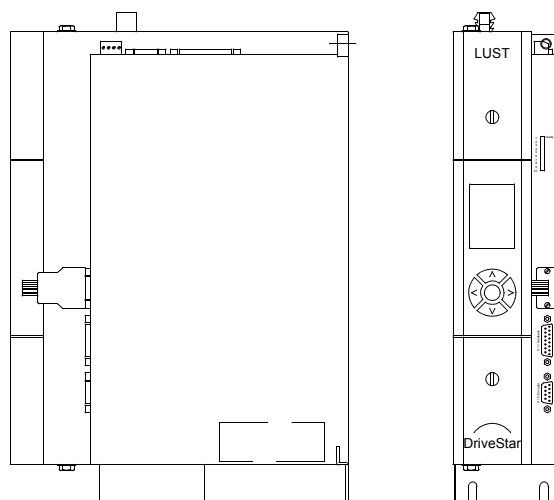


Fig. 2.1 B11-001 U-DS 006.1 - U-DS 020.1

#### 2.3.2 U-DS 006.1 - U-DS 020.1 with technological card

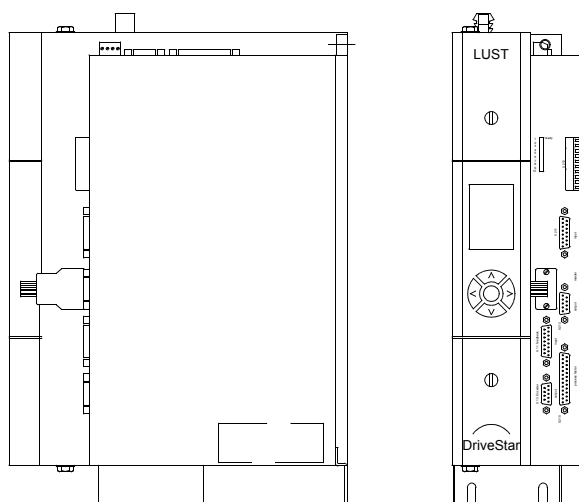


Fig. 2.2 B11-005 U-DS 006.1 - U-DS 020.1 with technological card

### 2.3.3 U-DS 035.1 / U-DS 045.1

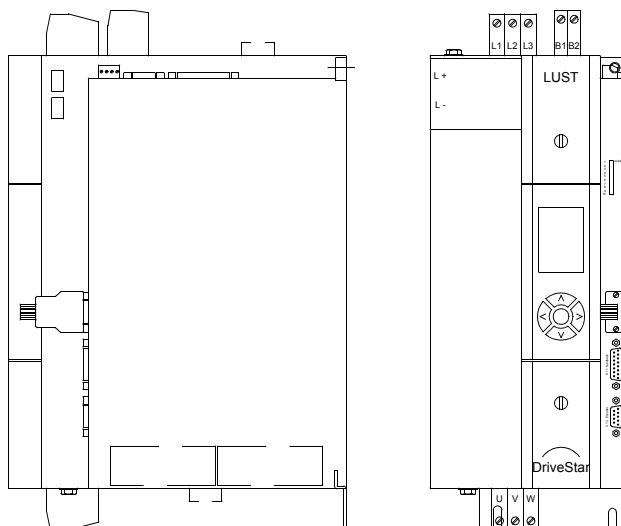


Fig. 2.3 B11-019 U-DS 035.1 / U-DS 045.1

### 2.3.4 U-DS 035.1 / U-DS 045.1 with technological card

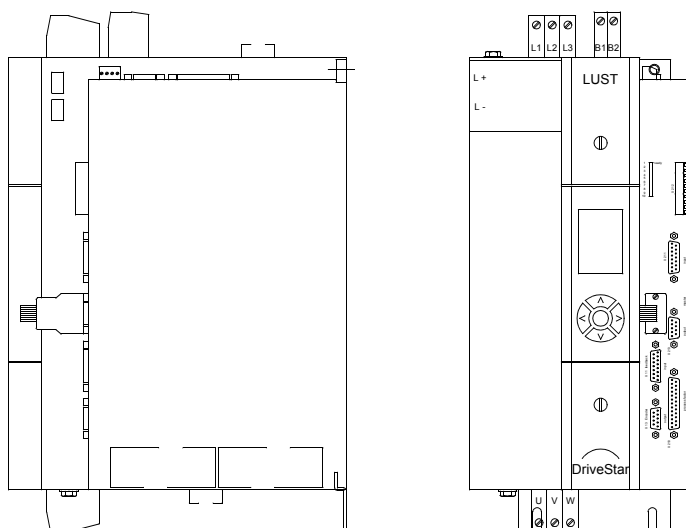


Fig. 2.4 B11-022 U-DS 035.1 / U-DS 045.1 with technology card

### 2.4 Applications and intended use



The Servoconverter of series **DriveStar** are used for low-loss continuous speed and torque regulation.

**DriveStar** Servoconverter are intended for the operation of:

- synchronous motors made by **LUST DriveTronics GmbH**.
- asynchronous motors with actual speed by **LUST DriveTronics GmbH**.
- asynchronous motors without actual speed by **LUST DriveTronics GmbH**.

Other motors must only be used when clearly authorized by **LUST DriveTronics GmbH**.

Adhere to the motor service instructions.

The Servoconverter **DriveStar** must be used only under the prescribed service conditions (*see chap. 8, Commissioning / Operation*).

The specified fitting, removal, commissioning and maintenance instructions must also be observed.

---

**Caution:** Failure to observe such instructions or any usage over and above the specified applications will be deemed to be improper use. The manufacturer will not be liable for any damage caused by such actions and the user will bear sole responsibility in such cases.

---

In particular this applies to the operation of other electric units than described above.

#### Limited availability to EN 61800-3:

The sale of this Servoconverter is restricted to dealers, customers or users who, individually or jointly possess technical EMC know-how regarding the implementation of electrical drives.

If the unit is to be used for purposes other than this agreed area of application, then the customer should seek the advice of **LUST DriveTronics GmbH Service**, as otherwise the warranty will be invalid, for address (*see chap. 1.1, After-sales service*).

### 2.5 Operating conditions

The guidelines given in VDE 0160 and IEC 68, apply to the operating conditions which must be maintained for the proper operation of the amplifier module. The most important specifications are:

The most important specifications are:

- |                       |  |
|-----------------------|--|
| • protection class    | IP 00  |
| • humidity class      | G  |
| • vibration test      | VDE 0160 PKT. 7.2.2  |
| • storage temperature | - 30°C.....+ 70°C  |
| • Temperature range   | 0...40°C with nominal load<br>> 40°C.....55°C load reduction 2% pro °C |



### 2.6 Conformity / Standards



The Servoconverter are designed in accordance with the guidelines contained in:

- EN 50178 (VDE0160)
- EN 60204-1 (VDE 0113)
- EMV-product standard EN 61800-3

In this respect the following printed matter should be additionally observed:

- **LUST DriveTronics GmbH, EMV-instructions Nr. 180-00 000**
- **the operating manuals of the motor manufacturers**

This document only describes the standard version of the Servoconverter U-DS 006.1 - 045.1 with standard software.

The separate operating manuals should be observed in the case of customised software or when implementing additional communication or technology cards.

## **3 Safety information**

<b>3.1</b>	<b>Symbols.....</b>	<b>3</b>
<b>3.2</b>	<b>Instructions caution.....</b>	<b>3</b>
<b>3.3</b>	<b>Safety instructions for working .....</b>	<b>4</b>
<b>3.4</b>	<b>Operation and maintenance .....</b>	<b>5</b>



### 3.1 Symbols



These symbols denote the safety instructions in this manual which deal with danger to life and limb of personnel. These instructions must be adhered to and particular caution exercised in these cases.  
All users must be familiarised with the safety instructions.

**Caution:** Warning of general dangers.  
Incorrect operation may lead to damage or malfunction.



**Danger:** Danger - electric current!  
Incorrect conduct may endanger human life



**Danger:** Danger – moving parts!  
Drive may start to run automatically



**Note:** Useful hint or  
reference to another text section in this document.



**Note:** Reference to another document with important hints on this subject.

### 3.2 Instructions caution

The term “instruction caution” denotes those sections in this manual which require particular attention so as to ensure that the guidelines, requirements, information and proper sequence of operations are adhered to and that any damage to the Servoconverter is prevented.

#### 3.3 Safety instructions for working



#### Mounting and electric connection



#### VDE requirements

The herein described units carry electric voltage and control rotating, mechanical parts. The instructions of this service manual have to be adhered to; non-adherence can lead to death, strong bodily injury or considerable damage to property.

---

**Caution:** Electrical units contain the source of danger.

---

This unit may present certain dangers if for example it is used improperly by untrained personnel or for other than the intended purpose.

All persons in the user's company who are involved in the fitting, removal and refitting, commissioning, operation and maintenance (inspection, servicing, repairs) of the Servoconverter must be properly authorised, trained and qualified electricians within the meaning of **VDE 0105**. They must have read and understood this manual in full, paying special attention to the safety instructions.

The leaflet

- **LUST DriveTronics GmbH, EMV-instructions No. 180-00 000**

We do not accept liability for damage or malfunctioning, resulting from non-adherence to this manual.

No operational practice should be used which could adversely affect the safety of the Servoconverter.

The user must notify the supplier immediately of any changes which occur to the Servoconverter, which would adversely affect safety (*see chap. 1.1, After-sales service*).

The Servoconverter is designed exclusively for its intended usage.

We reserve the right to implement technical changes necessary to improve the Servoconverter relative to the information provided in these operating instructions.

We recommend that these instructions be included as an integral part of the user's operating instructions.

---

**Caution:** Be particularly careful on mounting. Assure that no drilling chips, metal dust or mounting particles (screws, nuts, cable sections) are falling into the unit.

---

The safety systems used must be tested after any electrical fitting operations or electrical maintenance operations (e.g. earthing resistance).

In all cases the applicable VDE requirements and all regional and local safety and accident prevention regulations will apply to use of this unit. The user must ensure that such regulations are adhered to.

The DC link voltage level must be taken into account during installation, especially in connection with insulation and safety measures. Care must be taken to ensure proper earthing, conductor dimensions and protection against short circuits.

**EMV**



#### 3.4 Operation and maintenance

Servoconverter contain electrostatic-hazardous components. To avoid damage, assure that the own body is electrically discharged before and during any works at the Servoconverter. It is recommended to wear protective shoes or wrist bands.

Discharging of the own body by touching conductive earthed units, only offers a short-time protection against electrostatic breakdowns and destructions.

Servoconverter are components. The manufacturer of the system or machine has to adhere to the EMC-regulations.

Hints for EMC-suitable installation (lubrication, cable conduct, filter) are given in the leaflet:

- **LUST DriveTronics GmbH, EMV-instructions No. 180-00 000.**

The user must declare that he will only operate the Servoconverter in a proper condition at all times.

No independent conversions or changes such as would affect safety are permissible, nor is the use of non-original accessories / components.

The DC link of the Servoconverter charges up to maximum 890 V in relation to the connected mains voltage. This voltage is present at the output terminals L+ and L-.

Servoconverter must be operated in closed condition only. Operation without housing is forbidden!

Servoconverter may still have dangerous voltages for up to 6 minutes after disconnection (residual capacitor charge).

Before carrying-out any maintenance works, it is therefore absolutely necessary to assure and to check that the current supply has been disconnected, made safe and that the D.C link is discharged.

Also assure that the external voltage supply of the regulator (24V) is disconnected.

Only perform work in the vicinity of the machine if the AC supply, resp. DC supply, is disconnected and made safe. Circuitry safety devices or disconnection of the enable function are no suitable inhibits and may lead to unintended movements of the drive if a fault occurs.

Perform commissioning operations with unloaded motors so as to avoid any mechanical damage, e.g. through incorrect direction of rotation.

Electronic equipment is not inherently fail-safe. The user must ensure that should the Servoconverter fail his system will be switched to a safe condition.



## **4 Construction of unit and method of operation**

<b>4.1</b>	<b>Block diagram.....</b>	<b>3</b>
<b>4.2</b>	<b>Method of operation .....</b>	<b>4</b>
<b>4.3</b>	<b>Important characteristics.....</b>	<b>5</b>
<b>4.4</b>	<b>Visual signals.....</b>	<b>6</b>

1

2

3

4

5

6

7

8

9

A

DE

EN



## 4 Construction of unit and method of operation

### 4.1 Block diagram

The following illustration shows the basic design of the Servoconverter as a block diagram.

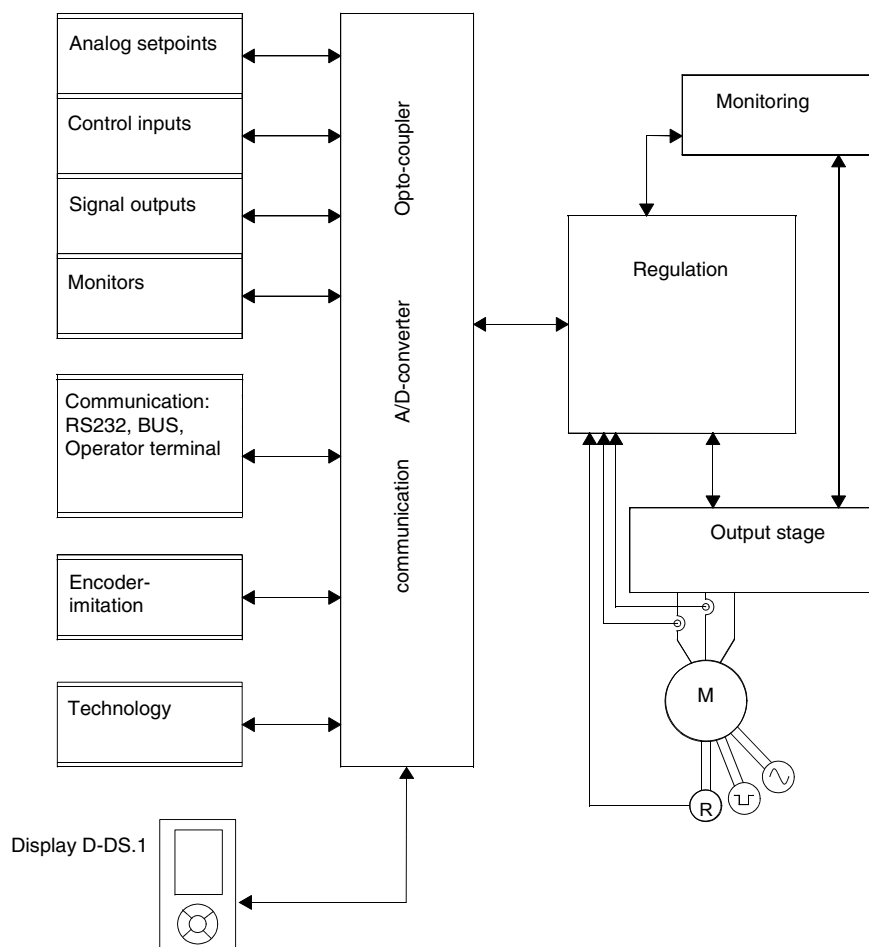


Fig. 4.1 B12-002 Block diagram

## 4 Construction of unit and method of operation

### 4.2 Method of operation

The Servoconverter **DriveStar** are fully digitalised. They were designed for driving synchronous and asynchronous motors.

The output currents are sinusoidal and are controlled in pulse width modulation. The switching frequency is at 2-14kHz.

The Servoconverter operates digitally with a regulation processor in a VeCon-chip having a cycle time of less than 62  $\mu$ s.

Communication and operation are controlled through a 16 bit processor, which is integrated in the VeCon-chip.

Together the two processors form an ASIC (Application Specific Integrated Circuit), allowing optimum regulation characteristics, highest dynamics and a simple menu-guided operation.

The strict splitting of duties of the micro processors allows the linkage of complex technological regulations and customers' specific software. I.e. same hardware with different regulation and technology duties.

**DriveStar** units are suitable for:

- Regulation for synchronous drives
- Regulation for asynchronous motors with detection of current vectors by a calculated flux (field-orientated regulation for asynchronous motors). In both cases the high regulation expenditure results in threephase drives requiring less maintenance having the behaviour of d.c. drives.
- Regulation for standard asynchronous motors as frequency converters and speed converters.

The Servoconverter **DriveStar** U-DS 006.1 - 045.1 disposes of an integrated mains module.

In relation to the type of regulation (synchronous/ asynchronous) the motor sensor can be a resolver, an incremental encoder, a high-resolution encoder or an absolute-value encoder.

### 4.3 Important characteristics

Overview of the main features of the **DriveStar** devices:

- Compact construction
- Integrated power supply with braking chopper
- Low-loss IGBT output stage  
( 2 kHz - 14kHz with current reduction, from 4kHz)
- Sinusoidal output currents through vector modulation
- Excellent evaluation of resolver or incremental encoder signals
- Evaluation of high-resolution sensors (sine/cosine tracks)
- Encoder imitation, 1024 pulses/rev.  
(other resolution on request)
- Type of regulation: Synchronous, asynchronous, asynchronous field-orientated by software
- 2 freely-programmable analog monitors  
(e.g. speed, current, angle of rotation)
- Setpoint integrator with 4 separately-programmable ramps + quick stop ramp
- I2t current reduction with signal
- Output signals  $n > n1$ ,  $n_{set} = n_{act.}$ ,  $n > 0$
- Display of operational status via LEDs
- Simple menu-guided operation
- Display of all operational states and faults in plain text
- Comprehensive communication concept, RS 232 as standard, RS 485 or BUS-systems, e.g. Interbus-S, Profibus-DP, CAN-BUS as an option
- Integrated technology regulations optionally,  
e.g. positioning, flying saw, synchronization, winding
- Integrated display for diagnosis and parameterisation

All inputs and outputs for control purposes are electrically isolated via opto-couplers (level 10V-30V). This allows a simple reprocessing by stored-program controllers and CNC control systems.

### Safety systems

The Servoconverter **DriveStar** possess safety systems for monitoring of:

- Overcurrent, short-circuits and shorts to earth (UCE-measuring)
- Overspeed
- Evaluation of motor PTC thermistor
- Output stage temperature
- Overvoltage and undervoltage
- Supply voltage faults
- Overtemperature resistance "brake resistance"
- Overcurrent and short-circuit of the internal and external brake resistance

In the event of a malfunction the controller is inhibited and standby mode switched off.

## 4 Construction of unit and method of operation

### 4.4 Visual signals



The most important status and fault signals are displayed by LEDs.

The LEDs have double functions:

- permanent light: status signal
- flashing light: fault signal

**Note:** The co-ordination of status and fault signals only applies to the standard software. With special softwares provided by the customers or with technological software (positioning, synchronization, etc.) adhere to the separate service manual.

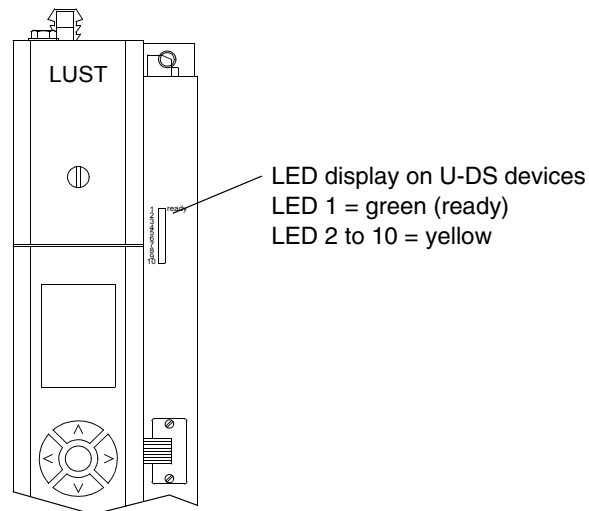


Fig. 4.2 B11-015 status LED's

LED	Permanent light (status signal)	Flashing light (fault signal)
1	"Ready" signal	Acknowledgement with controller enable
2	Output stage enable	Overspeed
3	Controller enable	free
4	Setpoint integrator enable	Computer fault
5	C-axis-operation	Overtemperature motor
6	$I^2t$ -signal	Short-circuit or shorts to earth on output stage or brake resistance
7	Release the brake ( $n > 0$ )	Encoder fault
8	$n > n_1$	Fault supply voltage
9	$n_{act.} = n_{set}$	Overvoltage and undervoltage
10	free	Overtemperature on output stage or brake resistance

Table 4.1 Status LED's

## 5 Planning information

5.1	Electrical installation .....	3
5.2	Switching devices.....	3
5.3	Typical application .....	3
5.4	Cable routing / earthing / EMC in cabling .....	4
5.5	Selection of units .....	5
5.6	Power stage clock frequency .....	5
5.7	Mounting .....	6
5.8	Sensor cable .....	6
5.9	Motor conduct.....	6
5.10	Motor protection .....	6
5.11	Motor holding brake .....	7



### 5.1 Electrical installation



Electrical installation should be performed in accordance with the following general installation regulations:

- **EN 60204-1**  
Regulations governing the electrical equipment of tooling and processing machines.
- **EN 50178**  
Electrical equipment for power systems.
- **EN 61800-3**  
EMC product standard, electronic drives with variable speeds.

It may be necessary to observe other regulations if the equipment is to be used for special applications. The local protection measures are to be adhered to.

### 5.2 Switching devices

The Servoconverter must be connected to the mains in accordance with VDE regulations in such a way that they can be disconnected from the mains supply by means of suitable isolation devices (e.g. main switch, circuit breaker).

Because of operationally-caused leakage current the fitting of FI-switches into the mains conduct of the Servoconverter is possible only by using a FI-fault current switch of type B. Pay attention to the following measures:

- The fault current of the protective switch is at least 0,3 A
- The N-conductor of the supply mains is grounded
- Per FI-protective switch one converter only
- Motor cable not exceeding 50 m

Gold-plated contacts or high contact-pressure contacts should be used for control contacts.

Precautionary interference suppression measures should be taken with switching systems, e.g. contactors and relays with RC elements or diodes.

### 5.3 Typical application

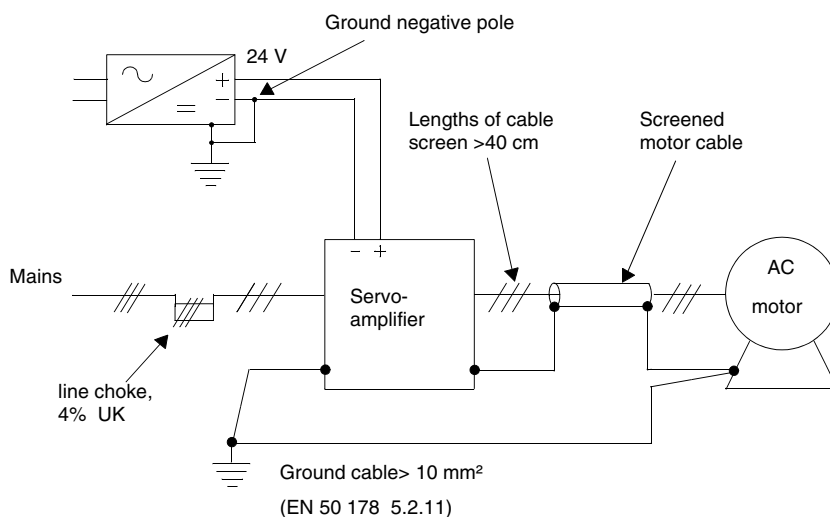


Fig. 5.1 B12-004 Typical application



### 5.4 Cable routing / earthing / EMC in cabling



The units are designed according to the protective aims of the EMC-law.

The manufacturer of the installation is held responsible to assure the CE-marking of the entire installation.

The correct operation of the Servoconverter in relation to the requirements of the law is described in the leaflet.

- **LUST DriveTronics GmbH, EMV-instructions Nr. 180-00 000.**

The most important points are stated below:

- Motor cables and control cables should be laid in separate ducts
- Setpoint and signal cables should always be laid separately from power and/or contactor/control cables (avoid links), Minimum distance > 20 cm.
- Use screened cables for analog signals (setpoints, monitors)
- Twist cables for control connections and regulator supply (it is better to lay screened cables)
- Use screened cables not only for the signal cables but also for the motor cables. Lay the screen on both sides
- Ground the motor with sufficient cross section
- Only lay the screens of control cables on one side.
- Signal cables should be led into the electric cabinet from only one level.
- Unnecessary extra lengths of cable should be avoided.
- Connections and earthing of the units must be performed in accordance with local protection and safety regulations.
- Dimension the cross sections as per the local regulations.
- For another interference elimination to EN 50081/50082, corresponding filters can be purchased at the **LUST DriveTronics GmbH**.
- Practical hints in relation to standards and application are given in the following leaflet:

- **LUST DriveTronics GmbH, EMV-instructions Nr. 180-00 000**

### 5.5 Selection of unit

On composition of a complete drive (Servoconverter and motor) we recommend to proceed as follows:

#### 1. Selection of drive type

- Synchronous
- Asynchronous
- Field-orientated

#### 2. Detect the max. speed of the drive

#### 3. Detect the effective torque, i.e. effective value of the sum of all loads

$$M_{\text{eff}} = \sqrt{\frac{M_1^2 \times t_1 + M_2^2 \times t_2 + M_n^2 \times t_n}{t_{\text{ges}}}}$$

#### 4. In relation to the load ratios and the dynamics provide sufficient reserve (10%-20%) for the motor speed and the load torque.

Respect the dynamics, required by the system to be driven in relation to:

- acceleration output => max. drive output and
- the braking output => max. pulse output of the braking chopper in the Servoconverter.

On principle, the mass moment of inertia of the motor has to be considered, too.

#### 5. Determine the corresponding motor as per the output or torque, speed resp.

#### 6. Determine the Servoconverter from the motor parameters nominal current, max. current or nominal output, max. output resp.

Here as well provide sufficient reserve in relation to the drive ratios at the machine.

### 5.6 Power stage clock frequency

In some special application cases, e.g. theatre technics, the switching noise of the servomotors is disturbing. A considerable reduction of the switching noise is achieved by an increase of the switching frequency of the output stage. Furthermore this measure improves the concentric run of the servomotor.

- Frequency adjusted in the works = 4 kHz.
- Frequency adjusted in the works = 14 kHz.

Adjustment via menu point 4.2.1.3

The increase of the switching frequency causes an output reduction of the Servoconverter.

Factors of the output reduction:

- 4 kHz = 1,0
- 8 kHz = 0,8
- 10 kHz = 0,7
- 12 kHz = 0,6
- 14 kHz = 0,5

#### Output reduction

#### Max. unit current

Max. unit current:

- to 4 kHz =  $2,0 \times I_{\text{nom}}$  for 1,0 sec
- to 12 kHz =  $1,8 \times I_{\text{nom}}$  for 0,5 sec
- Motor with resolver maximum 8 kHz

### 5.7 Mounting



The Servoconverter are designed for assembly into switch cabinets up to 300 mm. The bore dimensions are stated in fig. (*see chap. 10.3, Dimensions for mounting*).

On unit arrangement adhere to the following:

- Assure free cooling air inlet/outlet
- Provide minimum free spaces for air circulation of approx. 100 mm above and under the Servoconverter.
- do not cover the fan, if mounted
- Provide minimum free space of approx. 10 mm at the Servoconverter sides for radiation of heat.
- provide minimum free space for the plug-type facilities and cabling of the unit front, approx. 20 mm .
- Provide a conductive not lacquered mounting plate in the switch cabinet. If necessary, remove the paint in the area of the converter mounting

---

**Caution:** Be particularly careful on mounting.  
Assure that no drilling chips, wheel swarf or mounting parts (screws, nuts) fall into the housing.

---

### 5.8 Sensor cable

- For the sensor connection use the control cables of **LUST DriveTronics GmbH**, (*see chap. 10.2, Motor sensor - connections*)
- Cable length up to 50 m, longer cables on request.
- Customer-specific regulations must be agreed with **LUST DriveTronics GmbH**.

### 5.9 Motor conduct

- Use screened cables for the motor conduct.
- Cable length up to 50 m, longer cables on request.
- Embed the motor conduct separately from the other cables, e.g. control and setpoint cables.

### 5.10 Motor protection

- The units have an integrated posistor evaluation.  
When using **LUST DriveTronics GmbH** sensor cables, the thermal motor protection is assured, (*see chap. 10.2, Motor sensor - connections*).
- The connection of other motors has to be agreed with **LUST DriveTronics GmbH**.
- A thermal motor overloading causes the disengagement of the "readiness for operation".

### 5.11 Motor holding brake

For motors with integrated holding brake adhere to the service instructions for the motor and the corresponding brake.

- The holding brake is not a working brake. It must only be operated with motor standstill.
- For voltage supply provide an external d.c. voltage of 24 V ( $\pm 20\%$ ) . The required intensity of current is stated in the brake data sheet.
- Brake control (*see chap 6-22, Release the brake (n > 0) Pin 17*).

1

2

3

4

5

6

7

8

9

A

DE

EN



## 6 Electrical connections

<b>6.1</b>	<b>General overview U-DS 006.1 - 020.1 .....</b>	<b>3</b>
<b>6.2</b>	<b>General overview U-DS 035.1 - 045.1 .....</b>	<b>4</b>
<b>6.3</b>	<b>Cable cross-section .....</b>	<b>5</b>
6.3.1	Power connections .....	6
6.3.2	Mains connections.....	10
6.3.3	Motor connection.....	11
6.3.4	D.C link connection L+, L- .....	12
<b>6.4</b>	<b>Control connections X2 .....</b>	<b>14</b>
<b>6.5</b>	<b>Analog inputs X2.1.....</b>	<b>15</b>
<b>6.6</b>	<b>Control inputs X2.2 .....</b>	<b>17</b>
<b>6.7</b>	<b>Signal outputs X 2.2.....</b>	<b>21</b>
<b>6.8</b>	<b>Regulator supply X3.....</b>	<b>26</b>
6.8.1	Fan supply.....	26
<b>6.9</b>	<b>Motor sensor X 11 .....</b>	<b>27</b>
<b>6.10</b>	<b>Encoder output X 13 .....</b>	<b>28</b>
<b>6.11</b>	<b>Communication interfaces .....</b>	<b>29</b>
6.11.1	RS 232 X 14 .....	29
<b>6.12</b>	<b>Starting inhibit .....</b>	<b>30</b>
<b>6.13</b>	<b>Braking chopper .....</b>	<b>31</b>
6.13.1	Braking power calculation .....	33



### 6.1 General overview U-DS 006.1 - 020.1

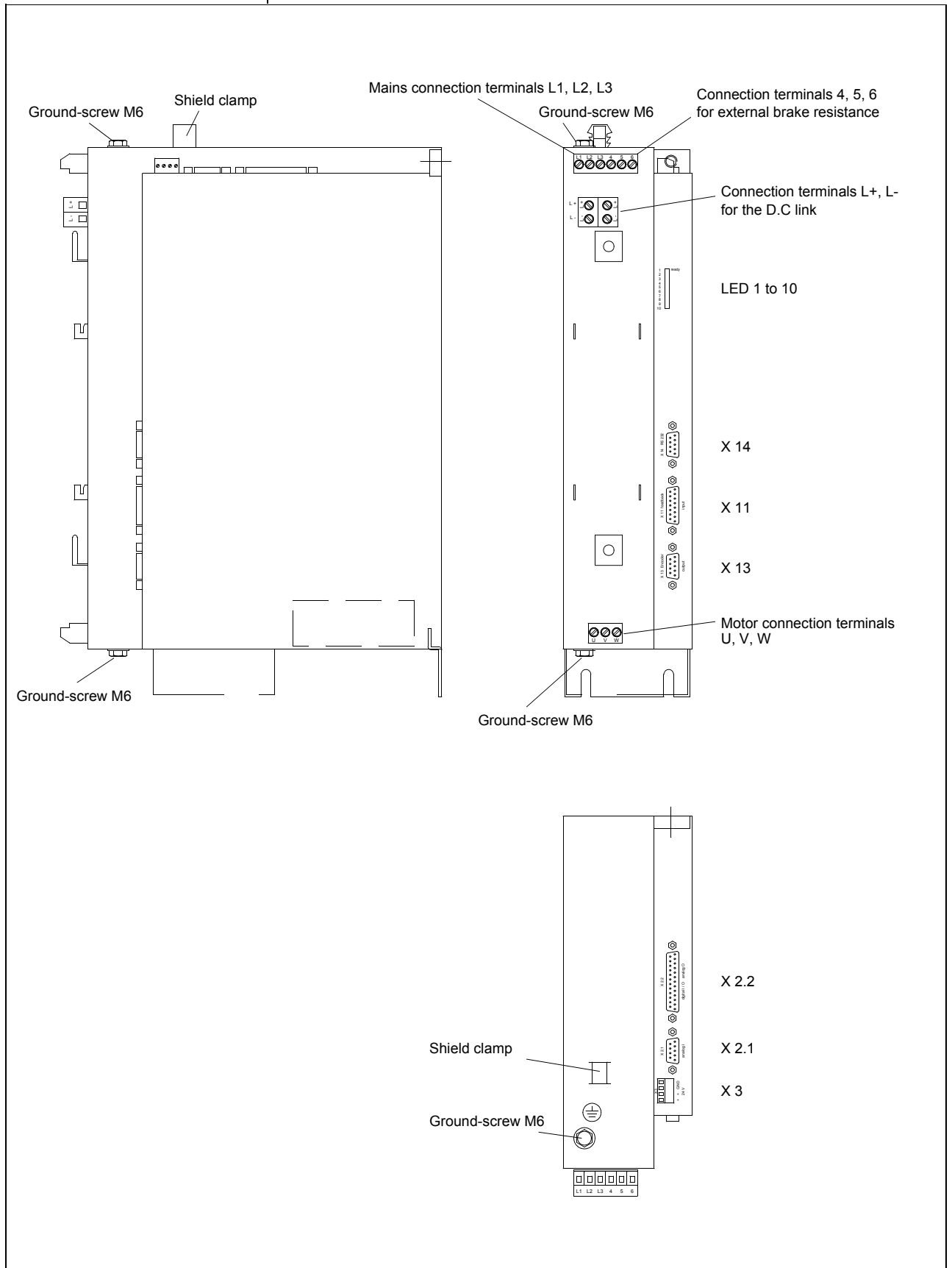


Fig. 6.1

B11-007 U-DS 006.1 - 020.1



### 6.2 General overview U-DS 035.1 - 045.1

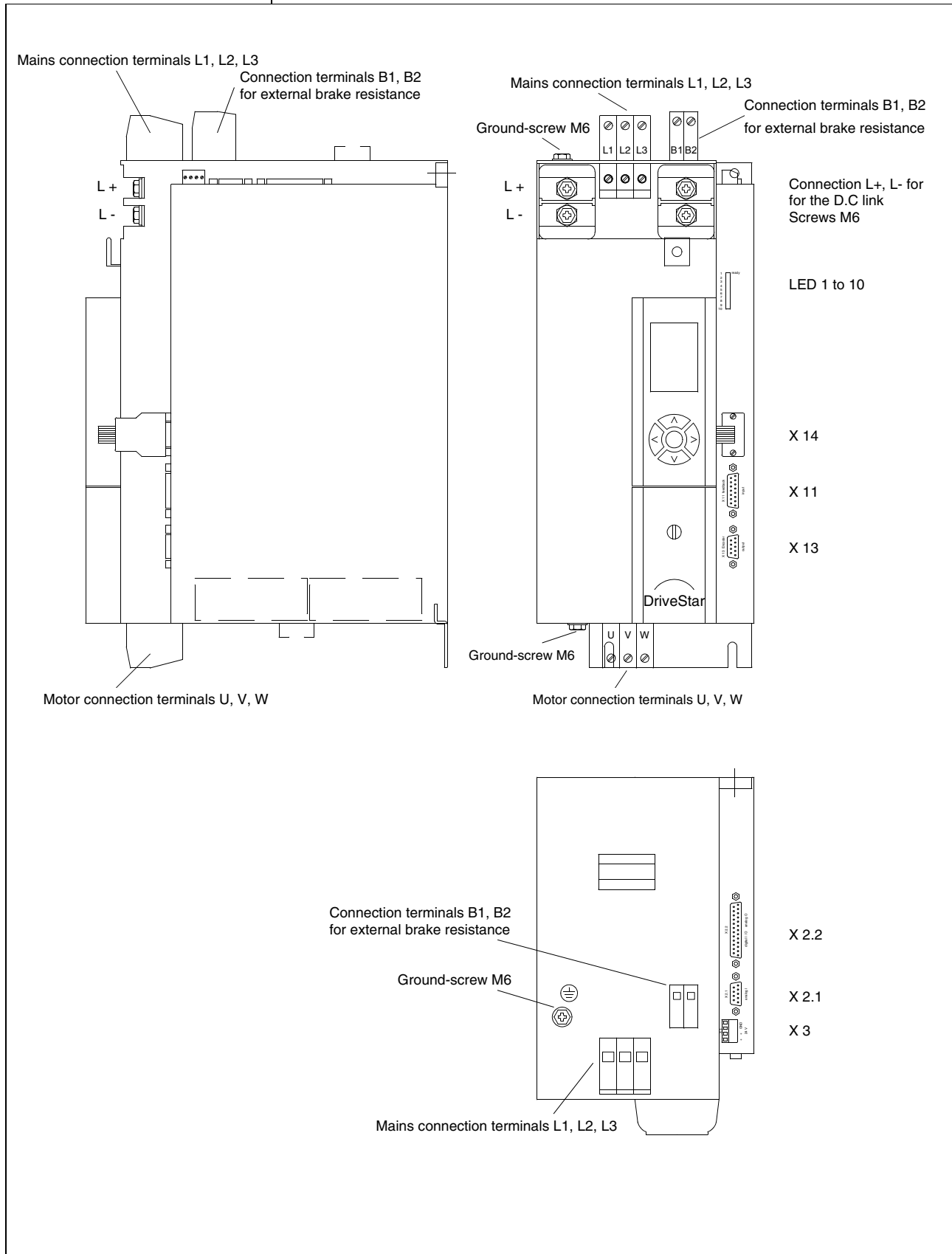


Fig. 6.2

B11-021 U-DS 035.1 (terminals B1, B2 as option)  
U-DS 045.1

### 6.3 Cable cross-section

The conductors should be selected for maximum ambient temperatures, the max. current in the conduct or motor nominal current (continuous rating) in accordance with the local regulations (VDE 0100, VDE 0113, etc.).

Connection	U-DS006.1	U-DS 012.1	U-DS 020.1	U-DS 035.1	U-DS 045.1
flexible	0,2 mm <sup>2</sup> - 6 mm <sup>2</sup>			0,5 mm <sup>2</sup> -25 mm <sup>2</sup>	
AWG	24 - 10			20 - 4	

Table 6.1 Cable cross-section

1

2

3

4

5

6

7

8

9

A

DE

EN

### 6.3.1 Power connections

**Power connections**  
**U-DS 006.1 bis 020.1**  
**(internal brake resistance)**

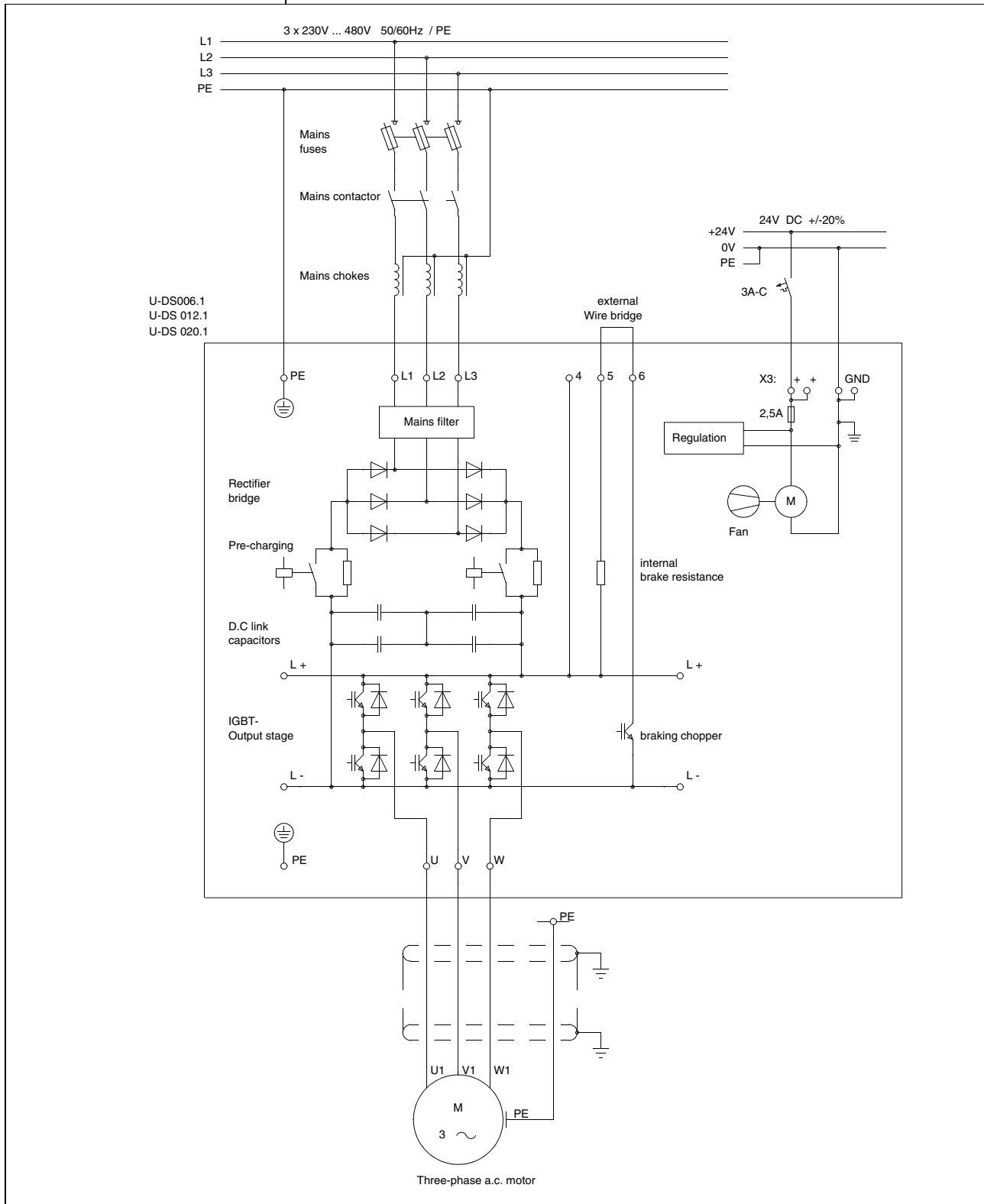


Fig. 6.3

**B10-011** Power connection and controller voltage supply for  
U-DS 006.1 bis U-DS 020.1

**Power connections**  
**U-DS 006.1 to 020.1**  
**(external brake resistance)**

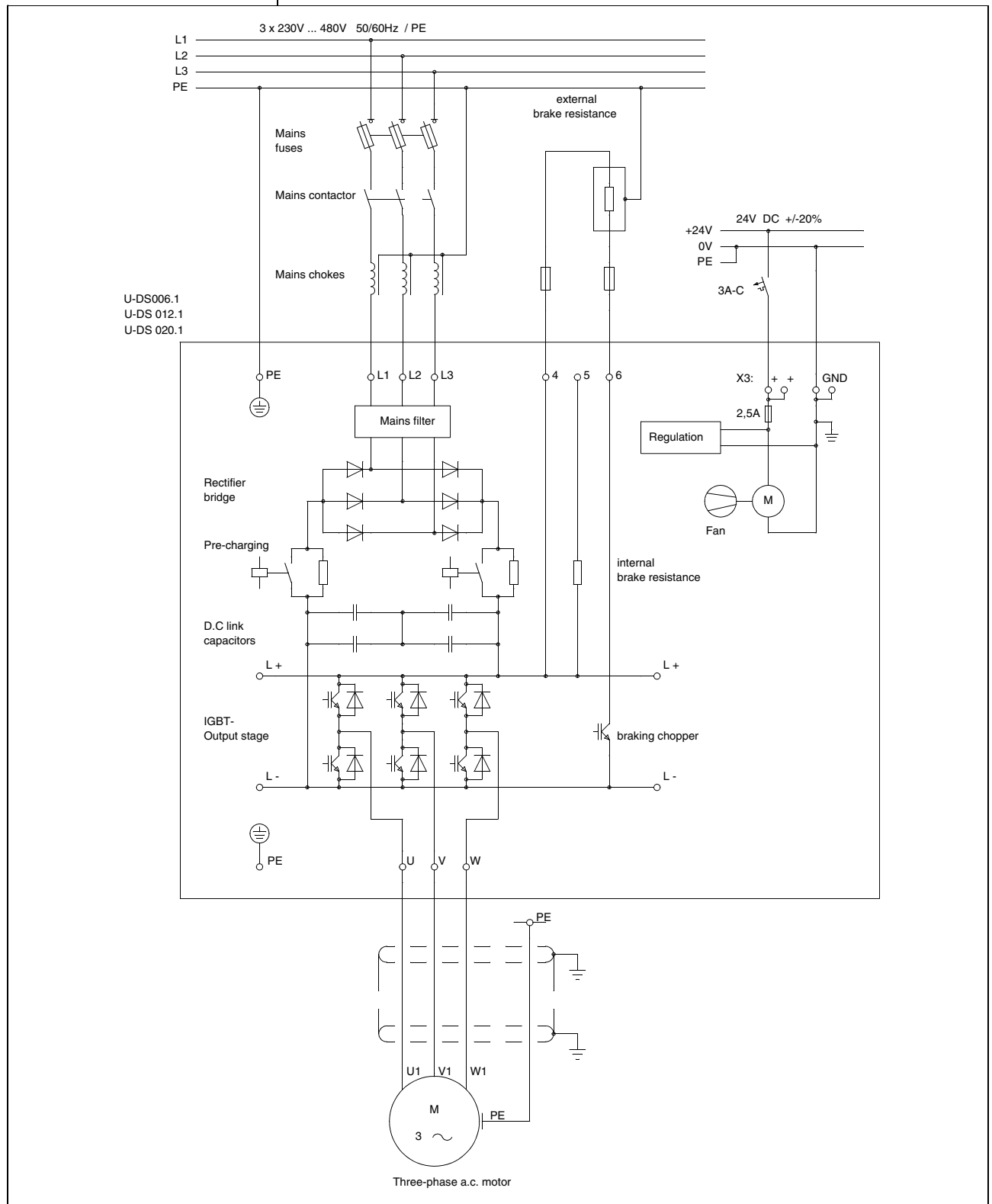


Fig. 6.4

B10-012

Power connection and controller voltage supply  
for U-DS 006.1 to U-DS 020.1  
with externally connected braking resistor

### Power connections U-DS 035.1

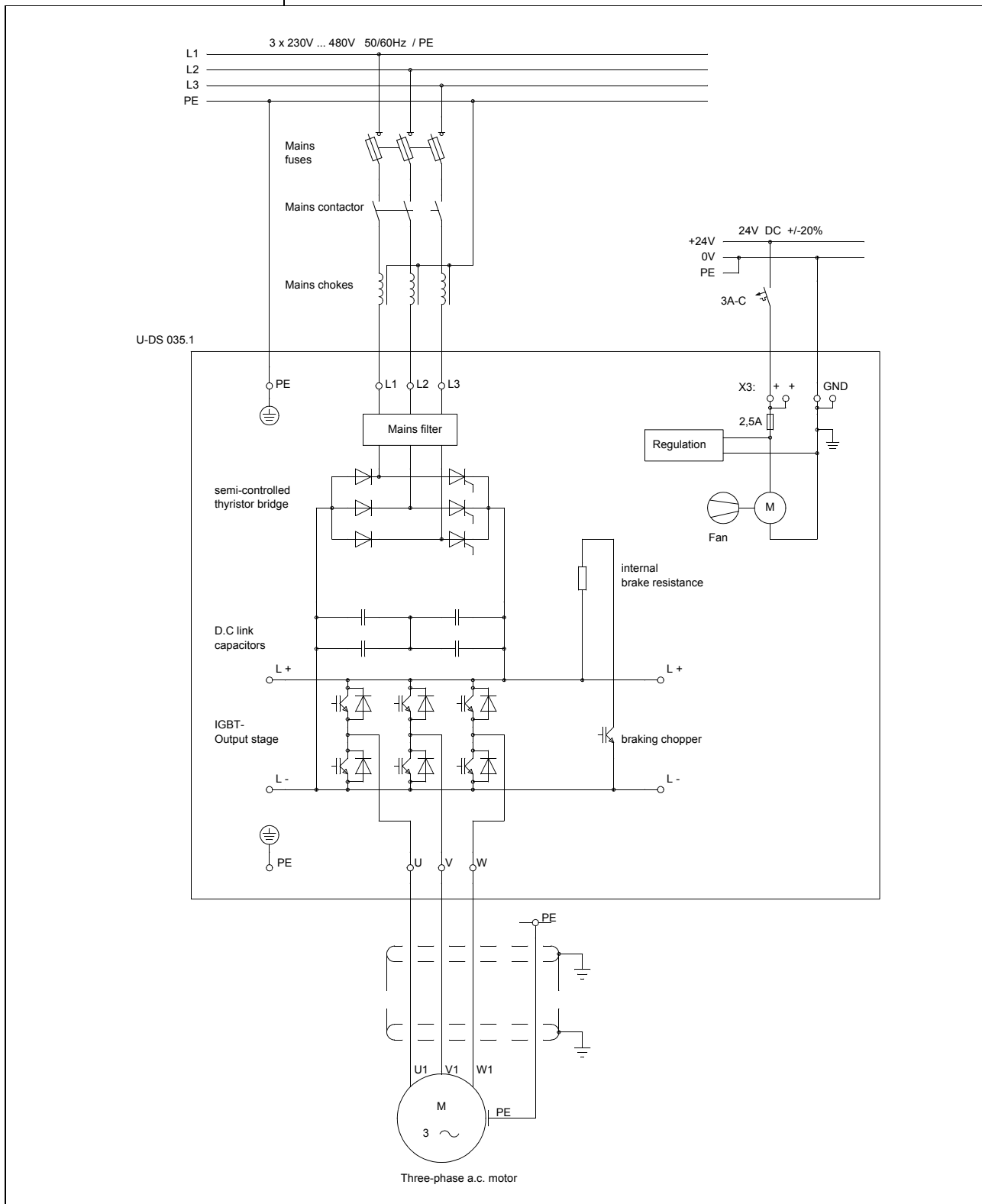


Fig. 6.5 B10-013 Power connection and controller voltage supply for U-DS 035.1 with externally connected braking resistor

### Power connections U-DS 045.1

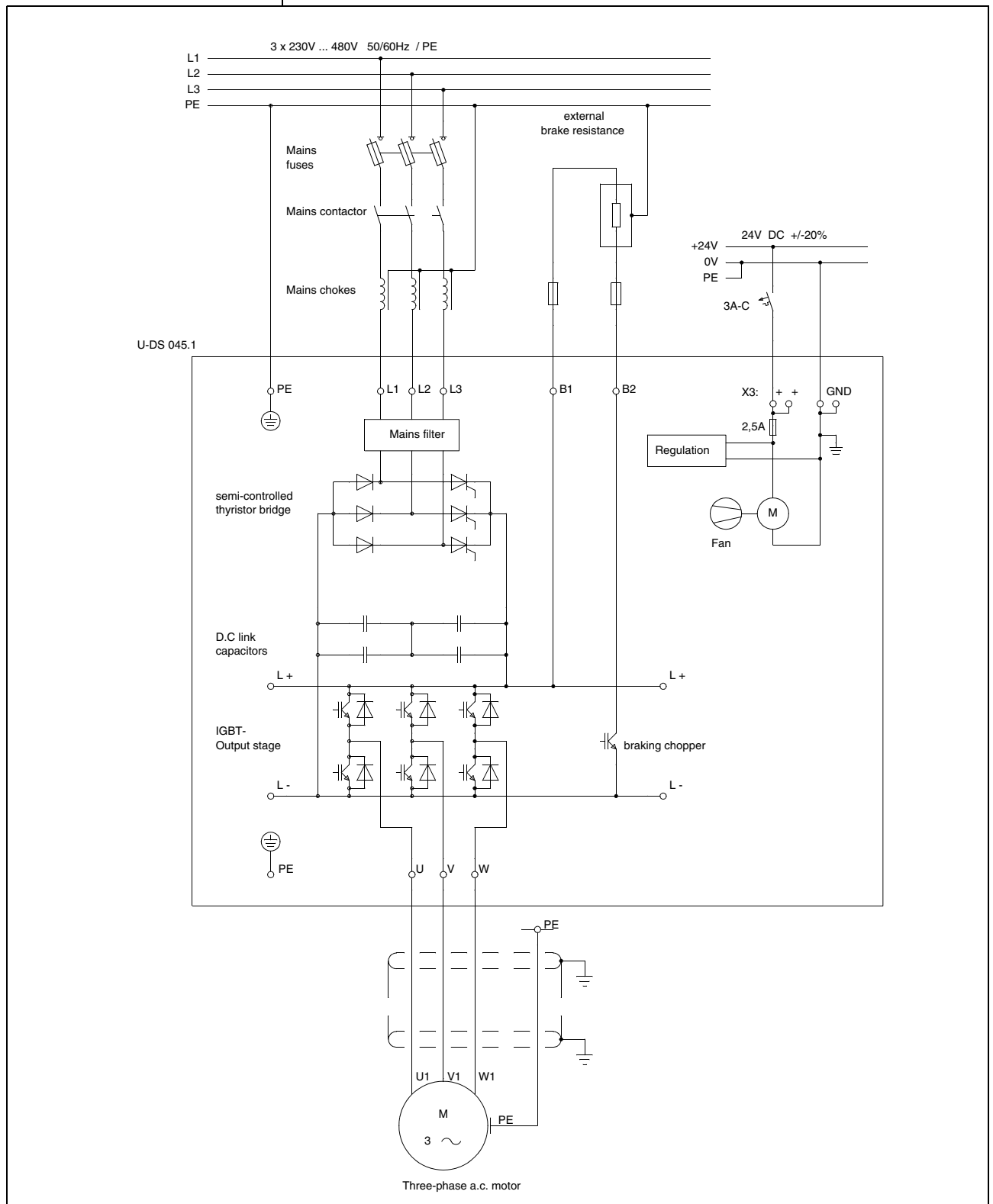


Fig. 6.6

B10-014

Power connection and controller voltage supply for U-DS 045.1 (and U-DS 035.1 as option with terminals B1, B2) with externally connected braking resistor

### 6.3.2 Mains connection

#### *Fuse protection of the feeding:*

Mains connection is at terminals: **L1, L2, L3, Ground-screw.**

The Servoconverter **DriveStar** are supplied with a rotary a.c. voltage of 3 x 230 V, -10% to 480 V, +15%, 50/60 Hz.

	U-DS 006.1 to U-DS 020.1	U-DS 035.1	U-DS 045.1
Mains fuses	25A slow	50A slow	

*Table 6.2 Mains protection*

Mains chokes have to be connected in series to the Servoconverter **DriveStar**.

They have to be designed in such a way that with nominal unit current at the chokes an inductive voltage drop of 4% of the connection voltage is generated (EN 50 178).

The corresponding chokes can be purchased from **LUST DriveTronics GmbH** (see chap. 10.4.3, *One-phase link reactor*).

---

**Caution:** The simultaneous engagement of the mains voltage and the regulator supply is recommended.

---



### 6.3.3 Motor connection

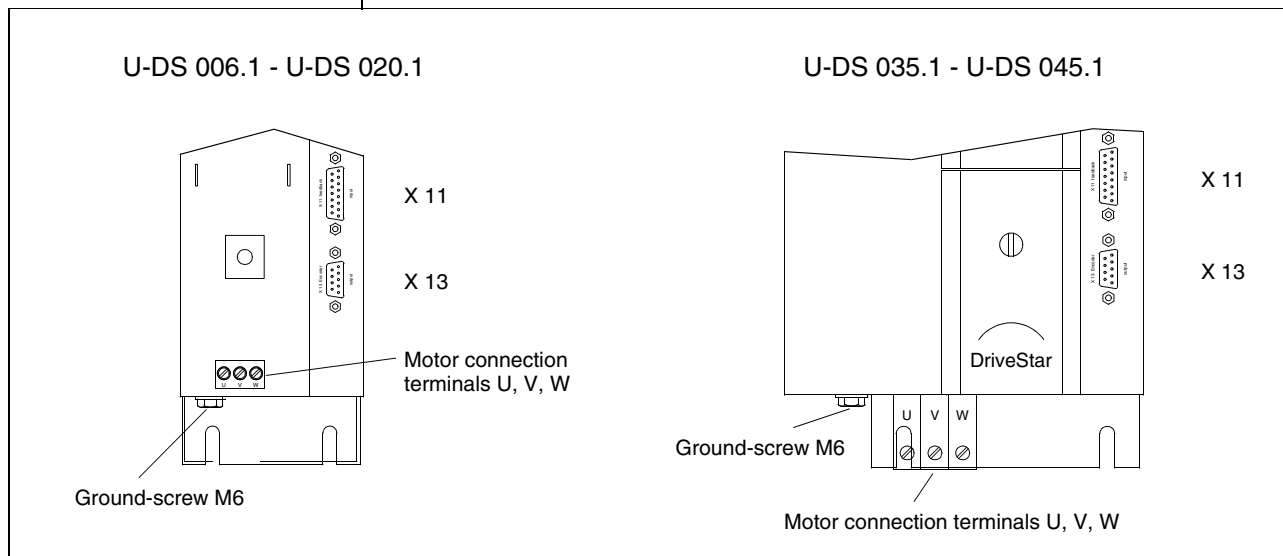


Fig. 6.7 Motor connection

The motor connection is made through the terminals: **U, V, W, Ground-screw**.

On motor connection pay attention to the phase sequence.

As normally "numbered cables" are used, the following connection presents itself:

<b>DriveStar</b>	=	U	V	W
Cable No.	=	1	2	3
Motor terminal	=	U1	V1	W1

To adhere to the generic standard EN 50081, a screened motor cable is required.

Cable length up to 50 m, longer cables on request.

Lay the screen in wide range on the central screen bar and connect it to the motor. EMC cable glands are recommended for the motor.



### 6.3.4 D.C link connection L+, L-

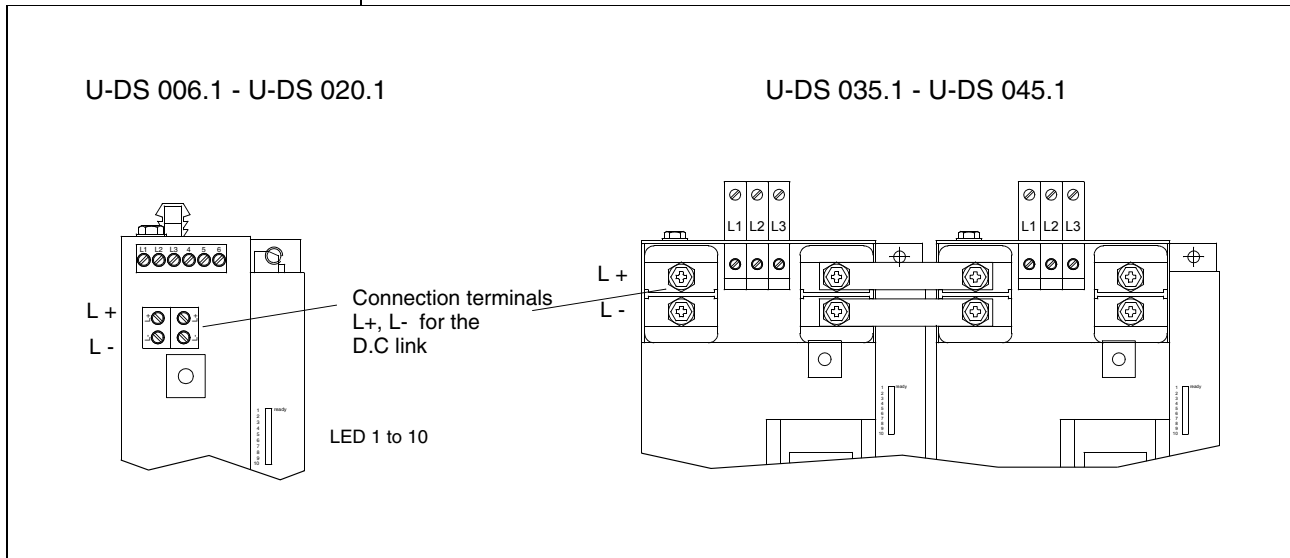


Fig. 6.8 B11-012 D.C link connection

With mains feeding of 480 Volts, a D.C voltage of approx. 680 volts  $\pm 15\%$  is connected to the terminals **L+**, **L-**.

**Danger:** In braking mode voltage peaks up to 890 V may occur

The Servoconverter can also be supplied with a D.C voltage of 325 volts - 10% (minimum) up to 565 volts +10% (maximum), connected to the terminals **L+** and **L-**.



### D.C. linkage



It is possible to connect converters of the **DriveStar** series, not containing a mains unit, such as e.g. A-DS\_1, to the D.C. link of the Servoconverter A-DS\_1.

**Note:** The connection of other unit types or makes is allowed only after having consulted the **LUST DriveTronics GmbH** after-sales service.

**Caution:** The sum of the motor output of the converter to be delivered must not exceed the output of the feeding unit U-DS\_1.

**Caution:** Only **one** of the possible supply variants may be selected:  
- Mains feeding: L1, L2, L3  
or  
- D.C feeding (D.C link): L+, L-

**Caution:** With D.C feeding it is absolutely necessary to pay attention to the polarity. No protection against mispoling!  
With mispoling the output stage is destroyed!

**Caution:** It must be ensured when establishing the DC link connections and fitting the cover plate that no electrical connection (earth fault) to the housing exists.  
  
If necessary air gap and creepage distance cannot be kept according to VDE 0110, the connections are to be isolated additionally.

1

2

3

4

5

6

7

8

9

A

DE  
EN

## 6 Electrical connections

### 6.4 Control connections X2

The control connections are made to the upper side of the modul via SUB-D plugs X 2.1 and X 2.2.

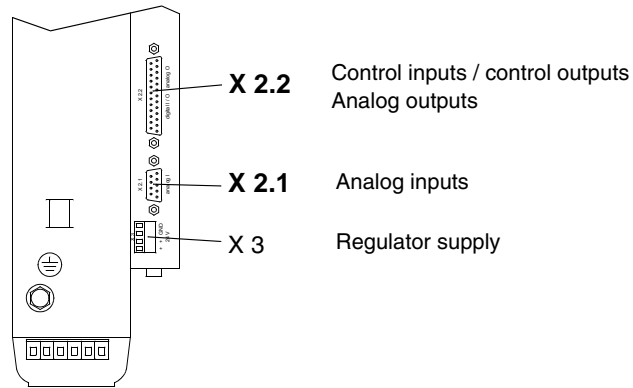


Fig. 6.9 B11-017 Control connections



**Caution:** The below description of functions is only applicable to standard units.  
Units with user software (positioning, synchronisation etc.) have different functional characteristics at the various inputs and outputs.  
In such cases the additional service instructions „Technology“ must be observed



**Note:** For the connection control cables with prepared plugs are available which can be purchased from  
**LUST DriveTronics GmbH.**  
- for X 2.1: Art. No. 182-01811  
- for X 2.2: Art. No. 182-01810  
(see chap. 10.4, Accessories)

### 6.5 Analog inputs X 2.1

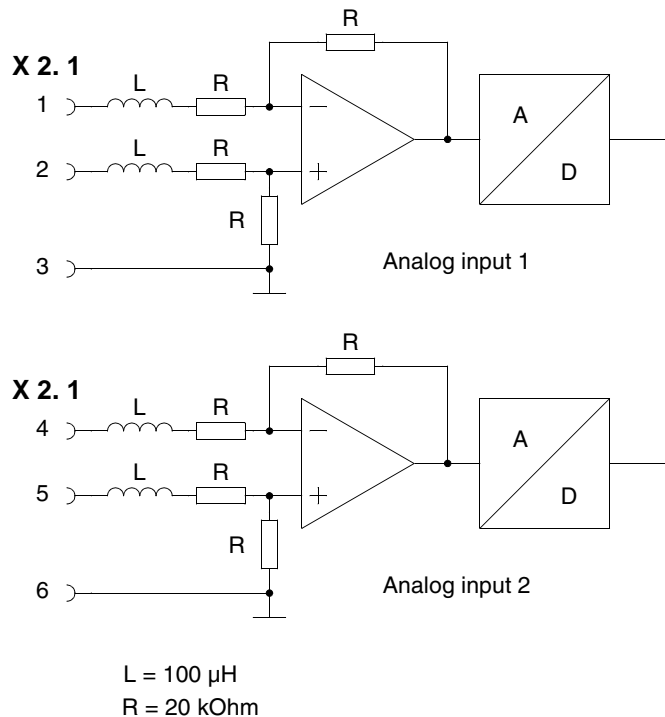


Fig. 6.10 B10-015 Analog inputs

Pin	X 2.1	Function
1	—	Input 1: inverted
2	—	Input 1: not inverted
3	—	Input 1: GND
4	—	Input 2: inverted
5	—	Input 2: not inverted
6	—	Input 2: GND
7	—	n. c.
8	—	+ 10V, auxiliary voltage
9	—	- 10V, auxiliary voltage

Table 6.3 Connection X2.1

The setpoint can be preselected differently. Two analog inputs are available. They can be used as follows:

- > reference speed
- > torque setpoints (0-100% x  $I_{\text{max}}$ .)
- > external current limit (0-100% x  $I_{\text{max}}$ .), setpoint input 2 only
- > quick analog input, input 1 only

The analog inputs are designed as differential amplifiers.

The input resistance is 20 k-Ohm.

Input voltage range  $\pm 10\text{V}$



### *reference voltage*



---

**Caution:** Embed screened setpoint cables only.

---

Further setpoint preselections are:

- digitally through the operator terminal **D-DS\_1** (option)
- via PC (option)
- via field bus systems (option)
- via RS 232

The Servoconverter offers the possibility to scan a voltage of  $\pm 10V$  for the supply of setpoint potentiometers.

- Terminal X2.1: 8, + 10V
- Terminal X 2.1: 9, - 10V

---

**Caution:** The voltage outputs can be charged with max. 5 mA and are short-circuit proof.

---

### 6.6 control inputs X2.2

Servoconverter communication is mainly performed via connector X2.2. The following signals are supplied at this connector:

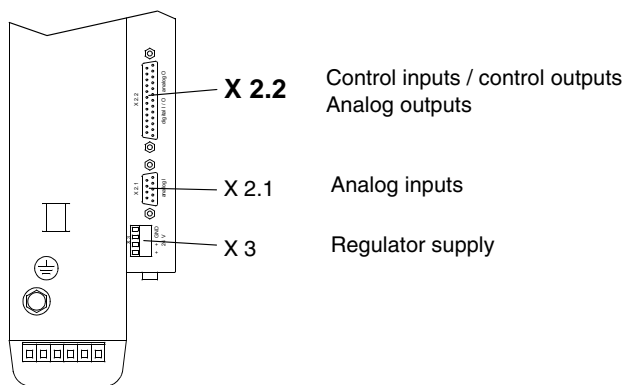


Fig. 6.11 B11-017 Control inputs

- > Control inputs (pin 1 to pin 12)
- > Signal outputs (pin 13 to pin 20)
- > Analog outputs (pin 21 to pin 25)

#### Control inputs

All control functions can be triggered via switching contacts (e.g. switches) or via direct connection of a voltage (e.g. from a stored-program controller). Trigger voltages of 10 V to 30 VDC are processed as H signal. The inputs are electrically isolated from the control electronics by means of opto-coupler.



**Caution:** Pin 1 on X2.2 is the 24 V output

Pin	X 2.2	Function
1	⌋	+ 24V Output, max. 100 mA
2	⌋	GND analog
3	⌋	GND (24V)
4	⌋	Technology option
5	⌋	Torque regulation
6	⌋	C-axis-operation
7	⌋	Controller enable
8	⌋	Output stage enable
9	⌋	Acknowledge fault
10	⌋	Setpoint integrator enable (ramp generator)
11	⌋	Limit switch 1 for clockwise running
12	⌋	Limit switch 2 for anticlockwise running

Table 6.4 Control inputs X2.2

### Torque regulation Pin 5



### C-axis-operation Pin 6, LED 5



### Controller enable Pin 7, LED 3



### Controller enable Pin 8, LED 2



### Acknowledge fault Pin 9



The controller regulates the drive to the prescribed current setpoint.

---

**Caution:** Only operate motors when loaded as otherwise the drive will accelerate to the set maximum speed.

---

When C-axis operation is switched on, the setpoint is reduced by the factor 0,1.

Then the max. speed reduces by the factor 0,1, too, thus increasing the accuracy in the low speed range with position regulation of a continuous-path control.

---

**Caution:** When activating the input during operation, the speed changes discontinuously up to current limit.

---

Controller Enable enables the controller and setpoints.

When enable is switched off, the drive brakes to a halt at the set rapid stop ramp  $t_5$  (see Fig. 6.12, page 19).

When the drive has stopped the Output Stage Enable is also switched off internally.

---

**Note:** The drive has no torque.

---

Output Stage Enable enables the electrically power switch to function. Power switch enable. If the enable is not engaged, then the drive receives no current. If enable is cancelled during operation the drive runs down in an uncontrolled manner.

Output Stage Enable should always be running in normal operation. It is normally only required when a drive has to be interrupted immediately.

---

**Note:** The output module hardware enable must always be switched on via a 24V signal so that the start-up relay is triggered and the output module enabled.

---

A pulse at the input causes -after elimination of the fault- the acknowledgement of a fault signal sent by the Servoconverter. This acknowledgement of fault also occurs after every engagement of the controller supply 24V.

---

**Note:** Acknowledgement is possible only with switched-off regulator enable.

---

**Setpoint integrator enable**  
**Pin 10, LED 4**

Setpoint integrator Enable enables the ramp generator to function. The set setpoints are delayed with the set ramps (t1-t5) (see Fig. 6.12, page 19).

When enable is switched off, the drive brakes to a halt at the set rapid stop ramp (t5). The drive stands still with holding torque as long as "Controller Enable" is switched on.

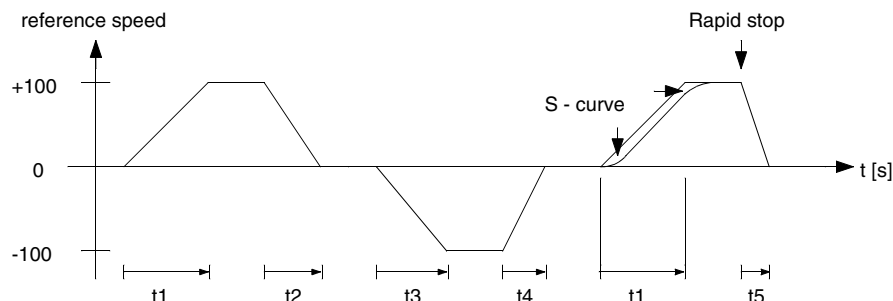


Fig. 6.12 B12-0006 Acceleration and braking ramps

<b>t1</b>	=	ramp for acceleration, clockwise running
<b>t2</b>	=	ramp for deceleration, clockwise running
<b>t3</b>	=	ramp for acceleration, anticlockwise running
<b>t4</b>	=	ramp for deceleration, anticlockwise running
<b>t5</b>	=	Ramp for rapid stop Ramp for deceleration clockwise and anti- clockwise with "regulator enable" off and setpoint integrator enable off.

Table 6.5 Acceleration and braking ramps

The ramp times can be selected from the "Commissioning" and "Parameter" menu; (menu 42231 - 42235).

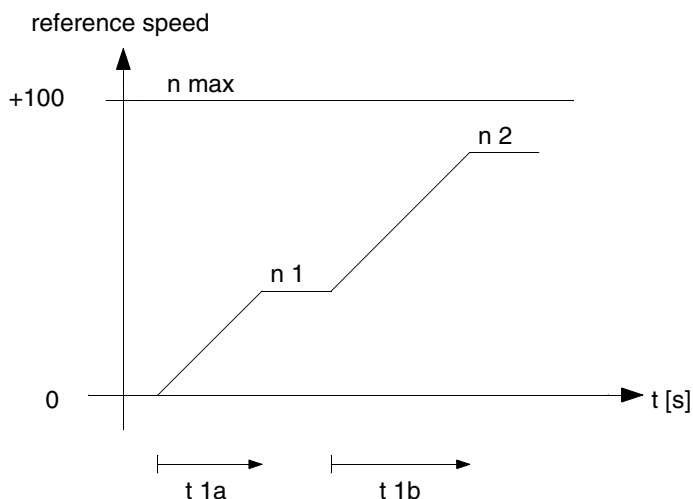


Fig. 6.13 B12-007 ramp times

The times t1-t5 refer to the max. speed programmed in the menu 42312. With this ramp steepness all set point jumps are delayed.



**Acceleration time  $t_{1a}$**

**Acceleration time  $t_{1b}$**

**Acceleration time calculation  $t_{1a}$ :**

$$t_{1a} = \frac{(n_1 \times t_1)}{n_{\max}}$$

$$t_{1b} = \frac{(n_2 \angle n_1) \times t_1}{n_{\max}}$$

$t1$	=	programmed setpoint integrator-time
$n_{\max}$	=	max. speed programmed (menu 42312)
$n1$	=	run speed 1
$n2$	=	run speed 2
$t1a$	=	Acceleration time from $n=0$ to $n1$
$t1b$	=	acceleration time from $n1$ to $n2$

Table 6.6 Acceleration and braking ramps



**Limit switch 1 Pin 11**  
**Limit switch 2 Pin 12**



**Selection of rotational direction**

**Note:** Calculation with time  $t1$  also applies for times  $t2$  -  $t5$ .

**Note:** The setpoint integrator-function is only active in the setpoint channel 1

When activating these inputs, e.g. by approaching the limit switches, the setpoints for clockwise running (limit switch 1) or anticlockwise running (limit switch 2) are blocked.

The limit switch inputs can be actively programmed to normally-closed or normally-open contact in the menu 125.

**Note:** On delivery the inputs are actively programmed to normally-open contacts.

By selection of the setpoints the defined ref. speed can be controlled in both directions of rotation through the inputs X 2.2 Pin 11 and x 2.2 Pin 12.

- X2.2: Pin 11 on, clockwise direction
- X2.2: Pin 12 on, anticlockwise direction

### 6.7 Signal outputs X 2.2



„Ready signal“ Pin 13  
LED 1, green



Limit of the current  $I^2t$ , Pin 14  
LED 6, yellow



All signal outputs are electrically isolated from the electronic regulation and the power pack by means of opto-couplers. The outputs are switched through transistors and can be used to be switch SPC-inputs or coupling relays.

**Caution:** The load current per output is 125 mA, max. 500 mA.  
The sum current of the 8 outputs must not exceed 1 A.

Pin	X 2.2	Function
13	—	“Ready” signal
14	—	Limit of the current $I^2t$
15	—	$n_{act.} = n_{set}$
16	—	$n > n1$
17	—	Release the brake ( $n > 0$ )
18	—	Overtemperature motor
19	—	output stage over-temperature
20	—	Reserve

Table 6.7 Signal outputs X2.2

H level signalises the Servoconverter is ready for operation.  
In case of an internal fault signal, the readiness for operation is cancelled, thus resulting in an immediate switching-off of the enables for the controller and the output stage.

**Note:** The drive runs down in uncontrolled manner.

H level signalises the limitation of the current to the programmed motor nominal current.  
The output stage is designed for the unit nominal current. Short-dated the output stage can supply the double nominal current (1,5-fold at U-DS 045.1). For output stage protection, the motor current is integrated to a square-function, above the programmed nominal current. If the calculated value exceeds the limit load integral of the output stage, the current is limited to the nominal value.

**Note:** The unit is not disengaged.

To reset the function, a return integration has to be made. It begins when falling below the load current ( $0,9 \times I_{nom}$ ).

The integration times are adjusted in the works; they must not be changed.



**Caution:** The  $I^2t$ -reduction only acts as an overload protection for the Servoconverter. Complete motor protection is only ensured if PTC thermistors are connected.

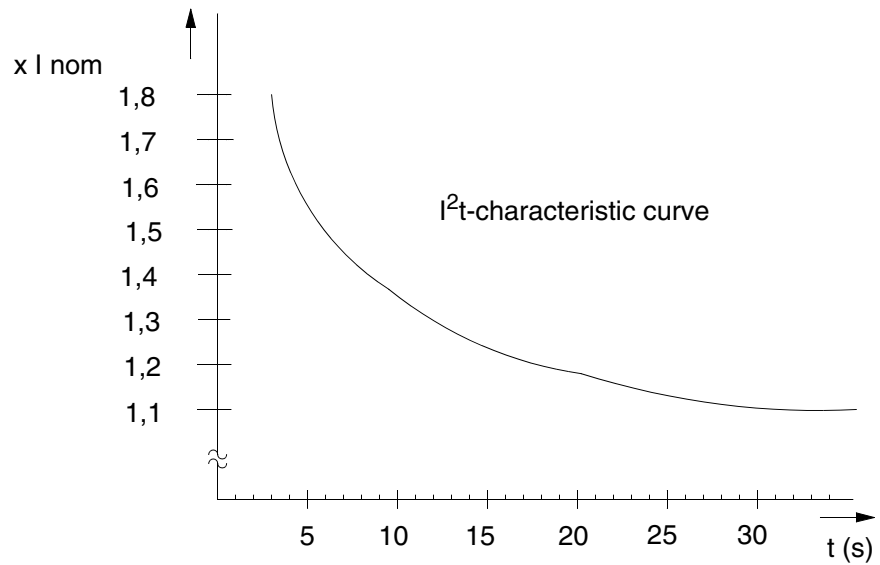


Fig. 6.14 B12-008  $I^2t$  characteristic line

$n_{act} = n_{set}$  Pin 15  
LED 9, yellow

H level signalises that the actual speed is equal to the set speed.  
The tolerance band can be programmed in the menu item 42253 (hysteresis).

$n > n_1$  Pin 16  
LED 8, yellow

H level signalises that the actual speed is higher than the reference speed  $n_1$ , menu point 42251.  
The tolerance band can be programmed in the menu item 42252 (hysteresis).

### Release the brake ( $n > 0$ ) Pin 17

The signal can be used to ref. command a holding brake.

H level is connected when controller enable is operated. Simultaneously the set speed is switched through.

During that switching time of the brake  $t'$  assure that the set speed is = 0, to prevent the drive from operating against the brake.

→  $t_v > t'$  (see Fig. 6.15, page 23)

When switching-off the controller enable at control input X2.2 Pin 7, the drive brakes down to speed 0. When reaching the speed 0, the output X2.2 Pin 17 is set back.

For a certain period of time  $t_x$  the regulation still places at disposal the standstill torque (disengaging delay).

During that time the brake must be actuated (menu 4244). →  $t_x > t'$

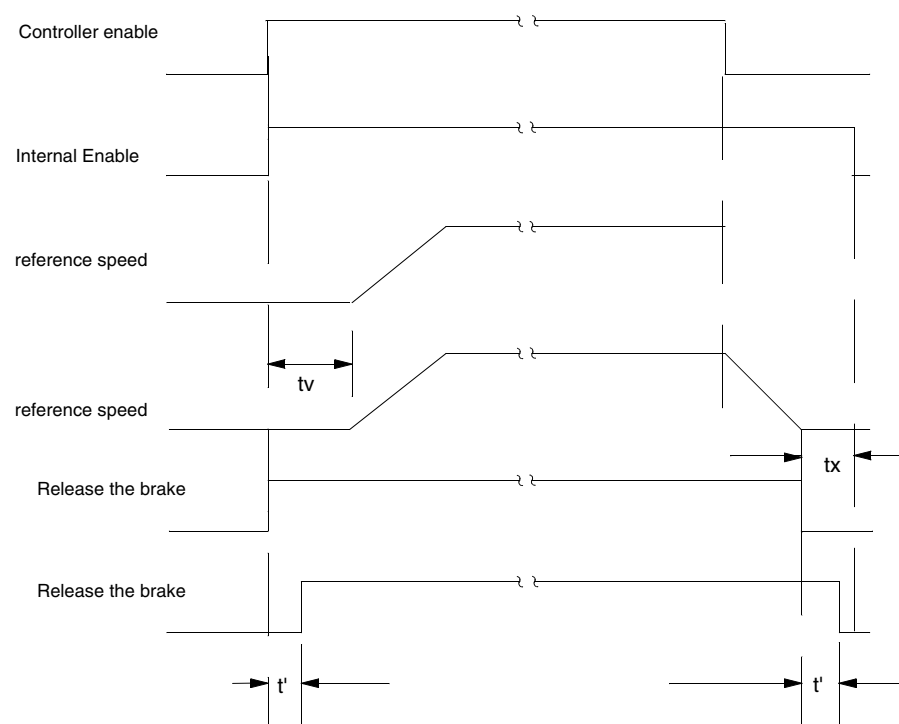


Fig. 6.15 B12-009 times for holding brake ON/OUT

- $t_v$  = delay time of the setpoint, customer
- $t'$  = mechanical switching delay of the brake
- $t_x$  = disengaging delay menu 4244

If the delay time  $t_x$  is set to 0, the function operates like that one of a standstill logic (H-signal with  $n = 0$  and the hysteresis, menu 42254).

**Motor overtemperature Pin 18**  
**LED 5, yellow flashes**



**Braking resistor-  
overtemperature or output  
module overtemperature pin 19,**  
**LED 10, flashes yellow**

**Reserve Pin 20**  
**LED 10, yellow**

H level signalises that the motor limit temperature is exceeded (posistor in the motor winding)

Simultaneously the readiness for operation of the Servoconverter is cancelled.

When cancelling the readiness for operation, the motor is running down in an uncontrolled manner, as it is no longer connected to current.

The readiness for operation is cancelled after a programmable delay time only to allow the system to run controlled in a safety position after having got the signal "motor over-temperature".

---

**Note:** Set the delay time between the „motor overtemperature“ message and switching-off of standby mode to 0 - 10s Menu 4245.

---



---

**Caution:** The time offset between the „motor overtemperature“ message and switching-off of standby mode must not be set to too long a duration as otherwise the motor will be damaged.

---

H level signalises that the temperature of the brake resistance or the output stage is exceeded.

Simultaneously the readiness for operation of the Servoconverter is cancelled.

The readiness for operation can be re-provided after sufficient cooling-down of the brake resistance resp. the output stage.

The output X2.2 Pin 20 is a reserve output which is used for technological software or a special customer's software.

### Analog outputs (Monitors)

The Servoconverter offers 2 monitor outputs for the analogue representation of various system variables.

The assignment of system variable to monitor output may be freely selected. (Menu option 3.5 for analogue monitor 1 and menu option 3.6 for analogue monitor 2)

System variables:

- reference speed
- actual speed
- phase current  $i_r$
- Active current  $i_{sq}$
- reactive current  $i_{sd}$
- Rotor position
- actual speed amount
- Torque setpoint




Pin	X 2.2	Function
21		Monitor 1
22		GND analog
23		Monitor 2

Table 6.8 Analog outputs (monitors) X2.2

### Load capacity of the monitor outputs:

The monitor outputs at pin 21 and pin 23 may be loaded as follows:

- ref. command:  $\pm 10$  V
- Charge: max. 1,5 mA, 6,8 kOhm
- resolution: 5 ms

### Standardisation of the monitor outputs:

In relation to the size the output voltage is standardized as follows:  
With system size 10V correspond to

- speed: n-max. (menu 42312)
- current: max. unit current
- rotor position:  $360^\circ$

### 6.8 Regulator supply X3

The Servoconverter is supplied from an external supply voltage. From this voltage the voltages required for the regulator and the processors are generated.

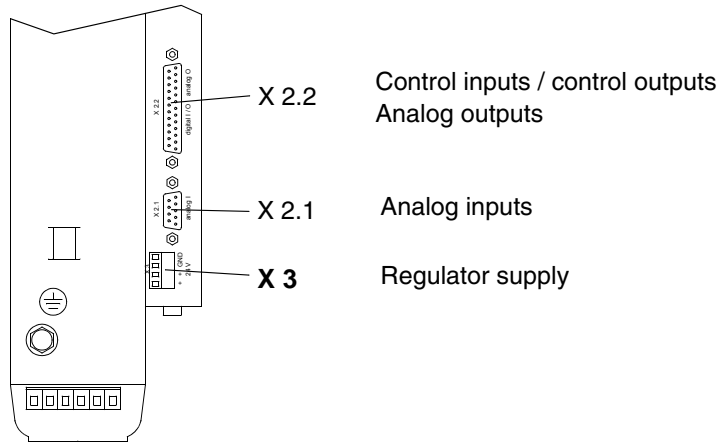


Fig. 6.16 B11-018 Regulator supply

+	=	+ 24V DC (standard converter: 24V DC $\pm$ 20%, 1,5A)
+	=	+ 24V DC
-	=	0V DC
-	=	0V DC

Table 6.9 Connection regulator supply



**Note:** After engagement of the 24 V regulator voltage, a short-time flowing of starting current of 3 to 4 A is possible.

**Note:** By the regulator supply, no inductive loads, e.g. valves, may be fed. With extensive installations, separate current supplies are recommended to feed the Servoconverter.

The supply cable for regulator supply has to be screened. Under the described conditions the input has a burst factor of > 2kV. For reasons of operational safety this supply cable has to be embedded separately from the power cables.

#### 6.8.1 Fan supply

The Servoconverter contain fans, which dissipate the thermal loss generated in the electronic components to the surroundings. The fans are internally connected to the 24 V regulator supply. The fans operate with connection of the regulator supply.

### 6.9 Motor sensor X 11

The motor sensor connection is made through Sub-D-plug X 11.

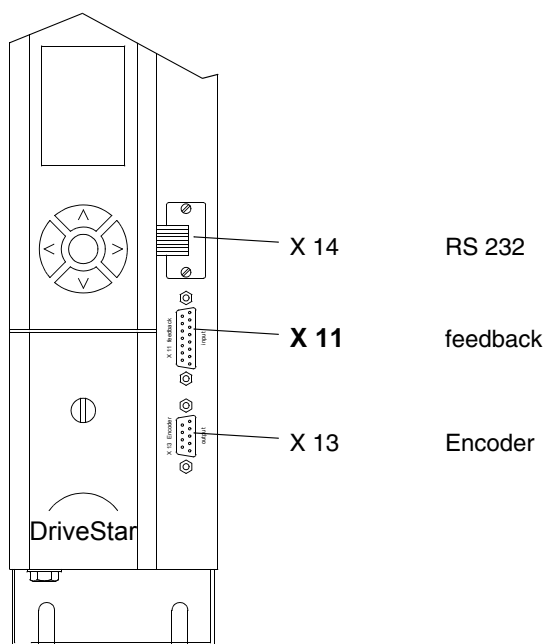


Fig. 6.17 B11-016 Motor sensor

For sensor connection use **LUST DriveTronics GmbH** control cables with already connected plug-type facilities.

Solutions meeting customer's special requirements need to be agreed with **LUST DriveTronics GmbH**, as otherwise the warranty will no longer apply. The following generator types may be connected to the Servoconverter:

- > resolver
- > High-resolution encoder, absolute value encoder
- > Pulse generator



**Note:** The plug connections depend on the sensor type.  
(see chap. 10.2, Motor sensor - connections).



## 6 Electrical connections

### 6.10 Encoder output X 13

From the sensor signals of the motor, applicable at the input X11, a pulse sensor signal is detected. Load of +5V output = max. 25mA.

#### Plug connections:

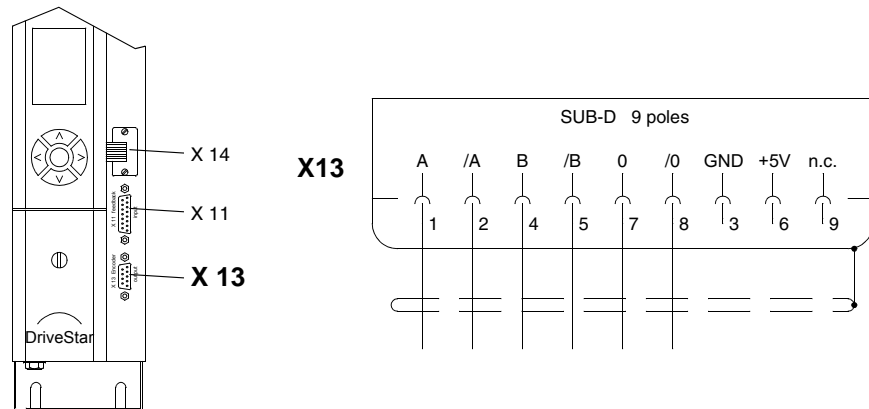


Fig. 6.18 B11-016 Plug connections

#### Encoder output signals:

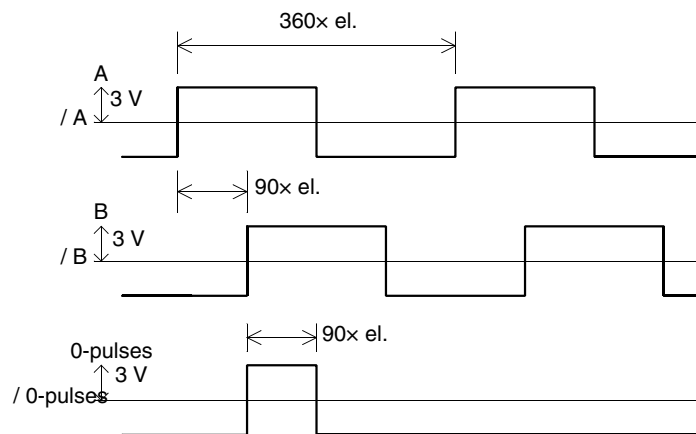


Fig. 6.19 B12-010 Encoder output signals

The signal complies with the form of an incremental encoder.

The number of increments of the encoder output is adjustable (Menu 4243, maximum 8192 pulse)

Output is via a 3 V push-pull signal as standard, (see Fig. 6.19, page 28).

As an option, these signals can be electrically isolated or output as 24V-level with electric isolation.

### 6.11 Communication interfaces



#### 6.11.1 RS 232 X 14



Communication interfaces are available at the Sub-D-plugs X 14, X 15 und X 16.

The connections are:

- X 14 RS 232, **D-DS\_1**, H-DS.1, (see Fig. 6.20, page 29)
- X 16 RS 485
- X 15 and X 16 Profibus-DP or Interbus-S or CAN-BUS

**Note:** As a standard the interface RS232 is provided.  
All other interfaces are available on request.

By means of the interface RS 232 the Servoconverter can be parameter set and controlled via a PC or any other control. For this duty the LUST PC terminal program **LUST DriveTronics GmbH** is required.

Description and programming are given in the leaflet:

- **LUST DriveTronics GmbH,**  
**Terminal program VecWin Nr. 192-00 307**

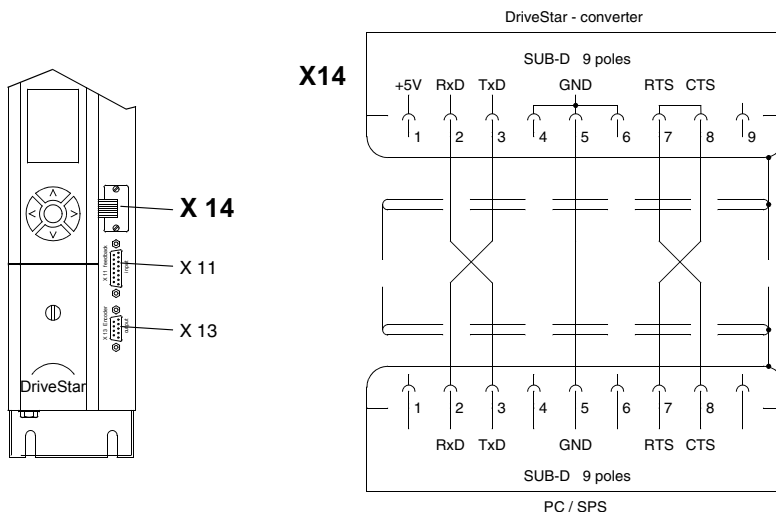


Fig. 6.20 B10-017 Connection serial interface RS 232

The PC-programming allows a simple menu-orientated commissioning and also be used for memorizing and loading of parameter sets for the Servoconverter.

Through the interface communication is not only possible with VecWin but also with other software logs. This has to be agreed with **LUST DriveTronics GmbH** from case to case.

For connection a three-core or five-core screened cable is necessary. At both ends a 9-poles SUB-D plug (plug and bushing) must be provided. **LUST DriveTronics GmbH** offer this cable as connection assy.

Via connector X 14 the Servoconverter can be parameter set **LUST DriveTronics GmbH** operating terminal **D-DS\_1**.

Description and programming are given in the leaflet:

- **LUST DriveTronics GmbH,**  
**Control unit D-DS.1 Nr. 182-02 792**



### 6.12 Starting inhibit



#### **Output stage inhibit with safety relay**

Inhibit of the output stage by means of a safety relay.

This option offers another protection against unintended starting of the drive - supplementary to the standard "electronic output stage inhibit".

**Caution:** The starting inhibit is no „disengaging device“ to avoid unintended starting, as per EN 60204-1. It is intended to stop drives not involved in service duties or other safety measures.

With the ref. command input X2.2 Pin 8 a safety relay is commanded (approved by the TÜV) besides the "electronic output stage inhibit".

The contacts of the relay switch the driver supply of the output stage directly ON or OFF resp. Simultaneously an auxiliary contact with feedback "output stage inhibited" is available. Connection to terminal X2.2: Pin 24 and Pin 25.

The contacts of the relay are guided so that the information about the switching stage is sure.

**Caution:** For a safe application of the inhibit it is absolutely necessary to link the feedback "output stage inhibited" into the control.

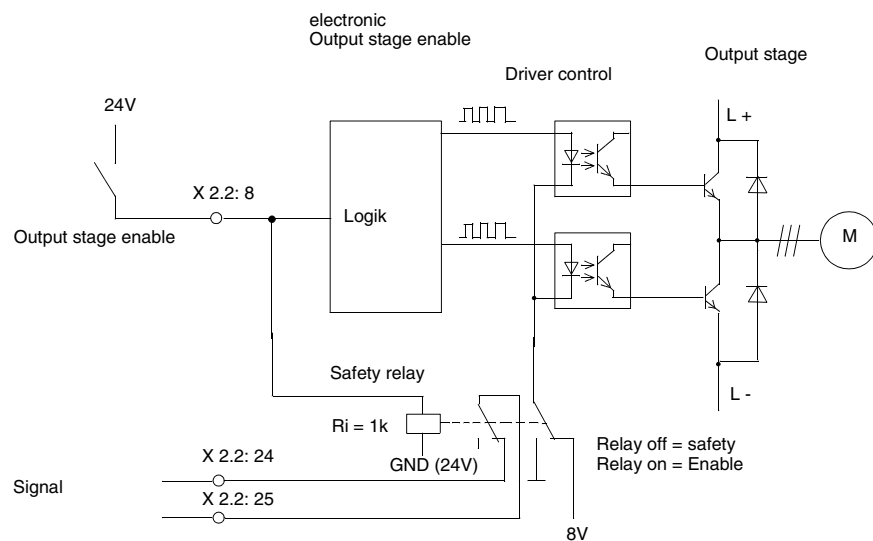


Fig. 6.21 B12-011 Output stage inhibit

### Service hints:

- Disengagement of the "output stage enable" causes an inhibit of the output stage. The drive becomes currentless. When switching the inhibit during operation, the drive runs down **uncontrolled**.
- In case of emergency stop, the "output stage enable" must be disengaged only provided that at first the drive has been stopped "as quickest as possible" (e.g. by disengagement of the "regulator enable").
- By ref. command of the setpoints, "setpoint integrator enable" or "regulator enable" it has to be assured that no unintended starting happens due to faulty switching stages.
- contact load capacity of the outputs X2.2: Pin 24 and Pin 25:
  - $I_{\max} = 3 \text{ A}$
  - $U_{\max} = 30 \text{ V DC / AC}$
  - Minum power: 50 mA, 12V DC / AC

### 6.13 braking chopper



The braking chopper converts the brake energy generated in the drive into heat. This is particularly necessary with quick braking processes with high masse moments of inertia. An output resistor serves as converter, resistor ballast, which is integrated in the Servoconverter, (see Fig. 6.1, page 3) and (see Fig. 6.2, page 4).

**Caution:** The external or internal resistor ballast conducts dangerous D.C. link voltage which can cause death or heavy injuries when touching.  
Approx. 6 minutes after disengagement of the Servoconverter, the brake resistance, external or internal, can still be subject to dangerous D.C. link voltage.  
Before carrying-out any maintenance works, assure that the current supply is disengaged, locked and that the D.C. link is discharged (check!).



**Caution:** The resistor ballast, external or internal, can become extremely hot, which may cause heavy physical burnings. Before carrying-out any maintenance works, assure that the brake resistance has cooled down.



**Caution:** The brake resistance can conduct a D.C. link voltage of max. 890V D.C. Therefore a corresponding protection against accidental touch has to be provided, namely against the high D.C. link voltage and the high temperature.

With higher brake outputs, an external resistor can be connected to the converter as option.

## 6 Electrical connections



After having exceeded a fixed voltage threshold of the D.C. link, a transistor switches the resistor ballast to the D.C. link. The resistor is fed with current and transfers the output into heat. When falling below the threshold with a hysteresis, the transistor interrupts the current supply to the resistor.

**Note:** The voltage threshold is fixed to 820V.

The internal brake resistance is thermally monitored by a thermal switch. After having exceeded a temperature of 80°C, a fault is signaled. The readiness for operation is disengaged and the LED 10 lightens, (*see chap 9-7, LED 10 flashes (Overtemperature brake resistance)*).

The loading of the internal or external resistor ballast is stated in the technical data, (*see chap. 2.1, Performance data*).

### Minimum resistance braking chopper

The external resistor must not fall below a defined resistance value, which is:

	U-DS 006.1 to U-DS 020.1	U-DS 035.1	U-DS 045.1
Minimum resistance	30 Ohm	18 Ohm	

Table 6.10 Minimum resistance braking chopper

### Connection of external brake resistances

	U-DS 006.1 to U-DS 020.1	U-DS 035.1	U-DS 045.1
Connection of external brake resistances	Terminal 4 and 6, remove link 5 –6. ( <i>see Fig. 6.1, page 3</i> )	Terminal B1 and B2 ( <i>see Fig. 6.2, page 4</i> )	

Table 6.11 Connection of external brake resistances

**6.13.1 Braking power calculation**

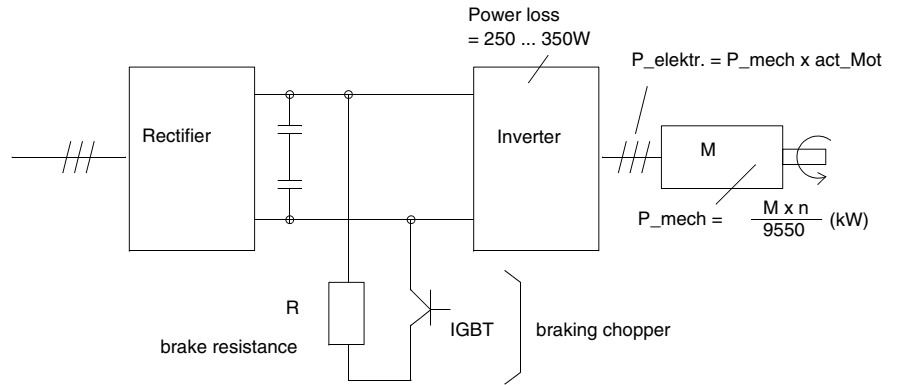


Fig. 6.22 Braking power calculation

$\Delta M$  = M-dynamic (Nm)

$\Delta n$  = n-dynamic (1/min)

$\eta_{\text{Mot}}$  = Efficiency degree of the motor including mechanical equipment

$\eta_{U \angle DS}$  = Efficiency degree of the Servoconverter

**Effective braking torque**

$$M_{\text{eff}} = \sqrt{\sum \frac{(M_n^2 \times t_n)}{t_{\text{ges}}}}$$

**Brake output**

$$P = \frac{(\Delta M \times \Delta n)}{9550} \times \eta_{\text{Mot}} \times \eta_{U \angle DS} \text{ (kW)}$$

**Average speed**

$$n_m = \frac{(\sum m \times t)}{t_{\text{ges}}}$$

**Effective brake output**

$$P_{\text{eff}} = \frac{M_{\text{eff}} \times n_m}{9550} \times \eta_{\text{Mot}} \times \eta_{U \angle DS} \text{ (kW)}$$



## 7 Parameter setting

<b>7.1</b>	<b>General.....</b>	<b>2</b>
<b>7.2</b>	<b>Description of parameters.....</b>	<b>2</b>
7.2.1	Unit parameters.....	3
7.2.2	Motor data.....	4
7.2.3	Reference selector 1 and 2.....	7
7.2.4	Regulator parameter.....	8
7.2.5	Command.....	10
7.2.6	Output signal and displays.....	11
7.2.7	Interface RS 232.....	12
7.2.8	Other parameters .....	12
<b>7.3</b>	<b>Terminal program VecWin.....</b>	<b>13</b>
7.3.1	General.....	13
7.3.2	Cable connection between PC and servoconverter .....	13
7.3.3	PC, configuration and installation.....	13
7.3.4	Working with VecWin.....	13



### 7.1 General

#### Terminal program VecWin



#### Control unit D-DS\_1



### 7.2 Description of parameters

#### Parameter set 1

#### Parameter set 2



#### Parameter set 3

The parameter setting allows a variety of applications for the servoconverter. E. g. by:

- selection of the type of motor (synchronous, asynchronous).
- Pre-selection of the setpoints of different interfaces.

Simultaneously the parameter setting is the decisive factor for an optimum regulation behaviour of the drive.

The parameterisation is made via the PC-terminal program **VecWin**. The program functions with a PC-AT through the interface RS232 of the servoconverter. This manual consists of two sections.

How to handle the parameterisation via terminal program is explained in the special leaflet.

- **LUST DriveTronics GmbH, manual No. 192-00307**
- Part a.: Parameter setting
- Part b.: Function of oscillograph

Optionally the parameterisation can be made via the operator terminal **D-DS\_1** which is placed onto the front plate of the servoconverter.

How to handle the parameterisation via control unit is explained in the special leaflet.

- **LUST DriveTronics GmbH, manual No. 182-02 792**

Three parameter sets are memorized in the converter.

The parameter set 1 (basic parameter set) is deposited in an E-PROM and cannot be modified. Values for a standard parameter setting (default-values) are adjusted in this set. By this parameter set a connected motor can only be moved for rotation in a limited way.

The basic parameter record is required in order to be able to reset the parameters for the servoconverter following a check sum error (*see chap. 9, Fault-finding*).

The parameter set 2 contains the parameter setting made in the works in compliance with the customer's application. It allows to move the idle-running motor to rotation.

The adjustments of the parameter set 2 are listed on the accompanying lists, which are attached to the servoconverter.

The parameter set 3 is the actual parameter set. All changes during parameterisation are saved in it. Simultaneously it is that parameter set which is used for the regulation after engagement of the unit.

The actual parameter set can be memorized as parameter set 2 (menu 4.2.5.2.1). It is used to memorize an intermediate stage on parameter setting and to carry-out any further modifications.

Should these modifications not offer any advantage, the previous condition can be re-made quickly by loading the parameter set 2 as actual parameter set (menu 4.2.5.2.2).

### Input ranges



When loading the parameter set 2 or the basic parameters, the actual parameter set is overprinted.

When memorizing the actual parameter set as parameter set 2, the old parameter set 2 is overprinted.

Speed inputs can be made and displayed in Hz or rpm. The type of input or display can be selected (menu 4221).

In the following text, the speed input ranges are stated in rpm.

---

**Note:** Some parameters are transferred only with disengaged regulator enable or after a disengagement and re-engagement of the servoconverter.

---

Following parameters are transferred after disengagement and engagement of the servoconverter only.

- Clock frequency
- Number of increments of the incremental encoder
- Type of device
- Operation mode
- Number of pole pairs
- Kind of sensor

The parameters "setpoint 1" and "setpoint 2" are only transferred with disengaged regulator enable.

All other parameters are modified during the running operation.

### 7.2.1 Unit parameters




---

**Note:** The following numbers refer to those menu points, which are selected via the **D-DS\_1**.

---

#### Unit type 4.2.1



Here the output stage type of the unit is selected. The output stage type results from the unit designation.

---

**Note:** In the works it is already adjusted correctly and must be changed only by the after-sales service.

---

#### Switching frequency 4.2.1.3



Here the switching frequency of the output stage is adjusted in steps of 1kHz (range: 2-14kHz).

---

**Note:** Please note that the nominal data can only be reached up to 4kHz. In case of higher switching frequencies, a load reduction is required. (Motor with resolver maximum 8 kHz)

---

### 7.2.2 Motor data

#### Number of pole pairs

##### 4.2.4.1



#### Type of drive 4.2.4.6



#### Voltage constant 4.2.4.7



#### Nominal current 4.2.3.2.4



Here the number of pole pairs of the motor is adjusted. In case of a wrong number of pole pairs the motor does not rotate.

---

**Note:** To allow the transfer of a newly input number of pole pairs, the servoconverter has to be disengaged and then re-engaged.

---

Here the motor type is input, i.e. asynchronous, synchronous or controlled by U/F-characteristic.

---

**Note:** To allow the acceptance of the drive type change, disengage and re-engage the servoconverter.

---

Here the voltage constant  $K_v$  of synchronous machines is input ( $V/1000\text{min}^{-1}$ ).

The value complies with the effective value of the induced voltage against the star point with a speed of  $1000\text{rpm}^{-1}$ . For **LUST DriveTronics GmbH** motors the value is indicated on the nameplate.

---

**Note:** In case of doubt input value 0V.

---

Here the nominal current in percent is adjusted. 100% correspond to the unit max. current.

- U-DS 006.1: 0 - 50% = 0 - 6 A (with 4 kHz)
- U-DS 012.1: 0 - 50% = 0 - 12 A (with 4 kHz)
- U-DS 020.1: 0 - 50% = 0 - 20 A (with 4 kHz)
- U-DS 035.1: 0 - 50% = 0 - 35 A (with 4 kHz)
- U-DS 045.1: 0 - 65% = 0 - 45 A (with 4 kHz)

---

**Caution:** Pay attention to the motor data. The here adjusted nominal current must not exceed the motor nominal current.

---

### Max. current 4.2.3.2.3



### Max. speed 4.2.3.1.2



### Delay time motor temperature 4.2.4.5



Here the max. current in percent is adjusted (0-100%).  
100% correspond to the unit max. current.

- U-DS 006.1: 100% = 12 A
- U-DS 012.1: 100% = 24 A
- U-DS 020.1: 100% = 40 A
- U-DS 035.1: 100% = 70 A
- U-DS 045.1: 100% = 70 A

The unit max. current is intended for the pulse generator. It cannot be made available permanently, (see chap. 2, Technical data) and (see chap 6-21, Signal outputs X 2.2)

---

**Caution:** With current parameter setting pay attention to the motor data.  
With excessive pulse current ( $I_{max}$ ) a demagnetization of the motor can occur.

---

Here the max. speed is input (0-9000  $\text{min}^{-1}$ ).  
When reaching the adjusted max. speed the setpoint and consequently the speed are limited.

---

**Caution:** Pay attention to the max. speed of the motor.

---

When reaching the motor limit temperature the readiness for operation of the servoconverter is cancelled.

This cancellation causes an immediate disengagement of the regulator and output stage enable. The drive runs down in uncontrolled manner.  
Due to the normally very high thermal time constant of the motor it is possible to provide a time delay between the signal "motor overtemperature" and the cancellation of the readiness for operation. During that time the superimposed control has the possibility to run the drive into a safe position. The time delay can be adjusted between 0-10 sec.

---

**Caution:** Pay attention to the motor data. An extremely long delay time can result in a motor damage, e.g. with full utilisation of the dynamics.

---

### **Delay time holding brake** **4.2.4.4**



### **Kind of encoder 4.2.4.2**



### **Encoder adjustment** **4.2.2.4.2**

#### **Commutation**

The here adjusted delay time has the function to delay the cancellation of the regulator enable on its way to the input signal at terminal X2.2: Pin 7 is made.

After cancellation of the regulator enable the drive is braked to speed 0 along the quick-stop ramp (see chap 6-19, *Setpoint integrator enable Pin 10, LED 4*) and (see chap 6-18, *Controller enable Pin 7, LED 3*). From that point, the drive places at disposal the holding torque for the period of the adjusted delay time. After expiration of the delay time the regulator enable is cancelled and the drive is without torque, (see chap 6-23, *Release the brake (n > 0) Pin 17*).

When the delay time is set to 0 sec., the function becomes a standstill logic (H-signal with n = 0).

---

**Caution:** Pay attention to the switching times of the holding brake.

---

Here it is adjusted which encoder is fitted into the motor.

- Resolver
- Incremental encoder
- High-resolution encoder (absolute value encoder)

Hardware modifications in the converter are necessary for the connection of an absolute value generator.

In case of an incremental encoder, its resolution (260-9000 incr./rev.) has to be input, (menu point 42422).

---

**Note:** To allow the acceptance of a change of the kind of encoder, disengage and re-engage the servoconverter.

---

Here the electric 0°-position of the encoder can be adapted to the mechanical 0°-position of the rotor (commutation).

As far as possible, this parameter should be in 0°-position and the encoder adjustment should be made mechanically. With **LUST DriveTronics GmbH** motors, the encoder is already adjusted with the rotor position of the motor.

With 2-poles synchronous motors, e.g. FLP 10-40, an offset of 180° has to be adjusted.

This value must be set to 0° as standard.

### 7.2.3 Reference selector 1 and 2

#### Setpoint channels

Here the analog input is adjusted, from which the setpoint channel 1 (2) receives its setpoint, (see chap. 6.5, Analog inputs X 2.1).

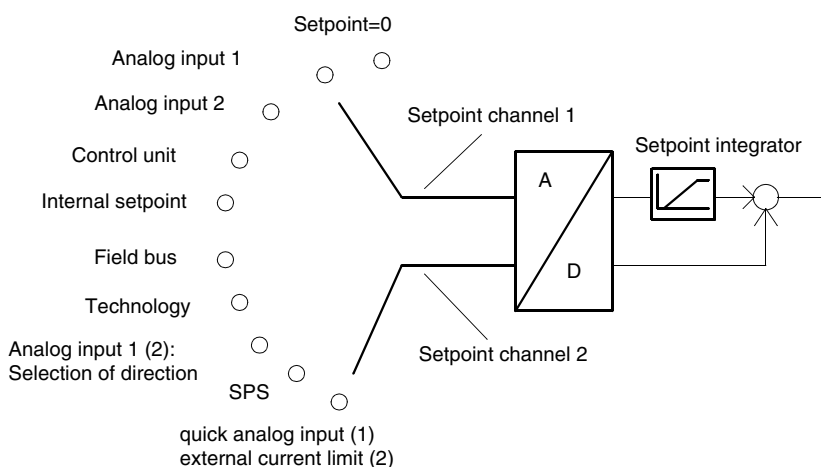


Fig. 7.1 B12-013 Setpoint channels

Both setpoint channels can read simultaneously values from different inputs.

**Note:** Always the sum from both setpoint channels is taken forming the basis for the regulation.

Each setpoint channel can be permanently set to the value 0 so that one channel only is active.

The setpoint channel 1 disposes of the option to select the analog input 1 as quick analog input. Thereby its scanning time is reduced from 5 ms to 500 µs. It has to be assured, however, that the setpoint signal is not noisy, which would cause an unquiet rotation of the drive.

The setpoint channel 2 disposes of the option "preselection of an external current limit".

If a setpoint channel is put on the serial interface, the setpoint can be preselected via that interface.



#### Quick analog input 1 (2.1.9)

#### Preselection of an external current limit (2.2.9)

### **Adaptation, smoothing and offset of the analog inputs 1 and 2 (4.2.2.2.x)**

#### **Adaptation:**

4.2.2.2.1, 4.2.2.2.2

Here it is fixed which speed rating corresponds to +10V at the analog inputs (-9000 to +9000min<sup>-1</sup>).  
For torque regulation 10V are the equivalent of the maximum device current (see chap. 2, Technical data).

#### **Smoothing:**

4.2.2.2.3, 4.2.2.2.4, 4.2.2.2.5

The setpoints are filtered through a low-pass filter. The time constant of the low-pass filter can be preselected at that point (5-100 ms).  
For the quick analog input extended low-pass constants (0.13-99.99 ms) are available.

#### **Offset:**

4.2.2.2.6, 4.2.2.2.7

Here an offset for the analog inputs can be input (-100 to +100 min<sup>-1</sup>).  
The offset alignment has to be made with speed regulation. Automatically it is also applicable to the torque regulation.  
If the drive drifts with preselected 0V, this speed can be read in the terminal program **VecWin**. Inputting the speed with reversed sign will then compensate the existing offset.  
Due to the Bit resolution the input offset can differ slightly from the displayed offset.

### **Setpoint integrator-times 4.2.2.3.x**

**Setpoint integrator  
S-curve 4.2.2.3.9**

The times for the reference value integrator slopes are set here (0.00-99.99s), (see Fig. 6.12, page 19).

The start and end of the reference value slopes may be additionally rounded by setting the S curve in the 0 - 1s range.

## **7.2.4 Regulator parameters**

Due to the cascade structure of the regulation, the optimization has to begin with the inner regulation circuits:

- Current regulator
- Speed regulator
- Flux regulator (only for asynchronous machines)
- Positon regulator (Option)

### **Current regulator 4.2.2.7.1/2**

The current regulator can be optimised by the parameters  $v_{pi}$  (4.2.2.7.1) (0.01-1.00) and  $T_{ni}$  (4.2.2.7.2) (0.1-20 ms).

The best way is to optimise the jump reaction of the current regulator.

The regulator is well optimised when the actual value adapts as quickly as possible and with rather low over-shooting to the setpoint.

Before optimisation, read the instructions as per chap. 8 „Commissioning / Operation“ and adhere to them.

Proceed as follows for current control optimisation:

- Set the ramp times (t1-t4, 4.2.2.3.1-4) to 0,
- Lay setpoint channel 1 to serial interface (2.1.4)
- Fix internal setpoint (2.3) to 500min<sup>-1</sup>
- Lay monitor 1 to torque setpoint ( $= I_{sq\_set}$ ) (3.5.8)
- Lay monitor 2 to torque setpoint ( $= I_{sq\_act}$ ) (3.6.4).

### Speed regulator 4.2.2.6.1(2)

### Speed actual value-smoothing 4.2.2.4.1

### Flux regulator 4.2.2.8.1-8 (only with asynchronous machines)

### Nominal magnetizing current (4.2.2.8.3)

### Nominal speed (4.2.2.8.4)

By actuation of the setpoint integrator enable the jump is released. Current setpoint and actual current shall have the same course.

Now vary the parameters in such a way that the required course is reached approximately. Here the thumb rule applies:

- > Increase of  $v_p$  and reduction of  $T_n$  accelerate the regulator.
- > The quicker the regulator the more tendency to (over-) shooting

The active current setpoint can still be smoothed (4.2.2.7.3). To that effect input a time constant for the low-pass filter (0-9.99 ms).

The speed regulator can be optimised by the parameters  $v_{pn}$  (4.2.2.6.1 (0.01-1.00)) and  $T_{nn}$  (4.2.2.6.2 (0.1-50 ms)).

The same instructions as to the current regulator apply (parameter  $v_{pi}$  and  $T_{ni}$ ), i.e. the speed regulator as well is optimised through its jump reaction.

Provide the monitors with the corresponding speed values,

- > monitor 1 with speed setpoint (3.5.1)
- > monitor 2 with actual speed (3.6.2)

The speed regulation often requires a compromise between the dynamics and the concentricity. By means of actual speed smoothing (4.2.2.4.1) another parameter (0.00-9.99 ms) is available for this duty.

With large machines this time constant can be increased without influencing the dynamics, whereas simultaneously the concentricity is improved.

On principle the time constant shall be selected as low as possible.

The flux regulator can be optimized by the parameters  $v_{p\_psi}$  (4.2.2.8.1 (0.01-1.00ms)) and  $T_{n\_psi}$  (4.2.2.8.2 (0.1- 500ms)).

The same instructions as to the current regulator apply (parameter  $v_{pi}$  and  $T_{ni}$ ), i.e. the flux regulator as well is optimised through its jump reaction.

The state variables of the flux regulator cannot be read-out through the standard motor.

The parameters 4.2.2.8.3-5 are stated on the motor nameplate and can be calculated from its data as follows.

The data is given in percent related to the unit max. current.

$$I_{mr} = I_n \times \sqrt{\frac{(1 - \cos \varphi_n)}{(1 + \cos \varphi_n)}} \quad (\text{see chap. 2, Technical data}).$$

The nominal speed is stated on the motor nameplate (0.0 - 9000.0min<sup>-1</sup>).



### Rotor time constant (4.2.2.8.5)

$$T_r = \frac{(\sqrt{I_n^2 \angle I_{mr}^2})}{I_{mr} \times \omega_r} \quad \text{with nominal slippage}$$

$$\omega_r = 2\pi f_n \times \frac{(n_s \angle n_n)}{n_s}$$

- $I_n$  = Nominal current of the motor
- $f_n$  = Nominal frequency of the motor
- $n_s$  = synchronous speed
- $n_n$  = Nominal speed, (menu point 4.2.2.8.4)
- $\cos\varphi$  = Nominal output factor

With high frequencies the voltage placed at disposal by the servoconverter is no longer sufficient to connect the leakage inductances to high current. I.e. from a defined speed a current reduction is required. This means that a current reduction is required from a certain speed onwards.

### Release speed 4.2.2.8.6, release current 4.2.2.8.7

From a defined speed point (4.2.2.8.6) the current setpoint  $I_q$ -set is linearly reduced to an adjustable min. current value  $I_{abl}$  (4.2.2.8.7), thus keeping the output voltage of the servoconverter below the max. value.

### 7.2.5 Command

#### Type of regulation 1.2.4

#### Limit switch 1.2.5

Here the type of regulation (torque or speed regulation) is adjusted.

Here it is adjusted whether the inputs for the limit switches (X2.21/X2.22) are active with a H-level (10-30V) or with a L-level, (*see chap 6-17, Control inputs*).

#### Brake operation 1.2.6

Here the brake operation is engaged and disengaged.

Brake operation means the engagement and disengagement of the brake quadrants in both directions of rotation.

### 7.2.6 Output signal and displays

#### Display unit 4.2.2.2.1

#### Monitors 3.5 (6).x

#### Encoder output 4.2.4.3

#### Speed signals 4.2.2.5.x

Here it can be adjusted whether to display or to input the speed values in Hz or rpm.

Here it is adjusted which system size is displayed on the monitor 1 or 2 (see chap 6-25, Analog outputs (Monitors)).

Here it is adjusted the number of increments per revolution to be generated by the encoder output X 13 ( $\pm 16-8192$  incr./rev.).

The signal at the encoder output is directly generated from the encoder signals (X 11) ( $\pm$  corresponds to the direction of rotation of the drive).

With the incremental encoder the number of increments should not be selected higher than its resolution.

Here the data for the signal outputs (hysteresis, low-pass filter constant, trigger n1) X2.2: Pin 15 (LED 9) and X2.2: Pin 16 (LED 8) are input.

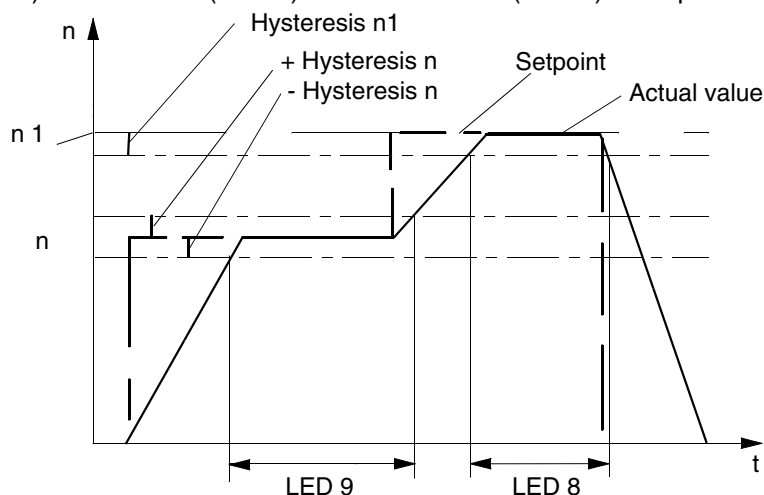


Fig. 7.2 B12-014 Hysteresis with speed triggering

#### Actual value display 3....

Here the actual values are adjusted which are indicated in the actual value display 1 and 2 at the PC or operator terminal **D-DS\_1**.

The following actual values are displayed:

- 3.1.1 Actual speed
- 3.1.2 Set speed
- 3.2.1 Active current
- 3.2.2 Reactive current
- 3.2.3 Apparent current
- 3.3 Rotor position
- 3.4.1 Temperature in the servo amplifier
- 3.4.2 Temperature in the motor
- 3.51 Monitor 1 ( $n_{set}$ )
- 3.52 Monitor 1 ( $n_{act.}$ )
- 3.5.3 Monitor 1 (phase current)
- 3.5.4 Monitor 1 (active current)
- 3.5.5 Monitor 1 (reactive current)
- 3.5.6 Monitor 1 (rotor position)
- 3.5.7 Monitor 1 ( $n_{act.}$ -rating)
- 3.5.8 Monitor 1 (torque setpoint)
- 3.6 Monitor 2, (see Monitor 1)
- 3.7 hours of operation
- 3.8 D.C. link voltage

### 7.2.7 Interface RS 232




---

**Note:** Modifications of the parameters after disengagement and engagement of the servoconverter only.

---

#### **Baud rate 7.1.2**

Here the transmission speed between the serial interface and the connected unit (PC with terminal program **VecWin** or SPC) can be indicated (600-38400 baud).

#### **Parity 7.1.3**

Here the parity is adjusted:

- 0 = none
- 1 = odd
- 2 = even

#### **Data bits 7.1.4**

Input of the number of data bits (7 or 8).

If 7 data bits are selected, the option "parity = none" is not available.

#### **Stop bits 7.1.5**

Input of the number of stop bits (1 or 2).

#### **Unit address 7.1.6**

Input of unit address (1.2.5.4).

### 7.2.8 Other parameters

#### **$\hat{I}_t$ -limit values 4.2.3.3.1/2**

The works set upwards (4.2.3.3.1) and downwards integration time  $t_-$  (4.2.3.3.2) may be read off.

#### **Code 4.2.6**

Here the code can be changed which is scanned with parameter modifications (0-9999).

#### **Language 6.1.x**

Input of the required language (German, English, French, Italian only **VecWin**)

#### **Software version 6.2**

Here the version numbers of the drive software and the communication software can be read.

For **D-DS\_1** (menu 6.2) and PC (information)

Behind the letter A the software version number for the regulation is indicated.

Behind the letter B the software version for the communication interfaces (RS232/485, **D-DS\_1** and technology) are stated.

#### **Scanning time 6.3**

Here it can be read the max. cycle times the drive regulation (1st value) uses, and the setpoints (2nd value) ( $\mu$ s) can be scanned.

The cycle time of the drive regulation is influenced by the selected switching frequency.

### 7.3 Terminal program VecWin

#### 7.3.1 General



With this terminal program VecWin, **LUST DriveTronics GmbH** servoconverter of series CD\_/WD\_/UD\_/AD\_..3/ U-DS...1 can be parameter set via the interface RS232 by PC-AT and can be set into service.

**Caution:** Using the terminal program presupposes that the service manual of the corresponding amplifier module has been read and understood.  
In particular adhere to the safety guidelines.  
Loading or sending of files (parameter sets) from or to the amplifier must only be made with disengaged regulator enable.

#### 7.3.2 Cable connection between PC and servoconverter

The connection is described in (*see chap. 6.11.1, RS 232 X 14*).

#### 7.3.3 PC, configuration and installation

A PC-AT is necessary which meets the following requirements:

- PC-AT 486 or Pentium
- Windows 95/98/NT/ME/2000/XP
- min. 16 MB RAM
- VGA - graphics

In the currently usual standard configurations no problems occur. Should you experience any problems on installation, please consult our after-sales service.

#### 7.3.4 Working with VecWin



How to handle the parameterisation via terminal program is explained in the special leaflet.

- **LUST DriveTronics GmbH, manual No. 192-00307**



## 8 Commissioning / Operation

<b>8.1</b>	<b>Procedure .....</b>	<b>3</b>
8.1.1	Checking and switch positions .....	3
8.1.2	Engagement .....	4
8.1.3	Parameter setting .....	4
8.1.4	Optimisation .....	7
<b>8.2</b>	<b>Braking chopper .....</b>	<b>7</b>
<b>8.3</b>	<b>Operation.....</b>	<b>8</b>
<b>8.4</b>	<b>Duty factor .....</b>	<b>8</b>



**Danger:** Before commissioning the whole chapter must have been read and understood.



**Caution:** Commissioning may only be performed by qualified personnel with electrical engineering training who are instructed in accident prevention measures.



**Caution:** In the case of servoconverters U-DS 006.1 to U-DS 020.1 precharging is performed via a precharging resistor. Thereby the engaging current is short-dated limited by a resistor. To avoid a heating of the resistor, a rest time of at least 30 sec has to be kept between two engagements.



### 8.1 Procedure



#### 8.1.1 Checking and switch positions



The commissioning is made in steps:

- > a) Checking and switch positions
- > b) Engagement
- > c) Parameter setting
- > d) Optimisation

---

**Caution:** None of the steps may be skipped!

---

Assure that on commissioning of several units the steps a) to c) for each unit are followed individually. The other servoconverter should be disengaged during that time.

---

**Caution:** On initial engagement, motor and load should still be separated.

---



---

**Caution:** Fix the motor to prevent it from making any uncontrolled and hazardous motion in case of a speed jump.  
To that effect select the type of operation "speed regulation" in the menu "parameters" sub-menu "selection of type of operation".

---

Check the mechanical assembly of the servoconverter and the electrical connections.

In particular check whether:

- the phase sequence of the motor connection has been adhered to.
  - the amplifier module has been connected safely to the blank mounting plate of the switch cabinet.
  - the motor and data cable screens have been layed separately on the two screen terminals.
  - all wire connections and connected sub-D- plugs are firm.
  - the sensor cable has been connected correctly.
  - the 24V supply has been connected correctly.
- 

**Caution:** Assure that the output stage enable is switched-off. Furthermore disengage the regulator and setpoint integrator enable.

---

Then the output stage enable can be made at terminal X2.2: Pin 8.

The controller and reference integrator enables may be switched via terminal X2.2: Pin 7 and X2.2: Pin 10 and RS 232 (e.g. via terminal program **VecWin**), **D-DS\_1** or a bus system.



### 8.1.2 Engagement



### 8.1.3 Parameter setting with motor standstill




---

**Note:** Assure that motions of the drive can be detected immediately.

---

Switch on the 24V supply and mains supply for the device.

---

**Caution:** With motor acceleration, disengage the unit immediately. Check the connections, check in particular whether the output stage enable is disengaged.

---

For the parameter setting use the terminal program VecWin, the operator terminal **D-DS\_1** or special customers' programs.

The following statements refer to the menu designations used in the terminal program **VecWin**.

---

**Caution:** In the works the servoconverter is parameter pre-set with the special data given by the customer. See the attached accompanying lists.

---

With disengaged regulator enable, setpoint integrator enable and output stage enable, input the following parameters:

**1. Input of:**

- number of pole pairs of the motor, menu 4.2.4.1
- type of drive (type of motor), menu 4.2.4.6

Voltage constant of the motor (with synchronous motor only) in the menu "parameters" sub-menu "motor data"

After a modification of the parameters "number of pole pairs" or "type of drive", disengage the converter and re-engage it after some seconds. Otherwise the converter does not accept the modifications.

**2. Input of max. speed, menu 4.2.3.1.2**

In the menu "parameters" sub-menu "limit values" sub-menu "speed limit values".

---

**Caution:** Adhere to the motor and system data.

---

**3. Input of the current limit values for:**

- max. current, menu 4.2.3.2.3
- nominal current, menu 4.2.3.2.4

In the menu "parameters" sub-menu "limit values" sub-menu "current limit values".

100% correspond to the unit max. current.



The maximum device current cannot be provided permanently if it is greater than the set nominal current (*see chap 6-21, Limit of the current  $I_t$ , Pin 14 LED 6, yellow*).

---

**Caution:** Adhere to the motor data, in particular to the motor nominal current, (*see chap 7-4, Motor data*).

---

#### 4. Input of the sensor type fitted into the motor, menu 4.2.4.2

In the menu "parameters" sub-menu "kind of sensor".

Disengage the converter after a modification of the parameter "sensor type" and re-engage it after some seconds. Otherwise the modification is not taken over by the converter.

---

**Note:** Hardware modifications in the converter are necessary for the connection of an absolute value generator!

---

#### 5. Input of the setpoint source for:

- setpoint channel 1, menu 2.1
- setpoint channel 2, menu 2.2

In the menu „setpoints“ submenu „setpoint 1 (2)“.

The setpoint channels 1 and 2 must not be connected identically. The only exception is point "0".

Only reference values supplied to reference value channel 1 pass through the reference value integrator, (*see chap 7-8, Setpoint integrator S-curve 4.2.2.3.9*).

Modifications in this menu point are accepted with disengaged regulator enable only. Otherwise the modification is not taken over by the converter.

#### 6. input of setpoint adaption, menu 4.2.2.1(2)

In the menu "parameters" sub-menu "limit values" sub-menu "speed limit values".

Only required, if analog input 1, 2 or quick analog input 1 has been selected for one of the two channels, (*see point 5*).

The input speed value is the scaling value for the max. input voltage of 10V.

#### 7. Input of the regulator parameters for:

- current regulator, menu 4.2.2.7...
- speed regulator, menu 4.2.2.6...
- flux regulator, (only with asynchronous machines), menu 4.2.2.8...

In the menu "parameters" sub-menu "unit parameters" sub-menu "current regulator" or "speed regulator" or "flux regulator".

### 8.1.4 Parameter setting with rotating motor

#### 8. Input of the setpoint integrator-ramps, menu 4.2.2.3

In the menu "parameters" sub-menu "limit values" sub-menu "setpoint integrator-ramps".

At this point the setpoint integrator-times have to be input, when the motor has already been connected to the load and the load must not be accelerated too quickly. With motor still in idle-run operation, this parameter can be adjusted on optimisation.

The setpoint integrator-ramps are only applied to setpoints of the setpoint channel 1.

#### 9. Pre-select a low setpoint

By the next step the ref. command of the motor can be released.

---

**Caution:** Assure that the motor is separated from the load and that the drive can be observed from the switching point.

---

#### 10. Switching of:

- output stage enable, X2.2: Pin 8
- regulator enable, X2.2: Pin 7
- Setpoint integrator enable, (only necessary if the setpoint is preselected through the setpoint channel 1). X2.2: Pin 10

Check at that point if:

- the co-ordination of the direction of rotation is correct.
- the adaptation on utilization of the analog inputs is correct.

With satisfactory basic functions of the drive (clockwise, counter-clockwise rotation, stage signals of the LEDs, signal outputs, etc.) the next step is to optimize the drive.

### 8.1.5 Optimisation

Disengage the servoconverter and connect the motor to the load.

Change the parameters "max. speed clockwise", "max. speed counter-clockwise" and the setpoint adaptation to avoid any damage to the system.

The behaviour of the regulator can be optimized by means of the parameters in the menu "parameters" sub-menu "unit parameters" sub-menus "current regulator", "speed regulator" and "flux regulator".

The flux regulator is adjustable for asynchronous machines only.

For optimisation of the regulators look at the jump reaction of the regulator. This reaction can be observed with the monitors, (*see chap 6-25, Analog outputs (Monitors)*).

Generally the following applies:

- Increase of  $v_p$  and reduction of  $T_n$  accelerate the regulator.
- The quicker the regulator the more tendency to (over-) shooting.

For the adjustment of further options (number of increments encoder output, sensitiveness of the speed signal, limit switch logic, etc.) (*see chap. 7.2, Description of parameters*).

The commissioning is finished.

### 8.2 Brake resistance



**Caution:** If the motor runs in braking mode for an extended period so that the braking resistance must be reduced, the resistor heats up until module error message is issued (LED 10 flashes). After switching-back of the temperature switch and enable of the servoconverter, the brake resistance does not cool down completely. If then high brake outputs are still dissipated through the brake resistance, the resistor may overheat, due to the thermal time constant, and in extreme situations it can be destroyed by burning-out.

**Result:** After switching-back of the temperature switch it is therefore absolutely necessary to let the resistor cool-down completely!

### 8.3 Operating the unit



---

**Caution:** Regardless of the following instructions, the legally-applicable safety and accident prevention regulations in force at the place of use (e.g. VDE) must always be applied when operating the amplifier module. The user must ensure that such regulations are adhered to.

---



---

**Caution:** The air drawn in by utilisation of unit fans must be free from conductive particles such as graphite, drilling dust etc. (Protection class IP20 to DIN 40050).

---

### 8.4 Duty factor

The Servoconverter are designed for 100% duty factor in nominal load operation, up to 40°C ambient temperature.

With 1°C each ambient temperature above 40°C, up to 55°C, a load reduction of 2% has to be considered.

If the system operates with load cycles, the effective load torque has to be detected, (*see chap. 5.5, Selection of unit*).

## 9 Fault-finding

<b>9.1</b>	<b>Fault signal via LED .....</b>	<b>3</b>
<b>9.2</b>	<b>Fault finding, remedies.....</b>	<b>4</b>
	No "ready signal", no LED flashes: .....	4
	LED 1 flashes (ready signal with regulator enable) .....	4
	LED 2 flashes (Overspeed) .....	4
	LED 3 flashes (no function) .....	4
	LED 4 flashes	
	a. Computer fault, b. check sum fault .....	4
	LED 5 flashes (Motor overtemperature) .....	5
	LED 6 flashes (Short-circuit / short to ground) .....	5
	LED 7 flashes (Encoder fault) .....	6
	LED 8 flashes (Fault of the supply voltage) .....	6
	LED 9 flashes (Over- /undervoltage) .....	6
	LED 10 flashes (Overtemperature brake resistance) .....	7
<b>9.3</b>	<b>Fault signal via operator terminal D-DS_1 .....</b>	<b>8</b>
	Fault memory menu 52 .....	8
<b>9.4</b>	<b>Fault diagnosis, abridged version, independent of the LED fault signals .....</b>	<b>9</b>



**Danger:** If necessary to take the unit out of the housing or the rack (e.g. fuse replacement) to eliminate a fault, the system must be disconnected from the mains supply and must be protected against unintended re-engagement.



**Danger:** After disconnection, for a period of a few minutes, the unit contains components subject to hazardous voltage causing the death or strong bodily injuries in case of touching (capacitor residual charge).



**Danger:** Before carrying-out any maintenance works, it is therefore absolutely necessary to assure and to check that the current supply has been disconnected, made safe and that the d.c. link is discharged.  
Immediately before maintenance work the DC link to terminals **L+** and **L-** must always be measured  
(When DC operation 0 - 1000V).



### 9.1 Fault signal via LED

The LEDs located on the front plate of the servo-amplifier signalize in flashing mode any fault within or at the periphery of the unit.

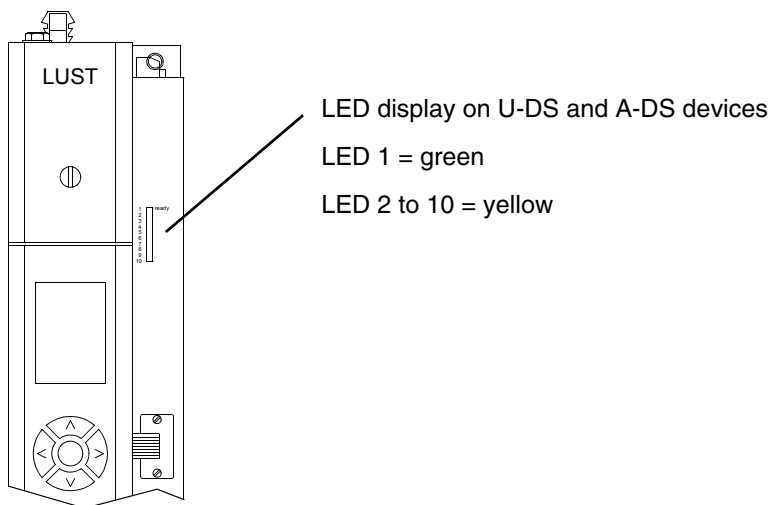


Fig. 9.1 B11-015 status LED's

LED	Permanent light (status)	Flashing light (fault signal)
1	"Ready" signal	Acknowledgement with controller enable
2	Output stage enable	Overspeed
3	Controller enable	free
4	Setpoint integrator enable	Computer fault
5	C-axis-operation	Overtemperature motor
6	$i^2t$ -signal	Short-circuit or shorts to earth on output stage or brake resistance
7	Release the brake ( $n > 0$ )	Encoder fault
8	$n > n_1$	Fault supply voltage
9	$n_{act.} = n_{set}$	Overvoltage and undervoltage
10	free	Overtemperature on output stage or brake resistance

Table 9.1 Status LED's



### 9.2 Fault finding / remedies

#### *Possible cause 1*

#### *Remedy*

#### *Possible cause 2*

#### *Remedy*

#### *Possible cause 1*

#### *Remedy*

#### *Possible cause 1*

#### *Remedy*

#### *Possible cause 2*

#### *Remedy*

#### *Possible cause 3*

#### *Remedy*

#### **No "ready signal", no LED flashes:**

1. Fuse failure of the 24V-supply
  - Check the voltage supply and the fuses
  - check the fuses in the conduct
2. Unit type adjusted wrongly
  - Check the parameter "unit type", menu 4.2.1.1

#### **LED 1 flashes (ready signal with regulator enable)**

1. Acknowledgement of fault with engaged regulator enable.
  - Disengage and re-engage regulator enable.
  - Additional acknowledgement not necessary

#### **LED 2 flashes (Overspeed)**

1. Wrong sensor at the motor, wrong number of incr. of the sensor.
  - Check the motor sensor
2. Motor speed is overshooting due to non-optimised parameters.
  - Check the regulator parameters
3. Setpoint integrator, t1 or t3 resp. programmed to 0 s.
  - With a setpoint jump from 0 to  $n_{\max}$  the speed is overshooting.
  - Program the time for setpoint integrator-ramps

#### **LED 3 flashes (no function)**

#### **LED 4 flashes**

##### **a. Computer fault, b. check sum fault**

The function monitors the processors. With fault signal the readiness for operation is interrupted

#### *Possible cause 1*

#### *Remedy*

#### *Possible cause 2*

1. Computer fault
  - Fault of the processor due to an internal defect or strong EMC-disturbances.
  - Disengage regulator enable
  - Acknowledgement
  - Engage regulator enable
  - If computer fault cannot be acknowledged, disengage the unit and re-engage it after 10 sec.
  - With repeated fault
  - Check the EMC-measures
  - Ship the unit to the after-sales service
2. Check sum fault
  - The sum of the parameter content changed after the last disengagement and re- engagement.
  - When using a different software version the fault can be displayed.
  - The check sum fault also signalises the computer fault.

### Remedy

- Disengage regulator enable
- Acknowledgement
- Load set of basic parameters
- Parameter set the unit anew
- Disengage the unit and re-engage it after 10
- Set the unit into operation

### LED 5 flashes (Motor overtemperature)

The fault signal is released after having exceeded a resistance value of the posistor provided in the motor winding. Readiness for operation is interrupted.

#### Possible cause 1

##### Remedy

1. Motor overheated by overload

- Assure motor cooling
- Perhaps weaken the regulation
  - Vp lower
  - Tn higher

#### Possible cause 2

##### Remedy

2. The sensor cable, in which the motor posistor is also guided (X11), is not connected.

- Check the plug link of the sensor cable
- Check the soldering links in the plug connections

#### Possible cause 3

##### Remedy

3. Defective posistor or cable (wire breakage).

- Check the cable resistance between pin 14 and 15 in the sensor plug (see chap 6-27, Motor sensor X 11).

#### Possible cause 4

##### Remedy

4. Defective posistor evaluation in the servo-regulator

- Check the evaluation as follows:
- Check whether the speed setpoints are in 0-position
- Bridge pin 14 and pin 15 in the plug unit X11
- Acknowledge fault
- => if fault cannot be acknowledged, the evaluation in the regulator is defective

### LED 6 flashes (Short-circuit / short to ground)

Overcurrent and overtemperature are monitored with the  $U_{CE}$ -voltage on IGBT. With fault signal the readiness for operation is interrupted

#### Possible cause 1

##### Remedy

1. Short-circuit or short to ground in the motor, in the motor cable, in the servoconverter or in the brake resistance.

- Disconnect the motor
- measure the motor winding
- Detect the resistance against the motor housing by means of a hand generator or a similar device
- Disconnect the motor cable at the amplifier module
- Engage the servo
- If short-circuit/short to ground is signalled via LED 6, the servoconverter is defective.
- => Ship the regulator to the **LUST DriveTronics GmbH** after-sales service
- => check external brake resistance

### Possible cause 2

#### Remedy

### 2. Undervoltage on IGBT driver

- Regulator voltage X 3 (24 V) beyond the tolerance

### LED 7 flashes (Encoder fault)

#### 1. Sensor cable not connected to the motor or amplifier (X11)

- Check the plug connection

#### 2. Defective sensor cable

- Check for damage/cable breakage

**Remarks:** The fault detection refers to incremental and high-resolution encoders only.

### LED 8 flashes (Fault of the supply voltage)

The supply voltage is the voltage supplying the regulator. It is connected to the terminals X3+ and X3-, (see chap 6-26, Regulator supply X3). Readiness for operation is interrupted.

#### 1. Excessive load or short-circuit in the peripheral units which are connected via the plugs X11-X16 (SUB-D)

- Disengage the amplifier module
- Disengage the regulator and output stage enable
- Remove the plugs X11-X16
- Engage the amplifier module, connect 24V (X3+ and X3-) supply
- =>flashes LED 8, fault in the module,  
ship the unit to **LUST DriveTronics GmbH** after-sales service.
- If no fault is signalised, fit the SUB-D plugs one after the other until the fault occurs.
- Check the faulty cable or unit for cable short-circuit
- The supply voltage could also be influenced by excessive mains load or other consumers.

### LED 9 flashes (Over- /undervoltage)

Voltage in the D.C. link is monitored. When exceeding the top and bottom voltage values, the readiness for operation is interrupted.

Trigger threshold: U-DS 006.1 - 045.1

Undervoltage: 240V DC

Overvoltage: 890V DC

Checking of the D.C. link voltage at the terminals **L+** and **L-**.

#### 1. Overvoltage with braking only

- Excessive braking energy for brake resistance
- Reduce the braking power by increasing the braking slope time on the reference value integrator

#### 2. Overvoltage also with low braking energy

- Brake resistance or its ref. command is defective
- Ship the unit to **LUST DriveTronics GmbH** after-sales service.

### Possible cause 1

#### Remedy

### Possible cause 1

#### Remedy

### Possible cause 2

#### Remedy

### **Possible cause 3**

### **Remedy**

### **Possible cause 4**

### **Remedy**

### **3. Undervoltage on acceleration**

- Acceleration ramp too steep
- Reduce the acceleration energy by extension of the acceleration ramp time on the setpoint integrator
- Mains conduct too weak, check the mains

### **4. Undervoltage also with less power output as a phase in the conduct is missing**

- check the fuses in the conduct
- Check terminal connection

## **LED 10 flashes (Overtemperature brake resistance)**

Fault signal with overheating of the brake resistance. Readiness for operation is interrupted.

### **Possible cause 1**

### **Remedy**

### **Possible cause 2**

### **Remedy**

### **Possible cause 3**

### **Remedy**

### **1. Excessive brake energy, (see chap 8-7, Brake resistance).**

- Check system whether the braking energy is excessive or whether the braking time is too long.

### **2. Excessive voltage in the mains conduct**

- Check the mains voltage  
max. mains voltage: 400V +10%, option: 480 V + 10%

### **3. Output stage overloaded**

- Heat accumulation in the module, check aeration
- Excessive ambient temperature
- Excessive clock frequency with nominal current

1

2

3

4

5

6

7

8

9

A

DE

EN

### 9.3 Fault signal via operator terminal D-DS\_1

#### Types of fault

At the operator terminal **D-DS\_1**, actual faults are indicated in clear text in the menu 51. In addition up to 32 fault signals, memorized in the sequence of time, can be inquired in menu 52.

The types of fault are coded as per the following numbers:

	Fault No.:	Cause
	1	Overtemperature output stage
	2	Over- / undervoltage D.C. link
	3	Internal supply voltage
	4	Sensor fault, motor sensor
	5	Overcurrent, short-circuit
	6	Overtemperature motor
	7	Computer fault
	8	free
	9	Overspeed
	16	Check sum fault

The operator terminal and **VecWin** display the fault "check-sum fault" in clear text, besides the above mentioned faults.

#### Fault memory

#### Fault memory menu 52

Example for display of a fault:

	Fault No.:	5 7 00:04:34
	5	Current fault No.
	7	Type of fault
	00:04:34	Period of fault

The displayed fault is:

- Fault No. 5
- Type of fault 7 = computer fault
- Period of fault  
hh:mm:ss = 4 min., 34s  
after the last "cancel fault memory" (menu 522).

### 9.4 Fault diagnosis, abridged version, independent of the LED fault signals

Consequence	possible cause
All LED's dark	<ul style="list-style-type: none"> <li>– missing 24 volts supply</li> <li>– Internal defect of the mains unit</li> <li>– Short-circuit to 24 V outputs</li> </ul>
Check sum fault	<ul style="list-style-type: none"> <li>– Parameter set not suitable for the unit version</li> </ul>
Encoder fault	<ul style="list-style-type: none"> <li>– Inexpert motor mounting, shock load of the shaft</li> <li>– Defective encoder</li> <li>– Defective encoder cable</li> <li>– Earthing / screen inexpert / transition resistances</li> <li>– Wrong encoder type selected</li> </ul>
$I^2t$ - signal	<ul style="list-style-type: none"> <li>– Motor demagnetised / bearing damage</li> <li>– Mechanical tightness</li> <li>– Brake not released</li> <li>– Ref. command of the holding brake insufficient or too high</li> </ul>
Short circuit / shorts to earth	<ul style="list-style-type: none"> <li>– Winding short circuit in the motor or motor cable</li> <li>– Faulty isolation of the motor cable</li> <li>– Ambient conditions with metal dust or graphite dust</li> <li>– Defective output stage</li> <li>– Water in the motor terminal box or switch cabinet</li> </ul>

1

2

3

4

5

6

7

8

9

A

DE

EN

## 9 Fault-finding

Consequence	possible cause
<b>motor</b>  <b>does not rotate or is jerking, unquiet running</b>	<ul style="list-style-type: none"> <li>– Missing enable signals</li> <li>– Missing / wrong setpoint preselections</li> <li>– Wrong parameterisation of the setpoint selector</li> <li>– Wrong number of pole pairs selected</li> <li>– Motor phases mixed-up</li> <li>– Encoder cable of a different motor connected</li> <li>– wrong number of incr. of the sensor</li> <li>– Defective encoder / encoder adjustment</li> <li>– Screen not fitted</li> <li>– Interrupted earthing / encoder cable / output cable</li> <li>– Motor grounded incorrectly</li> <li>– Wrong belt tension / loose effect of the mechanics</li> <li>– Mechanical unbalanced mass</li> <li>– Wrong parameterisation speed/ current regulator</li> <li>– Defective motor / demagnetisation / bearing damage</li> </ul>
<b>Computer fault</b>	<ul style="list-style-type: none"> <li>– Disturbed EMC-surroundings (radio plants / welding machines)</li> <li>– Inexpert earthing / screening</li> <li>– Defective cable (screening / earthing)</li> <li>– Engagement / disengagement cycle shorter than 3 sec.</li> <li>– Wrong parameter files</li> </ul>
<b>Interface</b> <b>Unit does not respond to commands through RS-interface</b>	<ul style="list-style-type: none"> <li>– EMC surroundings</li> <li>– Faulty interface protocol</li> </ul>
<b>Overtemperature motor</b>	<ul style="list-style-type: none"> <li>– Excessive ambient temperature</li> <li>– Excessive load / cycle / mechanical tightness</li> <li>– Brake not released</li> <li>– Motor demagnetised</li> <li>– Heating due to not-circular running / see motor</li> </ul>

Consequence	possible cause
<b>Overtemperature servoamplifier</b>	<ul style="list-style-type: none"> <li>– Defective unit fan</li> <li>– Covered unit fan</li> <li>– not enough space for the cold air</li> <li>– Excessive ambient temperature</li> <li>– Filter meshes of the switch cabinet polluted</li> <li>– Defective switch cabinet fan or air conditioner</li> <li>– Units overloaded</li> <li>– Excessive clock frequency of the output stages selected</li> </ul>
<b>Undervoltage/overvoltage</b>	<ul style="list-style-type: none"> <li>– No AC/DC output feeding available</li> <li>– With AC feeding: missing phase</li> <li>– Fed AC/DC voltage outside the tolerance</li> <li>– Mains downfalls / dissymmetries in the mains</li> <li>– Inexpert cabling of the DC Bus / EMC</li> <li>– With D.C link feeding from the main drive: defective main drive</li> </ul>

1

2

3

4

5

6

7

8

9

A

DE  
EN





## 10 A - Appendix

<b>10.1</b>	<b>Schematic circuit diagram of control loop .....</b>	<b>2</b>
<b>10.2</b>	<b>Motor sensor - connections .....</b>	<b>3</b>
10.2.1	Resolver .....	3
10.2.2	High-resolution encoder, absolute value encoder .....	4
10.2.3	Rotary pulse generator .....	5
<b>10.3</b>	<b>Dimensions for mounting .....</b>	<b>6</b>
10.3.1	U-DS 006.1 to U-DS 020.1 .....	6
10.3.2	U-DS 035.1 and U-DS 045.1 .....	7
10.3.3	Mounting dimensions for D.C. link connection .....	8
<b>10.4</b>	<b>Accessories .....</b>	<b>9</b>
10.4.1	Control cables for X 2.1 .....	9
10.4.2	Control cables for X 2.2 .....	10
10.4.3	One-phase link reactor .....	11

## 10.1 Schematic circuit diagram of control loop

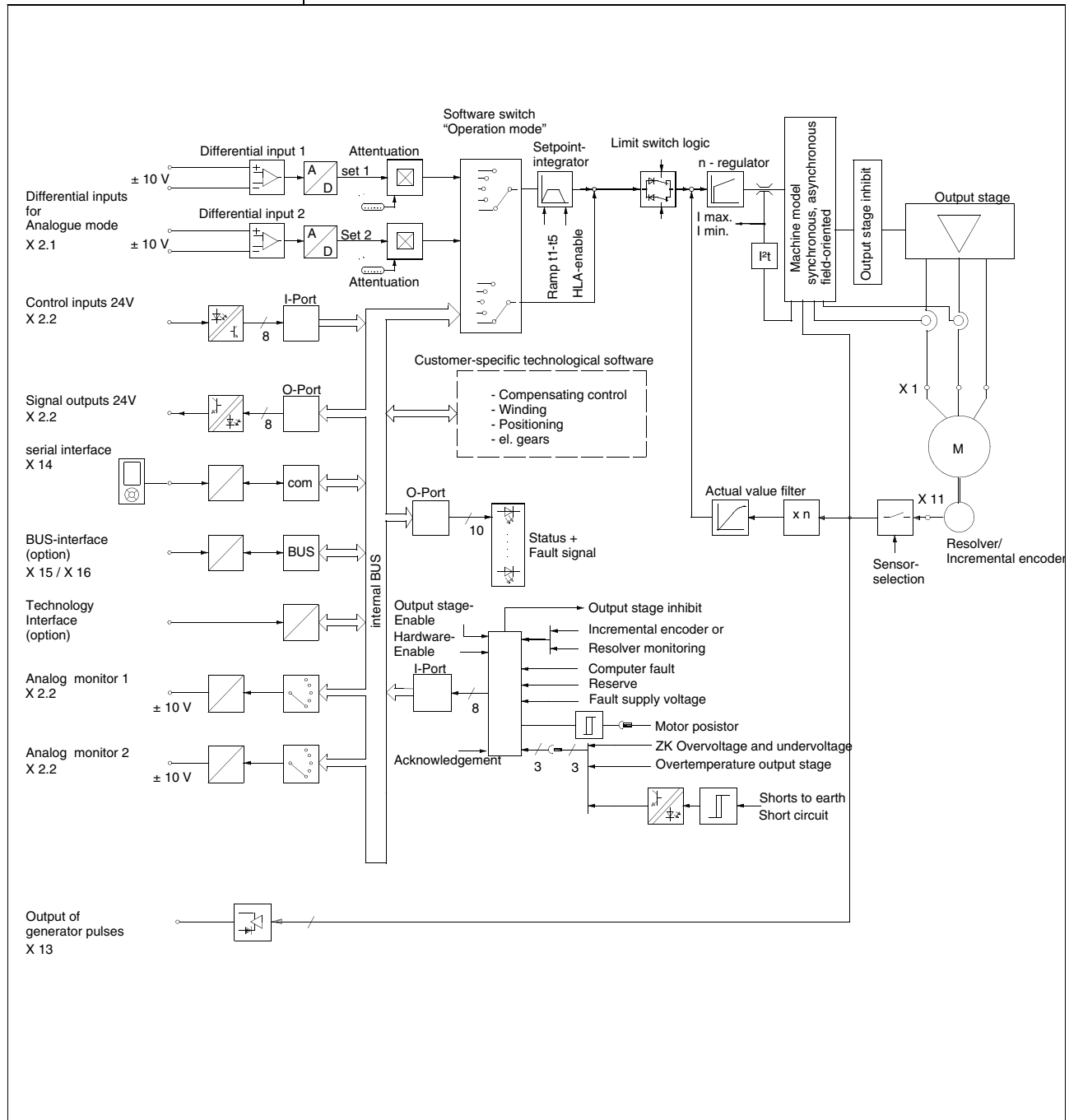


Fig. 10.1 B12-015 Schematic circuit diagram

## 10.2 Motor sensor - connections

### 10.2.1 Resolver

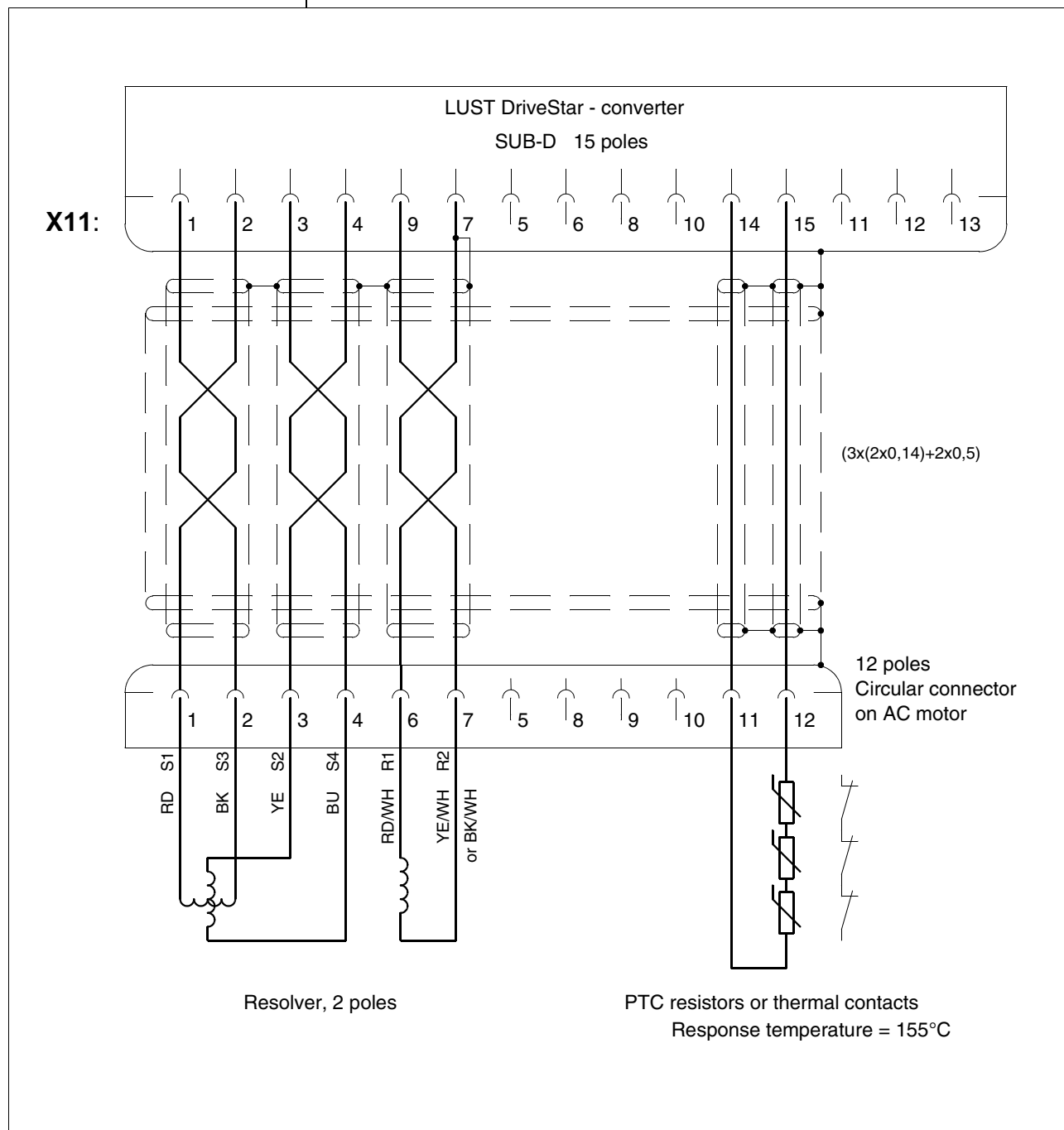


Fig. 10.2 B10-006 Connection resolver

**10.2.2 High-resolution  
encoder  
Absolut value encoder**

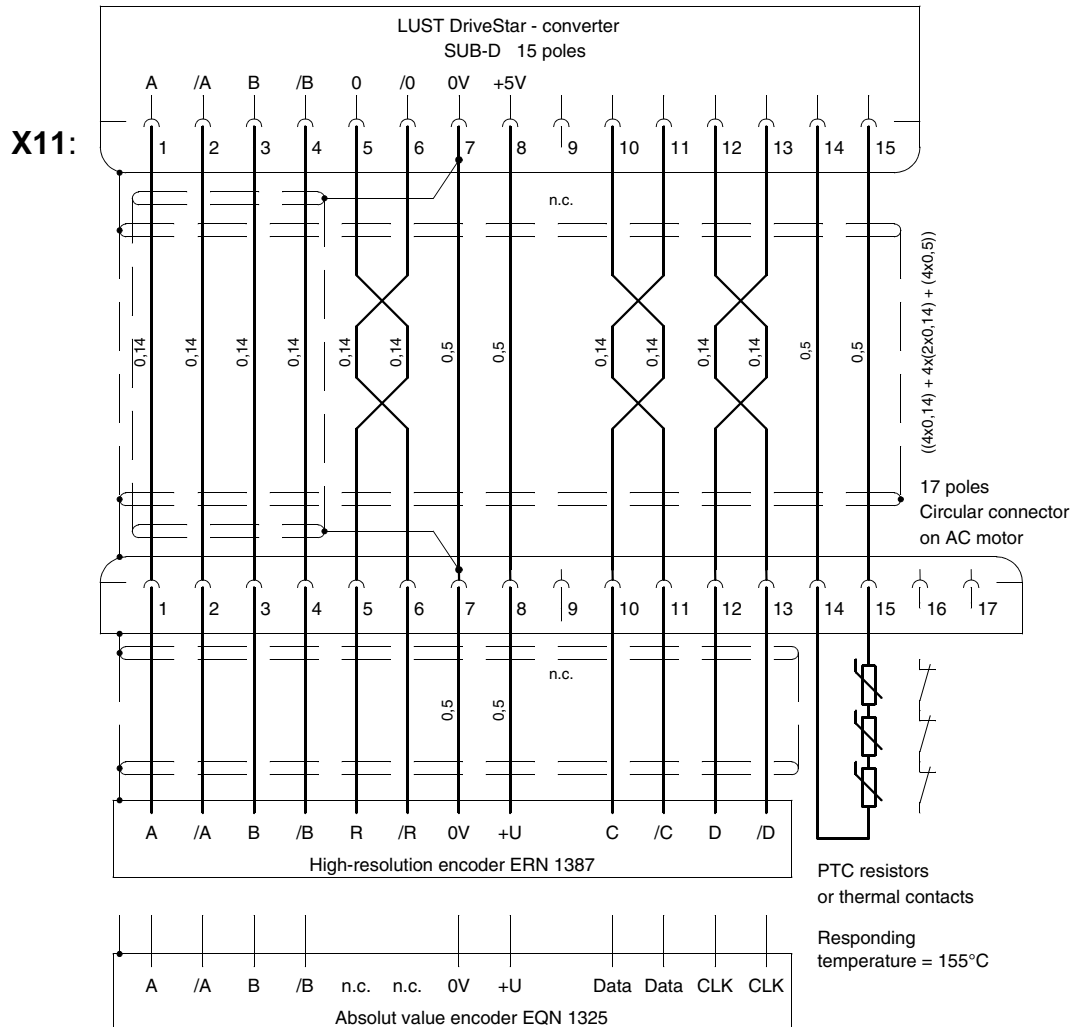


Fig. 10.3 B10-018 Connection high-resolution encoder

**10.2.3 Rotary pulse generator**

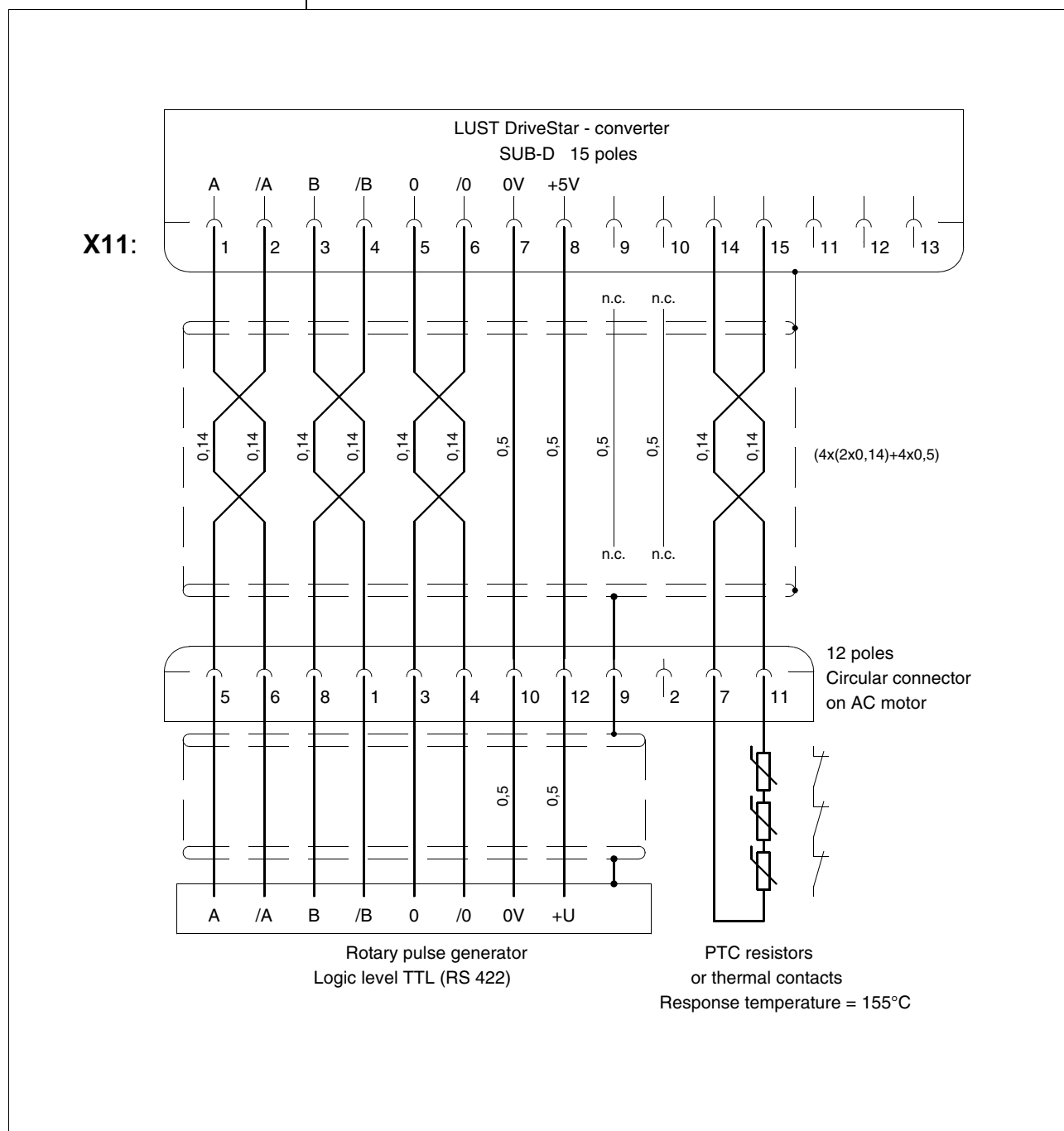


Fig. 10.4 B10-007 Connection rotary pulse generator

### 10.3 Dimensions for mounting

#### 10.3.1 U-DS 006.1 to U-DS 020.1

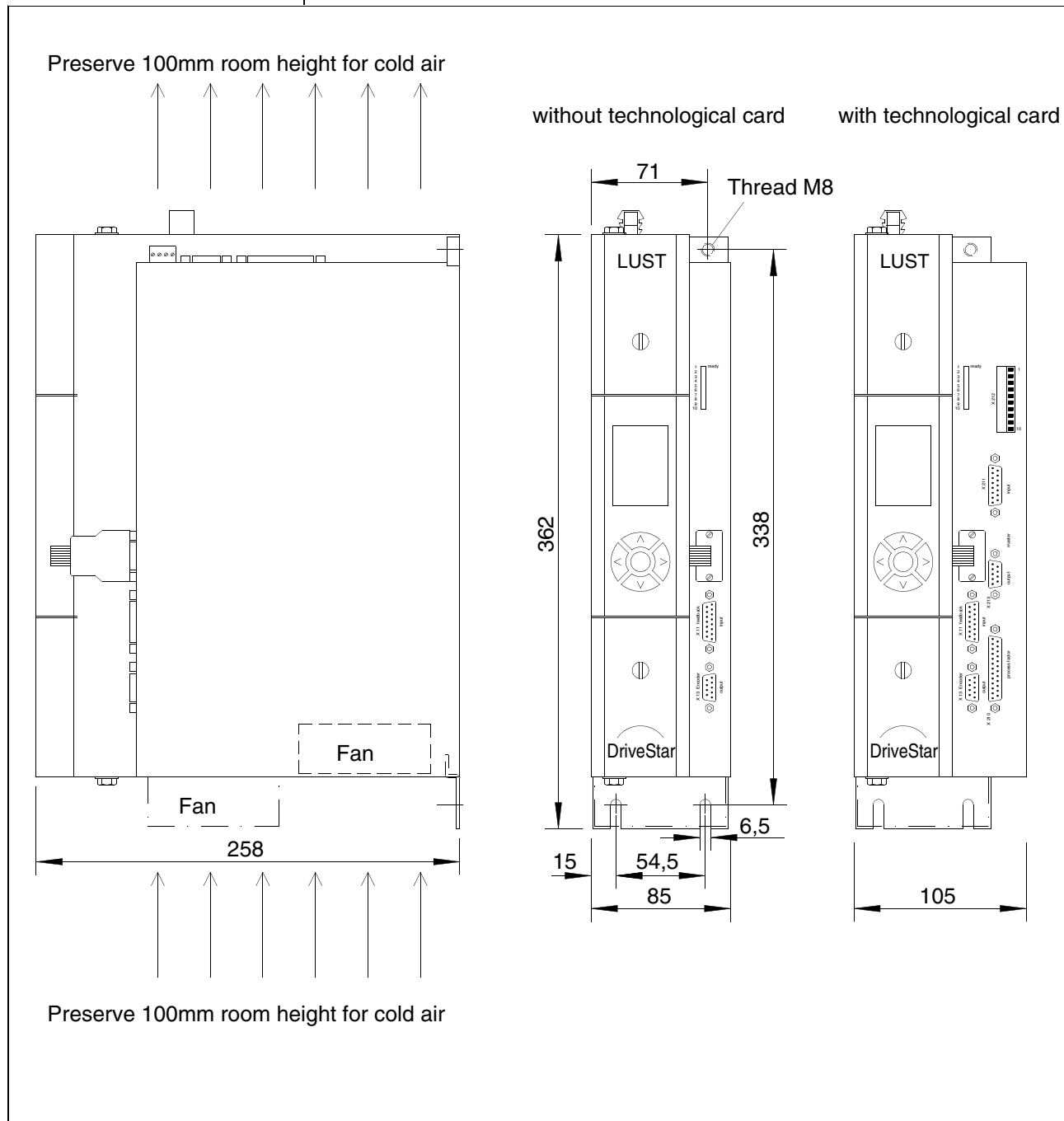


Fig. 10.5 B11-006 Dimensions U-DS 006.1 to U-DS 020.1

**10.3.2U-DS 035.1 and  
U-DS 045.1**

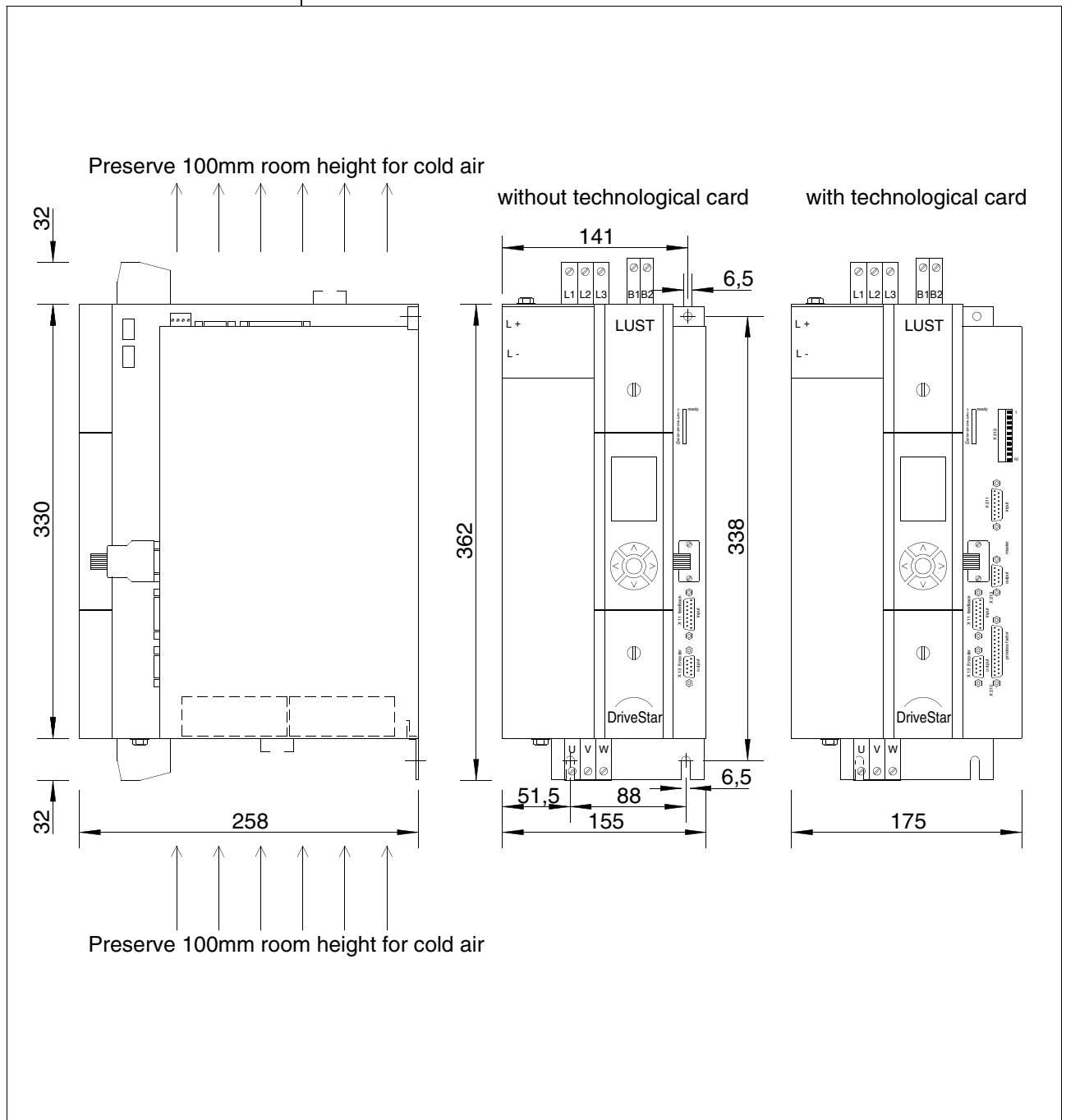
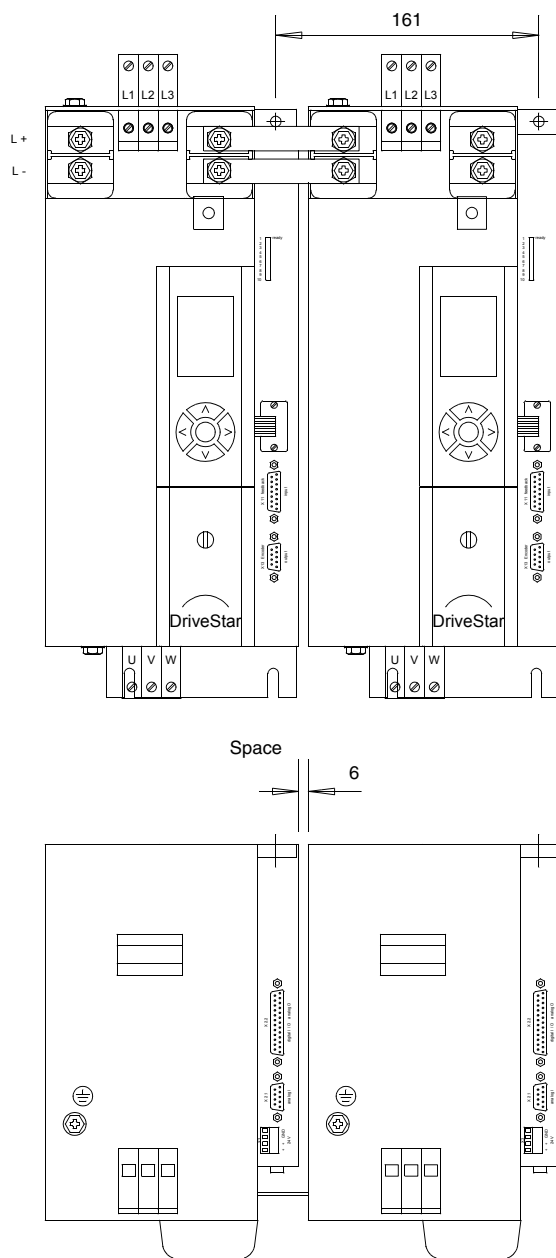


Fig. 10.6 B11-023 Dimensions U-DS 035.1 and U-DS 045.1



**10.3.3 Mounting dimensions  
for D.C link connection**

U-DS 035.1 and U-DS 045.1



**Fig. 10.7** B11-012 Mounting dimensions for D.C link connection

## 10.4 Accessories

### 10.4.1 Control cables for X 2.1

Assembled cables SUB-D 9 pol. plug

Pin	Signal	
1	Analog input 1+	
2	Analog input 1-	
3	GND analog	
4	Analog input 2+	
5	Analog input 2-	
6	GND analog	
7	GND analog	
8	Auxiliary voltages + 10V	
9	Auxiliary voltages -10V	
Housing	Screen	

Table 10.1 Control cables for X 2.1



**Caution:** Not used wire must be isolated

Cable length: 9m

Artikel No. 182-01811

## 10.4.2 Control cables for X 2.2

Assembled cables SUB-D 25 pol. plug

Pin	Signal	
1	Output, +24V, 100mA	
2	GND analog	
3	GND 24V	
4	Input, reserve	
5	Torque regulation	
6	C-axis-operation	
7	Controller enable	
8	Output stage enable	
9	Acknowledge fault	
10	HLA-enable	
11	Limit switch 1 for clockwise running	
12	Limit switch 2 for anticlockwise running	
13	"Ready" signal	
14	$i^2t$	
15	n-act. = n-set	
16	$n > n1$	
17	Release the brake ( $n > 0$ )	
18	Overtemperature motor	
19	output stage over-temperature	
20	Output reserve	
21	Monitor 1	
22	GND analog	
23	Monitor 2	
24	signal contact	
25	Starting inhibit (option)	
<b>Housing</b>	Screen	

Table 10.2 Control cables for X 2.2



**Caution:** Not used wire must be isolated

Cable length: 9m

Artikel No. 182-01810

**10.4.3 One-phase link reactor**

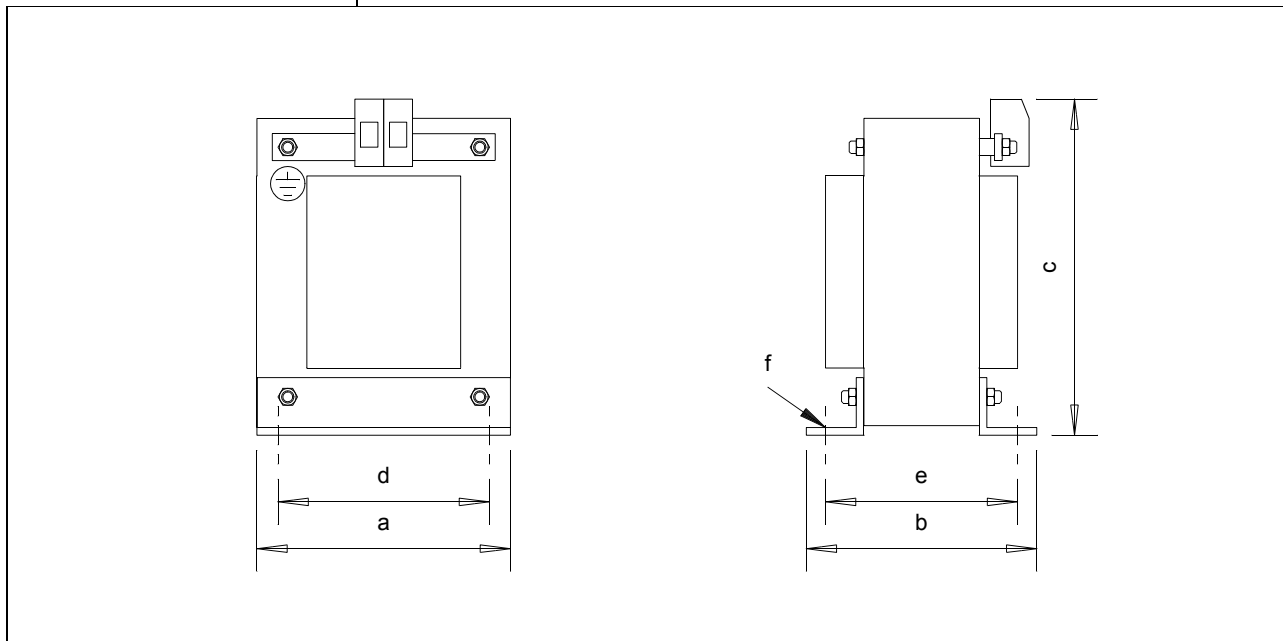


Fig. 10.8 B11-043 One-phase link reactor

Lust ArticleNo.	line choke			Weight approx. kg	Dimensions						max. Cable cross- section
	Type:	Induct.	current		a mm	b mm	c mm	d mm	e mm	f mm	
062-00164	EI 54-8A	2,5mH	8A	0,4	46	45	92	38	35	3,5x7	2,5mm <sup>2</sup>
062-00197	KD 0,05	2,44mH	12A	1,2	78	60	90	56	48	4,8x9	4mm <sup>2</sup>
062-00198	KD 0,1	1,46mH	20A	2,2	85	80	98	64	64	4,8x9	4mm <sup>2</sup>
062-00199	KD 0,2	0,83mH	35A	3,4	105	95	130	84	73	5,8x11	10mm <sup>2</sup>
062-00200	KD 0,25	0,65mH	45A	4,0	120	95	140	90	74	5,8x11	10mm <sup>2</sup>

Table 10.1 One-phase link reactor

**Technical data**

One-phase link reactor (VDE 0550 / 0532)

Connection voltage: 400 - 500V 50/60Hz

Short-circuit voltage: 9,2V with 50Hz (uk = ca. 4% of 230V)

Insulation class E

maximum ambient temperature: 40°C

Protection class: IP00

Technical data subject to modification without notice





LUST DRIVE TRONICS GmbH

Heinrich-Hertz-Straße 18 D- 59423 Unna

Tel.: +49 (2303) 779 – 0

Fax: +49 (2303) 779 - 397

Internet: <http://www.lust-drivetrronics.de> e-mail: [info@lust-drivetrronics.de](mailto:info@lust-drivetrronics.de)

Technische Änderungen vorbehalten!  
Subject to alteration!

---