

ABB INDUSTRIAL DRIVES

ACS880-04FXT drive module packages

Hardware manual



ACS880-04FXT drive module packages

Hardware manual

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Further information



1

Safety instructions



Contents of this chapter

This chapter contains the safety instructions which you must obey when you install, start-up, operate and do maintenance work on the drive. If you ignore the safety instructions, injury, death or damage can occur.

Use of warnings and notes

Warnings tell you about conditions which can cause injury or death, or damage to the equipment. They also tell you how to prevent the danger. Notes show a particular condition or fact, or give information.

The manual uses these warning symbols:

**WARNING!**

Electricity warning tells about hazards from electricity which can cause injury or death, or damage to the equipment.

**WARNING!**

General warning tells about conditions other than those caused by electricity, which can cause injury or death, or damage to the equipment.

**WARNING!**

Electrostatic sensitive devices warning tells you about the risk of electrostatic discharge which can cause damage to the equipment.

General safety in installation, start-up and maintenance

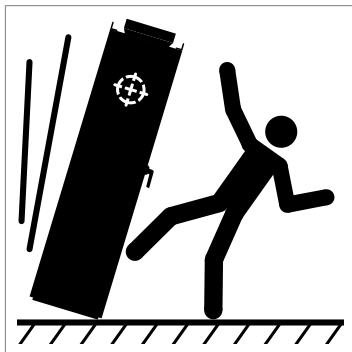
These instructions are for all persons who do work on the drive.



WARNING!

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

- Keep the drive in its package until you install it. After unpacking, protect the drive from dust, debris and moisture.
- Use the required personal protective equipment: safety shoes with metal toe cap, safety glasses, protective gloves and long sleeves, etc. Some parts have sharp edges.
- Use a lifting device to lift a heavy drive. Use the designated lifting points. Refer to the dimension drawings.
- Obey the local laws and regulations that apply to lifting, such as the requirements for planning the lift, the capacity and condition of the lifting equipment, and personnel training.
- Attach the drive cabinet to the floor to prevent it from falling over. The cabinet has a high center of gravity. When you pull out heavy components or power modules, there is a risk of overturning. Attach the cabinet also to the wall when necessary.



- Be careful when handling a tall module. The module overturns easily because it is heavy and has a high center of gravity. Whenever possible, secure the module with chains. Do not leave an unsupported module unattended especially on a sloping floor.



- Beware of hot surfaces. Some parts, such as heatsinks of power semiconductors, and brake resistors, can be hot for a period after operation.
- Before the start-up, vacuum clean the area around the drive to prevent the drive cooling fan from drawing dust inside the drive.
- Make sure that debris from drilling, cutting and grinding does not go into the drive during installation. Electrically conductive debris inside the drive can cause damage or malfunction.
- Make sure that there is sufficient cooling. Refer to the technical data.
- Keep the drive cabinet doors closed when the drive has electrical power. If the doors of the drive cabinet are open, there is a risk of a potentially fatal electric shock, arc flash or high-energy arc blast exists.
- If you must do work on a drive that is connected to the power supply, obey the local laws and regulations on live electrical work. This includes, but is not limited to, electric shock and arc protection.
- Before you adjust the drive operation limits, make sure that the motor and all driven equipment can operate throughout the set operation limits.
- Before you activate the automatic fault reset or automatic restart functions of the drive control program, make sure that no dangerous situations can occur. These functions reset the drive automatically and continue operation after a fault or break in the power supply. If these functions are activated, the installation must be clearly marked as defined in IEC/EN/UL 61800-5-1, subclause 6.5.3, for example, "THIS MACHINE STARTS AUTOMATICALLY".
- The maximum number of drive power-ups is five in ten minutes. Too frequent power-ups can damage the charging circuit of the DC capacitors.
- If the drive has connected safety circuits (for example, Safe torque off or emergency stop), validate them at start-up. Refer to separate instructions for the safety circuits.
- Beware of hot air flow from the cooling outlets.
- Do not cover the air inlet or air outlet when the drive operates.

Note:

- If you select an external source for the start command and it is on, the drive starts immediately after a fault reset unless you configure the drive for pulse start. Refer to the firmware manual.
- If the drive is in remote control mode, you cannot stop or start the drive with the control panel.
- Only authorized persons are permitted to repair a faulty drive.



Electrical safety in installation, start-up and maintenance

■ Electrical safety precautions

These electrical safety precautions are for all persons who do work on the drive, motor cable or motor.



WARNING!

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

If you are not a qualified electrical professional, do not do installation or maintenance work.

Do these steps before you begin any installation or maintenance work.

1. Prepare for the work.
 - Make sure that you have a work order.
 - Do an on-site risk assessment or job hazard analysis.
 - Make sure that you have the correct tools available.
 - Make sure that the workers are qualified.
 - Select the correct personal protective equipment (PPE).
 - Stop the drive and motor(s).
2. Clearly identify the work location and equipment.
3. Disconnect all possible voltage sources. Make sure that connection is not possible. Lock out and tag out.
 - Open the main disconnecting device of the drive.
 - Open the charging switch if it is present.
 - Open the disconnecter of the supply transformer. (The main disconnecting device in the drive cabinet does not disconnect the voltage from the AC input power busbars of the drive cabinet.)
 - Open the auxiliary voltage switch-disconnector (if it is present), and all other possible disconnecting devices that isolate the drive from dangerous voltage sources.
 - If a permanent magnet motor connects to the drive, disconnect the motor from the drive with a safety switch or by other means.
 - Open the main isolating device of the drive.
 - Disconnect all dangerous external voltages from the control circuits.
 - After you disconnect power from the drive, wait 5 minutes to let the intermediate circuit capacitors discharge before you continue.
4. Protect other energized parts in the work location against contact and take special precautions when close to bare conductors.
5. Measure that the installation is de-energized. Use a quality voltage tester. If the measurement requires removal or disassembly of shrouding or other cabinet structures, obey the local laws and regulations applicable to live electrical work. This includes, but is not limited to, electric shock and arc protection.
 - Before and after you measure the installation, verify the operation of the voltage tester on a known voltage source.
 - Make sure that the voltage between the drive input power terminals (L1, L2, L3) and the grounding (PE) busbar is zero.
 - Make sure that the voltage between the drive output terminals (U, V, W) and the grounding (PE) busbar is zero.



Important! Repeat the measurement with the DC voltage setting of the voltage tester. Measure between each phase and ground. There is a risk of dangerous DC voltage charging due to leakage capacitances of the motor circuit. This voltage can remain charged for a long time after the drive power-off. The measurement discharges the voltage.

- Make sure that the voltage between the drive DC terminals (UDC+ and UDC-) and the grounding (PE) terminal is zero.
6. Install temporary grounding as required by the local regulations.
 7. Ask for a permit to work from the person that is responsible for the electrical installation work.

■ Additional instructions and notes



WARNING!

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

If you are not a qualified electrical professional, do not do installation or maintenance work.

- Keep the cabinet doors closed when the drive has electrical power. If the doors the drive cabinet are open, there is a risk of a potentially fatal electric shock, arc flash or high-energy arc blast exists.
- Make sure that the electrical power network, motor/generator, and environmental conditions agree with the drive data.
- Do not do insulation or voltage withstand tests on the drive.
- If you have a cardiac pacemaker or other electronic medical device, do not go near the area near motor, drive, and the drive power cabling when the drive is in operation. The equipment produces electromagnetic fields that can cause interference in electronic medical devices. This can cause a health hazard.
- Remove the code labels that are attached to mechanical parts such as busbars, shrouds and sheet metal parts before installation. They can cause bad electrical connections, or, after peeling off and collecting dust, can cause arcing or block the cooling air flow.

Note:

- When the drive is connected to the input power, the motor cable terminals and the DC bus are at a dangerous voltage.
The brake circuit, including the brake chopper (option +D150) and brake resistor (if it is installed) are also at a dangerous voltage.
After you disconnect the drive from the input power, these remain at a dangerous voltage until the intermediate circuit capacitors discharge.
- External wiring can supply dangerous voltages to the relay outputs of the control units of the drive.
- The Safe torque off function does not remove the voltage from the main and auxiliary circuits. The function is not effective against deliberate sabotage or misuse.



Printed circuit boards



WARNING!

Use ESD wristband when you handle printed circuit boards. Do not touch the boards unnecessarily. The boards are sensitive to electrostatic discharge.

■ Grounding

These instructions are for all persons who are responsible for the grounding of the drive.



WARNING!

Obey these instructions. If you ignore them, injury or death, or equipment malfunction can occur, and electromagnetic interference can increase.

If you are not a qualified electrical professional, do not do grounding work.

- Always ground the drive, the motor and adjoining equipment. This is necessary for personnel safety.
- Make sure that the conductivity of the protective earth (PE) conductors is sufficient and that other requirements are met. Refer to the electrical planning instructions of the drive. Obey the applicable national and local regulations.
- When you use shielded cables, make a 360° grounding of the cable shields at the cable entries to reduce electromagnetic emission and interference.
- In a multiple-drive installation, connect each drive separately to the protective earth (PE) busbar of the power supply.



General safety in operation

These instructions are for all persons that operate the drive.

**WARNING!**

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

- Keep the cabinet doors closed when the drive has electrical power. If the doors the drive cabinet are open, there is a risk of a potentially fatal electric shock, arc flash or high-energy arc blast exists.
- If you have a cardiac pacemaker or other electronic medical device, do not go near the area near motor, drive, and the drive power cabling when the drive is in operation. The equipment produces electromagnetic fields that can cause interference in electronic medical devices. This can cause a health hazard.
- Give a stop command to the drive before you reset a fault. If you have an external source for the start command and the start is on, the drive starts immediately after the fault reset, unless you configure the drive for pulse start. Refer to the firmware manual.
- Before you activate the automatic fault reset or automatic restart functions of the drive control program, make sure that no dangerous situations can occur. These functions reset the drive automatically and continue operation after a fault or break in the power supply. If these functions are activated, the installation must be clearly marked as defined in IEC/EN/UL 61800-5-1, subclause 6.5.3, for example, "THIS MACHINE STARTS AUTOMATICALLY".

Note:

- The maximum number of drive power-ups is five in ten minutes. Too frequent power-ups can damage the charging circuit of the DC capacitors. If you need to start or stop the drive, use the control panel keys or commands through the I/O terminals of the drive or the fieldbus interface.
- If the drive is in remote control mode, you cannot stop or start the drive with the control panel.



Additional instructions for permanent magnet motor drives

■ Safety in installation, start-up, maintenance

These are additional warnings for permanent magnet motor drives. The other safety instructions in this chapter are also valid.



WARNING!

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

If you are not a qualified electrical professional, do not do installation or maintenance work.

- Do not do work on the drive when a rotating permanent magnet motor is connected to it. A rotating permanent magnet motor energizes the drive including its input and output power terminals.

Before installation, start-up and maintenance work on the drive:

- Stop the drive.
- Disconnect the motor from the drive with a safety switch or by other means.
- If you cannot disconnect the motor, make sure that the motor cannot rotate during work. Make sure that no other system, like hydraulic crawling drives, can rotate the motor directly or through any mechanical connection such as belt, nip, rope, etc.
- Do the steps in section [Electrical safety precautions \(page 18\)](#).
- Install temporary grounding to the drive output terminals (T1/U, T2/V, T3/W). Connect the output terminals together as well as to the PE.

During the start-up:

- Make sure that the motor cannot run at overspeed, for example, when it is driven by the load. Motor overspeed causes an overvoltage that can cause damage to the capacitors in the intermediate circuit of the drive.

■ Safety in operation



WARNING!

Make sure that the motor cannot run at overspeed, for example, when it is driven by the load. Motor overspeed causes an overvoltage that can cause damage to the capacitors in the intermediate circuit of the drive.



Introduction to the manual

Contents of this chapter

This chapter describes the intended audience and contents of the manual. It contains a flowchart of steps in examining the delivery, installing and commissioning the drive. The flowchart refers to chapters/sections in this manual and other manuals.

Target audience

This manual is intended for people who plan the installation, install, commission, and do maintenance work on the drive, or create instructions for the end user of the drive concerning the installation and maintenance of the drive.

Read the manual before you do work on the drive. You are expected to know the fundamentals of electricity, wiring, electrical components, and electrical schematic symbols.

Categorization by frame size and option code

The frame size identifies information which concerns only a certain frame size of the drive. The frame size is shown on the type designation label. All frame sizes are listed in the technical data.

The option code (A123) identifies information which concerns only a certain optional selection. The options included in the drive are listed on the type designation label.

Quick installation, commissioning and operating flowchart

Task	See
Plan the mechanical and electrical installation and acquire the accessories needed (cables, fuses, etc.). Check the ambient conditions, ratings, required cooling air flow, input power connection, compatibility of the motor, motor connection, and other technical data.	Guidelines for planning the mechanical installation (page 45) Guidelines for planning the electrical installation (page 61) Technical data (page 165) Resistor braking (page 219) Option manual (if optional equipment is included)
↓	
Unpack and check the units. Check that all necessary optional modules and equipment are present and correct. Only intact units can be started up.	Moving and unpacking the unit (page 53) Electrical installation (page 87) If the drive module has been non-operational for more than one year, the converter DC link capacitors need to be reformed. (Reforming the capacitors (page 153))
↓	
Check the installation site. Fasten the base of the cabinet to the floor.	Examining the installation site (page 53) Technical data (page 165)
↓	
Route the cables.	Guidelines for planning the electrical installation (page 61)
↓	
Check the insulation of the supply cable, the motor and the motor cable and the resistor cable (if present).	Measuring the insulation (page 88)
↓	
Installing the drive module <ul style="list-style-type: none"> • Install the drive module into the cabinet. • Install the additional components into the cabinet: for example, main disconnecter, main contactor, main AC, fuses, etc. • Connect the motor cables to the drive module terminals. • Connect the brake resistor and DC connection cables (if any) to the drive module terminals. • If the main disconnecter is installed into the cabinet, connect it to the drive module terminals and the input power cabling to the disconnecter. • Connect the cables from the drive module to the external control unit and install the control unit into the cabinet. 	Mechanical installation (page 53) Connecting the power cables (frame size 2 × R11) (page 91) Connecting the control unit to the drive module (page 102) Attaching the external control unit (page 59) Manuals for any optional equipment
↓	
Connect the external control cables to the drive control unit.	Connecting the control cables to the control unit (page 103)
↓	
Check the installation.	Installation checklist (page 139)
↓	
Commission the drive.	Commissioning (page 141)
↓	
Commission the brake chopper (if used).	Resistor braking (page 219)
↓	

Task	See
Operate the drive: start, stop, speed control etc.	Appropriate firmware manual

Terms and abbreviations

Term	Description
BCU	Type of control unit
BGDR	Gate driver board
CMF	Common mode filtering
DDCS	Distributed drives communication system protocol
Drive	Frequency converter for controlling AC motors
DTC	Direct torque control, a motor control method
EMC	Electromagnetic compatibility
EMI	Electromagnetic interference
FAIO-01	Analog I/O extension module
FEN-01	Optional TTL incremental encoder interface module
FEN-11	Optional absolute encoder interface module
FEN-21	Optional resolver interface module
FEN-31	Optional HTL incremental encoder interface module
FIO-01	Optional digital I/O extension module
FIO-11	Optional analog I/O extension module
FPTC-01	Optional thermistor protection module
Frame, frame size	Physical size of the drive or power module
FSO-12, FSO-21	Optional functional safety modules
HTL	High-threshold logic
IGBT	Insulated gate bipolar transistor
IT system	Type of supply network that has no (low-impedance) connection to ground. See IEC 60364-5.
PLC	Programmable logic controller
RDCO	Optical DDCS communication module
SAFUR	Series of brake resistors
SOIA	Optical interface adapter board
STO	Safe torque off (IEC/EN 61800-5-2)
TN system	Type of supply network that provides a direct connection to ground
TTL	Transistor-transistor logic
UCU	Type of control unit.
ZINT	Main circuit board
ZPOW	Power supply board

Related documents

You can find manuals and other product documents in PDF format on the Internet at www.abb.com/drives/documents and with the following code and link.



[ACS880-04 manuals](#)



3

Operation principle and hardware description

Contents of this chapter

This chapter describes the operating principle and construction of the drive module packages.

Product overview

The ACS880-04FXT is a drive module package (drive) for controlling asynchronous AC induction motors, permanent magnet motors and AC induction servomotors. The drive consists of two drive modules (ACS880-04F +P943) and a separate control unit.

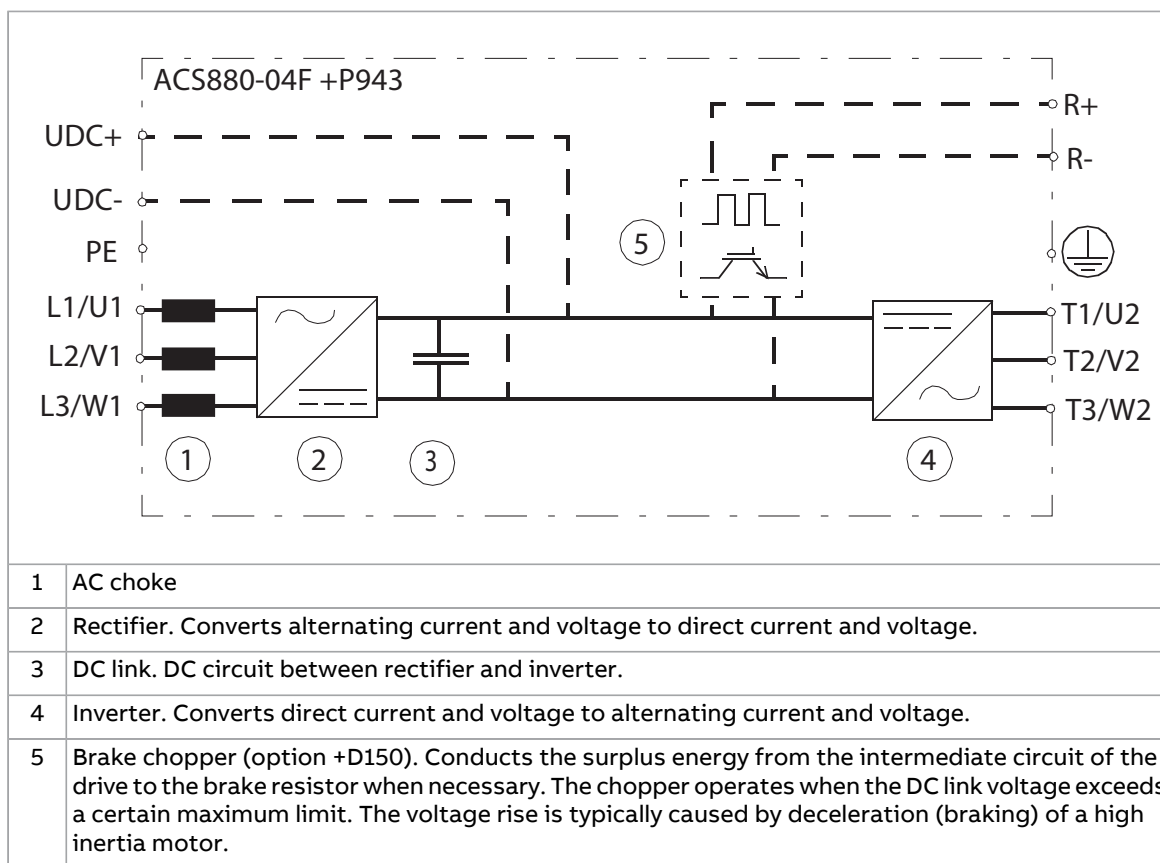
The drive can measure the output currents of the drive modules and thus control the total output and input currents. It cannot control the input current sharing between the modules. See section [Drive connection examples \(page 29\)](#) for the supply side protection.

There needs to be enough inductance at the output of the modules for the output currents to be balanced: the modules need to be equipped with optional du/dt or sine filters, or long enough motor cables from each drive module before connecting them together. See the connection diagrams in [Connecting the power cables \(frame size 2 × R11\) \(page 91\)](#).

Note: All motor cables must be of equal type and length.

The DC links of the drive modules are to be connected together to make sure that the drive operates correctly.

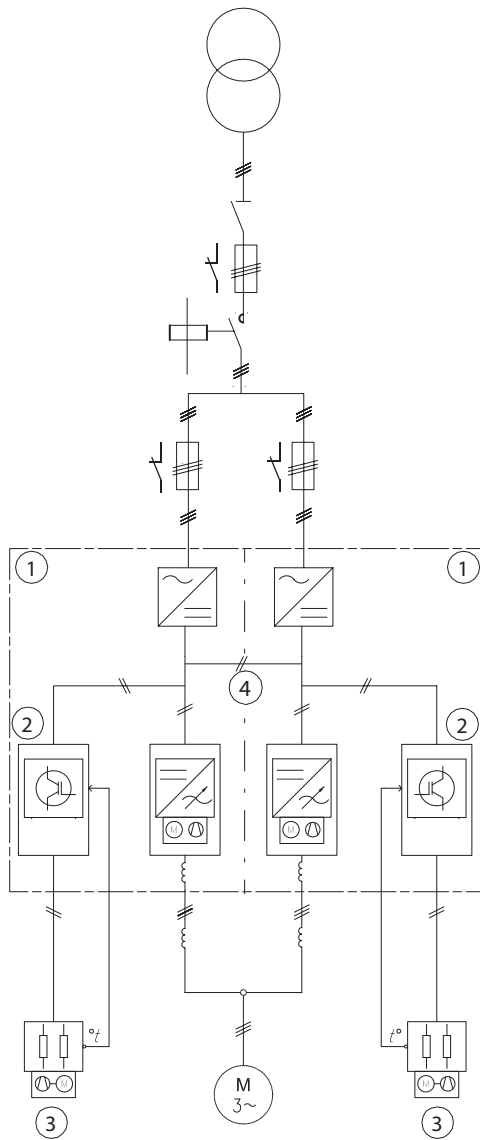
The main circuit of the drive module is shown below.



Drive connection examples

6-pulse connection

No additional protection for the input and motor cables against thermal overload is needed.



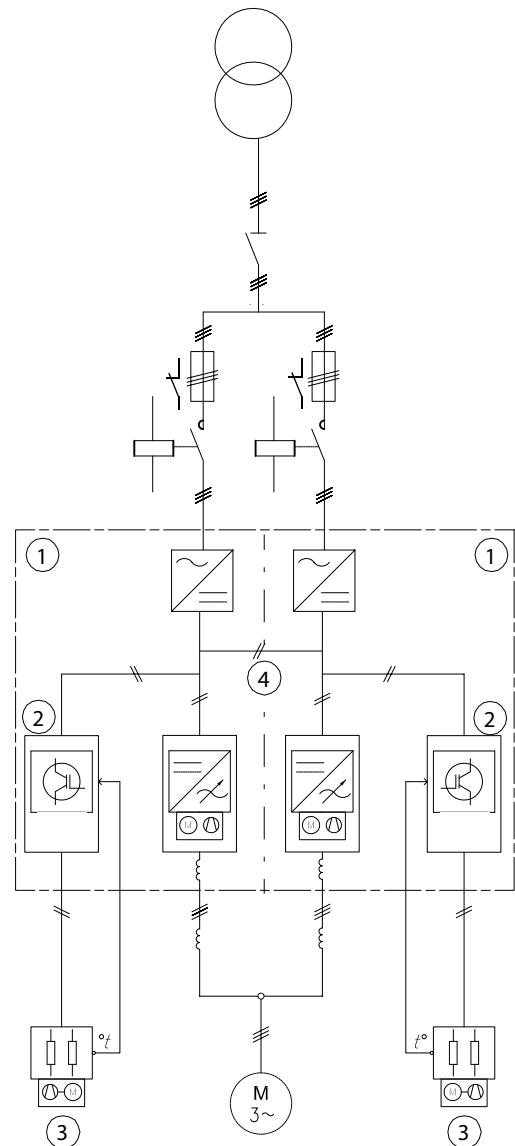
6-pulse connection

No additional protection for the input and motor cables against thermal overload is needed.



WARNING!

Make sure that both contactors close at the same time. Otherwise the charging current will flow through one module only and cause damage to the module.



1	Drive module
2	Brake chopper (option +D150)
3	External brake resistors
4	DC connection

30 Operation principle and hardware description

12-pulse connection

Protection against thermal overload for the input cables with fuses is needed.



WARNING!

Make sure that both contactors close at the same time. Otherwise the charging current will flow through one module only and cause damage to the module.

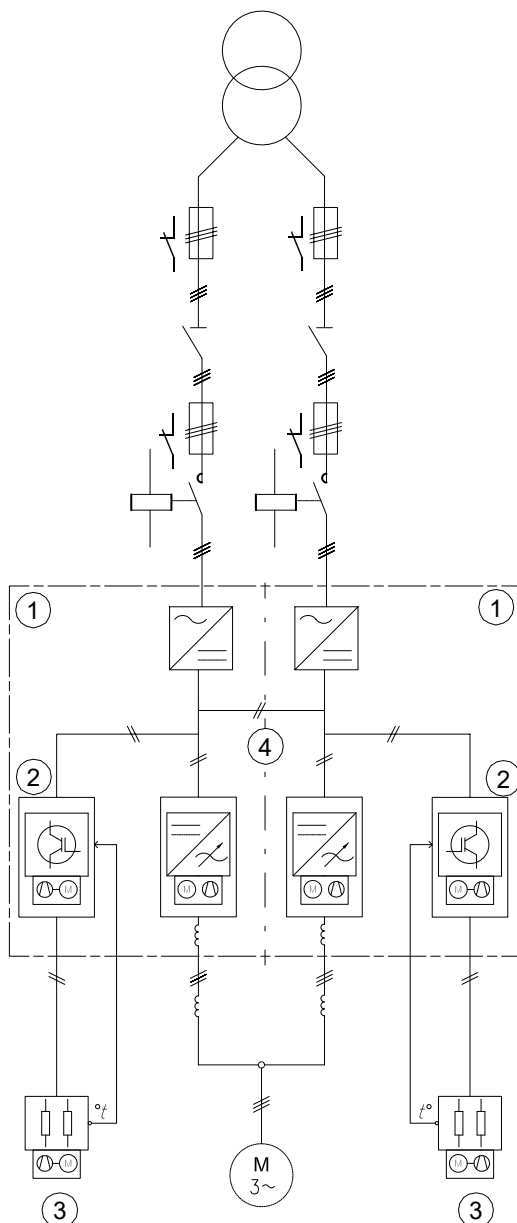
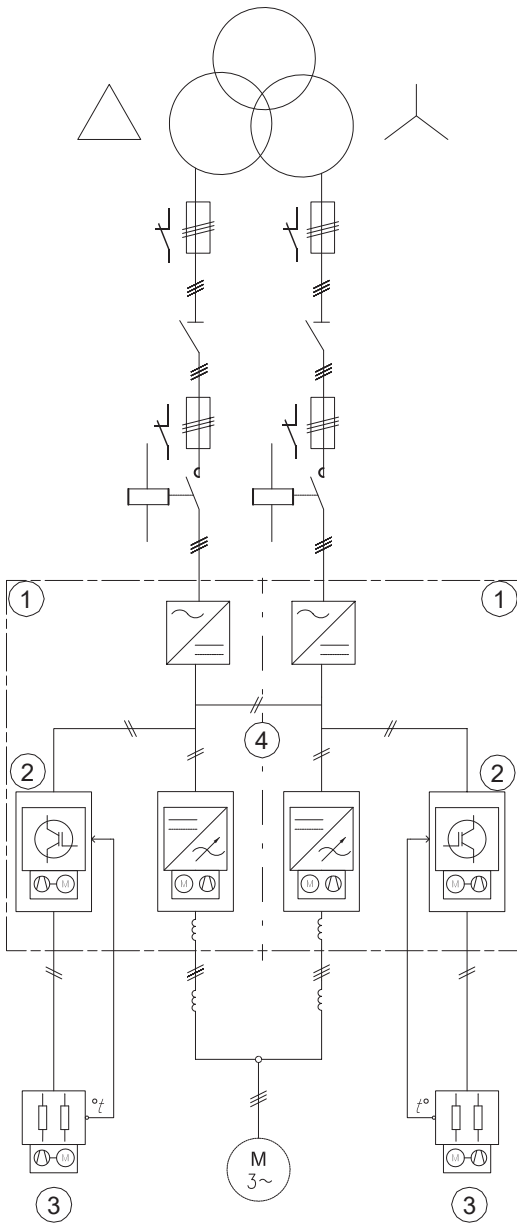
6-pulse connection

Protection against thermal overload for the input cables with fuses is needed.



WARNING!

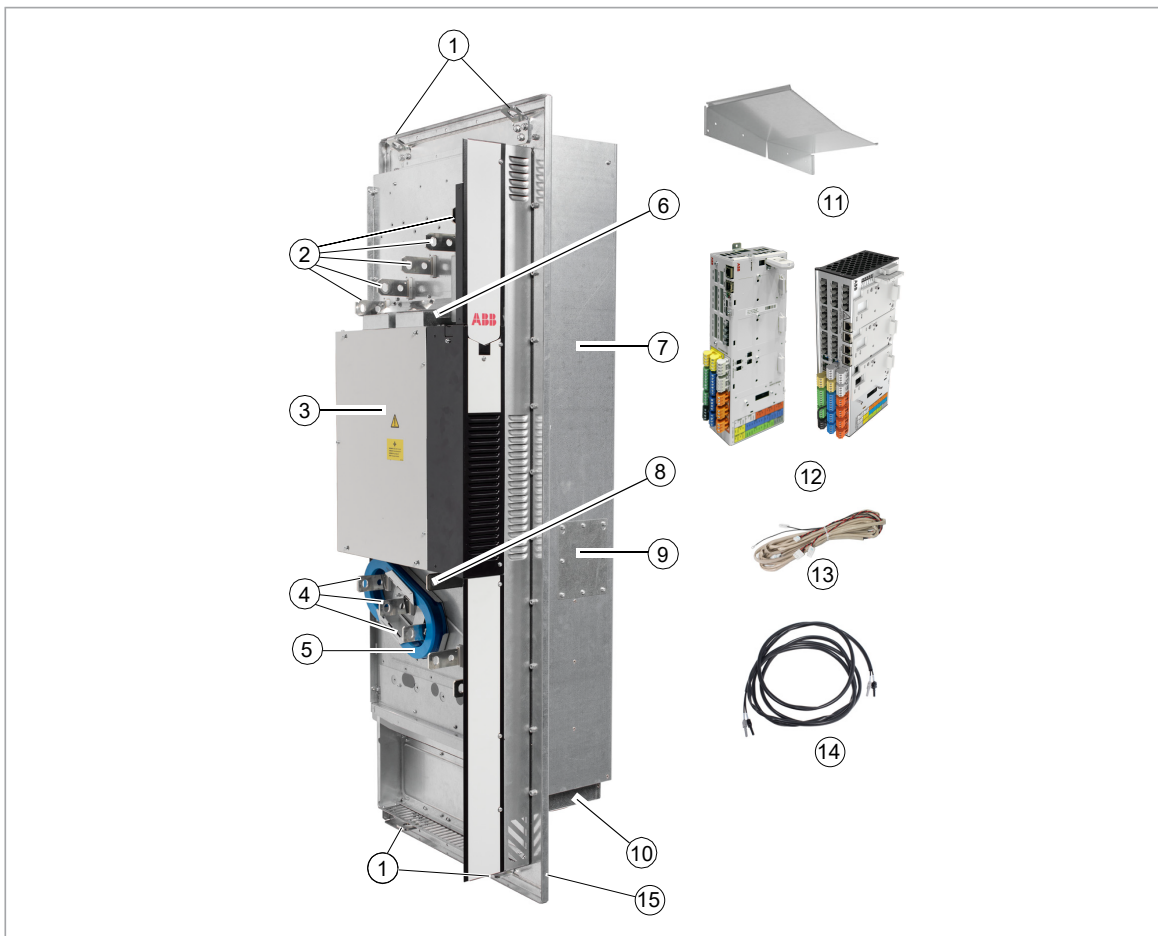
Make sure that both contactors close at the same time. Otherwise the charging current will flow through one module only and cause damage to the module.



1	Drive module
2	Brake chopper (option +D150)
3	External brake resistors
4	DC connection

Layout

■ Standard drive module configuration



1	Lifting lugs
2	Input cable connection busbars (L1/U1, L2/V1, L3/W1) and DC+ and DC- busbars
3	Circuit board compartment
4	Output cable connection busbars (T1/U2, T2/V2, T3/W2) and brake resistor connection busbars (R+ and R- with option +D150)
5	Common mode filter (+E208 as standard)
6	Auxiliary cooling fans
7	Heatsink
8	PE busbar
9	Cover on heatsink cleaning hole
10	Main cooling fans
11	Hood for UL Type 12 installations
12	External control unit (BCU or UCU)
13	Cables for connecting the control unit to the drive modules
14	Fibre optic cables
15	Flange

Note: All parts that are not included in the standard configuration, must be ordered separately. See the ordering codes from [Ordering information \(page 161\)](#).

■ **Drive module configuration with IP20 shrouds (3AXD50000024564) and full-size output cable connection terminals (3AXD50000024519)**

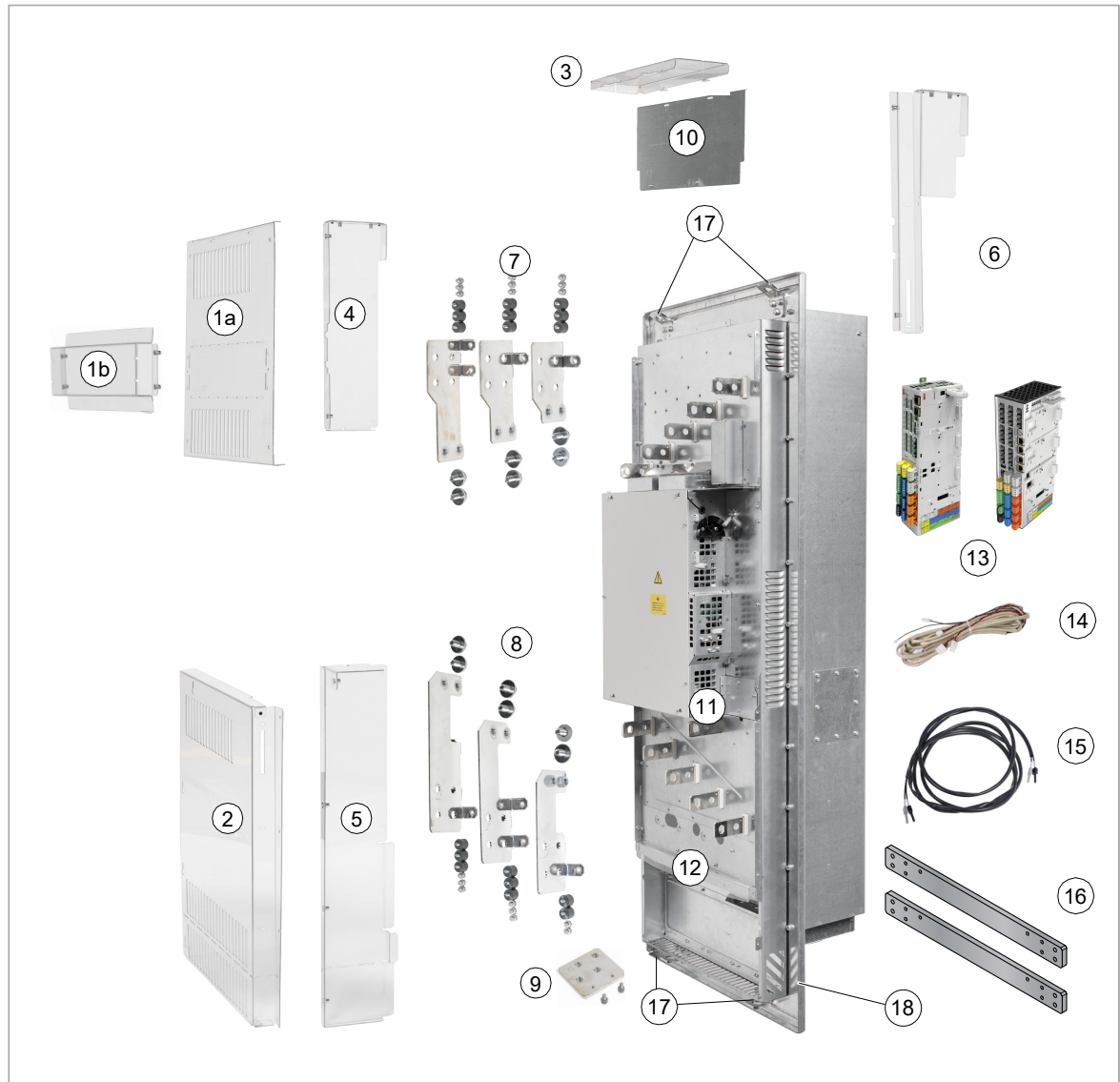


A	Front view
B	Back view
1	Drive module
2	Upper front cover
3	Lower front cover
4	Clear plastic shrouds attached
5	Heatsink cleaning hole cover
6	Flange
7	Hood for UL Type 12 installations
8	External control unit (BCU or UCU)
See the part descriptions below.	

The figure below includes these options:

- full-size input cable connection terminals and PE busbar
- full-size output cable connection terminals
- IP20 shrouds for covering the input and motor cabling area
- support brackets for attaching the drive module by the heatsink.

Upper and lower front covers are not shown in the parts figure.



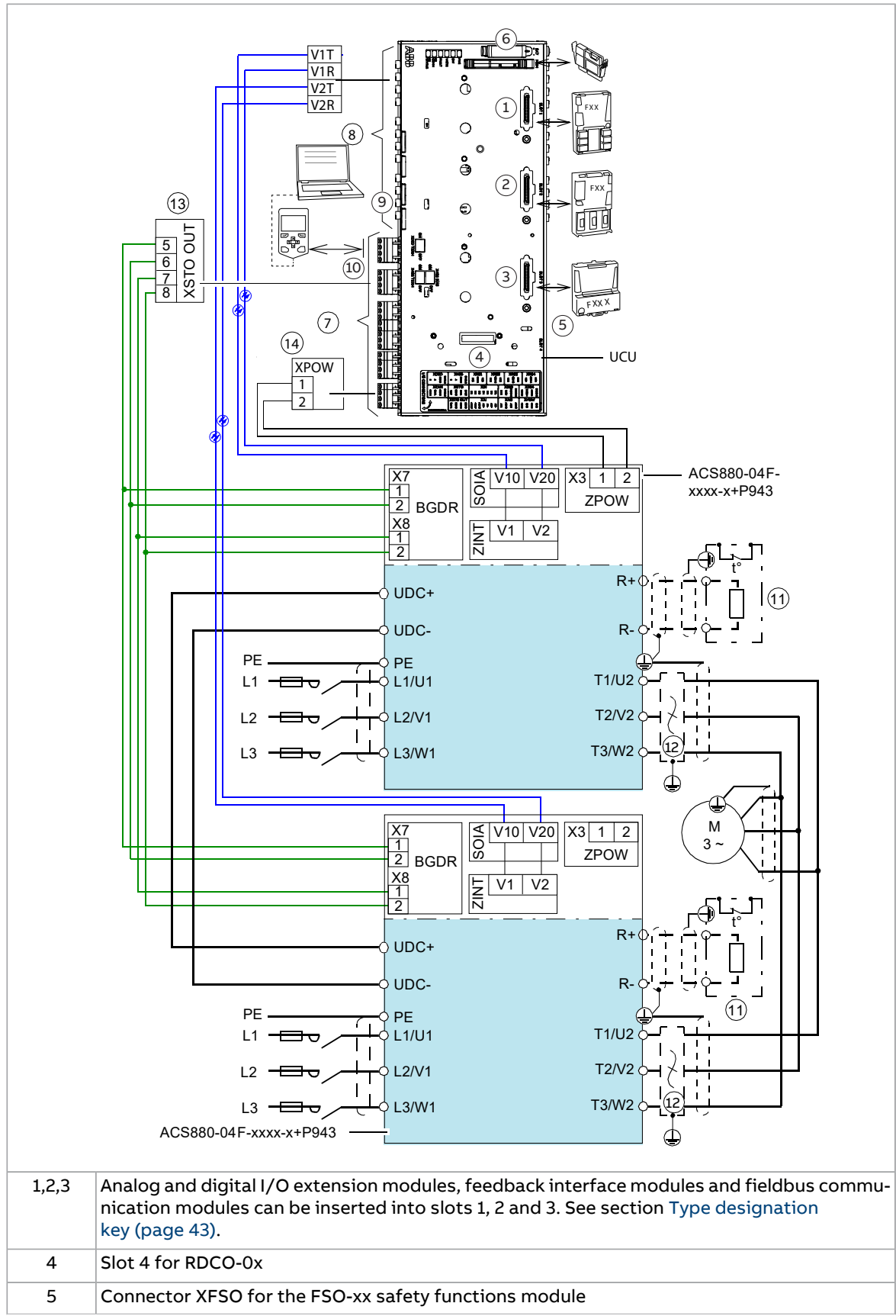
1	Clear plastic shroud to be attached onto the drive module input power cabling (a). Entry shroud for side cabling (b). (option 3AXD50000024564)
2	Clear plastic shrouds to be attached onto the drive module output power cabling (option 3AXD50000024564)
3	Clear plastic shroud to be attached on top of the drive module (entry for top cabling) (option 3AXD50000024564)
4	Upper back clear plastic shroud (option 3AXD50000024564)
5	Lower back clear plastic shroud (option 3AXD50000024564)
6	Front clear plastic shroud (option 3AXD50000024564)
7	Full-size input power cable connection terminals (option 3AXD50000024518)

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8	Full-size output power cable connection terminals (option 3AXD50000024519)
9	Grounding terminal for output power cable shields
10	Metallic shroud. With option 3AXD50000024518 (full-size input cable connection terminals), the shroud includes a ground bar.
11	PE (ground) terminal
12	Main cooling fans
13	External control unit (BCU or UCU)
14	Cables for connecting the control unit to the drive module
15	Fiber optic cables
16	Support brackets (option 3AXD50000303533)
17	Lifting lugs
18	Flange

Overview of power and control connections (UCU-22...24)

The diagram below shows the power connections and control interfaces of the drive unit.

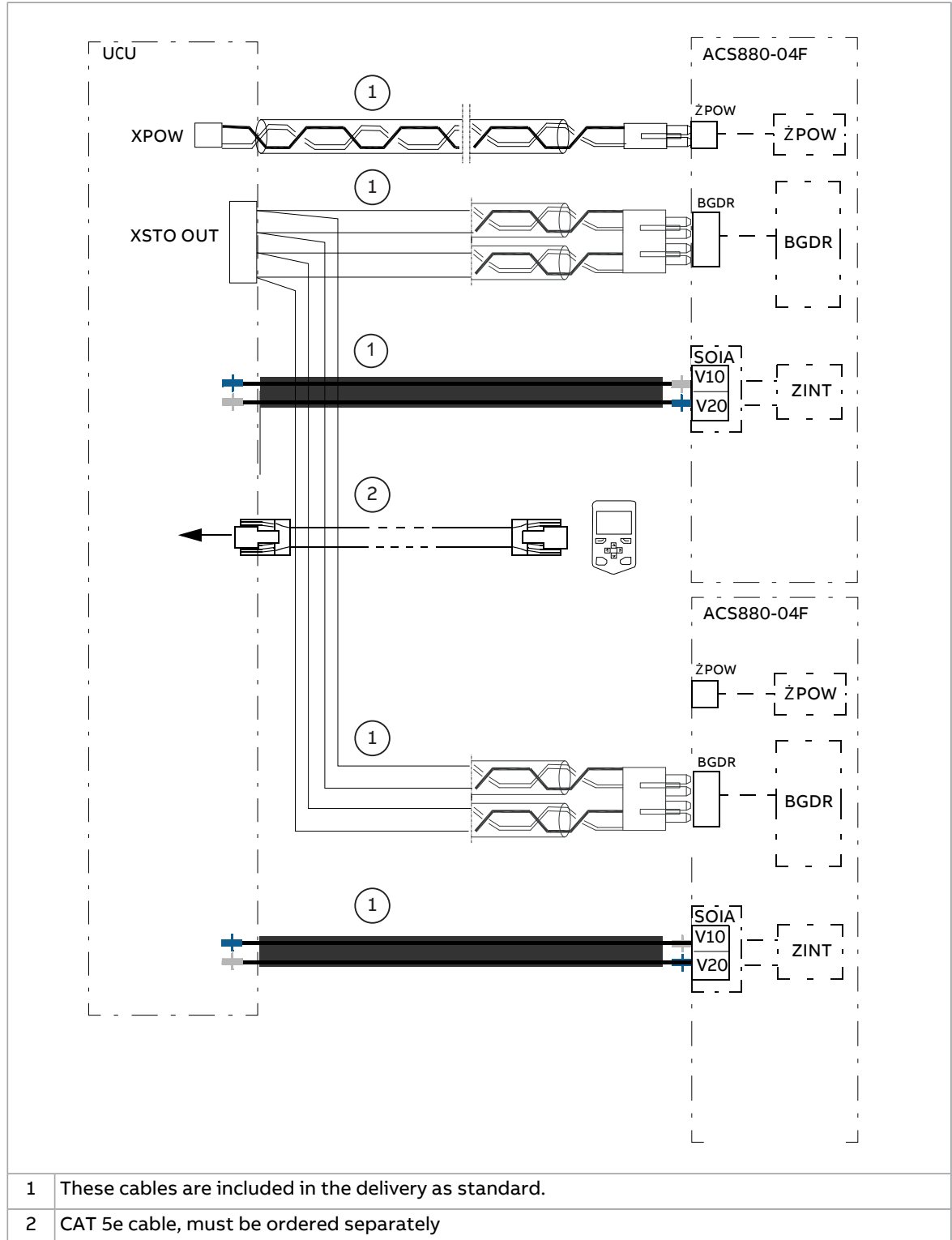


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6	Memory unit connection
7	I/O terminal blocks, see chapter Control unit
8	Fiber optic links to the drive modules
9	Ethernet interface – not in use
10	Control panel
11	Brake resistor (optional, see chapter Resistor braking (page 219))
12	du/dt or sine filter (optional, see chapter Filters (page 227))
13	XSTO OUT must be wired to BGDR connectors if Safe torque off function is taken into use. See chapter The Safe torque off function (page 201) .
14	The UCU control unit can be powered from two sources at the same time, for example from a drive module and external uninterruptible power source.

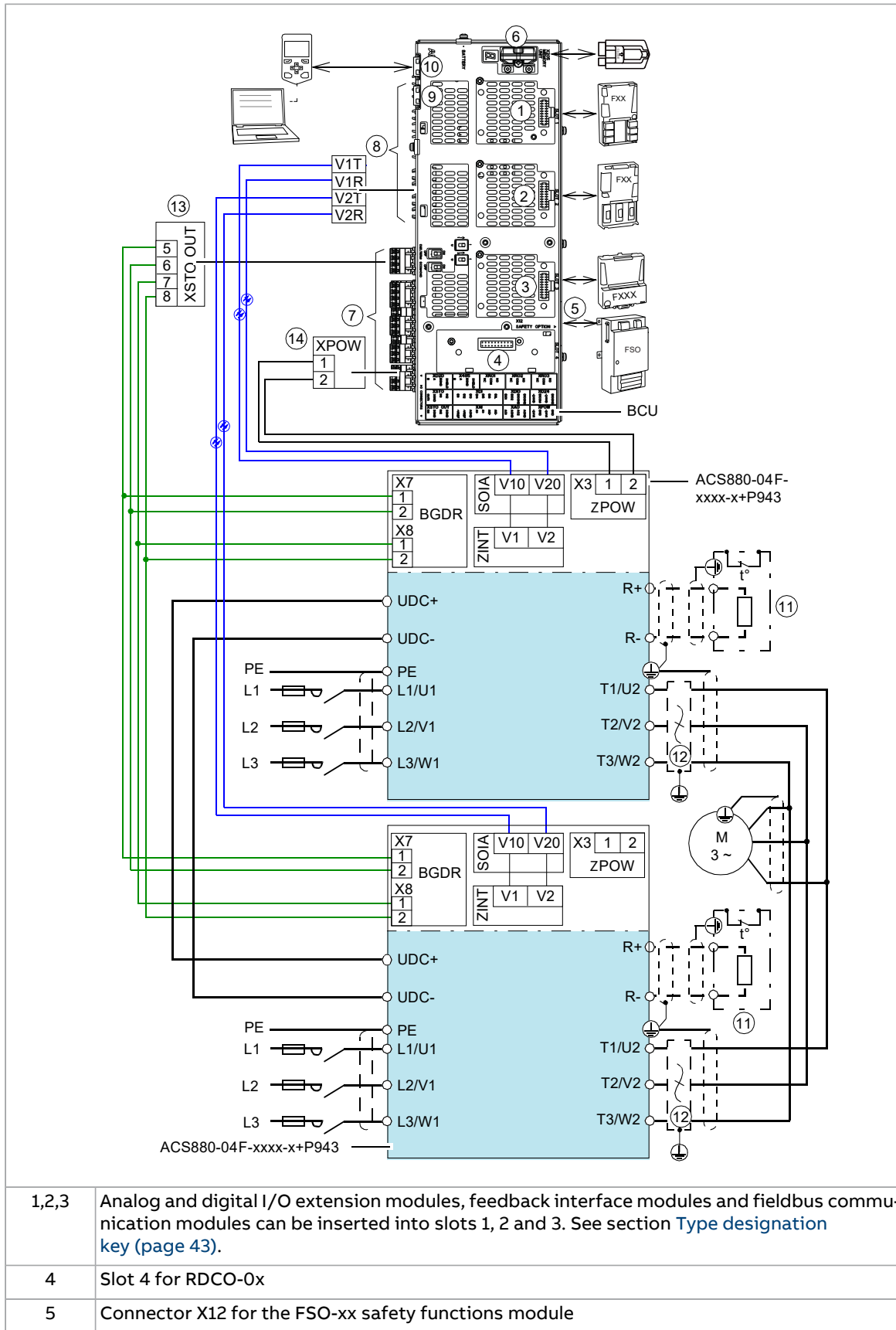
■ **External control unit connection cables**

The cables for connecting the drive module and control panel to the control unit are shown below. The length of the cables is 3 meters (9.8 feet). See sections [Connecting the control unit to the drive module \(page 102\)](#) and [Connecting a control panel \(page 104\)](#) for the actual connections.



Overview of power and control connections (BCU-02)

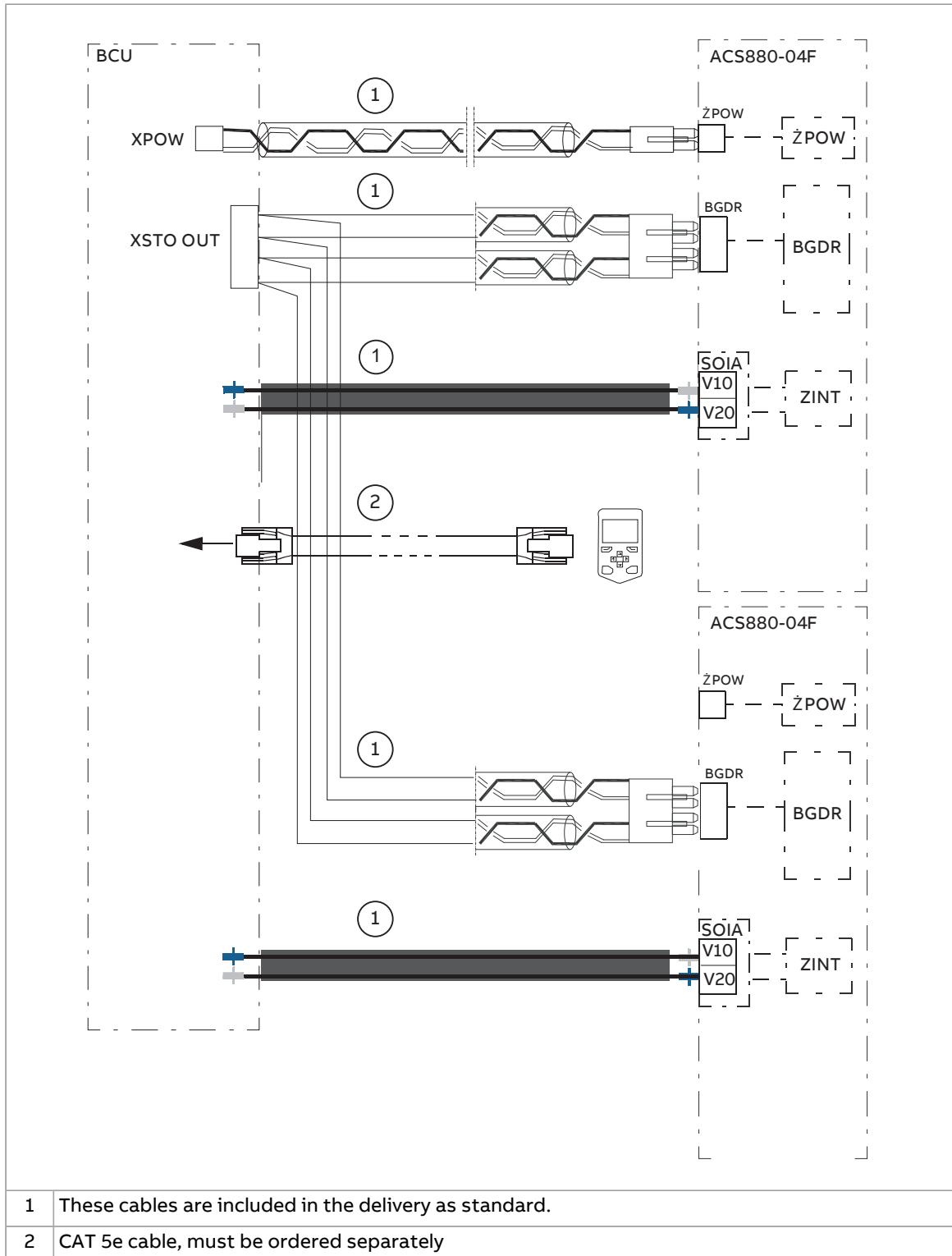
The diagram below shows the power connections and control interfaces of the drive unit.



6	Memory unit connection
7	I/O terminal blocks, see chapter Control unit
8	Fiber optic links to the drive modules
9	Ethernet interface – not in use
10	Control panel
11	Brake resistor (optional, see chapter Resistor braking (page 219))
12	du/dt or sine filter (optional, see chapter Filters (page 227))
13	XSTO OUT must be wired to BGDR connectors if Safe torque off function is taken into use. See chapter The Safe torque off function (page 201) .
14	The BCU control unit can be powered from two sources at the same time, for example from a drive module and external uninterruptible power source.

■ **External control unit connection cables**

The cables for connecting the drive module and control panel to the control unit are shown below. The length of the cables is 3 meters (9.8 feet). See sections [Connecting the control unit to the drive module \(page 102\)](#) and [Connecting a control panel \(page 104\)](#) for the actual connections.



Type designation labels

A type designation label is attached to the drive modules. The type designation label of the drive module package is included in the delivery.

■ Drive module package label

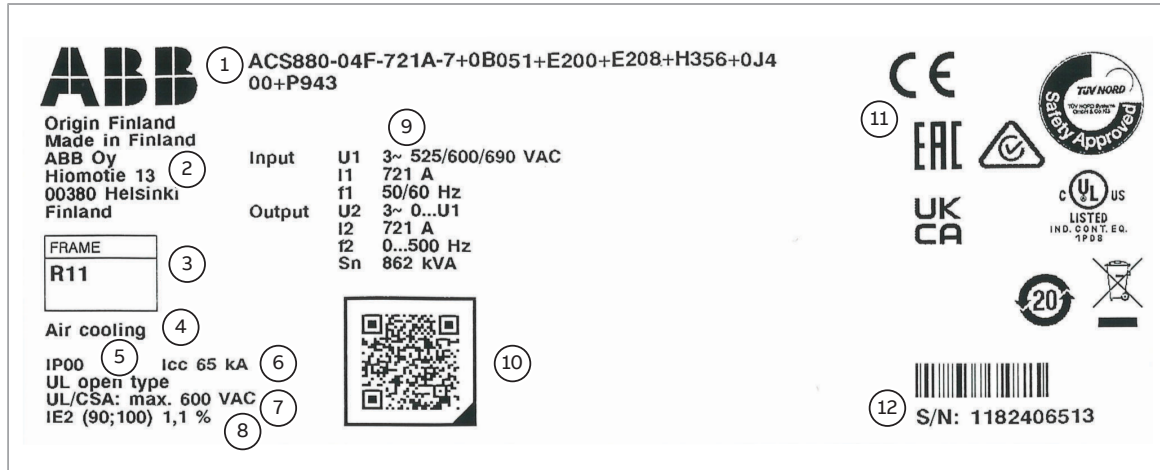
The type designation label of the drive module package includes a rating, markings, a type designation and a serial number, which allow individual recognition of each drive module package. An example label is shown below.

The image shows a detailed type designation label for an ABB drive module. It includes the ABB logo, origin information, technical specifications for input and output, frame size, cooling method, protection level, short-circuit withstand strength, input voltage, ratings, a QR code, and various certification marks (CE, EAC, UK CA, UL, TUV NORD, etc.) along with a barcode and serial number.

1	Type designation, see section Type designation key (page 43) .
2	Manufacturer's address
3	Frame size
4	Cooling method
5	Degree of protection
6	Short-circuit withstand strength. See section Electrical power network specification (page 180) .
7	Maximum input voltage (UL/CSA). See section Electrical power network specification (page 180) .
8	Ratings, see section Electrical ratings (page 165)
9	Link to product information
10	Valid markings
11	Serial number. The first digit of the serial number refers to the manufacturing plant. The next four digits refer to the unit's manufacturing year and week, respectively. The remaining digits complete the serial number so that there are no two units with the same number.

■ **Drive module label**

The type designation label of the drive module includes a rating, markings, a type designation and a serial number, which allow individual recognition of each drive module package. An example label is shown below.



1	Type designation, see section Type designation key (page 43) .
2	Manufacturer's address
3	Frame size
4	Cooling method
5	Degree of protection
6	Short-circuit withstand strength. See section Electrical power network specification (page 180) .
7	Maximum input voltage (UL/CSA). See section Electrical power network specification (page 180) .
8	Typical drive losses when it operates at 90% of the motor nominal frequency and 100% of the drive nominal output current (calculated according to IEC61800-9-2).
9	Ratings, see section Electrical ratings (page 165)
10	Link to product information
11	Valid markings
12	Serial number. The first digit of the serial number refers to the manufacturing plant. The next four digits refer to the unit's manufacturing year and week, respectively. The remaining digits complete the serial number so that there are no two units with the same number.

Type designation key

The type designation contains information on the specifications and configuration of the drive module package and the drive module. The first digits from left express the basic drive type. The optional selections are given thereafter, separated by plus signs. Codes preceded by zero indicate the absence of the specified feature. The main selections are described below. Not all selections are available for all types. For more information, refer to the ordering instructions available separately on request.

■ Drive module package

Basic code

Code	Description
Basic code	
ACS880	Product series
Type	
-04FXT	The standard delivery includes: two flange-mounted drive modules to be installed in an enclosure, front IP00 (UL Open Type), heatsink IP55 (UL Type 12), flat mounting, no pedestal, external BCU control unit, cables for connecting the control unit to the drive module, built-in input choke, terminals for input, motor and DC connection, no EMC filter, common mode filter (+E208), Primary control program, Safe torque off function, coated boards, memory stick containing all manuals with all available languages. Refer to section Option codes (page 43) for options.
Size	
-xxxxA	Refer to the rating tables
Voltage range	
-3	380...415 V AC. This is indicated in the type designation label as typical input voltage level (3~ 400 V AC)
-5	380...500 V AC. This is indicated in the type designation label as typical input voltage levels (3~ 400/480/500 V AC)
-7	525...690 V AC. This is indicated in the type designation label as typical input voltage levels (3~ 525/600/690 V AC)

Option codes

Code	Description
D150	Brake choppers
E200	EMC filter for 2nd environment TN (grounded) system, category C3
E201	EMC filter for 2nd environment IT (ungrounded) system, category C3
P904	Extended warranty (24 months from commissioning or 30 months from delivery)
P909	Extended warranty (36 months from commissioning or 42 months from delivery)
P911	Extended warranty (60 months from commissioning or 66 months from delivery)
Q971	ATEX-certified safe disconnection function
R700	Printed manuals in English
R701	Printed manuals in German ¹⁾
V998	UCU-22 control unit

¹⁾ Manuals in English may be included if a translation in the specified language is not available.

■ Drive module

Basic code

Code	Description
Basic code	
ACS880	Product series
Type	
-04F... +P943	Flange mounted drive module suitable for parallel connection, to be used as spare part module for -04FXT. Standard options: Common mode filter (option +E208), DC connection busbars (option +H356), no IP20 shrouds (option +0B051), no full-size cable connection terminals for output cables (option +0H371), no control panel (option +0J400).
Size	
-xxxxA	Refer to the rating tables
Voltage range	
-3	380...415 V AC. This is indicated in the type designation label as typical input voltage level (3~ 400 V AC)
-5	380...500 V AC. This is indicated in the type designation label as typical input voltage levels (3~ 400/480/500 V AC)
-7	525...690 V AC. This is indicated in the type designation label as typical input voltage levels (3~ 525/600/690 V AC)

Option codes

These codes are printed on the type designation label of the drive modules.

Code	Description
0B051	No IP20 shrouds for cabling area (standard for +P943 modules)
D150	Brake choppers
E200	EMC filter for 2nd environment TN (grounded) system, category C3
E201	EMC filter for second environment IT (ungrounded) system, category C3
E208	Common mode filter (standard for +P943 modules)
0H371	No full size cable connection terminals for output power cables (standard for +P943 modules)
H356	DC cable connection busbars (standard for +P943 modules)
0J400	No control panel (standard for +P943 modules)
P904	Extended warranty (24 months from commissioning or 30 months from delivery)
P909	Extended warranty (36 months from commissioning or 42 months from delivery)
P911	Extended warranty (60 months from commissioning or 66 months from delivery)
P943	Drive module for parallel connection (only modules with option +P943 can be connected in parallel and used as spare parts for ACS880-04FXT)

4

Guidelines for planning the mechanical installation

Contents of this chapter

This chapter guides in planning drive cabinets and installing the drive module into a user-defined cabinet. The chapter gives cabinet layout examples and free space requirements around the module for cooling. These drive-specific guidelines are essential for the safe and trouble-free use of the drive system.

Installation alternatives

The drive module can be installed from the flange onto a cabinet wall or a mounting plate with the heatsink (degree of protection IP55) in a cooling air channel or outside protected against humidity, dust and chemical gases according to the ambient conditions requirements given in section [Ambient conditions \(page 183\)](#). The control circuit compartment side of the module (degree of protection IP20) is to be installed in clean air. The drive module can also be installed from the heatsink with mounting brackets (option 3AXD50000303533).

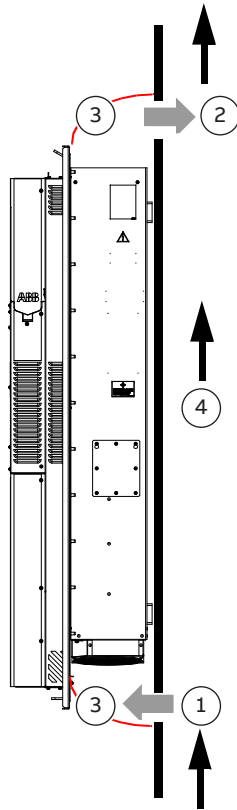
The drive module can be cabled from top or bottom to cable connection terminals or sideways with busbars directly to the module busbars at its side.

Channel installation

■ Basic requirements for the channel wall

The channel wall where the drive module is mounted on must be non-flammable and sturdy enough to carry the weight of the drive module.

■ **Installation principle**



1	Cool air in, max. 40 °C (104 °F)
2	Hot air out
3	Air guide
4	Air flow in the cooling air channel

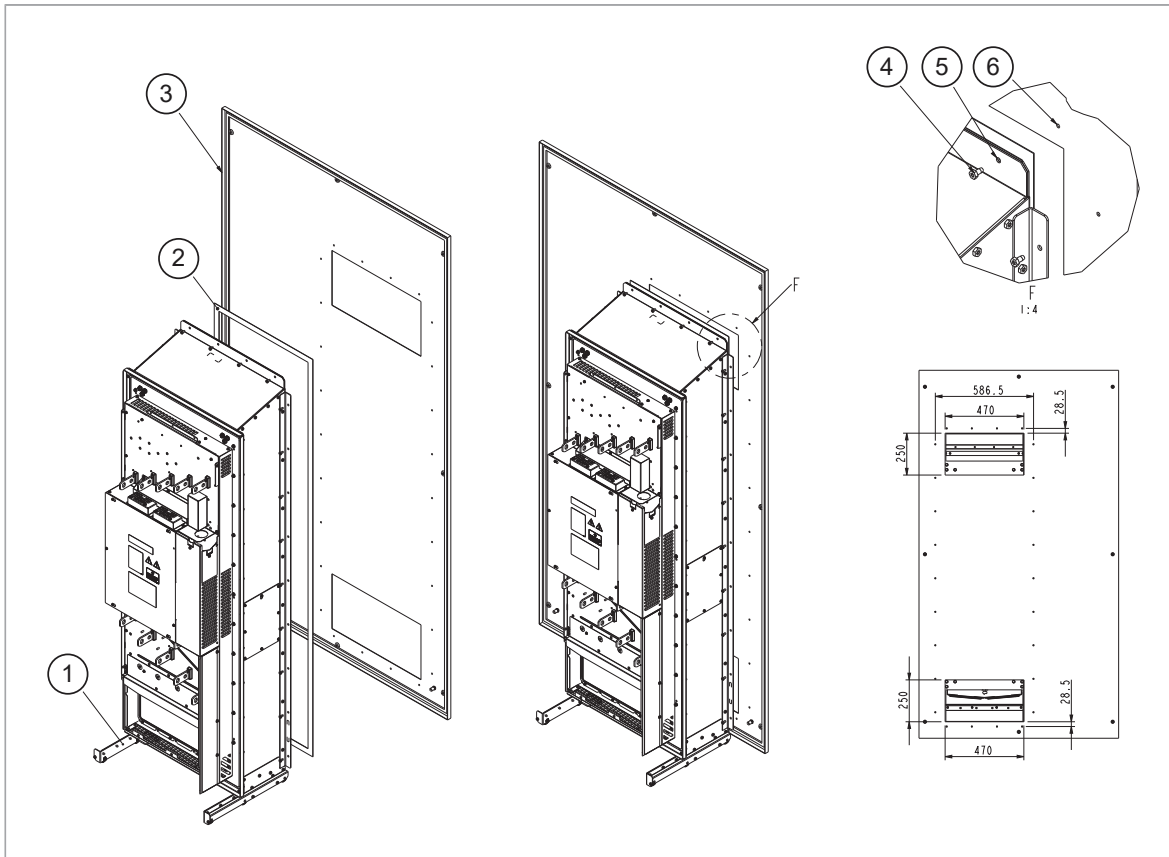
■ Wheeled installation frame for -04F module

Optional installation frame kit (3AXD50000678914) is available for making cabinet installation easier. Installation frame is to be assembled by the cabinet builder. Contact ABB for more details.



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.



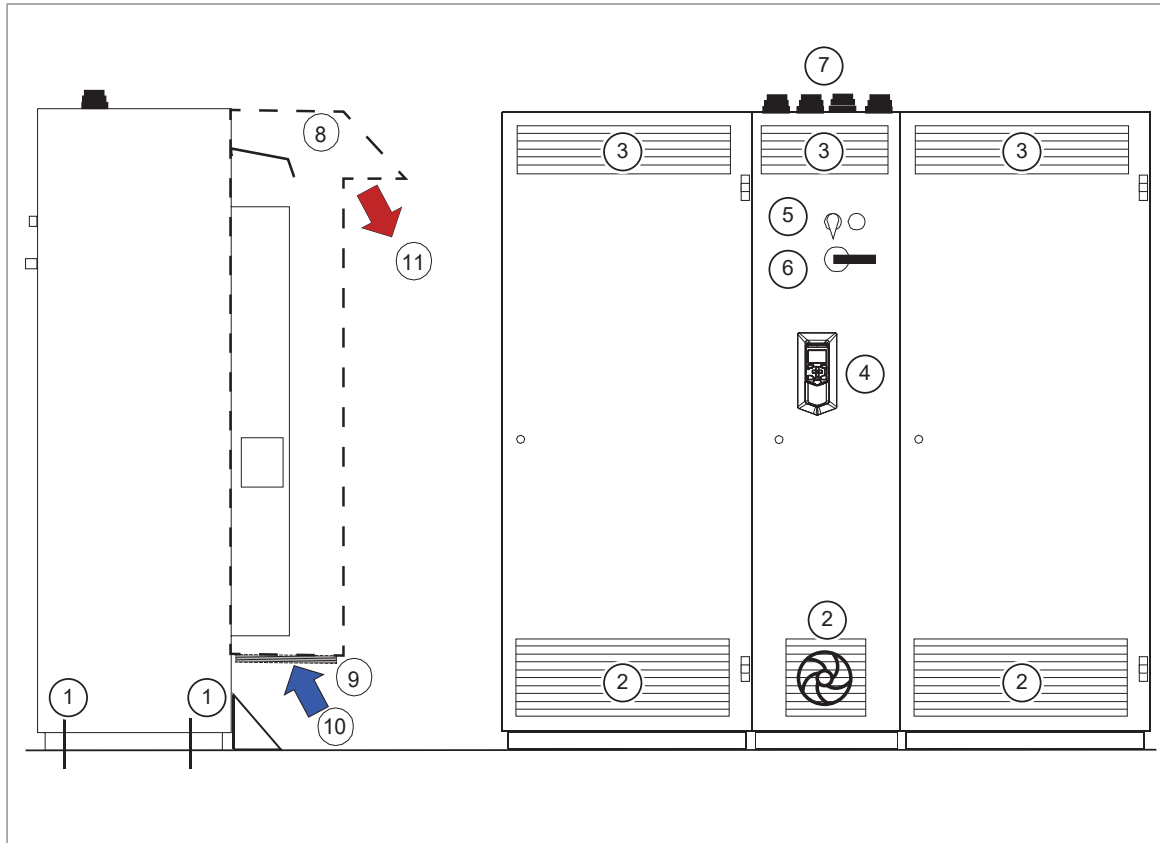
1	Wheeled installation frame
2	Neoprene gasket
3	Cabinet back wall
4	Tapping screw M6×16 or equal
5	Holes, diameter 7 mm
6	Holes for tapping screw, diameter 5.3 mm


- Use a neoprene gasket (2) for sealing the module to cabinet back wall
- ABB recommends to use the 7 mm holes (5) in the installation frame as a template for drilling holes to the cabinet back wall.

Cabinet installation

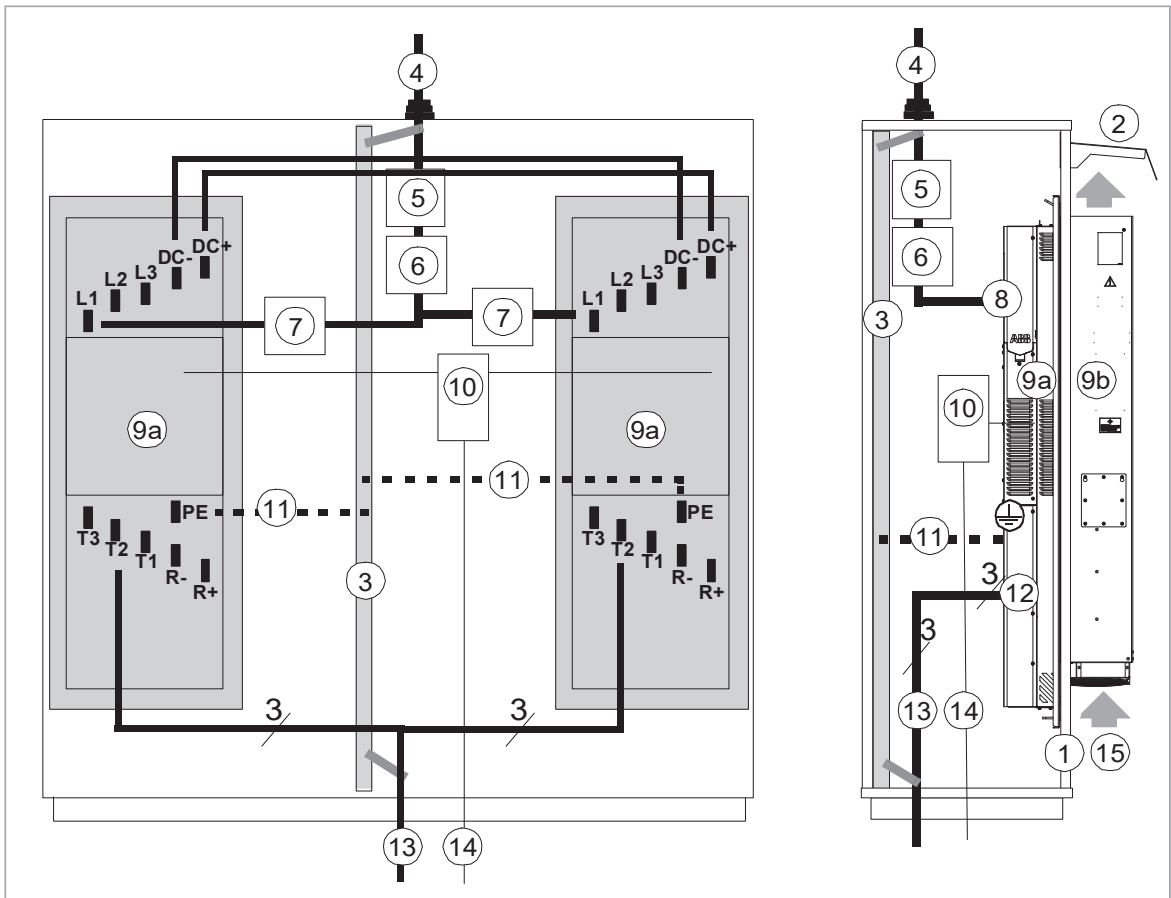
■ Layout example, outside view

This figure shows a cabinet layout example with the input power cable entry from top and the motor cable entry from bottom.



1	 WARNING! Attach the cabinet to the floor or prop it up from the back. The module has its center of gravity at the back and the cabinet easily topples over.
2	Air inlet for the power cable connection and circuit board compartment part of drive module and for other equipment. For losses and cooling data requirements, see the technical data.
3	Air outlet for the power cable connection and circuit board compartment part of drive module and other equipment
4	Drive control panel with DPMP-01 mounting platform. The control panel is connected to the drive module control unit inside the cabinet.
5	Contactor control switch and emergency stop switch (connected to the contactor control circuit inside the cabinet)
6	Operating handle of the disconnect
7	Rubber grommets for degree of protection
8	Additional enclosure for outdoor installation in harsh environment Note: Heatsink is not suitable for direct outdoor exposure without additional protection against sand, rain or corrosive gases, see Ambient conditions (page 183) .
9	Cooling air filter
10	Cool air in
11	Hot air out

■ **Layout example, inside view**



1	Cabinet back plate. The maximum allowed depth of the back plate is 60 mm (2.36 in.) in order not to cover the air flow grate at the top of the heatsink.	9	Drive module front part (a), drive module heatsink part (b)
2	Hood	10	Drive module control unit
3	Cabinet grounding busbar (PE)	11	Grounding conductor
4	Input power cable including the protective ground conductor (PE) of the drive	12	Motor cable connection terminals/busbars
5	Disconnecter and fuses	13	Motor cable including the protective ground conductor of the drive module
6	Contactor	14	External control cables
7	AC fuses	15	Air flow
8	Input power cable connection terminals/busbars	-	-




Note: The power cable shields can also be grounded to the drive module grounding terminals.

Note: See also [Required free space \(page 51\)](#).

■ **Mounting the control panel on the cabinet door**

You can use a mounting platform to mount the control panel on the cabinet door. Mounting platforms for control panels are available as options from ABB. For more information, see

Manual	Code (English)
DPMP-01 mounting platform for control panels installation guide	3AUA0000100140
DPMP-02/03 mounting platform for control panels installation guide	3AUA0000136205
DPMP-04 and DPMP-05 mounting platform for control panels installation guide	3AXD50000308484
DPMP-06/07 mounting platform for control panels installation guide	3AXD50000289561

		
DPMP-01	DPMP-02	DPMP-04
IP54 (UL Type 12) when control panel is mounted IP20 (UL Open Type) when control panel is not mounted	IP65 (UL Type 12) when control panel is mounted IP20 (UL Open Type) when control panel is not mounted	IP66 (UL Types 3, 3R and 4) when mounted inside or outside the cabinet door

■ **Installation positions other than vertical**

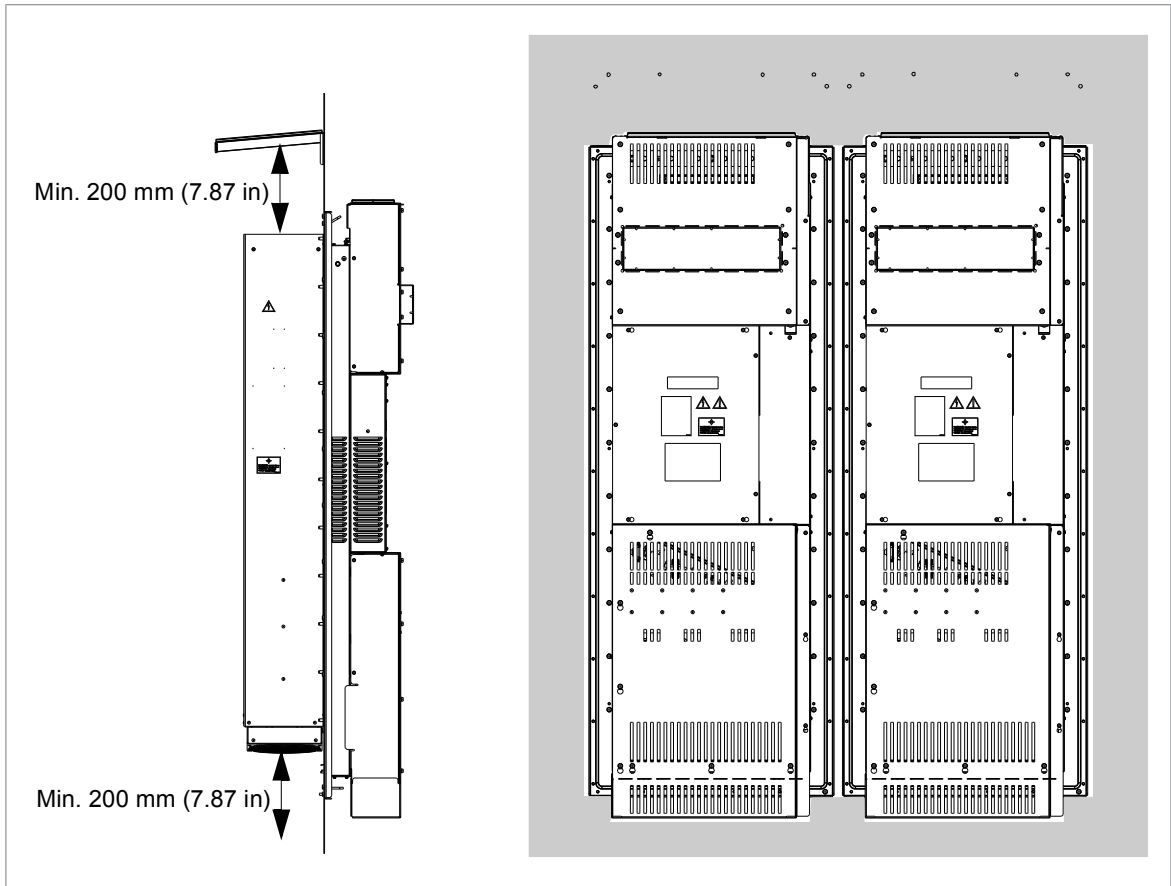
You can install the drive module on its back. Make sure that the hot cooling air which flows upwards from the module does not cause danger.

For other installation positions, contact ABB.

Required free space

Free space around the drive module is needed to make sure that sufficient cooling air flows through the module and the module cools correctly.

The required free space at the top and bottom of the drive module is shown below. The modules can be installed side by side.



5

Mechanical installation

Contents of this chapter

This chapter describes how to install the drive module mechanically without the clear plastic shrouds. The shrouds are attached after the power cabling.



Examining the installation site

Examine the installation site. Make sure that:

- The installation site is sufficiently ventilated or cooled to remove heat from the drive. Refer to the technical data.
- The ambient conditions of the drive meet the specifications. Refer to the technical data.
- The material behind, above, and below the drive is non-flammable.
- There is sufficient free space around the drive for cooling, maintenance work, and operation. Refer to the free space specifications for the drive.
- Make sure that there are no sources of strong magnetic fields such as high-current single-core conductors or contactor coils near the drive. A strong magnetic field can cause interference or inaccuracy in the operation of the drive.

Moving and unpacking the unit

**WARNING!**

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

Move the transport package by pallet truck to the installation site.

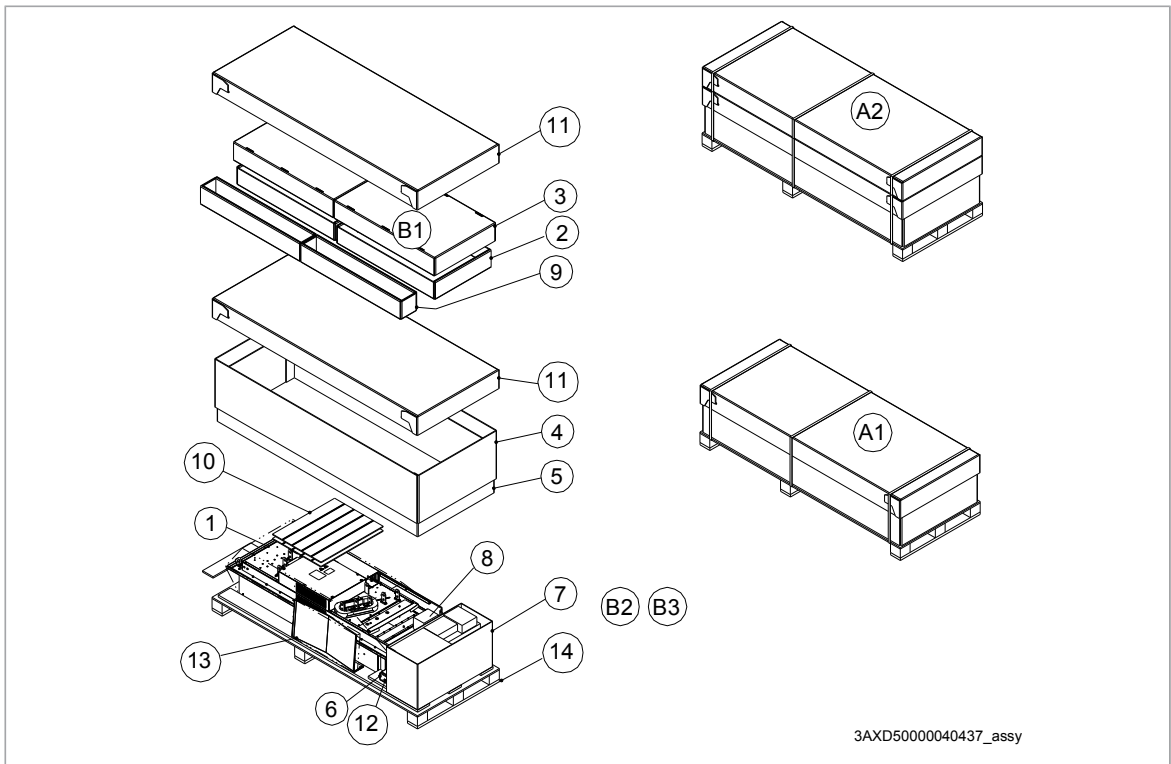
■ **Unpacking**

Unpack the package as follows, see section [Package drawings \(page 55\)](#):

- Cut the bands.
- Lift the top lid. If top boxes (B1) are included, lift them off, and remove the lower lid.
- Lift the inner and outer sheathings.
- Remove the additional boxes and supports.



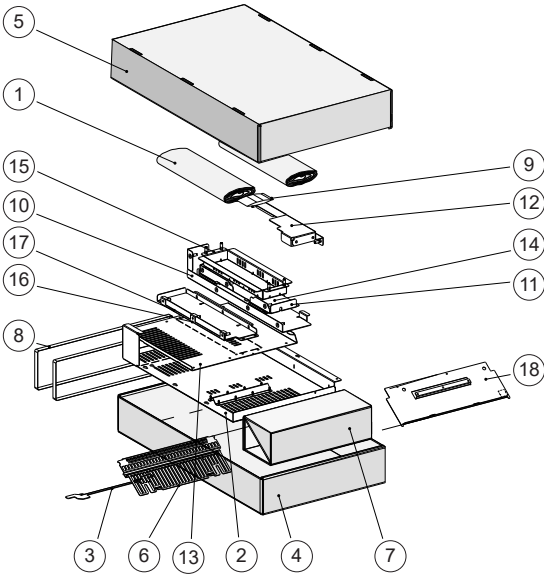
■ Package drawings



A1	Standard drive module package
A2	Package with IP20 shrouds for cabling area (option)
1	Drive module with factory installed options, delivery documents, multilingual residual voltage warning sticker, printed manuals with option +R700.
2	Top box B1 bottom (with option "IP20 shrouds for cabling area"). See below for the box B1 contents.
3	Top box B1 cover
4	Outer sheathing
5	Inner sheathing
6	Accessories box: screw package, spacers for FSO module installation, rubber grommets for control unit cable entry holes in the middle front cover of the drive module.
7	Accessory sleeve containing: <ul style="list-style-type: none"> • external control unit • output cable connection terminal box (B2, see below for the box contents) • input cable connection terminal box (• control panel door mounting kit
8	If all options do not fit in the accessory sleeve, the rest are packed in this space on the drive module
9	Cardboard support tray
10	Cardboard support
11	Cardboard lids
12	Wall mounting brackets with screws for attaching the drive module heatsink by the top and bottom to a mounting plate or wall (option +C217). The brackets bring a gap for cooling air flow and prevent the drive module screws from chafing the plate. See section Attaching the drive module by the heatsink (page 59) .
13	Hood
14	Pallet

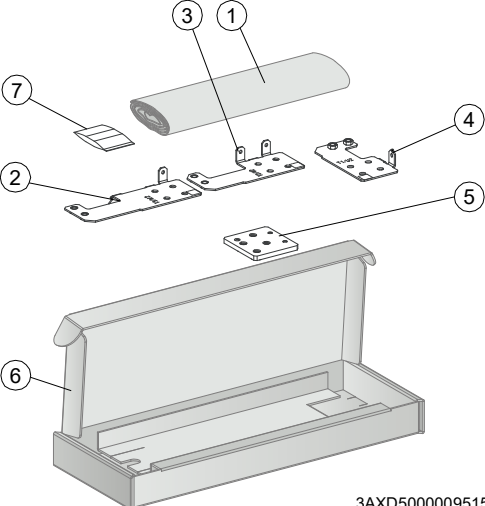


56 Mechanical installation



3AXD5000013807

Box B1 contents (option "IP20 shrouds for covering the input and motor cabling area")	
1	Paper fill
2	Clear plastic shroud for output power cabling
3	Mounting bracket for bottom grille
4	Cardboard box bottom
5	Cardboard box cover
6	Bottom grille
7	Support
8	Straps
9	Screws in a plastic bag
10	Back clear plastic shroud (upper)
11	Back clear plastic shroud (lower)
12	Front clear plastic shroud
13	Clear plastic shroud for input power cabling
14	Top clear plastic shroud
15	Entry clear plastic shroud for side input cabling
16	Clear plastic bottom shroud 1
17	Clear plastic bottom shroud 2
18	Metallic shroud



3AXD5000009515

Box B2 contents (option "Full size output cable connection terminals")	
1	Paper fill
2	Output cable connection terminal T3/W2
3	Output cable connection terminal T2/V2
4	Output cable connection terminal T1/U2
5	Grounding terminal
6	Cardboard box
7	Screws and insulators a plastic bag

Box B3 contents (option "Full size input cable connection terminals and PE busbar")	
1	Metallic shroud with ground bar
2	Paper fill
3	Input cable connection terminal L3/W1
4	Input cable connection terminal L2/V1
5	Input cable connection terminal L1/U1
6	Cardboard box
7	Screws and insulators in a plastic bag

3AXD500009522

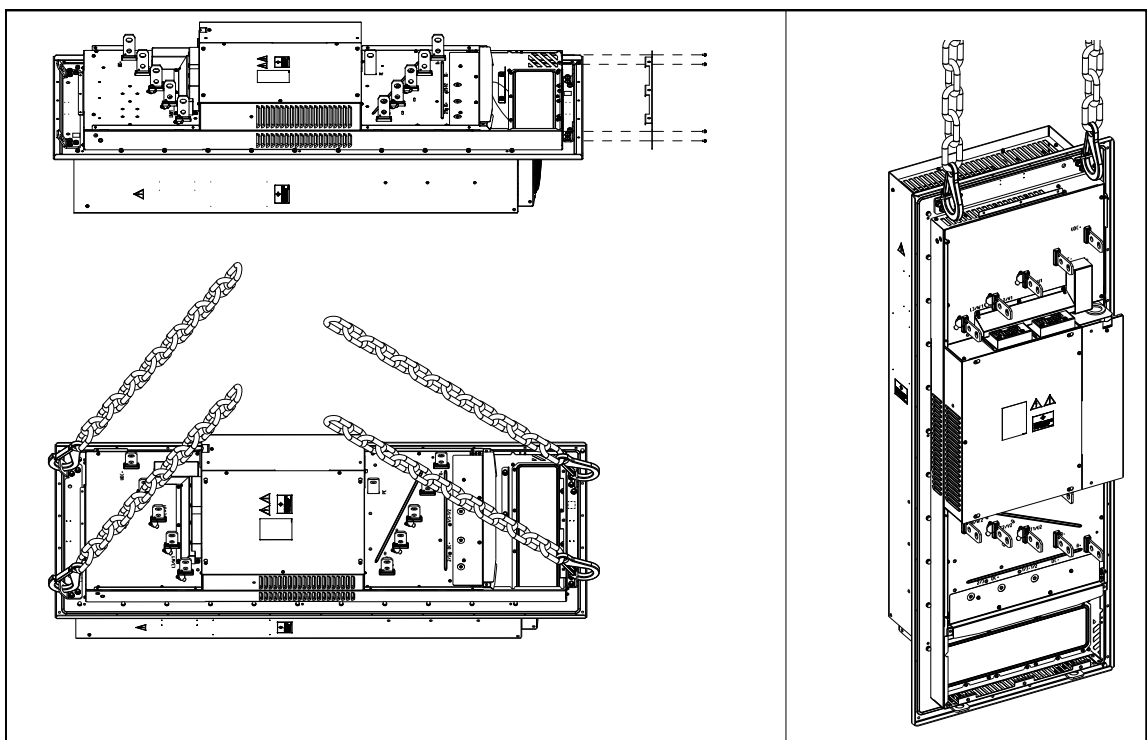
■ Examining the delivery

Make sure that all items listed in section [Moving and unpacking the unit \(page 53\)](#) are present.

Make sure that there are no signs of damage. Before you start the installation and operation, see the information on the type designation label of the drive to make sure that it is of the correct type.

■ Lifting

Insert lifting hooks to the drive module lifting eyes and lift the module to the installation place.

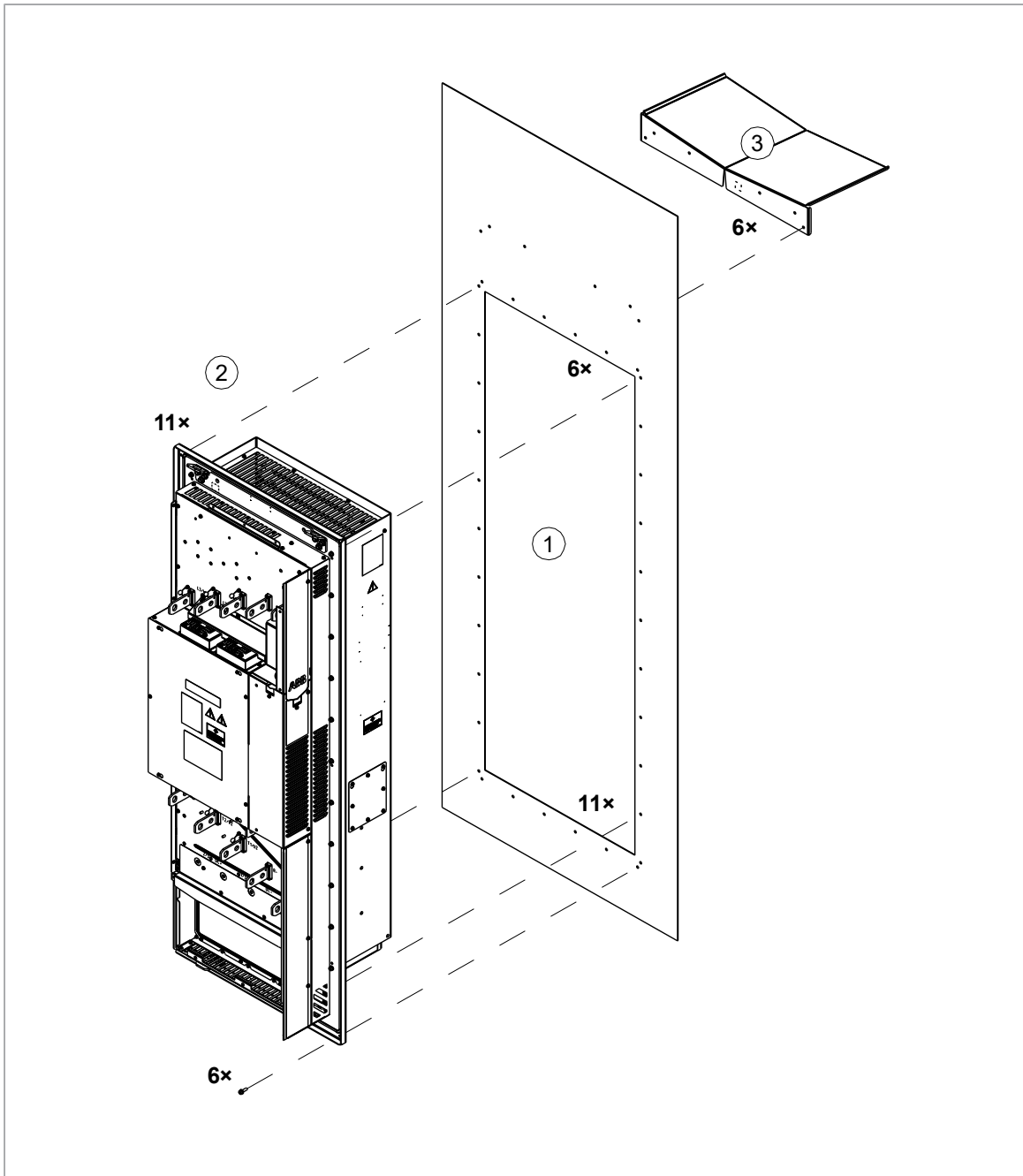


Attaching alternatives

■ Attaching the drive module by the flange

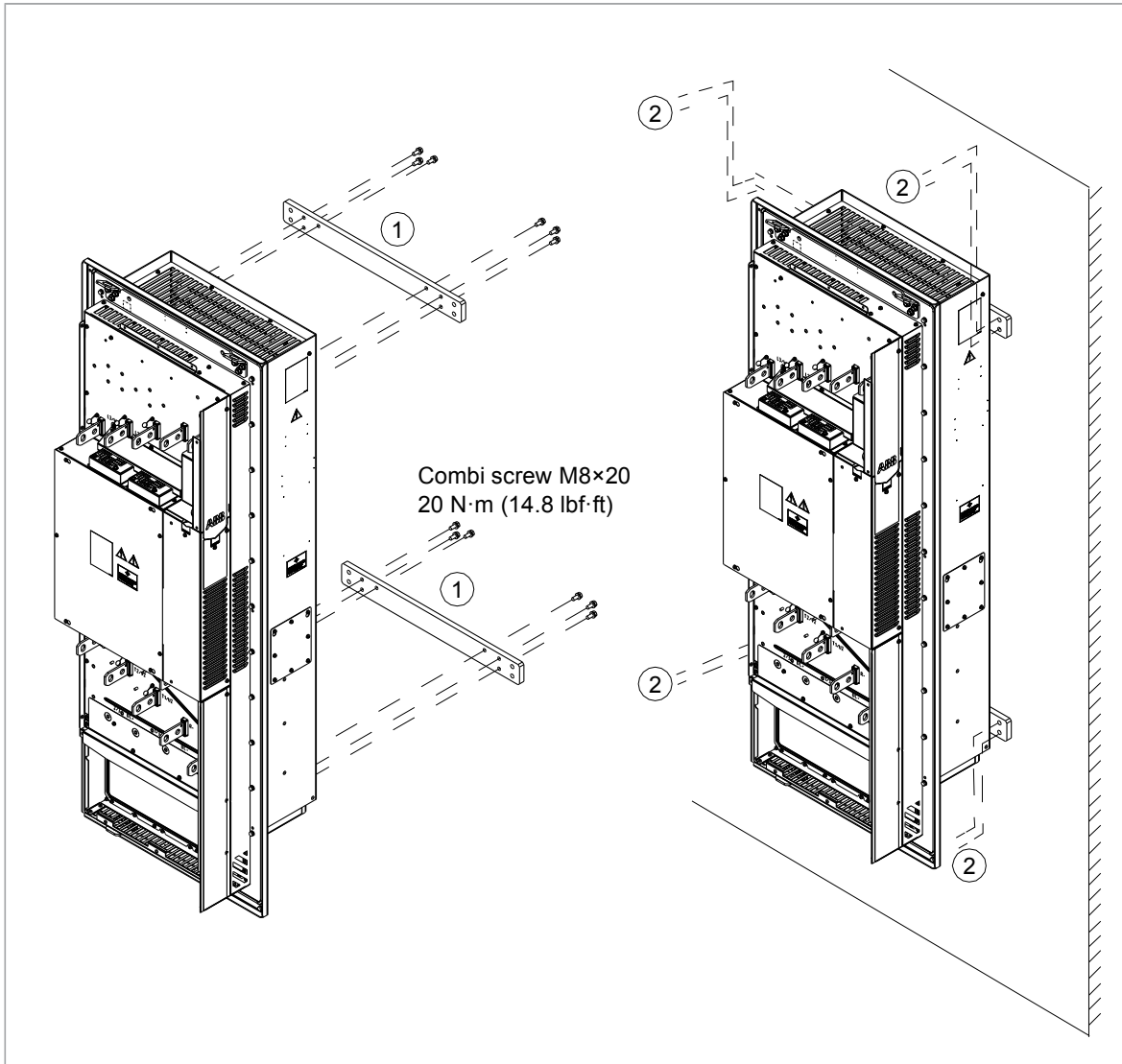
See section [Mounting plate opening \(page 195\)](#) for the mounting point and mounting plate opening dimensions.

1. Make an opening to the mounting plate for the drive module heatsink penetration.
2. Attach the drive module flange to the mounting plate with screws.
3. For UL Type 12 installations and if otherwise needed: Attach the hood.



■ Attaching the drive module by the heatsink

1. Attach the support brackets to the heatsink back.
2. Attach the support brackets to the wall.



Attaching the external control unit

The drive control unit can be attached on a mounting plate or onto a DIN rail.

Connect the fiber optic, power supply and BGDR cables from the drive module to the external control unit before you attach the control unit. See section [Connecting the control unit to the drive module](#) (page 102).

For more information, refer to [UCU-22/23/24/25/26 control units hardware manual \(3AXD50000817726 \[English\]\)](#) or [BCU-02/12/22 control units hardware manual \(3AUA0000113605 \[English\]\)](#).

Attaching the type designation label

The type designation label of the drive module package is delivered with the drive modules. Attach it to the cabinet door.

6

Guidelines for planning the electrical installation

Limitation of liability

The installation must always be designed and made according to applicable local laws and regulations. ABB does not assume any liability whatsoever for any installation which breaches the local laws and/or other regulations. Furthermore, if the recommendations given by ABB are not followed, the drive may experience problems that the warranty does not cover.

■ North America

Installations must be compliant with NFPA 70 (NEC)¹⁾ and/or Canadian Electrical Code (CE) along with state and local codes for your location and application.

¹⁾ National Fire Protection Association 70 (National Electric Code).

Selecting the main supply disconnecting device

You must equip the drive with a main supply disconnecting device which meets the local safety regulations. You must be able to lock the disconnecting device to the open position for installation and maintenance work.

To comply with European Union directives and United Kingdom regulations related to standard EN 60204-1, the disconnecting device must be one of these types:

- switch-disconnector of utilization category AC-23B (IEC 60947-3)
 - disconnector that has an auxiliary contact that in all cases causes switching devices to break the load circuit before the opening of the main contacts of the disconnector (EN 60947-3)
 - circuit-breaker suitable for isolation in accordance with IEC 60947-2.
-

Selecting the main contactor

You can equip the drive with a main contactor.

Follow these guidelines when you select a customer-defined main contactor:

- Dimension the contactor according to the nominal voltage and current of the drive. Also consider the environmental conditions such as surrounding air temperature.
- IEC installations: Select contactor with utilization category AC-1 (number of operations under load) according to IEC 60947-4.
- Consider the application life time requirements.

Examining the compatibility of the motor and drive

Use asynchronous AC induction motors, permanent magnet synchronous motors, AC induction servomotors or ABB synchronous reluctance motors (SynRM motors) with the drive.

Select the motor size and drive type from the rating table on basis of the AC line voltage and motor load. You can find the rating table in the appropriate hardware manual. You can also use the DriveSize PC tool.

Make sure that the motor can be used with an AC drive. See [Requirements tables \(page 62\)](#). For basics of protecting the motor insulation and bearings in drive systems, see [Protecting the motor insulation and bearings \(page 62\)](#).

Note:

- Consult the motor manufacturer before using a motor with nominal voltage that differs from the AC line voltage connected to the drive input.
- The voltage peaks at the motor terminals are relative to the supply voltage of the drive, not to the drive output voltage.

■ Protecting the motor insulation and bearings

The drive employs modern IGBT inverter technology. Regardless of frequency, the drive output comprises pulses of approximately the drive DC bus voltage with a very short rise time. The pulse voltage can almost double at the motor terminals, depending on the attenuation and reflection properties of the motor cable and the terminals. This can cause additional stress on the motor and motor cable insulation.

Modern variable speed drives with their fast rising voltage pulses and high switching frequencies can generate current pulses that flow through the motor bearings. This can gradually erode the bearing races and rolling elements.

du/dt filters protect motor insulation system and reduce bearing currents. Common mode filters mainly reduce bearing currents. Insulated N-end (non-drive end) bearings protect the motor bearings.

■ Requirements tables

These tables show how to select the motor insulation system and when a drive du/dt and common mode filters and insulated N-end (non-drive end) motor bearings are required. Ignoring the requirements or improper installation may shorten motor life or damage the motor bearings and voids the warranty.

Requirements for ABB motors, $P_n < 100$ kW (134 hp)See also [Abbreviations \(page 66\)](#).

Motor type	Nominal AC line voltage	Motor insulation system	Requirement for
			ABB du/dt and common mode filters, insulated N-end motor bearings
			$P_n < 100$ kW and frame size < IEC 315 $P_n < 134$ hp and frame size < NEMA 500
Random-wound M2_, M3_ and M4_	$U_n \leq 500$ V	Standard	-
	500 V < $U_n \leq 600$ V	Standard	+ du/dt
		Reinforced	-
	600 V < $U_n \leq 690$ V (cable length ≤ 150 m)	Reinforced	+ du/dt
600 V < $U_n \leq 690$ V (cable length > 150 m)	Reinforced	-	
Form-wound HX_ and AM_	380 V < $U_n \leq 690$ V	Standard	N/A
Old ¹⁾ form-wound HX_ and modular	380 V < $U_n \leq 690$ V	Check with the motor manufacturer.	+ N + du/dt with voltages over 500 V + CMF
Random-wound HX_ and AM_ ²⁾	0 V < $U_n \leq 500$ V	Enamelled wire with fiber glass taping	+ N + CMF
	500 V < $U_n \leq 690$ V		+ N + du/dt + CMF
HDP	Consult the motor manufacturer.		

1) manufactured before 1.1.1998

2) For motors manufactured before 1.1.1998, check for additional instructions with the motor manufacturer.

Requirements for ABB motors, $P_n \geq 100$ kW (134 hp)See also [Abbreviations](#) (page 66).

Motor type	Nominal AC line voltage	Motor insulation system	Requirement for	
			ABB du/dt and common mode filters, insulated N-end motor bearings	
			$100 \text{ kW} \leq P_n < 350 \text{ kW}$ or $\text{IEC } 315 \leq \text{frame size} < \text{IEC } 400$	$P_n \geq 350 \text{ kW}$ or $\text{frame size} \geq \text{IEC } 400$
			$134 \text{ hp} \leq P_n < 469 \text{ hp}$ or $\text{NEMA } 500 \leq \text{frame size} \leq \text{NEMA } 580$	$P_n \geq 469 \text{ hp}$ or $\text{frame size} > \text{NEMA } 580$
Random-wound M2_, M3_ and M4_	$U_n \leq 500 \text{ V}$	Standard	+ N	+ N + CMF
	$500 \text{ V} < U_n \leq 600 \text{ V}$	Standard	+ N + du/dt	+ N + du/dt + CMF
		Reinforced	+ N	+ N + CMF
	$600 \text{ V} < U_n \leq 690 \text{ V}$ (cable length $\leq 150 \text{ m}$)	Reinforced	+ N + du/dt	+ N + du/dt + CMF
$600 \text{ V} < U_n \leq 690 \text{ V}$ (cable length $> 150 \text{ m}$)	Reinforced	+ N	+ N + CMF	
Form-wound HX_ and AM_	$380 \text{ V} < U_n \leq 690 \text{ V}$	Standard	+ N + CMF	$P_n < 500 \text{ kW}$: + N + CMF
				$P_n \geq 500 \text{ kW}$: + N + du/dt + CMF
Old ¹⁾ form-wound HX_ and modular	$380 \text{ V} < U_n \leq 690 \text{ V}$	Check with the motor manufacturer.	+ N + du/dt with voltages over 500 V + CMF	
Random-wound HX_ and AM_ ²⁾	$0 \text{ V} < U_n \leq 500 \text{ V}$	Enamelled wire with fiber glass taping	+ N + CMF	
	$500 \text{ V} < U_n \leq 690 \text{ V}$		+ N + du/dt + CMF	
HDP	Consult the motor manufacturer.			

1) manufactured before 1.1.1998

2) For motors manufactured before 1.1.1998, check for additional instructions with the motor manufacturer.

Requirements for non-ABB motors, $P_n < 100$ kW (134 hp)See also [Abbreviations \(page 66\)](#).

Motor type	Nominal AC line voltage	Motor insulation system	Requirement for
			ABB du/dt and common mode filters, insulated N-end motor bearings
			$P_n < 100$ kW and frame size < IEC 315
			$P_n < 134$ hp and frame size < NEMA 500
Random-wound and form-wound	$U_n \leq 420$ V	Standard: $\hat{U}_{LL} = 1300$ V	-
	420 V < $U_n \leq 500$ V	Standard: $\hat{U}_{LL} = 1300$ V	+ du/dt
		Reinforced: $\hat{U}_{LL} = 1600$ V, 0.2 μ s rise time	-
	500 V < $U_n \leq 600$ V	Reinforced: $\hat{U}_{LL} = 1600$ V	+ du/dt
		Reinforced: $\hat{U}_{LL} = 1800$ V	-
	600 V < $U_n \leq 690$ V	Reinforced: $\hat{U}_{LL} = 1800$ V	+ du/dt
		Reinforced: $\hat{U}_{LL} = 2000$ V, 0.3 μ s rise time ¹⁾	-

¹⁾ If the intermediate DC circuit voltage of the drive is increased from the nominal level due to long term resistor braking cycles, check with the motor manufacturer if additional output filters are needed.

Requirements for non-ABB motors, $P_n \geq 100$ kW (134 hp)See also [Abbreviations \(page 66\)](#).

Motor type	Nominal AC line voltage	Motor insulation system	Requirement for	
			ABB du/dt and common mode filters, insulated N-end motor bearings	
			$100 \text{ kW} \leq P_n < 350 \text{ kW}$ or $\text{IEC } 315 \leq \text{frame size} < \text{IEC } 400$	$P_n \geq 350 \text{ kW}$ or $\text{frame size} \geq \text{IEC } 400$
			$134 \text{ hp} \leq P_n < 469 \text{ hp}$ or $\text{NEMA } 500 \leq \text{frame size} \leq \text{NEMA } 580$	$P_n \geq 469 \text{ hp}$ or $\text{frame size} > \text{NEMA } 580$
Random-wound and form-wound	$U_n \leq 420 \text{ V}$	Standard: $\hat{U}_{LL} = 1300 \text{ V}$	+ N or CMF	+ N + CMF
	$420 \text{ V} < U_n \leq 500 \text{ V}$	Standard: $\hat{U}_{LL} = 1300 \text{ V}$	+ du/dt + (N or CMF)	+ N + du/dt + CMF
		Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$, 0.2 μs rise time	+ N or CMF	+ N + CMF
	$500 \text{ V} < U_n \leq 600 \text{ V}$	Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$	+ du/dt + (N or CMF)	+ N + du/dt + CMF
		Reinforced: $\hat{U}_{LL} = 1800 \text{ V}$	+ N or CMF	+ N + CMF
	$600 \text{ V} < U_n \leq 690 \text{ V}$	Reinforced: $\hat{U}_{LL} = 1800 \text{ V}$	+ du/dt + N	+ N + du/dt + CMF
		Reinforced: $\hat{U}_{LL} = 2000 \text{ V}$, 0.3 μs rise time ¹⁾	+ N + CMF	+ N + CMF

¹⁾ If the intermediate DC circuit voltage of the drive is increased from the nominal level due to long term resistor braking cycles, check with the motor manufacturer if additional output filters are needed.

Abbreviations

Abbr.	Definition
U_n	Nominal AC line voltage
\hat{U}_{LL}	Peak line-to-line voltage at motor terminals which the motor insulation must withstand
P_n	Motor nominal power
du/dt	du/dt filter at the output of the drive
CMF	Common mode filter of the drive
N	N-end bearing: insulated motor non-drive end bearing
n.a.	Motors of this power range are not available as standard units. Consult the motor manufacturer.

Availability of du/dt filter and common mode filter by drive type

Product type	Availability of du/dt filter	Availability of common mode filter (CMF)
ACS880-04FXT	Ordered separately, see du/dt filters (page 227)	+E208 as standard

Additional requirements for explosion-safe (EX) motors

If you use an explosion-safe (EX) motor, obey the rules in the requirements table above. In addition, consult the motor manufacturer for any further requirements.

Additional requirements for ABB motors of types other than M2_, M3_, M4_, HX_ and AM_

Use the selection criteria given for non-ABB motors.

Additional requirements for braking applications

When the motor brakes the machinery, the intermediate circuit DC voltage of the drive increases, the effect being similar to the motor supply voltage increasing by up to 20 percent. Consider this voltage increase when specifying the motor insulation requirements if the motor will be braking a large part of its operation time.

Example: Motor insulation requirement for a 400 V AC line voltage application must be selected as if the drive were supplied with 480 V.

Additional requirements for ABB high-output and IP23 motors

The rated output power of high output motors is higher than what is stated for the particular frame size in EN 50347 (2001).

This table shows the requirements for protecting the motor insulation and bearings in drive systems for ABB random-wound motor series (for example, M3AA, M3AP and M3BP).

Nominal AC supply voltage	Requirement for			
	Motor insulation system	ABB du/dt and common mode filters, insulated N-end motor bearings		
		$P_n < 100 \text{ kW}$	$100 \text{ kW} \leq P_n < 200 \text{ kW}$	$P_n \geq 200 \text{ kW}$
		$P_n < 140 \text{ hp}$	$140 \text{ hp} \leq P_n < 268 \text{ hp}$	$P_n \geq 268 \text{ hp}$
$U_n \leq 500 \text{ V}$	Standard	-	+ N	+ N + CMF
$500 \text{ V} < U_n \leq 600 \text{ V}$	Standard	+ du/dt	+ du/dt + N	+ du/dt + N + CMF
	Reinforced	-	+ N	+ N + CMF
$600 \text{ V} < U_n \leq 690 \text{ V}$	Reinforced	+ du/dt	+ du/dt + N	+ du/dt + N + CMF

Additional requirements for non-ABB high-output and IP23 motors

The rated output power of high-output motors is higher than what is stated for the particular frame size in EN 50347 (2001).

If you plan to use a non-ABB high-output motor or an IP23 motor, consider these additional requirements for protecting the motor insulation and bearings in drive systems:

68 Guidelines for planning the electrical installation

- If motor power is below 350 kW: Equip the drive and/or motor with the filters and/or bearings according to the table below.
- If motor power is above 350 kW: Consult the motor manufacturer.

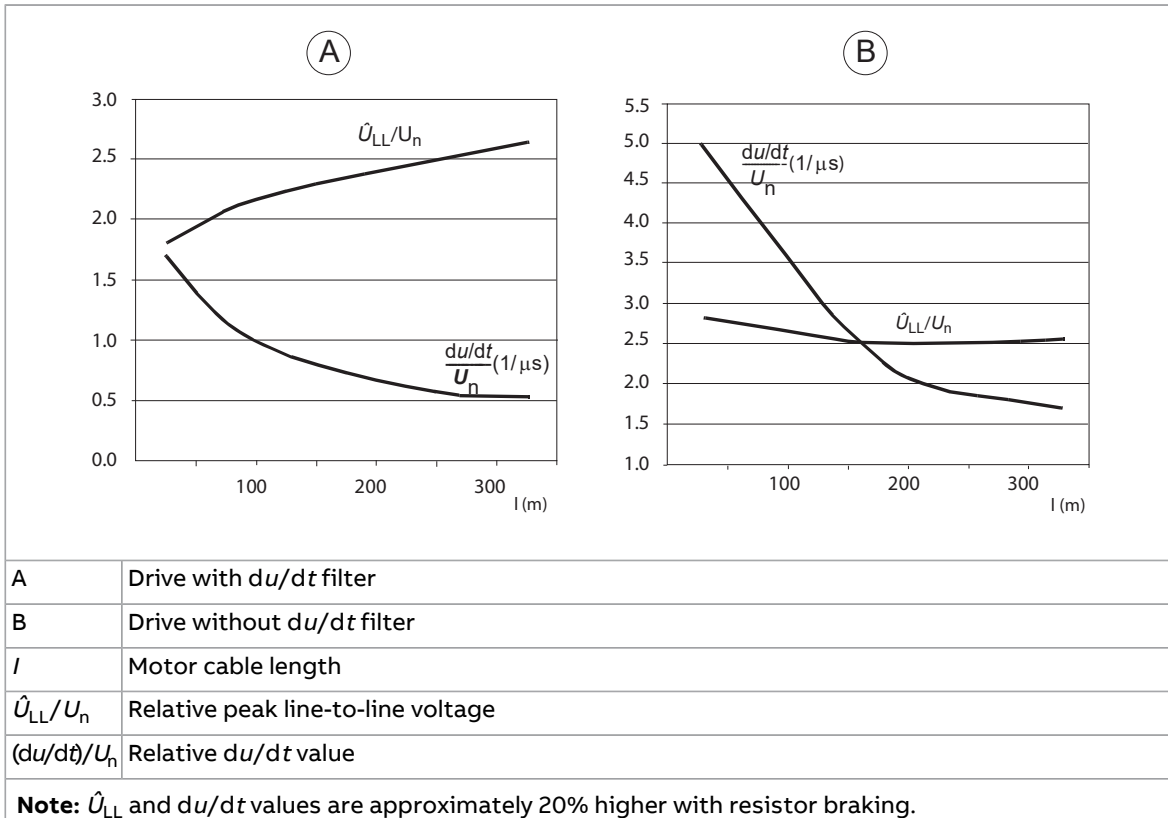
Nominal AC supply voltage	Motor insulation system	Requirement for	
		ABB du/dt and common mode filters, insulated N-end motor bearings	
		$P_n < 100 \text{ kW}$ or frame size < IEC 315	$100 \text{ kW} < P_n < 350 \text{ kW}$ or IEC 315 < frame size < IEC 400
		$P_n < 134 \text{ hp}$ or frame size < NEMA 500	$134 \text{ hp} < P_n < 469 \text{ hp}$ or NEMA 500 < frame size < NEMA 580
$U_n \leq 420 \text{ V}$	Standard: $\hat{U}_{LL} = 1300 \text{ V}$	+ N or CMF	+ N or CMF
$420 \text{ V} < U_n < 500 \text{ V}$	Standard: $\hat{U}_{LL} = 1300 \text{ V}$	+ du/dt + (N or CMF)	+ N + du/dt + CMF
	Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$, 0.2 microsecond rise time	+ N or CMF	+ N or CMF
$500 \text{ V} < U_n \leq 600 \text{ V}$	Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$	+ du/dt + (N or CMF)	+ N + du/dt + CMF
	Reinforced: $\hat{U}_{LL} = 1800 \text{ V}$	+ N or CMF	+ N + CMF
$600 \text{ V} < U_n \leq 690 \text{ V}$	Reinforced: $\hat{U}_{LL} = 1800 \text{ V}$	+ N + du/dt	+ N + du/dt + CMF
	Reinforced: $\hat{U}_{LL} = 2000 \text{ V}$, 0.3 microsecond rise time ¹⁾	+ N + CMF	+ N + CMF

¹⁾ If the intermediate DC circuit voltage of the drive is increased from the nominal level due to long term resistor braking cycles, check with the motor manufacturer if additional output filters are needed.

Additional data for calculating the rise time and the peak line-to-line voltage

The diagrams below show the relative peak line-to-line voltage and rate of change of voltage as a function of the motor cable length. If you need to calculate the actual peak voltage and voltage rise time considering the actual cable length, proceed as follows:

- Peak line-to-line voltage: Read the relative \hat{U}_{LL}/U_n value from the diagram below and multiply it by the nominal supply voltage (U_n).
- Voltage rise time: Read the relative values \hat{U}_{LL}/U_n and $(du/dt)/U_n$ from the diagram below. Multiply the values by the nominal supply voltage (U_n) and substitute into equation $t = 0.8 \cdot \hat{U}_{LL}/(du/dt)$.



Additional note for sine filters

A sine filter also protects the motor insulation system. The peak phase-to-phase voltage with a sine filter is approximately $1.5 \cdot U_n$.

Selecting the power cables

■ General guidelines

Select the input power and motor cables according to local regulations.

- **Current:** Select a cable capable of carrying the maximum load current and suitable for the prospective short-circuit current provided by the supply network. The method of installation and ambient temperature affect the cable current carrying capacity. Obey local regulations and laws.
- **Temperature:** For an IEC installation, select a cable rated for at least 70 °C (158 °F) maximum permissible temperature of conductor in continuous use. For North America, select a cable rated for at least 75 °C (167 °F).
Important: For certain product types or option configurations higher temperature rating may be required. See the technical data for details.
- **Voltage:** 600 V AC cable is accepted for up to 500 V AC. 750 V AC cable is accepted for up to 600 V AC. 1000 V AC cable is accepted for up to 690 V AC.

To comply with the EMC requirements of the CE mark, use one of the preferred cable types. See [Preferred power cable types \(page 70\)](#).

Symmetrical shielded cable reduces electromagnetic emission of the whole drive system as well as the stress on motor insulation, bearing currents and wear.

Metal conduit reduces electromagnetic emission of the whole drive system.

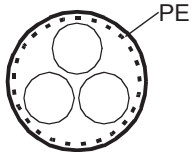
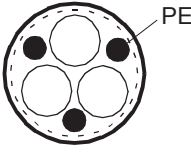
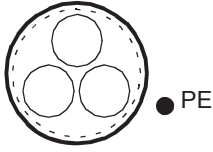
■ **Typical power cable sizes**

See the technical data.

■ **Power cable types**


Preferred power cable types

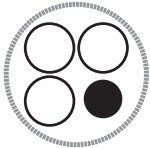
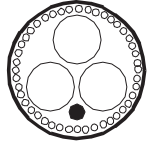
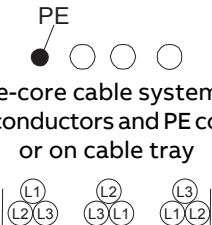

This section shows the preferred cable types. Make sure that the selected cable type also complies with local/state/country electrical codes.

Cable type	Use as input power cabling	Use as motor cabling and as brake resistor cabling
 <p>Symmetrical shielded (or armored) cable with three phase conductors and concentric PE conductor as shield (or armor)</p>	Yes	Yes
 <p>Symmetrical shielded (or armored) cable with three phase conductors and symmetrically constructed PE conductor and a shield (or armor)</p>	Yes	Yes
 <p>Symmetrical shielded (or armored) cable with three phase conductors and a shield (or armor), and separate PE conductor/cable¹⁾</p>	Yes	Yes

¹⁾ A separate PE conductor is required if the conductivity of the shield (or armor) is not sufficient for the PE use.


Alternate power cable types

Cable type	Use as input power cabling	Use as motor cabling and as brake resistor cabling
 <p>Four-conductor cable in plastic jacket (three phase conductors and PE)</p>	Yes with phase conductor smaller than 10 mm ² (8 AWG) Cu.	Yes with phase conductor smaller than 10 mm ² (8 AWG) Cu, or motors up to 30 kW (40 hp). Note: Shielded or armored cable, or cabling in metal conduit is always recommended to minimize radio frequency interference.

Cable type	Use as input power cabling	Use as motor cabling and as brake resistor cabling
 <p>Four-conductor armored cable (three phase conductors and PE)</p>	Yes	Yes with phase conductor smaller than 10 mm ² (8 AWG) Cu, or motors up to 30 kW (40 hp)
 <p>Shielded (Al/Cu shield or armor)¹⁾ four-conductor cable (three phase conductors and a PE)</p>	Yes	Yes with motors up to 100 kW (135 hp). A potential equalization between the frames of motor and driven equipment is required.
 <p>A single-core cable system: three phase conductors and PE conductor on cable tray</p> <p>Preferable cable arrangement to avoid voltage or current imbalance between the phases</p>	Yes  WARNING! If you use unshielded single-core cables in an IT network, make sure that the non-conductive outer sheath (jacket) of the cables have good contact with a properly grounded conductive surface. For example, install the cables on a properly grounded cable tray. Otherwise voltage may become present on the non-conductive outer sheath of the cables, and there is even a risk of an electric shock.	No

¹⁾ Armor may act as an EMC shield, as long as it provides the same performance as a concentric EMC shield of a shielded cable. To be effective at high frequencies, the shield conductivity must be at least 1/10 of the phase conductor conductivity. The effectiveness of the shield can be evaluated based on the shield inductance, which must be low and only slightly dependent on frequency. The requirements are easily met with a copper or aluminum shield/armor. The cross-section of a steel shield must be ample and the shield helix must have a low gradient. A galvanized steel shield has a better high-frequency conductivity than a non-galvanized steel shield.

Not allowed power cable types

Cable type	Use as input power cabling	Use as motor cabling and as brake resistor cabling
 <p>Symmetrical shielded cable with individual shields for each phase conductor</p>	No	No

■ **Additional guidelines – North America**

ABB recommends the use of metallic conduit for power wiring. ABB also recommends the use of symmetrical shielded VFD cable between drive and motor(s).

This table shows examples of methods for wiring the drive. Refer to NFPA 70 (NEC) along with state and local codes for the appropriate methods for your application.

Wiring method	Notes
Conduit - Metallic ^{1) 2)}	
Electrical metallic tubing: Type EMT	Prefer symmetrical shielded VFD cable. Use separate conduit run for each motor. Do not run input power wiring and motor wiring in the same conduit.
Rigid metal conduit: Type RMC	
Liquid-tight flexible metal electrical conduit: Type LFMC	
Conduit - Non-metallic ^{2) 3)}	
Liquid-tight flexible non-metallic conduit: Type LFNC	Prefer symmetrical shielded VFD cable. Use separate conduit run for each motor. Do not run input power wiring and motor wiring in the same conduit.
Wireways ²⁾	
Metallic	Prefer symmetrical shielded VFD cable. Separate motor wiring from input power wiring and other low voltage wiring. Do not run outputs of multiple drives parallel. Bundle each cable (wiring) together and use separators where possible.
Free air ²⁾	
Enclosures, air handlers, etc.	Prefer symmetrical shielded VFD cable. Allowed internally in enclosures when in accordance with UL.

¹⁾ Metallic conduit may be used as an additional ground path, provided this path is a solid path capable of handling ground currents.

²⁾ See NFPA 70 (NEC), UL, and local codes for your application.

³⁾ Non-metallic conduit use underground is allowed; however, these installations inherently have an increased chance for nuisance problems due to the potential for water/moisture in the conduit. Water/moisture in the conduit increases the likelihood of VFD faults or warnings. Proper installation is required to make sure there is no intrusion of water/moisture.

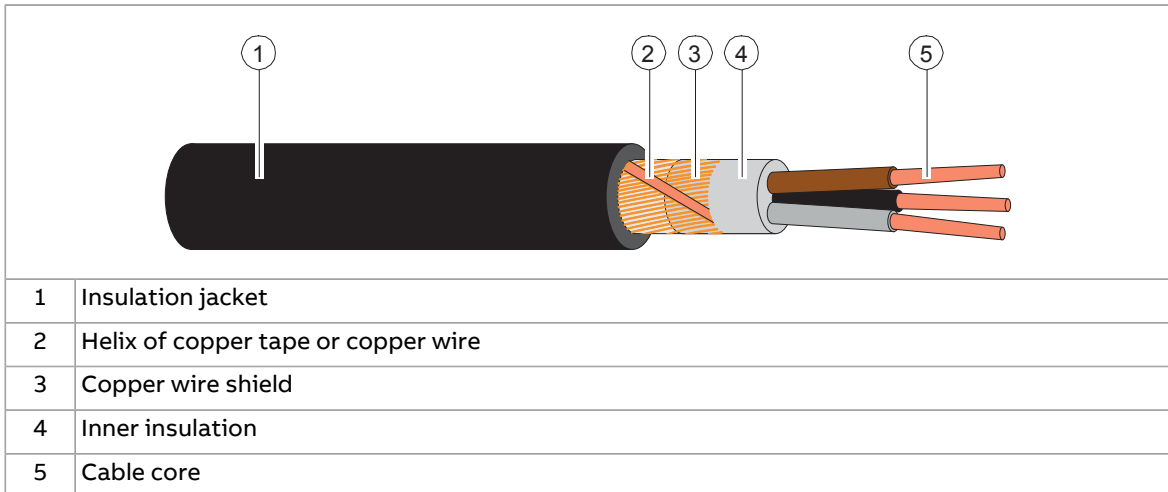
Metal conduit

Couple separate parts of a metal conduit together: bridge the joints with a ground conductor bonded to the conduit on each side of the joint. Also bond the conduits to the drive enclosure and motor frame. Use separate conduits for input power, motor, brake resistor, and control wiring. Do not run motor wiring from more than one drive in the same conduit.

■ Power cable shield

If the cable shield is used as the sole protective earth (PE) conductor, make sure that its conductivity agrees with the PE conductor requirements.

To effectively suppress radiated and conducted radio-frequency emissions, the cable shield conductivity must be at least 1/10 of the phase conductor conductivity. The requirements are easily met with a copper or aluminum shield. The minimum requirement of the motor cable shield of the drive is shown below. It consists of a concentric layer of copper wires with an open helix of copper tape or copper wire. The better and tighter the shield, the lower the emission level and bearing currents.



Grounding requirements

This section gives general requirements for grounding the drive. When you plan the grounding of the drive, obey all the applicable national and local regulations.

The conductivity of the protective earth conductor(s) must be sufficient.

Unless local wiring regulations state otherwise, the cross-sectional area of the protective earth conductor must agree with the conditions that require automatic disconnection of the supply required in 411.3.2 of IEC 60364-4-41:2005 and be capable of withstanding the prospective fault current during the disconnection time of the protective device. The cross-sectional area of the protective earth conductor must be selected from the table below or calculated according to 543.1 of IEC 60364-5-54.

The table shows the minimum cross-sectional area of the protective earth conductor related to the phase conductor size according to IEC/UL 61800-5-1 when the phase conductor(s) and the protective earth conductor are made of the same metal. If they are different metals, the cross-sectional area of the protective earth conductor must be determined in a manner which produces a conductance equivalent to that which results from the application of this table.

Cross-sectional area of the phase conductors S (mm ²)	Minimum cross-sectional area of the corresponding protective earth conductor S_p (mm ²)
$S \leq 16$	S ¹⁾
$16 < S \leq 35$	16
$35 < S$	$S/2$

¹⁾ For the minimum conductor size in IEC installations, refer to [Additional grounding requirements – IEC](#).

If the protective earth conductor is not part of the input power cable or input power cable enclosure, the minimum permitted cross-sectional area is:

- 2.5 mm² if the conductor is mechanically protected,
or
- 4 mm² if the conductor is not mechanically protected. If the equipment is cord-connected, the protective earth conductor must be the last conductor to be interrupted if there is a failure in the strain relief mechanism.

■ Additional grounding requirements – IEC

This section gives grounding requirements according to standard IEC/EN 61800-5-1.

Because the normal touch current of the drive is more than 3.5 mA AC or 10 mA DC:

- the minimum size of the protective earth conductor must comply with the local safety regulations for high protective earth conductor current equipment, and
- you must use one of these connection methods:
 1. a fixed connection and:
 - a protective earth conductor with a minimum cross-sectional area of 10 mm² Cu or 16 mm² Al (as an alternative when aluminum cables are permitted),
or
 - a second protective earth conductor of the same cross-sectional area as the original protective earth conductor,
or
 - a device that automatically disconnects the supply if the protective earth conductor is damaged.
 2. a connection with an industrial connector according to IEC 60309 and a minimum protective earth conductor cross-section of 2.5 mm² as part of a multi-conductor power cable. Sufficient strain relief must be provided.

If the protective earth conductor is routed through a plug and socket, or similar means of disconnection, it must not be possible to disconnect it unless power is simultaneously removed.

Note: You can use power cable shields as protective earth conductors only when their conductivity is sufficient.

■ Additional grounding requirements – UL (NEC)

This section gives grounding requirements according to standard UL 61800-5-1.

The protective earth conductor must be sized as specified in Article 250.122 and table 250.122 of the National Electric Code, ANSI/NFPA 70.

For cord-connected equipment, it must not be possible to disconnect the protective earth conductor before power is removed.

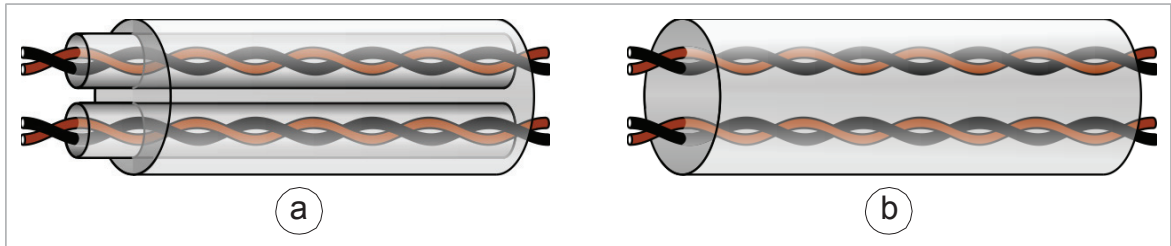
Selecting the control cables

■ Shielding

Only use shielded control cables.

Use a double-shielded twisted pair cable for analog signals. ABB recommends this type of cable also for the pulse encoder signals. Use one individually shielded pair for each signal. Do not use common return for different analog signals.

A double-shielded cable (a) is the best alternative for low-voltage digital signals, but single-shielded (b) twisted pair cable is also acceptable.



■ Signals in separate cables

Run analog and digital signals in separate, shielded cables. Do not mix 24 V DC and 115/230 V AC signals in the same cable.

■ Signals that can be run in the same cable

If their voltage does not exceed 48 V, relay-controlled signals can be run in the same cables as digital input signals. The relay-controlled signals should be run as twisted pairs.

■ Relay cable

The cable type with braided metallic shield (for example ÖLFLEX by LAPPKABEL, Germany) has been tested and approved by ABB.

■ Control panel to drive cable

Use EIA-485, Cat 5e (or better) cable with male RJ45 connectors. The maximum length of the cable is 100 m (328 ft).

■ PC tool cable

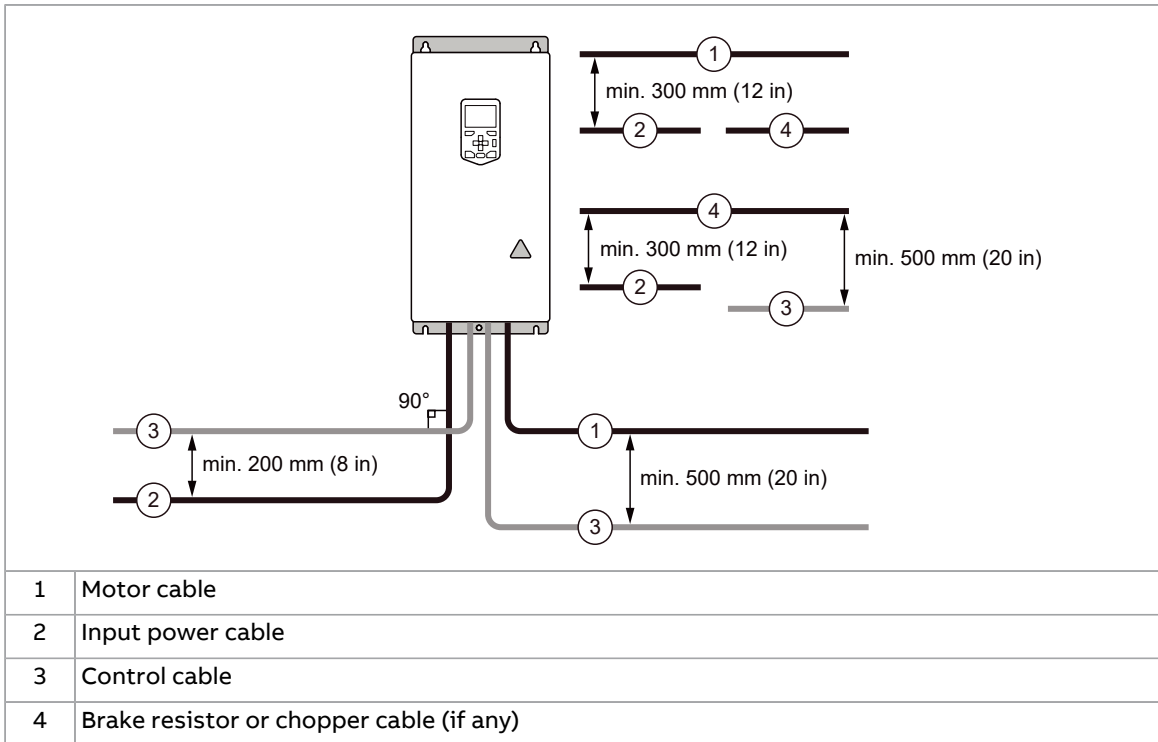
Connect the Drive Composer PC tool to the drive through the USB port of the control panel. Use a USB Type A (PC) - Type Mini-B (control panel) cable. The maximum length of the cable is 3 m (9.8 ft).

Routing the cables

■ General guidelines – IEC

- Route the motor cable away from other cables. Motor cables of several drives can be run in parallel installed next to each other.
- Install the motor cable, input power cable and control cables on separate trays.
- Avoid long parallel runs of motor cables with other cables.
- Where control cables must cross power cables, make sure that they are arranged at an angle as near to 90 degrees as possible.
- Do not run extra cables through the drive.
- Make sure that the cable trays have good electrical bonding to each other and to the grounding electrodes. Aluminum tray systems can be used to improve local equalizing of potential.

The following figure illustrates the cable routing guidelines with an example drive.

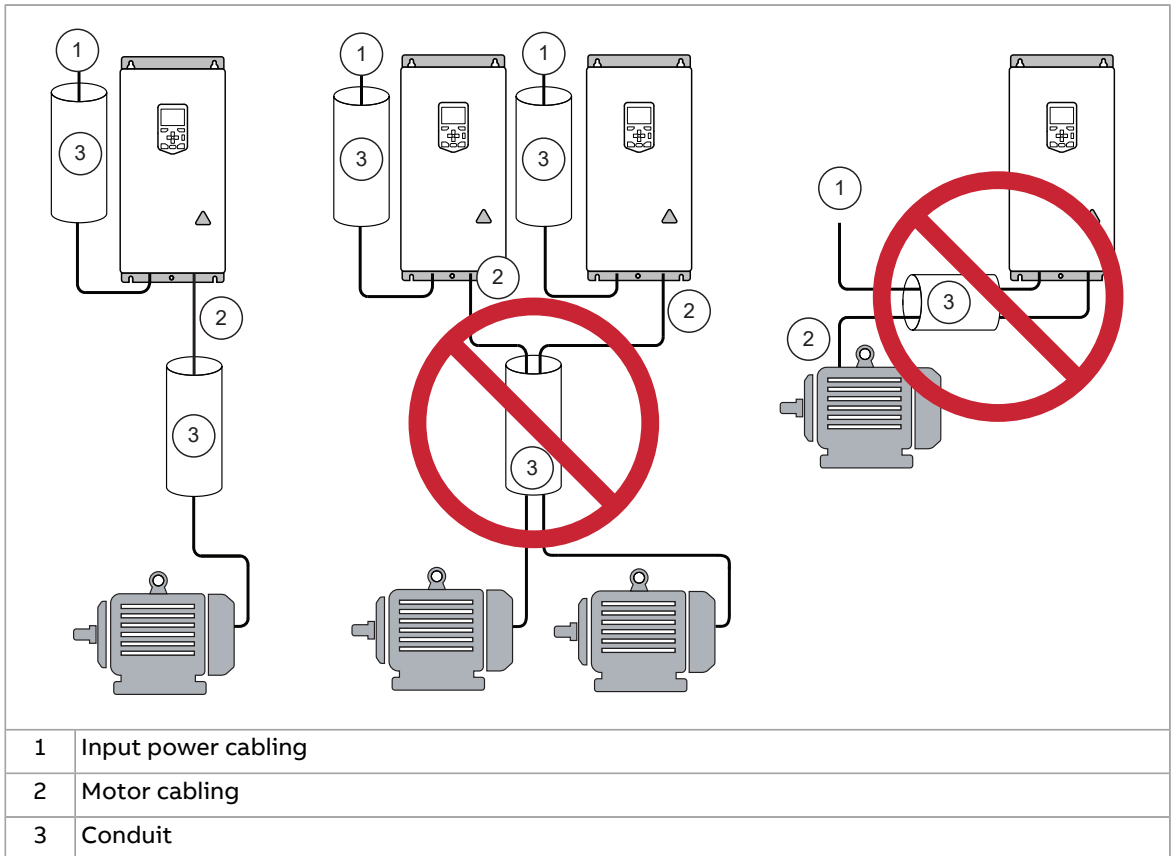


■ **General guidelines – North America**

Make sure that the installation is in accordance with national and local codes. Obey these general guidelines:

- Use separate conduits for the input power, motor, brake resistor (optional), and control cabling.
- Use separate conduit for each motor cabling.

The following figure illustrates the cable routing guidelines with an example drive.



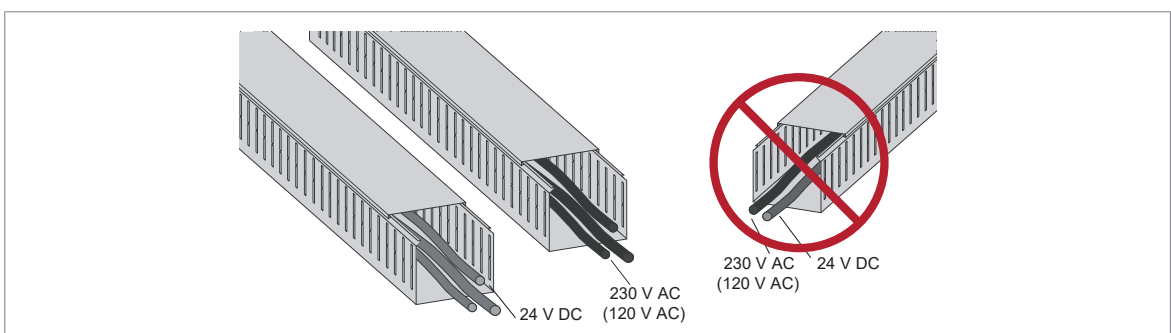
■ **Continuous motor cable shield/conduit and metal enclosure for equipment on the motor cable**

To minimize the emission level when safety switches, contactors, connection boxes or similar equipment are installed on the motor cable between the drive and the motor:

- Install the equipment in a metal enclosure.
- Use either a symmetrical shielded cable, or install the cabling in a metal conduit.
- Make sure that there is a good and continuous galvanic connection in the shield/conduit between drive and motor.
- Connect the shield/conduit to the protective ground terminal of the drive and the motor.

■ **Separate control cable ducts**

Put 24 V DC and 230 V AC (120 V AC) control cables in separate ducts, unless the 24 V DC cable is insulated for 230 V AC (120 V AC) or insulated with an insulation sleeving for 230 V AC (120 V AC).



Implementing motor and motor cable short-circuit and thermal overload protection

■ Protecting the motor and motor cable in short-circuits

The drive protects the motor cable and motor in a short-circuit situation when:

- the motor cable is sized correctly
- the motor cable type complies with the motor cable selection guidelines by ABB
- the cable length does not exceed the allowed maximum length specified for the drive
- the setting of parameter 99.10 Motor nominal power in the drive is equal with the value given on the motor rating plate.

The electronic power output short-circuit protection circuitry meets the requirements of IEC 60364-4-41:2005 + AMD1:2017.

■ Protecting the motor cables against thermal overload

The drive protects the motor cables against thermal overload when the cables are sized according to the nominal output current of the drive. No additional thermal protection devices are needed.



WARNING!

If the drive is connected to multiple motors, use a separate overload protection for each motor cable and motor. The drive overload protection is tuned for the total motor load. It may not detect an overload in one motor circuit only.

North America: The local code (NEC) requires an overload protection and a short-circuit protection for each motor circuit. Use, for example:

- manual motor protector
- circuit breaker, contactor and overload relay or
- fuses, contactor and overload relay.

■ Protecting the motor against thermal overload

According to regulations, the motor must be protected against thermal overload and the current must be switched off when overload is detected. The drive includes a motor thermal protection function that protects the motor and switches off the current when necessary. Depending on a drive parameter value, the function either monitors a calculated temperature value (based on a motor thermal model) or an actual temperature indication given by motor temperature sensors.

The motor thermal protection model supports thermal memory retention and speed sensitivity. The user can tune the thermal model further by feeding in additional motor and load data.

The most common temperature sensor types are PTC or Pt100.

For more information, see the firmware manual.

■ Protecting the motor against overload without thermal model or temperature sensors

Motor overload protection protects the motor against overload without using motor thermal model or temperature sensors.

Motor overload protection is required and specified by multiple standards including the US National Electric Code (NEC) and the common UL/IEC 61800-5-1 standard in conjunction with UL/IEC 60947-4-1. The standards allow for motor overload protection without external temperature sensors.

The protection feature of the drive allows the user to specify the class of operation in the same manner as the overload relays are specified in standards UL/IEC 60947-4-1 and NEMA ICS 2.

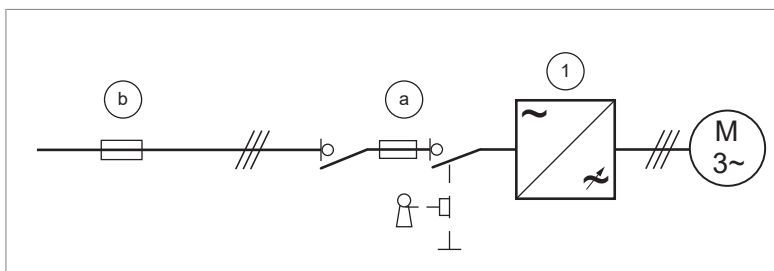
The motor overload protection supports thermal memory retention and speed sensitivity.

For more information, see drive firmware manual.

Protecting the drive and input cable in short-circuits and against thermal overload

■ Protecting the drive and the input power cable in short-circuits

Protect the drive (1) with fuses (a) and the input cable with fuses (b) or a circuit breaker.



Equip the fuses with blown fuse indicators (microswitches) for stopping the drive. For instructions, see [Wiring the microswitches of the fuses \(page 104\)](#).

Select the fuses or the circuit breaker according to local regulations for the input cable protection. Select the fuses for the drive according to the instructions given in the technical data. The fuses for the drive protection will restrict drive damage and prevent damage to adjoining equipment in case of a short-circuit inside the drive.

The protective characteristics of circuit breakers depend on the type, construction and settings of the breakers. There are also limitations pertaining to the short-circuit capacity of the supply network. Your local ABB representative can help you in selecting the breaker type when the supply network characteristics are known.

Note: Circuit breakers must not be used without fuses.



WARNING!

Due to the inherent operating principle and construction of circuit breakers, independent of the manufacturer, hot ionized gases can escape from the breaker enclosure in case of a short-circuit. To ensure safe use, pay special attention to the installation and placement of the breakers. Obey the manufacturer's instructions.

Implementing a motor temperature sensor connection



WARNING!

IEC 61800-5-1 requires double or reinforced insulation between live parts and accessible parts when:

- the accessible parts are not conductive, or
- the accessible parts are conductive, but not connected to the protective earth.

Obey this requirement when you plan the connection of the motor temperature sensor to the drive.

You have these implementation alternatives:

1. If there is double or reinforced insulation between the sensor and the live parts of the motor: You can connect the sensor directly to the analog/digital input(s) of the drive. See the control cable connection instructions. Make sure that the voltage is not more than the maximum allowed voltage over the sensor.
2. If there is basic insulation between the sensor and the live parts of the motor, or if the insulation type is not known: You can connect the sensor to the drive via an option module. The sensor and the module must form a double or reinforced insulation between the motor live parts and the drive control unit. See [Connecting a motor temperature sensor to the drive through an option module \(page 80\)](#). Make sure that the voltage does not exceed the maximum allowed voltage over the sensor.
3. If there is basic insulation between the sensor and the live parts of the motor, or if the insulation type is not known: You can connect a sensor to a digital input of the drive via an external relay. The sensor and the relay must form a double or reinforced insulation between the motor's live parts and the digital input of the drive. Make sure that the voltage does not exceed the maximum allowed voltage over the sensor.

■ **Connecting a motor temperature sensor to the drive through an option module**

This table shows:

- option module types that you can use for the motor temperature sensor connection
 - insulation or isolation level that each option module forms between its temperature sensor connector and other connectors
 - temperature sensor types that you can connect to each option module
 - temperature sensor insulation requirement in order to form, together with the insulation of the option module, a reinforced insulation between the motor live parts and the drive control unit.
-

Option module		Temperature sensor type			Temperature sensor insulation requirement
Type	Insulation/Isolation	PTC	KTY	Pt100, Pt1000	
FIO-11	Galvanic isolation between sensor connector and drive control unit connector. No isolation between sensor connector and other I/O connectors.	x	x	x	Reinforced insulation
FEN-01	Galvanic isolation between sensor connector and drive control unit connector. No isolation between sensor connector and TTL encoder emulation output.	x	-	-	Reinforced insulation
FEN-11	Galvanic isolation between sensor connector and drive control unit connector. No isolation between sensor connector and TTL encoder emulation output.	x	x	-	Reinforced insulation
FEN-21	Galvanic isolation between sensor connector and drive control unit connector. No isolation between sensor connector and TTL encoder emulation output.	x	x	-	Reinforced insulation
FEN-31	Galvanic isolation between sensor connector and drive control unit connector. No isolation between sensor connector and other connectors.	x	x	-	Reinforced insulation
FAIO-01	Basic insulation between sensor connector and drive control unit connector. No insulation between sensor connector and other I/O connectors.	x	x	x	Reinforced or basic insulation. With basic insulation, the other I/O connectors of the option module must be kept disconnected.
FPTC-01/02 ¹⁾	Reinforced insulation between sensor connector and other connectors (including drive control unit connector).	x	-	-	No special requirement

¹⁾ Suitable for use in safety functions (SIL2 / PL c classified).

Protecting the drive against ground faults

The drive is equipped with an internal ground fault protective function to protect the unit against ground faults in the motor and motor cable. This function is not a personnel safety or a fire protection feature. See the firmware manual for more information.

■ Residual current device compatibility

The drive is suitable for use with residual current devices of Type B.

Note: As standard, the drive contains capacitors connected between the main circuit and the frame. These capacitors and long motor cables increase the ground leakage current and may cause nuisance faults in residual current devices.

Implementing the emergency stop function

For safety reasons, install the emergency stop devices at each operator control station and at other operating stations where the emergency stop may be needed. Implement the emergency stop according to relevant standards.

Note: You can use the Safe torque off function of the drive to implement the Emergency stop function.

Implementing the Safe torque off function

See [The Safe torque off function \(page 201\)](#).

Implementing the undervoltage control (Power-loss ride-through)

See the firmware manual.

Implementing the functions provided by the FSO-xx safety functions module

You can order a safety function module from ABB. The cabinet builder can use the module for implementing various safety functions.

Implementing the functions provided by the FSO safety functions module

You can order the drive with an FSO-12 safety functions module (option +Q973) or FSO-21 safety functions module (option +Q972). An FSO module enables the implementation of functions such as Safe brake control (SBC), Safe stop 1 (SS1), Safe stop emergency (SSE), Safely limited speed (SLS) and Safe maximum speed (SMS).

The settings of the FSO module have default values when delivered from the factory. The wiring of the external safety circuit and configuration of the FSO module are the responsibility of the user.

The FSO module reserves the standard Safe torque off (STO) connection of the drive control unit. STO can still be utilized by other safety circuits through the FSO module.

See the appropriate manual for more information.

Note: The UCU control unit does not support options +Q973 and +Q972.

Name	Code
FSO-12 safety functions module user's manual	3AXD50000015612
FSO-21 safety functions module user's manual	3AXD50000015614

Using power factor compensation capacitors with the drive

Power factor compensation is not needed with AC drives. However, if a drive is to be connected in a system with compensation capacitors installed, note the following restrictions.



WARNING!

Do not connect power factor compensation capacitors or harmonic filters to the motor cables (between the drive and the motor). They are not meant to be used with AC drives and can cause permanent damage to the drive or themselves.

If there are power factor compensation capacitors in parallel with the input of the drive:

1. Do not connect a high-power capacitor to the power line while the drive is connected. The connection will cause voltage transients that may trip or even damage the drive.
2. If capacitor load is increased/decreased step by step when the AC drive is connected to the power line, make sure that the connection steps are low enough not to cause voltage transients that would trip the drive.
3. Make sure that the power factor compensation unit is suitable for use in systems with AC drives, ie, harmonic generating loads. In such systems, the compensation unit should typically be equipped with a blocking reactor or harmonic filter.

Using a safety switch between the drive and the motor

ABB recommends to install a safety switch between the permanent magnet motor and the drive output. The switch is needed to isolate the motor from the drive during maintenance work on the drive.

Implementing an ATEX-certified motor thermal protection

With option +Q971, the drive provides ATEX-certified safe motor disconnection without contactor using the drive Safe torque off function. To implement the thermal protection of a motor in explosive atmosphere (Ex motor), you must also:

- use an ATEX-certified Ex motor
- order an ATEX-certified thermistor protection module for the drive (option +L537), or acquire and install an ATEX-compliant protection relay
- do the necessary connections.

For more information, see:

User's manual	Manual code (English)
ATEX-certified Safe disconnection function, Ex II (2) GD for ACS880 drives (+Q971) application guide	3AUA0000132231
FPTC-02 ATEX-certified thermistor protection module, Ex II (2) GD (option +L537+Q971) for ACS880 drives user's manual	3AXD50000027782

User's manual	Manual code (English)
FPTC-02 ATEX-certified thermistor protection module, instructions for pairing the module with an ATEX-certified drive	3AXD50001096700

Controlling a contactor between drive and motor

The control of the output contactor depends on how you use the drive, that is, which motor control mode and which motor stop mode you select.

If you have the DTC motor control mode and the motor ramp stop mode selected, use this operation sequence to open the contactor:

1. Give a stop command to the drive.
2. Wait until the drive decelerates the motor to zero speed.
3. Open the contactor.

If you have the DTC motor control mode and the motor coast stop, or scalar control mode selected, open the contactor as follows:

1. Give a stop command to the drive.
2. Open the contactor.



WARNING!

When the DTC motor control mode is in use, never open the output contactor while the drive controls the motor. The DTC motor control operates extremely fast, much faster than it takes for the contactor to open its contacts. When the contactor starts opening while the drive controls the motor, the DTC control will try to maintain the load current by immediately increasing the drive output voltage to the maximum. This will damage, or even burn, the contactor completely.

Implementing a bypass connection

If bypassing is required, employ mechanically or electrically interlocked contactors between the motor and the drive and between the motor and the power line. Make sure with interlocking that the contactors cannot be closed simultaneously. The installation must be clearly marked as defined in IEC/EN/UL 61800-5-1, subclause 6.5.3, for example, "THIS MACHINE STARTS AUTOMATICALLY".

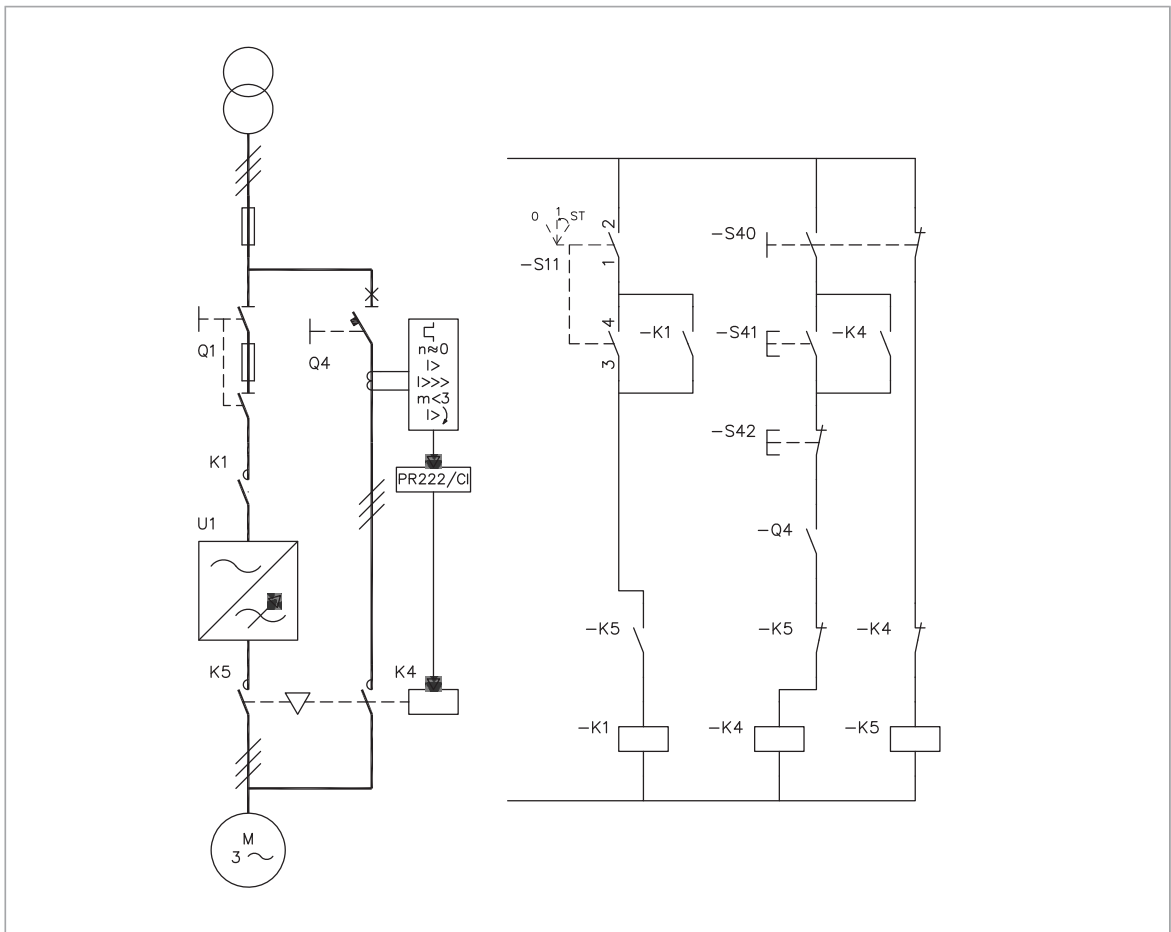


WARNING!

Never connect the drive output to the electrical power network. The connection may damage the drive.

■ **Example bypass connection**

An example bypass connection is shown below.



Q1	Drive main switch
Q4	Bypass circuit breaker
K1	Drive main contactor
K4	Bypass contactor
K5	Drive output contactor
S11	Drive main contactor on/off control
S40	Motor power supply selection (drive or direct-on-line)
S41	Start when motor is connected direct-on-line
S42	Stop when motor is connected direct-on-line

Switching the motor power supply from drive to direct-on-line

1. Stop the drive and the motor with the drive control panel stop key (drive in the local control mode) or the external stop signal (drive in the remote control mode).
2. Open the main contactor of the drive with S11.
3. Switch the motor power supply from the drive to direct-on-line with S40.
4. Wait for 10 seconds to allow the motor magnetization to dissipate.
5. Start the motor with S41.

Switching the motor power supply from direct-on-line to drive

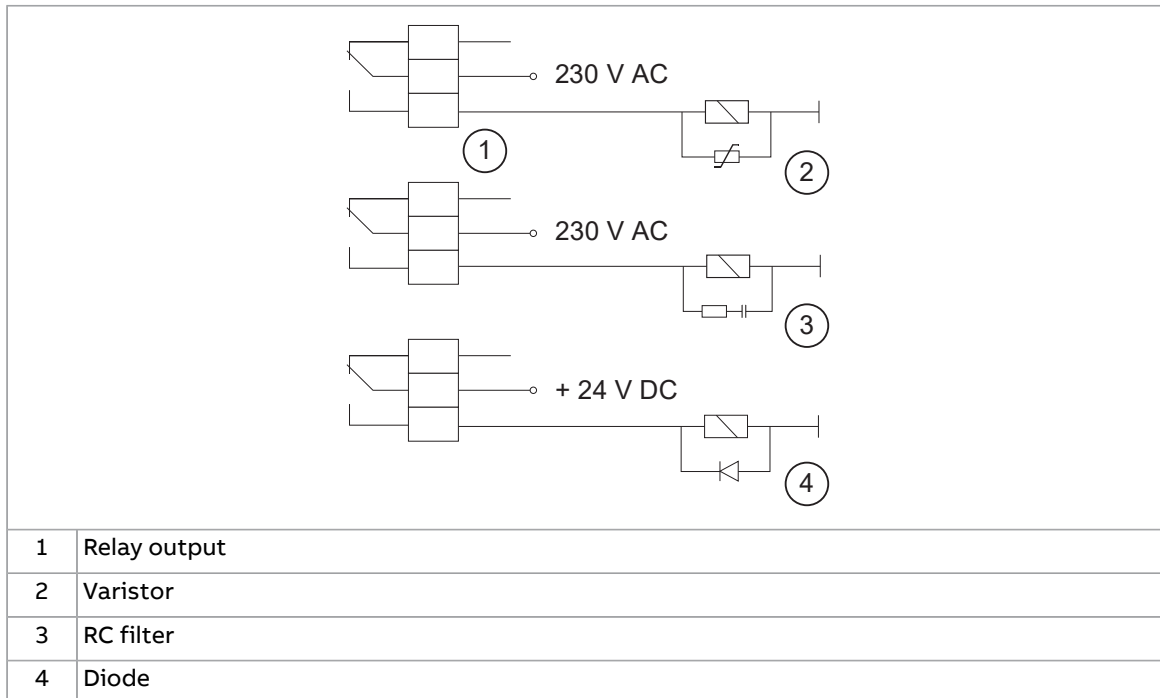
1. Stop the motor with S42.
2. Switch the motor power supply from direct-on-line to the drive with S40.
3. Close the main contactor of the drive with switch S11 (-> turn to position ST for two seconds and leave to position 1).
4. Start the drive and the motor with the drive control panel start key (drive in the local control mode) or the external start signal (drive in remote control mode).

Protecting the contacts of relay outputs

Inductive loads (relays, contactors, motors) cause voltage transients when switched off.

The relay contacts on the drive control unit are protected with varistors (250 V) against overvoltage peaks. In spite of this, it is highly recommended that inductive loads are equipped with noise attenuating circuits (varistors, RC filters [AC] or diodes [DC]) to minimize the EMC emission at switch-off. If not suppressed, the disturbances may connect capacitively or inductively to other conductors in the control cable and form a risk of malfunction in other parts of the system.

Install the protective component as close to the inductive load as possible. Do not install protective components at the relay outputs.



7

Electrical installation

Contents of this chapter

This chapter gives instructions on the wiring of the drive.

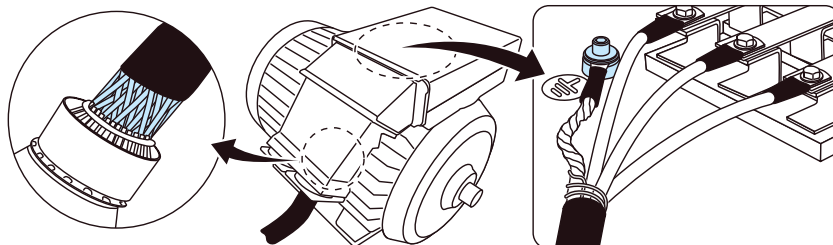
Safety

**WARNING!**

If you are not a qualified electrical professional, do not do installation or maintenance work. Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

Grounding the motor cable shield at the motor end

For minimum radio-frequency interference, ground the cable shield 360° at the cable entry of the motor terminal box.



Measuring the insulation

■ Measuring the insulation resistance of the drive



WARNING!

Do not do voltage withstand or insulation resistance tests on the drive. The tests can cause damage to the drive. Every drive is tested for insulation between the main circuit and the chassis at the factory. Also, there are voltage-limiting circuits inside the drive which cut down the testing voltage automatically.

■ Measuring the insulation resistance of the input power cable

Before you connect the input power cable to the drive, measure its insulation resistance according to local regulations.

■ Measuring the insulation resistance of the motor and motor cable

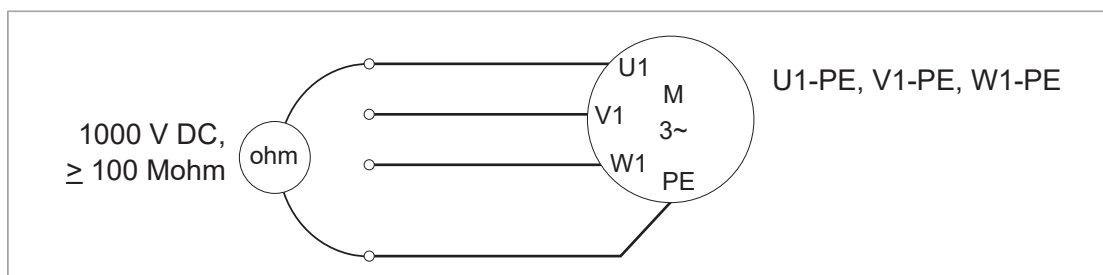


WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

1. Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Make sure that the motor cable is disconnected from the drive output terminals.
3. Measure the insulation resistance between each phase conductor and the protective earth conductor. Use a measuring voltage of 1000 V DC. The insulation resistance of an ABB motor must be more than 100 Mohm (reference value at 25 °C [77 °F]). For the insulation resistance of other motors, refer to the manufacturer's instructions.

Note: Moisture inside the motor reduces the insulation resistance. If you think that there is moisture in the motor, dry the motor and do the measurement again.



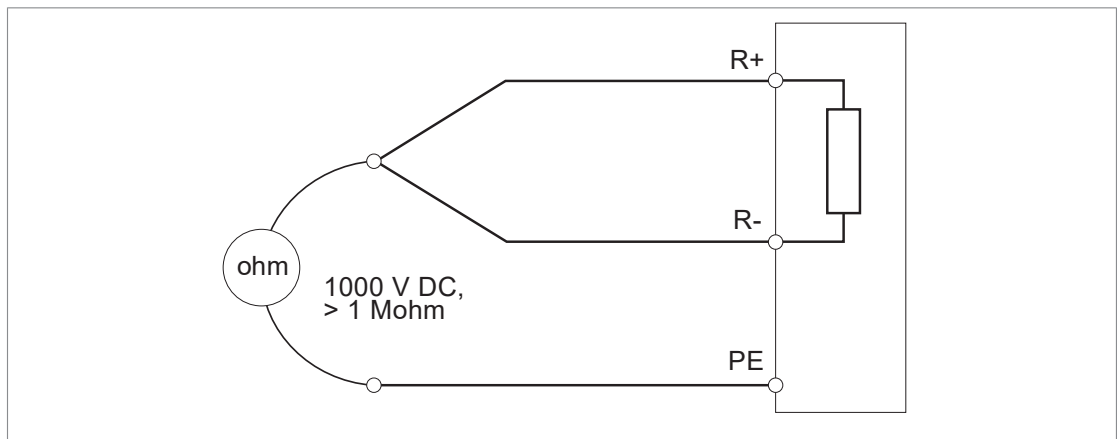
■ Measuring the insulation resistance of the brake resistor circuit



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Make sure that the resistor cable is connected to the resistor and disconnected from the drive output terminals.
3. At the drive end, connect the R+ and R- conductors of the resistor cable together. Measure the insulation resistance between the conductors and the PE conductor with a measuring voltage of 1000 V DC. The insulation resistance must be more than 1 Mohm.



Grounding system compatibility check

The standard drive with no EMC filter and the ground-to-phase varistor connected can be installed to a symmetrically grounded TN-S system. If you install the drive to another system, you may need to disconnect the EMC filter and ground-to-phase varistor. Refer to [ACS880 frames R1 to R11 EMC filter and ground-to-phase varistor disconnecting instructions \(3AUA0000125152 \[English\]\)](#)



WARNING!

Do not install the drive with EMC filter option +E200 to a system that the filter is not suitable for. This can cause danger, or damage the drive.



WARNING!

Do not install the drive with the ground-to-phase varistor connected to a system that the varistor is not suitable for. It can cause damage to the varistor circuit.

■ Corner-grounded and midpoint-grounded 525...690 V delta systems

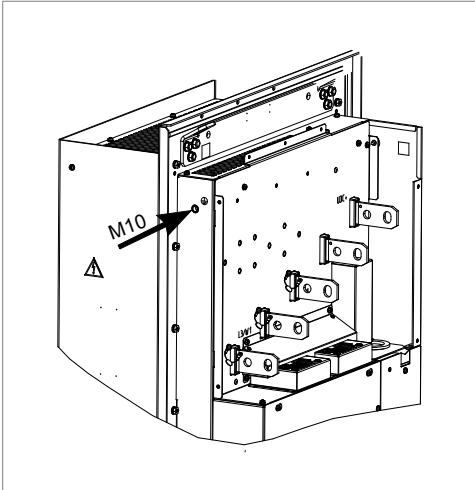


WARNING!

Do not install the drive on a 525...690 V corner-grounded or midpoint-grounded delta system. Disconnecting the EMC filter and ground-to-phase varistor does not prevent damage to the drive.

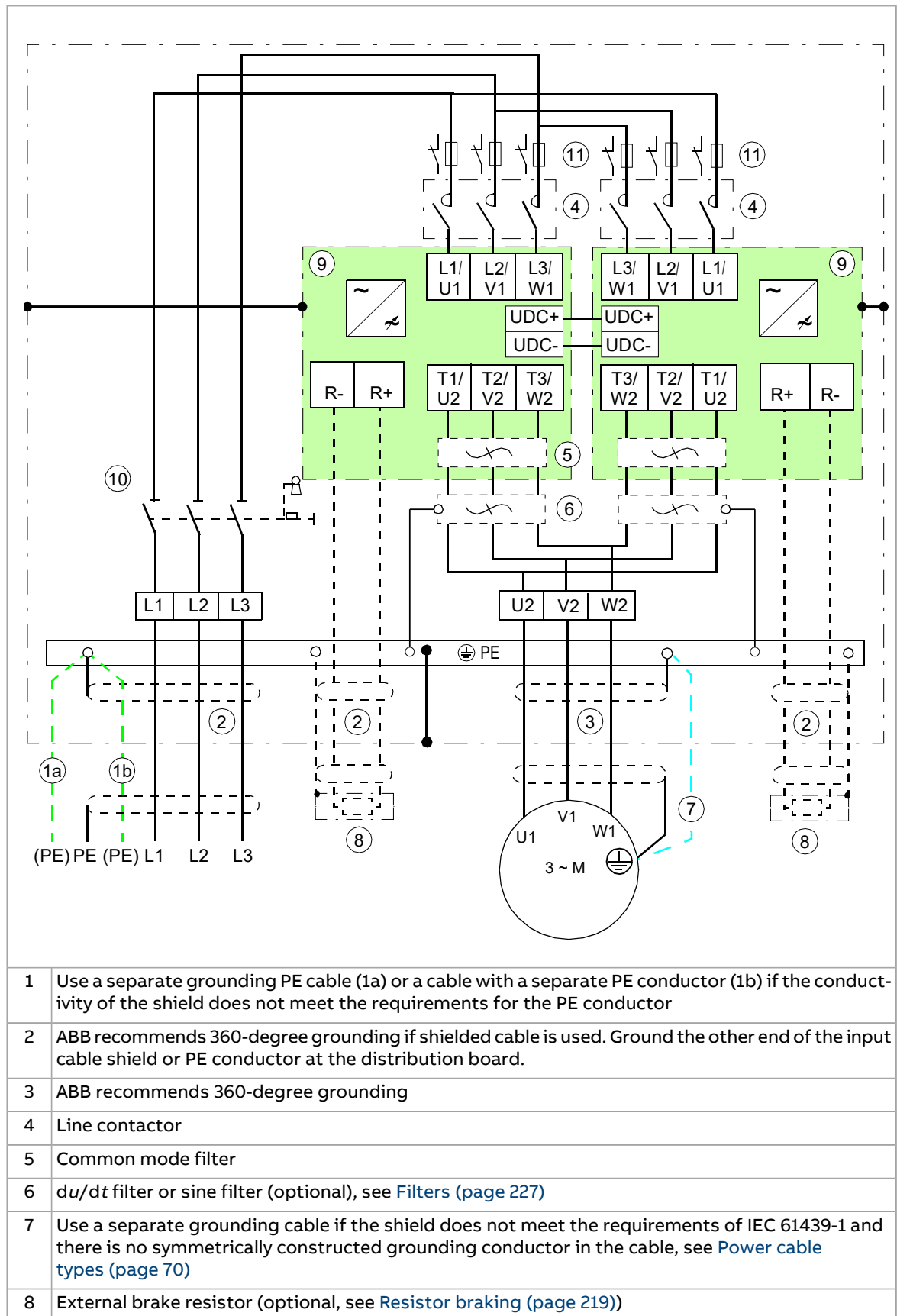
Grounding the drive module

Ground the drive module from its top back grounding hole to the cabinet frame or from the module PE terminal to the cabinet PE busbar.



Connecting the power cables (frame size 2 × R11)

■ Power cable connection diagram (6-pulse) with optional filters



9	Drive module
10	Switch-disconnector and separate fuses or switch fuse, see Selecting the main supply disconnecting device (page 61)
11	Separate fuses for each module

In this connection, the drive protects the input cables against thermal overload.

If there is a symmetrically constructed grounding conductor in the motor cable in addition to the conductive shield, connect the grounding conductor to the grounding terminal at the drive and motor ends. Do not use an asymmetrically constructed motor cable. Connecting its fourth conductor at the motor end increases bearing currents and causes extra wear.

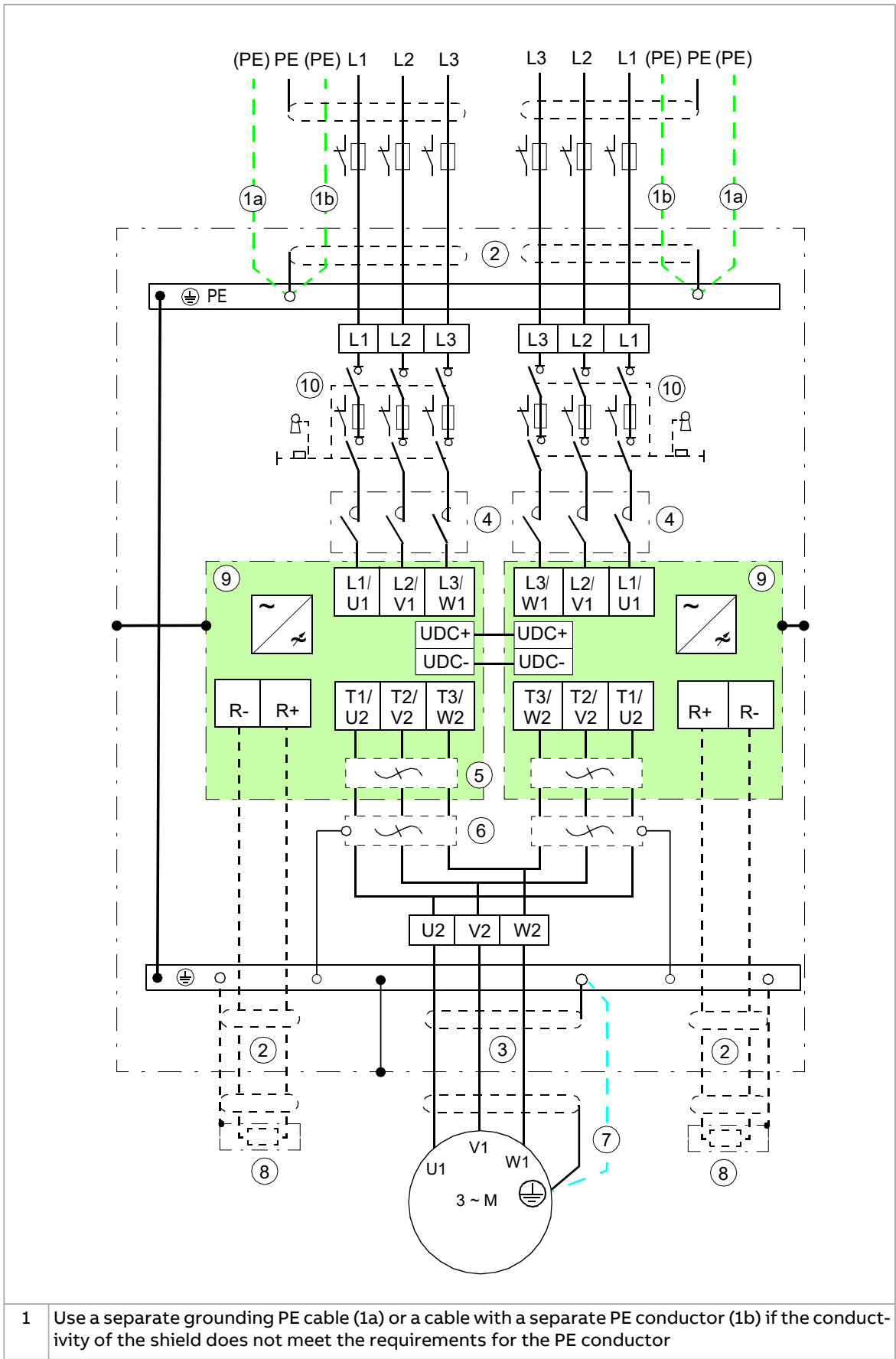
The minimum permitted motor cable length without optional output filters is 20 m (65.7 ft) or 2 m (6.6 ft) with derating (see the derating information in the technical data).

Maximum cable length of the DC cables is 4 m (13.1 ft).

Motor cables must be installed symmetrically to the common motor.



■ Power cable connection diagram (6-pulse and 12-pulse) with optional filters



2	360-degree grounding is recommended if shielded cable is used. Ground the other end of the input cable shield or PE conductor at the distribution board.
3	360-degree grounding is required
4	Line contactor
5	Common mode filter (optional), see Requirements tables (page 62)
6	du/dt filter or sine filter (optional), see Filters (page 227)
7	Use a separate grounding cable if the shield does not meet the requirements of IEC 61439-1 and there is no symmetrically constructed grounding conductor in the cable, see Power cable types (page 70)
8	External brake resistor (optional, see Resistor braking (page 219))
9	Drive module
10	Switch-disconnector and separate fuses or switch fuse, see Selecting the main supply disconnecting device (page 61)

Protect the input cables with additional fuses or circuit breaker against thermal overload.

If there is a symmetrically constructed grounding conductor in the motor cable in addition to the conductive shield, connect the grounding conductor to the grounding terminal at the drive and motor ends. Do not use an asymmetrically constructed motor cable. Connecting its fourth conductor at the motor end increases bearing currents and causes extra wear.

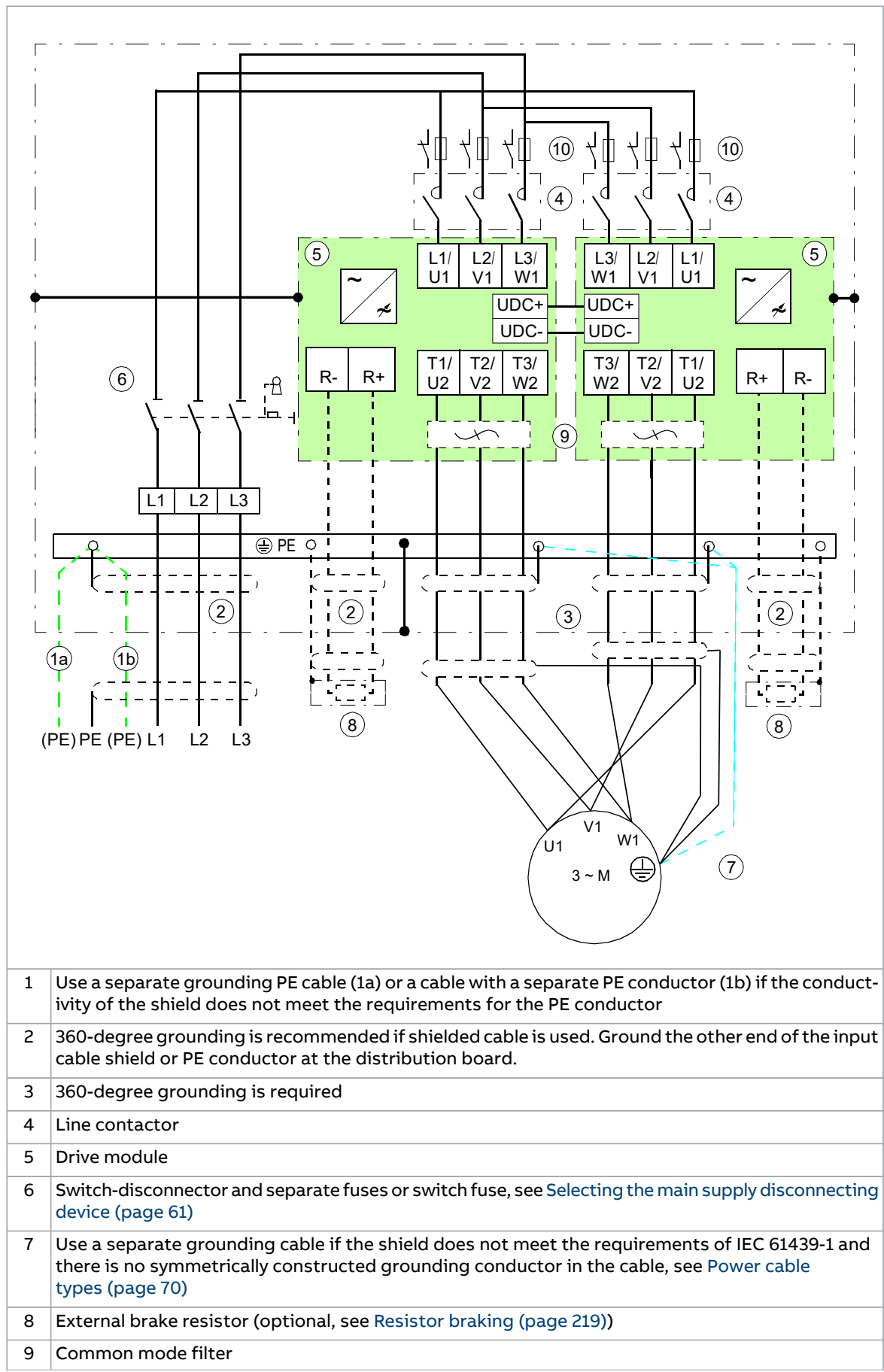
The minimum permitted motor cable length without optional output filters is 20 m (65.7 ft) or 2 m (6.6 ft) with derating (see the derating information in the technical data).

Maximum cable length of the DC cables is 4 m (13.1 ft).

Motor cables must be installed symmetrically to the common motor.



■ Power cable connection diagram (6-pulse) without optional filters



10	Separate fuses for each module
----	--------------------------------

In this connection, the drive protects the input cables against thermal overload.

If there is a symmetrically constructed grounding conductor in the motor cable in addition to the conductive shield, connect the grounding conductor to the grounding terminal at the drive and motor ends. Do not use an asymmetrically constructed motor cable. Connecting its fourth conductor at the motor end increases bearing currents and causes extra wear.

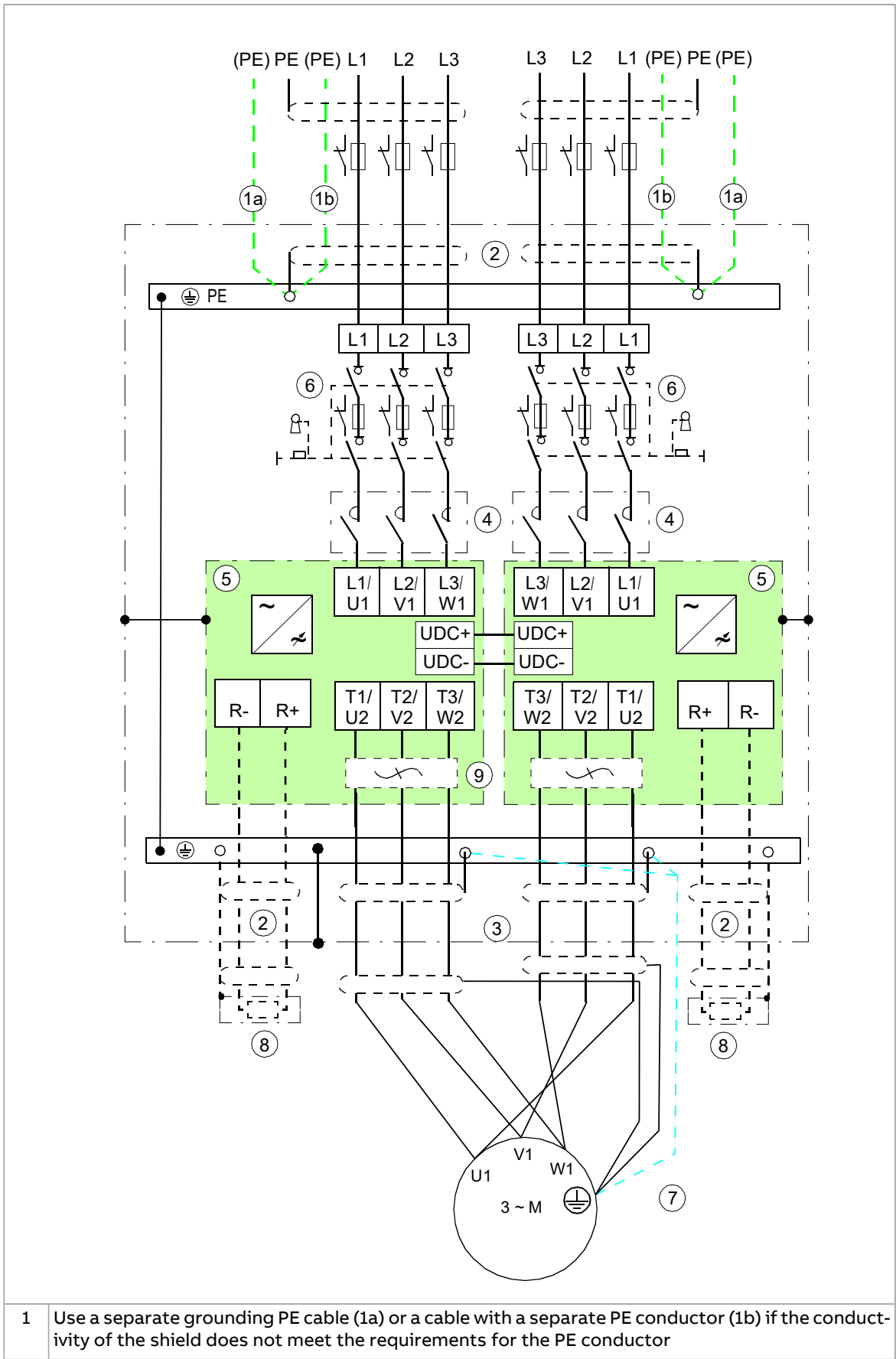
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Maximum cable length of the DC cables is 4 m (13.1 ft).

Motor cables must be installed symmetrically to the common motor.



■ Power cable connection diagram (6-pulse and 12-pulse) without optional filters



2	360-degree grounding is recommended if shielded cable is used. Ground the other end of the input cable shield or PE conductor at the distribution board.
3	360-degree grounding is required
4	Line contactor
5	Drive module
6	Switch-disconnector and separate fuses or switch fuse, see Selecting the main supply disconnecting device (page 61)
7	Use a separate grounding cable if the shield does not meet the requirements of IEC 61439-1 and there is no symmetrically constructed grounding conductor in the cable, see Power cable types (page 70)
8	External brake resistor (optional, see Resistor braking (page 219))
9	Common mode filter

Protect the input cables with additional fuses or circuit breaker against thermal overload.

If there is a symmetrically constructed grounding conductor in the motor cable in addition to the conductive shield, connect the grounding conductor to the grounding terminal at the drive and motor ends. Do not use an asymmetrically constructed motor cable. Connecting its fourth conductor at the motor end increases bearing currents and causes extra wear.

The minimum permitted motor cable length without optional output filters is 20 m (65.7 ft) or 2 m (6.6 ft) with derating (see the derating information in the technical data).

Maximum cable length of the DC cables is 4 m (13.1 ft).

Motor cables must be installed symmetrically to the common motor.

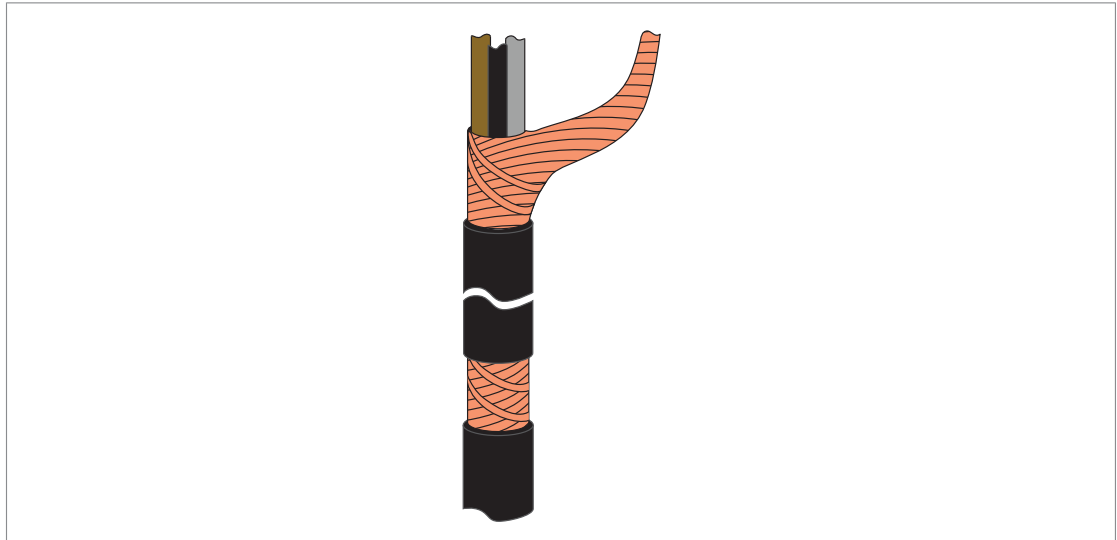
■ Preparing the cable ends and making 360° grounding at the cable entry



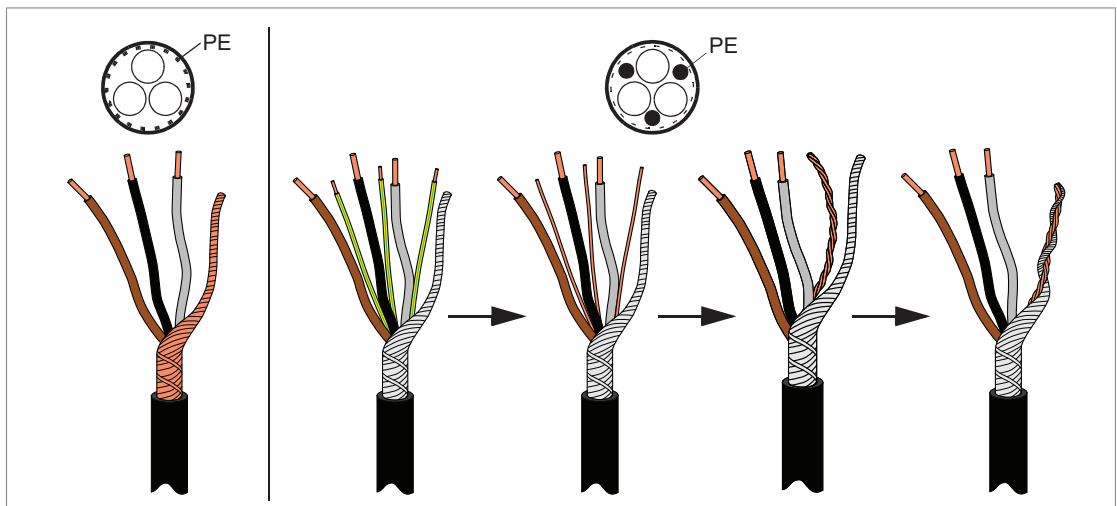
WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

1. Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Peel off 3...5 cm (1 1/4 ... 2 in) of the outer insulation of the cables at the cable entries with the conductive sleeves for the 360° high-frequency grounding.

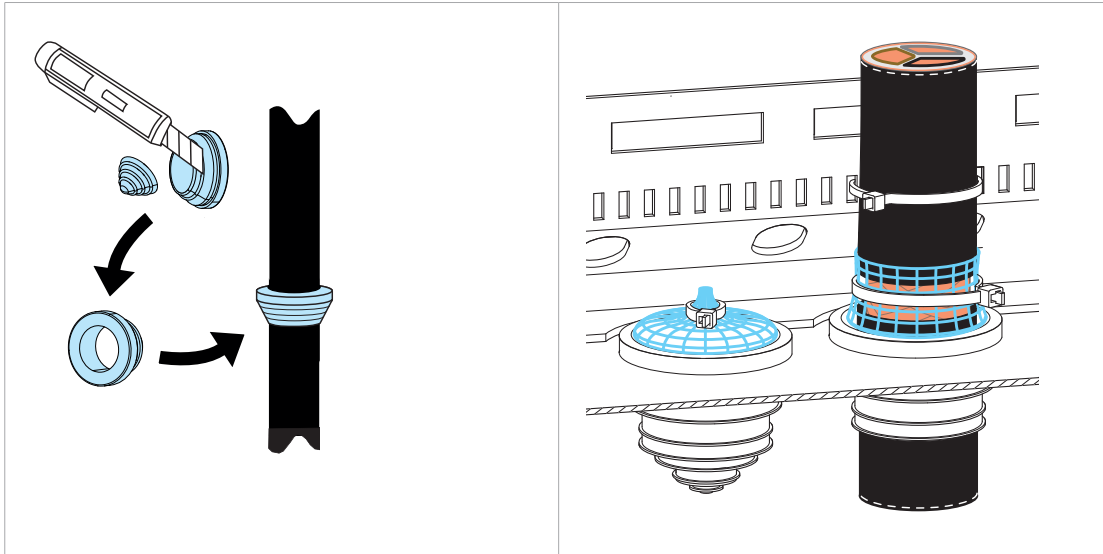


3. Prepare the ends of the cables.



4. Put the cables through the entry plate. If the entry holes have rubber grommets, use one grommet for each cable. Cut adequate hole into the grommet and put the cable through the grommet inside the cabinet.
5. Attach the conductive sleeves to the cable shields with cable ties. Tie up the unused conductive sleeves with cable ties. An example of bottom entry is shown below. For top entry, put the grommet upwards.





■ **Power cable connection procedure**

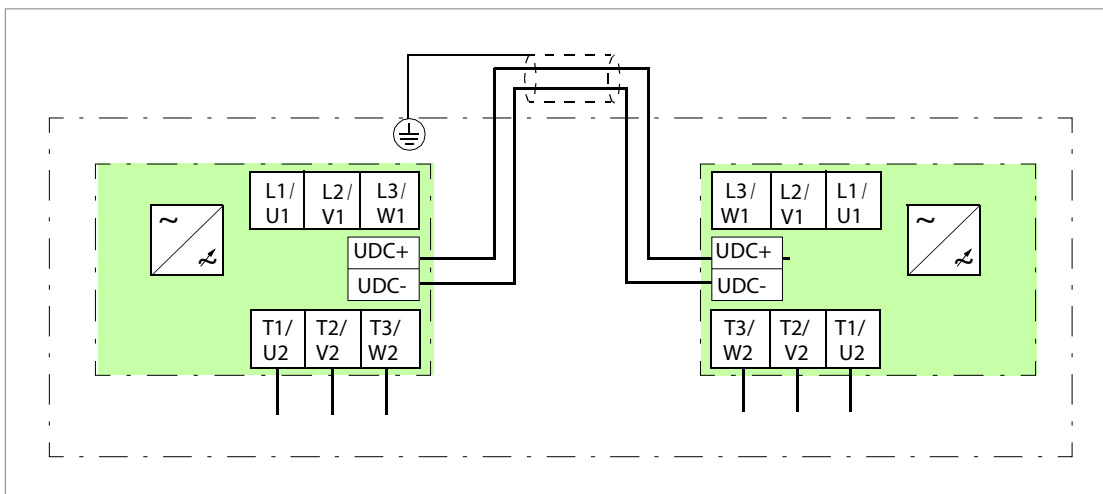


WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

1. Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Connect the cable shields of the motor cables and any separate ground conductors or cables to the ground terminal of the drive module or to the cabinet ground bar.
3. Connect the phase conductors of the motor cables to terminals T1/U2, T2/V2 and T3/W2 of the drive module. For the tightening torques, see the technical data.
4. Drive modules with option +D150: Connect the brake resistor conductors to the R+ and R- terminals. For the tightening torques, see the technical data.
5. Connect the UDC terminals of the drive modules together. For the tightening torques, see the technical data.

If the DC cables are run outside the cabinet, ground the cable shield 360° at one end only.



6. Connect the cable shields of the input cables and any separate ground conductors or cables to the drive module ground terminal or to the cabinet PE busbar.
7. Connect the phase conductors of the input cables to terminals L1/U1, L2/V1 and L3/W1 of the drive module. For the tightening torques, see the technical data.



Connecting the control unit to the drive module



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.



WARNING!

Handle the fiber optic cables with care. When you disconnect the cables, hold the connector, not the cable. Do not touch the ends of the fibers. They are sensitive to dirt.

■ Connections to the drive module



WARNING!

Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.

1. Connect power supply cable of the control unit to the ZPOW connector.
2. Connect the BGDR cable to the BGDR connector.
3. Connect the fiber optic cables to the V20 and V10 connectors.



■ Connections to the control unit

Connect the fiber optic, power supply and BGDR cables to the control unit as follows:

ZPOW	BCU control unit	UCU control unit
X3:1	XPOW:1 (+24VI)	XPOW:1 (+24V)
X3:2	XPOW:2 (GND)	XPOW:2 (GND)
X3:3 (not used)	-	-
BGDR	BCU control unit	UCU control unit
Drive module 1	(connector XSTO OUT)	
X7:1	5 (IN1)	5 (OUT1)
X7:2	6 (SGND)	6 (SGND)
X8:1	7 (IN2)	7 (OUT2)
X8:2	8 (SGND)	8 (SGND)
Drive module 2	(connector XSTO OUT)	
X7:1	5 (IN1)	5 (OUT1)
X7:2	6 (SGND)	6 (SGND)
X8:1	7 (IN2)	7 (OUT2)
X8:2	8 (SGND)	8 (SGND)
ZINT/SOIA	BCU control unit	UCU control unit
Drive module 1		
ZINT: V1; SOIA: V10	V1T	V1T
ZINT: V2; SOIA: V20	V1R	V1R
Drive module 2		
ZINT: V1; SOIA: V10	V2T	V2T
ZINT: V2; SOIA: V20	V2R	V2R

Connecting the control cables to the control unit

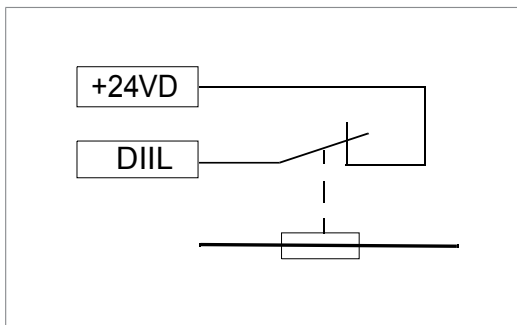
■ Control cable connection procedure

1. Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Route the cables to the control unit.
3. Strip the cable ends and conductors. When connecting to the drive I/O, use electrical tape or shrink tubing to contain the strands. Elsewhere, twist the outer shield strands into a bundle, crimp a lug onto it and connect it to the nearest chassis grounding point.
4. Connect the conductors to the appropriate detachable terminals of the control unit, see section [Default IO diagram \(UCU\)](#) or [default io_BCU \(BCU\)](#).

Note: Keep any signal wire pairs twisted as close to the terminals as possible. Twisting the wire with its return wire reduces disturbances caused by inductive coupling. Keep the shields continuous as close to the terminals of the control unit as possible. Leave the other end of the shield unconnected or ground it indirectly via a few nanofarads high-frequency capacitor, eg, 3.3 nF / 630 V. The shield can also be grounded directly at both ends if they are in the same ground line with no significant voltage drop between the end points.

Wiring the microswitches of the fuses

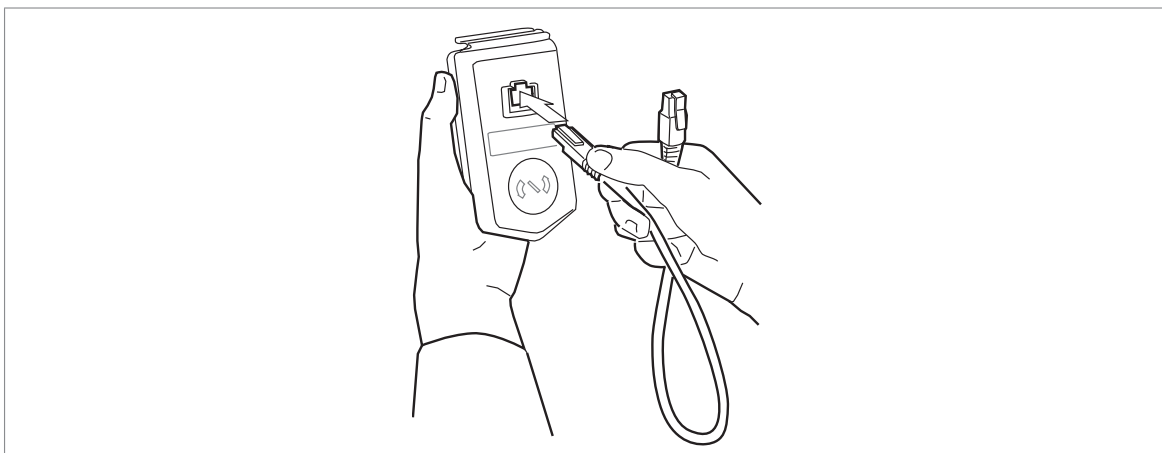
Wire the microswitches of the drive input fuses to the DIIL input as shown below or to an external switch for stopping the drive in case of a blown fuse.



Connecting a control panel

Connect the control panel as follows:

1. Connect an Ethernet cable to the RJ-45 connector of the control panel.
2. Connect the other end of the cable to the X13 connector of the control unit.



Note: When a PC is connected to the control panel, the control panel keypad is disabled. In this case, the control panel acts as a USB-RS485 adapter.

Panel bus (control of several units from one control panel)

One control panel (or PC) can be used to control several drives (or inverter units, supply units etc.) by constructing a panel bus. This is done by daisy-chaining the panel connections of the drives. Some drives have the necessary (twin) panel connectors in the control panel holder; those that do not require the installation of an FDPI-02 module

(available separately). For further information, see the hardware description and [FDPI-02 diagnostics and panel interface user's manual \(3AUA0000113618 \[English\]\)](#).

The maximum allowed length of the cable chain is 100 m (328 ft).

Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.

1. Connect the panel to one drive using an Ethernet (for example Cat 5e) cable.
 - Use Menu - Settings - Edit texts - Drive to give a descriptive name to the drive
 - Use parameter 49.01* to assign the drive with a unique node ID number
 - Set other parameters in group 49* if necessary
 - Use parameter 49.06* to validate any changes.

*The parameter group is 149 with supply (line-side), brake or DC/DC converter units.

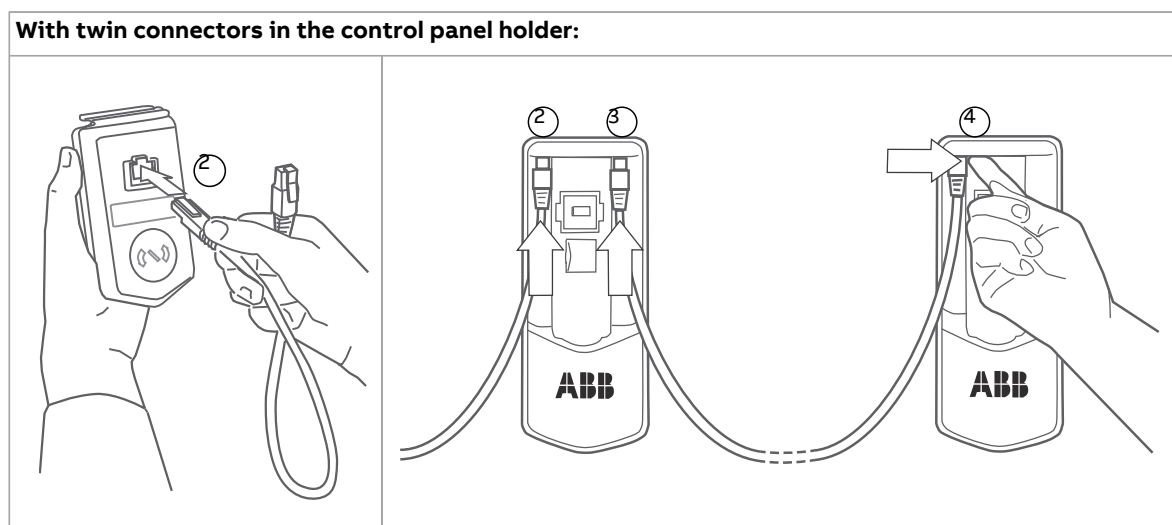
Repeat the above for each drive.

2. With the panel connected to one unit, link the units using Ethernet cables.
3. Switch on the bus termination on the drive that is farthest from the control panel in the chain.
 - With drives that have the panel mounted on the front cover, move the terminating switch into the outer position.
 - With the FDPI-02 module and BCU-02 control unit: move termination switch S1 on the FDPI-02 module into the TERMINATED position.
 - With the FDPI-02 module and UCU-22...24 control unit: move termination switch S1 on the FDPI-02 module into the OPEN position. Move control panel connection termination switch XPAN TERM on the UCU-22...24 control unit to ON position.

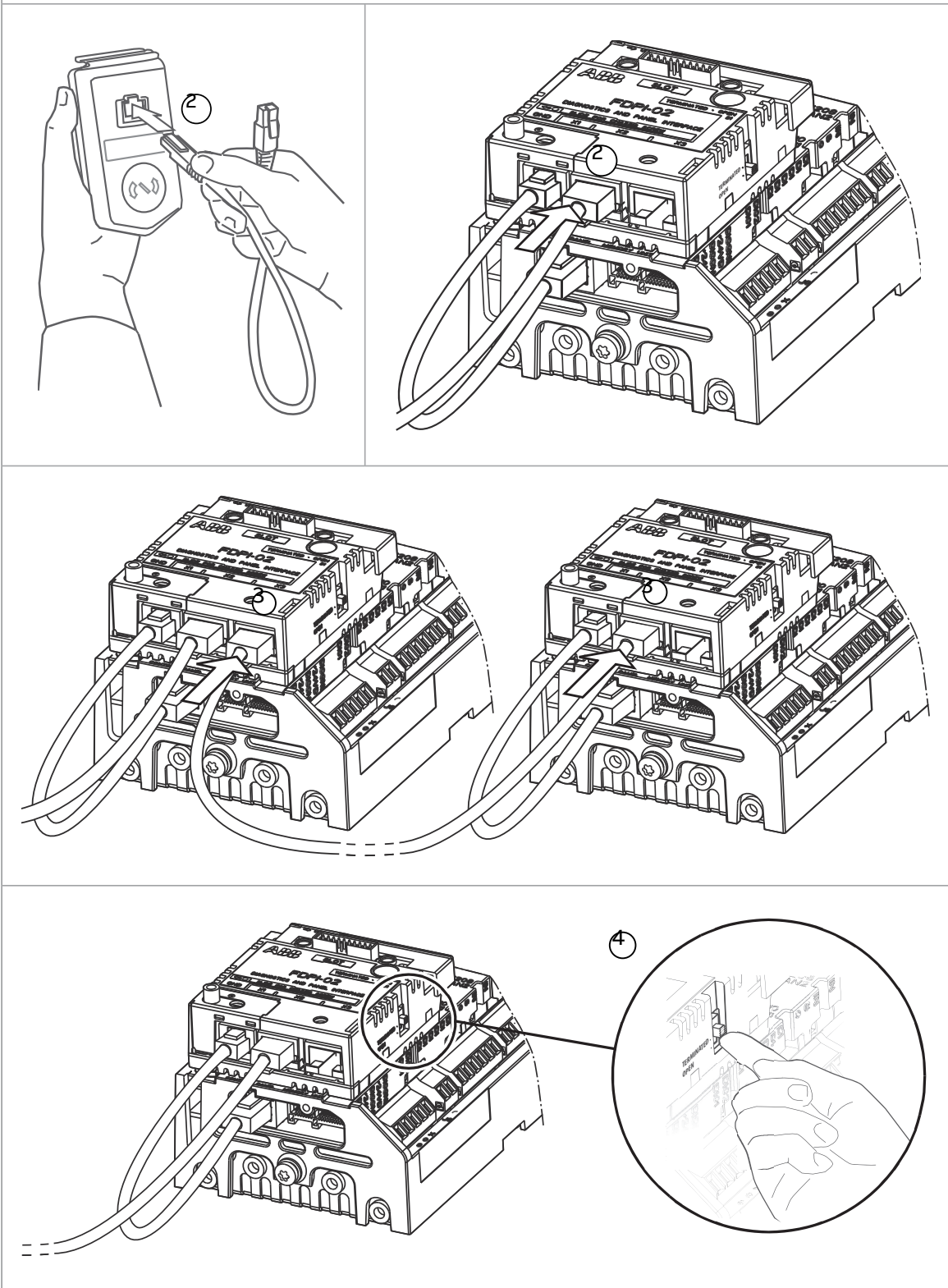
Make sure that bus termination is off on all other drives.

4. On the control panel, switch on the panel bus functionality (Options - Select drive - Panel bus). The drive to be controlled can now be selected from the list under Options - Select drive.

If a PC is connected to the control panel, the drives on the panel bus are automatically displayed in the Drive Composer PC tool.



With FDPI-02 modules and BCU control unit:



Connecting a PC

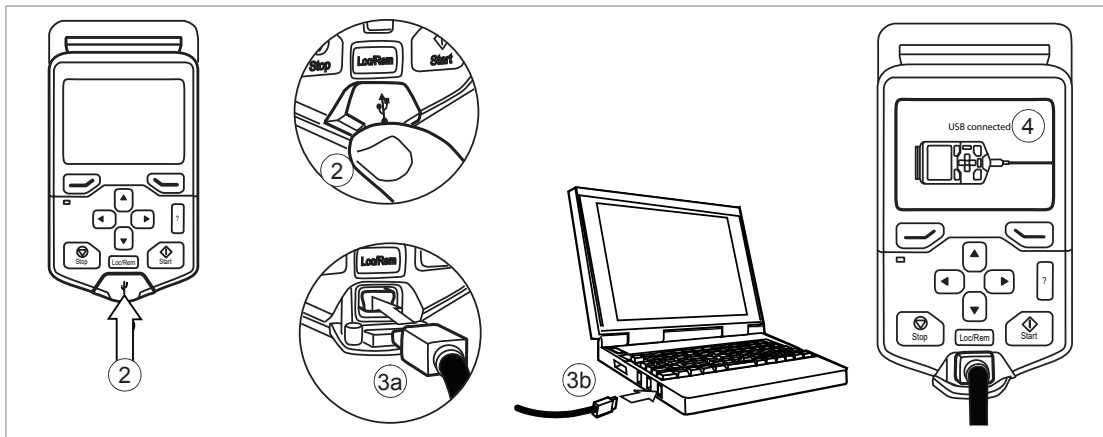


WARNING!

Do not connect the PC directly to the control panel connector of the control unit. It can cause damage.

A PC (with, for example, the Drive Composer PC tool) can be connected as follows:

1. To connect a control panel to the unit, either
 - insert the control panel into the panel holder or platform, or
 - use an Ethernet (eg, Cat 5e) networking cable.
2. Remove the USB connector cover on the front of the control panel.
3. Connect an USB cable (Type A to Type Mini-B) between the USB connector on the control panel (3a) and a free USB port on the PC (3b).
4. The panel will display an indication whenever the connection is active.
5. See the documentation of the PC tool for setup instructions.



Installing option modules



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.



WARNING!

Use ESD wristband when you handle printed circuit boards. Do not touch the boards unnecessarily. The boards are sensitive to electrostatic discharge.

Pay attention to the free space required by the cabling or terminals coming to the option modules.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Pull out the lock (a) with a screw driver.

Note: The location of the lock depends on the module type.

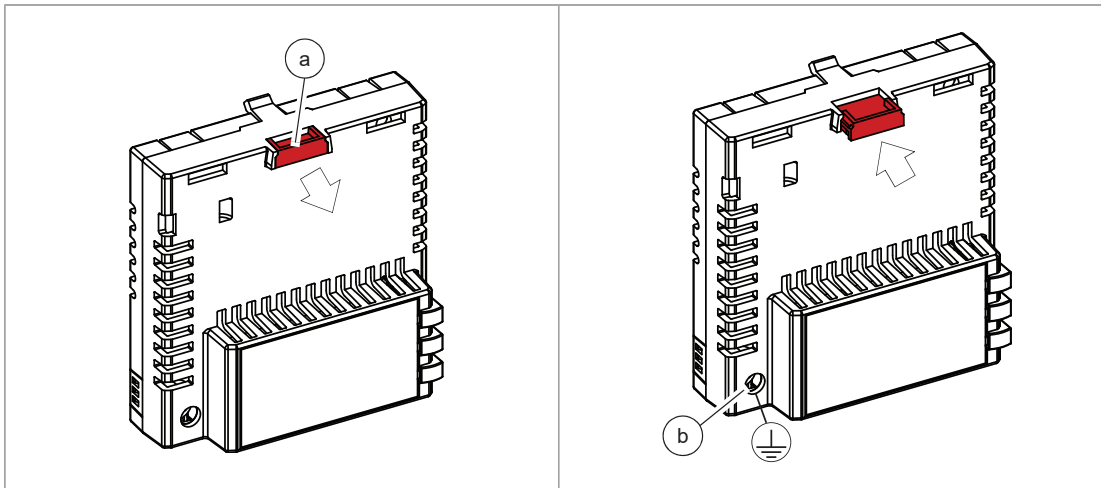
3. Install the module to a free option module slot on the control unit.
4. Push in the lock (a).
5. Tighten the grounding screw (b) to a torque of 0.8 N·m (7 lbf·in).

Note: The screw tightens the connections and grounds the module. It is essential for fulfilling the EMC requirements and for proper operation of the module.



WARNING!

Do not use excessive force, or leave the screw too loose. Over-tightening can cause damage to the screw or module. A loose screw can cause an operation failure.



6. Connect the wiring to the module. Obey the instructions given in the documentation of the module.

If you must remove the option module after it is installed into the drive, use a suitable tool (for example, small pliers) to carefully pull out the lock.



■ **Installation of an FSO safety functions module onto BCU control unit**



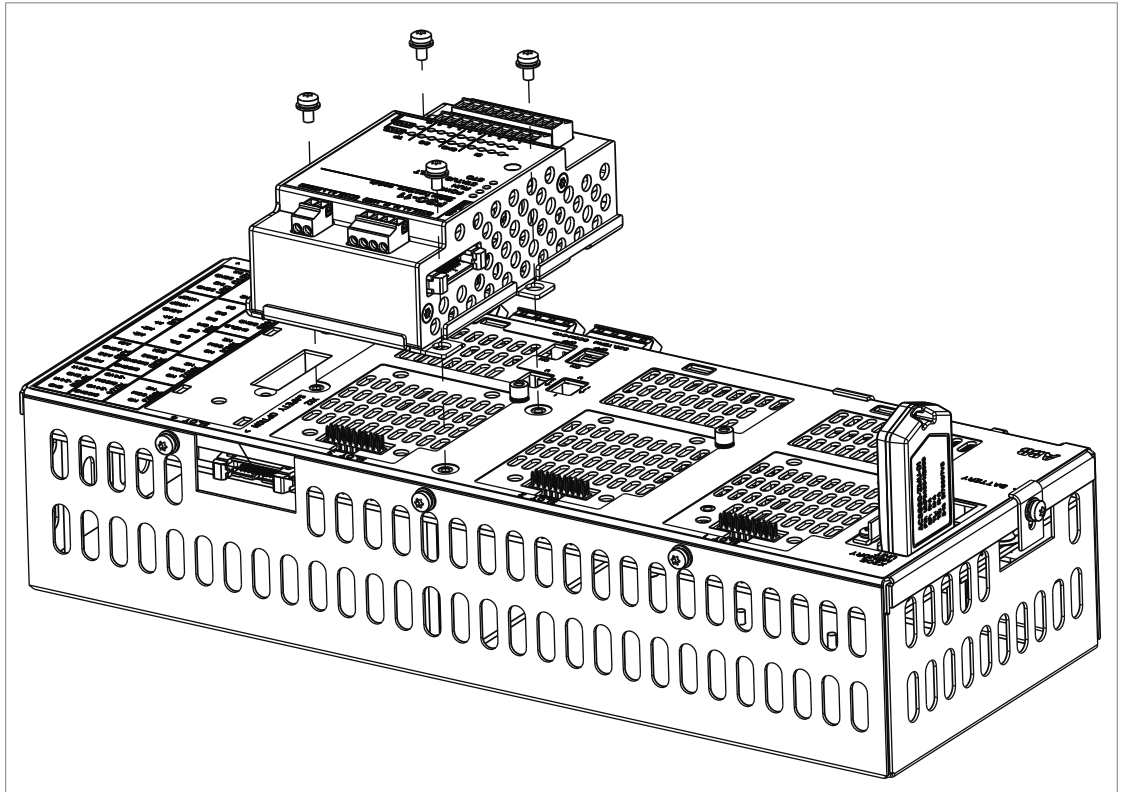
WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

This procedure describes the installation of an FSO safety functions module onto the BCU control unit. As an alternative, the FSO module can be installed adjacent to the control unit, which is the standard method for factory-installed FSO modules. For instructions, refer to the applicable FSO module user's manual.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. The FSO module comes with alternative bottom plates for installation onto different control units. For installation onto a BCU control unit, the mounting points should be located at the long edges of the module as shown in the illustration below. If necessary, replace the bottom plate of the FSO module.

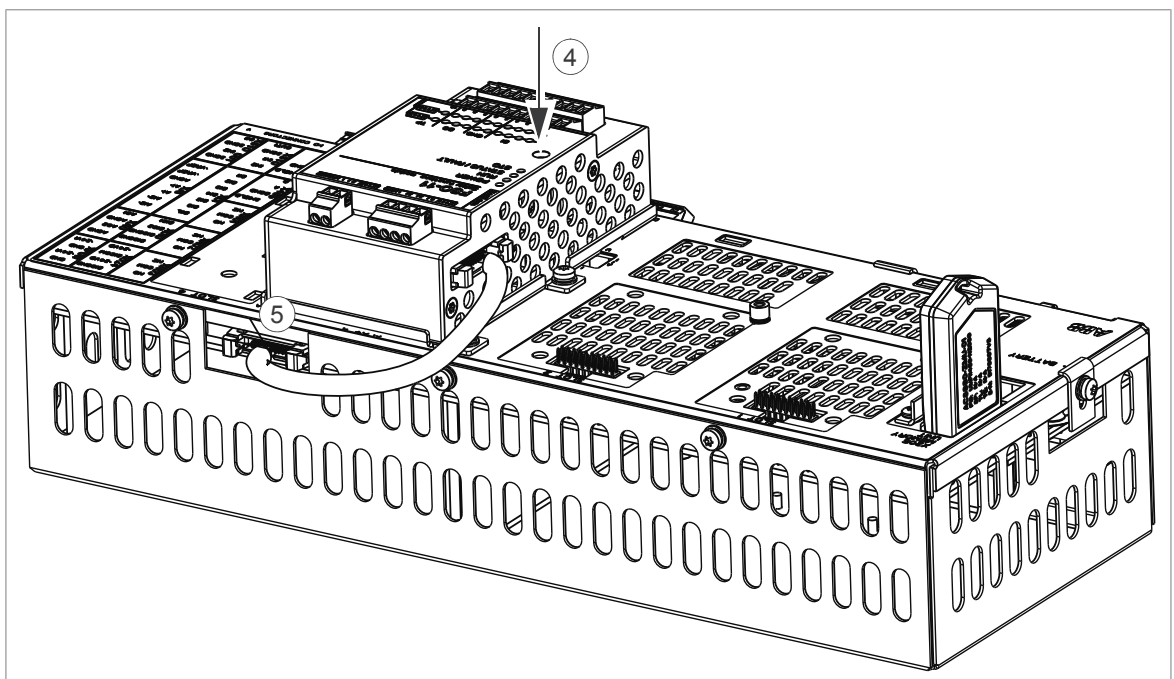
3. Attach the FSO module onto slot 3 of the BCU control unit [A41] with four screws.



4. Torque the FSO module electronics grounding screw to 0.8 N·m (7.1 lbf·in).

Note: The screw tightens the connections and grounds the module. It is essential for fulfilling the EMC requirements and for proper operation of the module.

5. Connect the FSO module data cable between FSO connector X110 and BCU connector X12.
6. To complete the installation, refer to the instructions in the applicable FSO module user's manual.

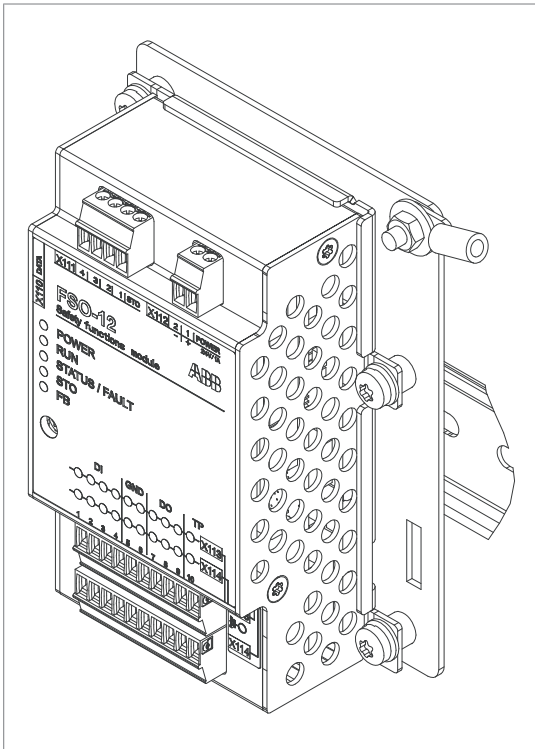


■ Mounting kit for FSO safety functions module

To reserve the slots of the control unit for other modules, you can install the FSO module separately from the control unit using mounting kit 3AXD50000025495. The kit contains:

- parts for mounting the FSO module onto a DIN rail nearby the control unit
- longer cables for connecting the FSO module to the control unit
- installation instructions (assembly drawing).

The illustration below shows the FSO module installed onto a DIN rail.





Control unit (UCU)

Contents of this chapter

This chapter

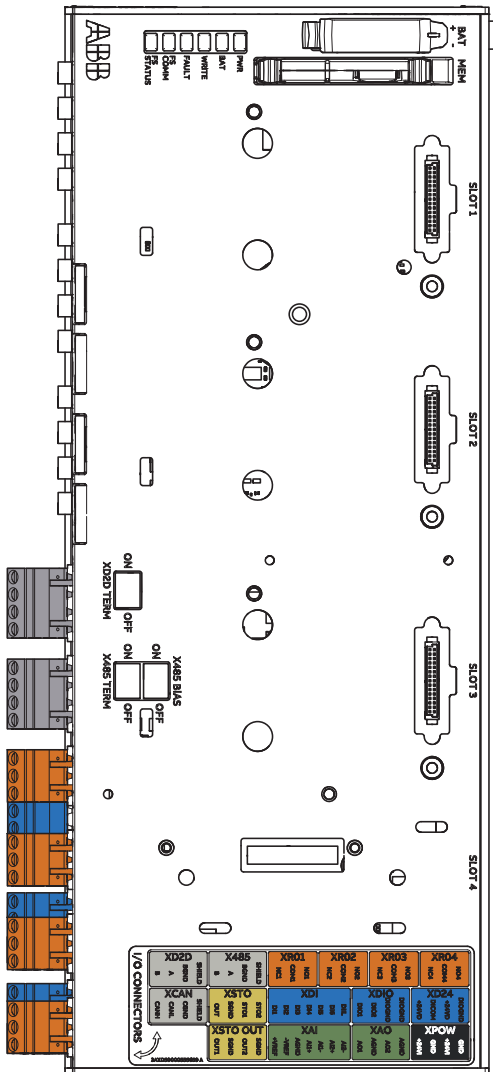
- gives information on the connections of the control unit, and
- has the specifications of the inputs and outputs of the control unit.

General

The UCU control units are used for controlling power modules (drive, inverter, supply, converter, etc) via fiber optic links. UCU-22 has two, UCU-23 has eight and UCU-24 has 14 power module connections. The UCU control units have integrated branching unit functionality for collecting and storing real-time data from the power modules to help fault tracing and analysis. The data is stored on a memory card which can be analyzed by ABB service personnel.

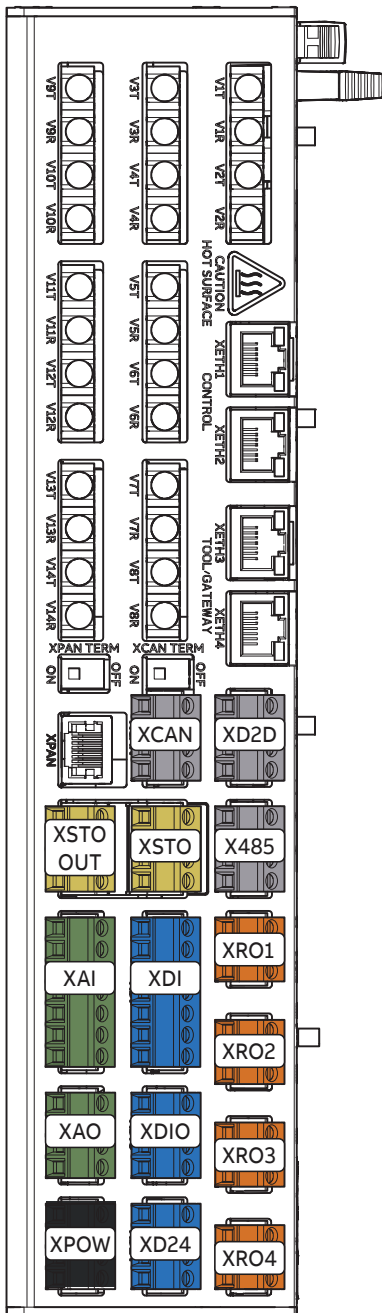
Layout

The figures below show an example UCU-24 control unit.



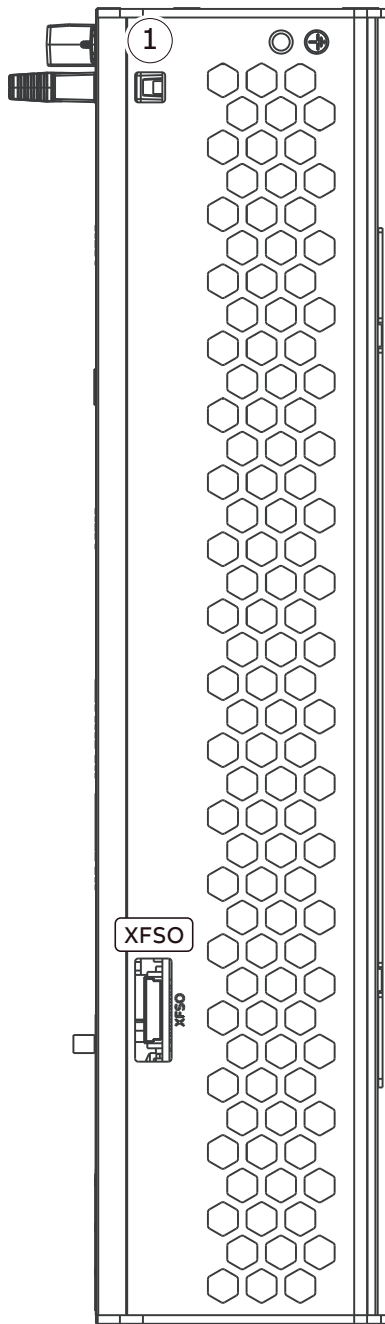
	Description
I/O	I/O terminals
SLOT 1	I/O extension, encoder interface or fieldbus adapter module connection. For F-type modules with USCA-02 adapter.
SLOT 2	
SLOT 3	
SLOT 4	RDCO-0x DDCS communication option module connection
MEM	UMU-01 memory unit connection. Data logger microSDHC memory card for inverter module communication is inside the memory unit.
BAT	Holder for real-time clock battery (BR2032)
XD2D TERM	Termination switches for drive-to-drive link (XD2D)
X485 TERM	RS-485 link termination switch
X485 BIAS	RS-485 link bias switch.
DICOM=DIOGND	Ground selection. Determines whether DICOM is separated from DIOGND (ie. the common reference for the digital inputs floats). Refer to the ground isolation diagram.

LED	Description
PWR	When the PWR LED is on, the voltage supply is sufficient.
BAT	When the BAT LED is on, the real-time clock battery voltage is higher than 2.5 V. If the LED is off, replace the battery.
WRITE	When the WRITE LED is on, writing to microSDHC memory card is in progress. Do not remove the microSDHC memory card.
FAULT	The control program has generated a fault. Refer to the firmware manual.
FS COMM	Reserved.
FS STATUS	Reserved.



	Description
XAI	Analog input
XAO	Analog output
XCAN	Not in use
XCAN TERM	CAN bus termination switch
XDI	Digital input
XDIO	Digital input/output
XD2D	Drive-to-drive link
XD24	+24 V output (for digital input)
XETH1	Ethernet ports for fieldbus, internal switch
XETH2	
XETH3	Ethernet ports for tool communication, internal switch
XETH4	
XPAN	Control panel connection
XPAN TERM	Panel bus termination switch
XPOW	External power input
XRO1	Relay output RO1
XRO2	Relay output RO2
XRO3	Relay output RO3
XRO4	Relay output RO4, reserved.
XSTO	Safe torque off connection (input signals)
XSTO OUT	Safe torque off connection (to inverter modules)
X485	RS-485 link
V1T/V1R ... V14T/V14R	Fiber optic connections to converter modules (VxT = transmitter, VxR = receiver)





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










	Description
XFSO	Not in use
1	Humidity and temperature measurements


Default I/O diagram of the drive control unit

This diagram shows the default control connections of the the drive control unit. The ACS880 primary control program is in use.

Terminal			Description	
XD2D			Drive-to-drive link	
1	1	B	Not in use by default	
2	2	A		
3	3	BGND		
4	4	SHIELD		
	XD2D.TERM		Drive-to-drive link termination switch	
X485			RS485 connection	
5	5	B	Not in use by default	
6	6	A		
7	7	BGND		
8	8	SHIELD		
	X485 BIAS		X485 bias selection switch	
	X485 TERM		X485 termination switch	
XCAN			CAN bus	
9	9	CANH	Not supported	
10	10	CANL		
11	11	CGND		
12	12	SHIELD	Control cable shield	
	XCAN TERM		CANopen termination switch	
XRO1			Relay output 1	
11	11	NC1	Norm. closed	XRO1: Ready (Energized = Ready) 250 V AC / 30 V DC, 2 A
12	12	COM1	Common	
13	13	NO1	Norm. open	
XRO2			Relay output 2	
21	21	NC2	Norm. closed	XRO2: Running (Energized = Running) 250 V AC / 30 V DC, 2 A
22	22	COM2	Common	
23	23	NO2	Norm. open	
XRO3			Relay output 3	
31	31	NC3	Norm. closed	XRO3: Fault (-1) (Energized = No fault) 250 V AC / 30 V DC, 2 A
32	32	COM3	Common	
33	33	NO3	Norm. open	

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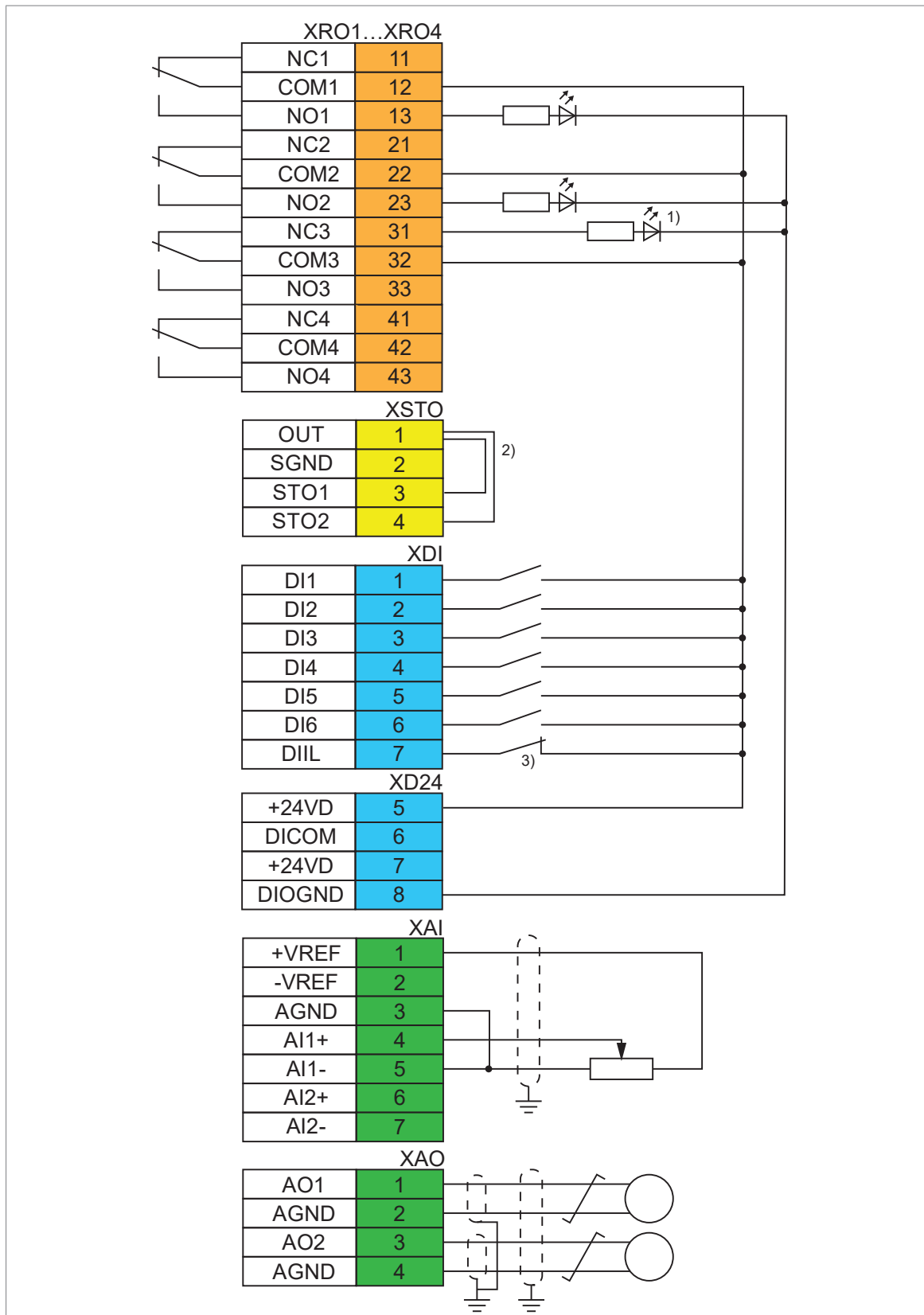
Terminal			Description
XRO4			Relay output 4
	41	NC4	Norm. closed
	42	COM4	Common
	43	NO4	Norm. open
			XRO4: Not supported 250 V AC / 30 V DC, 2 A
XSTO			Safe torque off input connection
	1	OUT	XSTO: STO1 and STO2 are connected to OUT at the factory. To enable start and operation, STO1 and STO2 must be connected to OUT. Refer to chapter The Safe torque off function (page 201) .
	2	SGND	
	3	STO1	
	4	STO2	
XSTO OUT			Safe torque off output connection (to drive modules)
	5	OUT1	XSTO OUT: Safe torque off output to drive modules
	6	SGND	
	7	OUT2	
	8	SGND	
XDI			Digital inputs
	1	DI1	Stop (0) / Start (1)
	2	DI2	Forward (0) / Reverse (1)
	3	DI3	Reset
	4	DI4	Acceleration & deceleration select ¹⁾
	5	DI5	Constant speed 1 select (1 = on) ²⁾
	6	DI6	Not in use by default.
	7	DIIL	Run enable. DIIL is connected to XD24:5 at the factory. ³⁾
XDIO			Digital input/outputs
	1	DIO1	Output: Ready
	2	DIO2	Output: Running
	3	DIOGND	Digital input/output ground
	4	DIOGND	Digital input/output ground
XD24			Auxiliary voltage output
	5	+24VD	+24 V DC 200 mA ⁴⁾
	6	DICOM	Digital input ground
	7	+24VD	+24 V DC 200 mA ⁴⁾
	8	DIOGND	Digital input/output ground
	DICOM=DIOGND		Ground selection switch. Determines whether DICOM is separated from DIOGND (ie, common reference for digital inputs floats). ON: DICOM connected to DIOGND. OFF: DICOM and DIOGND separate.

Terminal		Description	
XAI		Analog inputs, reference voltage output	
1	1	+VREF	10 V DC, R_L 1...10 kohm
2	2	-VREF	-10 V DC, R_L 1...10 kohm
3	3	AGND	Ground
4	4	AI1+	Speed reference. 0(2)...10 V, $R_{in} > 200$ kohm ⁵⁾
5	5	AI1-	
6	6	AI2+	Not in use by default. 0(4)...20 mA, $R_{in} = 100$ ohm ⁶⁾
7	7	AI2-	
XAO		Analog outputs	
1	1	AO1	Motor speed rpm 0 ... 20 mA, $R_L < 500$ ohm
2	2	AGND	
3	3	AO2	Motor current 0 ... 20 mA, $R_L < 500$ ohm
4	4	AGND	
XPOW		External power input	
1	1	+24VI	19...32 V DC, 1.5...2.9 A (depends on the load and supply voltage) External power input Two supplies can be connected to the control unit for redundancy.
2	2	GND	
3	3	+24VI	
4	4	GND	
XFSO		Safety functions module connection. Support depends on the control program. Refer to the firmware manual.	
XETH1		Ethernet ports for fieldbus. Support depends on the control program. Refer to the firmware manual.	
XETH2			
XETH3			
XETH4		Ethernet ports for tool communication. Support depends on the control program. Refer to the firmware manual.	
XPAN		Control panel connection	
	XPAN TERM		Control panel connection termination switch. Used for panel bus configuration.
MEM		Memory unit connection	

- 1) 0 = Acceleration/deceleration ramps defined by parameters 23.12/23.13 in use.
1 = Acceleration/deceleration ramps defined by parameters 23.14/23.15 in use.
- 2) Constant speed 1 is defined by parameter 22.26.
- 3) The DIIL input is configured to stop the unit when the input signal is removed. This input does not have a SIL or PL classification.
- 4) Total load capacity of these outputs is 4.8 W (200 mA at 24 V) minus the power taken by DIO1 and DIO2.
- 5) Current [0(4)...20 mA, $R_{in} = 100$ ohm] or voltage [0(2)...10 V, $R_{in} > 200$ kohm]. Change of setting requires reboot of control unit.
- 6) Current [0(4)...20 mA, $R_{in} = 100$ ohm] or voltage [0(2)...10 V, $R_{in} > 200$ kohm]. Change of setting requires reboot of control unit.

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This is an I/O connection example for the drive control unit.



- 1) Fault
- 2) Connected at the factory. If necessary, you can connect a safety device (eg, a safety relay) to the XSTO terminal.
- 3) DIIL is connected to XD24:5 at the factory.

Additional information on the connections

■ Connecting motor temperature sensors to the drive

Refer to the electrical planning instructions.

■ Power supply for the control unit (XPOW)

Connect a power supply to the control unit through terminal block XPOW.

Refer to the control unit connector data for the current and voltage ratings of the power supply.

Connect an additional external power supply to the free +24 V and GND terminals of the XPOW terminal block if:

- the control unit must be kept operational during input power breaks, for example, because of continuous fieldbus communication
- immediate restart is necessary after a power break (that is, no control unit power-up delay is permitted).

■ Digital interlock (DIIL)

Digital interlock input (DIIL) terminal is originally intended for interlock signals that stop the drive/unit when necessary. In the ACS880 primary control program, DIIL terminal is the source for the run enable signal by default. The inverter unit or drive cannot start, or it stops when there is no DIIL signal. In other control programs (and units), the default use of the DIIL terminal varies. Refer to firmware manual for more information.

Note: This input is **not** SIL or PL classified.

■ Control panel connection (XPAN)

The XPAN connector can be used to connect an assistant control panel or FDPI-02 diagnostics and panel interface unit to the control unit. With FDPI-02, it is possible to connect one control panel to two or more control units in a chain topology, also known as a panel bus. For more information, refer to [FDPI-02 diagnostics and panel interface user's manual \(3AUA0000113618 \[English\]\)](#).

The XPAN TERM switch sets the termination for the panel bus. Must be set to ON if there is no panel bus, or if the control unit is the last one in a panel bus. On intermediate units in a panel bus, set termination to OFF (1).

■ The XD2D connector

The XD2D connector has an RS-485 connection that can be used for

- basic master/follower communication with one master drive/unit and multiple followers
- fieldbus control through the embedded fieldbus interface (EFB)
- drive-to-drive (D2D) communication implemented by application programming.

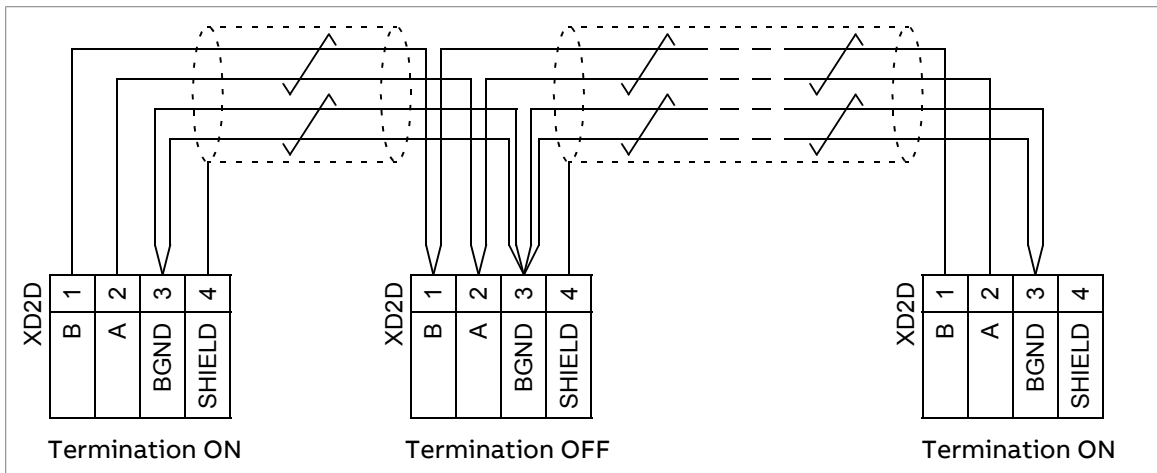
Refer to the firmware manual for the availability of these features and related parameter settings.

Terminate the bus on the units at the ends of the drive-to-drive link. Disable bus termination on the intermediate units.

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Use a shielded twisted-pair cable for data, and another pair or a wire for signal ground (nominal impedance 100...165 ohm, for example Belden 9842). For the best immunity, use high quality cable. Keep the cable as short as possible. Avoid unnecessary loops and parallel runs near power cables such as motor cables.

The following diagram shows the wiring between control units.



■ Safe torque off (XSTO, XSTO OUT)

Refer to chapter [The Safe torque off function](#).

The XSTO input acts as a true Safe torque off input on the drive control unit.

■ Safety functions module connection (XFSO)

The safety functions module connection is used only in drive units. Support depends on the control program. Refer to the firmware manual.

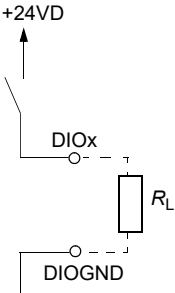
■ MicroSDHC memory card slot

The control unit has an on-board data logger that collects real-time data from the power modules to help fault tracing and analysis. The data is stored onto the microSDHC memory card inserted into the UMU-01 memory unit and can be analyzed by ABB service personnel.

Connector data

The wire size accepted by all screw terminals (for both stranded and solid wire) is 0.5 ... 2.5 mm² (22...12 AWG). Connector pitch is 5 mm.

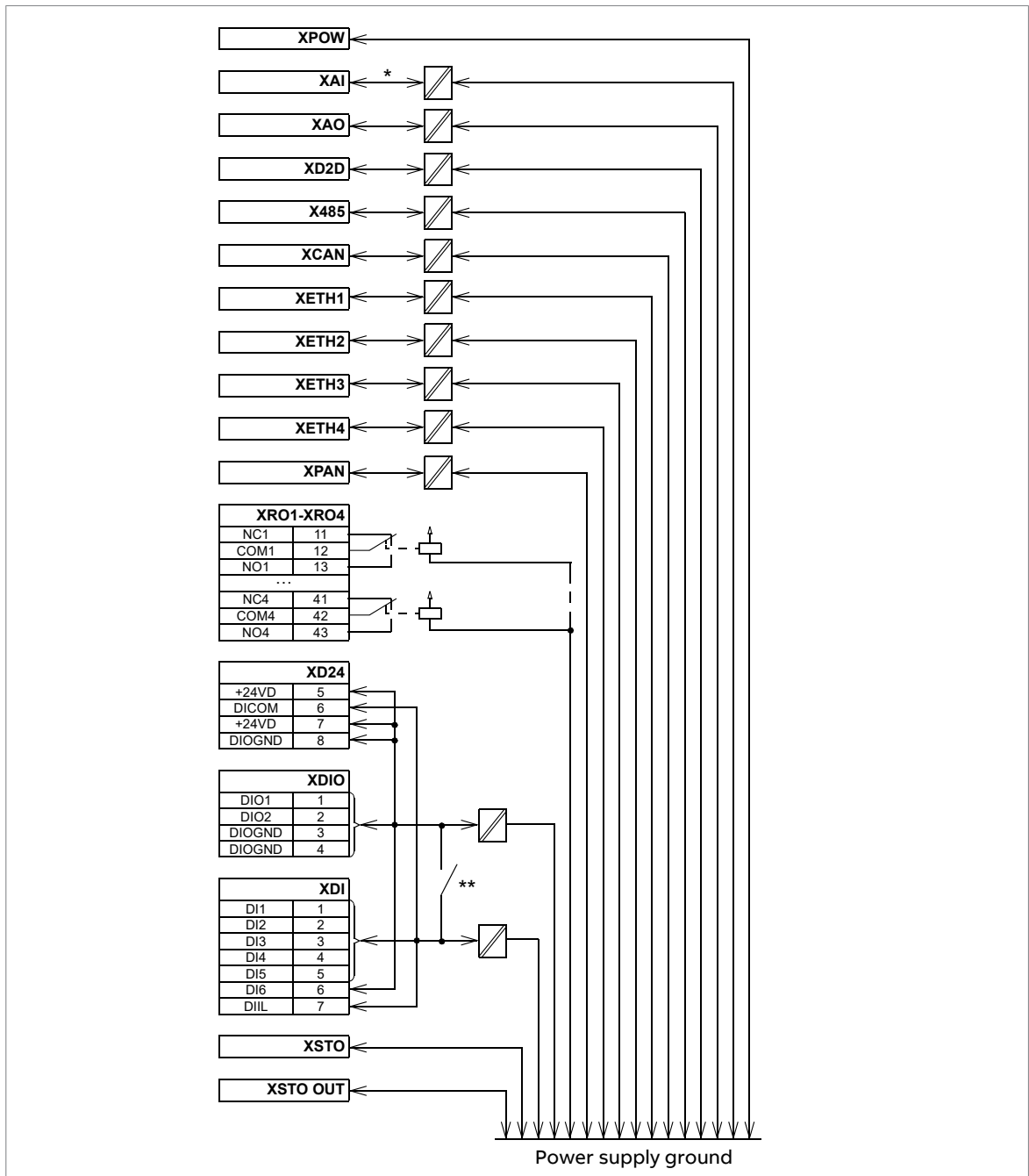
Maximum tightening torque of the screw terminals is 0.45 N·m (4 lbf·in).

Power supply (XPOW)	19...32 V DC, 1.5 ... 2.9 A (depends on the load and supply voltage) External power input. Two supplies can be connected to the control unit for redundancy.
Relay outputs XRO1...XRO4	250 V AC / 30 V DC, 2 A Protected by varistors
+24 V output (XD24:2 and XD24:4)	Total load capacity of these outputs is 4.8 W (200 mA / 24 V) minus the power taken by DIO1 and DIO2.
Digital inputs DI1...DI6 (XDI:1...XDI:6)	24 V logic levels: "0" < 5 V, "1" > 15 V R_{in} : 2.0 kohm Input type: NPN/PNP (DI1...DI5), PNP (DI6) Hardware filtering: 0.04 ms, digital filtering up to 8 ms I_{max} : 15 mA (DI1...DI5), 5 mA (DI6)
Start interlock input DIIL (XDI:7)	24 V logic levels: "0" < 5 V, "1" > 15 V R_{in} : 2.0 kohm Input type: NPN/PNP Hardware filtering: 0.04 ms, digital filtering up to 8 ms
Digital inputs/outputs DIO1 and DIO2 (XDIO:1 and XDIO:2) Input/output mode selection by parameters. DIO1 can be configured as a frequency input (0...100 kHz with hardware filtering of 4 microseconds) for 24 V level square wave signal (sinusoidal or other wave form cannot be used). In some control programs, DIO2 can be configured as a 24 V level square wave frequency output. Refer to the firmware manual, parameter group 11.	<p><u>As inputs:</u> 24 V logic levels: "0" < 5 V, "1" > 15 V. R_{in}: 2.0 kohm. Filtering: 1 ms.</p> <p><u>As outputs:</u> Total output current from +24VD is limited to 200 mA</p> 
Reference voltage for analog inputs +VREF and -VREF (XAI:1 and XAI:2)	10 V \pm 1% and -10 V \pm 1%, R_{load} 1...10 kohm Maximum output current: 10 mA
Analog inputs AI1 and AI2 (XAI:4 ... XAI:7). Current/voltage input mode selection by parameters 12.15 AI1 unit selection and 12.25 AI2 unit selection	Current input: -20...20 mA, R_{in} = 100 ohm Voltage input: -10...10 V, R_{in} > 200 kohm Differential inputs, common mode range \pm 30 V Sampling interval per channel: 0.25 ms Hardware filtering: 0.25 ms Resolution: 11 bit + sign bit Inaccuracy: 1% of full scale range
Analog outputs AO1 and AO2 (XAO)	0...20 mA, R_{load} < 500 ohm Frequency range: 0...500 Hz Resolution: 11 bit + sign bit Inaccuracy: 2% of full scale range

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XD2D connector	<p>Physical layer: RS-485</p> <p>Transmission rate: 8 Mbit/s</p> <p>Cable type: Shielded twisted-pair cable with a twisted pair for data and a wire or another pair for signal ground (nominal impedance 100 ... 165 ohm, for example Belden 9842)</p> <p>Maximum length of link: 50 m (164 ft)</p> <p>Termination by switch</p>
RS-485 connection (X485)	<p>Physical layer: RS-485</p> <p>Cable type: Shielded twisted-pair cable with a twisted pair for data and a wire or another pair for signal ground (nominal impedance 100 ... 165 ohm, for example Belden 9842)</p> <p>Maximum length of link: 50 m (164 ft)</p> <p>Termination and bias by switch (X485 TERM and X485 BIAS)</p>
CAN connection (XCAN)	<p>Termination by switch (XCAN TERM)</p> <p>This connection is not supported by the ACS880 control programs.</p>
Safe torque off connection (XSTO)	<p>Input voltage range: -3...30 V DC</p> <p>Logic levels: "0" < 5 V, "1" > 17 V.</p> <p>Note: Both circuits must be closed to enable start and operation (STO1 and STO2 must be connected to OUT). This applies to all control units (including drive, inverter, supply, brake, DC/DC converter etc. control units), but SIL/PL classified Safe torque off functionality is only achieved through the XSTO connector of the drive/inverter control unit.</p> <p>Current consumption (continuous) per STO channel: 10 mA.</p> <p>EMC (immunity) according to IEC 61326-3-1 and IEC 61800-5-2</p>
Safe torque off output (XSTO OUT)	To STO connector of inverter module.
Control panel connection (XPAN)	<p>Connector: RJ-45</p> <p>Cable length < 50 m (164 ft)</p> <p>Termination by switch (XPAN TERM)</p>
Fieldbus Ethernet connection with internal switch (XETH1 and XETH2)	<p>Connector: RJ-45</p> <p>Cable type: minimum requirement CAT5e</p>
microSDHC memory card slot (microSDHC CARD)	<p>Memory card type: microSDHC (minimum of class 4 speed grade)</p> <p>Supported memory size: 4 GB...32 GB</p>
Battery	Real-time clock battery type: BR2032
<p>The terminals of the control unit fulfill the Protective Extra Low Voltage (PELV) requirements. The PELV requirements of a relay output are not fulfilled if a voltage higher than 48 V is connected to the relay output.</p>	

■ Ground isolation diagram



*The maximum common mode voltage between each AI input and AGND is ± 30 V.

**Ground selector (DICOM=DIOGND) settings

DICOM=DIOGND: ON

All digital inputs share a common ground (DICOM connected to DIOGND). This is the default setting.

DICOM=DIOGND: OFF

Ground of digital inputs DI1...DI5 and DIIL (DICOM) is isolated from DIO signal ground (DIOGND). Isolation voltage 50 V.

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Other information

Refer to [UCU-22, UCU-23 and UCU-24 control units hardware manual \(3AXD50000817726 \[English\]\)](#).

9

Control unit (BCU)

Contents of this chapter

This chapter

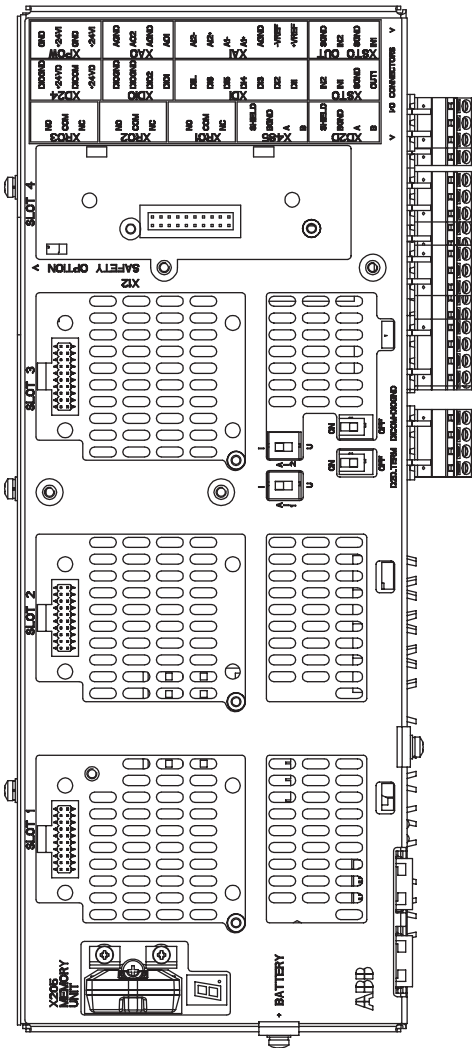
- gives information on the connections of the control unit, and
- has the specifications of the inputs and outputs of the control unit.

General

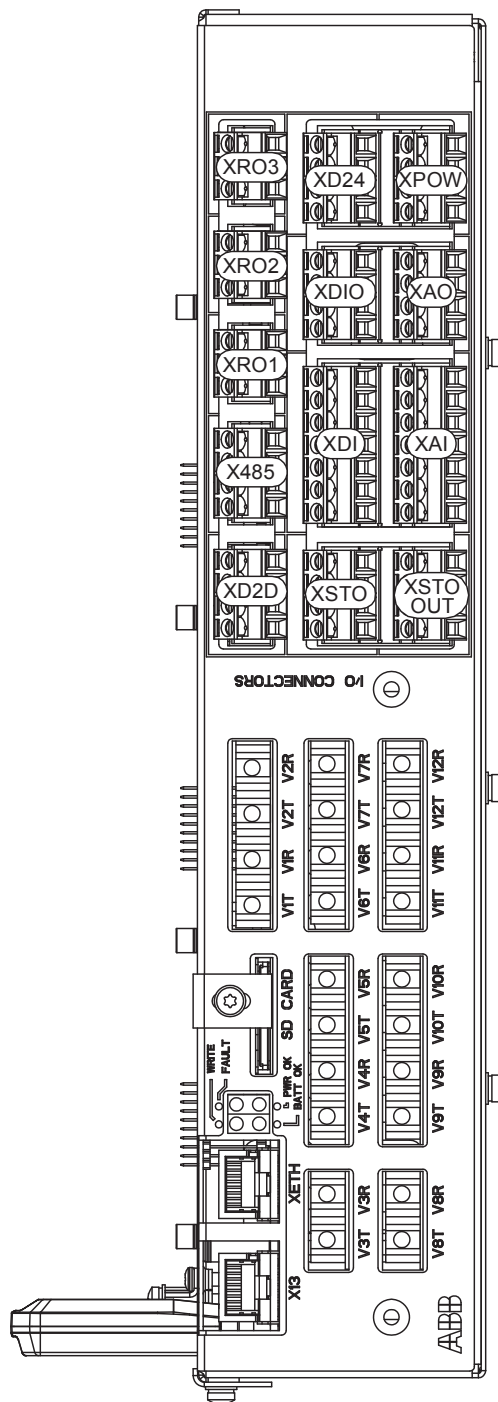
The BCU is used to control frame size R10 and R11 modules. It is built in a metal housing and connected to the drive modules by fiber optic cables.

In this manual, the name “BCU” represents the control unit types BCU-02, BCU-12 and BCU-22. They have a different number of power module connections (2, 7 and 12 respectively) but are otherwise similar.

Layout




	Description
I/O	I/O terminals (see following diagram)
SLOT 1	I/O extension, encoder interface or fieldbus adapter module connection. (This is the sole location for an FDPI-02 diagnostics and panel interface.)
SLOT 2	I/O extension, encoder interface or fieldbus adapter module connection
SLOT 3	I/O extension, encoder interface, fieldbus adapter or FSO safety functions module connection
SLOT 4	RDCO DDCS communication option module connection
X205	Memory unit connection
BATTERY	Holder for real-time clock battery (BR2032)
AI1	Mode selector for analog input AI1 (I = current, U = voltage)
AI2	Mode selector for analog input AI2 (I = current, U = voltage)
D2D TERM	Termination switch for drive-to-drive link (D2D)
DICOM=DIOGND	Ground selection. Determines whether DICOM is separated from DIOGND (ie. the common reference for the digital inputs floats). See the ground isolation diagram.
7-segment display	
Multicharacter indications are displayed as repeated sequences of characters	
	("U" is indicated briefly before "o".) Control program running
	Control program startup in progress
	(Flashing) Firmware cannot be started. Memory unit missing or corrupted
	Firmware download from PC to control unit in progress
	At power-up, the display may show short indications of eg. "1", "2", "b" or "U". These are normal indications immediately after power-up. If the display ends up showing any other value than those described, it indicates a hardware failure.






	Description
XAI	Analog inputs
XAO	Analog outputs
XDI	Digital inputs, Digital input interlock (DIIL)
XDIO	Digital input/outputs
XD2D	Drive-to-drive link
XD24	+24 V output (for digital inputs)
XETH	Ethernet port – Not in use
XPOW	External power input
XRO1	Relay output RO1
XRO2	Relay output RO2
XRO3	Relay output RO3
XSTO	Safe torque off connection (input signals)
XSTO OUT	Safe torque off connection (to inverter modules)
X12	(On the opposite side) Connection for FSO safety functions module (optional)
X13	Control panel, PC connection through the control panel
X485	Not in use by default
V1T/V1R, V2T/V2R	Fiber optic connection to modules 1 and 2 (VxT = transmitter, VxR = receiver)
V3T/V3R ... V7T/V7R	Fiber optic connection to modules 3...7 (BCU-12 and BCU-22 only) (VxT = transmitter, VxR = receiver)
V8T/V8R ... V12T/V12R	Fiber optic connection to modules 8...12 (BCU-22 only) (VxT = transmitter, VxR = receiver)
SD CARD	Data logger memory card for inverter module communication
BATT OK	Real-time clock battery voltage is higher than 2.8 V. If the LED is off when the control unit is powered, replace the battery.
FAULT	The control program has generated a fault. See the firmware manual of the supply/inverter unit.
PWR OK	Internal voltage is sufficient
WRITE	Writing to memory card in progress. Do not remove the memory card.

Default I/O diagram of the drive control unit

This diagram shows the default control connections of the drive control unit. The ACS880 primary control program is in use.

Terminal			Description	
XD2D			Drive-to-drive link	
1	1	B	Not in use by default	
2	2	A		
3	3	BGND		
4	4	Shield		
	D2D.TERM		Drive-to-drive link termination switch	
X485			RS485 connection	
5	5	B	Not in use by default	
6	6	A		
7	7	BGND		
8	8	Shield		
XRO1, XRO2, XRO3			Relay outputs	
11	11	NC	Norm. closed	XRO1: Ready (Energized = Ready) 250 V AC / 30 V DC, 2 A
	12	COM	Common	
	13	NO	Norm. open	
21	21	NC	Norm. closed	XRO2: Running (Energized = Running) 250 V AC / 30 V DC, 2 A
	22	COM	Common	
	23	NO	Norm. open	
31	31	NC	Norm. closed	XRO3: Fault (-1) (Energized = No fault) 250 V AC / 30 V DC, 2 A
	32	COM	Common	
	33	NO	Norm. open	
XSTO			Safe torque off input connection	
1	1	OUT	XSTO: IN1 and IN2 are connected to OUT at the factory. To enable start and operation, IN1 and IN2 must be connected to OUT. Refer to chapter The Safe torque off function (page 201) .	
2	2	SGND		
3	3	IN1		
4	4	IN2		
XSTO OUT			Safe torque off output connection (to drive modules)	
5	5	IN1	XSTO OUT: Safe torque off output to drive modules	
6	6	SGND		
7	7	IN2		
8	8	SGND		
XDI			Digital inputs	

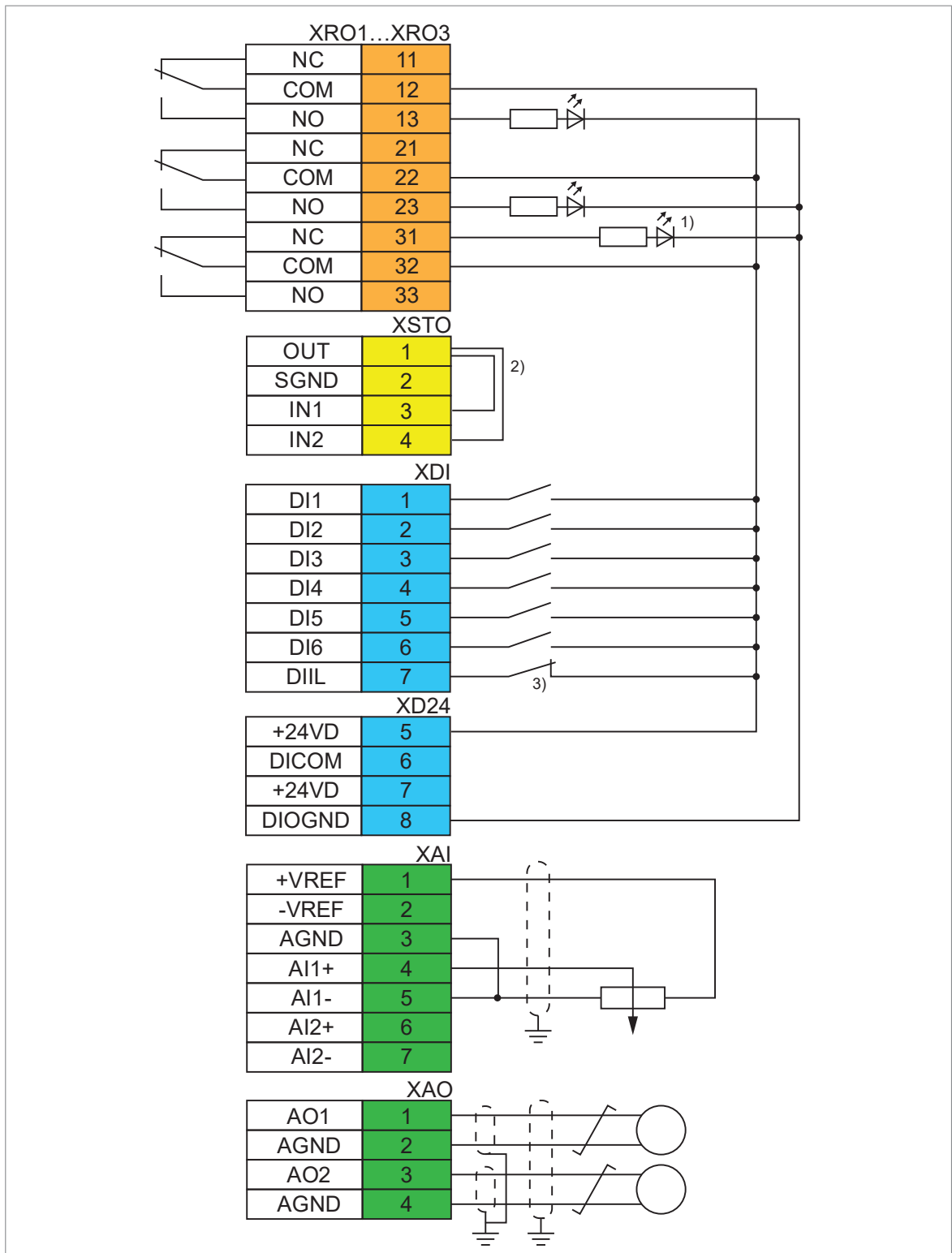
Terminal		Description	
1 2 3 4 5 6 7	1	DI1	Stop (0) / Start (1)
	2	DI2	Forward (0) / Reverse (1)
	3	DI3	Reset
	4	DI4	Acceleration & deceleration select ¹⁾
	5	DI5	Constant speed 1 select (1 = on) ²⁾
	6	DI6	Not in use by default.
	7	DIIL	Run enable. DIIL is connected to XD24:5 at the factory. ³⁾
XDIO		Digital input/outputs	
1 2 3 4	1	DIO1	Output: Ready
	2	DIO2	Output: Running
	3	DIOGND	Digital input/output ground
	4	DIOGND	Digital input/output ground
XD24		Auxiliary voltage output	
5 6 7 8	5	+24VD	+24 V DC 200 mA ⁴⁾
	6	DICOM	Digital input ground
	7	+24VD	+24 V DC 200 mA ⁴⁾
	8	DIOGND	Digital input/output ground
	DICOM=DIOGND	Ground selection switch. Determines whether DICOM is separated from DIOGND (ie, common reference for digital inputs floats). ON: DICOM connected to DIOGND. OFF: DICOM and DIOGND separate.	
XAI		Analog inputs, reference voltage output	
1 2 3 4 5 6 7	1	+VREF	10 V DC, R_L 1 ... 10 kohm
	2	-VREF	-10 V DC, R_L 1 ... 10 kohm
	3	AGND	Ground
	4	AI1+	Speed reference. 0(2)...10 V, $R_{in} > 200$ kohm ⁵⁾
	5	AI1-	
	6	AI2+	Not in use by default. 0(4)...20 mA, $R_{in} = 100$ ohm ⁶⁾
	7	AI2-	
	AI1	AI1 current/voltage selection switch	
	AI2	AI2 current/voltage selection switch	
XAO		Analog outputs	
1 2 3 4	1	AO1	Motor speed rpm 0 ... 20 mA, $R_L < 500$ ohm
	2	AGND	
	3	AO2	Motor current 0 ... 20 mA, $R_L < 500$ ohm
	4	AGND	
XPOW		External power input	
1 2 3 4	1	+24VI	24 VDC ($\pm 10\%$), 2 A External power input Two supplies can be connected to the control unit for redundancy.
	2	GND	
	3	+24VI	
	4	GND	
X12		Safety functions module connection. Not in use by default.	
X13		Control panel connection	

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Terminal	Description
X205	Memory unit connection

- 1) 0 = Acceleration/deceleration ramps defined by parameters 23.12/23.13 in use.
1 = Acceleration/deceleration ramps defined by parameters 23.14/23.15 in use.
 - 2) Constant speed 1 is defined by parameter 22.26.
 - 3) The DIIL input is configured to stop the unit when the input signal is removed. This input does not have a SIL or PL classification.
 - 4) Total load capacity of these outputs is 4.8 W (200 mA at 24 V) minus the power taken by DIO1 and DIO2.
 - 5) Current [0(4)...20 mA, $R_{in} = 100 \text{ ohm}$] or voltage [0(2)...10 V, $R_{in} > 200 \text{ kohm}$] input selected by switch AI1. Change of setting requires reboot of control unit.
 - 6) Current [0(4)...20 mA, $R_{in} = 100 \text{ ohm}$] or voltage [0(2)...10 V, $R_{in} > 200 \text{ kohm}$] input selected by switch AI2. Change of setting requires reboot of control unit.
-

This is an I/O connection example for the drive control unit.



- 1) Fault
- 2) Connected at the factory. If necessary, you can connect a safety device (for example, a safety relay) to the XSTO terminal.
- 3) DIIL is connected to XD24:5 at the factory.

Additional information on the connections

■ Connecting motor temperature sensors to the drive

Refer to the electrical planning instructions.

■ Power supply for the control unit (XPOW)

Connect a power supply to the control unit through terminal block XPOW.

Refer to the control unit connector data for the current and voltage ratings of the power supply.

Connect an additional external power supply to the free +24 V and GND terminals of the XPOW terminal block if:

- the control unit must be kept operational during input power breaks, for example, because of continuous fieldbus communication
- immediate restart is necessary after a power break (that is, no control unit power-up delay is permitted).

■ Digital interlock (DIIL)

Digital interlock input (DIIL) terminal is originally intended for interlock signals that stop the drive/unit when necessary. In the ACS880 primary control program, DIIL terminal is the source for the run enable signal by default. The inverter unit or drive cannot start, or it stops when there is no DIIL signal. In other control programs (and units), the default use of the DIIL terminal varies. Refer to firmware manual for more information.

Note: This input is **not** SIL or PL classified.

■ The XD2D connector

The XD2D connector provides an RS-485 connection that can be used for

- basic master/follower communication with one master drive and multiple followers,
- fieldbus control through the embedded fieldbus interface (EFB), or
- drive-to-drive (D2D) communication implemented by application programming.

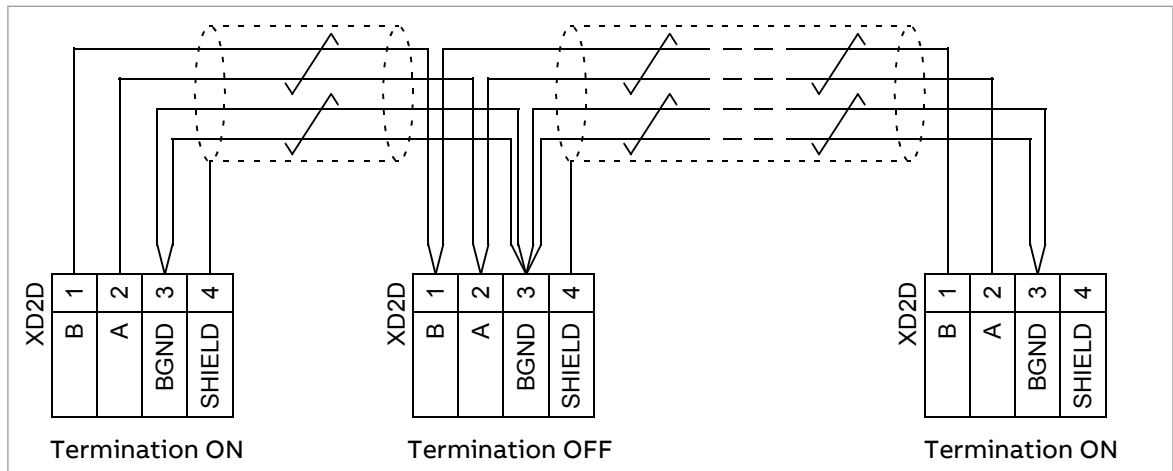
See the firmware manual for the related parameter settings.

Terminate the bus on the units at the ends of the drive-to-drive link. Disable bus termination on the intermediate units.

Use a shielded twisted-pair cable for data, and another pair or a wire for signal ground (nominal impedance 100...165 ohm, for example Belden 9842). For the best immunity, ABB recommends high quality cable. Keep the cable as short as possible. Avoid unnecessary loops and parallel runs near power cables such as motor cables.

The diagram that follows shows the wiring of the drive-to-drive link. The diagram is applicable to these control units:

- BCU-02/12/22



■ Safe torque off (XSTO, XSTO OUT)

Refer to chapter [The Safe torque off function](#).

The XSTO input only acts as a true Safe torque off input on the inverter control unit. De-energizing the STO input terminals of other control units (supply, DC/DC converter, or brake unit) stops the unit but does not constitute a SIL/PL classified safety function.

■ FSO safety functions module connection (X12)

In drives or inverter units with a compatible control program, an optional FSO safety functions module can be connected to the X12 connector. The control program in supply, brake, and DC/DC converter units does not support the FSO safety functions module.

For more information on the FSO safety functions module, refer to the applicable FSO module user's manual.

Note: Inverter modules and control units that have a sticker with the text “No FSO support” are not compatible with the FSO safety functions module.

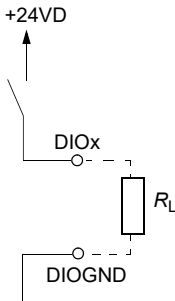
■ SDHC memory card slot

The control unit has an on-board data logger that collects real-time data from the power modules to help fault tracing and analysis. The data is stored onto the SDHC memory card inserted into the SD CARD slot and can be analyzed by ABB service personnel.

Connector data

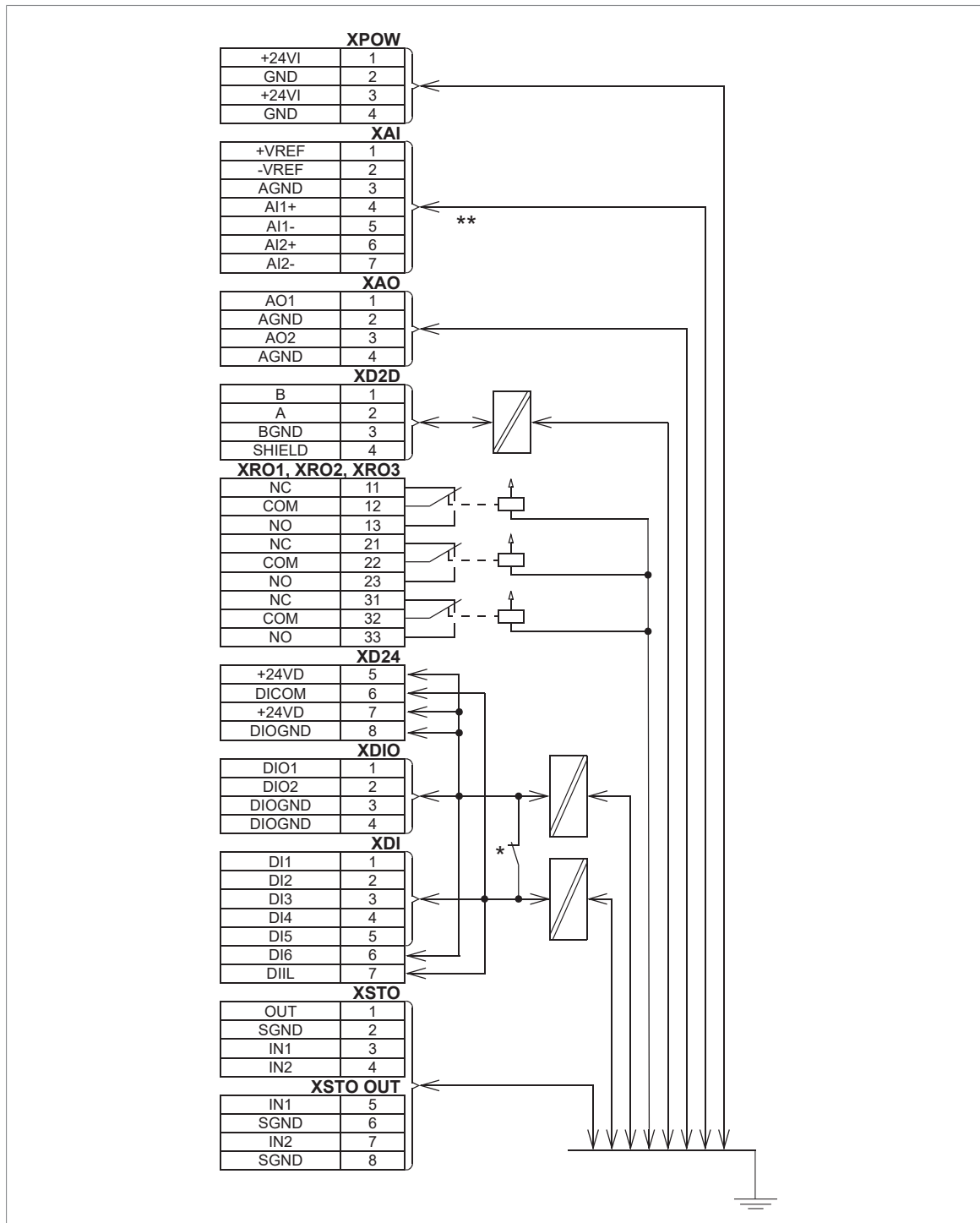
The wire size accepted by all screw terminals (for both stranded and solid wire) is 0.5 ... 2.5 mm² (22...12 AWG). Connector pitch is 5 mm.

The maximum tightening torque for screw terminals is 0.45 N·m (4 lbf·in).

Power supply (XPOW)	24 V DC ($\pm 10\%$), 2 A External power input. Two supplies can be connected to the BCU control unit for redundancy.
Relay outputs RO1...RO3 (XRO1...XRO3)	250 V AC / 30 V DC, 2 A Protected by varistors
+24 V output (XD24:5 and XD24:7)	Total load capacity of these outputs is 4.8 W (200 mA / 24 V) minus the power taken by DIO1 and DIO2.
Digital inputs DI1...DI6 (XDI:1...XDI:6)	24 V logic levels: "0" < 5 V, "1" > 15 V R_{in} : 2.0 kohm (DI1...DI5) Input type: NPN/PNP (DI1...DI5), PNP (DI6) Hardware filtering: 0.04 ms, digital filtering up to 8 ms I_{max} : 15 mA (DI1...DI5), 5 mA (DI6)
Start interlock input DIIL (XDI:7)	24 V logic levels: "0" < 5 V, "1" > 15 V R_{in} : 2.0 kohm Input type: NPN/PNP Hardware filtering: 0.04 ms, digital filtering up to 8 ms
Digital inputs/outputs DIO1 and DIO2 (XDIO:1 and XDIO:2) Input/output mode selection by parameters. DIO1 can be configured as a frequency input (0...16 kHz with hardware filtering of 4 microseconds) for 24 V level square wave signal (sinusoidal or other wave form cannot be used). In some control programs, DIO2 can be configured as a 24 V level square wave frequency output. Refer to the firmware manual, parameter group 11.	<u>As inputs:</u> 24 V logic levels: "0" < 5 V, "1" > 15 V. R_{in} : 2.0 kohm. Filtering: 1 ms. <u>As outputs:</u> Total output current from +24VD is limited to 200 mA 
Reference voltage for analog inputs +VREF and -VREF (XAI:1 and XAI:2)	10 V $\pm 1\%$ and -10 V $\pm 1\%$, R_{load} 1...10 kohm Maximum output current: 10 mA
Analog inputs AI1 and AI2 (XAI:4 ... XAI:7). Current/voltage input mode selection by switches	Current input: -20...20 mA, R_{in} = 100 ohm Voltage input: -10...10 V, R_{in} > 200 kohm Differential inputs, common mode range ± 30 V Sampling interval per channel: 0.25 ms Hardware filtering: 0.25 ms Resolution: 11 bit + sign bit Inaccuracy: 1% of full scale range
Analog outputs AO1 and AO2 (XAO)	0...20 mA, R_{load} < 500 ohm Frequency range: 0...500 Hz Resolution: 11 bit + sign bit Inaccuracy: 2% of full scale range

XD2D connector	Physical layer: RS-485 Transmission rate: 8 Mbit/s Cable type: Shielded twisted-pair cable with a twisted pair for data and a wire or another pair for signal ground (nominal impedance 100 ... 165 ohm, for example Belden 9842) Maximum length of link: 50 m (164 ft) Termination by switch
RS-485 connection (X485)	Physical layer: RS-485 Cable type: Shielded twisted-pair cable with a twisted pair for data and a wire or another pair for signal ground (nominal impedance 100 ... 165 ohm, for example Belden 9842) Maximum length of link: 50 m (164 ft)
Safe torque off connection (XSTO)	Input voltage range: -3...30 V DC Logic levels: "0" < 5 V, "1" > 17 V. Note: Both circuits must be closed to enable start and operation (IN1 and IN2 must be connected to OUT). This applies to all control units (including drive, inverter, supply, brake, DC/DC converter etc. control units), but SIL/PL classified Safe torque off functionality is only achieved through the XSTO connector of the drive/inverter control unit. Current consumption: 66 mA (continuous) per STO channel per drive/inverter module EMC (immunity) according to IEC 61326-3-1 and IEC 61800-5-2
Safe torque off output (XSTO OUT)	To STO connector of inverter module.
Control panel connection (X13)	Connector: RJ-45 Cable length < 100 m (328 ft)
Ethernet connection (XETH)	Connector: RJ-45 This connection is not supported by the firmware
SDHC memory card slot (SD CARD)	Memory card type: SDHC Maximum memory size: 4 GB
Battery	Real-time clock battery type: BR2032
The terminals of the control unit fulfill the Protective Extra Low Voltage (PELV) requirements. The PELV requirements of a relay output are not fulfilled if a voltage higher than 48 V is connected to the relay output.	

■ BCU ground isolation diagram



*Ground selector (DICOM=DIOGND) settings

DICOM=DIOGND: ON
 All digital inputs share a common ground (DICOM connected to DIOGND). This is the default setting.

DICOM=DIOGND: OFF
 Ground of digital inputs DI1...DI5 and DIIL (DICOM) is isolated from DIO signal ground (DIOGND). Isolation voltage 50 V.

**The maximum common mode voltage between each AI input and AGND is +30 V

Other information

Refer to [BCU-02, BCU-12 and BCU-22 control units hardware manual \(3AUA0000113605 \[English\]\)](#).

10

Installation checklist

Contents of this chapter

This chapter contains a checklist for the mechanical and electrical installation of the drive.

Checklist

Examine the mechanical and electrical installation of the drive before start-up. Go through the checklist together with another person.



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.



WARNING!

Do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.

Make sure that ...	<input checked="" type="checkbox"/>
The ambient operating conditions meet the drive ambient conditions specification and enclosure rating (IP code).	<input type="checkbox"/>
The supply voltage matches the nominal input voltage of the drive. See the type designation label.	<input type="checkbox"/>
The insulation resistance of the input power cable, motor cable and motor is measured according to local regulations and the manuals of the drive.	<input type="checkbox"/>
The drive cabinet is attached to the floor, and if necessary due to vibration etc, also by its top to the wall or roof.	<input type="checkbox"/>
The drive module is fastened properly to the enclosure.	<input type="checkbox"/>

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Make sure that ...	<input checked="" type="checkbox"/>
The cooling air can flow freely in and out of the drive. Air recirculation inside the cabinet is not possible (air baffle plates are installed, or there is another air guiding solution).	<input type="checkbox"/>
<u>If the drive is connected to a network other than a symmetrically grounded TN-S system:</u> You have done all the required modifications (for example, you may need to disconnect the EMC filter or ground-to-phase varistor) the electrical installation instructions.	<input type="checkbox"/>
The enclosures of the equipment in the cabinet have proper galvanic connection to the cabinet protective earth (ground) busbar; The connection surfaces at the fastening points are bare (unpainted) and the connections are tight, or separate grounding conductors have been installed.	<input type="checkbox"/>
The main circuit connections inside the drive cabinet correspond to the circuit diagrams.	<input type="checkbox"/>
The control unit has been connected. See the circuit diagrams.	<input type="checkbox"/>
Appropriate AC fuses and main disconnecting device are installed.	<input type="checkbox"/>
There is an adequately sized protective earth (ground) conductor(s) between the drive and the switchboard, the conductor is connected to correct terminal, and the terminal is tightened to the correct torque. Grounding has also been measured according to the regulations.	<input type="checkbox"/>
The input power cable is connected to the correct terminals, the phase order is correct, and the terminals are tightened to the correct torque.	<input type="checkbox"/>
There is an adequately sized protective earth (ground) conductor between the motor and the drive. The conductor is connected to the correct terminal, and the terminal is tightened to the correct torque. Grounding has also been measured according to the regulations.	<input type="checkbox"/>
The motor cable is connected to the correct terminals, the phase order is correct, and the terminals are tightened to the correct torque.	<input type="checkbox"/>
The motor cable is routed away from other cables.	<input type="checkbox"/>
No power factor compensation capacitors are connected to the motor cable.	<input type="checkbox"/>
<u>If an external brake resistor is connected to the drive:</u> There is an adequately sized protective earth (ground) conductor between the brake resistor and the drive, and the conductor is connected to the correct terminal, and the terminals are tightened to the correct torque. Grounding has also been measured according to the regulations.	<input type="checkbox"/>
<u>If an external brake resistor is connected to the drive:</u> The brake resistor cable is connected to the correct terminals, and the terminals are tightened to the correct torque.	<input type="checkbox"/>
<u>If an external brake resistor is connected to the drive:</u> The brake resistor cable is routed away from other cables.	<input type="checkbox"/>
The control cables are connected to the correct terminals, and the terminals are tightened to the correct torque.	<input type="checkbox"/>
<u>If a drive bypass connection will be used:</u> The direct-on-line contactor of the motor and the drive output contactor are either mechanically and/or electrically interlocked, that is, they cannot be closed at the same time. A thermal overload device must be used for protection when bypassing the drive. Refer to local codes and regulations.	<input type="checkbox"/>
There are no tools, foreign objects or dust from drilling inside the drive.	<input type="checkbox"/>
The area in front of the drive is clean: the drive cooling fan cannot draw any dust or dirt inside.	<input type="checkbox"/>
The terminal box cover of the motor is in place. Cabinet shrouds are in place and doors are closed.	<input type="checkbox"/>
The motor and the driven equipment are ready for power-up.	<input type="checkbox"/>

11

Commissioning

Contents of this chapter

This chapter describes how to do the commissioning of the drive.

Start-up procedure

**WARNING!**

Only qualified electrical professionals are allowed to start-up the drive.

1. Make sure that the installation of the drive module has been done according to the checklist in chapter [Installation checklist \(page 139\)](#), and that the motor and driven equipment are ready for start.
2. Perform the start-up tasks instructed by the cabinet-installer of the drive module.
3. Switch the power on, setup the drive control program, and perform the first start of the drive and motor. See the appropriate start-up guide or firmware manual. If you need more information on the use of the control panel, see [ACS-AP-I, -S, -W and ACH-AP-H, -W Assistant control panels user's manual \(3AUA0000085685 \[English\]\)](#).

In addition to the parameter settings required by the application, make the following settings for the drive module package:

- Set parameter 95.04 Control board supply according to how the drive control unit is powered.
 - Set parameter 95.09 Switch fuse controller to Disable.
 - Select the drive type in parameter 95.31 Parallel type configuration. To filter the list, use parameter 95.30 Parallel type list filter.
 - Reboot the control unit either by cycling the power, or by parameter 96.08 Control board boot.
-



- For drives with resistor braking (option +D150): See also section [Start-up \(page 224\)](#).
 - For drives with ABB du/dt filter: Make sure that bit 13 of parameter 95.20 HW options word 1 is switched on.
 - For drives with sine filter: Make sure that parameter 95.15 Special HW settings is set to ABB sine filter. See also [Sine filters hardware manual \(3AXD50000016814 \[English\]\)](#).
4. For drives with ABB motors in explosive atmospheres: See also [ACS880 drives with ABB motors in explosive atmospheres \(3AXD50000019585 \[English\]\)](#).
 5. For drive modules in which the Safe torque off function is in use: Test and validate the operation of the Safe torque off function. See section [Validation test procedure \(page 209\)](#).



12

Fault tracing

Contents of this chapter

This chapter describes the fault tracing possibilities of the drive.

LEDs

The table below describes the LEDs of the drive module with option DPMP-01.

Where	LED	Color	When the LED is lit
Control panel mounting platform	POWER	Green	Control unit is powered and +15 V is supplied to the control panel
	FAULT	Red	Drive in fault state

Warning and fault messages

See the quick installation and start-up guide or the firmware manual for the descriptions, causes and remedies of the control program warning and fault messages.

13

Maintenance

Contents of this chapter

This chapter contains maintenance instructions of the drive modules.

Maintenance intervals

The tables show the maintenance tasks that can be done by the end user. For the ABB Service offering, contact your local ABB Service representative (new.abb.com/contact-centers).

■ Description of symbols

Action	Description
I	Inspection (visual inspection and maintenance action if needed)
P	Performance of on/off-site work (commissioning, tests, measurements or other work)
R	Replacement

■ **Recommended maintenance intervals after start-up**

Recommended annual actions by the user	
Action	Description
P	Quality of supply voltage
I	Spare parts
P	DC circuit capacitors reforming, spare modules and spare capacitors
I	Tightness of terminals
I	Dustiness, corrosion and temperature
I	Heat sink cleaning

Recommended maintenance actions by the user							
Component	Years from start-up						
	3	6	9	12	15	18	21
Cooling							
Main cooling fan							
Main cooling fan (R10 and R11)			R			R	
Auxiliary cooling fan							
Circuit board compartment cooling fans (R10 and R11) LONG-LIFE			R			R	
Aging							
Control unit battery (real-time clock)		R		R		R	
Control panel battery (real-time clock)			R			R	
Functional safety							
Safety function test	I See the maintenance information of the safety function.						
Safety component expiry (Mission time, T _M)	20 years						
4FPS10000239703							

Note:

- The maintenance and component replacement intervals are based on the assumption that the equipment operates within the specified ratings and ambient conditions. ABB recommends annual drive inspections to ensure the highest reliability and optimum performance.
- Long-term operation near the specified maximum ratings or ambient conditions may require shorter maintenance intervals for certain components. Contact your local ABB Service representative for additional maintenance recommendations.

Cabinet

■ Cleaning the interior of the cabinet

**WARNING!**

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

**WARNING!**

Use a vacuum cleaner with antistatic hose and nozzle, and wear a grounding wristband. Using a normal vacuum cleaner creates static discharges which can damage circuit boards.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Open the cabinet door.
3. Clean the interior of the cabinet. Use a vacuum cleaner and a soft brush.
4. Clean the air inlets of the fans and air outlets of the modules (top).
5. Clean the air inlet gratings (if any) on the door.
6. Close the door.

Heatsink

The drive module heatsink collects dust from the cooling air. If the heatsink is not clean, the drive can generate overtemperature warnings and faults. When necessary, clean the heatsink as described in this section.

■ Cleaning the interior of the heatsink



WARNING!

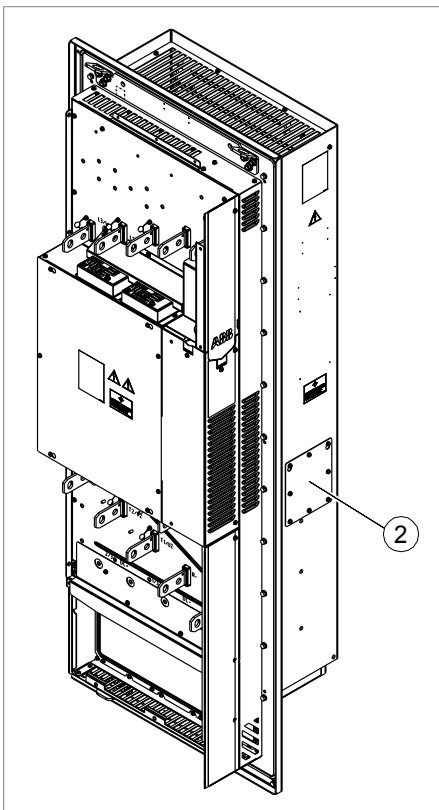
Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.



WARNING!

Use a vacuum cleaner with antistatic hose and nozzle, and wear a grounding wristband. Using a normal vacuum cleaner creates static discharges which can damage circuit boards.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Undo the attaching screws of the cover plate on the service opening.
3. Remove the plate.
4. Carefully blow clean compressed air (not humid or oily) upwards from the opening and, at the same time, vacuum from the top of the drive module. Prevent dust from entering adjoining equipment.
5. Reinstall the cover plate.



Fans

The lifespan of the cooling fans of the drive depends on running time, ambient temperature and dust concentration. See the firmware manual for the actual signal which indicates the running time of the cooling fan. Reset the running time signal after fan replacement.

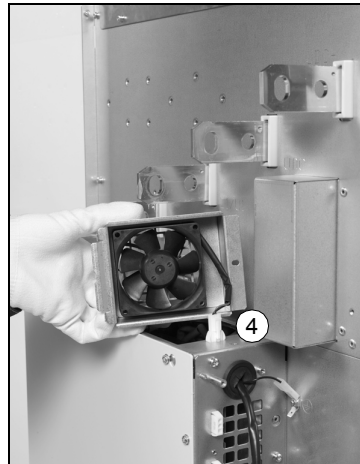
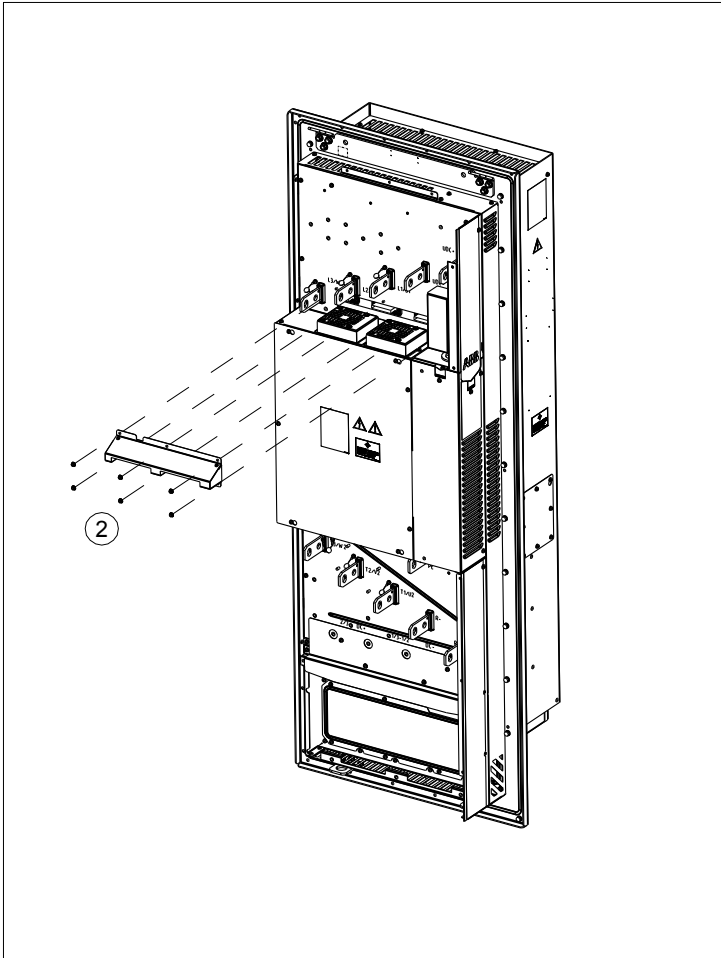
Replacement fans are available from ABB. Do not use other than ABB-specified spare parts.

■ Replacing the circuit board compartment cooling fans

**WARNING!**

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
 2. Remove the cover.
 3. Undo the fastening screw of the fan enclosure.
 4. Unplug the power supply cable of the fan.
 5. Install the new fan in reverse order to the above.
 6. Reset the counter (if used) in group 5 in the control program.
-



■ Replacing the main cooling fans

The main cooling fans can be replaced from the front side and the back side.

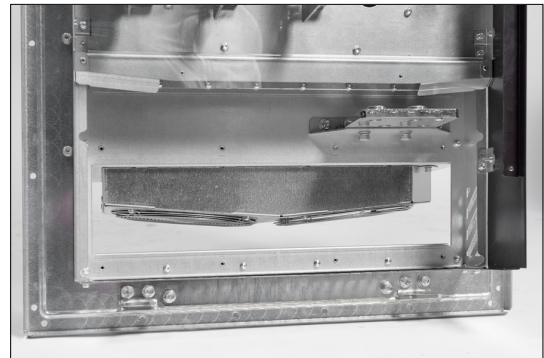
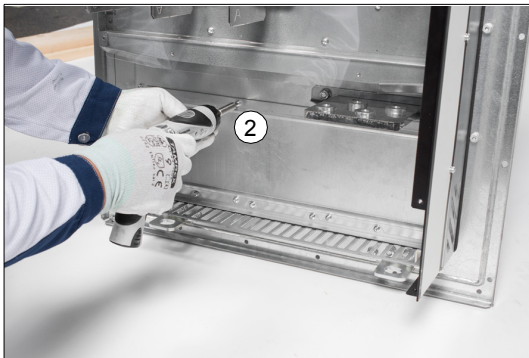


WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

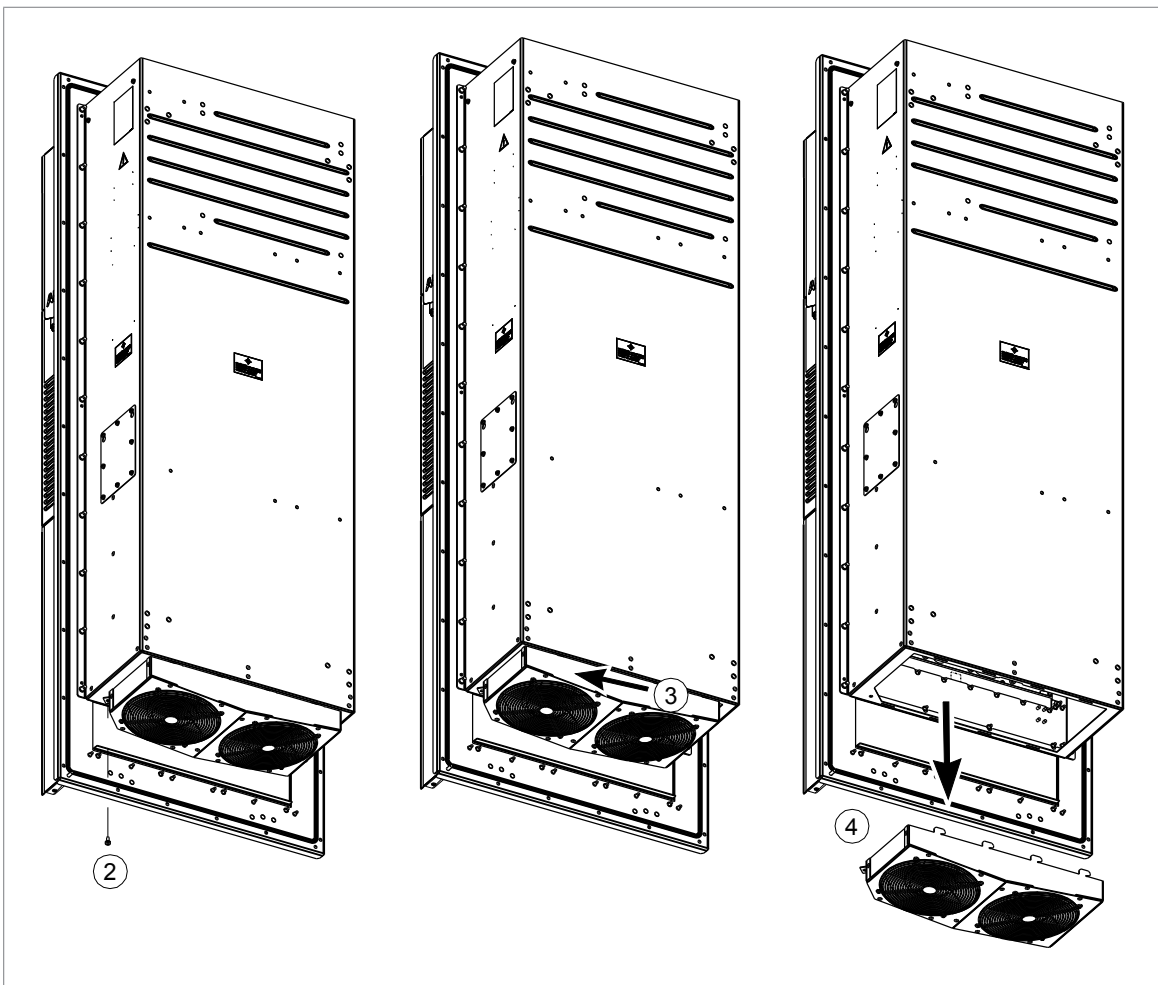
To replace the main cooling fans from the front side:

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. If motor cables are connected to the output terminals, disconnect them.
3. Undo the mounting screws of the fan cassette cover and remove the cover.
4. Disconnect the power supply wires of the fans.
5. Pull the fan cassette out.
6. Install the new fan cassette in reverse order to the above.
7. Reset the counter (if used) in group 5 in the primary control program.



To replace the main cooling fans from the back side:

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Undo the locking screw.
3. Push the fan cassette to the left.
4. Take the cassette down.
5. Disconnect the power supply wires of the fans, see the previous page.
6. Install the new fan cassette in reverse order to the above.
7. Reset the counter (if used) in group 5 in the primary control program.



Replacing the standard drive module

**WARNING!**

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

Note: The replacement module must be of the same type as the original module: same type code and same option codes.

Handle the drive module carefully:

- Use safety shoes with a metal toe cap to prevent foot injury.
 - Lift the drive module only by the lifting lugs.
-

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Disconnect the power cables.
3. Disconnect the power supply, BGDR and fiber optic cables from the drive module.
4. Disconnect the power supply cable and the fiber optic cables from the external control unit and coil them on the top of the drive module.
5. Remove the screws that attach the drive module to the cabinet.
6. Install the new module in reverse order.

Capacitors

The intermediate DC circuit of the drive contains several electrolytic capacitors. Operating time, load, and surrounding air temperature have an effect on the life of the capacitors. Capacitor life can be extended by decreasing the surrounding air temperature.

Capacitor failure is usually followed by damage to the unit and an input cable fuse failure, or a fault trip. If you think that any capacitors in the drive have failed, contact ABB.

■ Reforming the capacitors

The capacitors must be reformed if the drive has not been powered (either in storage or unused) for a year or more. The manufacturing date is on the type designation label. For information on reforming the capacitors, refer to [Capacitor reforming instructions \(3BFE64059629 \[English\]\)](#).

Control panel

See [ACS-AP-I, -S, -W and ACH-AP-H, -W assistant control panels user's manual \(3AUA0000085685 \[English\]\)](#).

Control units

■ UCU control unit types

Different variants of the UCU control units are used in ACS880 drives: UCU-22...24. These have a different number of converter module connections but are otherwise

identical. The UCU types are interchangeable as long as the number of connections is sufficient. For example, the UCU-24 can be used as a direct replacement for both UCU-22 and UCU-23.

■ Replacing the memory unit (UCU-22...24)

If you replace the control unit, move the memory unit from the old control unit to the new control unit to keep the existing parameter settings.



WARNING!

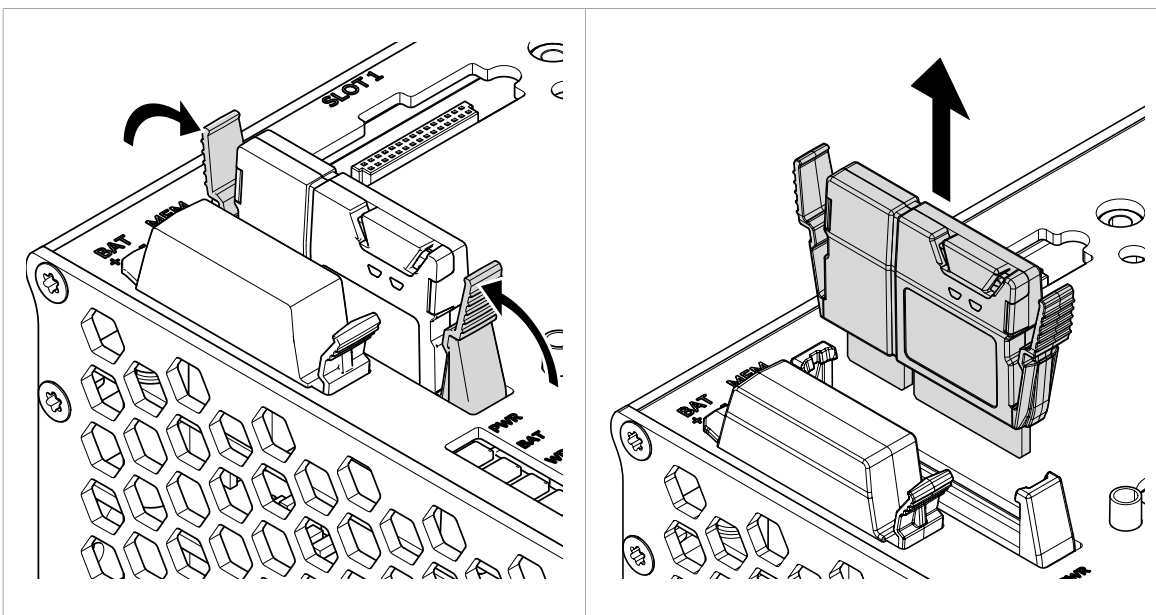
Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.



WARNING!

Do not remove or install the memory unit when the control unit is powered.

1. Stop the drive and do the steps in section Electrical safety precautions in the hardware manual before you start work.
2. Make sure that the control unit is not powered.
3. Push and hold in the clips on the memory unit. Pull the memory unit out.
4. Push the new memory unit in.



■ Replacing the UCU control unit battery

When the BAT LED is on, the real-time clock battery voltage is high enough. If the LED is off, replace the battery.



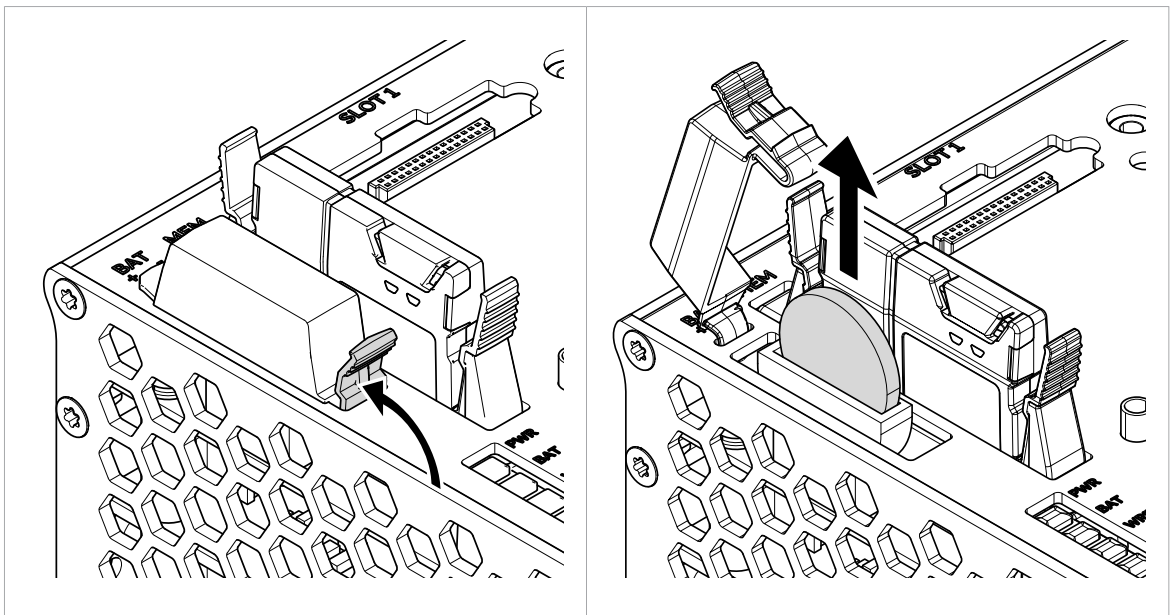
WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Open the battery cover.
3. Replace the battery with a new BR2032 battery.

Note: The real-time clock stays set for 2 minutes without battery.

4. Close the battery cover.
5. If necessary, set the real-time clock.
6. Dispose of the old battery according to local disposal rules or applicable laws.



■ Replacing the microSDHC memory card (UCU-22...24)

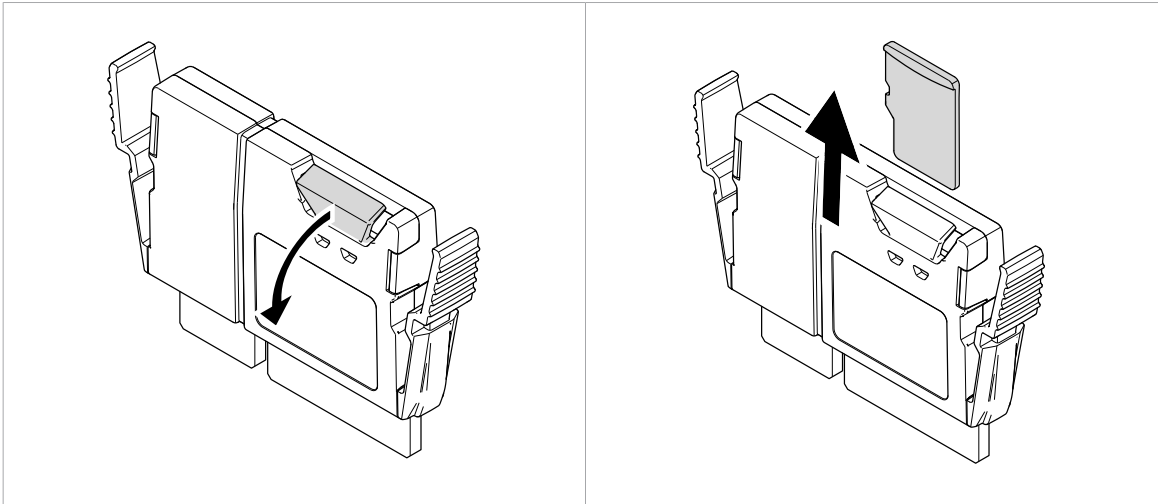


WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

For the replacement card type, refer to the technical data.

1. Stop the drive and do the steps in section [Electrical safety precautions](#) in the hardware manual before you start work.
2. Remove the UMU-01 memory unit from the control unit.
3. Open the memory card cover in the memory unit.
4. Push the card to remove it.
5. Install a new card in reverse order.



■ BCU control unit types

There are three variants of the BCU control unit used in ACS880 drives: BCU-02, BCU-12 and BCU-22. These have a different number of converter module connections (2, 7 and 12 respectively) but are otherwise identical. The three BCU types are interchangeable as long as the number of connections is sufficient. For example, the BCU-22 can be used as a direct replacement for both BCU-02 and BCU-12.

■ Replacing the memory unit (BCU-x2)

If you replace the control unit, move the memory unit from the old control unit to the new control unit to keep the existing parameter settings.



WARNING!

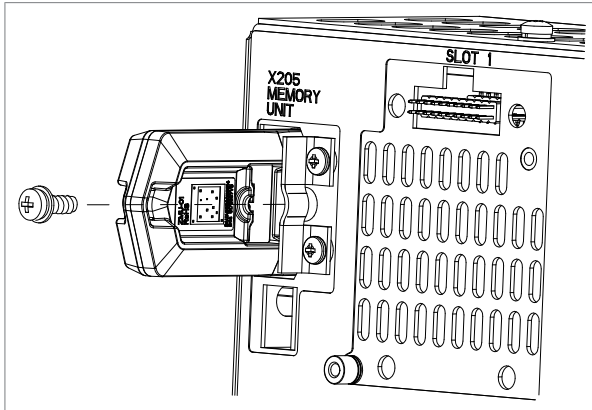
Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.



WARNING!

Do not remove or insert the memory unit when the control unit is powered.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Make sure that the control unit is not powered.
3. Remove the fastening screw and pull the memory unit out.
4. Install a memory unit in reverse order.



■ Replacing the BCU control unit battery

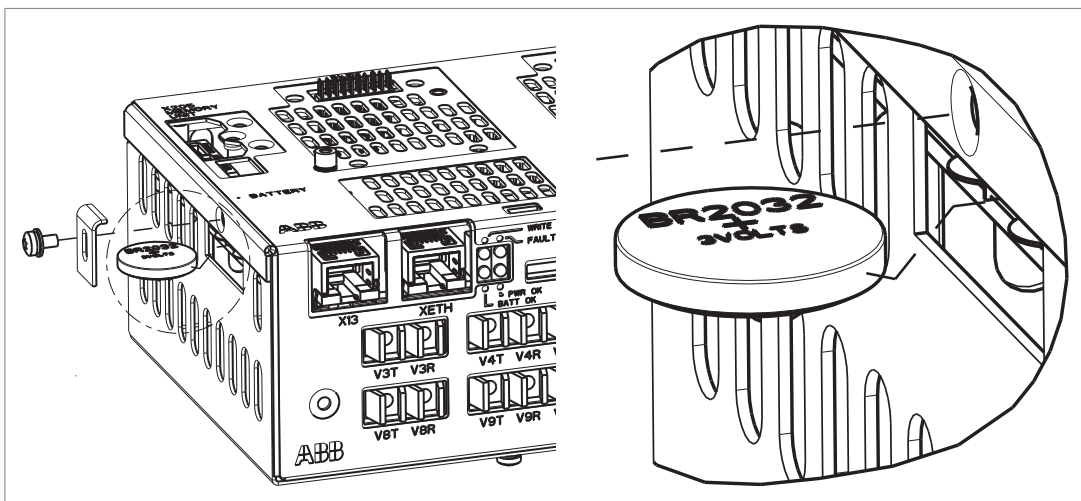


WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur. If you are not a qualified electrical professional, do not do installation, commissioning or maintenance work.

Replace the real-time clock battery if the BATT OK LED is off when the control unit is powered.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Remove the fastening screw.
3. Replace the battery with a new BR2032 battery.
4. If necessary, set the real-time clock.
5. Discard the old battery according to local disposal rules or applicable laws.



Reduced run

A “reduced run” function makes it possible to continue operation with one drive module if the other module is out of service, for example because of maintenance work. In principle, reduced run is possible with only one module, but the physical requirements of operating the motor still apply; the remaining module in use must be able to provide the motor with enough magnetizing current.

■ Starting reduced run operation



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

1. Stop the drive and do the steps in section [Electrical safety precautions \(page 18\)](#) before you start the work.
2. Open the door of the faulty module cabinet. Remove the shrouds in front of the module. Disconnect the cabling and connect the control unit to another 24 V DC power supply. ABB recommends using an external power supply with parallel-connected drive modules.
3. Disconnect all cables from the module to be serviced and remove it from its bay. See section [Replacing the standard drive module \(page 153\)](#).
4. Install the shrouds and close the door of the faulty module cabinet. Switch on the power to the remaining drive module.
5. Enter the number of drive modules present into parameter 95.13 Reduced run mode.
6. Reset all faults and start the drive module. The maximum current is now automatically limited according to the new drive module configuration. A mismatch between the number of detected modules (parameter 95.14) and the value set in parameter 95.13 will generate a fault.
7. If the STO function is in use, validate it as described in chapter [The Safe torque off function \(page 201\)](#).

■ Resuming normal operation



WARNING!

Repeat the steps described in section [Electrical safety precautions](#). If you ignore them, injury or death, or damage to the equipment can occur.

1. Reinstall the module into its bay.
2. Switch on the power to the drive module package.
3. Enter “0” into parameter 95.13 Reduced run mode.
4. If the STO function is in use, validate it as described in chapter [The Safe torque off function](#).

Functional safety components

The mission time of functional safety components is 20 years which equals the time during which failure rates of electronic components remain constant. This applies to the components of the standard Safe torque off circuit as well as any modules, relays and, typically, any other components that are part of functional safety circuits.

The expiry of mission time terminates the certification and SIL/PL classification of the safety function. The following options exist:

- Renewal of the whole drive and all optional functional safety module(s) and components.
- Renewal of the components in the safety function circuit. In practice, this is economical only with larger drives that have replaceable circuit boards and other components such as relays.

Note that some of the components may already have been renewed earlier, restarting their mission time. The remaining mission time of the whole circuit is however determined by its oldest component.

Contact your local ABB service representative for more information.

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Ordering information

Contents of this chapter


This chapter gives ordering information on additional components available from ABB for the drive module installation.


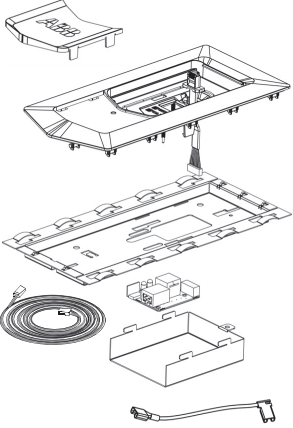
Note: This chapter lists only the installation accessories available from ABB. All other parts must be sourced from a third party by the system integrator. For a listing, refer to the kit-specific installation instructions available at <https://www151.abb.com/spaces/lvacdrivesengineering/support/content>. For access, contact your local ABB representative.

Control panel

The control panel is not included with the drive module but must be ordered separately. One control panel is required for the commissioning of an ACS880 drive system, even if the Drive composer PC tool is used.

The control panel can be flush mounted on the cabinet door with the help of a door mounting kit.

Type	Description	Ordering code	Illustration
ACS-AP-W	Control panel with Bluetooth	3AXD50000025965	

Type	Description	Ordering code	Illustration
ACS-AP-I	Control panel	3AUA0000088311	
DPMP-01	Door mounting kit	3AUA0000108878	

The door mounting kit contains:

- front cover
- flat cable (between DDPI-01 board and the panel)
- DDPI-01 board, cover and M4×8 combi screw for the cover
- EMC shield
- control panel mounting platform
- grounding wire
- Ethernet cable (3 m).
- [DPMP-01 mounting platform for ACS-AP control panel installation guide \[3AUA0000100140 \(English\)\]](#).

Brake resistors

See section [SAFUR resistor data \(page 225\)](#).

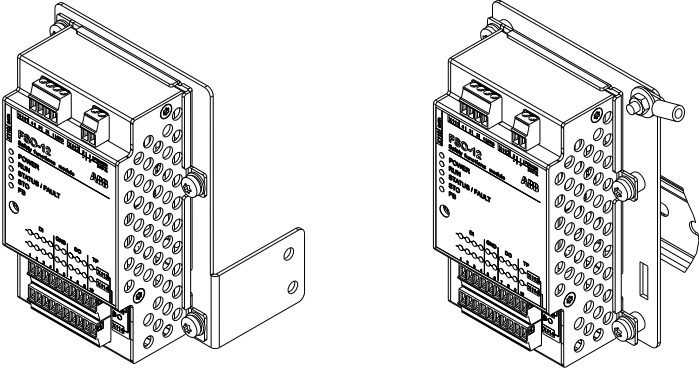
Output (du/dt) filters

See section [\$du/dt\$ filters \(page 227\)](#).

Sine filters

See section [Sine filters \(page 228\)](#).

FSO accessories kit

Kit code	Ordering code	Illustration
A-X-X-279	3AXD50000025495	 <p data-bbox="868 786 1286 815">Instruction code: 3AXD50000025583</p>

Accessory kits

Kit	Ordering code
Full size input cable connection terminals and PE busbar.	3AXD50000024518
Full size output cable connection terminals.	3AXD50000024519
IP20 shrouds for covering the input and motor cabling area	3AXD50000024564
Support brackets for attaching the drive module by the heatsink	3AXD50000303533
Wheeled installation frame kit for ACS880-04F and -04FXT	3AXD50000678914

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Technical data

Contents of this chapter

This chapter contains the technical specifications of the drive, for example the ratings, sizes and technical requirements, provisions for fulfilling the requirements for CE and other markings.

Electrical ratings

The ratings of the drive module packages with 50 Hz and 60 Hz supply are given below.

IEC RATINGS											
ACS880-04FXT-...	Frame size	Input current	Output ratings								
			Nominal use					Light-duty use		Heavy-duty use	
			I_1	I_{max}	I_{max_start}	I_2	P_n	S_n	I_{Ld}	P_{Ld}	I_{Hd}
A	A	A	A	kW	kVA	A	kW	A	kW		
$U_n = 400\text{ V}$											
1008A-3	2×R11	1008	1270	1441	1008	560	698	997	560	746	400
1188A-3	2×R11	1188	1343	1755	1188	630	823	1167	630	878	500
1330A-3	2×R11	1330	1886	2024	1330	710	921	1316	710	1041	560
1610A-3	2×R11	1610	2024	2024	1610	900	1115	1570	900	1334*	710
$U_n = 500\text{ V}$											
1008A-5	2×R11	1008	1270	1441	1008	710	873	997	710	720	500
1158A-5	2×R11	1158	1343	1755	1158	800	1003	1146	800	878	630
1310A-5	2×R11	1310	1564	2024	1310	900	1134	1297	900	1041	710
1610A-5	2×R11	1610	2024	2024	1610	1000	1394	1570	1000	1282**	900
$U_n = 690\text{ V}$											
0808A-7	2×R11	808	1017	1356	808	800	966	791	710	678***	630

IEC RATINGS												
ACS880-04FXT-...	Frame size	Input current	Output ratings									
			Nominal use					Light-duty use		Heavy-duty use		
			I_1	I_{max}	I_{max_start}	I_2	P_n	S_n	I_{Ld}	P_{Ld}	I_{Hd}	P_{Hd}
			A	A	A	A	kW	kVA	A	kW	A	kW
0960A-7	2×R11	960	1260	1674	960	900	1147	929	900	837	800	
1080A-7	2×R11	1080	1472	1858	1080	1000	1291	1051	1000	929	900	
1320A-7	2×R11	1320	1509	2024	1320	1200	1578	1297	1200	1051***	1000	
3AXD10000363510												

UL/NEC RATINGS												
ACS880-04FXT-...	Frame size	Input current	Max. current		Output ratings							
					App. power	Light-duty use			Heavy-duty use			
			I_1	I_{max}		I_{max_start}	S_n	I_{Ld}	P_{Ld}		I_{Hd}	P_{Hd}
			A	A	A	kVA	A	kW	hp	A	kW	hp
$U_n = 480\text{ V}$												
1008A-5	2×R11	1008	1270	1441	873	997	710	900	720	500	600	
1158A-5	2×R11	1158	1343	1755	1003	1146	800	1000	878	630	700	
1310A-5	2×R11	1310	1564	2024	1134	1297	900	1000	1041	710	900	
1610A-5	2×R11	1610	2024	2024	1394	1570	1000	1250	1282**	900	1000	
$U_n = 575\text{ V}$												
0808A-7	2×R11	808	1017	1356	966	791	710	800	678***	630	700	
0960A-7	2×R11	960	1260	1674	1147	929	900	1000	837	800	800	
1080A-7	2×R11	1080	1472	1858	1291	1051	1000	1000	929	900	1000	
1320A-7	2×R11	1320	1509	2024	1578	1297	1200	1250	1051***	1000	1000	
3AXD10000363510												

U_n	Nominal voltage of the drive. For input voltage range, see Type designation key (page 43) .
I_1	Nominal input current (rms) at 40 °C (104 °F)
I_{max}	Maximum output current. Available for 10 seconds at start, otherwise as long as allowed by drive temperature. 140% ... 200% of I_{Hd} , depending on power rating.
I_{max_start}	Maximum output current at start. Available for two seconds only at start every seven seconds if start current limit is activated by parameter 30.15 Maximum start current enable.
I_2	Continuous rms output current. No overload capability at 40 °C (104 °F). This is indicated in the type designation label as output current I_2 .
P_n	Typical motor power in no-overload use
S_n	Apparent power (no overload)
I_{Ld}	Continuous rms output current allowing 10% overload for 1 minute every 5 minutes
P_{Ld}	Typical motor power for light-overload use
I_{Hd}	Continuous rms output current allowing 50% overload for 1 minute every 5 minutes *Continuous rms output current allowing 40% overload for 1 minute every 5 minutes **Continuous rms output current allowing 45% overload for 1 minute every 5 minutes ***Continuous rms output current allowing 44% overload for 1 minute every 5 minutes
P_{Hd}	Typical motor power for heavy-duty use

Note: To achieve the rated motor power given in the table, the rated current of the drive must be higher than or equal to the rated motor current. The power ratings apply to most IEC 34 motors at the nominal voltage of the drive.

ABB recommends to select the drive, motor and gear combination for the required motion profile with the DriveSize dimensioning tool available from ABB.

Output derating

■ When is derating necessary

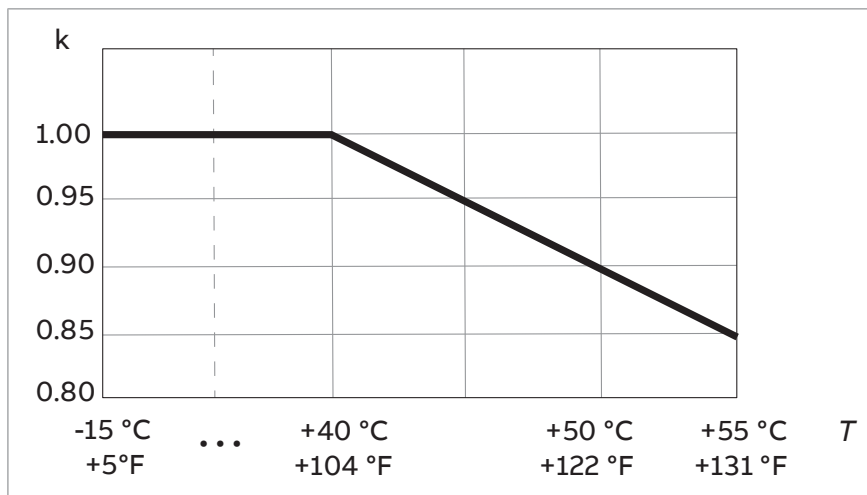
Derate the continuous output current of the drive if

- ambient temperature exceeds +40 °C (+104 °F) or
- drive is installed higher than 1000 m (3280 ft) above sea level
- switching frequency is other than default
- the minimum requirements of motor cable length are not met (see chapter [Filters \(page 227\)](#)).

Note: The final derating factor is a multiplication of all applicable derating factors.

■ Ambient temperature derating

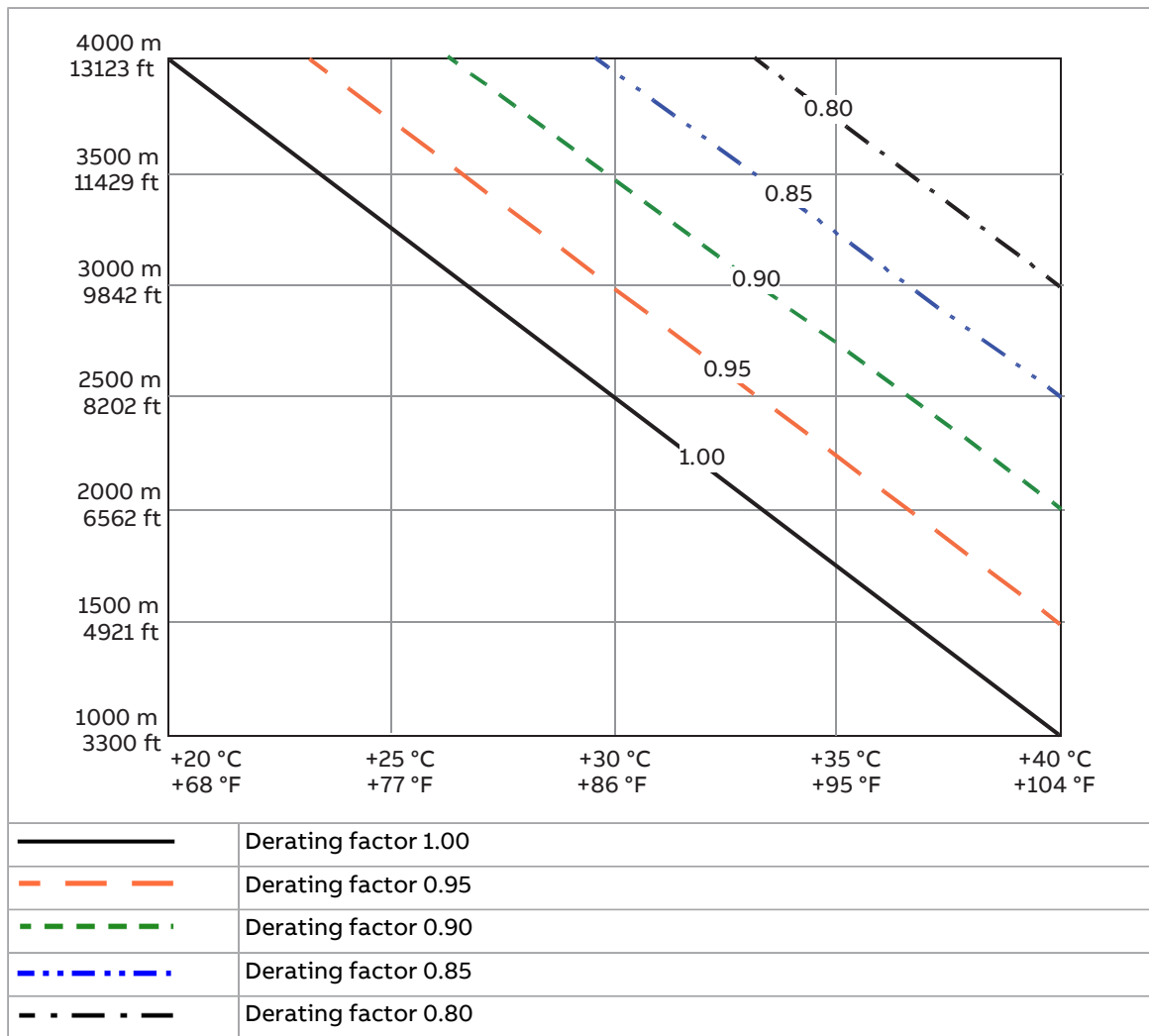
In the temperature range +40...55 °C (+104...131 °F), the rated output current is derated by 1% for every added 1 °C (1.8 °F) as follows. Calculate the output current by multiplying the current given in the rating table by the derating factor.



■ Altitude derating

At altitudes more than 1000 m (3281 ft) above sea level, the output current derating is 1 percentage point for every added 100 m (328 ft). For example, the derating factor for 1500 m (4921 ft) is 0.95. The maximum permitted installation altitude is given in the technical data.

If the surrounding air temperature is less than +40 °C (104 °F), the derating can be reduced by 1.5 percentage points for every 1 °C (1.8 °F) reduction in temperature. A few altitude derating curves are shown below.



For a more accurate derating, use the DriveSize PC tool.

■ Deratings for special settings in the drive control program

Enabling special settings in the drive control program can require output current derating.

Ex motor, sine filter, low noise

Table below gives the deratings for these cases:

- drive is used with an ABB motor for explosive atmospheres (Ex) and EX motor in parameter 95.15 Special HW settings is enabled
- sine filter given in the selection table in section [Sine filters \(page 228\)](#) is used and ABB sine filter in parameter 95.15 Special HW settings is enabled
- Low noise optimization is selected in parameter 97.09 Switching freq mode.

With other than recommended sine filters (see [Sine filters \(page 228\)](#)) and non-ABB Ex motors, contact ABB.

ACS880-04FXT-...	Output ratings for special settings								
	Ex motor (ABB Ex motor)			ABB sine filter			Low noise mode		
	Nominal use	Light-duty use	Heavy-duty use	Nominal use	Light-duty use	Heavy-duty use	Nominal use	Light-duty use	Heavy-duty use
	I_2	I_{Ld}	I_{Hd}	I_2	I_{Ld}	I_{Hd}	I_2	I_{Ld}	I_{Hd}
A	A	A	A	A	A	A	A	A	
$U_n = 400\text{ V}$									
1008A-3	959	677	499	940	901	666	760	729	541
1188A-3	1128	795	587	1104	1060	782	892	857	637
1330A-3	1227	867	646	1190	1156	861	955	913	718
1610A-3	1489	1049	828	1444	1398	1104	1159	1104	920*
$U_n = 500\text{ V}$									
1008A-5	924	886	663	894	847	604	696	661	519
1158A-5	1065	1018	771	1030	975	736	754	721	548
1310A-5	1209	1179	960	1172	1141	933	850	788	666
1610A-5	1413	1374	1093	1343	1306	1030	1012	938	754
$U_n = 690\text{ V}$									
0808A-7	712	693	593	662	644	552***	534	515	434***
0960A-7	793	767	681	736	714	629	552	534	482
1080A-7	892	865	826	828	802	708	626	607	552
1320A-7	1091	1056	883	1012	975	828***	828	791	644***
3AXD10000363510									

U_n	Nominal voltage of the drive
I_2	Nominal output current (rms) at 40 °C (104 °F)
I_{Ld}	Continuous rms output current allowing 10% overload for 1 minute every 5 minutes *Continuous rms output current allowing 40% overload for 1 minute every 5 minutes ***Continuous rms output current allowing 44% overload for 1 minute every 5 minutes
I_{Hd}	Continuous rms output current allowing 50% overload for 1 minute every 5 minutes
<p>Note: To achieve the rated motor power given in the table, the rated current of the drive must be higher than or equal to the rated motor current. The power ratings apply to most IEC 34 motors at the nominal voltage of the drive.</p> <p>ABB recommends to select the drive, motor and gear combination for the required motion profile with the DriveSize dimensioning tool available from ABB.</p>	

■ High speed mode

The selection **High speed mode** of parameter 95.15 Special HW settings improves control performance at high output frequencies. ABB recommends it to be selected with output frequency of 120 Hz and above.

This table gives the drive module ratings for 120 Hz output frequency and the maximum output frequency when **High speed mode** in parameter 95.15 Special HW settings is enabled. With output frequencies lower than the maximum output frequency, the current derating is less than the value given in the table. Contact ABB for operation

above the recommended maximum output frequency or for the output current derating with output frequencies above 120 Hz and below the maximum output frequency.

ACS880-04FXT-...	Deratings with selection High speed mode of parameter 95.15 Special HW settings							
	120 Hz output frequency				Maximum output frequency			
	Frequency	Nominal use	Light-duty use	Heavy-duty use	Maximum frequency	Nominal use	Light-duty use	Heavy-duty use
	f	I_2	I_{Ld}	I_{Hd}	f_{max}	I_2	I_{Ld}	I_{Hd}
	Hz	A	A	A	Hz	A	A	A
$U_n = 400\text{ V}$								
1008A-3	120	1008	997	746	500	760	729	541
1188A-3	120	1188	1167	878	500	892	857	637
1330A-3	120	1330	1316	1041	500	955	913	718
1610A-3	120	1610	1570	1334*	500	1159	1104	920*
$U_n = 500\text{ V}$								
1008A-5	120	1008	997	720	500	696	661	519
1158A-5	120	1158	1146	878	500	754	721	548
1310A-5	120	1310	1297	1041	500	850	788	666
1610A-5	120	1610	1570	1282**	500	1012	938	754
$U_n = 690\text{ V}$								
0808A-7	120	808	791	678***	375	546	528	445***
0960A-7	120	960	929	837	375	552	534	482
1080A-7	120	1080	1051	929	375	626	607	552
1320A-7	120	1320	1297	1051***	375	828	791	644***
3AXD10000363510								

f	Output frequency
f_{max}	Maximum output frequency with High speed mode
U_n	Nominal voltage of the drive
I_2	Continuous rms output current. No overload capability at 40 °C (104 °F).
I_{Ld}	Continuous rms output current allowing 10% overload for 1 minute every 5 minutes
I_{Hd}	Continuous rms output current allowing 50% overload for 1 minute every 5 minutes *Continuous rms output current allowing 40% overload for 1 minute every 5 minutes **Continuous rms output current allowing 45% overload for 1 minute every 5 minutes ***Continuous rms output current allowing 44% overload for 1 minute every 5 minutes

Modules used

Drive module package type	Drive module	
	Type	Qty + size
$U_n = 400 \text{ V}$		
ACS880-04FXT-1008A-3	ACS880-04F-584A-3+P943	2×R11
ACS880-04FXT-1188A-3	ACS880-04F-649A-3+P943	2×R11
ACS880-04FXT-1330A-3	ACS880-04F-725A-3+P943	2×R11
ACS880-04FXT-1610A-3	ACS880-04F-880A-3+P943	2×R11
$U_n = 500 \text{ V}$		
ACS880-04FXT-1008A-5	ACS880-04F-582A-5+P943	2×R11
ACS880-04FXT-1158A-5	ACS880-04F-634A-5+P943	2×R11
ACS880-04FXT-1310A-5	ACS880-04F-715A-5+P943	2×R11
ACS880-04FXT-1610A-5	ACS880-04F-880A-5+P943	2×R11
$U_n = 690 \text{ V}$		
ACS880-04FXT-0808A-7	ACS880-04F-429A-7+P943	2×R11
ACS880-04FXT-0960A-7	ACS880-04F-522A-7+P943	2×R11
ACS880-04FXT-1080A-7	ACS880-04F-590A-7+P943	2×R11
ACS880-04FXT-1320A-7	ACS880-04F-721A-7+P943	2×R11
3AXD10000363510		

Fuses (IEC)

aR fuses by Cooper Bussmann for protection against short-circuit in the input power cable of the drive are listed below.

Drive module package type ACS880-04FXT-...	Ultrarapid (aR) fuses per drive module						
	Min. short-circuit current ¹⁾	Input current	Fuse				
	A	A	A	A ² s	V	Type DIN 43653 with trip indicator (without trip indicator)	Size
$U_n = 400\text{ V}$							
1008A-3	6500	1008	1000	945000	690	170M6064 (170M6014)	3
1188A-3	6500	1188	1000	945000	690	170M6064 (170M6014)	3
1330A-3	9100	1330	1250	1950000	690	170M6066 (170M6016)	3
1610A-3	11000	1610	1600	3900000	690	170M6069 (170M6019)	3
$U_n = 500\text{ V}$							
1008A-5	6500	1008	1000	945000	690	170M6064 (170M6014)	3
1158A-5	6500	1158	1000	945000	690	170M6064 (170M6014)	3
1310A-5	9100	1310	1250	1950000	690	170M6066 (170M6016)	3
1610A-5	11000	1610	1600	3900000	690	170M6069 (170M6019)	3
$U_n = 690\text{ V}$							
0808A-7	6500	808	1000	945000	690	170M6064 (170M6014)	3
0960A-7	9100	960	1250	1950000	690	170M6066 (170M6016)	3
1080A-7	10200	1080	1400	2450000	690	170M6067 (170M6017)	3
1320A-7	10500	1320	1500	3100000	690	170M6068 (170M6018)	3
3AXD10000363510							

¹⁾ Minimum short-circuit current of the installation

Note: The fuses per module are the same as for single drive modules, but the fuses must have a trip indicator. If fuses without a built-in trip indicator are used, the user must equip them with external fuse monitoring.

In multicable installations, install only one fuse per phase (not one fuse per conductor). Fuses with higher current rating than the recommended ones must not be used. Fuses with lower current rating can be used.

Fuses from other manufacturers can be used if they agree with the ratings and the melting curve of the fuse does not exceed the melting curve of the fuse mentioned in the table.

■ Calculating the short-circuit current of the installation

Make sure that the short-circuit current of the installation is at least the value given in the fuse table.

The short-circuit current of the installation can be calculated as follows:

$$I_{k2-ph} = \frac{U}{2 \cdot \sqrt{R_c^2 + (Z_k + X_c)^2}}$$

where

I_{k2-ph}	Short-circuit current in symmetrical two-phase short-circuit
U	Network line-to-line voltage (V)
R_c	Cable resistance (ohm)
Z_k	$Z_k = z_k \cdot U_n^2 / S_n =$ transformer impedance (ohm)
z_k	Transformer impedance (%)
U_n	Transformer rated voltage (V)
S_n	Nominal apparent power of the transformer (kVA)
X_c	Cable reactance (ohm)

Calculation example

Drive module package: ACS880-04FXT-1310-5

- Module = ACS880-04F-715A-5 (Fuses per drive module, short circuit current calculated per drive module)
- Supply voltage = 500 V

Transformer:

- rated power $S_n = 5000$ kVA
- rated voltage (drive supply voltage) $U_N = 480$ V
- transformer impedance $z_k = 10\%$.

Supply cable:

- length = 170 m
- resistance/length = 0.125 ohm/km
- reactance/length = 0.074 ohm/km.

$$Z_k = z_k \cdot \frac{U_N^2}{S_N} = 0.1 \cdot \frac{(480 \text{ V})^2}{5000 \text{ kVA}} = 4.61 \text{ mohm}$$

$$R_c = 170 \text{ m} \cdot 0.125 \frac{\text{ohm}}{\text{km}} = 21.25 \text{ mohm}$$

$$X_c = 170 \text{ m} \cdot 0.074 \frac{\text{ohm}}{\text{km}} = 12.58 \text{ mohm}$$

$$I_{k2\text{-ph}} = \frac{500 \text{ V}}{2 \cdot \sqrt{(21.25 \text{ mohm})^2 + (4.61 \text{ mohm} + 12.58 \text{ mohm})^2}} = 9.15 \text{ kA}$$

The calculated short-circuit current 9.15 kA is higher than the minimum short-circuit current of the drive aR fuse type 170M6066 (9100 A). -> The 690 V aR fuse (170M6066) can be used.

Fuses (UL)

UL fuses for branch circuit protection per NEC per drive module are listed below. Obey the local regulations. The listed fuses do not include trip indicators by default.

Drive module package type	UL fuses per drive module					
	Input current (A)	Fuse				
		A	V	Manufacturer	UL class	Type
$U_n = 480\text{ V}$						
ACS880-04FXT-1008A-5	1008	800	600	Ferraz	L	A4BY800
ACS880-04FXT-1158A-5	1158	800	600	Ferraz	L	A4BY800
ACS880-04FXT-1310A-5	1310	800	600	Ferraz	L	A4BY800
ACS880-04FXT-1610A-5	1610	1000	600	Ferraz	L	A4BY1000
$U_n = 575\text{ V}$						
ACS880-04FXT-0808A-7	808	500	600	Bussmann	T	JJS-500
ACS880-04FXT-0960A-7	960	600	600	Bussmann	T	JJS-600
ACS880-04FXT-1080A-7	1080	800	600	Ferraz	L	A4BY800
ACS880-04FXT-1320A-7	1320	800	600	Ferraz	L	A4BY800
3AXD10000363510						

1. Fuses are required as part of the installation, are not included in the base drive configuration and must be provided by others.
2. Fuses with a higher current rating than specified must not be used.
3. The UL listed fuses recommended by ABB are the required branch circuit protection per NEC.
4. The recommended size or smaller UL listed 248 fast acting, time delay, or high speed fuses must be used to maintain the UL listing of the drive. Additional protection can be used. Refer to local codes and regulations.
5. A fuse of a different class can be used at the high fault rating where the I_{peak} and I^2t of the new fuse is not greater than that of the specified fuse.
6. UL listed 248 fast acting, time delay, or high speed fuses from other manufacturers can be used if they meet the same class and rating requirements specified in the rules above.
7. When you install a drive, always obey ABB installation instructions, NEC requirements and local codes.
8. Alternative fuses can be used if they meet certain characteristics. For permitted fuses, see [Branch Circuit Protection for ABB drives manual supplement \(3AXD50000645015\)](#).

In multicable installations, install only one fuse per phase (not one fuse per conductor).

Circuit breakers

Circuit breakers must not be used without fuses.

Dimensions, weights and free space requirements

Standard drive module configuration (including flange)								
Frame size	Height		Width		Depth		Weight	
	mm	in	mm	in	mm	in	kg	lb
R11	1733	68.23	620	24.41	477	18.78	224	494

For the free space requirements, refer to section [Required free space \(page 51\)](#).

Losses, cooling data and noise

ACS880-04FXT-	Frame size	Air flow per drive module		Heat dissipation per drive module ¹⁾		Noise	
		Heatsink	Front	Heatsink	Front	Drive module	Drive
		m ³ /h	m ³ /h	W	W	dB(A)	dB(A)
$U_n = 400\text{ V}$							
1008A-3	2×R11	1400	120	5175	594	75	78
1188A-3	2×R11	1400	120	6063	657	75	78
1330A-3	2×R11	1400	120	7223	742	75	78
1610A-3	2×R11	1400	120	9916	946	75	78
$U_n = 500\text{ V}$							
1008A-5	2×R11	1400	120	5232	590	75	78
1158A-5	2×R11	1400	120	5902	637	75	78
1310A-5	2×R11	1400	120	7184	728	75	78
1610A-5	2×R11	1400	120	9927	934	75	78
$U_n = 690\text{ V}$							
0808A-7	2×R11	1400	120	3981	475	75	78
0960A-7	2×R11	1400	120	5434	548	75	78
1080A-7	2×R11	1400	120	6522	609	75	78
1320A-7	2×R11	1400	120	8870	747	75	78
3AXD10000363510							

¹⁾ Typical drive losses when it operates at 90% of the motor nominal frequency and 100% of the drive nominal output current (calculated according to IEC61800-9-2).

The cooling air temperature rises 30 degrees Celsius when it goes through the drive module if the temperature of the input cooling air is 40 degrees Celsius.

Typical power cables

The tables below give typical copper and aluminum cable types with concentric copper shield for the drive modules with nominal current. See also section [Terminal and entry data for the power cables \(page 180\)](#).

ACS880-04FXT-...	IEC ¹⁾ input and motor cabling			
	Cabling per drive module ²⁾		Common cabling for the drive modules ³⁾	
	Cu cable type	Al cable type	Cu cable type	Al cable type
	mm ²	mm ²	mm ²	mm ²
U_n = 400 V				
1008A-3	3×(3×120)	3×(3×185)	4×(3×185)	5×(3×240)
1188A-3	3×(3×150)	3×(3×240)	4×(3×240)	6×(3×240)
1330A-3	3×(3×185)	4×(3×185)	5×(3×240)	6×(3×240)
1610A-3	3×(3×240)	4×(3×240)	6×(3×240)	7×(3×240)
U_n = 500 V				
1008A-5	3×(3×120)	3×(3×185)	4×(3×185)	5×(3×240)
1158A-5	3×(3×150)	3×(3×240)	4×(3×240)	6×(3×240)
1310A-5	3×(3×185)	4×(3×185)	5×(3×240)	6×(3×240)
1610A-5	3×(3×240)	4×(3×240)	6×(3×240)	7×(3×240)
U_n = 690 V				
0808A-7	3×(3×95)	3×(3×120)	4×(3×150)	4×(3×240)
0960A-7	3×(3×120)	3×(3×185)	4×(3×185)	5×(3×185)
1080A-7	3×(3×150)	3×(3×185)	4×(3×240)	5×(3×240)
1320A-7	3×(3×185)	4×(3×185)	5×(3×240)	6×(3×240)

¹⁾ The cable selection is based on max. 9 cables laid on a cable ladder side by side, three ladder type trays one on top of the other, ambient temperature 30 °C (86 °F) PVC insulation, surface temperature 70 °C (158 °F) (EN 60204-1 and IEC 60364-5-52). For other conditions, select the cables according to local safety regulations, appropriate input voltage and the load current of the drive.

²⁾ See section [Drive connection examples \(page 29\)](#)

³⁾ The supply cables are connected to a common switch or breaker, see section [Drive connection examples \(page 29\)](#). The whole input current flows through common cabling and you can use the recommended cables for that. The connection from the switch to the drive modules inside the cabinet can be made with busbars.

Temperature: Select a cable rated for at least 70 °C maximum permissible temperature of conductor in continuous use.

Voltage: 600 V AC cable is accepted for up to 500 V AC. 750 V AC cable is accepted for up to 600 V AC. 1000 V AC cable is accepted for up to 690 V AC.

ACS880-04FXT-...	IEC ¹⁾ external ²⁾ DC cabling between drive modules	
	Cu cable type**	Al cable type**
	mm ²	mm ²
U_n = 400 V		
1008A-3	2×(3×120)	2×(3×185)
1188A-3	2×(3×150)	2×(3×185)
1330A-3	2×(3×185)	2×(3×185)
1610A-3	2×(3×240)	2×(3×240)

ACS880-04FXT-...	IEC ¹⁾ external ^{*)} DC cabling between drive modules	
	Cu cable type**	Al cable type**
	mm ²	mm ²
U_n = 500 V		
1008A-5	2×(3×120)	2×(3×185)
1158A-5	2×(3×150)	2×(3×185)
1310A-5	2×(3×185)	2×(3×185)
1610A-5	2×(3×240)	2×(3×240)
U_n = 690 V		
0808A-7	2×(3×95)	2×(3×120)
0960A-7	2×(3×120)	2×(3×185)
1080A-7	2×(3×150)	2×(3×185)
1320A-7	2×(3×185)	2×(3×185)

¹⁾ The cable selection is based on max. 9 cables laid on a cable ladder side by side, three ladder type trays one on top of the other, ambient temperature 30 °C (86 °F) PVC insulation, surface temperature 70 °C (158 °F) (EN 60204-1 and IEC 60364-5-52). For other conditions, select the cables according to local safety regulations, appropriate input voltage and the load current of the drive.

^{*)} The table gives DC cable types when the cables are outside the cabinet. For DC cables inside the cabinet, select a cable capable of carrying 2/3 of the continuous output current of one drive module.

^{**)} Connection (2 × (3 × xxx)): two phase conductors of one three-phase cable between the DC+ terminals of the drive modules and two phase conductors of the second three-phase cable between the DC-terminals of the drive modules. The third phase conductors unconnected.

ACS880-04FXT-...	UL/NEC ¹⁾ input and motor cabling			
	Cabling per drive module ²⁾		Common cabling for the drive modules ³⁾	
	Cu cable type	Al cable type	Cu cable type	Al cable type
	AWG/kcmil	AWG/kcmil	AWG/kcmil	AWG/kcmil
U_n = 400 V				
1008A-3	2×600 or 3×300	3×400 or 4×250	3×600 or 4×300	4×700 or 6×250
1188A-3	2×700 or 3×350	3×400 or 4×250	3×700 or 5×350	4×700 or 6×350
1330A-3	3×500 or 4×300	3×500 or 4×300	4×500 or 6×300	6×500
1610A-3	3×600 or 4×400	4×500	5×600 or 6×400	6×500
U_n = 500 V				
1008A-5	2×600 or 3×300	3×500 or 4×300	3×600 or 4×300	4×700 or 6×250
1158A-5	2×700 or 3×350	3×600 or 4×400	3×700 or 5×350	4×700 or 6×350
1310A-5	3×500 or 4×300	3×600 or 4×400	4×500 or 6×300	4×700 or 6×350
1610A-5	3×600 or 4×400	4×500	5×600 or 6×400	6×500
U_n = 690 V				
0808A-7	2×350 or 3×4/0	2×500 or 3×250	3×350 or 5×4/0	3×500 or 5×250
0960A-7	2×500 or 3×250	2×700 or 3×350	3×500 or 5×250	3×700 or 5×350
1080A-7	2×600 or 3×300	3×500 or 4×300	3×600 or 4×350	4×500 or 6×300
1320A-7	3×500 or 4×300	3×600 or 4×400	4×500 or 6×300	5×600 or 6×400

- 1) The cable selection is based on NEC Table 310-16 for copper wires, 75 °C (167 °F) wire insulation at 40 °C (104 °F) ambient temperature. Not more than three current-carrying conductors in raceway or cable or earth (directly buried). For other conditions, dimension the cables according to local safety regulations, appropriate input voltage and the load current of the drive.
- 2) See section [Drive connection examples \(page 29\)](#)
- 3) The supply cables are connected to a common switch or breaker, see section [Drive connection examples \(page 29\)](#). The whole input current flows through common cabling and you can use the recommended cables for that. The connection from the switch to the drive modules inside the cabinet can be made with busbars. Note that common output cables require the use of du/dt filters.

Temperature: Select a cable rated for at least 75 °C (167 °F) maximum permissible temperature of conductor in continuous use.

Voltage: 600 V AC cable is accepted for up to 500 V AC. 750 V AC cable is accepted for up to 600 V AC. 1000 V AC cable is accepted for up to 690 V AC.

ACS880-04FXT-...	UL/NEC ¹⁾ external ^{*)} DC cabling between drive modules	
	Cu cable type**	Al cable type**
	AWG/kcmil	AWG/kcmil
$U_n = 400\text{ V}$		
1008A-3	2×400	2×400
1188A-3	2×400	2×400
1330A-3	2×400	2×500
1610A-3	2×400	2×500
$U_n = 500\text{ V}$		
1008A-5	2×400	2×400
1158A-5	2×400	2×400
1310A-5	2×400	2×500
1610A-5	2×400	2×500
$U_n = 690\text{ V}$		
0808A-7	1×350	1×500
0960A-7	2×300	2×300
1080A-7	2×300	2×300
1320A-7	2×300	2×400

- 1) The cable selection is based on NEC Table 310-16 for copper wires, 75 °C (167 °F) wire insulation at 40 °C (104 °F) ambient temperature. Not more than three current-carrying conductors in raceway or cable or earth (directly buried). For other conditions, dimension the cables according to local safety regulations, appropriate input voltage and the load current of the drive.
- *) The table gives DC cable types when the cables are outside the cabinet. For DC cables inside the cabinet, select a cable capable of carrying 2/3 of the continuous output current of one drive module.
- **) **Connection (1 × xxx):** One phase conductor of the three-phase cable between the DC+ terminals of the drive modules and another phase conductor of the three-phase cable between the DC- terminals of the drive modules. The third phase conductor unconnected.
Connection (2 × (3 × xxx)): two phase conductors of one three-phase cable between the DC+ terminals of the drive modules and two phase conductors of the second three-phase cable between the DC- terminals of the drive modules. The third phase conductors unconnected.

Terminal and entry data for the power cables

The maximum accepted cable size is 4×(3×240) mm² or 4×(3×500 MCM). Screw size for connecting busbars to the drive module input and output busbars: M12, tightening torque 50...75 N·m (37...55 lbf·ft).

■ Units without full-size output cable connection terminals and with a common mode filter (+E208)

It is possible to use the maximum cable size (4×[3×240] mm² or 4×[3×500 MCM]) only with special cable lugs and additional insulation. For more information, contact your local ABB representative.

Terminal data for the control cables

See section [Default IO diagram \(UCU\)](#) or [default io_BCU \(BCU\)](#).

Electrical power network specification

Voltage (U_1)	<p><u>ACS880-04FXT-xxxx-3 drives</u>: 380...415 VAC 3-phase +10%...-15%. This is indicated in the type designation label as typical input voltage level 3~400 V AC.</p> <p><u>ACS880-04FXT-xxxx-5 drives</u>: 380...500 V AC 3-phase +10%...-15%. This is indicated in the type designation label as typical input voltage levels 3~400/480/500 V AC.</p> <p><u>ACS880-04FXT-xxxx-7 drives</u>: 525...690 V AC 3-phase +10%...-15%. This is indicated in the type designation label as typical input voltage levels 3~525/600/690 V AC.</p>
Network type	TN (grounded) and IT (ungrounded) systems
Rated conditional short-circuit current I_{cc} (IEC 61800-5-1)	Maximum allowable prospective short-circuit current is 65 kA when protected by the fuses given in the fuse table.
Maximum prospective short-circuit current rating (SCCR) (UL 61800-5-1, CSA C22.2 No. 274-17)	The drive is suitable for use on a circuit capable of delivering not more than 100 kA rms symmetrical amperes at 600 V maximum when protected by the fuses given in the fuse table.
Frequency (f_1)	50/60 Hz. Variation $\pm 5\%$ of nominal frequency.
Imbalance	Max. $\pm 3\%$ of nominal phase to phase input voltage
Fundamental power factor ($\cos \phi_1$)	0.98 (at nominal load)
Transformer for 12-pulse supply	<p>According to IEC60076-1:2011</p> <p>Connection: Dy 11 d0 or Dyn 11 d0</p> <p>Phase shift between secondaries: 30° electrical</p> <p>Voltage difference between secondaries: < 0.5%</p> <p>Short-circuit impedance of secondaries: > 5%</p> <p>Short-circuit impedance difference between secondaries: <10% of the percentage impedance</p> <p>No grounding of the secondaries allowed. Static shield recommended.</p>

Motor connection data

Motor types	Asynchronous AC induction motors, permanent magnet motors, AC induction servomotors and ABB synchronous reluctance motors (SynRM motors).
Voltage (U_2)	This is indicated in the type designation label as typical output voltage level 3~0... U_1 .
Frequency (f_2)	0...500 Hz <u>For drives with du/dt filter:</u> 200 Hz <u>For drives with sine filter:</u> 120 Hz
Frequency resolution	0.01 Hz
Current	See section Electrical ratings (page 165) .
Switching frequency	3 kHz (typically)
Maximum recommended motor cable length	<u>DTC control:</u> 500 m (1640 ft) <u>Scalar control:</u> 500 m (1640 ft) Note: With motor cables longer than 100 m (328 ft), the EMC Directive requirements may not be fulfilled. Note: Long cables cause a motor voltage decrease which limits the available motor power. The decrease depends on the motor cable length and characteristics. Contact ABB for more information. Note that a sine filter (optional) at the drive output also causes a voltage decrease.
Minimum recommended motor cable length	<u>For drive modules without du/dt filter:</u> 2 m (7 ft) from each drive module to the motor or 4 m (13 ft) between the drive modules, possible only with special precautions, see section du/dt filters (page 227) . The motor cabling must be symmetrical.

Brake resistor data

See section [Ratings \(page 225\)](#).

du/dt and sine filters

See section [Filters \(page 227\)](#).

Control panel type

ACS-AP-I assistant control panel (to be ordered separately).

Efficiency

Approximately 98% at nominal power level.

The efficiency is not calculated according to the ecodesign standard IEC 61800-9-2.

Energy efficiency data (ecodesign)

See [ACS880-04FXT drives energy efficiency data \(ecodesign\) supplement \(3AXD50000790104 \[English\]\)](#).

Protection classes

Degrees of protection (IEC/EN 60529)	IP00 (standard) Heatsink: IP55
Enclosure types (UL 50/50E)	UL Open Type Heatsink: UL Type 12
Overvoltage category (IEC/EN 60664-1)	III
Protective class (IEC/EN 61800-5-1)	I

Ambient conditions

Environmental limits for the drive are given below. The drive is to be used in a heated, indoor, controlled environment or the heatsink can be placed outdoors when it is protected according to these limitations.

	Operation (installed for stationary use)	Storage (in the protective package)	Transportation (in the protective package)
Installation site altitude	<p>For TN and TT neutral-grounded network systems and IT non-corner-grounded network systems: 0 to 4000 m (13123 ft) above sea level</p> <p>For corner-grounded network systems: 0 to 2000 m (6561 ft) above sea level</p> <p>Above 1000 m (3281 ft): see section When is derating necessary (page 167)</p>	-	-
Surrounding air temperature	-15...+55 °C (5...131 °F). No frost allowed. See section When is derating necessary (page 167)	-40... 70 °C (-40...+158 °F)	-40...+70 °C (-40...+158 °F)
Relative humidity	5...95%	Max. 95%	Max. 95%
	No condensation allowed. Maximum allowed relative humidity is 60% in the presence of corrosive gases.		
Contamination levels	IEC/EN 60721-3-3:2002	IEC 60721-3-1:1997	IEC 60721-3-2:1997
Chemical gases	Class 3C2	Class 1C2	Class 2C2
Solid particles	Class 3S2. No conductive dust allowed.	Class 1S3. (packing must support this, otherwise 1S2)	Class 2S2
Pollution degree IEC/EN 60664-1	2		
Atmospheric pressure	70...106 kPa (0.7 ... 1.05 atmospheres)	70...106 kPa (0.7 ... 1.05 atmospheres)	60...106 kPa (0.6 ... 1.05 atmospheres)
Vibration IEC 60068-2-6:2007, EN 60068-2-6:2008	Max. 0.1 mm (0.004 in) (10...57 Hz), max. 10 m/s ² (33 ft/s ²) (57...150 Hz) sinusoidal	Max. 1 mm (0.04 in) (5 ... 13.2 Hz), max. 7 m/s ² (23 ft/s ²) (13.2...100 Hz) sinusoidal	Max. 3.5 mm (0.14 in) (2...9 Hz), max. 15 m/s ² (49 ft/s ²) (9...200 Hz) sinusoidal
Shock IEC 60068-2-27:2008, EN 60068-2-27:2009	Not allowed	With packing max. 100 m/s ² (330 ft/s ²), 11 ms	With packing max. 100 m/s ² (330 ft/s ²), 11 ms
Free fall	Not allowed	100 mm (4 in) for weight over 100 kg (220 lb)	100 mm (4 in) for weight over 100 kg (220 lb)

Storage conditions

Store the drive in humidity controlled enclosed environments. Keep the drive in its package.

Colors

RAL 9002

Materials

■ Drive

See [Recycling instructions and environmental information for ACS880-04, ACS880-04F, ACS880-14, ACS880-34, ACS580-04, ACH580-04, ACH580-34, ACQ580-04 and ACQ580-34 drives \(3AXD50000137688 \[English\]\)](#).

■ Package materials for module products

This is a complete list of the package materials. The materials vary depending on the frame size (packages do not contain all materials listed below).

- Cardboard (heavy duty quality with wet strength glue in large modules)
- Molded pulp
- Plywood
- Wood
- PP (strapping)
- EPP (foam)
- PE (plastic bag and/or VCI film)
- Metal (fixing clamps, screws).

■ Package materials for options, accessories and spare parts

- Cardboard
- Kraft paper
- PP (straps)
- PE (film, bubble wrap)
- Plywood, wood (only for heavy components).

Materials vary according to the item type, size and shape. Typical package consists of a cardboard box with paper filling or bubble wrap. ESD-safe packing materials are used for printed circuit boards and similar items.

■ Materials of manuals

Printed product manuals are made of recyclable paper. Product manuals are available on the Internet.

Disposal

The main parts of the drive can be recycled to preserve natural resources and energy. Product parts and materials should be dismantled and separated.

Generally all metals, such as steel, aluminum, copper and its alloys, and precious metals can be recycled as material. Plastics, rubber, cardboard and other packaging material can be used in energy recovery.

Printed circuit boards and DC capacitors need selective treatment according to IEC 62635 guidelines.

To aid recycling, most plastic parts are marked with an appropriate identification code. In addition, components containing substances of very high concern (SVHCs) are listed in European Chemicals Agency's SCIP database. SCIP is the database for information on Substances of Concern In articles as such or in complex objects (Products) established under the Waste Framework Directive (2008/98/EC). For further information, contact your local ABB distributor or consult European Chemicals Agency's SCIP database to find out which SVHCs are used in the drive, and to find out where those components are located.

Contact your local ABB distributor for further information on environmental aspects. End of life treatment must follow international and national regulations.





For more information on ABB end of life services, refer to new.abb.com/service/end-of-life-services.





Applicable standards

See [Electrical planning instructions for ACS880 multidrive cabinets and modules \(3AUA0000102324 \[English\]\)](#).

Markings

These markings are attached to the drive:

	<p>CE mark Product complies with the applicable European Union legislation. For fulfilling the EMC requirements, see the additional information concerning the drive EMC compliance (IEC/EN 61800-3).</p>
	<p>UL Listed mark for USA and Canada Product has been tested and evaluated against the relevant North American standards by the Underwriters Laboratories. Valid with rated voltages up to 600 V.</p>
	<p>TÜV Safety Approved mark (functional safety) Product contains Safe torque off and possibly other (optional) safety functions which are certified by TÜV according to the relevant functional safety standards. Applicable to drives and inverters; not applicable to supply, brake or DC/DC converter units or modules.</p>
	<p>CSA certification mark for USA and Canada Product has been tested and evaluated against the relevant North American standards by the CSA Group. Valid with rated voltages up to 600 V.</p>

	<p>EAC (Eurasian Conformity) mark Product complies with the technical regulations of the Eurasian Customs Union. EAC mark is required in Russia, Belarus and Kazakhstan.</p>
	<p>Electronic Information Products (EIP) symbol including an Environment Friendly Use Period (EFUP). Product is compliant with the People's Republic of China Electronic Industry Standard (SJ/T 11364-2014) about hazardous substances. The EFUP is 20 years. China RoHS II Declaration of Conformity is available from https://library.abb.com.</p>
	<p>WEEE mark At the end of life the product should enter the recycling system at an appropriate collection point and not placed in the normal waste stream.</p>
	<p>UKCA (UK Conformity Assessed) mark Product complies with the applicable United Kingdom's legislation (Statutory Instruments). Marking is required for products being placed on the market in Great Britain (England, Wales and Scotland).</p>

Note: The ACS880-04F modules are UL marked.

EMC compliance (IEC/EN 61800-3)

■ Definitions

EMC stands for Electromagnetic Compatibility. It is the ability of electrical/electronic equipment to operate without problems within an electromagnetic environment. Likewise, the equipment must not disturb or interfere with any other product or system within its locality.

First environment includes establishments connected to a low-voltage network which supplies buildings used for domestic purposes.

Second environment includes establishments connected to a network not supplying domestic premises.

Drive of category C1: drive of rated voltage less than 1000 V and intended for use in the first environment.

Drive of category C2: drive of rated voltage less than 1000 V and intended to be installed and started up only by a professional when used in the first environment.

Note: A professional is a person or organization having necessary skills in installing and/or starting up power drive systems, including their EMC aspects.

Drive of category C3: drive of rated voltage less than 1000 V and intended for use in the second environment and not intended for use in the first environment.

Drive of category C4: drive of rated voltage equal to or above 1000 V, or rated current equal to or above 400 A, or intended for use in complex systems in the second environment.

■ Category C3

The drive complies with the standard with the following provisions:

1. The drive is equipped with EMC filter +E200 or +E201.
2. The motor and control cables are selected as specified in the hardware manual.
3. The drive is installed according to the instructions given in the hardware manual.
4. Maximum motor cable length is 100 meters.



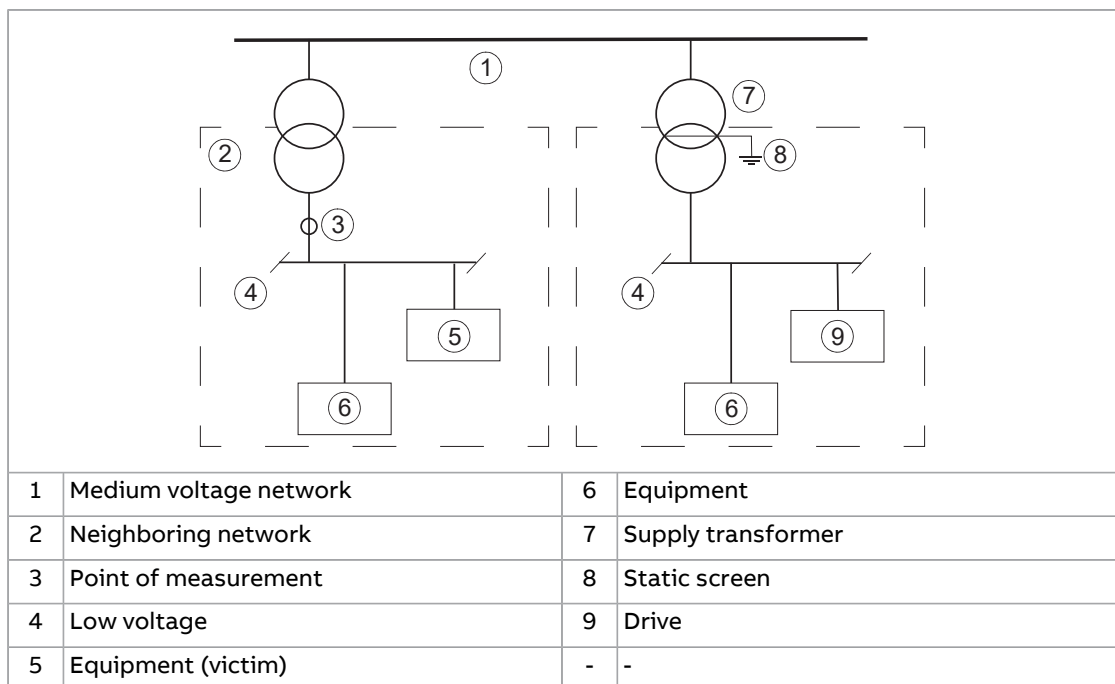
WARNING!

A drive of category C3 is not intended to be used on a low-voltage public network which supplies domestic premises. Radio frequency interference is expected if the drive is used on such a network.

■ **Category C4**

The drive complies with the C4 category with these provisions:

1. It is made sure that no excessive emission is propagated to neighboring low-voltage networks. In some cases, the natural suppression in transformers and cables is sufficient. If in doubt, a supply transformer with static screening between the primary and secondary windings can be used.



2. An EMC plan for preventing disturbances is drawn up for the installation. A template is available in [Technical guide No. 3 EMC compliant installation and configuration for a power drive system \(3AFE61348280 \[English\]\)](#).
3. The motor and control cables are selected, and routed according to the electrical planning guidelines of the drive. The EMC recommendations are obeyed.
4. The drive is installed according to its installation instructions. The EMC recommendations are obeyed.



WARNING!

A drive of category C4 is not intended to be used on a low-voltage public network which supplies domestic premises. Radio frequency interference is expected if the drive is used on such a network.

UL checklist



WARNING!

Operation of this drive requires detailed installation and operation instructions provided in the hardware and software manuals. The manuals are provided in electronic format in the drive package or on the Internet. Keep the manuals with the drive at all times. Hard copies of the manuals can be ordered through the manufacturer.

- Make sure that the drive type designation label includes the applicable marking.
 - **DANGER - Risk of electric shock.** After disconnecting the input power, always wait for 5 minutes to let the intermediate circuit capacitors discharge before you start working on the drive, motor or motor cable.
 - The drive is to be used in a heated, indoor controlled environment. The drive must be installed in clean air according to the enclosure classification. Cooling air must be clean, free from corrosive materials and electrically conductive dust.
 - The maximum surrounding air temperature is 40 °C at rated output current. The output current is derated for 40...55 °C.
 - The drive is suitable for use in a circuit capable of delivering not more than 100 kA rms symmetrical amperes, 600 V maximum when protected by the UL fuses given elsewhere in this chapter.
 - The cables located within the motor circuit must be rated for at least 75 °C in UL-compliant installations.
 - The input cable must be protected with fuses or circuit breakers. These protective devices provide branch circuit protection in accordance with the national regulations (National Electrical Code (NEC) or Canadian Electrical Code). Obey also any other applicable local or provincial codes.
-



WARNING!

The opening of the branch-circuit protective device may be an indication that a fault current has been interrupted. To reduce the risk of fire or electric shock, current-carrying parts and other components of the device should be examined and replaced if damaged.

- The integral solid state short circuit protection of the drive does not provide branch circuit protection. Branch circuit protection must be provided in accordance with the National Electrical Code and any additional local codes.
 - The drive provides motor overload protection. The protection is not enabled when the drive leaves the ABB factory. For enabling the protection, see the firmware manual.
 - The drive overvoltage category according to IEC 60664-1 is III.
-

Disclaimers

■ Generic disclaimer

The manufacturer shall have no obligation with respect to any product which (i) has been improperly repaired or altered; (ii) has been subjected to misuse, negligence or accident; (iii) has been used in a manner contrary to the manufacturer's instructions; or (iv) has failed as a result of ordinary wear and tear.

■ Cyber security disclaimer

This product is designed to be connected to and to communicate information and data via a network interface. It is Customer's sole responsibility to provide and continuously ensure a secure connection between the product and Customer network or any other network (as the case may be). Customer shall establish and maintain any appropriate measures (such as but not limited to the installation of firewalls, application of authentication measures, encryption of data, installation of anti-virus programs, etc.) to protect the product, the network, its system and the interface against any kind of security breaches, unauthorized access, interference, intrusion, leakage and/or theft of data or information.

ABB and its affiliates are not liable for damages and/or losses related to such security breaches, any unauthorized access, interference, intrusion, leakage and/or theft of data or information.

Declarations of conformity



[Link to Declaration of conformity according to EU Machinery Directive 2006/42/EU \(3AXD10000105027\)](#)



[Link to Declaration of conformity according to UK Supply of Machinery \(Safety\) Regulations 2008 \(3AXD10001326695\)](#)



[Link to Declaration of China RoHS II conformity \(3AXD10000596993\)](#)

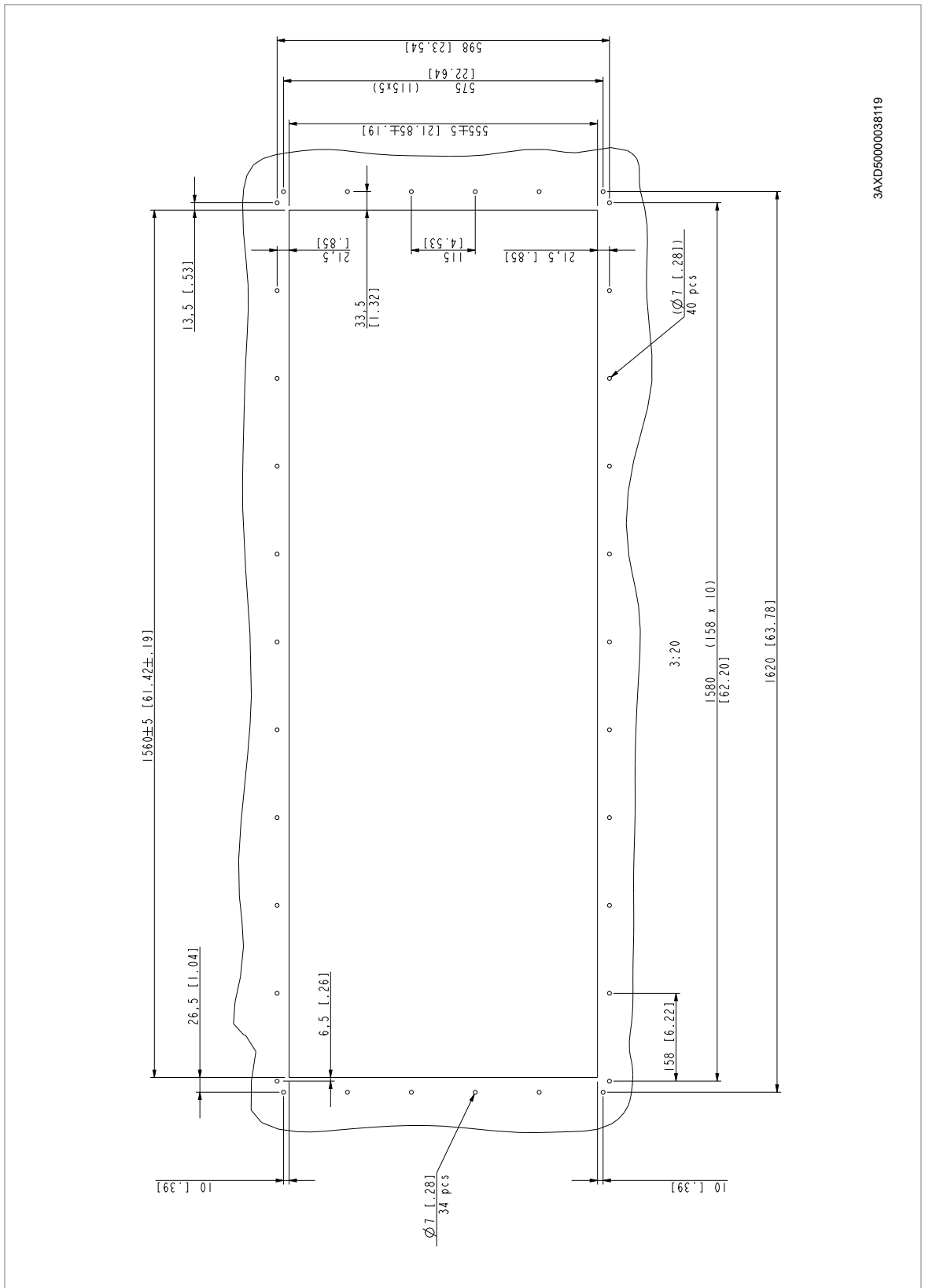
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Dimension drawings

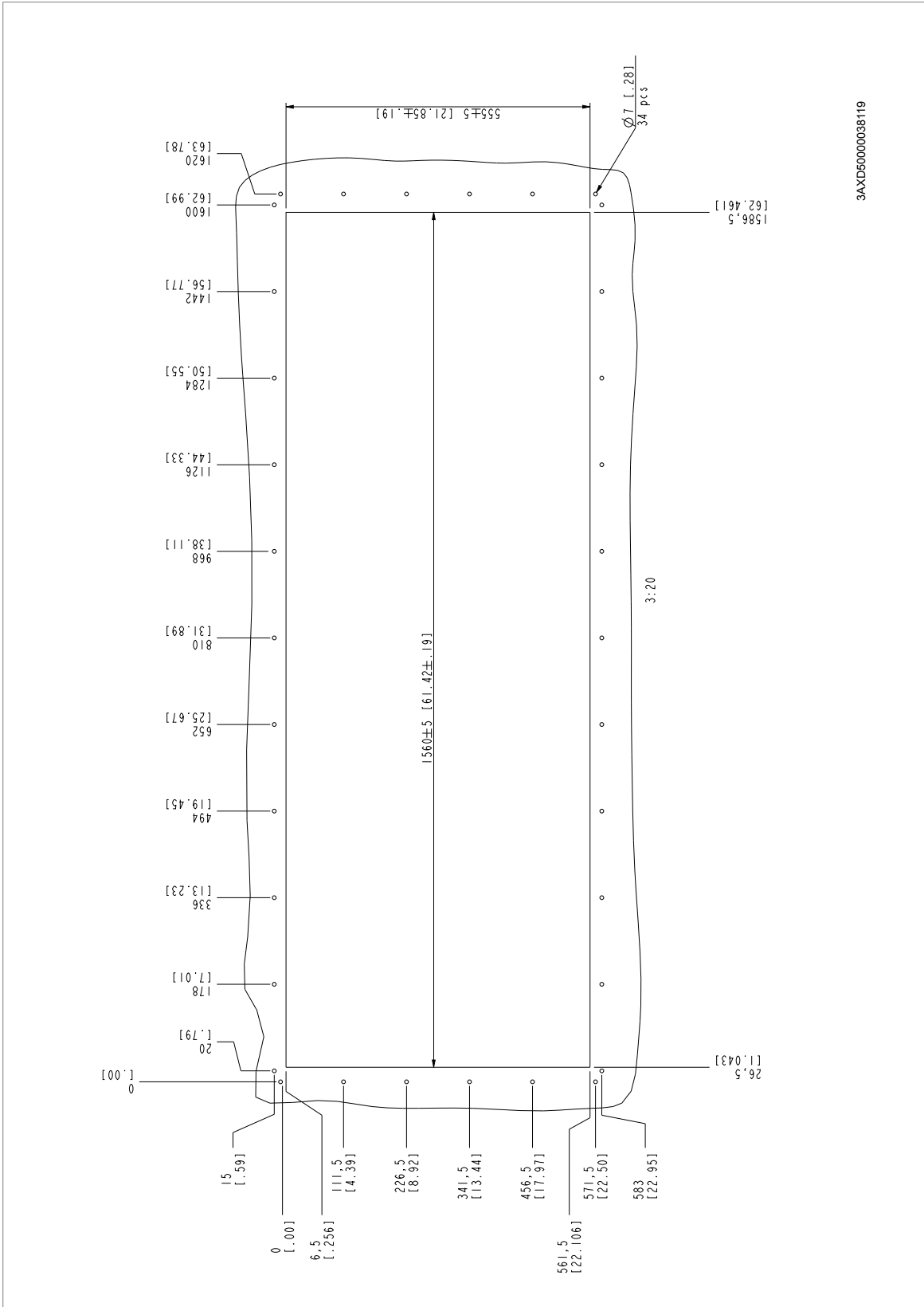
Contents of this chapter

This chapter contains dimension drawings of the drive modules.

Mounting plate opening



196 Dimension drawings



3AXD5000038119



Example circuit diagram

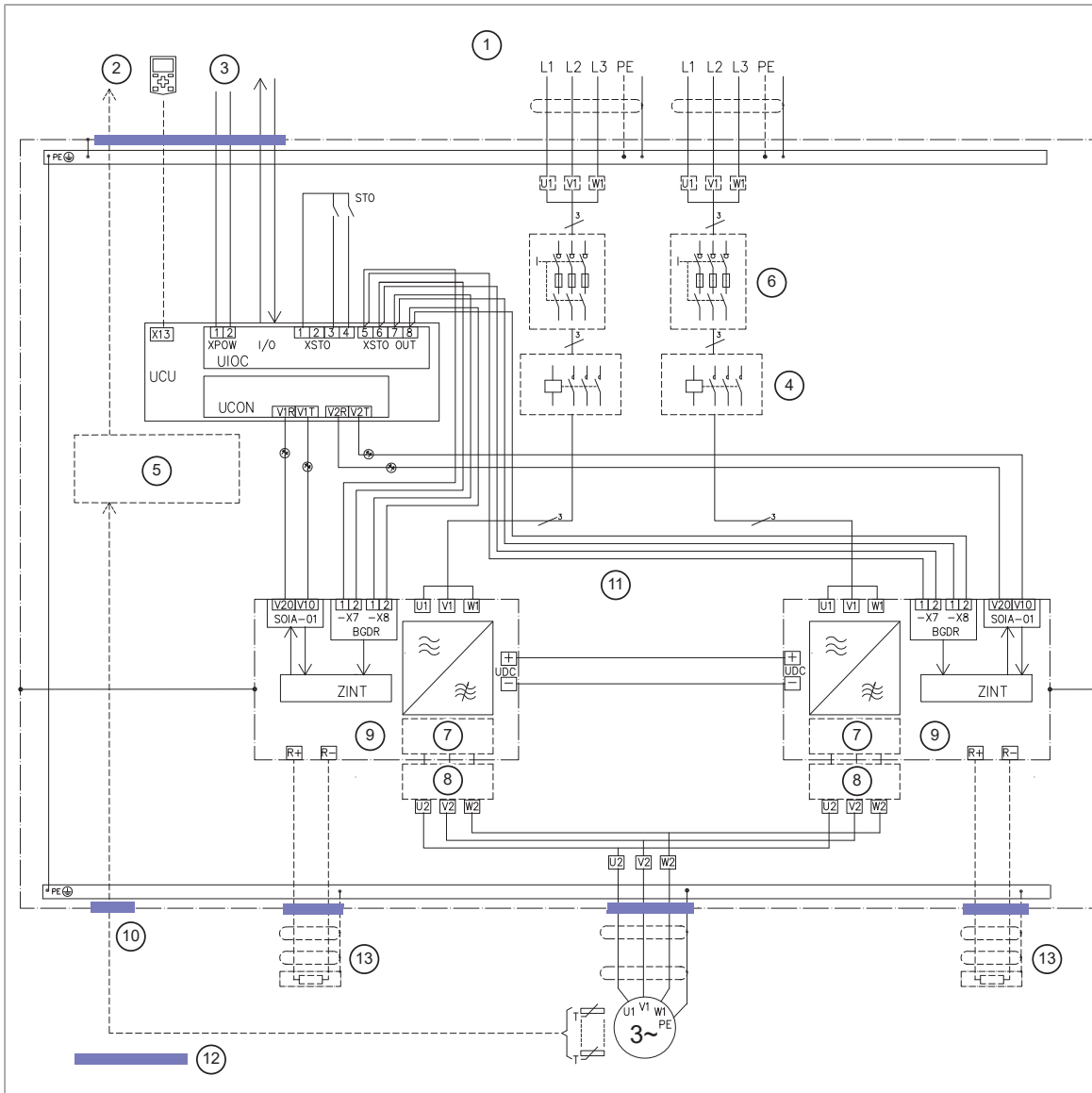
Contents of this chapter

This chapter shows an example circuit diagram for a cabinet-installed drive module package.

Example circuit diagram (UCU-22...24)

This diagram is an example for the main wiring of a drive cabinet. Note that the diagram includes components which are not included in a basic delivery (* option, ** to be acquired by the customer).

198 Example circuit diagram

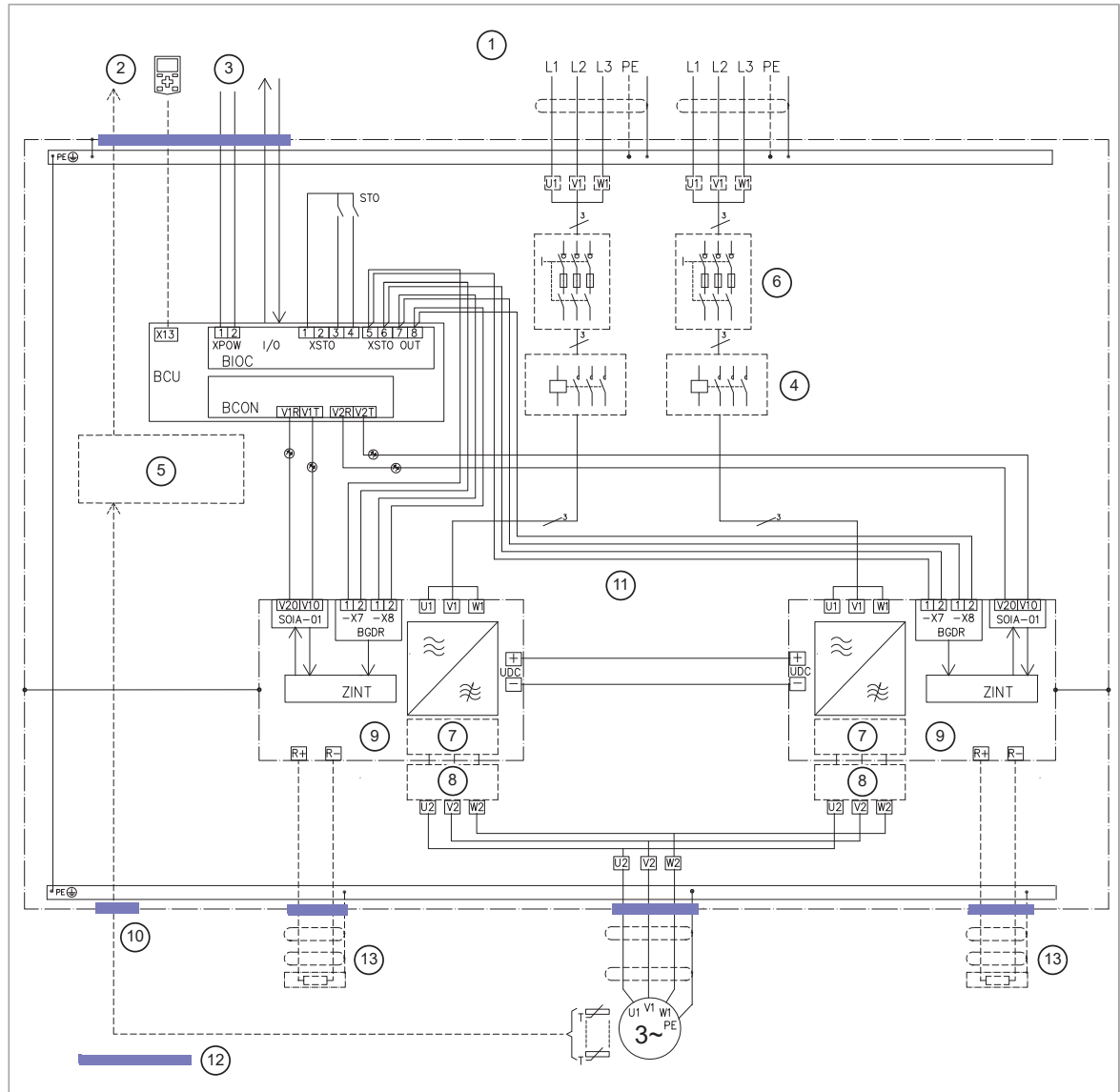


1	Cabinet
2	*ACS-AP-W control panel
3	24 V DC supply
4	**Main contactor
5	**Motor temperature supervision
6	**Switch fuse disconnector
7	Common mode filter
8	*du/dt filter or sine filter
9	Drive module
10	Alarm
11	Supply
12	360 degree grounding recommended
13	**Brake resistor

For control unit input and output signals, see the [Default I/O diagram of the drive control unit \(page 115\)](#).

Example circuit diagram (BCU-x2)

This diagram is an example for the main wiring of a drive cabinet. Note that the diagram includes components which are not included in a basic delivery (* option, ** to be acquired by the customer).



1	Cabinet
2	*ACS-AP-W control panel
3	24 V DC supply
4	**Main contactor
5	**Motor temperature supervision
6	**Switch fuse disconnecter
7	Common mode filter
8	* du/dt filter or sine filter
9	Drive module
10	Alarm
11	Supply
12	360 degree grounding recommended

200 Example circuit diagram

13	**Brake resistor
----	------------------

For control unit input and output signals, see the [default I/O connection diagram](#).

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The Safe torque off function

Contents of this chapter

This chapter describes the Safe torque off (STO) function of the drive and gives instructions for its use.

Description



WARNING!

In case of parallel-connected drives or dual-winding motors, the STO must be activated on each drive to remove the torque from the motor.

The Safe torque off function can be used, for example, as the final actuator device of safety circuits (such as an emergency stop circuit) that stop the drive in case of danger. Another typical application is a prevention of unexpected start-up function that enables short-time maintenance operations like cleaning or work on non-electrical parts of the machinery without switching off the power supply to the drive.

When activated, the Safe torque off function disables the control voltage for the power semiconductors of the drive output stage, thus preventing the drive from generating the torque required to rotate the motor. If the motor is running when Safe torque off is activated, it coasts to a stop.

The Safe torque off function has a redundant architecture, that is, both channels must be used in the safety function implementation. The safety data given in this manual is calculated for redundant use, and does not apply if both channels are not used.

The Safe torque off function complies with these standards:

Standard	Name
IEC 60204-1:2021 EN 60204-1:2018	Safety of machinery – Electrical equipment of machines – Part 1: General requirements

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Standard	Name
IEC 61000-6-7:2014	Electromagnetic compatibility (EMC) – Part 6-7: Generic standards – Immunity requirements for equipment intended to perform functions in a safety-related system (functional safety) in industrial locations
IEC 61326-3-1:2017	Electrical equipment for measurement, control and laboratory use – EMC requirements – Part 3-1: Immunity requirements for safety-related systems and for equipment intended to perform safety-related functions (functional safety) – General industrial applications
IEC 61508-1:2010	Functional safety of electrical/electronic/programmable electronic safety-related systems – Part 1: General requirements
IEC 61508-2:2010	Functional safety of electrical/electronic/programmable electronic safety-related systems – Part 2: Requirements for electrical/electronic/programmable electronic safety-related systems
IEC 61511-1:2017	Functional safety – Safety instrumented systems for the process industry sector
IEC 61800-5-2:2016 EN 61800-5-2:2007	Adjustable speed electrical power drive systems – Part 5-2: Safety requirements – Functional
EN IEC 62061:2021	Safety of machinery – Functional safety of safety-related control systems
EN ISO 13849-1:2015	Safety of machinery – Safety-related parts of control systems – Part 1: General principles for design
EN ISO 13849-2:2012	Safety of machinery – Safety-related parts of control systems – Part 2: Validation

The function also corresponds to Prevention of unexpected start-up as specified by EN ISO 14118:2018 (ISO 14118:2017), and Uncontrolled stop (stop category 0) as specified in EN/IEC 60204-1.

■ Compliance with the European Machinery Directive and the UK Supply of Machinery (Safety) Regulations

See the technical data.

Wiring

For the electrical specifications of the STO connection, see the technical data of the control unit.

■ Activation switch

In the wiring diagrams, the activation switch has the designation [K]. This represents a component such as a manually operated switch, an emergency stop push button switch, or the contacts of a safety relay or safety PLC.

- In case a manually operated activation switch is used, the switch must be of a type that can be locked out to the open position.
- The contacts of the switch or relay must open/close within 200 ms of each other.
- An FSO safety functions module, an FSPS safety functions module or an FPTC thermistor protection module can also be used. For more information, see the module documentation.

■ Cable types and lengths

- ABB recommends double-shielded twisted-pair cable.
- Maximum cable lengths:
 - 300 m (1000 ft) between activation switch [K] and drive control unit
 - 60 m (200 ft) between multiple drives
 - 60 m (200 ft) between external power supply and first control unit

Note: A short-circuit in the wiring between the switch and an STO terminal causes a dangerous fault. Therefore, it is recommended to use a safety relay (including wiring diagnostics) or a wiring method (shield grounding, channel separation) which reduces or eliminates the risk caused by the short-circuit.

Note: The voltage at the STO input terminals of the control unit must be at least 17 V DC to be interpreted as “1”.

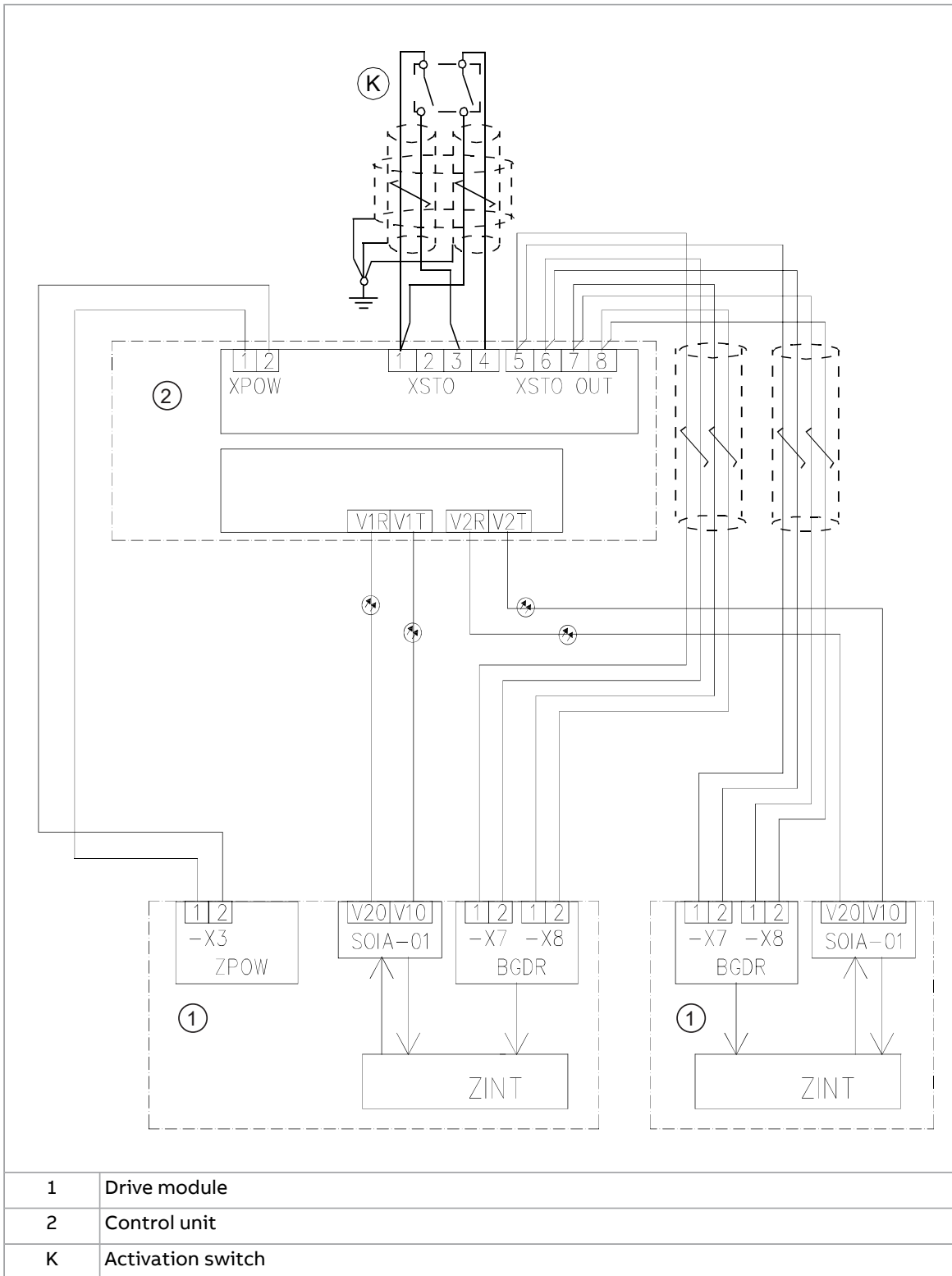
The pulse tolerance of the input channels is 1 ms.

■ Grounding of protective shields

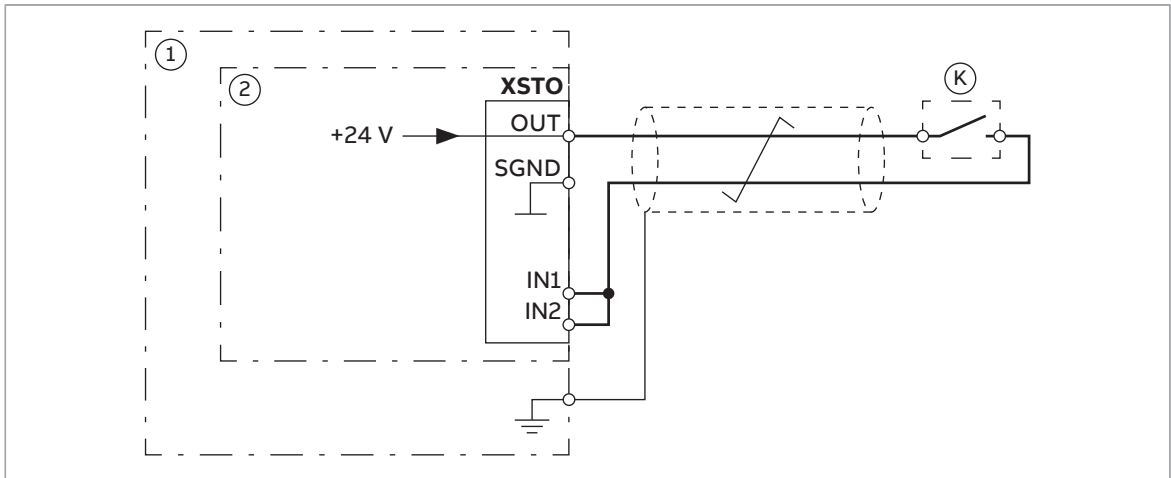
- Ground the shield in the cabling between the activation switch and the control unit at the control unit only.
 - Ground the shield in the cabling between two control units at one control unit only.
-

■ With internal power supply

Dual-channel connection



Single-channel connection of activation switch (BCU-x2)

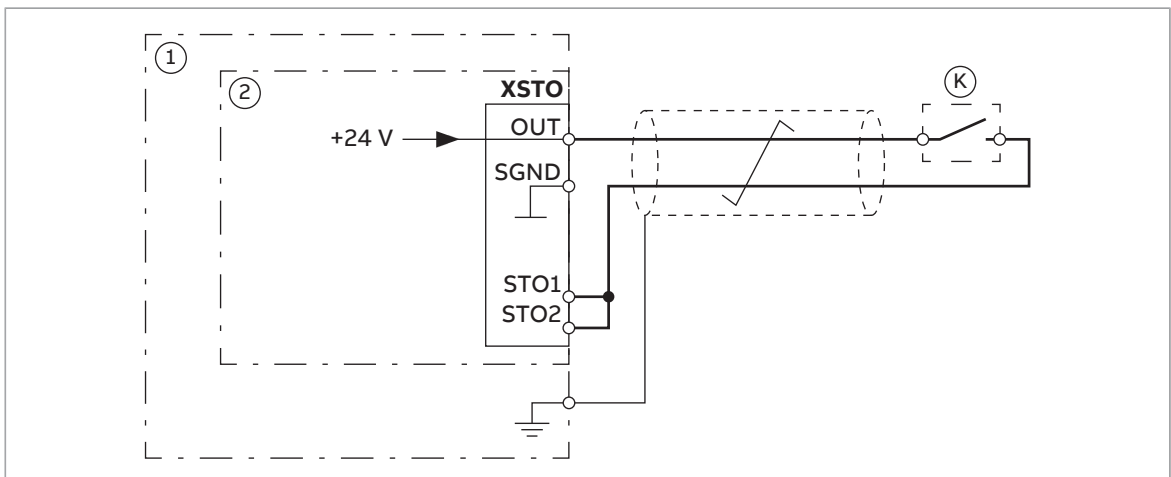


Note:

- Both STO inputs (IN1, IN2) must be connected to the activation switch. Otherwise, no SIL/PL classification is given.
- Pay special attention to avoiding any potential failure modes for the wiring. For example, use shielded cable. For measures for fault exclusion of wiring, see eg. EN ISO 13849-2:2012, table D.4.

1	Drive
2	Control unit
K	Activation switch
<p>Note: A single-channel activation switch can limit the SIL/PL capability of the safety function to a lower level than the SIL/PL capability of the STO function of the drive.</p>	

Single-channel connection of activation switch (UCU-22...24)

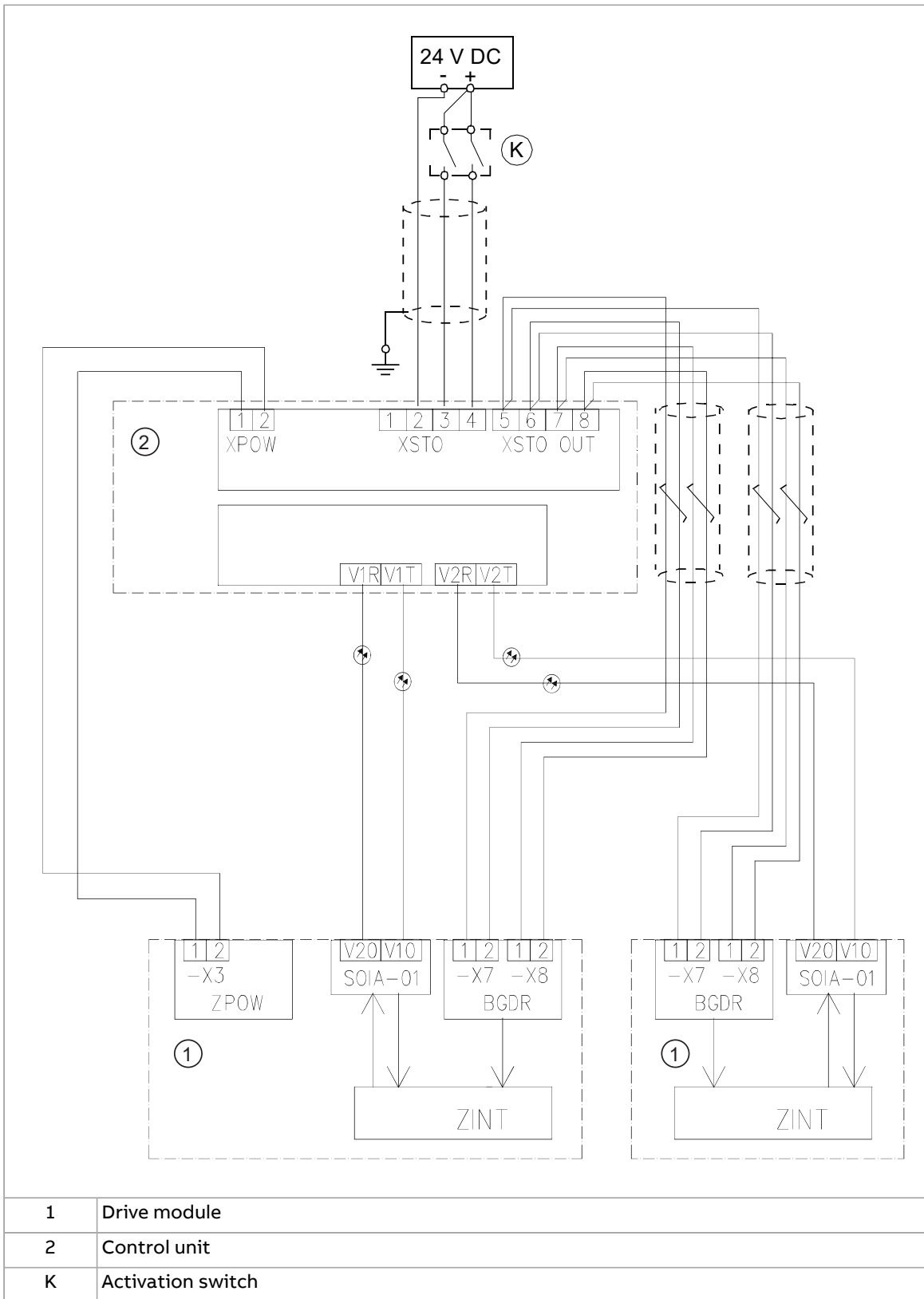


Note:

- Both STO inputs (STO1, STO2) must be connected to the activation switch. Otherwise, no SIL/PL classification is given.
- Pay special attention to avoiding any potential failure modes for the wiring. For example, use shielded cable. For measures for fault exclusion of wiring, see eg. EN ISO 13849-2:2012, table D.4.

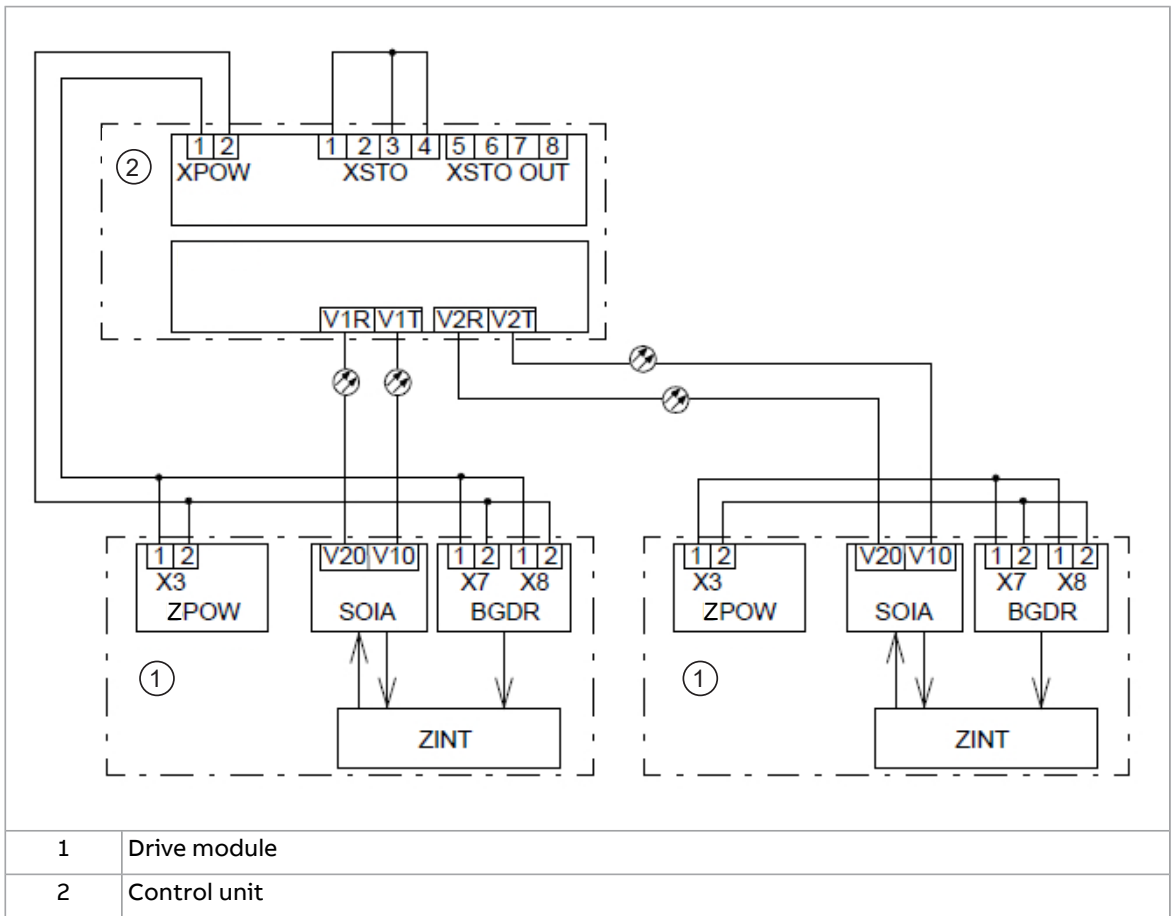
1	Drive
2	Control unit
K	Activation switch
<p>Note: A single-channel activation switch can limit the SIL/PL capability of the safety function to a lower level than the SIL/PL capability of the STO function of the drive.</p>	

■ With external power supply



■ **Safe torque off function not in use**

If STO is not in use, close the circuit as shown. Otherwise the drive will not start.



Operation principle

1. The Safe torque off activates (the activation switch is opened, or safety relay contacts open).
2. The STO inputs of the drive control unit de-energize.
3. The control unit cuts off the control voltage from the output IGBTs.
4. The control program generates an indication as defined by parameter 31.22 (see the firmware manual of the drive).

The parameter selects which indications are given when one or both STO signals are switched off or lost. The indications also depend on whether the drive is running or stopped when this occurs.

Note: This parameter does not affect the operation of the STO function itself. The STO function will operate regardless of the setting of this parameter: a running drive will stop upon removal of one or both STO signals, and will not start until both STO signals are restored and all faults reset.

Note: The loss of only one STO signal always generates a fault as it is interpreted as a malfunction of STO hardware or wiring.

5. The motor coasts to a stop (if running). The drive cannot restart while the activation switch or safety relay contacts are open. After the contacts close, a reset may be needed (depending on the setting of parameter 31.22). A new start command is required to start the drive.
-

Start-up including validation test

To ensure the safe operation of a safety function, validation is required. The final assembler of the machine must validate the function by performing a validation test. The test must be performed

1. at initial start-up of the safety function
2. after any changes related to the safety function (circuit boards, wiring, components, settings, replacement of inverter module, etc.)
3. after any maintenance work related to the safety function
4. after a drive firmware update
5. at the proof test of the safety function.

■ Competence

The validation test of the safety function must be carried out by a competent person with adequate expertise and knowledge of the safety function as well as functional safety, as required by IEC 61508-1 clause 6. The test procedures and report must be documented and signed by this person.


■ Validation test reports

Signed validation test reports must be stored in the logbook of the machine. The report shall include documentation of start-up activities and test results, references to failure reports and resolution of failures. Any new validation tests performed due to changes or maintenance shall be logged into the logbook.

■ Validation test procedure

After wiring the Safe torque off function, validate its operation as follows.

Note: If an FSO safety functions module, FSPS-21 or FPTC module is installed, refer to its documentation.

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>
Make sure that the motor can be run and stopped freely during start-up.	<input type="checkbox"/>
Stop the drive (if running), switch the input power off and isolate the drive from the power line using a disconnecter.	<input type="checkbox"/>
Check the STO circuit connections against the wiring diagram.	<input type="checkbox"/>
Close the disconnecter and switch the power on.	<input type="checkbox"/>
In case the drive consists of parallel-connected modules, check that the number of modules detected (parameter 95.14) matches the actual number of modules, and that the drive type is correctly set in parameter 95.31.	<input type="checkbox"/>

210 The Safe torque off function

Action	<input checked="" type="checkbox"/>
<p>Test the operation of the STO function when the motor is stopped.</p> <ul style="list-style-type: none"> • Give a stop command for the drive (if running) and wait until the motor shaft is at a standstill. <p>Make sure that the drive operates as follows:</p> <ul style="list-style-type: none"> • Open the STO circuit. The drive generates an indication if one is defined for the 'stopped' state in parameter 31.22 (see the firmware manual). • Give a start command to verify that the STO function blocks the drive's operation. The motor should not start. • Close the STO circuit. • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
<p>Test the operation of the STO function when the motor is running.</p> <ul style="list-style-type: none"> • Start the drive and make sure the motor is running. • Open the STO circuit. The motor should stop. The drive generates an indication if one is defined for the 'running' state in parameter 31.22 (see the firmware manual). • Reset any active faults and try to start the drive. • Make sure that the motor stays at a standstill and the drive operates as described above in testing the operation when the motor is stopped. • Close the STO circuit. • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
<p>Test the operation of the failure detection of the drive. The motor can be stopped or running.</p> <ul style="list-style-type: none"> • Open the 1st input channel of the STO circuit. If the motor was running, it should coast to a stop. The drive generates an FA81 fault indication (see the firmware manual). • Give a start command to verify that the STO function blocks the drive's operation. The motor should not start. • Open the STO circuit (both channels). • Give a reset command. • Close the STO circuit (both channels). • Reset any active faults. Restart the drive and check that the motor runs normally. • Open the 2nd input channel of the STO circuit. If the motor was running, it should coast to a stop. The drive generates an FA82 fault indication (see the firmware manual). • Give a start command to verify that the STO function blocks the drive's operation. The motor should not start. • Open the STO circuit (both channels). • Give a reset command. • Close the STO circuit (both channels). • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
<p>Document and sign the validation test report which verifies that the safety function is safe and accepted for operation.</p>	<input type="checkbox"/>

Use

1. Open the activation switch, or activate the safety functionality that is wired to the STO connection.
2. The STO inputs on the drive control unit de-energize, and the control unit cuts off the control voltage from the output IGBTs.
3. The control program generates an indication as defined by parameter 31.22 (see the firmware manual of the drive).
4. The motor coasts to a stop (if running). The drive will not restart while the activation switch or safety relay contacts are open.
5. Deactivate the STO by closing the activation switch, or resetting the safety functionality that is wired to the STO connection.
6. Reset any faults before restarting.



WARNING!

The Safe torque off function does not disconnect the voltage of the main and auxiliary circuits from the drive. Therefore maintenance work on electrical parts of the drive or the motor can only be carried out after isolating the drive from the supply and all other voltage sources.



WARNING!

The drive cannot detect or memorize any changes in the STO circuitry when the drive control unit is not powered or when the main power to the drive is off. If both STO circuits are closed and a level-type start signal is active when the power is restored, it is possible that the drive starts without a fresh start command. Take this into account in the risk assessment of the system.



WARNING!

Permanent magnet or synchronous reluctance [SynRM] motors only:

In case of a multiple IGBT power semiconductor failure, the drive can produce an alignment torque which maximally rotates the motor shaft by $180/p$ degrees (with permanent magnet motors) or $180/2p$ degrees (with synchronous reluctance [SynRM] motors) regardless of the activation of the Safe torque off function. p denotes the number of pole pairs.

Notes:

- If a running drive is stopped by using the Safe torque off function, the drive will cut off the motor supply voltage and the motor will coast to a stop. If this causes danger or is not otherwise acceptable, stop the drive and machinery using the appropriate stop mode before activating the Safe torque off function.
 - The Safe torque off function overrides all other functions of the drive.
 - The Safe torque off function is ineffective against deliberate sabotage or misuse.
 - The Safe torque off function has been designed to reduce the recognized hazardous conditions. In spite of this, it is not always possible to eliminate all potential hazards. The assembler of the machine must inform the final user about the residual risks.
-

Maintenance

After the operation of the circuit is validated at start-up, the STO function shall be maintained by periodic proof testing. In high demand mode of operation, the maximum proof test interval is 20 years. In low demand mode of operation, the maximum proof test interval is 10 years; see section [Safety data \(page 215\)](#).

There are two alternative procedures for proof testing:

1. Perfect proof testing. It is assumed that all dangerous failures of the STO circuit are detected during the test. PFD_{avg} values for STO with the perfect proof testing procedure are given in the safety data section.
2. Simplified proof testing. This procedure is faster and simpler than perfect proof testing. Not all dangerous failures of the STO circuit are detected during the test. The PFD_{avg} value for STO with the simplified proof testing procedure is given in the safety data section.

Note: The proof testing procedures are only valid for proof testing (periodic test, item 5 under section [Start-up including validation test](#)) but not for re-validation after changes made in the circuit. Re-validation (items 1..4 under [Start-up including validation test](#)) must be done according to the initial validation procedure.

Note: See also the Recommendation of Use CNB/M/11.050 (published by the European co-ordination of Notified Bodies) concerning dual-channel safety-related systems with electromechanical outputs:

- When the safety integrity requirement for the safety function is SIL 3 or PL e (cat. 3 or 4), the proof test for the function must be performed at least every month.
- When the safety integrity requirement for the safety function is SIL 2 (HFT = 1) or PL d (cat. 3), the proof test for the function must be performed at least every 12 months.

The STO function of the drive does not contain any electromechanical components.

In addition to proof testing, it is a good practice to check the operation of the function when other maintenance procedures are carried out on the machinery.

Include the Safe torque off operation test described above in the routine maintenance program of the machinery that the drive runs.

If any wiring or component change is needed after start-up, or the parameters are restored, do the test given in section [Validation test procedure \(page 209\)](#).


Use only spare parts approved by ABB.

Record all maintenance and proof test activities in the machine logbook.


■ Competence

The maintenance and proof test activities of the safety function must be carried out by a competent person with adequate expertise and knowledge of the safety function as well as functional safety, as required by IEC 61508-1 clause 6.

■ Perfect proof test procedure

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>
Test the operation of the STO function. If the motor is running, it will stop during the test. <ul style="list-style-type: none"> • Give a stop command for the drive (if running) and wait until the motor shaft is at a standstill. Make sure that the drive operates as follows: <ul style="list-style-type: none"> • Open the STO circuit. The drive generates an indication if one is defined for the 'stopped' state in parameter 31.22 (see the firmware manual). • Close the STO circuit. • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
Test the operation of the failure detection of the drive. The motor can be stopped or running. <ul style="list-style-type: none"> • Open the 1st input channel of the STO circuit. If the motor was running, it should coast to a stop. The drive generates an FA81 fault indication (see the firmware manual). • Open the STO circuit (both channels). • Give a reset command. • Close the STO circuit (both channels). • Reset any active faults. • Open the 2nd input channel of the STO circuit. If the motor was running, it should coast to a stop. The drive generates an FA82 fault indication (see the firmware manual). • Open the STO circuit (both channels). • Give a reset command. • Close the STO circuit (both channels). • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
Document and sign the test report to verify that the safety function has been tested according to the procedure.	<input type="checkbox"/>

■ Simplified proof test procedure

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>
Test the operation of the STO function. If the motor is running, it will stop during the test. <ul style="list-style-type: none"> • Give a stop command for the drive (if running) and wait until the motor shaft is at a standstill. Make sure that the drive operates as follows: <ul style="list-style-type: none"> • Open the STO circuit. The drive generates an indication if one is defined for the 'stopped' state in parameter 31.22 (see the firmware manual). • Close the STO circuit. • Reset any active faults. Restart the drive and check that the motor runs normally. 	<input type="checkbox"/>
Document and sign the test report to verify that the safety function has been tested according to the procedure.	<input type="checkbox"/>

Fault tracing

The indications given during the normal operation of the Safe torque off function are selected by drive control program parameter 31.22.

The diagnostics of the Safe torque off function cross-compare the status of the two STO channels. In case the channels are not in the same state, a fault reaction function is performed and the drive trips on an FA81 or FA82 fault. An attempt to use the STO in a non-redundant manner, for example activating only one channel, will trigger the same reaction.

See the firmware manual of the drive control program for the indications generated by the drive, and for details on directing fault and warning indications to an output on the control unit for external diagnostics.

Any failures of the Safe torque off function must be reported to ABB.

Safety data

The safety data for the Safe torque off function is given below.

Note: The safety data is calculated for redundant use, and applies only if both STO channels are used.

Frame size	SIL	SC	PL	PFH (1/h)	PFH _{avg}		MTTF _D (a)	DC (%)	SFF (%)	Cat.	HFT	CCF	T _M (a)	PFH ^{diag} (1/h)	λ _{Diag,s} (1/h)	λ _{Diag,d} (1/h)
					Perfect proof test T ₁ = 5 a	Simplified proof test T ₁ = 5 or 10 a										
2xR11	3	3	e	5.96E-10	1.28E-05	2.57E-05	5.18E-05	≥90	>99	3	1	80	20	4.19E-09	1.26E-06	2.20E-07
3AXD10000414074 E, 3AXD10001916427 A																

- The STO is a type B safety component as defined in IEC 61508-2.
- Relevant failure modes:
 - The STO trips spuriously (safe failure)
 - The STO does not activate when requested
 - A fault exclusion on the failure mode “short circuit on printed circuit board” has been made (EN 13849-2, table D.5). The analysis is based on an assumption that one failure occurs at one time. No accumulated failures have been analyzed.
- STO response times:
 - STO reaction time (shortest detectable break): 1 ms
 - STO response time: 2 ms (typical), 25 ms (maximum)
 - Fault detection time: Channels in different states for longer than 200 ms
 - Fault reaction time: Fault detection time + 10 ms.
- Indication delays:
 - STO fault indication (parameter 31.22) delay: < 500 ms
 - STO warning indication (parameter 31.22) delay: < 1000 ms.

■ Terms and abbreviations

Term or abbreviation	Reference	Description
Cat.	EN ISO 13849-1	Classification of the safety-related parts of a control system in respect of their resistance to faults and their subsequent behavior in the fault condition, and which is achieved by the structural arrangement of the parts, fault detection and/or by their reliability. The categories are: B, 1, 2, 3 and 4.
CCF	EN ISO 13849-1	Common cause failure (%)
DC	EN ISO 13849-1	Diagnostic coverage (%)
HFT	IEC 61508	Hardware fault tolerance
MTTF _D	EN ISO 13849-1	Mean time to dangerous failure: (Total number of life units) / (Number of dangerous, undetected failures) during a particular measurement interval under stated conditions
PFD _{avg}	IEC 61508	Average probability of dangerous failure on demand, that is, mean unavailability of a safety-related system to perform the specified safety function when a demand occurs
PFH	IEC 61508	Average frequency of dangerous failures per hour, that is, average frequency of a dangerous failure of a safety related system to perform the specified safety function over a given period of time
PFH _{diag}	IEC/EN 62061	Average frequency of dangerous failures per hour for the diagnostic function of STO
PL	EN ISO 13849-1	Performance level. Levels a...e correspond to SIL
Proof test	IEC 61508, IEC 62061	Periodic test performed to detect failures in a safety-related system so that, if necessary, a repair can restore the system to an "as new" condition or as close as practical to this condition
SC	IEC 61508	Systematic capability (1...3)
SFF	IEC 61508	Safe failure fraction (%)
SIL	IEC 61508	Safety integrity level (1...3)
STO	IEC/EN 61800-5-2	Safe torque off

Term or abbreviation	Reference	Description
T_1	IEC 61508-6	Proof test interval. T_1 is a parameter used to define the probabilistic failure rate (PFH or PFD) for the safety function or subsystem. Performing a proof test at a maximum interval of T_1 is required to keep the SIL capability valid. The same interval must be followed to keep the PL capability (EN ISO 13849) valid. See also section Maintenance.
T_M	EN ISO 13849-1	Mission time: the period of time covering the intended use of the safety function/device. After the mission time elapses, the safety device must be replaced. Note that any T_M values given cannot be regarded as a guarantee or warranty.
λ_{Diag_d}	IEC 61508-6	Dangerous failure rate (per hour) of the diagnostics function of STO
λ_{Diag_s}	IEC 61508-6	Safe failure rate (per hour) of the diagnostics function of STO

■ TÜV certificate

The TÜV certificate is available on the Internet.

19

Resistor braking

Contents of this chapter

This chapter describes how to select, protect and wire brake choppers and resistors. The chapter also contains the technical data.

When to use resistor braking

Resistor braking is necessary for high capacity braking of the motor and machinery if a regenerative drive cannot be used.

Operation principle and hardware description

The drive can be equipped with optional built-in brake chopper (+D150). Brake resistors are available as add-on kits.

The brake chopper handles the extra energy generated by motor during a quick deceleration. The extra energy increases the drive DC link voltage. The chopper connects the brake resistor to the DC link whenever the voltage is greater than the limit defined by the control program. Energy consumption by the resistor losses lowers the voltage until the resistor can be disconnected.

Planning the braking system

■ Generic guidelines

This section contains generic brake cable type, length and placing instructions, rules on how to minimize electromagnetic interference and descriptions and requirements for protections.

Resistor cables

Cable type

Use the same cable type for the resistor cabling as for the drive input cabling or, alternatively, a two conductor shielded cable with the same cross-sectional area.

Maximum cable length

The maximum length of the resistor cable(s) is 10 m (33 ft).

Minimizing electromagnetic interference

Make sure that the installation is compliant with the EMC requirements. Obey these rules in order to minimize electromagnetic interference caused by the rapid voltage and current changes in the resistor cables:

- Shield the brake resistor cable. Use shielded cable or a metallic enclosure. If you use unshielded single-core cables, route them inside a cabinet that efficiently suppresses the radiated emissions.
- Install the cables away from other cable routes.
- Avoid long parallel runs with other cables. The minimum parallel cabling separation distance is 0.3 meters (1 ft).
- Cross the other cables at 90° angles.
- Keep the cable as short as possible in order to minimize the radiated emissions and stress on the brake chopper. The longer the cable the greater the radiated emissions, inductive load and voltage peaks over the IGBT semiconductors of the brake chopper.

Protecting the resistor cable against short-circuits

The input fuses of the drive will also protect the resistor cable when it is identical with the input cable.

Resistor thermal switch

Use a resistor with a thermal switch (standard in ABB resistors).

Make sure that the cable in the resistor thermal switch circuit meets the following requirements:

- shielded cable
- rated operating voltage between a core and ground $> 750 (U_0)$
- insulation test voltage > 2.5 kV
- jacket material for at least 90 °C (194 °F). Take into account further requirements due to resistor construction and temperature.

Protecting the system against thermal overload

The brake chopper protects itself and the resistor cables against thermal overload when the cables are dimensioned according to the nominal current of the drive. The drive control program includes a resistor overload protection function which can be tuned by the user. See the firmware manual.

EMC compliance of the complete installation

ABB cannot test that the EMC requirements are fulfilled with custom brake resistors and cabling. The customer must consider the EMC compliance of the complete installation.

Selecting the installation location for the brake resistors

Protect the open (IP00) brake resistors against contact. Install the brake resistor in a place where it cools effectively. Arrange the cooling of the resistor so that:

- no danger of overheating is caused to the resistor or nearby materials, and
- the temperature of the space that the resistor is in does not go above the allowed maximum value.



WARNING!

The materials near the brake resistor must be non-flammable. The surface temperature of the resistor is high. Air flowing from the resistor is of hundreds of degrees Celsius. If the exhaust vents are connected to a ventilation system, make sure that the material withstands high temperatures. Protect the resistor against contact.

■ Protecting the system in fault situations

A main contactor is not required for protecting against resistor overheating when the resistor is dimensioned according to the instructions and the internal brake chopper is in use. The drive will disable power flow through the input bridge if the chopper remains conductive in a fault situation but the charging resistor may fail.

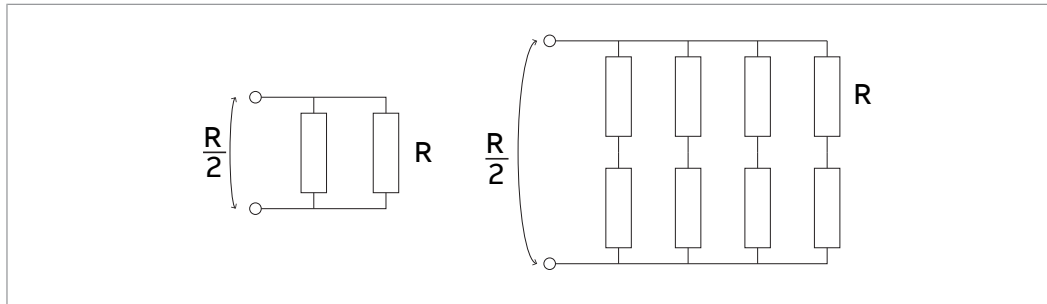
Note: If an external brake chopper (outside the drive module) is used, ABB always requires a main contactor.

■ Selecting the drive, brake chopper and brake resistor

For the ratings of the brake choppers and resistors, refer to the resistor braking technical data.

1. Define the basic data: maximum power generated by the motor during the braking (P_{br}), braking time (t_{br}) and braking cycle time (T).
 2. Select the drive. Take its resistor braking capacity into account. The power rating of the drive and brake chopper (P_{brmax}) must be greater than or equal to P_{br} .
 3. Make sure that the ABB default brake resistor assembly can dissipate the braking energy. The energy generated by the motor during one resistor heat dissipation period (400 s) must be equal to or smaller than the heat dissipation capacity (E_R) of the resistor assembly. If it is not, you cannot use the default ABB resistor assembly. These alternatives are possible:
 - If it is possible, decrease the braking power or braking time, or prolong the braking cycle time.
 - Select a custom brake resistor with high enough heat dissipation capacity. The resistance may not be smaller than the minimum value defined for the chopper.
 - Use multiple of the ABB default brake resistors. Make sure that the total resistance seen from the brake chopper terminals remains unchanged. An example connection is shown below. The connection of an ABB default brake resistor assembly is on the left (two resistors). The equivalent multiple resistor
-

connection is on the right (8 resistors). The heat dissipation capacity is four times bigger.



■ Calculation example

Drive: ACS880-04F-582A-5+P943. Maximum continuous braking power (P_{brcont}) of the internal brake chopper = 315 kW. Preselected ABB resistor = 2×SAFUR200F50. Braking power of the motor is 300 kW. The duration of a braking cycle (T) is three minutes -> number of braking pulses in 400 seconds = 2.2. The braking time (t_{br}) is 20 seconds.

$P_{br} = 300 \text{ kW} < P_{brcont} = 315 \text{ kW}$. This is ok.

The energy generated by the motor during a 400-second period = $2.2 \times 300 \text{ kW} \times 20 \text{ s} = 13200 \text{ kJ}$. The brake resistor withstands an energy pulse of 10800 kJ in every 400 seconds period. $13200 \text{ kJ} > 10800 \text{ kJ}$. -> The resistor is too small. -> Decrease the braking power or braking time or select a custom brake resistor as described in section [Selecting a custom brake resistor \(page 222\)](#).

■ Selecting a custom brake resistor

If you want to use custom brake resistor instead of the default ABB resistor:

1. Make sure that the brake resistor resistance not too low, ie, this equation is true. Too low resistance causes overcurrent.

$$R \geq R_{min}$$

where

R Resistance of the custom brake resistor

R_{min} Minimum permitted resistance for the brake resistor



WARNING!

Do not use a brake resistor with a resistance lower than the specified minimum value. It causes overcurrent that damages the brake chopper and the drive.

2. Make sure that the brake resistor resistance is not too high, ie, this equation is true. Too high resistance limits the braking capacity.

$$P_{max} < \frac{U_{DC}^2}{R}$$

where

P_{max} Maximum power generated by the motor during the braking

U_{DC} Drive DC voltage during the braking:

1.35 · 1.2 · 415 V (when supply voltage is 380 ... 415 V AC)

1.35 · 1.2 · 500 V (when supply voltage is 440 ... 500 V AC)

1.35 · 1.2 · 690 V (when supply voltage is 525 ... 690 AC)

R Resistance of the custom resistor

3. Make sure that the brake resistor voltage rating match with the drive DC voltage during the braking. See the drive DC voltage values in the table above.
4. Make sure that the resistor can dissipate the energy transferred to it during the braking:
 - Braking energy does not exceed the resistor heat dissipation capacity (E_r) during the specified period.
 - The resistor is installed in a space that is sufficiently cooled to prevent excessive heat accumulation.
5. If you want to monitor the actual resistor temperature, make sure that the resistor has a temperature sensor.

Mechanical installation of resistors

All brake resistors must be installed outside the drive. Obey the resistor manufacturer's instructions.

Electrical installation

■ Measuring the insulation of the assembly

Obey the instructions given in section [Measuring the insulation resistance of the brake resistor circuit \(page 88\)](#).

■ Connection diagram

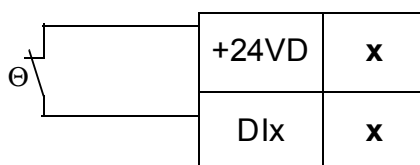
See section [Connecting the power cables \(frame size 2 × R11\) \(page 91\)](#).

■ Connection procedure

- Connect the resistor cables to the R+ and R- terminals in the same way as the other power cables. If a shielded three-conductor cable is used, cut the third conductor and ground the twisted shield of the cable (protective earth conductor of the resistor assembly) at both ends.
- Connect resistor cables to the R+ and R- terminals of both drive modules in the same way as the other power cables. If a shielded three-conductor cable is used, cut the third conductor and isolate the open ends against touching. Ground the twisted shield of the cable (protective earth conductor of the resistor assembly) at both ends.

Note: It is not possible to use only one brake chopper in the drive module package, brake resistors must be connected to both drive modules.

- Wire the thermal switch to a digital input on the drive control unit as shown below.



Start-up



WARNING!

Make sure that there is sufficient ventilation. New brake resistors can have a protective grease coating. When the resistor warms up for the first time, the grease burns off and can produce some smoke.

■ Parameter settings

This section describes the parameter settings for an example application in which:

- Drive uses brake resistor thermal model for the resistor overload protection.
- The brake resistor has a temperature sensor. The drive monitors the sensor status via a digital input. An overtemperature indication causes a fault trip.

Set parameters in the example application as follows:

- Set parameter 30.30 to value `Disable`. This disables the overvoltage control of the drive DC link. the brake chopper operation is possible.
 - Set parameter 43.06 to `Enabled with thermal model`. This enables the brake chopper operation and activates the brake resistor overload protection function with the thermal model.
 - Set parameters 43.08, 43.09 and 43.10 according to the brake resistor data. These parameters define the thermal time constant, continuous power rating and resistance for the brake resistor thermal model.
 - Set parameters 43.11 and 43.12 to suitable values. They define the warning and fault resistor temperature limits for the brake resistor thermal model.
 - Set parameter 31.01 to point to the digital input to which the brake resistor temperature sensor is connected. This defines the source for the external event 1 function.
 - Set parameter 31.02 to `Fault`. This defines fault as the event type for the external event 1 function.
-



WARNING!

If you disable the brake chopper by parameter, also disconnect the brake resistor cable from the drive. Otherwise, there is a risk of resistor overheating and damage.

Technical data

■ Ratings

The table below gives the ratings for resistor braking.

ACS880-04FXT-...	Drive module type ACS880-04F-...	Frame size	Internal brake chopper per drive module		Example brake resistor(s) per drive module			
			P_{brcont}	R_{min}	Type	R	E_R	P_{Rcont}
			kW	ohm		ohm	kJ	kW
$U_n = 400\text{ V}$								
1008A-3	584A-3+P943	2×R11	315	1.3	2×SAFUR200F500	1.35	10800	27
1188A-3	649A-3+P943	2×R11	315	1.3	2×SAFUR200F500	1.35	10800	27
1330A-3	725A-3+P943	2×R11	400	0.7	3×SAFUR200F500	0.90	16200	40
1610A-3	880A-3+P943	2×R11	400	0.7	3×SAFUR200F500	0.90	16200	40
$U_n = 500\text{ V}$								
1008A-5	582A-5+P943	2×R11	315	1.3	2×SAFUR200F500	1.35	10800	27
1158A-5	634A-5+P943	2×R11	315	1.3	2×SAFUR200F500	1.35	10800	27
1310A-5	715A-5+P943	2×R11	400	0.7	3×SAFUR200F500	0.90	16200	40
1610A-5	880A-5+P943	2×R11	400	0.7	3×SAFUR200F500	0.90	16200	40
$U_n = 690\text{ V}$								
0808A-7	429A-7+P943	2×R11	285	2.2	SAFUR200F500	2.7	3600	13
0960A-7	522A-7+P943	2×R11	350	2.0	2×SAFUR125F500	2.0	7200	18
1080A-7	590A-7+P943	2×R11	400	1.8	2×SAFUR125F500	2.0	7200	18
1320A-7	721A-7+P943	2×R11	400	1.8	2×SAFUR125F500	2.0	7200	18
3AXD10000363510, 3AXD00000588487								

P_{brcont} Maximum continuous braking power. The braking is considered continuous if the braking time exceeds 30 seconds.

R_{min} Minimum permitted resistance value for the brake resistor

R Resistance value of the ABB default brake resistor

E_R Energy pulse that the ABB default brake resistor withstands and can dissipate every 400 seconds

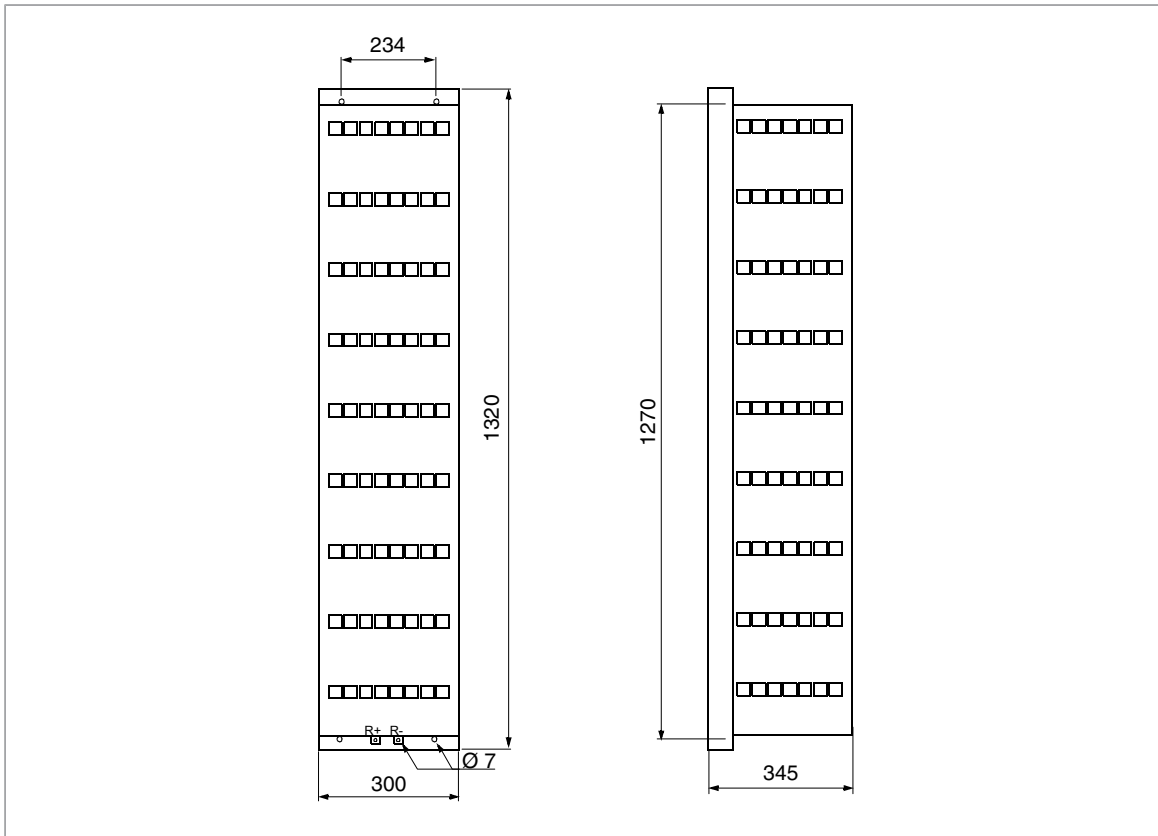
P_{Rcont} Continuous heat dissipation capacity (power) of the resistor when placed correctly

The ratings apply at an ambient temperature of 40 °C (104 °F).

■ SAFUR resistor data

These features are common to all SAFUR resistors:

- Degree of protection: IP00 (open)
- Resistor cable tightening torque: 9 N·m
- Thermal time constant: 555 s
- In-built overheat temperature sensor
- Not UL listed.



Brake resistor type	R [ohm]	E_r [kJ]	P_{Rcont} [kW]	Weight	ABB ordering code
SAFUR125F500	4.0	3600	9	25 kg (55 lb)	68759285
SAFUR200F500	2.7	5400	13.5	30 kg (66 b)	68759340

R Resistance

E_R Energy pulse that the ABB default brake resistor withstands during a 400 s duty cycle. This energy will heat the resistor element from 40 °C to the maximum allowable temperature.

P_{Rcont} Continuous heat dissipation capacity (power) of the resistor when placed correctly

■ **Terminals and cable entry data**

See section [Terminal and entry data for the power cables \(page 180\)](#).

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Filters

Contents of this chapter

This chapter describes how to select du/dt and sine filters for the drive.

du/dt filters

■ When is a du/dt filter necessary?

See [Examining the compatibility of the motor and drive \(page 62\)](#).

Note for drive modules with motor cable length less than 20 m (65 ft) from each drive module before connecting them together: In addition to the requirements given in [Examining the compatibility of the motor and drive \(page 62\)](#), ABB requires du/dt filters or sine filters at the outputs of the drive modules for equalization of drive module currents. See also section [Motor connection data \(page 181\)](#) for the minimum motor cable length. If there is no du/dt filter and the motor cable length from each drive module is less than 20 m (65 ft), the nominal values of the drive must be derated by 15%.

■ Selection table

du/dt filter types for the drive modules are given below.

Drive module type ACS880-04F-...	du/dt filter type	Drive module type ACS880-04F-...	du/dt filter type	Drive module type ACS880-04F-...	du/dt filter type
$U_n = 400\text{ V}$		$U_n = 500\text{ V}$		$U_n = 690\text{ V}$	
584A-3	FOCH0610-70	582A-5	FOCH0610-70	429A-7	FOCH0610-70
649A-3	FOCH0610-70	634A-5	FOCH0610-70	522A-7	FOCH0610-70
725A-3	FOCH0875-70	715A-5	FOCH0875-70	590A-7	FOCH0610-70

Drive module type ACS880-04F-...	du/dt filter type	Drive module type ACS880-04F-...	du/dt filter type	Drive module type ACS880-04F-...	du/dt filter type
880A-3	FOCH0875-70	880A-5	FOCH0875-70	721A-7	FOCH0875-70
3AXD10000363510					

■ Ordering codes

Filter type	ABB ordering code
FOCH0610-70	68550505
FOCH0875-70	3AUA0000129544

■ Description, installation and technical data of the FOCH filters

See [FOCH du/dt filters hardware manual \(3AFE68577519 \[English\]\)](#).

Sine filters

■ When is a sine filter necessary?

See section [Examining the compatibility of the motor and drive \(page 62\)](#).

■ Selection table

Sine filter types for the drive modules are given below.

Drive module type ACS880-04F-...	Sine filter type	Drive module type ACS880-04F-...	Sine filter type	Drive module type ACS880-04F-...	Sine filter type
$U_n = 400\text{ V}$		$U_n = 500\text{ V}$		$U_n = 690\text{ V}$	
584A-3	NSIN0900-6	582A-5	NSIN0900-6	429A-7	NSIN0485-6
649A-3	NSIN0900-6	634A-5	NSIN0900-6	522A-7	NSIN0900-6
725A-3	NSIN0900-6	715A-5	NSIN0900-6	590A-7	NSIN0900-6
880A-3	NSIN0900-6	880A-5	NSIN0900-6	721A-7	NSIN0900-6
3AXD10000363510					

■ Ordering codes

Filter type	ABB ordering code
NSIN0485-6	64254936
NSIN0900-6	64254961

■ Derating

See section [Deratings for special settings in the drive control program \(page 168\)](#).

■ Description, installation and technical data of the sine filters

See [Sine filters hardware manual \(3AXD50000016814 \[English\]\)](#). For more information, contact ABB.

Further information

Product and service inquiries

Address any inquiries about the product to your local ABB representative, quoting the type designation and serial number of the unit in question. A listing of ABB sales, support and service contacts can be found by navigating to www.abb.com/contact-centers.

Product training

For information on ABB product training, navigate to new.abb.com/service/training.

Providing feedback on ABB manuals

Your comments on our manuals are welcome. Navigate to forms.abb.com/form-26567.

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