

IR COMP

Speed droop on heavy loads may occur when armature voltage feedback is used. This is compensated for by clockwise rotation of **IR comp**. Excessive rotation may lead to instability.

Note, **IR comp** is not used with tach feedback, leave preset anticlockwise.

TACH FEEDBACK

The tach feedback signal on terminal 11 must be negative with respect to terminal 10 **COMMON** for a positive speed demand input.

Whilst still in AVF mode and running at 100% speed, measure the tach volts on the wire intended for T11. (**Warning**, possible high voltage). This is the tach full speed voltage. Make a note of it to assist in selecting the speed range. **Stop the motor and turn off the supply.**

Set **Avf/tach** switch OFF (right) to disconnect AVf and then re-connect the tach wire to T11. By using the tach voltage reading just obtained, you can adjust the full speed with the **Spd x 2** switch and/or **Max spd** preset.

With **Spd x 2** switch OFF (right) the **Max spd** range = 40 to 100V.

With **Spd x 2** switch ON (left) the **Max spd** range = 80 to 200V

To do this re-start and adjust **Max spd** as required within the selected range, suggest starting anticlockwise.

TERMINAL LISTING

- 1 +10V output. 10mA max. (Use a 10K Ohm pot for external speed reference).
- 2 **MIN SPEED**. (Bottom end of external pot. 5K Ohms preset to common).
- 3 **IP**. Speed input. 0 to +/-10V speed input from pot wiper. 47K internal pull down.
- 4 **OP+/-**. +/-10.5V range. Input from T6. Invert with pushbutton input T8 open. Non-invert with pushbutton input T7 open. 10mA max.
- 5 **COM**. Common. (0 Volts)
- 6 **IP+/-**. Input to pushbutton controlled +/- signal channel. OP on T4. 50K Ohms impedance for invert mode, 10M input impedance in non-invert mode. The operating mode is controlled by **PB+** on T7 and **PB-** on T8. **Note**. This channel can invert input signals in the range +/-10.5V. It can also buffer (i.e. non-invert) signals in the range 0V to +10.5V. (**It cannot buffer negative signals**. If you try to buffer a negative signal the output will be positive). **Note**. If using a high resistance external pot for positive signals e.g. greater than 20KOhms, then this channel can be used to buffer it using the non-invert mode.
- 7 **PB+** Pushbutton input. 47K Ohm pull up to +12V. Connect to T5 **COM**. When opened it latches T4 to buffer (**non-invert**) mode for positive T6 input signals, provided T8 **PB-** is connected to T5 **COM**.
- 8 **PB-** Pushbutton input. 47K Ohm pull up to +12V. Connect to T5 **COM**. When opened it latches T4 to (**invert**) mode for positive and negative T6 input signals. **Note**. The **PB-** function will operate when T7 **PB+** is either open, or connected to T5 **COM**. See truth table below for T7 and T8 operation. See terminal 6 **IP+/-** for notes.

PB+ Terminal 7	PB- Terminal 8	Input T6 to output T4 mode
Closed to Common	Open circuit	Invert (+/-10.5V range)
Closed to Common	Closed to Common	Remains in prevailing mode. Powers up in invert mode.
Open circuit	Closed to Common	Non-invert (0 to +10.5V range)
Open circuit	Open circuit	Invert (+/-10.5V range)

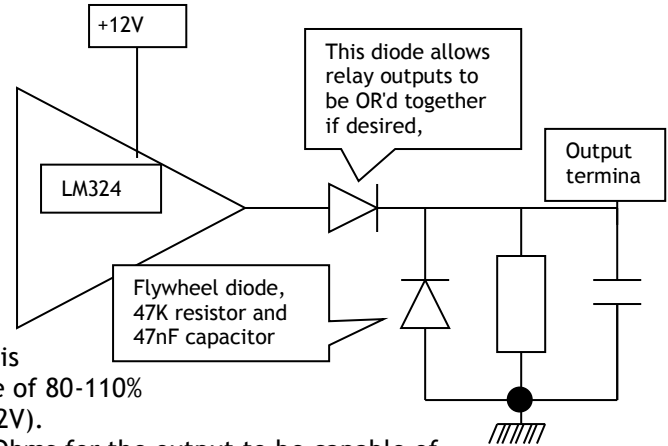
- a) Hence if **PB+ Terminal 7** remains open then a switch on **PB- Terminal 8** can be used to change modes.
- b) If both **PB+ Terminal 7** and **PB- Terminal 8** remain open then the invert mode is established.
- c) If both **PB+ Terminal 7** and **PB- Terminal 8** are connected to common then the desired mode can be established by momentarily opening **PB+ Terminal 7** for non-invert, or **PB- Terminal 8** for invert mode. The mode remains latched when the common connection is re-established.

- 9 **RUN**. Internal 12K pull up to +12V. Open to stop, close to COMMON to run. **WARNING**. **RUN** is an electronic inhibit function. The field remains energised, and all power terminals 'live'. **RUN** must not be relied on to ensure the machine is stationary during hazardous operations. Remove the power source to the system. Opening T9 **RUN** will cause immediate drive inhibit and hence if the motor is rotating at the time it will coast to zero speed.

- 10 **COM.** Common. (0 Volts)
 11 **TACH** input. The tach must be opposite polarity to speed input. 1.5 MOhms.
 Will accept full scale feedback voltages between 40V-200V using Spd x 2 switch with **Max spd** preset.

- 12 **RLOP.** Relay driver. +10.5V active high. Flywheel diode to COM.
 Note. The output is current limited. When in current limit, the output voltage achieved, depends on the resistance of the load multiplied by the available current limit at that voltage, according to the table below.

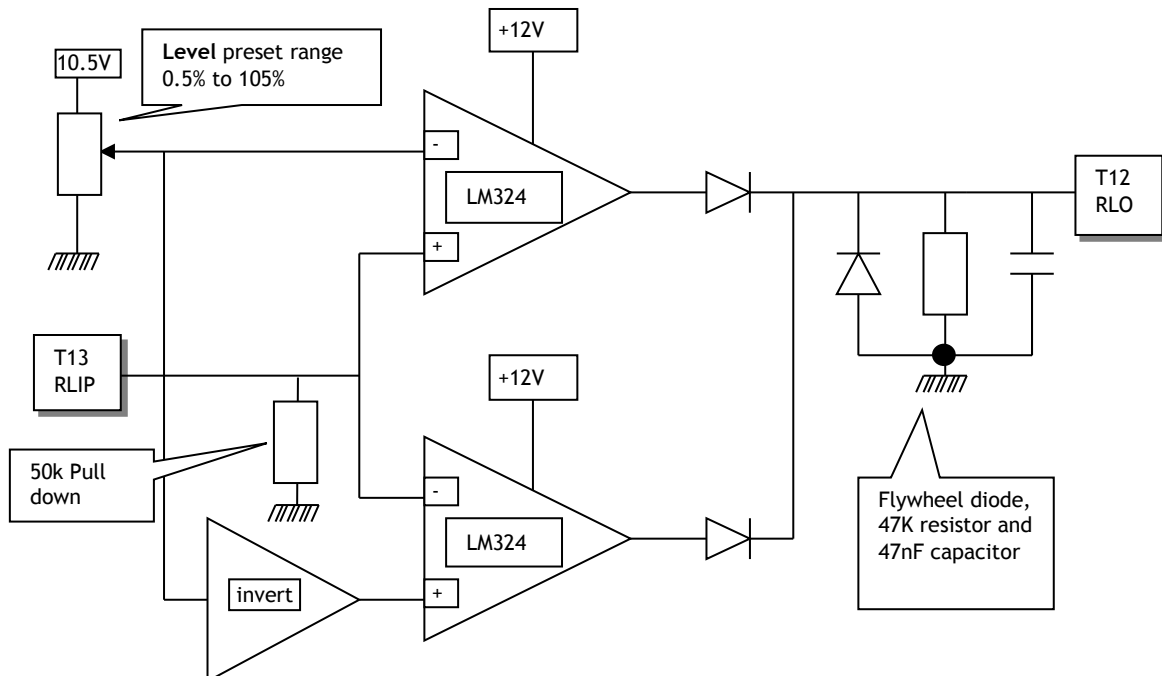
Output voltage	Typical current lim	Typical load resistance
10.5V	1mA	Greater than 10K Ohms
10.0V	10 mA	1000 Ohms
9.5V	15 mA	633 Ohms
9.0V	20 mA	450 Ohms
8.5V	25mA	340 Ohms
8.0V	30mA	267 Ohms



When driving relays, ensure the coil operating range is suitable. E. g. a 12V relay with a coil operating range of 80-110% will energise at voltages of 9.6V and above (80% of 12V).

Hence it must have coil resistance greater than 633 Ohms for the output to be capable of achieving the desired voltage. A suitable UL approved relay is Hongfa type HF41F/9.

- 13 **RLIP.** Relay driver input. Accepts 0 to +/- 10.5V signal inputs. The threshold to activate the relay driver is symmetrical around zero, and set by the RELAY preset between +/- 0.05V and +/- 10.5V. When the T13 input exceeds the positive or negative threshold, then the T12 RELAY DRIVER OUTPUT is turned ON. Typical uses include zero speed detector, zero current detector, stall detector etc..
 The input will accept any output provided on other control terminals. 50K Ohm pull down to common.



- 14 **OVLD.** Overload. This output goes high (+10.5V) if the current demand exceeds 110% and the stall timer starts timing. Flywheel diode to COM. See T12 RLOP for details of the output drive capability and configuration.
 Note. **OVLD** stays high if the overload subsequently results in a stall trip condition.

The stall timer will allow 150% motor current for approximately 30 seconds before tripping. The overload integrator can tolerate 50% overload x 30 secs = 1500 units.
 (A 50% overload is 150% of motor current set on I_{max})

Stall timer Operation

Minimum available overload time prior to trip = 1500 / Overload % in seconds
 Overload time examples 125% I_{max} current for 60 secs (1500 / 25 =60)
 112.5% I_{max} current for 120 secs. (1500 / 12.5 =120)

Note. The stall timer is actuated by current demand exceeding 110% when the desired speed remains unsatisfied. E.g. Excess load, insufficient supply volts, loss of feedback, saturated feedback, insufficient torque, jammed shaft. This allows the protection to be more comprehensive than overcurrent alone.

- 15 **TRIP.** This output goes high (+10.5V) and latches high when the stall timer has timed out (in which case T14 OVLD will also be high) **OR** if the fan alarm has operated (in which case T14 OVLD will be low). Flywheel diode to COM. See T12 RLOP for details of the output drive capability and configuration.

WARNING. TRIP is an electronic armature current inhibit function. The field output remains energised, and all power terminals 'live'. TRIP must not be relied on to ensure the machine is stationary during hazardous operations. The motor FIELD output remains energised with TRIP active please beware of overheating the motor when stopped. (Does not apply to permanent magnet motors).

- 16 **ROP.** Ramp output. 0 to +/-10V output for 0 to +/-10V input. 1K Ohm output impedance.
- 17 **DEM.** Demand output. 0 to +/-10V output for 0 to +/-100% speed demand. 1K Ohm output impedance. Represents the inverted total speed demand.
- 18 **SOP.** Speed output. 0 to +5V output for 0 to +100% speed feedback. 1K Ohm output impedance. NOTE: Prior to LA issue 11 (see side of terminal block), the output at this terminal was 0 to +10V.
- 19 **IOP.** Current output. 0 to +5V output for 0 to +100% armature current. Maximum output +7.5V for +150% current. 1K Ohm output impedance.
- 20 **SPD.** Auxiliary speed input. Added to main input. Input impedance 100K Ohm. 0 to +/-10V input for 0 to +/-100% speed demand, direct input fast response.
- 21 **TRQ.** Torque input. 100K Ohms pull up to +12V. 0 to +5V input for 0 to +/-100% current demand. This input acts as a clamp on the current demand produced by the speed loop. Also if the speed loop current demand falls below the input clamp level then the speed loop has priority. For the clamp to operate, the speed loop current demand must be arranged to exceed the clamp level by ensuring the speed demand is high enough.

- A+ Motor armature + Form Factor typically 1.5. (Load dependant)
- A- Motor armature -
- F- Motor Field - (No connection required for permanent magnet motors).
- F+ Motor Field +(For half wave field volts 0.45 X AC, connect field to F- and N).
- N AC supply. 110V AC or 240V AC +/-10%, 50-60 Hz. (30/60VAC for type LV60)
- L AC supply. 110V AC or 240V AC +/-10%, 50-60 Hz. (30/60VAC for type LV60)

Terminal tightening torques A+ A- F- F+ N L 4.4in lb - 0.50Nm
 Terminals 1 to 21 2.2in lb - 0.25Nm

ALARMS

Models 680i and 1220i use an internal fan for cooling. The Alarm lamp will come ON and the drive will electronically shut down if the internal fan fails. (T15 TRIP alarm output available).

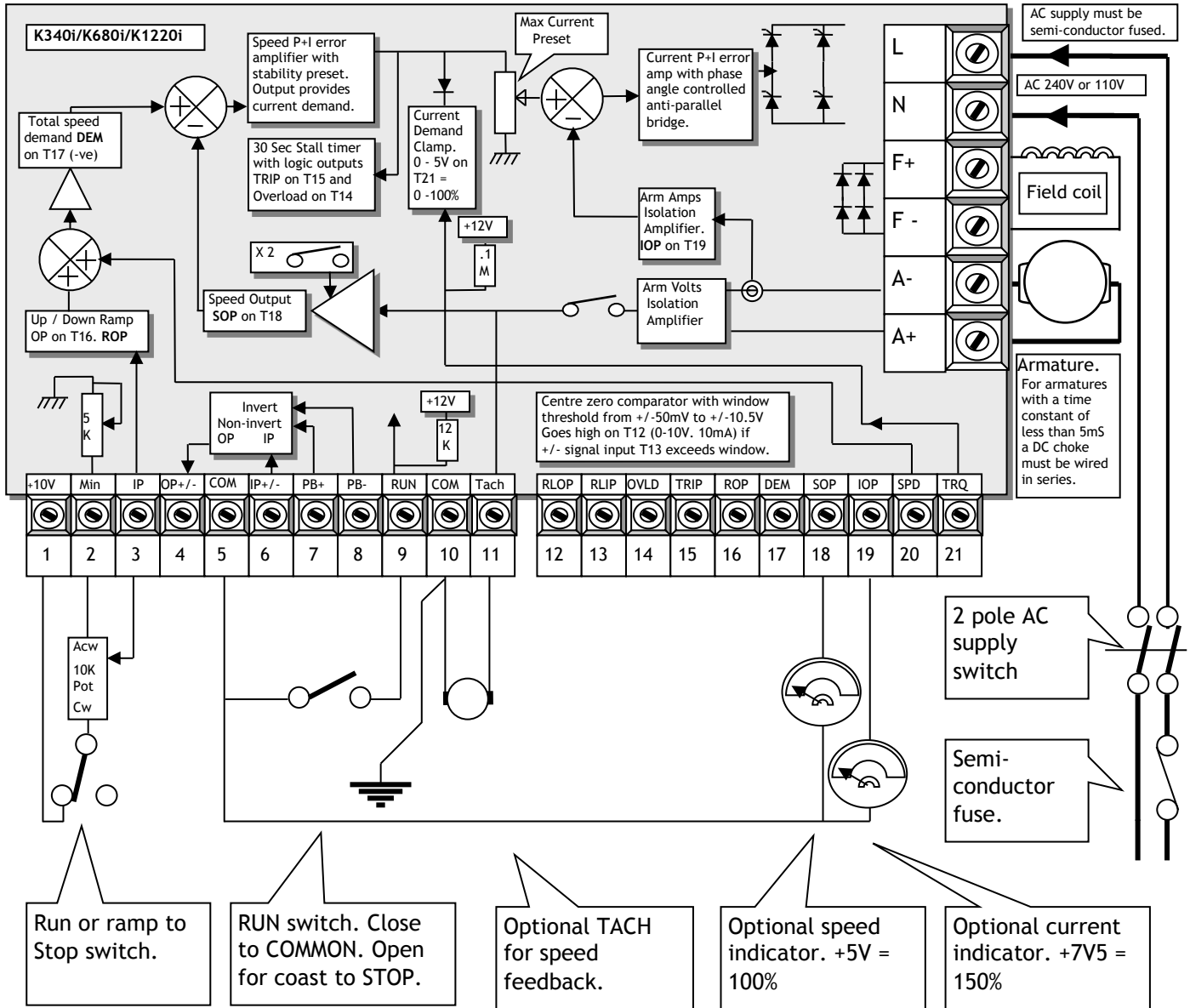
WARNING. This alarm is an electronic armature current inhibit function. The field output remains energised, and all power terminals 'live' hence it must not be relied on to ensure the machine is stationary during hazardous operations. The motor FIELD output remains energised, please beware of overheating the motor when stopped. (Does not apply to permanent magnet motors).

JOGGING

For frequent stopping or jogging it is recommended to use T9 RUN input. When using a mains contactor, connect a spare Normally Open contact from the contactor in series with T9 RUN input.

BLOCK DIAGRAM

Showing wiring for ON OFF switch with ramp or coast to stop



The +10V ref is connected to the speed pot by a switch giving a ramp to zero when opened.

Note. The AVF/tach select switch must be set, and the appropriate speed scale range selected for the max feedback volts, depending on the source of speed feedback.

If a tachogenerator is used the polarity on T11 must be negative with respect to COM T10.

A protective earth connection is made to terminal 10.

EMC

Special consideration must be given to installations in member states of the European Union regarding noise suppression and immunity. According to IEC 1800-3 (EN61800-3) the drive units are classified as Basic Drive Modules (BDM) only for professional assemblers and for the industrial environment. Although CE Marking is made against the EMC Directive, application of EN 61800-3 means that no RF emission limits apply. The drive manufacturer is responsible for the provision of installation guidelines. The resulting EMC behaviour is the responsibility of the manufacturer of the system or installation. The units are also subject to the LOW VOLTAGE DIRECTIVE 73/23/EEC and are CE marked accordingly.

Following the procedures outlined will normally be required for the drive system to comply with the European regulations, some systems may require different measures. Installers must have a level of technical competence to correctly install.

Power supply port

The power supply port is subject to alternative guidelines, as described below. Compliance with emissions limits on this port may or may not be required depending on the environment. If required then compliance can be achieved by fitting a separate filter unit, contact supplier for details.

EN61800-3 specifies 2 alternative operating environments. These are the domestic (1st environment) and industrial (2nd environment). There are no limits specified for conducted or radiated emissions in the Industrial environment, hence it is usual for the filter to be omitted in industrial systems.

Definition of an industrial environment: Includes all establishments other than those directly connected to a low voltage power supply network which supplies buildings used for domestic purposes.

In order to meet mains conducted emissions limits on this port for the 1st environment, a separate filter is required. Please refer to supplier for a suitable filter (EN 61800-3 restricted distribution, domestic environment).

Earthing and screening guidelines

A separate earth conductor is taken from the motor housing and is run adjacent to the drive conductors right up to the main earth terminal in the enclosure. This conductor should not be grounded separately to any other earth point.

The drive protective earth on Terminal 10 should be separately taken to the cabinet star earth point.

Motor drive and three-phase supply cables should be segregated from other cables in the cabinet, preferably by a distance of at least 300mm. They can be screened or armoured, especially if they pass near other sensitive apparatus, and the screening should be bonded to the motor housing and the point of entry of the cabinet using 360° gland techniques.

It is understood that the bonding of both ends of the screening and earth conductors may result in significant earth current flow if the motors and control cabinet are in widely different locations, so that there are large earth potential differences. In these circumstances it is recommended that a separate parallel earth conductor (PEC), which may be a bonded metal conduit, is used alongside the drive cables to give a preferential route for this current. See IEC 61000-5-2 for more detail. Installation in conformance with this standard is regarded as good practice and will result in improved EMC of the whole system.

WARNING Safety earthing always takes precedence over EMC earthing.

Guidelines when using filters

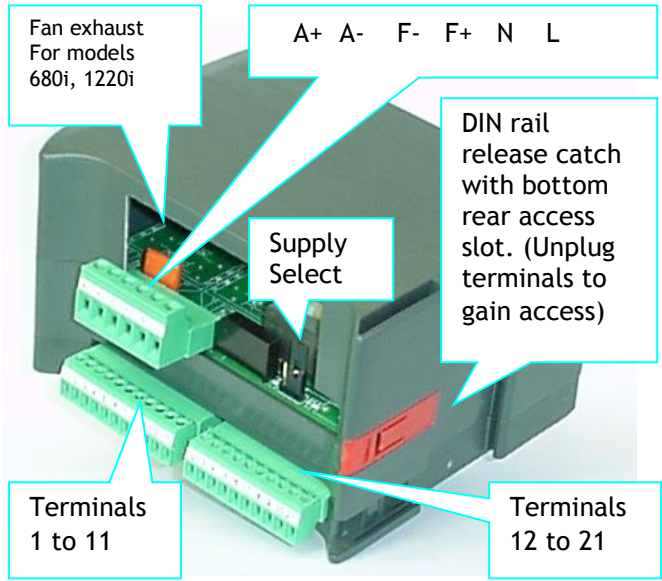
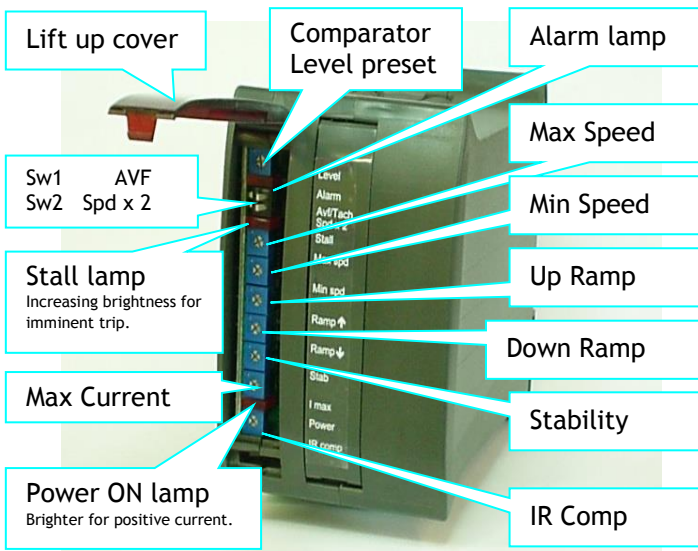
Filter Part number FRLN16.

	IMPORTANT SAFETY WARNINGS		
The AC supply filters must not be used on supplies that are un-balanced or float with respect to earth	The drive and AC filter must only be used with a permanent earth connection. No plugs/sockets are allowed in the AC supply	The AC supply filter contains high voltage capacitors and should not be touched for a period of 20 seconds after the removal of the AC supply	

- 1) The AC connections from the filter to the drive must be less than 0.3m or if longer correctly screened.
- 2) The AC filter and motor cable screen should connect directly to the metal of the cabinet.
- 3) Do not run filtered and unfiltered AC supply cables together.
- 4) The AC input filter has earth leakage currents. RCD devices may need to be set at 5% of rated current.
- 5) The AC supply filter must have a good earth connection to the enclosure back plane. Take care with painted metal. Remove paint and ensure good connection.

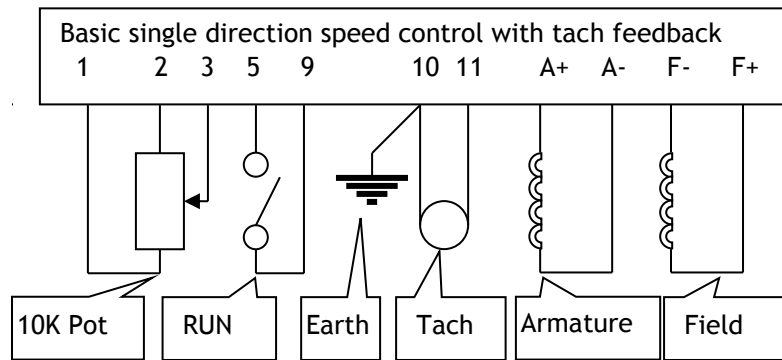
MECHANICAL DETAILS

The product is enclosed in a stylish DIN rail mounted enclosure with plug in screw terminal connections.



	Height	Width	Depth
K340i	105	60	120
K680i	105	70	120
K1220i	105	70	120

Earthing A clean signal earth Connection should be made to Terminal 10 (Common). The motor earth should be connected to the earth in the system enclosure.



WARNINGS

Health and safety at work. Electrical devices constitute a safety hazard. It is the responsibility of the user to ensure compliance with any acts or bylaws in force. Only skilled persons should install

this equipment. Bardac Drives does not accept any liability whatsoever for the installation, fitness for purpose or application of its products. It is the users responsibility to ensure the unit is correctly used and installed.



UL file E168302



Bardac Corporation
 40 Log Canoe Circle
 Stevensville, MD 21666 USA
 Phone: (410)604-3400 Fax: (410)604-3500
 www.bardac.com