

# ACS800

## Hardware Manual

ACS800-31 Drives (5.5 to 110 kW)

ACS800-U31 Drives (7.5 to 125 HP)



# ACS800 Single Drive Manuals

## **HARDWARE MANUALS** (appropriate manual is included in the delivery)

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ACS800-01/U1 Hardware Manual 0.55 to 110 kW (0.75 to 150 HP)  
3AFE64382101 (English)

ACS800-01/U1 Marine Supplement 3AFE64291275 (English)

ACS800-02/U2 Hardware Manual 90 to 500 kW (125 to 600 HP)  
3AFE64567373 (English)

ACS800-11/U11 Hardware Manual 5.5 to 110 kW (7.5 to 125 HP)  
3AFE68367883 (English)

ACS800-31/U31 Hardware Manual 5.5 to 110 kW (7.5 to 125 HP)  
3AFE68599954 (English)

ACS800-04 Hardware Manual 0.55 to 132 kW  
3AFE68372984 (English)

ACS800-04/04M/U4 Hardware Manual 45 to 560 kW (60 to 600 HP)  
3AFE64671006 (English)

ACS800-04/04M/U4 Cabinet Installation 45 to 560 kW (60 to 600 HP)  
3AFE68360323 (English)

ACS800-07/U7 Hardware Manual 45 to 560 kW (50 to 600 HP)  
3AFE64702165 (English)

ACS800-07/U7 Dimensional Drawings 45 to 560 kW (50 to 600 HP)  
3AFE64775421

ACS800-07 Hardware Manual 500 to 2800 kW  
3AFE64731165 (English)

ACS800-17 Hardware Manual 75 to 1120 kW  
3AFE64681338 (English)

ACS800-37 Hardware Manual 160 to 2800 kW (200 to 2700 HP)  
3AFE68557925 (English)

- Safety instructions
- Electrical installation planning
- Mechanical and electrical installation
- Motor control and I/O board (RMIO)
- Maintenance
- Technical data
- Dimensional drawings
- Resistor braking

## **FIRMWARE MANUALS, SUPPLEMENTS AND GUIDES**

(appropriate documents are included in the delivery)

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Standard Application Program Firmware Manual  
3AFE64527592 (English)

System Application Program Firmware Manual  
3AFE63700177 (English)

Application Program Template Firmware Manual  
3AFE64616340 (English)

Master/Follower 3AFE64590430 (English)

Pump Control Application Program Firmware Manual  
3AFE68478952 (English)

Extruder Control Program Supplement 3AFE64648543 (English)

Centrifuge Control Program Supplement 3AFE64667246 (English)

Traverse Control Program Supplement 3AFE64618334 (English)

Crane Control Program Firmware Manual 3BSE11179 (English)

Adaptive Programming Application Guide  
3AFE64527274 (English)

## **OPTION MANUALS** (delivered with optional equipment)

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Fieldbus Adapters, I/O Extension Modules etc.

ACS800-31 Drives  
5.5 to 110 kW  
ACS800-U31 Drives  
7.5 to 125 HP

## **Hardware Manual**

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# Update Notice

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The notice concerns the following *ACS800-31 Drives (5.5 to 110 kW) and ACS800-U31 Drives (7.5 to 125 HP) Hardware Manuals*:

Code	Revision	Language	
3AFE68599954	A	English	EN
3AFE68626552	A	German	DE
3AFE68626561	A	French	FR

**Code:** 3AUA0000059448 Rev A

**Valid:** from 01.02.2010 until the release of the next revision of the manual

**Contents:**

The headings in this update notice refer to the modified subsections in the original English manual. Each heading also includes a page number and a classifier NEW, CHANGED, or DELETED. The page number refers to the page number in the original English manual. The classifier describes the type of the modification.

## **NEW (page 6): Safety / Installation and maintenance work**

- After maintaining or modifying a drive safety circuit or changing circuit boards inside the module, retest the functioning of the safety circuit according to the start-up instructions.
- Do not change the electrical installations of the drive except for the essential control and power connections. Changes may affect the safety performance or operation of the drive unexpectedly. All customer-made changes are on the customer's responsibility.

[...]

**Note:**

- The Safe torque off function (option +Q967) does not remove the voltage from the main and auxiliary circuits.

## **NEW (page 10): Safety / Operation**

- The Safe torque off function (option +Q967) can be used for stopping the drive in emergency stop situations. In the normal operating mode, use the Stop command instead.

## **NEW (page 20): Contents**

- *Installation of ASTO board (Safe torque off, +Q967)* describes the electrical installation of the optional Safe torque off function.

## **CHANGED (page 22): Installation and commissioning flowchart**

See *Electrical installation, Motor control and I/O board (RMIO), Installation of AGPS board (Prevention of Unexpected Start, +Q950), Installation of ASTO board (Safe torque off, +Q967)* and the optional module manual delivered with the module.

**NEW (page 31): Type code**

The table below contains the new option code definition for the Safe torque off function.

Code	Description
+Q967	Safe torque off (STO)

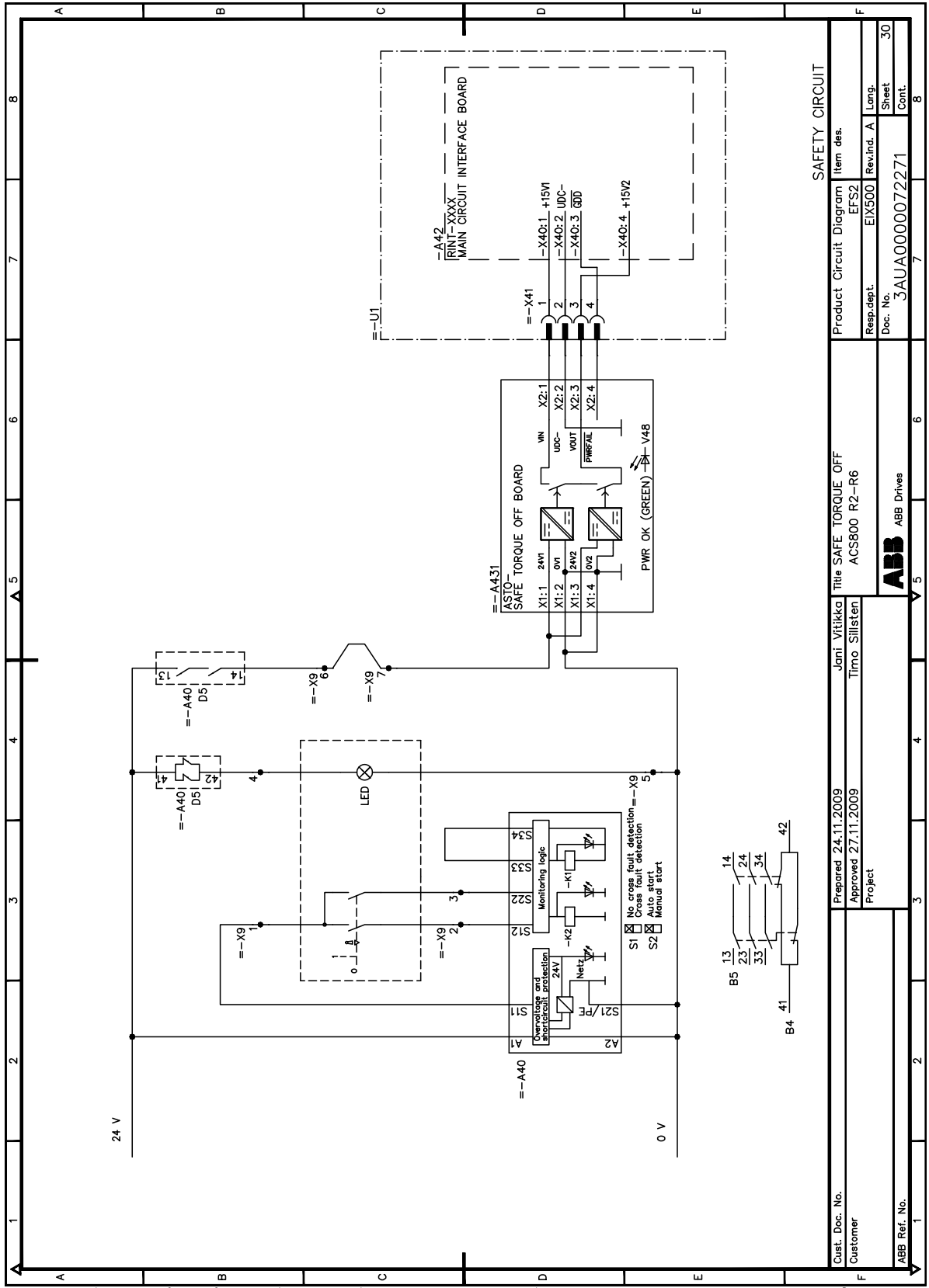
**NEW (page 49): Emergency stop**

**Note:** If you add or modify the wiring in the drive safety circuits, ensure that the appropriate standards (e.g. IEC 61800-5-1, EN 62061, EN/ISO 13849-1 and -2) and the ABB guidelines are met. After making the changes, verify the operation of the safety function by testing it.

**NEW (page 51): Safe torque off**

The drive supports the Safe torque off (STO) function according to standards EN 61800-5-2:2007; EN/ISO 13849-1:2008, IEC 61508, and EN 62061:2005. The function also corresponds to an uncontrolled stop in accordance with category 0 of EN 60204-1 and prevention of unexpected start-up of EN 1037.

The STO may be used where power removal is required to prevent an unexpected start. The function disables the control voltage of the power semiconductors of the drive output stage, thus preventing the inverter from generating the voltage required to rotate the motor (see the diagram below). By using this function, short-time operations (like cleaning) and/or maintenance work on non-electrical parts of the machinery can be performed without switching off the power supply to the drive.



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**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 system from the main supply.

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**Note:** The Safe torque off function can be used for stopping the drive in emergency stop situations. In the normal operating mode, use the Stop command instead. If a running drive is stopped by using the function, the drive will trip and stop by coasting. If this is not acceptable, e.g. causes danger, the drive and machinery must be stopped using the appropriate stopping mode before using this function.

**Note concerning permanent magnet motor drives in case of a multiple IGBT power semiconductor failure:** In spite of the activation of the Safe torque off function, the drive system can produce an alignment torque which maximally rotates the motor shaft by  $180/p$  degrees.  $p$  denotes the pole pair number.

**Note:** If you add or modify the wiring in the drive safety circuits, ensure that the appropriate standards (e.g. IEC 61800-5-1, EN 62061, EN/ISO 13849-1 and -2) and the ABB guidelines are met. After making the changes, verify the operation of the safety function by testing it.

## **NEW (page 75): Installation of ASTO board (Safe torque off, +Q967)**

### **What this chapter contains**

This chapter describes

- electrical installation of the optional Safe torque off function (+Q967) of the drive.
- specifications of the board.

### **Safe torque off (+Q967)**

The optional Safe torque off function includes an ASTO board, which is connected to the drive and an external power supply. See also chapter *Planning the electrical installation*, page 50.

### **Installation of the ASTO board**




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**WARNING!** Dangerous voltages can be present at the ASTO board even when the 24 V supply is switched off. Follow the *Safety instructions* on the first pages of this manual and the instruction in this chapter when working on the ASTO board.

**Make sure that the drive is disconnected from the mains (input power) and the 24 V source for the ASTO board is switched off during installation and maintenance. If the drive is already connected to the mains, wait for 5 min after disconnecting mains power.**

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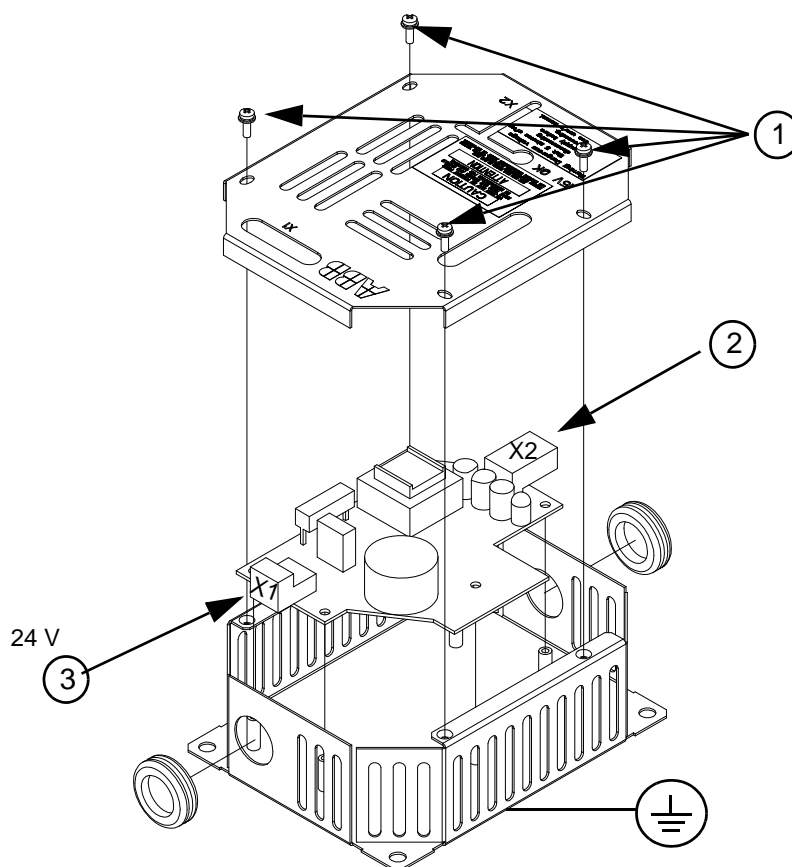
See

- page 24 for location of terminal block X41 of the drive
- page 6 (in this Update Notice) for the circuit diagram
- page 6 (in this Update Notice) for the dimensions of the ASTO-11C board
- section *ASTO-11C* in chapter *Technical data* for the technical data of the ASTO-11C board.

**Note:** Maximum cable length between ASTO terminal block X2 and the drive terminal block is restricted to 3 metres.

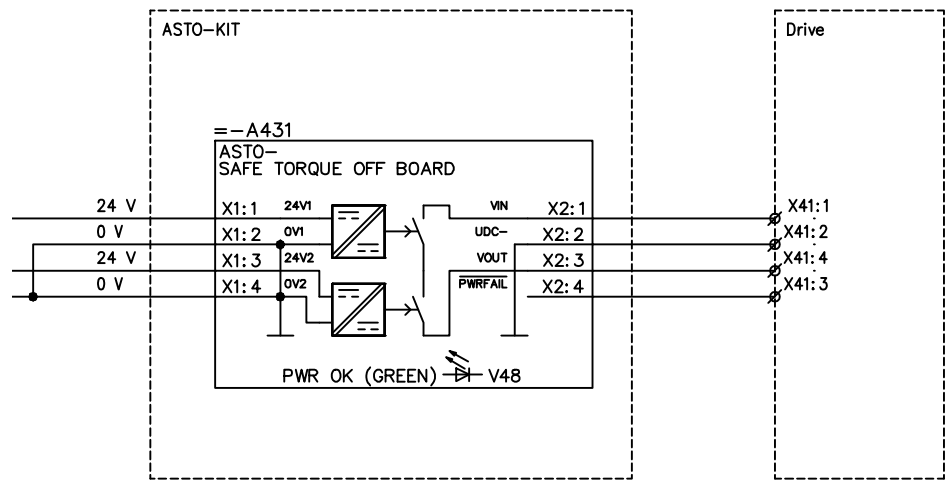
Connect the ASTO board as follows:

- Remove the cover of the enclosed ASTO unit by undoing the fixing screws (1).
- Ground the ASTO unit via the bottom plate of the enclosure or via terminal X1:1 of the ASTO board.
- Connect the cable delivered with the kit between terminal block X2 of the ASTO board (2) and drive terminal block X41.
- Connect a cable between connector X1 of the ASTO board (3) and the 24 V source.
- Fasten the cover of the ASTO unit back with screws.



Circuit diagram

The diagram below shows the connection between the ASTO board and the drive when it is ready. For an example diagram of a complete Safe torque off circuit, see page 3 (in this Update Notice).



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Dimensions

The dimensions of the ASTO board are the same as the dimensions of the AGPS board. See *Dimensional drawing* on page 74.

**NEW (page 111): ASTO-11C**

Nominal input voltage	24 V DC
Nominal input current	40 mA (20mA per channel)
X1 terminal sizes	4 x 2.5 mm <sup>2</sup>
Nominal output current	0.4 A
X2 terminal block type	JST B4P-VH
Ambient temperature	0...50°C
Relative humidity	Max. 90%, no condensation allowed
Dimensions (with enclosure)	167 x 128 x 52 mm (Height x Weight x Depth)
Weight (with enclosure)	0.75 kg

**NEW (page 111): Ambient conditions**

Modules with option +Q967: the installation site altitude in operation is 0 to 2000 m.

	<b>Operation</b> installed for stationary use
<b>Installation site altitude</b>	[...] Modules with option +Q967 : 0 to 2000 m



# Safety instructions

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## What this chapter contains

This chapter contains the safety instructions which you must follow when installing, operating and servicing the drive. If ignored, physical injury or death may follow, or damage may occur to the drive, motor or driven equipment. Read the safety instructions before you work on the unit.

## To which products this chapter applies

This chapter applies to the ACS800-01/U1, ACS800-11/U11, ACS800-31/U31, ACS800-02/U2 and ACS800-04/04M/U4 of frame sizes R7 and R8.

## Use of warnings and notes

There are two types of safety instructions throughout this manual: warnings and notes. Warnings caution you about conditions which can result in serious injury or death and/or damage to the equipment. They also tell you how to avoid the danger. Notes draw attention to a particular condition or fact, or give information on a subject. The warning symbols are used as follows:



**Dangerous voltage warning** warns of high voltage which can cause physical injury and/or damage to the equipment.



**General warning** warns about conditions, other than those caused by electricity, which can result in physical injury and/or damage to the equipment.



**Electrostatic discharge warning** warns of electrostatic discharge which can damage the equipment.

## Installation and maintenance work

These warnings are intended for all who work on the drive, motor cable or motor.



**WARNING!** Ignoring the following instructions can cause physical injury or death, or damage to the equipment:

- **Only qualified electricians are allowed to install and maintain the drive.**
- Never work on the drive, motor cable or motor when main power is applied. After disconnecting the input power, always wait for 5 min to let the intermediate circuit capacitors discharge before you start working on the drive, motor or motor cable.

Always ensure by measuring with a multimeter (impedance at least 1 Mohm) that:

1. voltage between drive input phases U1, V1 and W1 and the frame is close to 0 V.
  2. voltage between terminals UDC+ and UDC- and the frame is close to 0 V.
- Do not work on the control cables when power is applied to the drive or to the external control circuits. Externally supplied control circuits may cause dangerous voltages inside the drive even when the main power on the drive is switched off.
  - Do not make any insulation or voltage withstand tests on the drive or drive modules.
  - When reconnecting the motor cable, always check that the phase order is correct.

**Note:**

- The motor cable terminals on the drive are at a dangerously high voltage when the input power is on, regardless of whether the motor is running or not.
- The brake control terminals (UDC+, UDC-, R+ and R- terminals) carry a dangerous DC voltage (over 500 V).
- Depending on the external wiring, dangerous voltages (115 V, 220 V or 230 V) may be present on the terminals of relay outputs RO1 to RO3.
- ACS800-02 with enclosure extension: The main switch on the cabinet door does not remove the voltage from the input busbars of the drive. Before working on the drive, isolate the whole drive from the supply.
- ACS800-04M, ACS800-07: The Prevention of Unexpected Start function does not remove the voltage from the main and auxiliary circuits.
- At installation sites above 2000 m (6562 ft), the terminals of the RMIO board and optional modules attached to the board do not fulfil the Protective Extra Low Voltage (PELV) requirements stated in EN 50178.

## Grounding

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




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**WARNING!** Ignoring the following instructions can cause physical injury, death, increased electromagnetic interference and equipment malfunction:

- Ground the drive, motor and adjoining equipment to ensure personnel safety in all circumstances, and to reduce electromagnetic emission and pick-up.
- Make sure that grounding conductors are adequately sized as required by safety regulations.
- In a multiple-drive installation, connect each drive separately to protective earth (PE).
- ACS800-01, ACS800-11, ACS800-31: In European CE compliant installations and in other installations where EMC emissions must be minimized, make a 360° high frequency grounding of cable entries in order to suppress electromagnetic disturbances. In addition, connect the cable shields to protective earth (PE) in order to meet safety regulations.

ACS800-04 (45 to 560 kW) and ACS800-02 in first environment: make a 360° high frequency grounding of motor cable entries at the cabinet lead-through.

- Do not install a drive with EMC filter option +E202 or +E200 (available for ACS800-01 and ACS800-11, ACS800-31 only) on an ungrounded power system or a high-resistance-grounded (over 30 ohms) power system.

**Note:**

- Power cable shields are suitable for equipment grounding conductors only when adequately sized to meet safety regulations.
  - As the normal leakage current of the drive is higher than 3.5 mA AC or 10 mA DC (stated by EN 50178, 5.2.11.1), a fixed protective earth connection is required.
-

## Mechanical installation and maintenance

These instructions are intended for all who install and service the drive.

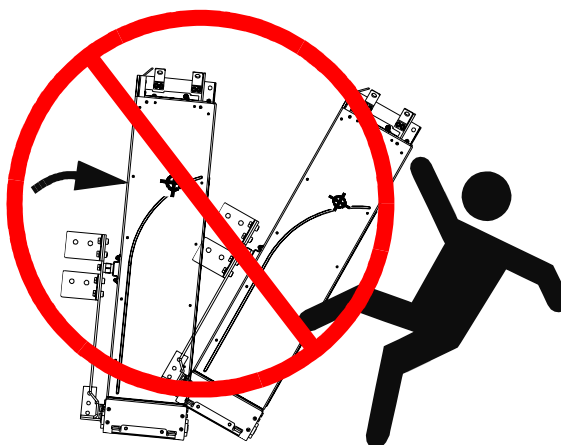


**WARNING!** Ignoring the following instructions can cause physical injury or death, or damage to the equipment:

- Handle the unit carefully.
- ACS800-01, ACS800-11, ACS800-31: The drive is heavy. Do not lift it alone. Do not lift the unit by the front cover. Place the unit only on its back.

ACS800-02, ACS800-04: The drive is heavy. Lift the drive by the lifting lugs only. Do not tilt the unit. The unit will overturn from a tilt of about 6 degrees. Use extreme caution when manoeuvring a drive that runs on wheels. **An overturning unit can cause physical injury.**

**Do not tilt!**



- Beware of hot surfaces. Some parts, such as heatsinks of power semiconductors, remain hot for a while after disconnection of the electrical supply.
- Make sure that dust from drilling does not enter the drive when installing. Electrically conductive dust inside the unit may cause damage or malfunctioning.
- Ensure sufficient cooling.
- Do not fasten the drive by riveting or welding.



### Printed circuit boards



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**WARNING!** Ignoring the following instructions can cause damage to the printed circuit boards:

- The printed circuit boards contain components sensitive to electrostatic discharge. Wear a grounding wrist band when handling the boards. Do not touch the boards unnecessarily.
- 

### Fibre optic cables



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**WARNING!** Ignoring the following instructions can cause equipment malfunction and damage to the fibre optic cables:

- Handle the fibre optic cables with care. When unplugging optic cables, always grab the connector, not the cable itself. Do not touch the ends of the fibres with bare hands as the fibre is extremely sensitive to dirt. The minimum allowed bend radius is 35 mm (1.4 in.).
-



## Operation

These warnings are intended for all who plan the operation of the drive or operate the drive.




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**WARNING!** Ignoring the following instructions can cause physical injury or death, or damage to the equipment:

- Before adjusting the drive and putting it into service, make sure that the motor and all driven equipment are suitable for operation throughout the speed range provided by the drive. The drive can be adjusted to operate the motor at speeds above and below the speed provided by connecting the motor directly to the power line.
- Do not activate automatic fault reset functions of the Standard Application Program if dangerous situations can occur. When activated, these functions will reset the drive and resume operation after a fault.
- Do not control the motor with the disconnecting device (disconnecting means); instead, use the control panel keys  and , or commands via the I/O board of the drive. The maximum allowed number of charging cycles of the DC capacitors (i.e. power-ups by applying power) is five in ten minutes.
- ACS800-04M, ACS800-07: Do not use the optional Prevention of Unexpected Start function for stopping the drive when the drive is running. Give a Stop command instead.

**Note:**

- If an external source for start command is selected and it is ON, the drive (with Standard Application Program) will start immediately after fault reset unless the drive is configured for 3-wire (a pulse) start/stop.
  - When the control location is not set to Local (L not shown in the status row of the display), the stop key on the control panel will not stop the drive. To stop the drive using the control panel, press the LOC/REM key and then the stop key .
-

## Permanent magnet motor

These are additional warnings concerning permanent magnet motor drives. Ignoring the instructions can cause physical injury or death, or damage to the equipment.

### Installation and maintenance work



**WARNING!** Do not work on the drive when the permanent magnet motor is rotating. Also, when the supply power is switched off and the inverter is stopped, a rotating permanent magnet motor feeds power to the intermediate circuit of the drive and the supply connections become live.

Before installation and maintenance work on the drive:

- Stop the motor.
- Ensure that the motor cannot rotate during work.
- Ensure that there is no voltage on the drive power terminals:  
*Alternative 1)* Disconnect the motor from the drive with a safety switch or by other means. Measure that there is no voltage present on the drive input or output terminals (U1, V1, W1, U2, V2, W2, UDC+, UDC-).  
*Alternative 2)* Measure that there is no voltage present on the drive input or output terminals (U1, V1, W1, U2, V2, W2, UDC+, UDC-). Ground the drive output terminals temporarily by connecting them together as well as to the PE.  
*Alternative 3)* If possible, both of the above.

### Start-up and operation



**WARNING!** Do not run the motor over the rated speed. Motor overspeed leads to overvoltage which may damage or explode the capacitors in the intermediate circuit of the drive.

Controlling a permanent magnet motor is only allowed using the ACS800 Permanent Magnet Synchronous Motor Drive Application Program, or other application programs in scalar control mode.



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# About this manual

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## What this chapter contains

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

## Intended audience

This manual is intended for people who plan the installation, install, commission, use and service the drive. Read the manual before working on the drive. The reader is expected to know the fundamentals of electricity, wiring, electrical components and electrical schematic symbols.

This manual is written for readers worldwide. Both SI and imperial units are shown. Special US instructions for installations within the United States that must be installed per the National Electrical Code and local codes are marked with (US).

## Common chapters for several products

Chapters [Safety instructions](#), [Planning the electrical installation](#) and [Motor control and I/O board \(RMIO\)](#) apply to several ACS800 products which are listed at the beginning of the chapters.

## Categorization according to the frame size

Some instructions, technical data and dimensional drawings which concern only certain frame sizes are marked with the symbol of the frame size R2, R3, ... or R8. The frame size is not marked on the drive designation label. To identify the frame size of your drive, see the rating tables in chapter [Technical data](#).

The ACS800-31/U31 is manufactured in frame sizes R5 and R6.

## Categorization according to the plus code

The instructions, technical data and dimensional drawings which concern only certain optional selections are marked with plus codes, e.g. +E202. The options included in the drive can be identified from the plus codes visible on the type designation label of the drive. The plus code selections are listed in chapter [The ACS800-31/U31](#) under [Type code](#).

## Contents

The chapters of this manual are briefly described below.

*Safety instructions* give safety instructions for the installation, commissioning, operation and maintenance of the drive.

*About this manual* lists the steps in checking the delivery and installing and commissioning the drive and refers to chapters/sections in this manual and other manuals for particular tasks.

*The ACS800-31/U31* describes the drive.

*Mechanical installation* instructs in how to place and mount the drive.

*Planning the electrical installation* instructs in the motor and cable selection, protections and cable routing.

*Electrical installation* shows how to wire the drive.

*Installation of AGPS board (Prevention of Unexpected Start, +Q950)* describes the electrical installation of the optional Prevention of Unexpected Start function (+Q950).

*Motor control and I/O board (RMIO)* shows the external control connections to the I/O board.

*Installation checklist* contains a list for checking the mechanical and electrical installation of the drive.

*Start-up and use* describes the start-up procedure and use of the drive.

*Actual signals and parameters* contains listings of parameters specific to the ACS800-31 and ACS800-U31.

*Maintenance* contains preventive maintenance instructions.

*Fault tracing* contains guide lines for fault tracing.

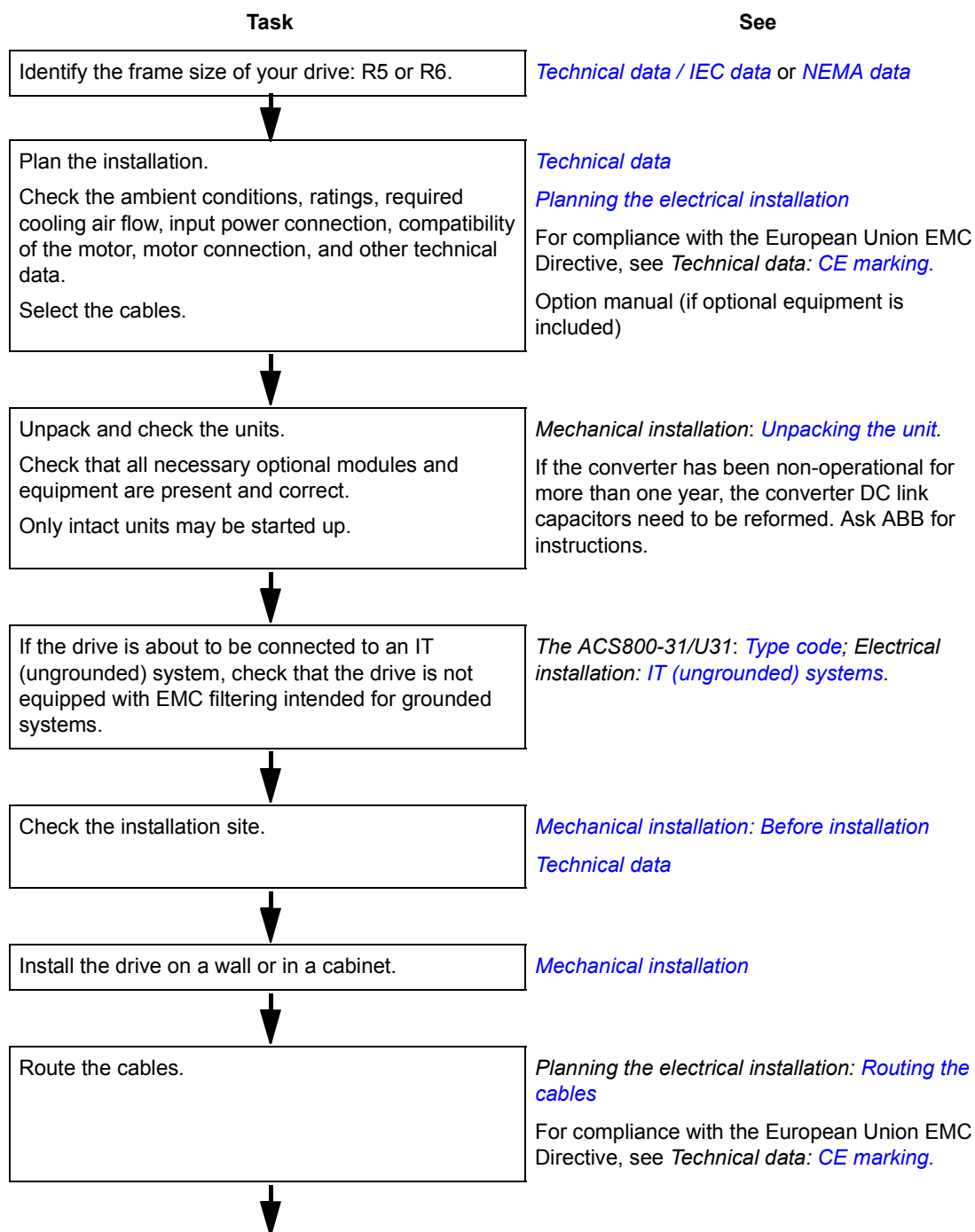
*Technical data* contains the technical specifications of the drive, e.g. the ratings, sizes and technical requirements, provisions for fulfilling the requirements for CE and other markings and warranty policy.

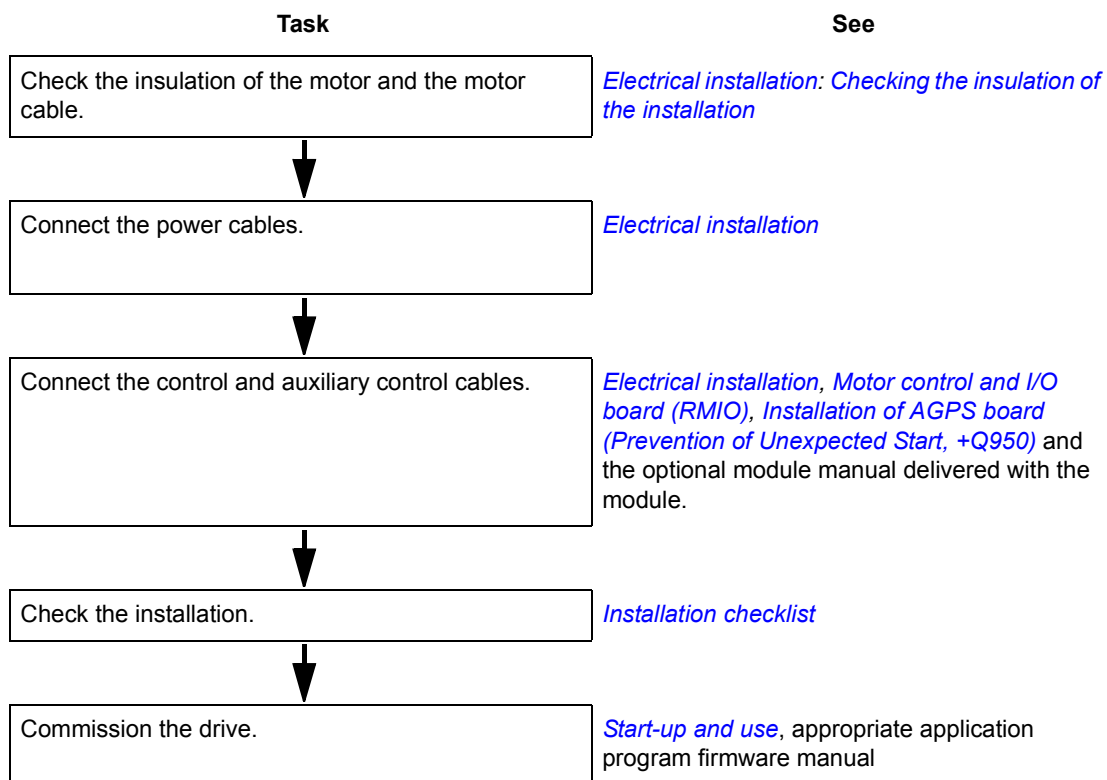
*Dimensional drawings* contains the dimensional drawings of the drive.

*Resistor braking* describes how to select, protect and wire external brake choppers and resistors for the drive. The chapter also contains installation instructions and the technical data.

*External +24 V power supply for the RMIO boards via terminal X34* describes how to connect an external +24 V power supply for the RMIO board using terminal X34.

## Installation and commissioning flowchart





## Inquiries

Address any inquiries about the product to the local ABB representative, quoting the type code and serial number of the unit. If the local ABB representative cannot be contacted, address inquiries to the manufacturing facility.

# The ACS800-31/U31

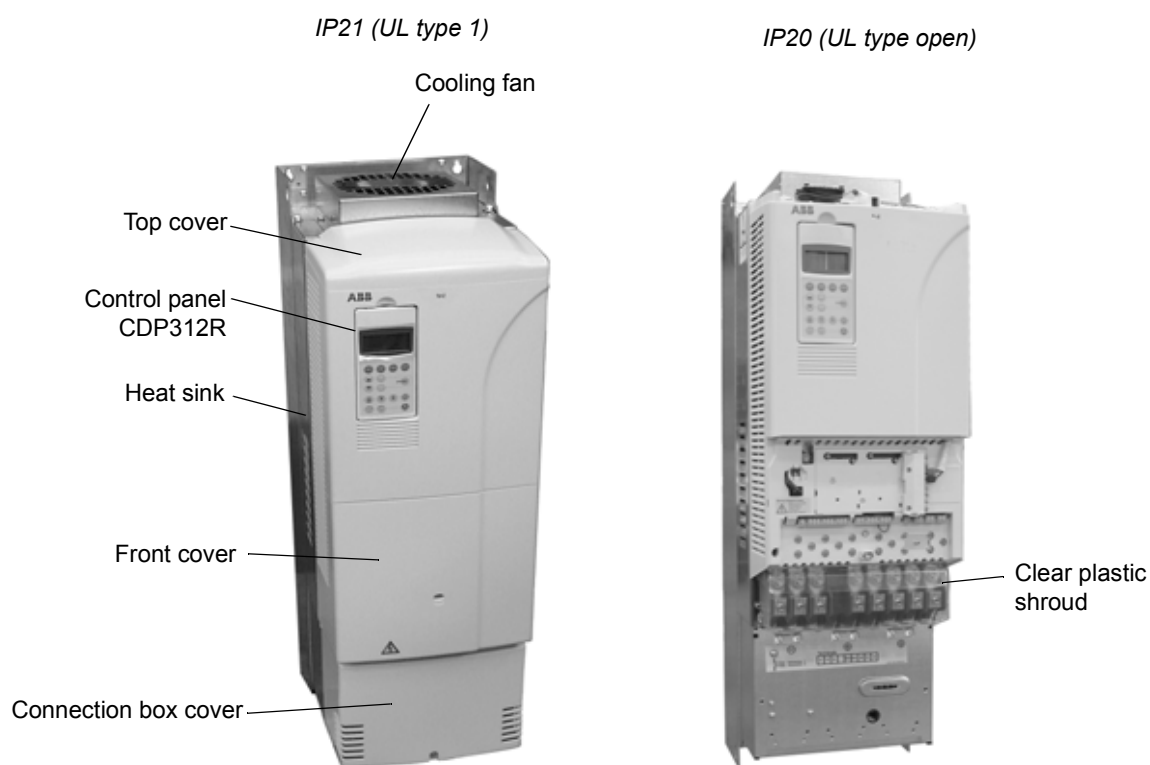
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## What this chapter contains

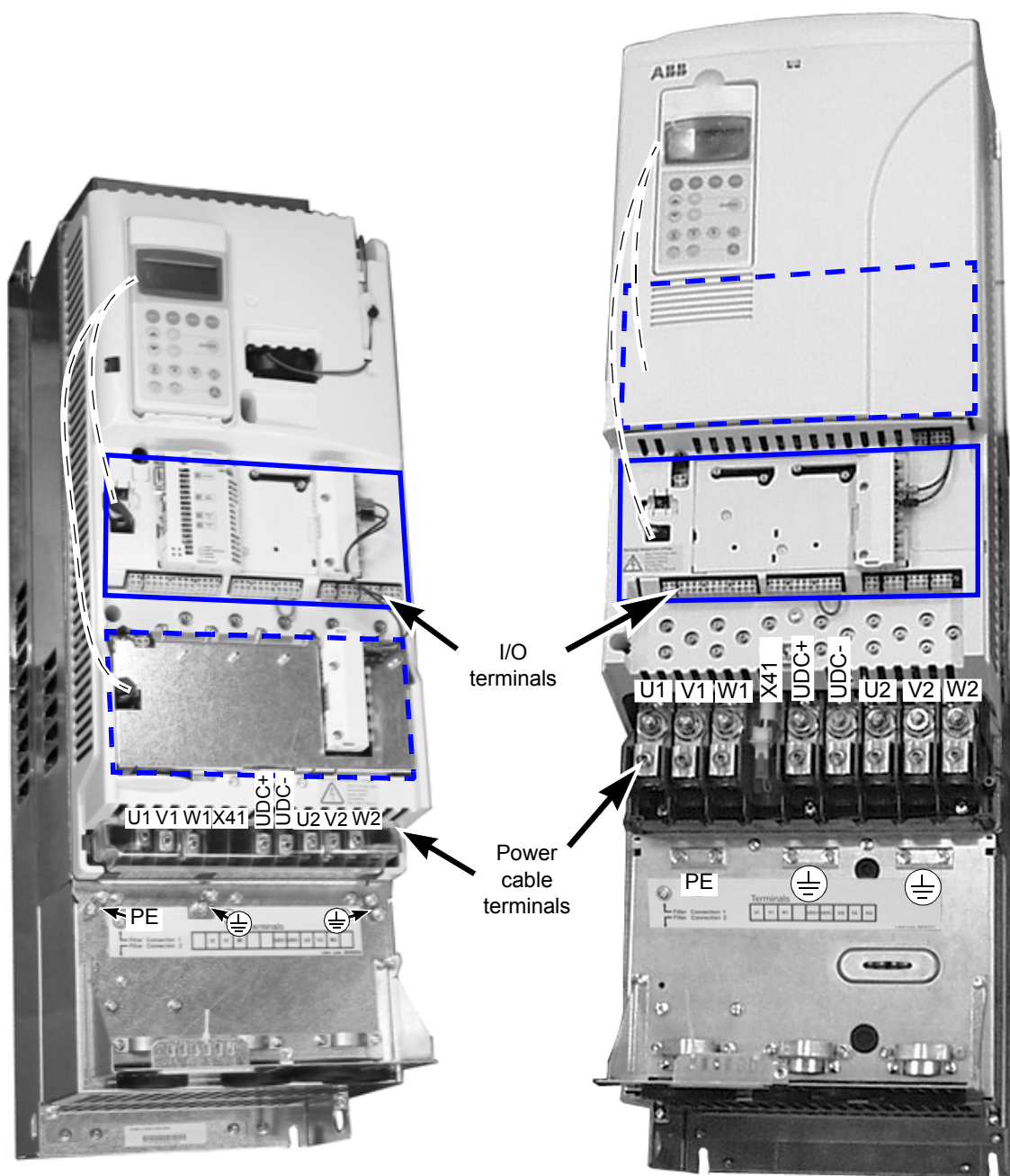
This chapter describes the operating principle and construction of the drive in short.

## The ACS800-31/U31

The ACS800-31/U31 is wall mountable, low-harmonic drive for controlling AC motors.



Frame size R6



Frame size R5 without front and connection box covers

Frame size R6 without front and connection box covers

Location of the line-side converter RMIO board

Location of the motor-side converter RMIO board



## Terms

**Line-side converter:** A converter that is connected to the supply network and is capable of transferring energy from the network to the DC link.

**Motor-side converter:** A converter that is connected to the motor and controls the motor operation.

## Operation principle

The line-side and motor-side converters consist of six insulated gate bipolar transistors (IGBT) with free wheeling diodes.

The converters have their own control programs. The parameters of both programs can be viewed and changed using one control panel. The control panel can be switched between the converters as described on page [86](#).

### Line-side converter

The IGBT supply module rectifies three phase AC current to direct current for the intermediate DC link of the drive. The intermediate DC link is further supplying the motor-side converter that runs the motor. The line filter suppresses the AC voltage and current harmonics.

By default, the converter controls the DC link voltage to the peak value of the line-to-line voltage. The DC voltage reference can be set also higher by a parameter. The control of the IGBT power semiconductors is based on the Direct Torque Control (DTC) method also used in the motor control of the drive. Two line currents and the DC link voltage are measured and used for the control.

### Motor-side converter

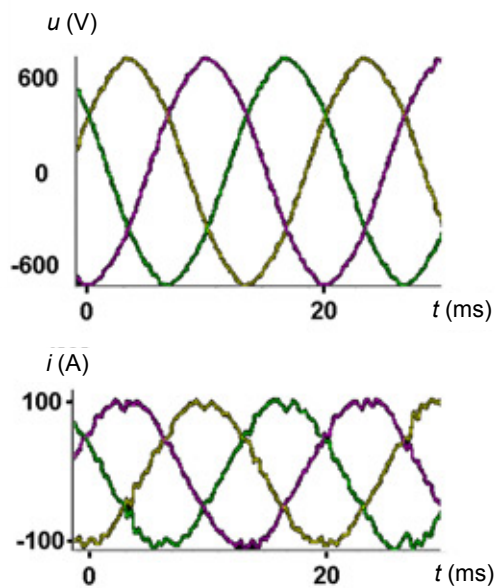
The motor control is based on the Direct Torque Control (DTC) method. Two phase currents and DC link voltage are measured and used for the control. The third phase current is measured for earth fault protection.

## AC voltage and current waveforms

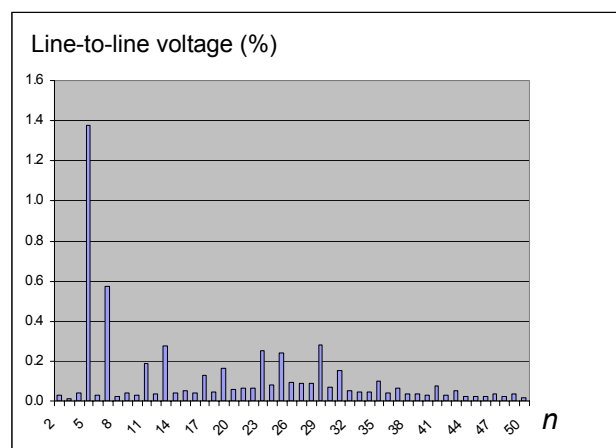
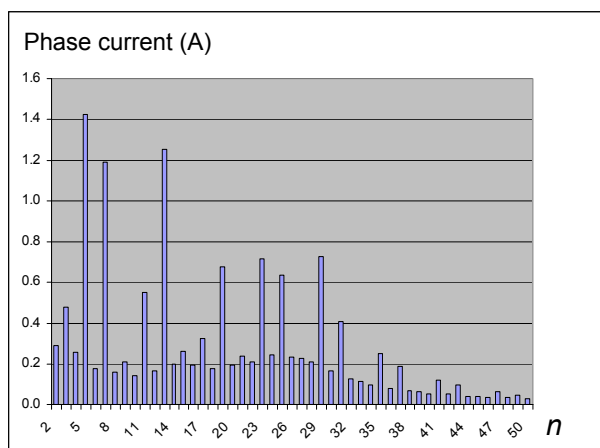
The AC line current of the drive is sinusoidal with power factor equal to 1. The IGBT supply unit does not generate characteristic current or voltage overtones like a traditional 6- or 12-pulse bridge does.

The Total Harmonic Distortion (THD) in current is given in chapter *Technical data / Input power connection*. The THD in voltage depends slightly on the Short Circuit Ratio in the Point of Common Coupling (PCC). The high frequency switching and high  $du/dt$  slightly distort the voltage waveform at the input of the converter.

Typical line current ( $i$ ) and voltage ( $u$ ) waveforms are shown below.



Example spectra of the current and voltage distortion at the output of the transformer are shown below. Each harmonic is presented as compared to fundamental voltage (reference value = 1).  $n$  denotes the ordinal number of the harmonic.



## Printed circuit boards

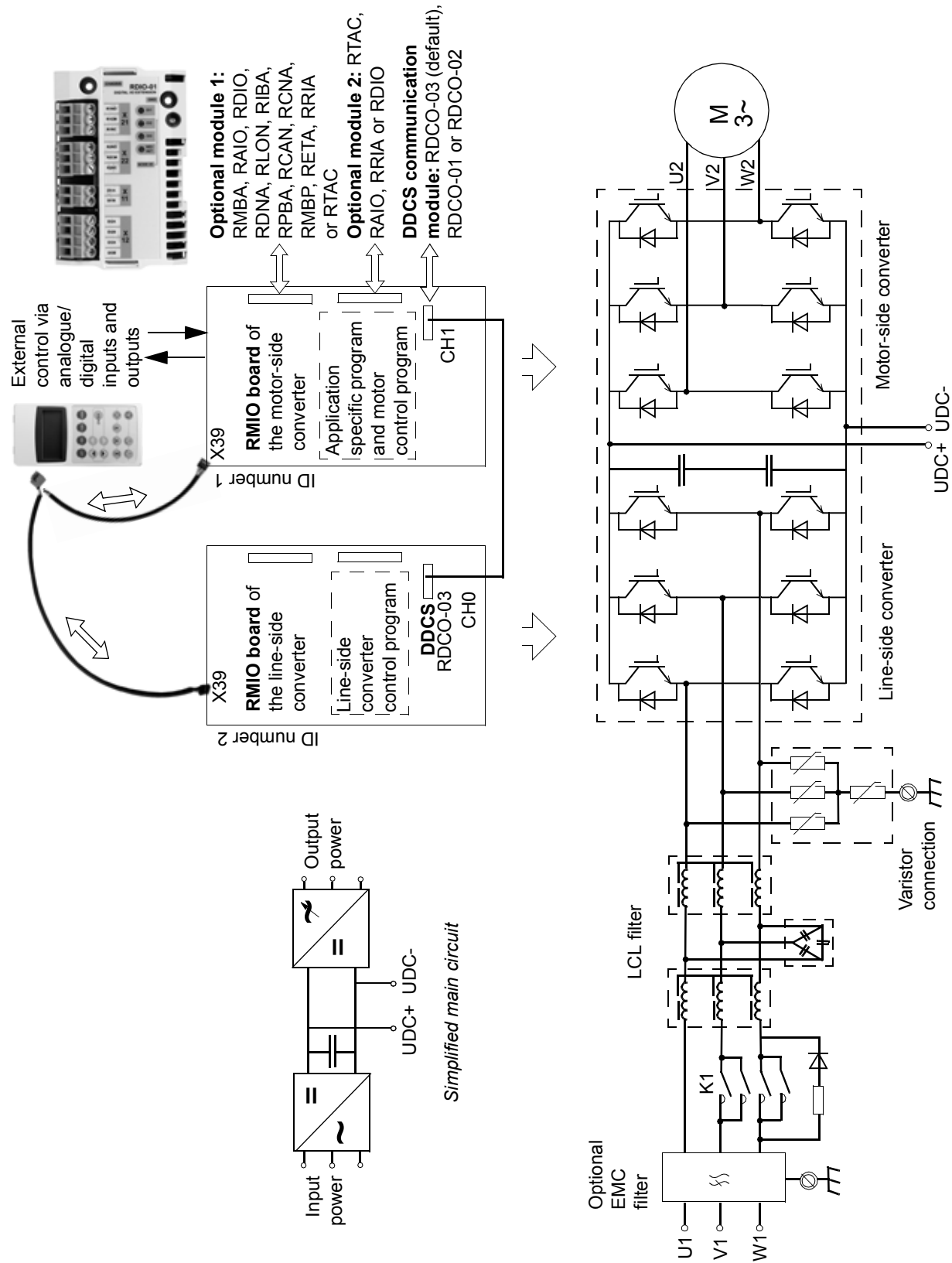
The drive contains the following printed circuit boards as standard:

- main circuit board (GINT)
- motor control and I/O board (RMIO), 2 pcs
- EMC filter unit (GRFCU) when EMC equipment is selected
- filter boards (GRFC or RRFC)
- varistor board (GVAR)
- control panel (CDP 312R)
- current measurement board (GCUR, in frame size R5 only)
- charging diode board (GDIO).

## DDCS communication modules

The drive includes an RDCO-03 module in the line-side converter and another RDCO module in the motor-side converter.

Main circuit and control interfaces diagram

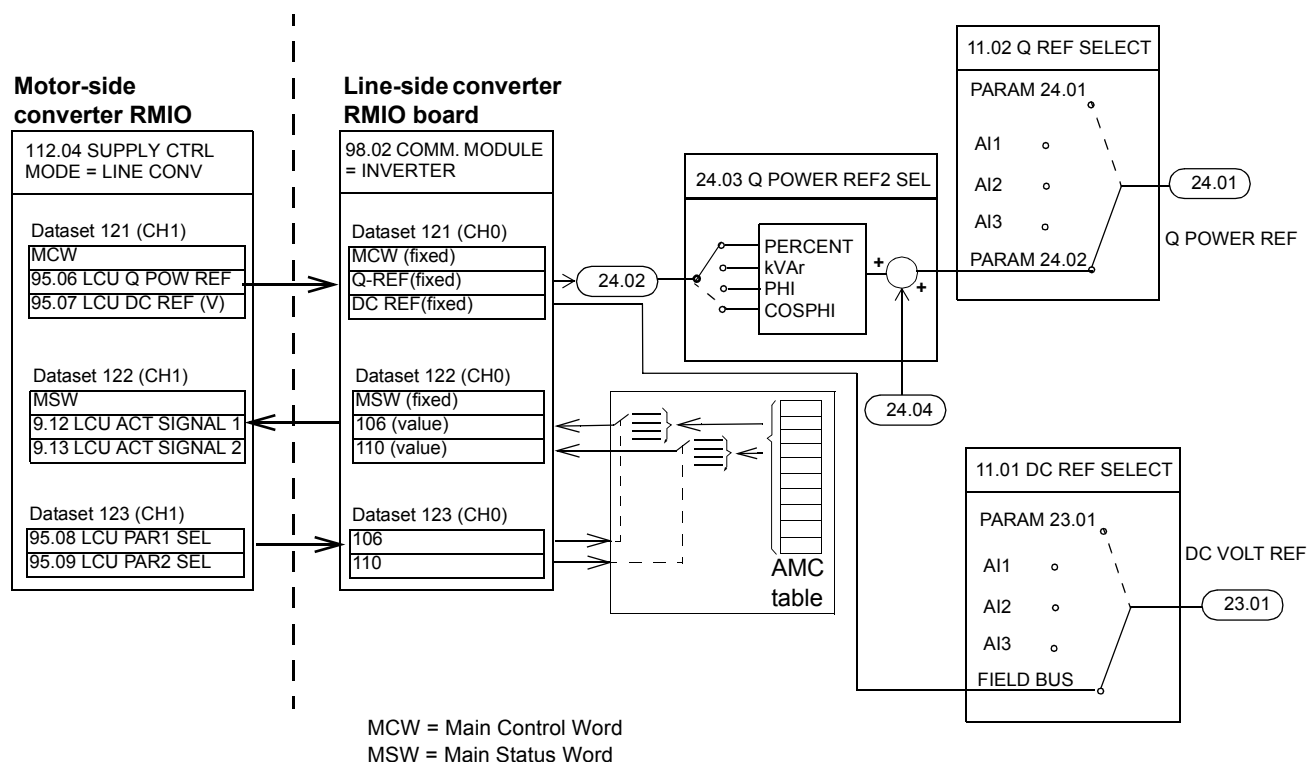


## Fieldbus control of the line-side converter

Fieldbus control of the line-side converter can only be performed via the motor-side converter RMIO board. The control signal dataset receive and actual signal dataset transmit addresses are shown in section [Control block diagram](#) below.

### Control block diagram

The figure below shows the parameters for DC and reactive power reference selection of the line-side converter control program. The AMC table contains actual values and parameters of the line-side converter. The control and actual signal interchange between the line-side and motor-side converters is also shown.



## Connection diagram of the RMIO board in the line-side converter

Internal connections to the RMIO board for the ACS800 IGBT Supply Control Program are shown below. Do not change the connections.

### Terminal block size:

cables 0.3 to 3.3 mm<sup>2</sup> (22 to 12 AWG)

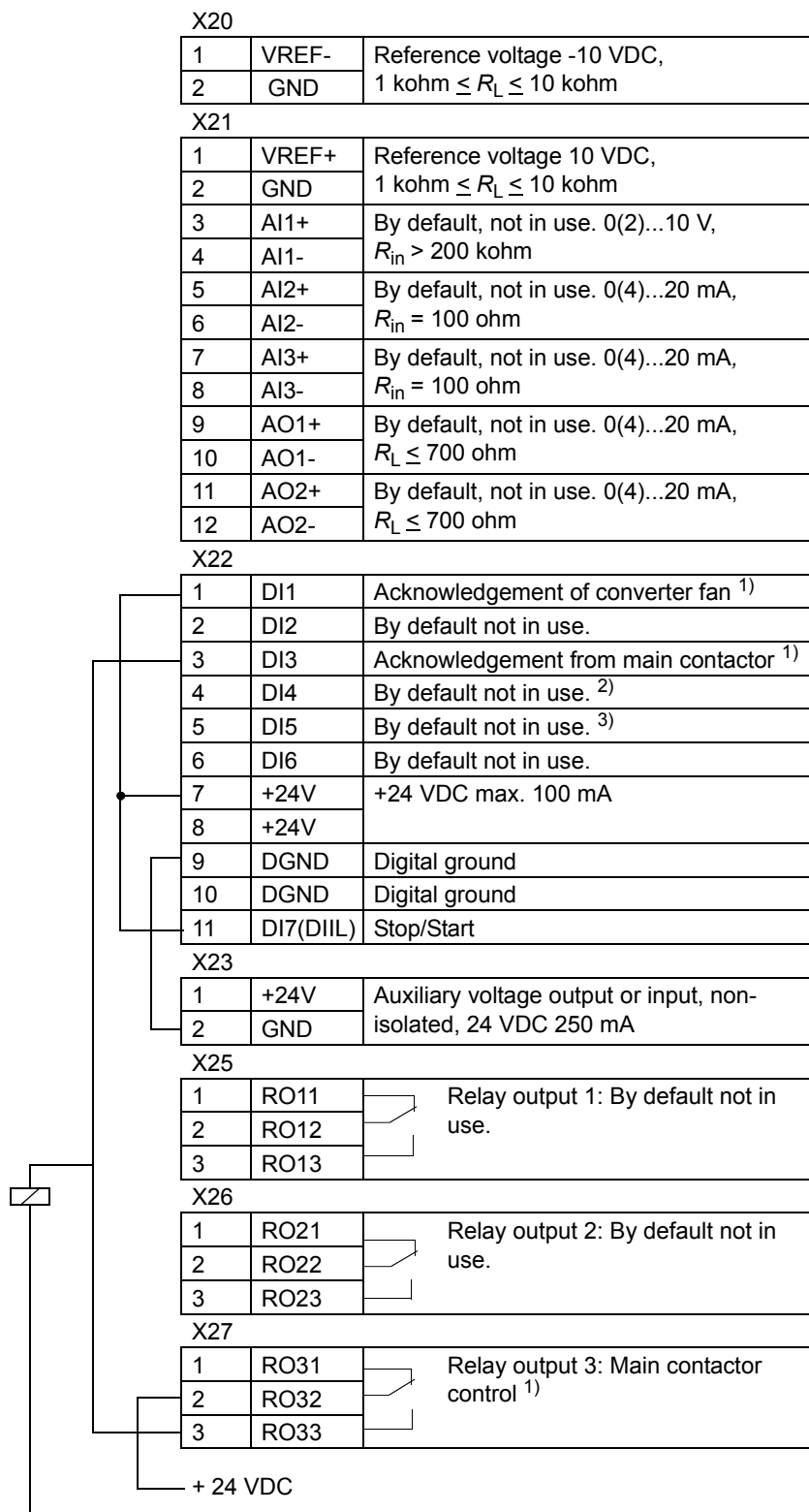
### Tightening torque:

0.2 to 0.4 Nm (2 to 4 lbf in.)

<sup>1)</sup> non-programmable I/O

<sup>2)</sup> External earth (ground) fault indication via digital input DI4: See parameter 30.04 EXT EARTH FAULT.

<sup>3)</sup> External alarm/fault indication via digital input DI5: See parameter 30.05 EXT EVENT.



## Type code

The type code contains information on the specifications and configuration of the drive. The first digits from left express the basic configuration (e.g. ACS800-31-0030-5). The optional selections are given thereafter, separated by plus signs (e.g. +E202). The main selections are described below. Not all selections are available for all types. For more information, refer to *ACS800 Ordering Information* (EN code: 64556568, available on request).

Selection	Alternatives	
<b>Product series</b>	ACS800 product series	
<b>Type</b>	31	wall mounted. When no options are selected: IP21, Control Panel CDP312R, DDCS communication option module RDCO-03, no EMC filter, Standard Application Program, cable connection box (cabling from below), boards with coating, one set of manuals.
	U31	wall mounted (USA). When no options are selected: UL type 1, Control Panel CDP312R, DDCS communication option module RDCO-03, no EMC filter, US version of the Standard Application Program (three-wire start/stop as default setting), US gland/conduit plate, boards with coating, one set of English manuals.
<b>Size</b>	Refer to <i>Technical data: IEC data</i> or <i>NEMA data</i> .	
<b>Voltage range (nominal rating in bold)</b>	2	208/220/ <b>230</b> /240 VAC
	3	380/ <b>400</b> /415 VAC
	5	380/400/415/440/460/480/ <b>500</b> VAC
	7	525/575/600/ <b>690</b> VAC
+ options		
<b>Degree of protection</b>	B051	IP20 (UL type open)
<b>Filter</b>	E200	EMC/RFI filter for second environment TN (grounded) system, unrestricted distribution, drive category C3
	E202	EMC/RFI filter for first environment TN (grounded) system, restricted distribution, drive category C2
<b>Cabling</b>	H357	European lead-through plate for the ACS800-U31
	H358	US/UK gland/conduit plate for the ACS800-31
<b>Control panel</b>	0J400	no control panel
<b>Fieldbus</b>	K...	Refer to <i>ACS800 Ordering Information</i> (EN code: 64556568).
<b>I/O</b>	L...	
<b>Application program</b>	N...	
<b>Manual language</b>	R...	
<b>Safety features</b>	Q950	Prevention of Unexpected Start





# Mechanical installation

---

## Unpacking the unit

The drive is delivered in a box that also contains:

- plastic bag containing: screws (M3), clamps and cable lugs (2 mm<sup>2</sup>, M3) for grounding the control cable screens
- residual voltage warning stickers
- hardware manual
- appropriate firmware manuals and guides
- optional module manuals
- delivery documents.



## Delivery check

Check that there are no signs of damage. Before attempting installation and operation, check the information on the type designation label of the drive to verify that the unit is of the correct type. The label includes an IEC and NEMA rating, C-UL, CSA and CE markings, a type code and a serial number, which allow individual recognition of each unit. 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 serial number.

The type designation label is attached to the heat sink and the serial number label to the lower part of the back plate of the unit. Example labels are shown below.



*Type designation label*



*Serial number label*

## Moving the unit

Lift the unit using the lifting holes at the top and bottom.



*Lifting a unit of frame size R6*

## Before installation

The drive must be installed in an upright position with the cooling section facing a wall. Check the installation site according to the requirements below. Refer to chapter [Dimensional drawings](#) for frame details.

### Requirements for the installation site

See chapter [Technical data](#) for the allowed operation conditions of the drive.

#### Wall

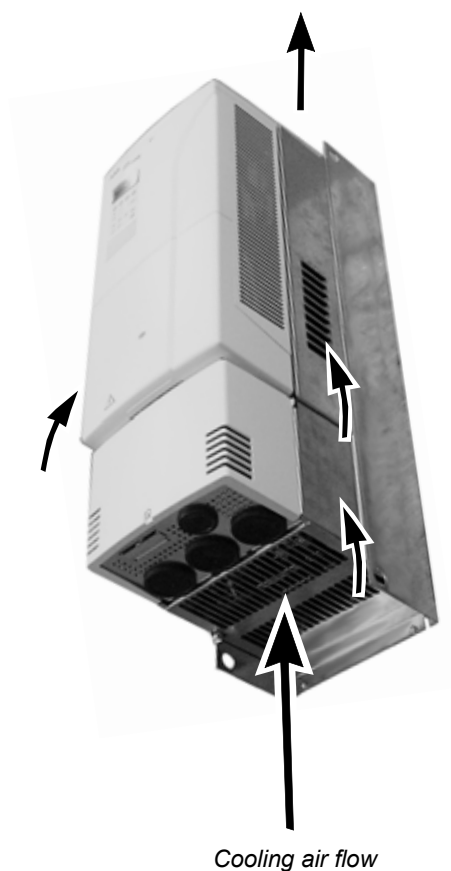
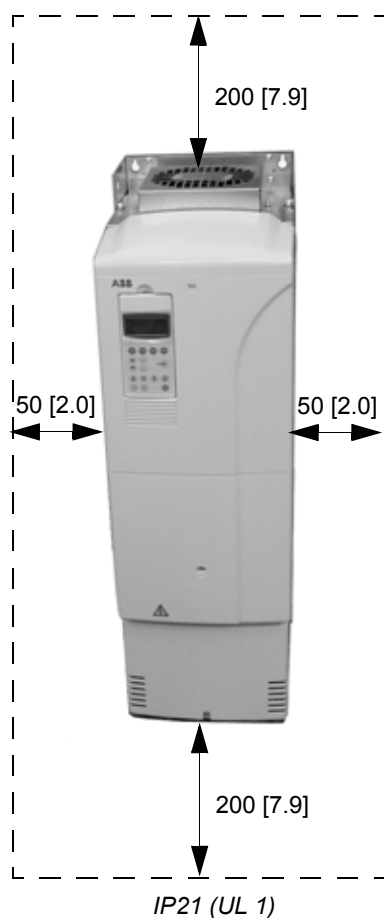
The wall should be as close to vertical as possible, of non-flammable material and strong enough to carry the weight of the unit. Check that there is nothing on the wall to inhibit the installation.

#### Floor

The floor/material below the installation should be non-flammable.

#### Free space around the unit

Required free space around the drive to enable cooling air flow, service and maintenance is shown below in millimetres and [inches].



## Mounting the drive on the wall

### Units without vibration dampers

1. Mark the locations for the four holes. The mounting points are shown in chapter [Dimensional drawings](#).
2. Fix the screws or bolts to the marked locations.
3. Position the drive onto the screws on the wall. **Note:** Lift the drive by its lifting holes, not by its cover.
4. Tighten the screws in the wall securely.

### Units with vibration dampers

In applications with considerable vibration in the frequency range of 50 Hz to 100 Hz, vibration dampers can be used. For units of frame size R5, see *ACS800-01/U1 Vibration Damper Installation Guide* [3AFE68295351 (English)]. For units of frame size R6, contact ABB for installation instructions.

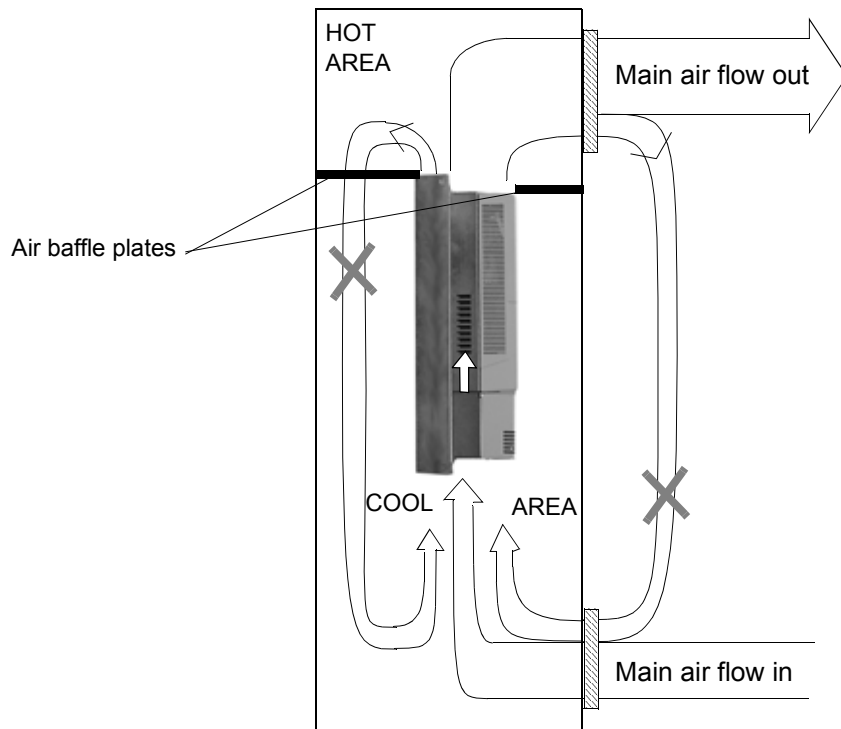
## Cabinet installation

The drive can be installed in a cabinet without the plastic front, top and connection box covers and without the lead-through plate. Vibration dampers are not needed. The required distance between parallel units is 50 millimetres (1.97 in.) in installations without the front cover. The cooling air entering the unit must not exceed +40°C (+104°F). Contact ABB, if two units are to be installed side by side at a distance smaller than 50 millimetres (1.97 in.), i.e. the side air holes will be covered at one side.

### Preventing cooling air recirculation

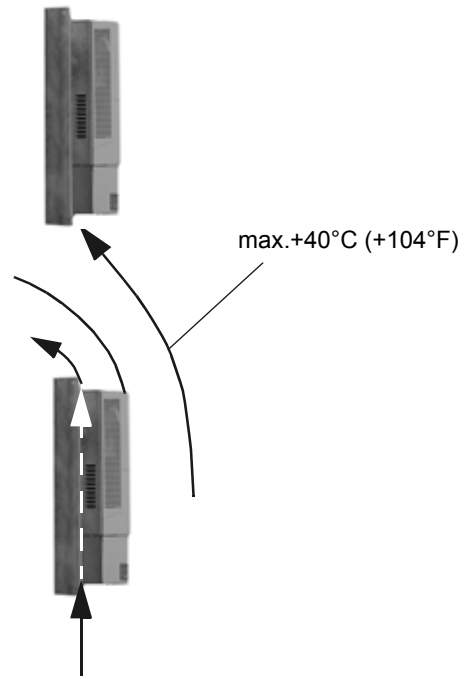
Prevent air recirculation inside and outside the cabinet.

#### Example



**Unit above another**

Lead the out-coming hot cooling air away from the air input of the drive above.

Example

# Planning the electrical installation

---

## What this chapter contains

This chapter contains the instructions that you must follow when selecting the motor, cables, protections, cable routing and way of operation for the drive system.

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**Note:** 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.

---

## To which products this chapter applies

This chapter applies to the ACS800-01/U1, ACS800-11/U11, ACS800-31/U31, ACS800-02/U2, ACS800-04/U4, and ACS800-07/U7 types up to -0610-x.

**Note:** All options described in this chapter are not available for all products. Check the availability from section *Type code* on page [31](#).

## Motor selection and compatibility

1. Select the motor according to the rating tables in chapter *Technical Data*. Use the DriveSize PC tool if the default load cycles are not applicable.
2. Check that the motor ratings lie within the allowed ranges of the drive control program:
  - motor nominal voltage is  $1/2 \dots 2 \cdot U_N$  of the drive
  - motor nominal current is  $1/6 \dots 2 \cdot I_{2hd}$  of the drive in DTC control and  $0 \dots 2 \cdot I_{2hd}$  in scalar control. The control mode is selected by a drive parameter.

3. Check that the motor voltage rating meets the application requirements:

If the drive is equipped with ...	... and ...	... then the motor voltage rating should be ...
diode supply ACS800-01, -U1, -02, -U2, -04, -04M, -U4 -07, -U7	no resistor braking is in use	$U_N$
	frequent or long term brake cycles will be used	$U_{ACeq1}$
IGBT supply ACS800-11, -U11, -31, -U31, -17, -37	DC link voltage will not be increased from nominal (parameter setting)	$U_N$
	DC link voltage will be increased from nominal (parameter setting)	$U_{ACeq2}$

$U_N$  = Rated input voltage of the drive

$U_{ACeq1} = U_{DC}/1.35$

$U_{ACeq2} = U_{DC}/1.41$

$U_{ACeq}$  is the equivalent AC power source voltage of the drive in VAC.

$U_{DC}$  is the maximum DC link voltage of the drive in VDC.

For resistor braking:  $U_{DC} = 1.21 \times \text{nominal DC link voltage}$ .

For units with IGBT supply: See the parameter value.

(**Note:** Nominal DC link voltage is  $U_N \times 1.35$  or  $U_N \times 1.41$  in VDC.)

See notes 6 and 7 below the [Requirements table](#), pages 43 and 44.

- Consult the motor manufacturer before using a motor in a drive system where the motor nominal voltage differs from the AC power source voltage.
- Ensure that the motor insulation system withstands the maximum peak voltage in the motor terminals. See the [Requirements table](#) below for the required motor insulation system and drive filtering.

**Example 1:** When the supply voltage is 440 V and a drive with a diode supply is operating in motor mode only, the maximum peak voltage in the motor terminals can be approximated as follows:  $440 \text{ V} \cdot 1.35 \cdot 2 = 1190 \text{ V}$ . Check that the motor insulation system withstands this voltage.

**Example 2:** When the supply voltage is 440 V and the drive is equipped with an IGBT supply, the maximum peak voltage in the motor terminals can be approximated as follows:  $440 \text{ V} \cdot 1.41 \cdot 2 = 1241 \text{ V}$ . Check that the motor insulation system withstands this voltage.



### Protecting the motor insulation and bearings

The output of the drive comprises – regardless of output frequency – pulses of approximately 1.35 times the equivalent mains network voltage with a very short rise time. This is the case with all drives employing modern IGBT inverter technology.

The voltage of the pulses can be almost double at the motor terminals, depending on the attenuation and reflection properties of the motor cable and the terminals. This in turn 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, which can gradually erode the bearing races and rolling elements.

The stress on motor insulation can be avoided by using optional ABB du/dt filters. du/dt filters also reduce bearing currents.

To avoid damage to motor bearings, the cables must be selected and installed according to the instructions given in the hardware manual. In addition, insulated N-end (non-driven end) bearings and output filters from ABB must be used according to the following table. Two types of filters are used individually or in combinations:

- optional du/dt filter (protects motor insulation system and reduces bearing currents).
- common mode filter (mainly reduces bearing currents).

## Requirements table

The following table shows how to select the motor insulation system and when an optional ABB du/dt filter, insulated N-end bearing and ABB common mode filters are required. The motor manufacturer should be consulted regarding the construction of the motor insulation and additional requirements for explosion-safe (EX) motors. Failure of the motor to fulfil the following requirements or improper installation may shorten motor life or damage the motor bearings.

Manufacturer	Motor type	Nominal mains voltage (AC line voltage)	Requirement for				
			Motor insulation system	ABB du/dt filter, insulated N-end bearing and ABB common mode filter			
				$P_N < 100 \text{ kW}$ and frame size < IEC 315	$100 \text{ kW} \leq P_N < 350 \text{ kW}$ or frame size $\geq$ IEC 315	$P_N \geq 350 \text{ kW}$ or frame size $\geq$ IEC 400	
				$P_N < 134 \text{ HP}$ and frame size < NEMA 500	$134 \text{ HP} \leq P_N < 469 \text{ HP}$ or frame size $\geq$ NEMA 500	$P_N \geq 469 \text{ HP}$ or frame size > NEMA 580	
A B B	Random-wound M2_ and M3_	$U_N \leq 500 \text{ V}$	Standard	-	+ N	+ N + CMF	
		$500 \text{ V} < U_N \leq 600 \text{ V}$	Standard	+ du/dt	+ du/dt + N	+ du/dt + N + CMF	
			or				
		Reinforced	-	+ N	+ N + CMF		
	$600 \text{ V} < U_N \leq 690 \text{ V}$	Reinforced	+ du/dt	+ du/dt + N	+ du/dt + N + CMF		
	Form-wound HX_ and AM_	$380 \text{ V} < U_N \leq 690 \text{ V}$	Standard	n.a.	+ N + CMF	$P_N < 500 \text{ kW}$ : + N + CMF	
						$P_N \geq 500 \text{ kW}$ : + N + CMF + du/dt	
	Old* form-wound HX_ and modular	$380 \text{ V} < U_N \leq 690 \text{ V}$	Check with the motor manufacturer.	+ du/dt with voltages over 500 V + N + CMF			
Random-wound HX_ and AM_**	$0 \text{ V} < U_N \leq 500 \text{ V}$	Enamelled wire with fibre glass taping	+ N + CMF				
	$500 \text{ V} < U_N \leq 690 \text{ V}$		+ du/dt + N + CMF				
N O N - A B B	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	+ du/dt + N	+ du/dt + N + CMF	
				or			
				+ du/dt + CMF			
		$500 \text{ V} < U_N \leq 600 \text{ V}$	or				
			Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$ , 0.2 microsecond rise time	-	+ N or CMF	+ N + CMF	
			Reinforced: $\hat{U}_{LL} = 1600 \text{ V}$	+ du/dt	+ du/dt + N	+ du/dt + N + CMF	
					or		
					+ du/dt + CMF		
			or				
		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	+ du/dt + N	+ du/dt + N + CMF
Reinforced: $\hat{U}_{LL} = 2000 \text{ V}$ , 0.3 microsecond rise time ***	-			N + CMF	N + CMF		

\* manufactured before 1.1.1998

\*\* For motors manufactured before 1.1.1998, check for additional instructions with the motor manufacturer.

\*\*\* If the intermediate DC circuit voltage of the drive is increased from the nominal level by resistor braking or by the IGBT supply unit control program (parameter selectable function), check with the motor manufacturer if additional output filters are needed in the applied drive operation range.

**Note 1:** The abbreviations used in the table are defined below.

Abbreviation	Definition
$U_N$	nominal voltage of the supply network
$\hat{U}_{LL}$	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 +E205
CMF	common mode filter +E208
N	N-end bearing: insulated motor non-driven end bearing
n.a.	Motors of this power range are not available as standard units. Consult the motor manufacturer.

**Note 2:** *Explosion-safe (EX) motors*

The motor manufacturer should be consulted regarding the construction of the motor insulation and additional requirements for explosion-safe (EX) motors.

**Note 3:** *High-output motors and IP 23 motors*

For motors with higher rated output than what is stated for the particular frame size in EN 50347 (2001) and for IP 23 motors, the requirements of ABB random-wound motor series M3AA, M3AP, M3BP are given below. For other motor types, see the [Requirements table](#) above. Apply the requirements of range  $100 \text{ kW} < P_N < 350 \text{ kW}$  to motors with  $P_N < 100 \text{ kW}$ . Apply the requirements of range  $P_N \geq 350 \text{ kW}$  to motors within the range  $100 \text{ kW} < P_N < 350 \text{ kW}$ . In other cases, consult the motor manufacturer.

Manufacturer	Motor type	Nominal mains voltage (AC line voltage)	Requirement for			
			Motor insulation system	ABB du/dt filter, insulated N-end bearing and ABB common mode filter		
				$P_N < 55 \text{ kW}$	$55 \text{ kW} \leq P_N < 200 \text{ kW}$	$P_N \geq 200 \text{ kW}$
				$P_N < 74 \text{ HP}$	$74 \text{ HP} \leq P_N < 268 \text{ HP}$	$P_N \geq 268 \text{ HP}$
A B B	Random-wound M3AA, M3AP, M3BP	$U_N \leq 500 \text{ V}$	Standard	-	+ N	+ N + CMF
		$500 \text{ V} < U_N \leq 600 \text{ V}$	Standard	+ du/dt	+ du/dt + N	+ du/dt + N + CMF
			or			
			Reinforced	-	+ N	+ N + CMF
		$600 \text{ V} < U_N \leq 690 \text{ V}$	Reinforced	+ du/dt	+ du/dt + N	+ du/dt + N + CMF

**Note 4:** *HXR and AMA motors*

All AMA machines (manufactured in Helsinki) for drive systems have form-wound windings. All HXR machines manufactured in Helsinki starting 1.1.1998 have form-wound windings.

**Note 5:** *ABB motors of types other than M2\_, M3\_, HX\_ and AM\_*

Use the selection criteria given for non-ABB motors.

**Note 6:** *Resistor braking of the drive*

When the drive is in braking mode for a large part of its operation time, the intermediate circuit DC voltage of the drive increases, the effect being similar to increasing the supply voltage by up to 20 percent. The voltage increase should be taken into consideration when determining the motor insulation requirement.

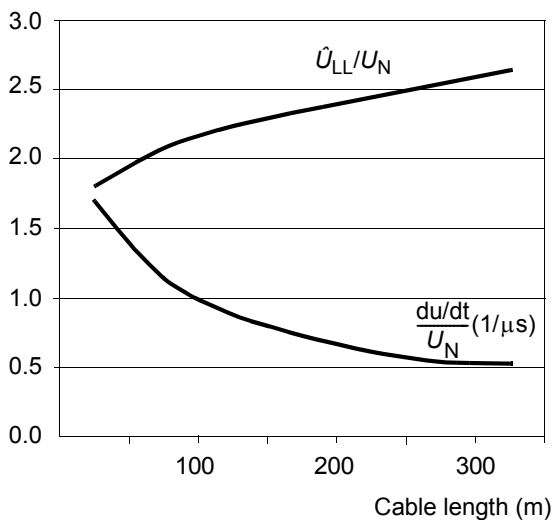
Example: Motor insulation requirement for a 400 V application must be selected as if the drive were supplied with 480 V.

**Note 7: Drives with an IGBT supply unit**

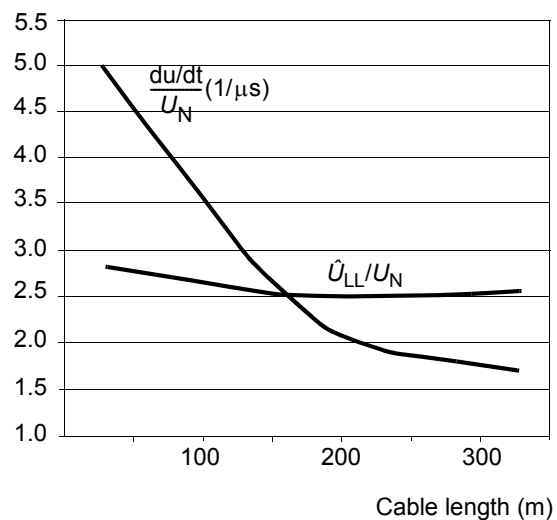
If voltage is raised by the drive (this is a parameter selectable function), select the motor insulation system according to the increased intermediate circuit DC voltage level, especially in the 500 V supply voltage range.

**Note 8: Calculating the rise time and the peak line-to-line voltage**

The peak line-to-line voltage at the motor terminals generated by the drive as well as the voltage rise time depend on the cable length. The requirements for the motor insulation system given in the table are “worst case” requirements covering installations with 30 metre and longer cables. The rise time can be calculated as follows:  $\Delta t = 0.8 \cdot \hat{U}_{LL} / (du/dt)$ . Read  $\hat{U}_{LL}$  and  $du/dt$  from the diagrams below. Multiply the values of the graph by the supply voltage ( $U_N$ ). In case of drives with an IGBT supply unit or resistor braking, the  $\hat{U}_{LL}$  and  $du/dt$  values are approximately 20 % higher.



With du/dt Filter



Without du/dt Filter

**Note 9:** Sine filters protect the motor insulation system. Therefore, du/dt filter can be replaced with a sine filter. The peak phase-to-phase voltage with the sine filter is approximately  $1.5 \times U_N$ .

## Permanent magnet synchronous motor

Only one permanent magnet motor can be connected to the inverter output.

It is recommended to install a safety switch between the permanent magnet synchronous motor and the drive output. The switch is needed to isolate the motor during any maintenance work on the drive.

## Supply connection

### Disconnecting device (disconnecting means)

*ACS800-01, ACS800-U1, ACS800-11, ACS800-U11, ACS800-31, ACS800-U31, ACS800-02 and ACS800-U2 without enclosure extension, ACS800-04, ACS800-U4*

Install a hand-operated input disconnecting device (disconnecting means) between the AC power source and the drive. The disconnecting device must be of a type that can be locked to the open position for installation and maintenance work.

*ACS800-02 and ACS800-U2 with enclosure extension, ACS800-07 and ACS800-U7*

These units are equipped with a hand-operated input disconnecting device (disconnecting means) which isolates the drive and the motor from the AC power as standard. The disconnecting device does not, however, isolate the input busbars from the AC power. Therefore, during installation and maintenance work on the drive, the input cables and busbars must be isolated from the input power with a disconnecter at the distribution board or at the supplying transformer.

### EU

To meet the European Union Directives, according to standard EN 60204-1, Safety of Machinery, the disconnecting device must be one of the following types:

- switch-disconnector of utilization category AC-23B (EN 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 EN 60947-2.

### US

The disconnecting means must conform to the applicable safety regulations.

### Fuses

See section [Thermal overload and short-circuit protection](#).

## Thermal overload and short-circuit protection

### Thermal overload protection

The drive protects itself and the input and motor cables against thermal overload when the cables are dimensioned according to the nominal current of the drive. No additional thermal protection devices are needed.



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**WARNING!** If the drive is connected to multiple motors, a separate thermal overload switch or a circuit breaker must be used for protecting each cable and motor. These devices may require a separate fuse to cut off the short-circuit current.

---

The drive protects the motor cable and motor in a short-circuit situation when the motor cable is dimensioned according to the nominal current of the drive.

## Short-circuit protection

Protect the input cable and drive against short-circuit according to the following guide lines.

Circuit diagram	Drive type	Short-circuit protection
<b>DRIVE IS NOT EQUIPPED WITH INPUT FUSES</b>		
<p>Distribution board   Input cable   Drive or drive module</p> <p>1) 2)</p>	ACS800-01 ACS800-U1 ACS800-02 ACS800-U2+0C111 ACS800-11 ACS800-U11 ACS800-31 ACS800-U31 ACS800-04 ACS800-U4	Protect the drive and input cable with fuses or a circuit breaker. See footnotes 1) and 2).
<b>DRIVE IS EQUIPPED WITH INPUT FUSES</b>		
<p>Distribution board   Input cable   Drive</p> <p>3) 4)</p>	ACS800-02+C111 ACS800-U2 ACS800-07 ACS800-U7	Protect the input cable with fuses or a circuit breaker according to local regulations. See footnotes 3) and 4).

- 1) Size the fuses according to local safety regulations, appropriate input voltage and the rated current of the drive (see *Technical data*).

Standard gG fuses (US: CC or T for the ACS800-U1, ACS800-U11 and ACS800-U31; T or L for the ACS800-U2 and ACS800-U4) will protect the input cable in short-circuit situations, restrict drive damage and prevent damage to adjoining equipment in case of a short-circuit inside the drive.

**Check that the operating time of the fuse is below 0.5 seconds (0.1 seconds with ACS800-11/U11, ACS800-31/U31).** The operating time depends on the fuse type (gG or aR), supply network impedance and the cross-sectional area, material and length of the supply cable. In case the 0.5 seconds (0.1 seconds with ACS800-11/U11 and ACS800-31/U31) operating time is exceeded with gG fuses (US: CC/T/L), ultrarapid (aR) fuses will in most cases reduce the operating time to an acceptable level. The US fuses must be of the “non-time delay” type.

For fuse ratings, see *Technical data*.

- 2) Circuit breakers which have been tested by ABB with the ACS800 can be used. Fuses must be used with other circuit breakers. Contact your local ABB representative for approved breaker types and supply network characteristics.

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.



**WARNING!** Due to the inherent operating principle and construction of circuit breakers, independent of the manufacturer, hot ionized gases may escape from the breaker enclosure in case of a short-circuit. To ensure safe use, special attention must be paid to the installation and placement of the breakers. Follow the manufacturer's instructions.

---

**Note:** Circuit breakers without fuses are not recommended in the USA.

- 3) Size the fuses according to local safety regulations, appropriate input voltage and the rated current of the drive (see *Technical data*).
- 4) ACS800-07/U7 units and ACS800-02/U2 units with enclosure extension are equipped with standard gG (US: T/L) or optional aR fuses listed in *Technical data*. The fuses restrict drive damage and prevent damage to adjoining equipment in case of a short-circuit inside the drive.

**Check that the operating time of the fuse is below 0.5 seconds.** The operating time depends on the fuse type (gG or aR), supply network impedance and the cross-sectional area, material and length of the supply cable. In case the 0.5 seconds operating time is exceeded with gG fuses (US: CC/T/L), ultrarapid (aR) fuses will in most cases reduce the operating time to an acceptable level. The US fuses must be of the "non-time delay" type.

For fuse ratings, see *Technical data*.



## Ground fault protection

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 is not a personal safety or a fire protection feature. The ground fault protective function can be disabled with a parameter, refer to the appropriate *ACS800 Firmware Manual*.

The EMC filter of the drive includes capacitors connected between the main circuit and the frame. These capacitors and long motor cables increase the ground leakage current and may cause fault current circuit breakers to function.

## Emergency stop devices

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

**Note:** Pressing the stop key (⏻) on the control panel of the drive does not generate an emergency stop of the motor or separate the drive from dangerous potential.

### **ACS800-02/U2 with enclosure extension and ACS800-07/U7**

An emergency stop function is optionally available for stopping and switching off the whole drive. Two stop categories according to IEC/EN 60204-1 (1997) are available: immediate removal of power (Category 0 for ACS800-02/U2 and ACS800-07/U7) and controlled emergency stop (Category 1 for ACS800-07/U7).

#### *Restarting after an emergency stop*

After an emergency stop, the emergency stop button must be released and the drive started by turning the operating switch of the drive from position “ON” to “START”.

## Prevention of Unexpected Start

The ACS800-04, ACS800-31/U31 and ACS800-07/U7 can be equipped with an optional Prevention of Unexpected Start function according to standards IEC/EN 60204-1: 1997; ISO/DIS 14118: 2000 and EN 1037: 1996.

The Prevention of Unexpected Start function disables the control voltage of the power semiconductors, thus preventing the inverter from generating the AC voltage required to rotate the motor. By using this function, short-time operations (like cleaning) and/or maintenance work on non-electrical parts of the machinery can be performed without switching off the AC power supply to the drive.

The operator activates the Prevention of Unexpected Start function by opening a switch on a control desk. An indicating lamp on the control desk will light, signalling that the prevention is active. The switch can be locked out.

The user must install on a control desk near the machinery:

- switching/disconnecting device for the circuitry. "Means shall be provided to prevent inadvertent, and/or mistaken closure of the disconnecting device." EN 60204-1: 1997.
- indicating lamp; on = starting the drive is prevented, off = drive is operative.

For connections to the drive, see the circuit diagram delivered with the drive.



**WARNING!** The Prevention of Unexpected Start 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 system from the main supply.

---

**Note:** The Prevention of Unexpected Start function is not intended for stopping the drive. If a running drive is stopped by using the Prevention of Unexpected Start function, the drive will cut off the motor supply voltage and the motor will coast to stop.

## Selecting the power cables

### General rules

Dimension the mains (input power) and motor cables **according to local regulations**:

- The cable must be able to carry the drive load current. See chapter *Technical data* for the rated currents.
- The cable must be rated for at least 70 °C maximum permissible temperature of conductor in continuous use. For US, see [Additional US requirements](#).
- The inductance and impedance of the PE conductor/cable (grounding wire) must be rated according to permissible touch voltage appearing under fault conditions (so that the fault point voltage will not rise excessively when a ground fault occurs).
- 600 VAC cable is accepted for up to 500 VAC. 750 VAC cable is accepted for up to 600 VAC. For 690 VAC rated equipment, the rated voltage between the conductors of the cable should be at least 1 kV.

For drive frame size R5 and larger, or motors larger than 30 kW (40 HP), symmetrical shielded motor cable must be used (figure below). A four-conductor system can be used up to frame size R4 with up to 30 kW (40 HP) motors, but shielded symmetrical motor cable is recommended.

---

**Note:** When continuous conduit is employed, shielded cable is not required.

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A four-conductor system is allowed for input cabling, but shielded symmetrical cable is recommended. To operate as a protective conductor, the shield conductivity must be as follows when the protective conductor is made of the same metal as the phase conductors:

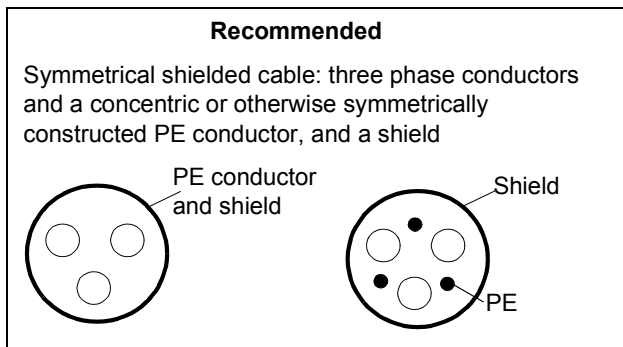
Cross-sectional area of the phase conductors $S \text{ (mm}^2\text{)}$	Minimum cross-sectional area of the corresponding protective conductor $S_p \text{ (mm}^2\text{)}$
$S \leq 16$	$S$
$16 < S \leq 35$	16
$35 < S$	$S/2$

Compared to a four-conductor system, the use of symmetrical shielded cable reduces electromagnetic emission of the whole drive system as well as motor bearing currents and wear.

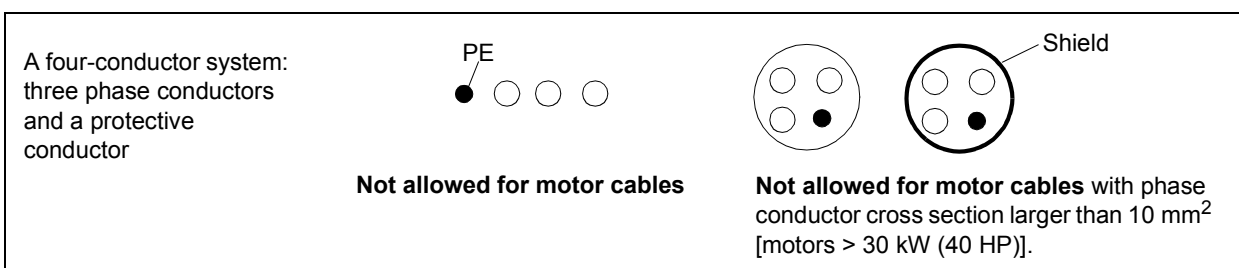
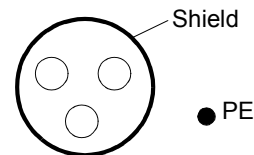
The motor cable and its PE pigtail (twisted shield) should be kept as short as possible in order to reduce electromagnetic emission.

## Alternative power cable types

Power cable types that can be used with the drive are represented below.

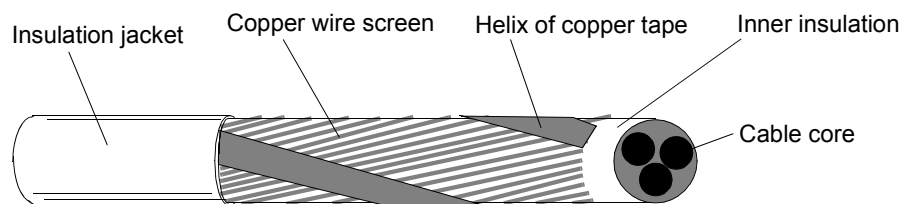


A separate PE conductor is required if the conductivity of the cable shield is < 50 % of the conductivity of the phase conductor.



## Motor cable shield

To effectively suppress radiated and conducted radio-frequency emissions, the shield conductivity must be at least 1/10 of the phase conductor conductivity. The requirements are easily met with a copper or aluminium 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. The better and tighter the shield, the lower the emission level and bearing currents.



## Additional US requirements

Type MC continuous corrugated aluminum armor cable with symmetrical grounds or shielded power cable must be used for the motor cables if metallic conduit is not used. For the North American market, 600 VAC cable is accepted for up to 500 VAC. 1000 VAC cable is required above 500 VAC (below 600 VAC). For drives rated over 100 amperes, the power cables must be rated for 75 °C (167 °F).

### Conduit

Where conduits must be coupled together, bridge the joint with a ground conductor bonded to the conduit on each side of the joint. Bond the conduits also to the drive enclosure. Use separate conduits for input power, motor, brake resistor, and control wiring. When conduit is employed, type MC continuous corrugated aluminium armor cable or shielded cable is not required. A dedicated ground cable is always required.

---

**Note:** Do not run motor wiring from more than one drive in the same conduit.

---

### Armored cable / shielded power cable

Six conductor (3 phases and 3 ground) type MC continuous corrugated aluminum armor cable with symmetrical grounds is available from the following suppliers (trade names in parentheses):

- Anixter Wire & Cable (Philsheath)
- BICC General Corp (Philsheath)
- Rockbestos Co. (Gardex)
- Oaknite (CLX).

Shielded power cables are available from Belden, LAPPKABEL (ÖLFLEX) and Pirelli.

## Power factor compensation capacitors

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 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 three phase 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: Ensure that the connection steps are low enough not to cause voltage transients that would trip the drive.
3. Check that the power factor compensation unit is suitable for use in systems with AC drives i.e. harmonic generating loads. In such systems, the compensation unit should typically be equipped with a blocking reactor or harmonic filter.

## Equipment connected to the motor cable

### Installation of safety switches, contactors, connection boxes, etc.

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

- EU: Install the equipment in a metal enclosure with 360 degrees grounding for the shields of both the incoming and outgoing cable, or connect the shields of the cables otherwise together.
- US: Install the equipment in a metal enclosure in a way that the conduit or motor cable shielding runs consistently without breaks from the drive to the motor.

### *Bypass connection*



**WARNING!** Never connect the supply power to the drive output terminals U2, V2 and W2. If frequent bypassing is required, employ mechanically connected switches or contactors. Mains (line) voltage applied to the output can result in permanent damage to the unit.

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### Before opening a contactor (DTC control mode selected)

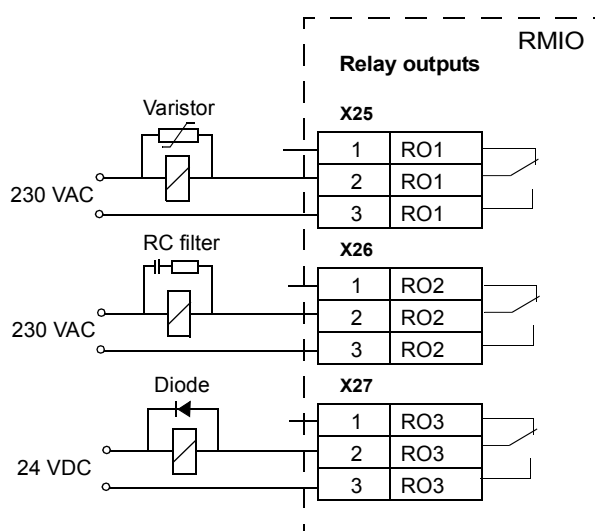
Stop the drive and wait for the motor to stop before opening a contactor between the output of the drive and the motor when the DTC control mode is selected. See the appropriate ACS800 application program firmware manual for the required parameter settings. Otherwise, the contactor will be damaged. In scalar control, the contactor can be opened with the drive running.

## Protecting the relay output contacts and attenuating disturbances in case of inductive loads

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

The relay contacts on the RMIO board are protected with varistors (250 V) against overvoltage peaks. In spite of this, it is highly recommended to equip inductive loads with noise attenuating circuits [varistors, RC filters (AC) or diodes (DC)] in order 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 RMIO board terminal block.

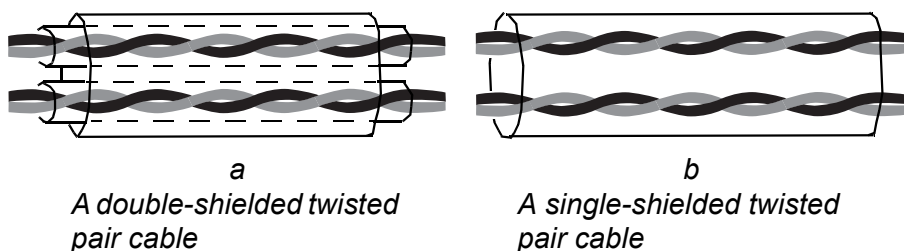


## Selecting the control cables

All control cables must be shielded.

Use a double-shielded twisted pair cable (Figure a, e.g. JAMAK by NK Cables, Finland) for analogue signals. This type of cable is recommended for the pulse encoder signals also. Employ one individually shielded pair for each signal. Do not use common return for different analogue signals.

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



Run analogue and digital signals in separate, shielded cables.

Relay-controlled signals, providing their voltage does not exceed 48 V, can be run in the same cables as digital input signals. It is recommended that the relay-controlled signals be run as twisted pairs.

Never mix 24 VDC and 115/230 VAC signals in the same cable.

### Relay cable

The cable type with braided metallic screen (e.g. ÖLFLEX by LAPPKABEL, Germany) has been tested and approved by ABB.

### Control panel cable

In remote use, the cable connecting the control panel to the drive must not exceed 3 metres (10 ft). The cable type tested and approved by ABB is used in control panel option kits.



## Connection of a motor temperature sensor to the drive I/O



**WARNING!** IEC 60664 requires double or reinforced insulation between live parts and the surface of accessible parts of electrical equipment which are either non-conductive or conductive but not connected to the protective earth.

To fulfil this requirement, the connection of a thermistor (and other similar components) to the digital inputs of the drive can be implemented in three alternate ways:

1. There is double or reinforced insulation between the thermistor and live parts of the motor.
2. Circuits connected to all digital and analogue inputs of the drive are protected against contact and insulated with basic insulation (the same voltage level as the drive main circuit) from other low voltage circuits.
3. An external thermistor relay is used. The insulation of the relay must be rated for the same voltage level as the main circuit of the drive. For connection, see *ACS800 Firmware Manual*.

## Installation sites above 2000 metres (6562 feet)



**WARNING!** Protect against direct contact when installing, operating and servicing the RMIO board wiring and optional modules attached to the board. The Protective Extra Low Voltage (PELV) requirements stated in EN 50178 are not fulfilled at altitudes above 2000 m (6562 ft).

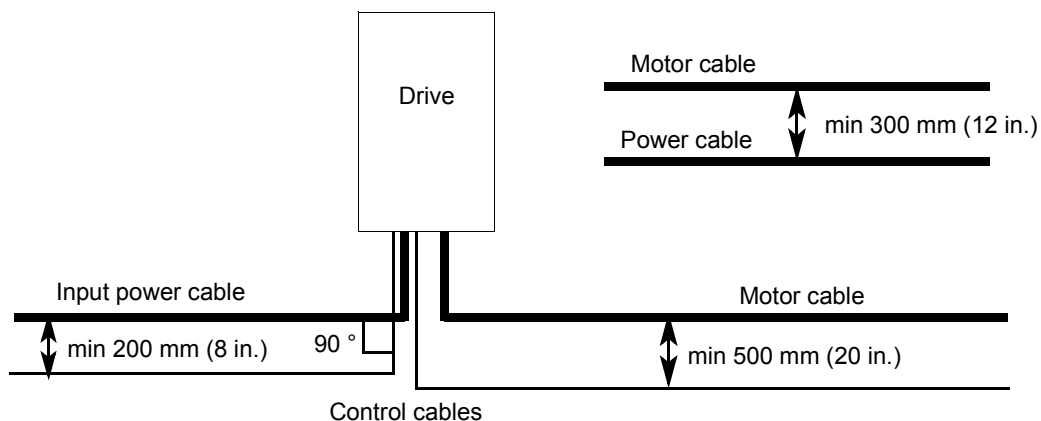
## Routing the cables

Route the motor cable away from other cable routes. Motor cables of several drives can be run in parallel installed next to each other. It is recommended that the motor cable, input power cable and control cables be installed on separate trays. Avoid long parallel runs of motor cables with other cables in order to decrease electromagnetic interference caused by the rapid changes in the drive output voltage.

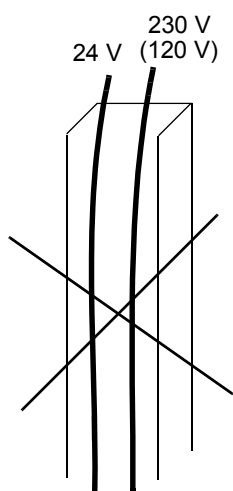
Where control cables must cross power cables make sure they are arranged at an angle as near to 90 degrees as possible. Do not run extra cables through the drive.

The cable trays must have good electrical bonding to each other and to the grounding electrodes. Aluminium tray systems can be used to improve local equalizing of potential.

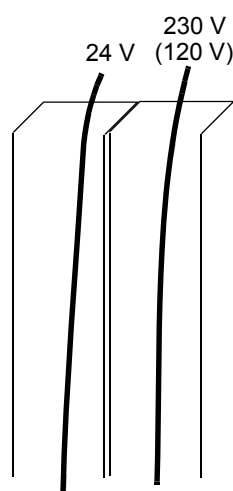
A diagram of the cable routing is shown below.



### Control cable ducts



Not allowed unless the 24 V cable is insulated for 230 V (120 V) or insulated with an insulation sleeving for 230 V (120 V).



Lead 24 V and 230 V (120 V) control cables in separate ducts inside the cabinet.

# Electrical installation

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## What this chapter contains

This chapter describes the electrical installation procedure of the drive.



**WARNING!** The work described in this chapter may only be carried out by a qualified electrician. Follow the [Safety instructions](#) on the first pages of this manual. Ignoring the safety instructions can cause injury or death.

**Make sure that the drive is disconnected from the mains (input power) during the installation. If the drive is already connected to the mains, wait for 5 min after disconnecting mains power.**

---

## Checking the insulation of the installation

### Drive

Every drive has been tested for insulation between the main circuit and the chassis (2500 V rms 50 Hz for 1 second) at the factory. Therefore, do not make any voltage tolerance or insulation resistance tests (e.g. hi-pot or megger) on any part of the drive.

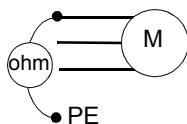
### Input cable

Check the insulation of the input cable according to local regulations before connecting it to the drive.

### Motor and motor cable

Check the insulation of the motor and motor cable as follows:

1. Check that the motor cable is disconnected from the drive output terminals U2, V2 and W2.
2. Measure the insulation resistances of the motor cable and motor between each phase and the Protective Earth by using a measuring voltage of 1 kV DC. The insulation resistance must be higher than 1 Mohm.



## IT (ungrounded) systems

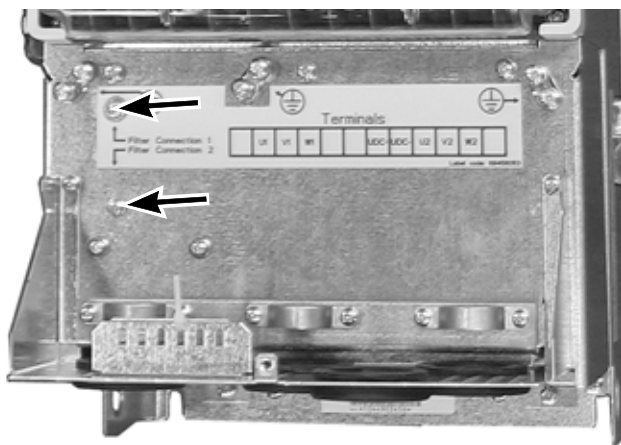
In units with EMC filter options (+E202 and +E200 in the type code), disconnect the filter capacitors before connecting the drive to an ungrounded system.



**WARNING!** If a drive with EMC filter selection +E202 or +E200 is installed on an IT system [an ungrounded power system or a high resistance-grounded (over 30 ohms) power system], the system will be connected to earth potential through the EMC filter capacitors of the drive. This may cause danger or damage the unit.

### Disconnecting the EMC filter capacitors

Remove the two screws shown below.



View of frame size R5

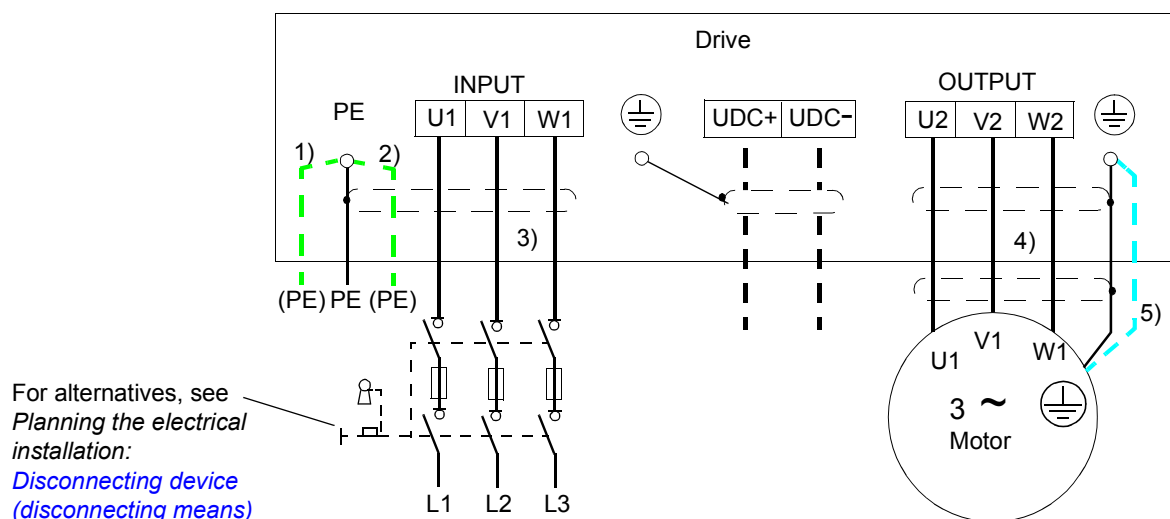
**Note concerning units of frame size R5:** When the capacitors of EMC filter +E202 or +E200 are disconnected, the EMC Directive requirements in second environment will not be fulfilled.

**Note concerning units of frame size R6:** When the capacitors of EMC filter +E202 are disconnected, the EMC Directive requirements may not be fulfilled in first environment, but are fulfilled in second environment. When the capacitors of EMC filter +E200 are disconnected, the EMC Directive requirements in second environment are still fulfilled.

See chapter *Technical data* / [CE marking](#).

## Connecting the power cables

Diagram



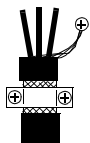
1), 2)

If shielded cable is used (not required but recommended), use a separate PE cable (1) or a cable with a grounding conductor (2) if the conductivity of the input cable shield is  $< 50\%$  of the conductivity of the phase conductor.

Ground the other end of the input cable shield or PE conductor at the distribution board.

3) 360 degrees grounding recommended if shielded cable is used

4) 360 degrees grounding required



5) Use a separate grounding cable if the conductivity of the cable shield is  $< 50\%$  of the conductivity of the phase conductor and there is no symmetrically constructed grounding conductor in the cable (see *Planning the electrical installation / Selecting the power cables*).

### Note:

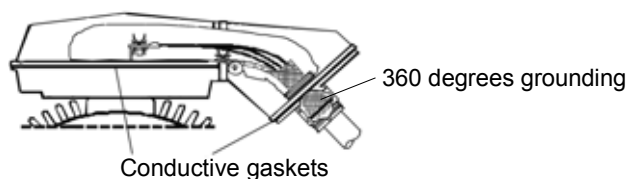
If there is a symmetrically constructed grounding conductor in the motor cable in addition to the conductive shield, connect the grounding conductor to the grounding terminal at the drive and motor ends.

Do not use an asymmetrically constructed motor cable for motors  $> 30$  kW (40 HP). Connecting its fourth conductor at the motor end increases bearing currents and causes extra wear.

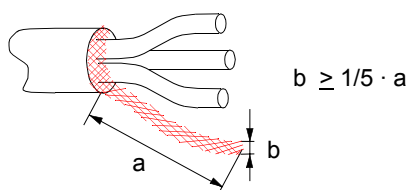
### Grounding of the motor cable shield at the motor end

For minimum radio frequency interference:

- ground the cable shield 360 degrees at the lead-through of the motor terminal box



- or ground the cable by twisting the shield as follows: flattened width  $\geq 1/5 \cdot \text{length}$ .



### Conductor stripping lengths

Strip the conductor ends as follows to fit them inside the power cable connection terminals.

Frame size	Stripping length	
	mm	in.
R5	16	0.63
R6	28	1.10

### Allowed wire sizes, tightening torques

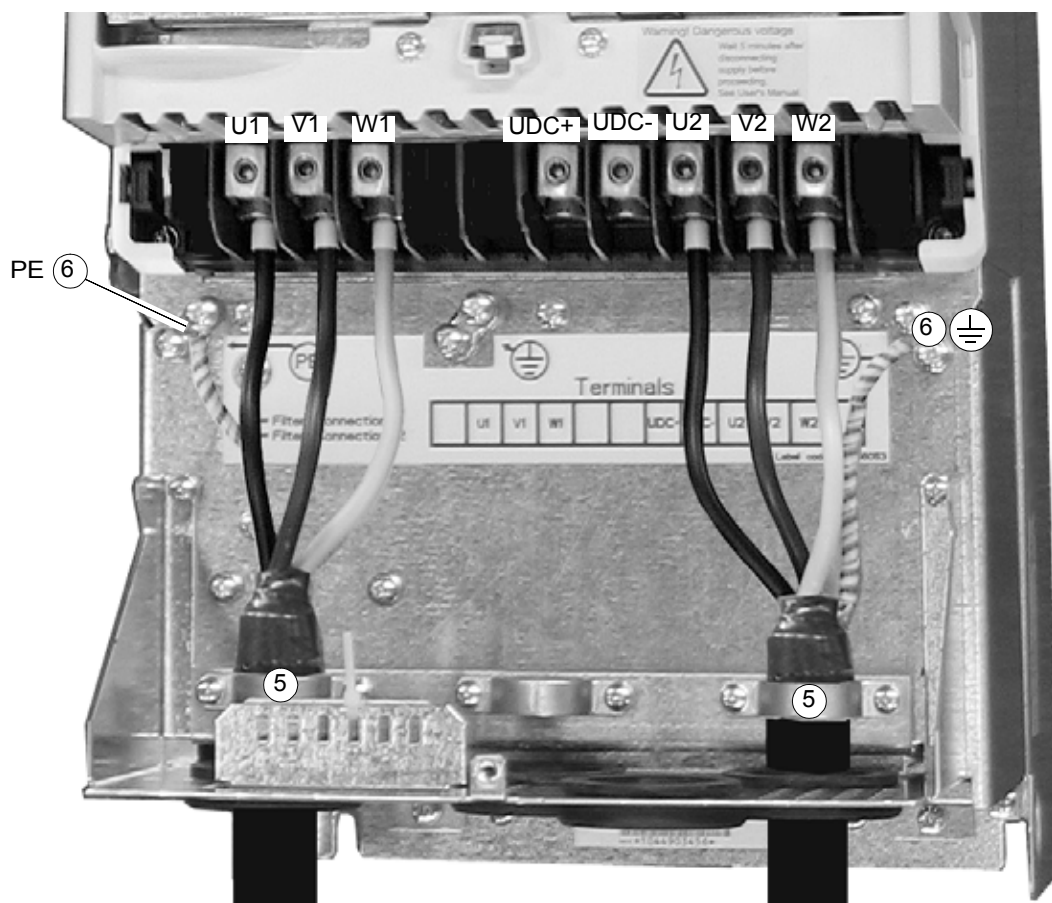
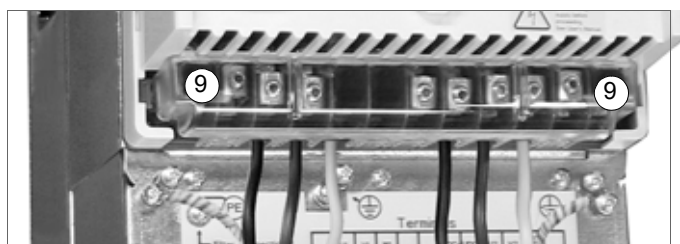
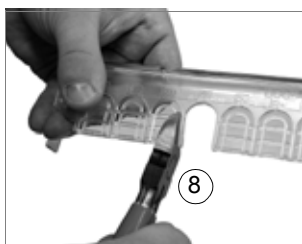
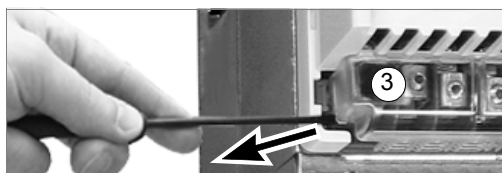
See *Technical data*: [Cable entries](#).

### Wall installed units (European version)

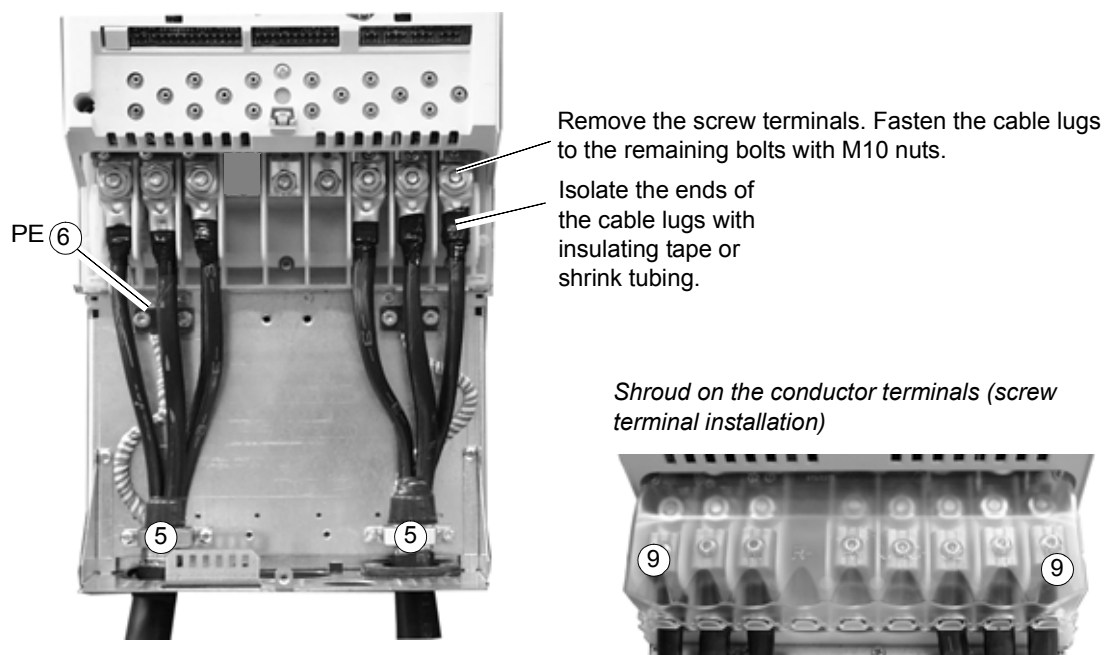
#### *Power cable installation procedure*

1. Remove the connection box cover.
2. Remove the front cover by releasing the retaining clip with a screw driver and lifting the cover from the bottom outwards.
3. Remove the clear plastic shroud of the phase conductor terminals.
4. Cut adequate holes into the rubber grommets and slide the grommets onto the cables. Slide the cables through the holes of the bottom plate.
5. Strip off the outer sheathing of the cables under the 360 degrees grounding clamps. Fasten the clamps onto the stripped parts of the cables.
6. Tighten the grounding clamps onto the twisted shields of the cables.
7. Connect the phase conductors of the mains cable to the U1, V1 and W1 terminals and the phase conductors of the motor cable to the U2, V2 and W2 terminals.
8. Cut holes to the clear plastic shroud for the conductors in frame size R5 and in cable lug installations of frame size R6.
9. Press the clear plastic shroud onto the phase conductor terminals.
10. Secure the cables outside the unit mechanically. Connect the control cables as described in section [Connecting the control cables](#) on page 67. Fasten the covers, see [Fastening the control cables and covers](#) on page 70.

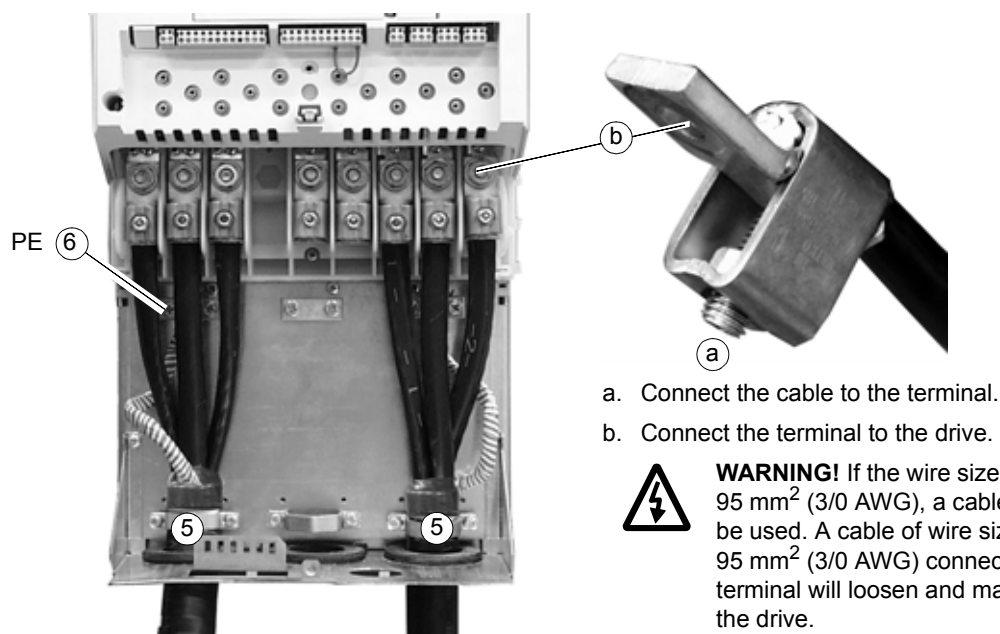
Views of frame size R5



*Frame sizes R6: Cable lug installation [16 to 70 mm<sup>2</sup> (6 to 2/0 AWG) cables]*



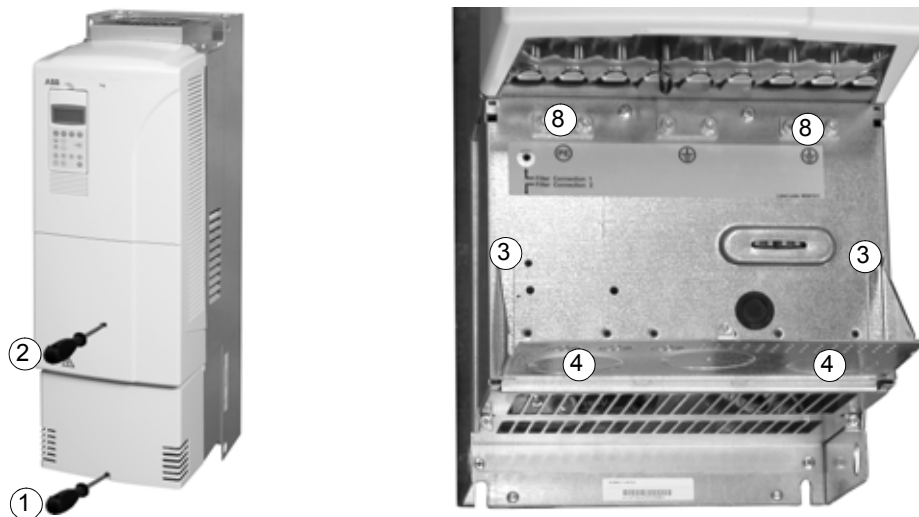
*Frame size R6: Screw terminal installation [95 to 185 mm<sup>2</sup> (3/0 to 350 AWG)] cables*





### Wall installed units (US version)

1. Remove the connection box cover.
2. Remove the front cover by releasing the retaining clip with a screw driver and lifting the cover from the bottom outwards.



3. Remove the gland plate by undoing the fastening screws.
4. Make the cable entry holes in the gland plate by breaking off the suitable knock-out plates with a screw driver.
5. Fasten the cable glands to the opened holes of the gland plate.
6. Lead the cables through the glands.
7. Fasten the gland plate (3).
8. Connect the grounding conductors of the input and motor cables to the grounding clamps.
9. Remove the clear plastic shroud as shown in section [Power cable installation procedure](#) on page 62.
10. Connect the phase conductors of the input cable to the U1, V1 and W1 terminals and the phase conductors of the motor cable to the U2, V2 and W2 terminals.

See [Wall installed units \(European version\)](#) for cabling figures. In case of a cable lug installation, use UL listed cable lugs and tools given below or corresponding to meet UL requirements.

Wire size kcmil/AWG	Compression lug		Crimping tool		
	Manufacturer	Type	Manufacturer	Type	No. of crimps
4	Burndy	YA4C-L4BOX	Burndy	MY29-3	1
	IlSCO	CCL-4-38	IlSCO	MT-25	1
2	Burndy	YA2C-L4BOX	Burndy	MY29-3	2
	IlSCO	CRC-2	IlSCO	IDT-12	1
	IlSCO	CCL-2-38	IlSCO	MT-25	1
1	Burndy	YA1C-L4BOX	Burndy	MY29-3	2
	IlSCO	CRA-1-38	IlSCO	IDT-12	1
	IlSCO	CCL-1-38	IlSCO	MT-25	1
	Thomas & Betts	54148	Thomas & Betts	TBM-8	3
1/0	Burndy	YA25-L4BOX	Burndy	MY29-3	2
	IlSCO	CRB-0	IlSCO	IDT-12	1
	IlSCO	CCL-1/0-38	IlSCO	MT-25	1
	Thomas & Betts	54109	Thomas & Betts	TBM-8	3
2/0	Burndy	YAL26T38	Burndy	MY29-3	2
	IlSCO	CRA-2/0	IlSCO	IDT-12	1
	IlSCO	CCL-2/0-38	IlSCO	MT-25	1
	Thomas & Betts	54110	Thomas & Betts	TBM-8	3

11. Tighten the clamping nuts of the cable glands.

After connecting the control cables, fasten the clear plastic shroud and front covers.

#### Warning sticker



There are warning stickers in different languages inside the packing box of the drive. Attach a warning sticker in the language of your choice onto the plastic skeleton above the power cable terminals.

#### Cabinet installed units (IP 00, UL type open)

The drive can be installed in a cabinet without the plastic front, top and connection box covers and without the lead-through plate.

It is recommended:

- to ground the cable shield 360 degrees at the cabinet entry. Grounding with the 360 degrees grounding clamps at the connection box back plate is then not needed.
- to lead the cable unstripped as close to the terminals as possible. Ground the twisted shields of the power cables under the PE and grounding clamps.

Secure the cables mechanically.

Protect the RMIO board terminals X25 to X27 against contact when input voltage exceeds 50 VAC.

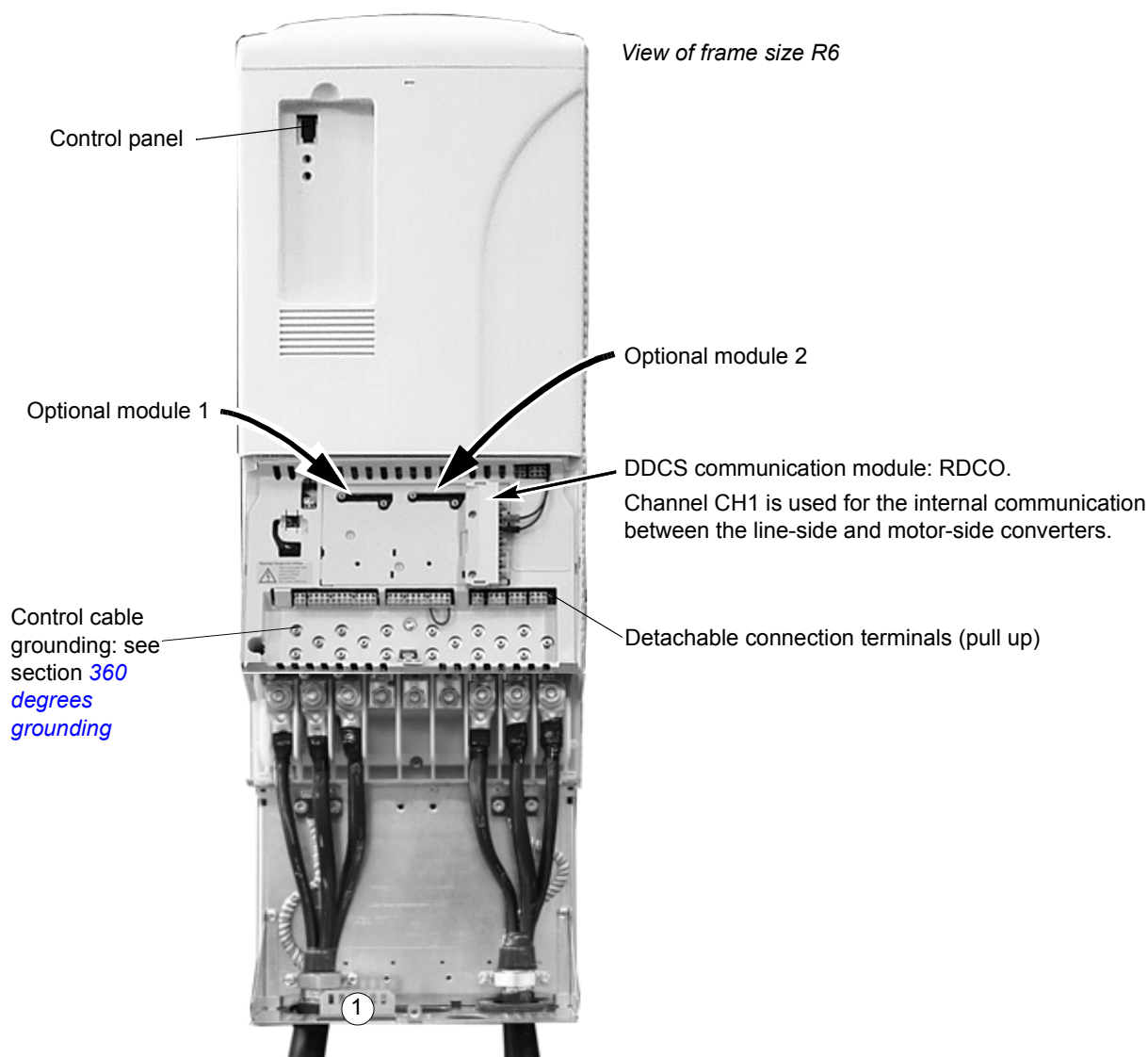
Cover the power cable terminals with the clear plastic shroud as shown in section [Power cable installation procedure](#) on page 62.

## Connecting the control cables

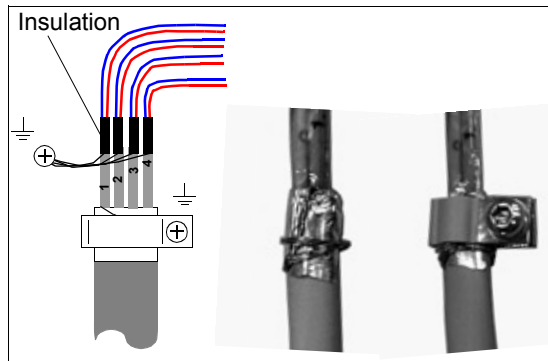
Lead the cable through the control cable entry (1).

Connect the control cables as described below. Connect the conductors to the appropriate detachable terminals of the RMIO board [refer to chapter [Motor control and I/O board \(RMIO\)](#)]. Tighten the screws to secure the connection.

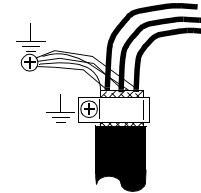
### Terminals



### 360 degrees grounding



Double-shielded cable



Single-shielded cable

*When the outer surface of the shield is covered with non-conductive material*

- Strip the cable carefully (do not cut the grounding wire and the shield)
- Turn the shield inside out to expose the conductive surface.
- Wrap the grounding wire around the conductive surface.
- Slide a conductive clamp onto the conductive part.
- Fasten the clamp to the grounding plate with a screw as close as possible to the terminals where the wires are about to be connected.

### Connecting the shield wires

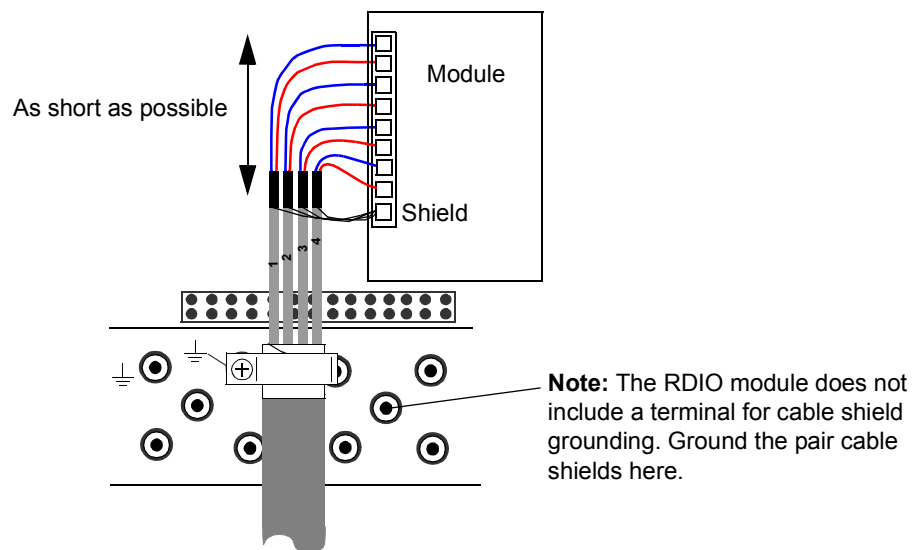
Single-shielded cables: Twist the grounding wires of the outer shield and connect them through the shortest possible route to the nearest grounding hole with a cable lug and a screw. Double-shielded cables: Connect each pair cable shield (twisted grounding wires) with other pair cable shields of the same cable to the nearest grounding hole with a cable lug and a screw.

Do not connect shields of different cables to the same cable lug and grounding screw.

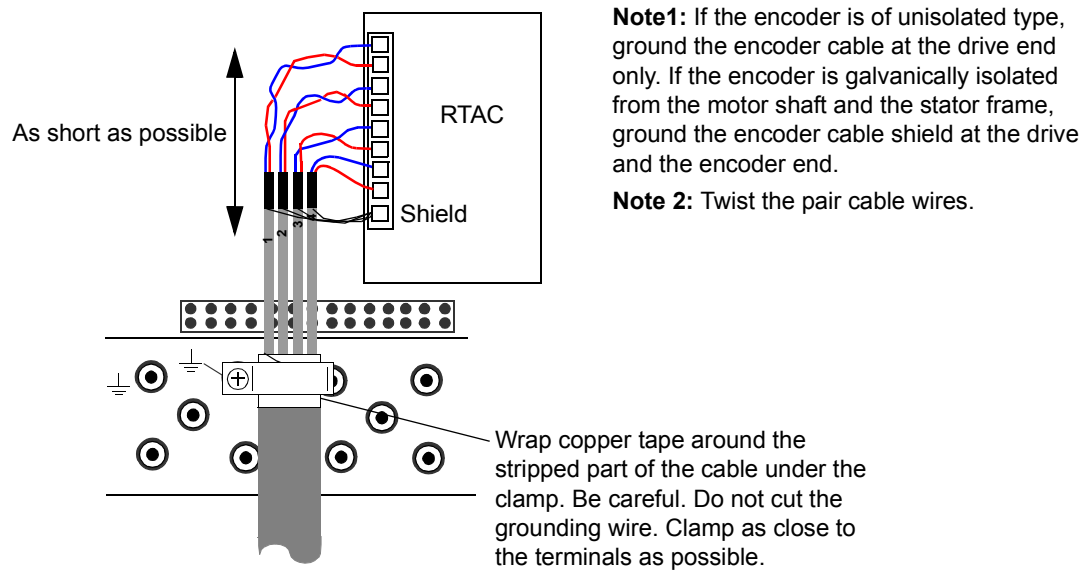
Leave the other end of the shield unconnected or ground it indirectly via a few nanofarads high-frequency capacitor (e.g. 3.3 nF / 630 V). The shield can also be grounded directly at both ends if they are *in the same ground line* with no significant voltage drop between the end points.

Keep the signal wire pairs twisted as close to the terminals as possible. Twisting the wire with its return wire reduces disturbances caused by inductive coupling.

## Cabling of I/O and fieldbus modules

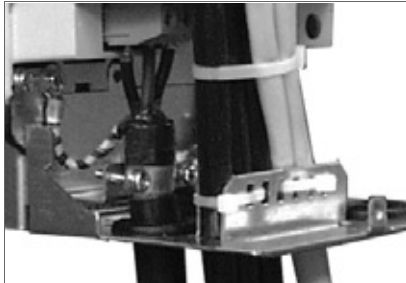


## Pulse encoder module cabling



### Fastening the control cables and covers

When all control cables are connected, fasten them together with cable ties. Units with a connection box: fasten the cables to the entry plate with cable ties. Units with a gland box: tighten the clamping nuts of the cable glands.



Fasten the connection box cover.



Replace the front cover.

### Installation of optional modules and PC

The optional module (such as fieldbus adapter, I/O extension module and the pulse encoder interface) is inserted in the optional module slot of the RMIO board (see [Connecting the control cables](#)) and fixed with two screws. See the appropriate optional module manual for cable connections.

**Note:** Two RDCO modules are provided for the DDCS fibre optic link between the RMIO boards of the line-side and motor-side converters. Channel CH0 of the RDCO-03 module in the line-side converter and channel CH1 of the RDCO module in the motor-side converter are used for the internal communication. In case multiple devices are to be connected to one channel, they must be connected in a ring.

# Installation of AGPS board (Prevention of Unexpected Start, +Q950)

---

## What this chapter contains

This chapter describes the electrical installation of the optional Prevention of Unexpected Start function (+Q950) of the drive.

## Prevention of Unexpected Start (+Q950)

The optional Prevention of Unexpected Start function includes an AGPS board which is connected to the drive and an external power supply. See also chapter [Planning the electrical installation](#), page 50.

## Installation of the AGPS board



**WARNING!** Dangerous voltages can be present on the AGPS board even when the 115...230 V supply is switched off. Follow the [Safety instructions](#) on the first pages of this manual and the instruction in this chapter when working on the AGPS board.

**Make sure that the drive is disconnected from the mains (input power) and the 115...230 V source for the AGPS board is switched off during installation and maintenance. If the drive is already connected to the mains, wait for 5 min after disconnecting mains power.**

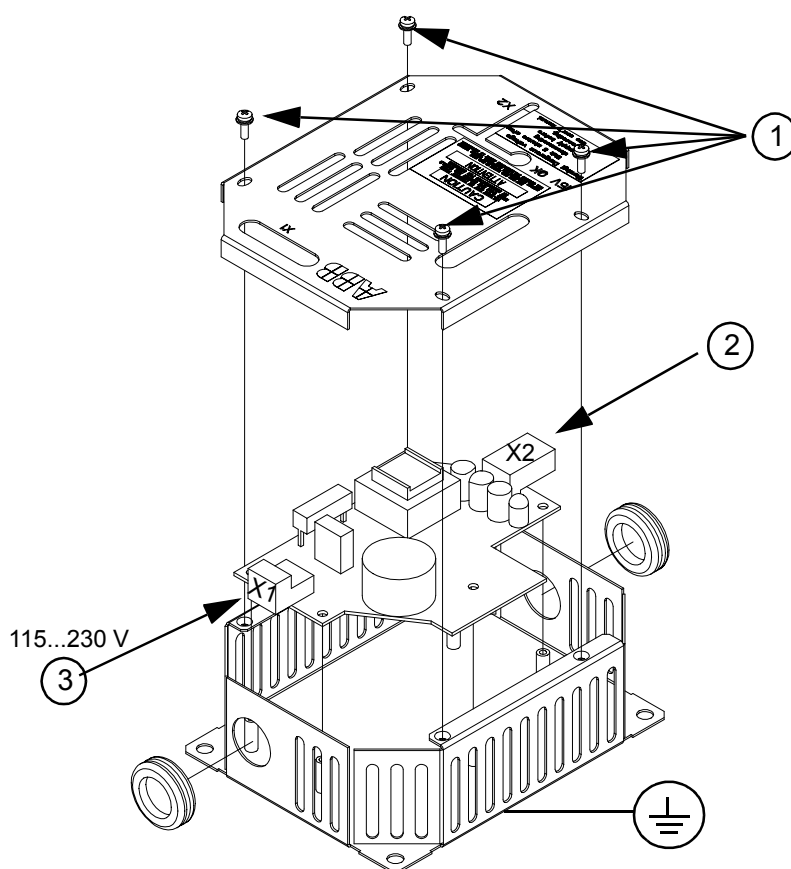
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See

- page [24](#) for location of terminal block X41 of the drive
- page [73](#) for the circuit diagram
- page [74](#) for the dimensions of the AGPS board
- section [AGPS-11C](#) in chapter [Technical data](#) for the technical data of the board.  
**Note:** Maximum cable length between AGPS terminal block X2 and the drive terminal block is restricted to 10 metres.

Connect the AGPS board as follows:

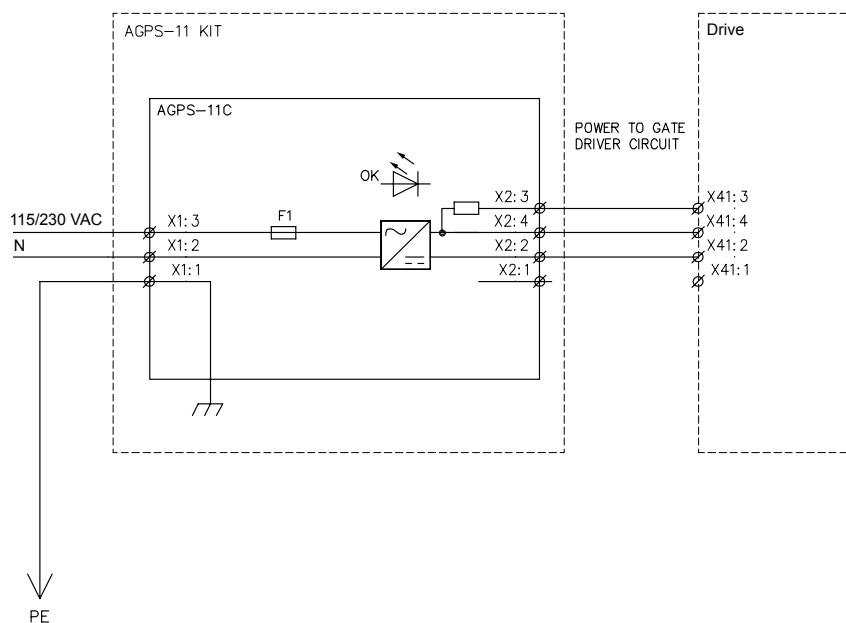
- Remove the enclosure cover by undoing the fixing screws (1).
- Ground the bottom plate of the enclosure or via terminal X1:1 of the AGPS board.
- Connect the cable delivered with the kit between terminal block X2 of the AGPS board (2) and drive terminal block X41.
- Connect a cable between connector X1 of the AGPS board (3) and the 115...230 V source.
- Fasten the enclosure cover back with screws.





## Circuit diagram

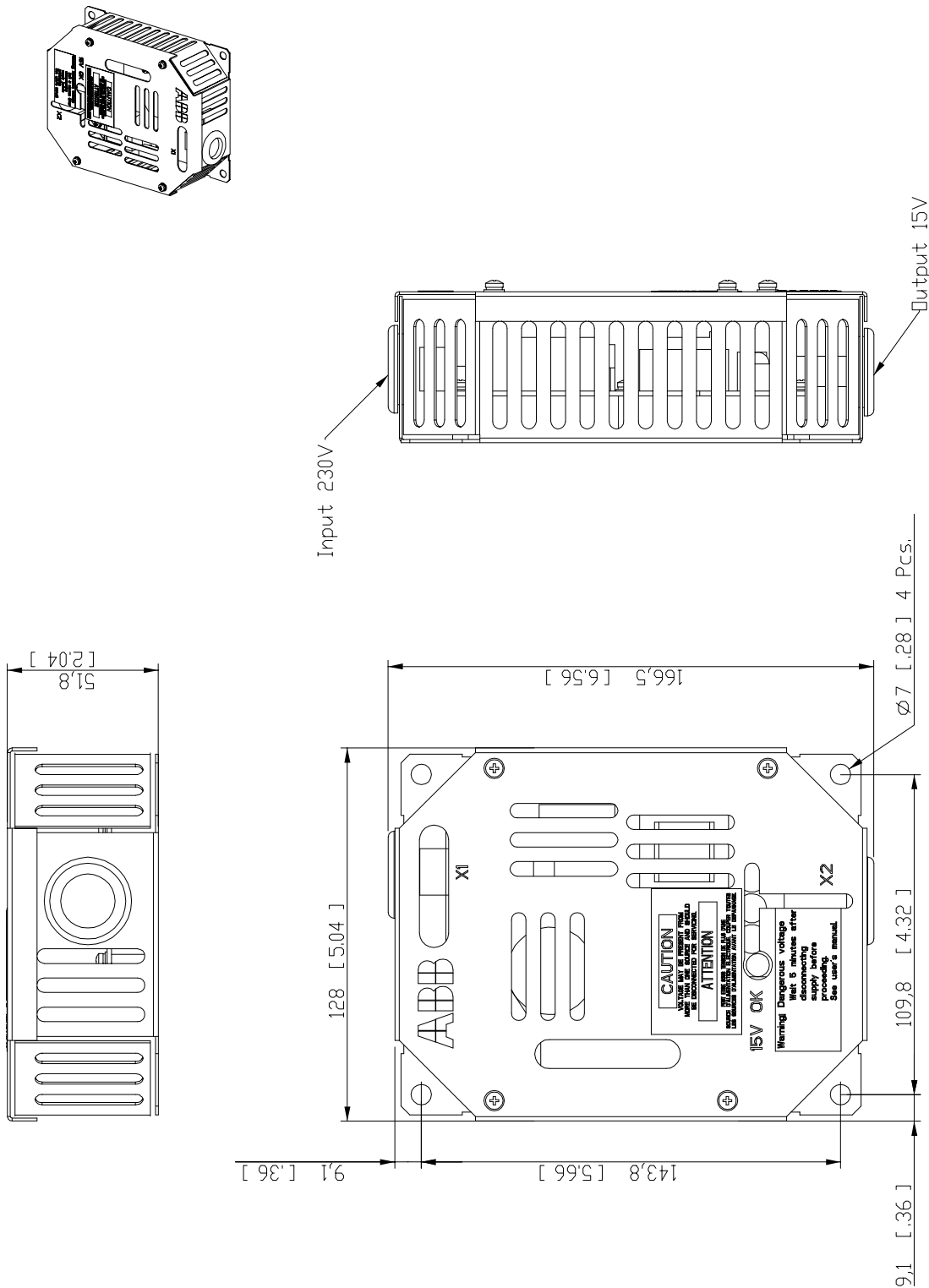
This circuit diagram shows how the AGPS-11 kit is installed.



3AFE00374994

Dimensional drawing

The dimensional drawing of the AGPS board is shown below.



3AFE68293898

# Motor control and I/O board (RMIO)

---

## What this chapter contains

This chapter shows

- external control connections to the RMIO board for the ACS800 Standard Application Program (Factory Macro)
- specifications of the inputs and outputs of the board.

## To which products this chapter applies

This chapter applies to ACS800 units which employ RMIO-01 board from revision J onwards and RMIO-02 board from revision H onwards.

## Note for the ACS800-02 with enclosure extension and the ACS800-07

The connections for the RMIO board shown below apply also to optional terminal block X2 available for the ACS800-02 and ACS800-07. The terminals of the RMIO board are wired to terminal block X2 internally.

Terminals of X2 accept cables from 0.5 to 4.0 mm<sup>2</sup> (22 to 12 AWG). Tightening torque for screw terminals is 0.4 to 0.8 Nm (0.3 to 0.6 lbf ft). For disconnecting wires from spring terminals, use a screw driver with a blade thickness of 0.6 mm (0.024 in.) and width of 3.5 mm (0.138 in.), e.g. PHOENIX CONTACT SZF 1-0,6X3,5.

## Note on terminal labelling

Optional modules (Rxxx) may have identical terminal designations with the RMIO board.

## Note on external power supply

External +24 V power supply for the RMIO board is recommended if

- the application requires a fast start after connecting the input power supply
- fieldbus communication is required when the input power supply is disconnected.

The RMIO board can be supplied from an external power source via terminal X23 or X34 or via both X23 and X34. The internal power supply to terminal X34 can be left connected when using terminal X23.



**WARNING!** If the RMIO board is supplied from an external power source via terminal X34, the loose end of the cable removed from the RMIO board terminal must be secured mechanically to a location where it cannot come into contact with electrical parts. If the screw terminal plug of the cable is removed, the wire ends must be individually insulated.

---

### Parameter settings

In Standard Application Program, set parameter 16.9 CTRL BOARD SUPPLY to EXTERNAL 24V if the RMIO board is powered from an external supply.

## External control connections (non-US)

External control cable connections to the RMIO board for the ACS800 Standard Application Program (Factory Macro) are shown below. For external control connections of other application macros and programs, see the appropriate *Firmware Manual*.

### RMIO

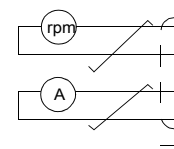
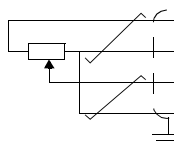
#### Terminal block size:

cables 0.3 to 3.3 mm<sup>2</sup> (22 to 12 AWG)

#### Tightening torque:

0.2 to 0.4 Nm

(0.2 to 0.3 lbf ft)



\* optional terminal block in ACS800-02 and ACS800-07

1) Only effective if par. 10.03 is set to REQUEST by the user.

2) 0 = open, 1 = closed

DI4	Ramp times according to
0	parameters 22.02 and 22.03
1	parameters 22.04 and 22.05

3) See par. group 12 CONSTANT SPEEDS.

DI5	DI6	Operation
0	0	Set speed through AI1
1	0	Constant speed 1
0	1	Constant speed 2
1	1	Constant speed 3

4) See parameter 21.09 START INTRL FUNC.

5) Total maximum current shared between this output and optional modules installed on the board.

X2*	RMIO
X20	X20
1	1 VREF- Reference voltage -10 VDC, $1 \text{ kohm} \leq R_L \leq 10 \text{ kohm}$
2	2 AGND
X21	X21
1	1 VREF+ Reference voltage 10 VDC, $1 \text{ kohm} \leq R_L \leq 10 \text{ kohm}$
2	2 AGND
3	3 AI1+ Speed reference 0(2) ... 10 V, $R_{in} > 200 \text{ kohm}$
4	4 AI1-
5	5 AI2+ By default, not in use. 0(4) ... 20 mA, $R_{in} = 100 \text{ ohm}$
6	6 AI2-
7	7 AI3+ By default, not in use. 0(4) ... 20 mA, $R_{in} = 100 \text{ ohm}$
8	8 AI3-
9	9 AO1+ Motor speed 0(4)...20 mA $\approx$ 0...motor nom. speed, $R_L \leq 700 \text{ ohm}$
10	10 AO1-
11	11 AO2+ Output current 0(4)...20 mA $\approx$ 0...motor nom. current, $R_L \leq 700 \text{ ohm}$
12	12 AO2-
X22	X22
1	1 DI1 Stop/Start
2	2 DI2 Forward/Reverse <sup>1)</sup>
3	3 DI3 Not in use
4	4 DI4 Acceleration & deceleration select <sup>2)</sup>
5	5 DI5 Constant speed select <sup>3)</sup>
6	6 DI6 Constant speed select <sup>3)</sup>
7	7 +24VD +24 VDC max. 100 mA
8	8 +24VD
9	9 DGND1 Digital ground
10	10 DGND2 Digital ground
11	11 DIIL Start interlock (0 = stop) <sup>4)</sup>
X23	X23
1	1 +24V Auxiliary voltage output and input, non-isolated, 24 VDC 250 mA <sup>5)</sup>
2	2 GND
X25	X25
1	1 RO1 Relay output 1: ready
2	2 RO1
3	3 RO1
X26	X26
1	1 RO2 Relay output 2: running
2	2 RO2
3	3 RO2
X27	X27
1	1 RO3 Relay output 3: fault (-1)
2	2 RO3
3	3 RO3

Fault

## External control connections (US)

External control cable connections to the RMIO board for the ACS800 Standard Application Program (Factory Macro US version) are shown below. For external control connections of other application macros and programs, see the appropriate *Firmware Manual*.

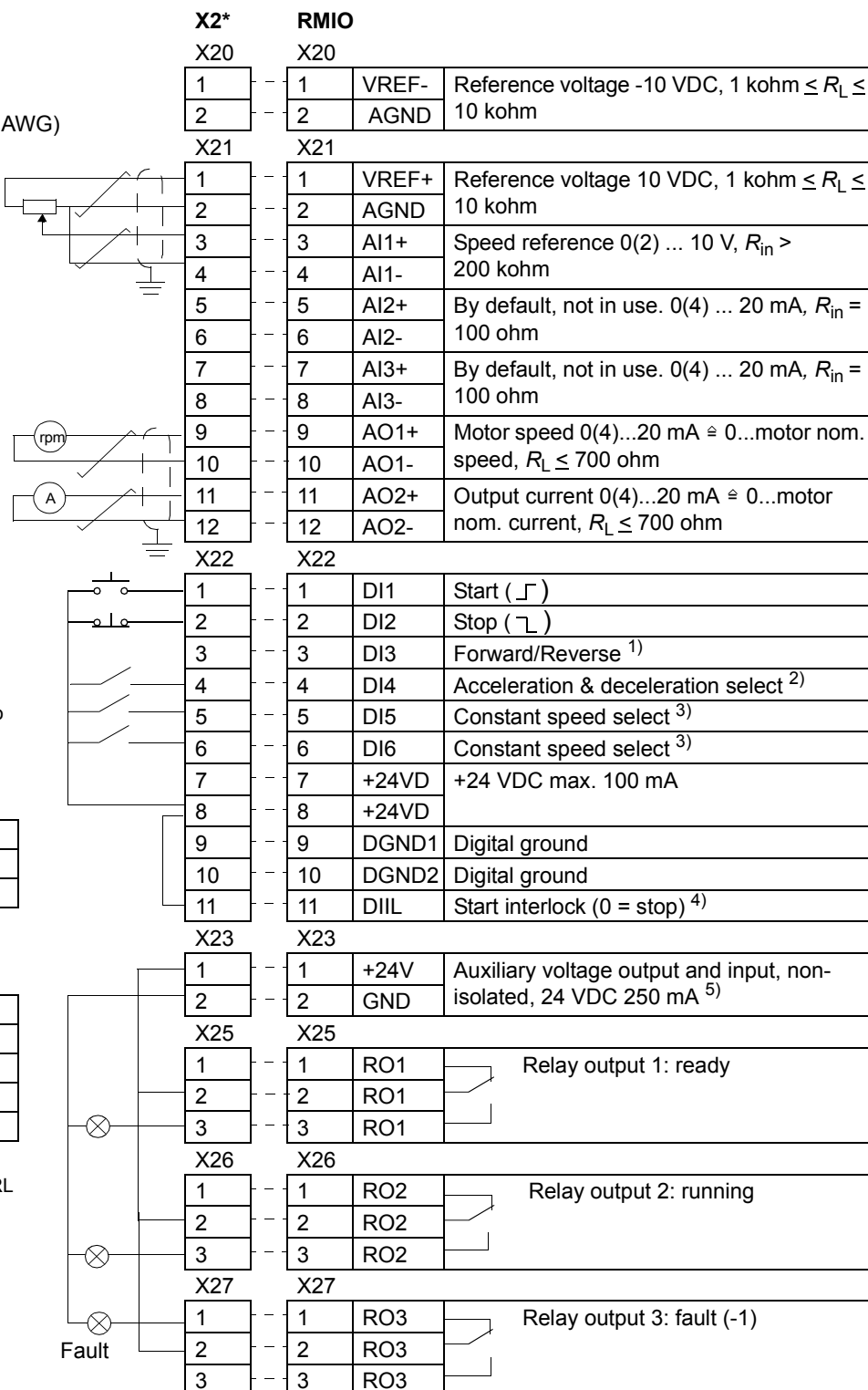
### RMIO

#### Terminal block size:

cables 0.3 to 3.3 mm<sup>2</sup> (22 to 12 AWG)

#### Tightening torque:

0.2 to 0.4 Nm (0.2 to 0.3 lbf ft)



\* optional terminal block in ACS800-U2 and ACS800-U7

<sup>1)</sup> Only effective if par. 10.03 is set to REQUEST by the user.

<sup>2)</sup> 0 = open, 1 = closed

DI4	Ramp times according to
0	parameters 22.02 and 22.03
1	parameters 22.04 and 22.05

<sup>3)</sup> See par. group 12 CONSTANT SPEEDS.

DI5	DI6	Operation
0	0	Set speed through AI1
1	0	Constant speed 1
0	1	Constant speed 2
1	1	Constant speed 3

<sup>4)</sup> See parameter 21.09 START INTRL FUNC.

<sup>5)</sup> Total maximum current shared between this output and optional modules installed on the board.

## RMIO board specifications

### Analogue inputs

	With Standard Application Program two programmable differential current inputs (0 mA / 4 mA ... 20 mA, $R_{in} = 100 \text{ ohm}$ ) and one programmable differential voltage input (-10 V / 0 V / 2 V ... +10 V, $R_{in} > 200 \text{ kohm}$ ). The analogue inputs are galvanically isolated as a group.
Isolation test voltage	500 VAC, 1 min
Max. common mode voltage between the channels	$\pm 15 \text{ VDC}$
Common mode rejection ratio	$\geq 60 \text{ dB}$ at 50 Hz
Resolution	0.025 % (12 bit) for the -10 V ... +10 V input. 0.5 % (11 bit) for the 0 ... +10 V and 0 ... 20 mA inputs.
Inaccuracy	$\pm 0.5 \text{ %}$ (Full Scale Range) at 25 °C (77 °F). Temperature coefficient: $\pm 100 \text{ ppm/}^{\circ}\text{C}$ ( $\pm 56 \text{ ppm/}^{\circ}\text{F}$ ), max.

### Constant voltage output

Voltage	+10 VDC, 0, -10 VDC $\pm 0.5 \text{ %}$ (Full Scale Range) at 25 °C (77 °F). Temperature coefficient: $\pm 100 \text{ ppm/}^{\circ}\text{C}$ ( $\pm 56 \text{ ppm/}^{\circ}\text{F}$ ) max.
Maximum load	10 mA
Applicable potentiometer	1 kohm to 10 kohm

### Auxiliary power output

Voltage	24 VDC $\pm 10 \text{ %}$ , short circuit proof
Maximum current	250 mA (shared between this output and optional modules installed on the RMIO)

### Analogue outputs

	Two programmable current outputs: 0 (4) to 20 mA, $R_L \leq 700 \text{ ohm}$
Resolution	0.1 % (10 bit)
Inaccuracy	$\pm 1 \text{ %}$ (Full Scale Range) at 25 °C (77 °F). Temperature coefficient: $\pm 200 \text{ ppm/}^{\circ}\text{C}$ ( $\pm 111 \text{ ppm/}^{\circ}\text{F}$ ) max.

### Digital inputs

	With Standard Application Program six programmable digital inputs (common ground: 24 VDC, -15 % to +20 %) and a start interlock input. Group isolated, can be divided in two isolated groups (see <a href="#">Isolation and grounding diagram</a> below). Thermistor input: 5 mA, $< 1.5 \text{ kohm} \hat{=}$ "1" (normal temperature), $> 4 \text{ kohm} \hat{=}$ "0" (high temperature), open circuit $\hat{=}$ "0" (high temperature). Internal supply for digital inputs (+24 VDC): short-circuit proof. An external 24 VDC supply can be used instead of the internal supply.
Isolation test voltage	500 VAC, 1 min
Logical thresholds	$< 8 \text{ VDC} \hat{=}$ "0", $> 12 \text{ VDC} \hat{=}$ "1"
Input current	DI1 to DI 5: 10 mA, DI6: 5 mA
Filtering time constant	1 ms

### Relay outputs

---

	Three programmable relay outputs
Switching capacity	8 A at 24 VDC or 250 VAC, 0.4 A at 120 VDC
Minimum continuous current	5 mA rms at 24 VDC
Maximum continuous current	2 A rms
Isolation test voltage	4 kVAC, 1 minute

### DDCS fibre optic link

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	With optional communication adapter module RDCO. Protocol: DDCS (ABB Distributed Drives Communication System)
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### 24 VDC power input

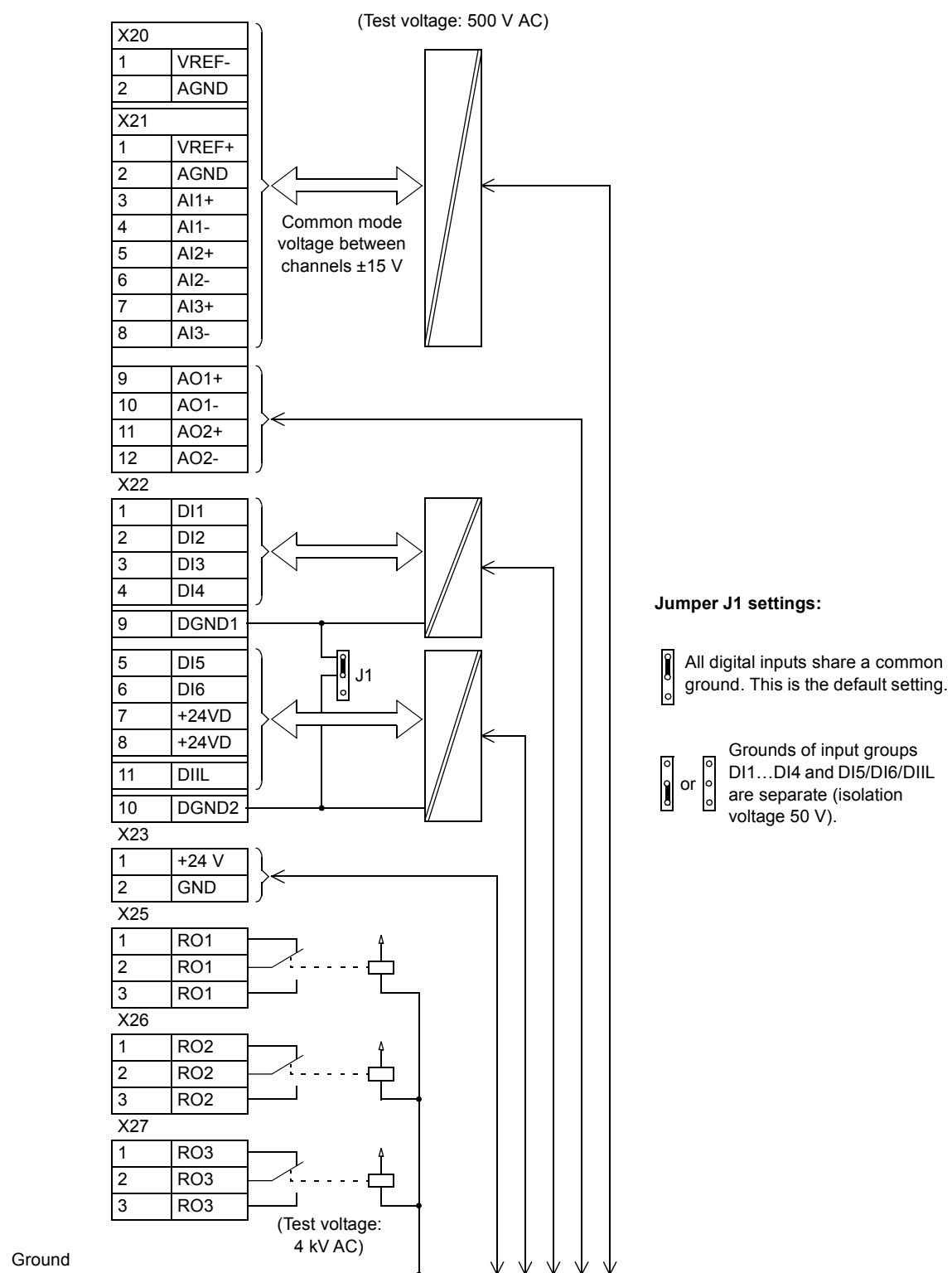
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Voltage	24 VDC $\pm$ 10 %
Typical current consumption (without optional modules)	250 mA
Maximum current consumption	1200 mA (with optional modules inserted)

The terminals on the RMIO board as well as on the optional modules attachable to the board fulfil the Protective Extra Low Voltage (PELV) requirements stated in EN 50178 provided that the external circuits connected to the terminals also fulfil the requirements and the installation site is below 2000 m (6562 ft). Above 2000 m (6562 ft), see page [57](#).



## Isolation and grounding diagram





# Installation checklist

---

## What this chapter contains

This chapter contains an installation checklist.

## Installation checklist

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



**WARNING!** Only qualified electricians are allowed to commission the drive. Read and follow the [Safety instructions](#) on the first pages of this manual. Ignoring the safety instructions can cause injury or death.

---

Check...

### MECHANICAL INSTALLATION

- ☐ The ambient operating conditions are allowed. (See [Mechanical installation, Technical data](#))
- ☐ The unit is fixed properly on a vertical non-flammable wall. (See [Mechanical installation.](#))
- ☐ The cooling air will flow freely.
- ☐ The motor and the driven equipment are ready for start. (See [Planning the electrical installation: Motor selection and compatibility, Technical data: Motor connection.](#))

### ELECTRICAL INSTALLATION (See [Planning the electrical installation, Electrical installation.](#))

- ☐ The +E202 and +E200 EMC filter capacitors are disconnected if the drive is connected to an IT (ungrounded) system.
- ☐ The capacitors are reformed if stored over one year (refer to *ACS 600/800 Capacitor Reforming Guide* [64059629 (English)]).
- ☐ The drive is grounded properly.
- ☐ The mains (input power) voltage matches the drive nominal input voltage.
- ☐ The mains (input power) connections at U1, V1 and W1 and their tightening torques are OK.
- ☐ Appropriate mains (input power) fuses and disconnectors are installed.

## Check...

- ☐ The motor connections at U2, V2 and W2 and their tightening torques are OK.
- ☐ The motor cable is routed away from other cables.
- ☐ There are no power factor compensation capacitors in the motor cable.
- ☐ The external control connections inside the drive are OK.
- ☐ There are no tools, foreign objects or dust from drilling inside the drive.
- ☐ Mains (input power) voltage cannot be applied to the output of the drive (with bypass connection).
- ☐ Drive, motor connection box and other covers are in place.

# Start-up and use

---

## What this chapter contains

This chapter describes the start-up procedure and use of the drive.

## Start-up and use



**WARNING!** Only qualified electricians are allowed to commission the drive. Read and follow the [Safety instructions](#) on the first pages of this manual. Ignoring the safety instructions can cause injury or death.

Perform the start-up procedure as described in the appropriate application program firmware manual. **The parameters of the line-side converter control program need not be set in a normal start-up procedure or in normal use.** However, it is recommended to set parameter 16.15 I/O START MODE to DI2 LEVEL:

- if the motor is started and stopped frequently. This prolongs the lifespan of the charging contactor.
- when starting the motor without start delay is required.
- if the drive is connected to other drives via a common DC bus. Otherwise, the charging resistor may be damaged.

For setting of parameter 16.15 I/O START MODE, change the control panel to control the line-side converter as shown on page [86](#).

### Note




- In normal use, have the control panel control the RMIO board of the motor-side converter (default, ID number 1). If the control panel is set to control the RMIO board of the line-side converter (ID number 2), the drive does not stop by pressing the control panel Stop key.
- Do not change the ID numbers of the converters from the default settings. If the ID numbers of the line-side and motor side converters are set equal, the control panel stops communicating.
- Keep parameter 20.05 OVERVOLTAGE CTRL set to ON (default) when no brake chopper and resistor are installed. The parameter index is valid for Standard Application Program. For other application programs, see the appropriate firmware manual. For parameter settings with a brake chopper and resistor, see chapter [Resistor braking](#).

## Control panel

The drive is equipped with a control panel (type CDP-312R). The CDP-312R is the user interface of the line-side converter and the motor-side converter of the drive, providing the essential controls such as Start/Stop/Direction/Reset/Reference, and the parameter settings for the units' application programs. More information on using the panel can be found in the *Firmware Manual* delivered with the drive.

The control panel is wired to both the line-side converter and the motor-side converter using a Y-splitter. The converter that is currently being controlled is indicated by the converter name on the drive display; the suffix "MR" denotes motor-side converter, "LR" denotes line-side converter. The control is switched between the converters as follows:




### To control the line-side converter...

Step	Action	Press key	Display (example)
1.	Enter the Drive Selection Mode. <b>Note:</b> In local control mode, the motor-side converter trips if parameter 30.02 PANEL LOSS is set to FAULT. Refer to the appropriate application program firmware manual.		ACS 800 0050_5MR ASXR7xxx ID-NUMBER 1
2.	Scroll to ID number 2.		ACS 800 0050_5LR IXXR7xxx ID-NUMBER 2
3.	Verify the change to the line-side converter and display the warning or fault text .		2 -> 380.0 V ACS 800 0050_5LR ** FAULT ** DC OVERVOLT (3210)



**WARNING!** The drive does not stop by pressing the control panel Stop key in local control mode.

### To control the motor-side converter...

Step	Action	Press key	Display (example)
1.	Enter the Drive Selection Mode.		ACS 800 0050_5LR IXXR7xxx ID-NUMBER 2
2.	Scroll to ID number 1.		ACS 800 0050_5MR ACXR7xxx ID-NUMBER 1
3.	Verify the change to the motor-side converter.		1 L -> 0.0 rpm I FREQ 0.00 Hz CURRENT 0.00 A POWER 0.00 %





# Actual signals and parameters

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## What this chapter contains

This chapter contains listings of parameters specific to the ACS800-31 and ACS800-U31.

## Line-side converter actual signals and parameters in the motor-side converter application program

This section describes the actual signals and parameters of the line-side converter control program which are copied to the motor-side converter application program. The user can view two actual signals (by default, measured line current and intermediate circuit DC voltage) and change the values of the copied parameters without changing the control panel between two control boards and programs. In normal use, there is no need to set these or other parameters of the line-side converter control program. For more information on the parameters, refer to *IGBT Supply Control Program Firmware Manual* [3AFE68315735 (English)], available on request from ABB.

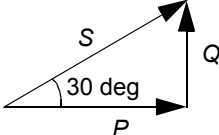
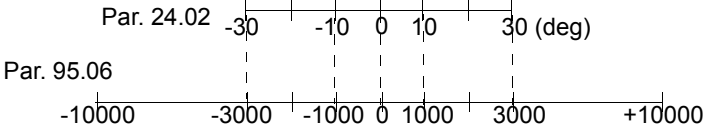
### Terms and abbreviations

Term	Definition
Actual signal	Signal measured or calculated by the drive. Can be monitored by the user. No user setting possible.
Def.	Default value
FbEq	Fieldbus equivalent: The scaling between the value shown on the control panel and the integer used in serial communication.
Parameter	A user-adjustable operation instruction of the drive.

### Actual signals

No.	Name/Value	Description	FbEq	Def.
<b>09</b>	<b>ACTUAL SIGNALS</b>	Signals from the line converter.		
09.12	LCU ACT SIGNAL 1	Line converter signal selected by par. 95.08 LCU PAR1 SEL.	1 = 1	106
09.13	LCU ACT SIGNAL 2	Line converter signal selected by par. 95.09 LCU PAR2 SEL.	1 = 1	110

## Parameters

No.	Name/Value	Description	FbEq	Def.
<b>95 HARDWARE SPECIF</b>		Line converter references and actual signal selections.		
95.06	LCU Q POW REF	<p>Reactive power reference for the line converter i.e. the value for par. 24.02 Q POWER REF2 in the IGBT Supply Control Program.</p> <p><u>Scaling example 1:</u> 10000 equals to a value of 10000 of parameter 24.02 Q POWER REF2 and 100% of par. 24.01 Q POWER REF (i.e. 100% of the converter nominal power given in par. 04.06 CONV NOM POWER) when par. 24.03 Q POWER REF2 SEL is set to PERCENT.</p> <p><u>Scaling example 2:</u> Par. 24.03 Q POWER REF2 SEL is set to kVAr. A value of 1000 of par. 95.06 equals to 1000 kVAr of par. 24.02 Q POWER REF2. Value of par. 24.01 Q POWER REF is then <math>100 \cdot (1000 \text{ kVAr divided by converter nominal power in kVAr})\%</math>.</p> <p><u>Scaling example 3:</u> Par. 24.03 Q POWER REF2 SEL is set to PHI. A value of 10000 of par. 95.06 equals to a value of 100 deg of parameter 24.02 Q POWER REF2 which is limited to 30 deg. The value of par. 24.01 Q POWER REF will be determined approximately according to the following equation where <math>P</math> is read from actual signal 1.06 POWER:</p> <div style="text-align: center;"> <math display="block">\cos 30 = \frac{P}{S} = \frac{P}{\sqrt{P^2 + Q^2}}</math>  </div> <p>Positive reference 30 deg denotes capacitive load. Negative reference 30 deg denotes inductive load.</p> <div style="text-align: center;">  </div>		0
	-10000 ... +10000	Setting range.	1 = 1	
95.07	LCU DC REF (V)	DC voltage reference for line converter i.e. the value for par. 23.01 DC VOLT REF.		0
	0 ... 1100	Setting range in volts.	1 = 1 V	
95.08	LCU PAR1 SEL	Selects the line-side converter address from which actual signal 09.12 LCU ACT SIGNAL 1 is read.		106
	0 ... 10000	Parameter index.	1 = 1	
95.09	LCU PAR2 SEL	Selects the line-side converter address from which actual signal 09.13 LCU ACT SIGNAL 2 is read.		110
	0 ... 10000	Parameter index.	1 = 1	

## ACS800-31/U31 specific parameters in the IGBT Supply Control Program



The signals and parameters of the IGBT Supply Control Program which are specific to the ACS800-31 and ACS800-U31 are described in the tables below. These parameters need not be set in a normal start-up. For more information on parameters of the IGBT Supply Control Program, refer to *IGBT Supply Control Program Firmware Manual* [3AFE68315735 (English)].

### Terms and abbreviations

Term	Definition
B	Boolean data type
C	Character string data type
Def.	Default value data type
FbEq	Fieldbus equivalent: the scaling between the value shown on the control panel and the integer used in serial communication
I	Integer data type
R	Real data type
T.	Data type (see B, C, I, R)

### Parameters

No.	Name/Value	Description	T./FbEq	Def.
<b>16 SYSTEM CTR INPUTS</b>		Parameter lock, parameter back-up etc.		
16.15	I/O START MODE	Selects I/O control start mode when par. 98.01 COMMAND SEL is set to I/O.	B	DI2 EDGE
	DI2 EDGE	Starts the line converter by digital input DI2 rising edge. The line converter starts to modulate and the charging resistors will be bypassed when the motor-side converter is started.	0	
	DI2 LEVEL	Starts the line converter by the level of digital input DI2. The line converter starts to modulate and the charging resistors will be bypassed when the line converter RMIO board is powered, its digital input DI2 is ON and there are no faults. <b>Note:</b> This selection changes the value of par. 98.01 COMMAND SEL from the default setting MCW to I/O on the next RMIO board power-up.	1	

No.	Name/Value	Description	T./FbEq	Def.
<b>31</b>	<b>AUTOMATIC RESET</b>	<p>Automatic fault reset.</p> <p>Automatic resets are possible only for certain fault types and when the automatic reset function is activated for that fault type.</p> <p>The automatic reset function is not operational if the drive is in local control (L visible on the first row of the control panel display).</p> <p> <b>WARNING!</b> If the start command is selected and it is ON, the line converter may restart immediately after automatic fault reset. Ensure that the use of this feature will not cause danger.</p> <p> <b>WARNING!</b> Do not use these parameters when the drive is connected to a common DC bus. The charging resistors may be damaged in an automatic reset.</p>		
31.01	NUMBER OF TRIALS	Defines the number of automatic fault resets the drive performs within the time defined by parameter 31.02 TRIAL TIME.	I	0
	0 ... 5	Number of the automatic resets	0	
31.02	TRIAL TIME	Defines the time for the automatic fault reset function. See parameter 31.01 NUMBER OF TRIALS.	R	30 s
	1.0 ... 180.0 s	Allowed resetting time	100 ... 18000	
31.03	DELAY TIME	Defines the time that the drive will wait after a fault before attempting an automatic reset. See parameter 31.01 NUMBER OF TRIALS.	R	0 s
	0.0 ... 3.0 s	Resetting delay	0 ... 300	
31.04	OVERCURRENT	Activates/deactivates the automatic reset for the line converter overcurrent fault.	B	NO
	NO	Inactive	0	
	YES	Active	65535	
31.05	OVERVOLTAGE	Activates/deactivates the automatic reset for the intermediate link overvoltage fault.	B	NO
	NO	Inactive	0	
	YES	Active	65535	
31.06	UNDERVOLTAGE	Activates/deactivates the automatic reset for the intermediate link undervoltage fault.	B	NO
	NO	Inactive	0	
	YES	Active	65535	

### Fixed parameters with the ACS800-31 and ACS800-U31

When the IGBT Supply Control Program is loaded into the ACS800-31 or ACS800-U31, the following parameters are set to the default values given in the table below.

Parameter		Default value	If changed,
11.01	DC REF SELECT	FIELD BUS	the default values will be restored on the next power-up.
11.02	Q REF SELECT	PARAM 24.02	
98.01	COMMAND SEL	MCW. <b>Note:</b> If par. 16.15 I/O START MODE is set to DI2 LEVEL, the default value is changed to I/O on the next RMIO board power-up.	
98.02	COMM. MODULE	INVERTER	
30.02	EARTH FAULT	FAULT. <b>Note:</b> The ACS800-31/U31 line converter is not equipped with internal earth fault supervision.	the default values will not be restored on the next power-up. Do not change. If the default values are changed, the drive will not operate.
70.01	CH0 NODE ADDR	120	
70.19	CH0 HW CONNECTION	RING	
70.20	CH3 HW CONNECTION	RING	
71.01	CH0 DRIVEBUS MODE	NO	



# Maintenance

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## What this chapter contains

This chapter contains preventive maintenance instructions.

## Safety



**WARNING!** Read the [Safety instructions](#) on the first pages of this manual before performing any maintenance on the equipment. Ignoring the safety instructions can cause injury or death.

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## Maintenance intervals

If installed in an appropriate environment, the drive requires very little maintenance. This table lists the routine maintenance intervals recommended by ABB.

Maintenance	Interval	Instruction
Capacitor reforming	Every year when stored	See <a href="#">Reforming</a> .
Heatsink temperature check and cleaning	Depends on the dustiness of the environment (every 6 to 12 months)	See <a href="#">Heatsink</a> .
Change of additional cooling fan	Every three years	See <a href="#">Additional fan</a> .
Main cooling fan change	Every six years	See <a href="#">Main cooling fan</a> .
Capacitor change	Every ten years	See <a href="#">Capacitors</a> .

## Heatsink

The heatsink fins pick up dust from the cooling air. The drive runs into overtemperature warnings and faults if the heatsink is not clean. In a “normal” environment (not dusty, not clean) the heatsink should be checked annually, in a dusty environment more often.

Clean the heatsink as follows (when necessary):

1. Remove the cooling fan (see section [Main cooling fan](#)).
2. Blow clean compressed air (not humid) from bottom to top and simultaneously use a vacuum cleaner at the air outlet to trap the dust. **Note:** If there is a risk of the dust entering adjoining equipment, perform the cleaning in another room.
3. Replace the cooling fan.

## Main cooling fan

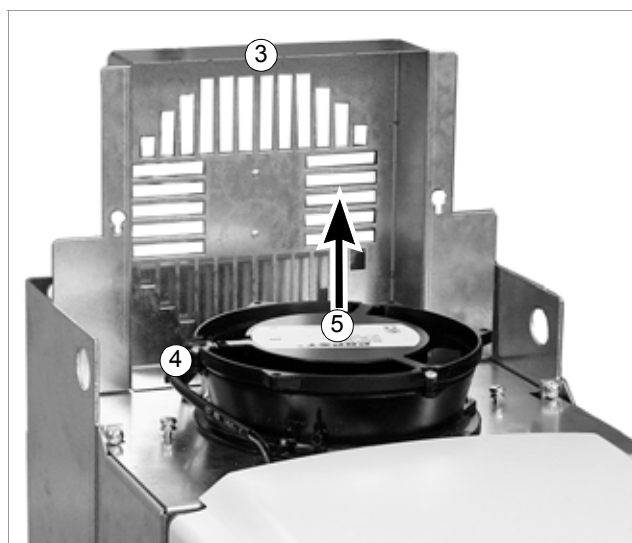
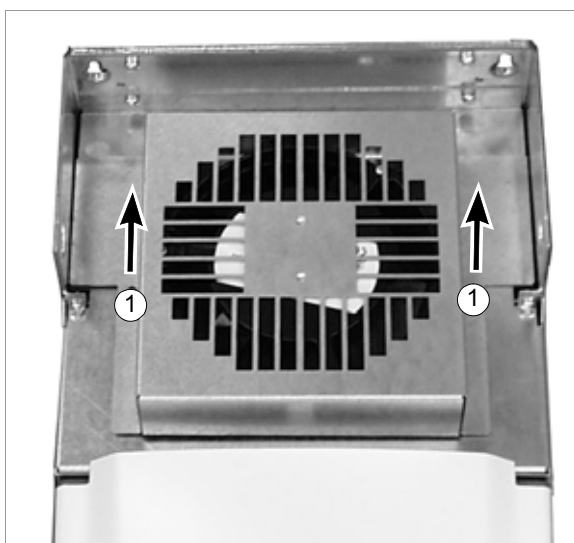
The cooling fan lifespan of the drive is about 50 000 operating hours. The actual lifespan depends on the drive usage and ambient temperature. See the appropriate ACS800 firmware manual for an actual signal which indicates the hours of usage of the fan. For resetting the running time signal after a fan replacement, please contact ABB.

Fan failure can be predicted by the increasing noise from fan bearings and the gradual rise in the heatsink temperature in spite of heatsink cleaning. If the drive is operated in a critical part of a process, fan replacement is recommended once these symptoms start appearing. Replacement fans are available from ABB. Do not use other than ABB specified spare parts.



### Fan replacement (R5, R6)

1. Loosen the fastening screws of the top plate.
2. Push the top plate backwards.
3. Lift the top plate up.
4. Disconnect the fan supply wires (detachable connector).
5. Lift the fan up.
6. Install the new fan in reverse order.



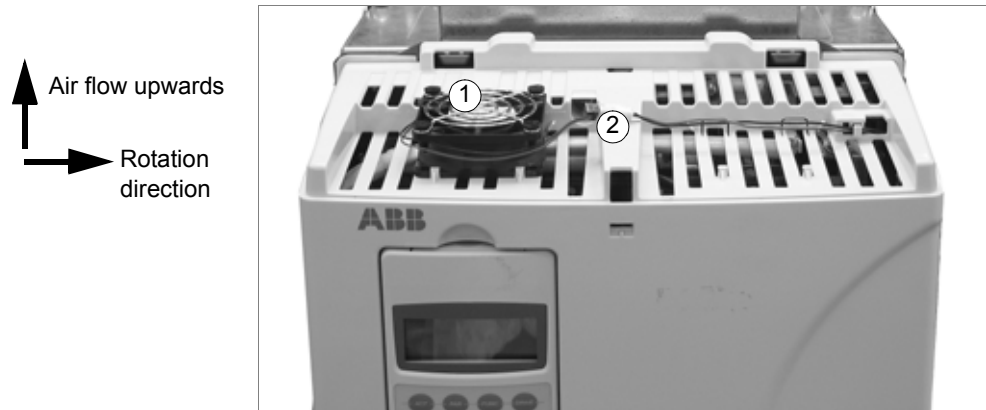
## Additional fan

### Replacement (R5)

Remove the front cover. The fan is located on the right-hand side of the control panel (R5). Lift the fan out and disconnect the cable. Install the new fan in reverse order.

**Replacement (R6)**

Remove the top cover by lifting it by the rear edge. To remove the fan, release the retaining clips by pulling the back edge (1) of the fan upwards. Disconnect the cable (2, detachable terminal). Install the new fan in reverse order.



**Capacitors**

The drive intermediate circuit employs several electrolytic capacitors. Their lifespan is from 45 000 to 90 000 hours depending on drive loading and ambient temperature. Capacitor life can be prolonged by lowering the ambient temperature.

It is not possible to predict a capacitor failure. Capacitor failure is usually followed by a mains fuse failure or a fault trip. Contact ABB if capacitor failure is suspected. Replacements are available from ABB. Do not use other than ABB specified spare parts.

**Reforming**

Reform (re-age) spare part capacitors once a year according to *ACS 600/800 Capacitor Reforming Guide* (code: 3AFE64059629).

**LEDs**

This table describes LEDs of the drive.

Where	LED	When the LED is lit
RMIO board *	Red	Drive in fault state
	Green	The power supply on the board is OK.
Control panel mounting platform	Red	Drive in fault state
	Green	The main +24 V power supply for the control panel and the RMIO board is OK.

\* The LEDs are not visible

# Fault tracing

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## What this chapter contains

This chapter describes the fault tracing of the line-side converter. For motor-side converter fault tracing, see the appropriate application program firmware manual.

## Faults and warnings displayed by the CDP-312R Control Panel

The control panel will display the warnings and faults of the unit (i.e. line-side converter or motor-side converter) the panel is currently controlling.

Information on warnings and faults concerning the line-side converter are contained within the *IGBT Supply Control Program Firmware Manual* [3AFE68315735 (English)].

The warnings and faults concerning the motor-side converter are dealt with in the application program (e.g. Standard Application Program) *Firmware Manual*.

### Warning/Fault message from unit not being monitored by control panel

Flashing messages WARNING, ID:2 or FAULT, ID:2 on the control panel display indicate a warning or fault state in the line-side converter when the panel is controlling the motor-side converter:

```

FAULT, ID:2
ACS 800 0490_3MR
*** FAULT ***
LINE CONV      (FF51)

```

To display the warning or fault identification text, switch the control panel to view the line-side converter as described in section [Control panel](#) on page [86](#).

### Conflicting ID numbers

If the ID numbers of the line-side and the motor-side converters are set equal, the control panel stops functioning. To clear the situation:

- Disconnect the panel cable from the RMIO board of the motor-side converter.
- Set the ID number of the line-side converter RMIO board to 2. For the setting procedure, see the application program (e.g. Standard Application Program) *Firmware Manual*.
- Connect the disconnected cable to the RMIO board of the motor-side converter again and set the ID number to 1.



# Technical data

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## What this chapter contains

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

## IEC data

### Ratings

The IEC ratings for the ACS800-31 with 50 Hz and 60 Hz supplies are given below.  
The symbols are described below the table.

ACS800-31 size	Nominal ratings		No-overload use $P_{\text{cont.max}}$ kW	Light-overload use		Heavy-duty use		Frame size	Air flow  m <sup>3</sup> /h	Heat dissipation  W
	$I_{\text{cont.max}}$ A	$I_{\text{max}}$ A		$I_{2N}$ A	$P_N$ kW	$I_{2\text{hd}}$ A	$P_{\text{hd}}$ kW			
Three-phase supply voltage 208 V, 220 V, <b>230 V</b> or 240 V										
-0011-2	34	52	7.5	32	7.5	26	5.5	R5	350	505
-0016-2	47	68	11	45	11	38	7.5	R5	350	694
-0020-2	59	90	15	56	15	45	11	R5	350	910
-0025-2	75	118	22	69	18.5	59	15	R5	350	1099
-0030-2	88	144	22	83	22	72	18.5	R5	350	1315
-0040-2	120	168	37	114	30	84	22	R6	405	1585
-0050-2	150	234	45	143	45	117	30	R6	405	2125
-0060-2	169	264	45	157	45	132	37	R6	405	2530
Three-phase supply voltage 380 V, <b>400 V</b> or 415 V										
-0016-3	34	52	15	32	15	26	11	R5	350	550
-0020-3	38	61	18.5	36	18.5	34	15	R5	350	655
-0025-3	47	68	22	45	22	38	18.5	R5	350	760
-0030-3	59	90	30	56	30	45	22	R5	350	1000
-0040-3	72	118	37	69	37	59	30	R5	350	1210
-0050-3	86	144	45	83	45	65	30	R5	350	1450
-0060-3	120	168	55	114	55	88	45	R6	405	1750
-0070-3	150	234	75	143	75	117	55	R6	405	2350
-0100-3	165	264	90	157	75	132	75	R6	405	2800
Three-phase supply voltage 380 V, 400 V, 415 V, 440 V, 460 V, 480 V or <b>500 V</b>										
-0020-5	31	52	18.5	29	18.5	25	15	R5	350	655
-0025-5	36	61	22	34	22	30	18.5	R5	350	760
-0030-5	47	68	30	45	30	37	22	R5	350	1000
-0040-5	58	90	37	55	37	47	30	R5	350	1210
-0050-5	70	118	45	67	45	57	37	R5	350	1450
-0060-5	82	144	55	78	45	62	37	R5	350	1750
-0070-5	120	168	75	114	75	88	55	R6	405	2350
-0100-5	139	234	90	132	90	114	75	R6	405	2800
-0120-5	156	264	110	148	90	125	75	R6	405	3400
Three-phase supply voltage 525 V, 550 V, 575 V, 600 V, 660 V or <b>690 V</b>										
-0060-7	57	86	55	54	45	43	37	R6	405	1750
-0070-7	79	120	75	75	55	60	55	R6	405	2350
-0100-7	93	142	90	88	75	71	55	R6	405	2800

PDM code: 00184674-G

## Symbols

### Nominal ratings

$I_{\text{cont.max}}$	continuous rms output current. No overload capability at 40°C.
$I_{\text{max}}$	maximum output current. Available for 10 s at start, otherwise as long as allowed by drive temperature.

### Typical ratings:

#### No-overload use

$P_{\text{cont.max}}$	typical motor power. The power ratings apply to most IEC 34 motors at the nominal voltage, 230 V, 400 V, 500 V or 690 V.
-----------------------	--

#### Light-overload use (10% overload capability)

$I_{2N}$	continuous rms current. 10% overload is allowed for one minute every 5 minutes.
$P_N$	typical motor power. The power ratings apply to most IEC 34 motors at the nominal voltage, 230 V, 400 V, 500 V or 690 V.

#### Heavy-duty use (50% overload capability)

$I_{2hd}$	continuous rms current. 50% overload is allowed for one minute every 5 minutes.
$P_{hd}$	typical motor power. The power ratings apply to most IEC 34 motors at the nominal voltage, 230 V, 400 V, 500 V or 690 V.

## Sizing

The current ratings are the same regardless of the supply voltage within one voltage range. 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.

**Note 1:** The maximum allowed momentary motor shaft power is limited to approximately  $1.3 \cdot P_{\text{cont.max}}$ . If the limit is exceeded, motor torque and current are automatically restricted. The function protects the input bridge and LCL filter of the drive against overload.

**Note 2:** The ratings apply at an ambient temperature of 40°C (104°F). At lower temperatures the ratings are higher (except  $I_{\text{max}}$ ).

**Note 3:** Use the DriveSize PC tool for a more accurate dimensioning if the ambient temperature is below 40°C (104°F) or the drive is loaded cyclically.

## Derating

The load capacity (current and power) decreases if the installation site altitude exceeds 1000 metres (3300 ft), or if the ambient temperature exceeds 40°C (104°F).

### Temperature derating

In the temperature range +40°C (+104°F) to +50°C (+122°F) the rated output current is decreased 1% for every additional 1°C (1.8°F). The output current is calculated by multiplying the current given in the rating table by the derating factor.

Example If the ambient temperature is 50°C (+122°F), the derating factor is  $100\% - 1 \frac{\%}{^{\circ}\text{C}} \cdot 10^{\circ}\text{C} = 90\%$  or 0.90. The output current is then  $0.90 \cdot I_{2N}$  or  $0.90 \cdot I_{2hd}$ .

### Altitude derating

In altitudes from 1000 to 4000 m (3300 to 13123 ft) above sea level, the derating is 1% for every 100 m (328 ft). For a more accurate derating, use the DriveSize PC tool.

## Mains cable fuses

Fuses for short-circuit protection of the mains cable are listed below. The fuses also protect the adjoining equipment of the drive in case of a short-circuit. **Check that the operating time of the fuse is below 0.1 seconds.** The operating time depends on the supply network impedance and the cross-sectional area and length of the supply cable. See also *Planning the electrical installation: Thermal overload and short-circuit protection*. For UL recognized fuses, see *NEMA data*.

**Note 1:** In multicable installations, install only one fuse per phase (not one fuse per conductor).

**Note 2:** Larger fuses must not be used.

**Note 3:** Fuses from other manufacturers can be used if they meet the ratings.

ACS800-31 size	Input current	Fuse					
		A	A <sup>2</sup> s *	V	Manufacturer	Type	IEC size
Three-phase supply voltage 208 V, 220 V, <b>230 V</b> or 240 V							
-0011-2	32	40	9140	500	ABB Control	OFAF000H40	000
-0016-2	44	50	15400	500	ABB Control	OFAF000H50	000
-0020-2	55	63	21300	500	ABB Control	OFAF000H63	000
-0025-2	70	80	34500	500	ABB Control	OFAF000H80	000
-0030-2	82	100	63600	500	ABB Control	OFAF000H100	000
-0040-2	112	125	103000	500	ABB Control	OFAF00H125	00
-0050-2	140	160	200000	500	ABB Control	OFAF00H160	00
-0060-2	157	200	350000	500	ABB Control	OFAF1H200	1
Three-phase supply voltage 380 V, <b>400 V</b> or 415 V							
-0016-3	32	40	9140	500	ABB Control	OFAF000H40	000
-0020-3	35	40	9140	500	ABB Control	OFAF000H40	000
-0025-3	44	50	15400	500	ABB Control	OFAF000H50	000
-0030-3	55	63	21300	500	ABB Control	OFAF000H63	000
-0040-3	67	80	34500	500	ABB Control	OFAF000H80	000
-0050-3	80	100	63600	500	ABB Control	OFAF000H100	000
-0060-3	112	125	103000	500	ABB Control	OFAF00H125	00
-0070-3	140	160	200000	500	ABB Control	OFAF00H160	00
-0100-3	153	200	350000	500	ABB Control	OFAF1H200	1
Three-phase supply voltage 380 V, 400 V, 415 V, 440 V, 460 V, 480 V or <b>500 V</b>							
-0020-5	29	40	9140	500	ABB Control	OFAF000H40	000
-0025-5	33	40	9140	500	ABB Control	OFAF000H40	000
-0030-5	44	50	15400	500	ABB Control	OFAF000H50	000
-0040-5	54	63	21300	500	ABB Control	OFAF000H63	000
-0050-5	65	80	34500	500	ABB Control	OFAF000H80	000
-0060-5	76	100	63600	500	ABB Control	OFAF000H100	000
-0070-5	112	125	103000	500	ABB Control	OFAF00H125	00
-0100-5	129	160	200000	500	ABB Control	OFAF00H160	00
-0120-5	145	200	350000	500	ABB Control	OFAF1H200	1
Three-phase supply voltage 525 V, 550 V, 575 V, 600 V, 660 V or <b>690 V</b>							
-0060-7	53	63	28600	690	ABB Control	OFAA0GG63	0
-0070-7	73	80	52200	690	ABB Control	OFAA0GG80	0
-0100-7	86	100	93000	690	ABB Control	OFAA1GG100	1

PDM code: 00184674-G

\* maximum total  $I^2t$  value for 550 V



## Cable types

The table below gives copper and aluminium cable types for different load currents. Cable sizing is based on max. 9 cables laid on a cable ladder side by side, ambient temperature 30°C, PVC insulation, surface temperature 70°C (EN 60204-1 and IEC 60364-5-2/2001). For other conditions, size the cables according to local safety regulations, appropriate input voltage and the load current of the drive.

Copper cables with concentric copper shield		Aluminium cables with concentric copper shield	
Max. load current A	Cable type mm <sup>2</sup>	Max. load current A	Cable type mm <sup>2</sup>
34	3x6	61	3x25
47	3x10	75	3x35
62	3x16	91	3x50
79	3x25	117	3x70
98	3x35	143	3x95
119	3x50	165	3x120
153	3x70	191	3x150
186	3x95		
215	3x120		
249	3x150		
284	3x185		

PDM code: 00096931-C

## Cable entries

Mains, DC link and motor cable terminal sizes (per phase), accepted cable diameters and tightening torques are given below.

Frame size	U1, V1, W1, U2, V2, W2, UDC+,UDC-			Earthing PE	
	Wire size mm <sup>2</sup>	Max. cable Ø IP21 mm	Tightening torque Nm	Wire size mm <sup>2</sup>	Tightening torque Nm
R5	6...70	35	10	6...70	15
R6	95...185 *	53	20...40	16...95	8

\* with cable lugs 16...70 mm<sup>2</sup>, tightening torque 20...40 Nm

## Dimensions, weights and noise

Frame size	IP21				Noise dB
	Height mm	Width mm	Depth mm	Weight kg	
R5	816	265	390	65	70
R6	970	300	439	100	73

## NEMA data

### Ratings

The NEMA ratings for the ACS800-U31 and ACS800-31 with 60 Hz supplies are given below. The symbols are described below the table. For sizing, derating and 50 Hz supplies, see [IEC data](#) on page 102.

ACS800-U31 size ACS800-31 size	$I_{\max}$  A	Normal use		Heavy-duty use		Frame size	Air flow  ft <sup>3</sup> /min	Heat dissipation  BTU/Hr
		$I_{2N}$ A	$P_N$ HP	$I_{2hd}$ A	$P_{hd}$ HP			
Three-phase supply voltage 208 V, 220 V, <b>230 V</b> or 240 V								
-0011-2	52	32	10	26	7.5	R5	206	1730
-0016-2	68	45	15	38	10	R5	206	2380
-0020-2	90	56	20	45	10	R5	206	3110
-0025-2	118	69	25	59	15	R5	206	3760
-0030-2	144	83	30	72	20	R5	206	4500
-0040-2	168	114	40	84	25	R6	238	5420
-0050-2	234	143	50	117	30	R6	238	7260
-0060-2	264	157	60	132	40	R6	238	8650
Three-phase supply voltage 380 V, 400 V, 415 V, 440 V, <b>460 V</b> or 480 V								
-0020-5	52	29	20	25	15	R5	206	2240
-0025-5	61	34	25	30	20	R5	206	2600
-0030-5	68	45	30	37	25	R5	206	3420
-0040-5	90	55	40	47	30	R5	206	4140
-0050-5	118	67	50	57	40	R5	206	4960
-0060-5	144	78	60	65**	50	R5	206	5980
-0070-5	168	114	75	88	60	R6	238	8030
-0100-5	234	132	100	114	75	R6	238	9570
-0120-5	264	156*	125	125	100	R6	238	11620
Three-phase supply voltage 525 V, <b>575 V</b> , 600 V								
-0060-7	62	54	40	43	30	R6	238	5980
-0070-7	79	75	50	60	40	R6	238	8030
-0100-7	99	88	75	71	50	R6	238	9570

PDM code: 00184674-G

\* allowed with motor power  $\leq 125$  HP and a reactive power reference of 0

\*\* allowed with motor power  $\leq 50$  HP and a reactive power reference of 0

### Symbols

#### Nominal ratings

$I_{\max}$  maximum output current. Available for 10 s at start, otherwise as long as allowed by drive temperature.

#### Normal use (10% overload capability)

$I_{2N}$  continuous rms current. 10% overload is typically allowed for one minute every 5 minutes.

$P_N$  typical motor power. The power ratings apply to most 4-pole NEMA rated motors (230 V, 460 V or 575 V).

#### Heavy-duty use (50% overload capability)

$I_{2hd}$  continuous rms current. 50% overload is typically allowed for one minute every 5 minutes.

$P_{hd}$  typical motor power. The power ratings apply to most 4-pole NEMA rated motors (230 V, 460 V or 575 V).

**Note 1:** The ratings apply at an ambient temperature of 40°C (104°F). At lower temperatures the ratings are higher (except  $I_{\max}$ ).

## Input cable fuses

The ratings of UL listed fuses for branch circuit protection are listed below. The fuses also prevent damage to the adjoining equipment of the drive in case of a short-circuit inside the drive. **Check that the operating time of the fuse is below 0.1 seconds.** The operating time depends on the supply network impedance and the cross-sectional area and length of the supply cable. The fuses must be of the “non-time delay” type. See also *Planning the electrical installation: [Thermal overload and short-circuit protection](#)*.

**Note 1:** In multicable installations, install only one fuse per phase (not one fuse per conductor).

**Note 2:** Larger fuses must not be used.

**Note 3:** Fuses from other manufacturers can be used if they meet the ratings.

ACS800-U31 type ACS800-31 type	Input current A	Fuse				
		A	V	Manufacturer	Type	UL class
Three-phase supply voltage 208 V, 220 V, <b>230 V</b> or 240 V						
-0011-2	32	40	600	Bussmann	JJS-40	T
-0016-2	44	70	600	Bussmann	JJS-70	T
-0020-2	55	80	600	Bussmann	JJS-80	T
-0025-2	70	90	600	Bussmann	JJS-90	T
-0030-2	82	100	600	Bussmann	JJS-100	T
-0040-2	112	150	600	Bussmann	JJS-150	T
-0050-2	140	200	600	Bussmann	JJS-200	T
-0060-2	157	200	600	Bussmann	JJS-200	T
Three-phase supply voltage 380 V, 400 V, 415 V, 440 V, <b>460 V</b> , 480 V or 500 V						
-0020-5	29	40	600	Bussmann	JJS-40	T
-0025-5	33	50	600	Bussmann	JJS-50	T
-0030-5	44	70	600	Bussmann	JJS-70	T
-0040-5	54	80	600	Bussmann	JJS-80	T
-0050-5	65	90	600	Bussmann	JJS-90	T
-0060-5	76	100	600	Bussmann	JJS-100	T
-0070-5	112	150	600	Bussmann	JJS-150	T
-0100-5	129	200	600	Bussmann	JJS-200	T
-0120-5	145	200	600	Bussmann	JJS-200	T
Three-phase supply voltage 525 V, <b>575 V</b> , 600 V						
-0060-7	53	80	600	Bussmann	JJS-80	T
-0070-7	73	100	600	Bussmann	JJS-100	T
-0100-7	86	125	600	Bussmann	JJS-125	T

PDM code: 00184674-G

## Cable types

Cable sizing 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.

Copper cables with concentric copper shield	
Max. load current A	Cable type AWG/kcmil
31	10
44	8
57	6
75	4
88	3
101	2
114	1
132	1/0
154	2/0
176	3/0
202	4/0
224	250 MCM or 2 x 1
251	300 MCM or 2 x 1/0
273	350 MCM or 2 x 2/0

PDM code: 00096931-C

## Cable Entries

Input, DC link and motor cable (per phase) terminal sizes, accepted cable diameters and tightening torques are given below.

Frame size	U1, V1, W1, U2, V2, W2, UDC+, UDC-			Grounding PE	
	Wire size	Wire Ø (UL type 1)	Tightening torque	Wire size	Tightening torque
	AWG	in.	lbf ft	AWG	lbf ft
R5	10...2/0	1.39	11.1	10...2/0	11.1
R6	3/0 ... 350 MCM *	2.09	14.8...29.5	5...4/0	5.9

\* with cable lugs 6...2/0 AWG, tightening torque 14.8...29.5 lbf ft

## Dimensions, weights and noise

Frame size	UL type 1				Noise dB
	Height in.	Width in.	Depth in.	Weight lb	
R5	32.03	10.43	15.35	143	70
R6	38.19	11.81	17.28	220	73

## Input power connection

<b>Voltage (<math>U_1</math>)</b>	208/220/230/240 VAC 3-phase $\pm 10\%$ for 230 VAC units 380/400/415 VAC 3-phase $\pm 10\%$ for 400 VAC units 380/400/415/440/460/480/500 VAC 3-phase $\pm 10\%$ for 500 VAC units 525/550/575/600/660/690 VAC 3-phase $\pm 10\%$ for 690 VAC units
<b>Prospective short-circuit current (IEC 60439-1, UL 508C)</b>	Maximum allowed prospective short-circuit current in the supply is 65 kA in a second providing that the mains cable of the drive is protected with appropriate fuses. US and Canada: The drive is suitable for use on a circuit capable of delivering not more than 65 kA rms symmetrical amperes at the drive nominal voltage when protected by T class fuses.
<b>Frequency</b>	48 to 63 Hz, maximum rate of change 17%/s
<b>Imbalance</b>	Max. $\pm 3\%$ of nominal phase to phase input voltage
<b>Voltage dips</b>	Max. 25%
<b>Fundamental power factor (<math>\cos \phi_1</math>)</b>	1.00 (fundamental at nominal load)
<b>Harmonic distortion</b>	Harmonics are below the limits defined in IEEE519 for all $I_{sc}/I_L$ . Each individual harmonic current fulfils IEEE519 table 10-3 for $I_{sc}/I_L \geq 20$ . Current THD and each individual current harmonic fulfil IEC 61000-3-4 table 5.2 for $R_{sce} \geq 66$ . The values will be met if the supply network voltage is not distorted by other loads.

$R_{sc}$	THD voltage (%)	THD current (%)
20	4	4
100	0.8	5

$$THD = \sqrt{\sum_{n=2}^{50} \left( \frac{I_n}{I_{1contmax}} \right)^2}$$

THD = Total Harmonic Distortion (THD). The voltage THD depends on the short-circuit ratio ( $R_{sc}$ ). The spectrum of the distortion also contains interharmonics.

$I_n$  =  $n^{\text{th}}$  harmonic component

$R_{sc} = R_{sce} = I_{sc}/I_N$

$I_{sc}$  = short-circuit current at point of common coupling (PCC)

$I_{1contmax}$  = continuous maximum input current of the IGBT supply unit

$I_L$  = maximum demand load current

## Motor connection

<b>Voltage (<math>U_2</math>)</b>	0 to $U_1$ , 3-phase symmetrical, $U_{\max}$ at the field weakening point
<b>Frequency</b>	DTC mode: 0 to $3.2 \cdot f_{\text{fwp}}$ . Maximum frequency 300 Hz.  $f_{\text{fwp}} = \frac{U_{\text{Nmains}}}{U_{\text{Nmotor}}} \cdot f_{\text{Nmotor}}$ <p><math>f_{\text{fwp}}</math>: frequency at field weakening point; <math>U_{\text{Nmains}}</math>: mains (input power) voltage;  <math>U_{\text{Nmotor}}</math>: rated motor voltage; <math>f_{\text{Nmotor}}</math>: rated motor frequency</p>
<b>Frequency resolution</b>	0.01 Hz
<b>Current</b>	See section <a href="#">IEC data or NEMA data</a> .
<b>Power limit</b>	Approximately $1.3 \cdot P_{\text{cont.max}}$
<b>Field weakening point</b>	8 to 300 Hz
<b>Switching frequency</b>	3 kHz (average).
<b>Maximum recommended motor cable length</b>	300 m (984 ft). Additional restriction for units with EMC filtering (type code selections +E202 and +E200): max. motor cable length is 100 m (328 ft). With longer cables the EMC Directive requirements may not be fulfilled.

## Efficiency

Approximately 97% at nominal power level

## Cooling

<b>Method</b>	Internal fan, flow direction from bottom to top.
<b>Free space around the unit</b>	See chapter <a href="#">Mechanical installation</a> .

## Degrees of protection

IP20 (UL type open) and IP21 (UL type 1). IPXXD from above.  
 Without front cover, the unit must be protected against contact according to IP2x [see chapter *Electrical installation*: [Cabinet installed units \(IP 00, UL type open\)](#)].

## AGPS-11C

<b>Nominal input voltage</b>	115...230 VAC $\pm 10\%$
<b>Nominal input current</b>	0.1 A (230 V) / 0.2 A (115 V)
<b>Nominal frequency</b>	50/60 Hz
<b>Max. external fuse</b>	16 A
<b>X1 terminal sizes</b>	3 x 2.5 mm <sup>2</sup>
<b>Output voltage</b>	15 VDC $\pm 0.5$ V
<b>Nominal output current</b>	0.4 A
<b>X2 terminal block type</b>	JST B4P-VH
<b>Ambient temperature</b>	0...50°C
<b>Relative humidity</b>	Max. 90%, no condensation allowed
<b>Dimensions (with enclosure)</b>	167 x 128 x 52 mm (Height x Weight x Depth)
<b>Weight (with enclosure)</b>	0.75 kg
<b>Approvals</b>	C-UL, US listed

## Ambient conditions

Environmental limits for the drive are given below. The drive is to be used in a heated, indoor, controlled environment.

	<b>Operation</b> installed for stationary use	<b>Storage</b> in the protective package	<b>Transportation</b> in the protective package
<b>Installation site altitude</b>	0 to 4000 m (13123 ft) above sea level [above 1000 m (3281 ft), see section <i>Derating</i> ]	-	-
<b>Air temperature</b>	-15 to +50°C (5 to 122°F). No frost allowed. See section <i>Derating</i> .	-40 to +70°C (-40 to +158°F)	-40 to +70°C (-40 to +158°F)
<b>Relative humidity</b>	5 to 95% No condensation allowed. Maximum allowed relative humidity is 60% in the presence of corrosive gases.	Max. 95%	Max. 95%
<b>Contamination levels</b> (IEC 60721-3-3, IEC 60721-3-2, IEC 60721-3-1)	No conductive dust allowed.		
	<b>Boards with coating:</b> Chemical gases: Class 3C2 Solid particles: Class 3S2	<b>Boards with coating:</b> Chemical gases: Class 1C2 Solid particles: Class 1S3	<b>Boards with coating:</b> Chemical gases: Class 2C2 Solid particles: Class 2S2
<b>Atmospheric pressure</b>	70 to 106 kPa 0.7 to 1.05 atmospheres	70 to 106 kPa 0.7 to 1.05 atmospheres	60 to 106 kPa 0.6 to 1.05 atmospheres
<b>Vibration (IEC 60068-2)</b>	Max. 1 mm (0.04 in.) (5 to 13.2 Hz), max. 7 m/s <sup>2</sup> (23 ft/s <sup>2</sup> ) (13.2 to 100 Hz) sinusoidal	Max. 1 mm (0.04 in.) (5 to 13.2 Hz), max. 7 m/s <sup>2</sup> (23 ft/s <sup>2</sup> ) (13.2 to 100 Hz) sinusoidal	Max. 3.5 mm (0.14 in.) (2 to 9 Hz), max. 15 m/s <sup>2</sup> (49 ft/s <sup>2</sup> ) (9 to 200 Hz) sinusoidal
<b>Shock (IEC 60068-2-29)</b>	Not allowed	Max. 100 m/s <sup>2</sup> (330 ft./s <sup>2</sup> ), 11 ms	Max. 100 m/s <sup>2</sup> (330 ft./s <sup>2</sup> ), 11 ms
<b>Free fall</b>	Not allowed	250 mm (10 in.) for weight under 100 kg (220 lb) 100 mm (4 in.) for weight over 100 kg (220 lb)	250 mm (10 in.) for weight under 100 kg (220 lb) 100 mm (4 in.) for weight over 100 kg (220 lb)

## Materials

<b>Drive enclosure</b>	<ul style="list-style-type: none"> <li>• PC/ABS 2.5 mm, colour NCS 1502-Y (RAL 90021 / PMS 420 C)</li> <li>• hot-dip zinc coated steel sheet 1.5 to 2 mm, thickness of coating 100 micrometres</li> <li>• extruded aluminium AlSi</li> </ul>
<b>Package</b>	Plywood, bands PP or steel
<b>Disposal</b>	<p>The drive contains raw materials that should be recycled to preserve energy and natural resources. The package materials are environmentally compatible and recyclable. All metal parts can be recycled. The plastic parts can either be recycled or burned under controlled circumstances, according to local regulations. Most recyclable parts are marked with recycling marks.</p> <p>If recycling is not feasible, all parts excluding electrolytic capacitors and printed circuit boards can be landfilled. The DC capacitors (C1-1 to C1-x) contain electrolyte and the printed circuit boards contain lead, both of which are classified as hazardous waste within the EU. They must be removed and handled according to local regulations.</p> <p>For further information on environmental aspects and more detailed recycling instructions, please contact your local ABB distributor.</p>

## Applicable standards

	The drive complies with the following standards. The compliance with the European Low Voltage Directive is verified according to standards EN 50178 and EN 60204-1.
• EN 50178 (1997)	Electronic equipment for use in power installations
• EN 60204-1 (1997)	<p>Safety of machinery. Electrical equipment of machines. Part 1: General requirements.</p> <p><i>Provisions for compliance:</i> The final assembler of the machine is responsible for installing</p> <ul style="list-style-type: none"> <li>- an emergency-stop device</li> <li>- a supply disconnecting device.</li> </ul>
• EN 60529: 1991 (IEC 60529)	Degrees of protection provided by enclosures (IP code)
• IEC 60664-1 (1992)	Insulation coordination for equipment within low-voltage systems. Part 1: Principles, requirements and tests.
• EN 61800-3 (2004)	Adjustable speed electrical power drive systems. Part 3: EMC requirements and specific test methods
• UL 508C	UL Standard for Safety, Power Conversion Equipment, second edition
• NEMA 250 (2003)	Enclosures for Electrical Equipment (1000 Volts Maximum)
• CSA C22.2 No. 14-95	Industrial control equipment



## CE marking

A CE mark is attached to the drive to verify that the unit follows the provisions of the European Low Voltage and EMC Directives (Directive 73/23/EEC, as amended by 93/68/EEC and Directive 89/336/EEC, as amended by 93/68/EEC).

### Definitions

EMC stands for **E**lectromagnetic **C**ompatibility. 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 C2:* drive of rated voltage less than 1000 V and intended to be installed and commissioned only by a professional when used in the first environment. **Note:** A professional is a person or organisation having necessary skills in installing and/or commissioning 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.

### Compliance with the EMC Directive

The EMC Directive defines the requirements for immunity and emissions of electrical equipment used within the European Union. The EMC product standard [EN 61800-3 (2004)] covers requirements stated for drives.

### Compliance with the EN 61800-3 (2004)

#### *First environment (drive of category C2)*

The drive complies with the standard with the following provisions:

1. The drive is equipped with EMC filter +E202.
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 cable length is 100 metres.

**WARNING!** The drive may cause radio interference if used in a residential or domestic environment. The user is required to take measures to prevent interference, in addition to the requirements for CE compliance listed above, if necessary.

**Note:** It is not allowed to install a drive equipped with EMC filter +E202 on IT (unearthed) systems. The supply network becomes connected to earth potential through the EMC filter capacitors which may cause danger or damage the unit.

### Second environment (drive of category C3)

The drive complies with the standard with the following provisions:

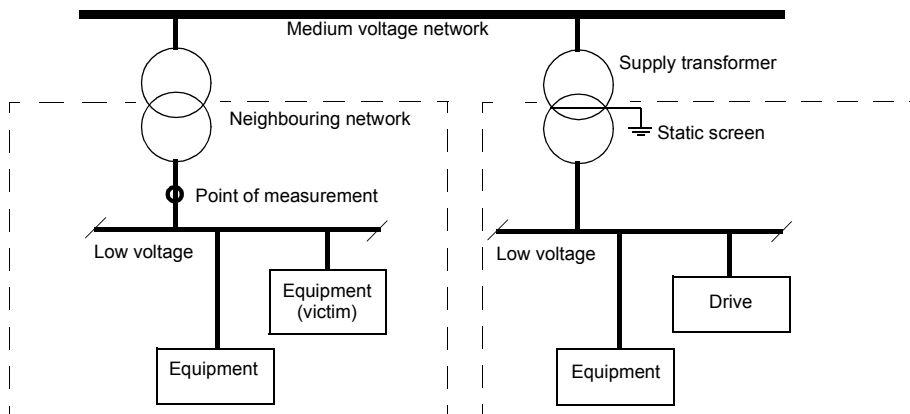
1. The drive is equipped with EMC filter +E200. See also page 60.
2. The motor and control cables are selected as specified in the *Hardware Manual*.
3. The drive is installed according to the instructions given in the *Hardware Manual*.
4. Maximum cable length is 100 metres.

**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.

### Second environment (drive of category C4)

If the provisions under [Second environment \(drive of category C3\)](#) cannot be met, e.g. the drive cannot be equipped with EMC filter +E200 when installed to an IT (unearthed) network, the requirements of the EMC Directive can be met as follows:

1. It is ensured that no excessive emission is propagated to neighbouring low-voltage networks. In some cases, the inherent 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 from the local ABB representative.
3. The motor and control cables are selected as specified in the *Hardware Manual*.
4. The drive is installed according to the instructions given in the *Hardware Manual*.

**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.

### Machinery Directive

The drive complies with the European Union Machinery Directive (98/37/EC) requirements for an equipment intended to be incorporated into machinery.

## “C-tick” marking

“C-tick” marking is required in Australia and New Zealand. A “C-tick” mark is attached to each drive in order to verify compliance with the relevant standard (IEC 61800-3 (2004) – Adjustable speed electrical power drive systems. Part 3: EMC requirements and specific test methods), mandated by the Trans-Tasman Electromagnetic Compatibility Scheme.

### Definitions

EMC stands for **E**lectromagnetic **C**ompatibility. 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.

The Trans-Tasman Electromagnetic Compatibility Scheme (EMCS) was introduced by the Australian Communication Authority (ACA) and the Radio Spectrum Management Group (RSM) of the New Zealand Ministry of Economic Development (NZMED) in November 2001. The aim of the scheme is to protect the radiofrequency spectrum by introducing technical limits for emission from electrical/electronic products.

*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 C2:* drive of rated voltage less than 1000 V and intended to be installed and commissioned only by a professional when used in the first environment. **Note:** A professional is a person or organisation having necessary skills in installing and/or commissioning 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.

### Compliance with IEC 61800-3

#### *First environment (drive of category C2)*

The drive complies with the limits of IEC 61800-3 with the following provisions:

1. The drive is equipped with EMC filter +E202.
2. The drive is installed according to the instructions given in the *Hardware Manual*.
3. The motor and control cables used are selected as specified in the *Hardware Manual*.
4. Maximum cable length is 100 metres.

**Note:** The drive must not be equipped with EMC filter +E202 when installed to IT (unearthed) systems. The mains becomes connected to earth potential through the EMC filter capacitors. In IT systems this may cause danger or damage the unit.

### Second environment (drive of category C3)

The drive complies with the standard with the following provisions:

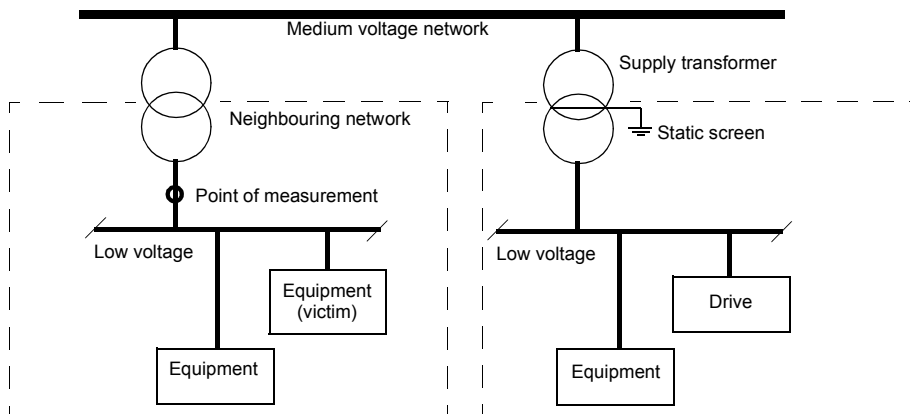
1. The drive is equipped with EMC filter +E200. See also page 60.
2. The motor and control cables are selected as specified in the *Hardware Manual*.
3. The drive is installed according to the instructions given in the *Hardware Manual*.
4. Maximum cable length is 100 metres.

**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.

### Second environment (drive of category C4)

If the provisions under [Second environment \(drive of category C3\)](#) cannot be met, e.g. the drive cannot be equipped with EMC filter +E200 when installed to an IT (unearthed) network, the requirements of the EMC Directive can be met as follows:

1. It is ensured that no excessive emission is propagated to neighbouring low-voltage networks. In some cases, the inherent 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 from the local ABB representative.
3. The motor and control cables are selected as specified in the *Hardware Manual*.
4. The drive is installed according to the instructions given in the *Hardware Manual*.

**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/CSA markings

The ACS800-U31 and ACS800-31 are C-UL US listed. CSA marking is pending.

### UL

The drive is suitable for use on a circuit capable of delivering not more than 65 kA rms symmetrical amperes at the drive nominal voltage (600 V maximum for 690 V units) when protected by T class fuses.

The drive provides overload protection in accordance with the National Electrical Code (US). See *ACS800 Firmware Manual* for setting. Default setting is off, must be activated at start-up.

The drives are to be used in a heated indoor controlled environment. See section [Ambient conditions](#) for specific limits.

## Equipment warranty and liability

The manufacturer warrants the equipment supplied against defects in design, materials and workmanship for a period of twelve (12) months after installation or twenty-four (24) months from date of manufacturing, whichever first occurs. The local ABB office or distributor may grant a warranty period different to the above and refer to local terms of liability as defined in the supply contract.

The manufacturer is not responsible for

- any costs resulting from a failure if the installation, commissioning, repair, alternation, or ambient conditions of the drive do not fulfil the requirements specified in the documentation delivered with the unit and other relevant documentation.
- units subjected to misuse, negligence or accident
- units comprised of materials provided or designs stipulated by the purchaser.

In no event shall the manufacturer, its suppliers or subcontractors be liable for special, indirect, incidental or consequential damages, losses or penalties.

This is the sole and exclusive warranty given by the manufacturer with respect to the equipment and is in lieu of and excludes all other warranties, express or implied, arising by operation of law or otherwise, including, but not limited to, any implied warranties of merchantability or fitness for a particular purpose.

If you have any questions concerning your ABB drive, please contact the local distributor or ABB office. The technical data, information and specifications are valid at the time of printing. The manufacturer reserves the right to modifications without prior notice.



# Dimensional drawings

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The dimensions are given in millimetres and [inches].

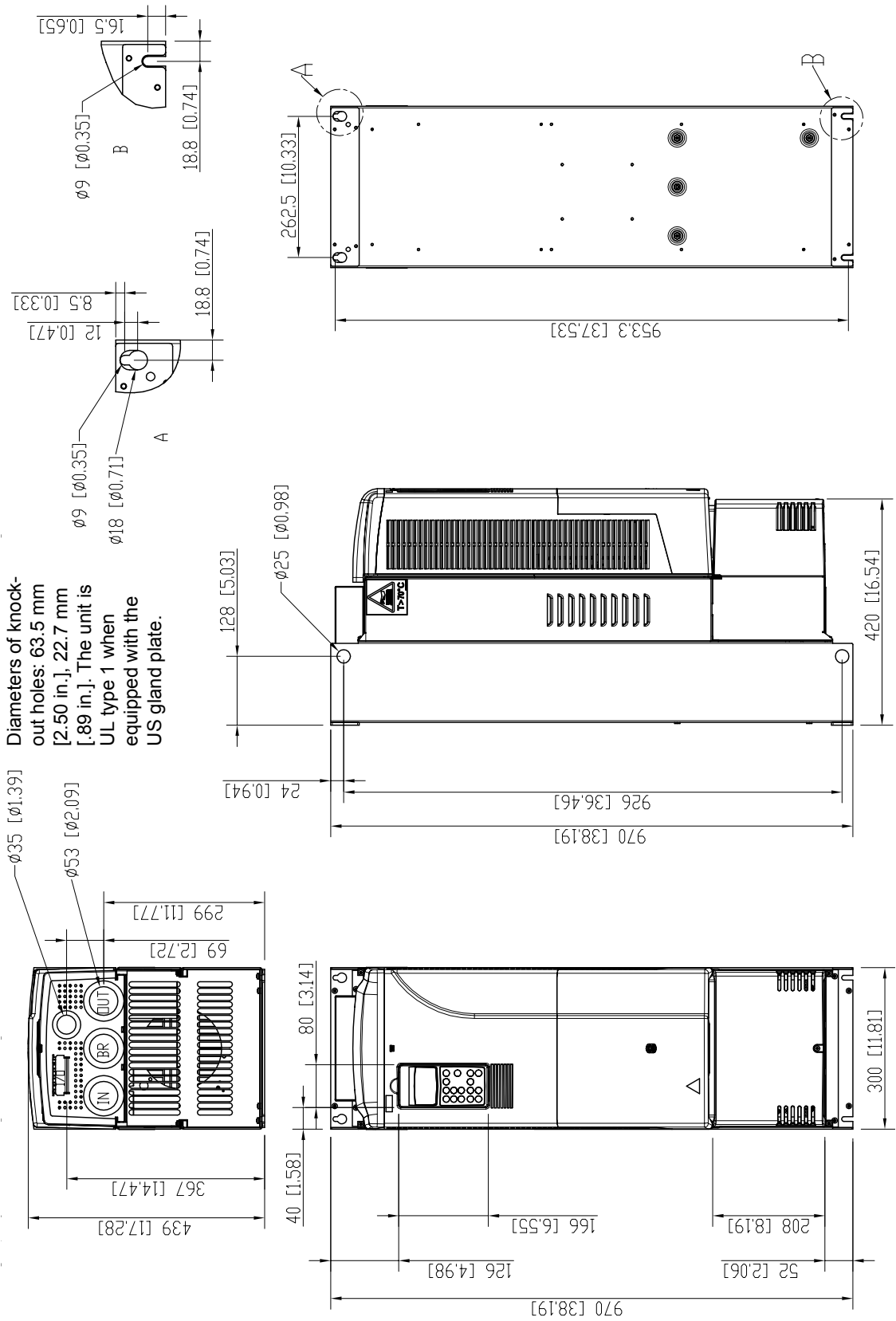




# Frame size R6 (IP21, UL type open, UL type 1)

## US gland/conduit plate

Diameters of knock-out holes: 63.5 mm [2.50 in.], 22.7 mm [.89 in.]. The unit is UL type 1 when equipped with the US gland plate.



68405726 A



# Resistor braking

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## What this chapter contains

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

## How to select the correct drive/chopper/resistor combination

Refer to *NBRA-6xx Braking Choppers Installation and Start-up Guide* [3AFY58920541 (English)].



**WARNING!** Never use a brake resistor with a resistance below the value specified for the particular drive / brake chopper / resistor combination. The drive and the chopper are not able to handle the overcurrent caused by the low resistance.

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## External brake chopper and resistor(s) for the ACS800-31/U31

The nominal ratings for dimensioning the brake resistors for the ACS800-31 and ACS800-U31 are given below at an ambient temperature of 40°C (104°F).

ACS800-31 ACS800-U31 type	Chopper type	Brake resistor					Cable  mm <sup>2</sup>	P <sub>brmax</sub>  kW	Degree of protection	
		Type	R ohm	E <sub>R</sub> kJ	P <sub>Rcont</sub> kW	No. of elements			Chopper	Resistor
Three-phase supply voltage 380 V, <b>400 V</b> or 415 V										
-0016-3	NBRA-653	SACE15RE22	22	420	2	4	3x6+6	14.4	IP54	IP21
-0020-3	NBRA-656	SACE15RE13	13	435	2	4	3x6+6	26.9	IP00	IP21
-0025-3	NBRA-656	SACE15RE13	13	435	2	4	3x6+6	26.9	IP00	IP21
-0030-3	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	52.8	IP00	IP00
-0040-3	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	52.8	IP00	IP00
-0050-3	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	52.8	IP00	IP00
-0060-3	NBRA-656	SAFUR80F500	6	2400	6	12	3x35+16	65.6	IP00	IP00
-0070-3	NBRA-656	SAFUR125F500	4	3600	9	18	3x35+16	94.2	IP00	IP00
-0100-3	NBRA-657	SAFUR125F500	4	3600	9	18	3x70+35	94.2	IP00	IP00
Three-phase supply voltage 380 V, 400 V, 415 V, 440 V, 460 V, 480 V or <b>500 V</b>										
-0020-5	NBRA-653	SACE15RE22	22	420	2	4	3x6+6	18.5	IP54	IP21
-0025-5	NBRA-656	SACE15RE13	13	435	2	4	3x6+6	31.4	IP00	IP21
-0030-5	NBRA-656	SACE15RE13	13	435	2	4	3x6+6	31.4	IP00	IP21
-0040-5	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	62.6	IP00	IP00
-0050-5	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	62.6	IP00	IP00
-0060-5	NBRA-656	SAFUR90F575	8	1800	4.5	9	3x25+16	62.6	IP00	IP00
-0070-5	NBRA-656	SAFUR80F500	6	2400	6	12	3x35+16	88.4	IP00	IP00
-0100-5	NBRA-656	SAFUR80F500	6	2400	6	12	3x35+16	88.4	IP00	IP00
-0120-5	NBRA-657	SAFUR125F500	4	3600	9	18	3x70+16	122.1	IP00	IP00

00184674 E

$R$  Resistance value for the listed resistor assembly. **Note:** This is also the minimum allowed resistance for the brake resistor.

$E_R$  Short energy pulse that the resistor assembly withstands every 400 seconds. This energy will heat the resistor element from 40 °C (104 °F) to the maximum allowable temperature.

$P_{Rcont}$  Continuous power (heat) dissipation of the resistor when placed correctly. Energy  $E_R$  dissipates in 400 seconds.

$P_{brmax}$  Maximum braking power of the drive equipped with the standard chopper and resistor. The drive and the chopper will withstand this braking power for one minute every ten minutes. **Note: The braking energy transmitted to the resistor during any period shorter than 400 seconds may not exceed  $E_R$ .**

All braking choppers and resistors must be installed outside the converter module. **Note:** The SACE and SAFUR resistors are not UL listed.

## Brake chopper and resistor installation

The installation instructions for the chopper and resistor are given in *NBRA-6xx Braking Choppers Installation and Start-up Guide* [3AFY58920541 (English)]. All choppers and resistors must be installed outside the drive module in a place where they will cool.



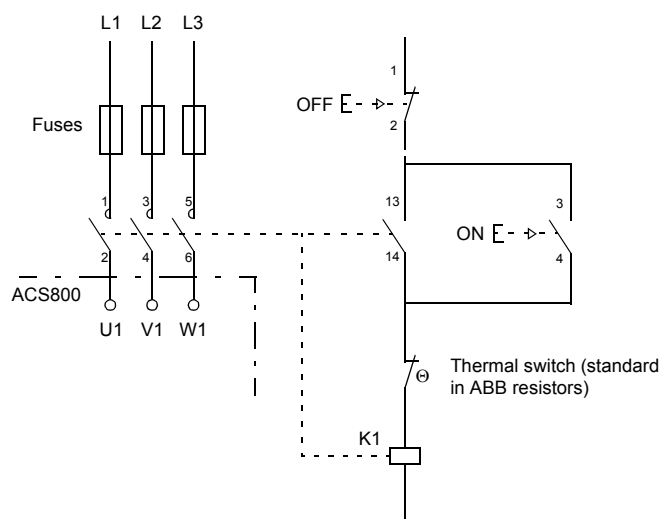
**WARNING!** The materials near the brake resistor must be non-flammable. The surface temperature of the resistor is high. Air flowing from the resistor is hundreds of degrees Celsius. Protect the resistor against contact.

Use the cable type used for drive input cabling (refer to chapter [Technical data](#)) to ensure the input fuses will also protect the resistor cable. Alternatively, two-conductor shielded cable with the same cross-sectional area can be used. The maximum length of the resistor cable(s) is 10 m (33 ft).

## Protection

It is highly recommended to equip the drive with a main contactor for safety reasons. Wire the contactor so that it opens in case the resistor overheats. This is essential for safety since the drive will not otherwise be able to interrupt the main supply if the chopper remains conductive in a fault situation.

Below is a simple example wiring diagram.



## Brake circuit commissioning

For Standard Application Program:

- Switch off the overvoltage control of the drive (parameter 20.05).
- Frame size R6: Check the setting of parameter 21.09. If stop by coasting is required, select OFF2 STOP.

For the use of the brake resistor overload protection (parameters 27.02...27.05), consult an ABB representative.



**WARNING!** If the drive is equipped with a brake chopper but the chopper is not enabled by parameter setting, the brake resistor must be disconnected because the protection against resistor overheating is then not in use.

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**WARNING!** Parameter 95.07 LCU DC REF (V) must be set to the minimum value (default) with brake resistors. Otherwise energy from the supply network can flow to the brake resistor causing overheating of the resistor and damage to the equipment.

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For settings of other application programs, see the appropriate firmware manual.

# External +24 V power supply for the RMIO boards via terminal X34

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## What this chapter contains

This chapter describes how to connect an external +24 V power supply for the RMIO boards of the motor-side and line-side converters via terminal X34. For current consumption of the RMIO board, see chapter [Motor control and I/O board \(RMIO\)](#).

**Note:** For the motor-side converter RMIO board, external power is easier to supply via terminal X23, see chapter [Motor control and I/O board \(RMIO\)](#).

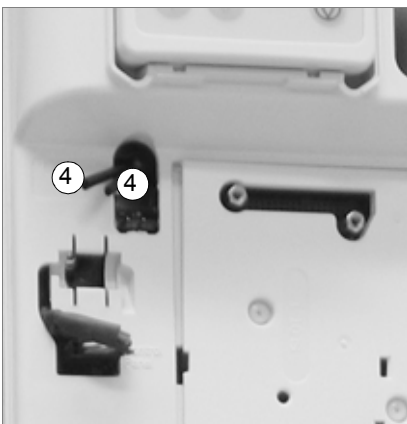
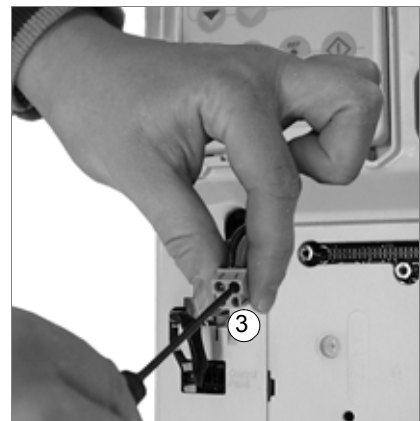
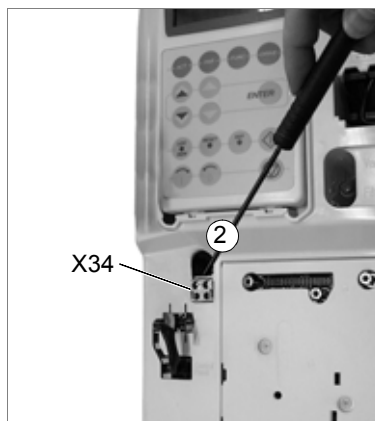
## Parameter settings

In Standard Application Program, set parameter 16.09 CTRL BOARD SUPPLY to EXTERNAL 24V if the RMIO board is powered from an external supply.

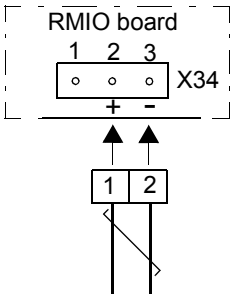
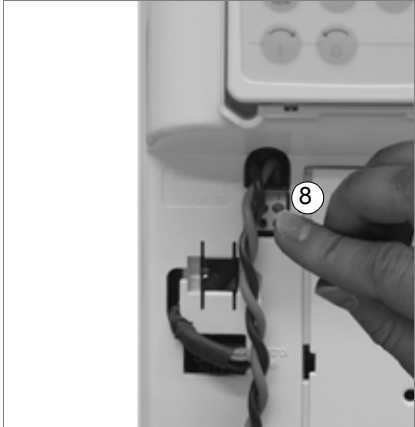
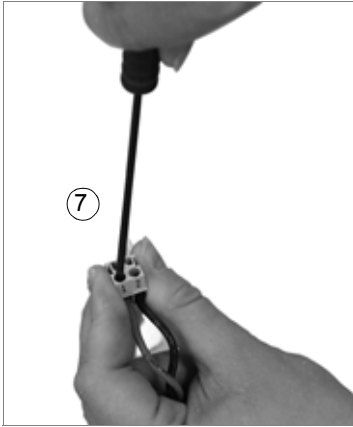
## Connecting +24 V external power supply

### RMIO board of the motor-side converter

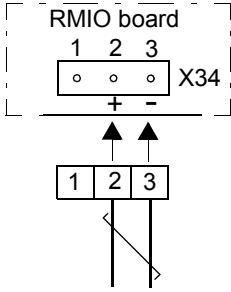
1. Break off the tab covering the +24 VDC power input connector with pliers.
2. Pull the connector outwards.
3. Disconnect the wires from the connector (keep the connector for later use).
4. Isolate the ends of the wires individually with insulating tape.
5. Cover the isolated ends of the wires with insulating tape.
6. Push the wires into the inside of the skeleton.
7. Connect the wires of the +24 V external power supply to the disconnected connector:  
if a two-way connector, + wire to terminal 1 and - wire to terminal 2  
if a three-way connector, + wire to terminal 2 and - wire to terminal 3.
8. Plug the connector in.







*Connection of a two-way connector*

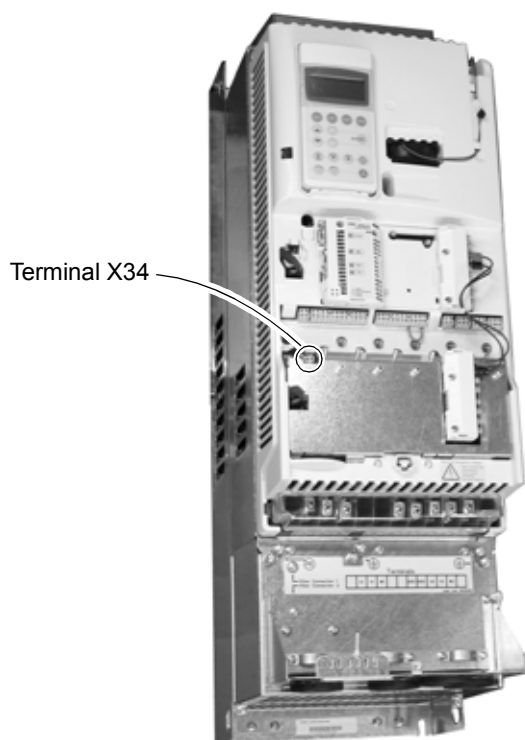


*Connection of a three-way connector*

## RMIO board of the line-side converter

### Frame size R5

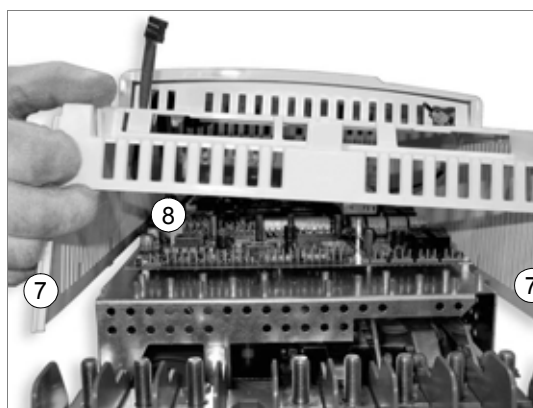
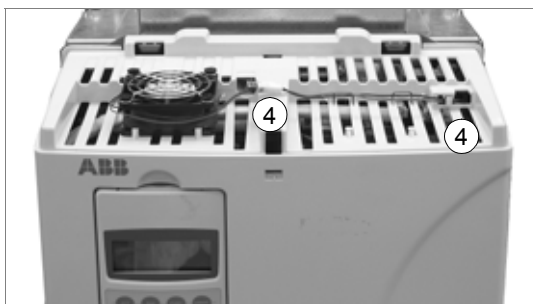
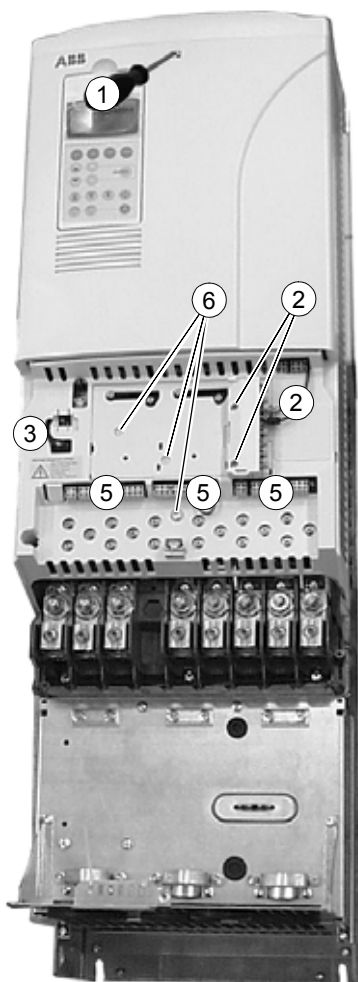
The location of terminal X34 in the line-side converter is shown below. Connect the external +24 V supply to the board as described in steps 2 to 8 in section [RMIO board of the motor-side converter](#).



### Frame size R6

1. Remove the top cover by releasing the retaining clip with a screw driver and lifting the cover upwards.
2. Disconnect the DDCS communication module by undoing the fastening screws and disconnecting the fibre optic cables. Disconnect other optional modules if present.
3. Disconnect the control panel cable.
4. Disconnect the additional fan cable (detachable terminal) and release the strain relief.
5. Remove the I/O terminal blocks.
6. Undo the fastening screws of the upper plastic cover.
7. Lift the cover carefully upwards by the lower sides.
8. Disconnect the control panel cable from the RMIO board.

9. Lift the upper plastic cover off.
10. Connect the external +24 V supply to the board as described in steps 2 to 5, 7 and 8 in section *RMIO board of the motor-side converter*.
11. Reconnect all disconnected cables and fasten the covers in reverse order.









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