
MEDIUM VOLTAGE AC DRIVES

ACS1000 air-cooled

User manual



ACS1000 air-cooled

The flexibility you require.
The reliability you expect.

Document name

ACS1000 air-cooled user manual

Document owner

ABB Switzerland Ltd.
Medium voltage AC drives

Document number

3BHS213401 E01 Rev H

Number of pages

184

Release date

2020-03-18

new.abb.com/drives/medium-voltage-ac-drives

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ACS1000 air-cooled
User manual

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1.1 Copyright notice

The information in this manual is subject to change without notice.

This manual and parts thereof must not be reproduced or copied, or disclosed to third parties, nor used for any unauthorized purpose without written permission from ABB Switzerland Ltd., Medium Voltage Drives.

The hardware and software described in this manual is provided under a license and may be used, copied, or disclosed only in accordance with the terms of such license.

1.2 Equipment covered by this manual

This manual covers a standard drive and provides generic information on the drive. The manual does not claim to cover all variations and details of the drive, nor to consider all eventualities that may arise during installation, commissioning, operation and maintenance of the drive.

If the drive is adapted to specific customer needs or applications, and handling, installation and operation of the drive are affected by these modifications, information on these modifications is provided in the appropriate documentation (eg, layout drawings, wiring diagrams, technical data, engineering notes).

If information is required beyond the instructions in this manual, refer the matter to ABB.

1.3 Structure of the user documentation

The complete set of user documentation of a standard drive consists of this manual and supplementary documentation that is provided in the following appendices:

- Appendix A - Additional manuals

Appendix A provides manuals about additional equipment delivered with the drive (such as project-specific options such as pulse encoder or fieldbus interfaces), or information on modifications of the standard drive.

- Appendix B - Technical data

Appendix B contains the technical data sheets of the drive.

- Appendix C - Mechanical drawings

Appendix C provides the outline drawings of the drive. The drawings are generated according to the customer-specific project.

- Appendix D - Wiring diagrams

- Appendix D contains the circuit diagrams with information on device identification, cross-reference and device identification conventions. The diagrams are generated according to the customer-specific project.
- "Setting of protective devices" is generated according to the customer-specific project.

- Appendix E - Parts list

The parts list is produced for each project and contains all information to identify a component.

- Appendix F - Test reports and certificates

Appendix F provides the test reports of the drive. Quality certificates, and codes and standards the drive complies with are added if necessary for the project.

- Appendix G - Signal and parameter table

The Signal and parameter table includes descriptions of actual signals, control and status words, and control parameters and their default settings.

1.4 Terms and abbreviations

The following table lists terms and abbreviations you should be familiar with when using this user manual. Some of the terms and abbreviations used in this user manual are unique to ABB and might differ from the normal usage.

Term/Abbreviation	Definition
ACS1000A	ACS1000 air-cooled drive
AMC circuit board	Application and Motor Controller The digital signal processor is the heart of the control system of the drive.
Cluster	A cluster is a synonym for a group of hardware modules of the drive control system.
DDCS	Distributed drive control system DDCS is an acronym for a serial communication protocol designed for data transfer via optical fibers.
Drive	Short form for ACS1000 drive
Drive system	The drive system includes all equipment used to convert electrical into mechanical power to give motion to the machine.
DriveBus	Communication link dedicated for ABB drives
DriveDebug	DriveDebug is part of ABB's DriveWare® software tools for drives using the DDCS communications protocol. DriveDebug runs on computers with Windows® operating systems. DriveDebug is a specialist's tool used to diagnose, tune and troubleshoot ABB drives.
DriveWindow	DriveWindow is a DriveWare® product. DriveWindow is a 32 bit Windows® application for commissioning and maintaining ABB drives equipped with optical communication links.
Equipment	Frequency converter and related equipment
EMC	Electromagnetic compatibility All measures to suppress electromagnetic disturbances caused by different electrical equipment in the same electromagnetic environment, and to strengthen the immunity of the equipment to such disturbances.
Ground	Earth
To ground	The conducting path (eg, conductor) between the electric equipment (eg, frequency converter) and the earth. The electric equipment is connected to the earth, eg, by a grounding set or a grounding switch.
INU	Inverter unit of the drive. The INU converts the DC voltage to the required AC motor voltage and frequency.
IOEC module	The IOEC module is an active input and output device for digital and analog signals.
Line voltage	RMS voltage of the main power supply of the drive
MCB	Main circuit breaker The MCB is a major protection device of the drive and is the main connection and disconnection point between the main power supply and the drive.
Molykote	Brand name for lubricants
PCB	Printed circuit board

Term/Abbreviation	Definition
PCC	Point of common coupling The PCC is the point in the electrical power supply system where the responsibility of the utility changes to the industrial customer. The utility is responsible to provide clean voltage and current with respect to harmonic distortion up to the PCC. The industrial customer is responsible not to distort voltage and current by its electrical systems.
PID controller	Proportional-integral-derivative controller Control loop feedback system for controlling process variables (eg, pressure, flow)
PE	Protective earth
PPCS	Power plate communication system PPCS is an acronym for a serial communication protocol designed for data transfer via optical fibers between AMC circuit board and INTERface circuit boards.
RTD	Resistance temperature detector or device The RTD is a temperature sensor where the change in electrical resistance is used to measure the temperature.
Supervisory signal	Indicates the operating condition of a circuit or device.
SW	Software
TC	Short form for terminal compartment of the drive
UPS	Uninterruptible power supply
Zero speed threshold	Used in the manual to indicate that the drive has reached the value “zero speed” that is set in a parameter. The value can be set in the range of 0 and maximum speed (the unit for the speed is rpm).

1.5 Trademarks

Names that are believed to be trademarks of other companies and organizations are designated as such. The absence or presence of such a designation should however not be regarded as an offense of the legal status of any trademark. The following registrations and trademarks are used in this manual:

Trademark	Definition
Windows®	Registered trademark of Microsoft Corporation
Industrial IT™	Trademark of ABB
DriveWare®	Registered trademark of ABB
Ethernet®	Registered trademark of Xerox Corporation
Profibus®	Registered trademark of Profibus International (P.I.)
Modbus®	Registered trademark of the Modbus ICA organization
Molykote®	Registered trademark of Molykote

1.6 Related documentation

Table 1-1: Maintenance

Reference number	Document	Document number
[1]	ACS1000 preventive maintenance schedule	3BHS855276 E01

Table 1-2: Technical data

Reference number	Document	Document number
[2]	Technical data from DriveSmart ⁽¹⁾ (configuration software for medium voltage drives)	

(1) Configuration software for medium voltage drives

Table 1-3: Schematics

Reference number	Document	Document number
[3]	Layout drawing	Project-specific

Table 1-4: Specifications and guidelines

Reference number	Document	Document number
[4]	Retrofit guideline	3BHS301179 E01
[5]	Input circuit breaker engineering guideline	3BHS104785 E01
[6]	Main transformer specification	3BHS356582 E01
[7]	Induction motor specification	3BHS260163 E01
[8]	Power cable specification	3BHS189994 E01
[9]	Power cables engineering guideline	3BHS542290 E01
[10]	Auxiliary power and control cables guideline	3BHS813742 E01

Table 1-5: Serial communication interfaces

Reference number	Document	Document number
[11]	Ethernet - NETA-21 remote monitoring tool user manual	3AUA0000096939
[12]	Modbus - NMBA-01 installation and start-up guide	3AFY58919772
[13]	Profibus - NPBA-12 installation and start-up guide	3BFE64341588
[14]	DeviceNet - NDNA-02 installation and start-up guide	3AFY58919829

Table 1-6: Encoder

Reference number	Document	Document number
[15]	Installation and Start-up Guide for the Pulse Encoder Module NTAC-0x	3AFY58919730

1.7 Target groups and required qualification

The drive presented in this manual is part of an industrial environment where voltages are present that contain a potential hazard of electric shock and / or burn. For this reason, only personnel who have a thorough knowledge of the drive and the industrial environment and have obtained the required qualification should handle, install, operate, or maintain the drive.

The manual addresses personnel who are responsible for unpacking, transportation, installation, operation and maintenance of the drive. The personnel must carry out the below listed tasks in a manner that does not cause physical harm or danger, and ensures the safe and reliable functioning of the drive.



Commissioning of the drive must only be performed by qualified and certified ABB personnel.

1.7.1 Handling

The personnel must be skilled and experienced in unpacking and transporting heavy equipment.

1.7.2 Mechanical installation

The personnel must be qualified to prepare the installation site according to the site and equipment requirements and to perform the installation accordingly.

1.7.3 Electrical installation

The personnel must have a sound knowledge of the relevant electrical codes and specifications covering low and medium voltage equipment, be experienced with electrical wiring principles and know the electrical symbols typically used in wiring diagrams.

1.7.4 Operation

The personnel include all persons who operate the drive from the local operator panel of the drive. The personnel must know the functions of the operator panel, be adequately trained for the drive, and know the driven process. Special knowledge of frequency converter technology is not required.

1.7.5 Maintenance

The personnel include all persons who

- Are qualified to carry out preventive and corrective maintenance on drive as described in this manual
- Are thoroughly familiar with the drive
- Have a sound knowledge of the relevant electrical codes and specifications covering low and medium voltage equipment
- Are able to assess the hazards associated with the energy sources of the drive and act correspondingly
- Know the safe shutdown and grounding procedures for the drive system

1.8 User's responsibilities

It is the responsibility of those in charge of the drive to ensure that each person involved in the installation, operation or maintenance of the drive has received the appropriate training and has thoroughly read and clearly understood the instructions in this manual and the relevant safety instructions.

1.9 Intended use of equipment

Those in charge of the drive must ensure that the drive is only used as specified in the contractual documents, operated under the conditions stipulated in the technical specifications and on the rating plate of the drive, and serviced in the intervals specified by ABB.

Use of the drive outside the scope of the specifications is not permitted.

Intended equipment use also implies that only spare parts recommended and approved by ABB must be used.

Unauthorized modifications and constructional changes of the drive are not permitted.

1.10 Cyber security disclaimer



This product is designed to be connected to and to communicate information and data via a network interface. It is the customer's sole responsibility to provide and continuously ensure a secure connection between the product and Customer network or any other network (as the case may be).

Customer shall establish and maintain any appropriate measures (such as but not limited to the installation of firewalls, application of authentication measures, encryption of data, installation of anti-virus programs, etc) to protect the product, the network, its system and the interface against any kind of security breaches, unauthorized access, interference, intrusion, leakage and/or theft of data or information.

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

1.11 Quality certificates and applicable standards

The following certificates and conformity declarations are available with ABB:

- ISO 9001 and ISO 14001 certificates stating that ABB Switzerland Ltd has implemented and maintains a management system which fulfills the requirements of the normative standards
- EC declaration of conformity
- List of standards the drive complies with

Table 1-7: Standards

Reference number	Title
[16]	ANSI Z535.6 American national standard for product safety information in product manuals, instructions, and other collateral materials
[17]	ISO 3864-2:2004 (E) - Graphical symbols – Safety colors and safety signs – Part 2: Design principles for product safety labels
[18]	ISO 7010:2011 (E) - Graphical symbols - Safety colours and safety signs - Registered safety sign
[19]	EN 50110 European standard code for electrical work safety
[20]	ISO 13849-1 Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design, section 6.2.6 Category 3
[21]	IEC 60204-1 Safety of machinery - Electrical equipment of machines - Part 1: General requirements
[22]	IEC 60721-3-1 Classification of environmental conditions: Classification of groups of environmental parameters and their severities; Storage
[23]	IEC 60721-3-2 Classification of environmental conditions - Part 3-2: Classification of groups of environmental parameters and their severities - Transportation and Handling
[24]	IEC 60721-3-3 Classification of environmental conditions - Part 3: Classification of groups of environmental parameters and their severities - Section 3: Stationary use at weather-protected location
[25]	IEC 62477-2 Safety requirements for power electronic converter systems and equipment – Part 2: Power electronic converters from 1 000 V AC or 1 500 V DC up to 36 kV AC or 54 kV DC

1.12 Items covered by delivery

Delivery typically comprises the following items:

- Drive that is shipped in sea freight or airfreight packaging.
- Optional components and cabinets
- Set of door keys attached to lifting rail (1 in Fig. 1-1)
- Set of door keys inside the drive
- Rating label (2 in Fig. 1-1)
- Box with USB stick (3 in Fig. 1-1), which contains the user manual and related documents.
- Strain relief rails
- Air exhaust hood
- Redundant fan unit (option)
- Set of bolts, nuts and washers



Figure 1-1: Delivered items

- | | |
|------------------------|-------------------------------------|
| (1) Door keys | (4) Control compartment door |
| (2) Rating label | (5) Inside control compartment door |
| (3) Box with USB stick | |

Note: For a complete list of the items in the delivery, see the shipping note.

1.13 Identifying the delivery

The drive and accessories are identified by the type code printed on the rating label.

The label provides information on the type of drive, the rated voltage, the frequency and the current of the main and the auxiliary power supply.

02

Important safety information

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2.1 Overview

Read this material before working on or around the equipment. Failure to do so can result in injury or death!

2.1.1 Safety standards

The following industry standards are observed:

- "ANSI Z535.6 American national standard for product safety information in product manuals, instructions, and other collateral materials" [16]
- "ISO 3864-2:2004 (E) - Graphical symbols – Safety colors and safety signs – Part 2: Design principles for product safety labels" [17]
- "ISO 7010:2011 (E) - Graphical symbols - Safety colours and safety signs - Registered safety sign" [18]
- "EN 50110 European standard code for electrical work safety" [19]

2.2 Safety messages

The following safety messages are provided to help prevent personal injury and damage to the equipment. The indicated hazard level is based on the ANSI Z535.6 standard.

DANGER



DANGER! Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING



WARNING! indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION



CAUTION! Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

2.3 Damage prevention information

NOTICE



NOTICE: is used to address practices not related to physical injury, but which can result in equipment damage.

2.4 Product safety labels

Safety labels are affixed to the drive components to alert personnel of potential hazards when working on the equipment. For more information, see the label placement document for the drive.

The instructions on the safety labels must always be followed and the labels must be kept in a perfectly legible condition.

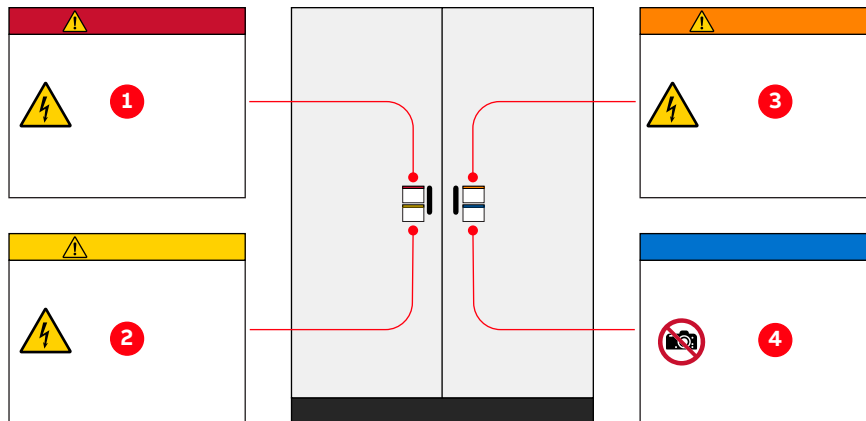


Figure 2-1: Product warning label examples (label placement depends on the drive)

(1) Danger label

(3) Warning label

(2) Caution label

(4) Notice label

Additional safety labels, including the following, might also be provided:



Electricity hazard

This sign can also have additional text below it, eg, “High voltage”



Hot surface



Crushing of hands



No access for people with active implanted cardiac device

The magnetic field of the drive can influence the functioning of pacemakers. The pacemaker sign should be installed at the entrance to the drive room or at a minimum distance of 6 m from the drive to stop personnel with pacemakers approaching the drive.



Firefighting sign

Outlines the procedure when fighting fire in electrical equipment. The sign must be installed well visible near the drive.



High voltage sign

Must be installed clearly visible at the main circuit breaker in the switchgear room. The sign alerts personnel to the high voltage which can be present on the secondary side of the input transformer until the main circuit breaker has been opened and secured and the drive has been de-energized and grounded.

2.5 General safety instructions



Minimize hazards

- Always observe local safety laws and regulations when working with electricity.



Before energizing the drive:

- Remove all foreign objects are from the drive
- Fasten all internal and external covers securely
- Close, lock, and/or bolt all doors
- Move the release dial of the door safety switches into the locked position



Before working on the drive:

- Turn off, lock out, and tag out the main and auxiliary power supplies to the drive
- De-energize the drive
- Ensure that the safety ground connections are in place
- Ensure that the appropriate personal protective equipment (PPE) is available and used when required
- Inform the involved personnel about the potential safety hazards
- Wear hearing protection when a drive is running.



Before working simultaneously on the drive and on other drive system equipment:

- Observe the relevant safety codes and standards
- Turn off all energy sources for the equipment
- Ensure that all lockout and tagout devices are in place
- Install barriers around and use appropriate covers on the equipment that is still energized
- Inform the involved personnel about the potential safety hazards



In case of fire in the drive room:

- Observe the established rules and regulations for fire safety
- Only allow firefighters with the appropriate PPE to enter the drive room

2.6 The 7 steps that save lives

ABB's 7 steps that save lives concept is a series of actions that must take place prior to commencing work on or near electrical installations. Everyone in the working party must be fully engaged in this process to place electrical installations in a safe working condition and is empowered to speak out if there are any deviations in this process and refuse to proceed until these steps are carried out in their entirety.

1



Prepare for the work: do an on-site risk assessment or job hazard analysis that considers the limits of approach for shock and arc-flash.

- Be in possession of a clear work order to execute the work.
- When required, the access or work permit is to be obtained by a person who is authorized for the specific electrical system.
- Engage the person responsible for electrical equipment or system to review single-line diagrams, schematics, switching plans, etc.
- Ensure the competence of workers.
- Check for proper tools for the job.
- Determine and select the proper arc-rated Personal Protective Equipment (PPE).
- Decide of the appropriate work methods and initiate the
- Permit To Work (PTW) process.

2



Clearly identify the work location and equipment.

- Use your senses (sight, hearing and smell) to identify problem areas.
- Define the work area via barriers and barricading and label equipment.
- Avoid distractions such as talking or texting on the phone.

3a



Disconnect all sources of supply.

- If ABB is responsible for switching and it cannot be done remotely, then the person performing the switching must be properly trained and wearing the proper PPE identified in step 1.
- The Person in Charge of Work (PICW) must ensure that switching is performed in the proper manner by witnessing it from a safe distance if present on site or by engaging the person responsible for switching to identify all isolation points.

3b



Secure against reconnection by applying Lockout/Tagout.

- Apply Lockout/Tagout (LOTO) to the energy isolation device and if multiple energy isolation devices are involved, then Group LOTO must be implemented with the PICW serving as the Group LOTO Leader.

4**Verify the absence of operating voltage: always test before you touch!**

Only use properly rated and inspected voltage detection devices and wear proper PPE identified in step 1:

- Test voltage detection device
- Test for voltage
- Test voltage detection device

It is highly important that the voltage detection device is tested on a known voltage source such as a Proving Unit or by performing an internal self-test, according to the manufacturer's instructions, before and after testing for the absence of operating voltage.

5**Carry out earthing and short-circuiting.**

- Close and lock the earthing switch if the electrical equipment is designed for this purpose or apply portable equipment for earthing and short-circuiting.

If this is carried out by the customer, then the PICW must ensure that this equipment is properly earthed as a part of the integration/ verification and during step 7 when the PICW walks the PTW.

6**Protect against adjacent live parts and take special precautions when close to bare conductors.**

- Determine minimum approach distances, apply screening or shrouding, and when applicable, padlock both cable and busbar shutters.
- If working within the restricted approach boundary or vicinity zone where inadvertent movement could cause contact with live parts, special precautions must be employed, such as the use of the properly rated insulated gloves and tools.

7**Complete the permit to work and "Walk the Permit".**

- Check isolation points
- Verify that all circuits are isolated and secured
- Ensure all parties are integrated with the Lockout/Tagout
- Check the earths are properly applied
- Answer specific questions from the working group
- Ensure the work can proceed without danger
- Complete and verify the "Permit to Work"

For an example "Permit to Work", see "Permission for working and permit to work for test work at test stations" (3BHS817511 E30)

2.7 Possible residual risks

Residual risks must be considered by the drive system integrator and/or plant owner when assessing the hazards of the equipment to personnel.

The following risks can pose a hazard to drive system personnel:



Electric power equipment generates electro-magnetic fields which can cause a hazard to people with metal implants and / or a pacemaker.



Drive system components can move unintentionally when being commissioned, operated, or serviced due to:

- Operation of the equipment outside the scope of the specifications
- Incorrectly assembled or installed equipment
- Wrongly connected cables
- External influence on, or damage of the equipment
- Wrong parameter settings
- Software errors
- Faulty hardware



Hazardous touch voltages can be present on drive system components, which can be caused by:

- Operation of the equipment outside the scope of the specifications
- External influence on, or damage of the equipment
- Induced voltages by external equipment
- Condensation on equipment components, or pollution
- Faulty hardware



High temperatures, noise, particles, or gases can be emitted from drive system components caused by:

- Operation of the equipment outside the scope of the specifications
- External influence on or damage of the equipment
- Wrong parameter settings
- Software errors
- Faulty hardware



Hazardous substances can be emitted from drive system components caused by:

- Incorrect disposal of components

2.8 Important note - main circuit breaker

The main circuit breaker (MCB) is a major protection device of the drive. If a serious fault occurs in the drive, the MCB must disconnect the main power supply to the drive immediately. The main power supply must be disconnected without delay on an open or trip command from the drive to prevent hazard to the personnel and further damage to the equipment. The MCB is located on the primary side of the converter transformer.

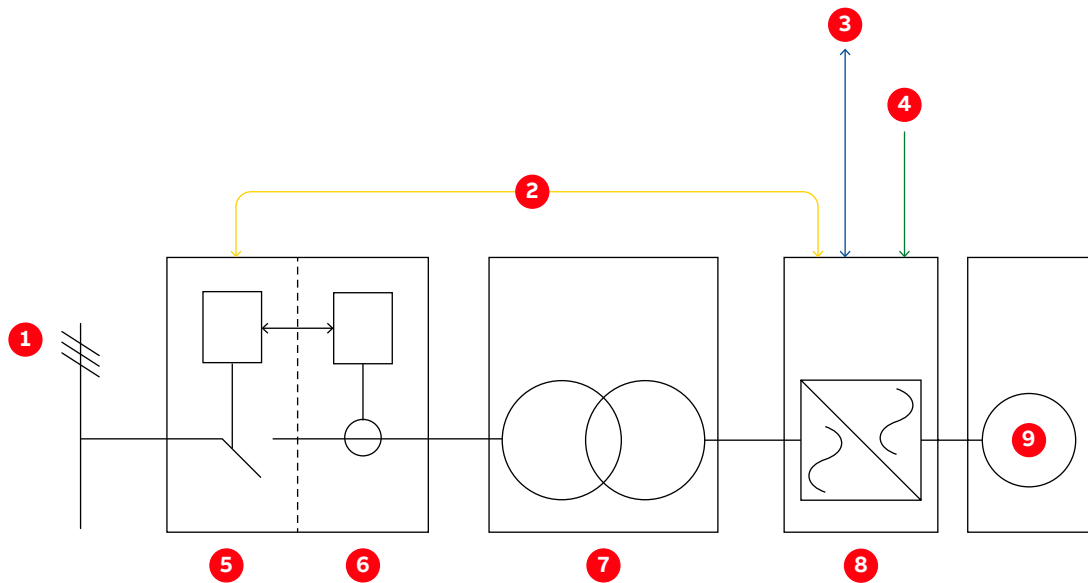


Figure 2-2: Drive system overview

(1) Main power supply	(6) Protection relay
(2) MCB control interface	(7) Converter transformer
(3) Higher-level control system	(8) Drive
(4) Local MCB control	(9) Motor
(5) MCB	

The MCB is a switching device that disconnects the power supply whenever required by the process or when a fault occurs. Typical MCBs are:

- Vacuum circuit breakers
- SF6 circuit breakers
- Fused contactors or motor control centers

A dedicated protection relay is used for:

- Transformer or converter primary cable protection (DTL)
- Transformer protection (if applicable)
- Transformer secondary cable protection (if applicable)
- Backing up the drive protection

In general, these protective measures are not included in the drive as provided by ABB.

2.8.1 Safety and protection requirements

For safety and protection reasons, the MCB must meet the stipulated minimum requirements of the specifications of ABB MV Drives. It is the system integrator's responsibility to ensure that the minimum requirements are met. The minimum requirements for the MCB are stated in this note and in the respective MCB specifications, which are available for each medium voltage drive from ABB.

The safety requirements for the drive are based on the following standards:

- "ISO 13849-1 Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design, section 6.2.6 Category 3" [20]
- "IEC 60204-1 Safety of machinery - Electrical equipment of machines - Part 1: General requirements" [21]

2.8.2 Minimum requirements for MCB and MCB control

- The MCB open and / or trip command has to be wired directly from the drive to the MCB.
 - It is not permitted to wire the trip command through any PLC or DCS system if it is not certified to meet SIL three-level requirements and to fulfill the timing requirements outlined below.
 - Opening of the MCB by the drive must be possible at any time. It is not permitted to interrupt the open and / or trip command, eg, by a local-remote switch in the MCB.
- When the MCB is in service position, the drive must have exclusive control of closing the MCB. Local closing of the MCB is not permitted.
- The maximum opening time of the MCB must never exceed the product- or project-specific maximum time defined in the MCB specifications.

Typical maximum values for the drive are defined as follows:

- **Maximum protection trip time:** 120ms

The maximum protection trip time is the maximum allowed breaking time (open and arcing) of the breaking device after the open command has been initiated to prevent further damage to the drive, such as diode failures.

- **Maximum safety trip time:** 250 ms

The maximum safety trip time is the maximum allowed time to ensure safe disconnection of the main power supply to prevent any hazard to personnel.

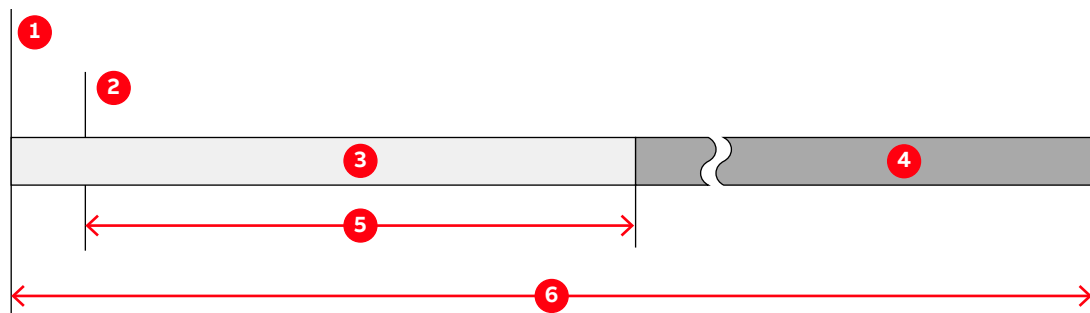


Figure 2-3: MCB opening timing diagram

- (1) Short-circuit occurs
- (2) Open and or trip command is set at the drive control output
- (3) No further damage to the drive
- (4) No hazard to personnel
- (5) Maximum protection trip time
- (6) Maximum safety trip time

In order to meet the stipulated safety requirements, ABB recommends of the following:

- MCB equipped with 2 independent opening coils
- MCB equipped with an opening coil and an undervoltage coil for monitoring of the control voltage
- Upstream protection coordination scheme is provided which uses the "breaker failure" (ANSI 50BF) signal to automatically trip the upstream breaker, in case the MCB does not open.

The upstream breaker must open within the maximum safety trip time after a failure has occurred.

2.8.3 Maintenance recommendation

The MCB trip circuits should be checked annually.

03

Power electronics and cabinet features

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3.1 Overview

The air-cooled ACS1000 is a general-purpose frequency converter for the control of standard induction motors.



For information on the power and voltage range of the drive, see the Technical specifications and the rating plate of the drive.

The following sections provide an overview of:

- Drive topology and main features
- Available main and auxiliary power configurations
- Power electronic components of the drive
- Cooling system
- Cabinet features such as the grounding switch and the electro-mechanical door interlock



Figure 3-1: ACS1000 air-cooled

3.2 Drive topology

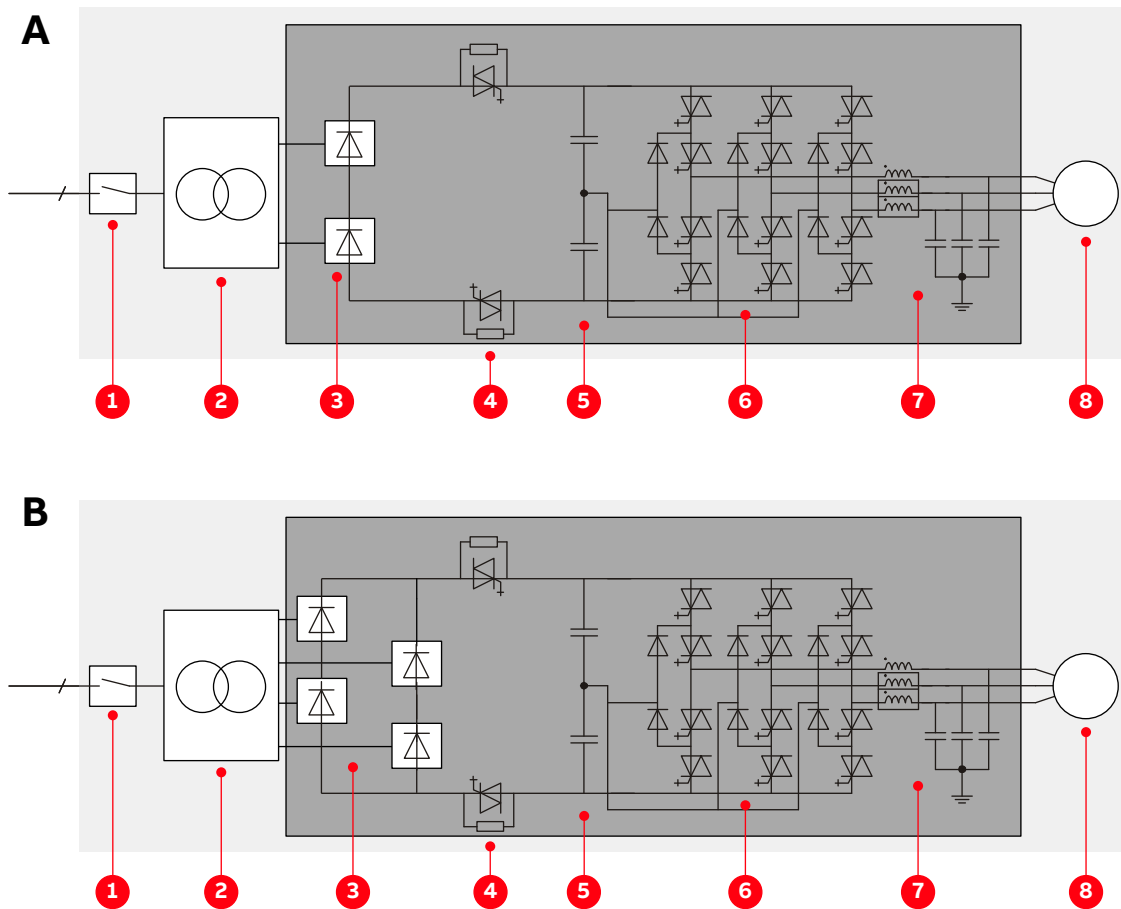


Figure 3-2: Block diagrams of an ACS1000A with a 12-pulse rectifier (A) and a drive with a 24-pulse rectifier (B)

- | | |
|---|--------------|
| (1) Medium voltage switchgear including main circuit breaker and transformer protection | (5) DC link |
| (2) Transformer | (6) Inverter |
| (3) Rectifier | (7) Filter |
| (4) Protection IGCTs | (8) Motor |

The drive system consists of the following main components:

- **Main circuit breaker (MCB):** For more information, see “2.8 Important note - main circuit breaker” on page 23.
- **Transformer:** For more information, see the Transformer specification.
- **Drive**
- **Asynchronous motor:** For more information, see the motor specification.

3.3 Power supply configurations

The drive requires 2 independent power supplies:

- Main power supply for the power electronic components
- Auxiliary power supply for the control and cooling system

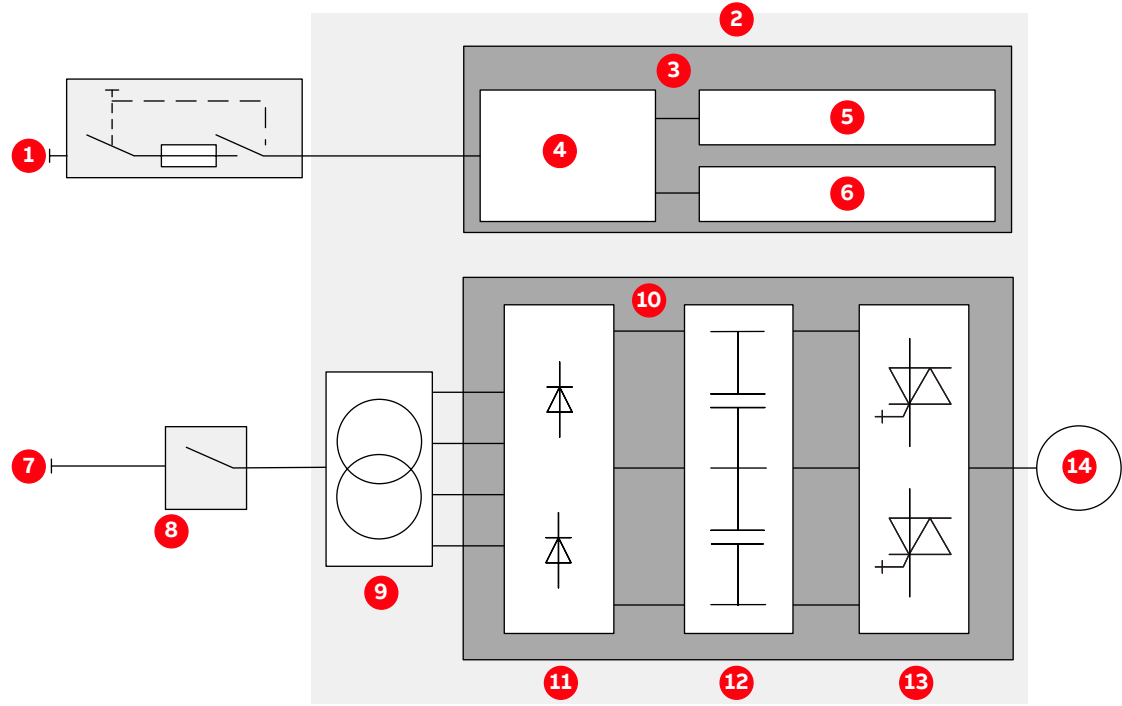


Figure 3-3: Drive overview with power supplies

- | | |
|----------------------------------|----------------------------------|
| (1) Auxiliary power supply | (8) MCB |
| (2) ACS1000A | (9) Transformer |
| (3) Control and cooling system | (10) Power electronic components |
| (4) Auxiliary power distribution | (11) Rectifier |
| (5) Cooling system | (12) DC link |
| (6) Control system | (13) Inverter |
| (7) Main power supply | (14) Motor |

3.3.1 Main power supply configurations

The drive is connected to the main power supply via a three-winding oil or dry-type transformer.

3.3.2 Auxiliary power supply configurations

The total auxiliary power demand of the drive includes:

- Auxiliary power for the cooling system
- Auxiliary power for the control hardware and the gate units which are used to trigger the power semiconductors

The total auxiliary power can be fed to the drive in the following ways:

- Through a common power supply
 - The total auxiliary power is supplied to the drive by a three-phase AC power supply.
 - If the power supply is interrupted, drive internal batteries provide a backup for the control system, thus enabling the drive to ride-through and/or to perform a controlled shutdown.
- Through separate power supplies
 - The auxiliary power is supplied to the drive by a three-phase AC power supply and by an UPS to a separate one-phase AC or DC input.
 - Feeding the control power separately by an UPS has the advantage that the main control hardware will remain energized, the full ride-through capabilities of the drive can be used, and the communication to a higher-level control system will not be lost in the event of an auxiliary power outage.

Important: The power feed for the auxiliary supply must be protected with a suitable circuit protection rated for the inrush current.



- For more information on the auxiliary power interface of the drive, see Appendix D – Wiring diagrams.
- For information on the rated voltage(s) and current(s), see the rating plate of the drive.

3.4 Drive topology

This section describes the main design features and introduces the major power electronics components of a typical drive.

3.4.1 Overview

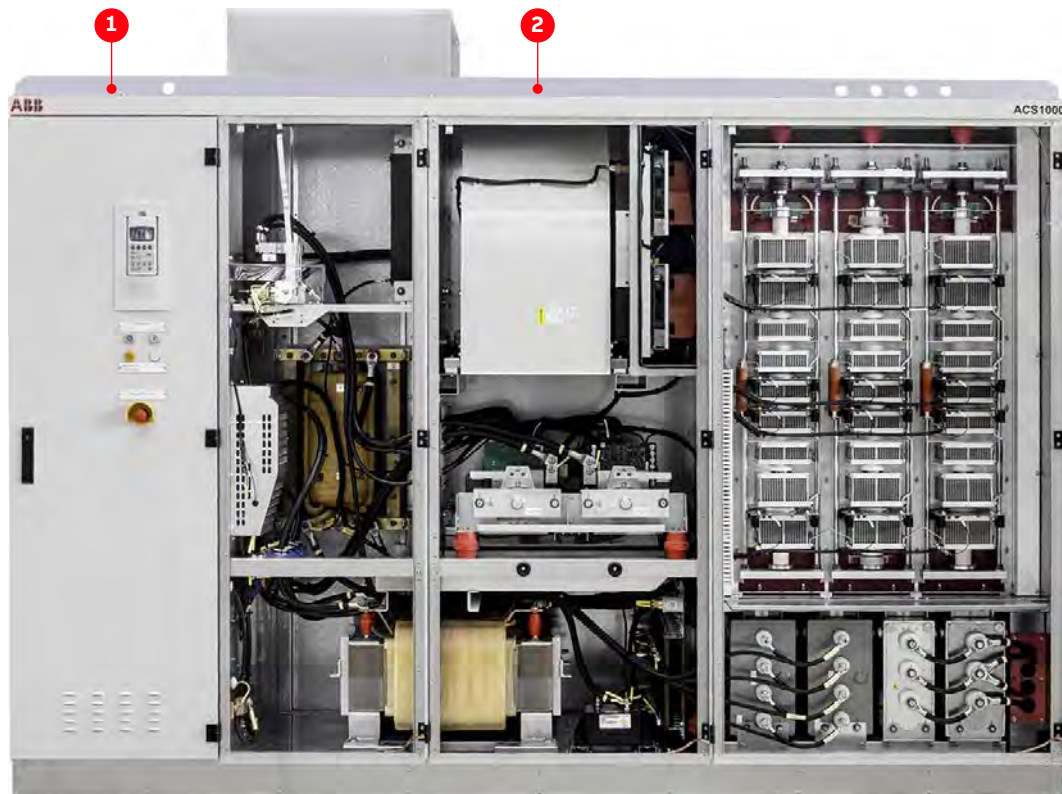


Figure 3-4: ACS1000 air-cooled topology

(1) Control compartment and terminal compartment

(2) Rectifier and inverter compartment

3.4.2 Control compartment and terminal compartment

The leftmost compartment of the drive divides into:

- Control compartment (1 in Fig. 3-5)
 - The control compartment in the front contains the hardware of the control system of the drive.
 - For more information on the control hardware, see “04 Control system” on page 51.
- Terminal compartment (2 in Fig. 3-5)
 - The terminal compartment in the back contains the busbars for the feeder and motor cables, the ground cable and the cable screens. A hinged bolted partition separates the terminal compartment from the control compartment.
 - For more information on cable entry and cable connection, see “07 Electrical installation” on page 83.

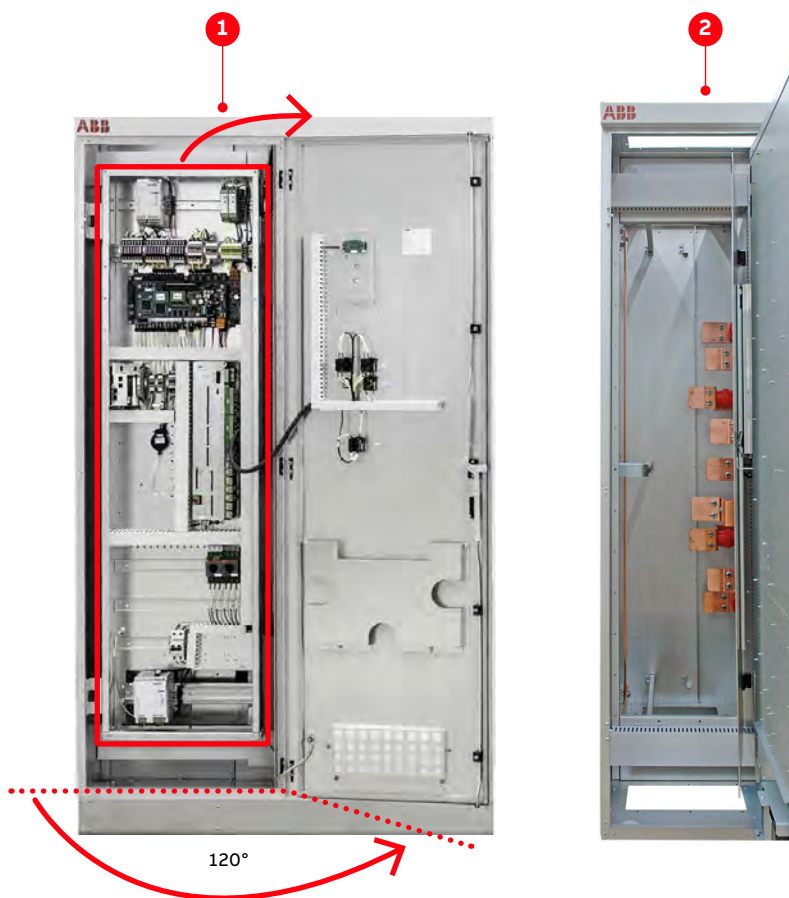


Figure 3-5: Control and terminal compartments

(1) Control compartment

(2) Terminal compartment

3.4.3 Rectifier and inverter compartment

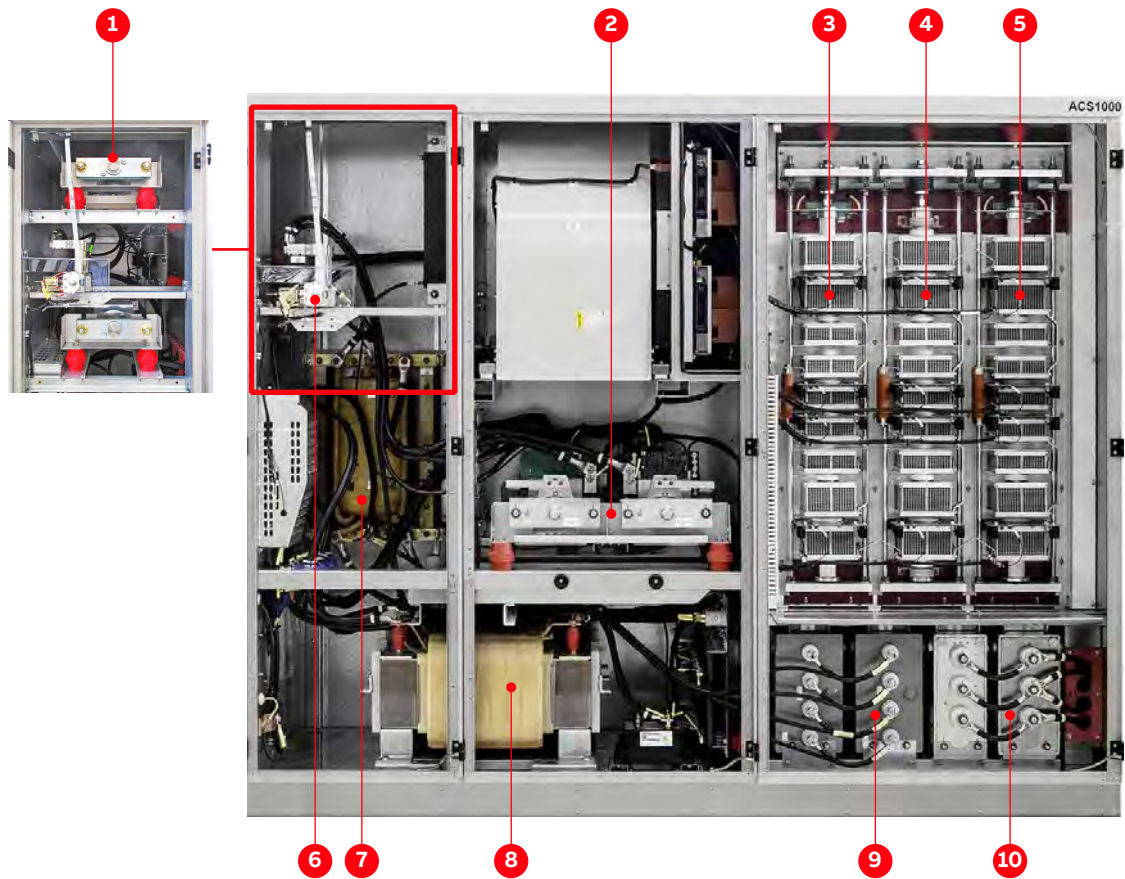


Figure 3-6: Rectifier compartment

- | | |
|--|--------------------------------|
| (1) Second 12-pulse rectifier | (6) Grounding switch |
| (2) 12-pulse rectifier with protection IGCTs | (7) Common mode choke (option) |
| (3) Inverter phase U | (8) Filter choke |
| (4) Inverter phase V | (9) Filter capacitors |
| (5) Inverter phase W | (10) DC-link capacitors |

3.4.4 Grounding switch

The grounding switch is a safety device that enables safe access to the medium voltage compartments of the drive.

When the switch is in position grounded, the DC link of the drive is connected to the PE ground busbar.

The grounding switch is electro-mechanically interlocked with a discharge monitoring circuit that prevents closing of the switch while the DC link capacitors are still charged.

Grounding the drive is only possible after the main power supply has been disconnected, and the DC link has discharged. When the voltage is below 50 V (DC), the lamp grounding switch unlocked (1 in Fig. 3-7) on the door of the control compartment lights up, and the grounding switch can be turned to position grounded (2 in Fig. 3-7).

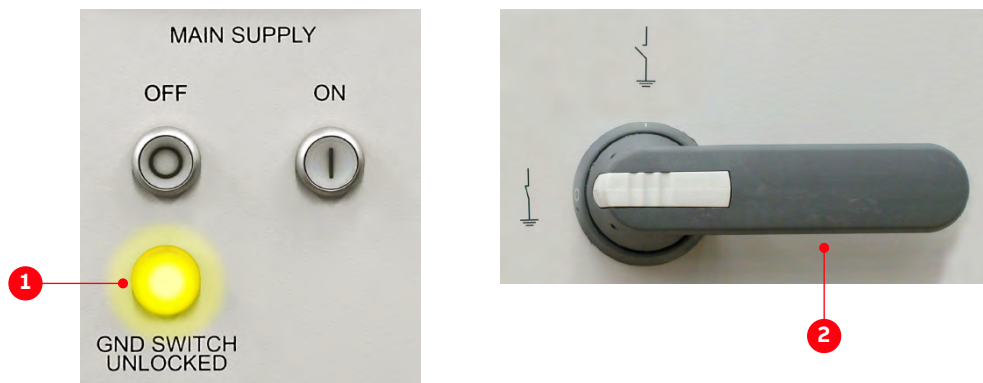


Figure 3-7: Grounding switch

(1) Grounding switch unlocked lamp is on

(2) Grounding switch in grounded position

When the grounding switch is in position grounded, the doors of the medium voltage compartments are released, and the doors can be opened.

3.4.5 Rectifier

The diode rectifier converts the AC voltage of the main power supply and connects its output to the minus, neutral point, and plus side of the DC link.

Depending on the harmonics requirements for the main power supply, the drive is equipped with a 12-pulse or a 24-pulse rectifier.

3.4.6 Protection IGCTs

The drive features a fuseless protection design. The IGCTs are placed between the rectifier and the DC link. If necessary, the IGCTs directly isolate the inverter from the main power supply.

3.4.7 Inverter

The compartment contains the inverter and the DC-link capacitors and filter capacitors.

The inverter converts the DC voltage to the required AC motor voltage and frequency.

Each phase of the three-phase inverter consists of a combination of four IGCTs and two NP diodes for three-level switching operation. The output is switched between positive DC voltage, neutral point (NP) and negative DC voltage. Hence, the drive can control the output voltage and the frequency continuously from zero to maximum using direct torque control. For more information, see “4.2.2.4 Direct torque control” on page 58.

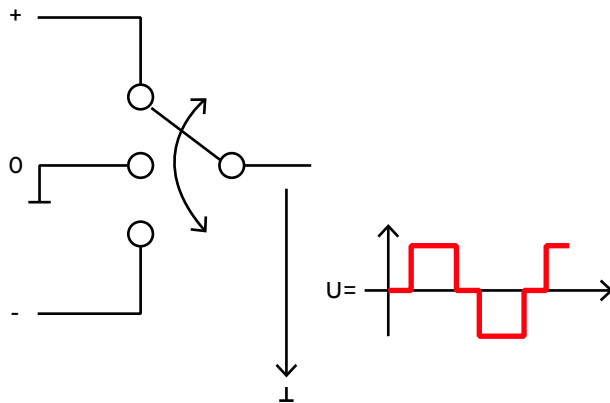


Figure 3-8: Three-level voltage source inverter principle

3.4.8 Filter

The filter at the drive output reduces the harmonic content of the motor voltage and generates a nearly sinusoidal motor-friendly voltage waveform. The filter also eliminates all high dv/dt effects. Therefore, standard motors can be used, and voltage reflections in the motor cables are eliminated.

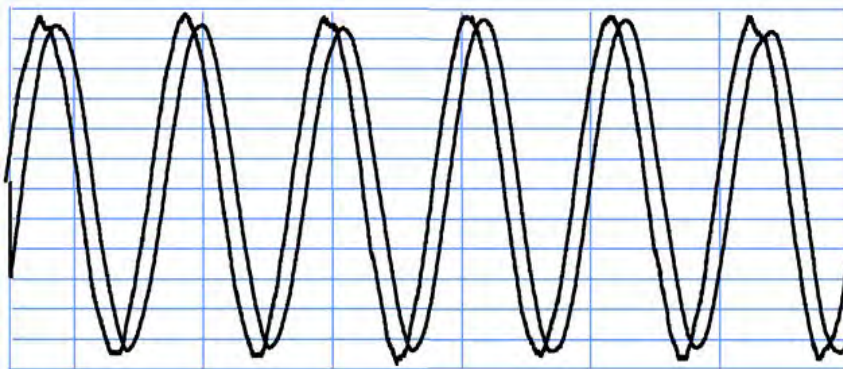


Figure 3-9: Voltage and current waveforms at drive output

Output voltage: 4.16 kV

Output frequency: 60 Hz

3.4.9 Optional Braking Chopper

The optional braking chopper uses resistor braking to provide motor braking and shorter deceleration times, eg, for:

- Reduction of coasting down time, eg, for conveyor belts, fans, and pumps
- Emergency stops

The braking chopper cabinet connects to the right side of the drive as well as to the braking resistors, which are external to the ACS1000 and not part of the product scope.

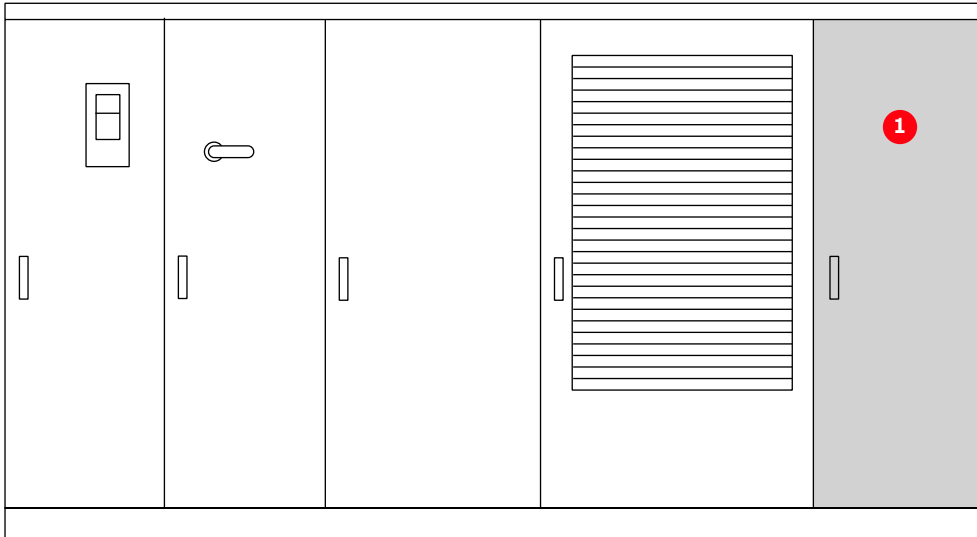


Figure 3-10: ACS1000 air-cooled with braking chopper (1)

The braking chopper is controlled and monitored by the ACS1000.

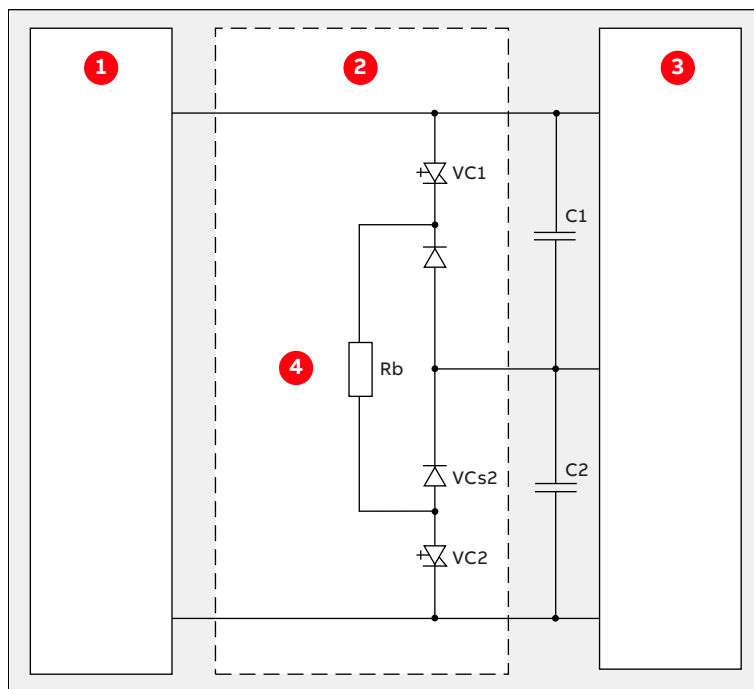


Figure 3-11: Principle diagram

- | | |
|----------------------|----------------------|
| (1) Rectifier | (3) Inverter |
| (2) Braking chopping | (4) Braking resistor |

3.4.9.1 Control principle

If the DC-link voltage rises above a preset limit, the control system of the ACS1000 automatically activates the braking chopper. A rise of the DC-link voltage can be caused by a machine, feeding into the DC link or by an increase of the voltage in the rectifier of the ACS1000.

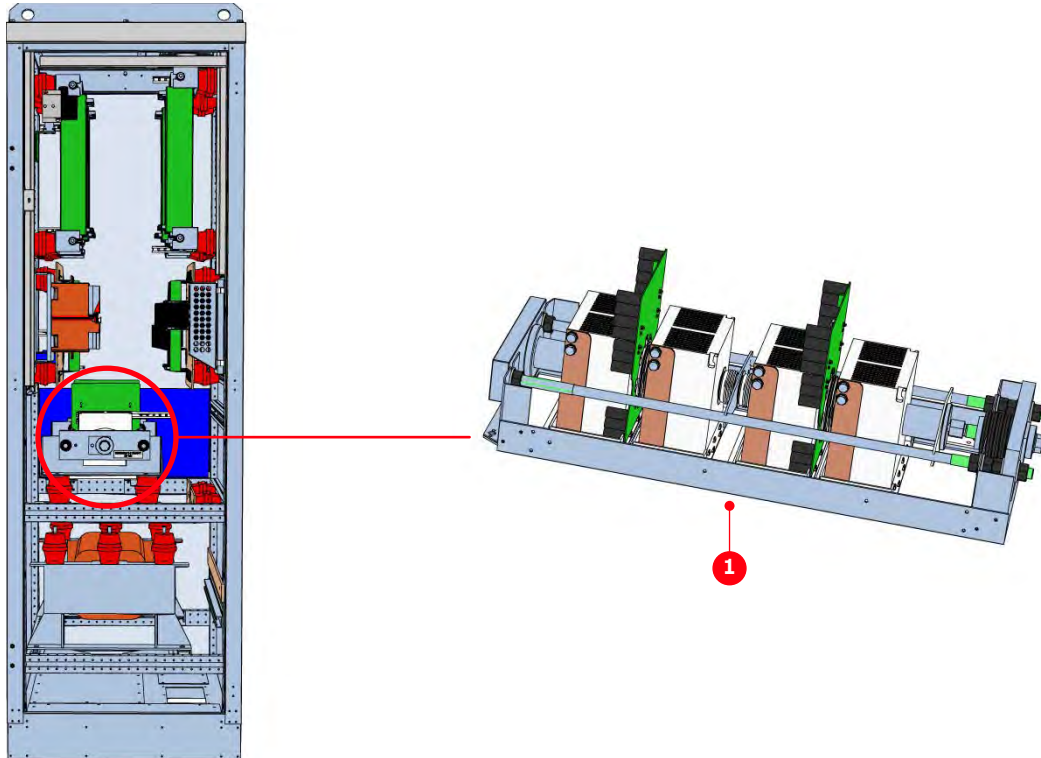


Figure 3-12: Braking chopper design

(1) Semiconductor stack

3.4.9.2 Monitoring and protective functions

3.4.9.2.1 Current monitoring

Input currents of the braking chopper are monitored for overcurrent and imbalance in order to detect any defective component in the circuit. The current can become imbalanced if one of the IGCTs conducts a current permanently or if an IGCT fails to be switched on.

If a short-circuit or an imbalance is detected in the braking chopper, the drive is shut down.

3.4.9.2.2 Thermal protection

The braking chopper and the braking resistors are monitored for over-temperature by the ACS1000.

In addition, an external thermal protection device can be connected to a digital input. As soon as the temperature of the braking resistors exceeds the response threshold of the external thermal protection device, the operation of the braking chopper is disabled and an alarm message is displayed on the control panel of the ACS1000. Braking is then only possible when the temperature falls below the threshold.

3.4.9.3 External cooling for braking resistors

A digital output and a digital input can be used to control and monitor an external cooling fan or pump for the braking resistors.

3.4.9.4 Braking chopper ratings

The maximum braking power is limited to 60% of the nominal power of the ACS1000 and must not be greater than 2.5 MW (Tab. 2-1).

The relation between maximum braking energy ($E_{\text{brake max}}$) and maximum chopper braking power ($P_{\text{chopper max}}$) is as follows:

$$E_{\text{brake max}}(\text{MWS}) = P_{\text{chopper(max)}}(\text{MW}) \times 30 \text{ sec}$$

After a braking period of 30 s with maximum braking power (2.5 MW), a cooling time of one hour is required. If two braking sequences of 30 s are necessary within an hour, the maximum braking power has to be reduced to 50% of the maximum possible braking power.

Table 3-1: Braking ratings

Type	ACS1000		Braking chopper	
	Max. DC-link voltage (V)	Max. braking power (MW)	Max. braking power (MW)	Max. braking energy (MW)
ACS1012-A1	4200	0.426		
ACS 1013-A1	6000	0.426	2500	75
ACS 1014-A1	7270	0.426		
ACS1012-A2	4200	0.672		
ACS 1013-A2	6000	0.672	2500	75
ACS 1014-A2	7270	0.840		
ACS1012-A3	4200	0.960		
ACS 1013-A3	6000	1.080	2500	75
ACS 1014-A3	7270	0.960		
ACS1012-W1	4200	1.350		
ACS 1013-W1	6000	1.500	2500	75
ACS 1014-W1	7270	1.350		
ACS1012-W2	4200	1.680		
ACS 1013-W2	6000	2.130	2500	75
ACS 1014-W2	7270	2.130		
ACS 1013-W3	6000	2.500		
ACS 1014-W3	7270	2.500	2500	75

3.4.9.5 Cabinet dimensions and weight

Length	644 mm
Depth	902 mm
Width	2002 (2070 including lifting eyes)
Height	460 kg

3.4.9.6 Braking resistor cables

Cable type	Shielded
Minimum cross sectional area	70 mm ²
Voltage rating	1/2 of maximum converter DC-link voltage If a multi-core cable is used, the full DC-link voltage must be taken into consideration.
Maximum length	50 m

The configuration and dimensions of the braking resistors depend on the specific application. For information, see the “Dimensioning of braking resistors” application note.

3.5 Cooling system

3.5.1 Fan configurations

The cooling system of the drive is equipped with one of the following fan configurations:

- **Non-redundant:** The fan (1 in Fig. 3-15) is installed inside the cabinet.
- **Redundant:** Fan 1 and fan 2 (1 and 2 in Fig. 3-16) are installed on the roof. This configuration enables continuous operation of the drive if a fan fails.

3.5.2 Type of fan

The drive is equipped with one of the following types:

- **AC fans:** The AC fans are turned on and off with digital signals which switch contactors to connect or disconnect the 3-phase auxiliary power. The AC fan speed is not controlled.
- **EC fans:** The electronically commutated (EC) fans are controlled via an analog signal from the drive based on the inverter current. The EC fan speed is controlled depending on the required cooling.

3.5.3 Starting, stopping the cooling system

The drive switches on the cooling system when the main circuit breaker (MCB) closes. When the MCB opens, the cooling system switches off after a delay. The delay corresponds to the discharging time of the drive and takes up to 5 minutes.

3.5.4 AC redundant fans - operating principles

Default settings:

- Cycle time during which AC fan 1 and AC fan 2 run alternately: 10 h
- Operating time of AC fan 1: 6 h
- Operating time of AC fan 2: 4 h

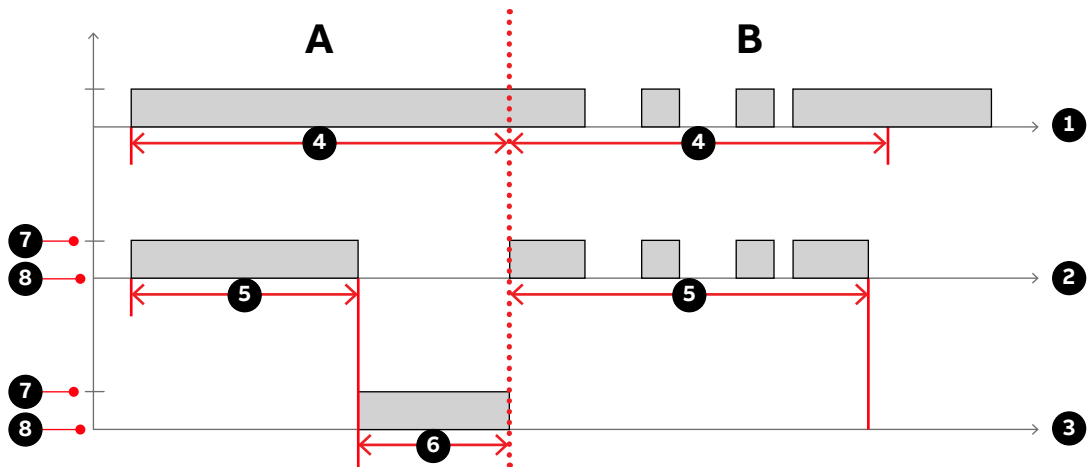


Figure 3-13: Operating times of the AC fan units during continuous drive operation (A) and Intermittent drive operation (B)

(1) Cycle time	(5) 6 hours
(2) Fan 1	(6) 4 hours
(3) Fan 2	(7) On
(4) 10 hours	(8) Off

When the drive operates continuously, AC fan 1 switches off after six hours and fan 2 switches on for four hours.

When the drive operates intermittently, the AC fan that is due for operation is switched on and off in the same pattern as the drive until the programmed operating time has elapsed.

If one AC fan fails, the second AC fan switches on and runs continuously.

3.5.5 EC redundant fans – operating principles

When no EC fan failure exists, all EC fans are turned on and are running at a lower speed (typically the minimum speed). When one EC fan fails, the second EC fan will speed up to ensure the required cooling.

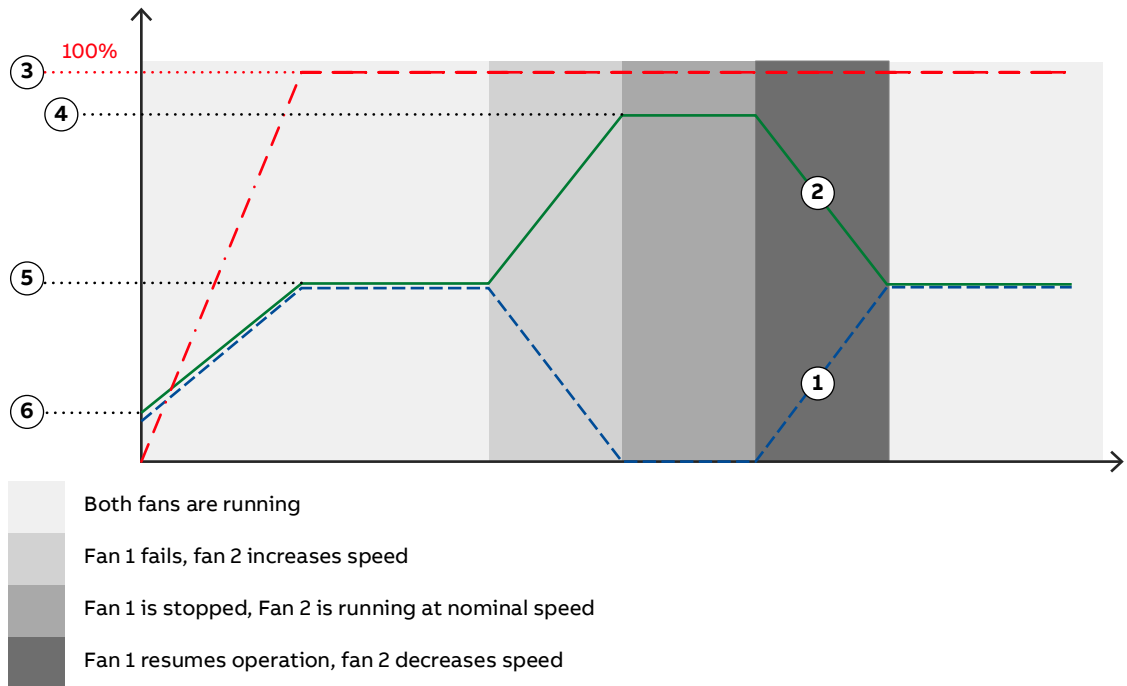


Figure 3-14: Operating principles of redundant EC fans

(1) Fan 1	(4) Nominal fan speed
(2) Fan 2	(5) Reduced fan speed
(3) Drive load	(6) Minimum fan speed

3.5.6 Air flow overview (AC and EC fans)

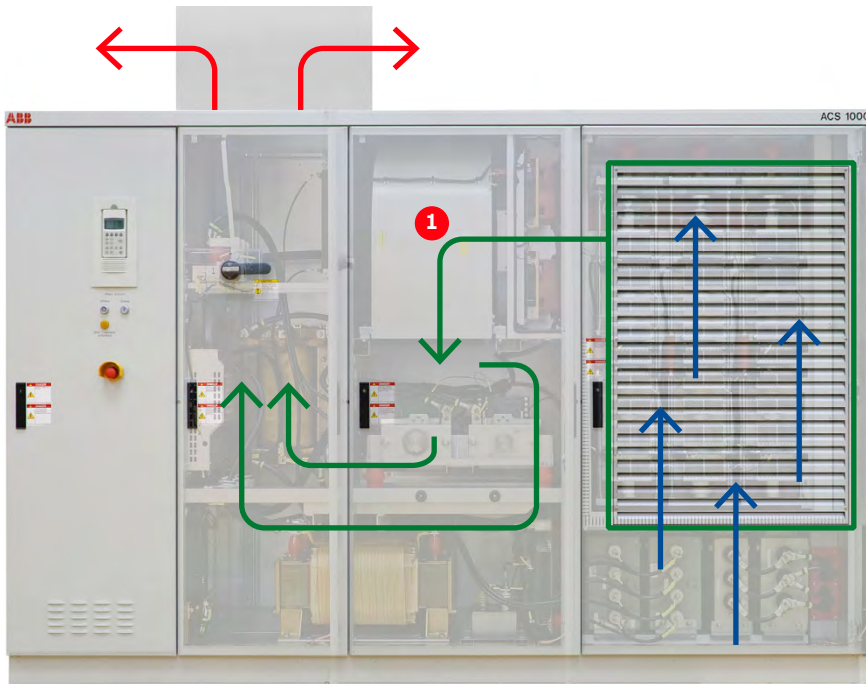


Figure 3-15: Air flow– non-redundant fan (1) configuration

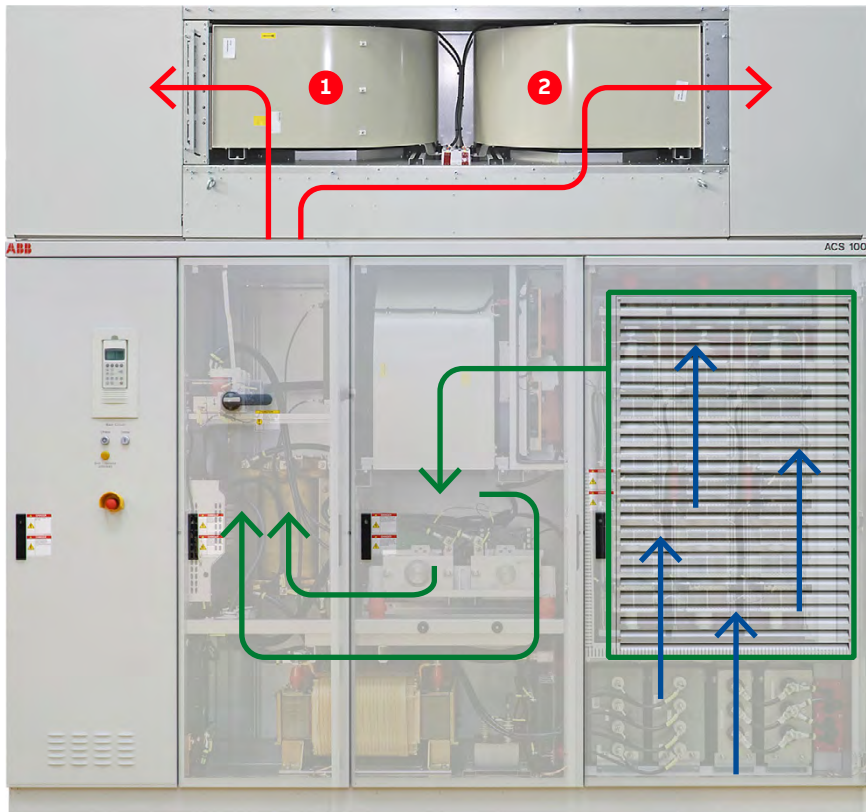


Figure 3-16: Air flow– redundant fan configuration

- (1) Fan 1
- (2) Fan 2

3.5.7 Monitoring the air pressure

3.5.7.1 Air pressure in the drive (AC fans only)

This type of supervision is only required for AC fans. For EC fans, the supervision is integrated in the EC fan electronic board.

A pressure switch (1 in Fig. 3-17) in the control compartment monitors the air pressure in the drive.

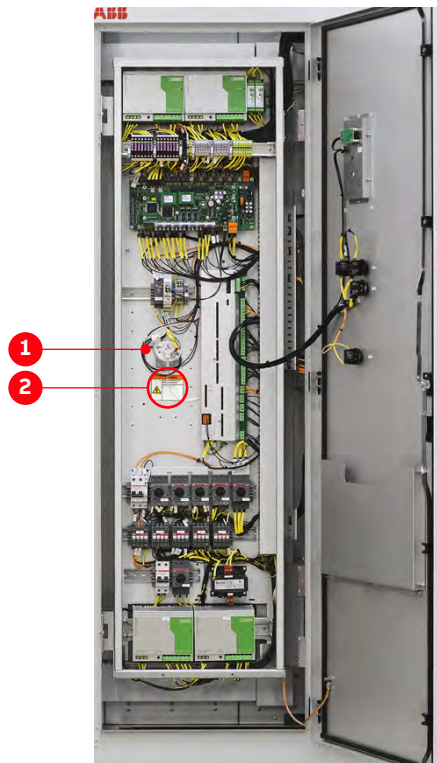


Figure 3-17: Air pressure switches

(1) Air pressure switch

(2) Location of optional air pressure switch

When the pressure decreases and the response threshold of the pressure switch is reached, the following takes place:

- **Drives with non-redundant fan configuration:** The alarm FanDiffPres displays on the local control panel and the drive shuts down.
- **Drives with redundant fan configuration:** The alarm FanDiffPres displays on the local control panel and the drive switches on the stand-by fan. When the stand-by fan also fails, the drive shuts down.

3.5.7.2 Air pressure across filter mat (AC and EC fan types)

A separate optional air pressure switch (2 in Fig. 3-17) monitors the pressure drop across the filter mat in the air intake. When the filter mat is clogged and the pressure drop reaches the specified final pressure loss, the alarm AirFiltSupv displays on the local control panel. The reaction of the drive on the alarm is programmable.

3.5.8 Adjustable parameters



For more information on the parameters for the cooling system and their settings, see “Appendix G – Signal and parameter table”.

3.6 Cabinet design

The riveted and folded cabinet construction of the drive ensures a strong, flexible and self-supporting framework. The construction avoids the need for additional skeletal support and provides effective protection against electromagnetic emissions.

EMC has been achieved by applying a cabinet design consisting of folded, galvanized sheet metal plates (approximately 2 mm thick) and minimizing the space between the rivets. The inside walls of the cabinet are not painted, because paint tends to reduce the effectiveness of metallic bonding which is important for successful EMC.

Accordingly, only the front of the cabinet is painted while all other walls are galvanized. However, the cabinet can be ordered optionally with the whole of the outside painted. EMC performance is further enhanced by the use of metal cable ducts.

3.7 Door locking system

To ensure safety and to prevent the doors being opened unintentionally, all doors are lockable. The doors of compartments where medium voltages are present during operation (Fig. 2-18: 2) are electro-mechanically secured.

Additionally, the doors of the medium voltage compartments have locks with different inserts than the control compartment door. The different lock inserts ensure that these doors can only be opened by personnel authorized to do so.



Figure 3-18: Door locks

(1) Door of control compartment: lockable
Partition of terminal compartment behind control compartment: bolted

(2) Doors of rectifier and inverter compartment: electro-mechanically locked
Doors cannot be opened when the drive is energized.

3.8 Arc resistant design (optional)

The optional “Arc Resistant Design” provides the drive with arc fault protection in accordance with IEC 62477-2.

The ABB arc resistant classes in Table 3-2 indicate the type of arc proofing that a drive uses. Depending on the drive configuration, classes I and II are available for an ACS1000A.



For information on the arc resistant design class of your drive, see the project-specific “Converter Data Sheet” (Appendix B of the ACS1000A user manual).

Table 3-2: ABB arc resistant classes

ABB class	Description
Class I	Protection based on arc prevention (NOT certified according to IEC 62477-2)
Class II	Protection based on arc resistant cabinet structure ⁽¹⁾
Class III	Protection based on external arc fault limitation and elimination. HV fuses are applied externally to limit the arc fault current ⁽¹⁾
Class IV	Fast arc detection and elimination ⁽¹⁾

(1) IAC certified by 3rd body according to IEC 62477-2

3.8.1 Internal arc classification (IAC)

The arc fault rating, which is based on arc fault tests, is on the label underneath the drive rating plate of the drive.

Internal Arc Classification (IAC)									
ABB Class II									
IAC	F	L	R	T	B	I _A	t _A	APR	SC
IEC 62477-2	2b	2b	2b	1	1	5 kA	0.5 s	Yes	No
Distance [m]	0.3	0.3	0.3	-	-				

3BHB049908R1205

Figure 3-19: IAC label example

3.8.2 Associated protection requirement

The arc resistant design requires associated protections that are not included in the scope of the delivery, ie, a main circuit breaker.



For more information on the MCB:

- MCB overview: “2.8 Important note - main circuit breaker” on page 23
- MCB requirements: "Input circuit breaker engineering guideline" [5]

3.9 Space heaters

The optional space heaters protect the cabinet from condensation.

The drive switches on the space heaters when the cooling system is switched off.

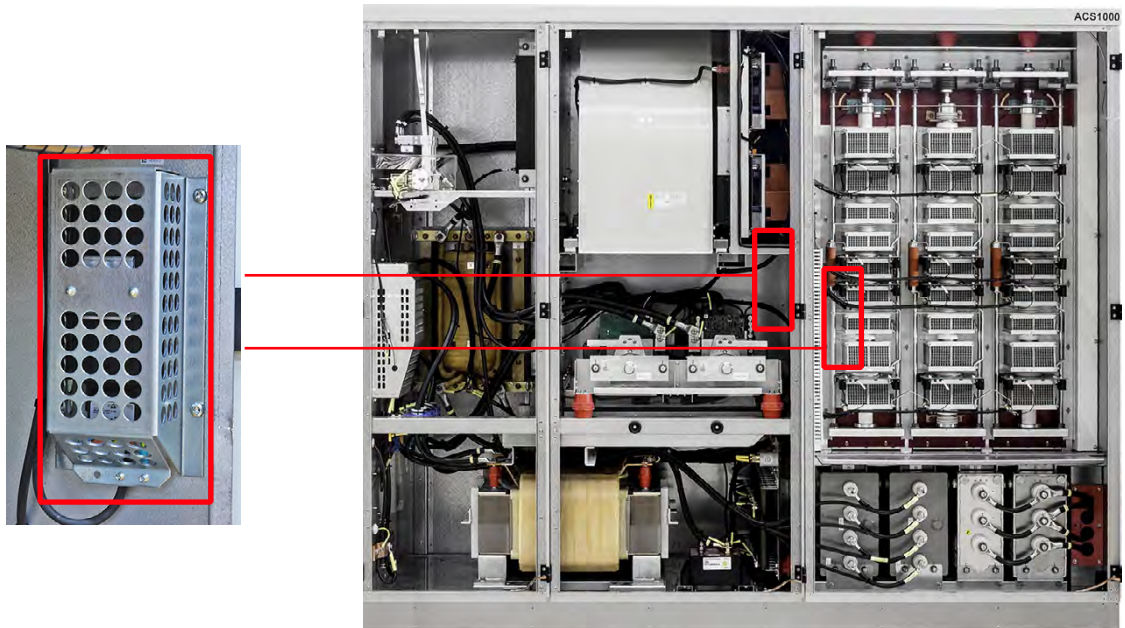


Figure 3-20: Space heaters



04

Control system

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4.1 Overview

The control compartment incorporates the hardware for the control, monitoring and protection functions of the drive, and the communication interfaces to the local control panel and to the remote control devices. Depending on the control concept of the drive system, the remote control devices include a higher-level control system and / or remote operator stations.

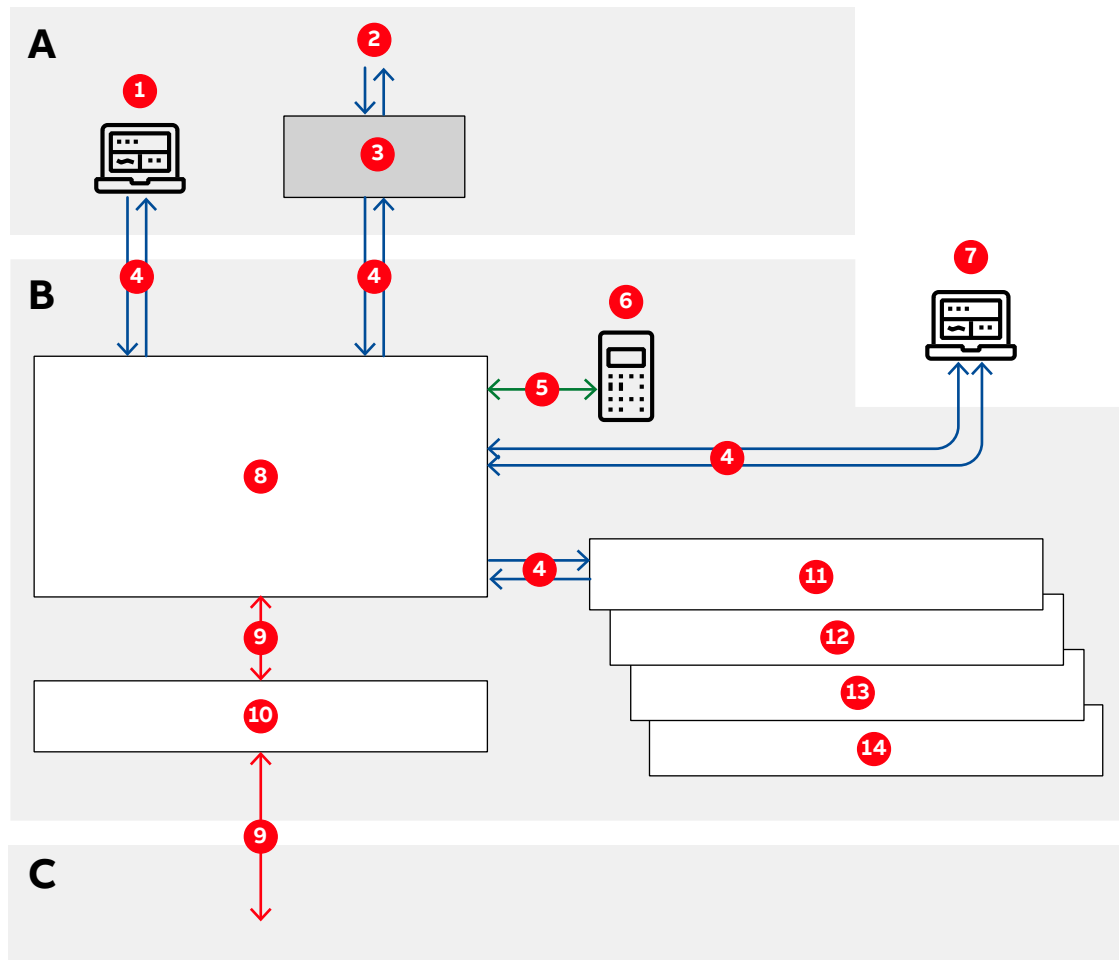


Figure 4-1: Block diagram of control system with customer interface (A), control system (B) and power electronics (C)

(1) ABB Ability	(8) AMC circuit board
(2) Higher-level control system	(9) Fiber-optics
(3) Fieldbus	(10) INT circuit board
(4) DDCS	(11) IOEC1
(5) RS485	(12) IOEC2
(6) CDP control panel	(13) IOEC3 (optional)
(7) PC tools	(14) IOEC4 (optional)

4.2 Main components

This section provides an overview of the main hardware components of the control system and their interconnection.

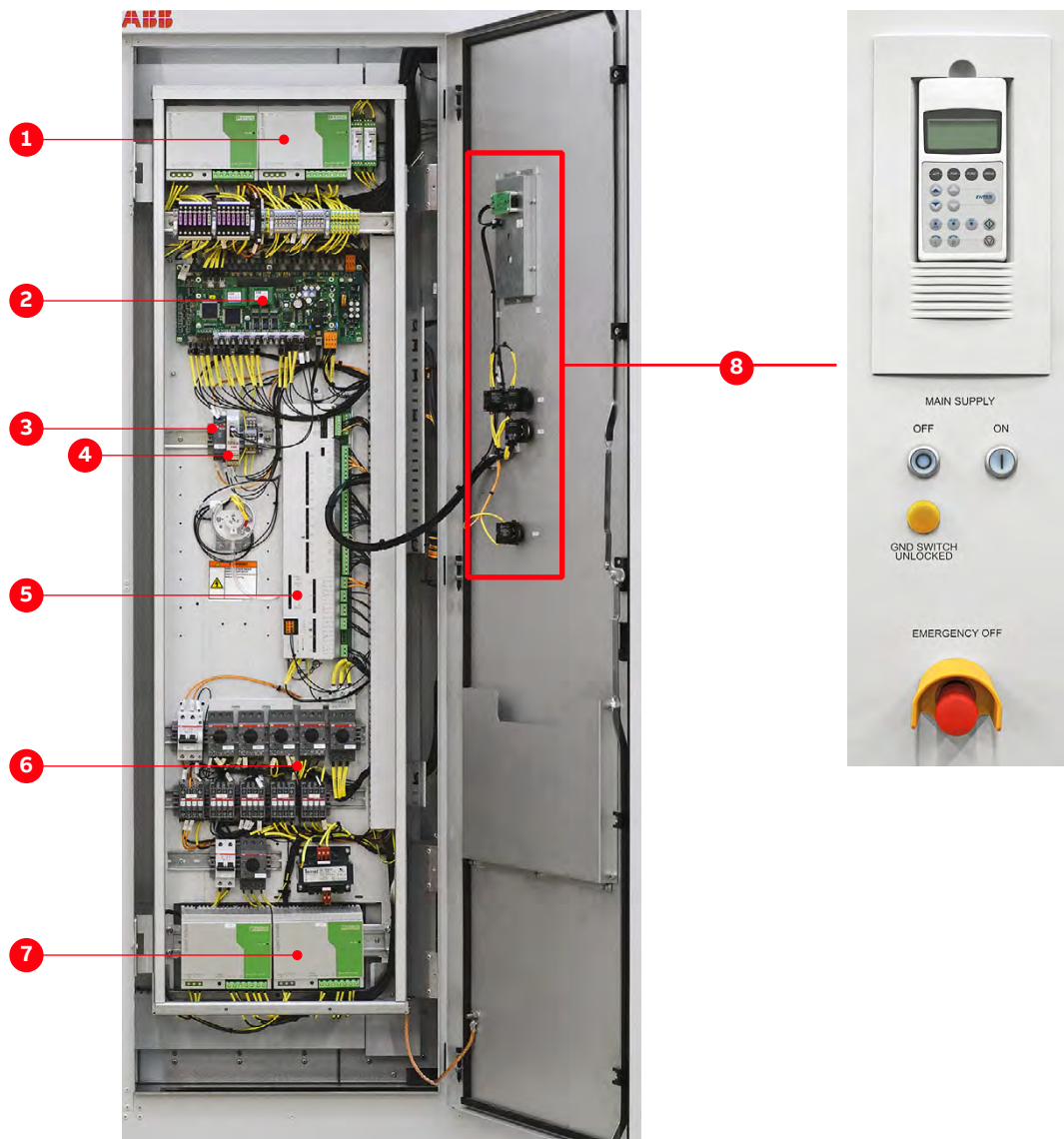


Figure 4-2: Control compartment

- | | |
|---|---|
| (1) Control power supply | (5) IOEC1 module |
| (2) AMC circuit board and INT circuit board | (6) Motor starters and circuit breakers |
| (3) Pulse encoder (option) | (7) Control power supply |
| (4) Fieldbus interface (option) | (8) Local control panel |

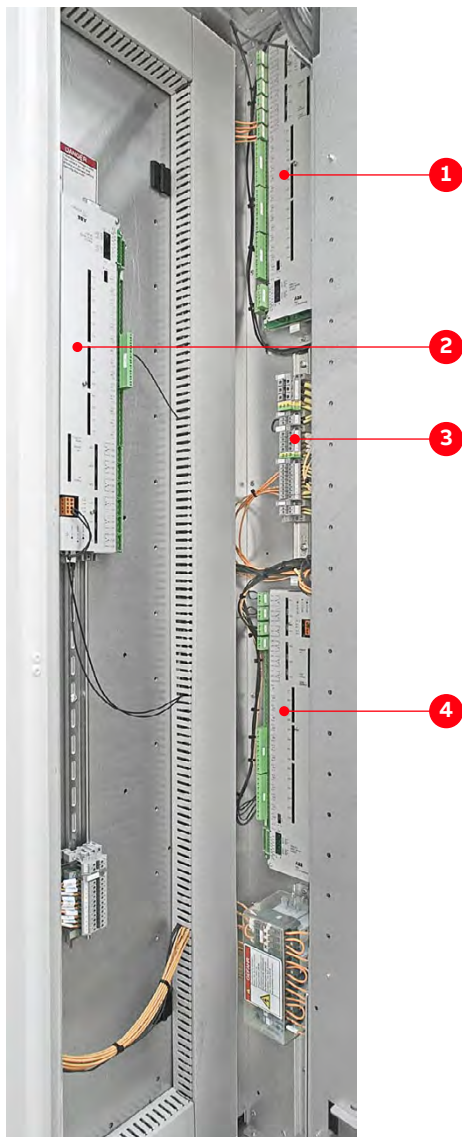


Figure 4-3: Control compartment – I/O devices

(1) IOEC2 module (standard)

(3) Auxiliary voltage terminals

(2) IOEC4 module (option)

(4) IOEC3 module (option)



For more information on the devices present in the control compartment, see “Appendix D – Wiring diagrams”.

4.2.1 Local control panel

The local control panel on the door of the control compartment serves as the basic user interface for monitoring, control, operation of the drive, and setting of parameters.



For more information, see “09 Operation” on page 113 and “10 CDP control panel” on page 127.

4.2.2 AMC circuit board

The AMC circuit board is the major component of the drive’s control system and performs general drive control, motor control, and closed loop functions. The main internal control devices and the peripheral input and output interfaces to the customer communicate with the AMC circuit board via optical fibers.

The circuit board is fitted with a Motorola DSP processor and features two PPCS and eight DDCS communication channels. These communication channels are used for high-speed data transfer via the INT circuit board to the inverter.

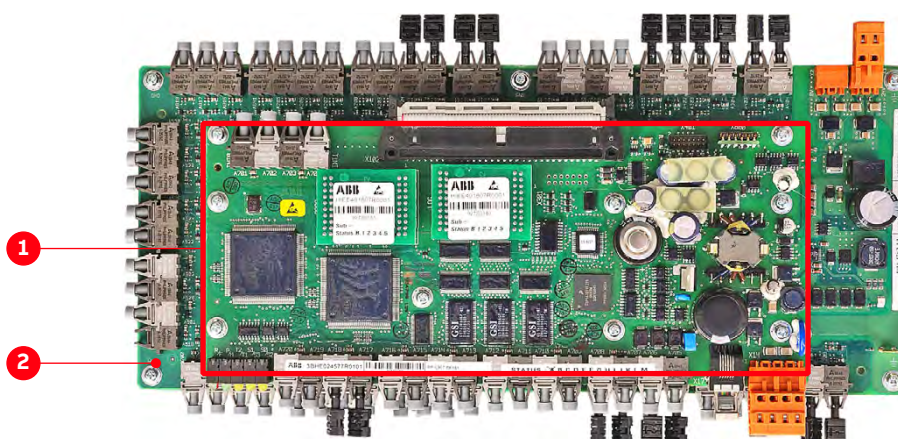


Figure 4-4: AMC circuit board

(1) AMC circuit board

(2) Interface circuit board (INT)

4.2.2.1 Control tasks

The AMC circuit board has specific control and closed-loop tasks assigned to it. It processes drive and status information, performs the speed and torque control tasks, and monitors the operation of the drive.

All relevant drive variables (eg, speed, torque, current, voltage) are continuously monitored by the control system. Pre-programmed protection functions ensure that these variables remain within certain limits in order to maintain safe operation of the drive. These internal functions are not programmable by the user.

Optionally, the AMC circuit board can monitor signals from external equipment. These can be activated and adjusted with parameters.

Other general control, protection and monitoring tasks regarding the whole drive include control and monitoring of:

- “2.8 Important note - main circuit breaker” on page 23
- “3.4.4 Grounding switch” on page 37
- “3.5 Cooling system” on page 42

4.2.2.2 Parameters

The control system is configured, customized, and tuned with a set of application parameters. The application parameters are organized in functional groups and have factory-set default values. The default parameter values are adjusted during commissioning to the specific application of the drive in order to activate the specific control, monitoring and protection functions for the driven process, and to define the signals and data transferred between drive and external equipment.



For more information on the parameters for signal allocation, signal type selection, signal inversion, scaling, and filtering, see Appendix G – Signal and parameter table.

4.2.2.3 Main circuit breaker

The main circuit breaker (MCB) is an important switching and protection device of the drive system. Therefore it must only be controlled and monitored by the drive.



For more information, see:

- Main circuit breaker engineering guideline
- “2.8 Important note - main circuit breaker” on page 23

4.2.2.4 Direct torque control

The speed and torque of the motor is controlled by DTC (Direct Torque Control). DTC provides accurate speed and torque control, and high dynamic speed response.

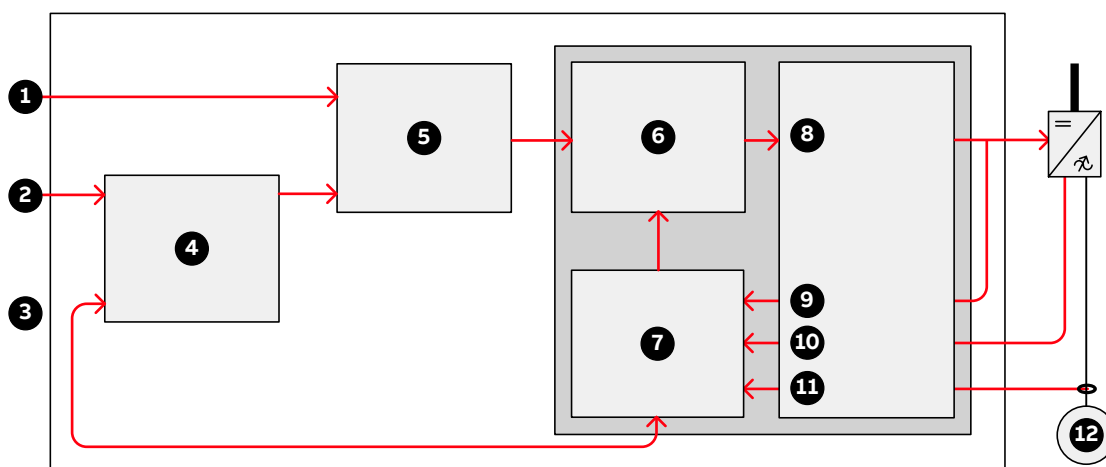


Figure 4-5: Direct torque control

(1) Torque reference	(7) Motor model
(2) Speed reference	(8) Switching logic
(3) Actual reference	(9) Switch positions
(4) Speed controller	(10) Voltage
(5) Torque reference controller	(11) Current
(6) Torque-flux comparator	(12) Motor

Switching of the semiconductors in the inverter is directly controlled in accordance with the motor core variables flux and torque.

The measured motor currents and DC link voltages are inputs to an adaptive motor model. The model produces exact values of torque and flux every 25 microseconds. Motor torque and flux comparators compare the actual values to reference values which are produced by the torque and flux reference controllers.

Depending on the outputs from the hysteresis controllers, the switching logic directly determines the optimum switch positions every 50 microseconds and initiates switching whenever required.

4.2.2.5 Peripheral I/O devices

The peripheral input and output devices connected to the AMC circuit board include:

- Local CDP control panel
- IOEC I/O modules for parallel signal transfer to external devices (see “4.3.1 IOEC I/O modules” on page 61)
- Serial communication interface (fieldbus) for serial data transfer to a higher-level control system (see “4.3.2 Serial communication interface (fieldbus)” on page 65)
- Pulse encoder interface NTAC (option) (see “4.3.3 Pulse encoder interface NTAC (option)” on page 65)

- PC-based service tools comprising:
 - DriveWare® software tools, commissioning and maintenance tools, ie, DriveWindow and DriveDebug, and DriveOPC for data transfer between ABB drives and Windows®-based applications.
 - NETA-21 with ABB Ability monitoring contract (optional): monitoring and diagnostics tool that allows access to the drive from any location in the world via a secure Internet connection.

4.2.2.6 Control modes

The drive provides the following control modes:

- **Speed control mode:** Default control mode of the drive. The control mode can be used for applications where constant speed is required, such as pumps, fans and conveyors.
- **Torque control mode:** used for processes that require torque control (eg, mixers and slave drives). The torque reference comes from a process control system or a control panel.
- **PID control mode:** controls the process variable (eg, pressure, level or flow) by adjusting the speed of the motor accordingly.

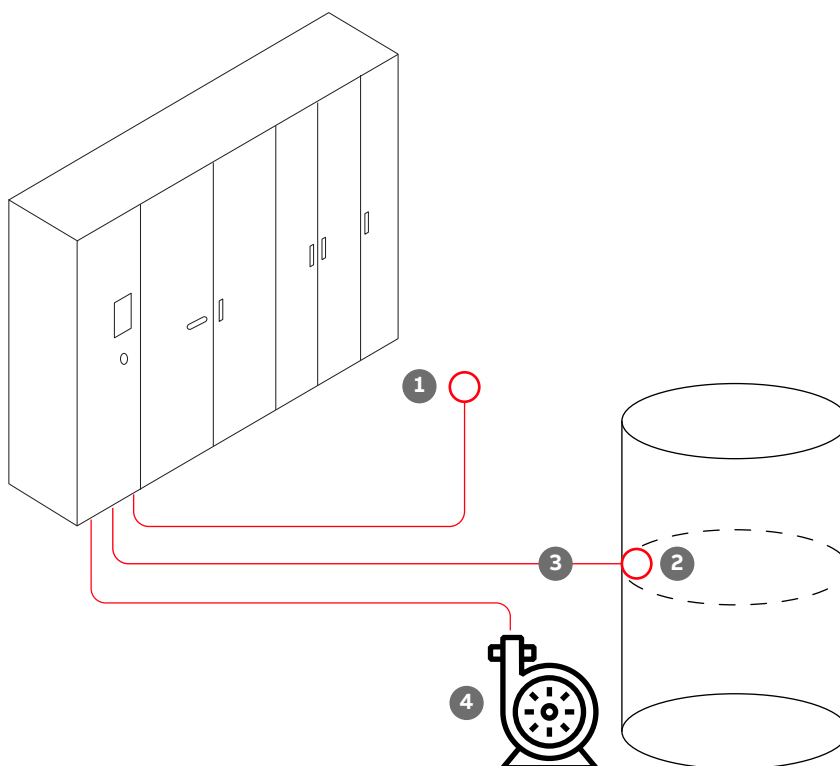


Figure 4-6: PID control mode

(1) Reference value	(3) Actual value
(2) Level transducer	(4) Pump

Application examples:

- Booster pumps of municipal water supply systems
- Automatic level control of water reservoirs
- Booster pumps of district heating systems
- Speed control of different types of material handling systems where the material flow has to be regulated.

- **Sequential control mode:** used in processes that require different constant speed settings and/or different acceleration and/or deceleration settings in addition to an adjustable speed reference value.

Up to seven constant speed settings and two acceleration and/or deceleration settings are possible. The selection of the different settings can be automated by a process control system or can be made manually by selector switches that are connected to the corresponding digital inputs of the drive.

The preset values of a control mode can be left unchanged or they can be set individually by the commissioning engineer as required for the application.



For more information on control mode settings, see Appendix G – Signal and parameter table.

4.2.2.7 Operating modes

The drive provides the following operating modes:

- **Master-follower operating mode:** used for applications with several drives where the motor shafts are coupled to each other (eg, gearing, chain, belt). Owing to the master-follower operating mode the load can be evenly distributed between the drives or at some adjustable other ratio which depends on the process.
- **Hand-auto operating mode:** suitable for applications where the speed has to be controlled automatically by a process automation system and manually by an external control panel. The active control station is selected via a digital input.

The operating mode is also recommended when two external control stations exist from where the reference value can be set and the drive can be started and stopped. The external control station is selected via a digital input.

4.3 I/O interfaces

4.3.1 IOEC I/O modules

Internal and external, analog and binary I/O signals are connected to the control system by IOEC modules.

The standard I/O includes one external module (IOEC 2, IOEC 3) and one module that is internal to the drive operation (IOEC 1). The standard I/O provides standard control and supervision functionalities sufficient for most applications.

The drive can include an optional expansion I/O that includes an external module (IOEC 4). These expansion modules provide extra inputs and outputs for control and supervision as may be required by the drive or the customer to support various control options.

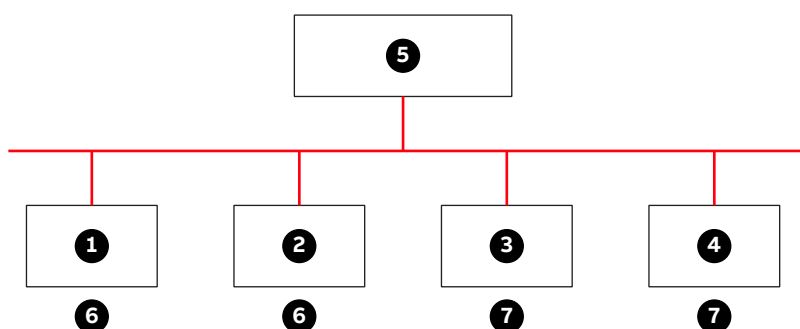


Figure 4-7: IOEC interfaces overview

(1) IOEC 1	(5) AMC circuit board
(2) IOEC 2	(6) Standard
(3) IOEC 3	(7) Option
(4) IOEC 4	

4.3.1.1 IOEC module configuration

Each IOEC module is configured with both analog and digital inputs and outputs as shown in Table 4-1, Table 4-2, Table 4-3 and Table 4-4.

Table 4-1: IOEC module configuration - analog inputs

No. of I/O	4
Resolution	10 bit
Signal interface	Floating, galvanically isolated
Signal level	0 - 20 mA, 4 - 20 mA, 0 - 10 V, 2 - 10 V Individually scalable by parameter
Input resistance	$R_{in} = 105 \Omega$ for current input $R_{in} = 250 \text{ k} \Omega$ for voltage input
Common mode voltage	Maximum: 48 V
Isolation level	350 V (AC)

Table 4-2: IOEC module configuration - analog outputs

No. of I/O	2
Signal range	0 - 20 mA (load impedance: max. 250 Ω)
Resolution	12 bit
Isolation level	350 V (AC)

Table 4-3: IOEC module configuration - digital inputs

No. of I/O	14
Signal level	22 - 120 V (DC) * *for the 80...120V range, an IOEC adapter board is required 22 - 250 V (AC)
Logical threshold	< 13 V (AC or DC) \triangleq "0", > 16 V (AC or DC) \triangleq "1"
Input current	13 mA steady state (14 mA max. inrush) at 24 V (DC) 11.5 mA steady state (80 mA max. inrush) at 120 V (DC) 10.5 mA steady state (92 mA max. inrush) at 230 V (AC)
Isolation level	1350 V (AC)

Table 4-4: IOEC module configuration - digital inputs

No. of I/O	6		
Signal level	Maximum: 120 V (DC) or 250 V (AC)		
Isolation level	4000 V (AC)		
Switching capacity	Voltage	Switching current	Steady state current
	24 V (DC)	8 A	6 A
	24 V (AC)	8 A	6 A
	48 V (DC)	1 A	6 A
	48 V (AC)	8 A	6 A
	120 V (DC)	0.4 A	6 A
	120 V (AC)	8 A	6 A
	230 V (AC)	8 A	6 A

4.3.1.2 Internal voltage supply (24 V)

One isolated DC/DC converter supplies an overload protected voltage of 24 V (DC) to operate digital inputs from passive contacts. The output is protected by a PTC-resistor against short-circuit and external applied overvoltages.

Table 4-5: 24 V internal voltage supply

Output voltage	Available output voltage
Unregulated 24V	180 mA

4.3.1.3 Module terminals

The IOEC module has terminal blocks for internal wiring and indicator LEDs for diagnostic and I/O status.

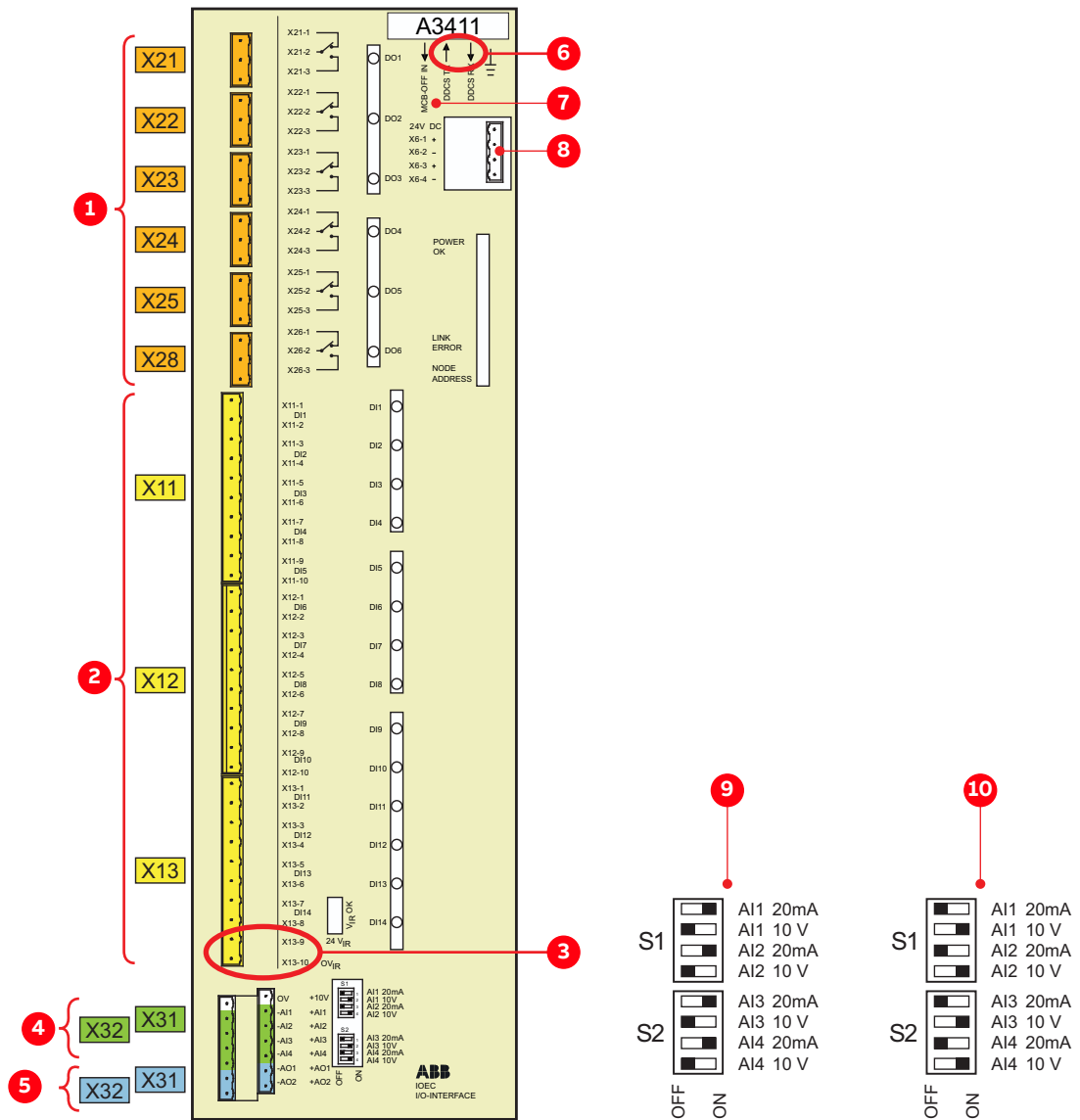


Figure 4-8: IOEC module

- | | |
|---------------------------|---|
| (1) Digital outputs | (6) DDCS fiber optics * |
| (2) Digital inputs | (7) I/O Emergency OFF function * |
| (3) 24 V internal voltage | (8) Power supply (factory-installed wiring) |
| (4) Analog inputs | (9) Voltage mode |
| (5) Analog outputs | (10) Current mode |

4.3.1.4 I/O device identification

The I/O modules are identified on the part with an identification label (1 in Fig. 4-9), in the wiring diagram, and in the software by the wiring diagram identification number (2 in Fig. 4-9).

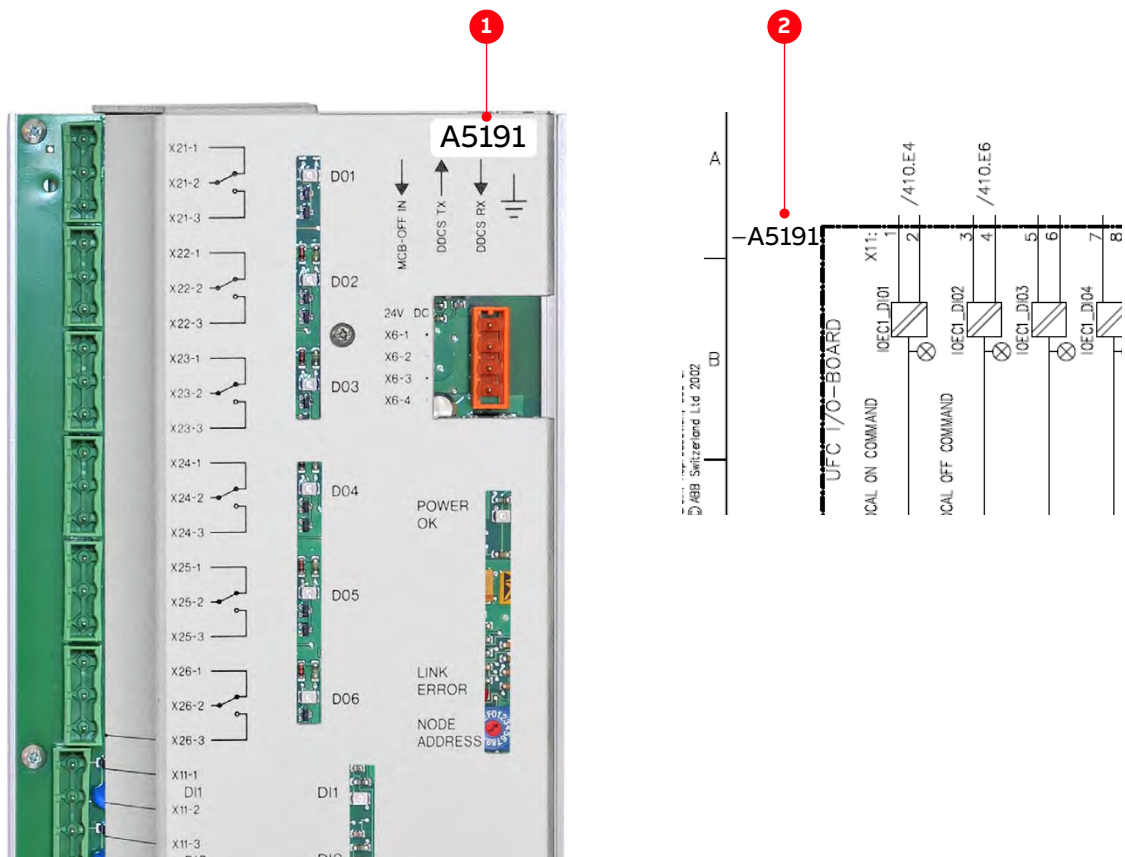


Figure 4-9: IOEC module identification

- (1) Identification label
- (2) Identification number

The way the identification number is built directly corresponds to the wiring diagram as can be seen in Fig. 4-9. The letter A represents the kind of part we have, an assembly, the next three digits are the page number the part is located on, page 191, and the last digit, 1, means that our part is the first assembly on the page. This identification label number is the key to track electrical devices throughout the drive and in ABB documentation.

The designation for each IOEC module is shown in Table 4-6.

Table 4-6: IOEC module identification

I/O module type	Wiring diagram designation for module identification
IOEC1	A5191
IOEC2	A5201
IOEC3	A5211
IOEC4	A5221

4.3.2 Serial communication interface (fieldbus)

To identify the serial communication interface in the drive, see Appendix D – Wiring diagrams.



For more information on the device, consult the relevant manual:

- Modbus TCP - "Ethernet - NETA-21 remote monitoring tool user manual" [11]
- Modbus RTU - "Modbus - NMBA-01 installation and start-up guide" [12]
- Profibus - "Profibus - NPBA-12 installation and start-up guide" [13]
- DeviceNet - "DeviceNet - NDNA-02 installation and start-up guide" [14]

4.3.3 Pulse encoder interface NTAC (option)

The NTAC interface is part of the control system of the drive if pulse encoder feedback is used to control the motor.



For more information on the device, see "Installation and Start-up Guide for the Pulse Encoder Module NTAC-0x" [15].



Figure 4-10: NTAC-02 pulse encoder interface

Terminals X1			Terminals X2		
1	A+	Channel A	1	-V	0 V
2	A-		2	-V	24 V
3	B+	Channel B	3	+V	
4	B-		4	24/25	
5	Z+	Channel Z	5	15	
6	Z-		6	24	
7	SH	Shield	7	0 V	
8	SH		8	+24 V	

05

Transportation, storage and disposal

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5.1 Safety



The drive must only be handled by personnel who are skilled and experienced in unpacking and transporting heavy equipment.

5.2 Transport conditions

The transport conditions for the drive are based on "IEC 60721-3-2 Classification of environmental conditions - Part 3-2: Classification of groups of environmental parameters and their severities - Transportation and Handling" [23].

- **Transport conditions:** 2K12 / 2B1 / 2C2 / 2S5 / 2M4
- **Maximum transport time:** 2 months

5.3 Unpacking and inspection

1. Remove all packaging material carefully.
2. Check the drive and accompanying equipment for damages.
3. Compare the complete delivery with the purchase order and the packing list.
4. If parts are missing or damaged, immediately inform the shipping company and the ABB service organization.

Note: It is recommended to photograph the damages and send the photographs to ABB.

5.4 Lifting and transportation



It is recommended to have the following information, which is in "Appendix C - mechanical drawings", at hand before transporting the cabinet:

- "Layout drawing" document
- "Fixing and Lifting details" document

5.4.1 General notes on transportation

NOTICE



Risk of component damage!

- Do not lift and move the drive or a transport unit using a forklift. The frame of the cabinets could be damaged. If a crane is not available, contact ABB for instructions on other means of moving.
- Transport the cabinet in upright position.
- To ensure that dirt cannot enter, keep the doors closed. Metallic dust in particular can cause damage and failure when the drive is energized
- If the drive is delivered in several transport units, do not lift and move the drive by crane after the transport units have been joined. Use appropriate transport means eg, heavy load hydraulic rollers or air cushions. If in doubt, contact ABB for instructions.

5.4.2 Using a crane

5.4.2.1 Cabinets with redundant fan unit

NOTICE

Risk of component damage!

- Do not attach lifting equipment to the eye bolts of the redundant fan unit.
- If the cabinet is lifted at the eye bolts, the fastening screws of the fan unit tear off, and fan unit and cabinet are damaged.



5.4.3 Cabinets without redundant fan unit

- Use lifting equipment (eg, web slings, chain slings, round slings, safety hooks, shackles) that corresponds to the weight of the cabinet.
- Attach a sling to the outer fastening holes of the rails (arrows in Fig. 5-1).
- The rails can be removed after the cabinet has been installed at its final location.
- To attach a sling, use appropriate safety hooks or shackles.
- Maximum slope angle is 60° (1 in Fig. 5-1).

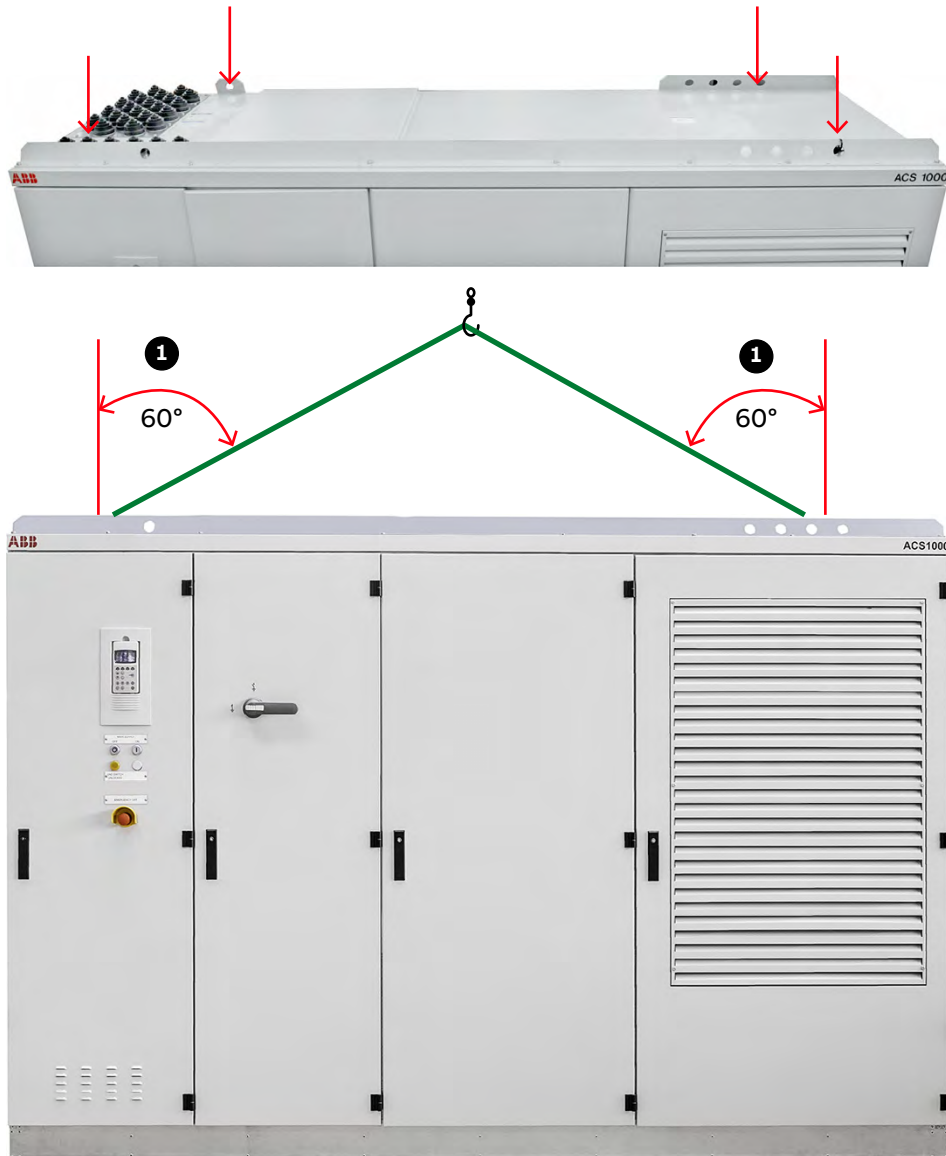


Figure 5-1: Transporting the cabinet by crane

- Lift the cabinet slowly and steadily to the required clearance height maintaining the cabinet in upright position.
- Check the horizontal position of the cabinet. Reposition the slings if necessary.

5.5 Storage

5.5.1 Storage conditions

The minimum requirements for storage are based on "IEC 60721-3-1 Classification of environmental conditions: Classification of groups of environmental parameters and their severities; Storage" [22].

Conditions: 1K22 / 1B1 / 1C2 / 1S11 / 1M11

5.5.1.1 Storage time

The drive can be stored for up to one year in the original packaging as long as it is not damaged or opened.



For information on longer storage periods, contact the ABB service organization.

5.5.2 Storing the drive

If the drive is taken out of service for a longer time proceed as follows:

1. Remove the batteries (if applicable).
2. Cover all cable inlets and ventilation slots with an impermeable plastic or aluminum foil and a wooden panel.
3. Add a desiccant of the appropriate quality:
 - 1 unit desiccant (30 g) absorbs 6 g water vapor.

Note: The following quantity is needed when using a polyethylene foil:

 - 10 units/m² foil
4. Close and lock the doors of the cabinet.
5. Use polyethylene or equivalent for packaging:
 - 0,3 g/m²/24h water vapor diffusion
6. Attach humidity indicators to the packaging.

The storage conditions and the packaging should be checked regularly. Any damages that occur during the storage period should be repaired immediately.

5.5.3 Storage and handling of spare parts

NOTICE



Apply ESD handling precautions before handling these devices.

Electronic devices (eg, circuit boards, semiconductors) are sensitive to electrostatic discharge (ESD), which can damage these devices.

Check the spare parts immediately after receipt for damages. Report any damage to the shipping company and the ABB service organization.

Observe the following to maintain spare parts in good condition and to keep the warranty valid during the warranty period:

- Keep spare parts in their original packaging
- Store printed circuit boards in antistatic bags or boxes
- Storage temperature range: -5 °C – +55 °C
- Storage place requirements:
 - Free of vibration and shock
 - Protected against dust, sand, vermin and insects
 - Free of corrosive gases, salt or other impurities that could damage electronic equipment
 - Dry with no condensation
 - Relative air humidity: 5 – 85%

If in doubt whether the maximum allowed humidity is exceeded, protect the spare parts by an external heater.

- Do not touch a component without wearing a wrist grounding strap.
- Put the component on a grounded working surface protected against electrostatic discharges
- Hold the component only at the edge

5.6 Disposal of packaging materials and components



Dispose of the packaging materials and the components at the end of the lifetime of the drive according to local regulations.

06

Mechanical installation

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6.1 Safety



All installation work must be carried out by qualified personnel according to the site and equipment requirements and in compliance with local regulations.

6.2 Overview of installation work

The installation includes the following work:

- “6.4 Preparing the floor” on page 78
- “6.5 Fixing the cabinet to the floor” on page 78
- “6.6 Assembling and installing the air exhaust hood” on page 79
- “6.7 Installing the redundant fan unit” on page 80

6.3 General notes on installation

NOTICE



Risk of component damage!

- Foreign matter and particularly metallic dust can cause failure and damage when the drive is energized.
- Ensure that foreign matter cannot enter the cabinet:
 - Close the doors and cover openings completely when work is discontinued.
 - Retrieve any foreign matter which accidentally dropped into the cabinet.

6.3.1 Dimensions and clearances



See Appendix C – Mechanical drawings for information on:

- Cabinet dimensions
- Clearances to be observed
- Mounting hole sizes

6.3.2 Cabinet roof

The cabinet roof is not designed as a mounting base for, eg, foreign devices, cable ducts. Therefore, it is not permitted to install any foreign device on the roof.

6.3.3 Fire protection



- To prevent fire spreading into the drive, apply suitable fire protection measures.

6.3.4 Cable duct material

- Use non-flammable material with non-abrasive surface.
- To prevent dust, humidity and animals entering the cabinet, protect the cable entries.

6.4 Preparing the floor

Condition of the floor:

- Must support the weight of the cabinet
- Overall incline across 5 m must not exceed 5 mm
- Even
- Non-flammable, smooth and non- abrasive
- Protected against humidity diffusion

6.5 Fixing the cabinet to the floor



Important: If the doors of medium voltage compartments cannot be opened, contact the ABB service organization.

1. Drill fixing holes into the floor as indicated on the layout drawing.
2. When the cabinet is in place, check if the doors are misaligned.

Note: If the doors do not open and close properly, place leveling plates at the appropriate points (arrows in Fig. 6-1).

- Recommended size: 80 x 300 x 0.5 mm



Figure 6-1: Leveling the drive

3. Fix the cabinet to the floor.

Note: Floor fixings are not supplied.

- Anchor bolts as illustrated, or screws and nuts of size M16 are recommended.
- Insert the screws from the ends of the cabinet base or via the holes inside the cabinet.

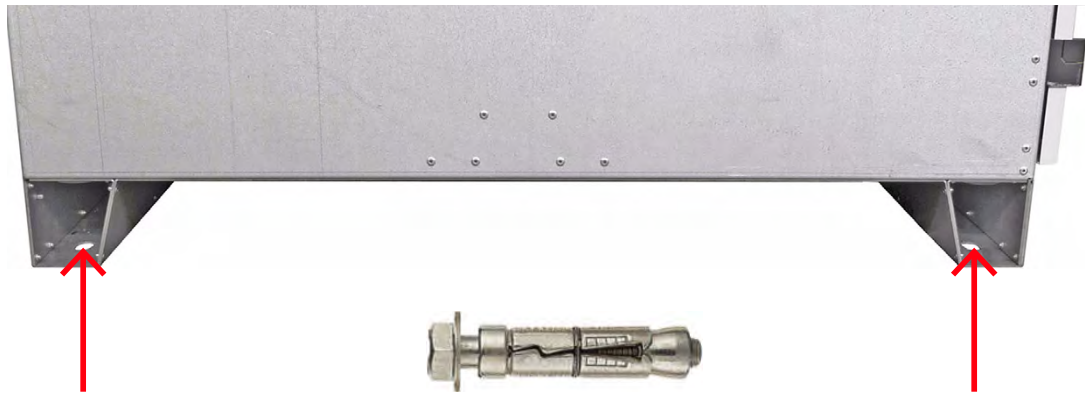


Figure 6-2: Fixing the cabinet to the floor

6.6 Assembling and installing the air exhaust hood

This section applies to drives with an internal fan.

- Assemble and install the air exhaust hood as illustrated.
- Use the supplied screws.

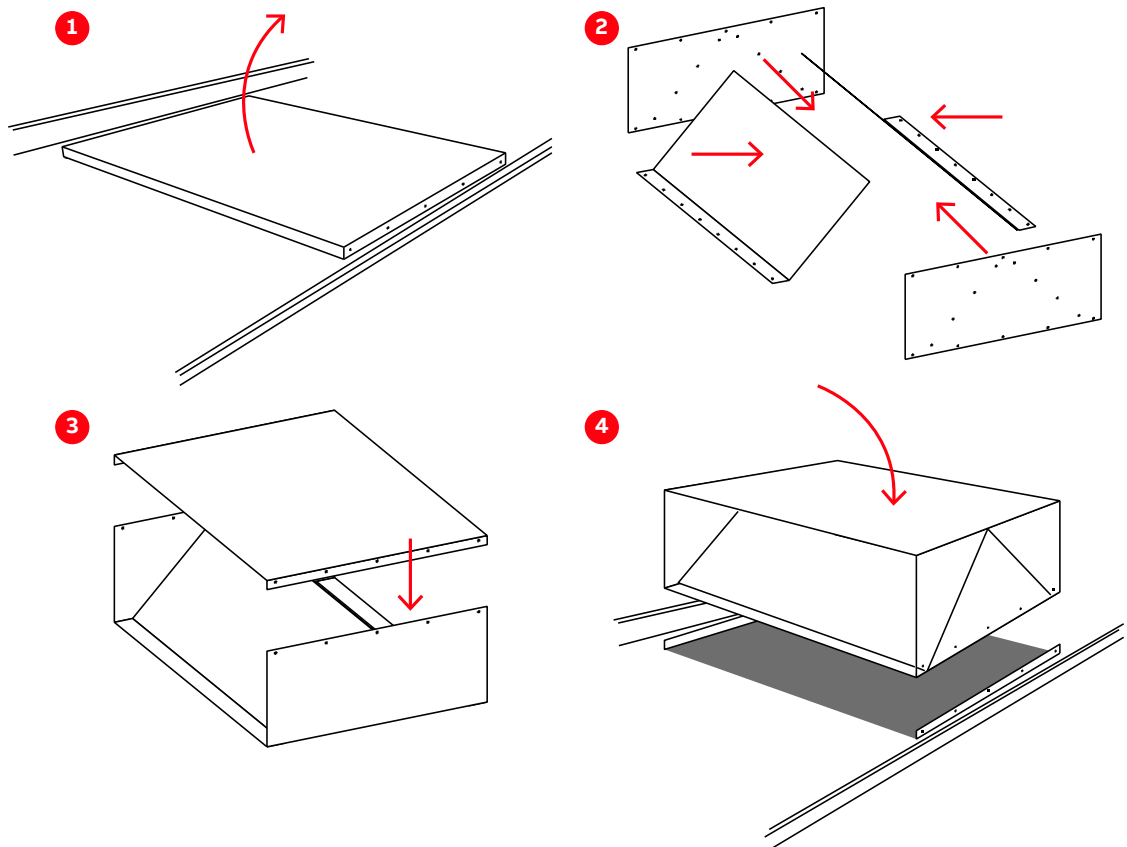


Figure 6-3: Assembling and installing the air exhaust hood

6.7 Installing the redundant fan unit

This section applies to drives with a redundant fan unit.

- Included in delivery: screws

Important: Move the drive to its final location before you install the redundant fan unit.

1. Remove the lifting rails (1, 2 and 3 in Fig. 6-4).
2. Remove the cover (4 in Fig. 6-4).

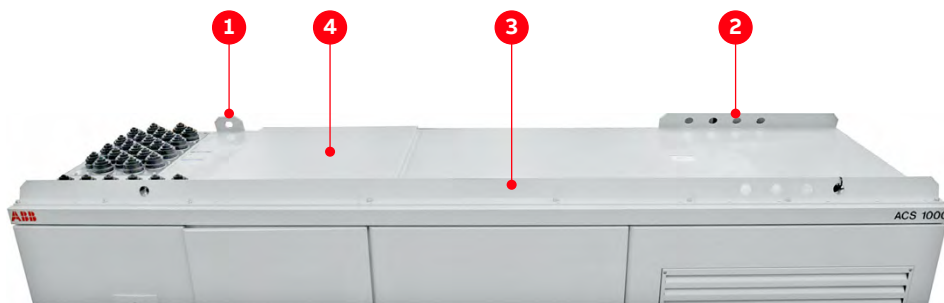


Figure 6-4: Redundant fan unit – Removing lifting rails and cover



300 kg

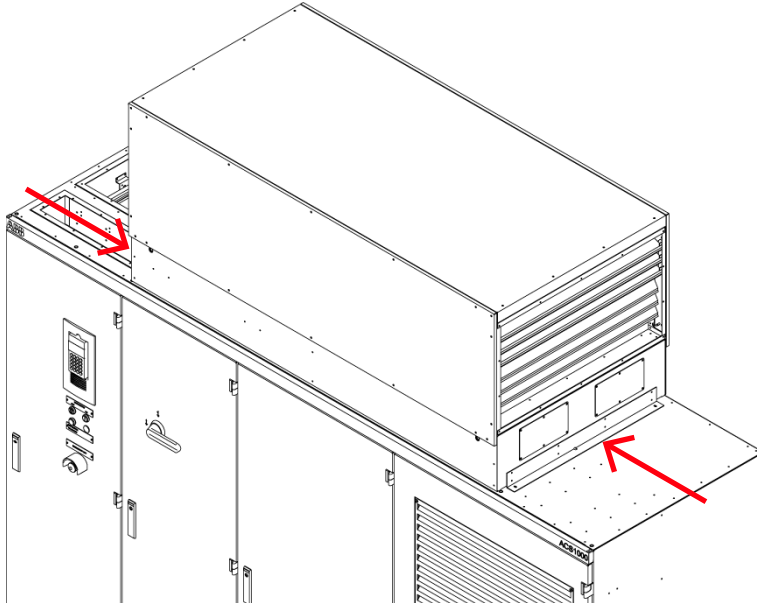
3. Attach the lifting gear to the eye bolts of the redundant fan unit (1 in Fig. 6-5).



Figure 6-5: Redundant fan unit – Installation

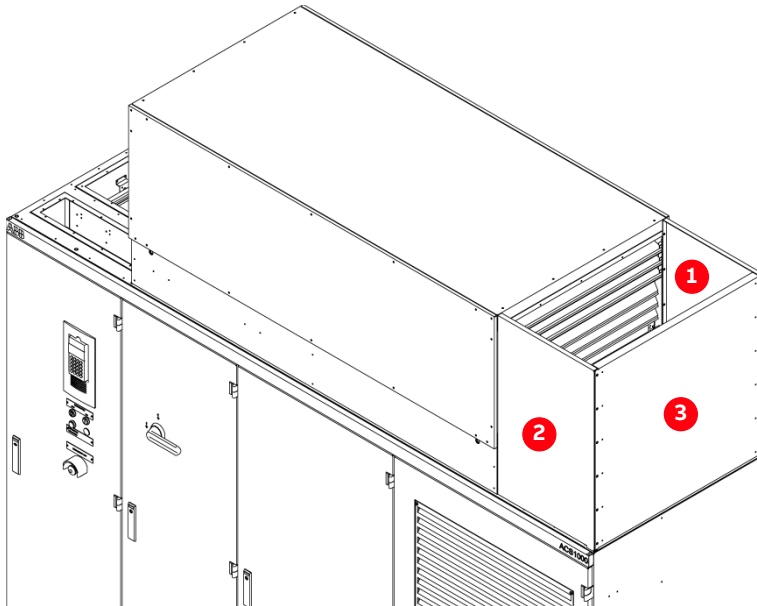
4. Orientate the redundant fan unit with the cable pointing to the left.
5. Lift the redundant fan unit above the cabinet.

6. Before you lower the redundant fan unit onto the cabinet roof, check that the gasket between cabinet roof and redundant fan unit is properly placed.
7. Fasten the redundant fan unit on both sides to the cabinet roof.



8. Attach the sound absorbing panels to the right side of the redundant fan unit.

Note: Recommended sequence: 1, 2, 3.



9. After the power supply cable of the redundant fan unit and the transformer and motor cables have been entered into the cabinet, attach the sound absorbing panels to the left side of the redundant fan unit.
10. Continue with the electrical installation of the power supply cable.
See “7.7 Power supply cable for redundant fan unit” on page 104.

07

Electrical installation

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7.1 Safety

DANGER



Hazardous voltage!

- Improper work could lead to life-threatening injury or death.
 - The electrical installation must be carried out by qualified personnel according to the site and equipment requirements, and the relevant electrical codes.
 - When the electrical installation is completed, the main and auxiliary power supply to the drive must not be switched on without the consent of the ABB commissioning personnel.
 - Take appropriate measures to prevent main and auxiliary power supply being switched on during installation.
-

7.2 Overview of installation work

The electrical installation includes the following wire and cable connections:

- “7.5 Power cables, ground cables and equipotential bonding conductor” on page 89
- “7.6 Auxiliary power, control and serial communication cables” on page 98
- “7.7 Power supply cable for redundant fan unit” on page 104

7.3 Cable requirements



For information on the requirements for power cables, ground cable and equipotential bonding conductor, see:

- Power cable specification
- Power cables engineering guideline

For information on the requirements for the auxiliary power cable and the control cables, see the “Auxiliary power and control cables guideline”.

7.4 Cable entries

The cables can be entered through the roof or the floor of the cabinet.

The cabinet is equipped with one of the following cable entries:

- Cable entry with EMC plates
- Cable entry with sealing modules, type 1
- Cable entry with sealing modules, type 2
- Cable entry with cable glands



For information on location and dimensions, see “Appendix C – Mechanical drawings”.

7.4.1 Cable entry with EMC plates

- **Usage:**
 - Power cables, ground cables and bonding conductors
 - Auxiliary power cables and control cables
- **Included in delivery:** galvanized plate with net-like EMC sleeves (1 in Fig. 7-1) and sealing grommets (2)

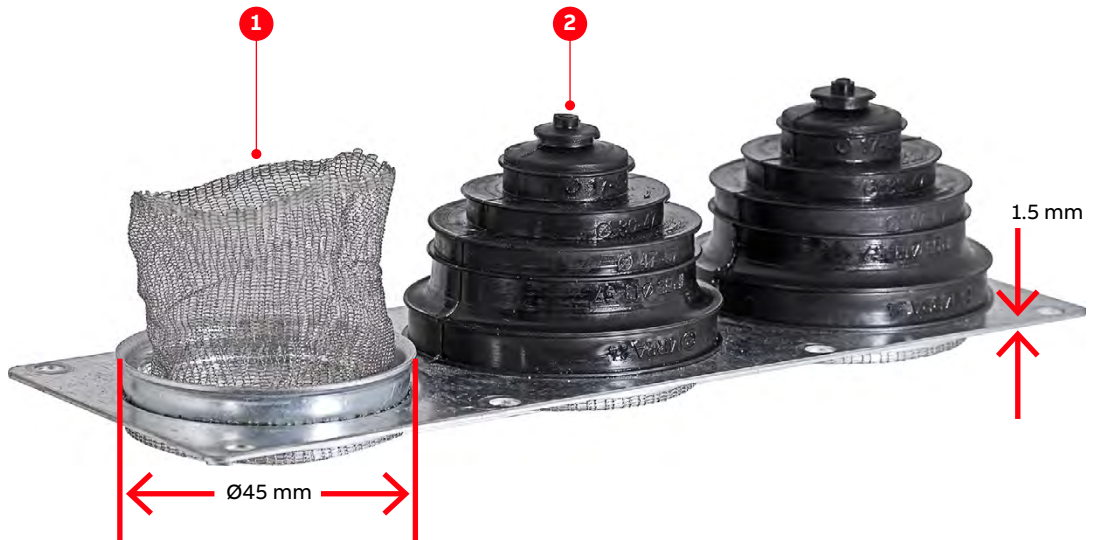


Figure 7-1: EMC plate example

(1) EMC sleeves

(2) Sealing grommets

- EMC cushions (1 Fig. 7-2) on the underside of the EMC plate if the cable entry is used for control cables.

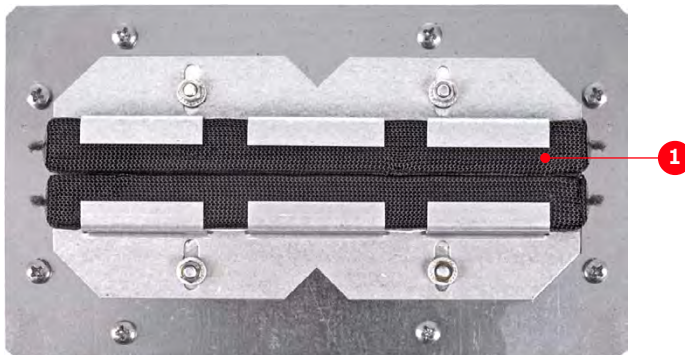


Figure 7-2: EMC cushion

7.4.2 Cable entry with type 1 sealing modules

- **Usage:** power cables, ground cables and bonding conductors
- **Included in delivery:** cable entry frame (1 in Fig. 7-3)
- **Not included in delivery:** sealing modules (2 in Fig. 7-3), accessories and tools

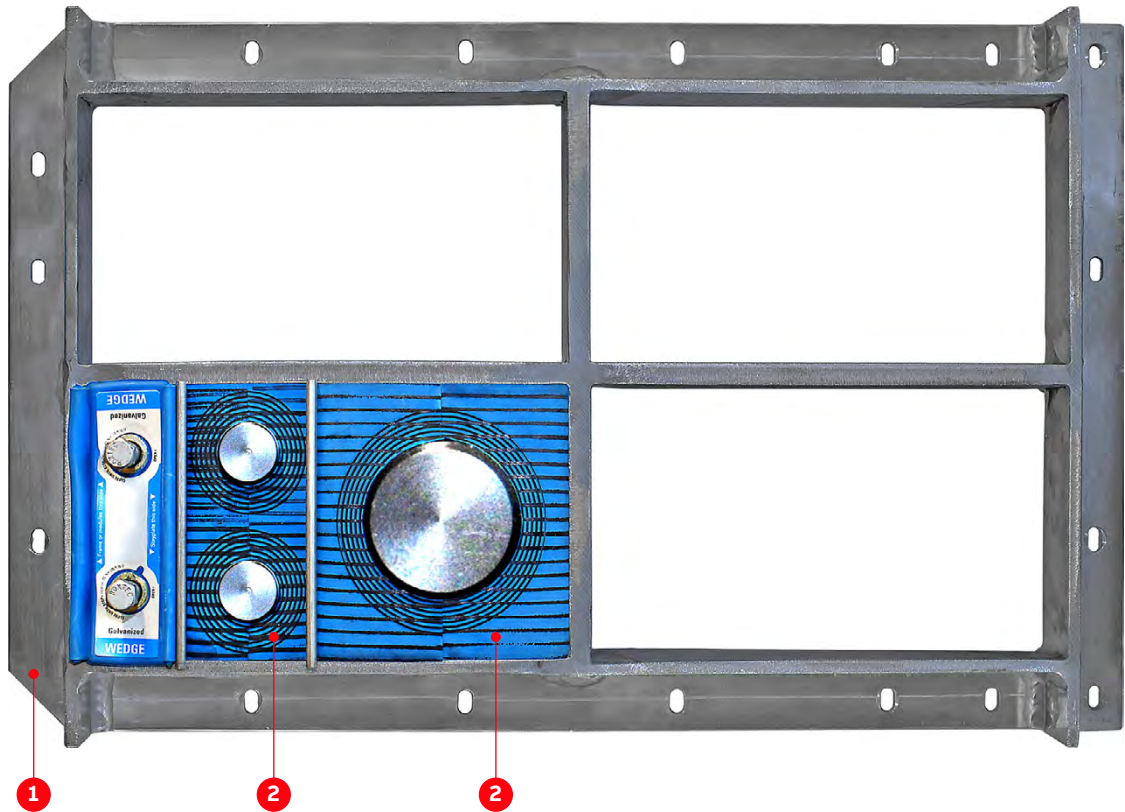


Figure 7-3: Type 1 sealing modules (example)

(1) Cable entry frame

(2) Sealing modules

7.4.3 Cable entry with type 2 sealing modules

- **Usage:** auxiliary power cables and control cables
- **Included in delivery:** frame (1 in Fig. 7-4)
- **Not included in delivery:** tools, accessories and EMC sealing modules (2 in Fig. 7-4)
- **Supplier:** Roxtec AB (www.roxtec.com)

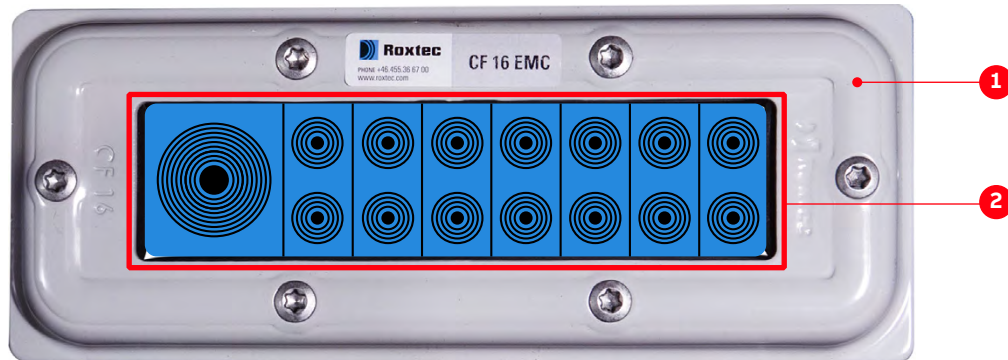


Figure 7-4: Type 2 sealing modules example

(1) Frame

(2) EMC sealing modules

7.4.4 Cable entry with cable glands

- **Usage:**
 - Power cables, ground cables and bonding conductors
 - Auxiliary power cables and control cables
- **Included in delivery:** undrilled plate for cable glands
- **Not included in delivery:** cable glands, tools and accessories



Figure 7-5: Cable entry with cable glands

7.5 Power cables, ground cables and equipotential bonding conductor



See layout drawing in “Appendix C – Mechanical drawings” for information on:

- Project-specific cable entry
- Distance between point of cable entry and terminals
- Busbar and fastening hole dimensions
- Busbar designations

See “Appendix D – Wiring diagrams” for information on:

- Conventions for cross-reference and device identification

7.5.1 Preparing the cable entry and the cables

NOTICE



Risk of damage or malfunction!

- Waste inside the cabinet can cause damage or malfunction.
- If possible, do not cut cables inside the terminal compartment.
- Retrieve any waste which accidentally dropped into the cabinet.

7.5.1.1 Maximum number of cables per phase

The maximum number of cables that can be used per phase depends on the type of the drive and its nominal voltage.

Table 7-1: Maximum number of cables per phase

ACS1000 type	2.3 kV nominal voltage	3.3 kV nominal voltage	4.0 kV nominal voltage
A1	1 cable per phase	1 cable per phase	1 cable per phase
A2	2 cables per phase	1 cable per phase	1 cable per phase
A3	2 cables per phase	2 cables per phase	1 cable per phase

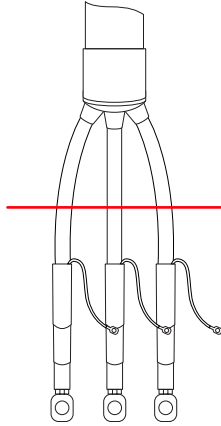
7.5.1.2 Determining the cable length

1. Determine the required length of a cable between the point of entry and the connection point inside the cabinet.
2. Cut the cable to the required length before connection.

7.5.1.3 Splitting multi-core cables

This section applies to drives without an additional cabinet.

- Check the distance between point of cable entry and closest busbar.
- Check the cable diameter.
- If distance and cable diameter do not allow bending the cable inside the terminal compartment, separate the conductors outside of the terminal compartment.



Continue with:

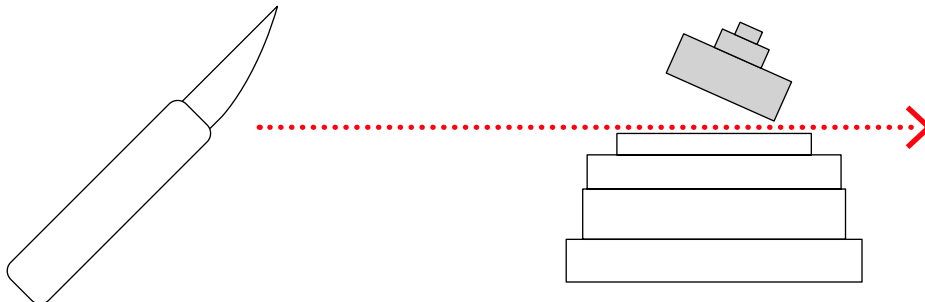
- “7.5.1.4 Preparing cables for EMC plates” on page 90
- “7.5.1.5 Preparing cables for cable entries with sealing modules” on page 92
- “7.5.1.6 Preparing cables for cable entries with cable glands” on page 93

7.5.1.4 Preparing cables for EMC plates

As a standard, the cabinet is delivered for cable entry through the roof of the terminal compartment. If cables are entered through the floor, swap entry plate and cover plate.

The orientation of the EMC plates is the same for cable entry through the roof and through the floor, ie, the sealing grommets face upwards.

1. Remove the grommets.



2. To ensure proper sealing, cut along the marking that corresponds to the cable diameter. Slide the grommet onto the cable.

Note: The grommet must fit tightly to prevent water entering the cabinet. The grommets can be discarded if cables are entered through the floor.

3. If necessary, remove the entry plate and push the cable through the entry holes.

4. Prepare the cables as illustrated.

- A in Fig. 7-6 illustrates how cables with an outer cable screen or shield are prepared for EMC bonding with the metal enclosure of the cabinet.
- B in Fig. 7-6 illustrates how cables without an outer screen or shield are prepared.

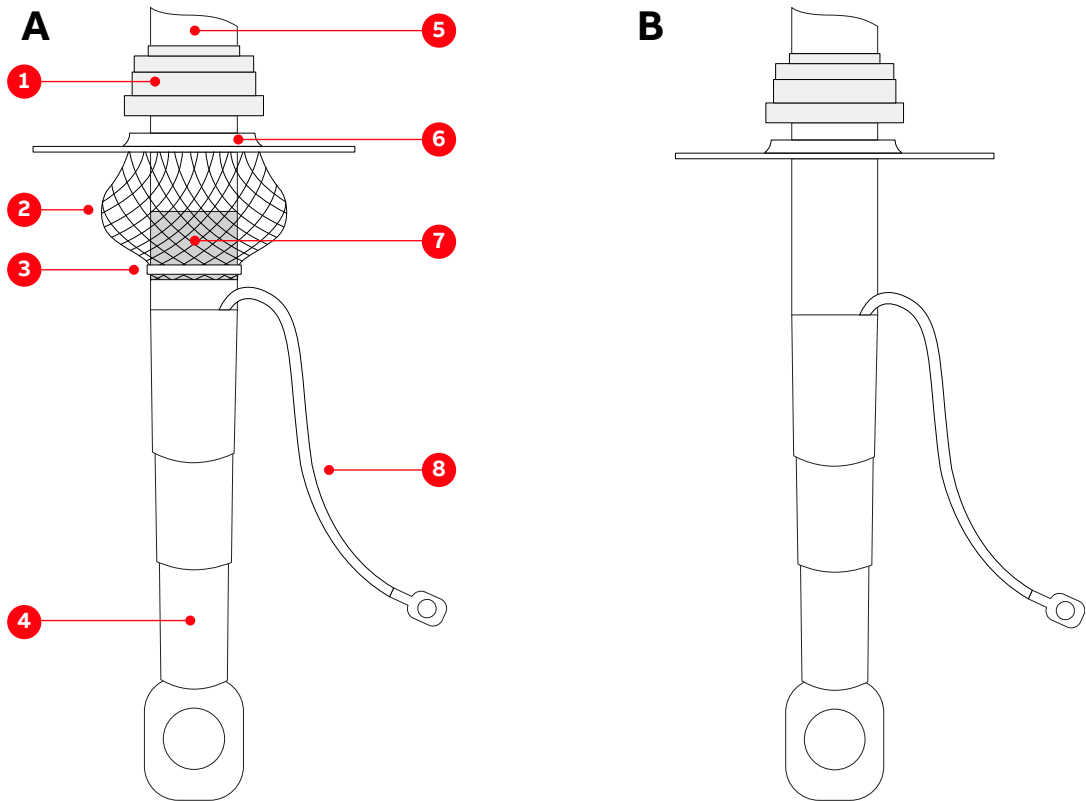
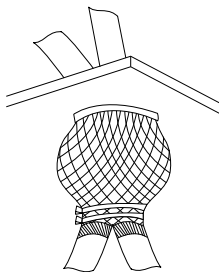


Figure 7-6: Preparing cables for EMC plates: (A) cables with an outer screen or shield, (B) cables without an outer screen or shield

- | | |
|---------------------------------|---|
| (1) Grommet | (6) Entry plate |
| (2) EMC sleeve | (7) Conductor insulation removed to expose cable shield |
| (3) Cable tie | (8) Cable screen extension to connect to the PE busbar |
| (4) Heat-shrinkable termination | |
| (5) Outer cable sheath | |

5. Route the equipotential bonding conductor through an unused hole of the entry plate.

Note: If all of the holes are used for conductors, route the equipotential bonding conductor together with a conductor.



7.5.1.5 Preparing cables for cable entries with sealing modules

As a standard, the cabinet is delivered for cable entry through the roof of the terminal compartment. If cables are entered through the floor, swap entry plate and cover plate.

- Prepare cables with an outer cable screen or shield for EMC bonding with the metal enclosure of the cabinet as illustrated in Fig. 7-7.

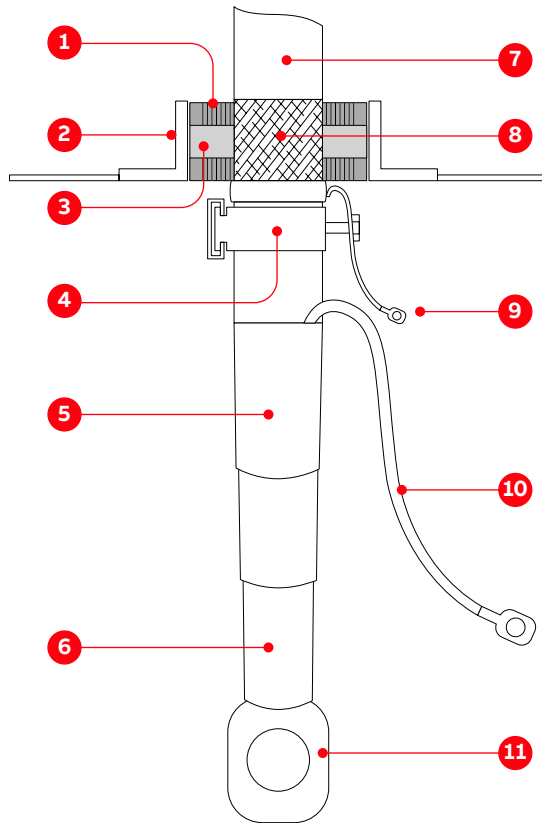


Figure 7-7: Preparing power cables for sealing modules

(1) Sealing module	(8) Cable sheath removed to expose cable shield
(2) Frame	(9) Shield extension to be connected to PG busbar
(3) Conductive foil of sealing module	(10) Screen extension to be connected to the PG busbar
(4) Cable clamp	(11) Cable lug as specified by the cable supplier and suitable for M12 bolt
(5) Shrinkable sheath seal	
(6) Heat-shrinkable termination	
(7) Outer cable sheath	

- Install the sealing modules according to the instructions of the sealing module supplier.

7.5.1.6 Preparing cables for cable entries with cable glands

Prepare cables with an outer cable screen or shield for EMC bonding with the metal enclosure of the cabinet as illustrated in Fig. 7-8.

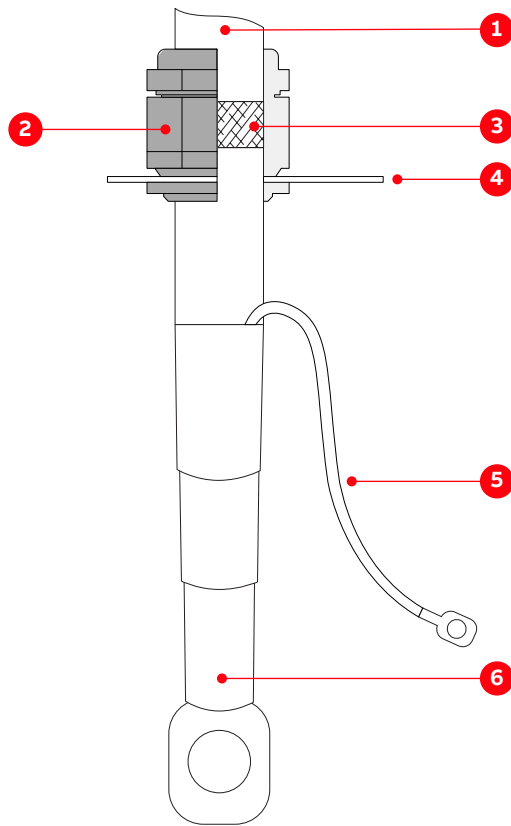


Figure 7-8: Preparing power cables for cable glands

(1) Outer cable sheath	(4) Plate
(2) Cable gland	(5) Screen extension to be connected to PE ground busbar
(3) Conductor insulation removed to expose cable shield	(6) Heat-shrinkable termination

7.5.2 Connecting the cables

7.5.2.1 Checking the cable insulation

- Check the insulation of each cable before connection and verify that the results are within the specification of the cable manufacturer.
- Leave the cable conductors unconnected at both ends until the commissioning engineer has given permission.

7.5.2.2 Connections

CAUTION



Risk of flashover!

High voltages will be present in the terminal compartment. High voltages can cause flashover between conductors with different electric potential, and between a conductor and earth.

Maintain the following minimum clearances:

- 20 mm between conductors
 - 40 mm between a conductor and earth
-
- Connect the feeder cable conductors to busbars
 - 1U1, 1V1, 1W1, 2U1, 2V1, 2W1 (12-pulse and 24-pulse drive, Fig. 7-9)
 - 3U1, 3V1, 3W1, 4U1, 4V1, 4W1 (24-pulse drive, Fig. 7-9)
 - Connect the motor cables to busbars U2, V2, W2 (Fig. 7-9).
 - Connect the screens of all conductors and the shields of all cables to the PE ground busbar (1 in Fig. 7-9).
 - Connect the equipotential bonding conductor to the PE ground busbar.
 - Tie the cables to the strain relief rails (2 in Fig. 7-9).

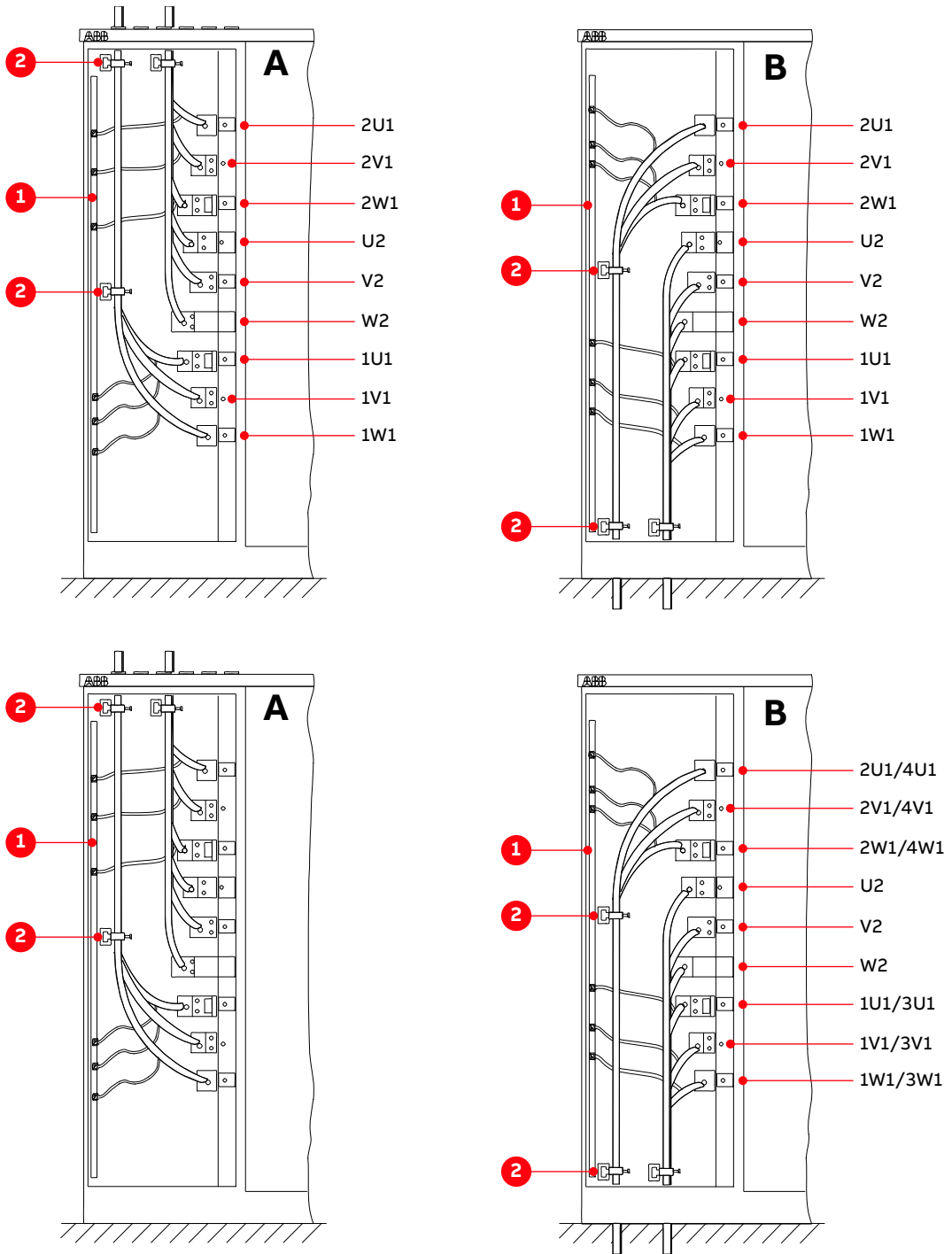


Figure 7-9: Power cable terminals in 12-pulse ACS1000 (top row) and 24-pulse ACS1000 (bottom row)

(1) PE ground busbar

(2) Strain relief rails

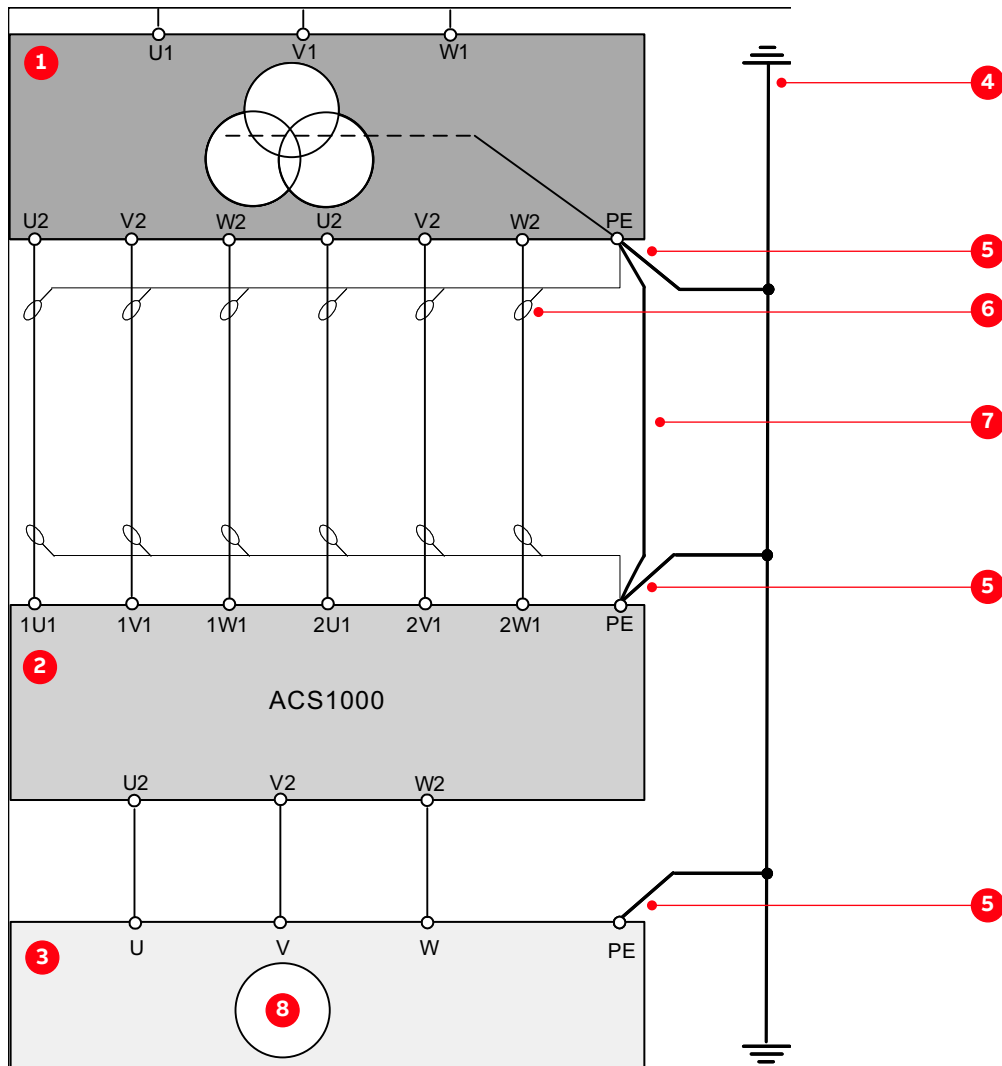


Figure 7-10: Grounding the drive system

- | | |
|-----------------------|-------------------------------------|
| (1) Input transformer | (5) Ground cable |
| (2) Drive | (6) Cable screen |
| (3) Motor | (7) Equipotential bonding conductor |
| (4) Earth electrode | (8) Motor |

7.5.3 Minimum creepage distance between cable and busbar

If spacers are used to connect a cable to a busbar, observe the minimum creepage distance. Depending on the comparative tracking index (CTI) of the insulation material of the cable, the following minimum creepage distances apply:

Table 7-2: Minimum creepage distance between cable and busbar

	CTI	Minimum creepage distance
1	600	63 mm
2	400 - 600	71 mm
3	175 - 400	80 mm

7.5.4 Bolted connections

7.5.4.1 Material requirements

Use stainless steel bolts and nuts with the appropriate steel grade and property class for the connection (recommended: A2-70 [designation according to ISO 3506]).

Note: Nuts with bonded coating can be used as an alternative to uncoated stainless steel nuts.

7.5.4.2 Connection type

The following connection type is recommended when a cable lug (4 in Fig. 7-11) is connected to a busbar:

- Spring washer (1 in Fig. 7-11) and flat washer (2 in Fig. 7-11) on each side of the busbar (3 in Fig. 7-11).

Note: Other washers can be used, provided they maintain the required contact pressure.

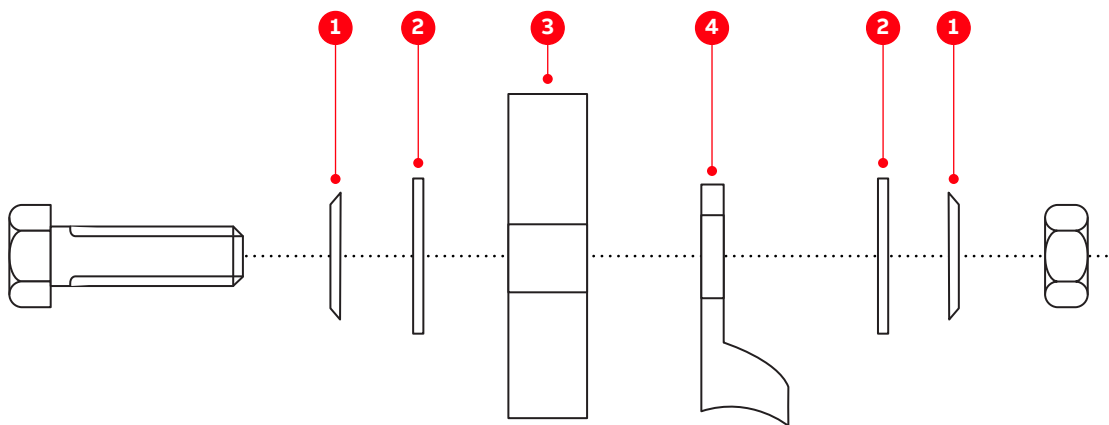


Figure 7-11: Bolted busbar connections

(1) Spring washer	(3) Busbar
(2) Flat washer	(4) Cable lug

- Use cable lugs suitable for M12 bolts.

7.5.4.3 Lubrication

- If stainless steel bolts and nuts are used, lubricate the thread and head contact surface of the bolt using recommended pasts, eg, Molykote D paste.

Note: If a coated nut (eg, with bonded molybdenum-disulfide [MoS₂] coating) is used, the connection does not need to be lubricated.

7.5.4.4 Tightening torque

- Tighten bolted connections with bolts of sizes M10 and greater with the recommended nominal torque for the bolt size used.

7.6 Auxiliary power, control and serial communication cables



See Layout drawing in Appendix C – Mechanical drawings for information on:

- Project-specific cable entry
- Dimensions between point of cable entry and terminals

See Appendix D – Wiring diagrams for information on:

- Conventions for cross-references and device identification
- Terminal designations

7.6.1 Preparing the cable entry and the cables

7.6.1.1 Determining the cable length

1. Determine the required length of a cable between the point of entry and the connection point (1 in Fig. 7-12) inside the cabinet.
2. Cut the cable to the required length before connection.

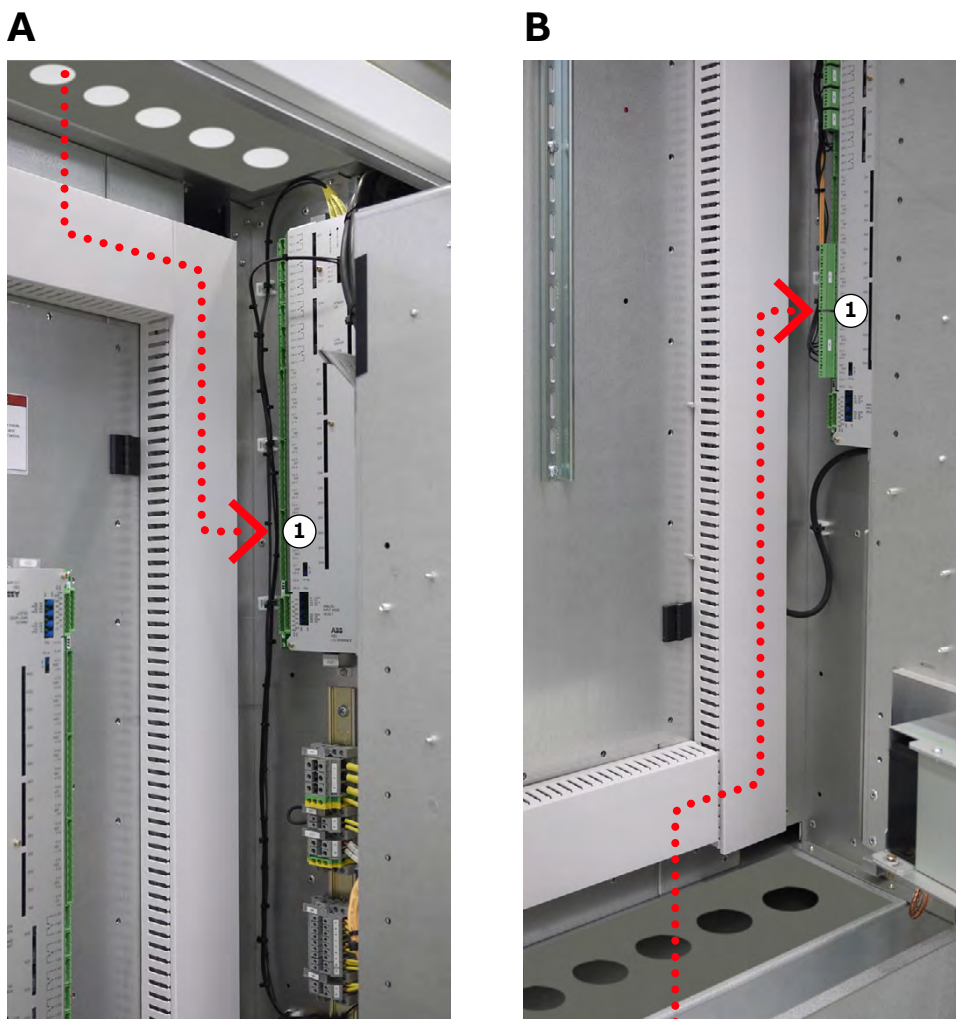
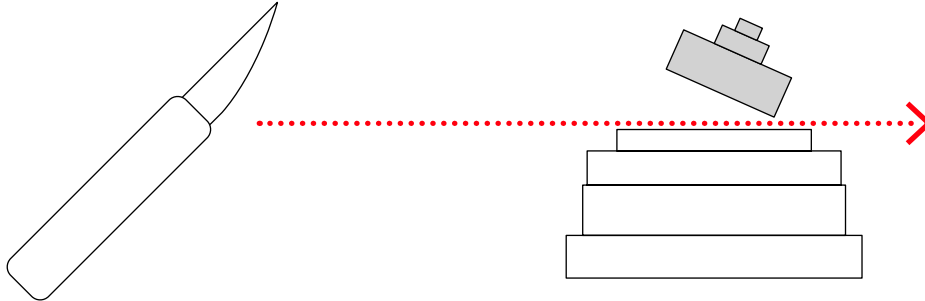


Figure 7-12: Cable entry from top (A), from bottom (B)

7.6.1.2 Preparing cables for EMC plates

1. Remove the grommets.
2. To ensure proper sealing, cut along the marking that corresponds to the cable diameter and slide the grommet onto the cable.

Note: The grommet must fit tightly to prevent water entering the cabinet. The grommets can be discarded if cables are entered through the floor



3. If necessary, remove the entry plate and pull the cable through the entry holes.
4. Loosen the screws of the EMC cushion brackets and push the cushions apart (arrows).



5. If the outer cable screen is non-conductive:
 - a) Cut open the cable screen in the middle of the stripped area (1).
 - b) To turn the conductive side inside out, pull the cable screen ends over the cable insulation (2).
 - c) Connect the screens ends with a continuous conducting foil (3).

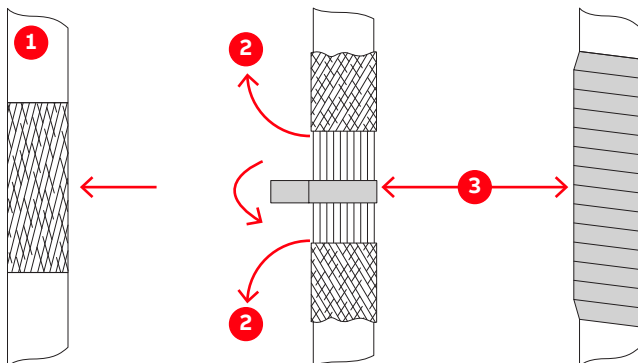
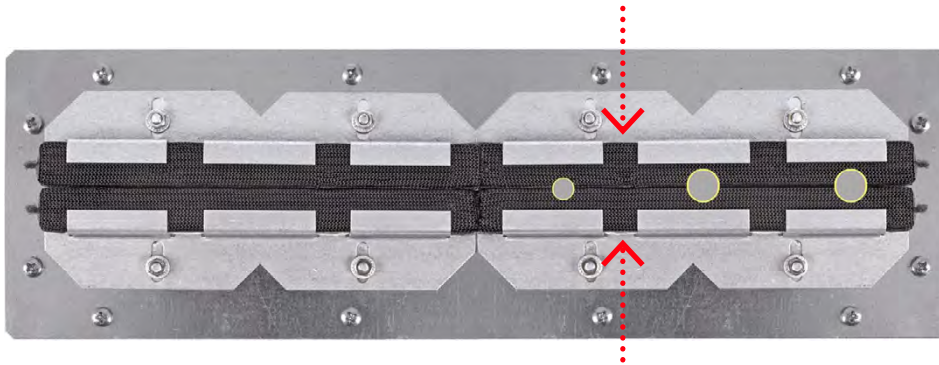


Figure 7-13: Preparing control cables for EMC plates

6. Pull the cables through the EMC cushions.

- Push the cushions together so they fit tightly around the bare screen and tighten the screws.



7.6.1.3 Preparing cables for cable entries with sealing modules

- Unscrew the frame and remove the sealing modules.



For information on removing and installing the sealing modules and using the compression wedge (1), see “Appendix A – Additional manuals”.



Figure 7-14: Frame with sealing modules

(1) Sealing modules

(2) Compression wedge

2. Prepare the cables with an outer cable screen for EMC bonding with the metal enclosure of the cabinet as illustrated in Fig. 7-15.

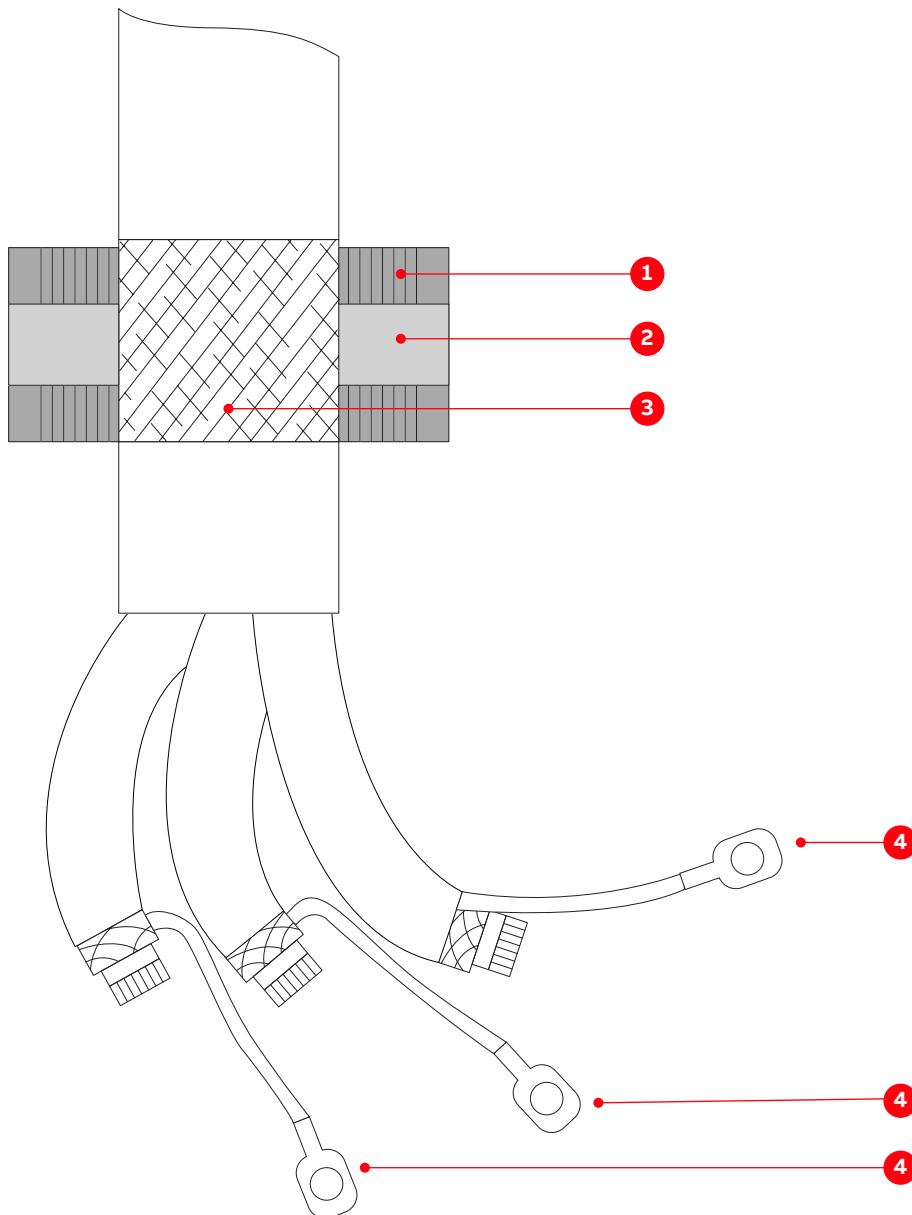


Figure 7-15: Preparing control cables for sealing modules

- | | |
|---|---|
| (1) Sealing module | (4) Conductor screen extension to be connected to PE terminal |
| (2) Conductive foil | |
| (3) Cable sheath removed to expose cable shield | |

7.6.1.4 Preparing cables for cable entries with cable glands

- Prepare the cables with an outer cable screen for EMC bonding with the metal enclosure of the cabinet as illustrated in Fig. 7-16.

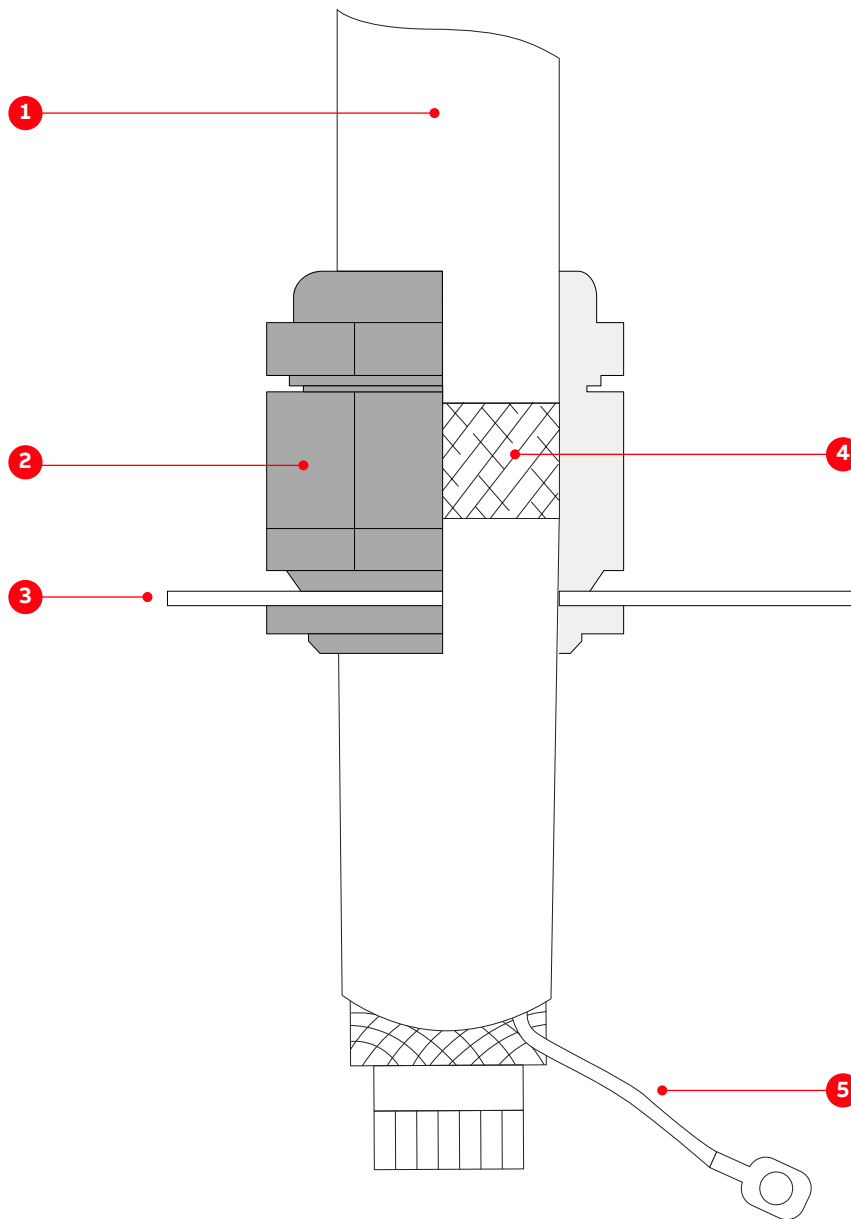


Figure 7-16: Preparing control cables for cable glands

(1) Outer cable sheath	(4) Plate
(2) Cable gland	(5) Conductor screen extension to be connected to PE terminal
(3) Conductor insulation removed to expose cable shield	

7.6.2 Connecting the cables

7.6.2.1 IOEC modules

- Connect the cables for digital and analog input and output signals to the distribution terminals.

7.6.2.2 Conductors

- If a twisted pair cable is used, leave the unshielded cable ends twisted until they reach the terminals.
- Leave unshielded conductor ends as short as possible (not longer than 50 mm).

7.6.2.3 Cable shields

- Connect the shield of serial communications cables to the fieldbus adapter.
- Connect the overall shield and the individual shields of the encoder cable to the separate shield grounding bracket (2 in Fig. 7-17). Do not connect the shields directly to the encoder adapter (1 in Fig. 7-17).

Note: To accommodate encoder cables of different diameters, ground clamps (3 in Fig. 7-17) of different sizes are supplied.

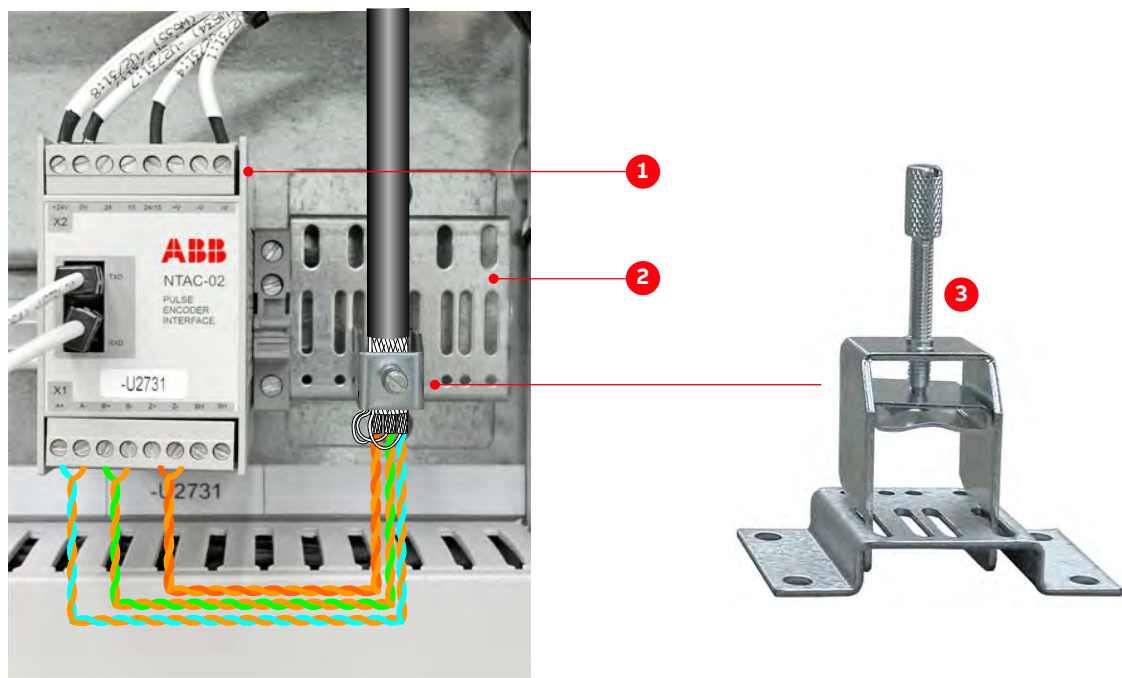


Figure 7-17: Shield grounding point for encoder cable

(1) Encoder adapter

(3) Grounding clamp

(2) Shield ground bracket

7.7 Power supply cable for redundant fan unit

This section applies to drives that are equipped with the optional redundant fan.



For information on the cable connection, see “Appendix D – Wiring diagrams”.

1. Enter the pre-fabricated multi-core cable into the cabinet as close as possible to the redundant fan unit and according to the type of control cable entry used.



For more information on cable entry, see:

- “7.6.1.2 Preparing cables for EMC plates” on page 99
- “7.6.1.3 Preparing cables for cable entries with sealing modules” on page 100
- “7.6.1.4 Preparing cables for cable entries with cable glands” on page 102

Note: The braided metal cable sleeve (1 in Fig. 7-18) does not have to be grounded at the point of entry. If necessary, seal the gaps according to the type of cable entry used.

2. Route the wires to the terminals (2 and 3 in Fig. 7-18) as illustrated.

Note: Connection 3 in Fig. 7-18 depends on the type of fan, eg, AC or EC.

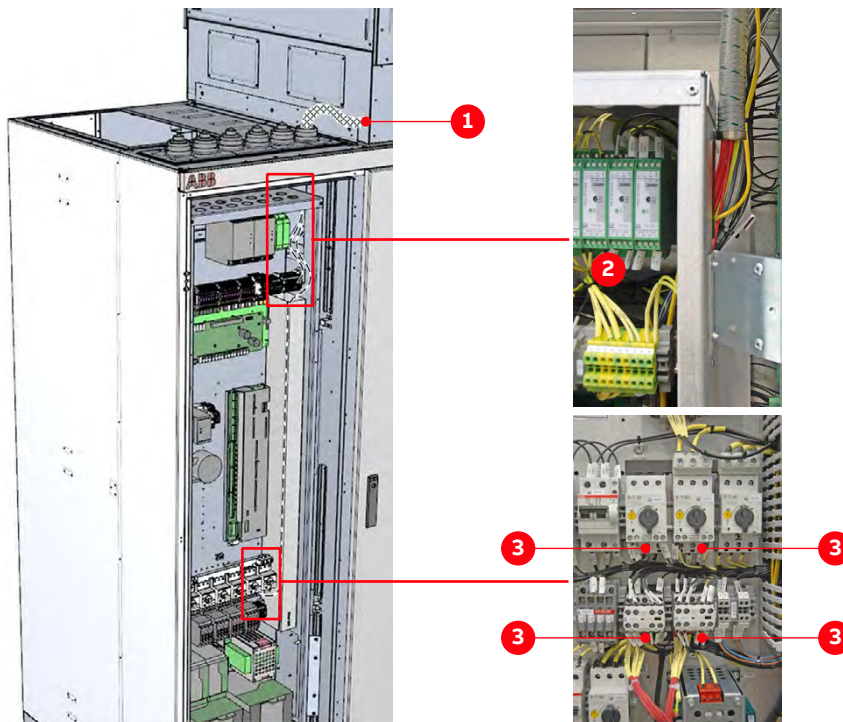
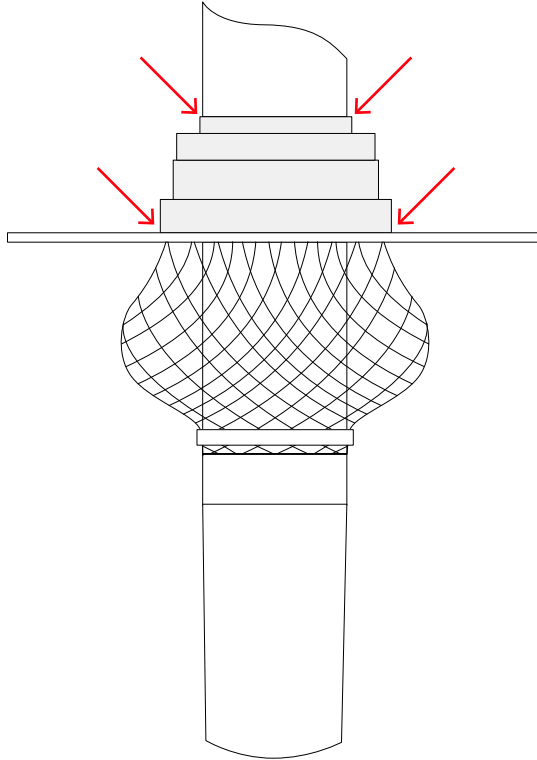


Figure 7-18: Routing, connecting the cable of the redundant fan unit

3. Connect the wires according to the terminal number on the marker sleeves.

7.8 Final checks

- Check that the entry plates are properly fastened.
- If EMC entry plates with grommets are used, check that the grommets fit tightly (arrows) to prevent water from entering the cabinet.



- If necessary, seal gaps with silicone.

08

Commissioning

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8.1 Overview

The following sections provide an overview of the commissioning process for your drive.

8.1.1 Required qualification



Commissioning, parameter adjustments and functional tests of the drive must be carried out only by commissioning personnel certified by ABB.

8.1.2 Commissioning procedure



Information on the commissioning procedure and the start conditions for commissioning can be obtained from ABB.

8.1.3 Commissioning checklist



In order to ensure uncomplicated and speedy commissioning, it is important that drive and associated equipment are ready for commissioning. Reviewing and completing the items in the “8.2 Commissioning checklist” on page 110 before the commissioning personnel arrive on site will help to achieve this.

8.1.4 Customer assistance



During the commissioning period, the customer is requested to provide qualified personnel for assistance, who are:

- Experienced with medium and low voltage equipment and with the local safety regulations
- Familiar with the driven process
- Authorized to operate associated medium and low voltage equipment (eg, main circuit breaker, other low and medium voltage switchgear)
- Authorized to operate the driven process for functional tests

8.1.5 Customer acceptance



When commissioning has been completed, the commissioning report is signed by the responsible commissioning personnel and by the customer as a sign of acceptance. A copy of the report and a copy of the actual parameter settings are handed out to the customer.

8.2 Commissioning checklist

This checklist is designed to help you prepare the drive and associated equipment for commissioning.

8.2.1 Mechanical installation checklist

- | | | |
|-----------|---|--------------------------|
| 1. | Drive installed according to the instructions in this user manual (3BHS213401 E01 Rev H). | <input type="checkbox"/> |
| 2. | Drive securely fastened to the floor (if applicable) | <input type="checkbox"/> |
| 3. | Redundant fan unit installed (if applicable) | <input type="checkbox"/> |
| 4. | Visual inspection: | |
| | - No badly affixed or damaged components | <input type="checkbox"/> |
| | - No foreign objects inside cabinet | |
| | - No dirt, dust and humidity inside cabinet | |

8.2.2 Electrical installation checklist

- | | | |
|-----------|---|--------------------------|
| 1. | Types and cross sections of control cables suitable for the signal type and signal level | <input type="checkbox"/> |
| 2. | Types and cross sections of power cables selected according to the instructions in this user manual (3BHS213401 E01 Rev H). | <input type="checkbox"/> |
| 3. | Pulse encoder connected according to the relevant manual (only applicable for drives with pulse encoder interface) | <input type="checkbox"/> |
| 4. | Cable entry prepared according to the instructions in this user manual (3BHS213401 E01 Rev H). | <input type="checkbox"/> |
| 5. | All control cable screens and conductors are connected according to the instructions of the user manual, appropriately labeled, and the customer-side connections are completed | <input type="checkbox"/> |
| 6. | Equipotential bonding conductor of drive securely connected at both ends | <input type="checkbox"/> |
| 7. | Converter transformer and motor cables not connected at both ends (cables and drive must be insulation resistance tested (Megger test) before connection) | <input type="checkbox"/> |

8.2.3 Main circuit breaker (MCB) checklist

- | | | |
|----|--|--------------------------|
| 1. | Type of MCB selected as per the MCB specification from ABB | <input type="checkbox"/> |
| 2. | High-voltage connections completed | <input type="checkbox"/> |
| 3. | MCB ready to be tested with drive | <input type="checkbox"/> |
| 4. | MCB protection relay settings tested | <input type="checkbox"/> |
| 5. | Safety devices (eg, door locks) tested and in operation | <input type="checkbox"/> |

8.2.4 Input transformer checklist

- | | | |
|----|--|--------------------------|
| 1. | Ground connection completed | <input type="checkbox"/> |
| 2. | Transformer auxiliaries (eg, dehydrating breathers, cooling, protection devices) ready | <input type="checkbox"/> |
| 3. | Safety devices (eg, door locks) tested and in operation | <input type="checkbox"/> |

8.2.5 Motor checklist

- | | | |
|----|---|--------------------------|
| 1. | Motor installed, aligned and alignment protocol available | <input type="checkbox"/> |
| 2. | Motor not coupled to driven load | <input type="checkbox"/> |
| 3. | Ground connection completed | <input type="checkbox"/> |
| 4. | Motor auxiliaries (eg, bearing lubrication, heater cooling) ready | <input type="checkbox"/> |
| 5. | Control and monitoring signals connected | <input type="checkbox"/> |

8.2.6 Insulation tests checklist

- | | | |
|----|--|--------------------------|
| 1. | All power cables to converter transformer, between converter transformer and drive, and from drive to motor insulation resistance tested (Megger test), and measured values within the required limits. | <input type="checkbox"/> |
| 2. | Test report of the Megger insulation resistance test available

Important: If the test is carried out by the commissioning engineer of the drive, an additional day per drive motor combination needs to be reserved. After the test, the feeder cables can be connected, except at the drive end. The test must comply with the specification. | <input type="checkbox"/> |

8.2.7 Power supply checklist

- | | | |
|-------|---|--------------------------|
| 1. | Medium voltage available for start-up of drive | <input type="checkbox"/> |
| <hr/> | | |
| 2. | Low voltage auxiliary power available for start-up of drive | <input type="checkbox"/> |
| <hr/> | | |

8.2.8 Miscellaneous checklist

- | | | |
|-------|---|--------------------------|
| 1. | Sufficient number and correct type of spare parts available | <input type="checkbox"/> |
| <hr/> | | |
| 2. | Air conditioning of drive room ready for load run of drive | <input type="checkbox"/> |
| <hr/> | | |
| 3. | Optional equipment ready | <input type="checkbox"/> |
| <hr/> | | |



09

Operation



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9.1 Safety



The drive must only be operated by qualified and authorized personnel, ie, personnel who are familiar with the operation of the drive and the hazards involved.

9.2 Overview

The chapter outlines the local operation of the drive.

Control of the drive via a PLC or higher-level control systems is not described in this chapter. If the drive is controlled from remote, see the appropriate manuals for information.

The panel messages and parameter settings used in this chapter are typical examples to illustrate the related instructions and display functions and can therefore differ from the actual messages and parameter settings in the drive.

9.3 Operating conditions

The operating conditions for the drive are according to "IEC 60721-3-3 Classification of environmental conditions - Part 3: Classification of groups of environmental parameters and their severities - Section 3: Stationary use at weather-protected location" [24].

Conditions: 3K22 / 3B1 / 3S6 / 3M11



If the operating conditions are not within the specifications, contact ABB.

9.4 Sound pressure level

- Single fan: < 75 dB (A)
- Redundant fan: < 85 dB (A)

9.5 Overview of local operator panel

The operator panel on the control compartment door enables the operator to control the drive without restrictions if all requirements for normal operation are met.

The functions of the operator panel include:

- Connecting and disconnecting the main power supply
- Setting the reference value
- Starting and stopping the drive
- Displaying:
 - Actual values
 - Status messages
 - Alarm and fault messages
- Viewing and setting parameters
- Resetting alarm and fault messages
- Activating the emergency-off circuit

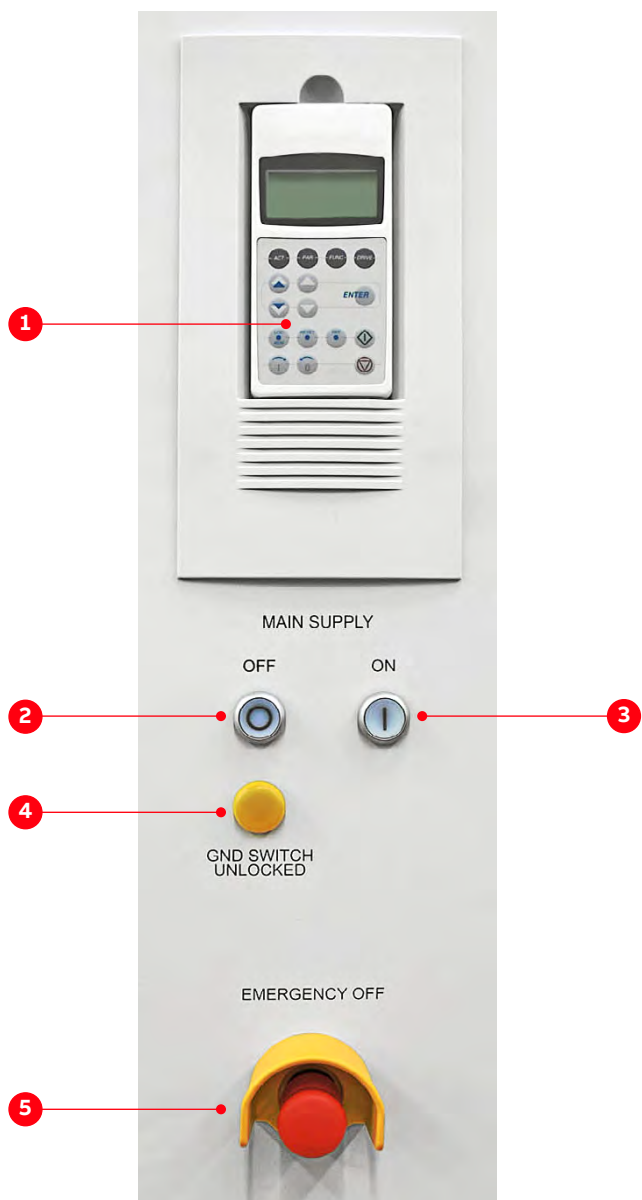


Figure 9-1: Local operator panel

(1) CDP control panel:

- Starts and stops the motor
- Displays status messages
- Displays alarm and fault messages of the drive and monitored foreign equipment
- Resets alarm and fault messages

(2) Main supply off:

- Illuminated pushbutton opens the main circuit breaker

(3) Main supply on:

- Illuminated pushbutton charges the DC link and closes the main circuit breaker

(4) Grounding switch unlocked:

- Lights up to indicate that the grounding switch of the drive can be turned to the grounded or ungrounded position

(5) Emergency-off:

- Latching pushbutton, prevents starting when pressed at standstill of the drive
- Main circuit breaker opens immediately and DC link discharges when pressed during operation of the drive



For more information, see “10 CDP control panel” on page 127.

9.6 Status messages

This section lists the messages of the main operating states the drive passes through, when it is put into operation, when it is stopped, or when a fault condition has occurred. The messages are sent to the higher-level control system and are displayed on the CDP control panel of the drive.



For information on other status messages, such as fault status messages in particular, see the status words in the “Appendix G – Signal and parameter table” of the drive.



RdyForMCBOn

The status message signals that the drive is healthy and ready for the ON command. The ON command initiates the charging of the DC-link capacitors and the closing of the main circuit breaker of the drive. Depending on the control place, the command can either be sent from the higher-level control system to the drive or be initiated by pressing the Main circuit online pushbutton on the control compartment door.



Charging

The status message **RdyForMCBOn** changes to **Charging** when the DC-link capacitors of the drive are being charged.



Rdy to Strt

The status message **Rdy to Strt** tells the operator that the drive is energized and ready for operation. As soon as the start command is initiated, the motor is magnetized and the drive starts to modulate.



Magnetizing

The status message **Rdy to Strt** changes to **Magnetizing** when the firing pulses of the inverter are released.



Running

When the drive is in **Running** state, it is running and operating according to the set speed or torque reference value. When in remote control mode, the reference value is set by the higher-level control system. When in local control mode, the value is entered into the CDP control panel.



Stopping

Stopping indicates that the drive has received a stop command and that a ramp or coast stop has been initiated. The stopping mode depends on the parameter setting. The status message changes to **Rdy to Strt** when the zero speed threshold is reached.

When a start command is given while the drive is stopping, the drive resumes operation and the status message changes to Running again.



Discharging

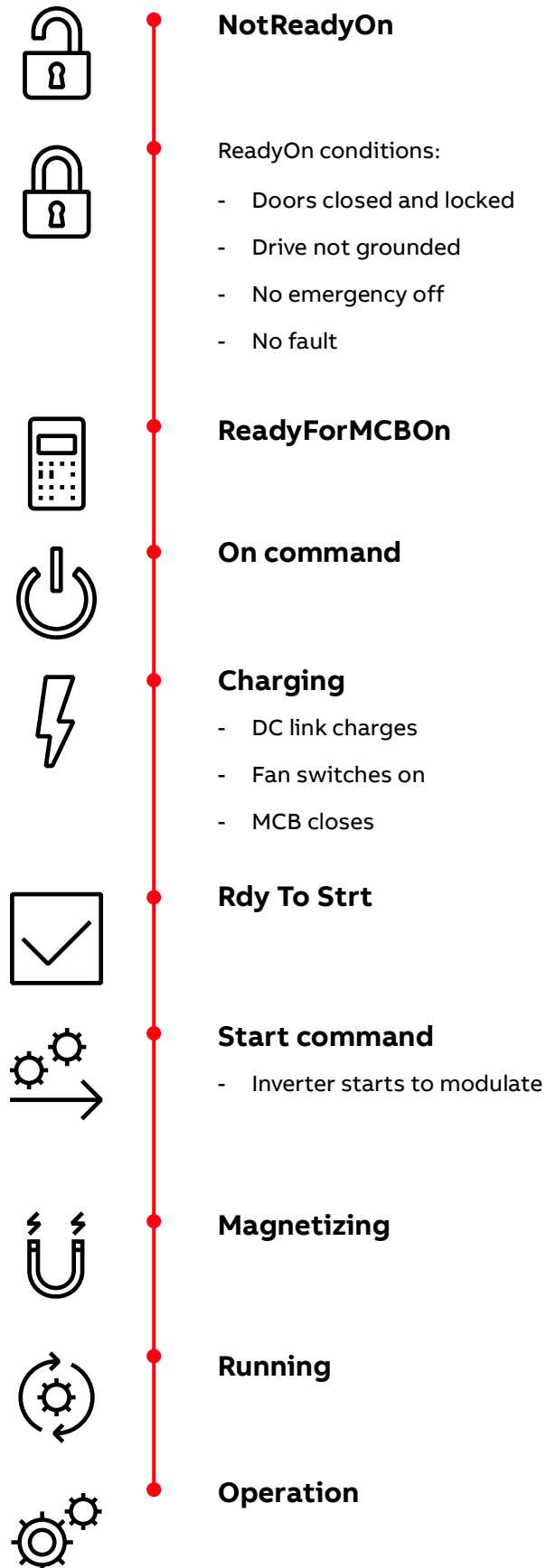
The status message **Rdy to Strt** changes to **Discharging** when the MCB has opened and the DC-link capacitors are discharging.



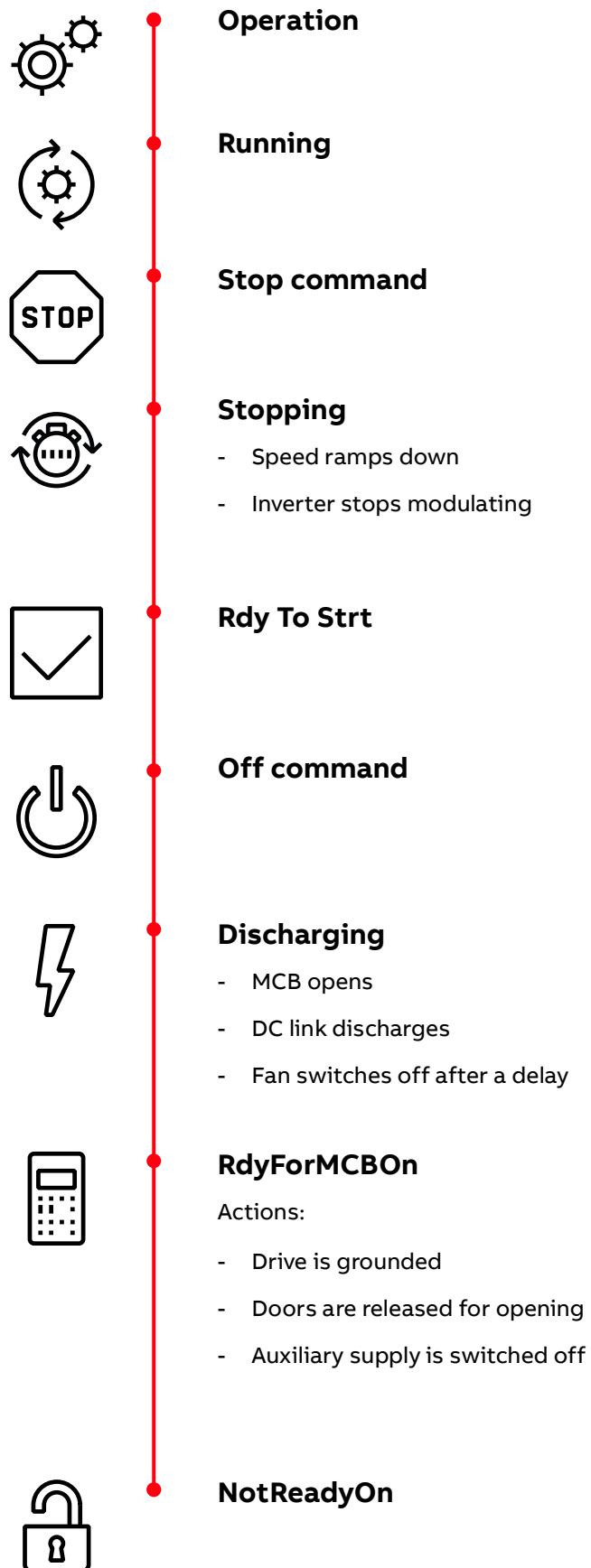
Tripped

The status message indicates that a fault condition has occurred that requires a shutdown of the drive. The status message always alternates with the specific fault message. The type of shutdown depends on the fault class the fault condition is assigned to in the drive software.

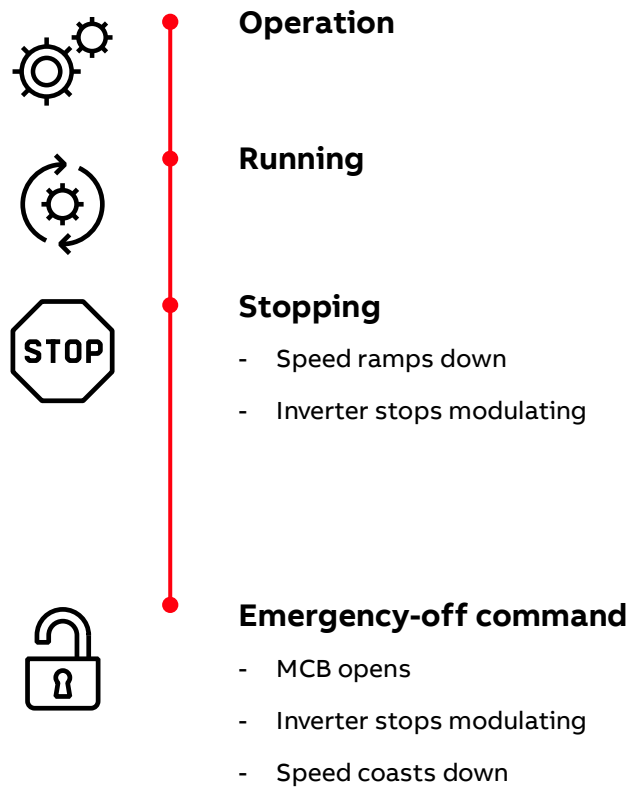
9.6.1 Start sequence of the drive



9.6.2 Stop sequence of the drive



9.6.3 Emergency-off sequence of the drive



9.7 Starting the drive



It is recommended to have the following documents at hand when starting the drive locally for the first time after commissioning:

- “Appendix D – Wiring diagrams” to identify the circuit breakers to be switched on
- “10 CDP control panel” on page 127 for information on functions and features of the CDP control panel

9.7.1 Checks before starting the drive

DANGER



Hazardous voltages!

- All covers must be screwed in place to prevent unintentional contact with energized components.

When the drive is put into service after it has been commissioned, or after it has been taken out of service for a longer period, use the following checklist:

- | | | |
|----|---|--------------------------|
| 1. | Tools and foreign objects are inside the cabinet. | <input type="checkbox"/> |
| 2. | All auxiliary power supplies from external sources are switched on. | <input type="checkbox"/> |
| 3. | All internal circuit breakers of the drive are closed. | <input type="checkbox"/> |
| 4. | All covers are mounted and the doors are closed, locked or bolted. | <input type="checkbox"/> |
| 5. | Grounding switch is in the ungrounded position. | <input type="checkbox"/> |
| 6. | MCB is in operating position. | <input type="checkbox"/> |
| 7. | No run interlocks are active. | <input type="checkbox"/> |

9.7.2 Starting the drive remotely

When the drive is operated from remote through a higher-level control system or an operator control desk, follow the instructions in the appropriate manuals.

9.7.3 Starting the drive locally

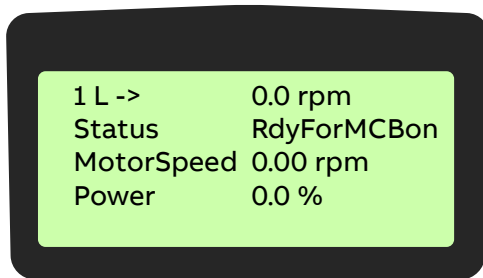
1. Enable the local control mode of the drive.



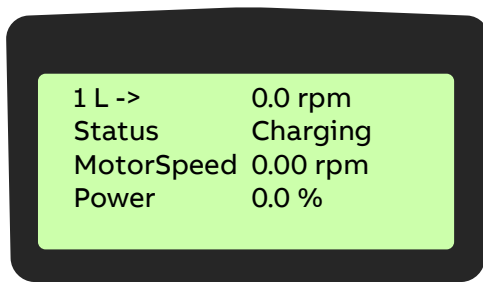
2. Check that no alarm or fault messages are displayed on the CDP control panel.
 - If a fault message is displayed on the CDP control panel, reset the fault.



- If a fault cannot be reset, it must be rectified by the responsible personnel.
- When no alarms and faults are present and the drive is ready, the CDP control panel displays **RdyForMCBOn**:

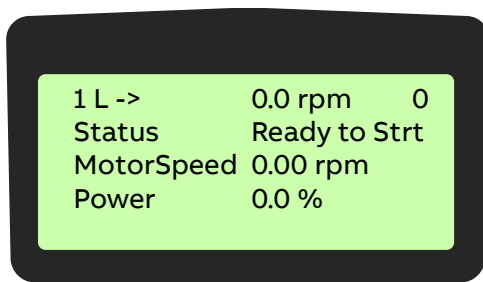


3. Press the **MAIN SUPPLY ON** pushbutton on the control compartment door to close the MCB and charge the DC link.
 - The pushbutton lights up.
 - The status line of the CDP control panel changes to **Charging**.

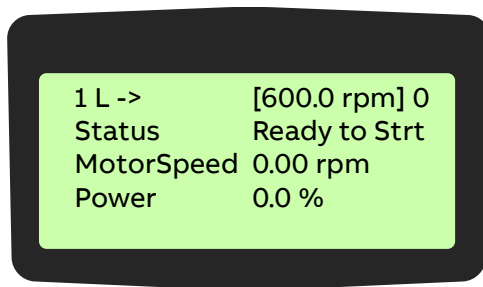


After charging has been finished, the following takes place:

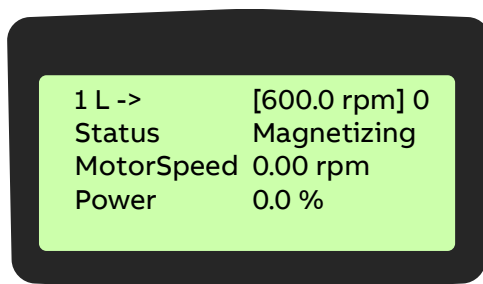
- The protection IGCTs are closed.
- The status line of the CDP control panel changes to **Rdy to Strt** and the motor can be started.



4. Enter the reference value.

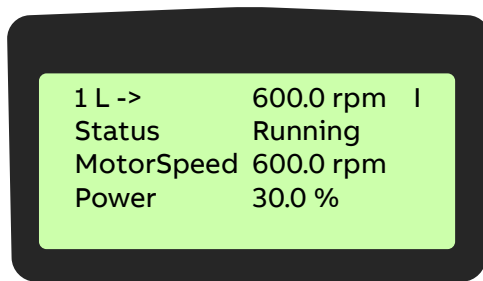


5. Start the motor.



- After the motor has been magnetized, the motor speed ramps up to the reference value.
- While the motor is accelerating, the run status indication on the display blinks. When the motor speed has reached the reference value, the run status indication lights up permanently.

The display shows **Running** to indicate that the drive is operating.

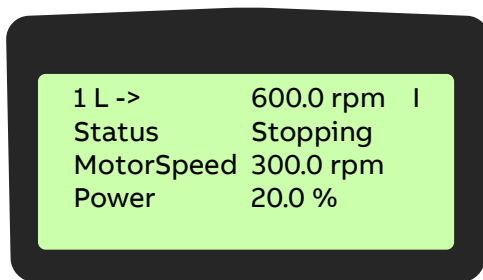


9.8 Stopping the drive

1. Press the STOP key on the CDP control panel.



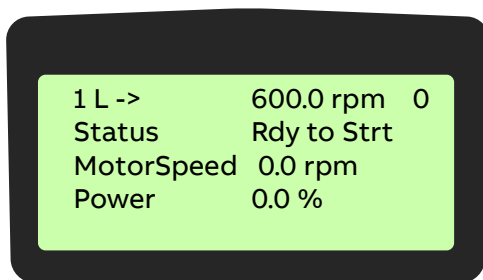
- The motor stops according to the preset stop function and the drive stops modulating. While the motor stops, the status line of the display shows **Stopping**. The run status message blinks during the stop sequence.



- As long as the stop sequence is in progress, the drive can always be restarted by pressing the START key on the CDP control panel.



- When the drive has stopped modulating, the CDP control panel displays **Rdy to Strt**.



Note: As long as the MCB has not been opened, the motor can be started again.

9.9 Emergency-off

The drive is equipped with a hard-wired emergency-off circuit. When an emergency situation occurs during operation, this safety feature ensures that the drive can be disconnected without delay from the main power supply. If the **EMERGENCY-OFF** pushbutton has been pressed while the drive is at standstill, the main power supply cannot be connected to the drive, hence the drive cannot be started up.

The **EMERGENCY-OFF** pushbutton of the drive is part of the operator control panel (Fig. 9-1) and features a latching switch action.

CAUTION



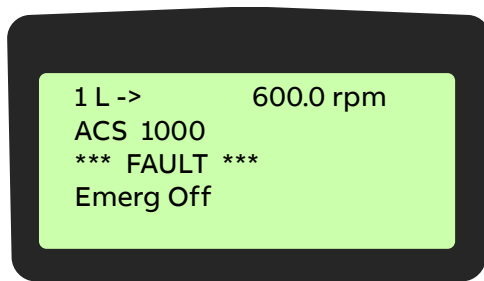
Pressing the **EMERGENCY-OFF** pushbutton does not disconnect the auxiliary power supply from the drive.

9.9.1 Initiating an emergency-off

To initiate an emergency-off, press the **EMERGENCY-OFF** pushbutton on the control compartment door, or an external **EMERGENCY-OFF** pushbutton (if present) linked to the emergency-off circuit.

When an emergency-off is initiated during drive operation, the following takes place:

- The MCB opens.
- The drive coasts down.
- The status line of the CDP control panel displays the message **Emerg Off**.



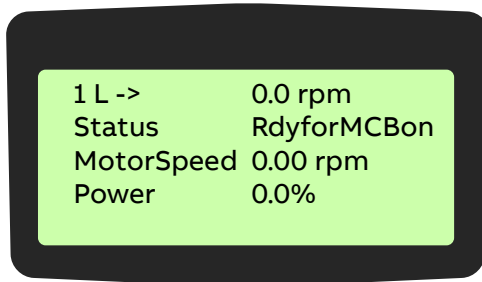
- The DC link of the drive discharges.

9.9.2 Starting the drive after an emergency-off

1. To start the drive after an emergency-off, unlatch the **EMERGENCY-OFF** pushbutton.
The **EMERGENCY-OFF** pushbutton returns to its initial position when turned into the direction indicated by the arrows on the pushbutton.
2. To reset the emergency-off safety relay of the drive, press the **RESET** button on the control keypad.



- After resetting, the status message of the drive changes to **RdyForMCBOn**.



- The main power supply can be connected to the drive and the drive can be started again.



10

CDP control panel



127 - 150

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10.1 Overview

The panel messages and parameter settings used in this chapter are typical examples to illustrate the related instructions and display functions and can therefore differ from the actual messages and parameter settings in the drive.

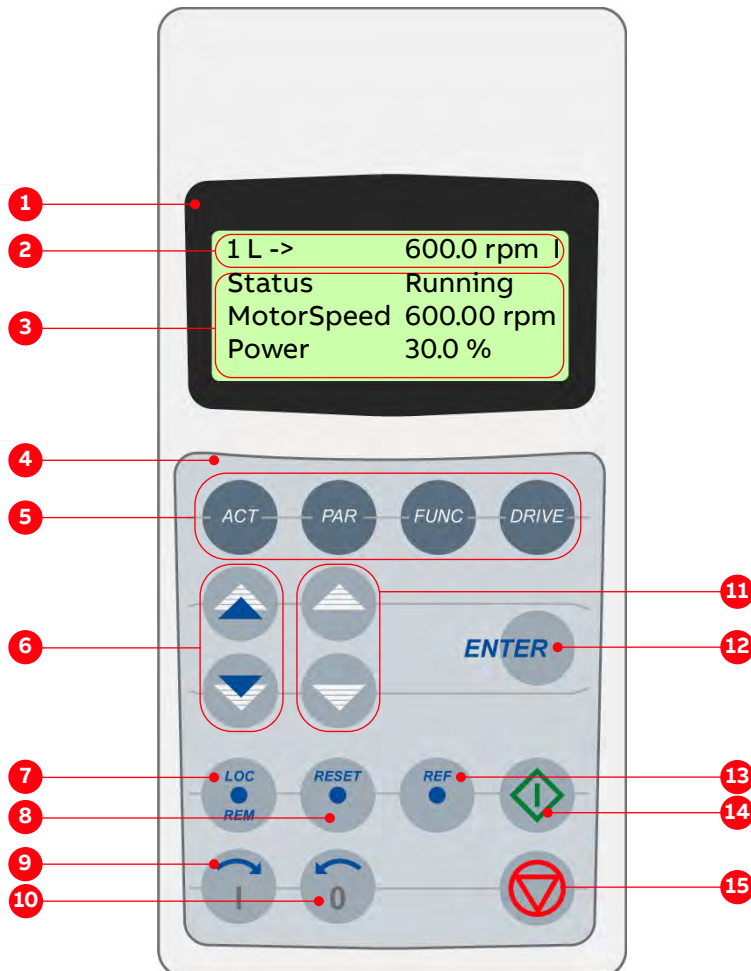


Figure 10-1: CDP control panel

- | | |
|--|--|
| (1) Display | (9) Forward key |
| (2) Status line | (10) Backward key |
| (3) Actual signal names and values | (11) Slow navigation key for selecting signals or fault messages |
| (4) Keypad | (12) Enter key, terminates a procedure |
| (5) Mode selection keys | (13) Reference key |
| (6) Fast navigation key for selecting the actual signals display or the fault memory display | (14) Start key |
| (7) Local / remote selection key | (15) Stop key |
| (8) Reset key | |

10.2 CDP control panel functions

The CDP control panel serves as the basic user interface for operating and monitoring the drive when the local operating mode has been selected.

The CDP control panel can be attached to or detached from the drive without having to switch off the auxiliary power supply first.

You can perform the following tasks with the CDP control panel:

- Enter start-up data
- Control the drive with a reference value, and start, stop and direction commands
- Display actual values (three values can be read simultaneously)
- Display and adjust parameters
- Display information on the most recent forty fault events
- Upload and download complete parameter sets from one drive to another

10.3 CDP control panel modes

The CDP control panel provides the following modes:

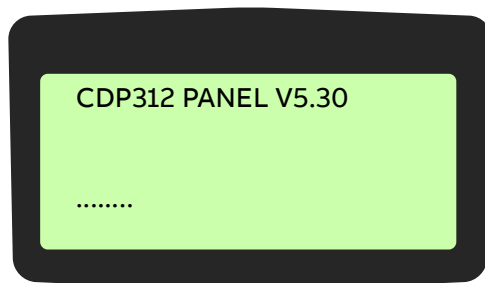
- “10.3.1 Identification mode” on page 130
- “10.3.2 Actual signals mode” on page 132
- “10.3.3 Parameters mode” on page 139
- “10.3.4 Functions mode” on page 144

10.3.1 Identification mode

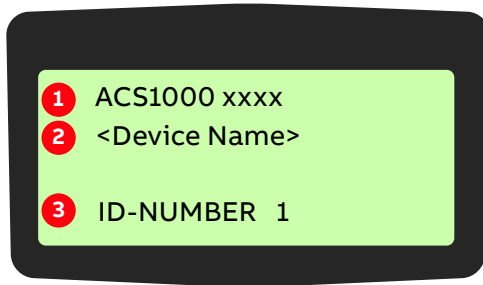
The identification mode informs the user about the CDP control panel version and the ID number of the drive. The information appears on the display when the:

- Power supply is switched on
- CDP control panel is connected to the drive and the auxiliary voltage has already been switched on.

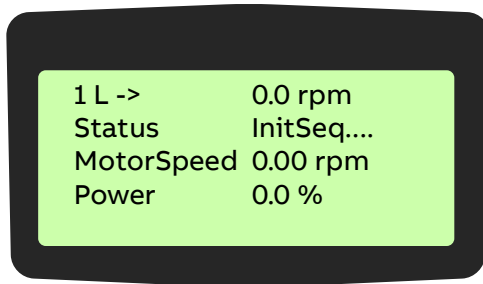
When the CDP control panel is initialized as described before, the display changes as follows:



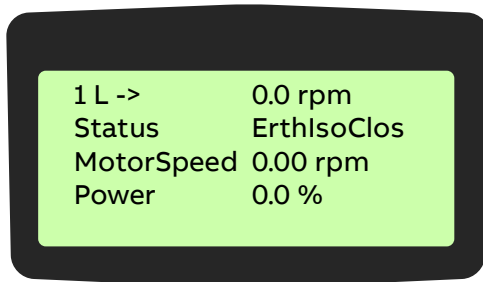
After 2-3 seconds, information on the drive (1, 2) and the drive identification (3) is displayed.



After another few seconds:



After another few seconds, the display changes to the actual signals mode.



10.3.2 Actual signals mode

10.3.2.1 Overview

Two displays can be selected in the actual signals mode:

- Actual signals display
- Fault memory display

The actual signals display appears first when entering the actual signals mode. However, when the drive is in a fault condition, the fault memory display appears instead.

The actual signals display is used to monitor the drive without interfering with its operation. It continuously displays three selectable actual values.

The CDP control panel automatically returns to the actual signals display from other modes if no key is actuated within one minute (an exception from this is the fault memory display).

10.3.2.2 Actual values

The actual values are organized in groups.

Group	Description
Group 01	Measured or calculated motor values
Group 02	Measured or calculated drive values
Group 03	Speed and torque reference values
Group 04	I/O values
Group 05	Data values
Group 06	Information: software version, drive and motor nominal values
Group 07	Control words
Group 08	Status words
Group 09	Fault and alarm words



For the complete list of selectable actual signals, see “Appendix G – Signal and parameter table”.

10.3.2.3 Fault memory

The fault memory display provides information on the 64 most recent fault events that occurred in the drive. It displays the name of the fault and the time it occurred. For instructions on how to display and reset the fault memory, see “10.3.2.5 Displaying and resetting the fault history” on page 136.

When the drive generates a fault or alarm, the corresponding message displays immediately.

Changing from the fault memory mode to other modes is possible without resetting the fault first. When no key is actuated, the fault or warning text is displayed as long as the fault is active.

10.3.2.3.1 Control panel overview

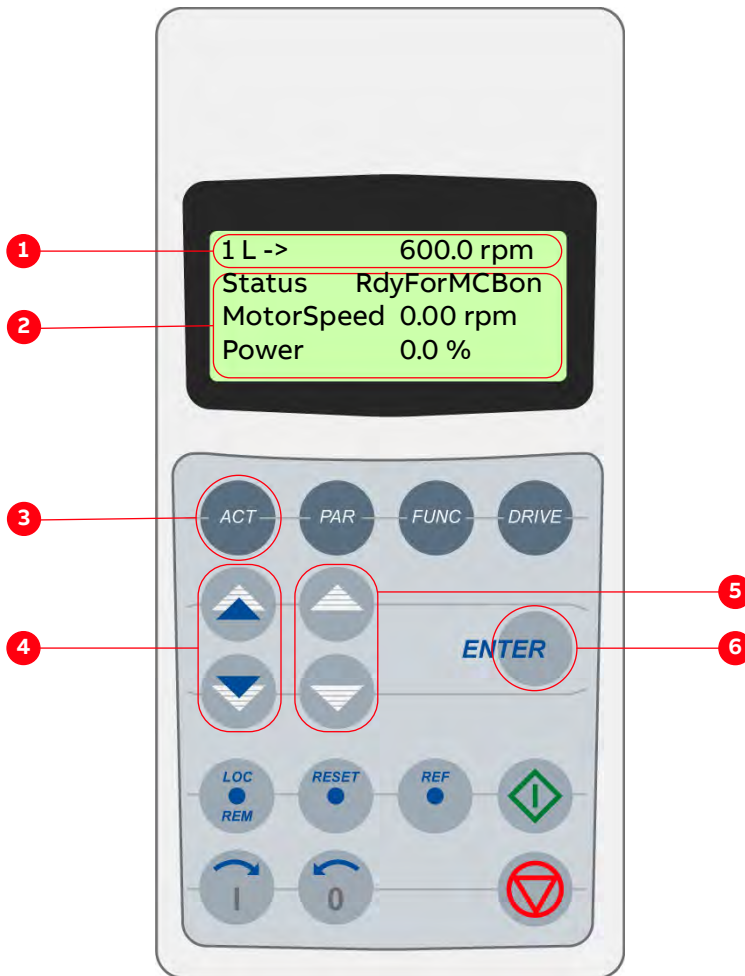
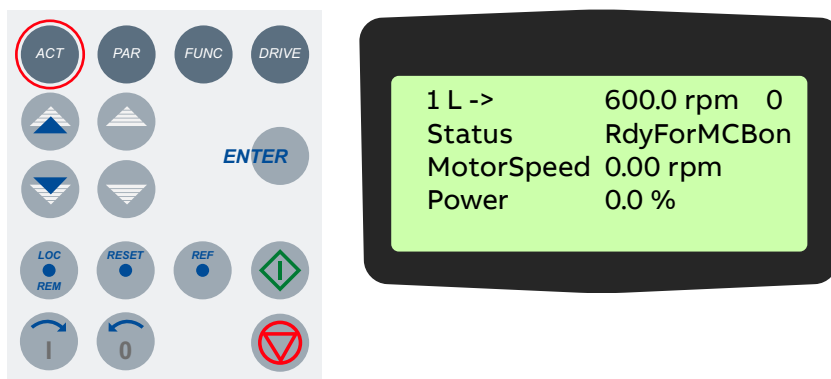


Figure 10-2: Control panel - Actual signals mode

- | | |
|--|---|
| (1) Status line | (5) Slow navigation key for selecting signals or fault messages |
| (2) Actual signal names and values | (6) Enter key for confirming the selection |
| (3) Selection key for actual signals mode | |
| (4) Fast navigation key for selecting the actual signals display or the fault memory display | |

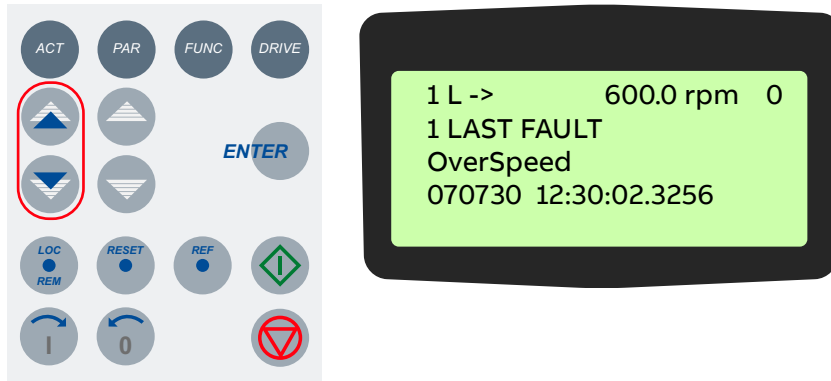
10.3.2.4 Opening the actual signals display

- To open the actual signals display, press the ACT key.



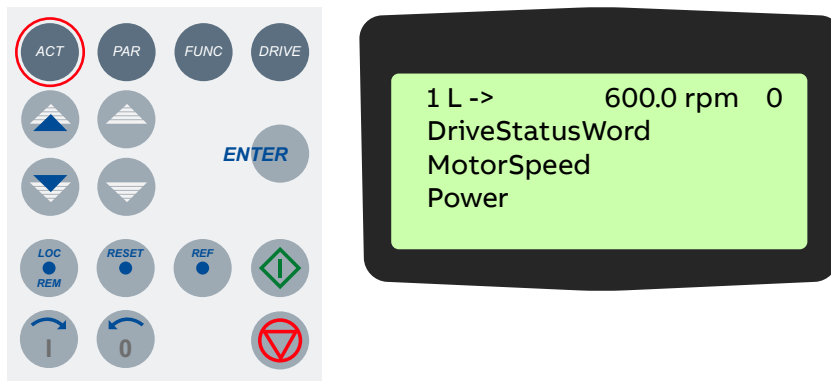
10.3.2.4.1 Toggle between actual signals display and fault history

- To toggle between actual signals display and fault history display, press a fast navigation key.



10.3.2.4.2 Displaying three actual signals

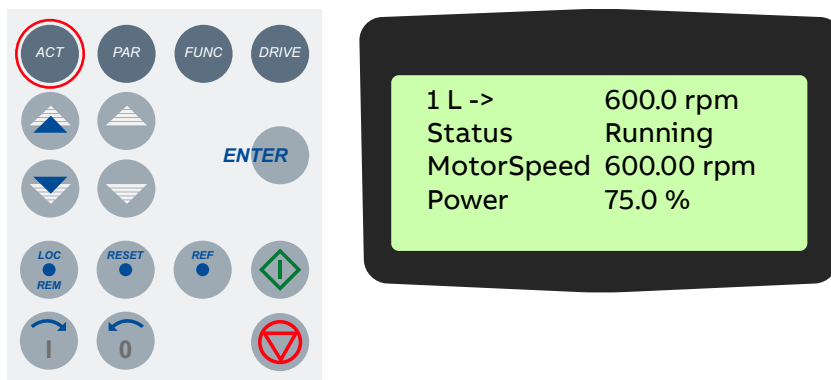
1. To display the full name of three actual signals, press and hold the ACT key.



2. To return to the actual signals display, release the ACT key.

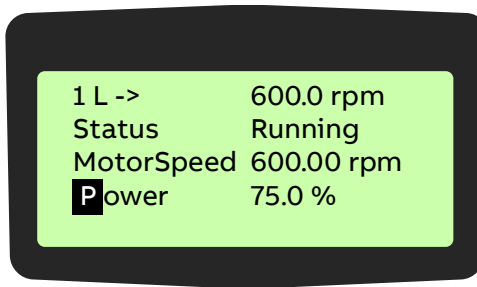
10.3.2.4.3 Selecting actual signals

1. To select the actual signals display, press the ACT key.

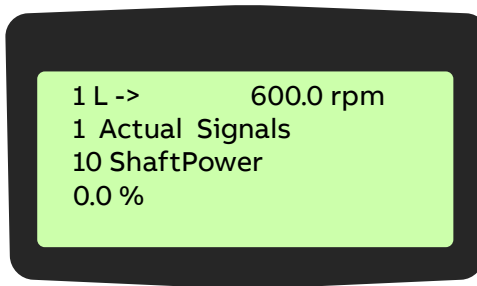


2. To select a line where the actual signal is to be displayed, press the corresponding slow navigation key.

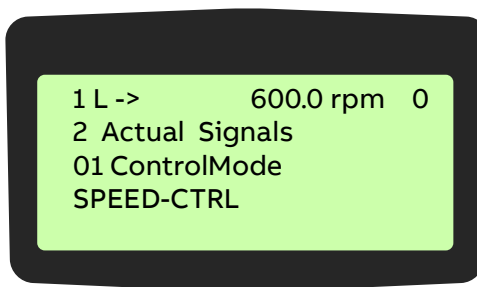
A blinking cursor indicates the selected line.



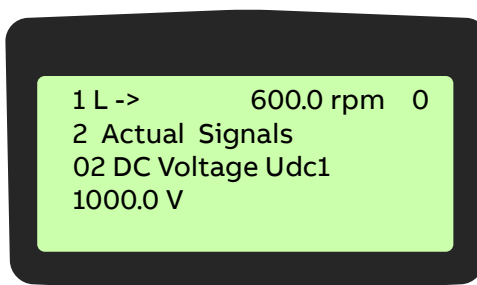
3. To enter the actual signal selection function, press the ENTER key.



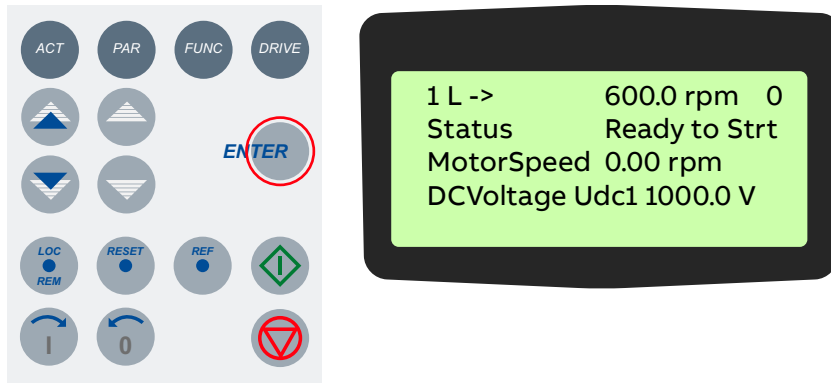
4. To select a parameter group, press a fast navigation key.



5. To select an actual signal, press a slow navigation key.

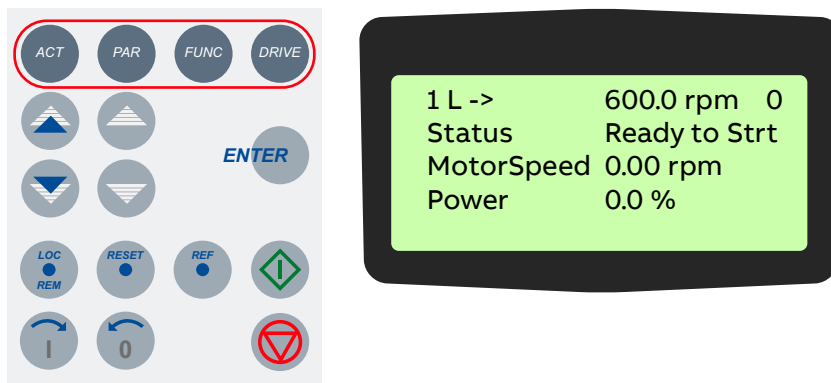


6. To confirm the selection and to return to the actual signals mode, press the ENTER key.



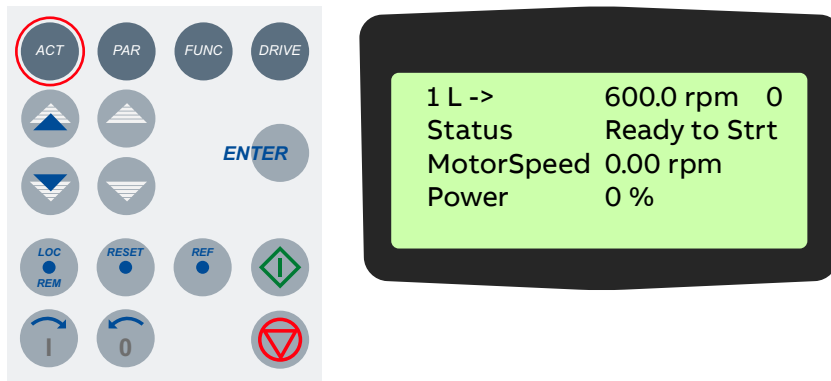
7. To cancel the selection and keep the original selection, press any of the mode selection keys.

The selected CDP control panel mode is entered.

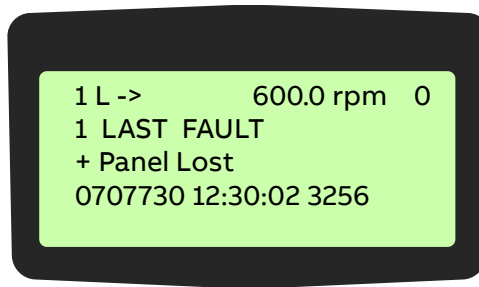


10.3.2.5 Displaying and resetting the fault history

1. To enter the actual signals mode, press the ACT key.

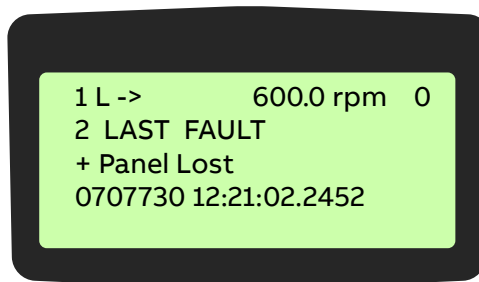


2. To change to the fault memory display, press a fast navigation key.

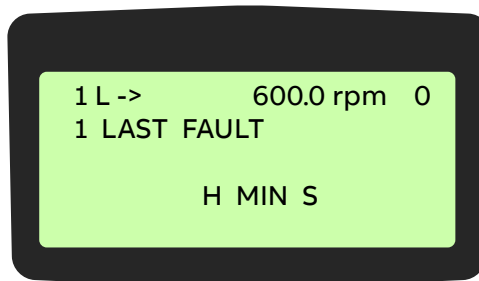
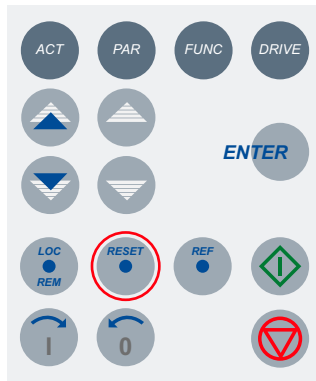


3. To display a specific fault, press the slow navigation keys.

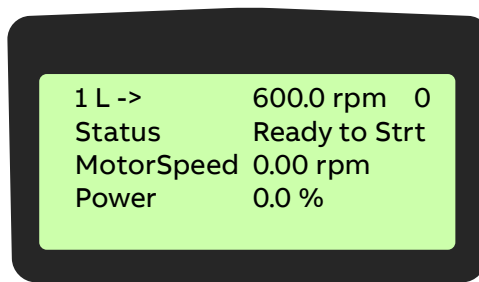
The UP key selects the previous, the DOWN key the next fault.



4. To clear the fault memory, press the RESET key.

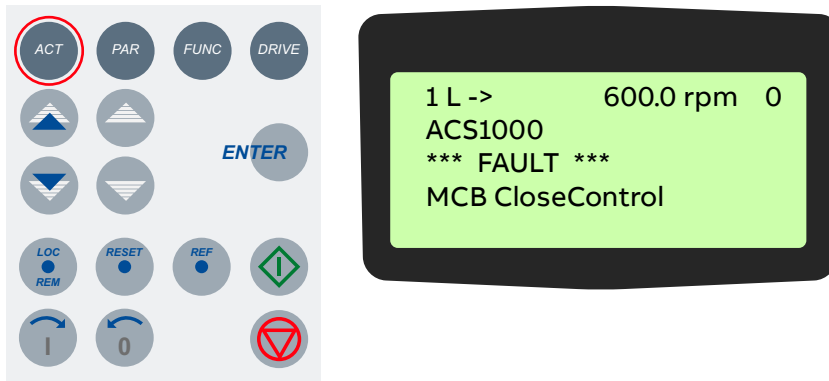


5. To return to the actual signals display, press a fast navigation key.

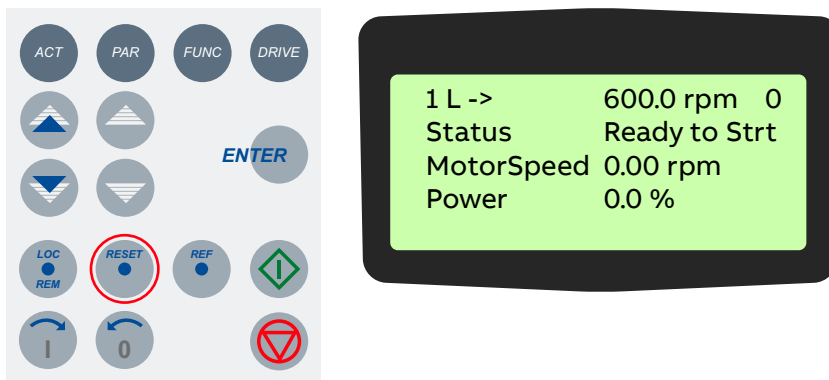


10.3.2.5.1 Displaying and resetting an active fault

1. To display an active fault, press the ACT key.



2. To reset the fault, press the RESET key.



10.3.3 Parameters mode

NOTICE

Running the drive system with incorrect data can result in improper operation, reduction of control accuracy and damage to equipment.

- Parameters must only be set by qualified personnel.
- Do not change any parameter, if the meaning of the parameter and the effects of the change are not fully understood.

10.3.3.1 Overview

If the parameter lock is disabled or unlocked (see “10.3.3.3 Enabling / unlocking a parameter lock” on page 143), the parameters mode allows entering the parameter settings for the required drive configuration depending on the application.

The parameters are organized in functional groups, so called parameter groups.

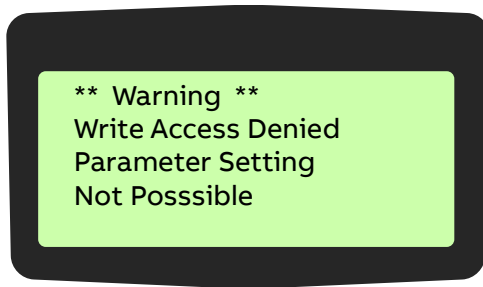
Group	Description
Group 07	Control words
Group 08	Status words
Group 09	Fault and alarm words
Group 11	Start, stop, direction, MCB and control
Group 12	Reference selection
Group 13	Basic analog inputs
Group 14	Basic digital outputs
Group 15	Basic analog outputs
Group 16	System control inputs
Group 17	Utilities
Group 18	Process speed
Group 19	Data storage
Group 20	Limits
Group 21	Start, stop and process stop
Group 22	Ramp functions
Group 23	Speed reference



For details about the parameters, their settings and functions, see “Appendix G – Signal and parameter table”.

When entering the parameter mode for the first time after the auxiliary voltage of the drive has been switched on, the CDP control panel displays the first parameter of parameter group 99. The next time the parameters mode is entered, the previously selected parameter displays.

Some parameter values cannot be changed while the drive is running. If tried, the following warning displays.



10.3.3.1.1 Control panel overview

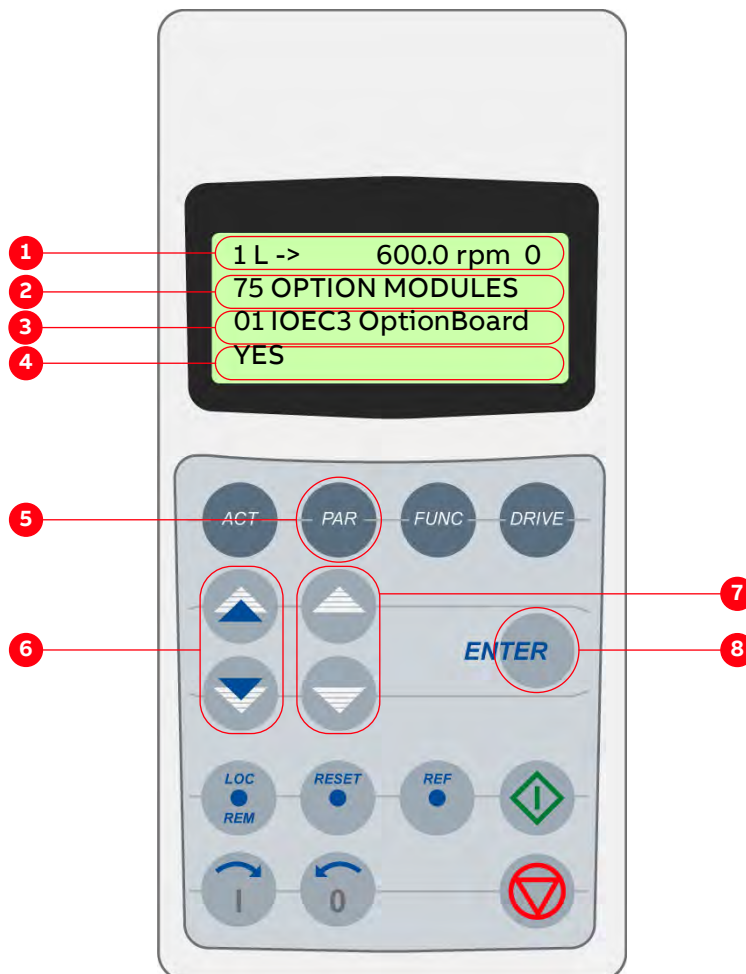
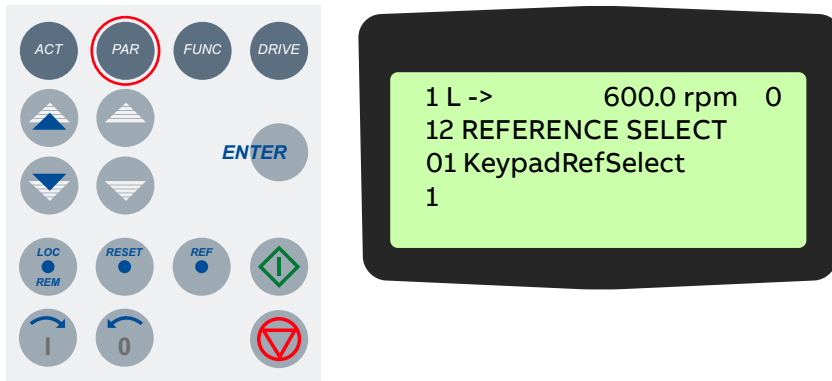


Figure 10-3: Control panel - Parameters mode

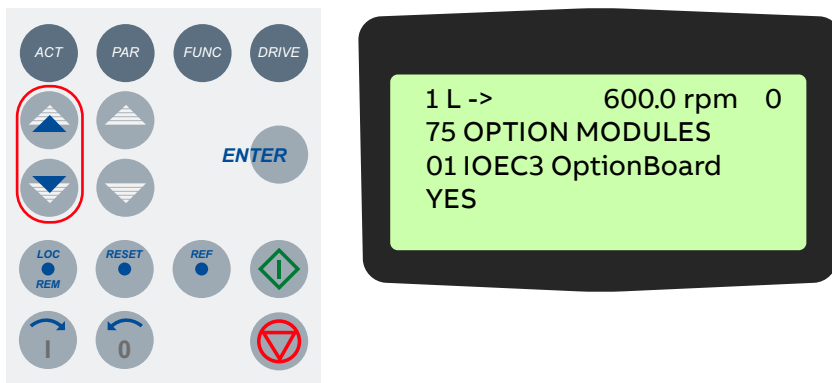
- | | |
|---------------------------------------|---|
| (1) Status line | (6) Fast navigation key for selecting a parameter group (and a parameter value) |
| (2) Group number and name | (7) Slow navigation key for selecting a parameter (and a parameter value) |
| (3) Parameter number and name | (8) Enter key for confirming the selection |
| (4) Parameter value | |
| (5) Selection key for parameters mode | |

10.3.3.2 Selecting and changing parameters

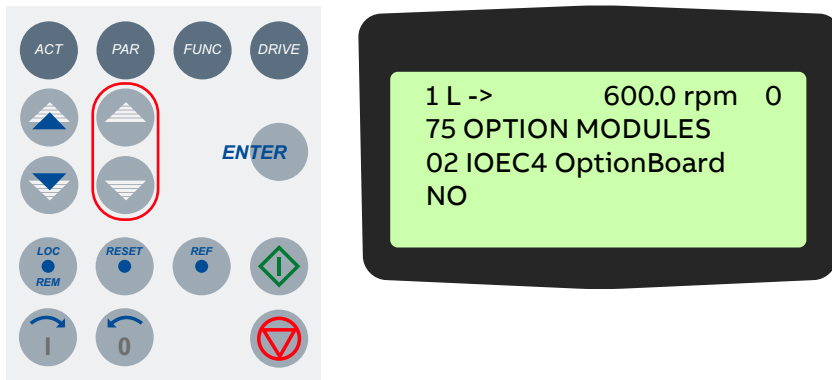
1. To enter the parameters mode, press the PAR key.



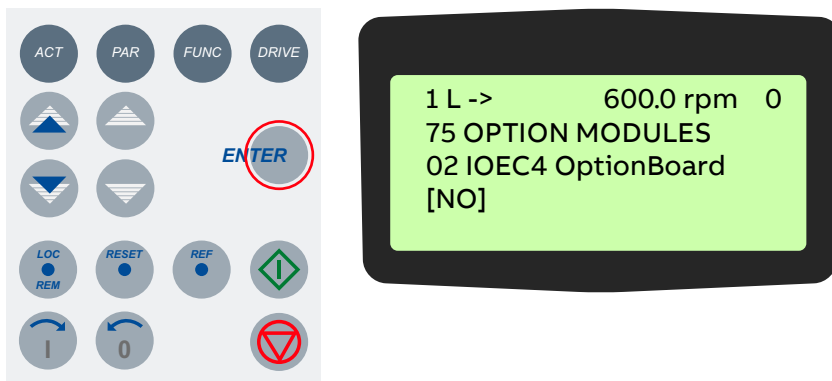
2. To select a different group, press the corresponding fast navigation key.



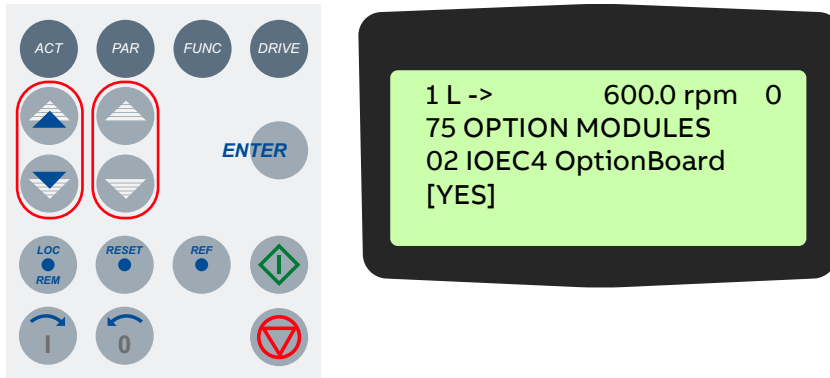
3. To select a parameter, press the corresponding slow navigation key.



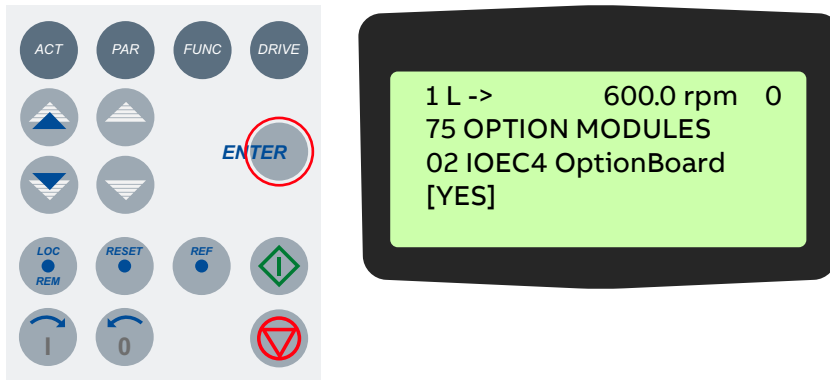
4. To enter the parameter setting function, press the ENTER key.



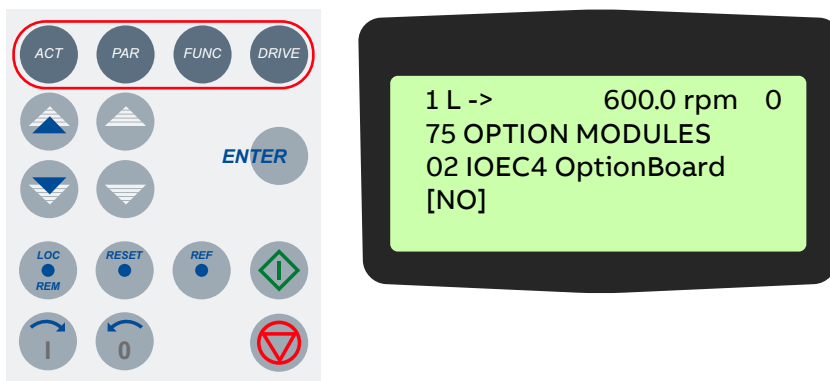
5. To change the parameter value, press the:
 - Slow navigation key for numbers and text
 - Corresponding fast navigation key for numbers only



6. To confirm the selection and to return to the actual signals display, press the ENTER key.



7. To cancel the setting and keep the original selection, press any of the mode selection keys.
The selected keypad mode is entered.



10.3.3.3 Enabling / unlocking a parameter lock

Unwanted parameter entry can be prevented by activating the parameter lock function.

The corresponding parameters are 16.02 PARAMETER LOCK and 16.03 PASSCODE and belong to parameter group 16 SYSTEM CTRL INPUTS.

10.3.3.3.1 Enabling the parameter lock

1. Select parameter 16.02.
2. Set parameter 16.02 to 1 (LOCKED).
3. Confirm the setting and exit the parameters mode.

10.3.3.3.2 Unlocking the parameter lock

1. Select parameter 16.03.
2. Set the correct pass code.
3. Confirm the setting and exit the parameters mode.



For more information, see Appendix G – Signal and parameter table.

10.3.3.4 User lock

For better cyber security, ABB recommends that you set a master pass code for the control panel to prevent the parameter values from being changed.

NOTICE



ABB is not be liable for damages or losses caused by the failure to activate the user lock with a new pass code.

For more information, see “1.10 Cyber security disclaimer” on page 10.

- To activate the user lock for the first time, enter the default pass code, 358, into **16.03 Passcode**. This will make parameters **16.06...16.07** changeable. Then enter the old pass code to **16.06 OldUserPasscode** and change user pass code in **16.07 NewUserPasscode**. In **16.02 Parameter Lock**, the user lock functionality can now be enabled.
- To reopen the lock, enter your pass code into **16.03 Passcode**. This will again make parameters **16.06** and **16.07** visible.

10.3.4 Functions mode

The functions mode is used to set the display contrast.

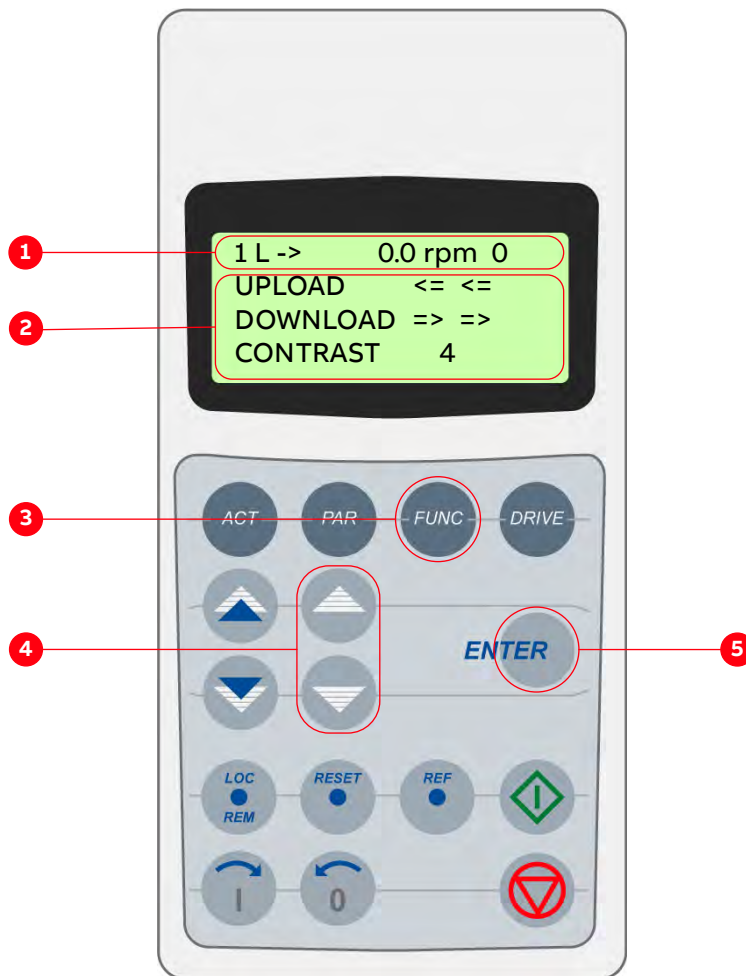
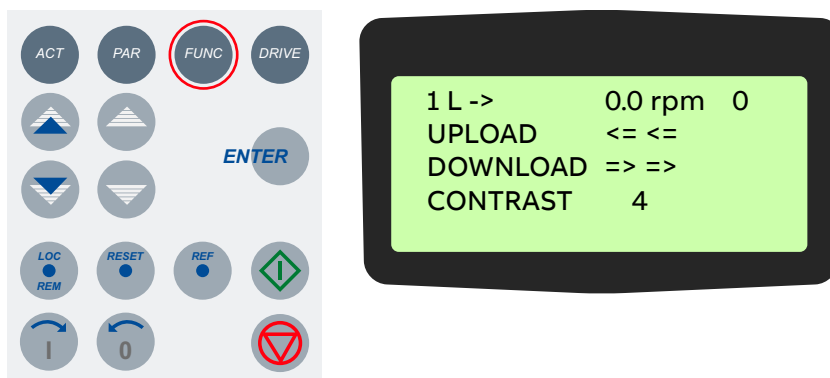


Figure 10-4: Control panel - Functions mode

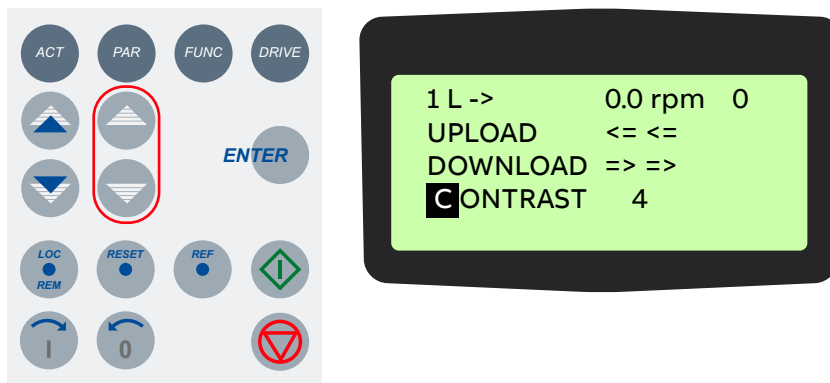
- | | |
|--------------------------------------|---|
| (1) Status line | (4) Slow navigation key for selecting a line (and adjusting the contrast) |
| (2) Selectable functions | (5) Enter key for confirming the selection |
| (3) Selection key for functions mode | |

10.3.4.1 Adjusting the display contrast

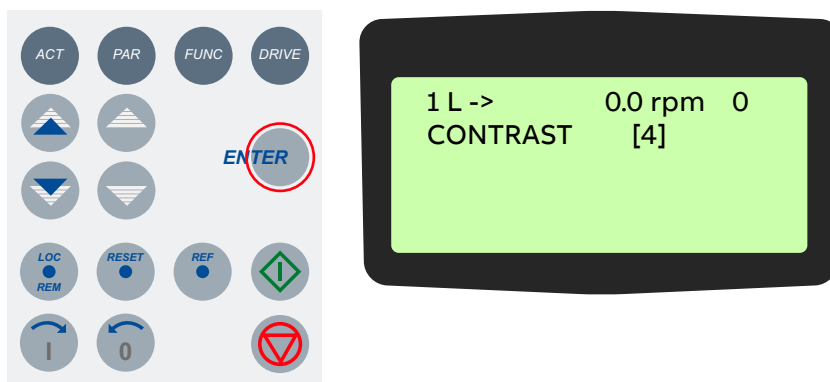
- To enter the functions mode, press the FUNC key:



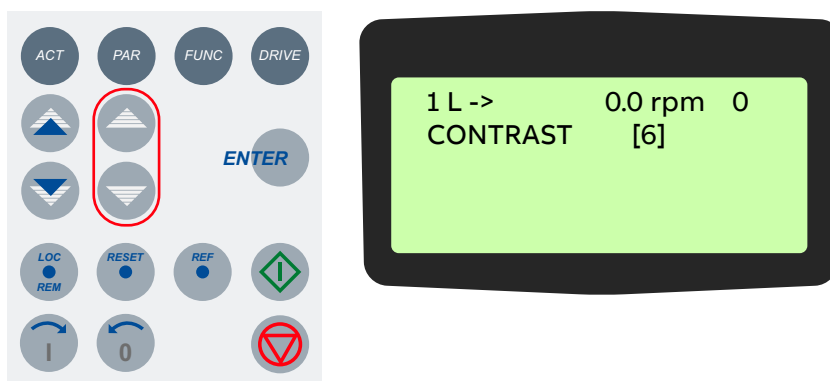
- To select the contrast adjustment function, press the slow navigation keys until the blinking cursor reaches the CONTRAST line.



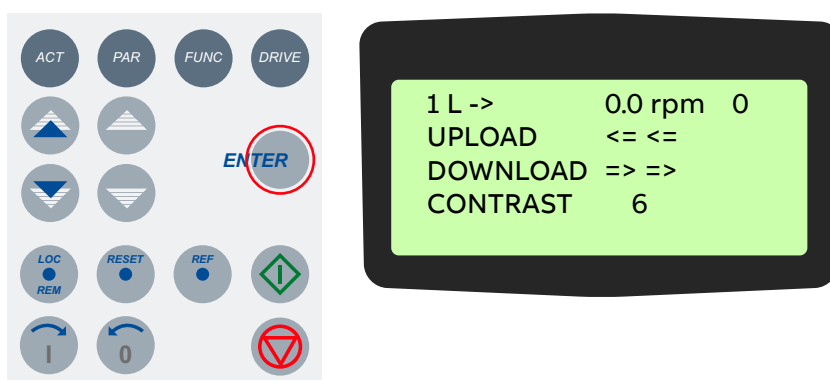
- Press the ENTER key.



- To change the contrast value, press a slow navigation key.

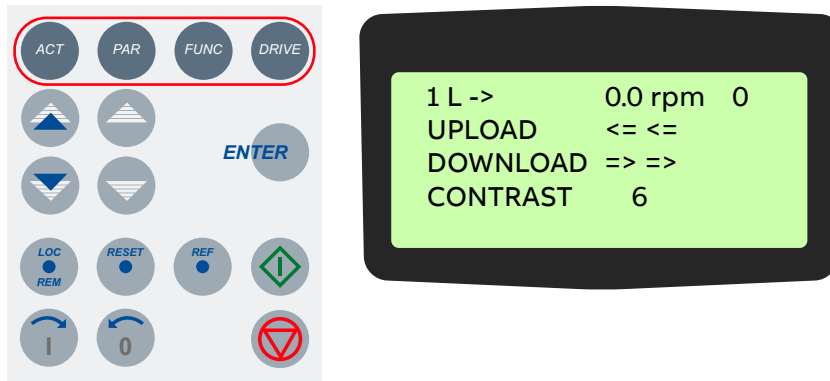


- To confirm the selection and to return to the actual signals display, press the ENTER key.



6. To cancel the setting and keep the original setting, press any of the mode selection keys.

The selected keypad mode is entered.



10.4 Local and remote control

The local-remote feature of the CDP control panel allows selecting the control location of the drive. Possible are:

- Local control
- Remote control

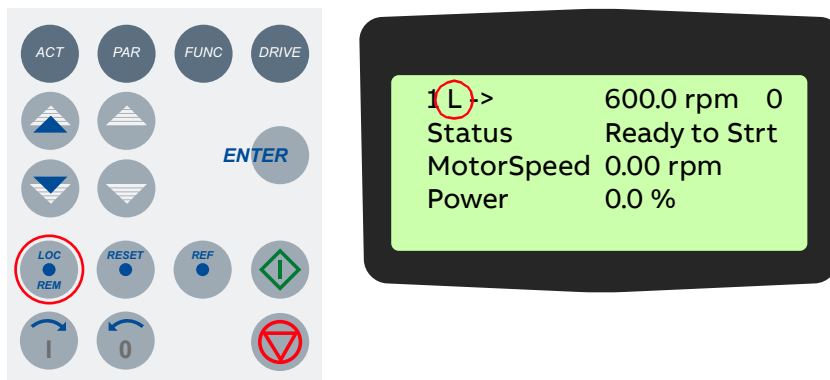
In this context, remote control is not necessarily equivalent to higher-level control. For more information, see “10.4.2 Remote control” on page 147.

10.4.1 Local control

In local control mode, full operational control of the drive is enabled from the local operator panel. Commands from remote have no effect.

- To enter the local control mode, press the LOC-REM key.

Local control is indicated by the letter L.



10.4.2 Remote control

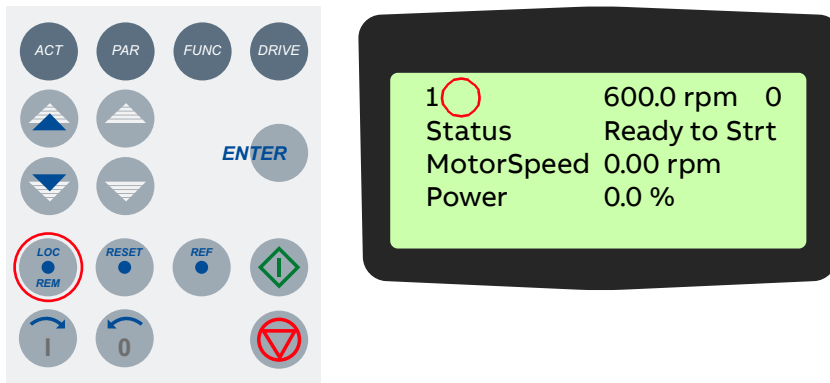
In remote control mode, operational commands or reference values come from a higher-level control system via fieldbus or remote I/O.

However, with the following parameter settings it is possible to start and stop the drive, to set the motor's direction of rotation, and to enter reference values from the CDP control panel.

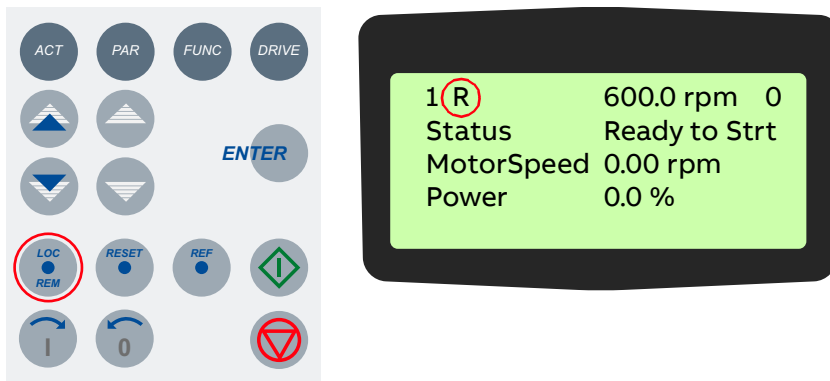
- 11.01 EXT1 START/STOP/DIR = 10 (KEYPAD) or
12.03 EXT REF1 SELECT = 1 (KEYPAD) and
12.02 EXT1/EXT2 SELECT = 1 (EXT1)
- 11.02 EXT2 START/STOP/DIR 10 (KEYPAD) or
12.06 EXT REF2 SELECT = 1 (KEYPAD) and
12.02 EXT1/EXT2 SELECT = 2 (EXT2)

To enter remote control, press the LOC-REM key.

- Full remote control from a higher-level control system is indicated by a blank space.



- Partial remote control (some commands enabled locally) is indicated by the letter R.



10.5 Operational commands

For instructions on how to start and stop the drive system from the CDP control panel, see “9.7 Starting the drive” on page 121 and “9.8 Stopping the drive” on page 124.

10.5.1 Setting the direction of rotation

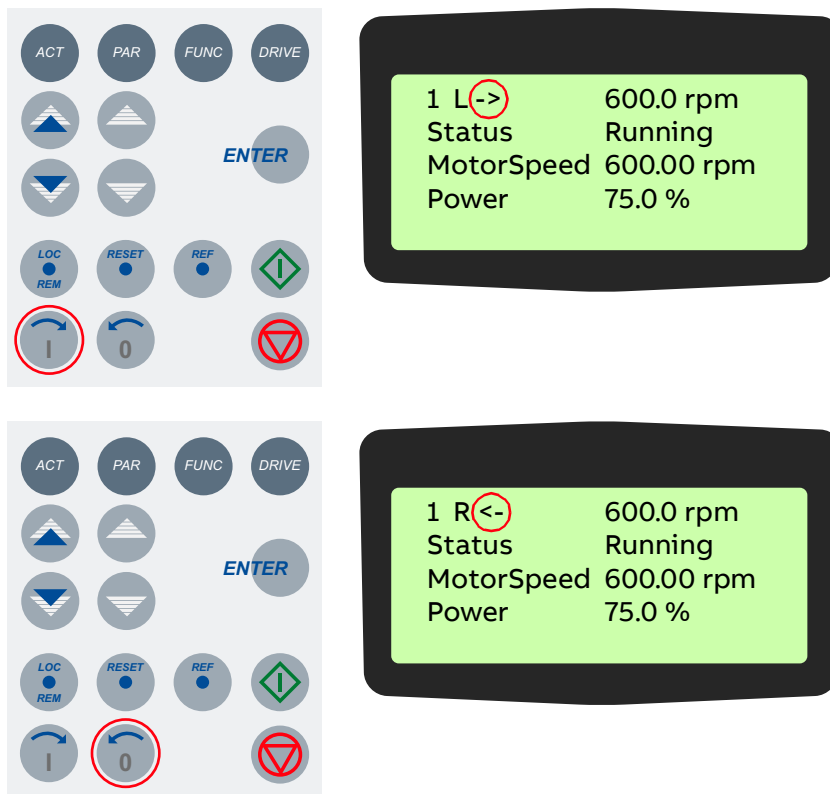
Setting the direction of rotation from the CDP control panel is possible in:

- Local control mode **L**
- Remote control mode **R**

The arrow on the display indicates the direction of rotation:

- When the motor is running, the arrow indicates the actual direction.
- When the motor is not running, the arrow indicates the preselected direction.

To set the direction of rotation, press the forward or backward key.



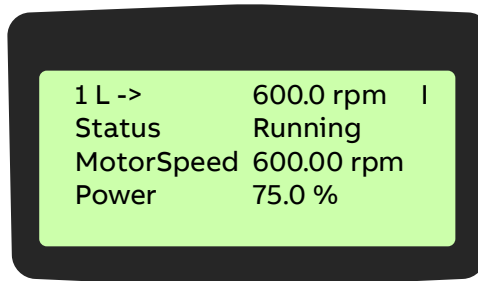
If you change the direction while the motor is running, the motor automatically ramps down to zero speed and re-accelerates in the opposite direction to the preset speed. The arrow changes at zero speed.

10.5.2 Entering a reference value

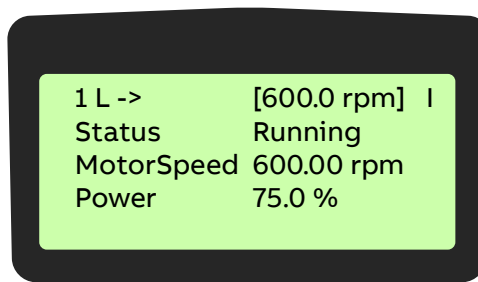
Entering a reference value from the CDP control panel is possible in:

- Local control mode **L**
- Remote control mode **R**

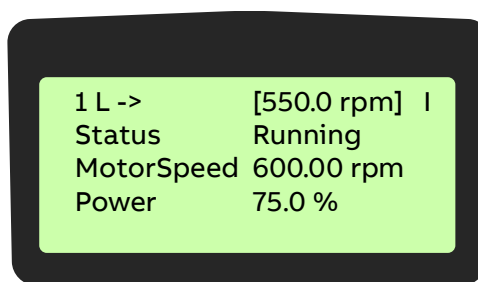
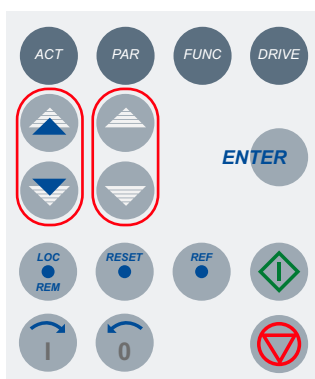
1. Press a mode selection key.



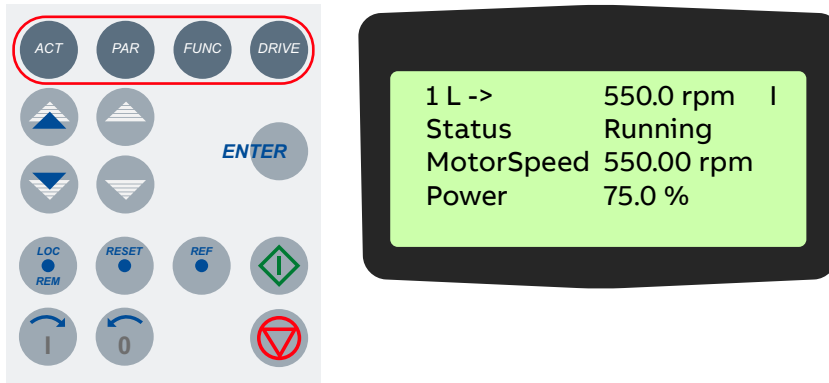
2. To enter the reference value input mode, press the REF key.



3. To enter / change the reference value, press the corresponding fast or slow navigation key.



4. To exit the reference value input mode, press any of the mode selection keys.



11

Preventive and corrective maintenance

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11.1 General information

During the warranty period of the drive, all maintenance must be performed exclusively by ABB service personnel. After the warranty period, maintenance must only be performed by certified personnel.

11.1.1 Required qualification



To maintain safe and reliable operation of the drive, ABB recommends taking out a service contract with the ABB service organization.

11.1.2 Maintenance schedule

Perform all maintenance tasks according to the maintenance schedule and the applicable service instructions, on time and at the intervals stated in the "ACS1000 preventive maintenance schedule" [1].

11.1.3 Logbook

ABB recommends that you keep track of all troubleshooting and maintenance work in a logbook including:

- Date and time
- Detailed description

11.1.4 Spare parts

To ensure safe and reliable operation, use only spare parts recommended and approved by ABB.



For information on types and identification codes, see "Appendix E - Parts list".

11.2 Identifying electrical equipment

This section describes how to identify electrical devices, cables, and wires.

11.2.1 Device identification

To facilitate the identification in wiring diagrams and parts lists, all devices are labeled in accordance with IEC 81346-1.

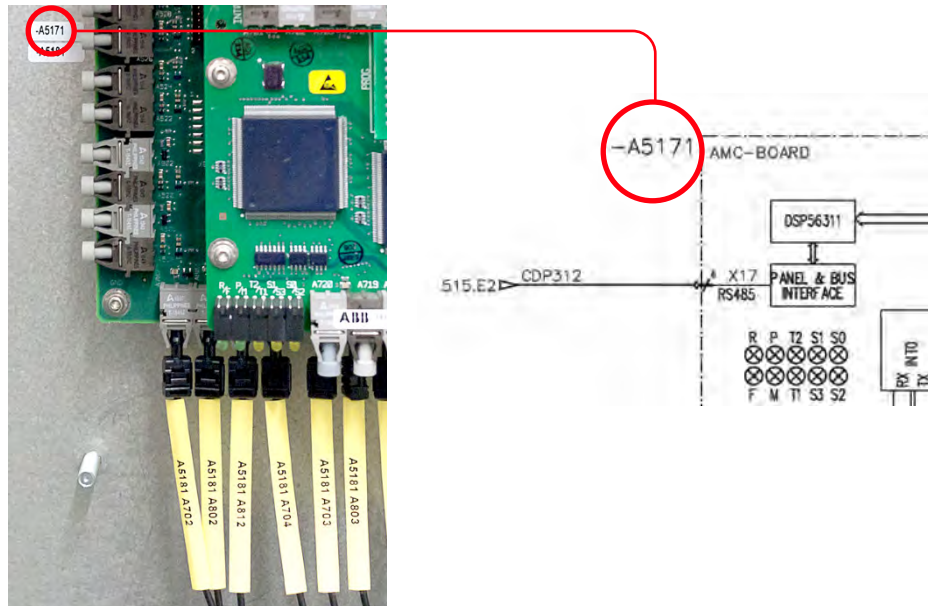


Figure 11-1: Device identification

11.2.2 Cables and wires

Cables and wires in the drive are equipped with marker sleeves which carry the same identification number as in the wiring diagrams.

11.2.3 Understanding wiring diagrams

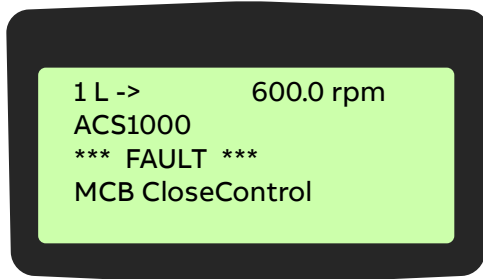


For information on item designation and cross-reference conventions, see “Appendix D – Wiring diagrams”.

11.3 Alarm / fault indications

11.3.1 Messages

When a failure occurs in the drive or in the equipment monitored by the drive (eg, main circuit breaker, transformer, cooling system), the CDP control panel displays a corresponding alarm or fault message.



The message can be saved and viewed in the fault history of the drive when a PC with the DriveWindow or DriveDebug is connected to the drive. The fault logger can also be called up on the CDP control panel.

11.3.2 Error message levels

Two error message levels are used in the drive:

- **Alarm:** Does not shut down the drive. If the condition causing the alarm is not corrected, a persisting alarm can lead to a fault. An alarm cannot be reset manually. The alarm message is deleted from the display as soon as the alarm condition has been corrected.

Note: An exception is when an alarm of the cooling system (eg, FanDiffPres, AirFiltSupv) is not reset automatically. To reset the alarm, set parameter 41.04 FanAlarmReset to RESET.
- **Fault:** A fault shuts down the drive. The type of shutdown depends on the origin of the fault. Depending on the type of fault, the drive opens the main circuit breaker (MCB) or keeps it closed. A fault condition must be corrected and the fault be manually reset before the drive can be started again.

11.3.2.1 Alarm / fault messages

If an alarm or a fault occurs, a specific message is saved in the fault buffer of the drive. Information on the 64 most recent fault and alarm events are saved.

11.3.3 Fault handling

The faults are entered into the fault logger as they occur and are numbered:

- The last fault entered always has number 1 assigned to it.
- The first fault always has the highest number in the fault buffer.

Date and time stamps facilitate fault tracing, especially when a fault leads to several subsequent faults.

Example:

1. -Fault RESET FAULT	2011-04-26 14:57:56.5370
2. +Fault Undervoltage	2011-04-26 14:47:41.1110
3. +Warn Undervoltage	2011-04-26 14:47:41.1000
4. +Fault MCB Disturb	2011-04-26 14:47:38.0230

In the above example:

4. **+Fault MCB Disturb** is the reason for the failure of the drive, as it occurred first.
3. **+Warn Undervoltage** occurred approx. 3 sec after the first fault.
2. **+Fault Undervoltage** immediately followed the warning.
1. **-Fault RESET FAULT** informs that the fault has been reset.



For more information on alarms and faults, see “Appendix G - Signal and parameter table”.

11.3.4 Standard troubleshooting procedure

If a fault shuts down the drive, proceed as follows:



1. **Do not switch off the auxiliary supply voltage or try to reset a fault message before all information at the time of the occurrence of the fault condition has been saved.**



2. **Select the fault history display on the CDP control panel, but do not clear the buffer!**

For more information, see “10 CDP control panel” on page 127.



3. **Identify the fault and make a logbook entry.**



4. **Save the content of the data logger when a PC is available that has the DriveWindow or DriveDebug tool installed.**

The data logger provides information (eg, waveforms of voltage, current, torque) for efficient troubleshooting.



5. **Contact ABB service if a fault cannot be rectified.**

When calling ABB service, it is recommended to have the following data available at the time when the fault occurred:

- Operating, ambient and load conditions
- Unusual events



6. **After the fault has been rectified, start the drive as described in “09 Operation” on page 113**

11.4 Removing the CDP control panel

CAUTION



Important: When the CDP control panel has been removed during operation, the drive can only be stopped by pressing the emergency-off button.

1. When the panel is removed while the drive is in operation, check the setting of parameter 31.06 PANEL LOSS SUPERVISION first.

If the parameter is set to NOT USED, the panel can be removed without interrupting drive operation.



For information on setting parameters, see Appendix G – Signal and parameter table.

2. Proceed as illustrated.

Note: The green LED [4] signals that the control voltage has been switched on.



11.5 LEDs and switches on circuit boards

The following section provides an overview on the meaning of LEDs and switches of the main circuit boards and I/O devices. The LEDs presented in the following section can be checked easily with the auxiliary voltage switched on and without having to remove covers first. The LEDs provide information on the status of the devices and can be used for diagnostic purposes.

11.5.1 AMC circuit board

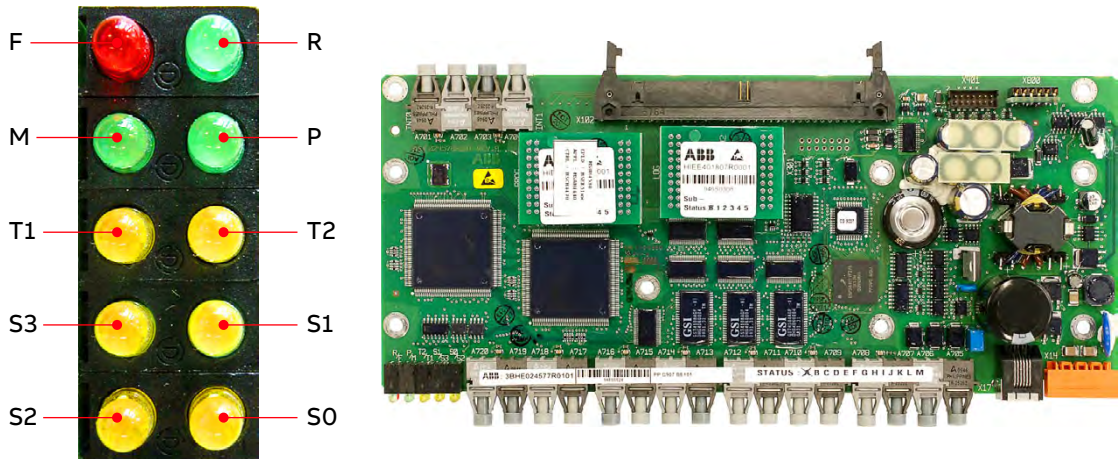


Figure 11-2: AMC circuit board

LED	Color	Description	Status when software has loaded		Status when software has not loaded	
			Booting	ON	Booting	ON
F	Red	Fault	ON	OFF	ON	ON
R	Green	Run	OFF	OFF	OFF	OFF
M	Green		ON	OFF	ON	ON
P	Green	Supply OK	ON	ON	ON	ON
T1	Yellow	Receiving data on DDCS channel 0	Flashing	ON / OFF	Flashing	ON / OFF
T2	Yellow	Receiving data on DDCS channel 3	Flashing	ON / OFF	Flashing	ON / OFF
S3	Yellow		OFF	OFF	OFF	OFF
S1	Yellow		Flashing	OFF	Flashing	OFF
S2	Yellow		Flashing	OFF	Flashing	OFF
S0	Yellow		Flashing	OFF	Flashing	OFF

11.5.2 IOEC I/O modules

11.5.2.1 LEDs

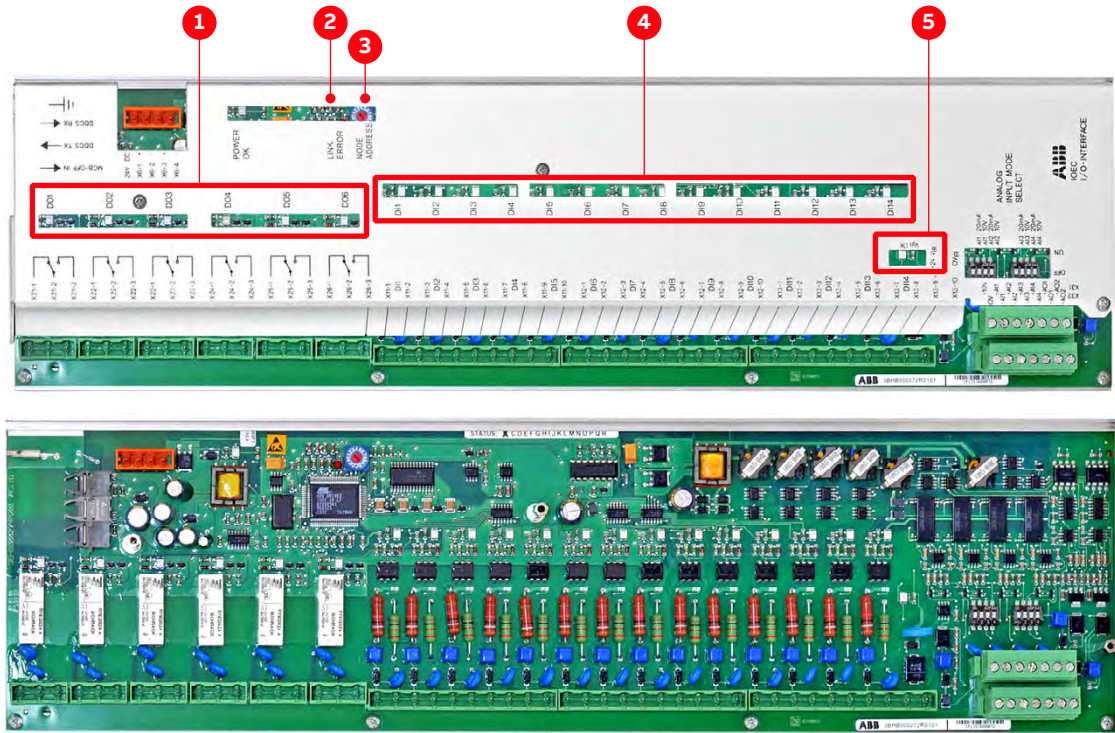


Figure 11-3: IOEC module

LED	Description
1	Status LEDs of digital outputs On when output is energized
2	Link error light Only on when there is a problem with the optical fibers.
3	Rotary switch Sets the address
4	Status LEDs of digital inputs On when input is energized
5	Status LED of the 24 V internal voltage supply On when energized

11.5.2.2 Cluster address

Each IOEC module has a unique cluster address that identifies the module in the software and links it to a parameter.

The address is set with the rotary switch on the module (3 in Fig. 11-3). The factory-set value must not be changed.



For information on IOEC switch settings, see “Appendix C- Mechanical drawings”.

11.6 Corrective maintenance

Overview on maintenance tasks

- “11.6.6 Visual checks on the drive” on page 168
- “11.6.7 Cleaning the drive” on page 168
- “11.6.8 Checking wire and cable connections” on page 169
- “11.6.9 Cleaning and replacing filter mats” on page 170
- “11.6.10 Inspecting and replacing batteries” on page 172
- “11.6.11 Replacing the non-redundant fan” on page 174
- “11.6.12 Replacing a redundant fan” on page 176

11.6.1 Safety

DANGER



Hazardous voltages!

Before starting to work on the drive, make sure that:

- Main and auxiliary power supply to the drive is switched off, locked out, and tagged out
- Drive is de-energized
- Safety ground connections are in place
- Personal protective equipment is provided and used when required
- Everyone involved is informed

Before energizing the drive again, make sure that:

- All foreign objects are removed from the drive
- All internal and external covers are securely fastened and all doors are closed, locked and / or bolted

NOTICE



Foreign matter and particularly metallic dust can cause failure and damage when the drive is energized.

Ensure that foreign matter cannot enter the cabinet:

- Close the doors and cover openings completely when work is discontinued.
- Retrieve any foreign matter which accidentally dropped into the cabinet.

11.6.2 De-energizing the drive locally

The following section describes how to de-energize the drive using the local operator panel of the drive. If the drive is controlled from remote, follow the established shutdown procedures.

1. Enable the local control mode of the CDP control panel.

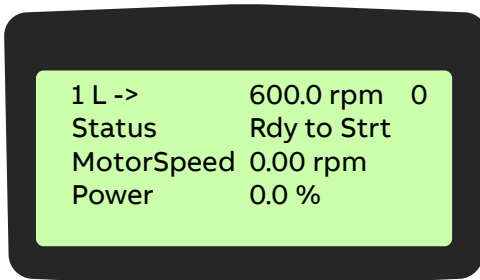


For more information, see “10 CDP control panel” on page 127.

2. Press the stop key.



When the motor has reached zero speed, the display shows **Rdy to Strt**.

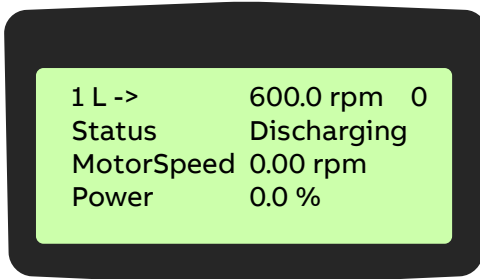


3. Press the MAIN SUPPLY OFF pushbutton to disconnect the drive from the main power supply

The following takes place:

- The MCB opens.
- The DC link discharges for approximately five minutes.

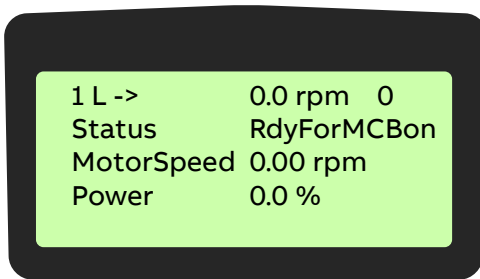
While the DC link discharges, the display shows the following.



Alternating display message:

- Discharging
- CoolOFFDelay
- RdyForMCBOn

When the DC link has discharged completely, the status line displays **RdyforMCBOn** and the MAIN SUPPLY OFF pushbutton lights up.



4. Rack-out, lock-out, ground and tag-out the main power feeder.
5. If the grounding switch is equipped with the optional lock (1) that secures the switch in the ungrounded position, unlock the grounding switch.



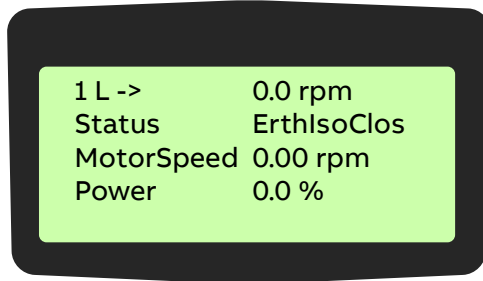
6. Wait until the yellow lamp GROUNDING SWITCH UNLOCKED lights up.
The lamp lights up when cooling stops after a delay time.
 - If the yellow lamp is on, continue with "11.6.3 Grounding" on page 164.
 - If the yellow lamp is not on, continue with "11.6.4 Grounding switch is not released" on page 164.

11.6.3 Grounding

1. If the yellow lamp is on, turn the grounding switch to the grounded position.

When the grounding switch is in the grounded position, the status line of the CDP control panel displays **ErthIsoClos**.

(Earth isolator closed = grounding switch is in grounded position).



2. To de-energize the drive completely, switch off and lockout all auxiliary voltages from external sources.

Note: To open the doors of medium voltage compartments and additional cabinets of the drive that are equipped with an electromechanical lock, you need to have the auxiliary voltage switched on.

3. If necessary, connect a grounding set.

11.6.4 Grounding switch is not released

CAUTION



Hazardous voltage!

If the lamp GROUNDING SWITCH UNLOCKED does not light up, do not force the grounding switch in any direction before you know the reason why the lamp does not light up; otherwise, the following can happen:

- The switch closes when the DC link is still energized and short-circuits the DC-link capacitors. The short-circuit manifests itself in a loud bang.
- The switch is damaged because it is not released for closing.

To check why the grounding switch is not released, complete the list Checking the release conditions for the grounding switch.



To identify the components referred to in the check list, see the wiring diagrams and Fig. 11-4.

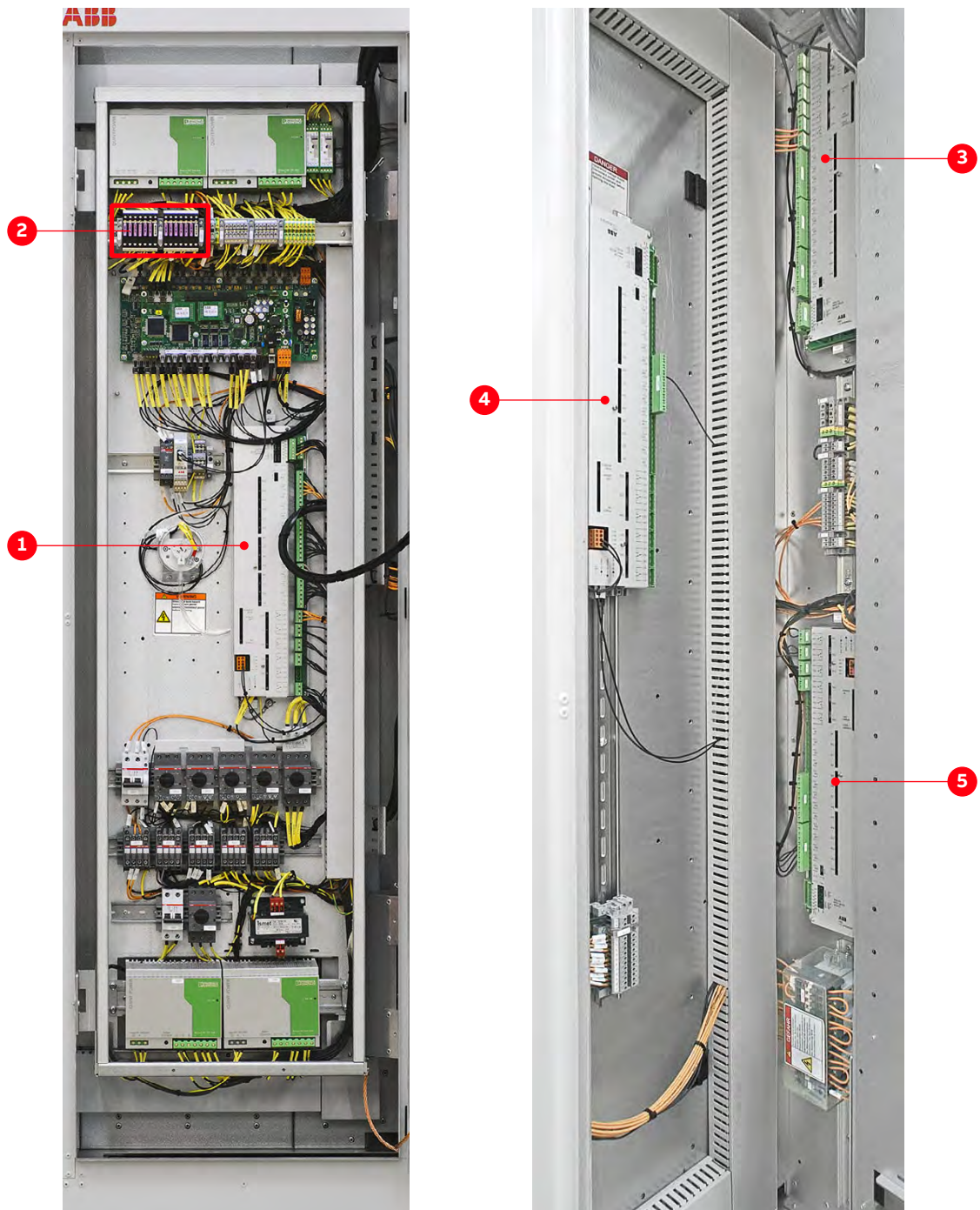


Figure 11-4: Location of I/O modules and fuses

- | | |
|-------------------------------|-----------------------------|
| (1) IOEC1 / -A5191 (standard) | (4) IOEC4 / -A5211 (option) |
| (2) Fuses | (5) IOEC3 / -A5221 (option) |
| (3) IOEC2 / -A5201 (standard) | |

11.6.5 Checking the release conditions for the grounding switch

1. **Check that the auxiliary voltage is switched on.**

2. **Check that the main power supply is disconnected from the drive.**
 - a) Check that the MCB is open.

When the MCB is open, secure it against closing.
 - b) Check that the feedback signal "MCB is open" arrives at the drive, ie, if the following indicators are lit:
 - LED of digital input DI08 of I/O module -A5201 (-A2)
 - MAIN SUPPLY ON pushbutton -S5152 (-S2)

When the LED and the pushbutton are lit, the feedback signal "MCB is open" has arrived at the drive.
 - If the pushbutton is not lit:
 - Check if the 24 V blade-type fuse (X27_P2:14) is blown.

The fuse protects the control circuit of the pushbutton.
 - If the LED is not lit:
 - Check the control-signal wiring between switchgear and drive as per applicable wiring diagram.

3. **Checking the discharge level of the DC link.**
 - Check if the value of parameter 2.06 DC VOLTAGE is below 50 V.

When the value is below 50 V, the DC link is regarded as discharged. For information on reading actual values on the CDP control panel, see "10.3.2 Actual signals mode" on page 132.

4. **Check the GROUNDING SWITCH UNLOCKED lamp and the wiring of the lamp.**
 - a) Check if the CDP control panel displays a fault.

A fault prevents the lamp GROUNDING SWITCH UNLOCKED from lighting.

 - If a fault is present, follow the instructions in "11.3.4 Standard troubleshooting procedure" on page 157, before you reset a fault.
 - If a fault cannot be rectified and reset, contact the ABB service organization.

b) If the CDP control panel does not display a fault, check that digital output DO04 of I/O module -A5191 (-A1) is energized.

- DO04 releases the grounding switch and lights the lamp GROUNDING SWITCH UNLOCKED (-H5152).
- When the LED of DO04 is lit and the control voltage is present at terminals X24:2 and X24:3 of DO04, DO04 is energized.

c) If digital output DO04 of the I/O module is not energized, check the I/O module -A5191 (-A1).

To do this, check if the auxiliary voltage is present at the supply terminals of the I/O module.

- X6:1.....24 V (DC)
- X6:2.....0 V

d) Check that LED V726 and LED V740 of the I/O module -A5191 are lit.

The LEDs monitor the control voltages of the I/O module (Fig. 11-3).

When the LEDs are lit, the I/O module functions properly.

- LED V726.....24 V (DC)
- LED V740.....5 V (DC)

e) If digital output DO04 I/O module -A5191 is energized, check that the control voltage is present at the terminals of the lamp GROUNDING SWITCH UNLOCKED.

- If the control voltage is present but the lamp is not lit, the lamp is burnt out. Replace the lamp.
- If the control voltage is not present, check the wiring of the lamp. Correct the wiring if necessary.

5. Check that hazardous voltages from the motor cannot be fed into the drive.

Important: When the checklist is completed, carefully try to turn the grounding switch to the grounded position.



If you cannot turn the grounding switch but doors of medium voltage compartments have to be opened, call the ABB service organization.

11.6.6 Visual checks on the drive

Check the drive and its immediate vicinity visually at the intervals stated in the maintenance schedule and pay attention to the following items:

- Humidity inside the drive
- Permitted range of ambient air temperature and humidity of the drive
- Dust built-up inside the drive
- Appropriate fastening of cables and wires and connections of cable screens
- Integrity of cable insulation
- Signs for overheated components, wires, cables or busbars
- Corrosion on circuit boards, connectors or busbars
- Correct type of signal and power cables



For information, see the applicable cable specifications.

11.6.7 Cleaning the drive

NOTICE

Risk of component damage!

- Dust on electrical components and wiring can cause failure and damage the components. Dust and moisture can build up in loose connections and cause loss of low-level signals.
 - Check the cabinet regularly for signs of dust and humidity and clean if necessary.
- Alcohol and solvents can damage the components.
 - Use appropriate and recommended cleansing agents.

When cleaning the drive, mind the following:

- To prevent dirt falling into equipment, cover the equipment.

Note: The drive contains components which are sensitive to electrostatic discharge. Therefore, take electrostatic-sensitive precautions and use suitable tools.
- Clean circuit boards with special care. To prevent the components being damaged, use antistatic brushes and a vacuum cleaner with a soft nozzle.
- Remove dust on assemblies and busbars inside the cabinet with a vacuum cleaner and lint-free cleaning cloths.
- Remove water, oily or greasy deposits on assemblies, components and busbars with water- and oil-absorbing microfibers such as 3M Scotch Brite.
- Use a nylon brush or a vacuum cleaner for removing dust or deposits from recesses.
- Clean the outside of the cabinet with a vacuum cleaner and cleaning cloths.

11.6.8 Checking wire and cable connections

NOTICE



Capacitor bushings are damaged when excessive force is applied.

- Do not exceed the maximum tightening torque.
 - The tightening torque value is printed on a label which is attached to the capacitor.
 - If not specified, the maximum torque must not exceed 20 Nm.
-

Vibration can loosen electrical connections and cause occasional malfunction or equipment failure.

- Check all power and control cable connections and tighten them if necessary.
- Check that all plugs and connectors are tight.

11.6.9 Cleaning and replacing filter mats

⚠ WARNING



Hazardous voltage!

When removing the filter mat while the drive is in operation, observe the following:

- Make sure that objects like wires or screwdrivers do not enter into the air intake. These objects can cause fatal short-circuits.
- To prevent foreign matter entering, do not discontinue work for a longer period.



For information on inspection and replacement intervals, see "ACS1000 preventive maintenance schedule" [1].

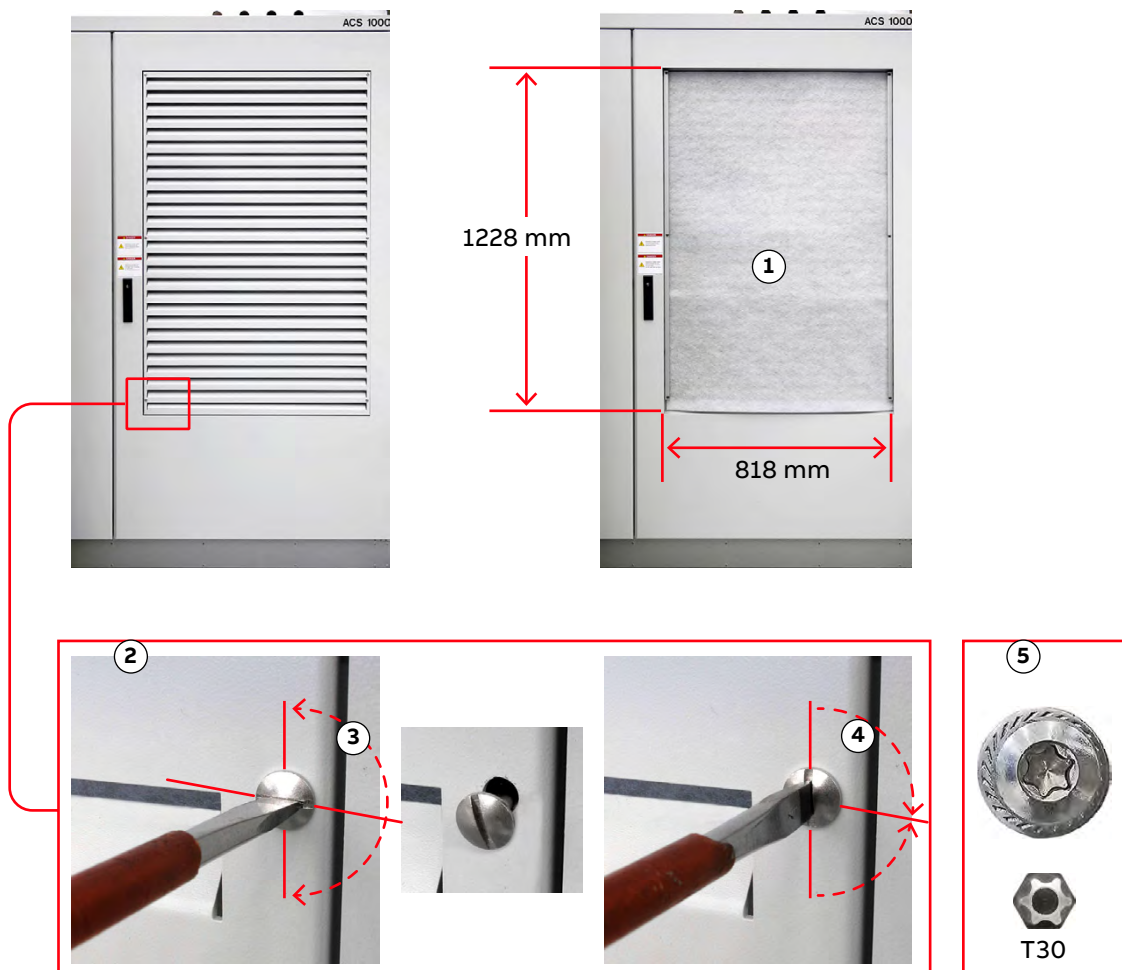


Figure 11-5: Cleaning and replacing filter mats

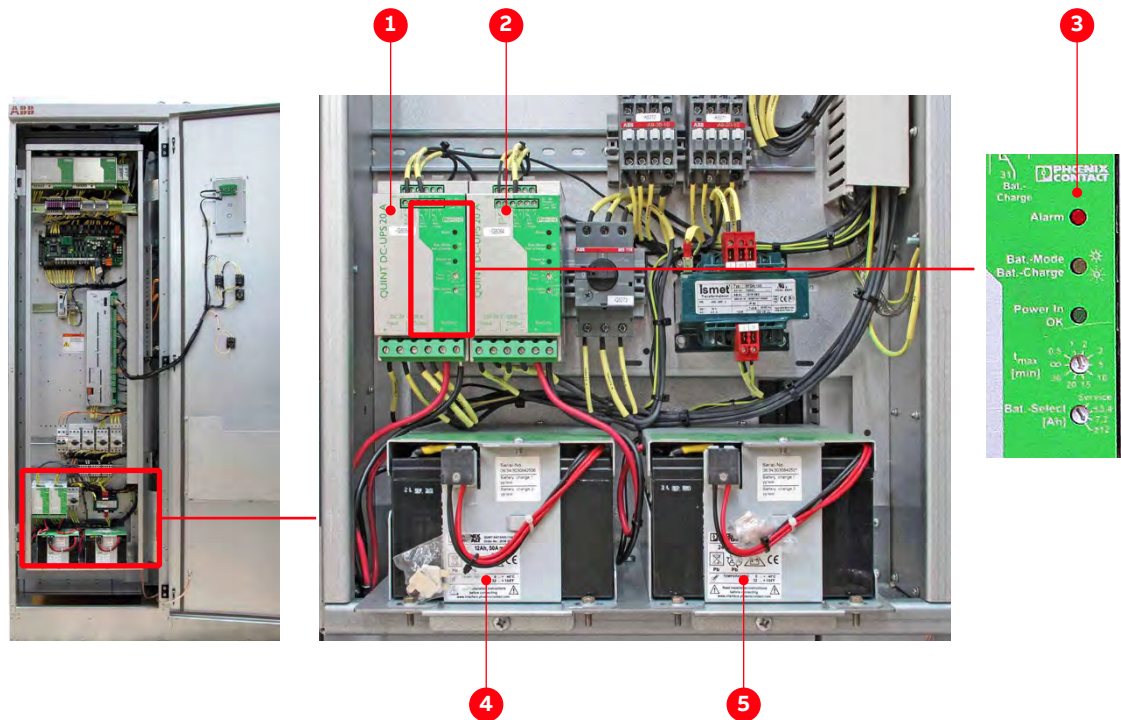
- | | |
|---------------------|-----------------------|
| (1) Filter | (4) Fasten |
| (2) Panel fasteners | (5) Torx screw option |
| (3) Unfasten | |

Table 11-1: Filter information

Filter class (EN779)	Thickness (mm)
G3	6 - 8
G4	19
G4	22

- To remove a filter mat, roll down the filter mat beginning at the top.
- Clean the filter mat with compressed air or a vacuum cleaner away from the drive so that dust cannot enter the drive.

11.6.10 Inspecting and replacing batteries



- | | |
|---|----------------------------|
| 1. Power supply unit for battery pack 1 | 4. Battery pack 2 (option) |
| 2. Power supply unit for battery pack 2 | 5. Battery pack 1 |
| 3. Alarm LED | |

Figure 11-6: Control compartment – battery location

11.6.10.1 Checking and replacement indications

The end of the battery life is indicated as follows:

- CDP control panel displays an alarm message.
- Alarm LED on the power supply unit for the battery lights up (3 in Fig. 11-6).

When the end of the battery life is indicated, the drive continues to operate until the time set with parameter **145.26 Batt-Alm.Tim-out** has elapsed.

ABB recommends replacing all of the batteries when one battery is at end of life.

11.6.10.2 Replacing a battery

⚠ CAUTION

~10 kg

Each battery weighs approximately 10 kg!

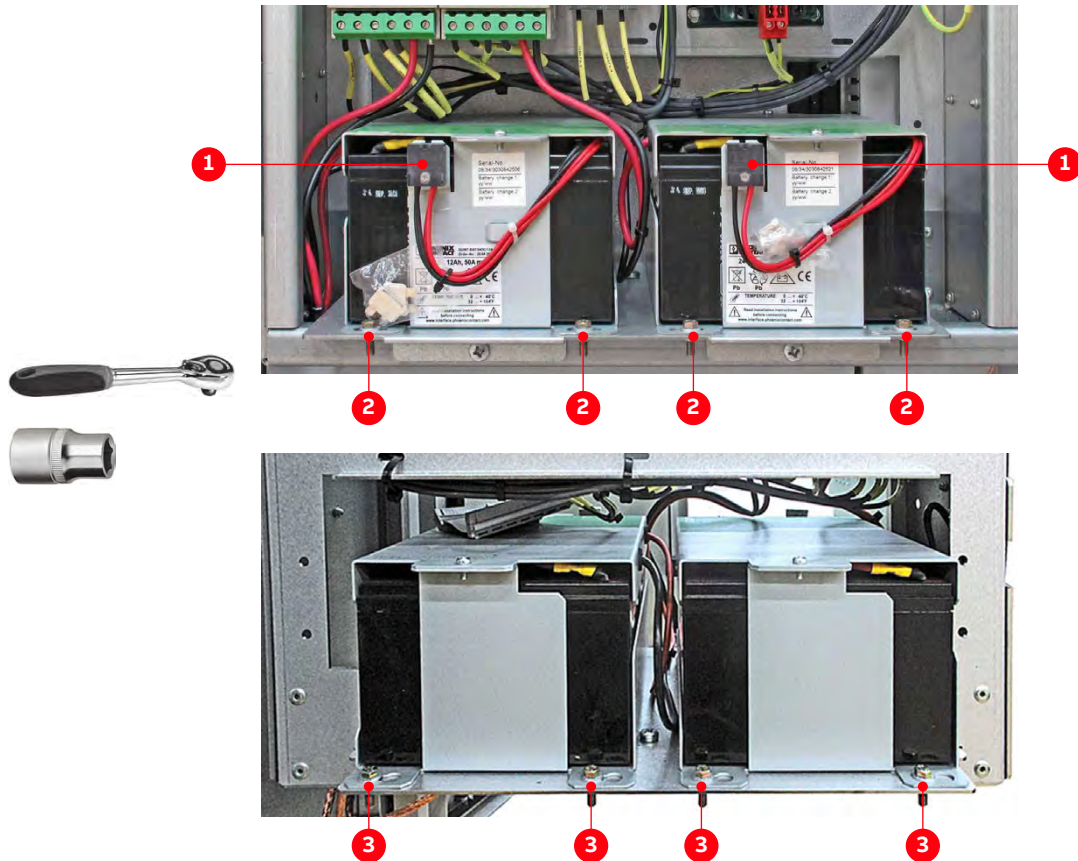


Figure 11-7: Control compartment - replacing the batteries

1. When the drive is in operation, disable the battery monitoring function first. To do this, set parameter **31.05 DISABLE BATTERY TEST** to ON.

Note: Parameter 31.05 is automatically set to OFF after 1 hour.

2. Disconnect the wires (1 in Fig. 11-7).
3. Unscrew the battery at the front (2 in Fig. 11-7) and at the back (3 in Fig. 11-7). Install the new battery in reverse order of removal.
4. Record the date of battery replacement in the logbook

11.6.11 Replacing the non-redundant fan

⚠ CAUTION



Heavy load!

The fan weighs approximately 100 kg.

~100 kg

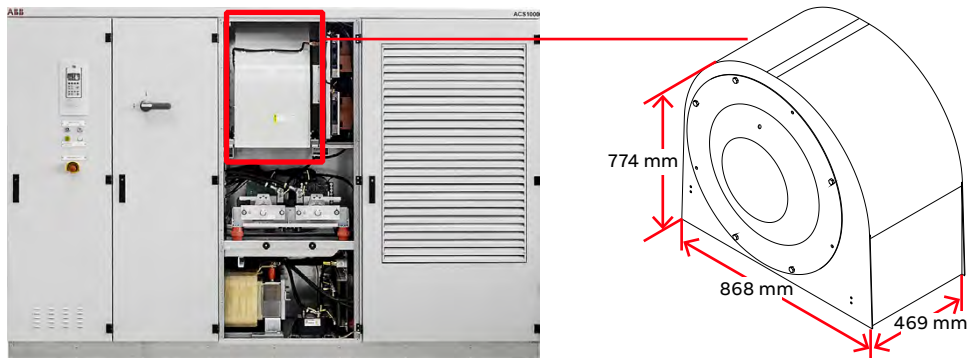


Figure 11-8: Fan location, dimensions and weight



Figure 11-9: Fan - tools and devices

- | | |
|---------------------|----------------|
| (1) 1/4" | (4) Trolley |
| (2) ~70 mm | (5) Lift truck |
| (3) 10 mm and 13 mm | |

1. Disconnect all power supplies to the drive and ground the drive.



For more information, see “11.6.2 De-energizing the drive locally” on page 162.

2. To isolate the fan from the auxiliary power supply, switch off the motor starter of the fan.
3. Unplug the power supply cable (2 in Fig. 10-10: 1) of the fan.
4. Remove the bolts (2 in Fig. 10-10).

Note: Do not drop washers and bolts into the cabinet.

5. Move the fan onto the lift truck by one of the following methods:
 - **Place lift truck or trolley in front of the fan:** place the lift truck or height-adjustable trolley in front of the fan and pull the fan onto the platform.

- **Push lift truck under the fan:**

- Unplug the optical fibers (V3001:A1, V3002:A1) from the protection IGCTs (3) and stow the optical fibers in a position where they cannot be damaged when the fan is replaced.

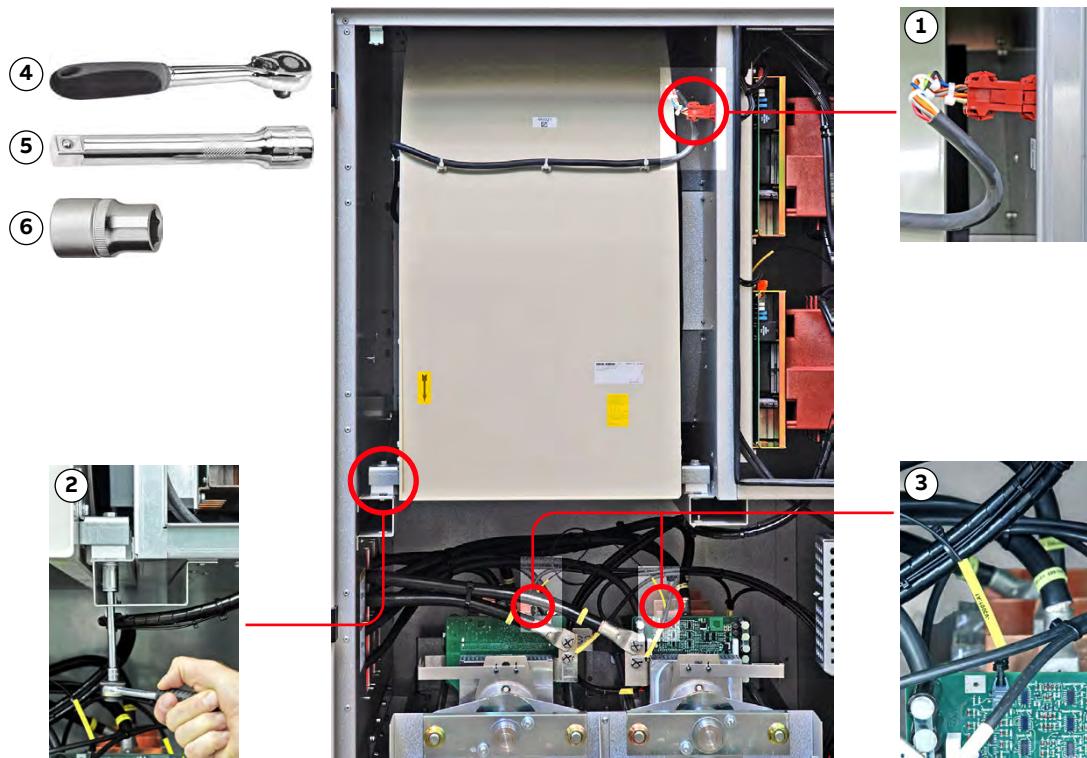


Figure 11-10: Replacing the non-redundant fan

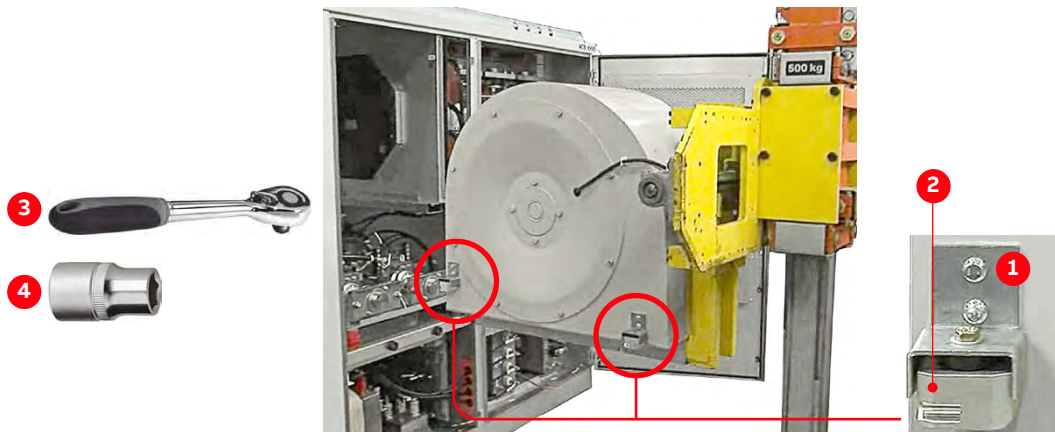
(1) Power supply cable	(4) 1/4"
(2) Bolts	(5) ~70 mm
(3) Optical fiber cables	(6) 13 mm

- Push the lift truck under the fan, ensure that the lift truck does not catch cables and components and lift the fan a little and remove it from the cabinet while avoiding sudden movements.



11.6.11.1 Installing the non-redundant fan

1. Check the mounting supports (1 in Fig. 11-11).
 - If they are damaged, replace them.
 - If they can be re-used, attach them to the new fan.
2. On both sides of the fan, orientate the groove of the mounting supports (2 in Fig. 11-11) towards the back of the cabinet.



1. Mounting supports	3. 1/4"
2. Groove	4. 10 mm

Figure 11-11: Installing the non-redundant fan

3. Check that all screws are properly fastened.
4. Install the new fan in reverse order of removal.

11.6.12 Replacing a redundant fan

For information on inspection and replacement intervals, see "ACS1000 preventive maintenance schedule" [1].

The estimated working time to replace a redundant fan is approximately 1 hour.

⚠ CAUTION



Heavy load!

The fan weighs approximately 100 kg.

~100 kg

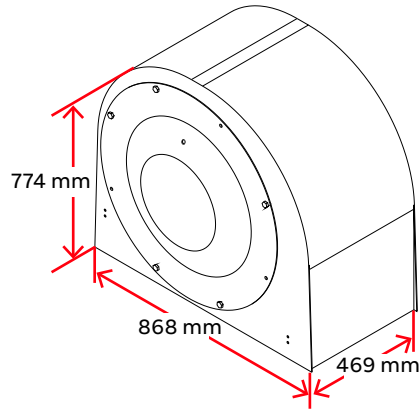


Figure 11-12: Redundant fans – location, dimensions and weight



Figure 11-13: Redundant fans - tools and devices

- | | |
|---------------------|--------------------------------|
| (1) 1/4" | (6) Cordless drill |
| (2) ~70 mm | (7) 3 x M10x20 |
| (3) 13 mm and 17 mm | (8) Height-adjustable platform |
| (4) 13 mm | (9) Lift truck |
| (5) T 30 | |

1. Disconnect all power supplies to the drive and ground the drive.



For more information, see “11.6.2 De-energizing the drive locally” on page 162.

2. To isolate the fan from the auxiliary power supply, switch off the motor starter of the fan.
3. Remove the panels.
 - If the fan is removed towards the front of the cabinet, the top panel can stay on the cabinet.
 - If the rear panel is not accessible, remove the sound absorbing panels on the side where the fan is replaced.

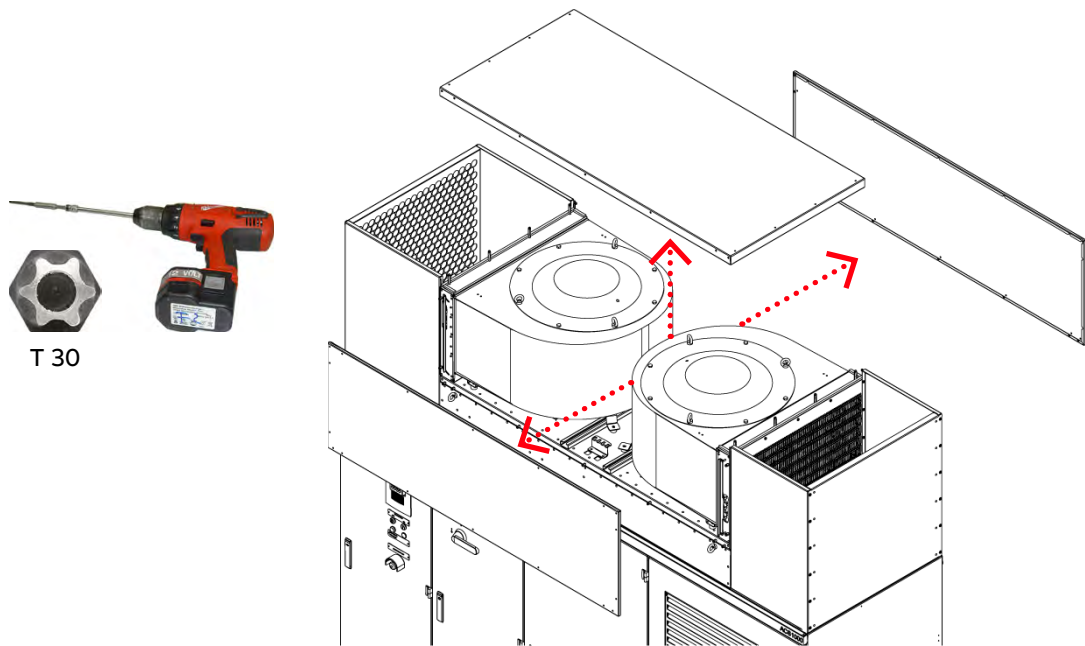


Figure 11-14: Redundant fan unit – removing the panels

4. Unplug the power supply cable.

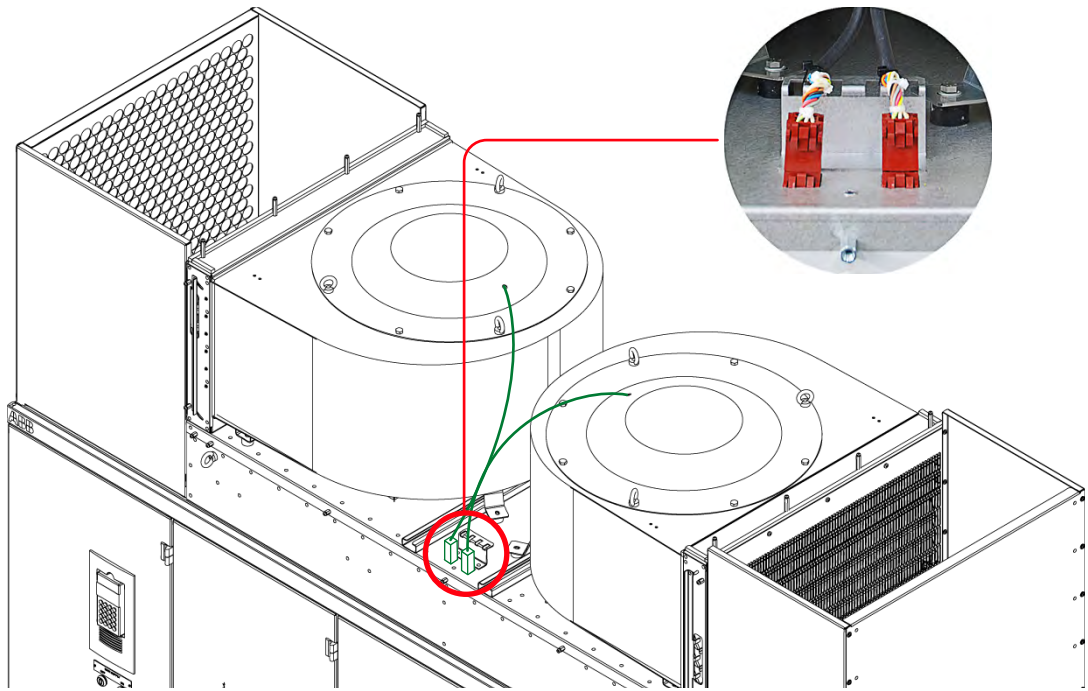


Figure 11-15: Redundant fan unit – Unplugging the power supply cable

5. Remove the fixing bolts.

Note: If the bolt at the back (1 in Fig. 11-16) is not accessible from the back of the cabinet, remove the cover (2 in Fig. 11-16), reach through the opening and unscrew the mounting support (3 in Fig. 11-16) from below.

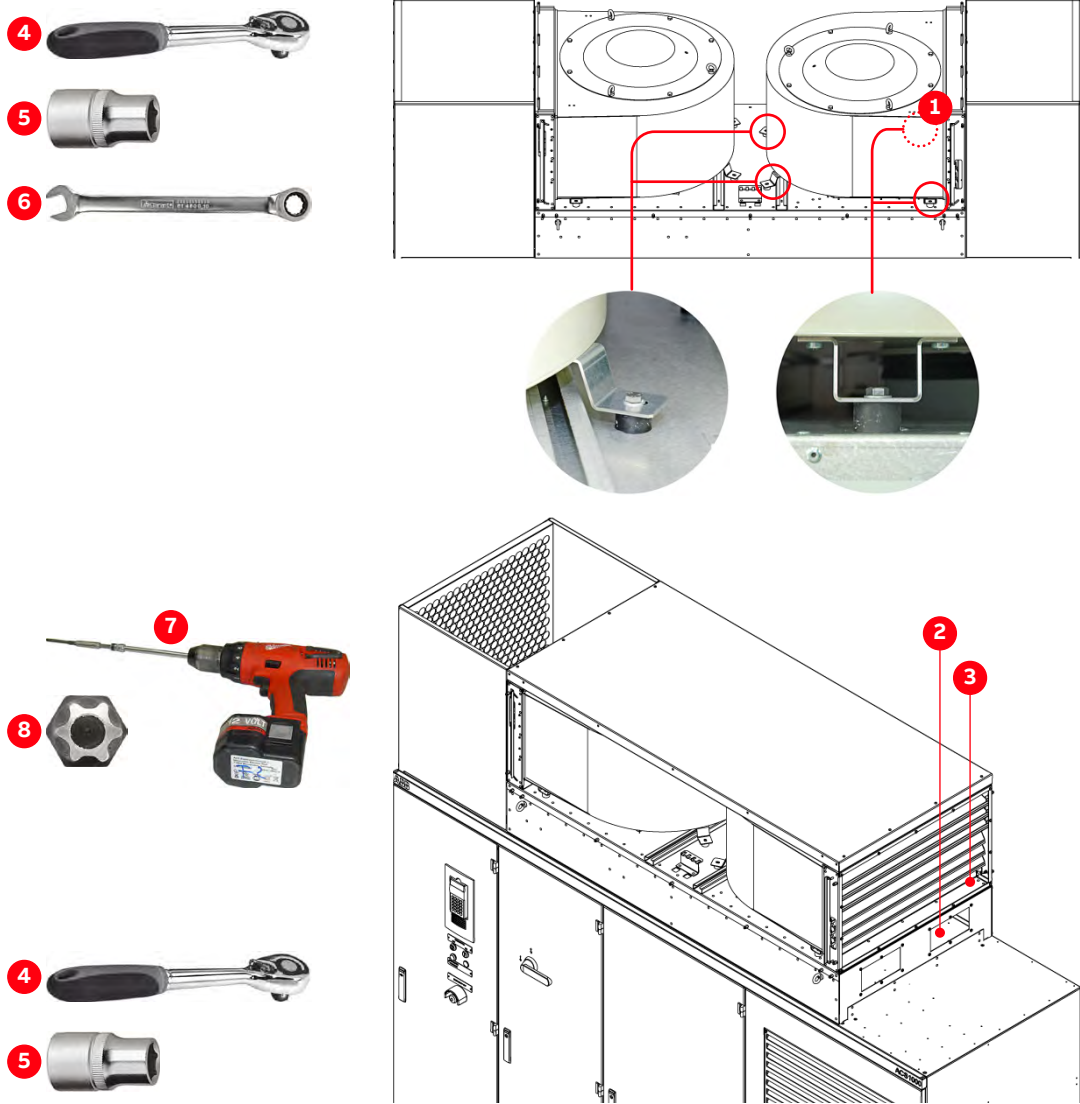


Figure 11-16: Redundant fan unit – removing the fixing bolts

- | | |
|----------------------|--------------------|
| (1) Bolt | (5) 13 mm |
| (2) Cover | (6) 13 mm |
| (3) Mounting support | (7) Cordless drill |
| (4) 1/4" | (8) T 30 |

6. Remove the fan by one of the following methods:

- **Crane:** Replace 3 of the fixing bolts with eye bolts, attach the lifting gear to the eye bolts and then lift the fan off the cabinet.

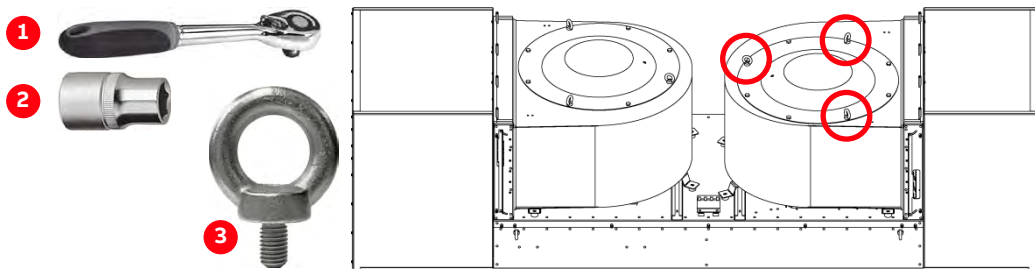


Figure 11-17: Redundant fan unit – using a crane

- | | |
|-----------|------------------|
| (1) 1/4" | (3) 3 x M10 x 20 |
| (2) 17 mm | |

- **Height-adjustable platform:** place the platform as close as possible to the fan and then pull the fan onto the platform.

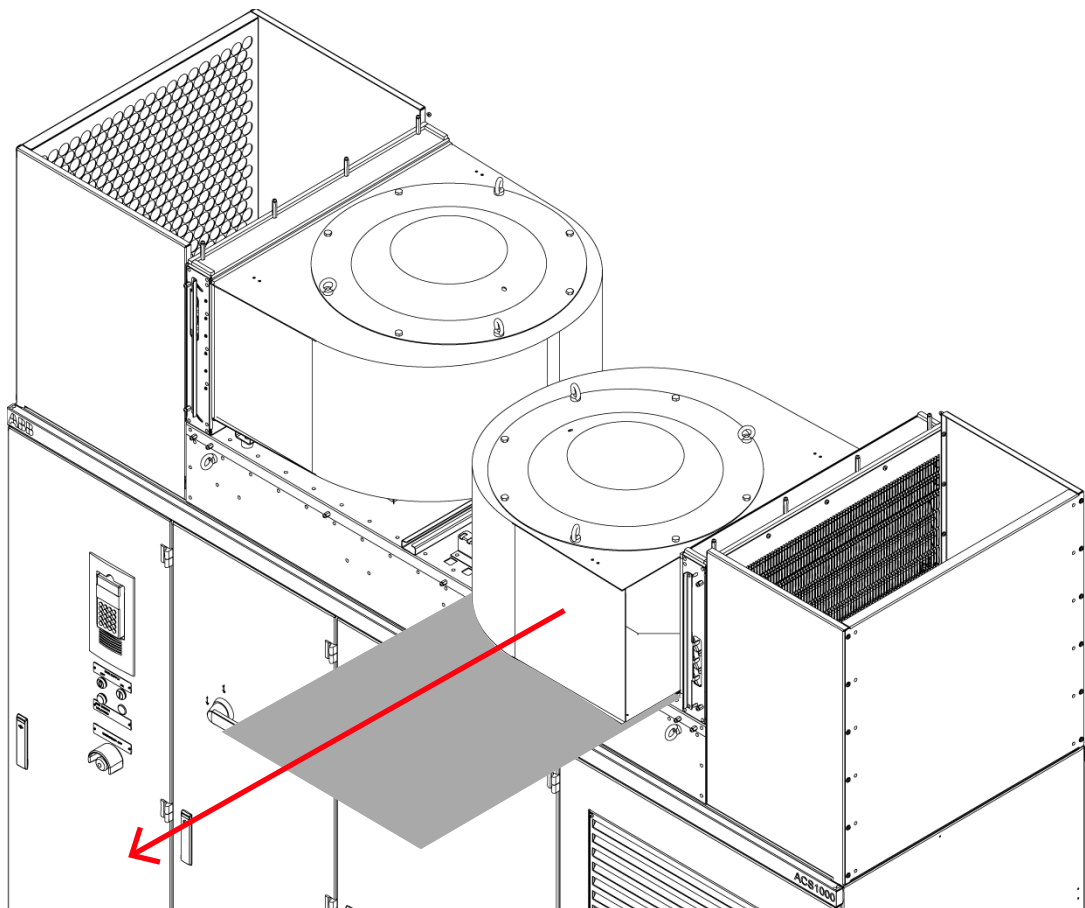


Figure 11-18: Redundant fan unit – using a platform

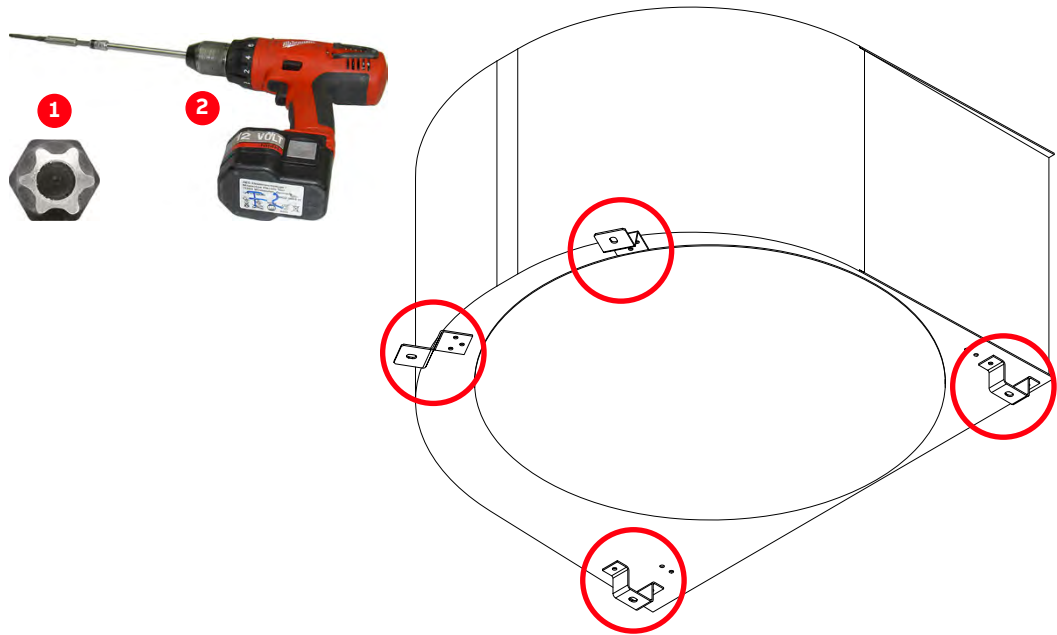
Note: If the fan housing is in good condition (no damages or bad corrosion), only replace the fan motor and the impeller and re-use the fan housing.

7. Remove the mounting supports from the fan housing to be replaced and attach the mounting supports to the new fan housing.

8. If the new fan housing does not have screw holes for the mounting supports, drill holes into the underside of the fan housing.



For information on the exact hole positions, see drawing number 3BHS128478 E01 in “Appendix C – Mechanical drawings”.



9. Check that all screws are properly fastened.
10. Install the new fan in reverse order of removal.



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