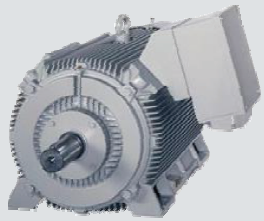


# SINAMICS - Low Voltage Engineering Manual

SINAMICS G130, G150, S120 Chassis, S120 Cabinet Modules, S150

Version 6.0 • July 2010

Supplement to Catalogs D 11 • 2011 and D 21.3 • 2011



## SINAMICS Drives

**SIEMENS**

## Literary reference

The following title by Jens Weidauer

### **Electrical Drive Systems \***

Fundamentals • Design • Applications • Solutions

offers a wide-ranging, clear and comprehensible overview of modern drive systems.

The book covers all aspects of modern electrical drive systems from the viewpoint of the user. On the one hand, it is aimed at practitioners who want to understand, design, use and maintain electrical drives. On the other, it will be a useful reference document for skilled workers, technicians, engineers and students who wish to gain a broad general understanding of electrical drive technology. The author explains the fundamentals of electrical drives and their design, and goes on to describe different applications as well as complex automation solutions. He presents the entire spectrum of drive solutions with the relevant core applications in each case. He gives special attention to the practice of combining multiple drives into drive systems and to the integration of drives into automated systems.



In simple, plain language and illustrated by numerous graphics, complex relationships are explained in a clear and coherent manner. The author consciously avoids the use of complicated mathematical formulae, concentrating instead on providing plain, comprehensible explanations of operating principles and relationships. The book is designed to help readers to understand electrical drive systems in their entirety and to solve the drive-related problems they may encounter in their daily working lives.

### **Contents**

- 1 An overview of electrical drives
- 2 Fundamentals of mechanical engineering
- 3 Fundamentals of electrotechnical engineering
- 4 Constant-speed and variable-speed drives with DC motor
- 5 Constant-speed and variable-speed drives with asynchronous motor
- 6 Servo drives
- 7 Stepper drives
- 8 An overview of electrical drive systems
- 9 Fieldbuses for electrical drives
- 10 Process control with electrical drives
- 11 Motion control with electrical drives
- 12 EMC in electrical drive systems
- 13 Designing electrical drive systems
- 14 Troubleshooting on electrical drive systems

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Version 6.0 – July 2010

Supplement to Catalogs D11 • 2011 and D21.3 • 2011

### Disclaimer

We have checked that the contents of this document correspond to the hardware and software described. However, as deviations cannot be totally excluded, we are unable to guarantee complete consistency. The information given in this publication is reviewed at regular intervals and any corrections that might be necessary are made in the subsequent editions.

Subject to change without prior notice.

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## To all SINAMICS customers!

This engineering manual is supplementary to the SINAMICS Catalogs D 11 • 2011 and D 21.3 • 2011 and is designed to provide additional support to users of SINAMICS converters. It focuses on drives with units in Chassis and Cabinet format in the output power range  $\geq 75$  KW and operating in vector control mode (drive objects of vector type).

All information in this engineering manual refers to the upgraded device variants equipped with the following hardware and software:

- Power unit with Control Interface Module CIM (order number ending in **3**, e.g. 6SL3310-1GE38-4AA**3**)
- CU320-2 Control Unit
- Firmware version 4.3 or higher

The engineering manual contains a general analysis of the fundamental principles of variable-speed drives as well as detailed system descriptions and specific information about the following units in the SINAMICS equipment range:

- Converter Chassis Units SINAMICS G130 (Catalog D 11 • 2011)
- Converter Cabinet Units SINAMICS G150 (Catalog D 11 • 2011)
- Modular Chassis Units SINAMICS S120 (Catalogs D 21.3 • 2011 and PM 21 • 2011 / SINAMICS S120 drive system)
- Modular Cabinet Units SINAMICS S120 Cabinet Modules (Catalog D 21.3 • 2011)
- Converter Cabinet Units SINAMICS S150 (Catalog D 21.3 • 2011)

This engineering manual is divided into different chapters.

The first chapter "Fundamental Principles and System Description" focuses on the physical fundamentals of electrical variable-speed three-phase AC drives and provides general system descriptions of products in the SINAMICS range.

The second chapter "EMC Installation Guideline" gives an introduction to the subject of **Electromagnetic Compatibility** (EMC), and provides all information required to engineer and install drives with the aforementioned SINAMICS devices in an EMC-compliant manner.

The following chapters, which describe how to engineer SINAMICS G130, G150, S120 Built-in units, S120 Cabinet Modules and S150, focus on subjects relating to specific units in more detail than the general system descriptions.

This engineering manual can and should only be viewed as a supplement to Catalogs D 11 • 2011, D 21.3 • 2011 and PM 21 • 2011 / SINAMICS S120 drive system. The document does not therefore contain any ordering data. The manual is available only in electronic form in German or English.

The information of this manual is aimed at technically qualified and trained personnel. The configuring engineer is responsible for assessing whether the information provided is sufficiently comprehensive for the application in question and, therefore, assumes overall responsibility for the whole drive or the whole system.

The information provided in this engineering manual contains descriptions or characteristics of performance which in case of actual use do not always apply as described, or which may change as a result of further development of the products.

The desired performance characteristics are firmly binding only if expressly agreed upon in the contract.

Availability and technical specifications are subject to change without prior notice.

## EMC warning information

The SINAMICS converter systems G130, G150, S120 Chassis units, S120 Cabinet Modules and S150 are not designed to be connected to public networks (first environment). RFI suppression of these converter systems is designed for industrial networks (second environment) in accordance with the EMC product standard EN 61800-3 for variable-speed drives. If the converter systems are connected to public networks (first environment) electromagnetic interference can occur. With additional measures (e.g. EMC-filters) the converter systems can also be connected to public networks

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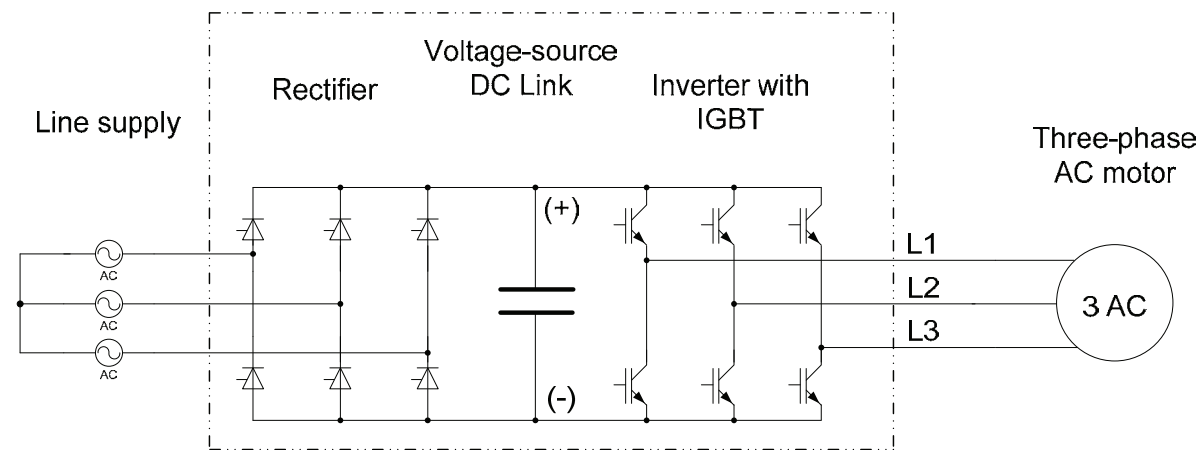
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### 1 Fundamental Principles and System Description

#### 1.1 Operating principle of SINAMICS converters

##### 1.1.1 General operating principle

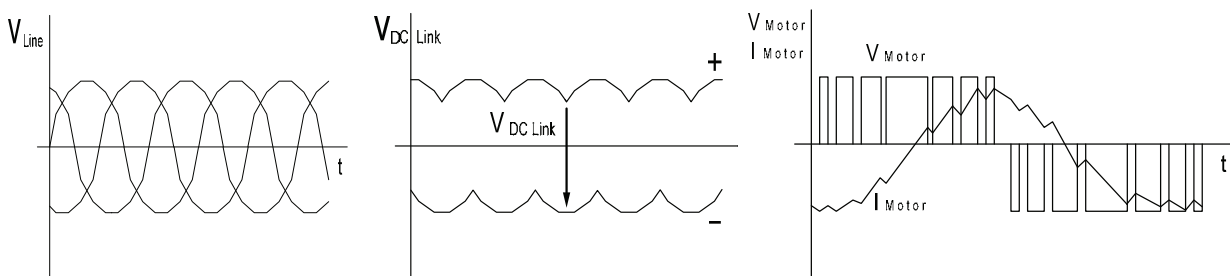
The converters in the SINAMICS product range are PWM converters with a voltage-source DC link. At the input side, the converter consists of a rectifier (shown in the schematic sketch as a thyristor rectifier) which is supplied with a constant voltage  $V_{Line}$  and a constant frequency  $f_{Line}$  from a three-phase supply. The rectifier produces a constant DC voltage  $V_{DCLink}$ , i.e. the DC link voltage, which is smoothed by the DC link capacitors. The IGBT inverter on the output side converts the DC link voltage to a three-phase system with a variable voltage  $V_{Motor}$  and variable frequency  $f_{Motor}$ . This process operates according to the principle of pulse-width modulation PWM. By varying the voltage and the frequency, it is possible to vary the speed of the connected three-phase motor continuously and virtually without losses.



$V_{Line} = \text{constant}$   
 $f_{Line} = \text{constant}$

$V_{DC Link}$

$V_{Motor} = 0 \dots V_{Line}$   
 $f_{Motor} = 0 \dots f_{max \text{ inverter}}$



Block diagram of a PWM converter with voltage-source DC link

##### 1.1.2 Pulse modulation method

The power semiconductors of the IGBT inverter (IGBT = Insulated Gate Bipolar Transistor) are high-speed, electronic switches which connect the converter outputs to the positive or negative pole of the DC link voltage. The duration of the gating signals in the individual inverter phases and the magnitude of the DC link voltage thus clearly determine the output voltage and therefore also the voltage at the connected motor.

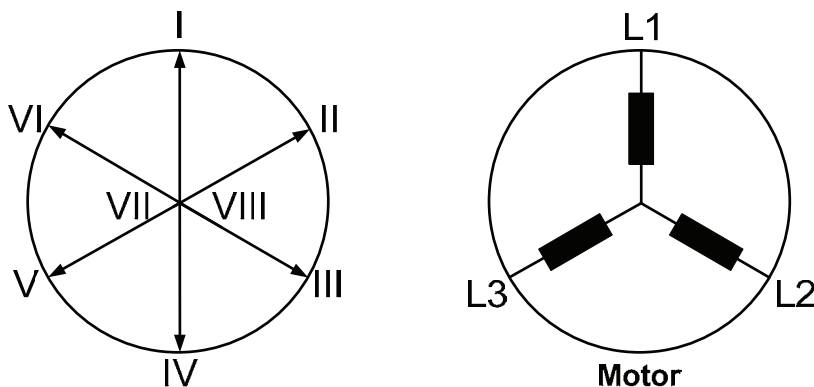
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If we consider all three phases, there is a total of  $2^3 = 8$  switching states in the inverter, and the effect of these states in the motor can be defined by voltage phasors.

Switching states of the inverter	Phase L1	Phase L2	Phase L3
V <sub>1</sub>	+	-	-
V <sub>2</sub>	+	+	-
V <sub>3</sub>	-	+	-
V <sub>4</sub>	-	+	+
V <sub>5</sub>	-	-	+
V <sub>6</sub>	+	-	+
V <sub>7</sub>	+	+	+
V <sub>8</sub>	-	-	-

If, for example, phase L1 is connected to the positive DC link voltage, and phases L2 and L3 to the negative voltage so as to produce switching state V<sub>1</sub>, the resultant voltage phasor points in the direction of motor phase L1 and is designated phase I. The length of this phasor is determined by the DC link voltage.



**Representation of resultant motor voltages as phasor**

If the switching state changes from V<sub>1</sub> to V<sub>2</sub>, then the voltage phasor rotates clockwise by an angle of 60°el. due to the change in potential at terminal L2. The length of the phasor remains unchanged.

In the same way, the relevant voltage phasors are produced by switching combinations V<sub>3</sub> to V<sub>6</sub>. Switching combinations V<sub>7</sub> and V<sub>8</sub> produce the same potential at all motor terminals. These two combinations therefore produce voltage phasors of "zero" length (zero voltage phasor).

#### 1.1.2.1 Generation of a variable voltage by pulse-width modulation

Voltage and frequency must be specified in a suitable way for a certain operating state of the motor, characterized by speed and torque. Ideally, this corresponds to control of the voltage vector  $V_{(\omega t)}$  on a circular path with the speed of rotation  $\omega t = 2 \cdot \pi \cdot f$  and adjusted absolute value. This is achieved through modulation of the actual settable voltage space vectors (pulse-width modulation). In this way, the momentary value  $V_{(\omega t)}$  is formed by pulses of the adjacent, actual settable voltage space vectors and the voltage zero.

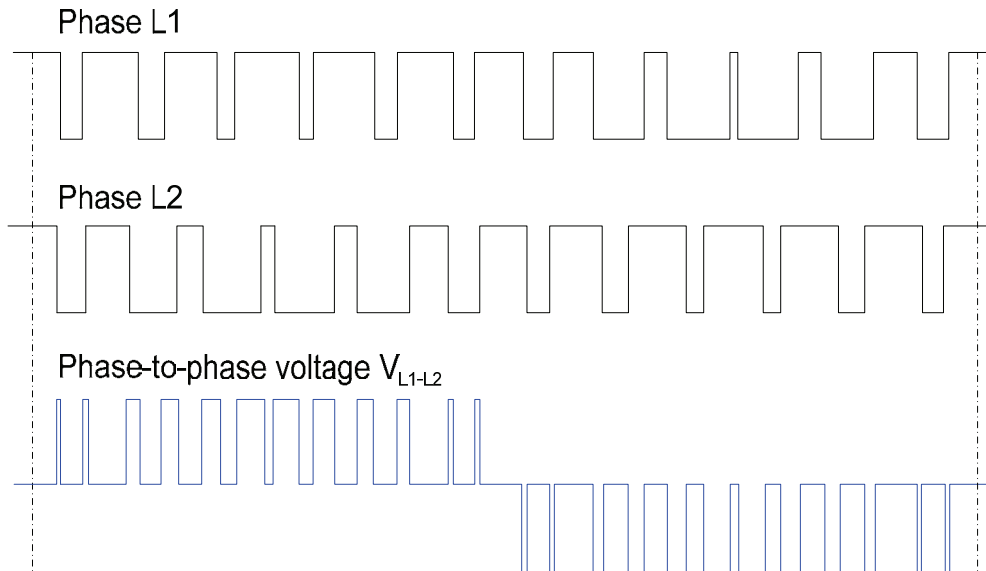
The solid angle is set directly by varying the ratio of the ON durations (pulse-width) of adjacent voltage vectors, the desired absolute value by varying the ON duration of the zero voltage vector. This method of generating gating signals is called space vector modulation SVM. Space vector modulation provides sine-modulated pulse patterns.

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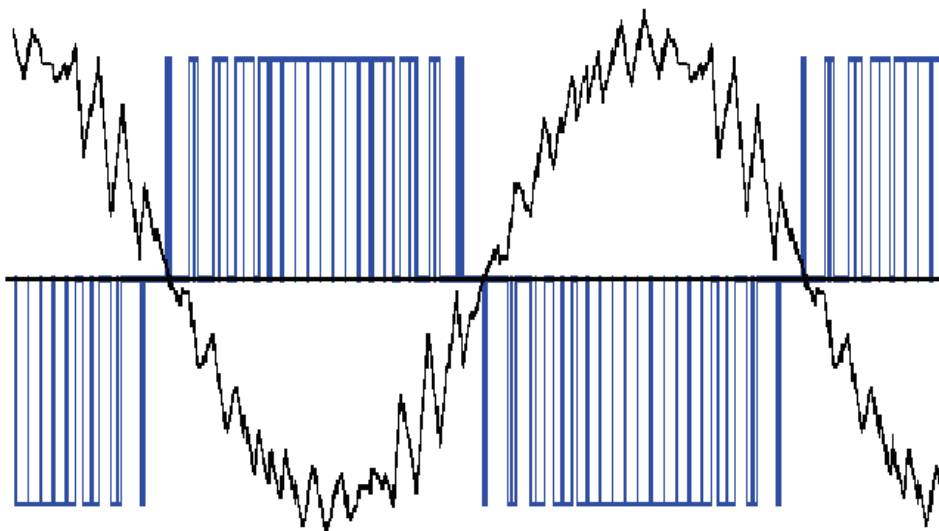
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The following diagram illustrates how the voltages in phases L1 and L2 plus output voltage  $V_{L1-L2}$  (phase-to-phase voltage) are produced by pulse-width modulation or space vector modulation and shows their basic time characteristics. The frequency with which the IGBTs in the inverter phases are switched on and off is referred to as the pulse frequency or clock frequency of the inverter.



**Timing of the gating signal sequence for the IGBTs in the inverter phases L1 and L2 plus the associated output voltage (phase-to-phase voltage)  $V_{L1-L2}$ . The amplitude of the voltage pulses corresponds to the DC link voltage.**

The diagram below shows the time characteristic (in blue) of one of the three output voltages of the inverter (phase-to-phase voltage) and the resulting current (in black) generated in one of the three motor phases when a standard asynchronous motor with a rated frequency of 50 Hz or 60 Hz is used and the inverter is operating with a pulse frequency of 1.25 kHz. The diagram shows that the smoothing effect of the motor inductances causes the motor current to be virtually sinusoidal, despite the fact that the motor is supplied with a square-wave pulse pattern.



**Motor voltage (phase-to-phase) and motor current with space vector modulation**



### 1.1.2.2 Maximum attainable output voltage with space vector modulation SVM

Space vector modulation SVM generates pulse patterns which approximate an ideal sinusoidal motor voltage through voltage pulses with constant amplitude and corresponding pulse-duty factor. The peak value of the maximum (fundamental) voltage that can be attained in this way corresponds to the amplitude of the DC link voltage  $V_{DCLink}$ . Thus the theoretical maximum motor voltage with space vector modulation which results is:

$$V_{SVM \max} = \frac{1}{\sqrt{2}} \cdot V_{DCLink}$$

The amplitude of the DC link voltage  $V_{DCLink}$  is determined by the method of line voltage rectification. With line-commutated rectifiers used with SINAMICS G130 and G150 and also with S120 Basic Line Modules, it averages  $1.41 \cdot V_{Line}$  with no load,  $1.35 \cdot V_{Line}$  with partial load and  $1.32 \cdot V_{Line}$  with full load. Thus with the true DC link voltage amplitude of  $V_{DCLink} \approx 1.32 \cdot V_{Line}$  at full load, the motor voltage theoretically attainable at full load with space vector modulation without overmodulation is:

$$V_{SVM \max} = 0.935 \cdot V_{Line}$$

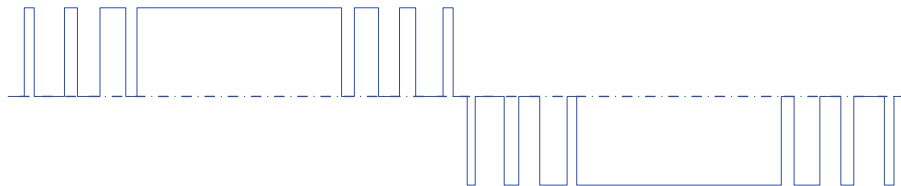
As a result of voltage drops in the converter and minimum pulse times and interlock times in the gating unit responsible for generating the IGBT gating pulse pattern, the values in reality are lower. In practice, therefore, the value for space vector modulation without overmodulation must be assumed to be as follows:

$$V_{SVM \max} \approx 0.92 \cdot V_{Line}$$

This value applies precisely to pulse frequencies of 2.0 kHz or 1.25 kHz according to the factory setting. At higher pulse frequencies, it decreases by approximately 0.5 % per kHz.

### 1.1.2.3 Maximum attainable output voltage with pulse-edge modulation PEM

It is possible to increase the inverter output voltage above the values attained with space vector modulation (SVM) by pulsing only at the edges of the fundamental-wave period rather than over the entire fundamental-wave period. This process is referred to as pulse-edge modulation (PEM). The basic waveform of the motor voltage is then as shown below.



**Motor voltage with pulse-edge modulation PEM**

The maximum possible output voltage is attained when clocking is performed with the fundamental frequency only, i.e. when "pulsing" ceases altogether. The output voltage then consists of 120° rectangular blocks with the amplitude of the DC link voltage. The fundamental frequency RMS value of the output voltage can then be calculated as:

$$V_{rect} = \frac{\sqrt{6}}{\pi} \cdot V_{DCLink} = \frac{\sqrt{6}}{\pi} \cdot 1.32 \cdot V_{Line} = 1.03 \cdot V_{Line}$$

So it is possible with pure rectangular modulation to achieve a motor voltage which is slightly higher than the line voltage. However, the motor voltage then has an unsuitable harmonic spectrum which causes major stray losses in the motor and utilizes the motor inefficiently. It is for this reason that pure square-wave modulation is not utilized on SINAMICS converters.

The pulse-edge modulation method used on SINAMICS converters permits a maximum output voltage which is only slightly lower than the line voltage, even when allowance is made for voltage drops in the converter:

$$V_{PEM \max} \approx 0.97 \cdot V_{Line}$$

The pulse-edge modulation process uses optimized pulse patterns which cause only minor harmonic currents and therefore utilize the connected motor very efficiently. Commercially available standard asynchronous motors for 50 Hz or 60 Hz and utilized according to temperature class 130 (B) in mains operation can be partially utilized according to temperature class 155 (F) at the nominal working point up to rated torque when operated with pulse-edge modulation.

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Pulse-edge modulation is available as standard in vector control mode (drive object of vector type) on all SINAMICS units described in this engineering manual:

- SINAMICS G130\* Chassis
- SINAMICS G150\* Cabinets
- SINAMICS S150\* Cabinets
- SINAMICS S120\* Motor Modules / Chassis format
- SINAMICS S120\* Motor Modules / Cabinet Modules format

The factory setting of parameter P1802 (modulator mode) is "9" (pulse-edge modulation) for SINAMICS G130 and G150 converters which are employed predominantly in combination with asynchronous motors without speed encoder for applications with low dynamic requirements. At a low output frequency and low depth of modulation (output voltage < 92 % of input voltage), these products utilize space vector modulation SVM and switch over to pulse-edge modulation PEM automatically if the depth of modulation required at higher output frequencies is so high that it can no longer be provided by space vector modulation (output voltage > 92 % of input voltage). The minor irregularities in the torque characteristic curve caused by transient phenomena during transition between modulation systems are virtually irrelevant for applications with simple control requirements.

The factory setting for parameter P1802 (modulator mode) in vector control mode is "4" (space vector modulation without overmodulation) for SINAMICS S120 Motor Modules and SINAMICS S150 converters. These units utilize only space vector modulation SVM in the factory setting because, and this applies particularly to SINAMICS S120 Motor Modules, they are predominantly employed in coordinated multi-motor systems which demand very high control quality (e.g. paper-making machinery). These types of application with exacting control standards can rarely tolerate the minor irregularities in the torque characteristic curve caused by transient phenomena during transition between modulation systems. If SINAMICS S120 Motor Modules and SINAMICS S150 converters are required to operate with pulse-edge modulation PEM, parameter p1802 (modulator mode) must be set to "9" (pulse-edge modulation) during commissioning.

In principle, it would also be possible to achieve depths of modulation or output voltages in excess of 92 % through overmodulation of the space vector modulation SVM (by setting parameter p1802 to values between 0 and 2). While it is possible by this method to prevent the slight irregularities in the torque characteristic curve on transition between modulation systems, it also causes the harmonics spectrum in the motor current to increase, resulting in higher torque ripples and a significant rise in motor losses. Here, therefore, pulse-edge modulation PEM with its optimized pulse patterns offers obvious advantages, as it enables a high depth of modulation (high output voltage) combined with good drive behavior (in terms of torque accuracy and motor losses) to be achieved.

### \* Exceptions regarding the use of pulse-edge modulation:

Converters with output-side sine-wave filter. Pulse-edge modulation cannot be selected under these conditions.

If either a Basic or Smart Infeed is used to supply the inverter, the following formulae apply for the DC link voltage at full load:  $V_{DCLink} \approx 1.32 \cdot V_{Line}$  resp.  $V_{DCLink} = 1.30 \cdot V_{Line}$ . In this case, the maximum output voltage is limited to 85 % of the line input voltage for units with a supply voltage of 380 V to 480 V 3AC and to 83 % for units with a supply voltage of 500 V to 600 V 3AC.

If an Active Infeed is used to supply the inverter, the following formula applies to the DC link voltage because the Active Infeed utilizes a step-up converter function:  $V_{DCLink} > 1.42 \cdot V_{Line}$  (factory setting:  $V_{DCLink} = 1.5 \cdot V_{Line}$ ). This means that the maximum output voltage even without pulse-edge modulation can correspond to 100 % of the line input voltage or higher if the parameters of ratio  $V_{DCLink} / V_{Line}$  are set to sufficiently high values on the Active Infeed. This is described in the section "SINAMICS Infeeds and their properties", subsection "Active Infeeds".

### Note:

Pulse-edge modulation PEM is available only in vector and V/f control modes (drive objects of vector type) and is generally utilized on drives with asynchronous motors. In servo control mode (drive objects of servo type), converters always operate with space vector modulation SVM with automatic overmodulation. The reason for this is the slower dynamic response of the drive in operation with pulse-width modulation. This is acceptable for many applications with vector control, but not for highly dynamic applications with servo control.

### 1.1.3 The pulse frequency and its influence on key system properties

The pulse frequency of the inverter is an important parameter which has a crucial influence on various properties of the drive system. It can be varied within certain given limits. In order to reduce the motor noise, reach very high output frequencies or in the event that sinus filters are to be used at the converter output, it is sensible, or rather necessary, to increase the pulse frequency.

The following aspects of the pulse frequency are described briefly below:

- The pulse frequency factory settings
- The limits within which the pulse frequency can be adjusted
- The effect of the pulse frequency on various properties of the drive system
- When it is advisable or even essential to change the pulse frequency
- What needs to be noted in connection with motor-side options (motor reactor, motor filter).

#### Factory settings and pulse frequency setting ranges

The pulse frequency of the motor-side inverter on SINAMICS G130, G150, S150, S120 (Chassis and Cabinet Modules) operating in vector control mode (drive object of vector type) is preset at the factory to 2.0 kHz or 1.25 kHz as specified in the table below.

Line supply voltage	Power	Rated output current	Pulse frequency factory setting
380 V to 480 V 3AC	≤ 250 kW	≤ 490 A	2.00 kHz
	≥ 315 kW	≥ 605 A	1.25 kHz
500 V to 600 V 3AC	All power ratings	All currents	1.25 kHz
660 V to 690 V 3AC	All power ratings	All currents	1.25 kHz

#### Converter-dependent factory setting of pulse frequency for SINAMICS G130, G150, S150 and for SINAMICS S120 Motor Modules, Chassis and Cabinet Modules

The pulse frequency can be varied in discrete steps. Possible settings correspond to twice the factory setting value in each case as well as whole multiples thereof. Depending on the unit type, the pulse frequency can therefore be increased to 8 kHz (when factory setting is 2 kHz) or to 7.5 kHz (when factory setting is 1.25 kHz). In vector control mode (drive object of vector type) switching between integer multiples of the pulse frequency is also possible when the drive is in operation, i.e. by means of a parameter change or data set changeover. By changing the current controller clock cycle, it is also possible to set intermediate values, so that the pulse frequency can be adjusted in fine increments. Intermediate values can be set only when the drive is at standstill.

#### Influence of the pulse frequency on the inverter output current

The pulse frequency factory setting of either 2.0 kHz or 1.25 kHz is relatively low in order to reduce inverter switching losses. If the pulse frequency is increased the inverter switching losses and thus also the total losses in the converter increase accordingly. The result would be overheating of the power unit when operating at full load capacity. For this reason, the conducting losses must be lowered in order to compensate for the increase in switching losses. This can be achieved by reducing the permissible output current (current derating). The current derating factors as a function of pulse frequency are unit-specific values and must be taken into account when the converter is dimensioned. The derating factors for various pulse frequencies can be found in the chapters on specific unit types. If derating factors are required for pulse frequencies which are not included in the tables, they can be calculated by linear interpolation between the stated table values. Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely avoid current derating at pulse frequencies which are twice as high as the factory setting. For further information, please refer to section "Operation of converters at increased pulse frequency".

#### Influence of the pulse frequency on losses and efficiency of inverter and motor

With the factory set pulse frequency of 2.0 kHz or 1.25 kHz, the motor current is already close to sinusoidal. The stray losses in the motor caused by harmonic currents are low, but not negligible. Commercially available standard motors for 50 Hz or 60 Hz and utilized according to temperature class 130 (B) in mains operation can be partially utilized according to temperature class 155 (F) at the nominal working point up to rated torque when operated on a converter. The winding temperature rise is then between 80 and 100 K.

Raising the pulse frequency on standard motors for 50 Hz or 60 Hz reduces the motor stray losses only slightly, but results in a considerable increase in the converter switching losses. The efficiency of the overall system (converter and motor) deteriorates as a result.

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### Influence of the pulse frequency on motor noise

A higher level of magnetic motor noise is excited when three-phase motors are operated on PWM converters. This is caused by the pulsed voltage which results in additional voltage and current harmonics.

According to IEC/TS 60034-17 "Rotating electrical Machines – Part 17: Cage asynchronous motors when fed from converters - Application guide", the A-graded noise pressure level increases in the order of magnitude of between 1 dB and 15 dB when three-phase motors are operated on a PWM converter up to rated frequency as compared to motors of the same type operating on sinusoidal voltage at rated frequency. The actual values depend on the PWM method used, the pulse frequency of the converter and the design and number of poles of the motor.

In the case of SINAMICS converters operating in vector control mode (drive object of vector type) at the factory-set pulse frequency, the additional noise pressure level produced by the motor as a result of the converter supply is typically in the order of magnitude of between 5 dB(A) and maximum 10 dB(A). A reduction of the additional motor noise caused by the converter supply can generally be achieved by an increase in the pulse frequency. It can therefore be meaningful to raise the pulse frequency in order to attenuate the motor noise. It must be noted that inverter current derating might be necessary at higher pulse frequencies. Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely avoid current derating at pulse frequencies which are twice as high as the factory setting. For further information, please refer to section "Operation of converters at increased pulse frequency". Increasing the pulse frequency not only necessitates current derating, but might also impose limits on other motor-side options, such as motor reactors, dv/dt filters and sine-wave filters.

### Correlation between pulse frequency and converter output frequency (fundamental wave frequency)

With space vector modulation, there is a fixed correlation between the pulse frequency and the maximum attainable converter output frequency (fundamental wave frequency). The pulse frequency must be at least 12.5 times higher than the required converter output frequency on SINAMICS converters. This means that the maximum achievable output frequency at a given pulse frequency is limited according to the formula

$$f_{\text{Converter max}} = f_{\text{pulse}} / 12.5 \quad (\text{but a maximum of 300 Hz on asynchronous machines with vector control mode}).$$

The table below shows the possible pulse frequency settings and the associated maximum achievable output frequencies for converters and inverters with the factory-set current controller clock cycles and pulse frequencies  $f_{\text{pulse}} = 2.0 \text{ kHz}$  or  $f_{\text{pulse}} = 1.25 \text{ kHz}$ . The current controller clock cycle can be varied to set intermediate values, allowing higher output frequencies (values on request) than specified in the table to be achieved under certain boundary conditions.

Units with factory setting $f_{\text{pulse}} = 2.0 \text{ kHz}$		Units with factory setting $f_{\text{pulse}} = 1.25 \text{ kHz}$	
Pulse frequency	Max. output frequency	Pulse frequency	Max. output frequency
2.0 kHz	160 Hz	1.25 kHz	100 Hz
4.0 kHz	300 Hz	2.50 kHz	200 Hz
8.0 kHz	300 Hz	5.00 kHz	300 Hz
-	-	7.50 kHz	300 Hz

### Settable pulse frequencies and associated maximum attainable output frequencies on SINAMICS converters

### Correlation between pulse frequency and motor-side options (motor reactor and motor filter)

If motor reactors, dv/dt filters plus VPL, dv/dt filters compact plus VPL or sine-wave filters are installed at the converter output, the maximum permissible pulse frequency and the maximum output frequency are limited by these options. In some cases, a fixed pulse frequency is specified:

- Permissible pulse frequency with motor reactor (SINAMICS):  
The maximum pulse frequency is limited to twice the value of the factory setting, i.e. to 4 kHz on units with factory setting 2 kHz and to 2.5 kHz on units with factory setting 1.25 kHz. The maximum output frequency is limited to 150 Hz independent of the selected pulse frequency.
- Permissible pulse frequency with dv/dt filter plus VPL and dv/dt filter compact plus VPL (SINAMICS)  
The maximum pulse frequency is limited to twice the value of the factory setting, i.e. to 4 kHz on units with factory setting 2 kHz and to 2.5 kHz on units with factory setting 1.25 kHz. The maximum output frequency is limited to 150 Hz independent of the selected pulse frequency.

- Permissible pulse frequency with sine-wave filter (SINAMICS):  
Sine-wave filters are available for voltage levels 380 V to 480 V 3AC and 500 V to 600 V 3AC. The pulse frequency is a mandatory fixed value and equals 4 kHz (380 V to 480 V) or 2.5 kHz (500 V to 600 V). The maximum output frequency is limited to 150 Hz.
- Permissible pulse frequency with sine-wave filter (external supplier):  
The pulse frequency and maximum output frequency must be set according to the filter manufacturer's instructions.

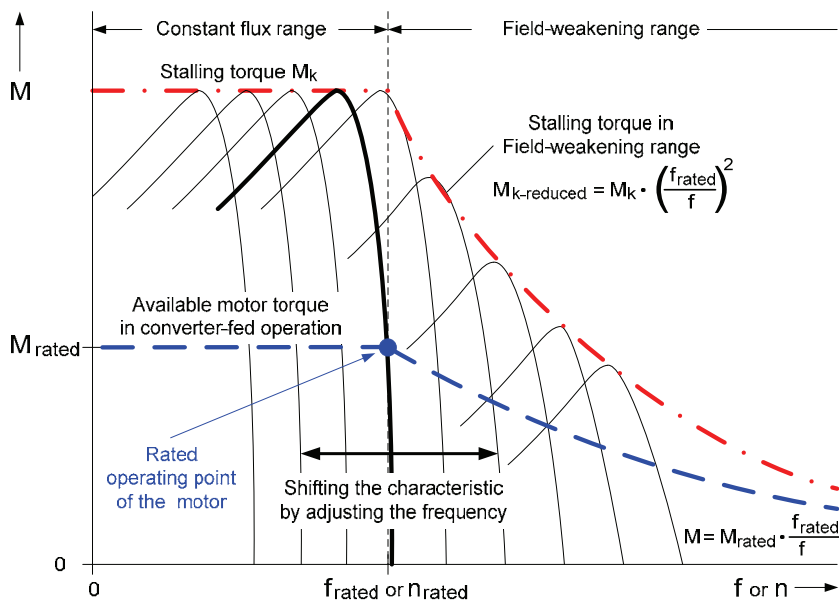
### 1.1.4 Open-loop and closed-loop control modes

The standard firmware of the SINAMICS converters of type G130, G150, S120 and S150 described in this manual offers a range of different open-loop and closed-loop control modes for three-phase motors:

- V/f open-loop control modes for applications with simple control requirements
- Field-oriented closed-loop control modes for applications which require highly precise and highly dynamic control functionality

#### 1.1.4.1 General information about speed adjustment

The steady-state speed/torque characteristic of an asynchronous motor can be shifted in converter-fed operation through adjustment of the frequency and voltage, as illustrated in the diagram below. The speed/torque characteristic in "bold" print represents the motor's characteristic when it is operating directly on the mains supply at rated frequency  $f_{\text{rated}}$  and rated voltage  $V_{\text{rated}}$ .



**Shifting the speed/torque characteristic of an asynchronous motor by adjusting frequency and voltage**

As long as the voltage is adjusted in proportion to the frequency, the ratio between voltage and frequency remains constant and thus also the magnetic flux, the available torque and the stalling torque of the motor. This is known as the constant flux range or the base speed range.

If the frequency is increased further after the maximum possible output voltage of the converter has been reached, the ratio between voltage and frequency decreases again and thus also the magnetic flux in the motor. This is known as the field-weakening range. With asynchronous motors operating in the field-weakening range, the available torque  $M$  decreases in relation to the rated torque  $M_{\text{rated}}$  approximately in proportion to the ratio  $f_{\text{rated}}/f$ . The output power remains constant. The stalling torque in the field-weakening range  $M_{k\text{-reduced}}$  decreases in relation to the stalling torque  $M_k$  in the constant flux range in proportion to the ratio  $(f_{\text{rated}}/f)^2$ .

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### 1.1.4.2 V/f control modes

V/f control is a simple method of adjusting the speed of three-phase motors. V/f control is based on the principle of varying the frequency in order to adjust the motor speed, while at the same time applying a voltage setpoint according to the characteristic of the V/f curve selected in the firmware. The gating unit generates pulse patterns to control the IGBTs in the three phases of the converter's power unit.

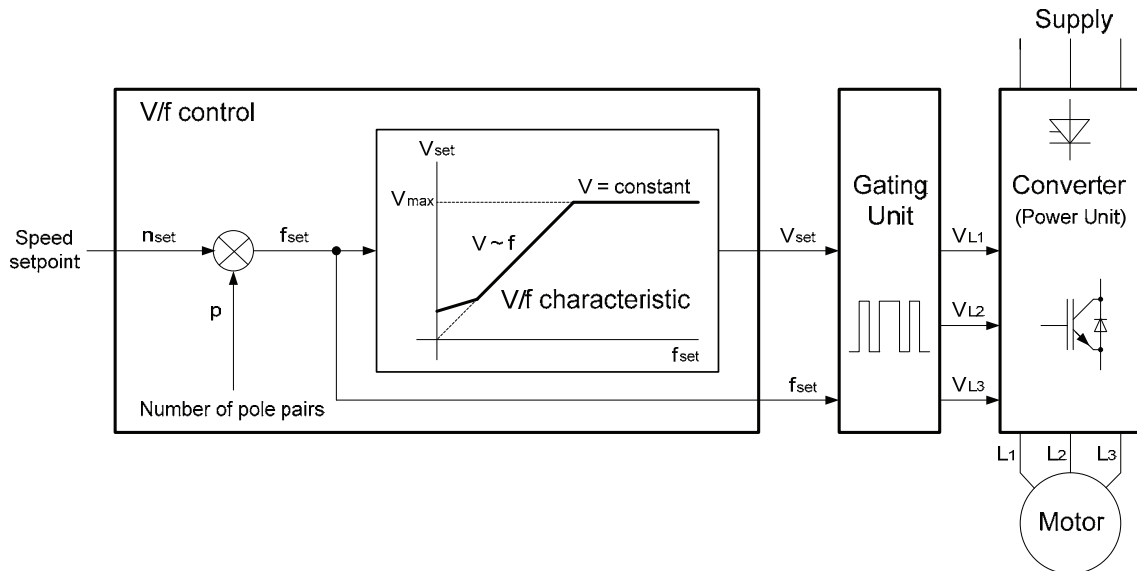


Diagram of the basic structure of the V/f control method

The voltage is adjusted as a function of frequency according to the V/f characteristic with the aim of maintaining the motor flux as constantly as possible at the rated flux value, irrespective of speed or frequency.

At low frequencies, the ohmic stator resistance of the motor in relation to inductance is not negligible, which means in this case that the voltage of the V/f characteristic must be boosted relative to the linear curve in order to compensate for the voltage drop across the stator resistance.

At high frequencies, the maximum possible output voltage  $V_{max}$  of the converter is reached, resulting in a horizontal knee point in the V/f characteristic. The knee point generally corresponds to the rated operating point of the connected motor. If the frequency is further increased beyond the knee point, the ratio between voltage and frequency decreases due to the constant voltage. The motor flux is then also reduced, causing the motor to operate in the field-weakening range.

V/f control modes are available in the standard firmware of the SINAMICS converters described in this engineering manual (SINAMICS G130, G150, S120, S150) in the vector drive object. The following V/f control modes can be selected:

- V/f control with linear characteristic
- V/f control with parabolic characteristic
- V/f control with freely parameterizable characteristic
- V/f control for high-precision frequency-controlled drives in the textiles sector
- V/f control with independent voltage setpoint

In order to optimize the performance of drives operating in V/f control mode, the following functions have been provided in the SINAMICS firmware:

- Slip compensation: For the purpose of increasing accuracy of speed, the frequency is adapted as a function of load current in order to compensate the slip of the connected asynchronous motor.
- Flux current control (FCC): For the purpose of increasing accuracy of speed, voltage and flux are adapted as a function of load.
- Resonance damping: The resonance damping function dampens electromechanical oscillations in the frequency range up to a few tens of hertz.
- Current limiting control: The current limiting control prevents the connected asynchronous motor from stalling and thus functions as stall protection.

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The advantages of the V/f control method lie in its simplicity and its ability to withstand parameter fluctuations, such as changes in resistance caused by temperature rise or changeover of the motor operating on the converter. Furthermore, this control method fully supports converter-fed operation of multi-motor drives. Its disadvantages lie in its lack of precision and dynamic response, particularly at low speeds and in the field weakening range.

In view of these properties, use of the V/f control method is recommended primarily for asynchronous motor drives with low requirements of accuracy and dynamic response, and for asynchronous motor drives with limited speed range and low torque requirements at low speeds. The V/f control method can be usefully employed up to an output power of about 100 kW – 200 kW, and for multi-motor drives with asynchronous or SIEMOSYN motors. The higher the motor power, the greater the tendency to oscillate at low frequencies. For this reason, drives of this type need to be commissioned carefully. This applies in particular to the resonance damping function.

### 1.1.4.3 Field-oriented control modes

Field-oriented control is a sophisticated method of controlling three-phase motors. With field-oriented control, the equations which describe the motor are not referred to the fixed coordinate system of the stator ( $\alpha$ - $\beta$  coordinates), but instead to the rotating magnetic field of the rotor (d-q coordinates). In this rotating coordinate system which is rotor-field-orientated, the stator current can be split into two components, i.e. the field-producing component  $I_d$  and the torque-producing component  $I_q$ .

- The field-producing current component  $I_d$  is responsible for the magnetic field in the motor and is thus comparable to the excitation current in a DC motor.
- The torque-producing current component  $I_q$  is responsible for the motor torque and is thus comparable to the armature current in a DC motor.

The resulting control structure is therefore comparable to the DC motor. Thanks to the independent and direct control of the field-producing current component  $I_d$  and the torque-producing current component  $I_q$ , a high degree of accuracy and, more importantly, an excellent dynamic response are achieved with this control method.

The diagram below illustrates the basic structure of the field-oriented control method for an asynchronous motor.

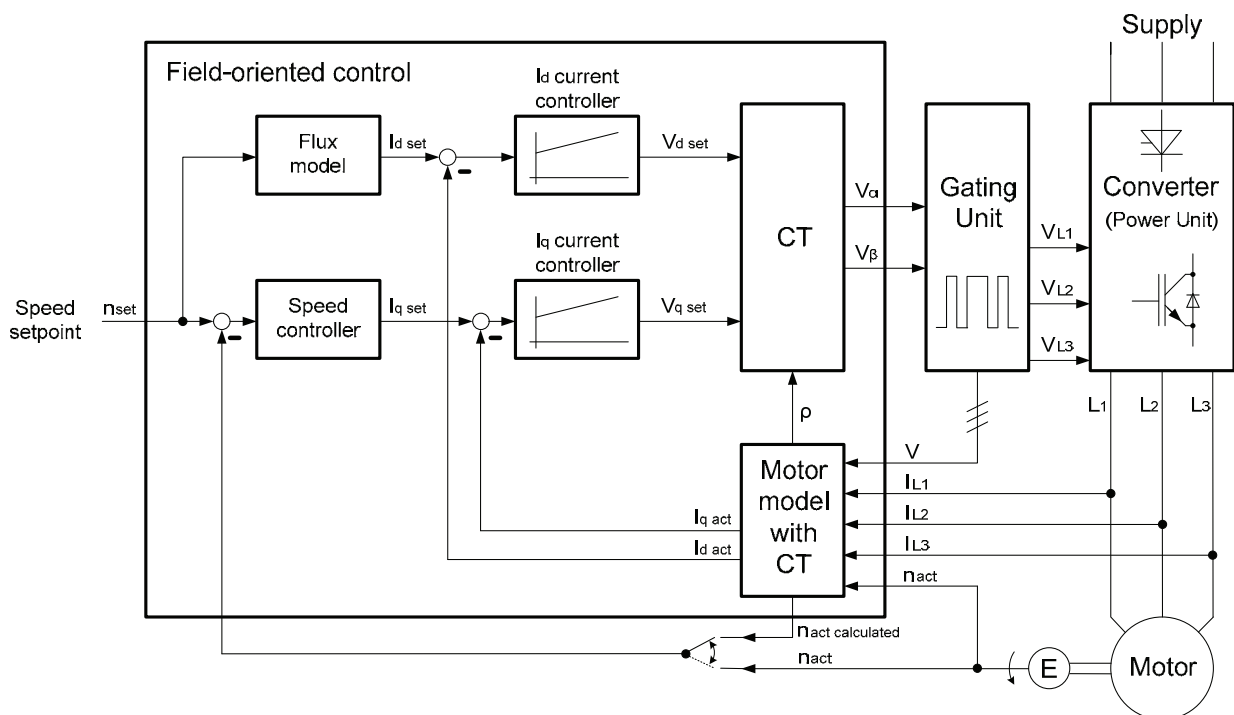


Diagram of the basic structure of the field-oriented control method for an asynchronous motor

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The three measured actual motor current values  $I_{L1}$ ,  $I_{L2}$  and  $I_{L3}$  are converted into the two current components  $I_{d \text{ act}}$  and  $I_{q \text{ act}}$  of the rotating d-q coordinate system by means of a motor model which includes a coordinate transformation (CT). The values of  $I_{d \text{ act}}$  and  $I_{q \text{ act}}$  are constant in the case of a symmetrical three-phase system in the motor with purely sinusoidal motor currents which are out of phase by  $120^\circ$  in each case. They are compared to their setpoints ( $I_{d \text{ set}}$  and  $I_{q \text{ set}}$  respectively) and applied to the  $I_d$  current controller and  $I_q$  current controller respectively. The controller outputs provide the two voltage components  $V_{d \text{ set}}$  and  $V_{q \text{ set}}$  in the rotating d-q coordinate system. The following coordinate transformation (CT) converts the two voltage components into the fixed  $\alpha$ - $\beta$  coordinate system. The angle  $\rho$  between the rotating d-q coordinate system and the fixed  $\alpha$ - $\beta$  coordinate system, which is required to convert the coordinates, is calculated by the motor model. Using the two voltage components  $V_\alpha$  and  $V_\beta$ , the gating unit generates pulse patterns to control the IGBTs in the three phases of the power unit of the converter.

On drives which require a very high degree of precision, especially at very low speeds down to zero speed, or drives which demand an excellent dynamic response, the actual speed value  $n_{\text{act}}$  is generally measured by a speed encoder (E) and then passed to the motor model and the speed controller. Drives without high requirements of precision and/or dynamic response do not need a speed encoder. In this case the actual speed value  $n_{\text{act calculated}}$  is computed by the motor model and used instead of the speed encoder signal (encoderless control).

The quality of the field-oriented control critically depends on precise knowledge of the position of the magnetic field in the motor and thus on the quality of the motor model. Only with precise field orientation direct and independent access to the magnetic field and the torque is possible. For this reason, the motor model must be precisely tuned to the connected motor. This tuning is part of the drive commissioning process. The rating plate data of the motor must be input first. The motor is then automatically identified by the converter itself (measurements when motor is at standstill and when motor is rotating).

Two types of field-oriented control modes are available for SINAMICS converters:

### Vector control

Vector control is available as drive object of vector type in the standard firmware of all the SINAMICS converters described in this engineering manual (SINAMICS G130, G150, S120, S150). The following vector control modes can be selected:

- Speed control with and without encoder (only TTL / HTL incremental encoders may be used as encoders for SINAMICS G130 / G150 converters)
- Torque control with and without encoder (only TTL / HTL incremental encoders may be used as encoders for SINAMICS G130 / G150 converters)

The advantages of vector control lie in its very high torque accuracy and its high dynamic response. Relatively high complexity as well as significant sensitivity to parameter fluctuations, such as changes in resistance caused by temperature rise, are the disadvantages of this control mode. To achieve particularly high accuracy over the entire speed range, therefore, it is important that the motor identification process is performed properly, that the effects of temperature rise are compensated by use of a KTY motor temperature sensor and that friction compensation based on recording of the friction characteristic is provided if necessary.

The control characteristics, such as rise times, accuracy, ripple, etc., as a function of current controller cycle settings and motor types used can be found in the sections on specific unit types.

Typical applications for vector control are speed-controlled asynchronous motor drives with very high speed and torque stability in general machine engineering, such as those employed, for example, on paper-making machines, winders, coilers and lifting gear. However, permanent-magnet synchronous motors and separately excited synchronous motors can also be operated in vector control mode.

### Servo control

Servo control is available as drive object of servo type in the standard firmware of all SINAMICS S120 units. The following servo control modes can be selected:

- Speed control with and without encoder
- Torque control with encoder
- Position control with encoder



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The advantages of servo control lie in its outstandingly high dynamic response, especially in cases where it is possible to parameterize very short current controller cycles of < 250 μs. Its disadvantage lies in its torque accuracy which is lower than that provided by vector control.

The control characteristics, such as rise times, accuracy, ripple, etc., as a function of current controller cycle settings and motor types used can be found in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

Typical applications for servo control are drives with highly dynamic motion control, such as those used in machine tools, clocked production machines and industrial robots.

### 1.1.4.4 A comparison of the key features of open-loop and closed-loop control modes

The following table shows an overview of the key features of the three open-loop and closed-loop control modes.

Main features	V/f control	Vector control	Servo control
Drive characteristic	Simple control	Precise torque controller	Precise position controller
Control model	-	Dimensioned for accuracy	Dimensioned for dynamic response
Main applications	Drives with low requirements of dynamic response and accuracy. Highly synchronized multi-motor drives, e.g. on textile machines with SIEMOSYN motors	Speed-controlled drives with extremely high torque accuracy. For universal application in general machine engineering. Ideal for operation of motors without encoder.	Drives with highly dynamic motion control. For use on machine tools and clocked production machines.
Dynamic response - without encoder - with encoder	Low -	Medium High	Medium Very high
Torque accuracy - without encoder - with encoder	- -	High Very high	- Medium

**Key features of different open-loop and closed-loop control modes on SINAMICS converters**

### 1.1.5 Power ratings of SINAMICS converters and inverters / Definition of the output power

SINAMICS converters produce an electrical three-phase system at their output, the power of which – taking into consideration factor  $\sqrt{3}$  – can be calculated from the output voltage and the output current, whereby any phase angle can exist between output voltage and output current, depending on the load characteristics. Therefore electrical output power, for which the converter's output is designed, presents an apparent power as a result of the existing phase angle. This apparent power can be calculated from the obtainable output voltage and the continuously permissible thermal output current, which is the rated output current  $I_{rated}$ . When it is taken into consideration that SINAMICS converters in the vector control mode reach at the output almost the value of the incoming supply voltage by using pulse-edge modulation, the apparent output power of the converter can be calculated using the following formula:

$$S_{rated} = \sqrt{3} \cdot V_{line} \cdot I_{rated}$$

This apparent output power of the converter is a physically correct value, but it is not really suitable to allow a simple correlation between the converter output power and the rated motor power as the apparent power of the converter (given in kVA) and the mechanical shaft power (rated power) of the motor (given in kW) do not directly correspond because current, power factor and efficiency of the motor are required.

A much simpler option for the coordination of the output power of the converter and the rated power of the motor is the definition of an active output power for the converter, which is deduced from the mechanical shaft power (rated power) of a typical three-phase asynchronous motor which can be operated by the converter.

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### Definition of the output power for SINAMICS converters and inverters

The active output power of a SINAMICS converter or inverter is defined as the mechanical shaft power (rated power) of a typical, 6-pole, asynchronous motor, which can be operated by the converter or inverter at its rated point, without overloading the converter or inverter. As 2 and 4-pole motors always have a better power factor and also equal or lower rated currents, all 2, 4 and 6-pole motors are covered by the definition of the output power given above with regard to the coordination of the power between converter and motor.

In the SINAMICS catalogs and operating instructions (equipment manuals), usually several values for the output power of the converters or inverters are given:

- Output power on the basis of the base load current  $I_L$  for low overloads
- Output power on the basis of the base load current  $I_H$  for high overloads

Each value for the output power of converters and inverters applies to motors with rated voltages of 400 V, 500 V or 690 V as well as a rated frequency of 50 Hz. (The definition of the standard load duty cycles – low overload and high overload – and the definition of the corresponding base load currents  $I_L$  and  $I_H$  is given in the section “Load duty cycles”). It is particularly important with SINAMICS S120 and S150 units with the wide input voltage range of 500 V - 690 V 3AC that the values for the output power of these units are depending on the voltage. Therefore they are significantly different for 500 V and 690 V.

The following example should clearly illustrate how the output power for a SINAMICS converter is determined:

#### Converter data:

Line supply voltage	380 V – 480 V
Rated output current	605 A
Base load current $I_L$ for low overload	590 A
Base load current $I_H$ for high overload	460 A

#### Rated power and rated current for cataloged asynchronous motors in the 1LA8 range, for operation at 400 V / 50 Hz:

Number of poles p	200 kW	250 kW	315 kW	355 kW	400kW
2	-	-	520 A	590 A	660 A
4	-	430 A	540 A	610 A	690 A
6	345 A	430 A	540 A	-	690 A

The output power of the above-mentioned converter for low overload, on the basis of the base load current  $I_L$  at 400 V 3AC/50 Hz, is defined as the the rated power of the largest, 6-pole asynchronous motor for 400V/50\_Hz operation, the rated current of which does not exceed the base load current  $I_L = 590$  A of the converter. According to this definition the converter has the output power of 315 kW at 400 V on the basis of  $I_L$ .

The output power of the converter, which, as the rated power of the motor, is given in kW, offers the possibility of a very simple and safe coordination between the power of the converter and the motor, without having to take into consideration other details such as current, power factor and efficiency. If the output power of the converter is chosen at least as big as the rated power of the motor, it is always safe to operate 2, 4 and 6-pole motors at full load with the selected converter.

It can, however, be noted that, in some cases, motors with a low number of poles (2 or 4), whose rated power is larger than the output power of the converter, can be operated at their rated point without overloading the converter. In the above-mentioned example this is the case for the 2-pole motor with a rated current of 590 A and a rated power of 355 kW.

Therefore on the one hand, the output power of the converter offers an extremely simple and safe way of coordinating the power of a converter and a motor. On the other hand, however, this coordination can lead to an overdimensioning of the converter in combination with motors with a low number of poles. If you want to achieve optimum coordination between the converter and the motor, you must choose the more complicated method involving the currents.

If the converters and inverters in this engineering manual are characterized according to their output power, which is true in many tables in this document, then the output power is always referred to the base load current  $I_L$ , to the line frequency 50 Hz and to line supply voltage 400 V or 500 V or 690 V.

## 1.2 Supply systems and supply system types

### 1.2.1 General

The low-voltage products in the SINAMICS series with line supply voltages of  $\leq 690$  V are normally connected to industrial supply systems that are supplied from the medium-voltage distribution system via transformers. In rare cases, however, these devices may be directly connected to the public low-voltage supply systems or to separate supply systems, such as those supplied by diesel-electric generators.

According to IEC 60364-3 or IEC 60364-4-41 supply networks are classified as either TN, TT or IT systems depending on the type of arrangement of the live parts and the grounding method. The classifications and letters are explained in brief below.

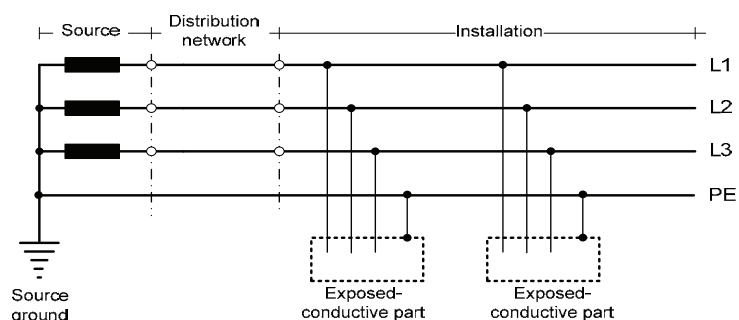
First letter: Relationship of the supply system to ground:

- T = Direct connection of one point to ground.
- I = All live parts isolated from ground, or one point connected to ground through an impedance.

Second letter: Relationship of the exposed-conductive parts (enclosures) of the installation to ground:

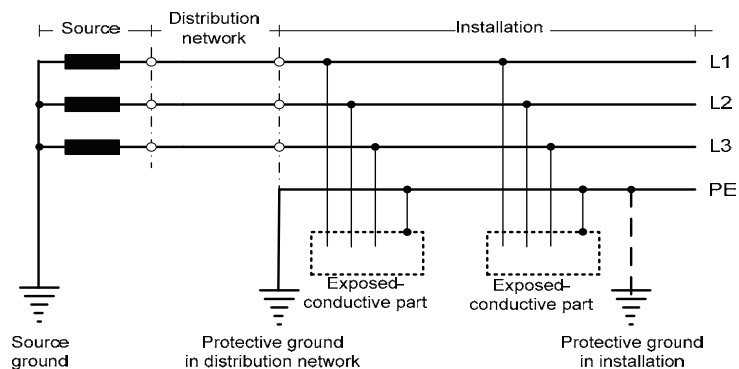
- T = Direct electrical connection of the exposed-conductive parts (enclosures) to ground, independent of whether one point of the supply system is already grounded.
- N = Direct electrical connection of the exposed-conductive parts (enclosures) to the grounded point of the supply system (the grounded point of the supply system is generally the star point in three-phase systems, or one of the three phases if the system has no star point).

In TN systems, one point is directly grounded and the exposed-conductive parts (enclosures) of the electrical installation are connected to the same point via a protective conductor (protective earth PE).



**Example of a TN supply system with grounded starpoint**

In TT systems, one point is directly grounded and the exposed-conductive parts (enclosures) of the installation are connected to ground electrodes which are electrically independent of the ground electrodes of the supply system.

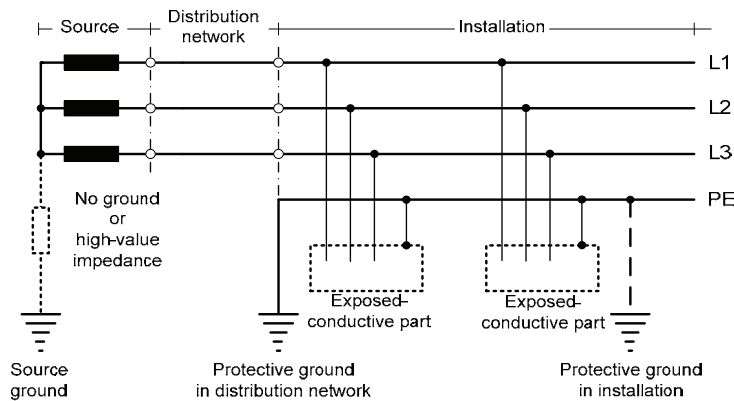


**Example of a TT supply system with grounded starpoint**

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In IT systems, all live parts are isolated from ground, or one point is connected to ground through a high-value impedance. All the exposed-conductive parts (enclosures) in the electrical installation are connected to an independent ground electrode, either separately or in a group.



Example of an IT supply system

### 1.2.2 Connection of converters to the supply system and protection of converters

SINAMICS units are designed for connection to grounded TN or TT systems as well as to ungrounded IT systems (exception: TN or TT systems with grounded phase conductor and a line voltage of > 600 V 3AC. In this case, the customer must take measures to limit surge voltages to overvoltage category II according to IEC 60664-1 / IEC 61800-5-1). The devices are equipped with means of connecting the three phase conductors (L1, L2, L3) and the protective conductor (PE) to ground. No connection for a separate neutral conductor (N) is provided, nor is one necessary as the converters place a symmetrical load on the three-phase system and the neutral is not therefore loaded.

If a single-phase AC voltage, e.g. 230 V, is required to supply auxiliaries or the fan, this is supplied internally via single-phase control-power transformers that are connected between two phase conductors. Alternatively, it can be supplied from an external source to the terminals provided, as described in section "Behaviour of SINAMICS converters during supply voltage variations and dips".

Line-side protective devices must be provided for Chassis and cabinet units in order to protect the devices and their mains supply conductors against short circuits and ground faults.

The mains supply conductor can be protected by appropriate line fuses, which should be arranged as close as possible to the mains connection point, in other words, at the line-side end of the conductor and not at the converter input end. This applies especially in the case of long supply conductors. Suitable line fuses of type 3NA can be found in Catalogs D11 and D21.3.

If the fuses arranged at the mains connection point are to protect the mains supply conductor and act as semiconductor protection for the thyristors or diodes in the rectifiers of SINAMICS G130 and G150 converters and for the thyristors and diodes in the S120 Basic Infeeds, dual-function fuses of type 3NE1 must be used instead of line fuses of type 3NA. Fuses of type 3NE1 can also be found in Catalogs D11 and D21.3. In systems using S120 Smart Infeeds and S120 Active Infeeds and in S150 converters containing IGBT rectifiers, semiconductor protection cannot be provided by fuses of any type due to the low  $I^2t$  values of the IGBT chips. However, 3NE1 dual-function fuses provide better limitation of the damage after a serious fault than line fuses of type 3NA.

Cabinet units of types SINAMICS G150 and S150 as well as S120 Cabinet Modules can be protected by optional line fuses or, with higher current ratings, by optional circuit breakers installed at the line side in the devices themselves. The type 3NE1 fuses used for this purpose are dual-function fuses. If these optional line fuses or circuit breakers are used as device protection, additional fuse protection in the form of a 3NA line fuse must be provided for the mains supply conductor at the mains connection point, particularly in cases where very long mains supply conductors are used.

### Notes about line-side fusing:

Short circuits which occur upcircuit of the rectifier have no effect on the thyristors or diodes. Dual-function fuses cannot therefore offer any particular advantages in this situation.

In the event of a short circuit in the rectifier itself, i.e. as the result of a defective thyristor, the rectifier is defective anyway which means that there is no particular advantage of using dual-function fuses.

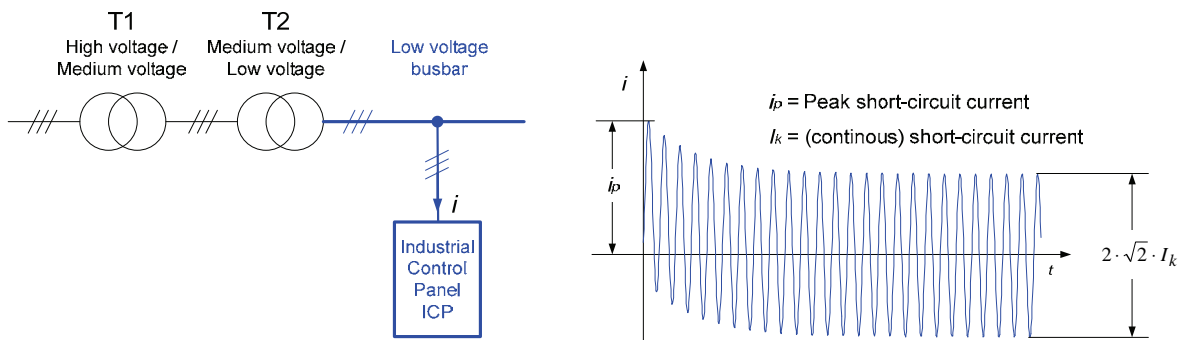
However, when a short circuit occurs downcircuit of the rectifier, i.e. in the DC link or the inverter, e.g. due to a defective IGBT, dual-function fuses are recommended as a means of protecting the line-side thyristors or diodes. It is simpler, quicker and cheaper to repair the unit because fewer defective components need to be replaced. Particularly in the case of larger devices with separate power blocks for rectifier and inverter, the use of dual-function fuses can in general obviate the need to replace the rectifier power block.

The following general recommendation therefore applies:

Since the statistical probabilities of failure of components dictate that an inverter fault is more probably than a rectifier fault, it makes sense to use dual-function fuses of type 3NE1 to protect the thyristors or diodes in the rectifier. In addition these dual-function fuses also limit damage in defective power blocks more effectively than line fuses of type 3NA. This applies particularly in the case of larger devices with separate power blocks for rectifier and inverter.

### 1.2.3 Short Circuit Current Rating SCCR

In the USA a rating plate must be attached to the switchgear (referred to as Industrial Control Panel ICP) which indicates the "short-circuit current rating" (overall panel SCCR) of the installation. Specification of the Short Circuit Current Rating SCCR became essential when the National Electrical Code NEC 2005 came into force. The SCCR is calculated on the basis of UL508A Supplement SB4.



In order to ensure that the switchgear can withstand a short circuit in the main circuit without sustaining serious damage, e.g. mechanical defects caused by excess current or defects resulting from overheating, the maximum possible short-circuit current may not exceed the SCCR value of the installation.

The data of the transformer T2, which supplies the switchgear directly, generally provide an adequate basis for making a rough estimation of the maximum possible short-circuit current at the installation site. As a general rule, the high-voltage and medium-voltage levels have a minor influence and can therefore be ignored. Based on the rated current  $I_{rated}$  and the relative short-circuit voltage  $v_k$  of the transformer T2, the short-circuit current  $I_k$  is calculated according to the following equation:

$$I_k = I_{rated} / v_k.$$

#### Example:

A transformer with a voltage of 460 V 3AC on the low-voltage side and a rated power of 1 MVA has a rated current of 1255 A. The relative short-circuit voltage  $v_k$  of the transformer is 6 % or 0.06. The maximum possible (continuous) short-circuit current directly at the output terminals of the transformer, i.e. on the low-voltage busbar, is thus calculated to be  $I_k = 1255 \text{ A} / 0.06 \approx 21 \text{ kA}$ .

In order to calculate the short-circuit current exactly, it is necessary to know the short-circuit power of the high-voltage grid supply and the effective impedance of transformers T1 and T2, plus the effective impedance of the supply cable. The maximum peak short-circuit current  $i_p$  is reached when the short circuit occurs at the voltage zero crossing. Methods for the precise calculation of short-circuit currents are given, for example, in IEC 60909-0.

Since the maximum possible short-circuit current obtained from the exact calculation method when all effective impedance is taken into account is lower than the value estimated from the data of the supply transformer T2, the estimation method generally yields a safer result. This applies particularly in the case of units which are not connected directly to busbars but over long cables directly to the transformer.

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In meshed systems supplied by multiple transformers connected in parallel, the process of calculating short-circuit current  $I_k$  or peak short-circuit current  $i_p$  is more complex.

The short-circuit current strength of the entire switchgear installation (overall panel SCCR) as specified on its rating plate is determined by the component in the main circuit with the lowest SCCR value.

Standard SCCR values for electrical equipment are specified in UL 508A Supplement SB4.2 (September 2005). These can be used to calculate the overall panel SCCR.

The SCCR values of the approved SINAMICS G130 converter Chassis units and the approved modular SINAMICS S120 built-in units in Chassis format are higher than the listed standard SCCR values. These higher SCCR values are valid only in combination with the fuses or circuit breakers stated in the catalogs and operating instructions. Fuses or circuit breakers can be replaced by comparable types only on the condition that the peak let-through current and the breaking  $I^2t$  value of the replacement type is not higher than those of the recommended type.

The following table lists the standard SCCR values for electric drives ("Motor Controllers") according to UL 508A, as well as the SCCR values of the approved SINAMICS G130 converter Chassis units and the approved modular SINAMICS S120 built-in units in Chassis format.

Output power of the electric drive "Motor Controller"	Standard SCCR values according to UL 508A	SCCR values of approved SINAMICS G130 Chassis units and approved modular SINAMICS S120 Chassis units
51 – 200 hp (38 – 149 kW)	10 kA	65 kA
201 – 400 hp (150 – 298 kW)	18 kA	65 kA
401 – 600 hp (299 – 447 kW)	30 kA	65 kA
601 – 900 hp (448 – 671 kW)	42 kA	84 kA
901 – 1500 hp (672 – 1193 kW)	85 kA	170 kA

Standard SCCR values according to UL 508A and SCCR values of the approved SINAMICS G130 and S120 Chassis units

### 1.2.4 Connection of converters to grounded systems (TN or TT)

On SINAMICS units connected to grounded TN or TT systems, it is basically possible to connect a ground fault monitor capable of early detection of high-impedance ground faults (universal-AC/DC-sensitive differential current monitor or **Residual Current Monitor RCM**) to the converter input. However, this ground fault monitor is relatively complicated to install owing to the need for a summation current transformer in the mains feeder cable. Furthermore, the response threshold of the monitor must be adjusted according to the relevant plant conditions. This means, for example, on drives with long shielded motor cables in the power range of the SINAMICS converters described in this engineering manual, the response thresholds of 30 mA or 300 m which would be required to ensure personnel safety and fire protection are not technically feasible (see also section "Line filters", subsection "Magnitude of leakage or interference currents"). For this reason, it is not normal practice to use a ground fault monitor in the power range of the SINAMICS converters described in this manual. However, as described above, suitable protection must be provided on the line side to ensure that the substantial ground fault current caused by a low-impedance ground fault or short circuit in the device is promptly interrupted.

Ground faults at the output side in the motor cable or in the motor itself can be detected by the electronic ground fault monitor implemented in the inverter. The response threshold of this monitor can be parameterized in the firmware to values higher than about 10 % of the rated output current.

SINAMICS units for operation in grounded TN and TT systems are equipped as standard with RFI suppression filters for the "second environment" (category C3 according to the EMC product standard EN 61800-3). This applies to SINAMICS G150 and S150 cabinets, to SINAMICS G130 Chassis and to the Infeeds (Basic Infeeds, Smart Infeeds and Active Infeeds) of the S120 modular system (Chassis and Cabinet Modules). For more information about RFI suppression, please refer to the section "Line filters" or to the chapter "EMC Installation Guideline".

### 1.2.5 Connection of converters to non-grounded systems (IT)

SINAMICS converters can also be connected to and operated on non-grounded IT supply systems. The advantage of IT systems as compared to grounded supply systems is that no ground-fault current can flow when a ground fault occurs and operation can therefore be maintained. The system does not shut down on faults until a second ground fault occurs. This advantage means that IT supply systems are widely used in areas where fault tripping needs to be reduced to a minimum due to the processes being carried out (e.g. in the chemical, steel, and paper industry).

### Insulation monitoring

In IT systems, a ground fault must be detected and eliminated as quickly as possible. This is necessary for two reasons. First, a second ground fault occurring will lead to a short-circuit current and therefore to a fault tripping and, in turn, to an interruption in operation. Second, a phase conductor or one pole of the DC link in the converter is grounded when a ground fault occurs, which leads to a 1.73 to 2.0 times higher operational voltage load on the converter and motor insulation at the conductors that are not affected. In the short term, this increased voltage load does not have a critical effect on the converter and motor but, over extended periods of operation (more than 24 hours), it can reduce the lifetime of the motor winding. For this reason, it is absolutely essential that ground faults are detected promptly by an insulation monitor.

The insulation monitor can be installed at a central location in the IT system or in the SINAMICS converter itself. Monitors supplied by Bender, for example, are proven and fit for this purpose.

Insulation monitors are available as option L87 for SINAMICS G150 and S150 converter cabinet units and for S120 Line Connection Modules. The signaling relays K1 and K2 must be parameterized as N.C. (Normally Closed) during commissioning, i.e. the relays must be closed-circuit working and normally be closed (corresponds to condition "no fault"). Consequently, the contacts drop out in the event of a fault on the insulation monitor. The fault can be detected and signaled to a higher-level control. The parameter settings for the insulation monitor are described in the operating instructions supplied with the converter units.

A common drive configuration that is operated as a non-grounded IT supply system is a 12-pulse drive, which is supplied by a three-winding transformer. This transformer has one secondary winding with a star connection and another with a delta connection. Since the delta-connected winding does not have a star point that can be properly grounded, 12-pulse drives are operated with two non-grounded secondary windings i.e. as an IT supply system. For this reason, 12-pulse-operated converters such as 12-pulse-operated SINAMICS G150 parallel converters must be equipped with option L87 / insulation monitor.

### Insulation resistance

SINAMICS G130, G150, S120 and S150 are equipped with electronic circuits on the Control Interface Module CIM for sensing the voltage in the power unit. These circuits provide galvanic isolation between the power unit and the grounded converter electronics. The insulation resistance is therefore inherently very high ( $> 10 \text{ M}\Omega$ ), even when a large number of these devices are operated together on the same IT system.

Currently, the only exception is the **Voltage Sensing Module VSM**, which measures the line voltage over high-value resistances on Active Infeeds and Smart Infeeds. This module is being redesigned and the new VSM is expected to be available from late 2010 / early 2011 in a version which provides galvanic isolation between the power unit and the grounded electronics.

### RFI suppression / RFI suppression filter

When installing or commissioning SINAMICS devices in an IT supply system, the grounding connection for the RFI suppression filters found as standard in SINAMICS devices and designed for the "second environment" (category C3 in accordance with the EMC product standard EN 61800-3) must be opened. This can be done simply by removing a metal clip on the filter as described in the operating instructions. If this is not done, the capacitors of the suppression filters will be overloaded and possibly destroyed by a ground fault at the motor side. When the grounding connection for the standard RFI suppression filter has been removed, the devices meet category C4 in accordance with the EMC product standard EN 61800-3. For more information, refer to the chapter "EMC Installation Guideline".

### Overvoltage protection

The lack of ground connection in IT supply systems means that the line voltage can theoretically drift by any amount from ground potential, so that surge voltages to ground of infinite magnitude would be possible. This is fortunately not the case in practice as the line voltage is coupled capacitively to ground by the capacitance of the transformer winding and line feeder cables. This capacitive ground connection ensures that the neutral of the non-grounded system is practically at ground potential in normal, symmetrical three-phase operation and that voltages to ground are very similar to those in TN systems.

In the event of a ground fault (in particular, when a ground fault occurs at the converter DC link or motor), however, an operational voltage with respect to ground that is 1.73 to 2.0 times higher than in the TN system develops in the IT system. Under these conditions, therefore, the drive system will no longer have any large reserves with respect to insulation. For this reason, transient overvoltages injected into the system from an external source (e.g. due to switching operations in the medium-voltage power supply or by lightning strikes) are deemed to be more critical in this situation than during normal operation. A risk of transient overvoltages to ground which can cause equipment damage is especially high in complex installations with large numbers of converters.

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For this reason, the installation of surge arresters to ground in IT networks is recommended. A single-phase surge arrester must be connected between each phase and ground and located where possible directly in the main distribution board downcircuit of the infeed transformer, or at the input of the converter system. Suitable surge arresters are available from suppliers such as Dehn. As a result of the increased voltage stresses caused by ground faults (see above), the rated voltages of the surge arresters must not be lower than the values specified in the table below so as to prevent them to come into effect when the drive is operating normally.

Line supply voltage	Minimum rated voltage of the surge arrester, single-phase	Suitable type / supplied by Dehn
380 V – 480 V 3AC	600 V	DEHNguard DG S 600 FM
500 V – 600 V 3AC	1000 V	DEHNguard DG 1000 FM
660 V – 690 V 3AC	1000 V	DEHNguard DG 1000 FM

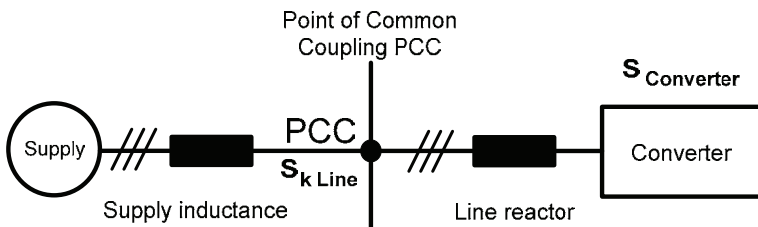
### Recommended rated voltages for surge arresters to ground in IT systems

If the rated voltages of the surge arresters are too low, the arresters can sustain damage as a result of periodic coming into effect in normal operation or in operation with ground fault, or they may cause EMC-related problems in the system such as malfunctions in installed insulation monitors.

### 1.2.6 Connection of converters to supply systems with different short-circuit powers

#### Definition of relative short-circuit power RSC

The relative short-circuit power RSC (Relative Short-Circuit power) at the point of common coupling (Point of Common Coupling) is defined as the ratio between the short-circuit power  $S_{K \text{ line}}$  at the PCC and the apparent power  $S_{\text{Converter}}$  of the connected converter(s).



#### Supply systems with high relative short-circuit power $RSC > 50$ (strong systems)

Relative short-circuit powers of  $RSC > 50$  always require the installation of line reactors for 6-pulse rectifier circuits (G130, G150, S120 Basic Line Modules and S120 Smart Line Modules). These limit the line-side current harmonics and protect the converter (rectifier and DC link capacitors) against thermal overloading. No special conditions apply in the case of 6-pulse rectifier circuits with Line Harmonics Filters (LHF and LHF compact) or Active Infeeds (S150, S120 Active Line Modules).

#### Supply systems with medium relative short-circuit power $15 \leq RSC \leq 50$

Supply systems with medium-level, relative short-circuit power in the  $15 \leq RSC \leq 50$  range do not generally necessitate any special measures. Depending on the converter output power rating, it might be necessary to install line reactors where 6-pulse rectifier circuits are used. No special conditions apply in the case of 6-pulse rectifier circuits with Line Harmonics Filters (LHF and LHF compact) or Active Infeeds (S150, S120 Active Line Modules).

#### Supply systems with low relative short-circuit power $RSC < 15$ (weak systems)

If SINAMICS converters are connected to supply systems with a low, relative short circuit power  $RSC < 15$ , it must be noted that not only the supply system perturbation, i.e. the voltage harmonics in the line voltage, is increasing but also other undesirable side-effects may occur. For this reason, the minimum permissible value of the relative short-circuit power for SINAMICS units is about  $RSC = 10$ .

If the RSC value drops to below 10 with a 6-pulse rectifier circuit, the voltage harmonics can reach critical levels. The permissible harmonic limits specified in the standards are exceeded and reliable operation of the converter and other equipment connected at the PCC can no longer be guaranteed. For additional information, please refer to "Standards and permissible harmonics" in the section "Harmonic effects on supply system".



If the RSC value drops to below 10 on 6-pulse rectifier circuits with Line Harmonics Filters, the detuning of the Line Harmonics Filter caused by the high impedance of the supply system will lead to a considerable increase of the fundamental wave of the line voltage. This can reach values beyond the permissible line voltage tolerance of the converters, which means that they cannot operate properly under supply conditions of this type.

Restrictions also apply in the case of Active Infeeds. With RSC values of  $< 15$ , the dynamic control response is impaired and the voltage harmonics at pulse frequency in the line voltage start to rise. With RSC values of  $< 10$ , there is the same risk as with 6-pulse rectifier circuits that the converter and other equipment connected at the PCC will no longer operate reliably. Normal operation becomes virtually impossible with RSC values of  $< 5$ .

Relative short-circuit power values of  $RSC < 10$  can be encountered, for example, when converters are supplied by transformers of the correct power rating that have high relative short-circuit voltages of  $v_k > 10\%$ . RSC values of  $< 10$  are generally also encountered when converters are operated on separate supply systems which are supplied by diesel-electric generators of the correct power rating. In such cases, the power supply conditions must be analyzed precisely. It is often necessary to consider overdimensioning the transformers or generators in order to reduce voltage harmonics. When Infeeds with regenerative capability (Smart Infeeds or Active Infeeds) are supplied by diesel-electric generators, the appropriate parameters should be set to prevent the system from operating in regenerative mode.

An extremely weak network would be, for example, a very low-output laboratory or test bay supply on which a high-powered, variable-speed drive needs to be tested. If the drive were operated only under no-load conditions, there could be no objection to this type of constellation. Very little active power is required under no load and the supply system would not be overloaded in terms of power drawn. A basic prerequisite, however, is that the mains system can supply the precharging current to precharge the DC link. The magnitude of the precharging current depends on the unit type and is stated in the sections on specific unit types.

As long as the converter is designed as a 6-pulse rectifier without Line Harmonics Filter at the input side (SINAMICS G130, G150 and S120 Basic Line Modules), the harmonic effects on the supply are also limited by virtue of the low line currents, which means that this type of arrangement is perfectly suitable for test purposes. An exception among the 6-pulse rectifiers is the SINAMICS S120 Smart Line Module, because this draws a significant harmonic reactive current from the supply system, even under no-load conditions. For this reason, the regenerative direction should be disabled in the firmware of Smart Line Modules if they are employed for the test purposes described above.

Although 6-pulse drives with Line Harmonics Filters present no problems with respect to harmonics, there is still a risk, as described above, that the fundamental wave of the line voltage will significantly increase due to detuning of the filter, which means that the system can no longer function properly.

When high-powered drives with Active Infeeds need to be tested (SINAMICS S150 or drives with S120 Active Line Modules), an arrangement of this type is critical with respect to harmonics. The harmonics at the line side, which are normally kept very low by the Clean Power Filter, can cause such distortions in the line voltage with RSC values of  $< 5$ , even at no load, due to the high impedance of the weak network that the closed-loop control of the Active Infeed starts to malfunction. In such cases, the system cannot operate properly, even if the Active Infeed closed-loop control has been optimally parameterized.

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### 1.2.7 Supply voltage variations and supply voltage dips

#### General

The voltage of the power supply systems is usually not constant but rather susceptible to noticeable changes, as a result of load variations, switching operations and individual occurrences, such as short circuits. The connected SINAMICS units are inevitably affected by these changes and show different reactions to them, depending on the magnitude and duration as well as on the operating conditions of the drive. These reactions range from entirely unaffected operation over operation with certain restrictions to the complete drive shut-down.

The following paragraphs deal with the most important types of supply voltage changes, their causes, magnitude and duration. Afterwards the behaviour of SINAMICS units during supply voltage variations and supply voltage dips will be explained.

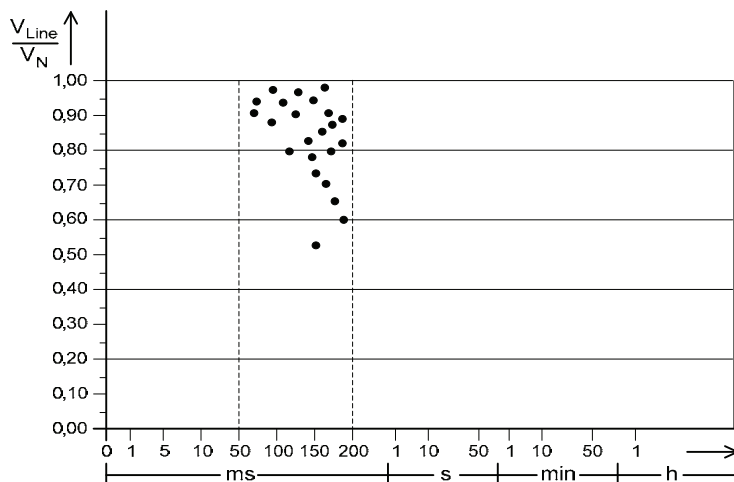
**Supply voltage variations** are relatively slow, long-term increases or decreases of the RMS value (root mean square value) of the supply voltage, which usually occur as a result of load variations in the power supply system, the switching of the transformer tap changers and other operational adjustments in the power supply system. According to EN 61000-2-4, it is possible, in European interconnected supply systems, to assume the following typical variations in the nominal supply voltage  $V_N$ :

- $0.90 \cdot V_N \leq V_{Line} \leq 1.1 \cdot V_N$  (continuously)
- $0.85 \cdot V_N \leq V_{Line} \leq 0.9 \cdot V_N$  (short-term, i.e. < 1 min)

**Supply voltage dips** are characterized by a sudden decrease in the supply voltage, followed by a restoration shortly afterward. Supply voltage dips are usually associated with the emergence and disappearance of short-circuits or other very large current increases in the supply (e.g. the starting of relatively large motors directly at the supply with correspondingly high starting currents). Supply voltage dips vary quite a lot with regard to their depth and duration. The depth of a supply voltage dip depends on the location of the short circuit and the current increase. If this occurs close to the unit's connection point, the dip will be large, if it occurs far away from the connection point, it will be small. The duration of the dip depends, when short circuits occur in the supply system, how quickly the protection device, such as fuses or circuit breakers, respond and clear the short circuit. In European interconnected supply systems, it is possible, according to EN 50160, to assume the following approximate values for supply voltage dips:

$$0.01 \cdot V_N \leq V_{Line} \leq V_N \text{ (very short-term, i.e. 10 ms to approx. 1 s)}$$

The following diagram shows supply voltage dips in a typical, European interconnected supply system over a time period of two months. The supply voltage dips are in the range of  $0.5 \cdot V_N \leq V_{Line} \leq V_N$  with a duration of between 50 ms and 200 ms, whereby very large dips occur very seldom.



**Supply voltage dips in a typical European interconnected supply system**

Outside Europe, larger and longer supply voltage dips can occur more frequently, particularly in states with fewer closely connected power supply systems, such as those in the USA, Russia, China or Australia. Here supply voltage dips which last a second or longer must be expected.

### 1.2.8 Behaviour of SINAMICS converters during supply voltage variations and dips

#### Supply voltage ranges

SINAMICS units are dimensioned for relatively wide supply voltage ranges, whereby each range covers several of the worldwide nominal supply voltages  $V_N$ .

The converter Chassis units SINAMICS G130 and the converter cabinet units SINAMICS G150 are available in three supply voltage ranges. The components of the modular system SINAMICS S120 (Chassis and Cabinet Modules) as well as converter cabinet units SINAMICS S150 are available in two supply voltage ranges. The supply voltage range of the units has to be selected so that the on-site nominal supply voltage  $V_N$  is within the permissible supply voltage range.

SINAMICS unit	Permissible nominal supply voltage range $V_N$	
<b>SINAMICS G:</b> <b>G130 / G150</b>	$380 \text{ V} \leq V_N \leq 480 \text{ V}$	3AC
	$500 \text{ V} \leq V_N \leq 600 \text{ V}$	3AC
	$660 \text{ V} \leq V_N \leq 690 \text{ V}$	3AC
<b>SINAMICS S:</b> <b>S120 (Chassis and Cabinet Modules) and S150</b>	$380 \text{ V} \leq V_N \leq 480 \text{ V}$	3AC
	$500 \text{ V} \leq V_N \leq 690 \text{ V}$	3AC

#### Supply voltage ranges for SINAMICS G130, G150, S120 (Chassis and Cabinet Modules) and S150

During commissioning, the units must be set up to the on-site available nominal supply voltage  $V_N$ :

- Hardware set-up: Adaptation of the line-side transformer tap for the internal supply of auxiliaries with 230 V and adaptation of the line-side transformer tap for the supply of the fans with 230 V.
- Firmware set-up: Adaptation of parameter P0210 / Supply voltage

These settings are absolutely essential, in order that the units behave optimally during supply voltage variations. On the one hand, they ensure that the units are as insusceptible as possible to supply voltage variations and that unnecessary fault trips are avoided. On the other hand, they also ensure that the units react to unacceptably large supply voltage changes with prompt fault trips, thus avoiding any damage being incurred to the units.

The hardware settings also guarantee a sufficient level for the 230 V produced by the transformers for the auxiliaries and the fans at lower supply voltage and prevent the overloading of the 230 V auxiliaries when the supply voltage is increased.

The firmware settings ensure an optimal adaptation of the under and over-voltage trip levels of the DC link voltage.

For all further considerations, it is assumed that the units are set-up correctly in terms of hardware and firmware, according to the on-site available nominal supply voltage  $V_N$ .

#### Continuously permissible supply voltage variations

Continuous operation of SINAMICS units is permissible in the following range of the nominal supply voltage:

$$0.9 \cdot V_N \leq V_{\text{Line}} \leq 1.1 \cdot V_N$$

In this supply voltage range, all the auxiliaries supplied with 230 V by the internal transformer operate within their permissible limits and also the fans supplied with 230 V by an internal transformer are able to fully provide the cooling air flow required by the power components within the limits of the permissible frequency tolerances. The DC link voltage has a wide safety margin to the under and over-voltage trip level regardless of whether a regulated rectifier (Active Infeed) or unregulated rectifier (Basic Infeed or Smart Infeed) is used.

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At higher supply voltage of  $V_N \leq V_{Line} \leq 1.1 \cdot V_N$  no restrictions in the operational behaviour of the drive need to be taken into consideration.

At lower supply voltage of  $0.9 \cdot V_N \leq V_{Line} \leq V_N$  it must be taken into consideration that the drive power decreases in proportion to the supply voltage. If a power reduction cannot be tolerated, converter and motor must have current reserves, in order to compensate for the lower supply voltage with an increased current input. This may make the over-dimensioning of the drive necessary.

### Short-term permissible supply voltage variations (< 1 min)

Short-term operation (i.e. up to 1 min) of SINAMICS units is permissible within the following range of the nominal supply voltage:

$$0.85 \cdot V_N \leq V_{Line} \leq 0.9 \cdot V_N$$

In this range all the auxiliaries supplied with 230 V by the internal transformer still operate within their permissible limits, but the fans also supplied with 230 V by an internal transformer can no longer, within the range of permissible frequency tolerances, fully provide the cooling air flow required by the power components. As a result of this reduced cooling capacity, operation must be limited to a time period of < 1 min. The DC link voltage still has a wide safety margin to the under and over-voltage trip level regardless of whether a regulated rectifier (Active Infeed) or unregulated rectifier (Basic Infeed or Smart Infeed) is used.

In this short-term, permissible supply voltage range, it must also be taken into consideration that the drive power decreases in proportion to the supply voltage. If a power reduction cannot be tolerated, the converter and motor must have current reserves in order to compensate for the reduced supply voltage with a higher current input. This may mean that the drive has to be over-dimensioned.

### Permissible supply voltage dips

On the following pages, dips which do not cause fault tripping of the drive will be termed permissible supply voltage dips. So that no fault trip occurs, two conditions must be fulfilled:

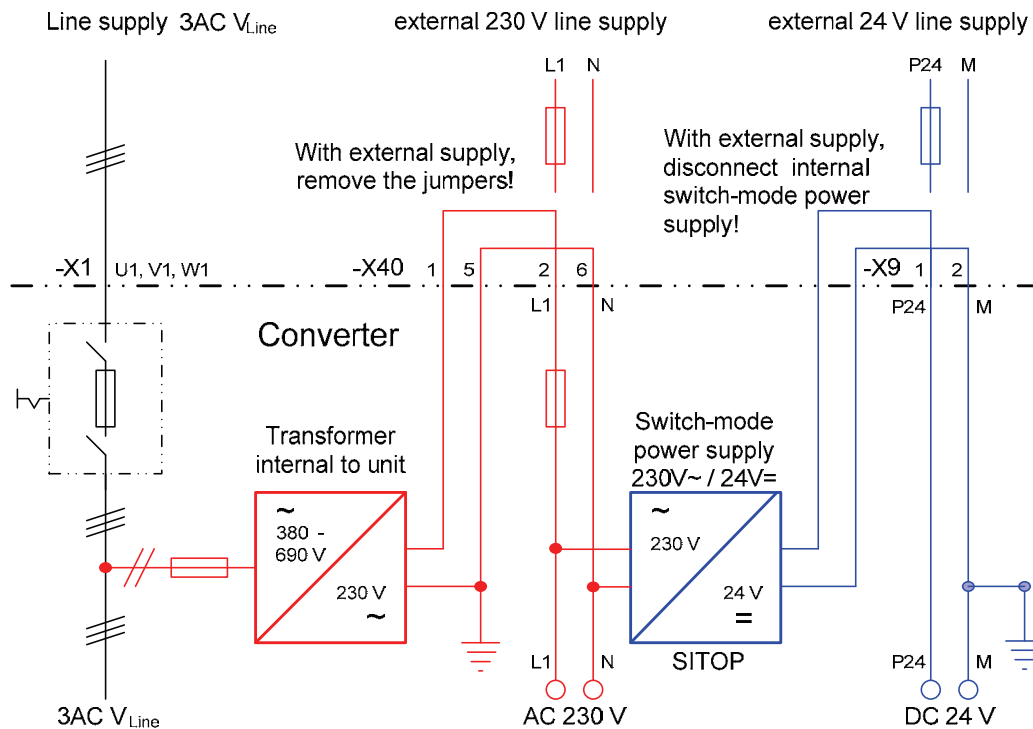
- All auxiliaries in the converter, which are supplied with 230 V – with the exception of the fans – and also the electronics supplied with 24 V DC, must remain in operation, and
- The DC link voltage must not reach the under-voltage trip level.

Whether these conditions can be fulfilled during supply voltage dips depends on a lot of factors. These factors are:

- The supply of auxiliaries with 230 V and the supply of the electronics with 24 V DC (directly from the power supply, via the internal transformer or from a secure, external supply e.g. an uninterruptible power supply)
- The type of the SINAMICS Infeed (regulated or unregulated)
- The load condition of the drive (full load, partial load or no-load)
- The depth of the supply voltage dip
- The duration of the supply voltage dip

**The supply for the auxiliaries with 230 V AC and for the electronics with 24 V DC** is produced in the cabinet units SINAMICS G150, S120 Cabinet Modules and S150 as a standard via built-in transformers internal to the units, which are supplied directly by the power supply voltage. Consequently, the supply voltage dips have an effect directly on the auxiliaries supplied with 230 V. If the supply voltage dips too much and over a too long time period, the auxiliaries (including the internal switch-mode power supply for the 24 V supply for the electronics) will fail. This leads to a fault trip.

If the voltage of the auxiliaries (230 V) and the electronics (24 V) should remain in operation even during large and long supply voltage dips, the voltage of 230 V must be supplied from a secure, external supply, such as an uninterruptible power supply (UPS). For that two jumpers must be removed inside the cabinet unit and the external 230 V supply must be connected as shown in the following diagram with the example of a G150 cabinet unit. Also the voltage of 24 V can be supplied from a secure, external supply by disconnecting the internal switch-mode power supply and replacing it by a secure, external supply.



**Supply of the auxiliaries with 230 V AC and of the electronics with 24 V. Example with a SINAMICS G150 cabinet unit.**

The type of the SINAMICS Infeed (rectifier) determines the relationship between the supply voltage and the DC link voltage. Further information on this can be found in the section “SINAMICS Infeeds (rectifiers) and their properties”.

The line-commutated, unregulated Infeeds SINAMICS Basic Infeed and SINAMICS Smart Infeed generate a DC link voltage, which is at stationary operation in proportion to the supply voltage. If the supply voltage dips, the energy flow from the supply to the DC link is interrupted until the DC link voltage has, as a result of the load current, fallen to a voltage level which corresponds to the supply voltage which has dipped. If this voltage level is below the under-voltage trip level of the DC link, the energy flow from the supply to the DC link is completely interrupted. In this case the drive can only use the electrical energy stored in the DC link capacitors and can only continue to operate until the DC link voltage has dropped to the value of the under-voltage trip level by means of the load current on the motor side. This time span is in the range of a few milliseconds and depends on the load conditions of the drive. It decreases as the load increases so that at full load, only small supply voltage dips of a few milliseconds can be overcome without fault tripping.

The self-commutated, regulated Infeed, SINAMICS Active Infeed, operates as a step-up converter and can regulate the DC link voltage, almost independently of the supply voltage, to a constant value. As a result, the energy flow from the supply to the DC link can also be maintained during serious supply voltage dips. As long as the reduced power, as a result of the lower supply voltage, can be compensated for by a higher input current, the drive is able to overcome large and long supply voltage dips, without a fault trip.

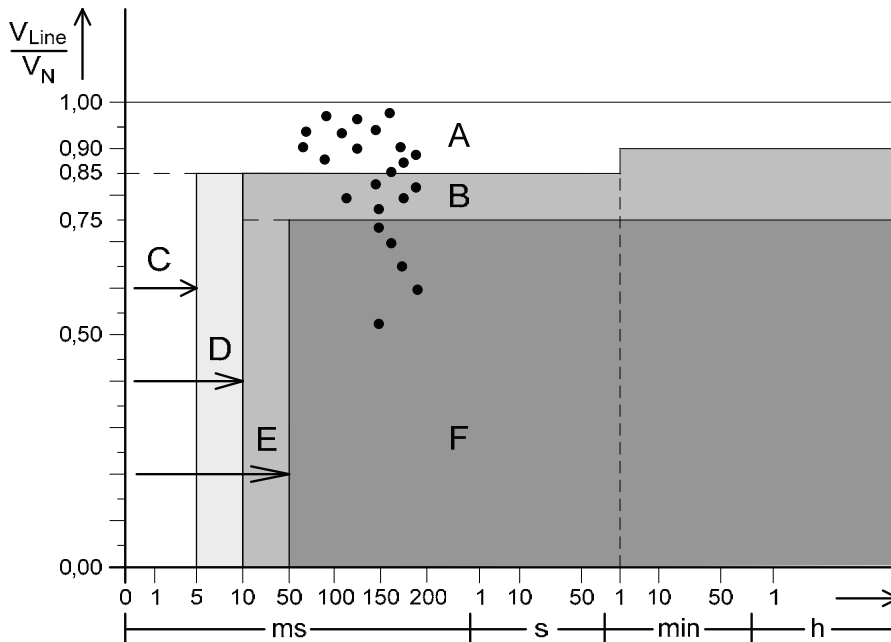
The following pages will deal with the behaviour of the unregulated and regulated SINAMICS Infeeds in view of the above-mentioned considerations.

### Permissible supply voltage dips with the unregulated SINAMICS Infeeds, Basic Infeed and Smart Infeed

In order to explain the behaviour of SINAMICS drives with line-commutated, unregulated Infeeds, all theoretically possible supply voltage dips with regard to magnitude and duration are divided into six different ranges, named A to F. In the following diagram, these ranges are shown for unregulated SINAMICS Infeeds, whereby each range corresponds to different boundary conditions and, therefore, to a different behaviour of the drive.

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Division of all supply voltage dips according to magnitude and duration in the ranges A - F for the description of the behaviour of SINAMICS drives with unregulated Infeeds

### Range A

Range A comprises supply voltage dips, the magnitude of which is in the long and short-term ranges of permissible supply voltage variations.

Dips in range A are, therefore, permissible, with the restriction that the DC link voltage and the drive power decrease in proportion to the magnitude of the supply voltage dips.

### Range B

Range B comprises supply voltage dips, the magnitude of which reaches values of  $V_{Line}/V_N \approx 0.75$ . The DC link voltage which is in proportion to the supply voltage is still over the under-voltage trip level in the DC link but the auxiliaries which are supplied with 230 V by the internal transformer do not function any more after a few milliseconds.

Dips in range B are, therefore, only permissible when the supply of the auxiliaries with 230 V is done via a secure, external source. It must also be taken into consideration that the DC link voltage and the drive power decrease in proportion to the magnitude of the supply voltage dip.

### Range C

Range C comprises very short supply voltage dips of any magnitude, the duration of which is up to 5 ms. During this time, the current required by the load is delivered entirely by the DC link capacitors, thus causing the DC link voltage to decrease. As a result of the extremely short duration of the dip, the DC link voltage still does not reach the under-voltage trip level, even at 100 % load. The auxiliaries supplied with 230 V also remain in operation.

Dips in range C are, therefore, as a result of the extremely short duration, permissible without restrictions.

### Range D

Range D comprises very short supply voltage dips of any magnitude, the duration of which is up to 10 ms. During this time, the current required by the load is delivered entirely by the DC link capacitors, thus causing the DC link voltage to decrease. The DC link voltage then only does not reach the under-voltage trip level, if the DC link is discharged more slowly than in range C. Therefore, the drive can be operated with a maximum load of approx. 50 %. Due to the still relatively short duration, it can be assumed that the auxiliaries which are supplied with 230 V will remain in operation.

Dips in range D are, therefore, as a result of the very short duration, permissible, as long as the drive is operating at partial load with a maximum of 50 %.

### Range E

Range E comprises short supply voltage dips of any magnitude, the duration of which is up to 50 ms. During this time, the current required by the load is delivered entirely by the DC link capacitors, whereby the DC link voltage decreases. The DC link voltage then only does not reach the under-voltage trip level, if the DC link is discharged more slowly than in range D. Therefore, the drive can only be operated with no load. The auxiliaries, which are supplied with 230 V directly from the supply via the internal transformer, do not remain in operation.

Dips in Range E are, therefore, only permissible if the auxiliaries are supplied from a secure, external supply and the drive is in no-load operation.

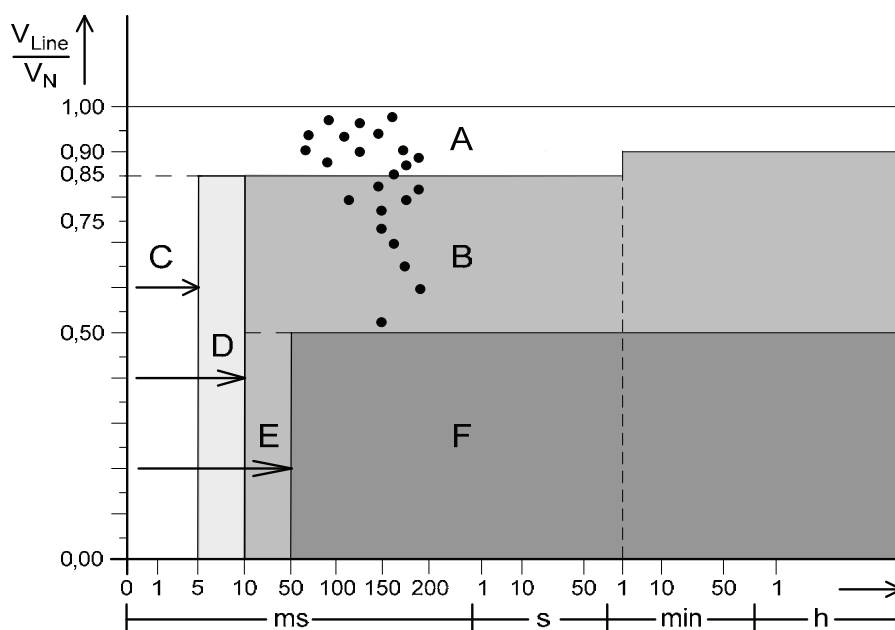
### Range F

Range F comprises supply voltage dips, the magnitude and duration of which is so large, that, independently of the load, a fault trip due to under-voltage in the DC link cannot be avoided.

Dips in range F are, therefore, not permissible.

### Permissible supply voltage dips with the regulated SINAMICS Active Infeed

In order to explain the behaviour of SINAMICS drives with self-commutated, regulated Infeeds, all theoretically possible supply voltage dips with regard to magnitude and duration are divided into six, different ranges, named A to F. In the following diagram, these ranges are shown for regulated SINAMICS Infeeds, whereby each range corresponds to different boundary conditions and, therefore, to a different behaviour of the drive.



### Division of all supply voltage dips according to magnitude and duration in the ranges A to F for the description of the behaviour of SINAMICS drives with regulated Infeeds

#### Range A

Range A comprises supply voltage dips, the magnitude of which is in the long and short-term ranges of permissible supply voltage variations.

Dips in range A are, therefore, permissible, with the restriction that the DC link voltage and the drive power decrease in proportion to the magnitude of the supply voltage dips.

#### Range B

Range B comprises supply voltage dips, the magnitude of which reaches values of  $V_{Line}/V_N \approx 0.5$ . As a result of the regulated operation, the DC link voltage can be maintained at its pre-set value, as long as the reduced supply voltage can be compensated for with an increased input current. The auxiliaries supplied with 230 V via the internal transformer, do not, however, remain in operation.

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Dips in range B are, therefore, only permissible when the supply of the auxiliaries with 230 V is done via a secure, external source. It must also be taken into consideration that the DC link voltage and the drive power decrease in proportion to the magnitude of the supply voltage dip.

### Range C

Range C comprises very short supply voltage dips of any magnitude, the duration of which is up to 5 ms. During this time, the current required by the load is mainly delivered by the DC link capacitors, thus causing the DC link voltage to decrease. Due to the extremely short duration, the DC link voltage does not reach the under-voltage trip level, even at 100 % load. The auxiliaries supplied with 230 V also remain in operation.

Dips in range C are, therefore, as a result of the extremely short duration, permissible without restrictions.

### Range D

Range D comprises very short supply voltage dips of any magnitude, the duration of which is up to 10 ms. During this time, the current required by the load is mainly delivered by the DC link capacitors, thus causing the DC link voltage to decrease. The DC link voltage then only does not reach the under-voltage trip level, if the DC link is discharged more slowly than in range C. Therefore, the drive can be operated with a maximum load of 50 %. Due to the relatively short duration, it can be assumed that the auxiliaries supplied with 230 V will remain in operation.

Dips in range D are, therefore, as a result of the very short duration, permissible, as long as the drive is operating at partial load with a maximum of 50 % load.

### Range E

Range E comprises short supply voltage dips of any magnitude, the duration of which is up to 50 ms. During this time, the current required by the load is mainly delivered by the DC link capacitors, whereby the DC link voltage decreases. The DC link voltage then only does not reach the under-voltage trip level, if the DC link is discharged more slowly than in range D. Therefore, the drive can only be operated with no load. The auxiliaries, which are supplied with 230 V directly from the supply via the internal transformer, do not remain in operation.

Dips in Range E are, therefore, only permissible if the auxiliaries are supplied from a secure, external supply and the drive is in no-load operation.

### Range F

Range F comprises supply voltage dips, the magnitude and duration of which is so large, that, independently of the load, a fault trip due to under-voltage in the DC link cannot be avoided.

Dips in range F are, therefore, not permissible.

## Summary of the drive behaviour during supply voltage dips

If one considers the behaviour of the unregulated and regulated SINAMICS Infeeds and also reflects upon the typical distribution of supply voltage dips as shown in the diagram in the section "Supply voltage variations and supply voltage dips", the following conclusions can be drawn.

Extremely large dips as those in the ranges C to E, during which the supply voltage dips to almost zero and the energy flow from the supply to the DC link is essentially interrupted, can only be tolerated, independently from the kind of Infeed, for a time period of approximately 5 ms to a maximum of 50 ms, depending on the load condition, because the energy stored in the DC link capacitors is very low. However, dips of such magnitude and duration very rarely occur in practice.

Longer dips of more than 50 ms can only be tolerated if the energy flow from the supply to the DC link is maintained.

With the line-commutated, unregulated Infeeds, Basic Infeed and Smart Infeed, this is only the case if the supply voltage dips not lower than on values of approx. 75 % of the nominal supply voltage  $V_N$  (ranges A and B). Without an external auxiliary supply, 50 % of all typical supply voltage dips can be dealt with (range A), with an external auxiliary supply, this increases to 70 % (ranges A and B).

With the self-commutated, regulated Infeed, SINAMICS Active Infeed, the energy flow from the supply to the DC link is maintained even if the supply voltage dips to around 50 % of the nominal supply voltage (ranges A and B). Without an external auxiliary supply, 50 % of all typical supply voltage dips can be dealt with as in the case with unregulated Infeeds (range A). With an external auxiliary supply, however, this increases to almost 100 % (ranges A and B). Thus the regulated SINAMICS Active Infeed offers clear advantages in comparison with the unregulated Basic and Smart Infeed for supplies which often experience relatively large voltage dips.



### Measures for the reduction of the effects of large and long supply voltage dips

#### Kinetic Buffering

Longer supply voltage dips of more than 50 ms and larger than 50 % of the nominal supply voltage  $V_N$  corresponding to range F can, due to the more or less interrupted energy flow from the supply to the DC link, be bridged without a fault trip only if the motor can provide energy to buffer the DC link. This is the case at drives with sufficiently large rotating masses. In such cases, the kinetic buffering function can be used. This function is included as a standard in the firmware of SINAMICS converters and inverters and can be activated by parametrization when required. During a supply voltage dip, the kinetic buffering function takes energy from the rotating masses for the buffering of the DC link and thus prevents a fault trip. After the supply voltage dip the rotating masses are accelerated again. This procedure can be used if sufficiently large rotating masses are available in order to buffer the supply voltage dip for a long enough time period and if the driven process can tolerate a reversal in the direction of energy flow during the supply voltage dip. With sufficiently large rotating masses, very large supply voltage dips and even supply voltage failures which last for several seconds can be bridged without a fault trip of the drive.

#### Automatic Re-Start in combination with Flying-Restart

At large and very long supply voltage dips in the range F, or at longer supply voltage failures, a fault trip is unavoidable. This trip can be accepted in many applications, as long as the drive is able to re-start again by its own after the voltage dip or voltage failure and as long as the drive is able to accelerate again to the original operating condition. For this, the automatic re-start function can be used. If a re-start after a supply voltage dip is expected with a rotating motor, the automatic re-start function must be combined with the flying re-start function. The flying re-start function recognizes direction and speed of the rotating motor even without speed encoder at the motor and starts the acceleration process beginning from the actual speed. The automatic re-start function and flying re-start function are included as a standard in the firmware of SINAMICS converters and inverters and can be activated by parametrization when required.

### 1.2.9 Permissible harmonics on the supply voltage

SINAMICS converters and the corresponding line-side system components (line reactors, Line Harmonics Filter and line filters) are designed for being connected to supplies with a continuous level of voltage harmonics, according to EN 61000-2-4, Class 3. In the short-term (< 15 s within a time period of 2.5 min) a level of 1.5 times the continuous level is permissible.

Harmonic Number h	Class 1 $V_h$ %	Class 2 $V_h$ %	Class 3 $V_h$ %
5	3	6	8
7	3	5	7
11	3	3,5	5
13	3	3	4,5
17	2	2	4
$17 < h \leq 49$	$2.27 \times (17/h) - 0.27$	$2.27 \times (17/h) - 0.27$	$4.5 \times (17/h) - 0.5$

**Compatibility level for harmonics, according to EN 61000-2-4**  
– harmonic contents of the voltage V, odd harmonics, no multiples of 3

	Class 1	Class 2	Class 3
<b>Total Harmonic Distortion factor THD(V)</b>	5 %	8 %	10 %

**Compatibility levels for the Total Harmonic Distortion factor of the Voltage (THD)(V) according to EN 61000-2-4**

That means that no voltage harmonics higher than those given in the table under Class 3 may appear at the connection point for SINAMICS units. This includes harmonics produced by the units themselves. This must be guaranteed by means of correct engineering. If necessary, Line Harmonics Filters, 12-pulse solutions or Active Infeeds may be used to stay within the limits of Class 3.

Otherwise, components in the converter itself or the corresponding line-side components may be thermally overloaded or error functions may occur in the converter.

Further information can be found in the section "Harmonic effects on the supply system", under the subsection "Standards and permissible harmonics".

### 1.3 Transformers

This section describes the process for selecting and dimensioning mains transformers.

#### 1.3.1 Unit transformers

Unit transformers supply only a single converter and are specifically rated for its output power.

If a converter is supplied by a unit transformer, a line reactor does not generally need to be installed provided that the relative short-circuit voltage  $v_k$  of the transformer is  $\geq 4\%$ .

##### Exceptions:

- With S120 Smart Infeeds, a line reactor must be installed unless the relative short-circuit voltage of the transformer is  $v_k \geq 8\%$ .
- In the case of converters with rectifiers connected in parallel, line reactors are required to provide balanced current distribution in 6-pulse operation (SINAMICS G150 with 2 parallel-connected power units or S120 Basic Infeeds or S120 Smart Infeeds with parallel-connected power units).

#### General information about calculating the required apparent power of a unit transformer

The required apparent power  $S$  of the transformer is calculated according to the power of the drive which is supplied by the transformer.

The line-side active power  $P$  of the drive and the associated line-side active current  $I_{1 \text{ act}}$  are calculated on the basis of the mechanical shaft power of the motor plus the power losses of the motor and converter.

It has also to be taken in account that a smaller, line-side fundamental reactive current  $I_{1 \text{ react}}$  occurs in addition to the line-side active current  $I_{1 \text{ act}}$  with line-commutated Infeeds (Basic Infeed and Smart Infeed). This results in a phase displacement  $\varphi_1$  between the line voltage, which is presumed to be purely sinusoidal (phase voltage  $V_0 = V_{\text{Line}}/\sqrt{3}$ ) and the line-side fundamental current  $I_1$ .

Another important consideration is that additional harmonic currents  $I_h$  are superimposed on the line-side fundamental current  $I_1$  of the drive. These increase the rms value of the line current and cause stray losses in the transformer. The spectral composition and amplitudes of the individual harmonic currents  $I_h$  essentially depend on the type of SINAMICS Infeed used and on the line-side impedance. For further information about the harmonic currents of different SINAMICS Infeeds, please refer to sections "Harmonic effects on the supply system" and "SINAMICS Infeeds and their properties".

The line-side apparent power  $S$  of the drive thus comprises three components according to the relation

$$S = \sqrt{P^2 + Q_1^2 + D^2} .$$

Key to equation:

- $S$  ..... Apparent power (total apparent power)
- $P$  ..... Active power: This is calculated from the active component of the fundamental current ( $I_{1 \text{ act}} = I_1 \cdot \cos\varphi_1$ ) to be  $P = 3 \cdot V_0 \cdot I_1 \cdot \cos\varphi_1$ . It comprises the mechanical shaft power of the motor plus the power losses of the motor and converter.
- $Q_1$  ..... Reactive power: This is calculated from the reactive component of the fundamental current ( $I_{1 \text{ react}} = I_1 \cdot \sin\varphi_1$ ) to be  $Q_1 = 3 \cdot V_0 \cdot I_1 \cdot \sin\varphi_1$ .
- $D$  ..... Distortion power: This is calculated from the harmonic currents according to the equation

$$D = 3 \cdot V_0 \cdot \sqrt{\sum_{h=2}^{h=\infty} I_h^2} .$$

The distortion power is also referred to as "harmonic reactive power".

The relation between the active power  $P$  and the fundamental apparent power  $S_1$  is referred to as the "fundamental power factor  $\cos\varphi_1$ " and is defined as follows:

$$\cos\varphi_1 = \frac{P}{S_1} = \frac{P}{\sqrt{P^2 + Q_1^2}} = \frac{I_{1-act}}{\sqrt{I_{1-act}^2 + I_{1-react}^2}}$$

The fundamental power factor  $\cos\varphi_1$  of the different types of converters and Infeeds can be found in the SINAMICS catalogs and always refers to operation with rated data.

The relation between the active power  $P$  and the total apparent power  $S$  is referred to as the "total power factor  $\lambda$ " and is defined as follows:

$$\lambda = \frac{P}{S} = \frac{P}{\sqrt{P^2 + Q_1^2 + D^2}} = \frac{I_{1-act}}{\sqrt{I_{1-act}^2 + I_{1-react}^2 + \sum_{h=2}^{\infty} I_h^2}}$$

The total power factor  $\lambda$  of the different types of converters and Infeeds can be found in the SINAMICS catalogs and always refers to operation with rated data.

Since the total power factor  $\lambda$  takes account of the distortion power  $D$  caused by harmonic currents as well as the reactive power  $Q_1$ , it is always lower for line currents with harmonic content than the fundamental power factor  $\cos\varphi_1$  which includes only the reactive power  $Q_1$ . The higher the harmonic content of the line current, the greater the decrease in  $\lambda$  in proportion to  $\cos\varphi_1$ . With the value range specified for  $\lambda$  in the catalogs, the lower value refers to strong power supply networks with low impedance resulting in higher harmonic currents, and the upper value to weak power supply networks with a high impedance resulting lower harmonic currents.

### Method of calculating the required apparent power $S$ of a unit transformer

The required apparent power  $S$  of the transformer can be practically calculated using the formula below:

$$S \geq k \cdot \frac{P_W}{\lambda \cdot \eta_{\text{Converter}} \cdot \eta_{\text{Motor}}}$$

Key to formula:

- $P_W$  Shaft power of the motor or output power of the matched converter
- $\eta_{\text{Motor}}$  Motor efficiency
- $\eta_{\text{Converter}}$  Converter efficiency
- $\lambda$  Line-side total power factor
- $k$  Factor which allows for the effects of transformer stray losses as a result of line-side harmonic currents

For output power of > approx. 50 kW, i.e. the lowest converter rating for which unit transformers are used, the following values are accurate approximations:

- $\eta_{\text{Motor}} = 0.93 \dots 0.97$   $\eta \approx 0.93$  for motor output of 50 kW rising to  $\eta \approx 0.97$  for motor output of 1MW
- $\eta_{\text{Converter}} \approx 0.98$  For G130, G150 converters and converters with S120 Basic Infeeds or S120 Smart Infeeds
- $\eta_{\text{Converter}} \approx 0.96$  For S150 converters and converters with S120 Active Infeeds
- $\lambda \approx 0.95$  For G130, G150 converters and S120 Basic Infeeds and S120 Smart Infeeds
- $\lambda = 1$  or  $\lambda = \cos\varphi_{AI}$  For S150 converters and units with Active Infeed:  
 $\lambda = 1$ , if  $\cos\varphi_{AI} = 1$  is parameterized with an Active Infeed (factory setting),  
 $\lambda = \cos\varphi_{AI}$ , if  $\cos\varphi_{AI} \neq 1$  is parameterized with an Active Infeed
- $k = 1.20$  For systems with a standard distribution transformer and G130 without LHF, G150 without LHF, S120 Basic Infeeds and S120 Smart Infeeds
- $k = 1.15$  For systems with a standard distribution transformer and G130 or G150 with Line Harmonics Filters (LHF and LHF compact)
- $k = 1.10$  For systems with a standard distribution transformer and S150 and S120 Active Infeeds
- $k = 1$  When a converter transformer is used irrespective of the converter type

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On the basis of the formula specified on the previous page and assuming that  $\eta_{\text{Motor}} \approx 0.95$  is the typical mean value for the motor efficiency, the required rated apparent power  $S$  for the unit transformer is calculated as follows:

### When a standard distribution transformer is used

$S > 1.40 \cdot P_W$	For G130 converters without LHF, G150 without LHF and for converters with S120 Basic Infeeds and S120 Smart Infeeds
$S > 1.30 \cdot P_W$	For G130 or G150 converters with Line Harmonics Filters (LHF and LHF compact)
$S > 1.20 \cdot P_W / \cos \varphi_{AI}$	For S150 converters and S120 converters with Active Infeeds

### When a converter transformer is used

$S > 1.15 \cdot P_W$	For G130 converters with/without LHF, G150 with/without LHF and for converters with S120 Basic Infeeds and S120 Smart Infeeds
$S > 1.1 \cdot P_W / \cos \varphi_{AI}$	For S150 converters and S120 converters with Active Infeeds

The following output power ratings are standardized for unit transformers:

100 160 250 315 400 500 630 800 1000 1250 1600 2000 2500 [kVA]

The no-load ratio must be specified on the transformer order. The no-load voltage on the low-voltage side is generally 5 % higher than the voltage under full load. If, for example, a transformer for 10 kV in the primary circuit and 690 V in the secondary circuit is required, then it must be ordered for a no-load ratio of 10 kV / 725 V.

The purpose of taps is to allow adjustment of the ratio to the actual line voltage. With a standard transformer, the high-voltage winding has tap points equaling  $\pm 2.5\%$ . These HV-taps can be adjusted by means of reconnectable jumpers when the transformer is de-energized. Additional taps are available at extra cost on request.

### Circuits and vector groups

The high-voltage and low-voltage windings of three-phase transformers can be star- or delta-connected. These connection types are identified by the letters specified below (capital letters: high-voltage side, small letters: low-voltage side):

- Y, y for star-connected windings
- D, d for delta-connected windings

In the vector group code for each transformer, these letters are followed by a digit. This states (in units of 30 degrees) the phase angle  $\varphi$  by which the voltages on the high-voltage side lead those on the low-voltage side. For example:

$$\varphi = n \cdot 30^\circ \quad \text{where } n = 1, 2, 3, \dots, 11.$$

The vector groups of standard distribution transformers are normally Dy5 or Yy0 on which the neutrals are not brought out.

### 1.3.2 Transformer types

Oil-immersed transformers or dry-type transformers (GEAFOL) are suitable to feed drive converters.

The oil-immersed transformer is generally cheaper to buy. However, in most cases, the transformer needs to be installed outdoors. This transformer type can be installed indoors only if it can be directly accessed from outside. Precautions must be taken to protect against fire and groundwater pollution. Although the transformer should ideally be sited at the central power distribution point, this is often not possible.

The procurement costs for a GEAFOL transformer are higher. Due to its design, i.e. without fluid or combustible insulating agents, it can be installed indoors and thus at the central power distribution point. It is often the most cost-effective transformer type in installations with a relatively high energy density owing to its low losses and the fact that no groundwater protection measures need be taken.

Transformers must be selected with a view to achieving the optimum cost effective solution for the entire plant, i.e. to reduce investment and operating costs to a minimum. The following factors need to be considered:

- Procurement costs of transformers
- Required measures at installation site
- Operating costs incurred by losses, particularly in the distribution system

### 1.3.3 Features of standard transformers and converter transformers

**Converter transformers** are specially designed for use with converters. They are specially built to withstand the increased stresses associated with converter operation.

#### **Differences between converter transformers and standard distribution transformers**

- The windings of converter transformers are designed with increased insulation strength. This makes them capable of withstanding the extreme voltage surges which can occur during converter commutation.
- The laminated core and winding are specially constructed, e.g. with small radial conductor depth on GEAFOL transformers, so as to minimize stray losses caused by current harmonics.
- The transformers are mechanically designed to achieve low short-circuit forces on the one hand, and high short-circuit strength on the other. The high thermal capacity of the transformers means that they are easily capable of withstanding frequent surge loads up to 2.5 times rated output, such as those typical of main drives in rolling mill applications.
- A pulse imbalance in the converter (e.g. caused by an interrupted firing pulse to a thyristor in the rectifier under full power draw and the ensuing DC components in the line current) can cause damage to the core and laminated moldings on GEAFOL transformers as a result of overheating. Monitoring the temperature of the tie-rod inside the core is an effective method of eliminating this problem and does not damage the transformer.

It is evident from this description of the features of converter transformers that they are designed for relatively extreme operating conditions of a kind not generally encountered with SINAMICS drives. For standard applications where the transformer power is adjusted to suit the converter rated output, it is therefore permissible, even in the case of unit transformers, to use normal distribution transformers instead of converter transformers.

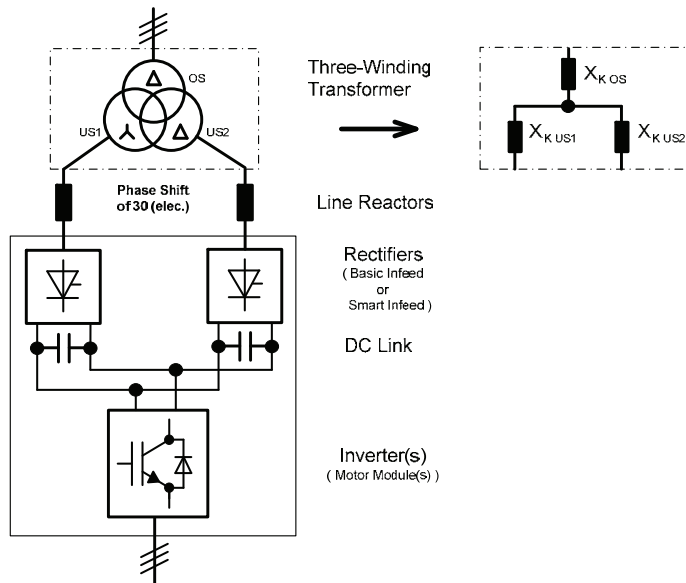
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### 1.3.4 Three-winding transformers

Minimization of harmonic effects on the supply system is a frequent requirement associated with the operation of high-power-output, variable-speed three-phase drive systems. This requirement can be met at relatively low cost through a 12-pulse supply Infeed, particularly in cases where a new transformer needs to be installed anyway. In such cases, a three-winding transformer must be selected. Three-winding transformers are basically designed as converter transformers.

The basic operating principle of the 12-pulse Infeed is explained in section "Harmonic currents of 12-pulse rectifier circuits". The following description therefore focuses solely on the requisite properties of three-winding transformers used in conjunction with 12-pulse Infeeds, or on the standards to be satisfied by these transformers where they are used to supply SINAMICS converters.



#### Principle of the 12-pulse supply

#### Requirements of three-winding transformers for 12-pulse operation with SINAMICS

To achieve an optimum 12-pulse effect, i.e. the most effective possible elimination of current harmonics of the orders  $h = 5, 7, 17, 19, 29, 31, \dots$  on the high-voltage side of the transformer, the three-winding transformer design must be as symmetrical as possible and suitable measures must also be taken to ensure that both of the low-voltage windings are evenly loaded by the two 6-pulse rectifiers. Furthermore, no additional loads may be connected to only one of the two low-voltage windings as this would hinder symmetrical loading of both windings.

Even current distribution is achieved by voltage drops (predominantly resistive) at:

- the secondary windings of the transformer
- the feeder cables between the transformer and rectifiers,
- the rectifier line reactors.

The requirements of the three-winding transformer, the feeder cable and the rectifier line reactors are therefore as follows:

- Three-winding transformer must be symmetrical, recommended vector groups Dy5d0 or Dy11d0.
- Relative short-circuit voltage of three-winding transformer  $v_k \geq 4\%$ .
- Difference between relative short-circuit voltages of secondary windings  $\Delta v_k \leq 5\%$ .
- Difference between no-load voltages of secondary windings  $\Delta V \leq 0.5\%$ .
- Identical feeder cables, i.e. same type, same cross-section and same length.
- Use of line (commutating) reactors to improve current symmetry if applicable.

Generally speaking, double-tier transformers are the only transformer type capable of fully satisfying the requirements specified above of three-winding transformers for 12-pulse operation with SINAMICS.

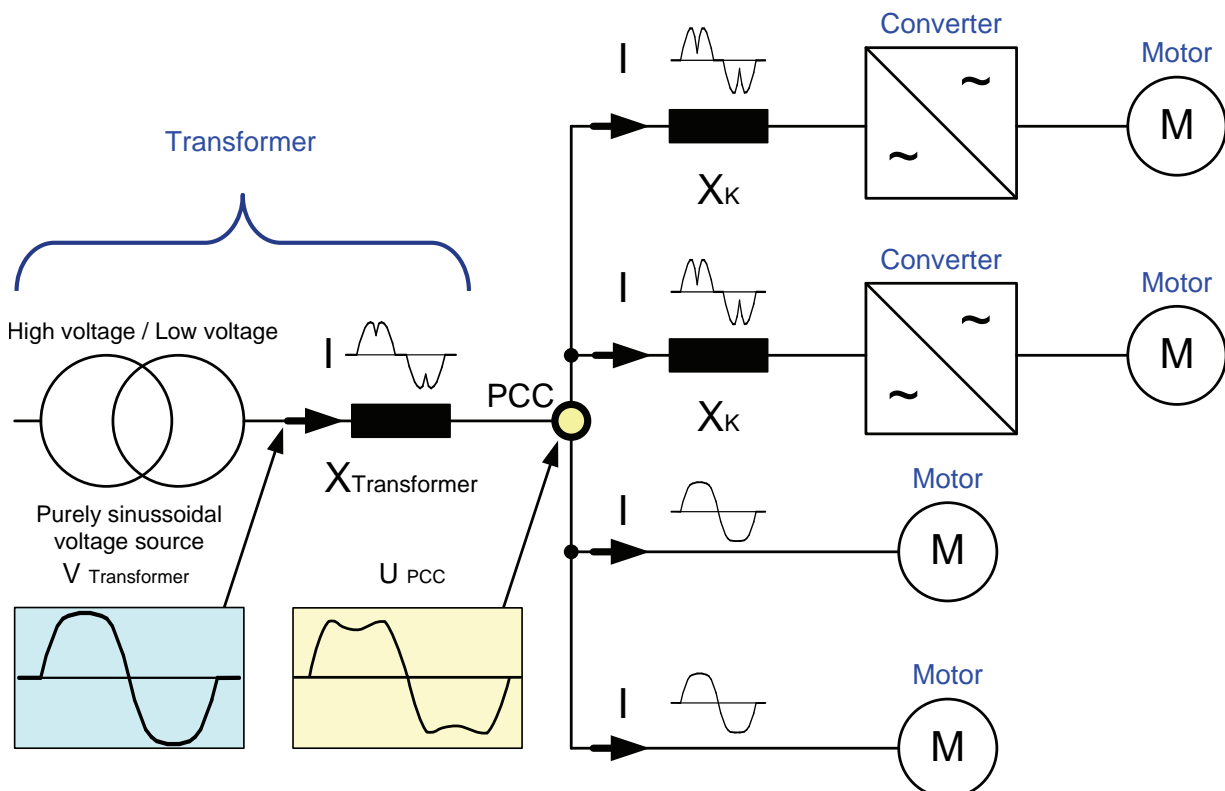
## 1.4 Harmonic effects on the supply system

### 1.4.1 General

The analysis presented in this section refers exclusively to low-frequency harmonic effects in the frequency range up to 9 kHz. It does not take into account high-frequency harmonic effects as they relate to EMC (Electromagnetic Compatibility) or radio frequency interference suppression. These high-frequency harmonic effects in the frequency range from 150 kHz to 30 MHz are dealt with in the section "Line filters".

If electrical loads with non-linear characteristics are connected to a supply system with a sinusoidal voltage source (generator, transformer), non-sinusoidal currents flow, which distort the voltage at the PCC (point of common coupling). This influence on the line voltage caused by connecting non-linear loads is referred to as "harmonic effects on the supply system" or "supply system perturbation".

The following diagram illustrates the correlation using the example of a low-voltage system which is supplied via a transformer representing a purely sinusoidal voltage source and the internal resistance  $X_{\text{Transformer}}$ . Loads with various characteristics are connected to the PCC. The motors have a linear current-voltage characteristic and when fed with purely sinusoidal voltage the currents drawn from the supply system are also purely sinusoidal. The converters have a non-linear current-voltage characteristic because of the non-linear components in the rectifier circuits (thyristors, diodes). Therefore the currents drawn from the supply system are non-sinusoidal in spite of the supply with purely sinusoidal voltage. These non-sinusoidal currents, which are produced by the converters with non-linear characteristic, cause non-sinusoidal voltage drops across the internal resistance of the transformer  $X_{\text{Transformer}}$  and therefore distort the voltage at the PCC.



Low-voltage system supplied via a transformer representing a purely sinusoidal voltage source

The non-sinusoidal quantities at the PCC (voltages and currents) can be divided into sinusoidal components, the fundamental frequency component and the harmonic components. The higher the harmonic components of a quantity are, the larger are the distortions of this quantity, i.e. the larger the deviations of this quantity from the sinusoidal fundamental frequency.

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A useful factor for the resulting distortion of a quantity is the total harmonic distortion factor THD. It is defined as the ratio between the rms value of the sum of all harmonic components and the rms value of the fundamental component.

$$THD[\%] = \sqrt{\sum_{h=2}^{h=\infty} \left( \frac{Q_h}{Q_1} \right)^2} * 100\%$$

Whereby:

- Q is the considered electrical quantity (voltage V or current I)
- h is the order of the harmonic (harmonic frequency referred to line frequency)
- Q<sub>h</sub> is the rms value of the harmonic component with harmonic number h
- Q<sub>1</sub> is the rms value of the fundamental component (harmonic number 1)

As the individual devices and loads in a power supply system, such as generators, transformers, compensation systems, converters, motors etc. are generally designed for operation on sinusoidal voltages they can be negatively influenced or, in exceptional cases, even be destroyed by harmonic components that are too high. Therefore the distortions of the voltages and currents by loads with non-linear characteristics must be limited.

For this purpose, limits are defined in the appropriate standards not only for the individual harmonics, but also for the total harmonic distortion THD. Some standards specify limits for the voltage only (e.g. EN 61000-2-2 and EN 61000-2-4), others for voltage and current (e.g. IEEE 519). These standards are discussed in more detail at the end of section "Harmonic effects on supply system".

Because of the constantly increasing use of variable-speed drives, the evaluation of harmonic effects on the supply is gaining in importance. The operators of supply systems as well as variable-speed drive users are demanding ever more data about the harmonic response of the drives so that they can already check in the planning and configuration phase whether the limits required by the standards are met.

This requires calculation of the harmonic load which results from the interaction between the connected loads on the one hand and the transformer including its supply system on the other. The following data are therefore required to calculate the harmonic currents and voltages exactly:

- Number of variable-speed drives on the supply system
- Shaft output at the operating point of the variable-speed drives
- Rectifier circuit type of the variable-speed drives (e.g.: 6-pulse, 6-pulse with Line Harmonics Filter, 12-pulse)
- Data of the line (commutating) reactors of the variable-speed drives (relative short-circuit voltage v<sub>k</sub>)
- Transformer data (rated power, relative short-circuit voltage v<sub>k</sub>, rated voltages on the high-voltage and low-voltage side)
- Data of the supply system which supplies the transformer (short-circuit power)

For most of the drives in the SINAMICS range, these calculations can be performed easily and exactly with the SIZER configuration tool.

### Note:

The calculated value for the total harmonic distortion of voltage THD(V) takes into account only the harmonics caused by the relevant drives. Harmonics caused by other unknown electrical drives which are also connected to the supply system or transformer in question are not included in the calculation. Consequently, the value calculated for THD(V) should not be regarded as absolute, but as the value by which the total harmonic distortion factor THD(V) at the PCC increases when the relevant drives are connected.

For many practical problems, an exact determination of all harmonic components of current and voltage is not required and often an approximation of the expected harmonic currents is sufficient. These calculations are easy to provide when the following generally valid relationships are clear:



- The harmonic currents (harmonic numbers which occur and their amplitudes) are mainly determined by the rectifier circuit type of the converter and are therefore device-specific. The transformer and the supply system for the transformer have a relatively small effect on the harmonic currents. This means that when the rectifier circuit type is known, the approximate magnitude of the harmonic currents is also defined and detailed information about the transformer and the supply system are not required.
- The harmonic voltages (harmonic numbers which occur and amplitudes) are determined by the interaction between the rectifier circuit of the converter and the transformer including the supply system. As they require knowledge of the supply system and transformer data, these are system-specific and it is not therefore easy to make general statements about their possible impact.

The following sections provide detailed information about the various types of rectifier circuits used with SINAMICS and their **harmonics currents**.

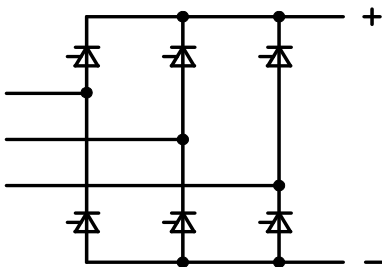
It is assumed that there are no non-reactor-protected compensation systems in the line supply to which the variable-speed drives are connected. When a supply system includes capacitors without reactor protection for reactive power compensation, it is highly probable that resonances excited by the harmonics of the converters will occur at relatively low frequencies. Therefore, it is strongly recommended that capacitors without reactor protection are not used in supply systems loaded by converters and that all capacitors used in such constellations must have reactor protection.

### 1.4.2 Harmonic currents of 6-pulse rectifier circuits

#### 1.4.2.1 SINAMICS G130, G150, S120 Basic Infeed and S120 Smart Infeed in motor operation

6-pulse rectifier circuits are line-commutated three-phase bridge circuits, which usually are equipped with thyristors or diodes. They are used with SINAMICS G130 (thyristors), G150 (thyristors) and S120 Basic Line Modules (thyristors for low power outputs and diodes for larger outputs). A line reactor with a relative short-circuit voltage of 2 % is usually connected in series with these rectifiers.

With the rectifier / regenerative feedback units SINAMICS S120 Smart Line Modules which are equipped with IGBT modules, the rectifier bridge for motor operation consists of the diodes integrated into the IGBT modules, so that a 6-pulse diode bridge circuit is present during rectifier operation (motor operation). A line reactor with a relative short-circuit voltage of 4 % is normally connected in series with the Smart Line Modules.



**6-pulse three-phase bridge circuit with thyristors**

With 6-pulse rectifier circuits, only odd harmonic currents and odd harmonic voltages that cannot be divided by 3 occur, with the following harmonic numbers  $h$ :

$$h = n \cdot 6 \pm 1 \quad \text{where } n = 1, 2, 3, \dots$$

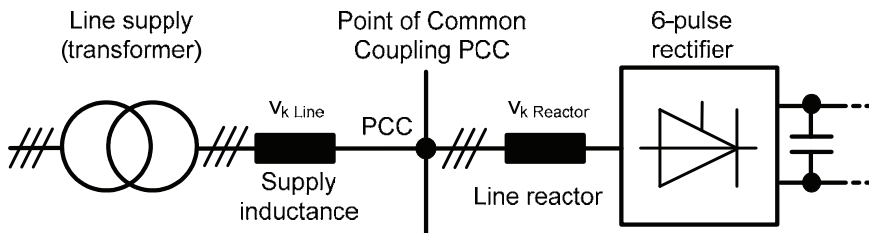
i.e.

$$h = 5, 7, 11, 13, 17, 19, 23, 25, 29, 31, 35, 37, 41, 43, 47, 49, \dots$$

The order of magnitude of the individual harmonic currents with the above harmonic numbers is mainly determined by the 6-pulse rectifier circuit. However, the power supply inductance, which mainly consists of the inductance of the supply transformer, and the inductance of the line reactor also have a certain effect. The larger these inductances are, the better the line current is smoothed and the lower the harmonic currents are, especially the harmonic currents with numbers 5 and 7.

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6-pulse rectifier with line reactor on a three-phase supply

Typical harmonic currents of a 6-pulse rectifier with an line reactor are specified in the following (relative short-circuit voltage of the line reactor = 2 %).

These data are based on three different supply system constellations with differences in supply system inductance or relative short-circuit power RSC (RSC = Ratio of the short-circuit power  $S_{k \text{ Line}}$  at the PCC to the fundamental frequency apparent power  $S_{\text{Converter}}$  of the connected converters).

**a) Supply system with low supply system inductance or high relative short-circuit power (RSC >> 50)**

The short-circuit power  $S_{k \text{ Line}}$  at the PCC is significantly higher than the apparent power of the connected converters, i.e. only a relatively small percentage of the transformer load is attributable to the converter. This is the case, for example, when a converter with an apparent power of a few 100 kW is connected to a supply system which is supplied via a transformer with an apparent power of several MVA.

**b) Supply system with average supply system inductance or average relative short-circuit power (RSC = 50)**

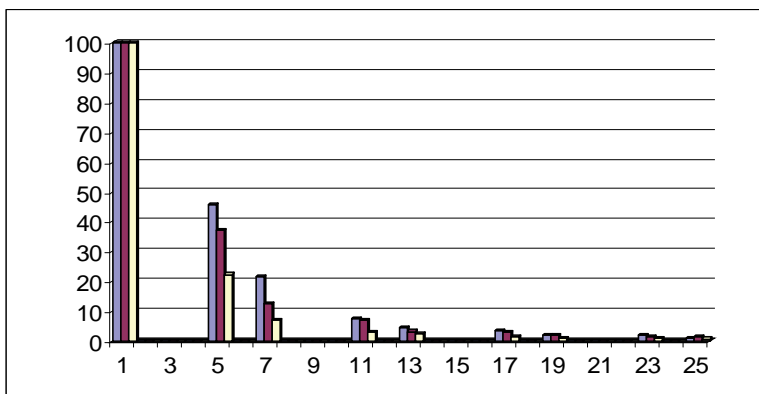
This applies, for example, when approximately 30 % to 50 % of the transformer load is attributable to the converter.

**c) Supply system with high supply system inductance or low relative short-circuit power (RSC < 15)**

This is the case when 100 % converter load is connected to a transformer with a high short-circuit voltage, i.e. only one converter whose apparent power approximately corresponds to the apparent power of the transformer.

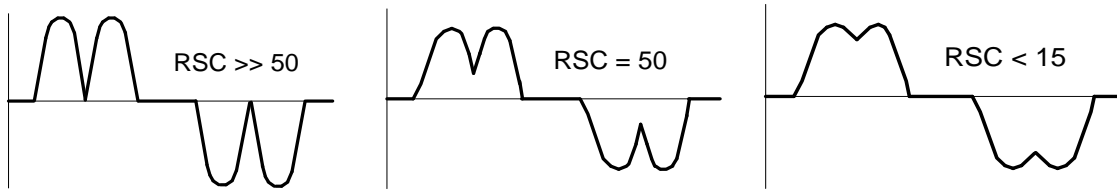
Supply system with high relative short-circuit power (RSC >> 50): "Strong supply system"										
h	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	45.8 %	21.7 %	7.6 %	4.6 %	3.4 %	1.9 %	1.9 %	1.1 %	51.7 %
Supply system with average relative short-circuit power (RSC = 50)										
h	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	37.1 %	12.4 %	6.9 %	3.2 %	2.8 %	1.9 %	1.4 %	1.3 %	40.0 %
Supply system with low relative short-circuit power (RSC < 15) "Weak supply system"										
h	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	22.4 %	7.0 %	3.1 %	2.5 %	1.3 %	1.0 %	0.8 %	0.7 %	23.8 %

Typical harmonic currents of 6-pulse rectifier with line reactors  $v_k = 2 \%$



Spectral representation of the harmonic currents of a 6-pulse rectifier with line reactor  $v_k = 2 \%$  (specified in %)

- Bars on left: RSC >> 50
- Bars in center: RSC = 50
- Bars on right: RSC < 15



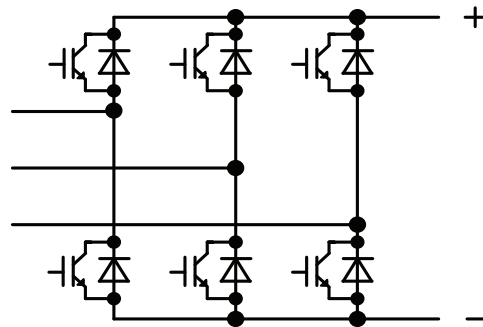
Typical line currents of a 6-pulse rectifier with line reactor  $v_k = 2\%$  as a function of the relative short-circuit power RSC

### 1.4.2.2 SINAMICS S120 Smart Infeed in regenerative operation

The SINAMICS S120 Smart Infeed is a rectifier / regenerative unit for four-quadrant operation and is equipped with IGBT modules. On the line side a line reactor with a relative short-circuit voltage of 4 % is necessary. More detailed information on the Smart Infeed can be found in the section "SINAMICS Infeeds and their properties" in the subsection "Smart Infeed". The following pages only deal with the harmonic effects of the Smart Infeed.

The rectifier bridge for rectifier operation (motor operation) consists of the diodes integrated into the IGBT modules so that a 6-pulse diode bridge circuit is present in motor operation. All the information given in preceding pages apply here.

The bridge circuit for regenerative operation consists of the IGBTs which are connected anti-parallel to the diodes. So this is also a 6-pulse bridge circuit, but the line currents in regenerative operation are slightly different from those in motor operation and show slightly different harmonics.



Smart Line Module with diodes for motor operation and IGBTs for regenerative operation

In both, motor and regenerative operation, only odd harmonic currents and harmonic voltages that cannot be divided by 3 occur, with the following harmonic order numbers  $h$ :

$$h = n \cdot 6 \pm 1 \quad \text{with } n = 1, 2, 3, \dots$$

i.e.

$$h = 5, 7, 11, 13, 17, 19, 23, 25, 29, 31, 35, 37, 41, 43, 47, 49, \dots$$

The following table shows the typical current harmonics in motor and regenerative operation with a reactor on the line side (relative short-circuit voltage of the line reactor = 4 %)

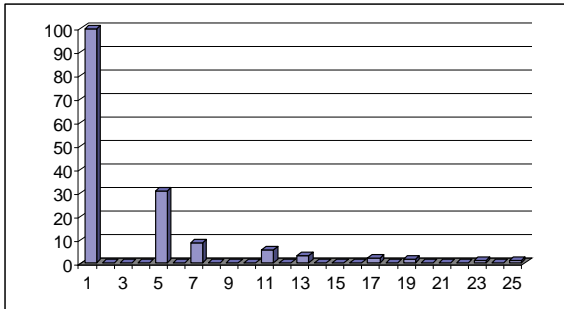
For this a supply system constellation with an average supply inductance and an average relative short-circuit power of RSC = 50 has been taken as a basis for the calculations.

Current harmonics in rectifier operation (motor operation)										
$h$	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	30.6 %	8.6 %	5.7 %	3.1 %	2.1 %	1.6 %	1.2 %	1.1 %	32.6 %
Current harmonics in regenerative operation										
$h$	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	20 %	16 %	11 %	8 %	7 %	6 %	5 %	4 %	32 %

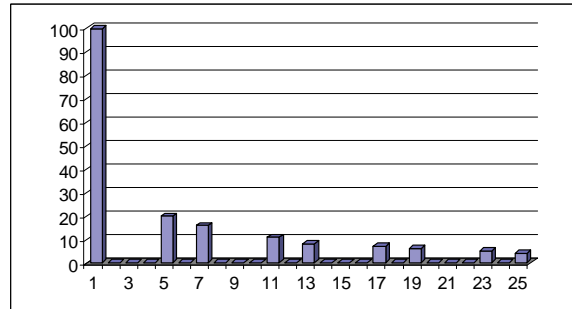
Typical current harmonic values for the SINAMICS Smart Infeed in rectifier (motor) operation and regenerative operation with a line reactor of 4 %

# Fundamental Principles and System Description

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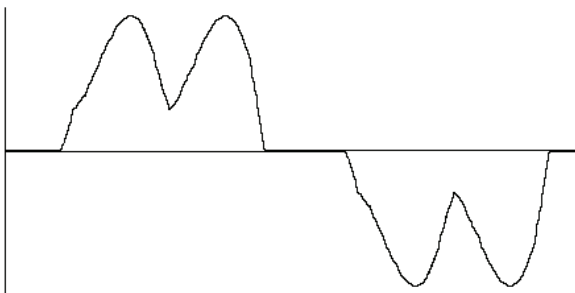
Typical current harmonic spectrum with Smart Infeed in rectifier (motor) operation with a line reactor of 4 % (specified in %)



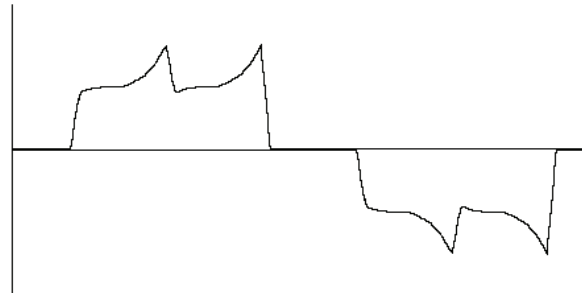
Typical current harmonic spectrum with Smart Infeed in regenerative operation with a line reactor of 4 % (specified in %)

The 5<sup>th</sup> current harmonic, which is very strong in rectifier (motor) operation, is reduced considerably during regenerative operation. Therefore all remaining harmonics increase slightly. Due to the considerable decrease in the 5<sup>th</sup> current harmonic, there is a slightly lower Total Harmonic Distortion factor THD(I) in regenerative operation. So it is sufficient for harmonics calculations with the SINAMICS Smart Infeed to consider only the worse rectifier (motor) operation.

The following diagrams show the typical line side currents with SINAMICS Smart Infeed in rectifier (motor) operation and regenerative operation.



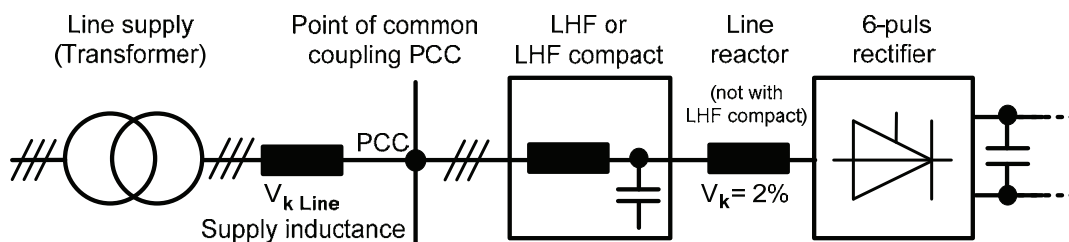
Typical line current with Smart Infeed in rectifier operation



Typical line current with Smart Infeed in regenerative operation

### 1.4.3 Harmonic currents of 6-pulse rectifier circuits with Line Harmonics Filter

Line Harmonics Filter LHF are passive filters that mainly absorb the 5<sup>th</sup> and the 7<sup>th</sup> harmonic in the line current of 6-pulse rectifiers and in this way significantly reduce the harmonic effects on the supply. Two versions of Line Harmonics Filter are available, i.e. LHF and LHF compact. They are installed between the mains supply and converter and can be used with SINAMICS G130 and G150 units. When stand-alone Line Harmonics Filters (LHF) are used, a line reactor with a relative short-circuit voltage of  $v_k = 2\%$  must be installed at the converter input. For Line Harmonics Filters compact (LHF compact) there is no need to install a line reactor. For further information about the operating principle and boundary conditions relating to the use of Line Harmonics Filters, please refer to section "Line Harmonics Filters (LHF or LHF compact)". This section of the manual will only discuss the harmonic characteristics of the LHF and LHF compact filters.



6-pulse rectifier with line reactor and Line Harmonics Filter (LHF or LHF compact) on a three-phase supply

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Line Harmonics Filters LHF influence only the magnitude of the harmonic currents, but not their spectrum. As a consequence, therefore, the 6-pulse rectifier causes odd harmonic currents and voltages that cannot be divided by 3 despite the use of a Line Harmonics Filter. The harmonic numbers  $h$  are as follows:

$$h = n \cdot 6 \pm 1 \quad \text{where } n = 1, 2, 3, \dots$$

i.e.

$$h = 5, 7, 11, 13, 17, 19, 23, 25, 29, 31, 35, 37, 41, 43, 47, 49, \dots$$

Even when Line Harmonics Filters (LHF or LHF compact) are used, the supply system inductance has a certain effect on the magnitude of the harmonic currents, but this is significantly lower than with 6-pulse rectifiers without Line Harmonics Filters.

The typical harmonic currents of 6-pulse rectifiers with Line Harmonics Filters (LHF or LHF compact) are specified below.

These data again are based on three different supply system constellations with differences in supply system inductance or relative short-circuit power RSC.

**a) Supply system with low supply system inductance or high relative short-circuit power (RSC >> 50)**

The short-circuit power  $S_{k \text{ Line}}$  at the PCC is significantly higher than the apparent power of the connected converters, i.e. only a relatively small percentage of the transformer load is attributable to the converter.

**b) Supply system with average supply system inductance or average relative short-circuit power (RSC = 50)**

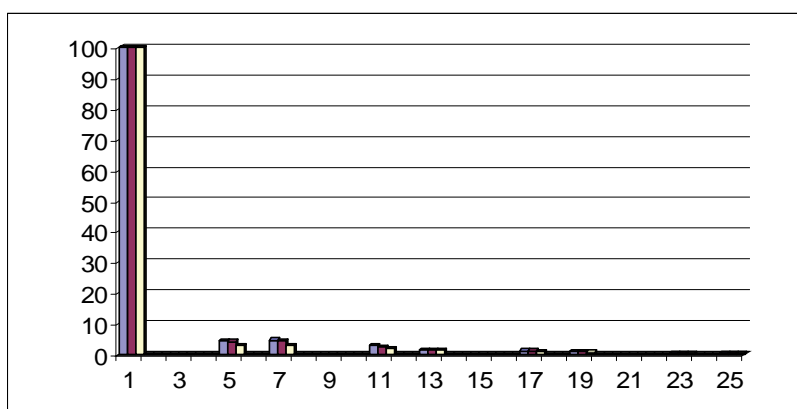
This applies, for example, when approximately 30 % to 50 % of the transformer load is attributable to the converter.

**c) Supply system with high supply system inductance or low relative short-circuit power (RSC < 15)**

This is the case when 100 % converter load is connected to a transformer with a high short-circuit voltage, i.e. only one converter whose apparent power approximately corresponds to the apparent power of the transformer.

Supply system with high relative short-circuit power (RSC >> 50): "Strong supply system"										
<b>h</b>	1	5	7	11	13	17	19	23	25	THD(I)
<b>I<sub>h</sub></b>	100 %	4.5 %	4.7 %	2.8 %	1.6 %	1.2 %	0.9 %	0.6 %	0.5 %	7.5 %
Supply system with average relative short-circuit power (RSC = 50)										
<b>h</b>	1	5	7	11	13	17	19	23	25	THD(I)
<b>I<sub>h</sub></b>	100 %	4.2 %	4.4 %	2.6 %	1.4 %	1.2 %	0.8 %	0.6 %	0.5 %	7.0 %
Supply system with low relative short-circuit power (RSC < 15): "Weak supply system"										
<b>h</b>	1	5	7	11	13	17	19	23	25	THD(I)
<b>I<sub>h</sub></b>	100 %	2.9 %	3.1 %	1.8 %	1.3 %	1.1 %	0.7 %	0.6 %	0.5 %	5.0 %

Typical harmonic currents of 6-pulse rectifiers with Line Harmonics Filters LHF

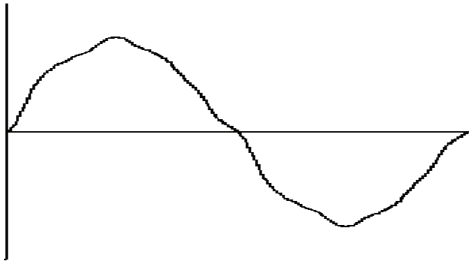


Spectral representation of the harmonic currents of 6-pulse rectifiers with Line Harmonics Filters (specified in %)

- Bars on left: RSC >> 50
- Bars in center: RSC = 50
- Bars on right: RSC < 15

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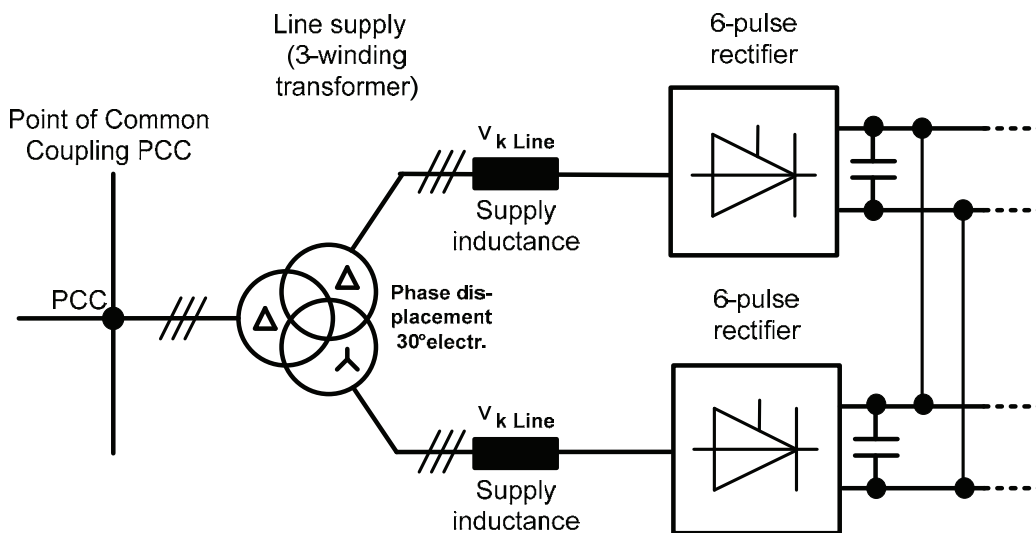


Typical line current of 6-pulse rectifiers with LHF or LHF compact

When 6-pulse rectifier circuits (G130, G150) with Line Harmonics Filters (LHF or LHF compact) are used, the system complies with the limit values stipulated in standard IEEE 519 (Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems).

### 1.4.4 Harmonic currents of 12-pulse rectifier circuits

A 12-pulse rectifier circuit is created when two identical 6-pulse rectifiers are supplied from two different supply systems, whose voltages are out of phase by 30°. This is achieved with the use of a three-winding transformer, whose one low-voltage winding is star-connected and the other delta-connected. The harmonic effects can be significantly reduced with 12-pulse circuits as compared to 6-pulse circuits. 12-pulse rectifier circuits can be implemented for SINAMICS G150 in the higher power range, which consists of the parallel connection of two individual G150 devices and therefore two 6-pulse rectifiers. 12-pulse rectifier circuits can also be implemented by using two S120 Basic Line Modules or S120 Smart Line Modules.



#### 12-pulse rectifier with separate three-winding transformer

Due to the phase shifting of 30° between the two secondary voltages, the harmonic currents with harmonic numbers  $h = 5, 7, 17, 19, 29, 31, 41, 43, \dots$ , which are still present in the input currents of the 6-pulse rectifiers, compensate one another so that theoretically only odd harmonic currents and voltages that cannot be divided by 3 with the following numbers  $h$  occur at the PCC on the primary side of the three-winding transformer:

$$h = n \cdot 12 \pm 1 \quad \text{where} \quad n = 1, 2, 3, \dots$$

i.e.

$$h = 11, 13, 23, 25, 35, 37, 47, 49, \dots$$

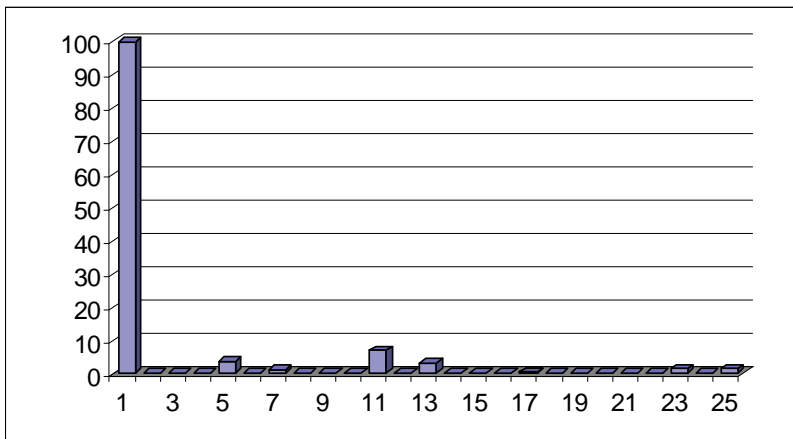
However, as in practice there is never a perfectly symmetrical load distribution between the two rectifiers, it must be assumed that harmonic currents with harmonic numbers  $h = 5, 7, 17, 19, 29, 31, 41, 43, \dots$  are also present with 12-pulse circuits, but with amplitudes that are maximum 10 % of the corresponding values of 6-pulse circuits.

The typical harmonic currents of 12-pulse rectifier circuits are specified below.

As these are generally only used with high-power ratings, it can be assumed that converters with a 12-pulse rectifier circuit are operated on a separate three-winding transformer and line reactors are dispensed with. This constellation corresponds to a supply system with a low to medium relative short-circuit power  $RSC = 15$  to  $25$ .

Supply system with low to medium relative short-circuit power ( $RSC = 15 \dots 25$ ): "Weak supply system"										
h	1	5	7	11	13	17	19	23	25	THD(I)
$I_h$	100 %	3.7 %	1.2 %	6.9 %	3.2 %	0.3 %	0.2 %	1.4 %	1.3 %	8.8 %

Harmonic currents of 12-pulse rectifier circuits with separate three-winding transformer without line reactor

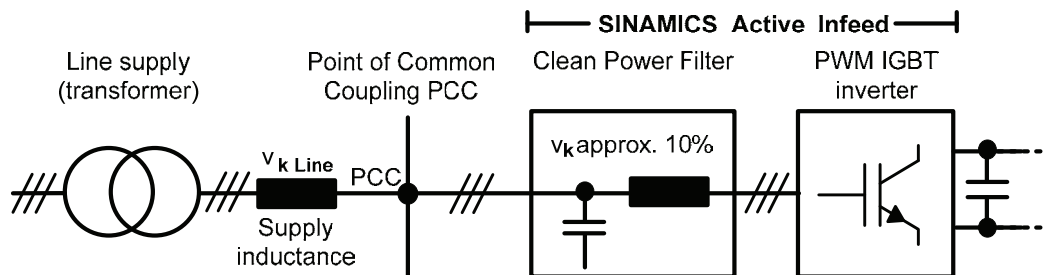


Spectral representation of the harmonic currents of 12-pulse rectifier circuits without line reactor (specified in %)

### 1.4.5 Harmonic currents and harmonic voltages of Active Infeeds (AFE technology)

The SINAMICS Active Infeed is a self-commutated, PWM IGBT inverter (Active Line Module ALM) which produces a constant, stabilized DC link voltage from the three-phase line voltage. Thanks to the Clean Power Filter (Active Interface Module AIM) installed between the power supply and IGBT inverter, the power drawn from the supply is near-to-perfect sinusoidal. The Active Infeed is ideally suited for 4Q operation, i.e. it has both infeed and regenerative feedback capability.

The Active Infeed is the highest grade Infeed variant for SINAMICS. It is used in SINAMICS S150 cabinets and as S120 Active Infeed.



Active Infeed (PWM IGBT inverter with Clean Power Filter) on a three-phase supply system

The harmonic effects on the supply system associated with the Active Infeed are very low due to the combination of Clean Power Filter and the IGBT inverter which is clocked with a pulse frequency of a few kHz.

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In contrast to 6-pulse and 12-pulse rectifier circuits, the harmonics associated with the Active Infeed are both even and odd. The majority of current and voltage harmonics is typically significantly lower than 1 % of rated current or rated voltage with the Active Infeed.

The total distortion factors of current THD(I) and voltage THD(V) are given in the following table and demonstrate only a slight dependence on supply system conditions.

	Total distortion factor current <b>THD(I)</b>	Total distortion factor voltage <b>THD(V)</b>
Supply system with high relative short-circuit power (RSC >> 50): "Strong supply system"	< 4.1 %	< 1.8 %
Supply system with average relative short-circuit power (RSC = 50)	< 3.0 %	< 2.1 %
Supply system with low relative short-circuit power (RSC = 15) "Weak supply system"	< 2.6 %	< 2.3 %

**Total distortion factors THD(I) and THD(V) with Active Infeed as a function of the system short-circuit power**

When self-commutated IGBT Infeeds (S150, S120 Active Line Modules) are used, the system complies with the limit values stipulated in standard IEEE 519 (Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems).



### 1.4.6 Standards and permissible harmonics

A number of key standards which define the permissible limit values for harmonics are listed below.

#### **EN 61000-2-2**

##### **Compatibility Levels for Low-Frequency Conducted Disturbances and Signaling in Public Low-Voltage Power Supply Systems**

This European standard deals with conducted disturbance variables in the frequency range from 0 Hz to 9 kHz. It specifies the compatibility levels for low-voltage AC supply systems with a rated voltage of up to 420 V 1-phase, or 690 V 3-phase and a rated frequency of 50 Hz or 60 Hz.

The compatibility levels specified in this standard are valid for the PCC (Point of Common Coupling) with the public supply system.

Limits for harmonic currents are not defined. Limits are specified only for harmonic voltages and the total harmonic distortion of the voltage THD(V).

The limits for the PCC with the public supply system are identical to the limits of Class 2 according to EN 61000-2-4 (see below).

The corresponding compatibility level for the total harmonic distortion THD(V) is 8 %.

#### **EN 61000-2-4**

##### **Compatibility Levels for Low-Frequency Conducted Disturbances in Industrial Plants**

This European standard deals with conducted disturbance variables in the frequency range from 0 Hz to 9 kHz. It specifies compatibility levels in numbers for industrial and private supply systems with rated voltages up to 35 kV and a rated frequency of 50 Hz or 60 Hz.

Supply systems on ships, aircraft, offshore platforms and railways are not in the field of application of this standard.

EN 61000-2-4 defines three electromagnetic environmental classes:

- |         |  |
|---------|--|
| Class 1 | This class applies to protected supplies and has compatibility levels that are lower than the level of the public supply system. It refers to equipment that is very sensitive to disturbance variables in the power supply, e.g. electrical equipment of technical laboratories, certain automation and protection equipment, certain data processing equipment etc.  |
| Class 2 | This class generally applies to PCCs (Points of Common Coupling) with the public supply system and to IPCs (Internal Points of Coupling) with industrial or other private supply systems. The compatibility levels for this class are generally identical to those for public supply systems. Therefore components that have been developed for operation on public supply systems can be used in this industrial environment class.   |
| Class 3 | This class applies only to IPCs (Internal Points of Coupling) in industrial environments. It has higher compatibility levels for some disturbance variables than Class 2. For example, this class should be considered when one of the following conditions applies: <ul style="list-style-type: none"><li>• The main part of the load is supplied via converters;</li><li>• Welding machines are used;</li><li>• Large motors are started frequently;</li><li>• Loads vary quickly.</li></ul> |

The class that is to be used for new plants or expansions to existing plants cannot be defined in advance, but depends on the intended type of installation (of equipment, device) and the process.

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EN 61000-2-4 does not define limits for harmonic currents. Limits are specified only for harmonic voltages and the total harmonic distortion of the voltage THD(V).

Harmonic number h	Class 1 $V_h$ %	Class 2 $V_h$ %	Class 3 $V_h$ %
5	3	6	8
7	3	5	7
11	3	3.5	5
13	3	3	4.5
17	2	2	4
$17 < h \leq 49$	$2.27 \times (17/h) - 0.27$	$2.27 \times (17/h) - 0.27$	$4.5 \times (17/h) - 0.5$

**Compatibility levels for harmonics**  
 – harmonic contents of the voltage V, odd harmonics, no multiples of 3

	Class 1	Class 2	Class 3
<b>Total Harmonic Distortion factor THD(V)</b>	5 %	8 %	10 %

**Compatibility levels for the Total Harmonic Distortion factor of the voltage THD(V)**

The following is a rough guide to the supplementary conditions under which the limits stipulated in EN 61000-2-4 can be maintained under typical supply system conditions ( $RSC > 10$  or  $v_{k \text{ Line}} < 10 \%$ ):

- When using 6-pulse rectifier circuits (G130, G150, S120 Basic Line Modules and S120 Smart Line Modules), the limits of Class 2 can typically be maintained when 30 % to maximum 50 % of the total transformer load is made up of converter load. Compliance with the limit values of Class 3 is typically possible under typical supply conditions even with virtually 100 % converter loading.
- When using 6-pulse rectifier circuits (G130, G150) with Line Harmonics Filters (LHF and LHF compact), the limits of Class 2 can be maintained irrespective of what percentage of the total transformer load is attributable to the converter.
- When using 12-pulse rectifier circuits (G150 in the higher power range with two parallel connected converters or S120 Basic Line Modules or S120 Smart Line Modules supplied by a three-winding transformer), the limits of Class 2 can also be maintained.
- When self-commutated IGBT infeeds (S150, S120 Active Line Modules) are used, the limits of Class 2 can be maintained.

If a large number of 6-pulse rectifier circuits are used, an exact calculation of the harmonic effects on the supply should always be performed with the supplementary conditions of the individual plant configuration.

SINAMICS converters and the corresponding line-side system components (line reactors, Line Harmonics Filter and line filters) are designed for being connected to supplies with a continuous level of voltage harmonics, according to EN 61000-2-4, Class 3. In the short-term (< 15 s within a time period of 2.5 min) a level of 1.5 times the continuous level is permissible.

That means that no voltage harmonics higher than those given in the table under Class 3 may appear at the connection point for SINAMICS units. This includes harmonics produced by the units themselves. This must be guaranteed by means of correct engineering. If necessary, Line Harmonics Filters, 12-pulse solutions or Active Infeeds may be used to stay within the limits of Class 3.

The values according to EN 61000-2-4, Class 3, must be observed not only for the protection of other equipment connected to the PCC, but also for the protection of the SINAMICS units themselves. Otherwise, components in the converter itself or the corresponding line-side components may be thermally overloaded or error functions may occur in the converter.

### IEEE 519

#### **IEEE Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems**

This standard is used in the USA, Canada and many countries in Asia. It specifies limits for harmonic voltages and currents for both individual loads and also for the sum of all loads at the PCC (Point of Common Coupling).

#### **Permissible harmonic voltages and permissible total harmonic distortion THD(V):**

The permissible harmonic voltage levels, which may be produced by each individual load at the PCC, are governed by the type of application or the ratio between the supply short-circuit current and the maximum current consumption of the individual load (averaged over 15 or 30 min) in accordance with the following table:

Ratio of short-circuit current/ max. current consumption	Permissible values for each individual harmonic voltage	Typical users
10	2.5 – 3 %	Special customers with special agreements
20	2.0 – 2.5 %	1 – 2 large loads
50	1.0 – 1.5 %	A few high-output loads
100	0.5 – 1 %	5 – 20 medium-output loads
1000	0.05 – 0.1 %	A large number of low-output loads

#### **Permissible voltage levels at the PCC for each individual load**

The following limits apply to the sum of all loads connected to the PCC:

Voltage at the PCC	Permissible value for each individual harmonic voltage	Permissible value for the total harmonic distortion THD(V)
$V_{Line} \leq 69 \text{ kV}$	3 %	5 %

#### **Permissible voltage levels at the PCC for the sum of all loads**

#### **Permissible harmonic currents and permissible total harmonic distortion THD(I):**

In addition to the mandatory voltage harmonics limits, the harmonic currents also have to be limited to permissible values. The limits depend on the ratio between the supply short-circuit current and the maximum current consumption at the PCC (averaged over 15 or 30 min) in accordance with the following table:

Ratio of short-circuit current/ max. current consumption	$h < 11$	$11 \leq h < 17$	$17 \leq h < 23$	$23 \leq h < 35$	$35 \leq h$	Total Harmonic Distortion THD(I)
< 20	4 %	2.0 %	1.5 %	0.6 %	0.3 %	5 %
20 < 50	7 %	3.5 %	2.5 %	1.0 %	0.5 %	8 %
50 < 100	10 %	4.5 %	4.0 %	1.5 %	0.7 %	12 %
100 < 1000	12 %	5.5 %	5.0 %	2.0 %	1.0 %	15 %
> 1000	15 %	7.0 %	6.0 %	2.5 %	1.4 %	20 %

#### **Permissible harmonic currents at the PCC in relation to the maximum current drawn at the PCC**

The limits of IEEE519 are in some cases significantly lower than the limits of EN 61000-2-4, especially for the harmonics with low harmonic numbers. The following is a rough guide to the supplementary conditions under which the limits in accordance with IEEE 519 can be maintained under typical supply system conditions ( $RSC > 10$  or  $V_{k Line} < 10 \%$ ):

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- When using 6-pulse rectifier circuits (G130, G150, S120 Basic Line Modules and S120 Smart Line Modules), the limits can generally be maintained only if a very low percentage of the total transformer load is made up of converter load. Typical constellations with 6-pulse rectifiers cannot maintain the limits due to excessive harmonic currents with harmonic numbers 5, 7, 11 and 13.
- When using 6-pulse rectifier circuits (G130, G150) with Line Harmonics Filters (LHF or LHF compact), the limits can always be maintained.
- When using 12-pulse rectifier circuits (G150 in the higher power range with two parallel connected converters, S120 Basic Line Modules or S120 Smart Line Modules supplied by a three-winding transformer) the limits can only be maintained with a relatively strong supply and, correspondingly, a large relative short-circuit power. Configurations with 12-pulse rectifier circuits connected to weak supplies with small relative short-circuit power do not maintain the limits due to high harmonic currents with the harmonic numbers 11 and 13.
- When self-commutated IGBT rectifiers / regenerative units (S150, S120 Active Line Modules) are used, the limits can always be maintained.

If 6-pulse rectifier circuits without Line Harmonics Filters or 12-pulse rectifier circuits are used, an exact calculation of the harmonic effects on the supply should always be performed with the supplementary conditions of the individual plant configuration.

### 1.5 Line-side reactors and filters

#### 1.5.1 Line reactors (line commutating reactors)

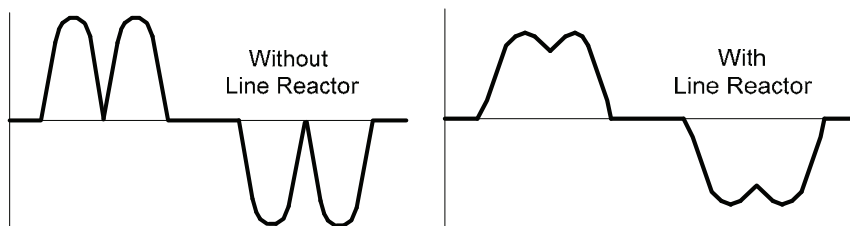
Converters with 6-pulse or 12-pulse rectifier circuits (G130, G150, S120 Basic Line Modules and S120 Smart Line Modules) always require line reactors if

- they are connected to a supply system with high short-circuit power, i.e. with low impedance,
- more than one converter is connected to the same point of common coupling (PCC),
- converters are equipped with line filters for RFI suppression,
- G130/G150 converters are equipped with Line Harmonics Filters (LHF) to reduce the effects of harmonics on the supply system (does not apply to Line Harmonics Filters LHF compact),
- converters are operating in parallel to increase the output power (G150 parallel converters and converters with a parallel connection of S120 Basic Line Modules or S120 Smart Line Modules).

For the converters G130 and G150 as well as for S120 Basic Line Modules line reactors with a relative short-circuit voltage of  $v_k = 2\%$  are available. The S120 Smart Line Modules require line reactors with a relative short-circuit voltage of  $v_k = 4\%$ .

#### Supply systems with high short-circuit power

The line reactor smoothes the current drawn by the converter and thus reduces harmonic components in the line current. The use of a line reactor in conjunction with the SINAMICS devices described in this engineering manual can reduce the 5<sup>th</sup> harmonic by approximately 5 to 10 %, and the 7<sup>th</sup> by approximately 2 to 4 %. The harmonics with higher harmonic numbers are not significantly affected by a line reactor. As a result of the reduced harmonic currents the thermal loading on the power components in the rectifier and the DC link capacitors is reduced. The harmonic effects on the supply are also reduced, i.e. both, the harmonic currents and harmonic voltages in the line supply are attenuated.



Typical line current of a 6-pulse rectifier circuit without and with use of a line reactor

The installation of line reactors can be dispensed with only if the line inductance is sufficiently high resp. the relative short-circuit power RSC at the point of common coupling PCC is sufficiently low. The relevant applicable values are unit-specific and therefore given in the chapters on specific unit types. A definition and explanation of the term "relative short-circuit power" can be found in the section "Supply systems and supply system types".

#### More than one converter connected to the same point of common coupling

Line reactors must always be provided if more than one converter is connected to the same point of common coupling. In this instance, the reactors perform two functions, i.e. they smooth the line current and decouple the rectifiers at the line side. This decoupling is an essential prerequisite for correct operation of the rectifier circuit, particularly in the case of SINAMICS G130 and G150. For this reason, each converter must be provided with its own line reactor, i.e. it is not permissible for a single line reactor to be shared among converters.

#### Converters with line filters or Line Harmonics Filters (LHF)

A line reactor must also be installed for any converter that is to be equipped with a line filter for RFI suppression or with a Line Harmonics Filter (LHF) to reduce harmonic effects on the supply. This is because filters of this type cannot be 100% effective without a line reactor (does not apply to Line Harmonics Filters LHF compact). In this case, the line reactor must be installed between the line filter or LHF and the converter input.

#### Converters connected in parallel

Another constellation which requires the use of line reactors is the parallel connection of converters where the paralleled rectifiers are directly connected at both the line side and the DC link side. This applies to both G150 paralleled units and to parallel connections of S120 Basic Line Modules and S120 Smart Line Modules if these involve a 6-pulse connection. The line reactors provide for balanced current distribution and ensure that no individual rectifier is overloaded by excessive current imbalances.

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### Permissible cable length between line reactor and converter

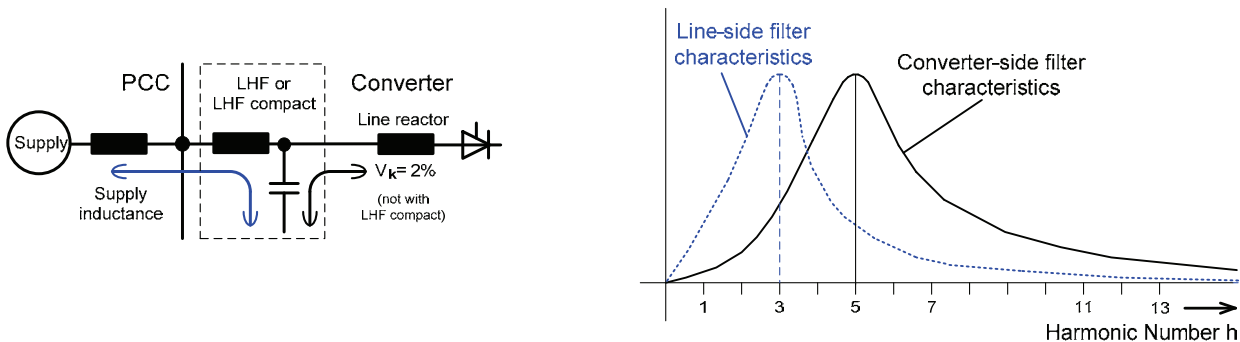
Line reactors should be positioned directly at the converter input whenever possible. In individual cases, however, the low frequencies involved make it possible to situate the line reactor at a greater distance from the converter, provided that the cable length does not exceed 100 m. Exception: Converters with optional line filters for category C2 in accordance with EN 61800-3 require the line reactor and line filter to be positioned directly at the converter input (see also section "Line filters").

### 1.5.2 Line Harmonics Filters (LHF and LHF compact)

Line Harmonics Filters (LHF und LHF compact) are passive LC filters that mainly filter out the 5th and the 7th harmonics in the line current of 6-pulse rectifiers and in this way significantly reduce the harmonic effects at the PCC. The system therefore complies with the limit values stipulated in IEEE 519 (Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems).

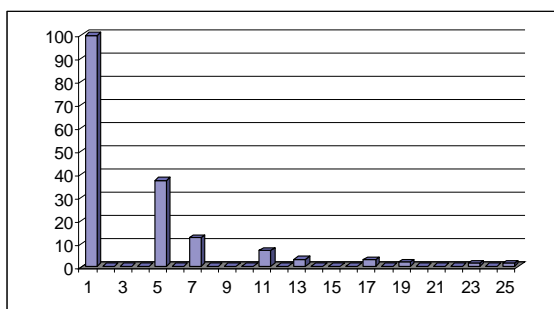
Two versions of Line Harmonics Filters are available, i.e. LHF and LHF compact. They can be used for SINAMICS G130 units (LHF only) and G150 units (LHF and LHF compact). They are installed between the supply system and the converter. Line Harmonics Filters (LHF) form an oscillating circuit at the converter side together with the line reactor of the converter which must be installed between the LHF and the converter input, and they form an oscillating circuit at the line side together with the supply inductance. There is no need to install a line reactor at the converter input for Line Harmonics Filters compact (LHF compact).

The oscillating circuit on the converter side consists of the Line Harmonics Filter and the line reactor at the converter input with a relative short-circuit voltage  $v_k = 2\%$  (not applicable to LHF compact). This oscillating circuit should, as far as possible, absorb the current harmonics produced by the converter and should, therefore, prevent these harmonics from successfully entering the supply. Its resonant frequency is therefore designed for the largest harmonic, i.e. the 5<sup>th</sup>, so that the 5<sup>th</sup> current harmonic of the converter is almost completely absorbed by the filter. The 7<sup>th</sup> current harmonic of the converter is also absorbed significantly and even the 11<sup>th</sup> and the 13<sup>th</sup> are partly absorbed. In the following diagram, the solid, black line shows the filter characteristics on the converter side. It is a measure of how much each individual harmonic produced by the converter will be reduced by the LHF and also of how much the power supply will consequently get rid of the harmonics.

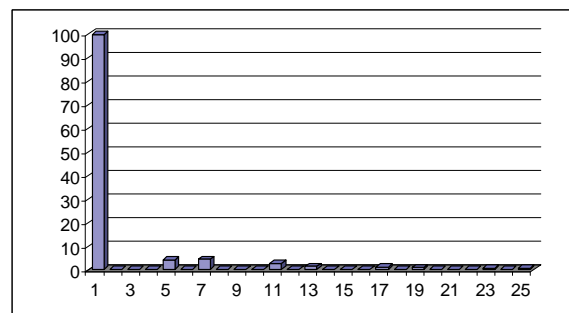


Schematic diagram of the Line Harmonic Filter and the converter-side / line-side filter characteristics (qualitative analysis)

The spectrum diagrams illustrate the typical harmonic currents, both at the converter side where they are produced, and at the line side after the Line Harmonics Filter (LHF or LHF compact) has reduced them according to its converter-side filter characteristics. Further information on the harmonic currents of Line Harmonics Filter can be found in the section "Harmonic effects on the supply system".



a) Typical spectrum of the harmonic currents on the converter side (specified in %)



b) Typical spectrum of the harmonic currents on the line side after filtering (specified in %)

The oscillating circuit on the line side consists of the Line Harmonics Filter and the supply inductance. It inevitably results from the electrical filter design and basically also absorbs harmonics present in the supply. This behaviour is, however, highly undesirable because the Line Harmonics Filter, as a component associated to the converter, should only absorb harmonics on the converter side and not those on the line side. As the oscillating circuit on the line side is unavoidable, it is dimensioned in such a way that the line-side filter effect is as low as possible. This behaviour is achieved by dimensioning the line-side oscillating circuit differently from the converter-side oscillating circuit and coordinating the resonant frequency of the line-side circuit with the 3<sup>rd</sup> harmonic. This harmonic is virtually non-existent in three-phase supply systems and thus the filter is almost completely without load at its resonant frequency. The 5<sup>th</sup> and 7<sup>th</sup> harmonics are absorbed on the line side, but on a much smaller scale than on the converter side. The blue, dashed curve in the diagram on the previous page shows the line-side filter characteristics, which is a measure how much the harmonics present in the supply, are absorbed. For the harmonics relevant in supply systems with 6-pulse rectifier circuits with the harmonic numbers of  $h = 5, 7, 11, 13, 17, 19, \dots$  the blue curve is considerably lower than the black curve so that the filter, as desired, almost entirely absorbs the converter-side harmonics but only a small amount of the line-side harmonics present in the supply. Therefore, the LHF primarily filters the converter and not the supply. An overload of the Line Harmonics Filter caused by the harmonics in the supply is not possible as long as the harmonic content of the supply is lower than the limit values according to EN 61000-2-4, Class 3, which allows a Total Harmonic Distortion factor in the voltage of  $THD(V) < 10\%$  in relatively harsh industrial environments. Details can be found in the section "Harmonic effects on the supply system", under the subsection "Standards and permissible harmonics".

### Converter efficiency with Line Harmonics Filters

Line Harmonics Filters produce losses which impair the efficiency of the converter. When Line Harmonics Filters LHF and LHF compact are used on SINAMICS G130 / G150 converters, the converter efficiency typically drops by about 1 % from 98 % to 97 %. The steep reduction in the harmonics as compared to 6-pulse converters without Line Harmonics Filter therefore goes hand in hand with a relatively minor drop in efficiency.

In order to reduce the harmonics on the supply, SINAMICS S150 converters with a pulsed Active Infeed can in principle be used as an alternative to Sinamics G130 / G150 with Line Harmonics Filters LHF and LHF compact. While the harmonics at the line side are slightly more reduced with the S150, however, these converters are also less efficient at typically 96 %, so that this alternative solution cannot be recommended from the energy point of view.

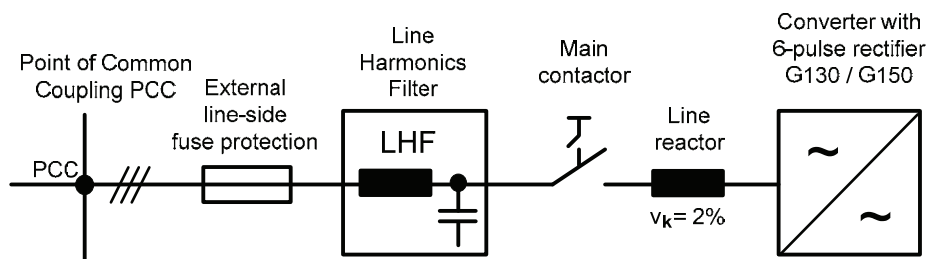
The relevant boundary conditions to be noted in relation to the use of Line Harmonics Filters (LHF) and Line Harmonics Filters compact (LHF compact) are described in detail below.

### Line Harmonics Filter (LHF) 6SL3000-0J\_\_-\_-AA0

Line Harmonics Filters (LHF) are stand-alone filters in a separate housing with degree of protection IP21 for SINAMICS G130 and G150 converters. They are installed between the low-voltage distribution panel in the plant and the SINAMICS converter.

Preconditions for using these Line Harmonics Filters (LHF) are:

- A line-side fuse protection for the LHF
- A main contactor or a circuit breaker on the converter side
- A converter-side line reactor with a relative short-circuit voltage of 2 %



**Additional components required in conjunction with stand-alone Line Harmonics Filters (LHF)**

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The following points must also be noted:

Each converter must have its own LHF. It is not permissible to operate more than one low-power converter on a single high-power LHF.

The power rating of the converter must not be less than two grades lower than that of the Line Harmonics Filter LHF. Otherwise the mismatching of the line reactors will influence the resonance frequency on the converter side too much, thereby reducing the effectiveness of the filter. With this in mind, Line Harmonics Filters are available for the following converter output power ratings:

Supply voltage	Rated converter power
380 V – 480 V 3AC	≥ 160 kW
500 V – 600 V 3AC	≥ 110 kW
660 V – 690 V 3AC	≥ 160 kW

The relative short circuit power RSC of the supply system must have a value of at least 10. If the short circuit power is any smaller, the line-side resonance frequency will be affected too much and the fundamental wave of the line voltage may increase considerably until it reaches values beyond the permissible line voltage tolerance of the converter.

Line-side fuse protection for the Line Harmonics Filters should be implemented using the same fuse types as those recommended in Catalog D11 as line-side power components for protecting the corresponding converters.

If line-side switches or contactors are used for switching on/off a Line Harmonics Filter, these must be dimensioned for the making current involved, which is in the same order of magnitude as the rated current. For this reason, AC-3 category contactors must be used.

The converter-side main contactor or the converter-side circuit breaker must not connect the converter to the filter, before the filter is connected to the supply. When shutting down the system, the converter must always be disconnected from the filter by means of the main contactor or the circuit breaker, before the filter is disconnected from the supply.

Line Harmonics Filters can be connected in parallel in order to increase the power. A current derating of 7.5 % must be taken into account.

Line Harmonics Filters LHF can also be used with G150 parallel converters (G150 power extension), if a 6-pulse power supply is given and both partial converters are fed from the same supply resp. the same transformer winding. In this case, each partial converter must be connected to a Line Harmonics Filter on the line side, which is adapted to the power of the partial converter.

With a 12-pulse line connection, the use of a Line Harmonics Filter does not make technical sense because no additional improvement of the harmonic effects will be achieved.

LHFs can be used at ambient temperatures of > 40°C to maximum 50°C. Current derating of 2 % per °C must be applied at ambient temperatures of > 40°C.

Line Harmonics Filter LHF can be operated on both, 50 Hz and 60 Hz supply systems. The supply frequency is selected through reconnection of jumper links in the filter at the commissioning stage. The supply frequency is set for 50 Hz in the delivery state (factory setting).

LHFs can be connected to the following supply systems:

Line supply voltage	/ line frequency
3AC 380 V – 415 V ±10%	/ 50 Hz, changeable to
3AC 440 V – 480 V ±10%	/ 60 Hz
3AC 500 V – 600 V ±10%	/ 50 Hz, changeable to
3AC 500 V – 600 V ±10%	/ 60 Hz
3AC 660 V – 690 V ±10%	/ 50 Hz, changeable to
3AC 660 V – 690 V ±10%	/ 60 Hz

Line Harmonics Filters LHF can be used in grounded (TN/TT) and non-grounded (IT) supply systems.

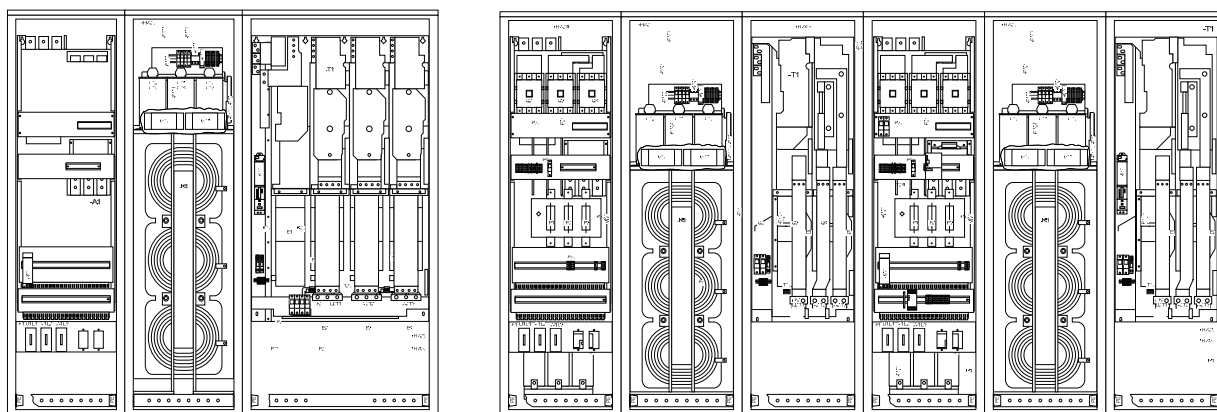
Line Harmonics Filters LHF should be positioned directly at the converter input whenever possible. In individual cases, however, the low frequencies involved make it possible to locate the Line Harmonics Filter at a greater distance from the converter, although the cable length should not exceed 100 m.



### Line Harmonics Filters compact (LHF compact) / Option L01 for SINAMICS G150

Line Harmonics Filters compact (LHF compact) are available for the entire ratings spectrum of SINAMICS G150 converter cabinet units, including parallel connections, as standard option L01 for cabinet integration → SINAMICS G150 Clean Power with integrated Line Harmonic Filter compact.

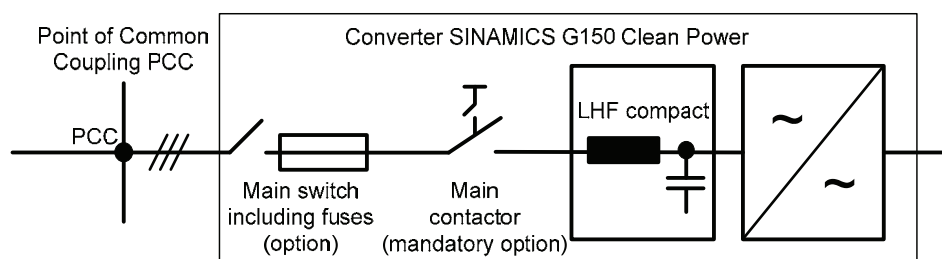
Integrating the LHF compact increases the cabinet width of the SINAMICS G150 converter cabinet unit by 400 mm or 600 mm depending on power rating (1200 mm for parallel connections).



Examples of SINAMICS G150 and SINAMICS G150 parallel connections with integrated Line Harmonics Filter LHF compact

SINAMICS G150 converter cabinet units with integrated LHF compact can be supplied with all available degrees of protection from IP20 to IP54.

Converters with a Line Harmonics Filter compact can be optionally equipped with a main switch including fuses. A main contactor or a circuit breaker are always essential (mandatory option L13 / main contactor or L26 / circuit breaker). These components are installed in each case in the SINAMICS G150 Clean Power cabinet unit between the mains supply connection and the LHF compact, so that the filter and converter are always protected and switched as a common unit.



SINAMICS G150 Clean Power with integrated Line Harmonics Filter compact (LHF compact)

The relative short-circuit power RSC (Relative Short Circuit power) of the supply system must be at least  $RSC = 10$ . If the short-circuit power is any smaller, the line-side resonant frequency will become detuned and the fundamental wave of the line voltage may increase significantly until it reaches values beyond the permissible line voltage tolerance of the converter.

It does not make technical sense to use Line Harmonics Filters compact with a 12-pulse power supply connection, as this does not achieve any additional reduction in the harmonic effects on the supply.

Line Harmonics Filters compact can also be operated at ambient temperatures of  $> 40^{\circ}\text{C}$  up to a maximum of  $50^{\circ}\text{C}$ , with the same derating factors applicable as to SINAMICS G150 converters.

Line Harmonics Filters compact can be used in both grounded systems (TN/TT) and non-grounded systems (IT).

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Line Harmonics Filters compact are suitable for both, 50 Hz and 60 Hz supply systems. If converters with a Line Harmonics Filter compact are operated on 60 Hz supplies at voltages at the top end of the relevant permissible line connection voltage range, the permissible upper line voltage tolerance is limited to +8 %.

Line supply voltage range	Line supply voltage	Permissible upper line voltage tolerance
380 V – 480 V 3AC / 60 Hz	up to 460 V / 60 Hz	+ 10 %
	480 V / 60 Hz	+ 8 %
500 V – 600 V 3AC / 60 Hz	up to 600 V / 60 Hz	+ 10 %
660 V – 690 V 3AC / 60 Hz	up to 660 V / 60 Hz	+ 10 %
	690 V / 60 Hz	+ 8 %

#### Permissible line voltage tolerances when converters with Line Harmonics Filters compact are operated on 60 Hz supplies

If a Braking Module is installed in a converter with a Line Harmonics Filter compact, the Braking Module must always be set to the upper response threshold (corresponding to the factory setting). This setting must not be changed.

### 1.5.3 Line filters (radio frequency interference (RFI) suppression filter or EMC filter)

#### 1.5.3.1 General information and standards

Line filters limit the high-frequency, conducted interference emitted by variable-speed drive systems in the frequency range from 150 kHz to 30 MHz and therefore contribute to improving the **Electromagnetic Compatibility (EMC)** of the overall system.

The electromagnetic compatibility describes - according to the definition of the EMC directive - the "capability of a device to work satisfactorily in the electromagnetic environment without itself causing electromagnetic interference which is unacceptable for other devices present in this environment".

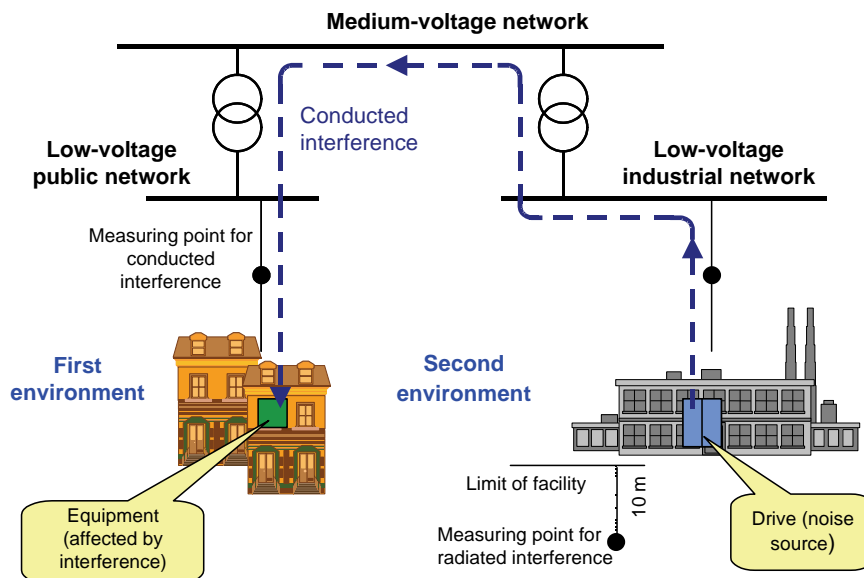
To guarantee that the appropriate EMC directives are observed, the devices must demonstrate a sufficiently high noise immunity, and also the emitted interference must be limited to acceptable values.

The EMC requirements for "Adjustable speed electrical power drive systems" are defined in the EMC product standard EN 61800-3. A variable-speed drive system (or **Power Drive System PDS**) in the context of this standard comprises the drive converter and the electric motor including cables. The driven machine is not part of the drive system.

EMC product standard EN 61800-3 defines different limits depending on the location of the drive system and refers to installation sites as "first" and "second" environments.

#### Definition of "first" and "second" environment

- **"First" environment:**  
Residential buildings or locations at which the drive system is directly connected to a public low-voltage supply without intermediate transformer.
- **"Second" environment:**  
Locations outside residential areas or industrial sites which are supplied from the medium-voltage network via a separate transformer.



#### "First" and "second" environment as defined by EMC product standard EN 61800-3

Four different categories are defined in EN 61800-3 depending on the location and the output of the variable-speed drive.

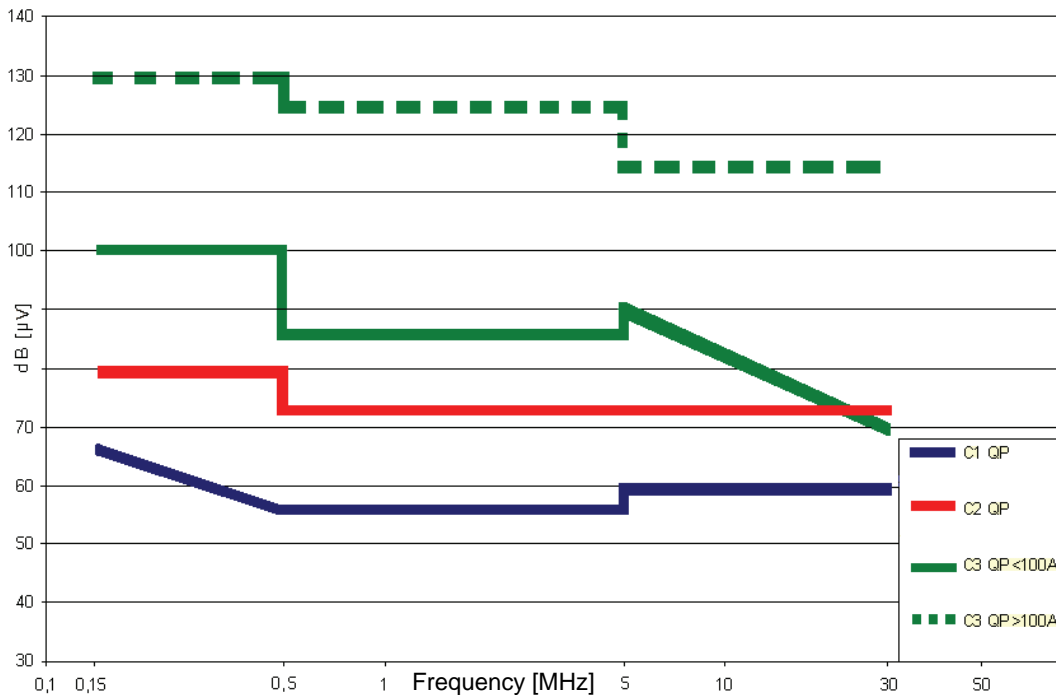
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### Definition of categories C1 to C4 and associated permissible limits of interference voltage levels

- **Category C1:**  
Drive systems with rated voltages of < 1000 V for unlimited use in the "first" environment
- **Category C2:**  
Fixed-location drive systems with rated voltages of <1000 V for use in the "second" environment. Use in the "first" environment is possible if the drive system is installed and used by qualified personnel. The warning and installation information supplied by the manufacturer must be observed.
- **Category C3:**  
Drive systems with rated voltages of < 1000 V for unlimited use in the "second" environment.
- **Category C4:**  
Drive systems with rated voltages of  $\geq 1000$  V or for rated currents of  $\geq 400$  A for use in complex systems in the "second" environment.

The diagram below shows the permissible interference voltage levels for categories C1, C2 and C3. Category C3 is subdivided again into currents of < 100 A and > 100 A. The higher the category, the higher the permitted limit values for conducted interference emissions. The requirements of category C1 can be met only through heavy filtering (blue limit curve below), while category C4 demands only minimal filtering and is therefore not included in the diagram.



Permissible interference voltage levels in dB[µV] for categories C1, C2 and C3 (QP = quasi-peak values)

SINAMICS equipment is almost exclusively used in the "second" environment as defined by categories C3 and C4. It is therefore equipped as standard with RFI suppression filters for the "second" environment, category C3. This applies to SINAMICS G150 and S150 cabinets, to SINAMICS G130 Chassis and to the Infeeds of the modular system S120 (Basic Infeeds, Smart Infeeds and Active Infeeds).

For applications in the "first" environment in accordance with category C2, RFI suppression filters are available as an option for SINAMICS G130, G150, S150 and for the Infeeds of SINAMICS S120 Cabinet Modules. RFI suppression filters compliant with category C2 are suitable for TN or TT systems with grounded starpoint.

### Standards

#### EN 61800-3

#### Adjustable speed electrical power drive systems, part 3: EMC requirements and specific test methods

Variable-speed electrical drives fall into the scope of EMC product standard EN 61800-3 with regard to interference emissions. This standard has been discussed in detail above.

### EN 55011

#### Industrial, scientific and medical (ISM) radio-frequency equipment - Radio disturbance characteristics - Limits and methods of measurement

Before the EMC product standard was introduced, variable-speed electrical drives were covered by the scope of standard EN 55011 which defines limit values for the interference emissions of industrial, scientific and medical radio-frequency equipment. EN 55011 defines two classes of limit value:

- Class A:  
Equipment in class A is suitable for use in all locations except residential areas and other areas connected directly to a low-voltage distribution system which (also) supplies residential buildings. Equipment in class A must remain within the limits defined for class A.  
→ Class A therefore corresponds to the "second" environment defined by EN 61800-3.
- Class B:  
Equipment in class B is suitable for use in residential areas and other areas connected directly to a low-voltage distribution system which (also) supplies residential buildings. Equipment in class B must remain within the limits defined for class B.  
→ Class B therefore corresponds to the "first" environment defined by EN 61800-3.

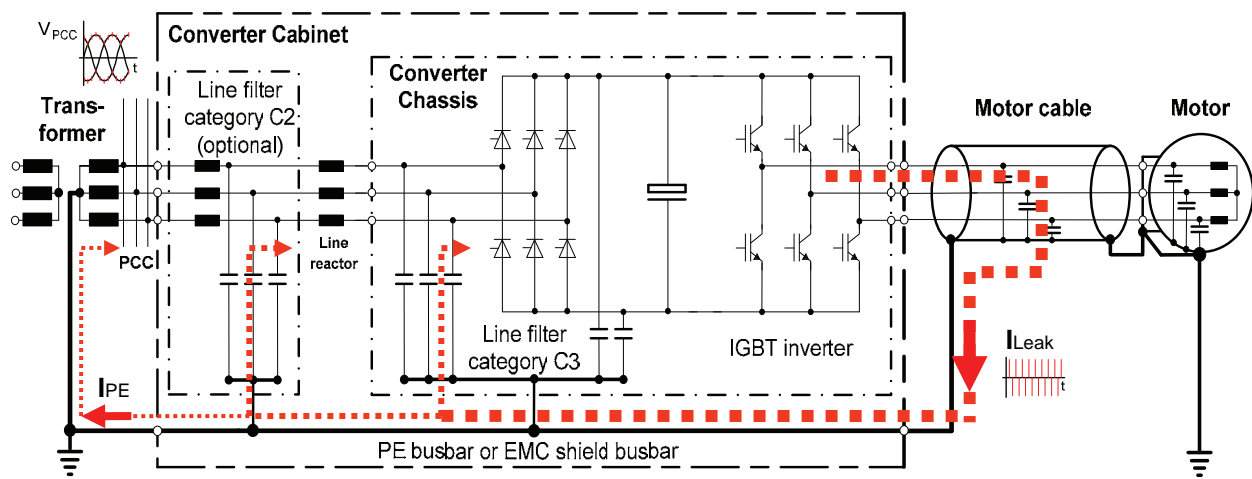
These classifications are therefore used to define the limit values for conducted interference emissions, corresponding exactly to categories C1 to C3 as defined in EN 61800-3.

- Class B1:  
→ This class corresponds to category C1 of EN 61800-3
- Class A1:  
→ This class corresponds to category C2 of EN 61800-3
- Class A2:  
→ This class corresponds to category C3 of EN 61800-3

### 1.5.3.2 Line filters for the "first" environment (residential) and "second" environment (industrial)

Line filters or RFI suppression filters limit the high-frequency harmonic effects on the supply systems of the drive by reducing the conducted emissions in the frequency range between 150 kHz and 30 MHz. They ensure that the disturbances produced by the variable-speed drive are mainly kept inside the drive system itself and that only a small percentage (within the permissible tolerance range) can spread into the supply system.

The diagram below shows a variable-speed drive system which is connected to a TN system with grounded starpoint. The drive system consists of a cabinet-mounted SINAMICS G130 Chassis which is feeding a motor over a shielded motor cable. The purpose of this example is to explain the operating principle of the standard and optional line filters.



Variable-speed drive system PDS comprising a cabinet with a SINAMICS G130 Chassis and a motor

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### 1.5.3.3 Operating principle of line filters

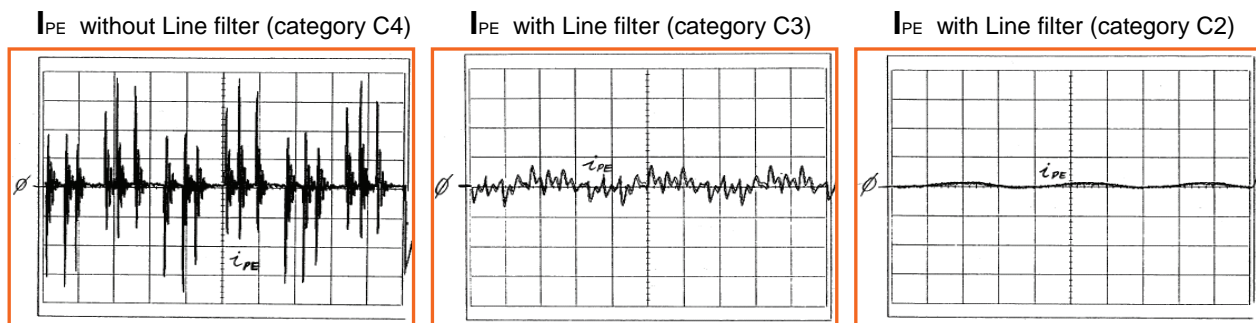
High-frequency interference in the variable-speed drive system is caused by the IGBTs (Insulated Gate Bipolar Transistors) switching at high speed in the motor-side inverter of the converter unit. These switching operation produces very high voltage rate-of-rise  $dv/dt$ . For further information about this phenomenon, please refer to the section "Effects of using fast-switching power components (IGBTs)".

The high voltage rate-of-rise at the inverter output generates large, high-frequency leakage currents which flow to ground across the capacitance of the motor cable and motor winding. These must return via a suitable path to their source, i.e. the inverter. When shielded motor cables are used, the high-frequency leakage or interference currents  $I_{Leak}$  pass via the shield to the PE busbar or the EMC shield busbar in the cabinet.

If the cabinet or the Chassis unit would not contain filters of any type which could offer this high-frequency interference current a low-resistance return path to the inverter, then all the interference current would flow via the line-side PE connection of the cabinet to the transformer neutral ( $I_{PE} = I_{Leak}$ ) and from there back to the converter (rectifier) via the three phases of the three-phase supply. If this were the case, the interference current would superimpose high-frequency interference voltages on the line voltage and thus influence or even destroy other loads connected to the same point of common coupling as the cabinet itself. The interference at the connection point would match the level defined by category C4.

Due to the line filter which is a standard feature of SINAMICS Chassis the high-frequency interference current gets a low-resistance return path to its source so that a high percentage of the interference current  $I_{Leak}$  can flow via the filter inside the Chassis unit. As a result, the supply system is loaded with lower interference currents  $I_{PE} < I_{Leak}$  and the interference level at the point of common coupling drops to the level of category C3.

If the optional line filter is installed in the cabinet in addition to the standard line filter fitted to SINAMICS Chassis, almost all the interference current  $I_{Leak}$  is diverted before it can exit the drive system and the load on the power supply is reduced still further ( $I_{PE} \ll I_{Leak}$ ), i.e. the interference level drops to the value defined for category C2.



High-frequency interference current at the line-side PE connection as a function of line filters

### 1.5.3.4 Magnitude of leakage or interference currents

The magnitude of the high-frequency leakage currents depends on a large number of drive parameters. The most important influencing factors are:

- Level of the line voltage  $V_{Line}$  or the DC link voltage  $V_{DCLink}$  of the converter,
- Voltage rate-of-rise  $dv/dt$  produced by fast-switching IGBTs in the inverter,
- Pulse frequency  $f_p$  of the inverter,
- Converter output with or without motor reactor or motor filter,
- Impedance  $Z_W$  or capacitance  $C$  of motor cable,
- Inductance of grounding system and all ground and shield connections.

The inductance values of the grounding system and the exact grounding conditions are normally not known so it is very difficult in practice to precisely calculate the leakage currents that are likely to occur. It is however possible to work out the theoretical maximum values of the leakage current  $I_{Leak}$  carried by the motor cable shield if we assume that the grounding system inductance is negligible and the line filter action is ideal. In this case, the peak value of leakage current  $\hat{I}_{Leak}$  can be calculated as follows from the DC link voltage  $V_{DCLink}$  and the impedance  $Z_W$  of the motor cable:

$$\hat{I}_{Leak} = \frac{V_{DCLink}}{Z_W}$$

If we apply this formula to the converters and inverters in the SINAMICS range and assume the Infeed to be 400 V 3AC plus the maximum number of parallel motor cables  $n_{max}$  and the maximum cross-sections of shielded motor cables  $A_{max}$ , then the magnitudes of the theoretical peak values  $\hat{I}_{Leak}$  of the leakage currents carried by the motor cable shields are calculated to be:

- Booksize format 1.5 kW - 100 kW  $\hat{I}_{Leak} = 10 \text{ A} - 30 \text{ A}$
- Chassis format 100 kW - 250 kW  $\hat{I}_{Leak} = 30 \text{ A} - 100 \text{ A}$
- Chassis format 250 kW - 800 kW  $\hat{I}_{Leak} = 100 \text{ A} - 300 \text{ A}$

The associated rms values  $I_{Leak}$  are approximately 10 times lower when the following supplementary conditions apply:

- Pulse frequency  $f_P$  matches factory setting
- 300 m shielded motor cable (with  $n_{max}$  and  $A_{max}$ )

Both, the peak values and rms values increase in proportion to the line voltage or DC link voltage. Peak values are not influenced by pulse frequency or cable length while rms values increase in proportion to pulse frequency and cable length.

Since the above analysis does not take the grounding system inductance into account, the real values are generally lower. If motor reactors or motor filters are installed, the leakage currents are reduced even further.

What proportion of the high-frequency leakage current  $I_{Leak}$  carried by the motor cable shield reaches the line-side PE connection depends on the line filters in the converter Chassis unit or converter cabinet, as described on the previous page. The oscillograms shown in the previous page provide a rough guide as to the reduction in leakage currents at the PE connection that can be achieved depending on the line filters used. Even when line filters in accordance with category C2 are installed, leakage current peak values of  $> 1 \text{ A}$  might occur at the PE connection with the largest units in Booksize format and of 10 A with the largest units in Chassis format.

As the analysis above makes clear, high-frequency leakage currents at the line-side PE connection are not negligible, even when relatively extensive RFI suppression measures are implemented. For this reason, it is not generally possible to use line-side residual-current circuit breakers (RCCBs) or universal-AC/DC-sensitive differential current monitors on SINAMICS drives in the power range of the converters described in this engineering manual. This applies to both, RCCBs with an operating threshold of 30 mA for personnel protection as well as to RCCBs with an operating threshold of 300 mA for fire protection. Experience indicates that only drives with short motor cable lengths of  $< 10 \text{ m}$  and power ratings up to about 0.5 kW can operate satisfactorily on 30 mA RCCBs. The same applies to drives with short motor cable lengths of  $< 10 \text{ m}$  and power ratings up to about 5 kW on 300 mA RCCBs. For further information, please refer to the "Guideline for Residual-Current Circuit Breakers and Electric Drives" (Leitfaden für Fehlerstrom-Schutzrichtungen und elektrische Antriebe) published by the ZVEI (German Electrical and Electronic Manufacturers' Association).

### 1.5.3.5 EMC-compliant installation

To ensure that the line filters can achieve the intended filtering effect, it is essential to install the entire drive system correctly. The installation must be such that interference current can find a continuous, low-inductance path without interruptions or weak points from the shield of the motor cable to the PE or EMC shield busbar and the line filter back to the inverter.

Compliance with categories C2 and C3 of EMC product standard EN 61800-3 therefore requires a shielded cable for the connection between converter and motor. For higher outputs in the SINAMICS Chassis and cabinet unit power range, a symmetrical 3-wire, three-phase cable should be used to make the connection whenever possible.

Shielded cables with symmetrically arranged three-phase conductors L1, L2 and L3 and an integrated, 3-wire, symmetrically arranged PE conductor, such as the PROTOFLEX EMV cable, type 2YSLCY-J or 2XSLCY-J supplied by Prysmian, are ideal.



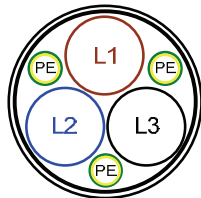
**Shielded, symmetrically arranged three-phase cable with 3-wire PE conductor**

Alternatively, it is also possible to use a shielded cable containing only three-phase conductors L1, L2 and L3 in a symmetrical arrangement, for example, 3-wire cables of type Protodur NYCWY. In this case, the PE conductor must be routed separately as close as possible and in parallel to the 3-wire motor cable.

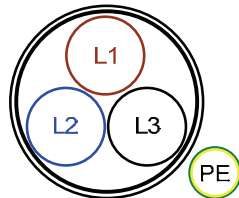
# Fundamental Principles and System Description

## Engineering Information

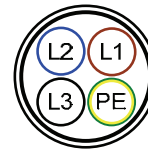
For outputs in the Booksize and Blocksize unit power range, and for lower outputs in the Chassis and cabinet unit power range, it is also possible to use shielded, asymmetrical, 4-wire cables (L1, L2, L3 plus PE) such as power cables of type MOTION-CONNECT.



ideal symmetrical 3-wire cable plus symmetrically arranged PE conductor



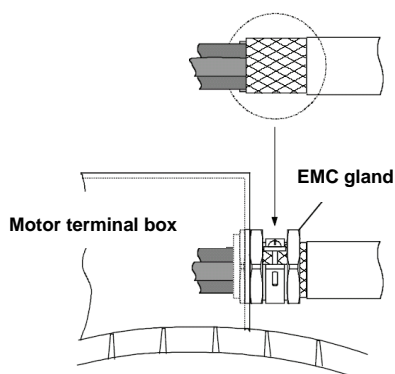
symmetrical 3-wire cable with separately routed PE conductor



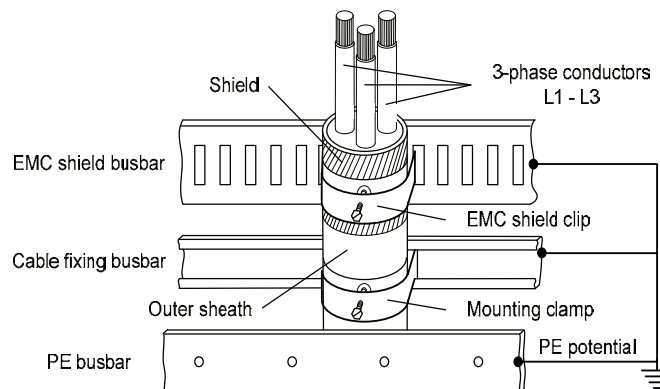
asymmetrical 4-wire cable including the PE conductor

### Shielded three-phase cables with concentric shield

Effective shield bonding is achieved if EMC cable glands are used to create a solid 360° contact between the shield and motor terminal box and, at the other side in the converter cabinet, a solid 360° contact with the EMC shield busbar using EMC shield clips. An alternative shield connection to the PE busbar in the converter using only long, braided "pigtaills" is less suitable, particularly if the pigtaills are very long, as this type of shield bond represents a relatively high impedance for high-frequency currents. Further additional shield bonds between the converter and motor, e.g. in intermediate terminal boxes, must never be created as the shield will then become far less effective in preventing interference currents from spreading beyond the drive system.



Shield bonding to the motor terminal box using an EMC gland



Shield bonding to the EMC shield busbar in the converter using an EMC shield clip

The shielded cable with well bonded shield at both ends ensures that interference currents can flow back easily to the cabinet.

The housing of the SINAMICS Chassis containing the standard, category C3 line filter must be connected inside the cabinet to the PE busbar and the EMC shield busbar with a low-inductance contact. The connection can be made over a large area using metal construction components of the cabinet. In this case, the contact surfaces must be bare metal and each contact point must have a minimum cross-section of several cm<sup>2</sup>. Alternatively, this connection can be made with short ground conductors with a large cross-section ( $\geq 95 \text{ mm}^2$ ). These must be designed to have a low impedance over a wide frequency range, e.g. made of finely stranded, braided round copper wires or finely stranded, braided flat copper strips.

The same rules apply to the connection of the optional category C2 line filter to the PE busbar and the EMC shield busbar.

The optional line filter must always be combined with a line reactor, otherwise it cannot achieve its full filtering effect.

If the motor cable used were unshielded rather than shielded, the high-frequency leakage currents would be able to return to the cabinet via an indirect path, i.e. across the motor cable capacitance. They would inevitably flow to the cable rack and thus to system ground. From here they would continue to the transformer neutral point along undefined paths and finally via the three phases of the supply system back to the converter. They would bypass the line filter, rendering it ineffective, with the result that the system would comply with category C4 only.



Compliance with category C4 in complex installations with rated currents  $\geq 400$  A in an industrial environment and in IT systems (see section below) in accordance with EN 61800-3 is perfectly acceptable. In this case, the plant manufacturer and the plant operator must agree upon an EMC plan, i.e. individual plant-specific measures to achieve electromagnetic compatibility. These could include, for example, plant-wide use of highly interference-immune components (which would include SINAMICS devices and their system components), and strict separation of interference sources and potentially susceptible equipment, for example, through systematic separate routing of power and signal cables. Under the specified boundary conditions, use of shielded motor cables is no longer essential in terms of EMC, but is still recommended for the purpose of reducing bearing currents in the motor in installations where motor reactors or motor filters are not installed in the converter.

In principle it is also possible to reduce conducted interference emissions to the low values of category C3 according to EN 61800-3 when unshielded motor cables are used. However, very complicated filtering mechanisms capable of drastically reducing the voltage rate-of-rise and thus also the interference currents would have to be provided at the inverter output. In view of the volume and the costs involved in implementing extensive filtering at the inverter output as well as the negative impact of filters on the dynamic control response and accuracy of the drive, this option does not in practice generally constitute a viable alternative to the use of shielded motor cables in cases where compliance with the limits stipulated by category C3 or even category C2 is essential.

### Line filters and IT systems

The standard line filters for category C3 and the optional line filters for category C2 are suitable for use only in grounded supply systems (TN and TT supply systems). Where SINAMICS equipment is to be operated on an ungrounded (IT) supply system, the following must be noted:

- In the case of standard line filters, the connection between the filter and ground must be interrupted when the equipment is installed or commissioned. This can be done simply by removing a metal clip as described in the operating instructions.
- Optional line filters for category C2 must not be used at all.

If these rules are not followed, the line filters will be overloaded and irreparably damaged in the event of a ground fault at the motor side. Once the ground connection for the standard RFI suppression filter has been removed, the devices generally comply only with Category C4 according to EMC product standard EN 61800-3 (for relevant explanation, see above).

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### 1.6 SINAMICS Infeeds and their properties

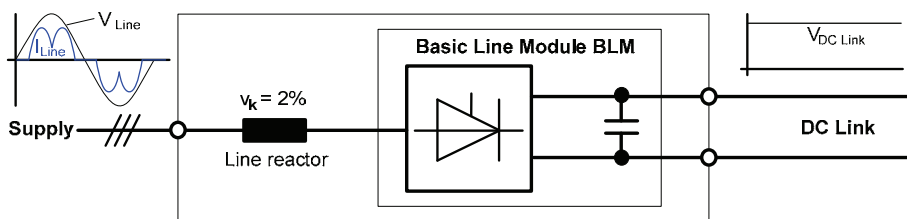
SINAMICS Infeeds generate a DC voltage (DC link voltage  $V_{DCLink}$ ) from the line voltage of the 3-phase AC supply system. This DC voltage is smoothed by DC link capacitors. The Infeeds are integral components of the SINAMICS G130, G150 and S150 converter units and are available as stand-alone components for of the SINAMICS S120 modular drive system. In the latter case, they are available in Chassis or Cabinet Modules format for two-quadrant operation (Basic Infeed) or four-quadrant operation (Smart Infeed und Active Infeed).

#### 1.6.1 Basic Infeed

The Basic Infeed is a robust, unregulated Infeed for two-quadrant operation (i.e. the energy always flows from the supply system to the DC link). This Infeed is not designed to regenerate energy from the DC link back to the supply system. If regenerative energy is produced for brief periods by the drive, e.g. during braking, it must be converted to heat by a Braking Module connected to the DC link combined with a braking resistor.

The Basic Infeed consists of a line-commutated, 6-pulse, three-phase rectifier equipped with thyristors or diodes. A line reactor with a relative short-circuit voltage of 2 % is generally connected on the line side. Further details can be found in the section "Line reactors" and in the chapters on specific unit types.

The Basic Infeed is an integral component of SINAMICS G130 Chassis units and SINAMICS G150 cabinet units (with thyristors in each case). It is also available as a stand-alone Infeed in the SINAMICS S120 modular system, in Chassis and Cabinet Modules format (with thyristors for the lower power ratings and with diodes for the higher power ratings 900 kW/400 V and 1,500 kW/500 V-690 V).



#### SINAMICS S120 Basic Infeed comprising a Basic Line Module with thyristors and a line reactor with $v_k = 2\%$

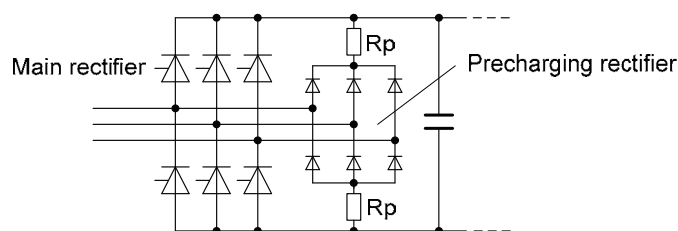
The Basic Infeed is a line-commutated rectifier which, from the three-phase line voltage  $V_{Line}$ , produces an unregulated, load-dependent DC link voltage  $V_{DCLink}$ . Under no-load conditions, the DC link is charged to the peak line voltage value, i.e.  $V_{DCLink} = 1.41 \cdot V_{Line}$ . When loaded the DC link voltage decreases. When partially loaded the DC link voltage will be  $V_{DCLink} \approx 1.35 \cdot V_{Line}$  and at full load,

$$V_{DCLink} \approx 1.32 \cdot V_{Line}.$$

As the DC link voltage is unregulated, line voltage fluctuations cause the DC link voltage to fluctuate correspondingly.

The processes for precharging the connected DC link are very different depending on the device variant used:

In the case of SINAMICS G130 and G150 converters in which the Basic Infeed is an integral component of their power units, a small precharging rectifier equipped with diodes is connected in parallel with the main rectifier equipped with thyristors. If this arrangement is applied to the voltage at the line side, the DC link is charged by means of the precharging rectifier and the associated precharging resistors. During this time, the main rectifier is disabled (i.e. the thyristors are not controlled). As soon as the DC link is charged, the thyristors in the main rectifier are controlled in such a way that they are triggered at the earliest possible moment. As a result, the thyristor rectifier essentially behaves during operation in the same way as a diode rectifier. The operational current flows almost entirely via the main rectifier since it encounters much less resistance than via the parallel-connected precharging rectifier and its precharging resistors.



#### Precharging with G130 and G150 converters via a separate precharging rectifier and precharging resistors

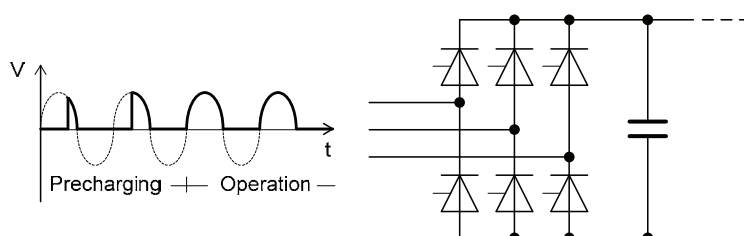
## Fundamental Principles and System Description

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The principle of precharging involves the use of ohmic resistors and is, therefore, subject to losses. This means that the precharging resistors must be thermally dimensioned to support precharging of the DC link for their G130 or G150 converter without becoming overloaded. Additional DC link capacitances cannot be precharged. For this reason, other S120 Motor Modules, for example, must not be connected to the DC link of a SINAMICS G130 or G150 converter. Complete precharging of the DC link is only permitted every 3 minutes.

In the case of Basic Line Modules for the SINAMICS S120 modular system equipped with thyristors, the DC link is charged via the rectifier thyristors by changing the firing angle (phase angle control). During this process, the firing angle is increased continuously for 1 second until it reaches the full firing angle setting. This precharging principle results in hardly any losses, which means that an extremely high DC link capacitance could be precharged. The permissible DC link capacitance for the connected inverters (S120 Motor Modules), however, must be limited to protect the thyristors against an excessive recharge current entering the DC link capacitance when the voltage is restored following a line voltage dip. Despite this, the limit for the permissible DC link capacitance is relatively high due to the robust line-frequency thyristors.

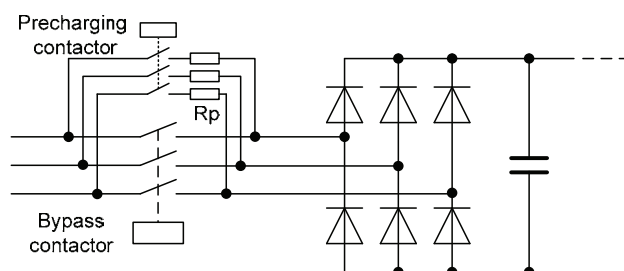
The maximum permissible DC link capacitance for the different S120 Basic Line Modules can be found in the section "Checking the maximum DC link capacitance" of the chapter "General Information about Built-in and Cabinet Units SINAMICS S120".



#### Precharging with S120 Basic Line Modules equipped with thyristors via phase angle control of the thyristors

In the case of Basic Line Modules for the SINAMICS S120 modular system equipped with diodes, precharging is carried out via resistors, which create losses. To precharge the DC link, the rectifier is connected to the supply system on the line side via a precharging contactor and precharging resistors. Once precharging is completed, the bypass contactor is closed and the precharging contactor is opened again. Due to the power losses that occurs in the resistors during precharging, the DC link may be completely precharged only every 3 minutes and the permissible DC link capacitance of the connected inverters (S120 Motor Modules) is limited to lower values than in the case of Basic Line Modules with thyristors.

The maximum permissible DC link capacitance for the different S120 Basic Line Modules can be found in the section "Checking the maximum DC link capacitance" of the chapter "General Information about Built-in and Cabinet Units SINAMICS S120".



#### Precharging with S120 Basic Line Modules equipped with diodes via precharging contactor and precharging resistors

To achieve an increased output power rating, it is possible to connect up to four S120 Basic Line Modules in parallel (including 6-pulse and 12-pulse configurations). Further details can be found in the section "Parallel connections of converters".

Due to the operating principle of the 6-pulse three-phase bridge circuit, the Basic Infeed causes relatively high harmonic effects on the supply system. The line current contains a high harmonic content with harmonic numbers  $h = n \cdot 6 \pm 1$ , where  $n$  assumes integers 1, 2, 3, etc. The Total Harmonic Distortion factor of current THD(I) is typically in the range from about 30 % to 45 %. For further information about harmonic characteristics, please refer to the section "Harmonic effects on the supply system". Line Harmonics Filters LHF can be installed on the line side of G130 Chassis units and G150 cabinet units in order to reduce the effects of harmonics on the supply. These reduce the total harmonic distortion factor THD(I) to below 7.5%. A similar reduction can also be achieved with 12-pulse circuits, i.e. by supplying two Basic Line Modules from a three-winding transformer with a 30 ° phase displacement between its voltages.

The criteria for defining of the required transformer power rating, taking into account the harmonic load as well as the characteristics of three-winding transformers in 12-pulse operation, are described in the section "Transformers".

# Fundamental Principles and System Description

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### 1.6.2 Smart Infeed

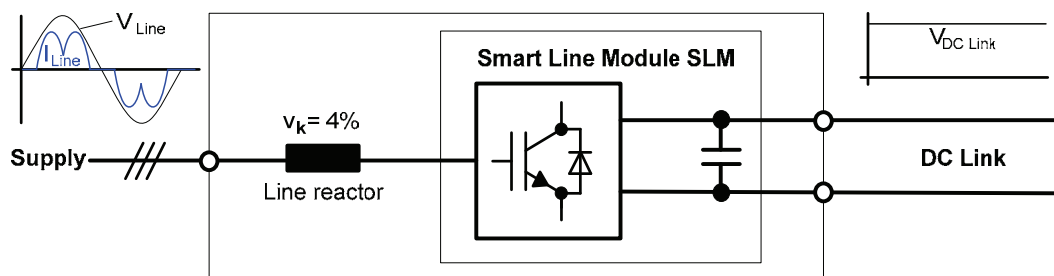
The Smart Infeed is a simple, unregulated rectifier / regenerative unit for four-quadrant operation (i.e. the energy flows from the supply system to the DC link and vice versa).

The Smart Infeed consists of an IGBT inverter, which operates at the line supply as a line commutated 6-pulse bridge rectifier / regenerative unit. In contrast to the Active Infeed, the IGBTs are not active pulsed using the pulse-width modulation method. In rectifier operation (motor operation) the current flows via the diodes integrated into the IGBT modules from the line supply to the DC link, so that a line-commutated, 6-pulse diode bridge circuit is present in motor operation. In regenerative operation the current flows via the IGBTs, which are synchronised at the line frequency. Thus, a line-commutated, 6-pulse IGBT bridge circuit is present at regenerative operation.

As IGBTs, in contrast to thyristors, can be switched off at any time, inverter shoot-through during regenerative operation caused by supply system failures cannot occur in contrast to rectifier / regenerative units equipped with thyristors.

On the line side, the Smart Infeed is normally equipped with a line reactor having a relative short circuit voltage of  $v_k = 4\%$ .

The Smart Infeed is available as a stand-alone Infeed of the SINAMICS S120 modular system in Chassis and Cabinet Modules format.



**SINAMICS S120 Smart Infeed comprising a Smart Line Module and a line reactor with  $v_k = 4\%$**

The IGBTs for regenerative operation of the Smart Infeed are always switched on at the natural firing point and switched off after  $120^\circ$  (electr.) independently from the direction of the energy flow. As a result of this, a current resp. energy flow from the supply to the DC link or vice-versa is possible at any time. The direction of the actual current resp. energy flow is only determined by the voltage ratios between the supply and the DC link. In steady-state motor operation, the DC link voltage during the possible current-flow phase is always smaller than the supply voltage, so that the current flows from the supply to the DC link via the diodes. In steady-state regenerative operation, the DC link voltage during the possible current-flow phase is always larger than the supply voltage, so that the current flows from the DC link to the supply via the IGBTs. This control principle offers the advantage that the Smart Infeed can react relatively fast to load variations and can also change the direction of the current resp. energy flow at any time.

However, the control principle described creates a capacitive reactive current at no-load operation, which flows on the line side and cannot be neglected. The cause is the sinusoidally supply voltage on the one hand, and an almost perfectly smoothed DC voltage in the DC link during no-load operation at the other hand. Consequently, directly after the firing of the IGBTs, a short-term current flows from the DC link to the supply because, at this time, the supply voltage is slightly lower than the DC link voltage. If the supply voltage then reaches its peak value, the voltage ratios are reversed and thus the current direction is also reversed. The capacitive reactive current on the line side decreases with increasing load of the Smart Infeed and it is no longer present when the rated load is reached.

The magnitude of the capacitive reactive current at no-load condition is depending on the DC link capacitance connected to the Smart Infeed. At the maximum permissible DC link capacitance of the connected Motor Modules, the no-load reactive current reaches a magnitude of approx. 15 % to 20 % of the rated current of the Smart Infeed.

The no-load reactive current can, in principle, be prevented by blocking the regenerative operation via corresponding parametrization of the firmware.

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## Engineering Information

The Smart Infeed is a line-commutated rectifier / regenerative unit which generates an unregulated, load-dependent DC link voltage  $V_{DCLink}$  from the three-phase line voltage  $V_{Line}$ .

In motor operation, the DC link voltage decreases by a slightly larger amount than on the Basic Infeed, because the voltage drop across the 4% reactor is higher than across the 2% reactor on the Basic Infeed. Under partial load in motor operation,  $V_{DCLink} \approx 1.32 \cdot V_{Line}$ , while the figure for full load in motor operation is

$$V_{DCLink} \approx 1.30 \cdot V_{Line} \text{ (motor mode).}$$

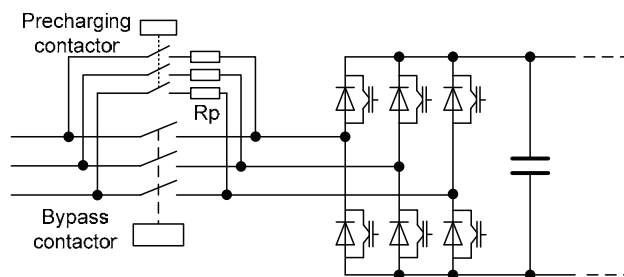
The DC link voltage is higher in regenerative operation than in motor operation, because the direction of current flow reverses and thus also the voltage drop across the 4% reactor. Under partial load in regenerative operation,  $V_{DCLink} \approx 1.38 \cdot V_{Line}$ , while the figure for full load in regenerative operation is

$$V_{DCLink} \approx 1.40 \cdot V_{Line} \text{ (regenerative).}$$

Because the DC link voltage is not regulated, fluctuations in the line voltage and changes in the operating state (motor mode / regenerative mode) cause it to fluctuate accordingly.

With S120 Smart Line Modules, the connected DC link is precharged via resistors, which create losses. To precharge the DC link, the Smart Line Module is connected to the supply system on the line side using a precharging contactor and precharging resistors. Once precharging is complete, the bypass contactor is closed and the precharging contactor opened again. It is absolutely essential that the precharging and main circuits have the same phase sequence because, during the brief period of overlap when both contactors are closed at the same time, the precharging resistors might otherwise be overloaded and irreparably damaged. Due to the power losses that occur in the resistors during precharging, the DC link may be completely precharged only every 3 minutes and the permissible DC link capacitance of the connected inverters (S120 Motor Modules) is limited to relatively low values. This restriction is not only required due to the power losses, however, but also to protect the diodes in the IGBT modules against an excessive recharge current from entering the DC link capacitors when the voltage is restored following voltage dips.

The maximum permissible DC link capacitance for the different S120 Smart Line Modules can be found in the section "Checking the maximum DC link capacitance" of the chapter "General Information about Built-in and Cabinet Units SINAMICS S120".



### Precharging with S120 Smart Line Modules via precharging contactor and precharging resistors

To achieve an increased output power rating, it is possible to connect up to four S120 Smart Line Modules in parallel (including 6-pulse and 12-pulse configurations). Further details can be found in the section "Parallel connections of converters".

Due to the operating principle of the 6-pulse three-phase bridge circuit, the Smart Infeed causes relatively high harmonic effects on the supply system. The line current contains a high harmonic content with harmonic numbers  $h = n \cdot 6 \pm 1$ , where  $n$  assumes integers 1, 2, 3, etc. The harmonic currents produced in rectifier operation (motor operation) are identical as those of the Basic Infeed and have the same spectral distribution. The Total Harmonic Distortion factor of the current THD(I) is typically in the range from about 30 % to 45 %. In regenerative operation, the 5<sup>th</sup> harmonic decreases significantly but all the others increase slightly so that the Total Harmonic Distortion factor THD(I) only decreases by a few percent. The use of Line Harmonics Filters for the reduction of harmonic effects is not permissible with Smart Infeeds due to the different spectrums of the current harmonics in rectifier operation (motor operation) and in regenerative operation. A reduction of the Total Harmonic Distortion factor (THD)(I) to a value of approx. 10% can only be achieved with 12-pulse circuits, i.e. by supplying two Smart Line Modules from a three-winding transformer with a 30° phase displacement between its secondary voltages.

The criteria for defining of the required transformer power rating, taking into account the harmonic load as well as the characteristics of three-winding transformers in 12-pulse operation, are described in the section "Transformers".

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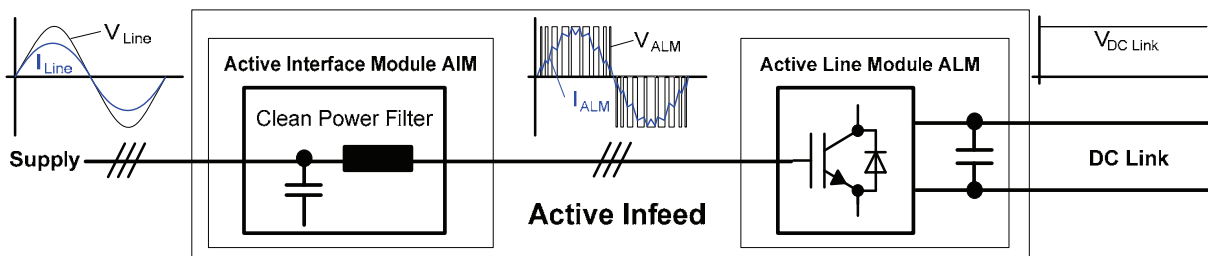
## Engineering Information

### 1.6.3 Active Infeed

The Active Infeed is an actively pulsed, regulated rectifier / regenerative unit for four-quadrant operation (i.e. energy flows from the supply system to the DC link and vice versa).

The Active Infeed comprises a self-commutated IGBT inverter (Active Line Module ALM), which operates on the supply system via the Clean Power Filter (Active Interface Module). The Active Line Module operates according to the method of pulse-width modulation and generates a constant, regulated DC link voltage  $V_{DC}$  from the three-phase line voltage  $V_{Line}$ . The Clean Power Filter, which is installed between the Active Line Module and the supply system, filters out, as far as possible, the harmonics from the Active Line Module's pulse-width modulated voltage  $V_{ALM}$ , thereby ensuring a virtually sinusoidal input current on the line side and, therefore, minimal harmonic effects on the supply system.

The Active Infeed is the highest grade SINAMICS Infeed variant. It is an integral component of SINAMICS S150 cabinet units and is available as a stand-alone Infeed of the SINAMICS S120 modular drive system in Chassis or Cabinet Modules format.



**SINAMICS S120 Active Infeed comprising an Active Interface Module and an Active Line Module**

The Active Infeed is a self-commutated rectifier / regenerative unit and produces from the three-phase line voltage  $V_{Line}$  a regulated DC link voltage  $V_{DCLink}$ , which remains constant independently from line voltage variations and supply voltage dips. It operates as a step-up converter, i.e. the DC link voltage is always higher than the peak value of the line voltage ( $V_{DCLink} > 1.41 \cdot V_{Line}$ ). The value can be parameterized (1.42 to 2.0) and its factory setting is

$$V_{DCLink} = 1.50 \cdot V_{Line}$$

This setting should not be changed without a valid reason. Reducing the factory-set value tends to impair the control quality while increasing it unnecessarily increases the voltage on the inverter and the motor winding. If the permissible voltage of the motor winding is sufficiently high (see section "Increased voltage stress on the motor winding as a result of long cables"), the DC link voltage can be increased from the factory setting to the values  $V_{DCmax}$  specified in the table. This method allows a voltage higher than the line voltage to be obtained at the output of the inverter or Motor Module connected to the Active Infeed. The table shows the maximum achievable inverter output voltage as a function of the DC link voltage and the modulation system used in vector control mode (space vector modulation SVM without overmodulation or pulse-edge modulation PEM).

Supply voltage	Maximum permissible DC link voltage in steady-state operation	Maximum attainable output voltage with space vector modulation	Maximum attainable output voltage with pulse-edge modulation
$V_{Line}$	$V_{DC \text{ max.}}$	$V_{out \text{ max SVM}}$	$V_{out \text{ max. PEM}}$
Units with 380 V – 480 V 3AC	720 V	504 V	533 V
Units with 500 V – 690 V 3AC in operation with supply voltages 500 V – 600 V 3AC	1000 V with $V_{Line} = 500$ V 1100 V with $V_{Line} = 600$ V	700 V with $V_{Line} = 500$ V 770 V with $V_{Line} = 600$ V	740 V with $V_{Line} = 500$ V 814 V with $V_{Line} = 600$ V
660 V – 690 V 3AC	1100 V	770 V	814 V

**SINAMICS Active Infeed: Maximum, continuously permissible DC link voltages and attainable output voltages**

As the magnitude of the DC link voltage can be parameterized and the DC link current depends on this parameter setting, the DC current is not suitable as a criterion for dimensioning the Active Infeed required. For this reason, the power balance of the drive should always be used as a basis for dimensioning the Active Infeed.

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The first important quantity to know is the mechanical power  $P_{\text{mech}}$  to be produced on the motor shaft. Starting with this shaft power value, it is possible to work out the electrical active power  $P_{\text{Line}}$  to be drawn from the supply system by adding the power losses of the motor  $P_{\text{L Mot}}$ , the power losses of the Motor Module  $P_{\text{L MoMo}}$  and the power losses of the Active Infeed  $P_{\text{L AI}}$  to the mechanical power value  $P_{\text{mech}}$ .

$$P_{\text{Line}} = P_{\text{mech}} + P_{\text{L Mot}} + P_{\text{L MoMo}} + P_{\text{L AI}}$$

It is also possible to use the efficiency factors of the motor ( $\eta_{\text{Mot}}$ ), Motor Module ( $\eta_{\text{MoMo}}$ ) and Active Infeed ( $\eta_{\text{AI}}$ ) instead of the power losses values

$$P_{\text{Line}} = P_{\text{mech}} / (\eta_{\text{Mot}} \cdot \eta_{\text{MoMo}} \cdot \eta_{\text{AI}})$$

The active power to be drawn from the supply system depends on the line voltage  $V_{\text{Line}}$ , the line current  $I_{\text{Line}}$  and the line-side power factor  $\cos\phi_{\text{Line}}$  as defined by the relation

$$P_{\text{Line}} = \sqrt{3} \cdot V_{\text{Line}} \cdot I_{\text{Line}} \cdot \cos\phi_{\text{Line}}$$

This is used to calculate the required line current  $I_{\text{Line}}$  of the Active Infeed as follows:

$$I_{\text{Line}} = P_{\text{Line}} / (\sqrt{3} \cdot V_{\text{Line}} \cdot \cos\phi_{\text{Line}})$$

If the Active Infeed is operated according to the factory setting, i.e. with a line-side power factor of  $\cos\phi_{\text{Line}} = 1$ , so it draws only pure active power from the supply. Then the formula can be simplified to

$$I_{\text{Line}} = P_{\text{Line}} / (\sqrt{3} \cdot V_{\text{Line}})$$

The Active Infeed must now be selected such that the permissible line current of the Active Infeed is higher or equal to the required value  $I_{\text{Line}}$ .

At operation with a line-side power factor  $\cos\phi_{\text{Line}} = 1$ , the resultant line current is generally lower than the motor current. This is due to the fact that the motor has a typical power factor  $\cos\phi_{\text{Mot}} \leq 0.9$  and therefore requires a relatively high reactive current. However, this is drawn from the DC link capacitors rather than from the supply system, resulting in a line current that is lower than the motor current.

Due to the fact that the Active Infeed operates as a step-up converter, it maintains the DC link voltage at a constant level, even at significant line voltage variations and line voltage dips. If the drive must tolerate supply voltage dips of more than 15 % without tripping, the following points must be noted:

- The internal auxiliary supply must be fed by a secure, external supply with 230 V (e.g. by means of an uninterruptible power supply UPS).
- The line-side undervoltage trip level must be parameterized to a correspondingly low value.
- The Active Infeed must be capable of providing current reserves so that it can increase the current to compensate for the decreasing power in rectifier / regenerative mode resulting from the low voltage level during the line voltage dip.

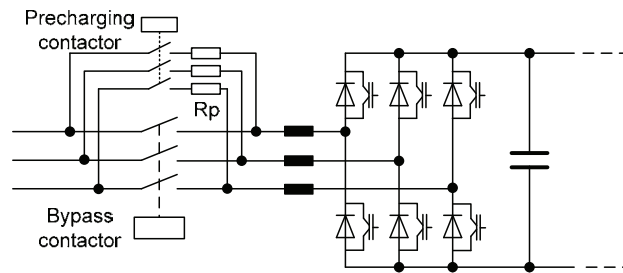
More detailed information can be found in the section "Supply systems and supply system types" in the subsection "Behaviour of SINAMICS converters during supply voltage variations and dips".

At S150 converters and S120 Active Infeeds, the connected DC link is precharged by means of resistors in the Active Interface Modules, which creates losses. To precharge the DC link, the Active Interface Module and the associated Active Line Module are connected to the supply system on the line side via a precharging contactor and precharging resistors. Once precharging is complete, the bypass contactor is closed and the precharging contactor is opened again shortly afterwards. Due to the short overlapping time between the precharging contactor and the bypass contactor (required due to the structure of the Clean Power Filter), precharging and main circuit must have the same phase sequence, otherwise the precharging resistors may be overloaded and destroyed.

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### Precharging with S150 converters and S120 Active Infeeds via precharging contactor and precharging resistors

Due to the power losses which occur during precharging in the resistors, complete precharging of the DC link is only permitted every 3 minutes and the permissible DC link capacitance of the connected inverter(s) is limited to a relatively low value.

The maximum permissible DC link capacitance for the different S120 Active Interface Modules / Active Line Modules can be found in the section "Checking the maximum DC link capacitance" of the chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

To achieve an increased output power rating, it is possible to make a parallel connection of up to four S120 Active Line Modules with the matching Active Interface Modules. Further details can be found in the section "Parallel connections of converters".

Due to the principle of active pulsing combined with the line-side Clean Power Filter, the harmonic effects on the supply caused by the Active Infeed are virtually non-existent. The harmonic content of the line current is only very minor, meaning that there are scarcely any harmonics in the line voltage either. The vast majority of current and voltage harmonics is typically significantly lower than 1 % of rated current or rated voltage with the Active Infeed. The total harmonic distortion factors of the current THD(I) and the voltage THD(V) are typically within a range of approximately 3 %. When self-commutated IGBT Infeeds (S150, S120 Active Line Modules) are used, the system complies with the limit values stipulated in standard IEEE 519 (Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems).

The criteria for defining of the required transformer power rating, taking into account the harmonic load are described in the section "Transformers".

### Creating an island power system by using the Active Infeed

The standard version of the SINAMICS Active Infeed has been developed as an Infeed component for SINAMICS drive systems and a three-phase supply system is therefore an essential prerequisite for its use. Using the Voltage Sensing Module VSM integrated in the Active Interface Module AIM, the Active Infeed senses the magnitude and phase angle of the line voltage, synchronizes itself with the connected line voltage and frequency and, supported by a secondary current controller, regulates the DC link voltage for the connected drive configuration to a constant value which is parameterizable.

Special versions of the Active Infeed are available for applications in which an island power system is to be generated by means of a self-commutated, line-side converter. Examples of such applications are:

- Shaft generators on ships with Active Infeed for generating an on-board power supply system
- Solar power installations with Active Infeed for generating local island power supply systems.

The versions of the Active Infeed required for this purpose have modified power unit hardware (CIM module with additional processor) as compared to the standard version, and require supplementary firmware modules (which are subject to license) in addition to the standard firmware. The power rating range of these special versions is limited. Further information is available on request.



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#### 1.6.4 Comparison of the properties of the different SINAMICS Infeeds

The table below shows an overview of all the key properties of the different SINAMICS infeeds.

SINAMICS Infeeds	Basic Infeed	Smart Infeed	Active Infeed
<b>Mode of operation</b>	Rectifier mode (2Q)	Rectifier / regenerative mode (4Q)	Rectifier / regenerative mode (4Q)
<b>Stable operation in regenerative mode also during line supply failures</b>	Not relevant	Yes	Yes
<b>Power semiconductors</b>	Thyristors / Diodes	IGBT modules	IGBT modules
<b>Line-side reactor</b>	2 %	4 %	Clean Power Filter in AIM
<b>Power factor <math>\cos\phi</math> (fundamental frequency)</b>	> 0.96	> 0.96	Parameterizable (factory setting = 1)
<b>Total Harmonic Distortion factor of the line current THD(I)</b>			Typically 3 %
- 6-pulse	Typically 30 % - 45 %	Typically 30 % - 45 %	-
- 6-pulse with LHF	Typically 5 % - 7.5 %	-	-
- 6-pulse with LHF compact	Typically 5 % - 7.5 %	-	-
- 12-pulse	Typically 8 % - 10 %	Typically 8 % - 10 %	-
<b>EMC filter category C3</b>	Yes	Yes	Yes
<b>DC link voltage at full load</b>	$1.32 \cdot V_{Line}$ (non-stabilized)	Approx. $1.30 \cdot V_{Line}$ (non-stabilized)	$> 1.42 \cdot V_{Line}$ (stabilized and parameterizable)
<b>Voltage at motor winding</b>	Low	Low	Higher than with Basic Infeed and Smart Infeed
<b>Precharging</b>	- By means of the firing angle with thyristors - By means of resistors with diodes	By means of resistors	By means of resistors
<b>Prechargeable DC link capacitance</b>	- High with thyristors - Low with diodes	Low	Low
<b>Typical Efficiency</b>	> 99.0 %	> 98.5 %	> 97.5 %
<b>Volume</b>	Low	Medium	High
<b>Price</b>	Low	Medium	High

Comparison of the properties of different SINAMICS Infeeds

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The table below shows a direct comparison between the typical time characteristics of line currents in relation to line voltage (phase voltage  $V_0 = V_{Line}/\sqrt{3}$ ) for G130 / G150 converters and for the different S120 Infeeds.

	Motor operation	Regenerative operation
G130 / G150 6-pulse		Regenerative operation is not possible
G130 / G150 with Line Harmonics Filter		Regenerative operation is not possible
S120 Basic Infeed 6-pulse		Regenerative operation is not possible
S120 Smart Infeed 6-pulse		
S120 Active Infeed with $\cos\phi=1$ according to factory setting		

Comparison of typical line currents with SINAMICS G130 / G150 converters and SINAMICS S120 Infeeds

### 1.6.5 ---

### 1.6.6 Redundant line supply concepts

#### General

Certain applications require redundant Infeeds for multi-motor drives or common DC link configurations to increase availability. This demand can basically be fulfilled by using several independent Infeed units working in parallel on the common DC link. If one Infeed unit fails the common DC link can be supplied by the remaining Infeed unit, usually without interruption. Depending on the power rating of the Infeed units the common DC link can continue to operate at between half and full power. This is dependent on fulfillment of the following requirements:

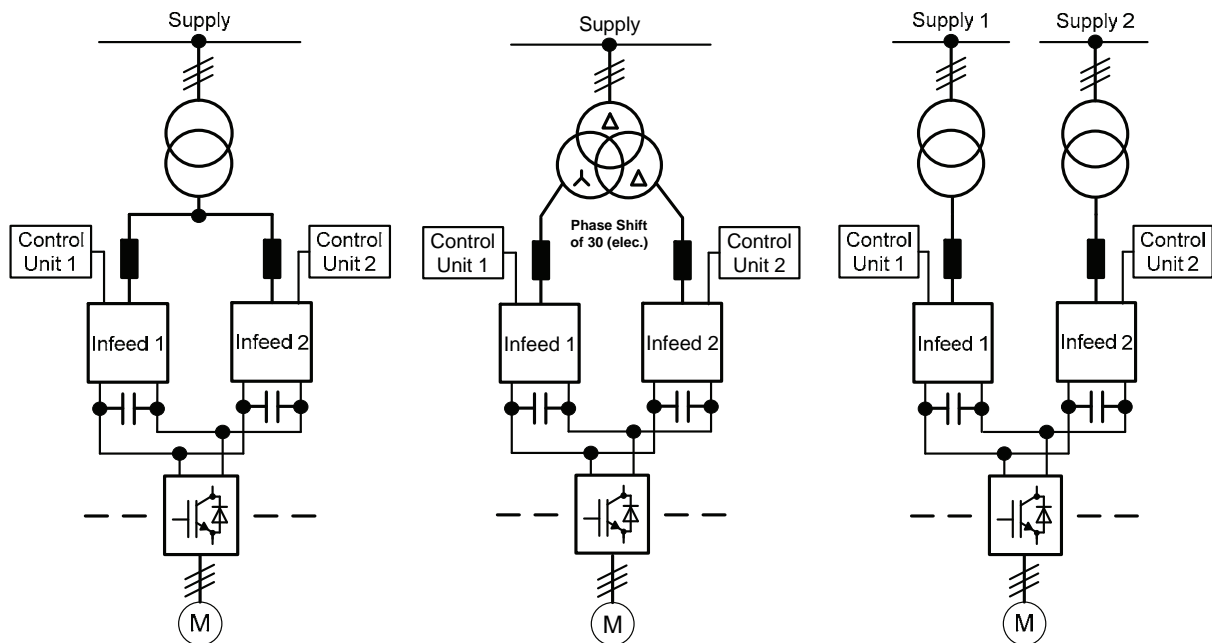
- Each Infeed must have its own Control Unit.
- The Control Unit of each Infeed must control only the assigned Infeed but not any additional Motor Modules.
- Due to the need for redundancy, the Motor Modules operating on the common DC link must be operated on a separate Control Unit or multiple separate Control Units in complete independence of the Infeed Modules.

The difference between redundant Infeeds and the parallel connection of Infeeds for increasing the power rating, as described in the section “Parallel connections of converters”, is the arrangement of the Control Units. At redundant Infeeds each Infeed is controlled by its own Control Unit. Therefore, each Infeed is completely autonomous. At the parallel connection of Infeeds, a single Control Unit controls and synchronizes all power units in the parallel configuration, which behaves as a single Infeed with a higher power rating.

#### Note:

When several independent Infeeds are used, this can considerably increase the availability of the DC busbar. In practice, however, 100% fault tolerance is impossible since certain fault scenarios can still cause an interruption in operation (such as a short circuit on the DC busbar). Even if these fault scenarios are extremely unlikely to occur, the risk of their occurring cannot be completely eliminated in practice.

Depending whether the demand for redundancy is related only to the Infeed units or also to the supplying transformers or the supply systems, different circuit concepts are possible, which are shown and explained below.



**Variant 1:**  
Supply from a single supply system  
with a double-winding transformer

**Variant 2:**  
Supply from a single supply system  
with a three-winding transformer

**Variant 3:**  
Supply from two independent supply systems  
with two transformers

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At **variant 1**, both redundant Infeeds with the same power rating are supplied from one supply system via a two-winding transformer. As both Infeeds are supplied with exactly the same voltage on the line side, in normal operation the current distribution is largely symmetrical, even with unregulated Infeeds. The Infeeds can, therefore, be dimensioned so that each Infeed can provide half of the total current taking into account a small current derating factor. If one Infeed fails, only half of the power required will be available. If the full power is required when one Infeed fails, each Infeed must be dimensioned to provide the full power.

At **variant 2**, both redundant Infeeds with the same power rating are also supplied from one supply system, but via a three-winding transformer. Depending on the characteristics of the transformer, the line-side voltages of both Infeeds can have small tolerances of approx. 0.5 % to 1 %. This leads in normal operation with unregulated Infeeds to a current distribution which is slightly less symmetrical than at variant 1. This must be taken into account and covered by corresponding current derating factors. If the full power is required when one Infeed fails, each Infeed must be dimensioned to provide the full power.

At **variant 3**, both redundant Infeeds with the same power rating are supplied by two independent supply systems with two separate two-winding transformers. As the voltages of both independent supply systems can be noticeably different, very large imbalances in the current distribution can occur in normal operation with unregulated Infeeds. If voltage tolerances between the two supply systems of between 5 % and 10 % have to be dealt with, it is absolutely necessary, when using unregulated Infeeds, to dimension each Infeed to provide the full power.

The following paragraphs will explain which of the three redundant line supply concepts (variants 1 to 3) can be realized with the three Infeed types available with SINAMICS (Basic Infeed, Smart Infeed, Active Infeed) and which boundary conditions must be observed.

### Redundant line supply concepts with the SINAMICS Basic Infeed

With the line-commutated, unregulated SINAMICS Basic Infeed all three variants can be used.

**Variant 1 with SINAMICS Basic Infeed**, boundary conditions to be observed:

- For each Basic Line Module a line reactor with a short-circuit voltage of 2 % is required.
- If it can be accepted that the common DC link is operating with half the power when a Basic Line Module fails, each Basic Line Module can be selected for half the input current taking into account a current derating of 7.5 % related to the rated current, as with the 6-pulse, parallel connection of Basic Line Modules. If the full power is still required by the common DC link when a Basic Line Module fails, each Basic Line Module must be selected for the full power.
- Each Basic Line Module must be able to precharge the complete common DC link capacitance.

**Variant 2 with SINAMICS Basic Infeed**, boundary conditions to be observed:

- If the three-winding transformer corresponds to the specification in the section “Transformers”, subsection “Three-winding transformers”, line reactors are not required.
- If the three-winding transformer corresponds to the specification in the section “Transformers”, subsection “Three-winding transformers”, and it can be accepted that the common DC link is operating with half the power when a Basic Line Module fails, each Basic Line Module can be selected for half the input current taking into account a current derating of 7.5 % related to the rated current, as with the 12-pulse, parallel connection of Basic Line Modules. If the full infeed power is required when a Basic Line Module fails, each of the two Basic Line Modules and their associated transformer windings must be dimensioned in line with the full power required for the DC link.
- Each Basic Line Module must be able to precharge the complete common DC link capacitance.

**Variant 3 with SINAMICS Basic Infeed**, boundary conditions to be observed:

- A line reactor with a short-circuit voltage of 2 % is not required.
- Due to the possibility of large voltage tolerances between both supply systems, it is absolutely necessary that each Basic Line Module is configured for the full power required by the common DC link.
- Each Basic Line Module must be able to precharging the complete common DC link capacitance.

### Redundant line supply concepts with the SINAMICS Smart Infeed

With the line-commutated unregulated SINAMICS Smart Infeed only variant 2 can be used.

**Variant 2 with SINAMICS Smart Infeed**, boundary conditions to be observed:

- Each Smart Line Module requires a line reactor with a short-circuit voltage of 4 %.
- If the three-winding transformer corresponds to the specification in the section "Transformers", subsection "Three-winding transformers", and it can be accepted that the common DC link is operating with half the power when a Smart Line Module fails, each Smart Line Module can be selected for half the input current taking into account a current derating of 7.5 % related to the rated current, as with the 12-pulse, parallel connection of Smart Line Modules. If the full infeed power is required when a Smart Line Module fails, each of the two Smart Line Modules and their associated transformer windings must be dimensioned in line with the full power required for the DC link.
- Each Smart Line Module must be able to precharge the complete common DC link capacitance.

### Redundant line supply concepts with SINAMICS Active Infeed (master-slave configuration)

The regulated SINAMICS Active Infeed allows variants 2 and 3 to be realized. The individual Active Infeeds, which comprise an Active Interface Module AIM and an Active Line Module ALM, must be configured and set up so that they are completely autonomous. They must operate in master-slave configuration. An autonomous setup means:

- Each Active Infeed must have its own Control Unit.
- The Control Unit of each Active Infeed must control only the assigned Active Infeed but not any additional Motor Modules.
- Due to the need for redundancy, the Motor Modules operating on the common DC link must be operated on a separate Control Unit or multiple separate Control Units in complete independence of the Infeed Modules.

The master Infeed is operating in voltage control mode and regulates the DC link voltage  $V_{DC}$  of the DC link, while the slave Infeed(s) is/are operating in current control mode, whereby one master Infeed is required and not more than 3 slave Infeeds are permissible.

The current setpoint for the slave Infeed(s) can be transferred from the master Infeed to the slave Infeed(s) via PROFIBUS DP V2 slave-to-slave communication when a higher-level control system is used or via analog channels, when Terminal Modules TM31 are used. For further details about communication and parameterization, please refer to the Function Manual "SINAMICS S120 Drive Functions".

If a slave Infeed fails, the master Infeed and any other slave Infeed will continue operation. If a master Infeed fails, a slave Infeed must switch over from slave operation in current control mode to master operation in voltage control mode. This can be done during operation (i.e. without the need for any downtime).

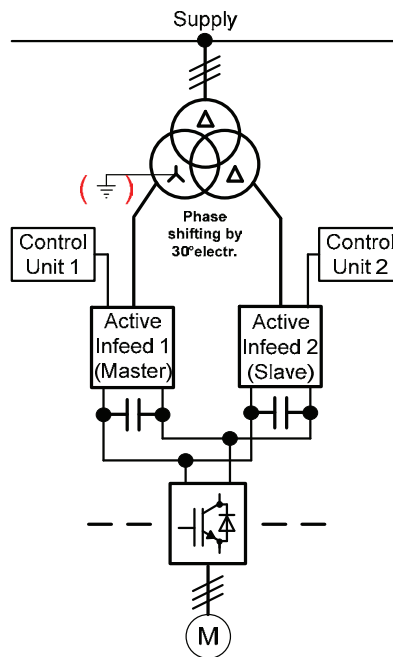
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**Variant 2 with Active Infeed (master-slave configuration);** boundary conditions to be observed:

- Both of the two Active Infeeds (master and slave) must be electrically isolated on the line side to prevent circulating currents that may otherwise occur between the systems as a result of autonomous, unsynchronized operation with two independent Control Units. This electrical isolation, which is absolutely essential, is ensured by means of the three-winding transformer.

Depending on the type of supply system required (grounded TN supply system or non-grounded IT supply system), the star point of the star winding supplying the master Infeed can be grounded (TN supply system) or remain open (IT supply system). With respect to voltage loads on the DC link and on the motor windings to ground, however, operation with a non-grounded IT supply system is preferable. The winding for the slave Infeed must remain non-grounded in all cases.



- If it is acceptable to operate the DC link at half power if an Active Infeed fails, each Active Infeed can be dimensioned for half the infeed current, taking into account a current derating of 5% with respect to the rated current. If the full infeed power is required if an Active Infeed fails, each of the two Active Infeeds and the associated transformer windings must be dimensioned for the full power required for the DC link.
- Each Active Line Module in conjunction with its Active Interface Module must be able to precharge the complete common DC link capacitance.

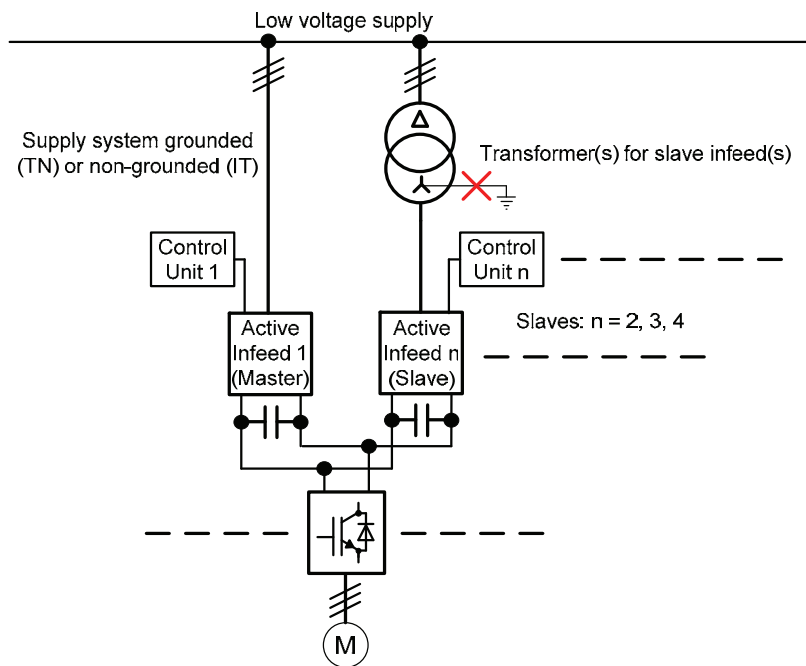
**Variant 3 with Active Infeed (master-slave configuration);** boundary conditions to be observed:

- The Active Infeeds (master and slave(s)) must be electrically isolated on the line side to prevent circulating currents that may otherwise occur between the systems as a result of autonomous, unsynchronized operation with independent Control Units.

Depending on whether the Active Infeeds are supplied from a common low-voltage supply system or from different medium-voltage supply systems, a distinction is made between two configurations:

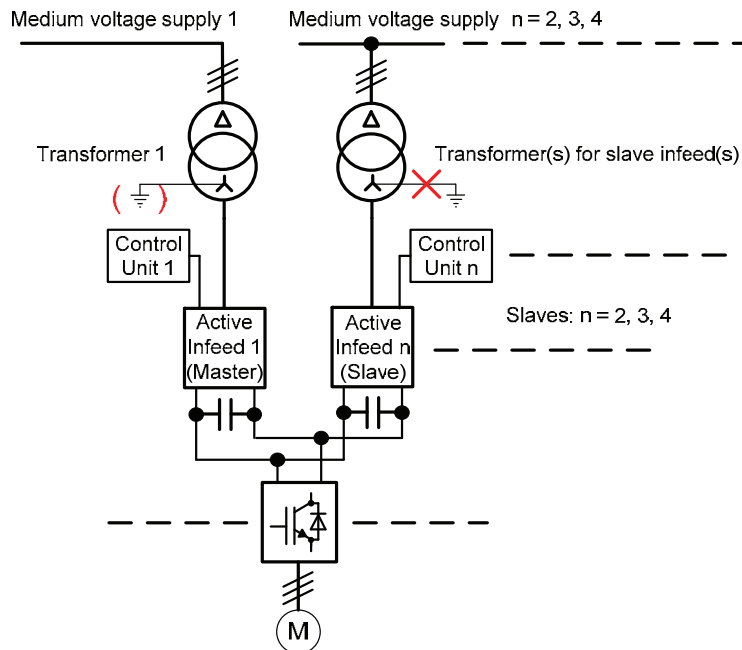
a) Supply from a common low-voltage supply system:

- The master Infeed is connected directly to the low-voltage supply system, whereby the supply system can be operated as either a grounded (TN) or non-grounded (IT) supply system. With respect to voltage loads on the DC link and on the motor windings to ground, however, operation with a non-grounded IT supply system is preferable.
- The slave Infeed(s) must be supplied by its / their own isolation transformer, whereby all secondary windings must be non-grounded.



**b) Supply from different medium-voltage supply systems:**

- The master Infeed is supplied via isolation transformer 1, whereby the secondary winding can be either grounded (TN supply system) or non-grounded (IT supply system). With respect to voltage loads on the DC link and on the motor windings to ground, however, operation with a non-grounded IT supply system is preferable.
- The slave Infeed(s) must be supplied by its/their own isolation transformer, whereby all secondary windings must be non-grounded.



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- If it is acceptable to operate the DC link at reduced power if an Active Infeed fails, each Active Infeed can be dimensioned for the respective proportion of the full infeed current, taking into account a current derating of 5% with respect to the rated current. If the full infeed power is required if an Active Infeed fails, each of the Active Infeeds and associated transformers must be overdimensioned accordingly.
- The Active Line Modules that remain in operation if a fault occurs must, in conjunction with the Active Interface Modules, be able to precharge the complete common DC link capacitance.

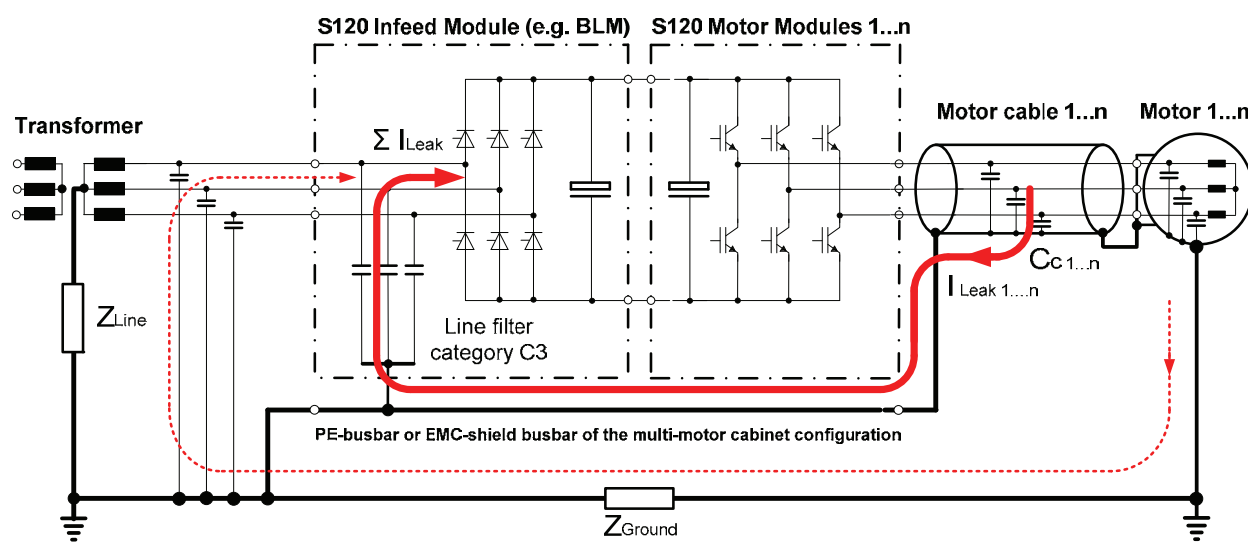


### 1.6.7 Permissible total cable length for S120 Infeed Modules feeding multi-motor drives

#### General

In the case of SINAMICS S120 multi-motor drives where an S120 Infeed Module supplies a DC busbar with more than one S120 Motor Module, not only the length of the cable between each individual Motor Module and its associated motor is limited, but also the total cable length (i.e. the sum of the motor cable lengths for all the Motor Modules that are fed from a common Infeed Module via a common DC busbar). Strictly speaking, the length of the DC busbar should also be taken into account when calculating the permissible total cable length. In practice, however, the length of the DC busbar is negligible in comparison to the total lengths of motor cables in multi-motor drives and the DC busbar length can consequently be ignored for the purposes of this particular calculation.

The total cable length must be restricted to ensure that the resulting total capacitive leakage current  $\Sigma I_{Leak}$  (sum of the capacitive leakage currents  $I_{Leak}$  generated from the individual Motor Modules 1...n), which depends on the overall motor cable length, does not overload the Infeed Module. This current is flowing back to the DC busbar via either the line filter of the Infeed Module or the supply system and via the Infeed Module itself.



Route of the resulting total leakage current  $\Sigma I_{Leak}$  for a multi-motor drive with SINAMICS S120

If the total cable length and, in turn, the total leakage current  $\Sigma I_{Leak}$  are not sufficiently restricted, the integrated line filters according to category C3 of EN 61800-3, the power components of the Infeed Module, and the snubber circuits for the power components in the Infeed Module may be overloaded due to an excessive current or  $dv/dt$  load.

The permissible total cable lengths are device specific and are, therefore, specified in the relevant catalogs or in the section "Checking the total cable length with multi-motor drives" of the chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

For more information about the cause of capacitive leakage currents and their magnitude, see section "Line filters".

#### EMC information

SINAMICS S120 multi-motor drives with a total cable length of several kilometers generally only meet the criteria of category C4 according to the EMC product standard EN 61800-3. The standard, however, clearly states that this is permissible for complex systems of this type with rated currents of more than 400 A used in an industrial environment, as well as for IT supply systems used in an industrial environment. In such cases, system integrators and plant operators must define an EMC plan, which means customized, system-specific measures to ensure compliance with the EMC requirements.

This applies regardless of whether the SINAMICS S120 multi-motor drive is operated on a grounded TN supply system with line filters integrated in the SINAMICS Infeed Module as standard, or on a non-grounded IT supply system with a deactivated line filter.

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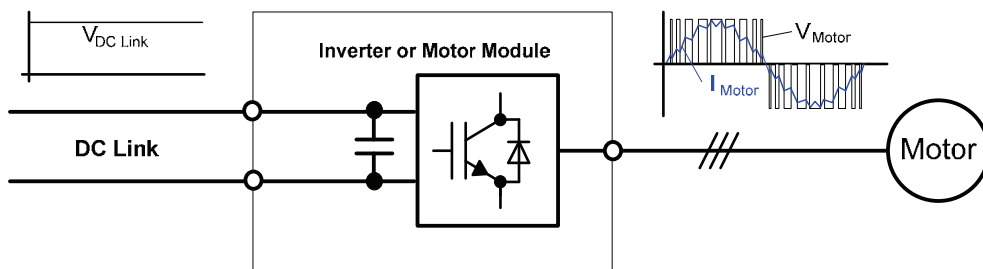
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### 1.7 SINAMICS Inverters or Motor Modules

#### 1.7.1 Operating principle and properties

Inverters or Motor Modules use the DC link voltage supplied by the rectifier or the SINAMICS Infeed to generate a variable-voltage, variable-frequency three-phase system to supply asynchronous or synchronous motors. SINAMICS inverters are equipped with Insulated Gate Bipolar Transistors (IGBT) as power semiconductors which operate according to the pulse-width modulation method. For further information, please refer to section "Operating principle of SINAMICS converters".

Inverters are integral components of the SINAMICS G130 converter Chassis units and the SINAMICS G150 and S150 converter cabinet units. They are also available as stand-alone Motor Modules in Chassis and Cabinet Modules format in the SINAMICS S120 modular system.



**SINAMICS S120 inverter or Motor Module**

The maximum achievable output voltage or motor voltage is dependent on the value of the DC link voltage  $V_{DCLink}$  and the method of modulation used by the inverter. In vector control mode (inverter as drive object of vector type), space vector modulation and pulse-edge modulation can be used. When space vector modulation without overmodulation is used, the maximum achievable motor voltage is:

$$V_{Motor \max SVM} \approx 0.70 \cdot V_{DCLink}$$

The maximum motor voltage achievable with pulse-edge modulation is:

$$V_{Motor \max PEM} \approx 0.74 \cdot V_{DCLink}$$

The pulse frequency of the motor-side inverters of converters SINAMICS G130, G150 and S150 and for SINAMICS S120 Motor Modules in Chassis and Cabinet Modules format has in vector control mode (drive object of vector type) the factory settings listed in the following table.

Line supply voltage	DC Link voltage	Rated power	Rated output current	Factory setting of pulse frequency
380 V – 480 V 3AC	510 V – 720 V DC	$\leq 250$ kW $\geq 315$ kW	$\leq 490$ A $\geq 605$ A	2,00 kHz 1,25 kHz
500 V – 690 V 3AC	675 V – 1035 V DC	All power ratings	All current ratings	1,25 kHz

**Pulse frequency factory settings for SINAMICS G130, G150, S150 and S120 Motor Modules (Chassis and Cabinet Modules)**

For further information about

- the permissible pulse frequency adjustment limits,
- how the pulse frequency affects various properties of the drive system,
- when it is advisable or even essential to change the pulse frequency,
- what needs to be noted in connection with motor-side options (motor reactors, motor filters),
- and which types of open-loop and closed-loop control are implemented in the firmware.

can be found in section "Operating principle of SINAMICS converters".

To increase the output power, up to four S120 Motor Modules can be connected in parallel. The applicable boundary conditions are described in section "Parallel connections of converters".

SINAMICS S120 Motor Modules in Chassis and Cabinet Modules formats can also be employed as a Braking Module (braking chopper) if a three-phase braking resistor is connected instead of a motor. For further information, please refer to chapter "General Information about Built-in and Cabinet Units SINAMICS S120"

### 1.7.2 Multi-motor drives with several Motor Modules at a common DC busbar

Using components of the SINAMICS S120 modular drive system, it is possible to build drive configurations for multi-motor drives in which an S120 Infeed (Basic Infeed, Smart Infeed or Active Infeed) or a parallel connection of up to four S120 Infeeds supplies a DC busbar with several S120 Motor Modules.

When such multi-motor drive configurations are built several aspects need to be considered:

- Connection of the individual Motor Modules to the DC busbar, fuse protection and precharging.
- Arrangement of Motor Modules along the DC busbar.
- Permissible dimensions and topologies of the DC busbar.

These aspects are described and explained in more detail below.

#### 1.7.2.1 Connection of Motor Modules to the DC busbar, fuse protection and precharging

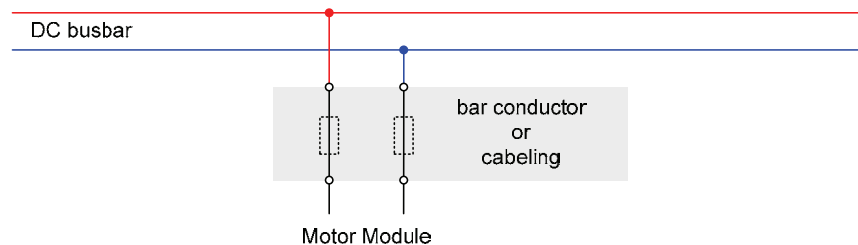
The DC busbar is supplied by a SINAMICS S120 Infeed. The DC bar conductors and the DC cabling must be dimensioned such that the cross-section is sufficiently large for the current flowing at the relevant point on the busbar. In the simplest case, the DC bar conductors are dimensioned over their entire length for the maximum possible DC link current. In this case, the line-side fuses or the line-side circuit breaker for the S120 Infeed always provide adequate protection in the case of short circuits for both the S120 Infeed itself and for the whole DC busbar.

The DC busbar itself must be designed to attain the lowest possible inductance. This is achieved by a parallel arrangement of positive and negative busbars with a minimum possible clearance between them (although the bars must still be separated by the necessary clearances and creepage distances).

Individual SINAMICS S120 Motor Modules can be connected to the DC busbar by three different methods.

#### Direct connection to the DC busbar

With this connection method, a continuous direct connection between the Motor Modules and the DC busbar is made without separable contact points using bar conductors, cables or (in some cases) fuses.



#### Direct connection of a Motor Module to the DC busbar

Each Motor Module must be provided with separate fuse protection.

- Air-cooled S120 Motor Modules in Chassis format are equipped as standard for this purpose with integrated, fast semiconductor fuses in both the positive and negative paths. These disconnect the Motor Module quickly, reliably and completely from the DC busbar in the event of an internal short circuit.
- S120 Motor Modules in Booksize format have an integrated fuse only in the positive path. For this reason, it is advisable to provide additional external fuse protection with fast semiconductor fuses in the positive and negative paths.
- Liquid-cooled S120 Motor Modules in Chassis format do not feature integrated fuses. They must therefore be connected to the DC busbar via externally mounted, fast semiconductor fuses. For the recommended fuse types, please refer to chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

**Exception:** If only a single Motor Module is supplied by an Infeed with adapted power rating, then the same conditions apply as to a SINAMICS G130, G150 or S150 converter unit, i.e. the line-side fuses are sufficient to protect the Infeed and the Motor Module.

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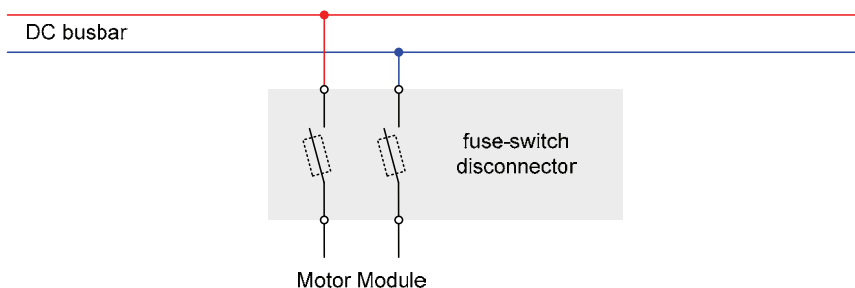
All the DC link capacitance connected to the DC busbar is precharged by the precharging circuit of the SINAMICS S120 Infeed. When the drive configuration is engineered, therefore, it is absolutely essential to check whether the Infeeds precharging circuit is adequately dimensioned. For further information, please refer to section "Checking the maximum DC link capacitance" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

When directly connected to the DC busbar, all Motor Modules are supplied with DC voltage as long as the SINAMICS S120 Infeed is in operation. With this connection variant, it is not possible to switch Motor Modules on or off selectively, i.e. the complete drive configuration must be switched on or off.

### Electromechanical connection to the DC busbar by means of a switch disconnecter

For some applications, it may be necessary to disconnect the Motor Modules separately from the DC busbar. This might be necessary in cases where special safety requirements need to be fulfilled, e.g. visible isolating distances during servicing, or where plant sections need to be switched on or off as required. For such applications, the modules must be connected to the busbar by means of separable contact points.

A switch disconnecter is used to provide an electromechanical connection between the Motor Module and the DC busbar. The disconnecter must be wired up in a 2-pole arrangement.



### Electromechanical connection of a Motor Module to the DC busbar

If the Motor Modules to be connected are equipped with integrated, fast semiconductor fuses (such as the air-cooled Motor Modules in Chassis format), these internal fuses provide protection against internal short circuits. Therefore, with Motor Modules of this type, the switch disconnecter does not need to be fitted with any additional fuses which means that the switch disconnecter can be fitted with bar conductors.

If the Motor Modules to be connected do not feature integrated fuses (such as the liquid-cooled Motor Modules in Chassis format), the switch disconnecter must be fitted with fast semiconductor fuses, which will provide protection in the case of internal short circuits.

These fuses are not required to protect the Motor Modules against overload, as overload protection is already realized by the control electronics of the Motor Module.

For recommended switch disconnecter types and correct matching fuses for the switch disconnectors and Motor Modules, please refer to chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

All the DC link capacitance connected to the DC busbar is precharged by the precharging circuit of the SINAMICS S120 Infeed. When the drive configuration is engineered, therefore, it is absolutely essential to check whether the Infeeds precharging circuit is adequately dimensioned for the maximum possible number of Motor Modules connected to the DC busbar. For more detailed information, refer to section "Checking the maximum DC link capacitance" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

With the electromechanical connection variant, individual Motor Modules may only be switched on or off when the DC busbar is de-energized. It is not possible to switch individual Motor Modules on or off during operation due to the absence of a precharging device, i.e. the Motor Modules can be switched on or off only when the power supply to the entire system is disconnected and the DC link is de-energized.

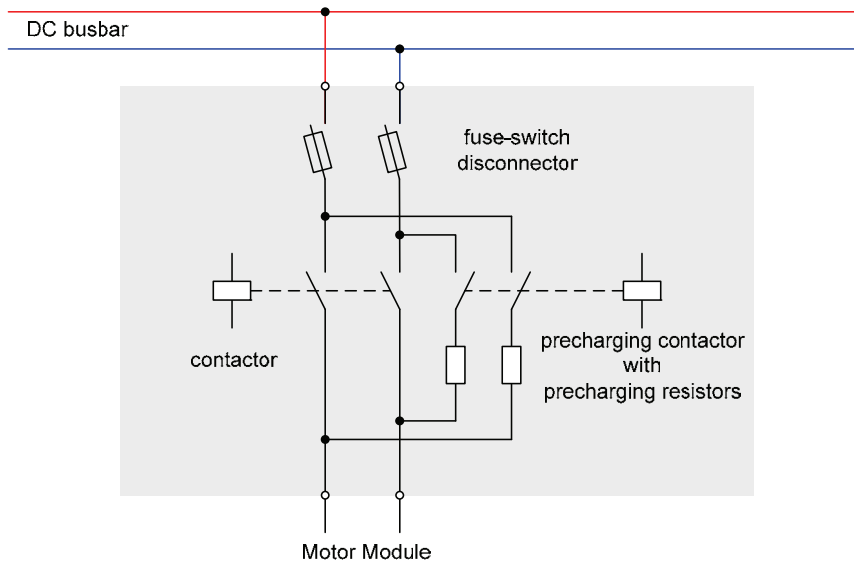
### Electrical connection to the DC busbar by means of a switch disconnecter and a contactor assembly

If the application requires individual Motor Modules to be switched on and off selectively while the plant is in operation, e.g. in order to disconnect defective Motor Modules from the live DC busbar, to connect standby units or reconnect repaired units, the electrical connection must be made using a contactor assembly including precharging device.

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With this connection variant, the Motor Modules are connected to the DC busbar by means of a switch disconnecter with fuses and a contactor with precharging device (precharging contactor with precharging resistors). The switch disconnecter and the contactors must be wired up in a 2-pole arrangement.



### Electrical connection of a Motor Module to the DC busbar

Fast semiconductor fuses ensure short-circuit protection in the case of short circuits in the electrical coupling assembly. These fuses are not required to protect the Motor Modules against overload, as overload protection is already realized by the control electronics of the Motor Modules.

For recommended components to establish an electrical connection between SINAMICS S120 Motor Modules in Chassis format and a DC busbar, please refer to chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

The electronics of each Motor Module controls the precharging contactor and the contactor. The precharging device, comprising precharging contactor and precharging resistors, enables the Motor Modules to be switched on or off individually at any time while the DC busbar is energized.

As precharging contactors DC contactors must be used, as it may be necessary to disconnect the maximum possible precharging DC current in the event of a fault. This scenario arises, for example, if a defective Motor Module with a short circuit in the power unit is connected to the DC busbar. In this case, a precharging DC current of the magnitude

$$I_{\text{Precharging}} = V_{\text{DCLink}} / 2 \cdot R_{\text{Precharging}}$$

needs to be reliably controlled and disconnected by the precharging contactor.

As contactors, either DC contactors or, under certain boundary conditions, AC contactors can be used.

When low-cost AC contactors are used, no-load switching is an essential requirement. For this reason, the gating pulses for the IGBTs in the Motor Modules must be disabled (pulse inhibit) when the Motor Modules are connected or disconnected. Since no-load switching is a requirement, the system must be engineered to ensure that the contactor cannot drop out in operation, i.e. the control voltage for the disconnecter coil must be supplied by a reliable source such as an uninterruptible power supply (UPS).

### 1.7.2.2 Arrangement of Motor Modules along the DC busbar

The SINAMICS S120 Motor Modules can be arranged on the DC busbar according to two basic principles:

- Arrangement according to the power rating (power rating-related sequence).
- Arrangement according to the position of the drives in the production process (process-related sequence).

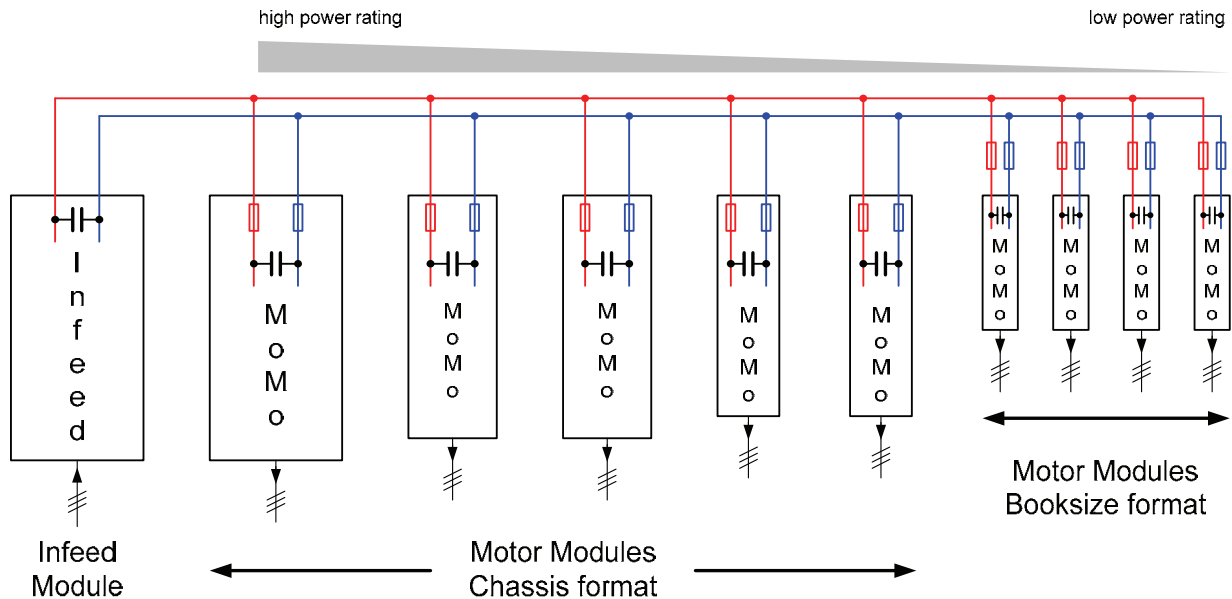
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### Arrangement of Motor Modules according to their power rating

The power rating-related sequence is mechanically and electrically the most convenient method of arranging the Motor Modules along the DC busbar, i.e. they are placed to the left or right of the SINAMICS S120 Infeed in descending order of power rating. In this case, the highest power rating is placed directly next to the Infeed, and the lowest rating at the far end to the left or right.

The diagram below illustrates an example configuration comprising a SINAMICS S120 Infeed in Chassis format with S120 Motor Modules in Chassis and Booksize format positioned on the right of the Infeed in descending order of power rating.



### Power rating-related arrangement of Motor Modules in drive configurations with SINAMICS S120

The power rating-related arrangement of Motor Modules is recommended because this option offers a number of advantages afforded by the relatively small differences in mechanical dimension and electrical rating between adjacent Motor Modules in the line:

- S120 Motor Modules in Chassis or Booksize format can be mounted adjacent to one another without any problem, because those modules placed directly next to one another generally have similar mechanical dimensions. In other words, only slight differences in height and depth need to be leveled out between most types of Motor Module when they are installed in the cabinet.
- The partitioning required between Motor Modules in Chassis or Booksize format in order to ensure optimum guidance of cooling air in the cabinet is relatively easy to implement. This is because adjacent Motor Modules are of similar dimensions, have similar cooling air requirements and thus create similar air pressures. As a result, relatively simple measures can be taken to prevent parasitic air circulation inside the cabinets. For further information about cooling air guidance and partitioning, please refer to chapter "General Engineering Information for SINAMICS", section "Cabinet design and air conditioning".
- The lower the output power rating of the connected Motor Modules, the smaller the cross-section of the DC busbar can be, allowing significant savings on material costs in many cases. However, it is important to ensure that the line-side fuses or the line-side circuit breaker for the S120 Infeed is capable of protecting the entire DC busbar in the event of a short circuit.
- In the case of a serious defect in a Motor Module (caused, for example, by a defective IGBT or DC link capacitor), generally only the fuses of the defective Motor Module will trip. This is due to the fact that Motor Modules installed adjacent to one another have similar output ratings. The fuses of other Motor Modules in the line remain intact.

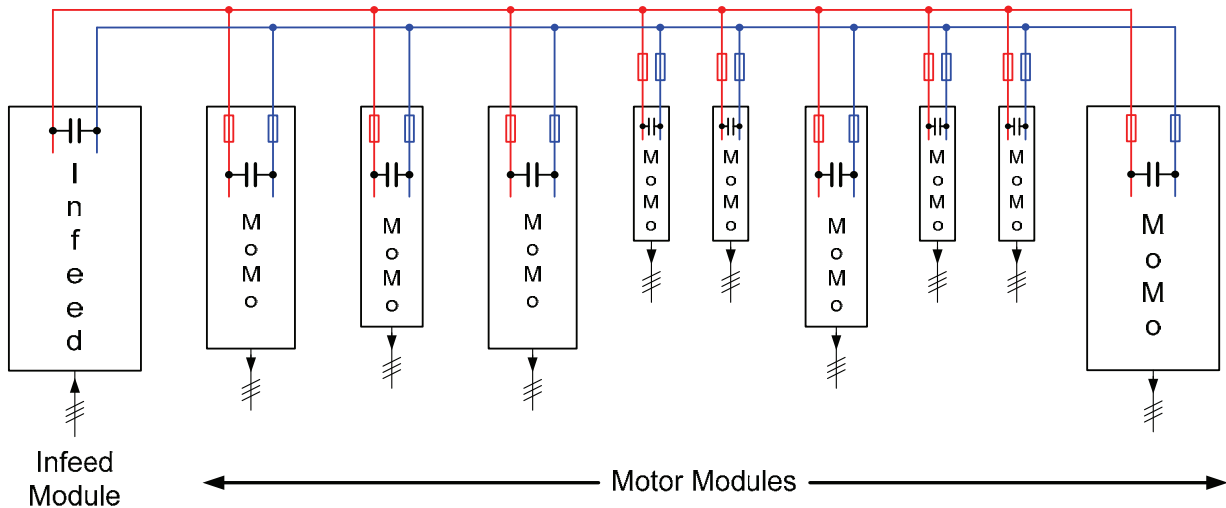
### Arrangement of Motor Modules according to the position of the drives in the production process

Some plant operators require the Motor Modules to be arranged along the DC busbar in a process-related sequence, i.e. according to the position of the drives in the production process. The Infeed is thus placed at the beginning of the DC busbar and the Motor Modules are arranged, irrespective of their mechanical dimensions and electrical ratings, to correspond to the position of the drives in the production process.

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The diagram below shows an example configuration comprising a SINAMICS S120 Infeed in Chassis format at the beginning of the DC busbar and, arranged to the right of it, S120 Motor Modules in Chassis and Booksize format in mixed order.



**Example of a process-related arrangement of Motor Modules for a drive configuration with SINAMICS S120**

Arranging the Motor Modules according to the order of drives in the production process is generally unproblematic if the following conditions are fulfilled:

- The output power ratings of the individual Motor Modules do not differ by more than about a factor of 4 to 5.
- The drive configuration consists only of Motor Modules of one type, i.e. either Chassis or Booksize format.

When these boundary conditions are fulfilled, the process-related arrangement offers practically the same advantages as the power rating-related option by virtue of the relatively small differences in mechanical dimensions and electrical ratings between adjacent Motor Modules.

However, in configurations in which the output power ratings of the individual Motor Modules differ by more than a factor of 5 or Motor Modules in both, Chassis and Booksize format, are mixed in any order, a process-related arrangement has the following disadvantages:

- Mounting S120 Motor Modules of Chassis or Booksize format in cabinets can be relatively time-consuming if the Motor Modules positioned adjacent in the configuration have very different mechanical dimensions, making it necessary to level out large differences in height or depth between individual Motor Modules.
- The partitioning required between the Motor Modules in Chassis or Booksize format in order to ensure optimum guidance of cooling air in the cabinet can be relatively complicated. This is because adjacent Motor Modules have very different dimensions and cooling air requirements and thus create wide variations in air pressure. As a result, complicated measures are required to prevent parasitic air circulation inside the cabinets. For further information about cooling air guidance and partitioning, please refer to chapter "General Engineering Information for SINAMICS", section "Cabinet design and air conditioning".
- If the S120 Infeed is positioned at one end of the DC busbar and Motor Modules with very high power outputs at the other end, then it is often necessary to dimension the cross-section of the whole DC busbar for the full Infeed current of the S120 Infeed. The material costs for the DC busbar can be relatively high as a result.
- In the case of a serious defect in a Motor Module with a high power rating (caused, for example, by a defective IGBT or DC link capacitor), the fuses of a number of adjacent Motor Modules with a low power rating might also trip in addition to the fuse of the defective Motor Module, requiring a large number of Motor Module fuses to be replaced as a result.

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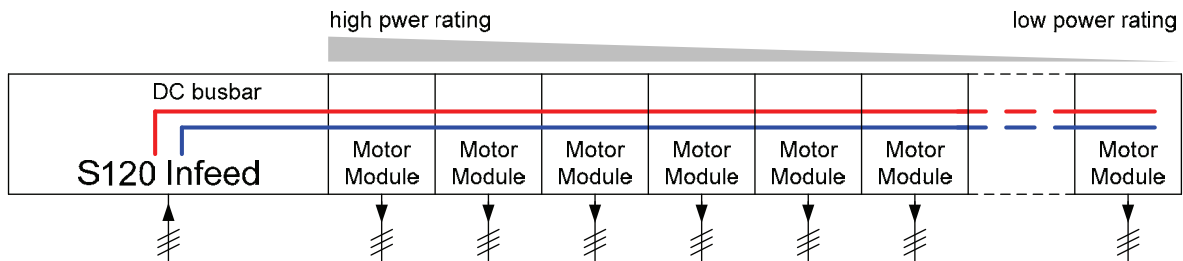
### 1.7.2.3 Permissible dimensions and topologies of the DC busbar

The SINAMICS S120 modular drive system is designed to be a central drive system. For this reason, the permissible dimensions of the DC busbar including the connected Motor Modules are subject to certain limits. Thus all components linked to the DC busbar (Infeed Modules, Motor Modules, Braking Modules) should ideally be positioned as close as possible to one another in order to create the most compact possible drive configuration.

Experience has proven that DC busbar dimensions of up to between about 30 m and 50 m can be regarded as noncritical for Chassis and cabinet units within the power range included in this engineering manual. Boundary conditions requiring careful examination apply in the case of busbar dimensions ranging between about 50 m and 100 m. In this case technical clarification is generally necessary.

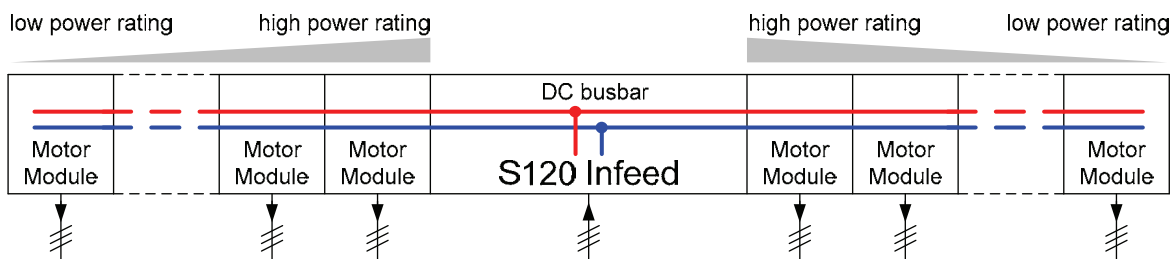
Examples of permissible arrangements of drive configurations for multi-motor drive systems are shown below. In all cases, the DC busbar is supplied by an S120 Infeed which can comprise a parallel connection of up to four identical S120 Line Modules. In these typical configurations, the Motor Modules are arranged along the DC busbar in the recommended power rating-related sequence.

Example 1 shows a typical linear arrangement of the DC busbar, with the S120 Infeed positioned at the left-hand end and the Motor Modules positioned to the right of the Infeed in descending order of output power rating.



Example 1: Linear arrangement of a DC busbar with the Infeed at the left-hand end of the configuration

The arrangement illustrated by example 1 is suitable for configurations in the low to medium output power range. With higher output power ratings, a significant reduction in the load on the DC busbar and thus the required busbar cross-section can be achieved by positioning the S120 Infeed in the center of the DC busbar and arranging the Motor Modules in descending order of output power rating to the right and left of the S120 Infeed, as illustrated in example 2.



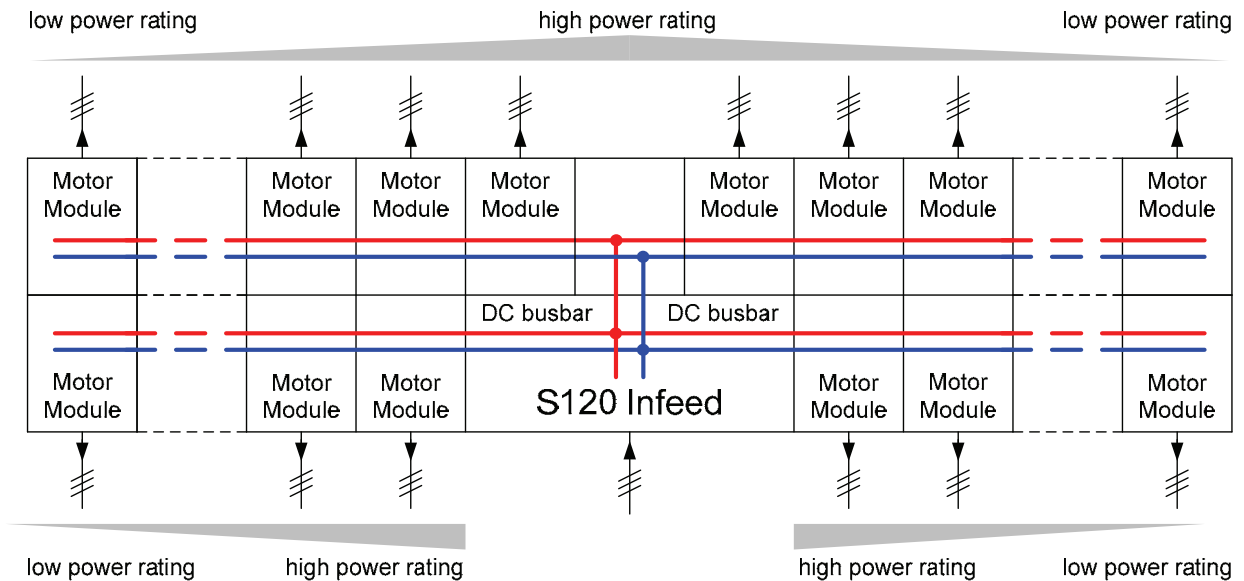
Example 2: Linear arrangement of a DC busbar with Infeed in the center of the configuration

With high power outputs in the range of a few MW for which a very long DC busbar might be required, it is better to divide the configuration into two sub-configurations arranged back-to-back. Furthermore, if the S120 Infeed is positioned in the center of one sub-configuration and directly connected to the center of the DC busbar of the other sub-configuration, then very favorable dimensions of busbar cross-section can be achieved. Example 3 shows this type of arrangement.



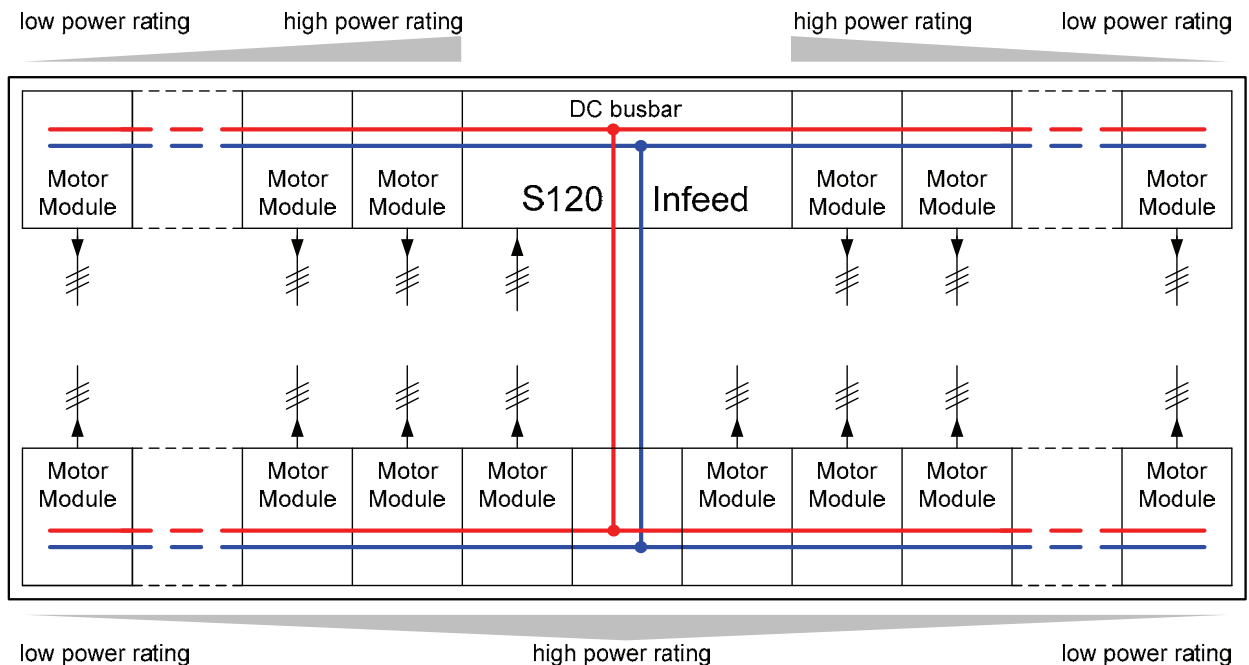
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**Example 3: Linear arrangement of the DC busbar in two sub-configurations / back-to-back arrangement**

Instead of arranging two sub-configurations back-to-back as illustrated in example 3, it is also possible to select an arrangement with two opposite configurations as illustrated in example 4. This would allow, for example, one sub-configuration to be mounted on one wall of the converter room and the other sub-configuration to be mounted on the opposite wall.

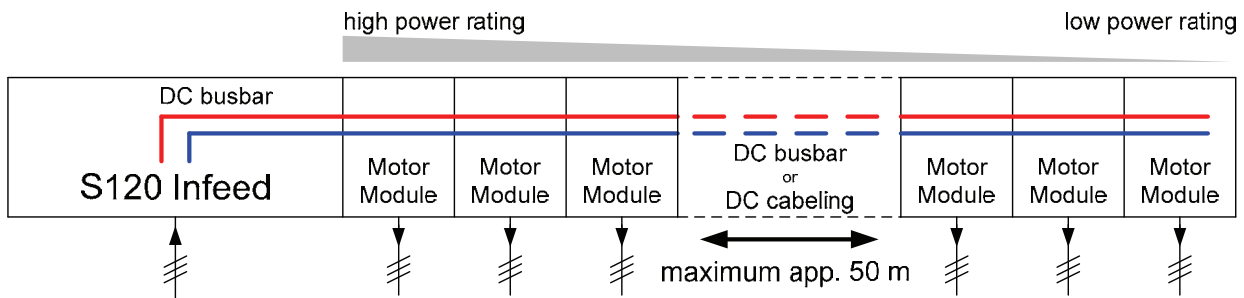


**Example 4: Linear arrangement of the DC busbar in two sub-configurations / opposite arrangement**

Some applications essentially require a drive configuration comprising two sub-configurations situated a long distance apart. The sub-configurations must then be interconnected by means of long DC busbars or DC cabling, as illustrated in example 5.

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**Example 5: Linear arrangement of the DC busbar in two sub-configurations installed a long distance apart**

The two sub-configurations for this type of application should be no further apart than about 50 m.

### 1.7.2.4 Maximum power rating of drive configurations at a common DC busbar

Within the scope of the SINAMICS S120 modular drive system, it is possible to create drive configurations in which one S120 Infeed (Basic Infeed, Smart Infeed or Active Infeed), or a parallel connection of up to four S120 Infeeds, supplies a DC busbar to which multiple S120 Motor Modules are connected. With a line voltage of 690 V, therefore, up to 6 MW of power ( $4 \cdot 1500 \text{ kW}$ ) can be fed into the busbar. The DC busbar current reaches values of up to 7500 A. The busbar itself can extend to up to 30 m or more in length depending on the ratings of the Motor Modules and the number of other components which might be connected (e.g. Braking Modules, dv/dt filters or switches at the output side).

The system of modular, type-tested SINAMICS S120 built-in units in Chassis format and the associated system components are capable of supplying up to 6 MW of infeed power ( $4 \cdot 1500 \text{ kW}$ ) to the DC busbar with a line voltage of 690 V, provided that the cabinet builder has dimensioned the drive configuration properly in terms of its electrical, thermal and mechanical properties.

Adequate fuse protection for the drive configuration must be provided on the line side. The power cables and bars, especially the DC busbar, must be dimensioned with sufficient thermal and mechanical strength to tackle with short circuits in the system. Furthermore, to cope with ground faults in the system, PE bars must be properly dimensioned and connections of sufficient low resistance must be provided between the S120 Chassis and the relevant cabinet frames and between individual cabinet frames in the drive configuration. To ensure sufficient cooling, the required flow of cooling air must be provided using air ventilation holes of adequate cross-section and using partitions for adequate air guidance. To ensure fault-free operation, especially in large configurations of high-power drives, EMC-compliant cable routing and shield connections must be implemented. Therefore it is absolutely essential to take care of the following rules:

- Provide the recommended line-side protection in form of fuses or circuit breakers, and ensure that the circuit breakers are correctly set for the relevant plant conditions.
- Provide the recommended protection for Motor Modules connected to the DC busbar.
- Comply with the required cross-sections for supply system connection, DC busbar and motor connection.
- Comply with the recommended length and topology of the DC busbar.
- Comply with the required ventilation hole cross-sections and the recommended partitioning for air-guidance.
- Provide adequate air conditioning of the electrical equipment room (cooling capacity, volumetric flow).
- Comply with the EMC installation guideline.

The system of modular, type-tested and system-tested SINAMICS S120 Cabinet Modules is electrically, thermally and mechanically dimensioned to supply up to 6 MW of infeed power ( $4 \cdot 1500 \text{ kW}$ ) into the DC busbar with a line voltage of 690 V. This applies to both, to normal, fault-free operation and to fault scenarios such as short circuits and ground faults in the system, particularly on the DC busbar. This capability essentially requires to take care of the following rules:

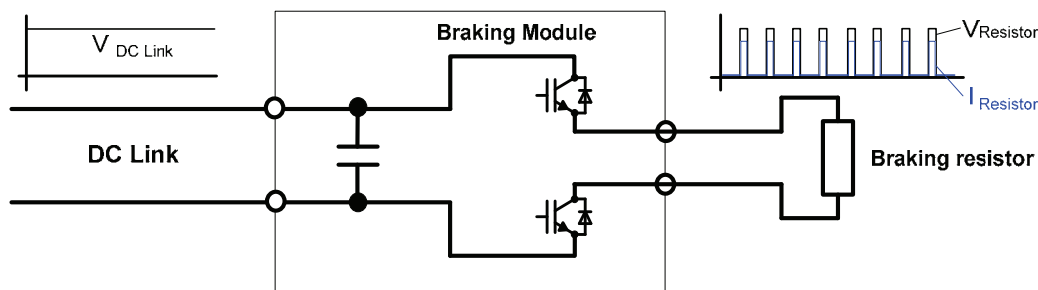
- Provide the recommended line-side protection in form of fuses or circuit breakers, and ensure that the circuit breakers are correctly set for the relevant plant conditions.
- Comply with the required cross-sections for supply system connection, DC busbar and motor connection.
- Comply with the recommended length and topology of the DC busbar.
- Provide adequate air conditioning of the electrical equipment room (cooling capacity, volumetric flow).
- Comply with the EMC installation guideline.

### 1.8 SINAMICS braking units (Braking Modules and braking resistors)

Braking units consist of a Braking Module (braking chopper) and an external braking resistor and they are needed for any system supplied by an Infeed which is not capable of regenerative operation (SINAMICS G130 and G150 converters and drives with SINAMICS S120 Basic Line Modules) and in which regenerative energy is occasionally produced, e.g. when the drive is braking.

A Braking Module and an external braking resistor can also be used in systems with Infeeds capable of regenerative operation (SINAMICS S150 converters and drives with SINAMICS S120 Smart Line Modules or Active Line Modules) for applications which require the drives to be stopped after a power supply failure (e.g. emergency retraction or EMERGENCY OFF / Category 1).

The Braking Module consists of the power electronics and the associated control electronics. When in operation, the DC link energy is converted into heat losses by an external braking resistor outside the converter cabinet. The Braking Module is connected to the DC link and operates completely autonomously as a function of the DC link voltage value. It does not interact in any way with the closed-loop control of the Infeed or the inverter.



Braking unit comprising a Braking Module and a braking resistor

Various types of Braking Modules are available for SINAMICS converters within the power range included in this engineering manual:

- Built-in Braking Modules,
- Central Braking Modules,
- Motor Modules which are operated as a 3-phase Braking Module.

Built-in Braking Modules are designed to be mounted in SINAMICS air-cooled power units and are available with continuous braking power ratings of 25 kW and 50 kW. They can be mounted in the Power Modules of the SINAMICS G130, G150 and S150 converters, and in the air-cooled Line Modules and Motor Modules of the SINAMICS S120 modular system in Chassis and Cabinet Modules format.

Central Braking Modules are stand-alone cabinet components and they are available with continuous braking power ratings of between 200 kW and 460 kW only in the SINAMICS S120 Cabinet Modules range.

SINAMICS S120 Motor Modules in Chassis and Cabinet Modules format can also be used as a Braking Module (braking chopper) if a 3-phase braking resistor is connected instead of a motor. They are available with continuous braking power ratings up to about 1300 kW at 400V and about 1750 kW at 690V.

In order to increase the braking power, it is possible to operate multiple built-in Braking Modules on a common DC bus. The maximum number should be restricted to between about 4 and 6 Braking Modules per DC bus in the interests of equal power distribution.

In drive configurations built of S120 Cabinet Modules, one or more Central Braking Modules can be installed instead of the several built-in Braking Modules. In this case as well, the maximum number should be restricted to between 4 and 6 Braking Modules per DC bus. However, it is essential to observe the rules outlined in chapter "General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules, section "Central Braking Modules". When more than one Braking Module is connected to a common DC bus, a separate braking resistor must be connected to each Braking Module.

If an extremely high braking power, particularly an extremely high continuous braking power, is required, it is advisable to use a SINAMICS S120 Motor Module as a 3-phase Braking Module.

For further information about the available range of Braking Modules, matching braking resistors and correct matching of Power Modules plus dimensioning guidelines, please refer to the chapters on specific converter types.

The chapters "Converter Chassis Units SINAMICS G130" and "Converter Cabinet Units SINAMICS G150" also contain examples of how to calculate the required Braking Modules and braking resistors on the basis of given load duty cycles.

### 1.9 Effects of using fast-switching power components (IGBTs)

IGBTs (Insulated Gate Bipolar Transistors) are the only type of power semiconductors used in the power units of the SINAMICS motor-side inverters. One of the characteristics of these modern power components is that they are capable of very fast switching, minimizing the losses incurred with every switching operation in the inverter. The inverters can thus be operated with a relatively high pulse frequency. As a result an excellent control dynamic response can be achieved. Furthermore, it is possible to obtain a motor current which is very close to sinusoidal and the oscillating torques and stray losses caused in the motor by converter operation remain low.

The fast switching of the IGBTs does, however, cause undesirable side effects:

- When long motor cables are used, the substantial motor cable capacitances are charged and discharged very fast with every switching operation of the IGBTs, thereby loading the inverter with high additional current peaks.
- The propagation time of the electromagnetic waves moving along the motor cable causes voltage spikes at the motor terminals, thereby increasing the voltage load on the motor winding.
- The steep voltage edges at the motor terminals increase the current flow in the motor bearings.

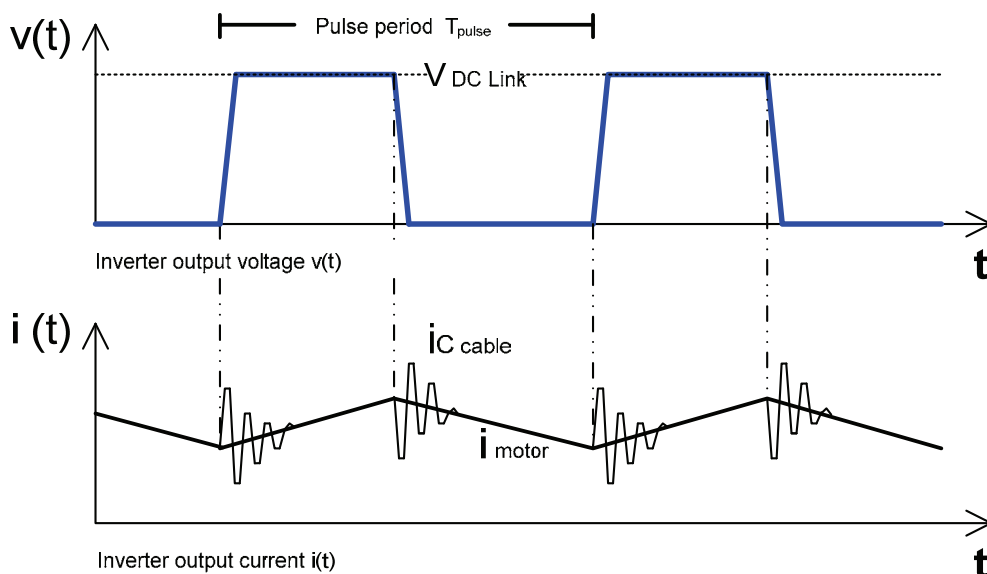
All these effects need to be considered when the drive is configured to prevent the inverter from shutting down with the error message "Overcurrent" before it reaches its configured output current and to protect the motor against premature failure due to winding or bearing damage.

The individual side effects and appropriate corrective actions are discussed in more detail below.

#### 1.9.1 Increased current load on the inverter output as a result of long motor cables

The cable capacitance of motor cables is in proportion to their length. The cable capacitance on very long motor cables is therefore substantial, particularly if the cables are shielded or several cables are installed in parallel in the case of drives with high power ratings.

This capacitance is charged and discharged with every switching operation of the IGBTs in the inverter, as a result of which additional current peaks are superimposed on the actual motor current, as the diagram below illustrates.



Instantaneous values of inverter output voltage  $v(t)$  and inverter output current  $i(t)$  with long motor cables

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The amplitude of these additional current peaks is in proportion to the cable capacitance, i.e. the cable length, and in proportion to the voltage rate-of-rise  $dv/dt$  at the converter output in accordance with the relation

$$I_{c \text{ Cable}} = C_{\text{Cable}} \cdot dv/dt .$$

Although the additional current peaks occur within a period of only a few  $\mu\text{s}$ , the inverter must be able to provide them for this short period in addition to the motor current. The inverter is capable of providing the peak currents up to a specific limit of the motor cable capacitance. However, if this limit is exceeded because the motor cables are too long or too many of them are connected in parallel, the inverter will shut down with error message "Overcurrent".

At the drive configuration stage, therefore, it is important to observe the motor cable lengths and cross-sections specified for individual inverter units. Alternatively, additional measures have to be taken to allow the connection of greater cable lengths and cross-sections.

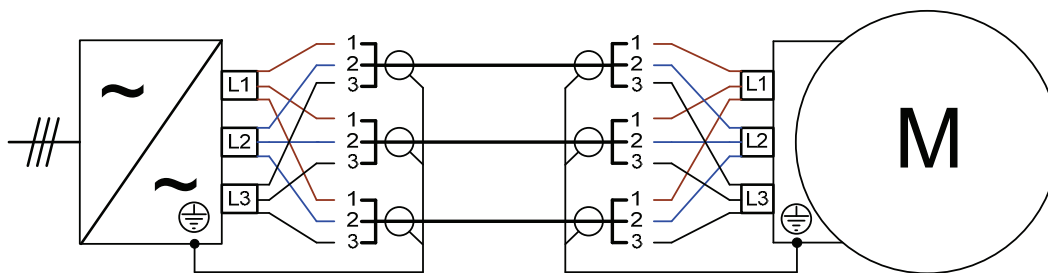
For basic configurations, i.e. without motor reactors,  $dv/dt$  filters plus VPL,  $dv/dt$  filters compact plus VPL or sine-wave filters at the inverter output, the permissible motor cable lengths which apply as standard to SINAMICS G130, G150, S150, S120 Motor Modules (Chassis and Cabinet Modules) are listed in the table below:

Line supply voltage	Max. permissible motor cable lengths for basic configurations	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m
500 V – 600 V 3AC	300 m	450 m
660 V – 690 V 3AC	300 m	450 m

**Permissible motor cable lengths for basic configurations of SINAMICS G130 Chassis, SINAMICS G150 and S150 cabinets and SINAMICS S120 Motor Modules in the Chassis and Cabinet Modules format**

Note:

The specified motor cable lengths always refer to the distance between inverter output and motor along the cable route and already allow for the fact that several cables must be routed in parallel for drives in the higher power range. The recommended and the maximum connectable cross-sections plus the permissible number of parallel motor cables are unit-specific values. These values can be found in the unit-specific chapters of this engineering manual or in the relevant catalogs. Where more than one motor cable is routed in parallel, please note that each individual motor cable must contain all three conductors of the three-phase system. This helps to minimize the magnetic leakage fields and thus also the magnetic interference on other loads. The diagram below shows an example of three motor cables routed in parallel.



**Symmetrical connection to the converter and motor of several motor cables routed in parallel**

Example:

In the case of the SINAMICS G150 cabinet, 380 V to 480 V, 560 kW, Catalog D11 recommends the routing of four parallel cables with a cross-section each of  $185 \text{ mm}^2$  for the motor connection. According to the table above, converter output and motor can be positioned at a distance of 300 m along the cable route when shielded cables are used. With this constellation, therefore,  $4 \cdot 300 \text{ m} = 1200 \text{ m}$  of cable would need to be installed in order to implement the maximum permissible cable distance of 300 m between the inverter and motor.

If the specified motor cable lengths are not sufficient for some special drive constellations, suitable measures must be taken to allow the use of greater motor cable lengths and cross-sections. This can be achieved, for example, by using appropriately dimensioned motor reactors which attenuate the additional current peaks and allow the connection of a higher motor cable capacitance (see section "Motor reactors").

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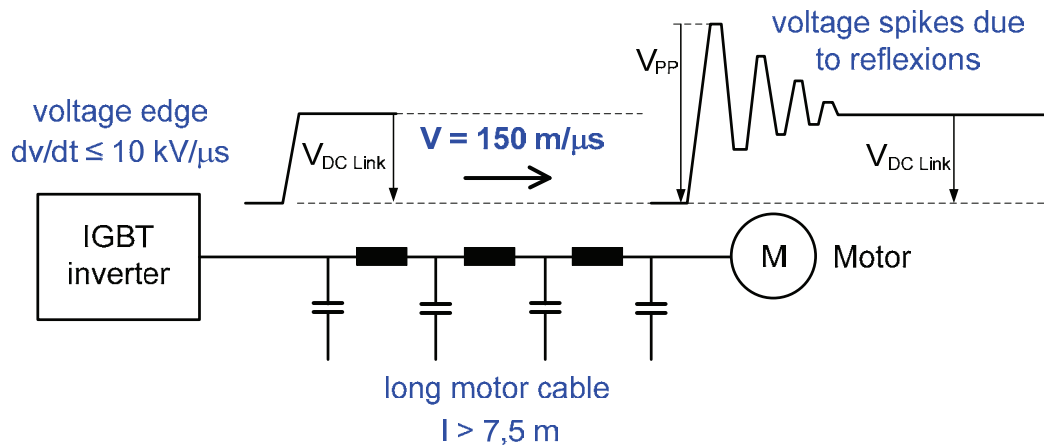
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### 1.9.2 Increased voltage stress on the motor winding as a result of long motor cables

The DC link voltage  $V_{DC\text{Link}}$  of the converter or inverter is the starting point for calculating the voltage stress between the phases of the motor winding.

The IGBTs used in SINAMICS inverters are connecting the DC link voltage  $V_{DC\text{Link}}$  to the inverter output with a rise time of  $T_r \geq 0.1 \mu\text{s}$ . In the case of a 690 V supply with a DC link voltage of virtually 1000 V, this corresponds to a voltage edge (phase-to-phase) with a rate-of-rise of  $dv/dt \leq 10 \text{ kV}/\mu\text{s}$ . The typical average values of voltage rate-of-rise for SINAMICS are  $dv/dt = 3 \text{ kV}/\mu\text{s}$  to  $6 \text{ kV}/\mu\text{s}$ . If the inverter output is connected directly to the motor cable, i.e. no motor-side options such as motor reactors,  $dv/dt$  filters plus VPL,  $dv/dt$  filters compact plus VPL or sine-wave filters are installed at the inverter output, this phase-to-phase voltage edge moves with a speed of about  $150 \text{ m}/\mu\text{s}$  ( $\approx$  half the speed of light) along the motor cable towards the motor.

Since the impedance  $Z_{W\text{ Motor}}$  of the motor is significantly higher than the impedance  $Z_{W\text{ Cable}}$  of the motor cable, the voltage edge arriving at the motor terminals is reflected, causing brief voltage spikes  $V_{PP}$  in the phase-to-phase voltage of the motor terminals which can reach values of twice the DC link voltage  $V_{DC\text{Link}}$ .



#### Characteristic phase-to-phase voltage at the inverter output and motor winding when a long motor cable is used

The voltage spike due to reflection initially increases in proportion to the motor cable length and reaches its maximum value when the rise time  $T_r$  of the voltage edge at the inverter output is less than twice the propagation time  $t_{prop}$  along the motor cable, i.e. when

$$T_r < 2 \cdot t_{prop} = \frac{2 \cdot l_{Cable}}{v}$$

With a minimum rise time of the voltage edge of  $T_r = 0.1 \mu\text{s}$  and a propagation speed along the motor cable of  $v \approx 150 \text{ m}/\mu\text{s}$ , the critical cable length at which the voltage spikes due to reflection reach their maximum value can be calculated as

$$l_{Cable} > \frac{1}{2} \cdot v \cdot T_r = \frac{1}{2} \cdot 150 \frac{\text{m}}{\mu\text{s}} \cdot 0.1 \mu\text{s} = 7.5 \text{ m}$$

The voltage reflection can therefore reach its maximum value already at relatively short motor cable lengths of 7.5 m and above. It is therefore true to say that in most applications where the inverter output is directly connected to the motor cable and no motor reactors or motor filters are installed, significant voltage spikes of up to twice the magnitude of the DC link voltage must be expected at the motor caused due to reflections.

In cases where motor cable lengths  $> 7.5 \text{ m}$  are used and maximum voltage spikes due to reflections must be expected, the absolute magnitude of the reflection-related voltage spikes  $V_{PP}$  in the phase-to-phase voltage on the motor is dependent on two influencing variables, i.e.

- the DC link voltage  $V_{DC\text{Link}}$  of the inverter and
- the reflection factor  $r$  at the motor terminals.

The DC link voltage  $V_{DC\ Link}$  of the inverter is itself depending on three influencing variables,

- the line supply voltage  $V_{Line}$  of the drive,
- the type of Infeed (Basic Infeed / Smart Infeed or Active Infeed), and
- the operating conditions of the drive (normal motor operation or braking operation using the  $V_{DC\ max}$  controller or a braking unit).

The type of Infeed determines the relation between the DC link voltage and the line voltage.

The Basic Infeed used with G130, G150 and as S120 Basic Infeed, as well as with the S120 Smart Infeed, provides a DC link voltage which, in normal operation, is typically higher than the line supply voltage by a factor of between 1.32 (full load) and 1.35 (partial load)

$$V_{DC\ Link} / V_{Line} \approx 1.35$$

Active Infeeds which are used on the S150 and as S120 Active Infeed (self-commutated IGBT inverters) operate as step-up converters and the DC link voltage always needs to be controlled to a value higher than the amplitude of the line voltage. The ratio  $V_{DC\ Link} / V_{Line}$  must therefore always be greater than 1.42. The ratio  $V_{DC\ Link} / V_{Line}$  can be parameterized on Active Infeeds. The factory setting is

$$V_{DC\ Link} / V_{Line} = 1.50$$

This setting should not be changed without a valid reason. Reducing the factory-set value tends to impair the control quality while increasing it unnecessarily increases the voltage on the motor winding.

The operating conditions of the drive also influence the DC link voltage, particularly on drives with Basic Infeeds. As these cannot regenerate energy to the power supply system, unlike Smart or Active Infeeds with regenerative feedback capability, the DC link voltage level rises when the motor is braking. To prevent shutdown on over-voltage in the DC link, it is often necessary to activate the  $V_{DC\ max}$  controller or to use a braking unit on drives with a Basic Infeed. Both of these mechanisms limit the rise of the DC link voltage level during braking.

The  $V_{DC\ max}$  controller performs this function by manipulating the deceleration ramp. It increases the deceleration time to a value at which the drive only generates as much braking energy as can be converted to heat by the drive power losses.

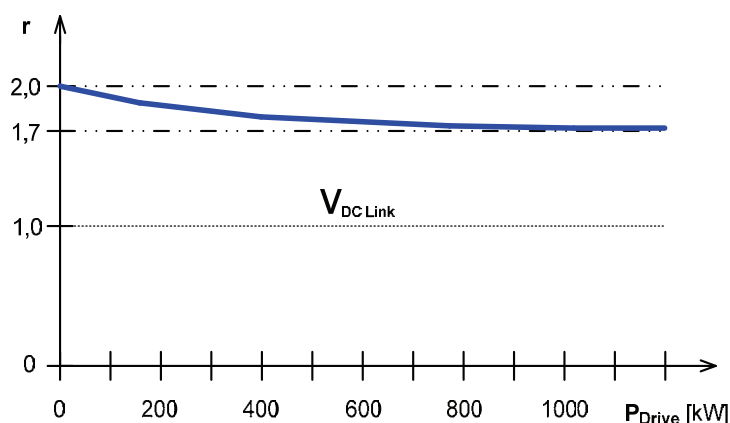
The braking unit limits the DC link voltage level by converting the generated braking energy into heat in the braking resistor.

The DC link voltage level which represents the activation threshold or the operating range for the  $V_{DC\ max}$  controller and the braking units is virtually identical for both mechanisms and is approximately 20 % higher than the DC link voltage level on drives operating in motor mode with a Basic Infeed.

The reflection factor  $r$  is defined as the ratio between the peak value  $V_{PP}$  of the phase-to-phase voltage at the motor terminals and the DC link voltage  $V_{DC\ Link}$  of the inverter:

$$r = V_{PP} / V_{DC\ Link}$$

On drives in the output power range of a few kW, the impedance ratio  $Z_{W\ Motor} / Z_{W\ Cable}$  is so high that at maximum reflection a reflection factor of  $r = 2$  must be expected. However, as the drive rating increases, the impedance ratio  $Z_{W\ Motor} / Z_{W\ Cable}$  becomes more favorable, which means that at maximum reflection the reflection factor to be expected on drives of > 800 kW is only  $r = 1.7$ , as illustrated by the diagram below.



Typical reflection factor at the motor terminals as a function of drive power rating

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Based on the equations and diagrams given above, the peak value  $V_{PP}$  of the phase-to-phase voltage at the motor terminals can be exactly calculated for motor cable lengths  $> 7.5$  m:

$$V_{PP} = V_{Line} \cdot \frac{V_{DCLink}}{V_{Line}} \cdot r$$

The following tables provide an overview of the peak values  $V_{PP}$  of the phase-to-phase voltage occurring on the motor terminals for typical SINAMICS drive configurations with motor cable lengths  $> 7.5$  m as a function of the influencing variables described above.

The peak values  $V_{PP}$  on the motor terminals are the lowest on drives with Basic Infeed operating in motor mode (G130, G150, S120 Basic Line Modules) or on drives with Smart Infeed.

Line supply voltage $V_{Line}$	DC link voltage $V_{DCLink} \approx 1.35 \cdot V_{Line}$	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 1.7	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 2.0
400 V	540 V	920 V	1080 V
460 V	620 V	1050 V	1240 V
480 V	650 V	1100 V	1300 V
500 V	675 V	1150 V	1350 V
600 V	810 V	1380 V	1620 V
660 V	890 V	1510 V	1780 V
690 V	930 V	1580 V	1860 V

**Peak values  $V_{PP}$  on the motor with motor cable lengths of  $> 7.5$  m on drives with Basic Infeed or Smart Infeed**

The peak values  $V_{PP}$  on the motor terminals are somewhat higher on drives with Active Infeeds as these operate as step-up converters (S150, S120 Active Line Modules).

Line supply voltage $V_{Line}$	DC link voltage set to factory value $V_{DCLink} = 1.5 \cdot V_{Line}$	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 1.7	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 2.0
400 V	600 V	1020 V	1200 V
460 V	690 V	1170 V	1380 V
480 V	720 V	1220 V	1440 V
500 V	750 V	1270 V	1500 V
600 V	900 V	1530 V	1800 V
660 V	990 V	1680 V	1980 V
690 V	1035 V	1760 V	2070 V

**Peak values  $V_{PP}$  on the motor with motor cable lengths of  $> 7.5$  m on drives with Active Infeed**

The peak values  $V_{PP}$  on the motor are the highest during braking when the  $V_{dc\ max}$  controller or a connected braking unit is active. In the case of a braking unit, it is assumed that its activation voltage has been adjusted according to the line voltage, i.e. that the lower activation voltage of the braking unit is selected for low line voltages. For further details, please refer to the chapters on specific converter types, e.g. "Converter Chassis Units SINAMICS G130" and "Converter Cabinet Units SINAMICS G150".

Line supply voltage $V_{Line}$	Activation voltage of braking unit	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 1.7	Peak voltage $V_{PP}$ on motor terminals with a reflection factor of 2.0
400 V	673 V (lower threshold)	1140 V	1350 V
460 V	774 V (upper threshold)	1320 V	1550 V
480 V	774 V (upper threshold)	1320 V	1550 V
500 V	841 V (lower threshold)	1430 V	1680 V
600 V	967 V (upper threshold)	1640 V	1934 V
660 V	1070 V (lower threshold)	1820 V	2140 V
690 V	1158 V (upper threshold)	1970 V	2320 V

**Peak values  $V_{PP}$  on the motor with motor cable lengths of  $> 7.5$  m and braking operation with a braking unit**



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The specified peak values  $V_{PP}$  of the phase-to-phase voltage combined with the value  $T_r$  (rise time of the voltage edges), which is stated at the beginning of this section, are the basis for selecting the correct motor insulation. They thus determine whether motors with standard insulation or special insulation are required for converter-fed operation. This applies irrespective of whether the low-voltage motors are supplied by Siemens or another manufacturer.

For further details about Siemens low-voltage motors, please refer to chapter "Motors" and to Catalog D81.1 IEC Squirrel-Cage Motors. Nevertheless, a brief explanation of how to correctly choose the motor insulation of Siemens low-voltage motors operating on a SINAMICS drive system is given below, as the selection criteria are especially easy to understand at this point.

### Selection of correct motor insulation for Siemens motors with low-voltage windings

The table below states the permissible voltage stress limits applicable to standard or trans-standard motors with standard insulation (A), or to standard or trans-standard motors with special insulation for converter-fed operation on a line supply voltage up to 690 V (B).

Winding insulation	Line supply voltage <sup>1)</sup> $V_{Line}$	Phase-to-phase <sup>1)</sup> $V_{PP \text{ permissible}}$	Phase-to-earth <sup>1)</sup> $V_{PE \text{ permissible}}$
<b>A = standard insulation</b>	$\leq 460 \text{ V} / \leq 500 \text{ V}$	1500V	1050 V / 1100 V
<b>B = special insulation</b>	$> 460 \text{ V to } 690 \text{ V} / > 500 \text{ V to } 690 \text{ V}$	2050 V / 2250 V	1500 V

<sup>1)</sup> The value before the "/" applies to standard motors 1LG4 / 1LG6 and the value after the "/" to trans-standard motors 1LA8 / 1PQ8 / 1LL8

### Permissible voltage limits for Siemens standard and trans-standard motors with low-voltage windings

#### Line supply voltage $\leq 460 \text{ V}$ or $\leq 500 \text{ V}$

Motors with standard insulation and a permissible voltage  $V_{PP} = 1500 \text{ V}$  (text in blue box) are sufficient for drives with standard 1LG4 / 1LG6 asynchronous motors and line supply voltages of  $\leq 460 \text{ V}$ , and for drives with trans-standard 1LA8 / 1PQ8 / 1LL8 asynchronous motors and line supply voltages of  $\leq 500 \text{ V}$ .

If we compare the peak values  $V_{PP}$  which occur at line supply voltages of  $\leq 500 \text{ V}$  in the tables for drives with Basic Infeeds / Smart Infeeds or Active Infeeds (text in blue and grey boxes), then we see that these values  $V_{PP}$  are always  $\leq 1500 \text{ V}$  irrespective of the reflection factor.

In braking operation with a braking unit, the values  $V_{PP}$  generally remain below the permissible upper limit of 1500 V with line supply voltages of  $\leq 500 \text{ V}$  (text in blue and grey boxes) only in cases where the reflection factor  $r$  is  $< 2$  with line voltages of 460 V, 480 V and 500 V. This applies in the case of G130, G150, S150 and S120 Chassis and Cabinet Modules due to the drive power rating of  $> 75 \text{ kW}$  (according to diagram: Typical reflection factor at the motor terminals as a function of drive power rating).

#### Line supply voltage $> 460 \text{ V}$ to $690 \text{ V}$ or $> 500 \text{ V}$ to $690 \text{ V}$

Motors with special insulation and a permissible voltage  $V_{PP} = 2050 \text{ V}$  or  $2250 \text{ V}$  are required for drives with 1LG6 standard asynchronous motors and supply voltages of  $> 460 \text{ V}$ , and for drives with 1LA8 / 1PQ8 / 1LL8 trans-standard asynchronous motors with line supply voltages of  $> 500 \text{ V}$ .

If we compare the peak values  $V_{PP}$  which occur at line supply voltages of  $> 500 \text{ V}$  in the tables for drives with Basic Infeeds / Smart Infeeds or Active Infeeds (text in yellow boxes), then we see that these values  $V_{PP}$  are always  $> 1500 \text{ V}$  irrespective of the reflection factor.

In braking operation with a braking unit, the values  $V_{PP}$  generally remain below the permissible upper limit for special insulation of 2050 V or 2250 V with line supply voltages of  $> 500 \text{ V}$  only in cases where the reflection factor  $r$  is  $< 2$  with line voltages of 660 V or 690 V. This applies in the case of G130, G150, S150 and S120 Chassis and Cabinet Modules due to the drive power rating of  $> 75 \text{ kW}$  (according to diagram: Typical reflection factor at the motor terminals as a function of drive power rating).

#### Note:

All data in this section are applicable on the condition that the motor cables are connected directly to the inverter output and no motor reactors, dv/dt filters plus VPL, dv/dt filters compact plus VPL or sine-wave filters are used.

Using dv/dt filters plus VPL, dv/dt filters compact plus VPL or sine-wave filters makes a critical difference to the voltage rates-of-rise and voltage spikes on the motor and alters the conditions to such an extent that motors with special insulation are not required. The use of these filters does however impose certain limitations and these are described in detail in sections "dv/dt filters plus VPL and dv/dt filters compact plus VPL" and "Sine-wave filters".

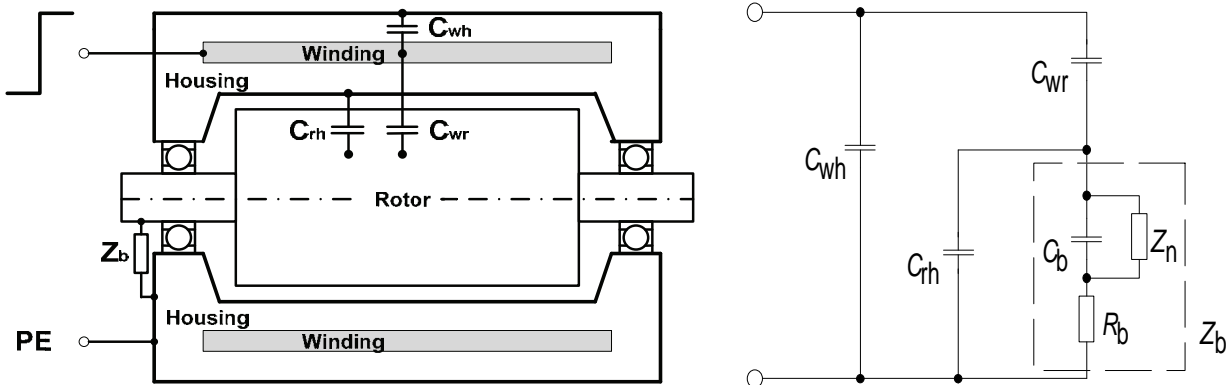
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### 1.9.3 Bearing currents caused by steep voltage edges on the motor

The steep voltage edges caused by the fast switching of the IGBTs in the inverter generate currents through the internal capacitances of the motor. As a result of a variety of physical phenomena, these produce currents in the motor bearings. In the worst-case scenario, these bearing currents can reach very high values, damage the bearings and reduce the bearing lifetime.

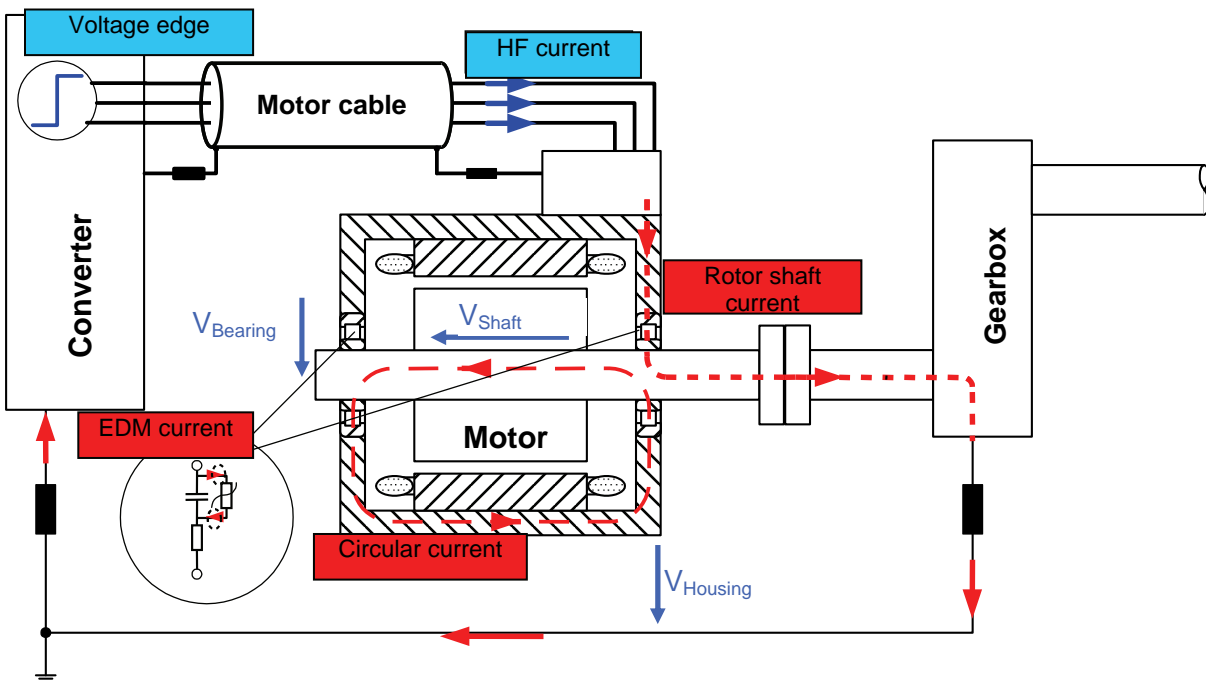
In order to describe the causes of bearing currents, a block diagram of the motor with its internal capacitances as well as the electrical equivalent circuit diagram derived from it, are shown below.



Schematic representation of the motor with its internal capacitances and the associated electrical equivalent circuit diagram

The stator winding has a capacitance  $C_{wh}$  in relation to the motor housing and a capacitance  $C_{wr}$  in relation to the rotor. The rotor itself has a capacitance  $C_{rh}$  in relation to the motor housing. The bearing can be defined by non-linear impedance  $Z_b$ . As long as the lubricating film acts as insulation, the bearing can be regarded as capacitance  $C_b$ . However, if the voltages on the bearing increase so much as to cause the lubricating film to break down, the bearing starts to behave like a non-linear, voltage-dependent resistance  $Z_n$ . Resistance  $R_b$  represents the ohmic resistance of the bearing rings and rolling elements.

The following diagram shows how the motor is integrated in the drive system as well as the various bearing current types.



Integration of the motor into the drive system and types of bearing current

### The circular current

In the same way as the motor cable capacitance changes its polarity with every switching edge at the inverter output, the polarity of the capacitance  $C_{wh}$  between the winding and housing is also reversed with every switching edge. This creates a kind of high-frequency, capacitive "leakage current" between the winding and the housing and thus to ground. This leakage current leads to a magnetic imbalance in the motor which induces a high-frequency shaft voltage  $V_{Shaft}$ . If the insulating capacity of the lubricating film on the motor bearing cannot withstand this shaft voltage, a capacitive circular current flows through the circuit: Shaft → bearing at non-drive end (NDE bearing) → motor housing → bearing at drive end (DE bearing) → shaft. This circular current therefore flows from the shaft to the housing in one bearing and from the housing back to the shaft in the other. As the circular current value depends on the capacitance  $C_{wh}$  between winding and housing, it increases with the shaft height of the motor. It becomes the dominant bearing current type with motors of shaft height 225 and higher.

### The EDM current

Each edge of the three phase-to-ground voltages on the winding (often referred to as the "common mode voltage") charges the capacitance  $C_b$  of the bearing via the capacitance  $C_{wr}$  between the winding and rotor. The time characteristic of the voltage on shaft and bearing is thus an image of the three superimposed phase-to-ground voltages on the motor winding. The magnitude of this voltage is however reduced in accordance with the capacitive BVR (Bearing Voltage Ratio) which can be calculated for each phase by the following equation

$$BVR = \frac{V_{Bearing}}{V_{Winding / Phase-Ground}} = \frac{C_{wr}}{C_{wr} + C_{rh} + C_b}$$

The resulting voltage on shaft and bearing is determined by the superimposition of the three phase-to-ground voltages on the winding multiplied in each case by the Bearing Voltage Ratio BVR. It generally equals about 5 % of the mean value of the phase-to-ground voltages on the winding on standard motors.

In the worst-case scenario, the bearing voltage  $V_{Bearing}$  can reach such high values that the lubricating film on the bearing breaks down and the capacitance  $C_b$  and  $C_{rh}$  are discharged by a short, high current pulse. This current pulse is referred to as the EDM current (Electrostatic Discharge Machining).

### The rotor shaft current

The high-frequency, capacitive "leakage current" flowing through the capacitance  $C_{wh}$  between winding and housing to cause the circular current must flow from the motor housing back to the inverter. If the motor housing is badly grounded for the purpose of high-frequency currents, the high-frequency "leakage current" encounters a significant resistance between the motor housing and grounding system across which a relatively high voltage drop  $V_{Housing}$  occurs. If the coupled gearbox or driven machine is more effectively grounded for the purposes of high-frequency current, however, the current may flow along the following path to encounter the least resistance: Motor housing via the motor bearing – motor shaft – coupling – gearbox or driven machine to the grounding system and from there to the inverter. With a current following this path, there is not only a risk of damage to the motor bearings, but also to the bearings of the gearbox or the driven machine.

#### 1.9.3.1 Measures for reducing bearing currents

Since there is a range of different bearing current types caused by different physical phenomena, it is generally necessary to take a series of measures in order to reduce the resultant bearing currents to a non-critical level. These measures are described in detail on the following pages.

For drive converters of type SINAMICS G130, G150, S120 (Chassis and Cabinet Modules) and S150 in the output power range covered by this engineering manual which are used to supply motors of shaft height 225 or larger, the first two of the described measures are absolutely mandatory, i.e. installation in accordance with EMC guidelines combined with an insulated bearing at the non-drive end of the motor. This combination generally provides adequate protection of the bearing against damage caused by bearing currents.

All the other measures described should be regarded as flanking precautions, although it can certainly be worthwhile to implement them in certain critical drive constellations. This applies particularly in cases where it is not possible to achieve EMC-compliant installation of sufficient quality.

If it is not practically possible to achieve EMC-compliant installation standards when extending an existing plant which already features a poor grounding system and/or unshielded cables, for example, it can be very worthwhile to provide additional filters at the converter output or, alternatively, two insulated motor bearings combined with a shaft-grounding brush and an insulated coupling. Which of the alternative measures is the most beneficial will depend on the weak points of the individual installation.

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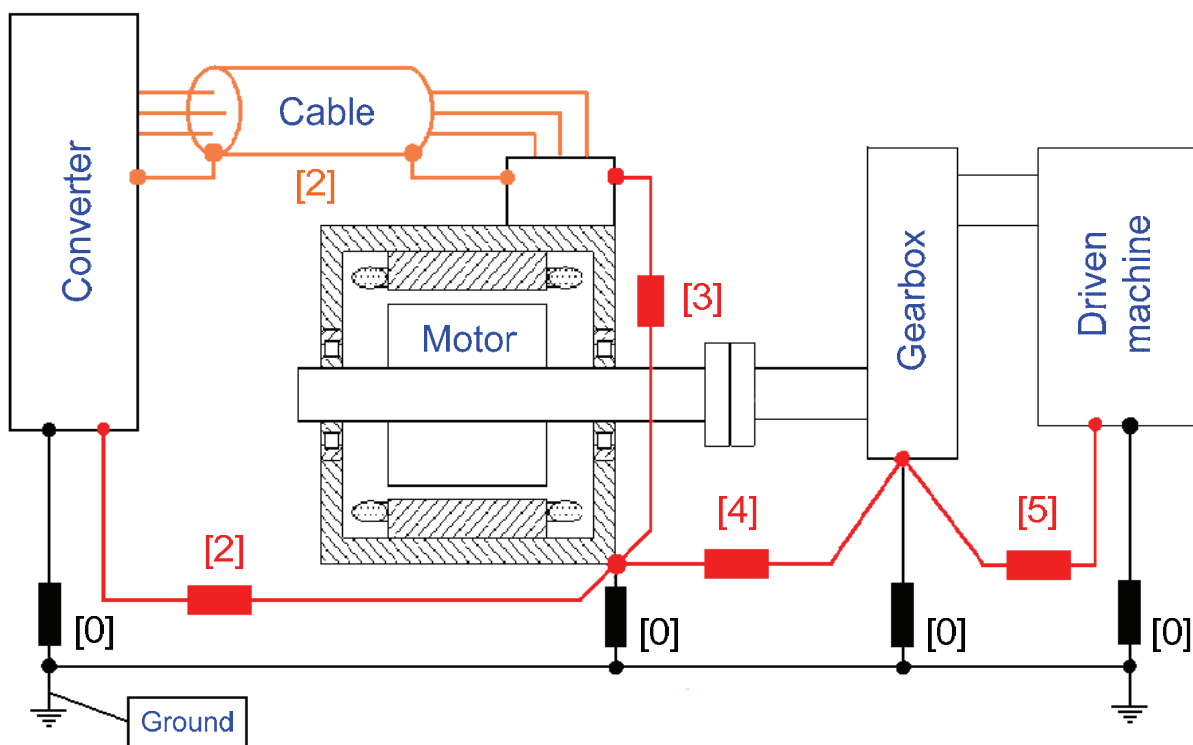
### 1.9.3.1.1 EMC-compliant installation for optimized equipotential bonding in the drive system

The purpose of any equipotential bonding measure is to ensure that all drive system components (transformer, converter, motor, gearbox and driven machine) stay at exactly the same potential, i.e. at ground potential (PE) to prevent the development of undesirable equalizing currents, e.g. rotor shaft currents.

Effective equipotential bonding is achieved by grounding the drive components by means of a well-designed grounding system at the site of installation. Where possible, this should be constructed as a meshed network with a large number of connections to the foundation ground so as to provide optimized equipotential bonding in the low-frequency range.

Of equal importance, however, is proper installation of the complete drive system including gearbox and driven machine with respect to the high-frequency point of view, i.e. that there is effective equipotential bonding in the high frequency range between all drive components in each drive.

The diagram shows a complete drive plus all the major grounding and equipotential bonding measures between the individual components of the drive.



Drive system with equipotential bonding system for reducing bearing currents

The description below explains how proper installation can reduce the inductance of connections, particularly of those which are colored orange and red in the diagram. On the one hand, this helps to minimize the voltage drops caused by high-frequency currents in the drive system. On the other hand, most of the high-frequency currents remain in the drive system in which they originate and so do not have any significant impact on other drive systems and loads.

#### Grounding of the components of the drive system [0]

All electrical and mechanical drive components (transformer, converter, motor, gearbox and driven machine plus (on liquid-cooled systems) piping and cooling system) must first be bonded with the grounding system. These bonding points are shown in black in the diagram and are made with standard, heavy-power PE cables that are not required to have any special high-frequency properties.

In addition to these connections, the converter (as the source of high-frequency current) and all other components in each drive system, i.e. motor, gearbox and driven machine, must be interconnected with respect to the high-frequency point of view. These connections must be made using special cables with good high-frequency properties.

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### Optimized connection for high-frequencies between the converter and motor terminal box [2]

The connection between the converter and motor must be made with a shielded cable. For higher outputs in the SINAMICS Chassis and cabinet unit power range, a symmetrical 3-wire, three-phase cable should be used to make the connection whenever possible.

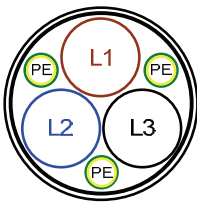
Shielded cables with symmetrically arranged three-phase conductors L1, L2 and L3 and an integrated, 3-wire, symmetrically arranged PE conductor, such as the PROTOFLEX EMV cable, type 2YSLCY-J or 2XSLCY-J supplied by Prysmian, are ideal.



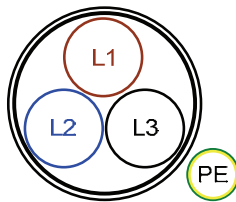
### Shielded, symmetrically arranged three-phase cable with 3-wire PE conductor

Alternatively, it is also possible to use a shielded cable containing only three-phase conductors L1, L2 and L3 in a symmetrical arrangement, for example, 3-wire cables of type Protodur NYCWY. In this case, the PE conductor must be routed separately as close as possible and in parallel to the 3-wire motor cable.

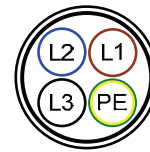
For outputs in the Booksize and Blocksize unit power range, and for lower outputs in the Chassis and cabinet unit power range, it is also possible to use shielded, asymmetrical, 4-wire cables (L1, L2, L3 plus PE) such as power cables of type MOTION-CONNECT.



ideal symmetrical 3-wire cable plus symmetrically arranged PE conductor



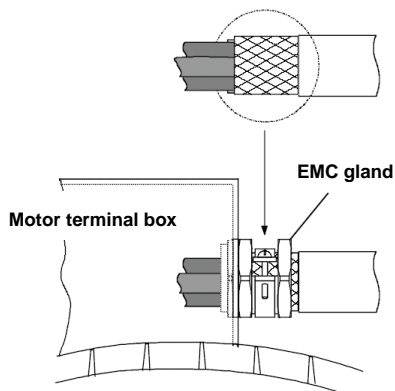
symmetrical 3-wire cable with separately routed PE conductor



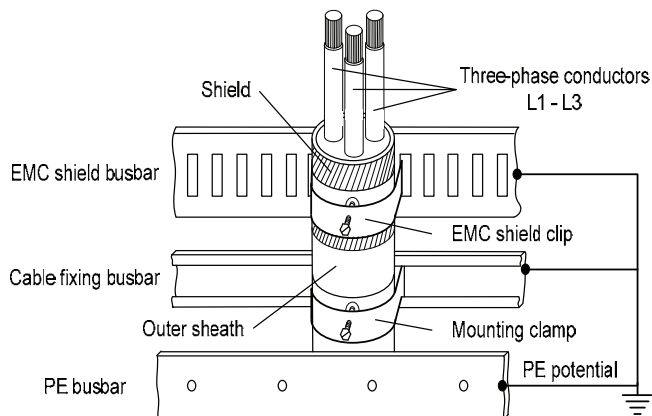
asymmetrical 4-wire cable including the PE conductor

### Shielded three-phase cables with concentric shield

Effective shield bonding is achieved if EMC cable glands are used to create a solid 360° contact between the shield and motor terminal box and, at the other side in the converter cabinet, a solid 360° contact with the EMC shield busbar using EMC shield clips. An alternative shield connection to the PE busbar in the converter using only long, braided "pigtaills" is less suitable, particularly if the pigtaills are very long, as this type of shield bond represents a relatively high impedance for high-frequency currents. Further additional shield bonds between the converter and motor, e.g. in intermediate terminal boxes, must never be created as the shield will then become far less effective.



Shield bonding to the motor terminal box using an EMC gland



Shield bonding to the EMC shield busbar in the converter using an EMC shield clip

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The shield of the shielded cable well bonded at both ends ensures optimum high-frequency equipotential bonding between the converter and motor terminal box.

In older installations in which unshielded cables are already installed, or where the cables used have a shield with poor high-frequency properties, or in installations with poor grounding systems, it is strongly recommended that an additional equipotential bonding conductor made of finely stranded, braided copper wire with a large cross-section ( $\geq 95 \text{ mm}^2$ ) is installed between the PE busbar of the converter and the motor housing. This conductor must be routed in parallel and as close as possible to the motor cable.

### Optimized connections for high-frequencies between the motor terminal box and motor housing [3]

The electrical connection between the motor terminal box and the motor housing on some motors or motor series is not generally designed to offer ideal high-frequency properties.

For example, flat nonconductive seals between the terminal box and housing are used on most motors with grey cast-iron housing. This means that the electrical connection is essentially provided through a few screw points which, even when their total effect is taken in account, do not offer an optimum, low-impedance connection for high-frequency interference.

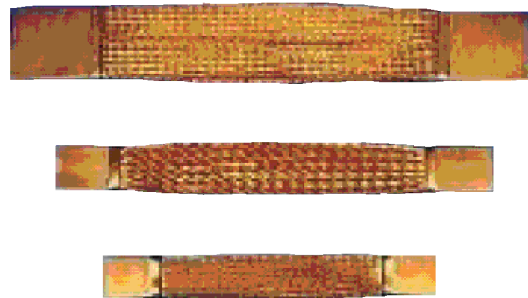
For this reason, the possibility of providing an additional equipotential bonding connection with good high-frequency properties between the terminal box and motor housing must be considered. This is particularly true if the available grounding system is poor, a problem often encountered when older installations are modernized.

This connection should be made with the shortest possible grounding cables with a large cross-section ( $\geq 95 \text{ mm}^2$ ) and designed for low impedance over a wide frequency range. Finely stranded, braided round copper wires or finely stranded, braided flat copper strips would be suitable for the purpose. The contact points on the terminal box and housing must be made over the largest possible area, treated carefully to remove paint or varnish and have good conducting properties.

The following photographs show a selection of suitable cables.



Finely stranded, braided round copper wires



Finely stranded, braided flat copper strips

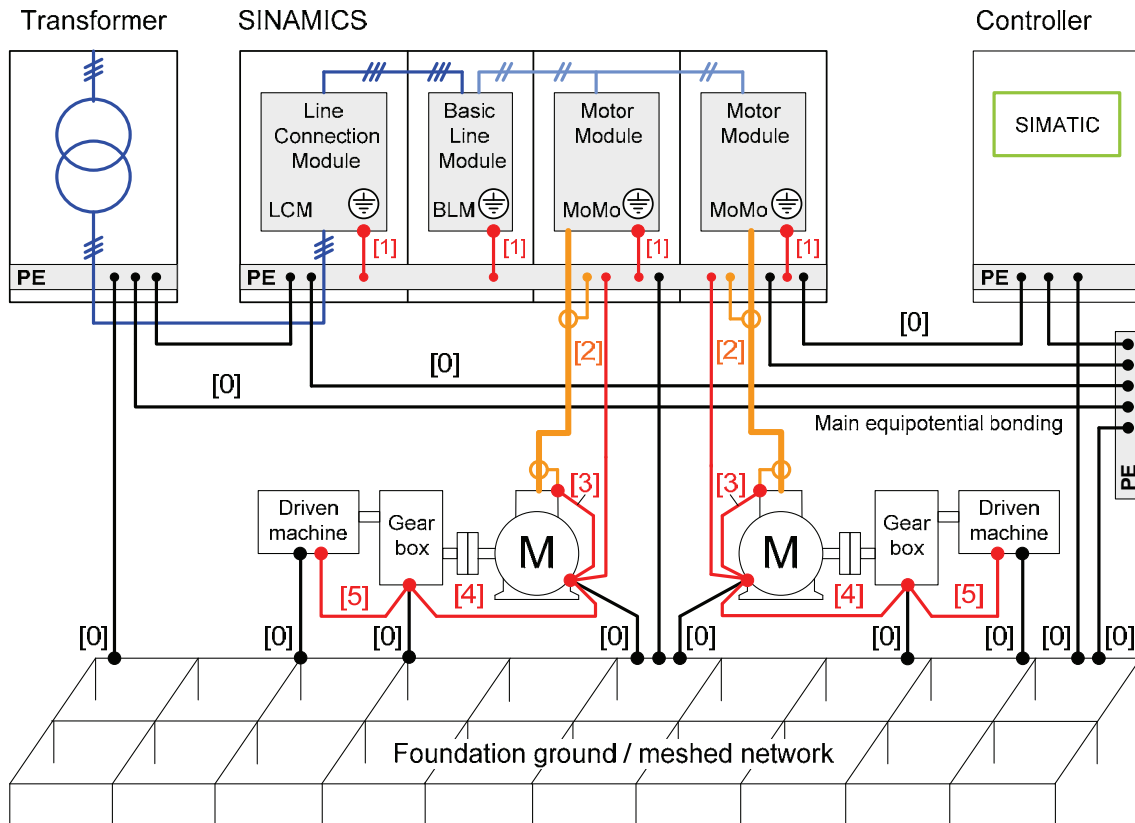
On motors which are constructed with a large-area, adequately conductive connection between the terminal box and housing, no additional connection is required and can be omitted. This applies, for example, in the case of Siemens compact asynchronous motors in the 1PL6, 1PH7 and 1PH8 series.

### Optimized connection for high-frequencies between motor housing, gearbox and driven machine [4], [5]

The final measure in this equipotential bonding system is to link the motor housing to the gearbox and the driven machine in a conductive connection with good high-frequency properties. A lead made of finely stranded, braided copper cable with a large cross-section ( $\geq 95 \text{ mm}^2$ ) should also be used for this purpose.

### Overview of grounding and equipotential bonding measures

The following diagram illustrates all grounding and high-frequency equipotential bonding measures using the example of a typical installation comprising several SINAMICS S120 Cabinet Modules.



### Grounding and high-frequency equipotential bonding measures for reducing bearing currents

The ground connections shown in black [0] represent the conventional grounding system for the drive components. They are made with standard, heavy-power PE conductors without special high-frequency properties and ensure low frequency equipotential bonding as well as protection against injury.

The connections shown in red inside the SINAMICS cabinets [1] provide solid bonding for high-frequency currents between the metal housings of the integrated Chassis components and the PE busbar and the EMC shield busbar of the cabinet. These internal connections can be made via a large area using non-isolated metal construction components of the cabinet. In this case, the contact surfaces must be bare metal and each contact area must have a minimum cross-section of several  $\text{cm}^2$ . Alternatively, these connections can be made with short, finely stranded, braided copper wires with a large cross-section ( $\geq 95 \text{ mm}^2$ ).

The shields of the motor cables shown in orange [2] provide high-frequency equipotential bonding between the Motor Modules and the motor terminal boxes. In older installations in which unshielded cables are already installed, or where the cables used have a shield with poor high-frequency properties, or in installations with poor grounding systems, it is absolutely essential to install the finely stranded, braided copper cables shown in red in parallel and as close as possible to the motor cable.

The connections shown in red [3], [4] and [5] provide a conductive, high-frequency bond between the terminal box of the motor and the motor housing, and also between gearbox / driven machine and the motor housing. These connections can be omitted if the motor is constructed in such a way that a conductive, high-frequency bond is provided between the terminal box and the housing, and if motor, gearbox and driven machine are all in close proximity and all conductively bonded over a large area by means of a shared metallic structure, e.g. a metal machine bed.

The equipotential bonding measures described above can practically eliminate the rotor shaft currents. It is therefore possible to dispense with insulated couplings between the motor and gearbox / driven machine. This is always an advantage in cases where insulating couplings cannot be used for any number of reasons.

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### 1.9.3.1.2 Insulated bearing at the non-drive end (NDE) of the motor

Apart from an EMC-compliant installation which essentially prevents rotor ground current, the use of a motor with an insulated bearing at the non-drive end (NDE) is the second most important measure for reducing bearing currents.

Essentially, the insulated NDE bearing reduces the capacitive circular current in the motor by significantly increasing the impedance in the circuit comprising the shaft – NDE bearing – motor housing – DE bearing – shaft. Since the circular current increases in proportion to the motor shaft height, it is particularly important to install an insulated NDE bearing on large motors.

Insulated NDE bearings are optionally available (order code L27) for shaft heights 225 and larger on standard motors in the 1LG series and we strongly recommend their use on converter-fed motors. All trans-standard motors of series 1LA8, 1PQ8 and 1LL8 which are designed for converter-fed operation (9th position in the order number = "P", e.g. 1LA8315-2PM80), are fitted with an insulated NDE bearing as standard.

1PL6, 1PH7 and 1PH8 compact asynchronous motors of shaft heights 180 or larger are optionally available with insulated NDE bearings (order code L27). Shaft heights 225 and larger of these compact asynchronous motors are equipped as standard with insulated NDE bearings.

In systems with speed encoders, it must be ensured that the encoder is not installed in such a way that it bridges the bearing insulation, i.e. the encoder mounting must be insulated or an encoder with insulated bearings must be used.

### 1.9.3.1.3 Other measures

#### Motor reactors or motor filters at the converter output

EMC-compliant installation and the use of a motor with insulated NDE bearing are generally perfectly adequate for the purpose of maintaining bearing currents at a non-critical level, even under worst-case conditions when stochastic disruptive discharges attributable to the EDM effect occur in the bearing.

In exceptional cases, it may be necessary to take additional measures to further reduce bearing currents.

This can be achieved with common mode filters consisting of toroidal cores made of highly permeable magnetic material. They are mounted at the converter output and enclose all three phases of the motor cable. These filters present a high resistance to the high-frequency currents (EDM current and rotor shaft current) flowing to ground and reduce them accordingly.

As common mode filters are not generally needed on SINAMICS drives, they are not offered as a standard option. They are available only on request.

As a general rule, all measures implemented at the converter output which serve to reduce the voltage rate-of-rise  $dv/dt$  have a positive impact on bearing current levels in the motor.

Motor reactors reduce the voltage rate-of-rise on the motor as a function of the motor cable length. Although they help in principle to reduce bearing currents, they cannot be regarded as a substitute to EMC-compliant installation and the use of motors with insulated NDE bearings.

The capability of  $dv/dt$  filters plus VPL,  $dv/dt$  filters compact plus VPL and sine-wave filters to reduce the voltage rates-or-rise on the motor is generally not affected by the motor cable length and achieves  $dv/dt$  values lower than those obtained with motor reactors. The values attained with sine-wave filters in particular are markedly lower.

In consequence, it is possible to dispense with insulated motor bearings when  $dv/dt$  filters, or more particularly, sine-wave filters are installed at the output of SINAMICS converters.

#### Grounding of the motor shaft with a grounding brush

A shaft-grounding brush can also reduce the bearing currents as the brush shorts the bearing. Grounding brushes are optionally available (order code M44) for 1LG4 and 1LG6 converter-fed motors of shaft heights 280 and higher.

However, there are problems associated with shaft-grounding brushes. They are very difficult to construct for smaller motors, they are sensitive to contamination and also require a great deal of maintenance. As a result, shaft-grounding brushes are not generally a recommended solution for low-voltage motors in the low to medium power range.

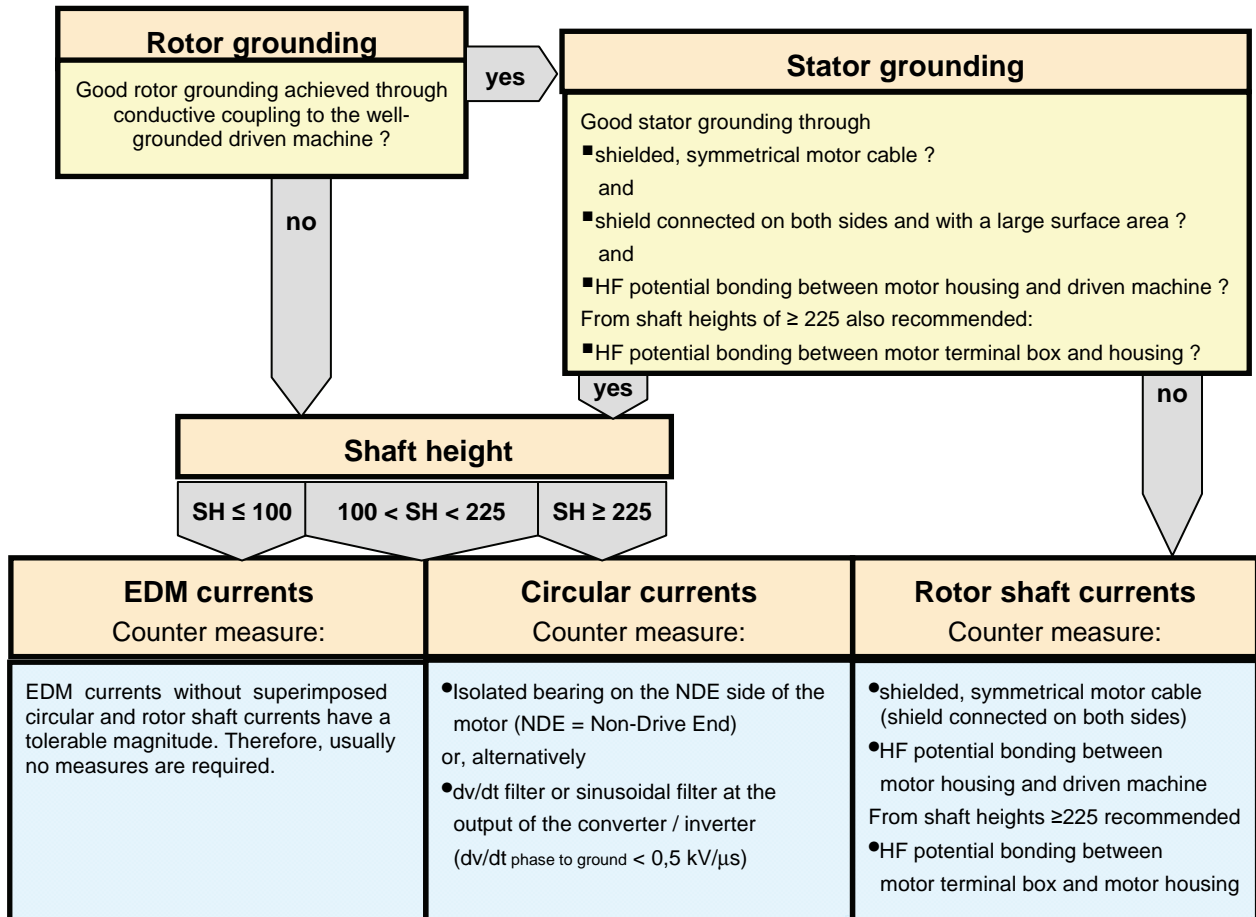
#### IT system

In operation on an IT system, the transformer neutral is not electrically connected to ground as it is with TN systems. The ground connection is purely capacitive in nature, causing the impedance to increase in the circuit in which high-frequency, common mode currents are flowing. The result is a reduction in the common mode currents and thus also in the bearing currents. With respect to bearing currents, therefore, non-grounded IT systems are more beneficial than grounded TN systems.



### 1.9.3.2 Brief overview of the different types of bearing currents

The following overview shows the different types of bearing currents depending on the shaft height and the grounding conditions of stator and rotor.



#### Dominant bearing current types dependent on the shaft height and the grounding conditions of stator and rotor

With a good rotor grounding, achieved by means of a conductive coupling to the well-grounded driven machine and simultaneous poor stator grounding due to poor installation, the rotor shaft currents can become very large and thus easily damage the bearings of the motor and the load machine. Such a situation must be avoided with a good stator grounding, achieved by means of an EMC-compliant installation and/or the use of an isolating coupling.

If, by means of a good stator grounding with an EMC-compliant installation and/or an isolating coupling, the occurrence of rotor shaft currents is prevented, EDM currents are dominant in smaller motors with shaft heights of up to 100. Circular currents play a secondary role here. So the resulting bearing currents are on a low-risk level for the bearings and no further measures usually need to be taken. As the shaft height increases, the EDM currents change slightly, while the circular currents continually increase. From shaft heights of 225 the circular currents become dominant and critical for the bearings. Therefore, from shaft heights of 225, the use of an isolated bearing on the NDE side of the motor is very highly recommended.

In principle a dv/dt filter or a sinusoidal filter can also be used at the output of the converter, as alternative to an isolated bearing in the motor.

### 1.10 Motor-side reactors and filters

#### 1.10.1 Motor reactors

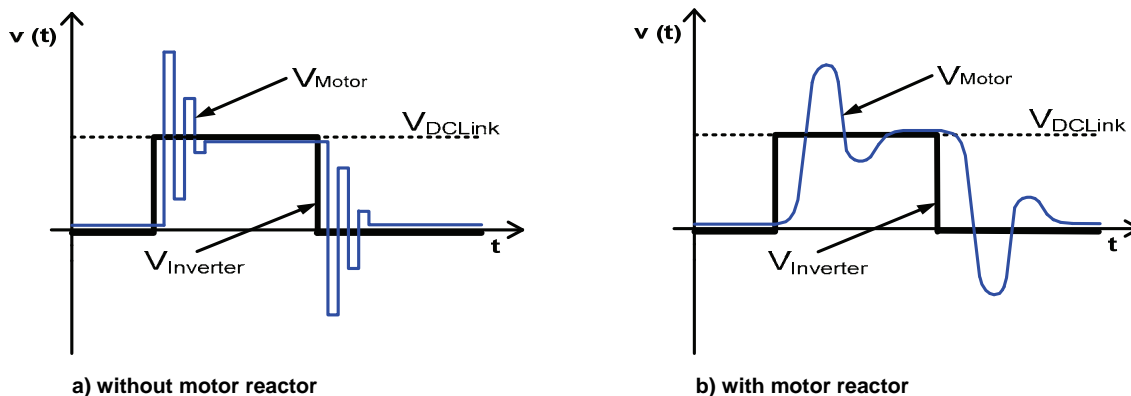
##### 1.10.1.1 Reduction of the voltage rate-of-rise $dv/dt$ at the motor terminals

As described in detail in the section "Effects of using fast-switching power components (IGBTs)", very high voltage rate-of-rise  $dv/dt$  occurs at the inverter output and the motor terminals.

This rate-of-rise can be reduced through the use of motor reactors.

In systems without motor reactors, the voltage edges at the inverter output which have a rate-of-rise  $dv/dt$  of typically  $3 \text{ kV}/\mu\text{s} - 6 \text{ kV}/\mu\text{s}$ , move along the cable towards the motor and reach the motor terminals with a virtually unchanged rate-of-rise. The resultant voltage reflections cause voltage spikes which can reach up to twice the DC link voltage, see Figure a) in diagram below.

As a result, the motor winding is subjected in two respects to a higher voltage stress than would normally be imposed by a sinusoidal supply. The voltage rate-of-rise  $dv/dt$  is very steep and the voltage spikes  $V_{PP}$  caused by the reflection are also very high.



Voltage  $v(t)$  at the inverter output and at the motor terminals

When motor reactors are installed, the reactor inductance and the cable capacitance are forming an oscillating circuit which reduces the voltage rate-of-rise  $dv/dt$ . The higher the cable capacitance is, i.e. the longer the cable is, the greater the reduction in the rate-of-rise. When long, shielded cables are used, the voltage rate-of-rise drops to just a few  $100 \text{ V}/\mu\text{s}$ , see Figure b) in diagram. Unfortunately, however, the oscillating circuit built by the reactor inductance and the cable capacitance is only relatively weakly damped so that severe voltage overshoots can occur. The voltage spikes at the motor terminals are therefore of the same order of magnitude as the spikes caused by reflections in systems without motor reactor.

Since motor reactors reduce only the voltage rate-of-rise  $dv/dt$  rather than the voltage spikes  $V_{PP}$ , there is no big difference in the quality of the voltage stress for the winding as compared to systems without a motor reactor.

As a result, the use of a motor reactor is not generally a suitable solution for reducing the voltage stress on the motor winding with line supply voltages of  $500 \text{ V}$  to  $690 \text{ V}$  to such an extent that it is possible to dispense with special insulation in the motor. This level of improvement can be achieved only by means of  $dv/dt$  filters plus VPL,  $dv/dt$  filters compact plus VPL or sine-wave filters (see sections "dv/dt filters plus VPL and dv/dt filters compact plus VPL", and "Sine-wave filters").

Although the reduction of the voltage rate-of-rise attenuates the bearing currents in the motor, this is not sufficient to completely obviate the need for an insulated NDE bearing in the motor.

##### 1.10.1.2 Reduction of additional current peaks when long motor cables are used

As a result of the high voltage rate-of-rise of the fast-switching IGBTs, the cable capacitance of long motor cables changes polarity very quickly with every switching operation in the inverter, thereby loading the inverter output with high additional current peaks.

The use of motor reactors reduces the magnitude of these additional peaks because the cable capacitance changes polarity more slowly due to the reactor inductance, thereby attenuating the amplitudes of the current peaks.

Suitably dimensioned motor reactors or series connections of motor reactors therefore offer a solution which allows a higher capacitance and thus also longer motor cables to be connected.

### 1.10.1.3 Permissible motor cable lengths with motor reactor(s) for single- and multi-motor drives

#### Permissible motor cable lengths for drives with one motor (single-motor drives)

The tables below specify the permissible motor cable lengths in systems with one motor reactor or two series-connected motor reactors for SINAMICS G130, G150 and S150, S120 Motor Modules (Chassis and Cabinet Modules).

Line supply voltage	Maximum permissible motor cable length			
	with 1 reactor		with 2 series-connected reactors	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m	On request	On request
500 V – 600 V 3AC	300 m	450 m	On request	On request
660 V – 690 V 3AC	300 m	450 m	On request	On request

#### Maximum permissible motor cable lengths with 1 or 2 motor reactors for SINAMICS G130 Chassis and SINAMICS G150 cabinets

Line supply voltage	Maximum permissible motor cable length			
	with 1 reactor		with 2 series-connected reactors	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m	525 m	787 m
500 V – 600 V 3AC	300 m	450 m	525 m	787 m
660 V – 690 V 3AC	300 m	450 m	525 m	787 m

#### Maximum permissible motor cable lengths with 1 or 2 motor reactors for SINAMICS S150 cabinets and SINAMICS S120 Motor Modules in the Chassis and Cabinet Modules format

#### Note:

The specified motor cable lengths always refer to the distance between inverter output and motor along the cable route and already allow for the fact that several cables must be routed in parallel for drives in the higher power range. The recommended and the maximum connectable cross-sections plus the permissible number of parallel motor cables are unit-specific values. These values can be found in the unit-specific chapters of this engineering manual or in the relevant catalogs.

#### Permissible motor cable lengths for drives with several motors at the converter output (multi-motor drives)

Normally a single motor is connected to the converter output. There are however applications such as roller drives or gantry drives on container cranes which require a large number of identical, low-power-output motors to be supplied by a single converter of sufficiently high output rating. This type of configuration is referred to as a "multi-motor drive". Within the narrower context of the calculation procedure described below, the term "multi-motor drive" always applies if the number of motors connected to the converter output is higher than the maximum permissible number of parallel motor cables specified in the catalog.

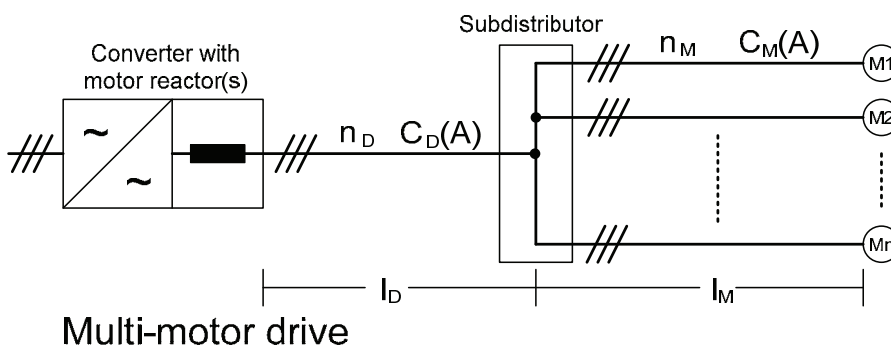
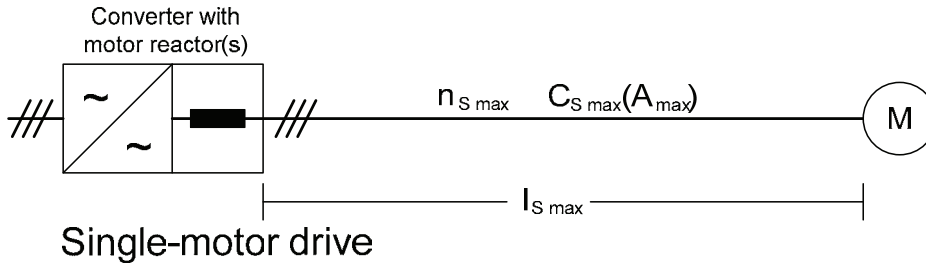
Motor reactors (or motor filters) must always be installed for multi-motor drives. The individual motors are connected by cables of very small cross-section due to their low power rating. The capacitance per unit length of these cables is significantly lower than that of the large cross-section cables used for single-motor drives. As a result of this reduced capacitance per unit length, the total permissible cable lengths per converter output for multi-motor drives can exceed the values specified in the above tables by a significant amount without violating the maximum permissible capacitance values stipulated for the converter and motor reactor.

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A method of calculating the permissible cable lengths for multi-motor drives  $l_M$  based on the catalog data for single-motor drives is described below.

The diagram explains the quantities and terms used for both single-motor and multi-motor drives.



### Block diagram of single-motor drive and multi-motor drive with relevant quantities and terms

The permissible motor cable length per motor on a multi-motor drive is calculated with the formula:

$$l_M = \frac{n_{S \max} \cdot C_{S \max}(A_{\max}) \cdot l_{S \max} - n_D \cdot C_D(A) \cdot l_D}{n_M \cdot C_M(A)}$$

Definition and meaning of applied quantities:

- $l_M$  Permissible cable length between the subdistributor and each motor in a multi-motor drive.
- $n_{S \max}$  Maximum number of motor cables which can be connected in parallel in a single-motor drive. This value can be found in the chapters on specific units or in the relevant catalogs.
- $C_{S \max}(A_{\max})$  Capacitance per unit length of a shielded motor cable with the maximum permissible cross-section  $A_{\max}$  for a single-motor drive. This value can be found in the table on the next page and is depending on the maximum permissible cross-section  $A_{\max}$  specified in the chapters on specific units or the relevant catalogs.
- $l_{S \max}$  Permissible motor cable length for single-motor drive as specified in the tables on the previous page (depending on the number of motor reactors (1 or 2) and whether the cable is shielded or unshielded).
- $n_D$  Number of parallel cables between the converter and subdistributor on a multi-motor drive.
- $C_D(A)$  Capacitance per unit length of the cable between the converter and subdistributor on a multi-motor drive.
- $l_D$  Length of the cable between the converter and subdistributor on a multi-motor drive.
- $n_M$  Number of parallel cables on motor side of subdistributor = number of motors.
- $C_M(A)$  Capacitance per unit length of cables on motor side of subdistributor.

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The calculation formula given above allows for arrangements in which a large-cross-section cable is taken from the converter to a subdistributor to which motors are connected by small cross-section cables, as well as arrangements in which the cables to individual motors are directly connected to the converter. In systems without a subdistributor, the term  $n_D \cdot C_D(A) \cdot l_D$  must be set to "0".

The formula is valid for converters and inverters with one or two motor reactors at the output and for shielded and unshielded motor cables. Allowance for the number of motor reactors (1 or 2) and the cable type (shielded or unshielded) is made exclusively by the value  $l_{S \max}$ , which is specified according to the configuration to be calculated in the relevant columns of the tables two pages above. It must however be taken into account that this formula is not suitable for calculating mixtures of shielded and unshielded cables, e.g. in cases where a shielded cable is used up to the subdistributor and unshielded cables to the motor.

Since only the ratio of capacitance values of motor cables with different cross-sections is relevant in the formula rather than the absolute capacitance value itself, the capacitance per unit length values for cable type Protodur NYCWY stated in the table below as a function of the cable cross-section can be applied for all shielded and unshielded cable types for the purposes of this calculation.

Cross-section A [mm <sup>2</sup> ]	Capacitance per unit length [nF/ m]
3 x 2.5	0.38
3 x 4.0	0.42
3 x 6.0	0.47
3 x 10	0.55
3 x 16	0.62
3 x 25	0.65
3 x 35	0.71
3 x 50	0.73
3 x 70	0.79
3 x 95	0.82
3 x 120	0.84
3 x 150	0.86
3 x 185	0.94
3 x 240	1.03

**Capacitance per unit length of shielded, three-wire, motor cables of type Protodur NYCWY as a function of the cable cross-section A**

Calculation example:

A roller table with 25 motors, each with an output power rating of 10 kW, is to be supplied by a SINAMICS G150 converter. A converter with a supply voltage of 400 V and an output power of 250 kW is selected for this application. The roller table application data are as follows:

The converter is sited in an air-conditioned room and will supply a subdistributor via two parallel, shielded cables, 50 m in length, each with a cross-section of 150 mm<sup>2</sup>. 25 motors are connected to the subdistributor via shielded cables, each on average 40 m in length with a cross-section of 1 x 10 mm<sup>2</sup>.

Since this is a multi-motor drive with a large number of parallel motor cables, it is absolutely essential to install a motor reactor. We shall now use a calculation to check whether the selected converter combined with a motor reactor can fulfill the requirements.

1st step:

Calculation of the quantities  $n_{S \max}$ ,  $C_{S \max}(A_{\max})$  and  $l_{S \max}$  for single-motor drives from the data given in the chapter "Converter Cabinet Units SINAMICS G150" or the specifications in Catalog D11 by applying the information in the above table of capacitance per unit length as a function of the cable cross-section:

According to Catalog D11, a maximum of two parallel motor cables, each with a maximum cross-section of 240 mm<sup>2</sup> can be connected to the motor terminals of converter type SINAMICS G150 / 400 V / 250 kW. The maximum motor cable length for shielded motor cables in combination with one motor reactor is 300 m according to Catalog D11. From this data we can calculate:

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- $n_{S \max} = 2$
- $C_{S \max}(A_{\max}) = C_{S \max}(240 \text{ mm}^2) = 1.03 \text{ nF/m}$
- $l_{S \max} = 300 \text{ m}$

### 2nd step:

Calculation of quantities  $n_D$ ,  $C_D(A)$  and  $l_D$  for the cable between the converter and subdistributor:

- $n_D = 2$
- $C_D(A) = C_D(150 \text{ mm}^2) = 0.86 \text{ nF/m}$
- $l_D = 50 \text{ m}$

### 3rd step:

Calculation of quantities  $n_M$ ,  $C_M(A)$  for the cable between the subdistributor and each motor:

- $n_M = 25$
- $C_M(A) = C_M(10 \text{ mm}^2) = 0.55 \text{ nF/m}$

### 4th step:

Calculation of the permissible motor cable length between the subdistributor and each motor using calculation formula:

$$l_M = \frac{2 \cdot 1.03 \text{ nF/m} \cdot 300 \text{ m} - 2 \cdot 0.86 \text{ nF/m} \cdot 50 \text{ m}}{25 \cdot 0.55 \text{ nF/m}}$$

$$l_M = \frac{618 \text{ nF} - 86 \text{ nF}}{13.75 \text{ nF}} \text{ m} = 38.7 \text{ m} \approx 40 \text{ m}$$

The required cable length of 40 m per motor is within a 10 % tolerance band around the calculated value  $l_M = 38.7 \text{ m}$  which means that the arrangement can be implemented as planned.

If we compare the maximum cable distance of 600 m which may be connected to the converter for a single-motor drive (two parallel cables, each 300 m in length and each with a cross-section of  $240 \text{ mm}^2$ ) and the cable distance of 1068 m for the multi-motor drive (two parallel cables, each 50 m in length and each with a cross-section of  $150 \text{ mm}^2$  to the subdistributor plus 25 parallel cables to the motors, each 38.7 m in length and with a cross-section of  $10 \text{ mm}^2$ ), we can see that the reduction in cross-section for the multi-motor drive nearly doubles the maximum permissible cable distance allowed for single-motor drives, even though the total capacitance is the same.

#### 1.10.1.4 Supplementary conditions which apply when motor reactors are used

With the cabinet units G150 and S150 as well as with the S120 Motor Modules in Cabinet Modules format, it must be noted that an additional cabinet may be required if two reactors are connected in series.

It must be noted that the motor reactor should be mounted close the converter or inverter output in the case of SINAMICS G130 and S120 units in Chassis format. The cable length between the converter or inverter output and the motor reactor should not exceed 5 m.

When motor reactors are installed, the pulse frequency and the output frequency must be limited for thermal reasons:

- The maximum pulse frequency is limited to twice the factory setting value, i.e. to 4 kHz for units with factory setting 2 kHz and to 2.5 kHz for units with factory setting 1.25 kHz.
- The maximum output frequency is limited to 150 Hz.

No limits apply with respect to the permissible pulse patterns of the gating unit, i.e. pulse-edge modulation can be used without restriction, which means that the attainable output voltage is virtually equal to the input voltage.

The voltage drop across the motor reactor is about 1 %.

As part of the drive commissioning process, the motor reactor should be selected with parameter setting P0230 = 1 and the reactor inductance entered in parameter P0233. This ensures that optimum allowance will be made for the effect of the reactor in the vector control model.

Motor reactors can be used in both grounded systems (TN/TT) and ungrounded systems (IT).

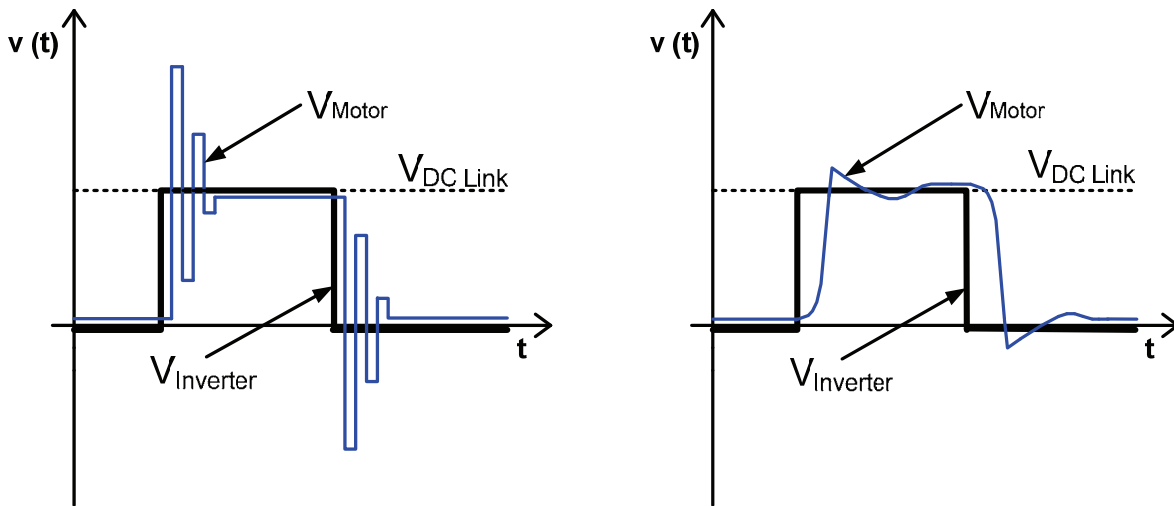
### 1.10.2 dv/dt filters plus VPL and dv/dt filters compact plus VPL

The dv/dt filters plus VPL and dv/dt filters compact plus VPL consist of two components, i.e. a dv/dt reactor and a voltage limiting network (Voltage Peak Limiter).

The dv/dt reactor achieves the same effect as the motor reactor. In combination with the capacitance of the connected motor cable and the internal capacitance of the limiting network, it forms an oscillating circuit which limits the voltage rate-of-rise dv/dt to the following values irrespective of the length of the connected motor cable:

- $dv/dt < 500 \text{ V}/\mu\text{s}$  with dv/dt filters plus VPL
- $dv/dt < 1600 \text{ V}/\mu\text{s}$  with dv/dt filters compact plus VPL

The limiting network basically comprises a diode bridge and is connected to the output of the dv/dt reactor and the DC link of the inverter. The diode bridge limits the voltage at the dv/dt reactor output to approximately the level of the DC link voltage and thus limits the peak voltage  $V_{PP}$  on the motor cable. Due to the reduced voltage gradient, the voltages at the output of the dv/dt filter and the motor terminals are practically identical.



a) without dv/dt filter

b) with dv/dt filter plus VPL or dv/dt filter compact plus VPL

**Voltage characteristic  $v(t)$  at the inverter output and at the motor terminals**

dv/dt filters plus VPL and dv/dt filters compact plus VPL are very effectively limiting both the voltage rate-of-rise dv/dt and the peak voltage  $V_{PP}$  on the motor winding to the values given below.

- dv/dt filter plus VPL:
  - Voltage rate-of-rise  $dv/dt < 500 \text{ V}/\mu\text{s}$
  - Peak voltage  $V_{PP}$  (typically)  $< 1000 \text{ V}$  for  $V_{Line} < 575 \text{ V}$
  - Peak voltage  $V_{PP}$  (typically)  $< 1250 \text{ V}$  for  $660 \text{ V} < V_{Line} < 690 \text{ V}$
- dv/dt filter compact plus VPL:
  - Voltage rate-of-rise  $dv/dt < 1600 \text{ V}/\mu\text{s}$
  - Peak voltage  $V_{PP}$  (typically)  $< 1150 \text{ V}$  for  $V_{Line} < 575 \text{ V}$
  - Peak voltage  $V_{PP}$  (typically)  $< 1400 \text{ V}$  for  $660 \text{ V} < V_{Line} < 690 \text{ V}$

The dv/dt filter plus VPL is capable of limiting the peak voltage to values below the limit curve stipulated in IEC/TS 60034-17:2006 ( $V_{PP} < 1350 \text{ V}$ ), and the dv/dt filter compact plus VPL is capable of limiting the peak voltage to values below the limit curve A stipulated in IEC/TS 60034-25:2007 ( $V_{PP} < 1560 \text{ V}$ ).

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The use of dv/dt filters plus VPL and dv/dt filters compact plus VPL is thus a suitable method of reducing the voltage stress on the motor winding at line supply voltages of 500 V to 690 V to such an extent that special insulation in the motor can be dispensed with. Bearing currents are also reduced significantly. Using these filters therefore allows standard motors with standard insulation and without insulated bearing to be operated on SINAMICS up to line supply voltages of 690 V. This applies to both Siemens motors and motors supplied by other manufacturers.

The table below specifies the permissible motor cable lengths for dv/dt filters plus VPL and dv/dt filters compact plus VPL for SINAMICS G130, G150, S150 and S120 Motor Modules in Chassis and Cabinet Modules format.

Line supply voltage	Maximum permissible motor cable length	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
<b>du/dt-Filter plus VPL</b>		
380 V – 480 V 3AC	300 m	450 m
500 V – 600 V 3AC	300 m	450 m
660 V – 690 V 3AC	300 m	450 m
<b>du/dt-Filter compact plus VPL</b>		
380 V – 480 V 3AC	100 m	150 m
500 V – 600 V 3AC	100 m	150 m
660 V – 690 V 3AC	100 m	150 m

### Maximum permissible motor cable lengths with dv/dt filters plus VPL and dv/dt filters compact plus VPL for SINAMICS G130, G150, S150 and SINAMICS S120 Motor Modules (Chassis and Cabinet Modules)

These cable lengths apply to drives on which only one motor is connected to the filter output. Longer motor cable lengths can be used for drives with multiple motors at the filter output. Please refer to section "Motor reactors" for information on how to calculate the permissible motor cable lengths drives with multiple motors. If this calculation method is used for converters with dv/dt filters, it has to be taken in account that instead of the maximum number of parallel cables  $n_{S \max}$  and the maximum cross-sections  $A_{\max}$  the relevant recommended values  $n_{S \text{ rec}}$  and  $A_{\text{rec}}$  from the catalog have to be used.

On G150 and S150 cabinet units and S120 Motor Modules in Cabinet Modules format, please note the following:

- Above certain output power ratings, dv/dt filters plus VPL require an additional cabinet panel and thus increase the cabinet dimensions (see Catalogs D11 and D21.3).
- dv/dt filters compact plus VPL can generally be integrated into cabinet units without the need for an additional cabinet panel.

It must be noted that the dv/dt filter plus VPL or dv/dt filter compact plus VPL should be mounted close the converter or inverter output in the case of SINAMICS G130 and S120 units in Chassis format. The cable length between the filter and the output of the converter or inverter should not exceed 5 m.

The pulse frequency and output frequency must be limited for thermal reasons when dv/dt filters plus VPL and dv/dt filters compact plus VPL are used:

- The maximum permissible pulse frequency is limited to twice the factory setting value, i.e. to 4 kHz for units with factory setting 2 kHz and to 2.5 kHz for units with factory setting 1.25 kHz.
- The maximum permissible output frequency is limited to 150 Hz.
- The minimum, continuously permissible output frequency is:
  - 0 Hz with dv/dt filters plus VPL
  - 10 Hz with dv/dt filters compact plus VPL  
(Operation at output frequencies of < 10 Hz is permissible for 5 minutes maximum, if this is followed by a period of operation at output frequencies of > 10 Hz for 5 minutes minimum).

No limits apply with respect to permissible pulse patterns of the gating unit, i.e. pulse-edge modulation can be used without restriction, which means that the attainable output voltage is virtually equal to the input voltage.

The voltage drop across the dv/dt filter plus VPL or dv/dt filter compact plus VPL equals approximately 1 %.

The dv/dt filters must be selected with parameter setting P0230 = 2 when the drive is commissioned. This ensures that optimum allowance will be made for the effect of the filter in the vector control model.

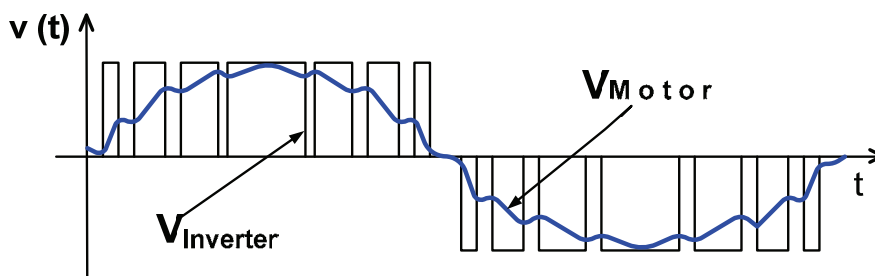
dv/dt filters can be used in both grounded systems (TN/TT) and non-grounded systems (IT).



### 1.10.3 Sine-wave filters

Sine-wave filters are LC low-pass filters and constitute the most sophisticated filter solution. They are significantly more effective than dv/dt filters plus VPL and dv/dt filters compact plus VPL in reducing voltage rates-of-rise dv/dt and peak voltages  $V_{PP}$ , but operation with sine-wave filters imposes substantial restrictions in terms of the possible pulse frequency settings and utilization of the inverter current and voltage.

As the schematic diagram below illustrates, the sine-wave filter extracts the fundamental component of the inverter pulse pattern. As a result, the voltage applied to the motor terminals is sinusoidal with an extremely small harmonic content.



Schematic diagram of the voltage  $v(t)$  at the inverter output and motor terminals with a sine-wave filter

Sine-wave filters very effectively limit both voltage rate-of-rise dv/dt and the peak voltage  $V_{PP}$  on the motor winding to the following values:

- Voltage rate-of-rise  $dv/dt \ll 50 \text{ V}/\mu\text{s}$
- Peak voltage  $V_{PP} < 1.1 \cdot \sqrt{2} \cdot V_{Line}$

As a result, the voltage stress on the motor winding is virtually identical to the operating conditions of motors directly connected to the mains supply. Bearing currents are also reduced significantly. Using these filters therefore allows standard motors with standard insulation and without insulated bearing to be operated on SINAMICS. This applies to both Siemens motors and motors supplied by other manufacturers.

Due to the very low voltage rate-of-rise on the motor cable, the sine-wave filter also has a positive impact in terms of electromagnetic compatibility. As a result, in cases where the motor cables are relatively short, it is not absolutely essential to use shielded motor cables for EMC reasons.

Since the voltage applied to the motor is not pulsed, the converter-related stray losses and additional noise in the motor are also reduced considerably and the noise level of the motor is approximately equivalent to the level produced by motors operating directly on the line supply voltage.

Sine-wave filters are available

- in the 380 V to 480 V voltage range up to a converter rated output of 250 kW at 400 V,
- in the 500 V to 600 V voltage range up to a converter rated output of 132 kW at 500 V,

To make allowance for the resonant frequency of the filter, the pulse frequency setting for drives with sine-wave filters is fixed at 4 kHz (380 V – 480 V) or at 2.5 kHz (500 V – 600 V).

For this reason, the permissible output current is reduced to the values given in the table.

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Line supply voltage	Rated output power at 400 V resp. 500 V without sine-wave filter	Rated output current without sine-wave filter	Current derating factor	
			with sine-wave filter	Output current with sine-wave filter
380 V – 480 V 3AC	110 kW	210 A	82 %	172 A
380 V – 480 V 3AC	132 kW	260 A	83 %	216 A
380 V – 480 V 3AC	160 kW	310 A	88 %	273 A
380 V – 480 V 3AC	200 kW	380 A	87 %	331 A
380 V – 480 V 3AC	250 kW	490 A	78 %	382 A
500 V – 600 V 3AC	110 kW	175 A	87 %	152 A
500 V – 600 V 3AC	132 kW	215 A	87 %	187 A

### Current derating factor and permissible output current with sine-wave filter

Furthermore, space vector modulation SVM is the only permitted modulation mode.

As a result, the achievable output voltage for G130, G150 and S120 Motor Modules which are supplied by Basic or Smart Infeeds is limited to 85 % (380 V to 480 V) or 83 % (500 V – 600 V) of the input voltage. In consequence, the drive starts earlier to operate in the field-weakening range. As the converter cannot supply the rated voltage to the motor, the motor can operate at rated output only if it is supplied with a current exceeding its rated current.

With S150 and S120 Motor Modules that are supplied by Active Infeeds, the DC link voltage is so high, as a result of the step-up converter operating principle of the Active Infeed, that the voltage applied to the motor reaches the line supply value even in space vector modulation mode.

The maximum output frequency is limited to 150 Hz.

The following table lists the permissible motor cable lengths with sine-wave filter for SINAMICS G130, G150, S150, S120 Motor Modules (Chassis and Cabinet Modules).

Line supply voltage	Maximum permissible motor cable length with sine-wave filter	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m
500 V – 600 V 3AC	300 m	450 m

### Maximum permissible motor cable lengths with sine-wave filters for SINAMICS G130, G150, S150 and SINAMICS S120 Motor Modules in Chassis and Cabinet Modules format

These cable lengths apply to drives on which only one motor is connected to the filter output. Longer motor cable lengths can be used for drives with multiple motors at the filter output. Please refer to section "Motor reactors" for information on how to calculate the permissible motor cable lengths for drives with multiple motors. If this calculation method is used for converters with sine-wave filters, it has to be taken in account that instead of the maximum number of parallel cables  $n_{S\ max}$  and the maximum cross-sections  $A_{max}$  the relevant recommended values  $n_{S\ rec}$  and  $A_{rec}$  from the catalog have to be used.

The sine-wave filter should be mounted close the converter or inverter output. The cable length between the sine-wave filter and the output of the converter or inverter should not exceed about 5 m.

Sine-wave filters must be selected with parameter P0230 when the drive is commissioned.

P230 must be set to "3" for sine-wave filters of the SINAMICS converter range. This ensures that all the required parameter changes relating to the sine-wave filter are made correctly.

P230 must be set to "4" for sine-wave filters supplied by manufacturers other than Siemens. This setting effects an overload reaction without pulse frequency reduction (p290=0 or 1) and sets the modulator mode to space vector modulation without overmodulation (p1802=3). In addition, the technical data of the sine-wave filter must be entered in parameters p233 and p234. The maximum frequency or maximum speed (p1082) and pulse frequency (p1800) must also be set according to the data sheet of the sine-wave filter. For further information, please refer to the List Manuals / Parameter Descriptions.

Sine-wave filters can be used in both grounded systems (TN/TT) and non-grounded systems (IT).

Sine-wave filters are approved for use only in conjunction with control modes vector and V/f, but not with servo.

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#### 1.10.4 Comparison of the properties of the motor-side reactors and filters

The table below provides an overview of the key properties of the motor-side reactors and filters.

Converter output:	Without reactor or filter	With motor reactor	With dv/dt filter	With sine-wave filter
<b>Voltage rate-of-rise dv/dt at the motor terminals</b>	High (see chart on next page)	Medium (see chart on next page)	Low (see chart on next page)	Very low (see chart on next page)
<b>Peak voltage <math>V_{PP}</math> at the motor terminals</b>	High (see chart on next page)	Relatively high (see chart on next page)	Low (see chart on next page)	Very low (see chart on next page)
<b>Permitted pulse modulation systems</b>	No restrictions	No restrictions	No restrictions	Space vector modulation SVM only
<b>Permitted pulse frequencies</b>	No restrictions	$\leq 2x$ factory setting	$\leq 2x$ factory setting	Exactly 2x factory setting
<b>Permitted output frequencies</b>	No restrictions	$\leq 150$ Hz	$\leq 150$ Hz	$\leq 150$ Hz
<b>Permitted control modes</b>	Servo control Vector control V/f control	Servo control Vector control V/f control	Servo control Vector control V/f control	Vector control V/f control
<b>Control quality and dynamic response</b>	Very high	High	High	Low
<b>Stray losses in reactor or filter relative to converter losses in rated operation</b>	–	Approx. 10%	Approx. 10 – 15 %	Approx. 10 – 15 %
<b>Stray losses in motor due to converter supply relative to rated operation</b>	Approx. 10%	Approx. 10%	Approx. 10%	Very low
<b>Reduction in motor noise caused by converter</b>	No	Minimal	Minimal	Significant
<b>Reduction in bearing currents in the motor</b>	No	Medium	Yes	Yes
<b>Max. cable length shielded Max. cable length unshielded</b>	300 m 450 m	300 m 450 m	100 m or 300 m 150 m or 450 m	300 m 450 m
<b>Volume</b>	–	Low	Medium	Medium
<b>Price</b>	–	Low	Medium to high	High

Comparison of the key properties of motor-side reactors and filters

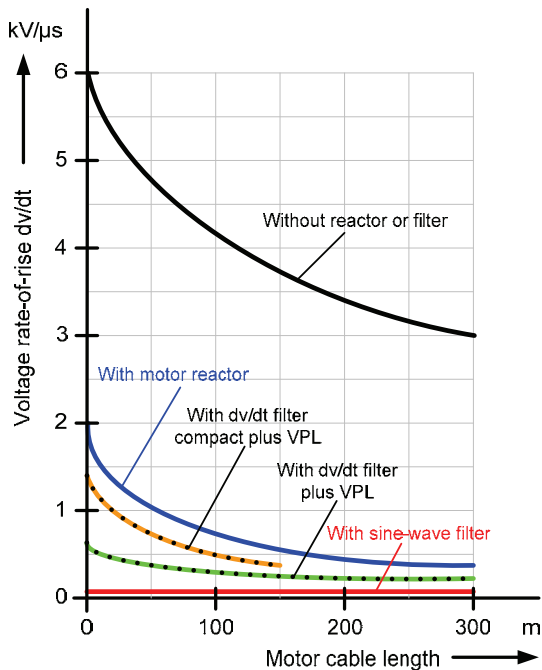
# Fundamental Principles and System Description

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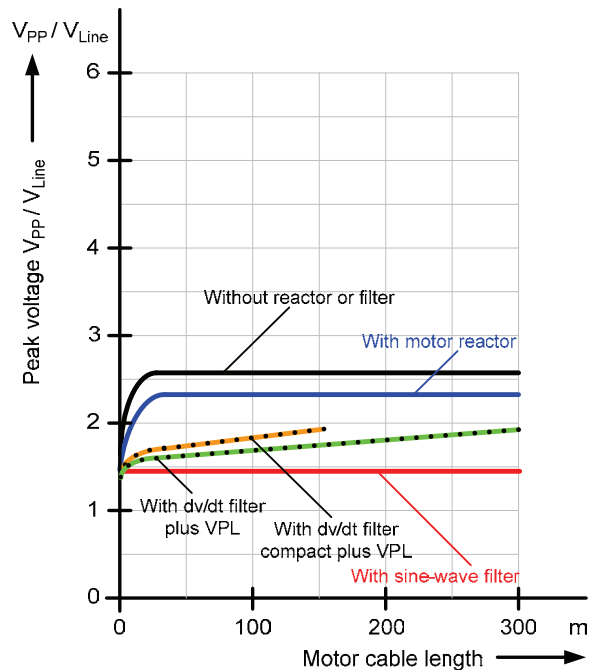
The charts below show the typical voltage rates-of-rise  $dv/dt$  and peak voltages  $V_{PP}$  at the motor terminals, both with and without motor-side reactors and filters, as a function of the motor cable length. The specified peak voltages  $V_{PP}$  are referred in each case to the rms value of the line supply voltage  $V_{Line}$ .

The values apply to converters with line-commutated Infeeds (G130 and G150 converters), and drives with S120 Basic Line Modules and S120 Smart Line Modules) and with shielded motor cables with the recommended cable cross-sections according to the sections on specific unit types in this engineering manual. Furthermore, the values apply to steady-state operation. With braking operations of brief duration during which either the  $V_{dc,max}$  controller or a braking unit (Braking Module) is active, the values increase in proportion to the increased DC link voltage.

The values are typically about 10% higher for converters with self-commutated Infeeds (S150 converters and drives with S120 Active Infeeds) due to the increased DC link voltage.



**Typical voltage rates-of-rise at the motor terminals for SINAMICS drives with line-commutated Infeeds as a function of the motor cable length**



**Typical peak voltages  $V_{PP} / V_{Line}$  at the motor terminals for SINAMICS drives with line-commutated Infeeds as a function of the motor cable length**

The charts clearly show that  $dv/dt$  filters plus VPL,  $dv/dt$  filters compact plus VPL as well as sine-wave filters are very effective at reducing the voltage rates-of-rise and the peak voltages on the motor. Both types of filter are therefore equally suited for the purpose of successfully operating older motors with unknown winding insulation, or motors without special winding insulation for converter-fed operation, on SINAMICS converters up to line voltages of 690 V.

More detailed explanations about voltage rates-of-rise  $dv/dt$  and peak voltages  $V_{PP}$  at the motor terminals without motor-side reactors and filters (physical causes and influencing parameters) can be found in section "Increased voltage stress on the motor winding as a result of long motor cables".

### 1.11 ---

### 1.12 Load duty cycles

#### 1.12.1 General

In many applications, especially constant-torque applications, variable-speed drives are required to operate under overload for brief periods, e.g. in order

- to overcome breakaway torques on starting,
- to produce acceleration torques for short periods,
- to shut down drives rapidly in emergency situations.

For the converters and inverters to be able to produce this overload capacity for brief periods, they must not reach the limits of their thermal capacity in normal operation. For this reason, the base-load current for drives with overload capacity must be lower than the continuously permissible rated current. The more the base load current is reduced from rated current value, the higher will be the thermal reserves for brief periods of overload duty.

#### 1.12.2 Standard load duty cycles

For SINAMICS G130 converter Chassis, SINAMICS G150 and S150 converter cabinets and SINAMICS S120 Motor Modules SINAMICS S120 (Chassis and Cabinet Modules), the overload capability is defined by two standard load duty cycles:

- Load duty cycle for low overload (LO) with a base load current  $I_L$  that is marginally lower (3 % to 6 %) than the rated output current  $I_{rated}$ .
- Load duty cycle for high overload (HO) with a base load current  $I_H$  that is significantly lower (10 % to 25 %) than the rated output current  $I_{rated}$ .

The diagrams below show the load duty cycle definitions for operation under low and high overloads.

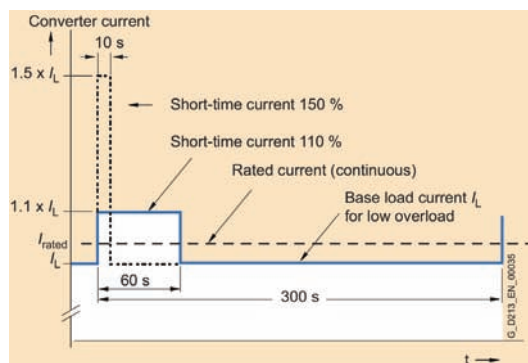
- The base load current  $I_L$  for low overload is based on a load duty cycle of 110 % for 60 s or 150 % for 10 s.
- The base load current  $I_H$  for a high overload is based on a load duty cycle of 150 % for 60 s or 160 % for 10 s.

The maximum possible short-term current of the load duty cycle **low overload (LO)** is  $1.5 \cdot I_L$  for 10 s. This value is always slightly higher than the maximum possible short-term current of the load duty cycle **high overload (HO)**, which is  $1.6 \cdot I_H$  for 10 s. Thus the maximum possible output current  $I_{max}$  of the power unit is defined by  $I_{max} = 1.5 \cdot I_L$ . This maximum value is set in the firmware and can, therefore, not be exceeded, not even in short-term operation.

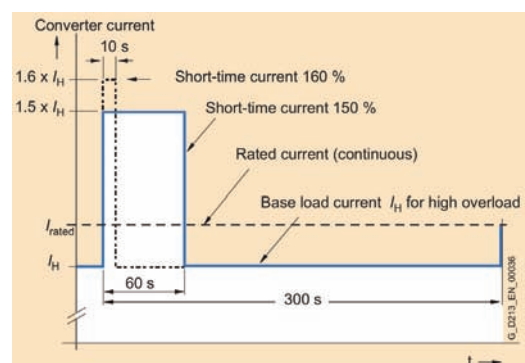
The values for the base load currents  $I_L$  and  $I_H$ , as well as for the maximum output current  $I_{max}$ , are unit-specific and must therefore be taken from the relevant catalogs or the chapters on specific unit types in this engineering manual.

These overload values apply on the condition that the converter is operated with the default pulse frequency at its base load current before and after the period of overload on the basis of a load duty cycle duration of 300 s in each case.

Additional restrictions apply at output frequencies below 10 Hz. These are described in the next section "Power cycling capability of IGBT modules and inverter power units".



Definition of the standard load duty cycle low overload



Definition of the standard load duty cycle high overload

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### 1.12.3 Free load duty cycles

Many applications require load duty cycles which deviate more or less from the standard load duty cycles defined above. For this reason, the physical design criteria on which load duty cycles are based and methods by which free load duty cycles can be correlated mathematically with standard load duty cycles are described below.

Three criteria must always be fulfilled in each load duty cycle to prevent the power unit from becoming overloaded, which could cause fault tripping or initiate an overload reaction or reduce the lifetime of the converter:

- The magnitude of the short-time current must be limited.
- The average power losses in the power unit must be limited for the duration of the load duty cycle.
- The frequency or the magnitude of the temperature variations of the IGBT chips must be limited during the load duty cycle to ensure that the lifetime of the power unit is not affected.

The magnitude of the short-time current must be limited for several reasons. The first reason is that there needs to be a sufficient margin between the short-time current and the overcurrent trip level of the power unit in order to prevent shutting down on overcurrent. The second reason is that the chip temperature in the IGBT rises during the overload period. This rise is in proportion to the square of the short-time current, which means that the permissible overload duration decreases more than the short-time current rises. As a result, the converter would trip extremely fast due to thermal overloading of the chip when the short-time current is too high.

The average power losses in the power unit during the load duty cycle must be limited and must not exceed the corresponding power losses during steady-state continuous operation with the permissible output current for which the power unit has been dimensioned.

The frequency or magnitude of the temperature variations of the IGBT chips must be limited during the load duty cycle to ensure that the lifetime of the power unit is not affected. This is due to the fact that the number of permissible temperature cycles of an IGBT is limited and decreases in proportion to the rise of the temperature swing  $\Delta T_{\text{Chip}}$ . The lifetime of the IGBT, therefore, also decreases accordingly in proportion to the rise of the temperature swing  $\Delta T_{\text{Chip}}$ . This means:

If, during a free periodic load duty cycle, the frequency of the temperature swing  $\Delta T_{\text{Chip}}$  is low due to long load duty cycles, the magnitude of the short-time current does not need to be limited with respect to the lifetime in addition to the above-mentioned criteria. This applies in the case of long load duty cycles with durations of  $T \geq 60$  s.

If, during a free periodic load duty cycle, the frequency of the temperature swing  $\Delta T_{\text{Chip}}$  is high due to short load duty cycles, the magnitude of the short-time current must be limited with respect to the lifetime in addition to the above-mentioned criteria. This applies in the case of short load duty cycles with durations of  $T < 60$  s.

#### Note:

In the case of load duty cycles that are extremely short (i.e. a few seconds ( $T < \text{app. } 10$  s)), servo control should be used instead of vector control due to the high dynamic response.

If the above-mentioned criteria are applied to the SINAMICS G130, G150 and S150 converters and to the SINAMICS S120 Motor Modules (Chassis and Cabinet Modules), then free load duty cycles are permissible whenever the following conditions are fulfilled:

- The short-time current  $I_{\text{ShortTime}}$  must not exceed  $1.5 \cdot I_H \cdot k_D$ .  
(In the case of parallel connections of S120 Motor Modules,  $I_{\text{ShortTime}}$  is the short-time current of a partial inverter resp. one Motor Module)
- The  $I^2t$  value, averaged over a load duty cycle duration  $T$  of max. 300 s, must not exceed 100 %.

The  $I^2t$  value is the evaluation criterion for losses and temperature rise in the power unit for the duration of the load duty cycle and is defined as follows:

$$I^2t \text{ value} = \frac{1}{T} \cdot \int_0^T \left( \frac{I(t)}{I_{\text{Rated}} \cdot k_D} \right)^2 dt \cdot 100 \%$$

Key to equation:

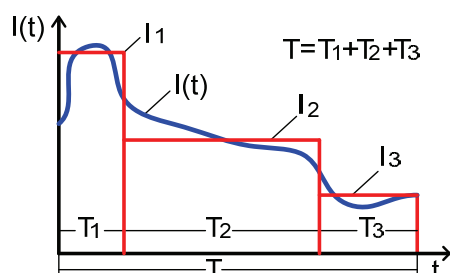
- $I(t)$  RMS value of the output current of the converter or inverter as a function of time  
(In the case of parallel connections of S120 Motor Modules,  $I(t)$  is the RMS value of the output current of a partial inverter resp. one Motor Module.)
- $I_{Rated}$  Rated output current of the converter or inverter  
(In the case of parallel connections of S120 Motor Modules,  $I_{Rated}$  is the rated output current of a partial inverter resp. one Motor Module, not taking into account the derating factor for parallel operation.)
- $k_D$  Current derating factor (see below for its definition)
- $T$  Load duty cycle duration which must not exceed the 300 s setting for the standard load duty cycle

For the practical calculation of the  $I^2t$  value, it is generally helpful to apply a finite number  $m$  of phases of constant current in each case as an approximate substitute to the output current time characteristic required by the application. This simplifies the calculation as the integration is replaced by a simple summation.

$$I^2t \text{ value} = \frac{1}{T} \cdot \left[ \left( \frac{I_1}{I_{Rated} \cdot k_D} \right)^2 \cdot T_1 + \left( \frac{I_2}{I_{Rated} \cdot k_D} \right)^2 \cdot T_2 + \dots + \left( \frac{I_n}{I_{Rated} \cdot k_D} \right)^2 \cdot T_m \right] \cdot 100 \%$$

where  $\sum_1^m T_m = T$ ,

i.e. the sum of all phases  $T_1$  to  $T_m$  equals the load duty cycle duration  $T$ , where  $T$  must be  $\leq 300$  s. The diagram below illustrates the correlations.



### Approximation of the current characteristic over time using time phases with constant current

The current derating factor  $k_D$  specified in the equations takes into account all of the factors that require the output current of the converter or inverter to be reduced:

$$k_D = k_{Temp} \cdot k_{Pulse} \cdot k_{Parallel} \cdot k_{ShortDutyCycle}$$

Key to equation:

- $k_D$  Current derating factor (total derating factor)
- $k_{Temp}$  Derating factor for increased ambient temperatures of from 40 °C to 50 °C
- $k_{Pulse}$  Derating factor for pulse frequencies greater than the factory setting
- $k_{Parallel}$  Derating factor for parallel operation of S120 Motor Modules
- $k_{ShortDutyCycle}$  Derating factor for short load duty cycles with  $T < 60$  s).

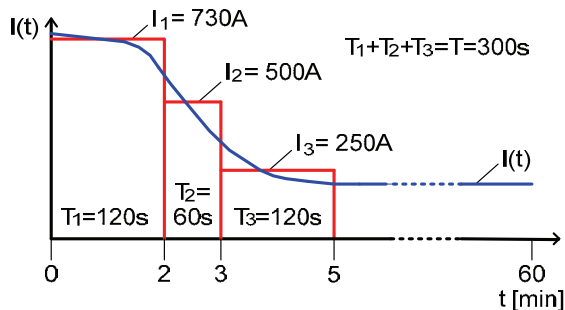
The derating factors  $k_{Temp}$  and  $k_{Pulse}$  can be found in the relevant catalogs or device-specific sections of this engineering manual. With respect to the derating factor  $k_{Pulse}$ , the notes in section "Converter operation at increased pulse frequency" must be observed. The derating factor  $k_{Parallel}$  has generally the value of 0.95 for SINAMICS S120 Motor Modules. The derating factor  $k_{ShortDutyCycle}$  for short load duty cycles with  $T < 60$  s has generally the value of 0.9 for the SINAMICS G130, G150 and S150 converters and S120 Motor Modules (Chassis and Cabinet Modules), which are described in this engineering manual.

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### Calculation example:

A variable-speed drive must perform a heavy duty start at intervals of 60 min on a 690 V supply system. The diagram below shows the motor current  $I(t)$  characteristic as a function of time. The maximum ambient temperature in the converter room is specified as 45° C and the installation altitude is 400 m.



### Motor current $I(t)$ over time during starting

A SINAMICS G150 in degree of protection IP20 is selected as the drive converter. Its rated data are  $V = 690\text{ V}$  and  $I_{\text{rated}} = 575\text{ A}$ . It has, according to the Catalog D11, a base load current  $I_H$  of 514 A and therefore a short-time current  $I_{\text{ShortTime}}$  of  $1.5 \cdot I_H = 771\text{ A}$ . We shall now use a calculation to check whether the selected converter operating on the factory-set pulse frequency is the right unit for the required load duty cycle under the specified conditions:

#### 1. Determine the current derating factor:

With the following derating factors

- $k_{\text{Temp}} = 0.95$  (ambient temperature 45 °C, installation altitude < 2000 m, degree of protection IP20),
- $k_{\text{Pulse}} = 1.0$  (factory-set pulse frequency)
- $k_{\text{Parallel}} = 1.0$  (no parallel connection of S120 Motor Modules)
- $k_{\text{ShortDutyCycle}} = 1.0$  (load duty cycle duration  $T \geq 60\text{ s}$ )

the current derating factor  $k_D$  is

$$k_D = k_{\text{Temp}} \cdot k_{\text{Pulse}} \cdot k_{\text{Parallel}} \cdot k_{\text{ShortDutyCycle}} = 0.95 \cdot 1.0 \cdot 1.0 \cdot 1.0 = 0.95$$

#### 2. Determine the permissible short-time current:

With a base load current  $I_H = 514\text{ A}$  and a derating factor  $k_D = 0.95$ , the permissible short-time current is

$$I_{\text{ShortTime}} = 1.5 \cdot I_H \cdot k_D = 1.5 \cdot 514\text{ A} \cdot 0.95 = 732\text{ A}$$

This value practically corresponds to the motor current of 730 A required at the beginning of the starting process and is therefore just within the permissible limit.

#### 3. Determine the $I^2t$ value of the motor current:

For the purpose of simplifying the calculation, the actual time characteristic of the motor current  $I(t)$  during starting is approximated by three time phases, i.e.  $T_1$  to  $T_3$ , each with a constant current  $I_1$  to  $I_3$ ; in this case, the last phase  $T_3$  must be selected such that the total of phases  $T_1+T_2+T_3$  does not exceed the maximum permissible load duty cycle duration of  $T=300\text{ s}$ . The calculation for the  $I^2t$  value is therefore

$$I^2t \text{ value} = \frac{1}{T} \cdot \left[ \left( \frac{I_1}{I_{\text{Rated}} \cdot k_D} \right)^2 \cdot T_1 + \left( \frac{I_2}{I_{\text{Rated}} \cdot k_D} \right)^2 \cdot T_2 + \left( \frac{I_3}{I_{\text{Rated}} \cdot k_D} \right)^2 \cdot T_3 \right] \cdot 100\%$$

$$I^2t \text{ value} = \frac{1}{300\text{s}} \cdot \left[ \left( \frac{730\text{A}}{546\text{A}} \right)^2 \cdot 120\text{s} + \left( \frac{500\text{A}}{546\text{A}} \right)^2 \cdot 60\text{s} + \left( \frac{250\text{A}}{546\text{A}} \right)^2 \cdot 120\text{s} \right] \cdot 100\%$$

$$I^2t \text{ value} = \frac{1}{300\text{s}} \cdot [215\text{s} + 50\text{s} + 25\text{s}] \cdot 100\% = \frac{290\text{s}}{300\text{s}} \cdot 100\% = 97\%$$

The  $I^2t$  value of 97 % is lower than the maximum permissible value of 100 % and is thus acceptable within the limits of accuracy of the approximations used to calculate the current characteristic over time.



### 1.12.4 Thermal monitoring of the power unit

In both continuous operation and load duty cycle mode, the power unit of the SINAMICS converters G130, G150, S150 and S120 Motor Modules (Chassis and Cabinet Modules) is thermally monitored by three different methods:

- The output current is monitored by an  $I^2t$  calculation.
- The heatsink temperature is monitored by direct temperature measurements.
- The chip temperature of the IGBTs is monitored by the thermal model which can calculate the exact temperature of the IGBT chips on the basis of the heatsink temperature measurement plus other electrical quantities such as pulse frequency, DC link voltage and output current.

If a power unit overload is detected by these monitoring functions, an "overload reaction" defined by the setting in parameter p0290 is triggered. The following overload reactions can be parameterized in p0290:

- 0: Reduce output current or output frequency.
- 1: No reduction / shutdown (trip) when the overload threshold is reached.
- 2: Reduce output current or output frequency and pulse frequency (not by  $I^2t$ ).
- 3: Reduce pulse frequency (not by  $I^2t$ ).

With many applications, the parameterizable overload reaction makes it possible to prevent instantaneous shutdown when the power unit is overloaded briefly. For example, it is perfectly tolerable with most pump and fan applications for the flow rate to drop briefly when the output current is reduced. If the drive is operating on a higher pulse frequency than the factory setting in order to achieve a reduction in motor noise, for example, a possible overload reaction would be to reduce the pulse frequency and thus maintain the flow rate.

If the parameterized overload reaction cannot reduce the overload sufficiently, then the drive will always shut down in order to protect the power unit. This means that the risk of irreparable damage to the power unit as a result of excessive IGBT temperatures is absolutely eliminated in all operating modes.

These protection mechanisms implemented in the SINAMICS units do, however, demand precise configuring of the converter in relation to its load profile so that the drive can perform all the required functions without being interrupted by overload reactions.

### 1.12.5 Operation of converters at increased pulse frequency

The technical data in the catalogs, in particular

- the rated output current  $I_{rated}$ ,
- the base load currents  $I_L$  and  $I_H$  and their associated short-time currents according to the load duty cycle definitions,
- the maximum output current  $I_{max}$ ,
- and the specified output power ratings

refer to converter or inverter operation at the factory-set pulse frequency.

If the pulse frequency is increased above the factory-set value on G130, G150 and S150 converters or S120 inverters (Chassis and Cabinet Modules), the switching losses in the inverter rise in proportion to the pulse frequency which generally results in thermal overloading of the power unit when the inverter is operating at full capacity.

Various strategies can be employed to prevent the power unit from overheating when the pulse frequency is increased and these depend on the overload reaction setting in parameter p0290.

#### 1. Overload reactions without reduction in pulse frequency (p0290 = 0 or 1)

In this case, reduction of the increased pulse frequency is impossible as an overload reaction. The only two possible reactions are the reduction of the output current of the inverter (p0290 = 0) or immediately tripping of the inverter (p0290 = 1).

For virtually any application, however, both of these overload reactions would significantly interfere with normal operation of the system and appropriate engineering measures must be taken to prevent them.

This can be achieved by reducing the conducting losses, i.e. by lowering the output current (current derating), in order to compensate for the higher switching losses caused by the increased pulse frequency.

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The current derating factors  $k_{\text{Pulse}}$  for both continuous operation and load duty cycle mode, which are specified for various pulse frequencies in the sections on specific unit types, must be applied for this purpose when the system is configured. If current derating factors  $k_{\text{Pulse}}$  are required for pulse frequencies which are not included in the tables, they can be calculated by linear interpolation between the stated table values.

The rated output current  $I_{\text{rated}}$  must be multiplied by the current derating factor  $k_{\text{Pulse}}$  for steady-state continuous operation. For load duty cycles, the base load currents  $I_{\text{L}}$  and  $I_{\text{H}}$ , as well as the maximum output current  $I_{\text{max}}$ , must be multiplied by the current derating factor  $k_{\text{Pulse}}$ .

This is necessary because the unit-specific current derating factors  $k_{\text{Pulse}}$  are implemented in the firmware of the devices. When overload reactions without pulse frequency reduction are parameterized, the output currents reduced according to the current derating factors  $k_{\text{Pulse}}$  provide the reference value for the  $I^2t$  calculation for monitoring the inverter utilization factor. In addition to the  $I^2t$ -calculation-based monitoring function, the heatsink temperature and the IGBT chip temperature are monitored which also protects the inverter.

### 2. Overload reactions with reduction in pulse frequency (p0290 = 2 or 3)

In this case, the initial overload reaction is to reduce the inverter pulse frequency and, if this is not sufficient, to reduce the output current as well (p0290 = 2). An alternative is to reduce only the pulse frequency (p0290 = 3).

The factory-set overload reaction for drives with vector or V/f control mode (drive objects of vector type) is p0290 = 2. Note: On drives with servo control mode (drive objects of servo type), it is impossible to switch over the pulse frequency automatically during operation or as part of an overload reaction.

With the factory-set overload reaction, all currents, i.e. the rated output current  $I_{\text{rated}}$ , the base load currents  $I_{\text{L}}$  and  $I_{\text{H}}$ , and the maximum output current  $I_{\text{max}}$  remain unchanged even with an increased pulse frequency. The current derating factors  $k_{\text{Pulse}}$  implemented in the firmware are ignored in the  $I^2t$  calculation for monitoring the utilization factor of the inverter.

With overload reactions which involve pulse frequency reduction, therefore, the inverter is primarily protected by the functions which monitor the heatsink temperature and the IGBT chip temperature.

This means that with an increased pulse frequency the inverter can be utilized with respect to the current in exactly the same way as if the factory-set pulse frequency were applied. For thermal reasons, however, this is true only on condition that the unit is operated at the relevant currents for only brief periods or that the values of the influencing parameters described further below, such as ambient temperature, are favorable enough.

Even if a reduction in pulse frequency as part of an overload reaction does not represent any significant interference with normal drive operation in the case of many applications for which control quality is not critical, e.g. pump and fan applications, it is generally undesirable to allow the intervention of an overload reaction, for example, because motor noise increases when the pulse frequency is reduced. This is why it is important to engineer the drive such that an overload reaction does not occur at normal operation of the drive system.

This can be achieved again by reducing the conducting losses, i.e. by lowering the output current, in order to compensate for the higher switching losses caused by the increased pulse frequency. The current derating factors  $k_{\text{Pulse}}$  for both continuous operation and load duty cycle mode given in the sections on specific unit types must be applied for this purpose when the drive is engineered.

When overload reactions involving pulse frequency reduction are parameterized, the current derating factors  $k_{\text{Pulse}}$  implemented in the firmware are ignored in the  $I^2t$  calculation for monitoring the inverter utilization factor. It is therefore possible to make beneficial use of the fact that the derating factors  $k_{\text{Pulse}}$  are dependent on several influencing parameters which have more favorable values in many applications than those which are included in the values of the current derating factors  $k_{\text{Pulse}}$ . The influencing parameters and their values included in the current derating factors  $k_{\text{Pulse}}$  are as follows:

- Line voltage  $V_{\text{Line}}$ :  
Included in  $k_{\text{Pulse}}$ : Maximum line voltage
- Ambient temperature  $T_{\text{A}}$ :  
Included in  $k_{\text{Pulse}}$ : Maximum ambient temperature of 40°C
- Minimum operational output frequency  $f_{\text{Out-min}}$ :  
Included in  $k_{\text{Pulse}}$ : Minimum operational output frequency of 10 Hz

When the influencing parameters have different values (e.g. low line voltage, low ambient temperature or relatively small speed setting range with high, minimally used output frequency), the current derating factors  $k_{\text{Pulse}}$  for pulse frequencies corresponding to twice the factory setting can be reduced as a function of the influencing parameters, which means that current derating for pulse frequencies corresponding to twice the factory setting can be partially or completely avoided.

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The procedure for air-cooled converters and inverters is described below (liquid-cooled inverters on request).

The current derating factor  $k_{Pulse-2x}$  to be applied practically in the case of pulse frequencies corresponding to twice the factory setting is calculated on the basis of the relevant current derating factor  $k_{Pulse}$  given for pulse frequencies equal to twice the factory setting in the sections on specific unit types according to the formula

$$k_{Pulse-2x} = k_{Pulse} \cdot \left( 1 + 0.5 \cdot \frac{V_{Line-max} - V_{Line}}{V_{Line-max}} \right) \cdot \left( 1 + 0.2 \cdot \frac{40^{\circ}C - T_A}{40^{\circ}C} \right) \cdot \left( 1 + 0.05 \cdot \frac{f_{Out-min} - 10Hz}{50Hz} \right)$$

Key to formula:

- $k_{Pulse-2x}$  Current derating factor to be applied practically for pulse frequencies equalling twice the factory setting.
- $k_{Pulse}$  Current derating factor according to the tables in sections on specific unit types for pulse frequencies equalling twice the factory setting.
- $V_{Line-max}$  Maximum line voltage:
 

480 V for units with line supply voltage ranges:	380 V – 480 V 3AC
	510 V – 720 V DC
690 V for units with line supply voltage ranges:	500 V – 600 V 3AC
	660 V – 690 V 3AC
	500 V – 690 V 3AC
	675 V -1035 V DC
- $V_{Line}$  Line voltage at installation site.
- $T_A$  Ambient temperature at installation site:  
Permissible value range within the limits of the above formula:  $T_A = 10^{\circ}C - 40^{\circ}C$ .
- $f_{Out-min}$  Minimum operational output frequency:  
Permissible value range within the limits of the above formula:  $f_{Out-min} = 10Hz - 50Hz$ .

Notes:

- The calculation formula applies only in the case of pulse frequencies which correspond to twice the factory setting. For higher pulse frequencies, the current derating factors in the sections on specific unit types must be applied unchanged. This is because the current derating factors can be reduced as a function of influencing parameters to only a minimal degree for these pulse frequencies and the effect is generally negligible.
- In applications where the values of the influencing parameters are so favorable as to give a current derating factor  $k_{Pulse-2x} > 100\%$ , then  $k_{Pulse-2x} = 100\%$  must be set, because it is fundamentally impossible to operate inverters continuously on currents higher than  $I_{rated}$  due to the  $I^2t$  monitoring function.
- If the system reacts to overload with a pulse frequency reduction, e.g. because the configured ambient temperature is exceeded temporarily, the pulse frequency switchover will cause certain transient phenomena in the current and torque similar in nature to the effects of the pulse pattern switchover between space vector modulation SVM and pulse-edge modulation PEM. The drive must have the control capability to withstand these transient phenomena. For this reason, overload reactions with pulse frequency reduction are more appropriate for applications for which control quality is less critical, e.g. pump and fan drives. Otherwise, the drive must be engineered in such a way as to guarantee that the conditions which would allow the overload reaction to intervene in normal drive operation can never be fulfilled.
- With respect to load duty cycles, it must be noted that full utilization of the maximum current  $I_{max}$  in combination with increased pulse frequency will cause extremely rapid triggering of the overload reaction due to the high power loss and, in the case of short load duty cycles with load duty cycle durations of  $T < 60$  s, will negatively impact the life time of the power units. For load duty cycles with high overload or short load duty cycles with cycle durations of  $T < 60$  s, therefore, the current derating factors  $k_{Pulse}$  as given in the tables in the sections on specific unit types should generally be applied in the drive engineering process.

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### Example calculation:

A pump drive is to be supplied by a SINAMICS G150 converter. The drive is supplied by a line voltage of 500 V and operated at a maximum ambient temperature of 30°C. The speed setting range is relatively small, which means that the drive utilizes only the output frequency range from 30 Hz to 50 Hz in operation. A SINAMICS G150 with an output power of 200 kW at 500 V is required to meet the relevant load requirements. This device has a rated output current of 330 A at the factory-set pulse frequency of 1.25 kHz.

The motor needs to run as quietly as possible which means that a pulse frequency of at least 2.5 kHz is required.

It is necessary to determine whether or by how much the converter needs to be oversized if it is to be operated with the factory-set overload reaction  $p0290 = 2$  at a pulse frequency of 2.5 kHz under the conditions stated above.

The current derating factor  $k_{Pulse-2x}$  to be applied practically is calculated according to the formula

$$k_{Pulse-2x} = k_{Pulse} \cdot \left(1 + 0.5 \cdot \frac{V_{Line-max} - V_{Line}}{V_{Line-max}}\right) \cdot \left(1 + 0.2 \cdot \frac{40^{\circ}C - T_A}{40^{\circ}C}\right) \cdot \left(1 + 0.05 \cdot \frac{f_{Out-min} - 10Hz}{50Hz}\right).$$

where

- $k_{Pulse} = 82\%$   
(according to the derating table in chapter "Converter Cabinet Units SINAMICS G150"),
- $V_{Line-max} = 690\text{ V}$  for SINAMICS G150 with the line supply voltage range 500 V – 600 V 3AC,  
(according to key to calculation formula on the previous page),
- $V_{Line} = 500\text{ V}$ ,
- $T_A = 30^{\circ}C$   
and
- $f_{Out-min} = 30\text{ Hz}$

the result is

$$k_{Pulse-2x} = 82\% \cdot \left(1 + 0.5 \cdot \frac{690V - 500V}{690V}\right) \cdot \left(1 + 0.2 \cdot \frac{40^{\circ}C - 30^{\circ}C}{40^{\circ}C}\right) \cdot \left(1 + 0.05 \cdot \frac{30Hz - 10Hz}{50Hz}\right)$$

$$k_{Pulse-2x} = 82\% \cdot (1.138) \cdot (1.05) \cdot (1.02)$$

$$k_{Pulse-2x} = 82\% \cdot 1.219$$

$$k_{Pulse-2x} = 99.96\%$$

Where the current derating factor to be practically applied is  $k_{Pulse-2x} = 99.96\%$  (or almost 100%), no current derating is effectively required in operation at a pulse frequency of 2.5 kHz. This means that the converter can operate continuously at its rated output current of 330 A, making overdimensioning unnecessary.

Even if once briefly in operation the ambient temperature of 30°C were to be exceeded or the frequency were to drop below the minimum operational output frequency of 30 Hz, the system would only react to the overload by reducing the pulse frequency to the factory setting of 1.25 kHz. The drive could therefore continue to function normally. The only negative, but nevertheless generally acceptable effect, would be an increase in motor noise during the period of pulse frequency reduction.

### 1.13 Power cycling capability of IGBT modules and inverter power units

#### 1.13.1 General

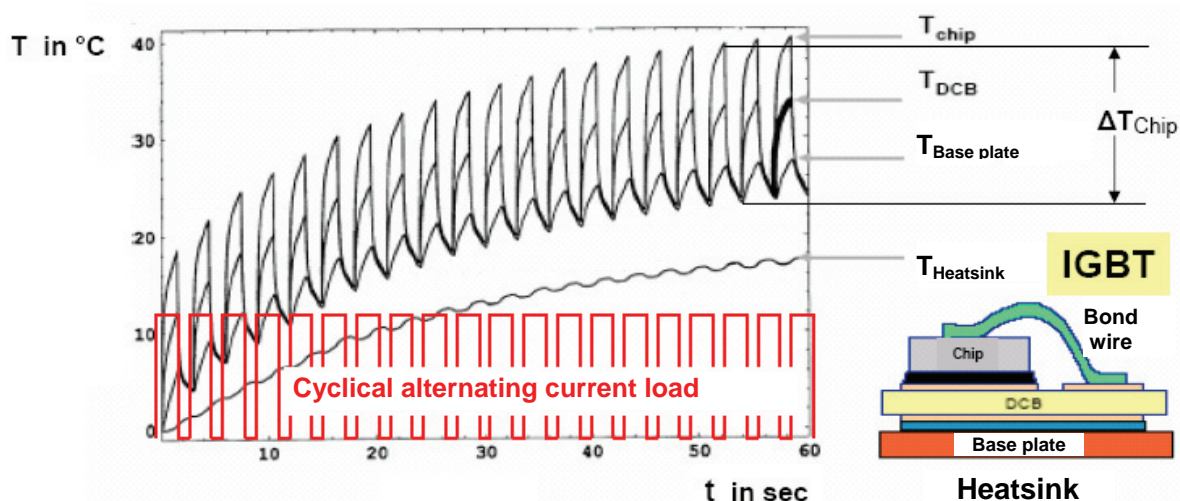
The term "Power cycling capability" refers to the capability of a component, for example, a fuse or an IGBT module, to withstand temperature swings caused by an alternating current load during operation without suffering premature wear or failure.

To ensure that the IGBT modules used in the SINAMICS power units are always operated within a range of a sufficient power cycling capability, the following aspects must be considered at the drive configuring stage. A sufficient power cycling capability necessitates either the prevention of critical operating conditions or proper over-dimensioning of the units themselves.

The following sections explain the physical background and give dimensioning guidelines for selecting IGBT modules and thus power units to ensure a sufficient power cycling capability for the application in question.

#### 1.13.2 IGBT module with cyclical alternating current load

The diagram below shows the internal design of an IGBT module plus the temperature characteristics of the IGBT chip, the base plate and the heatsink when the chip is subject to a cyclical alternating current load.



#### Design of an IGBT module and temperature characteristics with a cyclical, alternating current load

Due to the mechanical design of the IGBT module which comprises several layers of different materials, there is a relatively high thermal resistance between the IGBT chip in which the heat losses occur, and the base plate of the IGBT via which the heat losses are discharged to the heat sink of the power unit. As a result, there is a significant temperature swing of the IGBT chip when it is subject to a cyclical alternating current load, while the temperatures of the base plate and the heat sink remain relatively constant. The temperature cycles which can occur at certain operating conditions can have such a high temperature swing  $\Delta T_{\text{Chip}}$  that the IGBT module is subject to very substantial thermal stress which shortens its lifetime significantly.

In real converter operation, a critical, cyclical alternating current load is applied whenever the IGBT inverter is operated at a very low output frequency combined with a very high output current. During the positive half-wave, the output current flows as a result of the low frequency for a very long period only through the IGBT connected to the plus busbar of the DC link. So the chips in this IGBT are heated up while the chips in the IGBT connected to the minus busbar of the DC link are cooling down. During the negative half-wave of the output current, the conditions are reversed. Under these operating conditions, the current load alternates with the output frequency, resulting in very high absolute chip temperatures  $T_{\text{Chip}}$  and extremely high temperature swings  $\Delta T_{\text{Chip}}$ .

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The number of permissible temperature cycles of an IGBT is limited and decreases significantly in proportion to the rise of the temperature swing  $\Delta T_{\text{Chip}}$ . In consequence, the lifetime of the IGBT is reduced as the temperature swing  $\Delta T_{\text{Chip}}$  increases.

Two criteria need to be satisfied to achieve correct operating conditions for an IGBT module, i.e. to protect it against instantaneous fatal damage caused by excessive chip temperature  $T_{\text{Chip}}$  on the one hand and to avoid shortening its lifetime by an excessive temperature swing  $\Delta T_{\text{Chip}}$  on the other:

- The absolute chip temperature  $T_{\text{Chip}}$  of the IGBT must never exceed the permissible limit value. This condition must always be satisfied at every operating condition to protect the IGBT chip against instantaneous fatal damage. The damage caused by excessive chip temperature is reliably prevented by the thermal monitoring model implemented in SINAMICS converters which triggers an overload reaction when the permissible temperature limit is reached. However, measures must be taken at the configuring stage to ensure that this protective mechanism does not respond under the normal operating conditions for which the drive is dimensioned.
- The temperature swing  $\Delta T_{\text{Chip}}$  of the IGBT must not exceed the permissible limit value at all, or only for a tiny fraction of the total operating time. This condition must be fulfilled to avoid any significant reduction in the lifetime of the IGBT. The temperature swing is not continuously monitored by the thermal model. Measures must therefore be taken at the configuring stage to ensure that the IGBT does not exceed the permitted temperature swing at all, or only for a very tiny fraction of less than about 2 % of the total operating time. Brief violations of the permissible limit, e.g. while the drive is starting or braking, are no problem provided these operating conditions are less than about 2 % of the total operating time of the converter.

### 1.13.3 Dimensioning of the power units for operation at low output frequencies

At high output frequencies, the chip temperature  $T_{\text{Chip}}$  and the chip temperature swing  $\Delta T_{\text{Chip}}$  always remain within permissible limits in both steady-state continuous operation and in all permissible load duty cycles specified in section "Load duty cycles". As the output frequency decreases, the chip temperature and chip temperature swing increase continuously and can reach critical values below 10 Hz.

If no allowance is made for this relation when the drive is configured, there is a risk, depending on the operating conditions, that the thermal monitoring model will intervene in an undesirable way and / or that the lifetime of the IGBTs will be significantly reduced.

Measures which can be taken to prevent these problems are explained below.

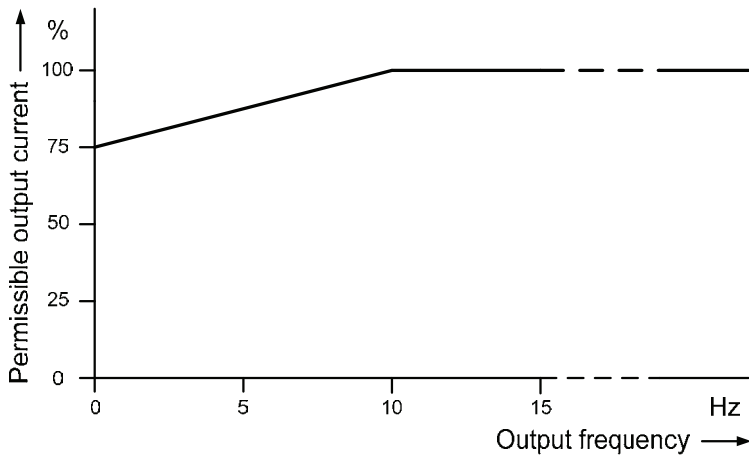
#### 1.13.3.1 Operation without overload at low output frequencies < 10 Hz

Depending on whether it is only necessary to prevent intervention by the thermal monitoring model in the event of occasional low output frequencies, or whether the lifetime of the IGBTs also needs to be considered in cases where low output frequencies occur frequently, i.e. corresponding to more than about 2 % of the total period of operation, the measures to be taken differ.

##### 1.13.3.1.1 Operation without overload with occasional periods of low output frequencies < 10 Hz

In this case, the drive must only be configured to ensure that no overload reaction is initiated by the thermal monitoring model. The effect on the lifetime of the IGBTs is negligible and need not be taken into account.

If the converter is to be operated occasionally, i.e. for a period corresponding to less than about 2 % of its total operating period, at output frequencies of less than 10 Hz without intervention by the overload reaction, the output current must be derated as a function of the output frequency according to the derating curve below (precondition: Overload reaction setting is  $p290 = 1$ ).

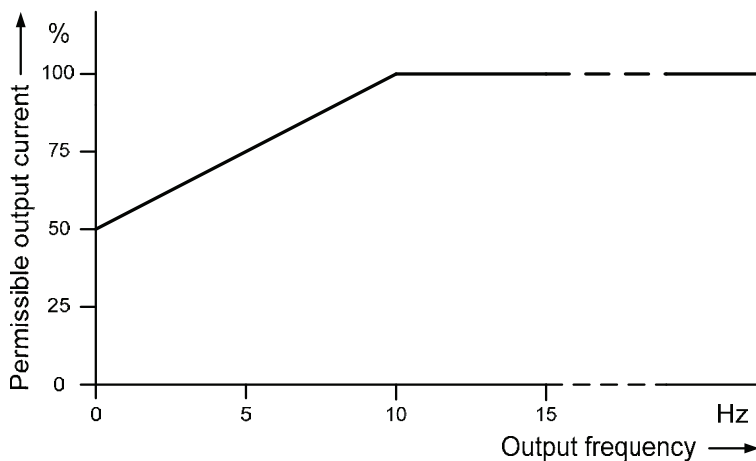


**Permissible output current in operation without overload with occasional periods of low output frequencies as a function of the output frequency**

**1.13.3.1.2 Operation without overload with frequent periods of low output frequencies < 10 Hz**

In this case, the converter must be configured to ensure that the thermal monitoring model does not trigger inappropriate overload reactions and that the lifetime of the IGBTs is not significantly reduced.

If the converter is to be operated frequently, i.e. for a period corresponding to more than about 2 % of its total operating period, or continuously at output frequencies of less than 10 Hz without intervention of an overload reaction and without risk of premature IGBT failure, the output current must be reduced as a function of the output frequency according to the derating curve below.



**Permissible output current in operation without overload with frequent periods of low output frequencies as a function of the output frequency**

**1.13.3.2 Operation with high overload at low output frequencies < 10 Hz**

As the output frequency decreases, the absolute chip temperature  $T_{Chip}$  reaches its limit value after ever shorter periods of overload with the result that the thermal monitoring model might eventually intervene after very short periods of overload. This must be taken into account at the configuring stage.

As the output frequency decreases, the temperature swing  $\Delta T_{Chip}$  also increases continuously during the overload period. If the periods of overload occur frequently or periodically with more than about 2 % of the total operating period, measures must be taken to ensure that the lifetime of the IGBTs is not reduced.

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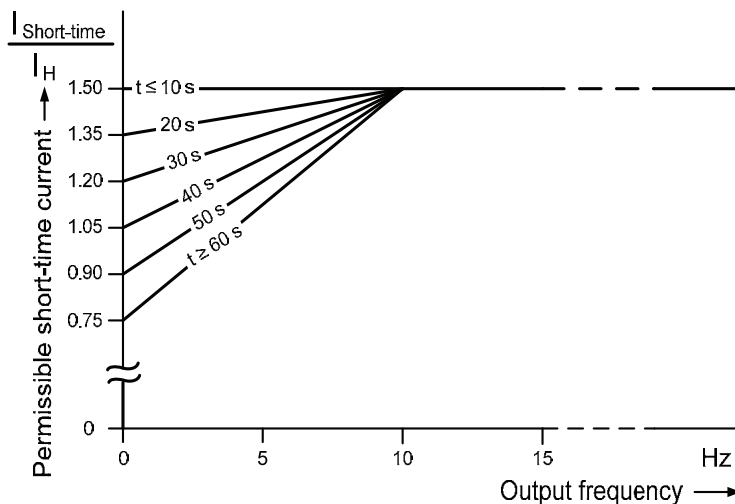
## Engineering Information

Depending on whether it is only necessary to prevent the intervention by the thermal monitoring model at occasional overloads or whether the lifetime of the IGBTs has to be taken in account when the sum of the overload periods corresponds to more than about 2 % of the total operating time, different measures are required.

### 1.13.3.2.1 Operation with high overload with occasional periods of low output frequencies < 10 Hz

In this case, the drive must only be configured to ensure that no overload reaction is initiated by the thermal monitoring model. The effect on the lifetime of the IGBTs is negligible and need not be taken into account.

If the converter has to operate occasionally, i.e. for a period corresponding to less than about 2 % of its total operating time, without intervention of the overload reaction at output frequencies of less than 10 Hz with a short-time current  $I_{\text{Short-time}} = 1.5 \cdot I_H$  according to the load duty cycle high overload, the short-time current must be reduced as a function of the output frequency and the overload period  $t$  according to the derating curve below (precondition: Overload reaction parameter is set to  $p290 = 1$ ).



Permissible short-time current with occasional periods of high overload as a function of the output frequency and the overload period

#### Note:

As the derating curve indicates, high current loads for brief periods at low output frequencies, such as those which might occur during occasional starting and braking, can be ignored provided that they do not last longer than 10 s in each case and the total high-load period equals less than 2 % of the total operating time.

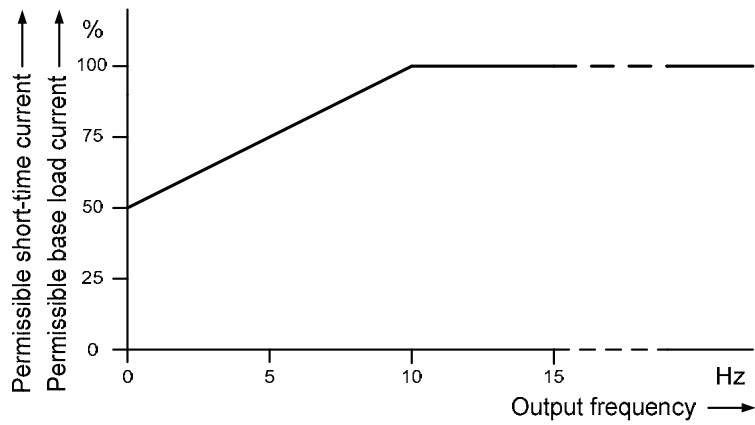
As an example, the hoisting drive for a container crane is normally accelerated or braked at high current several times over a period of 60 seconds. However, since the operating conditions - which involve low output frequencies and high output currents - normally last only for a period of fractions of a second and do not total more than about 2 % of the total operating time of the drive, no derating needs to be applied when drives of this type are configured.

### 1.13.3.2.2 Operation with high overload with frequent periods of low output frequencies < 10 Hz

In this case, the converter must be configured to ensure that the thermal monitoring model does not trigger inappropriate overload reactions and that the lifetime of the IGBTs is not significantly reduced.

If the converter has to operate frequently, i.e. for a period corresponding to more than about 2 % of its total operating time, without intervention of the overload reaction and without risk of premature IGBT failure at output frequencies of less than 10 Hz with a short-time current  $I_{\text{Short-time}} = 1.5 \cdot I_H$  according to the load duty cycle high overload, the short-time current  $I_{\text{Short-time}}$  and the associated base load current  $I_H$  must be reduced as a function of the output frequency according to the derating curve below.





**Permissible short-time current and permissible base load current with frequent periods of high overload as a function of the output frequency**

### 1.14 Efficiency of SINAMICS converters at full load and at partial load

In many applications energy savings can be made by the use of variable-speed drives instead of conventional drive solutions. Significant energy savings can be achieved with variable-speed drive systems in partial-load operation, particularly if they are used to drive pumps and fans with a quadratic load characteristic. Systems of this type produce very low losses over a wide speed range and are therefore very efficient. In order to be able to quantify these savings, precise information is needed about the losses and efficiency of the converter and motor as a function of load and speed.

The converter losses and efficiency factors in operation under full and partial load are stated below for the SINAMICS devices discussed in this engineering manual.

#### Definition of efficiency

Efficiency is defined as the ratio between the active electrical power supplied at the output  $P_{Out}$  and the active electrical power drawn at the input  $P_{In}$ . If the fact is taken into account that the active electrical power drawn at the input  $P_{In}$  is higher than the active electrical power supplied at the output  $P_{Out}$  by a factor corresponding to the power losses  $P_L$ , then the following general formula can be applied to calculate the efficiency  $\eta$ :

$$\eta = \frac{P_{Out}}{P_{In}} = \frac{P_{Out}}{P_{Out} + P_L} \quad (1)$$

#### 1.14.1 Converter efficiency at full load

The converter efficiency  $\eta_{100}$  at full load is calculated on the basis of converter operation with a motor which has been matched to the rated data of the converter in terms of its rated voltage and rated current, and which is operating at its nominal working point. In order to calculate the efficiency  $\eta_{100}$  at this rated point, the active power at the output of the converter  $P_{Out-100}$  and the power losses of the converter  $P_{L-100}$  must be specified.

The active electrical power  $P_{Out-100}$  supplied at the converter output at full load is

$$P_{Out-100} = \sqrt{3} \cdot V_{Out-100} \cdot I_{Out-100} \cdot \cos \varphi_{Mot} \quad (2)$$

The output voltage  $V_{Out-100}$  of SINAMICS converters in vector control mode is, when operating with pulse-edge modulation, almost equal to the line supply voltage  $V_{Line}$  on the input side. The output current  $I_{Out-100}$  is the rated output current  $I_{Out-rated}$  of the converter and the power factor  $\cos \varphi_{Mot}$  is the power factor of a motor which has been matched to the rated data of the converter in terms of its rated voltage and rated current, and which is operating at its nominal working point. Thus, at full load, the active power at the output of the converter is

$$P_{Out-100} \approx \sqrt{3} \cdot V_{Line} \cdot I_{Out-rated} \cdot \cos \varphi_{Mot} \quad (2)$$

The power losses  $P_{L-100}$  of the converters at full load are device-specific values and can be found either in the Catalogs D11 or D21.3 or in the operating instructions (equipment manuals).

The efficiency of the converter  $\eta_{100}$  at full load is calculated on the basis of the active electrical output power  $P_{Out-100}$  and the power losses  $P_{L-100}$  according to the formula

$$\eta_{100} = \frac{P_{Out-100}}{P_{Out-100} + P_{L-100}} \approx \frac{\sqrt{3} \cdot V_{Line} \cdot I_{Out-rated} \cdot \cos \varphi_{Mot}}{\left( \sqrt{3} \cdot V_{Line} \cdot I_{Out-rated} \cdot \cos \varphi_{Mot} \right) + P_{L-100}} \quad (3)$$

This formula can be applied to individually calculate the full load efficiency of the SINAMICS converters as a function of the line voltage and the power factor of the connected motor.

If the efficiency calculation for SINAMICS converters is performed on the basis of a typical power factor of  $\cos \varphi_{Mot} = 0.88$  (4-pole asynchronous motors in the power range from 100 kW to 1000 kW), the following typical converter efficiency factors at full load are obtained:

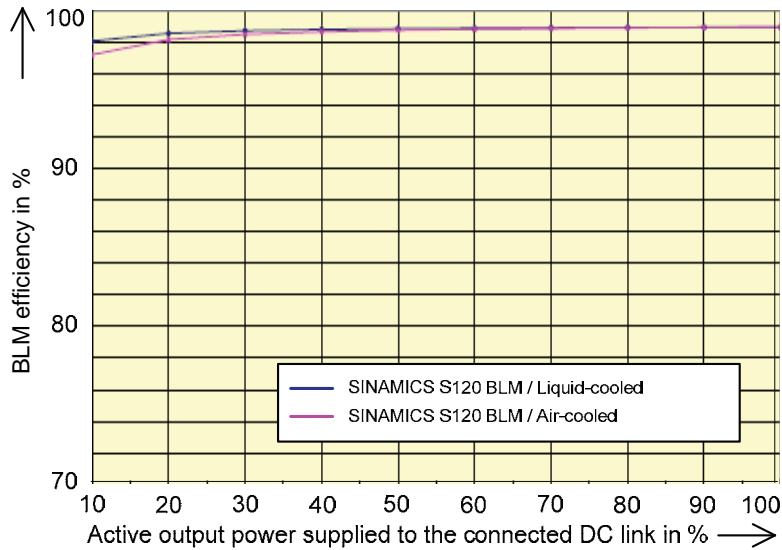
- SINAMICS G130 and G150 with pulse frequency according to factory settings:  $\eta_{100} = 97.7 \% - 98.3 \%$ .
- SINAMICS S150 with pulse frequency according to factory settings:  $\eta_{100} = 96.0 \% - 96.5 \%$ .

### 1.14.2 Converter efficiency at partial load

#### 1.14.2.1 ---

#### 1.14.2.2 Partial load efficiency of S120 Basic Line Modules

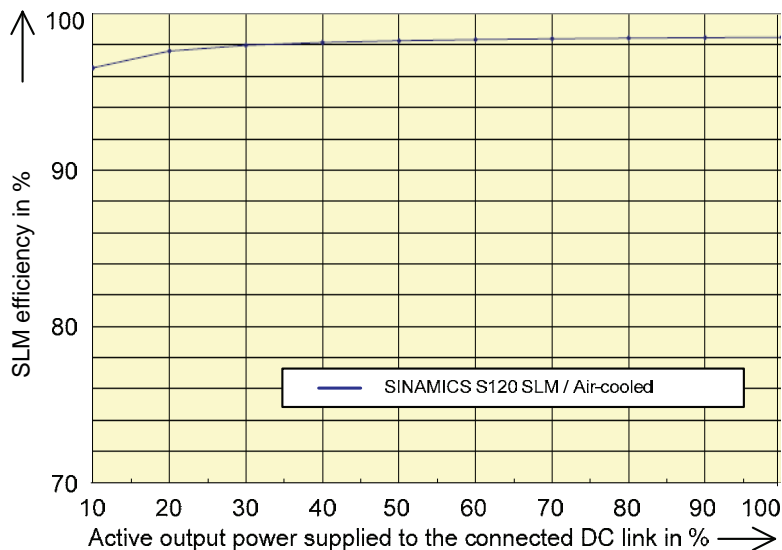
The chart below shows the partial-load efficiency of air-cooled and liquid-cooled SINAMICS S120 Basic Line Modules. The calculations are based on a typical efficiency at full load of 99 %. The efficiency is represented as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  supplied by the BLM to the connected SINAMICS S120 Motor Modules.



**Efficiency of air-cooled and liquid-cooled S120 Basic Line Modules as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  in %**

#### 1.14.2.3 Partial load efficiency of S120 Smart Line Modules

The chart below shows the partial-load efficiency of air-cooled SINAMICS S120 Smart Line Modules. The calculations are based on a typical efficiency at full load of 98.5 %. The efficiency is represented as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  supplied to the connected SINAMICS S120 Motor Modules by the SLM or drawn from the connected SINAMICS S120 Motor Modules by the SLM and regenerated to the mains supply.



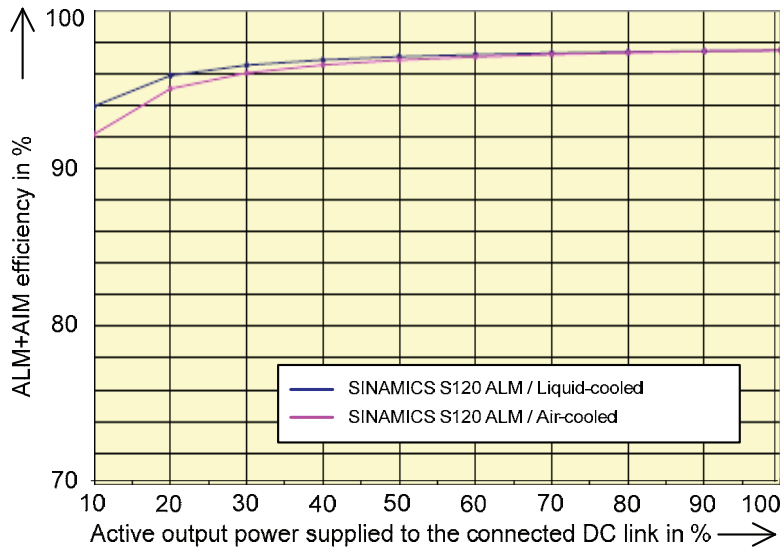
**Efficiency of air-cooled S120 Smart Line Modules as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  in %**

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### 1.14.2.4 Partial load efficiency of S120 Active Line Modules + Active Interface Modules

The chart below shows the partial-load efficiency of air-cooled and liquid-cooled SINAMICS S120 Active Line Modules including the assigned air-cooled Active Interface Modules. The calculations are based on typical efficiency values at full load. These are 98.5 % with Active Line Modules and 99 % with the assigned Active Interface Modules, corresponding to a total efficiency  $\eta_{100-(ALM+AIM)} = 97.5 \%$ . The efficiency is represented as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  supplied to the connected SINAMICS S120 Motor Modules by the ALM+AIM or drawn from the connected SINAMICS S120 Motor Modules by the ALM+AIM and regenerated to the mains supply.

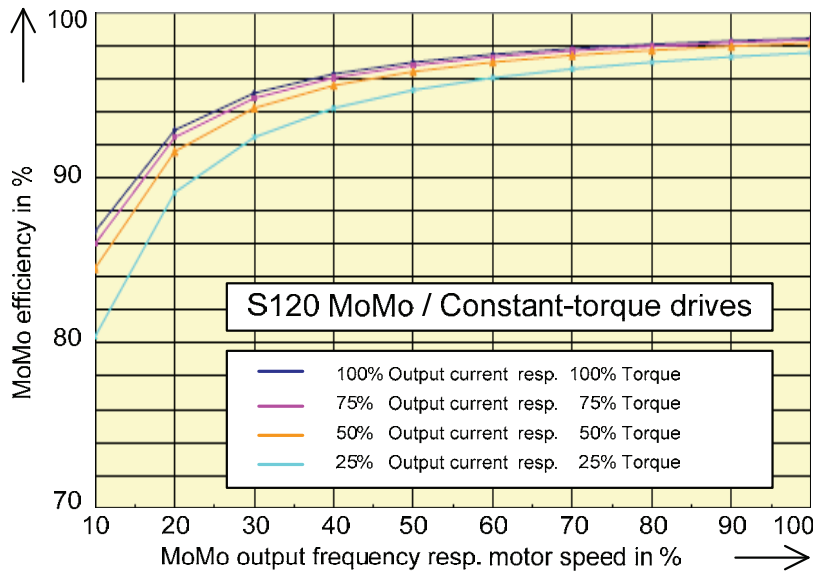


Efficiency of air-cooled and liquid-cooled S120 Active Line Modules including the assigned air-cooled Active Interface Modules as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  in %

### 1.14.2.5 Partial load efficiency of S120 Motor Modules

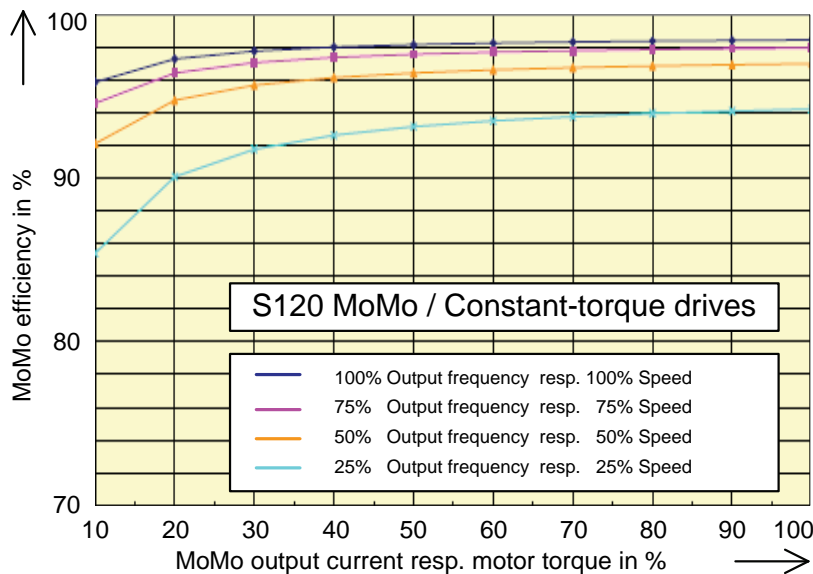
The charts below show the partial-load efficiency of air-cooled SINAMICS S120 Motor Modules for constant-torque drives. The calculations are based on a typical efficiency at full load of 98.5 %. The efficiency is represented in two different ways. In one chart, the efficiency is shown as a function of the output frequency with the output current as a parameter, and in the second chart, as a function of the output current with the output frequency as a parameter.

Figure 1a) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ . The parameter for the family of curves is the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ .



**Figure 1a)**  
Efficiency of air-cooled SINAMICS S120 Motor Modules in constant-torque drives as a function of the output frequency ratio in %

Figure 1b) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ . The parameter for the family of curves is the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ .



**Figure 1b)**  
Efficiency of air-cooled SINAMICS S120 Motor Modules in constant-torque drives as a function of the output current ratio in %

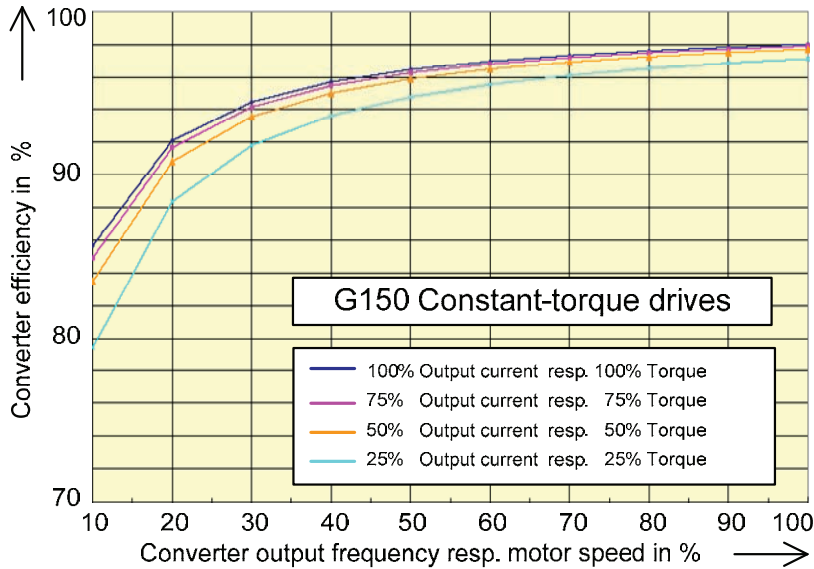
# Fundamental Principles and System Description

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### 1.14.2.6 Partial load efficiency of G130 / G150 converters

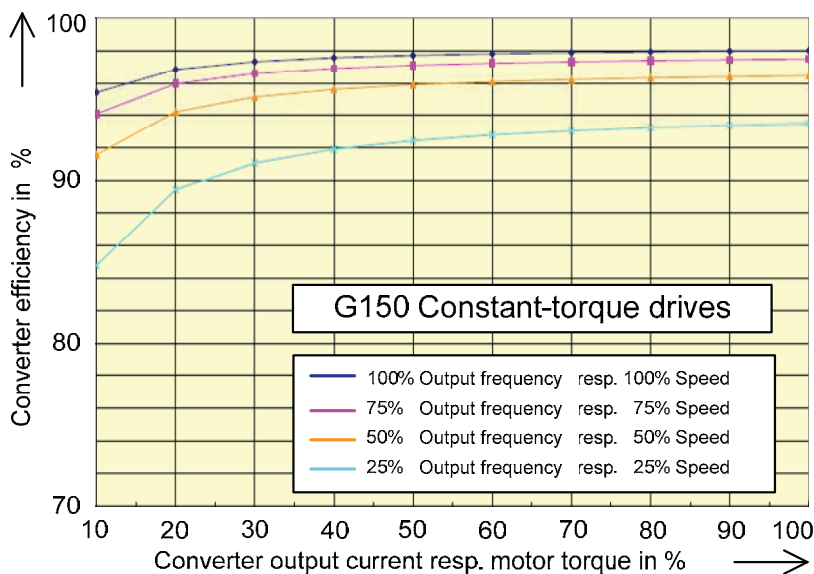
The charts below show the partial-load efficiency of SINAMICS G130 and G150 converters for constant-torque drives. The calculations are based on a typical efficiency at full load of 98 %. The efficiency is represented in two different ways. In one chart, the efficiency is shown as a function of the output frequency with the output current as a parameter, and in the second chart, as a function of the output current with the output frequency as a parameter.

Figure 1a) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ . The parameter for the family of curves is the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ .



**Figure 1a)**  
Efficiency of SINAMICS G130 and G150 converters in constant-torque drives as a function of the output frequency ratio in %

Figure 1b) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ . The parameter for the family of curves is the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ .



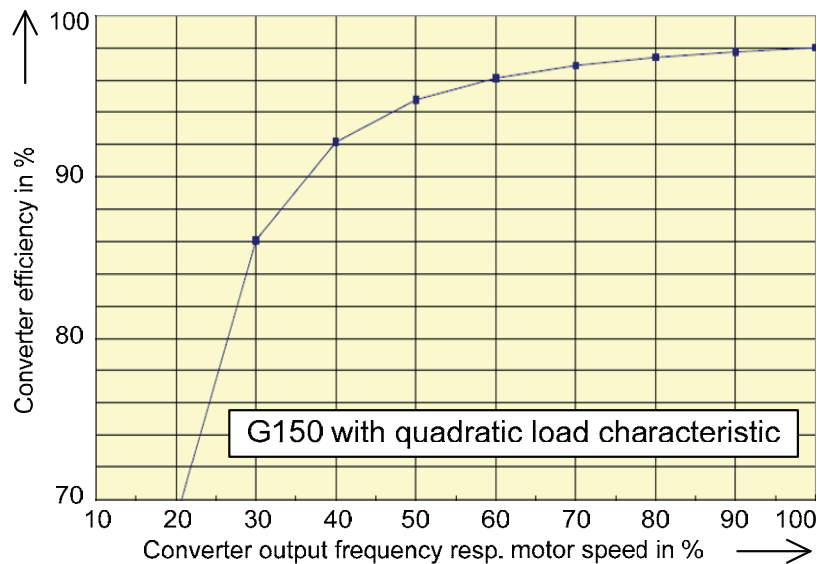
**Figure 1b)**  
Efficiency of SINAMICS G130 and G150 converters in constant-torque drives as a function of the output current ratio in %

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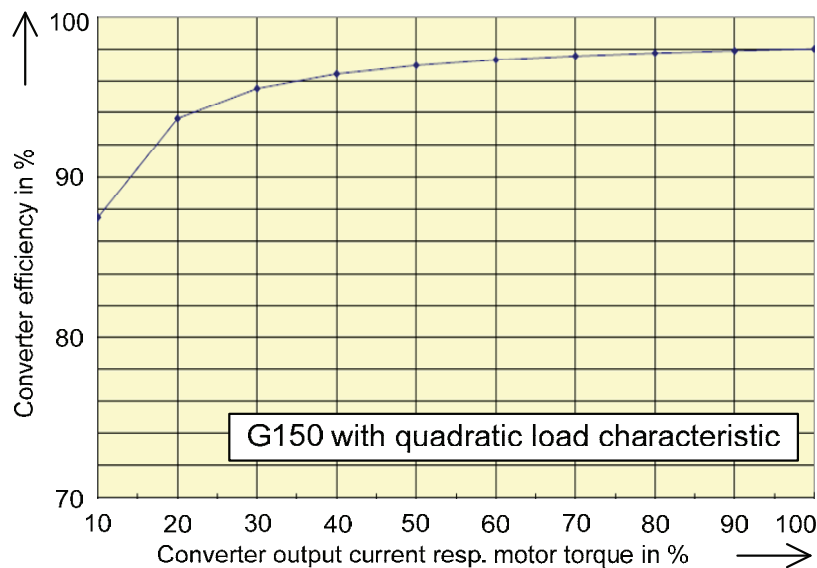
The charts below show the partial-load efficiency of SINAMICS G130 and G150 converters for drives with quadratic load characteristic  $M \sim n^2$ . The calculations are based on a typical efficiency at full load of 98 %. The efficiency is represented in three different ways. In one chart, the efficiency is shown as a function of the output frequency, in the second chart, as a function of the output current, and in the third chart, as a function of the active output power.

Figure 2a) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ .



**Figure 2a)**  
Efficiency of SINAMICS G130 and G150 converters in drives with quadratic load characteristic as a function of the output frequency ratio in %

Figure 2b) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ .

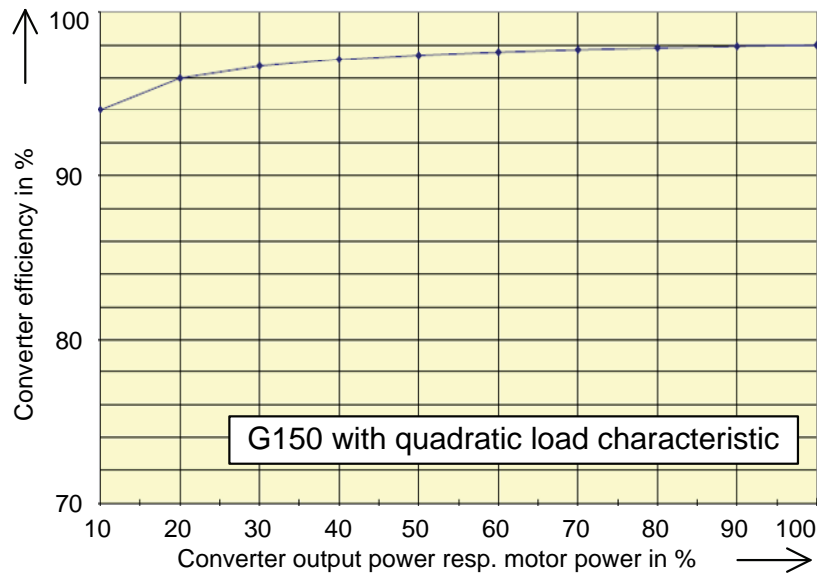


**Figure 2b)**  
Efficiency of SINAMICS G130 and G150 converters in drives with quadratic load characteristic as a function of the output current ratio in %

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Figure 2c) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  which is proportional to the motor power ratio  $P/P_{rated}$ .



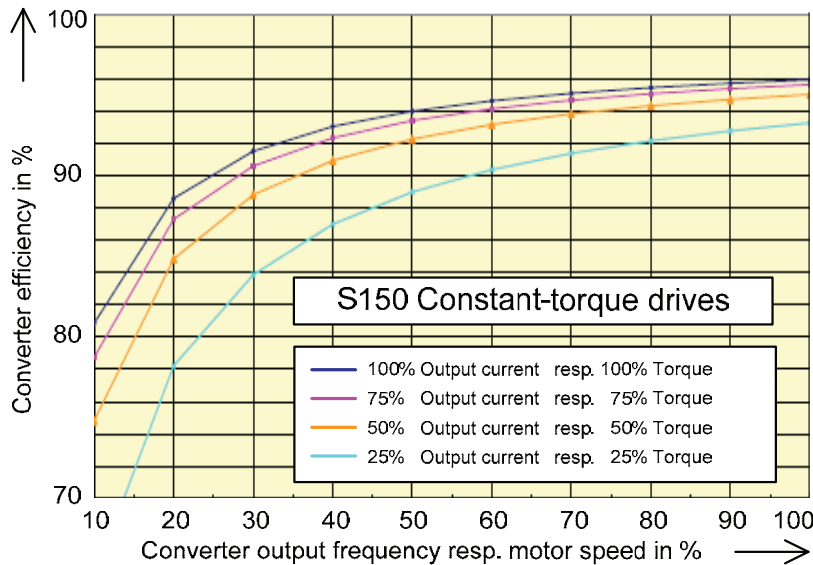
**Figure 2c)**  
Efficiency of SINAMICS G130 and G150 converters in drives with quadratic load characteristic as a function of the active output power ratio in %



### 1.14.2.7 Partial load efficiency of S150 converters

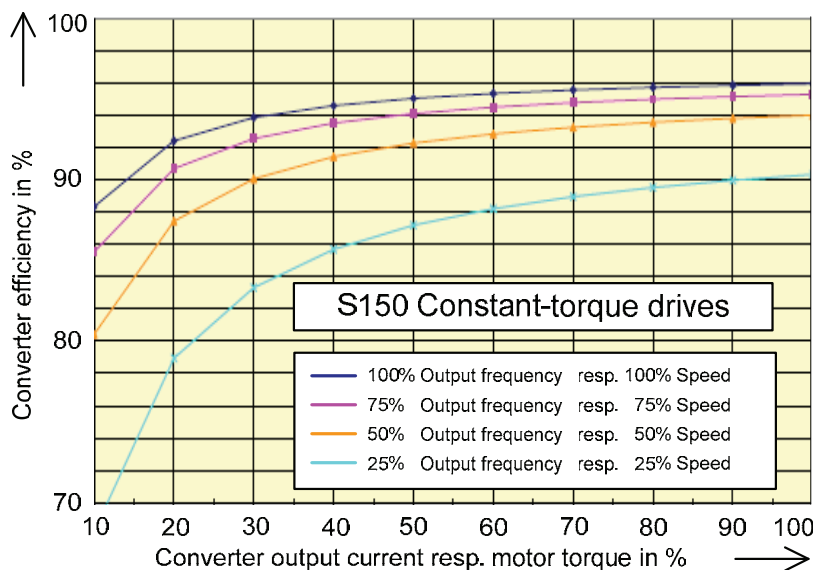
The charts below show the partial-load efficiency of SINAMICS S150 converters for constant-torque drives. The calculations are based on a typical efficiency at full load of 96 %. The efficiency is represented in two different ways. In one chart, the efficiency is shown as a function of the output frequency with the output current as a parameter, and in the second chart, as a function of the output current with the output frequency as a parameter.

Figure 1a) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ . The parameter for the family of curves is the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ .



**Figure 1a)**  
Efficiency of SINAMICS S150 converters in constant-torque drives as a function of the output frequency ratio in %

Figure 1b) shows the characteristic curve of the efficiency for constant-torque drives as a function of the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ . The parameter for the family of curves is the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ .



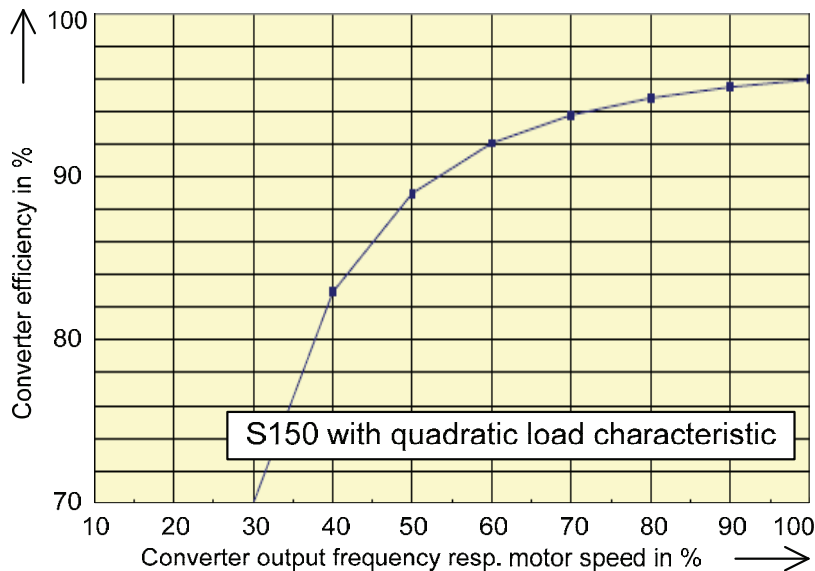
**Figure 1b)**  
Efficiency of SINAMICS S150 converters in constant-torque drives as a function of the output current ratio in %

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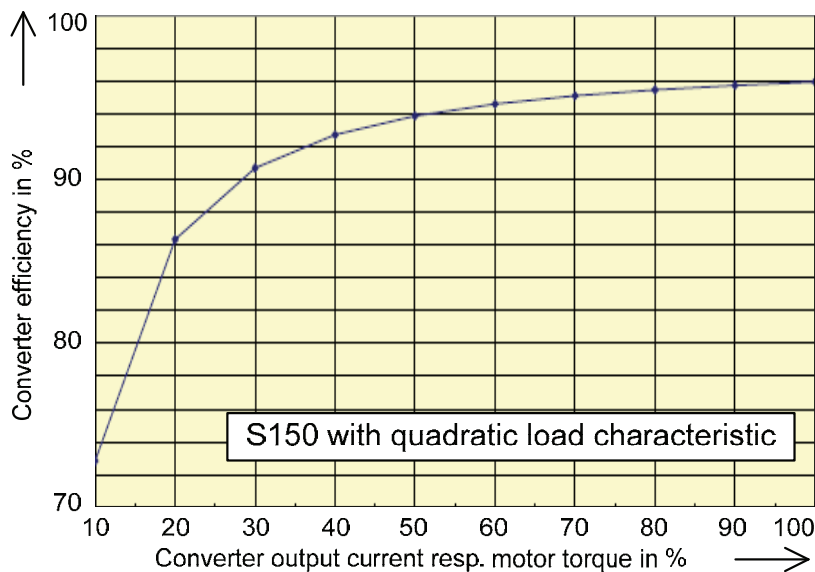
The charts below show the partial-load efficiency of SINAMICS S150 converters for drives with quadratic load characteristic  $M \sim n^2$ . The calculations are based on a typical efficiency at full load of 96%. The efficiency is represented in three different ways. In one chart, the efficiency is shown as a function of the output frequency, in the second chart, as a function of the output current, and in the third chart, as a function of the active output power.

Figure 2a) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the output frequency ratio  $f_{Out}/f_{Out-rated}$  which is proportional to the motor speed ratio  $n/n_{rated}$ .



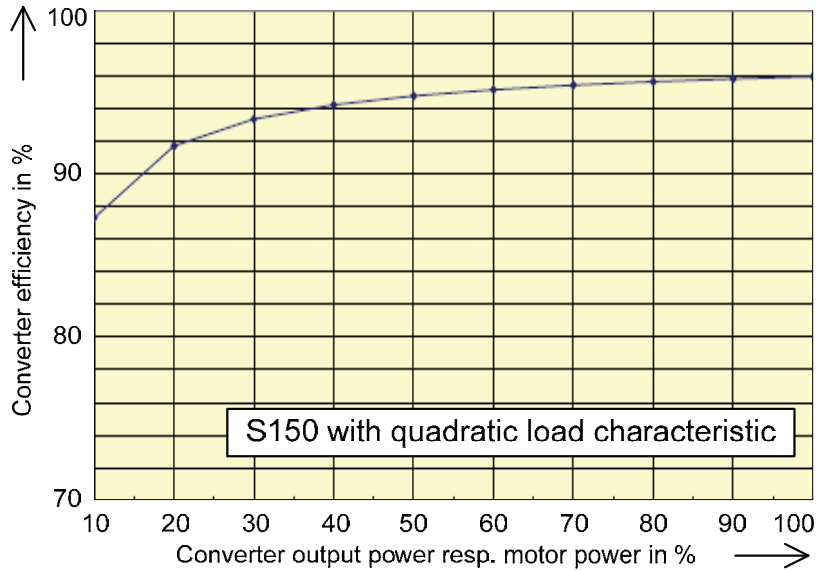
**Figure 2a)**  
Efficiency of SINAMICS S150 converters in drives with quadratic load characteristic as a function of the output frequency ratio in %

Figure 2b) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the output current ratio  $I_{Out}/I_{Out-rated}$  which is proportional to the motor torque ratio  $M/M_{rated}$ .



**Figure 2b)**  
Efficiency of SINAMICS S150 converters in drives with quadratic load characteristic as a function of the output current ratio in %

Figure 2c) shows the characteristic curve of the efficiency for drives with quadratic load characteristic as a function of the active output power ratio  $P_{Out}/P_{Out-100}$  which is proportional to the motor power ratio  $P/P_{rated}$ .



**Figure 2c)**  
Efficiency of SINAMICS S150 converters in drives with quadratic load characteristic as a function of the active output power ratio in %

### 1.15 Parallel connections of converters

#### 1.15.1 General

It can be useful to connect complete converters and their components (Infeed Modules and Motor Modules) in parallel for a number of reasons:

- To increase the converter output power if it is not technically or economically feasible to achieve the required output power by any other means. For example, it is a relatively complicated procedure to create parallel connections of large numbers of IGBT modules within the same power unit which means that using parallel connection of complete power units can be the simpler and more cost-effective solution.
- To increase the availability in cases where it is necessary after a converter malfunction to maintain emergency operation during which the unit can operate at a lower output than its rated value. In the event of more or less minor defects within the power unit, for example, it is feasible to deactivate the affected power unit via the converter control system without shutting down the power unit that are still functional.

The parallel connection strategy for SINAMICS units is essentially designed to increase the converter power output. The parallel-connected modules (Infeed and Motor Modules) are driven and monitored by a single Control Unit and are constructed of exactly the same hardware components as the equivalent modules for single drives. All the functions required for parallel operation are stored in the firmware of the Control Unit. The use of a single shared Control Unit for the parallel-connected modules and the fact that each fault in any module leads to immediate shutdown of the entire paralleled system means that a converter parallel connection can be regarded in practical terms as a single, high-power-output converter.

#### 1.15.2 Parallel connections of SINAMICS converters

The modular SINAMICS S120 drive system provides the option of operating Infeed Modules and Motor Modules in parallel on S120 units in the Chassis and Cabinet Modules format. SINAMICS S120 units in Booksize and Blocksize format cannot be operated in parallel.

S120 Motor Modules can be operated in parallel in vector control mode (drive objects of vector type), but not in servo control mode (drive objects of servo type).

The higher-output G150 cabinets ( $P \geq 630$  kW for 400 V units,  $P \geq 630$  kW for 500 V units and  $P \geq 1000$  kW for 690 V units) are also designed as a parallel connection based on two lower-output converter cabinets. The details and special features of the G150 converter parallel connection are described more detailed at the end of the chapter "Converter Cabinet Units SINAMICS G150".

This section will provide a more detailed description of the basic options for making parallel connections of units of the SINAMICS S120 modular drive system in Chassis and Cabinet Modules format.

A SINAMICS S120 converter parallel connection consists of:

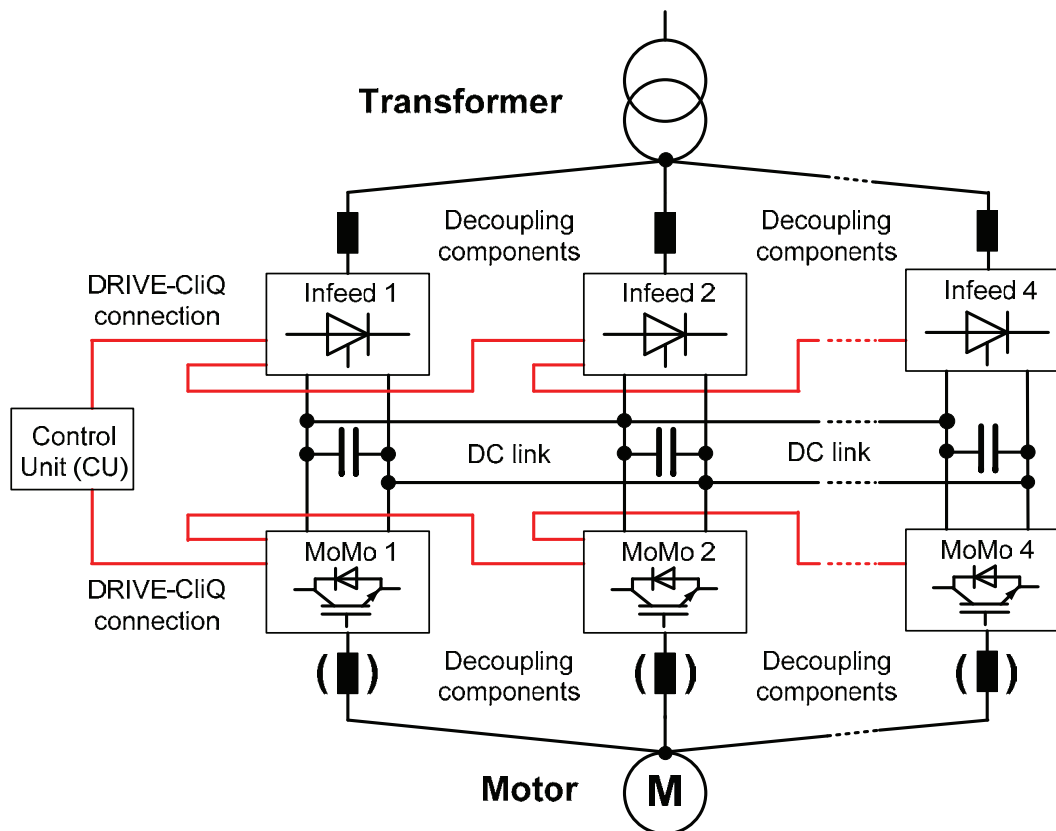
- Up to four Infeed Modules (line-side rectifiers) connected in parallel.
- Up to four Motor Modules (motor-side inverters) connected in parallel.
- A Control Unit which controls and monitors the power units connected in parallel on the line and motor side. The Control Unit is not capable of controlling any other Motor Modules or drive objects of vector type in addition to the line-side and motor-side parallel connections.
- Components on the line and motor side for de-coupling the parallel-connected power units and for ensuring symmetrical current distribution.

The following S120 Modules can be connected in parallel:

- Basic Line Modules, 6-pulse and 12-pulse (with the relevant line reactors in each case)
- Smart Line Modules, 6-pulse and 12-pulse (with the relevant line reactors in each case)
- Active Line Modules (with the relevant Active Interface Modules in each case)
- Motor Modules in vector control mode (drive objects of vector type)

It is important to note that the parallel-connected Infeed Modules or Motor Modules, which are absolutely identical to the corresponding modules for single drives in terms of hardware, must be of exactly the same type and for the same rated voltage and rated output. The firmware versions and version releases of the CIM modules must also be identical. It is therefore not permissible to mix different variants of Infeed Module within the same parallel connection (e.g. a mixture of Basic Line Modules with Smart Line Modules or Basic Line Modules with Active Line Modules).

The diagram below shows the basic design of a SINAMICS S120 converter parallel connection.



### Principle of the SINAMICS S120 converter parallel connection

As a result of unavoidable tolerances in the electrical components (e.g. diodes, thyristors and IGBTs) and imbalances in the mechanical design of the parallel connection, symmetrical current distribution cannot be assured automatically. The mechanical dimensions of the converters are particularly large with multiple parallel connections, resulting inevitably in imbalances in the busbars and cabling which have a negative impact on current distribution.

There is a range of different measures which can be taken to ensure symmetrical current distribution between the parallel-connected power units:

- Use of selected components with low forward voltage tolerances (this option is not, however, used on SINAMICS equipment due to a variety of disadvantages associated with it, e.g. high costs and problems with spare parts stocking)
- Use of current-balancing system components such as line reactors or motor reactors
- Use of the most symmetrical mechanical design that is possible

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- Symmetrical power cabling at the plant side between the transformer and the parallel-connected Infeeds and between the parallel-connected Motor Modules and the motor (use of cables of the same type with identical cross-section and length)
- Use of an electronic current sharing control ( $\Delta I$  control)

In practice, however, it is not generally possible to achieve an absolutely symmetrical current distribution, even when several of the above measures are combined. As a result, a slight current reduction of a few per cent below the rated current must be taken into account when parallel connections of power units are configured.

The current reduction from the rated value of the individual modules is as follows:

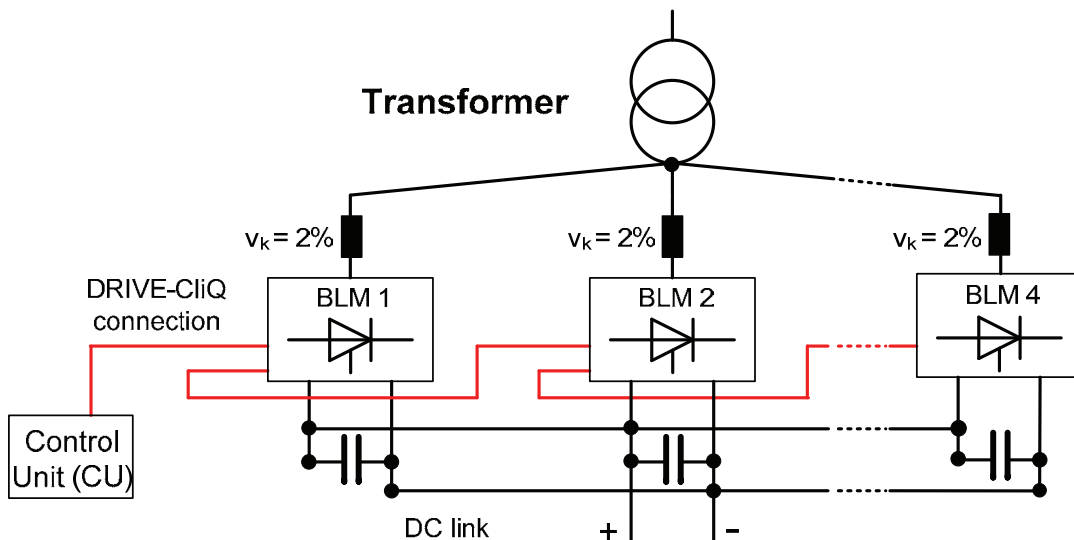
- 7.5 % for parallel connections of S120 Basic Line Modules and S120 Smart Line Modules because the modules are not equipped with an electronic current sharing control
- 5.0 % for parallel connections of S120 Active Line Modules and S120 Motor Modules because the modules are equipped with an electronic current sharing control

### 1.15.3 Parallel connection of S120 Basic Line Modules

Parallel connections of Basic Line Modules can be implemented as either a 6-pulse circuit if the parallel-connected modules are connected to a two-winding transformer, or as a 12-pulse circuit if the parallel-connected modules are connected to a three-winding transformer with secondary windings that supply voltages with a phase shift of 30 °.

#### 6-pulse parallel connection of S120 Basic Line Modules

With the 6-pulse parallel connection, up to four Basic Line Modules are supplied by a common two-winding transformer on the line side and controlled by a common Control Unit.



#### 6-pulse parallel connection of S120 Basic Line Modules

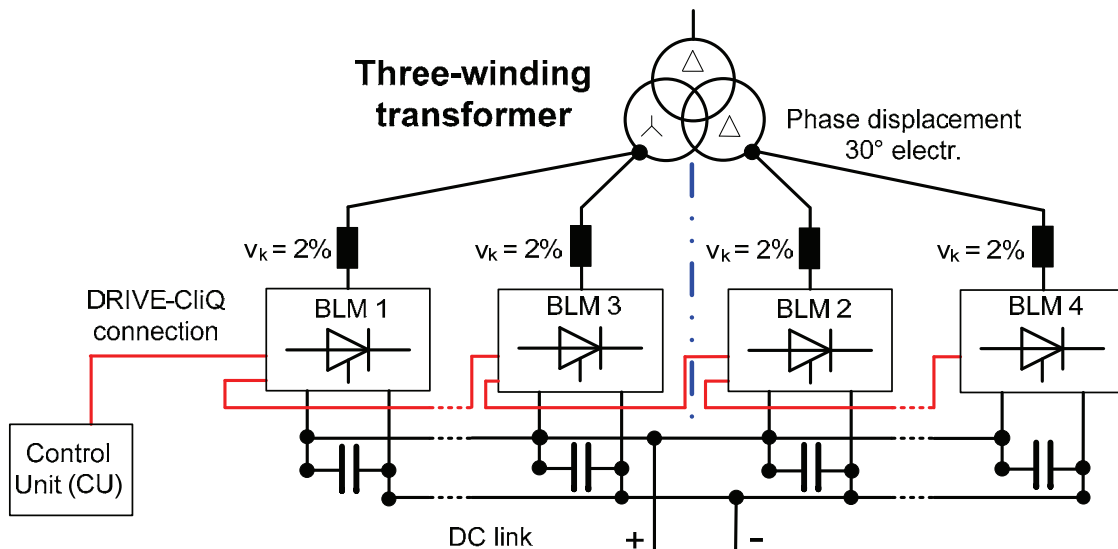
As Basic Line Modules have no electronic current sharing control, the current must be balanced by the following measures:

- Use of line reactors with a relative short-circuit voltage of  $v_k = 2\%$
- Use of symmetrical power cabling between the transformer and the parallel-connected BLMs (cables of identical type with the same cross-section and length)

The current reduction from the rated value for individual Basic Line Modules in a parallel connection is 7.5 %.

### 12-pulse parallel connection of S120 Basic Line Modules

With 12-pulse parallel connections, up to four Basic Line Modules are supplied by a three-winding transformer on the line side. In this case, an even number of modules, i.e. two or four, must be divided between the two secondary windings. The Basic Line Modules of both secondary windings are controlled by a common Control Unit, despite of the 30° phase-displacement. This is possible because the Basic Line Modules produce their gating impulses for the thyristors, which must have a phase displacement by 30° due to the 12-pulse circuit, by independent gating units in the individual Basic Line Module, which are not synchronized by the Control Unit.



### 12-pulse parallel connection of S120 Basic Line Modules

As Basic Line Modules have no electronic current sharing control, three-winding transformer, power cabling and line reactors must meet the following requirements in order to provide a balanced current. Furthermore, no additional loads may be connected to only one of the two low-voltage windings as this would prevent symmetrical loading of both low-voltage windings.

- Three-winding transformer must be symmetrical, recommended vector groups Dy5d0 or Dy11d0.
- Relative short-circuit voltage of three-winding transformer  $v_k \geq 4\%$ .
- Difference between relative short-circuit voltages of secondary windings  $\Delta v_k \leq 5\%$ .
- Difference between no-load voltages of secondary windings  $\Delta V \leq 0.5\%$ .
- Use of symmetrical power cabling between the transformer and the Basic Line Modules (cables of identical type with the same cross-section and length)
- Use of line reactors with a relative short-circuit voltage of  $v_k = 2\%$ . (Line reactors can be omitted if a double-tier transformer is used and only one BLM is connected to each secondary winding of the transformer).

A double-tier transformer is generally the only means of meeting the requirements of a three-winding transformer for this application. Line reactors must always be installed if other types of three-winding transformer are used. Alternative solutions for obtaining a phase displacement of 30°, such as two separate transformers with different vector groups, cannot be used due to the inadmissibly high tolerances involved.

The current reduction from the rated value for individual Basic Line Modules in a parallel connection is 7.5%. This is also valid for the simplest form of a 12-pulse parallel configuration, if only one Basic Line Module is connected to each secondary transformer winding, because also in this configuration the transformer's tolerance can lead to an uneven current distribution.

Since the three-winding transformer possesses a star winding and a delta winding, and the delta winding has no neutral point which could be usefully grounded, 12-pulse parallel connections of S120 Basic Line Modules are connected to two ungrounded secondary windings and thus to an IT system. For this reason, an insulation monitor must be provided.

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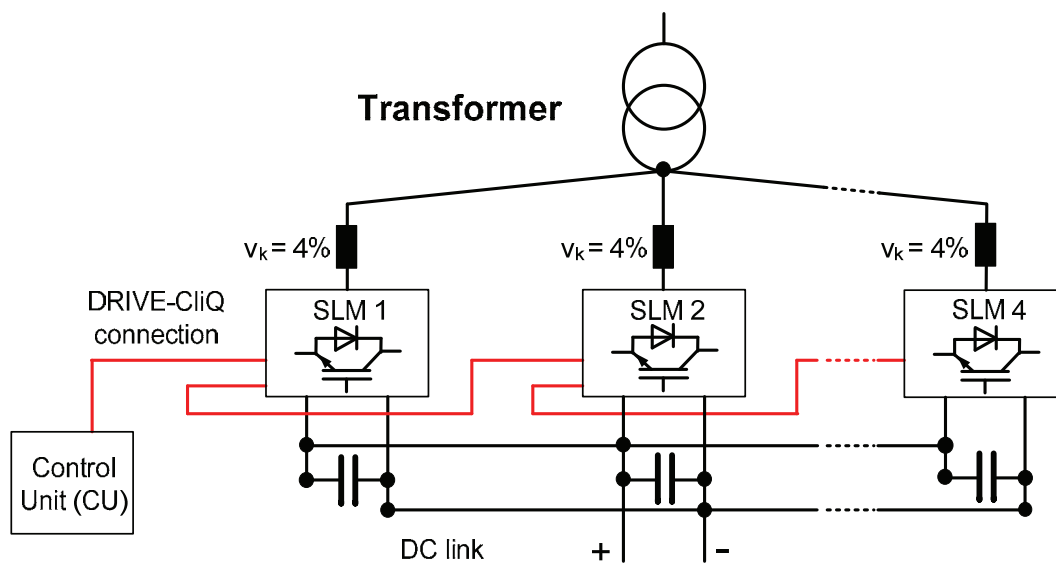
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### 1.15.4 Parallel connection of S120 Smart Line Modules

Parallel connections of Smart Line Modules can be implemented as either a 6-pulse circuit if the parallel-connected modules are connected to a two-winding transformer, or as a 12-pulse circuit if the parallel-connected modules are connected to a three-winding transformer with secondary windings that supply voltages with a phase shift of 30 °.

#### 6-pulse parallel connection of S120 Smart Line Modules

With the 6-pulse parallel connection, up to four Smart Line Modules are supplied by a common two-winding transformer on the line side and controlled by a common Control Unit.



#### 6-pulse parallel connection of S120 Smart Line Modules

As Smart Line Modules have no electronic current sharing control, the current must be balanced by the following measures:

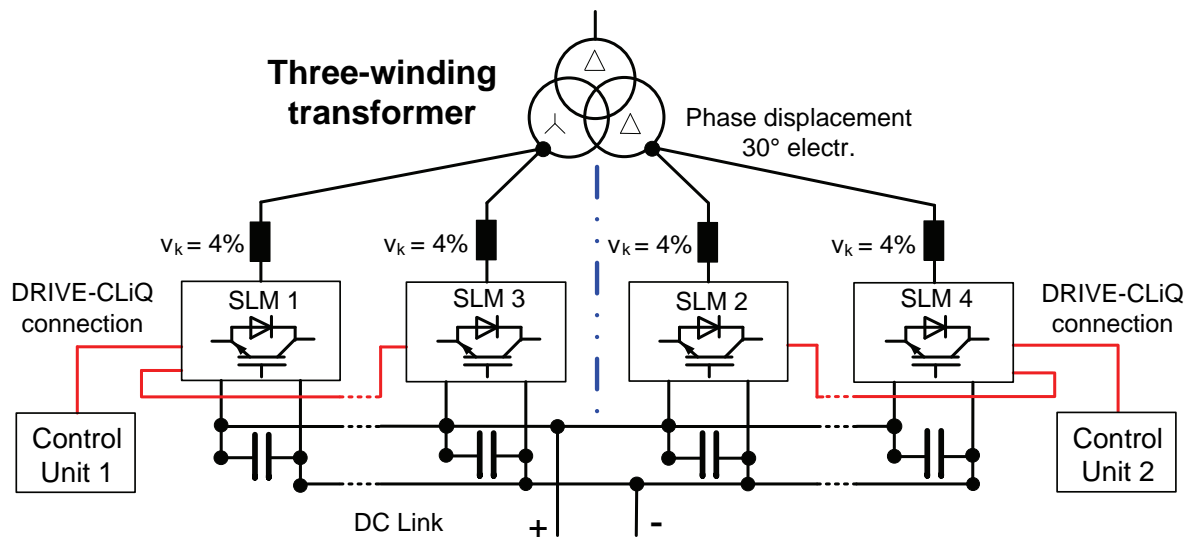
- Use of line reactors with a relative short-circuit voltage of  $v_k = 4\%$
- Use of symmetrical power cabling between the transformer and the Smart Line Modules (cables of identical type with the same cross-section and length)

The current reduction from the rated value for individual Smart Line Modules in a parallel connection is 7.5 %.

#### 12-pulse parallel connection of S120 Smart Line Modules

With 12-pulse parallel connections, up to four Smart Line Modules are supplied by a three-winding transformer on the line side. In this case, an even number of modules, i.e. two or four, must be divided between the two secondary windings. **It is absolutely essential that the Smart Line Modules of both secondary windings are controlled by means of two Control Units** because of the phase displacement of 30°. The use of two Control Units is necessary because, in contrast to the Basic Line Modules, the gating impulses for the IGBTs in Smart Line Modules are synchronized by the Control Unit. Thus all Smart Line Modules controlled by one Control Unit must be connected to the same transformer winding with equal phase position.





#### 12-pulse parallel connection of S120 Smart Line Modules

As Smart Line Modules have no electronic current sharing control, three-winding transformer, power cabling and line reactors must meet the following requirements in order to provide a balanced current. Furthermore, no additional loads may be connected to only one of the two low-voltage windings as this would prevent symmetrical loading of both low-voltage windings.

- Three-winding transformer must be symmetrical, recommended vector groups Dy5d0 or Dy11d0.
- Relative short-circuit voltage of three-winding transformer  $v_k \geq 4\%$ .
- Difference between relative short-circuit voltages of secondary windings  $\Delta v_k \leq 5\%$ .
- Difference between no-load voltages of secondary windings  $\Delta V \leq 0.5\%$ .
- Use of symmetrical power cabling between the transformer and the Smart Line Modules (cables of identical type with the same cross-section and length)
- Use of line reactors with a relative short-circuit voltage of  $v_k = 4\%$ .

A double-tier transformer is generally the only means of meeting the requirements of a three-winding transformer for this application. Alternative solutions for obtaining a phase displacement of  $30^\circ$ , such as two separate transformers with different vector groups, cannot be used due to the inadmissibly high tolerances involved.

The current reduction from the rated value for individual Smart Line Modules in a parallel connection is 7.5%. This is also valid for the simplest form of a 12-pulse parallel configuration, if only one Smart Line Module is connected to each secondary transformer winding, because also in this configuration the transformer's tolerance can lead to an uneven current distribution.

Since the three-winding transformer possesses a star winding and a delta winding, and the delta winding has no neutral point which could be usefully grounded, 12-pulse parallel connections of S120 Basic Line Modules are connected to two ungrounded secondary windings and thus to an IT system. For this reason, an insulation monitor must be provided.

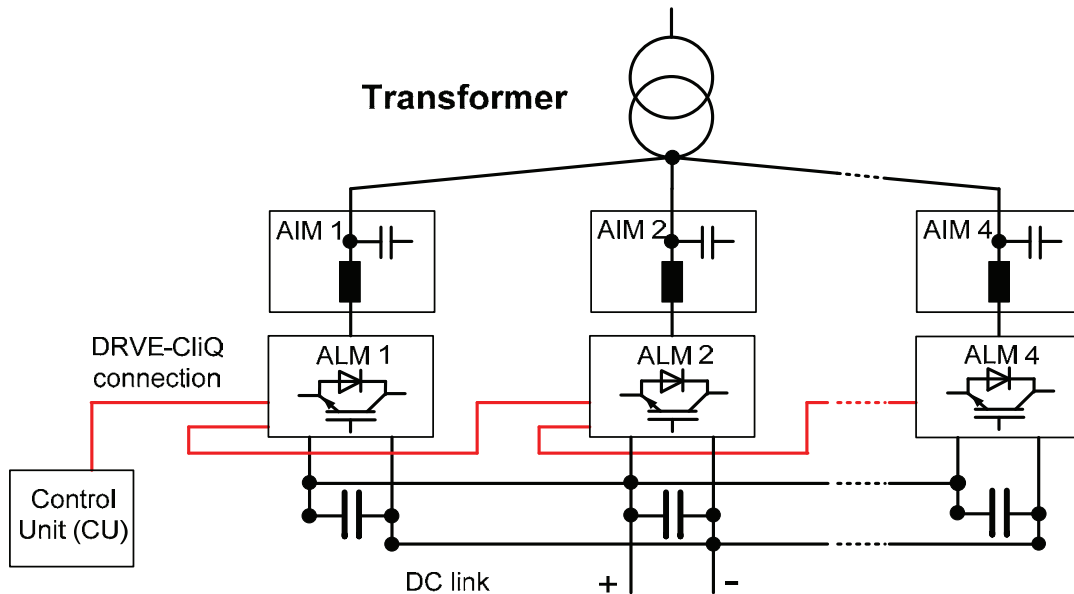
Due to the phase displacement of  $30^\circ$  between both secondary winding systems and the control of both systems by separate Control Units, it is generally not possible to ensure, that both systems contribute equally to the precharging of the connected DC link. In order to prevent the overloading of individual systems during precharging, the 12-pulse parallel connection of Smart Line Modules must be dimensioned in such a way that each system is individually able to precharge the DC link.

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### 1.15.5 Parallel connection of S120 Active Line Modules

The parallel connection of up to four Active Line Modules is supplied by a common two-winding transformer and controlled by a common Control Unit. This is necessary because the gating impulses for the IGBTs in Active Line Modules are synchronized by the Control Unit. Thus all Active Line Modules controlled by one Control Unit must be connected to the same transformer winding with equal phase position. It is not, therefore, admissible to supply this type of parallel connection by a three-winding transformer with out-of-phase secondary voltages. Since the harmonic effects on the supply caused by the Active Infeed are only very minor, this type of arrangement would not improve the conditions in relation to harmonic content.



### Parallel connection of S120 Active Line Modules

The following measures help to ensure balanced currents in parallel connections of Active Line Modules:

- Use of an electronic current sharing control ( $\Delta I$  control)
- Reactors in the Clean Power Filters of the Active Interface Modules
- Use of symmetrical power cabling between the transformer and the parallel-connected Active Interface Modules / Active Line Modules (cables of identical type with the same cross-section and length)

The current reduction from the rated value for individual Active Interface Modules / Active Line Modules in a parallel connection is 5 %.

### 1.15.6 Parallel connection of S120 Motor Modules

In vector control mode (drive object of vector type), up to four Motor Modules operating in parallel can supply a single motor. The motor can have either electrically isolated winding systems or a common winding system. The type of winding system determines the decoupling measures to be implemented at the outputs of the parallel-connected Motor Modules.

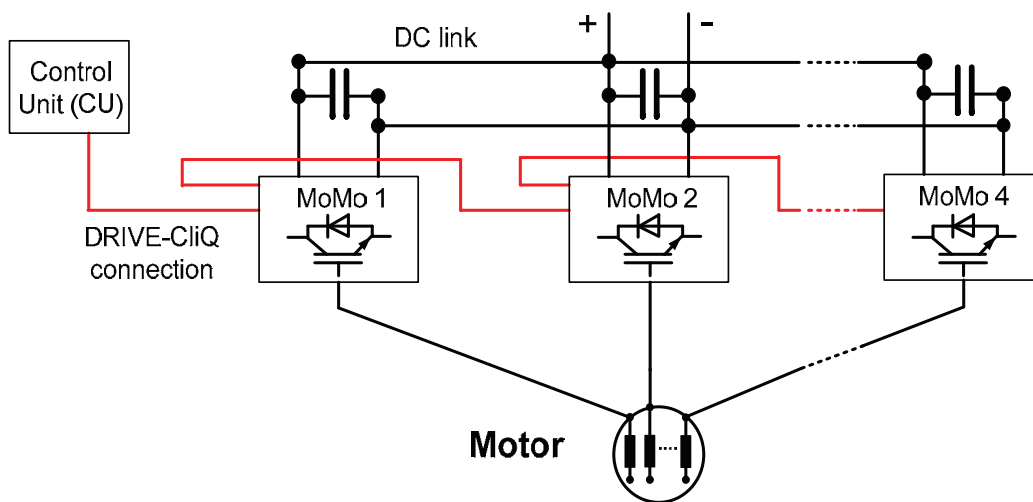
The two possible variants, i.e.

- motor with electrically isolated winding systems,
- motor with a common winding system,

are discussed in more detail below.

### Motors with electrically isolated winding systems

Motors in the power range from about 1 MW to 4 MW, which is the usual range for converter parallel connections, generally feature several parallel windings. If these parallel windings are not interconnected inside the motor, but taken separately to its terminal box(es), then the motor winding systems are separately accessible. In such cases, it is often possible to dimension the parallel connection of S120 Motor Modules in such a way that each motor winding system is effectively supplied by a separate Motor Module of the parallel connection. The diagram below shows this type of arrangement.



### Motor with electrically isolated winding systems supplied by a parallel connection of S120 Motor Modules

Due to the electrical isolation of the winding systems, this arrangement offers the advantage that no decoupling measures need to be implemented at the converter output in order to limit any potential circulating currents between the parallel-connected Motor Modules (no minimum cable lengths and no motor reactors).

Both types of modulation systems, i.e. space vector modulation and pulse-edge modulation, can be used. When the parallel connection is supplied by Basic Infeeds or Smart Infeeds, the maximum obtainable output voltage is almost equal to the line supply voltage on the input side of the Infeed (97 %). When the parallel connection is supplied by Active Infeeds a higher output voltage than the line supply voltage on the input side of the Infeed can be obtained due to the increased DC link voltage.

The current reduction for parallel connections is 5 % referred to the rated currents of the individual Motor Modules.

#### Note:

The number of separate winding systems that can be implemented in the motor depends on the number of motor poles. This means that it is not always possible to achieve an optimum assignment between parallel-connected Motor Modules and winding systems. For instance, a parallel connection of two Motor Modules might be the best solution in terms of cost and volume for a motor which can, however, be designed with only three separate winding systems. In this case, it would be necessary to select three Motor Modules with a lower output power rating for the parallel connection, or the motor would need to be connected up as a motor with a common winding system. If the latter option were chosen, decoupling measures would need to be implemented.

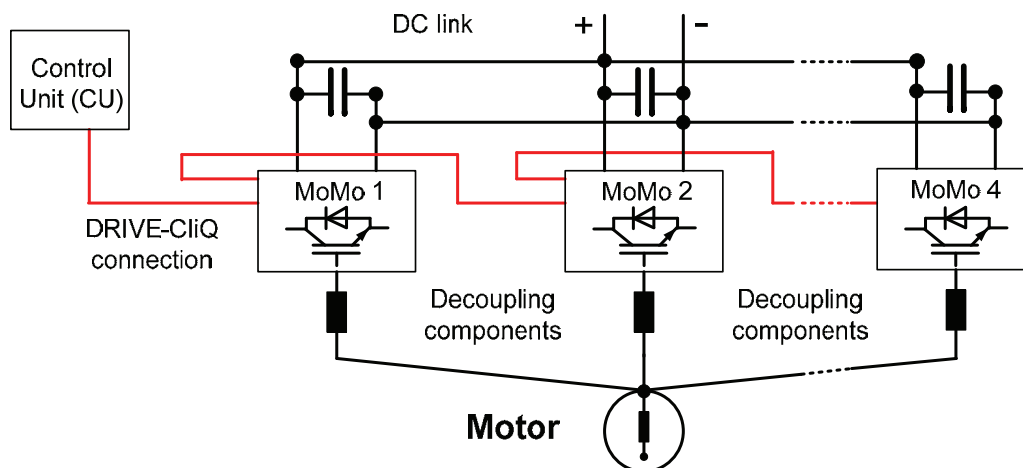
To make best use of the advantage described above, new installations should always be assessed for the possibility of using a motor with separate winding systems and a coordinated parallel connection of Motor Modules. If this variant is feasible, it should be preferred over all other options.

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### Motors with a common winding system

It is not possible to use motors with electrically isolated winding systems for many applications, e.g. it might not be possible to implement the required number of winding systems due to the pole number or because the motor is not supplied by Siemens or because a motor with a common winding system is already available for the application. In such cases, the outputs of the parallel-connected Motor Modules are interconnected via the motor cables in the motor terminal box. The diagram below shows this type of arrangement.



### Motor with common winding system supplied by a parallel connection of S120 Motor Modules

Due to the electrical coupling of the winding systems, the disadvantage of this arrangement is that decoupling measures need to be implemented at the converter output in order to limit any potential circulating currents between the parallel-connected Motor Modules. Decoupling can be achieved either through the use of cables with a minimum lengths between the Motor Modules and the motor or through the provision of motor reactors at the output of each Motor Module. (For details of minimum cable lengths, see chapter "General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules", section "Parallel connection of Motor Modules").

Both types of modulation systems, i.e. space vector modulation and pulse-edge modulation, can be used. When the parallel connection is supplied by Basic Infeeds or Smart Infeeds, the maximum obtainable output voltage is almost equal to the line supply voltage on the input side of the Infeed (97 %). When the parallel connection is supplied by Active Infeeds a higher output voltage than the line supply voltage on the input side of the Infeed can be obtained due to the increased DC link voltage.

The current reduction for parallel connections is 5 % referred to the rated currents of the individual Motor Modules.

#### Note:

With earlier versions of Motor Modules (firmware < 4.3 in combination with the Control Interface Board CIB instead of the Control Interface Module CIM), space vector modulation was the only permissible modulation method for motors with common winding systems. It was not possible to use pulse-edge modulation because the electrical coupling between the systems prevented a smooth transition between space vector modulation and pulse-edge modulation. When the parallel connection was supplied by Basic Infeeds or Smart Infeeds, the maximum output voltage was limited to about 92% of the line supply voltage, because pulse-edge modulation was not available. When the parallel connection was supplied by Active Infeeds, it was possible to obtain a higher output voltage than the line supply voltage even without pulse-edge modulation due to the increased DC link voltage.

### 1.15.7 Admissible and inadmissible winding systems for parallel connections of converters

The previous sections have discussed the subject of motors with electrically isolated winding systems and motors with a common winding system, but without exactly defining the properties that are required of "electrically isolated winding systems" or "common winding systems" to make them suitable for operation with parallel connections of SINAMICS converters.

The possible variants of winding systems for converter parallel connections are discussed in more detail below and the systems are categorized as either admissible or inadmissible for parallel connections of SINAMICS converters.

# Fundamental Principles and System Description

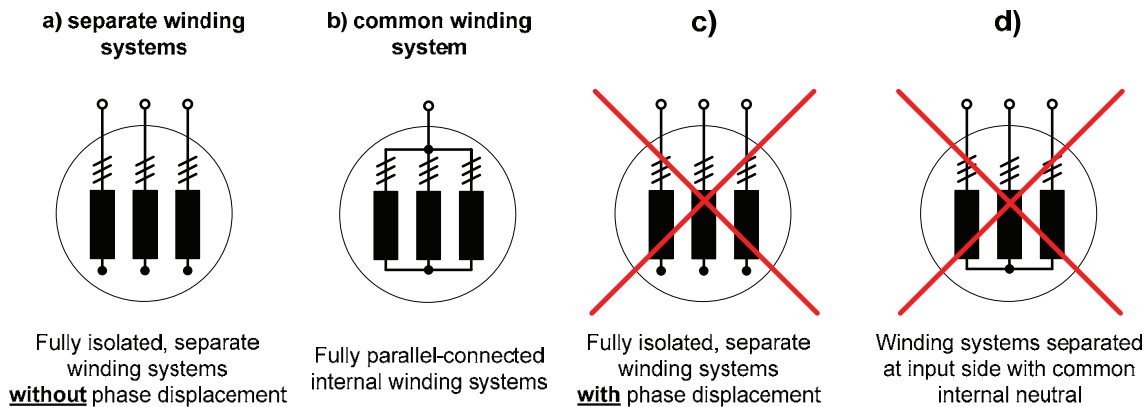
## Engineering Information

The following are admissible:

- a) **Motors with electrically isolated winding systems** in which the individual systems are not electrically coupled and not out of phase with one another.
- b) **Motors with a common winding system** in which all parallel windings inside the motor are interconnected in the winding overhang or in the terminal box in such a way that they have the external appearance of one single winding system.

The following are inadmissible:

- c) **Motors with electrically isolated winding systems** in which the individual systems are out of phase with one another.
- d) **Motors with separate winding systems on the input side** which have a common, internal neutral.



**Admissible and inadmissible winding systems for parallel connections of converters illustrated by the example of motors with three parallel windings**

### Comments on a)

The variant with completely electrically isolated winding systems in which a separate Motor Module in the parallel connection is assigned to each winding system should be selected where possible because

- no decoupling measures need to be implemented at the converter output,
- no circulating currents can develop between the systems,
- the best possible current balance is achieved.

It is however absolutely essential for the separate winding systems to be in-phase, as the pulse patterns of the parallel-connected Motor Modules are synchronized by the Control Unit and therefore absolutely identical.

### Comments on b)

The variant with one common winding system that is fully parallel-connected inside the motor is also feasible, but has several disadvantages as compared to variant a):

- Decoupling measures are required.
- Circulating currents between the parallel-connected Motor Modules cannot be eliminated completely.
- The quality of current balance between the Motor Modules in the parallel connection is not as high.

# Fundamental Principles and System Description

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### Comments on c)

The variant with winding systems that are completely electrically isolated and out of phase is not suitable for parallel connections of SINAMICS converters, as the pulse patterns of the parallel-connected Motor Modules are synchronized by the Control Unit and are therefore absolutely identical.

These types of windings were previously used in conjunction with parallel connections of current-source DC link converters SIMOVERT A (6-phase winding for 12-pulse operation). As a result, windings of this type may exist in installations where older models of current-source DC link converter have to be replaced by SINAMICS, but the motors are to be retained.

### Comments on d)

This variant with separate winding systems at the input side and internally coupled neutral is essentially a hybrid of variants a) and b). The problem with this variant is that circulating currents can develop between the systems due to the electrically coupled neutrals. These currents increase the losses in the motor and can thus cause a significant temperature rise in the motor under unfavorable conditions. This risk of motor overheating is the reason why this variant cannot be used in parallel connections of SINAMICS converters.

### 1.16 SINAMICS S120 Liquid-Cooled units in Chassis format

#### 1.16.1 General

The units of the modular SINAMICS S120 drive system in Chassis format are available in both air-cooled and liquid-cooled variants.

Liquid cooling allows much more efficient heat dissipation than air cooling. Therefore, liquid-cooled units are more compact than comparable air-cooled units with the same output power rating. Because the power losses in the units are almost entirely dissipated by the coolant (see table below), no fans or only very small fans are required to cool the electronic boards. Consequently, the units are very quiet. Due to their compactness and their almost neglectable cooling air requirement, the use of liquid-cooled units is recommended where very little space is available and/or harsh ambient conditions exist. Hermetically-sealed cabinet units with degree of protection IP54 or higher can be built easily using liquid-cooled systems.

#### 1.16.2 Design of the SINAMICS S120 Liquid-Cooled units

SINAMICS S120 Liquid-Cooled units in Chassis format are characterized by a high power density and a footprint-optimised design. They come with degree of protection IP00. The electrical power connections for the line supply and the DC link are located at the top of the units and the motor connections at the bottom. The connections for the coolant (inflow and return flow) are also located at the bottom of the units.



Power losses dissipated directly to the coolant referred to the total power losses of the unit in % (For total power losses, see Catalog D21.3)		
Liquid-cooled SINAMICS S120 unit	Voltage range 380 V – 480 V 3AC 510 V – 720 V DC	Voltage range 500 V – 690 V 3AC 675 V – 1035 V DC
AC / AC unit	97,5 %	97,0 %
Basic Line Module (BLM)	91,5 %	FBL:86 % / GBL:91 %
Active Line Module (ALM)	94,5 % - 96,5 %	95,0 % - 97,0 %
Motor Module (MoMo)	94,5 % - 96,5 %	95,0 % - 97,0 %

#### Liquid-Cooled SINAMICS S120 units in Chassis format:

##### Example of a Basic Line Module and a Motor Module, and power losses which are dissipated directly to the coolant

SINAMICS S120 Liquid-Cooled Chassis units in the higher output power range (Basic Line Modules in frame sizes FBL and GBL, Active Line Modules in frame sizes HXL and JXL, and Motor Modules in frame sizes HXL and JXL) have an aluminium heat sink, through which the coolant directly flows. So the best heat transfer between heat sink and coolant is achieved. However, the aluminium heat sink places high demands on the cooling circuit and the properties of the coolant.

SINAMICS S120 Liquid-Cooled Chassis units in the lower output power range (AC/AC Power Modules in frame sizes FL and GL, Active Line Modules in frame size GXL and Motor Modules in frame sizes FXL and GXL) have a heat sink with an integrated stainless steel heat exchanger. These units place low demands on the cooling circuit and the properties of the coolant.

The heat sink of the most liquid-cooled units is equipped with power unit components on both sides. These include the power semi-conductors of the rectifier and the inverter, the DC link capacitors and the symmetrizing resistors of the DC link. Consequently, the power losses of all the main components are absorbed by the coolant. Only the very small power losses of the electronic boards and the busbars are dissipated into the air. The Control Unit required to operate the devices is not part of the Power Modules.

The functionality of the liquid-cooled units corresponds to that of the corresponding air-cooled units. This includes overload capacity, factory-set pulse frequency, current derating factors for increased pulse frequencies, possibility of parallel connection of up to four identical power units and derating factors for the parallel configuration.

All air-cooled system components of air-cooled units can be used for the liquid-cooled variants. These include power components, such as line-side or motor-side reactors and filters (except for the line filters according to category C2 and the Braking Modules which can be used only in air-cooled units due to their cooling principle), as well as electronic components such as Communication Boards, Terminal Modules and Sensor Modules.

# Fundamental Principles and System Description

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### 1.16.3 Requirements concerning coolant and cooling circuit

The coolant required for SINAMICS S120 Liquid-Cooled units is either water or a mixture of water and anti-freeze. In the cooling circuit, electro-chemical processes can occur, which lead to corrosion. The occurrence of these processes depends on several factors:

- The type of cooling circuit (open or closed cooling system)
- The materials used in the cooling circuit (metals, plastics, rubber seals and tubes)
- The electro-chemical potentials in the cooling circuit
- The chemical composition of the coolant and other additives (inhibitors, anti-freeze, biozides)

In order to prevent these corrosive, electro-chemical processes, or at least to keep them to a minimum, which will allow problem-free operation of the cooling circuit for many years, the following points must be taken into account.

**The cooling circuit should be a closed circuit.** For units with an aluminium heat sink, through which the coolant directly flows, a closed cooling circuit is absolutely essential. This is because only a closed circuit can prevent the continuous infiltration of the cooling circuit by reactive oxygen and ensure that there is a continuous and stable chemical balance in the cooling circuit with aluminium heat sink. For units with heat sinks with an integrated stainless steel heat exchanger a closed cooling circuit is not essential, but recommended. Under certain conditions, for these units also open circuits can be used.

**The materials used in the cooling circuit** must be coordinated with one another so that they do not corrode as a result of electro-chemical reactions. If units with an aluminium heat sink are used, mixed installations made up of aluminium, copper, brass and iron should be avoided or, at least, limited. The use of plastics containing halogens (PVC pipes and seals) should also be avoided. Recommended cooling circuits are closed cooling circuits with pipes made of high-alloy steel (V2A or V4A) or, alternatively, with pipes made of ABS plastics. For the connections of the liquid-cooled units to the pipes EPDM hoses should be used. Seals must be chloride, graphite and carbon-free.

**The electrical potentials in the cooling circuit** must be designed in such a way that no differences between the electrical potentials of the individual components of the cooling circuit can occur. The rules stated in the section "EMC-compliant installation for optimized equipotential bonding in the drive system" also apply here, whereby in liquid-cooled systems not only all electrical components, such as converters and motors, must be fully incorporated in the equipotential bonding, but also non-electrical components of the cooling circuit, such as pipes, pumps and heat exchangers. As SINAMICS S120 Liquid-Cooled units are designed for potential-free operation, the grounding of the units must be done with the largest possible cross-section.

**The chemical composition of the coolant** for SINAMICS S120 Liquid-Cooled units must be as follows:

Units with aluminium heat sinks, through which the coolant directly flows:

- a) Deionised water, i.e. water with reduced electrical conductivity (5.....10  $\mu\text{S} / \text{cm}$ ), such as "battery water", with 0.2 % – 0.25 % NALCO® TRAC100 inhibitor (formerly NALCO® 00GE056) or with 20 % - 45 % Antifrogen N anti-freeze, or
- b) Filtered drinking water or urban water with 20 % - 45 % Antifrogen N anti-freeze, or
- c) Drinking water or urban water of the quality specified below:
  - pH value 5.5 to 8.0
  - Chloride ions < 40 ppm
  - Sulphate ions < 50 ppm
  - Nitrate ions < 50 ppm
  - Dissolved solids < 340 ppm
  - Total hardness < 170 ppm
  - Electrical conductivity < 500  $\mu\text{S}/\text{cm}$
  - Size of entrained particles < 0.1 mm

In addition 0.2 % – 0.25 % NALCO® TRAC100 inhibitor (formerly NALCO® 00GE056) or 20 % – 45 % Antifrogen N anti-freeze must be used.



### Units with heat sinks with an integrated stainless steel heat exchanger:

Drinking water or urban water of the quality specified below:

- |                               |                                |
|-------------------------------|--------------------------------|
| • pH value                    | 6.5 to 9.5                     |
| • Chloride ions               | < 250 ppm                      |
| • Sulphate ions               | < 240 ppm                      |
| • Nitrate ions                | < 50 ppm                       |
| • Dissolved solids            | < 340 ppm                      |
| • Total hardness              | < 170 ppm                      |
| • Electrical conductivity     | < 2500 $\mu\text{S}/\text{cm}$ |
| • Size of entrained particles | < 0.1 mm                       |

If the chloride content cannot be guaranteed, the coolant must be mixed with water with reduced electrical conductivity.

### **Inhibitors, anti-freeze, biozides**

These additives to the coolant are required under certain conditions.

- Inhibitors delay corrosive electro-chemical processes. Essentially, they must be used if it is not possible to fully meet the requirements regarding the materials in the cooling circuit and the requirements regarding the coolant quality. With SINAMICS S120 Liquid-Cooled units in Chassis format NALCO® TRAC100 (formerly NALCO® 00GE056) must be used as an inhibitor, where necessary, in a proportion of 0.2 % – 0.25 %.
- Anti-freeze prevents the freezing of the coolant in minus temperatures and must always be used if the conditions of use are expected to include frost. Some anti-freeze additives contain inhibitors and have a biozide effect. With SINAMICS S120 Liquid-Cooled units in Chassis format, Antifrogen N should be used as anti-freeze, when necessary. The amount of Antifrogen N anti-freeze must always be between 20 % and 45 %. 45% Antifrogen N anti-freeze provides frost protection up to -30°C. With lower concentrations than 20 %, Antifrogen N anti-freeze is corrosive and with higher concentrations than 45 % heat dissipation becomes worst. It must be noted that with the addition of anti-freeze, the kinetic viscosity of the coolant is changed and the pump must be adapted accordingly.
- Biozides prevent corrosion as a result of slimy, corrosive or iron-depositing bacteria. These can occur in both closed cooling circuits with low water hardness and open cooling circuits. Biozides must be selected for the type of bacteria present. Compatibility with inhibitors used together with the biocide must also be checked.

### **Protection against condensation**

With liquid-cooled units, warm air can condense on the cold surfaces of the pipes and the heat sink. This condensation depends on the air humidity and the temperature difference between the ambient air and the coolant. The higher the air humidity, the lower the temperature difference at which the condensation occurs. The water which is produced as a result of condensation can cause corrosion at the surface of the equipment as well as electrical damage. As the SINAMICS units cannot prevent condensation by themselves, it must be prevented using external measures. This can either be an adapted coolant temperature, which ensures that critical temperature differences cannot occur, or a coolant temperature control dependent on the ambient air temperature.

### **Closed cooling circuit for SINAMICS S120 Liquid-Cooled units**

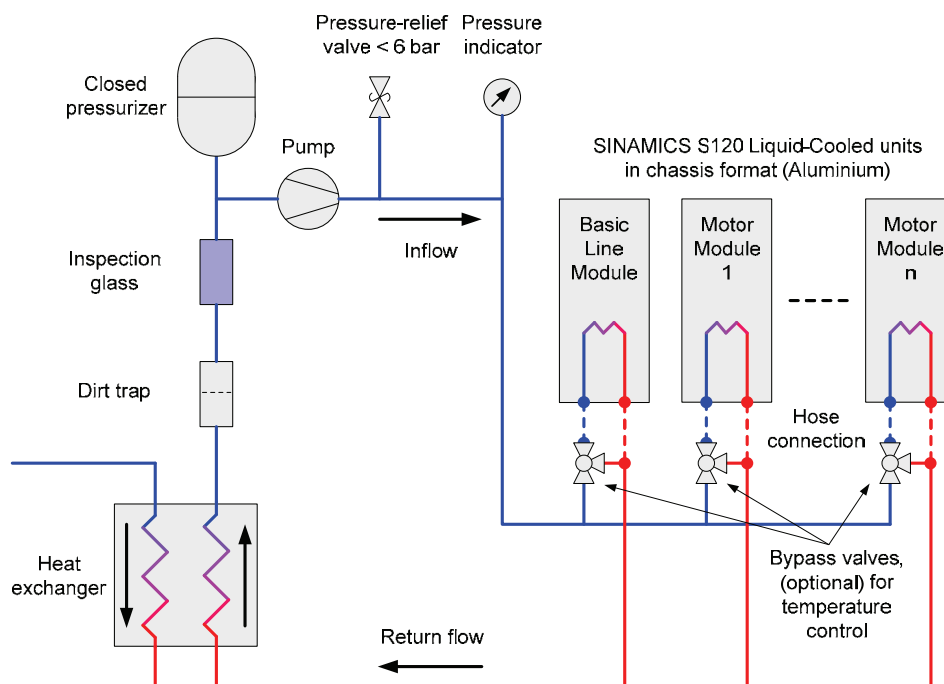
The diagram on the next page shows an example of a typical closed cooling circuit. This cooling circuit is absolutely essential for units with aluminium heat sink, through which the coolant directly flows. It is also highly recommended for units with a heatsink with integrated stainless steel heat exchanger. In the diagram all the important cooling circuit components are shown.

The pressurizer, which must have a closed design, ensures a roughly constant pressure in the cooling system even when there are large variations in the coolant temperature. It must always be installed on the suction side of the

# Fundamental Principles and System Description

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pump, at which a minimum pressure of 0.7 bar is required. The pump circulates the coolant. Its flow area should be made ideally of stainless steel. The permissible differential pressure of the cooling circuit to atmosphere must not exceed a maximum of 6 bar. This must be ensured by a pressure-relief valve. The pressure indicator works as a visual control of the differential pressure of the cooling circuit to atmosphere. The pressure difference inside the cooling circuit between inflow and return flow, which is produced by the pump, must, on the one hand, be large enough to reach the coolant flow rate required for the cooling of the SINAMICS units. On the other hand, however, the pressure difference inside the cooling circuit must not be unnecessarily large as the risk of equipment damage through cavitation and abrasion is considerably increased by a high coolant flow rate. Therefore, the differential pressure across each heat sink should be between 1.0 bar and a maximum of 2.0 bar. The liquid-cooled units are designed in such a way that a differential pressure of 0.7 bar occurs when the rated coolant flow rate is reached



### SINAMICS S120 Liquid-Cooled units in Chassis format: Recommendation for a closed cooling circuit

The connecting pipes between the individual components of the cooling circuit should be made of stainless steel or ABS plastics. The seals must be chloride, graphite and carbon-free. For mechanical decoupling the SINAMICS units must be connected to the piping of the cooling system by short, flexible EPDM hoses. Ideally, the heat exchanger, like the piping, should be made of stainless steel. However, if absolutely necessary, copper heat exchangers may be used, as long as the cooling circuit is closed and the correct concentration of inhibitors or anti-freeze is used. Dirt traps retain dissolved solids > 0.1 mm and prevent the blocking of the heat sinks in SINAMICS units. The inspection glass is recommended for diagnosing clouding or discolouration of the coolant, which indicates that corrosion and wear may have been occurred. The bypass valve is required in case a temperature control is required for the protection against condensation.

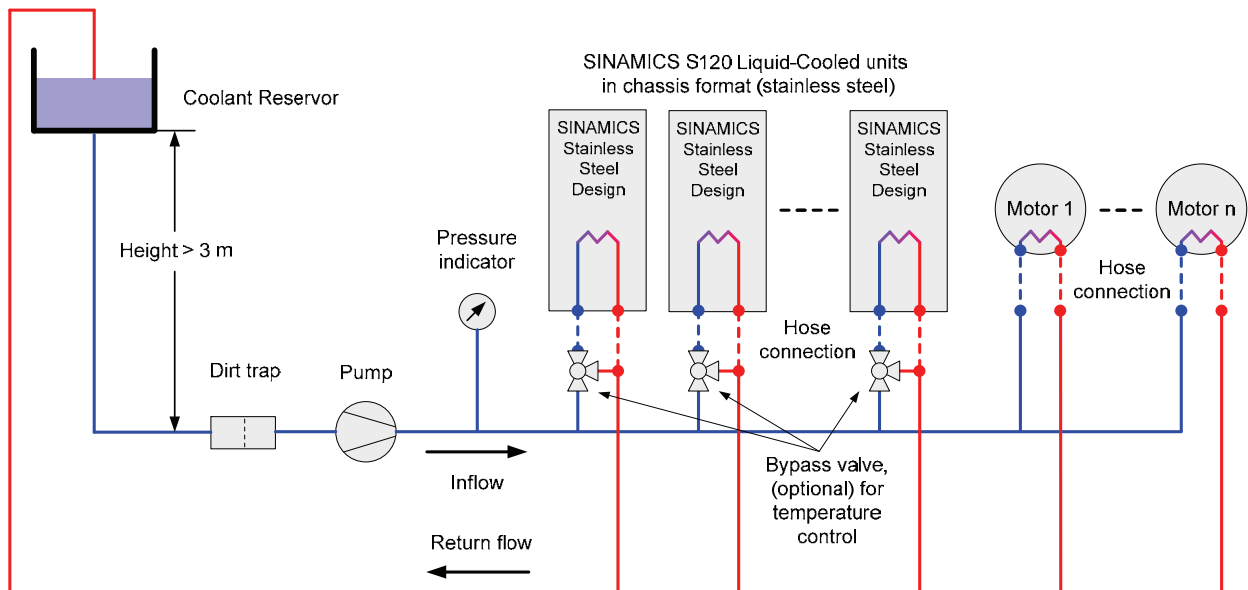
### Open cooling circuit for SINAMICS S120 Liquid-Cooled units

The diagram on the next page shows an example of a typical open cooling circuit. This type of cooling circuit must not be used with units with aluminium heat sinks, through which the coolant directly flows, due to high oxygen levels. It can, therefore, only be used with units with integrated stainless steel heat exchangers.

The geodesic height of the coolant reservoir determines the the differential pressure to atmosphere in the cooling circuit and must be at least 3 m, in order that the minimum pressure of 0.3 bar on the suction side of the pump can be reached. The pump circulates the coolant, whose flow area should be made of stainless steel. With regard to the pressure difference between inflow and return flow, the same criteria apply as for closed cooling circuits.

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### SINAMICS S120 Liquid-Cooled units in Chassis format: Recommendation for an open cooling circuit

The connecting pipes between the individual components of the cooling circuit should be made of stainless steel or ABS plastics. The seals must be chloride, graphite and carbon-free. For mechanical decoupling, the SINAMICS units and the motors connected to the cooling circuit must be connected to the piping of the cooling system by short, flexible EPDM hoses. The cooling circuit of motors and other units must, if connected to the same cooling circuit as the SINAMICS units, also be made of stainless steel or another incorrodible material. The bypass valve is required in case a temperature control is needed for protection against condensation.

## 2 EMC Installation Guideline

### 2.1 Introduction

#### 2.1.1 General

EMC stands for “Electromagnetic Compatibility” and, according to the EMC Directive, describes “the capability of a device to function satisfactorily in an electromagnetic environment without itself causing intolerable interference for other devices in the environment”.

The growing use of power electronics devices in combination with microelectronics devices in increasingly-complex systems has meant that electromagnetic compatibility has become an extremely important issue when it comes to ensuring that complex systems and plants function without any problems.

For this reason, the question of electromagnetic compatibility must be taken into account as early as the planning phase for devices and systems. This involves, for example, defining EMC zones, establishing which types of cables are to be used and how these are to be routed, as well as providing filters and other interference suppression measures where appropriate.

This chapter is designed to help planning and assembly personnel of OEM customers, cabinet builders, and system integrators to ensure compliance with the regulations of the EMC Directive when SINAMICS drives are used in systems and plants.

The modular concept of SINAMICS allows for a wide range of different device combinations. A description of each individual combination cannot, therefore, be provided here. As such, this section aims to outline some fundamental principles and generally applicable rules that should be taken into account to build up any device combination in such a way that it is “electromagnetically compatible”. To clarify descriptions, some examples for typical applications are provided with explanations at the end of this chapter.

The devices described in this document (SINAMICS G130, G150, S120 Chassis, S120 Cabinet Modules, and S150) are not classified as “devices” in the context of the EMC Directive, but as “components” designed to be integrated in a complete system or plant. To facilitate understanding, however, the generally accepted term “devices” will be used.

#### 2.1.2 EC Directives

EC Directives are published in the Official Journal of the European Union and must be incorporated into national legislation of EU member states, with the aim of facilitating free trade and movement of goods within the European Economic Area. EC Directives published and their implementation as a part of national legislation thus form the basis for legal proceedings within the European Economic Area.

Two European Directives relating to variable-speed electric low-voltage drive systems have been published:

- Low-Voltage Directive 2006/95/EC  
(Legal regulations for electrical equipment in EU member states)
- EMC Directive 2004/108/EC  
(Legal regulations for electromagnetic compatibility in EU member states)

This section describes the EMC Directive in more detail.

#### 2.1.3 CE marking

The CE marking is a declaration of conformity to all EC Directives to be implemented. Responsibility for attaining the CE marking lies with either the manufacturer or the person/company who launched the product or system. The prerequisite for CE marking is a self-confirmation (or declaration) of the manufacturer indicating that the device in question is conform to all applicable European standards. This declaration (factory certificate, manufacturer's declaration, or declaration of conformity) must only include standards that are listed in the Official Journal of the European Union.

### 2.1.4 EMC Directive

All electrical and electronic devices and systems that contain electrical or electronic components which can cause electromagnetic interference or whose operation may be affected by such interference must comply with the regulations of the EMC Directive. The SINAMICS devices described in this document fall into this category.

Compliance with the EMC Directive can be verified by the application of the relevant EMC standards, whereby the product standards take precedence over generic standards. In the case of SINAMICS devices, the EMC product standard EN 61800-3 for adjustable speed electrical power drive systems (**Power Drive Systems**, or PDS for short) must be applied. If SINAMICS devices have been integrated in an final product for which a specific EMC product standard exists, the EMC product standard of the final product must be applied.

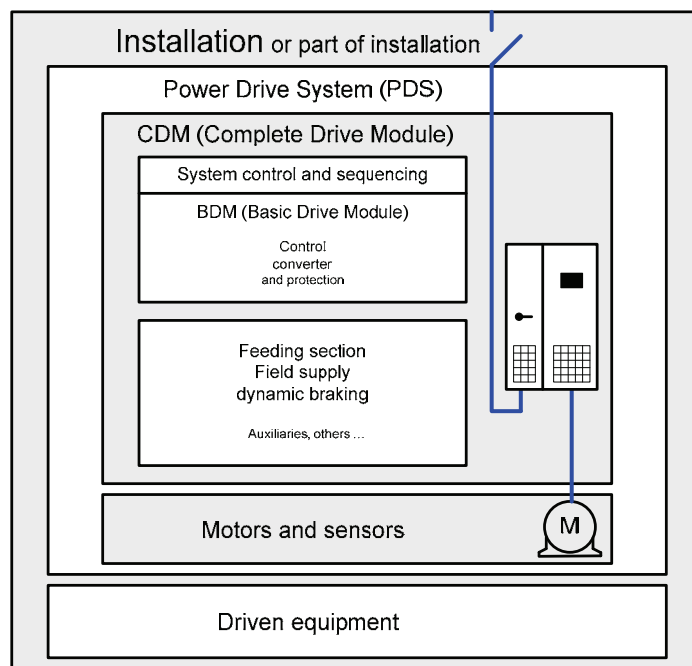
Since SINAMICS devices are viewed as “components” of an overall system or plant (in the same way as transformers, motors, or controllers, for example), the responsibility for applying the CE marking indicating conformity to the EMC Directive does not lie with the manufacturer. The manufacturer of such “components”, however, has a specific duty to provide sufficient information about their electromagnetic characteristics, usage, and installation.

This chapter of the document provides OEM customers, cabinet builders, and system integrators with all the information required to integrate SINAMICS devices in their systems or plants in such a way that the overall systems or plants meet the criteria of the EMC Directive.

**This means that the OEM customer or system integrator has the sole and ultimate responsibility for ensuring the EMC of the overall system or plant. Such responsibility cannot be transferred to the suppliers of the “components”.**

### 2.1.5 EMC product standard EN 61800-3

In the case of SINAMICS devices, the EMC product standard EN 61800-3 for adjustable speed electrical power drive systems (**Power Drive Systems**, or PDS for short) applies. This standard does not simply relate to the converter itself, but to a complete, variable-speed drive system which, in addition to the converter, comprises the motor and additional equipment.



#### Definition of the installation and the drive system (PDS) according to the EMC product standard EN 61800-3

The EMC product standard uses the following terms:

- PDS = Power Drive System (complete drive system comprising converter, motor, and additional equipment)
- CDM = Complete Drive Module (complete converter device, e.g. SINAMICS G150 cabinet unit)
- BDM = Basic Drive Module (e.g. SINAMICS G130 Chassis unit)

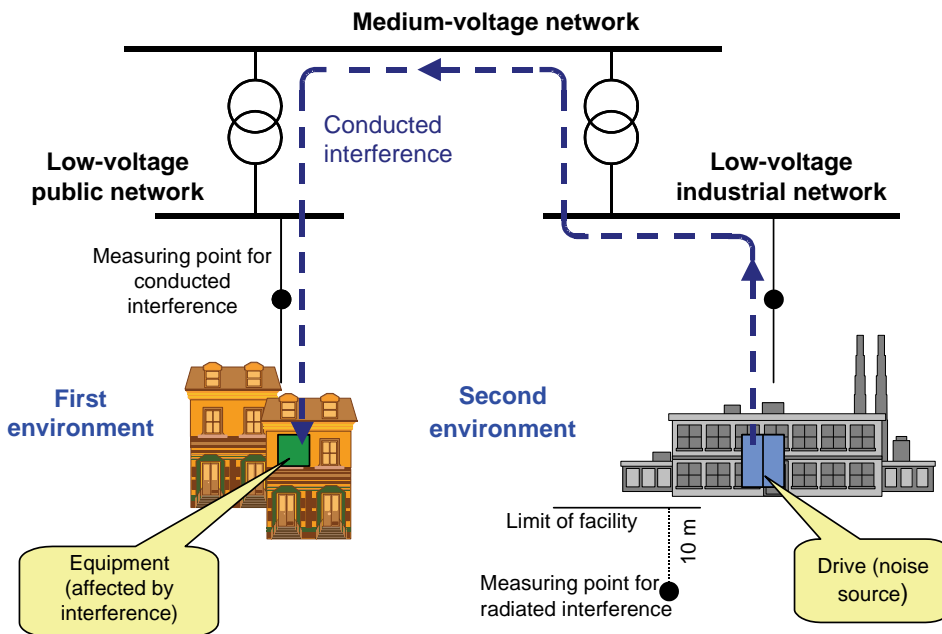
# EMC Installation Guideline

## Engineering Information

The EMC product standard defines criteria for evaluating operational characteristics in the event of interference, and it defines interference immunity requirements and interference emission limit values depending on the local ambient conditions. With respect to installation sites, a distinction is made between the "first" and "second" environment.

### Definition of "first" and "second" environment

- **"First" environment:**  
Residential buildings or locations at which the drive system is directly connected to a public low-voltage supply without intermediate transformer.
- **"Second" environment:**  
Locations outside residential areas or industrial sites which are supplied from the medium-voltage network via a separate transformer.



### "First" and "second" environment as defined by the EMC product standard EN 61800-3

Four different categories are defined in EN 61800-3 depending on the location and the output current of the variable-speed drive.

### Definition of categories C1 to C4

- **Category C1:**  
Drive systems with rated voltages of  $< 1000$  V for unlimited use in the "first" environment
- **Category C2:**  
Fixed-location drive systems with rated voltages of  $< 1000$  V for use in the "second" environment. Use in the "first" environment is possible if the drive system is installed and used by qualified personnel. The warning and installation information supplied by the manufacturer must be observed.
- **Category C3:**  
Drive systems with rated voltages of  $< 1000$  V for unlimited use in the "second" environment.
- **Category C4:**  
Drive systems with rated voltages of  $\geq 1000$  V or for rated currents of  $\geq 400$  A for use in complex systems in the "second" environment.

	Adjustable speed electrical power drive systems PDS			
	C1	C2	C3	C4
<b>Environment</b>	"First" environment (residential, business, and commercial areas)		"Second" environment (industrial areas)	
<b>Voltage or current</b>	< 1000 V			≥ 1000 V or ≥ 400 A
<b>Specialist EMC knowledge required?</b>	No	Installation and commissioning must be carried out by specialist personnel		

### Overview of categories C1 to C4 according to the EMC product standard EN 61800-3

In the "first" environment (i.e. residential areas), the permissible interference level is low. As a result, devices designed for use in the "first" environment must have low interference emissions. At the same time, however, they only require a relatively low level of interference immunity.

In the "second" environment (i.e. industrial areas), the permissible interference level is high. Devices designed for use in the "second" environment are allowed to have a relatively high level of interference emissions, but they also require a high level of interference immunity.

### Environments for SINAMICS converters

#### Category C2:

The SINAMICS converters described in this document are designed for use in the "second" environment. However, by employing supplementary, optional line or EMC filters (RFI suppression filters) suitable for use in TN or TT power systems with grounded neutral, it is also possible to operate SINAMICS G130, G150, S150 converters and SINAMICS S120 Cabinet Modules in the "first" environment in accordance with category C2 of the EMC product standard EN 61800-3. To achieve compliance with category C2, it is absolutely essential to use shielded motor cables.

#### Category C3:

The SINAMICS converters described in this document are designed for use in the "second" environment and are equipped with line or EMC filters (RFI suppression filters) as standard, according to category C3 of the EMC product standard EN 61800-3. This applies to SINAMICS G130, G150, and S150 converters as well as to the Infeeds for the SINAMICS S120 modular system (Basic Line Modules, Smart Line Modules, and Active Line Modules including the associated Active Interface Modules in Chassis and Cabinet Modules format). To achieve compliance with category C3, it is necessary to use shielded motor cables.

#### Category C4:

SINAMICS converters can also be used in non-grounded (IT) supply systems. In this case, the line filter integrated as standard according to category C3 must be deactivated by removing the metal bracket connecting the filter capacitors with the housing (for more information, see the operating instructions for the relevant devices). If this is not removed, fault tripping can occur in the converter or the filter may be overloaded or even destroyed if a fault occurs. When the line filters integrated as standard are deactivated, the SINAMICS converters only comply with category C4. This is expressly permitted by the EMC product standard 61800-3 for IT supply systems in complex systems. In such cases, plant manufacturers and plant operators (plant owners) must agree upon an EMC Plan, that is, customized, system-specific measures to ensure compliance with EMC requirements. Compliance with category C4 no longer requires the use of shielded motor cables, but they are nevertheless recommended for the purpose of reducing bearing currents in the motor in systems where motor reactors or motor filters have not been installed in the converter.

## 2.2 Fundamental principles of EMC

### 2.2.1 Definition of EMC

Electromagnetic compatibility depends on two characteristics of the device in question: Its **interference emissions** and **interference immunity**. Electrical devices can be divided into interference sources (transmitters) and potentially susceptible equipment (receivers). Electromagnetic compatibility is ensured when the existing sources of interference do not adversely affect potentially susceptible equipment. A device can also be both a source of interference (e.g. a converter power unit) and potentially susceptible equipment (e.g. a converter control unit).

# EMC Installation Guideline

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### 2.2.2 Interference emissions and interference immunity

#### Interference emissions

The interference emission is a type of interference emitted from the frequency converter to the environment.

**High-frequency interference emissions** from frequency converters are regulated by the EMC product standard EN 61800-3, which defines limit values for:

- High-frequency conducted interference at the supply system connection point (radio interference voltages)
- High-frequency electromagnetically-radiated interference (interference radiation)

The defined limit values depend on the ambient conditions ("first" or "second" environment).

**Low-frequency interference emissions** from frequency converters (normally referred to as harmonic effects on the supply system or supply system perturbation) are regulated by different standards. EN 61000-2-2 is applicable for public low-voltage supply systems, while EN 61000-2-4 is applicable for industrial supply systems. Outside of Europe, reference is often made to IEEE 519. The regulations of the local power supply company must also be observed.

#### Interference immunity

Interference immunity describes the behaviour of frequency converters under the influence of electromagnetic interference, which affects the converter through the environment. Types of interference include:

- High-frequency conducted interference (radio interference voltages)
- High-frequency electromagnetic radiation (interference radiation)

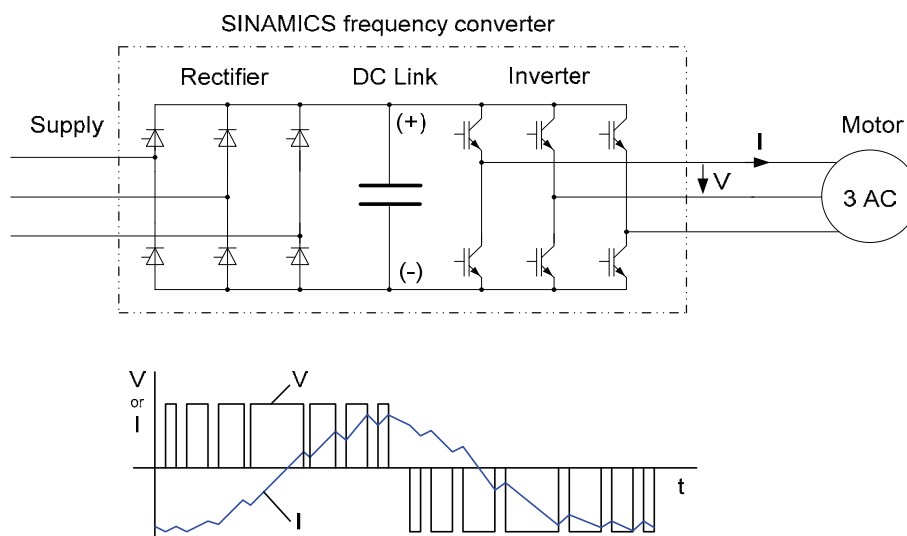
The requirements and criteria for evaluating behaviour under the influence of these types of interference are also regulated by the EMC product standard EN 61800-3.

## 2.3 The frequency converter and its EMC

### 2.3.1 The frequency converter as a source of interference

#### Method of operation of SINAMICS frequency converters

SINAMICS frequency converters comprise a line-side rectifier that supplies a DC link. The inverter connected to the DC link generates an output voltage  $V$  (comprising virtually rectangular voltage pulses) from the DC link voltage using the method of pulse-width modulation. The smoothing effect of the motor inductance generates a largely sinusoidal motor current  $I$ .

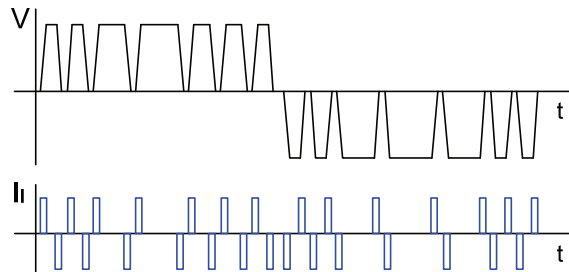


Principles of operation of SINAMICS frequency converters and schematic representation of output voltage  $V$  and motor current  $I$



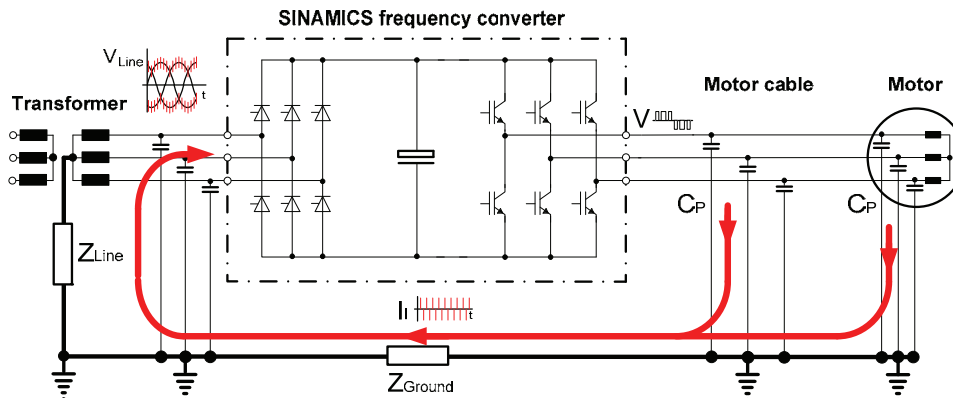
### 2.3.2 The frequency converter as a high-frequency source of interference

The main source of high-frequency interference is the fast switching of the IGBTs (Insulated Gate Bipolar Transistors) in the motor-side inverter, which results in extremely steep voltage edges. Each voltage edge generates a pulse-shaped leakage or interference current  $I_I$  via the parasitic capacitances at the inverter output.



Schematic representation of inverter output voltage  $V$  and interference current  $I_I$

The interference current  $I_I$  flows from the motor cable and the motor winding to ground via the parasitic capacitances  $C_P$ , and must return to its source (the inverter) via a suitable route. The interference current  $I_I$  flows back to the inverter via the ground impedance  $Z_{Ground}$  and the supply impedance  $Z_{Line}$ , whereby the supply impedance  $Z_{Line}$  consists of the parallel connection of the transformer impedance (phase to ground) and parasitic capacitances of the supply cable (phase to ground). The interference current itself as well as the interference voltage drops caused by the impedances  $Z_{Ground}$  and  $Z_{Line}$  can affect other devices connected to the same supply and grounding system.



Schematic representation of the generation of the interference current  $I_I$  and its route back to the inverter

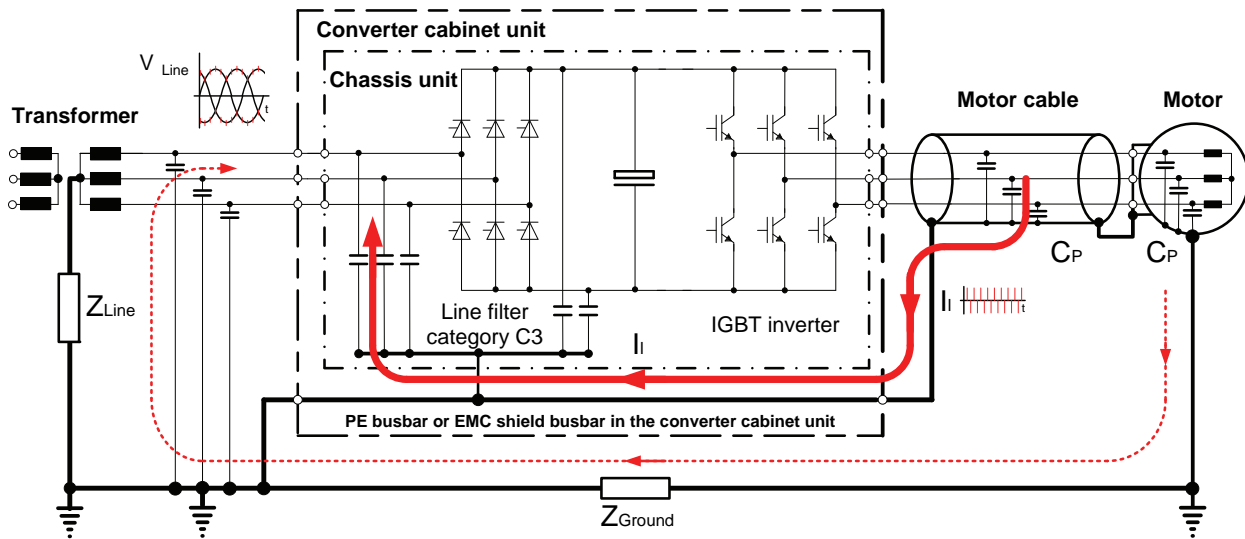
#### Measures for reducing high-frequency conducted interference emissions

When unshielded motor cables are used, the interference current  $I_I$  flows back to the inverter via cable rack, grounding system, and supply impedance and can generate high interference voltages via impedances  $Z_{Ground}$  and  $Z_{Line}$  due to its high frequency.

The effect of interference on the grounding and supply system by the interference current  $I_I$  can be considerably reduced by leading the high-frequency interference current  $I_I$  back to the inverter using a **shielded motor cable** in such a way that the voltage drops via impedances  $Z_{Ground}$  and  $Z_{Line}$  are minimized. **In combination with the line filter or EMC filter (RFI suppression filter) integrated as standard in SINAMICS devices** (according to category C3 of EMC product standard EN 61800-3), the high-frequency interference current  $I_I$  can flow via a low-resistance route back to the inverter within the drive system. This means that most of the interference current  $I_I$  flows via the shield of the motor cable, the PE or EMC shield busbar, and the line filter. The standard line filters are provided in SINAMICS G130, G150, and S150 converters as well as in the infeeds of the SINAMICS S120 modular system (Basic Line Modules, Smart Line Modules, and Active Line Modules including the associated Active Interface Modules, in Chassis and Cabinet Modules format). As a result, the grounding and supply system are subject to much lower interference currents and the interference emissions are considerably reduced.

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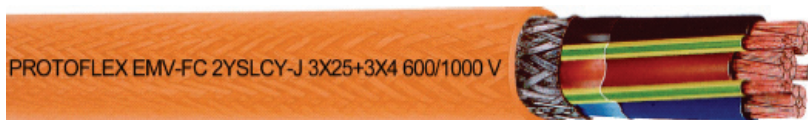


Interference current route when a shielded motor cable is used in combination with an EMC filter in the converter

To achieve the intended reduction in interference, it is essential to install the entire drive system correctly. The installation must be such that the interference current  $I_i$  can find a continuous, low-inductance path without interruptions or weak points from the shield of the motor cable to the PE or EMC shield busbar and the line filter back to the inverter.

Compliance with categories C2 and C3 of EMC product standard EN 61800-3 therefore requires the use of a shielded cable to make the connection between converter and motor. For high power outputs in the power range of SINAMICS Chassis and cabinet units, a symmetrical, three-core, three-phase cable should be used whenever possible.

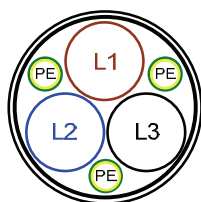
Shielded cables with symmetrically arranged three-phase conductors L1, L2 and L3 and an integrated, 3-wire, symmetrically arranged PE conductor, such as the PROTOFLEX EMV cable, type 2YSLCY-J or 2XSLCY-J supplied by Prysmian, are ideal.



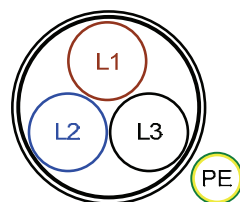
Shielded, symmetrically arranged three-phase cable with 3-wire PE conductor

Alternatively, it is also possible to use a shielded cable containing only three-phase conductors L1, L2 and L3 in a symmetrical arrangement, for example, 3-wire cables of type Protodur NYCWY. In this case, the PE conductor must be routed separately as close as possible and in parallel to the 3-wire motor cable.

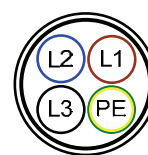
For outputs in the Booksize and Blocksize unit power range, and for lower outputs in the Chassis and cabinet unit power range, it is also possible to use shielded, asymmetrical, 4-wire cables (L1, L2, L3 plus PE) such as power cables of type MOTION-CONNECT.



ideal symmetrical 3-wire cable plus symmetrically arranged PE conductor



symmetrical 3-wire cable with separately routed PE conductor

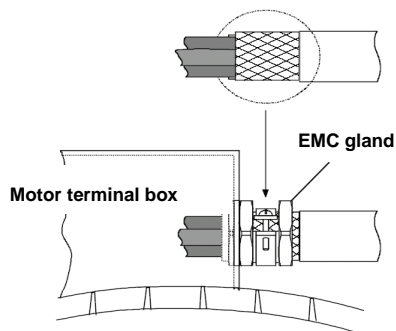


asymmetrical 4-wire cable including the PE conductor

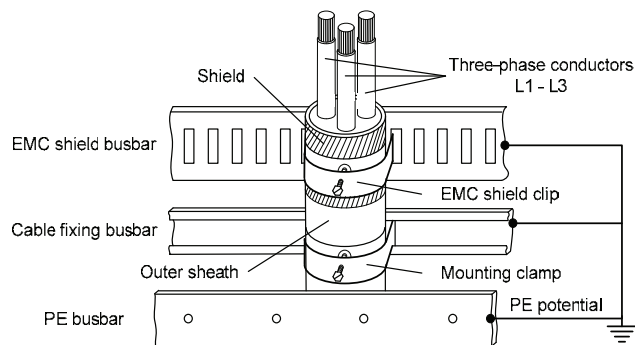
### Shielded three-phase cables with concentric shield

Effective shield bonding is achieved if EMC cable glands are used to create a solid 360° contact between the shield and motor terminal box and, at the other side in the converter cabinet, a solid 360° contact with the EMC shield busbar using EMC shield clips. An alternative shield connection to the PE busbar in the converter using only long, braided "pigtaills" is less suitable, particularly if the pigtaills are very long, as this type of shield bond represents a relatively high impedance for high-frequency currents.

Further additional shield bonds between the converter and motor, e.g. in intermediate terminal boxes, must never be created as the shield will then become far less effective in preventing interference currents from spreading beyond the drive system.



**Shield bonding to the motor terminal box using an EMC gland**



**Shield bonding to the EMC shield busbar in the converter using an EMC shield clip**

Inside the cabinet units the housing of the Chassis units equipped with the standard, category C3 line filter must be connected to the PE busbar and the EMC shield busbar with very low inductance. This connection can be established with a large contact area by means of the metal components used in the construction of the cabinet units. The contact surfaces must be bare metal and each contact point must have a minimum cross-section of several cm<sup>2</sup>. This connection can also be established by means of short ground conductors with a larger cross-section ( $\geq 95 \text{ mm}^2$ ). These must be designed to provide low impedance over a wide frequency range (e.g. made of finely stranded, braided round copper wires or finely stranded, braided flat copper strips).

SINAMICS G150 / S150 cabinet units and S120 Cabinet Modules are designed in such a way that low-inductance connections between the housing of the integrated Chassis units and the PE busbar and the EMC shield busbar is ensured.

The rules to be followed for connecting Chassis units to the PE busbar and the EMC shield busbar are the same as those for connecting optional category C2 line filters to the PE busbar and the EMC shield busbar. The optional category C2 line filters must always be used in combination with line reactors for optimal filtering.

### Measures for reducing high-frequency, radiated, electromagnetic interference emissions

In addition to the steep voltage edges at each switching of an IGBT in the inverter, other causes for high-frequency electromagnetic interference are high-frequency, switched-mode power supplies and extremely high-frequency clocked microprocessors in the control units of SINAMICS converters.

To limit this interference radiation, **closed converter cabinets** acting as Faraday cages are required in addition to shielded motor and signal cables, for which optimal shield bonding must be established at both ends.

If SINAMICS G130 Chassis units and S120 Chassis units are integrated in an open cabinet frame, the interference radiation of the devices is not limited to a sufficient degree. To ensure compliance with category C3 of EMC product standard EN 61800-3, the room where the equipment is installed must have a suitable high-frequency shielding that ensures adequate shielding (e.g. installing the open cabinet frames in a container with a metallic closure).

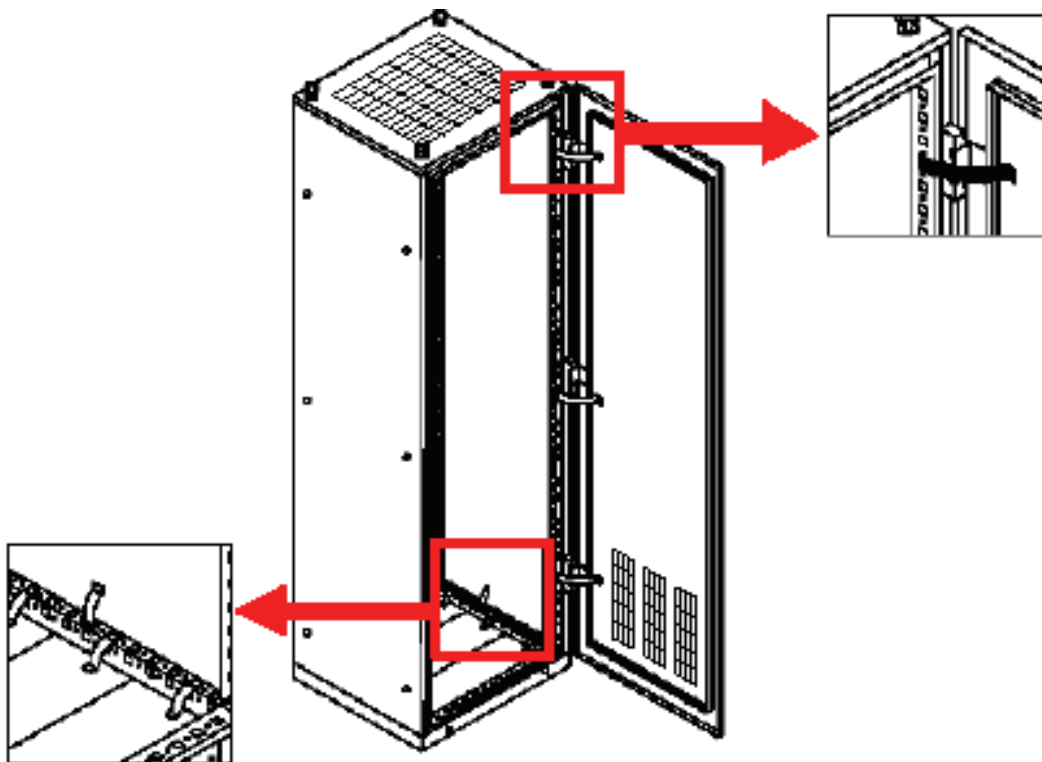
## EMC Installation Guideline

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If SINAMICS G130 Chassis units and S120 Chassis units are installed in standard converter cabinets with coated sheet steel, the interference radiation will fulfill the requirements of category C3 as defined by EMC product standard EN 61800-3 if the following measures are observed:

- All metallic housing components and mounting plates in the converter cabinet must be connected, both to one another and to the cabinet frame, via a large contact area with high electrical conductivity. Large metallic connections or connections established by means of grounding strips with excellent high frequency properties are ideal for this purpose.
- Cabinet covers (e.g. doors, side panels, back walls, roof plates, and floor plates) must also be connected to the cabinet frame with high electrical conductivity, ideally by means of grounding strips with excellent high frequency properties.
- All screwed connections on painted or anodized metallic components must either be equipped with special contact washers that penetrate the non-conductive surface, thereby establishing a metallically conductive contact, or the non-conductive surface between the parts to be connected must be removed prior to assembly to establish a plane metallic connection.
- For EMC reasons, ventilation openings must be kept as small as possible. On the other hand, the laws of fluid mechanics dictate that certain minimum cross-sections are required in order to ensure satisfactory cabinet ventilation. An appropriate compromise must therefore be found. For this reason, ventilation grilles with typical opening cross-sections of about  $190 \text{ mm}^2$  per hole are used on SINAMICS cabinet units.



#### Connection of doors, side walls, back walls, roof plates, and floor plates to the cabinet frame

The SINAMICS G150 and S150 converter cabinet units as well as the Cabinet Modules of the SINAMICS S120 modular cabinet units are built at the factory in such a way that they automatically comply with the interference radiation limit values defined in category C3 of the EMC product standard EN 61800-3, when the devices are operated with the cabinet doors closed.

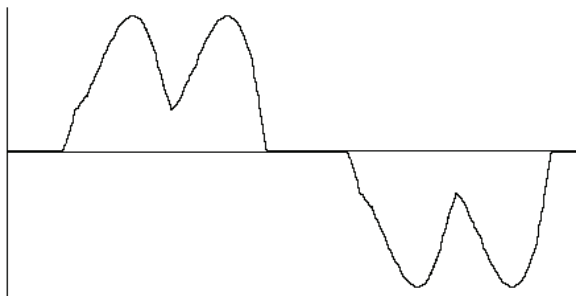
### 2.3.3 The frequency converter as a low-frequency source of interference

If SINAMICS converters are connected to a supply system with a purely sinusoidal voltage (generator or transformer), the non-linear characteristics of the components in the line-side rectifier circuits cause non-sinusoidal supply system currents to flow, which distort the voltage at the PCC (**P**oint of **C**ommon **C**oupling). This low-frequency, conducted effect on the line voltage is known as "Harmonic effects on the supply system" or "supply system perturbation".

#### Measures for reducing low-frequency interference emissions

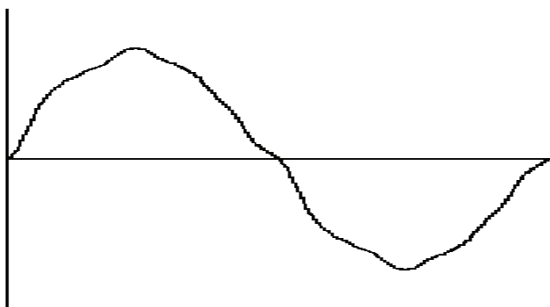
The harmonic effects on the supply system caused by SINAMICS converters largely depend on the type of rectifier circuit used. The magnitude of the harmonic effects on the supply system can, therefore, be influenced by the selection of the type of rectifier and by additional line side components such as line reactors or Line Harmonics Filters.

The highest level of harmonic effects on the supply system is generated by six-pulse rectifier circuits, which are used with SINAMICS G130 and G150 converters as well as with S120 Basic Line Modules and Smart Line Modules.



Typical line current with 6-pulse rectifier circuits

A considerable reduction of harmonic effects on the supply system can be achieved by means of Line Harmonics Filters for SINAMICS G130 and G150 converters or by means of 12-pulse rectifier configurations with SINAMICS S120 Basic Line Modules and Smart Line Modules.



Typical line current of 6-pulse rectifiers with Line Harmonics Filters

The lowest level of harmonic effects on the supply system is generated with active rectifiers, which are used with SINAMICS S150 converters and SINAMICS S120 Active Line Modules. In this case, current and voltage are virtually sinusoidal.

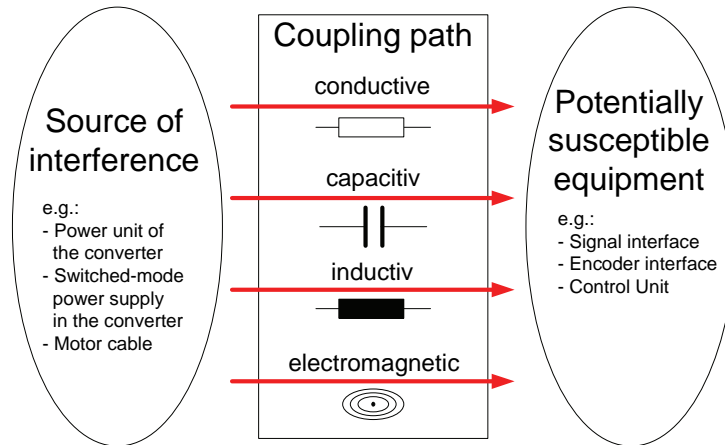
# EMC Installation Guideline

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### 2.3.4 The frequency converter as potentially susceptible equipment

#### 2.3.4.1 Methods of influence

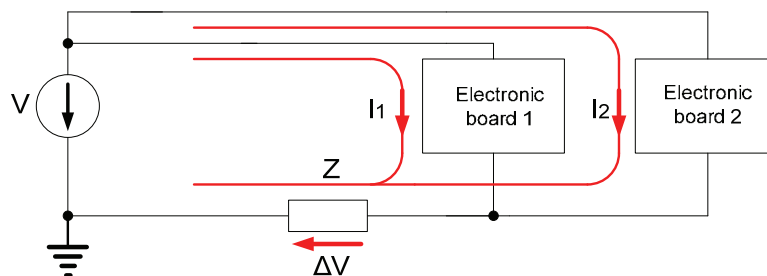
The interference generated from sources of interference can reach potentially susceptible equipment by different types of coupling paths. A distinction is made here between conductive, capacitive, inductive, and electromagnetic interference coupling.



#### Possible paths between sources of interference and potentially susceptible equipment

##### 2.3.4.1.1 Conductive coupling

Conductive coupling is established when several electrical circuits use a common conductor (e.g. a common ground lead or ground connection). Current  $I_1$  of electronic board 1 generates a voltage drop  $\Delta V_1$  at impedance  $Z$  of the common conductor; which influences the voltage at the terminals of electronic board 2. Conversely, current  $I_2$  of electronic board 2 generates a voltage drop  $\Delta V_2$  at impedance  $Z$  of the common conductor; which influences the voltage at the terminals of electronic board 1.



#### Conductive coupling of two electrical circuits by means of the impedance $Z$ of a common conductor

If, for example, the voltage source  $V$  is a power supply unit that supplies two electronic boards with a DC voltage of 24 V, and electronic board 1 is a switched-mode power supply with a periodic, pulsating current consumption, and electronic board 2 is a sensitive interface module for analog signal transmission, then electronic board 1 in this scenario would be the source of interference. This disturbs the supply voltage at the terminals of the interface module, which acts as potentially susceptible equipment, via the conductive coupling (i.e. via the voltage drop  $\Delta V$  at the common impedance  $Z$ ). This can affect the quality of the analog signal transmission.

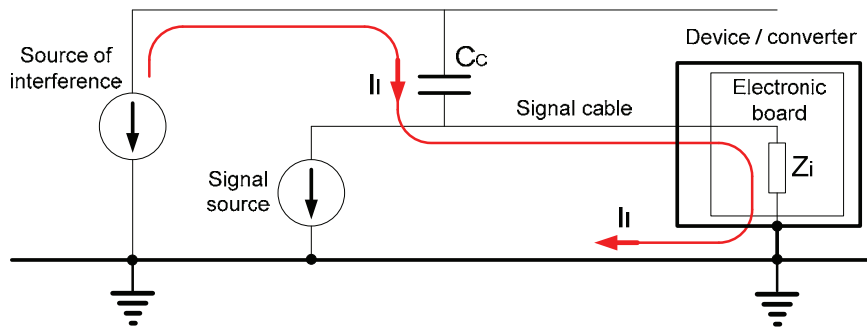
#### Measures for reducing conductive coupling

- Minimize the length of the common conductor
- Use large cable cross-sections if the common impedance is largely ohmic in character
- Use a separate feed and return line for each electrical circuit

### 2.3.4.1.2 Capacitive coupling

Capacitive coupling occurs between conductors that are isolated against each other and that have different potentials. This difference in potential generates an electrical field between the conductors, known as capacitance  $C_c$ . The magnitude of the capacitance  $C_c$  depends on the geometry of the conductors and on the distance between the conductors with different potential.

The diagram below shows a source of interference that is coupling an interference current  $I_i$  into the potentially susceptible equipment by means of capacitive coupling. The interference current  $I_i$  generates a voltage drop at impedance  $Z_i$  of the potentially susceptible equipment and, in turn, an interference voltage.



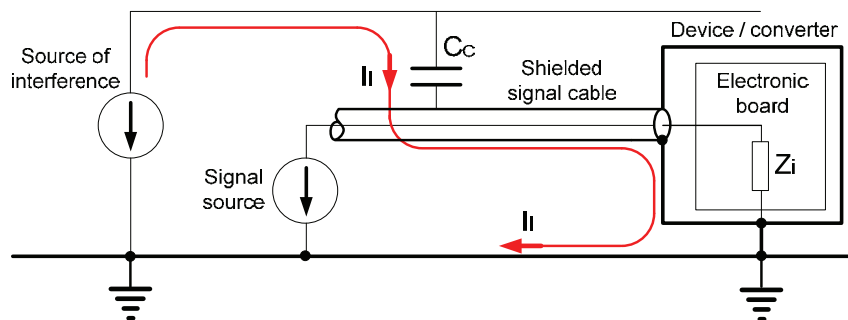
Capacitive coupling of an interference current into a signal cable

If, for example, a motor cable and an unshielded signal cable were routed in parallel close to each other on a long cable rack the small distance between the cables would result in a high coupling capacitance  $C_c$ . The motor-side inverter of the frequency converter, which acts as source of interference, couples via the capacitance  $C_c$  a pulsating interference current into the signal cable with each switching edge. If this interference current flows via the digital inputs into the Control Unit of the converter, the generated small interference pulses lasting only a few microseconds with an amplitude of only a few volts can affect the microprocessor-based digital control of the converter and can cause the converter to malfunction.

#### Measures for reducing capacitive coupling

- Maximize the distance between the cable causing the interference and the cable affected by the interference
- Minimize the length of the parallel cable routing
- Use shielded signal cables.

The most effective method is **to ensure systematic separation of power and signal cables in combination with a shielding of the signal cables**. This ensures that the interference current  $I_i$  is coupled into the shield and that it flows to ground via shield and housing of the device or converter without affecting the internal electrical circuits.



Reducing the interference coupled into the potentially susceptible equipment by using a shielded signal cable

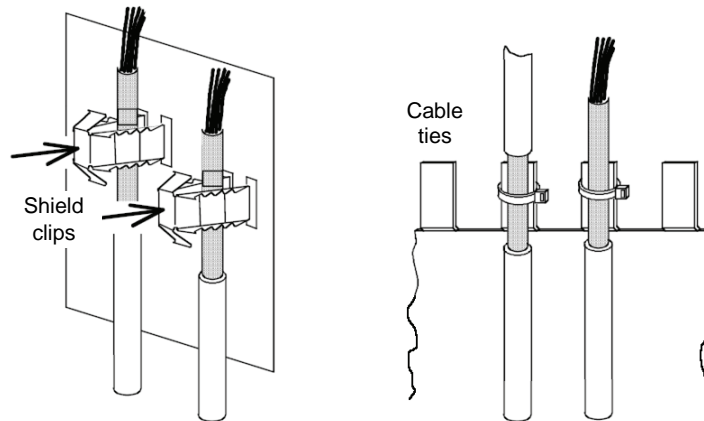
To ensure that the shield is as effective as possible it is necessary to establish a low-inductance shield bonding using a large contact area. When **digital** signal cables are used, shield bonding has to be established at both ends (i.e. at the transmitter side and at the receiver side) using a large contact area. When **analog** signal cables are used, shield bonding at both ends can result in low-frequency interference (hum loops). In this case, shield bonding should only be carried out at one end (i.e. the converter side). The other side of the shield should be grounded by means of a MKT-type capacitor with approximately 10 nF/100 V. When the capacitor is used, this means that the shield is bonded for high frequencies at both ends.

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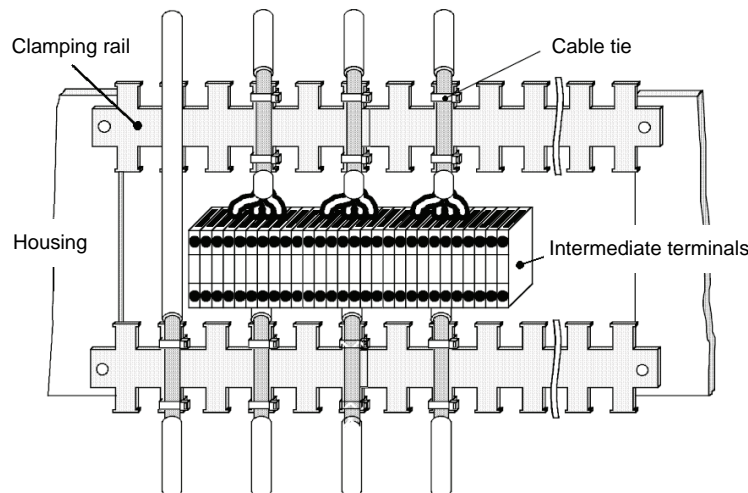
SINAMICS G130 converter Chassis units and SINAMICS S120 Chassis units as well as SINAMICS G150 and S150 converter cabinet units, and S120 Cabinet Modules offer a range of shield bonding options:

- Each SINAMICS device is supplied with shield clips to ensure an optimum shield connection of the signal cables.
- In addition the shields of the signal cables can also be bonded to comb-shaped shield bonding points by means of cable ties.



### Shield bonding options for SINAMICS Chassis units and cabinet units

From the EMC point of view, the use of intermediate terminals should be avoided wherever possible because interruptions in the shield reduce its effectiveness. If it is impossible to avoid the use of intermediate terminals in certain cases, however, the signal cable shields must be properly bonded immediately before and after the intermediate terminals on clamping rails. The clamping rails must be connected to the cabinet housing at both ends with excellent electrical conductivity and with a large contact area.



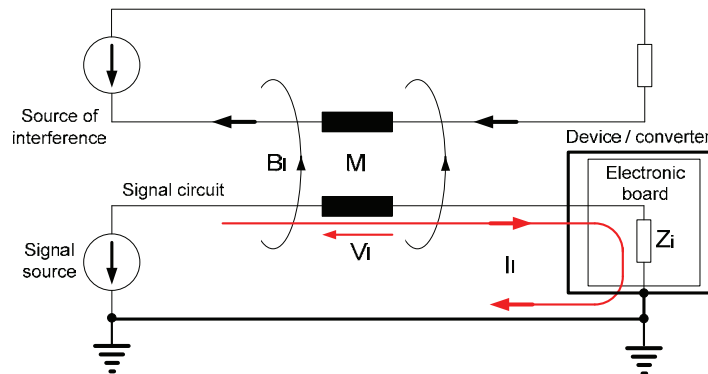
### Shield connection of signal cables in the converter cabinet by means of clamping rails when using intermediate terminals

#### 2.3.4.1.3 Inductive coupling

Inductive coupling occurs between different current-carrying circuits or between different conductor loops. If an AC current is flowing in one conductor loop, this generates a magnetic alternating field, which penetrates the other conductor loop and induces a voltage in this loop. The magnitude of the inductive coupling can be described in terms of the counterinductance  $M_K$ , which depends on the geometry of the conductor loops and on the distance between the conductor loops.



The diagram below shows an electrical circuit fed by a source of interference. This circuit induces an interference voltage  $V_i$  into a signal circuit by means of a magnetic interference field  $B_i$ . The interference voltage  $V_i$  creates an interference current  $I_i$ , which generates a voltage drop at impedance  $Z_i$  of the potentially susceptible equipment, which can result in a fault.



#### Inductive coupling of an interference voltage into a signal circuit

If, for example, the source of interference is a braking chopper (i.e. a Braking Module) connected to the converter DC link, then a high, pulsating current flows to the connected braking resistor during braking operation. Due to its magnitude and its high current rate-of-rise  $di/dt$ , this pulsating current induces a pulsating interference voltage in the signal circuit, which results in an pulsating interference current. If this interference current flows, for example, via the digital inputs into the converter interface module malfunctions can occur (e.g. sporadic fault tripping).

#### Measures for reducing inductive coupling

- Maximize the distance between the conductors / conductor loops
- Keep the area of each conductor loop as small as possible: route the feed and return lines of each circuit in parallel so that they are lying as close to each other as possible, or use twisted cables for the signal cable.
- Use shielded signal cables (in the case of inductive coupling, shield bonding must be ensured at both ends).

#### 2.3.4.1.4 Electromagnetic coupling (radiative coupling)

Electromagnetic or radiative coupling is an interference by means of a radiated electromagnetic field. Typical sources of this kind of interference are:

- Cellular radio devices
- Cellular phones
- Devices that operate using spark gaps  
(Spark plugs, welding devices, contactors and switches when switching contacts are opened)

#### Methods for reducing electromagnetic coupling

As the electromagnetic fields are in the high-frequency range, the shielding measures provided below for reducing radiative interference must be implemented in such a way that they are effective even at highest frequencies:

- Use metallic converter cabinets in which individual components (cabinet frame, walls, doors, etc.) are connected to each other with excellent electrical conductivity.
- Use metallic housings for devices and electronic boards, which are connected to each other and to the cabinet frame with excellent electrical conductivity.
- Use shielded cables with finely stranded, braided shields suitable for high frequencies.

## 2.4 EMC-compliant installation

The previous section covered the basic principles of EMC of the frequency converter. It covered interference sources and potentially susceptible equipment, the various coupling principles, as well as basic measures for reducing interference.

Based on this, the next section covers all of the most important rules for ensuring that converter cabinets are constructed and drive systems are installed in accordance with the EMC requirements.

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Installation examples using typical SINAMICS Chassis units and SINAMICS cabinet units will illustrate how these rules can be applied in practice.

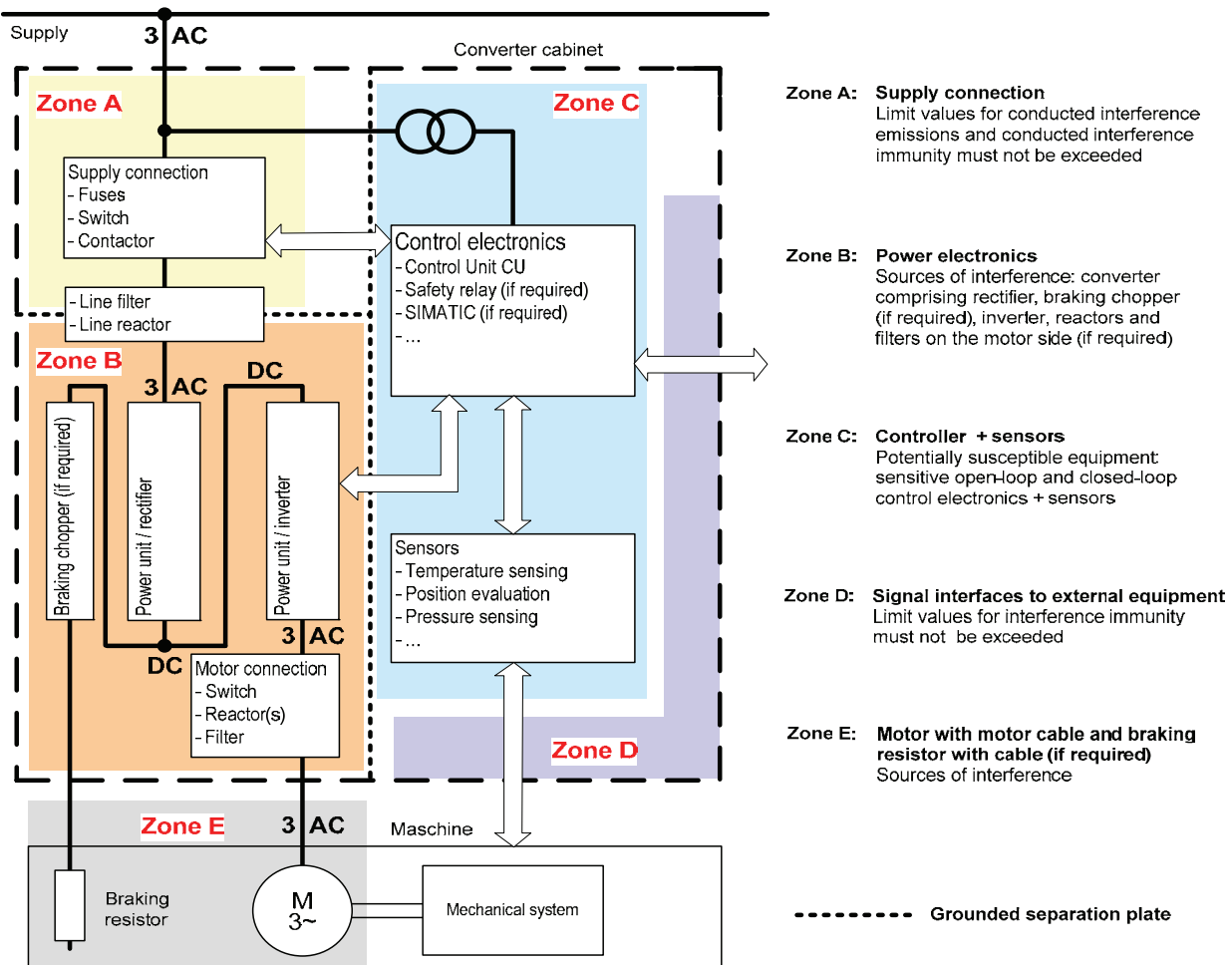
### 2.4.1 Zone concept within the converter cabinet

The most cost-effective method of implementing interference suppression measures within the converter cabinet is to ensure that interference sources and potentially susceptible equipment are installed separately from each other. This must be taken into account already during the planning phase.

The first step is to determine whether each device used is a potential source of interference or potentially susceptible equipment:

- Typical sources of interference include frequency converters, braking units, switched-mode power supplies, and contactor coils.
- Typical potentially susceptible equipment includes automation devices, encoders and sensors, as well as their evaluation electronics.

Following this, the entire converter cabinet has to be divided into EMC zones and the devices have to be assigned to these zones. The example below illustrates this zone concept in greater detail.



Division of the converter cabinet / drive system into different EMC zones

Inside of each zone, certain requirements apply in terms of interference emissions and interference immunity. The different zones must be electromagnetically decoupled. One method is to ensure that the zones are not positioned directly next to each other (minimum distance app. 25 cm). A better, more compact method, however, is to use separate metallic housings or separation plates with large surface areas. Cables within each zone can be unshielded. Cables connecting different zones must be separated and must not be routed within the same cable harness or cable channel. If necessary, filters and/or coupling modules should be used at the interfaces of the zones. Coupling modules with electrical isolation are an effective means of preventing interference from spreading from one zone to another. All communication and signal cables leaving the converter cabinet must be shielded. For longer, analog

signal cables isolating amplifiers should be used. Sufficient space for bonding the cable shields must be provided, whereby the braided cable shield must be connected to the converter cabinet ground with excellent electrical conductivity and with a large contact area. In this respect, note that the ground potential between the zones must be more or less identical. Differences must be avoided to ensure that impermissible, high compensating currents are kept away from the cable shields.

#### 2.4.2 Converter cabinet structure

- All metallic components of the converter cabinet (side panels, back walls, roof plates, and floor plates) must be connected to the cabinet frame with excellent electrical conductivity, ideally with a large contact area or by means of several point-like screwed connections (i.e. to create a Faraday cage).
- The cabinet doors must be connected to the cabinet frame with excellent electrical conductivity by means of short, finely stranded, braided grounding strips, which are ideally placed at the top, in the middle, and at the bottom of the doors.
- The PE busbar and EMC shield busbar must be connected to the cabinet frame with excellent electrical conductivity with a large contact area.
- All metallic housings of devices and additional components integrated in the cabinet (such as converter Chassis, line filter, Control Unit, Terminal Module, or Sensor Module) must be connected to the cabinet frame with excellent electrical conductivity and with a large contact area. The best option here is to mount devices and additional components on a bare metal mounting plate (back plane) with excellent electrical conductivity. This mounting plate must be connected to the cabinet frame and, in particular, to the PE and EMC shield busbars with excellent electrical conductivity and a large contact area. In liquid-cooled systems, all metal pipes and all metal components of the re-cooling unit must be connected conductively to the cabinet frame and the PE busbar.
- All connections should be made so that they are permanent. Screwed connections on painted or anodized metal components must be made either by means of special contact washers, which penetrate the isolating surface and establish a metallically conductive contact, or by removing the isolating surface on the contact points.
- Contactor coils, relays, solenoid valves, and motor holding brakes must have interference suppressors to reduce high-frequency radiation when the contacts are opened (RC elements or varistors for AC current-operated coils, and freewheeling diodes for DC current-operated coils). The interference suppressors must be connected directly on each coil.

#### 2.4.3 Cables inside the converter cabinet

- All power cables of the drive (line supply cables, DC link cables, cables between braking choppers (Braking Modules) and associated braking resistors, as well as motor cables) must be routed separately from signal and data cables. The minimum distance should be approximately 25 cm. Alternatively decoupling in the converter cabinet can be implemented by means of separation plates connected to the mounting plate (back plane) with excellent electrical conductivity.
- Filtered line supply cables with a low level of interference (i.e. line supply cables running between the supply system and the line filter) must be routed separately from non-filtered power cables with a high level of interference (line supply cables between the line filter and the rectifier; DC link cables, cables between braking choppers (Braking Modules) and associated braking resistors; as well as motor cables).
- Signal and data cables, as well as filtered line supply cables, may only cross non-filtered power cables at right angles of 90° to minimize coupled-in interference.
- All cable lengths must be minimized (excessive cable lengths must be avoided).
- All cables must be routed as closely as possible to grounded housing components, such as mounting plates or the cabinet frame. This reduces interference radiation as well as coupled-in interference.
- Signal and data cables, as well as their associated equipotential bonding cables, must always be routed in parallel and with as short a distance as possible.
- When unshielded single-wire cables are used within a zone, the feed and return lines must be either routed in parallel with the minimum possible distance between them, or twisted with one another.
- Spare wires for signal and data cables must be grounded at both ends to create an additional shielding effect.
- Signal and data cables should enter the cabinet only at one point (e.g. from below).

### 2.4.4 Cables outside the converter cabinet

- All power cables (line supply cables, DC link cables, cables between braking choppers (Braking Modules) and associated braking resistors, as well as motor cables) must be routed separately from signal and data cables. The minimum distance should be approximately 25 cm.
- The power cable between the converter and motor must be shielded to ensure compliance with categories C2 and C3 as defined by EN 61800-3. For high output power ratings, the connection should be made, where possible, using a three-phase cable with 3 symmetrically arranged conductors. Ideal for this purpose are shielded cables with symmetrically arranged three-phase conductors L1, L2 and L3, and an integrated, symmetrical 3-wire PE conductor.
- The shielded power cable to the motor must be routed separately from the cables to the motor temperature sensors (PTC/KTY) and the cable to the speed encoder, since the latter two are treated as signal cables.
- Signal and data cables must be shielded to minimize coupled-in interference with respect to capacitive, inductive, and radiative coupling.
- Particularly sensitive signal cables, such as setpoint and actual value cables and, in particular, tachometer generator, encoder, and resolver cables must be routed with optimum shield bonding at both ends and without any interruptions of the shield.

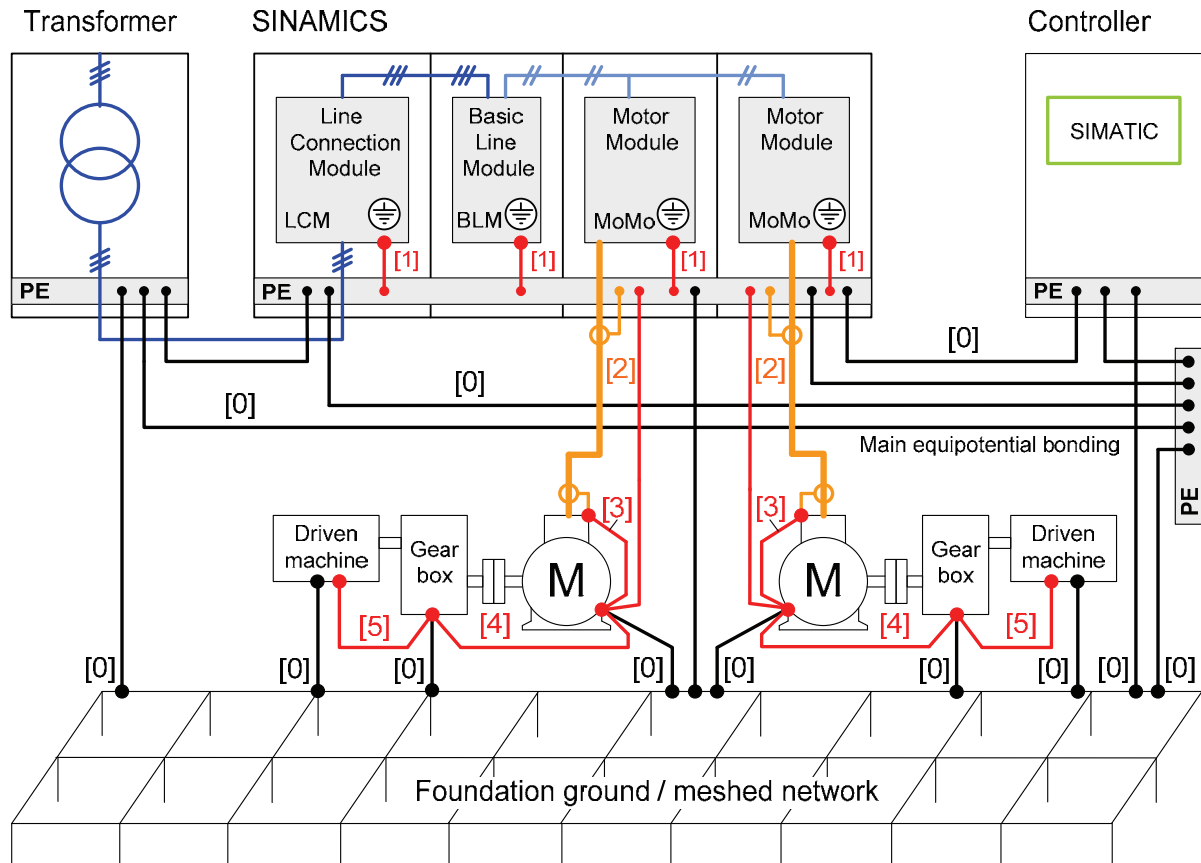
### 2.4.5 Cable shields

- Shielded cables should ideally have finely stranded, braided shields, e.g. cables of type PROTOFLEX EMV 2YSLCY-J or 2XSLCY-J supplied by Prysmian. Less finely braided shields such as the concentric conductor in cables of type Protodur NCYWY are less effective. Foil shields have a much poorer shielding effect and are therefore unsuitable.
- Shields must be connected to the grounded housings at both ends with excellent electrical conductivity and a large contact area. Only when this method is used coupled-in interference with respect to capacitive, inductive, and radiative coupling can be minimized.
- Bonding connections for the cable shields should be established, where ever possible, directly behind the cable entry into the cabinet. For power cables the EMC shield busbars should be used. For signal and data cables the shield bonding options provided in the Chassis units and cabinet units should be used.
- Cable shields should not be interrupted, wherever possible, by intermediate terminals.
- In the case of both, the power cables and the signal and data cables, the cable shields should be connected by means of suitable EMC shield clips. These must connect the shields to either the EMC shield busbar or the shield bonding options for signal cables with excellent electrical conductivity and a large contact area.
- As plug connectors for shielded data cables (e.g. PROFIBUS cables) only metallic or metallized connector housings should be used.

### 2.4.6 Equipotential bonding in the converter cabinet, in the drive system, and in the plant

- Equipotential bonding within a converter cabinet element has to be established by means of a suitable mounting plate (back plane), to which all metallic housings of the devices and additional components integrated in the cabinet element (such as converter Chassis, line filter, Control Unit, Terminal Module, Sensor Module, etc.) are connected. The mounting plate (back plane) has to be connected to the cabinet frame and to the PE or EMC busbar of the cabinet element with excellent electrical conductivity and a large contact area. In liquid-cooled systems, this also applies to all metal pipes and all metal components of the re-cooling unit.
- Equipotential bonding between several cabinet elements has to be established by means of a PE busbar which, in the case of larger cabinet units or the S120 Cabinet Modules system, runs through all the cabinet elements. In addition, the frames of the individual cabinet elements must be screwed together multiple times with sufficient electrical conductivity by means of special contact washers. If extremely long rows of cabinets are installed in two groups back to back, the two PE busbars of the cabinet groups must be connected to each other wherever possible.
- Equipotential bonding within the drive or plant has to be established by connecting all electrical and mechanical drive components (transformer, converter cabinet, motor, gearbox, driven machine and, in the case of liquid-cooled systems, piping and re-cooling unit) to the grounding system. These connections are established by means of standard heavy-power PE cables, which do not need to have any special high-frequency properties. In addition to these connections, the inverter (as the source of the high-frequency interference) and all other components in each drive system (motor, gearbox, and driven machine) must be interconnected with respect to the high-frequency point of view. For this purpose cables with good high-frequency properties must be used.

The following diagram illustrates all grounding and high-frequency equipotential bonding measures using the example of a typical installation comprising several SINAMICS S120 Cabinet Modules.



#### Grounding and high-frequency equipotential bonding measures in the drive system and in the plant

The ground connections shown in black [0] represent the conventional grounding system for the drive components. They are made with standard, heavy-power PE conductors without special high-frequency properties and ensure low frequency equipotential bonding as well as protection against injury.

The connections shown in red inside the SINAMICS cabinets [1] provide solid bonding for high-frequency currents between the metal housings of the integrated Chassis components and the PE busbar and the EMC shield busbar of the cabinet. These internal connections can be made via a large area using non-isolated metal construction components of the cabinet. In this case, the contact surface must be bare metal and each contact area must have a minimum cross-section of several cm<sup>2</sup>. Alternatively, these connections can be made with short, finely stranded, braided copper wires with a large cross-section ( $\geq 95 \text{ mm}^2$ ).

The shields of the motor cables shown in orange [2] provide high-frequency equipotential bonding between the Motor Modules and the motor terminal boxes. In older installations in which unshielded cables are already installed, or where the cables used have a shield with poor high-frequency properties, or in installations with poor grounding systems, it is absolutely essential to install the finely stranded, braided copper cables shown in red in parallel and as close as possible to the motor cable.

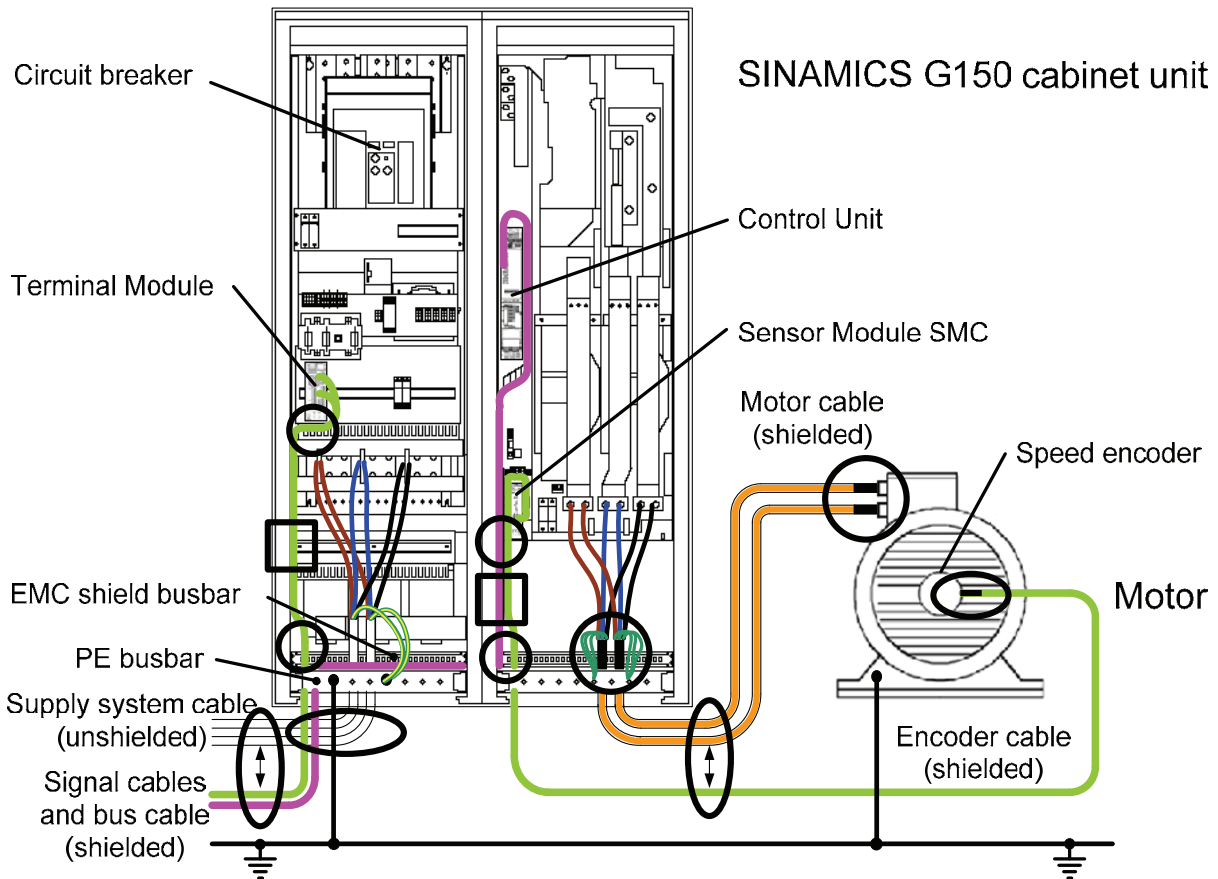
The connections shown in red [3], [4] and [5] provide a conductive, high-frequency bond between the terminal box of the motor and the motor housing, and also between gearbox / driven machine and the motor housing. These connections can be omitted if the motor is constructed in such a way that a conductive, high-frequency bond is provided between the terminal box and the housing, and if motor, gearbox and driven machine are all in close proximity and all conductively bonded over a large area by means of a shared metallic structure, e.g. a metal machine bed.

# EMC Installation Guideline

## Engineering Information

### 2.4.7 Examples for installation

#### 2.4.7.1 EMC-compliant installation of a SINAMICS G150 converter cabinet unit



Minimum distance between power cables and signal cables: 20 cm to 30 cm



Shield bonding of the motor cable in the converter on the EMC shield busbar using EMC shield clips and connection of the three symmetrical PE conductors on the PE busbar



Shield bonding of the motor cable on the motor terminal box using EMC cable glands



Shield bonding of the signal, bus, and encoder cables on the shield bonding options provided in the converter using EMC shield clips



Shield bonding of the encoder cable on the housing of the speed encoder

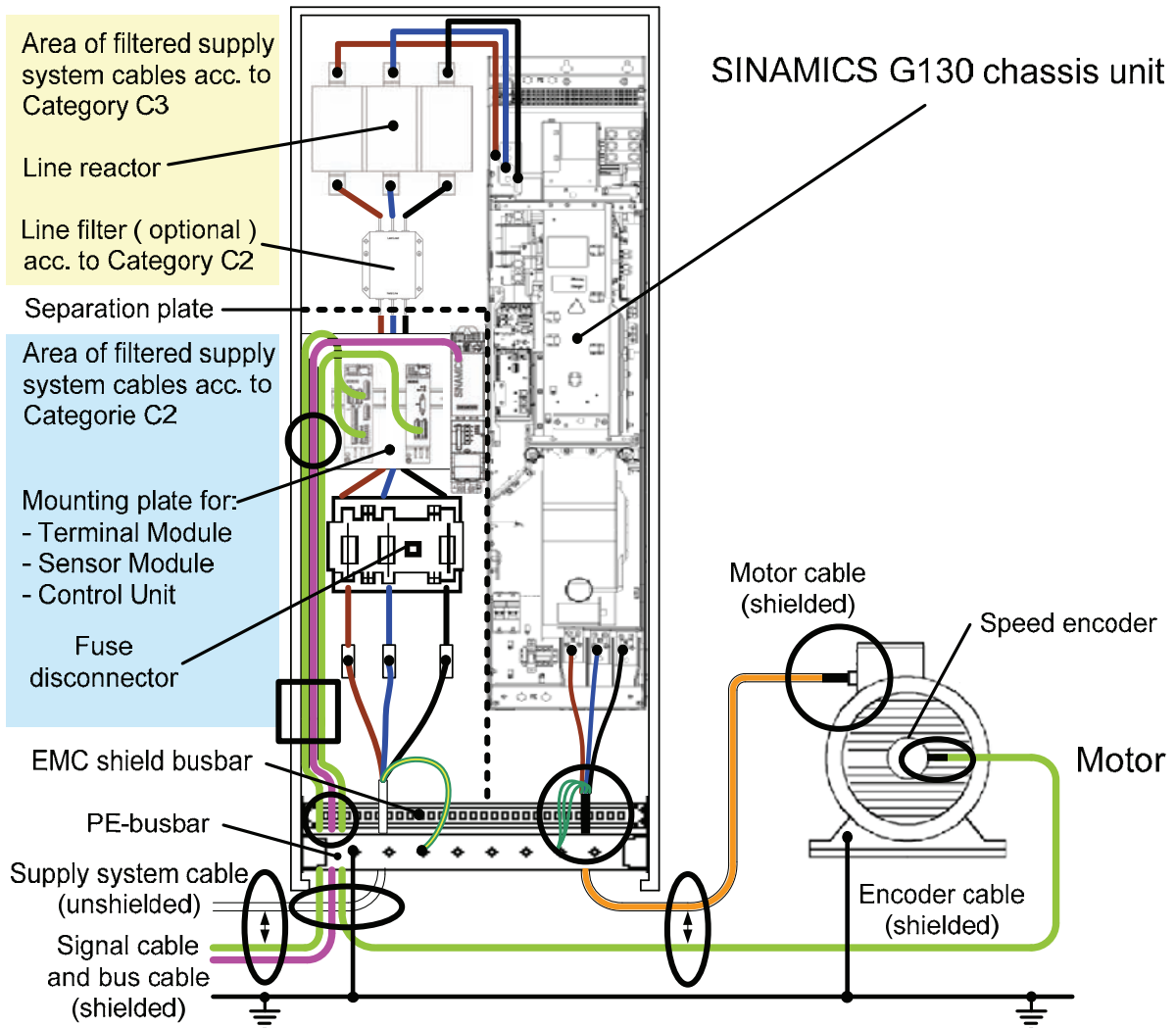









Power cables and signal cables cross at an angle of 90°



Signal, bus, and encoder cables in the converter must be routed as close as possible to the cabinet frame or on grounded plates at a large distance from the power cables

2.4.7.2 EMC-compliant construction/installation of a cabinet with a SINAMICS G130 Chassis unit

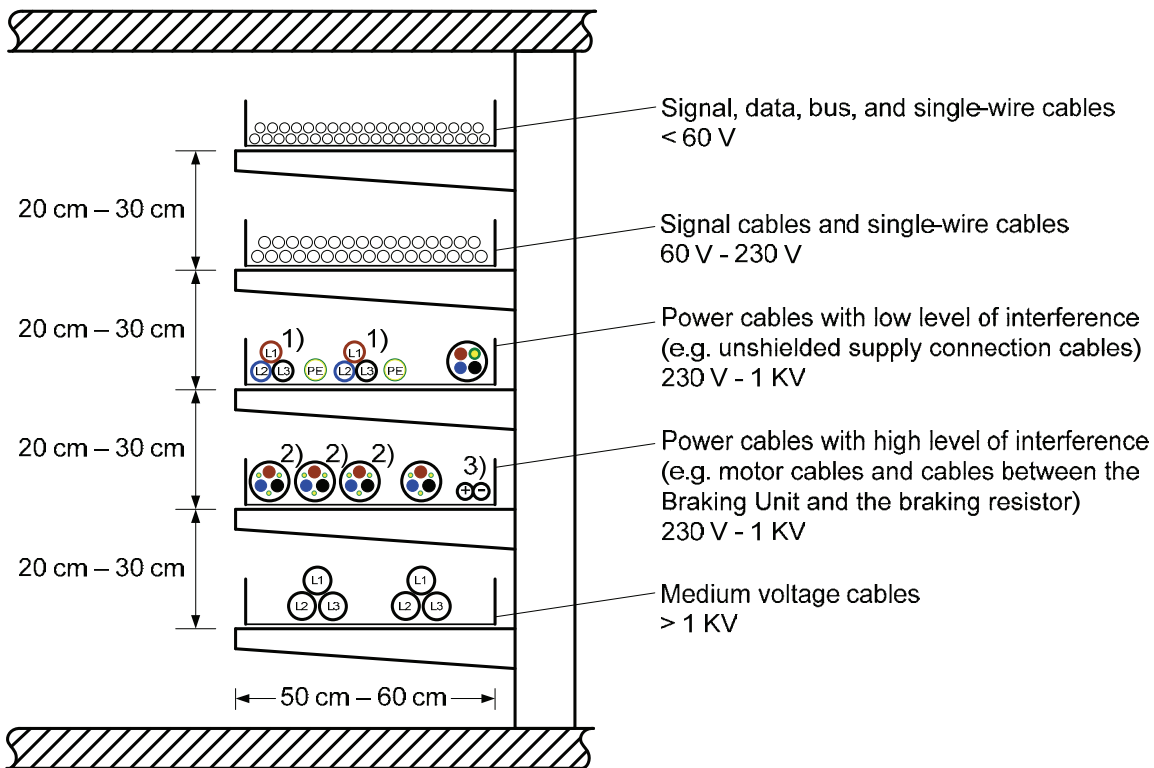


-  Minimum distance between power cables and signal cables: 20 cm to 30 cm
-  Shield bonding of the motor cable in the converter on an EMC shield busbar using EMC shield clips and connection of the three symmetrical PE conductors on the PE busbar
-  Shield bonding of the motor cable on the motor terminal box using EMC cable glands
-  Shield bonding of the signal, bus, and encoder cables
-  Shield bonding of the encoder cable on the housing of the speed encoder
-  Power cables and signal cables cross at an angle of 90°
-  Signal, bus, and encoder cables in the converter must be routed as close as possible to the cabinet frame or on grounded plates at a large distance from the power cables

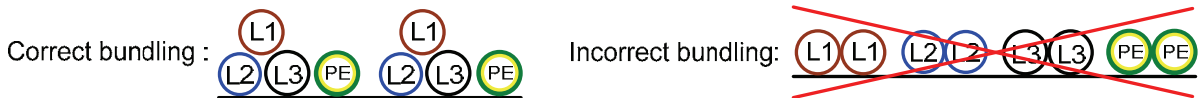
# EMC Installation Guideline

## Engineering Information

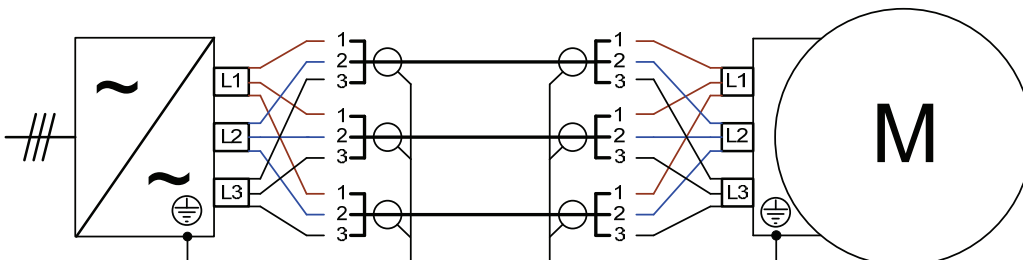
### 2.4.7.3 EMC-compliant cable routing on the plant side on cable racks and in cable ducts



1) When single-wire cables (e.g. unshielded supply connection cables) are used in three-phase systems, the three phase conductors (L1, L2, and L3) must be bundled symmetrically to minimize the magnetic leakage fields. This is particularly important when several single-wire cables need to be routed in parallel for each phase of a three-phase system due to high amperages. The illustration below uses an example of a three-phase system with two single-wire cables per phase routed in parallel.



2) When several three-phase motor cables have to be routed in parallel between the converter and the associated motor, it has to be ensured that all three phases of the three-phase system are routed within each motor cable. This minimizes the magnetic leakage fields. The illustration below uses an example of three shielded, three-phase motor cables routed in parallel.



3) When DC cables (DC link cables or connection cables between Braking Modules and the associated braking resistors) are routed, the feed and return lines must be routed in parallel with as little space between them as possible to minimize magnetic leakage fields.



### 3 General Engineering Information for SINAMICS

#### 3.1 Overview of documentation

A large number of documents is available relating to the SINAMICS equipment range. The following list provides you with an overview of these documents and helps you to quickly locate the right source for the information you need.

Please note that the list includes only documents which relate to the SINAMICS converters covered by this engineering manual.

#### Definitions of terms and contents of the main categories of documents

##### Catalogs

The Catalogs D11, D21.3 and PM21 / "SINAMICS S120 drive system" provide the descriptions, technical data and order numbers of the SINAMICS converters and system components included in this engineering manual.

They are provided as a selection guide and ordering document for SINAMICS converters and system components.

##### Engineering manuals

Engineering manuals are sources of supplementary information which is too detailed to be included in catalogs. They provide detailed system descriptions and deal with important topics relating to the drive configuring processes.

They serve as an engineering guide which helps you dimension and design SINAMICS drive systems correctly and select the appropriate SINAMICS converters and system components.

##### Function manuals

These manuals provide information about the functionality integrated in the SINAMICS firmware, i.e. they describe the relevant individual functions and explain how they are commissioned and integrated in the drive system.

They serve as a configuring reference and as a guide to commissioning preconfigured SINAMICS drive systems.

##### Equipment manuals

Equipment manuals provide information about installing, connecting up, commissioning, maintaining and servicing SINAMICS converters and system components.

They serve as a guide to operating SINAMICS converters and system components.

##### Commissioning manuals

These provide instructions on how to commission SINAMICS converters after they have been installed and connected up.

They are also a guide to commissioning preconfigured SINAMICS drives.

##### List manuals

List manuals provide a comprehensive listing of all parameters integrated in the SINAMICS firmware, including a description and possible setting values. They also provide function diagrams and a list of all alarm and fault messages.

They serve as a guide for commissioning preconfigured SINAMICS drive systems and are also useful for troubleshooting and fault diagnostics.

##### Note:

While the information in the SINAMICS catalogs and the SINAMICS engineering manual is largely not specific to any particular firmware version, the data in the

- function manuals,
- equipment manuals,
- commissioning manuals and
- list manuals

generally relate to a particular firmware version, i.e. this documentation is updated every time a new firmware version is released.

# General Engineering Information for SINAMICS

## Engineering Information

### Documentation / manuals available for converter ranges SINAMICS G130, G150, S120 and S150

<b>SINAMICS G and SINAMICS S</b>	
SINAMICS – Free Function Blocks Function Manual	Description of the firmware function module "Free function blocks"
SINAMICS / SIMOTION Description of the DCC Standard Blocks (DCC = Drive Control Chart) Function Manual	Description of the DCC Standard Blocks provided for SINAMICS and SIMOTION.
SINAMICS / SIMOTION DCC Editor Description (DCC = Drive Control Chart) Programming and Operating Manual	Description of the DCC Editor, the graphical configuring tool for SIMOTION control systems and SINAMICS drives.
SINAMICS CANopen Commissioning Manual	Description of the CANopen interface commissioning process, including definitions of terms
<b>SINAMICS G130</b>	
SINAMICS G130 Operating Instructions	Description of SINAMICS G130 Chassis units: - Description of units with information about installation, - Explanation of functionality and operating procedures, - Commissioning information, - Servicing and maintenance information.
SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated Function Manual	Description of basic and extended safety functions incl. - Option K82 - STO and SS1
SINAMICS G130 Operator Panel AOP30	Description of the advanced operator panel AOP30 (Advanced Operator Panel 30)
SINAMICS G130 Basic Operator Panel 20 (BOP20)	Description of the basic operator panel BOP20 (Basic Operator Panel 20)
SINAMICS G130 Terminal Board 30 (TB30)	Description of the Terminal Board TB30
SINAMICS G130 Voltage Sensing Module 10	Description of the Voltage Sensing Module 10 (VSM10)
SINAMICS G130 / G150 Line Harmonics Filters	Description of Line Harmonics Filters (LHF): - Description of units and connection instructions
SINAMICS G130 Line Filters	Description of the line filters with information about mechanical and electrical installation
SINAMICS G130 Line Reactors	Description of the line reactors with information about mechanical and electrical installation
SINAMICS G130 Braking Module/Braking Resistor	Description of the Braking Module with information about mechanical and electrical installation
SINAMICS G130 Motor Reactors	Description of the motor reactors with information about mechanical and electrical installation
SINAMICS G130 dv/dt Filters plus Voltage Peak Limiter	Description of the dv/dt filters plus VPL with information about mechanical and electrical installation
SINAMICS G130 dv/dt Filters compact plus Voltage Peak Limiter	Description of the dv/dt filters compact plus VPL with information about mechanical and electrical installation
SINAMICS G130 Sine-Wave Filters	Description of the sine-wave filters with information about mechanical and electrical installation
SINAMICS G130 Cabinet Design and EMC	Information about cabinet design and EMC in relation to SINAMICS G130 units
SINAMICS G130 Function Diagram	Selected function diagrams in simplified representation with specification of default settings for SINAMICS G130
SINAMICS G130 / G150 (formerly SINAMICS G) List Manual	Complete list of parameters and function diagrams, plus complete list of alarm and fault messages for SINAMICS G130/G150 converter units

# General Engineering Information for SINAMICS

## Engineering Information

<b>SINAMICS G150</b>	
SINAMICS G150 Operating Instructions SINAMICS G150 Operating Instructions NEMA	Description of SINAMICS G150 cabinet units: - Description of units with information about installation, - Explanation of functionality and operating procedures, - Commissioning information, - Servicing and maintenance information.
SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated Function Manual	Description of basic and extended safety functions incl. - Option K82 - STO and SS1
SINAMICS G150 Checklist	Checklist for mechanical and electrical installation as a support document for installation and commissioning
SINAMICS G130 / G150 Line Harmonics Filters	Description of Line Harmonics Filters (LHF): - Description of units and connection instructions
SINAMICS G150 Function Diagram	Selected function diagrams in simplified representation with specification of default settings for SINAMICS G150
SINAMICS G150 General Diagram	Overview diagrams of cabinet and component wiring as well as the SINAMICS G150 interfaces
SINAMICS G130 / G150 (formerly SINAMICS G) List Manual	Complete list of parameters and function diagrams, plus complete list of alarm and fault messages for SINAMICS G130/G150 converter units
SINAMICS G150 / S150 Pump Functions	Description of the user macros for pump functions in the firmware
<b>SINAMICS S120</b>	
SINAMICS S120 Control Units and Supplementary System Components Equipment Manual	Description of the Control Units and system components of the SINAMICS S120 Booksize system: Control Units, electronic components such as option boards and modules, encoder modules, Basic Operator Panel 20.
SINAMICS S120 Booksize Power Units Equipment Manual	Description of the SINAMICS S120 Booksize power units: - Description of units with connection information, - Description of DRIVE-CLiQ components, - Information about cabinet design and EMC in relation to Booksize units, - Servicing and maintenance information.
SINAMICS S120 Booksize Cold Plate Power Units Equipment Manual	Description of the SINAMICS S120 Booksize cold plate power units: - Description of units with connection information, - Description of DRIVE-CLiQ components, - Information about cabinet design and EMC in relation to Booksize units, - Servicing and maintenance information.
SINAMICS S120 AC Drive Equipment Manual	Description of SINAMICS S120 AC Drive power units: - Description of units with connection information, - Description of Control Unit CU310 and Control Unit Adapter 31, - Description of S120 system components, - Information about cabinet design and EMC, - Servicing and maintenance information.

# General Engineering Information for SINAMICS

## Engineering Information

SINAMICS S120	
SINAMICS S120 Chassis Power Units Equipment Manual	Description of SINAMICS S120 Chassis power units: - Description of units with connection information, - Information about cabinet design and EMC for Chassis units, - Servicing and maintenance information.
SINAMICS S120 Chassis Liquid Cooled Power Units Equipment Manual	Description of the liquid-cooled SINAMICS S120 Chassis power units: - Description of units with connection information, - Information about cabinet design and EMC, - Servicing and maintenance information.
SINAMICS S120 Cabinet Modules Equipment Manual	Description of the SINAMICS S120 Cabinet Modules: - Description of units / options and connection information, - Servicing and maintenance information.
SINAMICS S120 Cabinet Modules AOP30 Operator Panel (Option K08) Operating Instructions	Description of the advanced operator panel AOP30 (Advanced Operator Panel 30)
SINAMICS S120 Booksize / SIMODRIVE Cabinet Integration System Manual	Description of the procedure for integrating built-in units into cabinets, with particular focus on cooling and EMC requirements.
SINAMICS S120 Drive Functions Function Manual	Description of the fundamental principles and operating modes of the SINAMICS system: - Description of the drive functions in the firmware, - Integration into the drive system, - Explanation of PROFIdrive, PROFIBUS and PROFINET IO, - Commissioning of Safety Integrated, - List of differences between firmware versions.
SINAMICS S120 Safety Integrated Function Manual	Informationen about Safety Integrated on SINAMICS S120 units - System features, - Basic Functions and Extended Functions; - Commissioning information, - Parameters and function diagrams, - Acceptance test and acceptance certificate.
SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated Function Manual	Description of basic and extended safety functions incl. - Option K82 - STO and SS1
SINAMICS S120 Getting Started with the STARTER commissioning tool	Description of the commissioning process with the STARTER commissioning tool.
SINAMICS S120 Commissioning Commissioning Manual	Information about commissioning SINAMICS S120 units using BOP20 and STARTER (not AOP30): - Description of commissioning sequence, - Information about diagnostics.
SINAMICS S120 / S150 (formerly SINAMICS S) List Manual	Complete list of parameters and function diagrams, plus complete list of alarm and fault messages for the SINAMICS S120 system and SINAMICS S150 converters

## General Engineering Information for SINAMICS

### Engineering Information

<b>SINAMICS S150</b>	
SINAMICS S150 Operating Instructions	Description of SINAMICS S150 cabinet units: <ul style="list-style-type: none"> <li>- Description of units with information about installation,</li> <li>- Explanation of functionality and operating procedures,</li> <li>- Commissioning information,</li> <li>- Servicing and maintenance information.</li> </ul>
SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated Function Manual	Description of basic and extended safety functions incl. <ul style="list-style-type: none"> <li>- Option K82</li> <li>- STO and SS1</li> </ul>
SINAMICS S150 Checklist	Checklist for mechanical and electrical installation as a support document for installation and commissioning
SINAMICS S150 Function Diagram	Selected function diagrams in simplified representation with specification of default settings for SINAMICS S150
SINAMICS S150 General Diagram	Overview diagrams of cabinet and component wiring as well as the SINAMICS S150 interfaces
SINAMICS S120 / S150 (formerly SINAMICS S) List Manual	Complete list of parameters and function diagrams, plus complete list of alarm and fault messages for the SINAMICS S120 system and SINAMICS S150 converters
SINAMICS G150 / S150 Pump Functions	Description of the user macros for pump functions in the firmware

**Note:**

Please note the release information for the listed documents. Release dates relate to specific firmware versions.

The documentation for units of type SINAMICS G130, G150, S120 Cabinet Modules and S150 is shipped on CD-ROM with the equipment. Documentation for SINAMICS S120 units in Booksize and Chassis format must be ordered separately or can be downloaded from the Internet.

Other documents relating to optional components supplied by third parties might also be shipped with cabinet units (e.g. operating instructions for insulation monitors or PT100 evaluation units).

### 3.2 Safety-integrated / Drive-integrated safety functions

#### 3.2.1 Safe Torque Off (previously known as "Safe Standstill") and Safe Stop 1

##### General

The **Safe Torque Off** function (abbreviated to STO) is a mechanism to prevent the drive from starting unexpectedly. STO enables the implementation of stop category 0 ("Uncontrolled stop") with regard to the disconnection of power to the drive components of the machine.

Advantage: With STO motor-side contactors as additional switch-off paths are no longer required.

The **Safe Stop 1** function (abbreviated to SS1) is based on the Safe Torque Off function. It enables the drive to be stopped in accordance with stop category 1. When Safe Stop 1 is activated, the drive decelerates along the OFF3 ramp and then switches to the Safe Torque Off state.

These two safety functions are part of the SINAMICS Safety Integrated philosophy. As basic safety functions, they are standard features of the drive systems SINAMICS G130, G150, SINAMICS S120 booksize, S120 Chassis S120 Cabinet Modules and S150. In contrast to the extended safety functions, they are not subject to a license. They are integrated into each individual drive, i.e. they do not require a higher-level control.

Further information about Safety Integrated, basic safety functions and extended safety functions can be found in function manuals "SINAMICS S120 Safety Integrated" and "SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated".

##### Operating principle

The functions Safe Torque Off and Safe Stop 1 are activated by two separate signals. These signals act on independent monitoring channels (e.g. signal switch-off paths, data storage, data cross-check) which are stored separately in the firmware in both the Control Unit and the Motor Module. The two signals must be switched simultaneously. This structure makes it possible to implement a two-channel function for maximum reliability and safety.

The STO and SS1 functions use predefined digital inputs on the Control Unit and terminals labeled "EP – Enable Pulses" on the power unit. STO and SS1 must first be enabled through appropriate parameter settings in the firmware as part of the drive commissioning process before STO and SS1 can be activated by means of the terminals.

After the functions have been enabled in the firmware and activated by means of the terminals, the drive unit is in the "safe state". Converter restart is locked out by a switching-on-inhibited function, a mechanism which is based on a pulse suppression function integrated in the Motor Modules and implemented by cancelation of the power semiconductor gating pulses.

When the function is activated, each monitoring channel triggers safe pulse suppression via its switch-off signal path. When a fault is detected in one of the switch-off signal paths, the STO function is also activated and restarting is "locked out" so that the motor cannot start accidentally.

Both functions are implemented individually for each drive axis within a Control Unit ("axial" function). In this way, each drive can be controlled separately when multiple motors are configured for each CU. Functional groups can also be created.

To fulfill the requirements of EN 954-1 regarding early error detection, the two switch-off signal paths must be tested at least once within a defined time to ensure that they are functioning properly. For this purpose, forced dormant error detection must be triggered manually by the user or automatically. Once this time has elapsed, an alarm is created and remains present until forced dormant error detection is carried out. This alarm does not affect machine operation. A self-test is also initiated and the time interval restarted with every normal activation. Depending on the operating state of the machine, therefore, the message might not be visible.

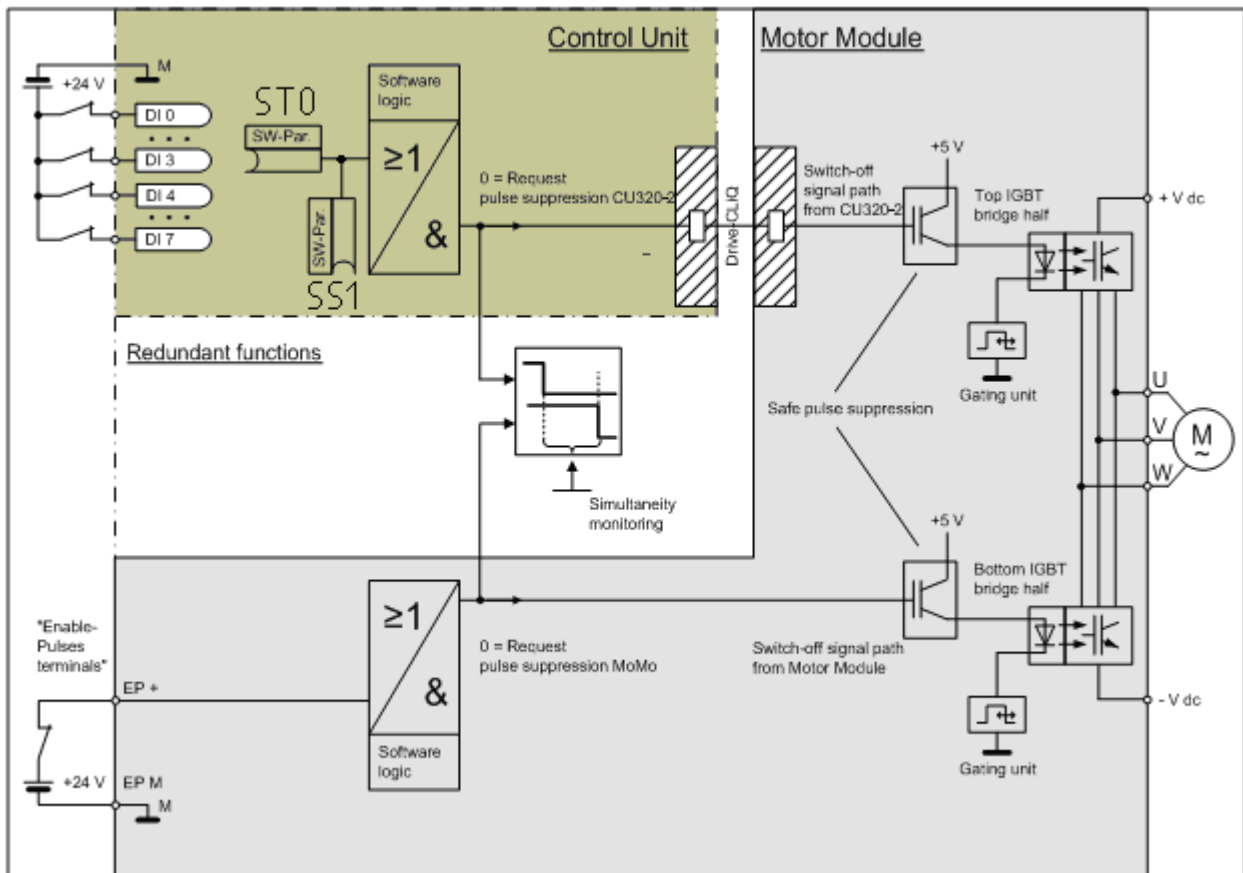
The following boundary conditions should be taken in account when activating the safety functions:

- Simultaneous activation / deactivation at Control Unit and power unit is required
- Control with DC 24V is required
- According to IEC 61800-5-1 and UL 508, it is only permissible to connect safety extra-low voltage (PELV) to the control terminals.
- DC supply cables up to a length of 10 m are permissible
- Unshielded signal cables up to a length of 30 m are permissible without additional circuitry for surge voltage protection. For longer cable lengths, shielded cables must be used or a suitable circuitry for surge voltage protection must be implemented.
- The components must be protected against conductive pollution, e.g. through being installed in a cabinet with degree of protection IP54B in compliance with EN 60529. On the precondition that conductive pollution cannot occur, also lower degree of protection than IP54B can be chosen for the cabinet.

# General Engineering Information for SINAMICS

## Engineering Information

In the following diagram the operation principles of both safety functions are shown.



**Wiring and operating principles of the Safe Torque Off and Safe Stop 1 function**

On the various types of SINAMICS components the inputs of the safety functions have different terminal markings. These are shown in the following table:

Component	1st switch-off signal path	2nd switch-off signal path
CU320-2 Control Unit	X122.1..4 / X132.1..4 (on the CU320-2) digital inputs 0 to 7	(see Motor Modules / Power Modules)
S120 Single Motor Modules Booksize (also S120 Cabinet Modules of type Booksize Cabinet Kit)	(see CU320-2)	X21.3 and X21.4 (on the Motor Module)
S120 Double Motor Modules Booksize	(see CU320-2)	X21.3 and X21.4 (for motor connection X1) X22.3 and X22.4 (for motor connection X2) (on the Motor Module in each case)
S120 Single Motor Modules Chassis, S120 Cabinet Modules (without Booksize Cabinet Kits), G130, G150, S150	(see CU320-2)	X41.1 and X41.2 (on the CIM module)
S120 Single Motor Modules Chassis Liquid-cooled	(see CU320-2)	X9.7 and X9.8 (on the Motor Module)
S120 Power Modules Chassis with CU310	X121.1..4 (on the CU310) digital inputs 0 to 3	X9.7 and X9.8 (on the Power Module)

Further information about the terminals can be found in the relevant catalogs and equipment manuals.

**Connections for the STO and SS1 safety functions on various SINAMICS units**

# General Engineering Information for SINAMICS

## Engineering Information

### Acceptance test

The machine manufacturer must carry out an acceptance test for the activated Safety Integrated functions (SI functions) on the machine. This also applies to the STO and SS1 functions. During the acceptance test, all the limit values entered for the enabled function must be exceeded to check and verify that the functions are working properly.

Each SI function must be tested and the results documented and signed in the acceptance certificate by an authorized person. Authorized in this sense refers to a person who has the necessary technical training and knowledge of the safety functions and is authorized by the machine manufacturer to carry out the test. The acceptance certificate must be stored in the machine logbook.

### Certificate

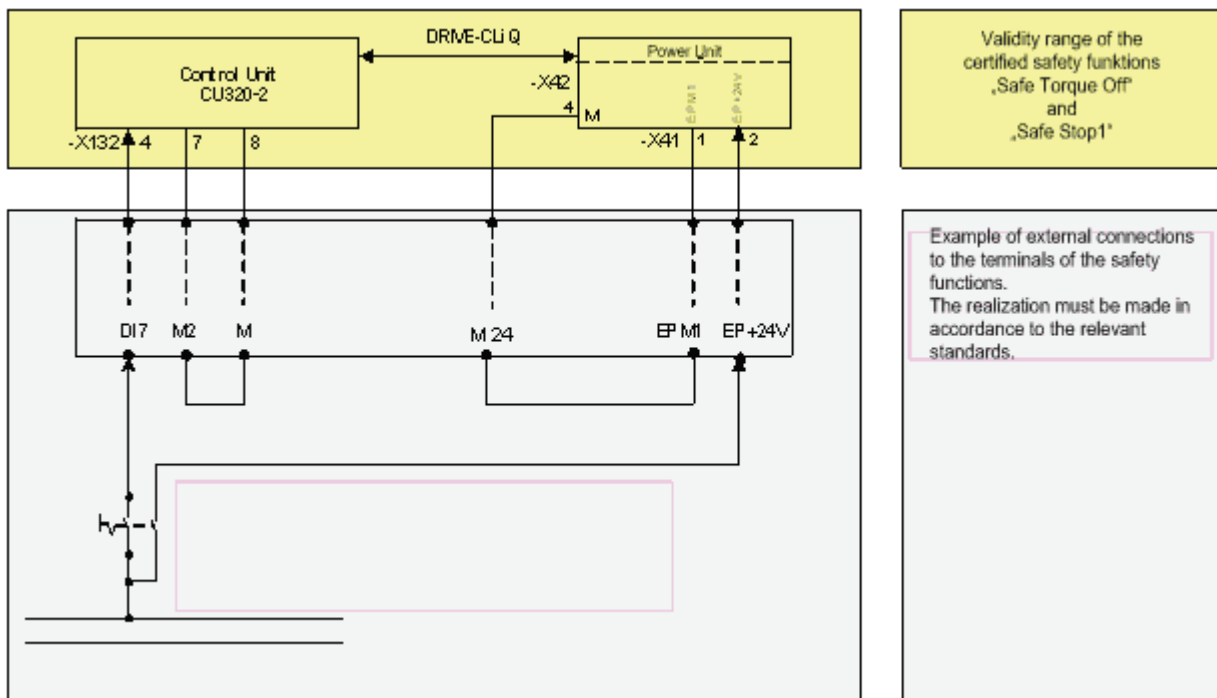
The Safe Torque Off and Safe Stop 1 functions are certified by an accredited institute in accordance with

- EN 60204-1
- Category 3 according to EN 954-1 or ISO 13849-1
- Safety Integrity Level (SIL) 2 according to IEC 61508
- Performance Level (PL) d according to ISO 13849-1

The certificate always refers to specific versions of hardware and firmware.

Please note that the certificate refers to the SINAMICS components intended for being mounted inside of cabinets, starting at the Safety Integrated input terminals, but not to other circuitry inside or outside the cabinet.

The following graphic illustrates the scope of validity of the certificate.



### Validity range of the certificate

Option K82 which provides additional wiring and connections inside the cabinets which comply with the certified standards can be ordered for cabinet units SINAMICS G150, S150 and S120 Cabinet Modules. Further information can be found in section "Option K82" of chapter "Description of Options" and in function manual "SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated".



According to IEC 61508, IEC 62061 and ISO 13849-1 it is required to quantify the probability of failures for safety functions in form of a PFH value (Probability of Failure per Hour). The PFH value of a safety function depends on the safety concept of the drive unit, its hardware configuration and on the PFH values of additional components, which are required for the safety function. For SINAMICS units PFH values are provided in dependency on the hardware configuration (number of units, number of sensors, etc.). Thereby no difference is made between the individual integrated safety functions.

A list of certified components and firmware versions as well as a list of the PFH values is available on request from your local Siemens partners.

### Functional safety

The Safe Torque Off function prevents the connected motor from starting accidentally from standstill or, in other words, ensures the torque-free state of a rotating drive. A rotating axis loses its ability to brake.

However, the STO function does not isolate the installation from the supply system and it does not therefore provide any protection against "electric shock".

During interruptions of operation or when the electrical installation is undergoing maintenance, repair or cleaning, it must be completely isolated from the mains supply by means of the main breaker.

When STO is activated, asynchronous motors cannot rotate, even if several faults occur at the same time, because the motor is completely de-magnetized.

In applications with permanent-magnet synchronous motors, e.g. of type 1FT6 or 1FK6, the permanent magnetization means that limited movement might occur under specific boundary conditions when more than one fault is present.

Potential fault: Simultaneous breakdown of one power semiconductor in the upper inverter bridge and another one in the lower bridge ("positive arm" and "negative arm").

Maximum residual movement:

- With rotating synchronous motors:  $\alpha_{\max} = \frac{360^\circ}{\text{Pole number of motor}}$  e.g., 1FT6, 6-pole motor;  $\alpha_{\max} = 60^\circ$
- With synchronous linear motors, the maximum movement corresponds to the pole width.

In order to assess the potential hazard posed by critical residual movements, the machine manufacturer must perform a safety evaluation.

With respect to permanent-magnet synchronous motors such as 1FW4 torque motors, please note that voltage is present at the motor terminals when the rotor is turning as a result of the permanent magnetization. If the motors are driven passively, voltage is induced in the motor even when STO or SS1 is activated. Separate protective devices are recommended for these cases.

# General Engineering Information for SINAMICS

## Engineering Information

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### 3.3 Precharging intervals of the DC link

#### 3.3.1 SINAMICS Booksize units

The precharging intervals of the DC-link for Line Modules in Booksize format can be calculated using the following formula

$$\text{No. of precharging operations within 8 min.} = \frac{\text{max. permissible DC - link capacitance} \times \text{Infeed Module in } \mu\text{F}}{\Sigma \text{ DC - link capacitance of configured drive configuration in } \mu\text{F}}$$

#### 3.3.2 SINAMICS Chassis units

For Line Modules in Chassis format, the maximum permissible DC link precharging interval is 3 minutes. This limit of 3 minutes applies generally to all other SINAMICS G and SINAMICS S Chassis and cabinet units. (Exception: S120 Basic Line Modules of frame sizes FB and GB which are equipped with thyristors. In this case, no precharging intervals apply due to the precharging principle based on phase angle control).

The currents associated with the precharging procedure of the DC link are specific to the unit types and can therefore be found in the chapters relating to specific unit types in this document.

### 3.4 Operator Panel

The SINAMICS range includes two operator panels for units in the G130 and G150 range, as well as for S120 (Booksize, Chassis, Cabinet Modules) and S150. The Basic Operator Panel BOP20 is designed to meet simpler requirements, while the Advanced Operator Panel AOP30 offers a wider scope of functions.

#### 3.4.1 Basic Operator Panel (BOP20)

The optional Basic Operator Panel BOP20 which can be plugged into the CU320-2 Control Unit can be used to acknowledge faults, set parameters and read diagnostic information (e.g. warnings and error messages).

The Basic Operator Panel BOP20 has a backlit two-line display area and 6 keys.



#### Key assignment:

- **ON/OFF**
- **Functions**
- **Parameters**
- **Setpoint increase / decrease**

#### Basic Operator Panel 20

The integrated plug connector at the rear of the Basic Operator Panel BOP20 supplies its power and enables communication with the CU320-2 Control Unit. The panel cannot and must not be installed remotely from the CU320-2 Control Unit and connected via a cable.

#### 3.4.2 Advanced Operator Panel (AOP30)

The Advanced Operator Panel AOP30 is a user-friendly input/output device. It is equipped with a membrane keyboard offering numerous functions and a multi-line graphic display with which a broad range of help functions can be accessed. In contrast to the BOP20, this panel offers commissioning and diagnostic capabilities in addition to the functions required in normal operation.

# General Engineering Information for SINAMICS

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The Advanced Operator Panel AOP30 belongs to the standard scope of supply of SINAMICS G150 and S150 converter cabinet units. It is available as an optional system component for SINAMICS G130 converter Chassis units and for the modular cabinet units SINAMICS S120 Cabinet Modules.

In principle it is also possible to use the AOP30 on units in the modular system SINAMICS S120 in Chassis format, although certain restrictions apply to the operation of multiple drives / axes on a single CU320-2 Control Unit because only one AOP30 panel can be connected per Control Unit.



### Key assignment:

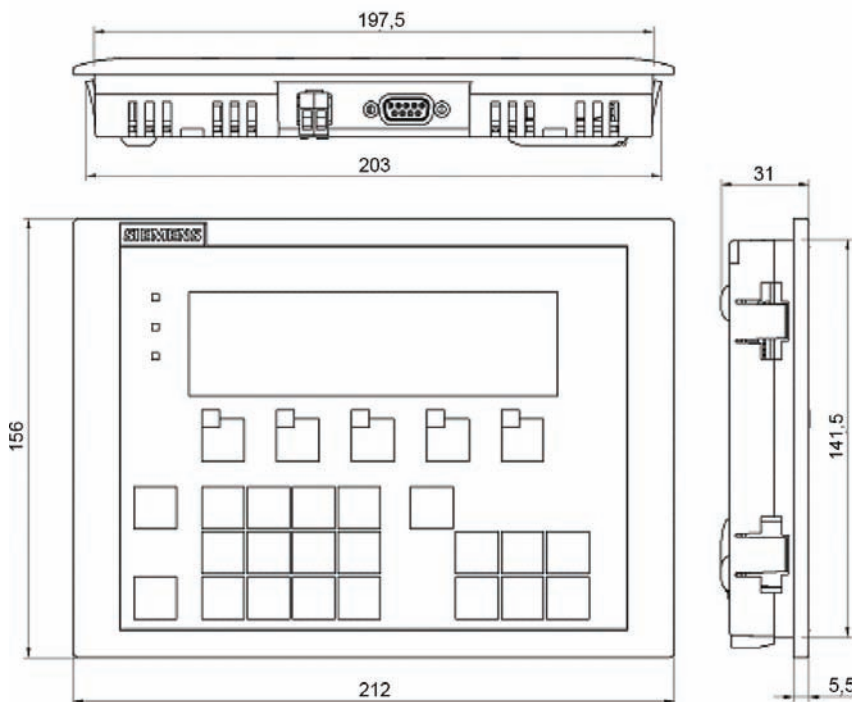
- **Functions**
- **Menu**
- **Operating / Parameterizing lock**
- **Numerical keypad**
- **Local / Remote switchover**
- **ON/OFF**
- **Clockwise / Counter-clockwise switchover**
- **Jog**
- **Setpoint increase / decrease**

**Advanced Operator Panel 30**

The AOP30 communicates over a serial interface at connector X540. The AOP30 supports the RS232 and RS485 standards. Standard RS232 is employed for the purpose of communication between the AOP30 operator panel and the CU320-2 Control Unit, where the AOP30 functions as the master and the CU320-2 as the slave. Standard RS485 is employed for the purpose of communication with devices in the SINAMICS DC MASTER range.

The AOP30 is an operator panel with a graphic display and membrane keyboard. It is suitable for mounting in cabinet doors with a thickness of between 2 mm and 4 mm.

Because the RS232 standard is employed for communication, the connecting cable between the AOP30 and the CU320-2 Control Unit should not exceed 10 m. The risk of communication errors cannot be precluded if longer cables are used.



**Dimensions of the Advanced Operator Panel 30 (AOP30)**

### Features

- Display with green backlighting, resolution: 240 x 64 pixels
- 26-key touch-sensitive keypad
- Connection for a 24 V DC power supply (connector X524)
- Interface RS232 / RS485 (connector X540)
- Time and date memory powered by internal battery backup
- 4 LEDs indicate the operating status of the drive unit:
  - RUN green
  - ALARM yellow
  - FAULT red
  - LOCAL/REMOTE green

# General Engineering Information for SINAMICS

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### 3.5 CompactFlash Cards for CU320-2 Control Units

The CU320-2 Control Unit is used as open-loop and closed-loop controller for the SINAMICS G130, G150, S120 and S150 devices described in this engineering manual.

The firmware, parameter settings and, if applicable, the license code, are stored on a CompactFlash card which must be inserted in the specially provided slot on the front of the CU320-2 Control Unit.

Four different firmware variants are available for the CU320-2 depending on the device type. These are:

- Firmware for SINAMICS G130
- Firmware for SINAMICS G150
- Firmware for SINAMICS S120
- Firmware for SINAMICS S150

In combination with the device type SINAMICS S120, the CU320-2 Control Unit can control multiple Motor Modules or axes. Without performance expansion, it can control a maximum of 3 servo axes, or 3 vector axes, or 6 V/f axes. Further information can be found in chapter "General Information about Built-in and Cabinet Units SINAMICS S120". The full computing capacity of the CU320-2 Control Unit can be utilized only if performance expansion 1 is provided. With performance expansion 1, the CU320-2 can control a maximum of 6 servo axes or 6 vector axes or 12 V/f axes. If performance expansion 1 is required, the corresponding CompactFlash card must be ordered. Performance expansion 1 is supplied in the form of a license which is factory-installed as a license code on the CompactFlash card for SINAMICS S120.

The following information is encoded in the order number of the CompactFlash card for the CU320-2:

- The firmware variant,
- the firmware version,
- the performance expansion (for SINAMICS S120 only).

The order number can be found on the sticker on the CompactFlash card.

Order No.:	6SL3054-___0_-1■A0 <sup>1</sup>	
<b>Firmware variant</b>		
SINAMICS S120		0
SINAMICS G150		1
SINAMICS S150		2
SINAMICS G130		3
<b>Firmware version</b>		
1		B
2		C
3		D
4		E
.1		B
.2		C
.3		D
.4		E
.5		F
.6		G
<b>Without performance expansion</b>		0
<b>With performance expansion 1 (for SINAMICS S120 only)</b>		1

<sup>1</sup> ■ = B for firmware variant SINAMICS S120, firmware version 4.3 or higher

A for all other firmware variants / firmware versions

**Encoding of firmware variant, firmware version and performance expansion in the order number of the CompactFlash card for the CU320-2 Control Unit**

#### Note:

A CompactFlash card with a storage capacity of 1GB and firmware version 4.3 or higher is an essential requirement of the CU320-2 Control Unit.

Older CompactFlash cards belonging to the CU320 Control Unit with a storage capacity of 64 MB or less, and firmware version 2.6 or lower, are not compatible with the CU320-2.

### 3.6 Cabinet design and air conditioning

The modular concept of SINAMICS Chassis units allows for a wide range of different device combinations. Therefore a description of each individual combination cannot be provided here. In a similar way to the chapter "EMC Installation Guideline", this section simply aims to explain fundamental principles and general rules which can help to ensure that cabinets are designed with adequate air conditioning so that they will function reliably and safely.

In addition, adequate room air conditioning at the installation site must be provided (capacity of air conditioning system, required volumetric flow).

The various local regulations and standards must also be observed. You are advised to carefully observe the information provided in the safety instructions, which can be found in the manuals and the documents accompanying the components supplied.

#### 3.6.1 Directives and standards

The table below provides a list of key directives and standards which form the basis for designing safe, reliable and EMC-compliant SINAMICS drive systems.

##### European directives

Directive	Description
2006/95/EC	Council Directive on the harmonization of the laws of the Member States relating to electrical equipment designed for use within certain voltage limits. Low-Voltage Directive
2004/108/EC	Council Directive on the harmonization of the laws of the Member States relating to electromagnetic compatibility. EMC Directive

##### European standards

Standard	Description
EN ISO 12100-1	Safety of machinery Basic concepts, general principles for design Part 1: Basic terminology, methodology
EN ISO 12100-2	Safety of machinery Basic concepts, general principles for design Part 2: Technical principles
EN 954-1	Safety of machinery Safety-related parts of control systems Part 1: General principles for design
EN 1037	Safety of machinery Prevention of unexpected start-up
EN 60204-1	Safety of machinery Electrical equipment of machines Part 1: General requirements
EN 60439-1	Low-voltage switchgear and controlgear assemblies Part 1: Type-tested and partially type-tested assemblies
EN 60529	Degrees of protection provided by enclosures (IP code)
EN 61508-1	Functional safety of electrical/electronic/programmable electronic safety-related systems Part 1: General requirements
EN 61800-3	Adjustable speed electrical power drive systems Part 3: EMC requirements and specific test methods
EN 61800-5-1	Adjustable speed electrical power drive systems Part 5: Safety requirements / Main section 1 :Electrical, thermal and energy

##### North American standards

Standard	Description
UL 508A	Industrial Control Panels
UL 508C	Power Conversion Equipment
CSA C22.2 No. 14	Industrial Control Equipment

# General Engineering Information for SINAMICS

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### 3.6.2 Physical fundamental principles

All SINAMICS devices and system components which are designed for cabinet mounting, such as

- line-side system components (switches, contactors, fuses, line filters, line reactors, etc.),
- SINAMICS power units (G130 Power Modules, S120 Line Modules, S120 Motor Modules, etc.),
- SINAMICS electronic components (Control Units, Terminal Modules, Sensor Modules, etc.),
- Motor-side system components (motor reactors, dv/dt filters, sine-wave filters)

generate power losses in operation. These power losses (which are specified in the technical data in the relevant catalogs and operating instructions) must be expelled from the cabinet in order to prevent an excessive heating-up inside the cabinet and to allow the units and system components to operate within their permissible temperature limits. Operation within the permissible temperature limits is essential in order to a) prevent shutdown on faults in response to overheating and b) to protect the service life of components which can be shortened if they are operating at excessive temperatures.

In the case of air-cooled SINAMICS drives, two different methods can be used to cool the converter cabinets:

- Cooling by natural convection.
- Forced air cooling using fans (forced ventilation).

These two different cooling methods and their characteristics are examined in more detail below.

#### Cabinet cooling by means of natural convection

With the natural convection method, the power losses which develop inside the cabinet are dissipated to the external ambient environment solely via the surface of the cabinet, as defined by the following equation:

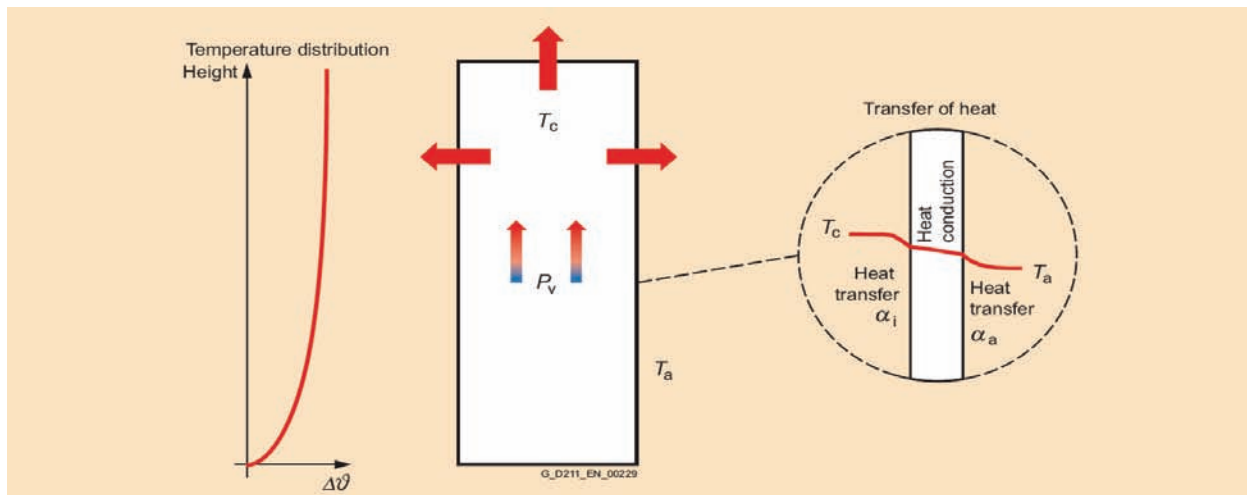
$$P_v = k \cdot A \cdot \Delta\vartheta$$

Definition and meaning of the variables used in the equation:

- $P_v$  Power losses inside the cabinet
- $k$  Coefficient of heat transfer from interior to exterior of cabinet.
- $A$  Effective cabinet surface for transferring heat to external ambient air.
- $\Delta\vartheta$  Temperature difference between interior temperature  $T_c$  and exterior temperature  $T_a$ .  
( $\Delta\vartheta = T_c - T_a$ ).

Typical values of heat transfer coefficients for converter cabinets made of varnished sheet steel are within the range  $k = 3 \text{ W} / (\text{m}^2 \cdot \text{K})$  to  $k = 5.2 \text{ W} / (\text{m}^2 \cdot \text{K})$ . The lower value applies to still air inside and outside the cabinet. The upper value applies to circulating air inside the cabinet and still air outside the cabinet.

All heat sources inside the cabinet must be included in the calculation of power losses  $P_v$ . Furthermore, the effective surface area of the cabinet for transferring heat to the external environment, which is dependent on the conditions of cabinet installation, must also be taken into account.



Cabinet cooling by means of natural convection: Temperature distribution inside the cabinet and heat transfer

Example of how to calculate heat losses  $P_v$  of a cabinet to be dissipated by natural convection:

A closed cabinet of 2000 mm in height, 600 mm in width and 600 mm in depth is the first cabinet element at the beginning of a long row of cabinets which are installed with the rear panel against the wall. The interior cabinet temperature must not exceed 50 °C at an external temperature which is not expected to exceed 30 °C.

Calculation of the permissible power losses  $P_v = k \cdot A \cdot \Delta\vartheta$  :

a) The calculation is based on the assumption that the air inside and outside the cabinet will be still. The applicable heat transfer coefficient is thus  $k = 3 \text{ W} / (\text{m}^2 \cdot \text{K})$ .

b) As the cabinet is wall-mounted at the beginning of a row of cabinets, the effective cabinet surface for heat transfer to the external air comprises only the front, one side panel and the roof of the cabinet. Heat cannot be transferred to the external air via the rear panel, the side panel to which the adjacent cabinet is joined, or the base, and these areas cannot therefore be included in the calculation of effective cabinet surface. Taking these installation conditions into account, the effective surface is determined by the following equation:

$$A = 1.2 \text{ m}^2 \text{ (front)} + 1.2 \text{ m}^2 \text{ (one side)} + 0.36 \text{ m}^2 \text{ (roof)} = 2.76 \text{ m}^2$$

c) With a maximum interior temperature of 50°C and a maximum exterior temperature of 30°C, the temperature difference equals  $\Delta\vartheta = 20 \text{ K}$ .

Using the values above, the permissible heat losses of the cabinet are finally calculated to be:

$$P_v = k \cdot A \cdot \Delta\vartheta = 3 \text{ W} / (\text{m}^2 \cdot \text{K}) \cdot 2.76 \text{ m}^2 \cdot 20 \text{ K} = 166 \text{ W}$$

This example shows that only relatively low heat losses of less than a few 100 W can be dissipated from a cabinet by natural convection. This can be sufficient in the case of cabinets which house only electronic components such as Control Units, Terminal Modules and Sensor Modules, or for cabinets containing only switches, contactors, fuses and conductor bars.

However, if a cabinet is to accommodate power components such as G130 Power Modules, S120 Line Modules or S120 Motor Modules in the power range of Chassis format devices, which produce heat losses of several kilowatts, then cooling by natural convection is no longer an option. For this purpose forced ventilation by fans is required.

### Cabinet cooling by means of forced ventilation with fans

The principle of cooling by forced ventilation involves transferring the power losses produced inside the cabinet to the cooling air forced through the cabinet, which heats up as a result. The power losses  $P_v$  which can be dissipated are proportional to both the cooling air circulated through the cabinet by the fans as well as to the temperature difference between inlet air  $T_a$  and outlet air  $T_c$ .

The thermal capacity and density of the cooling air are also included in the calculation. These variables are in turn dependent on moisture content and air pressure.

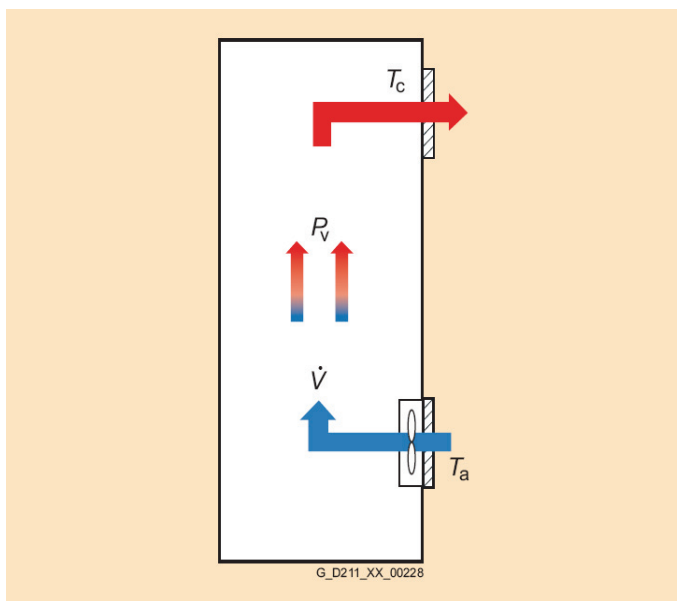
To estimate the power losses  $P_v$  which can be dissipated from the cabinet, the following quantity equation can be applied for typical industrial environments and installation altitudes below 2000 m:

$$P_v[\text{W}] = 1200 \cdot \dot{V}[\text{m}^3/\text{s}] \cdot \Delta\vartheta[\text{K}]$$

where

$$\Delta\vartheta = T_c - T_a$$

Using this equation, it is easy to estimate that forced ventilation is capable of dissipating heat losses in the order of 12 kW from the cabinet, even where the temperature difference is relatively low at about 10 K and the cooling air flow approximately 1 m<sup>3</sup>/s. However, the cabinet needs to be fitted with air openings of an appropriate size to ensure adequate air flow.



**Cooling of a cabinet by forced ventilation**

This example clearly proves that SINAMICS power components, such as G130 Power Modules, S120 Line Modules or S120 Motor Modules in the power range of Chassis format devices, require forced ventilation and these power units are therefore equipped as standard with fans of an appropriate rating.

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### 3.6.3 Cooling air requirements and air opening cross-sections in the cabinet

The SINAMICS G130 Chassis units and the SINAMICS S120 units in Chassis format are forced ventilated by integrated fans. The cooling air requirement of the units is dependent on the frame size and the output power rating (power losses of the power section). For this reason, the air flow rate of the fans and the number of integrated fans varies according to the frame size. In the case of power units comprising more than one power block (frame sizes HX and JX), each power block has its own fan. When units of Chassis format are mounted inside a cabinet, the cabinet must be provided with appropriately designed air inlet and air outlet openings of the correct cross-section to ensure a cooling air flow sufficient to provide the required cooling effect.

To comply with the requirements of high degrees of protection, e.g. IP20 or higher, the air openings in the cabinet must take the shape of a grid. This means that the total cross-section of the opening comprises the sum of a very large number of small cross-sections. In order to prevent these openings from presenting excessive flow resistance and pressure drop, the minimum cross-sectional area of each individual opening must be of the order of approximately 190 mm<sup>2</sup> (e.g. 7.5 mm x 25 mm or 9.5 mm x 20 mm). These boundary conditions must be fulfilled in order to ensure that the effective flow cross-section per opening is approximately equivalent to the geometric cross-section of the opening. This allows the total cross-section of the opening to be calculated from the sum of individual cross-sections without necessitating the inclusion of any reduction factors.

The table below specifies the minimum required total opening cross-sections in the cabinet for cooling individual SINAMICS power units. The total opening cross-sections given in the table refer in each case to a single power unit. If more than one power unit is mounted in a cabinet, the total opening cross-section must be increased accordingly. If the required openings cannot be provided in a single cabinet, the power units must be distributed among several cabinets which must then be separated by vertical partitions.

Drive component	Rated power	Cooling air requirement [m <sup>3</sup> /s]	Minimum opening cross-section in cabinet	
			Inlet opening (bottom) [m <sup>2</sup> ]	Outlet opening (top) [m <sup>2</sup> ]
<b>SINAMICS S120 Chassis</b>				
<b>Basic Line Modules</b>				
▪ Frame size FB	200-400kW at 400V; 250-560kW at 690V	0.17	0.1	0.1
▪ Frame size GB	560-710kW at 400V; 900-1100kW at 690V	0.36	0.19	0.19
<b>Smart Line Modules</b>				
▪ Frame size GX	250-355kW at 400V; 450kW at 690V	0.36	0.19	0.19
▪ Frame size HX	500kW at 400V; 710kW at 690V	0.78	0.28	0.28
▪ Frame size JX	630-800kW at 400V; 1000-1400kW at 690V	1.08	0.38	0.38
<b>Active Interface Modules</b>				
▪ Frame size FI	132-160kW at 400V	0.24	0.1	0.1
▪ Frame size GI	235-300kW at 400V	0.47	0.25	0.25
▪ Frame size HI/ JI	380-900kW at 400V; 560-1400kW at 690V	0.4	0.2	0.2
<b>Active Line Modules</b>				
▪ Frame size FX	132kW at 400V 160kW at 400V;	0.17 0.23	0.1 0.1	0.1 0.1
▪ Frame size GX	235-300kW at 400V	0.36	0.19	0.19
▪ Frame size HX	380-500kW at 400V; 560kW at 690V	0.78	0.28	0.28
▪ Frame size JX	630-900kW at 400V; 800-1400kW at 690V	1.08	0.38	0.38



# General Engineering Information for SINAMICS

## Engineering Information

Drive component	Rated power	Cooling air requirement [m <sup>3</sup> /s]	Minimum opening cross-section in cabinet	
			Inlet opening (bottom) [m <sup>2</sup> ]	Outlet opening (top) [m <sup>2</sup> ]
<b>Motor Modules</b>				
▪ Frame size FX	110kW at 400V; 132kW at 400V; 75-132kW at 690V	0.17 0.23 0.17	0.1 0.1 0.1	0.1 0.1 0.1
▪ Frame size GX	160-250kW at 400V; 160-315kW at 690V	0.36	0.19	0.19
▪ Frame size HX	315-450kW at 400V; 400-560kW at 690V	0.78	0.28	0.28
▪ Frame size JX	560-800kW at 400V; 710-1200kW at 690V	1.08	0.38	0.38
<b>SINAMICS G130</b>				
<b>Power Modules</b>				
▪ Frame size FX	110kW at 400V; 132kW at 400V; 75-132kW at 690V	0.17 0.23 0.17	0.1 0.1 0.1	0.1 0.1 0.1
▪ Frame size GX	160-250kW at 400V; 110-200kW at 500V; 160-315kW at 690V	0.36	0.19	0.19
▪ Frame size HX	315-450kW at 400V; 250-400kW at 500V; 400-560kW at 690V	0.78	0.28	0.28
▪ Frame size JX	560kW at 400V; 500-560kW at 500V; 710-800kW at 690V	1.48	0.47	0.47

### Cooling air requirements and cabinet opening cross-sections for SINAMICS S120 Chassis and SINAMICS G130

To ensure reliable operation of the equipment in the long-term, it is essential to prevent the ingress of excessively large particles of dirt or dust. Degrees of protection adapted to the ambient conditions on site must be provided for the cabinets in the form of wire lattices or filter mats. Cabinets installed in an environment where fine dust particles or oil vapors may pose a risk must be protected by fine filter mats.

For cabinets with degrees of protection up to IP43, the air flow rate of the fans integrated in the Chassis units is generally sufficient to ensure that sufficient cooling air can be conveyed through the cabinet openings (including wire lattices or filter mats). This applies on the boundary conditions that the total opening cross-sections specified in this section are provided on the cabinets and that the information about air guidance and cabinet partitioning in the sections below is taken into account.

For cabinets which require a degree of protection higher than IP43 which will be achieved through the use of fine filter mats, the air flow rate of the integrated fans will not be sufficient. In this case, the output power rating of the units must be reduced or the total opening cross-section in the cabinet must be increased. Another alternative is to use an "active" hood, i.e. a hood in which additional fans are integrated in order to increase the flow rate of air through the cabinet. When selecting an "active" hood, it is important to ensure that the air flow rate of the integrated fans is sufficient to prevent air from becoming trapped inside the cabinet. Trapped air would reduce the cooling capacity and risk overheating and finally shutdown of the drive. For this reason, the air flow rate of the additional fans in the hood must at least equal the air flow rate of the Chassis-integrated fans. The necessary air flow rates or cooling air requirements can be found in the table above.

If the filter mats installed to provide higher degrees of protection become very dirty and clogged, they will pose an increased flow resistance and thus reduce the flow of cooling air. The integrated fans may become overloaded as a result, inevitably causing overheating and thus shutdown of the drive. To avoid this problem, filter replacement intervals appropriate for the degree of contamination on site must be scheduled and strictly observed. In environments in which the air is continuously heavily polluted, the filter replacement intervals might become very short. As a consequence cost and effort involved in maintaining can become excessive. In this case, liquid-cooled drive solutions with hermetically sealed cabinets should be installed instead of air-cooled drive variants.

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### 3.6.4 Required ventilation clearances

Air-cooled SINAMICS units in Chassis format are forced ventilated by integrated fans in order to ensure an adequate flow of cooling air through the power units.

When units in Chassis format are mounted in cabinets or other enclosures, it is important to provide openings of sufficient size for the air inlet and the air outlet, as described in detail in the previous section.

In addition, sufficient clearances for the effective guidance of air must be provided inside the cabinet or enclosure so that the cold incoming air can reach the Chassis unit unhindered and the heated exit air can flow away from it.

To ensure optimum cooling of air-cooled units in Chassis format, all components of these devices which produce particularly high power losses and correspondingly high increases in temperature (power components of rectifiers and inverters) are mounted on heat sinks through which cooling air flows. This cooling air flow is created by the fans integrated in the Chassis unit. It passes through the components in a vertical direction from bottom to top, heating up as it moves and cooling the components at the same time. The design of the power units as described and the arrangement of the fans means that the cooling air is always sucked in from below and blown out at the top after heating up inside the Chassis. For this reason, it is essential to ensure that sufficient cold cooling air can enter the Chassis from below and that an adequate flow of heated air can exit the Chassis at the top.

To provide proper cooling of Chassis units mounted in cabinets, it is therefore important to leave clearances for guidance of cooling air in front of, underneath and on top of the Chassis. These clearances are specified in the table below for the different Chassis variants. The values listed must be regarded as essential minimum values. The clearances always refer to the outer edges of the Chassis units.

Drive component	Frame size	Clearance front 1) [mm]	Clearance top [mm]	Clearance bottom [mm]
<b>S120 Chassis</b>				
Basic Line Modules	FB, GB	40	250	150
Smart Line Modules	GX, HX, JX	40	250	150
Active Interface Modules	FI	40	250	150
Active Interface Modules	GI	50	250	150
Active Interface Modules	HI, JI	40	250	0
Active Line Modules	FX, GX, HX, JX	40	250	150
Motor Modules	FX, GX, HX, JX	40	250	150
<b>G130</b>				
Power Modules	FX	40	250	150
Power Modules	GX	50	250	150
Power Modules	HX, JX	40	250	150

<sup>1)</sup> The clearances are valid for the area of cooling openings in the front cover.

#### Mandatory clearances required to ensure proper cooling of Chassis units

Nothing which might significantly hinder the cooling air flow to or from the Chassis may be positioned inside the clearance area.

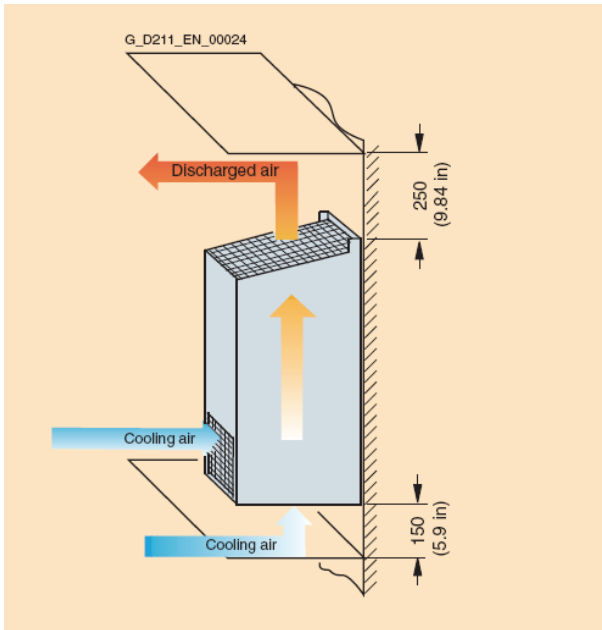
It is particularly important to ensure that electrical cables or busbars are not positioned in such a way that they directly obstruct the air inlet or outlet openings on the Chassis or constrict the cross-section for cooling air flow in any significant way.

Protective covers inside the cabinet must not obstruct the flow of cooling air to or from the Chassis. If necessary, suitably constructed ventilation openings must be made in the protective covers.

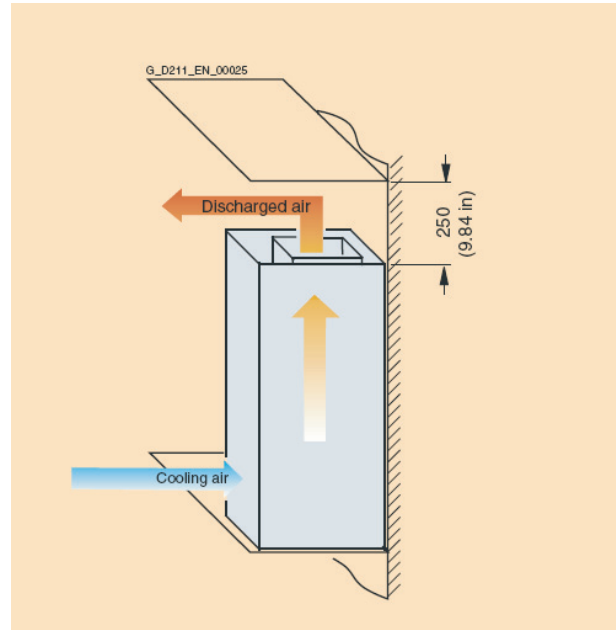
More detailed information can be found in the relevant equipment manuals.

The diagrams below provide a graphic illustration of the information in the table above.

### Ventilation of SINAMICS S120 power units in Chassis format: Active Interface Modules

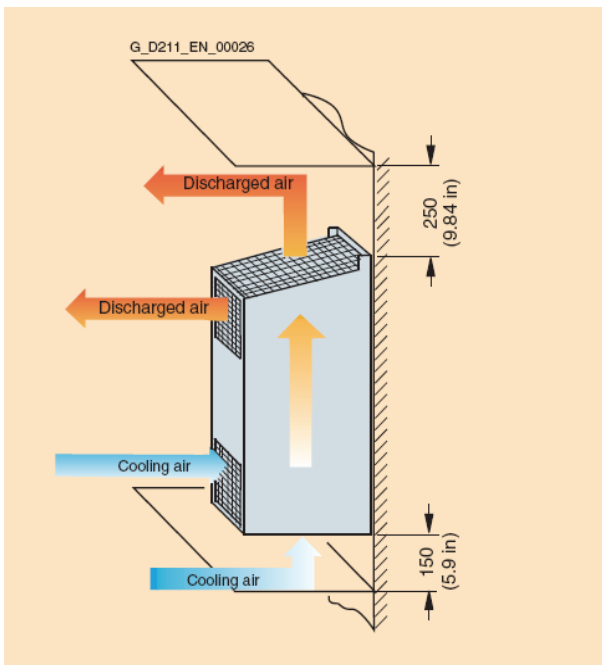


Ventilation clearance requirements for:  
 - S120 Active Interface Modules, frame sizes FI and GI

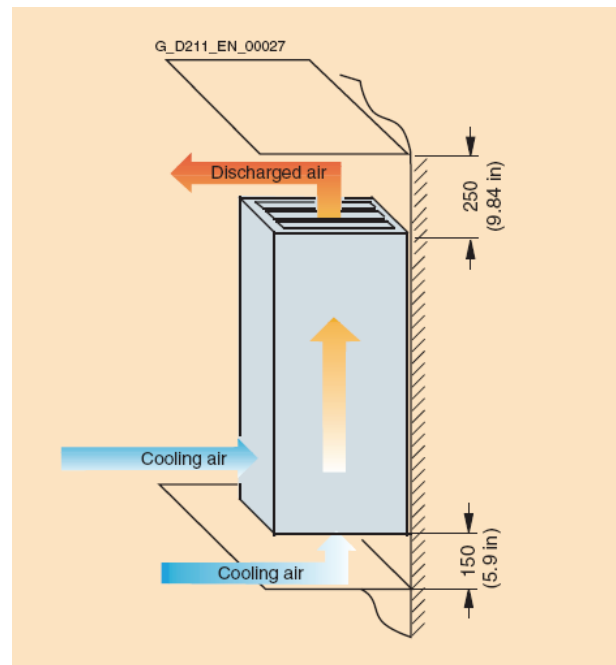


Ventilation clearance requirements for:  
 - S120 Active Interface Modules, frame sizes HI and JI

### Ventilation of SINAMICS S120 power units in Chassis format and SINAMICS G130



Ventilation clearance requirements for:  
 - S120 Smart Line Modules, frame size GX,  
 - S120 Active Line Modules, frame sizes FX and GX,  
 - S120 Motor Modules, frame sizes FX and GX,  
 - G130 Power Modules, frame sizes FX and GX



Ventilation clearance requirements for:  
 - S120 Basic Line Modules, frame sizes FB and GB,  
 - S120 Smart Line Modules, frame sizes HX and JX,  
 - S120 Active Line Modules, frame sizes HX and JX,  
 - S120 Motor Modules, frame sizes HX and JX,  
 - G130 Power Modules frame sizes HX and JX

# General Engineering Information for SINAMICS

## Engineering Information

### 3.6.5 Required partitioning

Partitions must be installed in the cabinet in order to prevent "air short circuits" or undesirable air circulations inside the cabinet. This effect can impair the cooling of components mounted in the cabinet, cause them to overheat and shut down the drive.

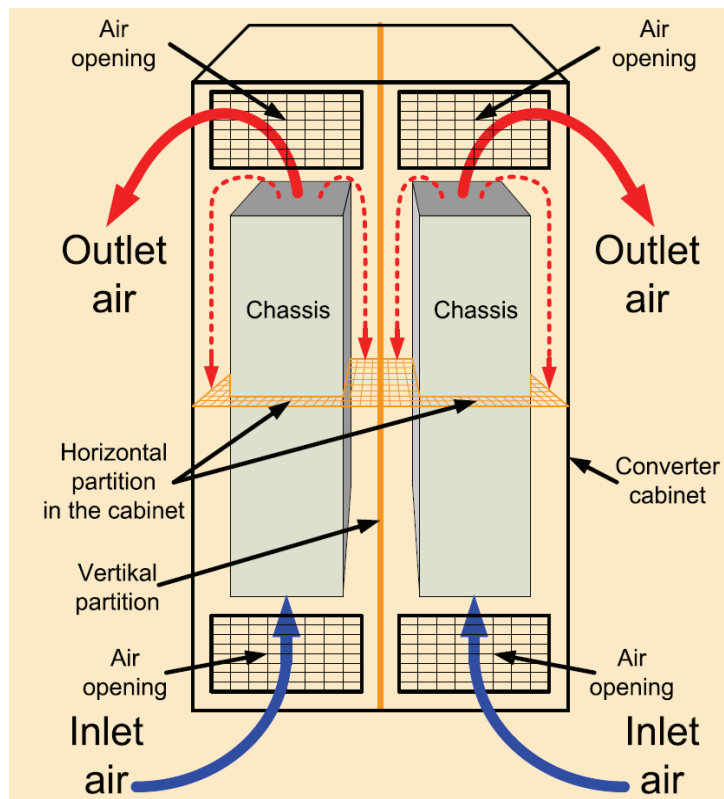
The fans integrated in the SINAMICS S120 Chassis units and in the SINAMICS G130 Chassis units produce a vertical upward air flow, thereby creating underpressure at the bottom of the cabinet and overpressure at the top. The underpressure conditions at the bottom of the cabinet cause cold air from outside the cabinet to be sucked in through the air openings at the bottom. This cold air flows upwards through the Chassis, heating up as it moves. The overpressure conditions at the top of the cabinet cause the heated air to be blown out of the cabinet through the air openings at the top.

Cooling conditions can be described as optimal whenever all the cold inlet air sucked in at the bottom of the cabinet exits as heated outlet air after it has flown through the Chassis.

These conditions can be achieved only through the placement of partitions in the cabinet. The purpose of these partitions is to prevent air short circuits in the cabinet, i.e. to hinder the heated air at the top from flowing back down inside the cabinet. The diagram on the right illustrates the air flow conditions in the cabinet when suitable horizontal and vertical partitions are used.

Without partitioning, the internal pressure conditions could cause a major part of the heated air to flow inside the cabinet from the top along the sides and the front of the Chassis down to the bottom. The result would be that the Chassis would suck in heated air as cooling air. As a consequence the cooling conditions would deteriorate significantly, causing the internal components to overheat.

Appropriately shaped sheet-metal or plastic components can be used as partitions. The partition must make close contact around all four sides of the Chassis and with the side panels and the door of the cabinet. It must also be designed in such a way that the air flow exiting the cabinet at the top is not pushed into the cabinet-beams, but is guided around it.



Guidance of cooling air in the cabinet / required partitioning

It is absolutely essential to provide partitioning in cabinets with degree of protection IP20 and even more in cabinets with higher degrees of protection. This is because the wire lattices or filter mats used in highly protected cabinets increase the flow resistance through the cabinet openings in proportion to the degree of protection and the risk of internal air short circuits rises accordingly.

If a number of Chassis units of the same frame size is installed in a single cabinet, each producing approximately similar flow conditions (as illustrated in the diagram above), it is generally sufficient to install horizontal partitions in the cabinet so as to prevent the flow of air from the top to the bottom inside the cabinet.

In contrast, if several Chassis units of widely differing frame sizes producing very dissimilar flow conditions are mounted in the same cabinet, the individual units must be separated not simply by horizontal partitions, but by vertical partitions as well. There is otherwise a risk that Chassis units of smaller frame sizes and correspondingly low fan capacity will no longer be able to generate a satisfactory cooling air flow. This is because the overpressure created at the top of the cabinet by the Chassis units with bigger frame sizes will increase too far.

### 3.7 Changing the power block on power units in Chassis format

An installation fixture which is a helpful tool for replacing the power blocks in Chassis units and cabinet units in Chassis format is available as an option. It is designed to simplify mounting and dismounting of the power blocks.



#### Installation fixture for the power blocks of SINAMICS units in Chassis format

The installation fixture is placed in front of the power block to be replaced and fixed to the frame of the power unit. The telescopic rails on the fixture allow it to be adjusted to the mounting height of the relevant block. After the mechanical and electrical connections on the power block have been detached, it can be withdrawn from the power unit. As it is removed, the power block is guided and supported by the guide rails on the installation fixture. The block can then be lifted off the fixture.

### 3.8 Replacement of SIMOVERT P and SIMOVERT A converter ranges by SINAMICS

#### 3.8.1 General

The converters of the SIMOVERT P and SIMOVERT A ranges that were in production up till about 1995 are reaching the end of their life cycle and the spare parts supply is becoming increasingly problematic. As a result, more and more of them are being replaced by the new SINAMICS converters.

However, motors from the 1LA6, 1LA8 and 1LA1 ranges which are fed by these SIMOVERT P and SIMOVERT A converters are in many cases not replaced at the same time as the converters.

In contrast to the older range of converters, the SINAMICS converters are equipped with modern, fast-switching IGBTs in the motor-side inverter. The consequences for the older 1LA6, 1LA8 and 1LA1 motors driven by these new converters are

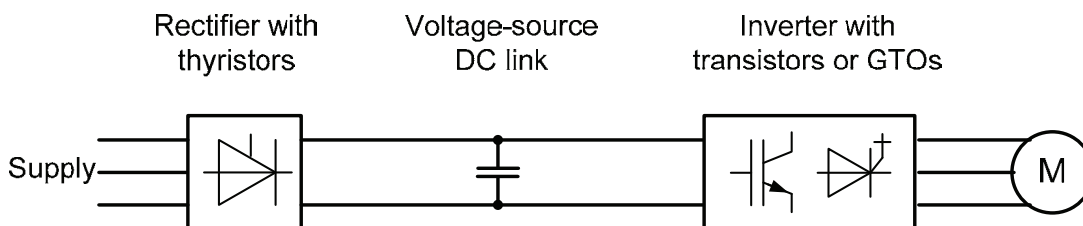
- higher voltage stress on the motor winding,
- higher bearing currents in the motor bearings.

When SINAMICS converters are combined with old motors of the 1LA6, 1LA8 or 1LA1 ranges, therefore, a number of points need to be considered if the motors are to be protected against damage in operation on SINAMICS units.

#### 3.8.2 Replacement of converters in SIMOVERT P 6SE35/36 and 6SC36/37 ranges by SINAMICS

##### Properties of the SIMOVERT P converter

Like the new SINAMICS units, SINAMICS P converters are PWM converters with a voltage-source DC link. The motor-side inverter on models of type 6SE35/36 for line supply voltages of  $\leq 500$  V is equipped with transistors and of type 6SC36/37 for line supply voltages of 600 V to 690 V with GTOs (Gate Turn-Off Thyristors).



##### Drive with SIMOVERT P 6SE35/36 or 6SC36/37 voltage-source DC link converter

The voltage rate-of-rise and the pulse frequencies for SIMOVERT P converters are relatively low.

- Transistorized frequency converter 6SE35/36:  $dv/dt = 1 \text{ kV}/\mu\text{s}$  to  $3 \text{ kV}/\mu\text{s}$ , Pulse frequency  $f_p = 1 \text{ kHz}$
- GTO converter 6SC36/37:  $dv/dt \approx 200 \text{ V}/\mu\text{s}$ , Pulse frequency  $f_p = 500 \text{ Hz}$

The voltage stress on the motor winding and the bearing currents in the motor bearings are therefore significantly lower in drives with a SIMOVERT P converter than in systems operating on a SINAMICS converter with IGBTs in the inverter.

##### Properties of 1LA6, 1LA8 and 1LA1 motors operating on SIMOVERT P converters

- The motors feature either standard rotor design or special high-leakage rotor design for SIMOVERT P: These special rotors are found on 1LA6 motors of frame sizes 315L or higher, on 1LA8 motors designated with the letters "PS" in the order number, and on 1LA1 motors in general.
- The insulation system on 1LA6 motors is comparable to the standard insulation on modern motors. This also applies to 1LA8 motors as these were not equipped with special insulation for converter-fed operation at 690 V until the SIMOVERT Masterdrives product range was launched. The insulation system on 1LA1 motors is comparable to the modern special insulation for converter-fed operation at 690 V (see chapter "Motors").
- Motors in the 1LA6 range are not fitted with an insulated bearing at the NDE (non-drive end). This also applies in general to motors in the 1LA8 series as they were not equipped with insulated NDE bearings for converter-fed operation until the the SIMOVERT Masterdrives product range was launched. Due to their higher frame sizes motors in the 1LA1 range are fitted with an insulated bearing at the NDE.

### Replacement of SIMOVERT P converters by SINAMICS

Since SIMOVERT P converters and SINAMICS converters are both designed as voltage-source DC link converters and the matching motors feature either standard or relatively high-leakage models of rotor, it is generally easy to replace a SIMOVERT P converter by a SINAMICS unit. However, the following aspects need to be taken into account:

- SIMOVERT P converters are existing as a standard version for 1Q operation and as an NGP version for 4Q operation (line-side converter for rectifier/regenerative operation). This must be taken into account to ensure correct selection of the SINAMICS unit for 1Q or 4Q operation.
- Parallel connections of converters are typically used for higher power range of 1LA8 motors and for the complete 1LA1 motor range. However, the older 1LA8 motors and the 1LA1 motors for operation on SIMOVERT P converters are not fitted with separate winding systems and this factor must be taken into account in selecting the appropriate SINAMICS parallel converters. Further details regarding, for example, minimum required cables lengths to the motor or use of motor reactors can be found in section "Parallel connections of converters" in chapter "Fundamental Principles and System Description".
- SIMOVERT P converters operate on lower pulse frequencies than the newer SINAMICS devices. When a SIMOVERT P unit is replaced by a SINAMICS, therefore, the stray losses in the motor and the motor noise caused by the converter operation are slightly lower.

It is also important to note the potential problems affecting the motors:

- Voltage stress on the motor winding
- Bearing currents in the motor bearings.

Solutions to counter these problems are available. For example, motor reactors or motor filters can be installed at the SINAMICS converter output, or the motor can be retrofitted with an insulated bearing in an approved service workshop.

#### 1. Measures recommended when replacing a 6SE35/36 transistorized frequency converter for a line supply voltage of $\leq 500$ V

##### 1.1 Operation with 1LA6 and 1LA8 motors:

- Use a motor reactor on the SINAMICS converter to reduce the voltage rate-of-rise  $dv/dt$  and retrofit an insulated bearing to the non-drive end of the motor <sup>1)</sup>
- or
- Use a  $dv/dt$  filter plus VPL or a  $dv/dt$  filter compact plus VPL on the SINAMICS converter, but do not modify the motor

##### 1.2 Operation with 1LA1 motors:

- No measures required

#### 2. Measures recommended when replacing a 6SC36/37 GTO converter for a line supply voltage of 600 V to 690 V

##### 2.1 Operation with 1LA6 and 1LA8 motors:

- Use a  $dv/dt$  filter plus VPL or a  $dv/dt$  filter compact plus VPL on the SINAMICS converter, but do not modify the motor

##### 2.2 Operation with 1LA1 motors:

- No measures required

<sup>1)</sup> **Notice!** If the motor is retrofitted with an insulated non-drive end bearing and also has a speed encoder, the encoder must also be insulated or replaced by an encoder with insulated bearings.

# General Engineering Information for SINAMICS

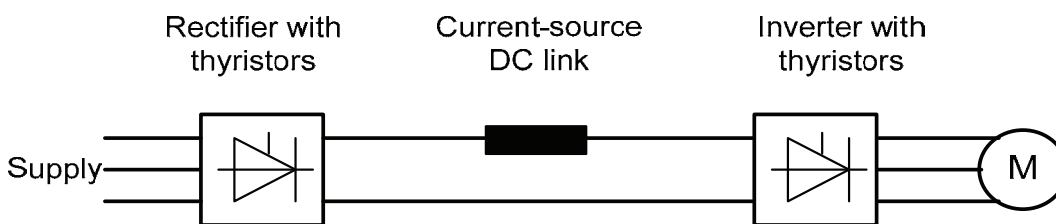
## Engineering Information

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### 3.8.3 Replacement of converters in SIMOVERT A range by SINAMICS

#### Properties of the SIMOVERT A converter

SIMOVERT A converters are current-source DC link converters and therefore capable of 4Q operation without modification or upgrading. Both the rectifier and the motor-side inverter of converters in the SIMOVERT A range are equipped with normal thyristors.



#### Drive with SIMOVERT A current-source DC link converter

The voltage rate-of-rise at the inverter output is very significantly lower than on PWM converters with IGBTs. As a result, the voltage stress on the motor winding and the bearing currents in the motor bearings are very low.

Since line currents and motor currents have a very high harmonic content in drives with current-source DC link converters, converters in the higher output power range are usually operating as a 12-pulse configuration at both the line and the motor side. In this case, the line-side rectifier and motor-side inverter both consist of a 12-pulse parallel connection. The motor is a 6-phase motor with two electrically isolated, 3-phase winding systems with a phase displacement angle of 30 °el. between the two winding systems.

#### Properties of 1LA6, 1LA8 and 1LA1 motors operating on SIMOVERT A converters

- The motors feature either standard rotor design or special low-leakage rotor design for SIMOVERT A: These special rotors are found on 1LA6 motors of frame sizes 315L or higher, on 1LA8 motors designated with the letters "QS" or "QT" in the order number, and on 1LA1 motors in general.
- 1LA1 motors can feature either a 3-phase winding design (for 6-pulse operation on SIMOVERT A), or a 6-phase winding design with two separate 3-phase windings with a phase displacement angle of 30 °el. between the winding systems (for 12-pulse operation on SIMOVERT A).
- The insulation system on 1LA6 motors is comparable to the standard insulation on modern motors. This also applies to 1LA8 motors as these were not equipped with special insulation for converter-fed operation at 690 V until the SIMOVERT Masterdrives product range was launched. The insulation system on 1LA1 motors is comparable to the modern special insulation for converter-fed operation at 690 V (see chapter "Motors").
- Motors in the 1LA6 range are not fitted with an insulated bearing at the NDE (non-drive end). This also applies in general to motors in the 1LA8 series as they were not equipped with insulated NDE bearings for converter-fed operation until the SIMOVERT Masterdrives product range was launched. Due to their higher frame sizes motors in the 1LA1 range are fitted with an insulated bearing at the NDE.

#### Replacement of SIMOVERT A converters by SINAMICS

It is not always possible to replace SIMOVERT A current-source DC link converters with voltage-source DC link converters from the SINAMICS range. It is essential to analyze the existing drive constellation exactly for the following reasons:



- The special versions of motors for SIMOVERT A (motors in 1LA6 range of frame size 315L or higher, motors in 1LA8 range with letters "QS" or "QT" in the order number, and motors in 1LA1 range in general) are designed to be low-leakage, while converters like SINAMICS, which are PWM converters with voltage-source DC-link, require high-leakage motors. If low-leakage motors are operated on a SINAMICS converter, a higher current ripple with significantly higher current peaks can develop in the motor current. On the one hand, this causes a higher temperature rise in the motor as the result of increased stray losses. On the other, it poses the risk of overcurrent tripping in response to dynamic load peaks. For this reason, very careful consideration should be given to certain factors before a SIMOVERT A converter, which is operating with a special motor for SIMOVERT A, is replaced by a SINAMICS converter. A replacement should only be considered as a serious option if the motor can provide thermal reserves in the order of magnitude of about 5 % to 10 % and if the drive will be operated without pronounced load peaks. In contrast, if the existing motors are from the 1LA6 series with frame size 315M or smaller, or basic models of motors in the 1LA8 range, the current ripple and current peaks in the motor current do not reach critical values.
- Motors in the 1LA1 range can be 3-phase (for 6-pulse operation) or 6-phase (for 12-pulse operation). The 6-phase variant always has a phase displacement angle of 30 °el. between the two winding systems. Such 6-phase motors as described can never be operated on a SINAMICS converter, not even on converter parallel connections, because SINAMICS converters are not compatible with motors that have phase-displaced winding systems, as described in section "Parallel connections of converters" in chapter "Fundamental Principles and System Description".
- SIMOVERT A converters are generally designed for 4Q operation, i.e. without modification or upgrading. When SINAMICS is chosen as a replacement converter, it is therefore necessary to clarify whether the converter is required to operate in regenerative mode for the application in question so that the correct converter for either 1Q or 4Q mode is selected.
- As a result of their pulse-width modulation operating principle, PWM converters like SINAMICS cause an increase in motor noise as compared to the SIMOVERT A converters. For this reason, an increase in motor noise of between about 5 dB(A) – 7 dB(A) must be expected if a SIMOVERT A converter is replaced by a SINAMICS converter.

It is also important to note the potential problems affecting the motors:

- Voltage stress on the motor winding
- Bearing currents in the motor bearings.

Solutions to counter these problems are available. For example, motor reactors or motor filters can be installed at the SINAMICS converter output, or the motor can be retrofitted with an insulated bearing in an approved service workshop.

### 1. Measures recommended when replacing SIMOVERT A converters for a line supply voltage of 500 V

#### 1.1 Operation with 1LA6 and 1LA8 motors:

- Use a motor reactor on the SINAMICS converter to reduce the voltage rate-of-rise  $dv/dt$  and retrofit an insulated bearing to the non-drive end of the motor <sup>1)</sup>
- or
- Use a  $dv/dt$  filter plus VPL or a  $dv/dt$  filter compact plus VPL on the SINAMICS converter, but do not modify the motor

#### 1.2 Operation with 1LA1 motors with a 3-phase winding (for 6-pulse operation):

- No measures required

### 2. Measures recommended when replacing SIMOVERT A converters for a line supply voltage of 690 V

#### 2.1 Operation with 1LA6 and 1LA8 motors:

- Use a  $dv/dt$  filter plus VPL or a  $dv/dt$  filter compact plus VPL on the SINAMICS converter, but do not modify the motor

#### 2.2 Operation with 1LA1 motors with a 3-phase winding (for 6-pulse operation):

- No measures required

<sup>1)</sup> **Notice!** If the motor is retrofitted with an insulated non-drive end bearing and also has a speed encoder, the encoder must also be insulated or replaced by an encoder with insulated bearings.

### 4 Converter Chassis Units SINAMICS G130

#### 4.1 General information

The SINAMICS G130 Chassis are AC/AC converters for medium to high-output single drives that can be combined very flexibly with the associated system components and integrated into customer-specific cabinets or directly into machines.

They are designed for applications with low to medium requirements in terms of control quality and feature a simple 6-pulse rectifier without regenerative feedback capability.

The motor-side inverter is designed primarily to operate asynchronous motors in sensorless vector control mode. Optionally it is also possible to operate asynchronous motors with incremental encoders.

SINAMICS G130 converters are available for the line supply voltages and output power ranges listed below:

Line supply voltage	Converter output
380 V – 480 V 3AC	110 kW – 560 kW at 400 V
500 V – 600 V 3AC	110 kW – 560 kW at 500 V
660 V – 690 V 3AC	75 kW – 800 kW at 690 V

#### Line supply voltages and output power ranges of SINAMICS G130 Chassis units

SINAMICS G130 Chassis comprise two independent components:

- Power Module
- CU320-2 Control Unit

The Power Module includes the following components:

- 6-pulse rectifier for 1Q operation,
- capacitors of the voltage-source DC link,
- motor-side IGBT inverter,
- gating and monitoring electronics (Control Interface Module CIM),
- DC link precharging circuit,
- fan(s) with appropriate voltage supply.

Power Module and Control Unit can be assembled close together or installed at separate locations. The Control Unit can be mounted externally on the left-hand side panel of the Power Modules in the lower output power range (frame sizes FX and GX). In the higher output power range (frame sizes HX and JX), the Control Unit can be installed in the Power Module itself.

The Power Modules are supplied with a DRIVE-CLiQ cable for communication with the Control Unit and a cable for the 24 V supply to the Control Unit. With these, the installation of the Control Unit on either the side of the Power Module or within it is possible. If Power Module and Control Unit are placed at separate locations, the cables must be ordered in the appropriate lengths.

The Control Unit is available as a "CU Kit" which is a simpler ordering option. This kit comprises the Control Unit CU320-2, the CompactFlash card with the firmware for SINAMICS G130 and a product documentation CD.

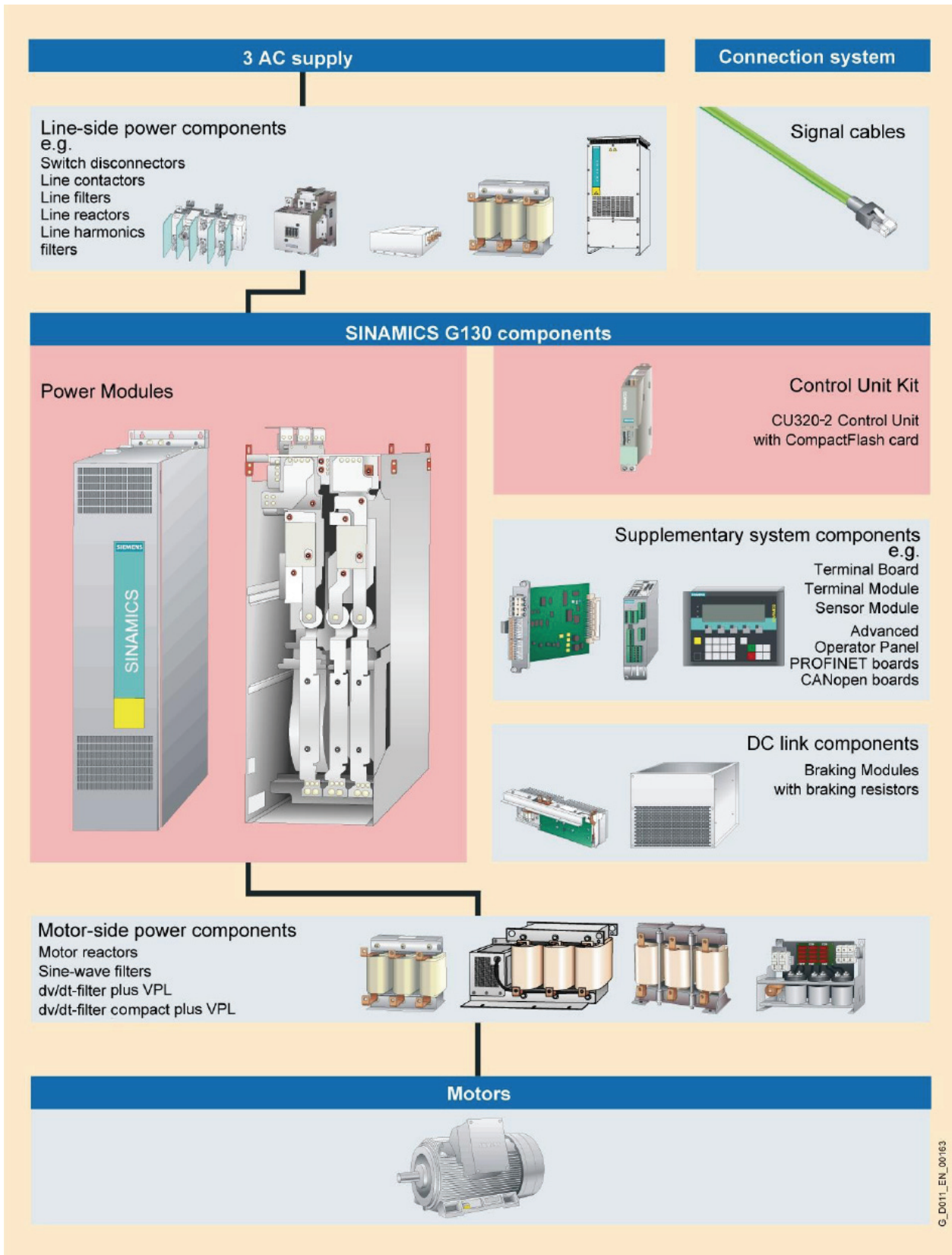
Predefined interfaces, e.g. via terminal block or PROFIBUS (CU320-2 DP Control Unit), make it easy to commission and control the drive. The interfaces of the CU320-2 Control Unit can be supplemented by additional modules, such as the plug-in TB30 Terminal Board or the TM31 Terminal Module.

It is advisable to use the internal auxiliary power supply of the Power Module as the 24 V source for the Control Unit, see section "Incorporating different loads into the 24 V supply".

If further customer interfaces are needed to communicate with the drive, it might be necessary to provide an external 24 V supply.

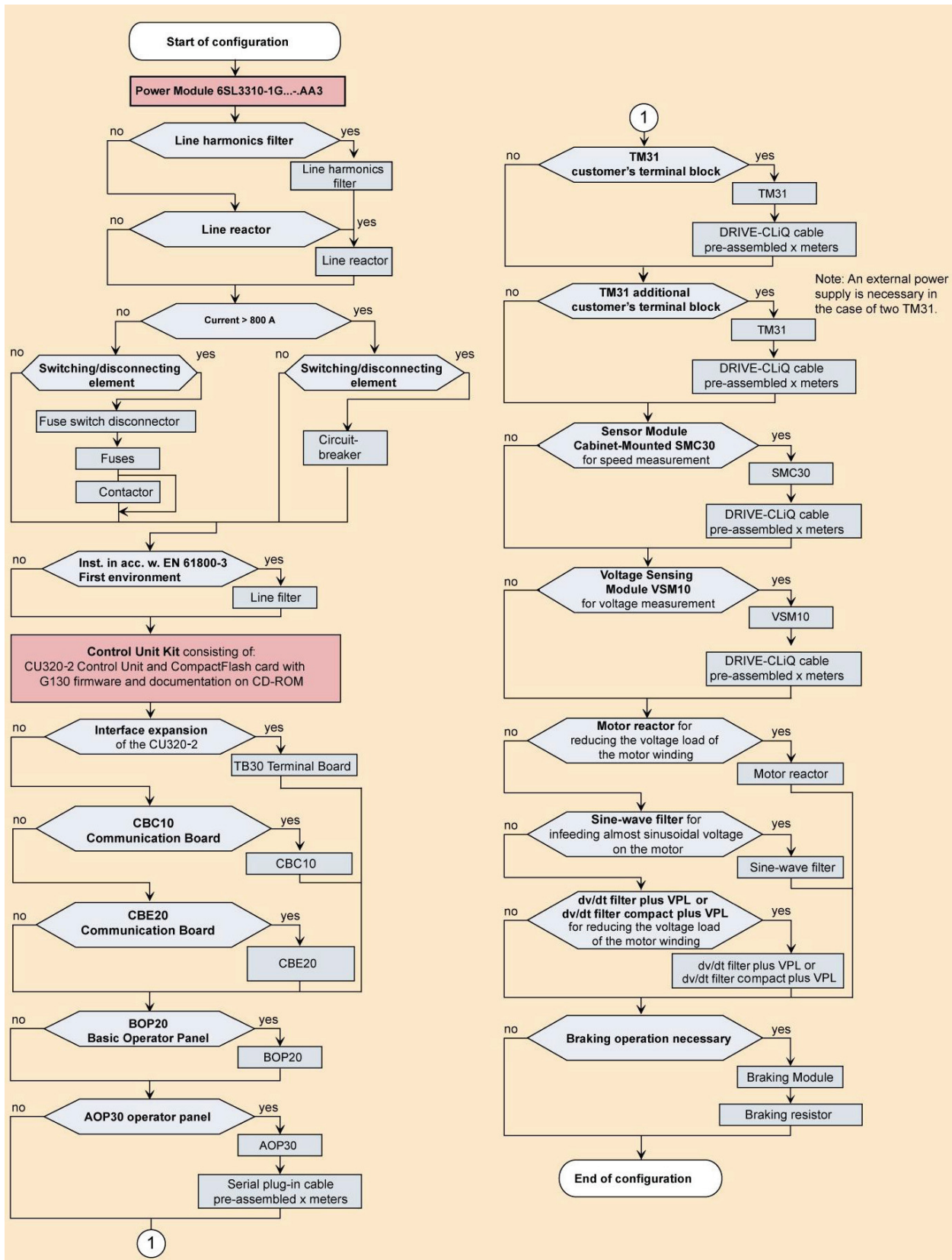
The drive system can be tailored optimally to meet the relevant requirements with numerous additional components such as line fuses, line reactors, braking units, motor reactors and motor filters.

System configuration and components



System configuration and components for SINAMICS G130 converter Chassis units

### Configuring sequence for a drive system with SINAMICS G130 converter Chassis units



Flowchart for selecting the components of a drive system with SINAMICS G130 converter Chassis units

## 4.2 Rated data of converters for drives with low demands on control performance

### Main applications

SINAMICS G130 converter Chassis units are designed primarily for applications with low to medium requirements of dynamic response and control accuracy and are usually operated in sensorless vector control mode. They can operate asynchronous motors as well as permanent-magnet synchronous motors in sensorless vector control mode without encoder.

For applications that require a higher standard of control performance, i.e. where the control accuracy is more important than the dynamic response, SINAMICS G130 converter Chassis units can be equipped with an SMC30 speed encoder interface which enables them to operate asynchronous motors with TTL / HTL incremental encoders.

SINAMICS G130 converter Chassis units are basically incapable of regenerative feedback. For applications where the drive has to operate in regenerative mode for brief periods, it is possible either to activate the  $V_{dc\ max}$  controller or to install braking units.

### Line supply voltages

SINAMICS G130 Chassis are available for the following line supply voltages:

- 380 V – 480 V 3AC
- 500 V – 600 V 3AC
- 660 V – 690 V 3AC

The permissible voltage tolerance is  $\pm 10\%$  continuously and  $-15\%$  for brief periods ( $< 1$  min). In the case of line undervoltages within the specified tolerances, the available output power will drop accordingly unless additional power reserves are available to increase the output current.

### Usable output currents

The output currents specified in the selection and ordering data can be utilized over the entire output frequency or speed range. However, time restrictions dependent on the relevant application do apply with operation at low output frequencies of  $< 10$  Hz with simultaneously high output currents of  $> 75\%$  of the rated current  $I_{rated}$ . These are described in section "Power cycling capability of IGBT modules and inverter power units" in chapter "Fundamental Principles and System Description".

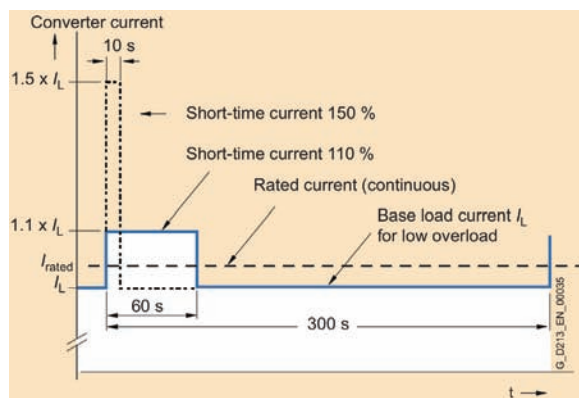
The specified rated output current is the maximum continuous thermally permissible output current. The units have no additional overload capacity when operating at this current.

### Overload capability, load duty cycle definitions

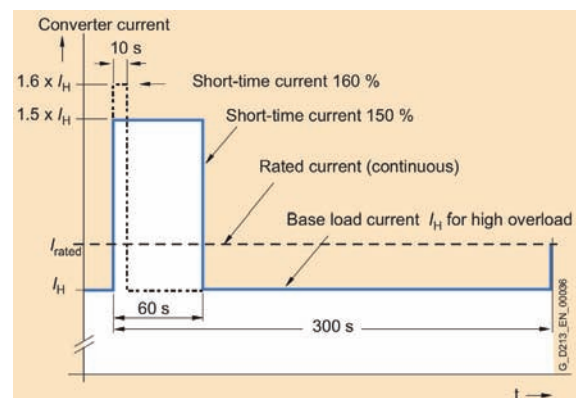
When a drive is required to overcome breakaway torques or is subjected to high surge loads, its configuration must take these factors into account. In such instances, it must be operated on the basis of a base load current which is lower than the rated output current. Sufficient overload reserves are available for this purpose. The load duty cycles for operation with low and high overloads are defined below.

- The base load current  $I_L$  for low overload is based on a load duty cycle of 110% for 60 s or 150% for 10 s.
- The base load current  $I_H$  for a high overload is based on a load duty cycle of 150% for 60 s or 160% for 10 s.

These overload values apply on condition that the converter is operated at its base load current before and after the period of overload on the basis of a load duty cycle duration of 300 s in each case.



Load duty cycle definition for low overload



Load duty cycle definition for high overload

### Overload and overtemperature protection

SINAMICS G130 Chassis are equipped with effective overload and overtemperature protection mechanisms which protect them against thermal overloading.

Sensors at various locations in the converter (inlet air, control electronics, rectifier heatsink, inverter heatsink) measure the relevant temperatures and feed them into the so-called "Thermal model". This continuously calculates the temperature at critical positions on power components. In this way the converter is effectively protected against thermal overloads, whether they are caused by excessive current or high ambient temperatures. The so-called " $I^2t$ " monitoring circuit checks the level of utilization of the motor-side inverter. If the level of inverter utilization or the temperature at any point in the converter exceeds the upper tolerance limit, the converter responds by initiating an overload reaction parameterized in the firmware. It is possible to select whether the converter should react to overload by reducing the output frequency and output current or the pulse frequency. Immediate shutdown can also be parameterized.

### Maximum output frequency

With SINAMICS G130 Chassis units, the maximum output frequency is limited to 100 Hz or 160 Hz due to the factory-set pulse frequency of  $f_{\text{Pulse}} = 1.25 \text{ kHz}$  (current controller clock cycle = 400  $\mu\text{s}$ ) or  $f_{\text{Pulse}} = 2.00 \text{ kHz}$  (current controller clock cycle = 250  $\mu\text{s}$ ). The pulse frequency must be increased if higher output frequencies are to be achieved. Since the switching losses in the motor-side IGBT inverter increase when the pulse frequency is raised, the output current must be reduced accordingly.

### Permissible output current and maximum output frequency as a function of pulse frequency

The table below states the rated output currents of SINAMICS G130 converters with the factory-set pulse frequency, as well as the current derating factors (permissible output currents referred to the rated output current) at higher pulse frequencies.

The pulse frequencies for the values in the orange boxes can be selected simply by changing a parameter (even during operation), i.e. they do not necessitate a change to the factory-set current controller clock cycle. The pulse frequencies for the values in the grey boxes require a change in the factory-set current controller clock cycle and can therefore be selected only at the commissioning stage. The assignment between current controller clock cycles and possible pulse frequencies can be found in the List Manual (Parameter List).

Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely avoid current derating at pulse frequencies which are twice as high as the factory setting. Further details can be found in section "Operation of converters at increased pulse frequency".

Output power at 400 V/500 V/690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor with pulse frequency of				
	1.25 kHz	2.0 kHz	2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>380 V – 480 V 3AC</b>							
110 kW		<b>210 A</b>	95 %	82 %	74 %	54 %	50 %
132 kW		<b>260 A</b>	95 %	83 %	74 %	54 %	50 %
160 kW		<b>310 A</b>	97 %	88 %	78 %	54 %	50 %
200 kW		<b>380 A</b>	96 %	87 %	77 %	54 %	50 %
250 kW		<b>490 A</b>	94 %	78 %	71 %	53 %	50 %
315 kW	<b>605 A</b>	83 %	72 %	64 %	60 %	40 %	
400 kW	<b>745 A</b>	83 %	72 %	64 %	60 %	40 %	
450 kW	<b>840 A</b>	87 %	79 %	64 %	55 %	40 %	
560 kW	<b>985 A</b>	92 %	87 %	70 %	60 %	50 %	

**SINAMICS G130: Permissible output current (current derating factor) as a function of pulse frequency**

Output power at 400 V / 500 V / 690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor				
	1.25 kHz	2.0 kHz	with pulse frequency of				
			2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>500 V – 600 V 3AC</b>							
110 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
132 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
160 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
200 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
250 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
315 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
400 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
500 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
560 kW	<b>810 A</b>	83 %	72 %	61 %	55 %	35 %	

<b>660 V – 690 V 3AC</b>							
75 kW	<b>85 A</b>	93 %	89 %	71 %	60 %	40 %	
90 kW	<b>100 A</b>	92 %	88 %	71 %	60 %	40 %	
110 kW	<b>120 A</b>	92 %	88 %	71 %	60 %	40 %	
132 kW	<b>150 A</b>	90 %	84 %	66 %	55 %	35 %	
160 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
200 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
250 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
315 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
400 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
450 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
560 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
710 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
800 kW	<b>810 A</b>	83 %	72 %	61 %	55 %	35 %	

**SINAMICS G130: Permissible output current (current derating factor) as a function of pulse frequency (continued)**

Pulse frequency	Maximum attainable output frequency
1.25 kHz	100 Hz
2.00 kHz	160 Hz
2.50 kHz	200 Hz
≥ 4.00 kHz	300 Hz

**Maximum attainable output frequency as a function of pulse frequency**

**Permissible output current as a function of ambient temperature**

SINAMICS G130 converters and associated system components are rated for an ambient temperature of 40 °C and installation altitudes of up to 2000 m above sea level. The output current of SINAMICS G130 converters must be reduced (current derating) if they are operated at ambient temperatures above 40 °C. It is not permissible to operate them at temperatures above 50 °C. The table below states the permissible output current as a function of the ambient temperature.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %

**Current derating factors as a function of ambient temperature (inlet air) for SINAMICS G130 converters**

# SINAMICS G130

## Engineering Information

### Installation altitudes > 2000 m to 5000 m above sea level

SINAMICS G130 converters and associated system components are rated for installation altitudes of up to 2000 m above sea level and an ambient temperature of 40 °C. If SINAMICS G130 converters are to be operated at altitudes higher than 2000 m above sea level, it must be taken into account that air pressure and thus air density decrease in proportion to the increase in altitude. As a result of the drop in air density the cooling effect and the insulation strength of the air are reduced.

SINAMICS G130 converters can be installed at altitudes over 2000 m up to 5000 m if the following two measures are utilized.

#### 1st measure: Reduction of ambient temperature and output current

Due to the reduced cooling effect of the air, it is necessary, on the one hand, to reduce the ambient temperature and, on the other, to reduce the power losses in the converter by lowering the output current. In the latter case, it is permissible to offset ambient temperatures lower than 40 °C by way of compensation. The table below specifies the permissible output currents as a function of installation altitude and ambient temperature. The stated values allow for the permissible compensation between installation altitude and ambient temperatures lower than 40 °C (air temperature at the air inlet of the Power Modules). The values are valid only on condition that the cabinet is designed and installed in such a way as to guarantee the required cooling air flow stipulated in the technical data. For further information, please refer to section "Cabinet design and air conditioning" in chapter "General Engineering Information for SINAMICS".

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000						93.3 %	86.7 %
... 2500						96.3 %	
... 3000	100 %				98.7 %		
... 3500							
... 4000				96.3 %			
... 4500	97.5 %						
... 5000	98.2 %						

#### **Current derating factors as a function of installation altitude and ambient temperature (inlet air) for SINAMICS G130**

#### 2nd measure: Use of an isolating transformer to reduce transient overvoltages in accordance with IEC 61800-5-1

The isolating transformer which is used quasi as standard to supply SINAMICS converters for virtually every type of application reduces the overvoltage category III (for which the units are dimensioned) down to the overvoltage category II. As a result, the requirements on the insulation strength of the air are less stringent. Additional voltage derating (reduction in input voltage) is not necessary if the following boundary conditions are fulfilled:

- The isolating transformer must be supplied from a low-voltage or medium-voltage network. It must not be supplied directly from a high-voltage network.
- The isolating transformer may be used to supply one or more converters.
- The cables between the isolating transformer and the converter or converters must be installed such that there is absolutely no risk of a direct lightning strike, i.e. overhead cables must not be used.
- The following power supply system types are permissible:
  - TN systems with grounded star point (no grounded outer conductor).
  - IT systems (the period of operation with a ground fault must be limited to the shortest possible time).

**The measures described above are permissible for all SINAMICS G130 converters in all voltage ranges (380 V – 480 V 3AC / 500 V – 600 V 3AC / 660 V – 690 V 3AC).**



**Control performance of SINAMICS G130 at a pulse frequency of 2.0 kHz, closed-loop torque control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G130 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev.	
Controller cycle		250 μs	250 μs	
Total rise time (without delay)		2.5 ms	1.6 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		200 Hz	300 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		2.5 % of $M_{rated}$	2.0 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		±2.0 % of $M_{rated}$	±1.5 % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to ± $M_{rated}$ . Additional inaccuracy of approx. ±2.5 % in field-weakening range. Speed operating range 1:50 referred to rated speed.

**Control performance of SINAMICS G130 at a pulse frequency of 2.0 kHz, closed-loop speed control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G130 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev	
Controller cycle		250 μs	250 μs	
Total rise time (without delay)		20 ms	12 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		35 Hz	60 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		0.05 x $f_{slip}$	< 0.001 % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### Control performance of SINAMICS G130 at a pulse frequency of 1.25 kHz, closed-loop torque control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G130 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	<b>1LG4/1LG6/1LA8 without encoder</b>	<b>1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev</b>	
Controller cycle		400 $\mu$ s	400 $\mu$ s	
Total rise time (without delay)		4.0 ms	2.5 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		125 Hz	185 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		3.0 % of $M_{rated}$	2.5 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		$\pm 2.0$ % of $M_{rated}$	$\pm 1.5$ % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to $\pm M_{rated}$ . Additional inaccuracy of approx. $\pm 2.5$ % in field-weakening range. Speed operating range 1:50 referred to rated speed.

### Control performance of SINAMICS G130 at a pulse frequency of 1.25 kHz, closed-loop speed control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G130 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	<b>1LG4/1LG6/1LA8 without encoder</b>	<b>1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev</b>	
Controller cycle		400 $\mu$ s	400 $\mu$ s	
Total rise time (without delay)		32 ms	20 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		22 Hz	38 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		$0.05 \times f_{slip}$	$< 0.001$ % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

### Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values	Note
< 1 kW	6.0 % of $n_{rated}$ e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$ e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$ e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$ e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$ e.g. motor with 1500 rpm: 7.5 rpm	

### 4.3 Connection diagramm of the Power Module

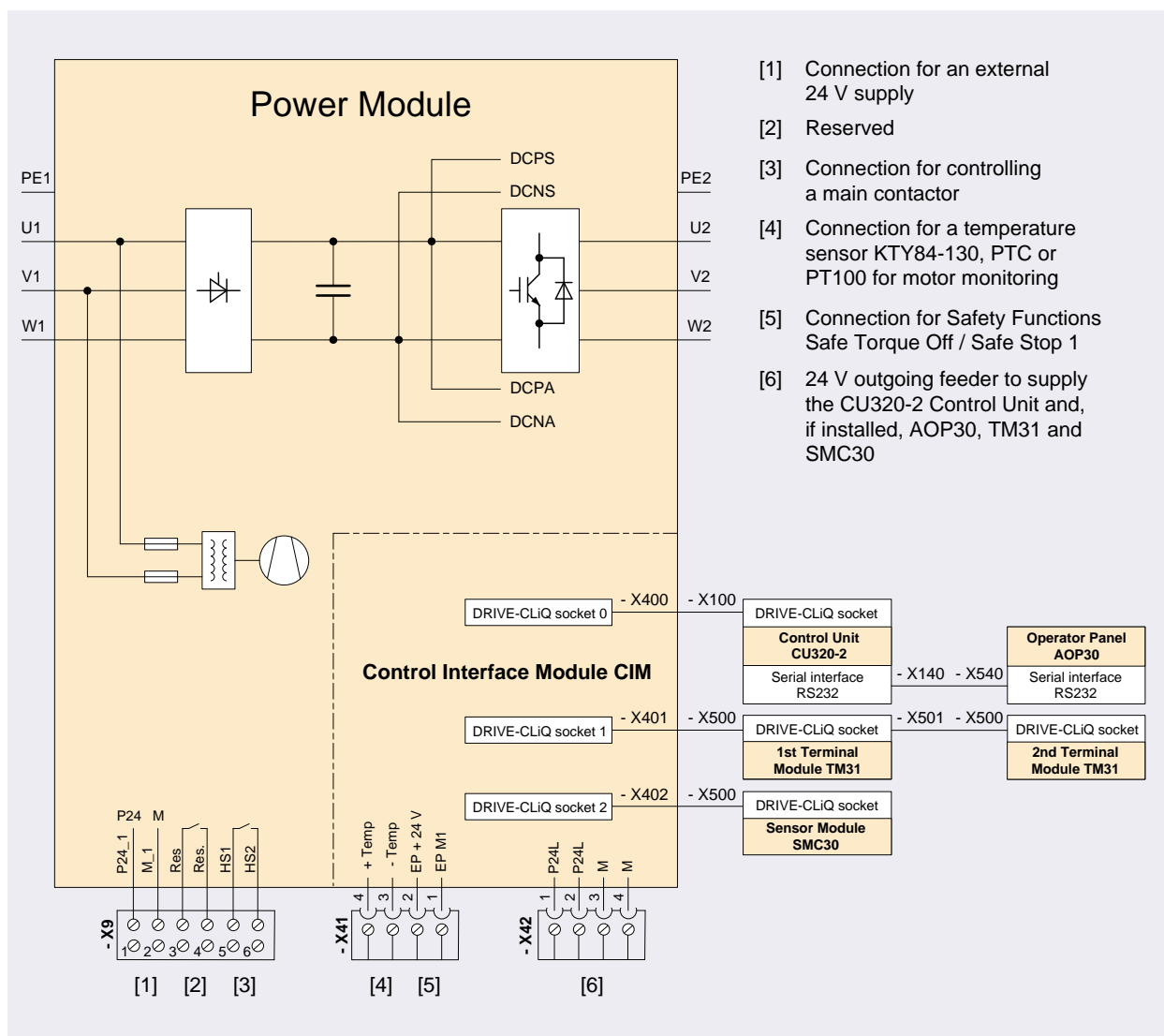
An overview of the power and signal interfaces of the SINAMICS G130 Power Module is shown below.

#### Power connections

- Mains connection: U1, V1, W1, PE1
- Motor connection: U2, V2, W2, PE2
- DC link connection for optional braking unit: DCPA, DCNA
- DC link connection for optional dv/dt filter plus VPL or dv/dt filter compact plus VPL: DCPS, DCNS

#### Signal connections and 24 V auxiliary supply

- See connection diagram

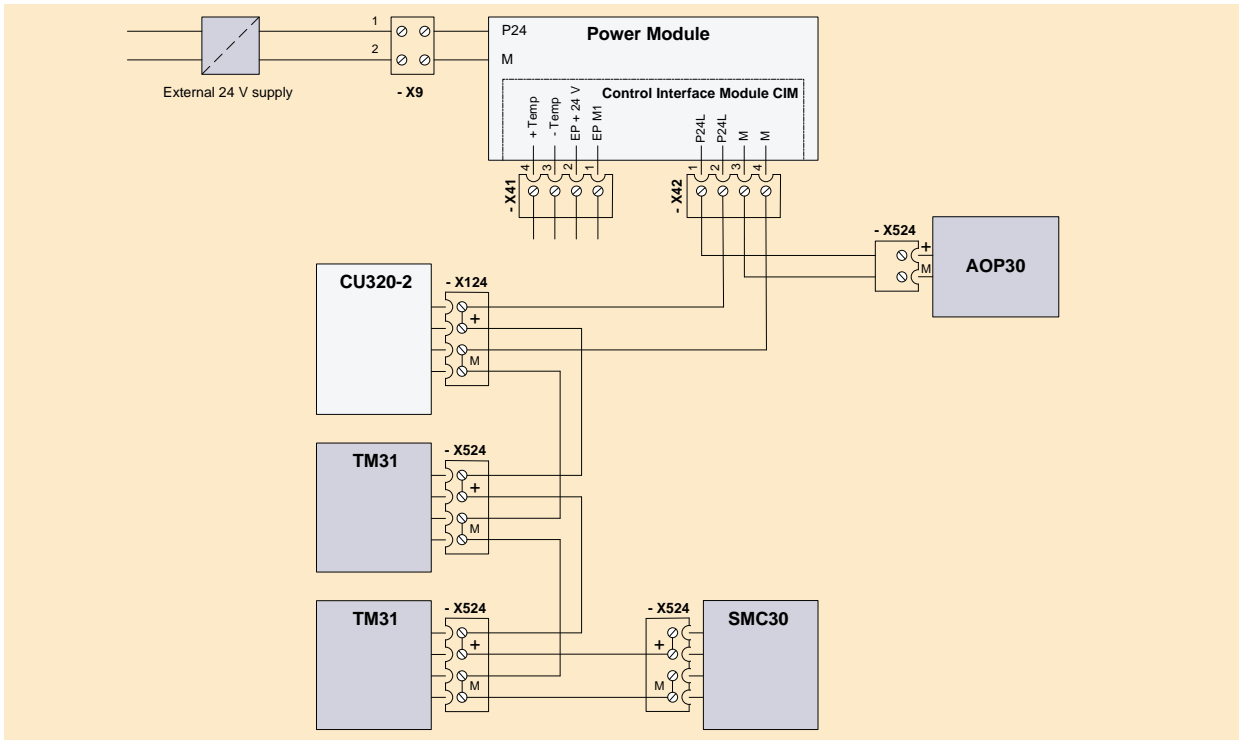


Connection diagram for power and signal connections on the SINAMICS G130 Power Module

### 4.4 Incorporating different loads into the 24 V supply

A SINAMICS G130 Chassis unit comprises the Power Module and a CU320-2 Control Unit which requires a 24 V power supply. In addition to the Control Unit, it may also be necessary to provide a 24 V supply to an AOP30 Operator Panel and/or one or two TM31 Terminal Modules, which are installed to expand the number of digital and analog inputs and outputs. If the converter is feeding a motor with TTL/HTL incremental encoder, the SMC30 Sensor Module must also be provided with a 24 V supply.

The diagram below shows how the different loads are incorporated into the 24 V supply system of the Power Module.



#### Incorporating different loads into the 24 V supply of a Power Module SINAMICS G130

The internal 24 V auxiliary power supply of the Power Module (voltage range 20.4 V to 28.8 V) is supplied from the DC link of the power unit and provides (without connection of an external 24 V supply to terminal X9) a maximum total output current of 2.5 A at the terminals of connector X42.

The power requirement of the components / modules which can be connected to X42 is specified in the table below.

Component / module	Power requirement
Control Unit CU320-2	1000 mA ignoring the assignment of the slot and the digital outputs. (Each digital output has an electrical load rating of maximum 500 mA, depending on the connected load).
Operator Panel AOP30	100 mA without backlighting or 200 mA with backlighting.
Terminal Module TM31	200 mA ignoring digital outputs. (Each digital output has an electrical load rating of maximum 100 mA, depending on the connected load).
Sensor Module SMC30	200 mA ignoring the power requirement of the connected sensor.

#### Power requirement of the components / modules which can be connected to the 24 V auxiliary supply of the Power Module

If the power requirement of the loads (including the loads of digital outputs) connected to the terminals of connector X42 exceeds the permissible value of 2.5 A, an external 24 V supply (e.g. SITOP Power), which is capable of providing power to all the connected loads, must be connected to terminal X9. This might be necessary, for example, if in addition to the CU320-2 Control Unit and the AOP30 Operator Panel, two TM31 Terminal Modules with large loads at their digital outputs as well as an SMC30 Sensor Module for evaluating an incremental encoder are also connected.

An external 24 V supply will also be required if the internal auxiliary power supply needs to remain active even when the power unit is disconnected from the mains so that auxiliary power can no longer be provided by the DC link. This might be the case, for example, if a main switch or main contactor is used and the communication link to the converter must remain in operation even when the main switch or contactor is open.

#### 4.5 Factory settings (defaults) of customer interface on SINAMICS G130

The following factory settings are provided to simplify configuring of the customer interface and commissioning. The interfaces can also be assigned as required at any time.

1. The converter is controlled via the PROFIBUS interface which is integrated as standard (CU320-2 DP). The digital inputs and outputs on the Control Unit are used to incorporate external alarm and/or error messages and control signals.

Terminal block on the CU320-2 Control Unit		
-X122	Factory setting	Comment
D10	Not assigned	
D11	Not assigned	
D12	Not assigned	
D13	Acknowledge fault	
D16	Not assigned	
D17	Not assigned	
M1		
M (GND)		
<u>DI/DO8</u>	Inverter enable (Run)	
<u>DI/DO9</u>	No fault	
M (GND)		
<u>DI/DO10</u>	P24	Factory-set as output
<u>DI/DO11</u>	External alarm <sup>1)</sup>	Low active
M (GND)		
<b>-X132</b>		
D14	OFF 2 <sup>1)</sup>	
D15	OFF 3 <sup>1)</sup>	Ramp-down along quick-stop ramp, only of relevance in conjunction with the Braking Module
D16	External fault <sup>1)</sup>	
D17	Not assigned	
D120	Not assigned	
D121	Not assigned	
M2		
M (GND)		
<u>DI/DO12</u>	Error message acknowledgement, Braking Module	Output is used (factory-set) in conjunction with the Braking Module
<u>DI/DO13</u>	P24	Factory-set as output
M (GND)		
<u>DI/DO14</u>	P24	Factory-set as output
<u>DI/DO15</u>	P24	Factory-set as output
M (GND)		

The factory settings of the bidirectional inputs/outputs are underscored.

<sup>1)</sup> A jumper must be inserted here if these inputs are not used.

2. The converter is controlled exclusively via the standard digital inputs/outputs on the Control Unit.

Terminal block on the CU320-2 Control Unit		
-X122	Factory setting	Comment
DI0	ON/OFF 1	
DI1	Increase setpoint/fixed setpoint 0	Parameters can be set in the firmware to determine whether operation is via motorized digital potentiometer or fixed setpoint.
DI2	Decrease setpoint/fixed setpoint 1	
DI3	Acknowledge fault	
DI16	Not assigned	
DI17	Not assigned	
M1		
M (GND)		
<u>DI/DO8</u>	Inverter enable (Run)	
<u>DI/DO9</u>	No fault	
M (GND)		
<u>DI/DO10</u>	P24	Factory-set as output
<u>DI/DO11</u>	External alarm <sup>1)</sup>	Low active
M (GND)		
<b>-X132</b>		
DI4	OFF 2 <sup>1)</sup>	Immediate pulse disable, motor coasts to standstill
DI5	OFF 3 <sup>1)</sup>	Ramp-down along quick-stop ramp, only of relevance in conjunction with the Braking Module
DI6	External fault 1 <sup>1)</sup>	
DI7	Not assigned	
DI20	Not assigned	
DI21	Not assigned	
M2		
M (GND)		
<u>DI/DO12</u>	Error message acknowledgement, Braking Module	Output is used (reserved) in conjunction with the Braking Module
<u>DI/DO13</u>	P24	Factory-set as output
M (GND)		
<u>DI/DO14</u>	P24	Factory-set as output
<u>DI/DO15</u>	P24	Factory-set as output
M (GND)		

The factory settings of the bidirectional inputs/outputs are underscored.

<sup>1)</sup> A jumper must be inserted here if these inputs are not used

3. The converter is controlled via the PROFIBUS interface which is integrated as standard (CU320-2 DP). The digital inputs and outputs on the Control Unit as well as the optional customer interface TM31 are used to incorporate external alarm and/or error messages and control signals.

Terminal block on the CU320-2 Control Unit		
-X122	Factory setting	Comment
DI0	Not assigned	
DI1	Not assigned	
DI2	Not assigned	
DI3	Not assigned	
DI16	Not assigned	
DI17	Not assigned	
M1		
M (GND)		
DI/ <u>DO8</u>	Not assigned	Factory-set as output
DI/ <u>DO9</u>	Not assigned	Factory-set as output
M (GND)		
DI/ <u>DO10</u>	Not assigned	Factory-set as output
DI/ <u>DO11</u>	Not assigned	Factory-set as output
M (GND)		
<b>-X132</b>		
DI4	Not assigned	
DI5	Not assigned	
DI6	Not assigned	
DI7	Not assigned	
DI20	Not assigned	
DI21	Not assigned	
M2		
M (GND)		
DI/ <u>DO12</u>	Error message acknowledgement, Braking Module	Output is used (reserved) in conjunction with the Braking Module
DI/ <u>DO13</u>	Not assigned	Factory-set as output
M (GND)		
DI/ <u>DO14</u>	Not assigned	Factory-set as output
DI/ <u>DO15</u>	Not assigned	Factory-set as output
M (GND)		

The factory settings of the bidirectional inputs/outputs are underscored.

For TM31 assignments, see next page.

Terminal block on the TM31 Terminal Module		
	Factory setting	Comment
<b>-X520</b>	Optocoupler inputs connected to common potential	
DI0	Not assigned	
DI1	Not assigned	
DI2	Not assigned	
DI3	Acknowledge fault	
<b>-X530</b>	Optocoupler inputs connected to common potential	
DI4	OFF 2 <sup>1)</sup>	Immediate pulse disable, motor coasts to standstill
DI5	OFF 3 <sup>1)</sup>	Ramp-down along quick-stop ramp, only of relevance in conjunction with the Braking Module
DI6	External fault <sup>1)</sup>	
DI7	Not assigned	
<b>-X541</b>	Bidirectional inputs/outputs	
<u>DI/DO8</u>	Message: Ready to start	
<u>DI/DO9</u>	Not assigned	Factory-set as input
<u>DI/DO10</u>	Not assigned	Factory-set as input
<u>DI/DO11</u>	External alarm <sup>1)</sup>	Factory-set as input
<b>-X542</b>	Relay outputs (changeover contact)	
DO0	Inverter enable (Run)	
DO1	Checkback signal No converter fault	
<b>-X521</b>	Analog inputs, differential	
AI0+	Not assigned	
AI0-		
AI1+	Not assigned	
AI1-		
<b>-X522</b>	Analog outputs	
AO 0V+		The factory setting for the outputs is 0 to 10 V.
AO 0-	Analog output, actual speed value	
AO 0C+		
AO 1V+		The factory setting for the outputs is 0 to 10 V.
AO 1-	Analog output, actual motor current value	
AO 1C+		
<b>-X522</b>	Thermistor protection	
+Temp		Input for KTY84 temperature sensor or PTC thermistor
-Temp		

The factory settings of the bidirectional inputs/outputs are underscored.

<sup>1)</sup> A jumper must be inserted here if these inputs are not used



4. The converter is controlled exclusively via the digital inputs/outputs or analog inputs/outputs on the optional TM31 customer interface.

Terminal block on the CU320-2 Control Unit		
-X122	Factory setting	Comment
DI0	Not assigned	
DI1	Not assigned	
DI2	Not assigned	
DI3	Not assigned	
DI16	Not assigned	
DI17	Not assigned	
M1		
M (GND)		
<u>DI/DO8</u>	Not assigned	Factory-set as output
<u>DI/DO9</u>	Not assigned	Factory-set as output
M (GND)		
<u>DI/DO10</u>	Not assigned	Factory-set as output
<u>DI/DO11</u>	Not assigned	Factory-set as output
M (GND)		
-X132		
DI4	Not assigned	
DI5	Not assigned	
DI6	Not assigned	
DI7	Not assigned	
DI20	Not assigned	
DI21	Not assigned	
M2		
M (GND)		
<u>DI/DO12</u>	Error message acknowledgement, Braking Module	Output is used (reserved) in conjunction with the Braking Module
<u>DI/DO13</u>	Not assigned	Factory-set as output
M (GND)		
<u>DI/DO14</u>	Not assigned	Factory-set as output
<u>DI/DO15</u>	Not assigned	Factory-set as output
M (GND)		

The factory settings of the bidirectional inputs/outputs are underscored.

Terminal block on the TM31 Terminal Module		
	Factory setting	Comment
-X520	Optocoupler inputs with common potential	
DI0	ON/OFF 1	
DI1	Increase setpoint/fixed setpoint 0	Parameters can be set in the firmware to determine whether operation is via motorized digital potentiometer or fixed setpoint
DI2	Decrease setpoint/fixed setpoint 1	
DI3	Acknowledge fault	
-X530	Optocoupler inputs with common potential	
DI4	OFF 2 <sup>1)</sup>	Immediate pulse disable, motor coasts to standstill
DI5	OFF 3 <sup>1)</sup>	Ramp-down along quick-stop ramp, only of relevance in conjunction with the Braking Module
DI6	External fault <sup>1)</sup>	
DI7		

<sup>1)</sup> A jumper must be inserted here if these inputs are not used

Terminal block on the TM31 Terminal Module		
	Factory setting	Comment
<b>-X541</b>	Bidirectional inputs/outputs	
<u>DI/DO8</u>	Message: Ready to start	
<u>DI/DO9</u>	Not assigned	Factory-set as input
<u>DI/DO10</u>	Not assigned	Factory-set as input
<u>DI/DO11</u>	External alarm <sup>1)</sup>	Factory-set as input
<b>-X542</b>	Relay outputs (changeover contact)	
DO 0	Inverter enable (Run)	
DO 1	Checkback signal No converter fault	
<b>-X521</b>	Analog inputs, differential	
AI0+	Analog input for setting speed setpoint	The factory setting for the inputs is 10 V.
AI0-		
AI1+	Analog input reserved	The factory setting for the inputs is 10 V.
AI1-		
<b>-X522</b>	Analog outputs	
AO 0V+		The factory setting for the outputs is 0 to 10 V.
AO 0-	Analog output, actual speed value	
AO 0C+		
AO 1V+		The factory setting for the outputs is 0 to 10 V.
AO 1-	Analog output, actual motor current value	
AO 1C+		
<b>-X522</b>	Thermistor protection	
+Temp		Input for KTY84 temperature sensor or PTC thermistor
-Temp		

The factory settings of the bidirectional inputs/outputs are underscored.

**Note:**

If the cables connected to the analog inputs and outputs of the TM31 Terminal Module are more than about 3 to 4 m in length, isolating amplifiers must be used to ensure reliably EMC-compliant operation. Isolating amplifiers electrically decouple the signal source and the signal sink, thereby ensuring that any differences in reference potential between the electronic circuitry of the unit and the higher-level control system do not cause equalizing currents to flow across the analog signal cables. By this method, it is possible to minimize interference coupling into the analog signal transmission system and to obtain interference-resistant analog transmission links even in systems with long cables. For further information about EMC-compliant cabling, please refer to chapter "EMC Installation Guideline".

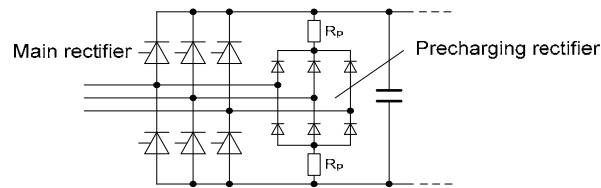
- The converter is controlled and operated exclusively via the optional AOP30. The digital inputs/outputs on the CU320-2 or TM31 are not used for this purpose.

### 4.6 Cable cross-sections and connections on SINAMICS G130 Chassis Units

The maximum connectable cable cross-sections for the line and motor connections are stated in the technical data in Catalog D11. The recommended cable cross-sections are identical to those for the SINAMICS G150 converter cabinet units, which can be found in section "Cable cross-sections and connections on SINAMICS G150 Cabinet Units" in chapter "Converter Cabinet Units SINAMICS G150".

### 4.7 Precharging of the DC link and precharging currents

On SINAMICS G130 converter Chassis units, a small precharging rectifier equipped with diodes is connected in parallel to the thyristor-based main rectifier. If this circuit arrangement is connected to line voltage, the DC link is charged by means of the precharging rectifier and the associated precharging resistors. The main rectifier is disabled during this period, i.e. the thyristors are not gated. As soon as the DC link has charged, the thyristors in the main rectifier are gated in such a way that they are triggered at the earliest possible moment. In normal operation, therefore, the thyristor rectifier has similar operating characteristics as a diode rectifier. Almost all the operating current flows across the main rectifier, as this presents a significantly lower resistance than the parallel connected precharging rectifier with its precharging resistors.



**Precharging on a SINAMICS G130 converter Chassis unit using a separate precharging rectifier and precharging resistors**

This precharging principle involves the use of ohmic resistors  $R_p$  and is therefore subject to losses. The precharging resistors are dimensioned thermally to precharge the DC link of the G130 converter without themselves becoming overloaded. They are not capable of precharging any additional DC link capacitance. For this reason, it is not permissible to connect further S120 Motor Modules to the DC link of a SINAMICS G130 converter, or to interconnect multiple G130 converters via the same DC link.

The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V / 500 V / 690 V. Where other line voltage values apply, the line current values must be converted in proportion to the line voltage.

The precharging currents decay in accordance with an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Rated power of G130 at 400 V / 500 V / 690 V	Rated output current	Line current at the beginning of DC link precharging (initial rms value) at 400 V / 500 V / 690 V
<b>380 V – 480 V 3AC</b>		
110 kW	210 A	5 A
132 kW	260 A	6 A
160 kW	310 A	6 A
200 kW	380 A	8 A
250 kW	490 A	13 A
315 kW	605 A	13 A
400 kW	745 A	13 A
450 kW	840 A	13 A
560 kW	985 A	17 A
<b>500 V – 600 V 3AC</b>		
110 kW	175 A	4 A
132 kW	215 A	5 A
160 kW	260 A	5 A
200 kW	330 A	8 A
250 kW	410 A	10 A
315 kW	465 A	10 A
400 kW	575 A	13 A
500 kW	735 A	15 A
560 kW	810 A	15 A
<b>660 V – 690 V 3AC</b>		
75 kW	85 A	4 A
90 kW	100 A	4 A
110 kW	120 A	4 A
132 kW	150 A	4 A
160 kW	175 A	5 A
200 kW	215 A	7 A
250 kW	260 A	7 A
315 kW	330 A	11 A
400 kW	410 A	15 A
450 kW	465 A	15 A
560 kW	575 A	17 A
710 kW	735 A	21 A
800 kW	810 A	21 A

**SINAMICS G130 converter Chassis units: Line currents at the beginning of precharging (initial rms values)**

### 4.8 Line-side components

#### 4.8.1 Line fuses

The combined fuses (3NE1., class gS) for line and semiconductor protection are recommended to protect the converter. These fuses are specially adapted to provide protection for the input rectifier's semiconductors.

- Superfast
- Adapted to the overload characteristic of the semiconductor
- Low arc voltage
- Improved current limiting (lower let-through values)

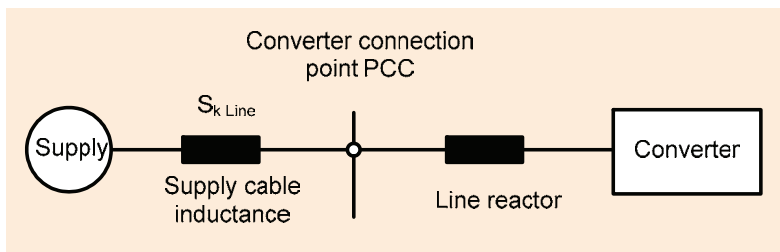
#### 4.8.2 Line reactors

A line reactor must be installed whenever

- the converters are connected to a line supply system with high short-circuit power, i.e. with low line supply inductance
- more than one converter is connected to the same point of common coupling (PCC)
- the converters are equipped with line filters for RFI suppression
- the converters are equipped with Line Harmonics Filters (LHF) to reduce harmonic effects on the supply (does not apply to Line Harmonics Filter LHF compact).

The line reactor smoothes the current drawn by the converter and thus reduces harmonic components in the line current and thus the thermal load on the rectifier and DC link capacitors of the converter. The harmonic effects on the supply are also reduced, i.e. both the harmonic currents and harmonic voltages in the power supply are attenuated.

Line reactors can be dispensed with only if the supply cable inductance is sufficiently high or the relative short-circuit power RSC<sup>\*)</sup> correspondingly low.



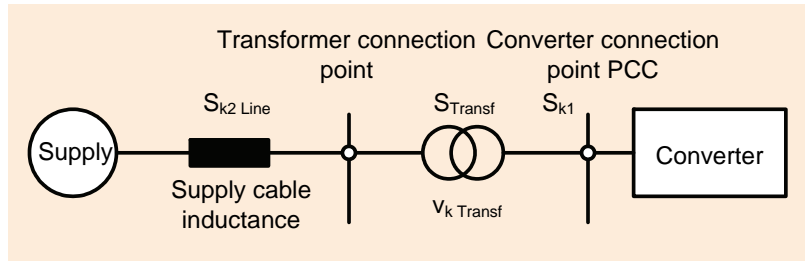
The following values apply to SINAMICS G130 Chassis:

Converter output SINAMICS G130	Line reactor can be omitted with an RSC of	Line reactor is required with an RSC of
< 200 kW	≤ 43	> 43
200 kW - 500 kW	≤ 33	> 33
> 500 kW	≤ 20	> 20

As the configuration of the supply system for operating individual converters is often not known in practice, i.e. the short-circuit power at the PCC of the converter is not certain, it is advisable to connect a line reactor on the line side of the converter in cases of doubt.

<sup>\*)</sup> RSC=Relative Short-Circuit power:  
Ratio of the short-circuit power  $S_{k \text{ Line}}$  at the PCC to the fundamental frequency apparent power  $S_{\text{Converter}}$  of the connected converter).

A line reactor can only be dispensed with when the RSC value for relative short-circuit power is less than stated in the above table. This applies, for example, if the converter is connected to the supply via a transformer with specially adapted rating and none of the other reasons stated above for using a line reactor is valid.



In this case, the short-circuit power  $S_{k1}$  at the PCC of the converter is approximately

$$S_{k1} = \frac{S_{Transf}}{v_{k Transf} + \frac{S_{Transf}}{S_{k2 Line}}}$$

Abbreviation	Meaning
$S_{Transf}$	Rated power of the transformer
$v_{k Transf}$	Relative short-circuit voltage of the transformer
$S_{k2 Line}$	Short-circuit power of the higher-level voltage

Line reactors must always be provided if more than one converter is connected to the same point of common coupling. In this case, the reactors perform two functions, i.e. they smooth the line current and decouple the rectifiers at the line side. This decoupling is essential in ensuring fault-free operation of the rectifier circuit. For this reason, each converter must be provided with its own line reactor, i.e. it is not permissible for more than one converter to be connected to the same line reactor.

A line reactor is also essential for any converter that is to be equipped with a line filter for RI suppression or with a Line Harmonics Filter (LHF) for reducing harmonic effects on the supply. This is because filters of this type cannot be 100% effective without a line reactor (does not apply to Line Harmonics Filter LHF compact).

### 4.8.3 Line Harmonics Filters

Line Harmonics Filters reduce the low-frequency harmonic effects on the supply system created by the converter to levels which could otherwise only be achieved with 12-pulse rectifiers, allowing compliance with the strict limit values defined in standard IEEE 519.

Further information about the operating principle of the filters and applicable supplementary conditions can be found in section "Line Harmonics Filters (LHF and LHF compact)" in chapter "Fundamental Principles and System Description".

### 4.8.4 Line filters

SINAMICS G130 Chassis are equipped as standard with an integrated line filter for limiting radio frequency interference emissions in accordance with EMC product standard EN 61800-3, category C3 (applications in industrial areas or in the "second" environment).

An optional line filter is also available which renders the units suitable for category C2 applications in accordance with product standard EN 61800-3 (installation in residential areas or in the "first" environment).

To ensure that the converters comply with the limits defined for the above categories, it is absolutely essential that the relevant installation guidelines are followed. The efficiency of the filters as regards grounding and shielding can be guaranteed only if the drive is properly installed.

Line filters can be used only on converters that are connected to grounded supply systems (TN or TT). On converters connected to non-grounded systems (IT supply systems), the standard integrated line filter must be isolated from PE potential. This can be done simply by removing a metal clip on the filter when the drive is commissioned (see operating instructions). It is not permissible to use the optional line filter in non-grounded systems to achieve compliance with the limits defined for category C2 by EMC product standard EN 61800-3.

For further details, please refer to section "Line filters" in chapter "Fundamental Principles and Description" and to chapter "EMC Installation Guideline".

### 4.9 Components at the DC link

#### 4.9.1 Braking units

SINAMICS G130 converter Chassis units have no regenerative feedback capability. Braking units are therefore required for applications in which regenerative energy is produced occasionally and for brief periods, e.g. when the drive brakes (emergency stop). The braking units consist of a Braking Module and an externally installed braking resistor, which is connected to the Braking Module and converts generated braking energy into heat.

Braking Modules with a continuous braking power of 25 kW ( $P_{20}$  power 100 kW) and 50 kW ( $P_{20}$  power 200 kW) are available for SINAMICS G130 converter Chassis units. The table below lists the braking powers which match the output power ratings of individual converters. The Braking Modules contain the power electronics and associated control circuitry. They are designed for being mounted in the power blocks of the G130 Power Modules and are cooled by the air discharged from the Power Modules. They are connected to the DC link of the Power Module and operate completely autonomously in terms of the supply voltage drawn from the DC link and in terms of the closed-loop control. In order to achieve a higher braking power, it is possible to operate more than one Braking Module in parallel on converters constructed of multiple power blocks. 2 Braking Modules can be used on converters of frame size HX, and 3 Braking Modules on converters of frame size JX. A separate braking resistor is always assigned to each Braking Module.

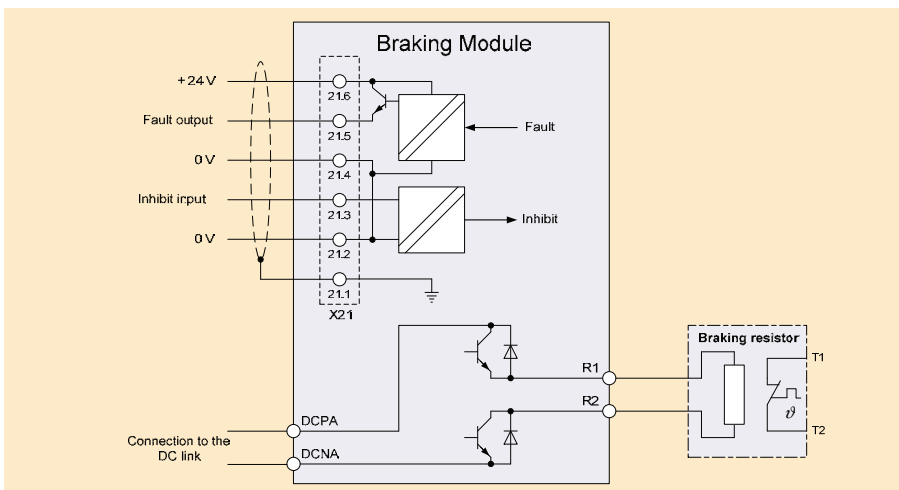
If braking units are operated at ambient temperatures of  $> 40\text{ }^{\circ}\text{C}$  and at installation altitudes of  $> 2000\text{ m}$ , the derating factors relating to output current and output power listed for the Power Modules also apply.

A thermal contact, which can be incorporated into the alarm and shutdown sequence of the converter, is installed in the braking resistor as a monitoring mechanism.

The maximum permissible cable length between the Braking Module and braking resistor is 100 m.

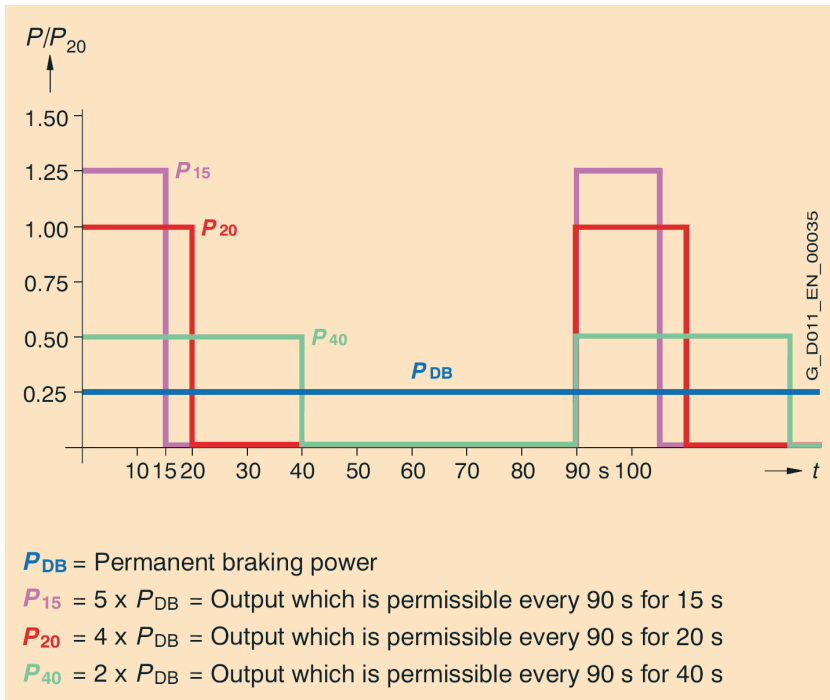
SINAMICS G130 Chassis units	Matching Braking Modules				Braking resistor $R_B$	Max. current
	Rated power (continuous braking power) $P_{DB}$	Power $P_{40}$	Power $P_{20}$	Peak power $P_{15}$		
Rated power						
<b>380 V – 480 V 3AC</b>						
110 kW - 132 kW	25 kW	50 kW	100 kW	125 kW	$4.4\ \Omega \pm 7.5\ %$	189 A
160 kW - 560 kW	50 kW	100 kW	200 kW	250 kW	$2.2\ \Omega \pm 7.5\ %$	378 A
<b>500 V – 600 V 3AC</b>						
110 kW - 560 kW	50 kW	100 kW	200 kW	250 kW	$3.4\ \Omega \pm 7.5\ %$	306 A
<b>660 V – 690 V 3AC</b>						
75 kW - 132 kW	25 kW	50 kW	100 kW	125 kW	$9.8\ \Omega \pm 7.5\ %$	127 A
160 kW - 800 kW	50 kW	100 kW	200 kW	250 kW	$4.9\ \Omega \pm 7.5\ %$	255 A

**Braking Modules and braking resistors available for SINAMICS G130 Chassis units. The power values are valid for the factory-set response thresholds**



**Connection of Braking Module and braking resistor in SINAMICS G130 Chassis units**

The diagram below illustrates the power definitions and specifies the load duty cycles for the Braking Modules and matching braking resistors. The information is valid for the factory-set response thresholds.



**Power definitions and load duty cycles for Braking Modules and braking resistors**

### How to determine which Braking Modules and braking resistors are required

The process for calculating the continuous power rating of the braking unit required for a particular application is explained below.

#### 1. Calculating the mean braking power $P_{mean}$

First of all, the mean braking power  $P_{mean}$  needs to be calculated on the basis of the specified load duty cycle.

- For periodic load duty cycles with a duration of  $T \leq 90$  s, it is necessary to determine the mean braking power  $P_{mean}$  over the whole load duty cycle duration  $T$ .
- For periodic load duty cycles with a duration of  $T > 90$  s or for sporadic braking operations, it is necessary to determine the mean braking power  $P_{mean}$  over the time interval during which the maximum mean value occurs. A period of 90 s must be applied as the time base for calculating the mean value.

The required continuous braking power of the braking unit  $P_{DB}$  is calculated from the mean braking power according to the following equation

$$P_{DB} \geq 1.125 \cdot P_{mean}$$

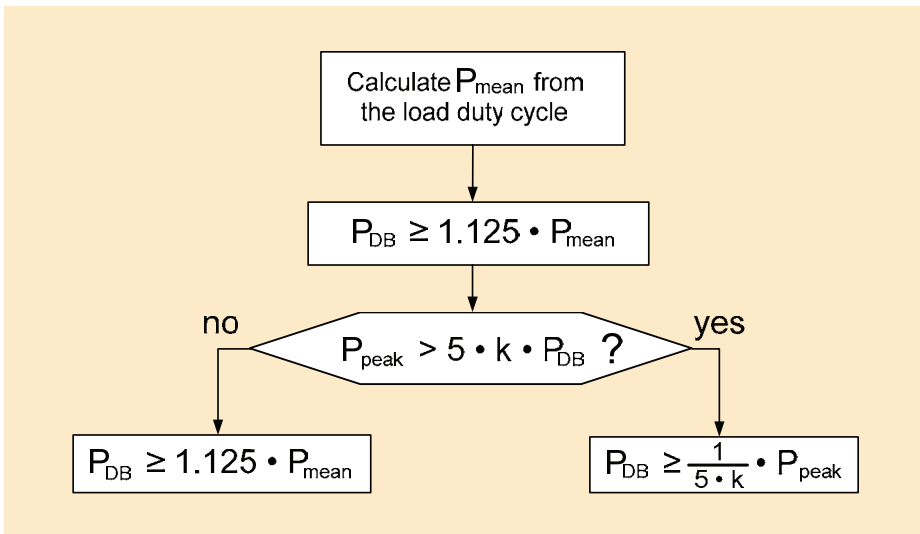
#### Note:

The factor  $1.125 = 1 / 0.888$  makes allowance for the fact that the permissible mean power for load duty cycles such as the  $P_{20}$  or the  $P_{40}$  cycle equals only 88.8% of the permissible continuous braking power due to the thermal time constants involved.

#### 2. Checking the required peak braking power $P_{peak}$

In addition to the mean braking power  $P_{mean}$ , the peak braking power  $P_{peak}$  is also a determining factor in the selection of a braking unit. It is therefore important to check whether the braking unit with the continuous braking power  $P_{DB}$  calculated according to 1. is also capable for the necessary peak braking power  $P_{peak}$  during the specified load duty cycle. If it does not have this capability, the continuous braking power requirement  $P_{DB}$  must be increased as far as necessary to ensure that the peak braking power requirement is also covered.

The flowchart below illustrates the process for doing this.



**Flowchart illustrating the process for calculating Braking Module and braking resistor**

To reduce the voltage stress on the motor and converter, the response threshold of the braking unit and thus also the DC link voltage  $V_{DC\ link}$  which is generated during braking can be reduced in operation at low line supply voltages within the relevant line supply voltage ranges (380 V to 400 V, 500 V or 660 V). However, this also means a corresponding decrease in the attainable peak braking power due to  $P_{peak} \sim (V_{DC\ link})^2 / R$  with the reduction factor  $k = (\text{lower response threshold} / \text{upper response threshold})^2$ .

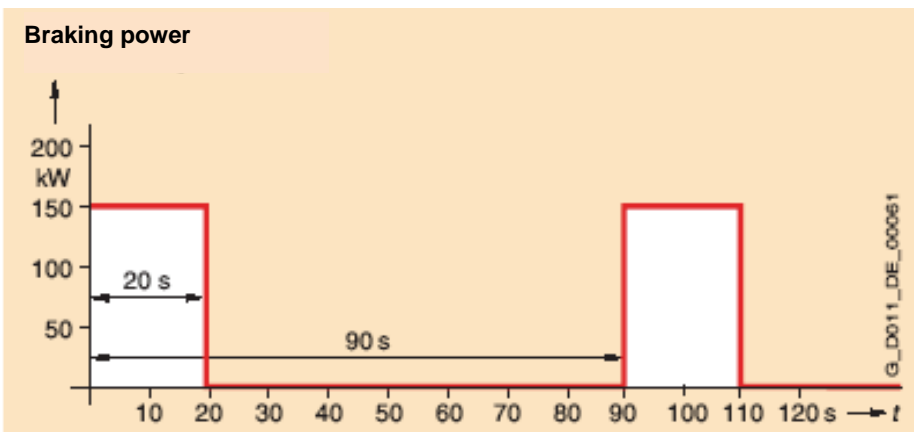
The upper response threshold is set in each case at the factory. The settable response thresholds and corresponding reduction factors  $k$  are shown in the table below.

Line supply voltage	Response threshold $V_{DC\ link}$ with corresponding reduction factor $k$	
380 V – 480 V 3AC	774 V (k=1)	or 673 V (k=0.756)
500 V – 600 V 3AC	967 V (k=1)	or 841 V (k=0.756)
660 V – 690 V 3AC	1158 V (k=1)	or 1070 V (k=0.853)

**Response thresholds of Braking Modules and corresponding reduction factors  $k$**

Example calculation:

The purpose of this calculation is to determine for a SINAMICS G130 converter Chassis unit with an output power rating of 450 kW at 400 V whether the braking unit with a continuous power rating of  $P_{DB} = 50\ kW$  or  $P_{20} = 200\ kW$  available for the Power Module is suitable for the application described below. The diagram shows the required braking power characteristics over time.





1. The result of the mean braking power calculation is as follows:

$$P_{\text{mean}} = [ (150 \text{ kW} \cdot 20 \text{ s}) + (0 \text{ kW} \cdot 70 \text{ s}) ] / 90 \text{ s}$$

$$= 33.33 \text{ kW}$$

The braking unit must have a continuous power capability of more than  $1.125 \cdot P_{\text{mean}}$ . The following thus applies:

$$P_{\text{DB}} \geq 1.125 \cdot 33.33 \text{ kW}$$

$$\geq 37.5 \text{ kW}$$

2a. Checking the required peak power for a factory-set upper response threshold of  $V_{\text{DClink}} = 774 \text{ V}$  according to  $k = 1$

$$P_{\text{peak}} > 5 \cdot k \cdot P_{\text{DB}} \text{ ?}$$

$$150 \text{ kW} > 5 \cdot 1 \cdot 37.5 \text{ kW} \text{ ?}$$

$$> 187.5 \text{ kW} \text{ ?}$$

The condition is not fulfilled, i.e. the required peak power of 150 kW is not higher than the peak power of 187.5 kW which can be supplied by a braking unit with a continuous power rating of 37.5 kW. The mean braking power is thus the decisive criterion for selecting the Braking Module and braking resistor

A braking unit with a continuous power rating of

$$P_{\text{DB}} \geq 1.125 \cdot P_{\text{mean}}$$

$$\geq 37.5 \text{ kW}$$

is therefore needed. The braking unit with  $P_{\text{DB}} = 50 \text{ kW}$  or  $P_{20} = 200 \text{ kW}$  which can be selected for the Power Module is therefore suitable for this application.

2b. Checking the required peak power for a reduced lower response threshold of  $V_{\text{DClink}} = 673 \text{ V}$  according to  $k = 0.756$ :

$$P_{\text{peak}} > 5 \cdot 0.756 \cdot P_{\text{DB}} \text{ ?}$$

$$150 \text{ kW} > 5 \cdot 0.756 \cdot 37.5 \text{ kW} \text{ ?}$$

$$> 141.75 \text{ kW} \text{ ?}$$

The condition is fulfilled, i.e. the required peak power of 150 kW is higher than the peak power of 141.75 kW which can be supplied by the braking unit with a continuous power rating of 37.5 kW. The peak power of the braking unit is thus the decisive criterion for selecting the Braking Module and braking resistor.

A braking unit with a continuous power rating of

$$P_{\text{DB}} \geq [1 / (5 \cdot k)] \cdot P_{\text{peak}}$$

$$\geq [1 / (5 \cdot 0.756)] \cdot 150 \text{ kW}$$

$$\geq 39.68 \text{ kW}$$

is therefore needed. The braking unit with  $P_{\text{DB}} = 50 \text{ kW}$  or  $P_{20} = 200 \text{ kW}$  which can be selected for the Power Module is therefore suitable for this application.

### 4.10 Load-side components and cables

#### 4.10.1 Motor reactors

The fast switching of the IGBTs in the inverter causes a high voltage rate-of-rise  $dv/dt$  at the inverter output. If long motor cables are used, these voltage gradients increase the current load on the converter output due to capacitive charge/discharge currents. The length of cable which may be connected is therefore limited.

The high voltage rate-of-rise and the resulting voltage spikes at the motor terminals, increase the voltage stress at the motor winding in comparison to direct line operation. In conjunction with the connected cable capacitances, the motor reactors reduce the capacitive charge/discharge currents in the motor cables and, as a function of the motor cable length, limit the voltage rate-of-rise  $dv/dt$  and the voltage spikes  $V_{PP}$  at the motor terminals.

For a more detailed description, please refer to the section "Motor reactors" of the chapter "Fundamental Principles and System Description".

#### 4.10.2 $dv/dt$ filters plus VPL

The  $dv/dt$  filter plus VPL and the  $dv/dt$  filter compact plus VPL comprise two components, i.e. the  $dv/dt$  reactor and the voltage limiting network (**V**oltage **P**eak **L**imiter), which limits voltage spikes and returns the energy back to the DC link.

The  $dv/dt$  filter plus VPL and the  $dv/dt$  filter compact plus VPL must be used when the dielectric strength of the winding system on the motor to be connected is unknown or inadequate. Siemens standard and trans-standard asynchronous motors require a filter (depending on the motor range) only with line supply voltages of  $> 460$  V or  $> 500$  V in cases where no special insulation is provided on the motor side. Further information can be found in chapter "Motors".

The  $dv/dt$  filter plus VPL limits the voltage rate-of-rise to values  $< 500$  V/ $\mu$ s and the typical voltage spikes on the motor to the values below:

- $V_{PP}$  (typically)  $< 1000$  V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically)  $< 1250$  V for  $660$  V  $< V_{Line} < 690$  V

The  $dv/dt$  filter compact plus VPL limits the voltage rate-of-rise to values of  $< 1600$  V/ $\mu$ s and the typical voltage spikes on the motor to the following values:

- $V_{PP}$  (typically)  $< 1150$  V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically)  $< 1400$  V for  $660$  V  $< V_{Line} < 690$  V

For a more detailed description, please refer to section " $dv/dt$  filters plus VPL and  $dv/dt$  filters compact plus VPL" in chapter "Fundamental Principles and System Description".

#### 4.10.3 Sine-wave filters

Sine-wave filters are LC low-pass filters and constitute the most sophisticated filter solution. They are significantly more effective than  $dv/dt$  filters in reducing the voltage rates-of-rise  $dv/dt$  and peak voltages  $V_{PP}$ , but operation with sine-wave filters imposes substantial restrictions in terms of the possible pulse frequency settings and voltage and current utilization of the motor-side inverter (voltage and current derating).

For a more detailed description and for the derating data, please refer to the section "Sine-wave filters" of the chapter "Fundamental Principles and System Description".

#### 4.10.4 Maximum connectable motor cable lengths

The table shows the maximum connectable motor cable lengths. The values apply to the motor cable types recommended in the table as well as to other types of cable.

SINAMICS G130 Line supply voltage	Rated power at 400 V / 500 V / 690 V	Maximum permissible motor cable length	
		Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
<b>Without reactor or filter</b>			
380 V – 480 V 3AC	110 kW - 560 kW	300 m	450 m
500 V – 600 V 3AC	110 kW - 560 kW	300 m	450 m
660 V – 690 V 3AC	75 kW - 800 kW	300 m	450 m

Permissible motor cable lengths for SINAMICS G130

<b>SINAMICS G130</b>		<b>Maximum permissible motor cable length</b>	
<b>Line supply voltage</b>	<b>Rated power at 400 V / 500 V / 690 V</b>	<b>Shielded cable e.g. Protodur NYCWY</b>	<b>Unshielded cable e.g. Protodur NYY</b>
<b>With one motor reactor</b>			
380 V – 480 V 3AC	110 kW - 560 kW	300 m	450 m
500 V – 600 V 3AC	110 kW - 560 kW	300 m	450 m
660 V – 690 V 3AC	75 kW - 800 kW	300 m	450 m
<b>With dv/dt filter plus VPL</b>			
380 V – 480 V 3AC	110 kW - 560 kW	300 m	450 m
500 V – 600 V 3AC	110 kW - 560 kW	300 m	450 m
660 V – 690 V 3AC	75 kW - 800 kW	300 m	450 m
<b>With dv/dt filter compact plus VPL</b>			
380 V – 480 V 3AC	110 kW - 560 kW	100 m	150 m
500 V – 600 V 3AC	110 kW - 560 kW	100 m	150 m
660 V – 690 V 3AC	75 kW - 800 kW	100 m	150 m
<b>With sine-wave filter</b>			
380 V – 480 V 3AC	110 kW - 250 kW	300 m	450 m
500 V – 600 V 3AC	110 kW - 132 kW	300 m	450 m

**Permissible motor cable lengths for SINAMICS G130 (continued)**

Under certain conditions, the permissible cable lengths can be increased even further through the series connection of two motor reactors. Cable lengths for two motor reactors in series and the corresponding limitations are available on request.

### 5 Converter Cabinet Units SINAMICS G150

#### 5.1 General information

SINAMICS G150 converter cabinets are ready-to-connect, high power output AC/AC converters in a standard cabinet. An extensive range of electrical and mechanical options means that they can be configured easily to meet individual requirements.

They are designed for applications with low to medium requirements in terms of control quality and feature a simple 6-pulse rectifier without regenerative feedback capability.

The motor-side inverter is designed primarily to operate asynchronous motors in sensorless vector control mode. Optionally it is also possible to operate asynchronous motors with incremental encoders.

SINAMICS G150 converter cabinets are available for the line supply voltages and output power ranges listed below:

Line supply voltage	Converter output single converters	Converter output parallel connected converters (version A only)
380 V – 480 V 3AC	110 kW - 560 kW at 400 V	630 kW - 900 kW at 400 V
500 V – 600 V 3AC	110 kW - 560 kW at 500 V	630 kW - 1000 kW at 500 V
660 V – 690 V 3AC	75 kW - 800 kW at 690 V	1000 kW - 1500 kW at 690 V

#### Line supply voltages and output power ranges of SINAMICS G150 converter cabinets

There are two versions of the SINAMICS G150 cabinets:

- Version A  
is designed to allow installation of all the available line connection components, such as line fuses, main circuit breaker, main contactor, circuit breakers, line filter or motor-side components and additional monitoring equipment. This version is also available in the higher power range with two Power Units connected in parallel.
- Version C  
with specially space-optimized design without line-side components. This version can be used, for example, when line connection components are accommodated in a central low-voltage distribution panel (MCC) in the plant.

SINAMICS G150 cabinets are available in a range of cabinet widths, starting at 400 mm and increasing in increments of 200 mm.

The standard model has a degree of protection IP20, but further models with degrees of protection IP21, IP23, IP43 and IP54 are available as options.

SINAMICS G150 cabinets feature as standard the AOP30 Advanced Operator Panel for control, monitoring and commissioning tasks. It is mounted in the cabinet door.

A PROFIBUS interface is provided as standard on the CU320-2 DP Control Unit as a customer interface.

The CU320-2 features digital inputs and outputs as standard. The TM31 Terminal Module which provides numerous digital and analog inputs and outputs can be installed optionally (option G60).

#### 5.2 Rated data of converters for drives with low demands on control performance

##### Main applications

SINAMICS G150 converter cabinet units are designed primarily for applications with low to medium requirements of dynamic response and control accuracy and are usually operated in sensorless vector control mode. They can operate asynchronous motors as well as permanent-magnet synchronous motors in sensorless vector control mode without encoder.

For applications that require a higher standard of control performance, i.e. where the control accuracy is more important than the dynamic response, SINAMICS G150 converter cabinet units can be equipped with an SMC30 speed encoder interface which enables them to operate asynchronous motors with TTL / HTL incremental encoders (option K50).

SINAMICS G150 converter cabinet units are basically incapable of regenerative feedback. For applications where the drive operates in regenerative mode for brief periods, it is possible either to activate the  $V_{dc \max}$  controller or install braking units (options L61 or L62).

**Line supply voltages**

SINAMICS G150 converter cabinets are available for the following line supply voltages:

- 380 V – 480 V 3AC
- 500 V – 600 V 3AC
- 660 V – 690 V 3AC

The permissible voltage tolerance is  $\pm 10\%$  continuously and  $-15\%$  for brief periods ( $< 1$  min). In the case of line undervoltages within the specified tolerances, the available output power will drop accordingly unless additional power reserves are available to increase the output current.

**Usable output currents**

The output currents specified in the selection and ordering data can be utilized over the entire output frequency or speed range. However, time restrictions dependent on the relevant application do apply with operation at low output frequencies of  $< 10$  Hz with simultaneously high output currents of  $> 75\%$  of the rated current  $I_{rated}$ . These are described in section "Power cycling capability of IGBT modules and inverter power units" in chapter "Fundamental Principles and System Description".

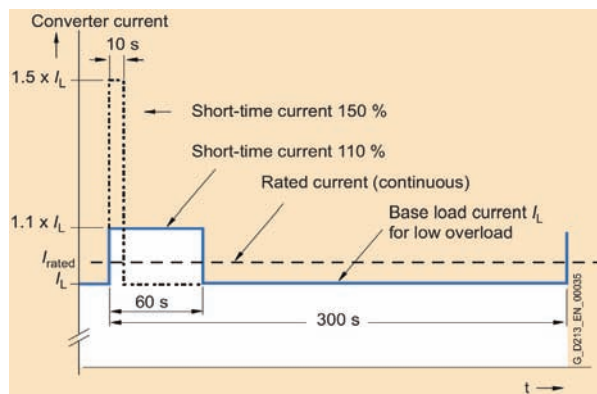
The specified rated output current is the maximum continuous thermally permissible output current. The units have no additional overload capacity when operating at this current.

**Overload capability, load duty cycle definitions**

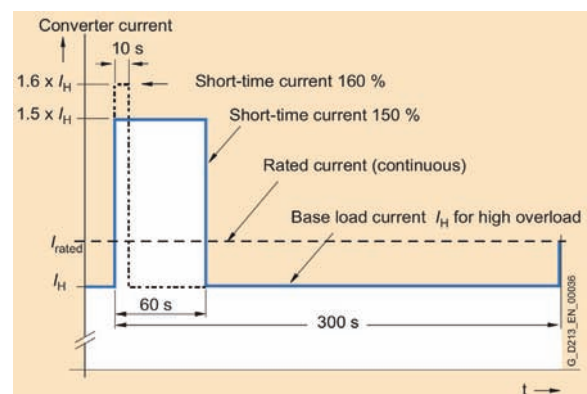
When a drive is required to overcome breakaway torques or is subjected to high surge loads, its configuration must take these factors into account. In such instances, it must be operated on the basis of a base load current which is lower than the rated output current. Overload reserves are available for this purpose. The load duty cycles for operation with low and high overloads are defined below.

- The base load current  $I_L$  for low overload is based on a load duty cycle of 110% for 60 s or 150% for 10 s.
- The base load current  $I_H$  for high overload is based on a load duty cycle of 150% for 60 s or 160% for 10 s.

These overload values apply on condition that the converter is operated at its base load current before and after the period of overload on the basis of a load duty cycle duration of 300 s in each case.



**Load duty cycle definition for low overload**



**Load Duty cycle definition for high overload**

**Overload and overtemperature protection**

SINAMICS G150 cabinets are equipped with effective overload and overtemperature protection mechanisms which protect them against thermal overloading.

Sensors at various locations in the converter (inlet air, control electronics, rectifier heatsink, inverter heatsink) measure the relevant temperatures and feed them into the so-called "Thermal model". This continuously calculates the temperature at critical positions on power components. In this way the converter is effectively protected against thermal overloads, whether they are caused by excessive current or high ambient temperatures. The so-called "I<sup>2</sup>t" monitoring circuit checks the level of utilization of the motor-side inverter. If the level of inverter utilization or the temperature at any point in the converter exceeds the upper tolerance limit, the converter responds by initiating an overload reaction parameterized in the firmware. It is possible to select whether the converter should react to overload by reducing the output frequency and output current or the pulse frequency. Immediate shutdown can also be parameterized.

### Maximum output frequency

With SINAMICS G150 cabinet units, the maximum output frequency is limited to 100 Hz or 160 Hz due to the factory-set pulse frequency of  $f_{\text{Pulse}} = 1.25 \text{ kHz}$  (current controller clock cycle = 400  $\mu\text{s}$ ) or  $f_{\text{Pulse}} = 2.00 \text{ kHz}$  (current controller clock cycle = 250  $\mu\text{s}$ ). The pulse frequency must be increased if higher output frequencies are to be achieved. Since the switching losses in the motor-side IGBT inverter increase when the pulse frequency is raised, the output current must be reduced accordingly.

### Permissible output current and maximum output frequency as a function of pulse frequency

The table below states the rated output currents of SINAMICS G150 converters with the factory-set pulse frequency, as well as the current derating factors (permissible output currents referred to the rated output current) at higher pulse frequencies.

The pulse frequencies for the values in the orange boxes can be selected simply by changing a parameter (even during operation), i.e. they do not necessitate a change to the factory-set current controller clock cycle. The pulse frequencies for the values in the grey boxes require a change in the factory-set current controller clock cycle and can therefore be selected only at the commissioning stage. The assignment between current controller clock cycles and possible pulse frequencies can be found in the List Manual (Parameter List).

Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely avoid current derating at pulse frequencies which are twice as high as the factory setting. Further details can be found in section "Operation of converters at increased pulse frequency".

Output power at 400 V/500 V/690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor with pulse frequency of				
	1.25 kHz	2.0 kHz	2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>380 V – 480 V 3AC</b>							
110 kW		<b>210 A</b>	95 %	82 %	74 %	54 %	50 %
132 kW		<b>260 A</b>	95 %	83 %	74 %	54 %	50 %
160 kW		<b>310 A</b>	97 %	88 %	78 %	54 %	50 %
200 kW		<b>380 A</b>	96 %	87 %	77 %	54 %	50 %
250 kW		<b>490 A</b>	94 %	78 %	71 %	53 %	50 %
315 kW	<b>605 A</b>	83 %	72 %	64 %	60 %	40 %	
400 kW	<b>745 A</b>	83 %	72 %	64 %	60 %	40 %	
450 kW	<b>840 A</b>	87 %	79 %	64 %	55 %	40 %	
560 kW	<b>985 A</b>	92 %	87 %	70 %	60 %	50 %	
630 kW	<b>1120 A<sup>1)</sup></b>	83 %	72 %	64 %	60 %	40 %	
710 kW	<b>1380 A<sup>1)</sup></b>	83 %	72 %	64 %	60 %	40 %	
900 kW	<b>1560 A<sup>1)</sup></b>	87 %	79 %	64 %	55 %	40 %	
<b>500 V – 600 V 3AC</b>							
110 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
132 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
160 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
200 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
250 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
315 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
400 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
500 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
560 kW	<b>810 A</b>	83 %	72 %	61 %	55 %	35 %	
630 kW	<b>860 A<sup>1)</sup></b>	92 %	87 %	67 %	55 %	35 %	
710 kW	<b>1070 A<sup>1)</sup></b>	91 %	85 %	64 %	50 %	35 %	
1000 kW	<b>1360 A<sup>1)</sup></b>	87 %	79 %	64 %	55 %	35 %	

<sup>1)</sup> G150 parallel connection / the specified currents represent the total current of the two partial converters

### SINAMICS G150: Permissible output current (current derating factor) as a function of pulse frequency

Output power at 400 V / 500 V / 690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor				
			with pulse frequency of				
	1.25 kHz	2.0 kHz	2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>660 V – 690 V 3AC</b>							
75 kW	<b>85 A</b>	93 %	89 %	71 %	60 %	40 %	
90 kW	<b>100 A</b>	92 %	88 %	71 %	60 %	40 %	
110 kW	<b>120 A</b>	92 %	88 %	71 %	60 %	40 %	
132 kW	<b>150 A</b>	90 %	84 %	66 %	55 %	35 %	
160 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
200 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
250 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
315 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
400 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
450 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
560 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
710 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
800 kW	<b>810 A</b>	83 %	72 %	61 %	55 %	35 %	
1000 kW	<b>1070 A <sup>1)</sup></b>	91 %	85 %	64 %	50 %	35 %	
1350 kW	<b>1360 A <sup>1)</sup></b>	87 %	79 %	64 %	55 %	35 %	
1500 kW	<b>1500 A <sup>1)</sup></b>	83 %	72 %	61 %	55 %	35 %	

<sup>1)</sup> G150 parallel connection / the specified currents represent the total current of the two partial converters

**SINAMICS G150: Permissible output current (current derating factor) as a function of pulse frequency (continued)**

Pulse frequency	Maximum attainable output frequency
1.25 kHz	100 Hz
2.00 kHz	160 Hz
2.50 kHz	200 Hz
≥ 4.00 kHz	300 Hz

**Maximum attainable output frequency as a function of pulse frequency**

**Permissible output current as a function of ambient temperature**

SINAMICS G150 converters and associated system components are rated for an ambient temperature of 40 C and installation altitudes of up to 2000 m above sea level. The output current of SINAMICS G150 converters must be reduced (current derating) if they are operated at ambient temperatures above 40 C. It is not permissible to operate them at temperatures above 50 C. The tables below state the permissible output current as a function of the ambient temperature for different degrees of protection.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %

**Current derating factors as a function of ambient temperature (inlet air) for SINAMICS G150 converter cabinet units in degrees of protection IP20, IP21, IP23 and IP43**

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %				93.3 %	86.7 %	80.0 %

**Current derating factors as a function of ambient temperature (inlet air) for SINAMICS G150 converter cabinet units in degree of protection IP54**

### Installation altitudes > 2000 m to 5000 m above sea level

SINAMICS G150 converters and associated system components are rated for installation altitudes of up to 2000 m above sea level and an ambient temperature of 40 °C. If SINAMICS G150 converters are to be operated at altitudes higher than 2000 m above sea level, it must be taken into account that air pressure and thus air density decrease in proportion to the increase in altitude. As a result of the drop in air density the cooling effect and the insulation strength of the air are reduced.

SINAMICS G150 converters can be installed at altitudes over 2000 m up to 5000 m if the following two measures are utilized.

#### 1st measure: Reduction in ambient temperature and output current

Due to the reduced cooling effect of the air, it is necessary, on the one hand, to reduce the ambient temperature and, on the other, to reduce the power losses in the converter by lowering the output current. In the latter case, it is permissible to offset ambient temperatures lower than 40 °C by way of compensation. The following tables specify the permissible output currents as a function of installation altitude and ambient temperature for the different degrees of protection. The stated values allow for the permissible compensation between installation altitude and ambient temperatures lower than 40 °C (air temperature at the air inlet of the cabinet unit). The values are valid only on condition that the cabinet is installed in such a way as to guarantee the required cooling air flow stipulated in the technical data.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000						93.3 %	86.7 %
... 2500						96.3 %	
... 3000	100 %			98.7 %			
... 3500				96.3 %			
... 4000			97.5 %				
... 4500	98.2 %						
... 5000							

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS G150 converter cabinet units in **degrees of protection IP20, IP21, IP23 and IP43**

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000					93.3 %	86.7 %	80.0 %
... 2500	100 %			96.3 %	89.8 %		
... 3000				98.7 %	92.5 %		
... 3500				94.7 %			
... 4000			96.3 %	90.7 %			
... 4500	97.5 %		92.1 %				
... 5000	93.0 %						

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS G150 converter cabinet units in **degree of protection IP54**

#### 2nd measure: Use of an isolating transformer to reduce transient overvoltages in accordance with IEC 61800-5-1

The isolating transformer which is used quasi as standard to supply SINAMICS converters for virtually every type of application reduces the overvoltage category III (for which the units are dimensioned) down to the overvoltage category II. As a result, the requirements on the insulation strength of the air are less stringent. Additional voltage derating (reduction in input voltage) is not necessary if the following boundary conditions are fulfilled:

- The isolating transformer must be supplied from a low-voltage or medium-voltage network. It must not be supplied directly from a high-voltage network.
- The isolating transformer may be used to supply one or more converters.
- The cables between the isolating transformer and the converter or converters must be installed such that there is absolutely no risk of a direct lightning strike, i.e. overhead cables must not be used.
- The following power supply system types are permissible:
  - TN systems with grounded star point (no grounded outer conductor).
  - IT systems (the period of operation with a ground fault must be limited to the shortest possible time).

**The measures described above are permissible for all SINAMICS G150 converters in all voltage ranges (380 V – 480 V 3AC / 500 V – 600 V 3AC / 660 V – 690 V 3AC).**



**Control performance of SINAMICS G150 at a pulse frequency of 2.0 kHz, closed-loop torque control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G150 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev.	
Controller cycle		250 μs	250 μs	
Total rise time (without delay)		2.5 ms	1.6 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		200 Hz	300 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		2.5 % of $M_{rated}$	2.0 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		±2.0 % of $M_{rated}$	±1.5 % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to ± $M_{rated}$ . Additional inaccuracy of approx. ±2.5 % in field-weakening range. Speed operating range 1:50 referred to rated speed.

**Control performance of SINAMICS G150 at a pulse frequency of 2.0 kHz, closed-loop speed control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G150 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev	
Controller cycle		250 μs	250 μs	
Total rise time (without delay)		20 ms	12 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		35 Hz	60 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		0.05 x $f_{slip}$	< 0.001 % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

**Typical slip values for standard and trans-standard asynchronous motors**

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### Control performance of SINAMICS G150 at a pulse frequency of 1.25 kHz, closed-loop torque control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G150 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	<b>1LG4/1LG6/1LA8 without encoder</b>	<b>1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev</b>	
Controller cycle		400 $\mu$ s	400 $\mu$ s	
Total rise time (without delay)		4.0 ms	2.5 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		125 Hz	185 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		3.0 % of $M_{rated}$	2.5 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		$\pm 2.0$ % of $M_{rated}$	$\pm 1.5$ % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to $\pm M_{rated}$ . Additional inaccuracy of approx. $\pm 2.5$ % in field-weakening range. Speed operating range 1:50 referred to rated speed.

### Control performance of SINAMICS G150 at a pulse frequency of 1.25 kHz, closed-loop speed control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	<b>SINAMICS G150 and standard/ trans-standard asynchronous motors are not designed for operation in servo control mode</b>	<b>1LG4/1LG6/1LA8 without encoder</b>	<b>1LG4/1LG6/1LA8 with incremental encoder having 1024 pulses/rev</b>	
Controller cycle		400 $\mu$ s	400 $\mu$ s	
Total rise time (without delay)		32 ms	20 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		22 Hz	38 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		$0.05 \times f_{slip}$	$< 0.001$ % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

### Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### 5.3 Factory settings (defaults) of customer interface on SINAMICS G150 with TM31

The following factory settings are provided to simplify configuring of the optional customer interface on the TM31 (option G60) and commissioning of the drive. Furthermore, the interfaces can be freely assigned at any time.

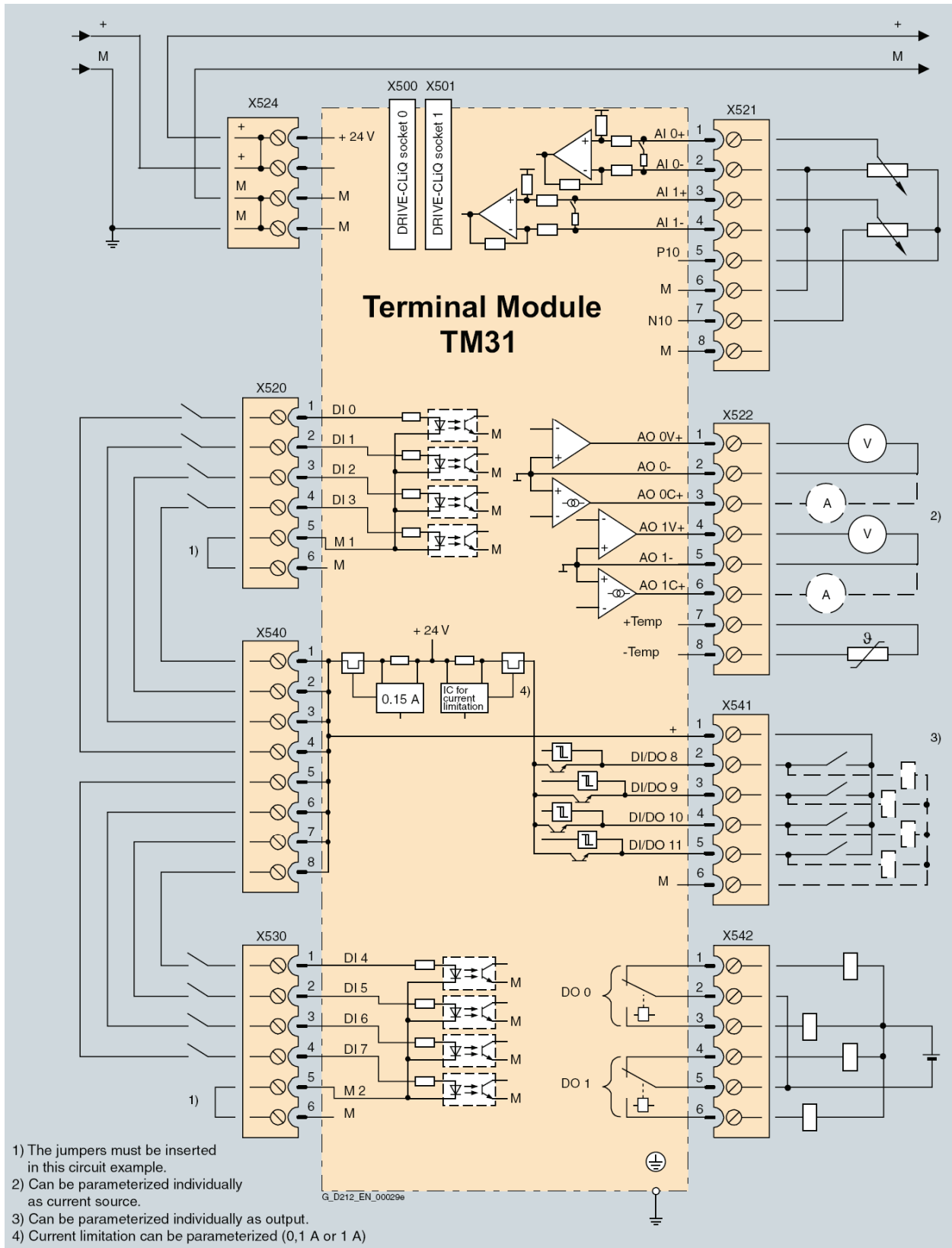
Terminal block on the TM31 Terminal Module		
	Factory setting	Comment
<b>-X520</b>	Optocoupler inputs with common potential	
DI0	ON/OFF 1	
DI1	Increase setpoint/fixed setpoint 0	Parameters can be set in the firmware to determine whether operation is via motorized digital potentiometer or fixed setpoint
DI2	Decrease setpoint/fixed setpoint 1	
DI3	Acknowledge fault	
<b>-X530</b>	Optocoupler inputs with common potential	
DI4	Inverter enable <sup>1)</sup>	Converter is at standby and waiting for the enable signal
DI5	OFF 3 <sup>1)</sup>	Ramp-down along quick-stop ramp, only of relevance in conjunction with the Braking Module
DI6	External fault <sup>1)</sup>	
DI7		
<b>-X541</b>	Bidirectional inputs/outputs	
<u>DI/DO8</u>	Message: Ready to start	
<u>DI/DO9</u>	Not assigned	Factory-set as input
<u>DI/DO10</u>	Not assigned	Factory-set as input
<u>DI/DO11</u>	Not assigned	Factory-set as input
<b>-X542</b>	Relay outputs (changeover contact)	
DO 0	Inverter enable (Run)	
DO 1	Checkback signal No converter fault	
<b>-X521</b>	Analog inputs, differential	
AI0+	Analog input for setting speed setpoint	The factory setting for the inputs is 0 to 20 mA.
AI0-		
AI1+	Analog input reserved	The factory setting for the inputs is 0 to 20 mA.
AI1-		
<b>-X522</b>	Analog outputs	
AO 0V+		The factory setting for the outputs is 0 to 20 mA.
AO 0-	Analog output, actual speed value	
AO 0C+		
AO 1V+		The factory setting for the outputs is 0 to 20 mA.
AO 1-	Analog output, actual motor current value	
AO 1C+		
<b>-X522</b>	Thermistor protection	
+Temp		Input for KTY84 temperature sensor or PTC thermistor
-Temp		

The factory settings of the bidirectional inputs/outputs are underscored.

**Note:**

If the cables connected to the analog inputs and outputs of the TM31 Terminal Module are more than about 3 to 4 m in length, isolating amplifiers must be used to ensure reliably EMC-compliant operation. Isolating amplifiers electrically decouple the signal source and the signal sink, thereby ensuring that any differences in reference potential between the electronic circuitry of the unit and the higher-level control system do not cause equalizing currents to flow across the analog signal cables. By this method, it is possible to minimize interference coupling into the analog signal transmission system and to obtain interference-resistant analog transmission links even in systems with long cables. For further information about EMC-compliant cabling, please refer to chapter "EMC Installation Guideline".

<sup>1)</sup> A jumper must be inserted here if these inputs are not used



**Example connection for the optional customer terminal block on the TM31 Terminal Module (option G60)**

## 5.4 Cable cross-sections and connections on SINAMICS G150 Cabinet Units

### 5.4.1 Recommended and max. possible cable cross-sections for line and motor connections

The tables below list the recommended and maximum possible cable connections on the line and motor sides for single converters (versions A and C) and parallel connections of converters (version A).

The recommended cross-sections are based on the fuses specified in catalog D11. These are valid for singly routed, PVC-insulated, copper 3-wire cables installed horizontally in air and a permissible conductor temperature of 70°C (e.g. Protodur NYY or NYCWY) at an ambient temperature of 40°C.

When the conditions differ from the above stated (cable routing, cable grouping, ambient temperature), the relevant correction factors as stated in IEC 60364-5-52 must be applied.

#### Single converters G150 Version A

Out-put [kW]	Converter SINAMICS G150 Version A  Type 6SL3710-...	Weight  (stan- dard model)  [kg]	Line supply connection			Motor connection			Cabinet grounding	
			Recommended cross-section <sup>1)</sup>  IEC  [mm <sup>2</sup> ]	Maximum cable cross-section  IEC  [mm <sup>2</sup> ]	M12 fixing screw  (no. of holes)	Recommended cross-section <sup>1)</sup>  IEC  [mm <sup>2</sup> ]	Maximum cable cross-section  IEC  [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	M12 fixing screw (no. of holes)	Re- marks
<b>380 V – 480 V 3AC</b>										
110	1GE32-1AA3	320	2x70	4x240	(2)	2x50	2x150	(2)	(2)	
132	1GE32-6AA3	320	2x95	4x240	(2)	2x70	2x150	(2)	(2)	
160	1GE33-1AA3	390	2x120	4x240	(2)	2x95	2x150	(2)	(2)	
200	1GE33-8AA3	480	2x120	4x240	(2)	2x95	2x150	(2)	(2)	
250	1GE35-0AA3	480	2x185	4x240	(2)	2x150	2x240	(2)	(2)	
315	1GE36-1AA3	860	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
400	1GE37-5AA3	865	3x185	4x240	(2)	2x240	4x240	(2)	(10)	Busbar
450	1GE38-4AA3	1075	4x150	8x240	(4)	3x185	4x240	(2)	(16)	Busbar
560	1GE41-0AA3	1360	4x185	8x240	(4)	4x185	6x240	(3)	(18)	Busbar
<b>500 V – 600 V 3AC</b>										
110	1GF31-8AA3	390	120	4x240	(2)	95	2x150	(2)	(2)	
132	1GF32-2AA3	390	2x70	4x240	(2)	120	2x150	(2)	(2)	
160	1GF32-6AA3	390	2x95	4x240	(2)	2x70	2x185	(2)	(2)	
200	1GF33-3AA3	390	2x120	4x240	(2)	2x95	2x240	(2)	(2)	
250	1GF34-1AA3	860	2x185	4x240	(2)	2x120	4x240	(2)	(2)	
315	1GF34-7AA3	860	2x185	4x240	(2)	2x150	4x240	(2)	(2)	
400	1GF35-8AA3	865	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
500	1GF37-4AA3	1320	3x185	8x240	(4)	2x240	6x240	(3)	(18)	Busbar
560	1GF38-1AA3	1360	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar
<b>660 V – 690 V 3AC</b>										
75	1GH28-5AA3	320	50	4x240	(2)	35	2x70	(2)	(2)	
90	1GH31-0AA3	320	50	4x240	(2)	50	2x150	(2)	(2)	
110	1GH31-2AA3	320	70	4x240	(2)	70	2x150	(2)	(2)	
132	1GH31-5AA3	320	95	4x240	(2)	70	2x150	(2)	(2)	
160	1GH31-8AA3	390	120	4x240	(2)	95	2x150	(2)	(2)	
200	1GH32-2AA3	390	2x70	4x240	(2)	120	2x150	(2)	(2)	
250	1GH32-6AA3	390	2x95	4x240	(2)	2x70	2x185	(2)	(2)	
315	1GH33-3AA3	390	2x120	4x240	(2)	2x95	2x240	(2)	(2)	
400	1GH34-1AA3	860	2x185	4x240	(2)	2x120	4x240	(2)	(2)	
450	1GH34-7AA3	860	2x185	4x240	(2)	2x150	4x240	(2)	(2)	
560	1GH35-8AA3	860	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
710	1GH37-4AA3	1320	3x185	8x240	(4)	3x150	6x240	(3)	(18)	Busbar
800	1GH38-1AA3	1360	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar

# SINAMICS G150

## Engineering Information

### Single converters G150 Version C

Out-put [kW]	Converter SINAMICS G150 Version C Type 6SL3710-...	Weight (stan- dard model) [kg]	Line supply connection			Motor connection			Cabinet grounding		Re- marks
			Recommended cross-section <sup>1)</sup> IEC [mm <sup>2</sup> ]	Maximum cable cross-section IEC [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	Recommended cross-section <sup>1)</sup> IEC [mm <sup>2</sup> ]	Maximum cable cross-section IEC [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	M12 fixing screw (no. of holes)		
<b>380 V – 480 V 3AC</b>											
110	1GE32-1CA3	225	2x70	2x240	(1)	2x50	2x150	(1)	(2)		
132	1GE32-6CA3	225	2x95	2x240	(1)	2x70	2x150	(1)	(2)		
160	1GE33-1CA3	300	2x120	2x240	(1)	2x95	2x150	(1)	(2)		
200	1GE33-8CA3	300	2x120	2x240	(1)	2x95	2x150	(1)	(2)		
250	1GE35-0CA3	300	2x185	2x240	(1)	2x150	2x240	(1)	(2)		
315	1GE36-1CA3	670	2x240	4x240	(2)	2x185	4x240	(2)	(2)		
400	1GE37-5CA3	670	3x185	4x240	(2)	2x240	4x240	(2)	(8)	Busbar	
450	1GE38-4CA3	670	4x150	8x240	(4)	3x185	4x240	(2)	(8)	Busbar	
560	1GE41-0CA3	980	4x185	8x240	(4)	4x185	6x240	(3)	(10)	Busbar	
<b>500 V – 600 V 3AC</b>											
110	1GF31-8CA3	300	120	2x240	(1)	95	2x150	(1)	(2)		
132	1GF32-2CA3	300	2x70	2x240	(1)	120	2x150	(1)	(2)		
160	1GF32-6CA3	300	2x95	2x240	(1)	2x70	2x185	(1)	(2)		
200	1GF33-3CA3	300	2x120	2x240	(1)	2x95	2x240	(1)	(2)		
250	1GF34-1CA3	670	2x185	4x240	(2)	2x120	4x240	(2)	(2)		
315	1GF34-7CA3	670	2x185	4x240	(2)	2x150	4x240	(2)	(2)		
400	1GF35-8CA3	670	2x240	4x240	(2)	2x185	4x240	(2)	(2)		
500	1GF37-4CA3	940	3x185	8x240	(4)	2x240	6x240	(3)	(18)	Busbar	
560	1GF38-1CA3	980	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar	
<b>660 V – 690 V 3AC</b>											
75	1GH28-5CA3	225	50	2x240	(1)	35	2x70	(1)	(2)		
90	1GH31-0CA3	225	50	2x240	(1)	50	2x150	(1)	(2)		
110	1GH31-2CA3	225	70	2x240	(1)	70	2x150	(1)	(2)		
132	1GH31-5CA3	225	95	2x240	(1)	70	2x150	(1)	(2)		
160	1GH31-8CA3	300	120	2x240	(1)	95	2x150	(1)	(2)		
200	1GH32-2CA3	300	2x70	2x240	(1)	120	2x150	(1)	(2)		
250	1GH32-6CA3	300	2x95	2x240	(1)	2x70	2x185	(1)	(2)		
315	1GH33-3CA3	300	2x120	2x240	(1)	2x95	2x240	(1)	(2)		
400	1GH34-1CA3	670	2x185	4x240	(2)	2x120	4x240	(2)	(2)		
450	1GH34-7CA3	670	2x185	4x240	(2)	2x150	4x240	(2)	(2)		
560	1GH35-8CA3	670	2x240	4x240	(2)	2x185	4x240	(2)	(2)		
710	1GH37-4CA3	940	3x185	8x240	(4)	3x150	6x240	(3)	(18)	Busbar	
800	1GH38-1CA3	980	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar	

1) The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

**Parallel-connected converters**

Out-put [kW]	Converter <b>SINAMICS G150</b> Version A  Type 6SL3710-...	Weight (stand- ard model) [kg]	Line supply connection			Motor connection			Cabinet grounding	
			Recommended cross-section <sup>1)</sup>  IEC [mm <sup>2</sup> ]	Maximum cable cross-section  IEC [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	Recommended cross-section <sup>1)</sup>  IEC [mm <sup>2</sup> ]	Maximum cable cross-section  IEC [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	M12 fixing screw (no. of holes)	Re- marks
<b>380 V – 480 V 3AC</b>										
630	2GE41-1AA3	1700	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
710	2GE41-4AA3	1710	3x185	4x240	(2)	2x240	4x240	(2)	(10)	Busbar
900	2GE41-6AA3	2130	4x150	8x240	(4)	2x240	4x240	(2)	(16)	Busbar
<b>500 V – 600 V 3AC</b>										
630	2GF38-6AA3	1700	2x185	4x240	(2)	2x150	4x240	(2)	(2)	
710	2GF41-1AA3	1700	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
1000	2GF41-4AA3	2620	3x185	8x240	(4)	2x240	6x240	(3)	(18)	Busbar
<b>660 V – 690 V 3AC</b>										
1000	2GH41-1AA3	1700	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
1350	2GH41-4AA3	2620	3x185	8x240	(4)	3x150	6x240	(3)	(18)	Busbar
1500	2GH41-5AA3	2700	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar

Note:

The recommended and maximum conductor cross-sections refer in each case to one of the two converter sections connected in the parallel.

- 1) The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

**5.4.2 Required cable cross-sections for line and motor connections**

Generally speaking, unshielded cables can generally be used to make the line connection. 3-wire or 4-wire three-phase cables should be used wherever possible. By contrast, it is always advisable to use shielded cables between the converter and motor and, in the case of drives in the higher output power range, symmetrical 3-wire, three-phase cables, and to connect several cables of this type in parallel where necessary. There are basically two reasons for this recommendation:

This is the only way in which the high IP55 degree of protection can be achieved for the motor terminal box without problems because the cables enter the terminal box via glands and the number of possible glands is limited by the geometry of the terminal box. Therefore single cables are less suitable.

With symmetrical, 3-wire, three-phase cables, the summed ampere-turns over the cable outer diameter are equal to zero and they can be routed in conductive, metal cable ducts or racks without any significant currents (ground current or leakage current) being induced in these conductive, metal connections. The danger of induced leakage currents and thus of increased cable-shield losses increases with single-wire cables.

The required cable cross-section depends on the amperage which flows through the cable. The permissible current loading of cables is defined, for example, in IEC 60364-5-52. It depends on ambient conditions such as the temperature, but also on the routing method. An important factor to consider is whether cables are routed singly and are therefore relatively well ventilated, or whether groups of cables are routed together. In the latter instance, the cables are much less well ventilated and might therefore heat one another to a greater degree. For the relevant correction factors applicable to these boundary conditions, please refer to IEC 60364-5-52. The table below provides a guide to the recommended cross-sections (based on IEC 60364-5-52) for PVC-insulated, 3-wire copper and aluminum cables, a permissible conductor temperature of 70°C (e.g. Protodur NYY or NYCWY) and an ambient temperature of 40°C.

Cross-section of 3-wire cable [mm <sup>2</sup> ]	Copper cable		Aluminum cable	
	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]
3 x 2.5	22	17	17	13
3 x 4.0	30	23	23	18
3 x 6.0	37	29	29	22
3 x 10	52	41	40	31
3 x 16	70	54	53	41
3 x 25	88	69	68	53
3 x 35	110	86	84	65
3 x 50	133	104	102	79
3 x 70	171	133	131	102
3 x 95	207	162	159	124
3 x 120	240	187	184	144
3 x 150	278	216	213	166
3 x 185	317	247	244	190
3 x 240	374	292	287	224

<sup>1)</sup> Maximum 9 cables routed horizontally in direct contact with one another on a cable rack

**Current-carrying capacity of PVC-insulated, 3-wire copper and aluminum cables with a maximum permissible conductor temperature of 70°C at an ambient temperature of 40°C according to IEC 60364-5-52**

With higher amperages, cables must be connected in parallel.

Note:

The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

### 5.4.3 Grounding and PE conductor cross-section

The PE conductor must be dimensioned to meet the following requirements:

- In the case of a ground fault, no impermissibly high contact voltages resulting from voltage drops on the PE conductor caused by the ground fault current may occur (< 50 V AC or < 120 V DC, IEC 61800-5-1, IEC 60 364, IEC 60 543).
- The PE conductor should not be excessively loaded by any ground fault current it carries.
- If it is possible for continuous currents to flow through the PE conductor when a fault occurs, the PE conductor cross-section must be dimensioned for this continuous current.
- The PE conductor cross-section should be selected according to EN 60 204-1, EN 60 439-1, IEC 60 364.

Cross-section of the phase conductor mm <sup>2</sup>	Minimum cross-section of the external PE conductor mm <sup>2</sup>
Up to 16	Minimum phase conductor cross-section
16 to 35	16
35 and above	Minimum half the phase conductor cross-section



Note:

The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

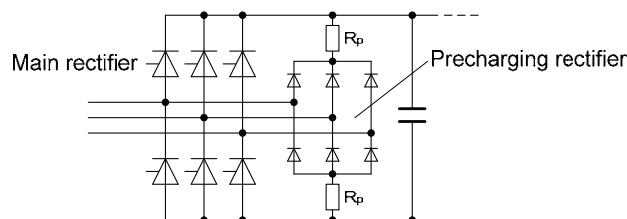
- Switchgear and motors are usually grounded via separate local ground connections. When this grounding arrangement is used, the current caused by a ground fault flows through the parallel ground connections and is divided. Despite the use of the relatively small PE conductor cross-sections specified in the table above, no impermissible contact voltages can develop with this grounding system.

Based on experience with different grounding configurations, however, we recommend that the ground wire from the motor should be routed directly back to the converter. For EMC reasons and to prevent bearing currents, symmetrical 3-wire three-phase cables should be used where possible instead of 4-wire cables, especially on drives in the higher power range. The protective or PE conductor must be routed separately when 3-wire cables are used or must be arranged symmetrically in the motor cable. The symmetry of the PE conductor is achieved using a conductor surrounding all phase conductors or using a cable with a symmetrical arrangement of the three phase conductors and three ground conductors. For further information, please refer to sections "Bearing currents caused by steep voltage edges on the motor" and "Line filters" in chapter "Fundamental Principles and System Description", as well as to chapter "EMC Installation Guideline".

- Through their controllers, the converters limit the load current (motor and ground fault currents) to an rms value corresponding to the rated current. We therefore recommend the use of a PE conductor cross-section analogous to the phase conductor cross-section for grounding the converter cabinet.

## 5.5 Precharging of the DC link and precharging currents

On SINAMICS G150 converter cabinet units, a small precharging rectifier equipped with diodes is connected in parallel to the thyristor-based main rectifier. If this circuit arrangement is connected to line voltage, the DC link is charged by means of the precharging rectifier and the associated precharging resistors. The main rectifier is disabled during this period, i.e. the thyristors are not gated. As soon as the DC link has charged, the thyristors in the main rectifier are gated in such a way that they are triggered at the earliest possible moment. In normal operation, therefore, the thyristor rectifier has similar operating characteristics as a diode rectifier. Almost all the operating current flows across the main rectifier, as this presents a significantly lower resistance than the parallel connected precharging rectifier with its precharging resistors.



### Precharging on a SINAMICS G150 converter cabinet unit using a separate precharging rectifier and precharging resistors

The principle of precharging involves the use of ohmic resistors  $R_p$  and is therefore subject to losses. The precharging resistors are dimensioned thermally to precharge the DC link of the G150 converter without themselves becoming overloaded. They are not capable of precharging any additional DC link capacitance. For this reason, it is not permissible to connect further S120 Motor Modules to the DC link of a SINAMICS G150 converter, or to interconnect multiple G150 converters via the same DC link. The SINAMICS G150 parallel-connected converters in the higher output power range are an exception. With these parallel connections, the DC links of the two partial converters are interconnected and it must be ensured that both partial converters are connected to the line supply at the same time. For further information, please refer to section "SINAMICS G150 parallel connections".

The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V / 500 V / 690 V. Where other line voltage values apply, the line currents must be converted in proportion to the line voltage.

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The precharging currents decay in accordance with an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Rated power of G150 at 400 V / 500 V / 690 V	Rated output current	Line current at the beginning of DC link precharging (initial rms value) at 400 V / 500 V / 690 V
<b>380 V – 480 V 3AC</b>		
110 kW	210 A	5 A
132 kW	260 A	6 A
160 kW	310 A	6 A
200 kW	380 A	8 A
250 kW	490 A	13 A
315 kW	605 A	13 A
400 kW	745 A	13 A
450 kW	840 A	13 A
560 kW	985 A	17 A
630 kW <sup>1)</sup>	1120 A	13 A <sup>1)</sup>
710 kW <sup>1)</sup>	1380 A	13 A <sup>1)</sup>
900 kW <sup>1)</sup>	1560 A	13 A <sup>1)</sup>
<b>500 V – 600 V 3AC</b>		
110 kW	175 A	4 A
132 kW	215 A	5 A
160 kW	260 A	5 A
200 kW	330 A	8 A
250 kW	410 A	10 A
315 kW	465 A	10 A
400 kW	575 A	13 A
500 kW	735 A	15 A
560 kW	810 A	15 A
630 kW <sup>1)</sup>	860 A	10 A <sup>1)</sup>
710 kW <sup>1)</sup>	1070 A	13 A <sup>1)</sup>
1000 kW <sup>1)</sup>	1360 A	15 A <sup>1)</sup>
<b>660 V – 690 V 3AC</b>		
75 kW	85 A	4 A
90 kW	100 A	4 A
110 kW	120 A	4 A
132 kW	150 A	4 A
160 kW	175 A	5 A
200 kW	215 A	7 A
250 kW	260 A	7 A
315 kW	330 A	11 A
400 kW	410 A	15 A
450 kW	465 A	15 A
560 kW	575 A	17 A
710 kW	735 A	21 A
800 kW	810 A	21 A
1000 kW <sup>1)</sup>	1070 A	17 A <sup>1)</sup>
1350 kW <sup>1)</sup>	1360 A	21 A <sup>1)</sup>
1500 kW <sup>1)</sup>	1500 A	21 A <sup>1)</sup>

<sup>1)</sup> G150 parallel connection / the specified precharging currents represent the partial precharging current of one of the two converter sections

**SINAMICS G150 cabinet units (continued): Line currents at beginning of precharging (initial rms values)**

## 5.6 Line-side components

### 5.6.1 Line fuses

The combined fuses (3NE1..., class gS) for line and semiconductor protection are recommended to protect the converter. These fuses are specially adapted to provide protection for the input rectifier's semiconductors.

- Superfast
- Adapted to the overload characteristic of the semiconductor
- Low arc voltage
- Improved current limiting (lower let-through values)

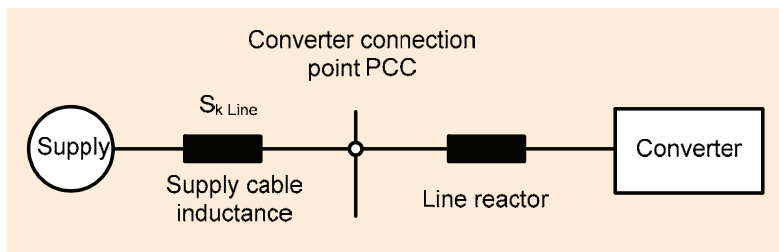
### 5.6.2 Line reactors

A line reactor must be installed whenever

- the converters are connected to a line supply system with high short-circuit power, i.e. with low line supply inductance,
- more than one converter is connected to the same point of common coupling (PCC),
- the converters are equipped with line filters for RFI suppression,
- the converters are equipped with Line Harmonics Filters (LHF) to reduce harmonic effects on the supply (does not apply to Line Harmonics Filter LHF compact),
- the converters are operating in parallel to achieve a higher output power.

The line reactor smoothes the current drawn by the converter and thus reduces harmonic components in the line current and thus the thermal load on the rectifier and DC link capacitors of the converter. The harmonic effects on the supply are also reduced, i.e. both the harmonic currents and harmonic voltages in the power supply are attenuated.

Line reactors can be dispensed with only if the supply cable inductance is sufficiently high or the relative short-circuit power RSC<sup>1)</sup> correspondingly low.



The following values apply to SINAMICS G150 cabinets:

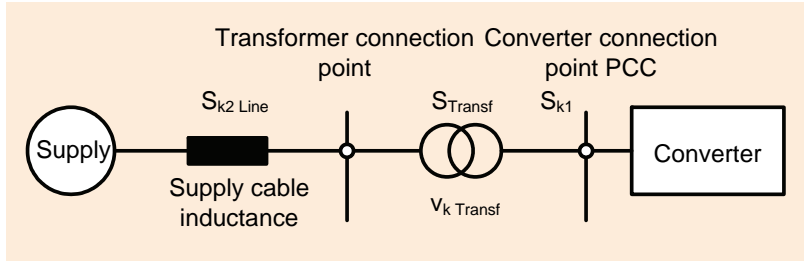
SINAMICS G150 converter output	Line reactor can be omitted with an RSC of	Line reactor is required with an RSC of
< 200 kW	$\leq 43 \rightarrow$ Option L22	$> 43 \rightarrow$ Standard
200 kW - 500 kW	$\leq 33 \rightarrow$ Option L22	$> 33 \rightarrow$ Standard
$> 500$ kW	$\leq 20 \rightarrow$ Standard	$> 20 \rightarrow$ Option L23

As the configuration of the supply system for operating individual converters is often not known in practice, i.e. the short-circuit power at the PCC of the converter is not certain, it is advisable to connect a line reactor on the line side of the converter in cases of doubt. For this reason, SINAMICS G150 cabinets up to an output of 500 kW are always equipped as standard with a line reactor with  $v_k = 2\%$ .

<sup>1)</sup> RSC = Relative short-circuit power:

Ratio between the short-circuit power  $S_{k \text{ Line}}$  at the PCC and the fundamental frequency apparent power  $S_{\text{Converter}}$  of the connected converters.

A line reactor can only be dispensed with (option L22) when the RSC value for relative short-circuit power is less than stated in the above table. This applies, for example, if the converter is connected to the supply via a transformer with specially adapted rating and none of the other reasons stated above for using a line reactor is valid.



In this case, the short-circuit power  $S_{k1}$  at the PCC of the converter is approximately

$$S_{k1} = \frac{S_{\text{Transf}}}{V_{k \text{ Transf}} + \frac{S_{\text{Transf}}}{S_{k2 \text{ Line}}}}$$

Abbreviation	Meaning
$S_{\text{Transf}}$	Rated power of the transformer
$V_{k \text{ Transf}}$	Relative short-circuit voltage of the transformer
$S_{k2 \text{ Line}}$	Short-circuit power of the higher-level voltage

As high-output converters are usually connected to medium-voltage networks via transformers to reduce their harmonic effects on the supply, cabinet units over 500 kW are not equipped with line reactors as standard. A line reactor (option L23) is required for cabinet units with outputs > 500 kW only if the RSC ratio is > 20.

Line reactors must always be provided if more than one converter is connected to the same point of common coupling. In this case, the reactors perform two functions, i.e. they smooth the line current and decouple the rectifiers at the line side. This decoupling is essential in ensuring fault-free operation of the rectifier circuit. For this reason, each converter must be provided with its own line reactor, i.e. it is not permissible for more than one converter to be connected to the same line reactor.

A line reactor must also be installed for any converter that is to be equipped with a line filter for RI suppression (option L00) or with a Line Harmonics Filter (LHF) for reducing harmonic effects on the supply. This is because filters of this type cannot be 100% effective without a line reactor (does not apply to Line Harmonics Filter LHF compact (option L01)).

Another constellation which requires the use of line reactors is the parallel connection of converters where the paralleled rectifiers are connected to a common power supply point. This applies to parallel connections of G150 units which use a 6-pulse connection. Option L23 is therefore required in this case. The line reactors provide for balanced current distribution and thus ensure that no individual rectifier is overloaded by excessive current imbalances.

### 5.6.3 Line Harmonics Filters

Line Harmonics Filters reduce the low-frequency harmonic effects on the supply system created by the converter to levels which could otherwise only be achieved with 12-pulse rectifiers, allowing compliance with the strict limit values defined in standard IEEE 519.

Further information about the operating principle of the filters and applicable supplementary conditions can be found in section "Line Harmonics Filters (LHF and LHF compact)" in chapter "Fundamental Principles and System Description".

### 5.6.4 Line filters

SINAMICS G150 converter cabinets are equipped as standard with an integrated line filter for limiting radio frequency interference emissions in accordance with EMC product standard EN 61800-3, category C3 (applications in industrial areas or in the "second" environment).

An optional line filter (option L00) is also available which renders the units suitable for category C2 applications in accordance with product standard EN 61800-3 (installation in residential areas or in the "first" environment).

To ensure that the converters comply with the limits defined for the above categories, it is absolutely essential that the relevant installation guidelines are followed. The efficiency of the filters can be guaranteed only if the drive is properly installed as regards grounding and shielding. For details, please refer to section "Line filters" in chapter "Fundamental Principles and System Description", as well as to chapter "EMC Installation Guideline".

Line filters can be used only on converters that are connected to grounded supply systems (TN supplies). On converters connected to non-grounded systems (IT supply systems), the standard integrated line filter must be isolated from PE potential. This can be done simply by removing a metal clip on the filter when the drive is commissioned (see operating instructions). It is not permissible to use optional line filters (option L00) in non-grounded systems to achieve compliance with the tolerance limits defined for category C2 by EMC product standard EN 61800-3.

## 5.7 Components at the DC link

### 5.7.1 Braking units

SINAMICS G150 converter cabinet units have no regenerative feedback capability. Braking units are therefore required for applications in which regenerative energy is produced occasionally and for brief periods, e.g. when the drive brakes (emergency stop). The braking units consist of a Braking Module and an externally installed braking resistor, which is connected to the Braking Module and converts generated braking energy into heat.

Braking units with a continuous braking power of 25 kW ( $P_{20}$  power 100 kW) are available for SINAMICS G150 converter cabinet units as option L61 and with a permanent braking power of 50 kW ( $P_{20}$  power 200 kW) as option L62. The table below lists the braking powers which match the output power ratings of individual converters. The Braking Modules contain the power electronics and associated control circuitry. They are designed for being mounted in the power blocks of the G150 cabinet units and are cooled by the air discharged from the power units. They are connected to the DC link and operate completely autonomously in terms of the supply voltage drawn from the DC link and closed-loop control. In order to achieve a higher braking power, it is possible to operate more than one Braking Module in parallel on converters constructed of multiple power blocks. 2 Braking Modules can be used on converters of frame size HX, and 3 Braking Modules on converters of frame size JX. The 2nd or 3rd Braking Module is not a standard option and is therefore available only on request. A separate braking resistor is always assigned to each Braking Module.

On converters with power units connected in parallel, a braking unit can be mounted in each partial converter. Option L62 must be ordered twice for this arrangement. In this case as well, the parallel operation of multiple Braking Modules per partial converter is also possible. The 2nd or 3rd Braking Module in each case is not a standard option and is therefore available only on request. A separate braking resistor is always assigned to each Braking Module.

If braking units are used at ambient temperatures of  $> 40\text{ °C}$  and at installation altitudes of  $> 2000\text{ m}$ , the derating factors relating to output current and output power as a function of the relevant degree of protection specified for SINAMICS G150 cabinet units also apply.

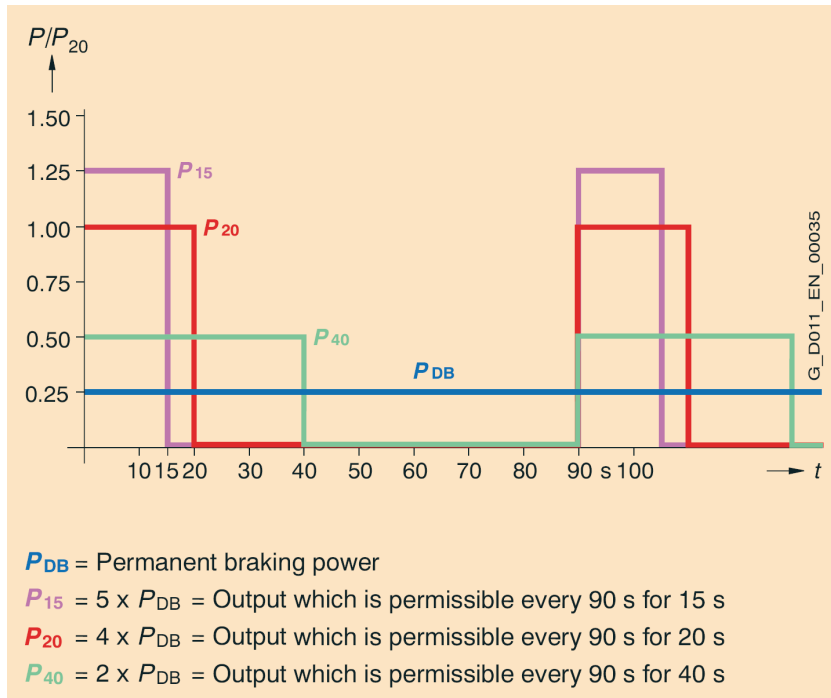
A thermal contact, which can be incorporated into the alarm and shutdown sequence of the converter, is installed in the braking resistor as a monitoring mechanism.

The maximum permissible cable length between the Braking Module in the converter and the braking resistor is 100 m.

SINAMICS G150 cabinet units	Matching Braking Modules			Peak power $P_{15}$	Braking resistor $R_B$	Max. current
	Rated power (continuous braking power) $P_{DB}$	Power $P_{40}$	Power $P_{20}$			
<b>380 V – 480 V 3AC</b>						
110 kW - 132 kW	25 kW	50 kW	100 kW	125 kW	4.4 $\Omega$ $\pm 7.5\%$	189 A
160 kW - 900 kW	50 kW	100 kW	200 kW	250 kW	2.2 $\Omega$ $\pm 7.5\%$	378 A
<b>500 V – 600 V 3AC</b>						
110 kW - 1000 kW	50 kW	100 kW	200 kW	250 kW	3.4 $\Omega$ $\pm 7.5\%$	306 A
<b>660 V – 690 V 3AC</b>						
75 kW - 132 kW	25 kW	50 kW	100 kW	125 kW	9.8 $\Omega$ $\pm 7.5\%$	127 A
160 kW - 1500 kW	50 kW	100 kW	200 kW	250 kW	4.9 $\Omega$ $\pm 7.5\%$	255 A

**Braking Modules and braking resistors available for SINAMICS G150 cabinet units. The power values are valid for the factory-set upper response thresholds**

The diagram below illustrates the power definitions and specifies the permissible load duty cycles for the Braking Modules and matching braking resistors. The information is valid for the factory-set response thresholds.



### Power definitions and load duty cycles for Braking Modules and braking resistors

#### How to determine which Braking Modules and braking resistors are required

The process for calculating the continuous power rating of the braking unit required for a particular application is explained below.

##### 1. Calculating the mean braking power $P_{mean}$

First of all, the mean braking power  $P_{mean}$  needs to be calculated on the basis of the specified load duty cycle.

- For periodic load duty cycles with a duration of  $T \leq 90$  s, it is necessary to determine the mean braking power  $P_{mean}$  over the whole load duty cycle duration  $T$ .
- For periodic load duty cycles with a duration of  $T > 90$  s or for sporadic braking operations, it is necessary to determine the mean braking power  $P_{mean}$  over the time interval during which the maximum mean value occurs. A period of 90 s must be applied as the time base for calculating the mean value.

The required continuous braking power of the braking unit  $P_{DB}$  is calculated from the mean braking power  $P_{mean}$  according to the following equation

$$P_{DB} \geq 1.125 \cdot P_{mean}$$

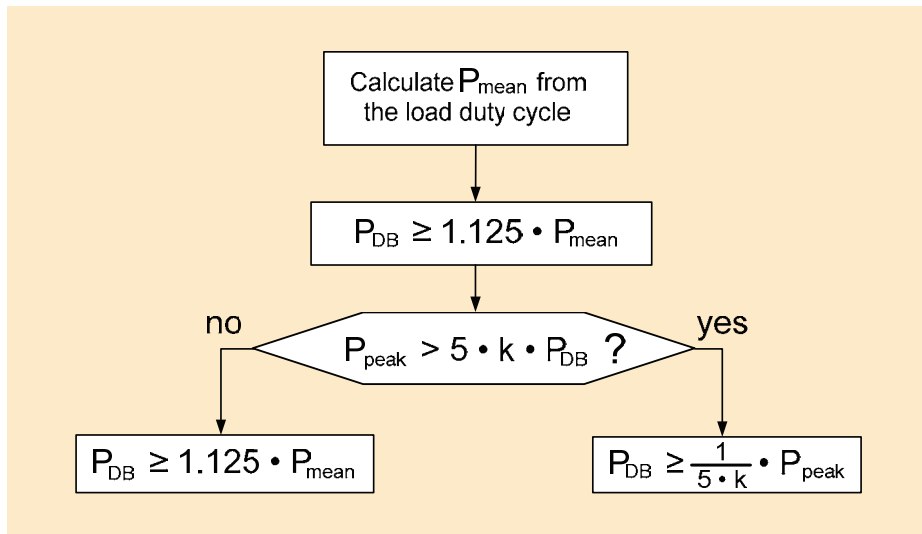
##### Note:

The factor  $1.125 = 1 / 0.888$  makes allowance for the fact that the permissible mean power for duty cycles such as the  $P_{20}$  or the  $P_{40}$  cycle equals only 88.8% of the permissible continuous braking power due to the thermal time constants involved.

##### 2. Checking the required peak braking power $P_{peak}$

In addition to the mean braking power  $P_{mean}$ , the peak braking power  $P_{peak}$  is also a determining factor in the selection of a braking unit. It is therefore important to check whether the braking unit with the continuous braking power  $P_{DB}$  calculated according to 1. is also capable for the necessary peak braking power  $P_{peak}$  during the specified load duty cycle. If it does not have this capability, the continuous braking power  $P_{DB}$  requirement must be increased as far as necessary to ensure that the peak braking power requirement is also covered.

The flowchart below illustrates the process for doing this.



Flowchart illustrating the process for calculating Braking Module and braking resistor

To reduce the voltage stress on the motor and converter, the response threshold of the braking unit and thus also the DC link voltage  $V_{DC\ link}$  which is generated during braking can be reduced in operation at low line supply voltages within the relevant line supply voltage ranges (380 V to 400 V, 500 V or 660 V). However, this also means a corresponding decrease in the attainable peak braking power due to  $P_{peak} \sim (V_{DC\ link})^2 / R$  with the reduction factor  $k = (\text{lower response threshold} / \text{upper response threshold})^2$ .

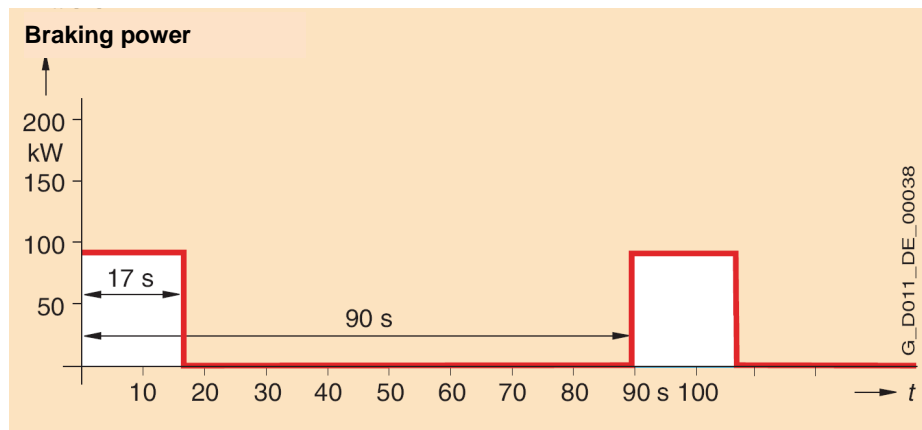
The upper response threshold is set in each case at the factory. The settable response thresholds and corresponding reduction factors  $k$  are shown in the table below.

Line supply voltage	Response threshold $V_{DC\ link}$ with corresponding reduction factor $k$	
380 V – 480 V 3AC	774 V (k=1)	or 673 V (k=0.756)
500 V – 600 V 3AC	967 V (k=1)	or 841 V (k=0.756)
660 V – 690 V 3AC	1158 V (k=1)	or 1070 V (k=0.853)

Response thresholds of Braking Modules and corresponding reduction factors  $k$

Example calculation:

The purpose of this calculation is to determine for a SINAMICS G150 converter cabinet unit with an output power rating of 132 kW at 400 V whether the available braking unit with a continuous power rating of  $P_{DB} = 25\ kW$  or  $P_{20} = 100\ kW$  is suitable for the application described below. The diagram shows the braking power characteristics over time.



1. The result of the mean braking power calculation is as follows:

$$P_{\text{mean}} = [ (90 \text{ kW} \cdot 17 \text{ s}) + (0 \text{ kW} \cdot 73 \text{ s}) ] / 90 \text{ s} \\ = 17.0 \text{ kW}$$

The braking unit must have a continuous power capability of more than  $1.125 \cdot P_{\text{mean}}$ . The following thus applies:

$$P_{\text{DB}} \geq 1.125 \cdot 17.0 \text{ kW} \\ \geq 19.13 \text{ kW}$$

2a. Checking the required peak power for a factory-set upper response threshold of  $V_{\text{DClink}} = 774 \text{ V}$  according to  $k = 1$

$$P_{\text{peak}} > 5 \cdot k \cdot P_{\text{DB}} \text{ ?} \\ 90 \text{ kW} > 5 \cdot 1 \cdot 19.13 \text{ kW} \text{ ?} \\ > 96.65 \text{ kW} \text{ ?}$$

The condition is not fulfilled, i.e. the required peak power of 90 kW is not higher than the peak power of 96.65 kW which can be supplied by a braking unit with a continuous power rating of 19.13 kW. The mean braking power is thus the decisive criterion for selecting the Braking Module and braking resistor

A braking unit with a continuous power rating of

$$P_{\text{DB}} \geq 1.125 \cdot P_{\text{mean}} \\ \geq 19.13 \text{ kW}$$

is therefore needed. The braking unit with  $P_{\text{DB}} = 25 \text{ kW}$  or  $P_{20} = 100 \text{ kW}$  which can be selected for the cabinet unit is therefore suitable for this application.

2b. Checking the required peak power for a reduced lower response threshold of  $V_{\text{DClink}} = 673 \text{ V}$  according to  $k = 0.756$ :

$$P_{\text{peak}} > 5 \cdot 0.756 \cdot P_{\text{DB}} \text{ ?} \\ 90 \text{ kW} > 5 \cdot 0.756 \cdot 19.13 \text{ kW} \text{ ?} \\ > 72.3 \text{ kW} \text{ ?}$$

The condition is fulfilled, i.e. the required peak power of 90 kW is higher than the peak power of 72.3 kW which can be supplied by the braking unit with a continuous power rating of 19.13 kW. The peak power of the braking unit is thus the decisive criterion for selecting the Braking Module and braking resistor.

A braking unit with a continuous power rating of

$$P_{\text{DB}} \geq [1 / (5 \cdot k)] \cdot P_{\text{peak}} \\ \geq [1 / (5 \cdot 0.756)] \cdot 90 \text{ kW} \\ \geq 23.8 \text{ kW}$$

is therefore needed. The braking unit with  $P_{\text{DB}} = 25 \text{ kW}$  or  $P_{20} = 100 \text{ kW}$  which can be selected for the cabinet unit is therefore suitable for this application.

## 5.8 Load-side components and cables

### 5.8.1 Motor reactors

The fast switching of the IGBTs in the inverter causes high voltage rate-of-rise  $dv/dt$  at the inverter output. If long motor cables are used, these voltage gradients increase the current load on the converter output due to capacitive charge/discharge currents. The length of cable which may be connected is therefore limited.

The high voltage rate-of-rise and the resulting voltage spikes at the motor terminals, increase the voltage stress at the motor winding in comparison to direct line operation. In conjunction with the connected cable capacitances, the motor reactors (option L08) reduce the capacitive charge/discharge currents in the motor cables and, as a function of the motor cable length, limit the voltage rate-of-rise  $dv/dt$  and the voltage peaks  $V_{\text{PP}}$  at the motor terminals.

For a more detailed description, please refer to the section "Motor reactors" of the chapter "Fundamental Principles and System Description".



### 5.8.2 dv/dt filters plus VPL

The dv/dt filter plus VPL (option L10) and the dv/dt filter compact plus VPL (option L07) comprise two components, the dv/dt reactor and the voltage limiting network (**V**oltage **P**eak **L**imiter), which limits voltage peaks and returns the energy back to the DC link.

The dv/dt filter plus VPL and the dv/dt filter compact plus VPL must be used when the dielectric strength of the winding system on the motor to be connected is unknown or inadequate. Siemens standard and trans-standard asynchronous motors require a filter (depending on the motor range) only with line supply voltages of > 460 V or > 500 V in cases where no special insulation is provided on the motor side. Further information can be found in chapter "Motors".

The dv/dt filter plus VPL limits the voltage rate-of-rise to values < 500 V/μs and the typical voltage spikes at the motor to the values below:

- $V_{PP}$  (typically) < 1000 V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically) < 1250 V for  $660$  V <  $V_{Line} < 690$  V

The dv/dt filter compact plus VPL limits the voltage rate-of-rise to values of < 1600 V/μs and the typical voltage spikes on the motor to the following values:

- $V_{PP}$  (typically) < 1150 V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically) < 1400 V for  $660$  V <  $V_{Line} < 690$  V

For a more detailed description, please refer to section "dv/dt filters plus VPL and dv/dt filters compact plus VPL" in chapter "Fundamental Principles and System Description".

### 5.8.3 Sine-wave filters

Sine-wave filters (option L15) are LC low-pass filters and constitute the most sophisticated filter solution. They are significantly more effective than dv/dt filters in reducing the voltage rates-of-rise dv/dt and peak voltages  $V_{PP}$ , but operation with sine-wave filters imposes substantial restrictions in terms of the possible pulse frequency settings and voltage and current utilization of the motor-side inverter (voltage and current derating).

For a more detailed description and for the derating data, please refer to the section "Sine-wave filters" of the chapter "Fundamental Principles and System Description".

### 5.8.4 Maximum connectable motor cable lengths

The table below shows the maximum connectable motor cable lengths. The values apply to the motor cable types recommended in the tables as well as to all other types of motor cable.

SINAMICS G150 Line supply voltage		Rated power at 400 V / 500 V / 690 V	Maximum permissible motor cable length	
			Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
<b>Without reactor or filter</b>				
380 V – 480 V 3AC		110 kW - 900 kW	300 m	450 m
500 V – 600 V 3AC		110 kW - 1000 kW	300 m	450 m
660 V – 690 V 3AC		75 kW - 1500 kW	300 m	450 m
<b>With one motor reactor (option L08)</b>				
380 V – 480 V 3AC		110 kW - 900 kW	300 m	450 m
500 V – 600 V 3AC		110 kW - 1000 kW	300 m	450 m
660 V – 690 V 3AC		75 kW - 1500 kW	300 m	450 m
<b>With dv/dt filter plus VPL (option L10)</b>				
380 V – 480 V 3AC		110 kW - 900 kW	300 m	450 m
500 V – 600 V 3AC		110 kW - 1000 kW	300 m	450 m
660 V – 690 V 3AC		75 kW - 1500 kW	300 m	450 m
<b>With dv/dt filter compact plus VPL (option L07)</b>				
380 V – 480 V 3AC		110 kW - 900 kW	100 m	150 m
500 V – 600 V 3AC		110 kW - 1000 kW	100 m	150 m
660 V – 690 V 3AC		75 kW - 1500 kW	100 m	150 m

**Permissible motor cable lengths for SINAMICS G150**

# SINAMICS G150

## Engineering Information

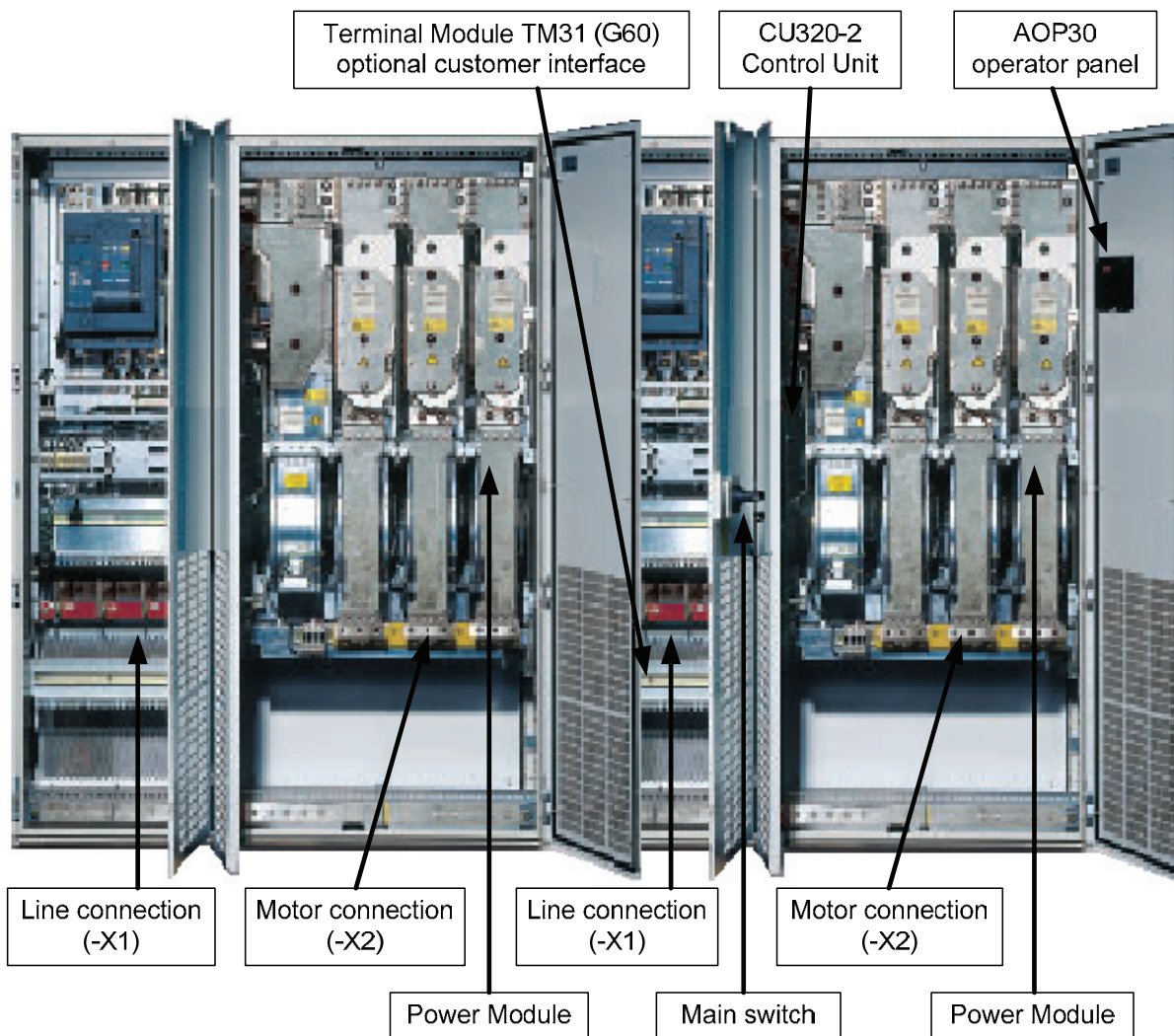
SINAMICS G150		Maximum permissible motor cable length	
Line supply voltage	Output power at 400 V / 500 V / 690 V	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
<b>With sine-wave filter (option L15)</b>			
380 V – 480 V 3AC	110 kW - 250 kW	300 m	450 m
500 V – 600 V 3AC	110 kW - 132 kW	300 m	450 m

### Permissible motor cable lengths for SINAMICS G150 (continued)

Under certain conditions, the permissible cable lengths can be increased even further through the series connection of two motor reactors. A second motor reactor is not a standard option and may require an additional cabinet. Information about permissible cable lengths, the limitations associated with them and clarification as to whether an additional cabinet will be required for two motor reactors is available on request.

### 5.9 SINAMICS G150 parallel converters (SINAMICS G150 power extension)

SINAMICS G150 converter cabinet units in the higher output power range are designed as parallel-connected converters. The devices are based on two lower-output SINAMICS G150 converter cabinets which operate in parallel to supply one motor.



SINAMICS G150 parallel converter

Due to the design principle of using two separate, low-output converter cabinet units, the configuration includes two each of the following components:

- Line supply connections
- Main contactors or circuit breakers
- All power unit components
- Motor connections

A parallel connection features only one of each of the following:

- CU320-2 Control Unit
- AOP30 operator panel
- Optional customer interface TM31 with digital and analog inputs and outputs (option G60)

**Note:**

In contrast to the S120 Infeed Modules and the S120 Motor Modules of the SINAMICS S120 modular system (Chassis and Cabinet Modules) in which up to four individual modules can be combined to a parallel connection, the G150 parallel converter / G150 power extension is a ready-to-connect converter cabinet unit comprising two converter cabinet units with lower outputs. It is ordered and supplied as a single unit with one order number. The technical data provided in the catalogs and in the tables of this engineering manual always refer to the complete G150 parallel converter and include already the current and power derating factors required for parallel connections.

The table below shows the power spectrum of the SINAMICS G150 parallel converters. For information purposes only, the last column contains the rated output current of the relevant individual cabinet units on which the parallel converter is based.

Rated output current [A]	Low overload		High overload		Order number	The parallel device is constructed of two individual units with a rated output current of [A]
	P <sub>L</sub> [kW]	Base load current I <sub>L</sub> [A]	P <sub>H</sub> [kW]	Base load current I <sub>H</sub> [A]		
<b>Line supply voltage 380 V - 480 V 3AC</b>						
1120	630	1092	500	850	6SL3710-2GE41-1AA3	605
1380	710	1340	560	1054	6SL3710-2GE41-4AA3	745
1560	900	1516	710	1294	6SL3710-2GE41-6AA3	840
<b>Line supply voltage 500 V - 600 V 3AC</b>						
860	630	836	560	770	6SL3710-2GF38-6AA3	465
1070	710	1036	630	950	6SL3710-2GF41-1AA3	575
1360	1000	1314	800	1216	6SL3710-2GF41-4AA3	735
<b>Line supply voltage 660 V - 690 V 3AC</b>						
1070	1000	1036	900	950	6SL3710-2GH41-1AA3	575
1360	1350	1314	1200	1216	6SL3710-2GH41-4AA3	735
1500	1500	1462	1350	1340	6SL3710-2GH41-5AA3	810

**Power range of SINAMICS G150 parallel-connected converters**

Since SINAMICS G150 parallel converters consist of two identical rectifiers on the line side, the rectifiers can operate either in 6-pulse or in 12-pulse configuration. The harmonic effects on the supply system are significantly lower in the 12-pulse operation than in the 6-pulse operation (see section "Harmonic effects on supply system" of the chapter "Fundamental Principles and System Description").

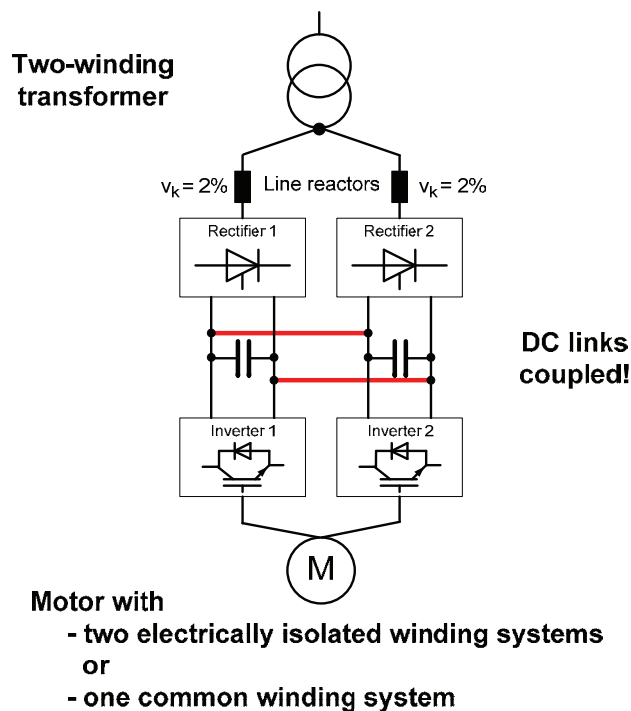
Different decoupling measures need to be considered on the line side depending on whether the parallel connection is a 6-pulse or 12-pulse circuit.

Different decoupling measures need also to be considered on the motor side depending on the type of winding system of the motor (two electrically isolated winding systems or one common winding system).

The following information describes the possible line-side and motor-side configurations of SINAMICS G150 parallel converters and the associated supplementary conditions that have to be taken in account.

### 5.9.1 6-pulse operation of SINAMICS G150 parallel converters

In 6-pulse operation, both rectifiers are connected to the same secondary winding of a two-winding transformer or to a common infeed point, as illustrated in the following diagram.



### 6-pulse operation of SINAMICS G150 converters in a parallel connection

A parallel connection of SINAMICS G150 converters can operate satisfactorily in a 6-pulse circuit if the following supplementary conditions are fulfilled:

- The DC links of the two partial converters are coupled with one another.
- Both, motors with two electrically isolated winding systems and motors with one common winding system can be connected.

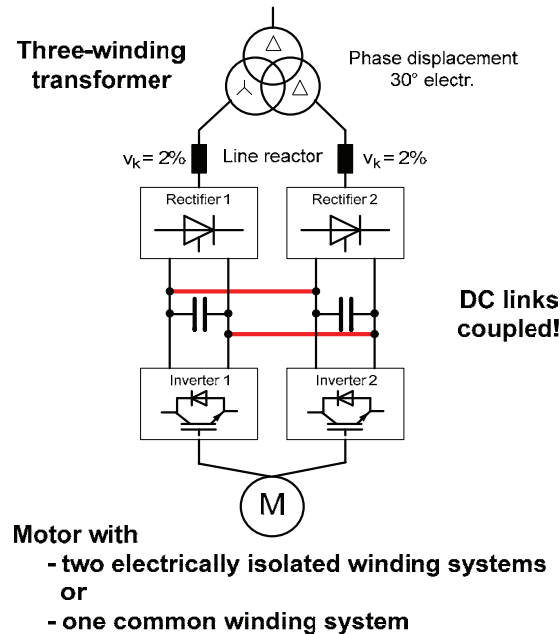
Since no current compensation control is provided at the line end, the following measures must be taken to ensure that the line-side currents are balanced:

- Line reactors with a relative short-circuit voltage of  $v_k = 2\%$  (option L23) must be provided. The line reactors must not be omitted.  
Exception: In parallel connections with integrated Line Harmonics Filter compact (option L01), the filter performs the decoupling function which means that line reactors can be omitted automatically.
- Symmetrical power cables must be installed between the infeed point and the two rectifiers (cables of the same type with identical cross-section and length).

The supplementary conditions to be fulfilled on the motor side are described on the following pages in section "Operation at motors with electrically isolated and with common winding systems".

### 5.9.2 12-pulse operation of SINAMICS G150 parallel converters

In 12-pulse operation, each of the two rectifiers is connected to one secondary winding of a three-winding transformer, as illustrated in the following diagram.



#### 12-pulse operation of SINAMICS G150 parallel converters

A parallel connection of SINAMICS G150 converters can operate satisfactorily in a 12-pulse circuit if the following supplementary conditions are fulfilled:

- The DC links of the two partial converters are coupled with one another.
- Both, motors with two electrically isolated winding systems and motors with one common winding system can be connected.

As no line-side current compensation control is provided, the three-winding transformer, power cabling and line reactors (if installed) must meet the following requirements in order to provide a balanced current. Furthermore, no additional loads may be connected to only one of the two low-voltage windings as this would prevent symmetrical loading of both low-voltage windings.

- Three-winding transformer must be symmetrical, recommended vector groups Dy5d0 or Dy11d0.
- Relative short-circuit voltage of three-winding transformer  $v_k \geq 4\%$ .
- Difference between relative short-circuit voltages of secondary windings  $\Delta v_k \leq 5\%$ .
- Difference between no-load voltages of secondary windings  $\Delta V \leq 0.5\%$ .
- Use of symmetrical power cabling between the transformer and the two rectifiers (cables of identical type with the same cross-section and length)
- Use of line reactors with a relative short-circuit voltage of  $v_k = 2\%$ . (Line reactors can be omitted if a double-tier transformer is used and only one G150 parallel converter is connected to the transformer).

The relatively high demands on the three-winding transformer can generally only be met by using a double-tier transformer. In this case, the line reactors can be omitted. When using other types of three-winding transformers, line reactors are, however, required. Alternative solutions for obtaining a phase displacement of 30°, such as two separate transformers with different vector groups, cannot be used due to the inadmissibly high tolerances involved.

Since the three-winding transformer is equipped with a star and a delta winding, and the delta winding does not have a star point that is suitable for grounding, 12-pulse-operated SINAMICS G150 parallel connections are connected to two non-grounded secondary windings and, in turn, to an IT supply system. For this reason, G150 parallel connections in 12-pulse operation must be equipped with Option L87 / insulation monitor.

The motor-side limitations and restrictions are described on the following pages in the section "Operation at motors with electrically isolated and with common winding systems".

### 5.9.3 Operation at motors with electrically isolated and with common winding systems

#### Operation of G150 parallel converters at motors with two electrically isolated winding systems

The following measures must be taken to balance the motor-side currents:

- Use of symmetrical power cabling between the two inverters and the motor (cables of identical type with the same cross-section and length)

The motor-side inverters can utilize both space vector modulation and pulse-edge modulation. Pulse-edge modulation makes it possible to achieve a maximum output voltage which is almost equal to the value of the input voltage (97 %). (For further details, please refer to the chapter "Fundamental Principles and System Description", sections "Maximum attainable output voltage with space vector modulation SVM" and "Maximum attainable output voltage with pulse-edge modulation PEM".)

Despite of the current-balancing measures described above, it is not possible to obtain an absolutely symmetrical current sharing. This means that the currents of the two converter units in a SINAMICS G150 parallel converter are 7.5 % lower than the currents of the individual converters. Allowance is already made for this reduction factor in the current values in Catalog D11 and in the table on the previous pages.

#### Operation of G150 parallel converters at motors with one common winding system

The following measures must be taken to balance the motor-side currents:

- Electronic current sharing control in the motor-side inverters (parameter P7035 = 1).
- Use of symmetrical power cabling between the two inverters and the motor (cables of identical type with the same cross-section and length)
- Decoupling measures at the inverter outputs.

Adequate decoupling of the inverter outputs can be achieved either by installing cables of the minimum required length between the inverter outputs and the motor or, alternatively, by installing motor reactors at the inverter outputs (option L08).

The table below specifies the minimum required motor cable lengths for SINAMICS G150 parallel converters, whereby the given length is the distance between the converter output and the motor terminal box along the motor cable.

Output power [kW]	SINAMICS G150 cabinet unit Version A	Minimum motor cable length [m]
<b>380 V to 480 V 3AC</b>		
630	6SL3710-2GE41-1AA3	13
710	6SL3710-2GE41-4AA3	10
900	6SL3710-2GE41-6AA3	9
<b>500 V to 600 V 3AC</b>		
630	6SL3710-2GF38-6AA3	18
710	6SL3710-2GF41-1AA3	15
1000	6SL3710-2GF41-4AA3	13
<b>660 V to 690 V 3AC</b>		
630	6SL3710-2GH41-1AA3	20
1350	6SL3710-2GH41-4AA3	18
1500	6SL3710-2GH41-5AA3	15

#### Minimum required motor cable lengths for SINAMICS G150 parallel converters

The motor-side inverters can utilize both space vector modulation and pulse-edge modulation. Pulse-edge modulation makes it possible to achieve a maximum output voltage which is almost equal to the value of the input voltage (97 %). (For further details, please refer to chapter "Fundamental Principles and System Description", sections "Maximum attainable output voltage with space vector modulation SVM" and "Maximum attainable output voltage with pulse-edge modulation PEM".)

Despite the current-balancing measures described above, it is not possible to obtain an absolutely symmetrical current sharing. This means that the currents of the two converter units in a SINAMICS G150 parallel converter are 7.5 % lower than the currents of the individual converters. Allowance is already made for this reduction factor in the current values in Catalog D11 and in the table on the previous pages.

#### 5.9.4 Special features to note when precharging SINAMICS G150 parallel converters

At G150 parallel converters, each of the two partial converters has a main rectifier equipped with thyristors and a small precharging rectifier equipped with diodes, which is connected in parallel to the main rectifier. If both partial converters are connected to the supply voltage at the same time, the DC links are charged via the two precharging rectifiers and the associated precharging resistors.

Because the DC links of the two partial converters are coupled to one another, the precharging principle described demands that both partial converters are connected simultaneously to the supply system. Otherwise, the precharging rectifiers and precharging resistors of the partial converter connected first would have to precharge the entire DC link. These components are not thermally dimensioned for this type of operation and would therefore be overloaded or even destroyed.

To ensure that both partial converters are simultaneously connected to the supply system, it is essential to equip the G150 parallel converters with a main contactor (for  $I_{\text{Converter}} < 1500 \text{ A}$ ) or a circuit breaker (for  $I_{\text{Converter}} \geq 1500 \text{ A}$ ). Only in this way the converter's internal sequential control can ensure that the DC links are correctly precharged by simultaneously energizing the main contactors or circuit breakers.

For this reason, the switching elements specified in the table are standard features of the relevant devices and cannot be optionally omitted.

Output power [kW]	Converter cabinet unit SINAMICS G150, Version A	Standard switching element
<b>380 V to 480 V 3AC</b>		
630	6SL3710-2GE41-1AA3	Main contactor
710	6SL3710-2GE41-4AA3	Main contactor
900	6SL3710-2GE41-6AA3	Circuit breaker
<b>500 V to 600 V 3AC</b>		
630	6SL3710-2GF38-6AA3	Main contactor
710	6SL3710-2GF41-1AA3	Main contactor
1000	6SL3710-2GF41-4AA3	Main contactor
<b>660 V to 690 V 3AC</b>		
1000	6SL3710-2GH41-1AA3	Main contactor
1350	6SL3710-2GH41-4AA3	Main contactor
1500	6SL3710-2GH41-5AA3	Circuit breaker

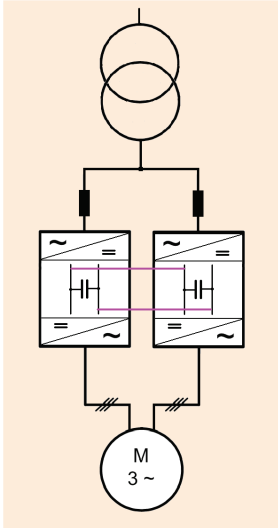
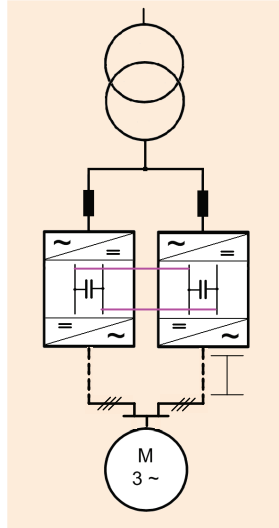
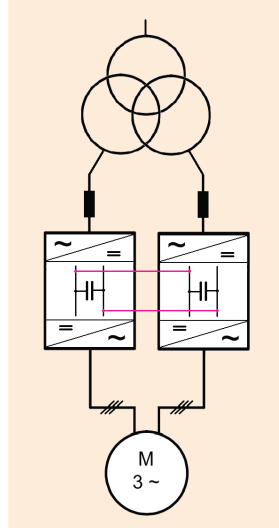
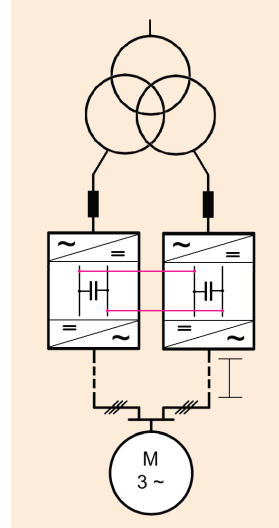
**Standard switching elements for G150 converters in parallel connections**

# SINAMICS G150

## Engineering Information

### 5.9.5 Overview of SINAMICS G150 parallel converters

The following is a brief overview of the permissible transformer-converter-motor combinations for SINAMICS G150 parallel converters.

6-pulse configuration	6-pulse configuration	12-pulse configuration	12-pulse configuration
			
Line reactors required;  Symmetrical power cabling	Line reactors required;  Symmetrical power cabling	Decoupling by means of a three-winding transformer.  Symmetrical power cabling	Decoupling by means of a three-winding transformer.  Symmetrical power cabling
DC links of the parallel-connected power units are coupled	DC links of the parallel-connected power units are coupled	DC links of the parallel-connected power units are coupled	DC links of the parallel-connected power units are coupled
The outputs of the two parallel-connected power units are connected to a motor with <b>separate</b> winding systems.	The outputs of the two parallel-connected power units are connected to a motor with <b>one common</b> winding system.	The outputs of the two parallel-connected power units are connected to a motor with <b>separate</b> winding systems.	The outputs of the two parallel-connected power units are connected to a motor with <b>one common</b> winding system.
Symmetrical power cabling	Note specifications for minimum motor cable length or use motor reactors in the converter.	Symmetrical power cabling	Note specifications for minimum motor cable length or use motor reactors in the converter.
Asynchronous motor with <b>two separate</b> winding systems	Asynchronous motor with <b>one common</b> winding system.	Asynchronous motor with <b>two separate</b> winding systems	Asynchronous motor with <b>one common</b> winding system
Control by <b>SVM + PEM</b>	Control by <b>SVM + PEM</b>	Control by <b>SVM + PEM</b>	Control by <b>SVM + PEM</b>
Maximum motor voltage related to the line voltage <b>97 %</b>	Maximum motor voltage related to the line voltage <b>97 %</b>	Maximum motor voltage related to the line voltage <b>97 %</b>	Maximum motor voltage related to the line voltage <b>97 %</b>

Overview of parallel connections of SINAMICS G150 converters with the following hardware and software (from Fall 2010): Power units with Control Interface Module CIM / CU320-2 Control Unit with firmware 4.3 or higher



## 6 General Information about Built-in and Cabinet Units SINAMICS S120

### 6.1 General

Information about the components of the SINAMICS S120 modular drive system can be found in the following chapter. It is important to refer to this information when configuring a drive system in order to ensure compatibility and satisfactory inter-operation between individual drive components.

Data about components can also be accessed with the online help function of the SIZER configuring tool.

#### 6.1.1 Assignment table

Some of the subjects discussed in this chapter refer generally to the SINAMICS S120 modular drive system, while others relate specifically to SINAMICS S120 Booksize units or Chassis units or Cabinet Modules.

The following table shows the relevance of the individual topics to specific unit types.

Subject	Valid for:		
	Built-in units S120 Booksize	Built-in units S120 Chassis	Modular cabinet units S120 Cabinet Modules
<b>Control properties</b>	X	X	X
<b>Rated data, permissible output currents, maximum output frequencies</b>		X	X
<b>DRIVE CLiQ</b>			
- Basic information	X	X	X
- Determination of component cabling	X	X	X
- DRIVE-CLiQ cables supplied with the units		X	
- Cable installation		X	
<b>Precharging of the DC link and precharging currents</b>		X	X
<b>Checking the maximum DC link capacitance</b>	X	X	X
<b>Connection of Motor Modules to a common DC busbar</b>		X	
<b>Braking Module / External braking resistor</b>		X	X
<b>Maximum connectable motor cable length</b>	X	X	X
<b>Checking the total cable length</b>	X	X	X

Validity of topics discussed for different unit types in the SINAMICS S120 modular drive system

### 6.2 Control properties

#### 6.2.1 Performance features of the CU320-2 Control Unit

The performance features of the CU320-2 Control Unit are described below. This Control Unit is used on all devices of the SINAMICS S120 modular drive system described in this engineering manual.

The CU320-2 Control Unit uses an object-oriented standard firmware for the devices of the SINAMICS S120 modular drive system. This firmware supports all common types of open-loop and closed-loop control modes, ranging from simple V/f control to universal vector control and highly dynamic servo control.

The following control modes are available as configurable drive objects:

- Infeed Control, the closed-loop control for the Active Infeed
- Vector Control, the universal standard closed-loop control for asynchronous and synchronous motor drives
- Servo Control, the closed-loop control for highly dynamic drives

All common types of V/f Control modes are available in the vector-type drive object and are used for simple drives in the power range up to a few 100 kW, and for group drives (multiple motors connected to one Motor Module). The control modes Vector Control and Servo Control are based on the principle of the field-oriented closed-loop control.

### Performance features of the CU320-2 Control Unit with firmware 4.3 or higher for SINAMICS S120

Characteristics	Servo Control	Vector Control	V/f-Control	Notes
Typical application	<ul style="list-style-type: none"> <li>Drives with highly dynamic motion control</li> <li>Angular-locked synchronism with isochronous PROFIBUS / PROFINET in conjunction with SIMOTION</li> <li>For use in machine tools and clocked production machines</li> </ul>	<ul style="list-style-type: none"> <li>Speed controlled drives with high speed and torque stability in general mechanical engineering systems</li> <li>Particularly suitable for asynchronous motors (induction motors)</li> </ul>	<ul style="list-style-type: none"> <li>Drives with low requirements on dynamic response and accuracy</li> <li>Multi-motor group drives, e.g. on textile machines with SIEMOSYN motors</li> </ul>	Mixed operation of servo control and vector control is not possible on a single CU320-2.
Dynamic response	Very high	High	Low	Highest dynamic response with 1FK7 High Dynamic synchronous motors and servo control.
Control modes with encoder	Position control / Speed control / Torque control	Position control / Speed control / Torque control	None	SIMOTION D with servo control is standard for coordinated motion control.
Control modes without encoder	Speed control	Speed control / Torque control	All V/f control modes	With servo for asynchronous motors (induction motors) only. With V/f control the speed can be kept constant by means of selectable slip compensation.
Asynchronous motor (induction motor)	Yes	Yes	Yes	V/f control (textiles) is recommended for SIEMOSYN motors.
Synchronous motor	Yes	No	No	
Torque motor	Yes	Yes	No	
Linear motor	Yes	No	No	
Permissible ratio of motor rated current to rated current of Motor Module	1:1 to 1:4	1.3:1 to 1:4	1:1 to 1:12	Maximum control quality in the case of servo and vector control up to 1:4. Between 1:4 and 1:8 increasing restrictions as regards torque and rotational accuracy. V/f Control is recommended for < 1:8.
Maximum number of parallel-connected motors per Motor Module	4	8	Unlimited in theory	Motors connected in parallel must be asynchronous (induction) motors with identical power ratings. With V/f control, the motors can have different power ratings.
Setpoint resolution position controller	31 bit + sign	31 bit + sign	–	
Setpoint resolution speed / frequency	31 bit + sign	31 bit + sign	0.001 Hz	
Setpoint resolution torque	31 bit + sign	31 bit + sign	–	
Maximum output frequency	<ul style="list-style-type: none"> <li>For current controller clock cycle / pulse frequency: 650 Hz with 125 μs / 4 kHz</li> <li>For current controller clock cycle / pulse frequency (Chassis frame sizes FX and GX): 300 Hz with 250 μs / 2 kHz</li> <li>For current controller clock cycle / pulse frequency (Chassis frame sizes HX and JX): 300 Hz with 250 μs / 2 kHz</li> </ul>	<ul style="list-style-type: none"> <li>300 Hz with 250 μs / 4 kHz</li> <li>160 Hz with 250 μs / 2 kHz</li> <li>100 Hz with 400 μs / 1,25 kHz</li> </ul>	<ul style="list-style-type: none"> <li>400 Hz with 250 μs / 4 kHz</li> <li>200 Hz with 250 μs / 2 kHz</li> <li>100 Hz with 400 μs / 1,25 kHz</li> </ul>	<p>Note limit voltage (2 kV) and use of VPM Module with synchronous motors.</p> <p>Asynchronous (induction) motors only: When using edge modulation, 600 Hz are possible at 4 kHz, or 300 Hz at 2 kHz and 200 Hz at 1.25 kHz.</p>
Maximum field weakening	<ul style="list-style-type: none"> <li>For asynchronous motors (induction motors): 5 times</li> <li>For synchronous motors: 2 times</li> </ul>	<ul style="list-style-type: none"> <li>5 times</li> <li>2 times</li> </ul>	<ul style="list-style-type: none"> <li>4 times</li> <li>–</li> </ul>	<p>With servo control combined with encoder and appropriate special motors, field weakening up to 16 times the field-weakening threshold speed is possible.</p> <p>These values refer to 1FT7/1FK7 synchronous motors. Note limit voltage (kE factor) with non-Siemens motors.</p>

## 6.2.2 Control properties / definitions

Criteria for assessing control quality	Explanations, definitions
<b>Rise time</b>	The rise time is the period which elapses between an abrupt change in a setpoint and the moment the actual value first reaches the tolerance band (2 %) around the setpoint. The dead time is the period which elapses between the abrupt change in the setpoint and the moment the actual value begins to increase. The dead time is partially determined by the read-in, processing and output cycles of the digital closed-loop control. Where the dead time constitutes a significant proportion of the rise time, it must be separately identified.
<b>Characteristic angular frequency -3 dB</b>	The limit frequency is a measure of the dynamic response of a closed-loop control. A pure sinusoidal setpoint is input to calculate the limit frequency; no part of the control loop must reach the limit. The actual value is measured under steady-state conditions and the ratio between the amplitudes of actual value and setpoint is recorded. -3 dB limit frequency: Frequency at which the absolute value of the actual value drops by 3 dB (to 71 %) for the first time. The closed-loop control can manage frequencies up to this value and remain stable.
<b>Ripple</b>	The ripple is the undesirable characteristic of the actual value which is superimposed on the mean value (useful signal). Oscillating torque is another term used in relation to torque. Typical oscillating torques are caused by motor slot grids, by limited encoder resolution or by the limited resolution of the voltage control of the IGBT power unit. The torque ripple is also reflected in the speed ripple as being indirectly proportional to the mass inertia of the drive.
<b>Accuracy</b>	Accuracy is a measure of the magnitude of the average, repeatable deviation between the actual value and setpoint under nominal conditions. Deviations between the actual value and setpoint are caused by internal inaccuracies in the measuring and control systems. External disturbances, such as temperature or speed, are not included in the accuracy assessment. The closed-loop and open-loop controls should be optimized with respect to the relevant variable.

### Definition of key criteria for assessing control quality

# SINAMICS S120

## Engineering Information

### 6.2.3 Control properties of the CU320-2 Control Unit

#### Booksize format, pulse frequency 4 kHz, closed-loop torque control

	Servo Control		Vector Control		Notes
<b>Synchronous motor</b>	<b>1FK7 with resolver R14DQ</b>	<b>1FT7</b>	1FK7/1FT7 synchronous motors are not designed for operation in vector control mode.		
Controller cycle	125 µs	125 µs			
Rise time (without delay)	0.7 ms	0.5 ms			At a speed operating range from 50 rpm for resolver.
Characteristic angular frequency -3 dB	650 Hz	900 Hz			In this case, the dynamic response is determined primarily by the encoder system.
Torque ripple	3 % von $M_0$	0.6 % von $M_0$			With speed operating range of 20 rpm up to rated speed. A ripple of < 1 % is possible with an absolute encoder ≤ 1 rpm. Not possible with resolver.
Torque accuracy	±1.5 % of $M_0$	±1.5 % of $M_0$			Measured value averaged over 3 s. With motor identification and friction compensation. In torque operating range up to ± $M_0$ . Speed operating range 1:10 up to rated speed. <b>Notice:</b> External influences such as motor temperature can cause an additional long-time inaccuracy (constancy) of about ± 2.5 %. Approx. ± 1 % less accuracy in field-weakening range.
<b>Asynchronous motor</b>	<b>1PH7/1PH8 without encoder</b>	<b>1PH7/1PH8 with incremental encoder 1024 S/R</b>	<b>1PH7/1PH8 without encoder</b>	<b>1PH7/1PH8 with incremental encoder 1024 S/R</b>	
Controller cycle	125 µs	125 µs	250 µs	250 µs	
Total rise time (without delay)	–	0.8 ms	2 ms	1.2 ms	With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	–	600 Hz	250 Hz	400 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple	–	1.5 % von $M_{rated}$	2 % von $M_{rated}$	2 % von $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder 20 rpm and above up to rated speed.
Torque accuracy	–	±3.5 % von $M_{rated}$	±2 % von $M_{rated}$	±1.5 % von $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation, temperature effects compensated by KTY84 and mass model. In torque operating range up to ± $M_{rated}$ . Approx. additional inaccuracy of ± 2.5 % in field-weakening range. <b>Servo:</b> Speed operating range 1:10 referred to rated speed. <b>Vector:</b> Speed operating range 1:50 referred to rated speed.

**Booksize format, pulse frequency 4 kHz, closed-loop speed control**

Servo Control		Vector Control			Notes
<b>Synchronous motor</b>	<b>1FK7 with resolver R14DQ</b>	<b>1FT7</b>			
Controller cycle	125 µs	125 µs			
Total rise time (without delay)	3.5 ms	2.3 ms			With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	140 Hz	250 Hz			In this case, the dynamic response is determined primarily by the encoder system.
Speed ripple	See note	See note			Determined primarily by the total mass moment of inertia, the torque ripple and especially the mechanical configuration. It is therefore not possible to specify a generally applicable value.
Speed accuracy	≤ 0.001 % of $n_{rated}$	≤ 0.001 % of $n_{rated}$			Determined primarily by the resolution of the control deviation and encoder evaluation in the converter. This is implemented on a 32-bit basis for SINAMICS.
<b>Asynchronous motor</b>	<b>1PH7/1PH8 without encoder</b>	<b>1PH7/1PH8 with incremental encoder 1024 S/R</b>	<b>1PH7/1PH8 without encoder</b>	<b>1PH7/1PH8 with incremental encoder 1024 S/R</b>	
Controller cycle	125 µs	125 µs	250 µs	250 µs	
Total rise time (without delay)	12 ms	5 ms	20 ms	10 ms	With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	40 Hz	120 Hz	50 Hz	80 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback. Servo with encoder is slightly more favorable than vector with encoder, as the speed controller cycle with servo is quicker.
Speed ripple	See note	See note	See note	See note	Determined primarily by the total mass moment of inertia, the torque ripple and especially the mechanical configuration. It is therefore not possible to specify a generally applicable value.
Speed accuracy	$0.1 \times f_{slip}$	≤ 0.001 % of $n_{rated}$	$0.05 \times f_{slip}$	≤ 0.001 % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation for the torque-producing current and rated slip of the asynchronous motor (induction motor) as given in table "Typical slip values" (see below). With speed operating range 1:50 (vector) or 1:10 (servo) and with activated temperature evaluation.

Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### Chassis format, pulse frequency 2 kHz, closed-loop torque control

	Servo Control		Vector Control		Notes
<b>Synchronous motor</b>	1FT7 without encoder	1FT7 with absolute encoder AM22DQ	1FT7 synchronous motors are not designed for operation in vector control mode.		
Controller cycle	250 µs	250 µs			
Total rise time (without delay)	–	1.2 ms			
Characteristic angular frequency -3 dB	–	400 Hz			In this case, the dynamic response is determined primarily by the encoder system.
Torque ripple	–	1.3 % von $M_0$			A ripple of < 1 % is possible with an absolute encoder ≤ 1 rpm. Not possible with resolver.
Torque accuracy	–	±1.5 % von $M_0$			Measured value averaged over 3 s. With motor identification and friction compensation. In torque operating range up to ± $M_0$ . Speed operating range 1:10 up to rated speed. <b>Notice:</b> External influences such as motor temperature can cause an additional long-time inaccuracy (constancy) of about ± 2.5 %. Approx. ± 1 % less accuracy in field-weakening range.
<b>Asynchronous motor</b>	1PH7/1PH8 without encoder	1PH7/1PH8 with incremental encoder 1024 S/R	1PH7/1PH8 without encoder	1PH7/1PH8 with incremental encoder 1024 S/R	
Controller cycle	250 µs	250 µs	250 µs	250 µs	
Total rise time (without delay)	–	1.6 ms	2.5 ms	1.6 ms	With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	–	350 Hz	200 Hz	300 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple	–	2 % of $M_{rated}$	2,5 % of $M_{rated}$	2 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder 20 rpm and above up to rated speed.
Torque accuracy	–	±3.5 % of $M_{rated}$	±2 % of $M_{rated}$	±1.5 % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation, temperature effects compensated by KTY84 and mass model. In torque operating range up to ± $M_{rated}$ . Approx. additional inaccuracy of ± 2.5 % in field-weakening range. <b>Servo:</b> Speed operating range 1:10 referred to rated speed. <b>Vector:</b> Speed operating range 1:50 referred to rated speed.

**Chassis format, pulse frequency 2 kHz, closed-loop speed control**

Servo Control		Vector Control			Notes
Synchronous motor	1FT7 without encoder	1FT7 with absolute encoder AM22DQ	1FT7 synchronous motors are not designed for operation in vector control mode.		
Controller cycle	250 μs	250 μs			
Total rise time (without delay)	–	5 ms			With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	–	100 Hz			In this case, the dynamic response is determined primarily by the encoder system.
Speed ripple	–	See note			Determined primarily by the total mass moment of inertia, the torque ripple and especially the mechanical configuration. It is therefore not possible to specify a generally applicable value.
Speed accuracy	–	≤ 0,001 % of $n_{rated}$			Determined primarily by the resolution of the control deviation and encoder evaluation in the converter. This is implemented on a 32-bit basis for SINAMICS.
Asynchronous motor	1PH7/1PH8 without encoder	1PH7/1PH8 with incremental encoder 1024 S/R	1PH7/1PH8 without encoder	1PH7/1PH8 with incremental encoder 1024 S/R	
Controller cycle	250 μs	250 μs	250 μs	250 μs	
Total rise time (without delay)	21 ms	8 ms	20 ms	12 ms	With encoderless operation in speed operating range 1:10, with encoder 50 rpm and above up to rated speed.
Characteristic angular frequency -3 dB	25 Hz	80 Hz	35 Hz	60 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback. Servo with encoder is slightly more favorable than vector with encoder, as the speed controller cycle with servo is quicker.
Speed ripple	See note	See note	See note	See note	Determined primarily by the total mass moment of inertia, the torque ripple and especially the mechanical configuration. It is therefore not possible to specify a generally applicable value.
Speed accuracy	$0,1 \times f_{slip}$	≤ 0,001 % of $n_{rated}$	$0,05 \times f_{slip}$	≤ 0,001 % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation for the torque-producing current and rated slip of the asynchronous motor (induction motor) as given in table "Typical slip values" (see below). With speed operating range 1:50 (vector) or 1:10 (servo) and with activated temperature evaluation.

Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### Chassis format, pulse frequency 2.0 kHz, closed-loop torque control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	Standard and trans-standard asynchronous motors are not designed for operation in servo control mode	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder 1024 pulses/rev	
Controller cycle		250 $\mu$ s	250 $\mu$ s	
Total rise time (without delay)		2.5 ms	1.6 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		200 Hz	300 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		2.5 % of $M_{rated}$	2.0 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		$\pm 2.0$ % of $M_{rated}$	$\pm 1.5$ % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to $\pm M_{rated}$ . Additional inaccuracy of approx. $\pm 2.5$ % in field-weakening range. Speed operating range 1:50 referred to rated speed.

### Chassis format, pulse frequency 2.0 kHz, closed-loop speed control

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	Standard and trans-standard asynchronous motors are not designed for operation in servo control mode	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder 1024 pulses/rev	
Controller cycle		250 $\mu$ s	250 $\mu$ s	
Total rise time (without delay)		20 ms	12 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		35 Hz	60 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		$0.05 \times f_{slip}$	$< 0.001$ % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

### Typical slip values for standard and trans-standard asynchronous motors

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	



**Chassis format, pulse frequency 1.25 kHz, closed-loop torque control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	Standard and trans-standard asynchronous motors are not designed for operation in servo control mode	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder 1024 pulses/rev	
Controller cycle		400 μs	400 μs	
Total rise time (without delay)		4.0 ms	2.5 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		125 Hz	185 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Torque ripple		3.0 % of $M_{rated}$	2.5 % of $M_{rated}$	With encoderless operation in speed operating range 1:20, with encoder from 20 rpm up to rated speed.
Torque accuracy		±2.0 % of $M_{rated}$	±1.5 % of $M_{rated}$	Measured value averaged over 3 s. With motor identification and friction compensation; compensation of temperature effects by means of KTY84 and mass model. In torque operating range up to ± $M_{rated}$ . Additional inaccuracy of approx. ±2.5 % in field-weakening range. Speed operating range 1:50 referred to rated speed.

**Chassis format, pulse frequency 1.25 kHz, closed-loop speed control**

	Servo Control	Vector Control		Notes
Asynchronous motor (standard and trans-standard)	Standard and trans-standard asynchronous motors are not designed for operation in servo control mode	1LG4/1LG6/1LA8 without encoder	1LG4/1LG6/1LA8 with incremental encoder 1024 pulses/rev	
Controller cycle		400 μs	400 μs	
Total rise time (without delay)		32 ms	20 ms	With encoderless operation in speed operating range 1:10, with encoder from 50 rpm up to rated speed.
Characteristic angular frequency -3 dB		22 Hz	38 Hz	With encoderless operation in speed operating range 1:10. The dynamic response is enhanced by an encoder feedback.
Speed ripple		See note	See note	Determined primarily by the total moment of inertia, the torque ripple and the mechanical design in particular. It is not therefore possible to specify a universally valid value.
Speed accuracy		$0.05 \times f_{slip}$	< 0.001 % of $n_{rated}$	Without encoder: Determined primarily by the accuracy of the model calculation of the torque-producing current and the accuracy of the rated slip of the asynchronous motor as given in table "Typical slip values" (see below). In speed operating range 1:50 and when temperature evaluation is active.

**Typical slip values for standard and trans-standard asynchronous motors**

Motor power	Slip values		Note
< 1 kW	6.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 90 rpm	The 1PL6 / 1PH7 / 1PH8 compact asynchronous motors are very similar to standard asynchronous motors with respect to their slip values.
< 10 kW	3.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 45 rpm	
< 30 kW	2.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 30 rpm	
< 100 kW	1.0 % of $n_{rated}$	e.g. motor with 1500 rpm: 15 rpm	
> 500 kW	0.5 % of $n_{rated}$	e.g. motor with 1500 rpm: 7.5 rpm	

### 6.2.4 Determination of the required control performance of the CU320-2 Control Unit

The CU320-2 Control Unit has been designed to control multiple drives and provides the communication, open-loop and closed-loop control functions for the Line Module and one or more Motor Modules or axes.

The load on the CU320-2 Control Unit depends on the number of Motor Modules (axes), the control mode required by the application (servo control, vector control, V/f control) and the dynamic response requirements of the selected control mode (current controller clock cycle). The faster the dynamic response (i.e. the shorter the current controller clock cycle) the greater the load on the Control Unit.

The hardware components and functions listed below also increase the load on the CU320-2 Control Unit:

- Communication boards in the option slot of the CU320-2 (e.g. CBC10, CBE20, TB30),
- TM31 Terminal Modules with fast sampling rates (250  $\mu$ s),
- Extended safety functions (SS2, SOS, SSM, SLS),
- DCC blocks,
- Basic positioner (EPos).

The examples below provide an initial rough guide to potential maximum configurations on a CU320-2 Control Unit (including performance expansion 1, see below). The SIZER configuring tool can be used to perform feasibility checks on complex configurations.

#### Examples with servo control and a current controller clock cycle of 125 $\mu$ s or 250 $\mu$ s:

- 6 servo axes (125  $\mu$ s) + 2 EPos + 2 extended safety functions
- 5 servo axes (125  $\mu$ s) + 5 EPos + 5 extended safety functions
- 6 servo axes (250  $\mu$ s) + 6 EPos + 6 extended safety functions + 100 DCC blocks (2 ms)

#### Examples with vector control and a current controller clock cycle of 500 $\mu$ s:

- 6 vector axes (500  $\mu$ s) + 50 DCC blocks (2 ms)
- 4 vector axes (500  $\mu$ s) + 50 DCC blocks (2 ms) + 2 DCC-based winders (4 ms)

#### Examples with V/f control and a current controller clock cycle of 500 $\mu$ s:

- 12 V/f axes (500  $\mu$ s) + 50 DCC blocks (2 ms)
- 10 V/f axes (500  $\mu$ s) + 100 DCC blocks (2 ms) + 2 extended safety functions

The information specified for each of the examples already allows for the internal communication required between the drive objects and the closed-loop control of the Active Infeed, Smart Infeed or Basic Infeed which supplies the Motor Modules (axes).

### Licensing of the CU320-2 Control Unit according to the number of axes with performance expansion 1

The load on the CU320-2 increases with the number of Motor Modules or axes and the required dynamic response (short current controller clock cycle). For this reason, performance expansion 1 is needed when the drive configuration includes more than a particular number of Motor Modules or axes. Performance expansion 1 is a firmware option which is subject to license. With regard to the CU320-2, it is a purely axis-related option and thus the actual utilization of the CU320-2 Control Unit for an individual application is irrelevant as regards the selection of the performance expansion 1 option.

Performance expansion 1, for which a license must be obtained, is thus basically required

- with 4 Motor Modules (4 servo axes) or more for operation in servo control mode,
- with 4 Motor Modules (4 vector axes) or more for operation in vector control mode,
- with 7 Motor Modules (7 V/f axes) or more for operation in V/f control mode.

The table below provides an overview of the maximum possible number of Motor Modules or axes on one CU320-2 Control Unit as a function of control mode and current controller clock cycle, but ignoring supplementary hardware components or functions such as extended safety functions or DCC.

However, the specified information already allows for the internal communication required between the drive objects and for the closed-loop control of the Active Infeed, Smart Infeed or Basic Infeed which supplies the converter.

Control mode	Current controller clock cycle	Number of axes without performance expansion	Number of axes with performance expansion 1	Note
Servo Control	62.5 μs	3	3 <sup>*)</sup>	*) Only 3 servo axes can be operated with a cycle of 62.5μs. The performance expansion is thus ineffective. Performance expansion 1 is required for 4 servo axes or more, irrespective of the CPU load.
	125 μs	3	6	
	250 μs	3	6	
Vector Control	250 μs	3	3 <sup>*)</sup>	*) Only 3 vector axes can be operated with a cycle of 250μs. The performance expansion is thus ineffective. Performance expansion 1 is required for 4 vector axes or more, irrespective of the CPU load.
	400 μs	3	4	
	500 μs	3	6	
Vector Control Parallel connection (chassis only)	250 μs	1 (max. 3 MoMos parallel)	1 (max. 3 MoMos parallel)	Parallel connection: No more than 1 vector axis can be operated with the specified number of parallel-connected MoMos
	400 μs	1 (max. 4 MoMos parallel)	1 (max. 4 MoMos parallel)	
	500 μs	1 (max. 4 MoMos parallel)	1 (max. 4 MoMos parallel)	
V/f Control	250 μs	6	6 <sup>*)</sup>	*) Only 6 V/f axes can be operated with a cycle of 250μs. The performance expansion is thus ineffective. Performance expansion 1 is required for 7 or more V/f axes irrespective of the CPU load.
	400 μs	6	9	
	500 μs	6	12	

**Mixed operation**

Servo Control plus V/f Control	125 μs / 500 μs	3 + 0, 2 + 2; 1 + 4; 0 + 6	6 + 0; 5 + 2; 4 + 4; 3 + 6 2 + 8; 1 + 10; 0 + 12	Mixed operation does not require any additional performance on the CU320-2 Control Unit. Two V/f axes can be calculated instead of one servo axis. Two V/f axes can be calculated instead of one vector axis.
Vector Control plus V/f Control	500 μs / 500 μs	3 + 0; 2 + 2; 1 + 4; 0 + 6	6 + 0; 5 + 2; 4 + 4; 3 + 6 2 + 8; 1 + 10; 0 + 12	

**CU320-2: Maximum number of Motor Modules or axes with and without performance expansion 1**

For SINAMICS S120 Motor Modules in Chassis and Cabinet Modules formats which can be operated in vector or V/f control mode (vector-type drive object) with a minimum current controller clock cycle of 250 μs on a CU320-2 Control Unit with firmware version 4.3, the following interdependencies exist between the number of axes, the minimum current controller clock cycle determined by the number of axes and the settable pulse frequencies (data are based on the factory-set current controller clock cycle).

SINAMICS S120 Motor Modules in formats Chassis and Cabinet Modules (w/o Booksize Cabinet Kits) on one CU320-2 Control Unit  Frame sizes FX and GX 510 - 720 V DC / 380 - 480 V 3AC	Current controller clock cycle	Pulse frequency				Performance expansion 1 required
		Standard (w/o current derating)	With current derating (for current derating factors, see section "Rated data, permissible output currents, maximum output frequencies")			
			kHz	kHz	kHz	
1 vector axis	250	2	4	8	-	No
2 vector axes	250	2	4	8	-	No
3 vector axes	250	2	4	8	-	No
4 vector axes	400	1.25	2.5	5	7.5	Yes
5 vector axes	500	1.00	2	4	6	Yes
6 vector axes	500	1.00	2	4	6	Yes

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SINAMICS S120 Motor Modules in formats Chassis and Cabinet Modules (w/o Booksize Cabinet Kits) on one CU320-2 Control Unit  Frame sizes FX and GX 510 - 720 V DC / 380 - 480 V 3AC	Current controller clock cycle	Pulse frequency				Performance expansion 1 required
		Standard (w/o current derating)	With current derating (for current derating factors, see section "Rated data, permissible output currents, maximum output frequencies")			
			kHz	kHz	kHz	
	μs					
1 V/f axis	250	2	4	8	-	No
2 V/f axes	250	2	4	8	-	No
3 V/f axes	250	2	4	8	-	No
4 V/f axes	250	2	4	8	-	No
5 V/f axes	250	2	4	8	-	No
6 V/f axes	250	2	4	8	-	No
7 V/f axes	400	1.25	2.5	5	7.5	Yes
8 V/f axes	400	1.25	2.5	5	7.5	Yes
9 V/f axes	400	1.25	2.5	5	7.5	Yes
10 V/f axes	500	1.00	2	4	6	Yes
11 V/f axes	500	1.00	2	4	6	Yes
12 V/f axes	500	1.00	2	4	6	Yes

SINAMICS S120 Motor Modules in formats Chassis and Cabinet Modules (w/o Booksize Cabinet Kits) on one CU320-2 Control Unit  Frame sizes HX and JX 510 - 720 V DC / 380 - 480 V 3AC Frame sizes FX, GX, HX and JX 675 - 1035 V DC; 500 - 690 V 3AC	Current controller clock cycle	Pulse frequency				Performance expansion 1 required
		Standard (w/o current derating)	With current derating (for current derating factors, see section "Rated data, permissible output currents, maximum output frequencies")			
			kHz	kHz	kHz	
	μs					
1 vector axis	400	1.25	2.5	5	7.5	No
2 vector axes	400	1.25	2.5	5	7.5	No
3 vector axes	400	1.25	2.5	5	7.5	No
4 vector axes	400	1.25	2.5	5	7.5	Yes
5 vector axes	500	1.00	2	4	6	Yes
6 vector axes	500	1.00	2	4	6	Yes
1 V/f axis	400	1.25	2.5	5	7.5	No
2 V/f axes	400	1.25	2.5	5	7.5	No
3 V/f axes	400	1.25	2.5	5	7.5	No
4 V/f axes	400	1.25	2.5	5	7.5	No
5 V/f axes	400	1.25	2.5	5	7.5	No
6 V/f axes	400	1.25	2.5	5	7.5	No
7 V/f axes	400	1.25	2.5	5	7.5	Yes
8 V/f axes	400	1.25	2.5	5	7.5	Yes
9 V/f axes	400	1.25	2.5	5	7.5	Yes
10 V/f axes	500	1.00	2	4	6	Yes
11 V/f axes	500	1.00	2	4	6	Yes
12 V/f axes	500	1.00	2	4	6	Yes

### SINAMICS S120 Motor Modules in Chassis and Cabinet Modules formats on one CU320-2 Control Unit:

– Interdependencies between the number of axes, appropriate current controller cycle and settable pulse frequencies.

For current derating factors and maximum possible output frequencies applicable with increased pulse frequencies, please refer to section "Rated data, permissible output currents, maximum output frequencies".

Further information can be found in the function manual "SINAMICS S120 Drive Functions".

### 6.3 Rated data, permissible output currents, maximum output frequencies

#### 6.3.1 Permissible output currents and maximum output frequencies

With SINAMICS S120 Motor Modules, the maximum output frequency is limited to 100 Hz or 160 Hz due to the factory-set pulse frequency in vector control mode (drive object of vector type) of  $f_{\text{Pulse}} = 1.25 \text{ kHz}$  (current controller clock cycle = 400  $\mu\text{s}$ ) or  $f_{\text{Pulse}} = 2.00 \text{ kHz}$  (current controller clock cycle = 250  $\mu\text{s}$ ). The pulse frequency must be increased if higher output frequencies are to be achieved. Since the switching losses in the motor-side IGBT inverter increase when the pulse frequency is raised, the output current must be reduced accordingly.

#### Permissible output current and maximum output frequency as a function of pulse frequency

The table below states the rated output currents of SINAMICS S120 Motor Modules with the factory-set pulse frequency, as well as the current derating factors (permissible output currents referred to the rated output current) at higher pulse frequencies.

The pulse frequencies for the values in the orange boxes can be selected simply by changing a parameter (even during operation), i.e. they do not necessitate a change to the factory-set current controller clock cycle. The pulse frequencies for the values in the grey boxes require a change in the factory-set current controller clock cycle and can therefore be selected only at the commissioning stage. The assignment between current controller clock cycles and possible pulse frequencies can be found in the List Manual (Parameter List).

Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely dispense with current derating at pulse frequencies which are twice as high as the factory setting. Further details can be found in section "Operation of converters at increased pulse frequency".

Output power at 400 V / 690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor with pulse frequency of				
	1.25 kHz	2.0 kHz	2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>380 V – 480 V 3AC</b>							
110 kW		<b>210 A</b>	95 %	82 %	74 %	54 %	50 %
132 kW		<b>260 A</b>	95 %	83 %	74 %	54 %	50 %
160 kW		<b>310 A</b>	97 %	88 %	78 %	54 %	50 %
200 kW		<b>380 A</b>	96 %	87 %	77 %	54 %	50 %
250 kW		<b>490 A</b>	94 %	78 %	71 %	53 %	50 %
315 kW	<b>605 A</b>	83 %	72 %	64 %	60 %	40 %	
400 kW	<b>745 A</b>	83 %	72 %	64 %	60 %	40 %	
450 kW	<b>840 A</b>	87 %	79 %	64 %	55 %	40 %	
560 kW	<b>985 A</b>	92 %	87 %	70 %	60 %	50 %	
710 kW	<b>1260 A</b>	92 %	87 %	70 %	60 %	50 %	
800 kW	<b>1405 A</b>	97 %	95 %	74 %	60 %	50 %	
<b>500 V – 690 V 3AC</b>							
75 kW	<b>85 A</b>	93 %	89 %	71 %	60 %	40 %	
90 kW	<b>100 A</b>	92 %	88 %	71 %	60 %	40 %	
110 kW	<b>120 A</b>	92 %	88 %	71 %	60 %	40 %	
132 kW	<b>150 A</b>	90 %	84 %	66 %	55 %	35 %	
160 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
200 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
250 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
315 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
400 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
450 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
560 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
710 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
800 kW	<b>810 A</b>	97 %	95 %	71 %	55 %	35 %	
900 kW	<b>910 A</b>	92 %	87 %	67 %	55 %	33 %	
1000 kW	<b>1025 A</b>	91 %	86 %	64 %	50 %	30 %	
1200 kW	<b>1270 A</b>	87 %	79 %	55 %	40 %	25 %	

**SINAMICS S120: Permissible output current (current derating factor) as a function of pulse frequency**

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Pulse frequency	Maximum attainable output frequency
1.25 kHz	100 Hz
2.00 kHz	160 Hz
2.50 kHz	200 Hz
≥4.00 kHz	300 Hz

Maximum attainable output frequency as a function of pulse frequency

### 6.3.2 Ambient temperatures > 40°C and installation altitudes > 2000 m

#### Permissible current as a function of ambient temperature

SINAMICS S120 Chassis units and associated system components are rated for an ambient temperature of 40 C and installation altitudes of up to 2000 m above sea level. The current of SINAMICS S120 Chassis units must be reduced (current derating) if they are operated at ambient temperatures above 40 C. It is not permissible to operate them at temperatures above 50 C. The table below states the permissible current as a function of the ambient temperature.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %

Current derating factors as a function of ambient temperature (inlet air) for SINAMICS S120 Chassis units

#### Installation altitudes > 2000 m to 5000 m above sea level

SINAMICS S120 Chassis units and associated system components are rated for installation altitudes of up to 2000 m above sea level and an ambient temperature of 40 C. If the SINAMICS S120 Chassis units are operated at an installation altitude >2000 m above sea level, it must be taken into account that air pressure and thus air density decrease in proportion to the increase in altitude. As a result of the drop in air density the cooling effect and the insulation strength of the air are reduced.

SINAMICS S120 Chassis units can be installed at altitudes over 2000 m up to 5000 m if the following two measures are utilized.

#### 1st measure: Reduction in ambient temperature and current

Due to the reduced cooling effect of the air, it is necessary, on the one hand, to reduce the ambient temperature and, on the other, to reduce the power losses in the Chassis units by lowering the current. In the latter case, it is permissible to offset ambient temperatures lower than 40°C by way of compensation. The table below specifies the permissible currents as a function of installation altitude and ambient temperature. The stated values allow for the permissible compensation between installation altitude and ambient temperatures lower than 40 C (air temperature at the air inlet of the Chassis unit). The values are valid on condition that the cabinet is designed and installed in such a way as to guarantee the required cooling air flow stipulated in the technical data. For further information, please refer to section "Cabinet design and air conditioning" in chapter "General Engineering Information for SINAMICS".

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %
... 2500	100 %					96.3 %	
... 3000	100 %					98.7 %	
... 3500	100 %						
... 4000	100 %						
... 4500	97.5 %						
... 5000	98.2 %						

Current derating factors as a function of installation altitude and ambient temperature (inlet air) for SINAMICS S120 Chassis units

#### 2nd measure: Use of an isolating transformer to reduce transient overvoltages in accordance with IEC 61800-5-1

The isolating transformer which is used quasi as standard to supply SINAMICS converters for virtually every type of application, reduces the overvoltage category III (for which the units are dimensioned) down to the overvoltage category II. As a result, the requirements of the insulation strength of the air are less stringent. Additional voltage derating (reduction in input voltage) is not necessary if the following boundary conditions are fulfilled:

- The isolating transformer must be supplied from a low-voltage or medium-voltage network. It must not be supplied directly from a high-voltage network.
- The isolating transformer may be used to supply one or more drives or drive line-ups.
- The cables between the isolating transformer and the S120 Infeed or Infeeds must be installed such that there is absolutely no risk of a direct lightning strike, i.e. overhead cables must not be used.
- Drives with Basic Infeed and Smart Infeed can be operated on the following types of power supply system:
  - TN systems with grounded star point (no grounded outer conductor).
  - IT systems (the period of operation with a ground fault must be limited to the shortest possible time).
- Drives with Active Infeed can be operated on the following types of power system:
  - TN systems with grounded star point (no grounded outer conductor, no IT systems).

**The measures described above are permissible for the following drive line-ups with SINAMICS S120 Chassis.** They must be applied to all Chassis and system components of the drive line-up:

- Drives with **Basic Infeed on all voltage levels** (380 V – 480 V 3AC and 500 V – 690 V 3AC).
- Drives with **Smart Infeed on all voltage levels** (380 V – 480 V 3AC and 500 V – 690 V 3AC).
- Drives with **Active Infeed on voltage level 380 V – 480 V 3AC**

(Measures for drives with Active Infeed for 500 V – 690 V 3AC on request).

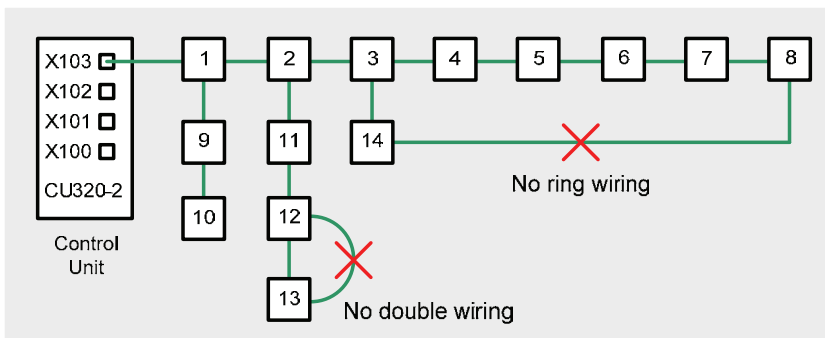
### 6.4 DRIVE-CLiQ

#### 6.4.1 Basic information

All SINAMICS components communicate with each other via the standardized, internal SINAMICS interface DRIVE-CLiQ which links the Control Unit to the connected drive objects (.e.g Power Units, Sensor Modules, Terminal Modules, etc.).

Setpoints and actual values, control commands and status feedback plus the electronic rating plate data of the drive components or objects are all transferred via DRIVE-CLiQ. Original Siemens DRIVE-CLiQ cables must always be used. These are designed with special transmission and damping qualities and, as such, are the only cable type which can guarantee fault-free system operation.

All components linked via one DRIVE-CLiQ connection must operate on the same basic clock cycle. For this reason, only combinations of components with the same clock cycle or whole multiples thereof may be operated on the same DRIVE-CLiQ connection (see section "Determination of component cabling"). To simplify the configuring process, it is advisable to supply Line Modules and Motor Modules via separate DRIVE-CLiQ connections.



#### Basic rules for connecting SINAMICS components via DRIVE-CLiQ communication

The following basic rules apply to the connections of components via DRIVE-CLiQ:

- A maximum of 14 nodes can be connected to one DRIVE-CLiQ socket on the Control Unit.
- A maximum of 8 nodes can be configured in one line. A line always starts at the Control Unit.
- A maximum of 6 Motor Modules may be configured in a line.
- A ring wiring is not permitted.
- A double wiring is not permitted.
- A maximum of 8 Terminal Modules can be connected.
- A maximum of 9 motor encoders (Sensor Modules) can be operated on one Control Unit.

In addition, the motor encoders (Sensor Modules) should be connected in each case to the matching Motor Modules.

For further information about DRIVE-CLiQ communication and wiring examples, please refer to the function manual "SINAMICS S120 Drive Functions".

#### Note:

It is not possible for several Control Units to communicate with each other via DRIVE-CLiQ, because DRIVE-CLiQ is an internal SINAMICS interface between the Control Unit and the connected drive objects.

Bus systems like PROFIBUS or PROFINET must be used to provide an external communication between Control Units, and between Control Units and higher-level controls.



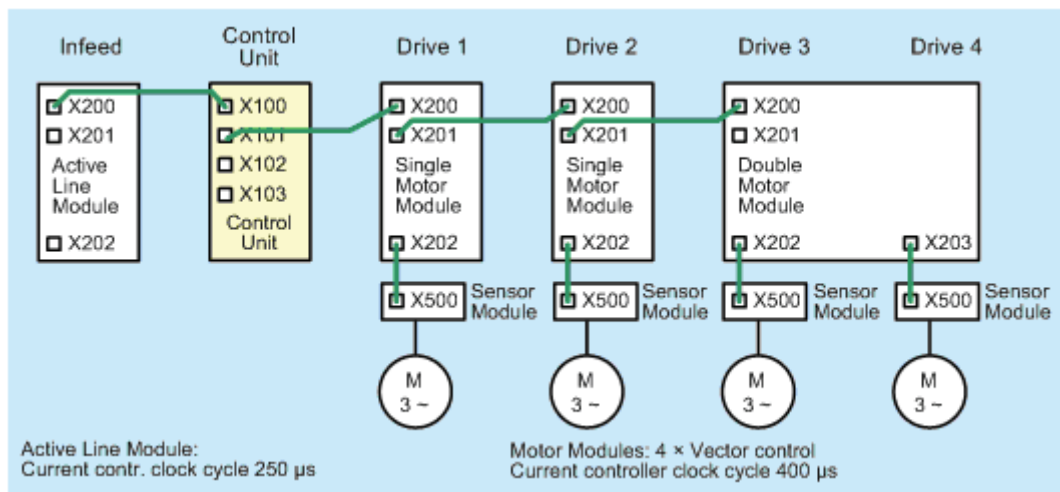
### 6.4.2 Determination of component cabling

Only one basic clock cycle can be used within a DRIVE-CLiQ connection. In other words, only combinations of modules with the same clock cycle or whole multiples thereof may be operated on the same DRIVE-CLiQ connection. To simplify the configuring process, it is recommended that Line Modules and Motor Modules are supplied by separate DRIVE-CLiQ connections

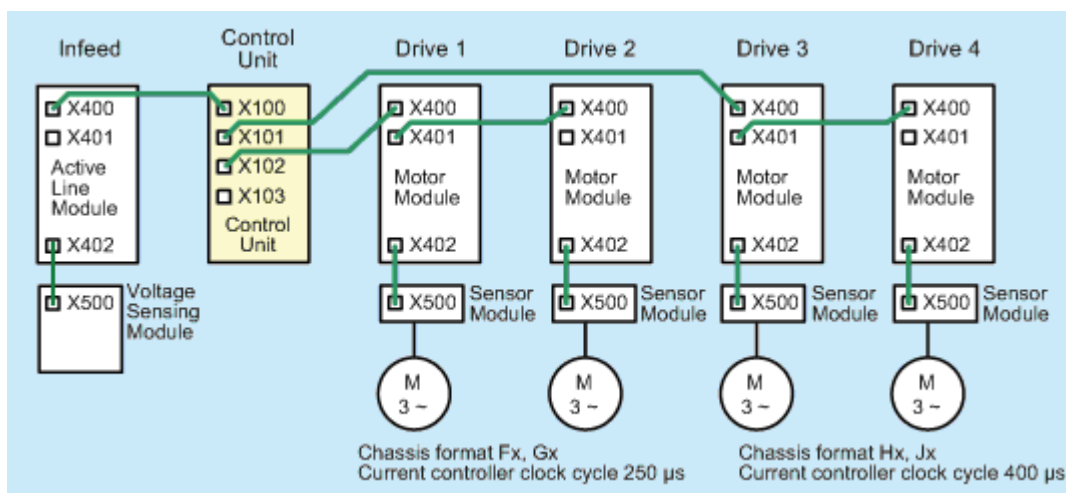
The power components are supplied with the required DRIVE-CLiQ connecting cables for connection to the adjacent DRIVE-CLiQ node within the drive configuration in line topology (not valid for S120 Cabinet Modules). Please follow the instructions in section "Cable installation". Pre-assembled DRIVE-CLiQ cables in various lengths up to 100 m are available for connecting motor encoders, direct measuring encoders, Terminal Modules, etc.

The DRIVE-CLiQ cable connections inside the cabinet must not exceed 70 m in length, e.g. connection between the CU320-2 Control Unit and the first Motor Module or between Motor Modules. The maximum permissible length of DRIVE-CLiQ MOTION-CONNECT cables to external components is 100 m. Original Siemens DRIVE-CLiQ cables must always be used. These are designed with special qualities and are the only cable type which can guarantee fault-free system operation.

The following diagrams show a number of example arrangements and associated DRIVE-CLiQ connections.



**Wiring of DRIVE-CLiQ connections illustrated by units in Booksize format with identical current controller clock cycles**



**Wiring of DRIVE-CLiQ connections illustrated by units in Chassis format with different current controller clock cycles**

Further information can be found in the function manual "SINAMICS S120 Drive Functions".

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### 6.4.3 DRIVE-CLiQ cables supplied with the units

Built-in units in Chassis and Booksize format are supplied as standard with DRIVE-CLiQ cables. The lengths of these cables are tailored to the dimensions of the relevant units and to cater for typical drive configurations. This guarantees that the delivered components can be assembled to a ready for use drive arrangement.

However, the cable lengths are suitable only for standard configurations in which the modules are positioned directly adjacent to one another in a straight line. Cable lengths for special arrangements (e.g. greater distances between modules, back-to-back arrangement of modules within the drive configuration, etc.) must be taken in account at the configuring stage and ordered separately. The DRIVE-CLiQ cables specified in the SINAMICS catalogs must always be used for these connections, as these are designed with special transmission and damping qualities which make them the only cable type which can guarantee fault-free system operation.

Device	Supplied DRIVE-CLiQ cables (pre-assembled)
CU320-2, D4xx	--
Basic Line Module	1 x 0.6 m DRIVE-CLiQ cable for connection to the Control Unit 1 x 1.45 m DRIVE-CLiQ cable for connection to the first Motor Module
Smart Line Module	
Frame size GX:	1 x 0.6 m DRIVE-CLiQ cable for connection to the Control Unit
Frame sizes HX and JX	1 x 0.3 m DRIVE-CLiQ cable for connection to the Control Unit 1 x 1.2 m DRIVE-CLiQ cable for connection to the first Motor Module
Active Interface Module	
Frame size FI	1 x 0.6 m DRIVE-CLiQ cable for connection of the Voltage Sensing Module in AIM to the Active Line Module 1 x 1.45 m DRIVE-CLiQ cable for connection to the first Motor Module
Frame size GI	1 x 0.95 m DRIVE-CLiQ cable for connection of the Voltage Sensing Module in AIM to the Active Line Module 1 x 1.45 m DRIVE-CLiQ cable for connection to the first Motor Module
Frame sizes HI and JI	1 x 2.4 m DRIVE-CLiQ cable for connection of the Voltage Sensing Module in AIM to the Active Line Module
Active Line Module	
Frame sizes FX and GX	1 x 0.6 m DRIVE-CLiQ cable for connection to the Control Unit
Frame sizes HX and JX	1 x 0.35 m DRIVE-CLiQ cable for connection to the Control Unit 1 x 2.1 m DRIVE-CLiQ cable for connection to the first Motor Module
Motor Module	
Frame size FX und GX	1 x 0.6 m DRIVE-CLiQ cable for connection to the next Motor Module
Frame size HX und JX	1 x 0.35 m DRIVE-CLiQ cable for the connection to the Control Unit 1 x 2.1 m DRIVE-CLiQ cable for connection to the next Motor Module
Liquid Cooled	
DC / AC Basic Line Module	1 x 0.6m DRIVE-CLiQ cable for connection to the Control Unit
DC / AC Active Line Module	1 x 0.6m DRIVE-CLiQ cable for connection to the Control Unit 1 x 0.6m DRIVE-CLiQ-cable for connection of the Voltage Sensing Module in AIM to the Active Line Module
DC / AC Motor Module	1 x 0.6m DRIVE-CLiQ cable for connection to the Control Unit
AC / AC Power Module	1 x 0.6m DRIVE-CLiQ cable for connection to the Control Unit

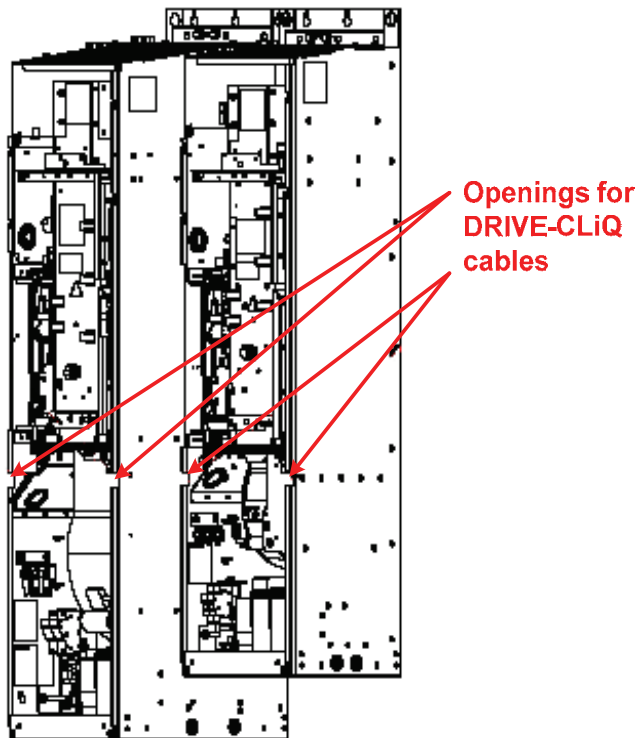
#### DRIVE-CLiQ cables included in the scope of supply of SINAMICS units in Chassis format

For units in Booksize format the DRIVE-CLiQ cables are supplied in the relevant width to make the connection to the next following module.

#### 6.4.4 Cable installation

DRIVE-CLiQ cables must be installed in accordance with the rules specified for signal cables (see the relevant notes in chapter "EMC Installation Guideline").

Since the DRIVE-CLiQ cables supplied with the products and available to order from the catalogs have special properties and feature shield bonding integrated in the plug-in connector, no extra shield bonding for the DRIVE-CLiQ cables needs to be provided in the cabinet. The cables should be installed where possible in zones C and D of a cabinet (see corresponding note in chapter "EMC Installation Guideline").



The DRIVE-CLiQ cable connection and the Control Unit position are located in the center of the power unit on Chassis modules. The cables can be routed directly to the power unit by side openings on the Chassis unit. The differences in depth of the various frame sizes must be taken into account. The difference in depth is about 200 mm.

The picture on the left shows these openings illustrated by the example of Motor Modules in frame sizes FX and GX. The cables supplied as standard with the equipment can be easily routed through these openings.

Additional cables may be required, for example, if they need to be routed over cross-beams or along other routes. In this case, these cables need to be calculated and ordered individually.

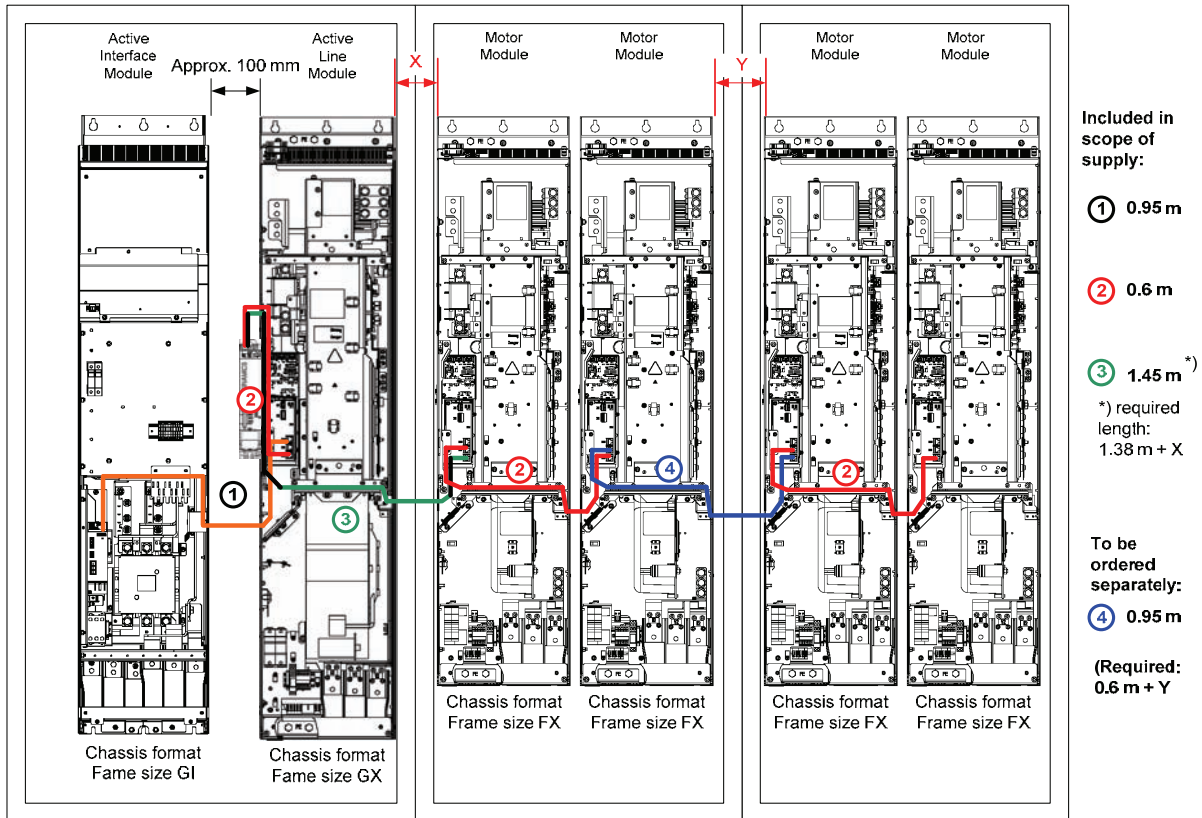
#### Openings for cable installation in the Power Units in Chassis format

#### Example of how to calculate and to route the required DRIVE-CLiQ cables

In this example, a drive configuration comprising four Motor Modules of frame size FX, supplied by an Active Line Module of frame size GX with an Active Interface Module of frame size GI, must be connected up using DRIVE-CLiQ cables. The cabinet layout is illustrated in the diagram below.

The Control Unit must be latched into the lugs provided on the left-hand side of the Active Line Module. The Active Interface Module must be installed on the left and at a distance of  $\geq 100$  mm from the Active Line Module so that the Control Unit connections can still be accessed.

The Voltage Sensing Module VSM (in the Active Interface Module) is connected to the Control Interface Module CIM of the Active Line Module using the cable [1] which is 0.95 m in length and supplied with the Active Interface Module. The Control Unit is connected to the Active Line Module by means of the DRIVE-CLiQ cable [2] (0.6 m in length) which is supplied with the Active Line Module. The first Motor Module is connected to the Control Unit with the DRIVE-CLiQ cable [3] (1.45 m in length) which is supplied with the Active Interface Module. The DRIVE-CLiQ cables from the Control Unit to the Active Line Module and the first Motor Module must be routed through the rubber sleeve on the left-hand side of the Active Line Module. The connections between adjacent Motor Modules are made with the DRIVE-CLiQ cable [2] (0.6 m in length) which is supplied as an accessory with every Motor Module of frame size FX.



### DRIVE-CLiQ connections between the Active Line Module of frame size GX and the Motor Modules of frame size FX

Longer DRIVE-CLiQ cables will be required to bridge cabinet cross-beams, to link Motor Modules which are not mounted flush with one another, or to link combinations of Motor Modules in frame sizes FX and GX (please note the differences in depth between these frame sizes). These cable lengths can be calculated using the formulae given in the picture.

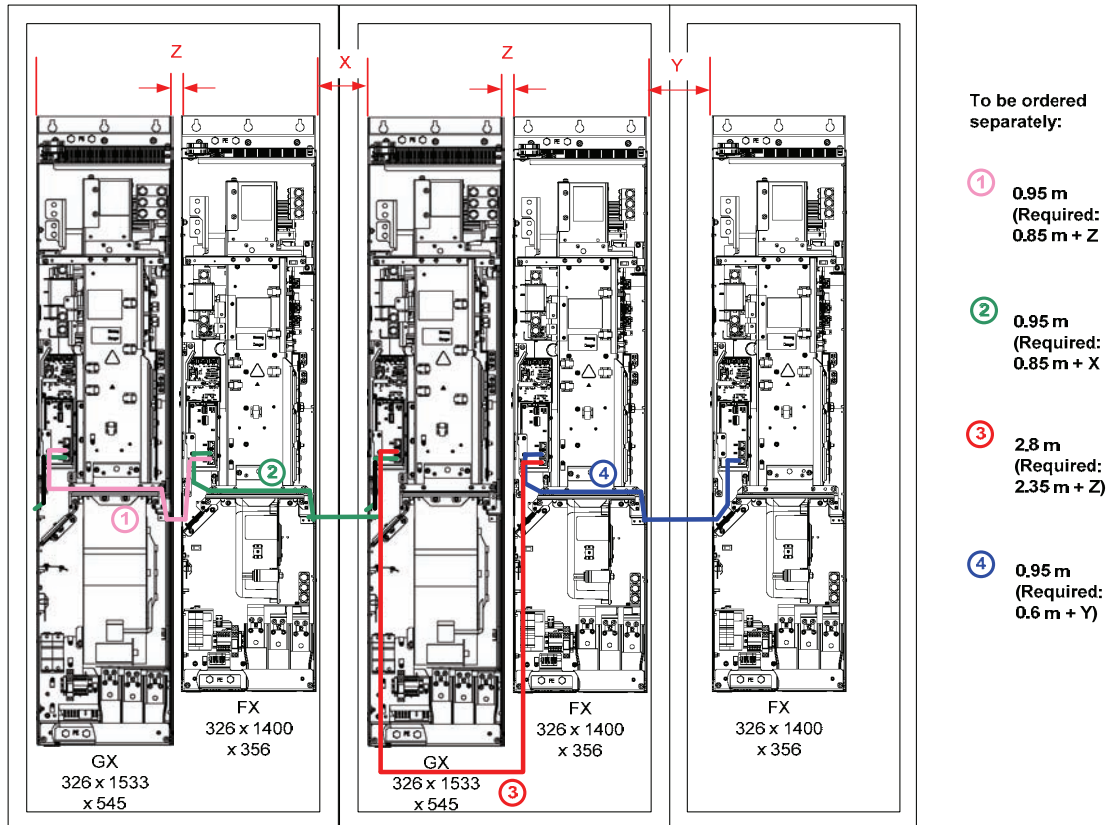
A distance X of about 70 mm can be bridged with the supplied cable [3] in order to connect an Active Line Module in frame size GX with a Motor Module in frame size FX. The same cable can bridge a distance X of about 270 mm to make a connection between modules of the same frame size, as these are of the same depth.

The 0.6 m DRIVE-CLiQ cable supplied with the Motor Module is too short as cable [4] to bridge distance Y. The next-longer pre-assembled DRIVE-CLiQ cable in the catalog, 0.95 m in length, will normally be used for this purpose.

The 0.95 m DRIVE-CLiQ cable can also be used to link Motor Modules of different frame sizes, i.e. FX and GX (please note the difference in depth of 200 mm between frame sizes FX and GX).

This cable is shown as cable [2] in the picture below.

The DRIVE-CLiQ cable [2] can be brought into a Motor Module in frame size FX through the side panel only if the adjacent Motor Module in frame size GX is mounted at a distance of  $Z >$  about 20 mm.



### DRIVE-CLiQ connections on Motor Modules of different frame sizes

If the distance  $Z$  is less than about 20 mm, i.e. the Motor Modules are mounted flush with one another, the DRIVE-CLiQ cable must be brought into the Chassis unit from below, as illustrated by cable 3 in the picture.

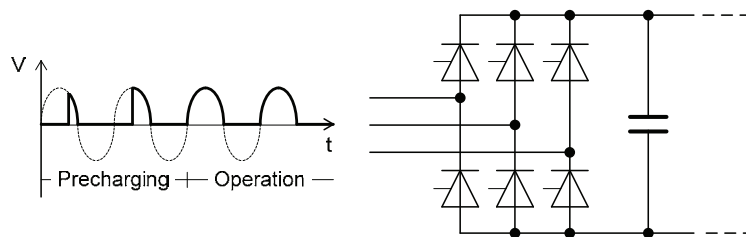
If the drive system is supplied by a Basic Line Module or a Smart Line Module, the DRIVE-CLiQ connections must be made analogous to systems supplied by the Active Line Module. The Control Unit is latched into the fixing lugs on the left-hand side of the Line Module. The DRIVE-CLiQ cables from the Control Unit to the Line Module and to the first Motor Module must be routed through the rubber sleeve on the left-hand side panel of the unit.

### 6.5 Precharging of the DC link and precharging currents

#### 6.5.1 Basic Infeed

##### Basic Line Modules with thyristors

In the case of SINAMICS S120 thyristor-based Basic Line Modules in frame sizes FB and GB, which are available as S120 Chassis and S120 Cabinet Modules, the DC link is precharged by varying the firing angle of the rectifier thyristors (phase angle control). The firing angle is increased continuously for 1 second until it reaches the full firing angle setting. These modules do not feature a separate precharging circuit.



##### SINAMICS S120 thyristor-based Basic Line Modules: Precharging by phase angle control of the thyristor firing angle

The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V or 690 V. These values are based on the assumption that the maximum possible DC link capacitance must be precharged. The maximum possible capacitance values for the relevant Basic Line Modules can be found in the next section. Where other line voltage values and / or other DC link capacitance values apply, the precharging current values must be converted in proportion to the line voltage and / or DC link capacitance.

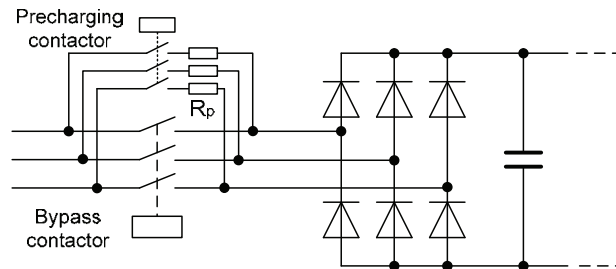
The specified precharging currents decay during precharging until the process is completed after a period of typically 1 to 2 s. The precharging principle based on phase angle control means that precharging is a virtually loss-free process which means that there are no mandatory minimum intervals between precharging operations (in contrast to resistor-based precharging circuits).

Power of S120 BLM at 400 V or 690 V	Input current at 400 V or 690 V	Precharging principle	Line current at the beginning of DC link precharging (initial rms value) at 400 V or 690 V
<b>380 V – 480 V 3AC</b>			
200 kW	365 A	Phase angle control	146 A
250 kW	460 A	Phase angle control	184 A
400 kW	710 A	Phase angle control	284 A
560 kW	1010 A	Phase angle control	404 A
710 kW	1265 A	Phase angle control	506 A
<b>500 V – 690 V 3AC</b>			
250 kW	260 A	Phase angle control	130 A
355 kW	375 A	Phase angle control	188 A
560 kW	575 A	Phase angle control	288 A
900 kW	925 A	Phase angle control	463 A
1100 kW	1180 A	Phase angle control	590 A

##### S120 thyristor-based Basic Line Modules: Line currents at the beginning of precharging (initial rms values)

**Basic Line Modules with diodes**

In the case of SINAMICS S120 diode-based Basic Line Modules in frame size GD, which are available only as S120 Cabinet Modules, the DC link is precharged by a precharging circuit with resistors, a process which incurs heat losses. To precharge the DC link, the rectifier is connected at the line side to the line supply via a precharging contactor and precharging resistors. Once the DC link is precharged, the bypass contactor is closed and the precharging contactor opened again.



**SINAMICS S120 diode-based Basic Line Modules: Precharging by means of precharging contactor and precharging resistors**

The precharging arm is protected as standard by fuses integrated in the Line Connection Module which is connected in series upstream of the Basic Line Module.

The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V or 690 V. Due to the principle of precharging using resistors, the specified values apply irrespective of the DC link capacitance to be precharged. Where other line voltage values apply, the line currents must be converted in proportion to the line voltage.

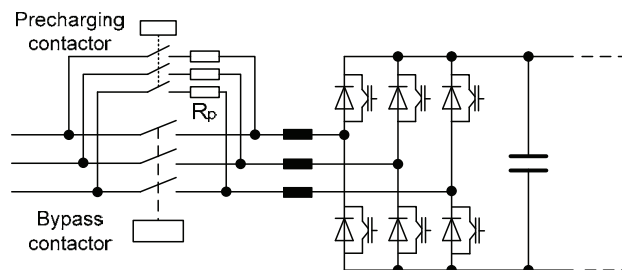
The specified precharging currents decay according to an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Power of S120 BLM at 400 V or 690 V	Input current at 400 V or 690 V	Line current at the beginning of DC link precharging (initial rms value) at 400 V or 690 V
<b>380 V – 480 V 3AC</b>		
900 kW	1630 A	182 A
<b>500 V – 690 V 3AC</b>		
1500 kW	1580 A	172 A

**S120 diode-based Basic Line Modules: Line currents at the beginning of precharging (initial rms values)**

**6.5.2 Smart Infeed**

In the case of SINAMICS S120 Smart Line Modules, which are available as S120 Chassis and S120 Cabinet Modules, the DC link is precharged by a precharging circuit with resistors, a process which incurs heat losses. To precharge the DC link, the rectifier is connected at the line side to the line supply via a precharging contactor and precharging resistors. Once the DC link is precharged, the bypass contactor is closed and the precharging contactor opened again.



**SINAMICS S120 Smart Line Modules: Precharging by means of precharging contactor and precharging resistors**

The fuse protection for the precharging arm on S120 Smart Line Modules in Chassis format must be provided externally on the plant side. The fuses recommended for this purpose are listed in the table below.

The precharging arm on S120 Smart Line Modules in Cabinet Modules format is protected as standard by fuses integrated in the Line Connection Module which is connected in series upstream of the Smart Line Module.

# SINAMICS S120

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The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V or 690 V. Due to the principle of precharging using resistors, the specified values apply irrespective of the DC link capacitance to be precharged. Where other line voltage values apply, the line currents must be converted in proportion to the line voltage.

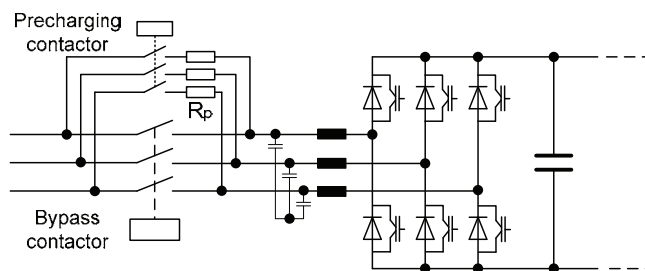
The specified precharging currents decay according to an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Power of S120 SLM at 400 V or 690 V	Input current at 400 V or 690 V	Line current at the beginning of DC link precharging (initial rms value) at 400 V or 690 V	Recommended fuses (provided externally) to protect precharging arm on S120 Chassis
<b>380 V – 480 V 3AC</b>			
250 kW	463 A	17 A	3NE1 817-0 (50A)
355 kW	614 A	17 A	3NE1 817-0 (50A)
500 kW	883 A	50 A	3NE1 817-0 (50A)
630 kW	1093 A	50 A	3NE1 817-0 (50A)
800 kW	1430 A	50 A	3NE1 817-0 (50A)
<b>500 V – 690 V 3AC</b>			
450 kW	463 A	29 A	3NE1 817-0 (50A)
710 kW	757 A	86 A	3NE1 817-0 (50A)
1000 kW	1009 A	86 A	3NE1 817-0 (50A)
1400 kW	1430 A	86 A	3NE1 817-0 (50A)

**S120 Smart Line Modules: Line currents at the beginning of precharging (initial rms values)**

### 6.5.3 Active Infeed

In the case of SINAMICS S120 Active Line Modules with associated Active Interface Modules, which are available as S120 Chassis and S120 Cabinet Modules, the DC link is precharged by a precharging circuit with resistors in the Active Interface Modules, a process which incurs heat losses. To precharge the DC link, the Active Interface Module with associated Active Line Module is connected at the line side to the line supply via a precharging contactor and precharging resistors. Once the DC link is precharged, the bypass contactor is closed and the precharging contactor opened again.



**SINAMICS S120 Active Infeed: Precharging by means of precharging contactor and precharging resistors**

On S120 Active Line Modules in Chassis format with associated Active Interface Modules in frame sizes FI and JI, precharging circuit and bypass contactor are integral components of the Active Interface Module. The precharging arm in the Active Interface Module is designed short-circuit-proof and does not require an external fuse protection on the plant side.

On S120 Active Line Modules in Chassis format with associated Active Interface Modules in frame sizes HI and JI, the bypass contactor is not an integral component of the Active Interface Module. In this case, the bypass contactor must be provided externally on the plant side, and also the fuse protection for the precharging arm must be provided externally. The fuses recommended for this purpose are listed in the table below.



In the case of S120 Active Line Modules with associated Active Interface Modules in Cabinet Modules format, the precharging arm either does not require fuse protection (because a short-circuit-proof arm is integrated in the Active Interface Modules of frame sizes FI and GI), or fuse protection is provided as standard inside the Line Connection Module which is connected in series upstream of the Active Line Module with associated Active Interface Module.

The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V or 690 V. Due to the principle of precharging using resistors, the specified values apply irrespective of the DC link capacitance to be precharged. Where other line voltage values apply, the line currents must be converted in proportion to the line voltage.

The specified precharging currents decay according to an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Power of S120 ALM at 400 V or 690 V	Input current at 400 V or 690 V	Line current at the beginning of DC link precharging (initial rms value) at 400 V or 690 V	Recommended fuses (provided externally) to protect precharging arm on S120 Chassis
<b>380 V – 480 V 3AC</b>			
132 kW	210 A	29 A	Not required
160 kW	260 A	29 A	Not required
235 kW	380 A	59 A	Not required
300 kW	490 A	59 A	Not required
380 kW	605 A	91 A	3NE1 817-0 (50A)
500 kW	840 A	91 A	3NE1 817-0 (50A)
630 kW	985 A	182 A	3NE1 021-0 (100A)
900 kW	1405 A	182 A	3NE1 021-0 (100A)
<b>500 V – 690 V 3AC</b>			
560 kW	575 A	86 A	3NE1 817-0 (50A)
800 kW	735 A	172 A	3NE1 021-0 (100A)
1100 kW	1025 A	172 A	3NE1 021-0 (100A)
1400 kW	1270 A	172 A	3NE1 021-0 (100A)

**S120 Active Infeed: Line currents at the beginning of precharging (initial rms values)**

### 6.6 Checking the maximum DC link capacitance

#### 6.6.1 Basic information

The DC link of SINAMICS drives is precharged by means of a precharging circuit in the SINAMICS S120 Infeeds as soon as the rectifier is connected to the line supply voltage. The precharging circuit limits the charging current flowing into the capacitors of the DC link. For further details about precharging circuits used in the different Infeed types, please refer to the previous section and to section "SINAMICS Infeeds and their properties" in chapter "Fundamental Principles and System Description".

In the case of S120 Basic Infeeds with lower power ratings, precharging is time-controlled and takes place by changing the firing angle setting of the rectifier thyristors (phase angle control). In the case of S120 Basic Infeeds with higher power ratings, which are equipped with rectifier diodes, and in the case of S120 Smart Infeeds and S120 Active Infeeds, the precharging circuit comprises precharging contactors and precharging resistors, which precharge the DC link via the rectifier diodes.

If an excessive DC link capacitance is connected, the period where the precharging current flows can become too long, thus causing overheating and possibly destruction of the precharging contactor and precharging resistors.

Under unfavorable operating conditions, however, an excessive DC link capacitance can also endanger the rectifier diodes. Looking at this aspect, a critical operating condition is a short-term interruption or failure in the supply system, where the voltage is restored shortly before the undervoltage shutdown threshold in the DC link is reached. Due to the resulting voltage rise, recharge currents can occur in the DC link that can damage the rectifier diodes.

Situations as described above mean that the DC link capacitance of the drive configuration (Motor Modules) connected to the S120 Infeeds must be limited and not exceed the maximum permissible DC link capacitance values according to the technical specifications.

The influencing factors described above must be evaluated differently for different Infeed types:

In the case of S120 Basic Infeeds, the precharging circuit is the limiting factor. This is because the precharging time limit of a few seconds means that excessive charging currents or excessive periods of charging current flow would occur in the case of high DC link capacitances, posing a risk to the thyristors and / or the precharging resistors in the diode rectifiers.

In the case of S120 Smart Infeeds supply voltage dips are the limiting factor. The limitations of the DC link capacitance have to ensure that the recharging current into the DC link after supply voltage dips cannot damage the rectifier diodes in the Smart Line Modules as described above. This effect is almost independent of the voltage as long as the relative short-circuit voltage of the supply system is at least  $v_k = 4\%$  related to the rated current of the SLM. Drive configurations supplied by Smart Line Modules, which consists of a huge number of Motor Modules, require larger values of the line supply impedance resp. larger values of the relative short-circuit voltage. The corresponding values for  $v_k = 4\%$  and  $v_k = 8\%$  have been incorporated into the tables below.

In the case of Active Infeeds the precharging resistor is the critical limitation, due to the fact that the line side current is always under control by the firmware. It is, therefore, possible to define different DC link capacitances depending on the voltage range. This has also been incorporated into the table below.

With Infeed units connected in parallel, the maximum possible DC link capacitance is determined by the number of Infeed Modules connected in parallel multiplied by their maximum DC link capacitance. Prerequisite for this is that all units connected in parallel are connected to the supply voltage simultaneously. This can be ensured by a common circuit breaker or by different circuit breakers with interlocking control.

### 6.6.2 Capacitance values

In order to check that the overall capacitance does not exceed the limit values, all individual capacitance values at the DC link (including the internal capacitance of the Line Module) must be added. To facilitate system configuration, the possible additional capacitance of the drive configuration has been incorporated into the tables below without the internal capacitance of the Line Module. This is named "Reserve Precharging".

The following capacitance values apply:

<b>Basic Line Modules</b>	Power at 400 V or 690 V	Rated DC link current	DC link capacitance	Maximum DC link capacitance	Precharging reserve
Order No.	[kW]	[A]	[μF]	[μF]	[μF]
<b>Supply voltage 380 V to 480 V 3AC</b>					
6SL3x30-1TE34-2AA3 <sup>1</sup>	200	420	7200	57600	50400
6SL3x30-1TE35-3AA3 <sup>1</sup>	250	530	9600	76800	67200
6SL3x30-1TE38-2AA3 <sup>1</sup>	400	820	14600	116800	102200
6SL3x30-1TE41-2AA3 <sup>1</sup>	560	1200	23200	185600	162400
6SL3730-1TE41-2BA3 <sup>2</sup>	560	1200	23200	185600	162400
6SL3730-1TE41-2BC3 <sup>2</sup>	560	1200	23200	185600	162400
6SL3x30-1TE41-5AA3 <sup>1</sup>	710	1500	29000	232000	203000
6SL3730-1TE41-5BA3 <sup>2</sup>	710	1500	29000	232000	203000
6SL3730-1TE41-5BC3 <sup>2</sup>	710	1500	29000	232000	203000
6SL3730-1TE41-8AA3 <sup>2</sup>	900	1880	34800	139200	104400
6SL3730-1TE41-8BA3 <sup>2</sup>	900	1880	34800	139200	104400
6SL3730-1TE41-8BC3 <sup>2</sup>	900	1880	34800	139200	104400
<b>Supply voltage 500 V to 690 V 3AC</b>					
6SL3x30-1TG33-0AA3 <sup>1</sup>	250	300	3200	25600	22400
6SL3x30-1TG34-3AA3 <sup>1</sup>	355	430	4800	38400	33600
6SL3x30-1TG36-8AA3 <sup>1</sup>	560	680	7300	58400	51100
6SL3x30-1TG41-1AA3 <sup>1</sup>	900	1100	11600	92800	81200
6SL3730-1TG41-1BA3 <sup>2</sup>	900	1100	11600	92800	81200
6SL3730-1TG41-1BC3 <sup>2</sup>	900	1100	11600	92800	81200
6SL3x30-1TG41-4AA3 <sup>1</sup>	1100	1400	15470	123760	108290
6SL3730-1TG41-4BA3 <sup>2</sup>	1100	1400	15470	123760	108290
6SL3730-1TG41-4BC3 <sup>2</sup>	1100	1400	15470	123760	108290
6SL3730-1TG41-8AA3 <sup>2</sup>	1500	1880	19500	78000	58500
6SL3730-1TG41-8BA3 <sup>2</sup>	1500	1880	19500	78000	58500
6SL3730-1TG41-8BC3 <sup>2</sup>	1500	1880	19500	78000	58500

<sup>1</sup> The order number 6SL3x30 stands for 6SL3330 of the S120 Chassis units and also for 6SL3730 of the S120 Cabinet Modules.

<sup>2</sup> These modules are exclusively to the S120 Cabinet Modules range.

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Smart Line Modules	Power at 400 V or 690 V	Rated DC link current	DC link capacitance	Max. DC link capacitance at $v_k \geq 4\%$	Max. DC link capacitance at $v_k \geq 8\%$	Precharging reserve at $v_k \geq 4\% / 8\%$
Order No.	[kW]	[A]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]
<b>Supply voltage 380 V - 480 V 3AC</b>						
6SL313x-6AE15-0Ax3 <sup>1,2</sup>	5	8.3	220	6000	6000	5780
6SL313x-6AE21-0Ax3 <sup>1,2</sup>	10	16.6	330	6000	6000	5670
6SL3130-6TE21-6AB3 <sup>2</sup>	16	27	710	20000	20000	19290
6SL3130-6TE23-6AB3 <sup>2</sup>	36	60	1410	20000	20000	18590
6SL3x30-6TE35-5AA3 <sup>3</sup>	250	550	8400	42000	42000	33600
6SL3x30-6TE37-3AA3 <sup>3</sup>	355	730	12000	60000	60000	48000
6SL3x30-6TE41-1AA3 <sup>3</sup>	500	1050	16800	67200	134400	50400 / 117600
6SL3730-6TE41-1BA3	500	1050	16800	67200	134400	50400 / 117600
6SL3730-6TE41-1BC3	500	1050	16800	67200	134400	50400 / 117600
6SL3x30-6TE41-3AA3 <sup>3</sup>	630	1300	18900	75600	151200	56700 / 132300
6SL3730-6TE41-3BA3	630	1300	18900	75600	151200	56700 / 132300
6SL3730-6TE41-3BC3	630	1300	18900	75600	151200	56700 / 132300
6SL3x30-6TE41-7AA3 <sup>3</sup>	800	1700	28800	115200	230400	86400 / 201600
6SL3730-6TE41-7BA3	800	1700	28800	115200	230400	86400 / 201600
6SL3730-6TE41-7BC3	800	1700	28800	115200	230400	86400 / 201600
<b>Supply voltage 500 V – 690 V 3AC</b>						
6SL3x30-6TG35-5AA3 <sup>3</sup>	450	550	5600	28000	28000	22400
6SL3x30-6TG38-8AA3 <sup>3</sup>	710	900	7400	29600	59200	22200 / 51800
6SL3730-6TG38-8BA3	710	900	7400	29600	59200	22200 / 51800
6SL3730-6TG38-8BC3	710	900	7400	29600	59200	22200 / 51800
6SL3x30-6TG41-2AA3 <sup>3</sup>	1000	1200	11100	44400	88800	33300 / 77700
6SL3730-6TG41-2BA3	1000	1200	11100	44400	88800	33300 / 77700
6SL3730-6TG41-2BC3	1000	1200	11100	44400	88800	33300 / 77700
6SL3x30-6TG41-7AA3 <sup>3</sup>	1400	1700	14400	57600	115200	43200 / 100800
6SL3730-6TG41-7BA3	1400	1700	14400	57600	115200	43200 / 100800
6SL3730-6TG41-7BC3	1400	1700	14400	57600	115200	43200 / 100800

<sup>1</sup> The order number stands for Booksize units with internal and external air cooling.

<sup>2</sup> This units are not available to the S120 Cabinet Modules range.

<sup>3</sup> The order number 6SL3x30 stands for 6SL3330 of the S120 Chassis units and also for 6SL3730 of the S120 Cabinet Modules.

<b>Active Line Modules</b>	Power at 400 V or 690 V	Rated DC link current	DC link capacitance	Max. DC link capacitance at $V_{Rated} = 400\text{ V}$ or 500 V	Max. DC link capacitance at $V_{Rated} = 480\text{ V}$ or 690 V	Precharging reserve at 400 V or 500 V/ 480 V or 690 V
Order No.	[kW]	[A]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]	[ $\mu\text{F}$ ]
<b>Supply voltage 380 V - 480 V 3AC</b>						
6SL313x-7TE21-6Axx <sup>1,2</sup>	16	27	710	20000	20000	19290
6SL313x-7TE23-6Axx <sup>1,2</sup>	36	60	1410	20000	20000	18590
6SL313x-7TE25-5Axx <sup>1,2</sup>	55	92	1880	20000	20000	18120
6SL313x-7TE28-0Axx <sup>1,2</sup>	80	134	2820	20000	20000	17180
6SL313x-7TE31-2Axx <sup>1,2</sup>	120	200	3995	20000	20000	16005
6SL3x30-7TE32-1xA3 <sup>3</sup>	132	235	4200	62400	41600	58200 / 37400
6SL3x30-7TE32-6xA3 <sup>3</sup>	160	291	5200	62400	41600	57200 / 36400
6SL3x30-7TE33-8xA3 <sup>3</sup>	235	425	7800	115200	76800	107400 / 69000
6SL3x30-7TE35-0xA3 <sup>3</sup>	300	549	9600	115200	76800	105600 / 67200
6SL3x30-7TE36-1xA3 <sup>3</sup>	380	678	12600	201600	134400	189000 / 121800
6SL3x30-7TE38-4xA3 <sup>3</sup>	500	940	16800	201600	134400	184800 / 117600
6SL3x30-7TE41-0xx3 <sup>3</sup>	630	1103	18900	345600	230400	326700 / 211500
6SL3x30-7TE41-4xx3 <sup>3</sup>	900	1574	28800	345600	230400	316800 / 201600
<b>Supply voltage 500 V – 690 V 3AC</b>						
6SL3x30-7TG35-8xA3 <sup>3</sup>	560	644	7400	112500	59200	105100 / 51800
6SL3x30-7TG37-4xx3 <sup>3</sup>	800	823	11100	291800	153600	280700 / 142500
6SL3x30-7TG41-0xx3 <sup>3</sup>	1100	1148	14400	291800	153600	277400 / 139200
6SL3x30-7TG41-3xx3 <sup>3</sup>	1400	1422	19200	291800	153600	272600 / 134400

<sup>1</sup> The order number stands for Booksize units with internal and external air cooling.

<sup>2</sup> This units are not available to the S120 Cabinet Modules range.

<sup>3</sup> The order number 6SL3x30 stands for 6SL3330 of the S120 Chassis units and also for 6SL3730 of the S120 Cabinet Modules. The precharging is limited by the precharging circuit in the associated Active Interface Module.

# SINAMICS S120

## Engineering Information

Motor Modules	Rated power at 400 V or 690 V	Rated output current	DC link capacitance
Order No.	[kW]	[A]	[μF]
<b>Supply voltage 380 V - 480 V 3AC</b>			
6SL3x2x-2TE13-0Ax3 <sup>1</sup>	2 x 1.6	2 x 3	110
6SL3x2x-2TE15-0Ax3 <sup>1</sup>	2 x 2.7	2 x 5	220
6SL3x2x-2TE21-0Ax3 <sup>1</sup>	2 x 4.8	2 x 9	220
6SL3x2x-2TE21-8Ax3 <sup>1</sup>	2 x 9.7	2 x 18	710
6SL3x2x-1TE13-0Ax3 <sup>1</sup>	1.6	3	110
6SL3x2x-1TE15-0Ax3 <sup>1</sup>	2.7	5	110
6SL3x2x-1TE21-0Ax3 <sup>1</sup>	4.8	9	110
6SL3x2x-1TE21-8Ax3 <sup>1</sup>	9.7	18	220
6SL3x2x-1TE23-0Ax3 <sup>1</sup>	16	30	710
6SL3x2x-1TE24-5Ax3 <sup>1</sup>	24	45	1175
6SL3x2x-1TE26-0Ax3 <sup>1</sup>	32	60	1410
6SL3x2x-1TE28-5Ax3 <sup>1</sup>	46	85	1880
6SL3x2x-1TE31-3Ax3 <sup>1</sup>	71	132	2820
6SL3x2x-1TE32-0Ax3 <sup>1</sup>	107	200	3995
6SL3x20-1TE32-1AA3 <sup>2</sup>	110	210	4200
6SL3x20-1TE32-6AA3 <sup>2</sup>	132	260	5200
6SL3x20-1TE33-1AA3 <sup>2</sup>	160	310	6300
6SL3x20-1TE33-8AA3 <sup>2</sup>	200	380	7800
6SL3x20-1TE35-0AA3 <sup>2</sup>	250	490	9600
6SL3x20-1TE36-1AA3 <sup>2</sup>	315	605	12600
6SL3x20-1TE37-5AA3 <sup>2</sup>	400	745	15600
6SL3x20-1TE38-4AA3 <sup>2</sup>	450	840	16800
6SL3x20-1TE41-0AA3 <sup>2</sup>	560	985	18900
6SL3x20-1TE41-2AA3 <sup>2</sup>	710	1260	26100
6SL3x20-1TE41-4AA3 <sup>2</sup>	800	1405	28800
<b>Supply voltage 500 V - 690 V 3AC</b>			
6SL3x20-1TG28-5AA3 <sup>2</sup>	75	85	1200
6SL3x20-1TG31-0AA3 <sup>2</sup>	90	100	1200
6SL3x20-1TG31-2AA3 <sup>2</sup>	110	120	1600
6SL3x20-1TG31-5AA3 <sup>2</sup>	132	150	2800
6SL3x20-1TG31-8AA3 <sup>2</sup>	160	175	2800
6SL3x20-1TG32-2AA3 <sup>2</sup>	200	215	2800
6SL3x20-1TG32-6AA3 <sup>2</sup>	250	260	3900
6SL3x20-1TG33-3AA3 <sup>2</sup>	315	330	4200
6SL3x20-1TG34-1AA3 <sup>2</sup>	400	410	7400
6SL3x20-1TG34-7AA3 <sup>2</sup>	450	465	7400
6SL3x20-1TG35-8AA3 <sup>2</sup>	560	575	7400
6SL3x20-1TG37-4AA3 <sup>2</sup>	710	735	11100
6SL3x20-1TG38-1AA3 <sup>2</sup>	800	810	11100
6SL3x20-1TG38-8AA3 <sup>2</sup>	900	910	14400
6SL3x20-1TG41-0AA3 <sup>2</sup>	1000	1025	14400
6SL3x20-1TG41-3AA3 <sup>2</sup>	1200	1270	19200

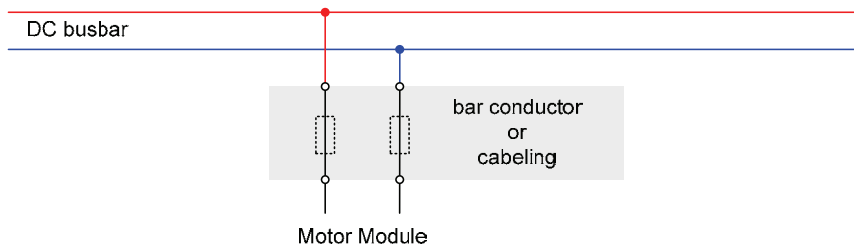
<sup>1</sup> The order number 6SL3x20 stands for 6SL3720 of the S120 Cabinet Modules / Booksize Cabinet Kits and also for 6SL3120 of the S120 Booksize units with internal and external air cooling

<sup>2</sup> The order number 6SL3x20 stands for 6SL3320 of the S120 Chassis units and also for 6SL3720 of the S120 Cabinet Modules.

## 6.7 Connection of Motor Modules to a common DC busbar

### 6.7.1 Direct connection to the DC busbar

With this connection method, a continuous direct connection between the Motor Modules and the DC busbar is made without separable contact points using bar conductors, cables or fuses.



#### Direct connection of a Motor Module to the DC busbar

Each Motor Module must be provided with separate fuse protection.

Air-cooled S120 Motor Modules in Chassis format are equipped as standard for this purpose with integrated, fast semiconductor fuses in both the positive and negative paths. These disconnect the Motor Module quickly, reliably and completely from the DC busbar in the event of an internal short circuit, which means that these Motor Modules can be bolted directly onto the DC busbar by means of short bar conductors or cables.

Liquid-cooled S120 Motor Modules in Chassis format do not feature integrated fuses. They must therefore be connected to the DC busbar via externally mounted, fast semiconductor fuses. The fuse types recommended for the direct connection method are listed in the table below.

Power rating at 400 V / 690 V [ kW ]	Semiconductor fuses (quantity per Motor Module) Class aR		$I_{rated}$ [ A ]	Size
	Order No.			
<b>DC link voltage 510 V – 720 V DC</b>				
110	2 x 3NE3 230-0B		315	1
132	2 x 3NE3 232-0B		400	1
160	2 x 3NE3 233		450	1
250	2 x 3NE3 336		630	2
315	2 x 3NE3 338-8		800	2
450	4 x 3NE3 335		560	2
560	4 x 3NE3 336		630	2
800	4 x 3NE3 340-8		900	2
<b>DC link voltage 675 V – 1035 V DC</b>				
90	2 x 3NE3 224		160	1
132	2 x 3NE3 225		200	1
200	2 x 3NE3 230-0B		315	1
315	2 x 3NE3 233		450	1
560	4 x 3NE3 232-0B		400	1
800	4 x 3NE3 335		560	2
1000	4 x 3NE3 337-8		710	2
1200	4 x 3NE3 340-8		900	2

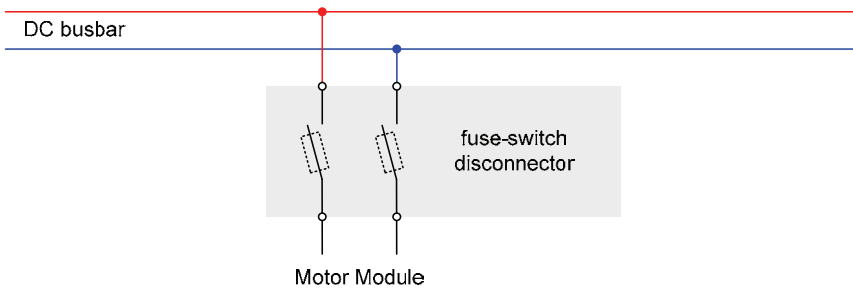
#### Fuses recommended for direct connection of liquid-cooled S120 Motor Modules in Chassis format

Note:

The fuses listed in the table above are identical to the fuses integrated in the air-cooled Motor Modules of the same power rating.

### 6.7.2 Electromechanical connection by means of a switch disconnecter

A switch disconnecter is used to provide an electromechanical connection between the Motor Module and the DC busbar. The disconnecter must be wired up in a 2-pole arrangement.



#### Electromechanical connection of a Motor Module to the DC busbar

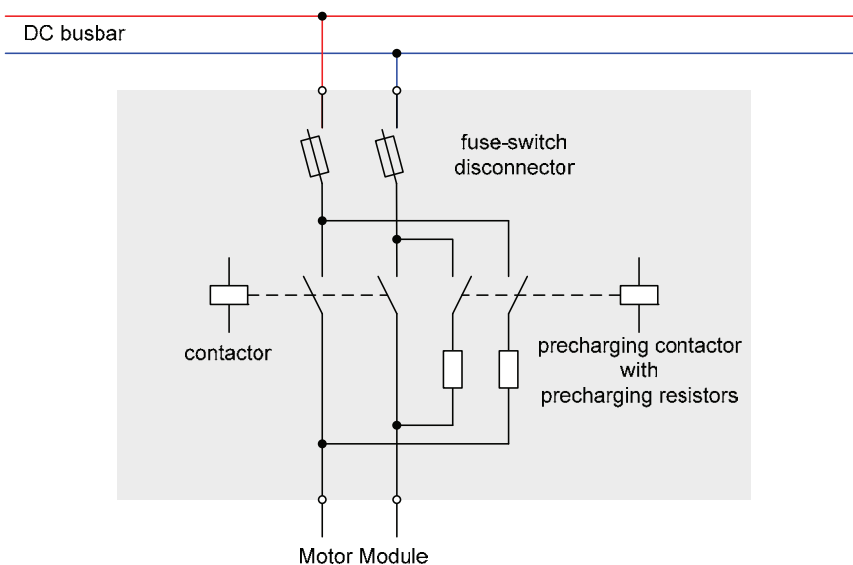
Air-cooled S120 Motor Modules in Chassis format are equipped as standard with integrated, fast semiconductor fuses in both the positive and negative paths. These disconnect the Motor Module quickly, reliably and completely from the DC busbar in the event of an internal short circuit. In this case, the switch disconnecter does not need to be fitted with any additional fuses, which means that bar conductors can be used if very short cables or bar conductors are installed between the DC busbar, switch disconnecter and Motor Module.

Liquid-cooled S120 Motor Modules in Chassis format do not feature integrated fuses. In this case, the switch disconnecter must be fitted with fast semiconductor fuses which will provide protection in the case of internal short circuits.

For switch disconnecter types recommended for use in electromechanical connections and correct matching fuses for the switch disconnecters and Motor Modules, please refer to the table in the next section.

### 6.7.3 Electrical connection by means of a switch disconnecter and a contactor assembly

With this connection method, Motor Modules in Chassis format are connected to the DC busbar by means of a switch disconnecter with fuses and a contactor with precharging device. The switch disconnecter and the contactors must be wired up in a 2-pole arrangement.



#### Electrical connection of an S120 Motor Module in Chassis format to the DC busbar



Fast semiconductor fuses in the switch disconnecter ensure short-circuit protection in the case of short circuits in the electrical coupling device.

The following table lists the switch disconnectors recommended for the electrical connection of air-cooled and liquid-cooled SINAMICS S120 Motor Modules in Chassis format, as well as the correct matching fuses for the switch disconnectors and Motor Modules.

Power rating at 400 V / 690 V [ kW ]	DC link current with BLM, SLM [ A ]	Fuse-switch disconnecter <sup>1)</sup> (quantity per Motor Module) Order No.	I <sub>rated</sub> [ A ]	Fuse sizes	Semiconductor fuse (quantity per Motor Module) Class aR		
					Order No.	I <sub>rated</sub> [ A ]	Size
<b>Line supply voltage 380 V – 480 V 3AC or DC link voltage 510 V – 720 V DC</b>							
110	252	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 230-0B	315	1
132	312	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 233	450	1
160	372	1 x 3NP44 70-0CA01	630	3 and 2	2 x 3NE3 333	450	2
200	456	1 x 3NP44 70-0CA01	630	3 and 2	2 x 3NE3 335	560	2
250	588	2 x 3NP43 70-0CA01	400	2 and 1	4 x 3NE3 232-0B	400	1
315	726	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 333	450	2
400	894	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 335	560	2
450	1008	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 336	630	2
560	1182	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 338-8	800	2
710	1512	-	-	-	-	-	-
800	1686	-	-	-	-	-	-
<b>Line supply voltage 500 V – 690 V 3AC or DC link voltage 675 V – 1035 V DC</b>							
75	102	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 222	125	1
90	120	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 224	160	1
110	144	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 224	160	1
132	180	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 225	200	1
160	210	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 227	250	1
200	258	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 230-0B	315	1
250	312	1 x 3NP43 70-0CA01	400	2 and 1	2 x 3NE3 233	450	1
315	396	1 x 3NP44 70-0CA01	630	3 and 2	2 x 3NE3 334-0B	500	2
400	492	1 x 3NP44 70-0CA01	630	3 and 2	2 x 3NE3 336	630	2
450	558	1 x 3NP44 70-0CA01	630	3 and 2	2 x 3NE3 336	630	2
560	690	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 333	450	2
710	882	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 335	560	2
800	972	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 336	630	2
900	1092	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 336	630	2
1000	1230	2 x 3NP44 70-0CA01	630	3 and 2	4 x 3NE3 340-8	900	2
1200	1524	-	-	-	-	-	-

<sup>1)</sup> In the case of compliance with overvoltage category 2 and degree of pollution 2 in accordance with DIN EN 60947-1, the rated insulation voltage of the switch disconnecter 3NP4 is V<sub>i</sub> = 1000 V (Catalog LV90).

### Switch disconnectors and fuses recommended for the electrical connection of S120 Motor Modules in Chassis format

DC contactors must be used as precharging contactors, as it may be necessary to disconnect the maximum possible precharging direct current in the event of a fault.

Either DC contactors or, under certain boundary conditions, AC contactors can be used as contactor for the operating current.

When low-cost AC contactors are used, no-load switching is an essential requirement. For this reason, the gating pulses for the IGBTs in the Motor Modules must be disabled (pulse inhibit) when the Motor Modules are connected or disconnected. Since no-load switching is a requirement, the system must be engineered to ensure that the contactor for the operating current cannot drop out in operation, i.e. the control voltage for the contactor coil must be supplied by a reliable source such as an uninterruptible power supply (UPS).

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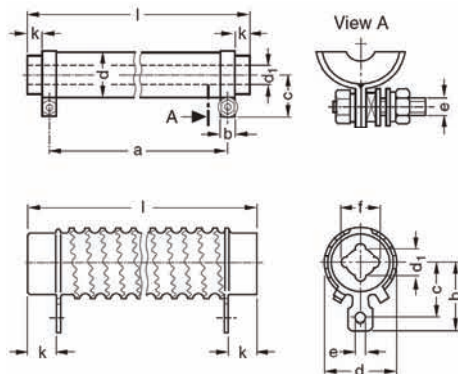
## Engineering Information

The table below provides an overview of the contactors for the operating current and the precharging components recommended for the electrical connection of air-cooled and liquid-cooled SINAMICS S120 Motor Modules in Chassis format. AC contactors are recommended for use as contactors for the operating current; it is therefore important to note the boundary conditions outlined above.

Power rating at 400 V / 690 V [ kW ]	DC link current with BLM / SLM [ A ]	Contactor <sup>1)</sup> (quantity per Motor Module)		Precharging resistor (quantity per Motor Module)		Precharging contactor
		Order No.	Parallel contacts	Order No.	R <sub>rated</sub> [ Ω ]	
<b>Line supply voltage 380 V – 480 V 3AC or DC link voltage 510 V – 720 V DC</b>						
110	252	1 x 3TK10	2	2 x 6SX7010-0AC08	15	3TC44
132	312	1 x 3TK11	2	2 x 6SX7010-0AC08	15	3TC44
160	372	1 x 3TK12	2	2 x 6SX7010-0AC08	15	3TC44
200	456	1 x 3TK13	2	2 x 6SX7010-0AC10	10	3TC44
250	588	1 x 3TK14	2	2 x 6SX7010-0AC10	10	3TC44
315	726	1 x 3TK14	2	2 x 6SX7010-0AC10	10	3TC44
400	894	1 x 3TK17	2	2 x 6SX7010-0AC10	10	3TC44
450	1008	1 x 3TK17	2	2 x 6SX7010-0AC10	10	3TC44
560	1182	2 x 3TK15	4	2 x 6SX7010-0AC10	10	3TC44
710	1512	2 x 3TK15	4	2 x 6SX7010-0AC10	10	3TC44
800	1686	2 x 3TK17	4	2 x 6SX7010-0AC11	5.6	3TC44
<b>Line supply voltage 500 V – 690 V 3AC or DC link voltage 675 V – 1035 V DC</b>						
75	102	2 x 3RT1336	4	2 x 6SX7010-0AC07	27	3TC52
90	120	2 x 3RT1336	4	2 x 6SX7010-0AC07	27	3TC52
110	144	2 x 3RT1336	4	2 x 6SX7010-0AC07	27	3TC52
132	180	2 x 3RT1344	4	2 x 6SX7010-0AC07	27	3TC52
160	210	2 x 3RT1344	4	2 x 6SX7010-0AC07	27	3TC52
200	258	2 x 3RT1344	4	2 x 6SX7010-0AC07	27	3TC52
250	312	2 x 3TK10	3	2 x 6SX7010-0AC08	15	3TC52
315	396	2 x 3TK10	4	2 x 6SX7010-0AC10	10	3TC52
400	492	2 x 3TK11	4	2 x 6SX7010-0AC10	10	3TC52
450	558	2 x 3TK11	4	2 x 6SX7010-0AC10	10	3TC52
560	690	2 x 3TK12	4	2 x 6SX7010-0AC10	10	3TC52
710	882	2 x 3TK14	4	2 x 6SX7010-0AC11	5.6	3TC52
800	972	2 x 3TK14	4	2 x 6SX7010-0AC11	5.6	3TC52
900	1092	2 x 3TK15	4	2 x 6SX7010-0AC11	5.6	3TC52
1000	1230	2 x 3TK15	4	2 x 6SX7010-0AC11	5.6	3TC52
1200	1524	2 x 3TK15	4	4 x 6SX7010-0AC13	2.7	3TC52

<sup>1)</sup> The rated insulation voltage for compliance with degree of pollution 2 according to DIN EN 60664-1 is 1000 V (Catalog LV1).

### Contactor and precharging components recommended for electrical connection of S120 Motor Modules in Chassis format



Type	d	l	a	b	c	d <sub>1</sub>	e	k	Weight approx. kg
6SX7010-0AC06	11.8±0.8	62±2	51±2	5	11.5	5.5	M3x12	3	0.013
6SX7010-0AC07	14.8±0.8	100±2	87±2	5	13	5.5	M3x12	4	0.033
6SX7010-0AC08	22.3±1.3	100±2	71±2	8	18.5	10	M4x18	10.5	0.08
6SX7010-0AC10	22.3±1.3	165±2	136±2	8	18.5	10	M4x18	10.5	0.113
6SX7010-0AC11	22.3±1.3	265±4	236±2	8	18.6	10	M4x18	10.5	0.194
Type	d	l	k	e	b	c	d <sub>1</sub>	f	Weight approx. kg
6SX7010-0AC12	37±1	100±2.5	15	5.2	34	28	14	18.5	0.2
6SX7010-0AC13	37±1	215±5.4	15	5.2	34	28	14	18.5	0.4

Dimension drawings of precharging resistors 6SX7010-0AC06 – 6SX7010-0AC13

## 6.8 Braking Modules / External braking resistors

### 6.8.1 Braking Module for power units in Chassis format

Braking Modules and external braking resistors are required for any system supplied by an Infeed which is not capable of regenerative operation (Basic Line Module BLM) and in which regenerative energy is occasionally produced over short periods, for example, when the drive brakes. Braking Modules and external braking resistors can also be used in systems with Infeeds capable of regenerative operation (Smart Line Module SLM or Active Line Module ALM) for applications which require the drives to be stopped also after a power failure (for example, emergency retraction or EMERGENCY OFF according to category 1).

Braking Modules for mounting in air-cooled units in Chassis format are available with continuous braking power ratings of 25 kW ( $P_{20}$  power 100 kW) and 50 kW ( $P_{20}$  power 200 kW). They contain the necessary power electronics and associated control circuitry. The DC link energy generated during operation is converted into heat in an external braking resistor outside the cabinet. The Braking Module operates completely autonomously as a function of the DC link voltage value. It does not interact in any way with the closed-loop control of the associated Line Module or Motor Module.



#### Braking Module for mounting in units in chassis format

Multiple Braking Modules can be operated in parallel on a single DC link. The maximum number should be restricted to between about 4 and 6 Braking Modules per DC link in the interests of equal power distribution. In this case, a separate braking resistor must be connected to each Braking Module.

For higher braking powers the S120 Cabinet Modules spectrum offers autonomous cabinet components as Central Braking Modules. These are described in section "Central Braking Modules" of chapter "General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules". Braking powers can also be boosted by using a SINAMICS S120 Motor Module as a 3-phase Braking Module. For more detailed information, please refer to section "SINAMICS S120 Motor Modules as 3-phase Braking Modules".

Braking Modules for mounting in air-cooled units in Chassis format can be integrated into the power blocks. They are installed in the discharge air duct of the Line Module or Motor Module and connected to the DC link busbar of the relevant module. Depending on the frame size of the Line Module or Motor Module, i.e. depending on the number of power blocks, up to 3 mounting slots are provided.

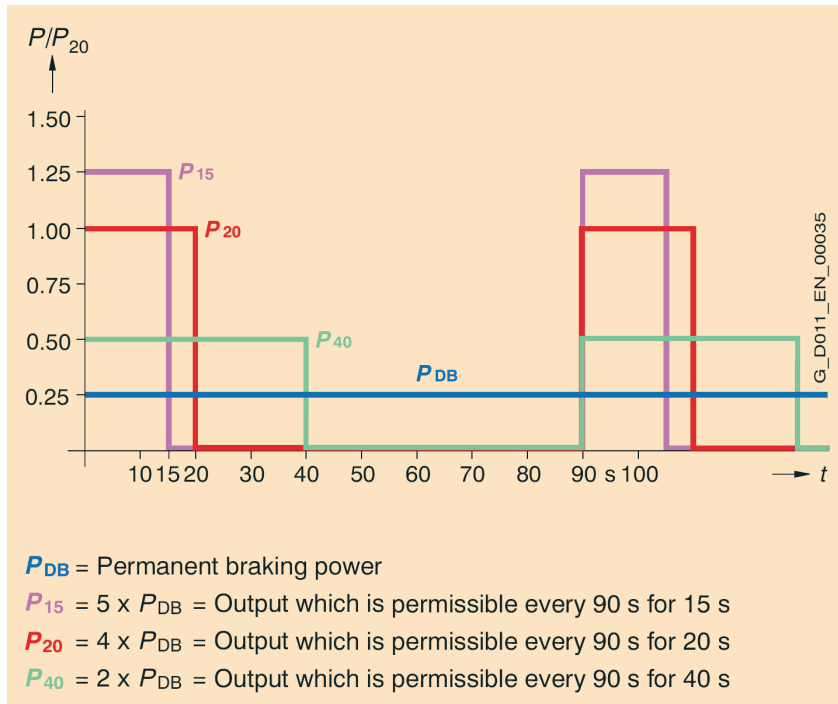
- Frame sizes FB, GB, FX, GX: 1 mounting slot
- Frame size HX: 2 mounting slots
- Frame size JX: 3 mounting slots

In larger systems with a common DC busbar, it is important to ensure that Line Modules or Motor Modules in which Braking Modules are installed, are in operation whenever the Braking Modules are required to handle braking energy, so that the fans of the power units can provide the required cooling air for the modules.

If braking units are used at ambient temperatures of  $> 40\text{ °C}$  and at installation altitudes of  $> 2000\text{ m}$ , the derating factors for current and output power specified for the relevant power units also apply.

The maximum permissible cable length between the Braking Module and braking resistor is 100 m. This allows the braking resistor to be mounted externally so that the heat losses can be released to the environment outside the converter room. The braking resistor is connected directly to the terminals of the Braking Module.

The diagram below illustrates the power definitions and specifies the permissible load duty cycles for the Braking Modules and matching braking resistors. The information is valid for the factory-set response thresholds.



### Power definitions and load duty cycles for Braking Modules and braking resistors

#### How to determine which Braking Modules and braking resistors are required

The process for calculating the continuous power rating of Braking Modules and braking resistors required for a particular application is explained below.

##### 1. Calculating the mean braking power $P_{mean}$

First of all, the mean braking power  $P_{mean}$  needs to be calculated on the basis of the specified load duty cycle.

- For periodic load duty cycles with a duration of  $T \leq 90$  s, it is necessary to determine the mean braking power  $P_{mean}$  over the whole load duty cycle duration  $T$ .
- For periodic load duty cycles with a duration of  $T > 90$  s or for sporadic braking operations, it is necessary to determine the mean braking power  $P_{mean}$  over the time interval during which the maximum mean value occurs. A period of 90 s must be applied as the time base for calculating the mean value.

The required continuous braking power of the Braking Module  $P_{DB}$  is calculated from the mean braking power  $P_{mean}$  according to the following equation

$$P_{DB} \geq 1.125 \cdot P_{mean}$$

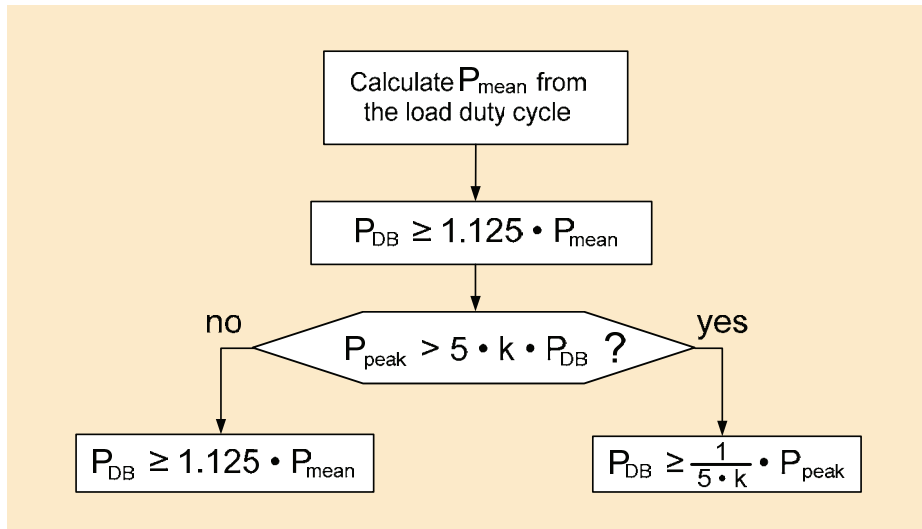
##### Note:

The factor  $1.125 = 1 / 0.888$  makes allowance for the fact that the permissible mean power for load duty cycles such as the  $P_{20}$  or the  $P_{40}$  cycle equals only 88.8% of the permissible continuous braking power due to the thermal time constants involved.

##### 2. Checking the required peak braking power $P_{peak}$

In addition to the mean braking power  $P_{mean}$ , the peak braking power  $P_{peak}$  is also a determining factor in the selection of a Braking Module. It is therefore important to check whether the Braking Module with the continuous braking power  $P_{DB}$  calculated according to 1. is also capable of producing the necessary peak braking power  $P_{peak}$  during the specified load duty cycle. If it does not have this capability, the continuous braking power  $P_{DB}$  requirement must be increased as far as necessary to ensure that the peak braking power requirement is also covered.

The flowchart below illustrates the process for doing this.



**Flowchart illustrating the process for calculating Braking Module and braking resistor**

To reduce the voltage stress on the motor and converter, the response threshold of the braking unit and thus also the DC link voltage  $V_{DC \text{ link}}$  which is generated during braking can be reduced in operation at low line supply voltages within the relevant line supply voltage ranges (380 V to 400 V, 500 V or 660 V). However, this also means a corresponding decrease in the attainable peak braking power due to  $P_{\text{peak}} \sim (V_{DC \text{ link}})^2 / R$  with the reduction factor  $k = (\text{lower response threshold} / \text{upper response threshold})^2$ .

The upper response threshold is set in each case at the factory. The settable response thresholds and corresponding reduction factors  $k$  are shown in the table below. Please take into account in the selection process that Braking Modules for 500 V to 600 V 3AC or for 660 V to 690 V 3AC (depending on the line supply voltage on site) must be provided for units with the supply voltage range from 500 V to 690 V 3AC.

Line supply voltage	Response threshold $V_{DC \text{ link}}$ with associated reduction factor $k$	
380 V – 480 V 3AC	774 V (k=1)	or 673 V (k=0.756)
500 V – 600 V 3AC	967 V (k=1)	or 841 V (k=0.756)
660 V – 690 V 3AC	1158 V (k=1)	or 1070 V (k=0.853)

**Response thresholds of Braking Modules and associated reduction factors  $k$**

For examples of how to calculate the required Braking Modules and braking resistors, please refer to chapters "Converter Chassis Units SINAMICS G130" and "Converter Cabinet Units SINAMICS G150"

Braking Modules can be ordered separately as SINAMICS S120 system components or as an option in the SINAMICS S120 Cabinet Modules product range (options L61, L62 or L64, L65). When ordered as an S120 Cabinet Modules option, the Braking Modules are shipped as pre-installed and pre-wired components.

If Braking Modules are ordered as SINAMICS S120 system components, the matching braking resistors must be ordered separately. When options L61, L62 or L64, L65 are selected from the S120 Cabinet Modules product spectrum, the order automatically includes the matching braking resistors for the relevant Braking Modules.

### 6.8.2 Braking resistors for power units in Chassis format

Braking resistors convert excess DC link energy into heat. The braking resistor is connected to a Braking Module. By positioning the braking resistor outside the cabinet or outside the switchgear room, it is possible to dissipate the heat losses at a far distance from the cabinets or switchgear room, thereby reducing the level of air conditioning required.



**Braking resistor in degree of protection IP20 for connection to a Braking Module**

Resistors with continuous power ratings of 25 kW and 50 kW are available to match the ratings and load duty cycles of the Braking Modules designed for mounting in air-cooled units in Chassis format. Higher power ratings can be achieved by connecting Braking Modules and matching braking resistors in parallel.

The braking resistor temperature is monitored electronically by the Braking Module to which it is connected. The resistor is also equipped with a temperature switch (NC contact) which responds when the permissible limit temperature is exceeded. The floating contact of the temperature switch can be evaluated by the converter or a higher-level control.

#### **Installation**

The braking resistors are only suitable for vertical installation and not for installation on a wall. During operation surface temperatures can exceed 80°C. In view of this, sufficient distance from flammable objects must be maintained. A free-standing braking resistor installation with at least 200 mm of free space on each side for ventilation is required. Objects must not be deposited on or above the braking resistor. The installation should not be carried out near fire detectors as they could respond by the produced heat. It has also to be ensured that the place of installation is able to dissipate the energy produced by the braking resistor.

The connection cables to the Braking Module must not exceed 100 m. A short circuit-proof and ground fault-proof cable routing must also be provided.

**Technical data of the braking resistors**

Order No.	Module	510 V – 720 V DC		675 V – 900 V DC		890 V – 1035 V DC	
		6SL3000-1BE31-3AA0	6SL3000-1BE32-5AA0	6SL3000-1BF31-3AA0	6SL3000-1BF32-5AA0	6SL3000-1BH31-3AA0	6SL3000-1BH32-5AA0
P <sub>DB</sub> (Rated power)	kW	25	50	25	50	25	50
P15 (Maximum power)	kW	125	250	125	250	125	250
Resistor	Ω	4.4 ± 7.5%	2.2 ± 7.5%	6.8 ± 7.5%	3.4 ± 7.5 %	9.8 ± 7.5%	4.9 ± 7.5%
Max. current	A	189	378	153	306	125	255
Cable entry		Cable gland M50	Cable gland M50	Cable gland M50	Cable gland M50	Cable gland M50	Cable gland M50
Power connection		Bolt M8	Bolt M8	Bolt M8	Bolt M8	Bolt M8	Bolt M8
Max. connectable cable cross-section	mm <sup>2</sup>	50	70	50	70	50	70
Degree of protection		IP20	IP20	IP20	IP20	IP20	IP20
Width x Height x Depth	mm	740 x 605 x 485	810 x 1325 x 485	740 x 605 x 485	810 x 1325 x 485	740 x 605 x 485	810 x 1325 x 485
Approx. Weight	kg	50	120	50	120	50	120
<b>Fits to the Braking Module with order number</b>		<b>6SL3300-1AE31-3AA0</b>	<b>6SL3300-1AE32-5 . A0</b>	<b>6SL3300-1AF31-3AA0</b>	<b>6SL3300-1AF32-5 . A0</b>	<b>6SL3300-1AH31-3AA0</b>	<b>6SL3300-1AH32-5 . A0</b>

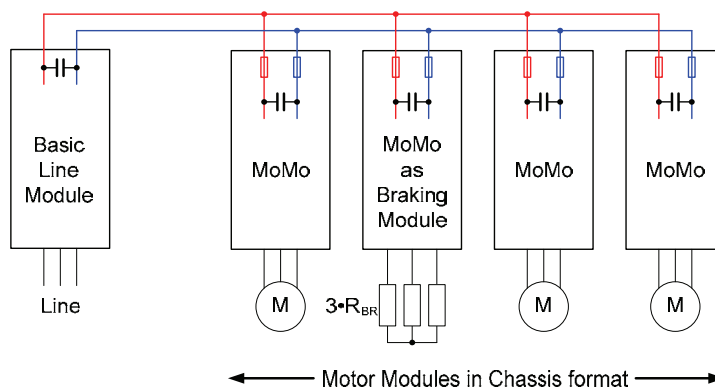
**6.8.3 SINAMICS S120 Motor Modules as 3-phase Braking Modules**

**Design**

SINAMICS S120 Motor Modules in Chassis format (air-cooled and liquid-cooled) can be used as 3-phase Braking Modules. Their application as a Braking Module is recommended whenever very high braking powers, particularly extremely high continuous braking powers, are required.

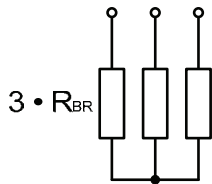
Motor Modules can be used as Braking Modules only for less dynamic braking processes because, at about 4 to 5 ms, their response time is twice as long as the response time of the Braking Modules designed for mounting in units in Chassis format, and of the Central Braking Modules included in the SINAMICS S120 Cabinet Modules product spectrum.

SINAMICS S120 Motor Modules operating as 3-phase Braking Modules are connected to the DC busbar, protected and precharged in the same way as Motor Modules used for their standard purpose. Where possible, they should be positioned within the drive configuration at the point at which the highest quantity of regenerative energy is fed into the DC busbar, i.e. if possible next to the Motor Modules which regenerate the most energy.

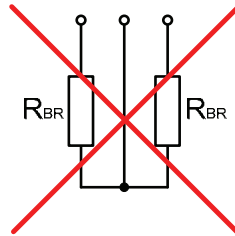


**Drive configuration comprising multiple S120 Motor Modules and one S120 Motor Module as a Braking Module**

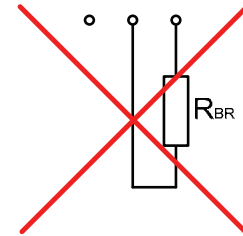
Three identical braking resistors  $R_{BR}$  in a star connection are connected to the output of the Motor Module instead of a motor. These resistors form a symmetrical resistive load. They can be built as three individual resistors in separate housings or as a symmetrical 3-phase resistor in one housing. It is not permissible to use asymmetrical or single-phase resistor arrangements.



Three identical, symmetrically arranged braking resistors in star connection



Two unsymmetrically arranged braking resistors



One unsymmetrically arranged braking resistor

The temperature switches (NC contacts) for monitoring the temperature of the three braking resistors must be connected in series.

The minimum cable length to the braking resistors is 10 m. If this arrangement is not feasible, a motor reactor must be employed.

The maximum cable length is 300 m with shielded cables and 450 m with unshielded cables, corresponding to the maximum cable lengths for Motor Modules used for their standard purpose. The recommended cable types and recommended, maximum connectable cable cross-sections are the same as those specified for S120 Motor Modules used for their standard purpose.

### Selection of Motor Modules

The output currents of SINAMICS S120 Motor Modules employed as 3-phase Braking Modules are in some cases lower than those of Motor Modules used for the standard purpose.

The reason for this reduction in output current is that the MoMo output power is pure active power when it is employed as a Braking Module. By contrast with the standard application in which the output power includes a reactive component delivered by the DC link capacitors of the MoMo, a MoMo working as a Braking Module draws its entire output power via the DC busbar, causing an increase in the input current across the DC fuses. The DC fuses provided in air-cooled Motor Modules and the DC fuses recommended for liquid-cooled Motor Modules constitute a unit-specific limit to the application as a Braking Module and thus necessitate a current reduction of up to 12 % specific to the unit type.

The permissible output currents for application as Braking Modules (continuous braking current  $I_{rated-Brake}$ , base load braking currents  $I_{L-Brake}$  and  $I_{H-Brake}$ , and the maximum braking current  $I_{max-Brake}$  can be found in the table of unit-specific technical data on the next page.

As regards load duty cycles, the definitions, charts and calculation formulae contained in section "Load duty cycles" in chapter "Fundamental Principles and System Description" apply, in which the quantities  $I_{rated}$ ,  $I_L$ ,  $I_H$  and  $I_{max}$  must be substituted in each case by  $I_{rated-Brake}$ ,  $I_{L-Brake}$ ,  $I_{H-Brake}$  and  $I_{max-Brake}$ .

The braking power  $P_{Brake}$  of a Motor Module working as a Braking Module is proportional to the DC link voltage during braking. This response threshold  $V_{DC-Brake}$  can be programmed freely, but should be limited to the range specified in the table below for the relevant line connection voltage.

On the one hand, the response threshold  $V_{DC-Brake}$  must be at least 50 V to 70 V higher than the maximum DC link voltage to be expected in motor operation (including line voltage tolerances) in order to ensure that the Braking Module will operate only when the drive is working in generator mode.

On the other hand, the upper value in the table must not be exceeded so as to reliably prevent tripping of the Motor Module as a result of DC link overvoltage.

Line supply voltage	Range of programmable response threshold $V_{DC-Brake}$
380 V – 480 V 3AC	673 V - 774 V
500 V – 600 V 3AC	841 V - 967 V
660 V – 690 V 3AC	1070 V - 1158 V

### Range of programmable response thresholds



The possible continuous braking power  $P_{\text{rated-Brake}}$  and the peak braking power  $P_{\text{max-Brake}}$  are included in the following table of unit-specific technical data. They refer to the upper response thresholds, i.e. to  $V_{\text{DC-max}} = 774 \text{ V}$  at line supply voltages of 380 V to 480 V and to  $V_{\text{DC-max}} = 1158 \text{ V}$  at line supply voltages of 500 V to 690 V. For other response thresholds, the braking power must be reduced in proportion to  $V_{\text{DC-Brake}}$ .

The table below states the key technical data for SINAMICS S120 Motor Modules in their application as 3-phase Braking Modules.

S120 Motor Modules in standard application		S120 Motor Modules in application as 3-phase Braking Modules							
Output power at 400 V or 690 V	Rated output current $I_{\text{rated}}$	Continuous braking current $I_{\text{rated-Brake}}$	Base load braking current $I_{\text{L-Brake}}$	Base load braking current $I_{\text{H-Brake}}$	Maximum braking current $I_{\text{max-Brake}}$	Upper response threshold $V_{\text{DC-max}}$	Continuous braking power (upper response threshold) $P_{\text{rated-Brake}}$	Peak braking power (upper response threshold) $P_{\text{max-Brake}}$	Minimum braking resistance (cold state) $R_{\text{BR-min}}$
[ kW ]	[ A ]	[ A ]	[ A ]	[ A ]	[ A ]	[ V ]	[ kW ]	[ kW ]	[ Ω ]
<b>380 V – 480 V 3AC or 510 V – 720 V DC</b>									
110	210	210	205	178	307	774	197	288	1.02
132	260	255	245	229	368	774	239	345	0.85
160	310	290	283	259	424	774	272	398	0.74
200	380	340	331	304	497	774	319	466	0.63
250	490	450	438	402	657	774	422	617	0.48
315	605	545	531	414	797	774	511	748	0.39
400	745	680	662	520	993	774	638	932	0.32
450	840	800	781	667	1171	774	751	1099	0.27
560	985	900	877	786	1316	774	845	1235	0.24
710	1260	1215	1186	1087	1779	774	1140	1669	0.18
800	1405	1365	1331	1221	1996	774	1281	1873	0.16
<b>500 V – 690 V 3AC or 675 V – 1035 V DC</b>									
75	85	85	80	76	120	1158	119	168	3.90
90	100	100	95	89	142	1158	140	199	3.30
110	120	115	110	103	165	1158	161	232	2.84
132	150	144	136	129	204	1158	202	286	2.29
160	175	175	171	157	255	1158	246	358	1.84
200	215	215	208	192	312	1158	302	438	1.50
250	260	255	245	229	368	1158	358	517	1.27
315	330	290	281	246	422	1158	407	592	1.11
400	410	400	390	358	585	1158	562	821	0.80
450	465	450	437	403	656	1158	632	921	0.71
560	575	515	502	460	752	1158	723	1056	0.62
710	735	680	657	608	985	1158	955	1383	0.48
800	810	805	785	720	1178	1158	1130	1654	0.40
900	910	905	875	810	1313	1158	1271	1843	0.36
1000	1025	1020	995	913	1493	1158	1432	2096	0.31
1200	1270	1230	1191	1002	1787	1158	1727	2509	0.26

**Technical data of S120 Motor Modules in their application as 3-phase Braking Modules**

### Dimensioning of the braking resistors

The formula below defines the required limits of the resistance values  $R_{\text{BR}}$  of the three star-connected braking resistors. Allowance for the increase in resistance as a function of load (up to 30 %) must be included in the calculation:

$$R_{\text{BR-min}} < R_{\text{BR}} < R_{\text{BR-max}} \cdot$$

Key to formula:

- $R_{BR-min}$ : Minimum braking resistance value in the cold state.
- $R_{BR-max}$ : Maximum braking resistance value at operating temperature, allowing for production tolerances of typically about 10 %.

The resistance must not drop below the value  $R_{BR-min}$  in order to ensure that the maximum braking current  $I_{max-Brake} = 1.5 \cdot I_{L-Brake}$  is not exceeded with the response threshold  $V_{DC-Brake}$  selected in each case, and thus that the risk of tripping on overcurrent is avoided. The minimum braking resistance value is specific to the individual unit and application, and is calculated by the follow formula:

$$R_{BR-min} (cold \cdot state) = \frac{V_{R_{BR}}}{I_{max-Brake}} = \frac{0.7 \cdot V_{DC-Brake}}{\sqrt{3} \cdot I_{max-Brake}} = \frac{0.40415 \cdot V_{DC-Brake}}{I_{max-Brake}}$$

The minimum resistance values  $R_{BR-min}$  are stated in the table of unit-specific technical data. They refer in each case to the upper response thresholds, i.e. to  $V_{DC-max} = 774 \text{ V}$  at line supply voltages of 380 V to 480 V and to  $V_{DC-max} = 1158 \text{ V}$  at line supply voltages of 500 V to 690 V. For other response thresholds, the minimum resistance values  $R_{BR-min}$  can be calculated as a function of  $V_{DC-Brake}$  according to the formula shown above.

The resistance must not exceed the value  $R_{BR-max}$  in order to ensure that the maximum required braking power  $P_{max-Brake}$  can be achieved with the response threshold  $V_{DC-Brake}$  selected in each case. The maximum braking resistance value is specific to the individual unit and application, and is calculated by the follow formula:

$$R_{BR-max} (operating \cdot temperature) = \frac{3 \cdot V_{R_{BR}}^2}{P_{max-Brake}} = \frac{3 \cdot \left( \frac{0.7 \cdot V_{DC-Brake}}{\sqrt{3}} \right)^2}{P_{max-Brake}} = \frac{0.49 \cdot V_{DC-Brake}^2}{P_{max-Brake}}$$

In this formula, the term  $P_{max-Brake}$  stands for the maximum total braking power of the MoMo working as a Braking Module, or the maximum total braking power of all three braking resistors, which is required for the specific application.

In order to guarantee the required braking power and at the same time to maintain a sufficient control margin, the actual resistance value  $R_{BR}$  (operating temperature) should be lower than the calculated value  $R_{BR-max}$  (operating temperature) if possible.

The Braking resistors are not available as standard components in the SINAMICS S120 modular system product range. They must either be selected from the standard product ranges of suitable manufacturers, or requested from these manufacturers, e.g. from GINO ESE ([www.gino.de](http://www.gino.de)), as customized products dimensioned for the required resistance value and load duty cycle.

### Control of the Braking Module

A Motor Module which functions as a Braking Module is operated as a drive object of vector type in V/f control mode at constant frequency (50 Hz) and independent voltage setpoint.

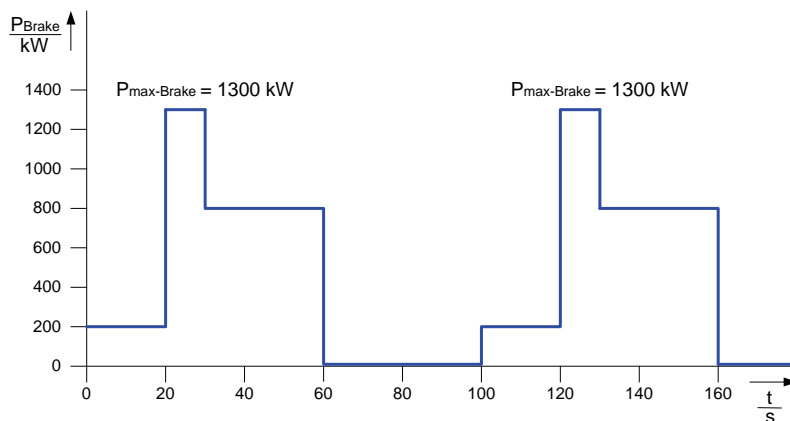
The voltage setpoint must be generated by means of free function blocks (see Function Manual "Free Function Blocks"), or by DCCs (see Function Manual "SINAMICS / SIMOTION Description of Standard DCC Blocks"). For this purpose, a subtractor block is used to compare the current DC link voltage with the freely programmable response threshold. If the DC link voltage is higher than the response threshold, the inverter enable signal is issued for the Motor Module functioning as a Braking Module. The difference between the current DC link voltage and the response threshold is passed through a limiter stage, amplified by a multiplier and finally output as a voltage setpoint to the Motor Module working as a Braking Module.

Further information about dimensioning, programming and commissioning can be found in application document "Using an S120 Chassis Motor Module as a Braking Chopper".

Dimensioning example:

A braking power as shown by the diagram below is periodically injected into the DC busbar of a system which is supplied from a 400 V power supply network over a rectifier without regenerative feedback capability. Within a load duty cycle duration of 100 s, the braking power reaches a peak value of 1300 kW for 10 s.

A SINAMICS S120 Motor Module suitable as a Braking Module for this application must be selected. The data of the required braking resistors must also be calculated.



1. Select a suitable S120 Motor Module

The required peak braking power  $P_{\max\text{-Brake}} = 1300 \text{ kW}$  must be provided by a Motor Module with the lowest possible current. The maximum DC link voltage  $V_{\text{DC-max}} = 774 \text{ V}$  is therefore selected as the response threshold.

The smallest Motor Module capable of producing the required peak braking power of 1300 kW at the selected response threshold of 774 V is chosen from the table of technical data:

- Output power 710 kW at 400V / rated output current 1260 A.

As a 3-phase Braking Module, it is capable of producing a peak braking power of 1669 kW > 1300 kW.

The next step is to check whether the mean braking power of the given load duty cycle is below the permissible continuous braking power of the selected Motor Module. In this case, it is 1140 kW.

- $P_{\text{mean-Brake}} = (200 \text{ kW} \cdot 20 \text{ s} + 1300 \text{ kW} \cdot 10 \text{ s} + 800 \text{ kW} \cdot 30 \text{ s} + 0 \text{ kW} \cdot 40 \text{ s}) / 100 \text{ s} = 410 \text{ kW} < 1140 \text{ kW}$ .

The selected Motor Module is therefore suitable, both in terms of peak braking power and continuous braking power.

2. Calculate the data of the braking resistors

The minimum value  $R_{\text{BR-min}}$  of the three braking resistors can be found in the table of technical data. For the selected Motor Module, it is

- $R_{\text{BR-min}} \text{ (cold state)} = 0.18 \ \Omega$  .

The maximum value  $R_{\text{BR-max}}$  of the three braking resistors is calculated from the response threshold  $V_{\text{DC-max}} = 774 \text{ V}$  and the maximum braking power  $P_{\max\text{-Brake}} = 1300 \text{ kW}$  of the given load duty cycle to be

- $R_{\text{BR-max}} \text{ (operating temperature)} = [ 0.49 \cdot (V_{\text{DC-max}})^2 ] / P_{\max\text{-Brake}} = [ 0.49 \cdot (774 \text{ V})^2 ] / 1300 \text{ kW} = 0.2258 \ \Omega$  .

The resistance specification is therefore as follows:

- Resistance value:  $0.18 \ \Omega \text{ (cold state)} < R_{\text{BR}} < 0.2258 \ \Omega \text{ (operating temperature)}$ .
- The three resistors  $R_{\text{BR}}$  operating in unison must be capable of a continuous power of 410 kW and a peak power of 1300 kW for 10 s in a 100 s cycle. Each individual resistor must therefore be dimensioned for one third of the power values stated above.

### 6.9 Maximum connectable motor cable lengths

#### 6.9.1 Booksize units

The Motor Modules generate an AC voltage to supply the connected motor from the DC link voltage. Capacitive leakage currents are generated in pulsed operation and these limit the permissible length of the motor cable.

The following maximum motor cable lengths have to be taken into account:

Line supply voltage	Output power	Rated output current	Type of construction	Maximum permissible motor cable length	
				Shielded cable	Unshielded cable
<b>Without reactor or filter</b>					
380 V – 480 V 3AC	1.6 kW – 4.8 kW	3 A – 9 A	Single	50 m	75 m
	9.7 kW	18 A	Single	70 m	100 m
	16 kW – 107 kW	30 A – 200 A	Single	100 m	150 m
	2*1.6 kW – 2*4.8 kW	2*3 A – 2*9 A	Double	50 m	75 m
	2*9.7 kW	2*18 A	Double	70 m	100 m

#### Permissible motor cable lengths as standard for SINAMICS S120 Motor Modules in Booksize format

Where a longer motor cable is required, a higher power rating of the Motor Module must be selected or the permissible continuous output current  $I_{\text{continuous}}$  must be reduced in relation to the rated output current  $I_{\text{rated}}$ .

The data for Booksize format Motor Modules are given in the following table:

Rated output current	Length of motor cable (shielded)			
	> 50 m to 100 m	> 100 m to 150 m	> 150 m to 200 m	> 200 m
3 A / 5 A	Use 9 A Motor Module	Use 9 A Motor Module	Not permissible	Not permissible
9 A	Use 18 A Motor Module	Use 18 A Motor Module	Not permissible	Not permissible
18 A	Use 30 A Motor Module or $I_{\text{max}} \leq 1.5 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.95 * I_{\text{rated}}$	Use 30 A Motor Module	Not permissible	Not permissible
30 A	Permissible	$I_{\text{max}} \leq 1.35 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.9 * I_{\text{rated}}$	$I_{\text{max}} \leq 1.1 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.85 * I_{\text{rated}}$	Not permissible
45 A / 60 A	Permissible	$I_{\text{max}} \leq 1.75 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.9 * I_{\text{rated}}$	$I_{\text{max}} \leq 1.5 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.85 * I_{\text{rated}}$	Not permissible
85 A / 132 A	Permissible	$I_{\text{max}} \leq 1.35 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.95 * I_{\text{rated}}$	$I_{\text{max}} \leq 1.1 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.9 * I_{\text{rated}}$	Not permissible
200 A	Permissible	$I_{\text{max}} \leq 1.25 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.95 * I_{\text{rated}}$	$I_{\text{max}} \leq 1.1 * I_{\text{rated}}$ $I_{\text{contin.}} \leq 0.9 * I_{\text{rated}}$	Not permissible

#### Permissible motor cable lengths with over-dimensioning for SINAMICS S120 Motor Modules in Booksize format

The permissible cable length for an unshielded motor cable is 150 % of the length for a shielded motor cable.

Motor reactors can also be used on motors operating in vector and V/f control modes to allow the use of longer motor cables. Motor reactors limit the rate-of-rise and magnitude of the capacitive leakage currents, thereby allowing longer motor cables to be used. The motor reactor and motor cable capacitance form an oscillating circuit which must not be excited by the pulse pattern of the output voltage. The resonant frequency of this oscillating circuit must therefore be significantly higher than the pulse frequency. The longer the motor cable, the higher the cable capacitance and the lower the resonant frequency. To provide a sufficient safety margin between this resonant frequency and the pulse frequency, the maximum possible motor cable length is limited, even when several motor reactors are connected in series.

Line supply voltage	Output power	Rated output current	Maximum permissible motor cable length	
			Shielded cable	Unshielded cable
<b>With one motor reactor</b>				
380 V – 480 V 3AC	1.6 kW - 2.7 kW	3 A – 5 A	100 m	150 m
	4.8 kW	9 A	135 m	200 m
	9.7 kW	18 A	160 m	240 m
	16 kW	30 A	190 m	280 m
	24 kW - 107 kW	45 A – 200 A	200 m	300 m

**Permissible motor cable lengths with a motor reactor for SINAMICS S120 Motor Modules in Booksize format**

The motor reactors are designed for a maximum pulse frequency of 4 kHz. The maximum permissible output frequency is 120 Hz in systems with motor reactors.

In systems where SINAMICS S120 Booksize units are used within the SINAMICS S120 Cabinet Modules product spectrum, it is important to read the supplementary information relating to options L08 / L09 in chapter "Description of Options for Cabinet Units".

### 6.9.2 Chassis units

As standard, i.e. without motor reactors or motor filters (dv/dt filters, sine-wave filters) connected to the Motor Module output, the following permissible cable lengths apply to SINAMICS S120 Motor Modules in Chassis and Cabinet Modules format.

Line supply voltage	Maximum permissible motor cable length as standard	
	Shielded cable e. g. Protodur NYCWY	Unshielded cable e. g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m
500 V – 690 V 3AC	300 m	450 m

**Permissible motor cable lengths as standard for SINAMICS S120 Motor Modules in Chassis and Cabinet Modules format**

When a motor reactor is used or two motor reactors are connected in series, the permissible cable lengths can be increased. A second motor reactor is not a standard option for the S120 Cabinet Modules and may require an additional cabinet (available on request).

The table below specifies the maximum motor cable lengths with motor reactor(s) that can be connected to S120 Motor Modules in Chassis and Cabinet Modules format. The values apply to the motor cable types recommended in the tables and to other standard types of cable.

Line supply voltage	Maximum permissible motor cable length			
	with 1 reactor (Option L08 with S120 Cabinet Modules)		with 2 series-connected reactors (No standard option with S120 Cabinet Modules)	
	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY	Shielded cable e.g. Protodur NYCWY	Unshielded cable e.g. Protodur NYY
380 V – 480 V 3AC	300 m	450 m	525 m	787 m
500 V – 690 V 3AC	300 m	450 m	525 m	787 m

**Maximum permissible motor cable lengths with 1 or 2 motor reactors for Motor Modules in SINAMICS S120 Chassis and Cabinet Modules format**

Note:

The specified motor cable lengths always refer to the distance between the S120 Motor Module and motor along the cable route. They allow for the fact that several cables must be routed in parallel for drives with higher output power. The recommended and maximum connectable cross-sections as well as the permissible number of parallel motor cables are unit-specific values. You must, therefore, refer to the technical specifications for the relevant Motor Modules.

For more information, see section "Motor reactors" of the chapter "Fundamental Principles and System Description".

### 6.10 Checking the total cable length for multi-motor drives

In the case of SINAMICS S120 multi-motor drives, the total cable length (i.e. the sum of the motor cable lengths for all the Motor Modules that are fed by a common Infeed Module and via a common DC busbar) must be restricted. This is necessary in order to ensure that the resulting total capacitive leakage current  $\Sigma I_{Leak}$  (sum of the capacitive leakage currents  $I_{Leak}$  generated from the individual Motor Modules 1...n), which depends on the overall motor cable length, does not overload the Infeed Module if this current flows back to the DC busbar via the line filter of the Infeed Module or via the supply system, and the Infeed Module itself.

The following table specifies the values for the permissible total cable length  $I_{perm}$  for the various types of SINAMICS S120 Infeed Modules when feeding multi-motor drives. The following must be noted here:

- The total cable length  $I_{perm}$  is the cable length that is really routed. This means in the case of drives which have higher output currents and more than one motor cable routed in parallel, that each of the parallel cables must be taken into account when the total cable length is calculated.
- The total cable length  $I_{perm}$  applies to shielded motor cables. In the case of unshielded motor cables, values 1.5 times higher are permissible.
- When S120 Infeed Modules are connected in parallel, the specified permissible total cable length  $I_{perm}$  must be multiplied by the number of Infeed Modules connected in parallel. A derating of 7.5% must be observed for Basic Line Modules and Smart Line Modules, and a derating of 5% for Active Line Modules.
- The values apply regardless of the type of supply system, i.e. for both grounded TN supply systems and non-grounded IT supply systems.

SINAMICS S120 Infeed Module	Frame size	Rated power at 400 V / 690 V [ kW ]	Input current at 400 V / 690 V [ A ]	Permissible total cable length for shielded cables $I_{perm}$ [ m ]
<b>Supply voltage 380 V to 480 V 3AC</b>				
Basic Line Module	FB	200 to 400	365 to 710	2600
Basic Line Module	GB	560 to 710	1010 to 1265	4000
Basic Line Module	GD	900	1630	4800
Smart Line Module	GX	250 to 355	463 to 614	4000
Smart Line Module	HX+JX	500 to 800	883 to 1430	4800
Active Line Module	FX+GX	132 to 300	210 to 490	2700
Active Line Module	HX+JX	380 to 900	605 to 1405	3900
<b>Supply voltage 500 V to 690 V 3AC</b>				
Basic Line Module	FB	250 to 560	260 to 575	1500
Basic Line Module	GB	900 to 1100	925 to 1180	2250
Basic Line Module	GD	1500	1580	2750
Smart Line Module	GX	450	463	2250
Smart Line Module	HX+JX	710 to 1400	757 to 1430	2750
Active Line Module	HX+JX	560 to 1400	575 to 1270	2250

Permissible total cable length for SINAMICS S120 Infeed Modules feeding multi-motor drives

## 7 General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules

### 7.1 General

#### 7.1.1 Design

SINAMICS S120 Cabinet Modules are compact, type-tested components of a modular cabinet system and have been specially developed to allow simple construction of multi-motor systems in cabinet format. The Cabinet Modules are based on the air-cooled SINAMICS S120 components in Chassis and Booksize formats. They have been developed according to the EMC zone concept and thus offer the highest possible standard of functional and operational reliability. In addition measures to ensure optimum air guidance and cooling have been implemented. Furthermore, EMC-compliant cable routing has been realized within the cabinets in compliance with the EMC guidelines and special design concepts have been implemented to achieve a broad scope of applications and simple servicing. The Cabinet Modules are equipped with all necessary terminals and connection elements. They are shipped in a ready-to-connect state or, in the case of systems comprising several transport units they are prepared for quick assembly on site.

The properties of the type-tested modular cabinet units SINAMICS S120 Cabinet Modules described in this chapter are not transferable to cabinets with customized design. A lot of the components integrated in SINAMICS S120 Cabinet Modules are not available to be ordered separately.

#### 7.1.2 General configuring process

Starting point for the drive configuring process is the performance required by the individual machines in the drive configuration. The selection of the drive components is based on physical interdependencies and is usually carried-out as follows:

Step	Description of the configuring process
1.	Clarify the type of drive and Infeed, and the line supply voltage <ul style="list-style-type: none"> <li>• Basic Line Module</li> <li>• Smart Line Module</li> <li>• Active Line Module</li> </ul>
2.	Define the supplementary conditions and integration into an automation system
3.	Define the load, calculate the maximum load torque, select the motor
4.	Select the SINAMICS S120 Motor Module
5.	Repeat steps 3 and 4 for any further drives
6.	Calculate the required DC link power, taking the demand factor into account, and select the SINAMICS S120 Line Module
7.	If the DC link power required is calculated to be such that a parallel connection of Infeed Modules is needed to provide the necessary Infeed power, then the correct Infeed Modules for the parallel connection must also be selected. Only Infeed Modules with the same output power rating may be connected in parallel. Note derating data!
8.	Select the Line Connection Modules based on the assignment table (see section "Line Connection Modules")
9.	Determine the line-side power options (main circuit breaker, fuses, line reactors, etc.)
10.	Check the precharging of the DC link by calculating the DC link capacitance
11.	Select further system components
12.	Calculate the required current for the electronics with 24V DC (please see technical data for the Cabinet Modules) as well as for optional components.
13.	Calculate the required current for the components with 230 V AC (please see technical data for the Cabinet Modules).
14.	Calculate the required current for the fans with 380 V to 480V AC resp. 500 V to 690 V AC (please see technical data for the Cabinet Modules)
15.	Select the power supply according to the above calculated auxiliary currents at the different voltage levels (external line supply, option K76, auxiliary power supply modules)
16.	Determine the required control performance, select the SINAMICS S120 Control Unit and the Compact Flash Card, define the component cabling (DRIVE-CLiQ topology)
17.	Select the components for connections. Select the DRIVE-CLiQ cables, including the DRIVE-CLiQ cables which have to be laid and connected on site. Select the PROFIBUS cables, if communication is established by means of PROFIBUS and several Control Units (CU320-2) have to be connected to one another. Alternatively selection of order-specific integration engineering (please see catalog)
18.	Sequencing of the components of the drive configuration
19.	Separation of the drive configuration into individual transport units

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.2 Dimensioning and selection information

#### 7.2.1 Derating data

##### 7.2.1.1 Derating data for S120 Cabinet Modules with power units in Chassis format

These Cabinet Modules include Basic Line Modules, Smart Line Modules, Active Line Modules and Motor Modules with power units in Chassis format including the relevant system components (e.g. line filters, built-in Braking Modules and motor filters), as well as Line Connection Modules and Auxiliary Power Supply Modules.

Not included are the derating data for Cabinet Modules with power units in booksize format and the derating data for Central Braking Modules. These data can be found in sections "Derating data of S120 Cabinet Modules with power units in Booksize format" and "Central Braking Modules".

#### Permissible output current and maximum output frequency as a function of pulse frequency

This information can be found in section "Rated data, permissible output currents, maximum output frequencies" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

#### Permissible current as a function of ambient temperature

SINAMICS S120 Cabinet Modules and associated system components are rated for an ambient temperature of 40 °C and installation altitudes of up to 2000 m above sea level. The current of SINAMICS S120 Cabinet Modules must be reduced (current derating) if they are operated at ambient temperatures above 40 °C. Ambient temperatures above 50 °C are not permissible. The following tables specify the permissible current as a function of the ambient temperature for the different degrees of protection.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %

**Current derating factors** as a function of ambient temperature (inlet air) for SINAMICS S120 Cabinet Modules (Chassis) in degrees of protection IP20, IP21, IP23 and IP43

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air temperature) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %				93.3 %	86.7 %	80.0 %

**Current derating factors** as a function of ambient temperature (inlet air) for SINAMICS S120 Cabinet Modules (Chassis) in degree of protection IP54

#### Installation altitudes > 2000 m to 5000 m above sea level

SINAMICS S120 Cabinet Modules and associated system components are rated for installation altitudes of up to 2000 m above sea level and an ambient temperature of 40 °C. If SINAMICS S120 Cabinet Modules are operated at installation altitudes greater than 2000 m above sea level, it must be taken into account that air pressure and thus air density decrease in proportion to the increase in altitude. As a result of the drop in air density the cooling effect and the insulation strength of the air are reduced.

SINAMICS S120 Cabinet Modules can be installed at altitudes over 2000 m up to 5000 m if the following two measures are utilized.

#### 1st measure: Reduction in ambient temperature and current

Due to the reduced cooling effect of the air, it is necessary, on the one hand, to reduce the ambient temperature and, on the other, to reduce the power losses in the Cabinet Modules by lowering the current. In the latter case, it is permissible to offset ambient temperatures lower than 40 °C by way of compensation. The following tables specify the permissible currents as a function of installation altitude and ambient temperature for the different degrees of protection. The specified values already take into account the permissible compensation between installation altitude and ambient temperature less than 40 °C (air temperature where the air enters the Cabinet Module). The values are valid only on condition that the cabinet is installed in such a way as to guarantee the required cooling air flow stipulated in the technical data.



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Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %
... 2500						96.3 %	
... 3000	97.5 %		98.7 %	96.3 %			
... 3500			96.3 %				
... 4000	98.2 %		97.5 %	96.3 %			
... 4500			97.5 %				
... 5000	98.2 %						

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS S120 Cabinet Modules (Chassis) in **degrees of protection IP20, IP21, IP23 and IP43**

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %				93.3 %	86.7 %	80.0 %
... 2500					96.3 %	89.8 %	
... 3000	96.3 %		98.7 %	92.5 %			
... 3500			94.7 %				
... 4000	97.5 %		96.3 %	90.7 %			
... 4500			97.5 %	92.1 %			
... 5000	93.0 %						

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS S120 Cabinet Modules (Chassis) in **degree of protection IP54**

#### 2nd measure: Use of an isolating transformer to reduce transient overvoltages in accordance with IEC 61800-5-1

The isolating transformer which is used quasi as standard to supply SINAMICS converters for virtually every type of application reduces the overvoltage category III (for which the units are dimensioned) down to the overvoltage category II. As a result, the requirements of the insulation strength of the air are less stringent. Additional voltage derating (reduction in input voltage) is not required if the following boundary conditions are fulfilled:

- The isolating transformer must be supplied from a low-voltage or medium-voltage network. It must not be supplied directly from a high-voltage network.
- The isolating transformer may be used to supply one or more drives or drive line-ups.
- The cables between the isolating transformer and the S120 Infeed or the S120 Infeeds must be installed such that there is absolutely no risk of a direct lightning strike, i.e. overhead cables must not be used.
- Drives with Basic Infeed and Smart Infeed can be operated on the following types of power supply system:
  - TN systems with grounded star point (no grounded outer conductor).
  - IT systems (the period of operation with a ground fault must be limited to the shortest possible time).
- Drives with Active Infeed can be operated on the following types of power supply system:
  - TN systems with grounded star point (no grounded outer conductor, no IT systems).

**The measures described above are permissible for the following drive line-ups with SINAMICS S120 Cabinet Modules.** They must be applied to all Cabinet Modules in the drive line-up:

- Drives with **Basic Infeed on all voltage levels** (380 V – 480 V 3AC and 500 V – 690 V 3AC).
- Drives with **Smart Infeed on all voltage levels** (380 V – 480 V 3AC and 500 V – 690 V 3AC).
- Drives with **Active Infeed on voltage level 380 V – 480 V 3AC**

(Drives with Active Infeed for 500 V – 690 V 3AC on request).

#### 7.2.1.2 Derating data for S120 Cabinet Modules with power units in Booksize format

SINAMICS S120 Cabinet Modules with power units in Booksize format and associated system components are rated for an ambient temperature of 40 °C and installation altitudes of up to 1000 m above sea level. If SINAMICS S120 Cabinet Modules with power units in Booksize format are operated at ambient temperatures higher than 40 °C and/or installation altitudes higher than 1000 m above sea level, the corresponding derating factors must be applied as a function of the ambient temperature and/or the installation altitude. These derating factors differ from the derating

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factors for power units in Chassis format and are specified in Catalog PM21 / SINAMICS S120 drive system. They are also valid for SINAMICS S120 Cabinet Modules with power units in Booksize format in degrees of protection IP20, IP21, IP23, IP43 and IP54.

### 7.2.2 Degrees of protection of S120 Cabinet Modules

The **EN 60529** standard covers the protection of electrical equipment by means of housings, covers or equivalent, and includes:

1. Protection of persons against accidental contact with live or moving parts within the housing and protection of the equipment against the penetration of solid foreign matter (shock protection)
2. Protection of the equipment against the penetration of water (water protection)
3. Abbreviations for the internationally agreed degrees of protection.

The degrees of protection are specified by abbreviations comprising the code letters IP and two digits.

Degree of protection	First digit (protection against accidental contact and solid matter)	Second digit (protection of the equipment against the penetration of water)
<b>IP20</b>	Protected against solid matter, diameter 12.5 mm and larger	No water protection
<b>IP21</b>	Protected against solid matter, diameter 12.5 mm and larger	Protected against drip water Vertically falling drip water must not have a harmful effect.
<b>IP23</b>	Protected against solid matter, diameter 12.5 mm and larger	Protected against spray water Water sprayed on both sides of the vertical at an angle of up to 60° must not have a harmful effect
<b>IP43</b>	Protected against solid matter, diameter 1 mm and larger	Protected against spray water Water sprayed on both sides of the vertical at an angle of up to 60° must not have a harmful effect
<b>IP54</b>	Protected against dust Entry of dust is not totally prevented, but the entry of dust is not allowed in such quantities that the operation of equipment or the safety will be impaired.	Protected against splash water. Water splashing against the enclosure from any direction must not have a harmful effect.

#### Standardized degrees of protection of S120 Cabinet Modules

For the safe operation of the cabinet units at the different degrees of protection no additional measures (e.g. cooling units, air conditioning, etc.) are necessary, as long as the ambient conditions are within the specified values. Only the current derating factors as well as the modified cabinet dimensions have to be taken into account when the system is configured.

### 7.2.3 Required cross-sections of DC busbars

DC busbars are not integrated in S120 Cabinet Modules as standard. These must be selected as a "required option" for Cabinet Modules. The DC busbars must be dimensioned according to the load requirements and operating conditions of the drive configuration. Furthermore the dimensioning of the DC busbars is depending on the individual arrangement of the Cabinet Modules. The purpose of the "required option" approach is to reduce errors and facilitate accurate configuring.

The required busbar option does not apply to the following Cabinet Modules:

- Line Connection Modules
- Auxiliary Power Supply Modules

These Cabinet Modules can be installed in the cabinet group in such a way (e.g. at the end of the cabinet line) that no DC busbars are required.

The DC currents must be calculated according to the rating of the individual Motor Modules and the operating conditions (simultaneity factor, motor / generator mode). The DC busbars must be selected accordingly.

For cost-optimization, combinations of different busbar sizes can be selected. When selecting different busbar sizes, it is important to take in account that systems of adjacent Cabinet Modules must be compatible (see table below and option selection matrix of the relevant Cabinet Modules in the catalog).

Order code	DC busbar	Number	Dimensions	Compatible with
	Rated current I <sub>DC</sub> [A]		[mm]	
<b>M80</b>	1170	1	60 x 10	M83
<b>M81</b>	1500	1	80 x 10	M84 and M86
<b>M82</b>	1840	1	100 x 10	M85 and M87
<b>M83</b>	2150	2	60 x 10	M80
<b>M84</b>	2730	2	80 x 10	M81 and M86
<b>M85</b>	3320	2	100 x 10	M82 and M87
<b>M86</b>	3720	3	80 x 10	M81 and M84
<b>M87</b>	4480	3	100 x 10	M82 and M85

### DC busbar options

With some applications such as a gearing test station, for example, a Motor Module might be used to supply the asynchronous motor which simulates a combustion engine, while other Motor Modules are driving asynchronous motors that simulate the load. While the asynchronous motor simulating the combustion engine operates as a motor, the two load-simulating motors are feeding all their energy back into the DC link. As regards the total energy balance, this means that only a small proportion of energy is drawn from the line supply (power losses of the complete drive configuration plus energy required for acceleration). In this application, energy is mainly exchanged between Motor Modules over the DC busbar. The significance of this in relation to DC busbar dimensioning is that a significantly smaller busbar cross-section can be used between the Line Module (Infeed) and the first Motor Module than the cross-section of busbar between the Motor Modules.

The Modules must be arranged according to the relevant load conditions and the simultaneity factor so that the DC busbars can be selected as efficiently as possible with regards to the dimensions.

The DC busbars between the Cabinet Modules are interconnected by means of special busbar links. These are part of the busbar system and are attached to the right-hand side of the bar for a module / transport unit when it is delivered. When the Cabinet Modules have been lined up, the links can be unfastened, taken into the adjacent cabinet and fastened tight again.

If option Y11 is selected for Cabinet Modules, i.e. if they are ordered as factory-assembled transport units, a uniform cross-section of the DC busbar must be selected for each transport unit, as a continuous copper bar is installed within each transport unit in this case.

### 7.2.4 Required cable cross-sections for line and motor connections

Generally speaking, unshielded cables can generally be used to make the line connection. 3-wire or 4-wire three-phase cables should be used wherever possible. By contrast, it is always advisable to use shielded cables and, in the case of drives in the higher output power range, symmetrical 3-wire, three-phase cables, between the converter and motor and to connect several cables of this type in parallel where necessary. There are basically two reasons for this recommendation:

This is the only method of achieving the high IP55 degree of protection on the motor terminal box, as the cables enter the terminal box via screwed glands and the number of glands is limited by the geometry of the box. Single cables are therefore less suitable.

With 3-wire, three-phase cables, the the summed ampere-turns over the cable outer diameter are equal to zero and they can be installed without any problems in conductive metal cable ducts or cable racks without inducing significant current in the conductive metal connections (ground or leakage currents). The risk of induced leakage currents and thus increased cable shield losses is significantly higher with single-conductor cables.

The required cable cross-section depends on the amperage which flows through the cable. The permissible current loading of cables is defined, for example, in IEC 60364-5-52. It depends on ambient conditions such as the temperature, but also on the routing method. An important factor to consider is whether cables are routed singly and are therefore relatively well ventilated, or whether groups of cables are routed together. In the latter instance, the cables are much less well ventilated and might therefore heat one another to a greater degree. For the relevant correction factors applicable to these boundary conditions, please refer to IEC 60364-5-52. The table below provides a guide to the recommended cross-sections (based on IEC 60364-5-52) for PVC-insulated, 3-wire copper and aluminum cables, a permissible conductor temperature of 70°C (e.g. Protodur NYY or NYCWY) and an ambient temperature of 40°C.

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Cross-section of 3-wire cable [mm <sup>2</sup> ]	Copper cable		Aluminum cable	
	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]
3 x 2.5	22	17	17	13
3 x 4.0	30	23	23	18
3 x 6.0	37	29	29	22
3 x 10	52	41	40	31
3 x 16	70	54	53	41
3 x 25	88	69	68	53
3 x 35	110	86	84	65
3 x 50	133	104	102	79
3 x 70	171	133	131	102
3 x 95	207	162	159	124
3 x 120	240	187	184	144
3 x 150	278	216	213	166
3 x 185	317	247	244	190
3 x 240	374	292	287	224

<sup>1)</sup> Maximum 9 cables routed horizontally in direct contact with one another on a cable rack

**Current-carrying capacity of PVC-insulated, 3-wire copper and aluminum cables with a maximum permissible conductor temperature of 70°C at an ambient temperature of 40°C according to IEC 60364-5-52**

With higher currents, cables must be connected in parallel.

The maximum connectable cable cross-sections for the line connection on the Line Connection Modules and for the motor connection on the Motor Modules are stated in the technical data in Catalog D21.3. The recommended cable cross-sections for the motor connection are identical to those for the SINAMICS S150 converter cabinet units, which can be found in section "Cable cross-sections and connections on SINAMICS S150 cabinet units" in chapter "Converter Cabinet Units SINAMICS S150".

**Note:**

The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

The PE conductor must be dimensioned to meet the following requirements:

- In the case of a ground fault, no impermissibly high contact voltages resulting from voltage drops on the PE conductor caused by the ground fault current may occur (< 50 V AC or < 120 V DC, IEC 61800-5-1, IEC 60 364, IEC 60 543).
- The protective conductor must not be excessively loaded by any ground fault current it carries.
- If it is possible for continuous currents to flow through the PE conductor when a fault occurs, the PE conductor cross-section must be dimensioned for this continuous current.
- The PE conductor cross-section should be selected according to EN 60 204-1, EN 60 439-1, IEC 60 364.

Cross-section of the phase conductor mm <sup>2</sup>	Minimum cross-section of the external PE conductor mm <sup>2</sup>
Up to 16	Minimum phase conductor cross-section
16 to 35	16
35 and above	Minimum half the phase conductor cross-section

### 7.2.5 Cooling air requirements

A specific quantity of cooling air must be supplied to S120 Cabinet Modules. This cooling air requirement has always to be taken in account, even under challenging boundary conditions. The cooling air is drawn in from the front through the ventilation openings in the lower part of the cabinet doors. The heated air is expelled through the perforated top cover or the ventilation openings in the top cover (with option M23/ M43/ M54). The minimum ceiling height (for unhindered air outlet) specified in the dimension drawings must be observed. Cooling air can also be supplied from below through raised floors or air ducts, for example. Openings in the 3-section baseplate must be made for this purpose. Please also refer to the supplementary information for option M59 (Closed cabinet doors).

The tables below show the cooling air requirements of units in the Cabinet Modules range:

Line Connection Modules		Cooling air requirement
Frame size	I <sub>rated</sub> [A]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
FL	250	- <sup>1</sup>
FL	380	- <sup>1</sup>
GL	600	- <sup>1</sup>
HL	770	- <sup>1</sup>
JL	1000	0.36 <sup>1,2</sup>
JL	1250	0.36 <sup>1,2</sup>
JL	1600	0.36 <sup>1,2</sup>
KL	2000	0.72 <sup>1,2</sup>
KL	2500	0.72 <sup>1,2</sup>
LL	3200	0.72 <sup>1,2</sup>

Line Connection Modules		Cooling air requirement
Frame size	I <sub>rated</sub> [A]	[m <sup>3</sup> /s]
<b>Supply voltage 500 V to 690 V 3AC</b>		
FL	280	- <sup>1</sup>
FL	380	- <sup>1</sup>
GL	600	- <sup>1</sup>
HL	770	- <sup>1</sup>
JL	1000	0.36 <sup>1,2</sup>
JL	1250	0.36 <sup>1,2</sup>
JL	1600	0.36 <sup>1,2</sup>
KL	2000	0.72 <sup>1,2</sup>
KL	2500	0.72 <sup>1,2</sup>
LL	3200	0.72 <sup>1,2</sup>

Basic Line Modules		Cooling air requirement
Frame size	P <sub>rated</sub> at 400 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
FB	200	0.17
FB	250	0.17
FB	400	0.17
GB	560	0.36
GB	710	0.36
GD	900	0.36

Basic Line Modules		Cooling air requirement
Frame size	P <sub>rated</sub> at 690 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 500 V to 690 V 3AC</b>		
FB	250	0.17
FB	355	0.17
FB	560	0.17
GB	900	0.36
GB	1100	0.36
GD	1500	0.36

Smart Line Modules		Cooling air requirement
Frame size	P <sub>rated</sub> at 400 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
GX	250	0.36
GX	355	0.36
HX	500	0.78
JX	630	1.08
JX	800	1.08

Smart Line Modules		Cooling air requirement
Frame size	P <sub>rated</sub> at 690 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 500 V to 690 V 3AC</b>		
GX	450	0.36
HX	710	0.78
JX	1000	1.08
JX	1400	1.08

<sup>1</sup> Components use natural convection

<sup>2</sup> Fan for degree of protection IP23, IP43, IP54 (in combination with Basic Line Modules)

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Active Line Module + Active Interface Module		Cooling air requirement
Frame size	P <sub>rated</sub> at 400 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
FI+FX	132	0.41
FI+FX	160	0.47
GI+GX	235	0.83
GI+GX	300	0.83
HI+HX	380	1.18
HI+HX	500	1.18
JI+JX	630	1.48
JI+JX	900	1.48

Active Line Module + Active Interface Module		Cooling air requirement
Frame size	P <sub>rated</sub> at 690 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 500 V to 690 V 3AC</b>		
HI+HX	560	1.18
JI+JX	800	1.48
JI+JX	1100	1.48
JI+JX	1400	1.48

Motor Modules Chassis		Cooling air requirement
Frame size	P <sub>rated</sub> at 400 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
FX	110	0.17
FX	132	0.23
GX	160	0.36
GX	200	0.36
GX	250	0.36
HX	315	0.78
HX	400	0.78
HX	450	0.78
JX	560	1.08
JX	710	1.08
JX	800	1.08

Motor Module Chassis		Cooling air requirement
Frame size	P <sub>rated</sub> at 690 V [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 500 V to 690 V 3AC</b>		
FX	75	0.17
FX	90	0.17
FX	110	0.17
FX	132	0.17
GX	160	0.36
GX	200	0.36
GX	250	0.36
GX	315	0.36
HX	400	0.78
HX	450	0.78
HX	560	0.78
JX	710	1.08
JX	800	1.08
JX	900	1.08
JX	1000	1.08
JX	1200	1.08

Booksize Cabinet Kits		Cooling air requirement
Frame size	I <sub>rated</sub> [A]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V 3AC</b>		
100mm	3	0.008
200mm	2*3	0.008
100mm	5	0.008
200mm	2*5	0.008
100mm	9	0.008
200mm	2*9	0.008
100mm	18	0.008
200mm	2*18	0.016
100mm	30	0.016
200mm	45	0.031
200mm	60	0.031
200mm	85	0.044
300mm	132	0.144
300mm	200	0.144

Central Braking Modules		Cooling air requirement
Frame size	P <sub>rated</sub> [kW]	[m <sup>3</sup> /s]
<b>Supply voltage 380 V to 480 V</b>		
<b>Supply voltage 500 V to 600 V</b>		
<b>Supply voltage 660 V to 690 V</b>		
400mm	500-1200	0.14

### 7.2.6 Auxiliary power requirements

S120 Cabinet Modules require an auxiliary power supply (line voltage 1AC, 230 V 1AC, 24 V DC) in order to operate correctly. The power requirement on every voltage level must be taken into account at the configuring stage and supplied from external sources. Fuse protection for the auxiliary energy must also be provided externally.

Option K76, which generates the auxiliary power in the S120 Cabinet Modules themselves by the Line Connection Module LCM, can be ordered for small cabinet configurations. In this case the auxiliary power supply is connected inside the LCM to the auxiliary voltage supply system of the Cabinet Modules and fuse protection is provided inside the Line Connection Module.

In large cabinet configurations, a separate Auxiliary Power Supply Module can be used to generate the auxiliary power in the S120 Cabinet Modules themselves. The auxiliary power supply is then connected inside the Auxiliary Power Supply Module to the auxiliary voltage supply system. In this case, fuse protection is provided in the Auxiliary Power Supply Module.

#### Line Connection Modules

The auxiliary voltage for the Line Connection Modules is connected directly to input terminals. The following components require auxiliary power:

230 V AC Cabinet ventilation / circuit breaker

Fuse protection of 16 A must be provided on the plant distribution board.

Order No.	Frame size	Rated current $I_{rated}$ [A]	Current requirement 230 V AC 50 / 60 Hz <sup>1)</sup>		
			Making current [A]	Holding current [A]	Fan [A]
<b>Supply voltage 380 V - 480 V 3AC</b>					
6SL3700-0LE32-5AA3	FL	250	3.6	0.04	--
6SL3700-0LE34-0AA3	FL	380	3.6	0.04	--
6SL3700-0LE36-3AA3	GL	600	3.6	0.04	--
6SL3700-0LE38-0AA3	HL	770	10.8	0.12	--
6SL3700-0LE41-0AA3	JL	1000	0.5	0.06	1.07
6SL3700-0LE41-3AA3	JL	1250	0.5	0.06	1.07
6SL3700-0LE41-6AA3	JL	1600	0.5	0.06	1.07
6SL3700-0LE42-0AA3	KL	2000	0.5	0.06	2.14
6SL3700-0LE42-0BA3	KL	2000	0.5	0.06	2.14
6SL3700-0LE42-5BA3	KL	2500	0.5	0.06	2.14
6SL3700-0LE43-2BA3	LL	3200	0.5	0.06	2.14
<b>Supply voltage 500 V - 690 V 3AC</b>					
6SL3700-0LG32-8AA3	FL	280	3.6	0.04	--
6SL3700-0LG34-0AA3	FL	380	3.6	0.04	--
6SL3700-0LG36-3AA3	GL	600	3.6	0.04	--
6SL3700-0LG38-0AA3	HL	770	10.8	0.12	--
6SL3700-0LG41-0AA3	JL	1000	0.5	0.06	1.07
6SL3700-0LG41-3AA3	JL	1250	0.5	0.06	1.07
6SL3700-0LG41-6AA3	JL	1600	0.5	0.06	1.07
6SL3700-0LG42-0BA3	KL	2000	0.5	0.06	2.14
6SL3700-0LG42-5BA3	KL	2500	0.5	0.06	2.14
6SL3700-0LG43-2BA3	LL	3200	0.5	0.06	2.14

<sup>1)</sup> Power requirement of contactors / circuit breaker and fans for degree of protection IP23, IP43, IP54 (in combination with Basic Line Modules)

# SINAMICS S120 Cabinet Modules

## Engineering Information

### Basic Line Modules

The auxiliary voltage for Basic Line Modules is connected by means of cables supplied with the module. The connection should be made to the auxiliary voltage supply system of the adjacent Motor Module where possible. The following components require auxiliary power:

24 V DC: Control electronics

Fuse protection is provided down-circuit of the auxiliary voltage supply system in the Cabinet Module.

The power unit fans on Basic Line Modules are supplied directly via the line-side power terminals and integrated, single-phase transformers. It is not therefore necessary to connect the fans to the auxiliary voltage supply system and the values in the tables are given for information only.

Order No.	Frame size	Rated power at 400 V / 690 V  [kW]	Rated Input current $I_{rated}$  [A]	Current requirement <sup>1)</sup>		
				24 V DC  [A]	400 V / 690V AC	
					50 Hz [A]	60 Hz [A]

#### Supply voltage 380 V – 480 V 3AC (DC link voltage 510 V – 650 V)

6SL3730-1TE34-2AA3	FB	200	365	1.1	0.63	In preparation
6SL3730-1TE35-3AA3	FB	250	460	1.1	0.63	
6SL3730-1TE38-2AA3	FB	400	710	1.1	0.63	
6SL3730-1TE41-2AA3	GB	560	1010	1.1	1.8	
6SL3730-1TE41-2BA3	GB	560	1010	1.1	1.8	
6SL3730-1TE41-2BC3	GB	560	1010	1.1	1.8	
6SL3730-1TE41-5AA3	GB	710	1265	1.1	1.8	
6SL3730-1TE41-5BA3	GB	710	1265	1.1	1.8	
6SL3730-1TE41-5BC3	GB	710	1265	1.1	1.8	
6SL3730-1TE41-8AA3	GD	900	1630	1.1	1.8	
6SL3730-1TE41-8BA3	GD	900	1630	1.1	1.8	
6SL3730-1TE41-8BC3	GD	900	1630	1.1	1.8	

#### Supply voltage 500 V – 690 V 3AC (DC link voltage 675 V – 930 V)

6SL3730-1TG33-0AA3	FB	250	260	1.1	0.4	In preparation
6SL3730-1TG34-3AA3	FB	355	375	1.1	0.4	
6SL3730-1TG36-8AA3	FB	560	575	1.1	0.4	
6SL3730-1TG41-1AA3	GB	900	925	1.1	1.0	
6SL3730-1TG41-1BA3	GB	900	925	1.1	1.0	
6SL3730-1TG41-1BC3	GB	900	925	1.1	1.0	
6SL3730-1TG41-4AA3	GB	1100	1180	1.1	1.0	
6SL3730-1TG41-4BA3	GB	1100	1180	1.1	1.0	
6SL3730-1TG41-4BC3	GB	1100	1180	1.1	1.0	
6SL3730-1TG41-8AA3	GD	1500	1580	1.1	1.0	
6SL3730-1TG41-8BA3	GD	1500	1580	1.1	1.0	
6SL3730-1TG41-8BC3	GD	1500	1580	1.1	1.0	

<sup>1)</sup> Power requirement of control electronics, auxiliary power supply for fans.



## SINAMICS S120 Cabinet Modules

### Engineering Information

#### Smart Line Modules

The auxiliary voltage is supplied to the Smart Line Modules from the auxiliary voltage supply system. The following components require auxiliary power:

24 V DC: Control electronics  
 400 V resp. 690 V AC: Power unit fans

Fuse protection is provided down-circuit of the auxiliary voltage supply system in the Cabinet Module.

Order No.	Frame size	Rated rectifier/regenerative power at 400 V / 690 V  [kW]	Rated Input current  $I_{rated}$  [A]	Current requirement <sup>1)</sup>		
				24 V DC  [A]	400 V / 690V AC  50 Hz [A]	60 Hz [A]
<b>Supply voltage 380 V – 480 V 3AC (DC link voltage 510 V – 650 V)</b>						
6SL3730-6TE35-5AA3	GX	250	463	1.35	1.8	In preparation
6SL3730-6TE37-3AA3	GX	355	614	1.35	1.8	
6SL3730-6TE41-1AA3	HX	500	883	1.4	3.6	
6SL3730-6TE41-1BA3	HX	500	883	1.4	3.6	
6SL3730-6TE41-1BC3	HX	500	883	1.4	3.6	
6SL3730-6TE41-3AA3	JX	630	1093	1.5	5.4	
6SL3730-6TE41-3BA3	JX	630	1093	1.5	5.4	
6SL3730-6TE41-3BC3	JX	630	1093	1.5	5.4	
6SL3730-6TE41-7AA3	JX	800	1430	1.7	5.4	
6SL3730-6TE41-7BA3	JX	800	1430	1.7	5.4	
6SL3730-6TE41-7BC3	JX	800	1430	1.7	5.4	
<b>Supply voltage 500 V – 690 V 3AC (DC link voltage 675 V – 930 V)</b>						
6SL3730-6TG35-5AA3	GX	450	463	1.35	1.0	In preparation
6SL3730-6TG38-8AA3	HX	710	757	1.4	2.1	
6SL3730-6TG38-8BA3	HX	710	757	1.4	2.1	
6SL3730-6TG38-8BC3	HX	710	757	1.4	2.1	
6SL3730-6TG41-2AA3	JX	1000	1009	1.5	3.1	
6SL3730-6TG41-2BA3	JX	1000	1009	1.5	3.1	
6SL3730-6TG41-2BC3	JX	1000	1009	1.5	3.1	
6SL3730-6TG41-7AA3	JX	1400	1430	1.7	3.1	
6SL3730-6TG41-7BA3	JX	1400	1430	1.7	3.1	
6SL3730-6TG41-7BC3	JX	1400	1430	1.7	3.1	

<sup>1)</sup> Power requirement of control electronics, auxiliary power supply for fans.

# SINAMICS S120 Cabinet Modules

## Engineering Information

### Active Line Modules + Active Interface Modules

Active Infeeds must be regarded as requiring two separate auxiliary voltage supplies, i.e. one for the Active Interface Module (AIM) and one for the Active Line Module (ALM).

The AIM requires the following voltages:

24 V DC: Control electronics

230 V AC: Cabinet ventilation, control voltage of precharging contactors depending on frame size

The ALM requires the following voltages:

24 V DC: Control electronics

400 V resp. 690 V AC: Power unit fans

Active Interface Modules and Active Line Modules are delivered due to the required power connections as one unit. For this reason, the auxiliary voltage connections of the AIM are already made to the auxiliary voltage supply system of the ALM in the delivery state. Fuse protection down-circuit of the auxiliary voltage supply system is provided in the Cabinet Modules.

The power requirement in the table below is based on the combination of Active Interface Module and Active Line Module.

Order No.	Frame size	Rated rectifier/regenerative power at 400 V or 690 V [kW]	Rated rectifier/regenerative current $I_{rated}$ [A]	Current requirement <sup>1)</sup>				
				24 V DC [A]	230 V AC		400 V or 690V AC	
					50 Hz [A]	60 Hz [A]	50 Hz [A]	60 Hz [A]

#### Supply voltage 380 V – 480 V 3AC (DC link voltage 570 V – 720 V)

6SL3730-7TE32-1BA3	FX+FI	132	210	1.27	0.6	In preparation	0.63	In preparation
6SL3730-7TE32-6BA3	FX+FI	160	260	1.27	0.6		1.13	
6SL3730-7TE33-8BA3	GX+GI	235	380	1.52	1.2		1.8	
6SL3730-7TE35-0BA3	GX+GI	300	490	1.52	1.2		1.8	
6SL3730-7TE36-1BA3	HX+HI	380	605	1.57	4.6		3.6	
6SL3730-7TE38-4BA3	HX+HI	500	840	1.57	4.6		3.6	
6SL3730-7TE41-0BA3	JX+JI	630	985	1.67	4.9		5.4	
6SL3730-7TE41-0BC3	JX+JI	630	985	1.67	4.9		5.4	
6SL3730-7TE41-4BA3	JX+JI	900	1405	1.67	4.9		5.4	
6SL3730-7TE41-4BC3	JX+JI	900	1405	1.67	4.9		5.4	

#### Supply voltage 500 V – 690 V 3AC (DC link voltage 750 V – 1035 V)

6SL3730-7TG35-8BA3	HX+HI	560	575	1.57	4.6	In preparation	2.1	In preparation
6SL3730-7TG37-4BA3	JX+JI	800	735	1.67	4.9		3.1	
6SL3730-7TG37-4BC3	JX+JI	800	735	1.67	4.9		3.1	
6SL3730-7TG41-0BA3	JX+JI	1100	1025	1.87	4.9		3.1	
6SL3730-7TG41-0BC3	JX+JI	1100	1025	1.87	4.9		3.1	
6SL3730-7TG41-3BA3	JX+JI	1400	1270	1.87	4.9		3.1	
6SL3730-7TG41-3BC3	JX+JI	1400	1270	1.87	4.9		3.1	

<sup>1)</sup> Power requirement of control electronics, auxiliary power supply for fans.

## SINAMICS S120 Cabinet Modules

### Engineering Information

#### Motor Modules in Chassis format

The auxiliary voltage is supplied to the Motor Modules from the auxiliary voltage supply system. The following components require auxiliary power:

24 V DC:                      Control electronics  
 400 V or 690 V AC:        Power unit fans

Fuse protection is provided down-circuit of the auxiliary voltage supply system in the Cabinet Module.

Order No.	Frame size	Rated power at 400 V / 690 V  [kW]	Current requirement		
			24 V DC  [A]	400 V / 690V AC	
				50Hz [A]	60 Hz [A]
<b>Supply voltage 380 V – 480 V 3AC (DC link voltage 510 V – 720 V)</b>					
6SL3720-1TE32-1AA3	FX	110	0.8	0.63	In preparation
6SL3720-1TE32-6AA3	FX	132	0.8	1.13	
6SL3720-1TE33-1AA3	GX	160	0.9	1.8	
6SL3720-1TE33-8AA3	GX	200	0.9	1.8	
6SL3720-1TE35-0AA3	GX	250	0.9	1.8	
6SL3720-1TE36-1AA3	HX	315	1.0	3.6	
6SL3720-1TE37-5AA3	HX	400	1.0	3.6	
6SL3720-1TE38-4AA3	HX	450	1.0	3.6	
6SL3720-1TE41-0AA3	JX	560	1.25	5.4	
6SL3720-1TE41-2AA3	JX	710	1.4	5.4	
6SL3720-1TE41-4AA3	JX	800	1.4	5.4	
<b>Supply voltage 500 V – 690 V 3AC (DC link voltage 675 V – 1035 V)</b>					
6SL3720-1TG28-5AA3	FX	75	0.8	0.4	In preparation
6SL3720-1TG31-0AA3	FX	90	0.8	0.4	
6SL3720-1TG31-2AA3	FX	110	0.8	0.4	
6SL3720-1TG31-5AA3	FX	132	0.8	0.4	
6SL3720-1TG31-8AA3	GX	160	0.9	1.0	
6SL3720-1TG32-2AA3	GX	200	0.9	1.0	
6SL3720-1TG32-6AA3	GX	250	0.9	1.0	
6SL3720-1TG33-3AA3	GX	315	0.9	1.0	
6SL3720-1TG34-1AA3	HX	400	1.0	2.1	
6SL3720-1TG34-7AA3	HX	450	1.0	2.1	
6SL3720-1TG35-8AA3	HX	560	1.0	2.1	
6SL3720-1TG37-4AA3	JX	710	1.25	3.1	
6SL3720-1TG38-1AA3	JX	800	1.25	3.1	
6SL3720-1TG38-8AA3	JX	900	1.4	3.1	
6SL3720-1TG41-0AA3	JX	1000	1.4	3.1	
6SL3720-1TG41-3AA3	JX	1200	1.4	3.1	

# SINAMICS S120 Cabinet Modules

## Engineering Information

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### Central Braking Modules

The auxiliary voltage is supplied to the Central Braking Modules from the auxiliary voltage supply system. The following components require auxiliary power:

230 V: Power unit fans

Fuse protection is provided down-circuit of the auxiliary voltage supply system in the Cabinet Module.

Order No.	P <sub>150</sub> power at 400 V / 500 V / 690 V [kW]	Current requirement 230 V	
		50Hz [A]	60 Hz [A]
<b>Supply voltage 380 V – 480 V 3AC (DC link voltage 510 V – 720 V)</b>			
6SL3700-1AE35-0AA3	500	0.4	In preparation
6SL3700-1AE41-0AA3	1000	0.4	
<b>Supply voltage 500 V – 600 V 3AC (DC link voltage 675 V – 900 V)</b>			
6SL3700-1AF35-5AA3	550	0.4	In preparation
6SL3700-1AF41-1AA3	1050	0.4	
<b>Supply voltage 660 V – 690 V 3 AC (DC link voltage 890 V - 1035 V )</b>			
6SL3700-1AH36-3AA3	630	0.4	In preparation
6SL3700-1AH41-2AA3	1200	0.4	

### Auxiliary Power Supply Modules

The Auxiliary Power Supply Modules themselves generate auxiliary voltages from the line voltage for a S120 Cabinet Modules configuration and do not therefore require any auxiliary voltage supply.

### Power requirement of supplementary components

The following components may be installed in the Cabinet Module and are connected down-circuit of the fuse protection to the auxiliary voltage supply system. The power requirement must be added to the basic requirement of the relevant Cabinet Module.

<b>CU320-2 Control Unit</b>	
Voltage	24 V (20.4 V – 28.8 V) DC
Maximum power requirement (at 24 V DC) without taking account of digital outputs and expansions in the option slot	1.0 A
Maximum fuse protection	20 A
Digital inputs:	12 floating digital inputs 8 bidirectional non-floating digital outputs / digital inputs
▪ Voltage	-3 V to +30 V
▪ Low level (an open digital input is interpreted as "low")	-3 V to +5 V
▪ High level	+15 V to +30 V
▪ Power consumption (typ. at 24 V DC)	9 mA
Digital outputs (continued-short-circuit-proof):	8 bi-directional, non-floating digital outputs / digital inputs
▪ Voltage	24 V DC
▪ Maximum load current per digital output	500 mA
<b>Terminal Module 31 (TM31)</b>	
Voltage	24 V DC (20.4 V – 28.8 V)
Maximum power requirement (at 24 V DC) excluding digital outputs and DRIVE-CLiQ supply	0.2 A
Digital outputs (continued-short-circuit-proof):	4 bi-directional, non-floating digital outputs / digital inputs
▪ Voltage	24 V DC
▪ Maximum load current per digital output	100 mA
<b>Sensor Module Cabinet-mounted 10 (SMC10)</b>	
Voltage	24 V DC (20.4 V – 28.8 V)
Maximum power requirement (at 24 V DC) excluding encoder	0.2 A
<b>Sensor Module Cabinet-mounted 20 (SMC20)</b>	
Voltage	24 V DC (20.4 V – 28.8 V)
Maximum power requirement (at 24 V DC) excluding encoder	0.2 A
<b>Sensor Module Cabinet-mounted 30 (SMC30)</b>	
Voltage	24 V DC (20.4 V – 28.8 V)
Maximum power requirement (at 24 V DC) excluding encoder	0.2 A
<b>AOP30 Advanced Operator Panel 30 (AOP30)</b>	
Voltage	24 V DC (20.4 V – 28.8 V)
Maximum power requirement (at 24 V DC):	
- Without backlit display	100 mA
- With maximum backlit display	200 mA

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.2.7 Line reactors

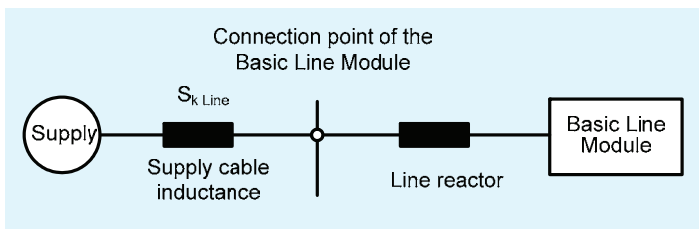
Line reactors are used in conjunction with Basic Line Modules or Smart Line Modules.

A line reactor must be installed whenever

- the rectifiers are connected to a line supply system with high short-circuit power, i.e. with low line supply inductance,
- more than one rectifier is connected to the same point of common coupling (PCC),
- the rectifiers are equipped with line filters for RFI suppression,
- the rectifiers are operating in parallel to achieve a higher output power.

The line reactor smoothes the current drawn by the rectifier, thereby reducing harmonics in the line current and thus the thermal load on the DC link capacitors of the rectifier. The harmonic effects on the supply are also reduced, i.e. both the harmonic currents and harmonic voltages in the power supply system are attenuated.

Line reactors can be dispensed with only if the supply cable inductance is sufficiently high or the relative short-circuit power  $RSC$ <sup>1)</sup> correspondingly low.



The following values apply to Basic Line Modules:

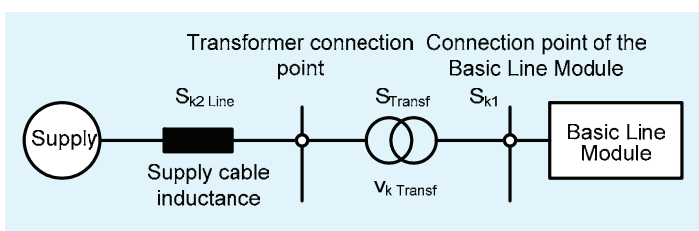
Rated power kW	Line reactor can be omitted for an $RSC$ of	Option Code	Line reactor required for an $RSC$ of
<200	$\leq 43$	L22	$> 43$
200 to 500	$\leq 33$	L22	$> 33$
>500	$\leq 20$	L22	$> 20$

With Smart Line Modules the use of line reactors is generally necessary. Therefore line reactors are included as a standard.

With Basic Line Modules operating in parallel connection on a common Line Connection Module, line reactors must always be used.

As the configuration of the supply system for operating individual Basic Line Modules is often not known in practice, i.e. the short-circuit power at the PCC of the modules is not certainly known, it is advisable to connect a line reactor on the line side in cases of doubt.

A line reactor can only be dispensed with when the  $RSC$  value for relative short-circuit power is less than stated in the above table. For example, this applies if, as illustrated in the diagram below, the Basic Line Module is connected to the supply via a transformer with specially adapted rating and none of the other reasons stated above for using a line reactor is valid.



<sup>1)</sup>  $RSC$  = **R**elative **s**hort-circuit **p**ower:  
Ratio between the short-circuit power  $S_{k\ line}$  at the PCC and the fundamental frequency apparent power  $S_{\text{Converter}}$  of the connected converter.

In this case, the short-circuit power  $S_{k1}$  at the PCC of the Basic Line Module is approximately

$$S_{k1} = \frac{S_{Transf}}{v_k Transf + \frac{S_{Transf}}{S_{k2Line}}}$$

Abbreviation	Meaning
$S_{Transf}$	Rated power of the transformer
$v_k Transf$	Relative short-circuit power of the transformer
$S_{k2 Line}$	Short-circuit power of the higher-level voltage level

Line reactors must always be provided if more than one rectifier is connected to the same point of common coupling. In this instance, the reactors perform two functions, i.e. they smooth the line current and decouple the rectifiers at the line side. This decoupling is essential in ensuring fault-free operation of the rectifier circuit. For this reason, each rectifier must be provided with its own line reactor, i.e. it is not permissible for more than one rectifier to be connected to the same line reactor.

A line reactor must also be installed for any rectifier that is to be equipped with a line filter for RFI suppression. This is because filters of this type cannot be 100% effective without a line reactor.

Another constellation which requires the use of line reactors is the parallel connection of rectifiers where these are connected to a common power supply point. This usually applies to 6-pulse connections. The line reactors provide for balanced current distribution and ensure that no individual rectifier is overloaded by excessive current imbalances.

### 7.2.8 Parallel configuration

SINAMICS S120 Cabinet Modules are designed in such a way that standard devices can be operated in a parallel connection at any time. A maximum possible configuration of up to four identical modules can be operated in a parallel connection for the purpose of increasing their output power.

Since the possibility of imbalances in current distribution cannot be completely precluded in parallel connections of Cabinet Modules, the derating factors for current or power need to be taken into account when parallel connections are configured:

Designation	Derating factor for parallel connection of 2 to 4 modules	Max. permissible number of parallel-connected modules
Active Line Modules	0.95	4
Basic Line Modules	0.925	4
Smart Line Modules	0.925	4
Motor Modules Chassis	0.95	4

Modules in a parallel connection must all have the same voltage and output power rating. Further supplementary conditions to parallel-connected Motor Modules must be taken into account when the system is configured (see section "Motor Modules"). The parallel configuration of Booksize units is not possible.

Power units connected in parallel are controlled by a common Control Unit via DRIVE-CLiQ. The separate ordering of DRIVE-CLiQ cables which establish the inter-connections between the paralleled Cabinet Modules must be considered (please see section "DRIVE-CLiQ wiring").

It is not permissible to operate mixtures of different Line Modules with the exception of a combination of Basic Line Modules BLM and Smart Line Modules SLM (see section "SINAMICS Infeeds and their properties" in chapter "Fundamental Principles and System Description").

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.2.9 Weights of S120 Cabinet Modules

The weights of the SINAMICS S120 Cabinet Modules are an aspect to be taken into account when configuring the drive system. The weights of all the Cabinet Modules to be included in the final drive configuration must be calculated and taken into account when the firmness of the floor at the site of installation is assessed.

The tables below list the cabinet weights of the SINAMICS S120 Cabinet Modules. The specified weights apply to standard Cabinet Modules without additional options. The relevant weight of a Cabinet Module is stated in the accompanying test certificate and on the rating plate. This weight information corresponds to the actual configuration of the unit supplied.

The weights given below must be regarded as the minimum weights of Cabinet Modules:

Line Connection Modules		Weight	Line Connection Modules		Weight
Frame size	I <sub>rated</sub> [A]	[kg]	Frame size	I <sub>rated</sub> [A]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>			<b>Supply voltage 500 V to 690 V 3AC</b>		
FL	250	210	FL	280	220 <sup>1</sup> / 260 <sup>2</sup>
FL	380	230	FL	380	230 <sup>1</sup> / 310 <sup>2</sup>
GL	600	310 <sup>1</sup> / 360 <sup>2</sup>	GL	600	310 <sup>1</sup> / 400 <sup>2</sup>
HL	770	340 <sup>1</sup> / 420 <sup>2</sup>	HL	770	340
JL	1000	450	JL	1000	450 <sup>1</sup> / 560 <sup>2</sup>
JL	1250	470 <sup>1</sup> / 570 <sup>2</sup>	JL	1250	470 <sup>1</sup> / 670 <sup>2</sup>
JL	1600	490 <sup>1</sup> / 650 <sup>2</sup>	JL	1600	490 <sup>1</sup> / 680 <sup>2</sup>
KL	2000	600 <sup>1</sup> / 760 <sup>2</sup>	KL	2000 for par.	600 <sup>1</sup> / 960 <sup>2</sup>
KL	2000 for par.	620 <sup>1</sup> / 820 <sup>2</sup>	KL	2500 for par.	620 <sup>1</sup> / 1000 <sup>2</sup>
KL	2500 for par.	620 <sup>1</sup> / 900 <sup>2</sup>	LL	3200 for par.	720 <sup>1</sup> / 1080 <sup>2</sup>
LL	3200 for par.	720 <sup>1</sup> / 1000 <sup>2</sup>			

Basic Line Modules		Weight	Basic Line Modules		Weight
Frame size	P <sub>rated</sub> at 400 V [kW]	[kg]	Frame size	P <sub>rated</sub> at 690 V [kW]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>			<b>Supply voltage 500 V to 690 V 3AC</b>		
FB	200	166	FB	250	166
FB	250	166	FB	355	166
FB	400	166	FB	500	166
GB	560	320	GB	900	320
GB	560_PR <sup>3</sup>	440	GB	900_PR <sup>3</sup>	440
GB	560_PL <sup>4</sup>	480	GB	900_PL <sup>4</sup>	480
GB	710	320	GB	1100	320
GB	710_PR <sup>3</sup>	440	GB	1100_PR <sup>3</sup>	440
GB	710_PL <sup>4</sup>	480	GB	1100_PL <sup>4</sup>	480
GD	900	320	GD	1500	320
GD	900_PR <sup>3</sup>	440	GD	1500_PR <sup>3</sup>	440
GD	900_PL <sup>4</sup>	480	GD	1500_PL <sup>4</sup>	480

Smart Line Modules		Weight	Smart Line Modules		Weight
Frame size	P <sub>rated</sub> at 400 V [kW]	[kg]	Frame size	P <sub>rated</sub> at 690 V [kW]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>			<b>Supply voltage 500 V to 690 V 3AC</b>		
GX	250	270	GX	450	270
GX	355	270	HX	710	550
HX	500	490	JX	1000	795
JX	630	775	JX	1400	795
JX	800	775			

<sup>1</sup> With option L42 / L44

<sup>2</sup> With option L43

<sup>3</sup> Unit for parallel connection on a Line Connection Module on the right

<sup>4</sup> Unit for parallel connection on a Line Connection Module on the left



## SINAMICS S120 Cabinet Modules

### Engineering Information

Active Line Module + Active Interface Module		Weight
Frame size	P <sub>rated</sub> at 400 V [kW]	[kg]

#### Supply voltage 380 V to 480 V 3AC

FI+FX	132	380
FI+FX	160	380
GI+GX	235	530
GI+GX	300	530
HI+HX	380	930
HI+HX	500	930
JI+JX	630	1360
JI+JX	900	1360

Active Line Module + Active Interface Module		Weight
Frame size	P <sub>rated</sub> at 690 V [kW]	[kg]

#### Supply voltage 500 V to 690 V 3AC

HI+HX	560	930
JI+JX	800	1360
JI+JX	1100	1360
JI+JX	1400	1360

Motor Modules Chassis		Weight
Frame size	P <sub>rated</sub> at 400 V [kW]	[kg]

#### Supply voltage 380 V to 480 V 3AC

FX	110	145
FX	132	145
GX	160	286
GX	200	286
GX	250	286
HX	315	490
HX	400	490
HX	450	490
JX	560	700
JX	710	700
JX	800	700

Motor Modules Chassis		Weight
Frame size	P <sub>rated</sub> at 690 V [kW]	[kg]

#### Supply voltage 500 V to 690 V 3AC

FX	75	145
FX	90	145
FX	110	145
FX	132	145
GX	160	286
GX	200	286
GX	250	286
GX	315	286
HX	400	490
HX	450	490
HX	560	490
JX	710	700
JX	800	700
JX	900	700
JX	1000	700
JX	1200	700

Booksize Cabinet Kits		Weight
Frame size	I <sub>rated</sub> [A]	[kg]

#### Supply voltage 380 V to 480 V 3AC

100mm	3	20.1
200mm	2*3	23.3
100mm	5	20.1
200mm	2*5	23.3
100mm	9	20
200mm	2*9	23.3
100mm	18	20
200mm	2*18	24.8
100mm	30	21.9
200mm	45	27
200mm	60	27
200mm	85	33
300mm	132	41
300mm	200	41

# SINAMICS S120 Cabinet Modules

## Engineering Information

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Booksize Base Cabinets		Weight
Frame size	I <sub>rated</sub> [A]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>		
800mm		170
1200mm		240

Central Braking Modules		Weight
Frame size	P <sub>rated</sub> [kW]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>		
<b>Supply voltage 500 V to 600 V 3AC</b>		
<b>Supply voltage 660 V to 690 V 3AC</b>		
400mm	500-1200	230

Auxiliary Power Supply Modules		Weight
Frame size	I <sub>rated</sub> [A]	[kg]
<b>Supply voltage 380 V to 480 V 3AC</b>		
<b>Supply voltage 500 V to 690 V 3AC</b>		
600mm	125	170
600mm	160	180
600mm	200	210
600mm	250	240

These values do not include the weight of optional components. For more detailed information, please ask your Siemens partner.

Please note the centers of gravity when lifting or installing the cabinets. A sticker showing the precise specifications regarding the center of gravity is attached to all cabinets / transport units. Each cabinet or transport unit is weighed prior to delivery. The weight specified on the test certificate enclosed with the delivery might deviate slightly from the standard weights specified above.

Suitable hoisting gear operated by trained personnel is also required due to the high weight of the cabinets.

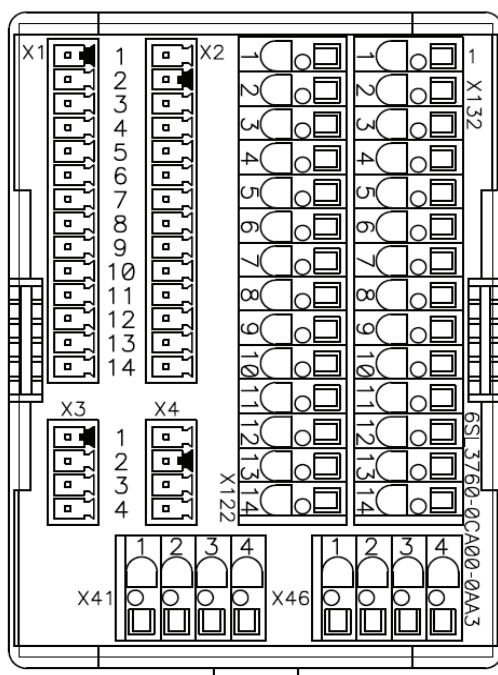
### 7.3 Information about equipment handling

#### 7.3.1 Optional customer terminal block -X55 (option G55)

##### Overview

The customer terminal block -X55 is the signal interface of the Cabinet Module to the higher level control and collects a range of internal cabinet signals on a central terminal block module mounted near the bottom of the Cabinet Module.

The customer terminal block -X55 can be used in Cabinet Modules of type Motor Module in Chassis format and, in conjunction with a CU320-2 Control Unit, in Cabinet Modules of type Basic Line Module, Smart Line Module, Active Line Module and Booksize Cabinet Kits as option G55.



##### Design

Terminals -X122, -X132, -X41 and -X46 are provided for connection of customer signal cables. The connectable cable cross-section is 1.5 mm<sup>2</sup> for both solid and stranded cables.

Terminals -X1 to -X4 are assigned internally in the cabinet depending on the cabinet variant (with / without option K90).

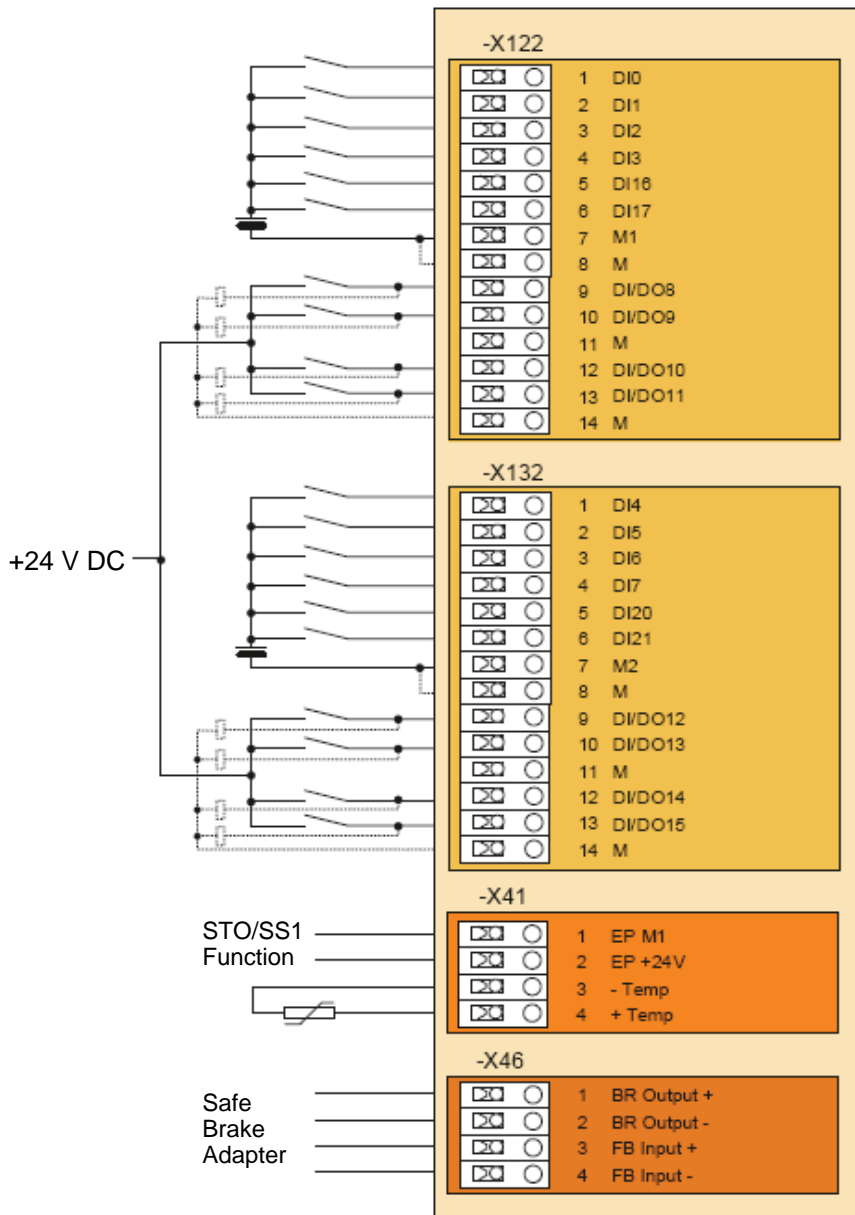
The customer terminal block -X55 includes:	Motor Modules in Chassis format		Line Modules / Booksize Cabinet Kits	
	With CU320-2 DP (option K90)	Without CU320-2 DP	With CU320-2 DP (option K90)	Without CU320-2 DP
12 digital inputs DI (-X122, -X132)	X	-	X	-
8 bidirectional inputs / outputs DI / DO (-X122, -X132)	X	-	X	-
Safety functions "Safe Torque Off / Safe Stop 1" (-X41)	X	X	_1)	_1)
KTY84, PTC, PT100 temperature sensor (-X41)	X	X	_1)	_1)
"Safe Brake Adapter" (-X46)	X	X	-	-

<sup>1)</sup> Connection is provided on the separate customer terminal block -X55.1 or -X55.2 on Booksize Cabinet Kits

# SINAMICS S120 Cabinet Modules

## Engineering Information

Customer terminal block -X55



- Interface to the power unit in Chassis format
- Interface to the CU320-2 Control Unit

### Connector pin assignments of optional customer terminal block -X55 on SINAMICS S120 Cabinet Modules (option G55)

The digital inputs and digital inputs / outputs of the CU320-2 Control Unit are available at terminals -X122 and -X132 on Cabinet Modules equipped with option K90 which provides them with a CU320-2 DP Control Unit.

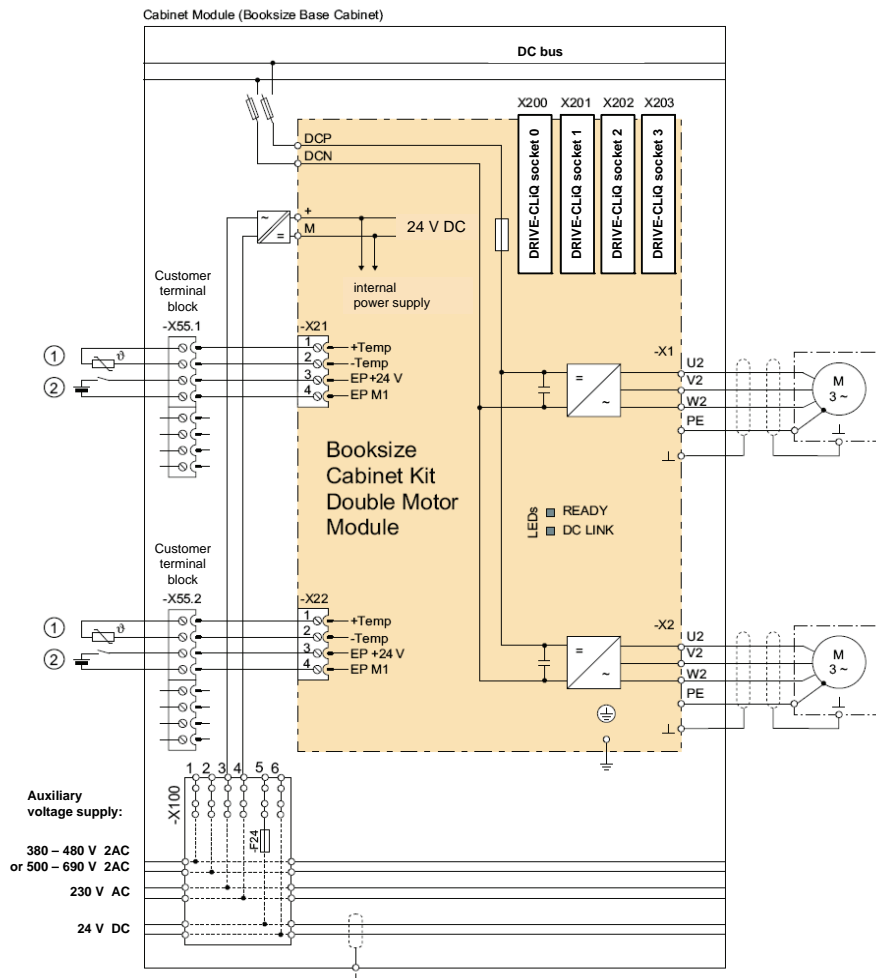
The terminals for the STO / SS1 safety function (X41:1/2) are connected as standard. When option K82 is installed, they are connected to the relay combination of this option. When option K82 is not installed, voltage supply links are connected to prevent triggering of a pulse disable when option K82 is missing.

Terminals -X46 are assigned to the Safe Brake Control (SBC) function.

### 7.3.2 Customer terminal block -X55.1 and -X55.2

#### Overview

Booksize Cabinet Kits do not feature terminal block -X55, but are equipped as standard with terminal block -X55.1 and, in the case of Double Motor Modules, with terminal block -X55.2 as well. The signals of the power unit are connected to these terminal blocks, which are located in the terminal area of the Booksize Base Cabinet near the bottom of the Cabinet Module.



#### Customer terminal blocks -X55.1 and -X55.2 on Double Motor Modules of Booksize Cabinet Kits

The terminal blocks provide not only a 24 V DC connection point, but also connections for temperature evaluation and for the safety functions of the power unit. A cable cross-section of between 0.2 and 2.5 mm<sup>2</sup> can be connected to the terminal blocks. The safety functions (-X55:3/4) are (depending on the order) either wired to option K82 or connected to the voltage supply terminals.

The 24 V DC voltage at terminals X55.1:5-8 or X55.2:5-8 is supplied by the SITOP power supply unit which is a standard feature of Booksize Base Cabinets. A DC voltage buffered by the DC link of the power units is not available on Booksize units. The permissible current load on X55.1:5/6 or X55.2:5/6 is 250 mA for each Booksize Cabinet Kit. Fuse protection for all Cabinet Kits in a Base Cabinet is provided by a common fuse with 4 A rating. Some of the terminals might already be assigned if option L37 (DC interface incl. precharging circuit) and / or option K82 (Terminal module for controlling the "Safe Torque Off" and "Safe Stop1" safety functions) are ordered. In this case, however, one terminal will still be available for customer assignment. The maximum permissible current-carrying capacity of the terminal must be noted and cable installation must be planned carefully to ensure short-circuit protection.

In combination with a CU320-2 DP Control Unit (option K90), the optional terminal block -X55 (option G55) can be used in addition to terminal block -X55.1 and -X55.2. This solution provides access to the digital inputs / outputs of the connected CU320-2 Control Unit near the bottom of the Cabinet Module.

# SINAMICS S120 Cabinet Modules

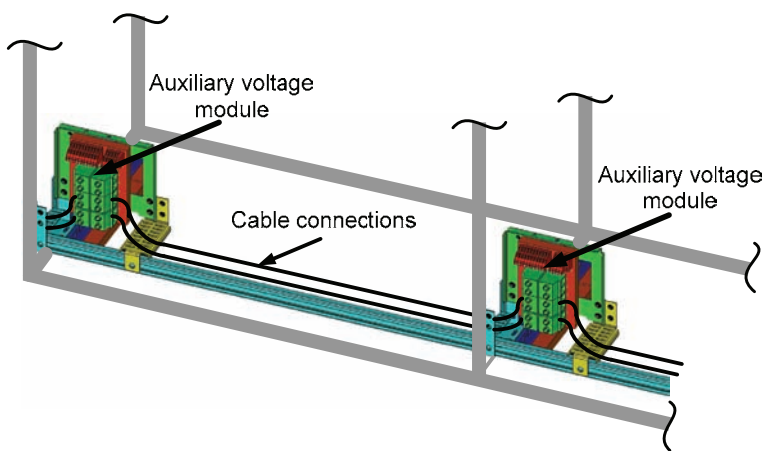
## Engineering Information

### 7.3.3 Auxiliary voltage supply system

To simplify the auxiliary voltage supply to S120 Cabinet Modules, the individual modules are equipped with a special, standardized auxiliary voltage supply system for auxiliary voltage distribution.

This comprises an auxiliary voltage module and the required connecting cables. It is supplied in a fully assembled state. The required connections from the auxiliary voltage module into the relevant Cabinet Module are wired at the factory. The cable connections between the auxiliary voltage modules of individual Cabinet Modules are also prewired in transport units supplied from the factory. The only remaining task to be performed on site is to make the cable connection to the adjacent Cabinet Module or adjacent transport units. This can be done simply by connecting the supplied cables to the next auxiliary voltage module.

The diagram below shows the mechanical design of the auxiliary voltage supply system.

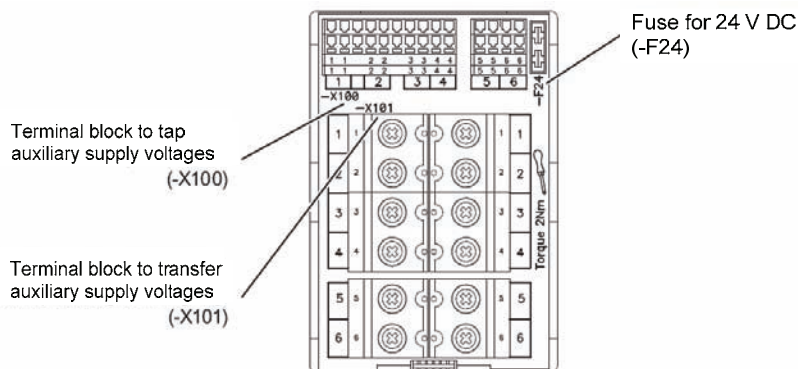


#### Auxiliary voltage supply system on SINAMICS S120 Cabinet Modules

Voltages provided by the auxiliary voltage supply system must be fed into the system from an external auxiliary voltage supply source. In large-scale configurations with high auxiliary power requirements, an Auxiliary Power Supply Module is ideal for this purpose. On smaller configurations, it is better to feed the the auxiliary voltage supply system by the Line Connection Module. In this case, the feeding auxiliary voltage supply source must be ordered separately as an option of the Line Connection Module (option K76 for LCM).

The maximum load rating of the auxiliary voltage supply system is 80 A according to IEC (80 A according to UL). If the total power requirement of the cabinet configuration exceeds the maximum load rating, the auxiliary voltage supply system must be split into segments. In this case, each segment has to be fed separately.

The auxiliary voltage module consists of two terminal blocks (-X100, -X101) and a fuse for 24 V DC. Its purpose is to tap the required auxiliary voltages at terminal block -X100 and to loop them through or transfer them to the next auxiliary voltage module in the adjacent Cabinet Module via terminal block -X101.



#### Auxiliary voltage module with terminal blocks -X100, -X101 and fuse for 24 V DC

## SINAMICS S120 Cabinet Modules

### Engineering Information

The connections between the auxiliary voltage modules comprise two cables, i.e. one 4-wire cable for the line voltage  $V_{Line}$  2 AC and the voltage 230 V 2 AC, and a shielded, 2-wire cable for 24 V DC.

The standard assignments of voltages to the connecting cables are given in the table below.

Cable	Designation	Assigned voltage
4-wire	L1	Line voltage: <ul style="list-style-type: none"><li>• 380 V to 480 V AC or</li><li>• 500 V to 690 V AC</li></ul>
	L2	
	L1 N	230 V AC
2-wire	P24 M	24 V DC for electronics supply

#### Assignments of voltages to connecting cables

The auxiliary voltage supply system is used in the following S120 Cabinet Modules:

- Smart Line Modules
- Active Line Modules
- Booksize Base Cabinets
- Motor Modules in Chassis format
- Central Braking Modules
- Auxiliary Power Supply Modules

Cabinet Modules which are not equipped with an auxiliary voltage supply system are supplied with cables for making the connection to the auxiliary voltage module in adjacent Cabinet Modules.

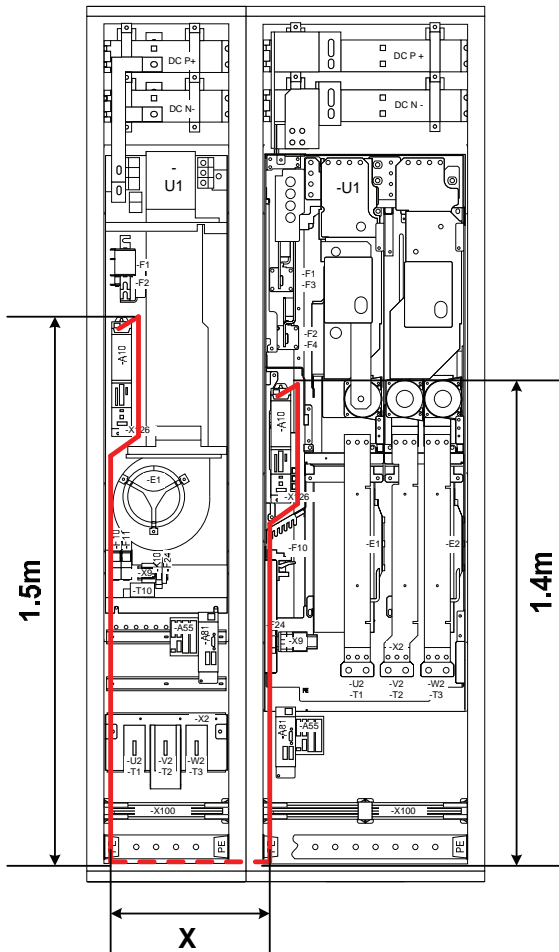
# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.3.4 DRIVE-CLiQ wiring

Cabinet Modules are shipped with all DRIVE-CLiQ connections ready wired within the cabinet. This applies regardless of any options ordered. DRIVE-CLiQ connections between cabinets cannot be ready wired on shipped units, as the customer's final implementation requirements cannot be determined from the order and the very wide range of connection / topology options would make ready wiring impossible. This also applies to connections which extend beyond a Booksize Cabinet Kit. These cable connections must be ordered separately.

The following cable routes are recommended:



Cables inside the power unit must be installed in accordance with the instructions for signal cables in the EMC installation guideline. A route designed to achieve minimum cross-interference and thus fault-free operation is defined within the units. Moreover, when cables are routed correctly, they will not obstruct the replacement of components should this be necessary. Proper cable routing also ensures that cables can be securely mounted.

Cables inside the power unit are routed in the direction of the bottom cabinet cross-beam, from where they can be taken to the next cabinet. Cable installation along cross-beams is generally recommended to comply with the EMC installation guideline.

For planning purposes, the distance between the terminals on the Control Unit or power unit down to the bottom cross-beam is 1.5 m for frame sizes FX and GX and 1.4 m for frame sizes HX and JX.

The relevant cabinet width (indicated with x in the diagram) can be used to plan the connection distance between cabinets.

One exception is the Basic Line Module in the version for parallel connection on a Line Connection Module. The cable length calculation must be based on  $200\text{ mm} + x$  when cables are routed from the left-hand side. The following can be assumed for routing to the right:  $x = \text{cabinet width} - 200\text{ mm}$ .

For information about Booksize Base Cabinets, please refer to section "Booksize Base Cabinet/ Booksize Cabinet Kits".

#### Cabling routes for DRIVE-CLiQ connections on Chassis in frame sizes FX/GX and HX/JX

The appropriate DRIVE-CLiQ cables can be supplied pre-assembled in defined standard lengths up to 5 m, in meter lengths up to 70 m or reeled cable with separately available connectors. For ordering information, please refer to the catalog. Original Siemens DRIVE-CLiQ cables must always be used. These are designed with special qualities and are thus the only cable type which can guarantee fault-free system operation.

#### Example of a cable length calculation:

The Cabinet Modules illustrated in the diagram above are operated on one Control Unit. This is mounted in the left-hand Motor Module. (The diagram above also shows a CU320-2 in the right-hand Motor Module, but this is included for sake of completeness only and will not be used in this example calculation. It is not possible to connect two Control Units via DRIVE-CLiQ. Bus systems such as PROFIBUS or PROFINET must be used instead).

All the connections in the left-hand cabinet are pre-assembled at the factory. All the DRIVE-CLiQ connections, including the connection to the encoder module, in the right-hand cabinet have also been made at the factory. The



only remaining connection to be made on site is the link between the right-hand power unit (CIM module) and the left-hand Cabinet Module. In this case, a connection can either be made to the Control Unit or to the power unit (CIM module), according to the rules for DRIVE-CLiQ wiring (refer to section "DRIVE-CLiQ" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120").

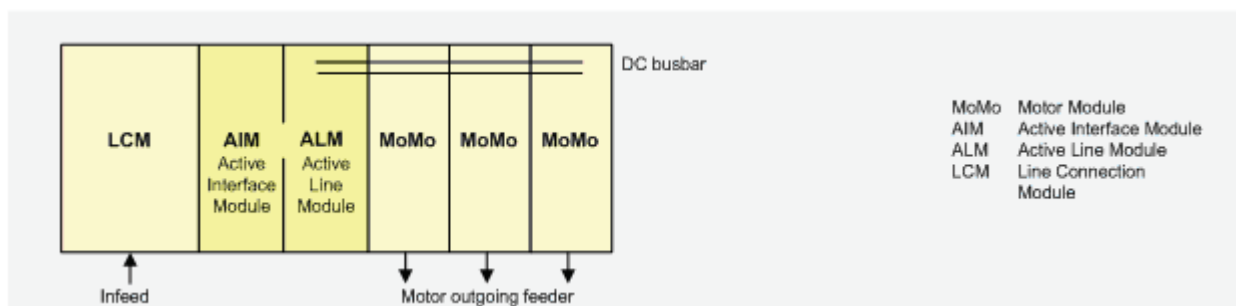
The additional cabling required is calculated as follows: 1.5 m + 0.4 m cabinet width + 1.4 m = 3.3 m. A pre-assembled, 4 m long cable is recommended for this purpose: 6FX2002-1DC00-1AE0

Inter-cabinet DRIVE-CLiQ connecting cables can also be fitted in the factory on request. The order-specific Integration Engineering (order number 6SL3780-0Ax00-0AA0) can, for example, be used for this purpose. For further details, please ask your Siemens contact.

### 7.3.5 Erection of cabinets

The standard erection sequence for Cabinet Modules is generally from the left to the right, starting with the Line Connection Modules, followed by the Line Modules and ending with the Motor Modules, as shown in the diagram below.

To make allowance for the DC link busbar design, the Motor Modules should be arranged in decreasing order of output power rating, i.e. with the highest output power at the Infeed and the lowest on the right.

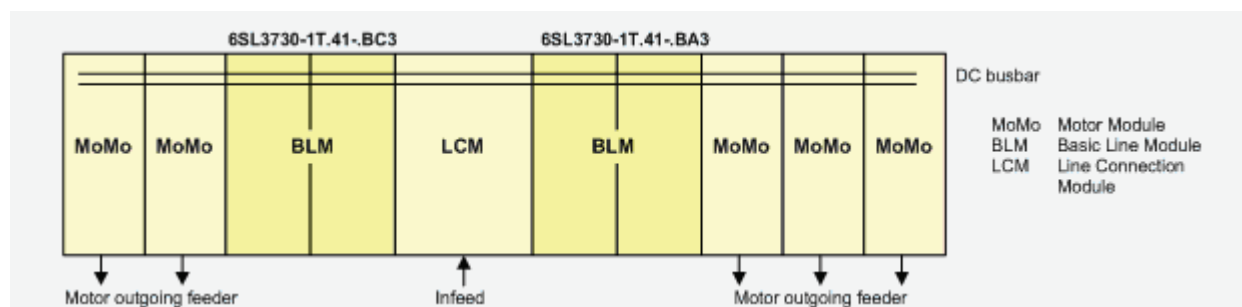


In configurations with parallel-connected Infeeds for increased output power, the cabinets should be arranged where possible in a symmetrical mirror image for the purpose of achieving symmetrical current distribution and the greatest possible simultaneity of tripping by the line-side protective devices (circuit breakers or fuses) in the event of a short circuit. In arrangements of this type, the Line Connection Module and the two Line Modules are positioned in the middle of the drive configuration. The Motor Modules are then arranged on the right and the left of the Infeeds, as shown in the following diagrams of example arrangements.

Side panels (option M26 / side panel on the right or option M27 / side panel on the left) must be fitted at the beginning and at the end of the complete drive configuration to comply with the degree of protection.

### 7.3.6 Examples of Cabinet Modules arrangements

#### Supply of two Basic Line Modules via a common Line Connection Module (6-pulse Infeed)



When Basic Line Modules are connected in parallel, a current derating factor of 7.5 % must be applied due to the possibility of current imbalances.

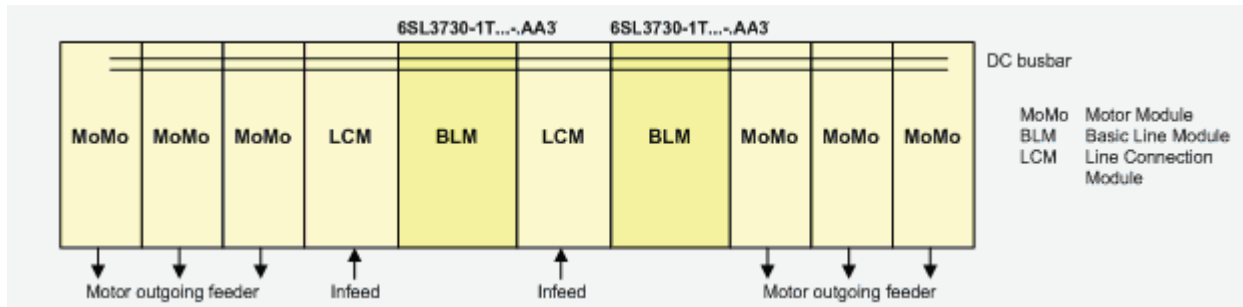
When Basic Line Modules are supplied by a single Line Connection Module LCM, the BLMs must be arranged in a mirror image with version 6SL3730-1T\_41-\_BA3 mounted on the right of the LCM and version 6SL3730-1T\_41-\_BC3 on the left of the LCM.

These BLM versions have integrated line-side fuses which are required because the circuit breaker in the LCM is not capable of providing selective protection for the Basic Line Modules. They are therefore 200 mm wider in each case than the standard version 6SL3730-1T\_ \_ \_-\_AA3 without fuses.

# SINAMICS S120 Cabinet Modules

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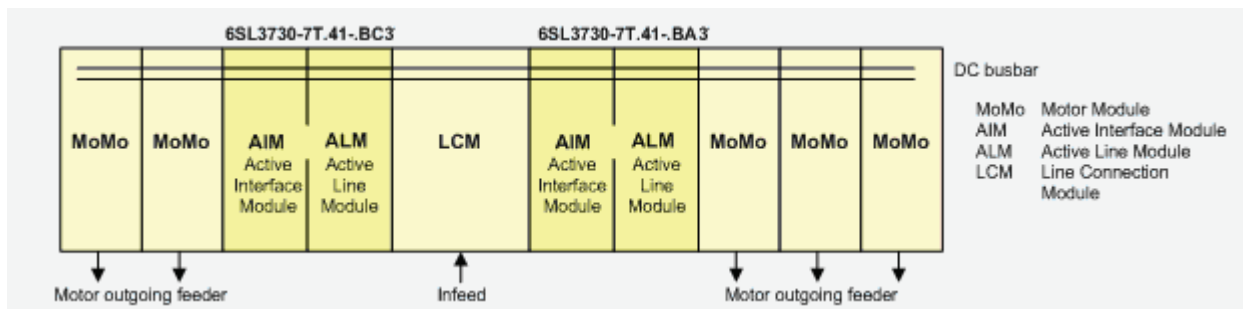
### Supply of two Basic Line Modules via two separate Line Connection Modules (12-pulse Infeed)



In order to implement a 12-pulse Infeed which reduces harmonic effects on the supply system, a three-winding transformer (double-tier design if possible) must be selected. The two secondary windings are mutually phase-shifted by 30 el (Dy5d0 or Dy11d0 are suitable vector groups).

In this arrangement, each Basic Line Module is supplied by a separate Line Connection Module. Each Basic Line Module is protected by the fuses or circuit breakers (with I>800 A) in the relevant LCM, i.e. no BLMs with additional line fuses are required (version 6SL3730-1T\_\_-AA3 in each case).

### Supply of two Active Infeeds via a common Line Connection Module



In order to obtain a higher Infeed capacity, Active Infeeds can also be connected in parallel. A current derating factor of 5 % must be applied due to the possibility of current imbalances resulting from the parallel connection.

A symmetrical, compact arrangement of the Active Infeeds can be achieved with a single Line Connection Module. The combinations of Active Line Module and Active Interface Module are installed on the left and on the right of the Line Connection Module. The standard version is used for the combination on the right of the Line Connection Module. A mirror-image version is available for the combination on the left.

As regards the cabinet sequence, the Motor Modules with the highest output ratings should be placed next to the Active Infeed and the others arranged in descending order of output rating. This arrangement is not absolutely essential, but allows better dimensioning of the DC busbars and thus helps to cut costs. For further information, please refer to section "SINAMICS inverters or Motor Modules" in chapter "Fundamental Principles and System Description".

### 7.3.7 Door opening angle

The doors on Cabinet Modules have the same width as the cabinets themselves. Cabinets up to a width of 600 mm have a single door which is hinged on the right-hand side. Wider cabinets have double doors.

The following information is important, for example, in the planning of emergency exit routes:

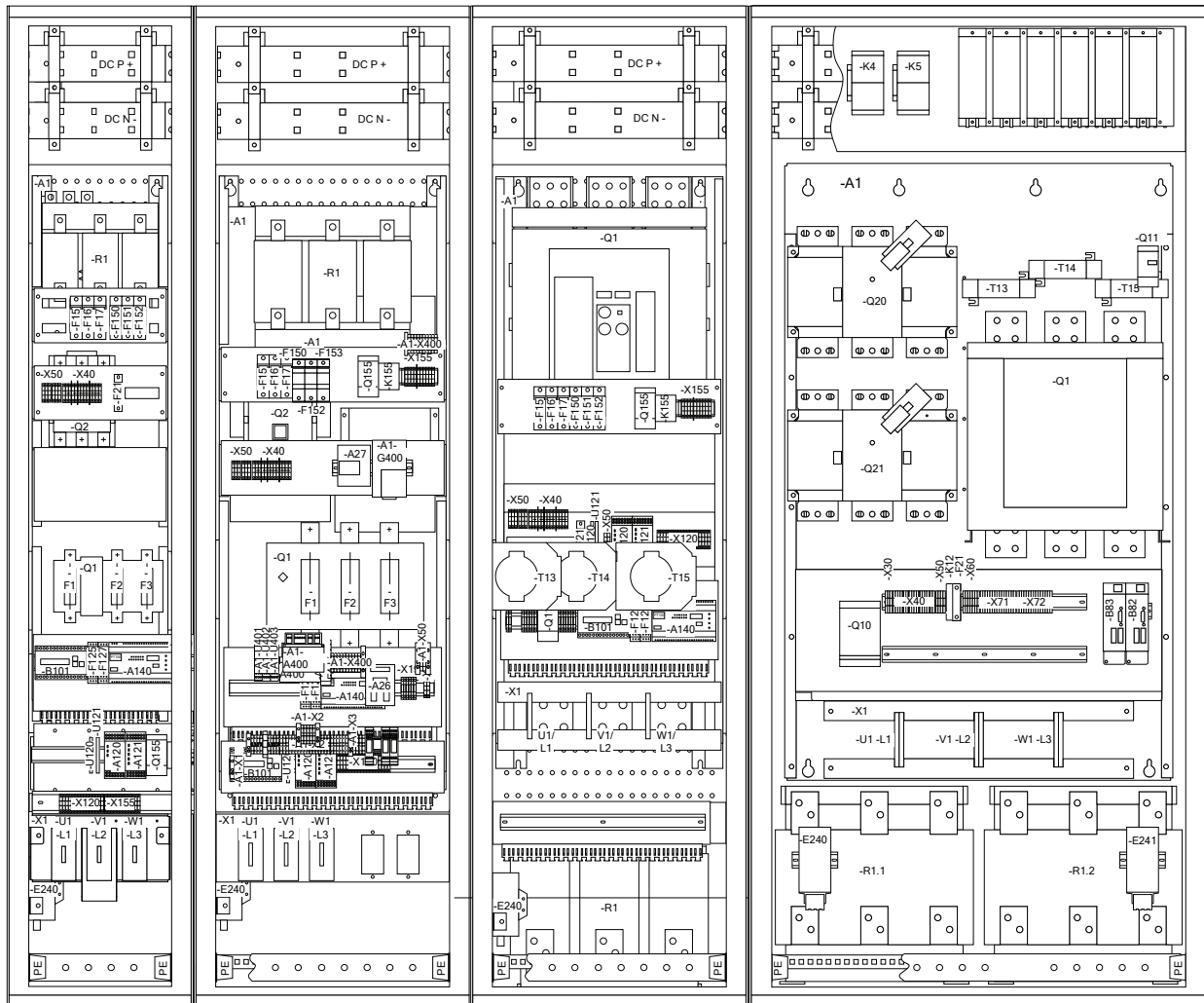
- Maximum door width: 600 mm
- Maximum door opening angle:
  - with degree of protection IP20 / IP21 without options in the cabinet door 135 °
  - with degree of protection IP23 / IP43 / IP54 110 °
  - with option L37 (DC interface incl. precharging circuit) 110 °

## 7.4 Line Connection Modules

### 7.4.1 Design

Line Connection Modules provide the line-side components as main circuit breaker and fuse-switch disconnect or circuit breaker and provide the connection between the plants power supply and the Line Modules.

Various frame sizes are available depending on the input power rating.



Example configuration of Line Connection Modules in frame sizes FL, GL/HL, JL, KL/LL

Different frame sizes have been developed to meet the requirements of different applications which vary in terms of their power demand and optional components.

Fuse switch disconnectors are used as main switch on frame sizes FL, GL and HL. Circuit breakers of type 3WL are installed on larger Line Connection Modules in frame sizes JL, KL and LL. The supply is brought in from below on all units. A supply can also be brought in from the top, but this solution requires an additional cabinet.

Line Connection Modules are designed such that they do not need a cabinet fan for operation at standard ambient conditions. Partitions and air-flow guides inside the cabinets obviate the need for fan cooling.

When combined with a Basic Line Module in combination with degree of protection IP23, IP43 or IP54, frame sizes JL, KL and LL are equipped with a fan to provide extra internal cooling. On these models, the fan is mounted in the hood, protected by fuses and connected separately to a terminal block in the terminal area.

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.4.2 Planning recommendations, special features

Line Modules should be connected as standard on the right of a Line Connection Module. Line Modules can also be erected to the left of the LCM with frame size KL and LL. However, this rule applies only to Line Modules. Other types of Cabinet Modules can be connected at any side of a Line Connection Module. It must be noted that option M26 (side panel mounted on the right) cannot be used on an LCM.

Options L42 (LCM for Active Infeed), L43 (LCM for Basic Line Module) and L44 (LCM for Smart Line Module) must also be taken into account. These serve to assign the LCM to the adjacent Line Modules. They include precharging circuits and cable connections to the relevant Infeed or Line Module. For this reason, it is advisable to place the LCM and Line Modules within the same transport unit. In this case, the necessary cable connections will be made in the factory.

If a grounding switch is also needed, the space it requires means that an LCM in frame size KL or LL must be used.

### 7.4.3 Assignment to the rectifiers / Line Modules

To simplify the configuring process, the correct Line Connection Modules are already assigned to the rectifiers (Line Modules). The table below shows the possible combinations.

Line Connection Modules		Basic Line Modules		Smart Line Modules		Active Line Modules	
Current [AC] <sup>1)</sup> A	Order No.	Current. [AC] A	Order No.	Current. [AC] A	Order No.	Current. [AC] A	Order No.
<b>Supply voltage 380 V - 480 V 3AC</b>							
250	6SL3700-0LE32-5AA3					210	6SL3730-7TE32-1BA3
380	6SL3700-0LE34-0AA3					260	6SL3730-7TE32-6BA3
600	6SL3700-0LE36-3AA3	365 460	6SL3730-1TE34-2AA3 6SL3730-1TE35-3AA3	463	6SL3730-6TE35-5AA3	380 490	6SL3730-7TE33-8BA3 6SL3730-7TE35-0BA3
770	6SL3700-0LE38-0AA3	710	6SL3730-1TE38-2AA3	614	6SL3730-6TE37-3AA3	605	6SL3730-7TE36-1BA3
1000	6SL3700-0LE41-0AA3			883	6SL3730-6TE41-1AA3	840	6SL3730-7TE38-4BA3
1250	6SL3700-0LE41-3AA3	1010	6SL3730-1TE41-2AA3	1093	6SL3730-6TE41-3AA3	985	6SL3730-7TE41-0BA3
1600	6SL3700-0LE41-6AA3	1265	6SL3730-1TE41-5AA3	1430	6SL3730-6TE41-7AA3	1405	6SL3730-7TE41-4BA3
2000	6SL3700-0LE42-0AA3	1630	6SL3730-1TE41-8AA3				
2000	6SL3700-0LE42-0BA3	2 x 935	6SL3730-1TE41-2BA3 6SL3730-1TE41-2BC3	2 x 817	6SL3730-6TE41-1BA3 6SL3730-6TE41-1BC3	2 x 936	6SL3730-7TE41-0BA3 6SL3730-7TE41-0BC3
2500	6SL3700-0LE42-5BA3	2 x 1170	6SL3730-1TE41-5BA3 6SL3730-1TE41-5BC3	2 x 1011	6SL3730-6TE41-3BA3 6SL3730-6TE41-3BC3		
3200	6SL3700-0LE43-2BA3	2 x 1508	6SL3730-1TE41-8BA3 6SL3730-1TE41-8BC3	2 x 1323	6SL3730-6TE41-7BA3 6SL3730-6TE41-7BC3	2 x 1335	6SL3730-7TE41-4BA3 6SL3730-7TE41-4BC3
<b>Supply voltage 500 V - 690 V 3AC</b>							
280	6SL3700-0LG32-8AA3	260	6SL3730-1TG33-0AA3				
380	6SL3700-0LG34-0AA3	375	6SL3730-1TG34-3AA3				
600	6SL3700-0LG36-3AA3	575	6SL3730-1TG36-8AA3	463	6SL3730-6TG35-5AA3	575	6SL3730-7TG35-8BA3
770	6SL3700-0LG38-0AA3			757	6SL3730-6TG38-8AA3	735	6SL3730-7TG37-4BA3
1000	6SL3700-0LG41-0AA3	925	6SL3730-1TG41-1AA3				
1250	6SL3700-0LG41-3AA3	1180	6SL3730-1TG41-4AA3	1009	6SL3730-6TG41-2AA3	1025	6SL3730-7TG41-0BA3
1600	6SL3700-0LG41-6AA3	1580	6SL3730-1TG41-8AA3	1430	6SL3730-6TG41-7AA3	1270	6SL3730-7TG41-3BA3
2000	6SL3700-0LG42-0BA3	2 x 855	6SL3730-1TG41-1BA3 6SL3730-1TG41-1BC3	2 x 700	6SL3730-6TG38-8BA3 6SL3730-6TG38-8BC3	2 x 698	6SL3730-7TG37-4BA3 6SL3730-7TG37-4BC3
				2 x 934	6SL3730-6TG41-2BA3 6SL3730-6TG41-2BC3	2 x 974	6SL3730-7TG41-0BA3 6SL3730-7TG41-0BC3
2500	6SL3700-0LG42-5BA3	2 x 1092	6SL3730-1TG41-4BA3 6SL3730-1TG41-4BC3			2 x 1206	6SL3730-7TG41-3BA3 6SL3730-7TG41-3BC3
3200	6SL3700-0LG43-2BA3	2 x 1462	6SL3730-1TG41-8BA3 6SL3730-1TG41-8BC3	2 x 1323	6SL3730-6TG41-7BA3 6SL3730-6TG41-7BC3		

Parallel connection of two Line Modules with identical output rating.

The required derating factors listed below are already included in the current values given above:

- 7,5 % for Basic Line Modules
- 7,5 % for Smart Line Modules
- 5 % for Active Line Modules

<sup>1)</sup> The listed current values are based on an ambient temperature (inlet air temperature) of 40 °C



# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.4.5 DC busbar

The DC busbar for Cabinet Modules is available as an option (M80 - M87) which must be ordered separately. In contrast to other Cabinet Modules, however, this is not a "required" essential option for the Line Connection Modules. For example, if the Line Connection Module is positioned at the end of a cabinet line and not required to transfer any DC link energy, then the DC busbar can be dispensed with.

### 7.4.6 Circuit breakers

Line Connection Modules for current ratings up to 800 A are equipped as standard with a manually operated fuse-switch disconnecter. SIEMENS circuit breakers from the SENTRON WL product range are installed for higher input currents.

The circuit breaker is controlled and supplied internally. It is not necessary to install additional cabinet wiring or provide separate control cables.

The Line Connection Module is designed in such a way that the front panel of the circuit breaker projects through a cutout section in the door, i.e. all control elements and displays for the breaker remain accessible when the cabinet door is closed.

#### Equipment of the circuit breaker

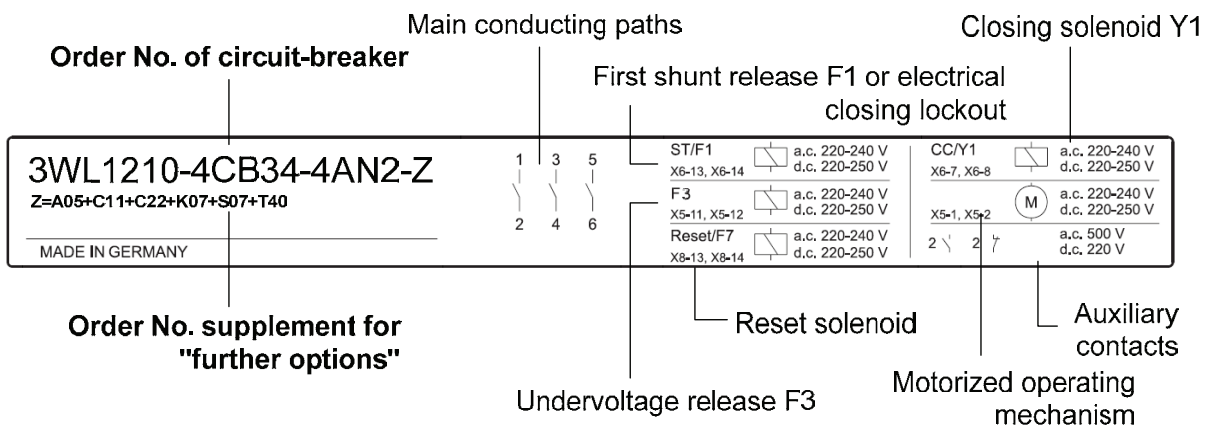
The type of circuit breaker used has been selected to meet the requirements of multi-motor configurations. The modular structure of the Sentron WL also allows the breaker to be tailored to meet specific plant requirements.

Components such as the auxiliary contacts, communication modules, overcurrent release characteristics, current sensors, auxiliary power signaling switch, automatic reset mechanism, interlocks and moving mechanism can be replaced or retrofitted at a later date so that the breaker can be adapted to meet new or different requirements. The main contacts can be replaced to increase the lifetime of the breaker.

The standard features of SENTRON WL circuit breakers are as follows:

- Mechanical CLOSE and mechanical OPEN buttons
- Manual operating mechanism with mechanical demand
- Position indicator 0/1
- Ready to close indicator [ ]/OK
- Storage status indicator
- Auxiliary power switch 2NO + 2NC
- Contact erosion indicator for main contacts
- Mechanical "tripped" indicator for overcurrent trip system
- Mechanical closing lockout after tripping
- Breaker front panel cannot be removed when the breaker is closed

The equipment features and other special characteristics are shown on the equipment plate.



Equipment plate of a circuit breaker

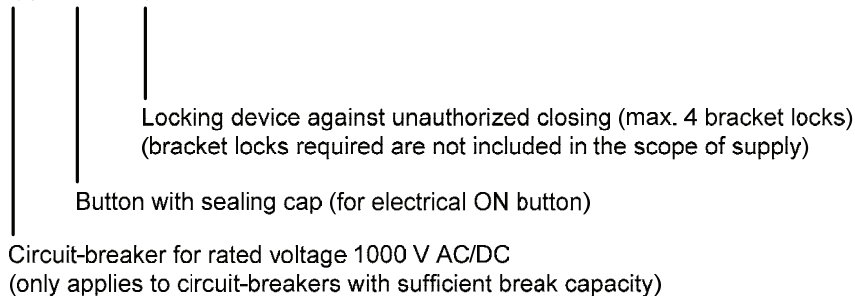
The breaking capacity / short-circuit breaking capacity of the circuit breakers is 100 kA up to 500 V or 85k A up to 690 V in accordance with switching class H.

The circuit breakers for S120 Cabinet Modules are also equipped with a motorized operating mechanism which allows automatic reclosing or breaker closing from a control station. It can be controlled by means of a 208-240 V AC 50/60 Hz or 220-250 V DC signal.

To facilitate operation of the Line Connection Modules, the circuit breaker is equipped with additional standard features. This can be identified by the supplementary codes appended to the breaker's order number.

The following additional equipment features are supplied:

**Z= A05+ C11+ S07**



### Standard options of supplied circuit breakers

In addition to these optional supplementary features, the circuit breakers offer functions which are not available with standard breakers and which make them ideal for application in multi-axis systems. They are equipped with RFI suppression for operation on converters. Various signaling switches also support communication with the selected Line Module and therefore optimize the breakers for integration in the plant periphery. The breakers are also fitted with a special door sealing frame to render the units suitable for application in Line Connection Modules in compliance with the selected protection class.

### Definition of terms

**Motorized operating mechanism:** For automatic loading of the integrated storage spring. It is activated if the storage spring has been unloaded and control voltage is present. Switches off automatically when the spring is loaded. Manual actuation of the storage spring is independent of the motor operating mechanism. This allows remote closing operations in combination with the closing solenoid.

**"Tripped" indicator:** If the circuit breaker has tripped as a result of overload, short circuit or ground fault, this condition can be signaled by the "Tripped" indicator.

**"Ready to close" indicator:** SENTRON WL circuit breakers are equipped as standard with an optical "Ready to close" indicator. The circuit breakers used also allow the "ready to close" condition to be annunciated by a signaling switch.

**Sealing cap over button "Electrical ON":** The "Electrical ON button" is fitted as standard with a sealing cap.

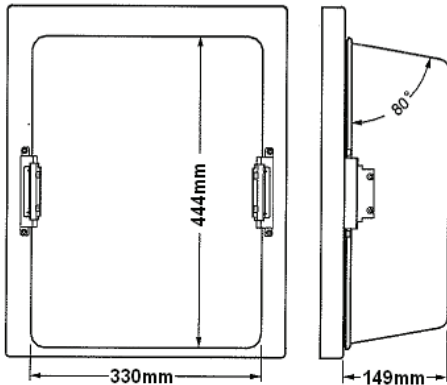
**Locking bracket for "OFF":** The locking bracket for "OFF" can be covered with up to 4 bracket locks Ø 6 mm. The circuit breaker cannot then be closed mechanically and the disconnecter condition in the OFF position is fulfilled.

For Cabinet Modules with degree of protection IP54, shrouding covers are installed as standard in front of the circuit breaker to meet the stringent requirements of this degree of protection.

# SINAMICS S120 Cabinet Modules

## Engineering Information

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Shrouding cover for a circuit breaker

### Protective functions

The standard circuit breakers feature protective functions in compliance with equipment class ETU 25B.

The integrated electronic overcurrent release provides the following functionality:

- Overload protection (L release)
- Short-time delayed short-circuit protection (S release)
- Instantaneous short-circuit protection (I release)

The basic protective functions of the overcurrent release operate reliably without an additional auxiliary voltage. The required energy is provided by energy converters in the breaker. The overcurrent release electronics bases its current evaluation on an RMS calculation.

The individual functions are parameterized by a rotary coding switch.

#### Overload protection – L release

The setting value  $I_R$  defines the maximum continuous current at which the breaker can operate without tripping. The time-lag class  $t_R$  defines the maximum period of overload before the breaker trips.

**Setting values for  $I_R$**  = (0.4 / 0.45 / 0.5 / 0.55 / 0.6 / 0.65 / 0.7 / 0.8 / 0.9 / 1.0)  $\times I_{rated}$

**Setting values for  $t_R$**  = 10 s (with 6  $\times I_R$ )

#### Short-time delayed short-circuit protection – S release

The overcurrent release provided allows tripping as a result of short-circuit current  $I_{sd}$  to be delayed by the period  $t_{sd}$ . This means that short-circuit protection can be applied selectively in switchgears with several time-grading levels.

**Setting values for  $I_{sd}$**  = (1.25 / 1.5 / 2 / 2.5 / 3 / 4 / 6 / 8 / 10 / 12)  $\times I_{rated}$

**Setting values for  $t_{sd}$**  = 0 / 0.02 ms / 0.1 / 0.2 / 0.3 / 0.4 s

Instantaneous short-circuit protection with an adjustable response value lower than the preset response value  $I_i$  can be implemented with the setting value  $t_{sd} = 0$  s.

#### Instantaneous short-circuit protection – I release

The circuit breaker trips instantaneously when the current exceeds the setting value for  $I_i$ .

**Setting values for  $I_i$**   $\geq 20 \times I_{rated}$  (pre-set), max. = 50 kA

### 7.4.7 Short-circuit strength

The Line Connection Modules are mechanically designed to withstand the tolerance limits of the circuit breaker. Higher short-circuit strengths are available on request.

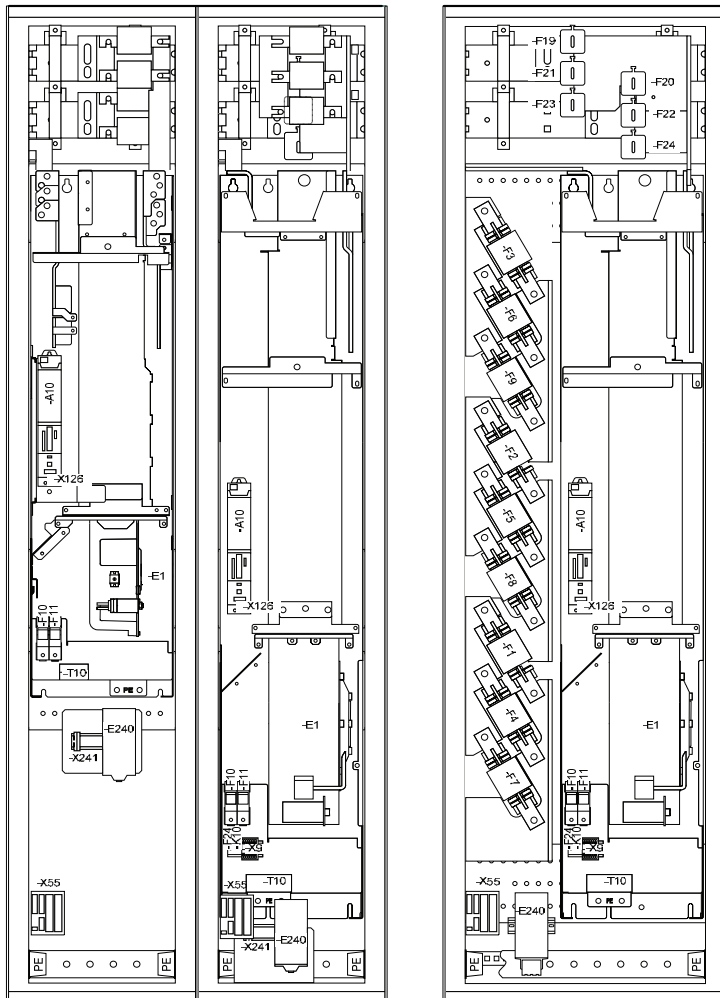


## 7.5 Basic Line Modules

### 7.5.1 Design

Basic Line Modules are available for S120 Cabinet Modules in the output power range of 200 to 900 kW at 400 V and 250 to 1500 kW at 690 V. The largest variant in each case (900 kW at 400 V and 1500 kW at 690 V) differs from the Chassis unit spectrum. These units can be supplied only as S120 Cabinet Modules.

Basic Line Modules can be used in combination with Line Connection Modules. The two module types must be directly connected. A BLM cannot be installed at a remote location from the LCM. Possible combinations can be found in the section "Line Connection Modules".



#### Basic Line Modules in frame sizes FB and GB / GD, and Basic Line Module for parallel connections

Every Basic Line Module requires a connection to a Control Unit. Differences between frame sizes FB and GB / GD in terms of mechanical design and optional equipment only consist in use of different Chassis frame sizes.

A controlled thyristor bridge is used on frame sizes FB and GB to precharge the connected DC link by the Basic Line Module. The thyristors operate normally with a firing angle of 0° and operate, therefore, comparable to diodes.

Basic Line Modules of frame size GD with a power rating of 900 kW (400 V) resp. 1500 kW (690 V) feature a diode bridge. On these units, the DC link is precharged via a separate, line-side precharging circuit. This is fitted in the Line Connection Module and selected via option L43 of the LCM.

It is important to note that the DC link charging capacity is limited depending on the unit type. Please refer to section "Checking the maximum DC link capacitance" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.5.2 DC link fuses

The Basic Line Modules do not have DC link fuses as standard.

If fuses are required, they can be ordered with option N52. The fuses are mounted on the connecting rail to the DC busbar in the cabinet and not in the power unit itself.

### 7.5.3 Parallel connections of Basic Line Modules

Frame sizes GB / GD are also available as a special variant which is suitable for operation in parallel connections on one Line Connection Module. Line-side fuses are integrated to selectively protect the individual Basic Line Modules in a parallel connection. The standard cabinet needs to be widened by 200 mm for this purpose. These units can be identified by the "B" in the third to last position of the order number (example: 6SL3730-1T\_41-**AA**3 is the standard version without line-side fuses, 6SL3730-1T\_41-**BA**3 and 6SL3730-1T\_41-**BC**3 are the variants with line-side fuses prepared for parallel connection).

These units are installed to the right and left of the Line Connection Module. The design of the two variants is basically identical. The Basic Line Module for mounting on the left of the LCM differs only in that it is provided with additional connecting rails. The distinction between the left and right variants can be identified by the last but one position in the order number, i.e. an "A" stands for the right-hand variant and a "C" for the left-hand variant.

Rated power at 400 V [kW]	Basic Line Modules Order No.	
<b>Supply voltage 380 V – 480 V 3AC (DC link voltage 510 – 650 V)</b>		
200	<b>6SL3730-1TE34-2AA3</b>	
250	<b>6SL3730-1TE35-3AA3</b>	
400	<b>6SL3730-1TE38-2AA3</b>	
560	<b>6SL3730-1TE41-2AA3</b>	
560	<b>6SL3730-1TE41-2BA3</b>	For parallel connection, mounted on right of LCM
560	<b>6SL3730-1TE41-2BC3</b>	For parallel connection, mounted on left of LCM
710	<b>6SL3730-1TE41-5AA3</b>	
710	<b>6SL3730-1TE41-5BA3</b>	For parallel connection, mounted on right of LCM
710	<b>6SL3730-1TE41-5BC3</b>	For parallel connection, mounted on left of LCM
900	<b>6SL3730-1TE41-8AA3</b>	
900	<b>6SL3730-1TE41-8BA3</b>	For parallel connection, mounted on right of LCM
900	<b>6SL3730-1TE41-8BC3</b>	For parallel connection, mounted on left of LCM
<b>Rated power at 500 V / 690 V [kW]</b>		
<b>Supply voltage 500 V – 690 V 3AC (DC link voltage 675 – 930 V)</b>		
180 / 250	<b>6SL3730-1TG33-0AA3</b>	
255 / 355	<b>6SL3730-1TG34-3AA3</b>	
400 / 560	<b>6SL3730-1TG36-8AA3</b>	
650 / 900	<b>6SL3730-1TG41-1AA3</b>	
650 / 900	<b>6SL3730-1TG41-1BA3</b>	For parallel connection, mounted on right of LCM
650 / 900	<b>6SL3730-1TG41-1BC3</b>	For parallel connection, mounted on left of LCM
800 / 1100	<b>6SL3730-1TG41-4AA3</b>	
800 / 1100	<b>6SL3730-1TG41-4BA3</b>	For parallel connection, mounted on right of LCM
800 / 1100	<b>6SL3730-1TG41-4BC3</b>	For parallel connection, mounted on left of LCM
1085 / 1500	<b>6SL3730-1TG41-8AA3</b>	
1085 / 1500	<b>6SL3730-1TG41-8BA3</b>	For parallel connection, mounted on right of LCM
1085 / 1500	<b>6SL3730-1TG41-8BC3</b>	For parallel connection, mounted on left of LCM

#### Order numbers of the Basic Line Modules

Please note that only Basic Line Modules with exactly the same output power rating can be connected in parallel. The potential for imbalances in current distribution means that current derating of 7.5 % must be applied and this must be taken into account when the modules are dimensioned.

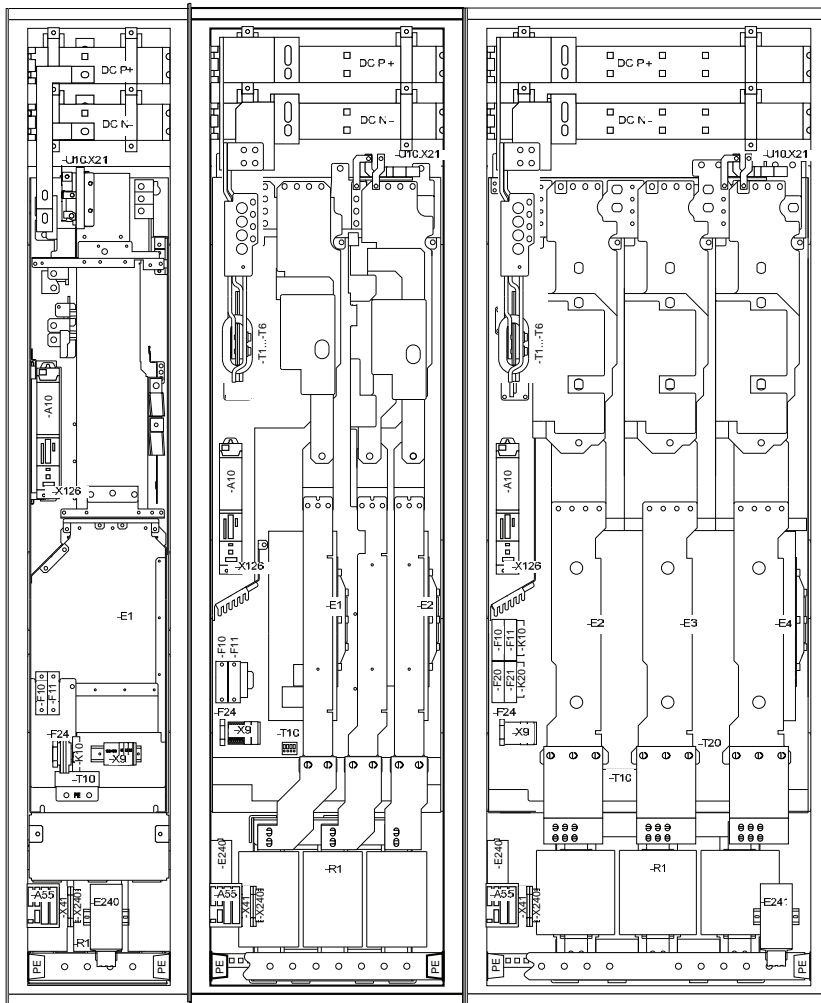
Please also refer to the instructions regarding parallel connections in chapter "Fundamental Principles and System Description", as well as to the guidance relating to the use of DRIVE-CLiQ cables and their installation in section "Information about equipment handling / DRIVE-CLiQ wiring".

## 7.6 Smart Line Modules

### 7.6.1 Design

Smart Line Modules are available for S120 Cabinet Modules in three frame sizes with output power ratings of 250 kW to 800 kW at 400 V and 450 kW to 1400 kW at 690 V.

The Smart Line Modules can be used in combination with Line Connection Modules. In this case, the two module types must be directly connected. An SLM cannot be installed at a remote location from the LCM. Possible combinations can be found in the section "Line Connection Modules".



Smart Line Modules in frame sizes GX, HX and JX

Smart Line Modules do not require, in contrast to Active Line Modules, a line-side filter. Only a line reactor with a relative short-circuit voltage of 4 % is needed. This line reactor is a standard feature of the Smart Line Modules in Cabinet Modules format.

A precharging circuit for the DC link capacitors is integrated into the units. The supply voltage for the precharging circuit is taken from the Line Connection Module in front of the contactor respectively circuit breaker. It is protected by a separate fuse-switch disconnector, which is also installed in the Line Connection Module. It is important to take into account that the precharging capacity of the precharging circuit is unit-specific and limited to a maximum of 4 to 7.8 times the value of the DC link capacitance installed in the unit itself. Please refer to the instructions in section "Checking the maximum DC link capacitance" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

# SINAMICS S120 Cabinet Modules

## Engineering Information

On the line side, either a contactor or a circuit breaker is absolutely essential for the Smart Line Module. With the selection of option L44 at the Line Connection Module these components are, harmonized with the Smart Line Module, installed in the Line Connection Module.

### 7.6.2 DC link fuses

Every Smart Line Module is equipped with DC link fuses. These fuses are located in the power unit of each Smart Line Module.

### 7.6.3 Parallel connections of Smart Line Modules

In order to achieve higher output power ratings, it is possible to connect up to four Smart Line Modules with the same output power rating in parallel. As with other Line Modules, this parallel connection can be realized with separate Line Connection Modules or one common Line Connection Module for two of the Smart Line Modules.

For this compact design of parallel configurations Smart Line Modules with "mirrored" power connections are available, comparable to those of the Basic Line Modules. Smart Line Modules which are mounted to the left of the Line Connection Module can be identified by the "C" at the last but one position of the order number, e.g. 6SL3730-6TE41-1BC3.

A parallel connection with separate LCMs for each Smart Line Module can be realized with any units of the same power rating.

Rated power at 400 V [kW]	Smart Line Modules Order No.	
<b>Supply voltage 380 V – 480 V 3AC (DC link voltage 510 V – 650 V)</b>		
250	6SL3730-6TE35-5AA3	
355	6SL3730-6TE37-3AA3	
500	6SL3730-6TE41-1AA3	
500	6SL3730-6TE41-1BA3	For parallel configuration, mounted on the right of LCM
500	6SL3730-6TE41-1BC3	For parallel configuration, mounted on the left of LCM
630	6SL3730-6TE41-3AA3	
630	6SL3730-6TE41-3BA3	For parallel configuration, mounted on the right of LCM
630	6SL3730-6TE41-3BC3	For parallel configuration, mounted on the left of LCM
800	6SL3730-6TE41-7AA3	
800	6SL3730-6TE41-7BA3	For parallel configuration, mounted on the right of LCM
800	6SL3730-6TE41-7BC3	For parallel configuration, mounted on the left of LCM
<b>Rated Power at 500 V / 690 V [kW]</b>		
<b>Supply voltage 500 V – 690 V 3AC (DC link voltage 675 V – 930 V)</b>		
325 / 450	6SL3730-6TG35-5AA3	
510 / 710	6SL3730-6TG38-8AA3	
510 / 710	6SL3730-6TG38-8BA3	For parallel configuration, mounted on the right of LCM
510 / 710	6SL3730-6TG38-8BC3	For parallel configuration, mounted on the left of LCM
725 / 1000	6SL3730-6TG41-2AA3	
725 / 1000	6SL3730-6TG41-2BA3	For parallel configuration, mounted on the right of LCM
725 / 1000	6SL3730-6TG41-2BC3	For parallel configuration, mounted on the left of LCM
1015 / 1400	6SL3730-6TG41-7AA3	
1015 / 1400	6SL3730-6TG41-7BA3	For parallel configuration, mounted on the right of LCM
1015 / 1400	6SL3730-6TG41-7BC3	For parallel configuration, mounted on the left of LCM

#### Order numbers of the Smart Line Modules

Please note that parallel connections can only be made with Smart Line Modules of exactly the same power rating. The potential for imbalances in current distribution means that current derating of 7.5 % must be applied and this must be taken into account when the Modules are dimensioned. Furthermore, to balance the current of the parallel configuration, a line reactor with a relative short-circuit voltage of 4 % is required for every Smart Line Module. This is already integrated as standard.

Please also refer to the instructions regarding parallel connections in chapter "Fundamental Principles and System Description", as well as to the guidance relating to the use of DRIVE-CLiQ cables and their installation in section "Information about equipment handling / DRIVE-CLiQ wiring".

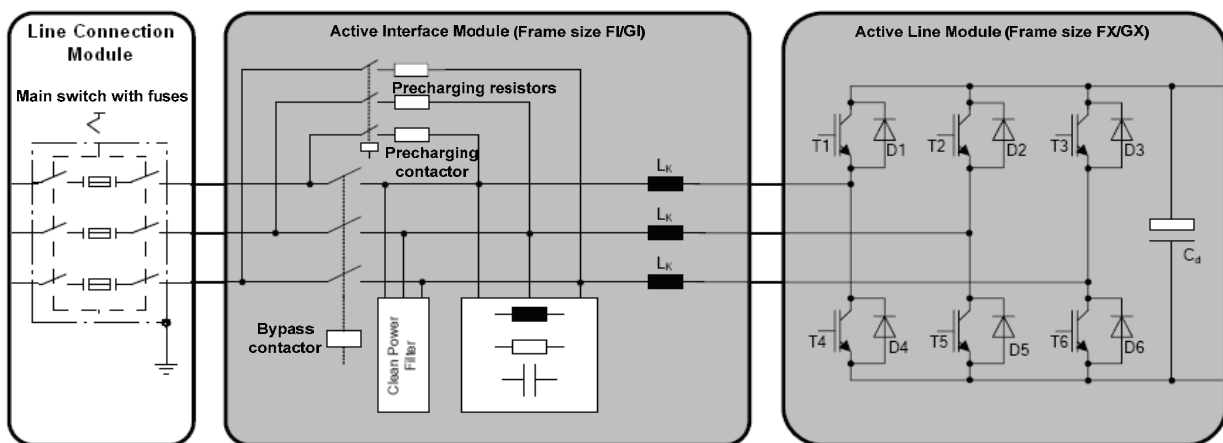


# SINAMICS S120 Cabinet Modules

## Engineering Information

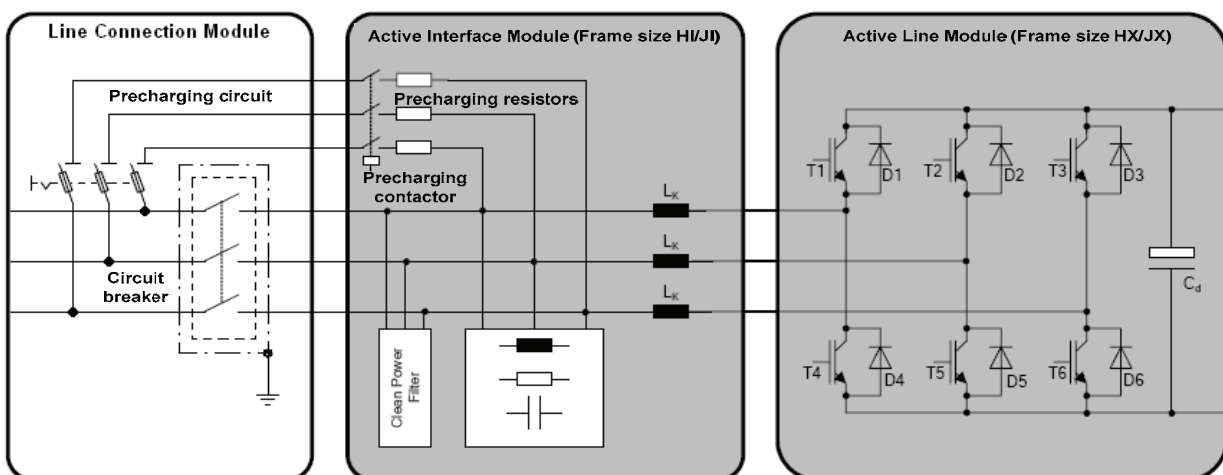
The power supply for the fan in the Active Interface Module presents an anomaly with the S120 Cabinet Module range. This fan is delivered, in opposite to all other Cabinet Modules, without a matching transformer and requires connection to a voltage supply of 230 V AC. This voltage supply is provided by the Line Connection Module. In the Line Connection Module a fuse-protected connection is available for this purpose, either for connection to the auxiliary voltage supply system or to an external voltage source.

The precharging circuit for the DC link capacitors is implemented in different ways depending on the frame size of the Active Line Module. In the case of an Active Infeed with an Active Line Module of frame size FX or GX, the precharging components and the required bypass contactor are located in the associated Active Interface Module. The supply voltage is taken from the Line Connection Module after the main switch.



**Precharging with Active Line Modules + Active Interface Modules in frame sizes FX+FI and GX+GI**

In the case of an Active Infeed with an Active Line Module in frame size HX or JX, the precharging components are located in the matching Active Interface Module with the exception of the bypass contactor. The bypass contactor, either a contactor or circuit breaker, is installed in the relevant Line Connection Module. The supply voltage for the precharging circuit is taken from a separate fuse-switch disconnecter in the Line Connection Module.



**Precharging with Active Line Modules + Active Interface Modules in frame sizes HX+HI and JX+JI**

It is important to note that the charging capacity of the circuit for precharging the DC link capacitors is limited depending on the unit type. Please refer to section "Checking the maximum DC link capacitance" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

The connections of the precharging circuit, as well as control cables from the Active Line Module to the circuit breaker are already included in the S120 Cabinet Modules and harmonized via option L42 with the corresponding LCM.

### 7.7.2 DC Link fuses

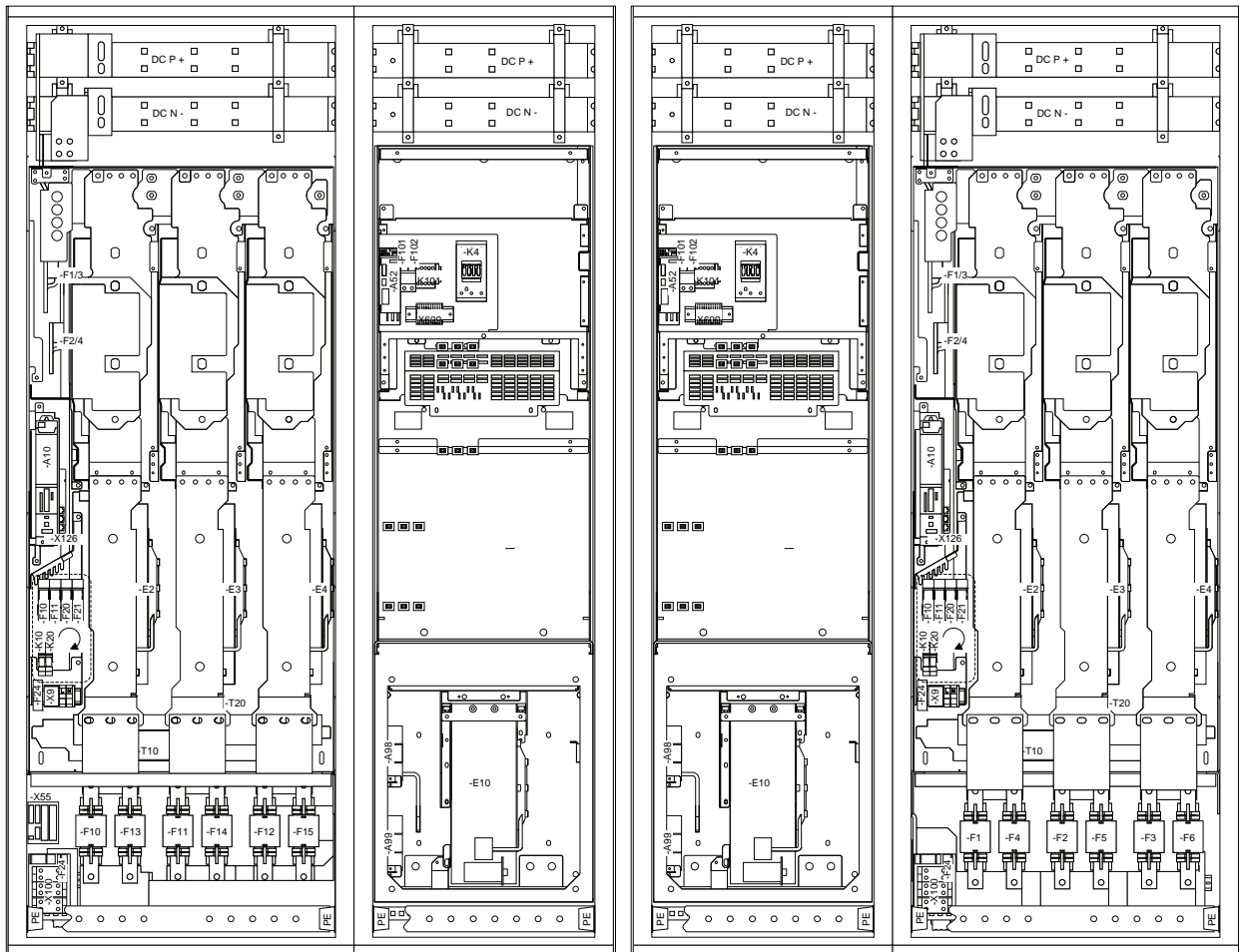
Every Active Line Module is equipped with DC link fuses. These fuses are located in the power unit of each Module.

### 7.7.3 Parallel connections of Active Line Modules + Active Interface Modules

In order to achieve higher output powers, it is possible to connect up to four Active Line Modules of identical output rating in parallel. Each Active Line Module is assigned to its own Active Interface Module. In a similar manner to other Line Modules, the parallel connection can be configured with a separate Line Connection Module for each Active Line Module, or with LCMs to which two Active Line Modules with matching Active Interface Modules are connected.

For parallel connection on a common Line Connection Module, there are variants of Active Line Module available which, in a similar manner to Basic Line Modules and Smart Line Modules, can be arranged on the right or left of the Line Connection Module. This configuration represents an extremely compact infeed arrangement. The Active Line Module positioned on the left of the Line Connection Module features "mirror-image" power connections, identifiable by a "C" in the last but one position in the order number, e.g.: 6SL3730-7T\_41-**BC3**. In contrast to the Active Line Module mounted on the right, the Active Interface Module for the Active Line Module on the left is transposed so that it is directly adjacent to the Line Connection Module. This makes on-site assembly easier if the Active Line Module incl. Active Interface Module has been ordered separately from the LCM and are not shipped in a single transport unit. Active Line Modules for positioning on the right of the Line Connection Module do not have a special order number.

Parallel connections with a separate LCM for each Active Line Module can be implemented with units with any output power rating.



Active Line Modules with matching Active Interface Modules in frame sizes JX+JI for a parallel connection mounted on the left and right of a Line Connection Module

# SINAMICS S120 Cabinet Modules

## Engineering Information

Rated power at 400 V [kW]	Active Line Modules (incl. Active Interface Modules) Order No.	
<b>Supply voltage 380 V – 480 V 3AC (DC Link Voltage 570 V – 720 V)</b>		
132	<b>6SL3730-7TE32-1BA3</b>	
160	<b>6SL3730-7TE32-6BA3</b>	
235	<b>6SL3730-7TE33-8BA3</b>	
300	<b>6SL3730-7TE35-0BA3</b>	
380	<b>6SL3730-7TE36-1BA3</b>	
500	<b>6SL3730-7TE38-4BA3</b>	
630	<b>6SL3730-7TE41-0BA3</b>	
630	<b>6SL3730-7TE41-0BC3</b>	For parallel connection, mounted on left of LCM (mirrored mounting)
900	<b>6SL3730-7TE41-4BA3</b>	
900	<b>6SL3730-7TE41-4BC3</b>	For parallel connection, mounted on left of LCM (mirrored mounting)
Rated power at 500 V / 690 V [kW]		
<b>Supply voltage 500 V – 690 V 3AC (DC Link Voltage 750 V – 1035 V)</b>		
400 / 560	<b>6SL3730-7TG35-8BA3</b>	
580 / 800	<b>6SL3730-7TG37-4BA3</b>	
580 / 800	<b>6SL3730-7TG37-4BC3</b>	For parallel connection, mounted on left of LCM (mirrored mounting)
800 / 1100	<b>6SL3730-7TG41-0BA3</b>	
800 / 1100	<b>6SL3730-7TG41-0BC3</b>	For parallel connection, mounted on left of LCM (mirrored mounting)
1015 / 1400	<b>6SL3730-7TG41-3BA3</b>	
1015 / 1400	<b>6SL3730-7TG41-3BC3</b>	For parallel connection, mounted on left of LCM (mirrored mounting)

### Order numbers of Active Line Modules with associated Active Interface Modules

Please note that parallel connections can only be made with Active Line Modules and the associated Active Interface modules of exactly the same power rating. The potential for imbalances in current distribution means that current derating of 5 % must be applied and this must be taken into account when the Modules are dimensioned.

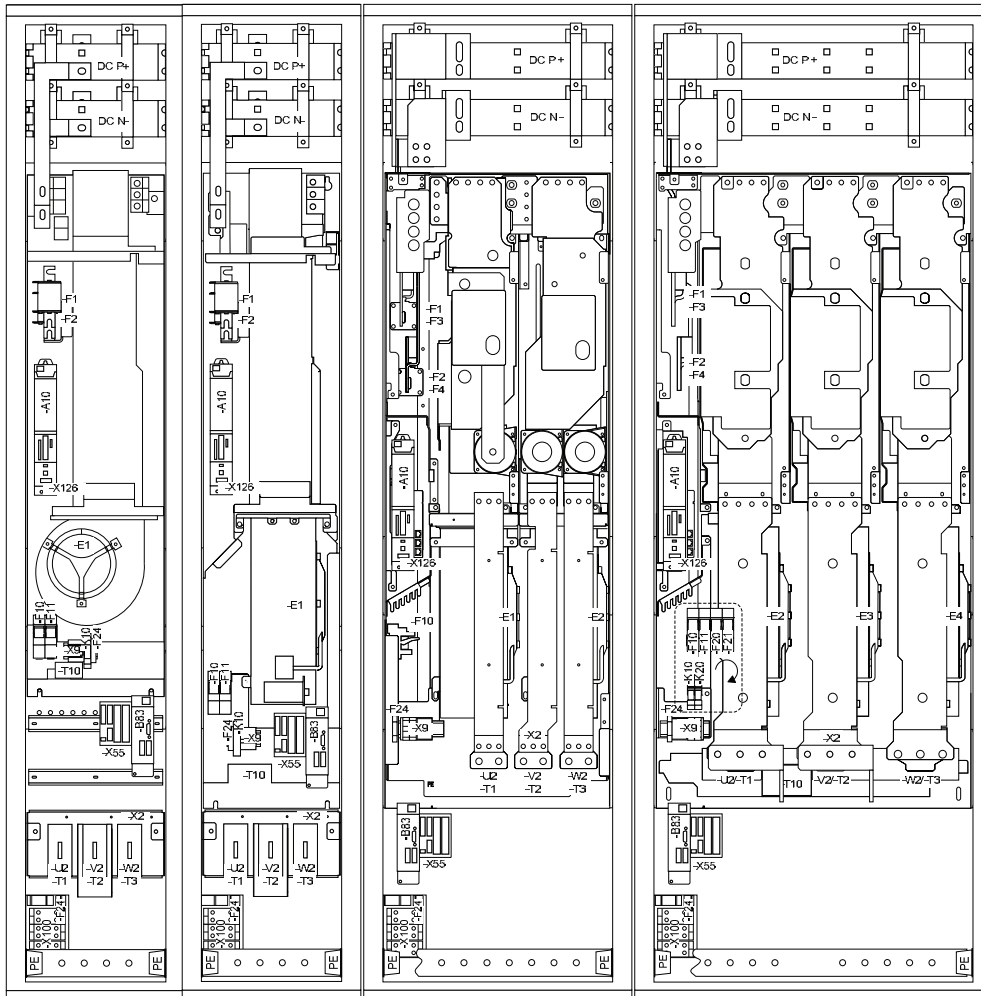
Please also refer to the instructions regarding parallel connections in chapter "Fundamental Principles and System Description", as well as to the guidance relating to the use of DRIVE-CLiQ cables and their installation in section "Information about equipment handling / DRIVE-CLiQ wiring".



## 7.8 Motor Modules

### 7.8.1 Design

The full range of S120 Motor Modules in Chassis format is available for the SINAMICS S120 Cabinet Modules. Options and design concepts specially tailored to multi-motor drives make these Cabinet Modules suitable for a very broad range of applications.



Motor Modules in frame sizes FX, GX, HX, JX

Apart from the variations in power units, the frame sizes differ only little from each other. A wide range of EMC measures designed to achieve high immunity to interference and low interference emissions has been implemented in the Motor Modules, for example, cable routing in compliance with EMC requirements, optimum shield bonding facilities and metal screens. Special systems for cooling-air guidance ensure compact dimensions as well as optimum cooling of the power units. The differences in design between the various frame sizes means that the measures referred to above have been implemented in different ways.

Frame sizes FX and GX additionally provide special terminals for connection of motor cables. On frame sizes HX and JX these connections are made directly on the power unit of the mounted Chassis.

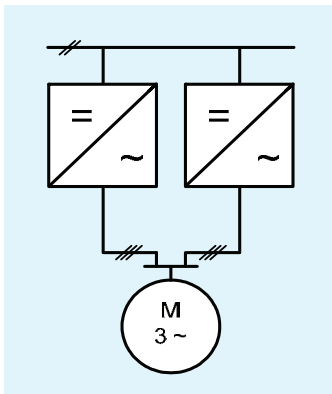
### 7.8.2 DC link fuses

DC link fuses are integrated in the power unit of each Motor Module. When the coupling to the DC busbar is made by using the DC interface (option L37), the fuses are integrated in the DC interface.

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.8.3 Parallel connections of Motor Modules



If Motor Modules are connected in parallel, imbalances in current distribution can occur despite the current compensation control. This means that a current derating factor of 5 % must be applied to parallel connections. Furthermore, Motor Modules connected in parallel must always be identical in terms of type, voltage rating and power rating.

In the case of motors with a common winding system, the minimum cable lengths between Motor Module and motor stated below must be observed for the purpose of decoupling the parallel-connected Motor Modules. The specified output power ratings refer in each case to one of the parallel-connected Motor Modules. If it is not possible to use cables of the minimum required length, motor reactors must be installed.

No minimum cable lengths apply in the case of parallel connections of Motor Modules that are connected to motors with isolated winding systems.

Motor Module			Motor supply cable
Frame size	P <sub>rated</sub> at 400V [kW]	I <sub>rated</sub> [A]	Minimum length [m]
<b>Supply voltage 510 V – 720 V DC</b>			
FX	110	210	30
FX	132	260	27
GX	160	310	20
GX	200	380	17
GX	250	490	15
HX	315	605	13
HX	400	745	10
HX	450	840	9
JX	560	985	8
JX	710	1260	6
JX	800	1405	5

Motor Module				Motor Module			
Frame size	P <sub>rated</sub> at 500V [kW]	I <sub>rated</sub> [A]	Motor supply cable Minimum length [m]	Frame size	P <sub>rated</sub> at 690V [kW]	I <sub>rated</sub> [A]	Motor supply cable Minimum length [m]
<b>Supply voltage 675 V – 900 V DC<sup>1</sup></b>				<b>Supply voltage 890 V – 1035 V DC<sup>1</sup></b>			
FX	55	85	80	FX	75	85	100
FX	55	100	72	FX	90	100	90
FX	75	120	65	FX	110	120	80
FX	90	150	55	FX	132	150	70
GX	110	175	50	GX	160	175	60
GX	132	215	40	GX	200	215	50
GX	160	260	32	GX	250	260	40
GX	200	330	25	GX	315	330	30
HX	250	410	20	HX	400	410	25
HX	315	465	18	HX	450	465	25
HX	400	575	15	HX	560	575	20
JX	500	735	13	JX	710	735	18
JX	560	810	11	JX	800	810	15
JX	630	910	10	JX	900	910	12
JX	710	1025	8.5	JX	1000	1025	10
JX	900	1270	7	JX	1200	1270	8

#### Min. cable lengths for parallel connections of S120 Motor Modules connected to motors with a common winding system

A connection between the motor terminal lugs of the individual parallel-connected Motor Modules inside the Cabinet Modules is not available, as these are generally brought together at the motor terminal box itself. If connected terminal lugs inside the Cabinet Modules are required in individual cases, these can be provided on request in an additional cabinet.

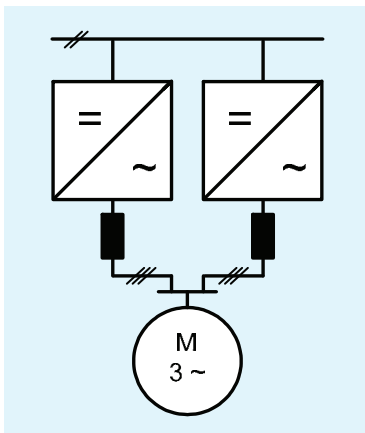
<sup>1</sup> These values apply to Motor Modules with line supply voltages of 500 V to 690 V 3AC (Order number 6SL3720-1TGxx-xAA3).

### Cable installation

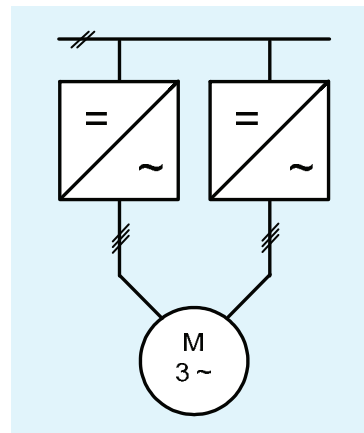
When Motor Modules are connected in parallel to achieve a higher output power, symmetrical 3-wire cables must be used wherever possible. A complete three-phase system (U2, V2, W2) must be connected in each case to the 3-wire cables. Further information can be found in section "EMC-compliant cable routing on the plant side on cable racks and in cable ducts" in chapter "EMC Installation Guideline".

It is also possible to connect multiple motors to a single inverter output. Due to cable length restrictions, however, arrangements of this type must be individually examined to ensure compliance with the requirements specified in section "Motor reactors" in chapter "Fundamental Principles and System Description".

If it is impossible to adhere to the minimum cable lengths given in the table on the previous page in practice, it is essential to provide a motor reactor for each Motor Module or, alternatively, to use motors with isolated winding systems. The latter option should be regarded anyway as the ideal solution for drives in the higher output power range, as this alternative eliminates the costs of motor reactors and may also avoid certain limitations applicable to motor terminal box connections.



**Use of motor reactors where it is not possible to adhere to the required minimum cable lengths**



**Use of motors with isolated winding systems**

For detailed information on the subject of converters in parallel connections, refer to section "Parallel connections of converters" in chapter "Fundamental Principles and System Description".

# SINAMICS S120 Cabinet Modules

## Engineering Information

### 7.9 Booksize Base Cabinet / Booksize Cabinet Kits

#### 7.9.1 Design

Motor Modules in Booksize format are installed as Booksize Cabinet Kits into Booksize Base Cabinets in the factory and supplied as a complete unit together with inside the cabinet installed terminals for motor connection. All Booksize Motor Modules are available in the version with internal air cooling and varnished electronic boards.

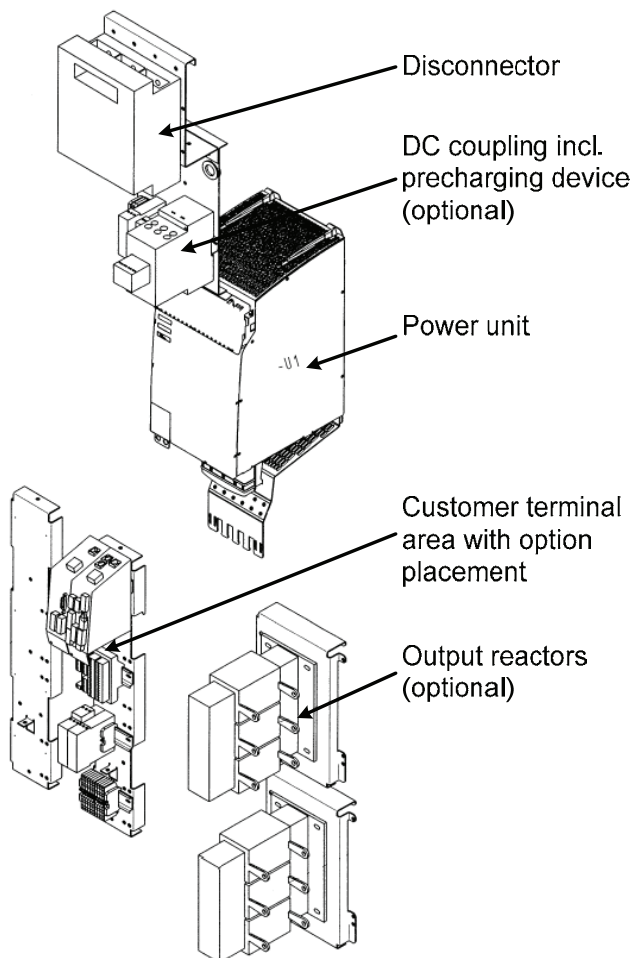
#### 7.9.2 Booksize Base Cabinet

The Booksize Base Cabinet is the basis for a complete cabinet. This provides all the assembly plates required to accommodate the Booksize Cabinet Kits.

Booksize Base Cabinets are available in two standard cabinet widths, i.e. 800 mm and 1200 mm. In addition to the assembly plates, the cabinet also includes the PE bar and the auxiliary voltage supply system.

#### 7.9.3 Booksize Cabinet Kits

Booksize Cabinet Kits are made to support an easy planning and equipping by using a slot concept. A slot (Booksize Cabinet Kit) has a specified cabinet width within which all the components are arranged that are required to operate a Booksize format SINAMICS S120 drive. The number of slots within a Base Cabinet is determined by the available width of the cabinet. Depending on the mounting width required for the relevant output power, the number of Booksize Cabinet Kits which can be mounted in a Base Cabinet varies.



The basic version of the Booksize Cabinet Kit comprises the following components:

- Motor Module in Booksize format
- Fuse-switch disconnector for each Motor Module installed
- Customer terminal block X55.1 or X55.2 located in the terminal area of the Booksize Base Cabinet
- Shield connecting plate
- Complete electrical connection to the Base Cabinet interfaces

Each Booksize Cabinet Kit is connected to the DC busbar of the Cabinet Module separately via its own fuse-switch disconnector. The DC rail integrated in the Booksize power units is not used to loop through the DC link voltage.

The optional DC interface consists of a contactor assembly (see section "Option L37" in chapter "Description of Options for Cabinet Units") which is very easy to replace thanks to its pluggable interfaces.

When the optional CU320-2 DP Control Unit (option K90) is installed, the cable termination area of the cabinet might also include the optional customer terminal block -X55 (option G55). A DRIVE-CLiQ connection to the power unit of the Cabinet Kit is made at the factory.

Output reactors or motor reactors can be also installed within a Cabinet Kit as an option. When reactors are used, a separate motor connecting terminal is provided in the terminal area of the cabinet. For information about output reactors or motor reactors, please refer to chapter "Description of Options for Cabinet Units", section "Option L08 / L09".

Example of a 200 mm wide Booksize Cabinet Kit

The following Booksize Cabinet Kits are available:

Order No.	Rated power at 600 V DC link voltage [kW]	Rated output current $I_{rated}$ [A]	Width of Booksize Cabinet Kit [mm]
6SL3720-2TE13-0AB3	2 x 1.6	2 x 3	200
6SL3720-2TE15-0AB3	2 x 2.7	2 x 5	200
6SL3720-2TE21-0AB3	2 x 4.8	2 x 9	200
6SL3720-2TE21-8AB3	2 x 9.7	2 x 18	200
6SL3720-1TE13-0AB3	1.6	3	100
6SL3720-1TE15-0AB3	2.7	5	100
6SL3720-1TE21-0AB3	4.8	9	100
6SL3720-1TE21-8AB3	9.7	18	100
6SL3720-1TE23-0AB3	16	30	100
6SL3720-1TE24-5AB3	24	45	200
6SL3720-1TE26-0AB3	32	60	200
6SL3720-1TE28-5AB3	46	85	200
6SL3720-1TE31-3AB3	71	132	300
6SL3720-1TE32-0AB3	107	200	300

#### Available Booksize Cabinet Kits

#### 7.9.4 DC link fuses

SINAMICS power units in Booksize format are equipped with integral DC link fuses in the positive path. These are not replaceable, however, they protect against hazards. For this reason, Booksize Cabinet Kits are fitted with fuse-switch disconnectors with integral fuses in the positive and negative paths which make the standardized connection to the DC busbar of the Cabinet Module. The fuses are chosen according to selective criteria to ensure that the fuses in the switch disconnector typically trip first in response to a fault in the Booksize unit.

#### 7.9.5 Planning recommendations, special features

Equipping of the Base Cabinets with Booksize Cabinet Kits can be variably carried out without predefined mounting sequence or size assignment. The width of a Base Cabinet available for installing Cabinet Kits is calculated on the basis of the cabinet width minus 200 mm. The utilizable mounting widths available are therefore as follows:

Order number of Booksize Base Cabinet	Cabinet width [mm]	Utilizable mounting width [mm]
6SL3720-1TX38-0AA3	800	600
6SL3720-1TX41-2AA3	1200	1000

#### Assignment between cabinet width and utilizable mounting width

Booksize Cabinet Kits can only be ordered in combination with at least one Booksize Base Cabinet. It is not possible to order Booksize Cabinet Kits separately.

The components are arranged within a Cabinet Kit and within the Base Cabinet itself according to the zone concept. The components are also positioned in such a way that diagnostic elements are always freely accessible.

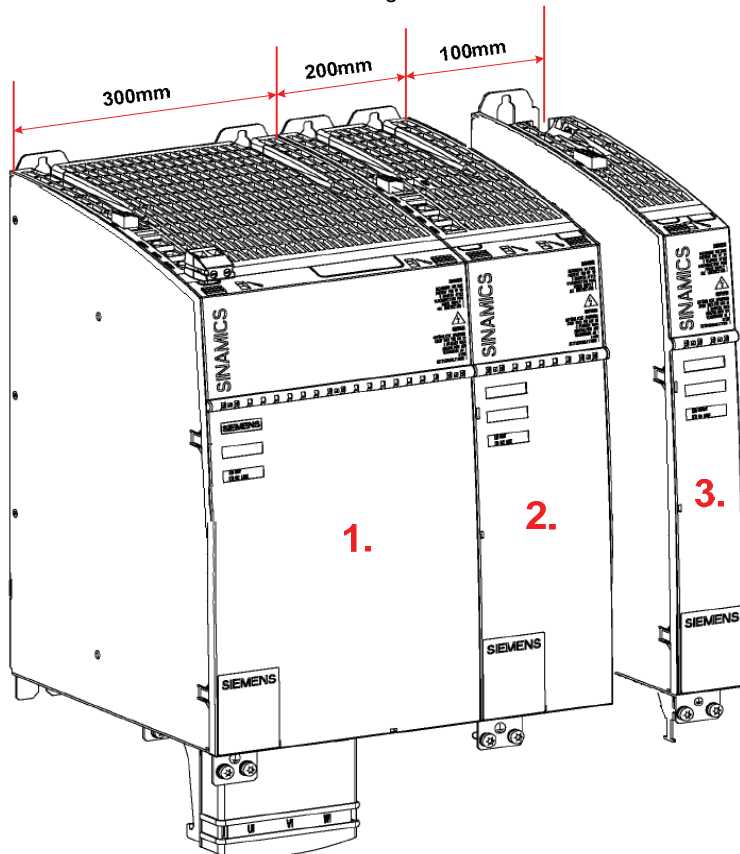
For an easy connection of external cables, the Booksize Cabinet Kits are equipped with the customer terminal blocks -X55.1 and/or -X55.2. The optional customer terminal block -X55 (option G55) may be installed if a CU320-2 DP Control Unit is selected (option K90). For further information, please refer to the sections with corresponding headings in this chapter or to chapter "Description of Options for Cabinet Units".

# SINAMICS S120 Cabinet Modules

## Engineering Information

The DRIVE-CLiQ cabling inside a Cabinet Kit is installed at the factory. Cross-component connections, for example, from the Control Unit of Cabinet Kit >1< to the Motor Module of Cabinet Kit >2< cannot be standardized, as these are dependent on the configuration and the relevant information is generally not available at the time of ordering. However, the required cable length can be calculated as being approximately 300 mm from the Control Unit to the associated power unit + the width of the Booksize Cabinet Kit to be connected. If the power units will be connected in a "line topology" (power unit to power unit), then the cable length calculation must include the width of the Booksize Cabinet Kit + at least 100 mm to make allowance for the bending radius and connectors. Please note that this calculation is valid for connections to the right. For connections to the left, the width of the adjacent Cabinet Kit must be used in the calculation.

The cables described above for making connections between individual Cabinet Kits must be ordered separately.



### Calculation of the DRIVE-CLiQ cable lengths in a Booksize module line-up

#### Example:

Three Booksize Cabinet Kits are installed in a Booksize Base Cabinet, as illustrated in the diagram above. A CU320-2 DP Control Unit has been assigned to the second or "middle" kit with option K90. The power unit of the first Cabinet Kit must be connected to the Control Unit, and the power unit of the third Cabinet Kit must be connected to the power unit of the second kit.

The required cable lengths are calculated as follows:

1. No additional cable is needed to connect the 2nd power unit (to which the Control Unit is assigned with option K90), because both components are located in the same Booksize Cabinet Kit and are wired at the factory.
2. The power unit of the first Cabinet Kit requires a cable of at least 300 mm (width of 1st Cabinet Kit) + 300 mm (distance from 2nd power unit to the associated Control Unit) = 600 mm. According to the catalog, the following cable must be selected: 6SL3060-4AU00-0AA0, 600 mm in length.
3. The power unit of the third Cabinet Kit requires a cable of at least 200 mm (width of second Cabinet Kit) + 100 mm (bending radius) = 300 mm. According to the catalog, the following cable must be selected: 6SL3060-4AM00-0AA0, 360 mm in length.

The cables must be secured properly. The maximum permissible bending radius must not be exceeded.

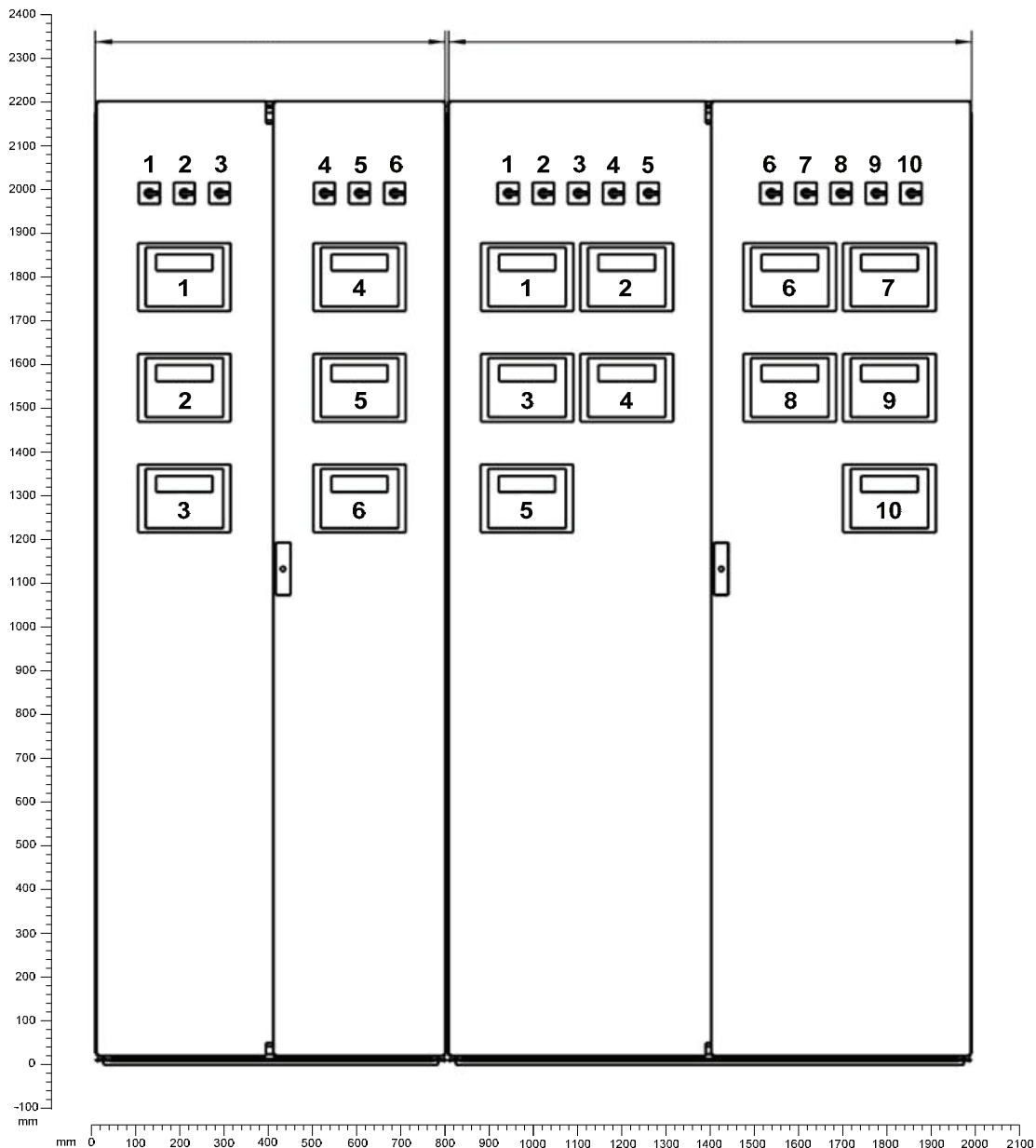
## SINAMICS S120 Cabinet Modules

### Engineering Information

The interfaces of the cabinet as a whole are designed to ensure that no additional auxiliary external wiring is required. All auxiliary voltage supplies are connected to the auxiliary voltage supply system with fuse protection.

Owing to the increased power requirement of systems comprising large numbers of Cabinet Kits installed in a Booksize Base Cabinet, a SITOP power supply unit is fitted as standard in each Booksize Base Cabinet and provides the 24 V supply for the entire cabinet.

The 24 V auxiliary voltage supply circuit within a Base Cabinet has been designed in such a way that the failure of individual units / Cabinet Kits will not affect other equipment. The internal auxiliary voltage supply busbar of the Booksize units is not included in the 24 V supply circuit.



#### Booksize Base Cabinets with maximum equipment

With a maximum equipment complement, 6 Cabinet Kits can be mounted in the 800 mm wide Base Cabinet, and 10 Cabinet Kits in the 1200 mm wide Base Cabinet (applies to 100 mm wide Cabinet Kits in each case). The Base Cabinets feature defined slots which are equipped in the factory according to the order data. The ordered kits are not

## SINAMICS S120 Cabinet Modules

### Engineering Information

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mounted in any specific sequence. If you wish the Booksize units to be installed in the Base Cabinets in a particular sequence, please notify your Siemens contact.

Booksize Base Cabinets are designed to function without a cabinet fan. Cabinets with degrees of protection higher than IP21 are equipped with thermostat-controlled fans. The fan power is supplied by the auxiliary voltage supply system of the cabinet.

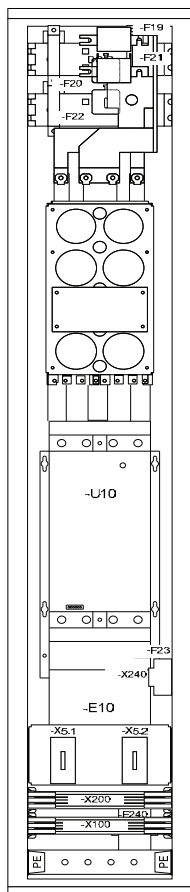
Please note the overload definitions and derating factors for units in booksize format which differ to those for power units in Chassis format. Further information can be found in Catalog PM21 / "SINAMICS S120 drive system".



## 7.10 Central Braking Modules

### 7.10.1 Design

Central Braking Modules are placed in a central position within the drive configuration built of S120 Cabinet Modules. They limit the DC link voltage if regenerative energy is fed back to the DC link in systems which are not capable of regenerative feedback to the mains supply. They therefore allow fast braking of the drives and avoid fault trips of the Motor Modules caused by DC link overvoltage.



If the DC busbar voltage exceeds the response threshold in generator operation, the braking unit integrated in the Cabinet Module is activated and starts to supply energy to the externally mounted braking resistor. The DC link voltage is thus prevented from increasing further. The braking resistor converts the energy into heat.

Central Braking Modules are an alternative to the optional Braking Modules which can be fitted in the Power Modules in Chassis format by selecting options L61, L62 or L64, L65. They are of particular advantage in drive configurations which require high braking powers. Central Braking Modules operate completely autonomously and simply require a connection to the DC link. An external control voltage is not needed.

Braking units can be operated on power supply systems of any type (TN and IT).

The units have an integrated temperature monitoring. An internal fan provided as a standard supports the cooling of the power unit. Switching on and off of the fan is temperature-controlled. Thus continuous operation of the fan is avoided. The permissible ambient temperature for operation with rated power is 0°C - 40° C. At higher temperatures between 40°C and 50°C a power derating has to be taken into account in accordance with the formula:

$$P = [1 - 0.025 * (T - 40^{\circ}C)] * P_{rated}$$

The installation altitude can be up to 2000 m above sea level. For altitudes higher than 1000 m, a power derating has to be taken into account, which is 1.5% per 100 m.

In addition to the temperature monitoring function, other protection measures are implemented such as overcurrent and overload protection.

The braking units are also equipped with LEDs for optical indication of fault conditions and a control output, which is activated in case of a fault. The braking unit can be externally blocked using a control input.

#### Central Braking Module

To reduce the voltage stress on the motor and converter, the response threshold of the braking unit and thus also the DC link voltage which is generated during braking can be reduced at lower line voltages of the permissible line voltage ranges, i.e. at line voltages of 380 V – 400 V or 500 V or 660 V). However, the attainable peak power is then also reduced with the square of the response threshold ratio.

The upper response threshold set at the factory is indicated by switch position S1. The settable response thresholds and associated switch positions (S1 / S2) are given in the table below.

The factory setting in each case is the upper response threshold as indicated by switch position 1 of switch S2. The settable response thresholds and associated switch positions (1 or 2) are shown in the table below.

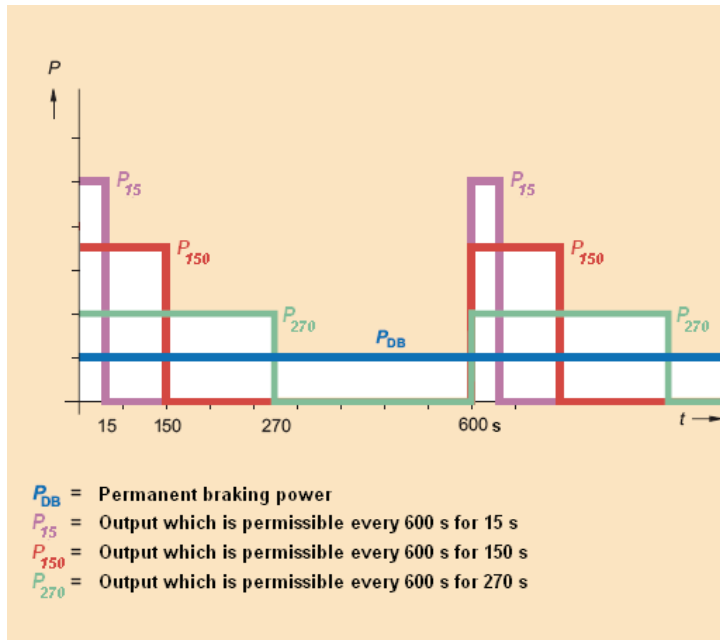
Line supply voltage	Response thresholds and associated switch positions of switch S2	
3AC 380 V – 480 V	770 V (switch position 1)	or 670 V (switch position 2)
3AC 500 V – 600 V	960 V (switch position 1)	or 840 V (switch position 2)
3AC 660 V – 690 V	1155 V (switch position 1)	or 1065 V (switch position 2)

**Response thresholds of the Central Braking Module and associated switch positions of switch S2**

# SINAMICS S120 Cabinet Modules

## Engineering Information

In most applications, Central Braking Modules are used only for occasional braking operations, but they are also capable of handling continuous braking. The permissible braking power for load duty cycles and in continuous operation is illustrated in the diagram below.



### Standard load duty cycles and continuous braking power of Central Braking Modules

With the given standard load duty cycles, the following rated braking power results, when the upper response threshold is selected and the braking units operate at the maximum possible DC link voltage:

Order number	Braking power of Central Braking Modules			
	$P_{15}$	$P_{150}$	$P_{270}$	$P_{DB}$
<b>Supply voltage 380 V – 480 V 3AC / DC link voltage 510 V – 720 V DC</b>				
6SL3700-1AE35-0AA3	730 kW	500 kW	300 kW	200 kW
6SL3700-1AE41-0AA3	1380 kW	1000 kW	580 kW	370 kW
<b>Supply voltage 500 V – 600 V 3AC / DC link voltage 675 V – 900 V DC</b>				
6SL3700-1AF35-5AA3	830 kW	550 kW	340 kW	220 kW
6SL3700-1AF41-1AA3	1580 kW	1100 kW	650 kW	420 kW
<b>Supply voltage 660 V – 690 V 3AC / DC link voltage 890 V – 1035 V DC</b>				
6SL3700-1AH36-3AA3	920 kW	630 kW	380 kW	240 kW
6SL3700-1AH41-2AA3	1700 kW	1200 kW	720 kW	460 kW

### Standard braking power of Central Braking Modules

The procedure for calculating the required braking power of Braking Modules is described in detail in chapters "Converter Chassis Units G130" and "Converter Cabinet Units G150". The essential principles of this procedure can be applied to the calculation for the Central Braking Modules described here, although the following differences must be taken into account.

- The load duty cycle definitions for the built-in Braking Modules designed for integration in units of type SINAMICS G130, G150 and S120 (Chassis and Cabinet Modules) are not the same as the load duty cycle definitions for Central Braking Modules. This must be taken into account in the calculation.
- The load duty cycle definitions for the Central Braking Modules and the associated braking resistors are not identical, as the braking resistors are dimensioned only for occasional braking.

### 7.10.2 Position in the DC link configuration

The Central Braking Modules must be positioned directly between the largest power units in the DC link configuration, preferably next to the Line Module. A sequence with several Central Braking Modules located directly next to one another in order to increase the braking power by parallel operation is not permissible. In this case it has to be ensured, that larger Motor Modules are installed between the Central Braking Modules.

If continuous braking operation is required, direct installation of Central Braking Modules next to small Line Modules or Motor Modules with small internal DC link capacitance should be avoided as the resulting DC link currents during braking operation can overload the DC link capacitors of the small Motor Modules and the braking unit itself. This can result in significantly reduced lifetime of these units.

Particular care should be taken to ensure that power units located next to the Central Braking Modules are not permanently disconnected from the DC link configuration by means of a DC interface (option 37). The disconnection is only allowed for a short time, e.g. for repair or maintenance purposes. If the disconnection is required for a longer time, the Central Braking Module should be deactivated.

### 7.10.3 DC Link fuses

Every Central Braking Module has a DC link fuse. These are located in the bar between the braking unit and the DC busbar.

### 7.10.4 Parallel configuration of Central Braking Modules

Central Braking Modules can be operated in parallel on a common DC link in order to satisfy higher braking power requirements. The braking units operate with a special control circuitry with a soft activation threshold. This means that no further measures need to be taken in order to operate braking units in parallel with good load distribution.

Therefore the parallel operation of Braking Modules on a common the DC link is possible without additional circuitry or communication between the units. However, the rules stated in section "Position in the DC link configuration", also apply to Central Braking Modules operating in parallel. In addition the following has to be taken in account:

- Every Central Braking Module must be connected to its own braking resistor.
- Only Central Braking Modules of the same power rating should operate in parallel.
- The braking power must be reduced by 10 % due to unsymmetrical load distribution depending on various system tolerances.
- The maximum number of Central Braking Modules should be restricted to between about 4 and 6 per DC link in the interests of equal power distribution. A larger number is available on request after the supplementary conditions of the individual drive system have been checked.

### 7.10.5 Braking resistor

The regenerative energy of the drive configuration is converted into heat by the braking resistor. The braking resistor is directly connected to the Braking Module. The braking resistor must be installed outside of the cabinet units and can be located outside of the room where the drive cabinets are installed. Therefore, the resulting heat losses do not occur near to the drive cabinets which means that the air conditioning costs are reduced. A temperature switch protects the braking resistor against overheating. The isolated contact of the switch is opened when the temperature limit is exceeded. The tripping temperature is 120°C, which corresponds to a surface temperature of the resistor of approx. 400°C.

The braking resistors for Central Braking Modules must be ordered separately. They have degree of protection IP21. The following standard resistors are available:

Order number of Central Braking Module	Order number of the matching braking resistor	Braking power P <sub>BR</sub> (15 s every 20 min) [ kW ]	Dimensions W x D x H [ mm ]	Braking resistor R <sub>BR</sub> [ Ω ]
<b>Line supply voltage 380 V – 480 V 3AC / DC link voltage 510 V – 720 V DC</b>				
6SL3700-1AE35-0AA3	6SL3000-1BE35-0AA0	500	960 x 620 x 790	0.95
6SL3700-1AE41-0AA3	6SL3000-1BE41-0AA0	1000	960 x 620 x 1430	0.49
<b>Line supply voltage 500 V – 600 V 3AC / DC link voltage 675 V – 900 V DC</b>				
6SL3700-1AF35-5AA3	6SL3000-1BF35-5AA0	550	960 x 620 x 1110	1.35
6SL3700-1AF41-1AA3	6SL3000-1BF41-1BA0	1100	960 x 620 x 1430	0.69
<b>Line supply voltage 660 V – 690 V 3AC / DC link voltage 890 V – 1035 V DC</b>				
6SL3700-1AH36-3AA3	6SL3000-1BH36-3AA0	630	960 x 620 x 1110	1.80
6SL3700-1AH41-2AA3	6SL3000-1BH41-2AA0	1200	960 x 620 x 1430	0.95

**Matching table for Central Braking Modules and standard braking resistors**

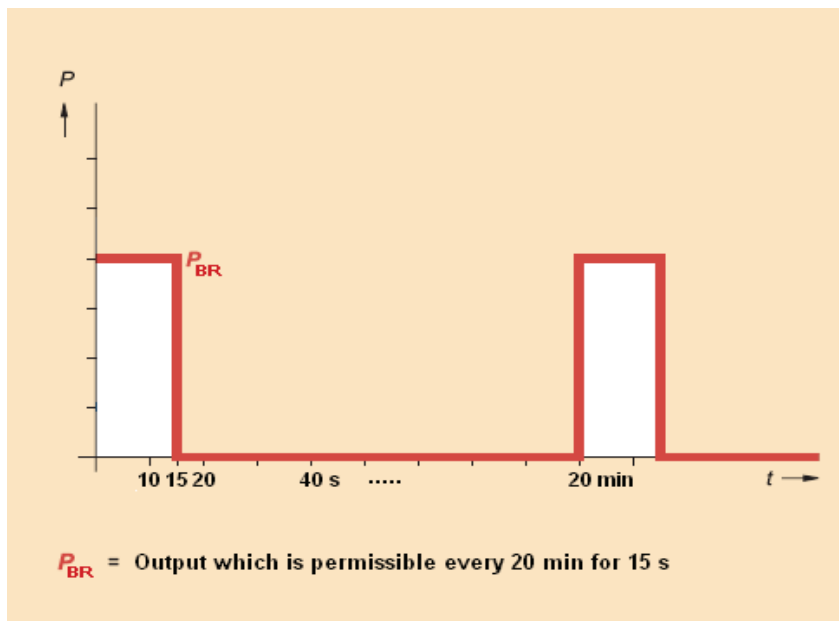
# SINAMICS S120 Cabinet Modules

## Engineering Information

The braking unit in the Central Braking Module can handle a higher peak braking power than that of the standard braking resistors.

The braking power  $P_{BR}$  of the braking resistors corresponds to the braking power  $P_{150}$  of the Central Braking Modules. Please note, however, that the permissible load duty cycle duration for the braking resistors is longer (20 minutes) than the permissible load duty cycle duration of the Central Braking Module.

The braking resistors are dimensioned for occasional regenerative operation. In the case that the braking resistor is not sufficient to meet the demands of special applications, a suitable braking resistor must be designed individually.



### Load duty cycle of standard braking resistors

In order to monitor the status of the temperature switch located at the braking resistor via the Control Unit CU320-2 or via a co-ordinating control, this contact must be connected on site to the corresponding control devices. In order to guarantee thermal protection of the braking resistor, the following should be taken into consideration:

- The required braking power must not be exceeded.
- When the temperature switch in the resistor is opened, the following must be ensured:
  - Stop of the drives producing regenerative energy and integration of the temperature switch into the fault channel of the converters "External fault".
  - Control measures to prevent a re-start of the drives as long as the braking resistor is still overheated.

A cable length of up to 100 m is permitted between the Central Braking Module and braking resistor. The cables must be routed in such a way that they are short-circuit and ground-fault proof.

The braking resistor must be installed as a free-standing component. Objects must not be deposited on or above the braking resistor. Ventilation space of 200 mm is required on each side of the braking resistor. Sufficient space must be maintained between the braking resistor and flammable objects. It has also to be ensured that the place of installation is able to dissipate the heat produced by the braking resistor. The installation should not be carried out near fire detectors as they could respond by the produced heat. When outdoor installation of the braking resistor is required protection against water must be ensured as the degree of protection of IP21 is not sufficient in this case.

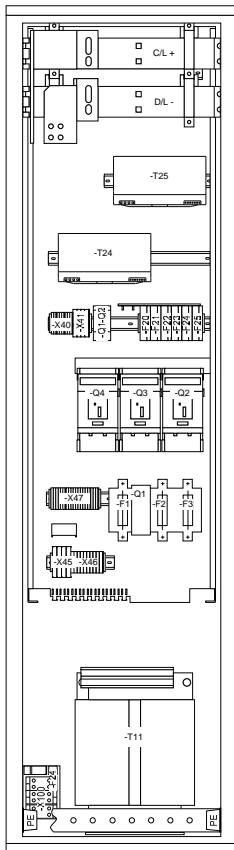
## 7.11 Auxiliary Power Supply Modules

### 7.11.1 Design

Auxiliary Power Supply Modules are generally used for large drive systems with high auxiliary power requirements. They feed the auxiliary voltage supply system of the SINAMICS S120 Cabinet Modules with three auxiliary voltages:

- Line voltage  $V_{Line}$  (mains AC voltage, single-phase),
- Auxiliary voltage 230 V (AC voltage, single-phase),
- Auxiliary voltage 24 V (DC voltage).

Among the components connected to this supply system are the fans of the SINAMICS S120 Chassis units integrated in the Cabinet Modules. The auxiliary voltage supply system also provides the electronics modules with an external voltage of 24 V DC. This is needed to run the electronics (for example, to maintain communication on bus systems such as PROFIBUS or PROFINET) when the DC link is not charged.



**Auxiliary Power Supply Module**

The Auxiliary Power Supply Module is connected to the available line voltage (380 V to 690 V) on the plant distribution board.

The Auxiliary Power Supply Module includes the following components:

- Fuse-switch disconnecter with fuse monitor for external evaluation.
- Three fuse-protected auxiliary voltages for the auxiliary voltage supply system:
  - 380 V – 690 V AC (depending on line voltage) to supply device fans
  - 230 V AC to supply 230 V loads
  - 24 V DC to supply electronics modules
- Transformer with 230 V output voltage.
- Voltage supply SITOP 24 V DC.
- 6-pole, pre-wired auxiliary voltage supply system, including accessories for looping through to the next Cabinet Module.
- PE busbar, nickel-plated (60 mm x 10 mm), including the link for looping through to the next Cabinet Module

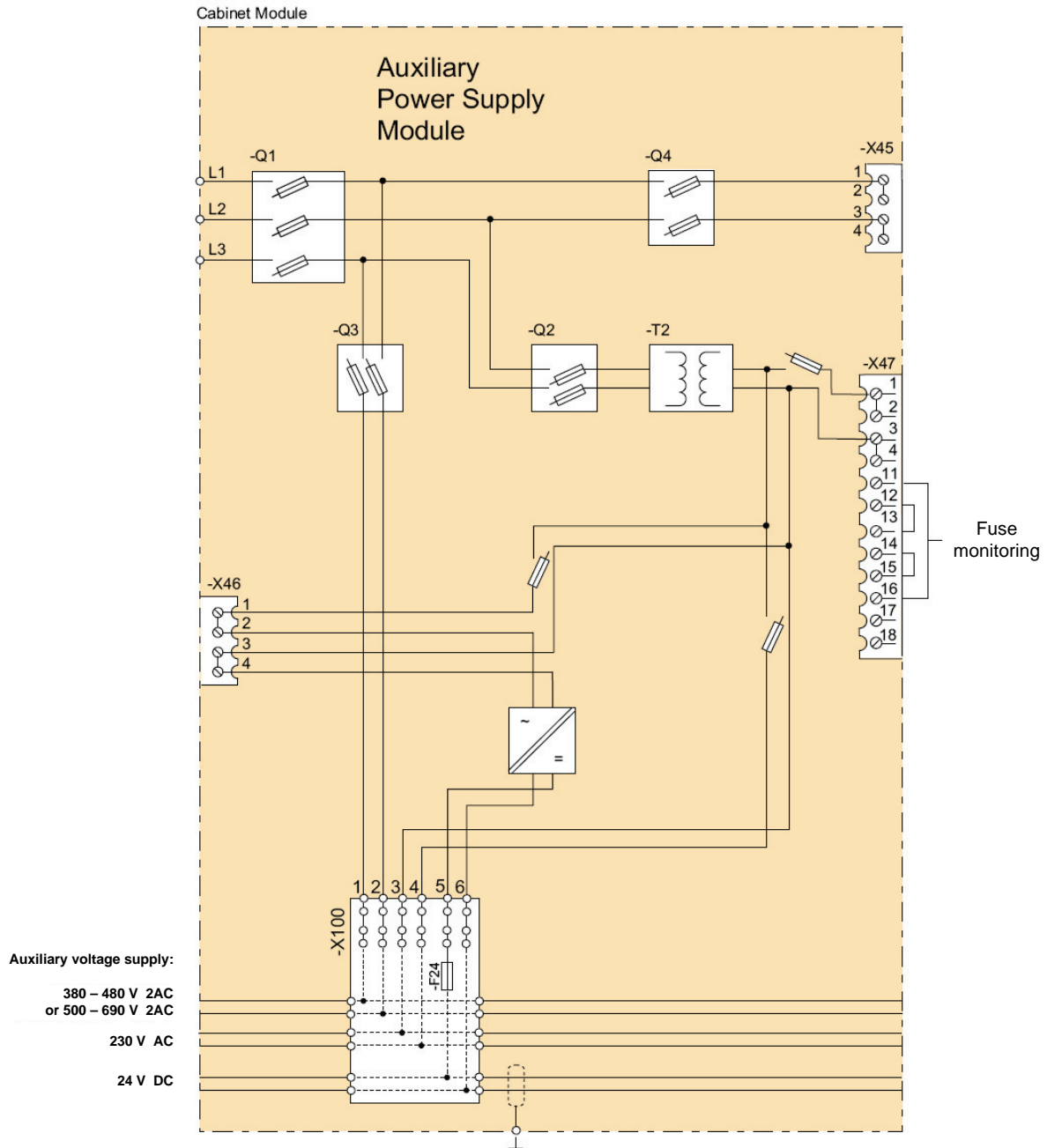
**Note:**

On small drive systems with low auxiliary power requirements, it is often not meaningful to use an Auxiliary Power Supply Module to provide the auxiliary voltage supply. In such cases, it is better to supply the auxiliary voltage from the Line Connection Module. If the auxiliary supply is to be implemented in the Line Connection Module for drive systems with low auxiliary power requirements, the auxiliary supply must be ordered as a separate option of the Line Connection Module (order code K76 on LCM).

# SINAMICS S120 Cabinet Modules

## Engineering Information

The diagram below shows the design and the components of the Auxiliary Power Supply Module.



**Design of the Auxiliary Power Supply Module**

## 8 Converter Cabinet Units SINAMICS S150

### 8.1 General information

SINAMICS S150 converter cabinets are ready-to-connect, high-output AC/AC converters in a standard cabinet. An extensive range of electrical and mechanical options means that they can be configured easily to meet individual requirements.

They are designed for applications with very high requirements of control performance - at both the line and motor side.

They feature a highly dynamic, pulsed, IGBT-based rectifier/regenerative unit for unrestricted four-quadrant operation at the line side (Active Infeed with AFE technology). The Clean Power Filter installed on the line side guarantees extremely "supply-friendly" operation with virtually negligible harmonic effects. The harmonic content of the line current is minimal and the harmonics in the line voltage are correspondingly low. Most of the current and voltage harmonics associated with the Active Infeed are typically significantly below 1% of rated current or rated voltage. The total distortion factors of the current (THD(I)) and voltage (THD(V)) are typically within a range of approximately 3 %. The Active Infeed thus complies with the strict limit values defined by standard IEEE 519 (Recommended Practices and Requirements for Harmonic Control in Electrical Power Systems). For further information about the SINAMICS Active Infeed, please refer to section "SINAMICS Infeeds and their properties" in chapter "Fundamental Principles and System Description".

The inverter at the motor side is equipped with a sophisticated closed-loop vector control. A range of different speed encoder interfaces is available as option, allowing asynchronous and synchronous motors to be operated with all common types of speed encoders (TTL / HTL incremental encoder, SSI encoder, sin/cos encoder, absolute encoder EnDat, resolver).

If drives operating on SINAMICS S150 converters need to be stopped after a power failure, e.g. in the case of a category 1 EMERGENCY OFF, the devices can be optionally equipped with braking units (options L61, L62, L64, L65).

SINAMICS S150 converter cabinets are especially suitable for use in drives with

- high requirements of dynamic control
- frequent braking cycles with high braking energy
- minimal harmonic effects on the supply system

SINAMICS S150 converter cabinet units are available for the line supply voltages and output power ranges listed in the table below:

Line supply voltage	Converter output power
380 V – 480 V 3AC	110 kW - 800 kW at 400 V
500 V – 690 V 3AC	55 kW - 900 kW at 500 V 75 kW - 1200 kW at 690 V

#### Line supply voltages and output power ranges of SINAMICS S150 cabinets

Line and motor-side components as well as additional monitoring devices can be installed in the SINAMICS S150 converter cabinets.

They are available in cabinet widths from 1400 mm, which then increase in increments of 200 mm.

The standard cabinet has degree of protection IP20, but further cabinets with degrees of protection IP21, IP23, IP43 and IP54 are available as options.

SINAMICS S150 converter cabinets feature as standard the AOP30 Advanced Operator Panel for control, monitoring and commissioning tasks. It is mounted in the cabinet door.

A PROFIBUS interface is provided as standard on the CU320-2 DP Control Unit as a customer interface.

The CU320-2 features digital inputs and outputs as standard. The TM31 Terminal Module which provides numerous digital and analog inputs and outputs can be installed optionally (option G60).

### 8.2 Rated data and continuous operation of the converters

#### Main applications

SINAMICS S150 converter cabinets are designed to meet high requirements in terms of dynamic response and control accuracy and operate with a high-quality vector control. Standard converters are equipped with a sensorless vector control. SINAMICS S150 converter cabinets are optionally available with a range of different speed encoder interfaces: SMC10 (option K46 for resolver), SMC20 (option K48 for sin/cos encoder and absolute encoder EnDat) and SMC30 (option K50 for TTL/HTL incremental encoder). For further information about control performance, please refer to section "Control properties" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

SINAMICS S150 converter cabinets feature a highly dynamic, pulsed, IGBT-based rectifier / regenerative unit for 4Q operation. This controls the DC link voltage and stabilizes it at a constant value irrespective of the level of line voltage fluctuation. The factory setting for the DC link voltage corresponds to 1.5 times the parameterized line supply voltage. These converters are therefore ideal for operation on unstable power supply systems with a high level of line voltage fluctuation.

The Clean Power Filter on the line side ensures minimum harmonic effects on the supply in operation. These units are therefore also ideal for applications which demand an extremely high standard of supply power quality.

#### Line supply voltages

SINAMICS S150 converter cabinets are available for the following line supply voltages:

- 380 V – 480 V 3AC
- 500 V – 690 V 3AC

The permissible voltage tolerance is  $\pm 10\%$  continuously and  $-15\%$  for brief periods ( $< 1\text{min}$ ). Please note that the output voltage and thus the output power can be kept constant by virtue of the stabilized DC link voltage provided that sufficient line current reserves are available.

#### Usable output currents

The output currents specified in the selection and ordering data can be utilized over the entire output frequency or speed range. However, time restrictions dependent on the relevant application do apply with operation at low output frequencies of  $< 10\text{Hz}$  with simultaneously high output currents of  $> 75\%$  of the rated current  $I_{\text{rated}}$ . These are described in section "Power cycling capability of IGBT modules and inverter power units" in chapter "Fundamental Principles and System Description".

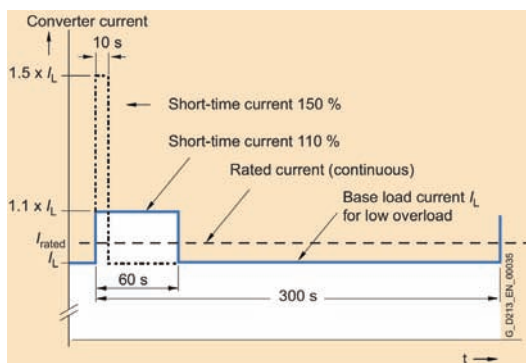
The specified rated output current is the maximum continuous thermally permissible output current. The units have no additional overload capacity when operating at this current.

#### Overload capability, load duty cycle definitions

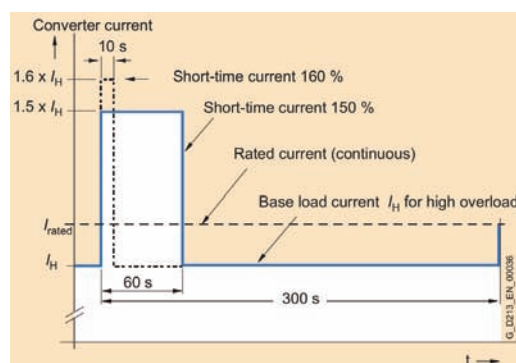
When a drive is required to overcome breakaway torques or is subjected to high surge loads, its configuration must take these factors into account. In such instances, it must be operated on the basis of a base load current which is lower than the rated output current. Overload reserves are available for this purpose. The load duty cycles for operation with low and high overloads are defined below.

- The base load current  $I_L$  for low overload is based on a load duty cycle of 110% for 60 s or 150% for 10 s.
- The base load current  $I_H$  for a high overload is based on a load duty cycle of 150% for 60 s or 160% for 10 s.

These overload values apply on condition that the converter is operated at its base load current before and after the period of overload on the basis of a load duty cycle duration of 300 s in each case.



Load duty cycle definition for low overload



Load duty cycle definition for high overload



**Overload and overtemperature protection**

SINAMICS S150 converter cabinets are equipped with effective overload and overtemperature protection mechanisms which protect them against thermal overloading.

Sensors at various locations in the converter (inlet air, control electronics, rectifier heatsink, inverter heatsink) measure the relevant temperatures and feed them into the so-called "Thermal model". This continuously calculates the temperature at critical positions on power components. In this way the converter is effectively protected against thermal overloads, whether they are caused by excessive current or high ambient temperatures. The so-called "I<sup>2</sup>t monitoring circuit" checks the level of utilization of the motor-side inverter. If the level of inverter utilization or the temperature at any point in the converter exceeds the upper tolerance limit, the converter responds by initiating an overload reaction parameterized in the firmware. It is possible to select whether the converter should react to overload by reducing the output frequency and output current or the pulse frequency. Immediate shutdown can also be parameterized.

**Maximum output frequency**

With SINAMICS S150 cabinet units, the maximum output frequency is limited to 100 Hz or 160 Hz due to the factory-set pulse frequency of  $f_{Pulse} = 1.25 \text{ kHz}$  (current controller clock cycle = 400  $\mu\text{s}$ ) or  $f_{Pulse} = 2.00 \text{ kHz}$  (current controller clock cycle = 250  $\mu\text{s}$ ). The pulse frequency must be increased if higher output frequencies are to be achieved. Since the switching losses in the motor-side IGBT inverter increase when the pulse frequency is raised, the output current must be reduced accordingly.

**Permissible output current and maximum output frequency as a function of pulse frequency**

The table below states the rated output currents of SINAMICS S150 converters with the factory-set pulse frequency, as well as the current derating factors (permissible output currents referred to the rated output current) at higher pulse frequencies.

The pulse frequencies for the values in the orange boxes can be selected simply by changing a parameter (even during operation), i.e. they do not necessitate a change to the factory-set current controller clock cycle. The pulse frequencies for the values in the grey boxes require a change in the factory-set current controller clock cycle and can therefore be selected only at the commissioning stage. The assignment between current controller clock cycles and possible pulse frequencies can be found in the List Manual (Parameter List).

Under certain boundary conditions (line voltage at low end of permissible wide-voltage range, low ambient temperature, restricted speed range), it is possible to partially or completely dispense with current derating at pulse frequencies which are twice as high as the factory setting. Further details can be found in section "Operation of converters at increased pulse frequency".

Output power at 400 V	Rated output current or current derating factor with pulse frequency of		Current derating factor with pulse frequency of				
	1.25 kHz	2.0 kHz	2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
	<b>380 V – 480 V 3AC</b>						
110 kW		<b>210 A</b>	95 %	82 %	74 %	54 %	50 %
132 kW		<b>260 A</b>	95 %	83 %	74 %	54 %	50 %
160 kW		<b>310 A</b>	97 %	88 %	78 %	54 %	50 %
200 kW		<b>380 A</b>	96 %	87 %	77 %	54 %	50 %
250 kW		<b>490 A</b>	94 %	78 %	71 %	53 %	50 %
315 kW	<b>605 A</b>	83 %	72 %	64 %	60 %	40 %	
400 kW	<b>745 A</b>	83 %	72 %	64 %	60 %	40 %	
450 kW	<b>840 A</b>	87 %	79 %	64 %	55 %	40 %	
560 kW	<b>985 A</b>	92 %	87 %	70 %	60 %	50 %	
710 kW	<b>1260 A</b>	92 %	87 %	70 %	60 %	50 %	
800 kW	<b>1405 A</b>	97 %	95 %	74 %	60 %	50 %	

**SINAMICS S150: Permissible output current (current derating factor) as a function of pulse frequency**

# SINAMICS S150

## Engineering Information

Output power at 690 V	Rated output current or current derating factor with pulse frequency of		Current derating factor				
	1.25 kHz	2.0 kHz	with pulse frequency of				
			2.5 kHz	4.0 kHz	5.0 kHz	7.5 kHz	8.0 kHz
<b>500 V – 690 V 3AC</b>							
75 kW	<b>85 A</b>	93 %	89 %	71 %	60 %	40 %	
90 kW	<b>100 A</b>	92 %	88 %	71 %	60 %	40 %	
110 kW	<b>120 A</b>	92 %	88 %	71 %	60 %	40 %	
132 kW	<b>150 A</b>	90 %	84 %	66 %	55 %	35 %	
160 kW	<b>175 A</b>	92 %	87 %	70 %	60 %	40 %	
200 kW	<b>215 A</b>	92 %	87 %	70 %	60 %	40 %	
250 kW	<b>260 A</b>	92 %	88 %	71 %	60 %	40 %	
315 kW	<b>330 A</b>	89 %	82 %	65 %	55 %	40 %	
400 kW	<b>410 A</b>	89 %	82 %	65 %	55 %	35 %	
450 kW	<b>465 A</b>	92 %	87 %	67 %	55 %	35 %	
560 kW	<b>575 A</b>	91 %	85 %	64 %	50 %	35 %	
710 kW	<b>735 A</b>	87 %	79 %	64 %	55 %	35 %	
800 kW	<b>810 A</b>	97 %	95 %	71 %	55 %	35 %	
900 kW	<b>910 A</b>	92 %	87 %	67 %	55 %	33 %	
1000 kW	<b>1025 A</b>	91 %	86 %	64 %	50 %	30 %	
1200 kW	<b>1270 A</b>	87 %	79 %	55 %	40 %	25 %	

**SINAMICS S150: Permissible output current (current derating factor) as a function of pulse frequency (continued)**

Pulse frequency	Maximum attainable output frequency
1.25 kHz	100 Hz
2.00 kHz	160 Hz
2.50 kHz	200 Hz
≥ 4.00 kHz	300 Hz

**Maximum attainable output frequency as a function of pulse frequency**

### Permissible output current as a function of ambient temperature

SINAMICS S150 converters and associated system components are rated for an ambient temperature of 40 °C and installation altitudes of up to 2000 m above sea level. The output current of SINAMICS S150 converters must be reduced (current derating) if they are operated at ambient temperatures above 40 °C. It is not permissible to operate them at temperatures above 50 °C. The tables below state the permissible output current as a function of the ambient temperature for different degrees of protection.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %

**Current derating factors as a function of ambient temperature (inlet air) for SINAMICS S150 converter cabinet units in degrees of protection IP20, IP21, IP23 and IP43**

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of							
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C	
0 ... 2000	100 %					93.3 %	86.7 %	80.0 %

**Current derating factors as a function of ambient temperature (inlet air) for SINAMICS S150 converter cabinet units in degree of protection IP54**

### Installation altitudes > 2000 m to 5000 m above sea level

SINAMICS S150 converters and associated system components are rated for installation altitudes of up to 2000 m above sea level and an ambient temperature of 40 °C. If SINAMICS S150 converters are to be operated at altitudes higher than 2000 m above sea level, it must be taken into account that air pressure and thus air density decrease in proportion to the increase in altitude. As a result of the drop in air density the cooling effect and the insulation strength of the air are reduced.

SINAMICS S150 converters can be installed at altitudes over 2000 m up to 5000 m if the following two measures are utilized.

#### 1st measure: Reduction in ambient temperature and output current

Due to the reduced cooling effect of the air, it is necessary, on the one hand, to reduce the ambient temperature and, on the other, to reduce the power losses in the converter by lowering the output current. In the latter case, it is permissible to offset ambient temperatures lower than 40 °C by way of compensation. The following tables specify the permissible output currents as a function of installation altitude and ambient temperature for the different degrees of protection. The stated values allow for the permissible compensation between installation altitude and ambient temperatures lower than 40 °C (air temperature at the air inlet of the cabinet unit). The values are valid only on condition that the cabinet is installed in such a way as to guarantee the required cooling air flow stipulated in the technical data.

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %					93.3 %	86.7 %
... 2500						96.3 %	
... 3000	100 %			98.7 %			
... 3500	100 %						
... 4000	100 %		96.3 %				
... 4500	97.5 %						
... 5000	98.2 %						

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS S150 converter cabinet units in **degrees of protection IP20, IP21, IP23 and IP43**

Installation altitude above sea level m	Current derating factor at an ambient temperature (inlet air) of						
	20 °C	25 °C	30 °C	35 °C	40 °C	45 °C	50 °C
0 ... 2000	100 %				93.3 %	86.7 %	80.0 %
... 2500					96.3 %	89.8 %	
... 3000	100 %			98.7 %	92.5 %		
... 3500	100 %						
... 4000	100 %		96.3 %	90.7 %			
... 4500	97.5 %		92.1 %				
... 5000	93.0 %						

**Current derating factors** as a function of installation altitude and ambient temperature (inlet air) for SINAMICS S150 converter cabinet units in **degree of protection IP54**

#### 2nd measure: Use of an isolating transformer to reduce transient overvoltages in accordance with IEC 61800-5-1

The isolating transformer which is used quasi as standard to supply SINAMICS converters for virtually every type of application reduces the overvoltage category III (for which the units are dimensioned) down to the overvoltage category II. As a result, the requirements on the insulation strength of the air are less stringent. Additional voltage derating (reduction in input voltage) is not necessary if the following boundary conditions are fulfilled:

- The isolating transformer must be supplied from a low-voltage or medium-voltage network. It must not be supplied directly from a high-voltage network.
- The isolating transformer may be used to supply one or more converters.
- The cables between the isolating transformer and the converter or converters must be installed such that there is absolutely no risk of a direct lightning strike, i.e. overhead cables must not be used.
- The following power supply system types are permissible:
  - TN systems with grounded star point (no grounded outer conductor, no IT systems).

**The measures described above are permissible only for SINAMICS S150 converters in the voltage range 380 V to 480 V 3AC.** (Measures for converters for 500 V to 690 V 3AC on request.)

### 8.3 Factory settings (defaults) of customer interface on SINAMICS S150 with TM31

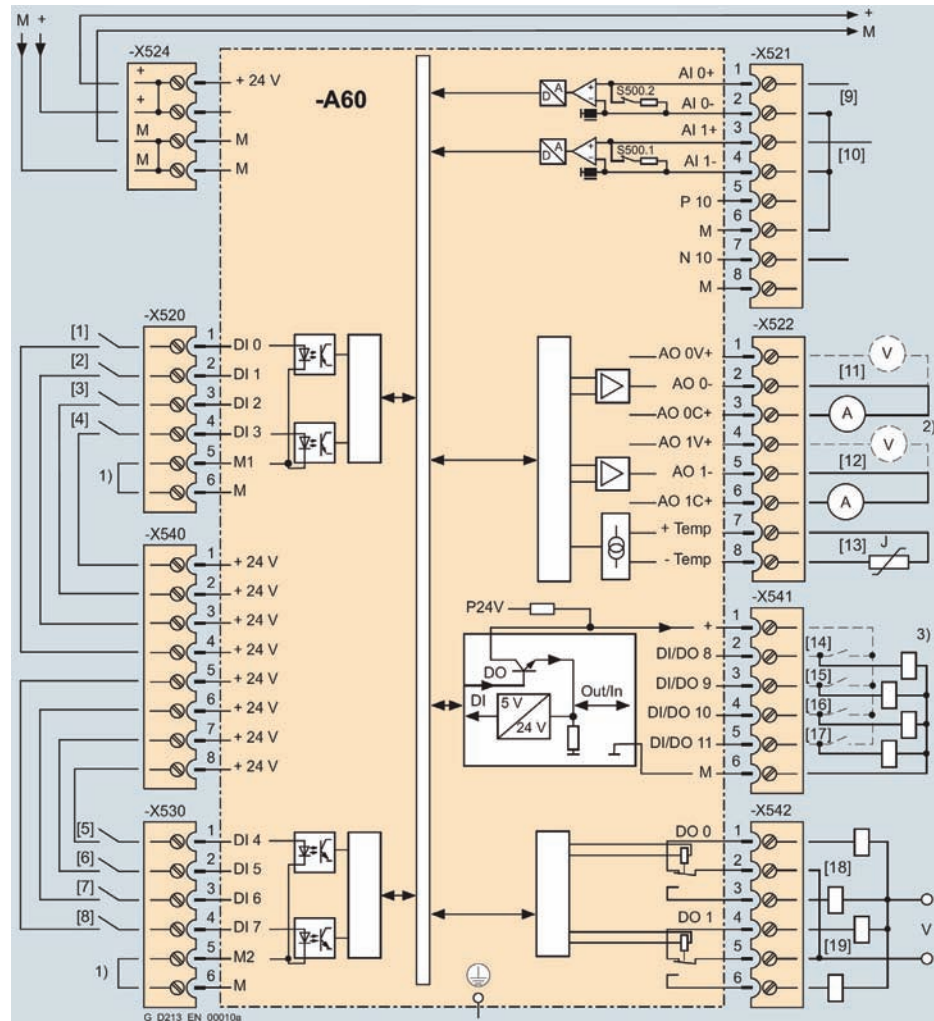
A PROFIBUS interface is provided as standard on the CU320-2 DP Control Unit as an interface to the control system.

The customer terminal block on the TM31 Terminal Module (option G60) can be used optionally. This interface allows the S150 converter to be linked to the higher-level control by means of digital and analog signals, and also permits the connection of additional devices.

The optional customer terminal block on the TM31 Terminal Module (option G60) includes:

- 8 digital inputs (DI)
- 4 bidirectional inputs/outputs (DI/DO)
- 2 analog inputs (differential) (AI)
- 2 analog outputs (AO)
- 2 relay outputs (changeover contact) (DO)
- 1 input for KTY84 temperature sensor or PTC thermistor (Temp)
- Auxiliary voltage output  $\pm 10$  V for analog setpoint input
- Auxiliary voltage output +24 V for digital inputs

- [1] Drive ON/OFF1
- [2] Increase setpoint / fixed setpoint bit 0
- [3] Decrease setpoint / fixed setpoint bit 1
- [4] Acknowledge fault
- [5] Enable inverter
- [6] Freely parameterizable as digital input
- [7] Freely parameterizable as digital input
- [8] Freely parameterizable as digital input
- [9] Analog input for setting speed setpoint
- [10] Analog input (reserved)
- [11] Analog output, actual speed value
- [12] Analog output, actual motor current value
- [13] Connection possibility for a KTY84 temperature sensor or PTC thermistor
- [14] Ready (factory default setting as digital output)
- [15], [16], [17] Freely parameterizable as digital inputs / outputs (assigned as digital inputs with factory setting)
- [18] Checkback signal "Inverter enable"
- [19] Checkback signal "No converter fault"



#### Optional customer terminal block on the TM31 Terminal Module (option G60)

- 1) Jumpers must be inserted for this circuit example (M: Internal ground, M1 or M2: External ground)
- 2) Parameterizable as current or voltage source
- 3) Individually parameterizable as digital input/output (factory setting: Assigned as output)

Terminal	No.	Type	Factory setting (default)	Comment
X540:1 - 8	P24	24 V DC supply voltage for the inputs DI0 to DI7 and DI/DO8 to DI/DO11		
X520:1	DI0	Digital input isolated via optocoupler	ON/OFF1	Inputs are freely parameterizable
X520:2	DI1		Increase setpoint / fixed setpoint bit 0	
X520:3	DI2		Decrease setpoint / fixed setpoint bit 1	
X520:4	DI3		Acknowledge fault	
X520:5	M1	Ground terminal for digital inputs DI0 to DI3		
X520:6	M (GND)	Ground terminal for P24 auxiliary voltage for digital inputs		
X530:1	DI4	Digital input isolated via optocoupler	Enable inverter	Converter is at standby and is waiting for enabling
X530:2	DI5			Inputs are freely parameterizable
X530:3	DI6			
X530:4	DI7			
X530:5	M2	Ground terminal for digital inputs DI4 to DI7		
X530:6	M (GND)	Ground terminal for P24 auxiliary voltage for digital inputs		
X541:1	P24	Non-isolated digital inputs/outputs		
X541:2	DI/DO8		Ready (factory-set as digital output)	Inputs/outputs are freely parameterizable
X541:3	DI/DO9			Factory-set as input
X541:4	DI/DO10			Factory-set as input
X541:5	DI/DO11			Factory-set as input
X541:6	M (GND)	Ground terminal of P24 and ground of digital inputs/outputs		
X521:1	AI 0 +	Analog inputs as differential inputs for the following ranges: -10 V To + 10 V + 4 mA To +20 mA -20 mA To +20 mA 0 mA To +20 mA The voltage/current input selection is made with switch S500	Speed setpoint Factory setting 0 to 20 mA	Positive differential input for voltage/current
X521:2	AI 0-		Negative differential input for voltage/current	
X521:3	AI 1 +		Reserved	Positive differential input for voltage/current
X521:4	AI 1-		Negative differential input for voltage/current	
X521:5	P10	Auxiliary voltage ± 10 V (10 mA) for the connection of a potentiometer for setpoint specification via an analog input		+ 10 V
X521:6	M (GND)			Ground terminal for ±10 V
X521:7	N10			- 10 V
X521:8	M (GND)			Ground terminal for ±10 V
X522:1	AO 0V+	Analog outputs for the following ranges: -10 V To + 10 V + 4 mA To + 20 mA -20 mA To + 20 mA 0 mA To + 20 mA	Speed actual value Factory setting 0 to 20 mA	Analog output voltage +
X522:2	AO 0 ref.			Common reference point for current/voltage
X522:3	AO 0A+			Analog output current +
X522:4	AO 1V+			Analog output voltage +
X522:5	AO 1 ref.		Actual motor current value Factory setting 0 to 20 mA	Common reference point for current/voltage
X522:6	AO 1A+			Analog output current +
X522:7	KTY+	KTY84 temperature sensor (0 to 200° C) or PTC ( $R_{cold} \leq 1.5 \text{ k}\Omega$ )		The sensor type must be parameterized
X522:8	KTY-			
X542:1	DO 0.NC	Relay output, changeover contact	Checkback: Enable inverter	NC contact
X542:2	DO 0.COM	Max. switching voltage: 250 V AC, 30 V DC Max. switching capacity at 250 VAC: 2 kVA		Common
X542:3	DO 0.NO	Max. switching capacity at 30 VDC: 0.24 kW		NO contact
X542:4	DO 1.NC	Relay output, changeover contact	Checkback: No fault in converter	NC contact
X542:5	DO 1.COM	Max. switching voltage: 250 V AC, 30 V DC Max. switching capacity at 250 VAC: 2 kVA		Common
X542:6	DO 1.NO	Max. switching capacity at 30 VDC: 0.24 kW		NO contact

**Factory setting of the optional customer terminal block on the TM31 Terminal Module (option G60)**

**Note:**

If the cables connected to the analog inputs and outputs of the TM31 Terminal Module are more than about 3 to 4 m in length, isolating amplifiers must be used to ensure reliably EMC-compliant operation. Isolating amplifiers minimize interference coupling into the analog signal transmission system, so that interference-resistant analog transmission links can be achieved even in systems with long cables. For further information about EMC-compliant cabling, please refer to chapter "EMC Installation Guideline".

### 8.4 Cable cross-sections and connections on SINAMICS S150 cabinet units

#### 8.4.1 Recommended and max. possible cable cross-sections for line and motor connections

The following tables show the recommended and maximum connectable cable cross-sections on the line and motor sides.

The recommended cross-sections are based on the fuses specified in Catalog D21.3. These are valid for singly routed, PVC-insulated, copper 3-wire cables installed horizontally in air with a permissible conductor temperature of 70°C (e.g. Protodur NYY or NYCWY) at an ambient temperature of 40°C.

When the conditions differ from the above stated (cable routing, cable grouping, ambient temperature), the relevant correction factors as stated in IEC 60364-5-52 must be applied.

Output at 400 V or 690 V [kW]	Converter SINAMICS S150 Type 6SL3710-...	Weight (standard model) [kg]	Line supply connection			Motor connection			Cabinet grounding	
			Recommended cross-section <sup>1)</sup> IEC [mm <sup>2</sup> ]	Maximum cable cross-section IEC [mm <sup>2</sup> ]	M12 fixing- screw (no. of holes)	Recommended cross-section <sup>1)</sup> IEC [mm <sup>2</sup> ]	Maximum cable cross-section IEC [mm <sup>2</sup> ]	M12 fixing screw (no. of holes)	M12 fixing screw (no. of holes)	Re- marks
<b>380 V – 480 V 3AC</b>										
110	7LE32-1AA3	708	2x70	4x240	(2)	2x50	2x150	(2)	(2)	
132	7LE32-6AA3	708	2x95	4x240	(2)	2x70	2x150	(2)	(2)	
160	7LE33-1AA3	892	2x120	4x240	(2)	2x95	2x150	(2)	(2)	
200	7LE33-8AA3	980	2x120	4x240	(2)	2x95	2x150	(2)	(2)	
250	7LE35-0AA3	980	2x185	4x240	(2)	2x150	2x240	(2)	(2)	
315	7LE36-1AA3	1716	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
400	7LE37-5AA3	1731	3x185	4x240	(2)	2x240	4x240	(2)	(10)	Busbar
450	7LE38-4AA3	1778	4x150	8x240	(4)	3x185	4x240	(2)	(16)	Busbar
560	7LE41-0AA3	2408	4x185	8x240	(4)	4x185	6x240	(3)	(18)	Busbar
710	7LE41-2AA3	2408	4x240	8x240	(4)	4x240	6x240	(3)	(18)	Busbar
800	7LE41-4AA3	2408	6x185	8x240	(4)	6x185	6x240	(3)	(18)	Busbar
<b>500 V – 690 V 3AC</b>										
75	7LG28-5AA3	708	50	4x240	(2)	35	2x70	(2)	(2)	
90	7LG31-0AA3	708	50	4x240	(2)	50	2x150	(2)	(2)	
110	7LG31-2AA3	708	70	4x240	(2)	70	2x150	(2)	(2)	
132	7LG31-5AA3	708	95	4x240	(2)	70	2x150	(2)	(2)	
160	7LG31-8AA3	892	120	4x240	(2)	95	2x150	(2)	(2)	
200	7LG32-2AA3	892	2x70	4x240	(2)	120	2x150	(2)	(2)	
250	7LG32-6AA3	892	2x95	4x240	(2)	2x70	2x185	(2)	(2)	
315	7LG33-3AA3	892	2x120	4x240	(2)	2x95	2x240	(2)	(2)	
400	7LG34-1AA3	1716	2x185	4x240	(2)	2x120	4x240	(2)	(2)	
450	7LG34-7AA3	1716	2x185	4x240	(2)	2x150	4x240	(2)	(2)	
560	7LG35-8AA3	1716	2x240	4x240	(2)	2x185	4x240	(2)	(2)	
710	7LG37-4AA3	2300	3x185	8x240	(4)	3x150	6x240	(3)	(18)	Busbar
800	7LG38-1AA3	2408	4x150	8x240	(4)	3x185	6x240	(3)	(18)	Busbar
900	7LG38-8AA3	2408	4x150	8x240	(4)	4x150	6x240	(3)	(18)	Busbar
1000	7LG41-0AA3	2408	4x185	8x240	(4)	4x185	6x240	(3)	(18)	Busbar
1200	7LG41-3AA3	2408	4x240	8x240	(4)	4x240	6x240	(3)	(18)	Busbar

1) The recommendations for the North American market in AWG or MCM can be found in the corresponding standards NEC (National Electrical Code) or CEC (Canadian Electrical Code).

### 8.4.2 Required cable cross-sections for line and motor connections

Generally speaking, unshielded cables can generally be used to make the line connection. 3-wire or 4-wire three-phase cables should be used wherever possible. By contrast, it is always advisable to use shielded cables between the converter and motor and, in the case of drives in the higher output power range, symmetrical 3-wire, three-phase cables, and to connect several cables of this type in parallel where necessary. There are basically two reasons for this recommendation:

This is the only way in which the high IP55 degree of protection can be achieved for the motor terminal box without problems because the cables enter the terminal box via glands and the number of possible glands is limited by the geometry of the terminal box. Therefore single cables are less suitable.

With symmetrical, 3-wire, three-phase cables, the summed ampere-turns over the cable outer diameter are equal to zero and they can be routed in conductive, metal cable ducts or racks without any significant currents (ground current or leakage current) being induced in these conductive, metal connections. The danger of induced leakage currents and thus of increased cable-shield losses increases with single-wire cables.

The required cable cross-section depends on the amperage which flows through the cable. The permissible current loading of cables is defined, for example, in IEC 60364-5-52. It depends on ambient conditions such as the temperature, but also on the routing method. An important factor to consider is whether cables are routed singly and are therefore relatively well ventilated, or whether groups of cables are routed together. In the latter instance, the cables are much less well ventilated and might therefore heat one another to a greater degree. For the relevant correction factors applicable to these boundary conditions, please refer to IEC 60364-5-52. The table below provides a guide to the recommended cross-sections (based on IEC 60364-5-52) for PVC-insulated, 3-wire copper and aluminum cables, a permissible conductor temperature of 70°C (e.g. Protodur NYY or NYCWY) and an ambient temperature of 40°C.

Cross-section of 3-wire cable [mm <sup>2</sup> ]	Copper cable		Aluminum cable	
	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]	Single routing [A]	Groups of cables routed in parallel <sup>1)</sup> [A]
3 x 2.5	22	17	17	13
3 x 4.0	30	23	23	18
3 x 6.0	37	29	29	22
3 x 10	52	41	40	31
3 x 16	70	54	53	41
3 x 25	88	69	68	53
3 x 35	110	86	84	65
3 x 50	133	104	102	79
3 x 70	171	133	131	102
3 x 95	207	162	159	124
3 x 120	240	187	184	144
3 x 150	278	216	213	166
3 x 185	317	247	244	190
3 x 240	374	292	287	224

<sup>1)</sup> Maximum 9 cables routed horizontally in direct contact with one another on a cable rack

**Current-carrying capacity of PVC-insulated, 3-wire copper and aluminum cables with a maximum permissible conductor temperature of 70°C at an ambient temperature of 40°C according to IEC 60364-5-52**

With higher amperages, cables must be connected in parallel.

Note:

The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code) / CEC (Canadian Electrical Code) standards.

### 8.4.3 Grounding and PE conductor cross-section

The PE conductor must be dimensioned to meet the following requirements:

- In the case of a ground fault, no impermissibly high contact voltages resulting from voltage drops on the PE conductor caused by the ground fault current may occur ( $< 50 \text{ V AC}$  or  $< 120 \text{ V DC}$ , IEC 61800-5-1, IEC 60 364, IEC 60 543).
- The PE conductor should not be excessively loaded by any ground fault current it carries.
- If it is possible for continuous currents to flow through the PE conductor when a fault occurs, the PE conductor cross-section must be dimensioned for this continuous current.
- The PE conductor cross-section should be selected according to EN 60 204-1, EN 60 439-1, IEC 60 364.

Cross-section of the phase conductor mm <sup>2</sup>	Minimum cross-section of the external PE conductor mm <sup>2</sup>
Up to 16	Minimum phase conductor cross-section
16 to 35	16
35 and above	Minimum half the phase conductor cross-section

**Note:**

The recommendations for the North American market in AWG or MCM must be taken from the appropriate NEC (National Electrical Code)/CEC (Canadian Electrical Code) standards.

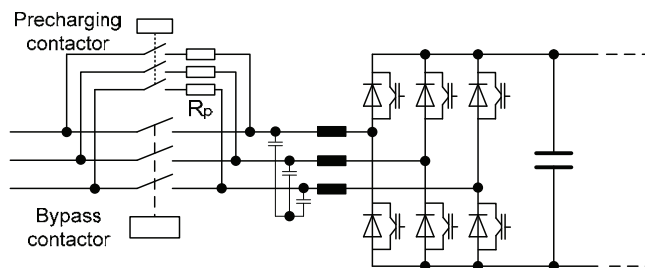
- Switchgear and motors are usually grounded via separate local ground connections. When this grounding arrangement is used, the current caused by a ground fault flows through the parallel ground connections and is divided. Despite the use of the relatively small PE conductor cross-sections specified in the table above, no impermissible contact voltages can develop with this grounding system.

Based on experience with different grounding configurations, however, we recommend that the ground wire from the motor should be routed directly back to the converter. For EMC reasons and to prevent bearing currents, symmetrical 3-wire three-phase cables should be used where possible instead of 4-wire cables, especially on drives in the higher power range. The protective or PE conductor must be routed separately when 3-wire cables are used or must be arranged symmetrically in the motor cable. The symmetry of the PE conductor is achieved using a conductor surrounding all phase conductors or using a cable with a symmetrical arrangement of the three phase conductors and three ground conductors. For further information, please refer to sections "Bearing currents caused by steep voltage edges on the motor" and "Line filters" in chapter "Fundamental Principles and System Description", as well as to chapter "EMC Installation Guideline".

- Through their controllers, the converters limit the load current (motor and ground fault currents) to an rms value corresponding to the rated current. We therefore recommend the use of a PE conductor cross-section analogous to the phase conductor cross-section for grounding the converter cabinet.

### 8.5 Precharging of the DC link and precharging currents

In the case of SINAMICS S150 converters, the DC link is precharged by precharging resistors in the Active Interface Modules, a process which incurs heat losses. To precharge the DC link, the converter is connected at the line side to the line supply via a precharging contactor and precharging resistors  $R_p$ . Once the link is precharged, the bypass contactor is closed and the precharging contactor opened again.



#### Precharging on SINAMICS S150 cabinet units by means of a precharging contactor and precharging resistors

The principle of precharging involves the use of ohmic resistors  $R_p$  and is therefore subject to losses. The precharging resistors are dimensioned thermally to precharge the DC link of the S150 converter without themselves becoming overloaded.



The following table specifies the rms values of the line currents which occur at the beginning of the precharging process in the case of line supply voltages 400 V or 690 V. Where other line voltage values apply, the values must be converted in proportion to the line voltage.

The specified precharging currents decay in accordance with an e-function until the precharging process is completed after a period of typically 1 to 2 s. Due to the temperature rise in the precharging resistors during the process, the minimum permissible interval for complete precharging of the DC link is 3 minutes.

Power rating of S150 at 400 V or 690 V	Rated output current	Line current at the beginning of DC link precharging (initial rms value) at 400 V or 690 V
<b>380 V – 480 V 3AC</b>		
110 kW	210 A	29 A
132 kW	260 A	29 A
160 kW	310 A	59 A
200 kW	380 A	59 A
250 kW	490 A	59 A
315 kW	605 A	91 A
400 kW	745 A	91 A
450 kW	840 A	91 A
560 kW	985 A	182 A
710 kW	1260 A	182 A
800 kW	1405 A	182 A
<b>500 V – 690 V 3AC</b>		
75 kW	85 A	29 A
90 kW	100 A	29 A
110 kW	120 A	29 A
132 kW	150 A	29 A
160 kW	175 A	58 A
200 kW	215 A	58 A
250 kW	260 A	58 A
315 kW	330 A	58 A
400 kW	410 A	86 A
450 kW	465 A	86 A
560 kW	575 A	86 A
710 kW	735 A	172 A
800 kW	810 A	172 A
900 kW	910 A	172 A
1000 kW	1025 A	172 A
1200 kW	1270 A	172 A

**SINAMICS S150 converter cabinet units: Line currents at the beginning of precharging (initial rms values)**

## 8.6 Components at the DC link

### 8.6.1 Braking units

Braking units (Braking Modules and external braking resistors) can be used optionally on SINAMICS S150 fed drives which need to be stopped after a power failure, e.g. in the case of an emergency retraction or EMERGENCY OFF according to category 1.

The use of braking units to support the rectifier/regenerative feedback unit in regenerative operation is also possible, for example, in cases where it is permissible to recover only a certain fraction of the infeed power to the line supply system. In this instance, it is possible to limit the regenerative feedback current accordingly and the braking unit must be capable of absorbing the excess regenerative power. However, this option should be utilized only if the converter is operating on a relatively stiff mains supply.

Braking Modules are available as options L61 and L64 with a continuous braking power of 25 kW ( $P_{20}$  power 100 kW) and as options L62 and L65 with a continuous braking power of 50 kW ( $P_{20}$  power 200 kW). Braking Modules contain the power electronics and associated control circuitry. They are designed for mounting in the power blocks of S150 cabinet units. They are cooled by the cooling air discharged by the power units. The associated braking resistors must be mounted outside the cabinet.

When selecting options L61 – L65, please take into account that Braking Modules for 500 V to 600 V 3AC (L64, L65) or for 660 V to 690 V 3AC (L61, L62) must be selected (depending on the line supply voltage on site) for SINAMICS S150 converters with the supply voltage range of 500 V to 690 V 3AC.

For further information about braking units as well as dimensioning rules, please refer to chapters "Converter Chassis Units SINAMICS G130" and "Converter Cabinet Units SINAMICS G150". The chapters also give examples of how to calculate the required Braking Modules and braking resistors.

## 8.7 Load-side components and cables

### 8.7.1 Motor reactors

The fast switching of the IGBTs in the inverter causes high voltage rate-of-rise  $dv/dt$  at the inverter output. If long motor cables are used, these voltage gradients increase the current load on the converter output due to capacitive charge/discharge currents. The length of cable which may be connected is therefore limited.

The high voltage rate-of-rise and the resulting voltage spikes at the motor terminals, increase the voltage stress at the motor winding in comparison to direct line operation. In conjunction with the connected cable capacitances, the motor reactors (option L08) reduce the capacitive charge/discharge currents in the motor cables and, as a function of the motor cable length, limit the voltage rate-of-rise  $dv/dt$  and the voltage peaks  $V_{PP}$  at the motor terminals.

For a more detailed description, please refer to the section "Motor reactors" of the chapter "Fundamental Principles and System Description".

### 8.7.2 $dv/dt$ filters plus VPL

The  $dv/dt$  filter plus VPL (option L10) and the  $dv/dt$  filter compact plus VPL (option L07) comprise two components, the  $dv/dt$  reactor and the voltage limiting network (Voltage Peak Limiter), which limits voltage peaks and returns the energy back to the DC link.

The  $dv/dt$  filter plus VPL and the  $dv/dt$  filter compact plus VPL must be used when the dielectric strength of the winding system on the motor to be connected is unknown or inadequate. Siemens standard and trans-standard asynchronous motors require a filter (depending on the motor range) only with line supply voltages of  $> 460$  V or  $> 500$  V in cases where no special insulation is provided on the motor side. Further information can be found in chapter "Motors".

The  $dv/dt$  filter plus VPL limits the voltage rate-of-rise to values  $< 500$  V/ $\mu$ s and the typical voltage spikes at the motor to the values below:

- $V_{PP}$  (typically)  $< 1000$  V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically)  $< 1250$  V for  $660$  V  $< V_{Line} < 690$  V

The  $dv/dt$  filter compact plus VPL limits the voltage rate-of-rise to values of  $< 1600$  V/ $\mu$ s and the typical voltage spikes on the motor to the following values:

- $V_{PP}$  (typically)  $< 1150$  V for  $V_{Line} < 575$  V
- $V_{PP}$  (typically)  $< 1400$  V for  $660$  V  $< V_{Line} < 690$  V

For a more detailed description, please refer to section " $dv/dt$  filters plus VPL and  $dv/dt$  filters compact plus VPL" in chapter "Fundamental Principles and System Description".

### 8.7.3 Sine-wave filters

Sine-wave filters (option L15) are LC low-pass filters and constitute the most sophisticated filter solution. They are significantly more effective than  $dv/dt$  filters in reducing the voltage rates-of-rise  $dv/dt$  and peak voltages  $V_{PP}$ , but operation with sine-wave filters imposes substantial restrictions in terms of the possible pulse frequency settings and voltage and current utilization of the motor-side inverter (voltage and current derating).

For a more detailed description and for the derating data, please refer to the section "Sine-wave filters" of the chapter "Fundamental Principles and System Description".

### 8.7.4 Maximum connectable motor cable lengths

The table below shows the maximum connectable motor cable lengths. The values apply to the motor cable types recommended in the tables as well as to all other types of motor cable.

<b>SINAMICS S150</b>		<b>Maximum permissible motor cable length</b>	
<b>Line supply voltage</b>	<b>Rated power at 400 V / 690 V</b>	<b>Shielded cable e.g. Protodur NYCWY</b>	<b>Unshielded cable e.g. Protodur NYY</b>
<b>Without reactor or filter</b>			
380 V – 480 V 3AC	110 kW - 800 kW	300 m	450 m
500 V – 690 V 3AC	75 kW - 1200 kW	300 m	450 m
<b>With one motor reactor (option L08)</b>			
380 V – 480 V 3AC	110 kW - 800 kW	300 m	450 m
500 V – 690 V 3AC	75 kW - 1200 kW	300 m	450 m
<b>With dv/dt filter plus VPL (option L10)</b>			
380 V – 480 V 3AC	110 kW - 800 kW	300 m	450 m
500 V – 690 V 3AC	75 kW - 1200 kW	300 m	450 m
<b>With dv/dt filter compact plus VPL (option L07)</b>			
380 V – 480 V 3AC	110 kW - 800 kW	100 m	150 m
500 V – 690 V 3AC	75 kW - 1200 kW	100 m	150 m
<b>With sine-wave filter (option L15)</b>			
380 V – 480 V 3AC	110 kW - 250 kW	300 m	450 m
500 V – 690 V 3AC	110 kW - 132 kW	300 m	450 m

#### Permissible motor cable lengths for SINAMICS S150

When two motor reactors are connected in series, the permissible cable lengths can be increased even further to 525 m with shielded cables and 787 m with unshielded cables.

A second motor reactor is not a standard option and may require an additional cabinet. A second motor reactor is therefore available only on request.

## 8.8 Option L04 (Infeed Module dimensioned one rating class lower)

The purpose of option L04 is to allow the selection of an Infeed Module (Active Line Module ALM + Active Interface Module AIM) for the SINAMICS S150 cabinet unit which is dimensioned one rating class lower than the Motor Module.

This option is available for the output power range 160 kW to 560 kW in the voltage range 380 V to 480 V 3AC.

Option L04 can be employed meaningfully for applications where the Infeed Module of the SINAMICS S150 would have an unnecessarily high current or power reserve in the standard design. Examples of these are:

- Applications in which the Motor Module of the S150 is operated at higher pulse frequencies. In this instance, the output current and output power are reduced according to the unit-specific current derating factor  $k_{Pulse}$  which means that the input power can be reduced accordingly. Generally speaking, option L04 can be meaningfully employed for pulse frequencies that are twice the factory setting or higher.
- Applications in which the S150 works only in generator mode and the system losses are not covered by the mains supply, but by the generator operating on the Motor Module. In this case, the input power is reduced by an amount corresponding to the system losses.
- Applications with motors which have a very low power factor as compared to typical 2-pole and 4-pole asynchronous motors. In this case, the reactive component in the motor current covered by the DC link is relatively high, while the active component in the motor current covered by the Infeed Module becomes relatively small. The input power can therefore be reduced accordingly. As a general rule, option L04 can be meaningfully employed on motors with 8 poles or more.
- Applications which only require a high torque and thus a high motor current below the rated point of the motor. A typical example are drives which require a high breakaway torque.

When option L04 is selected, the S150 should only be operated with a line-side power factor of  $\cos\phi_{\text{Line}} = 1$ , so that it only draws active power from the supply system. This power factor is provided with the factory setting. It is not meaningful to provide additional reactive power compensation on the supply system because the input power is reduced by option L04.

Because the Infeed Module of the S150 (Active Line Module ALM + Active Interface Module AIM) represents the component which limits the achievable output power of the S150 when option L04 is selected, the Motor Module's output currents stated in the technical data can be fully utilized only as long as the Infeed Module can supply the required power or current from the supply system.

The calculation formulae by which the line current required by the S150 can be calculated from the required mechanical shaft power of the motor can be found in section "Active Infeed" in chapter "Fundamental Principles and System Description". These formulae can be used to determine whether it is possible to use option L04.

The following table states the permissible input and output currents of a standard model of SINAMICS S150 and a SINAMICS S150 on which option L04 is selected.

Output power of SINAMICS S150 standard model at 400 V [ kW ]	Permissible output current [ A ]	Permissible input current	
		Standard model [ A ]	With option L04 [ A ]
160	310	310	260
250	490	490	380
315	605	605	490
400	745	745	605
560	985	985	840

**SINAMICS S150: Permissible output current and input currents on the standard model and with option L04**

### Calculation example 1:

A SINAMICS S150 / 400 V / 400 kW / 745 A converter is to supply a high-speed motor with a rated current of 535 A and a rated frequency of 200 Hz. The drive has been configured with a pulse frequency of 2.5 kHz for this application. This is twice the factory-set pulse frequency.

We now need to determine whether option L04 can be selected on this drive.

The increase in pulse frequency to 2.5 kHz means that the converter output current must be reduced. The current derating factor is 72 %, which means that the output current and output power must be reduced to 72 % of their nominal values. As a result, the drive now requires only 72 % of nominal input power or nominal input current. With a nominal input current of 745 A in the standard version, the converter now needs only 536 A. As this value is below the 605 A stated in the last column of the table above, a converter with option L04 can be used.

### Calculation example 2:

A SINAMICS S150 / 400 V / 560 kW / 985 A converter is to supply an 8-pole 1LA8 / 400 V / 500 kW / 920 A motor with an efficiency  $\eta = 96.4\%$  ( $P_{L\text{-Mot}} = 18.67\text{ kW}$ ) and a power factor of  $\cos\phi_{\text{Mot}} = 0.81$ .

We now need to determine whether option L04 can be installed on this drive.

The calculation formulae below are taken from section "Active Infeed" in chapter "Fundamental Principles and System Description" and converted appropriately for the SINAMICS S150 calculation.

Starting with the mechanical power  $P_{\text{mech}}$  of 500 kW on the motor shaft, we obtain the electrical active power  $P_{\text{Line}}$  to be drawn from the mains supply by adding the power losses of the motor  $P_{L\text{ Mot}}$  and the power losses of the SINAMICS S150  $P_{L\text{ S150}}$  to the mechanical power  $P_{\text{mech}}$ :

$$\begin{aligned}
 P_{\text{Line}} &= P_{\text{mech}} + P_{L\text{ Mot}} + P_{L\text{ S150}} \\
 &= 500\text{ kW} + 18.67\text{ kW} + 27.25\text{ kW} \\
 &= 545.92\text{ kW}.
 \end{aligned}$$

The line current  $I_{\text{Line}}$  required by the SINAMICS S150 with a line-side power factor of  $\cos\phi_{\text{Line}} = 1$  (corresponds to the SINAMICS S150 factory setting) is calculated as follows:

$$\begin{aligned}
 I_{\text{Line}} &= P_{\text{Line}} / (\sqrt{3} \cdot V_{\text{Line}} \cdot \cos\phi_{\text{Line}}) \\
 &= 545.92\text{ kW} / (\sqrt{3} \cdot 400\text{ V} \cdot 1.0) \\
 &= 788\text{ A}
 \end{aligned}$$

Because this value is lower than the 840 A stated in the last column in the table above, a converter with option L04 can be used.

## 9 Description of Options for Cabinet Units

Brief descriptions of all the options available for the converter cabinet units SINAMICS G150, SINAMICS S120 Cabinet Modules and SINAMICS S150 can be found in Catalogs D11 and D21.3. This chapter will therefore discuss in detail just a few selected options which require more explanation than provided by the brief descriptions in the catalogs.

### 9.1 Option G33 (CBE20 Communication Board)

This option is available for SINAMICS G150, SINAMICS S120 Cabinet Modules and SINAMICS S150.

The CBE20 Communication Board is an interface module which allows communication via PROFINET-IO. It is designed to be installed in the option slot on the CU320-2 Control Unit and allows the SINAMICS units described above to be linked into a PROFINET IO network by the CU320-2 Control Unit. The CBE20 supports the real-time classes PROFINET IO Realtime (RT) and PROFINET IO Isochronous Realtime (IRT). When the CBE20 Communication Board is installed, a SINAMICS converter operates as a PROFINET IO device.

Since the CBE20 Communication Board is plugged into the option slot on the CU320-2 Control Unit, option G33 for SINAMICS S120 Cabinet Modules must always be ordered in combination with option K90 / CU320-2 DP Control Unit.



#### CBE20 Communication Board Ethernet

The CBE20 Communication Board is also required to support communication over the SINAMICS Link. The SINAMICS Link allows CU320-2 Control Units to exchange data directly with one another without the intervention of a higher-level control. Nodes other than the SINAMICS CU320-2 Control Units or the CUD Control Units of the SINAMICS DC Master cannot be linked into this communication network. Potential applications for the SINAMICS Link are:

- Torque distribution with multiple drive systems
- Setpoint cascading with multiple drive systems
- Load distribution on drives coupled by material
- Master-slave function for Active Infeeds (ALM + AIM)
- Couplings between SINAMICS G or SINAMICS S with CU320-2 and SINAMICS DC Master with CUD

With a current controller clock cycle of 500  $\mu$ s and a bus cycle time of 2 ms, the SINAMICS Link is capable of transmission times of about 3 ms.

Further information can be found in the function manual "SINAMICS S120 Drive Functions".

### 9.2 Option K82 (Terminal module for controlling the "Safe Torque Off" and "Safe Stop1" safety functions)

This option is available for SINAMICS G150, SINAMICS S120 Cabinet Modules and SINAMICS S150.

The Safe Torque Off (STO) function prevents a motor from starting unexpectedly from standstill. The Safe Stop1 (SS1) function is braking the rotating motor along a deceleration ramp followed by the transition to STO and thus reliably preventing the motor from restarting. These two safety functions are a standard feature of SINAMICS G150 converter cabinet units, S120 Cabinet Modules and S150 converter cabinet units.

## Description of Options

### Engineering Information

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The following boundary conditions must be considered when using these safety functions:

- Simultaneous activation / deactivation at the Control Unit and the Power Unit.
- Supply with 24 V DC.
- According to IEC 61800-5-1 and UL 508, it is only permissible to connect safety extra-low voltages (PELV) to the control terminals.
- The length of DC supply cables must not exceed 10 m.
- Unshielded signal cables are permissible without additional measures up to a length of 30 m. For longer distances shielded cables must be used or appropriate measures against overvoltage must be installed.
- Maximum connection cross-section of terminals: The connections of the components used with S120 Cabinet Modules are located on the CU320-2 Control Unit and on the power unit (Booksize format), or on the CIM module of the power unit (Chassis format), see section "Safety Integrated / Drive-integrated safety functions" in chapter "General Engineering Information for SINAMICS". The connectable cable cross-section is 1.5 mm<sup>2</sup> on the CU320-2 Control Unit and the power unit in Chassis format (CIM module).
- As these terminals are located on different components, they are distributed around the cabinet.
- The unrestricted access to the terminals in the cabinet may be impeded by other components or covers for protection reasons.

Option K82 has been specially developed to coordinate these limitations with the requirements and conditions on site and to simplify the handling of the safety functions.

This is achieved by using interface relays, the control of which is electrically isolated and within a wide variable voltage range of between 24 V and 230 V, DC or AC. A feedback path can be used optionally to give the status information of the "Safe Torque Off" or "Safe Stop1" function. This might be necessary, for example, in order to connect an external control or an external optical indication. The relays used also feature a second switch-off path for connecting further safety circuits. The use of these relays also means that unshielded control cables with lengths of more than 30 m can be used in the control circuits of the safety functions. K82 is also a useful option in extensive installations in which it is impossible to achieve ideal equipotential bonding.

All signals are routed to a compact customer interface. The option is wired up to the plant from a single terminal block which is identical in design on all modules. The maximum connectable cable cross-section is 2.5 mm<sup>2</sup>.

#### Operating Principles

Two independent channels of the integrated safety functions are controlled by two relays (K41 and K42). The relay K41 controls the signal at the Control Unit required for the safety functions and relay K42 controls the corresponding signal at the Motor Module. Activation and deactivation must be carried out simultaneously. The unavoidable time delay caused by the mechanical switching of the relays can be adapted by parameters in the firmware. The circuit is protected against wire breakage i.e. if the control voltage of the relays fails, the safety function becomes active. A check-back signal can be created from the series connection of the relay contacts for information, diagnoses or fault finding purposes.

The check-back signal can be used optionally and is not part of the safety concept. The check-back signal is not necessary to fulfill the certified standards.

The activation of the safety functions must be carried out with two independent channels. According to ISO 13850 / EN 418, a special switch with a forced opening contact according to IEC 60947-5-1, or another certified safety control system must be used.

The following maximum cable lengths can be connected for the control of the safety functions (valid for lead and return cable):

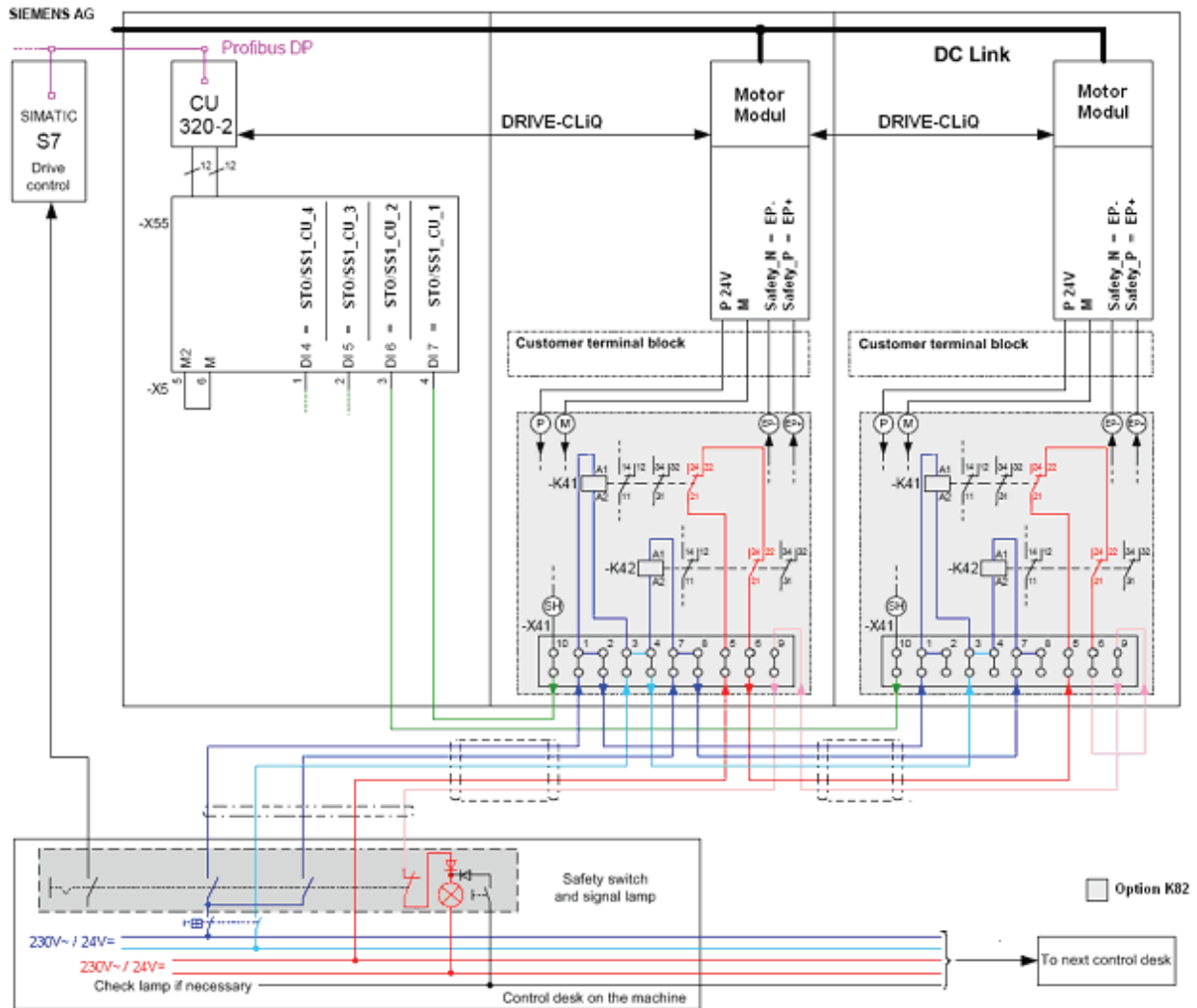
- AC (cable capacitance: 300 pF/m):
  - 24 V: 5000 m
  - 110 V: 800 m
  - 230 V: 200 m

The values are valid for a frequency of 50 Hz. At 60 Hz the cable lengths must be reduced by 20 %.
- DC (minimum cross-section 0.75 mm<sup>2</sup> / maximum connectable cross-section 2.5 mm<sup>2</sup>):
  - 1500 m









### Wiring of option K82 on S120 Cabinet Modules with a common CU320-2 for multiple Motor Modules

The functions Safe Torque Off and Safe Stop 1 must always be commissioned and enabled in the firmware.

The functions Safe Torque Off and Safe Stop 1 are certified and fulfill the requirements of the following standards:

- EN 60204-1
- Category 3 in accordance with EN 954-1 or ISO 13849-1
- Safety Integrity Level (SIL) 2 in accordance with IEC 61508
- Performance Level (PL) d in accordance with ISO 13849-1

The certificate refers in each case to the defined hardware and firmware versions.

Option K82 is also certified by a separate certificate.

Further information about the Safe Torque Off and Safe Stop 1 safety functions can be found in section "Safety Integrated / Drive-integrated safety functions" in chapter "General Engineering Information for SINAMICS", and in the function manuals "SINAMICS S120 Safety Integrated" and "SINAMICS G130 / G150 / S120 Chassis / S120 Cabinet Modules / S150 Safety Integrated".

## Description of Options

### Engineering Information

#### 9.3 Options K90 (CU320-2 DP Control Unit) and K94 (Performance expansion 1)

These options are available for SINAMICS S120 Cabinet Modules.

With option K90 a CU320-2 DP Control Unit with CompactFlash card can be assigned to all Line Modules and Motor Modules, i.e.

- Basic Line Modules,
- Smart Line Modules,
- Active Line Modules,
- Motor Modules of Booksize Cabinet Kits,
- Motor Modules in Chassis format.

The CU320-2 DP Control Unit performs communication and control functions. It features a PROFIBUS interface as standard. The SINAMICS S120 firmware is stored on the CompactFlash card.

**Option K90** includes a CompactFlash card **without performance expansion**. With this card installed, the CU320-2 DP Control Unit can control a maximum of 3 servo axes or 3 vector axes or 6 V/f axes. More detailed information can be found in subsection "Determination of the required control performance of the CU320-2 Control Unit" in section "Control properties" of chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

The full computing capacity of the CU320-2 Control Unit is available only with performance expansion 1. With performance expansion 1 installed, the CU320-2 DP Control Unit can control a maximum of 6 servo axes or 6 vector axes or 12 V/f axes. If a CU320-2 DP Control Unit with performance expansion 1 is required, option K94 must be ordered in addition to option K90. With the **option combination K90 and K94**, the CU320-2 DP Control Unit is shipped with a CompactFlash card which contains **performance expansion 1**.

Performance expansion 1 is supplied in the form of a license which is factory-installed as a license code on the CompactFlash card. Performance expansion 1 can also be enabled retrospectively on site in cases, for example, where the customer did not realize that this feature would be needed at the time the order was placed. The serial number of the CompactFlash card and the order number of the firmware option to be enabled are essential for the purpose of enabling performance expansion 1 retrospectively. With this information, the appropriate license code can be purchased from a license database and the firmware option then can be enabled. The license code is valid only for the identified CompactFlash card and cannot be transferred to other cards.

The CompactFlash card supplied with the CU320-2 Control Unit contains the SINAMICS S120 firmware. Firmware version and performance expansion are encoded in the order number of the CompactFlash card. The order number can be found on the sticker on the CompactFlash card.

Order No.:	6SL3054-0 __ 0_-1BA0	
Firmware version	1	B
	2	C
	3	D
	4	E
	.1	B
	.2	C
	.3	D
	.4	E
	.5	F
	.6	G
Without performance expansion		0
With performance expansion 1		1

**Encoding of firmware version and performance expansion in the order number of the CompactFlash card containing the firmware for SINAMICS S120**

#### Note:

A CompactFlash card with a storage capacity of 1GB and firmware version 4.3 or higher are essential requirements of the CU320-2 Control Unit.

Older CompactFlash cards belonging to the CU320 Control Unit with a storage capacity of 64 MB or less, and firmware version 2.6 or lower, are not compatible with the CU320-2 Control Unit.

#### 9.4 Option L08 (Motor reactor) / L09 (2 motor reactors in series)

Option L08 is available for SINAMICS G150, SINAMICS S120 Cabinet Modules, SINAMICS S150.

Option L09 is available for SINAMICS S120 Cabinet Modules / Booksize Cabinet Kits.

Option L08 (motor reactor) is shipped pre-wired or pre-assembled with bar connectors with the cabinet unit. On SINAMICS G150 cabinets, SINAMICS S120 Cabinet Modules with Chassis frame sizes FX and GX, and on SINAMICS S150 cabinets, the motor reactor is positioned inside the cabinet underneath the power unit. For SINAMICS S120 Cabinet Modules with Chassis frame sizes HX and JX, an additional, 600 mm-wide cabinet next to the Motor Module is required.

On SINAMICS S120 Cabinet Modules with Booksize Cabinet Kits, the motor reactor is also positioned inside the Booksize Base Cabinet and assigned to the relevant Booksize power unit.

Option L09 comprises a series connection of two motor reactors for SINAMICS S120 Cabinet Modules with Booksize Cabinet Kits. It is not possible to install more than two motor reactors for each Motor Module in Booksize format. Double Motor Modules in Booksize format can only be equipped with a single motor reactor (option L08) as standard.

The motor reactors are installed inside each Cabinet Kit according to the EMC zone concept with a shielding. This does not make them less accessible. To assist connection of motor cables, the connection area of the Booksize Base Cabinet includes terminals and shield bonding facilities for shielded motor cables. The wiring from the connection area to the reactor and on to the Motor Module is already provided as standard. The cabinet is specially constructed to ensure electromagnetic compatibility.

Order number of Booksize Cabinet Kit	Rated output current of Motor Module [A]	Shielded cable Max. permissible cable length between motor reactor and motor with		Unshielded cable Max. permissible cable length between motor reactor and motor with	
		1 reactor / Option L08 [m]	2 reactors / Option L09 [m]	1 reactor / Option L08 [m]	2 reactors / Option L09 [m]
6SL3720-1TE13-0AB3	3	100	-	150	-
6SL3720-2TE13-0AB3	2*3	100	-	150	-
6SL3720-1TE15-0AB3	5	100	-	150	-
6SL3720-2TE15-0AB3	2*5	100	-	150	-
6SL3720-1TE21-0AB3	9	135	-	200	-
6SL3720-2TE21-0AB3	2*9	135	-	200	-
6SL3720-1TE21-8AB3	18	160	320	240	480
6SL3720-2TE21-8AB3	2*18	160	-	240	-
6SL3720-1TE23-0AB3	30	190	375	280	560
6SL3720-1TE24-5AB3	45	200	400	300	600
6SL3720-1TE26-0AB3	60	200	400	300	600
6SL3720-1TE28-5AB3	85	200	400	300	600
6SL3720-1TE31-3AB3	132	200	400	300	600
6SL3720-1TE32-0AB3	200	200	400	300	600

#### Permissible motor cable lengths when Booksize Cabinet Kits are equipped with one or two motor reactors

The motor reactors of the Booksize Cabinet Kits are suitable for a maximum pulse frequency of 4 kHz. The maximum permissible output frequency when motor reactors are used is 120 Hz.

For further information about restrictions on motor cable lengths with units in Chassis and Booksize format, please refer to section "Maximum connectable motor cable lengths" in chapter "General Information about Built-in and Cabinet Units SINAMICS S120".

#### 9.5 Option L25 (Circuit breaker in a withdrawable unit design)

This option is available for SINAMICS S120 Cabinet Modules.

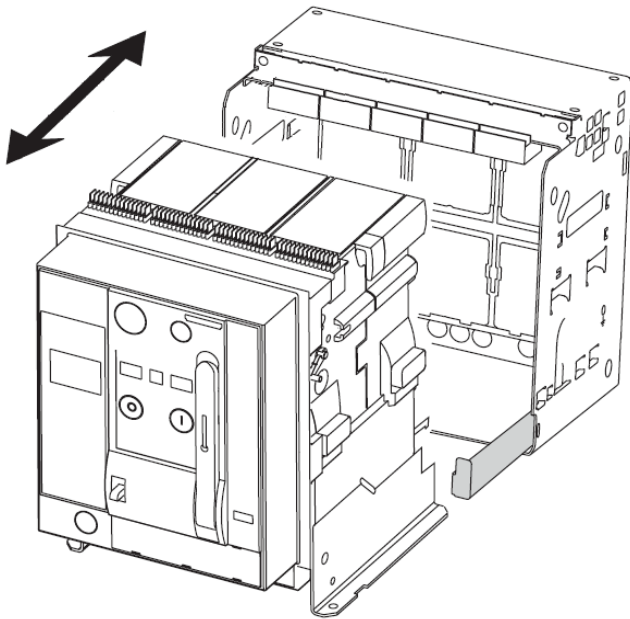
Line Connection Modules with an input current of > 800 A are equipped as standard with fixed-mounted circuit breakers. With option L25, these circuit breakers are supplied as a withdrawable version so that the breakers can be implemented as a visible disconnection point.

The withdrawable breaker version should be used for applications which require a high level of plant availability or a high operating frequency. The advantage of the withdrawable version is that the breakers can be replaced quickly.

## Description of Options

### Engineering Information

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In addition to the standard functions / options, the withdrawable version of the SENTRON WL circuit breaker features the following supplementary functions:

- Position indicator on the breaker front panel
- Captive crank-handle for moving the withdrawable breaker
- Slide-in frame with guide rails for easy breaker handling
- Locking capability to prevent movement of breaker
- Withdrawable breaker cannot be moved when the breaker is closed
- Rated current coding between slide-in frame and withdrawable breaker to prevent insertion of incorrect breaker rating.

**Withdrawable version of a SENTRON WL circuit breaker**

### 9.6 Option L34 (Output-side circuit breaker)

This option is available for SINAMICS S120 Cabinet Modules.

The option L34 (Output-side circuit breaker) has been designed for drives with permanent-magnet synchronous motors to allow the motor to be disconnected from the inverter, whereby the disconnection can take place under full load.

Rotating, permanent-magnet synchronous motors produce a voltage at their motor terminals which is proportional to speed. The motor terminal voltage is thus also present at the inverter output terminals, on the DC link and on the components connected to it.

To allow disconnection on faults or for servicing, an optional output-side circuit breaker is available for Motor Modules in Chassis format in the SINAMICS S120 Cabinet Modules range.

Option L34 is required in the following applications with permanent-magnet three-phase synchronous machines:

- Drives with a high moment of inertia, which require a long time for coming to standstill and which generate a voltage at the motor terminals during this time.
- Mechanically-coupled auxiliary drives, which can be mechanically driven by the main drive.
- Maintenance and repair at the converter, when the machine cannot, for example, be brought to a standstill by means of mechanical braking.
- Operation in the field weakening range in combination with a suitable limitation of the DC link voltage in the converter (e.g. a braking unit) which, in the event of a fault tripping of the inverter, effectively limits the DC link voltage until the circuit breaker is opened. For more detailed information, refer to the section "Drives with permanent-magnet three-phase synchronous motors" of the chapter "General Information about Drive Dimensioning".

Option L34 comprises a circuit breaker which is housed in a separate cabinet to the right of the Motor Module. This additional cabinet is 400 mm wide for frame sizes FX and GX, and 600 mm wide for frame sizes HX and JX. The breaker is controlled via the inverter and a Terminal Module which, like the breaker itself, is an integral component of option L34 and thus shipped completely wired. Commissioning is supported by BICO logic circuits based on free function blocks. External remote OFF switches can be connected to the breaker.

Circuit breakers are subject to limited duty cycles. To extend the service life of the output-side breakers, these are not opened when the inverter receives a normal "OFF" command (OFF1, OFF2, OFF3). The breaker is tripped as standard by the "Fault" state on the Motor Module, by failure of the auxiliary supply voltage for option L34, or by actuation of the "OPEN" button on the breaker or an equivalent external control mechanism. When the "OPEN" button directly on the breaker is actuated, the Motor Module is also switched off (pulse inhibit).

#### 9.7 Option L37 (DC interface incl. precharging circuit)

This option is available for SINAMICS S120 Cabinet Modules.

Option L37 (DC interface incl. precharging circuit) is useful for applications which require individual Motor Modules to be disconnected from or reconnected to the DC busbar during operation without powering down the entire drive system. The option includes a precharging circuit to precharge the DC link of the Motor Module to be connected. It is activated automatically when required.

A manually operated fuse-switch disconnecter is used for S120 Cabinet Modules with Motor Modules in Chassis format. The switch provided with option L37 is extremely compact and features an innovative operating system, making it particularly simple and reliable to handle.

A contactor assembly with identical operating principle to the manually operated fuse-switch disconnecter described above is used for S120 Cabinet Modules with Booksize Cabinet Kits.

Freely configurable switch-position signaling contacts make it easier to integrate option L37 into the plant monitoring system. Switching operations can be monitored in this way, but also configured to trigger other processes.

If a Motor Module is ordered with a Control Unit and a DC interface as options, the connection between the Control Unit and the fuse-switch disconnecter / contactor assembly for switching operation monitoring will be pre-wired at the factory. If the relevant Control Unit is located in a different Cabinet Module or another transport unit, the connection must be made on site via the standard interface.

#### Operating principle

The option L37 has a switching lever in the door which has three actuation levels with two switch positions.

- Switch position 0: OFF - switching contacts are open.
- Switch position 1: Precharging - precharging resistors are connected in.  
The DC link is precharged in the lever position 1.

When the ON command or pulse enable is issued for Motor Modules in Chassis format, the switch changes automatically to the third level and connects the power unit directly to the DC busbar. In the case of Motor Modules of Booksize Cabinet Kits, a time relay performs this function and thus establishes a direct connection to the DC busbar.

For disconnecting the DC interface, the switching lever is directly switched from position 1 to position 0 without involving the precharging circuit. The risk of operating errors is thus excluded.

To provide the greatest possible safety for operating personnel, the switch can be locked in position 0. A lock can be inserted in the specially provided recess for this purpose. With the switch disconnecter in position 1, the cabinet door cannot be opened, or opened only with a special tool.

Option L37 also includes option M60 for optimized air-flow guidance.

The following options are not compatible with option L37:

- Option L61 / L62 (Braking units for mounting in the power blocks of Motor Modules)

#### 9.8 Option M59 (Closed cabinet doors, air inlet from below through floor openings)

This option is available for SINAMICS S120 Cabinet Modules.

If the Cabinet Modules are erected on a false floor or duct they can take their cooling air directly from the bottom. In this case the Cabinet Modules can be ordered with closed cabinet doors.

The customer must ensure on site that no dirt / dust or moisture can enter the Cabinet Module. If the area underneath the Cabinet Modules can be accessed, the customer must provide shock-hazard protection.

To ensure an adequate air-inlet cross-section, the units are shipped without the standard base plates. Cables must not be routed in such a way that they impede the air inlet through the cabinet floor openings.

It is essential to meet the relevant cooling air requirements as defined in section "Dimensioning and selection information" of chapter "General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules".

# Description of Options

## Engineering Information

### 9.9 Option Y11 (Factory assembly into transport units)

This option is available for SINAMICS S120 Cabinet Modules.

It allows Cabinet Modules to be ordered as factory-assembled transport units with a total width of up to 2400 mm. When Cabinet Modules are shipped in this form, they can be erected faster and more easily at the installation site.

The mechanical and electrical connections between the Cabinet Modules inside the transport unit are made at the factory. No additional wiring or busbar connections need therefore to be provided on site. Please note that these provisions do not apply to the inter-cabinet DRIVE-CLiQ connections. These must as usual be ordered separately and made on site, as the customer's final implementation requirements cannot be determined from the order.

When DC busbars (options M80 to M87) are ordered, it is important to note that all busbars within a transport unit must be uniform in dimension and compatible with the busbars in adjacent Cabinet Modules. This is because uninterrupted busbars are installed within transport units. This must also be taken into account with respect to auxiliary voltage supply. Auxiliary voltages cannot be divided into different auxiliary voltage circuits within the same transport unit. If different auxiliary voltage circuits are required, separate transport units must be selected.

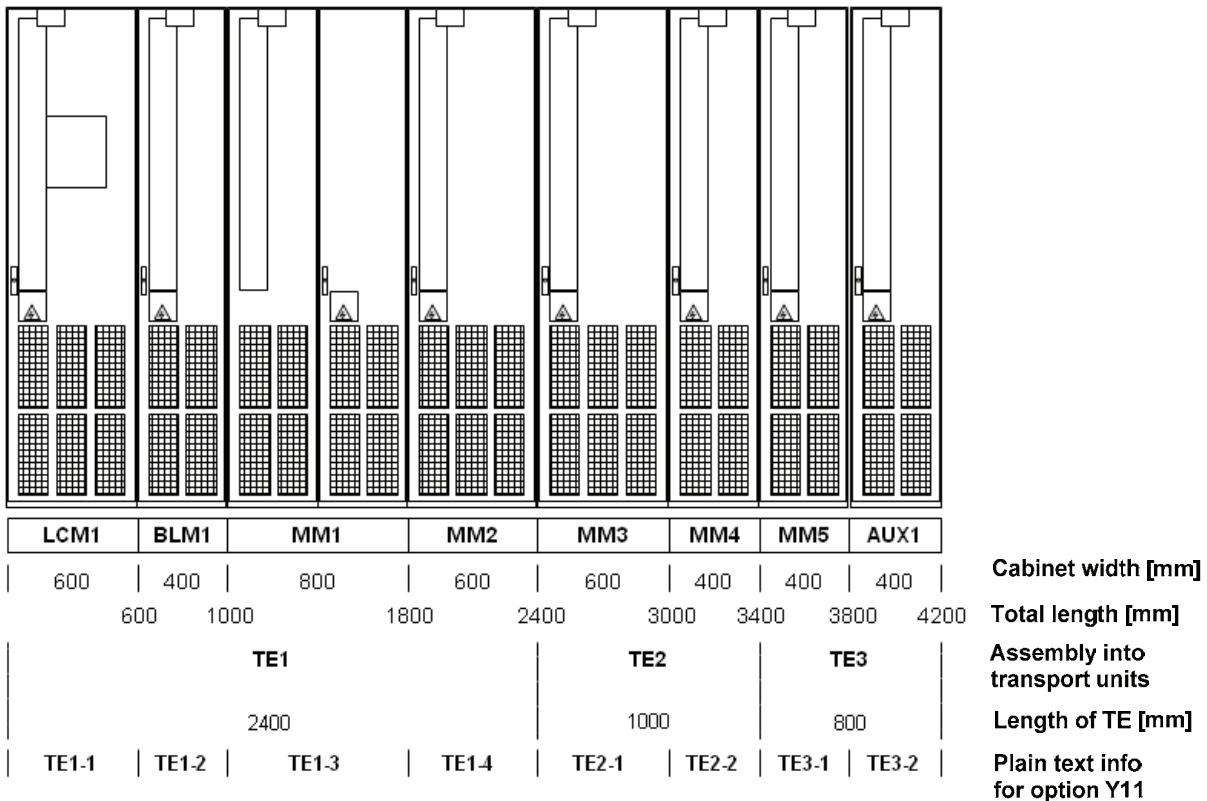
In a transport unit order, all the Cabinet Modules included in the unit and their installation sequence from left to right must be specified in plain text according to the syntax below:

**Plain text required for ordering:** **TE 1 - 1...6**

- Transport unit
- Serial number of transport unit
- Position of Cabinet Module within the transport unit (from left to right)

Option Y11 is especially recommended for combinations of Line Connection Modules and Line Modules because it is possible, for example, to incorporate the necessary precharging circuits and connection busbars in the transport unit for certain variants. Please refer to the assignment tables in section "Line Connection Modules" of chapter "General Information about Modular Cabinet Units SINAMICS S120 Cabinet Modules".

Example:



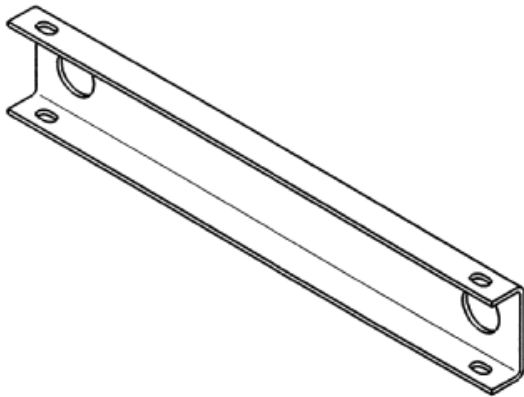
## Description of Options

### Engineering Information

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In the configuration illustrated above, five Cabinet Modules with Motor Modules in Chassis format are connected to a Basic Line Module. The Line Connection Module and the Auxiliary Power Supply Module are properly rated according to the configuration. The first transport unit contains the Line Connection Module, the Basic Line Module plus two Motor Modules. These components require the maximum possible length of a transport unit (2.4 m). A uniform DC busbar size ordered with option M83 is selected in this unit. In principle the other Cabinet Modules with a remaining length of 1.8 m can be installed in another single transport unit. However, the requirement for a separate auxiliary voltage supply to Motor Module 5 means that a third transport unit is needed. A smaller DC busbar (for example, M80) may be selected for transport units 2 and 3 as their power requirement is lower.

The parts needed to connect the individual transport units are included in the scope of supply. Please note that no unified auxiliary voltage supply system can be used when separate auxiliary voltage supply systems are required, as described in the example above. In this case, the different busbar segments (TE1+2 in the example) must be separately connected to the Auxiliary Power Supply Module.



The transport unit is shipped with a crane-hoisting transport rail which means that option M90 is not required.

## 10 General Information about Drive Dimensioning

### 10.1 General

There are some special aspects to be taken into account when operating asynchronous motors on a converter instead of operating the motor directly on the line supply.

1. In converter-fed operation, the motors are supplied with pulse-width-modulated, square-wave voltages. By contrast with a sinusoidal line supply, a supply voltage with these characteristics causes
  - increased voltage stresses on the motor winding,
  - increased bearing currents in the rolling-contact bearings of the motor, and
  - harmonics in the motor currents, and as a consequence,
    - stray losses in the motor,
    - increased motor noise and
    - torque oscillations on the shaft.
  
2. The converter is capable of varying the motor speed by adjusting the motor frequency. In this regard, the following must be noted:
  - At speeds below rated speed, the torque utilization limit must be observed. The useful torque must be reduced if necessary from rated torque because the cooling efficiency of self-cooled standard and trans-standard motors is dependent on speed and the self-cooling system becomes less effective at decreasing speed.
  - At speeds above rated speed, the useful torque must be reduced from the rated torque value, because the magnetic flux in the motor decreases as the speed rises and the motor operates increasingly in the field-weakening range.

The first aspect, i.e. the consequences of supplying a motor with square-wave voltages, is discussed in chapter "Fundamental Principles and System Description". The subject will not therefore be elaborated on in this chapter.

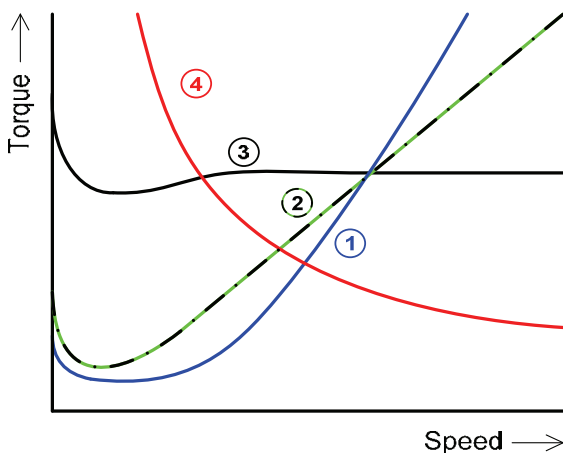
The second aspect, i.e. the relevance of speed variation on the drive dimensioning process, will be discussed on the following pages.

All major aspects of converter-fed operation of asynchronous motors are also described in the following standards:

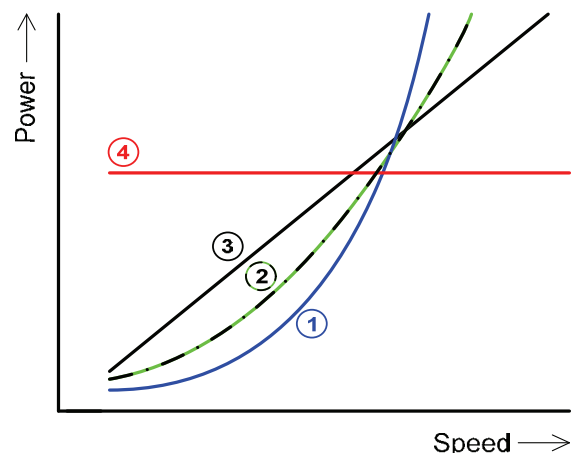
- IEC/TS 60034-17 "Rotating electrical Machines – Part 17: Cage asynchronous motors when fed from converters - Application guide".
- IEC/TS 60034-25 "Rotating electrical Machines – Part 25: Guidance for the design and performance of squirrel-cage asynchronous motors specifically designed for converter supply".

### Typical load torques as a function of speed

The load torques  $M_L$  encountered in practice and their correlation with speed  $n$  can be essentially characterized by four speed / torque characteristics.



Torque  $M_L$  as a function of speed  $n$



Power  $P_L$  as a function of speed  $n$



1. Torque proportional to the square of speed / power proportional to the cube of speed  
(work by gas or liquid friction)  
This characteristic applies, for example, to fans, centrifugal pumps, reciprocating pumps which deliver into open piping, marine drives, machines with centrifugal action.
2. Torque proportional to speed / power proportional to the square of speed  
(work by deformation)  
This characteristic applies, for example, to calenders, rollers and wire-drawing machines.
3. Torque virtually constant / power proportional to speed  
(work by compression, sliding and rolling friction, hoisting against force of gravity, cutting)  
This characteristic applies, for example, to reciprocating and worm compressors working against a constant pressure, extruders, mixers, grinders, conveyor belts, winches, hoisting and traversing gear, and machine tools with constant cutting force.
4. Torque inversely proportional to speed / power constant  
(work by winding, tensile force and tensile velocity constant)  
This characteristic applies, for example, to coilers, turning machines and veneer lathes.

The two drive constellations most commonly employed in practice are assessed below:

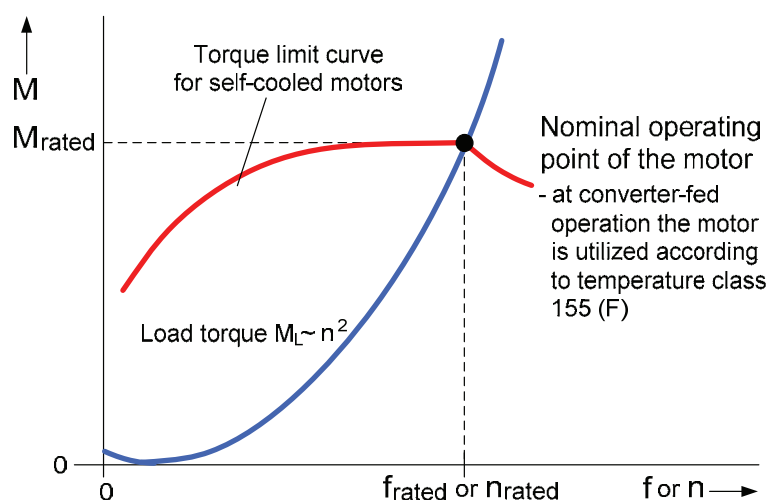
- Drives with a torque proportional to the square of speed:  $M_L \sim n^2$ ,  
and
- Drives with a torque virtually constant:  $M_L = \text{const.}$

The basic procedure and relevant boundary conditions for both drive constellations will be explained.

The selection of suitable converters and motors for concrete applications is supported by the SIZER configuring tool.

### 10.2 Drives with quadratic load torque

Drives for fans and centrifugal pumps are typical examples of drives with a quadratic load torque  $M_L \sim n^2$ . They require full torque at rated speed. High starting torques or peak loads are not a typical feature of these drives. As a result, the converter requires only very minimal overload capability or none at all.



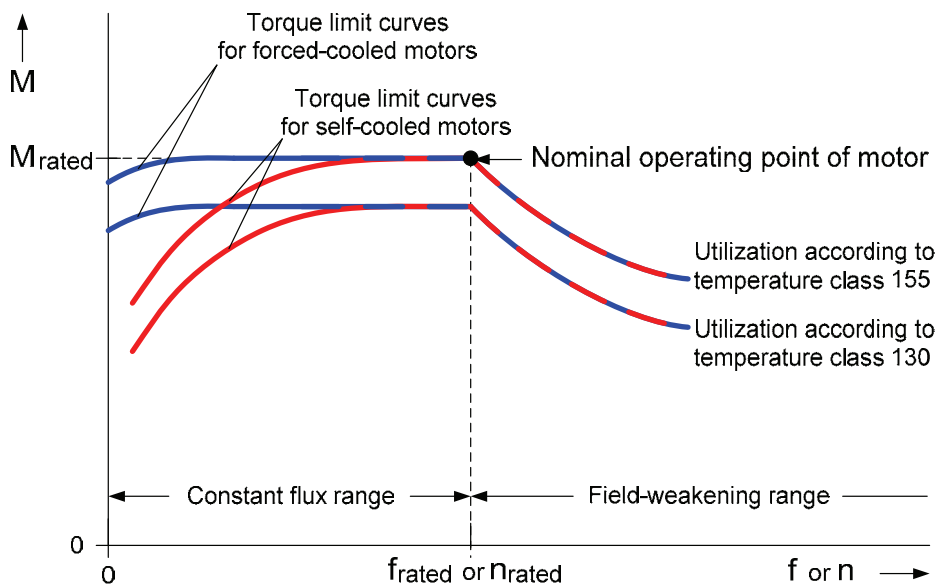
Drive with quadratic load torque  $M_L \sim n^2$  and self-cooled motor

### Selection of a suitable converter or Motor Module for drives with quadratic load torque

The rated output current of the converter or Motor Module must be at least as high as the motor current at full torque in the required load point. If the motor is operated according to its ratings ( $M_{rated}$  and  $n_{rated}$  plus  $V_{rated}$  and  $I_{rated}$ ) at the required load point, as illustrated in the diagram above, then the rated output current of the converter or Motor Module must be at least as high as the rated current of the motor.

In drives with Siemens 1LG4 / 1LG6 standard asynchronous motors and Siemens 1LA8 / 1PQ8 / 1LL8 trans-standard asynchronous motors, the motors can be operated at full rated torque or full rated power even in converter-fed operation. In contrast to direct line operation where they are utilized according to temperature class 130 (B) at the nominal working point, they are utilized according to temperature class 155 (F) in converter-fed operation due to the stray losses.

If the motors must be utilized according to temperature class 130 (B) in converter-fed operation as well, torque or power derating will be required, as illustrated in the diagram below. The level of derating depends on the motor series and ranges from 10 % for 1LG4 / 1LG6 standard asynchronous motors to 15% for 1LA8 / 1PQ8 / 1LL8 trans-standard asynchronous motors. For further information, please refer to Catalog D81.1 IEC Squirrel-Cage Motors.



Typical characteristic of thermally permissible torque  $M$  in continuous operation of Siemens asynchronous motors as a function of speed, ventilation and thermal utilization (temperature class)

### 10.3 Drives with constant load torque

Drives for hoisting gear or extruders are typical examples of drives with a constant load torque  $M_L = \text{const}$ . Constant-torque drives require a virtually constant torque over a defined speed setting range. They may also need to overcome breakaway torques or acceleration torques of limited duration. As a general rule, therefore, converters with overload capability are required for such applications.

#### Speed range below rated speed (base speed range or constant flux range)

Self-cooled motors are equipped with a shaft-mounted fan. As a result, they cannot produce their full rated torque over the entire base speed range  $n < n_{rated}$  in continuous operation, as the cooling effect of the fan is reduced in proportion to the decrease in speed. For this reason, torque or output power derating of a magnitude determined by the minimum speed requirement or the speed range requirement (red limit curves in the diagram above) must be applied in the case of self-cooled motors.

Forced-cooled motors are equipped with a separately driven fan and its cooling effect is thus largely independent of speed over the entire base speed range  $n < n_{rated}$ . Accordingly, the degree of torque derating required for these motors is relatively low or even non-existent depending on the requirements of minimum speed and / or speed range (blue limit curves in the diagram above).

**Speed range above rated speed (field-weakening range)**

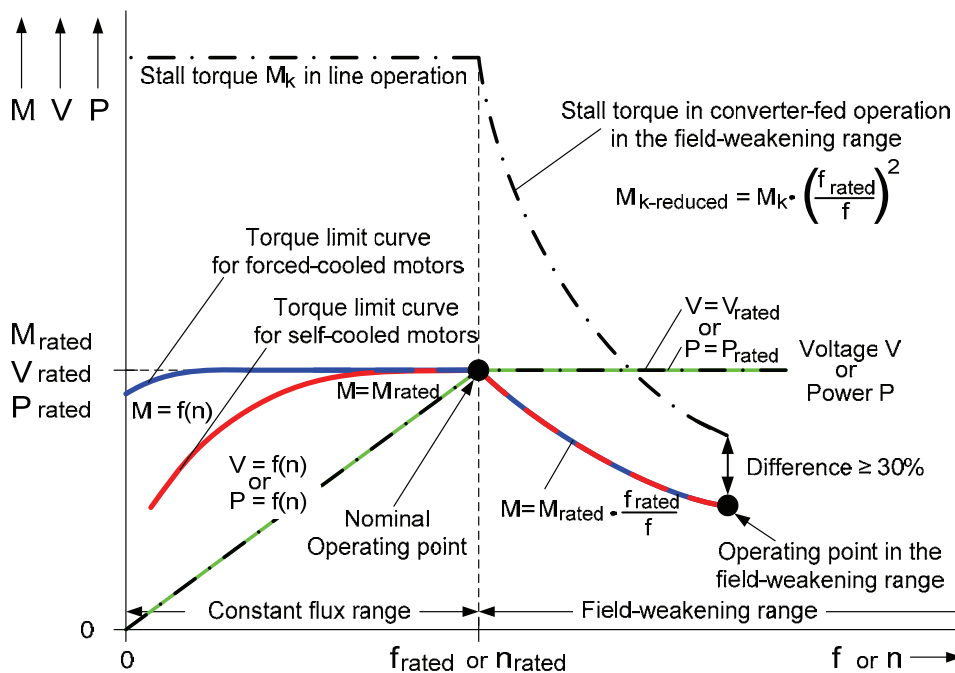
At frequencies above rated frequency, the motors are operated in the field-weakening range. On asynchronous motors operating in this range, the utilizable torque  $M$  is reduced in proportion to the frequency ratio  $f_{rated}/f$ . The output power remains unchanged, as illustrated in the diagram below.

Since the stalling torque  $M_{k-reduced}$  on asynchronous motors in the field-weakening range decreases in proportion to the ratio  $(f_{rated}/f)^2$ , the margin between the useful torque  $M$  and the stalling torque  $M_{k-reduced}$  narrows as the frequency increases. In order to reliably prevent the motor from stalling, the margin between the required torque  $M$  and the stalling torque  $M_{k-reduced}$  in the field-weakening range should be at least 30 %.

It is also important to note that the mechanical limit speed  $n_{max}$  of the motor must not be exceeded in the field-weakening range.

**Selection of a suitable converter or Motor Module for drives with constant load torque**

On drive applications with a constant load torque requirement, the most expedient way of finding the correct match between converter or Motor Module and motor is to provide for an overload capability of around 50 % for about 60 seconds calculated on the basis of the continuously permissible torque. This solution will generally ensure sufficient reserve capacity to accommodate breakaway or acceleration torques of brief duration. This requirement is satisfied if the base load current  $I_H$  for high overload of the converter or Motor Module is selected to be equal to or higher than the motor current at the continuously permissible torque at the least favorable required load point.



Typical characteristic of thermally permissible torque as a function of speed in continuous operation of Siemens asynchronous motors utilized according to temperature class 155 (F)

**10.4 Permissible motor-converter combinations**

**Rated motor current higher than the rated current of the converter or Motor Module**

If the motor used has a higher rated current than the rated current of the converter or Motor Module, the following must be noted.

The motor cannot be operated according to its ratings, but only under partial load. The higher the rated current of the motor as compared to the rated current of the converter, the lower the possible partial load. Another factor to consider is that the power factor  $\cos\phi$  of the motor becomes increasingly poor as the load on the motor decreases. In a borderline situation, the motor can only be operated on its magnetizing current which means that it cannot be loaded at all. This borderline situation is encountered with typical asynchronous motors in the power range of about 100 kW if the ratio between motor rated current and converter rated current reaches approximately 3:1.

Another factor to consider is that the higher the rated motor current as compared to the converter rated current, the lower the leakage inductance of the motor and thus the greater the harmonic content of the motor current as a result of voltage modulation. This can result in converter tripping on overcurrent or, if the high harmonic content causes the total rms value of the motor current to rise too sharply, in a reduction / limitation of the motor current by the internal protection mechanisms in the converter (overload reaction triggered by the  $I^2t$  monitoring or the thermal monitoring model).

In view of the interrelationships explained above, the rated current of the motor should where possible be less than or equal to the maximum output current  $I_{\max}$  of the converter or Motor Module. In this respect, the following equation applies:

$$I_{\max} = 1.5 \times \text{base load current } I_L \approx 1.45 \times \text{rated output current } I_{\text{rated}} .$$

In individual cases where, for example, the motor is to be operated at no load for test purposes, the motor rated current may be higher. However, if the motor rated current exceeds twice the maximum output current of the converter ( $2 \times I_{\max} \approx 2.9 \times I_{\text{rated}}$ ), the converter maximum current will be reduced automatically due to the steep increase in harmonics in the motor current caused by voltage modulation.

#### **Rated motor current significantly lower than the rated current of the converter or Motor Module**

In typical applications with vector control (with or without speed encoder), the rated motor current should equal at least 25 % of the rated current of the converter or Motor Module. The greater the difference between the rated currents of motor and converter, the less accurate will be the actual current sensing circuit and the lower the quality of the vector control. For applications with very high control requirements which use a speed encoder and demand a very accurate vector control, it is advisable to select a motor rated current which equals at least 50 % of the rated current of the converter or Motor Module.

No restrictions of this type apply in principle to V/f control mode, i.e. motors with very low rated currents can be operated on the converter. It must be noted, however, that when a single motor of very low output power is operated on a very powerful converter, the very low currents make automatic motor identification impossible. For the same reason, it is impossible to implement motor overload protection on the basis of a specifically adapted overcurrent limit parameter setting in the converter.

Typical applications with V/f control mode and very low-output motors fed by powerful converters are roller conveyor drives in which up to 100 small motors might be supplied by a single converter.

## 10.5 Drives with permanent-magnet three-phase synchronous motors

With SINAMICS converters permanent-magnet, three-phase synchronous motors can also be used alongside three-phase asynchronous motors. These motors are available as motor series HT-direct 1FW4 as high-torque motors with high number of poles. They are designed for use with SINAMICS converters as low-speed direct drives and can replace favorably conventional motor-gearbox combinations. In addition to the motors of series HT-direct 1FW4, permanent-magnet synchronous motors made by other manufacturers can also be used with SINAMICS converters.

#### **Closed-loop control of permanent-magnet synchronous motors**

The standard firmware of SINAMICS converters of type G130, G150, S120 and S150 provides a closed-loop control function for permanent-magnet synchronous motors:

- SINAMICS G130 and G150 are designed for sensorless vector control. With these converters, regenerative energy cannot be regenerated to the supply system. For this reason, these drives are suitable only for standard applications with low requirements regarding dynamic performance and accuracy. If the drive has to be capable of flying restart, i.e. switching onto a rotating motor, a Voltage Sensing Module (VSM) must be integrated in the converter instead of an encoder module.
- SINAMICS S120 and S150 are designed for both sensorless vector control and for vector control with speed encoder. Servo control mode is also available for SINAMICS S120 converters. With these converters, regenerative energy can be regenerated to the supply system. These drives are therefore suitable for use with demanding applications with the highest requirements in terms of dynamic performance and accuracy. Sensorless vector control is possible for simple, standard applications. Vector control with speed encoder is always required when high dynamic performance and accuracy are needed. The highest dynamic performance is achieved using the servo control mode.

## Current derating factors applicable to the converter

### Pulse frequency derating

It is essential that SINAMICS converters, when used with permanent-magnet synchronous motors, must be operated with relatively high pulse frequency due to the eddy current losses in the magnets. Therefore, the factory-set pulse frequency of 1.25 kHz or 2.0 kHz must be increased, which causes a derating of the output current. The derating factors can be found in the corresponding tables of the unit-specific chapters.

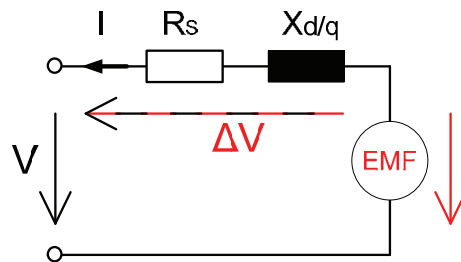
Synchronous motors of the series HT-direct 1FW4 require a pulse frequency of at least 2.5 kHz. Synchronous motors produced by other manufacturers often require even higher pulse frequencies of up to 4 kHz.

### Derating in crawling mode with low speed or low converter output frequency

Water-cooled and forced-ventilated synchronous motors of series 1FW4 can be used for up to three hours in crawl mode with speeds close to zero. At these operating conditions, the converter can only deliver 50 % of its rated output current. If a higher current is required, the converter must be oversized according to the derating curves in the chapter "Fundamental Principles and System Description", section "Dimensioning of power units for operation at low output frequencies".

## Operation in the field weakening range

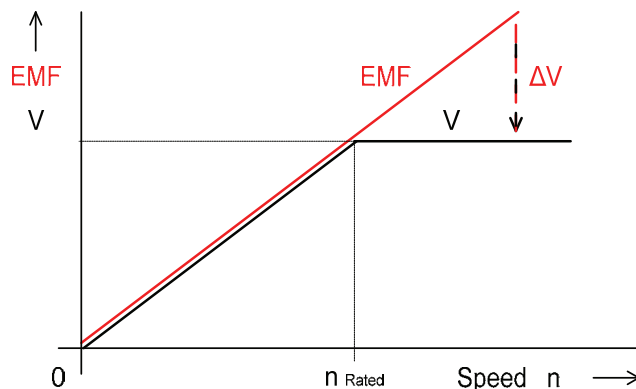
Permanent-magnet synchronous motors have a permanent magnetic field as a result of the magnets in the rotor. Thus, the motors produce a voltage, as soon as the rotor starts to turn. The EMF (Electro-Magnetic Force) induced in the stator winding as a result of the rotation of the rotor increases in proportion to the rotor speed. The following diagram shows the electrical circuit diagram (one phase) of a permanent-magnet synchronous motor.



Electrical diagram of a permanent-magnet synchronous motor

In the base speed range up to rated speed  $n_{Rated}$ , the output voltage  $V$  of the converter increases in proportion to the speed. As the EMF produced by the permanent magnets in the motor also increases in proportion to the speed, a balance exists between the output voltage  $V$  of the converter and the EMF of the motor.

From the rated speed  $n_{Rated}$  of the motor, the converter output voltage  $V$  remains constant because, with SINAMICS converters, it is limited to the value of the line supply voltage connected to the converter input. The EMF of the motor, however, still increases in proportion to the speed. In order to restore the balance between the constant converter output voltage  $V$  and the correspondingly higher EMF of the motor in the field-weakening range, a supplementary reactive current  $I$  must be delivered to the stator winding by the converter, in addition to the active current which produces the torque. This is to weaken the field induced by the rotor and to restore the voltage balance in the motor by producing the voltage drop  $\Delta V$ . The higher the speed in field-weakening range, the larger the field-weakening reactive current must be. This reactive current must be considered at the dimensioning of the drive. At operation in high field-weakening range, a clear over-dimensioning of the drive may be required.



Converter output voltage  $V$  and EMF of the motor as a function of speed

## Drive Dimensioning

### Engineering Information

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If the converter trips during operation in the field-weakening range, the reactive current  $I$  in the stator, which weakens the rotor field, is no longer present and therefore also the voltage drop  $\Delta V$ . The voltage  $V$  at the motor terminals and at the converter output thus increases within a few 10 ms to the value of the EMF depending on the field-weakening speed of the motor. As a result, the DC link is charged via the free-wheeling diodes of the inverter to the amplitude of the EMF of the motor.

#### Protection measures in the field-weakening range

In order that the maximum permissible DC link voltage is not exceeded and the DC link capacitors are not damaged in the event of a trip of the converter during operation in the field-weakening range, either the motor speed must be limited, or other suitable measures must be taken to ensure that the maximum permissible DC link voltage is not exceeded, e.g. by the use of an appropriate dimensioned Braking Module.

#### 1. Limitation of the speed in the field-weakening range

With SINAMICS G130, G150, S120 (Chassis and Cabinet Modules) and S150 operating in vector control mode, the speed in the field-weakening range is limited to the value  $n_{\max}$  by factory settings, in order to protect the converter.

$$n_{\max} = n_{\text{Rated}} \cdot \sqrt{\frac{3}{2}} \cdot \frac{V_{\text{DC max}} \cdot I_{\text{Rated}}}{P_{\text{Rated}}}$$

Key to abbreviations:

- $n_{\max}$  Maximum permissible speed in the field-weakening range for the protection of the converter
- $n_{\text{Rated}}$  Rated motor speed
- $I_{\text{Rated}}$  Rated motor current
- $P_{\text{Rated}}$  Rated motor output power
- $U_{\text{DC max}}$  Maximum permissible DC link voltage of the converter or inverter in dependency on the line supply voltage:
  - 820 V for units with a line supply voltage of 380 V – 480 V 3AC
  - 1022 V for units with a line supply voltage of 500 V – 600 V 3AC
  - 1220 V for units with a line supply voltage of 660 V – 690 V 3AC

With synchronous motors of the series HT-direct 1FW4, the maximum permissible field-weakening speed is limited to 1.2 times the rated speed. Thus it lies within the limit defined in the given formula. With synchronous motors of other manufacturers, often much higher field-weakening speeds are permissible.

#### 2. Use of a Braking Module

The speed limit can be parameterized to a higher setting. However, the essential requirement for this is that the drive is equipped with an appropriate dimensioned Braking Module in order to limit the DC link voltage in the event of a trip of the drive. With the implementation of this measure, field-weakening speeds up to 2.5 times higher than the rated speed can be achieved.

#### **Protection concept**

Since permanent-magnet synchronous motors with a rotating rotor are an active voltage source generating a voltage in proportion to the speed, it is not safe simply to disconnect the converter from the supply system and wait for the DC link to discharge before starting with maintenance or repair work. Additional measures must be taken to ensure that the rotating synchronous motor is not generating any voltage at the converter output. This can be achieved either by blocking the motor mechanically or, in cases where the type of application means that rotary movement of the motor cannot be completely precluded, by disconnecting the converter from the motor by a switch at the output side of the converter.

It is generally not safe to perform any maintenance or repair work on the motor terminal box or the motor cable, until measures have been taken to preclude any risk of rotor movement, the supplying converter is reliably disconnected from the supply system and the converter DC link is discharged.

### Guide for selecting a drive system comprising an HT-direct motor and a SINAMICS converter

The following example explains all the individual steps which must be taken to design a drive system:

1st step	Technical requirements of the motor (example data)		Further notes and alternatives
<b>Determine the required product profile</b> This is, for example:	Torque in continuous duty ( $M_{cont.}$ )	16 000 Nm	
	Short-time overload torque ( $M_{overload}$ )	18 000 Nm	$M_{overload} / M_{cont.} < 1.5$ : Rated torque = $M_{cont.}$ $M_{overload} / M_{cont.} > 1.5$ : Rated torque = $M_{overload} / 1.5$ Higher overloads on request.
	Mode of operation	S1	When, instead of S1 duty, load duty cycles must be taken into account: Average torque is calculated from the root of the square of the required torques multiplied by the time divided by the total time: e.g. 140 %, 10 seconds, then 80 %, 30seconds, results in an average 98.5 % of the rated torque: $\sqrt{[(1.40^2 \times 10 + 0.80^2 \times 30) / 40]} = 0.985$
	Utilization	Temperature Class 155 (previously temperature class F)	In case of use according to temperature class 130 (previously temperature class B), the motor must be designed for a torque 20 % higher: (e.g. $M_{cont.} = 1.2 \times 16\ 000 = 19\ 200$ Nm)
	Rated voltage	690 V	Alternatively 400 V or 460 V
	Max. speed in continuous operation	765 rpm	Rated speed according to Catalog D86.2: <b>800</b> rpm, max. permissible speed 20 % higher ( $800 \times 1.2 = 960$ rpm)
	Cooling	Water with max. inlet temperature 25°C	Allowance must be made for higher cooling-water inlet temperatures using derating factors when the rated torque is determined: e.g. for 35°C: $16\ 000 / 0.95 = 16\ 840$ Nm See Catalog D86.2 / page 2/10 for derating factors.
	Construction type	IM B3	
2nd step	Environmental requirements of the motor		Further notes and alternatives
Determine the installation conditions	Ambient temperature	-20 to +40 °C	At ambient temperatures up to +40°C, derating factors are not required for water-cooled motors. At higher ambient temperatures in combination with cooling-water inlet temperatures above 25 °C, the derating factors in Catalog D86.2 / page 2/10 apply. For air-cooled motors, the derating factors defined in Catalog D86.2 / page 3/12 must be applied.
	Installation altitude	< 1000 m	For water-cooled motors, the installation altitude is not relevant with respect to derating factors. For installation altitudes > 1000 m above sea level, the conditions of the converter must however be taken into account. For air-cooled motors, the derating factors defined in Catalog D86.2 / page 3/12 must be applied.
3rd step	Motor selection		Further notes and alternatives
Determine the motor Order No.	<b>1FW4453-1HF70-1AA0</b>		See "Selection and ordering data" Catalog D86.2 / Chapter 2. Due to the current-carrying capability of the motor terminal box (max. 1230 A), the motor is designed with two terminal boxes and two electrically isolated winding systems.
4th step	Option selection		Further notes and alternatives
Complete the motor Order No.	Define options for special versions and tests.		See "Special versions" Catalog D86.2 / Chapter 2.

## Drive Dimensioning

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5th step	Motor current calculation		Further notes and alternatives
Motor currents	Motor rated current for torque of 16 000 Nm in continuous duty at 690 V	1425 A	See "Selection and ordering data" Catalog D86.2 / page 2/4. $(16\ 000/16\ 500) \times 1470 = 1425\ \text{A}$
	Required motor current for max. torque of 18 000 Nm (brief overload torque)	1603 A	$(18\ 000 / 16\ 000) \times 1425 = 1603\ \text{A}$
6th step	Selection of the converter or the S120 Motor Module		Further notes and alternatives
Select the SINAMICS S120 system	Rated output current $I_{\text{rated}}$	$\geq 1603\ \text{A}$	
	Due to the amperage of 1603 A, the current must be distributed between two Motor Modules.	802 A per Motor Module	$1603/2 = 802\ \text{A}$
	Derating factor for two parallel Motor Modules	0.95	See section "Parallel connections of converters" in this engineering manual
	Current required per Motor Module	844 A	$802/0.95 = 844\ \text{A}$
	Intermediate result for Motor Module selection	910 A, 900 kW	
	Derating factor for increasing the pulse frequency to 2.5 kHz for the 900 kW Motor Module	0.87	The derating factors are dependent on the converter type and converter output. They can be found in the chapters on specific unit types in this engineering manual.
	Max. output current of both Motor Modules	1504 A (too low, because 1603 A is needed!)	$2 \times 910\ \text{A} \times 0.95 \times 0.87 = 1504\ \text{A}$
	Selection of the next largest Motor Module	1025 A, 1000 kW	
	Derating factor for increasing the pulse frequency to 2.5 kHz for the 1000 kW Motor Module	0.86	The derating factors are dependent on the converter type and converter output. They can be found in the chapters on specific unit types in this engineering manual.
	Max. output current of both Motor Modules	1675 A (sufficient)	$2 \times 1025\ \text{A} \times 0.95 \times 0.86 = 1675\ \text{A}$
	<b>SINAMICS S120 Vector Control:</b> 2 Single Motor Modules Order No. <b>6SL3320-1TG41-0AA3</b>		The relevant Infeed must be selected as well.
	<b>SINAMICS S120 Cabinet Modules:</b> 2 Motor Modules Order No. <b>6SL3720-1TG41-0AA3</b>		The relevant Infeed must be selected as well.



7th step	Definition of the protection system	Further notes and alternatives
A protection system must be defined when work has to be carried out on the converter and/or cables after power OFF when the rotor is still revolving.	The protection system depends on the operating conditions and application.	See above or Catalog D86.2 / page 1/4 and ff.

**Guide for designing a drive with an HT-direct motor and a SINAMICS converter**

# Motors

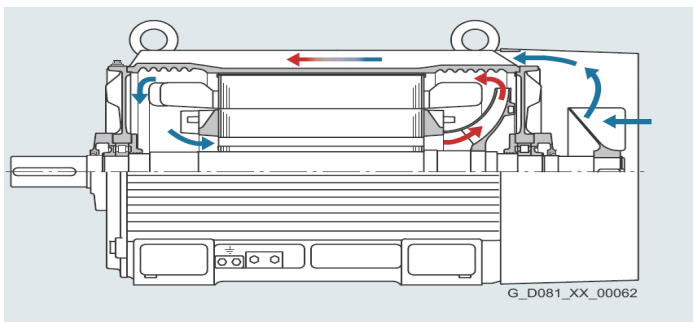
## Engineering Information

### 11 Motors

We generally recommend use of the provenly reliable Siemens 1LG and 1LA asynchronous motors for standard applications. Detailed information about the 1LG and 1LA motor series can be found in Catalog D81.1 IEC Squirrel-Cage Motors.

#### 11.1 1LG4 / 1LG6 and 1LA8 self-cooled asynchronous motors

The 1LG4 / 1LG6 standard asynchronous motors and 1LA8 trans-standard asynchronous motors in the N-compact series are self-ventilated, fin-cooled motors with degree of protection IP55. Their fans are directly mounted on the shaft which means that the fan cooling action is dependent on motor speed. For this reason, these motors cannot produce their full rated torque in continuous operation over the entire speed range and the permissible continuous torque must be reduced as a function of decreasing speed to allow for the reduced cooling effect of the fans. Series 1LA8 motors have an internal cooling circuit in addition to the external cooling circuit, with both the internal fan and external fan directly mounted on the shaft.

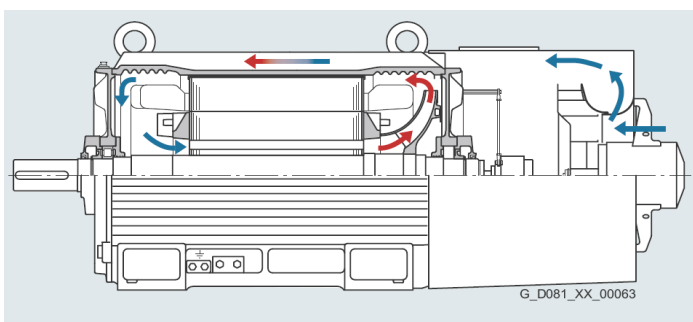


Internal and external cooling circuits on a 1LA8 self-cooled motor

For applications requiring higher motor outputs, the 1LA4 self-ventilated, fin-cooled motors are available as low-voltage variants in the H-compact series with degree of protection IP55.

#### 11.2 1PQ8 forced-cooled asynchronous motors

The 1PQ8 forced-ventilated, fin-cooled trans-standard asynchronous motors from the N-compact series are suitable for drives with high torque requirements at low speeds or in a wide speed range. These motors feature a built-on external fan in degree of protection IP55. Depending on the speed range, they require no or only a relatively low reduction in the rated torque, even for continuous operation.

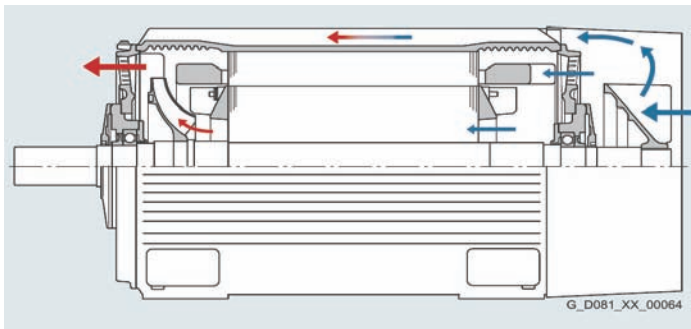


Internal and external cooling circuits on a 1PQ8 forced-cooled motor

For applications requiring higher motor outputs, the 1PQ4 forced-ventilated, fin-cooled motors are available as low-voltage variants in the H-compact series with degree of protection IP55.

#### 11.3 1LL8 open-circuit self-cooled asynchronous motors

The 1LL8 trans-standard asynchronous motors from the N-compact series are open-circuit self-cooled motors in degree of protection IP23. Designed with an open inner cooling circuit, the interior of these motors is directly cooled by external ambient air. This cooling system is extremely efficient and also increases the power density of the motors as compared to motors in the 1LA8 series. As a result of the shaft-mounted fan, the cooling effect is dependent on the motor speed, a characteristic these motors share with 1LA8 motors.



Cooling system of a 1LL8 open-circuit self-cooled motor

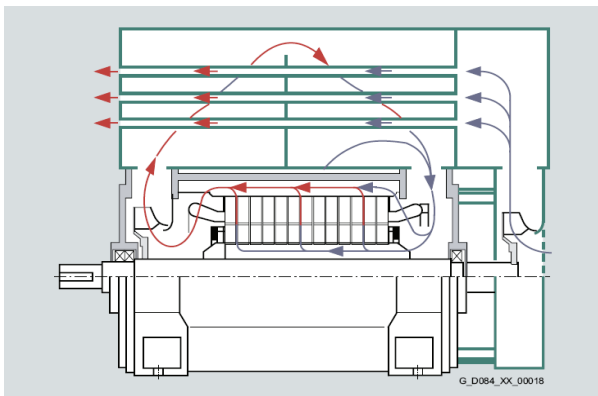
#### 11.4 H-compact PLUS modular asynchronous motors

Asynchronous motors in the H-compact PLUS series are modular in design and consist of a basic enclosure and a top-mounted cover. The low-voltage variants of the H-compact PLUS series are available on request for operation on SINAMICS G and SINAMICS S low-voltage converters. For further information, please refer to Catalog D84.1 H-compact and H-compact PLUS Asynchronous Motors.

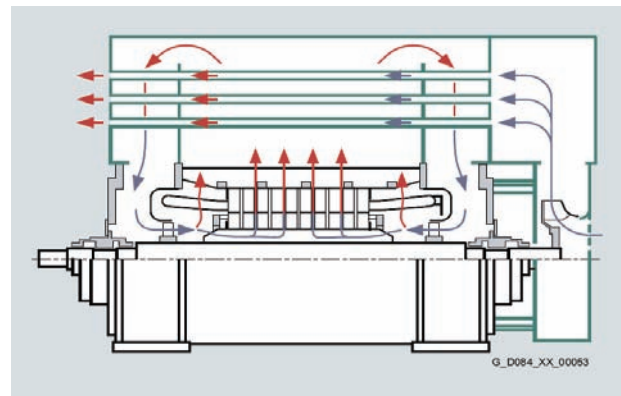
Thanks to their modular design and cover, motors in this range can be cooled by the following methods:

- Air / air cooling,
- Air / water cooling,
- Open-circuit ventilation.

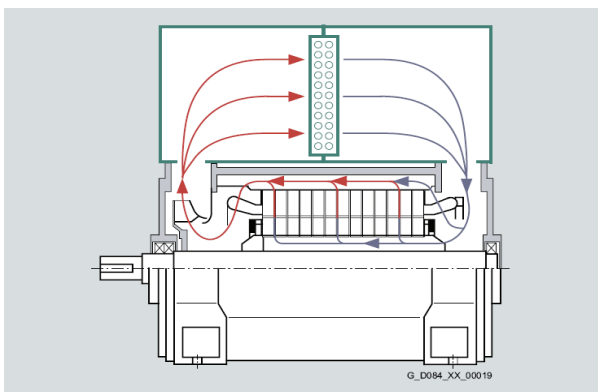
The diagrams below provide an overview of the possible cooling methods:



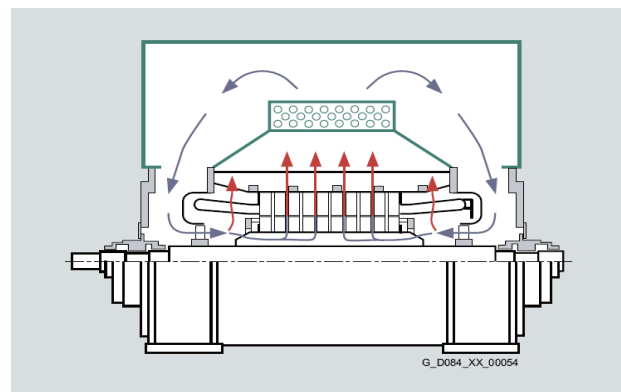
1a) Air / air heat exchange system / ventilation at one end



1b) Air / air heat exchange system / ventilation at two ends



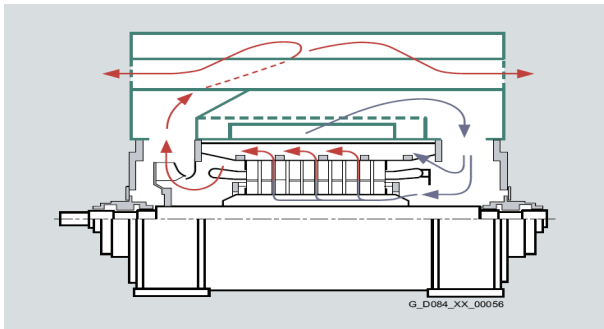
2a) Air/water heat exchange system / ventilation at one end



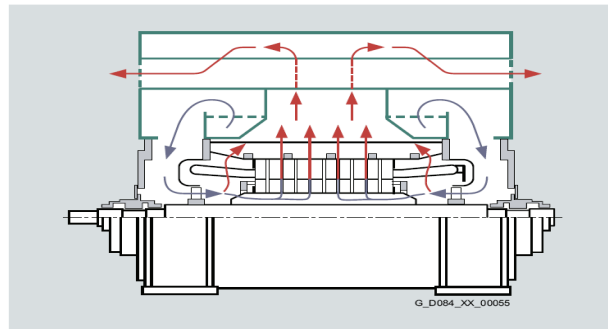
2b) Air/water heat exchange system/ventilation at two ends

## Motors

### Engineering Information



3a) Open-circuit ventilation / at one end



3b) Open-circuit ventilation / at both ends

#### 11.5 1PL6 / 1PH7 / 1PH8 compact asynchronous motors

In addition to the standard and trans-standard asynchronous motors, forced-cooled compact asynchronous motors of series 1PL6 (with open-circuit ventilation), 1PH7 (with surface cooling) and 1PH8 are also suitable choices. These are recommended for applications with

- a large speed setting range and high maximum speeds and / or
- restricted mounting space.

Motors in the 1PL6 / 1PH7 / 1PH8 series are on average one to two shaft heights smaller for the same rated output than comparable standard asynchronous motors. The high capacity utilization of these motors requires a pulse frequency setting of at least 2 kHz to 2.5 kHz in order to minimize the stray losses in the motor caused by converter-fed operation. For more information, please refer to Catalog PM21 / chapter "Main motors". When these motors are operated on Chassis or cabinet units with a factory setting of 1.25 kHz, the pulse frequency must therefore be raised and the relevant current derating factors must be applied. The derating factors can be found in the sections on specific unit types.



1PL6 / 1PH7 / 1PH8 compact asynchronous motors

For motors operating on SINAMICS G130 Chassis units and SINAMICS G150 converter cabinet units, speed encoder evaluation can be provided only by an SMC30 module, i.e. only incremental encoders (TTL and HTL encoders) can be used with these converter types.

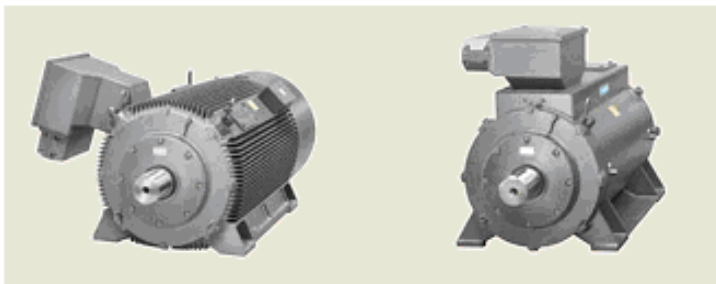
For motors operating on SINAMICS S150 converter cabinet units and SINAMICS S120 Motor Modules, speed encoder evaluation can be provided by all the available SINAMICS SMC modules (SMC10, SMC20 and SMC30) which means that any type of encoder can be used.

#### 11.6 1FW3 / 1FW4 synchronous motors / high-torque motors with permanent magnets

In addition to three-phase asynchronous motors, three-phase synchronous motors in series 1FW3 (with hollow shaft) and 1FW4 (with solid shaft) are available as air-cooled or water-cooled high-torque, permanent-magnet motors for operation on SINAMICS G and SINAMICS S converters.

These high-torque, permanent-magnet motors are especially recommended for applications which require

- high torques,
  - low speeds,
  - and low-maintenance operation
- combined with
- a compact design,
  - and high availability
- and
- high efficiency,
  - rugged design,
  - and quiet operation.



1FW4 permanent-magnet synchronous motors, air-cooled and water-cooled

### 11.7 Special insulation for line supply voltages > 460 V or 500 V for converter-fed operation

The motor insulation installed as standard means that SINAMICS converters can be used to operate 1LG4 / 1LG6 standard asynchronous motors on line voltages up to 460 V and 1LA8 / 1PQ8 / 1LL8 trans-standard asynchronous motors on line voltages up to 500 V without restriction. With higher line voltages, the insulation strength of the motors must be increased, or filtering mechanisms such as dv/dt or sine-wave filters must be installed at the converter output. For more details about the insulation strength of the motors in converter-fed operation, please refer to Catalog D81.1 IEC Squirrel-Cage Motors.

Special insulation is available for standard motors in series 1LG6 for converter-fed operation on line voltages of > 460 V to 690 V, and for trans-standard motors in series 1LA8 / 1PQ8 / 1LL8 for converter-fed operation on line voltages of > 500 V to 690 V. When motors with this special insulation are used, no filtering mechanisms need to be installed at the converter output. Motors with special insulation are identified by an "M" in the 10th position of the order number, e.g. 1LA8315-2PM80.

Trans-standard motors in series 1LA4 and 1PQ4 as low-voltage variants of the H-compact range and all low-voltage variants of the H-compact PLUS range are intended exclusively for converter-fed operation and are thus provided as standard with special insulation for converter-fed operation on line voltages up to 690 V.

Compact asynchronous motors in series 1PL6, 1PH7 and 1PH8 in frame size 280 or larger are also available with special insulation for converter-fed operation on line voltages up to 690 V.

Synchronous motors in the 1FW4 range can only be fed by converters and are thus equipped as standard with special insulation for converter-fed operation on line voltages up to 690 V.

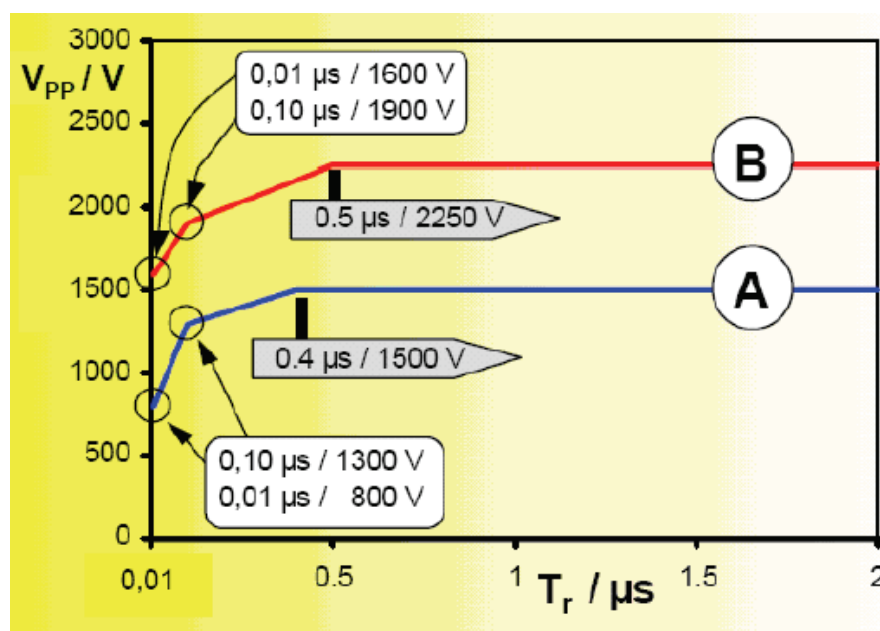
The table below shows the permissible voltage stress limits for standard and trans-standard motors with standard insulation (A), and for standard and trans-standard motors with special insulation for converter-fed operation on line voltages up to 690 V (B).

The ratio between insulating material and copper inside the slots is less favorable with special insulation than with standard insulation, resulting in a slight reduction in the rated output power of motors with special insulation.

Winding insulation	Line supply voltage <sup>1)</sup> $V_{Line}$	Phase-to-phase <sup>1)</sup> $V_{PP \text{ permissible}}$	Phase-ground <sup>1)</sup> $V_{PG \text{ permissible}}$
<b>A = standard insulation</b>	$\leq 460 \text{ V} / \leq 500 \text{ V}$	1500V	1050 V / 1100 V
<b>B = special insulation</b>	$> 460 \text{ V to } 690 \text{ V} / > 500 \text{ V to } 690 \text{ V}$	2050 V / 2250 V	1500 V

<sup>1)</sup> The value before the "/" in each case applies to the standard motors 1LG4/1LG6 and the value after the "/" in each case to the trans-standard motors 1LA8 / 1PQ8 / 1LL8

#### Permissible voltage limits for Siemens standard and trans-standard motors with low-voltage windings



Permissible voltage limits  $V_{PP}$  for Siemens trans-standard motors with low-voltage windings:

A = standard insulation

B = special insulation

### 11.8 Bearing currents

The fast-switching IGBTs in the inverter cause steep voltage edges which generate bearing currents in the motor. Under unfavorable conditions, these currents can reach relatively high values, cause damage to the bearing and therefore reduce its lifetime.

To prevent damage by bearing currents, it is recommended that converter-fed motors above a certain shaft height are equipped with an insulated bearing at the non-drive end (NDE).

Insulated bearings at the non-drive end are available for standard motors in series 1LG as an option (order code L27) on shaft height 225 and larger and this option is strongly recommended if these motors are to be fed by converters. All trans-standard motors in series 1LA8, 1PQ8 and 1LL8 which are designed for converter-fed operation ("P" in the 9th position of the order number, e.g. 1LA8315-2PM80) are equipped as standard with insulated non-drive end bearings.

The low-voltage variants in the H-compact and H-compact PLUS ranges for converter-fed operation are equipped as standard with an insulated non-drive end bearing.

Compact asynchronous motors in series 1PL6, 1PH7 and 1PH8 in frame size 180 and larger are optionally available with insulated non-drive end bearings (order code L27). Insulated non-drive end bearings are provided as standard on shaft heights 225 and upwards of this motor types.

In systems with speed encoders, it must be ensured that the encoder is not installed in such a way that it bridges the bearing insulation, i.e. the encoder mounting must be insulated or an encoder with insulated bearings must be used.

For further information, please refer to the section "Bearing currents caused by steep voltage edges on the motor" of the chapter "Fundamental Principles and System Description".

### 11.9 Motor protection

Motors can be protected against thermal overloading by the  $I^2t$  monitoring function integrated in the SINAMICS firmware. This mechanism prevents motors from operating continuously at excessive motor currents and represents a simple method of thermal motor protection which can operate without external components.

More precise motor protection, which also takes into account the influence of the ambient temperature, is possible using direct temperature detection with KTY84 sensors or PTC thermistors in the motor winding.

KTY84 sensors can be ordered for motors in series 1LG4/1LG6 and 1LA8/1LA4 with motor option A23. These sensors are integrated as standard on motors in series 1PL6, 1PH7 and 1PH8.

If PTC thermistors are required, motor option A11 (3 thermistors for tripping) or A12 (6 thermistors, 3 for alarm and 3 for tripping) must be specified in the order for motors in series 1LG4/1LG6. These sensors are integrated as standard on motors in series 1LA8/1PQ8.

On SINAMICS G130 Chassis units, KTY84 sensors and PTC thermistors are connected to terminal -X41 of the Power Module for evaluation. On SINAMICS G150 and S150 cabinet units, they can be connected to the customer terminal block (TM31 Terminal Module) which is available as option G60. If the converter or inverter is equipped with an SMC30 Sensor Module for connection of an incremental encoder, the sensors/thermistors can also be connected to this SMC module.

For thermal monitoring of the winding on motors in series 1LG4/1LG6 and 1LA8, PT100 temperature sensors (resistance thermometers) are available as an alternative. One of two motor options, i.e. A60 (3 x PT100) and A61 (6 x PT100) can be stated in the order.

A separate evaluation unit (converter option L86) is available for evaluation of PT100 temperature sensors in G150 and S150 converter cabinet units.

With 1MJ explosion-proof motors, PTB-approved PTC thermistors and tripping devices are absolutely mandatory. These are available for SINAMICS G150 and S150 cabinet units as option L83 (for alarm) and L84 (for shutdown).

### 11.10 Operation of explosion-proof motors with type of protection "d"

Siemens 1MJ asynchronous motors are suitable for both converter-fed and line operation as explosion-proof motors with frameproof enclosure Ex de IIC.

The relevant directives specify that 1MJ motors must be equipped with PTC thermistors.

If 1MJ motors are connected to converters, their maximum permissible torque must be reduced, depending on the load characteristic, for utilization according to temperature class 130 (B), in exactly the same way as 1LA motors with the same output.

1MJ motors have a terminal box with "increased safety" Ex e II as standard.

For detailed motor data, please refer to Catalog D81.1.



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