CE

BDS150E/230V and BDS75E/230V Brushless Servo Drives User Guide

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IMPORTANT INFORMATION FOR USERS

Installation and Operation of Digiplan Equipment

It is important that Digiplan motion control equipment is installed and operated in such a way that all applicable safety requirements are met. It is your responsibility as an installer to ensure that you identify the relevant safety standards and comply with them; failure to do so may result in damage to equipment and personal injury. In particular, you should study the contents of this user guide carefully before installing or operating the equipment.

Under no circumstances will the suppliers of the equipment be liable for any incidental, consequential or special damages of any kind whatsoever, including but not limited to lost profits arising from or in any way connected with the use of the equipment or this user guide.

SAFETY WARNING

High-performance motion control equipment is capable of producing rapid movement and very high forces. Unexpected motion may occur especially during the development of controller programs. ***KEEP WELL CLEAR*** of any machinery driven by stepper or servo motors. Never touch any part of the system while it is in operation.

This product is sold as a motion control component to be installed in a complete system using good engineering practice. Care must be taken to ensure that the product is installed and used in a safe manner according to local safety laws and regulations.

A permanent mains safety earth connection must be made to the earth terminal on the front of the drive case before applying mains power.

If the equipment is used in any manner that does not conform to the instructions given in this manual , then the protection provided by the equipment may be impaired.

EMC INFORMATION

EMC Information is presented in boxed paragraphs (such as this one).
Digiplan cannot guarantee compliance unless guidelines are strictly followed.

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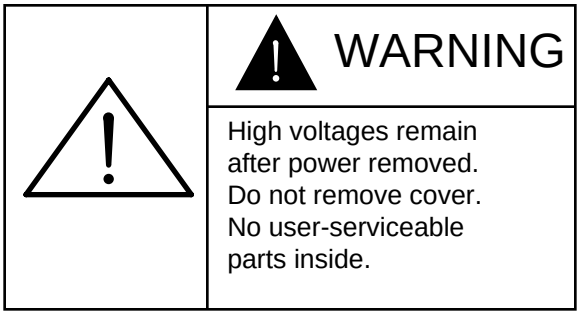
User Guide Change Summary

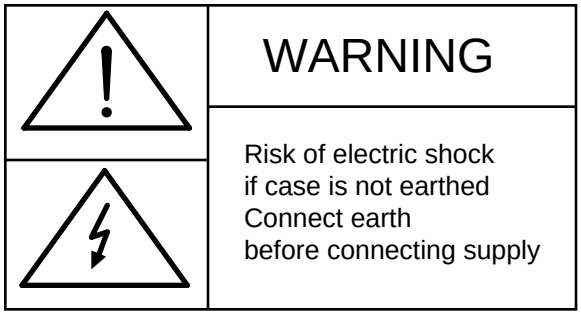
The following is a summary of the primary changes to this user guide since the last version was released.

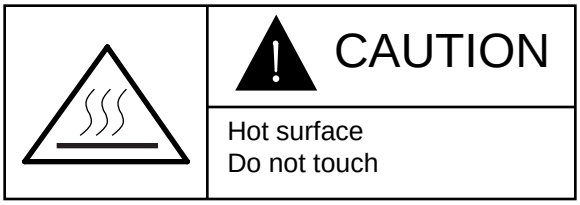
When a user guide is updated, the new or changed text is differentiated with a change bar in the outside margin (this paragraph is an example). If an entire section is changed, the change bar is located on the outside margin of the section title.

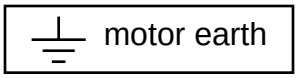
This is the first issue of the BDS-E User Guide.

The following Warning and Caution labels are fitted to the drive:





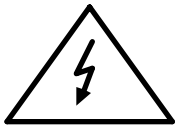




Symbols used on the BDS-E series of drives have the following meanings:

Refer to the accompanying documentation

Protective conductor terminal

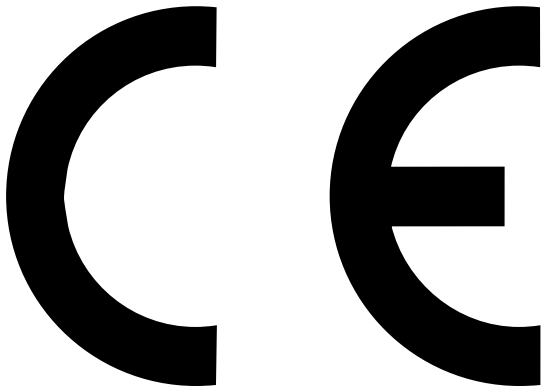


Risk of electric shock

Alternating current

Hot surface

Frame or chassis terminal



Product Type: **BDS150E/230V, BDS75E/230V**

The above product is in compliance with the requirements of directives

- **89/336/EEC** **Electromagnetic Compatibility Directive as amended by Directive 92/31/EEC**

The product is intended for use in the Commercial, Light Industrial and Industrial Environments as defined in the relevant EMC standards

- **73/23/EEC** **Low Voltage Directive**

- **93/68/EEC** **CE Marking Directive**

Section 1. INTRODUCTION

Product Description

The BDS-E Series of EMC and LVD compliant brushless step and direction drives are capable of operating direct-on-line from a 220-240V AC input, with no isolating transformer. A choice of two current ratings are available:

BDS150E/230V 6A RMS continuous (12A RMS peak)
BDS75E/230V 3A RMS continuous (6A RMS peak)

Both drive types have high resolution sinusoidal commutation and have been designed to be used with three phase brushless servo motors. Control is provided via clock and direction inputs using standard Compumotor indexer cable connections.

The drives are equipped with multiple protection circuits which guard against output short circuits and excessive current output over long time periods or at low speed operation. Further circuits protect against overspeed operation, commutation loss, motor feedback loss, overvoltage, undervoltage, supply failure and overtemperature faults.

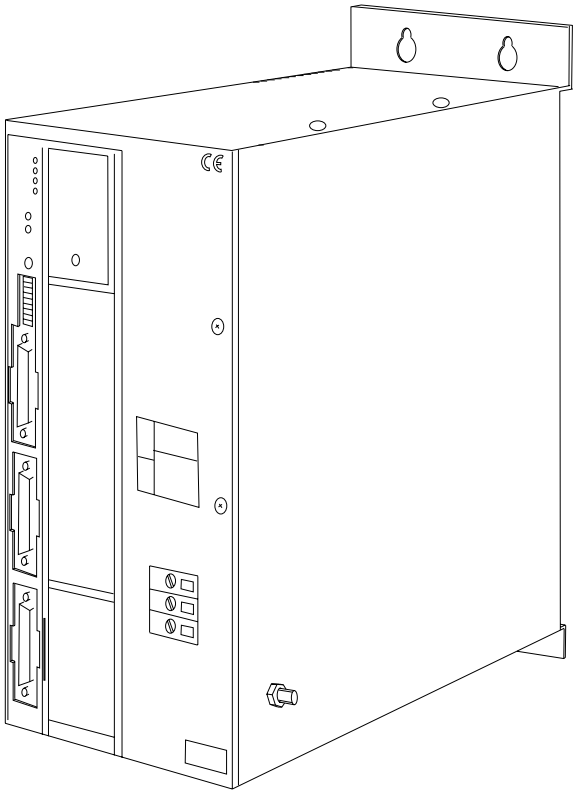


Figure 1-1. BDS-E Drive

Product Features

Protection Circuits

- Overcurrent
- Overspeed
- Commutation loss
- Overvoltage
- Undervoltage
- Supply failure
- Overtemperature of motor and drive
- Excessive position error

Function Indicators

- It Clamp
- Current Limit
- Drive Fault
- Overtemperature
- HV Present

Adjustments

- Integral Action
- Proportional Gain
- Damping

Outputs and Inputs

- Current Limit Output
- Reset/Disable Input
- Fault output
- Incremental encoder outputs

Other Features

- Power dump

Monitor Circuits

- Tachometer output
- Current level output

Note: Three internally mounted indicators (visible through slots in top of case) are also provided to allow motor setup. The LEDs are:

- Overcurrent (red)
- Index (yellow)
- Commutation (yellow)

Controls and Indicators

LEDs

HV Present LED (Green)

This LED indicates that the DC bus voltage is present, but it does not necessarily mean that the logic supplies are correct.

Warning - Risk of Electric Shock

When power is removed, the drive terminals should not be touched while the green LED remains alight.

Current Limit LED (Yellow)

Illumination of this LED indicates that the current demand is exceeding the drives maximum programmed current, and is therefore clamped. For adjustment of the current limit level, see the current limit bit-switch setting sub-section.

IT Clamp LED (yellow)

The illumination of this LED indicates that the drive has been set to demand too much peak current for too long a time, causing the current limit to be reduced to 6.8A RMS for the BD150E/230V (3.4A RMS for the BD75E/230V) to protect the drive.

Overtemperature LED (Red)

Illumination of this LED indicates that either the drive or motor is operating outside its specified continuous temperature rating, requiring extra cooling to be used or reduction of the operating duty cycle.

Note: the over temperature LED will also be illuminated by faulty motor feedback connections. For more information refer to the Maintenance and Troubleshooting Section.

Drive Fault LED (Red)

This LED indicates one of the following fault conditions:

- Overvoltage
- Undervoltage
- Supply failure
- Overcurrent
- Overspeed

For more information refer to the Maintenance and Troubleshooting Section.

HV Present

This LED indicates that a voltage is present on the High Voltage capacitors.

Internal Commutation LEDs

Three diagnostic/set-up LEDs are present within the drive which can be observed through the ventilation slots on top of the drive towards the front panel face. From the front panel face the LEDs are:

Red	Overcurrent
Yellow	Index
Yellow	Commutation

The index LED is illuminated when the index pulse is high and the commutation LED lights when the A channel of the commutation encoder (Com A+) is high. For more information refer to the Commutation sub-section. The red overcurrent LED provides greater diagnostic information under drive fault conditions.

Potentiometers

Integral Gain
This 20 turn potentiometer is used to adjust drive performance depending upon the application. The uses are:

Reduction of following error caused by friction
Compensation of motor position for constant torque loads
Increase in system ‘stiffness’
Reduction of motor ‘growl’ at standstill

Proportional Gain
This 20 turn potentiometer is normally adjusted fully clockwise to give maximum torque in response to position error, thereby reducing the position error build-up.

Damping
This single turn potentiometer adjusts the response characteristic of the amplifier so that the axis achieves the demanded velocity with minimum overshoot. For settings see the Installation section.

Bit Switch
All drive options are selected by the front panel bit switch, there are no internal links or adjustments within the drive.

The bit switch selects the following functions:

Bit Switch Number	Function
1, 2	Motor pole number
3	Commutation encoder pull-up selection
4	Encoder resolution
5	User resolution
6	Reset pull-up/pull-down
7, 8	Current limit

Table 1-1. Bit Switch Setting

Section 2. GETTING STARTED

What You Should Have

Upon receipt, you should inspect your BDS-E Series Drive system for obvious damage to its container. Report any damage as soon as possible. The items listed in Table 2-1 should be present and in good condition. To verify that you have the proper drive model, check the model number listed on the drive serial plate.

Ship Kit Table

Part Description	Part Number
BDS-E Drive	See drive identification below
BDS-E User Guide	1600.218.XX
Cable Set	BDCXXXX Where XXXX specifies cable length, for exampleBDC1500 specifies a 15 metre cable set.

Table 2-1. BDS-E Drive Ship Kit

Systems may be shipped configured with drives and motors prewired or supplied as separate units.

Identification

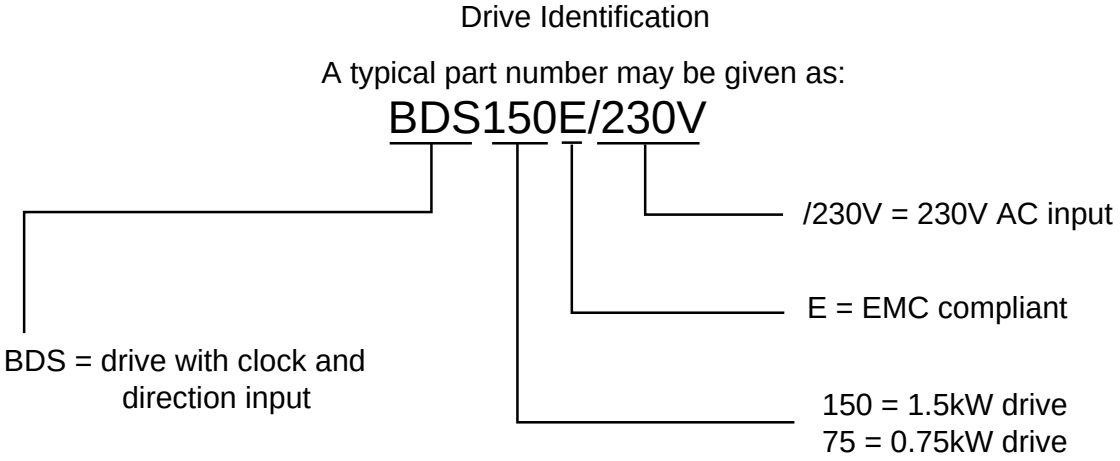


Figure 2-1. Drive Identification

Warning - risk of electric shock

If the drive mains earth becomes disconnected, the case and signal I/O lines will become live at 120V AC (limited to 10mA), due to the filter required for EMC compliance.

Pre-installation Test

This section provides procedures to help you to connect up your BDS-E drive system for a pre-installation test. Please note the pre-installation test allows you to become familiar with the operation of the drive prior to permanent installation, it should only be set up and used by competent personnel familiar with installation of motion control equipment. The safety earth connection must be made as shown to minimise the risk of electric shock.

Figure 2-2 illustrates the pre-installation test configuration for systems operating from a 230V mains supply. Please note the motor should be securely clamped to the test bench before any power is supplied.

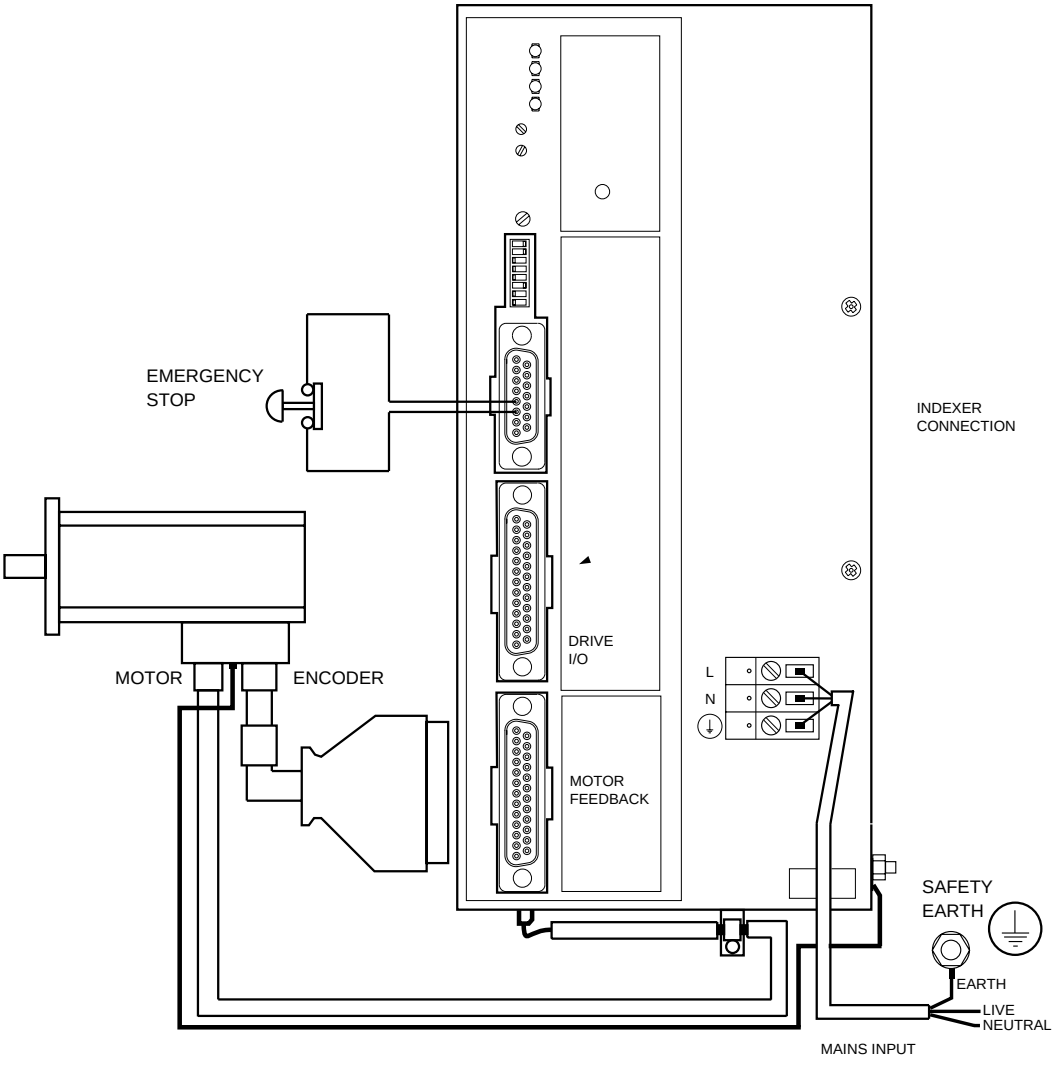


Figure 2-2. Pre-installation Test Configuration

Note: The switch shown as 'Emergency Stop' in Figure 2-2 is connected to the RESET input of the drive. While the switch is open the drive is reset and the power to the motor is removed, thus giving an uncontrolled stop. Reclosing the switch will re-energise the motor.

1. Connect the Motor

WARNING - Electric Shock Hazard

Ensure that AC power is disconnected before attempting to connect or disconnect the motor. Lethal voltages are present on the motor connectors.

Insert the plugs on the motor and encoder cables securely into the mating connectors on the motor housing and ensure that the locking rings are tight. Fit the drive end connectors to the corresponding sockets, ensuring that the motor cable screen is anchored under the P-clip (see Fig 2-2). Connect the motor safety earth as shown using 2.5mm^2 wire.

2. Connecting to an AC Supply

The BDS-E Series of drives operate direct-on-line from a 220-240V AC input, with no isolating transformer. Please note that the safety earth connection is necessary to provide a return path for the leakage current flowing through line-to-earth capacitors fitted on the internal filter board. The AC input is connected directly to the front panel screw connectors, as shown in Figure 2-2.

Testing the BDS-E System

Take care, unexpected motion may occur at any time, especially during the commissioning of motion control equipment.

1. Set the drive potentiometers as follows:

INTEGRAL ACTION - 5 turns CW
PROPORTIONAL GAIN - Fully CW
DAMPING (single turn) - set half way

Note: 20-turn potentiometers may have no end-of-travel click positions; before adjustment in a CW direction re-wind the pot. by at least 25 turns CCW to be sure of starting from a consistent reference point.

2. The 8 bit switch is set to configure the drive for use with a particular motor/encoder combination. Set the 8 bit switch as follows:

Motor pole numbers

Pole number	Switch 1	Switch 2
6	OFF	OFF

Commutation encoder pull-up voltage

Encoder pulled up to	Switch 3
+5V	ON

Encoder resolution setting

Encoder resolution	Switch 4
1024	OFF

User resolution

Binary/Decimal	Switch 5
1024	OFF

Note: Digiplan 3.4 inch motors have 1024 line encoders fitted.

Bit switch 6 should be set to OFF, to de-energise the drive. When a link or switch is fitted between pins 5 and 6 of the Drive I/O Connector as shown in Figure 2-2, the drive will be energised. This provides a failsafe solution.

Note: a connection must be made between pins 5 and 6 of the Drive I/O connector to enable the drive.

Bit switches 7 and 8 should be both set to ON to minimise the motor current whilst setting up the drive.

3. Make sure that the motor is held securely and that the shaft is free to rotate.

4. Connect an indexer to the connector indicated in Figure 2-2.

5. Turn on the main AC supply.

6. Configure the indexer for use with the drive.

Typically a Compumotor 6000 Series indexer can be used to control the drive. If a 6000 Series indexer is used the following commands should be used to match drive and indexer:

PULSE - must be set to 1µs or greater

DRES - sets the indexer resolution to match the drive resolution

DRFLVL - sets the active state of the FAULT signal

For example:

Command	Description
INDAX1	Single axis
PULSE1	Set the 6200 to 1µs pulse width
DRES4096	Set indexer resolution to 4096 steps/rev
DRFLVL1	Set FAULT signals to active high
INFEN1	Enable input functions

Note: The BDS-E drive can be directly connected to the 6000 series stepper controller using the Indexer-Drive cable supplied with the 6000 product.

Using 6000 code:

Command	Description
DRIVE1	Energise the motor
D4096	Set distance to 1 rev
LH0	Disable the limits
A100	Set acceleration to 100 rev/sec^2
V1	Set velocity to 1 rev/sec
GO1	Perform move
DRIVE0	De-energise motor

7. Clockwise motor rotation of 1 rev confirms that the drive is operating correctly. If the motor fails to rotate, re-check all connections and bit switch settings and the limit settings of the indexer. If you do not discover the cause of the problem refer to the ***Maintenance & Troubleshooting*** section.

Section 3. INSTALLATION

Precautions

During installation,take the normal precautions against damage caused by electrostatic discharges. Earthed wrist straps should always be worn.

Environment

The drive system should be installed vertically in an area where there is at least a 50mm air gap all around the package. The distance required is, however, application dependent, and may vary according to the amount of heat generated by equipment mounted below the drive and by the drive itself. An integral fan draws air into the base of the drive and expells it through vents in the top panel. The ambient temperature must not be allowed to exceed 40°C if an operator has access to the case, or 50°C if operator access is not allowed.

The drive requires a mains supply of Installation Category II and can be used in an atmosphere of Pollution Degree 2. Humidity limits are 0-95% non-condensing.

Drive Dimensions

All BDS-E drives are supplied as packaged units. Figure 3-1 shows the overall dimensions of the drive and the distance required between mounting holes.

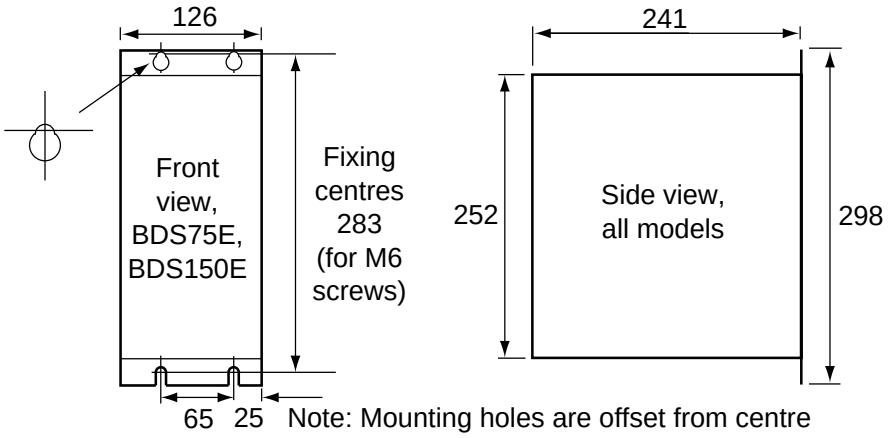


Figure 3-1. Drive Dimensions

Note: The dimensions given above do not allow for the room occupied by interface connectors.

CAUTION - Under certain operating conditions the top of the case may reach temperatures in excess of 70°C.

Drive Signal Connections

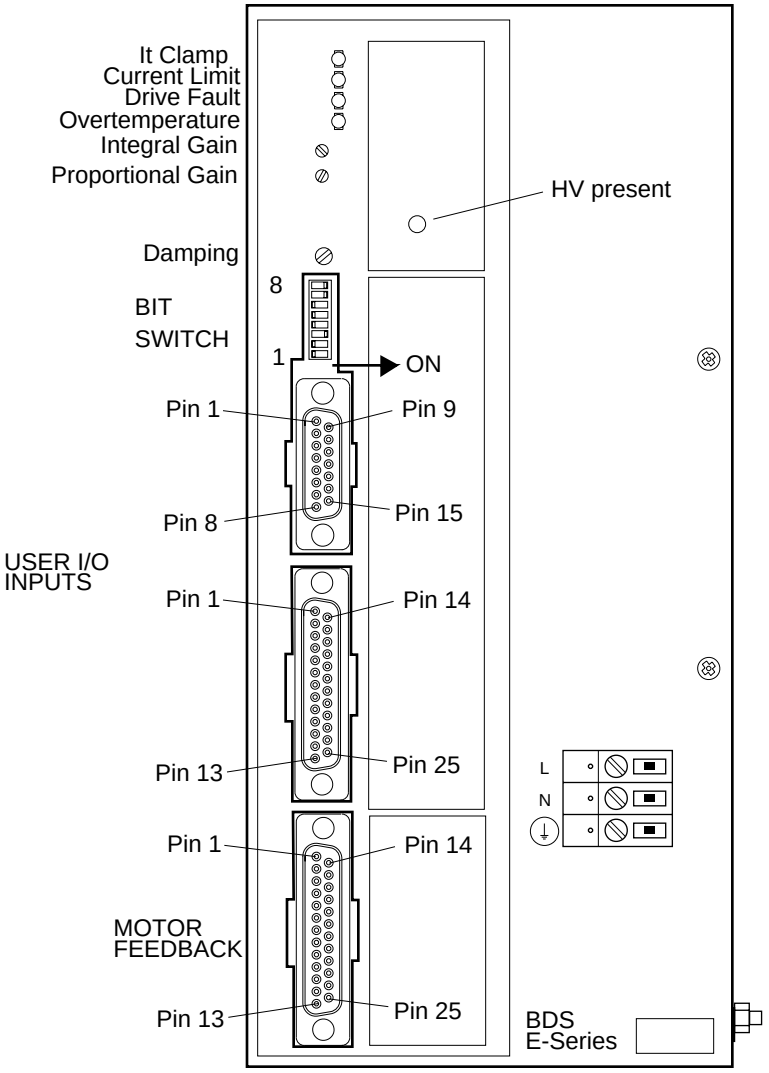


Figure 3-2. Connectors and Indicators

User I/O Connector

User I/O Connector Pin Functions

Pin	Signal Name	Function
1		Not used
2		Not used
3	Current Limit	Current Limit open collector output
4	GND	Ground
5	$\overline{\text{RST}}$	*Reset
6	+15V	Reference voltage (current limited)
7	Tach Out	Tachometer monitor output
8	Curr. Level Out	Current monitor output
9	$\overline{\text{FT}}$	$\overline{\text{Fault}}$
10	**A+	A output from incremental encoder
11	A-	$\overline{\text{A output}}$
12	B+	B output from incremental encoder
13	B-	$\overline{\text{B output}}$
14	***I+	Z output from incremental encoder
15	I-	$\overline{\text{Z output}}$

* 0V holds drive in permanent reset condition. 15V allows drive to energise.

** A+ leads B+ for CW motor rotation

*** I+ is a once-per-rev high-going pulse, covering at least $\frac{1}{4}$ of a channel A+ cycle and occuring when A+ and B+ are both high - see below:

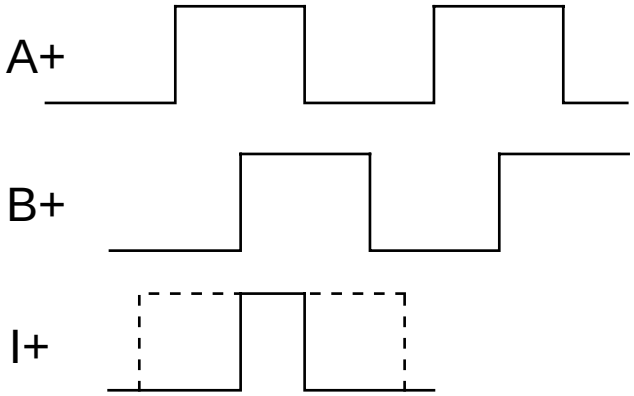


Table 3-1. User I/O Connector Pin Functions

User I/O Pin Description (15 Way D-type)

The User I/O connector provides access to the main drive control signals. The function of each pin is described below.

Pin 3 Current Limit Output

Pin 3 is an open collector current limit output. In current limit the transistor is ON (conducting).

Pin 6 (+15V)

Pin 6 (+15V) is a current limited supply (10mA max.) intended for use as bias supply for the Reset input.

If bit switch 6 is OFF, the Reset input will need to be pulled up to pin 6 to energise the drive, using a switch or PNP transistor. This will draw a current of 1mA from the +15V output.

Pin 4 0V

Pin 4 is drive ground and is linked to mains earth via a high frequency filter.

Pin 5 Reset

Pin 5 is the reset input, when the input is low, the drive is de-energised. Any latched faults remain latched while the input is low and are reset on the high-going edge.

The reset input can be configured by bit switch 6. If bit switch 6 is OFF and the reset input is open circuit, this input is pulled down to 0V via a 15k ohms resistor and the drive is de-energised. To energised the drive, the reset input must be connected to +15V (pin 6 of the the user I/O connector) via a switch or a PNP transistor.

Note: this is the 'fail safe' configuration.

Note: When bit switch 6 is OFF a connection must be made between pins 5 and 6 of the Drive I/O connector to enable the drive.

If bit switch 6 is ON and the reset input is open circuit, the reset input is pulled up to +15V using a 15k ohm resistor and the drive is energised. To de-energise the drive you will need to connect this input to 0V (pin 4 of the user I/O connector).

Pin 7 Tach Output

Pin 7 is the internally buffered tachometer output. The output produces a signal of approximately 2V/krpm independent of line count. The output polarity is positive for CW motor rotation. This output is not intended for accurate speed calibration, but for use when setting up the drive.

Pin 8 Current Monitor

Pin 8 is a unipolar current monitor signal used to indicate the total motor current with a sensitivity of 2A/V for the BDS150 (1A/V for the BDS75). This output is not intended for accurate current calibration, but for use when setting up the drive.

Note: the output represents a rectified summation of the 3 actual motor phase currents thus, even when delivering a constant torque, the signal will contain approximately 13% ripple.

Pin 9 Fault Output

Pin 9 is an open collector fault output signal which goes low when a fault occurs. The output can be pulled up to a maximum voltage of +28V, and the output transistor can pass a maximum current of 25mA.

Pin 10 to 15 Encoder Outputs

Pins 10 to 15 are buffered encoder outputs using 26LS31 line drivers. Use twisted pair screened cable and 26LS32 line receivers or optos.

Note: Particular care should be paid to these outputs to prevent EMC radiation problems. When using line receivers - connect the screen to earth at both ends of the cable. In this configuration the drive and controller should be mounted close together sharing the same ground plane.
For opto receivers - connect the screen to earth at the drive end only.

CAUTION - Avoid turning the Damping potentiometer fully CCW, as this may cause the Drive/Motor system to become unstable.

Indexer I/O Connector (25 Way D-type)

Indexer I/O Connector Pin Functions

Pin	Signal Name	Function
1	Step+	Input
2	Direction+	Input
3-8		Not used
9	Fault+	Output
10-13		Not used
14	Step-	Input return
15	Direction-	Input return
16	Shutdown+	Input
17	Shutdown-	Input return
18-20		Not used
21	Fault-	Output return
22-25		Not used

Table 3-2. Drive I/O Connector Pin Functions

Indexer I/O Pin Description

The Indexer I/O connector provides access to the main Step and Direction control signals. The function of each pin is described below. Screened cable and a metal backshell connector must be used with this connector.

Pin 1 & 14 Step Inputs

A pulse on these inputs (pins 1 and 14) causes the motor to move on a low-to-high transition. The pulse must have a minimum pulse width of 1µs, 350kHz maximum frequency.

Pin 2 & 15 Direction Inputs

These inputs (pins 2 and 15) control the direction of the motor shaft rotation. Taking Direction +, positive with respect to Direction - will result in a clockwise (CW) rotation of the motor shaft.

Pin 16 & 17 Shutdown Inputs

These differential inputs (pins 16 and 17) are used to energise and de-energise the drive. These inputs can also be used to reset faults.

Pin 9 & 21 Fault Outputs

These outputs (pins 9 and 21) are used to indicate a drive fault. The output is an active high, uncommited transistor. The transistor is normally ON, it turns OFF to indicate a fault. When OFF it can withstand 28V and when ON can pass a current of up to 5mA.

Step and Direction Timing

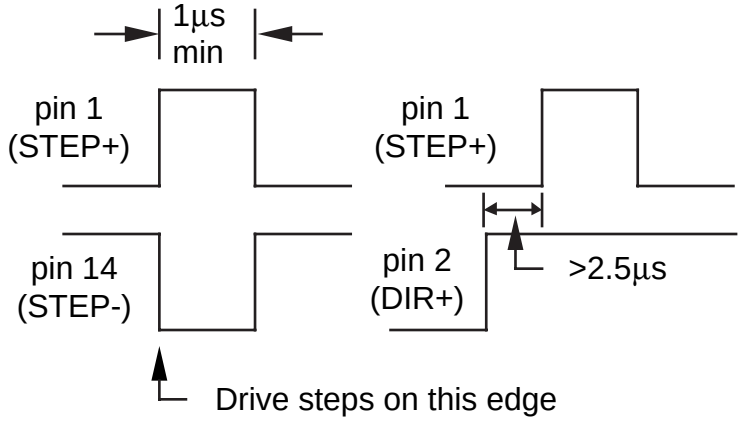


Figure 3-3. STEP Timing Diagram

Figure 3-3 indicate the timing requirements for the indexer signals. STEP pulses should be at least 1µs long. The DIRECTION input signal need to be present for at least 2.5µs before the leading edge of the STEP pulse.

Motor Feedback Connector

Motor Feedback Connector Pin Functions

Pin Number	Function	Lead Colour
1	Reserved	
2 3	0V 5V	Blue Red } Twisted Pair
4	Tach 0V	See description
5	Tach input	See description
6 7	0V Thermistor	Pink Grey } Twisted Pair
8 9	I- I+	Green Yellow } Twisted Pair
10 11	B- B+	White Brown } Twisted Pair
12 13	A- A+	White/Yellow Yellow/Brown } Twisted Pair
14	Reserved	
15 16	0V +5V	White/Pink Pink/Brown } Twisted Pair
17	Reserved	
18 19	N C NC	
20 21	Com C- Com C+	Black Violet } Twisted Pair
22 23	Com B- Com B+	Grey/Red Red/Blue } Twisted Pair
24 25	Com A- Com A+	White/Green Brown/Green } Twisted Pair

Table 3-3. Motor Feedback Connector Pin Functions

Motor Feedback Pin Description

The user motor feedback connector is a 25-way D-type which carries motor monitoring signals. Connection to the User I/O connector must be made using a metal cased backshell D-type connector and the securing screws must be fully tightened before use.

Pin 2 & 15 0V

0V return for +5V supply.

Pin 3 & 16 +5V

+5V current limited supply (200mA maximum). Take care to minimise any voltage drop when using cables longer than 10 metres.

Pin 4 Tach 0V

Tach input 0V return.

Pin 5 Tach Input

Tach input. The Tach input pins are not normally used. They are reserved for use with a brushed tachometer for high performance applications.

Pin6 0V

0V return for thermistor.

Pin 7 Thermistor

For thermal protection of the motor, a normally closed thermal switch or a PTC thermistor mounted in the motor is connected between pins 6 and 7. The thermistor should have a transition resistance between 100R and 10kΩ.

Pins 8 to 13 Inc Encoder Inputs

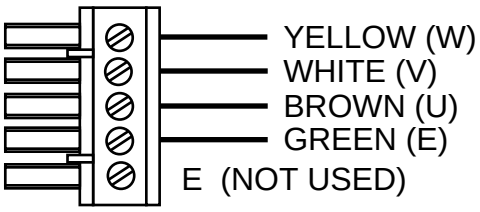
The incremental encoder inputs are connected to a 26LS32 line receiver. The set up of the encoder is described in ***Appendix A***.

Pins 20 to 25 Comm Encoder Inputs

The commutation encoder inputs are described in ***Appendix A***.

Motor Connections

Motor connections are made via a 5-way spade terminal plug, mounted in the base of the drive. The motor cable terminating plug is shown in Figure 3-4.



CAUTION - Risk of electric shock

HIGH VOLTAGES ARE PRESENT ON THIS CONNECTOR (up to 400V peak)

Figure 3-4. Motor Connector

Motor Connector Pin Functions

Signal Name	Lead Colour
W	Yellow
V	White
U	Brown
E	Green
E	Not used

Table 3-4. Motor Connector Pin Functions

Rewiring the Motor Connections

The main motor cable has 5 leads and is terminated in a 5-way screw terminal connector. This connector is easily removed and refitted where necessary. The lead colours are shown in Table 3-4; make a note of where each colour wire is connected before proceeding and take particular care that the leads are reconnected correctly.

The cable used must have an insulation rating of greater than 1.35kV RMS.

Extending the motor and encoder leads

Unless the use of bulkhead connectors is unavoidable, it is preferable to make up entirely new leads rather than to extend the cables supplied, but the same connector types must be used and screens must be correctly terminated. The following cable types may be used for this purpose:

Motor cable	Lapp LiYCY 0034804
Encoder cable	Lapp LiYCY 0035805

Connection details will be found in Tables 3-3 to 3-4. When making up new cables, make a careful note of how the original cable is terminated and ensure that the new cables are arranged in exactly the same way. Remember that the ferrite absorber must be fitted on the encoder cable close to the drive. Note that the encoder cable is slightly longer than the motor cable to allow for the different connector locations at the drive end. Please consult Digiplan if you propose to extend the motor and feedback leads beyond 30 metres.

Cabinet Mounting Requirements

Figure 3-5 shows the necessary earthing and EMC compliance wiring arrangements you need to make when installing the drive within an equipment cabinet.

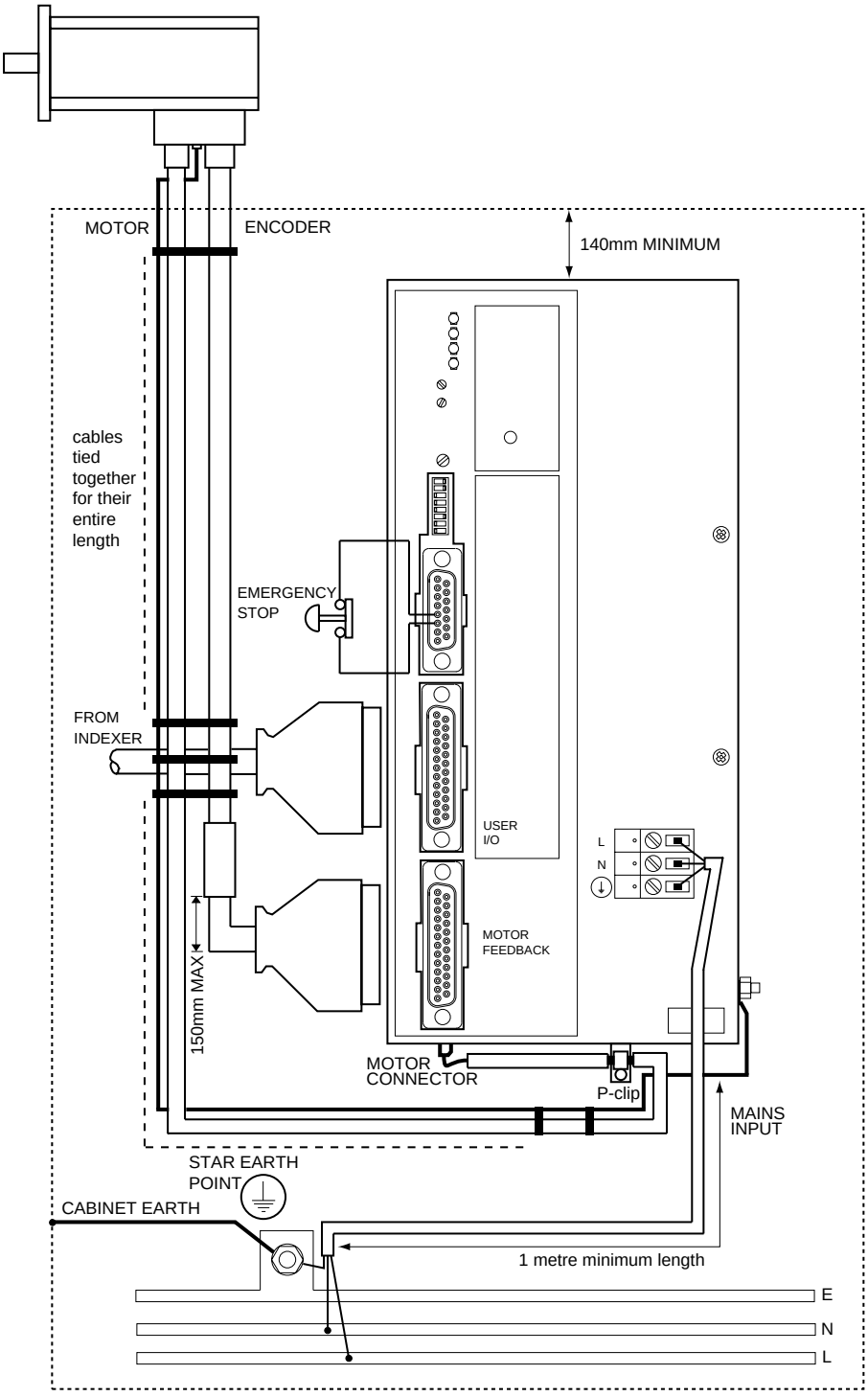


Figure 3-5. Cabinet Mounting

Cable routing

The mains cable should have a minimum length of 1 metre and needs to be terminated close to where the mains earth connection is made. The safety earth lead, connected to the stud on the side of the drive, needs to be closely routed with the mains lead. The motor and encoder cables must run in close proximity and routed together for their entire length back to the drive. Unless the cables are laid alongside each other in trunking, use cable ties every 500mm to anchor the two cables together.

Where the cables have to pass through a panel or bulkhead, the integrity of the screen must be preserved. Where possible, avoid using a connector. If a connector must be used, it should have a full metal shroud which makes a 360° connection to the cable screen on both sides. The body of the connector must be electrically isolated from any earthed metalwork - it may be mounted on a separate panel insulated from the bulkhead.

Motor and Encoder Connections

The encoder cable has a 25-way D connector at the drive end which is plugged into the 'Motor Feedback' socket on the drive. Tighten the jacking screws firmly. The metal housing on this connector must not be removed. The encoder cable is fitted with a ferrite absorber at the drive end which is essential for EMC compliance. This should be kept as close as possible to the drive-end connector and not more than 150mm away.

The 5-way spade connector on the motor cable fits a mating connector on the base of the drive. The exposed cable screen must be securely anchored under the clip adjacent to the connector - this is an essential requirement.

AC supply connections

If a plug is used for AC supply connections it must conform to IEC309.

Warning - risk of electric shock

If the drive mains earth becomes disconnected, the case and signal I/O lines will become live at 120V AC (limited to 10mA), due to the filter required for EMC compliance.

AC supply connections are made using the front panel screw connector. This should be wired using 1.5mm^2 3-core mains cable. Do not wire the AC supply using individual leads running in a conduit. The circuit should be protected by a 16A circuit breaker, and the isolator must break both the live & neutral lines.

For permanently connected equipment, the switch should be marked as the disconnecting device and should be mounted close to the equipment within easy reach of the operator.

Earth leakage current

The AC supply to the BDS-E drive is internally filtered to achieve EMC compliance. The filter components create an earth leakage current of the order of 10mA, which is compatible with standard residual-current breakers operating at 30mA. The BDS-E drive is not suitable for use on supplies employing high-sensitivity RCD breakers.

Flash Testing Installations

For EMC compliance reasons a varistor is fitted between the neutral and earth (ground) mains input wiring within the drive.

If you wish to flash test the completed installation from mains to earth, it will be necessary to disconnect and insulate the live and neutral mains connections to the drive. Otherwise, the varistor will break down when the flash test is applied.

The earth connection and signal I/O should remain connected to the drive, in order to test the insulation of these circuits.

Caution

As the varistor is connected between neutral and earth care must be taken to ensure the correct live and neutral connections are made to the mains input of the drive.

Motor safety earth connection

It is essential that there is a safety earth connection to the motor housing. A separate earth lead must therefore be taken from the earth terminal on the motor, routed with the motor and encoder leads and terminated at the safety earth stud on the side of the BDS-E. The motor earth terminal is located between the motor and encoder sockets. The safety earth lead should be at least 2.5mm^2 in area.

Control signal connections - BDS-E

The input signals should be carried in a twisted-pair screened cable with the screen connected to the connector shell on the drive and to the appropriate ground on the controller. The encoder output signals should be similarly carried in twisted-pair screened cable.

Using an External Positioner

The incremental encoder incorporated in the motor may be used to provide position information to an external positioner. Terminals 10-15 on the User I/O connector provide the true and complementary signals from all three encoder channels (see Table 3-3). These outputs are generated by 26LS31 line drivers.

Note: Particular care should be paid to these outputs to prevent EMC radiation problems. When using line receivers - connect the screen to earth at both ends of the cable. In this configuration the drive and controller should be mounted close together sharing the same ground plane. For opto receivers - connect the screen to earth at the drive end only.

Setting Up the Drive

Initial Precaution

Before starting to tune the drive ensure that the motor mechanism is clear of obstructions. Position the mechanical system at the mid-position of its total travel. Do not allow the motor to remain unstable for more than a second or two.

Setting the Drive Bit Switches

Depending on how you want to use the drive, you may need to change some of the factory-set bit switches. The factory settings shown in Figure 3-6 are suitable for the MD motor only. **A full description of bit switch settings is given in Appendix A**.

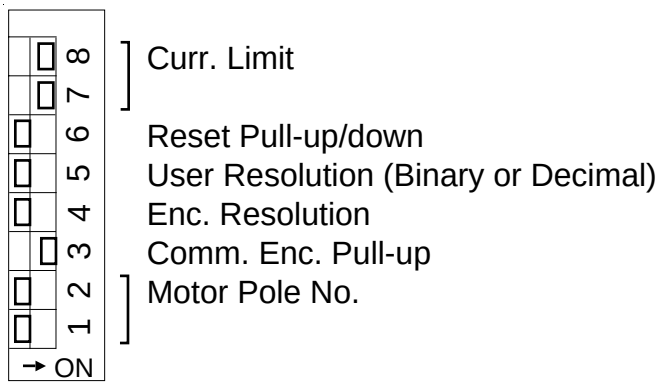


Figure 3-6. Bit Switch Settings

Note: When bit switch 6 is OFF a connection must be made between pins 5 and 6 of the Drive I/O connector to enable the drive.

Tuning Adjustments for the BDS Drive

For a typical application

Use a MD3450/75 motor
Set acceleration/deceleration rate to less than 2000revs/s/s
Choose a load inertia set to less than 5 times the rotor inertia
Note: within a typical application the current LED should never come on

Adjust the front panel controls as follows:

INTEGRAL ACTION - 5 turns CW  from fully CCW
PROPORTIONAL GAIN - Fully CW 
DAMPING (single turn) - set half way

Control Description

Integral Action Gain Control

Reduces following action caused by friction
Compensates motor position for constant torque loads
Can be used to give a ‘stiffer’ feel to the shaft
Giving the control a few turn clockwise can reduce motor ‘growl’ at stand still

Note: A large integral gain combined with little proportional gain can lead to instability.

Proportional Gain

This control is normally set fully clockwise to give the maximum torque in response to a position error, so minimising the position error build-up.

Damping

Do not turn this control fully counter-clockwise, or the system may become unstable. Typically this potentiometer is set to its half way position. From this position you can turn it a little counter-clockwise for lower vibration/jitter/motor growl at standstill, but it will exhibit greater overshoot after acceleration/deceleration. Turning it clockwise will have the opposite effect i.e. damping will be increased, although motor vibration at standstill will increase

If the load is very small: (e.g. less than rotor inertia)
Reduce the damping term (from half way) by adjusting the pot more counter-clockwise until the stationary motor vibration is at an acceptable level. This must be traded off with the amount of overshoot at the end of acceleration. Do not turn the damping pot less than around 1/4 turn clockwise, or instability will result.

If the load inertia is very high: (e.g. over 5 times rotor inertia)
Increase the damping by turning the pot more clockwise than half way until the motor vibration is no longer acceptable, and back off slightly. This will minimise overshoot after acceleration.

Note:
The drive delivers full torque demand after 128 encoder counts of position error (11 mechanical degrees). If the position error continues to build, the drive will de-energise after 3712 encoder counts of position error (approximately 1 mechanical revolution). No LEDs will light in the event of this fault, but the fault outputs will be active.

If the current limit LED comes on, the position error may be over 128 counts by an unknown amount. During a fast acceleration on high inertia, the error may build to a level close to the fault threshold.

To ensure an adequate safety margin it would be advisable to repeat the move with a lower current level (set on bit switches 7 and 8) and check there is no fault. The reduced torque will result in a larger position error during the move, and if this does not go over the fault threshold, there should be enough margin when the current is restored back to the normal running level.

23 frame size motors

Set the drive current to minimum.

The low inertia of this system means that the response is very lively on an unloaded shaft. Turn the damping fully counter-clockwise, and set the proportional gain only around 5 turns clockwise. These values may be increased if there is a large inertia on the shaft.

Section 4. HARDWARE REFERENCE

BDS-E Drive Specification

	BDS75E	BDS150E
Continuous Current (RMS)	3A	6A
Peak current (RMS)	6A	12A
DC bus Voltage	325V	325V
AC Input Voltage: Nom. Max. Min.	230V 264V 207V	230V 264V 207V
Frequency	47-63Hz	47-63Hz
Power continuous	0.75kVA	1.5kVA
Peak power	1.5kVA	3.0kVA
Weights kg (lb)	6.5 (14)	6.5 (14)
Motor Options	MD3450/ MD3475	MD3450/ MD3475

Power input	AC direct from mains
Reference outputs	+15V at 10mA
Velocity feedback	Built-in incremental encoder
Switching frequency	10Khz
Max. cont. dump power	96W
Peak dump power	4.5kW
Bit switch settings	current limit, reset pull-up, encoder count, encoder res., comm. enc. pull-up, motor pole numbers, binary/decimal indexer resolution
Potentiometer settings	Integral gain, Proportional gain, Damping
Diagnostic LED's (Front)	IT clamp, current limit, drive fault, overtemperature, HV present
Dimensions	See Figure 3-1

Table 4-1. BDS-E Servo Drives Specification

Brushless Motor/Drive Packages

The BDS-E Series drives may be matched with motors in the Digiplan brushless range and supplied as ready-wired motor/drive packages. Details of motors are given in Table 4-2.

Type	Weights (including cable)	Rotor Inertia Kg-cm^2	Incremental Encoder Line Count
MD-3450/230	5.1Kg	1.6	1024
MD-3475/230	6.4Kg	2.4	1024

Table 4-2. Brushless Motor Data

The dimensions of the motors are shown in Figures 4-1.

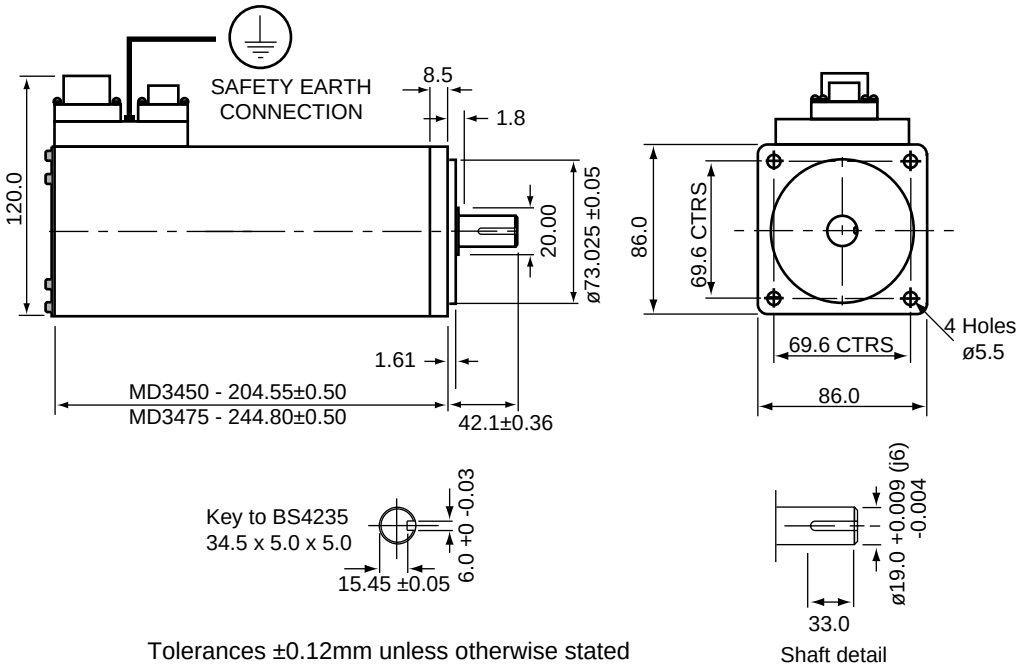


Figure 4-1. Motor Type MD3450/3475 Dimensions

Motor IP rating

The motor has an IP54 rating, except for the shaft.

Caution - High temperatures
Motor temperature will exceed 100°C before the over-temperature trip operates.

Motor/Drive Package Performance Data

The torque curves for the possible motor/drive combinations are shown in Figure 4-2.

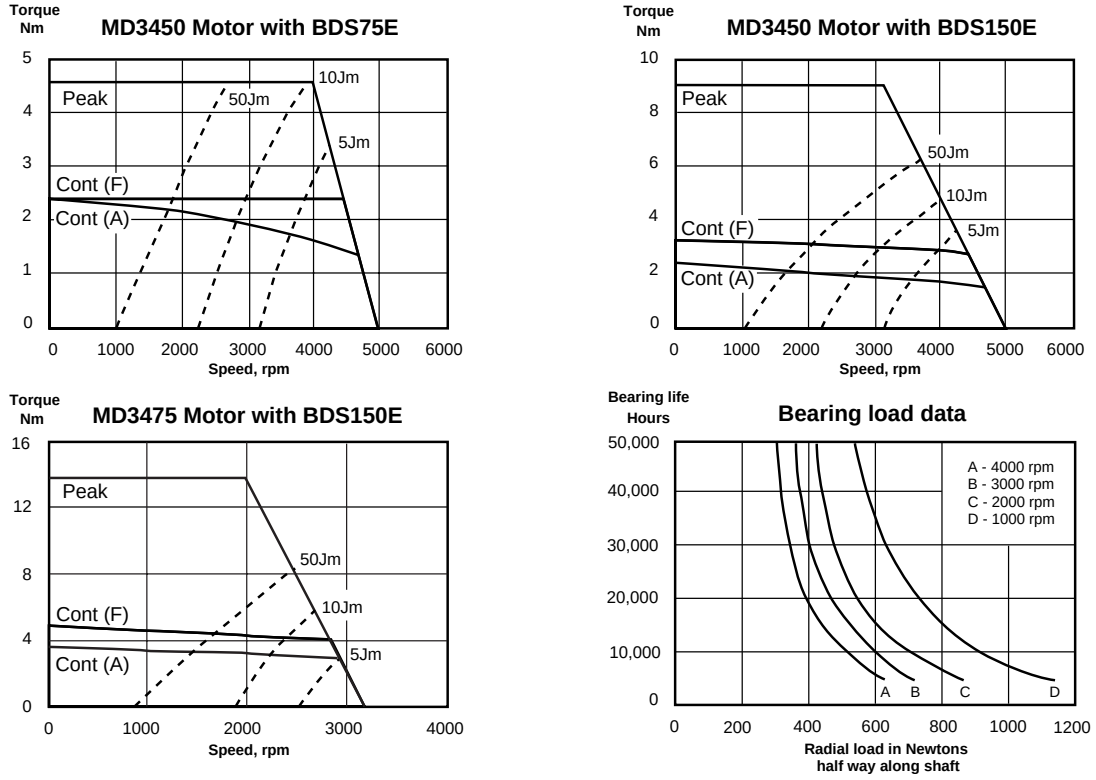


Figure 4-2. Motor/Drive Packages Torque Curves

Regenerative Dump Considerations

The dump circuit fitted to the BDS-E drive operates when the bus voltage exceeds a fixed level, rather than when it exceeds the peak AC input voltage. The dump load has a continuous capacity of 96W and a peak power of 4.5kW.

A family of dump curves is shown super-imposed on the motor torque-speed curves. These curves (representing system inertias of 5, 10 and 50 times the motor inertia) show the maximum speed of a repeated trapezoidal move that can be achieved without the need for additional dump resistors. The area to the left of each curve (and beneath the peak torque curve) represents a guaranteed safe operating area. The curves show the worst case conditions (i.e. maximum motor temperature rise, nominal bus voltage at the start of braking and braking carried out in current limit). If one or more of these conditions does not apply, it may be possible to operate to the right of the safe area, but this would need to be proven by experimentation.

For a single deceleration in current limit, the maximum system inertia which may be braked from the maximum speed (approximately 55 rps) is 125 kg cm^2.

Radial Loads

The 'Bearing load data' graph shown above, provides an estimate of the maximum radial load that can be tolerated at a particular motor speed, when set against the bearing life of a system. For example, if a typical bearing life expectancy of 20,000 hours was chosen as being reasonable for a system operating at a speed of 2000rpm, the maximum radial load that could be tolerated is 550N.

Fuses

BDS-E drives are fitted with fuses which limit circuit damage in the event of a fault occurring, they are not user replaceable. If the drive fails to operate correctly or you suspect a fuse has blown return the drive for repair. See ***Returning The System*** in the ***Maintenance and Troubleshooting*** section. Warranty is void if the case is opened.

Cable Sets

Ready-made cable pairs are available in the following lengths:

Part No.	Cable length
BDC-10	3m (10ft)
BDC-25	7.5m (25ft)
BDC-50	15m (50ft)
BDC-100	30m (100ft)

Table 4-3. Cable Sets

Encoders

The BDE1024/6 is a 1024 line, 6 pole self-contained encoder that can be used with motors from other suppliers.

Indexer I/O Specification

Indexer I/O Connector Pin Functions

Pin	Signal Name	Input/Output	Voltage
1	Step+	Input	<0.8V = low >3.5V = high
2	Direction+	Input	"
3-8		Not used	"
9	Fault+	Output	"
10-13		Not used	
14	Step-	Input return	"
15	Direction-	Input return	"
16	Shutdown+	Input	"
17	Shutdown-	Input return	"
18-20		Not used	
21	Fault-	Output return	"
22-25		Not used	

Table 4-4. Indexer I/O Specification

Indexer I/O Circuits

All indexer input/output circuits are optically isolated. The inputs are intended to be driven differentially from 5V logic levels.

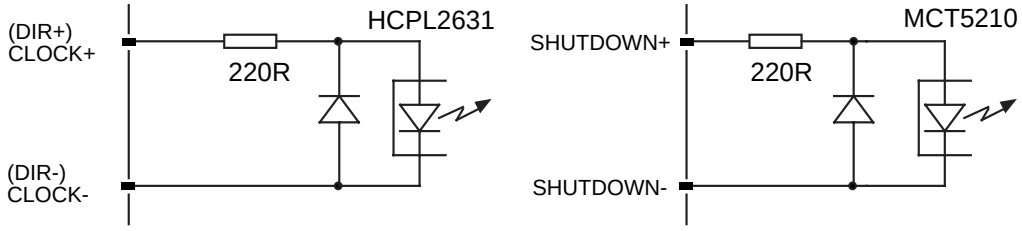


Figure 4-3 Direction, Clock and Shutdown Input Circuits

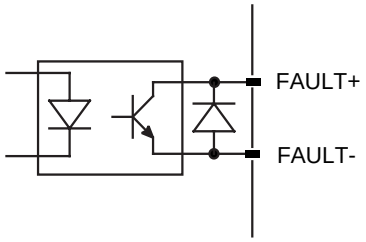


Figure 4-4 Fault Output Circuit

Section 5. MAINTENANCE & TROUBLESHOOTING

Drive Maintenance

Take care, unexpected motion may occur at any time whilst troubleshooting motion control equipment.

Routine maintenance is not necessary, but occasional checking of the following points is recommended.

Motor Maintenance

Periodically check the motor to ensure that no bolts or couplings have become loose during operation, and check the motor cable or leads periodically for signs of wear. Do not make very tight bends or pull on the cable during normal operation. Check all cable connectors and the safety earth connection.

Drive Maintenance

Check that the drive is clear of loose material and has a free flow of air through the ventilation slots. Check all drive connector jacking screws are firmly tightened and the motor screen connection is secure.

Fuses

BDS-E drives are fitted with fuses which limit circuit damage in the event of a fault occurring, they are not user replaceable. If the drive fails to operate correctly or you suspect a fuse has blown return the drive for repair. Warranty is void if the case is opened.

Troubleshooting

Drive or system problems may be indicated by one of the front panel LEDs lighting up whilst the drive is operating.

Note: The central 'HV Present' LED will always be alight whilst the DC bus voltage is present. This does not necessarily mean that the internal logic supplies are present. The LED will remain alight even when mains power is removed, as the high voltage capacitors will still be charged.

WARNING - Danger of electric shock

Lethal voltages are present on the mains input connector and the motor phase outputs. After removing AC power, wait for the 'HV Present' LED to go out before touching the drive terminals. Do not remove the drive cover, there are no user-serviceable parts inside. Removel of the cover voids the warranty and EMC compliance.

Protection Circuits

The BDS-E Drive has a number of protection circuits which automatically prevent damage ocurring during fault conditions. If a fault does occur it will cause a front panel LED to light up and may de-energise the drive.

The front panel LED indicators are described below.

IT Foldback

If the IT foldback yellow LED comes on, it means the drive has been required to deliver too much current for too long a time period. In this situation the drive will automatically reduce the motor current to below 60% of the peak current.

IT foldback will occur if the drive is required to deliver its full output current for more than 5ms at a speed of less than 6rps. The full current limit will be restored as soon as the conditions causing IT foldback have been removed.

Current limit

The yellow I limit LED indicates that the current demand is exceeding the drives maximum current capability. Note: The motor current level can be adjusted using bit switches 7 and 8.

Drive Fault

The red drive fault LED can indicate one of the following faults:

- Overvoltage
- Undervoltage
- Supply failure
- Overcurrent
- Overspeed

An overvoltage condition may be caused by:

- Excessive AC power input voltage
- A fault in the dump circuit
- The application requires a larger dump capacity

An under voltage condition may occur if the AC input power voltage drops when the maximum drive power is drawn from the supply i.e. poor AC supply regulation.

A supply failure may indicate a short circuit exists in the encoder or other external wiring, or it could be due to a fault in the internal power supply. If the fault is still being indicated when all external wiring is disconnected, the drive is probably faulty.

An overcurrent fault, indicated by the illumination of the drive fault LED and the red overcurrent LED mounted within the case, can be caused by a shorted motor winding or a drive fault. If the fault is still indicated when the motor is unplugged, the drive may be faulty.

An overspeed fault means that the motor has exceeded the factory-set overspeed threshold. If your application requires very high speed performance, please contact Digiplan for advice.

Overtemperature

The overtemperature LED will come on if the drive or motor is operating outside its specified continuous rating, requiring the duty cycle to be reduced.

If the motor feedback connector becomes disconnected, the thermal switch will appear to have opened and the drive will de-energise, indicating an overtemperature fault. This fault condition is latched until the drive is reset.

Excessive Position Error Protection

The drive delivers full torque demand after 128 encoder counts of position error (11 mechanical degrees). If the position error continues to build, the drive will de-energise after 3712 encoder counts of position error (approximately 1 mechanical revolution). No LEDs will light in the event of this fault, but the fault outputs will be active.

Incorrect Operation

Noise from Motor / Unstable Motor Operation

This is usually caused by the Damping control requiring adjustment. Re-adjustment of this control counter clockwise should reduce motor 'growl'.

Internal Fuses

Three internal fuses are fitted to limit circuit damage in the event of an internal failure. Should any of these fuses blow the drive should be returned for repair. Users should not replace fuses.

Returning the System

Contact the Parker Automation Technology Centre or the machinery manufacturer who supplied the product. Equipment for repair should NOT be returned directly to Digiplan without prior authorisation. Repairs will be carried out by Digiplan but will be processed via your supplier.

Digiplan may at their discretion authorise direct shipment to and from Poole or Rohnert Park, but only by prior arrangement with your supplier. Existing UK and USA customers who purchase equipment directly from Digiplan should contact Poole or Rohnert Park for further information (contact numbers are at the front of this User Guide).