

ABB INDUSTRIAL DRIVES

ATEX-certified motor thermal protection functions for cabinet-built ACS880 drives (options +L513+Q971 and +L514+Q971)

User's manual



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1. Safety instructions



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Further information

1

Safety instructions

Contents of this chapter

This chapter contains the safety instructions which you must obey when you install, operate and do maintenance on the safety functions of a drive.

Use of warnings and notes

Warnings tell you about conditions which can cause injury or death, or damage to the equipment. They also tell you how to prevent the danger. Notes draw attention to a particular condition or fact, or give information on a subject.

The manual uses these warning symbols:

**WARNING!**

Electricity warning tells about hazards from electricity which can cause injury or death, or damage to the equipment.

**WARNING!**

General warning tells about conditions, other than those caused by electricity, which can cause injury or death, or damage to the equipment.

**WARNING!**

Electrostatic sensitive devices warning tells you about the risk of electrostatic discharge which can cause damage to the equipment.

ATEX-certified motor thermal protection functions

Only qualified specialists are permitted to install, control and maintain the ATEX-certified motor thermal protection functions (see IEC/EN 60079-14). Obey all safety regulations



required with application of Ex motors in Zone 1/21 (equipment category 2) or Zone 2/22 (equipment category 2 or 3).

Instructions for functional safety circuits



WARNING!

Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.

This manual does not contain the complete safety instructions of the drive. It only includes the instructions related to the scope of this manual. The general instructions are given in this section and the option-specific instructions in the applicable chapter.

In addition to this manual:

- for ACS880 single drives, see the drive hardware manual
 - for ACS880 air-cooled multidrives, see *ACS880 multidrive cabinets and modules safety instructions* (3AUA0000102301 [English])
 - for ACS880 liquid-cooled multidrives, see *ACS880 liquid-cooled multidrive cabinets and modules safety instructions* (3AXD50000048633 [English]).
-



WARNING!

The safety functions described in this manual do not isolate the main circuit or auxiliary circuit from the power supply. Do not do work on the drive, motor cable or motor before you have isolated the drive system from all power supplies and measured that there are no dangerous voltages. Before you start the work, do the steps in section [Electrical safety precautions \(page 11\)](#).



WARNING!

If a short-circuit occurs in the output stage of the drive, the STO function does not prevent the intermediate DC current from flowing through and heating up the motor. The system integrator must take this into account when planning the protection of the installation.

Electrical safety precautions

These electrical safety precautions are for all personnel who do work on the drive, motor cable or motor.



WARNING!

Obey these instructions. If you ignore them, injury or death, or damage to the equipment can occur.

If you are not a qualified electrical professional, do not do installation or maintenance work.

Go through these steps before you begin any installation or maintenance work.

1. Clearly identify the work location and equipment.
2. Disconnect all possible voltage sources. Make sure that re-connection is not possible. Lock out and tag out.
 - Open the main disconnecting device of the drive.
 - Open the charging switch if present.
 - Open the disconnecter of the supply transformer. (The main disconnecting device in the drive cabinet does not disconnect the voltage from the AC input power busbars of the drive cabinet.)
 - Close the grounding switch or switches ([Q9], option +F259) if present. Do not use excessive force as the switch has electromagnetic interlocking.
 - If the drive is equipped with a DC/DC converter unit (optional): Open the DC switch-disconnector ([Q11], option +F286) of the DC/DC converter. Open the disconnecting device of the energy storage connected to the DC/DC converter unit (outside the drive cabinet).
 - Open the auxiliary voltage switch-disconnector (if present), and all other possible disconnecting devices that isolate the drive from dangerous voltage sources.
 - In the liquid cooling unit (if present), open the switch-disconnector of the cooling pumps.
 - If you have a permanent magnet motor connected to the drive, disconnect the motor from the drive with a safety switch or by other means.
 - Disconnect all dangerous external voltages from the control circuits.
 - After you disconnect power from the drive, always wait 5 minutes to let the intermediate circuit capacitors discharge before you continue.
3. Protect any other energized parts in the work location against contact.
4. Take special precautions when close to bare conductors.



5. Measure that the installation is de-energized. If the measurement requires removal or disassembly of shrouding or other cabinet structures, obey the local laws and regulations applicable to live working (including – but not limited to – electric shock and arc protection).

- Before and after measuring the installation, verify the operation of the voltage tester on a known voltage source.
- Make sure that the voltage between the drive input power terminals (L1, L2, L3) and the grounding (PE) busbar is zero.
- Make sure that the voltage between the drive output terminals (T1/U, T2/V, T3/W) and the grounding (PE) busbar is zero.
- Make sure that the voltage between the drive DC terminals (UDC+ and UDC-) and the grounding (PE) terminal is zero. In cabinet-built drives, measure between the drive DC busbars (+ and -) and the grounding (PE) busbar.



WARNING!

The busbars inside the cabinet of liquid-cooled drives are partially coated. Measurements made through the coating are potentially unreliable, so only measure at uncoated portions. Note that the coating does not constitute a safe or touch-proof insulation.



6. If the drive is not equipped with a grounding switch, install temporary grounding as required by the local regulations.

7. Ask the person in control of the electrical installation work for a permit to work.

2

Introduction to the manual

Contents of this chapter

This chapter contains information on the manual.

Applicability

The manual is applicable to cabinet-built ACS880 single drives and multidrives with the options:

- +L513+Q971 and +2L513+Q971 (+3L513+Q971 is available on request)
- +3L514+Q971, +5L514+Q971 and +8L514+Q971 (other configurations with a maximum of 8 relays are available on request).

The motor thermal protection functions described in this manual are certified, with an EU-type examination certificate, as protective systems in accordance with the ATEX Product Directive 2014/34/EU.

Target audience

This manual is intended for people who install, commission, use and service the ATEX-certified motor thermal protection functions of the drive. Read the manual before working on the drive. You are expected to know the fundamentals of electricity, wiring, electrical components, electrical schematic symbols, functional safety, and ATEX/Ex regulations.

Exclusion of liability

ABB is not responsible for the implementation, verification and validation of the overall safety system. It is the responsibility of the system integrator (or other party) who is responsible for the overall system and system safety.

The system integrator (or other responsible party) must make sure that the entire implementation complies with the instructions in this manual, all relevant standards, directives and local electrical code, and that the system is tested, verified and validated correctly.

Terms and abbreviations

Term	Description
ATEX	Directives 2014/34/EU and 1999/92/EC are commonly referred to as the ATEX directives (from "Atmosphères Explosibles")
BCU	Type of control unit
Drive	Frequency converter for controlling AC motors
Ex	An IEC term used in the context of explosive atmospheres (IEC 60079)
Ex d	Type of protection, flameproof enclosures (IEC/EN 60079-1)
Ex eb, Ex ec	Types of protection, increased safety (IEC/EN 60079-7)
Ex i	Type of protection, intrinsic safety (IEC/EN 60079-11)
Ex motors	Motors used in explosive atmospheres
FIT	Failure in time: 1E-9 hours (IEC 61508)
Frame, frame size	Physical size of the drive or power module
FSE-31	Optional pulse encoder interface module for safety encoder
FSO-21	Safety functions module which supports the FSE-31 module and the use of safety encoders
FSO-12	Safety functions module which does not support the use of encoders
HFT	Hardware fault tolerance (IEC 61508)
Inverter unit	Inverter module(s) under control of one control unit, and related components. One inverter unit typically controls one motor.
PFD_{avg}	Average probability of dangerous failure on demand (IEC 61508)
PLC	Programmable logic controller
Proof test	Periodic test performed to detect failures in the safety function. The target of the proof test is to ensure that the safety function still operates correctly and is able to achieve the safe state. (IEC 61508, IEC 62061)
RTD	Resistance temperature detector
SAR	Safe acceleration range
SBC	Safe brake control
SIL	Safety integrity level (1...3) (IEC 61508)
SS1	Safe stop 1 (IEC/EN 61800-5-2)
SSE	Safe stop emergency
STO	Safe torque off (IEC/EN 61800-5-2)
Stop category	There are three categories of stop functions defined by IEC/EN 60204-1: <ul style="list-style-type: none"> •stop category 0: an uncontrolled stop where power to the machine actuators is removed immediately (for example, STO) •stop category 1: a controlled stop where the machine actuators have power for stopping, after which the power is removed (SS1) •stop category 2: a controlled stop where the machine actuators continue to have power (SS2).
T_1	Proof test interval. Defines the probabilistic failure rate (PFH or PFD_{avg}) for the safety function or subsystem. Performing a proof test at a maximum interval of T_1 is required to keep the SIL capability valid. Note that any T_1 values given cannot be regarded as a guarantee or warranty.

Term	Description
T_M	Mission time: the period of time covering the intended use of the safety function/device. After the mission time elapses, the safety device must be replaced. Note that any T_M values given cannot be regarded as a guarantee or warranty. (IEC 61800-5-2)
ZCU	Type of control unit
Zone	Potentially explosive atmosphere. Hazardous areas are divided into zones, based on the frequency and duration of the occurrence of an explosive atmosphere. (IEC/EN 60079)

Related manuals

Manual	Code
Drive hardware	
ACS880-07 drives (560 to 2800 kW) hardware manual	3AUA0000143261
ACS880-07 drives (45 to 710 kW, 50 to 700 hp) hardware manual	3AUA0000105718
ACS880-07LC drives hardware manual	3AXD50000569786
ACS880-17 drives (160 to 3200 kW) hardware manual	3AXD50000020436
ACS880-17 drives (45 to 400 kW) hardware manual	3AXD50000035158
ACS880-17LC drives hardware manual	3AXD50000250295
ACS880-37 drives (160 to 3200 kW) hardware manual	3AXD50000020437
ACS880-37 drives (45 to 400 kW) hardware manual	3AXD50000035159
ACS880-37LC drives hardware manual	3AXD50000251407
ACS880 multidrive cabinets mechanical installation instructions	3AUA0000101764
ACS880 liquid-cooled multidrive cabinets mechanical installation instructions	3AXD50000048635
ACS880 multidrive cabinets and modules electrical planning instructions	3AUA0000102324
ACS880 liquid-cooled multidrive cabinets and modules electrical planning	3AXD50000048634
Inverter hardware	
ACS880-107 inverter units hardware manual	3AUA0000102519
ACS880-107LC inverter units hardware manual	3AXD50000196111
Drive firmware	
ACS880 primary control program firmware manual	3AUA0000085967
ACS880 primary control program quick start-up guide	3AUA0000098062
PC tools	
Drive composer start-up and maintenance PC tool user's manual	3AUA0000094606
Safety	
ACS880 multidrive cabinets and modules safety instructions	3AUA0000102301
ACS880 liquid-cooled multidrive cabinets and modules safety instructions	3AXD50000048633
Functional safety; Technical guide No. 10	3AUA0000048753
ABB Safety information and solutions	www.abb.com/safety
Motors and drives in potentially explosive atmospheres - What you need to know	3AUA0000037223
Options	
ACX-AP-x assistant control panels user's manual	3AUA0000085685
ATEX-certified motor thermal protection functions for cabinet-built ACS880 drives (options +L513+Q971 and +L514+Q971) user's manual	3AXD50000014979
FSO-12 safety functions module user's manual	3AXD50000015612

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Manual	Code
FSO-21 safety functions module user's manual	3AXD50000015614
FSE-31 pulse encoder interface module user's manual	3AXD50000016597
FPTC-02 ATEX-certified thermistor protection module, Ex II (2) GD (option +L537+Q971) for ACS880 drives user's manual	3AXD50000027782
Other documents	
Circuit diagrams	Delivered with the drive
Part lists	Delivered with the drive

See www.abb.com/drives/documents for all manuals on the Internet.

3

ATEX-certified motor thermal protection function with PTC thermistor relays (+L513+Q971)

Contents of this chapter

This chapter describes the ATEX-certified motor thermal protection function (option +L513+Q971) and gives instructions on how to wire, install and start up the function. It also describes the PTC thermistor relays available for the option and gives fault tracing instructions. This chapter also contains the safety data.

Option description

This protection function monitors the temperature of a motor with PTC resistor sensors (PTC thermistors) in a potentially explosive atmosphere. The function is activated when the PTC sensor resistance exceeds the overtemperature limit. It is possible to:

- monitor the motor bearings or stator windings (+L513+Q971)
- monitor the motor bearings and stator windings (+2L513+Q971 or +3L513+Q971).

The safety function described in this manual activates the Safe torque off (STO) function of the drive when it detects motor overtemperature. The STO function of the ACS880 drives is certified (SIL 3 according to IEC/EN 61800-5-2 and IEC 61508). When activated, the STO function disables the control voltage of the power semiconductors of the drive output stage. This prevents the inverter from generating the torque required to rotate the motor. The motor coasts to a stop. For a detailed description of the STO function, see the hardware manual of your drive/inverter unit.

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978: Also the main contactor/breaker is opened.

ACS880-07/07LC drives (frames n×DXT + n×R8i) with a main contactor/breaker (option +F250/+F255), ACS880-17/17LC/37/37LC drives (frames n×R8i + n×R8i): When the STO function is activated in the inverter unit, the main contactor/breaker is opened after a user-defined delay (defined with parameter 94.11, the default value is 600 s). See the hardware and firmware manuals for more information.

Note: If the drive has option +Q978, the main contactor/breaker is opened immediately when the STO function is activated.

Other safety functions in the drive can also use the STO function. Also, an FSO module can be included in the ATEX-certified motor thermal protection function. See the circuit diagrams delivered with the drive for the actual safety circuitry.

The FSO safety functions module (FSO-12 or FSO-21) is an optional device used with the ACS880 drives to implement safety functions. When installed, it reserves the standard STO connection of the drive.

The motor thermal protection function is implemented as follows:

- without an FSO module, the opening contacts of the relay(s) open the STO circuit of the drive. This activates the drive STO function.
- with an FSO module, the opening contacts of the relay(s) activate the STO or SS1 function of the FSO module. The FSO module opens the STO circuit of the drive immediately (STO, stop category 0), or after a deceleration ramp (SS1, stop category 1). This activates the drive STO function.

With an FSO module, select the stop category according to the system risk assessment.

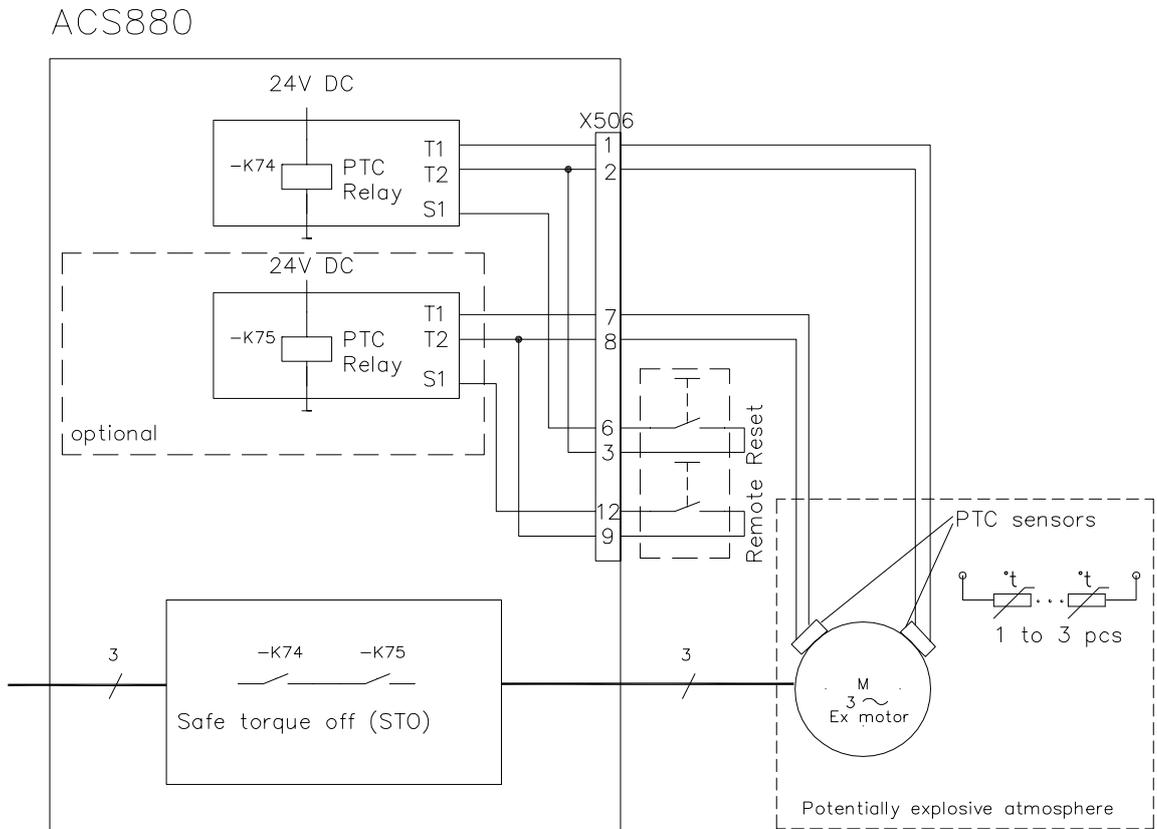
Note: If you use a digital input (for example, DI6) for the motor overtemperature indication and set parameter 31.02 to *Fault*, the drive will trip on a fault immediately when overtemperature is detected. In this case, you cannot use the SS1 function of the FSO module (stop category 1).

The protection function circuit is motor-specific. The function stops only the motor where overtemperature is detected.

It is possible to get information on the status of the protection function through a normally-open contact of the relay. The information can be obtained separately from the bearing and stator sensors. The contact can be wired to a digital input on the drive control unit or to an external control system. See the wiring instructions.

■ Operation principle

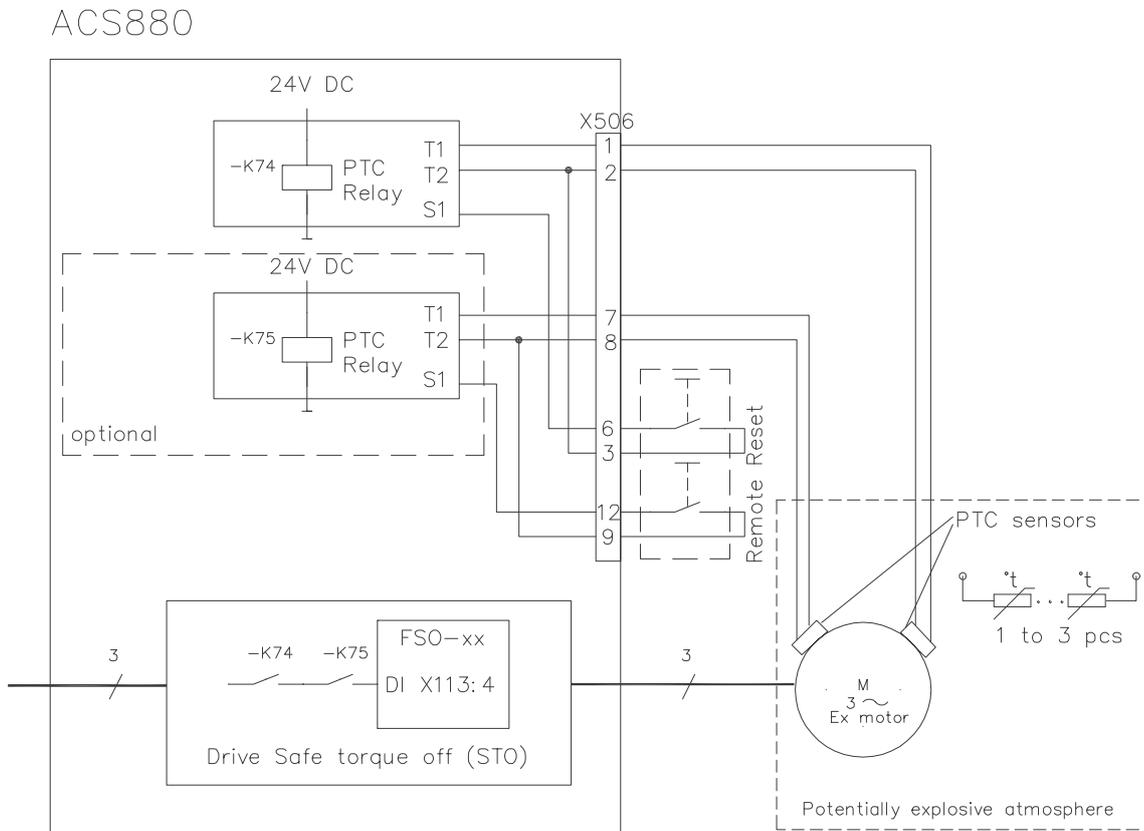
Without an FSO module



1. When the motor temperature rises to the thermistor wake-up level, the resistance of the thermistor increases sharply.
2. The PTC thermistor relay detects the change and indicates motor overtemperature through its output contacts.
3. The opening contacts of the PTC relay(s) open the STO circuit of the drive. The drive STO function is activated. This prevents the drive from generating the torque required to rotate the motor.
4. The drive generates an STO indication according to parameter *31.22 STO indication run/stop*.
5. If the auxiliary contacts of the PTC relays are connected to a digital input on the drive, the loss of the signal triggers a motor overtemperature indication.
6. After the motor temperature has decreased to normal, the user resets the PTC relay(s) using remote reset buttons (or the buttons on the PTC relays themselves). See the circuit diagrams of the delivery.
Alternatively, if a manual reset of the PTC relay(s) is not used, the user resets the drive faults from the user-defined reset source (parameter *31.11 Fault reset selection*), or locally with the drive control panel:
 - the STO fault in the drive (if configured with drive parameter *31.22 STO indication run/stop*)
 - the motor overtemperature fault in the drive (if configured).

Note: ABB recommends that you do not use the autoreset setting (that is, short-circuit the reset switch terminals of the PTC relay) with a safety device protecting an Ex motor.

With an FSO module



1. When the motor temperature rises to the thermistor wake-up level, the resistance of the thermistor increases sharply.
2. The PTC thermistor relay detects the change and indicates motor overtemperature through its output contacts.
3. The opening contacts of the PTC relay(s) de-energize digital input X113:4 of the FSO module (this is configured as the input of the STO or SS1 function in the FSO module).
4. The FSO module opens the STO circuit of the drive immediately (STO), or after a deceleration ramp (SS1). The drive STO function is activated. This prevents the drive from generating the torque required to rotate the motor.
5. The drive generates an STO indication according to parameter *31.22 STO indication run/stop*.
6. The FSO module generates an STO indication according to parameter *FSOGEN.61 STO indication ext request*.
7. If the auxiliary contacts of the PTC relay(s) are connected to a digital input on the drive, the loss of the signal triggers a motor overtemperature indication.

8. After the motor temperature has decreased to normal, the user resets the PTC relay(s) using remote reset buttons (or the buttons on the PTC relays themselves). See the circuit diagrams of the delivery.

Alternatively, if a manual reset of the PTC relay(s) is not used, the user resets the drive faults from the user-defined reset source (parameter *31.11 Fault reset selection*) or locally with the drive control panel:

- the STO fault in the drive (if configured with drive parameter *31.22 STO indication run/stop*)
- the motor overtemperature fault in the drive (if configured).

9. Optional: The user resets the safety function in the FSO module with the reset button (if a reset circuit is wired and configured). If the motor thermal protection function is not configured for a manual reset in the PTC relay(s) or with drive parameters, the manual reset must be implemented in the FSO module. Other safety functions in the drive can also require a manual reset in the FSO module.

Note: ABB recommends that you do not use the autoreset setting (that is, short-circuit the reset switch terminals of the PTC relay) with a safety device protecting an Ex motor.

■ Implementation of the manual reset

After the ATEX-certified motor thermal protection function activates, the motor must not restart before a manual reset command is given.

The manual reset is set in the ATEX-certified PTC thermistor relay at the factory. This complies with the ATEX requirement on manual reset, which means that it is not necessary to configure the drive to trip on a fault. If you change the manual reset setting in the PTC thermistor relay, make sure that the user cannot restart the drive without a manual reset.

You can configure the manual reset in:

- the drive with the motor overtemperature or STO indication parameters, or
- the FSO module by connecting a reset circuit to the FSO module.

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979 (Emergency stop):

In these safety functions, a reset circuit is connected to the FSO module and the user must reset the safety function with the emergency stop reset button. The user must also reset the ATEX-certified motor thermal protection function with the emergency stop reset button. Do not change this setting.

■ Indications of the motor thermal protection function

An indication of the safety function can come from these sources:

- the motor overtemperature indication (parameters *31.01...31.02, 35.11...35.12*)
- the STO indication (parameter *31.22 STO indication run/stop*)
- the STO indication in the FSO module (FSO parameter *FSOGEN.61 STO indication ext request*).

To prevent parallel indications, you can set some indication parameters to value *No indication, None* or *Event*.

If the PTC thermistor relay is not in the manual reset mode, make sure that at least one of these indications generates a fault.

Commissioning the drive for a motor in a hazardous area

Commission the drive according to the requirements and limitations set by the application, the motor manufacturer's instructions, drive firmware manual, local laws and regulations and this manual.

The certificate of the Ex motor typically requires that you set a minimum limit for the output switching frequency of the drive. Make sure that the Ex motor is operated above the minimum output switching frequency specified by the motor manufacturer.

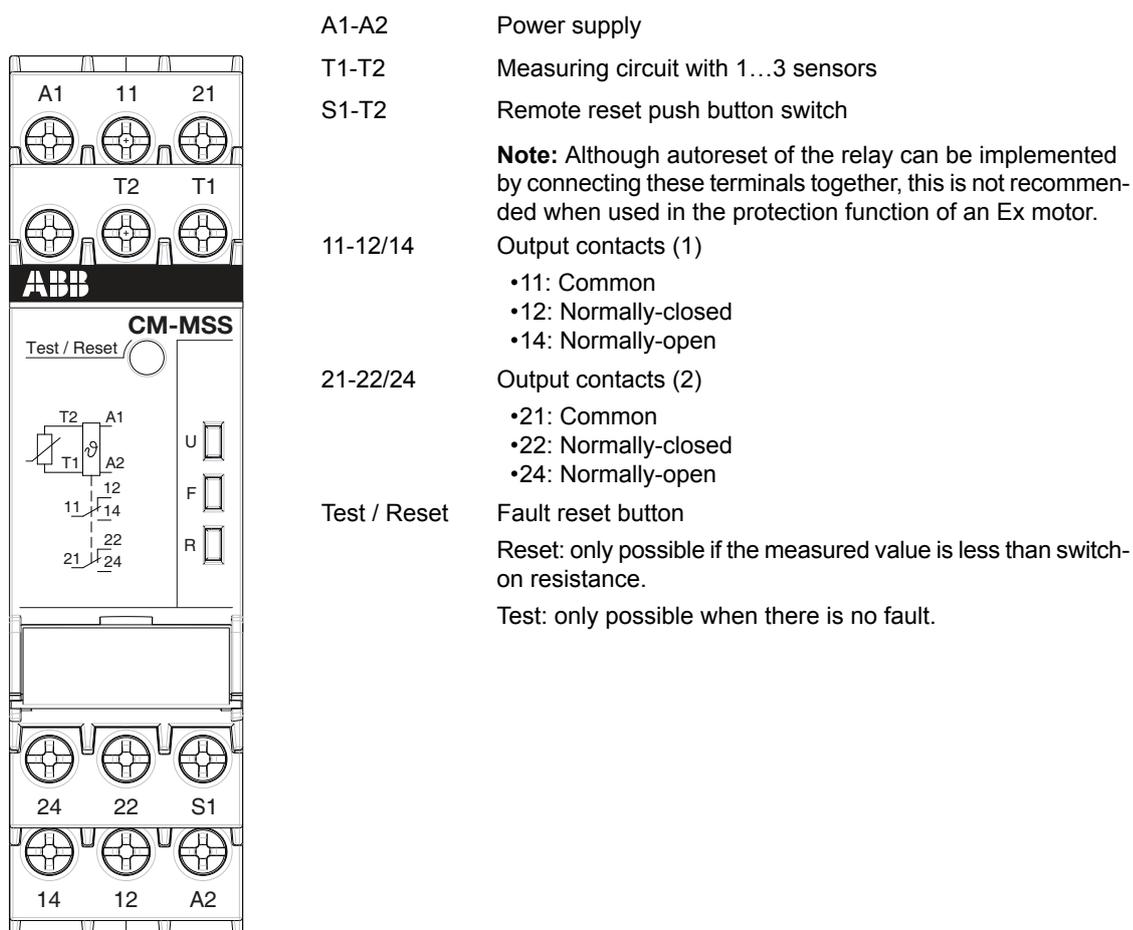
PTC thermistor relays

The ATEX-certified motor thermal protection function contains one (+L513) or two (+2L513) ABB CM-MSS.41 thermistor relay(s) by default. Three ABB CM-MSS.41 thermistor relays (+3L513) are available on request.

DOLD MK 9163N.12/110-ATEX thermistor relay(s) are available on request.

■ ABB CM-MSS.41 thermistor motor protection relay

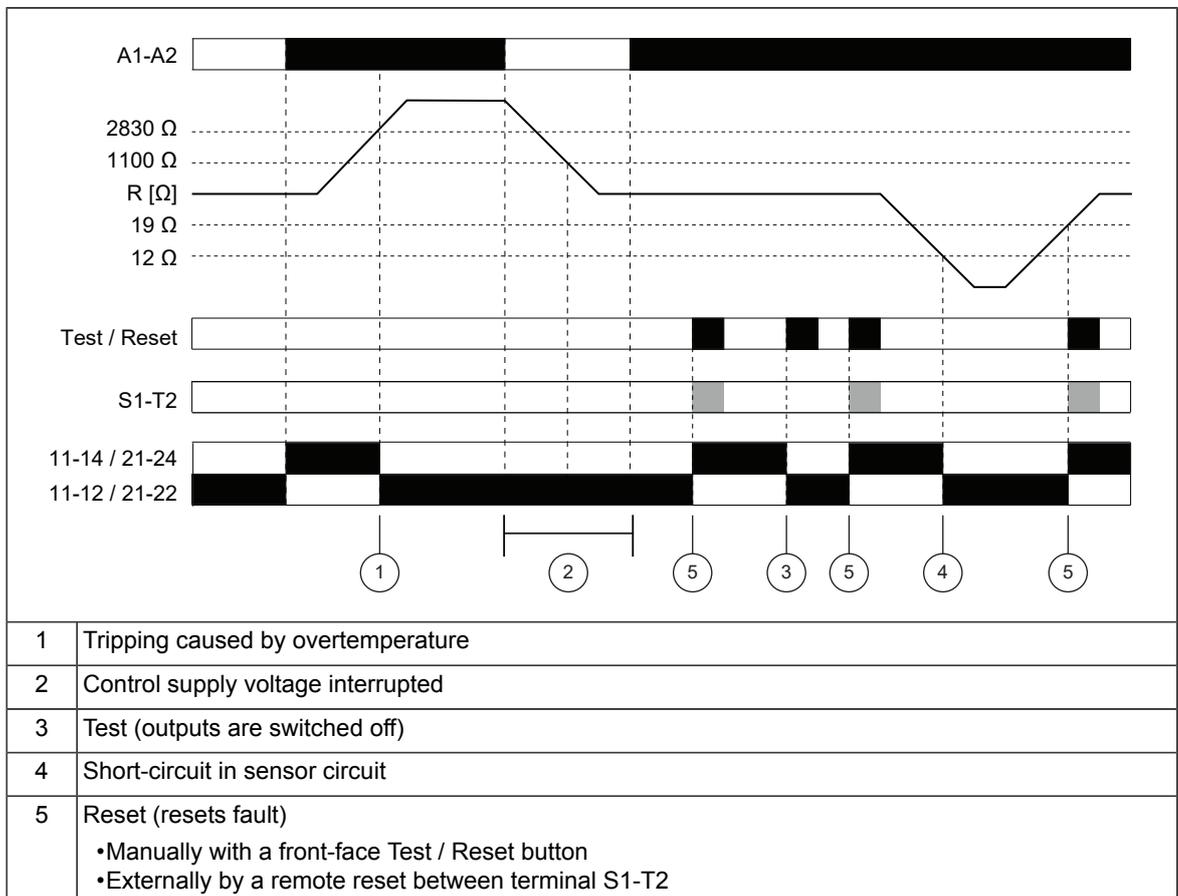
Layout



LEDs	Indication of operational states
“U” LED (green)	Supply voltage present
“F” LED (red)	Fault message (overtemperature, broken wire, or short-circuit in the measurement circuit)
“R” LED (yellow)	Output relay status

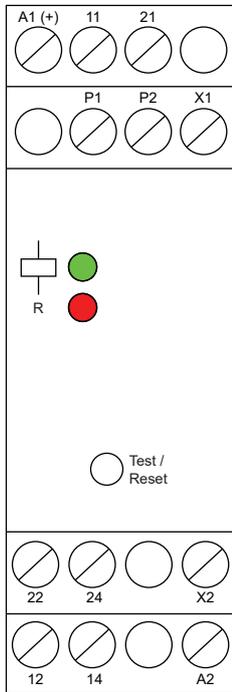
DIP switches				
Position	1	2	3	4
ON	Not in use	Not in use	Short-circuit detection de-activated	Non-volatile fault storage de-activated
OFF (default)	Not in use	Not in use	Short-circuit detection activated	Non-volatile fault storage activated

Operation diagram



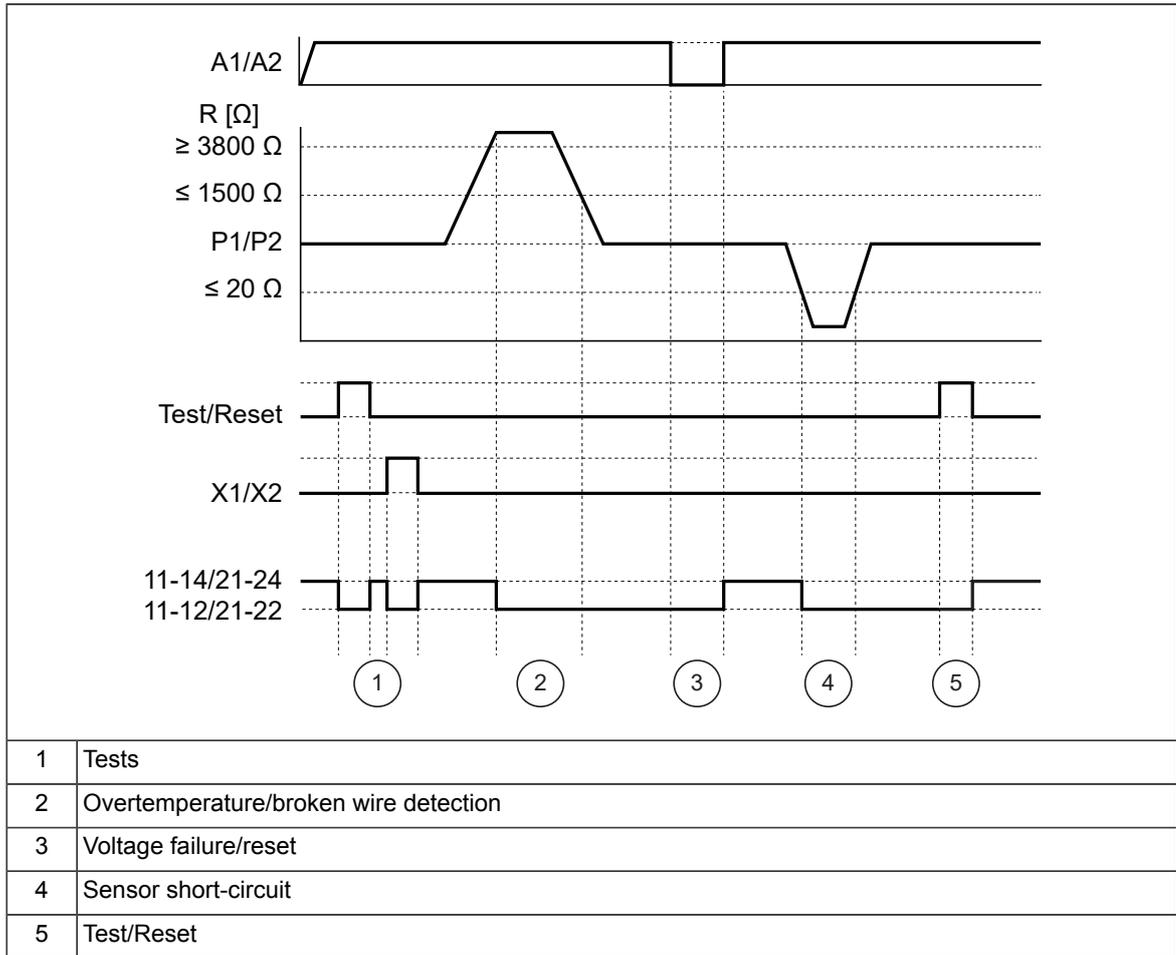
■ **DOLD MK 9163N.12/110-ATEX thermistor relay**

Layout



- | | |
|-------------------|---|
| A1-A2 | Power supply |
| P1-P2 | Measuring circuit with 1...6 sensors |
| X1-X2 | Remote reset push button switch |
| 11-12/14 | Output contacts (1) <ul style="list-style-type: none"> •11: Common •12: Normally-closed •14: Normally-open |
| 21-22/24 | Output contacts (2) <ul style="list-style-type: none"> •21: Common •22: Normally-closed •24: Normally-open |
| Test / Reset | Test and internal reset button |
| Upper LED (green) | Supply voltage present |
| "R" LED (red) | Fault (overtemperature, broken wire, or short-circuit in the sensor circuit) |

Operation diagram



Wiring

■ Insulation of the sensor circuit

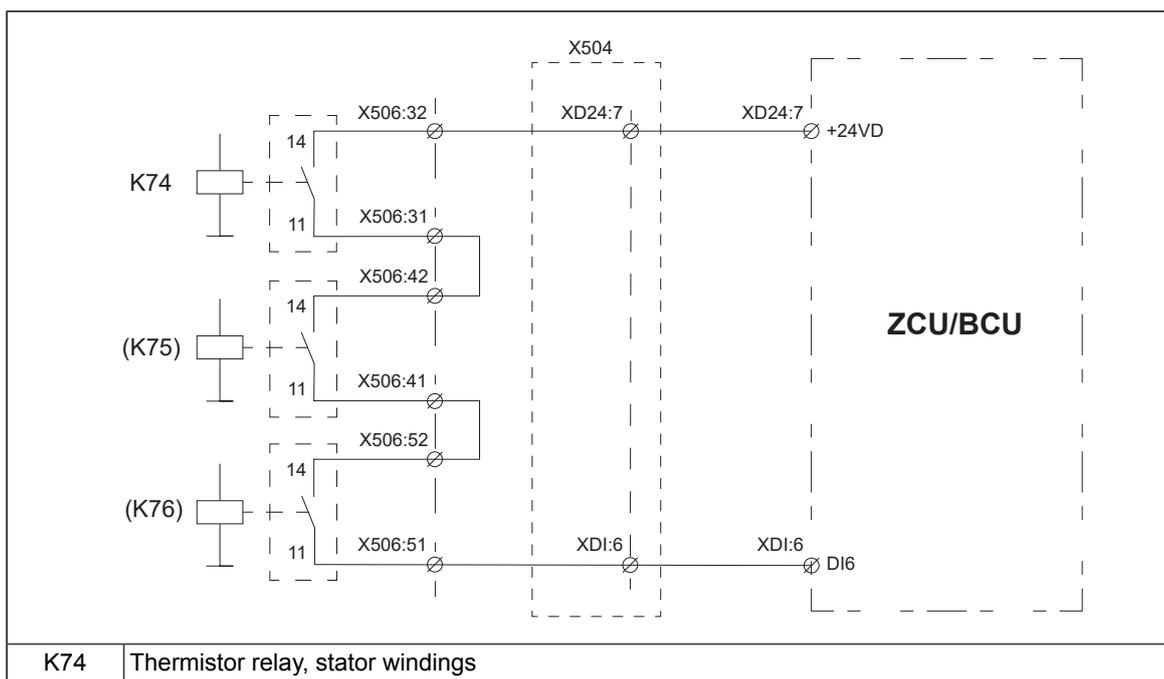
When you connect the temperature sensor(s) of the Ex motor to the drive STO terminals through a relay, make sure that there is reinforced (double) insulation between the main circuit (motor) and the drive control unit as required by IEC 61800-5-1. The insulation of the temperature sensor in the Ex motor and the insulation of the protection relay form the insulation of the whole circuit. All Ex motors manufactured by ABB have basic insulation between the main circuit and the temperature sensor. The thermistor relays shown in this manual have basic insulation between the sensor circuit and relay output. This ensures that there is double insulation between the main circuit and the drive control unit.

■ General wiring instructions

1. Install only the sensor circuit into the potentially explosive atmosphere.
The sensor circuit in the Ex Zone must comply with the requirements for the applicable type of protection, such as:
 - Ex d (IEC/EN 60079-1)
 - Ex eb (IEC/EN 60079-7, Ex e in EN 60079-7:2007 and IEC 60079-7:2006)
 - Ex ec (IEC/EN 60079-7, Ex nA in IEC/EN 60079-15:2010).
2. Install the drive or inverter unit, including the components of the ATEX-certified motor thermal protection function, outside the potentially explosive atmosphere.
3. For the sensor connection, ABB recommends to use shielded twisted-pair cable. This type of cable decreases electromagnetic interference in the sensor circuit.
4. Route the sensor cables away from the motor cable. Power cables can cause electromagnetic interference in the sensor circuit.
5. Ground all sensor cable shields to a single grounding point outside the potentially explosive atmosphere. 360-degree grounding of the cable shields at the cable entry of the drive is recommended. Do not connect the cable shields to ground at the sensor end of the cable.

■ Wiring example

1. Connect the PTC sensor(s) of the motor to the PTC thermistor relay(s) [K74] (and [K75], [K76] if included) to terminal block [X506].
2. Indication to the drive via DI6 (shown below): Connect a +24 V DC source via contacts 11 and 14 of the PTC thermistor relay(s) (pre-wired to terminal block [X506] at the factory) to digital input DI6 on the drive control unit.
3. Connect a reset button for the PTC relay(s) via terminal block [X506] (recommended).
4. With an FSO module (not shown in the figure): If necessary, connect a reset circuit to an input of the FSO module (for example, DI X113:2).



K75	Thermistor relay, bearings
K76	Thermistor relay, stator windings
X504	Additional I/O terminal block (option +L504)
ZCU/BCU	Drive control unit

See the circuit diagrams delivered with the drive for the actual wiring and terminals. For wiring diagram examples, see chapter [Circuit diagrams \(page 73\)](#).

Start-up and validation test

Use the Drive composer PC tool or a control panel to do the start-up and validation test. If you use an FSO module, you must use the Drive composer pro PC tool.

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>
Initial status	
<u>With an FSO-21 and FSE-31 module:</u> If you use a safety encoder in the safety application, validate the safety encoder interface as described in <i>FSO-21 safety functions module user's manual</i> (3AXD50000015614 [English]), chapter <i>Verification and validation</i> .	<input type="checkbox"/>
Make sure that the drive is ready for use, that is, you have done the tasks of the drive start-up procedure. See the drive hardware manual.	<input type="checkbox"/>
Make sure that the drive STO function is configured and validated. See the hardware manual.	<input type="checkbox"/>
<u>With an FSO module:</u> Make sure that the FSO STO function is configured and validated. Internal monitoring of the FSO module can trigger the STO function even if you have not defined an external request signal. The STO function must be validated before other safety functions. Note: If you use a safety encoder, and parameter <i>S_ENCGEN.11</i> is set to <i>Est switch not active load</i> , both STO function with speed estimate and STO function with encoder feedback must be tested - most importantly, the value of parameter <i>STO.14</i> must be set according to the application requirements.	<input type="checkbox"/>
Checks and settings with no voltage connected	
Stop the drive and do the steps in section Electrical safety precautions (page 11) before you start the work.	<input type="checkbox"/>
Make sure that the classification of the motor thermal protection function corresponds to the Ex classification of the environment and the Ex motor.	<input type="checkbox"/>
The motor manufacturer selects the PTC sensors for the motor temperature measurement. Make sure that the temperature on-off resistances match those of the PTC thermistor relay. Also make sure that there is basic or reinforced insulation between the sensor and the motor main circuit.	<input type="checkbox"/>
Make sure that the installation of PTC sensors complies with the requirements for the applicable type of protection. See section Wiring (page 25) .	<input type="checkbox"/>
Make sure that the wires are connected to the correct terminals and that the terminal connections are tightened to the correct torque.	<input type="checkbox"/>
Settings with voltage connected	
Close the cabinet doors and power up the drive. See the hardware manual.	<input type="checkbox"/>
Make sure that the parameter settings related to the safety function are correct. See chapter Parameter settings (page 43) .	<input type="checkbox"/>
If necessary, configure the motor overtemperature and STO indication. See section Reset method and status indications (page 43) .	<input type="checkbox"/>

Action	<input checked="" type="checkbox"/>
If you have set the PTC relays to autoreset mode, make sure that the drive (or FSO module) is configured for a manual reset of the safety function.	<input type="checkbox"/>
Validation test procedure	
Do a short-circuit detection test: short-circuit the sensor input. It is not necessary to disconnect the sensor circuit. Make sure that: <ul style="list-style-type: none"> •the protection relay trips •the motor coasts to a stop (STO), or is decelerated to zero speed (SS1) •the drive STO is activated •the correct indications are shown. 	<input type="checkbox"/>
Do a broken wire detection test: disconnect the sensor circuit. Make sure that: <ul style="list-style-type: none"> •the protection relay trips •the motor coasts to a stop (STO), or is decelerated to zero speed (SS1) •the drive STO is activated •the correct indications are shown. 	<input type="checkbox"/>
Do an overtemperature monitoring test: increase the resistance of the sensor circuit to 4 kohm. Make sure that: <ul style="list-style-type: none"> •the protection relay trips •the motor coasts to a stop (STO), or is decelerated to zero speed (SS1) •the drive STO is activated •the correct indications are shown. 	<input type="checkbox"/>
With the relay(s) in tripped state, try to start the drive. The drive must not start before you reset the PTC relay(s) and/or the drive (and FSO) faults.	<input type="checkbox"/>
Create a backup file of the drive parameters with the Drive composer PC tool or control panel.	<input type="checkbox"/>
<u>With an FSO module:</u> Save the FSO safety file (button Save safety file in the Drive composer pro PC tool).	<input type="checkbox"/>
Fill in and sign the validation test report. Store the report in the logbook of the machine.	<input type="checkbox"/>

Fault tracing

For the warning and fault messages generated by the drive, see the drive firmware manual.

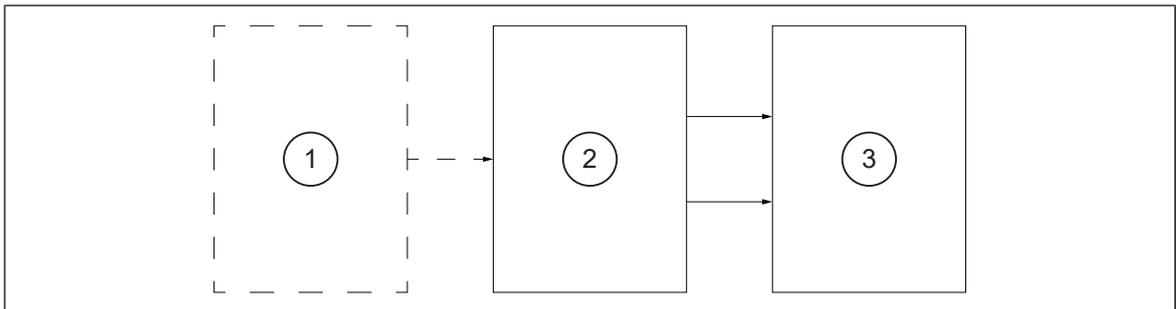
For the fault indication LEDs of the PTC relays, see section [PTC thermistor relays \(page 22\)](#).

For the status LEDs of the FSO module, see the FSO module user's manual.

Safety data and block diagrams

The safety block diagrams show the components that are included in the safety data calculations.

■ Without an FSO module

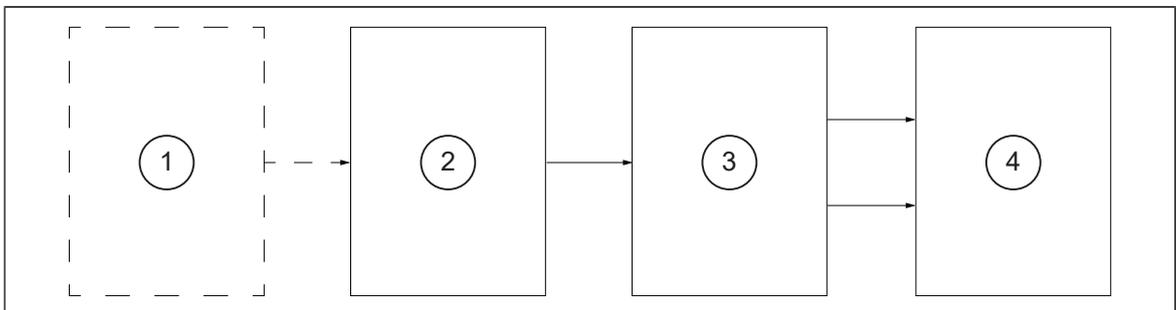


1	Customer motor PTC sensor(s)
2	Thermistor relay(s) •K74 •(K75) •(K76)
3	Drive STO

SIL	HFT	T ₁	PFD _{avg} (1...3 relays)
1	0	2 years	5.00E-2
3AXD10000331763 F			

Mission time (T_M) = 20 years.

■ With an FSO module



1	Customer motor PTC sensor(s)
2	Thermistor relay(s) •K74 •(K75) •(K76)
3	FSO module FSE module (optional) ¹⁾
4	Drive STO

¹⁾ The FSE module is included in the calculations only if:
 • a safety encoder is used in the application, and
 • the FSO-21 module is configured to activate the SS1 function (stop category 1) in overtemperature situations, and
 • the ramp monitoring method is used in the SS1 function.

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SIL	HFT	T₁	PFD_{avg} (1...3 relays)
1	0	2 years	5.02E-2
			3AXD10000331763 F

Mission time (T_M) = 20 years.

4

ATEX-certified motor thermal protection function with Pt100 relays (+L514+Q971)

Contents of this chapter

This chapter describes the ATEX-certified motor thermal protection function (option +L514+Q971) and gives instructions on how to wire, install and start up the function. It also describes the Pt100 relays available for the option and gives fault tracing instructions. This chapter also contains the safety data.

Option description

This protection function monitors the temperature of a motor with Pt100 sensors in a potentially explosive atmosphere. The function is activated when the motor temperature exceeds the set operating temperature limit of the Pt100 relay. It is possible to:

- monitor the motor stator windings (+3L514+Q971)
- monitor the motor bearings and stator windings (+5L514+Q971)
- monitor the motor bearings and double-monitor the stator windings (+8L514+Q971).

Other configurations are available on request. The maximum number of Pt100 relays is 8.

The safety function described in this manual activates the Safe torque off (STO) function of the drive when it detects motor overtemperature. The STO function of the ACS880 drives is certified (SIL 3 according to IEC/EN 61800-5-2 and IEC 61508). When activated, the STO function disables the control voltage of the power semiconductors of the drive output stage. This prevents the inverter from generating the torque required to rotate the motor. The motor coasts to a stop. For a detailed description of the STO function, see the hardware manual of your drive/inverter unit.

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978: Also the main contactor/breaker is opened.

ACS880-07/07LC drives (frames n×DXT + n×R8i) with a main contactor/breaker (option +F250/+F255), ACS880-17/17LC/37/37LC drives (frames n×R8i + n×R8i): When the STO function is activated in the inverter unit, the main contactor/breaker is opened after a user-defined delay (defined with parameter 94.11, the default value is 600 s). See the hardware and firmware manuals for more information.

Note: If the drive has option +Q978, the main contactor/breaker is opened immediately when the STO function is activated.

Other safety functions in the drive can also use the STO function. Also, an FSO module can be included in the ATEX-certified motor thermal protection function. See the circuit diagrams delivered with the drive for the actual safety circuitry.

The FSO safety functions module (FSO-12 or FSO-21) is an optional device used with the ACS880 drives to implement safety functions. When installed, it reserves the standard STO connection of the drive.

The motor thermal protection function is implemented as follows:

- without an FSO module, the opening contacts of the relay(s) open the STO circuit of the drive. This activates the drive STO function.
- with an FSO module, the opening contacts of the relay(s) activate the STO or SS1 function of the FSO module. The FSO module opens the STO circuit of the drive immediately (STO, stop category 0), or after a deceleration ramp (SS1, stop category 1). This activates the drive STO function.

With an FSO module, select the stop category according to the system risk assessment.

Note: If you use a digital input (for example, DI6) for the motor overtemperature indication and set parameter 31.02 to *Fault*, the drive will trip on a fault immediately when overtemperature is detected. In this case, you cannot use the SS1 function of the FSO module (stop category 1).

The protection function circuit is motor-specific. The function stops only the motor where overtemperature is detected.

It is possible to get information on the status of the protection function through a normally-open contact of the relay. The information can be obtained separately from the bearing and stator sensors. The contact can be wired to a digital input on the drive control unit or to an external control system. See the wiring instructions.

■ Pt100 relays

The Pt100 relays are configurable PLCs. In addition to the operation of the motor thermal protection function, it is possible to get, for example, a 4 ... 20 mA analog temperature signal from each Pt100 sensor.

The used Pt100 relays are [Ex i] (intrinsically safe) approved associated apparatus (Ex i barrier). The installation and cabling of the protection circuit in the ACS880 cabinet is done as intrinsically safe according to IEC/EN 60079-14 ed. 5 clause 16.

If Pt100 sensors in the Ex Zone are not protected by an Ex type of protection (eg, Ex eb, Ex ec or Ex d), the cabling from sensors to the terminal blocks in the drive must be done as intrinsically safe [Ex i] installation. To comply with the [Ex i] requirements, use shielded or shielded twisted pair cable.

If Pt100 sensors in the Ex Zone are protected by an Ex type of protection (eg, Ex eb, Ex ec or Ex d), the intrinsically safe [Ex i] installation and cabling are not required. If the final

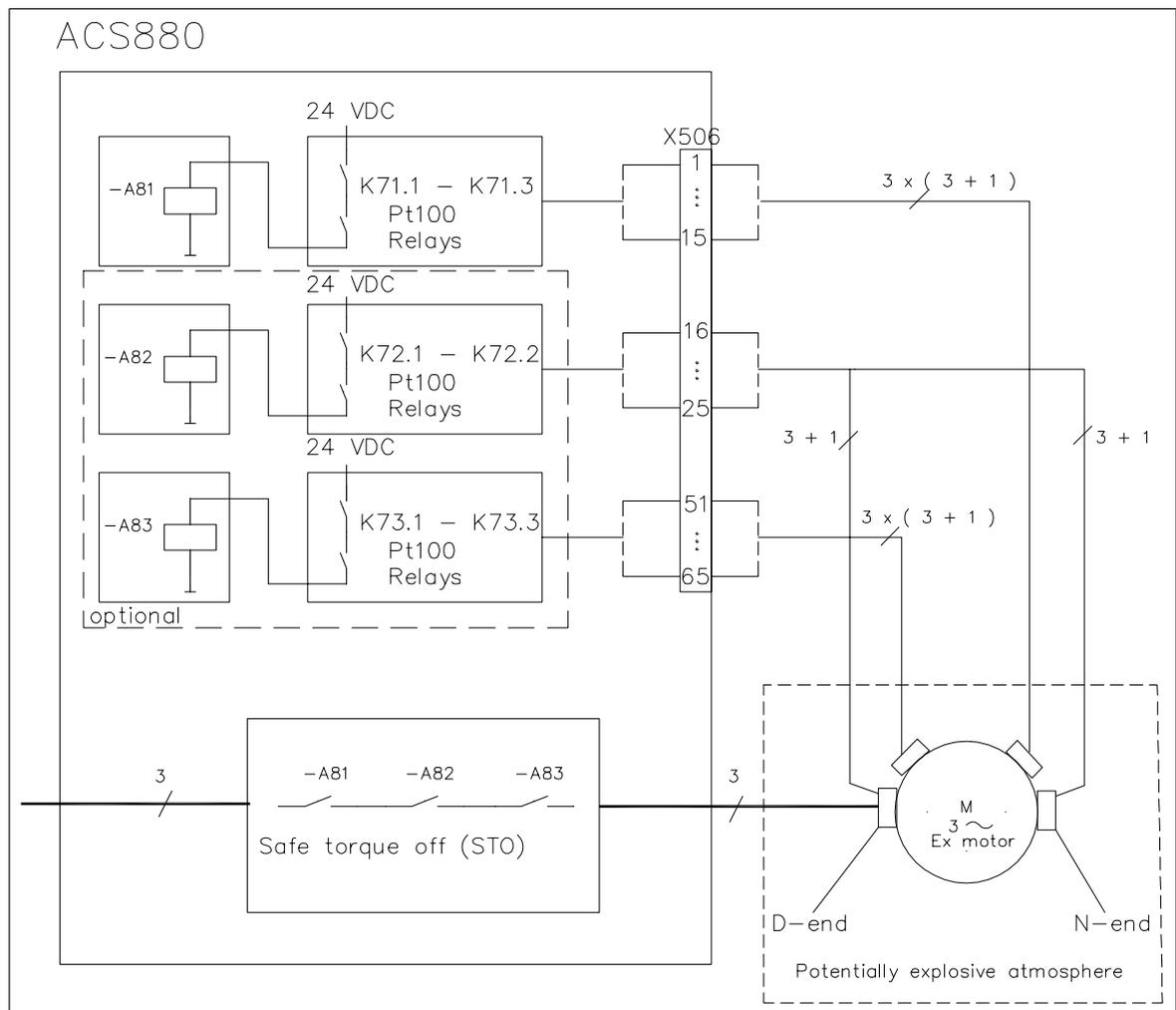
installation is not done as intrinsically safe [Ex i], the Ex i markings must be removed or covered from the cabinet.

The drive delivery contains a notification label, stating: *Note! This sensor circuit is not executed as intrinsically safe [Ex i] installation.* If the installation is not done as intrinsically safe [Ex i], you must attach the label to the drive cabinet.

The temperature measurement circuit of ABB motors has basic insulation. For information on the insulation of the Pt100 relay, see the applicable relay data sheet.

■ Operation principle

Without an FSO module

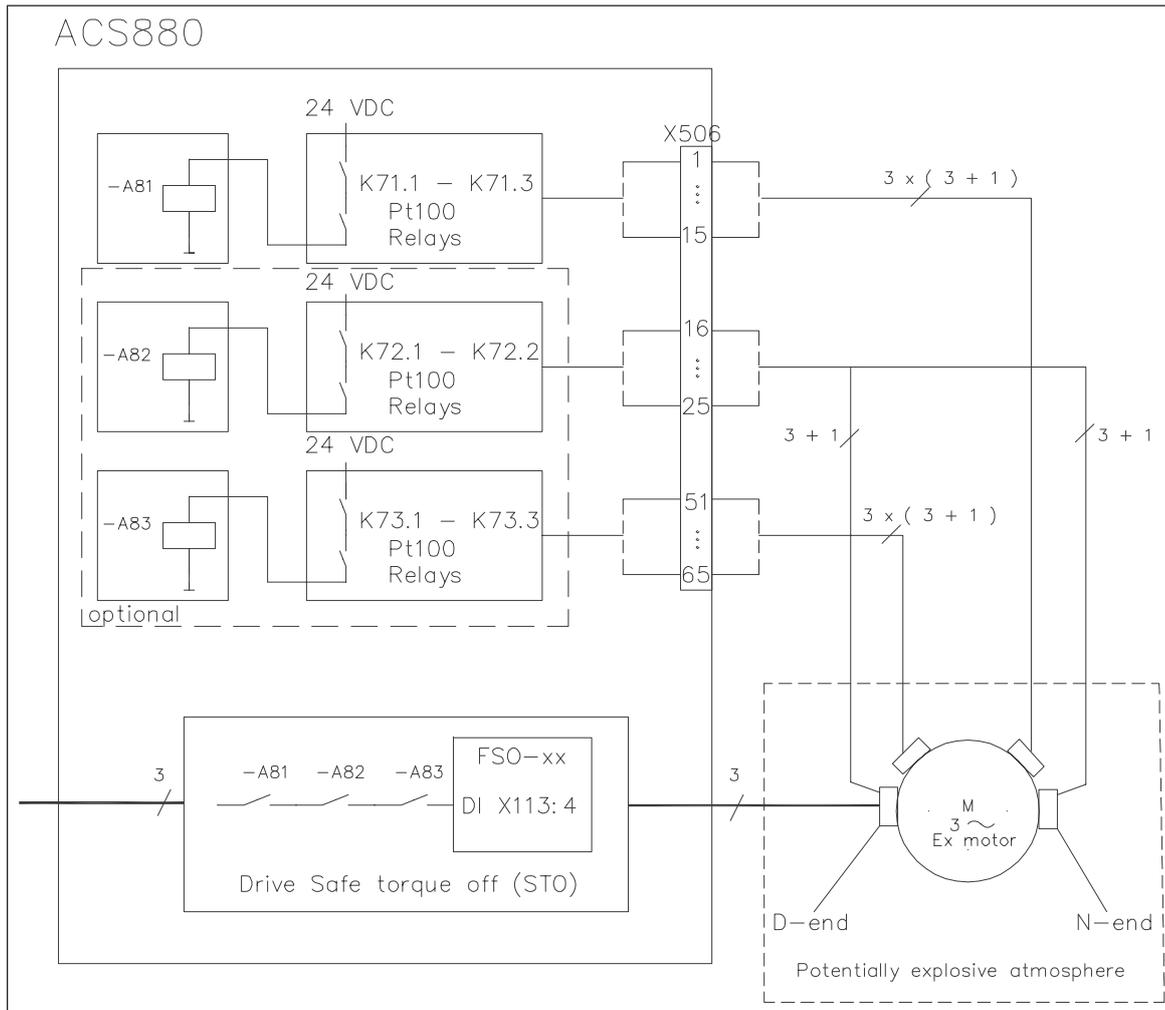


1. When the motor temperature rises, the sensor resistance increases linearly.
2. When the motor temperature exceeds the set operating temperature limit of the Pt100 relay, the relay indicates motor overtemperature through its output contacts.
3. The opening contacts of the extension relay(s) [-A81] ([-A82] and [-A83]) open the STO circuit of the drive. The drive STO function is activated. This prevents the drive from generating the torque required to rotate the motor.
4. The drive generates an STO indication according to parameter *31.22 STO indication run/stop*.
5. If the extension relay(s) [-A81] ([-A82] and [-A83]) are connected to a digital input on the drive, the loss of the signal triggers a motor overtemperature indication in the drive.

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6. After the motor temperature has decreased to normal, the Pt100 relays reset automatically.
7. The user must reset the drive faults from the reset source defined by the user (parameter *31.11 Fault reset selection*) or locally with the drive control panel:
 - the STO fault in the drive (if configured with parameter *31.22 STO indication run/stop*)
 - the motor overtemperature fault in the drive (if configured).

With an FSO module



1. When the motor temperature rises, the sensor resistance increases linearly.
2. When the motor temperature exceeds the set operating temperature limit of the Pt100 relay, the relay indicates motor overtemperature through its output contacts.
3. The opening contacts of the extension relay(s) [-A81] ([-A82] and [-A83]) de-energize digital input X113:4 of the FSO module (this is configured as the input of the STO or SS1 function in the FSO module).
4. The FSO module opens the STO circuit of the drive immediately (STO), or after a deceleration ramp (SS1). The drive STO function is activated. This prevents the drive from generating the torque required to rotate the motor.
5. The drive generates an STO indication according to parameter *31.22 STO indication run/stop*.

6. The FSO module generates an STO indication according to parameter *FSOGEN.61 STO indication ext request*.
7. If the extension relay(s) [-A81] ([-A82] and [-A83]) are connected to a digital input on the drive, the loss of the signal triggers a motor temperature indication in the drive.
8. After the motor temperature has decreased to normal, the Pt100 relays reset automatically.
9. The user must reset the faults from the reset source defined by the user (parameter *31.11 Fault reset selection*) or locally with the drive control panel:
 - the STO fault in the drive (if configured with parameter *31.22 STO indication run/stop*)
 - the motor overtemperature fault in the drive (if configured).
10. Optional: The user must reset the safety function in the FSO module with the reset button (if a reset circuit is wired and configured).

■ Implementation of the manual reset

After the ATEX-certified motor thermal protection function activates, the motor must not restart before a manual reset command is given.

The Pt100 relay is reset automatically. To comply with the ATEX requirement on manual reset, make sure that the user cannot restart the drive without a manual reset.

You must configure the manual reset in:

- the drive with the motor overtemperature or STO indication parameters, or
- the FSO module by connecting a reset circuit to the FSO module.

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979 (Emergency stop):

In these safety functions, a reset circuit is connected to the FSO module and the user must reset the safety function with the emergency stop reset button. The user must also reset the ATEX-certified motor thermal protection function with the emergency stop reset button. Do not change this setting.

■ Indications of the motor thermal protection function

An indication of the safety function can come from these sources:

- the motor overtemperature indication (parameters *31.01...31.02, 35.11...35.12*)
- the STO indication (parameter *31.22 STO indication run/stop*)
- the STO indication in the FSO module (FSO parameter *FSOGEN.61 STO indication ext request*).

To prevent parallel indications, you can set some indication parameters to value *No indication, None* or *Event*.

Make sure that at least one of these indications generates a fault to ensure that the required manual reset is implemented.

Commissioning the drive for a motor in a hazardous area

Commission the drive according to the requirements and limitations set by the application, the motor manufacturer's instructions, drive firmware manual, local laws and regulations and this manual.

The certificate of the Ex motor typically requires that you set a minimum limit for the output switching frequency of the drive. Make sure that the Ex motor is operated above the minimum output switching frequency specified by the motor manufacturer.

Pt100 relays

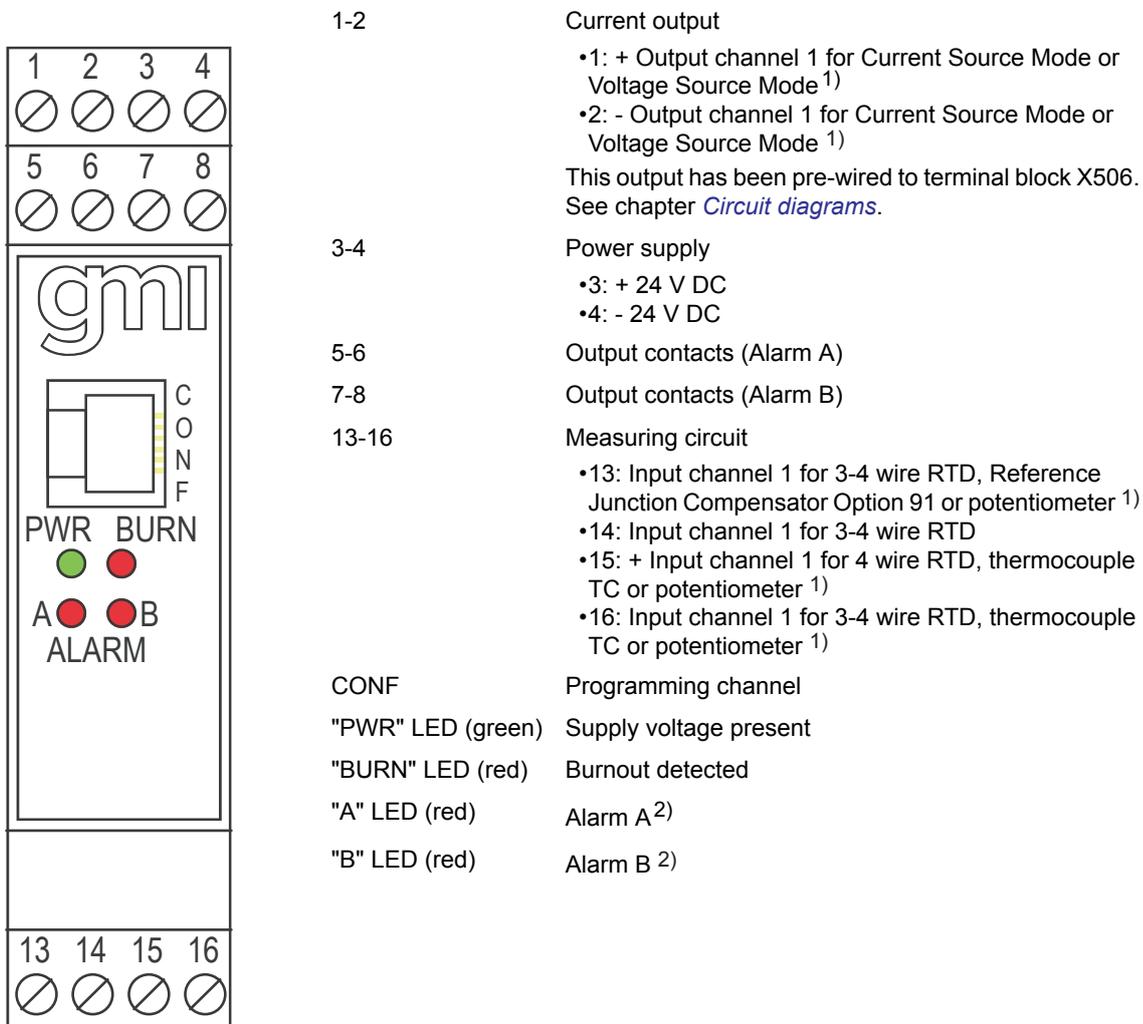
The option contains 3, 5, or 8 GM International D1073S relays by default. Other configurations are available on request. The maximum number of relays is 8.

PRelectronics 9116B1 relays are available on request.

The option also contains 1, 2 or 3 DOLD LG 5925.48 extension relays in the Safe torque off and diagnostic circuits.

■ GM International D1073S relay (programmable)

Layout

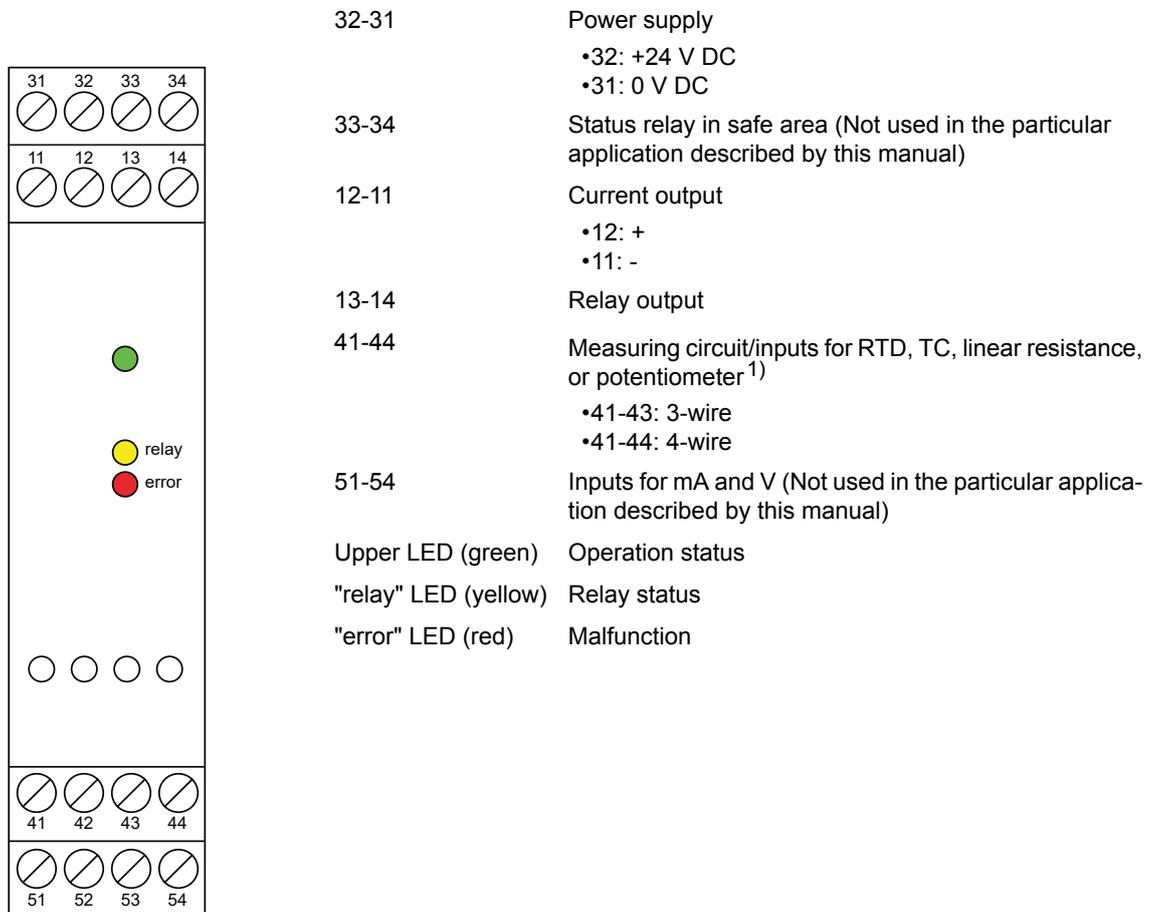


¹⁾ Voltage Source Mode, Reference Junction Compensator Option 91, potentiometer and thermocouple TC are not used in the particular application described by this manual.

²⁾ **Note:** For SIL applications, alarm contacts must be used in series with equal configuration. Relay contact shown in de-energized position.

■ PR electronics 9116B1 universal converter relay (programmable)

Layout



¹⁾ TC, linear resistance and potentiometer are not used in the particular application described by this manual.

■ Pt100 relay programming

The Pt100 relays are programmable. To program the relay, you must use a dedicated programming tool. The programming tools are not included in the delivery. See the technical data for the ordering information.

Wiring

■ Insulation of the sensor circuit

When you connect the temperature sensor(s) of the Ex motor to the drive STO terminals through a relay, make sure that there is reinforced (double) insulation between the main circuit (motor) and the drive control unit as required by IEC 61800-5-1. The insulation of the temperature sensor in the Ex motor and the insulation of the protection relay form the insulation of the whole circuit. All Ex motors manufactured by ABB have basic insulation between the main circuit and the temperature sensor. The thermistor relays shown in this manual have basic insulation between the sensor circuit and relay output. This ensures that there is double insulation between the main circuit and the drive control unit.

■ General wiring instructions

1. Install only the sensor circuit into the potentially explosive atmosphere.
The sensor circuit in the Ex Zone must comply with the requirements for the applicable type of protection, such as:
 - Ex d (IEC/EN 60079-1)
 - Ex eb (IEC/EN 60079-7, Ex e in EN 60079-7:2007 and IEC 60079-7:2006)
 - Ex ec (IEC/EN 60079-7, Ex nA in IEC/EN 60079-15:2010).
2. Install the drive or inverter unit, including the components of the ATEX-certified motor thermal protection function, outside the potentially explosive atmosphere.
3. For the sensor connection, ABB recommends to use shielded twisted-pair cable. This type of cable decreases electromagnetic interference in the sensor circuit.
4. Route the sensor cables away from the motor cable. Power cables can cause electromagnetic interference in the sensor circuit.
5. Ground all sensor cable shields to a single grounding point outside the potentially explosive atmosphere. 360-degree grounding of the cable shields at the cable entry of the drive is recommended. Do not connect the cable shields to ground at the sensor end of the cable.

Note: For the motor thermal protection function with Pt100 relays, also the following types of protection for the sensor circuit are applicable:

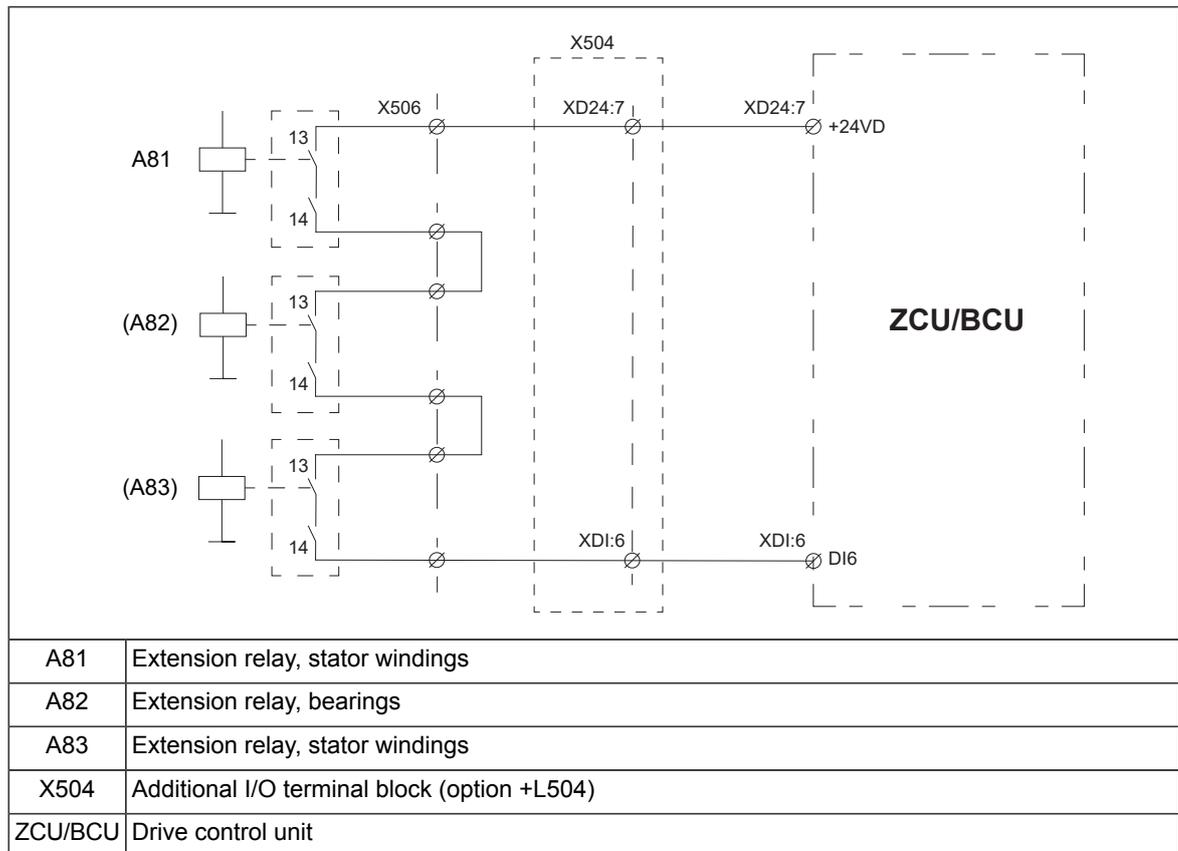
- Ex ib (IEC/EN 60079-11)
- Ex ic (IEC/EN 60079-11).

If the installation of the sensor circuit does not comply with an applicable type of protection, obey the installation and wiring requirements for intrinsically safe (Ex i) circuits, as given in IEC/EN 60079-14 ed. 5, clause 16.

■ Wiring example

In this example, contacts of the Pt100 relay(s) are wired to digital input DI6 of the drive control unit.

1. Connect the Pt100 sensor(s) of the motor to the relay(s) K71.x (and K72.x, K73.x if included) to terminal block [X506].
2. Connect a +24 V DC source via contacts 14 and 13 of the extension relay(s) [A81] (and [A82], [A83] if included) to digital input DI6 on the drive control unit. The contacts are wired in series.
3. With an FSO module (not shown in the figure): If necessary, connect a reset circuit to an input of the FSO module (for example, DI X113:2).



See the circuit diagrams delivered with the drive for the actual wiring and terminals. For wiring diagram examples, see chapter [Circuit diagrams \(page 73\)](#).

Start-up and validation test

Use the Drive composer PC tool or a control panel to do the start-up and validation test. If you use an FSO module, you must use the Drive composer pro PC tool.

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions of the drive. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>

40 ATEX-certified motor thermal protection function with Pt100 relays (+L514+Q971)

Action	<input checked="" type="checkbox"/>
Initial status	
With an FSO-21 and FSE-31 module: If you use a safety encoder in the safety application, validate the safety encoder interface as described in <i>FSO-21 safety functions module user's manual</i> (3AXD50000015614 [English]), chapter <i>Verification and validation</i> .	<input type="checkbox"/>
Make sure that the drive is ready for use, that is, you have done the tasks of the drive start-up procedure. See the drive hardware manual.	<input type="checkbox"/>
Make sure that the drive STO function is configured and validated. See the hardware manual.	<input type="checkbox"/>
<u>With an FSO module:</u> Make sure that the FSO STO function is configured and validated. Internal monitoring of the FSO module can trigger the STO function even if you have not defined an external request signal. The STO function must be validated before other safety functions. Note: If you use a safety encoder, and parameter <i>S_ENCGEN.11</i> is set to <i>Est switch not active load</i> , both STO function with speed estimate and STO function with encoder feedback must be tested - most importantly, the value of parameter <i>STO.14</i> must be set according to the application requirements.	<input type="checkbox"/>
Checks and settings with no voltage connected	
Stop the drive and do the steps in section <i>Electrical safety precautions (page 11)</i> before you start the work.	<input type="checkbox"/>
Make sure that the classification of the motor thermal protection function corresponds to the Ex classification of the environment and the Ex motor.	<input type="checkbox"/>
The motor manufacturer selects the Pt100 sensors for the motor temperature measurement. Make sure that the temperature trip levels match those of the Pt100 relay and set the relay accordingly.	<input type="checkbox"/>
Make sure that the installation of Pt100 sensors complies with the requirements for the applicable type of protection. See section <i>Wiring (page 37)</i> .	<input type="checkbox"/>
Set the trip level of the Pt100 relay. For example, for temperature class T3 the values are: •120 ... 140 °C when only tripping is used •alarm 120 ... 140 °C and trip 130 ... 150 °C when both alarm and trip are used. Set the temperatures according to the temperature class of the motor. To change the settings of the relay, you must use a programming tool. See the technical data for the ordering information.	<input type="checkbox"/>
Make sure that the other settings of the relay are correct.	<input type="checkbox"/>
Make sure that the wires are connected to the correct terminals and that the terminal connections are tightened to the correct torque.	<input type="checkbox"/>
Settings with voltage connected	
Close the cabinet doors and power up the drive. See the hardware manual.	<input type="checkbox"/>
Make sure that the parameter settings related to the safety function are correct. See chapter <i>Parameter settings (page 43)</i> .	<input type="checkbox"/>
If necessary, configure the motor overtemperature indication message. See section <i>Motor overtemperature indication (page 44)</i> .	<input type="checkbox"/>
Make sure that the drive (or FSO module) is configured for a manual reset of the safety function.	<input type="checkbox"/>
Validation test procedure	
Do a broken wire detection test: disconnect the sensor circuit. Make sure that: •the protection relay and extension relay trip •the motor coasts to a stop (STO), or is decelerated to zero speed (SS1) •the drive STO is activated •the correct indications are shown.	<input type="checkbox"/>
With the protection and extension relay(s) in tripped state, try to start the drive. Also try to start the drive after the reset of the relay(s). The drive must not start before you reset the drive (and FSO) faults.	<input type="checkbox"/>
Create a backup file of the drive parameters with the Drive composer PC tool or control panel.	<input type="checkbox"/>

Action	<input checked="" type="checkbox"/>
<u>With an FSO module:</u> Save the FSO safety file (button Save safety file in the Drive composer pro PC tool).	<input type="checkbox"/>
Fill in and sign the validation test report. Store the report in the logbook of the machine.	<input type="checkbox"/>

Fault tracing

For the warning and fault messages generated by the drive, see the drive firmware manual.

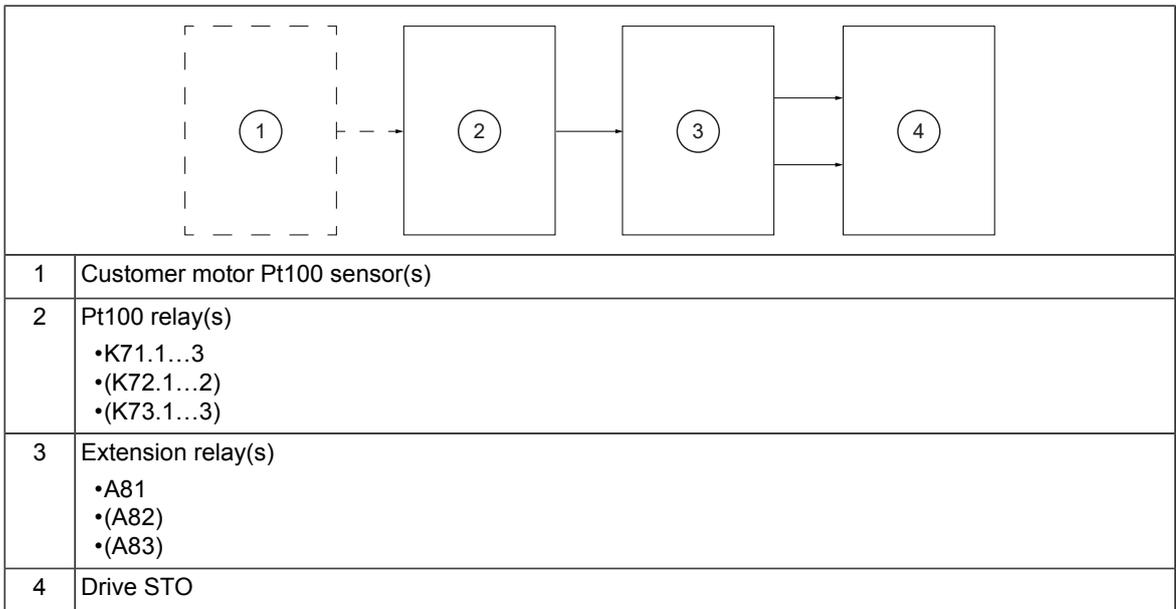
For the fault indication LEDs of the relays, see section [Pt100 relays \(page 36\)](#).

For the status LEDs of the FSO module, see the FSO module user's manual.

Safety data and block diagrams

The safety block diagrams show the components that are included in the safety data calculations.

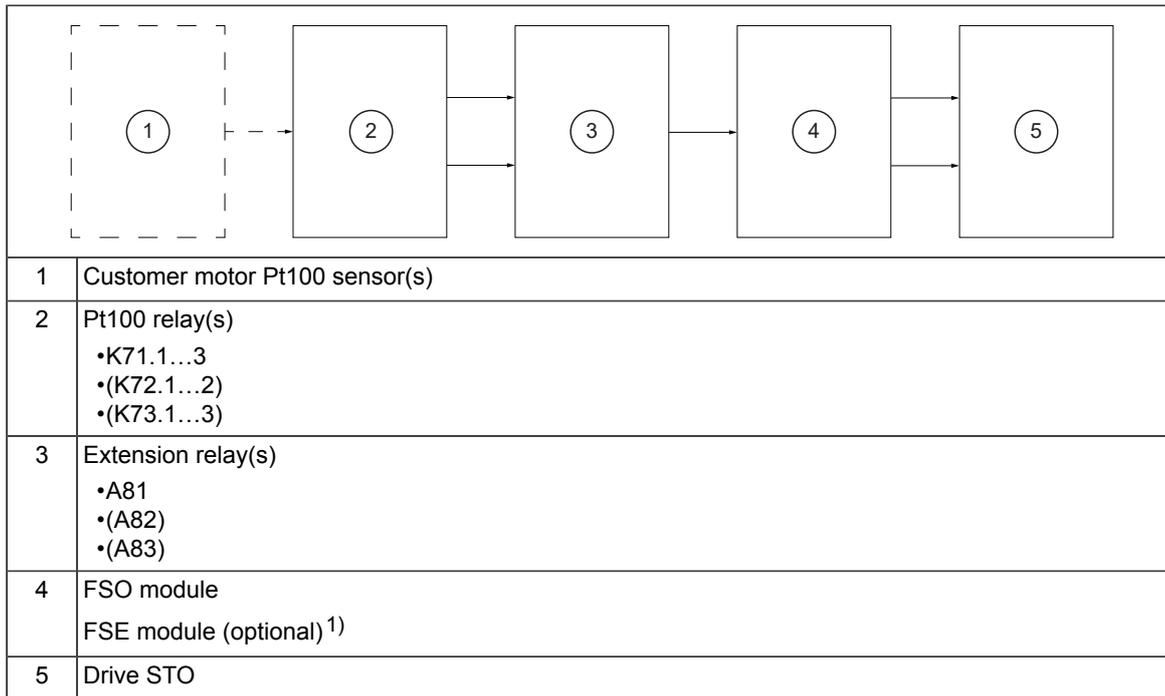
■ Without an FSO module



SIL	HFT	T ₁	PFD _{avg} (3, 5, or 8 relays)
1	0	2 years	9.74E-4
			3AXD10000331763 F

Mission time (T_M) = 20 years.

■ With an FSO module



¹⁾ The FSE module is included in the calculations only if
 • a safety encoder is used in the application, and
 • the FSO-21 module is configured to activate the SS1 function (stop category 1) in overtemperature situations, and
 • the ramp monitoring method is used in the SS1 function.

SIL	HFT	T ₁	PFD _{avg} (3, 5, or 8 relays)
1	0	2 years	1.16E-3
			3AXD10000331763 F

Mission time (T_M) = 20 years.

5

Parameter settings

Contents of this chapter

This chapter lists the parameters that you have to set for the ATEX-certified motor thermal protection functions in this manual.



WARNING!

If there is missing or inaccurate information, do not operate the motor before you have made sure that the parameter settings are correct.

Drive / inverter

■ **Switching frequency limitation**

The certificate of the Ex motor typically requires that you set a minimum limit for the switching frequency of the drive.

For ABB Ex motors, use parameter *95.15* to set the required minimum switching frequency. For more information, see the drive firmware manual.

For Ex motors supplied by other motor manufacturers, contact the motor manufacturer for the correct value and your local ABB representative for instructions on how to make the parameter setting in the drive.

■ **Reset method and status indications**

To configure a manual reset for the temperature protection function in the drive, you can set either the STO indication (parameter *31.22 STO indication run/stop*) or the motor temperature indication so that it generates a fault.

31.22 STO indication run/stop

Set this parameter to value *Fault/Fault* or *Fault/Warning*.

- *Fault/Fault*: This generates a fault in the drive/inverter unit when STO is activated.
- *Fault/Warning*: This generates a fault in the drive/inverter unit when the drive is running and warning when the drive is stopped.

When the drive/inverter unit generates a fault indication because of STO activation, you must reset the drive/inverter unit before you can restart the drive.

Note: You can also configure the FSO module so that it sends a fault to the drive each time it activates the drive STO function. See parameter *FSOGEN.61*.

The default values set for the options at the factory:

- option +L513+Q971 (PTC relays, with or without an FSO module): *Warning/Warning*
- option +L514+Q971 (Pt100 relays, with or without an FSO module): *Fault/Fault*.

Motor overtemperature indication

There are two ways to configure the motor overtemperature indication.

Example 1

The ACS880 primary control program has two separate temperature monitoring functions. In this example, one of these functions (*External event 1*) is configured to monitor digital input DI6. When the input is de-energized (0), the function triggers the user-selected indication and shows the user-defined message. To configure the motor overtemperature indication in the drive:

1. Select the digital input which shows the status of the external event: set parameter *31.01 External event 1 source* to *DI6*. You can also use another digital input.
2. Select the type of the *External event 1*: set parameter *31.02 External event 1 type* to *Fault*, *Warning* or *Warning/Fault*. If you set this parameter to *Fault*, the drive trips due to overtemperature and you must reset the drive with a manual reset command before you can restart the drive. If you use an FSO module and parameter *31.02* is set to *Fault*, you must configure the safety function in the FSO module so that it activates the STO function (stop category 0).
3. If necessary, edit the indication message. You can use the control panel or Drive composer PC tool to edit messages.

Example 2

In this example, the motor temperature is read from digital input DI6.

1. Select *PTC DI6* as the source of the temperature with parameter *35.11 Temperature 1 source*. Use the same setting also with Pt100 sensors.
2. By default, a temperature that is too high will generate a warning. To generate a fault instead, set parameter *35.12 Temperature 1 fault limit* to *4000 ohm*.
3. If necessary, edit the indication message. You can use the control panel or Drive composer PC tool to edit messages.

For more information, see *ACS880 primary control program firmware manual* (3AUA0000085967 [English]).

31.11 Fault reset selection

Select the correct source of an external fault reset signal with parameter *31.11 Fault reset selection*.

■ Other recommended settings

ABB recommends that you also set these parameters to improve the safety of the application:

- minimum and maximum speeds (parameter group 30)
- maximum current, power and torque (group 30)
- acceleration and deceleration times
- stall protection (parameters 31.24...31.28)
- motor load curve (parameters 35.50...35.55)
- motor cable protection (parameters 35.60...35.62)

For more information, see the drive firmware manual.

FSO module

If you use an FSO module (option +Q972 or +Q973) in the safety system configuration, set the parameters according to the system requirements. Example values are shown in this section.

The person who configures the safety functions in the FSO module must be a competent person as required by IEC 61508-1 clause 6. In this context, the person must have expertise and knowledge of functional safety, the safety functions and the configuration of the FSO module. ABB has training courses on the FSO module.

You must use the Drive composer pro PC tool to set the FSO module parameters. You also need a password to be able to download the configuration to the FSO module from Drive composer pro. For the default password of the FSO module, see the applicable FSO module user's manual. For more information on the Drive composer pro PC tool, see *Drive composer start-up and maintenance PC tool user's manual* (3AUA0000094606 [English]).

Note: When the motor is running, you cannot change the password, adjust parameter values, or upload or download the FSO configuration file.

Follow the configuration steps described in the applicable FSO module user's manual, chapter *Configuration*.

There are parameters that you must always set when you use the FSO module, and parameters that are related only to some safety functions. These tables list the parameters that are related to options +L513+Q971+Q973/Q972 and +L514+Q971+Q973/Q972. The example values are applicable only to these options.

If you use the FSO-21 module (+Q972) with a FSE-31 pulse encoder interface module (+L521) and safety encoder, set the parameters listed in section [FSE module and safety encoder parameters \(page 52\)](#).

You can configure the FSO module so that it opens the drive or inverter STO circuit immediately (STO function in the FSO module, stop category 0) or after a deceleration ramp (SS1 function in the FSO module, stop category 1). For the options described in this manual, ABB configures the FSO module so that it activates the STO function (stop category 0). Select the stop category according to the system risk assessment. Do not configure the STO function and the SS1 function to the same input at the same time.

Note: Setting parameters related to STO, SSE and SS1 can also have an effect on other safety functions. You must take all safety functions into consideration when you configure the FSO module. See the applicable FSO module user's manual and safety option user's manual.

Note: The FSO module has a factory reset button. The factory reset button clears the configuration and sets the parameters to the factory default values. These values are not the same as the pre-set values in an FSO module that was ordered as an option (with a plus code). You cannot restart the drive with the factory default values. If you do a factory reset of the FSO module, you must reconfigure the FSO module and set all applicable parameters. Because of this, it is recommended to save the FSO safety file with the button *Save safety file* in the Drive composer pro PC tool. For more information, see the FSO module user's manual and the Drive composer PC tool user's manual.

■ General parameters

These parameters are common to all safety functions in the FSO module.

Index	Name	Example value	Description
FSOGEN.11	Stop completed output	None	Sets the digital output that indicates the completion of any stop function. Active when the FSO module has completed the STO, SSE or SS1 function. <u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979:</u> ABB configures the emergency stop indication lamp to this digital output at the factory. Make sure that this value agrees with the circuit diagrams of the delivery.
FSOGEN.21	Motor nominal speed	1500.0 rpm	Sets the nominal motor speed. Adjust the default value to meet the ratings of the motor in use.
FSOGEN.22	Motor nominal frequency	50.00 Hz	Sets the nominal motor frequency. Adjust the default value to meet the ratings of the motor in use.
FSOGEN.41	Power-up acknowledgement	Automatic	Sets the power-up acknowledgement method of the FSO module. <i>Automatic:</i> You do not need to push a reset button after switching on the FSO module. The FSO module generates the acknowledgement signal automatically after the power-up. <i>Manual:</i> The FSO module reads the external acknowledgement signal through the digital input defined by parameter <i>FSOGEN.42</i> . Make sure that the value is <i>Automatic</i> .
FSOGEN.42	Acknowledgement button input	None	Sets the digital input for the acknowledgement signal when parameter <i>STO.02</i> has value <i>Manual</i> . <i>None:</i> In the safety functions described in this manual, parameter <i>STO.02</i> has value <i>Automatic</i> and this parameter has value <i>None</i> (no acknowledgement signal connected). In the safety functions described in this manual, you can use this parameter to implement manual reset in the FSO module. Set the digital input which the reset circuit is connected to with this parameter. <u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979:</u> The value of this parameter is <i>DI X113:2</i> . A reset circuit is connected to the FSO module and the user must reset the safety function with the emergency stop reset button also when motor overtemperature is reached. Do not change this setting.

Index	Name	Example value	Description
FSOGEN.51	Zero speed without encoder	90.0 rpm	<p>Sets the general zero speed limit for safety functions when a safety encoder is not used.</p> <p><u>STO function</u>: The value has no effect.</p> <p><u>SS1 function</u>: The FSO module activates the drive STO function when the drive decelerates the motor speed below this value. Adjust the default value according to application requirements.</p> <p><u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978</u>: Also the main contactor/breaker is opened.</p>
FSOGEN.52	Zero speed with encoder	0.0 rpm	<p>Sets the general zero speed limit for safety functions when a safety encoder is used.</p> <p><u>STO function</u>: The drive STO function is active (cannot be reset) until the motor speed is less than or equal to this value.</p> <p><u>SS1 function</u>: The FSO module activates the drive STO function when the drive decelerates the motor speed below this value. Adjust the default value according to application requirements.</p> <p><u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978</u>: Also the main contactor/breaker is opened.</p> <p>Note: This parameter is used only with FSO-21 and when a safety encoder is used in the application.</p>
FSOGEN.61	STO indication ext request	Warning	<p>Sets the type of the event that the FSO module generates and sends to the drive after external requests that end to a successful activation of the drive STO function (STO, SSE or SS1).</p> <p><i>None, Warning, Event</i>: You do not have to reset the drive/inverter unit.</p> <p><i>Fault</i>: You have to reset the drive/inverter unit.</p> <p>In the safety functions described in this manual, you can use this indication as the motor overtemperature indication message and to implement a manual reset. Adjust the default value when necessary.</p>
FSOGEN.62	STO indication safety limit	Fault	<p>Sets the type of the event that the FSO module generates and sends to the drive for limit hits during ramp and time monitoring of safety ramps SAR0 and SAR1.</p> <p><u>STO function</u>: The value has no effect.</p> <p><u>SS1 function</u>: When the motor speed does not follow the stop ramp or the time limit is exceeded, the FSO module activates the STO function and generates this user-defined indication. Adjust the default setting if necessary. If you select <i>Fault</i>, you must reset the drive before you can restart it.</p>

■ Parameters for the STO function

These parameters are related to the STO function of the FSO module. With stop category 0, the FSO module activates the STO function in overtemperature situations. Also, the FSO module can activate the STO function in fault situations.

Index	Name	Example value	Description
STO.02	STO acknowledgement	Automatic	<p>Sets the acknowledgement method used in the STO, SSE and SS1 functions.</p> <p><i>Automatic:</i> The FSO module resets the STO function automatically after the STO request is removed.</p> <p><i>Manual:</i> The FSO module reads the external acknowledgement signal through the digital input defined by parameter FSOGEN.42. In the safety functions described in this manual, you can use this setting to implement a manual reset for the motor temperature protection function in the FSO module.</p> <p><u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979:</u> The FSO module is configured so that after the safety function activation, the user must reset the FSO manually with the emergency stop reset button (this parameter is set to <i>Manual</i>). In this case, the user must reset the FSO module with the emergency stop reset button also when motor overtemperature is reached. Do not change this setting.</p>
STO.11	STO input A	None	<p>Sets the digital input that is connected to the primary input of the STO function.</p> <p>In the safety functions described in this manual, this parameter has value <i>None</i>.</p> <p><u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979:</u> ABB connects the emergency stop button to this digital input at the factory. Make sure that the setting agrees with the circuit diagrams of the delivery.</p> <p><u>ACS880 multidrives with option +Q979:</u> ABB connects the emergency stop safety relay to this digital input at the factory. Make sure that the setting agrees with the circuit diagrams of the delivery.</p>
STO.12	STO input B	<u>STO:</u> DI X113:4 <u>SS1:</u> None	<p>Sets the digital input that is connected to the secondary input of the STO function.</p> <p>For the safety functions described in this manual, ABB configures the contacts of the PTC/Pt100 relay to this digital input at the factory. Make sure that the setting agrees with the circuit diagrams of the delivery.</p> <p>If you set this parameter to <i>DI X113:4</i>, set parameter SS1.12 to <i>None</i>.</p>
STO.13	Restart delay after STO	2000 ms	<p>Sets the time after which the drive can restart when the FSO module has activated the STO function and opened the drive STO circuit. With this parameter, you can let the drive restart before the motor has stopped (fly-start). This parameter is relevant only if the STO function is requested from STO input A (STO.11) or STO input B (STO.12).</p> <p><u>STO function:</u> Adjust the value when necessary. If you do not use the fly-start feature, set this parameter to the same value as parameter STO.14.</p> <p><u>SS1 function:</u> This value has no effect.</p>

Index	Name	Example value	Description
STO.14	Time to zero speed with STO and modoff	2000 ms	<p>Sets the time that is needed to coast the motor to a standstill from maximum process speed. If this time is not known, it can be measured with Drive composer pro PC tool when an encoder is used for motor control (otherwise you have to make sure that the motor shaft has stopped rotating by other means, eg, visually).</p> <p>Acknowledgement is allowed after coast stop in the STO, SSE and SS1 functions (when SBC is not used). If the drive STO is activated or modulation stopped while a monitoring safety function is indicating "unsafe", after this time acknowledgement is allowed. For example, if the drive modulation is lost during SLS deceleration ramp, SLS OK will be indicated after this time has elapsed.</p> <p><u>STO function:</u> This parameter sets the time after which the STO function is completed and the STO completed indication goes on. Parameter STO.13 defines the time after which the acknowledgement is allowed. Adjust the value according to application requirements.</p> <p><u>SS1 function:</u> This parameter is used only when the motor speed does not follow the ramp settings or the time monitoring limit is exceeded and the FSO module activates the STO function. Adjust the value according to application requirements.</p> <p><u>When an encoder is used:</u> This parameter is relevant only if there is an encoder failure and the FSO module activates the STO function.</p>
SBC usage			
SBC.11	STO SBC usage	None	<p>Sets how the mechanical brake is used together with the STO function.</p> <p>In the safety functions described in this manual, this feature is not used and this parameter has value <i>None</i>.</p> <p><u>ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978:</u> The SBC function is used in the emergency stop implementation to control the auxiliary safety relay(s) which is connected to the main contactor/breaker. Make sure that the value is <i>Delayed brake</i>.</p>
I/O settings			
SAFEIO.36	DI X113:4 diag pulse on/off	Off	<p>Sets the diagnostic pulse of digital input X113:4 on or off.</p> <p>On: The input monitors that it receives test pulses. Off: The input does not monitor for test pulses.</p> <p>In the safety functions described in this manual, test pulses are not used. Make sure that the value is <i>Off</i>.</p>

■ Parameters for the SSE function

These parameters are related to the Safe stop emergency (SSE) function of the FSO module. The safety functions described in this manual do not use this function, but the FSO module can activate the SSE function in internal fault situations.

Index	Name	Example value	Description
SSE.13	SSE function	Immediate STO	<p>Sets the type of the SSE function.</p> <p><i>Immediate STO</i>: The FSO module activates the drive STO function immediately after the SSE request (stop category 0).</p> <p><i>Emergency ramp</i>: The FSO module first ramps down the motor speed and when the speed is below the zero speed limit (parameter <i>FSOGEN.51</i> or <i>FSOGEN.52</i>) it activates the STO function (stop category 1). SAR0 parameters define the deceleration ramp (for more information, see the FSO module user's manual).</p> <p>For the safety functions described in this manual, ABB has set this parameter to value <i>Immediate STO</i> at the factory. Adjust the default value when necessary.</p>
SBC usage			
SBC.15	SSE/SS1 SBC speed	0.0 rpm	<p>Sets the absolute speed below which the FSO module activates the brake (SBC) while ramping.</p> <p><i>0.0 rpm</i>: The feature is not in use.</p> <p>In the safety functions described in this manual, this feature is not used. Make sure that the value is <i>0.0 rpm</i>.</p>

■ Parameters for the SS1 function

Set these parameters only if you want that the FSO module activates the SS1 function in overtemperature situations (stop category 1).

Index	Name	Example value	Description
SS1.01	SS1 activity and version	Version 1	<p>Activates or deactivates the SS1 function and shows the version of the SS1 function.</p> <p><i>Version 1</i>: Activates version 1 of the SS1 function. For more information, see the FSO module user's manual.</p>
SS1.11	SS1 input A	None	Sets the digital input that is connected to the primary input of the SS1 function.
SS1.12	SS1 input B	<u>STO</u> : None <u>SS1</u> : DI X113:4	<p>Sets the digital input that is connected to the secondary input of the SS1 function.</p> <p>If you set this parameter to <i>DI X113:4</i>, set parameter <i>STO.12</i> to <i>None</i>.</p>
SS1.13	SS1 type	SS1-r	<p>Sets the method used for the SS1 monitoring. Adjust the default value when necessary.</p> <p><u>Time monitoring (SS1-t)</u>: The FSO module monitors that a user-defined deceleration time limit is not exceeded. (See parameter <i>SS1.14</i>.)</p> <p><u>Ramp monitoring (SS1-r)</u>: The FSO module monitors that the motor decelerates along a user-defined stop ramp. (See SAR1 ramp parameters <i>200.112</i>, <i>SARx.21</i>, <i>SARx.22</i> and <i>SARx.02</i>.)</p>

Index	Name	Example value	Description
SS1.14	SS1-t delay for STO	20000 ms	<p>Sets the monitoring delay after which the FSO module activates the drive STO and SBC at the latest, if the motor speed has not gone below the zero speed limit (parameter FSOGEN.51 or FSOGEN.52) yet.</p> <p><u>Time monitoring:</u> This value sets the security delay that the FSO module monitors. Adjust the default value when necessary.</p> <p><u>Ramp monitoring:</u> This value has no effect in the operation.</p>
SAR1 ramp settings			
200.112	SAR1 ramp time to zero	2000 ms	<p>Sets the target time for the stop ramp SAR1 that is used in the SS1 and function. Adjust the default value when necessary.</p> <p>The target time is the time in which the drive decelerates the motor from the speed defined by parameter 200.202 to zero.</p> <p>Note: With value <i>0 ms</i>, the drive uses the emergency stop ramp set by drive parameter 23.23. See SS1 ramp parameters in the drive/inverter unit (page 52). Also in this case, the FSO module only monitors the actual ramp (ramp monitoring or time monitoring).</p>
200.202	SAR speed scaling	1500 rpm	<p>Sets a speed value that the FSO module uses as a reference point in ramp parameter calculations. See SAR1 ramp parameters 200.112, SARx.21, SARx.22 and SARx.02. Adjust the default value when necessary.</p>
SARx.02	SAR initial allowed range	100 ms	<p>Sets the initial allowed range for the SAR0/SAR1 ramp. This parameter moves the location of the maximum monitoring ramp forward on the time axis, when monitoring is started. The slope of the ramp stays the same as defined with parameters 200.202 and SARx.22. For more information, see the FSO module user's manual.</p> <p><u>Time monitoring:</u> This value has no effect in the operation.</p> <p><u>Ramp monitoring:</u> Adjust the default value when necessary.</p>
SARx.21	SAR1 min ramp time to zero	1000 ms	<p>Sets the minimum ramp time for the SAR1 ramp monitoring.</p> <p><u>Time monitoring:</u> This value has no effect in the operation.</p> <p><u>Ramp monitoring:</u> Sets the minimum stop ramp time for the emergency stop. Adjust the default value when necessary.</p> <p>Note: With value <i>0 ms</i>, the minimum ramp is not monitored.</p>
SARx.22	SAR1 max ramp time to zero	3000 ms	<p>Sets the maximum ramp time for the SAR1 ramp monitoring.</p> <p><u>Time monitoring:</u> This value has no effect in the operation.</p> <p><u>Ramp monitoring:</u> Sets the maximum stop ramp time for the emergency stop. Adjust the default value when necessary.</p>

Index	Name	Example value	Description
SBC usage			
SBC.15	SSE/SS1 SBC speed	0.0 rpm	Sets the absolute speed below which the FSO module activates the brake (SBC) while ramping. <i>0.0 rpm</i> : The feature is not in use. In the safety functions described in this manual, this feature is not used. Make sure that the value is <i>0.0 rpm</i> .

In addition to the parameters related to the SS1 function, set these parameters.

Index	Name	Pre-set value (STO function)	Value with the SS1 function
STO.12	STO input B	DI X113:4	None
FSOGEN.51	Zero speed without encoder	90.0 rpm	If you do not use a safety encoder, adjust the default value to meet the motor in use.
FSOGEN.52	Zero speed with encoder	0.0 rpm	If you use a safety encoder, adjust the default value to meet the motor in use.
FSOGEN.62	STO indication safety limit	Fault	Adjust the default value when necessary.

SS1 ramp parameters in the drive/inverter unit

If you use the SS1 function (stop category 1) and set FSO parameter [200.112](#) to *0 ms*, also set the drive parameters as follows:

- set [21.04 Emergency stop mode](#) to *Eme ramp stop (Off3)*
- set [23.23 Emergency stop time](#) according to application requirements.

If FSO parameter [200.112](#) is set to *0 ms*, drive parameters define the stop ramp that is used in the SS1 function. Also, the FSO module monitors the actual stop ramp (ramp monitoring or time monitoring). For more information, see the drive firmware manual and FSO module user's manual.

■ FSE module and safety encoder parameters

Set these parameters only when you use a safety pulse encoder and the FSE-31 pulse encoder interface module with the FSO-21 module.

Index	Name	Example value	Description
200.231	FSE 3X act and par version	Version 1	Activates the FSE-31 encoder interface and shows the version of the encoder parameter groups (91 and 92).
200.232	Number of encoders	Single encoder CH1	Shows the number of safety encoders connected to the FSE module.
S_ENCGEN.01	Safe pulse encoder version	Version 1	Activates the safety encoder and shows the version parameter group <i>S_ENCGEN</i> .
S_ENCGEN.11	FSE diagnostic failure reaction	STO	Sets the action taken when there is a problem with the FSE module or the safety encoder. <i>STO</i> : The FSO module goes into the Fail-safe mode and activates the drive STO function.

Index	Name	Example value	Description
S_ENCGEN.14	Enc speed cross comp tolerance	1.0 rpm	<p>Sets the encoder speed cross comparison tolerance. This defines how much the axle speed of the motor can change within 1 ms.</p> <p>Adjust the default value to meet the motor in use.</p> <p>This parameter is used for the encoder diagnostic. It defines the maximum difference between the speed information from channel A and B of the encoder. If the difference of these two values is more than defined by this parameter, FSO will safely stop the system (STO).</p> <p>The suitable value depends on the configuration (motor and load). Typically this value is between 2 ... 10 rpm. A value that is too small will cause an encoder fault (A7D8). A value that is too big will prevent the encoder diagnostic related to this parameter.</p>
S_ENCGEN.41	Gear numerator encoder 1	1	<p>Sets the rotation direction for the safety encoder.</p> <p>With this parameter, you can change the rotation direction of the motor. Adjust the default value if necessary.</p>
91.11	Module 1 type	FSE-31	Sets the type of the safety encoder interface module 1.
91.12	Module 1 location	2	Sets the slot in which the safety encoder interface module 1 is located.
92.01	Encoder 1 type	HTL1	Activates or deactivates the communication with the safety encoder interface module 1 and sets the type for the safety encoder.
92.02	Encoder 1 source	Module 1	Sets the safety encoder interface module that the safety encoder 1 is connected to.
92.10	Pulses/revolution	2048	<p>Sets the number of HTL pulses per revolution for safety encoder 1.</p> <p>Adjust the default value to meet the safety encoder in use. Make sure that the value is according to the encoder nameplate.</p>
92.17	Accepted pulse freq of encoder 1	300 kHz	<p>Sets the maximum pulse frequency range of encoder 1. Adjust the default value to meet the motor and safety encoder in use. You can use this formula to define the value: $r_{max} \cdot ppr_{enc} + 10\%$, where</p> <ul style="list-style-type: none"> • r_{max}: the maximum motor speed (rpm) used in the application (or the motor nominal speed) • ppr_{enc}: pulses/revolution of the safety encoder (parameter 92.10).

■ Notes

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978: In motor overtemperature situations, the FSO module also opens the main contactor/breaker.

ACS880-07/07LC/17/17LC/37/37LC drives with option +Q978 or +Q979: The FSO module is configured so that after the safety function activation, the user must reset the FSO module manually with the emergency stop reset button. The user must also reset the FSO module with the emergency stop reset button after motor overtemperature situations. The indication lamp on the reset button is on. Do not change this setting.

Mechanical brake control

If you use a mechanical brake with the motor thermal protection circuit, pay special attention to the control of the mechanical brake.

54 Parameter settings

If the motor deceleration by the mechanical brake causes extra heat generation in the Ex zone, make sure that the use of the brake does not increase the temperature too much. In this case, make sure that the mechanical brake is activated only at zero speed (see parameters [SBC.11](#), [SBC.15](#) and [FSOGEN.51](#) or [FSOGEN.52](#)).

In some cases you cannot use the brake for the motor deceleration when the motor thermal protection circuit has tripped and the motor temperature is too high.

For more information, see the drive firmware manual (or the FSO module user's manual if you use the Safe brake control (SBC) function of the FSO module).



Maintenance

Contents of this chapter

This chapter contains information for the maintenance and decommissioning of the safety function.

Safety circuit maintenance

After the safety function is validated, it must be maintained by periodic proof testing.

If you change the wiring or a component after the start-up, replace the FSO or FSE-31 module, modify FSO module parameters, replace safety relays, or restore parameters to their factory default values:

- Use only ABB-approved spare parts.
- Register the change to the change log for the safety circuit.
- If parameters were restored to the factory default values: Set the parameters related to the safety function.
- Do the validation test of the safety function.
- Document the tests and store the report into the logbook of the machine.

Proof test

To do a proof test, activate the safety function to make sure that it operates correctly. For guidelines, refer to the validation test procedure.

Proof test interval

Periodic proof testing of the safety function is necessary to maintain the required SIL level. In low demand mode of operation, the maximum proof test interval is 2 years (low demand as defined in IEC 61508 and IEC 61511-1).

Competence

The person who does the maintenance and proof test activities of the safety function must be a competent person with expertise and knowledge of the safety function and functional safety, as required by IEC 61508-1 clause 6, and ATEX/Ex regulations.

Intentional misuse

The safety circuit is not designed to protect a machine against intentional misuse.

Decommissioning

When you decommission a safety function, make sure that the safety of the machine is maintained by other means until the decommissioning is completed.

7

Technical data

Contents of this chapter

This chapter contains the technical specifications of the protection functions. It also gives general rules, notes and definitions related to safety functions and lists related standards. The ATEX compliance markings and certificates are also included.

The ATEX-certified motor thermal protection functions

Response time: < 200 ms

PTC thermistor relays

- **ABB CM-MSS.41**

Ordering information		
Part number	CM-MSS.41P (Push-in terminals)	1SVR740712R1200
	CM-MSS.41S (Screw terminals)	1SVR730712R1200
Power supply A1-A2		
Rated control supply voltage U_s		24 ... 240 V AC/DC
Rated control supply voltage U_s tolerance		-15 ... +10%
Rated frequency		15 ... 400 Hz
Typical current / power consumption	24 V AC/DC	33 mA / 0.55 VA
	220 ... 240 V AC	11 mA / 1.6 VA
Electrical insulation between supply circuit and measuring circuit		yes
Power failure buffering time		20 ms

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Measuring circuit / Sensor circuit T1-T2		
Sensor type		PTC type A (DIN/EN 44081, DIN/EN 44082)
Number of sensor circuits		1
Max. total resistance of sensors connected in series, cold state		< 750 ohm
Overtemperature monitoring	Switch-off resistance (relays de-energize)	2.83 kohm \pm 1%
	Switch-on resistance (relays energize)	1.1 kohm \pm 1%
Short-circuit detection	Switch-off resistance (relays de-energize)	< 12 ohm
	Switch-on resistance (relays energize)	> 19 ohm
Interrupted wire detection	Switch-off resistance (relays de-energize)	dynamic
	Switch-on resistance (relays energize)	not available
Non-volatile fault storage		configurable
Test function		yes
Maximum voltage in sensor circuit	1.33 kohm	2.5 V
	4 kohm	3.7 V
	∞ kohm	5.5 V
Maximum current in sensor circuit		3.7 mA
Maximum sensor cable length		2 \times 100 m at 0.75 mm ² 2 \times 400 m at 2.5 mm ²
Accuracy within the rated control supply voltage tolerance		0.50%
Accuracy within the temperature range		0.01%/K
Repeat accuracy (constant parameters)		on request
Reaction time of the safety function		< 100 ms
Hardware fault tolerance (HFT)		0
Control circuit S1-T2		
Control function	Manual reset	yes
	Auto reset	adjustable
	Remote reset	adjustable
Maximum no-load voltage (S1-T2 open)		5.5 V
Max. current (S1-T2 jumpered)		0.6 mA
Maximum cable length		2 \times 100 m at 0.75 mm ² 2 \times 400 m at 2.5 mm ²
Indication of operational states		
Control supply voltage		"U" LED (green)
Relay status		"R" LED (yellow)
Fault message		"F" LED (red)
Operating controls		
Test / Reset		front-face button

Configuration of	DIP switch 1	non-volatile fault storage
	DIP switch 2	short-circuit detection
	DIP switch 3	disabled
	DIP switch 4	Remote Test/Reset
Output circuit		
Kind of output	11-12/14	Relay, 1st c/o (SPDT) contact
	21-22/24	Relay, 2nd c/o (SPDT) contact
Operating principle		closed-circuit principle
Contact material		AgNi alloy, Cd free
Minimum switching voltage / Minimum switching current		24 V / 10 mA
Maximum switching voltage / Maximum switching current		See the relay data sheet.
Rated operational voltage U_e and rated operational current I_e	AC-12 (resistive) at 230 V	4 A
	AC-15 (inductive) at 230 V	3 A
	DC-12 (resistive) at 24 V	4 A
	DC-13 (inductive) at 24 V	2 A
AC Rating (UL 508)	Utilization category (Control Circuit Rating Code)	B 300
	Maximum rated operational voltage	300 V AC
	Maximum continuous thermal current at B 300	5 A
	Maximum making/breaking apparent power at B 300	3600/360 VA
	General purpose rating	250 V AC - 4 A
Mechanical lifetime		30×10^6 switching cycles
Electrical lifetime at AC-12, 230 V AC, 4 A		0.1×10^6 switching cycles
Maximum fuse rating to achieve short-circuit protection	N/C contact	10 A fast-acting
	N/O contact	10 A fast-acting
General data		
Duty cycle		100%
Dimensions (Height × Width × Depth)		85.6 × 22.5 × 103.7 mm (3.37 × 0.89 × 4.08 in)
Weight, net	Screw connection technology	0.141 kg
	Easy Connect Technology (push-in)	0.130 kg
Mounting		DIN rail (IEC/EN 60715), snap-on mounting without any tool
Minimum distance to other units	Vertical	10 mm (0.39 in) if switching current > 2 A
	Horizontal	10 mm (0.39 in) if switching current > 2 A
Material of housing		UL 94 V-0
Degree of protection	Housing	IP50
	Terminals	IP20

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Electrical connection		
Connecting capacity	Fine-strand with(out) wire end ferrule	Screw connection: <ul style="list-style-type: none"> • 1 × 0.5 ... 2.5 mm² (1 × 18 ... 14 AWG) • 2 × 0.5 ... 1.5 mm² (2 × 18 ... 16 AWG) Easy Connect Technology (push-in): <ul style="list-style-type: none"> • 2 × 0.5 ... 1.5 mm² (2 × 18 ... 16 AWG)
	Rigid	Screw connection: <ul style="list-style-type: none"> • 1 × 0.5 ... 4.0 mm² (1 × 20 ... 12 AWG) • 2 × 0.5 ... 2.5 mm² (2 × 20 ... 14 AWG) Easy Connect Technology (push-in): <ul style="list-style-type: none"> • 2 × 0.5 ... 1.5 mm² (2 × 20 ... 16 AWG)
Stripping length		8 mm (0.32 in)
Tightening torque		0.6 ... 0.8 Nm (7.08 lbf·in)
Environmental data		
Ambient temperature ranges	Operation	-25 °C ... +60 °C (-13 °F ... +140 °F)
	Storage	-40 °C ... +85 °C (-40 °F ... +185 °F)
Damp heat, cyclic (IEC/EN 60068-2-30)		6 x 24 h cycle, 55 °C, 95 % RH
Climatic class (IEC/EN 60721-3-3)		3K5 (no condensation, no ice formation)
Vibration, sinusoidal		5-13.2 Hz: w1 mm; 13.2-100 Hz: 0.7 g
Shock		10 g / 11 ms
Approvals		
ATEX Ex II (2) G D		
Isolation data		
Rated insulation voltage U_i	Supply circuit / Measuring circuit ¹⁾	300 V AC
	Supply circuit / Output circuits	300 V AC
	Measuring circuit ¹⁾ / Output circuits	300 V AC
	Output circuit 1 / Output circuit 2	300 V AC
Rated impulse withstand voltage U_{imp}	Supply circuit / Measuring circuit ¹⁾	4 kV
	Supply circuit / Output circuits	4 kV
	Measuring circuit ¹⁾ / Output circuits	4 kV
	Output circuit 1 / Output circuit 2	4 kV
Basic insulation	Supply circuit / Measuring circuit ¹⁾	600 V AC
	Supply circuit / Output circuits	600 V AC
	Measuring circuit ¹⁾ / Output circuits	600 V AC
	Output circuit 1 / Output circuit 2	300 V AC

Protective separation (IEC/EN 61140, EN 50178)	Supply circuit / Measuring circuit ¹⁾	yes, up to 300 V AC
	Supply circuit / Output circuits	yes
	Measuring circuit ¹⁾ / Output circuits	yes
	Output circuit 1 / Output circuit 2	no
Pollution degree		3
Overvoltage category		III

¹⁾ Potential of measuring circuit = Potential of control circuit

For the complete relay technical data, see the CM-MSS.41 data sheet ([2CDC112216D0201 \[English\]](#)).

■ DOLD MK 9163N.12/110-ATEX

Ordering information		
Part number		0056901
Power supply A1-A2		
Rated voltage		24 V AC/DC
Voltage range		AC 0.8 ... 1.1 U
	at 10% residual ripple	DC 0.9 ... 1.25 U _H
	at 48% residual ripple	DC 0.8 ... 1.1 U _H
Nominal consumption	AC	1.5 VA
	DC	0.85 W
Nominal frequency		50 / 60 Hz
Frequency range		45 ... 65 Hz
Max. bridging time on failure of aux. supply		20 ms
Operate delay		< 40 ms
Release delay		< 100 ms
Measuring circuit P1-P2		
Response value		3.2 ... 3.8 kohm
Release value		1.5 ... 1.8 kohm
Broken wire detection		> 3.8 kohm
Short-circuit on measuring circuit		< 20 ohm
Loading of measuring circuit		< 5 mW (R = 1.5 kohm)
Measuring voltage		≤ 2 V (R = 1.5 kohm)
Maximum wire length	4 mm ²	2 × 550 m
	2.5 mm ²	2 × 250 m
	1.5 mm ²	2 × 150 m
	0.5 mm ²	2 × 50 m
Reset circuit X1-X2		
Function		External remote reset X1-X2 with NO contact (voltage free)

62 Technical data

Remark		This input is not galvanic separated from measuring input P1-P2
Output contacts		
Contacts		2 changeover contacts
Thermal current I_{th}		5 A
Switching capacity (IEC/EN 60947-5-1)	to AC 15	3 A / AC 230 V
	to DC 13	2 A / DC 24 V
Electrical life at 4 A, 230 V AC, $\cos \phi = 0.6$		1.5×10^6 switching cycles
Short-circuit strength (IEC/EN 60947-5-1)	NC contact	max. fuse rating: 6 A gG / gL
	NO contact	max. fuse rating: 10 A gG / gL
Mechanical life		$\geq 30 \times 10^6$ switching cycles
Terminals		
Wire size	Stranded ferruled	1 × 0.5 ... 2.5 mm ² (2 × 20 ... 14 AWG) 2 × 0.5 ... 1.5 mm ² (2 × 20 ... 16 AWG)
	Solid	1 × 0.5 ... 4 mm ² (1 × 20 ... 12 AWG) 2 × 0.5 ... 2.5 mm ² (2 × 20 ... 14 AWG)
Tightening torque		Max. 0.8 Nm (7 lbf·in)
Indicators		
Green LED		on, when auxiliary supply connected
Red LED		on, when overtemperature or broken wire, short circuit is detected
General data		
Operating mode		Continuous operation
Temperature range	Operation	-20 °C ... +60 °C (-4 °F ... +140 °F)
	Storage	-20 °C ... +60 °C (-4 °F ... +140 °F)
Altitude		< 2000 m
EMC (EN 55011)	Interference suppressions	Limit value class B
Degree of protection (IEC/EN 60529)	Housing	IP40
	Terminals	IP20
Housing		Thermoplastic with V0-behavior according to UL subject 94
Climate resistance (IEC/EN 60068-1)		20 / 060 / 04
Vibration resistance (IEC/EN 60068-2-6)		Amplitude 0.2 mm, frequency 10 ... 55 Hz
Mounting (IEC/EN 60715)		DIN rail
Weight		160 g
Dimensions		22.5 × 90 × 102 mm
Approvals		
ATEX Ex II (2) G D		
Isolation data		
Note: The supply and measurement circuits are not electrically isolated. Use a dedicated power supply for the PTC relay(s).		
Rated impulse withstand voltage between all isolated circuits		4 kV
Pollution degree		2

For the complete relay technical data, see www.dold.com.

Pt100 relays

■ GM International D1073S

Ordering information	
Model	D1073S
Programming tool (not included in the ABB delivery)	GM Pocket Portable Configurator PPC1090, or RS-232 serial line with PPC1092 Adapter and SWC1090 Configurator software (recommended).
Power supply (terminals 3-4)	
Rated voltage	24 V DC reverse polarity protected
Voltage range	20 ... 30 V DC
Maximum power consumption	2.1 W at 30 V supply voltage, overload condition, relays energized and PPC1090 connected
Measuring circuit (terminals 13-16)	
Sensor type	3-4 wire RTD Pt100 (for other alternatives, see the relay data sheet)
Integration time	500 ms
Resolution	5 μ V on mV, 20 mohm on RTD, 0.05% on transmitting potentiometer
Visualization	0.1 °C on temperature, 10 μ V on mV, 0.1% on potentiometer
Input range	within rated limits of sensor (-10 mV ... +80 mV).
Measuring RTD current	\leq 0.5 mA
RTD line resistance compensation	\leq 10 ohm
RTD line resistance error compensation	-5 ohm ... +20 ohm, programmable
Current output (terminals 1-2)	
Signal range (span)	0/4 ... 20 mA, on max. 600 ohm load source mode, current limited at 22 mA
Resolution	2 μ A current output or 1 mV voltage output
Transfer characteristic	linear or reverse
Response time	\leq 50 ms (10...90% step change)
Output ripple	\leq 20 mVrms on 250 ohm load
Output contacts (terminals 5-8)	
Number of contacts	Two SPST relay contacts
Hysteresis	0 ... 5 °C for temperature sensor input, 0 ... 50 mV for mV input, 0 ... 50% for potentiometer input (see input for step resolution).
ON-OFF delay time	0 ... 1000 s, 100 ms step, separate setting
Contact rating	2 A / 250 V AC / 500 VA 2 A / 250 V DC / 80 W (resistive load)
Performance	
Ref. Conditions 24 V supply, 250 ohm load, 23 \pm 1 °C surrounding air temperature	

64 Technical data

Input	Calibration and linearity accuracy	$\leq \pm 40 \mu\text{V}$ on mV or thermocouple, 200 mohm on RTD, 0.2% on potentiometer or $\pm 0.05\%$ of input value
	Temperature influence	$\leq \pm 2 \mu\text{V}$, 20 mohm, 0.02% or $\pm 0.01\%$ of input value for a 1 °C change.
Analog Output	Calibration accuracy	$\leq \pm 0.1\%$ of full scale
	Linearity error	$\leq \pm 0.05\%$ of full scale
	Supply voltage influence	$\leq \pm 0.05\%$ of full scale for a min to max supply change
	Load influence	$\leq \pm 0.05\%$ of full scale for a 0...100% load resistance change
	Temperature influence	$\leq \pm 0.01\%$ on zero and span for a 1 °C change
Signalling LEDs	PWR	Power supply indication (green)
	BURN	Burnout (red)
	A	Alarm A (red)
	B	Alarm B (red)
Environmental conditions		
Operating	Temperature limits -20 °C ... +60 °C (-4 °F ... +140 °F), relative humidity max. 90% non condensing, up to 35 °C (95 °F).	
Storage	Temperature limits -45 °C ... +80 °C (-49 °F ... +176 °F)	
General		
Mounting	T35 DIN Rail according to EN 50022	
Dimensions (Height × Width × Depth)	114.5 × 22.5 × 99 mm	
Weight	approximately 160 g	
Terminal connection	Screw terminal blocks, max. 2.5 mm ²	
Protection class	IP20	
Approvals		
<ul style="list-style-type: none"> •ATEX Ex II (1) G D •IECEX •TUV Certificate No. C-IS-236198-02, SIL 2 according to IEC 61511 •DNV A-13778 and KR MIL20769-EL001 Certificates for maritime applications <p>For the complete list of approvals, see the relay data sheet.</p>		
Isolation data		
Isolation voltage (Test voltage)	In/Outs	1.5 kV
	In/Supply	1.5 kV
	Analog Out/Supply	500 V
	Analog Out/Alarm Outs	1.5 kV
	Alarm Outs/Supply	1.5 kV
	Alarm Out/Alarm Out	1.5 kV

For the complete relay technical data, see www.gminternational.com.

■ PR electronics 9116B1 universal converter

Ordering information	
Universal converter - U _o 28 V DC (max. loop voltage)	9116B1
Display / Programming front (not included in the ABB delivery)	4501

Power supply (terminals 32-31)		
Supply voltage	19.2 ... 31.2 V DC	
Fuse	1.25 A SB / 250 V AC	
Maximum required power	≤ 2.1 W	
Maximum power dissipation	≤ 1.7 W	
Measuring circuit/RTD input (terminals 41-44)		
Sensor type	3-4 wire RTD Pt100 (for other alternatives, see the relay data sheet)	
Effect of sensor cable resistance (3-/4-wire)	< 0.002 ohm / ohm	
Sensor error detection	Programmable ON / OFF	
Short circuit detection	Yes	
Cable resistance per wire (max)	50 ohm	
Sensor current (nominal)	0.2 mA	
Current output (terminals 12-11)		
Signal range (span)	0 ... 23 mA	
Programmable signal ranges	0/4 ... 20 mA	
Load (at current output)	≤ 600 ohm	
Load stability	≤ 0.01% of span / 100 ohm	
Sensor error indication	0 / 3.5 / 23 mA / none	
NAMUR NE43 Upscale/Downscale	23 mA / 3.5 mA	
Output limitation	on 4...20 and 20...4 mA signals	3.8 ... 20.5 mA
	on 0...20 and 20...0 mA signals	0 ... 20.5 mA
Current limit	≤ 28 mA	
Relay output (terminals 13-14)		
Relay functions	Setpoint, Window, Sensor error, Power and Off	
Hysteresis, in % of span/display range	0.1...25 / 1...25	
ON-OFF delay time	0 ... 3600 s	
Sensor error reaction	Break / Make / Hold	
Max. voltage	250 V AC/DC	
Max. current	2 A	
Max. AC power	500 VA	
Max. DC current	resistive load ≤ 30 V DC	2 A DC
	resistive load > 30 V DC	See the relay manual
Indication of operating states		
Operation status	LED (green)	
Relay status	"relay" LED (yellow)	
Malfunction	"error" LED (red)	
Environmental conditions		
Operating temperature	-20 °C ... +60 °C (-4 °F ... +140 °F)	
Storage temperature	-20 °C ... +85 °C (-4 °F ... +185 °F)	
Calibration temperature	20 ... 28 °C (68 °F ... 82 °F)	
Relative humidity	< 95% RH (non-cond.)	

Protection degree		IP20
Installation in		Pollution degree 2 & meas. / overvoltage cat. II
Mechanical specifications		
Dimensions (Height × Width × Depth)	Without 4501	109 × 23.5 × 104 mm
	With 4501	109 × 23.5 × 116 mm
Weight		approximately 185 g
Weight including 4501		approximately 200 g
Terminals	Wire size	0.13 ... 2.08 mm ² (AWG 26 ... 14) stranded wire
	Tightening torque	0.5 N·m (4.4 lbf·in)
Vibration	2 ... 13.2 Hz	±1 mm
	13.2 ... 100 Hz	±0.7 g
Approvals		
<ul style="list-style-type: none"> • ATEX Ex II (1) G D • IECEx • EAC Ex • SIL 2 certified according to IEC 61508 <p>For the complete list of approvals, see the relay data sheet.</p>		
Isolation data		
Isolation voltage	Test/working: Input to any	2.6 kV AC / 300 V AC reinforced isolation
	Analog output to supply	2.6 kV AC / 300 V AC reinforced isolation
	Status relay to supply	1.5 kV AC / 150 V AC reinforced isolation

For the complete relay technical data, see www.prelectronics.com.

General rules, notes and definitions

■ Validation of the safety functions

You must do a validation test to validate the correct operation of safety functions.

Competence

The person who does the validation test of the safety function must be a competent person with expertise and knowledge of the safety function and functional safety, as required by IEC 61508-1 clause 6, and ATEX/Ex regulations. This person must document and sign the test procedures and report.

Validation procedure

If you use an FSO module in the safety system, you must validate the general settings of the FSO module and the safety encoder (if used) before you validate the safety function. See the FSO module user's manual, chapter *Verification and validation*.

You must do the validation test using the checklist given in this manual:

- at the initial start-up of the safety function
 - after changes related to the safety function (wiring, components, safety function -related parameter settings, etc.)
 - after maintenance work related to the safety function
 - at the proof test of the safety function.
-

The validation test must include at least the following steps:

- you must have a validation test plan
- you must test all commissioned functions for proper operation, from each operation location
- you must document all validation tests
- you must sign and store the validation test report for further reference.

Validation test reports

You must store the signed validation test reports in the logbook of the machine and in the explosion protection document under the scope of the ATEX User Directive 1999/92/EC. The report must include, as required by the referred standards:

- a description of the safety application (including a figure)
- a description and revisions of safety components that are used in the safety application
- a list of all safety functions that are used in the safety application
- a list of all safety-related parameters and their values
- documentation of start-up activities, references to failure reports and resolution of failures
- the test results for each safety function, checksums, date of the tests, and confirmation by the test personnel.

You must store any new validation test reports done due to changes or maintenance in the logbook of the machine and in the explosion protection document under the scope of the ATEX User Directive 1999/92/EC.

■ Ambient conditions

For the environmental limits for the safety functions and the drive, refer to the hardware manual.

■ Reporting problems and failures related to safety functions

Contact ABB.

Related standards and directives

EN 50495:2010	Safety devices required for the safe functioning of equipment with respect to explosion risks
IEC 61508:2010	Functional safety of electrical/electronic/programmable electronic safety-related systems. Part 1 – General Requirements Part 2 – Requirements for electrical/electronic/programmable electronic safety-related systems
EN 61800-5-2:2007 IEC 61800-5-2:2016	Adjustable speed electrical power drive systems – Part 5-2: Safety requirements – Functional
IEC 61511-1:2017 Ed.2.1	Functional safety – Safety instrumented systems for the process industry sector – Part 1: Framework, definitions, system, hardware and application programming requirements
2014/34/EU	European ATEX Product Directive

Markings of the drive

1	CE marking with Notified Body identification: The manufacturer declares that the product conforms with ATEX Product Directive 2014/34/EU. Notified Body: Eurofins Expert Services (Formerly VTT Expert Services, now part of the Eurofins Group).
2	Specific marking of explosion protection
3	Equipment group II: Product for surface industry (other than mining applications)
4	Equipment category 2. Parentheses show that the drive (or inverter unit) must be installed outside the potentially explosive atmosphere.
5	Certified for use in explosive atmospheres caused by: G = gases, vapors or mists, D = dust.
6	Certificate reference
7	QR code (with the factory code and tracing information)

ATEX certificate



Expert Services

EESF 20 ATEX 049
Page 1 of 2

1. **EU-TYPE EXAMINATION CERTIFICATE**
2. **Equipment or Protective System Intended for use in Potentially explosive atmospheres
Directive 2014/34/EU**
3. EU-Type Examination Certificate Number: **EESF 20 ATEX 049**
4. Product: **Thermal motor protection system for converter drive ACS880/ACS880LC series**
 Certified types: **ACS880/ACS880LC +L513 +Q971
 ACS880/ACS880LC +L514 +Q971
 ACS880/ACS880LC +L513/+L514 +Q971 +Q973 (FSO-12)
 ACS880/ACS880LC +L513/+L514 +Q971 +Q972 (FSO-21)
 ACS880/ACS880LC +L513/+L514 +Q971 +Q972 +L521 (FSO-21 & FSE-31)**
5. Manufacturer: **ABB Oy Drives**
6. Address: **Hiomotie 13, 00380 Helsinki, Finland**
 Additional manufacturing locations:
ABB AS, Drives, Aruküla tee 59, Rae vald, 75301 Harjumaa, Estonia
7. This product and any acceptable variation thereto is specified in the schedule to this certificate and the documents therein referred to.
8. Eurofins Expert Services Oy, Notified Body number 0537, in accordance with Article 17 of Directive 2014/34/EU of the European Parliament and of the Council, dated 26 February 2014, certifies that this product has been found to comply with the Essential Health and Safety Requirements relating to the design and construction of products intended for use in potentially explosive atmospheres given in Annex II to the Directive.
 The examination and test results are recorded in confidential report No. EUFI29-20001191-T1.
9. Compliance with the Essential Health and Safety Requirements has been assured by compliance with:
EN 50495:2010
10. If the sign "X" is placed after the certificate number, it indicates that the product is subject to the Specific Conditions of Use specified in the schedule to this certificate.
11. This EU-Type Examination Certificate relates only to the design and construction of the specified product. Further requirements of the Directive apply to the manufacturing process and supply of this product. These are not covered by this certificate.
12. The marking of the product shall include the following:



II (2) GD

Espoo, 30.10.2020
Eurofins Expert Services Oy

Kari Koskela
Senior Expert

Jenni Hirvelä
Senior Expert

This document is digitally signed.



This certificate, including the schedule, may only be reproduced in its entirety and without any change.

Eurofins Expert Services Oy, Kivimiehentie 4, FI-02150 Espoo, Finland
www.eurofins.fi/expertservices



13. **Schedule**14. **EU-Type Examination Certificate EESF 20 ATEX 049**15. **Description of Product**

Thermal protection is based on ATEX-certified PTC- relay (type L513) or Pt100-relay (type L514). Safe disconnection is achieved by using "Safe Torque Off "(STO)-function which is integrated in the standard drive as an internal hardware-solution. Power that can cause rotation is not applied to the motor. The safety related part of the adjustable speed electrical power drive system PDS (SR) will not provide energy to the motor which can generate torque.

16. **Report Number**

EUFI29-20001191-T1

17. **Specific Conditions of Use**

None

18. **Essential Health and Safety Requirements**

Assessment using standard referred in point 9 have confirmed compliance with the Directive 2014/34/EU, Annex II and particular point 1.5.

19. **Drawings and Documents**

ACS880 ATEX-certified motor thermal protection functions system description, 3AXD10000331764, rev B
 ACS880 ATEX-certified motor thermal protection functions safety data calculations, 3AXD10000331763, rev F
 ACS880+L513 & +L514 ATEX-circuits diagrams, 3AXD10000363564, rev C
 Certificate No. SEBS-A.093457/16 V1.0 by TÜV Nord
 Certificate No. 1435.IM.153902/19 V1.0 by TÜV Nord

20. **Certificate History**

Issue	Date	Change
VTT 14 ATEX 027	3.5.2013	Prime certificate
VTT 14 ATEX 027 Issue 1	1.3.2016	The introduction of new manufacturing places and a new PTC-relay
VTT 14 ATEX 027 Issue 2	30.6.2017	The introduction of a new converter type and deleting one manufacturing place. Updating the certificate according to the new directive.
EESF 20 ATEX 049	30.10.2020	Updates to safety data calculations and circuit diagrams, FSO-12 and FSO-21 TÜV Nord certificates have been combined into one certificate, one manufacturing location has been removed.

Declaration of Conformity



EU Declaration of Conformity

ATEX Directive 2014/34/EU

We

Manufacturer: ABB Oy

Address: Hiomotie 13, 00380 Helsinki, Finland.

Phone: +358 10 22 11

declare under our sole responsibility that the following products:

Frequency converters

ACS880-07, -17, -37, -107

ACS880-07CLC, -07LC, -17LC, -37LC, -107LC (frames nxR8i)

identified with serial numbers beginning with 1 or 8

with regard to the safety function

ATEX certified thermal motor protection (option codes +L513 +Q971, +L514 +Q971)

are in conformity with all the relevant requirements for protective system of EU Directive for Equipment for Explosive atmospheres 2014/34/EU.

Specific marking of explosion protection

 II (2) GD

The following harmonized standard has been applied:

EN 50495:2010	Safety devices required for the safe functioning of equipment with respect to explosion risks
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The following other standards have been applied:

EN 61800-5-2:2007 IEC 61800-5-2:2016	Adjustable speed electrical power drive systems – Part 5-2: Safety requirements - Functional
IEC 61508:2010, parts 1-2	Functional safety of electrical / electronic / programmable electronic safety-related systems

Notified Body: Eurofins Expert Services Oy, Notified Body number: 0537, Address: Kivimiehentie 4, 02150 Espoo, Finland

has assessed the conformity of the “ATEX certified thermal motor protection” function and has issued the certificate EESF 20 ATEX 049.



The products referred in this Declaration of conformity fulfil the relevant provisions of other European Union Directives which are notified in Single EU Declaration of conformity 3AXD10000497305.

Helsinki, 12 Oct 2020

Signed for and on behalf of:

A blue ink signature of Peter Lindgren, consisting of a stylized 'P' followed by a horizontal line.

Peter Lindgren
Vice President, ABB Oy

A blue ink signature of Vesa Tiihonen, featuring a stylized 'V' and 'T' followed by a horizontal line.

Vesa Tiihonen
Manager, Product Engineering and Quality

If you need the Declaration of Conformity in an official language of the European Union other than English, contact ABB.

8. Circuit diagrams

Contents of this chapter

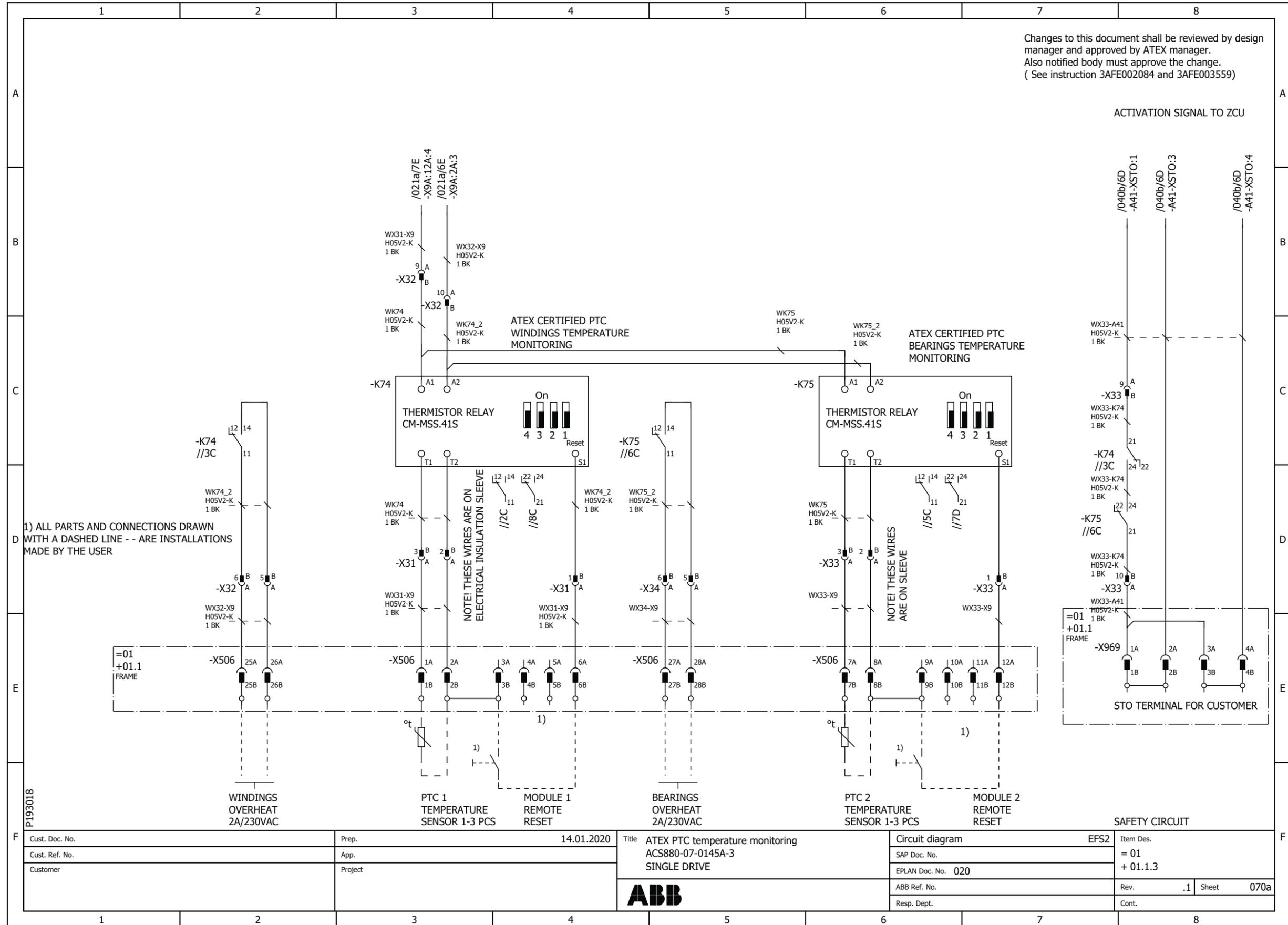
This chapter contains circuit diagram examples. The purpose of the example circuit diagrams is to help in understanding the operation of the ATEX-certified motor thermal protection functions. The diagrams do not cover all possible details and variants of the drives. The component designations do not necessarily match each drive. For the actual configuration, see the circuit diagrams delivered with the drive.

**WARNING!**

Do not connect, test or measure a drive based on the diagrams of this manual. Each delivery is unique. Before you start the work on the electric circuits of a drive, always refer to the delivery-specific circuit diagrams.

For the sensor connection, ABB recommends to use shielded twisted-pair cable. This type of cable decreases electromagnetic interference in the sensor circuit.

PTC monitoring with two relays (+2L513+Q971)



Cust. Doc. No.	Prep.	14.01.2020
Cust. Ref. No.	App.	
Customer	Project	

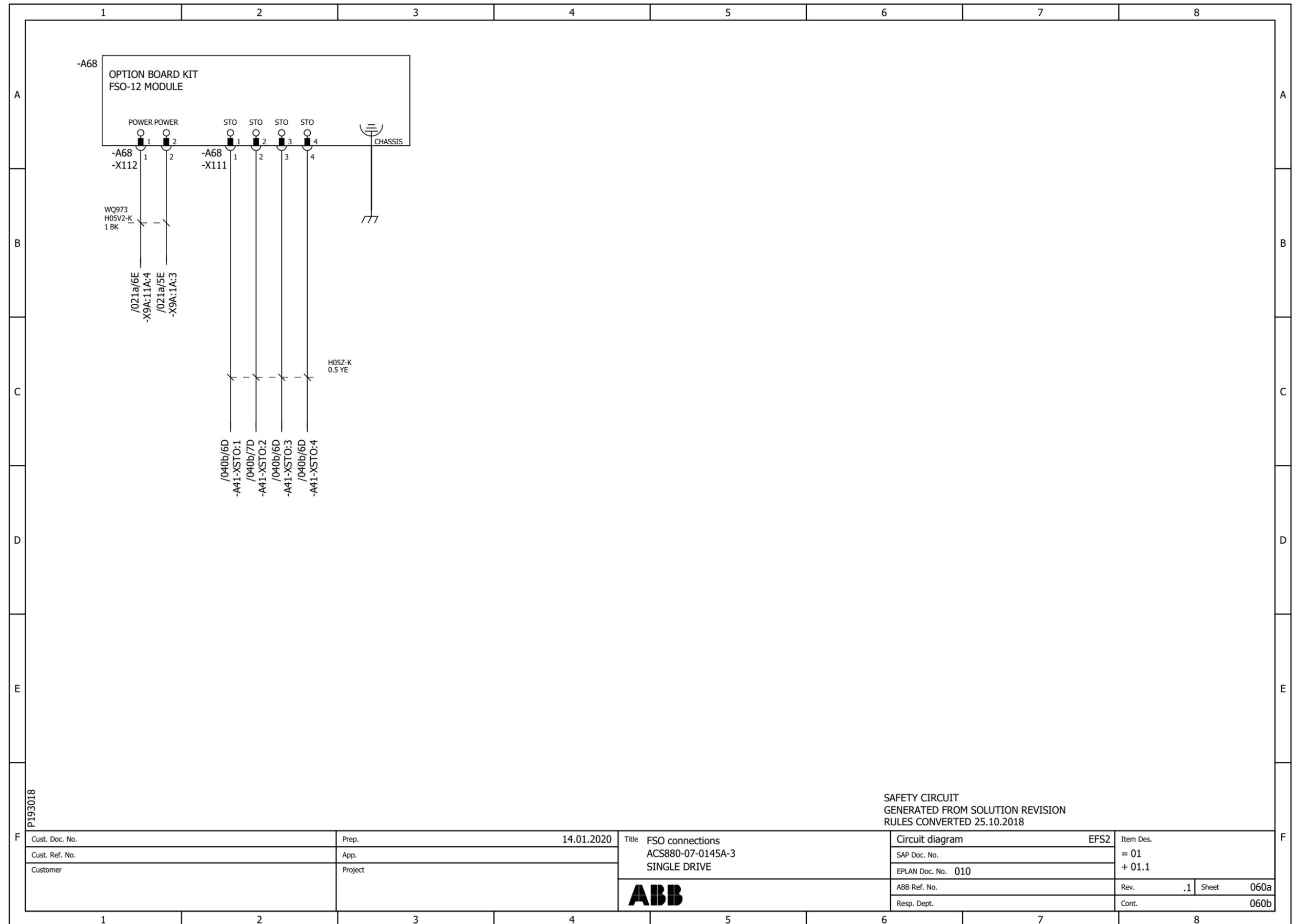
Title	ATEX PTC temperature monitoring ACS880-07-0145A-3 SINGLE DRIVE
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Circuit diagram	EFS2
SAP Doc. No.	
EPLAN Doc. No.	020
ABB Ref. No.	
Resp. Dept.	

Item Des.	= 01 + 01.1.3
Rev.	.1
Sheet	070a
Cont.	

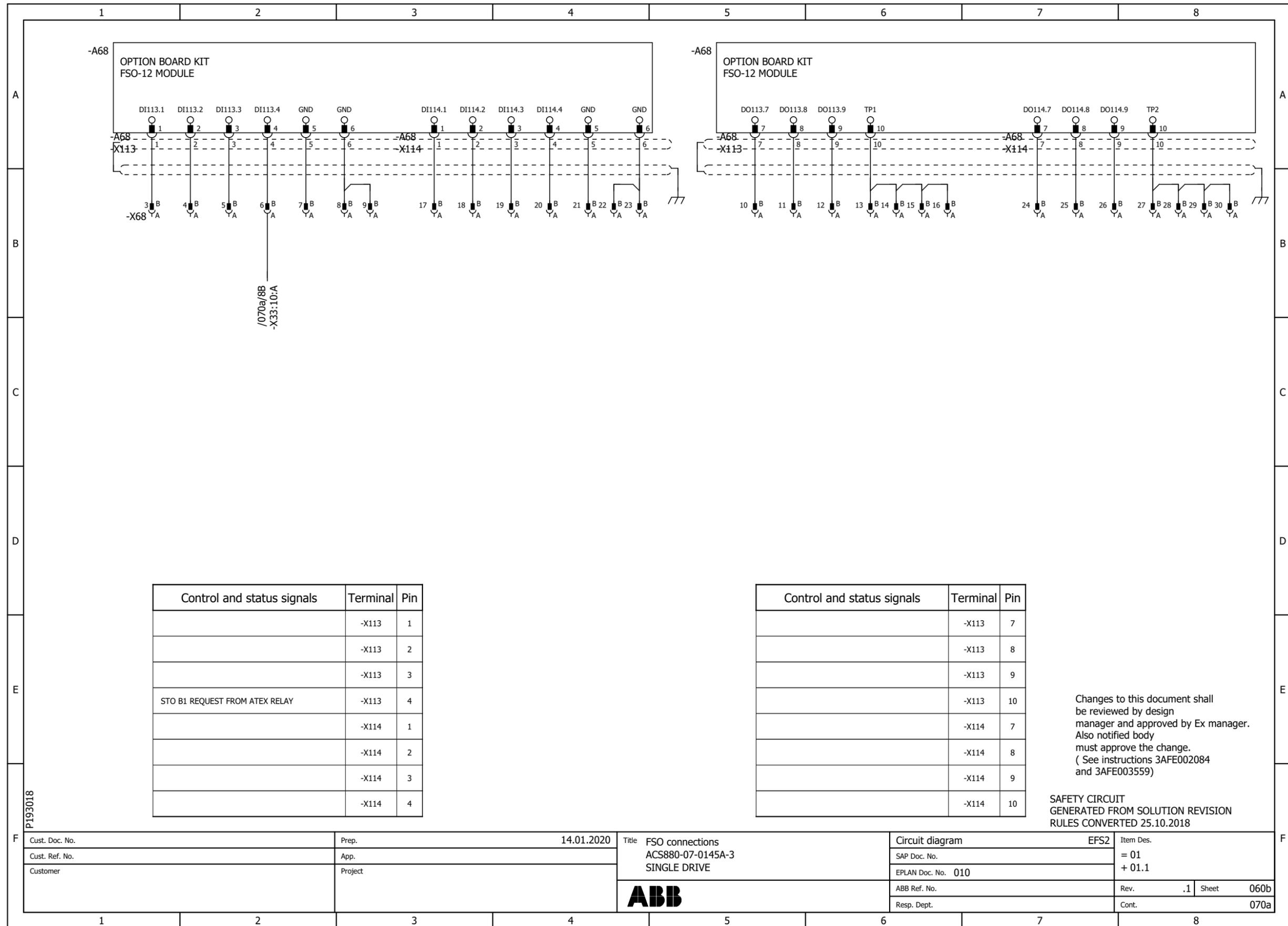
PTC monitoring with two relays and an FSO-12 module (+2L513+Q971+Q973)



PI93018

SAFETY CIRCUIT
GENERATED FROM SOLUTION REVISION
RULES CONVERTED 25.10.2018

Cust. Doc. No.	Prep.	14.01.2020	Title	FSD connections ACS880-07-0145A-3 SINGLE DRIVE	Circuit diagram	EFS2	Item Des.	= 01 + 01.1		
Cust. Ref. No.	App.			SAP Doc. No.						
Customer	Project			EPLAN Doc. No.	010					
				ABB Ref. No.			Rev.	.1	Sheet	060a
					Resp. Dept.				Cont.	060b



Control and status signals	Terminal	Pin
	-X113	1
	-X113	2
	-X113	3
STO B1 REQUEST FROM ATEX RELAY	-X113	4
	-X114	1
	-X114	2
	-X114	3
	-X114	4

Control and status signals	Terminal	Pin
	-X113	7
	-X113	8
	-X113	9
	-X113	10
	-X114	7
	-X114	8
	-X114	9
	-X114	10

Changes to this document shall be reviewed by design manager and approved by Ex manager. Also notified body must approve the change. (See instructions 3AFE002084 and 3AFE003559)

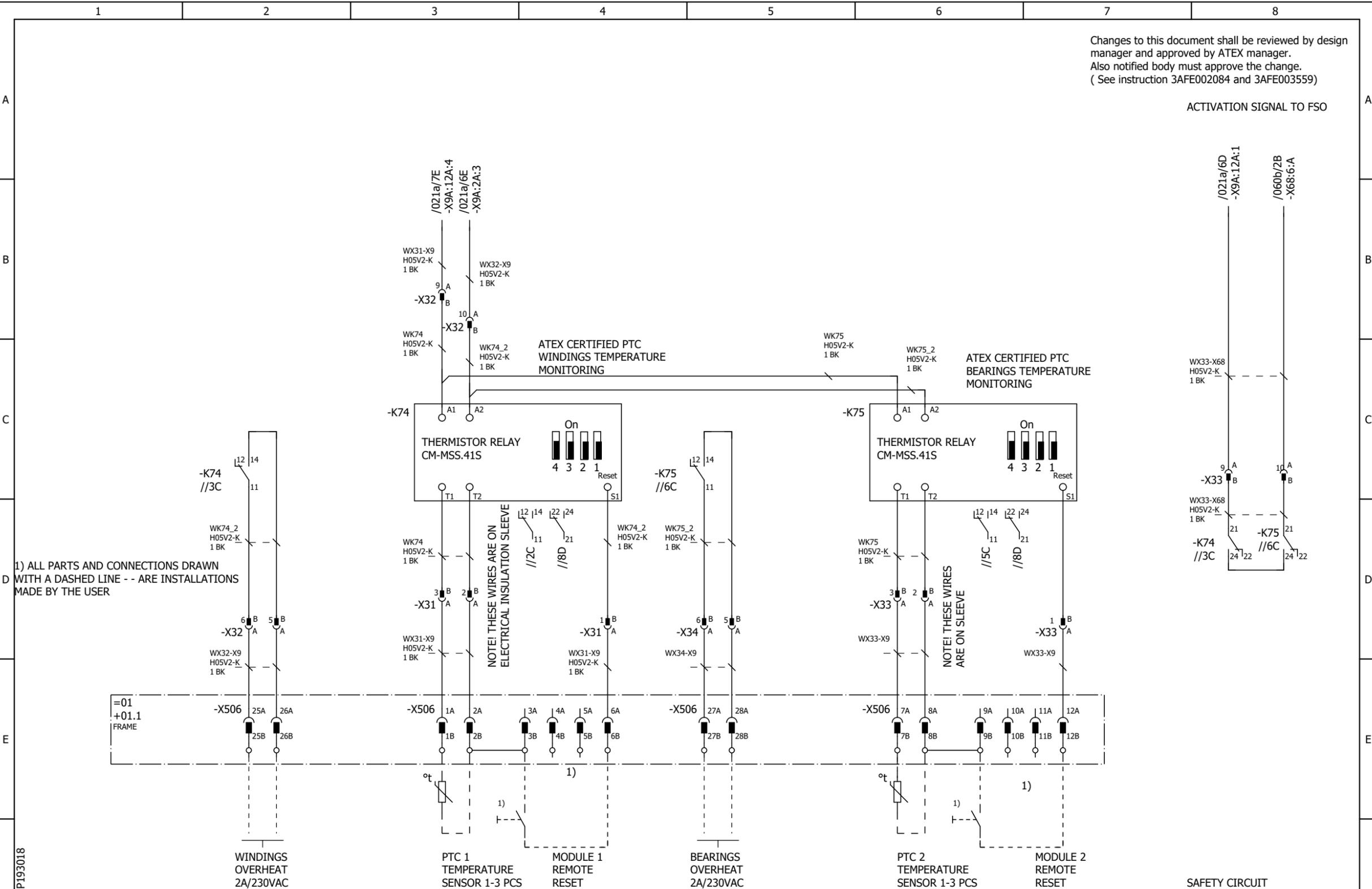
SAFETY CIRCUIT
GENERATED FROM SOLUTION REVISION
RULES CONVERTED 25.10.2018

Cust. Doc. No.	Prep.	14.01.2020	Title FSO connections ACS880-07-0145A-3 SINGLE DRIVE	Circuit diagram	EFS2	Item Des. = 01 + 01.1
	Cust. Ref. No.	App.			SAP Doc. No.	
	Customer	Project			EPLAN Doc. No. 010	
			ABB	ABB Ref. No.	Rev. .1	Sheet 060b
				Resp. Dept.	Cont.	070a

PI93018

Changes to this document shall be reviewed by design manager and approved by ATEX manager. Also notified body must approve the change. (See instruction 3AFE002084 and 3AFE003559)

ACTIVATION SIGNAL TO FSO



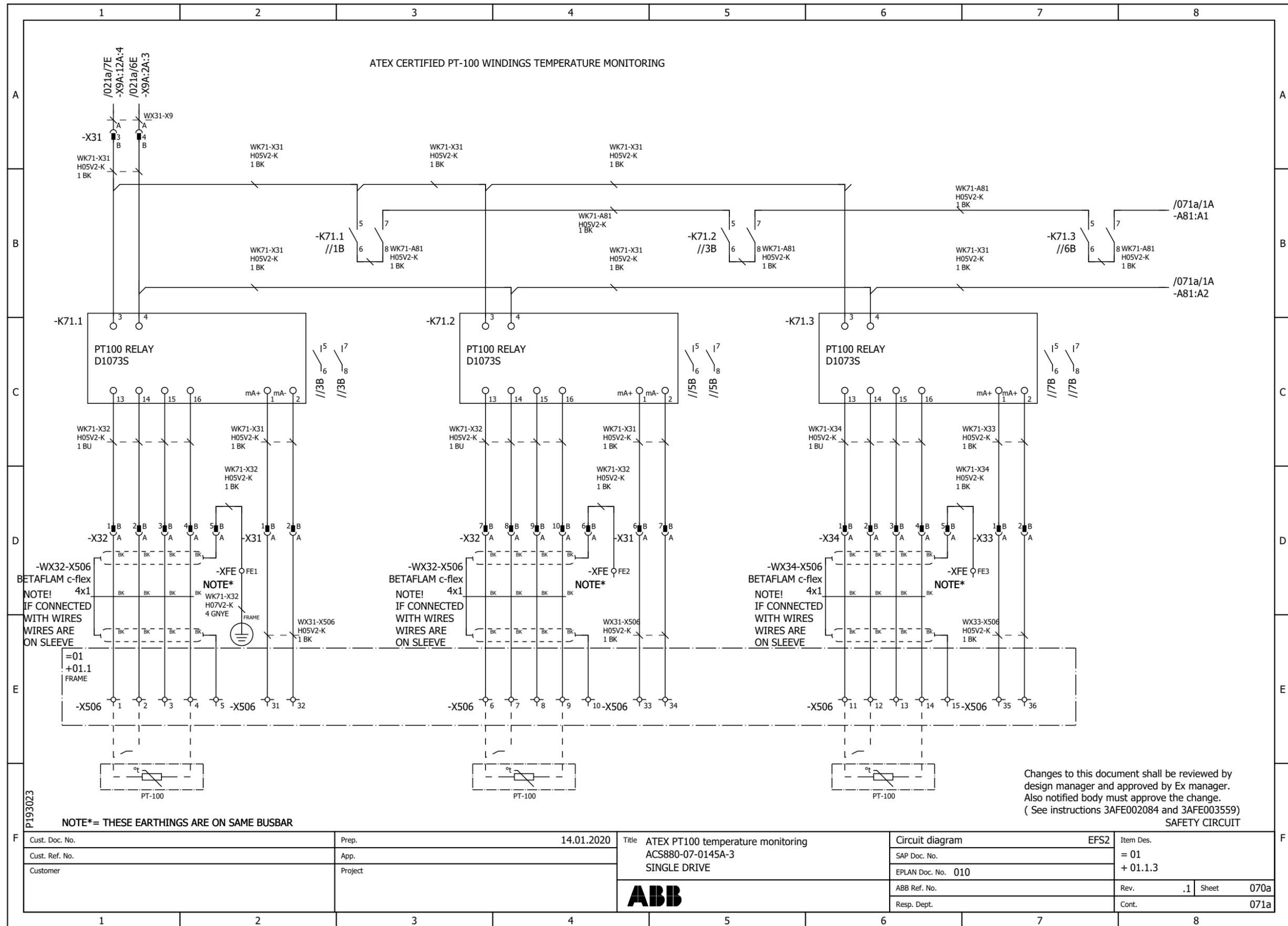
1) ALL PARTS AND CONNECTIONS DRAWN WITH A DASHED LINE -- ARE INSTALLATIONS MADE BY THE USER

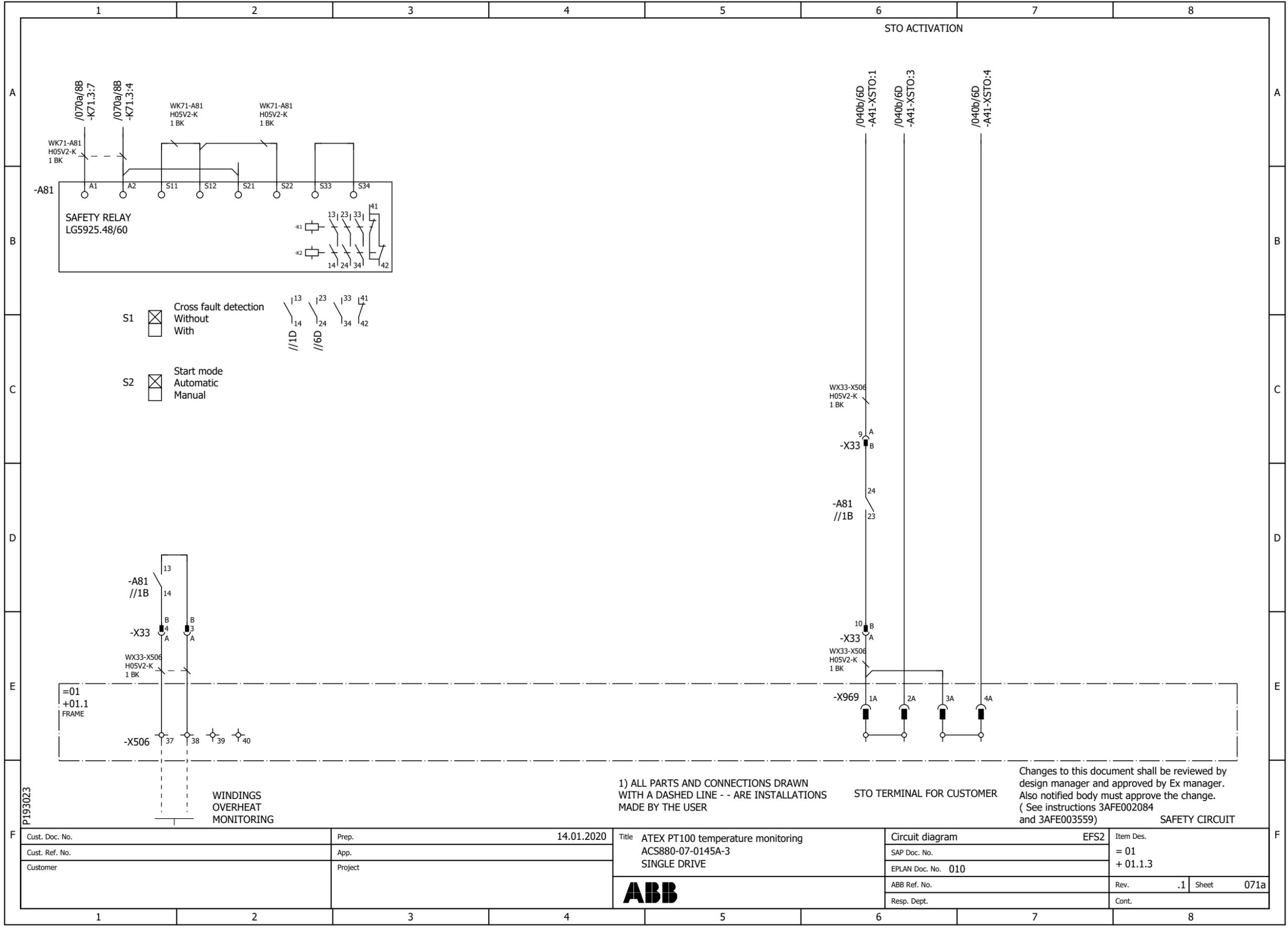
P193018

Cust. Doc. No.	Prep.	14.01.2020	Title	ATEX PTC temperature monitoring	Circuit diagram	Item Des.
Cust. Ref. No.	App.		ACS880-07-0145A-3	SINGLE DRIVE	SAP Doc. No.	= 01
Customer	Project				EPLAN Doc. No.	+ 01.1.3
					ABB Ref. No.	Rev. .1 Sheet 070a
					Resp. Dept.	Cont.



Pt100 monitoring with three relays (+3L514+Q971)





P193023

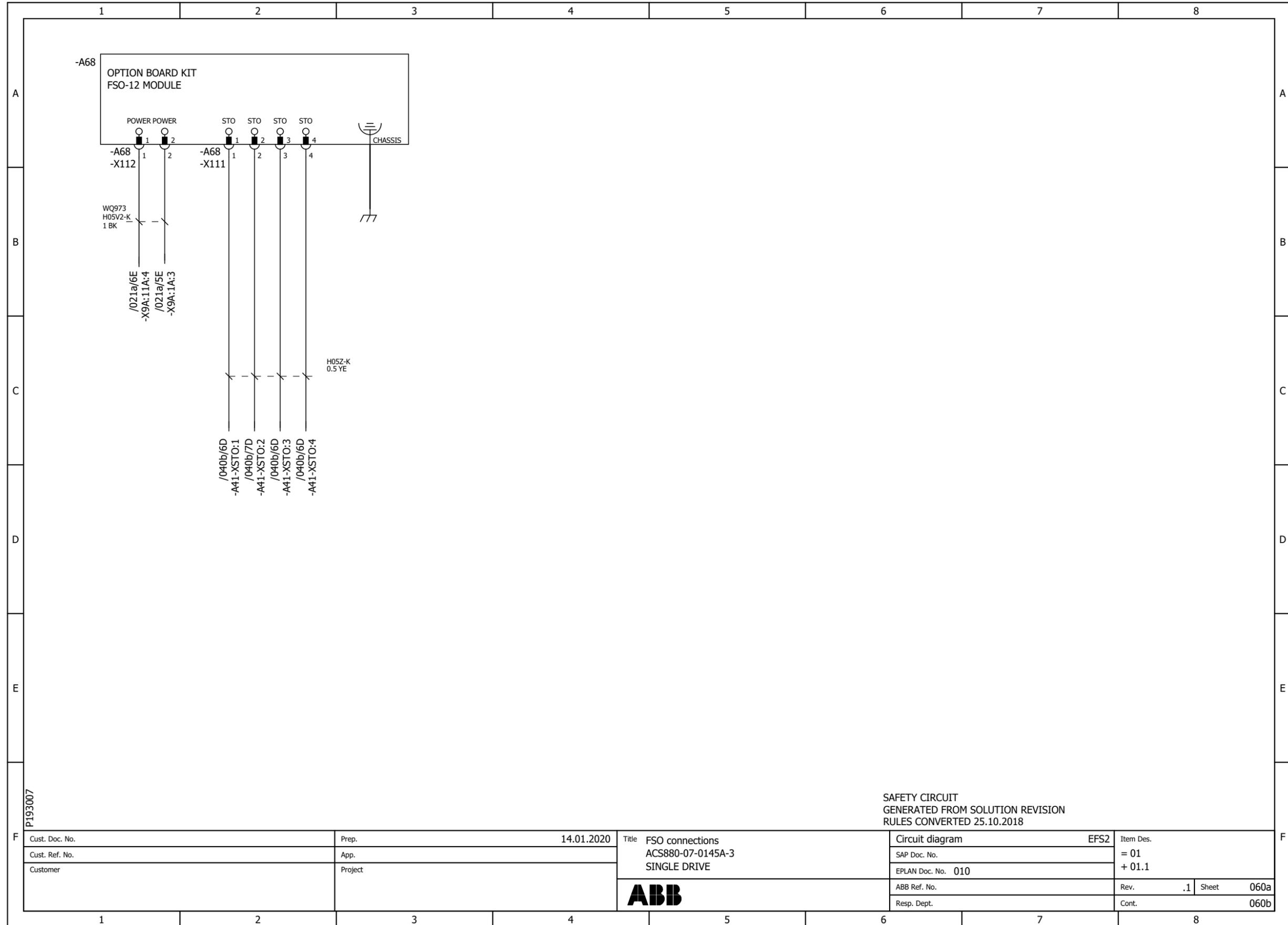
Cust. Doc. No.	Prep.	14.01.2020
Cust. Ref. No.	App.	
Customer	Project	

Title	ATEX PT100 temperature monitoring ACS880-07-0145A-3 SINGLE DRIVE
ABB	

Circuit diagram	EFS2
SAP Doc. No.	
EPLAN Doc. No.	010
ABB Ref. No.	
Resp. Dept.	

Item Des.	= 01 + 01.1.3
Rev.	.1 Sheet 071a
Cont.	

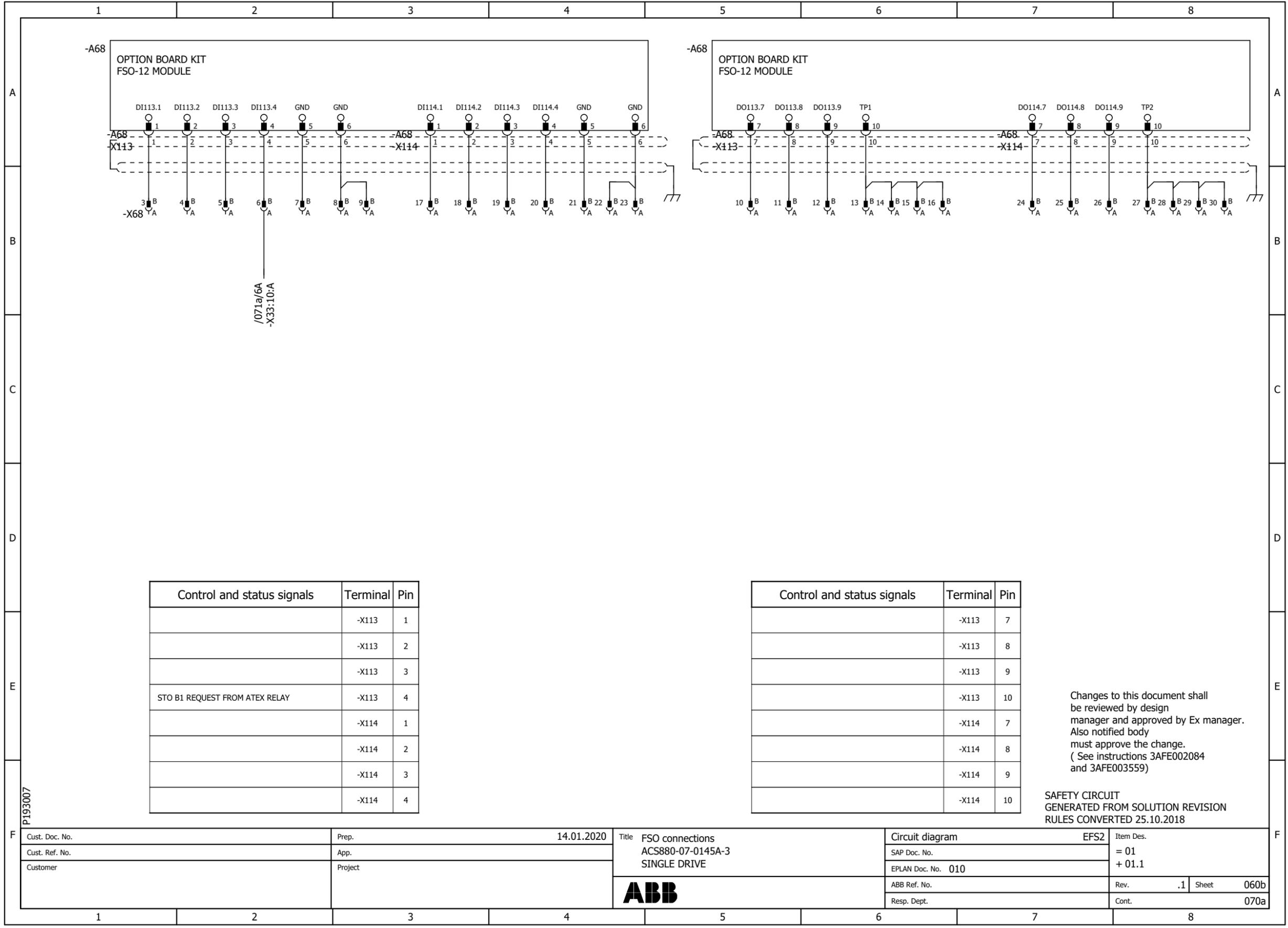
Pt100 monitoring with five relays and an FSO-12 module (+5L514+Q971+Q973)



P193007

SAFETY CIRCUIT
GENERATED FROM SOLUTION REVISION
RULES CONVERTED 25.10.2018

Cust. Doc. No.	Prep.	14.01.2020	Title	F50 connections ACS880-07-0145A-3 SINGLE DRIVE	Circuit diagram	EFS2	Item Des.	= 01 + 01.1
Cust. Ref. No.	App.		ABB		SAP Doc. No.		Rev.	.1
Customer	Project				EPLAN Doc. No.	010	Sheet	060a
					ABB Ref. No.		Cont.	060b
					Resp. Dept.			



Control and status signals	Terminal	Pin
	-X113	1
	-X113	2
	-X113	3
STO B1 REQUEST FROM ATEX RELAY	-X113	4
	-X114	1
	-X114	2
	-X114	3
	-X114	4

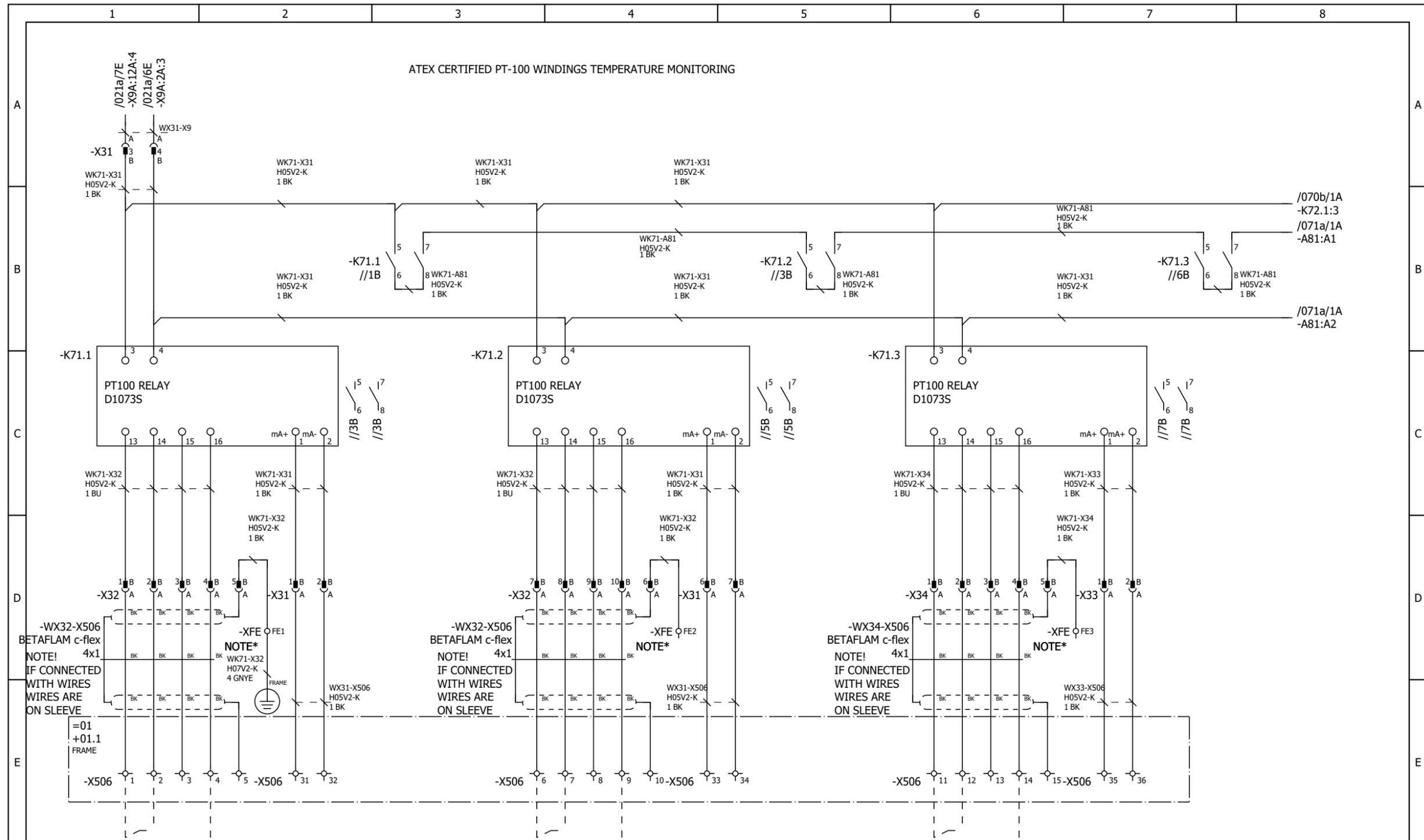
Control and status signals	Terminal	Pin
	-X113	7
	-X113	8
	-X113	9
	-X113	10
	-X114	7
	-X114	8
	-X114	9
	-X114	10

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SAFETY CIRCUIT
GENERATED FROM SOLUTION REVISION
RULES CONVERTED 25.10.2018

P193007

Cust. Doc. No.	Prep.	14.01.2020	Title	FSO connections ACS880-07-0145A-3 SINGLE DRIVE	Circuit diagram	EFS2	Item Des.	= 01 + 01.1
Cust. Ref. No.	App.		ABB	SAP Doc. No.			Rev.	.1 Sheet 060b
Customer	Project			EPLAN Doc. No.	010		Cont.	070a
				ABB Ref. No.				
				Resp. Dept.				



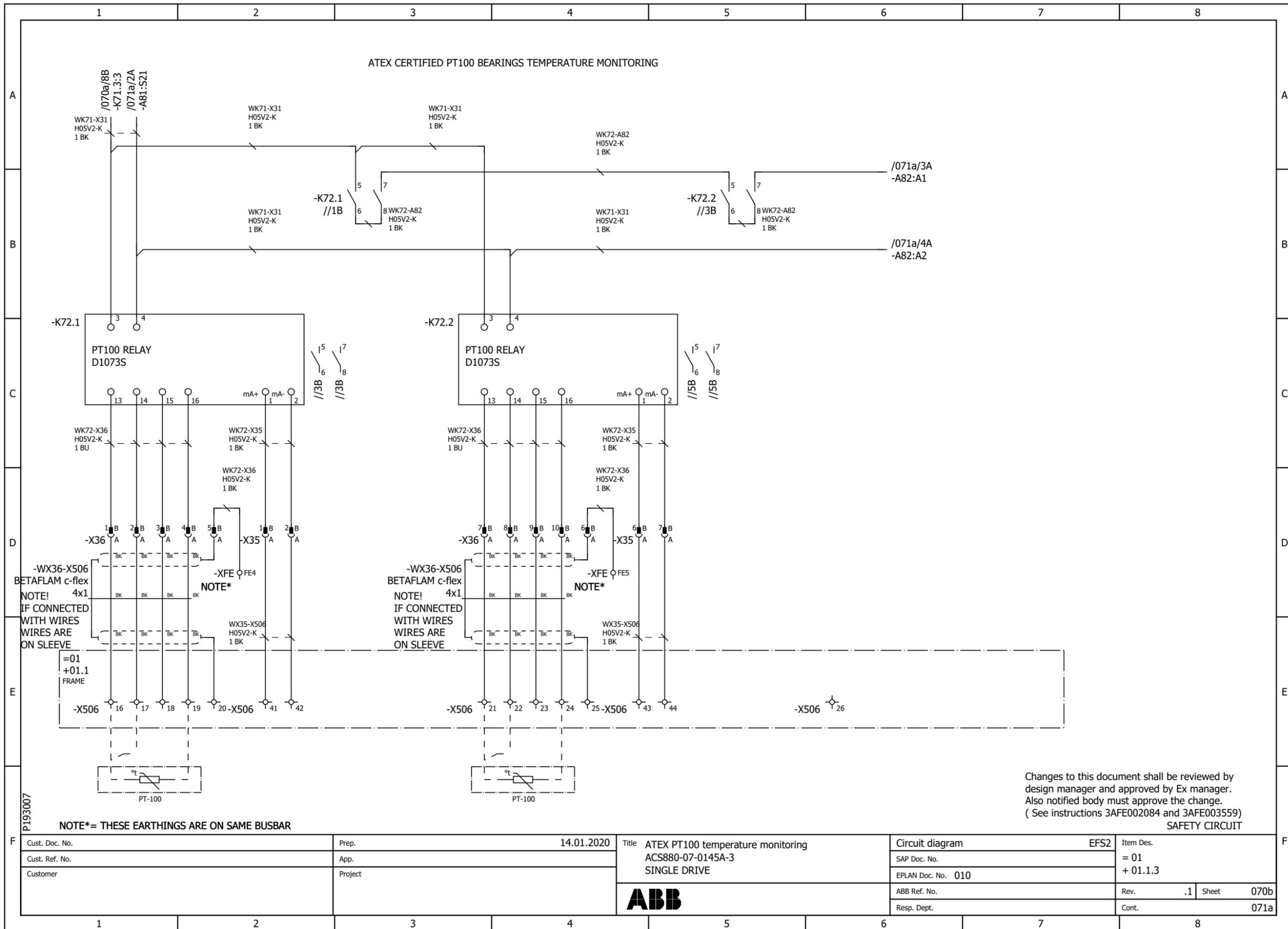
Changes to this document shall be reviewed by design manager and approved by Ex manager. Also notified body must approve the change. (See instructions 3AFE002084 and 3AFE003559) SAFETY CIRCUIT

P193007

NOTE*= THESE EARTHINGS ARE ON SAME BUSBAR

Customer	Cust. Doc. No.	Prep.	14.01.2020	Title	ATEX PT100 temperature monitoring ACS880-07-0145A-3 SINGLE DRIVE	Circuit diagram	EFS2	Item Des.	= 01 + 01.1.3		
	Cust. Ref. No.	App.								SAP Doc. No.	
		Project								EPLAN Doc. No.	010
				ABB Ref. No.				Rev.	.1	Sheet	070a
				Resp. Dept.				Cont.			070b



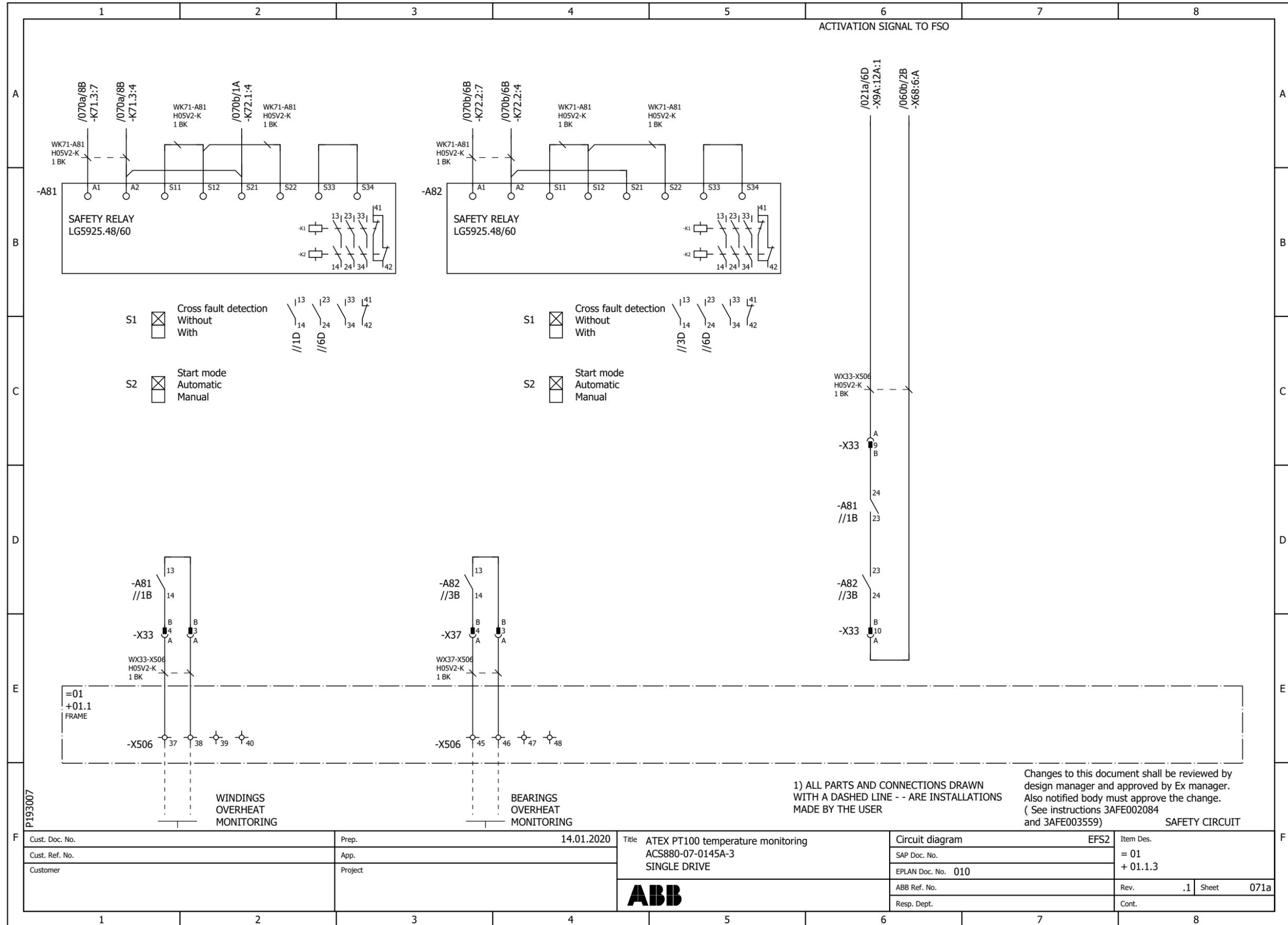


Changes to this document shall be reviewed by design manager and approved by Ex manager. Also notified body must approve the change. (See instructions 3AFE002084 and 3AFE003559) SAFETY CIRCUIT

P193007

NOTE*= THESE EARTHINGS ARE ON SAME BUSBAR

Cust. Doc. No.	Prep.	14.01.2020	Title	ATEX PT100 temperature monitoring	Circuit diagram	EFS2	Item Des.	= 01
Cust. Ref. No.	App.			ACS880-07-0145A-3	SAP Doc. No.		+ 01.1.3	
Customer	Project			SINGLE DRIVE	EPLAN Doc. No.	010	Rev.	.1 Sheet 070b
				ABB	ABB Ref. No.		Cont.	071a
					Resp. Dept.			



1) ALL PARTS AND CONNECTIONS DRAWN WITH A DASHED LINE - - ARE INSTALLATIONS MADE BY THE USER

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SAFETY CIRCUIT

P193007	Cust. Doc. No.	Prep.	14.01.2020	Title	ATEX PT100 temperature monitoring	Circuit diagram	EFS2	Item Des.	= 01 + 01.1.3	
	Cust. Ref. No.	App.			ACS880-07-0145A-3	SAP Doc. No.		Rev.		.1
	Customer	Project			SINGLE DRIVE	EPLAN Doc. No.	010	Sheet		071a
				ABB		ABB Ref. No.		Cont.		

Further information

Product and service inquiries

Address any inquiries about the product to your local ABB representative, quoting the type designation and serial number of the unit in question. A listing of ABB sales, support and service contacts can be found by navigating to www.abb.com/searchchannels.

Product training

For information on ABB product training, navigate to new.abb.com/service/training.

Providing feedback on ABB manuals

Your comments on our manuals are welcome. Navigate to new.abb.com/drives/manuals-feedback-form.

Document library on the Internet

You can find manuals and other product documents in PDF format on the Internet at www.abb.com/drives/documents.



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