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OPTIONS FOR ABB DRIVES

Emergency stop, stop category 0 (option +Q951) for ACS880-07CLC drives

User's manual



Emergency stop, stop category 0 (option +Q951) for ACS880-07CLC drives

User's manual

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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.

Instructions for functional safety circuits

This manual does not contain the complete safety instructions of the drive. It only includes the instructions related to the scope of this manual.

Only a qualified electrical professional who has sufficient knowledge about functional, machine, and process safety is permitted to install, start up and maintain the safety circuit. All user-made changes are on the user's responsibility.



WARNING!

The safety function described in this manual does not isolate the main or auxiliary circuits from the power supply. Before you do work on the drive, or its main or auxiliary circuits, do the steps in section *Electrical safety precautions (page 9)*.



WARNING!

Do the validation test of the safety function at the start-up and also after you make changes to the safety circuit.



WARNING!

Make sure that the functional safety of the machine is maintained in situations where the safety option does not provide protection, for example, during commissioning, system maintenance, fault tracing, or decommissioning.



WARNING!

Obey the safety instructions of the drive. 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.



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.)
 - 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. 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.

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Introduction to the manual

Contents of this chapter

This chapter describes the manual in short and gives some general information for the reader. This chapter also contains a quick reference guide for implementing a safety system.

Applicability

This manual is applicable to ACS880-07CLC drives which have the option: Emergency stop, stop category 0 with main contactor/breaker, with safety relays (option +Q951).

This manual shows the default design of the safety circuit ordered with option code +Q951. The actual design can be different from the default design because of customer-defined modifications. Always refer to the documentation delivered with the drive.

Target audience

This manual is intended for people who install, commission, use and service the safety function. Read the manual before working on the unit. You are expected to know the fundamentals of electricity, wiring, electrical components, electrical schematic symbols, and functional safety.

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.

Quick reference guide for taking a safety function into use

Task	<input checked="" type="checkbox"/>
Connect the user-defined wiring (if any). See the wiring instructions in this manual and the circuit diagrams delivered with the drive.	<input type="checkbox"/>
Check and/or set the safety function related parameters (as listed in this manual).	<input type="checkbox"/>
Do the validation test to make sure that the implemented system meets the safety requirements. You can find the instructions for the validation test in this manual.	<input type="checkbox"/>
Document the validation test procedure. You can find the guidelines for the validation test report in this manual.	<input type="checkbox"/>

Related documents

Name	Code
Drive hardware	
ACS880-07CLC drives hardware manual	3AXD50000131457
Drive firmware	
ACS880 primary control program firmware manual	3AUA0000085967
ACS880 primary control program quick start-up guide	3AUA0000098062
ACS880 diode supply control program firmware manual	3AUA0000103295
PC tools	
Drive composer start-up and maintenance PC tool user's manual	3AUA0000094606
Functional safety design tool user's manual	TT201312111015
Safety	
Functional safety; Technical guide No. 10	3AUA0000048753
ABB Safety information and solutions	www.abb.com/safety
Options	
Emergency stop, stop category 0 (option +Q951) for ACS880-07CLC drives user's manual	3AXD50000709830
ACX-AP-x assistant control panels user's manual	3AUA0000085685
Other documents	
Circuit diagrams	Delivered with the drive
Part lists	Delivered with the drive
Safety data report (if ordered with option +P947)	

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



[ACS880-07CLC manuals](#)

Terms and abbreviations

Term	Description
Cat.	Classification of the safety-related parts of a control system in respect of their resistance to faults and their subsequent behavior in the fault condition, and which is achieved by the structural arrangement of the parts, fault detection and/or by their reliability. The categories are: B, 1, 2, 3 and 4. (EN ISO 13849-1)
CCF	Common cause failure (%) (EN ISO 13849-1)
Control unit	Control board built in a housing (often rail-mountable)
DC	Diagnostic coverage (EN ISO 13849-1)
DI	Digital input
DIIL	Digital input interlock
Drive	Frequency converter for controlling AC motors
E-stop	Emergency stop
Frame, frame size	Physical size of the drive or power module
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)
PFH	Average frequency of dangerous failures per hour (IEC 61508)
PL	Performance level. Levels a...e correspond to SIL (EN ISO 13849-1)
Proof test	Periodic test performed to detect failures in a safety-related system so that, if necessary, a repair can restore the system to an "as new" condition or as close as practical to this condition. (IEC 61508, IEC 62061)
SC	Systematic capability (IEC 61508)
SIL	Safety integrity level (1...3) (IEC 61508)
SILCL	Maximum SIL (level 1...3) that can be claimed for a safety function or subsystem (IEC/EN 62061)
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).
Supply unit	Supply module(s) under control of one control unit, and related components.
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. The same interval must be followed to keep the PL capability (EN ISO 13849) valid. Note that any T_1 values given cannot be regarded as a guarantee or warranty.

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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. (EN ISO 13849-1)
Validation	Confirmation by, for example, analysis that the safety system meets the functional safety requirements of the specific application.
Verification	Confirmation by, for example, testing that the safety system meets the requirements set by the specification.

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Option description

Contents of this chapter

This chapter describes the +Q951 emergency stop option and its settings.

Overview

Option +Q951 corresponds to an uncontrolled stop in accordance with stop category 0 (IEC/EN 60204-1). When the user gives the emergency stop command, the drive opens the main contactor/breaker, which disconnects the input power from the drive. The motor coasts to a stop.

The drive main circuit is de-energized while the emergency stop is active and the main contactor/breaker is open, but the auxiliary circuit stays energized. Note that activating the emergency stop function does not isolate the drive or motor from dangerous voltages.

The design principles of the option +Q951 comply with EN ISO 13850.

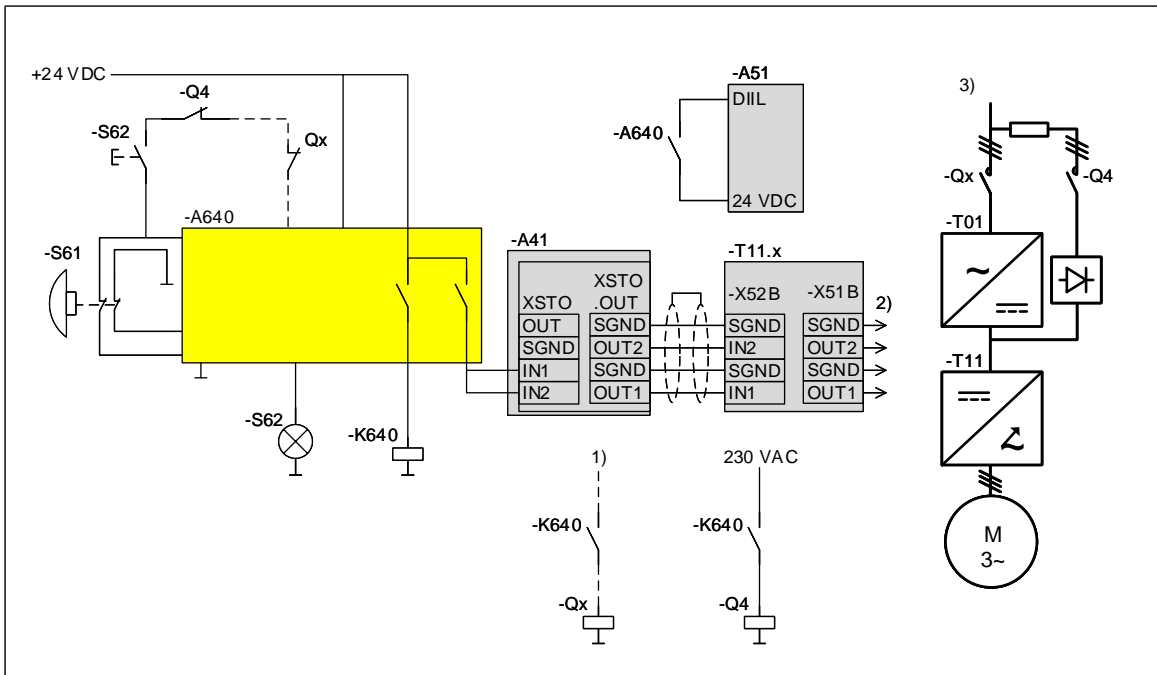
For a list of related standards and European directives, see section [Related standards and directives \(page 37\)](#).

Operation principle

The figure shows a simplified operation principle. The user is responsible for the installation of the main contactor/breaker and its control and monitoring circuits. Also, the implementation

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of the charging circuit can be different than shown in the figure. For a detailed description, refer to the circuit diagrams delivered with the drive.



---	The dashed line in the figure shows a user-defined installation.
A41	Inverter control unit
A51	Supply control unit
A640	Emergency stop safety relay
K640	Safety relay
S61	Emergency stop button
S62	Emergency stop reset button with indicator light
Qx	Main contactor/breaker (user-defined)
Q4	Charging contactor (option +F272)
T01	Supply unit
T11	Inverter unit which contains inverter module(s)
T11.x	Inverter module
1)	Supply voltage for main contactor/breaker control (user-defined)
2)	Connection to parallel inverter modules (if any)
3)	Main circuit

Step	Operation
	Initial status: The drive is in operation and the motor is running.
1	The user pushes the emergency stop button [S61]. This activates the emergency stop function.
2	The emergency stop safety relay [A640] de-energizes XSTO inputs IN1 and IN2 of the inverter control unit [A41]. This activates the inverter unit Safe torque off function. The emergency stop safety relay [A640] de-energizes the DIIL input on the supply control unit [A51]. This gives the emergency stop command to the supply unit. The emergency stop safety relay [A640] de-energizes the safety relay [K640]. The safety relay [K640] opens the main contactor/breaker [Qx], which disconnects the input power from the supply unit [T01]. The charging contactor [Q4] is opened, if the emergency stop is activated during charging.

Step	Operation
3	The emergency stop reset button indicator light [S62] comes on.
4	The motor coasts to a stop.
5	Normal operation resumes after the user: <ul style="list-style-type: none"> • releases the emergency stop button [S61] to the normal (up) position • pushes the emergency stop reset button [S62] for 0.1 ... 3 seconds • resets the faults from the drive (if the drive tripped on a fault) • makes sure that the drive receives the start signal (depends on the configuration, see the firmware manual).

Fault reaction function

Definition: A safety function requires a “fault reaction function” that tries to initiate a safe state if it detects a failure in the safety system.

The fault reaction function of the emergency stop safety relay trips the system, if it detects a failure in the safety circuit (for example, short circuit between signals, open circuit, or redundancy fault).

If a fault is detected, the fault reaction function:

- activates the emergency stop command
- activates the drive STO function
- opens the main contactor/breaker
- keeps the safe state activated and the emergency stop reset button indicator light on until the fault is repaired and the safety function is reset.

Note: Resetting the safety function is not possible, if the reset circuit in the emergency stop safety relay is open.

Hardware settings

The hardware settings for the safety function are set at the factory.

The emergency stop safety relay [A640] is set to the manual reset mode at the factory. Do not change this setting.

For more information, see the circuit diagrams delivered with the drive.



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Electrical installation

Contents of this chapter

This chapter describes the wiring of the safety option done at the factory and contains guidelines for making user connections.

Wiring

**WARNING!**

Obey the safety instructions of the drive. 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.

One emergency stop button is installed on the cabinet door and connected to the emergency stop safety relay [A640] at the factory. There are double contacts in the emergency stop button and double wiring (two-channel connection) between the button and the emergency stop safety relay. The emergency stop safety relay [A640] detects cross faults and faults across one contact from the emergency stop button.

The drive does not have a factory-installed main contactor/breaker. You must install one and connect its control circuit and status monitoring circuit to the drive. Refer to the drive hardware manual and the circuit diagrams delivered with the drive.

Note: The safety system and all user-made connections are on the user's responsibility.



Parameter settings

Contents of this chapter

This chapter contains the parameter settings related to the safety function.

Inverter unit parameter settings

The table that follows gives the parameters related to the safety function in the ACS880 primary control program. The parameters are set at the factory.

No.	Name	Default value ¹⁾	Description
31.22	STO indication run/stop	Warning/Warning	Selects which indications are given when the Safe torque off (STO) function is activated. <i>Warning/Warning</i> is the recommended setting.

¹⁾ Value set by ABB at the factory for the default design.

Supply unit parameter settings

The table that follows gives the parameters related to the safety function in the ACS880 supply control programs. The parameters are set at the factory.

No.	Name	Default value ¹⁾	Description
121.04	Emergency stop mode	Stop and warning	Selects the way the supply unit is stopped when an emergency stop command is received.
121.05	Emergency stop source	DIIL	Selects the source of the emergency stop signal. This parameter cannot be changed while the supply unit is running.

¹⁾ Value set by ABB at the factory for the default design.

For more information, see the firmware manuals.

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Use of the safety function

Contents of this chapter

This chapter describes the use of the safety function with factory default settings.

Activating the safety function

Activation procedure:

1. Push the emergency stop button [S61]. The emergency stop is activated and the button locks in the “ON” (open) position.

When the emergency stop is active, the following indications are shown:

- the inverter unit control program has the warning *Emergency stop* active
- the supply unit control program has the warning *Emergency stop* active
- the emergency stop reset button indicator light [S62] on the cabinet door is on.

If configured with parameter 31.22 *STO indication run/stop*, an indication for Safe torque off is shown when the drive STO is activated.

Resetting the safety function



WARNING!

Make sure that the drive does not start accidentally. This can occur after the reset of the safety function, if a level-triggered start command and the start enable signal are on at the same time.

1. Turn the emergency stop button [S61] until it releases.
 2. Push the emergency stop reset button [S62] on the cabinet door for 0.1 ... 3 seconds. The emergency stop reset button indicator light [S62] goes off, and the emergency stop is deactivated.
-

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3. If necessary, reset faults from the drive.
4. If necessary, close the main contactor/breaker.
5. Make sure that the drive receives the start signal.
6. You can now restart the drive.

For more information, see the hardware and firmware manuals.

Note: You must also reset the emergency stop safety relay [A640] with the emergency stop reset button [S62] each time after you energize the relay. If you do not reset the relay, you cannot close the main contactor/breaker.

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Start-up and validation test

Contents of this chapter

This chapter describes the start-up, validation test procedure, and validation of the safety function.

Validation of the safety functions

You must do a validation test to make sure that the safety function operates correctly and according to the safety requirements.

■ 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. This person must document and sign the test procedures and report.

■ Validation procedure

You must do the validation test using the checklist given in this manual and the validation test plan of the complete safety system:

- 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. 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.

Start-up and validation test

You must use the Drive composer PC tool or a control panel to do the start-up and validation test.

Action	<input checked="" type="checkbox"/>
 WARNING! Obey the safety instructions. If you ignore them, injury or death, or damage to the equipment can occur.	<input type="checkbox"/>
Initial status	
Make sure that the drive is ready for use, that is, you have done the tasks of the drive start-up procedure. See the hardware manual.	<input type="checkbox"/>
Make sure that the STO function is configured and validated. See the hardware manual.	<input type="checkbox"/>
Checks and settings with no voltage connected	
Stop the drive and do the steps in section <i>Electrical safety precautions (page 9)</i> before you start the work.	<input type="checkbox"/>
If you have done any connections for the emergency stop circuit on site (such as wiring of additional emergency stop buttons, connection of shipping splits of large drives, etc.), check the connections against the applicable circuit diagrams.	<input type="checkbox"/>
<u>Inverter units with parallel R8i inverter modules:</u>	
Make sure that the XSTO.OUT output on the inverter control unit [A41] is chained to the STO inputs of all inverter modules.	<input type="checkbox"/>
Make sure that the hardware settings of the safety function are set as defined in this manual.	<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 functions are correct. See chapter <i>Parameter settings</i> .	<input type="checkbox"/>



Action	<input checked="" type="checkbox"/>
Validation test	
<p>ABB recommends that you monitor at least these signals with the Drive composer PC tool:</p> <ul style="list-style-type: none"> •01.01 Motor speed used (rpm) •01.02 Motor speed estimated (rpm) •01.07 Motor current (A) •01.10 Motor torque (%) •06.18 Start inhibit status word •23.01 Speed ref ramp input (rpm) •23.02 Speed ref ramp output (rpm) •90.01 Motor speed for control (rpm) •<u>When using an encoder, also:</u> 90.10 Encoder 1 speed (rpm) 	<input type="checkbox"/>
Make sure that it is safe to start, run and stop the motor(s) during the test.	<input type="checkbox"/>
Start the drive and make sure that the motor is running. If possible, use a motor speed close to the maximum speed of the application.	<input type="checkbox"/>
Push the emergency stop button [S61].	<input type="checkbox"/>
Make sure that the drive stops the motor by coasting and that the correct warnings and indications are shown.	<input type="checkbox"/>
Make sure that the emergency stop reset button indicator light [S62] comes on.	<input type="checkbox"/>
Make sure that the main contactor/breaker opens as described in this manual.	<input type="checkbox"/>
<p>Make sure that the drive generates none of these faults:</p> <ul style="list-style-type: none"> •STO hardware failure (5090) •Safe torque off 1 loss (FA81) •Safe torque off 2 loss (FA82) <p>If the drive generates these faults, see the fault tracing instructions in this manual.</p>	<input type="checkbox"/>
Make sure that you cannot close the main contactor/breaker with the operating switch or by other means.	<input type="checkbox"/>
Make sure that you cannot start the drive or motor from any control location. Make sure that the drive or motor does not start when you switch the start signal off and on, or push the start key of the panel when the panel is in local control mode.	<input type="checkbox"/>
Switch off the drive start signal.	<input type="checkbox"/>
Turn the emergency stop button [S61] until it releases and returns to the up position.	<input type="checkbox"/>
Push the emergency stop reset button [S62] to reset the emergency stop circuit.	<input type="checkbox"/>
Make sure that the emergency stop reset button indicator light [S62] goes off.	<input type="checkbox"/>
<p>Power up the drive:</p> <ul style="list-style-type: none"> •If the drive tripped on a fault, reset the faults from the drive •Make sure that the operating switch is set to ON (1) •Switch on the drive start signal. <p>For more information, see the hardware manual.</p>	<input type="checkbox"/>
Restart the drive and make sure that the drive and the motor operate normally.	<input type="checkbox"/>
Do the test again from each operating location (for every emergency stop button and reset button).	<input type="checkbox"/>
Create a backup file of the drive parameters with the Drive composer PC tool or control panel.	<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

Contents of this chapter

This chapter provides general diagnostics and troubleshooting tips.

Fault tracing

The emergency stop safety relay [A640] type is Phoenix Contact PSR-MC34.

This table gives the indications of the Phoenix Contact PSR-MC34 relay:

PWR LED	IN1/2 LED	K1 LED	K2 LED	State
ON	OFF	OFF	OFF	All relays are not activated. The sensor circuit is off. Possible error, see the data sheet of the relay.
ON	ON	OFF	OFF	The sensor circuit is active. Relays K1 and K2 are ready to start and await reset/start command.
ON	ON	ON	ON	The sensor circuit is active. All relays are picked up.
Other LED combination				Possible error, see the data sheet of the relay.

For more information, see the data sheet of the relay (www.phoenixcontact.com).

Use a multimeter to measure the STO circuit connections, if the drive generates one or more of these faults:

- STO hardware failure (5090)
- Safe torque off 1 loss (FA81)
- Safe torque off 2 loss (FA82)

Refer to the circuit diagrams delivered with the drive.

For more fault tracing possibilities, see the hardware and firmware manuals of the drive.

Reporting problems and failures related to safety functions

Contact ABB.

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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
- replacing the main contactor/breaker before the end of its specified lifetime.

See the contactor/breaker data sheet or manual.

If you change the wiring or a component after the start-up, 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 interval

Proof tests are used to detect failures in the safety function. To do a proof test, use the validation test procedure given in this manual.

Periodic proof testing of the safety function is necessary to maintain the required SIL/PL-level. In high demand mode of operation, the maximum proof test interval is 20 years. In low

demand mode of operation, the maximum proof test interval is 1 year (high or low demand as defined in IEC 61508, IEC/EN 62061 and EN ISO 13849-1). Regardless of the mode of operation, it is a good practice to do the proof test for the safety function at least once a year. It is also a good practice to include the proof test for the safety function in the routine maintenance program of the machinery.

The person responsible for the design of the complete safety system should also note the Recommendation of Use CNB/M/11.050 published by the European co-ordination of Notified Bodies for Machinery concerning dual-channel safety-related systems with electromechanical outputs:

- When the safety integrity requirement for the safety function is SIL 3 or PL e (cat. 3 or 4), the proof test for the function must be done at least every month.
- When the safety integrity requirement for the safety function is SIL 2 (HFT = 1) or PL d (cat. 3), the proof test for the function must be done at least every 12 months.

This is a recommendation and depends on the required (not achieved) SIL/PL. For example, contactors, breakers, safety relays, contactor relays, emergency stop buttons, switches, etc. are typically safety devices which have electromechanical outputs. The STO circuit of the drive does not have electromechanical outputs.

Functional safety components

The mission time of functional safety components is 20 years which equals the time during which failure rates of electronic components remain constant. This applies to the components of the standard Safe torque off circuit as well as any modules, relays and, typically, any other components that are part of functional safety circuits.

The expiry of mission time terminates the certification and SIL/PL classification of the safety function. The following options exist:

- Renewal of the whole drive and all optional functional safety module(s) and components.
- Renewal of the components in the safety function circuit. In practice, this is economical only with larger drives that have replaceable circuit boards and other components such as relays.

Note that some of the components may already have been renewed earlier, restarting their mission time. The remaining mission time of the whole circuit is however determined by its oldest component.

Contact your local ABB service representative for more information.

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.

Residual risk

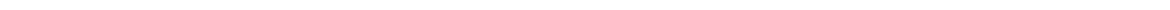
The safety functions are used to reduce the recognized hazardous conditions. In spite of this, it is not always possible to eliminate all potential hazards. Thus, the warnings for the residual risks must be given to the operators.

Intentional misuse

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

Decommissioning

When you decommission an emergency stop circuit or a drive, make sure that the functional safety of the machine is maintained by other means until the decommissioning is completed.





Technical data

Contents of this chapter

This chapter lists the safety data, describes the ambient conditions and gives a list of standards related to the product.

Safety data

■ Safety data values

The safety data is valid for the default design of the safety circuit described in this manual. If the final design is different from the default and the customer has ordered safety data calculations (option +P947), ABB calculates new safety data and delivers it separately to the customer.

The safety data calculations are based on the following assumptions on the operation of the main contactor/breaker [Qx]:

- It is switched at low load current (normal use, ~0%, AC-1).
- It is used for the emergency stop once a month.
- It is used for the ordinary on and off once a day.

Drive type	Contact- or ¹⁾	SIL / SIL- CL	PL	PFH ²⁾ [1/h]	PFD _{avg}	DC ³⁾ [%]	SC	Cat.	HFT	CCF	Mis- sion time [a]	T ₁ ^{4) 5)} [a]
ACS880-07CLC	-	2	d	2.73E-7	7.4E-4	≥90	3	2	0	65	20	20 / 1

Drive type	Contact- or ¹⁾	SIL / SIL- CL	PL	PFH ²⁾ [1/h]	PFD _{avg}	DC ³⁾ [%]	SC	Cat.	HFT	CCF	Mis- sion time [a]	T ₁ ^{4) 5)} [a]
ACS880-07CLC with option +F272 ⁶⁾	AF16 - AF30 charging contactor	2	d	5.02E-7	5.9E-4	≥90	3	2	0	65	20	20 / 1
3AXD10000097591 K												

- 1) Contactors installed by the user will have an effect on the safety data.
- 2) PFH values according to EN ISO 13849.
- 3) In low demand mode, DC of electromechanical devices is considered as 0%, and therefore no overall DC value is claimed in low demand mode.
- 4) See also the Recommendation of Use CNB/M/11.050 published by the European coordination of Notified Bodies for lower T₁ requirement.
- 5) T₁ = 20 a stands for high demand use. T₁ = 1 a is used with low demand mode of operation.
- 6) With internal charging circuit and charging contactor.

Note: If T₁ > 1 a is needed in low demand mode of operation, SIL 1 / PL c levels shall be used and PFD calculated separately.

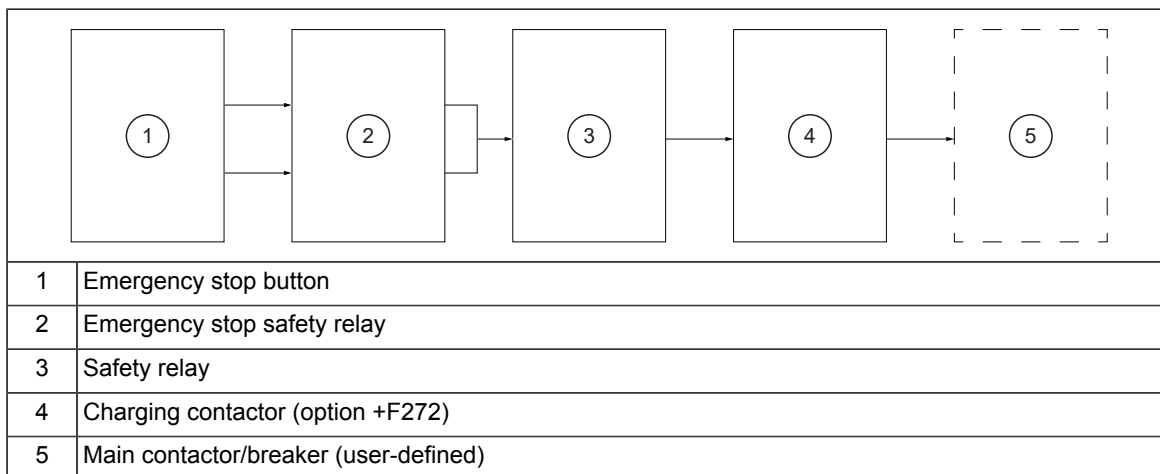
■ **Safety component types**

Safety component types as defined in IEC 61508-2:

- emergency stop button: type A
- safety relay(s): type A
- charging contactor: type A

■ **Safety block diagrams**

The components that are included in the safety data calculations are shown in the safety block diagram(s). The components not included in the delivery are not included in the safety data calculations.



■ Relevant failure modes

Relevant failure modes are:

- the main contactor/breaker does not open when requested. (All contactor/breaker failures are considered dangerous.)
- internal failures of safety relays and the emergency stop button. These failures are included in the PFH value of the function.

■ Fault exclusions

Fault exclusions (not considered in the calculations):

- short and open circuits in the cables of the safety circuit
- short and open circuits in the cabinet terminal blocks of the safety circuits.

■ Operation delays

Emergency stop total delay: less than 250 ms.

Ambient conditions

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

Related standards and directives

Standard	Name
EN ISO 12100:2010	Safety of machinery – General principles for design – Risk assessment and risk reduction
EN ISO 13849-1:2015	Safety of machinery – Safety-related parts of control systems – Part 1: General principles for design
EN ISO 13849-2:2012	Safety of machinery – Safety-related parts of control systems – Part 2: Validation
EN ISO 13850:2015	Safety of machinery – Emergency stop – Principles for design
EN 60204-1:2018 IEC 60204-1:2016	Safety of machinery – Electrical equipment of machines – Part 1: General requirements
IEC 61326-3-1:2017	Electrical equipment for measurement, control and laboratory use - EMC requirements - Part 3-1: Immunity requirements for safety-related systems and for equipment intended to perform safety-related functions (functional safety) - General industrial applications
IEC 61508-1:2010	Functional safety of electrical/electronic/programmable electronic safety-related systems - Part 1: General requirements
IEC 61508-2:2010	Functional safety of electrical/electronic/programmable electronic safety-related systems - Part 2: Requirements for electrical/electronic/programmable electronic safety-related systems
IEC 61511-1:2016	Functional safety – Safety instrumented systems for the process industry sector – Part 1: Framework, definitions, system, hardware and application programming requirements
EN 61800-5-2:2007 IEC 61800-5-2:2016	Adjustable speed electrical power drive systems – Part 5-2: Safety requirements – Functional

Standard	Name
EN 62061:2005 + AC:2010 + A1:2013 + A2:2015 IEC 62061:2015 Ed. 1.2	Safety of machinery – Functional safety of safety-related electrical, electronic and programmable electronic control systems
2006/42/EC	European Machinery Directive
Other	Machine-specific C-type standards

Compliance with the European Machinery Directive

The drive is an electronic product which is covered by the European Low Voltage Directive. However, the drive internal safety function of this manual is in the scope of the Machinery Directive as a safety component. This function complies with European harmonized standards such as IEC/EN 61800-5-2. The declaration of conformity is delivered with the drive.

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.

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