

SYSTEM DRIVES

ACS1000i air-cooled

User manual



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ACS1000i	User manual	3BHS206977 E01	M	en	2/154

CONTENTS

1. About this manual.....	11
1.1. Equipment covered by this manual	11
1.2. Structure of the user documentation	11
1.3. Terms and definitions	12
1.4. Related documents	14
1.4.1. Maintenance	14
1.4.2. Technical data	14
1.4.3. Schematics.....	14
1.4.4. Specifications and guidelines	14
1.4.5. Serial communication interfaces	14
1.4.6. Encoder	15
1.5. Target groups and required qualification	15
1.5.1. Handling	15
1.5.2. Mechanical installation	15
1.5.3. Electrical installation	15
1.5.4. Operation	15
1.5.5. Maintenance	16
1.6. User's responsibilities	16
1.7. Intended use of equipment	16
1.8. Quality certificates and applicable standards	17
1.8.1. Standards.....	17
1.9. Items covered by delivery	18
1.10. Identifying the delivery	18
1.11. Document conventions	19
2. Important safety information.....	20
2.1. Safety messages and safety signs in this document	20
2.1.1. Safety messages	20
2.1.2. Safety signs.....	20
2.2. Product safety labels	21
2.3. Electrical safety.....	21
2.3.1. General safety instructions.....	21
2.3.2. The seven steps that save lives.....	22
2.4. Possible residual risks	23
2.5. Main circuit breaker protection device	25
2.5.1. Safety and protection requirements	26
2.5.2. Minimum requirements for MCB and MCB control	26
2.6. Maintenance recommendation.....	27
3. Power electronics and cabinet features	28
3.1. Overview	28
3.2. Main components of the drive system	29
3.3. Power supply configurations.....	30
3.3.1. Main power supply configurations	30
3.3.2. Auxiliary power supply configurations	31
3.4. Drive topology	32
3.4.1. Overview	32
3.4.2. Terminal compartment.....	34
3.4.3. Control compartment and terminal compartment.....	35

3.4.4.	Transformer and rectifier compartment	36
3.4.5.	Rectifier	36
3.4.6.	Grounding switch.....	37
3.4.7.	Preparation for mechanical interlock at ground switch (option)	39
3.4.8.	Protection IGCTs.....	40
3.4.9.	Inverter	40
3.4.10.	Filter	40
3.4.11.	Cooling system	41
3.4.12.	Optional Braking Chopper	45
3.5.	Cabinet design	48
3.5.1.	Mechanical design	48
3.5.2.	Additional cabinets.....	49
3.6.	Door locking system.....	50
3.6.1.	Optional cabinets.....	51
3.7.	Arc resistant design (optional)	51
3.7.1.	Internal arc classification.....	51
3.7.2.	Power compartment doors	52
3.7.3.	Associated protection requirement	52
3.8.	Space heaters	52
4.	Control system	53
4.1.	Overview	53
4.2.	Main components	54
4.2.1.	Local control panel.....	54
4.2.2.	AMC circuit board.....	55
4.3.	I/O interfaces.....	59
4.3.1.	IOEC I/O modules	59
4.3.2.	Serial communication interface (fieldbus)	64
4.3.3.	Pulse encoder interface NTAC (option)	64
5.	Transportation, storage and disposal	65
5.1.	Safety.....	65
5.2.	Transport conditions.....	65
5.3.	Unpacking and inspection	65
5.4.	Lifting and transportation	65
5.4.1.	Lifting attachment types	66
5.4.2.	Lifting with lifting plates	67
5.4.3.	Lifting additional cabinets with top rails.....	68
5.4.4.	Lifting with rotating eyebolts	69
5.4.5.	Installing or reinstalling lifting attachments.....	70
5.4.6.	Sling configuration for crane lifting with a spreader frame	71
5.5.	Storage.....	72
5.5.1.	Storage conditions	72
5.5.2.	Storing the drive.....	72
5.5.3.	Storage and handling of spare parts.....	73
5.6.	Disposal of packaging materials and components	73
6.	Mechanical installation	74
6.1.	Safety.....	74
6.2.	Overview of installation work.....	74
6.3.	General notes on installation	74
6.3.1.	Dimensions and clearances.....	74
6.3.2.	Cabinet roof.....	74

6.3.3.	Fire protection	74
6.3.4.	Cable duct material	74
6.4.	Preparing the floor	75
6.5.	Fixing the cabinet to the floor	75
6.6.	Installing the fans	76
6.7.	Additional cabinet compartments	81
7.	Electrical installation	82
7.1.	Safety	82
7.2.	Overview of installation work	82
7.3.	Cable requirements	82
7.4.	Ground cable connection and cable shield connections	83
7.5.	Power cables, ground cables and equipotential bonding conductor	84
7.5.1.	Safety	84
7.5.2.	Determining the cable length	84
7.5.3.	MV cable entry from top	85
7.5.4.	MV cable entry from bottom	88
7.5.5.	Connecting the cables	91
7.6.	Auxiliary power, control and serial communication cables	93
7.6.1.	Preparing the cable entry and the cables	93
7.6.2.	Preparing cables for cable entries with cable glands	94
7.6.4.	Connecting additional cabinets	95
7.7.	Final checks	95
8.	Commissioning	96
8.1.	Overview	96
8.1.1.	Required qualification	96
8.1.2.	Commissioning procedure	96
8.1.3.	Commissioning checklist	96
8.1.4.	Customer assistance	96
8.1.5.	Customer acceptance	96
8.2.	Commissioning checklists	97
8.2.1.	Mechanical installation checklist	97
8.2.2.	Electrical installation checklist	97
8.2.3.	Main circuit breaker (MCB) checklist	97
8.2.5.	Insulation tests checklist	98
8.2.6.	Power supply checklist	98
8.2.7.	Miscellaneous checklist	98
8.2.4.	Motor checklist	98
9.	Operation	99
9.1.	Safety	99
9.2.	Overview	99
9.3.	Operating conditions	99
9.4.	Local operator panel	99
9.5.	Status messages	101
9.5.1.	Start sequence of the drive	102
9.5.2.	Stop sequence of the drive	103
9.5.3.	Emergency off sequence of the drive	103
9.6.	Starting the drive	104
9.6.1.	Checks before starting the drive	104
9.6.2.	Starting the drive remotely	104
9.6.3.	Starting the drive locally	104

9.7.	Stopping the drive.....	107
9.8.	Emergency-off	107
9.8.1.	Initiating an emergency-off.....	108
9.8.2.	Starting the drive after an emergency-off.....	108
10.	CDP control panel	109
10.1.	Overview	109
10.2.	CDP control panel functions.....	110
10.3.	CDP control panel modes.....	110
10.3.1.	Identification mode	110
10.3.2.	Actual signals mode	111
10.3.3.	Parameters mode.....	118
10.3.4.	Functions mode.....	124
10.4.	Local and remote control	126
10.4.1.	Local control	126
10.4.2.	Remote control	127
10.5.	Operational commands.....	128
10.5.1.	Setting the direction of rotation	128
10.5.2.	Entering a reference value.....	130
11.	Preventive and corrective maintenance.....	132
11.1.	General information.....	132
11.1.1.	Required qualification	132
11.1.2.	Maintenance schedule	132
11.1.3.	Logbook.....	132
11.1.4.	Spare parts.....	132
11.2.	Identifying electrical equipment	133
11.2.1.	Device identification.....	133
11.2.2.	Cables and wires	133
11.2.3.	Understanding wiring diagrams.....	133
11.3.	Alarm / fault indications.....	134
11.3.1.	Messages.....	134
11.3.2.	Error message levels.....	134
11.3.3.	Fault handling	134
11.3.4.	Standard troubleshooting procedure.....	135
11.4.	Removing the CDP control panel.....	136
11.5.	LEDs and switches on circuit boards.....	137
11.5.1.	AMC circuit board.....	137
11.5.2.	IOEC I/O modules	138
11.6.	Corrective maintenance	139
11.6.1.	Safety.....	139
11.6.2.	De-energizing the drive locally.....	140
11.6.3.	Grounding	142
11.6.4.	Grounding switch is not released	143
11.6.5.	Checking the release conditions for the grounding switch	144
11.6.6.	Visual checks on the drive	145
11.6.7.	Cleaning the drive	146
11.6.8.	Checking wire and cable connections	146
11.6.9.	Cleaning and replacing filter mats.....	147
11.6.10.	Inspecting and replacing batteries	149
11.6.11.	Replacing a fan unit	151

FIGURES

Fig. 1.	Delivered items	18
Fig. 2.	Product warning label examples (label placement depends on the drive)	21
Fig. 3.	Drive system overview	25
Fig. 4.	MCB opening timing diagram	27
Fig. 5.	ACS1000i air-cooled	28
Fig. 6.	Block diagrams of the drive	29
Fig. 7.	Drive overview with power supplies	30
Fig. 8.	ACS1000i air-cooled with combined input disconnecter and grounding switch	32
Fig. 9.	ACS1000i air-cooled with grounding switch	33
Fig. 10.	Terminal compartment with (A) input disconnecter and without (B) input disconnecter	34
Fig. 11.	Control compartment with open door	35
Fig. 12.	Transformer and rectifier compartment with combined (A) input disconnecter and with (B) grounding switch	36
Fig. 13.	Switchgear of the drive	37
Fig. 14.	Grounding switch unlocked lamp (1)	38
Fig. 15.	Grounding the drive	38
Fig. 16.	Lockout options for (A) grounding switch and (B) input disconnecter	39
Fig. 17.	Example of a customer-specific trapped (1) key interlock system	39
Fig. 18.	Three-level voltage source inverter principle	40
Fig. 19.	Voltage and current waveforms at drive output	40
Fig. 20.	Fan configurations and air flow	41
Fig. 21.	Fan groups - AC and EC fans	42
Fig. 22.	Fan groups - EC fans only	42
Fig. 23.	Operating times of the AC fan units during (A) continuous drive operation and (B) intermittent drive operation	43
Fig. 24.	44
Fig. 25.	Operating principles of redundant EC fans	44
Fig. 26.	ACS1000i with (1) braking chopper	45
Fig. 27.	Principle diagram	45
Fig. 28.	Braking chopper design	46
Fig. 29.	ACS1000i with an (1) additional cabinet	49
Fig. 30.	Door locks	50
Fig. 31.	IAC label example	51
Fig. 32.	Door bolts	52
Fig. 33.	Optional space heaters	52

Fig. 34.	Block diagram of control system with (A) customer interface, (B) control system, and (C) power electronics	53
Fig. 35.	Control compartment.....	54
Fig. 36.	AMC circuit board	55
Fig. 37.	Direct torque control	56
Fig. 38.	PID control mode	58
Fig. 39.	IOEC interfaces overview	59
Fig. 40.	IOEC module.....	62
Fig. 41.	IOEC module identification	63
Fig. 42.	NTAC-02 pulse encoder interface	64
Fig. 43.	Lifting attachment types	66
Fig. 44.	Lifting plate fasteners	70
Fig. 45.	Torque wrench socket for rotating eyebolt (not included in delivery)	70
Fig. 46.	Transporting the drive by crane	71
Fig. 47.	Cutouts in drive roof -(A) back and (B) front	76
Fig. 48.	Standard fan installation	77
Fig. 49.	Lifting a fan unit	78
Fig. 50.	Large fan installation	79
Fig. 51.	Small fan installation over a roof cutout for a large fan	80
Fig. 52.	Fan installation material	80
Fig. 53.	Bolt location at the back of a fan unit.....	81
Fig. 54.	Grounding the drive system	83
Fig. 55.	Top cable entry – installation material	85
Fig. 56.	Bolt locations for cable entry box on terminal compartment roof (A is the back and B is the front of the compartment).....	86
Fig. 57.	Insulating barrier placement for top cable entry.....	87
Fig. 58.	Bottom cable entry – Installation material	88
Fig. 59.	Bolt locations on terminal compartment roof for the galvanized steel plate	89
Fig. 60.	Bracket location on insulating barrier.....	90
Fig. 61.	Insulating barrier placement for bottom cable entry.....	90
Fig. 62.	Power cable terminals in a (A) terminal compartment without an input disconnecter and a (B) terminal compartment with an input disconnecter	91
Fig. 63.	Bolted busbar connections	92
Fig. 64.	Cable entry from (A) top, from (B) bottom.....	93
Fig. 65.	Top entry for auxiliary power and control cables	94
Fig. 66.	Preparing control cables for cable glands.....	94
Fig. 67.	Shield grounding point for encoder cable.....	95
Fig. 68.	Local operator panel	100
Fig. 69.	CDP control panel	109
Fig. 70.	Control panel - Actual signals mode	113

Fig. 71.	Control panel - Parameters mode	120
Fig. 72.	Control panel - Functions mode	124
Fig. 73.	Device identification	133
Fig. 74.	AMC circuit board	137
Fig. 75.	IOEC module.....	138
Fig. 76.	Location of I/O modules and fuses	143
Fig. 77.	Cleaning and replacing filter mats N.....	147
Fig. 78.	Control compartment – battery location	149
Fig. 79.	Control compartment - replacing the batteries.....	150
Fig. 80.	Rotating eyebolt locations on fan unit.....	152

—

TABLES

Table 1 Braking ratings.....47

Table 2 ABB arc resistant classes..... 51

Table 3 IOEC module configuration - analog inputs 60

Table 4 IOEC module configuration - analog outputs 60

Table 5 IOEC module configuration - digital inputs 60

Table 7 24 V internal voltage supply.....61

Table 6 IOEC module configuration - digital inputs61

Table 8 IOEC module identification 63

Table 9 Lifting attachment specifications 70

Table 10 Fan configurations.....77

Table 11 Parameter groups 118

Table 12 Filter mat specifications.....147

1. About this manual

1.1. Equipment covered by this manual

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

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

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

1.2. Structure of the user documentation

The documentation for a standard drive consists of this document and the following project-specific appendices.

NOTE – These appendices are NOT included in this document.

- **Appendix A - Additional manuals** provides manuals about additional equipment delivered with the drive (such as project-specific options such as pulse encoder or fieldbus interfaces), or information on modifications of the standard drive.
- **Appendix B - Technical data** contains the technical data sheets of the drive.
- **Appendix C - Mechanical drawings** provides the outline drawings of the drive. The drawings are generated according to the customer-specific project.
- **Appendix D - Wiring diagrams** contains the circuit diagrams with information on device identification, cross-reference and device identification conventions. The diagrams are generated according to the customer-specific project.
“Setting of protective devices” is generated according to the customer-specific project.
- **Appendix E - Parts list** produced for each project and contains all information to identify a component.
- **Appendix F - Test reports and certificates** provides the test reports of the drive. Quality certificates, and codes and standards the drive complies with are added if necessary for the project.
- **Appendix G - Signal and parameter table** includes descriptions of actual signals, control and status words, and control parameters and their default settings.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 11/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

1.3. Terms and definitions

For the purposes of this document, the following terms apply. Some of these terms are unique to ABB and might differ from the normal usage.

Term	Definition
ACS1000i	ACS1000i fully integrated air-cooled drive with input transformer.
AMC circuit board	Application and Motor Controller The digital signal processor is the heart of the control system of the drive.
Cluster	A cluster is a synonym for a group of hardware modules of the drive control system.
CDP	Control and display panel Basic user interface for operating and monitoring the drive when local operating mode is selected.
DDCS	Distributed drive control system DDCS is an acronym for a serial communication protocol designed for data transfer via optical fibers.
Drive	Short form for ACS1000i drive
Drive system	The drive system includes all equipment used to convert electrical into mechanical power to give motion to the machine.
DriveBus	Communication link dedicated for ABB drives
DriveDebug	DriveDebug is part of ABB's DriveWare® software tools for drives using the DDCS communications protocol. DriveDebug runs on computers with Windows® operating systems. DriveDebug is a specialist's tool used to diagnose, tune and troubleshoot ABB drives.
DriveWindow	DriveWindow is a DriveWare® product. DriveWindow is a 32 bit Windows® application for commissioning and maintaining ABB drives equipped with optical communication links.
Equipment	Frequency converter and related equipment
EMC	Electromagnetic compatibility All measures to suppress electromagnetic disturbances caused by different electrical equipment in the same electromagnetic environment, and to strengthen the immunity of the equipment to such disturbances.
Ground	Earth
To ground	The conducting path (eg, conductor) between the electric equipment (eg, frequency converter) and the earth. The electric equipment is connected to the earth, eg, by a grounding set or a grounding switch.
INU	Inverter unit of the drive. The INU converts the DC voltage to the required AC motor voltage and frequency.
IOEC module	The IOEC module is an active input and output device for digital and analog signals.
Line voltage	RMS voltage of the main power supply of the drive
MCB	Main circuit breaker The MCB is a major protection device of the drive and is the main connection and disconnection point between the main power supply and the drive.

Term	Definition
Molykote	Brand name for lubricants
NETA-21	Monitoring and diagnostics tool that allows access to the drive from any location in the world via a secure Internet connection.
PCB	Printed circuit board
PCC	Point of common coupling The PCC is the point in the electrical power supply system where the responsibility of the utility changes to the industrial customer. The utility is responsible to provide clean voltage and current with respect to harmonic distortion up to the PCC. The industrial customer is responsible not to distort voltage and current by its electrical systems.
PID controller	Proportional-integral-derivative controller Control loop feedback system for controlling process variables (eg, pressure, flow)
PE	Protective earth
PPCS	Power plate communication system PPCS is an acronym for a serial communication protocol designed for data transfer via optical fibers between AMC circuit board and INTERface circuit boards.
PPE	Personal protective equipment
PTW	Permit to work
RTD	Resistance temperature detector or device The RTD is a temperature sensor where the change in electrical resistance is used to measure the temperature.
Supervisory signal	Indicates the operating condition of a circuit or device.
SW	Software
TC	Short form for terminal compartment of the drive
UPS	Uninterruptible power supply
Zero speed threshold	Used in the manual to indicate that the drive has reached the value “zero speed” that is set in a parameter. The value can be set in the range of 0 and maximum speed (the unit for the speed is rpm).

1.4. Related documents

1.4.1. Maintenance

Title	ABB ID
ACS1000i preventive maintenance schedule	3BHS855276 E01

1.4.2. Technical data

Title	ABB ID
Technical data from DriveSmart. Configuration software for medium voltage drives	

1.4.3. Schematics

Title	ABB ID
Layout drawing	Project-specific

1.4.4. Specifications and guidelines

Title	ABB ID
Retrofit guideline	3BHS301179 E01
Input circuit breaker engineering guideline	3BHS104785 E01
Induction motor specification	3BHS260163 E01
Power cable specification	3BHS189994 E01
Power cables engineering guideline	3BHS542290 E01
Auxiliary power and control cables guideline	3BHS813742 E01
Mechanical interlock	3BHS261596 E01
ACS1000 Mechanical door interlock system UL application note	3BHS261596 E03
Transformer protection relay settings application settings	3BHS217968 E01
Fixing and lifting details ACS1000i	3BHS853482 E01

1.4.5. Serial communication interfaces

Title	ABB ID
Ethernet - NETA-21 remote monitoring tool user manual	3AUA0000096939
Modbus - NMBA-01 installation and start-up guide	3AFY58919772
Profibus - NPBA-12 installation and start-up guide	3BFE64341588
DeviceNet - NDNA-02 installation and start-up guide	3AFY58919829

1.4.6. Encoder

Title	ABB ID
Installation and start-up guide for the pulse encoder module NTAC-0x	3AFY58919730

1.5. Target groups and required qualification

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

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

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

1.5.1. Handling

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

1.5.2. Mechanical installation

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

1.5.3. Electrical installation

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

1.5.4. Operation

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

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 15/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

1.5.5. Maintenance

The personnel include all persons who

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

1.6. User's responsibilities

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

1.7. Intended use of equipment

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

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

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

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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	16/154

1.8. Quality certificates and applicable standards

The following certificates and conformity declarations are available with ABB:

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

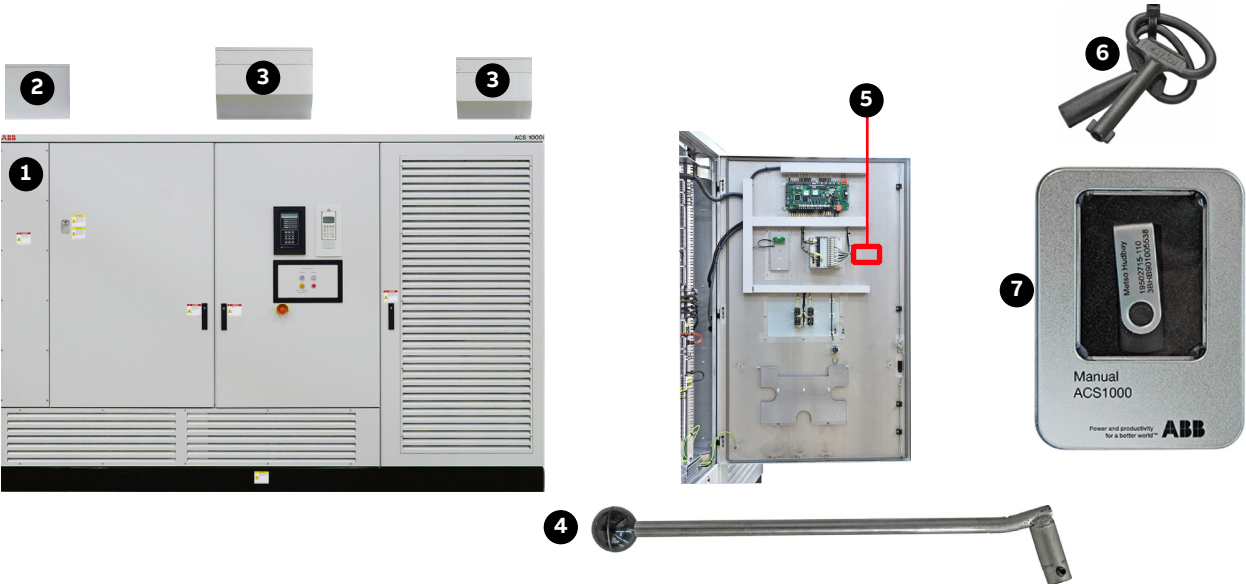
1.8.1. Standards

Standard	Title
ANSI Z535.6	American national standard for product safety information in product manuals, instructions, and other collateral materials
ANSI/ESD S8.1	2021 - ESD Association Standard for the Protection of Electrostatic Discharge Susceptible Items - Symbols”
ISO 3864-2	2004 (E) - Graphical symbols – Safety colors and safety signs – Part 2: Design principles for product safety labels
ISO 7010	2011 (E) - Graphical symbols - Safety colours and safety signs - Registered safety sign
EN 50110	European standard code for electrical work safety
ISO 13849-1	Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design, section 6.2.6 Category 3
IEC 60204-1	Safety of machinery - Electrical equipment of machines - Part 1: General requirements
IEC 60721-3-1	Classification of environmental conditions: Classification of groups of environmental parameters and their severities; Storage
IEC 60721-3-2	Classification of environmental conditions - Part 3-2: Classification of groups of environmental parameters and their severities - Transportation and Handling
IEC 60721-3-3	Classification of environmental conditions - Part 3: Classification of groups of environmental parameters and their severities - Section 3: Stationary use at weather-protected location
IEC 62477-2	Safety requirements for power electronic converter systems and equipment – Part 2: Power electronic converters from 1 000 V AC or 1 500 V DC up to 36 kV AC or 54 kV DC
IEC 81346-1	Industrial systems, installations and equipment and industrial products - Structuring principles and reference designations - Part 1: Basic rules

1.9. Items covered by delivery

Referring to Fig. 1, a delivery typically has the following items:

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



Key:

- | | |
|------------------------------|------------------------|
| (1) Drive | (5) Rating label |
| (2) Cable entry box | (6) Door keys |
| (3) Fans | (7) Box with USB stick |
| (4) Input disconnecter lever | |

Fig. 1. Delivered items

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

1.10. Identifying the delivery

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

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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	18/154



1.11. Document conventions

The document uses the following font formats and symbols. See also Section 2.1, “Safety messages and safety signs in this document”, page 20.

Font formats

Convention	Description
✓	Prerequisite for a task
1.	Sequential procedural steps in a task
– •	Non-sequential procedural steps in a task or items in a list
→	Instructions on how to avoid a safety hazard
1)	Numbered list
(1)	Explanation for callout keys in legend under an illustration or refers to a callout key in the main text, eg, “Lift fan (1)” or “Remove cover (1, Fig. 2) and...”
<i>Italic text</i>	Identifies software parameters, eg, <i>16.02 PARAMETER LOCK</i> .
Bold text	Depending on the context, indicates a safety hazard, the text that you type, a software or physical button , or a link to another part of the document
<u>Underlined text</u>	Identifies a hyperlink
<code>Courier font</code>	Identifies software file names and file paths
Cursor	Represents blinking text on a screen

Symbols

Symbol	Description
① ② ③	Callout keys on an illustration
	These pictograms refer to the subject matter of the text.
	See Section 2.1.2, “Safety signs”, page 20.

2. Important safety information



Read this material carefully before working on or around the equipment. Failure to do so can result in serious Injury or DEATH! Keep for future reference.

2.1. Safety messages and safety signs in this document

This document uses ANSI Z535.6 signal words, ISO 7010 safety signs, and ISO 3864-2 colors to highlight safety-related information.

2.1.1. Safety messages



This is the safety alert symbol. It is used to alert you to potential physical injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.



Danger indicates a hazardous situation which, if not avoided, will result in death or serious injury.



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



Caution indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.



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

2.1.2. Safety signs

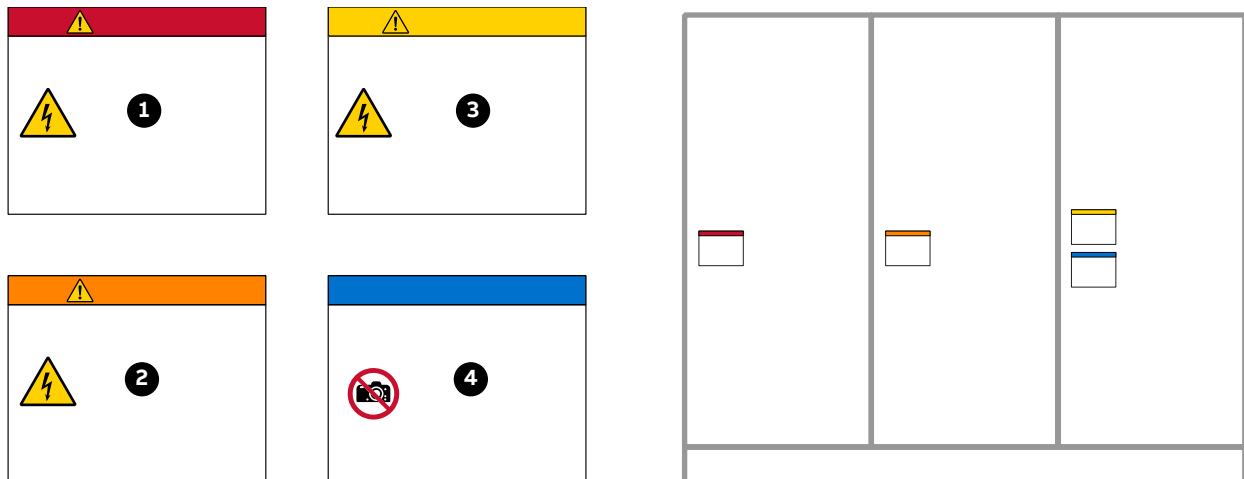
Sign	Description	Sign	Description
	Electrostatic discharge susceptible		Overhead load warning
	Hazardous voltage warning		Tipping hazard
	Arc flash warning		

2.2. Product safety labels

Product safety labels on the equipment alert you to the hazards that can occur when you work on or operate the equipment.

- Always follow the instructions on the labels to avoid the hazard
- Keep the labels in a perfectly legible condition

For the location of the labels, see the label placement document for the drive.



Key:

- (1) Danger label
- (2) Warning label
- (3) Caution label
- (4) Notice label

Fig. 2. Product warning label examples (label placement depends on the drive)

2.3. Electrical safety

The following electrical safety instructions are based on EN 50110.

2.3.1. General safety instructions

- **Minimize hazards**
- **Before energizing the drive:**
 - Remove all foreign objects from the drive
 - Fasten all internal and external covers securely
 - Close, lock, and/or bolt all doors
 - Move the release dial of the door safety switches into the locked position
- **Before working on the drive:**
 - Turn off, lock out, and tag out the main and auxiliary power supplies to the drive
 - De-energize the drive
 - Ensure that the safety ground connections are in place
 - Ensure that the appropriate personal protective equipment (PPE) is available and used when required

- Inform the involved personnel about the potential safety hazards
- Wear hearing protection when a drive is running.
- **While working on the drive:**
 - DO NOT step on the roof
 - DO NOT install foreign objects on the roof
- **Before working on a water cooling unit (WCU):**

In addition to the safety instructions for working on a drive, always read the WCU safety data sheet for relevant safety information, eg, the type of ion exchange resin and glycol.
- **Before working simultaneously on the drive and on other drive system equipment:**
 - Observe the relevant safety codes and standards
 - Turn off all energy sources for the equipment
 - Ensure that all lockout and tagout devices are in place
 - Install barriers around and use appropriate covers on the equipment that is still energized
 - Inform the involved personnel about the potential safety hazards
- **In case of fire in the drive room:**
 - Observe the established rules and regulations for fire safety
 - Only allow firefighters with the appropriate PPE to enter the drive room

2.3.2. The seven steps that save lives

ABB's seven steps that save lives concept is a series of actions that must take place prior to commencing work on or near electrical installations.

- 1) Prepare for the work: do an on-site risk assessment or job hazard analysis that considers the limits of approach for shock and arc-flash.**
 - Be in possession of a clear work order to execute the work.
 - When required, the access or work permit is to be obtained by a person who is authorized for the specific electrical system.
 - Engage the person responsible for electrical equipment or system to review single-line diagrams, schematics, switching plans, etc.
 - Ensure the competence of workers.
 - Check for proper tools for the job.
 - Determine and select the proper arc-rated Personal Protective Equipment (PPE).
 - Decide of the appropriate work methods and initiate the Permit To Work (PTW) process.
- 2) Clearly identify the work location and equipment.**
 - Use your senses (sight, hearing and smell) to identify problem areas.
 - Define the work area via barriers and barricading and label equipment.
 - Avoid distractions such as talking or texting on the phone.
- 3) Disconnect all sources of supply and secure against reconnection by applying Lockout/Tagout.**
 - If ABB is responsible for switching and it cannot be done remotely, then the person performing the switching must be properly trained and wearing the proper PPE identified in step 1.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 22/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

- The Person in Charge of Work (PICW) must ensure that switching is performed in the proper manner by witnessing it from a safe distance if present on site or by engaging the person responsible for switching to identify all isolation points.
- Apply Lockout/Tagout (LOTO) to the energy isolation device and if multiple energy isolation devices are involved, then Group LOTO must be implemented with the PICW serving as the Group LOTO Leader.

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

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

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

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

5) Carry out earthing and short-circuiting.

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

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

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

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

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

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

2.4. Possible residual risks

Residual risks must be considered by the drive system integrator and/or plant owner when assessing the hazards of the equipment to personnel. The following risks can pose a hazard to drive system personnel:

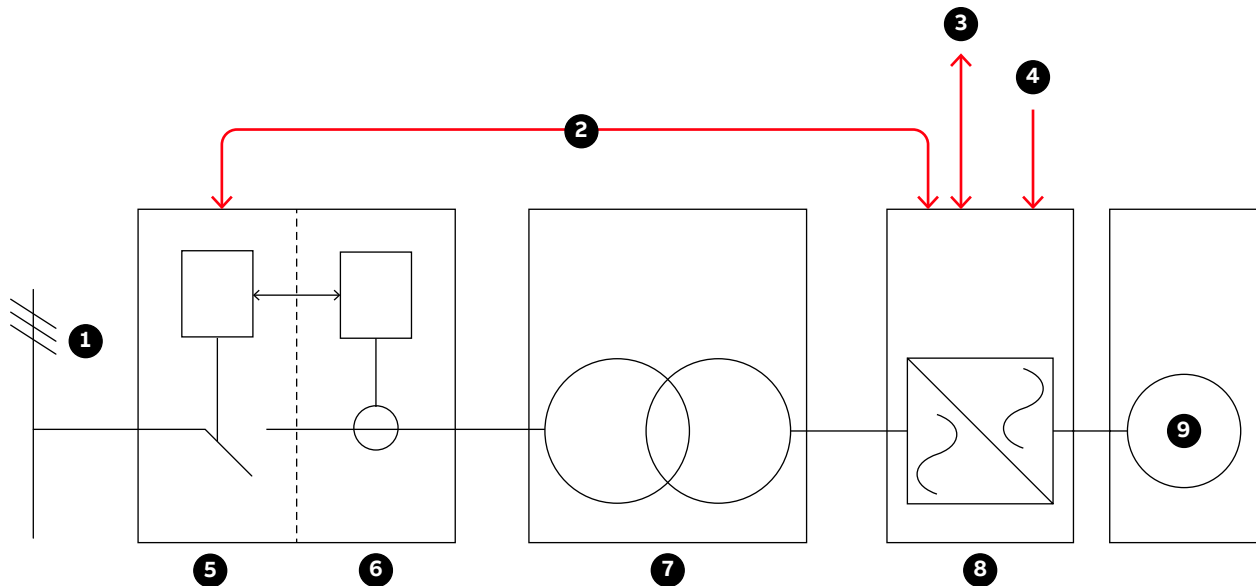
- **Electric power equipment generates electro-magnetic fields which can cause a hazard to people with metal implants and / or a pacemaker.**

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 23/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

- **Drive system components can move unintentionally when being commissioned, operated, or serviced due to:**
 - Operation of the equipment outside the scope of the specifications
 - Incorrectly assembled or installed equipment
 - Incorrectly connected cables
 - External influence on, or damage of the equipment
 - Incorrect parameter settings
 - Software errors
 - Faulty hardware
- **Hazardous touch voltages can be present on drive system components, which can be caused by:**
 - Operation of the equipment outside the scope of the specifications
 - External influence on, or damage of the equipment
 - Induced voltages by external equipment
 - Condensation on equipment components, or pollution
 - Faulty hardware
- **High temperatures, noise, particles, or gases can be emitted from drive system components caused by:**
 - Operation of the equipment outside the scope of the specifications
 - External influence on or damage of the equipment
 - Incorrect parameter settings
 - Software errors
 - Faulty hardware
- **Hazardous substances can be emitted from drive system components, eg, due to incorrect disposal of components**

2.5. Main circuit breaker protection device

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



Key:

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

Fig. 3. Drive system overview

NOTE – MCBs and protection relays are not included in the drive supply.

Typical MCBs devices

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

Dedicated protection relay

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

2.5.1. Safety and protection requirements

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

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

- ISO 13849-1
- IEC 60204-1

2.5.2. Minimum requirements for MCB and MCB control

The following safety requirements are also in the MCB specifications for the drive:

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

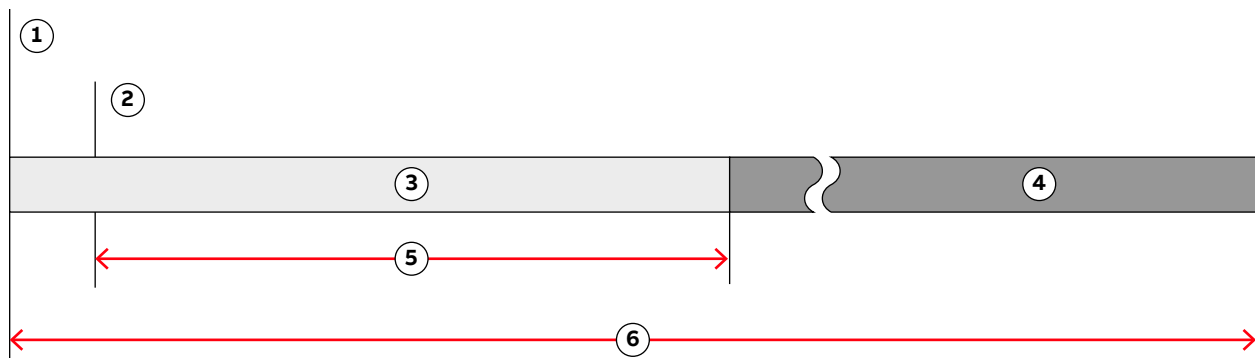
Typical maximum values for the drive are defined as follows:

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

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

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

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

**Key:**

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

Fig. 4. MCB opening timing diagram

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

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

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

2.6. Maintenance recommendation

The MCB trip circuits should be checked annually.

3. Power electronics and cabinet features

3.1. Overview

The air-cooled ACS1000ii is a general-purpose frequency converter with an integrated converter transformer for the control of standard induction motors.

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

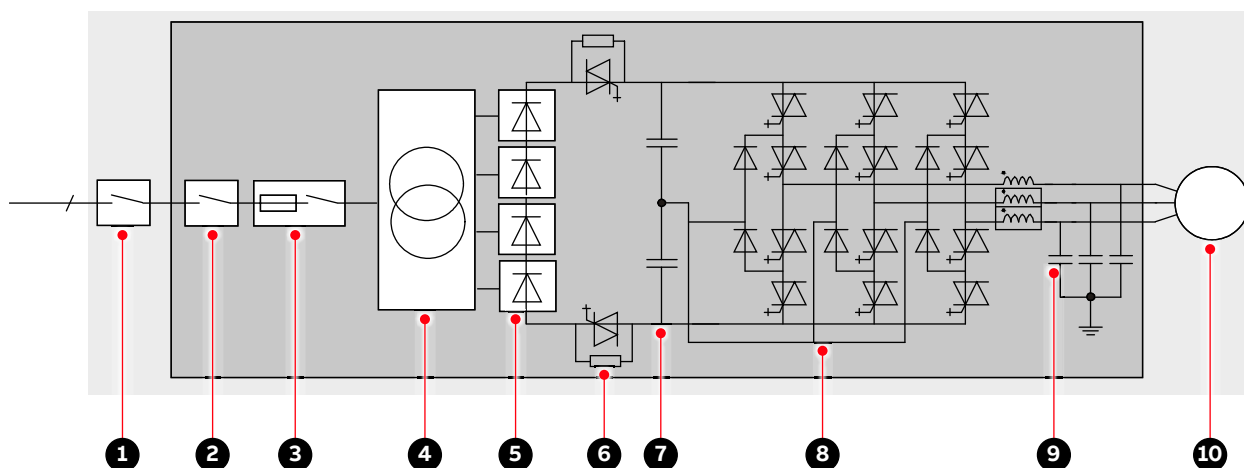
The following sections provide an overview of:

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



Fig. 5. ACS1000i air-cooled

3.2. Main components of the drive system



Key:

- (1) Main circuit breaker (necessary when fused input contactor (3) is not installed)
- (2) Combined input disconnect and grounding switch (option)
- (3) Fused input contactor (option)
- (4) Converter transformer
- (5) Diode rectifier
- (6) Protection IGBTs
- (7) DC link
- (8) Inverter
- (9) Output sine filter
- (10) Induction motor

Fig. 6. Block diagrams of the drive

- **Switchgear:** comprises one of the following switches or a combination of them:
 - Main circuit breaker (MCB), external to the drive
 - Combined input disconnect and grounding switch (option)
 - Input contactor (option)

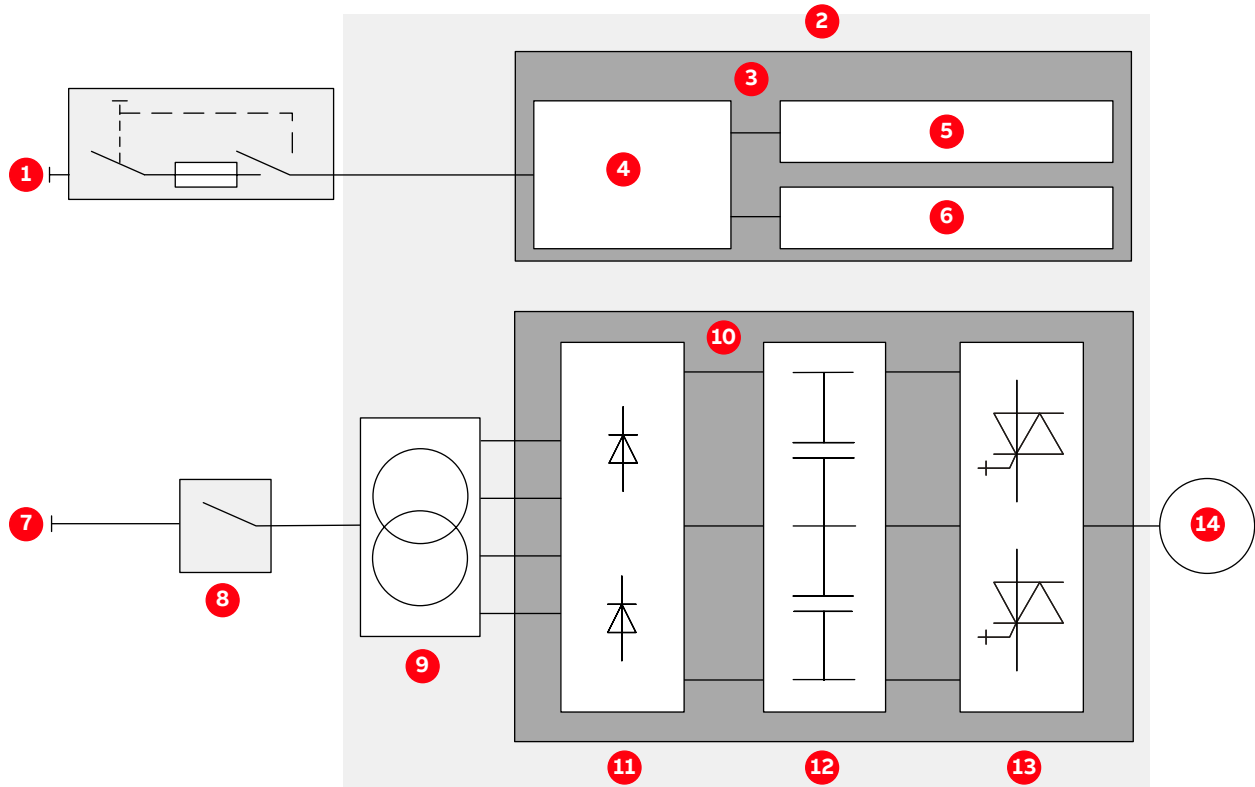
NOTE – Depending on the switchgear in use, see:

- “Main circuit breaker protection device”, page 25
- “Input circuit breaker engineering guideline”, 3BHS104785 E01
- **Integrated converter transformer:** the multi-winding converter transformer adapts the line voltage to the required motor voltage. The protection for the transformer is always included.
- **Drive:** For more information, see Section 3.4, “Drive topology”, page 32.
- **Motor:** For more information, see the induction motor specification.

3.3. Power supply configurations

The drive requires two independent power supplies:

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



Key:

- (1) Auxiliary power supply
- (2) ACS1000i
- (3) Control and cooling system
- (4) Auxiliary power distribution
- (5) Cooling system
- (6) Control system
- (7) Main power supply
- (8) Switchgear
- (9) Converter transformer
- (10) Power electronic components
- (11) Diode rectifier
- (12) DC link
- (13) Inverter
- (14) Motor

Fig. 7. Drive overview with power supplies

3.3.1. Main power supply configurations

In the standard configuration, the drive is equipped with an integrated five-winding dry-type input transformer and a 24-pulse diode rectifier input bridge.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 30/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

3.3.2. Auxiliary power supply configurations

The total auxiliary power demand of the drive includes:

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

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

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

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

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

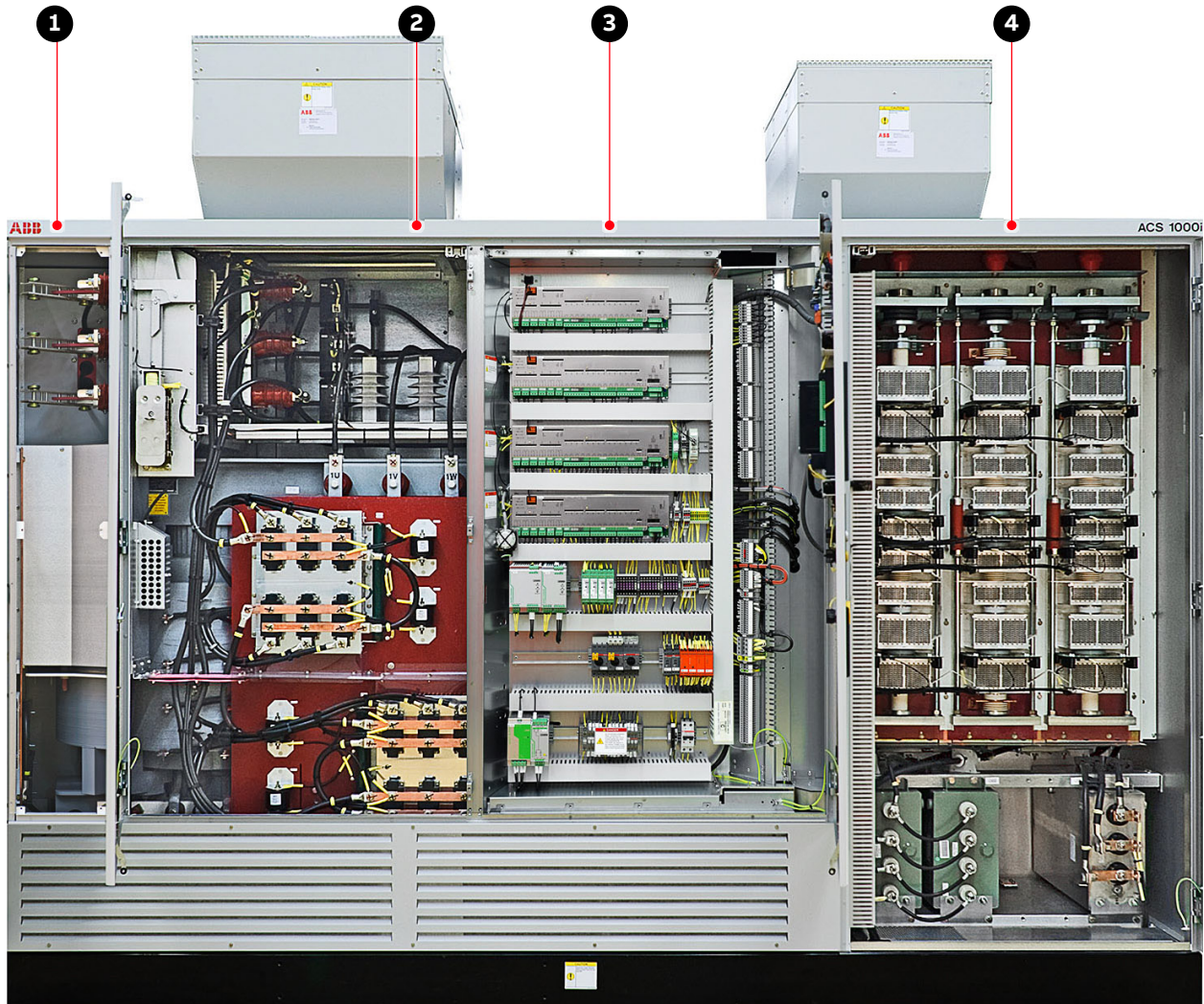
PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	31/154

3.4. Drive topology

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

3.4.1. Overview

3.4.1.1. Drive with combined input disconnecter and grounding switch

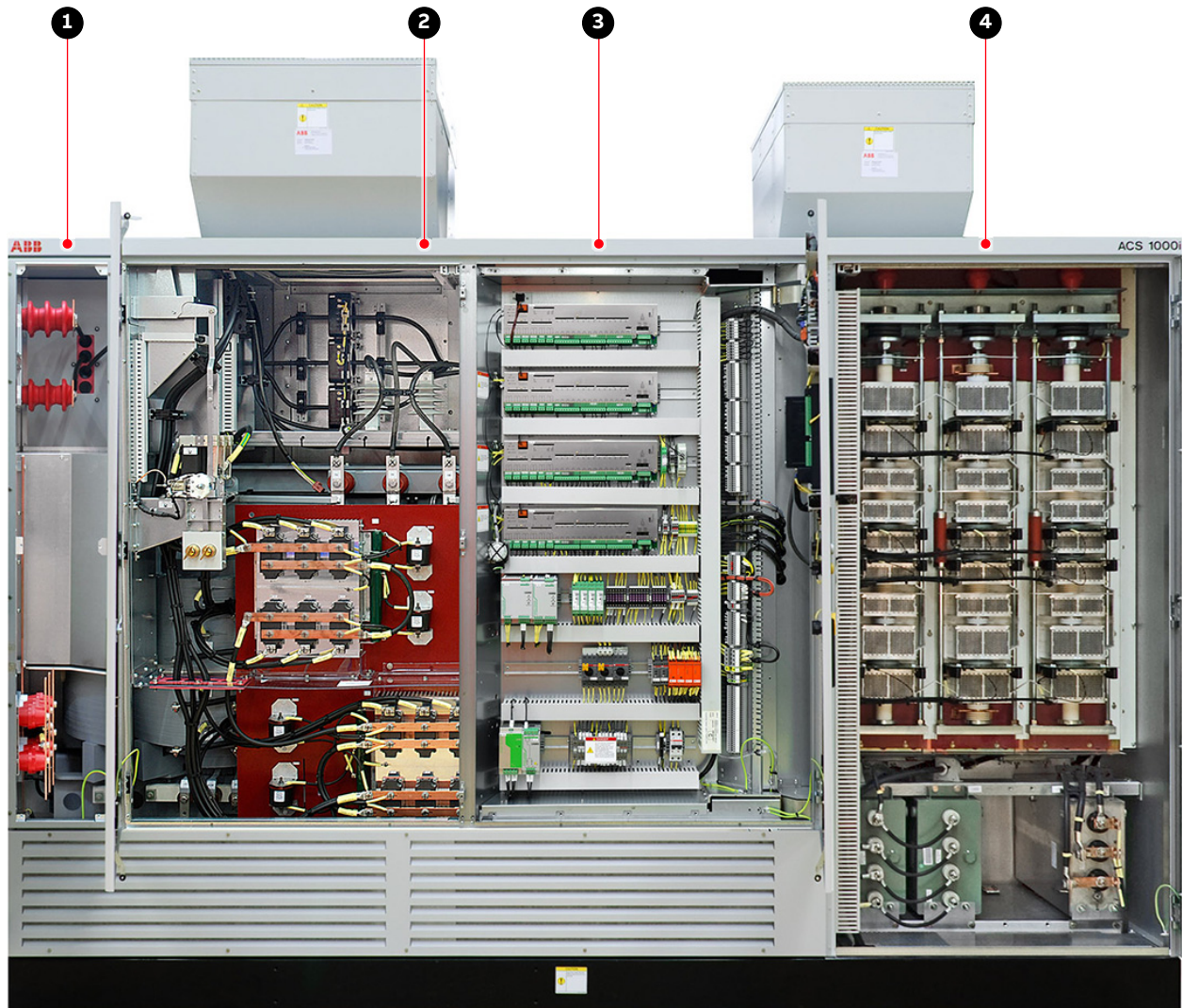


Key:

- (1) Terminal compartment with combined input disconnecter and grounding switch, terminals for feeder and motor cables
- (2) Transformer and rectifier compartment
- (3) Control compartment
- (4) DC-link and inverter compartment

Fig. 8. ACS1000i air-cooled with combined input disconnecter and grounding switch

3.4.1.2. Drive with grounding switch



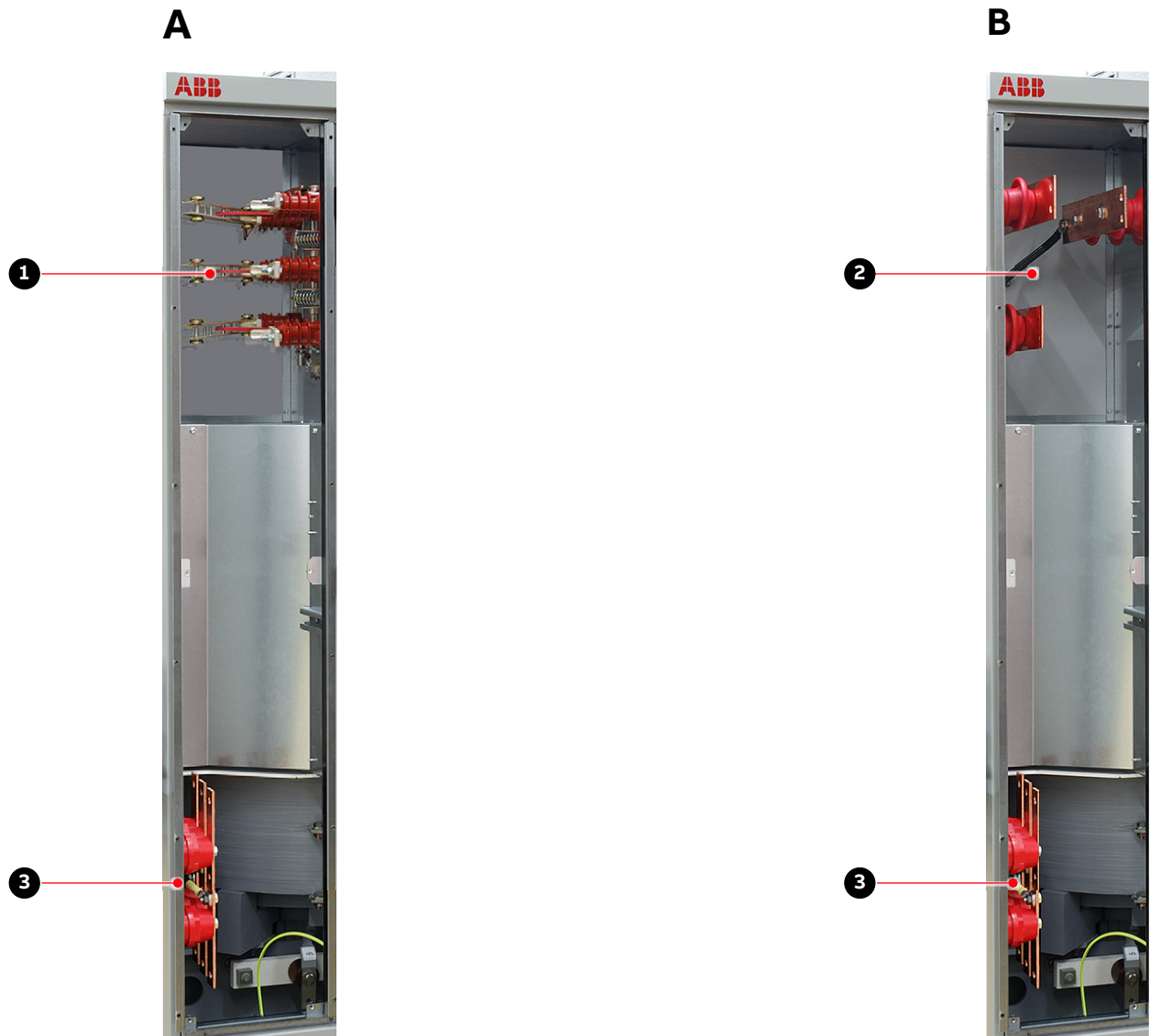
Key:

- (1) Terminal compartment with terminals for feeder and motor cables
- (2) Transformer and rectifier compartment
- (3) Control compartment
- (4) DC-link and inverter compartment

Fig. 9. ACS1000i air-cooled with grounding switch

3.4.2. Terminal compartment

The compartment contains the terminals for the feeder and motor cables. The terminals are located behind a bolted cover.



Key:

- (1) Input disconnecter with feeder cable terminals
- (2) Feeder cable terminals
- (3) Motor cable terminals

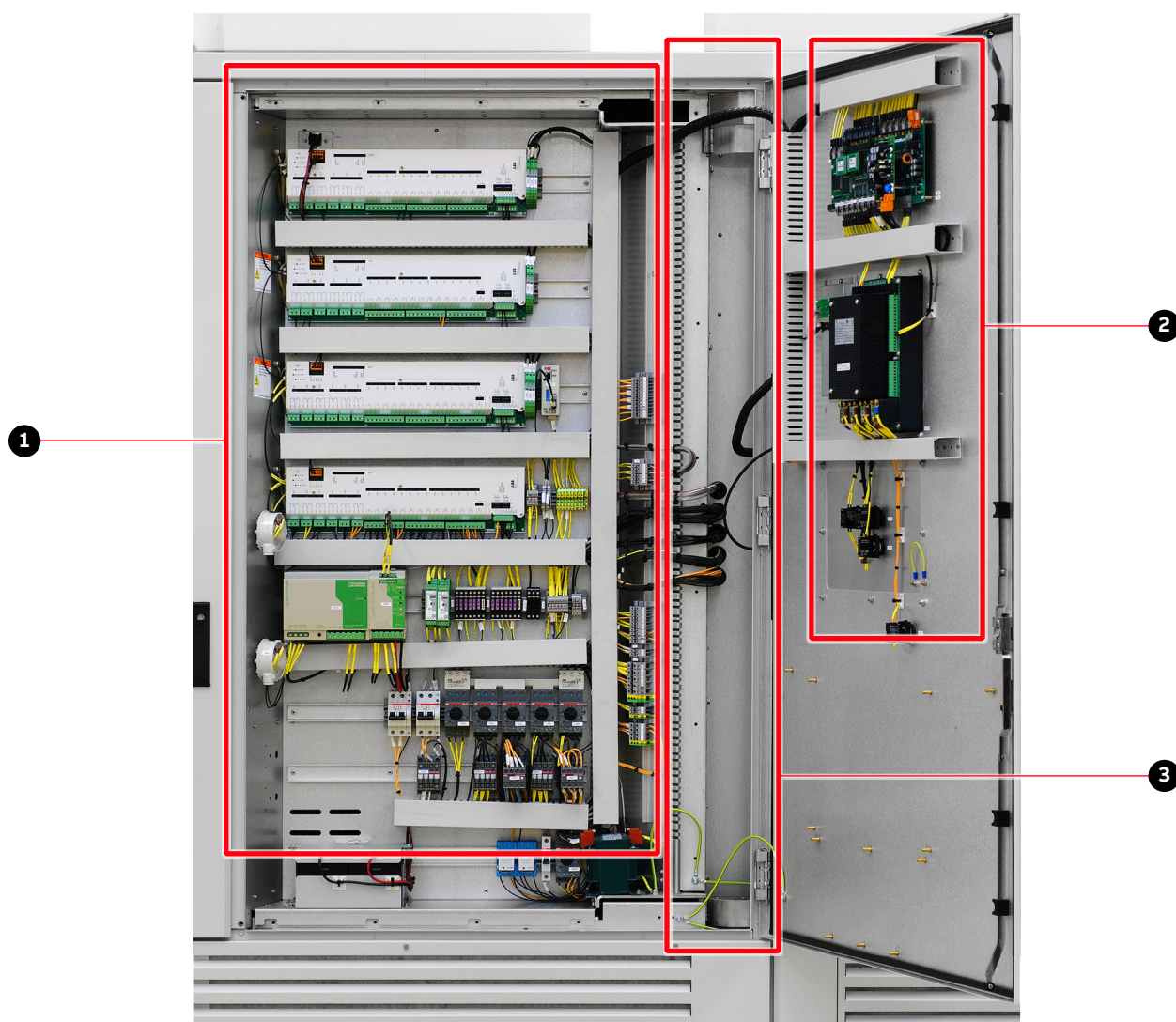
Fig. 10. Terminal compartment with (A) input disconnecter and without (B) input disconnecter

For more information on cable entry and connection, see Chapter 7, “Electrical installation”, page 82.

3.4.3. Control compartment and terminal compartment

The leftmost compartment of the drive divides into:

- Control compartment (1, Fig. 11)
 - The control compartment in the front contains the hardware of the control system of the drive.
 - For more information, see Chapter 4, “Control system”, page 53.
- Terminal compartment (2, Fig. 11)
 - The terminal compartment in the back contains the busbars for the feeder and motor cables, the ground cable and the cable screens. A hinged bolted partition separates the terminal compartment from the control compartment.
 - For more information on cable entry and cable connection, see Chapter 7, “Electrical installation”, page 82.



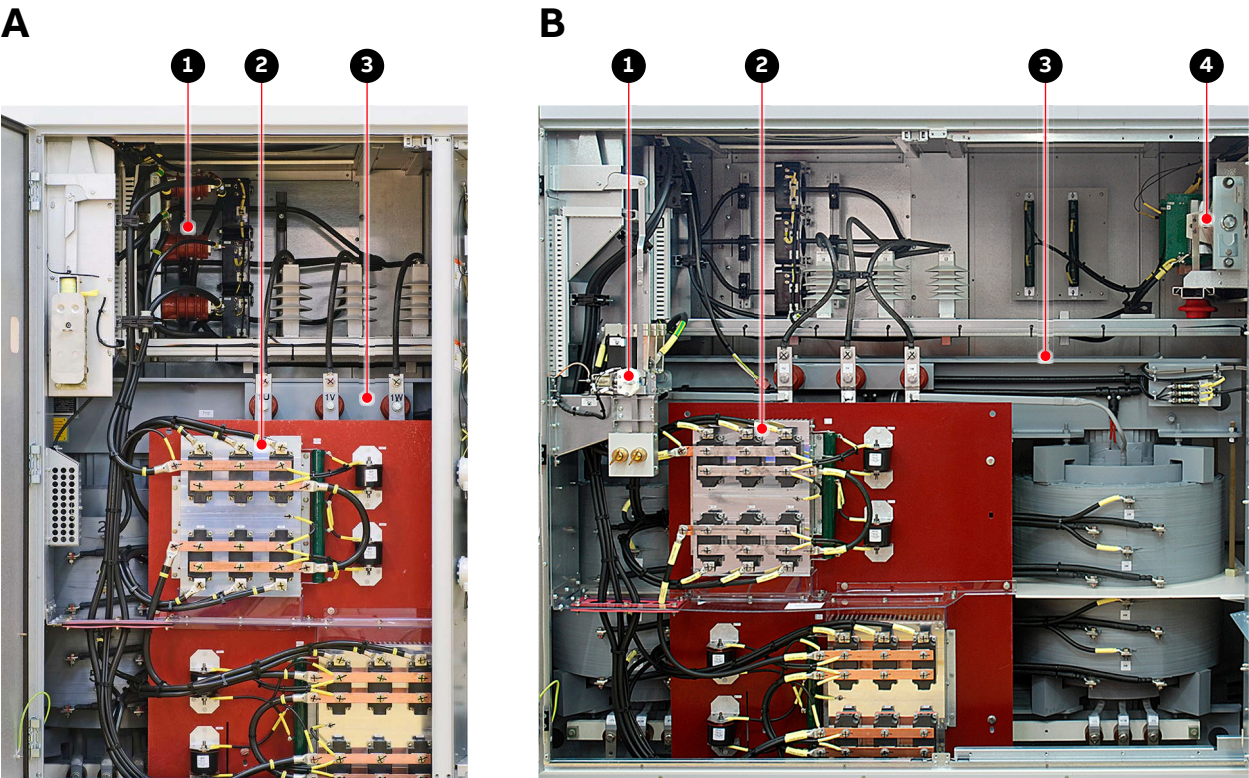
Key:

- (1) Internal view of control compartment
- (2) Local operator control panel (back side)
- (3) Control and auxiliary cable entry area

Fig. 11. Control compartment with open door

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 35/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

3.4.4. Transformer and rectifier compartment



Key:

- (1) Grounding switch
- (2) 24-pulse rectifier
- (3) Transformer
- (4) Protection IGCTs

Fig. 12. Transformer and rectifier compartment with combined (A) input disconnector and with (B) grounding switch

3.4.5. Rectifier

The 24-pulse diode rectifier converts the AC voltage of the main power supply and connects its output to the minus, neutral point, and plus side of the DC link.

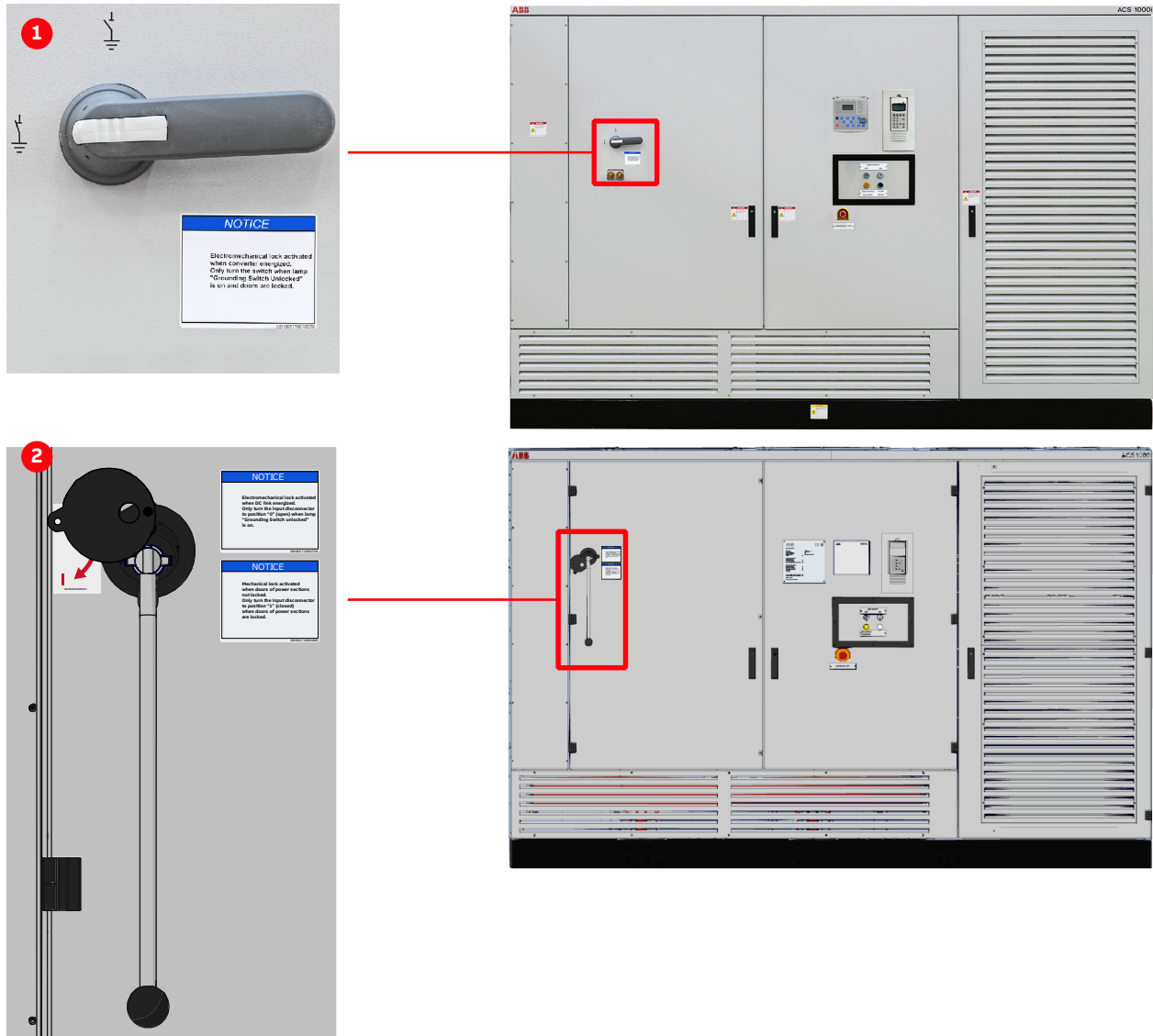
3.4.6. Grounding switch

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

The drive is equipped with one of the following switchgear:

- Grounding switch (1, Fig. 13)
- Combined input disconnecter and grounding switch (2, Fig. 13)

The input disconnecter and the grounding switch are mechanically coupled and operated with a single lever.



Key:

- (1) Grounding switch
- (2) Combined input disconnecter and grounding switch

Fig. 13. Switchgear of the drive

The switch is electro-mechanically interlocked with a discharge monitoring circuit that prevents turning of the switch while the DC-link capacitors are still charged. When the drive is grounded, the DC link of the drive is connected to the PE ground busbar.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 37/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

Grounding the drive is possible after the main power supply has been disconnected, and the DC link has discharged. When the DC-link voltage is below 50 V (DC), the lamp grounding switch unlocked (1, Fig. 14) on the door of the control compartment lights up to indicate that the switch can be turned.

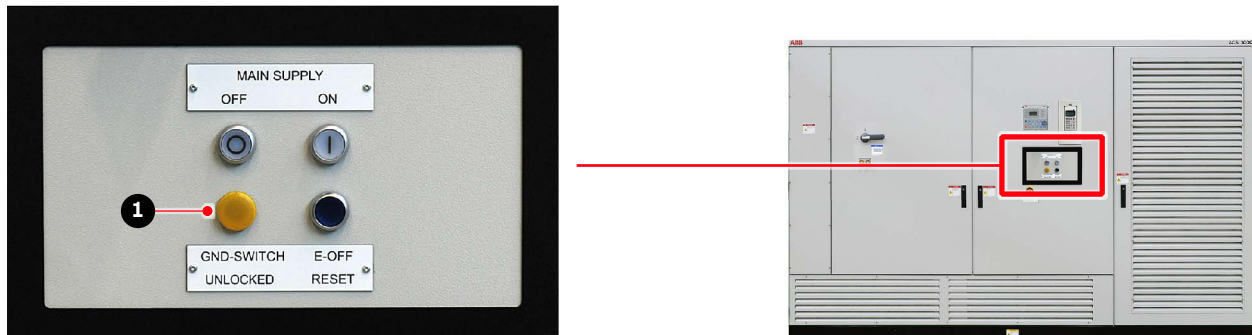
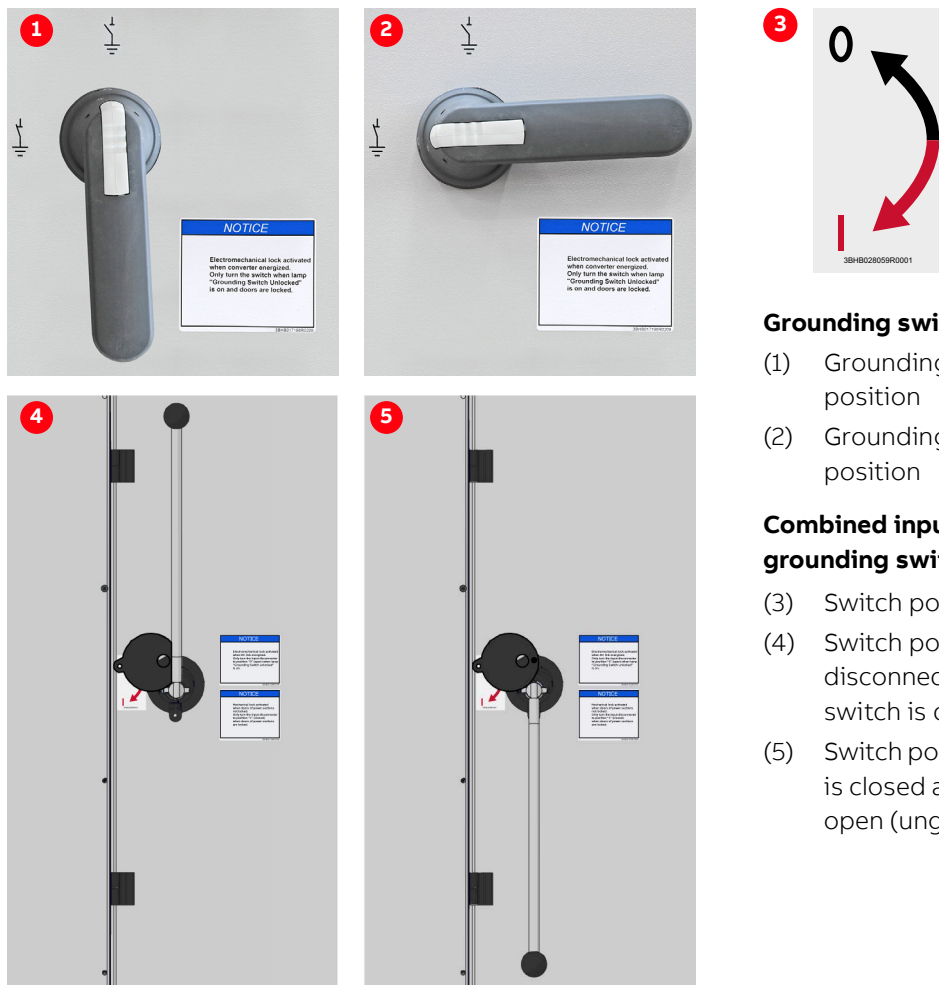


Fig. 14. Grounding switch unlocked lamp (1)

- **Grounding switch:** the switch can be turned from position ungrounded to grounded and reverse.
- **Combined input disconnecter and grounding switch:** with one switching operation, the input disconnecter first separates the drive from the main power supply and the grounding switch then connects the DC link of the drive to the PE ground busbar.



Grounding switch:

- (1) Grounding switch in ungrounded position
- (2) Grounding switch in grounded position

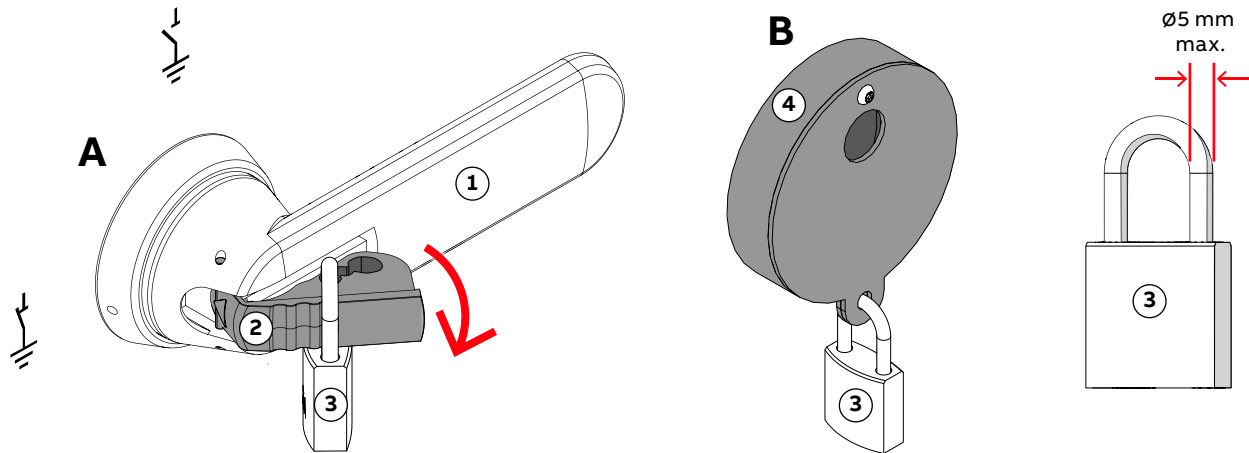
Combined input disconnecter and grounding switch

- (3) Switch position sign on drive
- (4) Switch position 0: input disconnecter is open and grounding switch is closed (grounded).
- (5) Switch position I: input disconnecter is closed and grounding switch is open (ungrounded).

Fig. 15. Grounding the drive

3.4.6.1. Padlocking the grounding switch and input disconnector

You can padlock the grounding switch and the input disconnector to prevent unwanted manual operation.



Key:

- (1) Grounding switch handle in grounded position
- (2) Non-defeatable handle suitable for 3 padlocks
- (3) Padlock (maximum 5 mm bail diameter)
- (4) Cover prevents operation of the handle for the combined input disconnector and grounding switch

Fig. 16. Lockout options for (A) grounding switch and (B) input disconnector

3.4.7. Preparation for mechanical interlock at ground switch (option)

In a mechanical door interlock system (1, Fig. 17) the equipment can only be accessed in a predefined and safe sequence. A drive with this option is prepared for the installation, but the key interlocks are not supplied.

IMPORTANT! For UL certified drives, mechanical door interlocks are mandatory and the key locks are factory-installed. Additional parts for the upstream MCB are included with the delivery and must be installed according to “ACS1000 Mechanical door interlock system UL application note”, 3BHS261596 E03.



Fig. 17. Example of a customer-specific trapped (1) key interlock system

For information on the installation and type of key interlocks that are supported, see “Mechanical interlock”, 3BHS261596 E01.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 39/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

3.4.8. Protection IGCTs

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

3.4.9. Inverter

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

Each phase of the three-phase inverter consists of a combination of four IGCTs and two NP diodes for three-level switching operation. The output is switched between positive DC voltage, neutral point (NP) and negative DC voltage. Hence, the drive can control the output voltage and the frequency continuously from zero to maximum using direct torque control. For more information, see Section 4.2.2.4, “Direct torque control”, page 56.

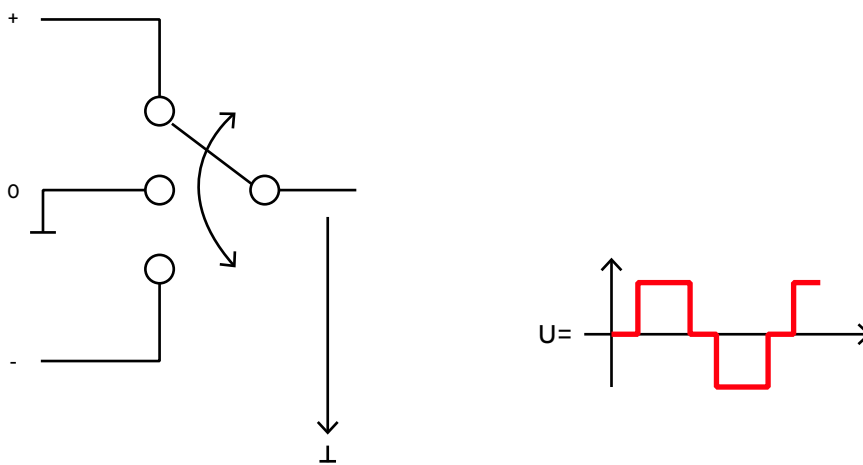
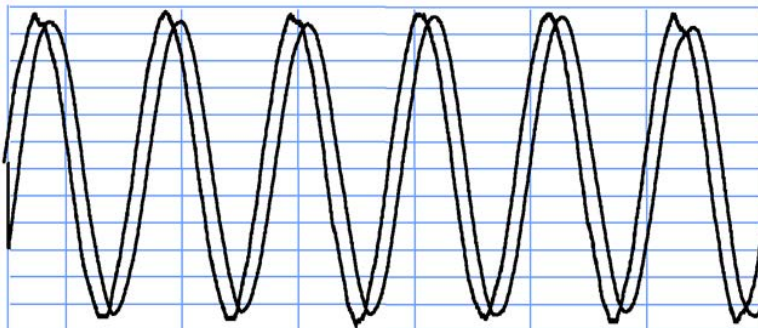


Fig. 18. Three-level voltage source inverter principle

3.4.10. Filter

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



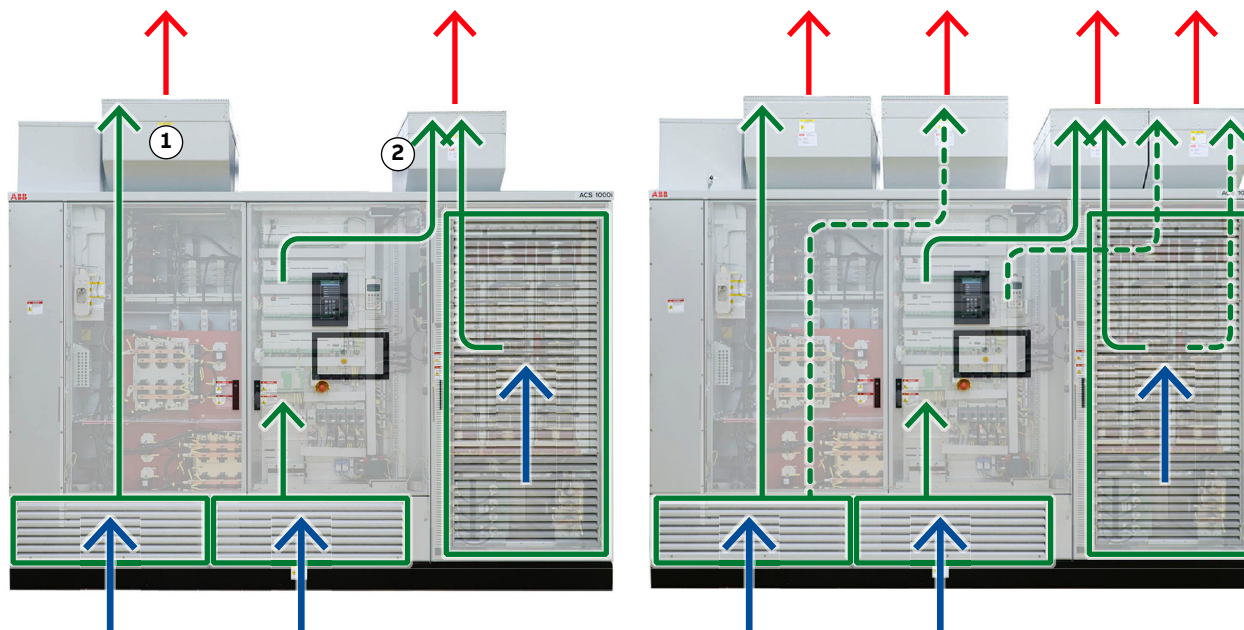
Output voltage: 4.16 kV
Output frequency: 60 Hz

Fig. 19. Voltage and current waveforms at drive output

3.4.11. Cooling system

3.4.11.1. Fan configurations

The drive can be equipped with a non-redundant or a redundant fan configuration. The non-redundant configuration consists of two fans, one for the integrated transformer (1 in Fig. 20) and one for the inverter of the drive (2 in Fig. 20). The redundant configuration comprises two fans for the integrated transformer and two fans for the inverter. This configuration ensures that the operation of the drive is not interrupted if any single fan fails.



Key:

- (1) Integrated transformer fan
- (2) Inverter fan

Fig. 20. Fan configurations and air flow

3.4.11.2. Type of fan

The drive is equipped with one of the following types:

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

3.4.11.3. Fan groups

For control reasons, the fans are combined to groups. The fans of a group are always controlled together. Depending on the type of fan used, there are the following group options:



Key:

- (1) Group 1: fan 1 of inverter
- (2) Group 1: fan 1 of transformer
- (3) Group 2: fan 2 of inverter (if redundant)
- (4) Group 2: fan 2 of transformer (if redundant)

Fig. 21. Fan groups - AC and EC fans



Key:

- (1) Group 1: fan 1 of inverter
- (2) Group 1: fan 2 of inverter (if redundant)
- (3) Group 2: fan 1 of transformer
- (4) Group 2: fan 2 of transformer (if redundant)

Fig. 22. Fan groups - EC fans only

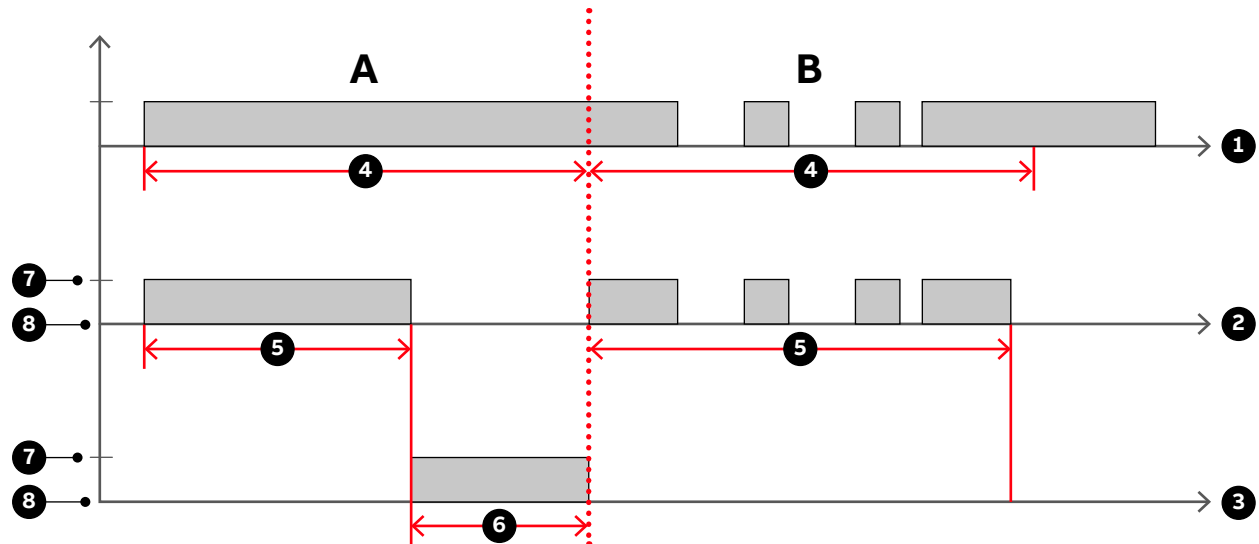
3.4.11.4. Starting, stopping the cooling system

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

3.4.11.5. AC redundant fans - operating principles

Default settings:

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



Key:

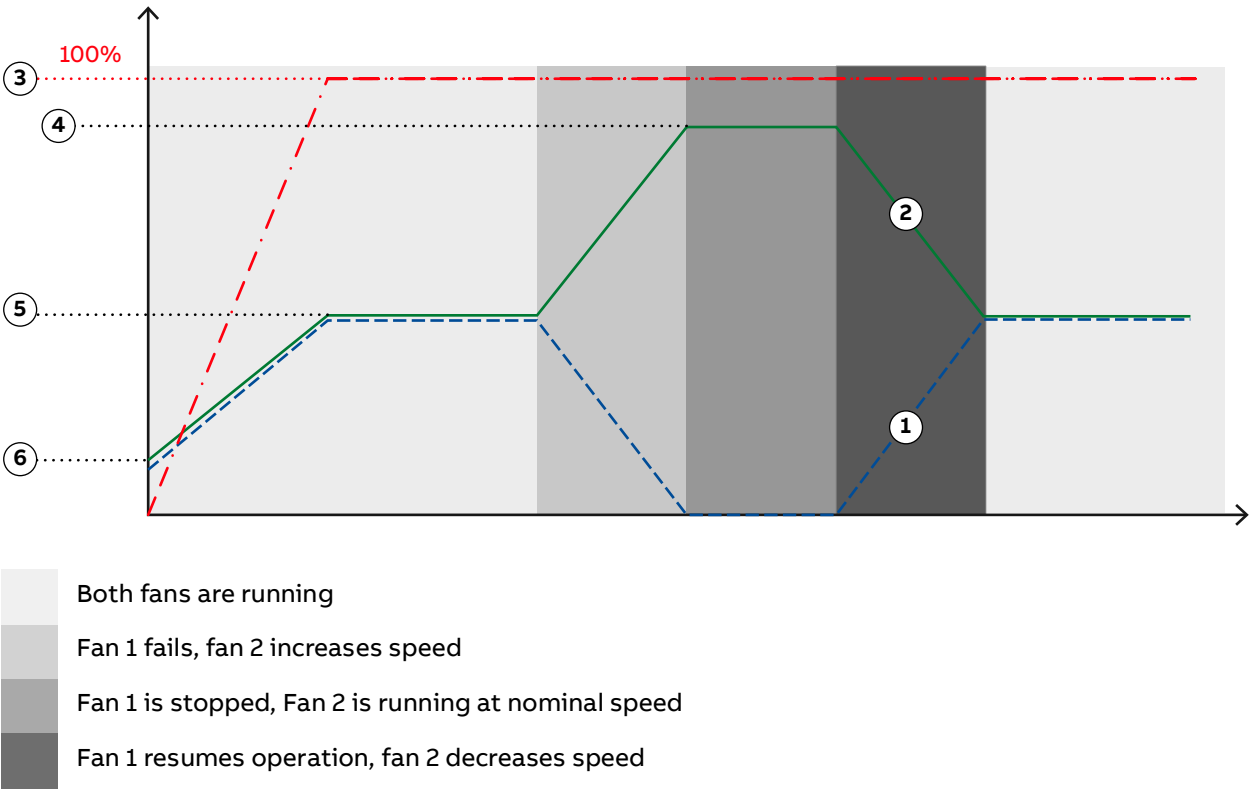
- (1) Cycle time
- (2) Group 1
- (3) Group 2
- (4) 10 hours: default cycle time during which fan 1 and fan 2 run alternately
- (5) 6 hours: default operating time of fan 1 (group 1)
- (6) 4 hours: default operating time of fan 2 (group 2)
- (7) On
- (8) Off

Fig. 23. Operating times of the AC fan units during (A) continuous drive operation and (B) intermittent drive operation

3.4.11.6. EC redundant fans – operating principles

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

Fig. 24.



Key:

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

Fig. 25. Operating principles of redundant EC fans

For more information on parameter settings for operating times, grouping the fans, see “Appendix G – Signal and parameter table”.

3.4.12. Optional Braking Chopper

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

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

The braking chopper cabinet connects to the right side of the drive as well as to the braking resistors, which are external to the ACS1000i and not part of the product scope.

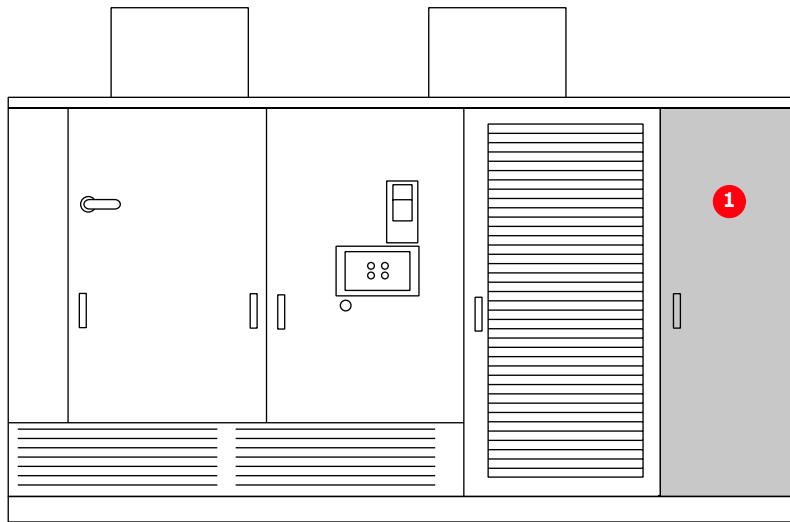


Fig. 26. ACS1000i with (1) braking chopper

The braking chopper is controlled and monitored by the ACS1000i.

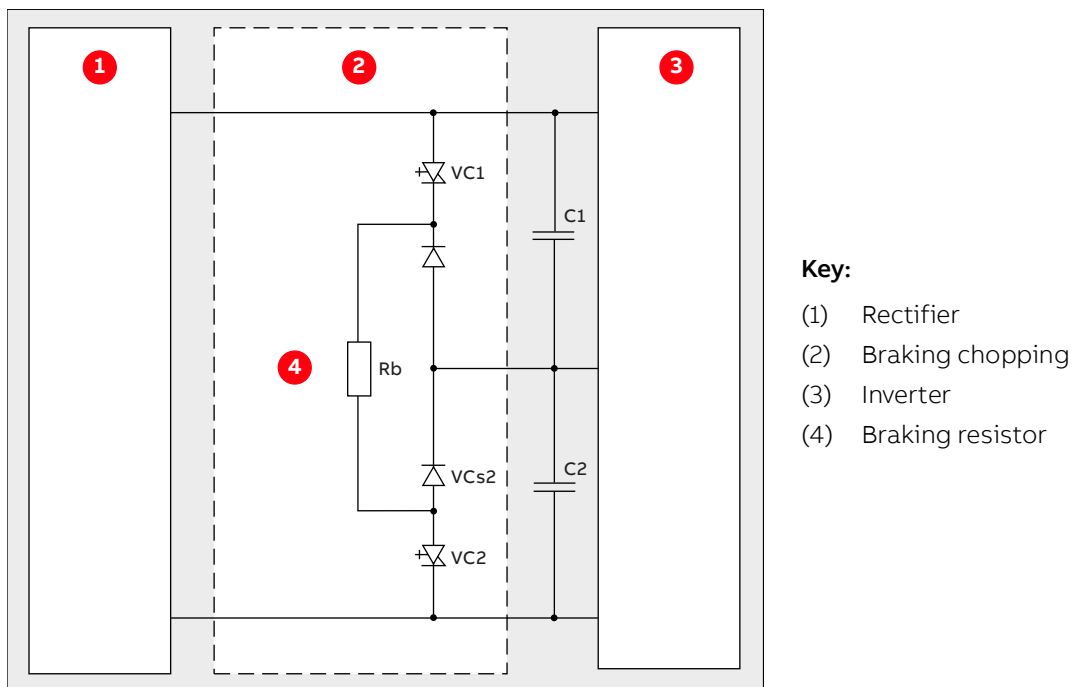
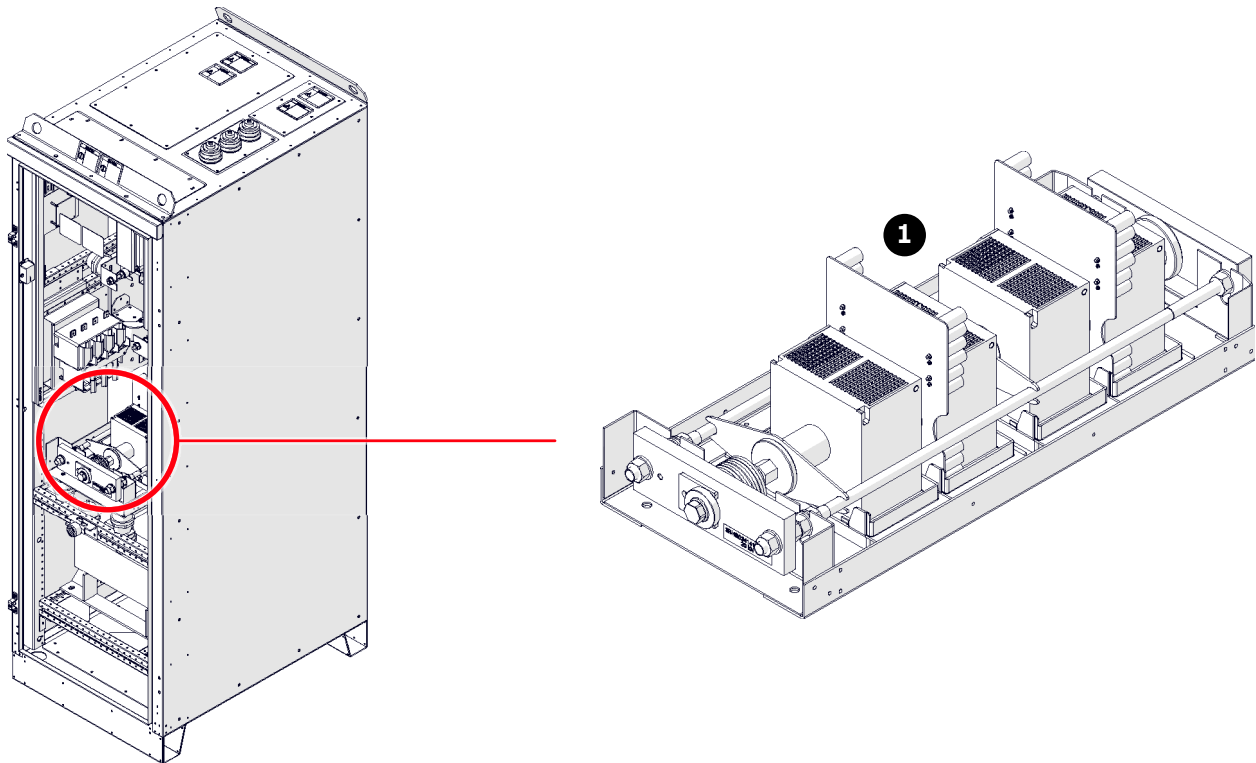


Fig. 27. Principle diagram

3.4.12.1. Control principle

If the DC-link voltage rises above a preset limit, the control system of the ACS1000i automatically activates the braking chopper. A rise of the DC-link voltage can be caused by a machine, feeding into the DC link or by an increase of the voltage in the rectifier of the ACS1000i.



Key:

(1) Semiconductor stack

Fig. 28. Braking chopper design

3.4.12.2. Monitoring and protective functions

Current monitoring

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

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

Thermal protection

The braking chopper and the braking resistors are monitored for over-temperature by the ACS1000i.

In addition, an external thermal protection device can be connected to a digital input. As soon as the temperature of the braking resistors exceeds the response threshold of the external thermal protection device, the operation of the braking chopper is disabled and an alarm message is displayed on the control panel of the ACS1000i. Braking is then only possible when the temperature falls below the threshold.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 46/154
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3.4.12.3. External cooling for braking resistors

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

3.4.12.4. Braking chopper ratings

The maximum braking power is limited to 60% of the nominal power of the ACS1000i and must not be greater than 2.5 MW.

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

$$E_{\text{brake max}}(\text{MWs}) = P_{\text{chopper(max)}}(\text{MW}) \times 30 \text{ sec} \quad [1]$$

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

TABLE 1 Braking ratings

ACS1000i			Braking chopper	
Type	Maximum DC-link voltage (V)	Maximum braking power (MW)	Maximum braking power (MW)	Maximum braking energy (MWs)
ACS1012-A1	4200	0.426	2.5	75
ACS 1013-A1	6000	0.426		
ACS 1014-A1	7270	0.426		
ACS1012-A2	4200	0.672	2.5	75
ACS 1013-A2	6000	0.672		
ACS 1014-A2	7270	0.840		
ACS1012-A3	4200	0.960	2.5	75
ACS 1013-A3	6000	1.080		
ACS 1014-A3	7270	0.960		
ACS1012-W1	4200	1.350	2.5	75
ACS 1013-W1	6000	1.500		
ACS 1014-W1	7270	1.350		
ACS1012-W2	4200	1.680	2.5	75
ACS 1013-W2	6000	2.130		
ACS 1014-W2	7270	2.130		
ACS 1013-W3	6000	2.500	2.5	75
ACS 1014-W3	7270	2.500		

3.4.12.5. Cabinet dimensions and weight

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

3.4.12.6. Braking resistor cables

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

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

3.5. Cabinet design

3.5.1. Mechanical design

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

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

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

3.5.2. Additional cabinets

The following cabinets can be added to the drive:

- Motor-operated output disconnect (attached to the left of the drive, 1, Fig. 29)
- Synchronizing bypass unit (attached to the left of the drive)
- Braking chopper unit (attached to the right of the drive)



Fig. 29. ACS1000i with an (1) additional cabinet

For more information, see:

- “Appendix A - Additional manuals”
- “Appendix C - Mechanical drawings”

3.6. Door locking system

To ensure safety and to prevent the doors being opened unintentionally, all doors are lockable. The doors of compartments where medium voltages are present during operation (2, Fig. 30) are electro-mechanically secured.

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



Key:	Explanation
(1) Cover of terminal compartment	Bolted
(2) Transformer and rectifier compartment door	Electro-mechanically locked; door cannot be opened when the main power is connected
(3) Control compartment door	Lockable
(4) Inverter compartment door	Electro-mechanically locked; door cannot be opened when the main power is connected

Fig. 30. Door locks

For more information, see Section 11.6.2, “ De-energizing the drive locally”, page 140.

3.6.1. Optional cabinets

If medium voltages are present in an optional cabinet during operation (eg, braking chopper and output disconnect), the door is secured by an electro-mechanical lock as well as a door monitoring switch. If the cabinet is UL certified, the door is further secured with extra screws. The lock and the switch release the door after the DC link of the drive has discharged and the drive has been grounded.

3.7. Arc resistant design (optional)

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

The ABB arc resistant classes in Table 2 indicate the type of arc proofing that a drive has. Depending on the drive configuration, classes I, II and III are available for an ACS1000i.

For information on the arc resistant design class of your drive, see the project-specific “Converter Data Sheet” (“Appendix B - Technical data” of the ACS1000i user manual).

TABLE 2 ABB arc resistant classes

ABB class	Description
Class I	Protection based on arc prevention (NOT certified according to IEC 62477-2)
Class II	Protection based on arc resistant cabinet structure, IAC certified by 3rd body according to IEC 62477-2
Class III	Protection based on external arc fault limitation and elimination. HV fuses are applied externally to limit the arc fault current, IAC certified by 3rd body according to IEC 62477-2
Class IV	Fast arc detection and elimination, IAC certified by 3rd body according to IEC 62477-2

3.7.1. Internal arc classification

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

Internal Arc Classification (IAC)									
ABB Class II									
IAC	F	L	R	T	B	I_A	t_A	APR	SC
IEC 62477-2	2b	2b	2b	1	1	20 kA	0.1 s	Yes	No
Distance [m]	0.3	0.3	0.3	-	-				

3BHB049908R1220

Fig. 31. IAC label example

3.7.2. Power compartment doors

As part of the arc resistant design of the drive, the doors of the power compartments must be secured with bolts and washers, which are in a bag (Fig. 32) in the loose parts box. The drive frame has captive nuts for the bolts.



Fig. 32. Door bolts

3.7.3. Associated protection requirement

The arc resistant design requires associated protections that are not included in the scope of the delivery, ie, a main circuit breaker and for ABB Class III protection, external fuses on the drive input side.

For more information, see:

- MCB overview: Section 2.5, “Main circuit breaker protection device”, page 25
- MCB requirements: “Input circuit breaker engineering guideline”, 3BHS104785 E01, “External MV Fuses” chapter

3.8. Space heaters

The optional space heaters protect the cabinet from condensation.

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

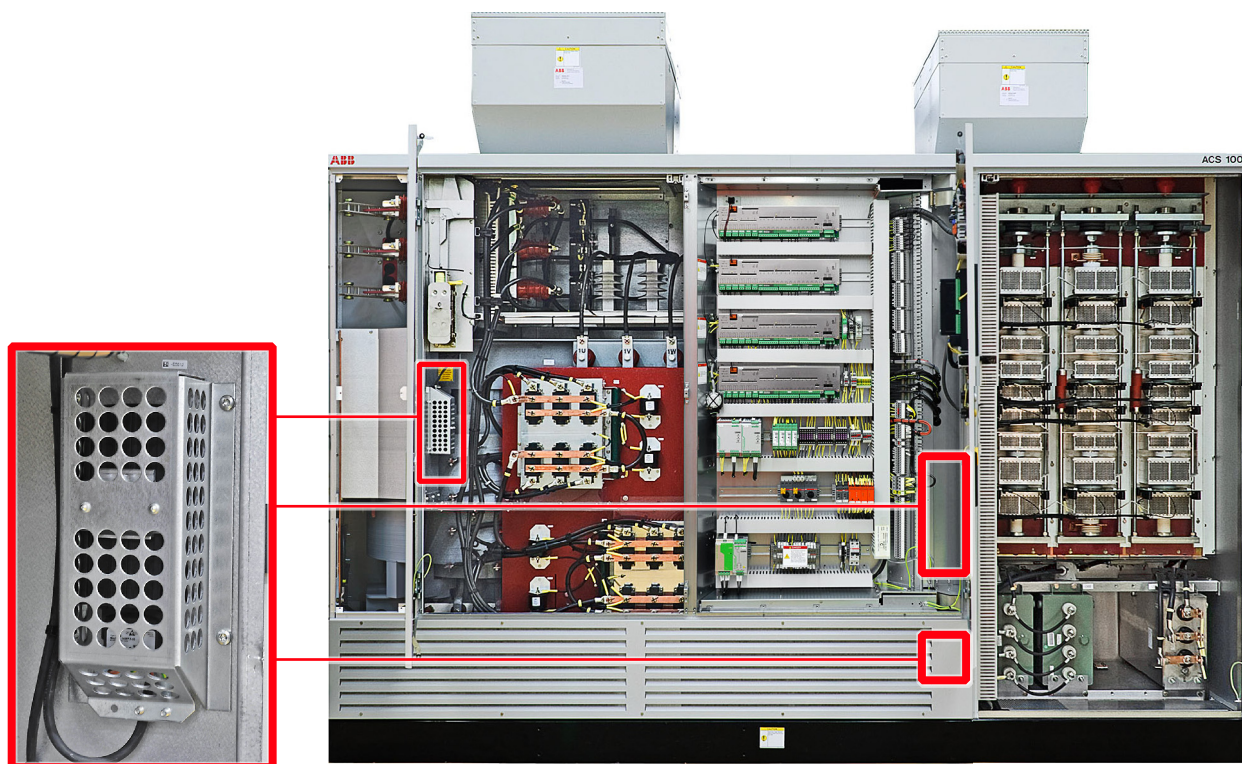


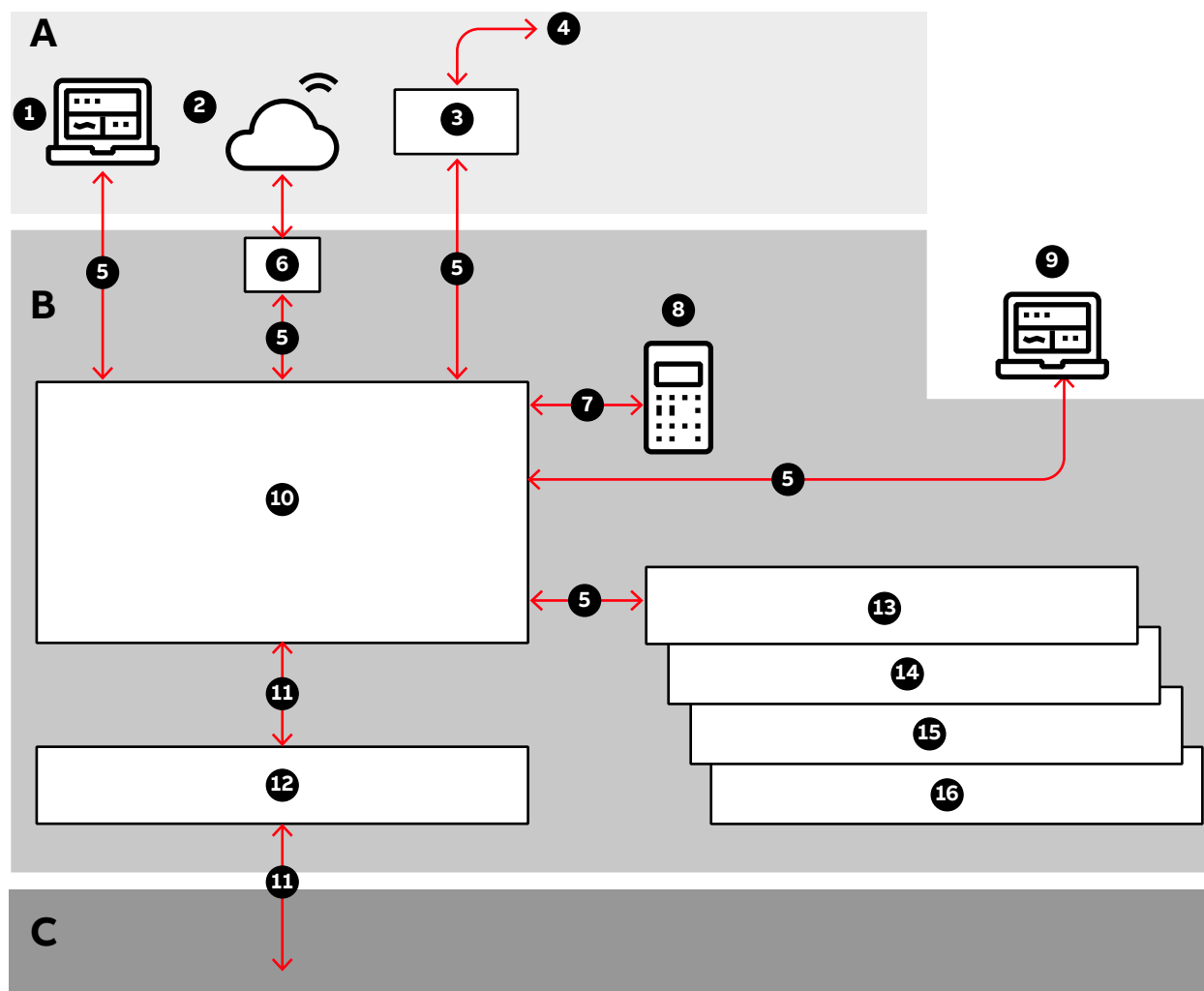
Fig. 33. Optional space heaters

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 52/154
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4. Control system

4.1. Overview

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



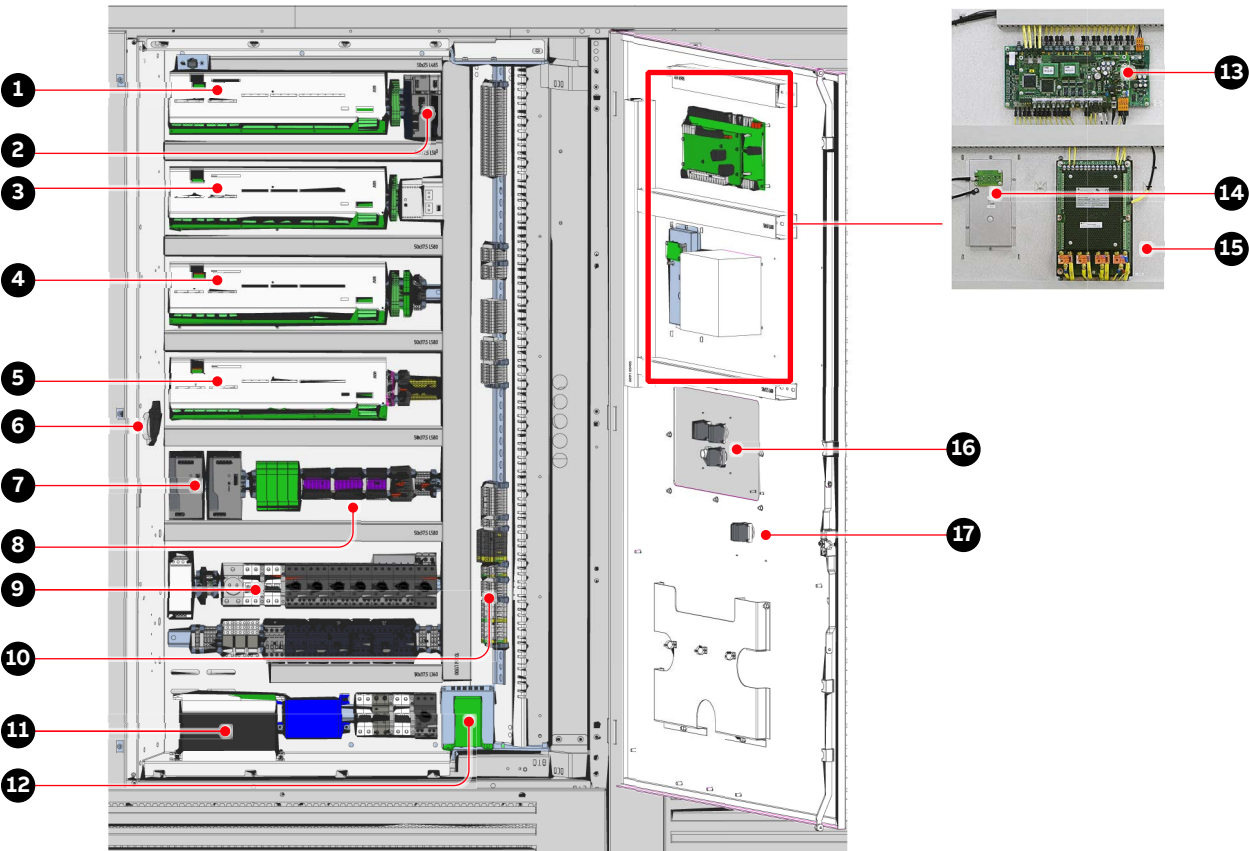
Key:

- | | |
|---------------------------------|------------------------|
| (1) ABB Ability | (9) PC tools |
| (2) Cloud connectivity | (10) AMC circuit board |
| (3) Fieldbus | (11) Fiber-optics |
| (4) Higher-level control system | (12) INT circuit board |
| (5) DDCS | (13) IOEC1 |
| (6) NETA-21 | (14) IOEC2 |
| (7) RS485 | (15) IOEC3 (optional) |
| (8) CDP control panel | (16) IOEC4 (optional) |

Fig. 34. Block diagram of control system with (A) customer interface, (B) control system, and (C) power electronics

4.2. Main components

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



Key:

- | | |
|--|--|
| (1) IOEC4 module (option) | (10) Terminal blocks (internal, cooling, fans, and external) |
| (2) NETA-21 | (11) Batteries (option) |
| (3) IOEC3 module (option) | (12) AC auxiliary supply |
| (4) IOEC2 module | (13) AMC circuit board and INT circuit board |
| (5) IOEC1 module | (14) CDP control panel |
| (6) Delta p-transmitter | (15) Transformer protection |
| (7) Control power supply | (16) Control pushbuttons and indication lights |
| (8) Motor starters and circuit breakers | (17) Emergency-off pushbutton |
| (9) Fused terminal block for internal aux. power | |

Fig. 35. Control compartment

- For information on the devices present in the control compartment, see “Appendix D - Wiring diagrams”.
- For information on the transformer protection, see “Appendix A - Additional manuals”.

4.2.1. Local control panel

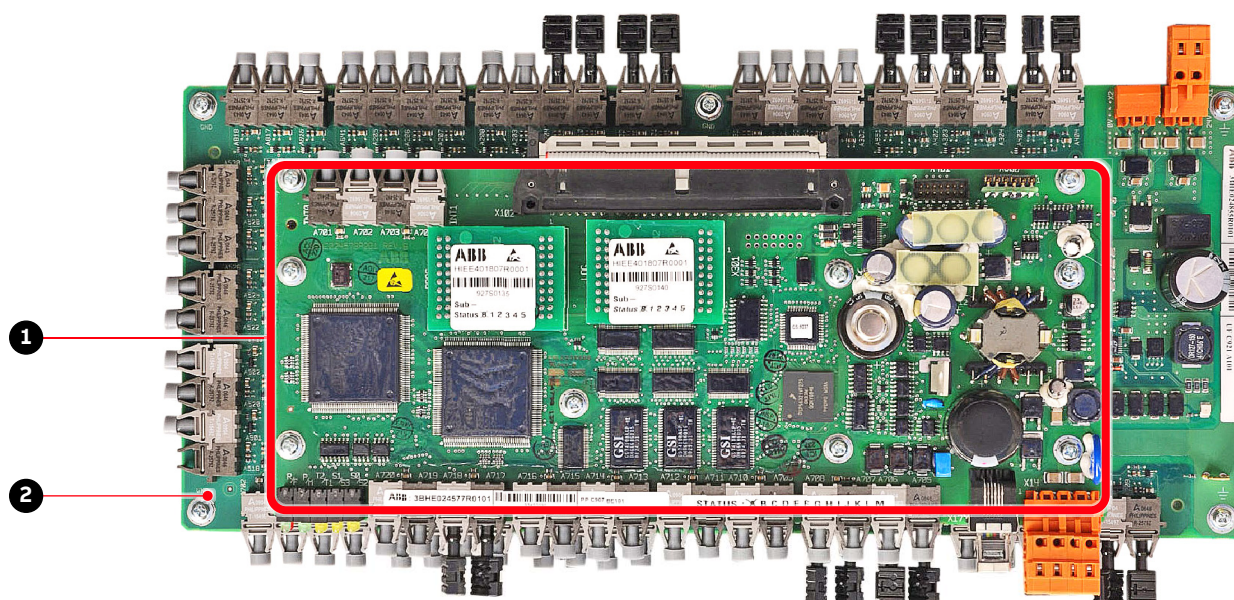
The local control panel on the door of the control compartment serves as the basic user interface for monitoring, control, operation of the drive, and setting of parameters.

For more information, see Chapter 9, “Operation”, page 99 and Chapter 10, “CDP control panel”, page 109.

4.2.2. AMC circuit board

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

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



Key:

- (1) AMC circuit board
- (2) Interface circuit board (INT)

Fig. 36. AMC circuit board

4.2.2.1. Control tasks

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

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

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

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

- “Main circuit breaker protection device”, page 25
- “Grounding switch”, page 37
- “Cooling system”, page 41

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	55/154

4.2.2.2. Parameters

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

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

4.2.2.3. Main circuit breaker

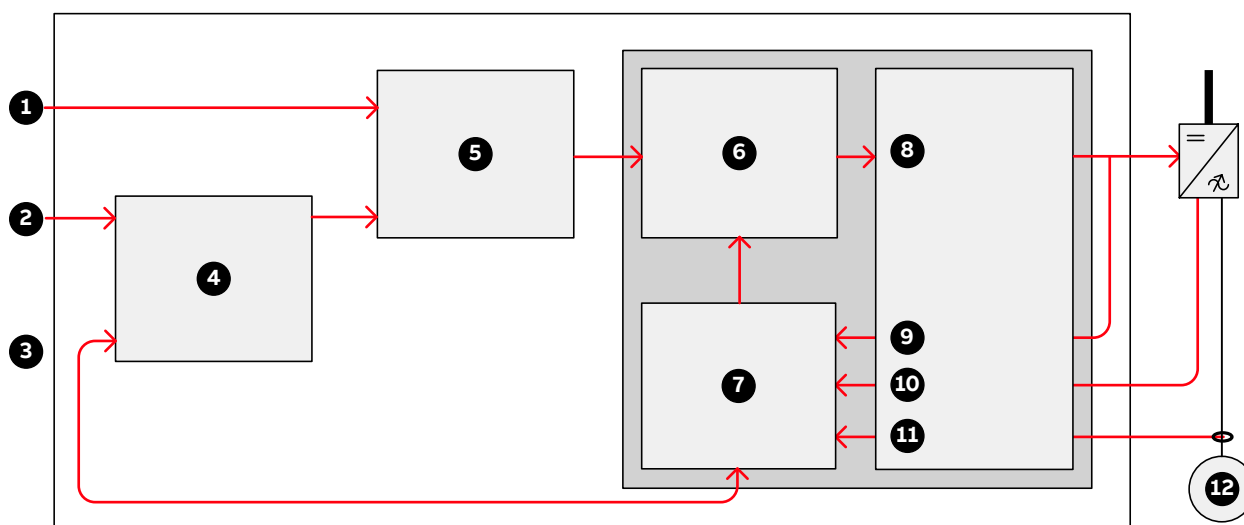
The main circuit breaker (MCB) is an important switching and protection device of the drive system. Therefore it must only be controlled and monitored by the drive.

For more information, see:

- “Input circuit breaker engineering guideline”, 3BHS104785 E01
- Section 2.5, “Main circuit breaker protection device”, page 25

4.2.2.4. Direct torque control

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



Key:

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

Fig. 37. Direct torque control

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

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

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

4.2.2.5. Peripheral I/O devices

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

- Local CDP control panel
- IOEC I/O modules for parallel signal transfer to external devices (see Section 4.3.1, “IOEC I/O modules”, page 59)
- Serial communication interface (fieldbus) for serial data transfer to a higher-level control system (see Section 4.3.2, “Serial communication interface (fieldbus)”, page 64)
- Pulse encoder interface NTAC (option) (see Section 4.3.3, “Pulse encoder interface NTAC (option)”, page 64)
- PC-based service tools comprising:
 - DriveWare® software tools, commissioning and maintenance tools, ie, DriveWindow and DriveDebug, and DriveOPC for data transfer between ABB drives and Windows®-based applications.
 - NETA-21 for monitoring and diagnostics tool that allows access to the drive from any location in the world via a secure Internet connection.

4.2.2.6. Control modes

The drive provides the following control modes:

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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	57/154

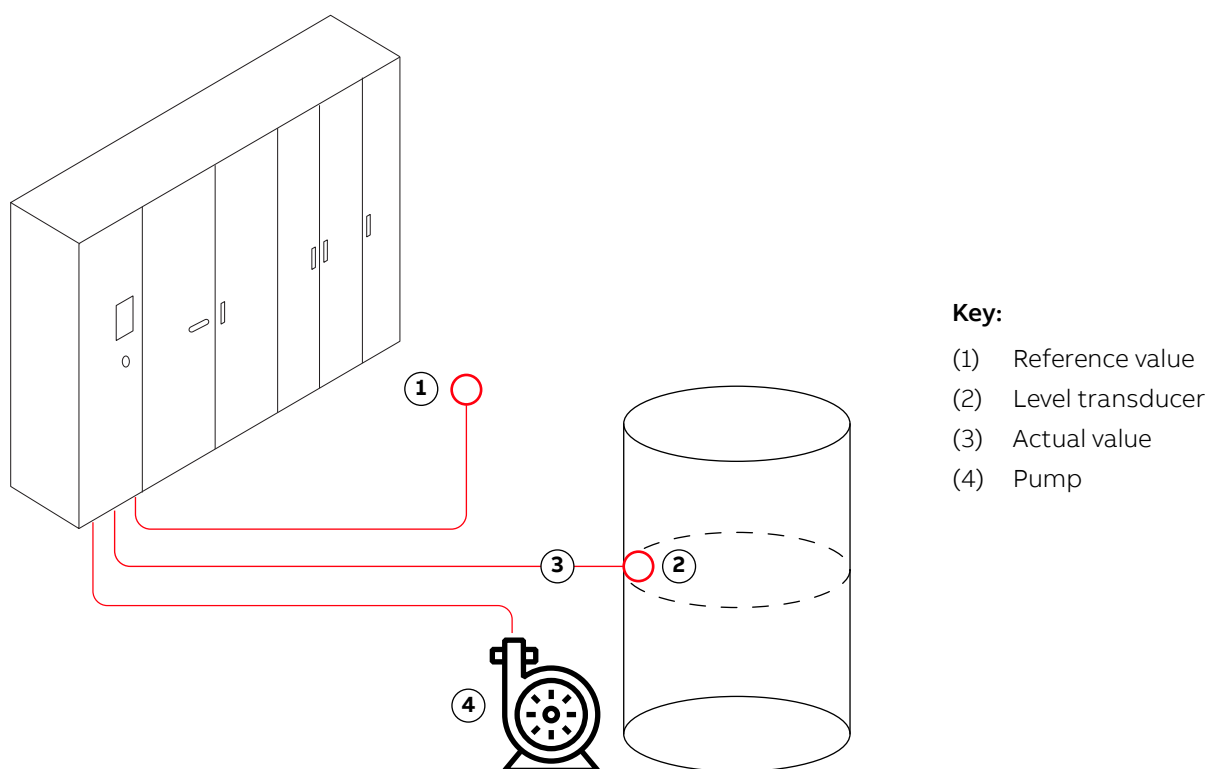


Fig. 38. PID control mode

Application examples:

- Booster pumps of municipal water supply systems
- Automatic level control of water reservoirs
- Booster pumps of district heating systems
- Speed control of different types of material handling systems where the material flow has to be regulated.
- **Sequential control mode:** used in processes that require different constant speed settings and/or different acceleration and/or deceleration settings in addition to an adjustable speed reference value.

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

The preset values of a control mode can be left unchanged or they can be set individually by the commissioning engineer as required for the application. For more information on control mode settings, see “Appendix G – Signal and parameter table”.

4.2.2.7. Operating modes

The drive provides the following operating modes:

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

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

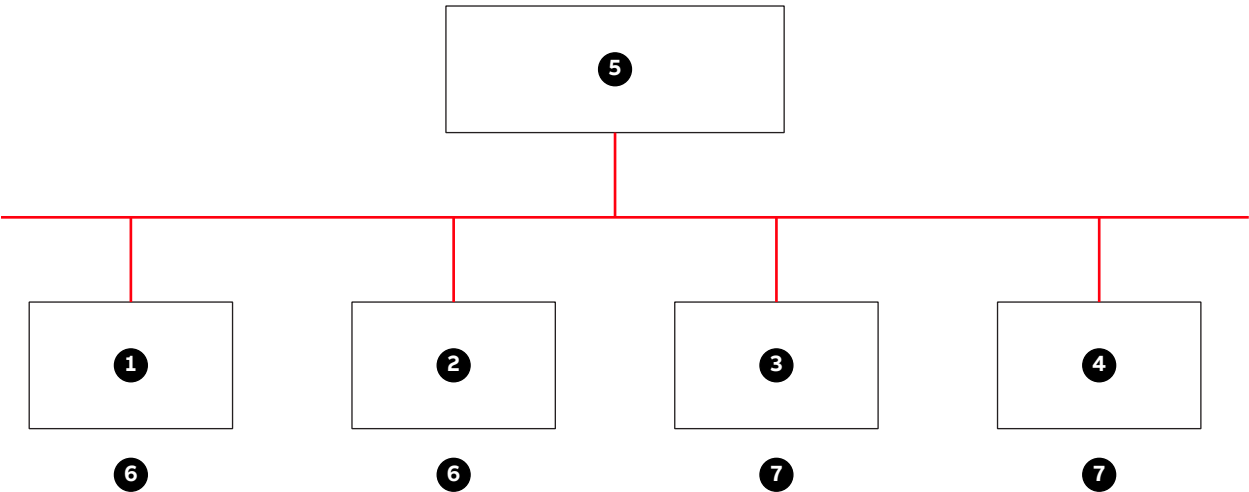
4.3. I/O interfaces

4.3.1. IOEC I/O modules

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

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

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



Key:

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

Fig. 39. IOEC interfaces overview

4.3.1.1. IOEC module configuration

Each IOEC module is configured with both analog and digital inputs and outputs as shown in the following tables.

TABLE 3 IOEC module configuration - analog inputs

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

TABLE 4 IOEC module configuration - analog outputs

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

TABLE 5 IOEC module configuration - digital inputs

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

TABLE 6 IOEC module configuration - digital inputs

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

4.3.1.2. Internal voltage supply (24 V)

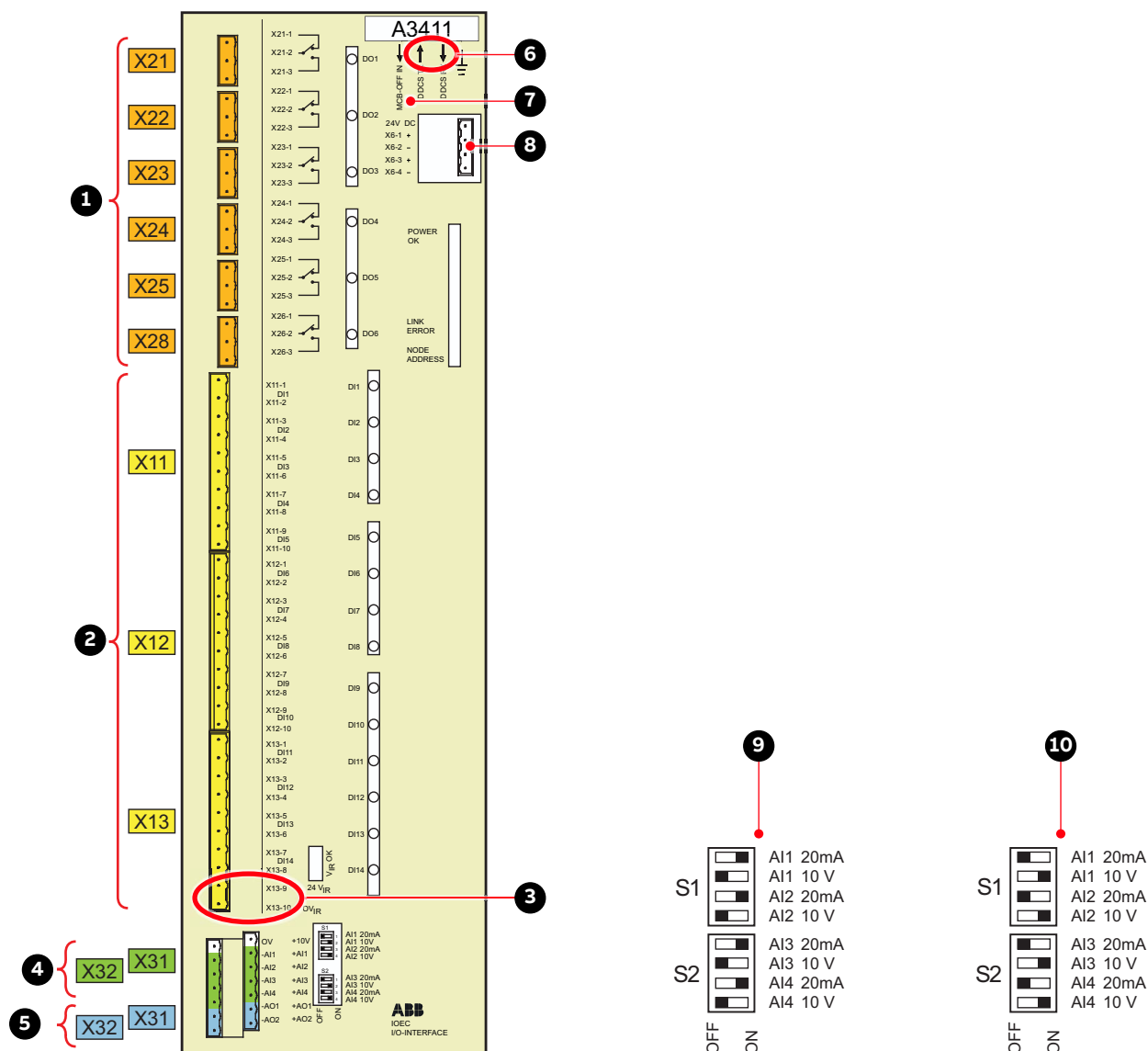
One isolated DC/DC converter supplies an overload protected voltage of 24 V (DC) to operate digital inputs from passive contacts. The output is protected by a PTC-resistor against short-circuit and external applied overvoltages.

TABLE 7 24 V internal voltage supply

Output voltage	Available output voltage
Unregulated 24V	180 mA

4.3.1.3. Module terminals

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



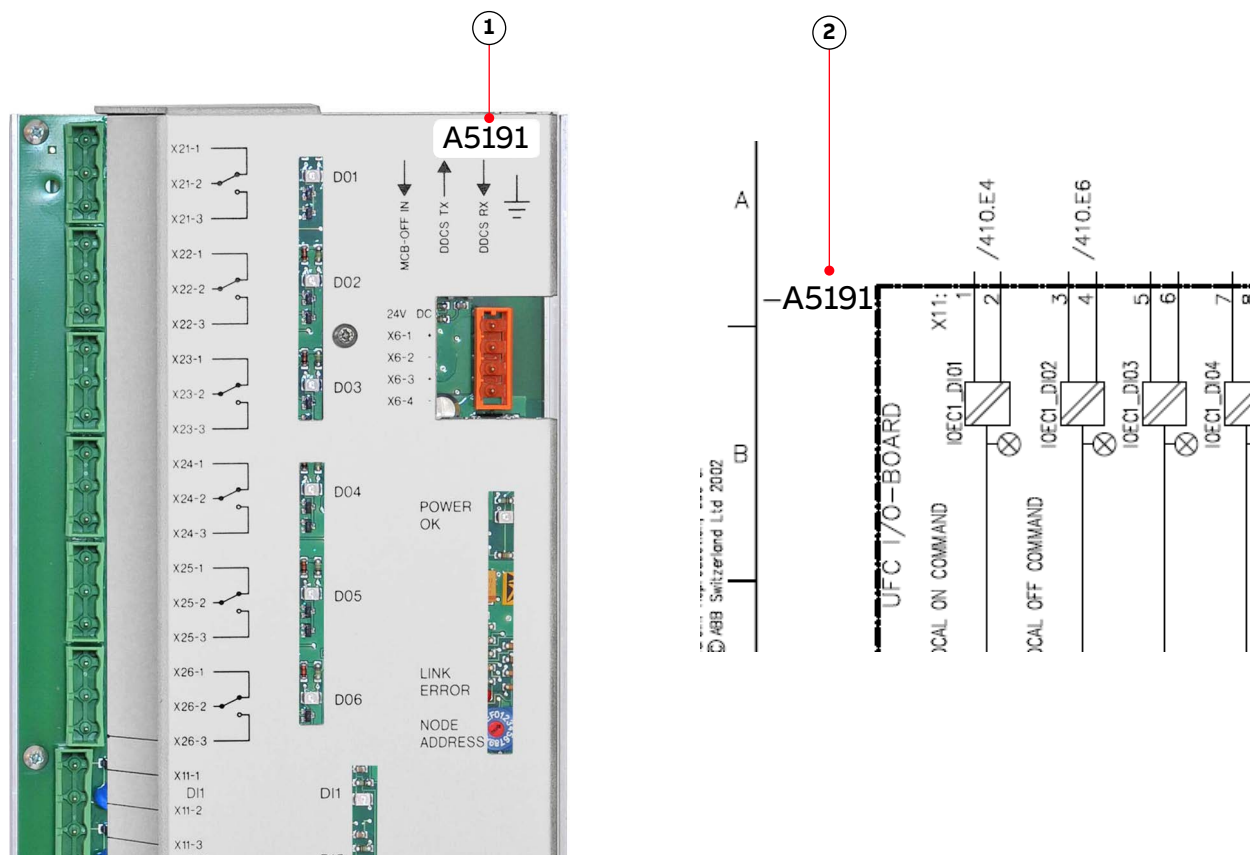
Key:

- Digital outputs
- Digital inputs
- 24 V internal voltage
- Analog inputs
- Analog outputs
- DDCS fiber optics
- I/O Emergency OFF function
- Power supply (factory-installed wiring)
- Voltage mode
- Current mode

Fig. 40. IOEC module

4.3.1.4. I/O device identification

The I/O modules are identified on the part with an identification label (1 in Fig. 41), in the wiring diagram, and in the software by the wiring diagram identification number (2 in Fig. 41).



Key:

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

Fig. 41. IOEC module identification

The way the identification number is built directly corresponds to the wiring diagram as can be seen in Fig. 41. The letter A represents the kind of part we have, an assembly, the next three digits are the page number the part is located on, page 191, and the last digit, 1, means that our part is the first assembly on the page. This identification label number is the key to track electrical devices throughout the drive and in the ABB documentation.

The designation for each IOEC module is shown in Table 8.

TABLE 8 IOEC module identification

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

4.3.2. Serial communication interface (fieldbus)

To identify the serial communication interface in the drive, see “Appendix D - Wiring diagrams”.

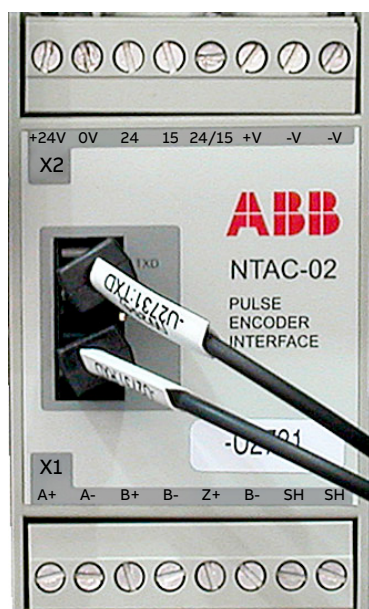
For more information on the device, consult the relevant manual:

- Modbus TCP - “Ethernet - NETA-21 remote monitoring tool user manual”, 3AUA0000096939
- Modbus RTU - “Modbus - NMBA-01 installation and start-up guide”, 3AFY58919772
- Profibus - “Profibus - NPBA-12 installation and start-up guide”, 3BFE64341588
- DeviceNet - “DeviceNet - NDNA-02 installation and start-up guide”, 3AFY58919829

4.3.3. Pulse encoder interface NTAC (option)

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

For more information on the device, see “Installation and start-up guide for the pulse encoder module NTAC-0x”, 3AFY58919730.



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

Fig. 42. NTAC-02 pulse encoder interface

5. Transportation, storage and disposal

5.1. Safety



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

5.2. Transport conditions

The transport conditions for the drive are based on IEC 60721-3-2.

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

5.3. Unpacking and inspection

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

NOTE – For damaged parts, ABB recommends sending a photograph.

5.4. Lifting and transportation



WARNING

Risk of serious injury! Incorrect securing and lifting of loads can cause serious injury and damage the equipment.

- Lift operations **MUST** be performed by qualified personnel in accordance with local lifting laws!
- **DO NOT** use a forklift
- Use suitable lifting gear for the load weight, eg, web slings, chain slings, round slings, safety hooks, and shackles
- Use a lift frame or spreader frame with a crane for a drive or transport unit; after transport units have been joined to the drive, use appropriate transport means such as heavy load hydraulic rollers or air cushions. If in doubt, contact ABB for instructions.
- Only use the original lifting attachments with the original mounting bolts (and washers where applicable) to transport the equipment
- Before use, always check the lifting attachments for damage, eg, corrosion and cracks. **DO NOT** attempt to lift equipment with a damaged lifting attachment; contact ABB for a replacement before you proceed
- Always transport the load in an upright position
- Always observe the center of gravity
- **DO NOT** lift more than one load at a time

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 65/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------



→ Refer to “Appendix C - Mechanical drawings” for the relevant dimensions and weight

NOTICE

Risk of component damage. Dirt and metallic dust can cause failure when the drive is energized.

→ Keep cabinet doors closed during lift operations

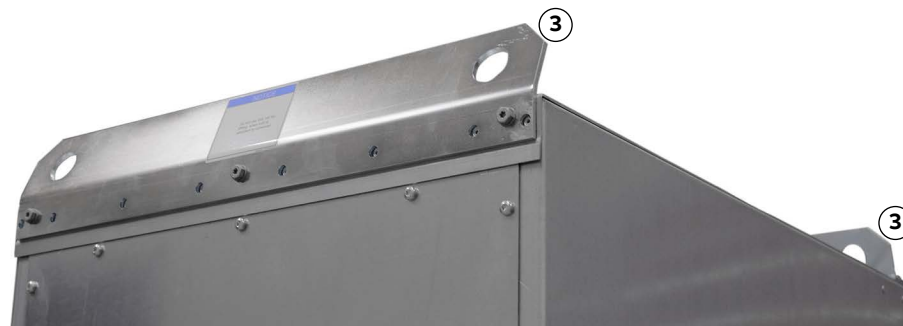
5.4.1. Lifting attachment types



Only use the lifting attachments that are included with the delivery, either factory-installed or in the loose parts box for the drive. These lifting attachments are intended exclusively for use with ACS1000i equipment. Any use beyond this is strictly prohibited.



ABB ID:
3BHE015753P0008



Key:

- (1) Lifting plate for base frame
- (2) M8 rotating eyebolt for top-lifting (roof-mounted fan units)
- (3) Top lifting rail on an additional cabinet

Fig. 43. Lifting attachment types

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 66/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

5.4.2. Lifting with lifting plates

Lifting plates are factory-installed on the base frame of transport units. The following information is for crane lifting operations.



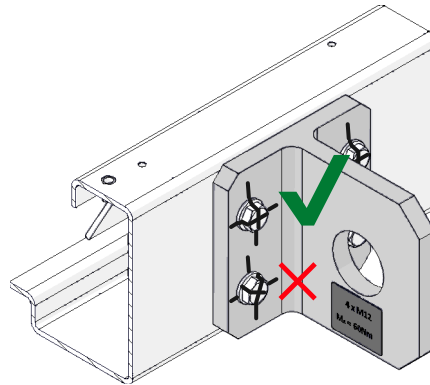
CAUTION

Risk of tipping! The following procedure requires a crane with a lift frame or a spreader frame. If you do not have this equipment:

→ Ensure that the slope angle of the slings **DOES NOT** exceed 30° (Fig. 46).

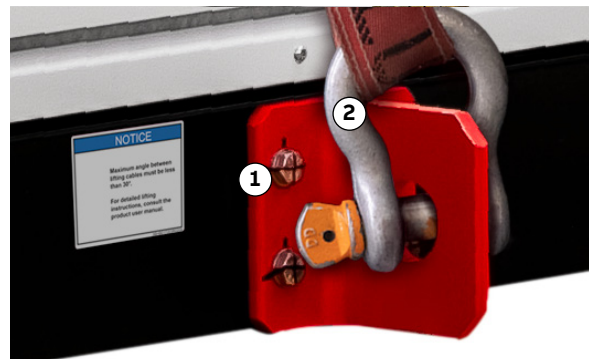
1. Verify that the factory torque marks on the mounting bolts and washers of the lifting plates are aligned.

If the marks are not aligned or are not visible, tighten the mounting bolt to the torque that is specified in Table 4–1.



2. Attach slings to the lifting plates (1) with load-appropriate shackles (2) or safety hooks.

CAUTION! DO NOT run a sling through the hole of a lifting plate!



3. Protect the edges and other protrusions on the load from direct contact with the lifting gear, eg, slings.
4. Lift the load slowly and steadily, with no abrupt stops, in an upright position to the required clearance height.

CAUTION! Keep an eye on the horizontal position of the load and reposition the slings when necessary.

NOTE – If you want, you can remove the lifting plates after the drive has been installed. To prevent rust in threaded holes in the base frame, always grease and reinstall the mounting bolts and fasteners.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 67/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

5.4.3. Lifting additional cabinets with top rails

Additional cabinets for ACS1000i drives have factory-installed top rails for lifting. The following information is for crane lifting operations.

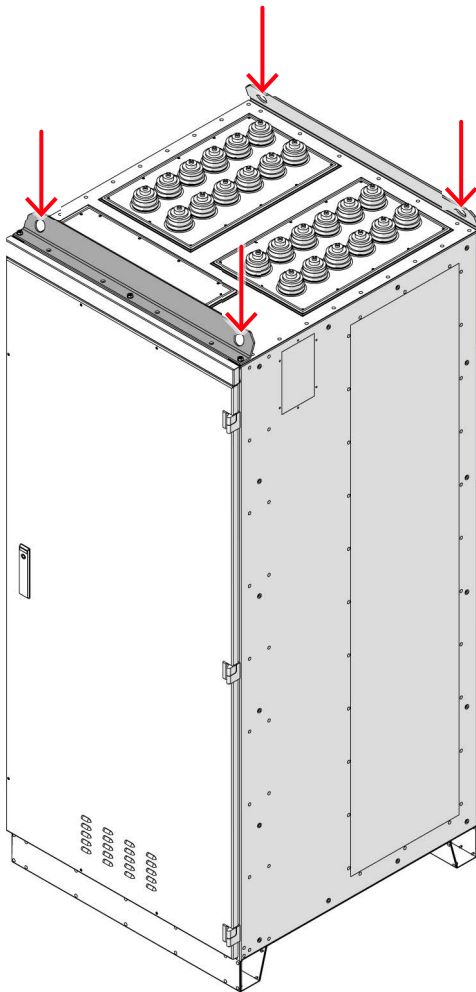


CAUTION

Risk of tipping! The following procedure requires a crane with a lift frame or a spreader frame. If you do not have this equipment:

→ Ensure that the slope angle of the slings **DOES NOT** exceed 60° (Fig. 46).

1. Attach slings to the fastening holes (arrows) of the top rails with load-appropriate shackles or safety hooks.



2. Lift the load slowly and steadily, with no abrupt stops, in an upright position to the required clearance height.

CAUTION! Keep an eye on the horizontal position of the load and reposition the slings when necessary.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 68/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

5.4.4. Lifting with rotating eyebolts

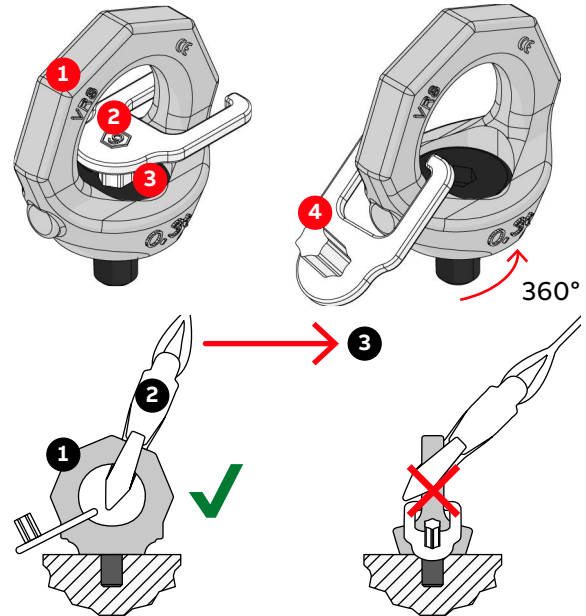
Rotating eyebolts are required for lifting a fan assembly (delivered separately) onto the roof of the drive. These eyebolts are either factory-installed or are in the loose parts box for the drive.

The following instructions describe how to use rotating eyebolts during a lifting operation. For instructions on how to lift and install a fan assembly, including the rotating eyebolts, see Section 6.6, “Installing the fans”, page 76.

The following procedure requires a crane with a lift frame or a spreader frame.

1. For rotating eyebolts (1) from the loose parts box, use the attached star key (2) to hand-tighten and properly seat the mounting bolt (3).

CAUTION! DO NOT use an extension with the star key tool. Remove the key (4) before you attach the lifting gear. The eyebolt must be able to rotate 360° when mounted.



2. Rotate the eyebolts (1) in the pull direction (3), ie, sling direction, and then attach slings to the eyebolts with safety hooks or shackles (2).

CAUTION! DO NOT run slings through the eyebolts!

Referring to Fig. 46:

3. Protect the edges and other protrusions on the load from direct contact with the lifting gear, eg slings.
4. Lift the load slowly and steadily, with no abrupt stops, in an upright position to the required clearance height.

CAUTION! Keep an eye on the horizontal position of the load and reposition the slings when necessary.

5. At the end of the lifting operation, remove the hand-tightened eyebolts that you installed in step 1.

NOTE – For a permanent installation, tighten the eyebolts to the correct torque (see Section 5.4.5, “Installing or reinstalling lifting attachments”, page 70) with a suitable torque wrench socket (not included in the scope of delivery).

5.4.5. Installing or reinstalling lifting attachments



Only use the original lifting attachments and fasteners. Before use, always check the lifting attachments for damage, eg, corrosion and cracks. DO NOT attempt to lift equipment with a damaged lifting attachment; contact ABB for a replacement before you proceed.

If you need to install or reinstall factory-mounted lifting attachments, eg, when the drive is at end of life, tighten the mounting bolts to the torque that is specified in Table 9.

NOTE – The torque wrench sockets for the rotating eyebolts are not included in the scope of delivery.

TABLE 9 Lifting attachment specifications

Type	Fasteners	Torque (Nm)	ABB ID
Lifting plate	4 × M12 × 45 (8.8) bolts	60	3BHB036256P0877
Lifting plate fasteners	4 × conical seats BN5578 (DIN6319C) 4 × M12 spherical washers BN 10614 (DIN6319D)		- -
M8 rotating eyebolt	M8 bolt	10	3BHE015753P0008

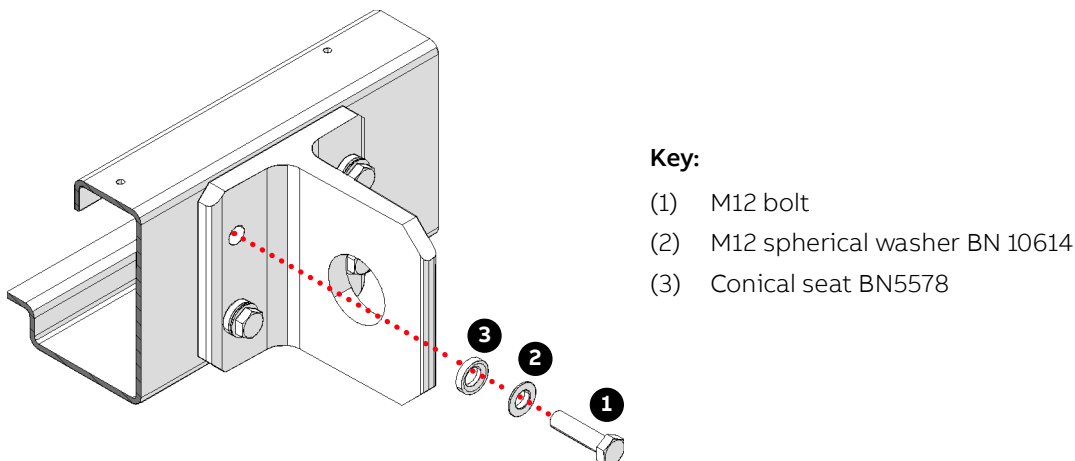


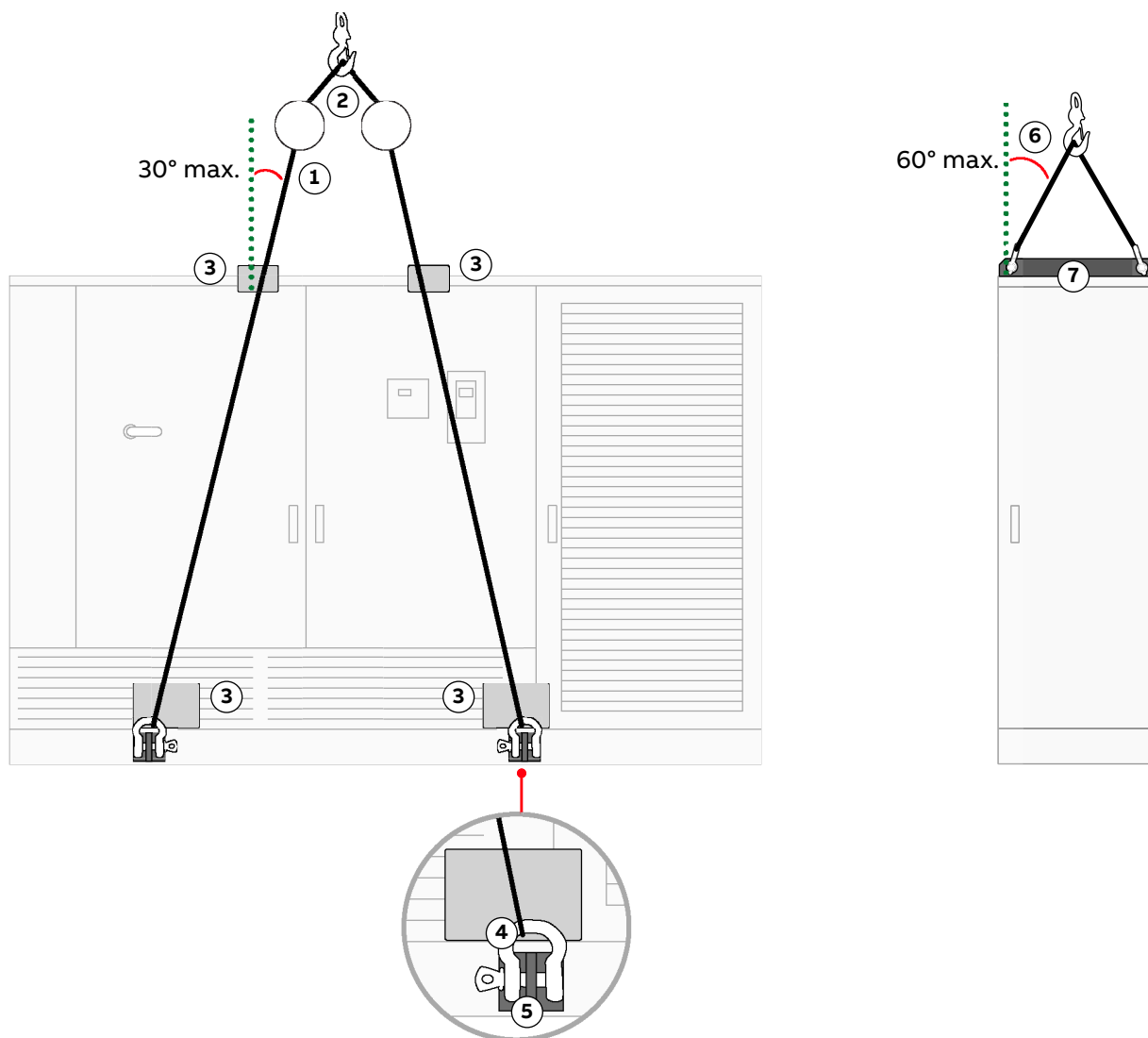
Fig. 44. Lifting plate fasteners

IMPORTANT! Apply grease between the conical seat and the spherical washer during assembly.



Fig. 45. Torque wrench socket for rotating eyebolt (not included in delivery)

5.4.6. Sling configuration for crane lifting with a spreader frame



Key:

- (1) Sling slope angle for drive (maximum 30 °)
- (2) Spreader frame (example)
- (3) Protect the edges
- (4) Shackle or safety hook
- (5) Lifting plate
- (6) Sling slope angle for additional cabinet (maximum 60 °)
- (7) Lifting rail on additional transport unit

Fig. 46. Transporting the drive by crane

5.5. Storage

5.5.1. Storage conditions

The minimum requirements for storage are based on IEC 60721-3-1.

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

5.5.1.1. Storage time

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

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

5.5.2. Storing the drive

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

1. Remove the batteries (if applicable).
2. Cover all cable inlets and ventilation slots with an impermeable plastic or aluminum foil and a wooden panel.
3. Add a desiccant of the appropriate quality:
 - 1 unit desiccant (30 g) absorbs 6 g water vapor.
 NOTE – The following quantity is required when using a polyethylene foil:
 - 10 units/m² foil
4. Close and lock the doors of the cabinet.
5. Use polyethylene or equivalent for packaging:
 - 0,3 g/m²/24h water vapor diffusion
6. Attach humidity indicators to the packaging.

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

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 72/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

5.5.3. Storage and handling of spare parts



NOTICE

Risk of component damage! Electronic devices (eg, circuit boards, semiconductors) are sensitive to electrostatic discharge (ESD), which can damage these devices. Observe the following to maintain spare parts in good condition and to keep the warranty valid during the warranty period:

→ Apply ESD handling precautions before handling these devices.

5.5.3.1. Warranty information

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

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

If in doubt whether the maximum allowed humidity is exceeded, protect the spare parts with an external heater.
- DO NOT touch a component without wearing a wrist grounding strap.
- Put the component on a grounded working surface protected against electrostatic discharges
- Hold the component only at the edge

5.6. Disposal of packaging materials and components

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

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 73/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

6. Mechanical installation

6.1. Safety



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

6.2. Overview of installation work

The installation includes the following work:

- “Preparing the floor”, page 75
- “Fixing the cabinet to the floor”, page 75

6.3. General notes on installation

NOTICE

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

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

6.3.1. Dimensions and clearances

See “Appendix C - Mechanical drawings” for information on:

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

6.3.2. Cabinet roof

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

6.3.3. Fire protection

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

6.3.4. Cable duct material

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

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 74/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

6.4. Preparing the floor

Condition of the floor:

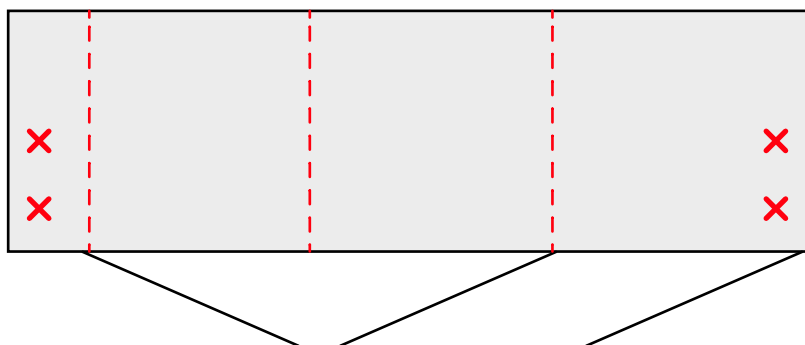
- Must support the weight of the cabinet
- Overall incline across 5 m must not exceed 5 mm
- Even
- Non-flammable, smooth and non- abrasive
- Protected against humidity diffusion

6.5. Fixing the cabinet to the floor

IMPORTANT! If you cannot open the doors of the medium voltage compartments, contact ABB.

Referring to the “Fixing and lifting details ACS1000i”, 3BHS853482 E01 layout drawing in “Appendix C - Mechanical drawings”:

1. Drill fixing holes into the floor as indicated in the layout drawing and in the following example.



2. When the cabinet is in place, check if the doors are misaligned.

NOTE – If the doors do not open and close properly, place leveling plates (ABB recommends 100 × 100 mm leveling plates or steel shims) at the appropriate points under the drive (arrows).

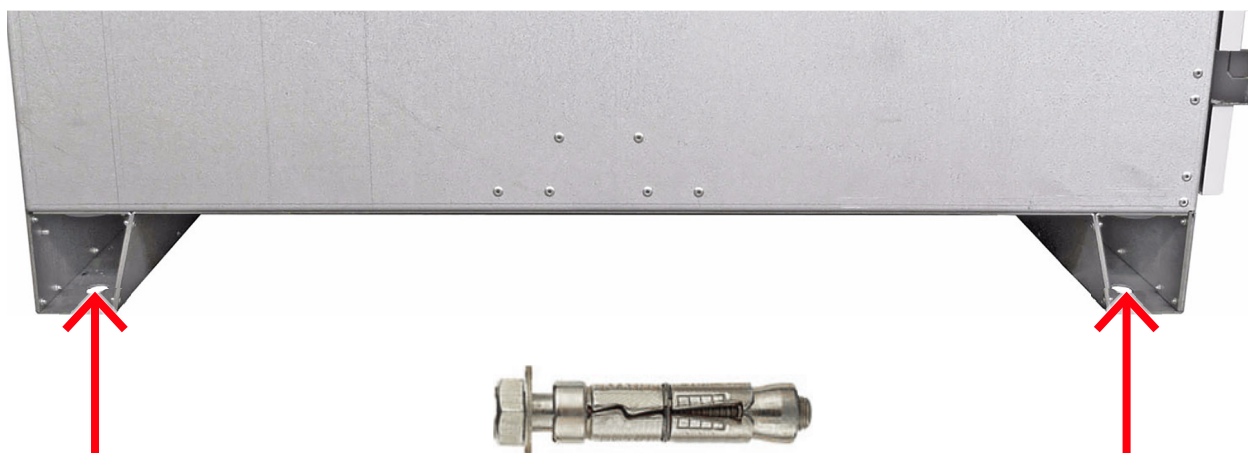


3. Fix the cabinet to the floor.

NOTE – Floor fixings are not supplied.

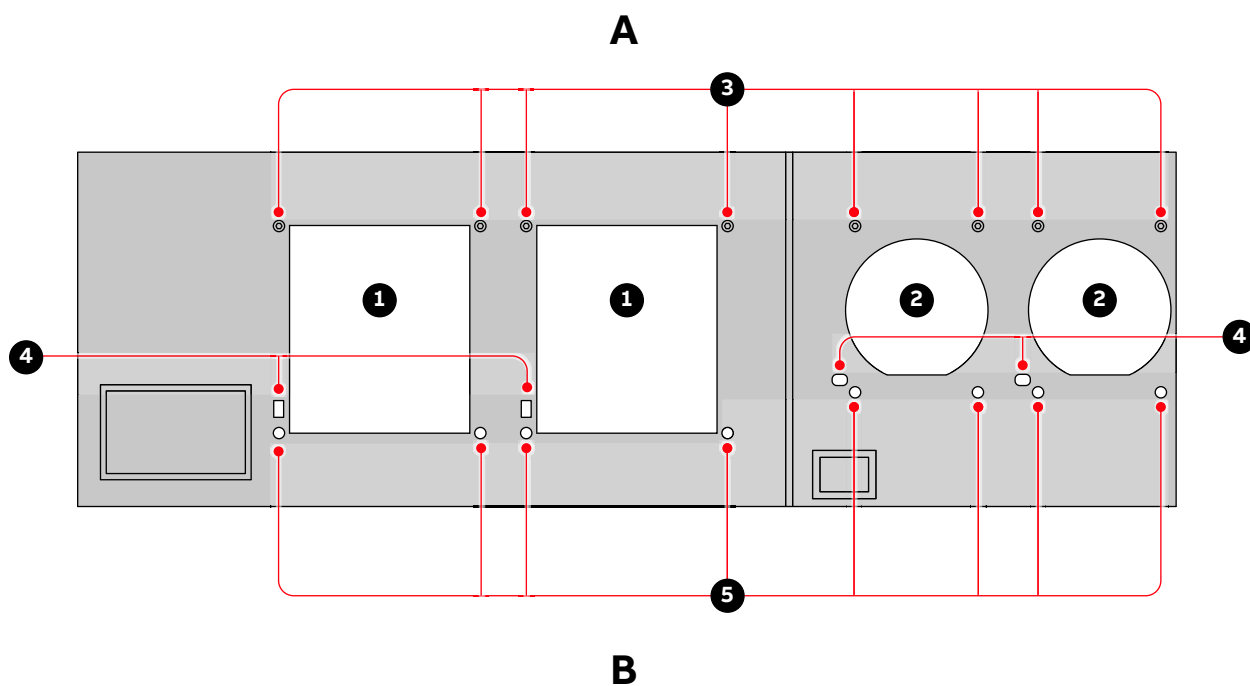
PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 75/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

4. Insert the anchor bolts (ABB recommends M16 bolts and nuts) through the ends of the cabinet base (arrows) or through the holes inside the cabinet.



6.6. Installing the fans

Fan units are installed over the 4 cutouts in the drive roof. The 2 cutouts on the left are for large or small fans with an additional base plate and the 2 cutouts on the right are only for small fans.



Key:

- (1) Cutouts for large or small fans
- (2) Cutouts for small fans
- (3) Shock absorbers for fan unit
- (4) Holes for fan motor cables
- (5) Holes for fan-mounted shock absorbers

Fig. 47. Cutouts in drive roof -(A) back and (B) front



Fig. 48. Standard fan installation

TABLE 10 Fan configurations

Drive with fan redundancy	Fan configuration
Yes	– 2 large fans and 2 small fans
	– 4 small fans
No	– 2 large fans
	– 1 large and 1 small fan.

Each fan has 2 shock absorbers underneath the base at the front (1, Fig. 50). For a small fan that will be installed over a large cutout, the shock absorbers are bolted underneath the adapter plate at the front (1, Fig. 52).

For the complete dimensions of the fans, see “Appendix C - Mechanical drawings”.

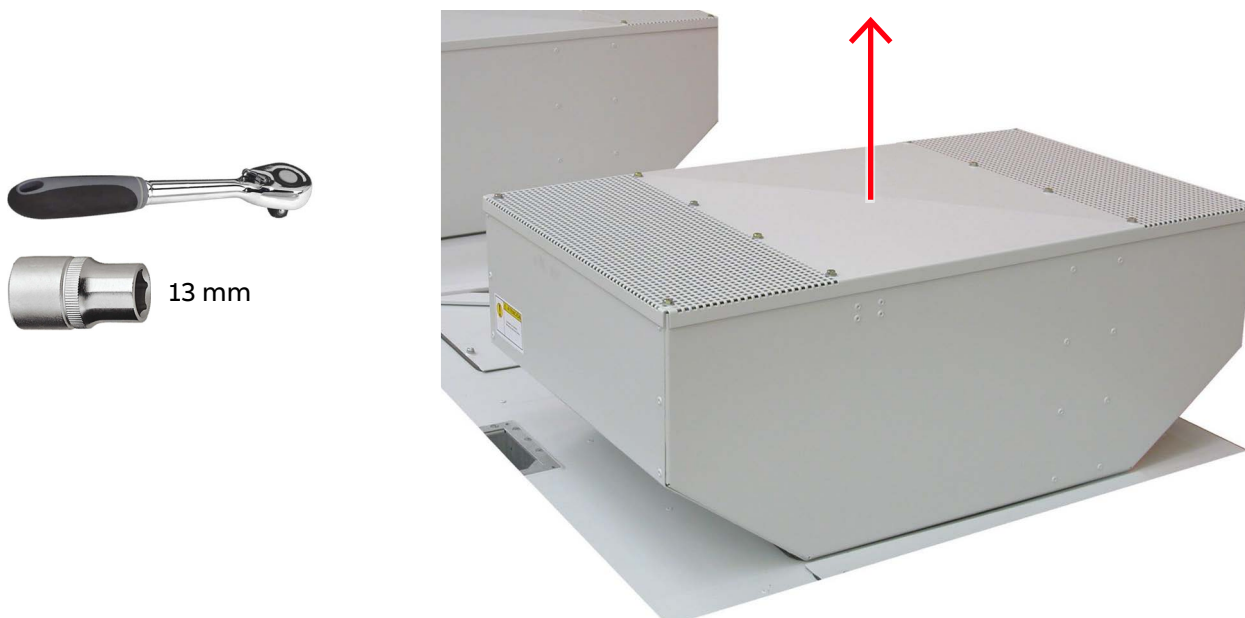


CAUTION

Heavy object! The fan weighs approximately 50 kg
→ Use the appropriate lifting gear.

1. Remove the cover from the fan cutout in the roof.
2. Unbolt and remove the top cover of the fan housing.

IMPORTANT! Keep the bolts in order to reattach the top cover.



3. Install rotating eyebolts (1) in the top corners of the on the top plate of the fan unit (circles) in one of the following configurations according to the instructions in Section 5.4.4, “Lifting with rotating eyebolts”, page 69:
 - 2 diagonal corners for 2 leg lifts
 - 4 corners for 4 leg lifts

NOTE – For a permanent installation, tighten the eyebolts to the nominal torque that is specified in Table 9.

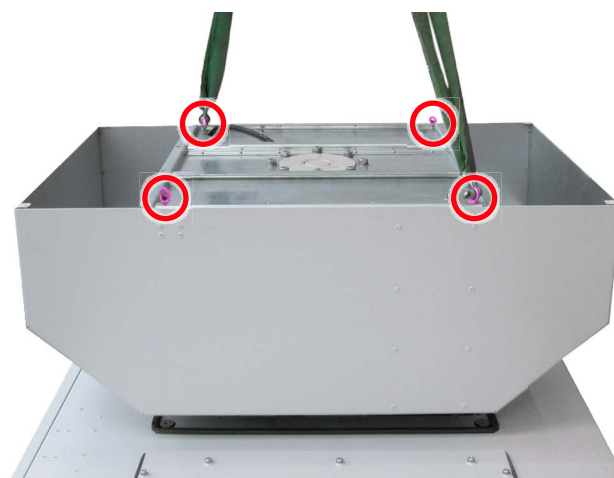
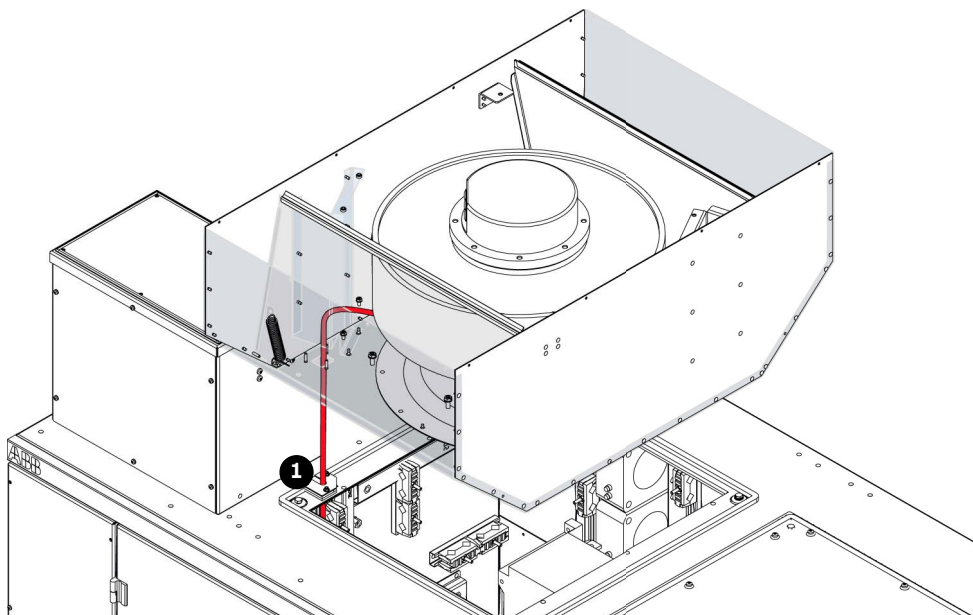


Fig. 49. Lifting a fan unit

4. Attach lifting gear to 2 diagonal or all 4 rotating eyebolts.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 78/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

5. Orient the rotating eyebolts in the direction of force.
CAUTION! Rotation during transportation must be avoided.
6. Lift and suspend the fan over the roof cutout.
7. Feed the fan motor cable (1) into the drive cabinet.



8. Align and lower the fan over the cutout on the drive roof.
Align the shock absorbers on the base (1 and 2, Fig. 50) or the base plate (1 in Fig. 51) of the fan with the holes in front of and behind the cutout.

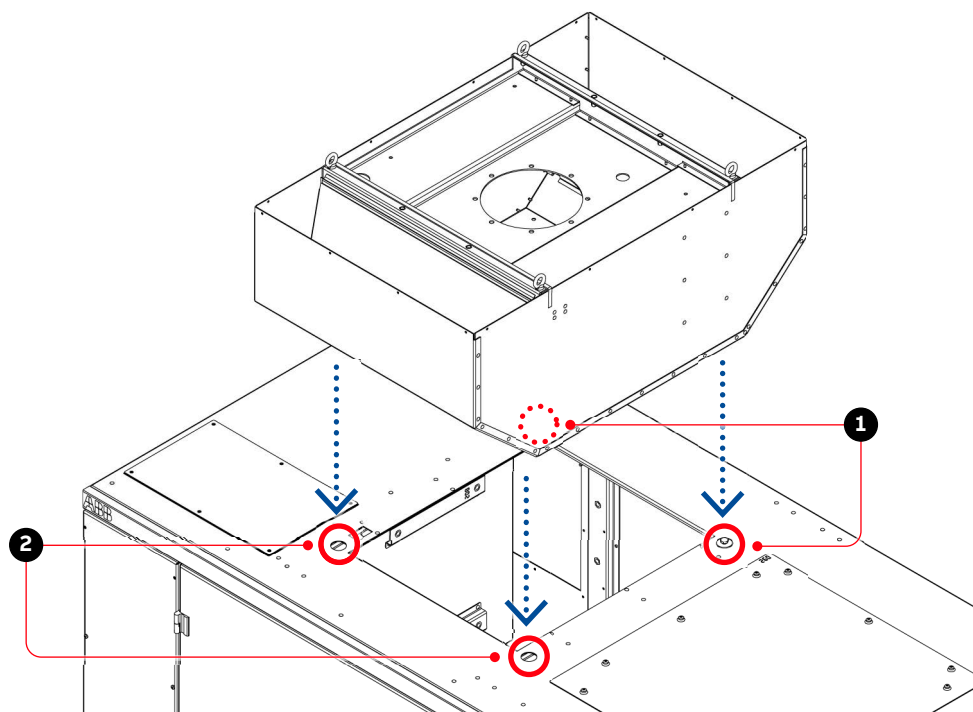


Fig. 50. Large fan installation

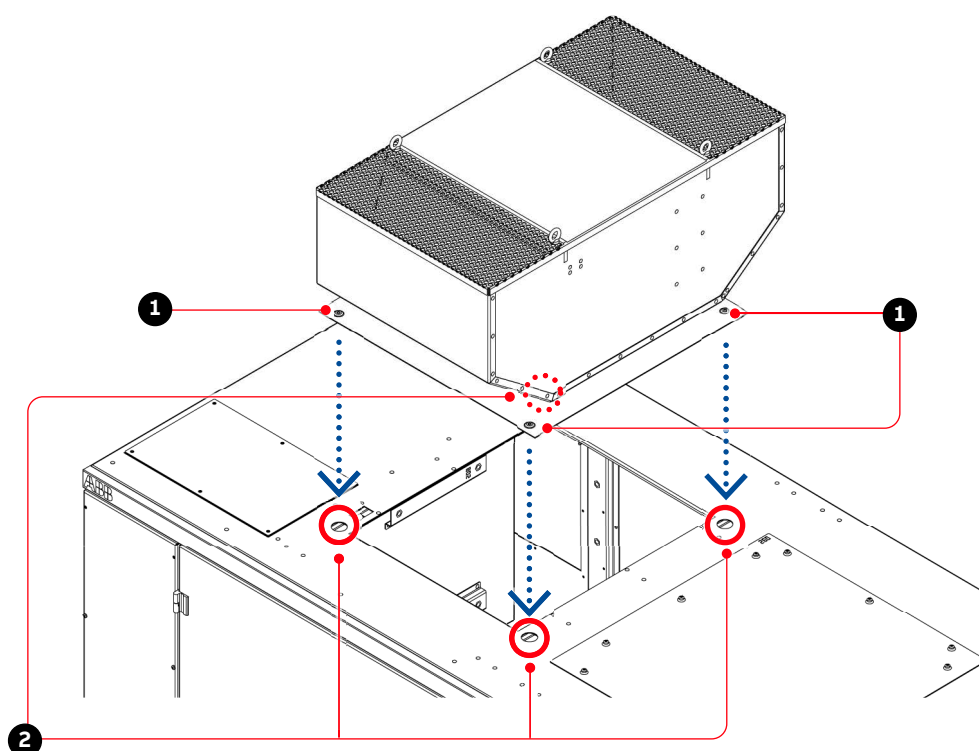
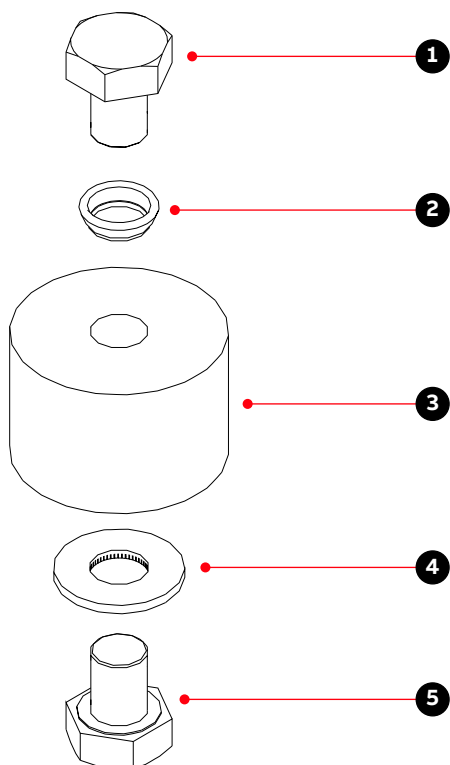


Fig. 51. Small fan installation over a roof cutout for a large fan

9. Referring to Fig. 50 and Fig. 51, bolt the base of the large fan or the base plate of the small fan to the drive roof.

Use two M8×12 bolts (5) from the top and two M8 locking washers (4) inside the cabinet at the front of the drive and two M8×10 bolts (1), two locking washers (4), and two sealing rings (2) inside the fan unit (Fig. 52).



Key:

- (1) 2 × M8×10
- (2) 2 × M8 locking and sealing rings
- (3) Shock absorbers are pre-installed
- (4) 2 × M8 locking washers
- (5) 2 × M8×12

Fig. 52. Fan installation material

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 80/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

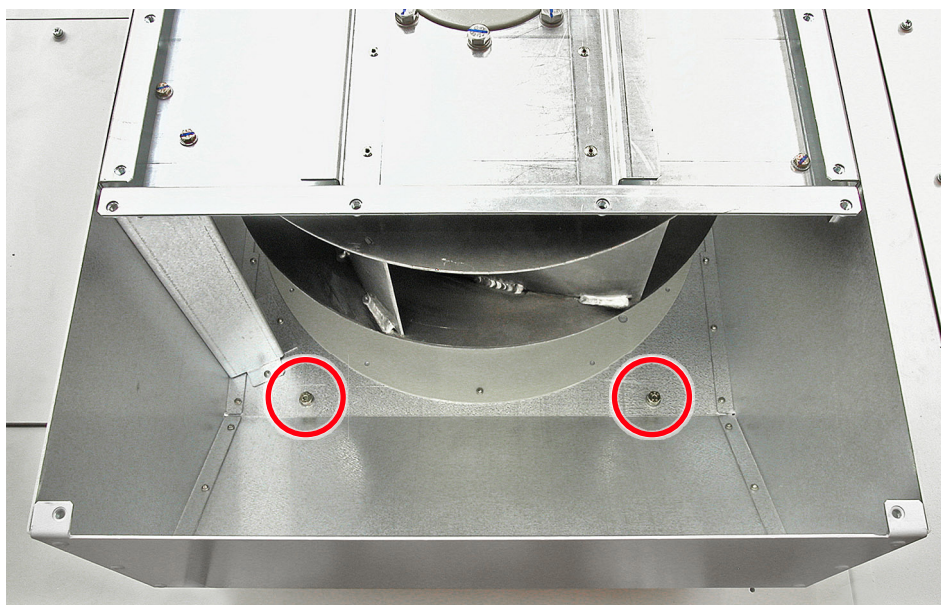



Fig. 53. Bolt location at the back of a fan unit

10. Remove the rotating eyebolts that you installed in step 3.
11. Reattach the top cover of the fan housing with the bolts that you set aside in step 2.
-  12. Connect the fan motor cable according to the wiring diagram in “Appendix D - Wiring diagrams”.

6.7. Additional cabinet compartments

If optional additional cabinet compartments are delivered as separate units, they must be joined to the drive on site according to the supplied specific mounting instructions.

7. Electrical installation

7.1. Safety



Hazardous voltage! Improper work can result in DEATH or life-threatening injury.

- The electrical installation must be carried out by qualified personnel according to the site and equipment requirements, and the relevant electrical codes.
- When the electrical installation is complete, the main and auxiliary power supply to the drive must not be switched on without the consent of the ABB commissioning personnel.
- Take appropriate measures to prevent main and auxiliary power supply from being switched on during installation.

7.2. Overview of installation work

The electrical installation includes the following wire and cable connections:

- “Power cables, ground cables and equipotential bonding conductor”, page 84
- “Auxiliary power, control and serial communication cables”, page 93

7.3. Cable requirements

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

- “Power cable specification”, 3BHS189994 E01
- “Power cables engineering guideline”, 3BHS542290 E01

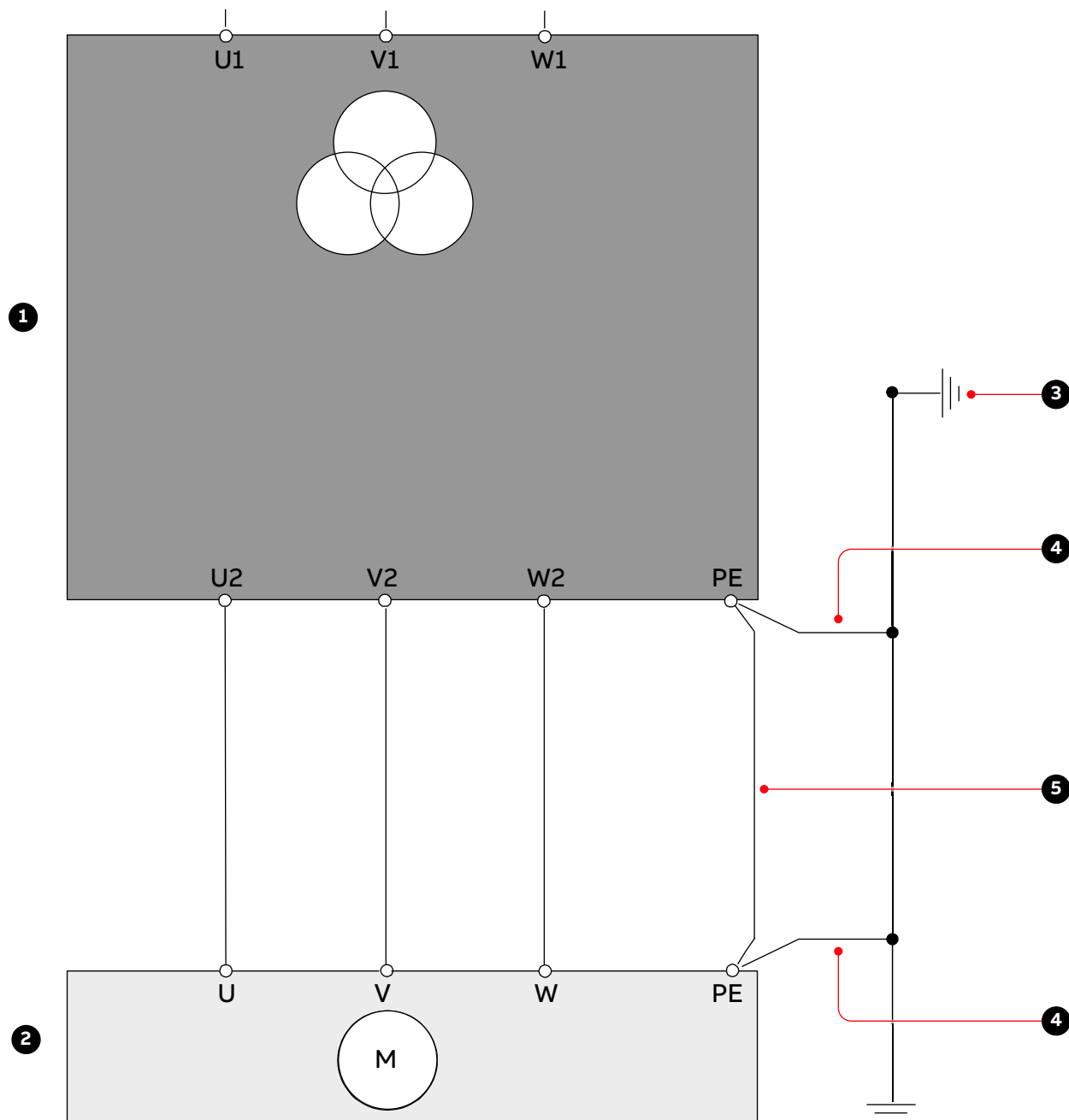
For information on the requirements for the auxiliary power cable and the control cables, see the “Auxiliary power and control cables guideline”, 3BHS813742 E01.

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	82/154

7.4. Ground cable connection and cable shield connections

The cabinet is equipped with a ground busbar (marked PE, Protective Earth) for grounding the armor and shields of the cables, and for the connection of the ground cable.

To identify the ground bus, see “Appendix D - Wiring diagrams”.



Key:

- (1) Drive with integrated transformer
- (2) Motor
- (3) Earth electrode
- (4) Ground cable
- (5) Equipotential bonding conductor

Fig. 54. Grounding the drive system

7.5. Power cables, ground cables and equipotential bonding conductor

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

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

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

- Conventions for cross-reference and device identification

7.5.1. Safety



WARNING

Risk of flashover! There is a risk of flashover between a conductor and the cabinet if the drive is supplied with an input voltage higher than 6.9 kV.

→ To prevent flashover, install the insulating barrier as described

NOTICE

Risk of damage or malfunction! Waste inside the cabinet can cause damage or malfunction.

→ If possible, DO NOT cut cables inside the terminal compartment

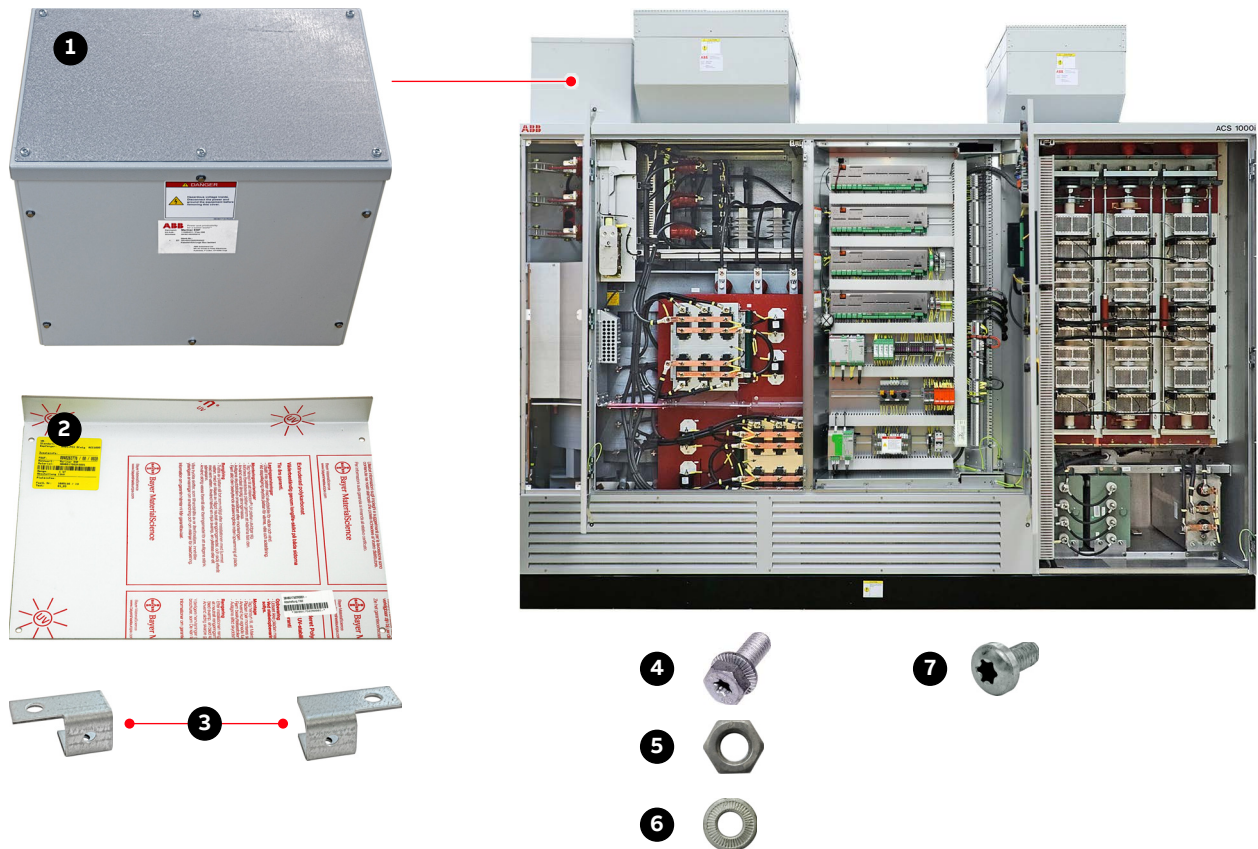
→ Remove all waste from the cabinet when you are finished

7.5.2. Determining the cable length

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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	84/154

7.5.3. MV cable entry from top



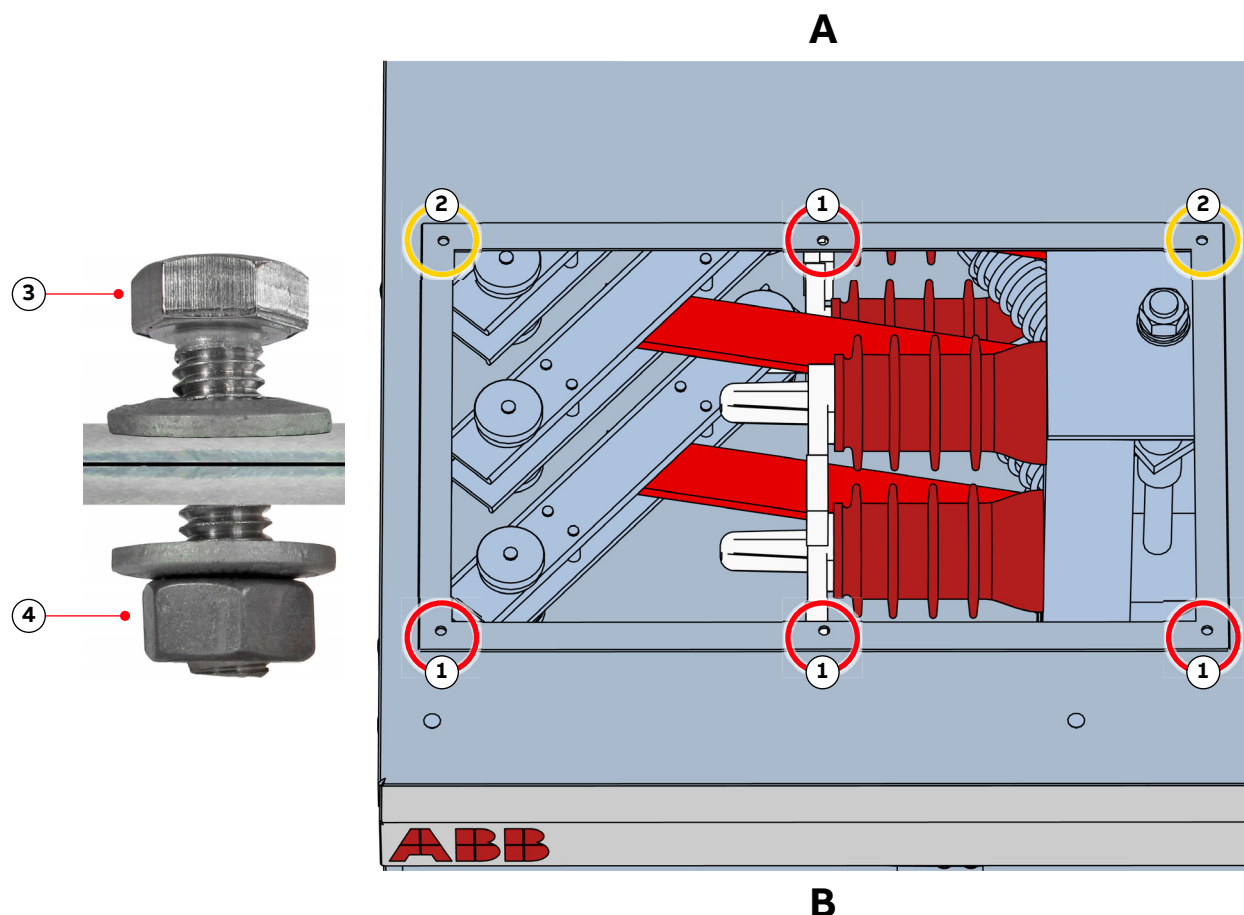
Key:

- (1) Cable entry box
- (2) Insulating barrier
- (3) Brackets
- (4) 6 × M6x16
- (5) 6 × M6
- (6) 6 × M6
- (7) 2 × M6x12 (self-tapping)

Fig. 55. Top cable entry – installation material

7.5.3.1. Installing the cable entry box on the terminal compartment roof

1. Remove the transport cover from the cabinet roof.
2. Fasten the cable entry box to the roof of the terminal compartment
 - **Input voltage of the drive is less than or equal to 6.9 kV:** fasten the cable entry box at the places indicated by (1, Fig. 56) and (2, Fig. 56).
 - **Input voltage of the drive is greater than 6.9 kV:** fasten the cable entry box at the places indicated by (1, Fig. 56).



Key:

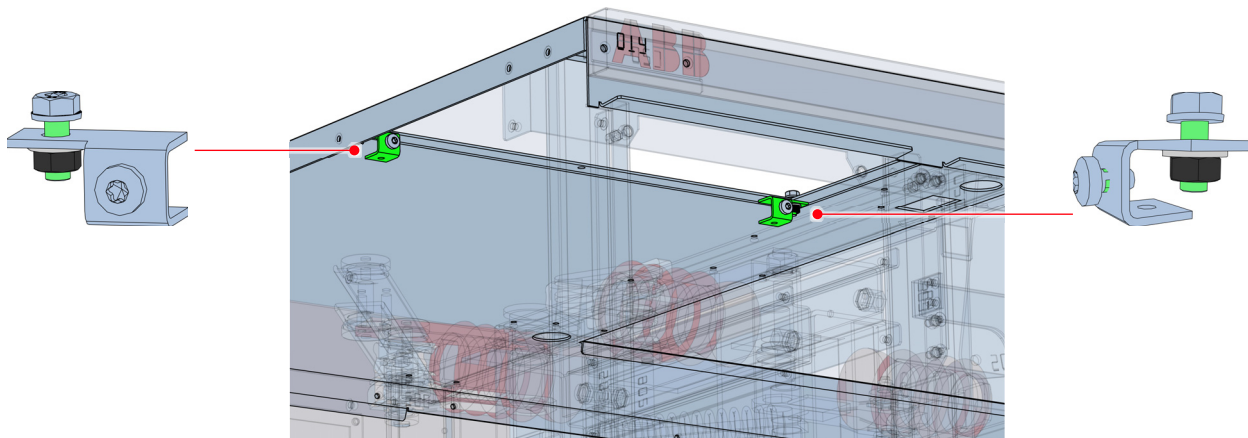
- (1) Bolt location
- (2) Bolt location
- (3) M6 × 16
- (4) M6

Fig. 56. Bolt locations for cable entry box on terminal compartment roof (A is the back and B is the front of the compartment)

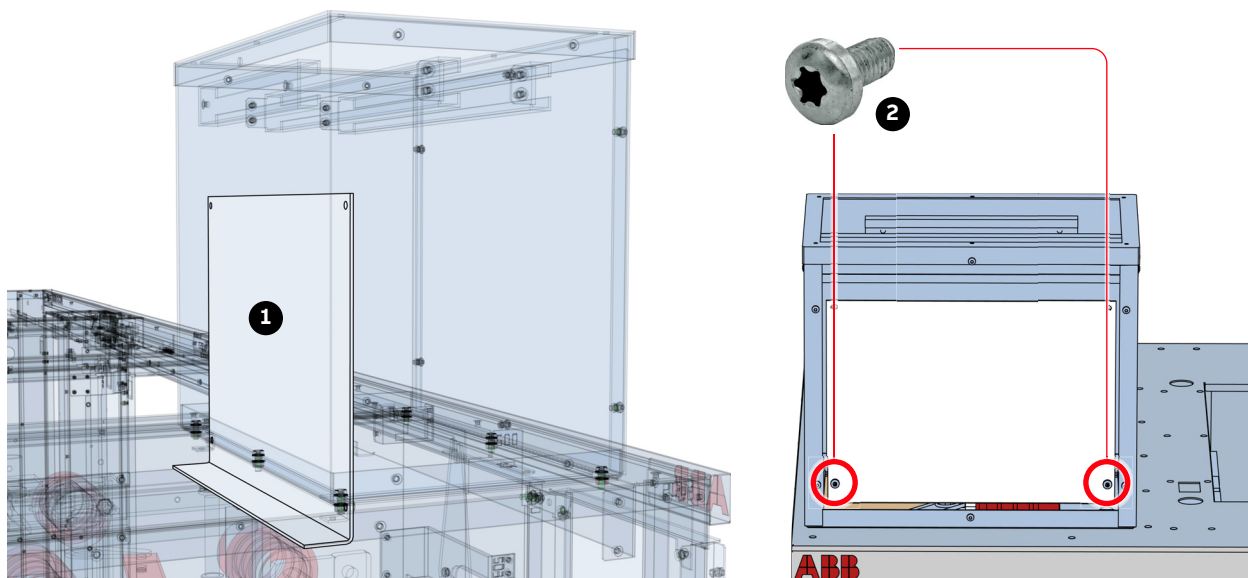
NOTE – If the input voltage of the drive is higher than 6.9 kV, continue with the following steps, ie, Section 7.5.3.2, “Installing the insulating barrier for top cable entry”, page 87.

7.5.3.2. Installing the insulating barrier for top cable entry

1. Fasten a bracket at the places indicated.



2. Remove the protective film from the insulating barrier.
3. Fasten the insulating barrier at the places indicated.



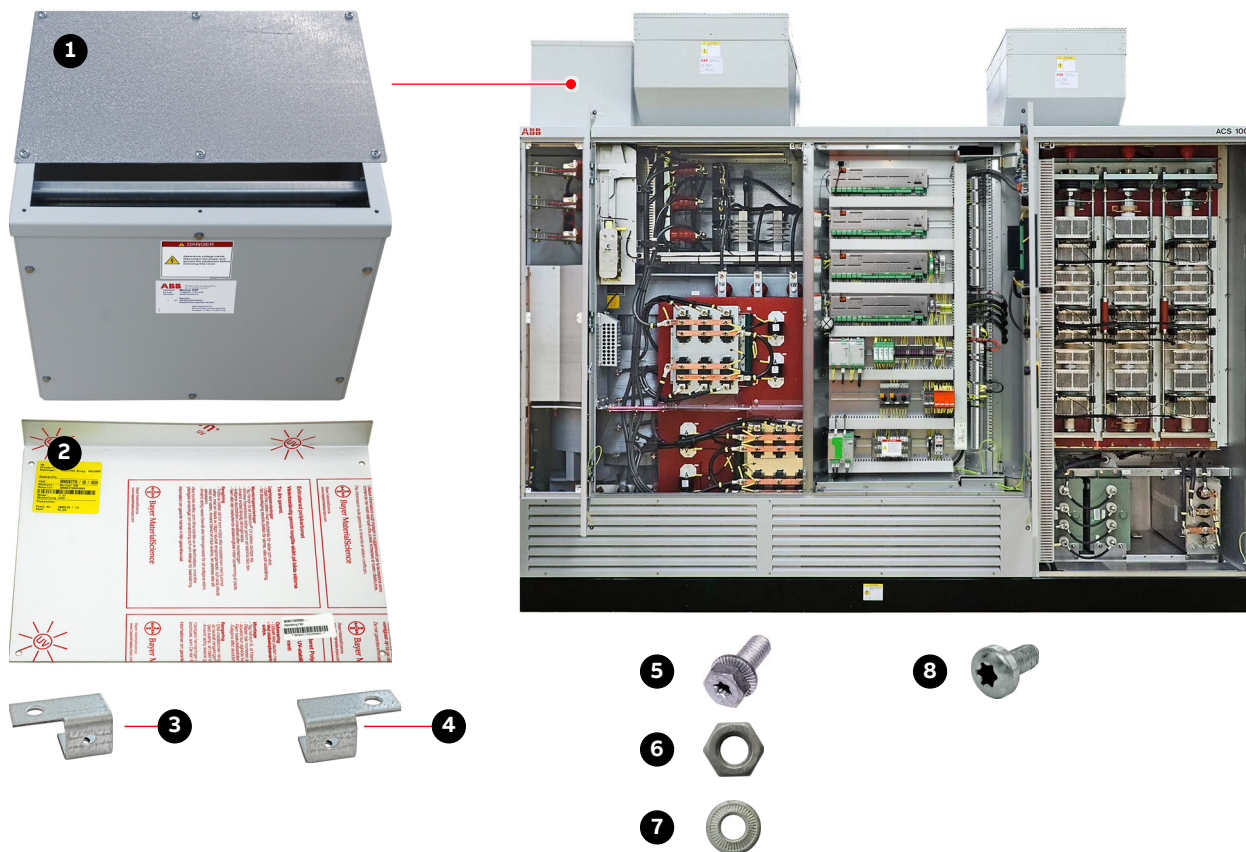
Key:

- (1) Insulating barrier
- (2) 2 × M6x12 (self-tapping)

Fig. 57. Insulating barrier placement for top cable entry

7.5.4. MV cable entry from bottom

The following procedure is only for a drive that was delivered with the cable entry box (1, Fig. 58) and insulating barrier (2, Fig. 58). If the MV cable entry was specified as 'from bottom' when the drive was ordered, the galvanized steel plate and insulating barrier (if the input voltage > 6.9 kV) is already installed on the terminal compartment roof.



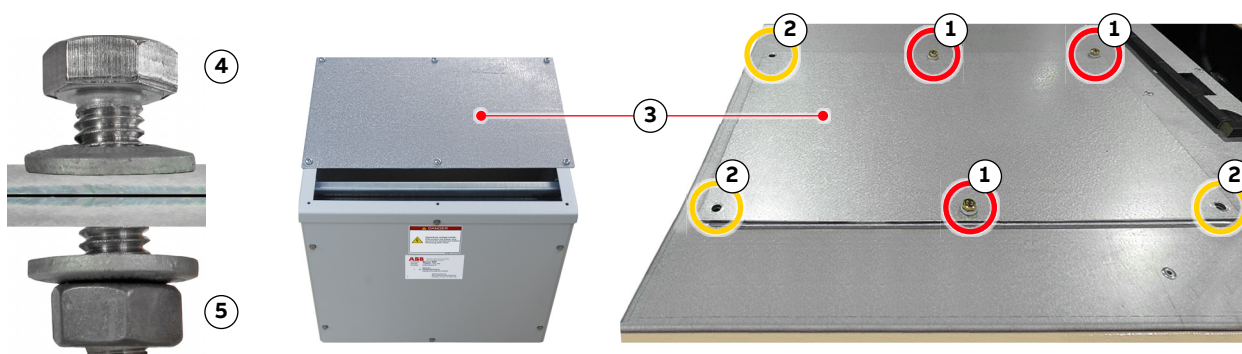
Key:

- (1) Cable entry box (only the top plate is required)
- (2) Insulating barrier
- (3) 2 × bracket
- (4) 1 × bracket
- (5) 6 × M6x16
- (6) 6 × M6
- (7) 6 × M6
- (8) 3 × M6x12 (self-tapping)

Fig. 58. Bottom cable entry – Installation material

Procedure

1. Remove the transport cover from the cabinet roof.
2. Remove the galvanized steel plate from the top of the cable entry box and fasten the plate to the roof of the terminal compartment.
 - **Input voltage of the drive is less than or equal to 6.9 kV:** fasten the cable entry box at the places indicated by (1, Fig. 59) and (2, Fig. 59).
 - **Input voltage of the drive is greater than 6.9 kV:** fasten the cable entry box at the places indicated by (1, Fig. 59).



Key:

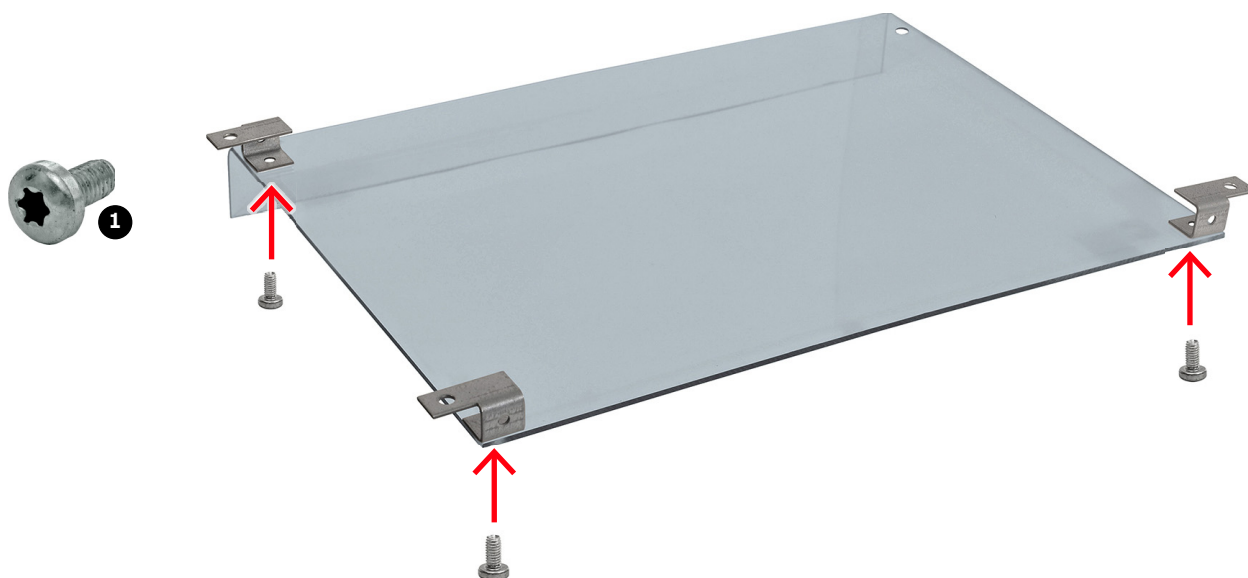
- (1) Bolt location
- (2) Bolt location
- (3) Galvanized steel plate
- (4) 3 × M6x16
- (5) 3 × M6

Fig. 59. Bolt locations on terminal compartment roof for the galvanized steel plate

NOTE – If the input voltage of the drive is higher than 6.9 kV, continue with the following steps, ie, Section 7.5.4.1, “Installing the insulating barrier for bottom cable entry”, page 90.

7.5.4.1. Installing the insulating barrier for bottom cable entry

1. Remove the protective film from the insulating barrier.
2. Fasten three brackets to the insulating barrier in the locations indicated in Fig. 60.



Key:

- (1) 3 × M6x12 (self-tapping)

Fig. 60. Bracket location on insulating barrier

3. Fasten the insulating barrier to the roof at the places indicated in Fig. 61.

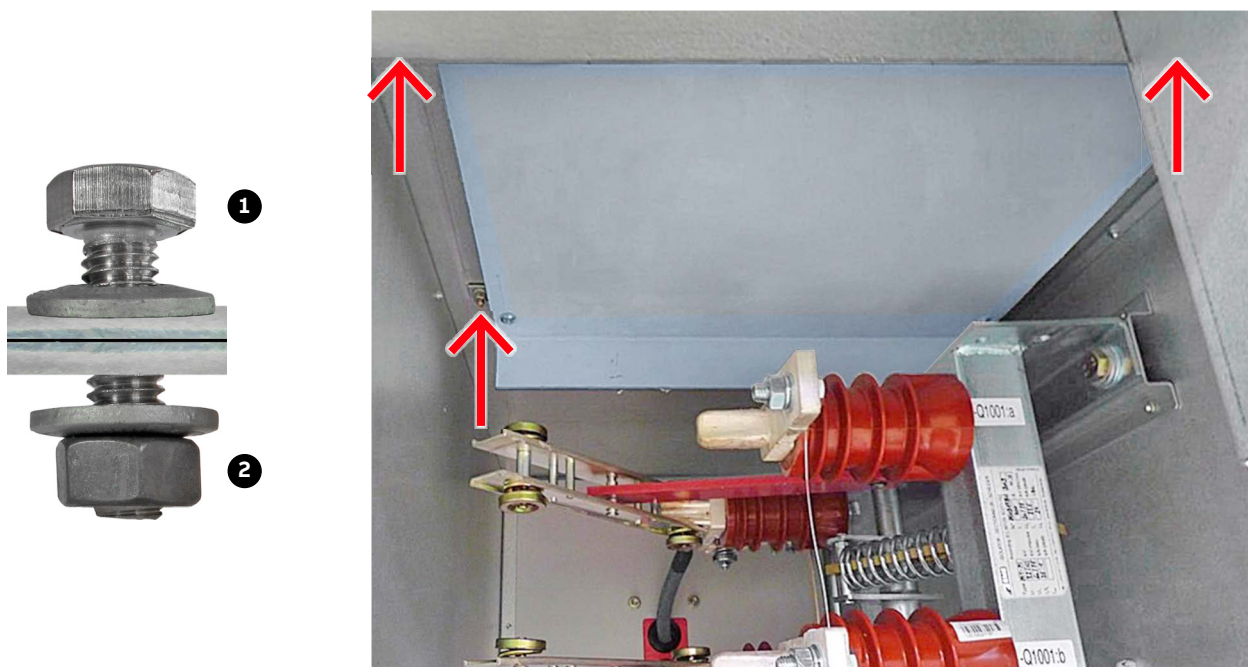


Fig. 61. Insulating barrier placement for bottom cable entry

7.5.5. Connecting the cables

7.5.5.1. Checking the cable insulation

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

7.5.5.2. Connections



WARNING

Risk of flashover! High voltages in the terminal compartment can cause flashover between conductors that have different electric potentials and between a conductor and earth.

→ Maintain the following required minimum clearances:

- Transformer primary cables: for minimum clearances, see the applicable standard.
- Motor cables:
 - 20 mm between conductors
 - 40 mm between a conductor and earth

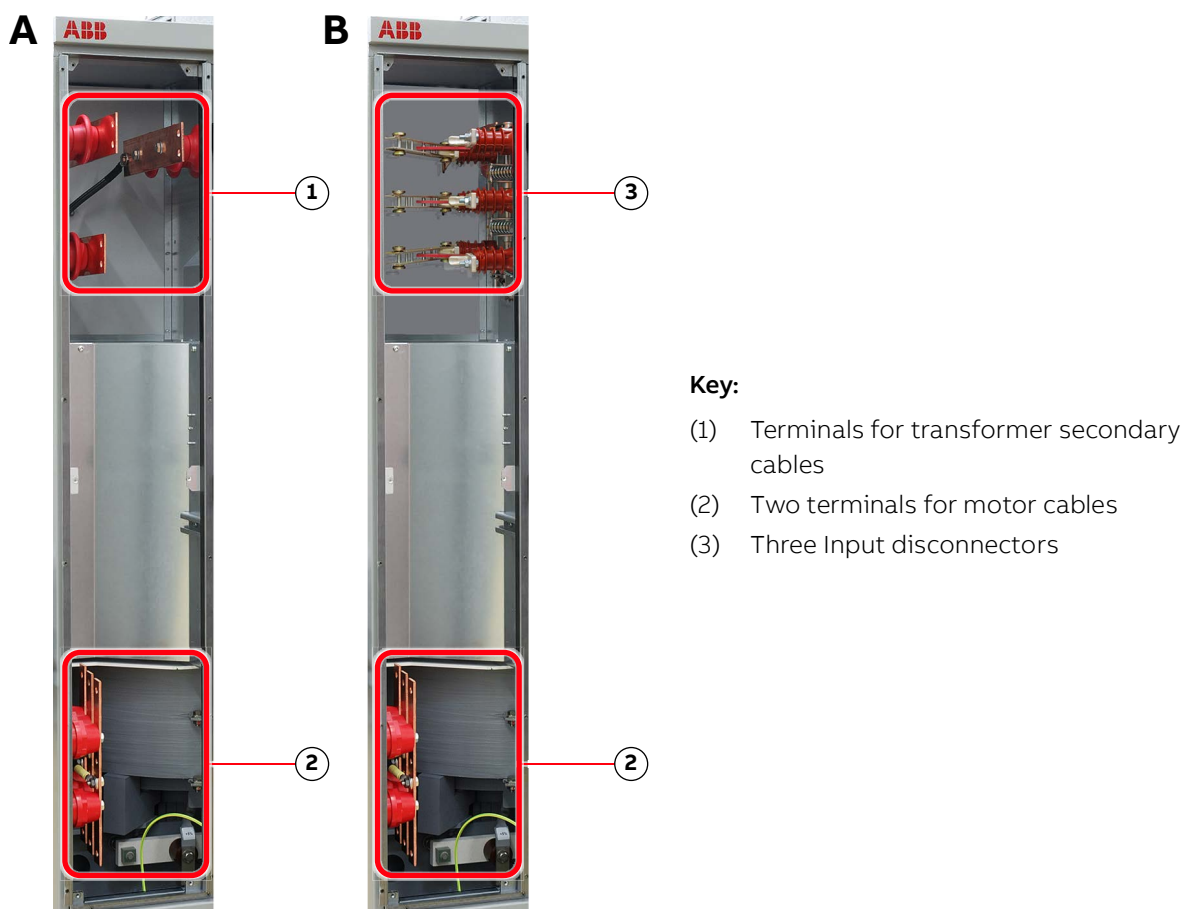


Fig. 62. Power cable terminals in a (A) terminal compartment without an input disconnector and a (B) terminal compartment with an input disconnector

7.5.5.3. Bolted connections

Material requirements

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

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

Connection type

The following connection type is recommended when a cable lug (4, Fig. 63) is connected to a busbar:

- Spring washer (1, Fig. 63) and flat washer (2, Fig. 63) on each side of the busbar (3, Fig. 63).

NOTE – Other washers can be used, provided they maintain the required contact pressure.

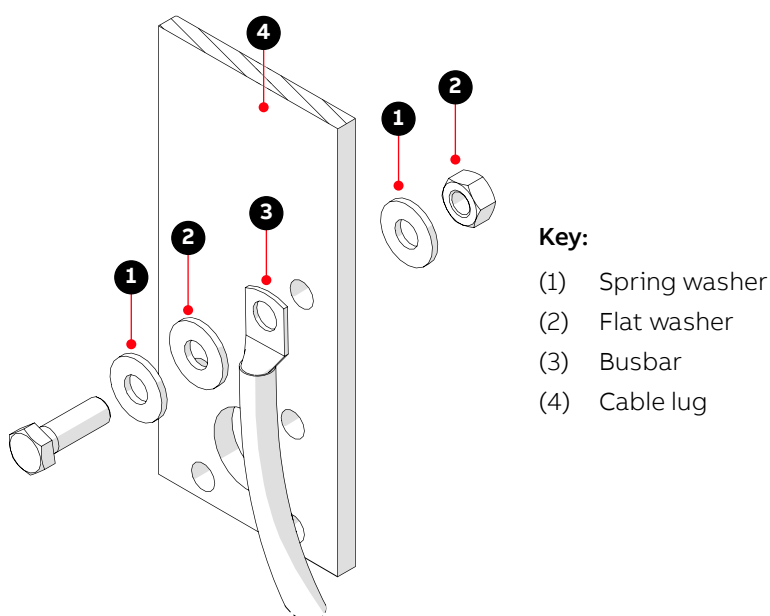


Fig. 63. Bolted busbar connections

- Use cable lugs suitable for M12 bolts.
- If two conductors are used per phase, install the second conductor on the opposite side of the busbar.

Lubrication

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

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

7.5.5.4. Tightening torque

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

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 92/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

7.6. Auxiliary power, control and serial communication cables

See Layout drawing in “Appendix C - Mechanical drawings” for information on:

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

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

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

7.6.1. Preparing the cable entry and the cables

7.6.1.1. Determining the cable length

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

NOTE – ABB recommends sealing the bottom cable entry with polyurethane foam.

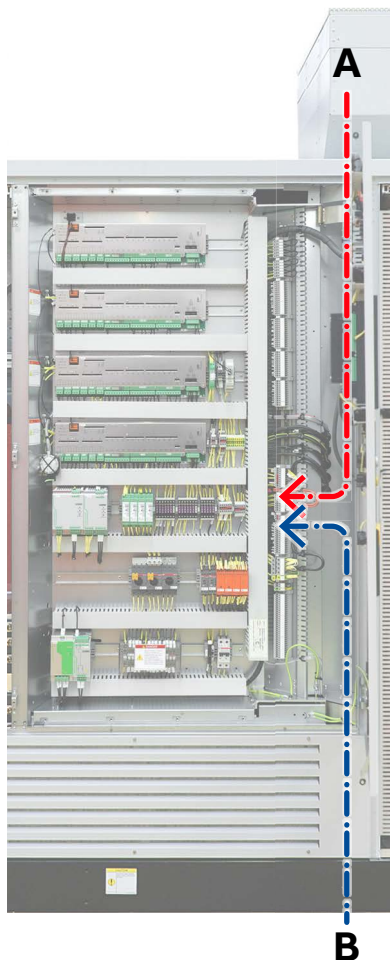


Fig. 64. Cable entry from (A) top, from (B) bottom

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 93/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

7.6.2. Preparing cables for cable entries with cable glands

Only top cable entry

1. Remove the cover from the cable entry (arrow).



Fig. 65. Top entry for auxiliary power and control cables

2. Drill holes into the cover adequate for the diameter of the cable glands.
3. Prepare the cables with an outer cable screen for EMC bonding with the metal enclosure of the cabinet as illustrated in Fig. 66.

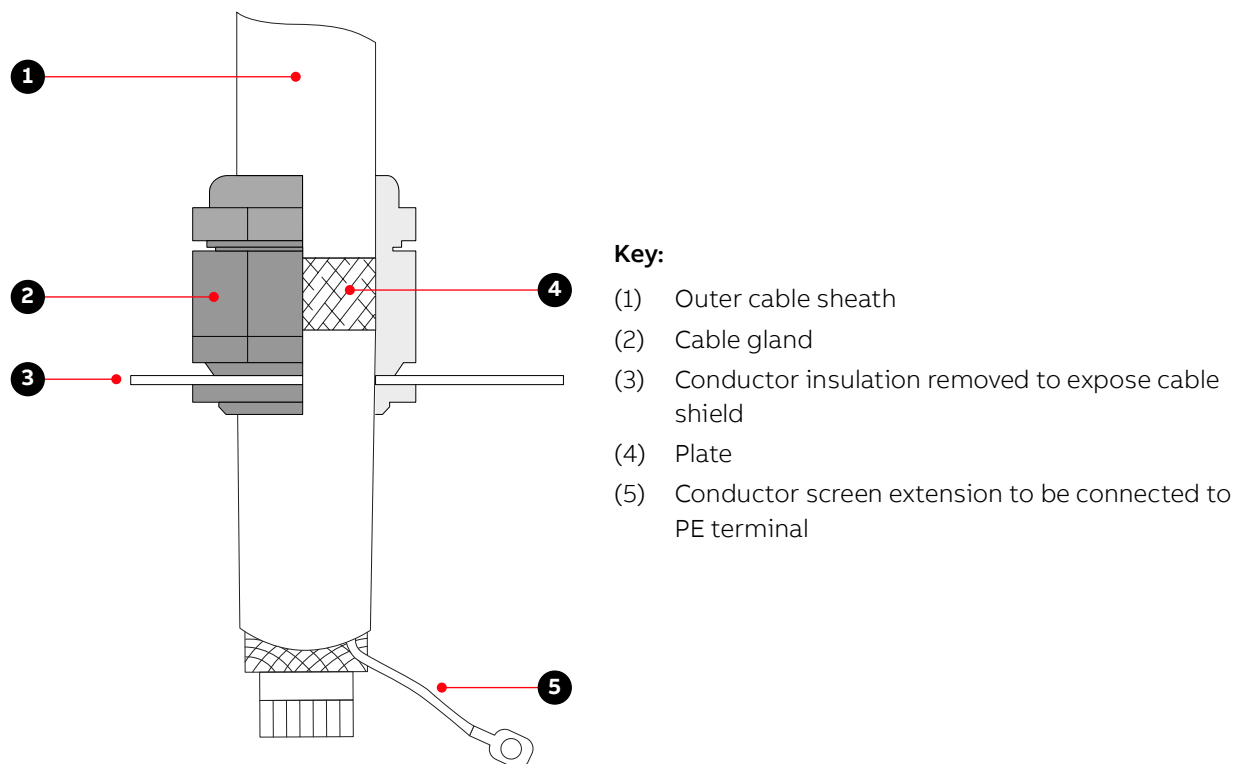


Fig. 66. Preparing control cables for cable glands

7.6.3 Connecting the cables

7.6.3.1. IOEC modules

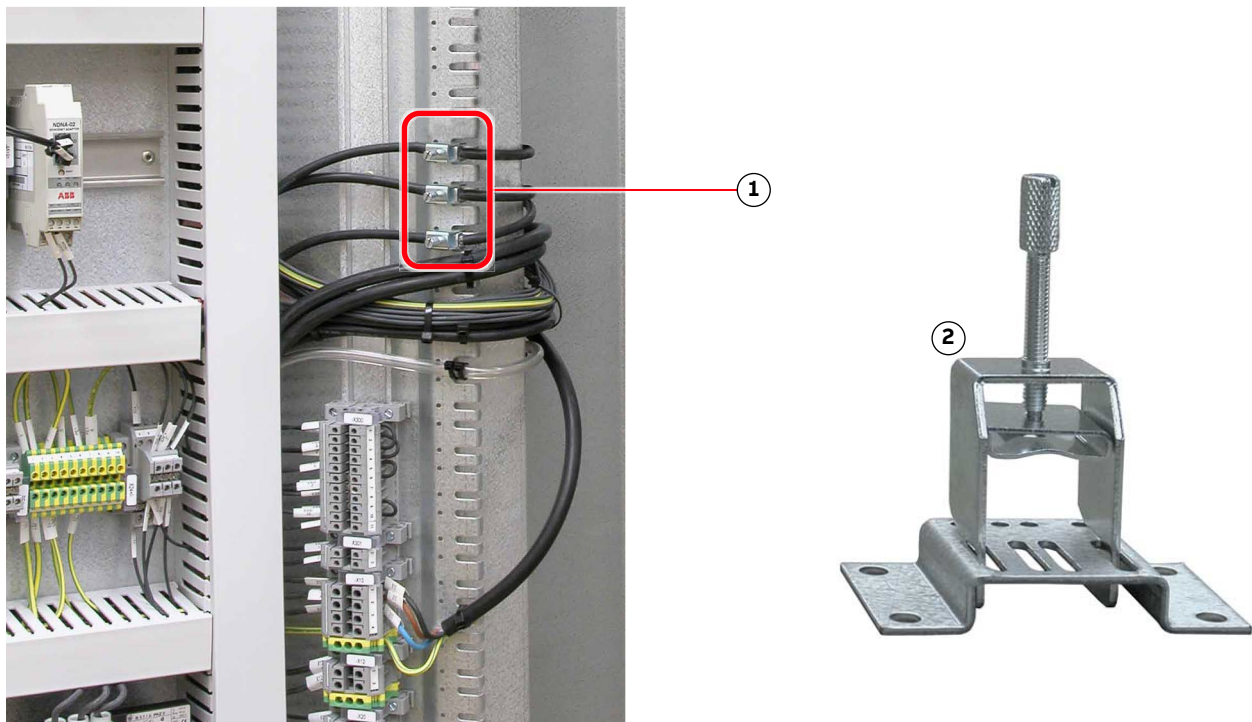
- Connect the cables for digital and analog input and output signals according to the wiring diagrams.

7.6.3.2. Conductors

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

7.6.3.3. Cable shields

1. Connect the shield of serial communications cables to the fieldbus adapter.
2. Remove a portion of the cable insulation and use grounding clamps to fix the exposed shield to the grounding rail (1 in Fig. 67).



Key:

- (1) Grounding rail
- (2) Grounding clamp

Fig. 67. Shield grounding point for encoder cable

7.6.4. Connecting additional cabinets

When additional cabinets are delivered separately, connect them to the drive according to the supplied installation instructions.

7.7. Final checks

Check that the entry plates are properly fastened.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 95/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

8. Commissioning

8.1. Overview

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

8.1.1. Required qualification



Commissioning, parameter adjustments and functional tests must be carried out only by qualified commissioning personnel that have been certified by ABB.

8.1.2. Commissioning procedure



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

8.1.3. Commissioning checklist



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

8.1.4. Customer assistance



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

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

8.1.5. Customer acceptance



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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	96/154

8.2. Commissioning checklists

The checklists are designed to help you prepare the drive and associated equipment for commissioning.

8.2.1. Mechanical installation checklist	<input checked="" type="checkbox"/>
8) Drive installed according to the instructions in this user manual (3BHS206977 E01).	<input type="checkbox"/>
9) Drive securely fastened to the floor (if applicable).	<input type="checkbox"/>
10) Redundant fan unit installed (if applicable).	<input type="checkbox"/>
11) Visual inspection:	<input type="checkbox"/>
<ul style="list-style-type: none"> • No badly affixed or damaged components • No foreign objects left in the cabinet • No dirt, dust or moisture in the cabinet 	
8.2.2. Electrical installation checklist	<input checked="" type="checkbox"/>
1) Types and cross sections of control cables suitable for the signal type and signal level.	<input type="checkbox"/>
2) Types and cross sections of power cables selected according to the instructions in this user manual (3BHS206977 E01).	<input type="checkbox"/>
3) Pulse encoder connected according to the relevant manual (only applicable for drives with pulse encoder interface).	<input type="checkbox"/>
4) Cable entries prepared according to the instructions in the user manual (3BHS206977 E01 M).	<input type="checkbox"/>
5) Control cable screens and conductors are connected as instructed in the user manual, labeled appropriately, and the customer side connections are completed.	<input type="checkbox"/>
6) Equipotential bonding conductor of drive securely connected at both ends.	<input type="checkbox"/>
7) Converter transformer and motor cables not connected at both ends (cables and drive must be insulation resistance tested (Megger test) before connection)	<input type="checkbox"/>
8.2.3. Main circuit breaker (MCB) checklist	<input checked="" type="checkbox"/>
1) Type of MCB selected as per the MCB specification from ABB	<input type="checkbox"/>
2) High-voltage power connections completed	<input type="checkbox"/>
3) MCB ready to be tested with drive	<input type="checkbox"/>
4) MCB protection relay settings tested	<input type="checkbox"/>
5) Safety devices (eg, door locks) are tested and in operation.	<input type="checkbox"/>

8.2.4. Motor checklist

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

8.2.5. Insulation tests checklist

- | | |
|---|--------------------------|
| 1) All power cables to converter transformer, between drive and motor measured, and measured values within the required limits. | <input type="checkbox"/> |
| 2) Test report of the Megger insulation resistance test available
IMPORTANT! If the test is carried out by the commissioning engineer of the drive, an additional day per drive motor combination needs to be reserved. After the test, the feeder cables can be connected, except at the drive end. The test must comply with the specification. | <input type="checkbox"/> |

8.2.6. Power supply checklist

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

8.2.7. Miscellaneous checklist

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

9. Operation

9.1. Safety



WARNING

Risk of electric shock The IPXXB/IP20 rating of the low voltage compartment is not fulfilled by live parts with voltages > 50 V AC. If the compartment door is open during drive operation, contact with these accessible live parts can result in DEATH or serious injury!



→ Drive system must ONLY be operated by qualified and authorized personnel who are familiar with the operation of the drive system and the hazards involved

9.2. Overview

The chapter outlines the local operation of the drive.

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

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

9.3. Operating conditions

The operating conditions for the drive are according to IEC 60721-3-3.

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

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

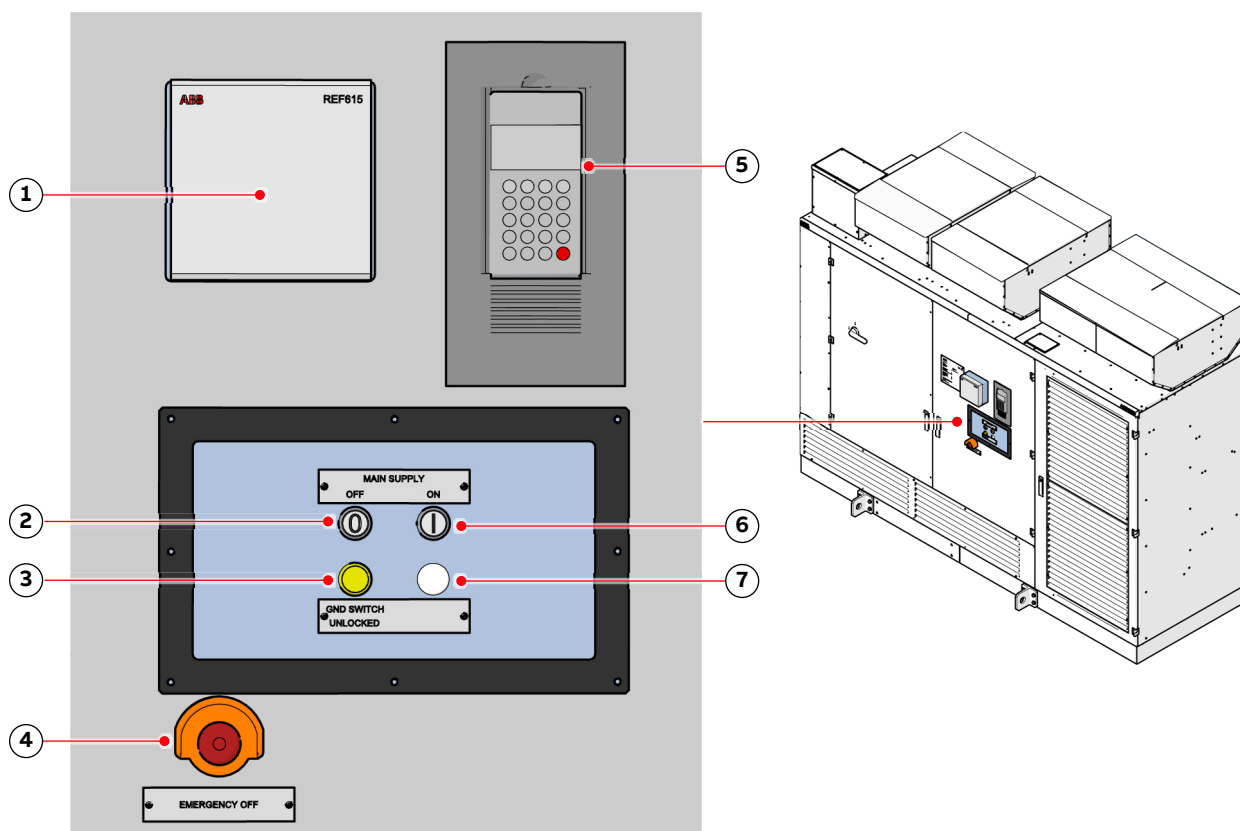
9.4. Local operator panel

Under normal operating conditions, the local operator panel (see Fig. 68) allows you to operate the drive without restrictions. For example, you can use the panel to perform the following actions:

- Connect and disconnect the main power supply
- Set the reference value
- Start and stop the drive
- Display actual values, status messages, alarms and fault messages
- View and setting parameters
- Reset alarm and fault messages
- Activate the emergency off circuit

For more information, see: Chapter 10, “CDP control panel”, page 109.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 99/154
---------------------	------------------------------	--------------------------------	-----------	-------------	----------------

**Key:****Explanation**

(1)	Transformer protection	
(2)	Main supply OFF	– Illuminated push button that opens the main circuit breaker
(3)	Gnd-Switch Unlocked	– Lights up to indicate that the grounding switch of the drive can be turned to the grounded or ungrounded position
(4)	Emergency Off	<ul style="list-style-type: none"> – Latching push button, prevents starting when pressed at standstill of the drive – Main circuit breaker opens immediately and DC link discharges when pressed during operation of the drive
(5)	CDP control panel	<ul style="list-style-type: none"> – Starts and stops the motor – Displays status messages – Displays alarm and fault messages of the drive and monitored foreign equipment – Resets alarm and fault messages
(6)	Main supply On	– Illuminated push button that charges the DC link and closes the main circuit breaker
(7)	E-OFF reset button (option)	– Resets the emergency off relay of the drive's control system

Fig. 68. Local operator panel

For more information on transformer protection, see “Transformer protection relay settings application settings”, 3BHS217968 E01.

9.5. Status messages

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

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



RdyForMCBOn

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



Charging

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



Rdy to Strt

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



Magnetizing

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



Running

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



Stopping

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

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



Discharging

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



Tripped

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

9.5.1. Start sequence of the drive



1) NotReadyOn

ReadyOn conditions:

- Doors closed and locked
- Drive not grounded
- No emergency off
- No fault



2) ReadyForMCBOn



3) On command



4) Charging

- MCB closes
- DC link charges
- Fan switches on



5) Rdy To Strt



6) Start command

- Inverter starts to modulate



7) Magnetizing



8) Running



9) Operation

9.5.2. Stop sequence of the drive



1) **Operation**



2) **Running**



3) **Stop command**



4) **Stopping**

- Speed ramps down
- Inverter stops modulating



5) **Ready To Start**



6) **Off command**



7) **Discharging**

- MCB opens
- DC link discharges
- Fan switches off after a delay



8) **RdyForMCBOn**

- Drive is grounded
- Doors are released for opening
- Auxiliary supply is switched off



9) **NotReadyOn**

9.5.3. Emergency off sequence of the drive



1) **Operation**



2) **Running**



3) **Emergency off command**

- MCB opens
- Inverter stops modulating
- Speed coasts down



4) **Not ready on**

9.6. Starting the drive



DANGER

Hazardous voltages! Unintentional contact with energized components can cause serious injury or DEATH.

→ All covers must be screwed in place.

9.6.1. Checks before starting the drive

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

- “Appendix D - Wiring diagrams” to identify the circuit breakers to be switched on
- See Chapter 10, “CDP control panel”, page 109 for information on functions and features of the CDP control panel.

When the drive is put into service after it has been commissioned, or after it has been taken out of service for a longer period, check the drive according to the following list:

- Tools and foreign objects are inside the cabinet.
- All auxiliary power supplies from external sources are switched on.
- All internal circuit breakers of the drive are closed.
- All covers are mounted and the doors are closed, locked or bolted.
- Grounding switch is in the ungrounded position.
- MCB is in operating position.
- No run interlocks are active.

9.6.2. Starting the drive remotely

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

9.6.3. Starting the drive locally

1. Enable the local control mode of the drive.



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



- If a fault cannot be reset, it must be rectified by the responsible personnel.

When no alarms and faults are present and the drive is ready, the CDP control panel displays **RdyForMCBOn**:

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 104/154
---------------------	------------------------------	--------------------------------	-----------	-------------	-----------------

1 L ->	0.0 rpm
Status	RdyforMCBon
MotorSpeed	0.00 rpm
Power	0.0%

3. Press the **MAIN SUPPLY ON** push button on the control compartment door to close the MCB and charge the DC link.

The push button lights up and the status line of the CDP control panel changes to **Charging**.

1 L ->	0.0 rpm
Status	Charging
MotorSpeed	0.00 rpm
Power	0.0 %

After charging has been finished, the protection IGCTs are closed, the status line of the CDP control panel changes to **Rdy to Strt** and the motor can be started.

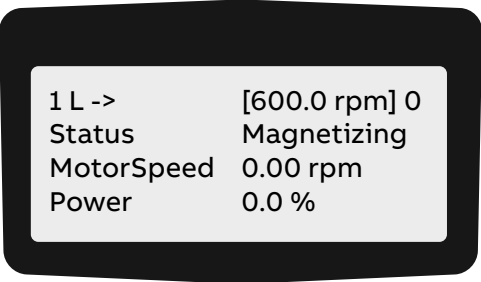
1 L ->	0.0 rpm	0
Status	Rdy to Strt	
MotorSpeed	0.0 rpm	
Power	0.0 %	

4. Enter the reference value.

1 L ->	[600.0 rpm] 0
Status	Rdy to Strt
MotorSpeed	0.0 rpm
Power	0.0 %

5. Start the motor.

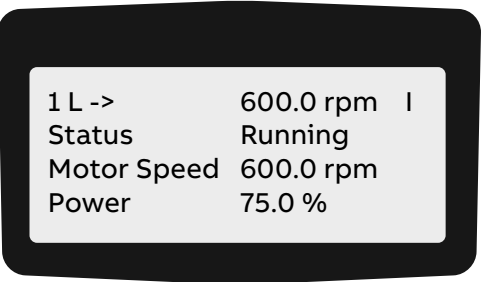




1 L -> [600.0 rpm] 0
Status Magnetizing
MotorSpeed 0.00 rpm
Power 0.0 %

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

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



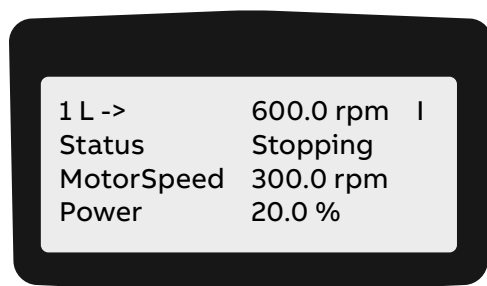
1 L -> 600.0 rpm I
Status Running
Motor Speed 600.0 rpm
Power 75.0 %

9.7. Stopping the drive

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



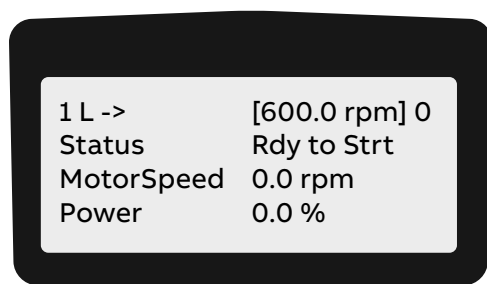
The motor stops according to the preset stop function and the drive stops modulating. While the motor stops, the status line of the display shows **Stopping**. The run status message blinks during the stop sequence.



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



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



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

9.8. Emergency-off

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

The **EMERGENCY-OFF** push button of the drive is part of the operator control panel (Fig. 68) and features a latching switch action.

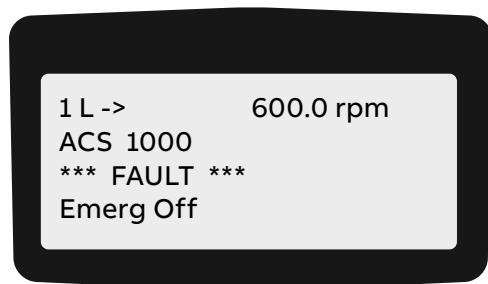
IMPORTANT! Pressing the **EMERGENCY-OFF** push button does not disconnect the auxiliary power supply from the drive.

9.8.1. Initiating an emergency-off

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

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

- MCB opens
- Drive coasts down
- Status line of the CDP control panel displays the message **Emerg Off**



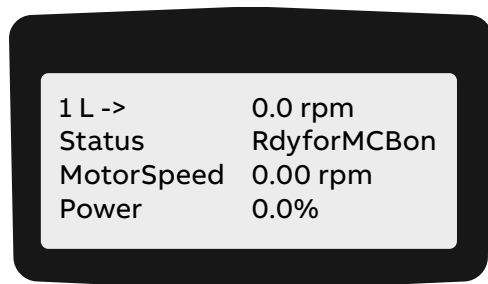
- The DC link of the drive discharges.

9.8.2. Starting the drive after an emergency-off

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



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

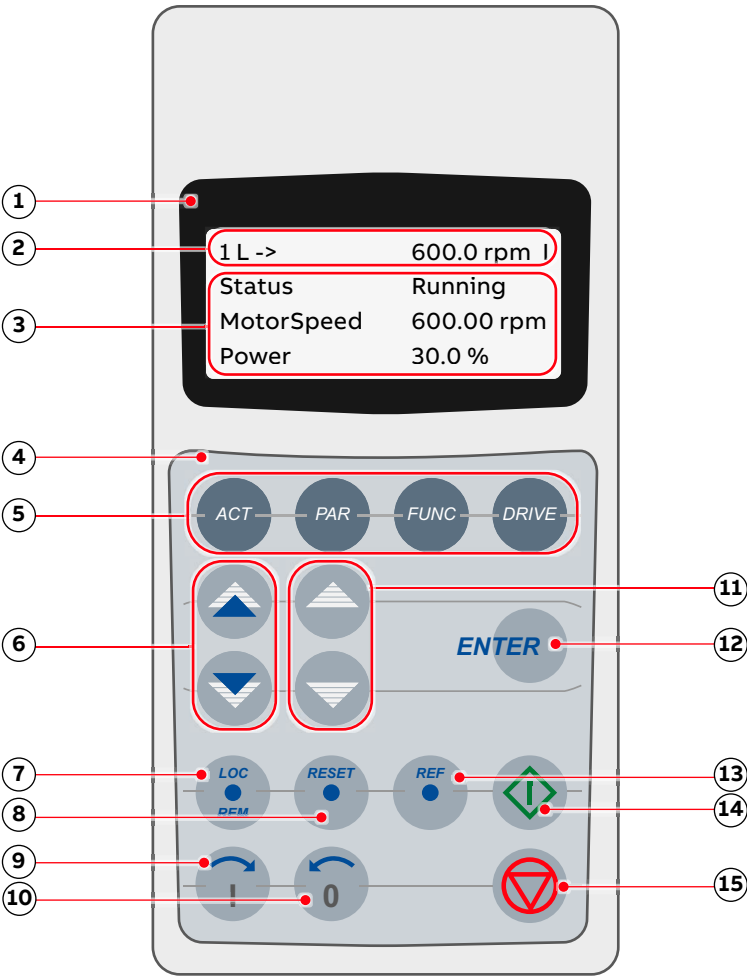


The main power supply can be connected to the drive and the drive can be started again.

10. CDP control panel

10.1. Overview

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



Key:

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

Fig. 69. CDP control panel

10.2. CDP control panel functions

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

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

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

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

10.3. CDP control panel modes

The CDP control panel provides the following modes:

- “Identification mode”, page 110
- “Actual signals mode”, page 111
- “Parameters mode”, page 118
- “Functions mode”, page 124

10.3.1. Identification mode

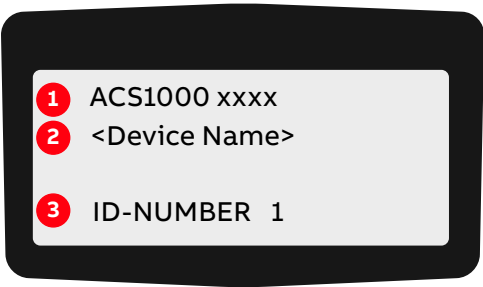
The identification mode informs the user about the CDP control panel version and the ID number of the drive. The information appears on the display when the:

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

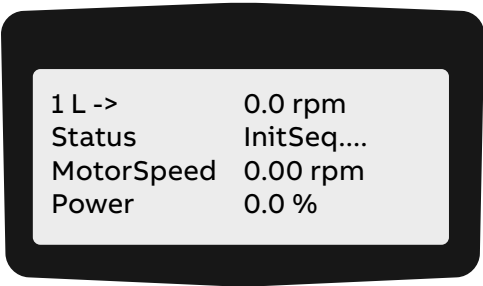
When the CDP control panel is initialized as described before, the display changes as follows:



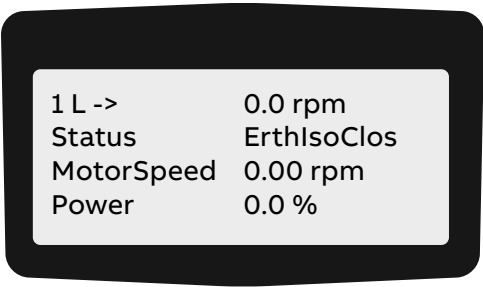
After 2 to 3 seconds, information on the drive (1, 2) and the drive identification (3) is displayed.



After another few seconds:



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



10.3.2. Actual signals mode

10.3.2.1. Overview

Two displays can be selected in the actual signals mode:

- Actual signals display
- Fault memory display

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

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

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

10.3.2.2. Actual values

The actual values are organized in groups.

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

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

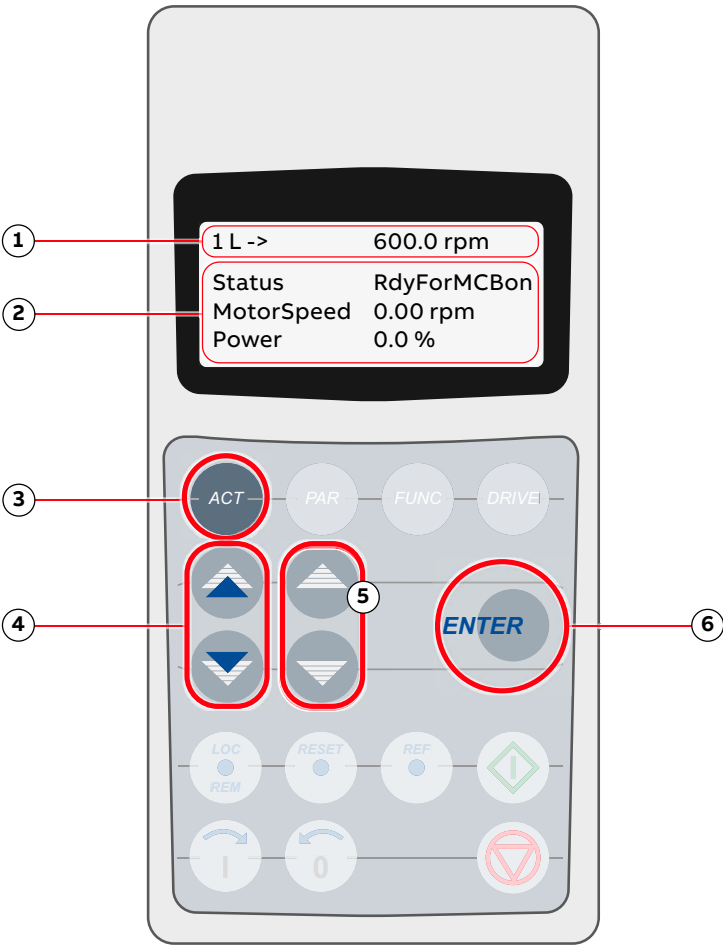
10.3.2.3. Fault memory

The fault memory display provides information on the 64 most recent fault events that occurred in the drive. It displays the name of the fault and the time it occurred. For instructions on how to display and reset the fault memory, see Chapter 10.3.2.5, “Displaying and resetting the fault history”, page 116.

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

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

Control panel overview



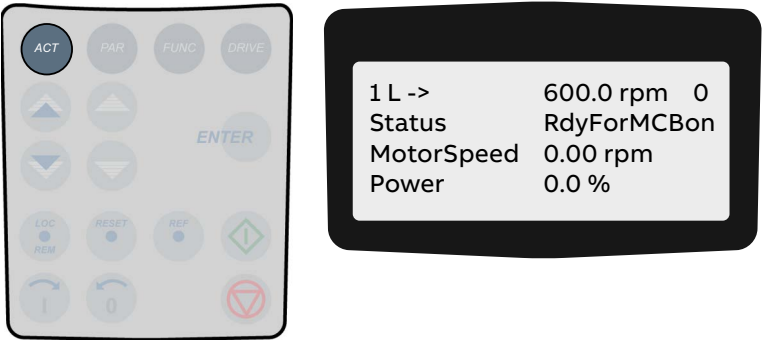
Key:

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

Fig. 70. Control panel - Actual signals mode

10.3.2.4. Opening the actual signals display

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



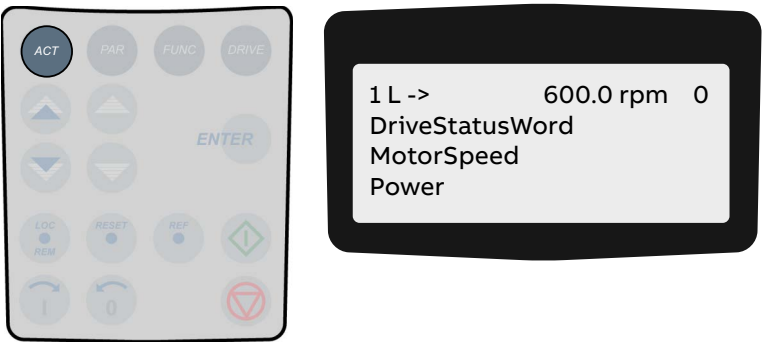
Toggle between actual signals display and fault history

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



Displaying three actual signals

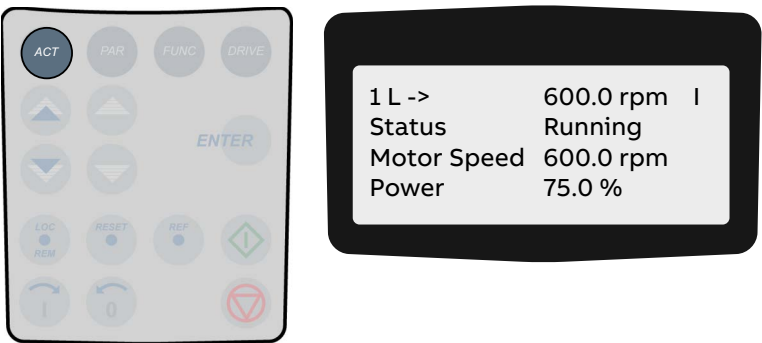
1. To display the full name of three actual signals, press and hold the **ACT** key.



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

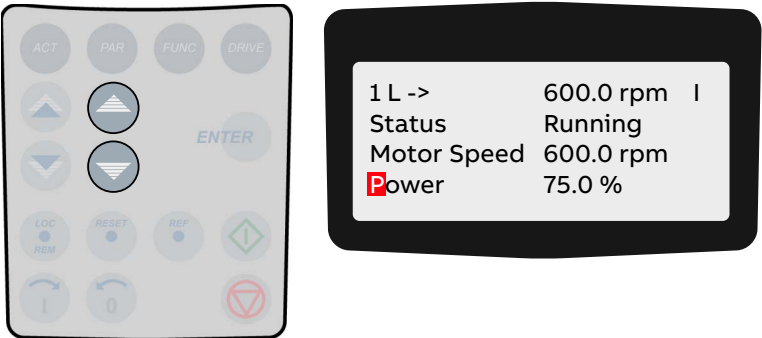
Selecting actual signals

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

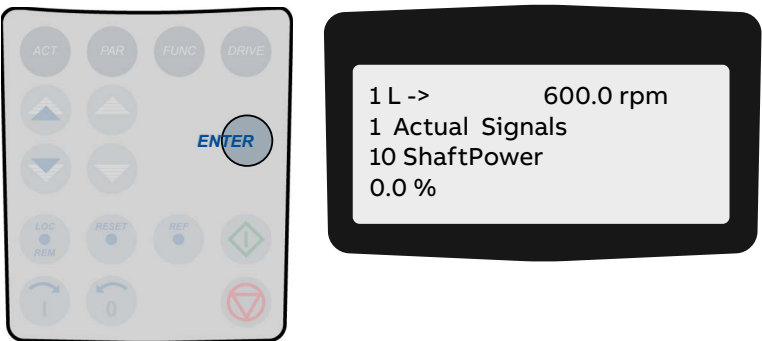


2. To select a line where the actual signal is to be displayed, press the corresponding slow navigation key.

A **blinking** cursor indicates the selected line.



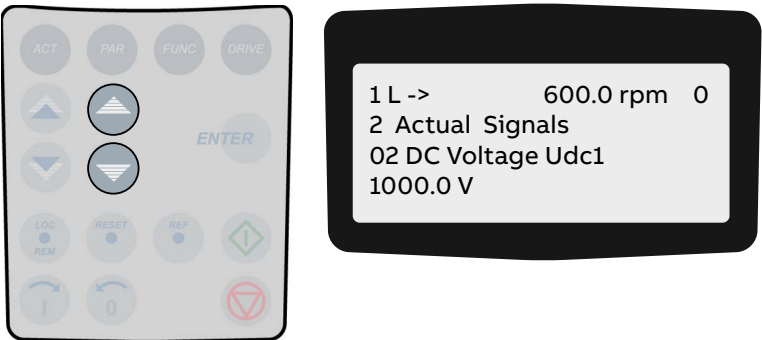
3. To enter the actual signal selection function, press the **ENTER** key.



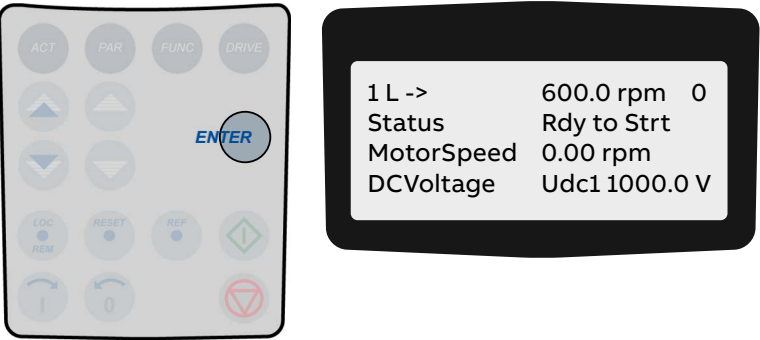
4. To select a parameter group, press a fast navigation key.



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

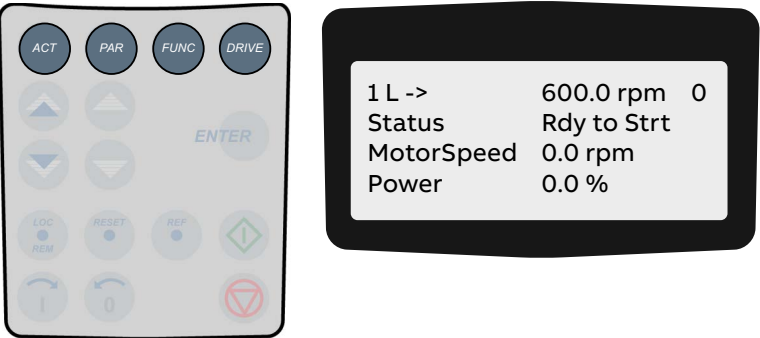


6. To confirm the selection and to return to the actual signals mode, press the **ENTER** key.



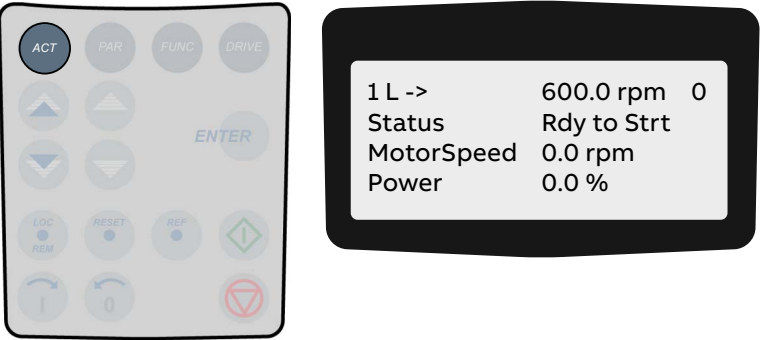
7. To cancel the selection and keep the original selection, press any of the mode selection keys.

The selected CDP control panel mode is entered.



10.3.2.5. Displaying and resetting the fault history

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



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



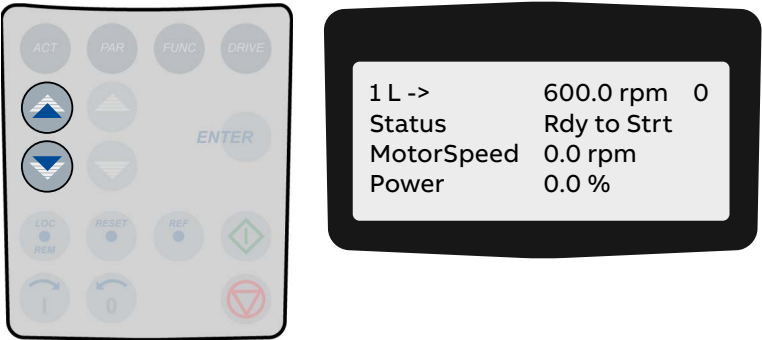
3. To display a specific fault, press the slow navigation keys.
The up key selects the previous fault and the down key selects the next fault.



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



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

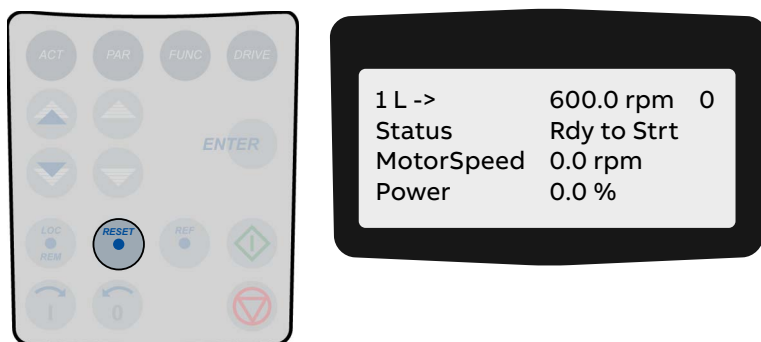


Displaying and resetting an active fault

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



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



10.3.3. Parameters mode

NOTICE

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

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

10.3.3.1. Overview

If the parameter lock is disabled or unlocked (see Section 10.3.3.3, “Enabling / unlocking a parameter lock”, page 122), the parameters mode allows entering the parameter settings for the required drive configuration depending on the application.

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

TABLE 11 Parameter groups

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

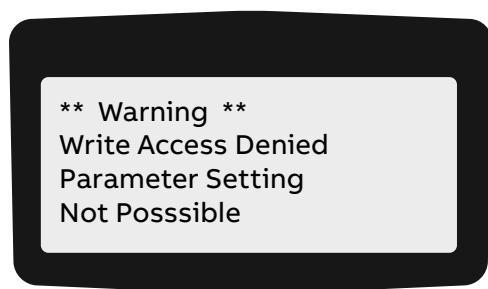
TABLE 11 Parameter groups (continued)

Group	Description
Group 22	Ramp functions
Group 23	Speed reference

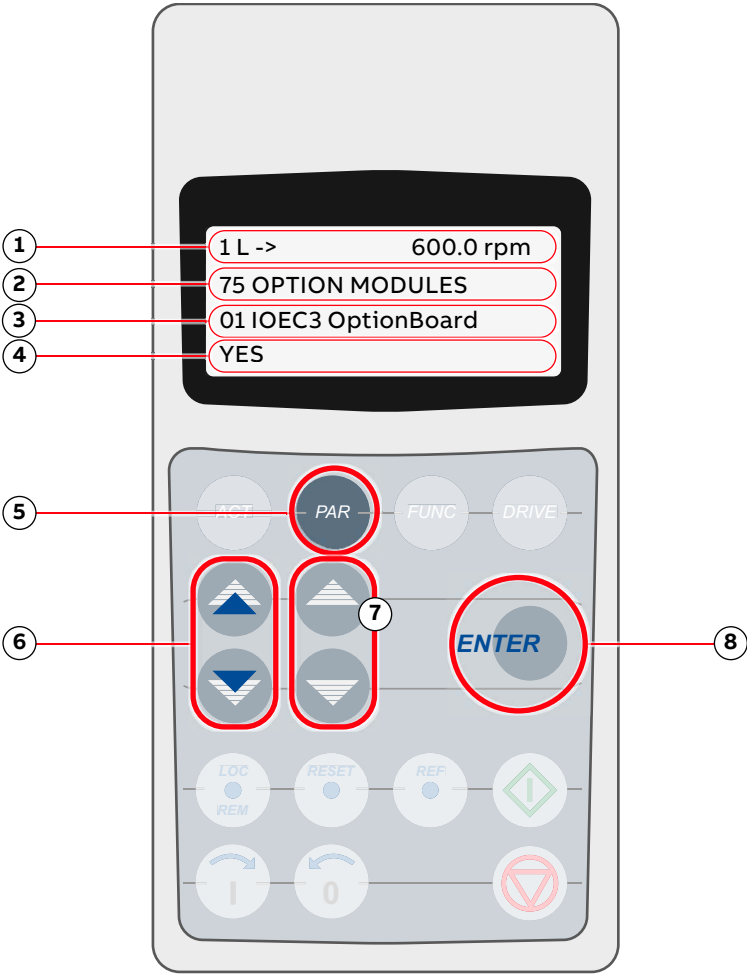
For details about the parameters, their settings and functions, see “Appendix G – Signal and parameter table”.

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

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



Control panel overview



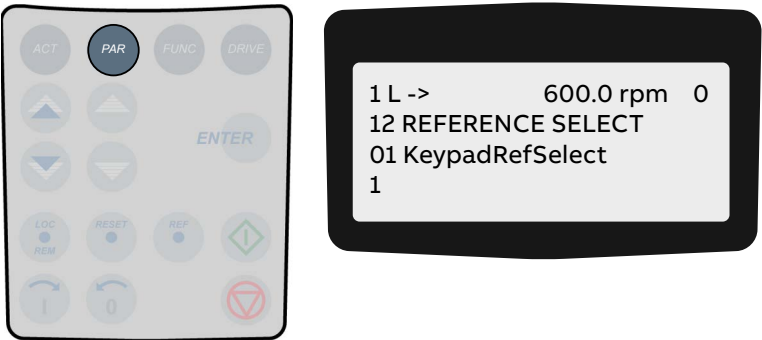
Key:

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

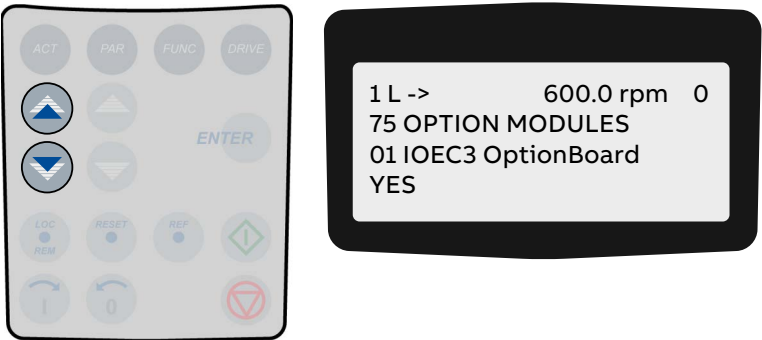
Fig. 71. Control panel - Parameters mode

10.3.3.2. Selecting and changing parameters

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



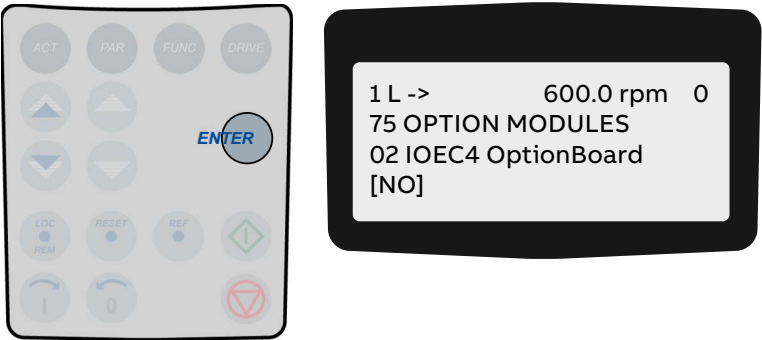
2. To select a different group, press the corresponding fast navigation key.



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



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

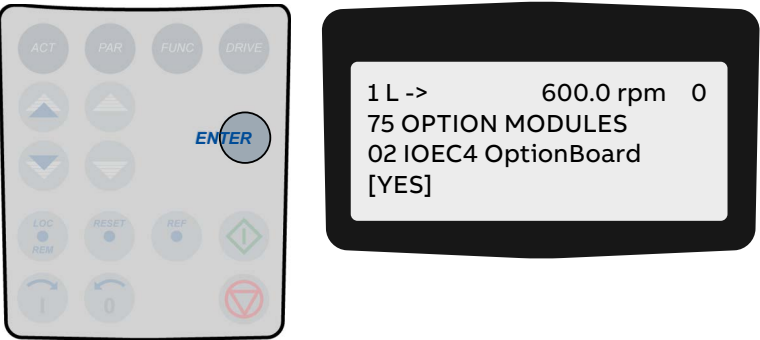


5. To change the parameter value, press the:

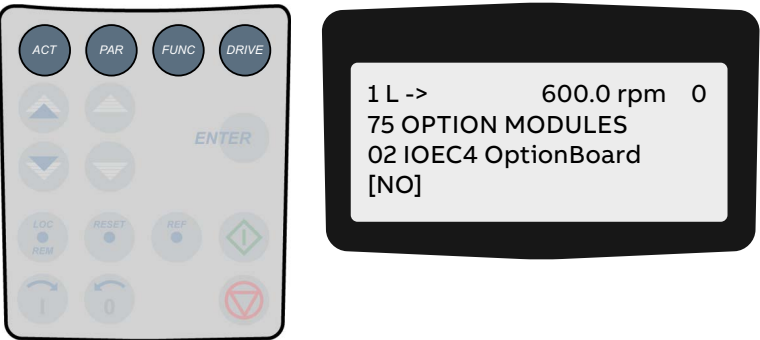
- Slow navigation key for numbers and text
- Corresponding fast navigation key for numbers only



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



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



10.3.3.3. Enabling / unlocking a parameter lock

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

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

Enabling the parameter lock

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

Unlocking the parameter lock

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

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

10.3.3.4. User lock

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

NOTICE

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

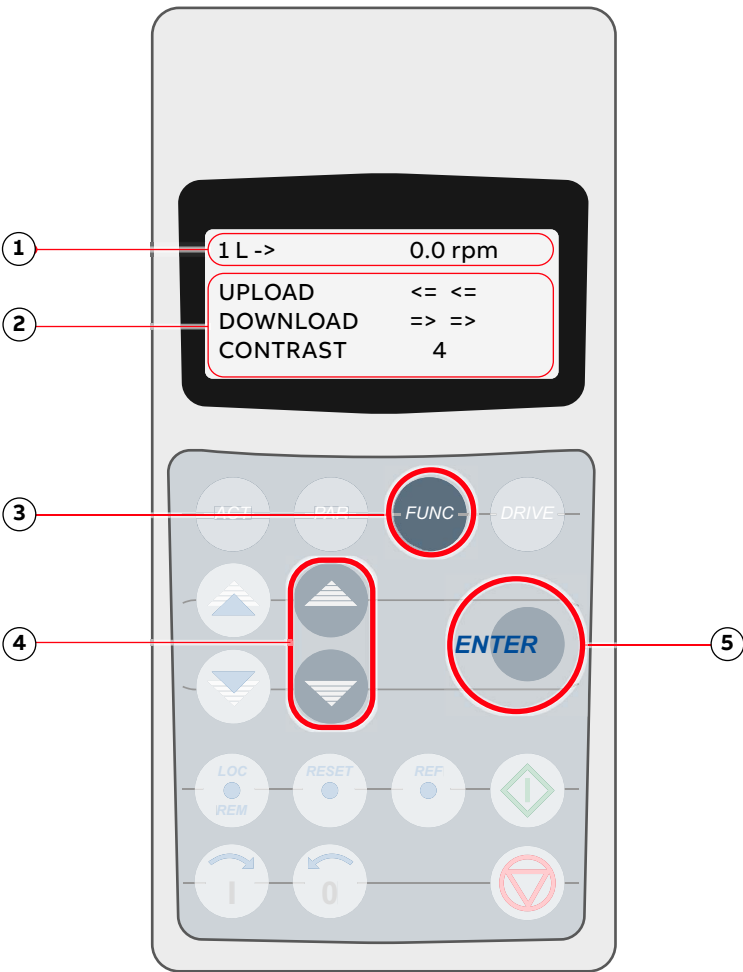
Pass code

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

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	123/154

10.3.4. Functions mode

The functions mode is used to set the display contrast.



Key:

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

Fig. 72. Control panel - Functions mode

10.3.4.1. Adjusting the display contrast

1. To enter the functions mode, press the **FUNC** key:



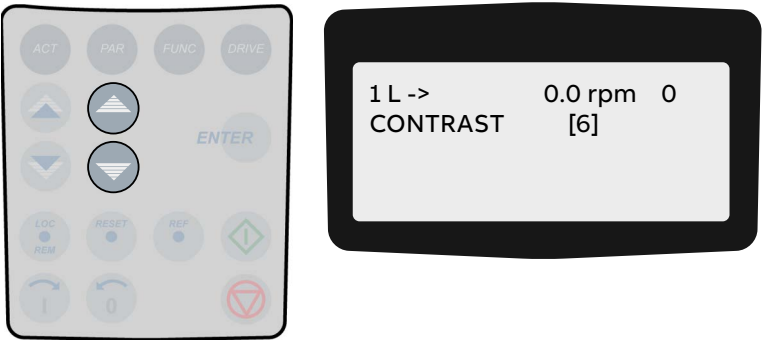
2. To select the contrast adjustment function, press the slow navigation keys until the **blinking** cursor reaches the **CONTRAST** line.



3. Press the ENTER key.



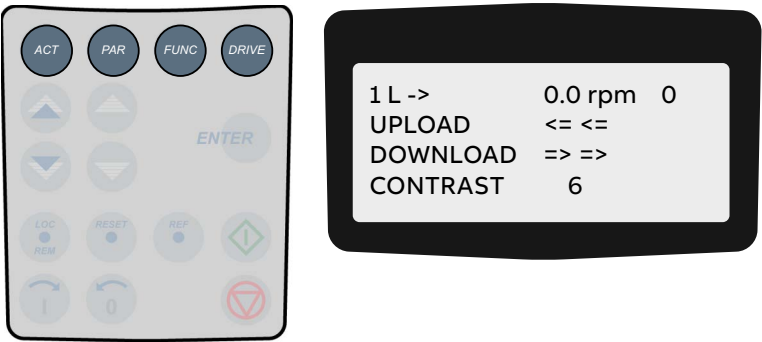
4. To change the contrast value, press a slow navigation key.



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



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



10.4. Local and remote control

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

- Local control
- Remote control

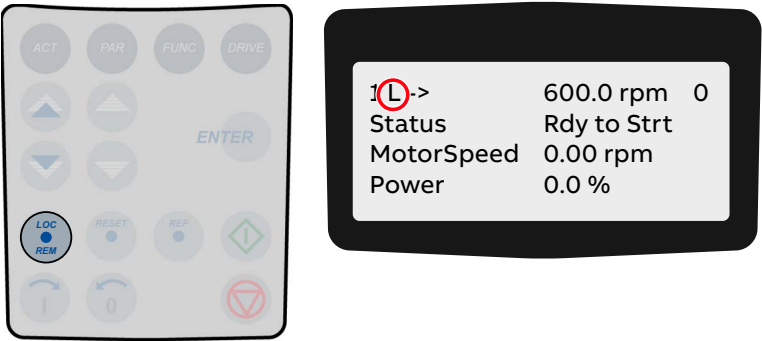
In this context, remote control is not necessarily equivalent to higher-level control. For more information, see Section 10.4.2, “Remote control”, page 127.

10.4.1. Local control

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

Entering local control mode

- To enter the local control mode, press the **LOC-REM** key.
Local control is indicated by the letter **L**.



10.4.2. Remote control

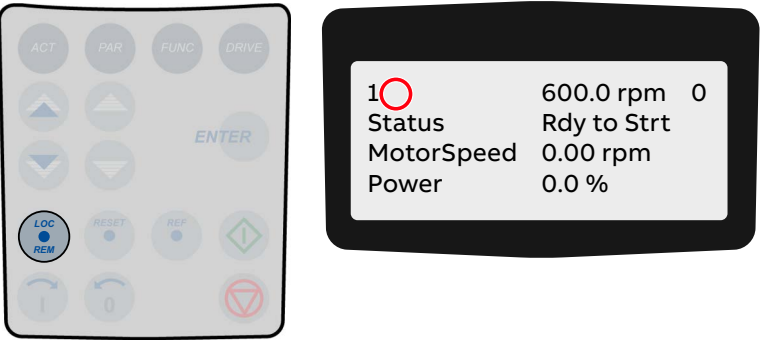
In remote control mode, operational commands or reference values come from a higher-level control system via fieldbus or remote I/O.

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

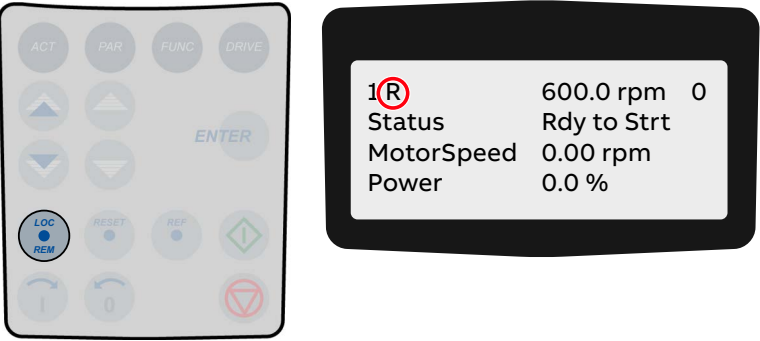
- 11.01 EXT1 START/STOP/DIR = 10 (KEYPAD) or
12.03 EXT REF1 SELECT = 1 (KEYPAD) and
12.02 EXT1/EXT2 SELECT = 1 (EXT1)
- 11.02 EXT2 START/STOP/DIR 10 (KEYPAD) or
12.06 EXT REF2 SELECT = 1 (KEYPAD) and
12.02 EXT1/EXT2 SELECT = 2 (EXT2)

Entering remote control mode

- To enter remote control, press the **LOC-REM** key.
Full remote control from a higher-level control system is indicated by a blank space.



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



10.5. Operational commands

For instructions on how to start and stop the drive system from the CDP control panel, see Section 9.6, “Starting the drive”, page 104 and Section 9.7, “Stopping the drive”, page 107.

10.5.1. Setting the direction of rotation

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

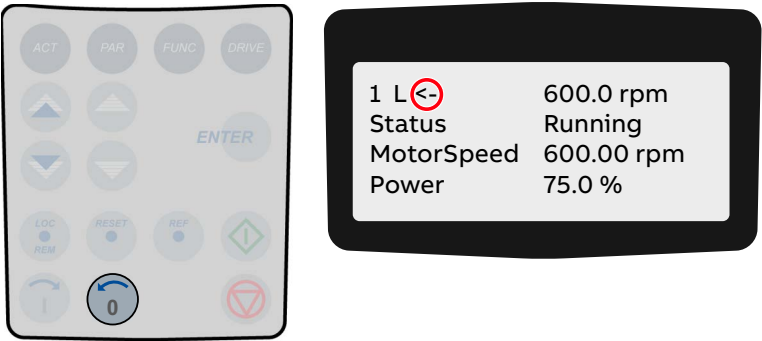
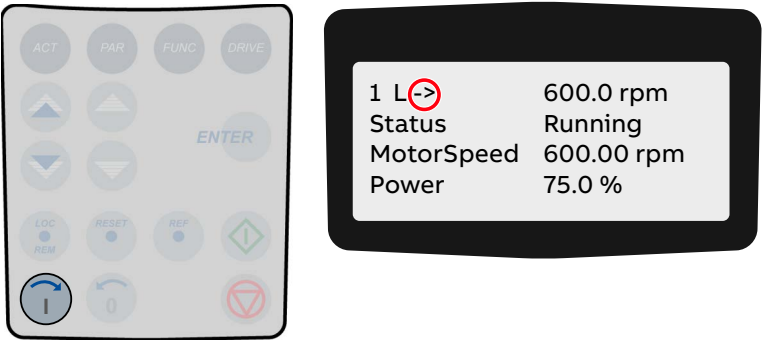
- Local control mode **L**
- Remote control mode **R**

The arrow on the display indicates the direction of rotation:

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

Procedure

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



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

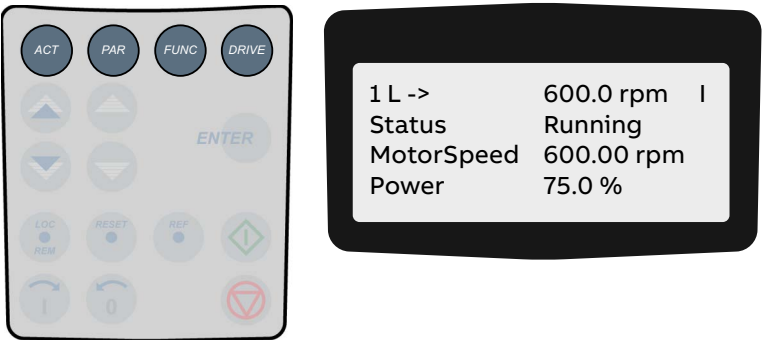
10.5.2. Entering a reference value

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

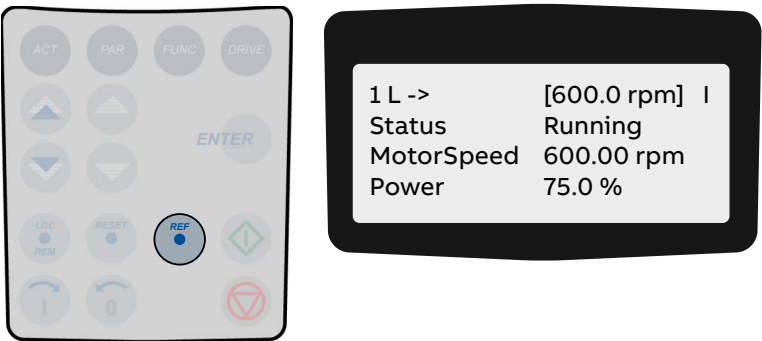
- Local control mode **L**
- Remote control mode **R**

Procedure

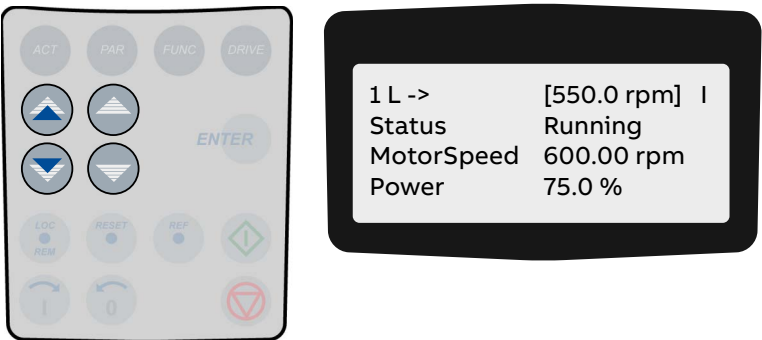
1. Press a mode selection key.



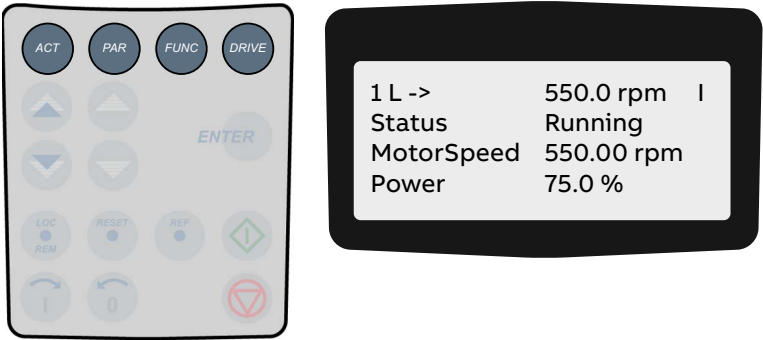
2. To enter the reference value input mode, press the **REF** key.



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



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



11. Preventive and corrective maintenance

11.1. General information

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

11.1.1. Required qualification

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

11.1.2. Maintenance schedule

Perform all maintenance tasks according to the maintenance schedule and the applicable service instructions, on time and at the intervals stated in the “ACS1000i preventive maintenance schedule”, 3BHS855276 E01.

11.1.3. Logbook

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

- Date and time
- Detailed description

11.1.4. Spare parts

To ensure safe and reliable operation, use only spare parts recommended and approved by ABB. For information on types and identification codes, see “Appendix E - Parts list”.

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	132/154

11.2. Identifying electrical equipment

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

11.2.1. Device identification

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

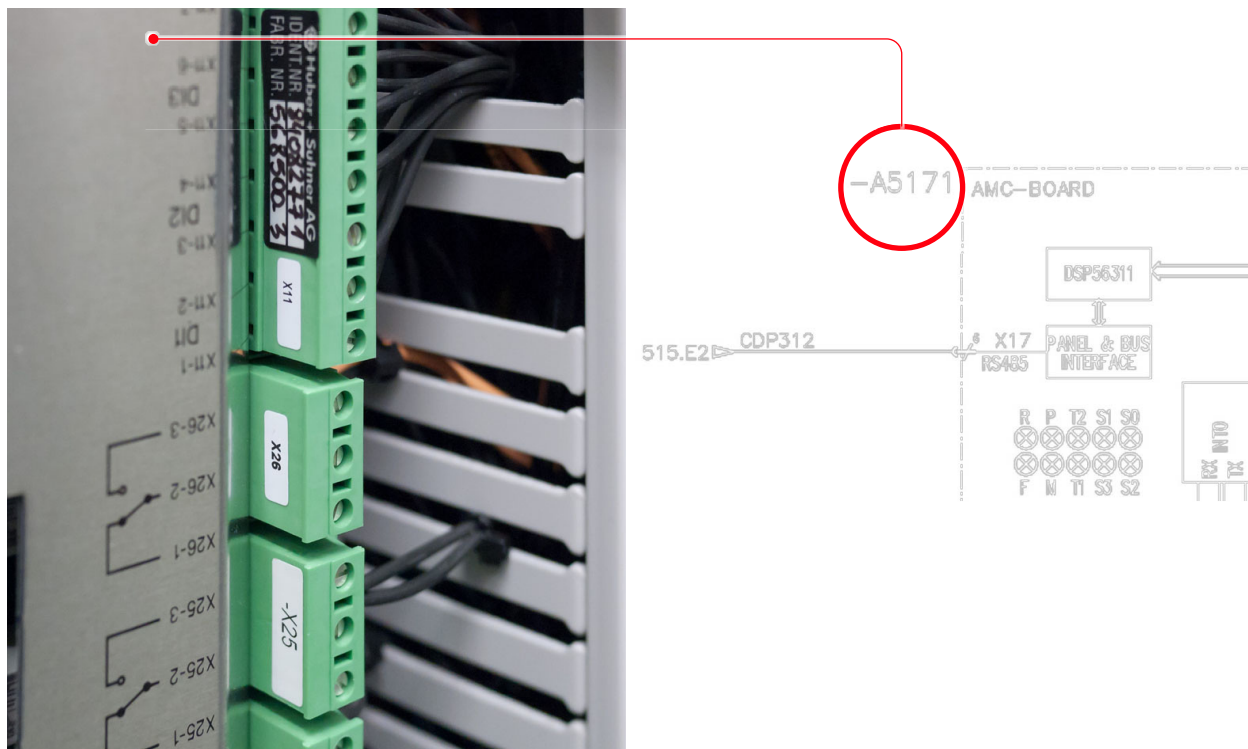


Fig. 73. Device identification

11.2.2. Cables and wires

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

11.2.3. Understanding wiring diagrams

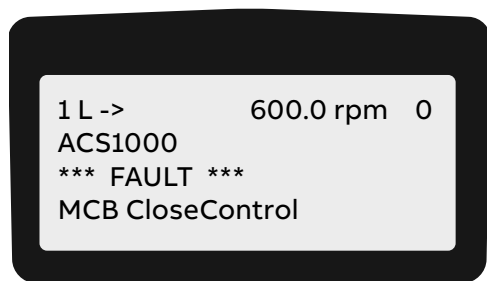
For information on item designation and cross-reference conventions, see “Appendix D - Wiring diagrams”.

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	133/154

11.3. Alarm / fault indications

11.3.1. Messages

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



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

11.3.2. Error message levels

Two error message levels are used in the drive:

- **Alarm:** Does not shut down the drive. If the condition causing the alarm is not corrected, a persisting alarm can lead to a fault. An alarm cannot be reset manually. The alarm message is deleted from the display as soon as the alarm condition has been corrected.
An exception is when an alarm of the cooling system (eg, FanDiffPres, AirFiltSupv) is not reset automatically. To reset the alarm, set parameter *41.04 FanAlarmReset* to **RESET**.
- **Fault:** A fault shuts down the drive. The type of shutdown depends on the origin of the fault. Depending on the type of fault, the drive opens the main circuit breaker (MCB) or keeps it closed. A fault condition must be corrected and the fault be manually reset before the drive can be started again.

11.3.2.1. Alarm / fault messages

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

11.3.3. Fault handling

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

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

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

Example:

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

In the above example:

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

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

11.3.4. Standard troubleshooting procedure

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



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



- 2) **Select the fault history display on the CDP control panel, but DO NOT clear the buffer!**

For more information, see Chapter 10, “CDP control panel”, page 109.



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



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

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



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

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

- Operating, ambient and load conditions
- Unusual events



- 6) **After the fault has been rectified, start the drive as described in Chapter 9, “Operation”, page 99-**

11.4. Removing the CDP control panel

IMPORTANT! If the CDP control panel is removed during operation, the drive can only be stopped by pressing the **EMERGENCY OFF** button.

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

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

For information on setting parameters, see “Appendix G - Signal and parameter table”.

2. Proceed as illustrated.

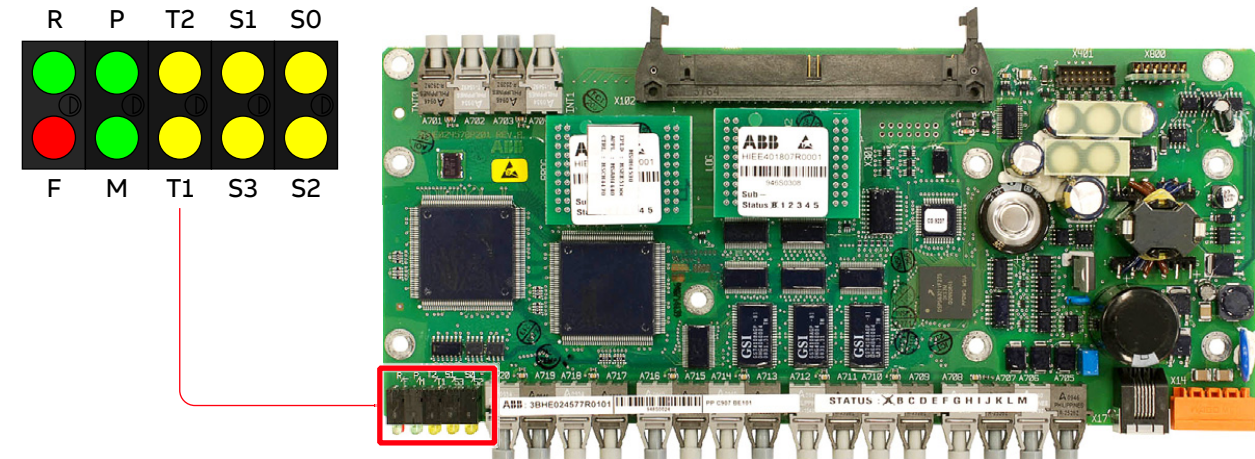
The green LED (4) signals that the control voltage has been switched on.



11.5. LEDs and switches on circuit boards

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

11.5.1. AMC circuit board

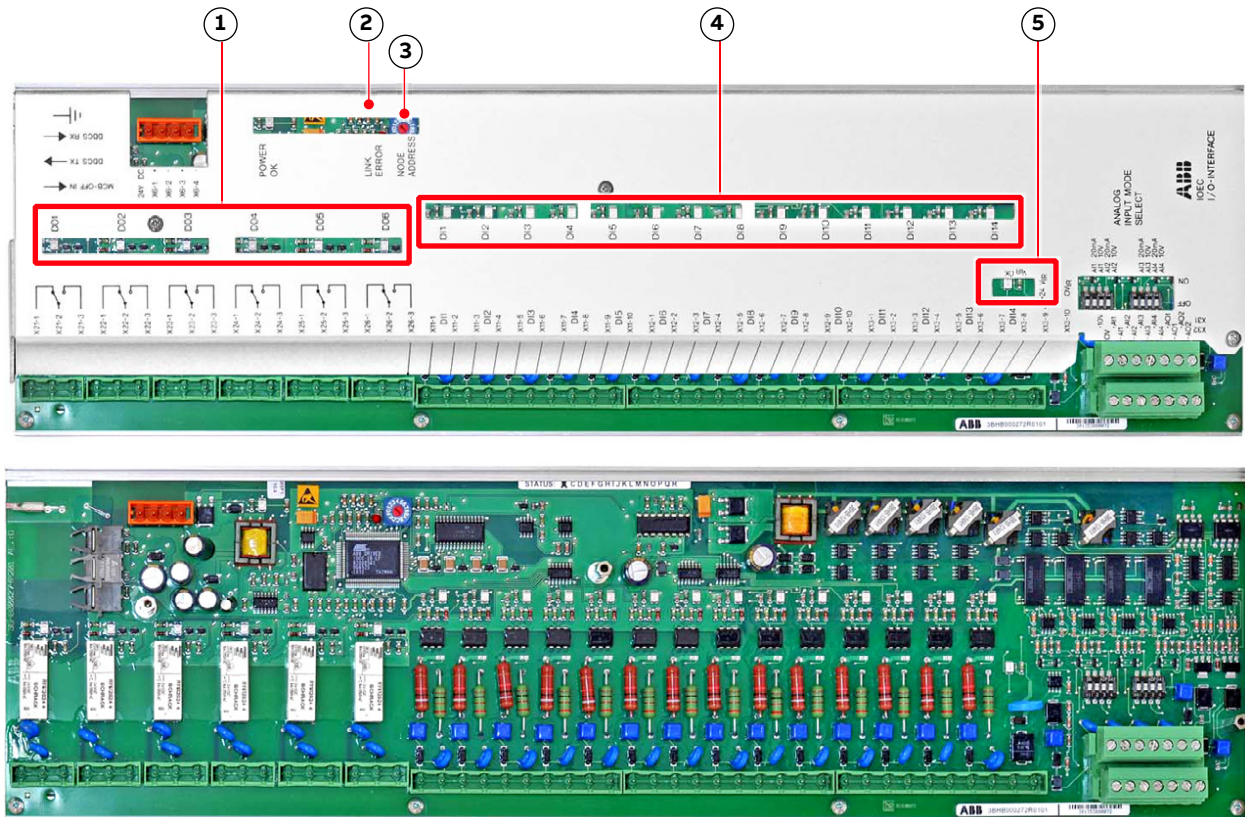


LED	Color	Description	Status when software has loaded		Status when software has not loaded	
			Booting	ON	Booting	ON
F	Red	Fault	ON	OFF	ON	ON
R	Green	Run	OFF	OFF	OFF	OFF
M	Green		ON	OFF	ON	ON
P	Green	Supply OK	ON	ON	ON	ON
T1	Yellow	Receiving data on DDCS channel 0	Flashing	ON / OFF	Flashing	ON / OFF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

Fig. 74. AMC circuit board

11.5.2. IOEC I/O modules

11.5.2.1. LEDs



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

Fig. 75. IOEC module

11.5.2.2. Cluster address

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

The address is set with the rotary switch on the module (3, Fig. 75). The factory-set value must not be changed.

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

11.6. Corrective maintenance

Overview on maintenance tasks:

- Section 11.6.6, “Visual checks on the drive”, page 145
- Section 11.6.7, “Cleaning the drive”, page 146
- Section 11.6.8, “Checking wire and cable connections”, page 146
- Section 11.6.9, “Cleaning and replacing filter mats”, page 147
- Section 11.6.10, “Inspecting and replacing batteries”, page 149
- Section 11.6.11, “Replacing a fan unit”, page 151

11.6.1. Safety



DANGER

Hazardous voltages! Before you work on the drive, make sure that:

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

Before energizing the drive again, make sure that:

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

NOTICE

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

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



WARNING

10 min

Risk of electric shock! Contact with a charged capacitor can cause serious injury or DEATH!

- After the drive has been de-energized, wait a MINIMUM of 10 minutes for the capacitors to fully discharge
- Verify that a capacitor is discharged before you touch it



The IPXXB/IP20 rating of the low voltage compartment is not fulfilled by live parts with voltages > 50 V AC. If the compartment door is open during drive operation, contact with these accessible live parts can result in DEATH or serious injury!

- Work must ONLY be performed by qualified personnel with electrotechnical expertise

PRODUCT	DOCUMENT KIND	DOCUMENT ID.	REV.	LANG.	PAGE
ACS1000i	User manual	3BHS206977 E01	M	en	139/154

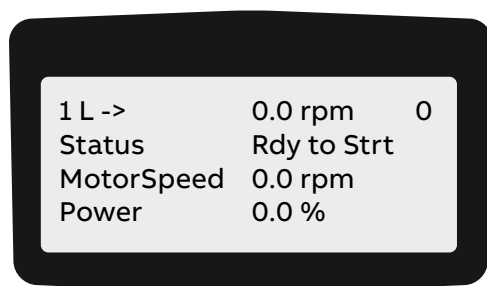
11.6.2. De-energizing the drive locally

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

1. Enable the local control mode of the CDP control panel.
For more information, see Chapter 10, “CDP control panel”, page 109.
2. Press the stop key.



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

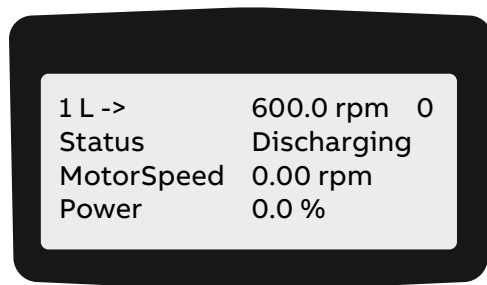


3. Press the **MAIN SUPPLY OFF** push button to disconnect the drive from the main power supply

The following takes place:

- MCB opens
- DC link discharges for approximately five minutes

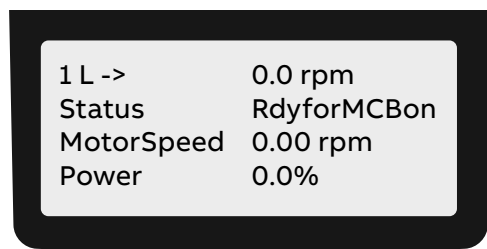
While the DC link discharges, the display shows the following.



Alternating display message:

- Discharging
- CoolOFFDelay
- RdyForMCBOn

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



4. Rack-out, lock-out, ground and tag-out the main power feeder.

5. If the grounding switch is equipped with the optional lock (1) that secures the switch in the ungrounded position, unlock the grounding switch.



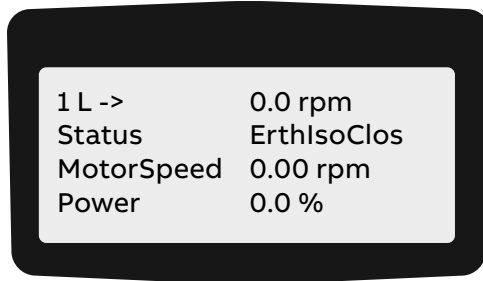
6. Wait until the yellow lamp **GROUNDING SWITCH UNLOCKED** lights up.
The lamp lights up when cooling stops after a delay time.
7. If the yellow lamp is on, continue with Section 11.6.3, “Grounding”, page 142.
8. If the yellow lamp is not on, continue with Section 11.6.4, “Grounding switch is not released”, page 143.

11.6.3. Grounding

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

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

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



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

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

3. If necessary, connect a grounding set.

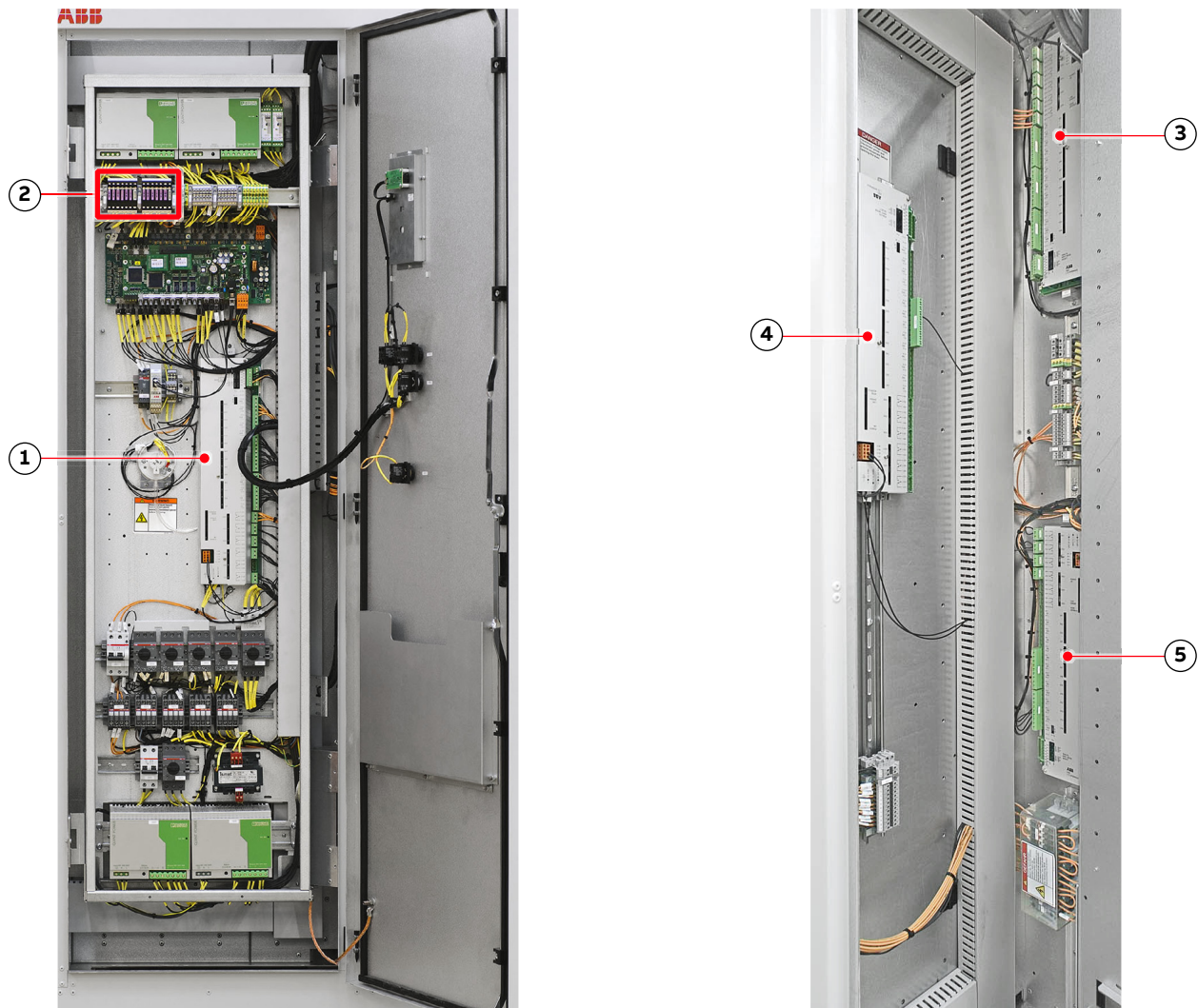
11.6.4. Grounding switch is not released



! CAUTION

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

- Switch closes when the DC link is still energized and short-circuits the DC-link capacitors. The short-circuit manifests itself in a loud bang.
 - Switch is damaged because it is not released for closing.
- To check why the grounding switch is not released, complete the check list in Section 11.6.5, “Checking the release conditions for the grounding switch”, page 144.
 - To identify the components referred to in the checklist, see the wiring diagrams and Fig. 76.



Key:

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

Fig. 76. Location of I/O modules and fuses

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 143/154
---------------------	------------------------------	--------------------------------	-----------	-------------	-----------------

11.6.5. Checking the release conditions for the grounding switch

1) Check that the auxiliary voltage is switched on.	<input type="checkbox"/>
2) Main power supply is disconnected from the drive.	
<ul style="list-style-type: none"> Check that the MCB is open. <input type="checkbox"/> When the MCB is open, secure it against closing. 	
<ul style="list-style-type: none"> Check that the feedback signal "MCB is open" arrives at the drive, ie, if the following indicators are lit: 	
<ul style="list-style-type: none"> LED of digital input DI08 of I/O module -A5201 (-A2) <input type="checkbox"/> 	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> (LED is not lit) Check the control-signal wiring between switchgear and drive as per applicable wiring diagram. <input type="checkbox"/> 	
<ul style="list-style-type: none"> MAIN SUPPLY ON push button -S5152 (-S2) <input type="checkbox"/> When the LED and the push button are lit, the feedback signal "MCB is open" has arrived at the drive. 	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> (Push button is not lit) Check if the 24 V blade-type fuse (X27_P2:14) is blown. <input type="checkbox"/> The fuse protects the control circuit of the pushbutton. 	
3) Discharge level of the DC link.	
<ul style="list-style-type: none"> Check if the value of parameter 2.06 DC VOLTAGE is below 50 V. <input type="checkbox"/> When the value is below 50 V, the DC link is regarded as discharged. For information on reading actual values on the CDP control panel, see Section 10.3.2, "Actual signals mode", page 111. 	
4) GROUNDING SWITCH UNLOCKED lamp and the wiring of the lamp.	
<ul style="list-style-type: none"> Check if the CDP control panel displays a fault. <input type="checkbox"/> A fault prevents the lamp GROUNDING SWITCH UNLOCKED from lighting. <ul style="list-style-type: none"> If a fault is present, follow the instructions in Section 11.3.4, "Standard troubleshooting procedure", page 135, before you reset a fault. If a fault cannot be rectified and reset, contact the ABB service organization. 	
<ul style="list-style-type: none"> If the CDP control panel does not display a fault, check that digital output DO04 of I/O module -A5191 (-A1) is energized. <input type="checkbox"/> 	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> DO04 releases the grounding switch and lights the lamp GROUNDING SWITCH UNLOCKED (-H5152). When the LED of DO04 is lit and the control voltage is present at terminals X24:2 and X24:3 of DO04, DO04 is energized. 	
<ul style="list-style-type: none"> If digital output DO04 of the I/O module is not energized, check the I/O module - A5191 (-A1). <input type="checkbox"/> To do this, check if the auxiliary voltage is present at the supply terminals of the I/O module. <ul style="list-style-type: none"> X6:1.....24 V (DC) X6:2.....0 V 	

-
- **Check that LED V726 and LED V740 of the I/O module -A5191 are lit.** ☐
 - The LEDs monitor the control voltages of the I/O module (Fig. 75).
When the LEDs are lit, the I/O module functions properly.
 - LED V726.....24 V (DC)
 - LED V740.....5 V (DC)
-
- **If digital output DO04 I/O module -A5191 is energized, check that the control voltage is present at the terminals of the lamp GROUNDING SWITCH UNLOCKED.** ☐
 - If the control voltage is present but the lamp is not lit, the lamp is burnt out and must be replaced.
 - If the control voltage is not present, check the wiring of the lamp. Correct the wiring if necessary.
-

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

IMPORTANT! When the checklist is completed, carefully try to turn the grounding switch to the grounded position. If you cannot turn the grounding switch but doors of medium voltage compartments have to be opened, call the ABB service organization.

11.6.6. Visual checks on the drive

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

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

For information, see the applicable cable specifications.

11.6.7. Cleaning the drive



NOTICE

Risk of component damage! The drive contains components which are sensitive to electrostatic discharge.

→ Apply ESD handling precautions before handling these devices.

Dust on electrical components and wiring can cause failure and damage the components. Dust and moisture can build up in loose connections and cause loss of low-level signals.

→ Check the cabinet regularly for signs of dust and humidity and clean if necessary - alcohol and solvents can damage the components.

→ Use appropriate and recommended cleansing agents.

When cleaning the drive, mind the following:

- To prevent dirt falling into equipment, cover the equipment.
- Clean circuit boards with special care. To prevent the components being damaged, use antistatic brushes and a vacuum cleaner with a soft nozzle.
- Remove dust on assemblies and busbars inside the cabinet with a vacuum cleaner and lint-free cleaning cloths.
- Remove water, oily or greasy deposits on assemblies, components and busbars with water- and oil-absorbing microfibers such as 3M Scotch Brite.
- Use a nylon brush or a vacuum cleaner for removing dust or deposits from recesses.
- Clean the outside of the cabinet with a vacuum cleaner and cleaning cloths.

11.6.8. Checking wire and cable connections

NOTICE

Risk of component damage. Capacitor bushings are damaged when excessive force is applied.

→ DO NOT exceed the maximum tightening torque.

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

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

→ Check all power and control cable connections and tighten them if necessary.

→ Check that all plugs and connectors are tight.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 146/154
---------------------	------------------------------	--------------------------------	-----------	-------------	-----------------

11.6.9. Cleaning and replacing filter mats

The filter mats are in the medium voltage compartments of the drive.



WARNING

Hazardous voltage! Removing the filter mat while the drive is running can cause serious injury or DEATH. Foreign objects can be sucked into the exposed air intake and cause FATAL short-circuits.

- Keep long, thin objects, such as wires and screwdrivers, away from the exposed air intake.
- DO NOT stop work for long periods while the air intake is exposed.

NOTICE

Risk of component damage! Dust can damage components and cause failure when the drive is energized.

- Always clean the filter mat at a safe distance from the open cabinet door.

For information on inspection and replacement intervals, see the “ACS1000i preventive maintenance schedule”, 3BHS855276 E01.

TABLE 12 Filter mat specifications

Drive compartment	ABB ID	Dimensions (L × W)	Filter class (EN779)	Filter type
Transformer and rectifier	3BHB030393R0001	320 × 2235 mm	G3	T15/150
DC-link and inverter	3BHB030392R0001	800 × 1774 mm	G3	T15/150

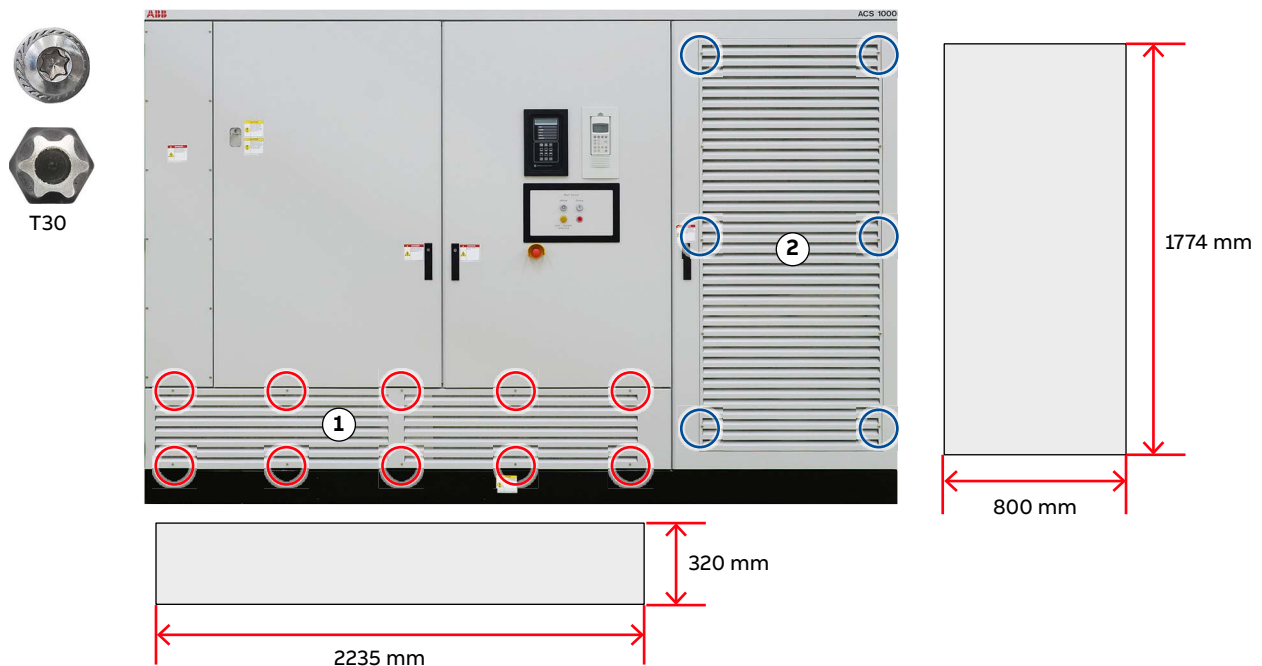


Fig. 77. Cleaning and replacing filter mats N

Transformer and rectifier filter mat

1. Set parameter *41.47 FILTER MAT CHANGE FUNCTION* to **ENABLE**.

The monitoring of differential air pressure is disabled for the time that is defined in parameter *41.48 FILTER MAT CHANGE TIME* (default 30 minutes).

NOTICE The drive might trip if the filter mat is not replaced before the time elapses.

2. Remove the 10 screws (red circles) from the louvered panel (1, Fig. 77).
3. Remove the louvered panel.
4. Starting at the top, roll the filter mat down to remove it.
5. Depending on its condition, clean or replace the filter mat.
 - Clean the filter mat with compressed air or a vacuum cleaner.
 - Replace the filter mat with a new one (see Table 12).
6. Reinstall the louvered panel (1, Fig. 77) with the 10 screws (red circles).

DC-link and inverter compartment filter mat

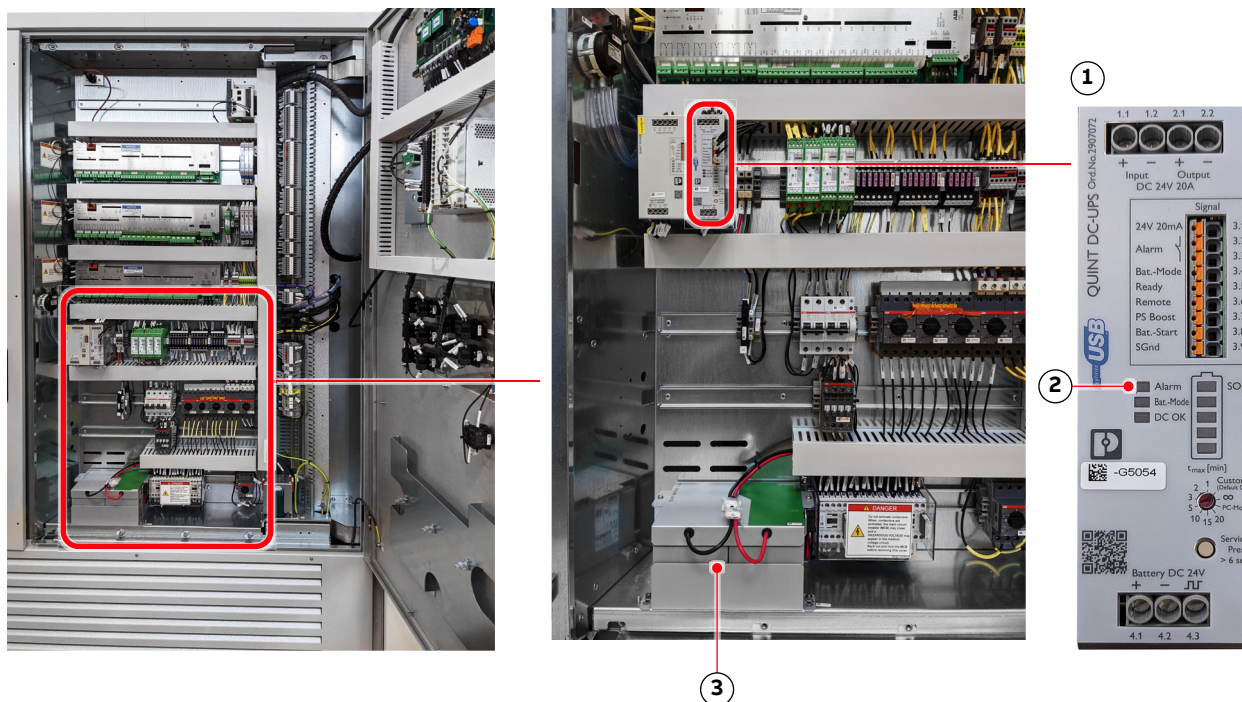
1. Set parameter *41.47 FILTER MAT CHANGE FUNCTION* to **ENABLE**.

The monitoring of differential air pressure is disabled for the time that is defined in parameter *41.48 FILTER MAT CHANGE TIME* (default 30 minutes).

NOTICE The drive might trip if the filter mat is not replaced before the time elapses.

2. Remove the 6 screws (blue circles) from the louvered panel (2, Fig. 77).
3. Remove the louvered panel.
4. Starting at the top, roll the filter mat down to remove it.
5. Depending on its condition, clean or replace the filter mat.
 - Clean the filter mat with compressed air or a vacuum cleaner.
 - Replace the filter mat with a new one (see Table 12).
6. Reinstall the louvered panel (2, Fig. 77) with the 6 screws (blue circles).

11.6.10. Inspecting and replacing batteries



Key:

- (1) Power supply unit for battery pack 1
- (2) Alarm LED
- (3) Battery pack 1

Fig. 78. Control compartment – battery location

11.6.10.1. Checking and replacement indications

The end of the battery life is indicated as follows:

- CDP control panel displays an alarm message.
- Alarm LED on the power supply unit for the battery lights up (2 in Fig. 78).

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

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

11.6.10.2. Replacing a battery



CAUTION

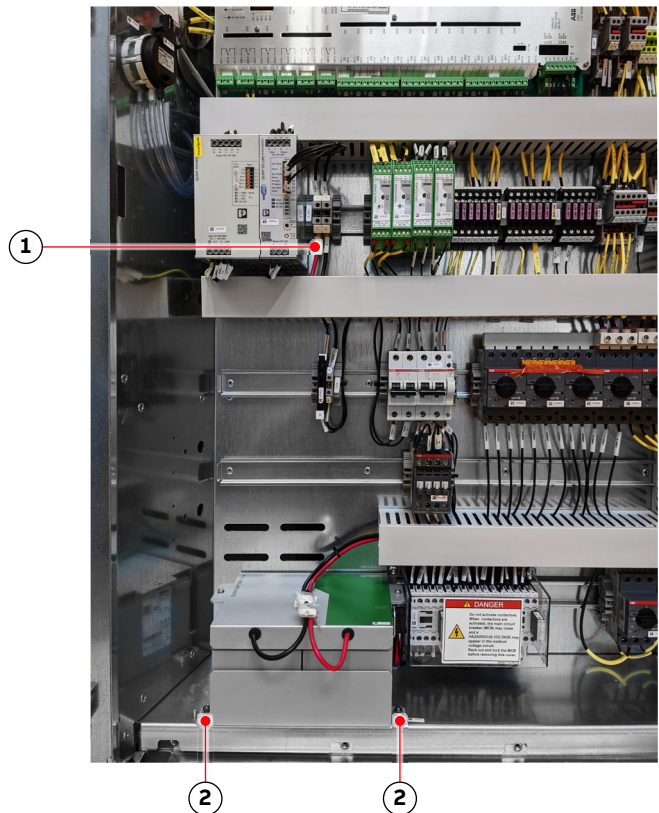
Heavy object. A battery weighs approximately **10 kg!**

→ Take proper precautions when you lift the battery

1. When the drive is in operation, set the *31.05 DISABLE BATTERY TEST* parameter to **ON**.
The battery monitoring function is now disabled.
Parameter *31.05* is automatically set to **OFF** after 1 hour.
2. Disconnect the wires (1, Fig. 79).
3. Unbolt the battery at the front (2, Fig. 79) and at the back.



8 mm



Key:

- (1) Wires
- (2) Battery

Fig. 79. Control compartment - replacing the batteries

4. Install the new battery in reverse order of removal.
5. Record the date of battery replacement in the logbook.

11.6.11. Replacing a fan unit



DANGER

Hazardous voltages! Working on an energized drive can result in DEATH or life-threatening injury.

→ Disconnect all power supplies to the drive and ground the drive according to Section 11.6.2, “De-energizing the drive locally”, page 140.



CAUTION

Heavy object. The fan weighs approximately **50 kg!**

→ Use the appropriate lifting gear

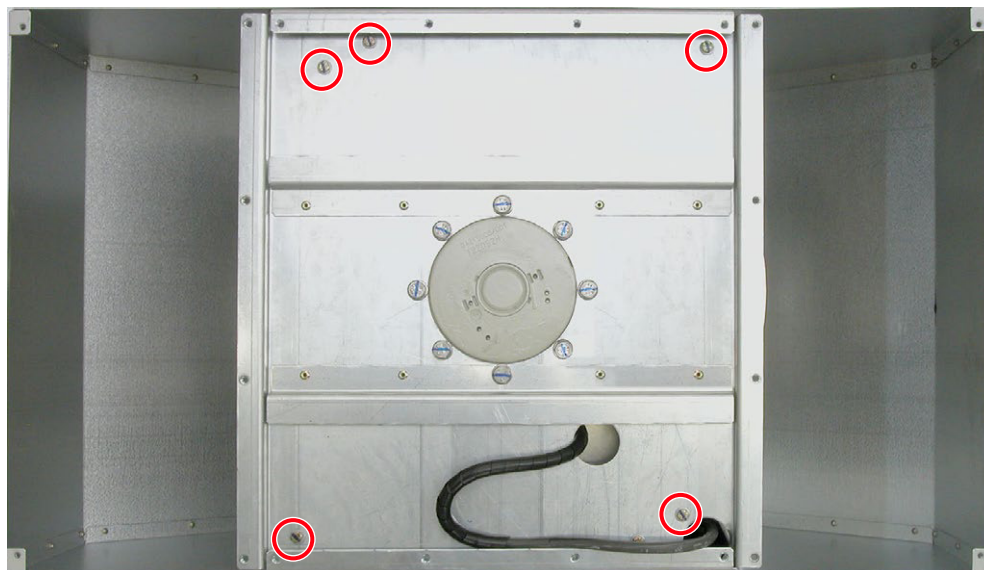
1. Switch off the motor starter of the fan.
The fan unit is now isolated from the auxiliary power supply.
2. Unplug both ends of the power supply cable of the fan unit.
3. Unbolt and remove the top cover of the fan housing.



13 mm



4. Unbolt the top plate of the fan unit.



5. Install rotating eyebolts (1, Fig. 80) in the top corners of the on the top plate of the fan unit (circles) in one of the following configurations:

You can use one of the following configurations:

- 2 diagonal corners for 2 leg lifts
- 4 corners for 4 leg lifts

CAUTION! For a single lifting operation, tighten the eyebolts (1, Fig. 80) firmly with the star key (2, Fig. 80). DO NOT leave the star key in the bolt head. The eyebolt must be able to rotate 360° freely. For a permanent installation, tighten the eyebolts to the nominal torque that is specified in Section 5.4.1, “Lifting attachment types”, page 66.

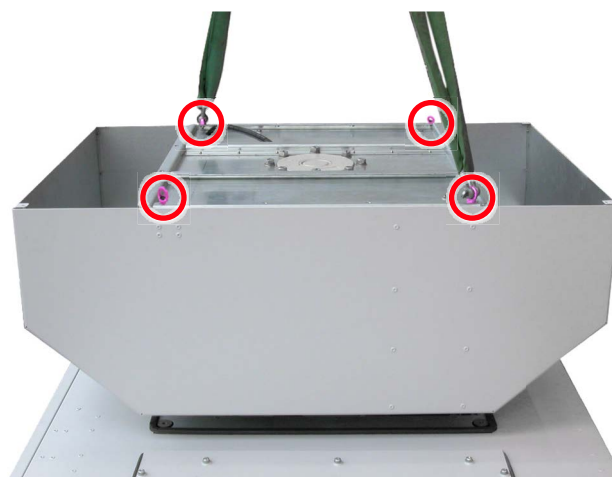


Fig. 80. Rotating eyebolt locations on fan unit

6. Attach lifting gear to 2 diagonal or all 4 rotating eyebolts.

7. Orient the rotating eyebolts in the direction of force.

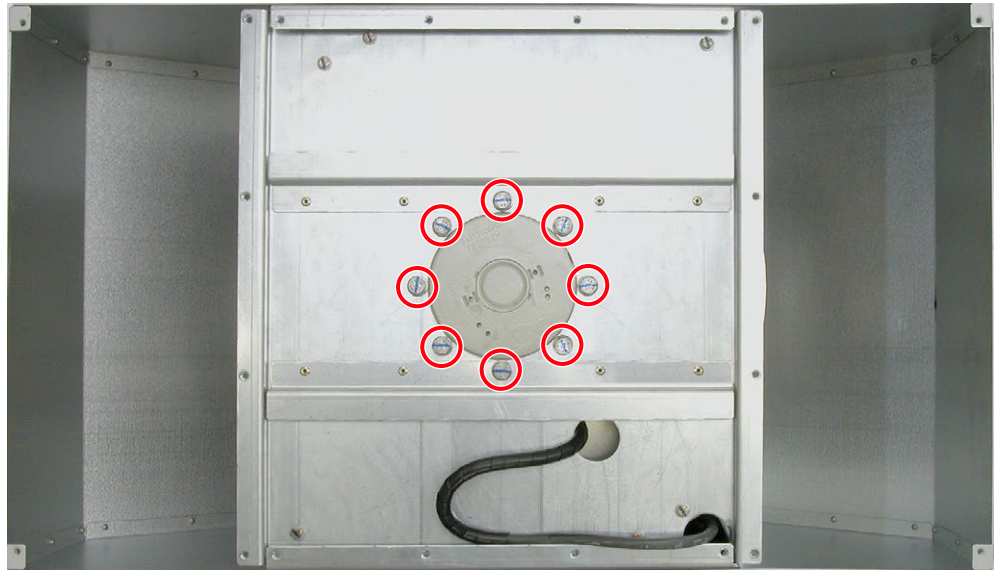
CAUTION! Rotation during transportation must be avoided.

8. Lift the top plate off of the fan unit.

NOTE – The impeller motor remains attached to the top plate.

PRODUCT ACS1000i	DOCUMENT KIND User manual	DOCUMENT ID. 3BHS206977 E01	REV. M	LANG. en	PAGE 152/154
---------------------	------------------------------	--------------------------------	-----------	-------------	-----------------

9. Unbolt the impeller motor from the top plate.



10. Bolt the replacement impeller motor to the top plate.

11. Remove the rotating eyebolts that you installed in step 5.

12. Assemble and install the fan unit in reverse order of removal.



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