## DIAS Drive

## SDD 310



Version Cold Plate

## Additional Characteristics:

- various feedback systems (Resolver, EnDAT, Hiperface and Sin/Cos)
- reduced power loss using a new PWM process
- integrated class A power filter
- intermediate circuit is accessible for the coupling of additional devices - spline interpolation implemented in addition to position control ■ integrated Safety functions „Safe Torque Off" ST0 and „Safe Stop 1" SS1

| Rated Values |  |  |
| :---: | :---: | :---: |
| Rated mains voltage (symmetrically to ground) 5000 A eff. (L1, L2, L3) | $\mathrm{V}_{\text {Ac }}$ | $3 \times 230 \mathrm{~V}_{-10 \%}-480 \mathrm{~V}^{10 \%}, 45-65 \mathrm{~Hz}$ |
| Max. peak current in starting torque (limited by inrush current) | A | 2.5 |
| Rated power in S1 mode | kVA | 14 |
| Rated DC-link voltage | $\mathrm{V}_{\text {oc }}$ | 290-680 |
| Over voltage protection - limit for the intermediate circuit | $V_{\text {oc }}$ | 450-900 |
| Auxiliary supply voltage +24 V | $\mathrm{V}_{\text {oc }}$ | 22-30 |
| +24 V auxiliary supply power | W | 35 |
| Holding brake supply voltage +24 V -BR | $\mathrm{V}_{\text {oc }}$ | 25-27 |
| Max. holding brake current per axis | $\mathrm{A}_{\text {oc }}$ | 2 |
| Holding brake-voltage reduction with a +24 V-BR load | $\mathrm{V}_{\text {oc }}$ | max. 1 (at $3 \times 2 \mathrm{~A}$ holding brake current) |
| Max. holding brake switching energy | mJ | 100 |
| Rated output current for axis 1 (eff. +/-3\%) | $\mathrm{A}_{\text {RMS }}$ | 10 |
| Max. standstill current axis 1 from 500 ms | $\mathrm{A}_{\text {RMS }}$ | 7 |
| Rated output current for axis 2 (eff. +/-3\%) | $\mathrm{A}_{\text {RMS }}$ | 10 |
| Max. standstill current axis 2 from 500 ms | $\mathrm{A}_{\text {RMS }}$ | 7 |
| Rated output current for axis 3 (eff. +/-3\%) | $\mathrm{A}_{\text {RMS }}$ | 10 |
| Max. standstill current axis 3 from 500 ms | $\mathrm{A}_{\text {RMS }}$ | 7 |
| Max. continuous sum current of all axis (heat sink) | $\mathrm{A}_{\text {RMS }}$ | 20 |
| Peak output current of axis 1 for a max. of 5 sec . (eff. +/- $3 \%$ ) | $\mathrm{A}_{\text {RnS }}$ | 20 |
| Peak output current of axis 2 for a max. of 5 sec . (eff. +/- $3 \%$ ) | $A_{\text {RMS }}$ | 20 |
| Peak output current of axis 3 for a max. 5 sec . $\text { (eff. +/- } 3 \% \text { ) }$ | $\mathrm{A}_{\text {RnS }}$ | 20 |
| Power stage loss | W/A $\mathrm{A}_{\text {RMS }}$ | 10 |
| Output frequency of the power output stage | kHz | 8 |
| Maximum leakage current | mA | 15 |
| PWM-Frequenz | kHz | 8 |
| Reglerfrequenz | kHz | 16 |
| Regen Circuit |  |  |
| Capacitance of the intermediate circuit voltage | $\mu \mathrm{F}$ | 700 |
| External brake resistance | $\Omega$ | 25-50 |
| Internal regen resistor value | $\Omega$ | 25 |
| Rated power of the internal regen resistor | W | 200 |


| $\begin{aligned} & \text { G-VMAINS }=230 \\ & \text { (rated mains voltage }=230 \mathrm{~V} \text { ) } \end{aligned}$ |  |  |
| :---: | :---: | :---: |
| Start-up limit | $\mathrm{V}_{\text {oc }}$ | 420 |
| Switch-off level | $\mathrm{V}_{\text {oc }}$ | 400 |
| Over voltage protection | $\mathrm{V}_{\text {oc }}$ | 450 |
| Max. rated power of the external regen resistor | W | 750 |
| Peak power of the internal brake resistor (max. 1 s ) | kW | 6.5 |
| $\begin{aligned} & \text { G-VMAINS = } 400 \\ & (\text { rated mains voltage }=400 \mathrm{~V} \text { ) } \end{aligned}$ |  |  |
| Start-up limit | $\mathrm{V}_{\text {oc }}$ | 730 |
| Switch-off level | $V_{o c}$ | 690 |
| Over voltage protection | $\mathrm{V}_{\text {oc }}$ | 800 |
| Max. rated power of the external regen resistor | w | 1200 |
| Peak power of the internal brake resistor (max. 1 s ) | kW | 21 |
| $\begin{aligned} & \text { G-VMAINS }=480 \\ & (\text { rated mains voltage }=480 \mathrm{~V} \text { ) } \end{aligned}$ |  |  |
| Start-up limit | $\mathrm{V}_{\text {oc }}$ | 850 |
| Switch-off level | $\mathrm{V}_{\text {oc }}$ | 810 |
| Over voltage protection | $\mathrm{V}_{\text {oc }}$ | 900 |
| Max. rated power of the external regen resistor | w | 1500 |
| Peak power of the internal brake resistor (max. 1 s) | kW | 27 |
| Internal Fuse |  |  |
| Auxiliary supply 24 V ( +24 V to BGND) |  | electronic fuse |
| Holding brake supply 24 V -BR ( $+24 \mathrm{~V}-\mathrm{BR}$ to BGND) |  | electronic protection |
| Regen resistor |  | electronic protection |
| Resolver Specifications |  |  |
| Exciter frequency ferr | kHz | 8 |
| Exciter voltage URef | $\mathrm{U}_{\text {eff }}$ | 4 |
| Number of poles m | - | 2, 4, 6, .., 32 |
| Resolver voltage Usin/cos, max | $U_{\text {eff }}$ | 2.2 |
| Connector Types |  |  |
| Auxiliary supply (X1A) |  | Combicon 5, 3-pin |
| Power supply (X1B) |  | Power Combicon 7.62, 8-pin, $4 \mathrm{~mm}^{2}$ |
| Feedback (X6, X7, X8) |  | D-Sub 25-pin (female) |
| Motor ( $\mathrm{X} 3, \mathrm{X4}, \mathrm{X} 5$ ) |  | Power Combicon 7.62, 6-pin, $4 \mathrm{~mm}^{2}$ |


| Mechanics |  |  |
| :--- | :---: | :---: |
| Height with/without plugs | mm | $472 / 378$ |
| Width | mm | 158 |
| Depth | mm | 240 |
| Weight | kg |  |
| Mechanics with Cold Plate |  | 10 |
| Height | mm |  |
| Width | mm | 428 |
| Depth | mm | 152 |
| Weight | kg | 121.3 |
| Article Number |  | 6.35 |
| with fan unit |  |  |

