

GAM
S/N

FREQUROL

 MITSUBISHI ELECTRIC CORP., JAPAN

AC SPINDLE CONTROLLER model F R-SE

Version 3.00
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Some material in this manual
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M0660-ES

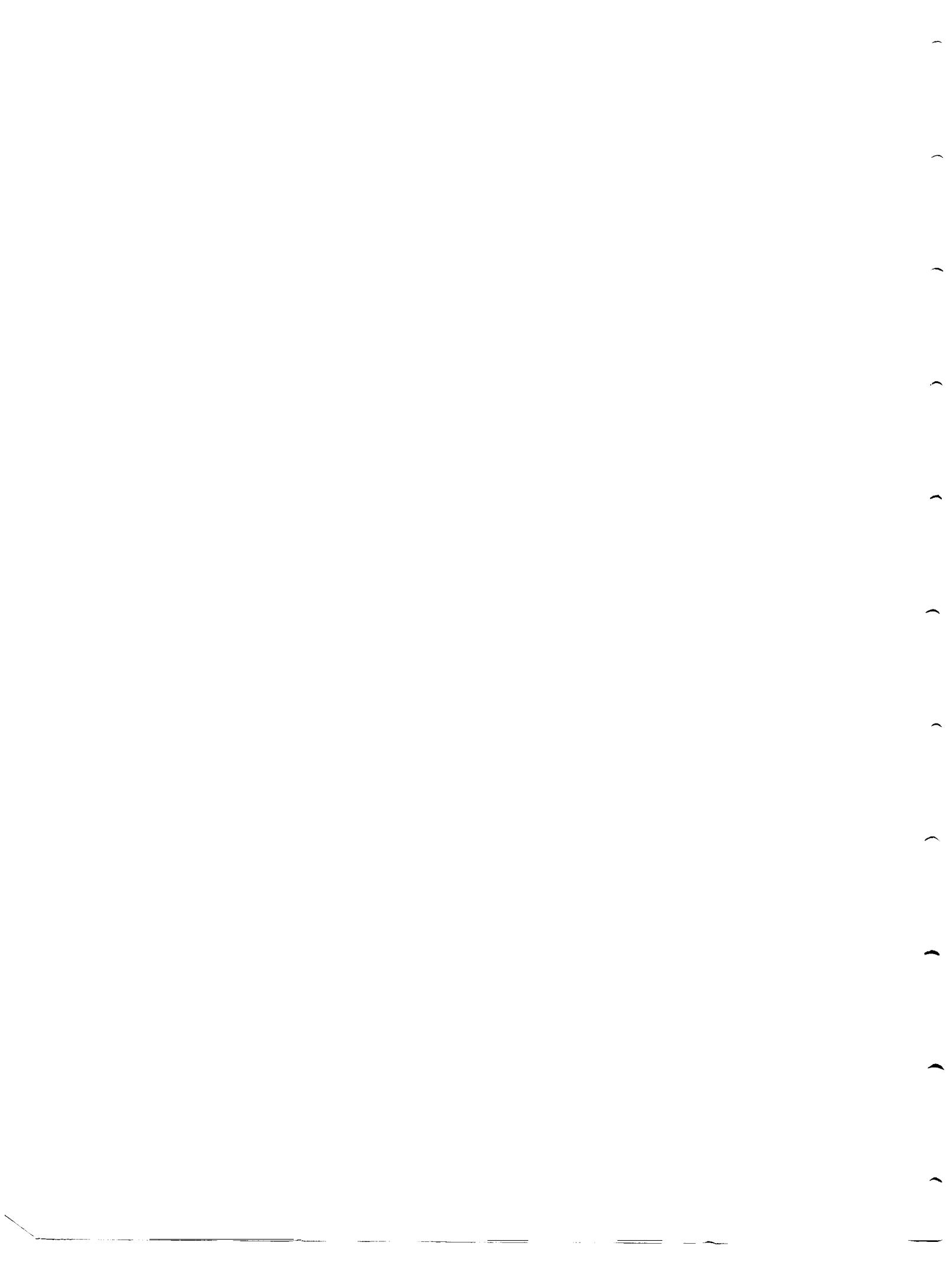
FR-SE MAINT MAN

BNP-A7237-35A

Surf - 2 to a #con position
For open loop

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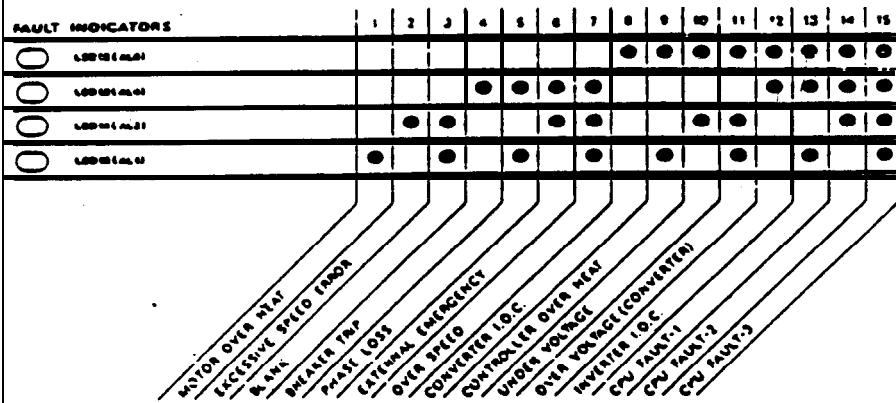


MITSUBISHI ELECTRIC CORP., JAPAN

AC SPINDLE CONTROLLER model FR- SE

CONTROL INDICATORS	
L001	PHASE SEQUENCE
L002	READY
L003	CW DRIVE
L004	CCW DRIVE
L005	SPEED DETECTION
L006	CURRENT DETECTION
L007	UP TO SPEED
L008	APPROACH
L009	IN POSITION
L010	ZERO SPEED
L011	SENSITIVITY

ORIENTATION (OPTION)



Note: When exchanging hinge panel the original front panel should stay with the machine. This is so that the original BN number will stay with the machine. The BN number indicates the switch settings for the spindle drive.

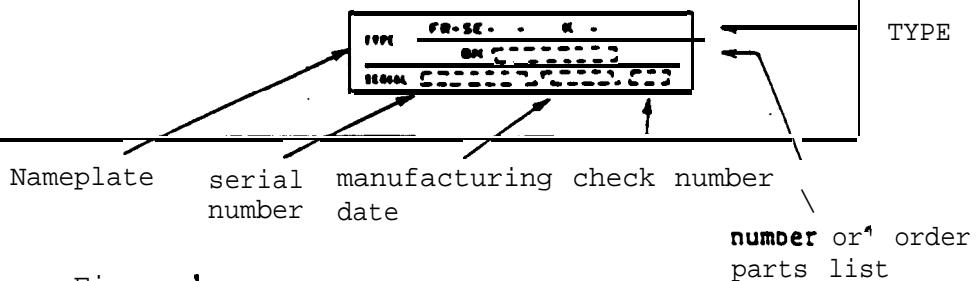


Figure 1

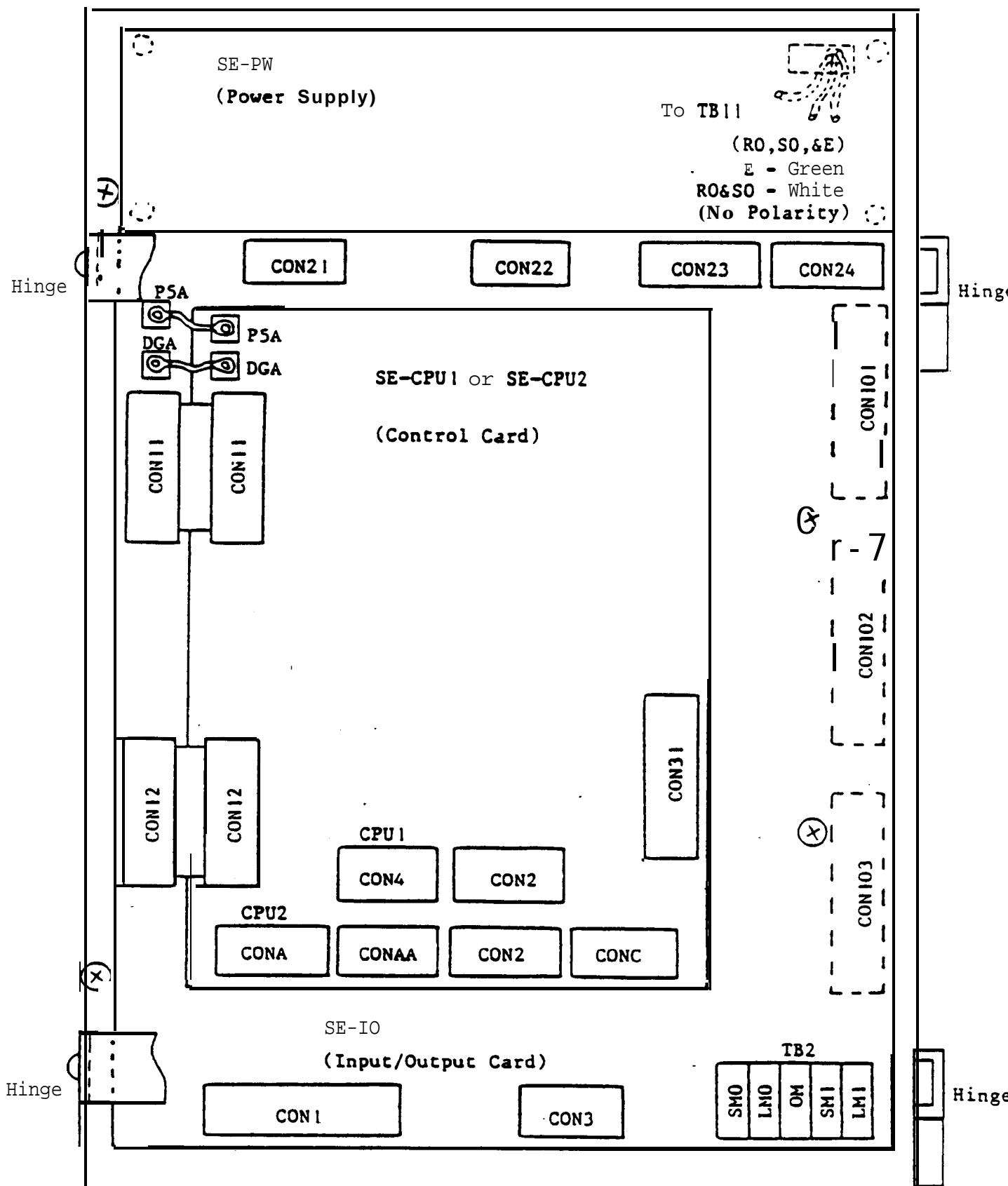


Figure 2

General Instructions for Changinq FR-SE Card's (PCB)

1. Remove power from unit. (Use Machine Main Breaker)
Note: FR-SE **CB1** breaker does not remove power from SE-PW and other **PCB's**.
Note: If Main Breaker **cannot be** shut off. Power can be removed by **CB1** breaker and removal of fuses **F1, F2, & F3**. **CAUTION:** **F1, F2, & F3** are live at this time. Fuses are usually located inside of base unit on the line filter. Refer to Figures 17 to 22 (FR-SE Base).
 2. Removal of SE-CPU card. (Refer to Fig. 2)
 - (1) Remove the connectors for external connection of orientation detector, PLG, **etc.** On **CPU1**: CON4 and CON2. On **CPU2**: **CONA, CONAA, CON2, and CONC**. To **SE-IO** card remove CON11 and CON12. Unscrew power supply wires **P5A** and DGA.
Note: Honda connectors **have screws** and retaining clips.
 - (2) Remove the card while **compressing the card installation spacer claws**.
 3. Removal of **SE-IO** card. (Refer to Fig. 2)
 - (1) After removal **of** the **CPU card** connectors according to the above procedure, remove the load/speed meter wiring from **TB2, CON1, and CON3 of the I/O card**.
 - (2) Remove **CON101, CON102, and CON103** on the rear of the hinge panel.
 - (3) **Remove** the small hinge panel **upon** which the CPU card was installed.
 - (4) Remove the screws **fixing the I/O card**, and then pull out the upper guide strongly and pull the I/O card from the SE-PW connectors. (**CON21 - CON24**).
 4. Remove the SE-PW power **supply**. (Refer to Fig. 2)
 - (1) **Remove** the CPU card and I/O card according to the above procedure.
 - (2) Remove the three 200 volt **AC** power wires **R0, S0, & E** from the terminal block located on the base of the unit.
Note: **E** is green and **R0&S0** are white with no polarity.
 - (3) Remove the screws on the back **of the** hinge holding the SE-PW and the remove the SE-PW unit.
 5. Assembly of hinge panel.
 - (1) Install the **new** cards **in the reverse** order of the removal procedure.
- Important Note: After replacement, confirm that all **screws** and connectors are tight and correct. Also verify positive insertion of the connectors.
- Applying Power:
1. After replacement, **all specific** adjustment procedures should be observed. Especially current transformer **offsets, meter calibration, and orientation**.
 2. Verify that EPROM's and switch settings are correct.
 3. Optional: Verify that base driver waveforms are correct.
 4. Verify spindle operation:
 - (1) Confirm full speed range in each gear forward and reverse.
 - (2) Confirm orient operation in each gear (Including ATC operation). Verify alignment before attempting ATC.

FR-SE Spindle Drive

Magnetic sensor system with single point orientation unit

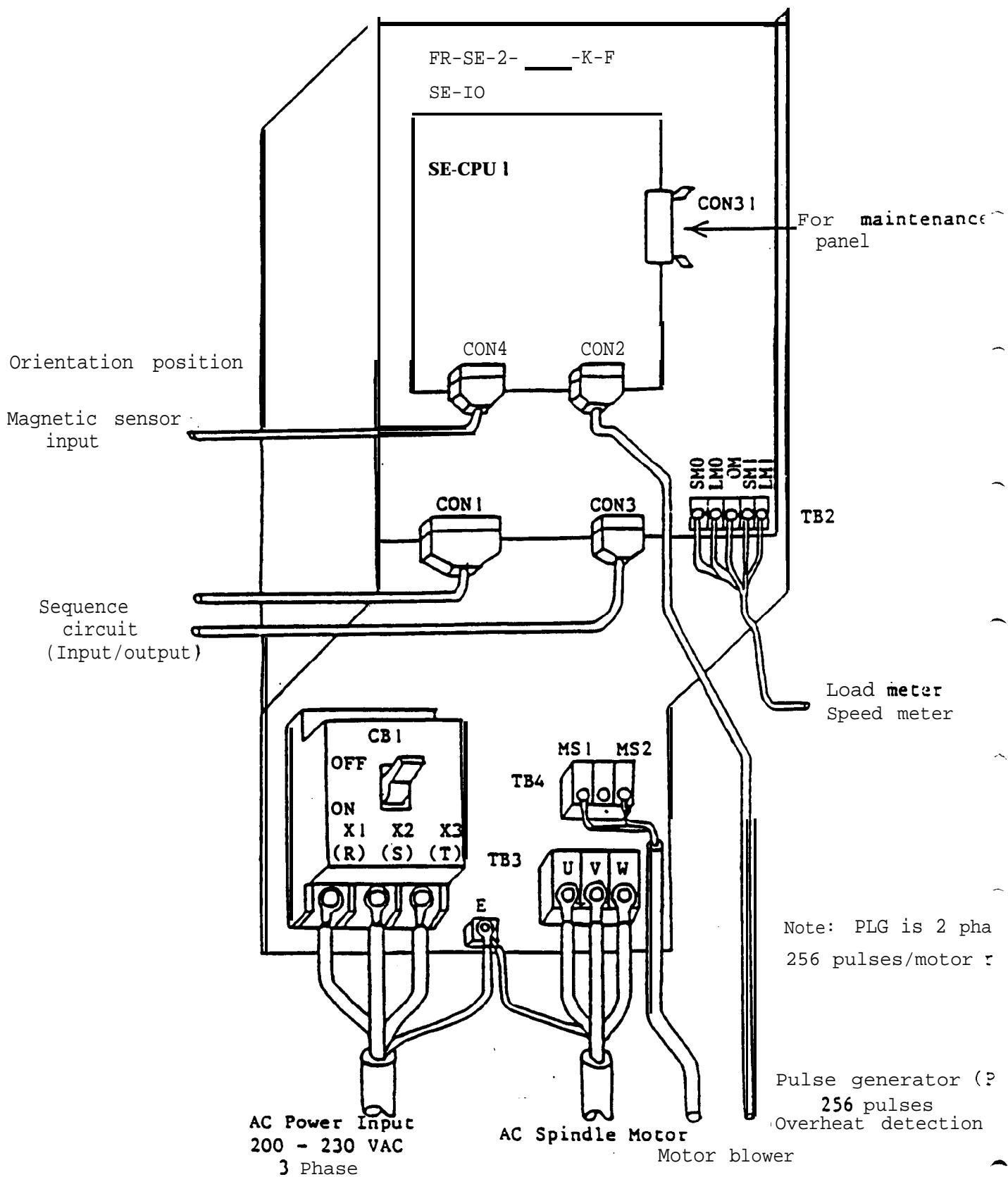


Figure 3

Encoder system with multiple point orientation unit

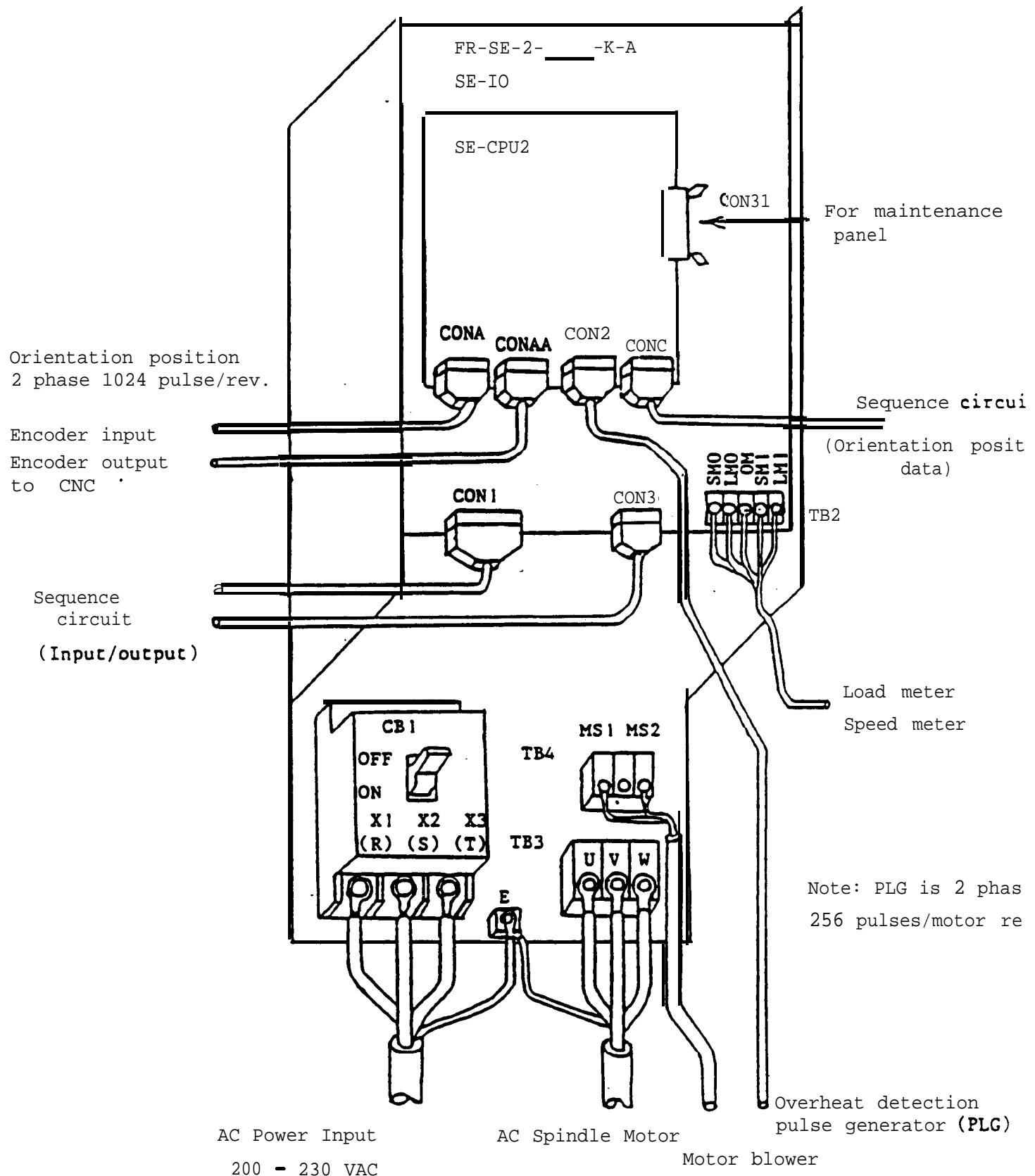


Figure 4

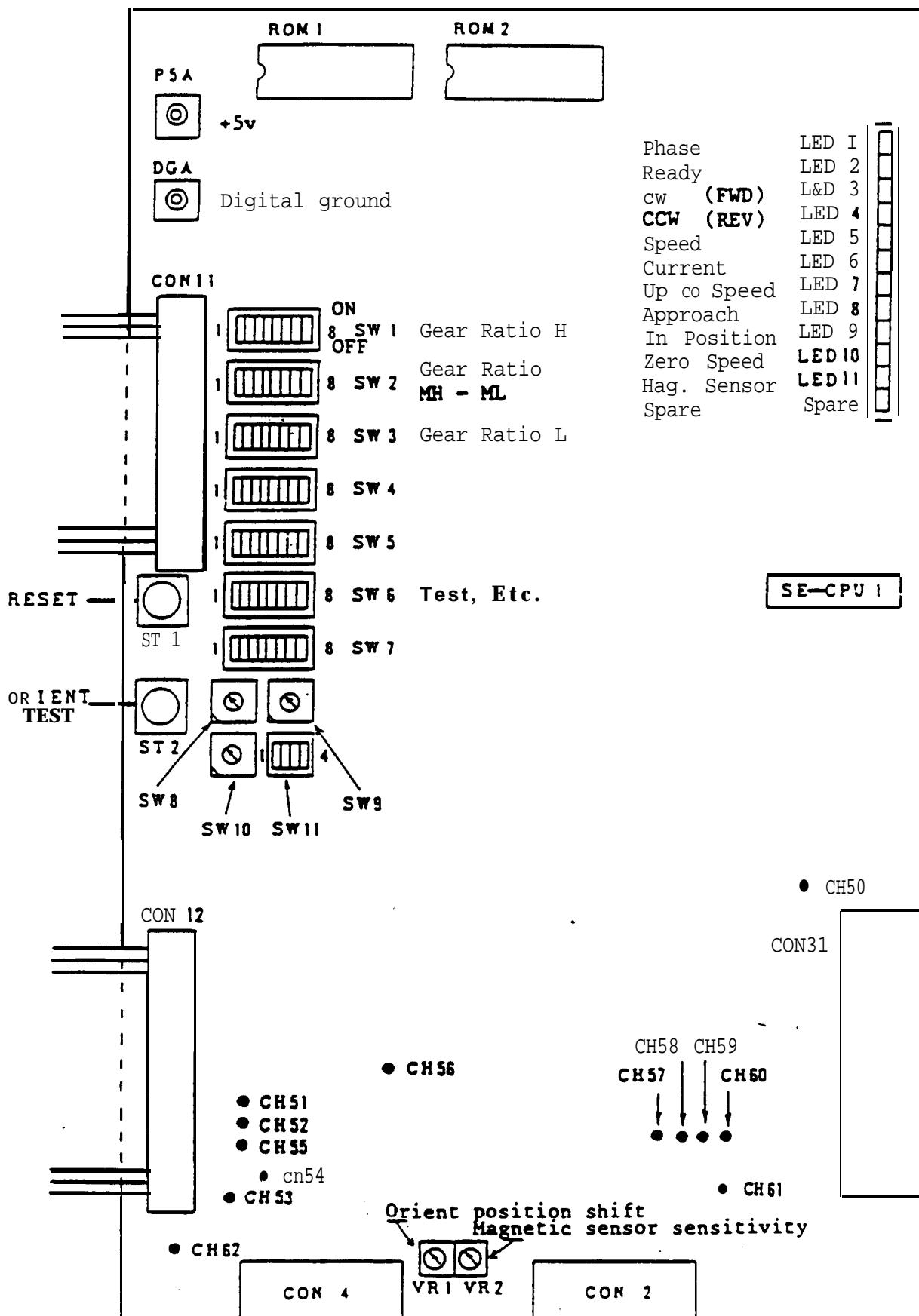
Freqrol SE-CPU1 Card

Refer to Figure 5 for location.

PSA.....+ 5 volt supply
DGA.....Digital ground

Switch: (ON/OFF)

SW1Gear ratio H
SW2Gear ratio M
SW3Gear ratio L
SW4-1Cree p speed (20/30rpm)
SW4-2,3,42nd deceleration point (25/16 degree)
SW4-5,6,71st deceleration point (212/149 degree)
SW4-8Mag. Sensor mounting direction (Fwd/Rev)
SW5-1,2Torque limit (10/50%) also external input
SW5-3,4,5Acceleration/deceleration time constant
SW5-6,7,8Speed detection range (2/58%)
SW6-1Orientation (Normal/test)
SW6-2Velocity loop (Closed/open)
SW6-3Digital input (Binary/BCD)
SW6-4Speed input (Emitter/collector)
SW6-5Servo rigidity (High/low)
SW6-6Meter calibration (Off/On)
SW6-7Maximum speed (Low/high)
SW6-8Zero speed (Low 25rpm/high 50rpm)
SW7-1Mag. Sensor orient in-position (1/5 deg.)
SW7-2External E-Stop alarm display (On/Off)
SW7-3Load meter output (High 10v/low 3v)
SW7-4Base speed (1150rpm/1500rpm)
SW7-5,6,7,8Motor size/type (2.2kw/rpm / 22kw/rpm)
SW8Speed loop proportional constant (25/240)
SW9Speed loop integral constant (1.5/14.4)
SW10Orientation speed (20/320rpm / gear ratio)
SW11-1,2Orientation direction select
SW11-3,4Orientation stop servo rigidity
ST1Reset
ST2Orientation test
VR1Mechanical orient position shift
VR2Mag. Sensor sensitivity adjust
CH53Mag. Sensor input
LED1AC Power phase identification
LED2Ready condition
LED3FWD CW rotation command
L&D4CCW rotation command
LED5Low speed detection (See SW5-6,7,8)
LED6High motor current (110%)
LED7Up to speed (+/-15%)
LED8Orientation approach
LED9In position orient stop
LED10Below zero speed
LED11Mag. Sensor signal level above 8.5v
LED12Spare



CH 41 10V MAX.
ONLY IN MANUAL
MODE.

Figure 5

Freqrol SE-CPU2 Card

Refer to Figure 6 for location.

PSA	+ 5 volt supply	Switch: (ON/OFF)
DGA	Digital ground	
SW1	Gear ratio H	
SW2	Gear ratio M	
SW3	Gear ratio L	
SW4-1	Cree p speed (20/30rpm)	
SW4-2,3,4	2nd deceleration point (25/15 degree)	
SW4-5,6,7	1st deceleration point (225/146 degree)	
SW4-8	Encoder mounting direction (Fwd/Rev)	
SW5-1,2	Torque limit (10/50%) also external input	
SW5-3,4,5	Acceleration/decelleration time constant	
SW5-6,7,8	Speed detection range (2/58%)	
SW6-1	Orient (Normal/test)	
SW6-2	Velocity loop (Closed/open)	
SW6-3	Digital input (Binary/BCD)	
SW6-4	Speed input (Emitter/collector)	
SW6-5	Position input (Emitter/collector)	
SW6-6	Meter calibration (Off/On)	
SW6-7	Maximum speed (Low/high)	
SW6-8	Zero speed (Low 25rpm/high 50rpm)	
SW7-1	Servo rigidity (High/low)	
SW7-2	External E-Stop alarm display (On/Off)	
SW7-3	Load meter output (High 10v/low 3v)	
SW7-4	Base speed (1150rpm/1500rpm)	
SW7-5,6,7,8	Motor size/type (2.2kw/rpm / 22kw/rpm)	
SW8	Speed loop proportional constant (25/240)	
SW9	Speed loop integral constant (1.5/14.4)	
SW10	Orientation speed (20/320rpm / gear ratio)	
SW11-1,2	Orient direction select	
SW11-3,4	Orient stop servo rigidity	
SW12	Orient in-position range (.09/1.32 degree)	
SW13	Orient position shift (Course 22.5 deg.)	
SW14	Orient position shift (Medium 1.4 deg.)	
SW15	Orient position shift (Fine .088 deg.)	
ST1	Reset	
ST2	Orient test	
PIN11	Encoder power supply (ON +5v)	
PIN12 & PIN13	CON C Orient position input level select	-
SPARE PIN	Extra jumper strap	
LED1	A/C Power phase identification	
LED2	Ready condition	
LED3	CW rotation command	
LED4	CCW rotation command	
LED5	Low speed detection (See SW5-6,7,8)	
LED6	High motor current (110%)	
LED7	Up to Speed (+/-15%)	
LED8	Orient approach	
LED9	In position orient stop.	
LED10	Below zero speed	
LED11	Spare	
LED12	Spare	

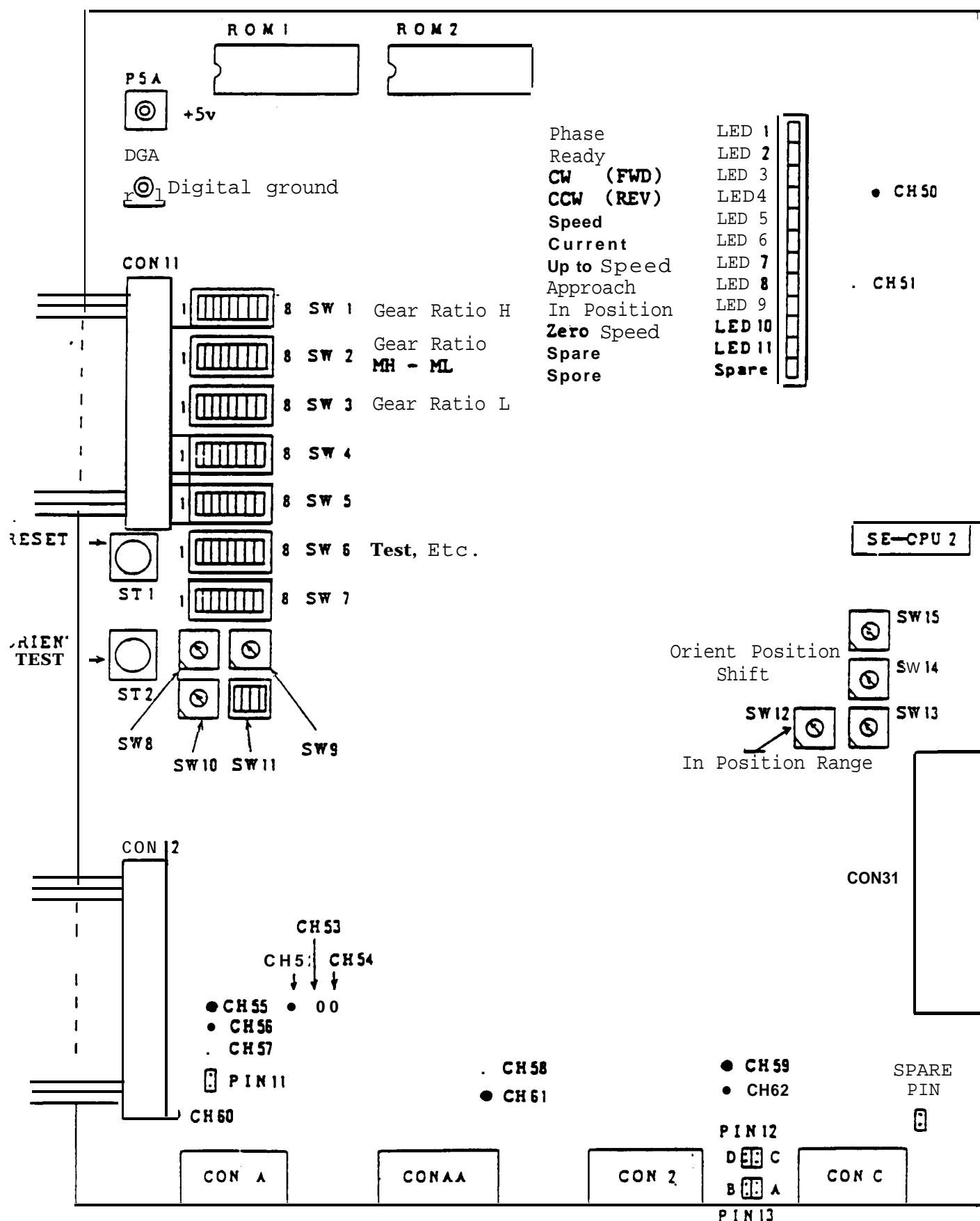


Figure 6

Freqrol SE-I0 Card

Refer to Figure 7 for location. (*) Factory set, don't change.

PSA.....+5v supply
DGA.....Digital ground
VR1. (*).....Phase current command zero adjust
VR2. (*).....Phase current command zero adjust
VR3. (*).....Phase current. command zero adjust
VR5. (*).....+/-10v Reference adjust (not used)
VR6.....High over-speed level adjust
VR7.....Low over-speed level adjust (not used)
VR8. (*).....Converter voltage gain adjust
VR9. (*).....Supply voltage peak value gain adjust
VR10.....CTC 1 Converter offset adjust
VR11.....CTC 2 Inverter offset adjust
VR12.....CTC 4 V Phase motor current offset adjust
VR13.....CTC 3 U Phase motor current offset adjust
VR14.....SM 1 Speed meter output adjust
VR15.....LM1 Load meter output adjust
PIN1.....Max. speed or Over-speed select (A used)
PIN2 & PIN3.....CON 1 Digital speed input level select
PIN4.....Breaker trip & overheat-alarm disable
PINS.....Kw setting (new) OFF 18.5kw or larger
LED12,13,14,15.....Drive alarm indicators (binary output)
LED16.....Spare
LED17.....Under voltage indicator
LED18.....Converter regeneration indicator
LED19.....Base transistor cut-off indicator
LED20.....Converter voltage charging
LED101.....Speed command display (x2048)
LED102.....Speed command display (x1024)
LED103 - LED108.....Speed command display
LED109.....Speed command display (x8)
LED110.....Speed command display (x4)
LED111.....Speed command display (x2)
LED112.....Speed command display (x1)

Spindle Alarms:

	LED12	LED13	LED14	LED15
	AL8	AL4	AL2	AL1

1. Motor Over Heat.....ON.....ON
2. Excessive Speed Error.....ON.....ON
3. Blank.....ON.....ON N
4. Breaker Trip.....ON.....ON
5. Phase Loss.....ON.....ON N
6. External Emergency.....ON.....ON
7. Over Speed.....ON.....ON ON.....ON N
8. Converter I.O.C.....ON.....ON
9. Controller Over Heat.....ON.....ON N
10. Under Voltage.....ON.....ON
11. Over Voltage (Converter).....ON.....ON ON.....ON N
12. Inverter I.O.C.....ON.....ON
13. CPU Fault 1.....ON.....ON.....ON N
14. CPU Fault 2.....ON.....ON ON.....ON
15. CPU Fault 3.....ON.....ON ON.....ON N

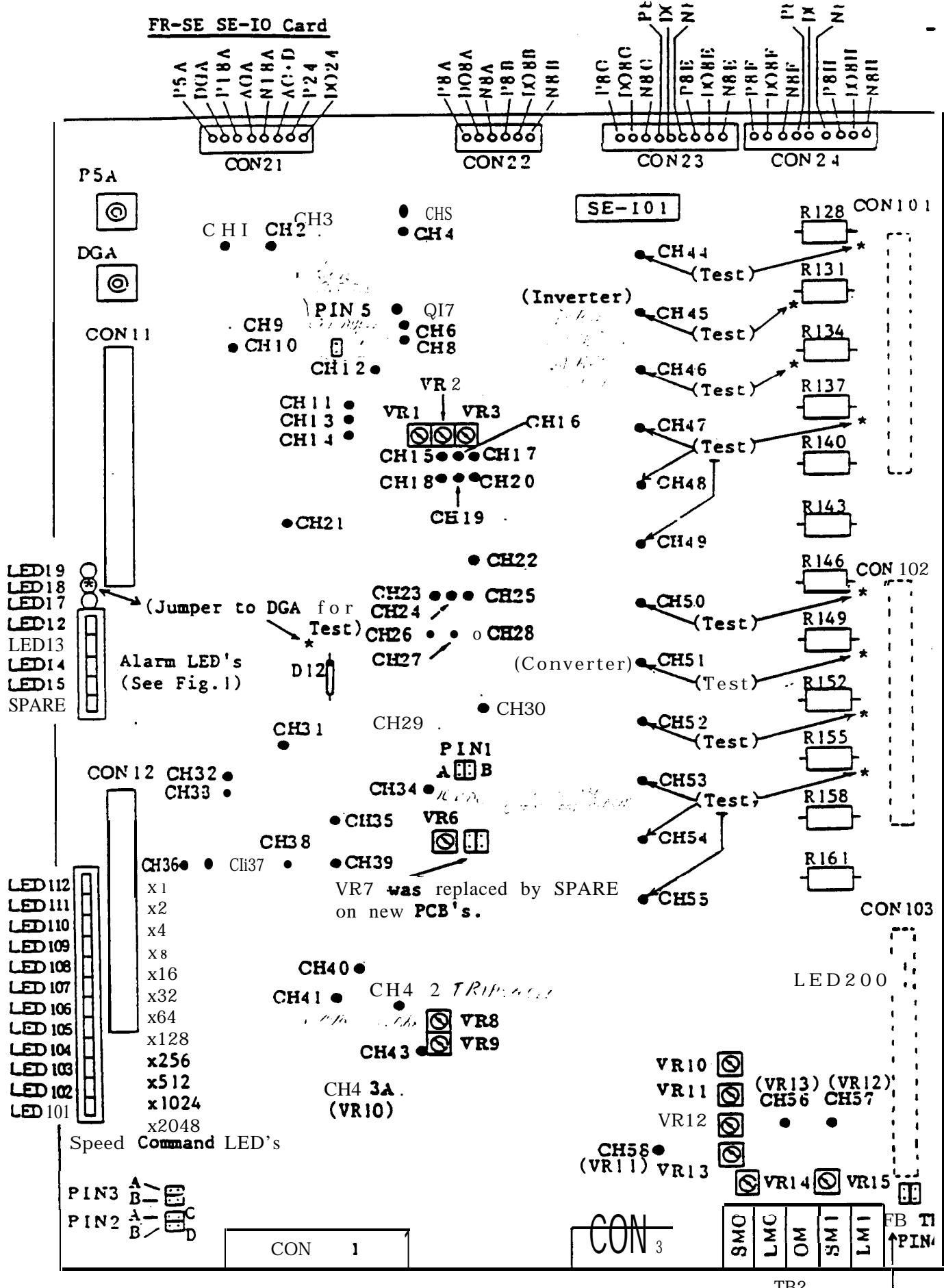


Figure 7

General Instructions for Changing FR-SE Hinge

Before exchanging the FR-SE hinge panel please confirm the following:

(1) Remove the original hinge cover panel and keep it for later installation on the new hinge. This maintains the original BN number on the spindle drive. The BN number tells the service engineer the settings of the pins, switches and the controller's ratings. Refer to Figure 1 if necessary.

Note: Spindle hinge will have either CPU1 or CPU2, not both.

(2) SE-CPU1 Card: Set adjustments VR1 and VR2 the same as the original card. Set dip and rotary switches SW1 through SW11 the same as the original card. Refer to Fig. 5 for locations.

(3) SE-CPU2 Card: Set shorting pins (PIN11 through PIN13) the same as the original card. Set dip and rotary switches SW1 through SW15 the same as the original card. Refer to Fig. 6.

(4) EPROM's SE-CPU1 and SE-CPU2: Verify that numbers on the new EPROM labels match the original EPROM. Newer versions of software EPROM's will have a higher number or letter on the label, which is ok. If unsure please call Mitsubishi and verify EPROM version level. Please remove and install the original EPROM's in the new CPU card if the ROM1 and ROM2 sockets are empty. Use care in removing EPROM's and caution in installing EPROM's. Do not install upside down, as this will damage the EPROM. Refer to Figure 15 for detail.

(5) SE-IO Card: Set shorting pins (PIN1 through PINS) the same as the original card. Do not make any adjustments other than those specified in the instructions. Refer to Fig. 7.

(6) Optional: Test base driver waveforms before restoring full power (CB1 OFF). This test should be performed if output transistors were damaged and replaced or suspected of being damaged. Refer also to Testing Output Transistors, Diode, and Capacitor. See Procedure for Checking Base Driver Waveforms.

(7) After installing FR-SE hinge panel please readjust the offsets for the DC current transformers. Refer to Current Transformer Offset Adjustment Procedure.

(8) Confirm full speed range in all gears FWD and REV.

(9) Confirm alignment of spindle at orient in machines that require it for mechanical operations such as ATC. This may involve measuring the spindle orient position relative to axis movement as specified by the machine manufacturer. Confirm orientation in each gear. (Including ATC.)

Current Transformer Offset Adjustment Procedure FR-SE

(1) Offsets should be adjusted with zero current. This is done, by switching **CB1** breaker OFF on FR-SE and disabling the BREAKER TRIP alarm(*) caused by **CB1**. Refer to Fig. 3 or 4 for location of **CB1**. (Note that up is OFF.)

Note: Computer Numerical Control (**CNC**)...**O** F
FR-SE Fuses **F1, F2, & F3**.....**I** N (GOOD)
Machine Main **Breaker**.....**O** N
Pin 4 (**FB**) on SE-IO **card**.....**O** N (*)
FR-SE Breaker **CB1**.....**O** F

Note(*): It may not be necessary to disable the breaker trip alarm to complete current transformer adjustments.

Disable **CB1** breaker trip alarm by inserting jumper (**FB**) on Pin 4 of SE-IO PCS. This is located on the lower right corner of the PCB and to the right of the **TB2 screw** terminal. Refer to lower right corner of Figure 7. A SPARE jumper strap can usually be found on the SE-CPU or SE-IO printed circuit boards.

(2) Adjust all **DCTC offsets** to Ov **+/-5mv** (Note: **+/-10mv** is acceptable). Refer to bottom of Fig. 7 for location of adjustments and check points.

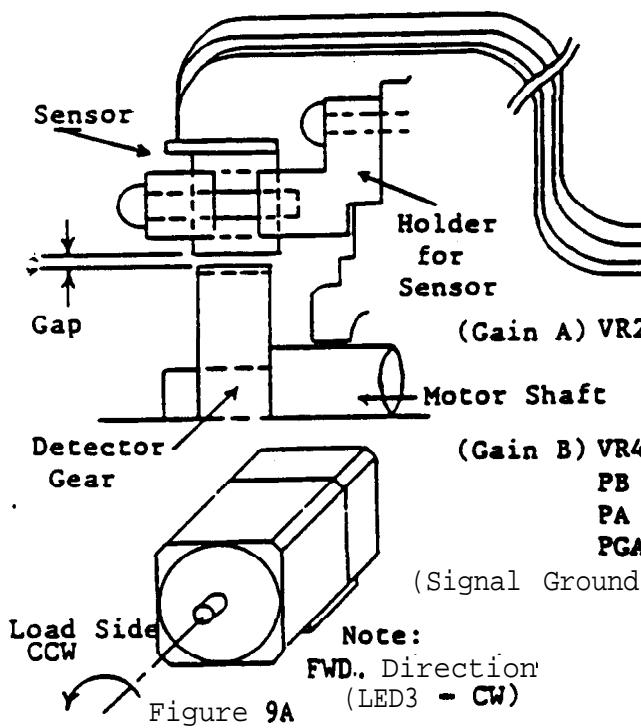
CTC1 Converter VR10 CH43A to CH2 (**AGA**) or **DGA** for Ov.
CTC2 Inverter VR11 CH58 to CH2 (**AGA**) or **DGA** for Ov.
CTC3 U Phase INV VR13 CH56 to CH2 (**AGA**) or **DGA** for Ov.
CTC4 V Phase INV VR12 CH57 to CH2 (**AGA**) or **DGA** for Ov.

(3) After adjustment return spindle drive to normal settings.

Note: **CNC****O** FF
FR-SE Fuses **F1, F2, & F3**.....**I** N
Machine Main **Breaker**.....**O** N
Pin 4 (**FB**) on SE-IO **card**.....**O** FF
FR-SE **Breaker CB1****O** N

Refer to Figures 17 to 22 (FR-SE Base) for location of fuses.

Output is 256 pulses per revolution
of the motor shaft.



PCB (Located in motor)

(Gain A) VR2 VR1 (Offset A)

(Gain B) VR4 VR3 (Offset B)

PB
PA
PGA+15v
-15v

Signal Ground

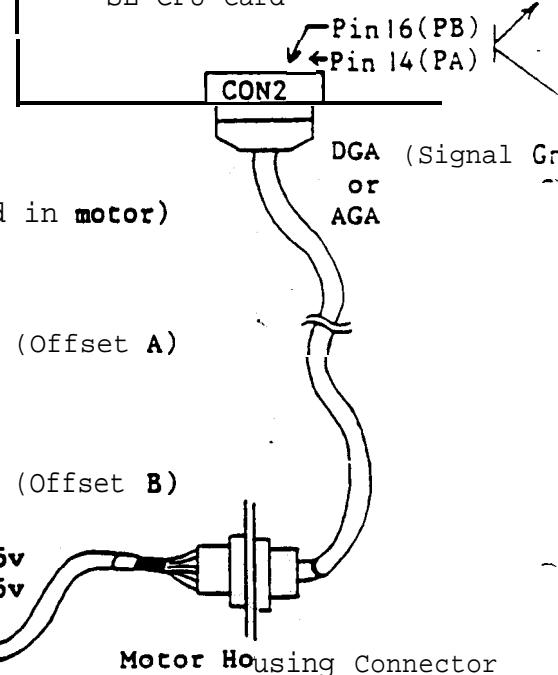
Figure 8

Amplified signals C?'

PA - CH59 & CH6

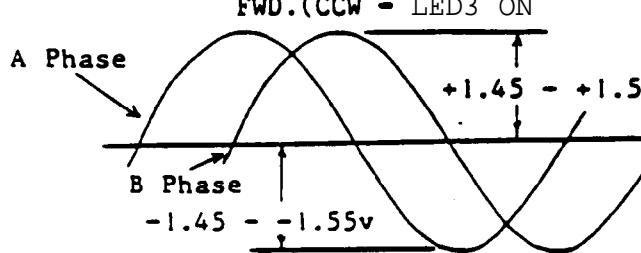
PB - CH62 & CH5

SE-CPU Card



Motor Housing Connector

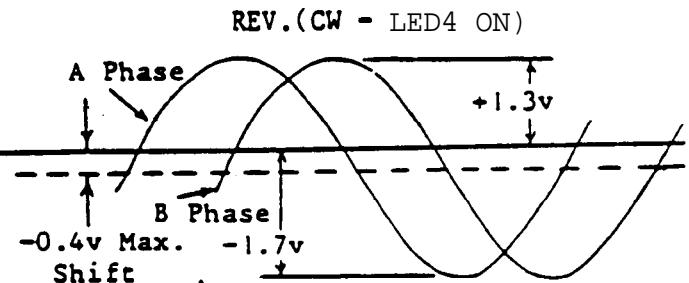
Amplified signals CP
PA - CH60 & CH5
PB - CH57 & CH5



Motor Shaft 1800 RPM (130.2 usec/7680Hz.)

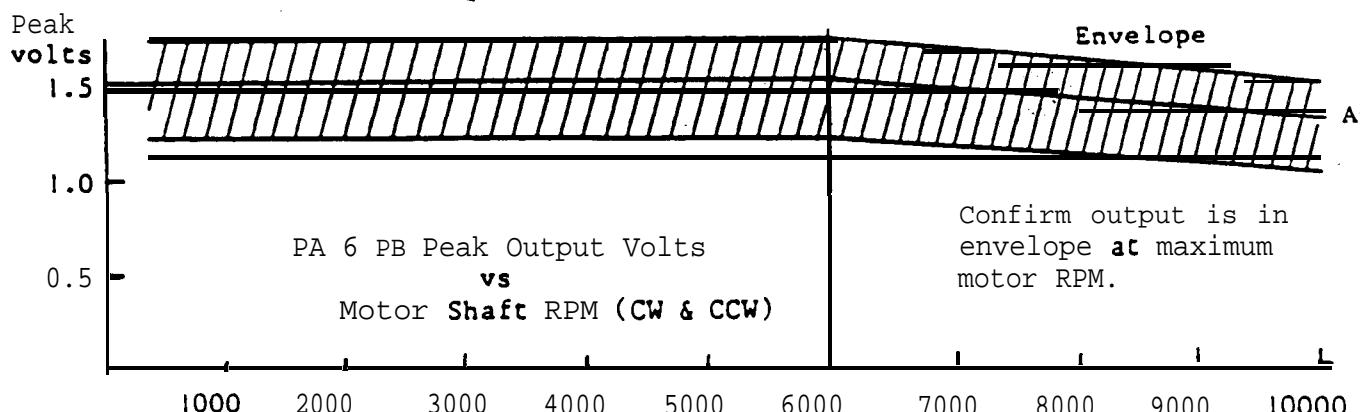
Note: Motor shaft rotates CCW on CW or FWD. command.(LED 3)

Figure 9B



Peak values shown are 0.2v shi.

Figure 9C



Confirm output is in envelope at maximum motor RPM.

Figure 10

PLG Adjustment Procedure FR-SE

(1) Normally PLG adjustment is not necessary. The PLG should be adjusted in open loop to prevent the spindle drive from responding to PLG signal loss while adjustments are made. Caution: In open loop sudden speed changes can cause damage.

(2) With the CNC OFF. Set **SW6-2 OFF** (Open loop) and press ST1 (Reset) on the SE-CPU card. Refer to Figure 5 (**SE-CPU1**) and Figure 6 (**SE-CPU2**) for location.

(3) Turn the CNC ON. Command the spindle FWD and confirm LED3 CW on the FR-SE is ON. If not command REV instead.

(4) Caution: Increase and decrease motor speed slowly in open loop or damage may occur. Bring the spindle motor up to about 1800 RPM slowly in the **FWD** direction. See note on command RPM vs gear range. Make RPM adjustments manually if possible.

Note: This should be actual motor shaft RPM in CCW direction. (Refer to **Figure 9A.**) If the machine has gears, the commanded **RPM** should be compensated or else the spindle motor will be at an RPM greater than 1800 RPM.

Example: (Max. RPM for gear range / Max. motor RPM) x 1800
 $(4800 \text{ RPM} / 6000 \text{ RPM}) \times 1800 = 1440 \text{ Command RPM}$

Note: If the CNC has a spindle override be aware of its setting. It can also be used to bring the motor speed up and down **slowly**.

(5) Adjust **VR**'s located on PCB in motor to obtain the waveforms in **Figure 9B** at PA and PB or Pin 14 & 16 of CON2. Refer to Figure 8 for locations.

VR1: Offset for A Phase

VR3: Offset for B Phase

VR2: Gain for A Phase

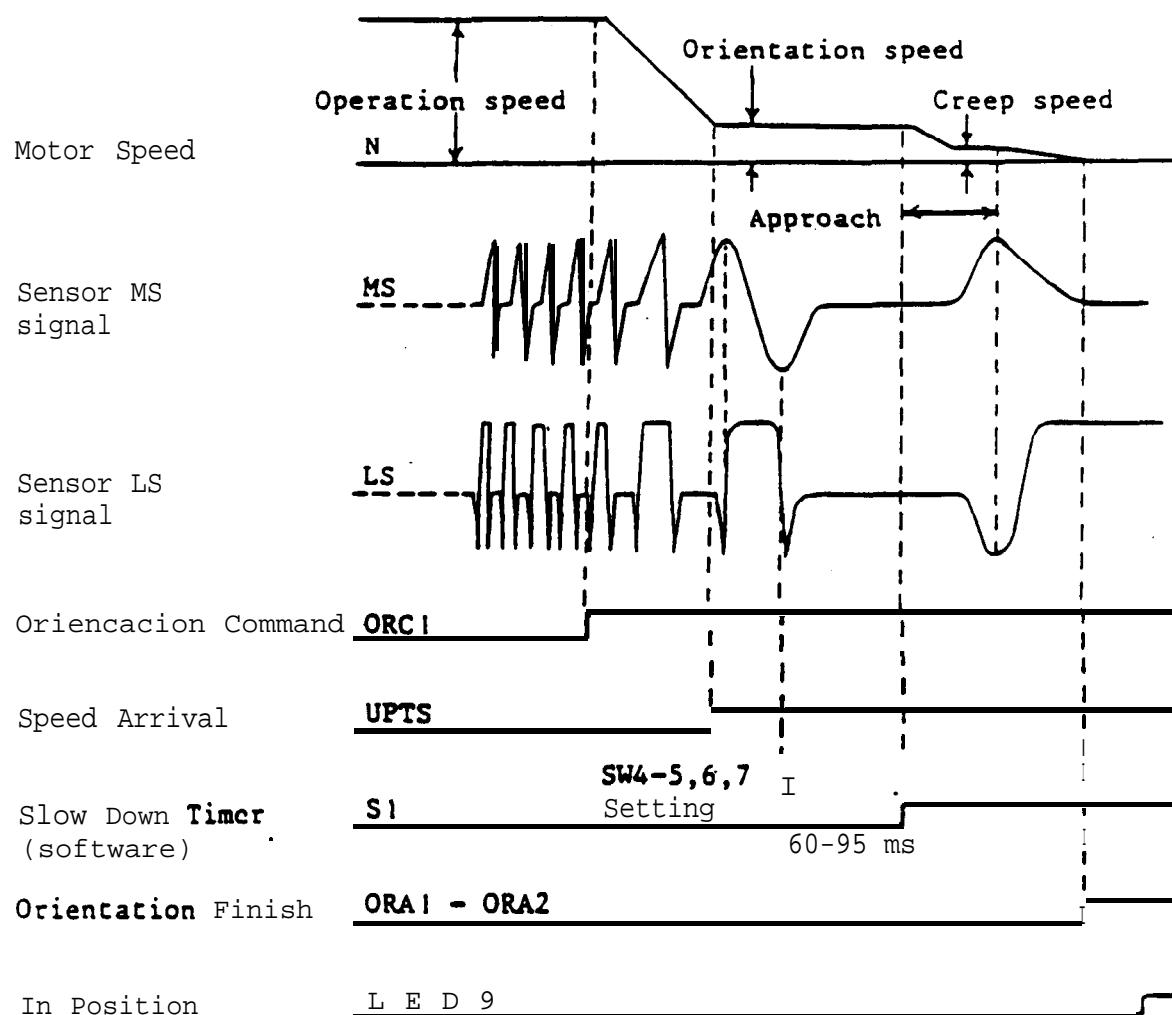
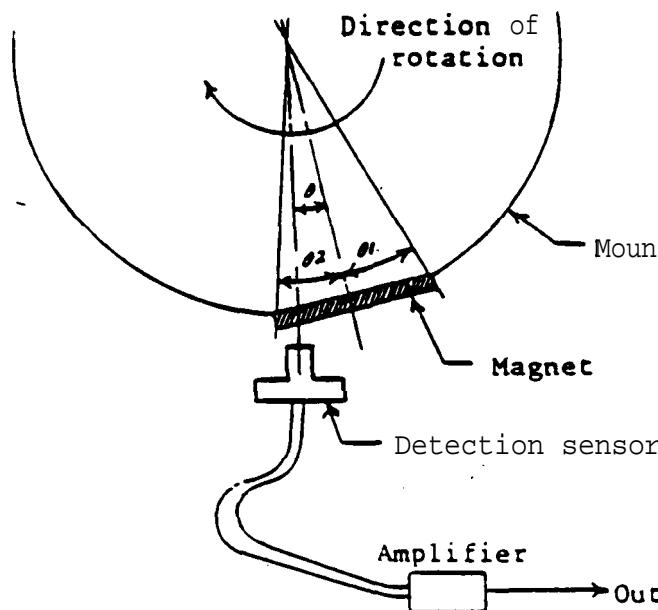
VR4: Gain for B Phase

(6) Slow spindle to zero speed. Command spindle **REV** and verify LED4 CCW is ON. (If not command **FWD**.) Bring the spindle **slowly up** to about 1800 RPM and confirm that the waveforms in Fig. 9C are present at PA and **PB**. When the motor shaft is rotating CW the output could shift up to **-0.3v. (-0.4v max.)**

(7) Slow spindle to zero speed. Set **SW6-2 ON** (Closed loop) and press ST1 on SE-CPU card. Refer to Fig. 5 or Fig. 6.

(8) If the correct output cannot be obtained in (5) & (6) it may be necessary to adjust the gap between the sensor and the detection gear. Refer to Fig. 8 and the FR-SE Maintenance Manual. Then repeat adjustment procedure as necessary.

(9) Check PA and PB output waveforms **at 0** to Max. RPM in **FWD** and **REV** to confirm that they are within the envelope shown in Figure 10. Specifically Max. RPM in **FWD** and **REV**.

Magnetic Sensor Orient Timing ChartMagnetic Sensor MountingMagnetic Sensor Output

At CH53 the output should be 20v p-p.
+10v to -10v LED11 ON at 8.5v p

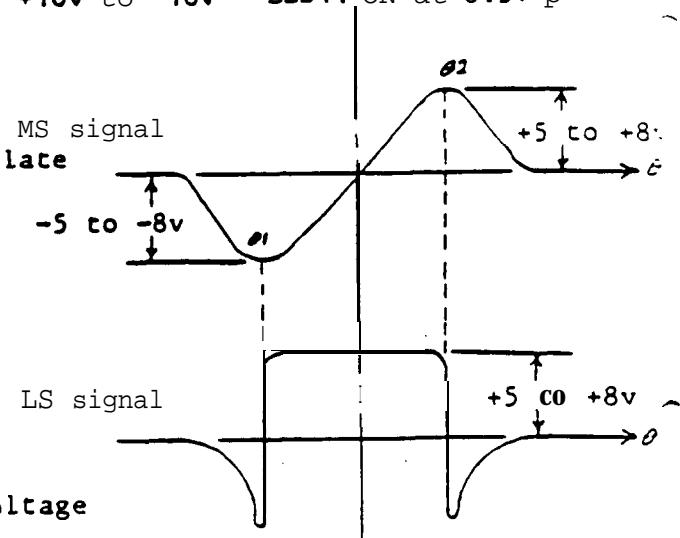


Figure 10A

Magnetic Sensor Adjustment Procedure SE-CPU1

Note : If **VR1** and **VR2** are set the same as the original hinge when a new hinge is installed, adjustment is **probably** not necessary. Adjustment would be necessary if magnet **or** sensor is replaced **or** the gap is adjusted.

(1) Refer to FR-SE Maintenance Manual for information on mounting magnet, sensor, and amplifier. Be sure gap, magnet, and sensor positioning meet specifications if the following adjustments do not work properly.

Note: Do not attempt tool change with ATC until- all adjustments are made and physical alignment is checked.

(2) Record the position **of** rotary switch **SW10** (Orientation speed setting) for later use. **Then** set **SW10** to position 2 (**60 rpm**) and set dip switch **SW6-1** to OFF (Orient test). Then press **ST1** (Reset). Refer to Fig. 5 or Fig. 6 for loactions.

Note: -Adjustments of magnetic sensor output should be made at spindle **RPM's** of 80 RPM or less.

(3) Turn **VR2** (Sensitivity) fully counter clockwise. Refer to Fig. 5 or Fig. 6 for location of adjustments and check point.

Method 1 (Oscilloscope): Press **ST2** and adjust **VR2** until 20 Vp-p is obtained between **CH53** and DGA at orient. Note that the 20 Vp-p waveform occurs only momentarily at orient. Refer to Figure **10A** for waveform. Repeat Method 1, as necessary, increasing **VR2** a half division each time until 20 Vp-p is obtained. **If** hunting occurs at orient, see **SW4-8** setting.

Method 2 (**LED11**): Press **ST2** and adjust **VR2** slowly clockwise until **LED11** lights then stop imediately. **LED11 lights** only at orient stop the first time and will usually stay on until the next power up or spindle reset. Press **ST2** again to verify orientation. Increase **VR2** setting a half division to insure adequate signal amplitude. Power 'OFF, then ON or reset spindle and press **ST2** to verify orient.

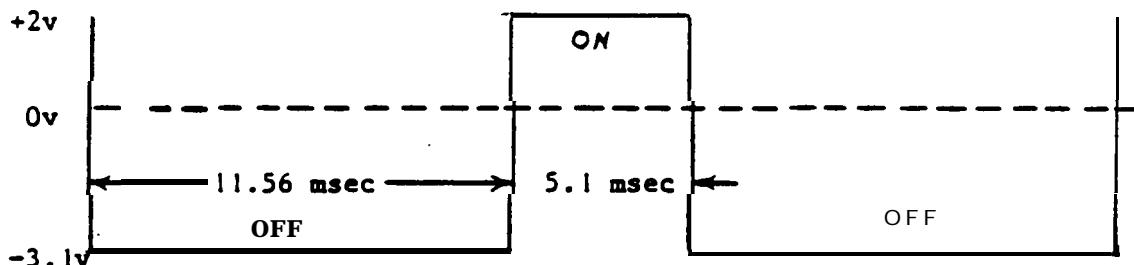
(4) Caution: Adjust **VR1** (Position shift) as necessary to avoid any mechanical interference. This may involve measuring the spindle position relative to axis movement as specified by the machine manufacturer.

Example: At ATC, tool changer claw must align with spindle or damage may occur when tools are changed.

(5) After adjustment return **SW10** to original position in step 2. Set **SW6-1** to ON and press **ST1** (Reset) to return the spindle controller to normal. Refer to Fig. 5 or Fig. 6 for location of switches.

FR-SE Base Driver Waveforms

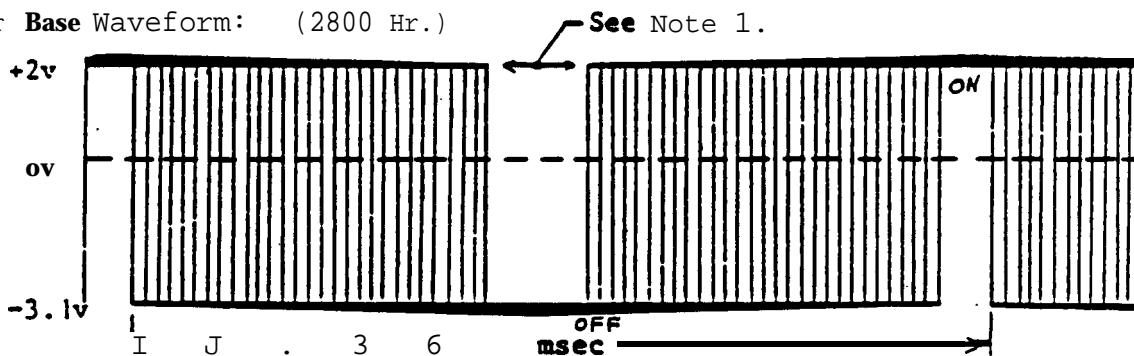
Converter Base Waveform: (60 Hz.)



The converter waveform is visible only when the converter is enabled.

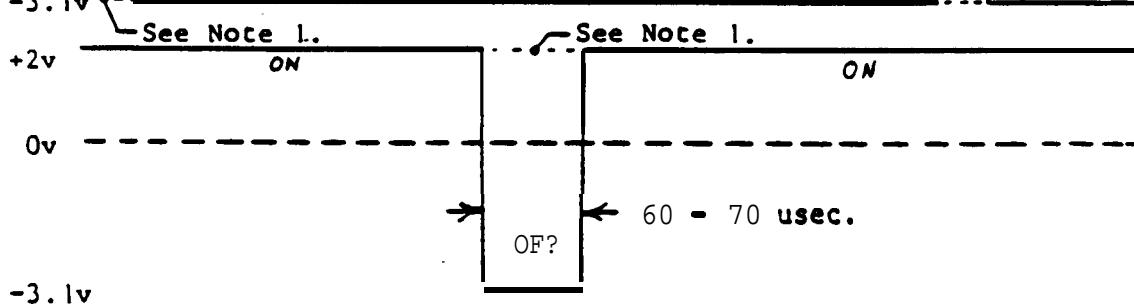
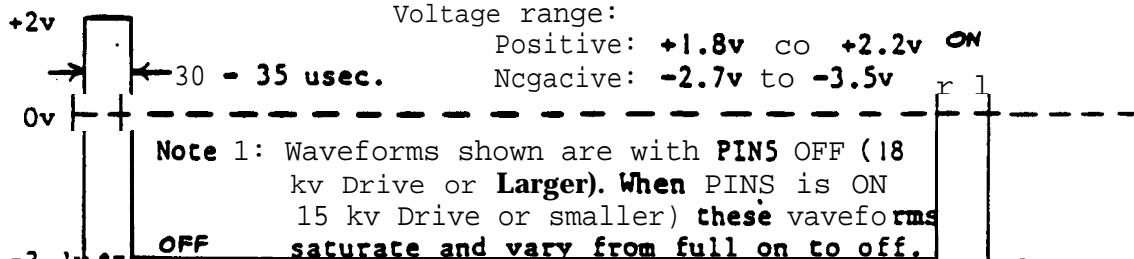
L&D 18 should be ON. Voltages may vary, Positive range: +1.8v to +2.2v
Negative range: -2.7v to -3.5v

Inverter Base Waveform: (2800 Hz.)



The above waveform is actually changing between the bottom two waveforms.

At low RPM's the speed at which the waveforms change slows and is visible.



Note : Waveforms on the P side can not be seen on the oscilloscope at the same time. They do not share a common. It may be helpful to compare the voltages on one transistor to another. Hint: Compare P side to P side transistors and N side to N side transistors.

Figure 11

Procedure for Checking Base Driver Waveforms FR-SE

This procedure should be used if output transistors were damaged and replaced or output transistors are suspected of being damaged.

(1) Before restoring power to the machine switch CB1 OFF
This prevents power from being applied to the output transistors. Disable breaker trip alarm by inserting jumper (**FB**) on Pin 4 of SE-IO Card. This is located on the lower right corner of the card and to the right of the **TB2** screw terminal. Refer to lower right corner of Figure 7. A SPARE jumper strap can usually be found on the SE-CPU or SE-IO Cards.

(2) Set dip switch **SW6-2** (Open loop) OFF and press ST1 (Reset) on the SE-IO Card. Refer to Figure 7.

(3) Regeneration Transistor Check: (Converter)

1. Connect a **short** jumper wire between DGA and the cathode (top) side of **D12** in middle of SE-IO Card. See Figure 7.
2. Power CNC ON. Confirm LED18 on SE-IO Card is ON. LED18 lights with converter regeneration.
3. Command the spindle **FWD** or REV (M0'3 or **M04**). Verify that LED2 and LED3 or LED4 on the SE-CPU Card are ON.
4. Check the waveforms at the following check points with an ungrounded (isolated) oscilloscope. See Figure 11 for voltage and duty cycle specifications. Refer to Figure 7 for locations of CH Point and resistor.

CH50 to right side R146	CH53 to right side. R155
CH51 to right side R149	CH54 to " "
CH52 to right side R152	CH55 to " "

Note: Leads of the resistors may have coating. Remove coating if necessary before making measurements.

5. Power CNC **OFF**.
- *6. Remove the short jumper wire from DGA and D12.

(4) Generation Transistor Check: (**Inverter**)

1. Power CNC ON. Verify LED2 is ON.
2. Command **FWD** or REV. Verify LED3 or LED4 is ON.
3. Input a speed command of about **1/10** of top speed.
4. Check the waveforms at the following check points with an ungrounded oscilloscope. See to Figure 11 for waveforms. Refer to Figure 7 for location of CH Point.

CH44 to right side R128	CH47 to right side R137
V Y CH45 to left side R131	CH48 to " " "
V Y CH46 to left side R134	CH49 to " " "

(5) Power CNC OFF and return spindle controller to normal. PIN4 OFF, **SW6-2** ON, and press **ST1**. If check OK, turn **CB1** ON.

Maximum Speed Adjustment FR-SE

Note: Overspeed alarm may be caused by missadjustment.

(1) Set **PIN1** (on SE-IO card), **SW6-7**, and **SW7-4** on the SE-CPU card according to the following information. For other capacity/rpm settings (**SW7-5,6,7,8**) refer to Switch Setting Sheet with the machine. Refer to Figure 5 or 6 for SE-CPU and Figure 7 for SE-IO PCB layout.

Note: Motor base speed, top speed, and Kw capacity can be found on the motor name plate.

Standard Motor:

Base Speed.....	1150/1500	1150/1500	1150/1500	1150/1500
SW7-4	ON/OFF	ON/OFF	ON/OFF	ON/OFF
TOP Speed.....	3450/4500	4600/6000	6000/8000	8000/10000
PILL.....	B/B	A/A	A/A&B	A&B/A&B
SW6-7	ON	OFF	OFF	OFF
New SE-IO PCB.....	VR6	VR6	VR6	VR6
Old SE-IO PCB.....	VR7	VR6	VR6	VR6

Note: On old **SE-IC PCB** set VR7 to S (Middle of rotation) if **A&B** is specified for **PIN1** above. In step 2 adjust VR7 in place of VR6 were specified in the above table. VR7 is no longer used on new SE-IO Cards.

(2) SET **SW6-6** to **OFF** and press ST1 (Reset) on the SE-CPU PCB. Adjust VR6 fully clockwise and then counterclockwise to obtain **10v** at CH34 to **DGA**. Refer to Figure 7 for location of adjustment and check point.

Alternate Method: This method has low accuracy and should only be used for rough adjustment. For EPROM versions **480-F/490-C** and later. Adjust VR6 fully clockwise and then turn it slowly counter-clockwise until LED17 lights. LED17 lights when voltage at CH3 to DGA is **9.8** to **9.9v**.

(3) The speed meter should be reading **max RPM** at this time. Adjust **VR14** to set Maximum speed reading on the speed meter. If fixed output is used **or** encoder, VR14 will have no effect on the meter reading or display. Refer to Meter Output Adjustment Procedure for more information.

(4) Return **SW6-6** to the ON position and press ST1 (Reset) on the spindle drive to return it to normal operation. Confirm switches and pins (**PIN1**, **SW6-7**, and **SW7-4,5,6,7,8**) are set according to the Switch Setting Sheet for the spindle controller on that machine. If not correct, record setting difference and repeat adjustment procedure.

Meter Output Adjustment FR-SE

(1) These adjustments, if used, should be made under normal operating conditions for the spindle. (**CNC** ready)

(2) Some machines use the fixed voltage outputs for which there is normally no adjustment on the spindle drive. (See step 3.) Outputs are available from CON1 and/or **TB2**. Refer to CON1/TB2 connection table below.

Note: Some machines used the encoder feedback for spindle rpm display and the spindle speed meter output is not used by the CNC.

CON1/TB2 Connections:

CON1-1 / LMO	... Fixed Load Meter Output	3v/10v/120% (See note)
CON1-2 / SMO	... Fixed Speed Meter Output	10v/MAX RPM (CH34)
CON1-18/OM Common (Ground)	
CON1-49/ LM1	... Adjustable Load Meter Output	VR15
CON1-50/ SM1 Adjustable Speed Meter Output	vR14

Note: LMO and **SMO** are voltage outputs, with current limited by 220 ohms. **LM1** and **SM1** are 1 ma. current outputs, with adjustment range of approximately .6 to 1.5 ma.

Note: Some adjustment **may** still be necessary on the machine or CNC side even when fixed voltage outputs are used.

(3) CNC ON and READY (LED2 on SE-CPU **ON**). Set Dip Switch 6-6 (Meter calibration) OFF and press ST1 (Reset) on SE-CPU card. Refer to left center of Fig. 5 for CPU1 and Fig. 6 for **CPU2**. OPTIONAL: Verify LMO is **3v** or **10v** and **SMO** is **10v** when disconnected. If fixed outputs are incorrect refer to the following note and Maximum Speed Adjustment Procedure.

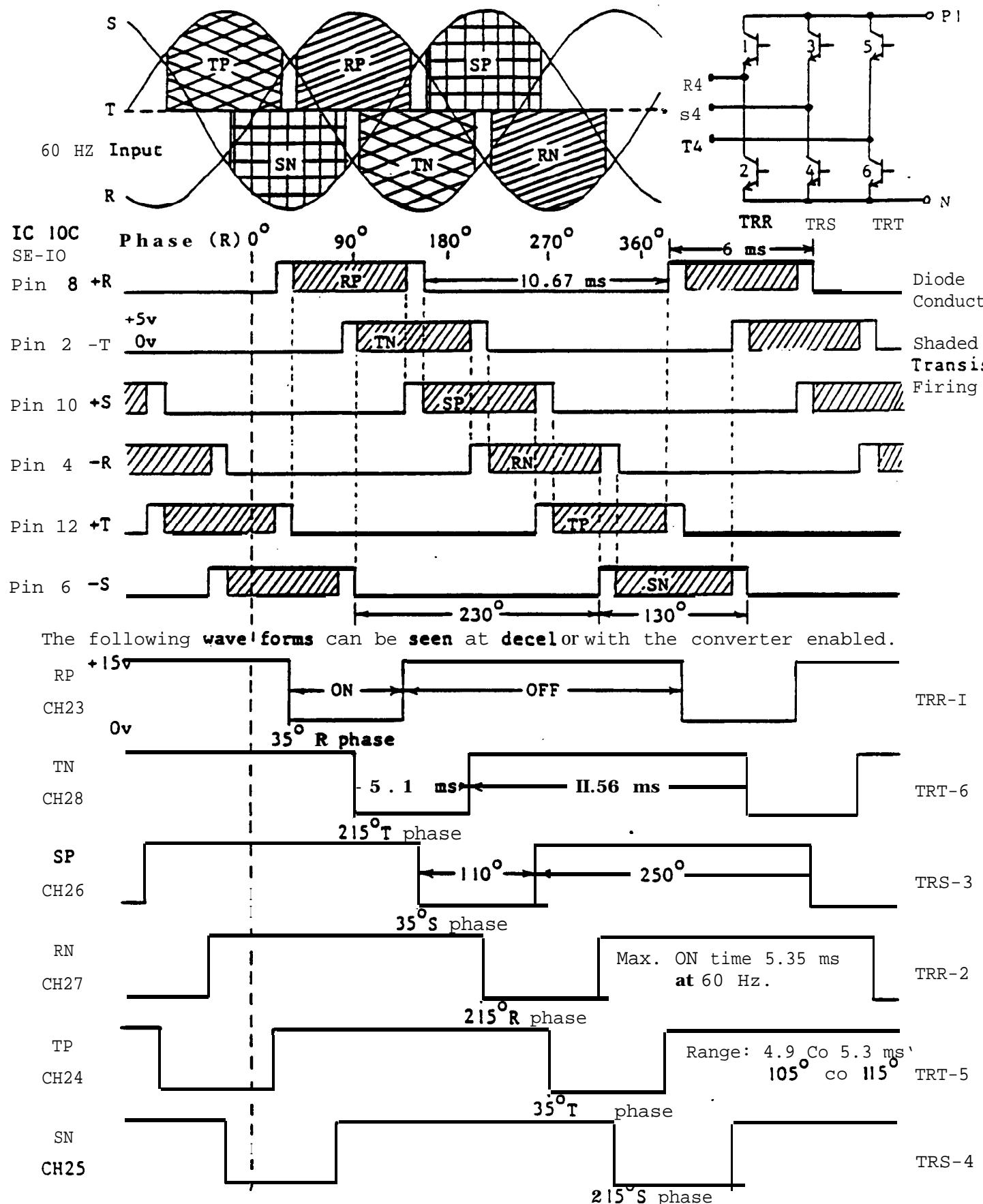
Note: If the speed meter output is incorrect, check **CH34** for **10v** to DGA. If CH34 is high or low, refer to **Maximum Speed Adjustment Procedure**. Misadjustment can cause over speed alarm. Load meter output can be set for **3v/10v** by dip switch **SW7-3**. ON is **10v/120%** and OFF is **3v/120%**.

(4) The Load meter should read 120% and Speed meter, if used, should read Maximum **RPM**. This is usually full scale on the external panel meter/s. Adjust **VR15** and VR14 respectively if **LM1** and **SM1** are used for the correct meter reading. Refer to bottom right of Fig. 7 for adjustment.location.

Note: Outputs may come from CON1 instead of TB2.

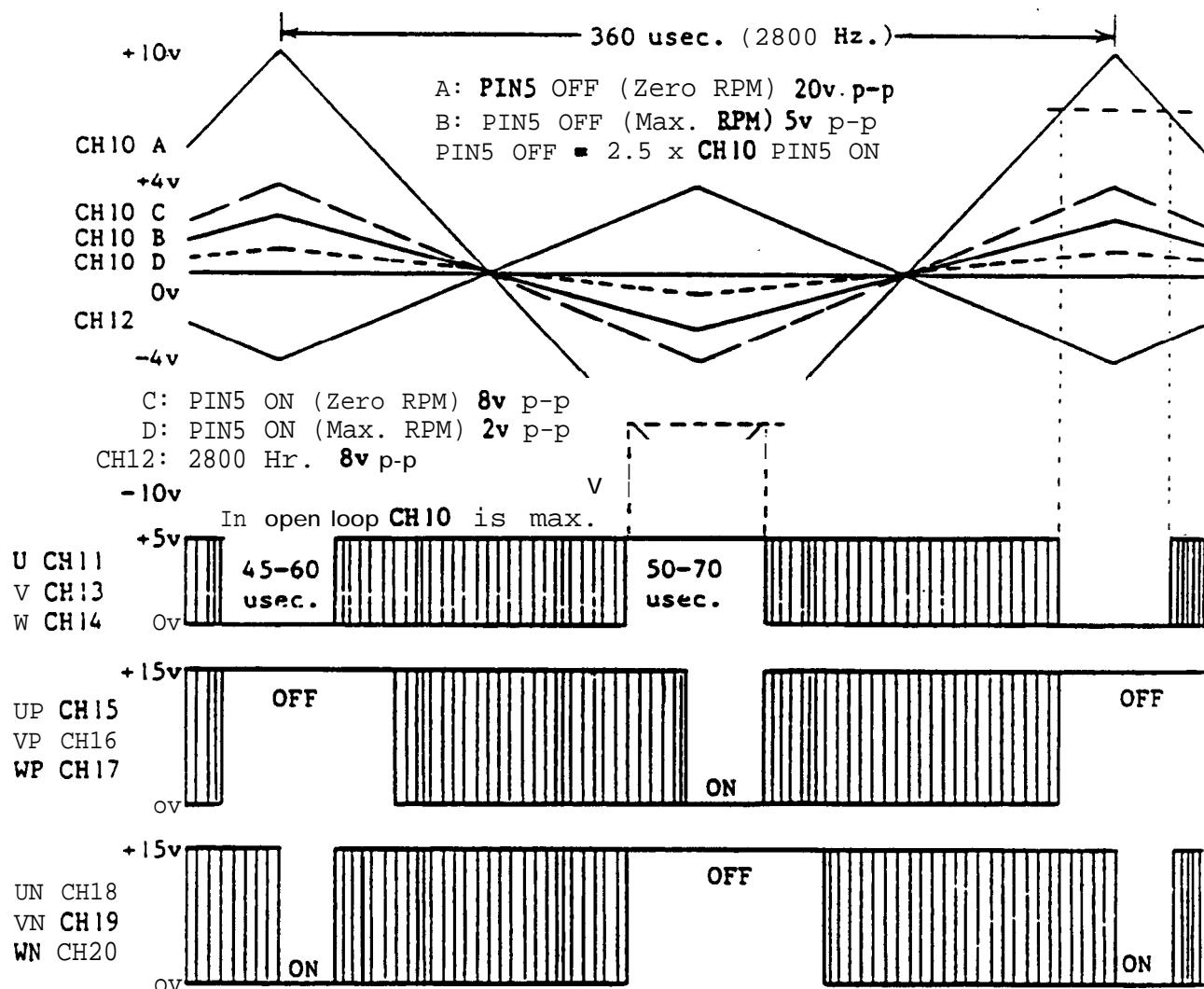
(5) After adjustment is complete, set **SW6-6** ON and press ST1 (Reset) on SE-CPU or power CNC OFF/ON to reset if CNC provides a reset signal to the Spindle Drive. (Normal)

FR-SE Converter Output Firing Sequence

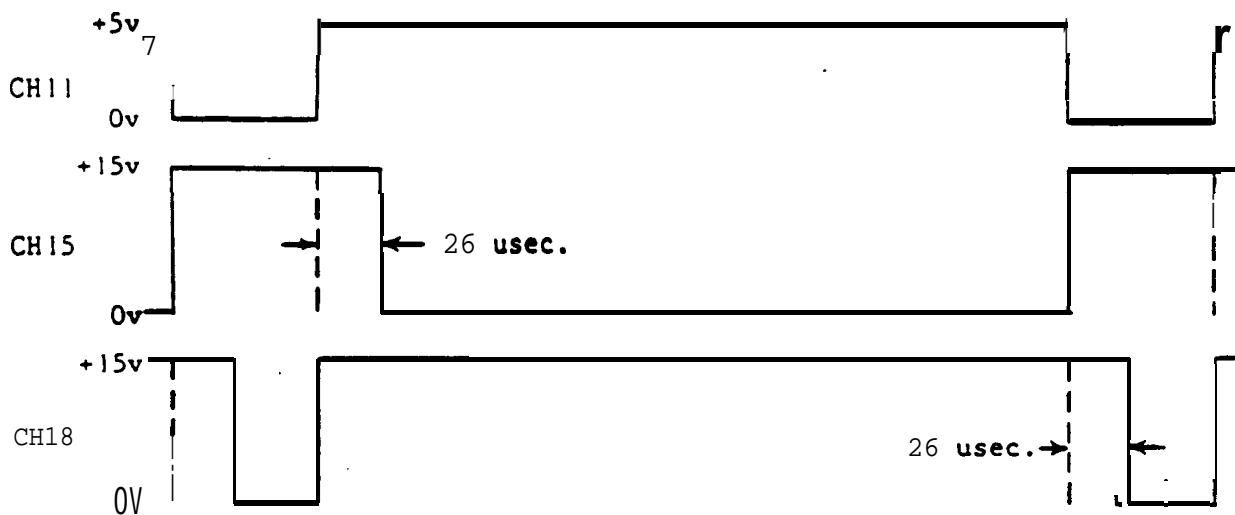


The above check points can be seen at the same time using AGA or DGA.

Figure 12

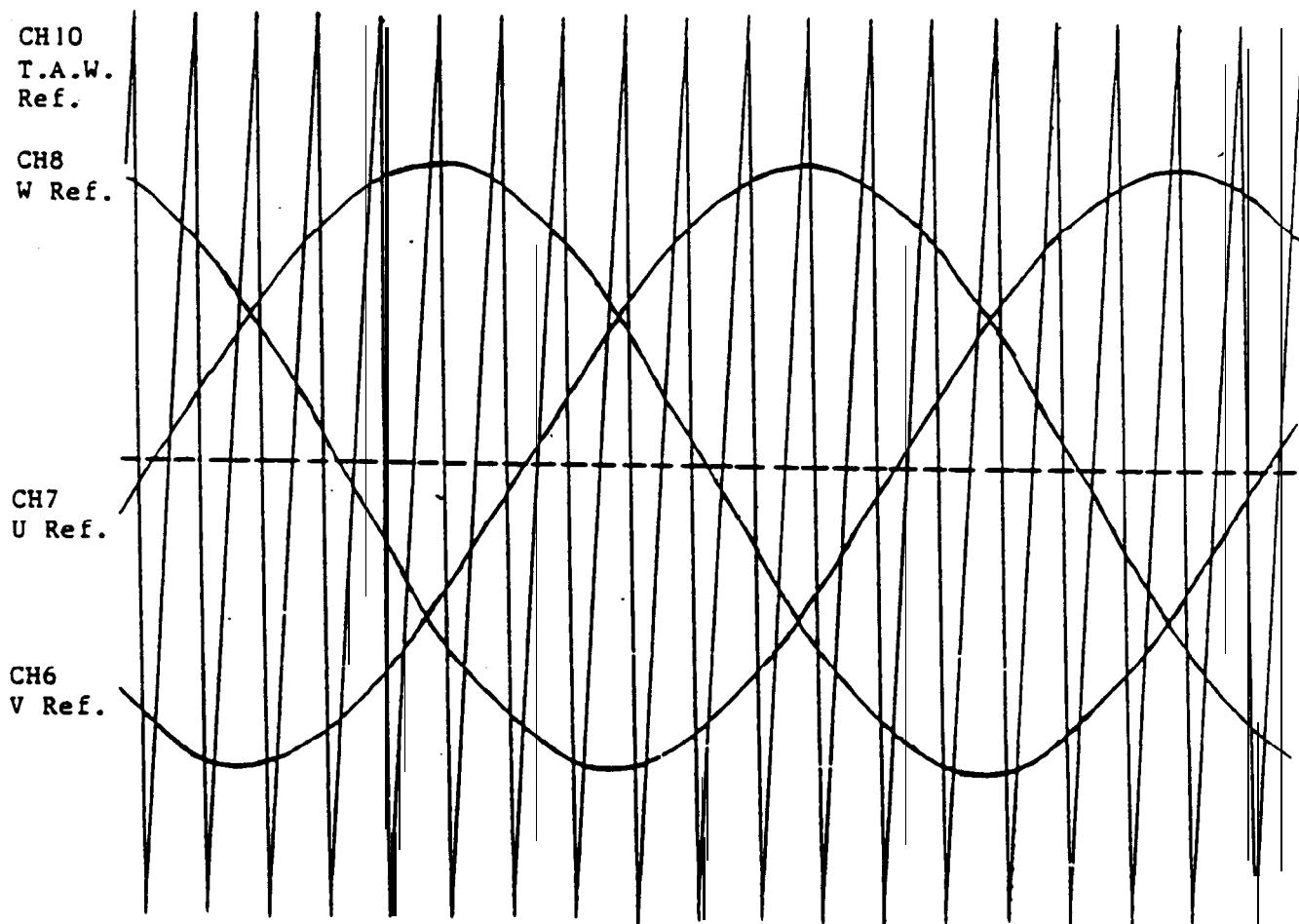
FR-SE Inverter Waveforms

The waveforms shown are **with PIN5 OFF** (**18Kw** drive or larger). When PIN5 is on these waveforms may saturate and vary from full on to full off. (**Openloop**) Example waveforms showing 26 **usec.** interlock for output transistors.



Note: Times and voltages may vary with different drives.

Figure 13



Does not show current feedback or **complete** error signals. Voltages and **timming** may be different. **Conditions:** TAW = 2800 Hz., Motor frequency approx. 1.55 Hz, 4670

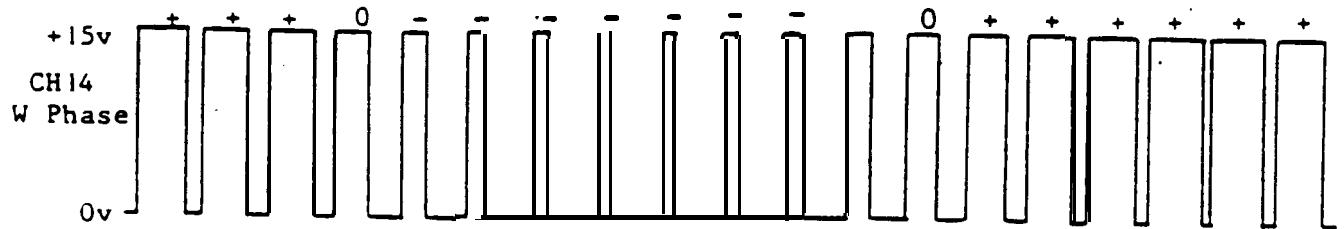
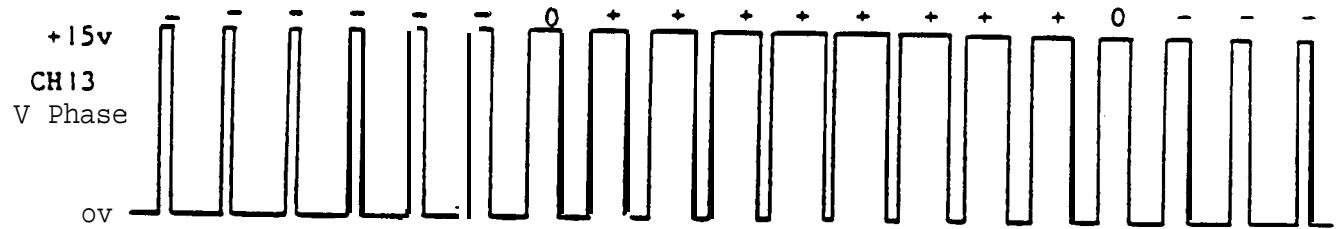
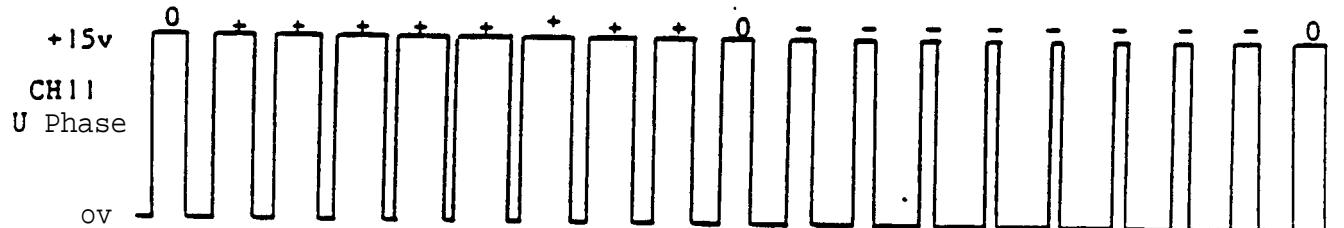


Figure 14

Adjustment of Converter Enable Circuit FR-SE

Note: If **VR8** and **VR9** are misadjusted the converter will not turn off (LED 18 ON) or the converter will not turn on **quick** enough and cause damage to output transistors **or** capacitors.

(1) The drive should be in ready condition only. Verify LED19 and LED20 are ON and LED18 is OFF. The condition **of** converter enabled indicator (**LED18**) and base transistor cutoff indicator (**LED19**) may be incorrect if **VR8 & VR9** are misadjusted.

(2) The basic adjustment involves adjusting **VR8 & VR9** to obtain **equal** positive **and** negative voltages at CH42 and **CH43**. Repeat adjustment until equal. Refer to Figure 7 for location of check points and adjustments. Use the following table as a guide for approximate voltages that should be obtained.

P-N DC Voltage	CH42 P-N VR8	CH43 Line VR9	Approx. VAC Input at CB1
272v.....	+6.80 v.....	-6.80v.....	192 v
274v.....	+6.85v.....	-6.85v.....	194 v
276v.....	+6.90v.....	-6.90v.....	195 v
278v.....	+6.95v.....	-6.95v.....	197 v
280v.....	+7.00 v.....	-7.00v.....	198 v
282v.....	+7.05v.....	-7.05v.....	199 v
284v.....	+7.10 v.....	-7.10v.....	201 v
286v.....	+7.15 v.....	-7.15v.....	202 v
288v.....	+7.20v.....	-7.20v.....	204 v
290v.....	+7.25v.....	-7.25v.....	205 v
292v.....	+7.30 v.....	-7.30v.....	206 v
294v.....	+7.35v.....	-7.35v.....	208 v
296v.....	+7.40 v.....	-7.40v.....	209 v
298v.....	+7.45 v.....	-7.45v.....	211 v
300v.....	+7.50 v.....	-7.50v.....	212 v
302v.....	+7.55 v.....	-7.55v.....	214 v
304v.....	+7.60 v.....	-7.60v.....	215 v
306v.....	+7.65v.....	-7.65v.....	216 v
308v.....	+7.70v.....	-7.70v.....	218 v
310v.....	+7.75v.....	-7.75v.....	219 v
312v.....	+7.80 v.....	-7.80v.....	221 v
314v.....	+7.85 v.....	-7.85v.....	222 v
316v.....	+7.90v.....	-7.90v.....	223 v
318v.....	+7.95 v.....	-7.95v.....	225 v
320v.....	+8.00v.....	-8.00v.....	226 v
322v.....	+8.15v.....	-8.15v.....	228 v
324v.....	+8.10 v.....	-8.10v.....	229 v
326v.....	+8.15v.....	-8.15v.....	230 v
328v.....	+8.20 v.....	-8.20v.....	232 v
330v.....	+8.25v.....	-8.25v.....	233 v
332v.....	+8.30 v.....	-8.30v.....	235 v
334v.....	+8.35v.....	-8.35v.....	236 v

Note: This table is based on DC output of 400v generating 10v at CH42 and an AC input **of** 200v producing -7.07-v at CH43.

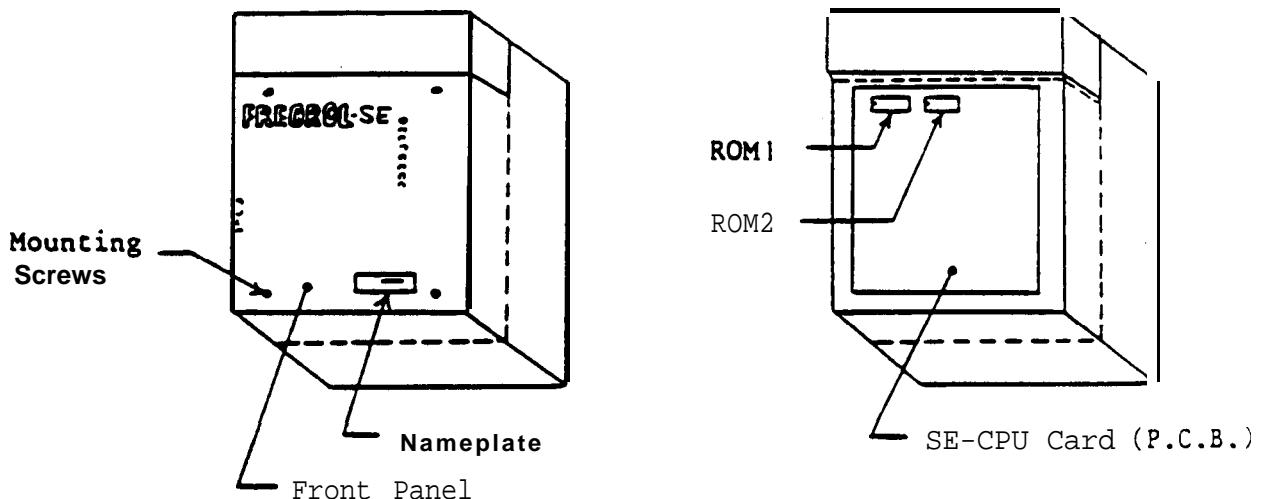
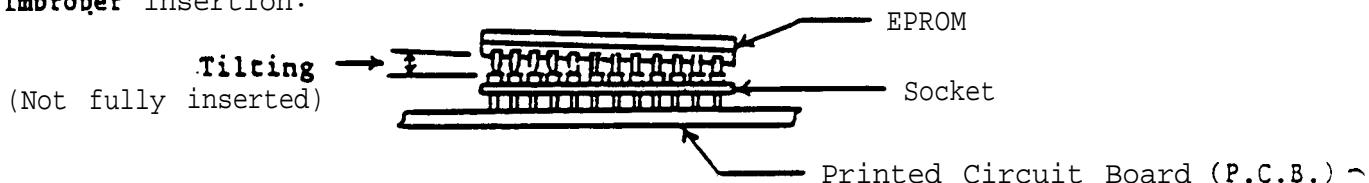
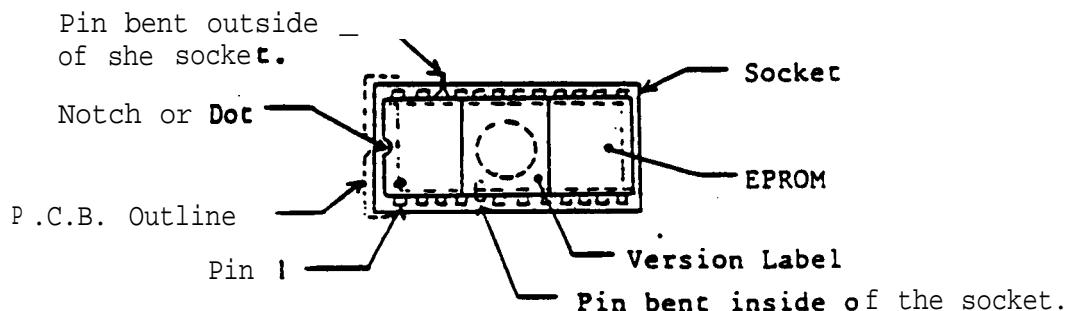
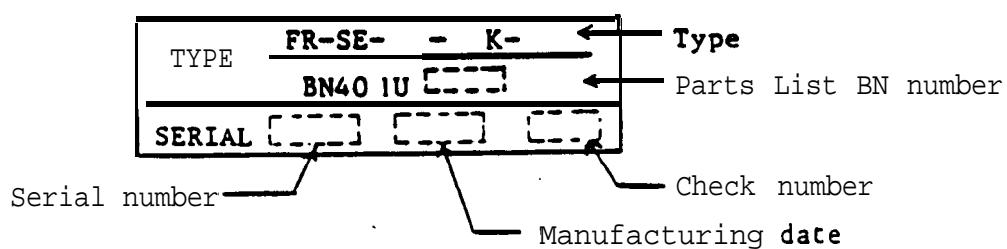
EPROM LocationEPROM Insertion**Improper Insertion:****Bent Pins:****Details of the Nameplate:**

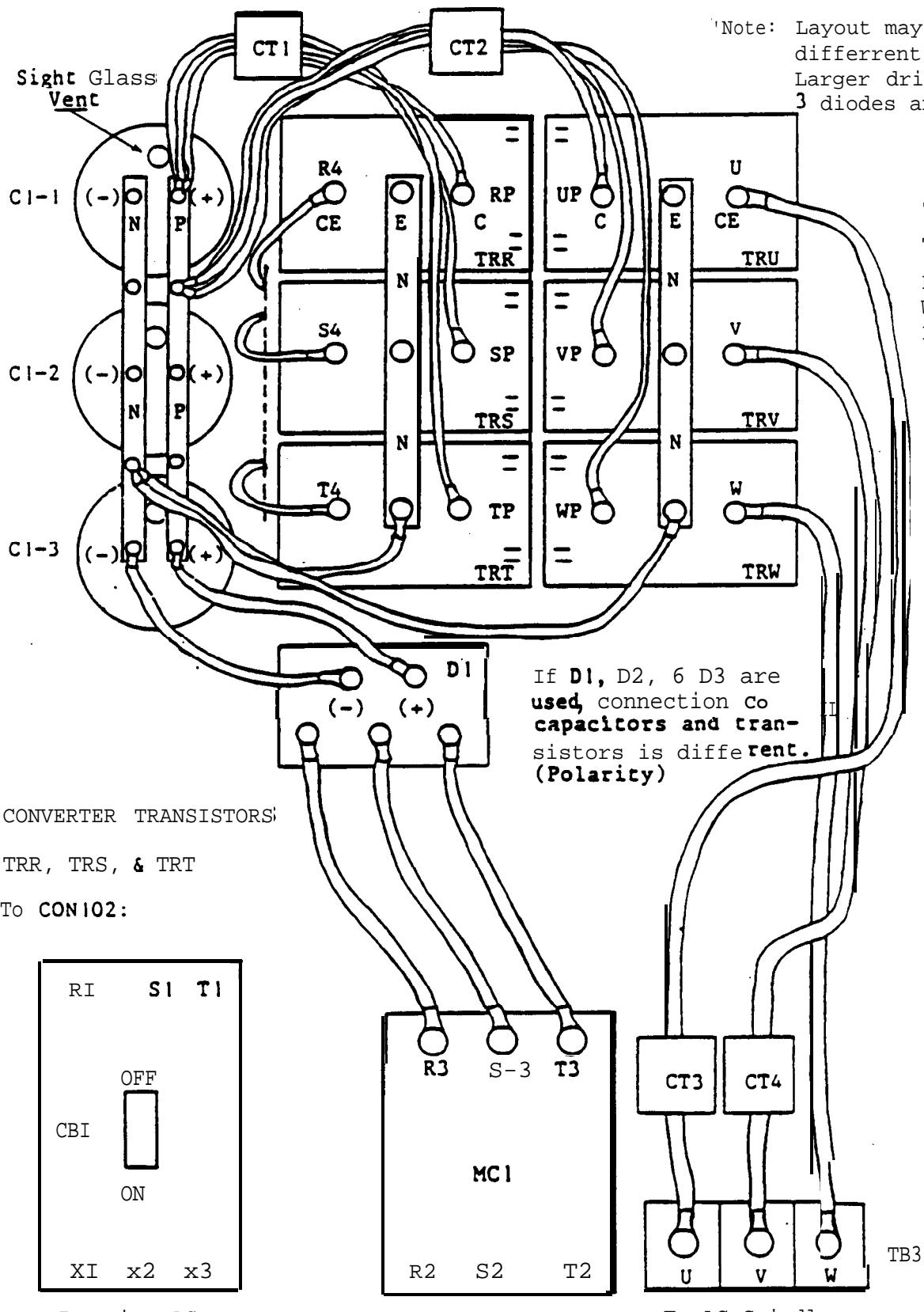
Figure 15

Instructions for Changing FR-SE EPROM

- (1) Please make sure that all power sources are turned off before changing EPROM. Because **CB1** in the spindle drive does not remove power from the circuit boards it is necessary to turn off the machine main breaker.
- (2) Note the position of the name plate and the locations **of** the EPROM's in Figure 15. The SE-CPU card is located just behind the front panel. Two EPROM's (**ROM1 & ROM2**) are located on the upper left side of the CPU card.
- (3) Remove the EPROM very carefully with a ROM puller. Be sure not to bend the pins on the EPROM. The EPROM can be removed by prying very carefully on the corners between the EPROM and the socket with a small flat **screw driver**. Do not pry against or damage the printed circuit board.
- (4) Confirm the version on the **EPROM** label and note number for proper socket location. Example: A1 in ROM1 socket.
- (5) Locate notch or dot on EPROM and align that end of the EPROM with the notch on the printed circuit board outline. Refer to Figure 15 for detail. Carefully start all pins of the EPROM in the socket. Then apply firm pressure to seat the EPROM in the socket. Support the printed circuit board so that excessive bending does not occur. In the case of a new EPROM it may be necessary to bend all of the pins at right angles to the EPROM case before attempting insertion.
- (6) Make sure all of the pins on the EPROM are properly inserted in the socket. Inspect for tilting of the EPROM and pins bent under the EPROM or bent out. Refer to Figure 15 for detail.
- (7) Please record the machine serial number, the new EPROM version from the label, and the information form the spindle drive nameplate. Please return this information and the old EPROM's to Mitsubishi.
- (8) Refer to Figure 15 for location and details of the nameplate.

Machine Serial Number...
Spindle Drive Type.....
BN Number.....
SE Serial Number.....
Manufacturing Date.....
Check Number.....
EPROM Version.....

Note: Always keep the original hinge cover panel with the machine. This keeps the above information correct for that machine which is necessary for proper servicing of the drive.



Incoming AC Power

To AC Spindle Motor

Figure 16

Testing Output Transistors, Diode, and Capacitors FR-SE

This is a basic resistance test designed to pinpoint defective components with minimal connection removal.. It will indicate a shorted diode or output transistor. The normal meter reading obtained will vary with meter type and transistor type or lot. Refer to Figure 16 for location of components and check points in the following **procedures**.

(1) Turn machine main breaker OFF. Switch spindle **CB1** OFF as an additional precaution. Up is OFF. It is located on the bottom left of the spindle controller.

(2) Disconnect motor leads from U,V, and W. Located on the bottom right of the spindle controller.

(3) Capacitor Check (**C1**): Locate large blue capacitors with shorting bars connecting **them** in parallel. Check the condition of the sight glass on the top of each capacitor. If it is damaged **or** blown the capacitor is bad and needs to be replaced. Be sure C1 is discharged before removal.

(4) Converter Section: Locate (**P**) and (**N**) on C1. Locate R3, S3, and T3 on contactor **MC1**. Refer to Figure 16. Discharge C1 through a 100 ohm **10w** resistor across (**P**)&(**N**) or wait until zero volts is measured across (**P**)&(**N**). This is approximately one minute. In the following tests if a reading of **50 ohms or less** is obtained a diode or transistor is bad. Use an ohmmeter to check the resistance between the following points.

Test Point	Bad Device	Test Point	Bad Device
P to R3 TRR or D1		N to R3 TRR or D1	
P to S3 TRS or D1(D2)		N to S3 TRS or D1(D2)	
P to T3 TRT or D1(D3)		N to T3 TRT or D1(D3)	

(5) Inverter Section: Locate (**P**) and (**N**) on C1. Locate U,V, and W on **TB3** motor terminal. Refer to Figure 16. Discharge C1, see step 5. In the following tests if a reading of **50 ohms or less** is obtained a transistor is bad. Use an ohmmeter to check the resistance between the following points.

Test Point	Bad Device	Test Point	Bad Device
P to u TR u		N to U TRU	
P to v TR v		N to V TRV	
P to w TR w		N to W TRW	

(6) After changing transistors please check base driver waveforms. See Procedure for Checking Base Driver Waveforms. Return all connections and breakers to normal.

Note: Output transistor have an internal diode connected **between C & E**. Removing CON101 and CON102 isolates output transistors from drivers on the SE-I0 card. Removing R4, S4, & T4 isolates converter diodes from converter transistors.

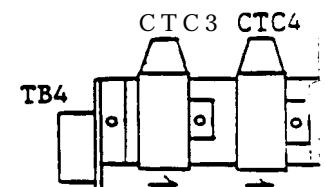
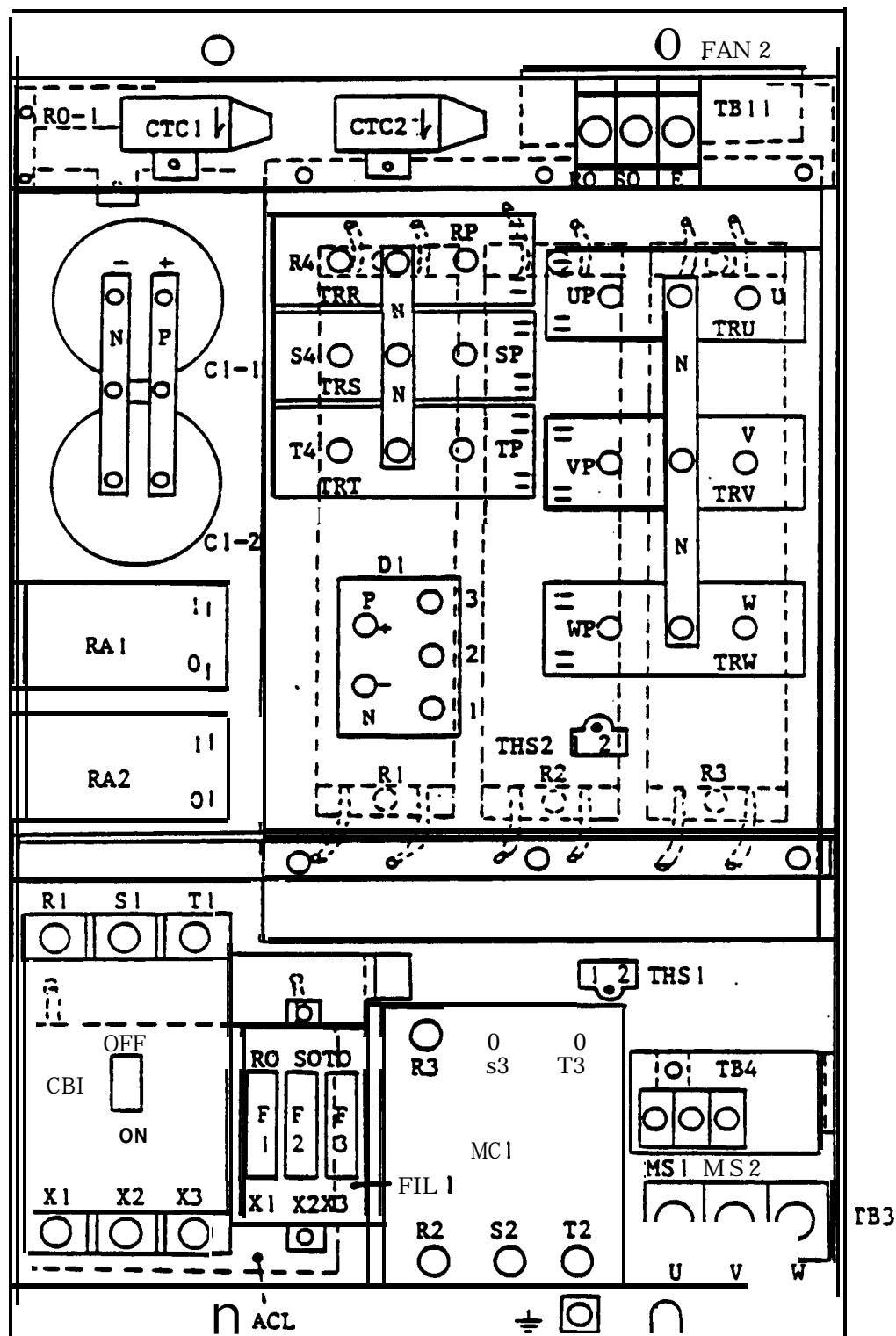


Figure 17

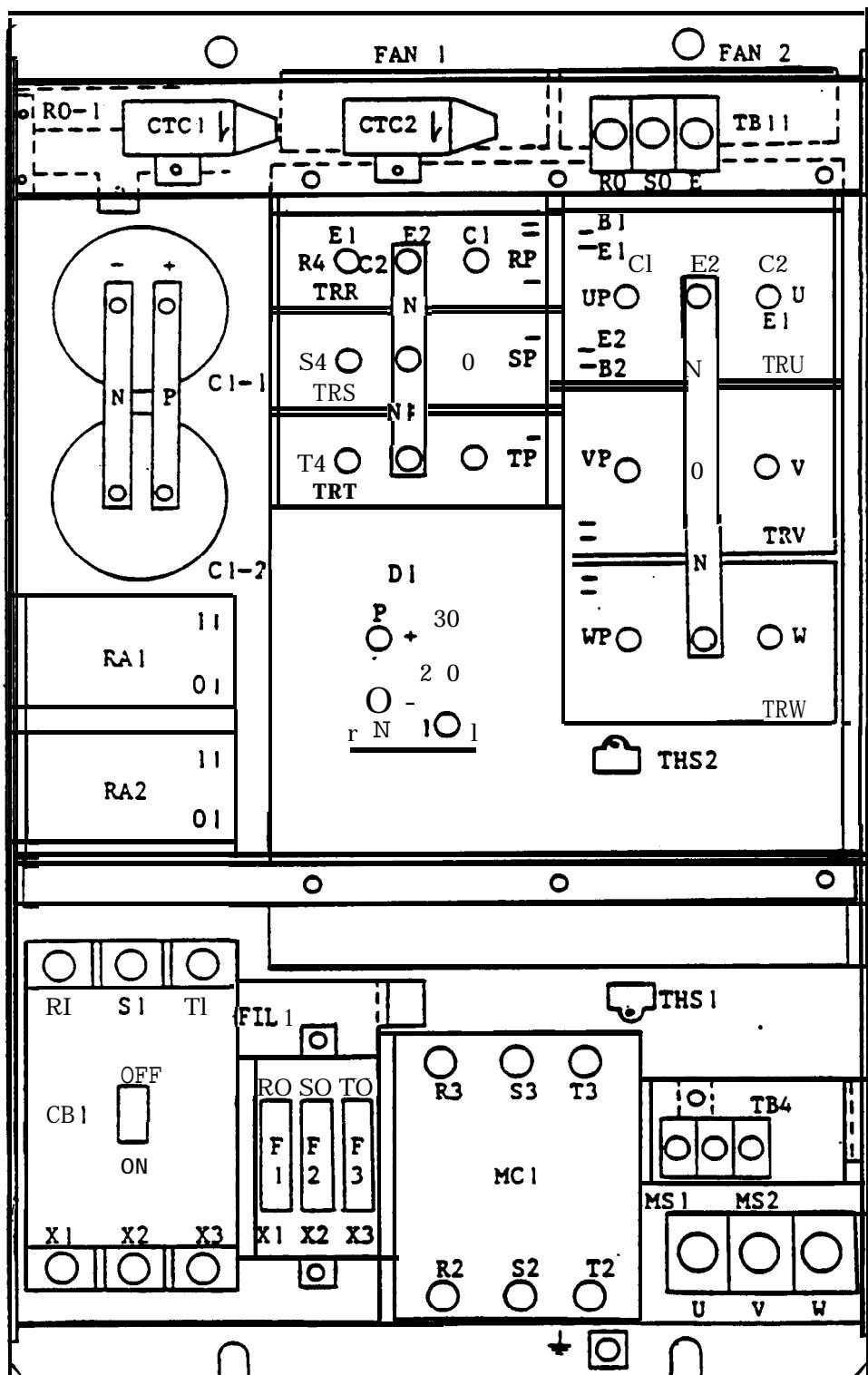
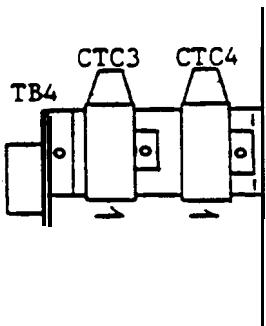


Figure 18



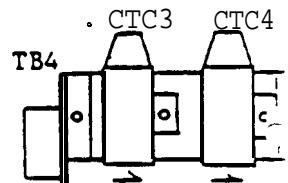
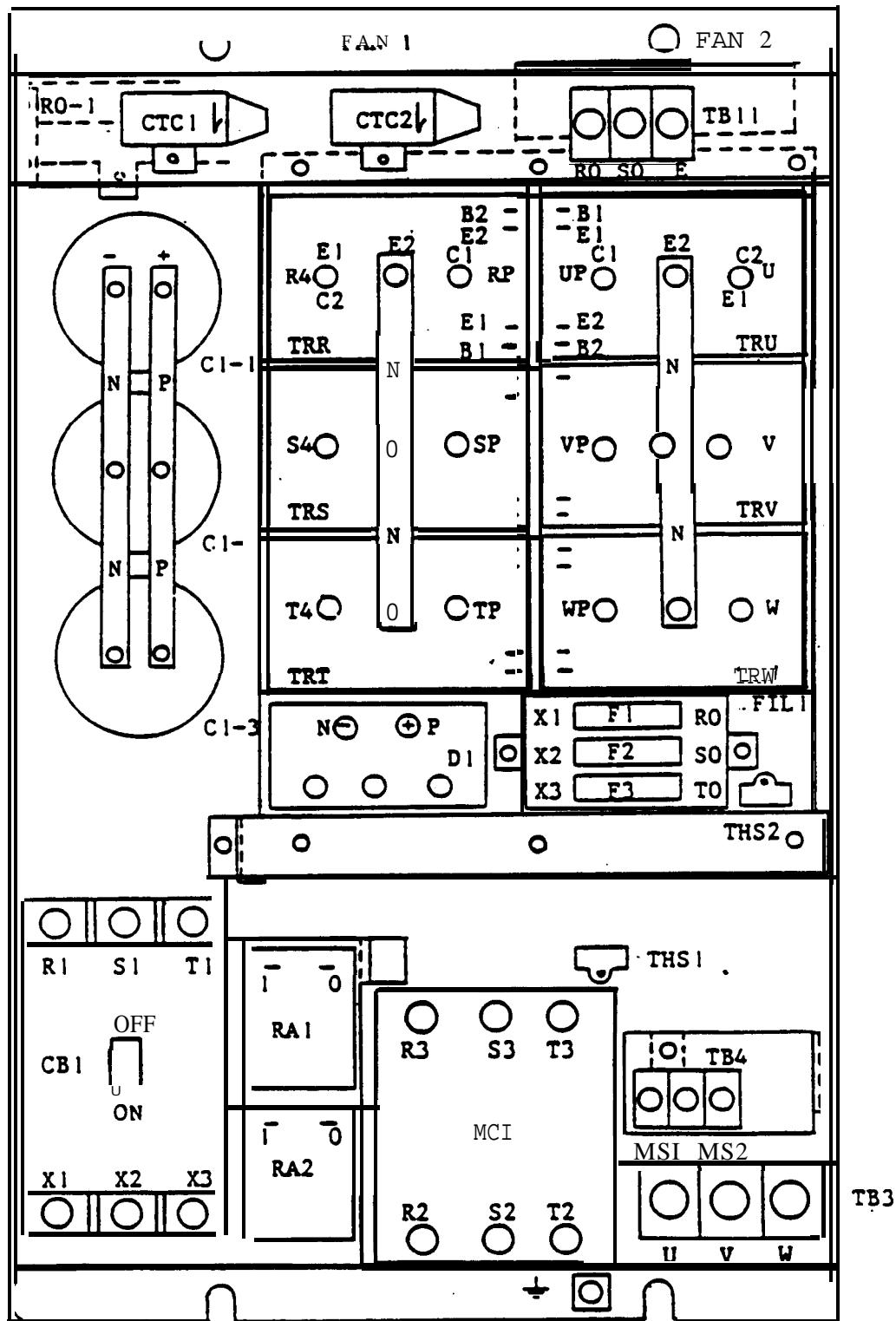


Figure 19

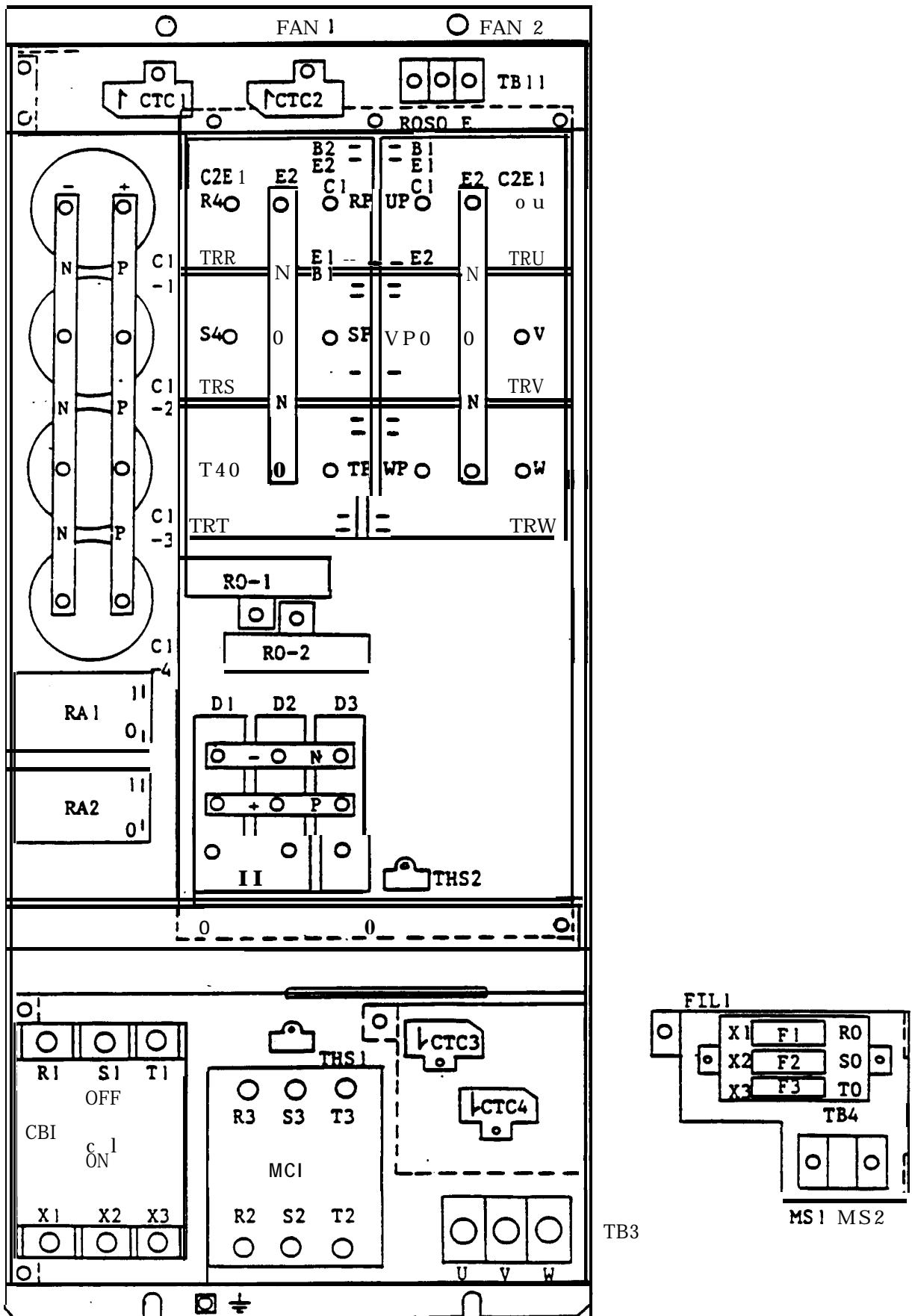
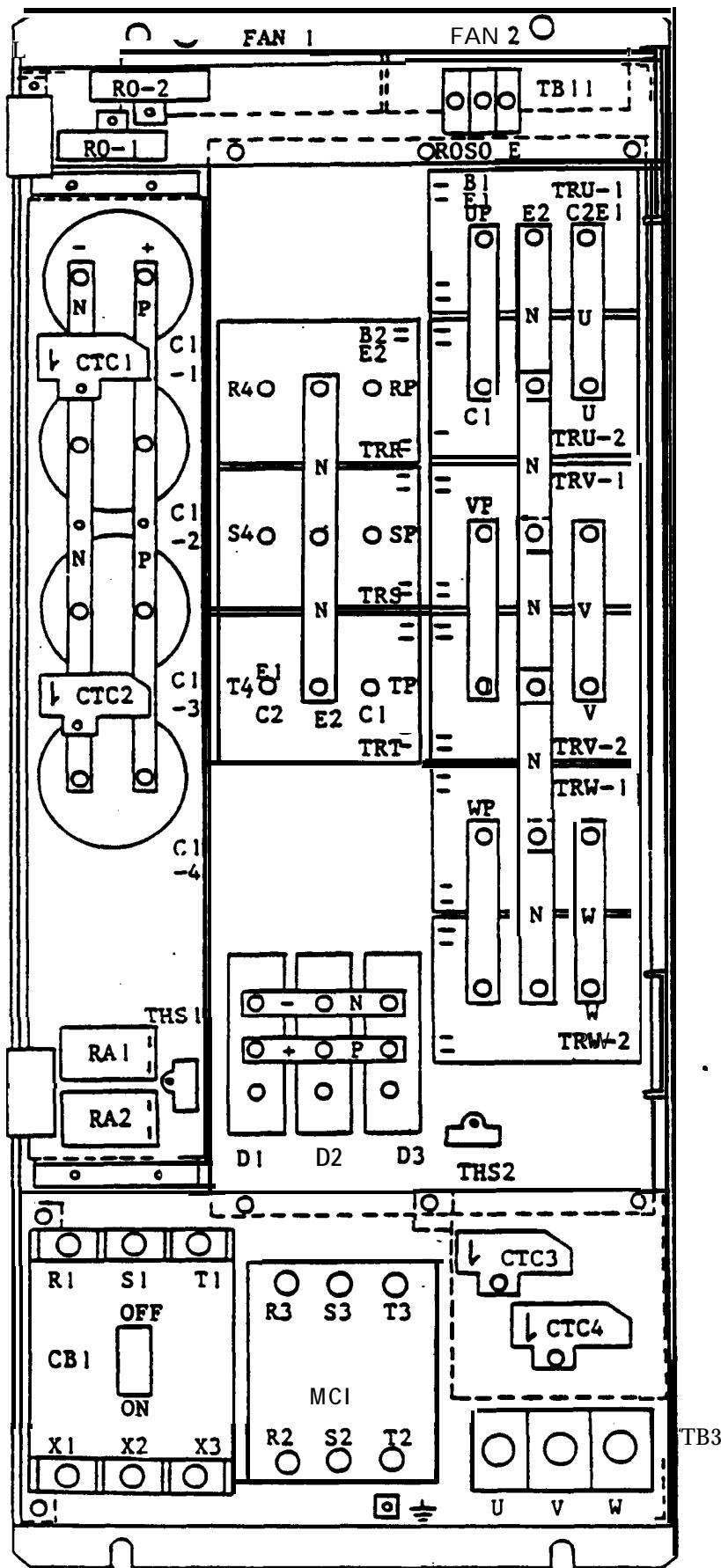


Figure 20



FIL 1

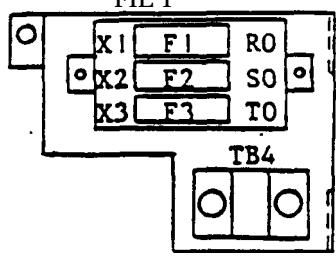


Figure 21

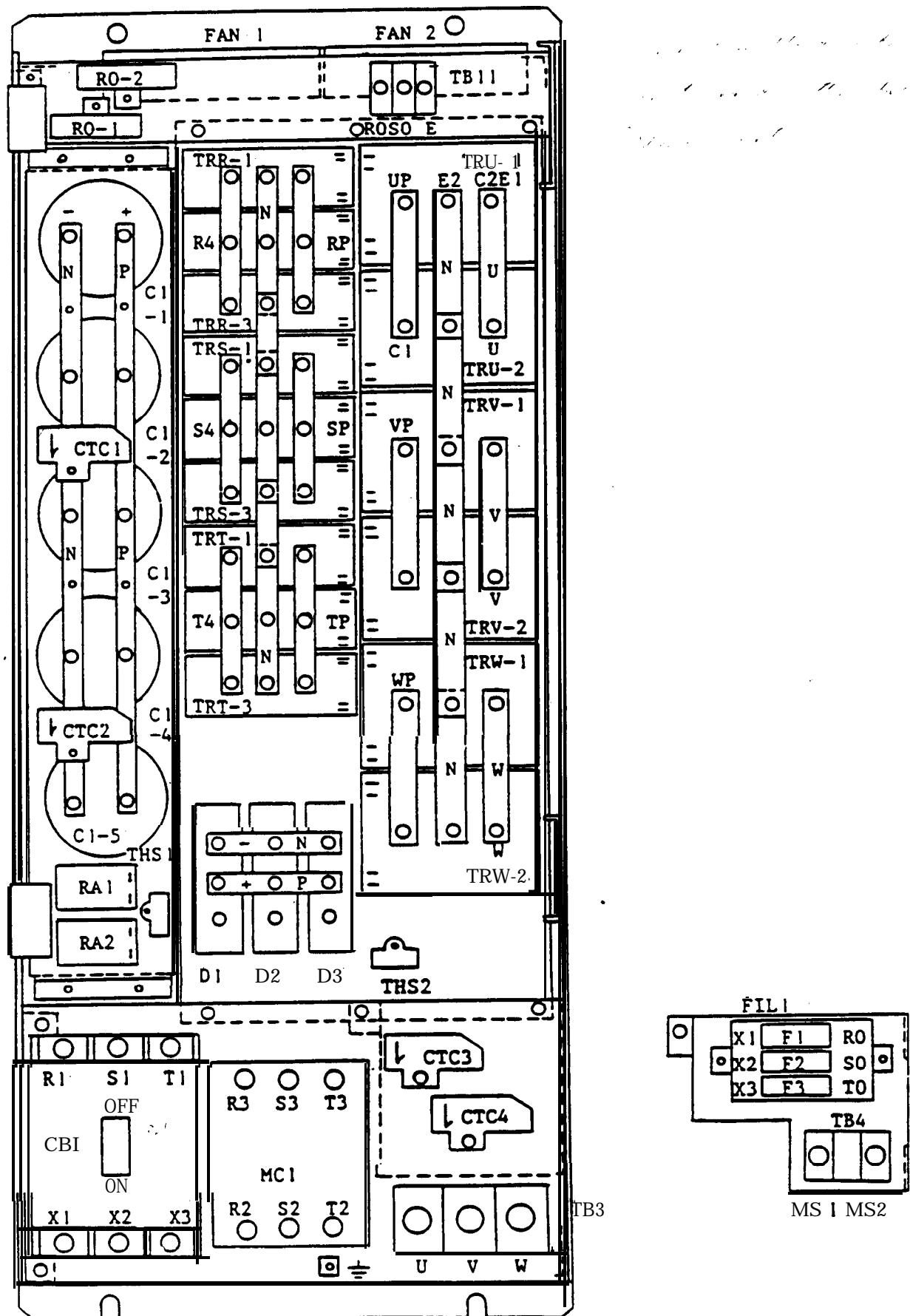


Figure 22

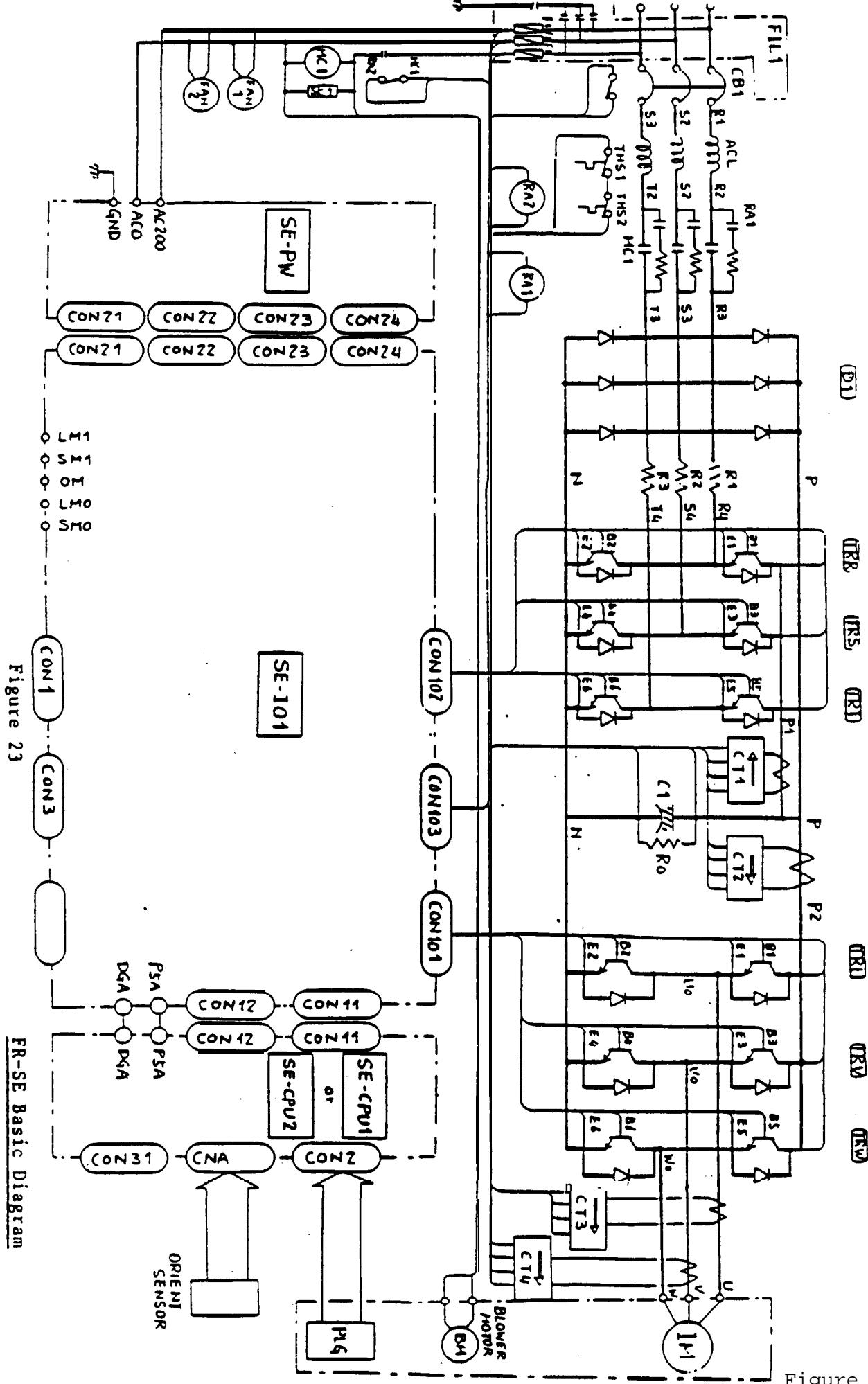


Figure 23

FR-SE Basic Diagram

Figure 23

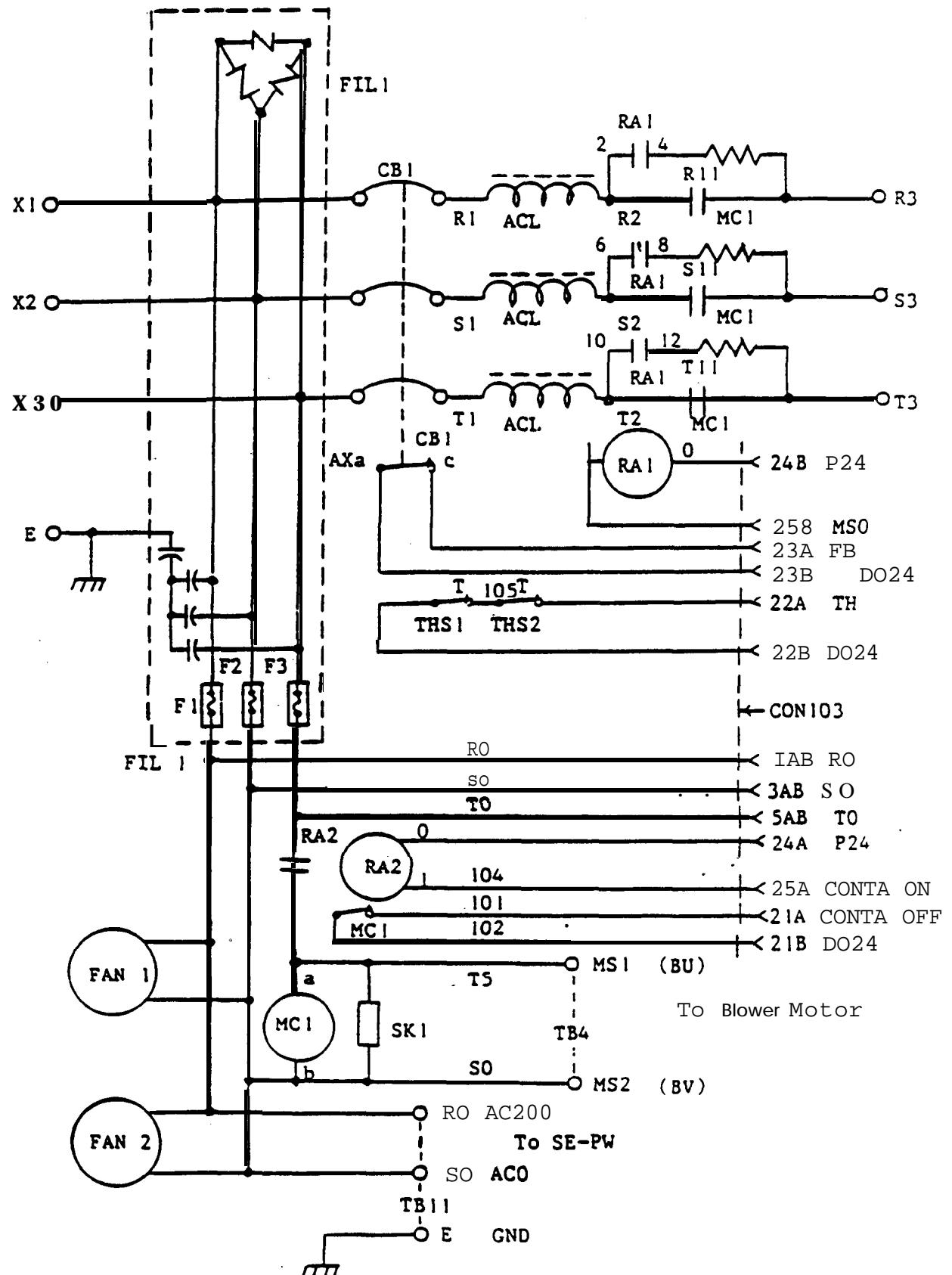


Figure 24

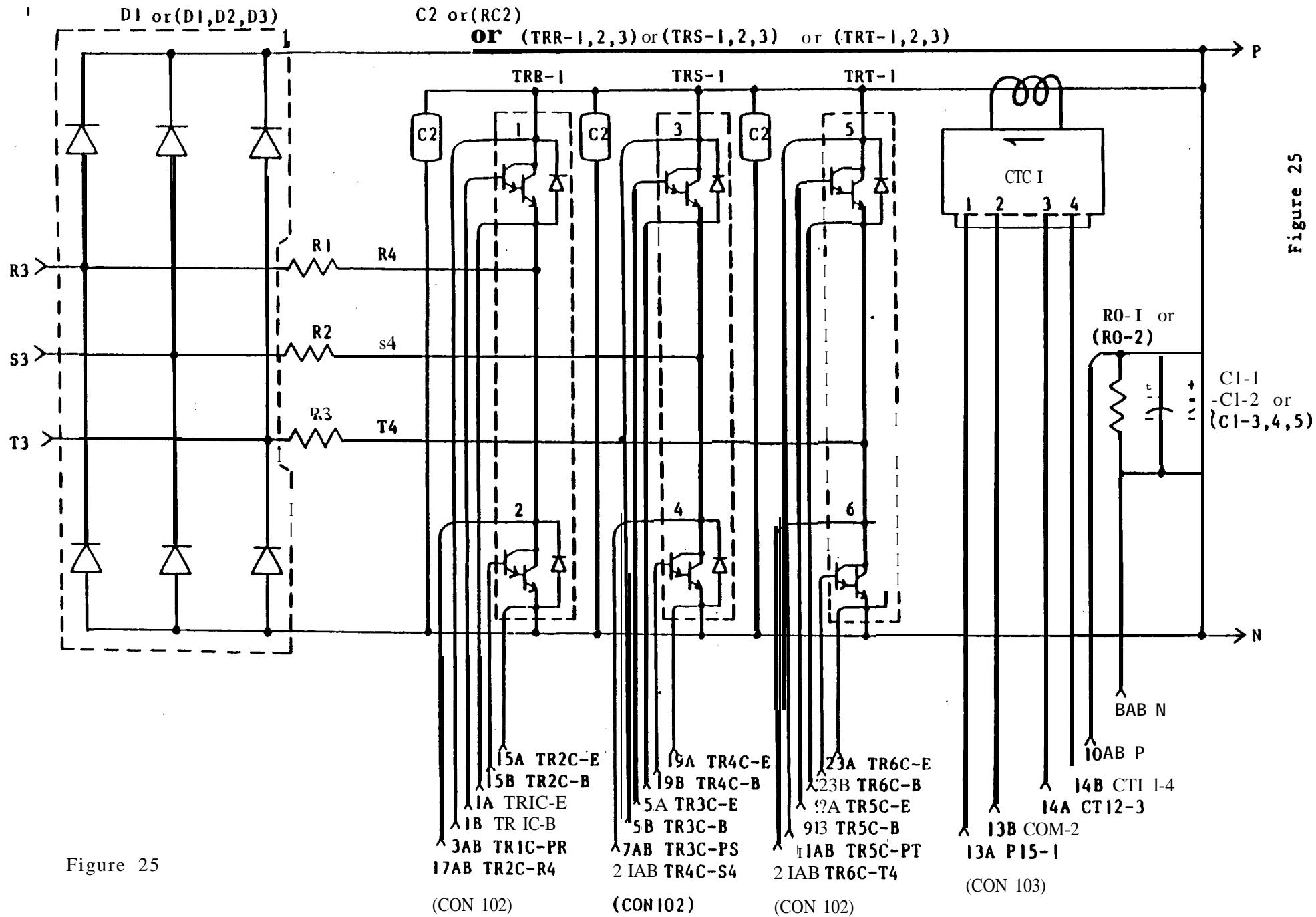
FR-SE Converter

Figure 25

FR-SE Driver & Output Stage

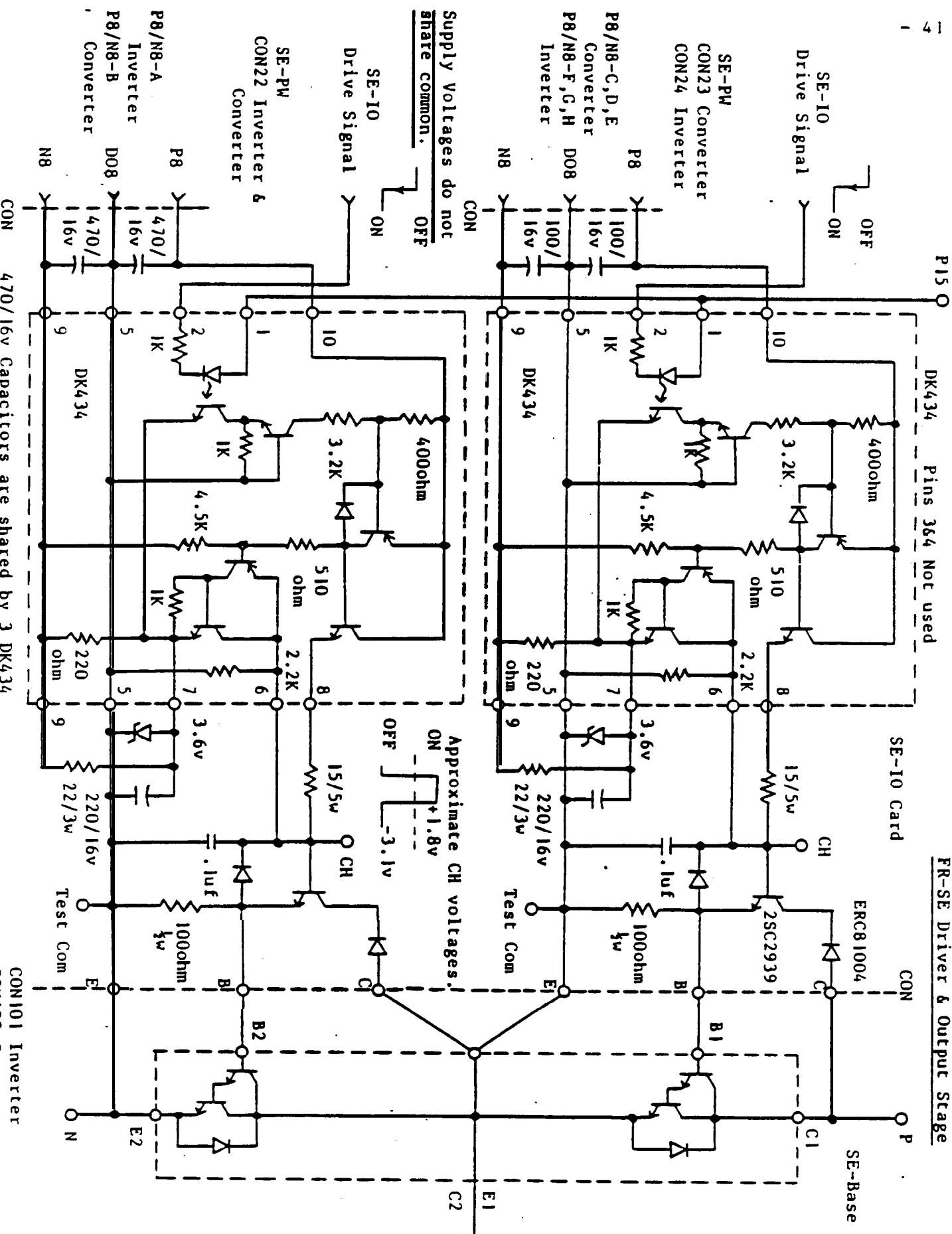


Figure 27

FR-SE Control Block Diagram

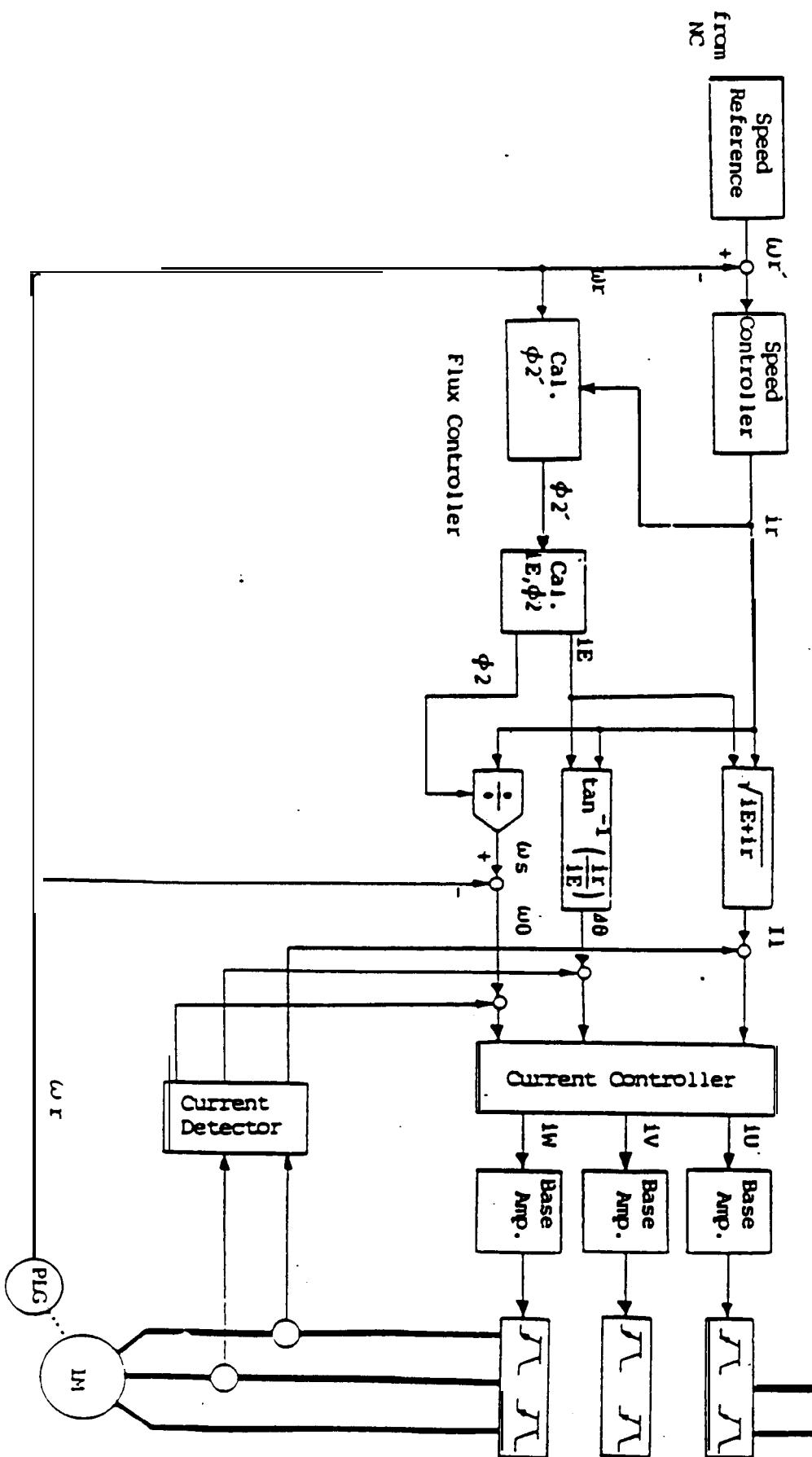


Figure 28

Figure 28

MITSUBISHI ADJUSTABLE SPEED DRIVE SERIES
AC SPINDLE DRIVE UNITS
FREQROL-SE
MAINTENANCE OPERATION MANUAL

MITSUBISHI ELECTRIC CORPORATION
NAGOYA WORKS

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CHAPTER 1 GENERAL

1.1 OBJECTIVES OF MANUAL

The FR-SE series of AC spindle **drive** units are energy-conserving DDC inverters which have been developed to drive machine tool spindles. They operate stably over a wide speed range with a high response and yet with low vibration and noise levels and their braking energy is regenerated in the AC power supply.

This manual describes the maintenance procedures for such units and it centers on regular inspections and troubleshooting.

1.2 SAFETY MEASURES AND MAINTENANCE PERSONNEL

Listed below are the checkpoints which should be strictly adhered to during maintenance and **adjustments** in order to assure safety.

- o Control units should be started up, maintained and inspected by qualified electricians. It is dangerous for **non-qualified** personnel to touch these units.
- o When handling a "**live**" control unit, remove all rings, watches, tie-pins and other metallic objects from your person.
- o Electric shocks sustained from the units can result in death.

Regardless of whether or not the power supply is grounded, high voltages are supplied **to various** locations in the unit and so particular care should be taken in the selection and use of the test equipment.

When attaching the test equipment to the item under test, the test personnel should take care not to touch any units **which** are grounded. Generally speaking, the chassis of the

test instruments must not be grounded for testing. Consequently, high voltages may pass between ground and the chassis of a test instrument during testing and so particular care should be taken when operating the units while adjusting or repairing them.

- o Do not wear loose apparel which may be caught up by rotating objects **when approaching a** drive unit which is operating.
- o Do not remove or replace any of the circuit boards while power is being supplied to the drive units or while they are operating. Failure to heed this caution may result in **damage**.
- c Do not touch the controller immediately after the power has been switched off. Proceed to maintain and inspect after checking that power **lamp** LED20 (SE-101 card) has gone off. (Wait at least **3** minutes.)

1.3 STORAGE

When equipment is not to be installed or used immediately, store it away in a clean **and dry environment** at a suitable temperature and take care not to allow damp or vapor to enter inside the control units. **Any damp**, vapor or dust finding its way inside the equipment invites **deterioration** in the insulation. When suspending operation of the equipment for a long or short period of time, take care to maintain the same environment as that effective during operation. Depending on the conditions, a heater may prove useful.

CHAPTER 2 SPECIFICATIONS

2.7 AC SPINDLE MOTORS

(1) Standard specifications

Output power	Continuous rating [kW]	3.7	5.5	7.5	11	15	18.5			
	30-minute rating [kW]	5.5	7.5	11	15	18.5	22			
	50% load [kW]	5.5	7.5	11	15	18.5	22			
Speed	Base speed [RPM]	1500				1500				
	Maximum speed (Note 1)	8000				6000	4500			
Frame number	A 112	B 112	B 132			C 132	A 160			
Continuous rated torque [kg m]	2.4	3.57	4.07	7.15	9.74	12.0				
G D ² [kg m ²]	0.08	0.10	0.17	0.21	0.27	0.55				
Weight [Kg]	60	70	100	110	130	175				
Allowable radial load [Kg]	150	200	300							
Cooling fan [W]	35				100					
Vibration	V5				V10					
Noise [db] (A)	75				80					
Installation	Output shaft is horizontal or vertically downward.									
Allowable overload	1 minute at 120% of 30-minute rated output.									
Ambient temperature [°C]	0 - 40									
Insulation	Class F									
Color of paint	Munsell 5.2 7 G 2.4 6 / 0.21									
Accessories	Pulse generator, overheating detector									
Controller type	FR-SE-2-	5.5 K	7.5 K	11 K	15 K	18.5 K	22 K			
Power capacity [kVA]	9	12	17	23	28	33				
Power supply and power line frequency (Note 2)	200/200~230V ± 10%, 50/60Hz ± 3%									

Note 1: A reduced output is obtained for speeds of 4500 rpm and

above; this is calculated by:

$$\text{Rated output} \times \frac{4500}{\text{rotational speed}}$$

Note 2: A power transformer should be provided for use at all voltages not listed here.

(2) Semi-standard specifications

Use the 1150 rpm base given below if it is not possible to provide a high reduction gear ratio in the gear system.

Output power	Continuous rating [kW]	2.2	3.7	5.3	7.5	11	15	18.5
	30-minute rating [kW]	3.7	5.3	7.5	11	15	18.5	22
	50% ED rating [kW]	3.7	5.5	7.5	11	15	18.5	22
Speed	Base speed [RPM]	1150						
	Maximum speed [RPM] (Note 3)	8000		6000		4600		
Frame number		A112	B112	B132	C132	1160	B160	
Continuous rated torque [Kgm]		1.86	3.13	4.66	6.35	9.32	12.7	15.7
GD ² [Kgm ²]		0.08	0.10	0.17	0.21	0.27	0.55	0.69
Weight [Kg]		60	70	100	110	130	175	200
Allowable radial load [Kg]		150	200	300				
Cooling fan [W]		35					100	
Vibration		V5					V10	
Noise [db] (A)		75					80	
Installation		Output shaft is horizontal or vertically downward.						
Allowable overload		1 minute at 120% of 30-minute rated output.						
Ambient temperature [C]		0 ~ 40						
Insulation		Class F						
Color of paint		Munsell 5.2 7G 2.4 6 / 0.21.						
Accessories		Pulse generator, overheating detector						
CFR-SE-27e		3.7 K	5.5 K	7.5 K	11 K	15 K	18.5 K	22 K
Power capacity [kVA]		6	9	13	17	23	28	33
Power supply and power line frequency (Note 4)		200 / 200 ~ 230 V ± 10%, 50 / 60 Hz ± 3%						

Note 3: A reduced output is obtained for speeds of 3450 rpm.

and above: this is calculated by:

$$\frac{3450}{\text{Rated output}} \times \text{rotational speed}$$

Note 4: A power transformer should be provided for use at all voltages not listed here.

2.2 AC SPINDLE CONTROLLERS

(1) Specifications

Type FR-SE-2-		5.5K	7.5K	11K	15K	18.5K	22K
50% ED output	Output power (KW)	5.5	7.5	11	15	18.5	22
	Power capacity (KVA)	9	12	17	23	28	33
Weight (kg)	Open type unit	25	30	37	48		
	Closed type unit	30	36	45	56		
Total heat generation (W) (Note 2)	340	400	490	590	700	810	
Main circuitry system	Transistorized sinusoidal wave PWM inverter						
Control system	Vector control, digital closed loop control, speed feedback with pulse generator						
Braking system	Power regenerative braking						
Speed control range	35 - 10000 RPM						
Speed fluctuation rate	Max. 0.2% of maximum speed (at 10-100% load fluctuation)						
Speed commands	Digital commands: binary 12-bit or BCD 2-digits (Note 1) Analog commands: +10V max. (approx. 10 kilohms input impedance)						
Ambient temperature/humidity	-5 - 55°C/45 - 85%						
Atmosphere	No noxious gases or dust (environmental resistance performance conforms to JEM1103 grade C).						
Vibration	Max. 0.5G						
Standards conformed to	I E C.						
Cooling	Air cooling with fan						

Note 1: Selection between the binary 12-bit and BCD 2-digit formats is enabled by the internal DIP switches and that between the digital and analog commands is enabled by external inputs.

Note 2: This is the total amount of heat generated at the continuous rating. In the case of the enclosed type unit, the amount of heat generated outside the panel is approximately equivalent to (total heat generation - 120) x 0.7 'W'.

Name	Function	Description
OVER HEAT (MOTOR)	Overload protection	When an overload occurs or when the blower motor stops And the motor itself overheats, the base amp. is cut off And the main circuitry contactor is set OFF.
EXCESSIVE SPEED ERROR	Excessive speed error	When the error between the command speed And current speed becomes excessive, the base amp. is cut off and the main circuitry contactor is set OFF.
BREAKER TRIP	Short-circuit/ grounding protection	When a high current flows to the main circuitry, the base amp. is cut off and the main circuitry contactor is set OFF.
PHASE LOSS	Phase loss protection	The main circuitry contactor is set OFF.
EXTERNAL EMERGENCY	External emergency stop	After the emergency stop signal has been received from the external source and the motor has stopped by regenerative braking, the base Amp. is cut off and the main circuitry contactor is set OFF.
OVER SPEED	Over speed protection	When the speed is $\geq \text{eds} * 11\text{Sr}$ of the maximum speed, the base amp. is cut off and main circuitry contactor is set OFF.
IOC TRIP (CONVERTER)	Instantaneous over current protection	When an over current flows to the converter, the base amp. is cut off and the main circuitry contactor is set OFF.
OVER HEAT (CONTROLLER)	Main circuitry overload protection Air cut-off protection	When the ambient temperature is abnormal or when an overload occurs or when the air-cooling fan stops and the main circuitry elements over heat, the base amp. is cut off and the main circuitry contactor is set OFF.
UNDER VOLTAGE	Main power supply drop protection	When the supply voltage drops, the base amp. is cut off and the main circuitry contactor is set OFF.
OVER (VOLTAGE REGENERATION)	Main circuitry over voltage protection	When an over voltage occurs with regeneration of the main circuitry's capacitor voltage, the base amp. is cut off and the main circuitry contactor is set OFF.
IOC TRIP (INVERTER)	Instantaneous over current protection	When an over current flows to the inverter, the base amp. is cut off and the main circuitry contactor is set OFF.

Note : When any of these protectron functions except the external emergency stop signal is activated, the base Amp. (the inverter And regenerative converter) is cut off, the main circuitry contactor is set OFF and the motor stops by free-running.

(3) AUXILIARY FUNCTIONS

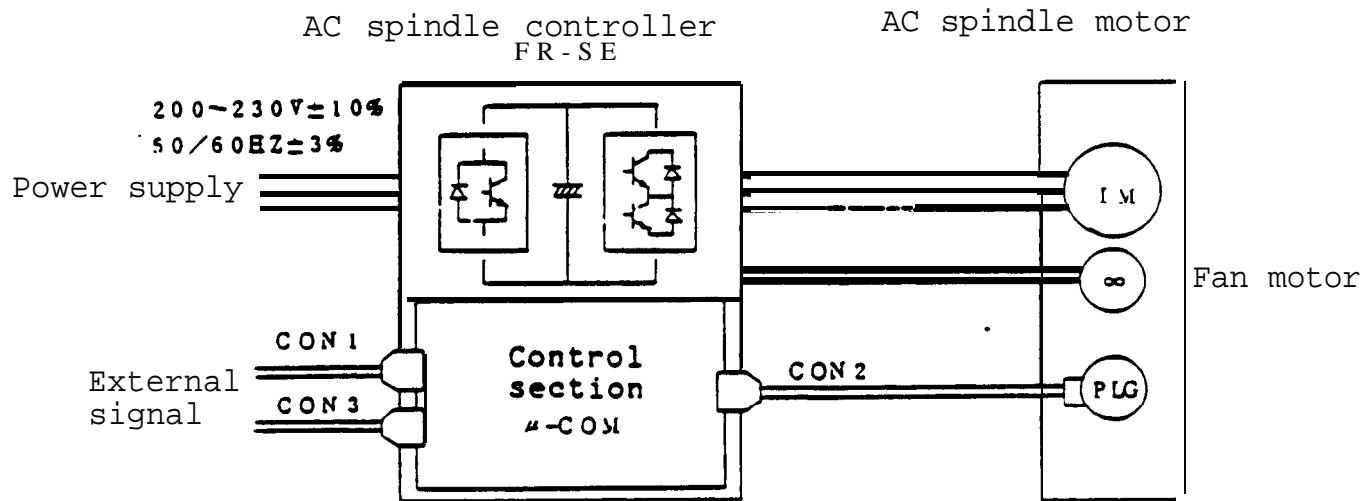
Function	Application	Details	oucpuc
Load meter signal	Load meter connections	Connect a single-deflection DC 1mA meter; full-scale and 3V or 10V/120% load outputs under a 120% (100-120% • dfuitablt) art obtained.	
Speed meter signal	Spttd meter connections	Connect a single-deflection DC 1mA meter; full-scale and 10V/maximum speed outputs at maximum speed aft obtained.	
Zero speed sign1	Machine inctrlock	An ON-setting contact signal is obtained at less than , motor speed of 50 rpm or 25 rpm.	Contact/open emitter
Up co spttd signal	Answer back to NC	Obtained is a signal which • actuats cht outut transistors at within +/- 15% of the set spttd.	Open emitter
Load detection signal	Cutctr intrusion prevention	Obtained is a signal which actuates the oucpuc transistors above a current value (110% oucpuc) near the current limit value (120% oucpuc).	Open emitter
Overried	Overriede with automatic operation	Variable range: 50-120% Released by coneroller terminal signal DEF off.	
Orientation (optional function)	Orientation	Single point positioning possible for magnetic sensor system, multiple-point positioning possible for encoder system. Started by orientation start signals (ORC1, ORC2); orientation finish signal is oucpur upon completion.	Contact/open emitter
Torque limitation	Gear shift, etc.	With gear shifting, etc., the corqut limita-tion is temporarilly reduced and the spindle motor is operated. During torque limitation, signal for output transistor continuity..	Open emitter
Speed detection signal		Obtained is a signal which activates the oucpuc transistors with a motor speed absolute value of less than the prescribed detection level. Speed detection value ranges from 2% to 58% in 8% steps and can be set to any of 8 steps.	Optn emitter
Acceleration/ deceleration time constant		Acceleration/deceleration of spttd command is restricted.	

2.3 CONTROLLER CONFIGURATIONS

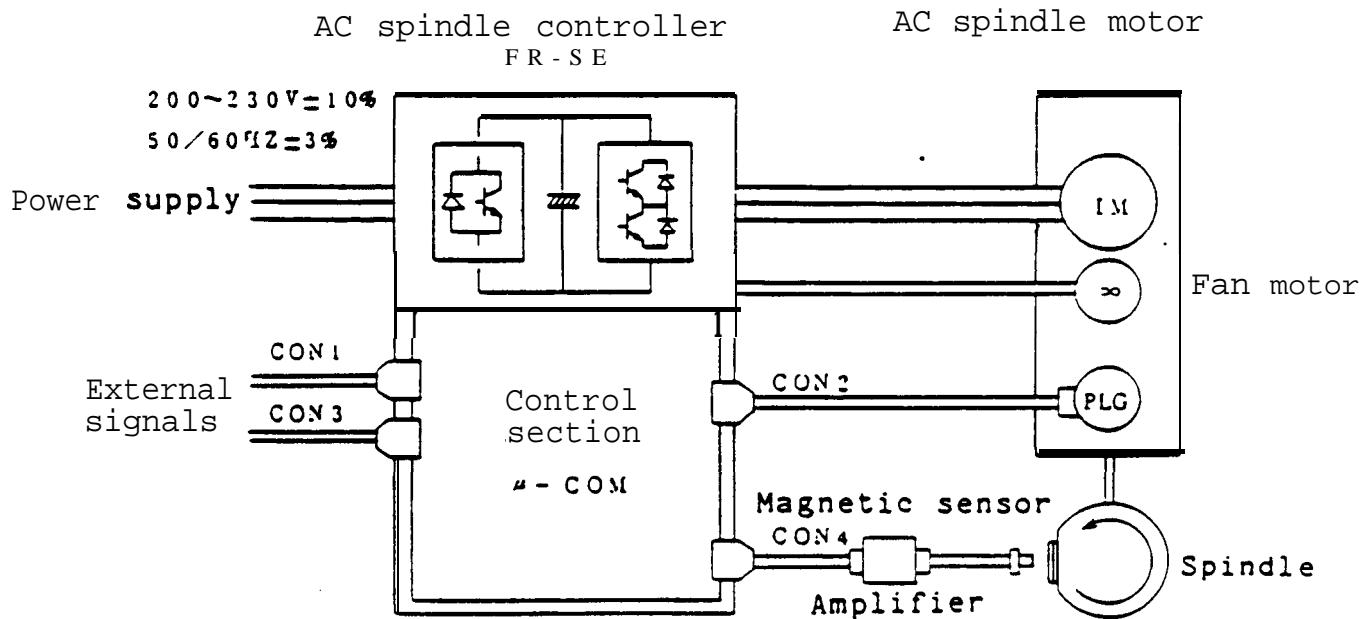
The basic configuration of the type FR-SE AC spindle unit is shown below.

(1) Basic configuration

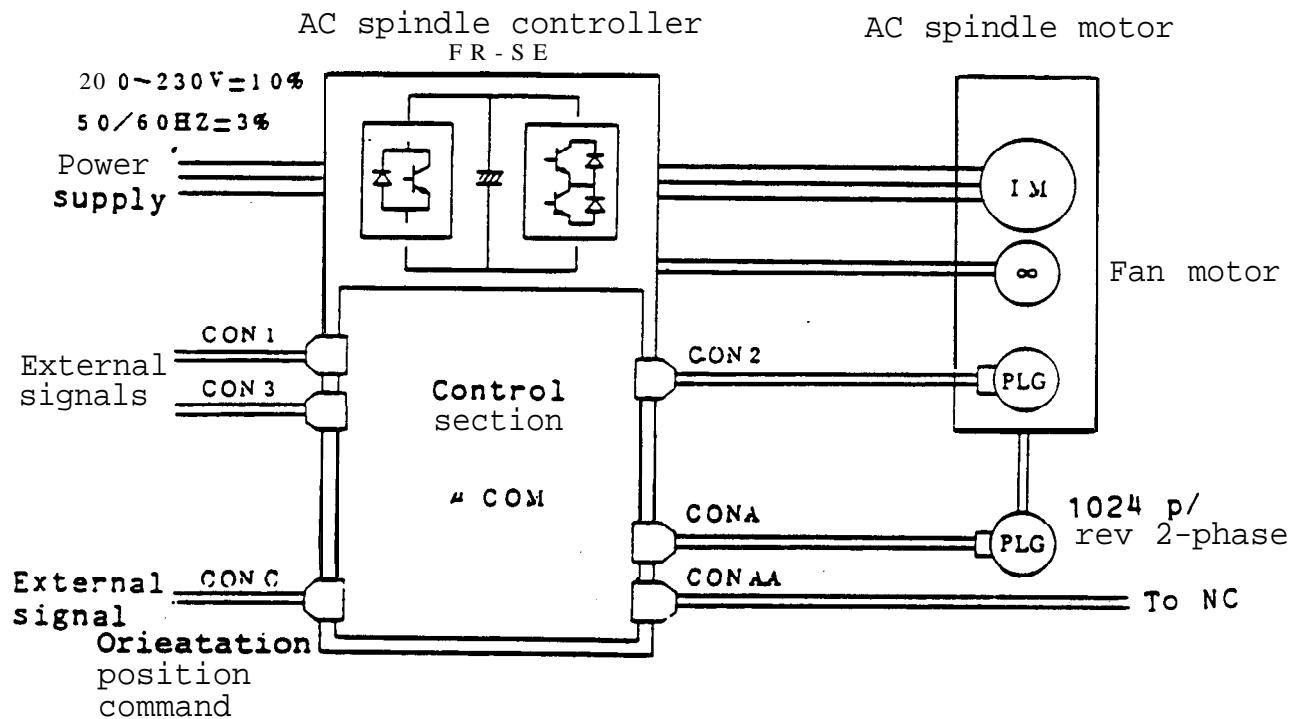
- (a) Type SJ AC spindle motor (with speed detector)
- (b) Type FR-SE AC spindle controller
- (c) Spare fuse



(2) Magnetic sensor system with single point orientation unit



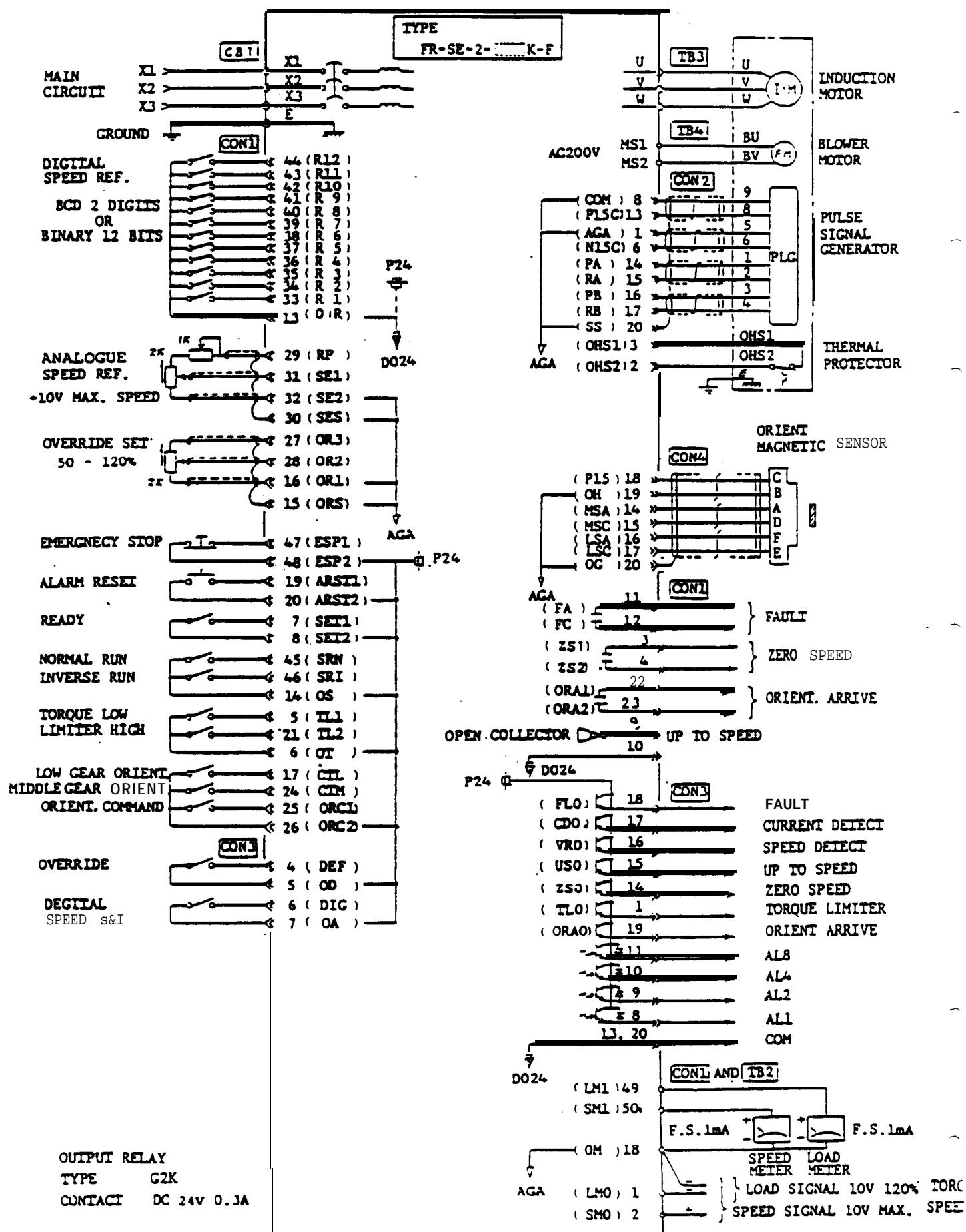
(3) Encoder system with multiple point orientation unit



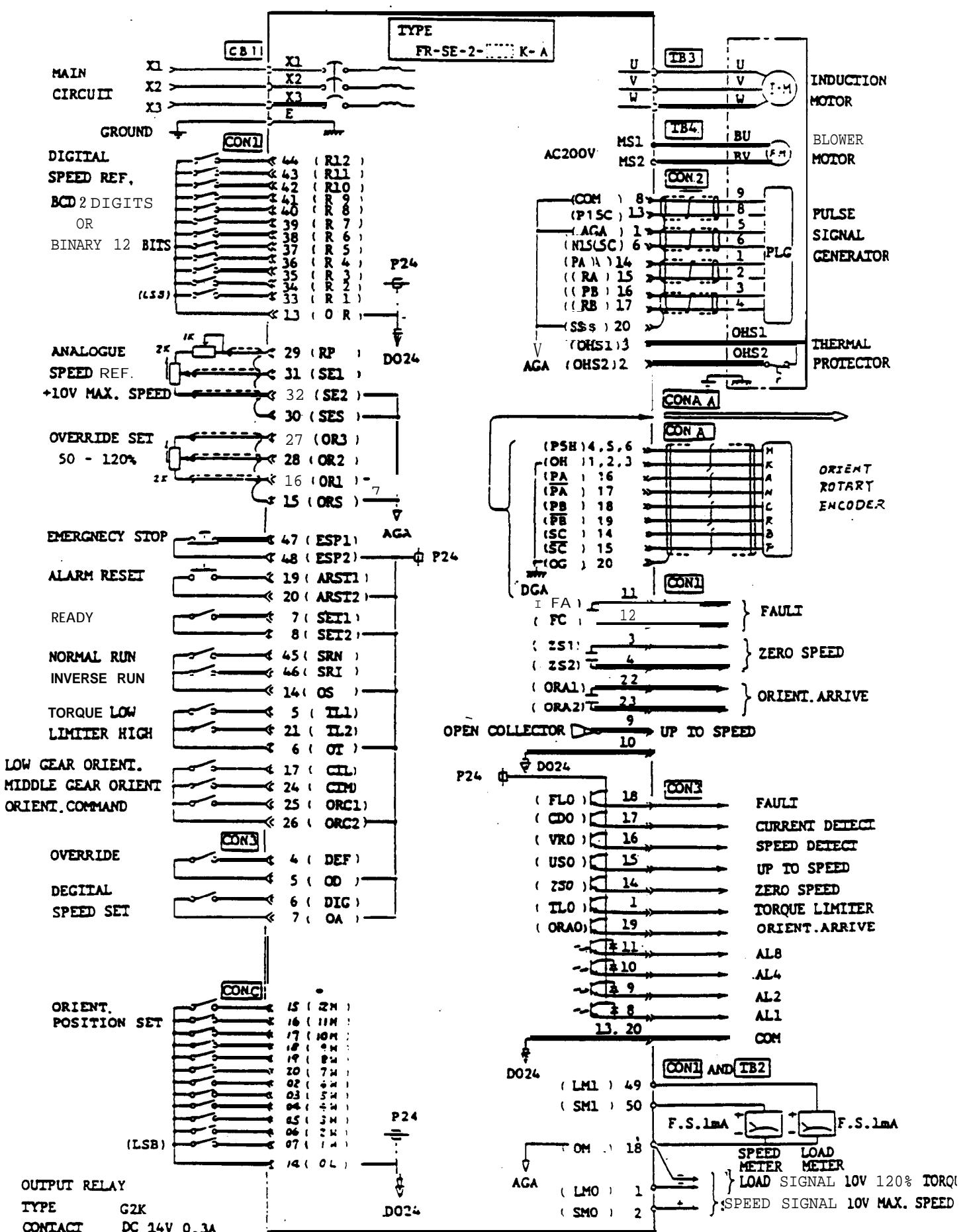
(4) Internal configuration of controller

Configuration	Circuit board configuration
(a) Basic configuration	SE-PW, SE-101, SE-CPU1 or CPU2
(b) Magnetic sensor system With single point orientation unit	SE-PC; , SE-107, SE-CPU1
(c) Encoder system With multiple point orientation unit	SE-PU, SE-101, SE-CPU2

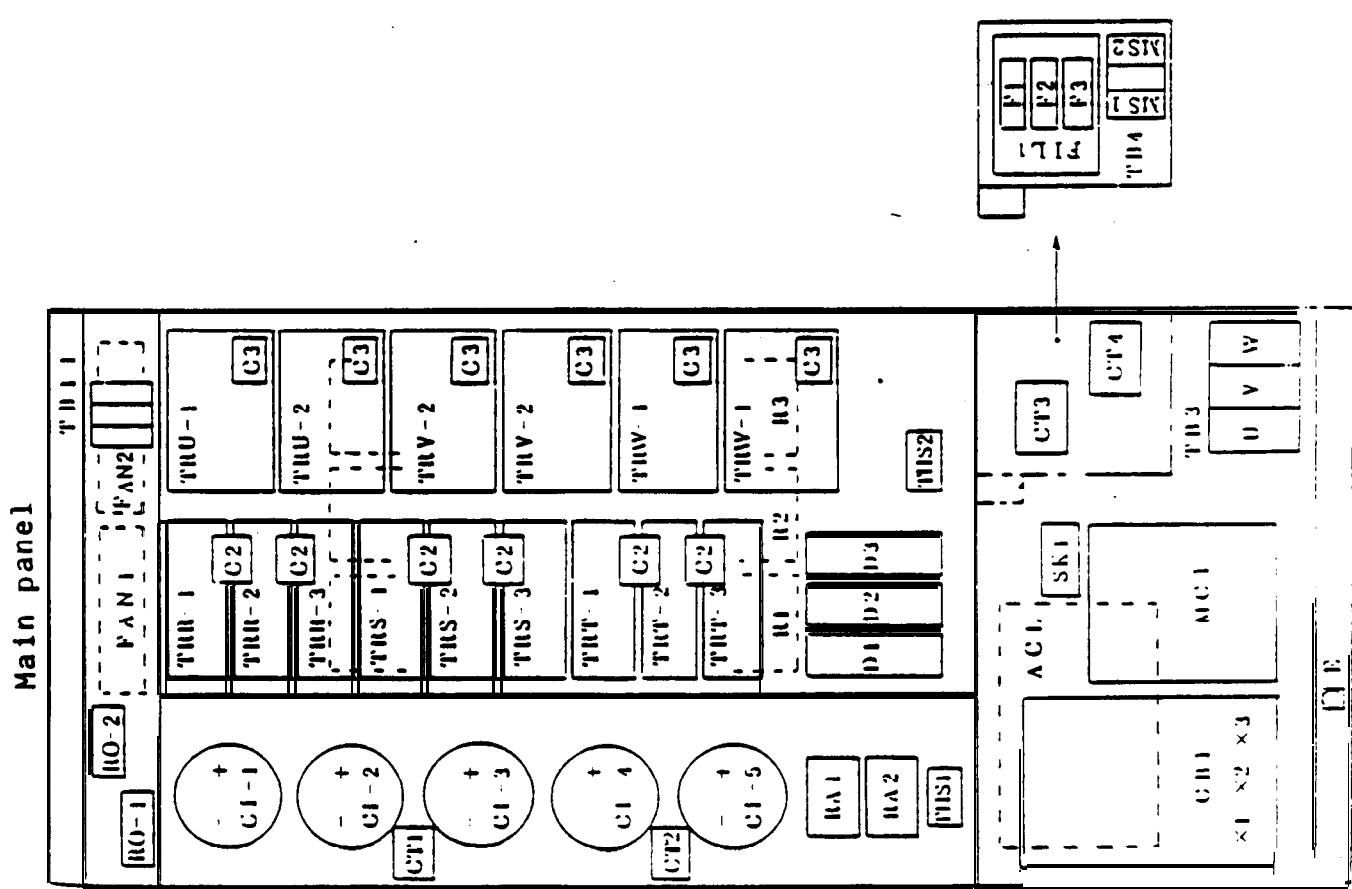
(1) Magnetic sensor type with single point orientation unit



(2) Encoder type with multiple point orientation unit



2.5 PLACEMENT OF EQUIPMENT



CHAPTER 3 OPERATIONAL ADJUSTMENTS

3.1 OPERATION PREPARATIONS

Check the following points when switching on the power to **the** controller **for** the first time:

- (1) Check that all the equipments are properly wired and connected **as** shown in the drawings?
- (2) Check that the motor and control panel are grounded properly?
- (3) Check that the shield wire terminations are connected properly?
 - 0 Make the proper connections to the shiled terminals.
 - 0 Make the connections so that the shield areas do not form a loop.
- (4) Check that the equipment is secured properly to avoid looseness and damage.
- (5) Check that metal chips, pieces of wire and other foreign matter have not entered inside the equipment.
- (6) Check that there is nothing abnormal with the exteriors of the printed circuit boards.
- (7) Check that the ROM numbers and **DIP** switch settings are as per the order parts list.

3.2 INCOMING POWER

If all items under section 3.1 are satisfactory, power up the equipment as follows:

- (1) Switch on the incoming power.
- (2) Check that light-emitting diodes **LED12**, 13, 14 and 15, which are designed to indicate trouble and which are located **on the** front of the controller, have nto lighted.

(3) Check that light-emitting diodes LED2 (READY) and LED10 (ZERO SPEED), which are designed to indicate the status and which are located on the front of the controller, have lighted.

These procedures enable operation.

No problems are posed with the controller and re-connection is not necessary even if the phase sequence of the incoming power is reversed. It **is** possible **to** check whether the phase sequence is **positive** or reversed by observing LED1 (PHASE SEQUENCE). A positive phase sequence is indicated when LED1 lights.

3.3 ADJUSTMENT LOCATIONS

(1) Speed meter: (**VR14**), load meter: (**VR15**)

When driving the speed meter with the spindle inverter:
set the DIP switch **SW6-6** to OFF and then adjust **VR14** so
that the speed meter indicates the maximum speed.

Adjust **VR15** so that the load meter indicates 120%.

Upon completion of the adjustments, return **SW6-6** to the
ON position and set the reset (**ST1**) switch to ON once.

Under no circumstances should the VRs be touched unless
absolutely necessary.

(2) Setting DIP switches, setting pins

Re-check that the DIP switches and pins are set as in the
order parts list in accordance with the machine. If they
have not been set, change their settings. Set the reset
(**ST1**) switch to ON the settings have been changed.

Adjust the orientation when changing the stop position *in*
accordance with the machine. See section 3.5 for details.

3.4 RUNNING-IN **OPERATION**

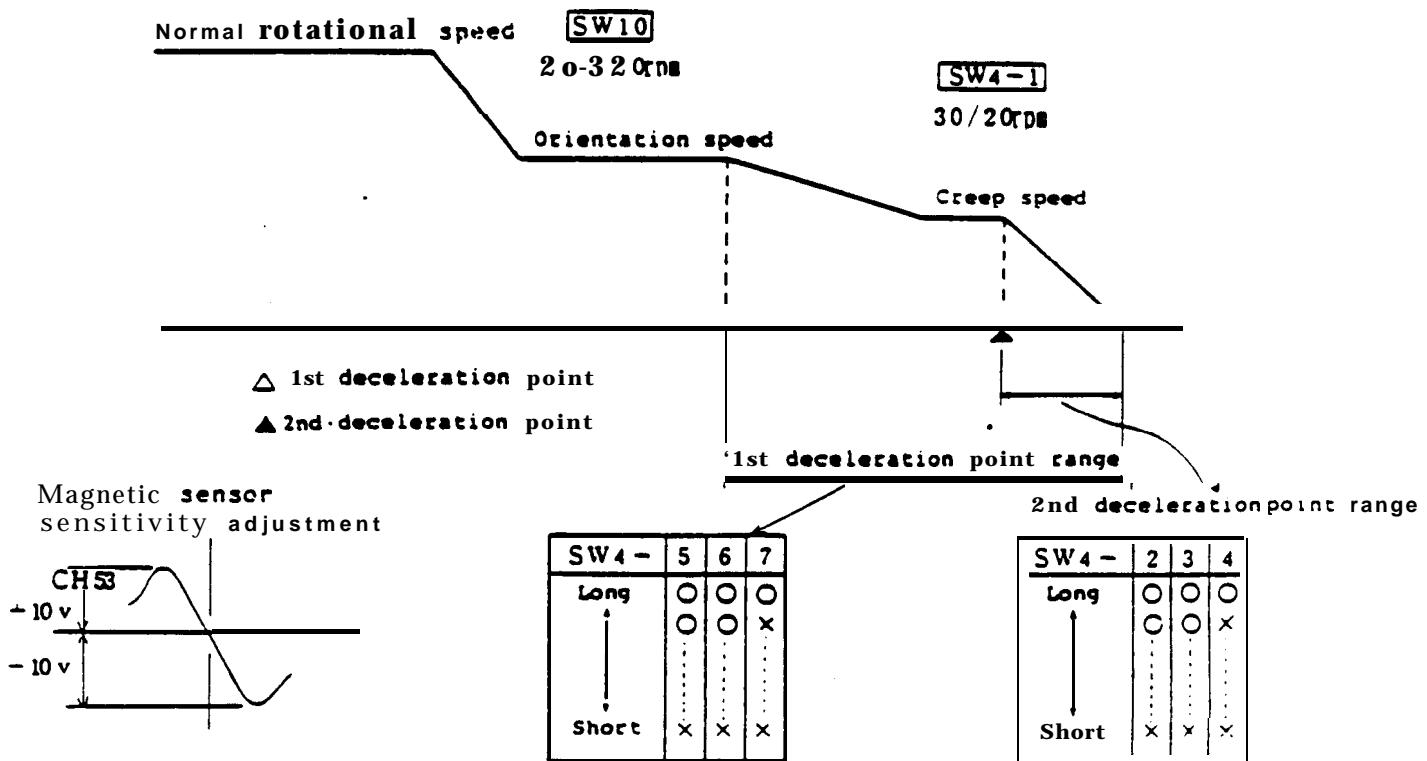
Couple the motor and machine and then check the machine
running-in and control **state**. **Next**, **operate** the motor under
actual load conditions and check that there is no:

- o Abnormal noise
- o Abnormal smells
- o Abnormal bearing temperature

3.5 ORIENTATION ADJUSTMENT PROCEDURES

Note: Setting DIP Switches and setting pins may **vary** slightly depending on the ROM No. and bar zone of the printed circuit board. Check these **on the** order parts list.

(1) Magnetic sensor system



Operate at the creep speed (20 to 30 rpm) and VR2 is adjusted to the limit at which the magnetic sensor sensitivity LED 11 lights, then CH53 will be the peak voltage \pm 10V.
The speed pattern for orientation is shown in the figure above.

In case of overshooting during stop:

- o Increase the 1st deceleration point range. (SW4-5,6,7)
- o Increase the 2nd deceleration point range. (SW4-2,3,4)
- o Reduce the orientation speed. (SW10 F → E → ... → O)
- o Reduce the creep speed (SW4-1 OFF-ON)

Reduce the orientation time:

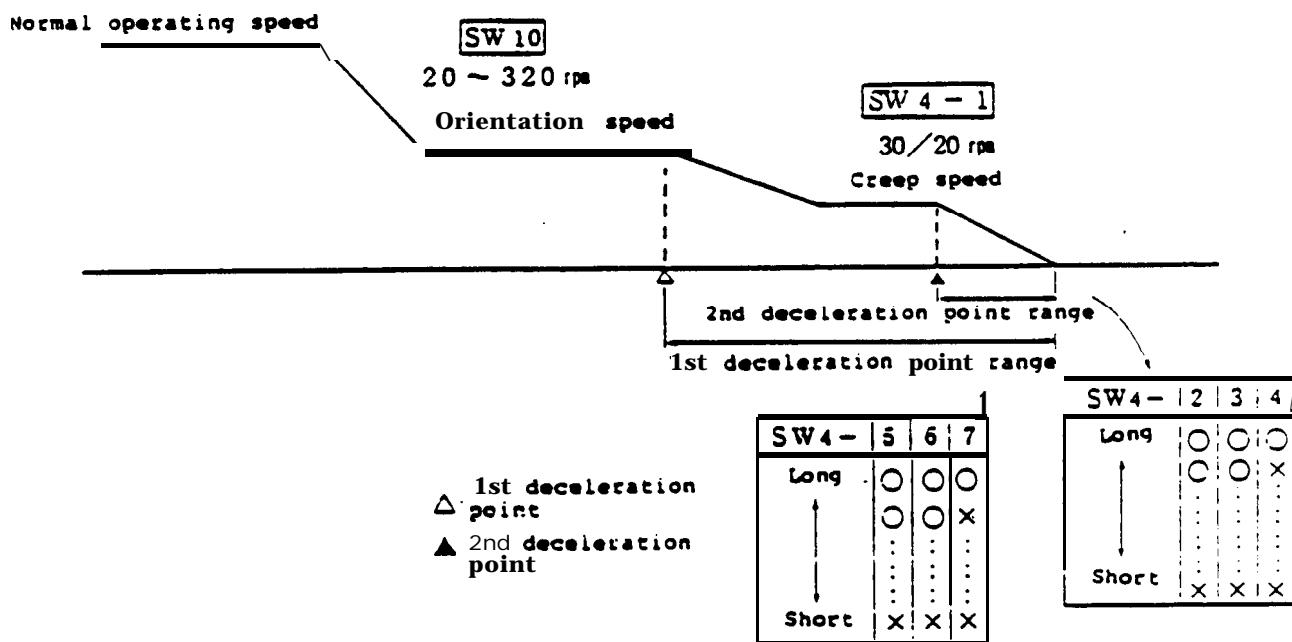
- o Reduce the 1st deceleration point range. (SW4-5,6,7)
- o Increase the orientation speed. (SW10 O-1-... → F)
- o Reduce the 2nd deceleration point range. (SW4-2,3,4)

In case of hunting during stop:

- o Increase the 2nd deceleration point range. (SW4-2,3,4)
- o Reduce the magnetic sensor sensitivity. (VR2)
- o Reduce the creep speed. (SW4-1 OFF → ON)

Furthermore, the stop position is adjusted with the VR1 position shift.

(2) Encoder system



The speed pattern during orientation is shown in the figure above.

In case of overshooting during stop:

- Increase the 1st deceleration point range. (SW4-5,6,7)
- Reduce the orientation speed (SW10 F → E → ... → 0)
- Increase the 2nd deceleration point range.

(SW4-2,3,4)

- Reduce the creep speed. (SW4-1 OFF → ON)

Reduce the orientation time:

- Reduce the 1st deceleration point range. (SW4-5,6,7)
- Increase the orientation speed. (SW10 0 → 1 → ... → F)
- Reduce the 2nd deceleration point range. (SW4-2,3,4)

In case of hunting during stop:

- o Increase the 2nd deceleration point range.

(SW4-2, 3, 4)

- o Reduce the creep speed. (**SW4-1 OFF → ON**)

Furthermore, the stop position is adjusted with the position shift SW13, 14 and 15.

CHAPTER 4 REGULAR INSPECTIONS

Maintenance and inspection are indispensable in order for the equipment to do full justice to its performance, for breakdown to be prevented and for reliable operation to be assured over a long period **of time**.

WARNING

Electric shocks can lead to death. Make sure that all power to the equipment is off before proceeding with the inspections.

4.1 CONTROLLER INSPECTIONS

Inspection item	Inspection period	Checkpoints	Remedy
1. Cooling fan	Monthly	<ol style="list-style-type: none">1. Try rotating by hand. Does it rotate smoothly?2. Try supplying power. Does it rotate effectively?3. Any abnormal noise from bearing sections?	re-place fan.
2. Dirt, looseness	When appropriate	Clean parts regularly; tighten up input/output terminals and connections regularly.	
3. Small relay	Every 3 months	<ol style="list-style-type: none">1. Are contacts worn?2. Is main circuitry contactor operating properly with operation of this relay?	Re-place relay,
4. Wiring	When appropriate	Conductors must not touch case by wires being caught in hinge section.	

4.2 MOTOR INSPECTIONS

Inspection item	Inspection period	Checkpoints	Remedy
1 Noise	Monthly	<p>Any noise or abnormal vibration not previously perceived? If present, check out the following:</p> <ol style="list-style-type: none"> 1 Check foundation, installation. 2 Check centering accuracy of coupling. 3 Vibration from coupled equipment? 4 Bearing damage or abnormal noise? 5 Any vibration or noise in reduction gear or belt?, 6 Trouble with controller? 7 Trouble with cooling fan? 8 Belt tension. 	
2 Temperature rise	Monthly	<p>Abnormal bearing temperature? (Normally, ambient temperature of +10 to 40 deg.C)</p> <p>Motor frame temperature different from usual? If so, check points below:</p> <ol style="list-style-type: none"> 1 Is cooling fan rotating normally? 2 Any foreign matter-in cooling path (between frame and cover) which is blocking path? 3 Abnormally increased load? 4 Trouble with controller? 	<p>Clean.</p> <p>Refer to trouble-shooting</p>

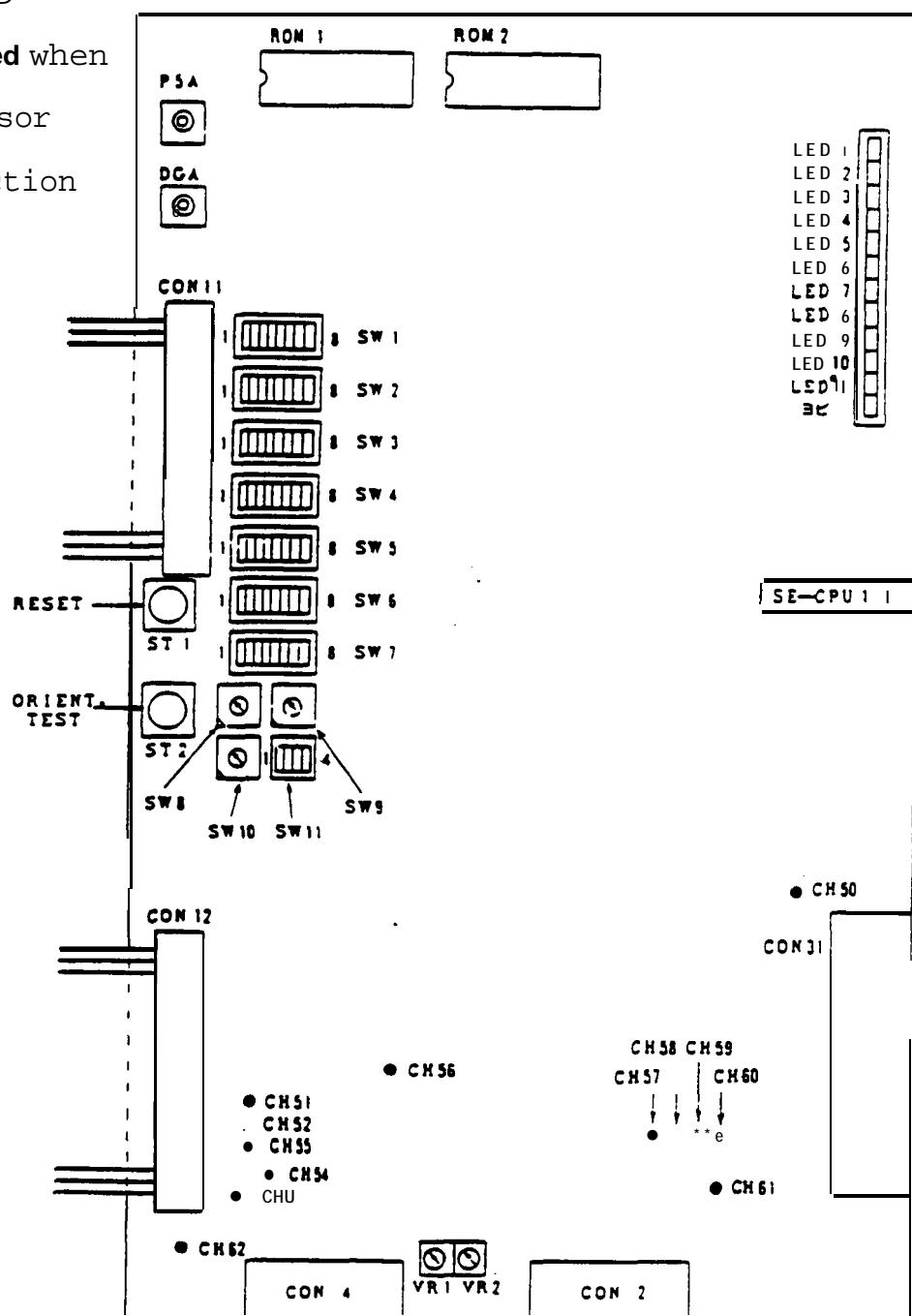
3 Insula- t ibn resis- tance	Every 6 months	Abnormally low insulation resistance? Isolate connections to control panel and use megger to measure across circuitry and ground. (No problem if 1 megaohm or more when measured with 500V megger.) If less than 1 Megaohm, inside of motor must be cleaned and dried. Disassemble motor and dry in an oven at a temperature not exceeding 90 deg.C.
4 Cooling fan	Every week Every month	Is fan-rotating and cooling properly? Any abnormal noise or vibration present?

CHAPTER 5 CARD CHECKS

All the adjustments on the control cards have been made prior to shipment to the machine builders. Avoid, therefore, rotating the controls (**VRs**).

5.1 SE-CPU1 CARD

This card is **used** when the magnetic sensor orientation function is provided.



(1) List of **LEDs**

LED	Name	Application	Description
LED1	PHASE SEQUENCE	Power supply phase identification	Lights when power supply phase rotation is positive. OFF when power supply phase rotation is negative.
LED2	READY	Ready	Lights when controller is ready to operate; OFF when SET1-SET2 inputs are OFF or when alarm occurs.
LED3	CW DRIVE	Motor forward (CW) rotation command	Lights when forward rotation command has been input; also, lights with orientation stop.
LED4	CCW DRIVE	Motor reverse (CCW) rotation command	Lights when reverse rotation signal has been input.
LED5	SPEED DE- TECTION	Speed detection	Lights when motor speed falls below DIP switch setting.
LED6	CURRENT DETEC- TION	Current detection	Lights when a current equivalent to 110% of rated current flows to motor.
LED7	UP TO SPEED	Speed arrival	Lights when actual motor speed is +/- 15% of command speed.
LED8	APPROACH	Approach	Lights during period from 1st to 2nd deceleration point.

LED	Name	Application	Description
LED9	I N - POSITION	In-position	Lights with orientation stop within angle range set by DIP switch.
LED10	ZERO SPEED	Zero	Lights when speed is below zero speed set by DIP switch.
LED11	SENS	Magnetic sensor sensitivity	Lights when magnetic sensor output during orientation is 8.5V or more.
LED12	—	—	Not used.

(2) List of DIP switches and rotary switches

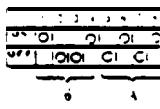
Note 1: "O" denotes DIP switch ON setting.

"X" denotes DIP switch OFF setting.

Note 2: The settings may differ slightly depending on the ROM used and so reference should be made to the order parts list.

Note 3: Make the setting marked with an asterisk apply from ROM 490-D or following.

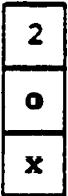
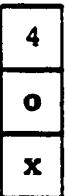
Note 4: Make the settings marked with a double asterisk apply from ROM 490-C or following.

Switch	Name	Description
SW1	Gear ratio (H range)	<p>Used to set gear ratio.</p> <p>Gear ratio = $\frac{\text{Maximum spindle speed}}{\text{Maximum motor speed}} \times 80^H$ $(= 128^D)$</p> <p>Setting example:</p>
SW2	Gear ratio (M range)	<p>When max. spindle speed is 5000 rpm with a maximum H gear motor speed of 6000 rpm <u>Hexa-decimal</u></p>
SW3	Gear ratio (L range)	<p>Gear ratio = $5000/6000 \times 128^D = 106^D = 6A^H$</p> <p>This is treated as-the values below when the following switches are all ON.</p> <p>SW1 all switches ON ... Gear ratio = 80^H</p> <p>SW2 all switches ON ... Gear ratio = 40^H</p> <p>SW3 all switches ON ... Gear ratio = 20^H</p> 

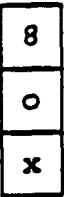
Switch	Name	Description																											
SW4-1	Creep speed	<p>Used to set creep speed with orientation.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>1</td><td>... Creep speed</td></tr> <tr><td>0</td><td>... 20 rpm</td></tr> <tr><td>X</td><td>... 30 rpm</td></tr> </table>	1	... Creep speed	0	... 20 rpm	X	... 30 rpm																					
1	... Creep speed																												
0	... 20 rpm																												
X	... 30 rpm																												
SW4-2 ~ 4	2nd deceleration point range	<p>Used to set the 2nd deceleration point range.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>2</td><td>3</td><td>4</td></tr> <tr><td>O</td><td>O</td><td>O</td></tr> <tr><td>O</td><td>O</td><td>X</td></tr> <tr><td>O</td><td>X</td><td>O</td></tr> <tr><td>O</td><td>X</td><td>X</td></tr> <tr><td>X</td><td>O</td><td>O</td></tr> <tr><td>X</td><td>O</td><td>X</td></tr> <tr><td>X</td><td>X</td><td>O</td></tr> <tr><td>X</td><td>X</td><td>X</td></tr> </table> <p>2nd deceleration point range</p> <p>... 25 deg.</p> <p>... 24 deg.</p> <p>... 23 deg.</p> <p>... 21 deg.</p> <p>... 20 deg.</p> <p>... 19 deg.</p> <p>... 18 deg.</p> <p>... 16 deg.</p>	2	3	4	O	O	O	O	O	X	O	X	O	O	X	X	X	O	O	X	O	X	X	X	O	X	X	X
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X	X	X																											
SW4-5 ~ 7	1st deceleration point range	<p>Used to set the 1st deceleration point range.</p>																											

Switch	Name	Description																													
		<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>5</td><td>6</td><td>7</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table>	5	6	7	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x	1st deceleration point range	
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			... 158 deg.																												
			... 149 deg.																												
SW4-8	Magnetic sen- mounting di- rection	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>8</td></tr> <tr><td>0</td></tr> <tr><td>x</td></tr> </table>	8	0	x	Set to reverse position if high degree of hunting occurs with orientation stop.	..Forward ..Reverse																								
8																															
0																															
x																															
SW5-1,2	Torque limit	Used when limiting motor torque.																													
		External input	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>1</td><td>2</td></tr> <tr><td>o</td><td>o</td></tr> <tr><td>o</td><td>x</td></tr> <tr><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td></tr> <tr><td>o</td><td>o</td></tr> <tr><td>o</td><td>x</td></tr> <tr><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td></tr> </table>	1	2	o	o	o	x	x	o	x	x	o	o	o	x	x	o	x	x	Torque limit									
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		TL2 ... OFF		... 15%																											
				... 20%																											
				... 25%																											
		TL1 ... OFF		... 20%																											
		TL2 ... ON		... 30%																											
				... 40%																											
				... 50%																											
		(Note)	30-minute rated torque is 100%.																												

Switch	Name	Description																																																						
SW5-3 ~ 5**	Cushion time constant	<p>Used to set the time constant of the maximum speed command from 0.</p> <p>**</p> <p><i>Acc/Dec.</i></p> <table border="1"> <tr><td>3</td><td>4</td><td>5</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>... 0.3s ... 1.5s ... 3s ... 4s ... 5s ... 6s ... 8s ... 10s</p> <table border="1"> <tr><td>3</td><td>4</td><td>5</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>... 0.3s ... 1.5s ... 1s ... 2s ... 0.3s ... 0.65 ... 1s ... 2s</p> <p>1st cushion</p> <p>2nd cushion</p> <p>(Note) Adopted for the 2nd cushion is a system which limits the acceleration changes of the motor.</p>	3	4	5	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x	3	4	5	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	o	o	x	o	x	o	x	x	x
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SW5-6 ~ 8	Speed detection range	<p>Output transistors are activated when the speed is whithin the set motor speed range.</p> <table border="1"> <tr><td>6</td><td>7</td><td>8</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>Speed detection range</p> <p>... 2% or below</p> <p>... 10% "</p> <p>... 18% " (Note)</p> <p>... 26% " Maximum speed</p> <p>... 34% " is 100%.</p> <p>... 42% "</p> <p>... 50% "</p> <p>... 58% "</p>	6	7	8	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x																											
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Switch	Name	Description
SW6-1	Normal/test <i>OF</i>	 <p>... Normal mode ... Test mode</p> <p>Normal mode is used for normal operation. Test position is used for orientation tests.</p>
-2	Closed/open	 <p>Used for switching between open/closed speed loop. ... Closed loop ... Open loop</p> <p>Used with closed loop for normal operation. Speed detector go/no go, etc. can be identified in the open and closed. operation states.</p>
SW6-3	Binary/BCD	 <p>... Speed command binary ... Speed command BCD</p> <p>Used to select digital speed command format. Speed command is read as binary 12-bit input for binary and as BCD 2-digit input for BCD.</p>
-4	Speed input emitter/ collector	 <p>... Speed input open emitter ... Speed input open collector</p> <p>(Note) Refer to the settings of P59 I01 card pins 2 and 3.</p>

Switch	Name	Description
• sw6-5	Servo rigidity selection	 <p>... Servo rigidity HIGH ... Servo rigidity LOW</p>
-6	Meter calibration	 <p>... Meter OFF ... Meter ON</p> <p>Used to calibrate speed meter and load meter full scale. In ON mode, the meter full scale voltage is output and so adjust speed meter (SM1, VR14 SE-I01 card) and load meter (LM1, VR-15 SE-101 card) VRs.</p>
SW6-7	Maximum speed	 <p>... Maximum speed LOW ... Maximum speed HIGH</p> <p>Used to switch the maximum speed (3450/4600, 4500/6000, 6000/10000 rpm) in accordance with the motor type setting.</p>

Switch	Name	Description
SW6-8	Zero speed	 <p>... zero speed LOW (25 rpm) ... Zero speed HIGH (50 rpm)</p> <p>Zero speed is output at zero speed setting or below.</p>
SW7-1	Magnetic sensor orientation in-position range	 <p>... Magnetic sensor in-position range LOW (1 deg.) Magnetic sensor in-position range HIGH (5 deg.)</p>
-2	External emergency stop	 <p>... LED ON with-emergency stop ... LED OFF with emergency stop</p> <p>Used to select mode with alarm display or mode without alarm display in external emergency stop.</p>
SW7-3	Load meter output	 <p>... Load meter output HIGH (10V) ... Load meter output LOW (3V)</p> <p>Used to select output voltage with 120% output.</p>

Switch	Name	Description																																																																																																																																																																																																																																																																								
SW7-4	Base speed	 <p>... 1150 rpm base speed ... 1500 rpm base speed</p> <p>Used to select base speed of applicable motor.</p>																																																																																																																																																																																																																																																																								
SW7-5 - 8	Motor type	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: left;">Base = 1150 rpm</th> <th colspan="3" style="text-align: center;">Max. speed (SW6-7)</th> <th colspan="4" style="text-align: left;">Base = 1500 rpm</th> <th colspan="3" style="text-align: center;">Max. speed (SW6-7)</th> </tr> <tr> <th>3</th><th>6</th><th>7</th><th>8</th> <th>Capacity</th><th>L</th><th>H</th> <th>3</th><th>6</th><th>7</th><th>8</th> <th>Capacity</th><th>L</th><th>H</th> </tr> </thead> <tbody> <tr><td>C</td><td>O</td><td>C</td><td>O</td><td>Spare</td><td>Spare</td><td>Spare</td><td>O</td><td>O</td><td>O</td><td>O</td><td>5.5/9 kw</td><td>4500</td><td>6000</td></tr> <tr><td>O</td><td>O</td><td>O</td><td>X</td><td>2.2/3.7kw</td><td>3450</td><td>4600</td><td>O</td><td>O</td><td>C</td><td>X</td><td>2.2/3.7kw</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>O</td><td>X</td><td>O</td><td>3.7/5.5</td><td>-</td><td>-</td><td>O</td><td>O</td><td>X</td><td>C</td><td>3.7/5.5</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>O</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td><td>O</td><td>O</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>X</td><td>O</td><td>O</td><td>7.5/11</td><td>-</td><td>-</td><td>O</td><td>X</td><td>C</td><td>C</td><td>7.5/11</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>X</td><td>O</td><td>X</td><td>11/15</td><td>-</td><td>-</td><td>O</td><td>X</td><td>O</td><td>X</td><td>11/15</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>X</td><td>XX</td><td>C</td><td>15/18.5</td><td>-</td><td>-</td><td>O</td><td>X</td><td>X</td><td>C</td><td>15/18.5</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>X</td><td>XX</td><td>X</td><td>18.5/22</td><td>-</td><td>-</td><td>O</td><td>X</td><td>X</td><td>X</td><td>18.5/22</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>O</td><td>C</td><td>O</td><td>Spare</td><td>Spare</td><td>Spare</td><td>X</td><td>C</td><td>C</td><td>C</td><td>Spare</td><td>Spare</td><td>Spare</td></tr> <tr><td>X</td><td>O</td><td>O</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td><td>X</td><td>C</td><td>C</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td></tr> <tr><td>X</td><td>O</td><td>X</td><td>O</td><td>2.2/3.7</td><td>-</td><td>8000</td><td>X</td><td>C</td><td>X</td><td>C</td><td>3.7/5.5</td><td>-</td><td>8000</td></tr> <tr><td>X</td><td>O</td><td>X</td><td>X</td><td>3.7/5.5</td><td>-</td><td>-</td><td>X</td><td>O</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>C</td><td>O</td><td>5.5/7.5</td><td>-</td><td>6000</td><td>X</td><td>X</td><td>C</td><td>O</td><td>5.5/9</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>C</td><td>X</td><td>7.5/11</td><td>-</td><td>-</td><td>X</td><td>X</td><td>C</td><td>X</td><td>2.2/3.7</td><td>6000</td><td>10kw</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>C</td><td>11/15</td><td>-</td><td>-</td><td>X</td><td>X</td><td>X</td><td>C</td><td>2.2/3.7/5.5</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td><td>X</td><td>X</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> </tbody> </table> <p>Select the compatible motor in combination with the selection of the maximum speed (SW6-7) and of the base speed (SW7-4).</p>													Base = 1150 rpm				Max. speed (SW6-7)			Base = 1500 rpm				Max. speed (SW6-7)			3	6	7	8	Capacity	L	H	3	6	7	8	Capacity	L	H	C	O	C	O	Spare	Spare	Spare	O	O	O	O	5.5/9 kw	4500	6000	O	O	O	X	2.2/3.7kw	3450	4600	O	O	C	X	2.2/3.7kw	-	-	O	O	X	O	3.7/5.5	-	-	O	O	X	C	3.7/5.5	-	-	O	O	X	X	5.5/7.5	-	-	O	O	X	X	5.5/7.5	-	-	O	X	O	O	7.5/11	-	-	O	X	C	C	7.5/11	-	-	O	X	O	X	11/15	-	-	O	X	O	X	11/15	-	-	O	X	XX	C	15/18.5	-	-	O	X	X	C	15/18.5	-	-	O	X	XX	X	18.5/22	-	-	O	X	X	X	18.5/22	-	-	X	O	C	O	Spare	Spare	Spare	X	C	C	C	Spare	Spare	Spare	X	O	O	X	Spare	Spare	Spare	X	C	C	X	Spare	Spare	Spare	X	O	X	O	2.2/3.7	-	8000	X	C	X	C	3.7/5.5	-	8000	X	O	X	X	3.7/5.5	-	-	X	O	X	X	5.5/7.5	-	-	X	X	C	O	5.5/7.5	-	6000	X	X	C	O	5.5/9	-	-	X	X	C	X	7.5/11	-	-	X	X	C	X	2.2/3.7	6000	10kw	X	X	X	C	11/15	-	-	X	X	X	C	2.2/3.7/5.5	-	-	X	X	X	X	Spare	Spare	Spare	X	X	X	X	5.5/7.5	-	-
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X	X	X	X	Spare	Spare	Spare	X	X	X	X	5.5/7.5	-	-																																																																																																																																																																																																																																																													

Switch	Name	Description																																																			
SW8	Speed control loop Proportional constant ... K_p	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>mode</td><td>①</td><td>②</td><td>③</td><td>④</td><td>⑤</td><td>⑥</td><td>⑦</td><td>⑧</td><td>⑨</td><td>⑩</td><td>⑪</td><td>⑫</td><td>⑬</td><td>⑭</td><td>⑮</td><td>⑯</td></tr> <tr><td>proportional gain</td><td>$\frac{8}{32}$</td><td>$\frac{12}{32}$</td><td>$\frac{14}{32}$</td><td>$\frac{17}{32}$</td><td>$\frac{20}{32}$</td><td>$\frac{22}{32}$</td><td>$\frac{25}{32}$</td><td>$\frac{28}{32}$</td><td>1</td><td>1.2</td><td>1.4</td><td>1.6</td><td>1.8</td><td>2</td><td>2.2</td><td>2.4</td></tr> <tr><td>ω_n</td><td>23</td><td>34</td><td>44</td><td>53</td><td>63</td><td>72</td><td>81</td><td>91</td><td>100</td><td>120</td><td>140</td><td>160</td><td>180</td><td>200</td><td>220</td><td>240</td></tr> </table> <p>(rad/s)</p>	mode	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	proportional gain	$\frac{8}{32}$	$\frac{12}{32}$	$\frac{14}{32}$	$\frac{17}{32}$	$\frac{20}{32}$	$\frac{22}{32}$	$\frac{25}{32}$	$\frac{28}{32}$	1	1.2	1.4	1.6	1.8	2	2.2	2.4	ω_n	23	34	44	53	63	72	81	91	100	120	140	160	180	200	220	240
mode	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯																																					
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ω_n	23	34	44	53	63	72	81	91	100	120	140	160	180	200	220	240																																					
SW9	Speed control loop Integral con- stant ... K_i	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>mode</td><td>①</td><td>②</td><td>③</td><td>④</td><td>⑤</td><td>⑥</td><td>⑦</td><td>⑧</td><td>⑨</td><td>⑩</td><td>⑪</td><td>⑫</td><td>⑬</td><td>⑭</td><td>⑮</td><td>⑯</td></tr> <tr><td>integral gain</td><td>$\frac{3}{32}$</td><td>$\frac{11}{32}$</td><td>$\frac{14}{32}$</td><td>$\frac{17}{32}$</td><td>$\frac{20}{32}$</td><td>$\frac{22}{32}$</td><td>$\frac{25}{32}$</td><td>$\frac{28}{32}$</td><td>1</td><td>1.2</td><td>1.4</td><td>1.6</td><td>1.8</td><td>2</td><td>2.2</td><td>2.4</td></tr> <tr><td>ω_i</td><td>1.5</td><td>2.1</td><td>2.6</td><td>3.2</td><td>3.8</td><td>4.3</td><td>4.9</td><td>5.4</td><td>6.0</td><td>7.2</td><td>8.4</td><td>9.6</td><td>10.8</td><td>12.0</td><td>13.2</td><td>14.4</td></tr> </table> <p>(rad/s)</p> <p>Used to select the loop transfer function of speed control loop in combination with SW11-3,4 mode selection.</p> <p>Standard settings: notch 4 for both SW8 and SW9.</p>	mode	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	integral gain	$\frac{3}{32}$	$\frac{11}{32}$	$\frac{14}{32}$	$\frac{17}{32}$	$\frac{20}{32}$	$\frac{22}{32}$	$\frac{25}{32}$	$\frac{28}{32}$	1	1.2	1.4	1.6	1.8	2	2.2	2.4	ω_i	1.5	2.1	2.6	3.2	3.8	4.3	4.9	5.4	6.0	7.2	8.4	9.6	10.8	12.0	13.2	14.4
mode	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯																																					
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Switch	Name	Description																																			
SW10	Orientation speed setting	<table border="1"> <thead> <tr> <th>Notch</th> <th>Orientation Speed</th> </tr> </thead> <tbody> <tr> <td>20</td> <td></td> </tr> <tr> <td>1</td> <td>40</td> </tr> <tr> <td>2</td> <td>60</td> </tr> <tr> <td>3</td> <td>80</td> </tr> <tr> <td>4</td> <td>100</td> </tr> <tr> <td>5</td> <td>120</td> </tr> <tr> <td>6</td> <td>140</td> </tr> <tr> <td>7</td> <td>160</td> </tr> <tr> <td>8</td> <td>180</td> </tr> <tr> <td>9</td> <td>200</td> </tr> <tr> <td>A</td> <td>220</td> </tr> <tr> <td>B</td> <td>240</td> </tr> <tr> <td>C</td> <td>260</td> </tr> <tr> <td>D</td> <td>280</td> </tr> <tr> <td>E</td> <td>300</td> </tr> <tr> <td>F</td> <td>320</td> </tr> </tbody> </table>	Notch	Orientation Speed	20		1	40	2	60	3	80	4	100	5	120	6	140	7	160	8	180	9	200	A	220	B	240	C	260	D	280	E	300	F	320	<p>Speeds on left are spindle speeds.</p> <p>Motor speed depends on gear ratio.</p> <p>When there is a tendency toward overshooting with orientation, reduce and adjust the orientation speed using this switch.</p>
Notch	Orientation Speed																																				
20																																					
1	40																																				
2	60																																				
3	80																																				
4	100																																				
5	120																																				
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A	220																																				
B	240																																				
C	260																																				
D	280																																				
E	300																																				
F	320																																				

SW11- 1,2	Orientation rotation' direction	<table border="1" data-bbox="538 34 666 359"> <tr><td>1</td><td>2</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>X</td></tr> <tr><td>X</td><td>0</td></tr> <tr><td>X</td><td>X</td></tr> </table>	1	2	0	0	0	X	X	0	X	X	<p>--- Pre mode Orient from previous motor rotation direction</p> <p>--- Reverse mode Motor reverse rotation direction orientation</p> <p>... Forward' mode Motor forward rotation direction orientation</p> <p>... Spare</p>
1	2												
0	0												
0	X												
X	0												
X	X												
-3,4	Control with orientation stop	<table border="1" data-bbox="538 381 666 555"> <tr><td>3</td><td>4</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>X</td></tr> <tr><td>X</td><td>0</td></tr> <tr><td>X</td><td>X</td></tr> </table>	3	4	0	0	0	X	X	0	X	X	<p>... PI control</p> <p>--Delay/advance control $\omega_T = 1.17 \text{ rad/sec}$</p> <p>" " = 0.78 rad/sec</p> <p>" " = 0.39 rad/sec</p> <p>Enables delay/advance control when servo rigidity is to be increased with orientation stop.</p>
3	4												
0	0												
0	X												
X	0												
X	X												

(3) List of pushbutton switches

No.	Name	Description
ST1	Reset	<p>Press the ST1 switch when the inverter operation is to be initialized totally and when the DIP switches and other settings have been reset.</p> <p>Do not set the switch while the motor is operating. If it is reset while the motor is operating, the motor free-runs and then stops.</p>
ST2	Orienta- tion test	<p>Motor operates at orient. speed while this switch is ON. When OFF, orient. is performed once and then motor stop.</p> <p>(Note) This is effective only when SW6-1 is OFF.</p>

(4) List of variable resistors

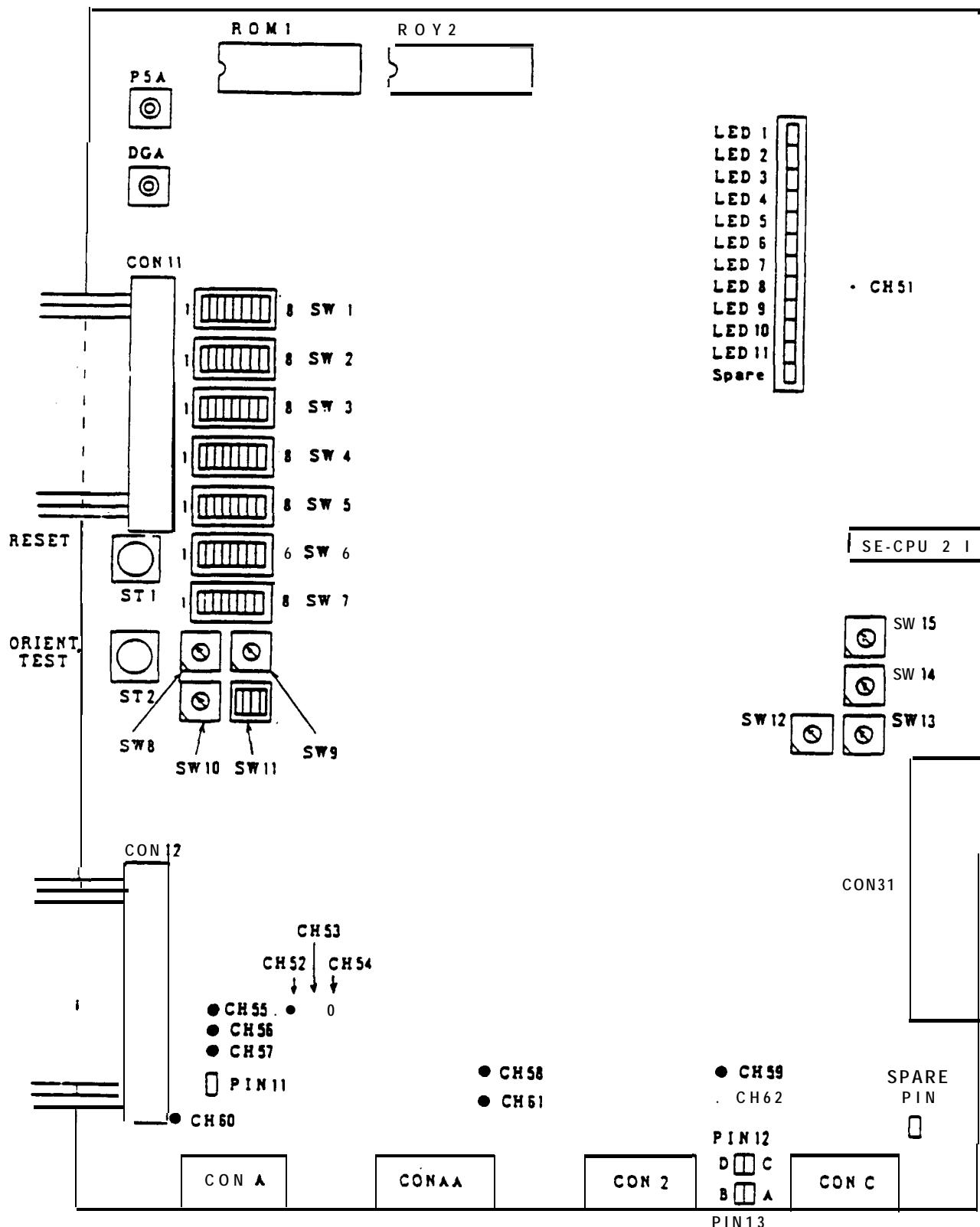
VR	Name	Description
VR1	Position shift	This enables the stop position to be finely adjusted.
VR2	Magnetic sensor sensitivity	This is adjusted so that the magnetic sensor sensitivity display LED11 lights during operation at the creep speed (20-30 rpm).

(5) List of check pins

No.	Description
P5A	+5
DGA	+0V (digital ground)
CH50	Speed feedback, phase A, square wave
CH51	-15V
CH52	+15V
CH53	Magnetic sensor output
CH54	+0V (analog ground)
CH55	+15V
CH56	A/D converter input
CH57	Speed feedback, phase B , sinusoidal wave
CH58	Speed feedback, phase B , sinusoidal wave
CH59	Speed feedback, phase A , sinusoidal wave
CH60	Speed feedback, phase A, sinusoidal wave
CH61	Speed feedback, phase B, square wave
CH62	+24V

5.2 SE-CPU2 CARD

This card is used when the 1024P/rev 2 phase encoder type of multiple point orientation function is provided.



(1) List of LEDs

LED	Name	Application	Description
LED1	PHASE SEQUENCE	Power supply phase identi- fication	Lights when power supply phase ro- tation is positive. OFF when power supply phase ro- tation is negative.
LED2	READY	Ready	Lights when controller is ready to operate; OFF when SET1-SET2 inputs are OFF or when alarm occurs.
LED3	CW DRIVE	Motor forward (CW) rotation command	Lights when forward rotation command is input; also light with orientation stop.
LED4	CCW DRIVE	Motor reverse (CCW) rotation command	Lights when reverse rotation command is input.
LED5	SPEED DE- TECTION	Speed detec- tion	Lights when motor speed falls below DIP switch setting.
LED6	CURRENT DETEC- TION	Current detec- tion	Lights when a current equivalent to 110% of rated current flows to motor.
LED7	UP TO SPEED	Speed arrival	Lights when actual motor speed is +/-15% of command speed .
LED8	APPROACH	Approach	Lights during period from 1st to 2nd deceleration point.
LED9	IN- POSITION	In-position	Lights with orient stop within range of pulse number set by ro- tary switch.

LED10	ZERO SPEED	Zero speed	Lights when speed is below zero speed set by DIP switch.
LED11	—	—	Not used
LED12	—	—	Not used.

(2) List of DIP switches and rotary switches

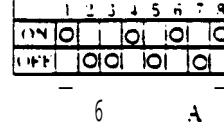
Note 1: "0" denotes DIP switch ON setting.

"X" denotes DIP switch OFF setting.

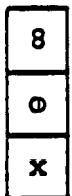
Note 2: The settings may differ slightly depending on the ROM used and so reference should be made to the order **parts list**.

Note 3: Make the settings marked with an asterisk apply from ROM 480-E or following.

Note 4: Make the settings marked with a double asterisk apply from **ROM 480-F or following**.

Switch	Name	Description
SW1	Gear ratio (H range)	<p>Used to set gear ratio.</p> <p>Gear ratio = $\frac{\text{Maximum spindle speed}}{\text{Maximum motor speed}} \times 80^H$ $(= 128^D)$</p> <p>Setting example:</p> <p>When max. spindle speed is 5000 rpm with a maximum H gear motor speed of 6000 rpm Hexa-decimal</p>
SW2	Gear ratio (M range)	<p>$\text{Gear ratio} = 5000/6000 \times 128^D = 106^D = 6A^H$</p> <p>This is treated as the values below when the following switches are all ON.</p> 
SW3	Gear ratio (L range)	<p>SW1 all switches ON ... Gear ratio = 80^H</p> <p>SW2 all switches ON ... Gear ratio = 40^H</p> <p>SW3 all switches ON . . . Gear ratio = 20^H</p>

Switch	Name	Description																											
SW4-1	Creep speed	<p>Used to set creep speed with orientation.</p> <table border="1" style="margin-left: 20px;"> <tr><td>1</td><td>Creep speed</td></tr> <tr><td>o</td><td>... 20 rpm</td></tr> <tr><td>x</td><td>... 30 rpm</td></tr> </table>	1	Creep speed	o	... 20 rpm	x	... 30 rpm																					
1	Creep speed																												
o	... 20 rpm																												
x	... 30 rpm																												
SW4-2 ~ 4	2nd deceleration point range	<p>Used to set the 2nd deceleration point range.</p> <table border="1" style="margin-left: 20px;"> <tr><td>2</td><td>3</td><td>4</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>2nd deceleration point range</p> <p>... 25 deg.</p> <p>... 24 deg.</p> <p>... 23 deg.</p> <p>... 21 deg.</p> <p>... 20 deg.</p> <p>... 18 deg.</p> <p>... 17 deg.</p> <p>... 15 deg.</p>	2	3	4	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x
2	3	4																											
o	o	o																											
o	o	x																											
o	x	o																											
o	x	x																											
x	o	o																											
x	o	x																											
x	x	o																											
x	x	x																											
SW4-5 ~ 7	1st deceleration point range	<p>Used to set the 1st deceleration point range.</p> <table border="1" style="margin-left: 20px;"> <tr><td>5</td><td>6</td><td>7</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>1st deceleration point range</p> <p>... 225 deg.</p> <p>... 214 deg.</p> <p>... 203 deg.</p> <p>... 191 deg.</p> <p>... 180 deg.</p> <p>... 169 deg.</p> <p>... 158 deg.</p> <p>... 146 deg.</p>	5	6	7	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x
5	6	7																											
o	o	o																											
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o	x	o																											
o	x	x																											
x	o	o																											
x	o	x																											
x	x	o																											
x	x	x																											

Switch	Name	Description																																					
SW4-8	Encoder mounting direction		Set to reverse position if high degree of hunting occurs with orientation stop.																																				
SWS-1,2	Torque limit	<p>Used when limiting motor torque,</p> <table> <tr> <td>External input</td> <td>1</td> <td>2</td> <td>Torque limit</td> </tr> <tr> <td>TL1 ... ON</td> <td>○</td> <td>○</td> <td>... 10%</td> </tr> <tr> <td>TL2 ... OFF</td> <td>○</td> <td>X</td> <td>... 15%</td> </tr> <tr> <td></td> <td>X</td> <td>○</td> <td>... 20%</td> </tr> <tr> <td></td> <td>X</td> <td>X</td> <td>... 25%</td> </tr> <tr> <td></td> <td>○</td> <td>○</td> <td>... 30%</td> </tr> <tr> <td>TL1 ... OFF</td> <td>○</td> <td>X</td> <td>... 40%</td> </tr> <tr> <td>TL2 ... ON</td> <td>X</td> <td>○</td> <td>... 50%</td> </tr> <tr> <td></td> <td>X</td> <td>X</td> <td></td> </tr> </table> <p>(Note) 30-minute rated torque is 100%.</p>	External input	1	2	Torque limit	TL1 ... ON	○	○	... 10%	TL2 ... OFF	○	X	... 15%		X	○	... 20%		X	X	... 25%		○	○	... 30%	TL1 ... OFF	○	X	... 40%	TL2 ... ON	X	○	... 50%		X	X		
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	X	X	... 25%																																				
	○	○	... 30%																																				
TL1 ... OFF	○	X	... 40%																																				
TL2 ... ON	X	○	... 50%																																				
	X	X																																					

Switch	Name	Description																																																							
SW5-3 ~ 5	Cushion time constant	<p>Used to set the time constant of the maximum speed command from 0.</p> <p>..</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>3</td><td>4</td><td>5</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>... 0.3S</p> <p>... 1.5S</p> <p>... 3S</p> <p>... 4S</p> <p>... 5S</p> <p>... 7.6S</p> <p>... 8S</p> <p>... 10S</p>	3	4	5	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>3</td><td>4</td><td>5</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>... 0.3S</p> <p>... 1.5S</p> <p>... 1S</p> <p>... 2S</p> <p>... 0.3S</p> <p>... 0.6S</p> <p>... 1S</p> <p>... 2S</p>	3	4	5	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x
3	4	5																																																							
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x	x	x																																																							
SW5-6 ~ 8	Speed detection range	<p>(Note) Adopted for the 2nd cushion is a system which limits the acceleration changes of the motor.</p> <p>Output transistors are activated when the speed is within the set motor speed range.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>6</td><td>7</td><td>8</td></tr> <tr><td>o</td><td>o</td><td>o</td></tr> <tr><td>o</td><td>o</td><td>x</td></tr> <tr><td>o</td><td>x</td><td>o</td></tr> <tr><td>o</td><td>x</td><td>x</td></tr> <tr><td>x</td><td>o</td><td>o</td></tr> <tr><td>x</td><td>o</td><td>x</td></tr> <tr><td>x</td><td>x</td><td>o</td></tr> <tr><td>x</td><td>x</td><td>x</td></tr> </table> <p>Speed detection range</p> <p>... 2% or below</p> <p>... 10% "</p> <p>... 18% "</p> <p>... 26% "</p> <p>... 34% "</p> <p>... 42% "</p> <p>... 50% "</p> <p>... 58% "</p> <p>Note:</p> <p>Maximum speed is 100%.</p>	6	7	8	o	o	o	o	o	x	o	x	o	o	x	x	x	o	o	x	o	x	x	x	o	x	x	x																												
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Switch	Name	Description
SW6-1	Normal/test	<p>1 ... Normal mode 0 ... Test mode</p> <p>Normal mode is used for normal operation. Test position is used for orientation tests.</p>
-2	Closed/open	<p>2 ... Closed loop 0 ... Open loop</p> <p>Used for switching between open/closed speed loop. Used with closed loop for normal operation. Speed detector go/no go, etc. can be identified in the open and closed operation states.</p>
SW6-3	Binary/BCD	<p>3 ... Speed command binary 0 ... Speed command BCD</p> <p>Used to select digital speed command format. Speed command is read as binary 12-bit input for binary and as BCD 2-digit input for BCD.</p>

Switch	Name	Description
SW6-4	Speed input emitter/ collector	 <p>... Speed input open emitter ... Speed input open collector</p> <p>(Note) Refer to the settings of P59 101 card pins 2 and 3.</p>
-5	Position input emitter/ collector	 <p>... Position input open emitter ... Position input open collector</p> <p>(Note) Refer to the settings of P59 101 card pins 2 and 3.</p>
-6	Meter calibration	 <p>... Meter OFF ... Meter ON</p> <p>Used to calibrate speed meter and load meter full scale. In ON mode, the meter full scale voltage is output and so adjust speed meter (SM1, VR14 SE-101 card) and load meter (LM1, VR-15 SE-101 card) VRs.</p>

Switch	Name	Description
SW6-7	Maximum speed	 <p>... Maximum speed LOW</p> <p>... Maximum speed HIGH</p> <p>Used to switch the maximum speed (3450/4600, 4500/6000, 6000/10000 rpm) in accordance with the motor type setting.</p>
-8	Zero speed	 <p>... Zero speed LOW (25 rpm)</p> <p>... zero speed HIGH (50 rpm)</p> <p>Zero speed is output at zero speed setting or below.</p>
SW7-1	Servo rigidity selection	 <p>... Servo rigidity HIGH</p> <p>... Servo rigidity LOW</p>
-2	External emergency stop	 <p>... LED ON with emergency stop</p> <p>... LED OFF with emergency stop</p> <p>Used to select mode with alarm display or mode without alarm display in external emergency stop.</p>

Switch	Name	Description																																																																																																																																																																																																																																																														
SW7-3	Load meter output	 ... Load meter output HIGH (10V)	... Load meter output LOW (3V)																																																																																																																																																																																																																																																													
		Used to select output voltage with 120% output.																																																																																																																																																																																																																																																														
-4	Base speed	 ... 1150 rpm base speed	... 1500 rpm base speed																																																																																																																																																																																																																																																													
		Used to select base speed of applicable motor.																																																																																																																																																																																																																																																														
SW7-5 ✓ 8	Motor type	<table border="1"> <thead> <tr> <th colspan="4">Base = 1150 rpm</th> <th colspan="3">Max. speed (SW 6-7)</th> <th colspan="4">Base = 1500 rpm</th> <th colspan="3">Max. speed (SW 6-7)</th> </tr> <tr> <th>5</th><th>6</th><th>7</th><th>8</th> <th>Capacity</th><th>L</th><th>H</th> <th>5</th><th>6</th><th>7</th><th>8</th> <th>Capacity</th><th>L</th><th>H</th> </tr> </thead> <tbody> <tr><td>C</td><td>C</td><td>C</td><td>C</td><td>Spare</td><td>Spare</td><td>Spare</td><td>C</td><td>C</td><td>C</td><td>C</td><td>5.5/9 kw</td><td>4500</td><td>6000</td></tr> <tr><td>C</td><td>C</td><td>C</td><td>X</td><td>2.2/3.7kw</td><td>3450</td><td>4400</td><td>C</td><td>C</td><td>C</td><td>X</td><td>2.2/3.7kw</td><td>-</td><td>-</td></tr> <tr><td>C</td><td>C</td><td>X</td><td>C</td><td>3.7/5.5</td><td>-</td><td>-</td><td>C</td><td>C</td><td>X</td><td>C</td><td>3.7/5.5</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>O</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td><td>O</td><td>G</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> <tr><td>C</td><td>X</td><td>C</td><td>C</td><td>7.5/11</td><td>-</td><td>-</td><td>C</td><td>X</td><td>C</td><td>C</td><td>7.5/11</td><td>-</td><td>-</td></tr> <tr><td>O</td><td>X</td><td>C</td><td>X</td><td>11/15</td><td>-</td><td>-</td><td>C</td><td>X</td><td>C</td><td>X</td><td>11/15</td><td>-</td><td>-</td></tr> <tr><td>C</td><td>X</td><td>X</td><td>C</td><td>15/18.5</td><td>-</td><td>-</td><td>C</td><td>X</td><td>X</td><td>C</td><td>15/18.5</td><td>-</td><td>-</td></tr> <tr><td>C</td><td>X</td><td>X</td><td>X</td><td>18.5/22</td><td>-</td><td>-</td><td>C</td><td>X</td><td>X</td><td>X</td><td>18.5/22</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>C</td><td>C</td><td>C</td><td>Spare</td><td>Spare</td><td>Spare</td><td>X</td><td>C</td><td>C</td><td>C</td><td>Spare</td><td>Spare</td><td>Spare</td></tr> <tr><td>X</td><td>C</td><td>O</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td><td>-</td><td>C</td><td>C</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td></tr> <tr><td>X</td><td>C</td><td>X</td><td>C</td><td>2.2/3.7</td><td>-</td><td>8000</td><td>X</td><td>C</td><td>X</td><td>C</td><td>3.7/5.5</td><td>-</td><td>8000</td></tr> <tr><td>X</td><td>O</td><td>X</td><td>X</td><td>3.7/5.5</td><td>-</td><td>-</td><td>X</td><td>C</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>C</td><td>C</td><td>5.5/7.5</td><td>-</td><td>6000</td><td>X</td><td>X</td><td>C</td><td>D</td><td>5.5/9</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>C</td><td>7.5/11</td><td>-</td><td>-</td><td>X</td><td>X</td><td>C</td><td>X</td><td>2.2/3.7</td><td>6000</td><td>10000</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td><td>11/15</td><td>-</td><td>-</td><td>X</td><td>X</td><td>X</td><td>X</td><td>2.2/3.7/5.5</td><td>-</td><td>-</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td><td>Spare</td><td>Spare</td><td>Spare</td><td>X</td><td>X</td><td>X</td><td>X</td><td>5.5/7.5</td><td>-</td><td>-</td></tr> </tbody> </table>	Base = 1150 rpm				Max. speed (SW 6-7)			Base = 1500 rpm				Max. speed (SW 6-7)			5	6	7	8	Capacity	L	H	5	6	7	8	Capacity	L	H	C	C	C	C	Spare	Spare	Spare	C	C	C	C	5.5/9 kw	4500	6000	C	C	C	X	2.2/3.7kw	3450	4400	C	C	C	X	2.2/3.7kw	-	-	C	C	X	C	3.7/5.5	-	-	C	C	X	C	3.7/5.5	-	-	O	O	X	X	5.5/7.5	-	-	O	G	X	X	5.5/7.5	-	-	C	X	C	C	7.5/11	-	-	C	X	C	C	7.5/11	-	-	O	X	C	X	11/15	-	-	C	X	C	X	11/15	-	-	C	X	X	C	15/18.5	-	-	C	X	X	C	15/18.5	-	-	C	X	X	X	18.5/22	-	-	C	X	X	X	18.5/22	-	-	X	C	C	C	Spare	Spare	Spare	X	C	C	C	Spare	Spare	Spare	X	C	O	X	Spare	Spare	Spare	-	C	C	X	Spare	Spare	Spare	X	C	X	C	2.2/3.7	-	8000	X	C	X	C	3.7/5.5	-	8000	X	O	X	X	3.7/5.5	-	-	X	C	X	X	5.5/7.5	-	-	X	X	C	C	5.5/7.5	-	6000	X	X	C	D	5.5/9	-	-	X	X	X	C	7.5/11	-	-	X	X	C	X	2.2/3.7	6000	10000	X	X	X	X	11/15	-	-	X	X	X	X	2.2/3.7/5.5	-	-	X	X	X	X	Spare	Spare	Spare	X	X	X	X	5.5/7.5	-	-	Select the compatible motor in combination with the selection of the maximum speed (SW6-7) and of the base speed (SW7-4).	
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Switch	Name	Description																																																		
SW8	Speed control loop Proportional constant.. K_p	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Notch</th><th>①</th><th>②</th><th>③</th><th>④</th><th>⑤</th><th>⑥</th><th>⑦</th><th>⑧</th><th>⑨</th><th>⑩</th><th>⑪</th><th>⑫</th><th>⑬</th><th>⑭</th><th>⑮</th></tr> </thead> <tbody> <tr> <td>Notch selection</td><td>$8\frac{1}{32}$</td><td>$11\frac{1}{32}$</td><td>$14\frac{1}{32}$</td><td>$17\frac{1}{32}$</td><td>$20\frac{1}{32}$</td><td>$23\frac{1}{32}$</td><td>$26\frac{1}{32}$</td><td>$29\frac{1}{32}$</td><td>1</td><td>1.2</td><td>1.4</td><td>1.6</td><td>1.8</td><td>2</td><td>2.2</td><td>2.4</td></tr> <tr> <td>ω_c</td><td>25</td><td>34</td><td>44</td><td>53</td><td>63</td><td>72</td><td>81</td><td>91</td><td>100</td><td>120</td><td>140</td><td>160</td><td>180</td><td>200</td><td>220</td><td>240</td></tr> </tbody> </table> <p>(rad/s)</p>	Notch	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	Notch selection	$8\frac{1}{32}$	$11\frac{1}{32}$	$14\frac{1}{32}$	$17\frac{1}{32}$	$20\frac{1}{32}$	$23\frac{1}{32}$	$26\frac{1}{32}$	$29\frac{1}{32}$	1	1.2	1.4	1.6	1.8	2	2.2	2.4	ω_c	25	34	44	53	63	72	81	91	100	120	140	160	180	200	220	240
Notch	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮																																					
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ω_c	25	34	44	53	63	72	81	91	100	120	140	160	180	200	220	240																																				
SW9	Speed control loop Integral constant.. K_I	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Notch</th><th>①</th><th>②</th><th>③</th><th>④</th><th>⑤</th><th>⑥</th><th>⑦</th><th>⑧</th><th>⑨</th><th>⑩</th><th>⑪</th><th>⑫</th><th>⑬</th><th>⑭</th><th>⑮</th></tr> </thead> <tbody> <tr> <td>Notch selection</td><td>$8\frac{1}{32}$</td><td>$11\frac{1}{32}$</td><td>$14\frac{1}{32}$</td><td>$17\frac{1}{32}$</td><td>$20\frac{1}{32}$</td><td>$23\frac{1}{32}$</td><td>$26\frac{1}{32}$</td><td>$29\frac{1}{32}$</td><td>1</td><td>1.2</td><td>1.4</td><td>1.6</td><td>1.8</td><td>2</td><td>2.2</td><td>2.4</td></tr> <tr> <td>ω_1</td><td>1.5</td><td>2.1</td><td>2.6</td><td>3.2</td><td>3.8</td><td>4.3</td><td>4.9</td><td>5.4</td><td>6.0</td><td>7.2</td><td>8.4</td><td>9.6</td><td>10.8</td><td>12.0</td><td>13.2</td><td>14.4</td></tr> </tbody> </table> <p>(rad/s)</p> <p>Used to determine loop transfer function of speed control loop in combination with SW11-3,4 mode selection.</p> <p>dB</p> <p>PI control</p> <p>Lag/advance control</p> <p>ω_n</p> <p>ω_c</p> <p>(rad/s)</p> <p>Standard settings: notch 4 for both SW8 and SW9.</p>	Notch	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	Notch selection	$8\frac{1}{32}$	$11\frac{1}{32}$	$14\frac{1}{32}$	$17\frac{1}{32}$	$20\frac{1}{32}$	$23\frac{1}{32}$	$26\frac{1}{32}$	$29\frac{1}{32}$	1	1.2	1.4	1.6	1.8	2	2.2	2.4	ω_1	1.5	2.1	2.6	3.2	3.8	4.3	4.9	5.4	6.0	7.2	8.4	9.6	10.8	12.0	13.2	14.4
Notch	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮																																					
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Switch	Name	Description																																			
SW10	Orientation speed setting	<table border="1"> <thead> <tr> <th>Notch</th> <th>Orientation Speed rpm</th> </tr> </thead> <tbody> <tr><td>0</td><td>20</td></tr> <tr><td>1</td><td>40</td></tr> <tr><td>2</td><td>60</td></tr> <tr><td>3</td><td>I 80 I</td></tr> <tr><td>4</td><td>100</td></tr> <tr><td>5</td><td>120</td></tr> <tr><td>6</td><td>140</td></tr> <tr><td>7</td><td>160</td></tr> <tr><td>8</td><td>180</td></tr> <tr><td>9</td><td>200</td></tr> <tr><td>A</td><td>220</td></tr> <tr><td>B</td><td>240</td></tr> <tr><td>C</td><td>260</td></tr> <tr><td>D</td><td>280</td></tr> <tr><td>E</td><td>300</td></tr> <tr><td>F</td><td>320</td></tr> </tbody> </table>	Notch	Orientation Speed rpm	0	20	1	40	2	60	3	I 80 I	4	100	5	120	6	140	7	160	8	180	9	200	A	220	B	240	C	260	D	280	E	300	F	320	<p>Speeds on left are spindle speeds.</p> <p>Motor speed depends on gear ratio.</p> <p>When there is a tendency toward overshooting with orientation, reduce and adjust the orientation speed using this switch.</p>
Notch	Orientation Speed rpm																																				
0	20																																				
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F	320																																				

SW11- 1,2	Orientation rotation direction	<table border="1" data-bbox="468 63 580 365"> <tr><td>1</td><td>2</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>X</td></tr> <tr><td>X</td><td>0</td></tr> <tr><td>X</td><td>X</td></tr> </table>	1	2	0	0	0	X	X	0	X	X	<p>... Pre mode Orient from previous motor rotation direction</p> <p>... Reverse mode Motor reverse rotation direction orientation</p> <p>... Forward mode Motor forward rotation direction orientation</p> <p>... Spare</p>
1	2												
0	0												
0	X												
X	0												
X	X												
-3,4	Control with orientation stop	<table border="1" data-bbox="468 404 580 567"> <tr><td>3</td><td>4</td></tr> <tr><td>0</td><td>0</td></tr> <tr><td>0</td><td>X</td></tr> <tr><td>X</td><td>0</td></tr> <tr><td>X</td><td>X</td></tr> </table>	3	4	0	0	0	X	X	0	X	X	<p>... PI control <i>Normal Select</i></p> <p>... Delay/advance control $\omega_T = 1.17 \text{ rad/sec}$ $" = 0.78 \text{ rad/sec}$ $" = 0.39 \text{ rad/sec}$</p> <p>Enables delay/advance control when servo rigidity is to be increased with orientation stop.</p>
3	4												
0	0												
0	X												
X	0												
X	X												

Switch	Name	Description																																			
SW12	Encoder orientation in-position range	<table border="1"> <thead> <tr> <th>Notch</th> <th>In-Position range</th> </tr> </thead> <tbody> <tr><td>0</td><td>0 .</td></tr> <tr><td>1</td><td>0.09 deg.</td></tr> <tr><td>2</td><td>0.18 deg.</td></tr> <tr><td>3</td><td>0.26 deg.</td></tr> <tr><td>4</td><td>0.35 deg.</td></tr> <tr><td>5</td><td>0.44 deg.</td></tr> <tr><td>6</td><td>0.53 deg.</td></tr> <tr><td>7</td><td>0.62 deg.</td></tr> <tr><td>8</td><td>0.70 deg.</td></tr> <tr><td>9</td><td>0.79 deg.</td></tr> <tr><td>A</td><td>0.88 deg.</td></tr> <tr><td>B</td><td>0.97 deg.</td></tr> <tr><td>C</td><td>1.06 deg.</td></tr> <tr><td>D</td><td>1.14 deg.</td></tr> <tr><td>E</td><td>1.23 deg.</td></tr> <tr><td>F</td><td>1.32 deg.</td></tr> </tbody> </table>	Notch	In-Position range	0	0 .	1	0.09 deg.	2	0.18 deg.	3	0.26 deg.	4	0.35 deg.	5	0.44 deg.	6	0.53 deg.	7	0.62 deg.	8	0.70 deg.	9	0.79 deg.	A	0.88 deg.	B	0.97 deg.	C	1.06 deg.	D	1.14 deg.	E	1.23 deg.	F	1.32 deg.	<p>Used to set position error range in which orientation finish signal is output.</p> <p>Since a single spindle rotation is divided into 4096 parts:</p> <p>Error range =</p> $360 \text{ deg.} \times \frac{\text{set value}}{4096}$ <p>Standard notch A setting</p>
Notch	In-Position range																																				
0	0 .																																				
1	0.09 deg.																																				
2	0.18 deg.																																				
3	0.26 deg.																																				
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B	0.97 deg.																																				
C	1.06 deg.																																				
D	1.14 deg.																																				
E	1.23 deg.																																				
F	1.32 deg.																																				

Switch	Name	Description
SW13	Orientation,	SW13 0 - F x 256 12.5°
SW14	Position 0.8	SW14 0 - F x 16, 12 bit binary 1.4°
SW15	Shift 8/	SW15 0 - F x 1 $.088^\circ$ Position shift = $360 \text{ deg.} \times \frac{\text{set value}}{4096}$ Least increment = $360 \text{ deg.} \times \frac{1}{4096} = 0.09$ Set for stopping at prescribed orientation position with encoder mounting. Position will not shift even when selected during orientation stop and so re-orientation

(3) List of pushbutton switches

No.	Name	Description
ST1	Reset	<p>Press the ST1 switch when the inverter operation is to be initialized totally and when the DIP switches and other settings have been reset.</p> <p>Do not set the switch while the motor is operating. If it is reset while the motor is operating, the motor <i>free-runs</i> and then stops.</p>
ST2	Orienta- tion test	<p>Motor operates at motor orientation speed while this switch is ON. When OFF, orientation is performed once and then motor stops.</p> <p>(Note) This is effective only when SW6-1 is OFF.</p>

Setting pins

Note: denotes that pin is inserted.

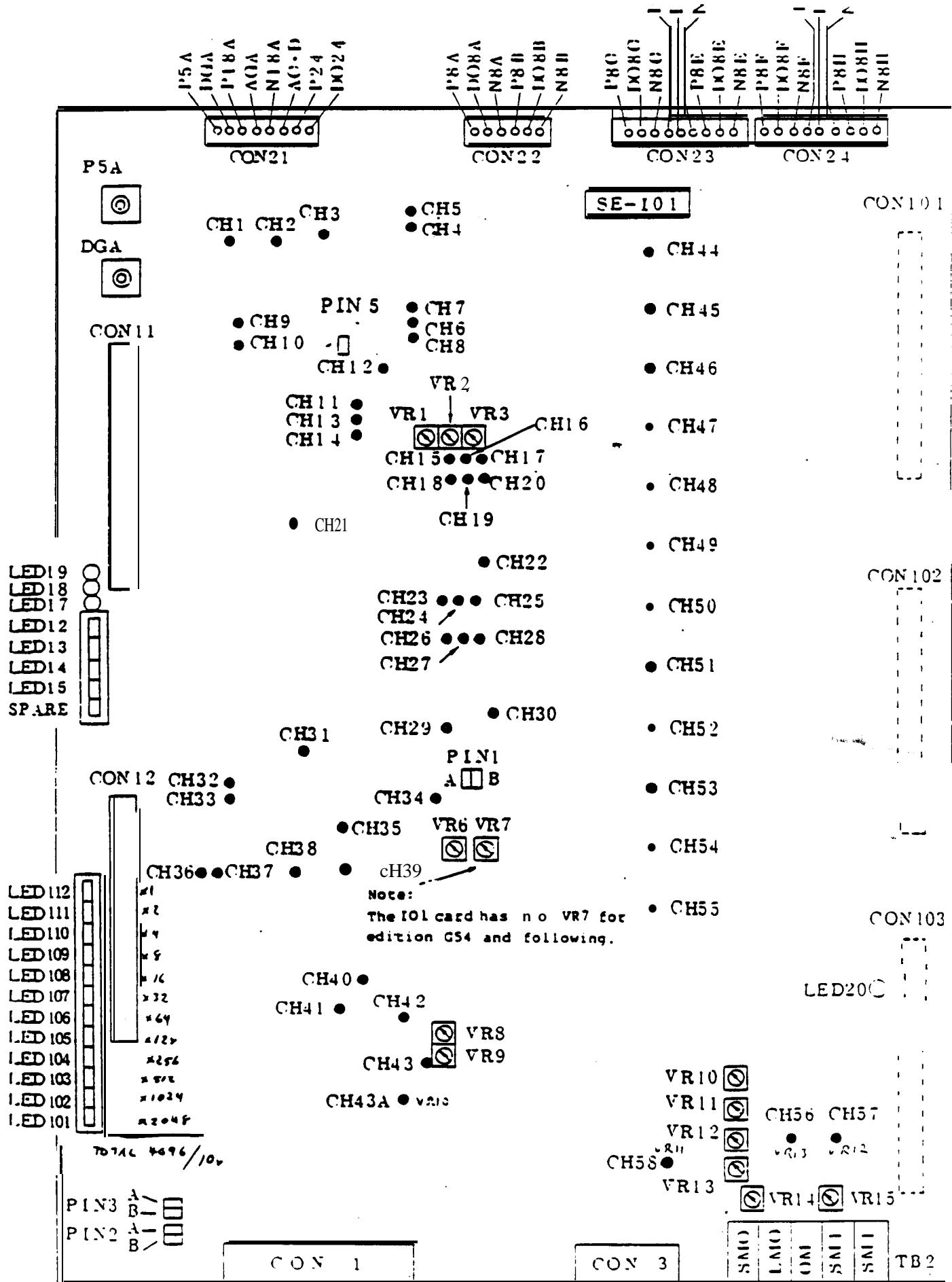
denotes that pin is removed.

No.	Name	Description			
PIN 11	Orientation encoder power supply	C1 Supply from NC Yes	PIN11	SPARE PIN	
		C2 Supply from NC No	PIN11	SPARE PIN	
PIN 12 13	Orientation position inter- face setting	B1 Source drive (open emitter)	PIN12 D 	PIN12 B 	A
		B2 Sink drive (open collector)	PIN12 D 	PIN12 B 	A

(Note) With reference to page 3 1 and 47
set SW6-5 also at the same time.

(5) List of check pins

No.	Description
P5A	+5V
DCA	+0V (digital ground)
CH50	Speed feedback, phase B, square wave
CH51	Speed feedback, phase A, square wave
CH52	Orientation position feedback, phase B
CH53	Orientation position feedback, phase A
CH54	Orientation position feedback, mark pulse
CH54A	A/D input signal
CH55	+15V
CH56	+0V (analog ground)
CH57	-15V
CH58	Speed feedback, phase <u>B</u> , sinusoidal wave
CH59	Speed feedback, phase A, sinusoidal wave
CH60	+24V
CH61	Speed feedback, phase <u>A</u> , sinusoidal wave
CH62	Speed feedback, phase B, sinusoidal wave



(1) List of LEDs

No.	Symbol	Description
LED 1; LED 13 LED 14 LED 15	AL 8 4 2 1	Refer to separate sheet for details on fault code displays.
LED 17		Indicates undervoltage. Lights with voltage drop of less than 170V or more than 15 ms.
LED 18		Lights with converter regeneration.
LED 19		Lights with base cut-off of inverter, converter transistors.
LED 20		Lights with converter voltage charging.
LED112 LED 101		Speed command display 12 bit binary

(2) List of setting pins

No.	Name	Description							
PIN 1	Speed setting	Max. speed setting	H	10000 8000 [RPM]	PIN 1 A		B	SPARE	
			H	6000 4600 [RPM]	PIN 1 A		B	SPARE	
			L	4500 3450 [RPM]	PIN 1 A		B	SPARE	
'PIN 2 3	Digital speed command interface setting	A1	Source drive (open emitter)	PIN 3 A		B	PIN 2 C		D
		A2	Sink drive (open collector)	PIN 3 A		B	PIN 2 C		D
Refer to pages 30 and 47, and set these pins at the same time as SW6-4.									

(3) Alarm signals

0: LED OFF, output = High (transistors cut off)

1: LED ON, output = Low (transistors activated)

No.	Output				Alarm signal significance	Details	Reset method
	AL6 LED12	AL4 LED13	AL2 LED14	AL1 LED15			
1	0	0	0	1	Motor over heating	This is detected when the temperature inside the motor has exceeded the prescribed level.	Alarm reset PB after motor has cooled OFF.
2	0	0	1	0	Excessive speed error	This is detected when the motor speed differs greatly from the command value.	After the motor has stopped, eliminate the cause and use alarm reset or reset PB.
3	0	0	1	1	(Spare)		
4	0	1	0	0	Breaker trip	This signal is output when an abnormal current flows to the input and the breaker trips.	
5	0	1	0	1	Phase loss	This detects phase loss in the input with resetting and power switch on.	
6	0	1	1	0	Emergency stop	This indicates that the emergency stop pushbutton on the external control panel is ON.	External • wrqency stop PB to OFF'
7	0	1	1	1	Over speed	This occurs when the motor speed exceeds 115% of its rated speed.	
8	1	0	0	0	Converter over-current	This detects an over-current in the converter.	
9	1	0	0	1	Controller over-heating	Overheating is detected when the temperature of the heat sinks or the semiconductors, the ambient temperature etc. is abnormally high.	
10	1	0	1	0	Under voltage detection	This detects that the input voltage is more than 15ms and less than 170 V.	
11	1	0	1	1	over voltage detection	hi8 detects that the converter's DC voltage is abnormally high.	
12	1	1	0	0	Inverter over-current	This detects an over-current in the inverter.	
13	1	1	0	1	CPU fault 1	Microcomputer fault	
14	1	1	1	0	• 2	.	
15	1	1	1	1	• 3	.	

(4) List of check pins

No.	OV	Description
P5A	DGA	+5V
DGA	DGA	OV (digital ground)
CH1	AGA	+15V
CH2	AGA	OV (analog ground)
CH3	AGA	-15V
CH4	ACA	Phase V, reference sinusoidal wave
CH5	AGA	Phase U, reference sinusoidal wave
(CH6	AGA	Phase V, voltage command
CH7	AGA	Phase U, voltage command
CH8	AGA	Phase W, voltage command
CH9	AGA	Current amplitude signal
CH10	ACA	Triangular wave carrier
CH11	DGA	Phase U, PWM waveform
CH13	DCA	Phase V, PWM waveform
CH14	DGA	Phase W, PWM waveform
CH15	DGA	Phase U, base amplifier drive signal
CH16	DGA	Phase V, base amplifier drive signal
CH17	DGA	Phase W, base amplifier drive signal
CH18	DGA	Phase U , base amplifier drive signal
CH19	DCA	Phase V , base amplifier.drive signal
CH20	DGA	Phase W , base amplifier drive signal
CH21	DCA	Phase sequence detection, positive sequence: High
CH22	DGA	Base cut-off during regeneration
CH23	DGA	Phase R, base amplifier drive signal
CH24	DGA	Phase T, base amplifier drive signal
CH25	DGA	Phase S, base amplifier drive signal

CH26	DGA	Phase S , base amplifier drive signal
CH27	DCA	Phase R , base amplifier drive signal
CH28	DGA	Phase T , base amplifier drive signal
CH29	AGA	Trouble detection level
CH30	AGA	Inverter side, phases U, V, W , full-wave rectification <u>waveforms</u>
CH31	AGA	Override command
CH32	AGA	-10V , reference voltage
CH33	AGA	+10V , reference voltage
CH34	AGA	Speed meter output
CH35	DGA	Regenerative converter, overcurrent level: Low
CH36	DCA	'Speed arrival signal
CH37	DCA	Zero speed signal
CH37A	DGA	Orientation finish
CH38	DCA	Regenerative side current limiting: high while <u>limiting</u>
CH39	DGA	Regenerative side current limiting
CH40		
CH41	AGA	Analog speed command input, max. speed at +10V
CH42	AGA	Converter voltage, 10V at 400V
CH43	AGA	Supply voltage, peak rectification
CH43A	AGA	Regenerative side converter current
CH44	Non insulated D08F	Inverter side base amplifier output, phase U
CH45	Non insulated D08G	Inverter side base amplifier output, phase V
CH46	Non insulated D08H	Inverter side base amplifier output, phase W
CH47	Non insulated D08A	Inverter side base amplifier output, phase \bar{U}
CH48	Non insulated D08A	Inverter side base amplifier output, phase \bar{V}

CH49	Non insulated D08A	Inverter side base amplifier output, phase W
CH50	Non insulated D08C	Converter side base amplifier output, phase R
CH51	Non insulated D08D	Converter side base amplifier output, phase S .
CH52	Non insulated D08E	Converter side base amplifier output, phase T
CH53	Non insulated D08B	Converter side base amplifier output, phase R
CH54	Non insulated D08B	Converter side base amplifier output, phase S
CH55	Non insulated D08B	Converter side base amplifier output, phase T
CH56	AGA	Phase U , inverter side current detection <i>DCT 7</i>
CH57	AGA	Phase V , invcrter side current detection <i>DCT 5</i> <i>OFFST</i>
CH58	AGA	Converter side DC current detection

(5) List of VRs

No.	Description
VR1	Phase W, current command zero adjustment
VR2	Phase V, current command zero adjustment
VR3	Phase U, current command zero adjustment
VR5	+/-10V, reference power supply (Note 1)
VR6	Over-speed level adjustment, corresponding to PIN1-A (Note 2)
VR7	Over-speed level adjustment, corresponding to PIN1-B (Note 1)
VR8	Converter voltage gain adjustment,.
VR9	Supply voltage peak value gain adjustment
VR10	Regenerative converter current zero adjustment, CH43A
VR11	Converter DC current zero adjustment, CH58
VR12	Inverter side, phase V, current feedback zero adjustment, CH57
VR13	Inverter side, phase U, current feedback zero adjustment, CH56
VR14	Speed meter adjustment
VR15	Load meter adjustment

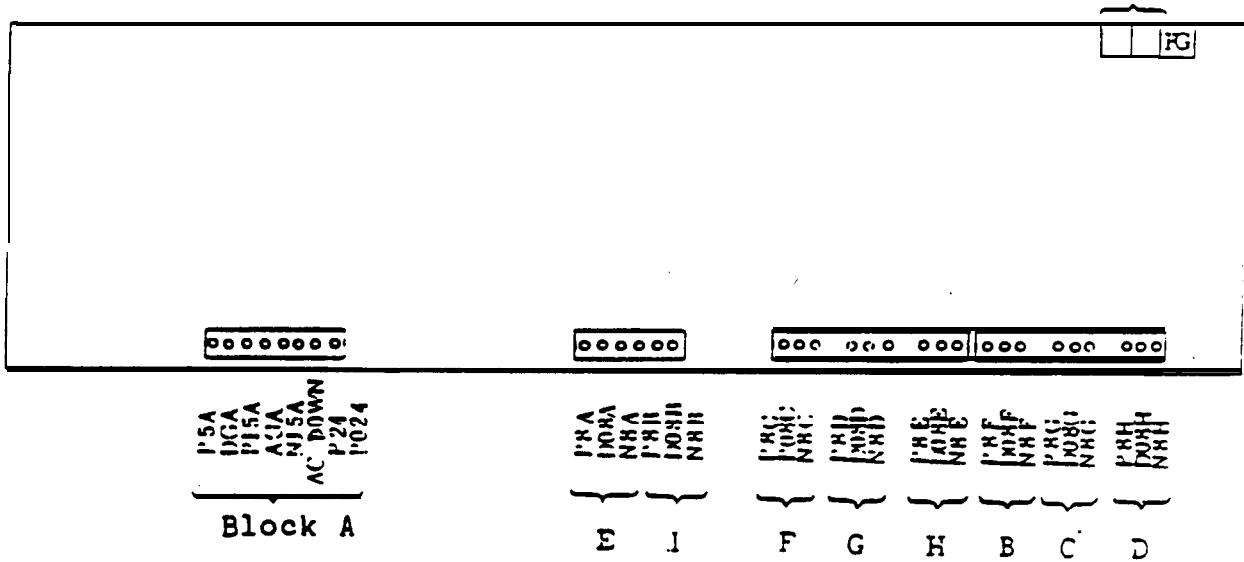
Note 1: Starting with edition **G54**, **VR5** and **VR7** have been discontinued on the **I01** card.

Note 2: Over-speed is adjusted by VR6 and **PIN1-A** and B.

5.4 SE-PW

This is the power supply which supplies all the FR-SE DC power.

AC 170-253V input



Notes:

- (1) Note that except for block A no insulation is provided with the main circuitry..
- (2) Line 0 in block A is connected.

Block	Name	Ground		DC output voltage
A	P5A	DGA	Com- mon ground	+5V +/-3%
	P24A	DO24		+24V +/-10%
	P18A	AGA		+18V +/-10%
	N18A			-18V +/-10%
B	P8F	D08F		+8V, +15%/-5%
	N8F			-8V, +15%/-5%
C	P8G	D08G		+8V, +15%/-5%
	N8G			-8V, +15%/-5%
D	P8H	D08H		+8V, +15%/-5%
	N8H			-8V, +15%/-5%
E	P8A	D08A		+8V, +15%/-5%
	N8A			-8V, +15%/-5%
F	P8C	D08C		+8V, +15%/-5%
	N8C			-8V, +15%/-5%
G	P8D	D08D		+8V, +15%/-5%
	N8D			-8V, +15%/-5%
H	P8E	D08E		+8V, +15%/-5%
	N8E			-8V, +15%/-5%
I	P8B	D08B		+8V, +15%/-5%
	N8B			-8V, +15%/-5%
J	AC DOWN signal			

CHAPTER 6 ORIENTATION POSITION DETECTOR MOUNTING PROCEDURE

6.1 MAGNETIC SENSOR TYPE OF SINGLE POINT ORIENTATION

(SE-CPU1 card is used)

6.1.1 MAGNET AND SENSOR OPERATION .

Depending on the position relationship with the magnet, the sensor **generates** two kinds of voltages (see Fig. 6.1).

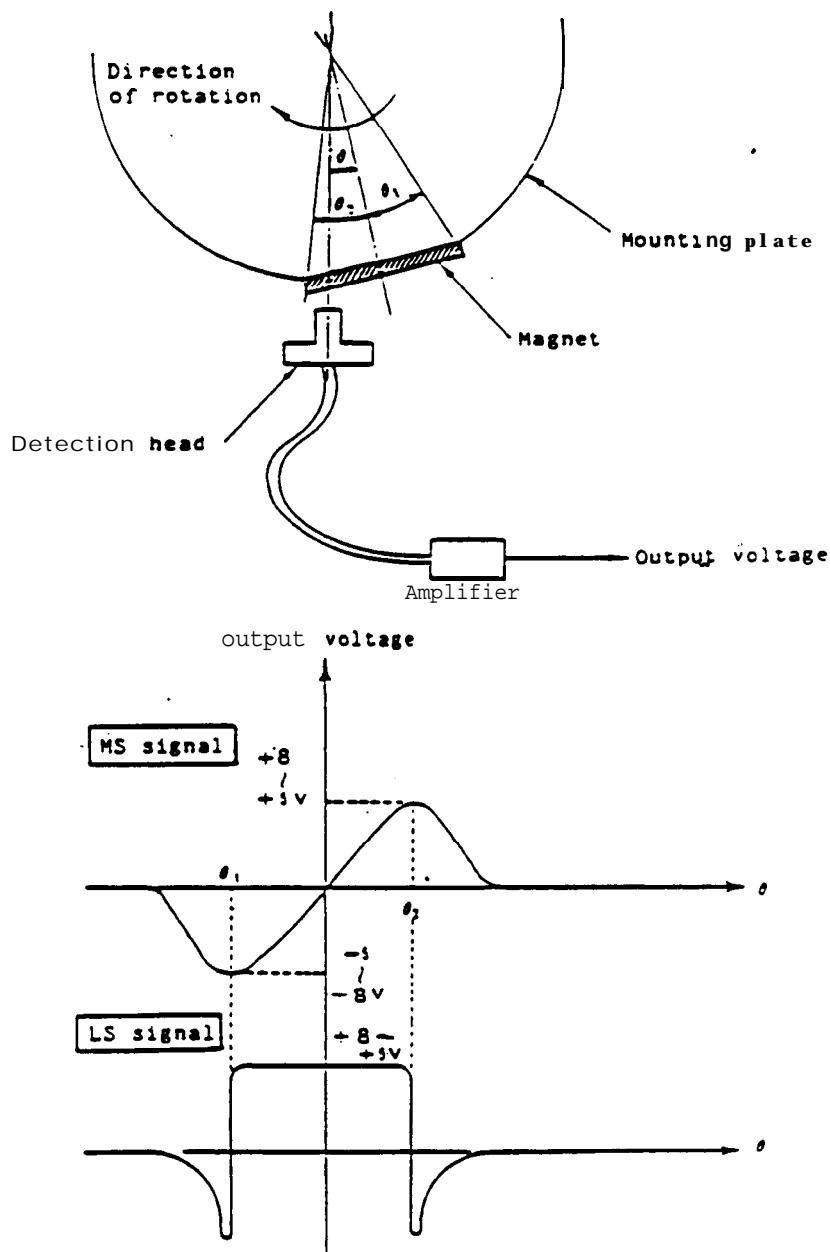


Fig. 6.1 Sensor output voltages

MS signal

This is characterized by the fact that its output voltage is 0V at the center position of the magnet and that it reaches a peak at both ends of the magnet. It is controlled so that the 0V voltage position is always the home position.

LS signal

This is characterized by the fact that it is a constant voltage within the area **of** the magnet. **It is** employed for checking that stopping has without fail occurred within the magnet area.

6.1.2 TIME CHART

Fig. 6.2 is a time chart of the various signals.

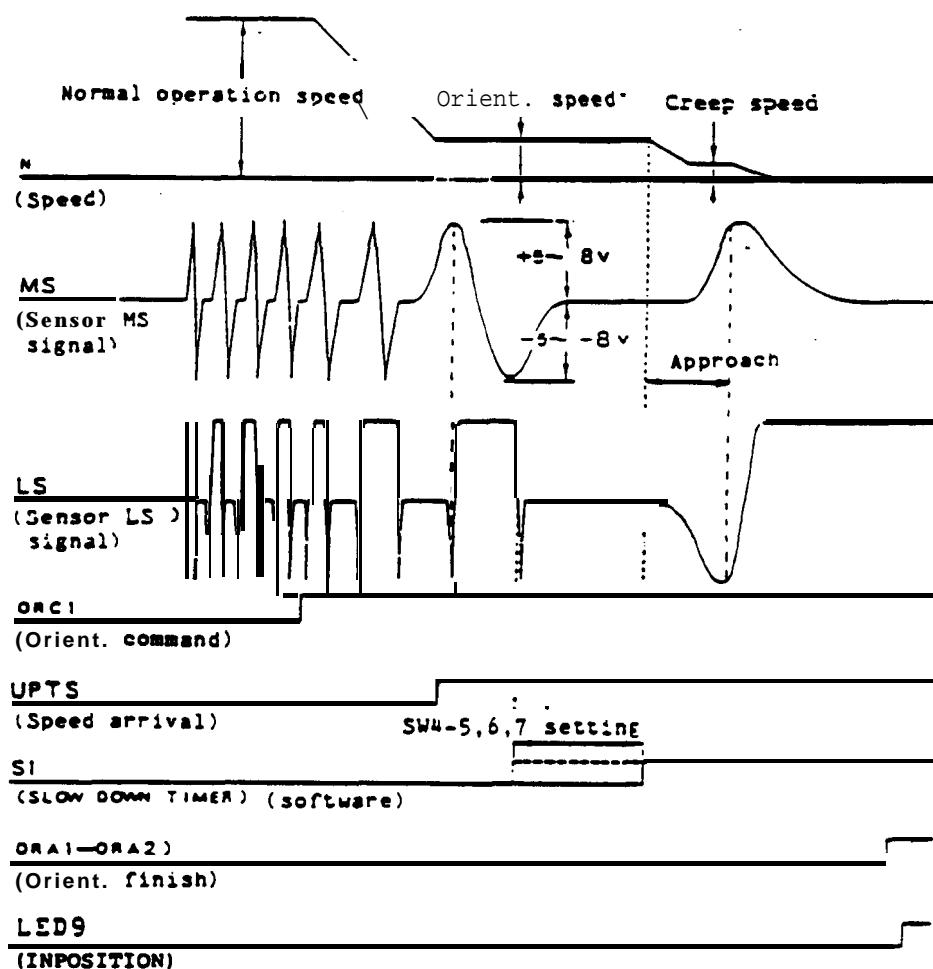


Fig.6.2 Time chart

- (1) When the **ORC1** (orientation signal) is set ON, the motor speed is switched **over** from the normal operation speed to the orientation speed.
- (2) When the motor speed arrives at the orientation speed, the speed arrival **signal** rises.
- (3) After the speed **arrival** signal **has** risen, the software slowdown timer starts operating at the timing (at the very time the magnet passes in front of the sensor) during which the sensor LS **signal falls**.
- (4) The slowdown timer is set by **SW4-5,6,7**.
When the timer counts up, a switch is made from the orientation speed to the creep **speed**. (1st deceleration point)
- (5) At the creep speed, a switch is made to the position loop by the timing at which the LS signal has risen to the high level. (2nd **deceleration** point)
- (6) The sensor **MS** signal stops at the OV position due to the position loop control.
- (7) The orientation finish signal rises at the target position and **ORA1-ORA2** are set to closed.

6.1.3 MAGNET AND DETECTION HEAD MOUNTING DIRECTIONS

The mounting directions for the magnet and detection head are specified as shown in Figs. 6.3, 4 and 5.

- (1) Mount so that the index **hole** in the center of the magnet and the key **slot** on the detection head are positioned on the same side.
- (2) Mount the index hole on the right side (on the opposite side to that of the tool) when the spindle tool is on the left side.

Case 1 Mounting the magnet onto the circumference of a rotating body

As shown in Fig. 6.3, mount so that the key slot and index hole point to the non-load side of the spindle.

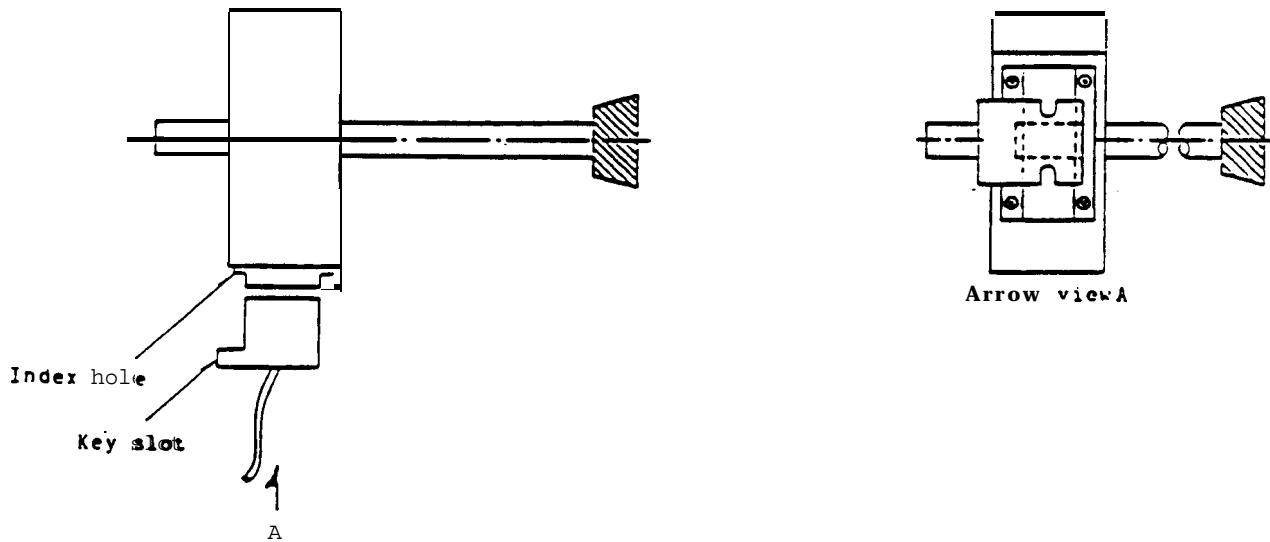


Fig. 6.3 Mounting onto the circumference of a rotating body

Case 2 Mounting the magnet onto the flat **surface** of a rotating body

- (1) When the mounting **surface is** on the non-load side of the spindle, mount so that the index hole and key groove are pointing toward the center side, as shown in Fig. 6.4.
- (2) When the mounting surface **is** on the spindle load side, mount so that the index hole and key groove are on the circumference side, as **shown** in Fig. 6.5.

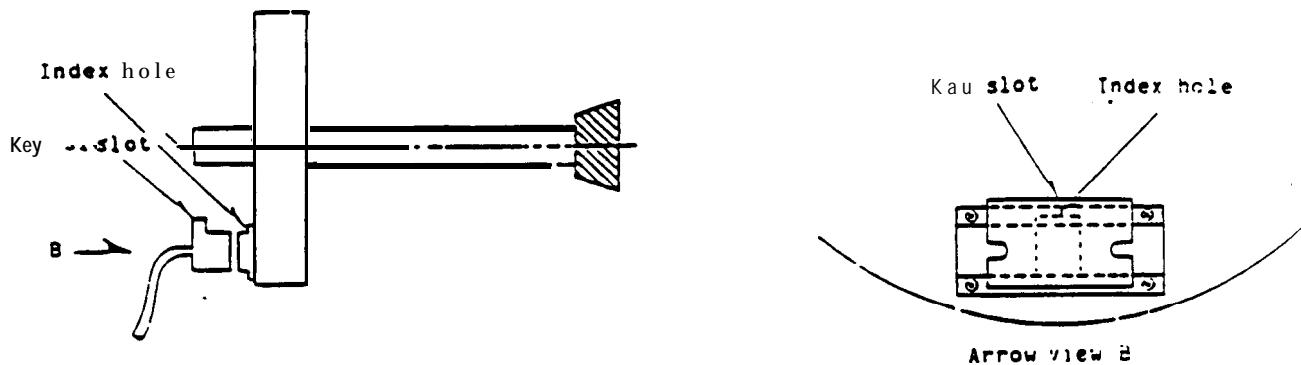


Fig. 6.4 Mounting onto a flat surface on the non-load **side** of the rotating body

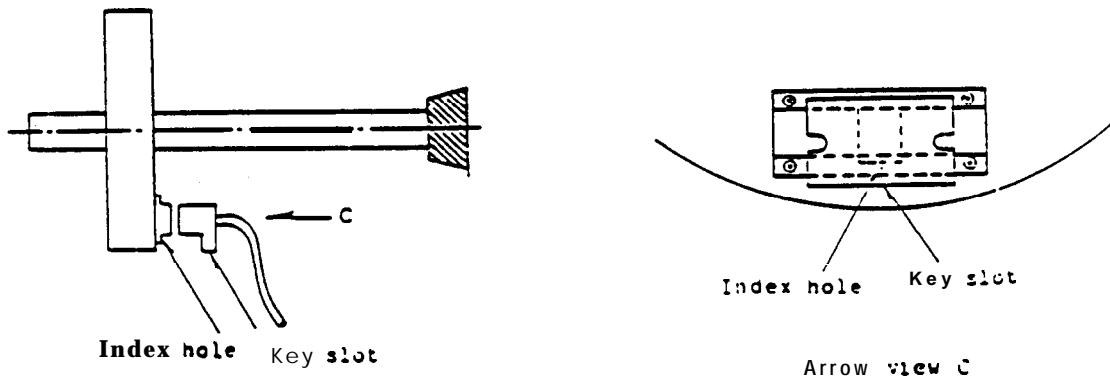


Fig. 6.5 Mounting onto a flat surface on the load side of the rotating **body**

Notes

- (1) Orientation will remain normal even if the magnet and detector are mounted, as shown in Fig. 6.6, in the opposite way to that shown in Figs. 6.3, 4 and 5.
- (2) Unless the directions in which the magnet and detector point tally, as shown in Fig. 6.7, a high level of vibration results **at both ends of the magnet** and orientation is disabled.

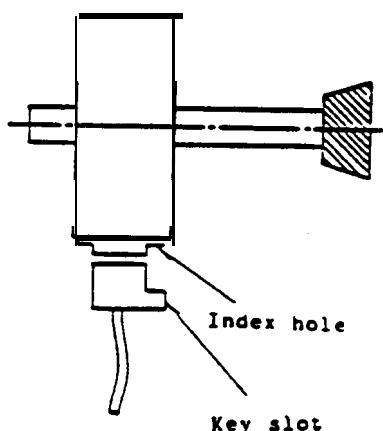


Fig. 6.6

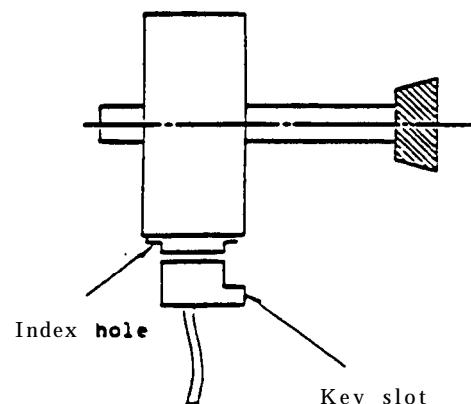


Fig. 6.7

6.1.4 CHECKPOINTS WHEN MOUNTING MAGNET

Bear in mind the following points when mounting the magnet onto the spindle.

- (1) Do not bring strong magnetic objects near the magnet.
- (2) Take care not to subject the magnet to shocks.
- (3) Use M4 screws to secure the magnet rigidly to the spindle.
- (4) Provide the rotational balance of the whole spindle with the magnet mounted.
- (5) Bring the index hole in the center of the magnet **to the** center of the mounting disc and align its direction with that shown in Figs. 6.3, 4 **and** 5.
- (6) **Make** sure that the surroundings are clean so that metal chips and **dust do** not adhere to the magnet and thereby cause errors.
- (7) Paint over the mounting screws to lock them in position so as to avoid any looseness.
- (8) When the **magnet** is to be mounted onto a polished disc, **the** disc may have become magnetized. Steps should therefore be taken to demagnetize it.
- (9) The diameter of the disc onto which the magnet is mounted should be not less than 80 mm and not more than 120 mm. It may be larger if the spindle speed is low.
- (10) When the spindle onto which the magnet is mounted rotates at a speed **higher than 6,000 rpm**, the magnet must be replaced with a high-speed version (which can be used up to 10,000 **rpm**).

6.1.5 CHECKPOINTS WHEN MOUNTING SENSOR

Bear in mind the following points when mounting the sensor.

- (1) Ensure that the key slot on the detection head and the index hole in the magnet are pointing in the same direction.
- (2) Mount the sensor **so** that the center line on the end of the head and the center of the magnet are aligned (see Figs. 6-3, 4 and 5).
- (3) Refer to Table 1 **for** the size of the gap between the magnet and detector when the **mounting method** in Fig. 6.3 is adopted. Refer to Table 2 when the methods in Fig. 6.4 or 6.5 is employed.
 - * It is recommended that jigs be made for mass **production**.
- (4) Although the pre-amplifier connector is oil-proof, it should be mounted where the chances for oil to come into contact with it **are** minimal.
- (5) Lay the cable to the controller from the pre-amplifier at a distance from the power supply circuitry wires so that it is isolated from them.
- (6) First check the connector connections and ensure that the connectors have been inserted properly into the receptacles, and then tighten up their lock screws.

Table 1

Radius (mm)	Sony product		Makome product	
	Max. gap (mm)	Min. gap (mm)	Max. gap (mm)	Min. gap (mm)
40	11.5 +/-0.5	2.7 +/-0.5		
50	9.5 +/-0.5	2.8 +/-0.5	8 +/-0.5	1.31 +/-0.5
60	8.5 +/-0.5	3.0 +/-0.5	7 +/-0.5	1.5 +/-0.5
70			7 +/-0.5	2.38 +/-0.5

Table 2

	Sony product	Makome product
Radius (mm)	Gap (mm)	Gap (mm)
40	6 +/- 0.5	5 +/- 0.5
50	"	"
60	"	"

Fig. 6.8 Mounting the detector

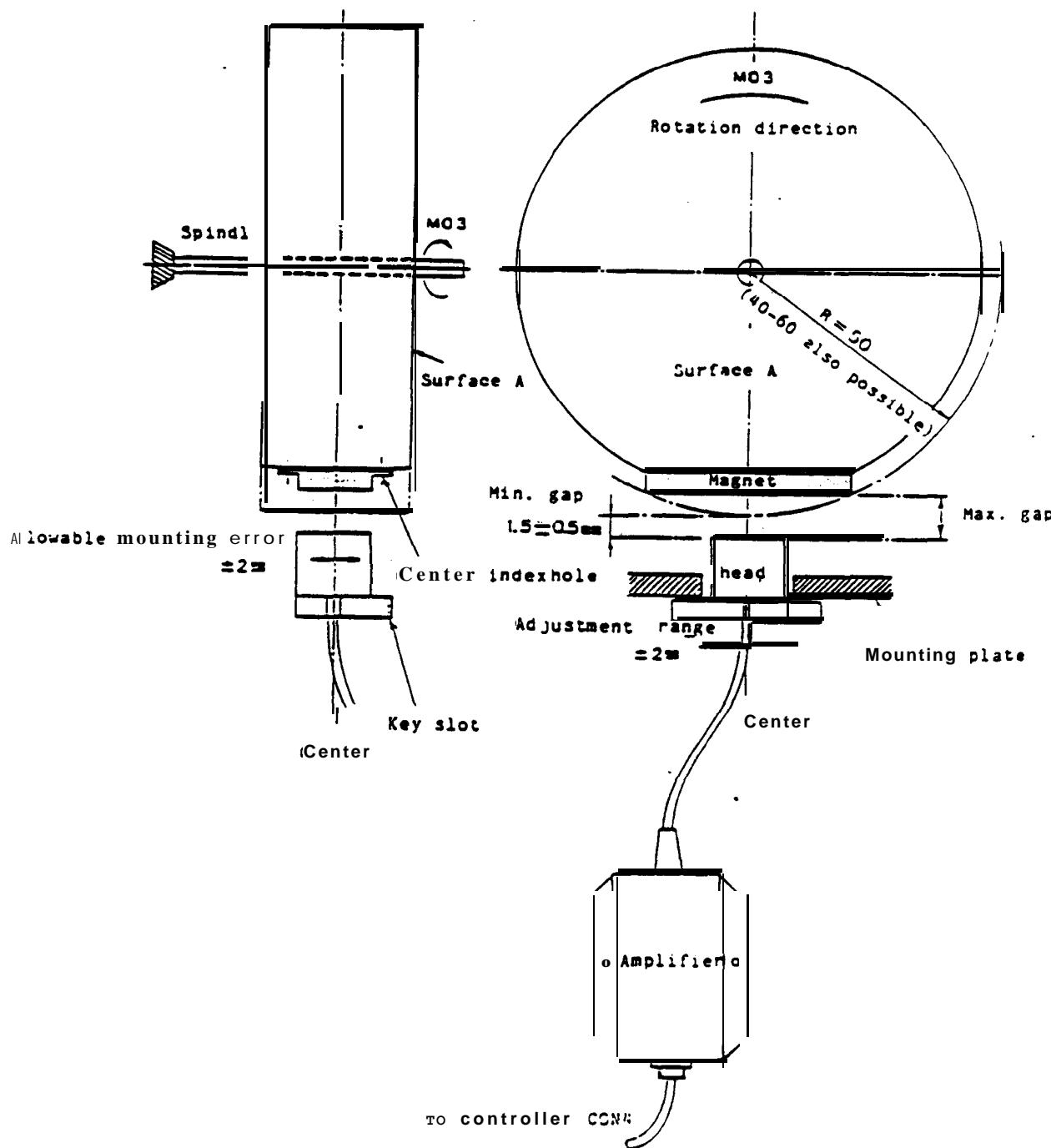
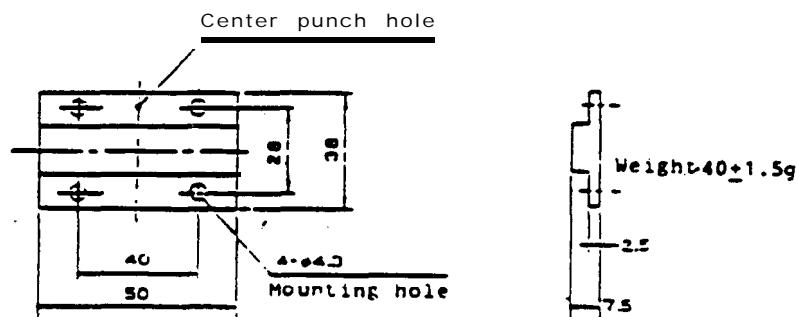


Fig. 6.8 Mounting the detector

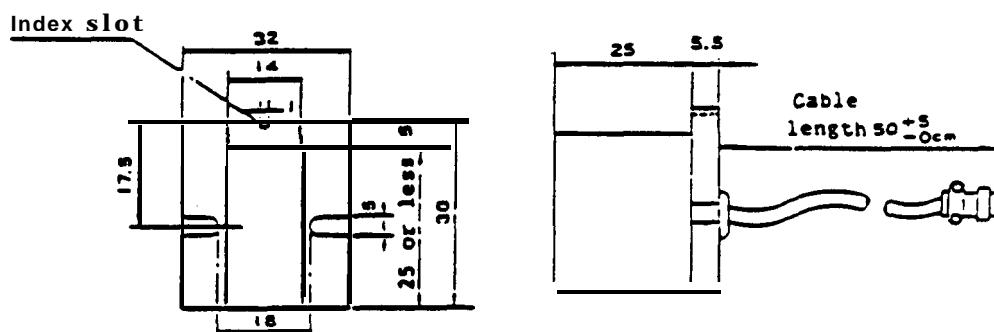
6.1.6 EXTERNAL VIEWS

3.1 Magnetic sensor

(1) Magnet



(2) Detection head



(3) Amplifier

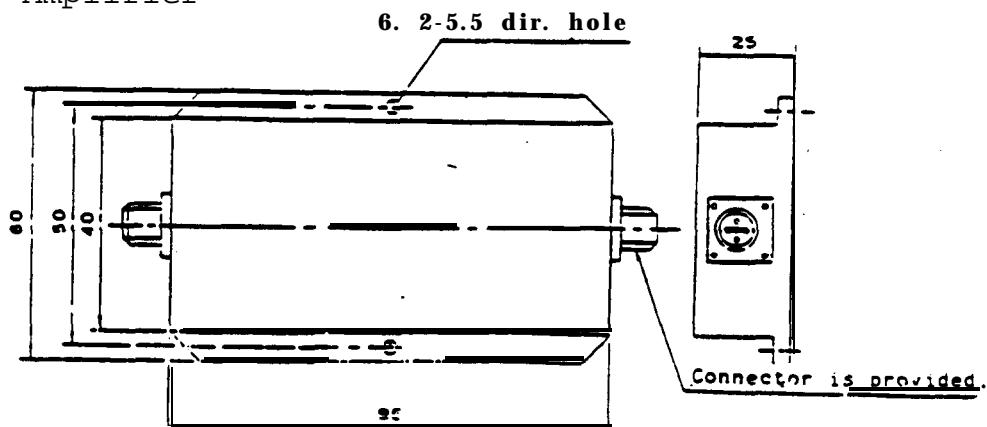


Fig. 6.9

6.2 ENCODER TYPE OF MULTIPLE POINT ORIENTATION(SE-CPU2 card is used)

6.2.1 DESCRIPTION OF OPERATION

Operation is shown below in the form of a time chart.

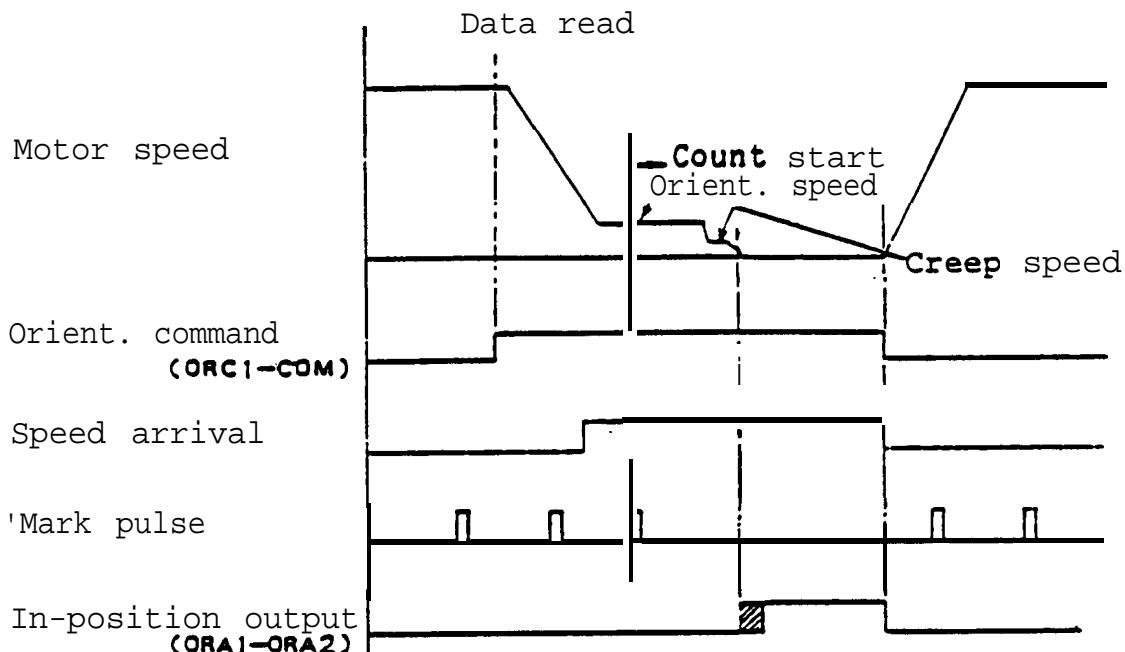


Fig. 6.10 Time chart

- (1) The orientation position is read in with the orientation command and the motor speed is switched to the orientation speed.
- (2) When the motor speed arrives at the orientation speed, the speed arrival signal rises.
- (3) When the mark pulse is input from the encoder after the speed arrival signal has risen, the orientation position count given in **12-bit** binary code from the external source starts.
- (4) When the value (**1st** deceleration point) set by **SW4-5**, 6 and 7 from the target point is reached,. the motor speed switches from the orientation speed to the creep speed.

- (5) A switch, **is made to the position loop at the value** (2nd deceleration point) set by **SW4-2**, 3 and 4 from the target point, the **motor** starts decelerating and it stops at the target point.
- (6) The IN-POSITION **signal** rises before the target point by an amount equivalent to the SW12 setting value and then the IN-POSITION signal output contact closes.
- (7) When the orientation command is released, the motor is reset to the speed of the speed command given at that time.
- (8) When re-orientationing from the orientation mode, the spindle rotates once and orientation is performed,.
Depending on the settings **of** SW13, SW14 and SW15 for position adjustment and on the orientation position given externally, the spindle will rotate more than once.

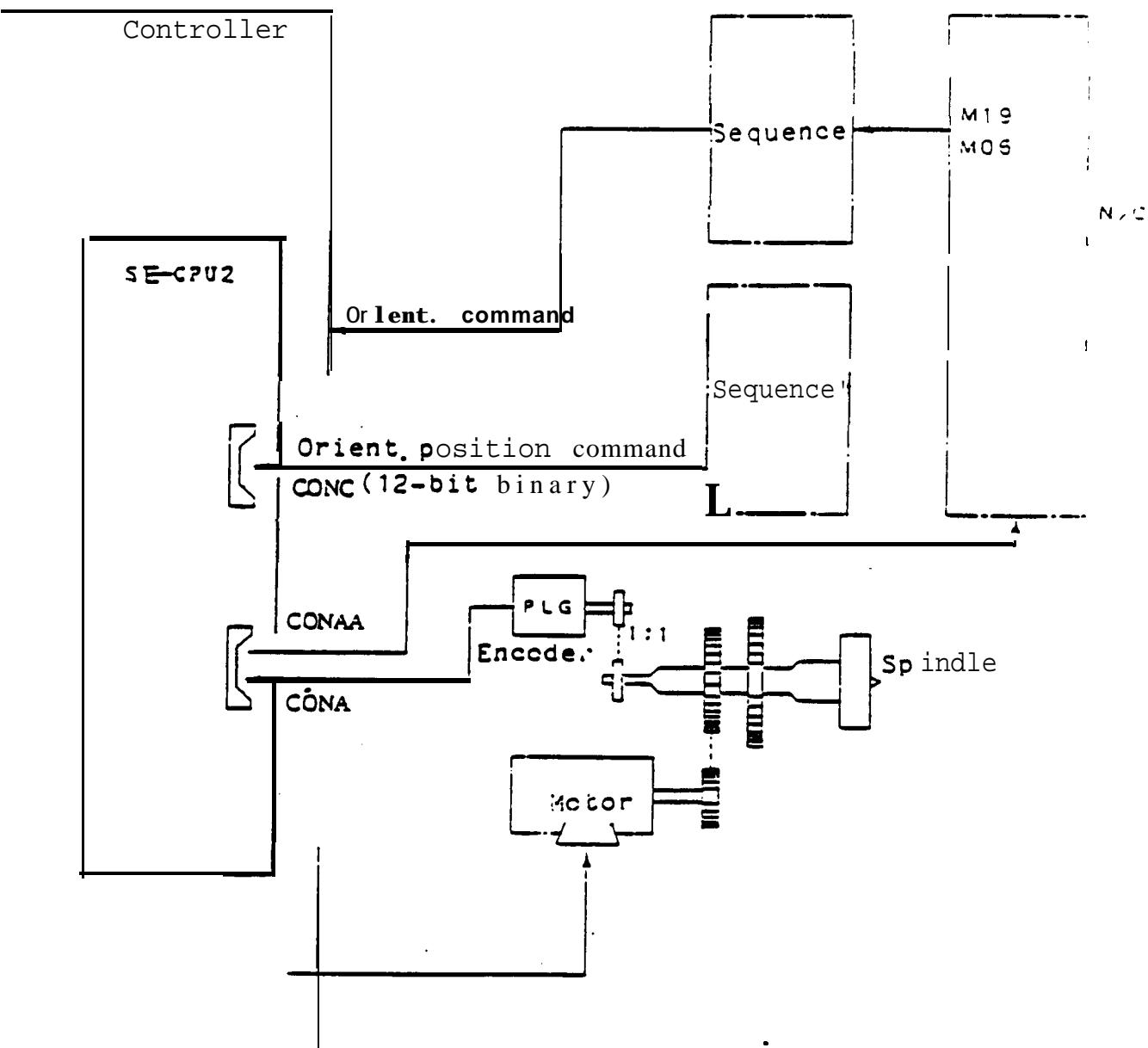


Fig. 6.11

Note: **When** the motor rotation direction and encoder rotation direction differ, make the adjustment using DIP switch SW4-8 on **SE-CPU2**.

6.2.3 ENCODER DIMENSIONS

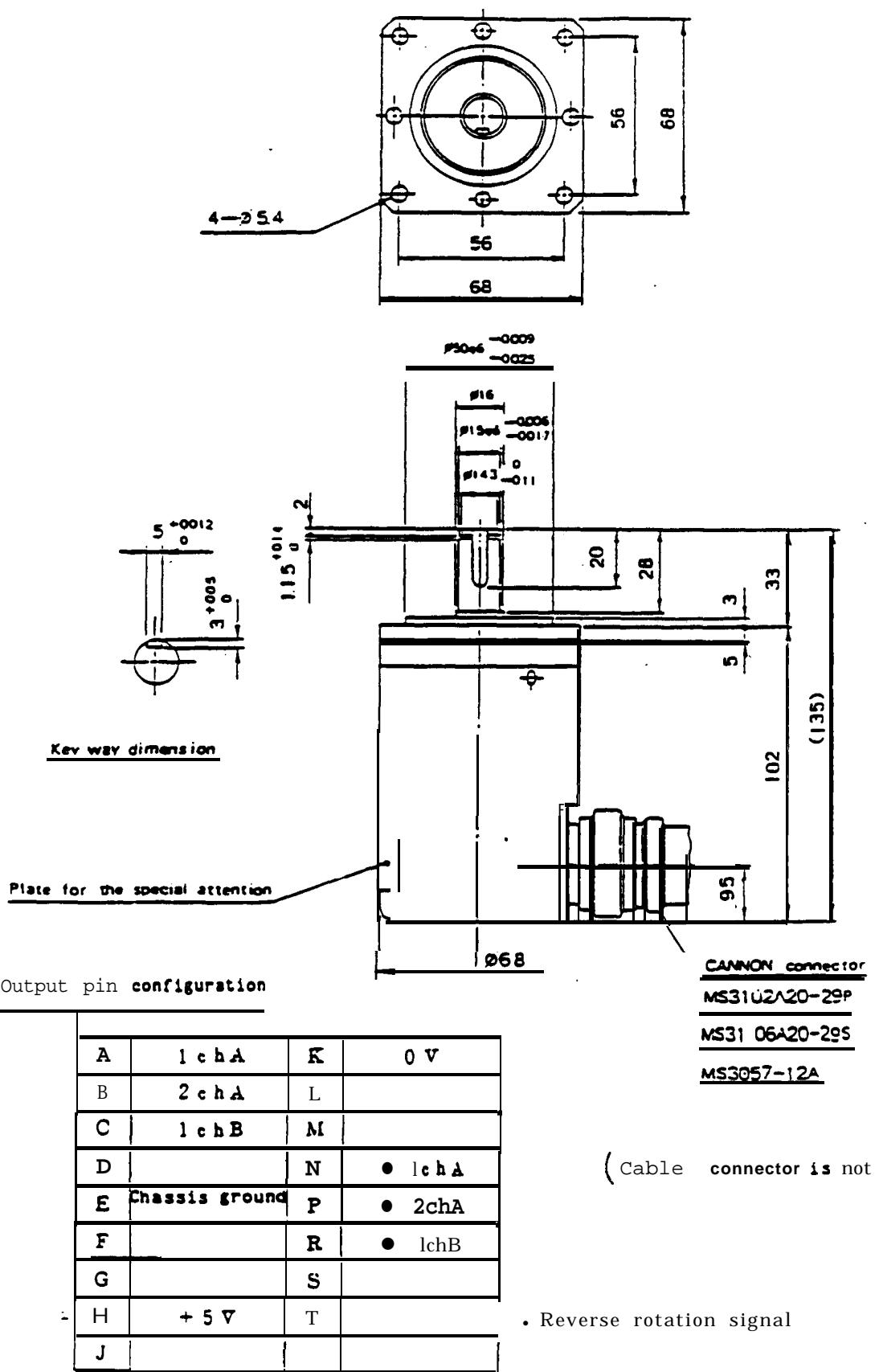


Fig. 6.12

7.1 INTRODUCTION

When trouble occurs in the controller, check out the following points as far as possible. Then proceed with inspection and repair work as outlined in the sections below.

The following points are extremely useful when making contact with servicing personnel and explaining what has happened.

Checkpoints when trouble occurs

- (1) Have trouble lamps on controller's cosmetic panel lighted?
Which lamps have lighted?
- (2) If a fuse has blown, is it the R, S or T phase? (Control circuit input fuses)
- (3) Does the trouble or failure recur?
- (4) Are the ambient temperature and temperature inside the panel at the regular levels?
- (5) Does the trouble occur during acceleration, deceleration or during constant speed operation? What is the speed at the time of the trouble?
- (6) Is there any difference with forward and reverse rotation?
- (7) Was there a momentary power failure?
- (8) Does the trouble **occur** with a specific. operation or command?
- (9) What is the frequency with which the trouble occurs?
- (10) Does the trouble occur with a load added or reduced?
- (11) Have parts been replaced or any other stopgap measures taken?
- (12) How many years have passed since the equipment was first operated?

(13) Is the **supply** voltage normal? Does it vary greatly depending on the time zone.

7.2 'STEP 1

Check the following points as the first step in troubleshooting.

(1) Supply voltage:

200V +/- 10%, 50/60Hz, 210/220/230V +/- 10%, 60Hz

The power supply should not be allowed to fall below 200V -10% even for short periods **of** time.

Examples: Voltage drops at certain times every day.

Voltage drops when certain machines are started.

(2) Is anything wrong with the control functions around the controller?

Examples: Anything-wrong with NC, sequence circuitry?

Visually inspect parts, connections for trouble.

(3) Is the temperature around **the** controller (temperature inside panel) less than 55 deg.C.

(4) Anything wrong with exterior of controller?

Examples: Card parts, pattern burnouts, trouble, etc.

Loose connections, damage, foreign matter.

(5) Do all the SE-PW DC power outputs correspond with the prescribed voltages?

Once the above checks have been carried out, it should be possible to determine which parts are the cause of the trouble and to identify what the trouble **is**. Trouble in the FR-SE series can be broadly divided as follows:

Trouble group A

- o Power is supplied to the controller for the first time but it does not operate properly (I)

- o The controller has been operating properly to date but has suddenly ceased to do so (**II**)
- o The controller does not operate properly from time to time, the orientation stop **position** shifts **and the** fault lamp lights (**III**).

Trouble group B

- o Trouble in the controller
 - o Trouble in main circuitry
 - o Trouble in control circuitry
- o Trouble in the detector
 - o Trouble in encoder for speed detection
 - o Trouble in encoder **for** multiple point orientation
 - o Trouble in magnetic sensor for **single** point orientation
- o Trouble in power supplies
- o Trouble in motor.
- o Other trouble (inadequate input signal conditions, cable disconnection, etc.)

7.3 STEP 2

Trouble group I	Checkpoints	Remedy
Power is supplied to controller for first time but it does not operate properly.	<p>Stringent tests were conducted when unit was shipped but if unit does not operate properly when power is turned on for first time, cause may be:</p> <ol style="list-style-type: none"> 1 Controller sustained a heavy blow during operation or installation and was damaged. 	Visually inspect exterior of unit for signs of trouble.
	<ol style="list-style-type: none"> 2 External wiring or sequence error, disconnection. <u>Has unit been grounded</u> <u>Power supply phase sequence is unrelated.</u> 	<p>2 Check that power LEDs inside SE-PW light. Check that nothing is wrong with external wiring and sequence. (Note 1)</p>
	<ol style="list-style-type: none"> 3 Check again that ROM numbers and DIP switch settings are identical to those on order part: list. 	If they differ , replace ROM or reset.
	<ol style="list-style-type: none"> 1 Motor speed does not increase. 	Change over any 2 of U, V, W phases of motor

		armature wiring.
5	OK if only motor operates.	5 Re-check that load corresponds to design value.
6	Irregular operation with orientation stop. only. (overshoot, etc.)	6 Re-adjustment required.
7	Controller fault LEDs light: AL8, AL4, AL2, AL1 (LED12) (LED13) (LED14) (LED15)	Refer to Section 7.4.

Note 1: The start signal **CW** and CCW inputs must be **set ON** after the READY signal and speed command have been supplied.

Trouble group II	Checkpoints	Remedy
Controller has been operating properly to date but has suddenly ceased to do so.	1 Check for blown fuses, main' circuitry no-fuse breaker tripping. 2 Check input power. AC200V +/-10%, 50/60Hz AC200-230V +/-10%, 60Hz	I Replace any blown fuses; if fuse blows even after replacement, check under step 3. ; Reset to normal value if incorrect. Make available power supply so that voltage on left is maintained even in transient state.
	3 Controller fault LEDs light: AL8, AL4, AL2, ALL (LED12) (LED13) (LED14) (LED15)	Refer to Section 7.4.
	4 Input signal from NC or sequencer OK? LED2 (READY) lights in ready state; LED3 (CW) lights with forward rotation ; LED4 (CCW) lights with reverse rotation .	! Restore external input to normal.
		; If operation possible, trouble lies

Trouble group II	Check points	Remedy
	<p>Check whether open operation is possible with SW6-2 OFF (open), SWS-3, 4 and 5 OFF and reset PB ON.</p>	<p>in speed feedback encoder. Try replacing encoder. If operation is still disabled, trouble lies in main circuitry: Fault display LED will lights.</p>

Trouble group III	Check points	Remedy
Controller does not operate properly from time to time.	In this case, whole situation must be clearly grasped. · (Load situation, operation mode) Cause may be (3) below.	
Orientation stop position shifts.	1 Input power is sudden- cut off or reduced, undervoltage LED or LED17 lights.	. Check fluctuations in input power and other details.
Fault display LED lights.	2 Control circuitry malfunctions with abnormally high noise levels. The controller can withstand 1600V/plus power line noise.	: Locate source of noise, and mount surge killer at source. Ground (particularly, detector) connection method. Re-check.
Switching on power or re-setting after power has been switched off results in re-setting and normal operation.	3 Is load overloaded momentarily under effect of vibration, etc.? Check thoroughly with orientation errors, etc.	Check out machine system. Check backlash with spindle encoder and spindle.

7.4 SYMPTOMS AND REMEDIES

1. When the fault display LEDs light

The trouble code activated the fastest indicates the trouble. (1 signifies "ON" or lights and 0 "OFF" or goes out.)

(1) MOTOR OVER HEAT

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
0	0	0	1

OHS1 and **OHS2** are not activated.

Trouble	Checkpoints	Remedy
Overloading	1 Motor load 2 Start/stop frequency	1 Reduce load. 2 Reduce frequency.
Fan failure	Is fan motor working properly?	Repair or replace fan.
Blocked motor air intake	Sufficient air passing through?	Clean.
Temperature detection element failure	Reset after motor fan is operated for several minutes in motor stop state?	1 Shortcircuit OHS1-OHS2 as stopgap measure and continue operating. 2. Replace motor.

(2) EXCESSIVE SPEED ERROR

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
0	0	1	0

When an error (**500 rpm**) greater than prescribed between command speed and present speed occurs for 12 seconds

Trouble	Checkpoints	Remedy
Overloading	Motor load	Reduce load.
Speed detect-	Is open operation possible?	Replace-encoder.

tion encoder trouble	sible	1
Card trouble	1 SE-CPU1 or SE-101 card trouble	1 Replacement sequence: CPU 1, 2 → 1 0 1

(3) BREAKER TRIP

AL8 (LED12)	AL4 LED13)	AL2 (LED14)	AL1 (LED15)
0	1	0	0

Lights when main input NFB is tripped.

IOC (**converter/inverter**) LED may light first.

Trouble	Checkpoints	Remedy
Supply voltage of 180V or less	Check that supply voltage during deceleration (regeneration) does not fall below prescribed value.	When voltage is near 180V in normal mode, it may fall below this value in transient mode and so it should be increased. Or increase power supply capacity.
Refer to IOC trip.	Refer to IOC trip.	Refer to IOC trip.

(4) PHASE LOSS

AL8 (LED12)	AL4 LED13)	AL2 (LED14)	AL1 (LED15)
0	1	0	0

This is checked and lights up only when power is ON.

Trouble	Checkpoints	Remedy
Phase loss	Check voltage of input phases.	Return 3-phase power supply to normal.
Blown fuse F1, 2, 3	Check cause, inspect for shortcircuiting.	Replace unless something is wrong.

(5) EXTERNAL EMERGENCY

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
0	1	1	0

When **SW7-2** is ON

This lights **when** the external emergency stop input (normally ON) is cut **off**. Inspect thoroughly for causes and then set input to ON. Return to normal operation.

When **SW7-2** is OFF

External emergency stop lamp does **not light**.

(6) OVER SPEED

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
0	1	1	1

This lights **when** the motor speed reaches 115% of the maximum speed **and** the over-speed detector circuit is activated.

Trouble	Checkpoints	Remedy
Incorrect max. speed setting	Check SE-101 PIN1 settings and SE-CPU SW7-4~8/SW6-7 settings.	Reset if incorrect.
Speed detector trouble	Check encoder output frequency: CH59 , CH62 on CPU2 card CH60, CH57 on CPU1 card	Replace detector. $\frac{256 \times 1500}{60} \text{ at } 1500 \text{ rpm}$ = 6.4 kHz
Speed detector command circuit trouble	Defective card	Replacement sequence: CPU1, 2 → 101

(7) IOC TRIP (**INVERTER**, CONVERTER)

Q A
A2

Converter IOC

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
1	0	0	0

Inverter IOC

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
1	1	0	0

IOC tripping can occur at the inverter or converter side.

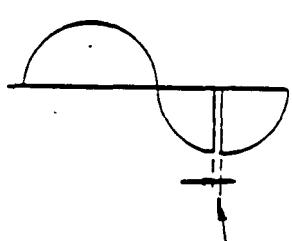
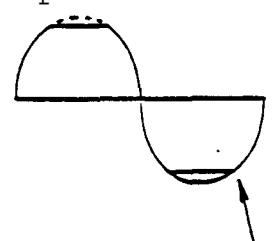
Overcurrent is denoted when either LED lights.

The main circuitry semiconductors may be damaged when the IOC fault recurs even after resetting.

Trouble	Checkpoints	Remedy
Damage to power transistors	Disconnect connection between controller and motor and operate controller alone. Does IOC trip light? <ul style="list-style-type: none"> o If it lights, power transistors are damaged. o If it does not light, advance to following checks. 	Replace power transistors.
High motor load	Check motor load.	Reduce load.
Faulty motor connections	Check wires around motor. Inspect for looseness in terminal screws .	Correct wiring if it has been connected incorrectly.

Trouble	Checkpoints	Remedy
Grounding or shorting of motor winding	Measure with megger; motor is defective if less than 1 Mohm.	Replace motor.
Incorrect power supply capacity	Must be 180V or more even under load conditions during acceleration/deceleration .	Increase power capacity.

JOC J

Trouble	*Checkpoints	Remedy
Abnormal supply voltage waveforms	<p>Observe supply voltage waveforms with synchroscope and check that they are normal during acceleration and deceleration.</p> <p>1 When there is a partial drop</p>  <p>Must be less than 100μs</p> <p>2 When the peak value drops</p>  <p>Must be less than 2-3%</p>	<p>Eliminate waveform distortion</p> <p>1 Increase capacity or increase power cable size.</p> <p>2 Improve other semiconductor unit in which waveform distortion occurs.</p>
Abnormal power frequency	Must not change more than +/-3% of prescribed frequency.	Improve frequency fluctuations .
Defective current detector circuit	<p>Inverter CH30-AGA</p> <p>Trouble at 10V peak</p> <p>Converter CH43A-AGA</p> <p>Trouble at 4.5V peak.</p>	Replace SE-101 card.

(8) CONTROLLER OVER HEAT

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
1	0	0	1

Controller's thermal protector (mounted on cooling fan) is activated.

Trouble	Checkpoints	(Remedy)
Overloading	1 Motor load 2 Start/stop frequency	1 Reduce load. 2 Reduce frequency.
High ambient temperature	Measure controller's ambient temperature.	Consider cooling if it exceeds 55 deg.C.
Failure of fin cooling fan	Is fan working properly?	Replace fan.

(9) UNDERVOLTAGE

AL8 (LED13)	AL4 (LED14)	AL2 (LED15)	AL1 (LED16)
1	0	1	0

LED lights when input power is **25ms, 170V-164V or less.**

Trouble	Checkpoints	Remedy
Usually, operation normal ; normal operation with resetting	Lights with speed change or under heavy load conditions.	Increase power capacity.
Lights usually	If input power is normal: SE-PW trouble ACDOWN-D05A High when control circuitry is normal (+5V)	Replace SE-PW.

(10) OVERVOLTAGE (CONVERTER)

AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
1	0	1	1

This **LED** lights when the voltage of the internal smoothing capacitor has risen above the allowable value.

Trouble	Checkpoints	Remedy
High power impedance		Increase power capacity .
Momentary drop or momentary power failure during deceleration	Check if LED17 has come on.	Reset and then observe state.
Detector circuit trouble	When above cases do not apply, fault may lie in detector circuit.	Replace SE-101 card.

(11) Trouble in CPU

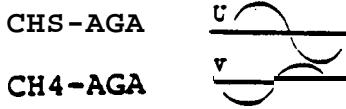
AL8 (LED12)	AL4 (LED13)	AL2 (LED14)	AL1 (LED15)
1	1	0	1
1	1	1	0
1	1	1	1

E This consists of errors in-the logic or in the operations ~~of~~ **inside** the CPU cards. Observe the state after **resetting**. It may be necessary to replace the cards (**or** the ~~going~~ **cables** ~~out of~~ **Unit** ~~to mag. str.~~ **be replaced**).

or inc m When **LEDs** 12 through 15 on the ~~101~~ **101 card** do not **light** with resetting, the CPU card is faulty. Cards CPU1 and 2 must **be replaced**.

2. When the fault display lamps do not light

- (1) The motor does not operate at all even though there is no fault display.

Trouble	Checkpoints	Remedy
Incorrect connections or disconnection	Check wiring and inspect for disconnections.	Wire properly.
Incorrect input voltage	200V, 50Hz/200-230V, 60Hz for all 3 phases?	Return power supply to normal.
Incorrect DC power	Check all output voltages of cards and SE-PW with multimeter.	Replace if defective.
Defective card	<p>Set SW6-2 to OFF (normally ON), establish open mode and increase command speed. Are reference sine waves produced?</p> <p>SE-101 card</p> 	If trouble is found: replace cards starting with SE-101 card finishing with SE-CPU card.
External emergency stop or reset signal input	Check if LED19 has lighted.	Check connections.

- (2) Motor operates only slowly even though there is no fault display.

Trouble	Checkpoints	Remedy
Faulty motor	Is motor connected in proper	Re-connect pro-

connection	sequence to output terminals U, V and W on controller?	perly.
Incorrect input power	Is input power normal for all 3 phases?	Return power to normal.
Incorrect external speed command	When speed command from external source is increased, does motor speed increase in proportion?	Reset external speed command circuit.
Speed detection encoder trouble	Is open operation possible with SW6-2 OFF ?	Replace encoder.

(3) Motor operates at specific speed only and not as commanded.

Trouble	Checkpoints	Remedy
Incorrect external speed command	Does speed command from external source change linearly from OV to 10V? (CH41-AGA)	Reset external speed command circuit.

(4) Insufficient torque

Inspect as indicated in (1), (2) and (5).

(5) Motor takes longer to start.

Trouble	Checkpoints	Remedy
Increased load	Check load.	Reduce load.

(6) No speed arrival signal (UP-TO **SPEED**)

Trouble	Checkpoints	Remedy
SE-101 card output circuit failure	Does LED7 on SE-CPU light upon completion of acceleration/deceleration?	Replace SE-101 card.
Failure in speed arrival detector circuit	LED7 (UP TO SPEED) on SE-CPU card does not light.	SE-CPU card failure if otherwise normal

		operation; replace card.
--	--	--------------------------

(7) No NC feed operation

This is caused by the failure of the UP TO SPEED signal to operate. Inspect in the same way as for the relay sequence and (6).

(8) No speed detection signal

Trouble	Checkpoints	Remedy
SE-101 card failure	Does SE-CPU card LED5 light above set speed? If it lights, failure lies in output circuitry.	Replace SE-101 card.
Speed detec- tor circuit failure	SE-CPU2 LEDS does not light.	SE-CPU card failure if otherwise normal operation; replace card.

(9) **No zero** speed detection signal

Trouble	Checkpoints	Remedy
RA-1 relay failed on SE- 101 card	Does SE-CPU LED10 light at motor speed of under 25 rpm or SO rpm? Relay has failed if signal is not output even when LED10 lights.	Replace RA1 relay or replace SE-101 card.
Zero speed de- tector circuit failure	Failure in detector circuit if LED10 does not light.	Replace SE-CPU1 or 2 card.

(10) No speed range selection

This is caused by the speed detection or zero speed **signal**

not functioning. Inspect **as for (8) and (9)**.

(11) Speed does not increases beyond a certain value.

Review settings to see whether maximum speed has been set properly. Check whether override input is not being supplied.

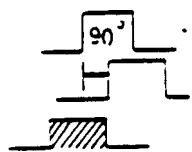
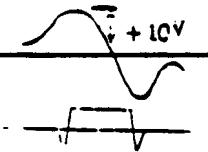
Is the load meter value too high? Check the load.

(12) High vibration, noise levels

Trouble	Checkpoints	Remedy
Poor dynamic balance		Review dynamic balance .
Drop in in- sulation re- sistance	<p>Disconnect R, S, T phases from power supply and measure ped, inspect for with 500V megger (<u>disconnect wires connected to ground terminals</u>). .</p> <p>a Across main'circuitry and ground: 20Mohms or more (terminals X1, X2, X3,U, V, W, MS1 and MS2)</p> <p>b Across control circuit COM and ground; 20Mohms or more (IO1 card, terminal block TB1 OM)</p> <p>c Across main, circuitry and control circuit COM: 20 Mohms or more</p>	When this has drop- measure ped, inspect for places where insulation may have de- teriorated, and re- store. ..
Defective mo- tor bearing	Does the motor rotate smoothly when it is rotated by hand?	Replace bearings.

Motor screws not tight enough	Are any of the motor screws loose?	Re-tighten screws.
Motor shaft movement	Does motor shaft show any trace of having been bumped into something?	Repair or replace motor.
Unbalanced reference sine waves	Are SE-101 card CH5, CH4-AGA waveforms balanced?	Replace SE-101 card.

(13) Speed control operates normally but trouble with orientation operation.

Trouble	Checkpoints	Remedy
Orientation speed estab- lished but motor does not stop	<p>Is position feedback encoder or magnetic sensor operating normally?</p> <p>Operate motor under speed control only and check if position feedback is normal.</p> <p>SE-CPU2 card, forward rotation: CH52 - DCA CH53 - DGA CH54 - DCA (Mark pulse)</p> <p>SE-CPU 1 card, forward rotation: CH53 - AGA IC 21A-7 - AGA</p>  	<p>replace detector. Or defective SE- CPU card interface: replace card.</p>

Trouble	Checkpoints	Remedy
Stop positions differ for forward orientation and reverse orientation with multiple-point orientation.	Check backlash at encoder mounting area.	
Hunting during stop	Increase 1st deceleration point range and observe result.	SE-SPU1 or 2 SW4-2-4 (2nd deceleration point range) SW4-5-7 (1st deceleration point range) SW10 (Orientation speed)
Stop state differs according to rear	Check that gear ratio setting is normal. DIP switch setting	Change if different. If normal, re-set 1st deceleration point range and orientation speed .
Poor servo rigidity	Check that gear ratio setting is normal. DIP switch setting	Increase speed loop constant. SW8
Speed overshooting		Reduce speed loop constant. SW9

CHAPTER 8 PARTS REPLACEMENT METHODS

8.1 CARD REPLACEMENT

(1) SE-PW

Replace this card if something is wrong with the DC voltages.

The SE-101, CPU card must be removed in order to replace the card.

(2) SE-CPU1 card

First check the ROM number, DIP switch settings and setting pin positions again before proceeding with replacement.

Magnetic sensor sensitivity (**VR2**) } Re-adjust these
Orientation shift (**VR1**) } controls.

(3) SE-CPU2 card

First check the ROM number, DIP switch settings and setting pin positions again before proceeding with replacement.

(4) SE-101 card

First check the setting pinpositions again before proceeding with replacement. When replacing the card, bear in mind that the connectors hooking up the main circuitry are located on the rear side of panel **B**.

- o **CH56-AGA** (U phase reference sinusoidal wave) . . . VR13
 - o **CH43A-AGA** regenerative converter DC current . . . VR10
 - o **CH57-AGA** (V phase reference sinusoidal wave) . . . VR12
 - o **CH58-AGA** converter DC current . . . VR11
- Re-set the above zero adjustments.
- o Set the maximum speed using pin 1 on the 101 card and **SW6-7** on the CPU card.
 - o Set the meter calibration **SW6-6** to OFF and re-adjust VR6 and

7 so that the CH34 voltage is made 10V.

For the 107 G54 edition and following, adjust VR6.

- o After the above calibrations re-adjust the speed meter (**VR14**) and load meter (**VR15**).
- o Upon completion **of** the re-adjustments, return the meter calibration **SW6-6** to ON.

8.2 DIODE AND TRANSISTOR MODULES

(1) Removal of defective module

Detach the wires connecting the module and remove the module from the heat-dissipating fin.

In this case, bearing in mind that emitter pin E and base pin B of the transistor module can be detached and re-inserted, remove these pins.

(2) Application of silicon' grease

Apply an even layer of silicon grease to the rear side **of** the module.

(3) Tightening up

Restore the wires to their original state using the specified tightening torque. Cover the base and emitter pins of the transistor module with silicon tubes as before.

Note: Only the diodes and transistors listed in the specifications may be **used**. Replacements or spares must, therefore, be purchased from Mitsubishi or its authorized **representative**.

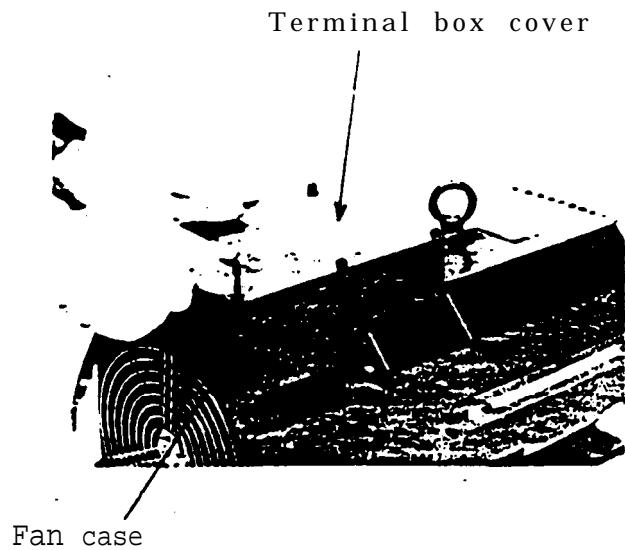
Table 6.1 Tightening torques

	Model	Screw size	Max. tightening torque (kg-cm)	Recommended tightening torque (kg-cm)
Dio-des	PT768 (RM 30TA-H) PD608 (RM 60DZ-H) PD1008 (RM 100DZ-H)	M5 x 0.8	20	17 +/-2
Transis-tors	QM 75DY-H QM100DY-H QM150DY-H			

6.3 TYPE SJ AC SPINDLE MOTOR DISASSEMBLY AND RE-ASSEMBLY

[1] Cables and P.C.board

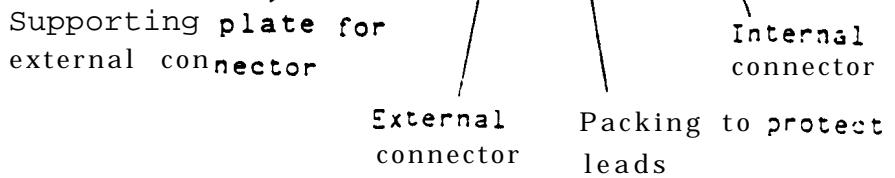
1. Remove the cover of the terminal box on top of the fan **case**.
2. Disconnect the cables from the power board to the motor.
- a) 3 motor main leads (**U, V, W**)
- b) 2 cooling fan leads (**BU, BV**)
- c) 2 **thermal** protector leads (**OHS1, OHS2**)
- d) Companion plug for **external** connector.



3. Remove the external connector from the supporting plate and remove the internal **con-**
nector from the socket.

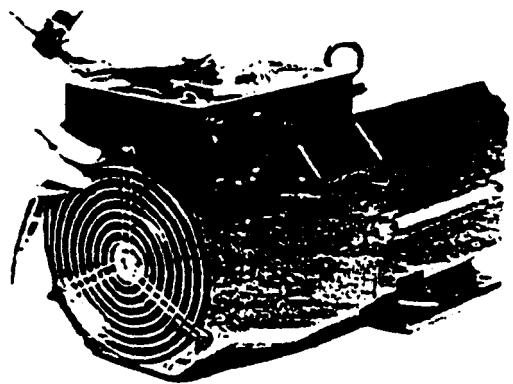
Screw for securing
P.C.board P.C.board

4. The P.C.board **can** be removed once the screw securing it is re moved.
5. For re-assembly., follow the above steps (1)-(4) in the **re-**verse order.

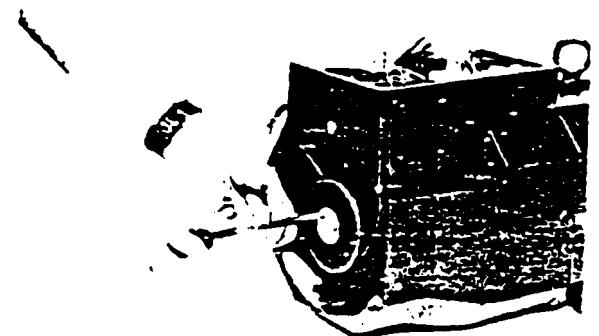


[2] Cooling fan

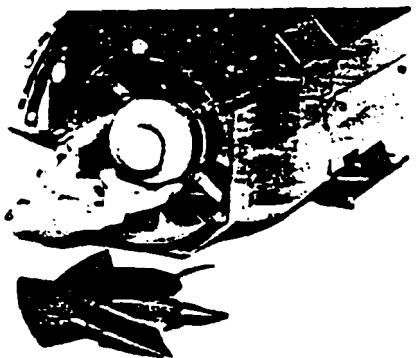
1. Remove the hexagon **socket** head bolts which secure the finger guard.



2. The fan **blade** can be removed once the screws at the center of the cooling fan are removed.

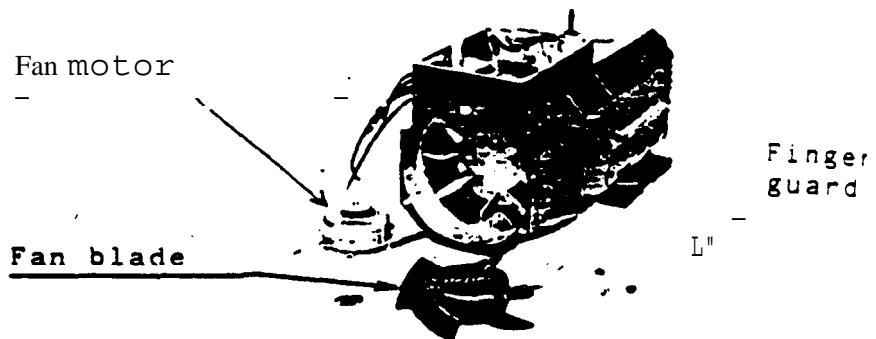


3. Cut the 4 cooling fan leads connected **inside** the terminal box. The fan motor can be removed from the fan case once the screws which attach it are removed.



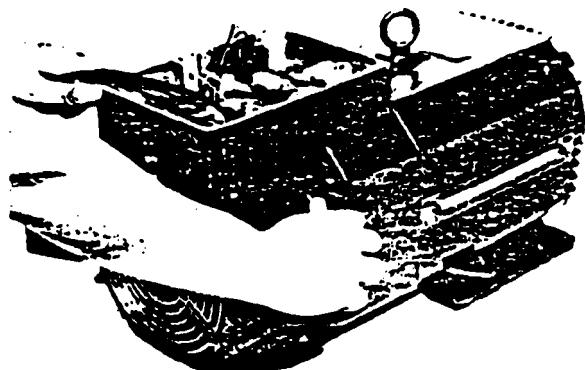
4. For re-assembly, follow steps

(1)-(3) above in the **reverse
order.**



[3] Sensor and detection gear

1. Remove the internal connector of the sensor from the socket inside the terminal box.
2. Remove the **3** hexagon socket head bolts attaching the fan case, and the fan case can be removed once it is pulled out toward the rear.



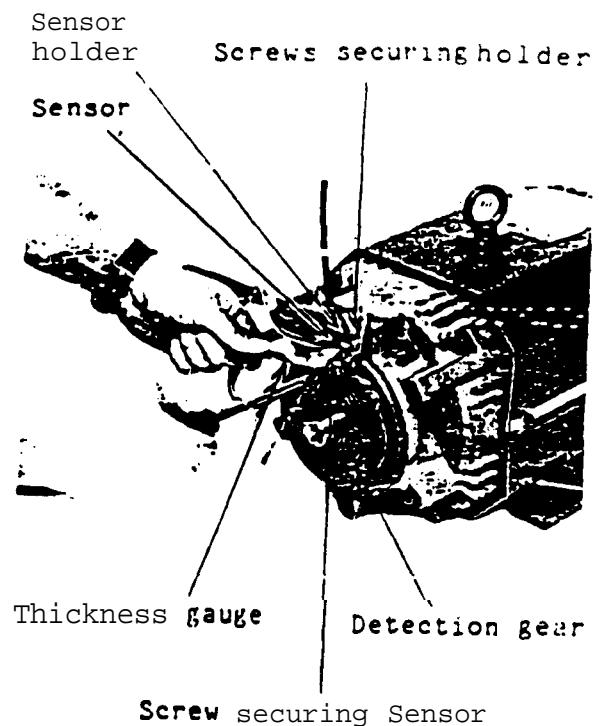
3. Once the 2 screws

securing the sensor holder are removed, **theholder** can be removed-

Take care not to bring the sensor into contact with the detection gear while doing this.

4. To adjust the sensor, loosen the screw securing the sensor with the sensor holder secured and **make** the adjustment with a thickness gauge so that the **gapbe-**tween the detection gear and the sensor is made **0.15 ± 0.01** .

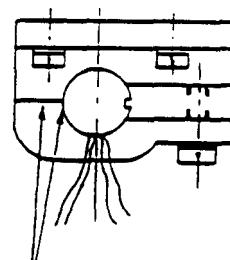
Check if the marks (index lines) on the sensor and the holder be **aligned, and** tighten up the **screws** securing the **sensor**.
(See figure on right)



5. Apply some **screw** locking agent on

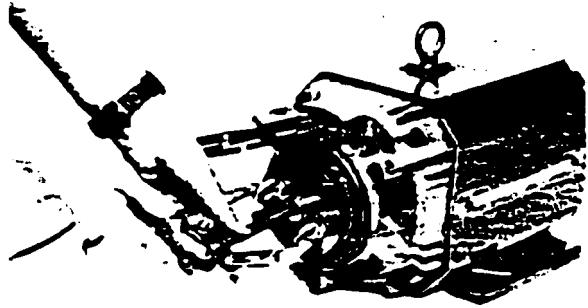
the screws for Preventing them from loosening.

6. When Fe-assembling the fan case, draw the sensor leads sufficiently into the terminal box so that **they** are not sandwiched between the **bra-**cket and the **fan** case.



Align the marks (index lines)

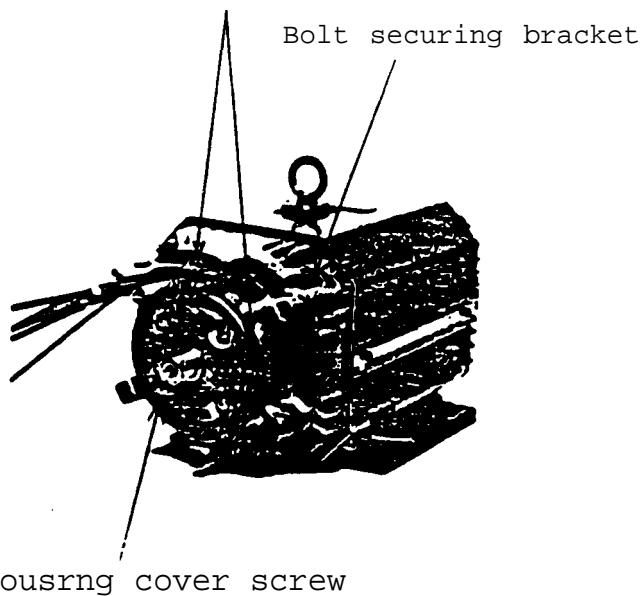
7. The detection gear is removed by screwing the **eyebolt** into the **screw (M8)** hole, drawing it out with a removal tool and then rotating the handle.



8. When re-assembling the detection gear, **insert** it into the shaft at a **shrinkage** fit temperature within **100-150 deg. C**, taking care not to wrench it into place.

An excessively high Shrinkage fit temperature **will cause** distortion in the detection gear.

Apply sealing agent

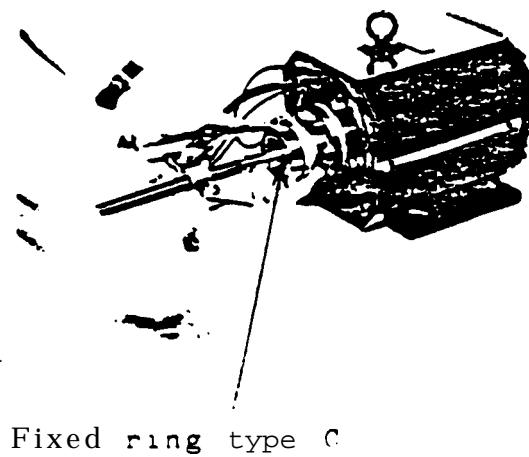


[4] Bearings

1. The anti-load side bracket can be removed once the screws securing the **housing** cover and the hexagon socket-head **bolts** securing the bracket are all removed.

2. When re-assembling the anti-load side bracket, apply some sealing agent to the interlocking surface.

3. The anti-load side bearing is removed by removing the fixed ring **type C**, **by** using a bearing removal tool to remove the bearing



along with the housing cover
and by rotating the handle..



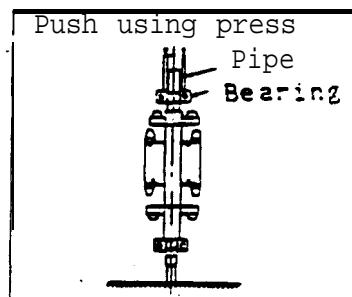
4. Remove the load side-bearing by applying the **pawl** of the removal tool to its inner ring and **rotating** the handle.

5. To insert the bearing into the **shaft, remove** the wipe smears and projections from the *insertion* sections.

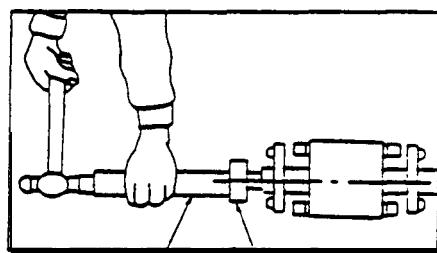
6. After applying grease on the inner surface of the bearing and the surface of the **shaft, place** the bearing on the shaft by pressing the inner ring **with** a pipe. Care should be taken to keep the bearing be at right angles to the shaft.

7. If a press is **unavailable, place** the bearing on the shaft by tapping the inner ring gently with a hammer and a **pipe**.

Care should be taken not to twist the bearing or not to hit the outer ring with the pipe.



Mounting the bearing 'using a press



Mounting the bearing using a **hammer**

CHAPTER 9 PARTS LIST

AC SPINDLE CONTROLLER & MOTOR (TYPE FR-SE-2)

NOTE: Option **spare parts A** Maintenance spare parts for **every two years**.

Option **spare parts B** Maintenance spare parts for **every five years**.

Option **spare parts C** Maintenance spare parts for machine **maker's stock**.

ITEM	DESCRIPTION	TYPE		MAKER	SYMBOL	QTY	SPARE PARTS			NOTE
		KW	STAND.				OPTION	A	B	
1	CIRCUIT BREAKER	5.5	NF 50CB	MITSUBISHI ELECTRIC	CB1	1	0	0	0	
		7.3	3P							
		11	50A05							
		15	NF100CB							
		1815	3P							
		22	75A05							
2	TRAN-SISTOR	5.5	QM75DY-H	MITSUBISHI ELECTRIC	TRR	3	0	0	0	FOR CONVERTER
		7.5								
		11	QM100DY-H							
		15	QM150DY-H							
		18.5								
		22	QM75DY-H				9	0	0	0
3	TRAN-SISTOR	5.5	QM75DY-H	MITSUBISHI ELECTRIC	TRU	3	0	0	0	FOR INVERTER
		7.5	QM100DY-H							
		11	QM150DY-H							
		15								
		18.5	QM100DY-H							
		22	QM150DY-H				6	0	0	0
4	DIODE STACK	5.5	PT768	NIHON INTER MITSUBISHI	D1	1	0	0	0	FOR CONVERTER
		7.5	(RM30TA-H)							
		11								
		1s	PD608							
		18.5	(RM60DZ-H)							
		22	PD1008							
			(RM100DZ-H)		D1-1					
					D1-2	3	0	0	0	
					D1-3					

ITEM	DESCRIP-TION	TYPE		MAKER	SYMBOL	QTY	SPARE PARTS			NOTE
							STAND.	OPTION	A	
		KW							B	
5	CAPACT-TOR	55	3200UFX 350V BK0-NC 1043-H05 AC200V	NITSUKO	C1-1	2	0 -	0	2	2
		75			C1-2	3	0	0	3	3
		11			C1-3					
		15			C1-4	4	0	0	4	4
		185			C1-5	.				
		22				5	0	0	5	5
6	CONTAC-TOR	11	SK65- AC200V 185 SK65- AC200V	MITSUBISHI ELECTRIC	MCI	1	0	0	0	1
		15								
		185								
		22								
		15								
		22								
7	FAN	5.5	N3951ML HS4556ML	TOBISHI	FAN1	1	0	1	C	1
		7.5			FAN1					
		11			FAN2	2	0	2	0	2
		15								
		18.5								
		22								
8	AC REACTOR	55	HO2 HO3 HO4 HO5 HO6 HO7	CHUO DENKI	ACL	1	0	0	0	1
		7.5								
		11								
		15								
		18.5								
		22								
9	CAPACT-TOR	5.5	MEU2105 600A BK0-NA1061-05	SHIZUKI DENKI	c 2	6	0	0	6	6
		7.5			C3					
		11			C2	3	0	0	3	3
		15								
		18.5								
		22								
10	SURGE KILLER	11	BK0-C1916 H02	SHIZUKI DENKI	C 3	3	0	0	0	3
		15								
		185								
		22								
		15								
		18.5								
11	SURGE KILLER	22	BK0-C1916 H01	SHIZUKI DENKI	C 2	3	0	0	0	3
		15								
		18.5								
		22								

ITEM	DESCRIPTION	TYPE KW		MAKER	SYMBOL	QTY	SPARE PARTS			NOTE
							STAND	OPTION	A	
12	RESISTOR	53	BKO- NC1072-	MICRON	R 1	3				
		7.5			R 2		0	0	0	3
		11			R 3					
		15								
		8.5								
		22								
13	RESISTOR	55	MFS30A 8026	MICRON	RO	1	0	0	0	1
		7.5								
		11			RO-1					
		15			RO-2		2	0	0	2
		185								
		22								
14	RELAY	—	G4J3342T DC24V	OMRON	RA1 RA2	2	0	0	0	2
15	Thermal Detector	—	OHD-6 OB	TOOKIN	THS1	1	0	0	0	1
16	Thermal Detector	—	OHD-100B	TOOKIN	THS2	1	0	0	0	1
17	CT	5.5	BKO- NC6131-		CT1	4				
		7.5			CT2		0	0	0	4
		11			CT3					
		15			CT4					
		18.5								
		22								
18	TERMINAL	5.5	TE-K14-3 TE-K22B-3 TE-K60B-3	MITSUBISHI ELECTRIC		1				
		7.5					0	0	0	1
		11								
		15								
		18.5								
		22								
19	TERMINAL	—	TE-62-z	MITSUBISHI ELECTRIC	TB4 TB11	2	0	0	0	2
20	FILTER	—	BKO-NC6143 HO1	SHIZUKI DENKI	FIL1	1	0	0	1	1

ITEM	DESCRIPTION	TYPE KW	MAKER	SYMBOL	QTY	SPARE PARTS			NOTE
						STAND	OPTION		
							A	B	C
21	FUSE	— MF60NR -5A -S	TOYO	SE-W	3		3	0	0
22	PRINTED CIRCUIT BOARD	— BEO-NC6135	YAMABISHI	SE-IO1	1		0	0	0
23	PRISTED CIRCUIT BOARD	— SE-IO1	MITSUBISHI ELECTRIC		1		0	0	1
24	PULSE SIGNAL GENERATOR	— TS1860N13	TANAGAWA SEIKI		1		0	0	1
25	FAN	5.5 7.5 11 15 185 22 IA-15101 R200P59	UNION SEIKO		1		0	0	1
26	BEARING (LOAD SIDE)	5.5 6307N2ZZCS 19 7.5 11 15 18.5 22 6310N2ZZCS22 6312N2ZZCS28	TOYO BEARING		1		0	0	1
27	BEARING (OPPOSITE SIDE)	5.5 6306N2ZZCS 16 7.5 11 15 18.5 22 6308N2ZZCS 19	TOYO BEARING		1		0	0	1
28	MAGNETIC ORIENT P.C.B	SE-CPU1	MITSUBISHI ELECTRIC		1		0	0	1
29	ENCODER ORIENT P.C.B	SE-CPU2	MITSUBISHI ELECTRIC		1		0	0	1