供应代理西门子变频器75KW

产品名称	供应代理西门子变频器75KW
公司名称	上海地友自动化设备有限公司
价格	88.00/台
规格参数	品牌:西门子 型号:6SE6440-2UD37-5FB1 3:9
公司地址	上海市松江区叶榭镇叶旺路1号1楼
联系电话	18701852718

产品详情

供应代理西门子变频器75KW 供应代理西门子变频器75KW 供应代理西门子变频器75KW 6SE6440-2UD37-5FB1西门子变频器75KW 380-480V 3AC无内置滤波器 西门子MM440变频器不带滤波器75KW 380-480V 6SE6440-2UD37-5FB1 6SE6440-2UD37-5FB1 MICROMASTER 440，不带滤波器，3AC 380-480V +10/-10% 47-63Hz，恒转矩，额定输出功率，75 KW 过载 150%，用于 60S，200% 3 S，平方转矩，额定输出功率，90 KW 850 x 350 x 320 (H x W x D)，防护等级 IP20，环境温度 -10 - +50 °C，不带 AOP/BOP; 产品图片：联 系 人 ：黄 世 鹏 （ 销 售 经 理 ） 工 作 Q Q ：6 4 9 4 2 6 2 8 1 联系电话:1 8 7 0 1 8 5 2 7 1 8 工作微信:1 8 7 0 1 8 5 2 7 1 8 上海地友自动化设备有限公司本着 " 以人为本、科技先导、顾客满意、持续改进 " 的工作方针，致力于工业自动化控制领域的产品开发、工程配套和系统集成，拥有丰富的自动化产品的应用和实践经验以及雄厚的技术力量，尤其以 PLC复杂控制系统、传动技术应用、伺服控制系统、数控备品备件、人机界面及网络/软件应用为公司的技术特长，几年来，上海地友自动化设备有限公司在与德国 SIEMENS公司自动化与驱动部门的长期紧密合作过程中，建立了良好的相互协作关系。 主要优势产品 西门子：S7-200CN、S7-200、Smart200、S7-300、S7-400、S7-1200、触摸屏、6FC、6SN、S120、V10、V20、V60、V80、G110、G120、6RA、伺服数控备件、NCU、MM系列变频器。 6SE6440-2UD37-5FB1 相似图像 MICROMASTER 440，不带滤波器，3AC 380-480V +10/-10% 47-63Hz，恒转矩，额定输出功率，75 KW 过载 150%，用于 60S，200% 3 S，平方转矩，额定输出功率，90 KW 850 x 350 x 320 (H x W x D)，防护等级 IP20，环境温度 -10 - +50 °C，不带 AOP/BOP 列表价（不含增值税） 显示价格 您的单价（不含增值税） 显示价格 PDF 格式的数据表 下载 服务和支持 (手册，认证，问答...) 下载 产品 商品编号(市售编号) 6SE6440-2UD37-5FB1 产品说明 MICROMASTER 440，不带滤波器，3AC 380-480V +10/-10% 47-63Hz，恒转矩，额定输出功率，75 KW 过载 150%，用于 60S，200% 3 S，平方转矩，额定输出功率，90 KW 850 x 350 x 320 (H x W x D)，防护等级 IP20，环境温度 -10 - +50 °C，不带 AOP/BOP 产品家族 订货数据总览 产品生命周期 (PLM) PM300:有效产品 价格数据 价格组 / 总部价格组 IB / 列表价（不含增值税） 显示价格 您的单价（不含增值税） 显示价格 金属系数 无 交付信息 出口管制规定 AL : 3D225 / ECCN : N 工厂生产时间 32 天 净重 (Kg) 56.0 Kg 产品尺寸 (W x L X H) 未提供 包装尺寸 未提供 包装尺寸单位的测量 未提供 数量单位 1 件 包装数量 未提供 其他产品信息 EAN 未提供 UPC 未提供 商品代码 85044097 LKZ_FDB/ CatalogID DA51-J 产品组 9823 原产国 中国 Compliance with the substance restrictions according to RoHS directive 阐明 RoHS 合规性 产品类别 未提供 电气和电子设备使用后的收回义务类别 没有电气和电子设备使用后回收的义务 分类 版本 分类 eClass 5.1 27-02-31-01 UNSPSC 15 39-12-20-01 | 捆绑销售： 6SE6400-0BP00-0AA1 MICROMASTER 4 BASIC OPERATOR PANEL (BOP) 6SE6440-2UD27-5CA1 MICROMASTER 440， 不带滤波器，3AC 380-480V +10/-10% 47-63Hz， 恒转矩，额定输出功率，7.5 KW 过载 150%， 用于 60S， 200% 3 S， 平方转矩，额定输出功率，11 KW 245 x 185 x 195 (H x W x D)，防护等级 IP20， 环境温度 -10 - +50 °C， 不带 AOP/BOP 6SE6440-2UD31-1CA1 MICROMASTER 440， 不带滤波器，3AC 380-480V +10/-10% 47-63Hz， 恒转矩，额定输出功率，11 KW 过载 150%， 用于 60S， 200% 3 S， 平方转矩，额定输出功率，15 KW 245 x 185 x 195 (H x W x D)，防护等级 IP20， 环境温度 -10 - +50 °C， 不带 AOP/BOP 6SE6440-2UD33-7EB1 MICROMASTER 440， 不带滤波器，3AC 380-480V +10/-10% 47-63Hz， 恒转矩，额定输出功率，37 KW 过载 150%， 用于 60S， 200% 3 S， 平方转矩，额定输出功率，45 KW 650 x 275 x 245 (H x W x D)，防护等级 IP20， 环境温度 -10 - +50 °C， 不带 AOP/BOP 6SE6440-2UC17-5AA1 MICROMASTER 440， 不带滤波器，1/3AC 200-240V， +10/-10% 47-63Hz， 恒转矩，额定输出功率，0.75 KW 过载 150%， 用于 60S， 200% 3 S， 平方转矩，额定输出功率，0.75 KW 173 x 73 x 149 (H x W x D)，防护等级 IP20， 环境温度 -10 - +50 °C， 不带 AOP/BOP Technical informationen 产品信息 组态工具 跳转到 Overview Overview Shaft misalignmen Shaft misalignment is the result of displacement during assembly and operation and, where machines constructed with two radial bearings each are rigidly coupled, will cause high loads being placed on the bearings. Elastic deformation of base frame, foundation and machine housing will lead to shaft misalignment which cannot be prevented, even by precise alignment. Furthermore, because individual components of the drive train heat up differently during operation, heat expansion of the machine housings causes shaft misalignment. Poorly aligned drives are often the cause of seal, rolling bearing or coupling failure. Alignment should be carried out by specialist personnel in accordance with FLENDER operating instructions. Depending on the direction of the effective shaft misalignment a distinction is made between: Axial misalignment Radial misalignment Angular misalignment Couplings can be categorized into one of the following groups: Single-joint couplings Couplings with flexible elements mainly made of elastomer materials. Shaft misalignment results in deformation of the elastomer elements. The elastomer elements can absorb shaft misalignment as deformations in an axial, radial and angular direction. The degree of permissible misalignment depends on the coupling size, the speed of rotation and the type of elastomer element. Single-joint couplings do not require an adapter and are therefore short versions. Example: In the case of a RUPEX RWN coupling 198 with an outer diameter of 198 mm and a speed of 1500 rpm, the permitted radial misalignment is Δ Kr = 0.3 mm. Two-joint couplings Two-joint couplings are always designed with an adapter. The two joint levels are able to absorb axial and angular misalignment. Radial misalignment occurs via the gap between the two joint levels and the angular displacement of the joint levels. The permitted angular misalignment per joint level is frequently about 0.5 °. The permitted shaft misalignment of the coupling can be adjusted via the length of the adapter. If there are more than two joint levels, it is not possible to define the position of the coupling parts relative to the axis of rotation (the less frequently used parallel couplings are an exception). Example: ARPEX ARS-6 NEN 210-6 coupling with a shaft distance of 160 mm with a permitted radial misalignment of Δ Kr = 1.77 mm (angle per joint level 0.7 °). Restorative forces Shaft misalignment causes restorative forces to act on the coupled shafts which are determined by the displacement stiffness of the coupling. These restorative forces are frequently comparatively weak and can usually be disregarded. Where bearings or shafts are under heavy loads, the restorative forces should be taken into account. Balancing Because of primary shaping processes and machining the coupling components are manufactured with a mass distribution about the axis of rotation of the motor, gear unit or driven machine which is not always ideal. Balancing means improving the mass distribution of a rotating body so that it rotates on its bearings with a sufficiently limited effect of free centrifugal forces. The imbalance force increases linearly with the distance between the center of gravity of body and the axis of rotation, the weight of the body and the rotor speed squared. F = imbalance force S = center of gravity of body e = distance of center of gravity of body from the pivot axis In the case of rotating unbalanced coupling parts rotary, imbalance forces develop which impose loads on the bearings of the machine shafts and excite vibration. High vibration values on drives are frequently detected as early as initial start-up, if the balance of the machine shafts or the mounted coupling parts is insufficient or the balancing specifications are incompatible. The balance condition of the coupling can be measured on balancing machines. By adding or drilling away material a balance condition which meets the requirements can be achieved. Balance quality levels The so-called quality level G to DIN ISO 1940 indicates a range of permitted residual imbalance from zero up to an upper limit. Applications can be grouped on the basis of similarity analysis. For many applications a coupling balance quality of G 16 is sufficient. On drives susceptible to vibration the balance quality should be G 6.3. Only in special cases is a better balance quality required. Single- and two-level balancing For discoid bodies (such as brake disks, coupling hubs) so-called single-level balancing is carried out. The mass compensation for the imbalance is undertaken at a single level only. For historical reasons single-level balancing is also known as static balancing. On long bodies such as adapters mass compensation must be implemented at two levels to reduce the couple imbalance. Two-level balancing is carried out while the rotor body is rotating. Historically this is known as dynamic balancing. Besides the required balance quality, it is necessary to set standards which define how the mass of the parallel key is to be taken into consideration when balancing. In the past motor rotors have frequently been balanced in accordance with the full parallel key standard. The "appropriate" balance condition of the coupling hub was described as "balancing with open keyway" or "balancing after keyseating". Today it is usual for the motor rotor, as well as the gear unit and driven machine shaft, to be balanced in accordance with the half parallel key standard. Balancing standard in accordance with DIN ISO 8821 Full parallel key standard The parallel key is inserted in the shaft keyway, then balancing is carried out. The coupling hub must be balanced without parallel key after keyseating. Marking of shaft and hub with "F" (for "full"). Half parallel key standard The balancing standard normally applied today. Before balancing a half parallel key is inserted in the shaft and another in the coupling hub. Alternatively balancing can be carried out before cutting the keyway. The balanced parts must be marked with an "H". This marking can be dispensed with if it is absolutely clear which parallel key standard has been applied. No parallel key standard Balancing of shaft and coupling hub after keyseating, but without parallel key. Not used in practice. Marking of shaft and hub with "N" (for "no"). The length of the parallel key is determined by the shaft keyway. Coupling hubs may be designed considerably shorter than the shaft. To prevent imbalance forces caused by projecting parallel key factors when balancing in accordance with the half parallel key standard in the case of applications with high balancing quality requirements, grooved spacer rings can be fitted or stepped parallel keys used. FLENDER balancing standards The balancing speed is not included in the product code, so the balancing quality is specified as the maximum permitted center of gravity eccentricity. From the center of gravity eccentricity the balancing quality level to DIN ISO 1940 can be easily calculated for the respective operating speed. The operating speed and balancing quality level are proportional. FLENDER balancing quality Standard-balancing Fine- balancing Micro balancing Center of gravity eccentricity 100 µ m 40 µ m 16 µ m Operating speed Balancing quality level to DIN ISO 1940 600 rpm G 6.3 G 2.5 G 1 1000 rpm G 10 G 4 G 1.6 1500 rpm G 16 G 6.3 G 2.5 3000 rpm G 32 G 12.6 G 5 3800 rpm G 40 G 16 G 6.3

Note: Every balancing quality also meets the requirements of balancing quality with a higher numerical value. For many applications the following balancing quality recommendation applies: Standard balancing Fine balancing Coupling v = DA Þ n/19100 Short version with LG ≤ 3 x DA v ≤ 30 m/s v > 30 m/s Long version with LG > 3 x DA v ≤ 15 m/s v > 15 m/s Peripheral speed v in m/s Coupling outer diameter DA in mm Coupling speed n in rpm Coupling length LG in mm The following balancing standards must be observed: Subassemblies and coupling parts are designed with standard balancing quality. Fine balancing and microbalancing are available to order. Higher balancing qualities are provided on request, after technical clarification. Hub parts without finished bore are not balanced. FLUDEX couplings are subject to special balancing standards. ARPEX couplings in standard balancing quality are unbalanced. The balancing quality of standard balancing is nearly always adhered to by steel components which are machined all round and precisely guided adapters. The number of balancing levels (single- or two-level balancing) is specified by FLENDER. Unless otherwise requested, the unit is balanced in accordance with the half parallel key standard. Balancing in accordance with the full parallel key standard must be specified in the product code. Shaft-hub connections The bore and the shaft-hub connection of the coupling is determined by the design of the machine shaft. In the case of IEC standard motors the shaft diameters and parallel key connections are specified in accordance with DIN EN 50347. For diesel motors the flywheel connections are frequently specified in accordance with SAE J620d or DIN 6288. Besides the very widely used connection of shaft and hub with parallel keys to DIN 6885 and cylindrically bored hubs, couplings with taper clamping bushes, clamping sets, shrink-fit connections and splines to DIN 5480 are common. The form strength of the shaft/hub connection can only be demonstrated when shaft dimensions and details of the connection are available. The coupling torques specified in the tables of performance data of the coupling series do not apply to the shaft-hub connection unrestrictedly. In the case of the shaft-hub connection with parallel key the coupling hub must be axially secured e.g. with a set screw or end plate. The parallel key must be secured against axial displacement in the machine shaft. All FLENDER couplings with a finished bore and parallel keyway are designed with a set screw. The exceptions are some couplings of the FLUDEX series, in which end plates are used. During assembly taper clamping bushes are frictionally connected to the machine shaft. Assembly Assembly, start-up, maintenance and servicing of the coupling are described in the operating instructions. Contact protection Couplings are rotating components which can pose a risk to the environment. FLENDER in the operating instructions prescribes fitting couplings with a suitable contact guard, also called a coupling guard. The contact guard must provide a firm cover to protect against contact with the rotating coupling. The coupling must also be protected against blows from objects striking it. The coupling guard must enable the coupling to be adequately ventilated. The following guidelines give information on designing the contact guard: 2006/42/EC EC Machinery Directive; EN 13463-1 Section 13.3.2.1; EN 13463-1 Section 7.4; EN 13463-1 Section 8.1. Maintenance All-steel membrane couplings of the ARPEX series require no maintenance. If the operating and mounting conditions have been adhered to, only regular visual inspection is required. Elastomer elements, elastomer seals and lubricants are subject to wear through ageing and loads. To avoid damage to the coupling or failure of the drive, the ZAPEX, N-EUPEX, N-EUPEX DS, RUPEX, BIPEX, ELPEX, ELPEX-S, ELPEX-B and FLUDEX series must be maintained in accordance with the operating instructions. On gear couplings the lubricant must be changed at regular intervals. On flexible or highly flexible couplings the torsional backlash or the torsion angle must be checked at regular intervals under load. If a limit value is exceeded the elastomer element must be replaced. It is very important to maintain couplings which are operated in a potentially explosive environment, as couplings which are not maintained can become ignition sources. Corrosion protection Depending on the environmental conditions, suitable corrosion protection must be specified for the coupling. Unless otherwise specified in the order, steel and cast iron surfaces are shipped with a simple preservative. Ambient conditions Because of the environment the coupling has to meet a large number of additional requirements. Couplings must be as suitable for use in a potentially explosive environment as for use at a high or low ambient temperature. The environment may be defined as chemically aggressive or be subject to laboratory conditions or requirements of food manufacture. ATEX and EC Machinery Directive Wherever a potentially explosive environment cannot be ruled out the machinery used must meet special conditions in order to prevent the outbreak of fire as far as possible. Within the European Union, Directive 94/9/EC applies to these applications. This directive, also called ATEX 95, harmonizes the individual states' legal requirements for explosion prevention and clearly defines the procedure for checking and circulating machines and parts. Whether or not a machine is used in a potentially explosive environment, the manufacturer is required under EC Machinery Directive 98/37/EC to assess and as far as possible prevent hazards which may arise from his product. The operator has an obligation to ascertain whether an environment is potentially explosive. Details of this are laid down in Directive 1999/92/EC, also known as ATEX 137. The manufacturer is responsible for ensuring that the product is safe as defined in the EC Machinery Directive and conforms to Directive 94/9/EC, if the EX requirement is specified by the operator. The drive train mostly comprises individual pieces of equipment which are put together to form a subassembly. If the individual pieces of equipment, such as the motor, coupling, gear unit or driven machine, conform to Directive 94/9/EC, the manufacturer of the overall unit can limit the risk assessment to the additional hazards which arise from the combination of different individual pieces of equipment. The hazards which can arise from the individual pieces of equipment are assessed by the relevant suppliers. All FLENDER couplings conform to the requirements of the EC Machinery Directive 98/37/EC. The coupling series suitable for use in potentially explosive environments are marked EX. Coupling behavior during overload conditions Behavior under overload where the torque is considerably above the limits of use of the coupling concerned is determined by the engineering design of the coupling series. The ZAPEX, ARPEX, N-EUPEX, RUPEX and BIPEX coupling series can withstand overloads until the breakage of metal parts. These coupling series are designated as fail-safe. Coupling types which can withstand overload, i.e. fail-safe types, are used e.g. in crane systems. The N-EUPEX DS, ELPEX-B, ELPEX-S and ELPEX coupling series throw overload. The elastomer element of these couplings is irreparably damaged without damage to metal parts when subjected to excessive overload. These coupling series are designated as non-fail-safe. The types that fail can be fitted with a fail-safe device. This component enables emergency operation, even after the rubber element of the coupling has been irreparably damaged. The fluid couplings of the FLUDEX series withstand a load for a short time. Persistent overload causes the FLUDEX coupling to heat up beyond limits, causing the fuse to operate and so emptying the coupling and interrupting the torque transmission. Torsional and bending vibrations On drives which are prone to torsional and bending vibrations, calculations such as natural frequency

calculations, torsional vibration simulations or bending vibration calculations are necessary. The drive train may, depending on complexity, be regarded as a two-mass vibration-generating system or N-mass vibration-generating system. The vibration-generating masses are defined by the rotating bodies and the couplings by the coupling stiffnesses and shaft stiffnesses. The effect of torsional vibration excitations on the behavior of the system is calculated. Torsional vibration excitations may occur during the starting of an asynchronous motor, during a motor short circuit or in diesel engine drives. Bending vibrations may be critical, if the coupling is insufficiently balanced and/or at an operating speed close to the critical speed. The details needed for calculating torsional vibration Dynamic torsional stiffness Damping (specification of the damping coefficient ψ or Lehr's damping D = ψ/4π). Mass moment of inertia of the coupling halves are specified in the coupling catalog. Standards Machines 2006/42/EG EC Machinery Directive (formerly: 98/9/EC) 94/9/EG ATEX 95 Directive – Manufacturer – and ATEX Guideline to Directive 94/9/EC 1999/92/EG ATEX 137 Directive – Operator – and ATEX Guideline to Directive 199/92/EC
DIN EN 13463 Non-electric equipment for use in potentially explosive areas DIN EN 1127 Potentially explosive atmospheres, explosion protection Couplings DIN 740 Elastic shaft couplings Part 1 and Part 2 VDI Guideline 2240 Shaft couplings - Systematic subdivision according to their properties VDI Technical Group Engineering Design 1971 API 610 Centrifugal Pumps for Petroleum, Chemical and Gas Industry Services API 670 Machinery Protection System API 671 Special Purpose Couplings for Petroleum, Chemical and Gas Industry Services Balancing DIN ISO 1940 Requirements for the balancing quality of rigid rotors DIN ISO 8821 Mechanical vibrations; standard governing the type of parallel key during balancing of shafts and composite parts Shaft-hub connections DIN 6885 Driver connections without taper action – parallel keys – keyways
SAE J5620d Flywheels for industrial engines ... DIN 6288 Internal-combustion piston engines Connection dimensions and requirements for flywheels and flexible coupling ASME B17.1 Keys and keyseats DIN EN 50347 General-purpose three-phase induction motors with standard dimensions and output data BS 46-1:1958 Keys and keyways and taper pins Specification Formula symbols Key to the formula symbols Name Symbol Unit Explanation Torsional stiffness, dynamic CTdyn Nm/rad For calculating torsional vibration Excitation frequency ferr Hz Excitation frequency of motor or driven machine Moment of inertia J kgm2 Moment of inertia of coupling sides 1 and 2 Axial misalignment ΔKa mm Axial misalignment of the coupling halves Radial misalignment ΔKr mm Radial misalignment of the coupling halves Angular misalignment ΔKw ° Angular misalignment of the coupling halves Service factor FB Factor expressing the real coupling load as a ratio of the nominal coupling load Frequency factor FF Factor expressing the frequency dependence of the fatigue torque load Temperature factor FT Factor taking into account the reduction in strength of flexible rubber materials at a higher temperature Weight m kg Weight of the coupling Rated speed nN rpm Coupling speed Maximum coupling speed nKmax rpm Maximum permissible coupling speed Rated power PN kW Rated output on the coupling, usually the output of the driven machine Rated torque TN Nm Nominal torque as nominal load on the coupling Alternating torque TW Nm Amplitude of the dynamic coupling load Maximum torque Tmax Nm More frequently occurring maximum load, e.g. during starting Overload torque TOL Nm Very infrequently occurring maximum load, e.g. during short circuit or blocking conditions Nominal coupling torque TKN Nm Torque which can be transmitted as static torque by the coupling over the period of use. Maximum coupling torque TKmax Nm Torque which can be frequently transmitted (up to 25 times an hour) as maximum torque by the coupling. Coupling overload torque TKOL Nm Torque which can very infrequently be transmitted as maximum torque by the coupling. Alternating coupling torque TKW Nm Torque amplitude which can be transmitted by the coupling as dynamic torque at a frequency of 10 Hz over the period of use. Resonance factor VR Factor specifying the torque increase at resonance Temperature Ta °C Ambient temperature of the coupling in operation Damping coefficient Ψ Psi Damping parameter 全部关于
Technical informationen
产品与解决方案在线目录与订购系统技术信息服务与支持联系人与合作伙伴服务项目
功率模块和进线侧组件 装置型 风冷式功率模块 装置型 风冷式功率模块 4/22 ■ 集成
装置型风冷式功率模块通过 DRIVE-CLiQ 与上级控制单元通信。 上级控制单元可以是 CU310-2、CU320-2 或 SIMOTION D 控制单 元。 ???? ??? ?? ?? ?? DRIVE-CLiQ ?? 0 DRIVE-CLiQ ?? 1 DRIVE-CLiQ ?? 2 DRIVE-CLiQ 1) 24 V ????????????????? CU310-2 ? D410-2 ??????? IPD ? BR ?? + BR ?? - FB ?? + FB ?? - 230 V 1 ? AC 380 V ? 480 V 3 ? AC ????? ?? ?? ???? ???? -Temp +Temp ???? ???? ?? G_D211_ZH_00254a P24_1 -X9 2 1 4 3 6 5 M_1 LED EP M1 X400 X401 X402 EP +24 V -X41 1 2 3 4 -X46 4 3 2 1 = = DC 24 V U2 V2 W2 PE U1 V1 W1 PE L1L2L3 PE M 3 ~ E DCPS DCPA R1 R2 DCNA DCNS M 1~ 8 7 + + M M -X42 1) 1 4

装置型风冷式功率模块的连接示例 注意：集成的 24 V 电源的 X42 接线端上最多可负载 2 A 电流。通过集成电源为控制单元供电时，必须特别注意数字量输出端的总 负载，以便不超过最大电流 2 A 的限制。 功率模块和进线侧组件 装置型 风冷式功率模块 装置型 风冷式功率模块 4/23 ■ 技术规格
装置型风冷式功率模块 6SL3310-1TE3... 进线电压 （海拔 2000 米 (6562 ft) 以下） 380 ... 480 V 3 相 AC 10 %（运行时 -15 % < 1 分钟） 线路 接地的 TN/TT 系统和未接地的 IT 系统 进线电源频率 47 ... 63 Hz 功率因数 针对 3 相 AC 连接电压和额定功率 • 基波功率因数 (cos 1) > 0.96 • 总和 ( ) 0.75 … 0.93 过压类别 符合 EN 60664-1 III 类 直流母线预充电频率 最大值 1 每 300 s 直流母线电压近似值 1.35 进线电压 输出频率 • 伺服控制类型 0 ... 650 Hz 1) • 矢量控制类型 0 ... 300 Hz 1) • V/f 控制类型 0 ... 600 Hz 1) 开关电源 24 V DC -15 %/+20 % 主接触器控制 端子排 X9/5-6 240 V AC/最大值 8 A 30 V DC/最大值 1A 无线电干扰抑制 • 标准 （和进线电抗器配合使用） C3 类，符合 EN 61800-3 • 带进线滤波器和进线电抗器 C2 类，符合 EN 61800-3 冷却方式 采用内置风扇的加强风冷
允许的环境温度和冷却剂 （空气）温度 运行时进线侧组件、电源模块和电机模块 0...40 ° C (32 ... 104 ° F) 不降容， > 40...55 ° C (104 ...131 ° F) 参见降容特性曲线 安装海拔高度 海拔 2000 m (6562 ft) 以下不降容， 海拔 > 2000 ... 4000 m (6562 ... 13124 ft)， 参见降容特性曲线 一致性 CE（低压和 EMC 指令） 认证 cULus 安全集成 符合 IEC 61508 的安全完整性等级 2 (SIL 2)，符合 ISO 13849-1 的性能水 平 d (PLd)，符合 ISO 13849-1 或 EN 954-1 的控制类别 3。 1)
请注意最大输出频率和脉冲频率、电流降容之间的关联。 功率模块和进线侧组件 装置型
风冷式功率模块 装置型 风冷式功率模块 4/24 ■ 技术规格 （续） 进线电压 装置型风冷式功率模块 380 ... 480 V 3 AC 6SL3310- 1TE32-1AA3 6SL3310- 1TE32-6AA3 6SL3310- 1TE33-1AA3 6SL3310- 1TE33-8AA3 6SL3310- 1TE35-0AA3 输出电流 • 额定电流 I 额定 A 210 260 310 380 490 • 基本负载电流 I L A 205 250 302 370 477 • 基本负载电流 I H A 178 233 277 340 438 • S6 模式 (40 %) 下的 I S6 A 230 285 340 430 540 • I 最大 A 307 375 453 555 715 额定功率 1) • 基于 I 额定 kW (HP) 110 (150) 132 (200) 160 (250) 200 (300) 250 (400) • 基于 I H kW (HP) 90 (150) 110 (150) 132 (200) 160 (250) 200 (350) 额定脉冲频率 kHz 2 2 2 2 2 电流需求 24 V DC 时的最大值 2) A 0.8 0.8 0.9 0.9 0.9 最大功率损耗 kW 2.54 3.36 4.07 4.67 5.96
冷却风流量要求 m 3 /s (ft 3 /s) 0.17 (6.00) 0.23 (8.12) 0.36 (12.7) 0.36 (12.7) 0.36 (12.7) 噪声等级 50/60 Hz 下的 L pA (1 m) dB 66/67 68/72 68/72 68/72 68/72 额定输入电流 A 229 284 338 395 509 进线连接 U1， V1， W1 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 • 最大导线截面 mm 2 2 185 2 185 2 240 2 240 2 240 直流母线连接 DCPA、 DCNA （制动模块选件） 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 • 最大导线截面 mm 2 1 35 1 35 1 50 1 50 1 50 直流母线连接 DCPS、 DCNS 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 用于 M8 螺钉的扁 平连接器 • 最大导线截面 mm 2 1 35 1 35 1 70 1 70 1 70 电机连接 U2， V2， W2 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 • 最大导线截面 mm 2 2 185 2 185 2 240 2 240 2 240 PE 连接 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 用于 M10 螺钉的扁 平连接器 • 最大导线截面 mm 2 2 185 2 185 2 240 2 240 2 240 最大电机电缆长度 3) • 屏蔽型 m (ft) 300 (984) 300 (984) 300 (984) 300 (984) 300 (984) • 未屏蔽 m (ft) 450 (1476) 450 (1476) 450 (1476) 450 (1476) 450 (1476) 防护等级 IP20 IP20 IP20 IP20 IP20 尺寸 • 宽度 mm (in) 326 (12.8) 326 (12.8) 326 (12.8) 326 (12.8) 326 (12.8) • 高度 mm (in) 1400 (55.1) 1400 (55.1) 1533 (60.3) 1533 (60.3) 1533 (60.3) • 深度 mm (in) 356 (14.0) 4) 356 (14.0) 4) 549 (21.6) 549 (21.6) 549 (21.6) 外形尺寸 FX FX GX GX GX 近似重量 kg (lb) 104 (229) 104 (229) 162 (357) 162 (357) 162 (357)