



ALLEN-BRADLEY BULLETIN 1336 PLUS ALL - STOP CIRCUIT

APPLICATION NOTE #1336S - 4

June 24, 1997

PURPOSE

The purpose of this document is to provide guidelines for wiring and control schemes for the Bulletin 1336S AC Drive. This document is to be used as a suggestion only. Users must ensure that installations meet applicable codes and are suitable for the existing conditions.

The Bulletin 1336S User Manual should be used as a reference to ensure that proper wire selection, routing and fusing guidelines are followed.

WHAT THIS NOTE CONTAINS

The stop circuitry described in this document can be utilized to quickly remove power from the motor should an All-Stop (E - STOP) be initiated. This circuitry will not control the braking of the motor but will allow the motor to coast to a stop.

Other means of "braking" the motor and connected load should be utilized for rapid stopping the machine if required. Refer to Application Note #6, 1336S Motor Stop-Mechanical, or Application Note #5, 1336S Motor Stop-Electrical.

The normal operation of the drive (start/stop functions) should be through the control inputs, **NOT** the ALL-STOP.

Two different control methods are commonly implemented to address the ALL-STOP condition. It is important to note the subtle differences and how they suit a given application.

INTENDED AUDIENCE

This application note is intended to be used by personnel familiar with the hardware components and programming procedures necessary to operate the Bulletin 1336S.

WHERE IT IS USED

The diagrams, parameter settings and auxiliary hardware used in this application are designed to address specific issues in many different applications. Some changes by the Users may be necessary to apply the concepts of this document to a specific application.

TERMS AND DEFINITIONS

Input contactor - labeled 1K is located between the line supply and the drive
Output contactor - labeled 2K is located between the drive and the motor.
Enable - control input to the drive at TB3 terminal 30 used to enable or disable the inverter.

DESCRIPTION

One way to accomplish the ALL-STOP is by coordinated control of the ENABLE input of the drive and an INPUT CONTACTOR. The ENABLE signal must be present at terminal 30 located on TB3 to "enable" the drive. This signal is used as a hardware permissive to allow the drive inverter section to operate.

The ALL-STOP button should open the ENABLE circuit and also interrupt power to the coil of the INPUT CONTACTOR. This circuit will turn off the drive output and remove power from the drive. Refer to Figure 1 for the circuit diagram.

The second method for removing power to the motor during an ALL-STOP is coordinated control of the drive ENABLE input and OUTPUT CONTACTOR. The ALL-STOP will be used to open the circuit to the ENABLE input of the drive and the OUTPUT CONTACTOR. The Bulletin 100 type contactor has a 6-20 mSec coil drop out time. This time delay will ensure that the drive output has been turned off and the motor flux field has decayed prior to opening the contactor. The OUTPUT CONTACTOR must be energized (closed) prior to a start command. This allows the contactor to be rated for the drive amperage rather than full HP rating (600% FLA start). Refer to figure 2 for the circuit diagram.

Actual drop out time is dependent upon the rating of the contactor. The times stated above are based on 120 VAC coils and specific Allen-Bradley contactor models.

APPLICATION CONSIDERATIONS

Several items will affect the actual timing of each circuit. The following items should be considered prior to implementing these circuits for use during an ALL-STOP.

The Auto Restart function of the drive will be "active" when two-wire control of the start/stop functions is used. If these inputs are logically true, the drive will restart when the ENABLE input returns. Extreme caution should be exercised when using the Auto Restart function.

Systems using this control configuration should utilize a separate "reset" switch or appropriate logic to ensure that the drive is not unintentionally started when the ENABLE signal is reapplied.

- The input contactor must remain de-energized for at least one minute after power has been removed from the drive. No more than 3 cycles are allowed within a five minute period. A ten minute delay is required before attempting the next three cycles.
- The type of Logic Interface card used on the 1336S will determine how fast the drive will react to input signals.

Logic Interface throughput times

INTERFACE CARD	PICK-UP TIME	DROP-OUT TIME
1336-MOD-L4 (TTL)	1 mSec	2 mSec
1336-MOD-L5 (24VDC)	4 mSec	7 mSec
1336-MOD-L6(115VAC)	7 mSec	10 mSec

NOTE: For ungrounded 120V AC systems, refer to Application Note #1336S-12, 1336S 120V AC Interface Grounded/Ungrounded.

FIGURE 1 ALL-STOP WITH INPUT CONTACTOR

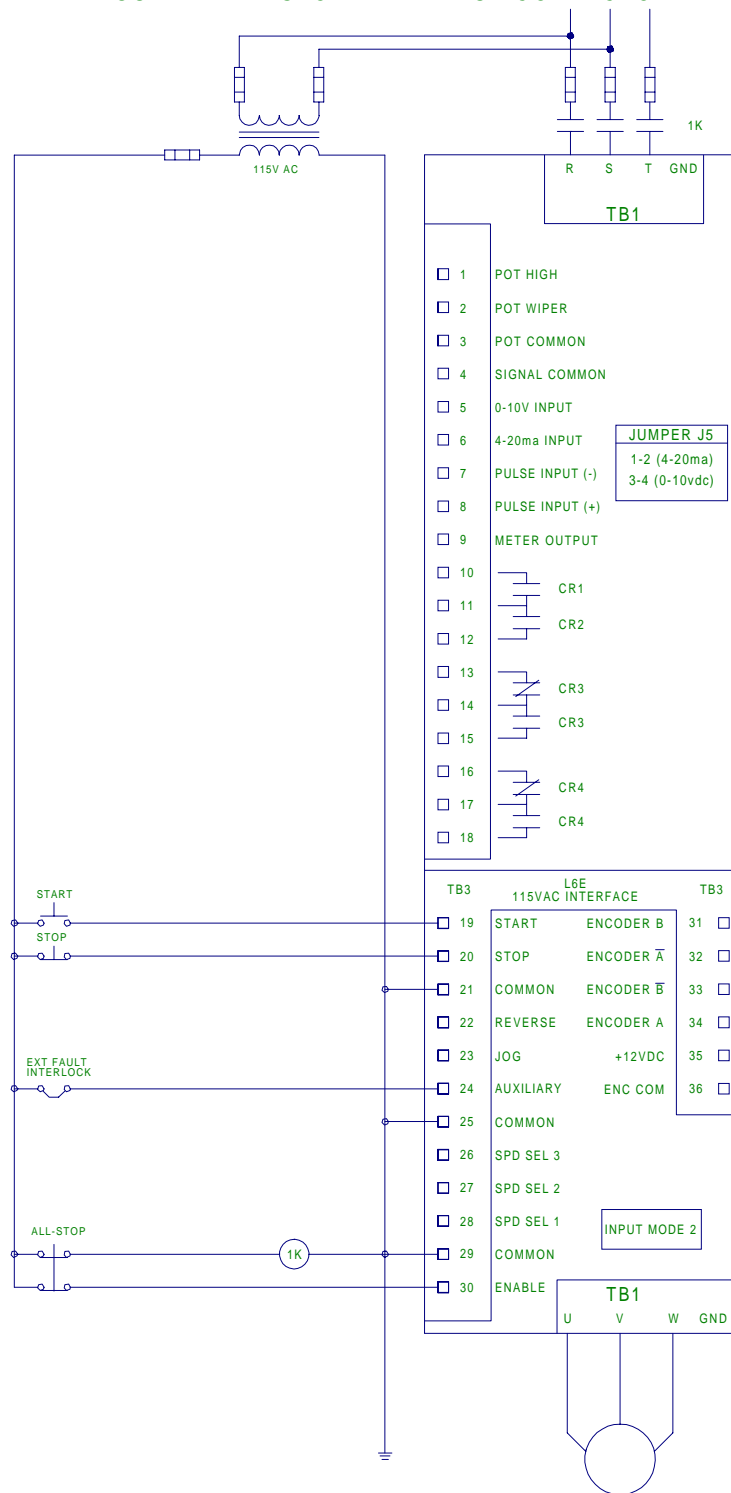


FIGURE 2 ALL-STOP WITH OUTPUT CONTACTOR

