

Addendum to Altivar[®] 71 Profibus[™] DP VW3A3307

Retain for future use.

INTRODUCTION

This document is an addendum to the *Altivar[®] 71 Profibus[™] DP VW3 A3 307* instruction bulletin, atv_Profibus_EN_V1. It provides additions and corrections to the information listed in the instruction bulletin.

Use the following information to update the ATV71 Profibus DP Card instruction bulletin. The headings in this document reflect the chapter names and headings in the instruction bulletin.

BEFORE YOU BEGIN

In this section:

- Replace the Danger safety message with the following:

⚠ DANGER

HAZARDOUS VOLTAGE

- Read and understand this bulletin in its entirety before installing or operating Altivar 71 TRX drive controllers.
- This equipment must only be installed, adjusted, repaired, and serviced by qualified personnel.
- The user is responsible for conforming to all applicable code requirements with respect to grounding all equipment.
- Many parts in this drive controller, including printed wiring boards, operate at line voltage. **DO NOT TOUCH.** Use only electrically insulated tools.
- **DO NOT** short across DC bus capacitors or touch unshielded components or terminal strip screw connections with voltage present.
- Before servicing the drive controller:
 - Disconnect all power, including external control power that may be present, before servicing the drive controller.
 - Place a “DO NOT TURN ON” label on the drive controller disconnect.
 - Lock the disconnect in the open position.
 - **WAIT TEN MINUTES** for the DC bus capacitors to discharge. Then follow the DC bus voltage measurement procedure to verify that the DC voltage is less than 45 V. The drive controller LEDs are not accurate indicators of the absence of DC bus voltage.
- Install and close all covers before applying power, or starting and stopping the drive controller.

Electric shock will result in death or serious injury.

- Add the following Warning safety message to this section.

⚠ WARNING
LOSS OF CONTROL <ul style="list-style-type: none">• The designer of any control scheme must consider the potential failure modes of control paths and, for certain critical control functions, provide a means to achieve a safe state during and after a path failure. Examples of critical control functions are emergency stop and overtravel stop.• Separate or redundant control paths must be provided for critical control functions.• System control paths may include communication links. Consideration must be given to the implications of unanticipated transmission delays or failures of the link.¹• Each implementation of an Altivar 71 Profibus DP card must be individually and thoroughly tested for proper operation before being placed into service. <p>Failure to follow these instructions can result in death, serious injury, or equipment damage.</p>

¹ For additional information, refer to NEMA ICS 1.1 (latest edition), "Safety Guidelines for the Application, Installation, and Maintenance of Solid State Control" and to NEMA ICS 7.1 (latest edition), "Safety Standards for Construction and Guide for Selection, Installation and Operation of Adjustable-Speed Drive Systems."

HARDWARE SETUP

Add the following Caution safety message under the "Receipt" heading.

CAUTION
STATIC SENSITIVE COMPONENTS <p>This option card can be damaged by static electricity. Observe electrostatic precautions when handling and installing the card.</p> <p>Failure to follow this instruction can result in equipment damage.</p>

CONFIGURATION

Add the following safety messages under the "Configuring the switches" heading.

⚠ DANGER
UNINTENDED EQUIPMENT OPERATION <p>Do not change the configuration switches with power applied.</p> <p>Failure to follow this instruction will result in death or serious injury.</p>

⚠ WARNING

LOSS OF CONTROL

- The designer of any control scheme must consider the potential failure modes of control paths and, for certain critical control functions, provide a means to achieve a safe state during and after a path failure. Examples of critical control functions are emergency stop and overtravel stop.
- Separate or redundant control paths must be provided for critical control functions.
- System control paths may include communication links. Consideration must be given to the implications of unanticipated transmission delays or failures of the link.¹
- Each implementation of an Altivar 71 Profibus DP card must be individually and thoroughly tested for proper operation before being placed into service.

Failure to follow these instructions can result in death, serious injury, or equipment damage.

¹ For additional information, refer to NEMA ICS 1.1 (latest edition), "Safety Guidelines for the Application, Installation, and Maintenance of Solid State Control" and to NEMA ICS 7.1 (latest edition), "Safety Standards for Construction and Guide for Selection, Installation and Operation of Adjustable-Speed Drive Systems."

SOFTWARE SETUP

Under the "PKW aperiodic service" heading, replace the note at the end of the page with the following safety message.

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

The parameters in the output PZDs should not be changed by the PKW service. Parameters linked to output PZDs—for example, the speed target and the frequency target—should not be changed by the PKW service.

Failure to follow this instruction can result in death, serious injury, or equipment damage.

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Schneider Electric USA
8001 Highway 64 East
Knightdale, NC 27545 USA
1-888-SquareD (1-888-778-2733)
www.us.SquareD.com

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