Automation1 XL2e High-Performance Linear Digital Drive

HARDWARE MANUAL

Revision 1.01

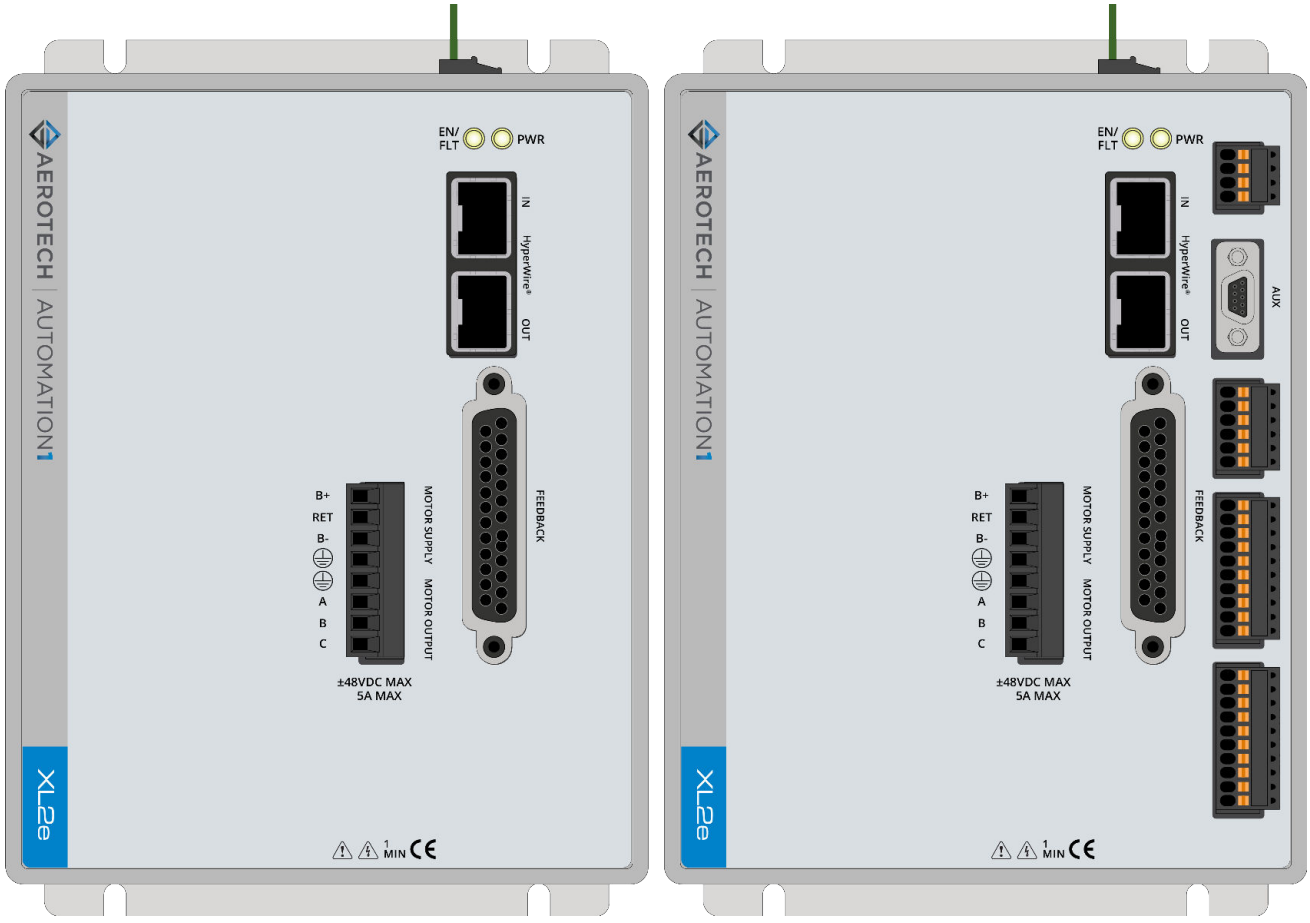

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Table of Contents

Automation1 XL2e High-Performance Linear Digital Drive 1
Table of Contents 3
List of Figures 5
List of Tables 7
EU Declaration of Conformity 9
Agency Approvals 11
Safety Procedures and Warnings 13
Installation Overview 15

Chapter 1: XL2e Overview 17
1.1. Electrical Specifications 20
1.2. Mechanical Specifications 21
1.2.1. Mounting and Cooling 21
1.2.2. Dimensions 22
1.3. Environmental Specifications 24
1.4. Drive and Software Compatibility 25

Chapter 2: Installation and Configuration 27
2.1. Input Power Connections 27
2.1.1. Control Supply Connector 27
2.1.2. Motor Supply Connector 28
2.2. Motor Power Output Connector 29
2.2.1. Brushless Motor Connections 30
2.2.1.1. Brushless Motor Powered Motor and Feedback Phasing 31
2.2.1.2. Brushless Motor Unpowered Motor and Feedback Phasing 32
2.2.2. DC Brush Motor Connections 33
2.2.2.1. DC Brush Motor Phasing 33
2.2.3. Stepper Motor Connections 34
2.2.3.1. Stepper Motor Phasing 34
2.3. Feedback Connector 35
2.3.1. Primary Encoder Inputs 36
2.3.1.1. Square Wave Encoder (Primary) 37
2.3.1.2. Absolute Encoder (Primary) 38
2.3.1.3. Sine Wave Encoder (Primary) [-MX2/-MX3 Option] 39
2.3.1.4. Encoder Phasing 40
2.3.2. Hall-Effect Inputs 41
2.3.3. Thermistor Input 42
2.3.4. Encoder Fault Input 43
2.3.5. End of Travel and Home Limit Inputs 44
2.3.5.1. End of Travel and Home Limit Phasing 46
2.3.6. Brake Outputs 47
2.4. Safe Torque Off Input (STO) 48
2.4.1. STO Standards 50
2.4.2. STO Functional Description 51
2.4.3. STO Startup Validation Testing 52
2.4.4. STO Diagnostics 53
2.5. HyperWire Interface 54
2.6. Sync Port 55
2.7. System Interconnection 56
2.8. PC Configuration and Operation Information 58

Chapter 3: -EB1 I/O Option Board 59
3.1. Position Synchronized Output Interface [-EB1] 60
3.2. Auxiliary Encoder Input [-EB1] 62
3.2.1. Square Wave Encoder (Auxiliary) 63
3.2.2. Absolute Encoder (Auxiliary) 64
3.2.3. Sine Wave Encoder (Auxiliary) [-MX3 Option] 65
3.3. Analog I/O [-EB1] 67
3.3.1. Analog Output 0 [-EB1] 68

3.3.2. Analog Input (Differential) [-EB1] 69
3.4. Digital Outputs [-EB1] 70
3.5. Digital Inputs [-EB1] 73

Chapter 4: Cables and Accessories 75
4.1. DIN Rail Mounting 76
4.2. Joystick Interface 77
4.3. Handwheel Interface 78

Chapter 5: Maintenance 79
5.1. Preventative Maintenance 80
5.2. Fuse Specifications 81

Appendix A: Warranty and Field Service 83

Appendix B: Revision History 85

Index 87

List of Figures

Figure 1-1: XL2e High-Performance Linear Digital Drive 17
Figure 1-2: Functional Diagram 19
Figure 1-3: Dimensions 22
Figure 1-4: Dimensions [-EB1] 23
Figure 2-1: Control Supply Connections 27
Figure 2-2: Motor Supply Connections 28
Figure 2-3: Brushless Motor Configuration 30
Figure 2-4: Positive Motor Direction 31
Figure 2-5: Encoder and Hall Signal Diagnostics 31
Figure 2-6: Brushless Motor Phasing Oscilloscope Example 32
Figure 2-7: Brushless Motor Phasing Goal 32
Figure 2-8: DC Brush Motor Configuration 33
Figure 2-9: Positive Motor Direction 33
Figure 2-10: Stepper Motor Configuration 34
Figure 2-11: Positive Motor Direction 34
Figure 2-12: Square Wave Encoder Schematic (Feedback Connector) 37
Figure 2-13: Absolute Encoder Schematic (Feedback Connector) 38
Figure 2-14: Sine Wave Encoder Phasing Reference Diagram 39
Figure 2-15: Encoder Phasing Reference Diagram (Standard) 40
Figure 2-16: Position Feedback in the Diagnostic Display 40
Figure 2-17: Hall-Effect Inputs Schematic (Feedback Connector) 41
Figure 2-18: Thermistor Input Schematic (Feedback Connector) 42
Figure 2-19: Encoder Fault Input Schematic (Feedback Connector) 43
Figure 2-20: End of Travel and Home Limit Input Connections 45
Figure 2-21: End of Travel and Home Limit Input Schematic (Feedback Connector) 45
Figure 2-22: End of Travel and Home Limit Input Diagnostic Display 46
Figure 2-23: Brake Connected to the 25-Pin Feedback Connector (Typical) 47
Figure 2-24: Typical STO Configuration 49
Figure 2-25: STO Timing 53
Figure 2-26: System Wiring Drawing (Best Practice) 56
Figure 2-27: System Interconnection Drawing (Best Practice) 57
Figure 3-1: XL2e with -EB1 I/O Option Board Connectors 59
Figure 3-2: PSO Output Sources Current 61
Figure 3-3: PSO Output Sinks Current 61
Figure 3-4: PSO TTL Outputs Schematic 61
Figure 3-5: Square Wave Encoder Interface (Aux Connector) 63
Figure 3-6: Absolute Encoder Schematic (Auxiliary Encoder Connector) 64
Figure 3-7: Sine Wave Encoder Phasing Reference Diagram 65
Figure 3-8: Sine Wave Encoder Schematic (Aux Connector) 66
Figure 3-9: Analog Output Schematic [-EB1] 68
Figure 3-10: Analog Input Schematic [-EB1] 69
Figure 3-11: Digital Outputs Schematic [-EB1] 71
Figure 3-12: Digital Outputs Connected in Current Sourcing Mode [-EB1] 72
Figure 3-13: Digital Outputs Connected in Current Sinking Mode [-EB1] 72
Figure 3-14: Digital Inputs Schematic [-EB1] 73
Figure 3-15: Digital Inputs Connected to Current Sourcing (PNP) Devices [-EB1] 74
Figure 3-16: Digital Inputs Connected to Current Sinking (NPN) Devices [-EB1] 74
Figure 4-1: Din Rail Clip Dimensions 76

Figure 4-2: Two Axis Joystick Interface 77
Figure 4-3: Handwheel Interconnection to the Aux Connector 78

List of Tables

Table 1-1: Feature Summary 18
Table 1-2: Linear Amplifier Specifications 20
Table 1-3: Mounting Specifications 21
Table 1-4: Environmental Specifications 24
Table 1-5: Drive and Software Compatibility 25
Table 2-1: Control Supply Connector Wiring Specifications 27
Table 2-2: Mating Connector Part Numbers for the Control Supply Connector 27
Table 2-3: Motor Supply Connector Wiring Specifications 28
Table 2-4: Mating Connector Part Numbers for the Motor Supply Connector 28
Table 2-5: Motor Power Output Connector Pinout 29
Table 2-6: Mating Connector Part Numbers for the Motor Power Output Connector 29
Table 2-7: Wire Colors for Aerotech-Supplied Brushless Motor Cables 30
Table 2-8: Hall Signal Diagnostics 31
Table 2-9: Wire Colors for Aerotech-Supplied DC Brush Motor Cables 33
Table 2-10: Wire Colors for Aerotech-Supplied Stepper Motor Cables 34
Table 2-11: Feedback Connector Pinout 35
Table 2-12: Mating Connector Part Numbers for the Feedback Connector 35
Table 2-13: Multiplier Options 36
Table 2-14: Primary Encoder Input Pins on the Feedback Connector 36
Table 2-15: Square Wave Encoder Specifications 37
Table 2-16: Sine Wave Encoder Specifications 39
Table 2-17: Hall-Effect Feedback Pins on the Feedback Connector 41
Table 2-18: Thermistor Input Pin on the Feedback Connector 42
Table 2-19: Encoder Fault Input Pin on the Feedback Connector 43
Table 2-20: End of Travel and Home Limit Pins on the Feedback Connector 44
Table 2-21: Brake Output Pins on the Feedback Connector 47
Table 2-22: Brake Control Specifications 47
Table 2-23: STO Connector Pinout 48
Table 2-24: Mating Connector Part Numbers for the STO Connector 48
Table 2-25: STO Electrical Specifications 49
Table 2-26: STO Standards 50
Table 2-27: STO Standards Data 50
Table 2-28: STO Signal Delay 52
Table 2-29: Motor Function Relative to STO Input State 52
Table 2-30: STO Timing 53
Table 2-31: HyperWire Card Part Number 54
Table 2-32: HyperWire Cable Part Numbers 54
Table 2-33: Sync-Related Functions 55
Table 2-34: Sync Port Cables 55
Table 3-1: PSO Specifications [-EB1] 60
Table 3-2: PSO Interface Connector Pinout [-EB1] 60
Table 3-3: Mating Connector Part Numbers for the PSO Interface Connector [-EB1] 60
Table 3-4: Auxiliary Encoder Connector Pinout 62
Table 3-5: Mating Connector Part Numbers for the AUX Connector 62
Table 3-6: Square Wave Encoder Specifications 63
Table 3-7: Sine Wave Encoder Specifications 65
Table 3-8: Analog I/O Connector Pinout [-EB1] 67
Table 3-9: Mating Connector Part Numbers for the Analog I/O Connector [-EB1] 67

Table 3-10: Analog Output Specifications [-EB1] 68
Table 3-11: Analog Output Pins on the Analog I/O Connector [-EB1] 68
Table 3-12: Differential Analog Input Specifications [-EB1] 69
Table 3-13: Analog Input Pins on the Analog I/O Connector [-EB1] 69
Table 3-14: Digital Output Specifications [-EB1] 70
Table 3-15: Digital Output Connector Pinout [-EB1] 70
Table 3-16: Mating Connector Part Numbers for the Digital Output Connector [-EB1] 70
Table 3-17: Digital Input Specifications [-EB1] 73
Table 3-18: Digital Input Connector Pinout [-EB1] 73
Table 3-19: Mating Connector Part Numbers for the Digital Input Connector [-EB1] 73
Table 4-1: Standard Interconnection Cables 75
Table 4-2: Mounting Parts 76
Table 5-1: LED Description 79
Table 5-2: Troubleshooting 79
Table 5-3: Preventative Maintenance 80
Table 5-4: Control Board Fuse Specifications 81

EU Declaration of Conformity

Manufacturer	Aerotech, Inc.
Address	101 Zeta Drive Pittsburgh, PA 15238-2811 USA
Product	XL2e
Model/Types	All

This is to certify that the aforementioned product is in accordance with the applicable requirements of the following directive(s):

2014/30/EU	Electromagnetic Compatibility (EMC)
2014/35/EU	Low Voltage Directive
2006/42/EC	Machinery Directive
2011/65/EU	RoHS 2 Directive
EU 2015/863	Amendment RoHS 3 Directive

and has been designed to be in conformity with the applicable requirements of the following standard(s) when installed and used in accordance with the manufacturer's supplied installation instructions.

EN 61010-1:2010/A1:2016	Safety Requirements for Electrical Equipment
EN 61800-3:2017	EMC Requirements for Power Drives
IEC 61800-5-1:2016	Electrical Safety for Power Drive Systems
IEC 61800-5-2:2016	Functional Safety for Power Drive Systems
EN 55011/55032:2015	Conducted and Radiated Emissions

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Date 1/6/2022

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Agency Approvals

Approval:	CUS NRTL
Approving Agency:	TUV SUD America Inc.
Certificate #:	
Standards:	CAN/CSA-C22.2 No. 61010-1:2012, EN 61010-1:2010/A1:2016, UL 61010-1:2012
Approval:	Safety Components (STO)
Approving Agency:	TUV SUD
Certificate #:	Z10 068995 0030 Rev. 00
Standards:	EN ISO 13849-1:2015 (up to PL e), IEC 61508-1:2010 (up to SIL3), IEC 61508-2:2010 (up to SIL3), IEC 61800-5-2:2016, IEC 62061:2005 (up to SILCL3), IEC 62061:2005/AMD1:2012 (up to SILCL3), IEC 62061:2005/AMD2:2015 (up to SILCL3)

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Safety Procedures and Warnings

IMPORTANT: This manual tells you how to carefully and correctly use and operate the drive.

- Read all parts of this manual before you install or operate the drive or before you do maintenance to your system.
- To prevent injury to you and damage to the equipment, obey the precautions in this manual.
- All specifications and illustrations are for reference only and were complete and accurate as of the release of this manual. To find the newest information about this product, refer to www.aerotech.com.

If you do not understand the information in this manual, contact Aerotech Global Technical Support.

IMPORTANT: This product has been designed for light industrial manufacturing or laboratory environments. If the product is used in a manner not specified by the manufacturer:

- The protection provided by the equipment could be impaired.
- The life expectancy of the product could be decreased.

Safety notes and symbols are placed throughout this manual to warn you of the potential risks at the moment of the safety note or if you fail to obey the safety note.

The voltage can cause shock, burn, or death.

You are at risk of physical injury.
You could damage the drive.

A surface can be hot enough to burn you.

Your actions, the temperature of the system, or the condition of the atmosphere that surround the system could start a fire.

Components are sensitive to electrostatic discharge.

Unsecured cables could cause you to:

- trip and fall
- drag the product off of its mounting location
- damage the cable connections.

A blue circle symbol is an action or tip that you should obey. Some examples include:

- General tip
- Read the manual/section
- Wear protective safety equipment (eye protection, ear protection, gloves)
- If applicable, do not lift unassisted

DANGER: To decrease the risk of electrical shock, injury, death, and damage to the equipment, obey the precautions that follow.

1. Before you do maintenance to the equipment, disconnect the electrical power.
2. Restrict access to the drive when it is connected to a power source.
3. Do not connect or disconnect electrical components, wires, and cables while this product is connected to a power source.
4. Wait at least one (1) minute after removing the power supply before doing maintenance or an inspection. Otherwise, there is the danger of electric shock.
5. Supply each operator with the necessary protection from live electrical circuits.
6. Make sure that all components are grounded correctly and that they obey the local electrical safety requirements.
7. Install the necessary precautions to supply safety and protection to the operator.

DANGER: System travel can cause crush, shear, or pinch injuries. Restrict access to all motor and stage parts while your system is connected to a power source.

WARNING: To prevent damage to the equipment and decrease the risk of electrical shock and injury, obey the precautions that follow.

1. Make sure that all system cables are correctly attached and positioned.
2. Do not use the cables or the connectors to lift or move this product.
3. Use this product only in environments and operating conditions that are approved in this manual.
4. Only trained operators should operate this equipment.

Installation Overview

Unpacking the Chassis

IMPORTANT: All electronic equipment and instrumentation is wrapped in antistatic material and packaged with desiccant. Ensure that the antistatic material is not damaged during unpacking.

Inspect the shipping container for any evidence of shipping damage. If any damage exists, notify the shipping carrier immediately.

Remove the packing list from the shipping container. Make sure that all the items specified on the packing list are contained within the package.

The documentation for the drive is on the included installation device. The documents include manuals, interconnection drawings, and other documentation pertaining to the system. Save this information for future reference. Additional information about the system is provided on the Serial and Power labels that are placed on the chassis.

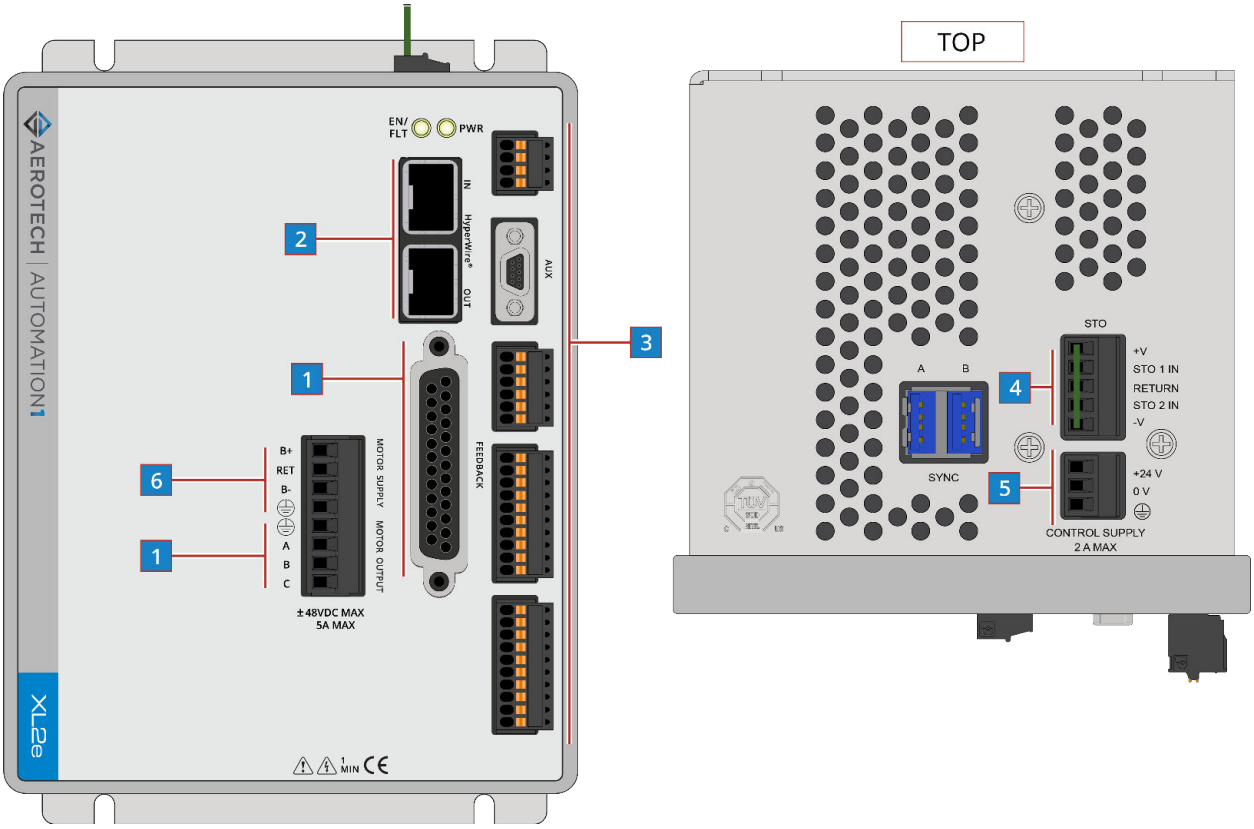
The system serial number label contains important information such as the:

- Customer order number (please provide this number when requesting product support)
- Drawing number
- System part number

Connection Overview

This image shows the order in which to make connections and settings that are typical to the XL2e. If a custom interconnect drawing was supplied with your system, that drawing is on your Storage Device and shows as a line item on your Sales Order in the Integration section.

Figure 1: Installation Connection Overview



1	Connect the motor to the amplifier Motor Output connector.	Section 2.2.
	Connect the motor to the amplifier Feedback connector.	Section 2.3.
2	Connect a PC or drive-based controller HyperWire port to the HyperWire In port.	Section 2.5.
3	Connect additional I/O as required by your application (if you purchased the I/O option).	Chapter 3
4	Connect the Safe Torque Off (STO).	Section 2.4.
5	Connect the power supply to the Control Supply connector.	Section 2.1.1.
6	Connect the motor power to the Motor Supply connector.	Section 2.1.2.

Chapter 1: XL2e Overview

The XL2e is a high-performance linear amplifier designed for motion control applications that require the highest positioning accuracy and lowest generated noise. Refer to Table 1-1 for a complete list of features and options.

Figure 1-1: XL2e High-Performance Linear Digital Drive

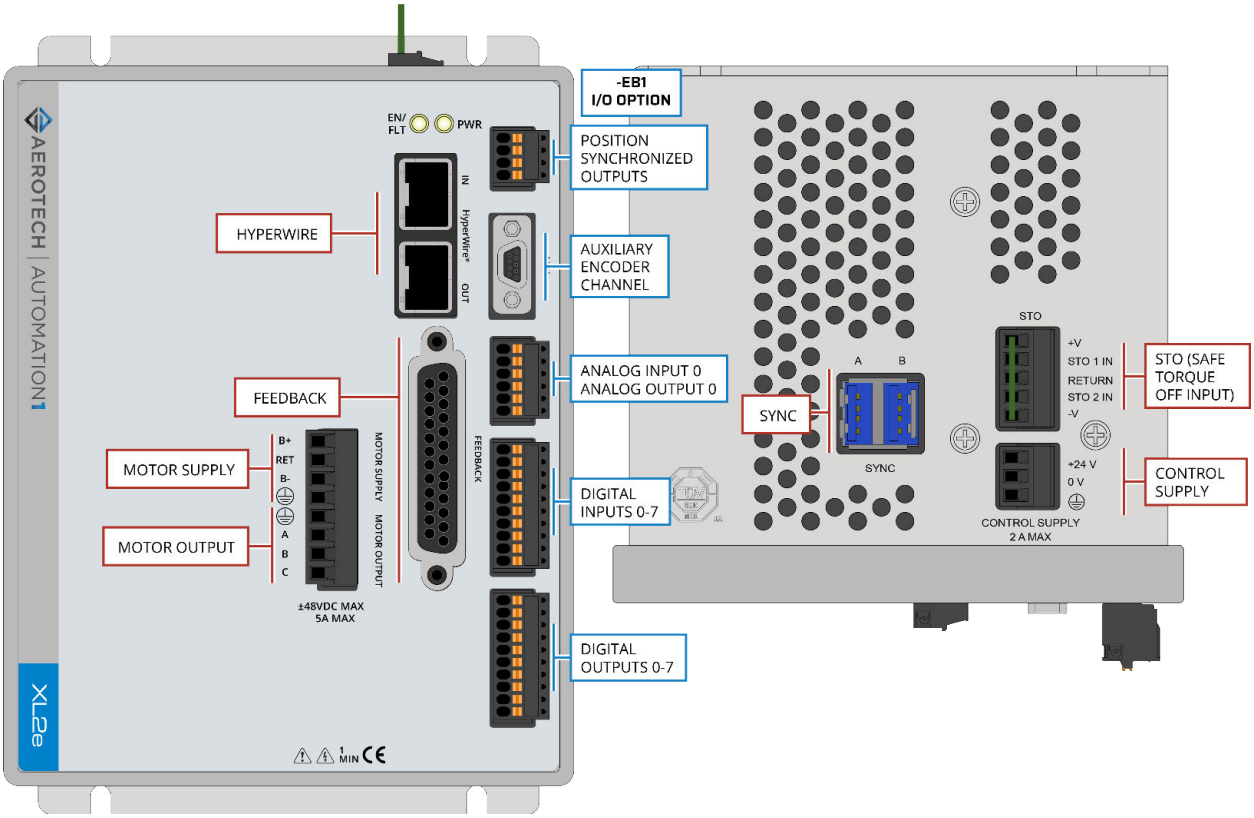
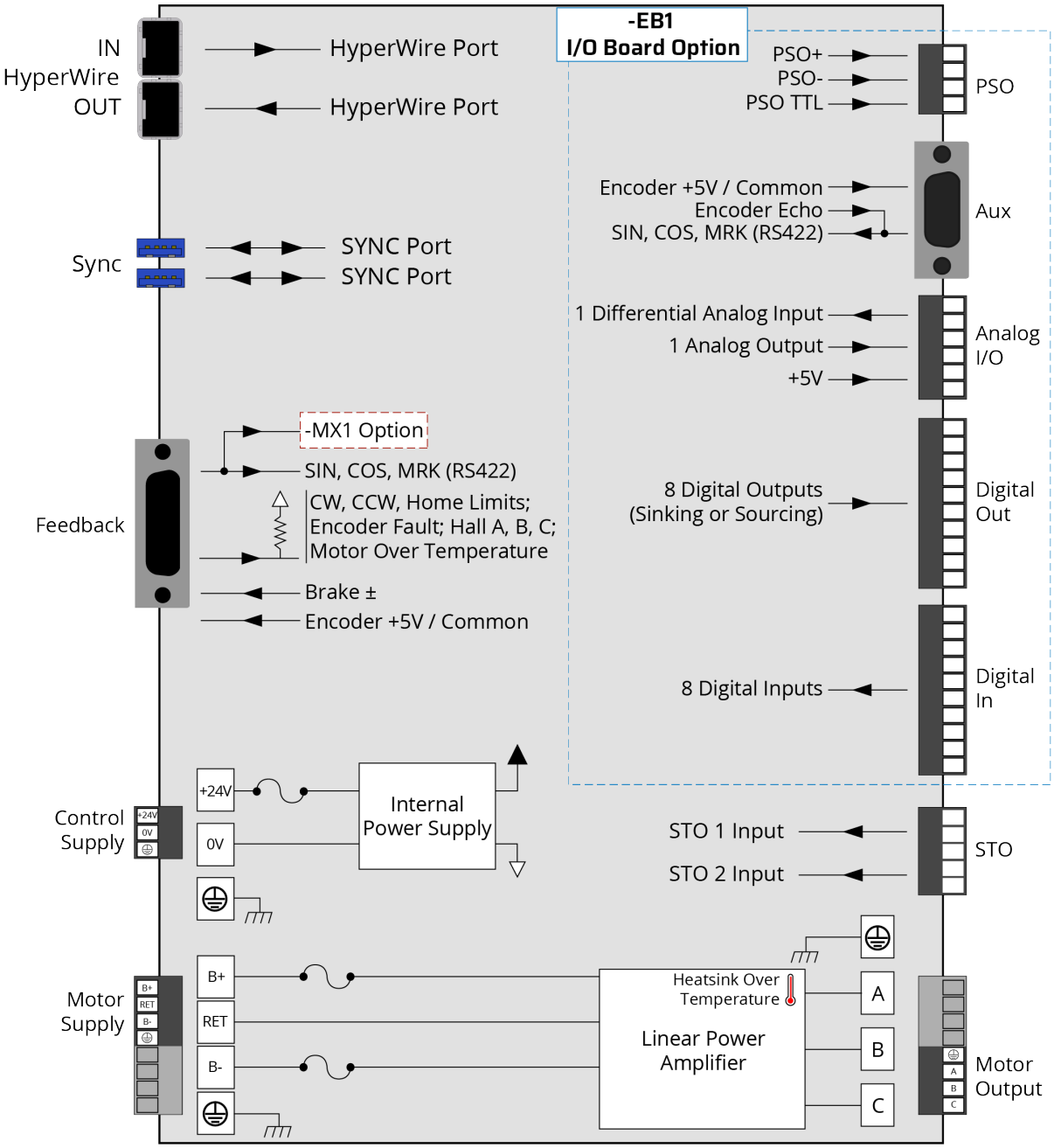


Table 1-1: Feature Summary

Standard Features	
• 24 VDC control supply input (Section 2.1.1.) • ±5 to ±48 VDC bipolar motor supply inputs (Section 2.1.2.) • Line driver square wave quadrature encoder input for position and velocity feedback (Section 2.3.1.) • Absolute Encoder support (Section 2.3.1.2.) • One fail-safe brake output (Section 2.3.6.) • Two STO sense inputs (Section 2.4.)	
Options	
Peak Current (Section 1.1.)	
-10	10 A Peak, 5 A Continuous Current
Expansion Board (Chapter 3)	
-EB0	No expansion board
-EB1	I/O expansion board • 16-bit analog output (±10 V) • 16-bit differential analog input (±10 V) • 8 digital logic inputs (5 - 24 VDC), can be connected to current sourcing or sinking devices • 8 digital logic outputs (5 - 24 VDC), can be connected as current sourcing or sinking • Digital logic laser firing (PSO) output
PSO (Section 3.1.)	
-PSO1	One-axis PSO firing (includes One-axis Part-Speed PSO)
-PSO2	Two-axis PSO firing (includes Two-axis Part-Speed PSO)
-PSO3	Three-axis PSO firing (includes Three-axis Part-Speed PSO)
-PSO5	Two-axis Part-Speed PSO firing, which uses the PSO firing circuit based off of the commanded vector velocity of up to 2 axes (includes One-Axis PSO).
-PSO6	Three-axis Part-Speed PSO firing, which uses the PSO firing circuit based off of the commanded vector velocity of 3 or more axes (includes One-Axis PSO).
NOTE: Requires -EB1 option to generate a PSO output pulse	
Multiplier (Section 2.3.1.3.)	
-MX0	No encoder multiplier
-MX2	Interpolation circuit allowing for analog sine wave input on the primary encoder channel with an interpolation factor of 65,536.
-MX3	Interpolation circuit allowing for analog sine wave input on the primary encoder channel with an interpolation factor of 65,536 and an auxiliary encoder channel with an interpolation factor of 16,384.
Version	
-DEFAULT	Firmware Matches Software Line
-LEGACY	Legacy Firmware Version X.XX.XXX

The block diagram that follows shows a summary of the connector signals.

Figure 1-2: Functional Diagram



1.1. Electrical Specifications

Table 1-2: Linear Amplifier Specifications

		XL2e				
Motor Supply	Input Voltage	±5 VDC to ±48 VDC				
	Input Current (continuous)	5 A				
	Input Current	10 A				
Control Supply	Input Voltage	24 VDC				
	Input Current	2 A max, 0.75 A typical without brake				
Output Voltage (maximum)		±48 VDC				
Peak Output Current (1 second) (1)		10 A_{pk}				
Continuous Output Current (2, 3)		±48 Bus	±40 Bus	±24 Bus	±20 Bus	±12 Bus
	Stationary AC or DC motor	1.3 A_{pk}	1.6 A_{pk}	2.7 A_{pk}	3.3 A_{pk}	5.0 A_{pk}
	AC motor that is in motion	1.7 A_{pk}	2.2 A_{pk}	3.8 A_{pk}	4.5 A_{pk}	5.0 A_{pk}
Maximum Continuous Total Power Dissipation (3)		180 W				
Peak Amplifier Power Dissipation per phase (4)		400 W				
Effective Heatsink Thermal Resistance		0.25°C/W				
Maximum Transistor Temperature		75°C				
Time to reach maximum temperature at maximum continuous power		8 minutes				
Power Amplifier Bandwidth		2500 Hz maximum (software selectable)				
Modes of operation		Brushless, Brush, Stepper				
Protection Features		Peak current limit; Over temperature; RMS current limit; Control power supply under voltage; Dynamic power limit (SOA)				

(1) This specification depends on the motor supply voltage, the motor speed, and motor resistance. Contact an Aerotech sales engineer for more information.
(2) This specification assumes that an AC or DC motor type with a 0 Ω winding resistance is used.
(3) The specification will be lower when the ambient temperature exceeds 25°C.
(4) The amplifier will limit peak power to protect itself from damage. The Amplifier Status internal signal in the Data Visualizer shows the current state of the power limiting circuitry.

1.2. Mechanical Specifications

1.2.1. Mounting and Cooling

Install the drive in an IP54 compliant enclosure to comply with safety standards. Make sure that there is sufficient clearance surrounding the drive for free airflow and for the cables and connections.

Table 1-3: Mounting Specifications

		XL2e
Customer-Supplied Enclosure		IP54 Compliant
		For DIN Rail Mounting, refer to Section 4.1. DIN Rail Mounting
Weight		~1.0 kg
Mounting Hardware		M3.5 [#6] screws (four locations, not included)
Mounting Orientation		Vertical (typical)
Dimensions		Refer to Section 1.2.2. Dimensions
Minimum Clearance	Airflow	~25 mm
	Connectors	~100 mm
Operating Temperature		Refer to Section 1.3. Environmental Specifications

1.2.2. Dimensions

Figure 1-3: Dimensions

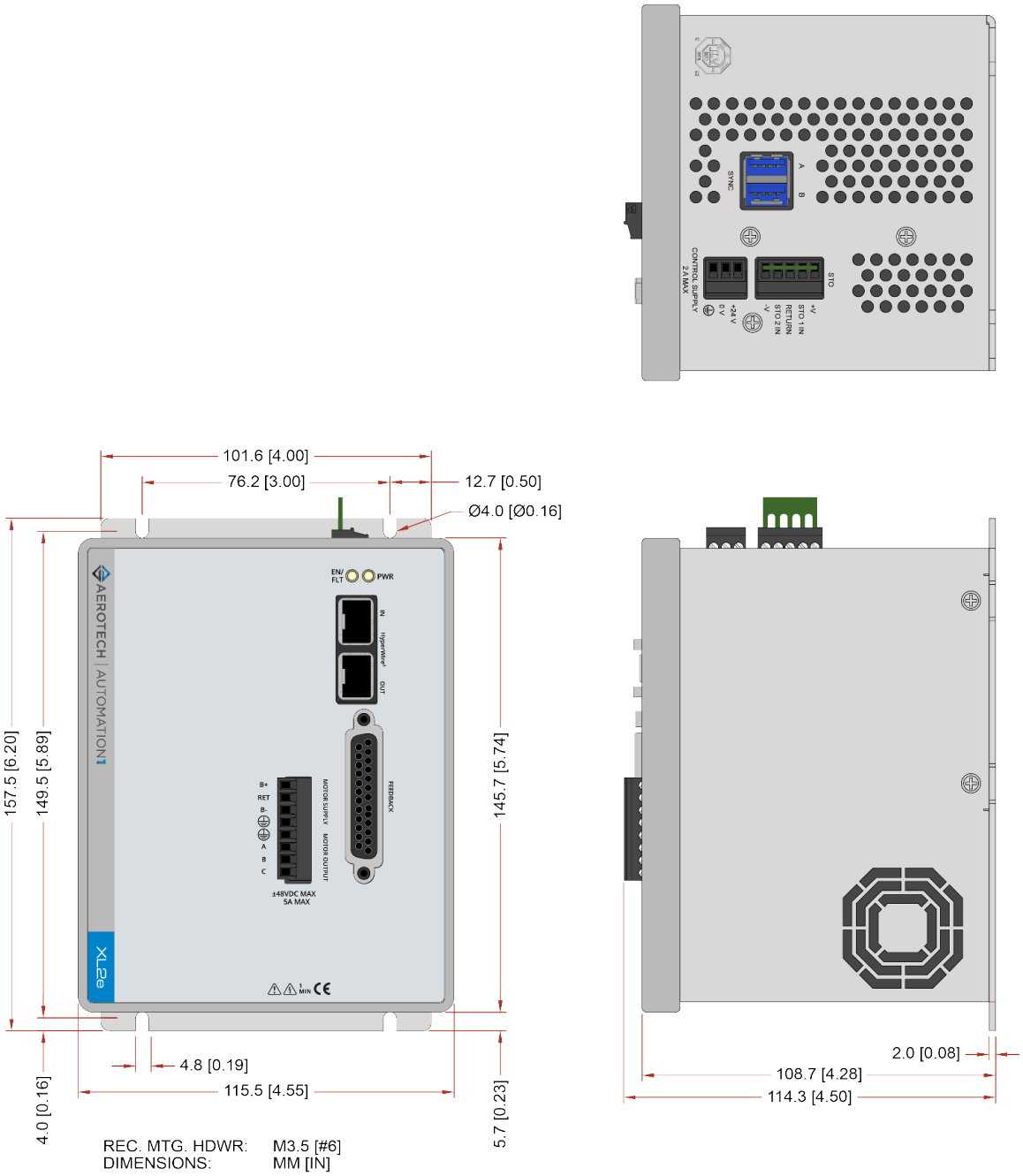
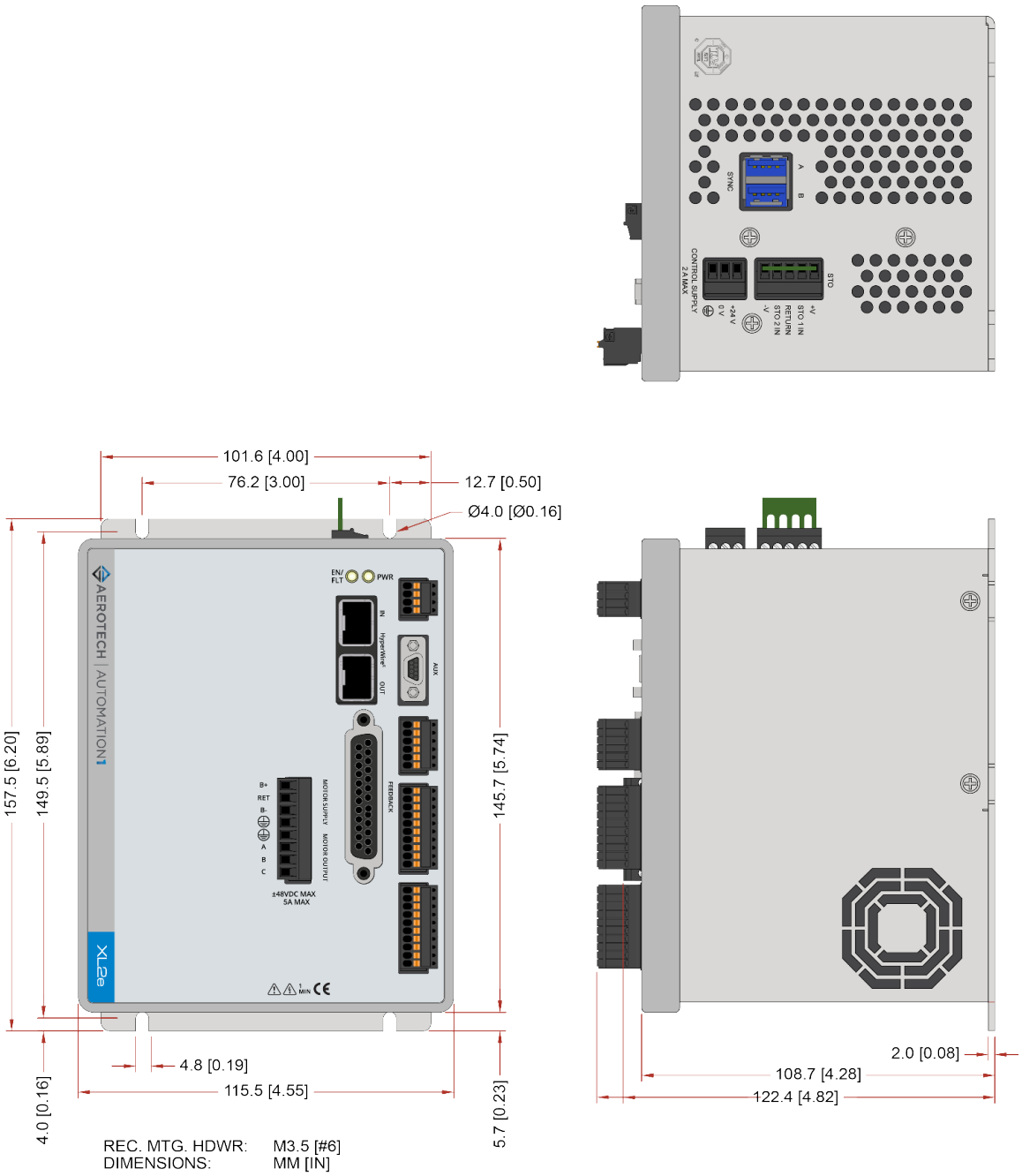


Figure 1-4: Dimensions [-EB1]



1.3. Environmental Specifications

The environmental specifications are listed below.

Table 1-4: Environmental Specifications

Ambient Temperature	Operating: 0° to 40°C (32° to 104° F)
	Storage: -30° to 85°C (-22° to 185° F)
Humidity Non-condensing	The maximum relative humidity is 80% for temperatures that are less than 31°C and decreases linearly to 50% relative humidity at 40°C.
Operating Altitude	0 m to 2,000 m (0 ft to 6,562 ft) above sea level. If you must operate this product above 2,000 m or below sea level, contact Aerotech, Inc.
Pollution	Pollution Degree 2 Typically only nonconductive pollution occurs.
Operation	Use only indoors

1.4. Drive and Software Compatibility

This table shows the available drives and which version of the software first supported each drive. In the **Last Software Version** column, drives that show a specific version number are not supported after that version.

Table 1-5: Drive and Software Compatibility

Drive Type	First Software Version	Last Software Version
XL2e	2.0.0	Current

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Chapter 2: Installation and Configuration

The sections in this chapter include details on how to set up the electrical and safety components of your system. Obey all safety warnings, including those in Safety Procedures and Warnings.

2.1. Input Power Connections

The drive has two DC input power connectors. One connector is for control power and the other connector is for motor power. For a full list of electrical specifications, refer to Section 1.1. Refer to Section 2.7. for a System Interconnection Drawing.

2.1.1. Control Supply Connector

The Control Supply input supplies power to the communications and logic circuitry of the drive . The **+24V** input is connected to an internal fuse. Refer to Table 5-4 for the internal fuse value and part number. For an isolated DC supply, connect **0V** to protective ground at the supply. Use twisted pair wiring to minimize radiated noise emissions (refer to Figure 2-1).

IMPORTANT: Refer to local electrical safety requirements to correctly size external system wires.

Figure 2-1: Control Supply Connections

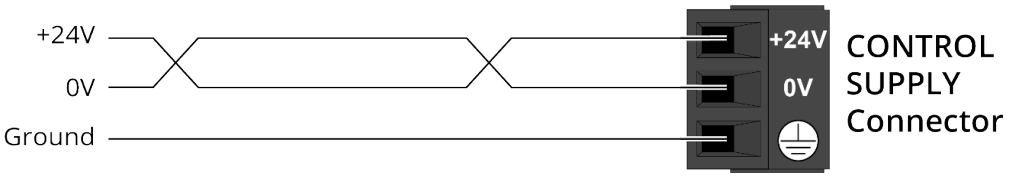


Table 2-1: Control Supply Connector Wiring Specifications

Pin	Description	Recommended Wire Size
+24 V	24 VDC (±10%) Control Power Input (2 A max, 0.75 A typical without brake)	0.34 mm² (#22 AWG)
0 V	Control Power Common Input	0.34 mm² (#22 AWG)
⏚	Protective Ground	0.34 mm² (#22 AWG)

Table 2-2: Mating Connector Part Numbers for the Control Supply Connector

Type	Aerotech P/N	Third Party P/N	Screw Torque: N·m	Wire Size: mm² [AWG]
3-Pin Terminal Block	ECK02456	Phoenix 1839610	0.22 - 0.25	2.5 - 0.05 [14-30]

2.1.2. Motor Supply Connector

Motor power is applied to the **B+**, **B-**, and **RET** terminals of the Motor Supply connector. To improve thermal performance of the amplifier, you should use the lowest motor supply voltage that you need for your application. The **B+** and **B-** inputs are connected to internal fuses. Refer to Table 5-4 for the internal fuse values and part numbers. For an isolated DC supply, connect **RET** to protective ground at the supply. Use twisted pair wiring to minimize radiated noise emissions (refer to Figure 2-2).

IMPORTANT: Refer to local electrical safety requirements to correctly size external system wires.

Figure 2-2: Motor Supply Connections

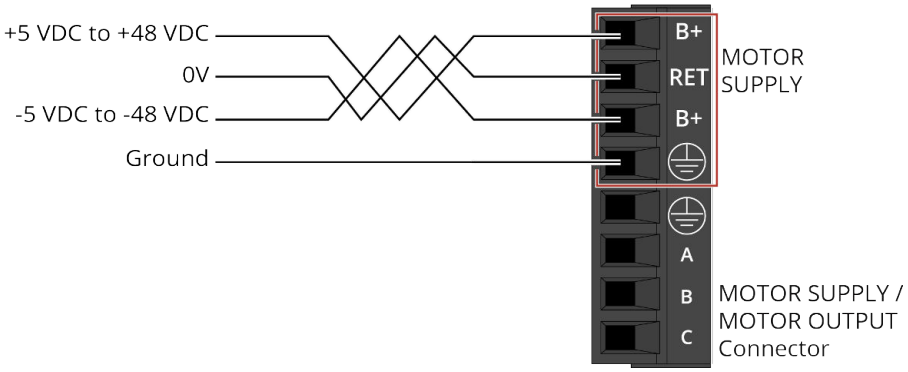


Table 2-3: Motor Supply Connector Wiring Specifications

Pin	Description	Recommended Wire Size
B+	+DC Motor Supply Input	0.5 mm^2 (#20 AWG)
RET	DC Motor Supply Return	0.5 mm^2 (#20 AWG)
B-	-DC Motor Supply Input	0.5 mm^2 (#20 AWG)
⏚	Protective Ground	0.5 mm^2 (#20 AWG)

Table 2-4: Mating Connector Part Numbers for the Motor Supply Connector

Type	Aerotech P/N	Third Party P/N	Screw Torque: Nm	Wire Size: mm^2[AWG]
8-Pin Terminal Block	ECK02625	Phoenix 1839694	0.22 - 0.25	1.5 - 0.08 [16 - 28]

2.2. Motor Power Output Connector

DANGER: Before you do maintenance to the equipment, disconnect the electrical power. Wait at least one (1) minute after removing the power supply before doing maintenance or an inspection. Otherwise, there is the danger of electric shock.

The drive can be used to drive the following motor types:

- Brushless (refer to Section 2.2.1.)
- DC Brush (refer to Section 2.2.2.)
- Stepper (refer to Section 2.2.3.)

For a complete list of electrical specifications, refer to Section 1.1.

IMPORTANT: Refer to local electrical safety requirements to correctly size external system wires.

The 8-pin terminal block style motor output connector is located on the front panel. The pinout for this connector is shown in Table 2-5.

Table 2-5: Motor Power Output Connector Pinout

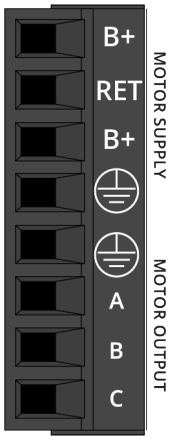
Pin	Description	Recommended Wire Size	Connector
⏚	Earth Ground to Motor	0.5 mm² (#20 AWG)	
A	Brushless Phase A Motor Lead DC Brush + Stepper	0.5 mm² (#20 AWG)	
B	Brushless Phase B Motor Lead Stepper	0.5 mm² (#20 AWG)	
C	Brushless Phase C Motor Lead DC Brush - Stepper Return	0.5 mm² (#20 AWG)	

Table 2-6: Mating Connector Part Numbers for the Motor Power Output Connector

Type	Aerotech P/N	Third Party P/N	Screw Torque: Nm	Wire Size: mm²[AWG]
8-Pin Terminal Block	ECK02625	Phoenix 1839694	0.22 - 0.25	1.5 - 0.08 [16 - 28]

2.2.1. Brushless Motor Connections

The configuration in Figure 2-3 shows a typical brushless motor connection.

Figure 2-3: Brushless Motor Configuration

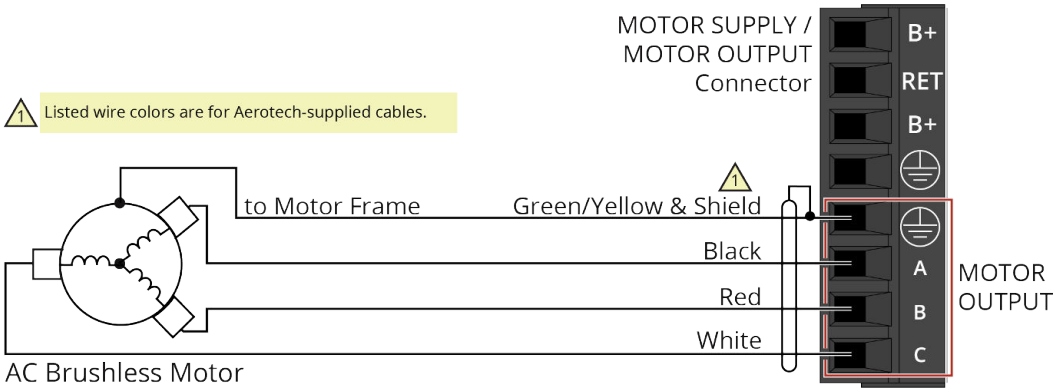


Table 2-7: Wire Colors for Aerotech-Supplied Brushless Motor Cables

Pin	Wire Color Set 1(1)	Wire Color Set 2	Wire Color Set 3	Wire Color Set 4
⏚	Green/Yellow & Shield (2)	Green/Yellow & Shield	Green/Yellow & Shield	Green/Yellow & Shield
A	Black	Blue & Yellow	Black #1	Black & Brown
B	Red	Red & Orange	Black #2	Red & Orange
C	White	White & Brown	Black #3	Violet & Blue

(1) Wire Color Set #1 is the wire set typically used by Aerotech.
(2) "&" indicates two wires (Red & Orange); " / " indicates a single wire (Green/White).

Brushless motors are commutated electronically by the controller. The use of Hall effect devices for commutation is recommended.

The controller requires that the Back-EMF of each motor phase be aligned with the corresponding Hall-effect signal. To ensure proper alignment, motor, Hall, and encoder connections should be verified using one of the following methods: *powered*, through the use of a test program; or *unpowered* using an oscilloscope. Both methods will identify the A, B, and C Hall/motor lead sets and indicate the correct connections to the controller. Refer to Section 2.2.1.1. for powered motor phasing or Section 2.2.1.2. for unpowered motor and feedback phasing.

For Aerotech-supplied systems, the motor, encoder and Hall sensors are correctly configured and connection adjustments are not necessary.

2.2.1.1. Brushless Motor Powered Motor and Feedback Phasing

Observe the state of the encoder and Hall-effect device signals in the Diagnostics section of the Status Utility.

Table 2-8: Hall Signal Diagnostics

Hall-Signal Status	Definition
--	0 V or logic low
ON	5 V or logic high

Figure 2-4: Positive Motor Direction

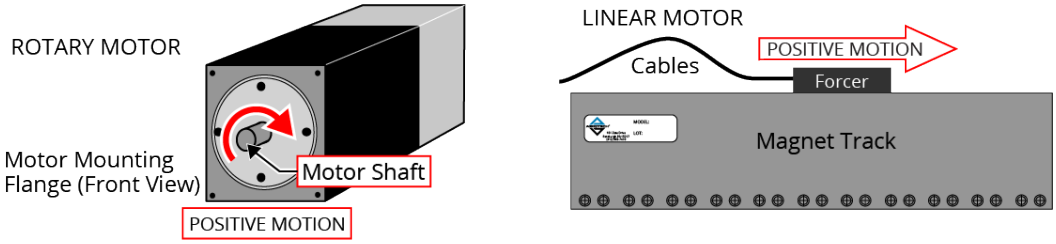
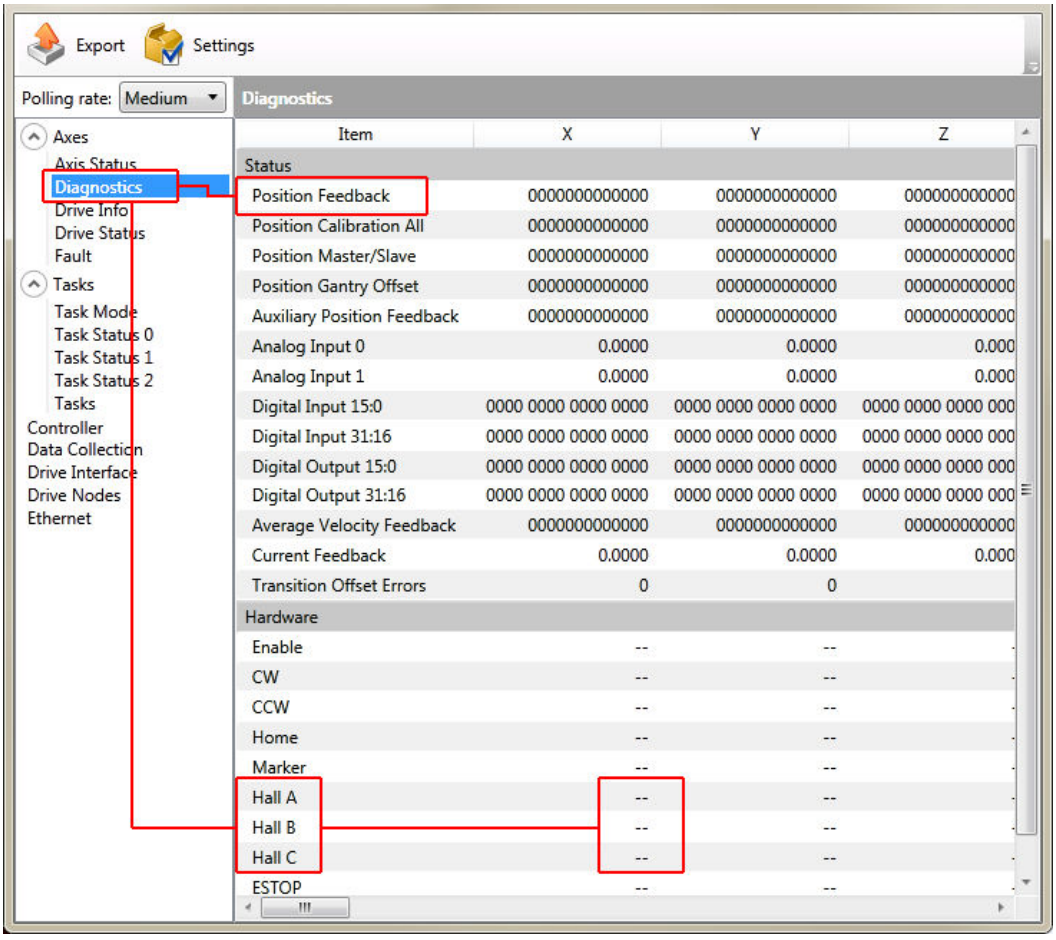


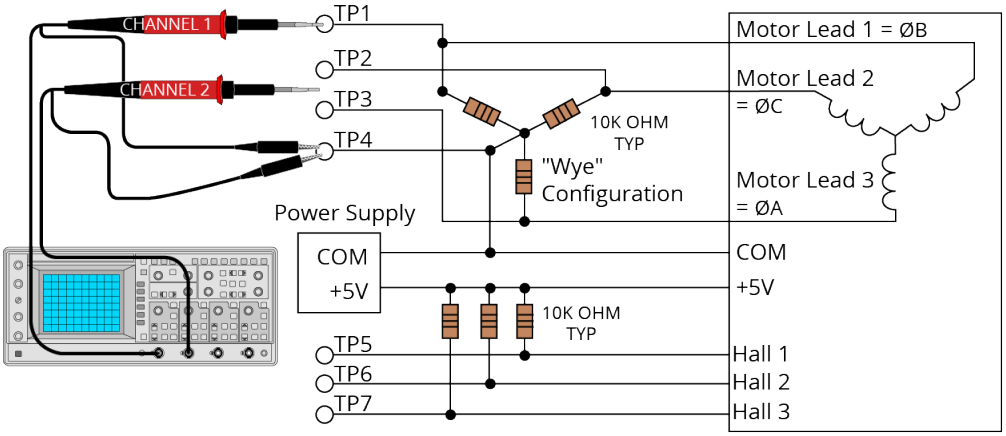
Figure 2-5: Encoder and Hall Signal Diagnostics



2.2.1.2. Brushless Motor Unpowered Motor and Feedback Phasing

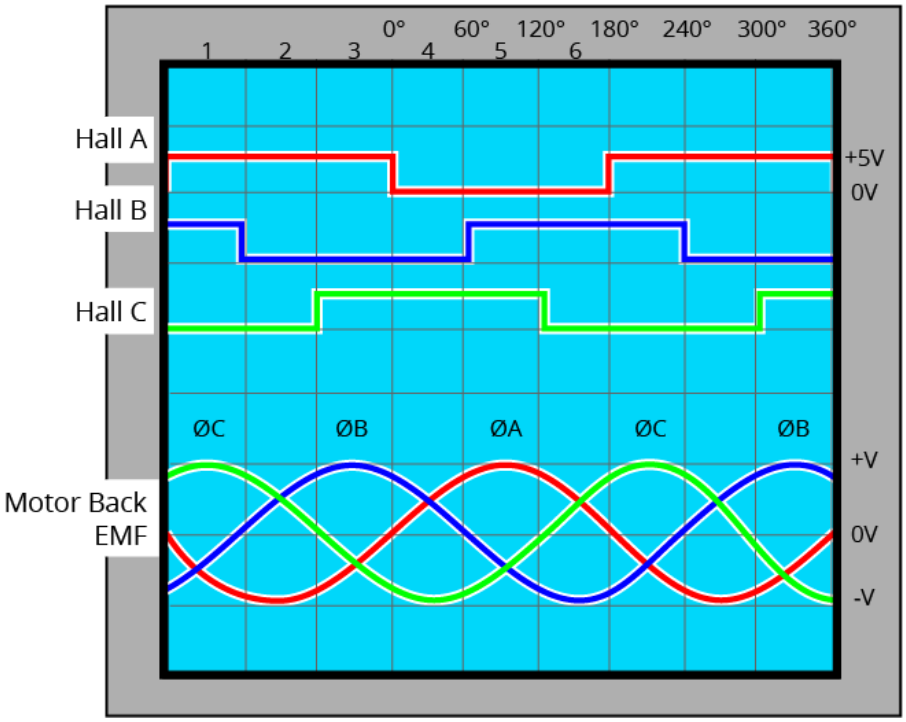
Disconnect the motor from the controller and connect the motor in the test configuration shown in Figure 2-6. This method will require a two-channel oscilloscope, a 5V power supply, and six resistors (10,000 ohm, 1/4 watt). All measurements should be made with the probe common of each channel of the oscilloscope connected to a neutral reference test point (TP4, shown in Figure 2-6). Wave forms are shown while moving the motor in the positive direction.

Figure 2-6: Brushless Motor Phasing Oscilloscope Example



With the designations of the motor and Hall leads of a third party motor determined, the motor can now be connected to an Aerotech system. Connect motor lead A to motor connector A, motor lead B to motor connector B, and motor lead C to motor connector C. Hall leads should also be connected to their respective feedback connector pins (Hall A lead to the Hall A feedback pin, Hall B to Hall B, and Hall C to Hall C). The motor is correctly phased when the Hall states align with the Back EMF as shown in Figure 2-7. Use the CommutationOffset parameter to correct for Hall signal misalignment.

Figure 2-7: Brushless Motor Phasing Goal



2.2.2. DC Brush Motor Connections

The configuration shown in Figure 2-8 is an example of a typical DC brush motor connection. Refer to Section 2.2.2.1. for information on motor phasing.

Figure 2-8: DC Brush Motor Configuration

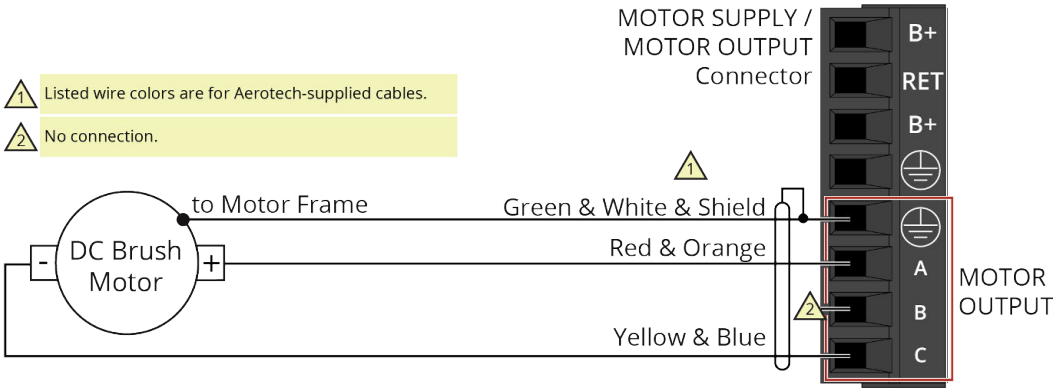


Table 2-9: Wire Colors for Aerotech-Supplied DC Brush Motor Cables

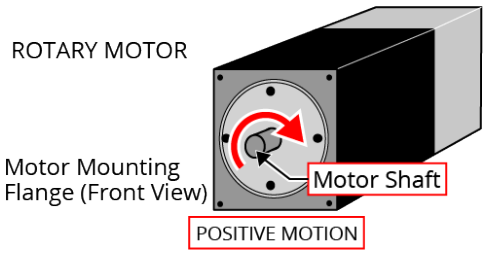
Pin	Wire Color Set 1(1)	Wire Color Set 2	Wire Color Set 3
⏚	Green & White & Shield (2)	Green/Yellow & Shield	Green/Yellow & Shield
A	Red & Orange	Red	Red & Orange
C	Yellow & Blue	Black	Yellow & Blue
(1) Wire Color Set #1 is the typical wire set used by Aerotech. (2) "&" (Red & Orange) indicates two wires; " / " (Green/White) indicates a single wire.			

2.2.2.1. DC Brush Motor Phasing

A properly phased motor means that the positive motor lead should be connected to the ØA motor terminal and the negative motor lead should be connected to the ØC motor terminal. To determine if the motor is properly phased, connect a voltmeter to the motor leads of an un-powered motor:

1. Connect the positive lead of the voltmeter to the one of the motor terminals.
2. Connect the negative lead of the voltmeter to the other motor terminal.
3. Move or rotate the motor in the positive or clockwise (CW) direction by hand.

Figure 2-9: Positive Motor Direction



4. If the voltmeter indicates a negative value, swap the motor leads and move the motor by hand in the positive direction, again. When the voltmeter indicates a positive value, the motor leads have been identified.
5. Connect the motor lead from the positive lead of the voltmeter to the ØA motor terminal on the drive. Connect the motor lead from the negative lead of the voltmeter to the ØC motor terminal on the drive.

For Aerotech-supplied systems, the motor, encoder and Hall sensors are correctly configured and connection adjustments are not necessary.

2.2.3. Stepper Motor Connections

The configuration shown in Figure 2-10 is an example of a typical stepper motor connection. Refer to Section 2.2.3.1. for information on motor phasing.

In this case, the effective motor voltage is half of the applied bus voltage. For example, an 80 V motor bus supply is needed to get 40 V across the motor.

Figure 2-10: Stepper Motor Configuration

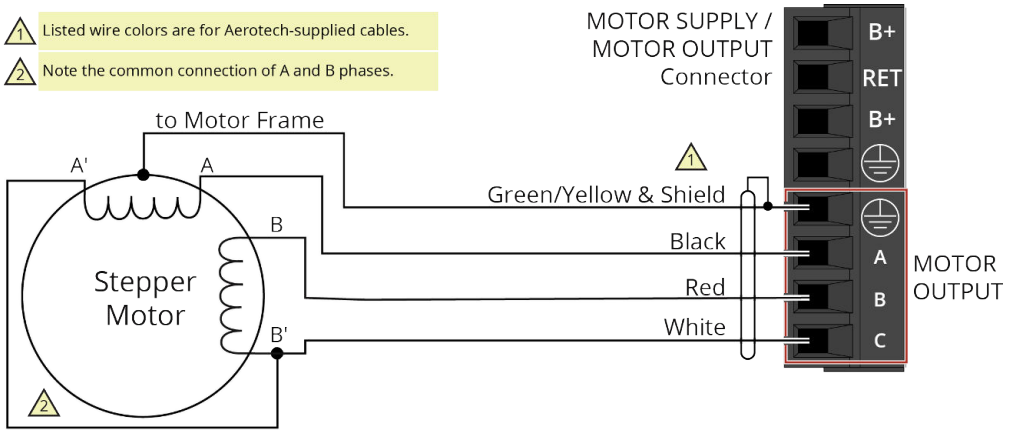


Table 2-10: Wire Colors for Aerotech-Supplied Stepper Motor Cables

Pin	Wire Color Set 1(1)	Wire Color Set 2
⏚	Green/Yellow & Shield (2)	Green/Yellow & Shield
A	Black	Brown
B	Red	Yellow
C	White	White & Red

(1) Wire Color Set #1 is the typical wire set used by Aerotech.
(2) "&" (Red & Orange) indicates two wires; " / " (Green/White) indicates a single wire.

2.2.3.1. Stepper Motor Phasing

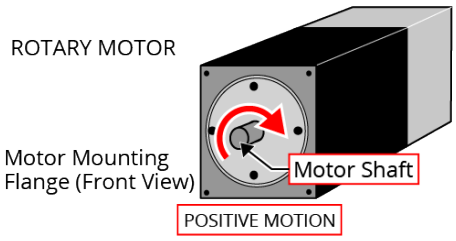
A stepper motor can be run with or without an encoder.

Without an Encoder: You do not need to phase the motor.

With an Encoder: Because the end of travel (EOT) limit inputs are relative to motor rotation, it is important to phase the motor.

Run a positive motion command. The motor is phased correctly if there is a positive scaling factor (determined by the CountsPerUnit parameters) and the motor moves in a clockwise direction when you view the motor from the front mounting flange (Figure 2-11). If the motor moves in a counterclockwise direction, swap the motor leads and re-run the command. After the motor has been phased, if you want to change the direction of positive motion, use the ReverseMotionDirection parameter.

Figure 2-11: Positive Motor Direction

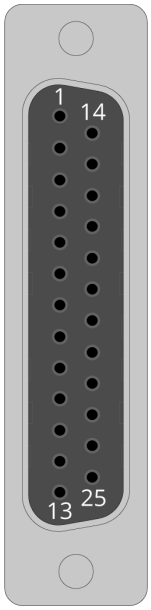


For Aerotech-supplied systems, the motor, encoder and Hall sensors are correctly configured and connection adjustments are not necessary.

2.3. Feedback Connector

The connector pin assignment is shown in Table 2-11 with detailed connection information in the following sections.

Table 2-11: Feedback Connector Pinout

Pin #	Description	In/Out/Bi	Connector
1	Reserved	N/A	
2	Motor Over Temperature Thermistor	Input	
3	+5V Power (1)	Output	
4	Plug and Play Serial Data (for Aerotech stages only)	Bidirectional	
5	Hall-Effect Sensor B (brushless motors only)	Input	
6	Encoder Marker Reference Pulse -	Input	
	Absolute Encoder Clock -	Output	
7	Encoder Marker Reference Pulse +	Input	
	Absolute Encoder Clock +	Output	
8	Absolute Encoder Data -	Bidirectional	
9	Reserved	N/A	
10	Hall-Effect Sensor A (brushless motors only)	Input	
11	Hall-Effect Sensor C (brushless motors only)	Input	
12	Clockwise End of Travel Limit	Input	
13	Brake Output -	Output	
14	Encoder Cosine +	Input	
15	Encoder Cosine -	Input	
16	+5V Power (1)	Output	
17	Encoder Sine +	Input	
18	Encoder Sine -	Input	
19	Absolute Encoder Data+	Bidirectional	
20	Signal Common	Output	
21	Signal Common	Output	
22	Home Switch Input	Input	
23	Encoder Fault Input	Input	
24	Counterclockwise End of Travel Limit	Input	
25	Brake Output +	Output	

(1) The maximum combined current output is 500 mA.

Table 2-12: Mating Connector Part Numbers for the Feedback Connector

Mating Connector	Aerotech P/N	Third Party P/N
25-Pin D-Connector	ECK00101	FCI DB25P064TXLF
Backshell	ECK00656	Amphenol 17E-1726-2

2.3.1. Primary Encoder Inputs

The primary encoder inputs are accessible through the Feedback connector. Use the PrimaryFeedbackType parameter to configure the drive to accept an encoder signal type.

Square Wave encoder signals: Section 2.3.1.1.

Absolute encoder signals: Section 2.3.1.2.

Sine Wave encoder signals (as permitted by the multiplier option): Section 2.3.1.3.

Refer to Section 2.3.1.4. for encoder feedback phasing.

Refer to Section 3.2. for the auxiliary encoder input on the AUX connector.

Table 2-13: Multiplier Options

Option	Primary Encoder Accepts...	Auxiliary Encoder Accepts...
-MX0	Square Wave or Absolute encoders	Square Wave encoders
-MX2	Sine Wave (high performance), Square Wave, or Absolute encoders	Square Wave encoders
-MX3	Sine Wave (high performance), Square Wave, or Absolute encoders	Sine Wave (standard performance) or Square Wave encoders

IMPORTANT: Physically isolate the encoder wiring from motor, AC power, and all other power wiring

Table 2-14: Primary Encoder Input Pins on the Feedback Connector

Pin #	Description	In/Out/Bi
3	+5V Power (1)	Output
6	Encoder Marker Reference Pulse -	Input
	Absolute Encoder Clock -	Output
7	Encoder Marker Reference Pulse +	Input
	Absolute Encoder Clock +	Output
8	Absolute Encoder Data -	Bidirectional
14	Encoder Cosine +	Input
15	Encoder Cosine -	Input
16	+5V Power (1)	Output
17	Encoder Sine +	Input
18	Encoder Sine -	Input
19	Absolute Encoder Data+	Bidirectional
20	Signal Common	Output
21	Signal Common	Output

(1) The maximum combined current output is 500 mA.

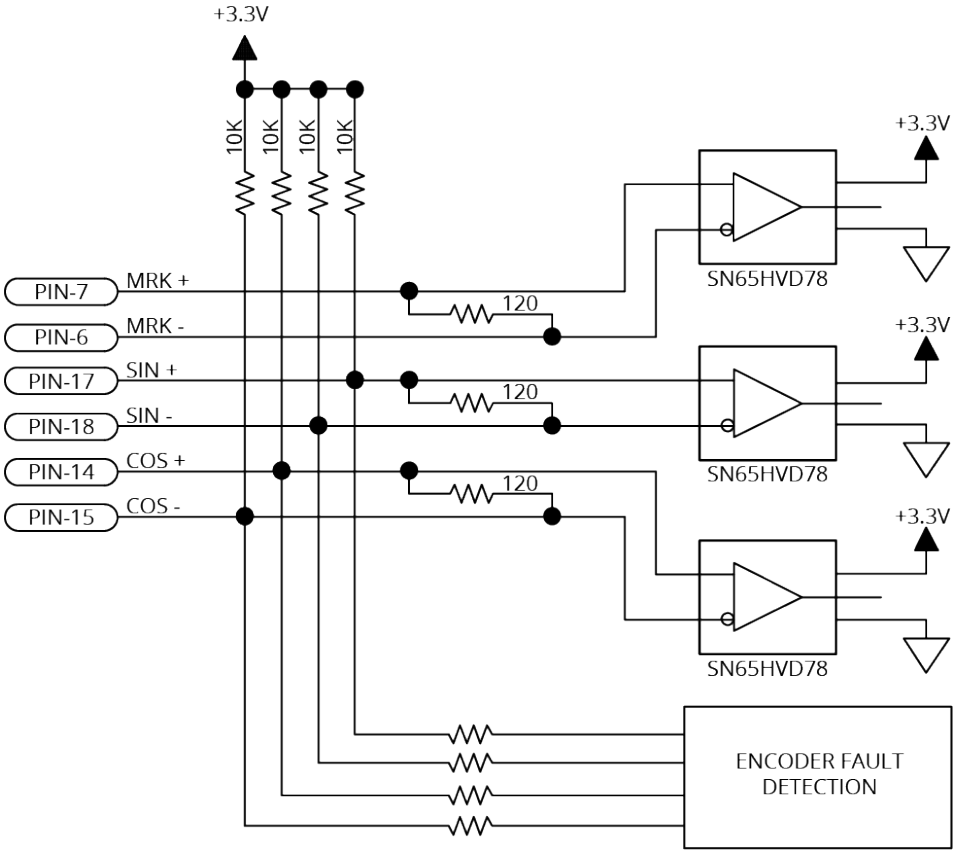
2.3.1.1. Square Wave Encoder (Primary)

The drive accepts RS-422 square wave encoder signals. The drive will generate a feedback fault if it detects an invalid signal state caused by an open or shorted signal connection. Use twisted-pair wiring for the highest performance and noise immunity.

Table 2-15: Square Wave Encoder Specifications

Specification	Value
Encoder Frequency	10 MHz maximum (25 ns minimum edge separation)
x4 Quadrature Decoding	40 million counts/sec

Figure 2-12: Square Wave Encoder Schematic (Feedback Connector)



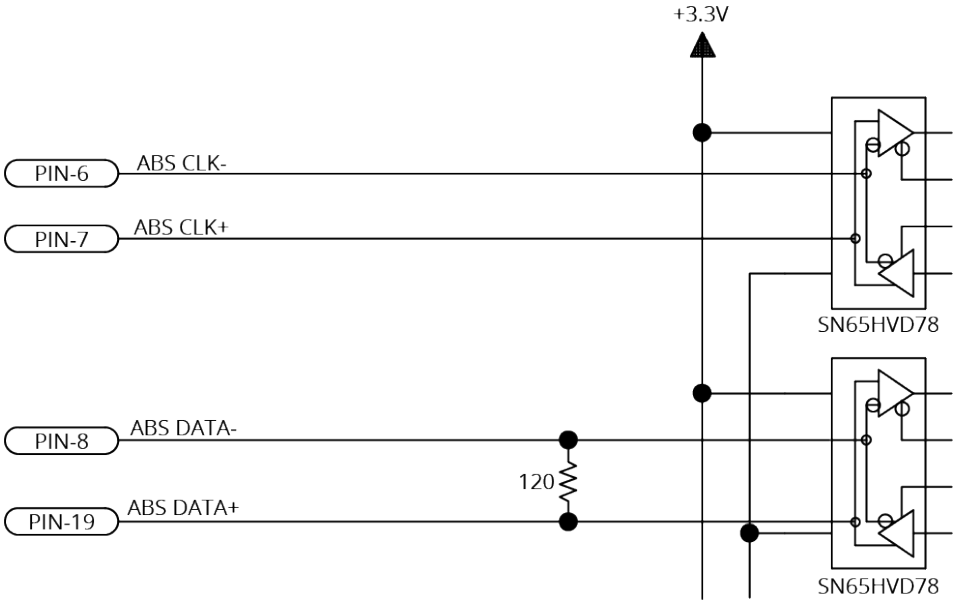
2.3.1.2. Absolute Encoder (Primary)

The drive retrieves absolute position data along with encoder fault information through a serial data stream from the absolute encoder. Use twisted-pair wiring for the highest performance and noise immunity. You cannot echo an absolute encoder signal.

Refer to Figure 2-13 for the serial data stream interface.

Refer to the Help file for information on how to set up your EnDat or BiSS absolute encoder parameters.

Figure 2-13: Absolute Encoder Schematic (Feedback Connector)



2.3.1.3. Sine Wave Encoder (Primary) [-MX2/-MX3 Option]

The Sine Wave Encoder option provides higher positioning resolution by subdividing the fundamental output period of the encoder into smaller increments. The amount of subdivision is specified by the PrimaryEncoderMultiplicationFactor parameter. Use Encoder Tuning to adjust the value of the gain, offset, and phase balance controller parameters to get the best performance. For more information, refer to the Help file.

High resolution or high-speed encoders can require increased bandwidth for correct operation. Use the High Speed Mode of the PrimaryEncoderMultiplierSetup parameter to enable the high bandwidth mode. Because this mode increases sensitivity to system noise, use it only if necessary. This option is only available on the Primary encoder input.

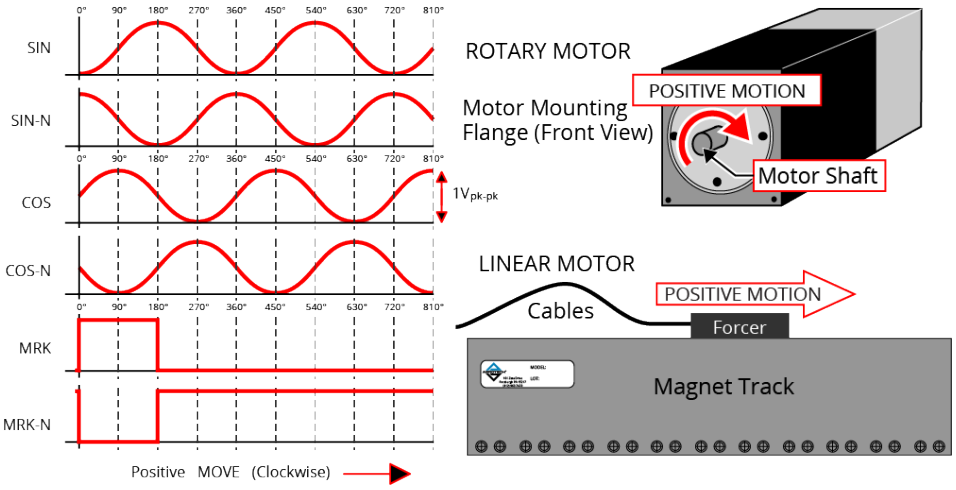
The drive can generate emulated encoder signals. These signals can be output on the Auxiliary Encoder (AUX) connector or used internally by the PSO. Refer to the EncoderDivider and PrimaryEmulatedQuadratureDivider parameters and the encoder output functions in the Help file for more information.

For the highest performance, use twisted pair double-shielded cable with the inner shield connected to signal common and the outer shield connected to frame ground. Do not join the inner and outer shields in the cable.

Table 2-16: Sine Wave Encoder Specifications

Specification		Value	
		Primary	Auxiliary
Input Frequency (max)		200 kHz, 2 MHz	200 kHz
Input Amplitude (1)		0.6 to 1.75 Vpk-pk	
Interpolation Factor (max)	-MX2	65,536	N/A
	-MX3	65,536	16,384
-MX2/-MX3 Primary Encoder Channel Interpolation Latency		800 nsec (analog input to quadrature output)	
Input Common Mode		1.5 to 3.5 VDC	
(1) Measured as SIN(+) - SIN(-) or COS(+) - COS(-)			

Figure 2-14: Sine Wave Encoder Phasing Reference Diagram

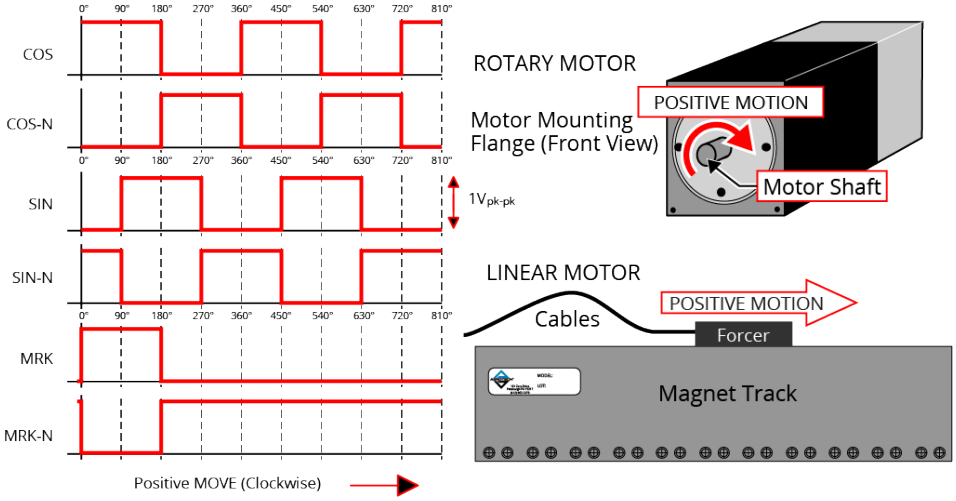


2.3.1.4. Encoder Phasing

Incorrect encoder polarity will cause the system to fault when enabled or when a move command is issued. Figure 2-15 illustrates the proper encoder phasing for clockwise motor rotation (or positive forcer movement for linear motors). To verify, move the motor by hand in the CW (positive) direction while observing the position of the encoder in the diagnostics display (see Figure 2-16).

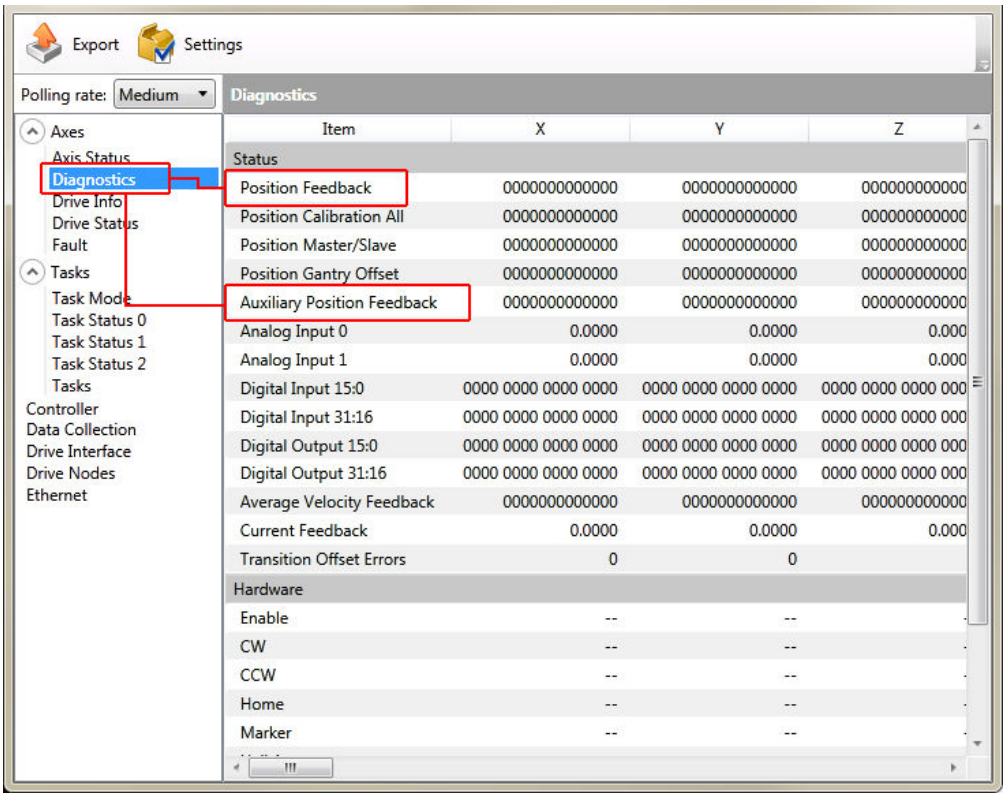
For dual loop systems, the velocity feedback encoder is displayed in the diagnostic display (Figure 2-16).

Figure 2-15: Encoder Phasing Reference Diagram (Standard)



IMPORTANT: Encoder manufacturers may refer to the encoder signals as A, B, and Z. The proper phase relationship between signals is shown in Figure 2-15.

Figure 2-16: Position Feedback in the Diagnostic Display



2.3.2. Hall-Effect Inputs

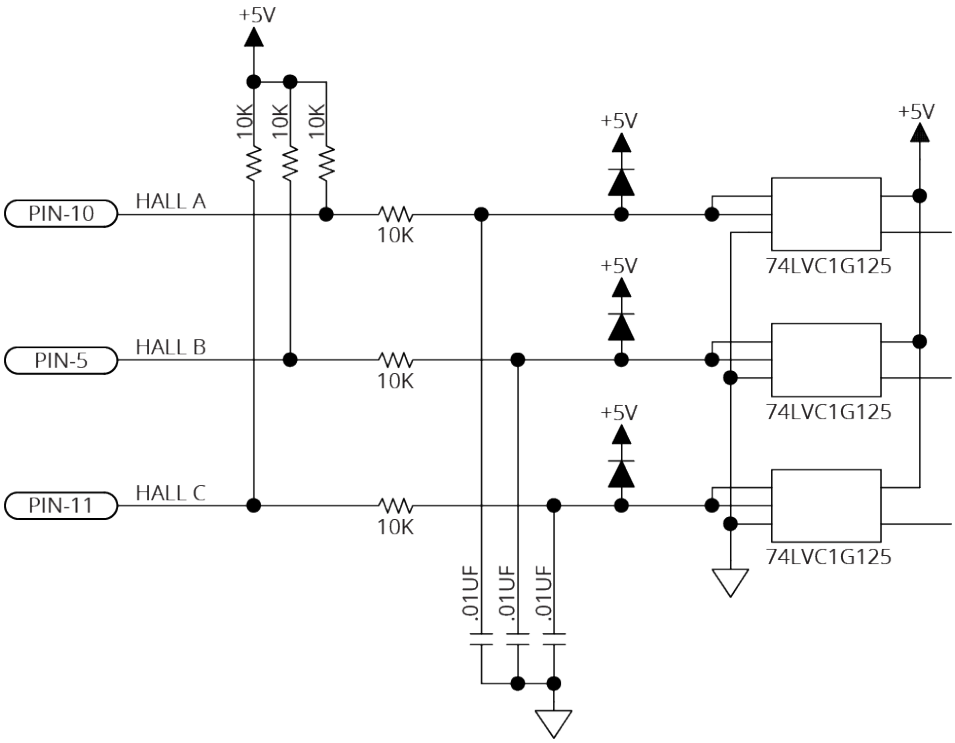
The Hall-effect switch inputs are recommended for AC brushless motor commutation but not absolutely required. The Hall-effect inputs accept 5 VDC level signals. Hall states (0,0,0) or (1,1,1) are invalid and will generate a "Hall Fault" axis fault.

Refer to Section 2.2.1.1. for Hall-effect device phasing.

Table 2-17: Hall-Effect Feedback Pins on the Feedback Connector

Pin #	Description	In/Out/Bi
3	+5V Power (1)	Output
5	Hall-Effect Sensor B (brushless motors only)	Input
10	Hall-Effect Sensor A (brushless motors only)	Input
11	Hall-Effect Sensor C (brushless motors only)	Input
16	+5V Power (1)	Output
20	Signal Common	Output
21	Signal Common	Output
(1) The maximum combined current output is 500 mA.		

Figure 2-17: Hall-Effect Inputs Schematic (Feedback Connector)



2.3.3. Thermistor Input

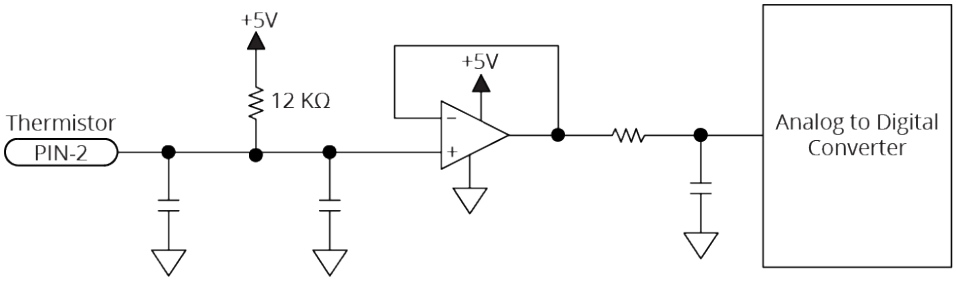
The thermistor input is used to detect a motor over temperature condition by using a positive temperature coefficient sensor. As the temperature of the sensor increases, so does the resistance. Under normal operating conditions, the resistance of the thermistor is low which will result in a low input signal. As the increasing temperature causes the resistance of the thermistor to increase, the sensor will trigger an over temperature fault.

The thermistor is connected between Pin 2 and Signal Common. The nominal trip value of the sensor is 1.385 kΩ. The circuit includes a 12 kΩ internal pull-up resistor which corresponds to a trip voltage of +0.52 V.

Table 2-18: Thermistor Input Pin on the Feedback Connector

Pin #	Description	In/Out/Bi
2	Motor Over Temperature Thermistor	Input

Figure 2-18: Thermistor Input Schematic (Feedback Connector)



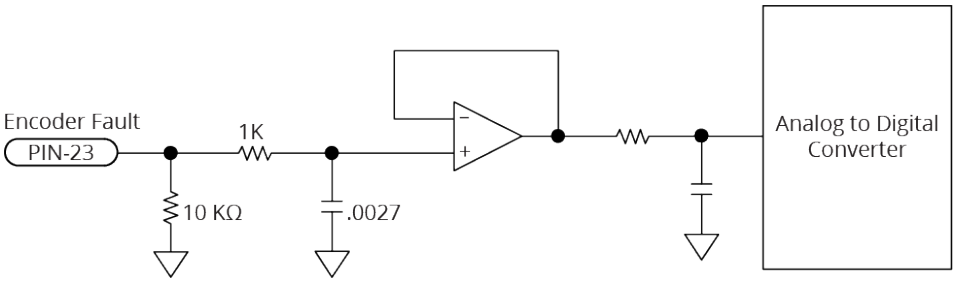
2.3.4. Encoder Fault Input

The encoder fault input is for use with encoders that have a fault output. This is provided by some manufacturers and indicates a loss of encoder function. The active state of this input is parameter configurable and the controller should be configured to disable the axis when the fault level is active. The nominal trip voltage of the encoder fault input is +2.5 V.

Table 2-19: Encoder Fault Input Pin on the Feedback Connector

Pin #	Description	In/Out/Bi
23	Encoder Fault Input	Input

Figure 2-19: Encoder Fault Input Schematic (Feedback Connector)



2.3.5. End of Travel and Home Limit Inputs

End of Travel (EOT) limits are required to define the end of the physical travel on linear axes. Positive or clockwise motion is stopped by the clockwise (CW) end of travel limit input. Negative or counterclockwise motion is stopped by the counterclockwise (CCW) end of travel limit input. The Home Limit switch can be parameter configured for use during the home cycle, however, the CW or CCW EOT limit is typically used instead. All of the end-of-travel limit inputs accept 0-24 VDC level signals. Limit directions are relative to the encoder polarity in the diagnostics display (refer to Figure 2-22).

Table 2-20: End of Travel and Home Limit Pins on the Feedback Connector

Pin #	Description	In/Out/Bi
12	Clockwise End of Travel Limit	Input
16	+5V Power	Output
20	Signal Common	Output
21	Signal Common	Output
22	Home Switch Input	Input
24	Counterclockwise End of Travel Limit	Input

The active state (High/Low) of the EOT limits is software selectable (by the EndOfTravelLimitSetup axis parameter). Figure 2-20 shows the possible wiring configurations for normally-open and normally-closed switches and the parameter setting to use for each configuration.

IMPORTANT: Use NPN-type normally-closed limit switches (Active High) to provide fail-safe behavior in the event of an open circuit.

Figure 2-20: End of Travel and Home Limit Input Connections

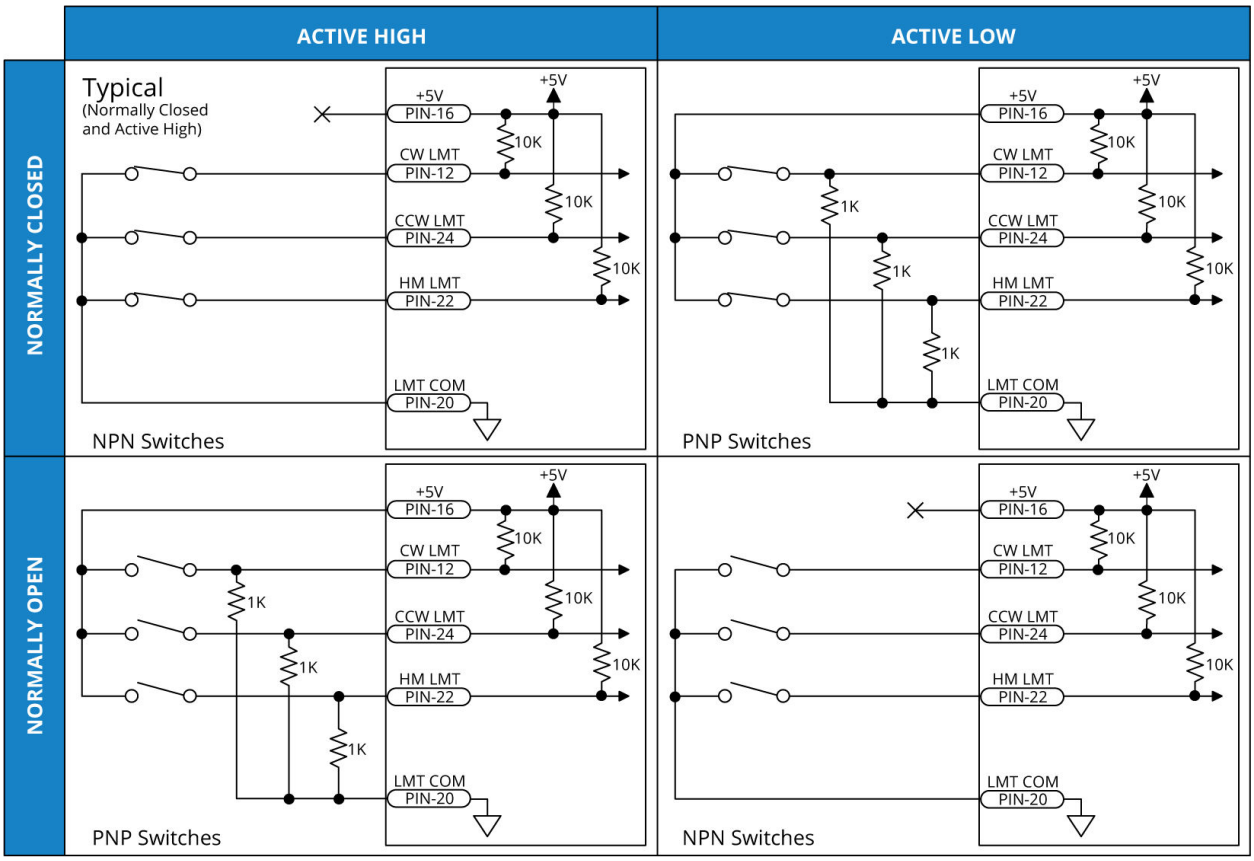
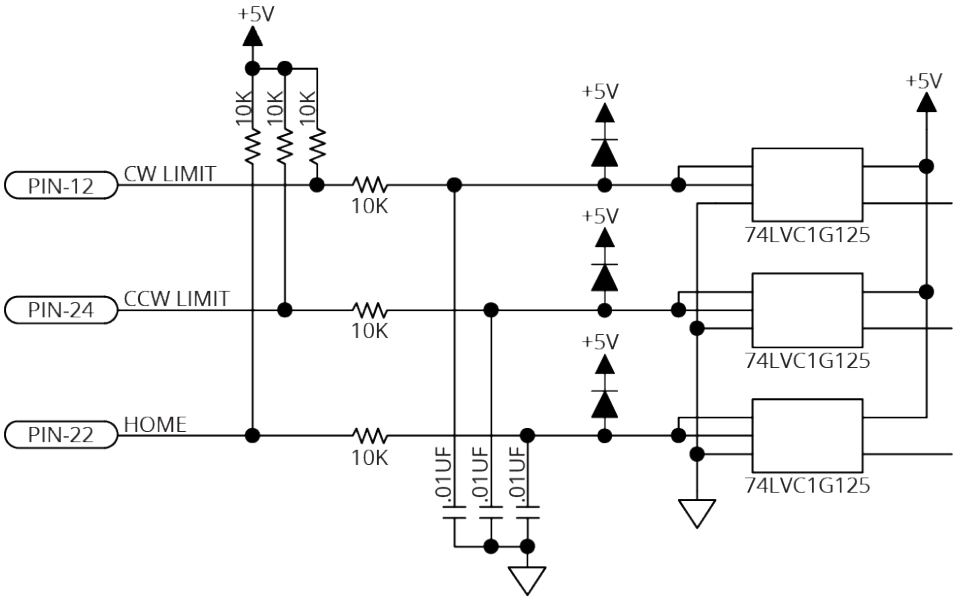


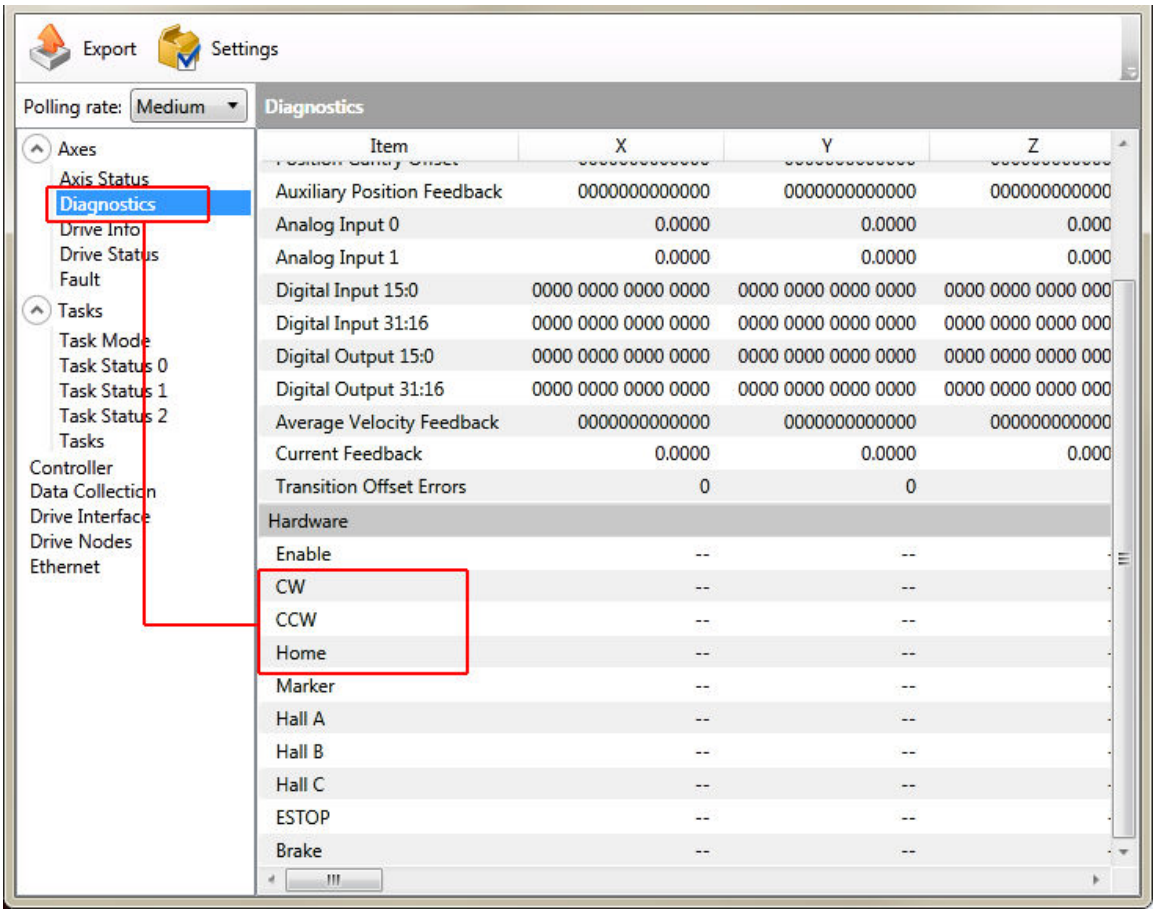
Figure 2-21: End of Travel and Home Limit Input Schematic (Feedback Connector)



2.3.5.1. End of Travel and Home Limit Phasing

If the EOT limits are reversed, you will be able to move further into a limit but be unable to move out. To correct this, swap the connections to the CW and CCW inputs at the Feedback connector or swap the CW and CCW limit functionality in the software using the EndOfTravelLimitSetup parameter. View the logic level of the EOT limit inputs in the Diagnostics display (shown in Figure 2-22).

Figure 2-22: End of Travel and Home Limit Input Diagnostic Display



2.3.6. Brake Outputs

The drive has a dedicated brake control circuit. Configure the brake with the BrakeSetup parameter for automatic control (typical). You can also use software commands to directly control the brake output.

Table 2-21: Brake Output Pins on the Feedback Connector

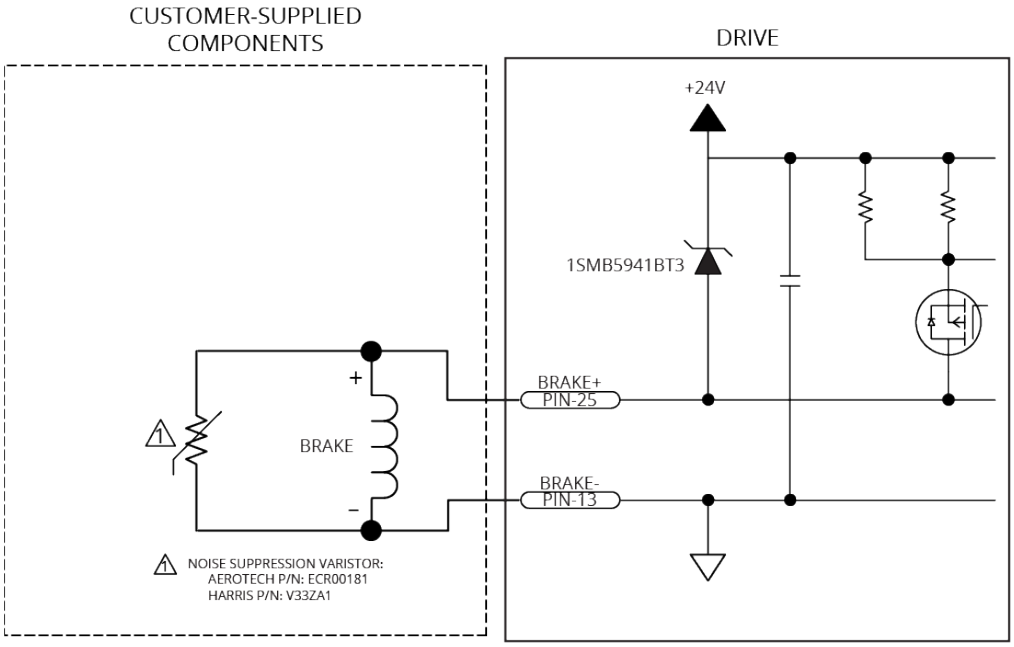
Pin #	Description	In/Out/Bi
13	Brake Output -	Output
25	Brake Output +	Output

Table 2-22: Brake Control Specifications

Specification	Value
Maximum Voltage	24 VDC
Maximum Current	1 A

A varistor must be connected across the brake to minimize voltage transients.

Figure 2-23: Brake Connected to the 25-Pin Feedback Connector (Typical)



2.4. Safe Torque Off Input (STO)

The STO circuit is comprised of two identical channels, each of which must be energized in order for the drive to produce motion. Each STO input is opto-isolated and accepts 24 V levels directly without the need for external current limiting resistors.

IMPORTANT: The drive might be equipped with an STO bypass circuit board. The bypass circuit board defeats the STO safety circuit and allows the system to run at all times. To use the STO safety functionality, remove the circuit board and make connections as outlined in this section.

IMPORTANT: The application circuit and its suitability for the desired safety level is the sole responsibility of the user of the drive.

WARNING: STO wires must be insulated to prevent short circuits between connector pins. The primary concern is a short circuit between STO 1 IN and STO 2 IN wire strands.

Table 2-23: STO Connector Pinout

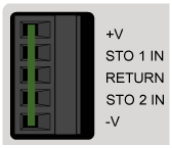
Pin #	Signal	Description	In/Out/Bi	Connector
1	Power Supply +	Use only to defeat STO by connecting to STO 1 IN and STO 2 IN. Not for customer use.	Output	
2	STO 1 IN	STO Channel 1 Positive Input	Input	
3	RETURN	STO Negative Input	Input	
4	STO 2 IN	STO Channel 2 Positive Input	Input	
5	Power Supply -	Use only to defeat STO by connecting to RETURN. Not for customer use.	Output	

Table 2-24: Mating Connector Part Numbers for the STO Connector

Description	Aerotech P/N	Phoenix P/N	Tightening Torque (Nm)	Wire Size: AWG [mm²]
5-Pin Terminal Block	ECK02393	1827622	0.22 - 0.25	2.5 - 0.05 [14-30]

PENDING

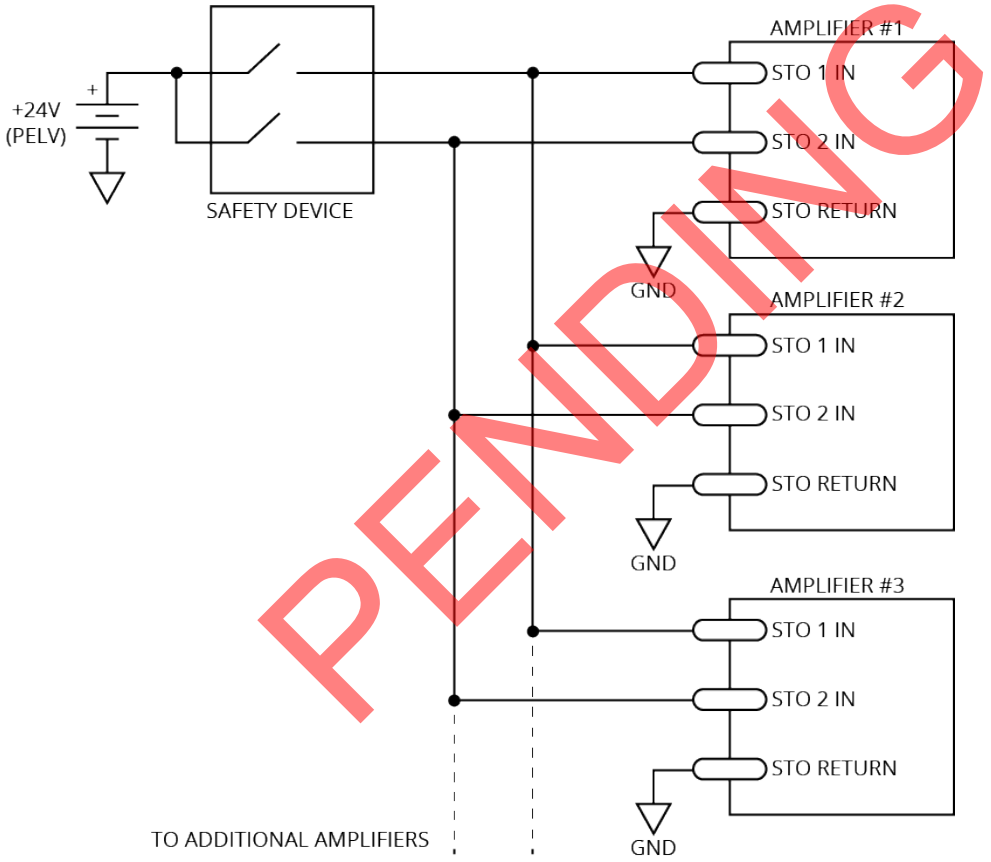
Table 2-25: STO Electrical Specifications

Status	Value
STO off (motion allowed)	18-24 V, 7 ma
STO on (safe state entered, no motion)	0-6 V
Recommended Wire Gauge	22-26 AWG (0.5 - 0.14 mm^2)
STO System Power Supply	PELV
STO Wire Length (maximum)	50 m

Figure 2-24 shows one safety device connected to multiple drives in parallel.

WARNING: The drive does not check for short circuits on the external STO wiring. If this is not done by the external safety device, short circuits on the wiring must be excluded. Refer to EN ISO 13849-2. For Category 4 systems, the exclusion of short circuits is mandatory.

Figure 2-24: Typical STO Configuration



PENDING

2.4.1. STO Standards

Table 2-26 describes and specifies the safety requirements at the system level for the Safe Torque Off (STO) feature of the drive. This assumes that diagnostic testing is performed according to Section 2.4.4. and Table 2-27.

Table 2-26: STO Standards

Standard	Maximum Achievable Safety
EN/IEC 61800-5- 2:2016	SIL 3
EN/IEC 61508-1:2010	SIL 3
EN/IEC 61508-2:2010	SIL 3
EN ISO 13849-1:2015	Category 4, PL e
EN/IEC 62061:2005 with Amendments	SIL 3

Table 2-27: STO Standards Data

Standard	Value
EN ISO 13849-1:2015	$MTTF_D$ > 1000 years, DC_{AVG} 99% Maximum PL e, Category 4
EN ISO 13849-1:2015 EN/IEC 61508	Lifetime = 20 years No proof test required Interval for manual STO test: • Once per year for SIL2/PL d/category 3 • Once per three months for SIL3/PL e/category 3 • Once per day for SIL3/PL e/category 4
EN/IEC 61508	SIL3 PFH < 3 FIT SFF > 99%

PENDING

2.4.2. STO Functional Description

The motor can only be activated when voltage is applied to both STO 1 and STO 2 inputs. The STO state will be entered if power is removed from either the STO 1 or the STO 2 inputs. When the STO state is entered, the motor cannot generate torque or force and is therefore considered safe.

The STO function is implemented with two redundant channels in order to meet stated performance and SIL levels. STO 1 disconnects the high side power amplifier transistors and STO 2 disconnects the low side power amplifier transistors. Disconnecting either set of transistors effectively prevents the drive from being able to produce motion.

The drive software monitors each STO channel and will generate an Emergency Stop software fault when either channel signals the stop state. Each STO channel contains a fixed delay which allows the drive to perform a controlled stop before the power amplifier transistors are turned off.

A typical configuration requiring a controlled stop has the Emergency Stop Fault mask bit set in the FaultMask, FaultMaskDecel, and FaultMaskDisable parameters. This stops the axis using the rate specified by the AbortDecelRate parameter. The software will disable the axis as soon as the deceleration ramp is complete. This is typically configured to occur before the STO channel turns off the power amplifier transistors.

The software controlled stop functionality must be excluded when considering overall system safety. This is because the software is not safety rated and cannot be included as part of the safety function.

The drive will tolerate short diagnostic pulses on the STO 1+ and STO 2+ inputs. The parameter "STOPulseFilter" specifies the maximum pulse width that the drive will ignore.

To resume normal operation, apply power to both STO 1 and STO 2 inputs and use the *Acknowledge All* button or the AcknowledgeAll() or FaultAcknowledge() function to clear the Emergency Stop software fault. The recommended use of the Emergency Stop Fault fault mask bits prevent the system from automatically restarting.

You can achieve longer delay times through the use of an external delay timer, such as the Omron G9SA-321 Safety Relay Unit. Place this device between the system ESTOP wiring and the drive's STO inputs. Connect the ESTOP signal directly to a digital input, in addition to the external timer, to allow the drive to begin a software-controlled stop as soon as the ESTOP signal becomes active. Use the EmergencyStopFaultInput parameter to configure a digital input as an ESTOP input.

PENDING

Non-standard STO delay times are provided by special factory order. In this case, the non-standard STO delay time is indicated by a label placed on the slice amplifier's main connector (STO DELAY = xx sec).

Table 2-28: STO Signal Delay

	Value
STO Time Delay	450-550 msec

Table 2-29: Motor Function Relative to STO Input State

STO 1	STO 2	Motor Function
Unpowered	Unpowered	No force/torque
Unpowered (1)	Powered (1)	No force/torque
Powered (1)	Unpowered (1)	No force/torque
Powered	Powered	Normal Operation

1. This is considered a Fault Condition since STO 1 and STO 2 do not match. Refer to Section 2.4.4.

2.4.3. STO Startup Validation Testing

Verify the state of the STO 1 and STO 2 channels by manually activating the external STO hardware. Each STO channel must be tested separately in order to detect potential short circuits between the channels. The current state of the STO 1 and STO 2 inputs is shown in the Status Utility. A "–" indicates that the STO input is powered by a high voltage level (24 V). An "ON" indicates that the voltage source has been removed from the input (open circuit or 0 V), and that the STO channel is in the safe state.

DANGER: The STO circuit does not remove lethal voltage from the motor terminals. AC mains power must be removed before servicing.

PENDING

2.4.4. STO Diagnostics

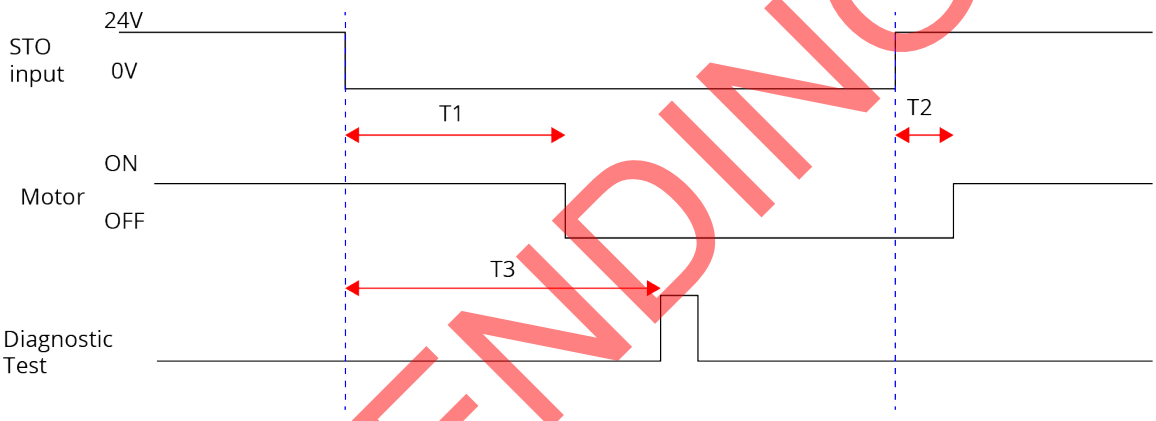
Activation of STO means removing power from the drive's STO inputs. This is typically done by pressing the emergency stop switch. The drive initiates a diagnostic check every time the STO is activated after the Diagnostic Test Delay Time has elapsed. The diagnostic check verifies that each channel has entered the safe state. The drive is held in the safe state if it determines that one of the channels has not properly entered the safe state. An open circuit or short to 24 V in either STO channel will result in this condition (refer to Section 2.4.3.). The Status Utility screen can be used to verify the levels of the STO input signals while trouble shooting.

In order to meet the listed SIL level, the STO circuit must be activated (power removed from both inputs) according to the interval specified in Table 2-27.

Table 2-30: STO Timing

Time	Description	Value
T1	STO Delay Time (STO input active to motor power off)	450-550 msec
T2	STO deactivated to motor power on (the software is typically configured so that the motor does not automatically re-energize).	< 1 msec
T3	Diagnostic Test Delay Time	550-610 msec

Figure 2-25: STO Timing



The software is typically configured to execute a controlled stop when the STO state is first detected. If power is reapplied to the STO inputs before the STO Delay Time, an STO hardware shutdown will not occur but a software stop may, depending on the width of the STO pulse. The controller will ignore STO active pulses shorter in length than the STOPulseFilter parameter setting.

PENDING

2.5. HyperWire Interface

The HyperWire bus is the high-speed communications connection from the controller. It operates at 2 gigabits per second. The controller sends all command and configuration information through the HyperWire bus.

HyperWire cables can be safely connected to or disconnected from a HyperWire port while the PC and/or drive is powered on. However, any changes to the HyperWire network topology will disrupt communication and you must reset the controller to re-establish communication.

WARNING: Do not connect or disconnect HyperWire cables while you are loading firmware or damage to the drives may occur.

Table 2-31: HyperWire Card Part Number

Part Number	Description
HYPERWIRE-PCIE	HyperWire adapter, PCIe x4 interface

Table 2-32: HyperWire Cable Part Numbers

Part Number	Description
HYPERWIRE-AO10-5	HyperWire cable, active optical, 0.5 m
HYPERWIRE-AO10-10	HyperWire cable, active optical, 1.0 m
HYPERWIRE-AO10-30	HyperWire cable, active optical, 3.0 m
HYPERWIRE-AO10-50	HyperWire cable, active optical, 5.0 m
HYPERWIRE-AO10-200	HyperWire cable, active optical, 20.0 m

2.6. Sync Port

The Sync port is a bi-directional high speed proprietary interface that lets you transmit encoder signals between drives. This is typically used for multi-axis PSO applications where one or two drives send their encoder signals to a main drive that has the PSO logic and PSO output signal. The drive contains two Sync ports, labeled A and B.

To avoid signal contention, all Sync ports default to the input state during reset and immediately after power is applied to the drive.

Table 2-33: Sync-Related Functions

Function	Description
DriveEncoderOutputConfigureDivider(), DriveEncoderOutputConfigureInput(), DriveEncoderOutputOn(), DriveEncoderOutputOff()	Configure each Sync port as an input or an output
PsoDistanceConfigureInputs()	Let the PSO to track the SYNC A or SYNC B port.
PsoWindowConfigureInput()	

The Sync port uses low-voltage differential signaling (LVDS) and standard USB 3.0 type A (cross over) cables.

Table 2-34: Sync Port Cables

Part Number	Desciption
CBL-SYNC-3	Length 3 dm; Connectors: USB Type A to USB Type A
CBL-SYNC-5	Length 5 dm; Connectors: USB Type A to USB Type A
CBL-SYNC-7	Length 7 dm; Connectors: USB Type A to USB Type A
CBL-SYNC-10	Length 10 dm; Connectors: USB Type A to USB Type A

2.7. System Interconnection

Figure 2-26: System Wiring Drawing (Best Practice)

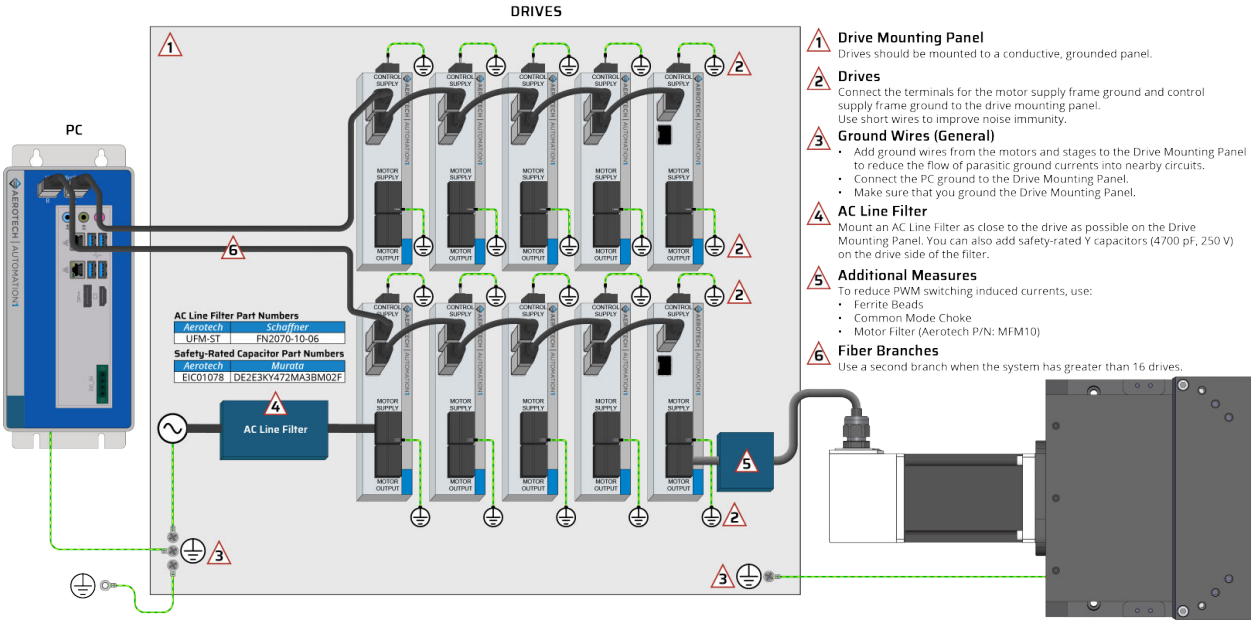
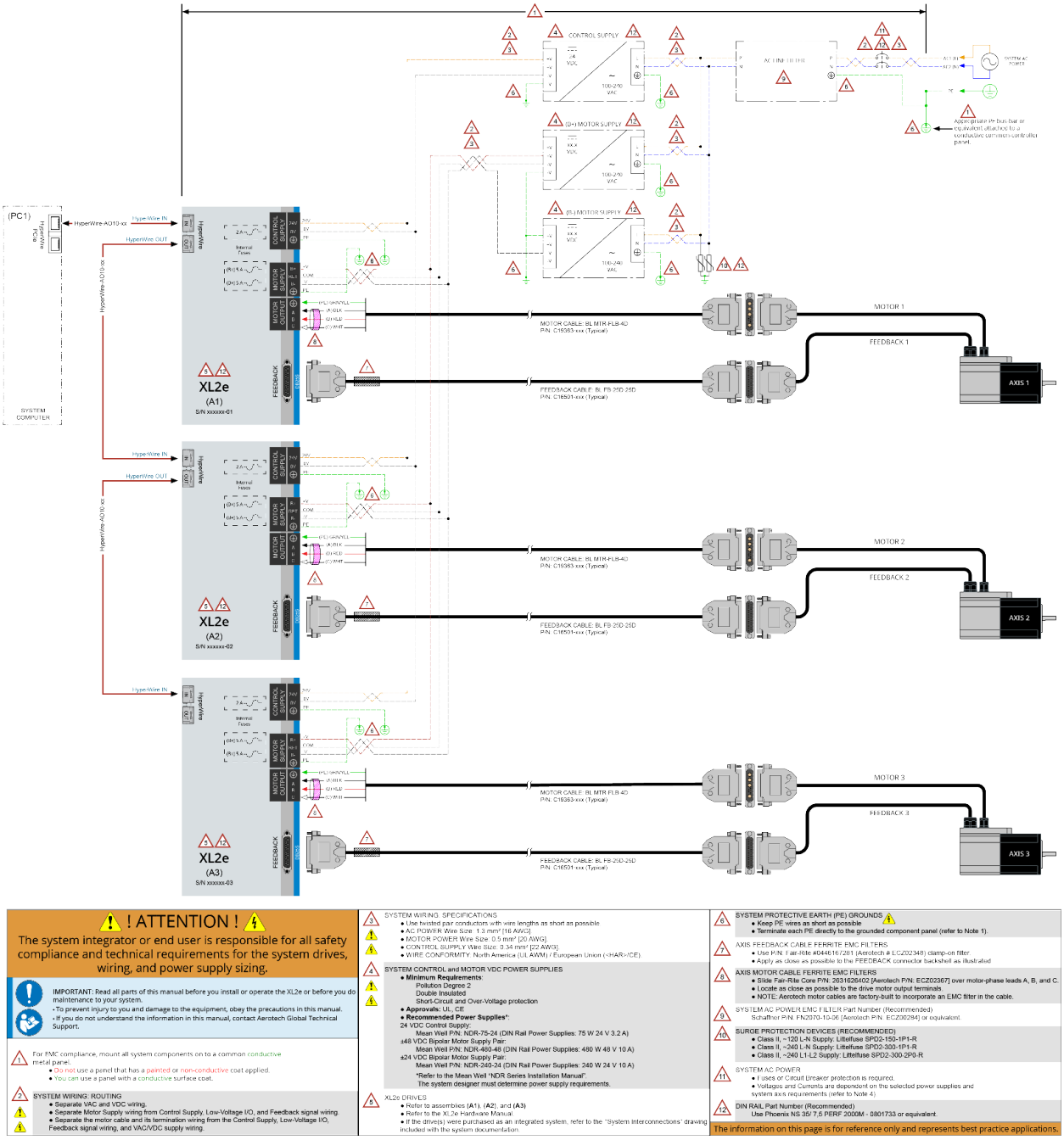


Figure 2-27: System Interconnection Drawing (Best Practice)



⚠ ! ATTENTION ! ⚠

The system integrator or end user is responsible for all safety compliance and technical requirements for the system drives, wiring, and power supply sizing.

IMPORTANT: Read all parts of this manual before you install or operate the XL2e or before you do maintenance to your system.
- To prevent injury to you and damage to the equipment, obey the precautions in this manual.
- If you do not understand the information in this manual, contact Aerotech Global Technical Support.

⚠1 For EMC compliance, mount all system components on to a common conductive metal panel.
- Do not use a panel that has a painted or non-conductive coat applied.
- You can use a panel with a conductive surface coat.

⚠2 SYSTEM WIRING: ROUTING
- Separate VAC and VDC wiring.
- Separate Motor Supply wiring from Control Supply, Low-Voltage I/O, and Feedback signal wiring.
- Separate the motor cable and its termination wiring from the Control Supply, Low-Voltage I/O, Feedback signal wiring, and VAC/VDC supply wiring.

⚠3 SYSTEM WIRING: SPECIFICATIONS
- Use twisted pair conductors with wire lengths as short as possible.
- AC POWER Wire Size: 1.3 mm² [16 AWG]
- MOTOR POWER Wire Size: 0.5 mm² [20 AWG]
- CONTROL SUPPLY Wire Size: 0.34 mm² [22 AWG]
- WIRE CONFORMITY: North America (UL AWM) / European Union (<HAR>/CE).

⚠4 SYSTEM CONTROL and MOTOR VDC POWER SUPPLIES
- **Minimum Requirements:**
  Pollution Degree 2
  Double Insulated
  Short-Circuit and Over-Voltage protection
- **Approvals:** UL, CE
- **Recommended Power Supplies*:**

24 VDC Control Supply:
Mean Well P/N: NDR-75-24 (DIN Rail Power Supplies: 75 W 24 V 3.2 A)
±48 VDC Bipolar Motor Supply Pair:
Mean Well P/N: NDR-480-48 (DIN Rail Power Supplies: 480 W 48 V 10 A)
±24 VDC Bipolar Motor Supply Pair:
Mean Well P/N: NDR-240-24 (DIN Rail Power Supplies: 240 W 24 V 10 A)

*Refer to the Mean Well "NDR Series Installation Manual".
The system designer must determine power supply requirements.

⚠5 XL2e DRIVES
- Refer to assemblies (**A1**), (**A2**), and (**A3**)
- Refer to the XL2e Hardware Manual
- If the drive(s) were purchased as an integrated system, refer to the "System Interconnections" drawing included with the system documentation.

⚠6 SYSTEM PROTECTIVE EARTH (PE) GROUNDS ⚠
- Keep PE wires as short as possible
- Terminate each PE directly to the grounded component panel (refer to Note 1).

⚠7 AXIS FEEDBACK CABLE FERRITE EMC FILTERS
- Use P/N: Fair-Rite #0446167281 (Aerotech # ECZ02348) clamp-on filter.
- Apply as close as possible to the FEEDBACK connector backshell as illustrated.

⚠8 AXIS MOTOR CABLE FERRITE EMC FILTERS
- Slide Fair-Rite Core P/N: 2631626402 [Aerotech P/N: ECZ02367] over motor-phase leads A, B, and C.
- Locate as close as possible to the drive motor output terminals.
- NOTE: Aerotech motor cables are factory-built to incorporate an EMC filter in the cable.

⚠9 SYSTEM AC POWER EMC FILTER Part Number (Recommended)
Schaffner P/N: FN2070-10-06 [Aerotech P/N: ECZ02294] or equivalent.

⚠10 SURGE PROTECTION DEVICES (RECOMMENDED)
- Class II, ~120 L-N Supply: Littelfuse SPD2-150-1P1-R
- Class II, ~240 L-N Supply: Littelfuse SPD2-300-1P1-R
- Class II, ~240 L1-L2 Supply: Littelfuse SPD2-300-2P0-R

⚠11 SYSTEM AC POWER
- Fuses or Circuit Breaker protection is required.
- Voltages and Currents are dependent on the selected power supplies and system axis requirements (refer to Note 4).

⚠12 DIN RAIL Part Number (Recommended)
Use Phoenix NS 35/ 7.5 PERF 2000M - 0801733 or equivalent.

The information on this page is for reference only and represents best practice applications.

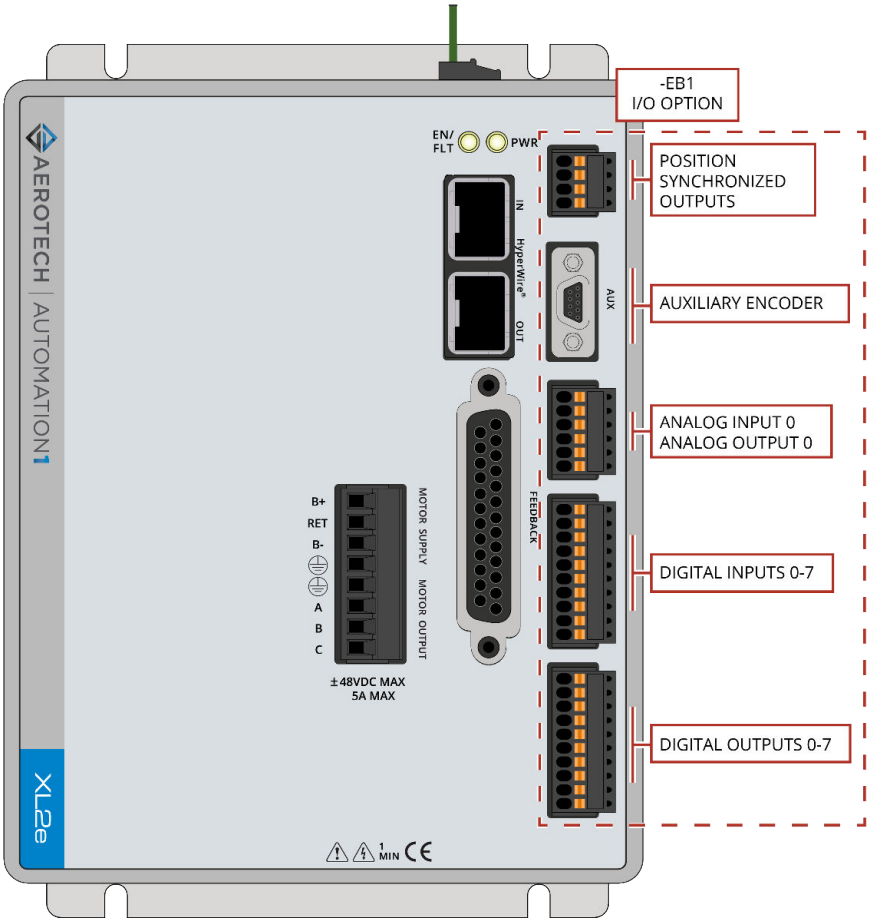
2.8. PC Configuration and Operation Information

For more information about hardware requirements, PC configuration, programming, system operation, and utilities, refer to the Help file.

Chapter 3: -EB1 I/O Option Board

The -EB1 I/O option board has 8 digital inputs, 8 digital outputs, 1 analog input, 1 analog output, and PSO outputs.

Figure 3-1: XL2e with -EB1 I/O Option Board Connectors



3.1. Position Synchronized Output Interface [-EB1]

The PSO output signal is available on the -EB1 option board in two signal formats: TTL and Isolated.

Table 3-1: PSO Specifications [-EB1]

Specification		Value
Output	TTL	5 V, 50 mA (max)
	Isolated	5-24 V, 250 mA
Maximum PSO Output (Fire) Frequency	TTL	12.5 MHz
	Isolated	5 MHz
Output Latency [Fire event to output change]	TTL	5 ns
	Isolated	150 ns

Table 3-2: PSO Interface Connector Pinout [-EB1]

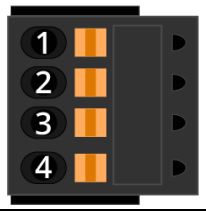
Pin #	Description	In/Out/Bi	Connector
1	PSO Output+	Output	
2	PSO Output-	Output	
3	PSO Output (TTL)	Output	
4	Ground	N/A	

Table 3-3: Mating Connector Part Numbers for the PSO Interface Connector [-EB1]

Type	Aerotech P/N	Third Party P/N	Wire Size: mm^2 [AWG]
4-Pin Terminal Block	ECK02399	Phoenix 1768004	0.5- 0.14 [20-26]

Isolated Signals

This output signal is a fully-isolated 5-24V compatible output capable of sourcing or sinking current. This output is normally open and only conducts current when a PSO fire event occurs.

The PSO Isolated Outputs are overload protected and will turn off if the maximum output current is exceeded.

Figure 3-2: PSO Output Sources Current

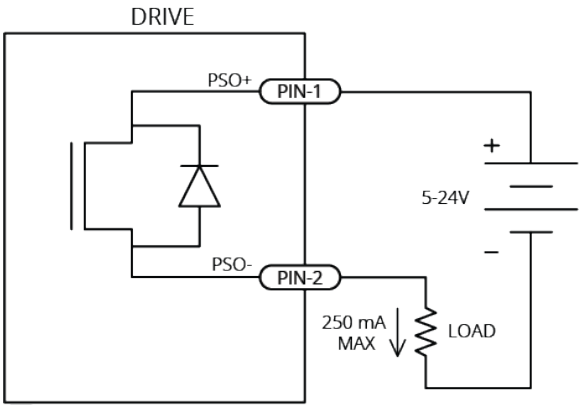
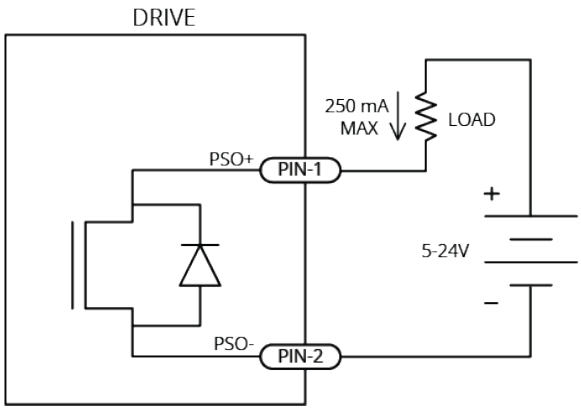


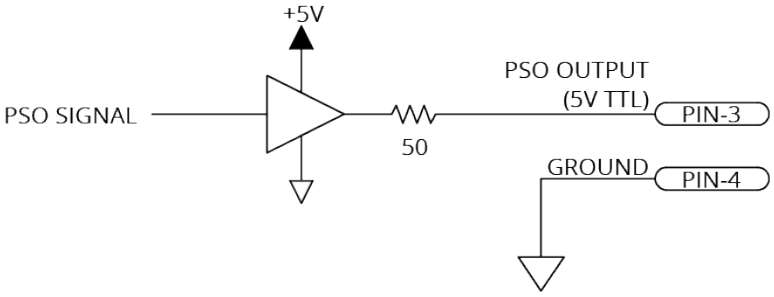
Figure 3-3: PSO Output Sinks Current



TTL Signals

This output signal is a 5V TTL signal which is used to drive an opto coupler or general purpose TTL input. This signal is active high and is driven to 5V when a PSO fire event occurs.

Figure 3-4: PSO TTL Outputs Schematic



3.2. Auxiliary Encoder Input [-EB1]

The Auxiliary Encoder connector gives you a second encoder input channel. This channel is typically used for dual loop applications.

Use the AuxiliaryFeedbackType parameter to configure the drive to accept an encoder signal type.

Square Wave encoder signals: Section 3.2.1.

Absolute encoder signals: Section 3.2.2.

Sine Wave encoder signals (with the -MX3 option): Section 3.2.3.

You can configure the Auxiliary Encoder interface as an output that will transmit encoder signals for external use. Use the DriveEncoderOutputConfigureInput() function to configure the Sine ± and Cosine ± connector pins as RS-422 outputs. You can only echo incremental square wave primary encoder inputs or, with the with the -MX2 or -MX3 option, incremental sine wave primary encoder inputs.

Table 3-4: Auxiliary Encoder Connector Pinout

Pin#	Description	In/Out/Bi	Connector
1	Auxiliary Marker -	Input	
2	Auxiliary Cosine+	Bidirectional	
	Absolute Encoder Clock +	Output	
3	Auxiliary Cosine-	Bidirectional	
	Absolute Encoder Clock -	Output	
4	Auxiliary Sine+	Bidirectional	
	Absolute Encoder Data +	Bidirectional	
5	Encoder Cable Shield	N/A	
6	Auxiliary Marker +	Input	
7	+5 Volt (500 mA max)	Output	
8	Signal Common	Output	
9	Auxiliary Sine-	Bidirectional	
	Absolute Encoder Data -	Bidirectional	

Table 3-5: Mating Connector Part Numbers for the AUX Connector

Adapter Cable	Aerotech P/N	Third Party P/N
9-Pin Standard D-style	C20931	N/A
25-Pin Standard D-style	C20932	N/A
Flying Leads	ECZ01343	Molex 83421-9042
9-Pin Micro D-Style (for a second Auxiliary Encoder Input)	ECZ03125	N/A

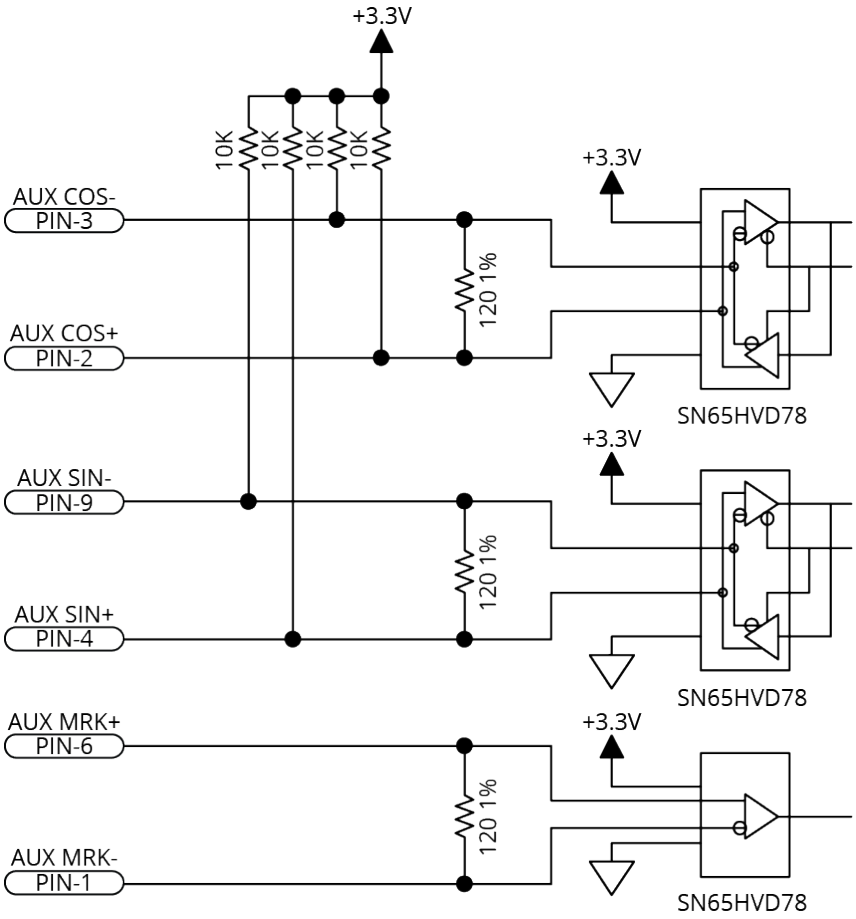
3.2.1. Square Wave Encoder (Auxiliary)

The drive accepts RS-422 square wave encoder signals. The drive will generate a feedback fault if it detects an invalid signal state caused by an open or shorted signal connection. Use twisted-pair wiring for the highest performance and noise immunity.

Table 3-6: Square Wave Encoder Specifications

Specification	Value
Encoder Frequency	10 MHz maximum (25 ns minimum edge separation)
x4 Quadrature Decoding	40 million counts/sec

Figure 3-5: Square Wave Encoder Interface (Aux Connector)



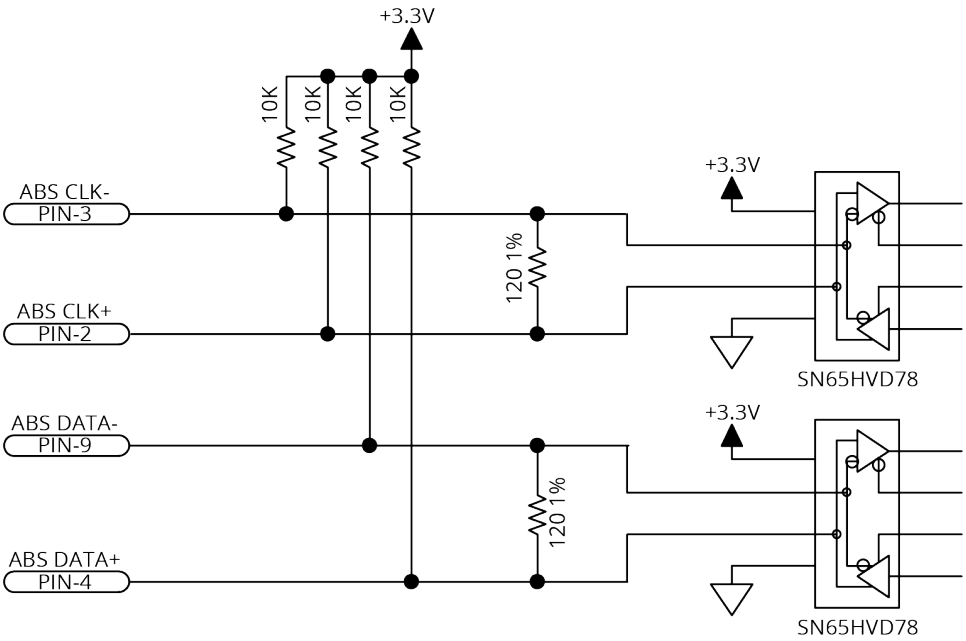
3.2.2. Absolute Encoder (Auxiliary)

The drive retrieves absolute position data along with encoder fault information through a serial data stream from the absolute encoder. Use twisted-pair wiring for the highest performance and noise immunity. You cannot use an absolute encoder with incremental signals on the Auxiliary Encoder Connector.

Refer to Figure 3-6 for the serial data stream interface.

Refer to the Help file for information on how to set up your EnDat or BiSS absolute encoder parameters.

Figure 3-6: Absolute Encoder Schematic (Auxiliary Encoder Connector)



3.2.3. Sine Wave Encoder (Auxiliary) [-MX3 Option]

The Sine Wave Encoder option provides higher positioning resolution by subdividing the fundamental output period of the encoder into smaller increments. The amount of subdivision is specified by the AuxiliaryEncoderMultiplicationFactor parameter. Use Encoder Tuning to adjust the value of the gain, offset, and phase balance controller parameters to get the best performance. For more information, refer to the Help file.

You cannot use the sine wave encoder on the auxiliary connector with the -MX3 multiplier option as an input to the PSO. The -MX3 option does not generate emulated quadrature signals from the auxiliary connector.

For the highest performance, use twisted pair double-shielded cable with the inner shield connected to signal common and the outer shield connected to frame ground. Do not join the inner and outer shields in the cable.

Table 3-7: Sine Wave Encoder Specifications

Specification		Value	
		Primary	Auxiliary
Input Frequency (max)		200 kHz, 2 MHz	200 kHz
Input Amplitude (1)		0.6 to 1.75 Vpk-pk	
Interpolation Factor (max)	-MX2	65,536	N/A
	-MX3	65,536	16,384
-MX2/-MX3 Primary Encoder Channel Interpolation Latency		800 nsec (analog input to quadrature output)	
Input Common Mode		1.5 to 3.5 VDC	
(1) Measured as SIN(+) - SIN(-) or COS(+) - COS(-)			

Figure 3-7: Sine Wave Encoder Phasing Reference Diagram

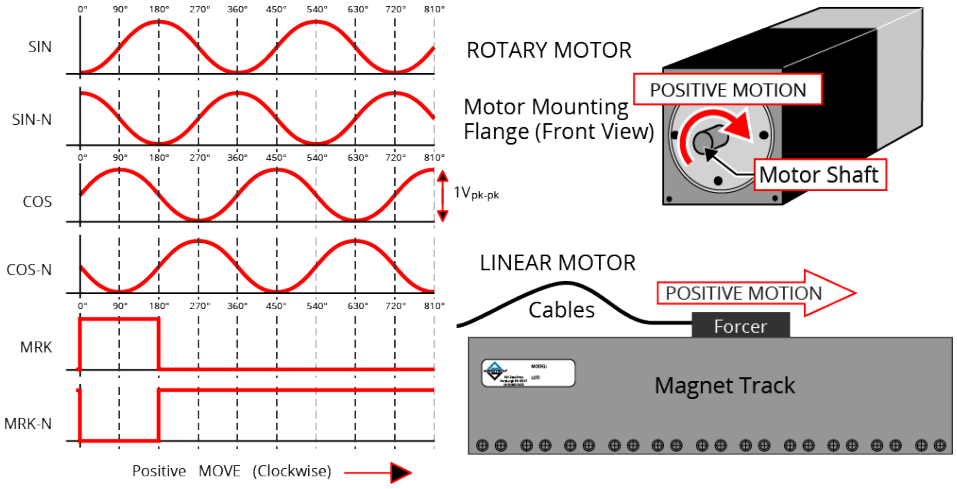
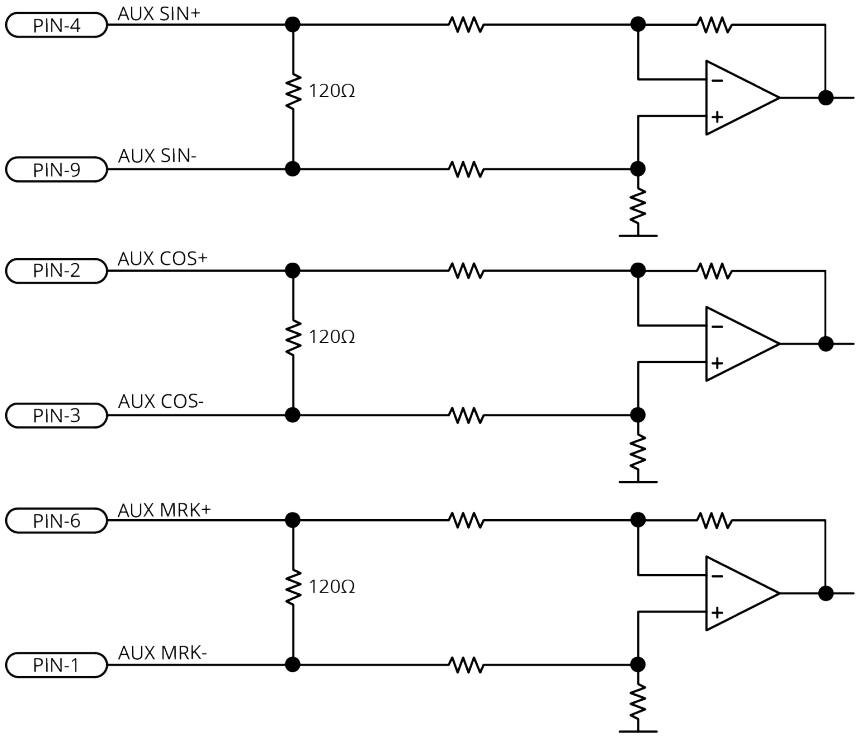


Figure 3-8: Sine Wave Encoder Schematic (Aux Connector)



3.3. Analog I/O [-EB1]

The Analog I/O connector has one differential analog input and one analog output.

Table 3-8: Analog I/O Connector Pinout [-EB1]

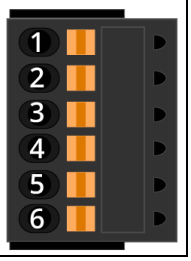
Pin#	Description	In/Out/Bi	Connector
1	+5 V (250 mA max)	Output	
2	Analog Input 0+	Input	
3	Analog Input 0-	Input	
4	Ground	N/A	
5	Ground	N/A	
6	Analog Output 0	Output	

Table 3-9: Mating Connector Part Numbers for the Analog I/O Connector [-EB1]

Type	Aerotech P/N	Third Party P/N	Wire Size: mm² [AWG]
6-Pin Terminal Block	ECK02405	Phoenix 1704755	0.5 - 0.14 [20-26]

3.3.1. Analog Output 0 [-EB1]

The analog output can be set from within a program or it can be configured to echo the state of select servo loop nodes.

The analog output is set to zero when you power on the system or reset the drive.

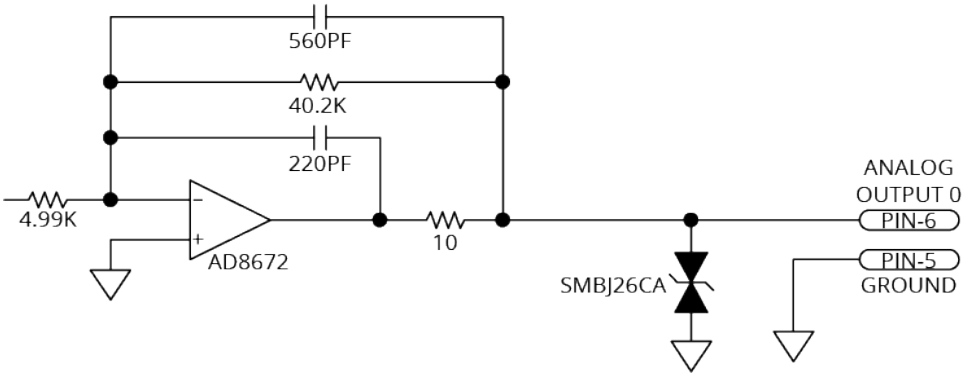
Table 3-10: Analog Output Specifications [-EB1]

Specification	Value
Output Voltage	-10 V to +10 V
Output Current	5 mA
Resolution (bits)	16 bits

Table 3-11: Analog Output Pins on the Analog I/O Connector [-EB1]

Pin#	Description	In/Out/Bi
5	Ground	N/A
6	Analog Output 0	Output

Figure 3-9: Analog Output Schematic [-EB1]



3.3.2. Analog Input (Differential) [-EB1]

To interface to a single-ended, non-differential voltage source, connect the signal common of the source to the negative input and connect the analog source signal to the positive input. A floating signal source must be referenced to the analog common. Refer to Figure 3-10.

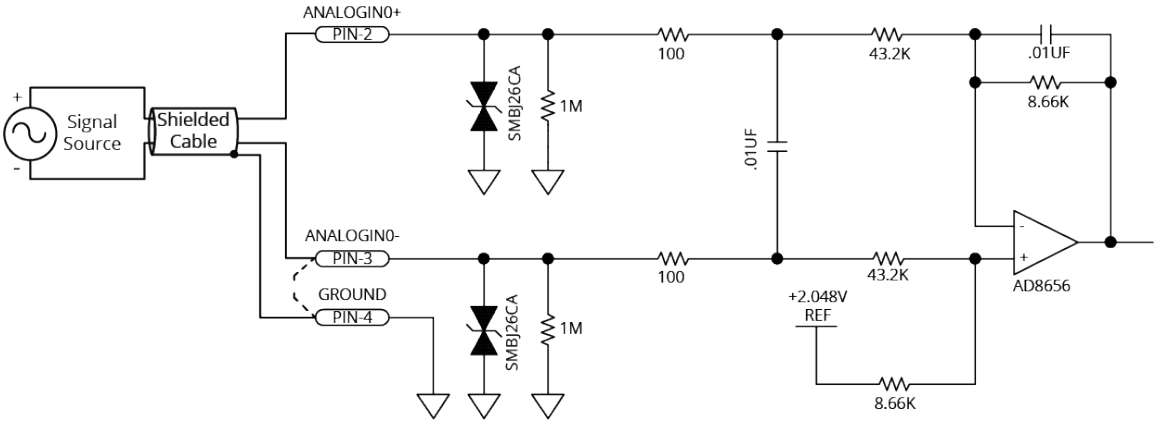
Table 3-12: Differential Analog Input Specifications [-EB1]

Specification	Value
(AI+) - (AI-)	+10 V to -10 V (1)
Resolution (bits)	16 bits
Input Impedance	1 MΩ
1. Signals outside of this range may damage the input	

Table 3-13: Analog Input Pins on the Analog I/O Connector [-EB1]

Pin#	Description	In/Out/Bi
1	+5 V (250 mA max)	Output
2	Analog Input 0+	Input
3	Analog Input 0-	Input
4	Ground	N/A

Figure 3-10: Analog Input Schematic [-EB1]



3.4. Digital Outputs [-EB1]

Optically-isolated solid-state relays drive the digital outputs. You can connect the digital outputs in current sourcing or current sinking mode but you must connect all four outputs in a port in the same configuration. Refer to Figure 3-12 and Figure 3-13.

The digital outputs are not designed for high-voltage isolation applications and they should only be used with ground-referenced circuits.

You must install suppression diodes on digital outputs that drive relays or other inductive devices. To see an example of a current sourcing output that has diode suppression, refer to Figure 3-12. To see an example of a current sinking output that has diode suppression, refer to Figure 3-13.

The digital outputs have overload protection. They will resume normal operation when the overload is removed.

Table 3-14: Digital Output Specifications [-EB1]

Digital Output Specifications	Value
Maximum Voltage	24 V (26 V Maximum)
Maximum Sink/Source Current	250 mA/output
Output Saturation Voltage	0.9 V at maximum current
Output Resistance	3.7 Ω
Rise / Fall Time	250 µs (2K pull up to 24V)
Reset State	Output Off (High Impedance State)

Table 3-15: Digital Output Connector Pinout [-EB1]

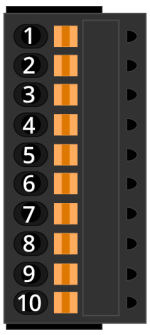
Pin#	Description	In/Out/Bi	Connector
1	Output Common for Outputs 0-3	Output	
2	Output 0 (Optically-Isolated)	Output	
3	Output 1 (Optically-Isolated)	Output	
4	Output 2 (Optically-Isolated)	Output	
5	Output 3 (Optically-Isolated)	Output	
6	Output Common for Outputs 4-7	Output	
7	Output 4 (Optically-Isolated)	Output	
8	Output 5 (Optically-Isolated)	Output	
9	Output 6 (Optically-Isolated)	Output	
10	Output 7 (Optically-Isolated)	Output	

Table 3-16: Mating Connector Part Numbers for the Digital Output Connector [-EB1]

Mating Connector	Aerotech P/N	Third Party P/N	Wire Size: mm² [AWG]
10-Pin Terminal Block	ECK02395	Phoenix 1700841	0.5 - 0.14 [20-26]

Figure 3-11: Digital Outputs Schematic [-EB1]

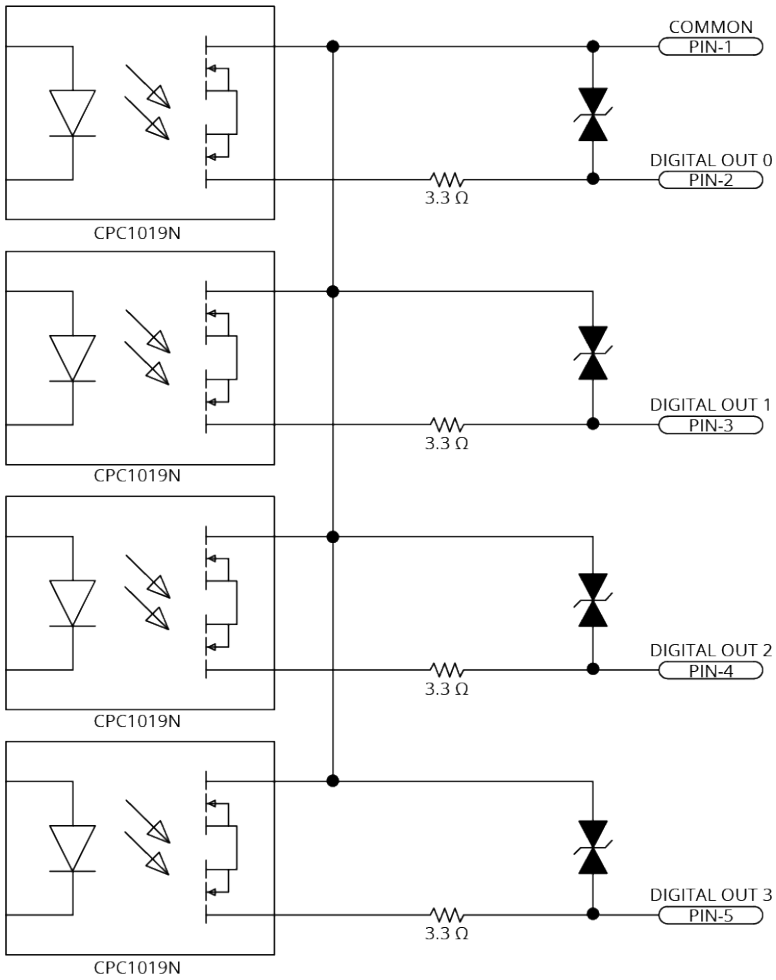
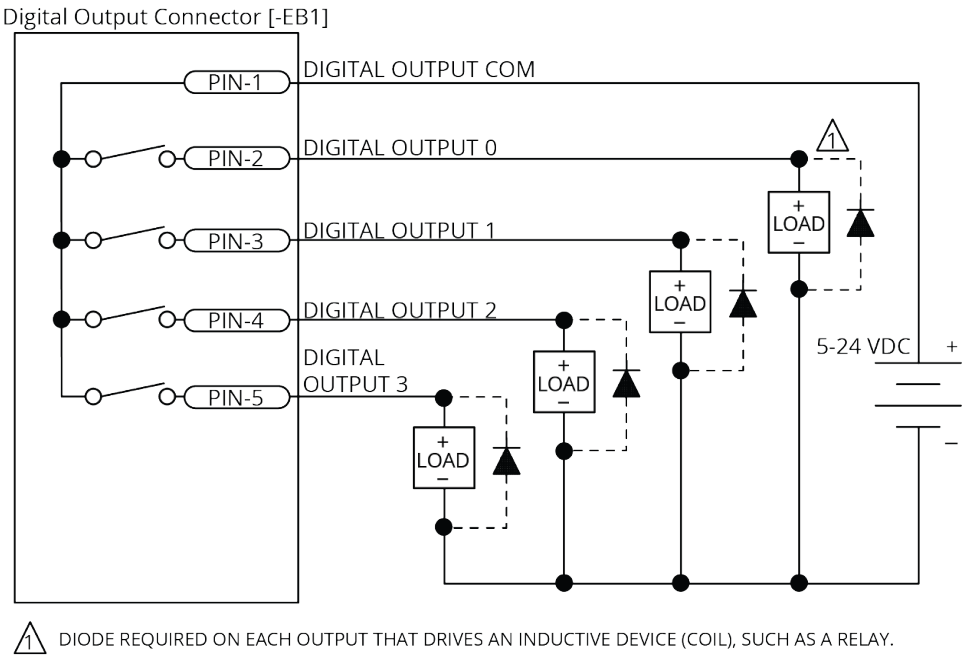
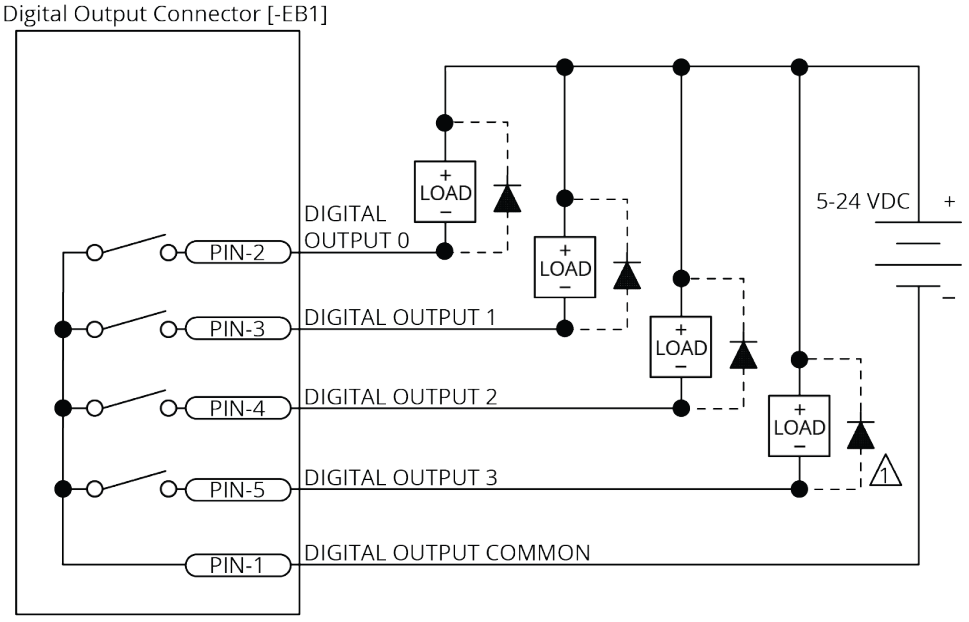


Figure 3-12: Digital Outputs Connected in Current Sourcing Mode [-EB1]



1 DIODE REQUIRED ON EACH OUTPUT THAT DRIVES AN INDUCTIVE DEVICE (COIL), SUCH AS A RELAY.

Figure 3-13: Digital Outputs Connected in Current Sinking Mode [-EB1]



1 DIODE REQUIRED ON EACH OUTPUT THAT DRIVES AN INDUCTIVE DEVICE (COIL), SUCH AS A RELAY.

3.5. Digital Inputs [-EB1]

Input bits are arranged in groups of 4 and each group shares a common pin. This lets a group be connected to current sourcing or current sinking devices, based on the connection of the common pin in that group.

To be able to connect an input group to current sourcing devices, connect the input group's common pin to the power supply return (-). Refer to Figure 3-15.

To be able to connect an input group to current sinking devices, connect the input group's common pin to the power supply source (+). Refer to Figure 3-16.

The digital inputs are not designed for high-voltage isolation applications. They should only be used with ground-referenced circuits.

Table 3-17: Digital Input Specifications [-EB1]

Input Voltage	Approximate Input Current	Turn On Time	Turn Off Time
+5 V to +24 V	6 mA	10 µs	43 µs

Table 3-18: Digital Input Connector Pinout [-EB1]

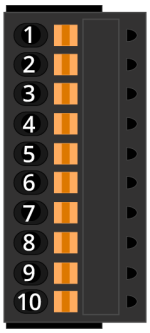
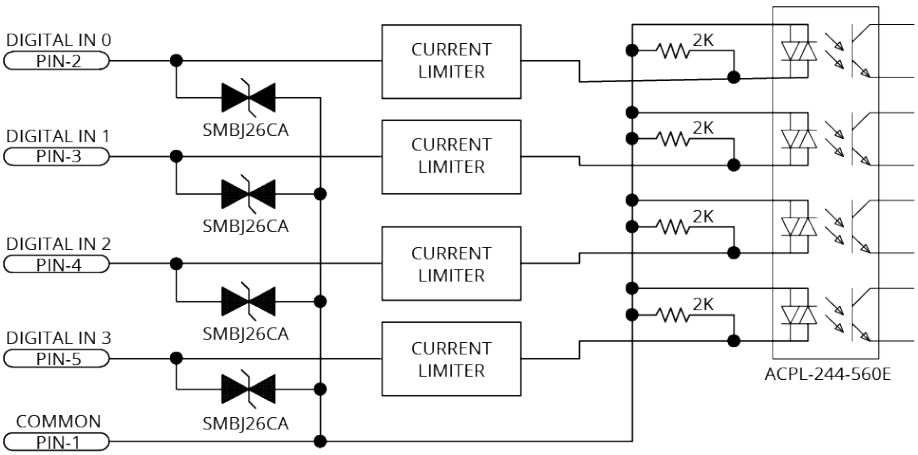
Pin#	Description	In/Out/Bi	Connector
1	Input Common for Inputs 0-4	Output	
2	Input 0 (Optically-Isolated)	Input	
3	Input 1 (Optically-Isolated)	Input	
4	Input 2 (Optically-Isolated)	Input	
5	Input 3 (Optically-Isolated)	Input	
6	Input Common for Inputs 4-7	Output	
7	Input 4 (Optically-Isolated)	Input	
8	Input 5 (Optically-Isolated)	Input	
9	Input 6 (Optically-Isolated)	Input	
10	Input 7 (Optically-Isolated)	Input	

Table 3-19: Mating Connector Part Numbers for the Digital Input Connector [-EB1]

Mating Connector	Aerotech P/N	Third Party P/N	Wire Size: mm² [AWG]
10-Pin Terminal Block	ECK02395	Phoenix 1700841	0.5 - 0.14 [20-26]

Figure 3-14: Digital Inputs Schematic [-EB1]



Each bank of four inputs must be connected in an all sourcing or all sinking configuration.

Figure 3-15: Digital Inputs Connected to Current Sourcing (PNP) Devices [-EB1]

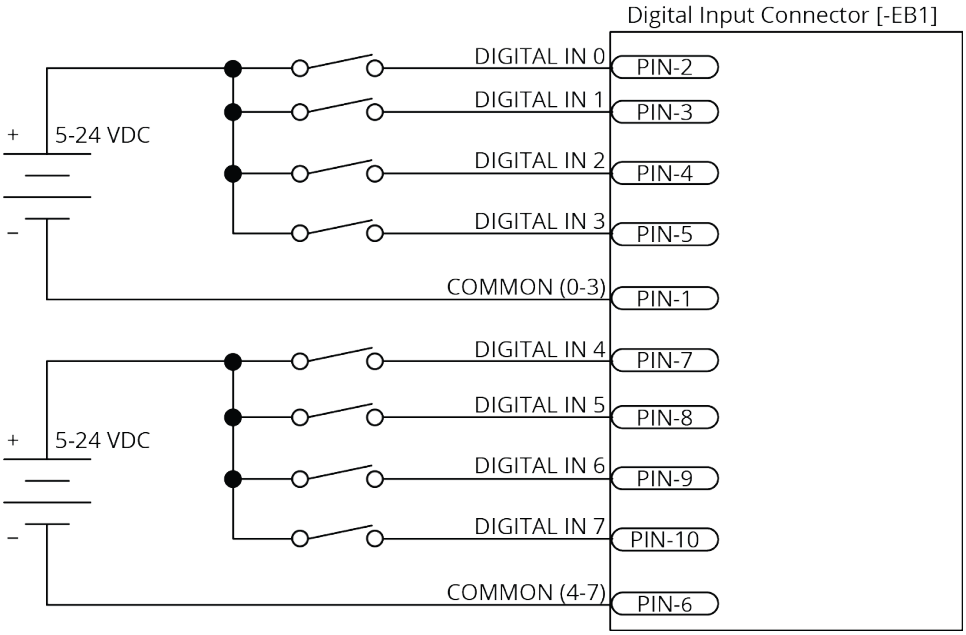
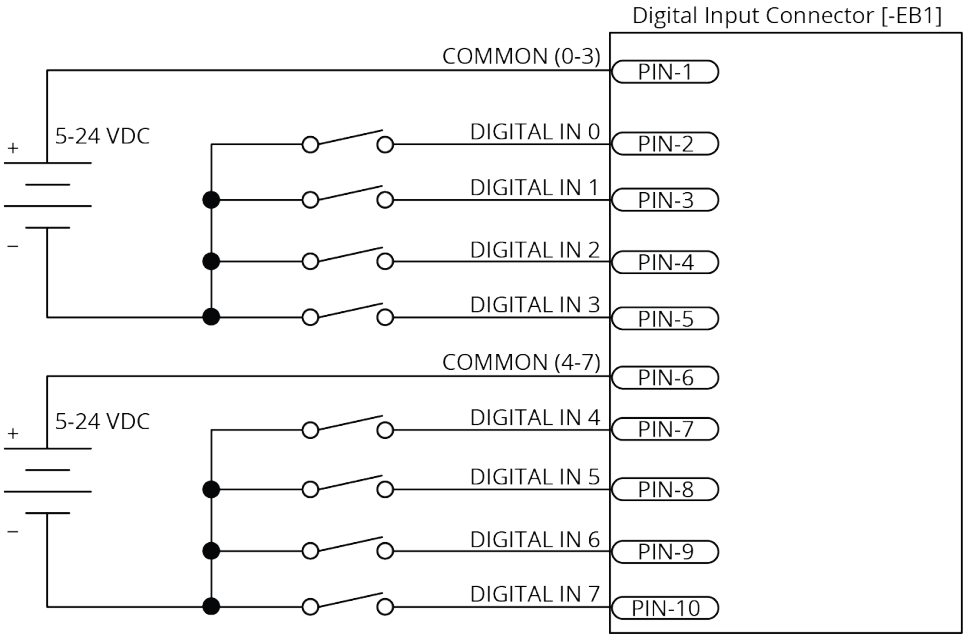


Figure 3-16: Digital Inputs Connected to Current Sinking (NPN) Devices [-EB1]



Chapter 4: Cables and Accessories

IMPORTANT: Find Aerotech cable drawings on the website at http://www.aerotechmotioncontrol.com/manuals/index.aspx.

Table 4-1: Standard Interconnection Cables

Cable Part #	Description
Joystick	Refer to Section 4.2. Joystick Interface
Handwheel	Refer to Section 4.3. Handwheel Interface
C20934-XX or C20935-XX	BB-MP Interconnect Cable (Refer to the BB-MP manual)

4.1. DIN Rail Mounting

DIN Rail Mounting Procedure:

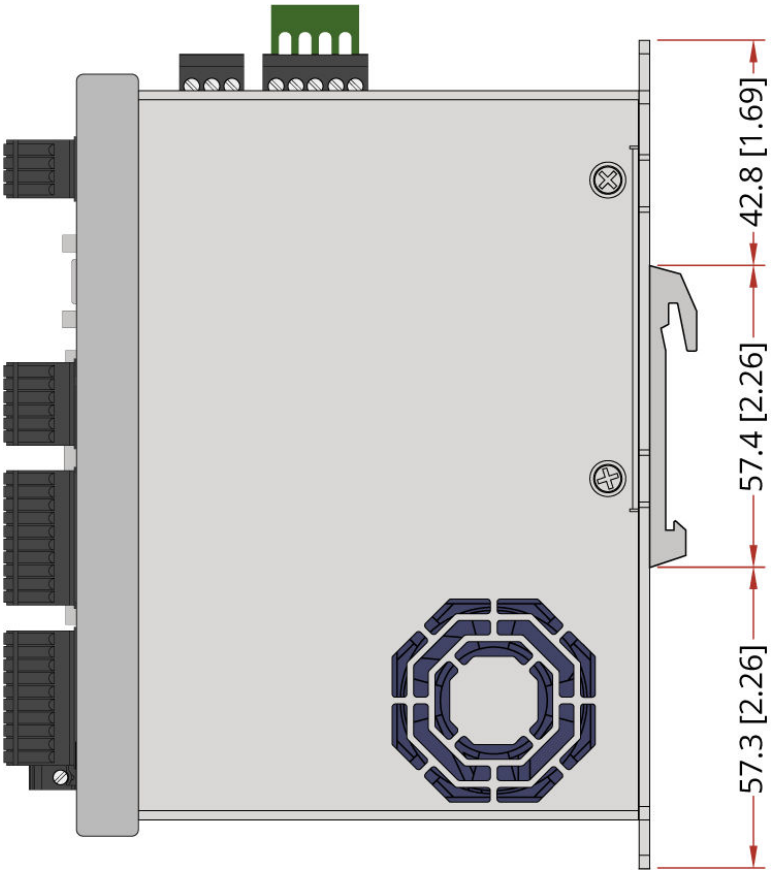
1. Mount the DIN rail clip to the drive. The clip and #6-32 x 1/4 flat head screws are included in the HyperWire-DIN clip kit.
2. Cut the DIN rail so that one complete mounting hole extends beyond the last component at each end.
3. Secure the DIN Rail to the mounting surface with #10-32 screws spaced every six inches.
   NOTE: Do not install the DIN rail to the mounting surface with the components already attached.
4. Install all components on to the DIN rail.

IMPORTANT: Refer to the Automation1 PS2 DIN Rail Power Supply hardware manual for more information.

Table 4-2: Mounting Parts

	Aerotech P/N
DIN Rail	EAM00914
DIN Rail Clip Kit	HyperWire-DIN

Figure 4-1: Din Rail Clip Dimensions

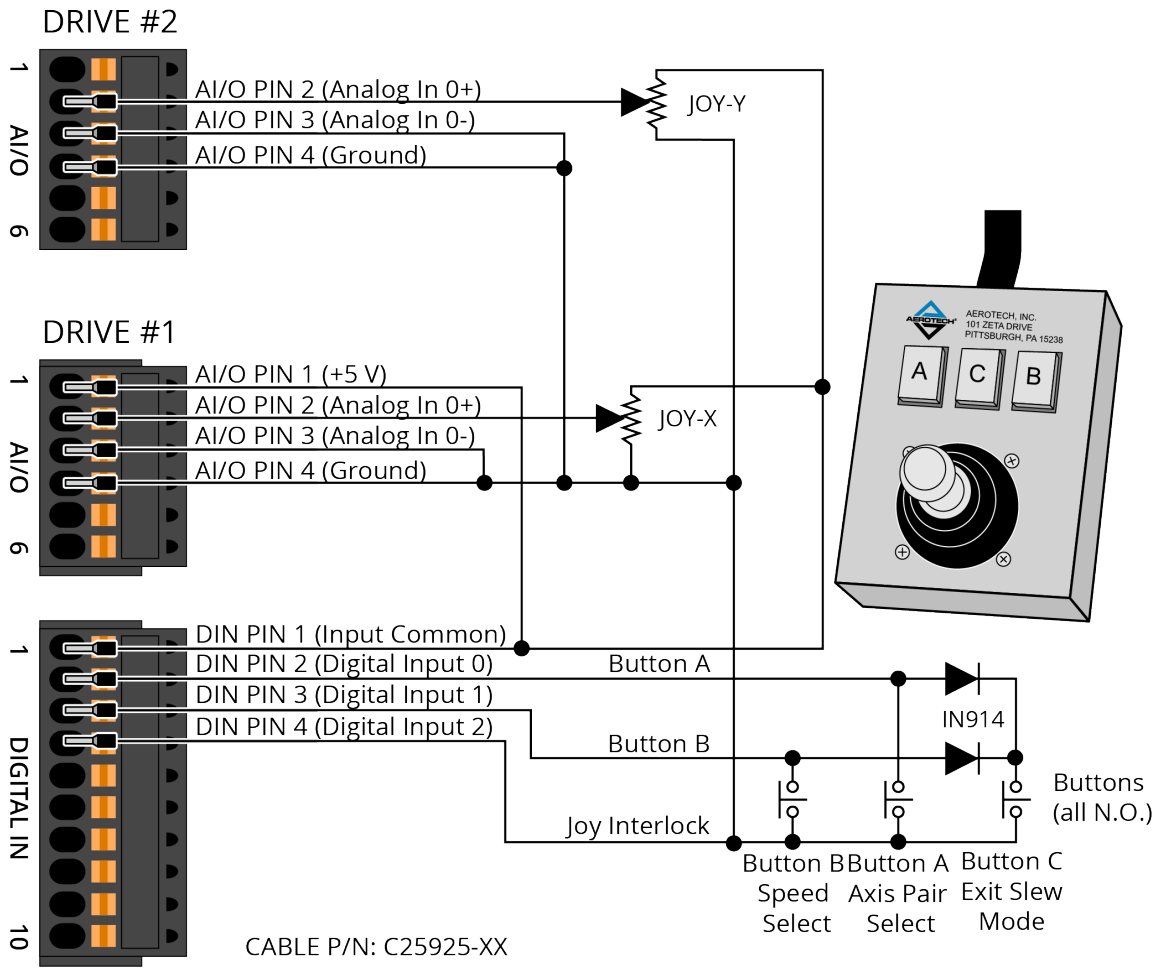


4.2. Joystick Interface

Aerotech Multi-Axis Joystick (NEMA12 (IP54) rated) is powered from 5 V and has a nominal 2.5 V output in the center detent position. Three buttons are used to select axis pairs and speed ranges. An optional interlock signal is used to indicate to the controller that the joystick is present. Joystick control will not activate unless the joystick is in the center location. Third party devices can be used provided they produce a symmetric output voltage within the range of -10 V to +10 V.

Connecting joystick with an Aerotech cable, all Aerotech cables are labeled to identify the connector and connections. The joystick parameters must be set to match the analog and digital I/O connections. Refer to the Help file for programming information about how to change joystick parameters.

Figure 4-2: Two Axis Joystick Interface



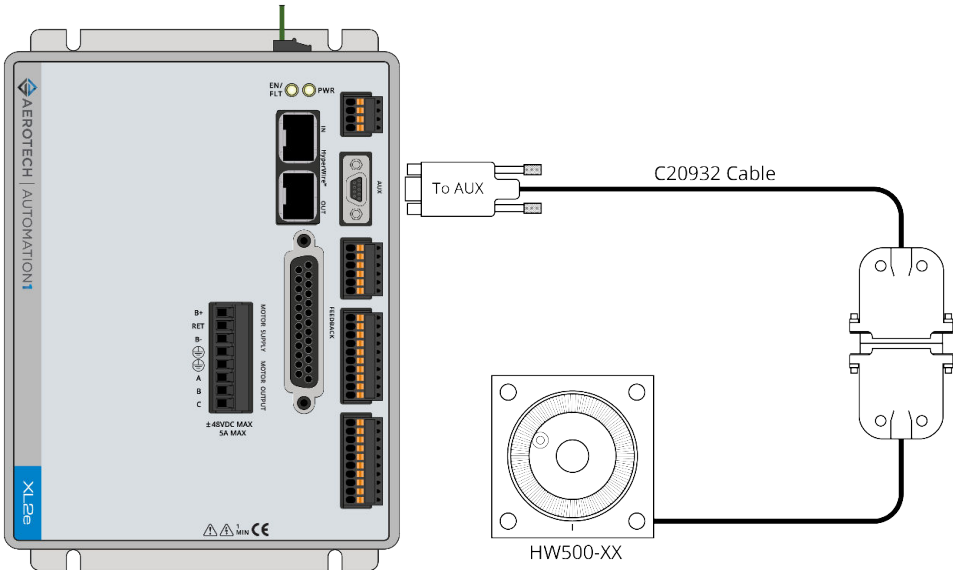
4.3. Handwheel Interface

A handwheel can be used to manually control axis position. The handwheel must provide 5V differential quadrature signals to the drive.

IMPORTANT: You can find instructions on how to enable the handwheel in the online Help file.

Connect a handwheel to the Aux connector as shown in Figure 4-3.

Figure 4-3: Handwheel Interconnection to the Aux Connector



Chapter 5: Maintenance

IMPORTANT: For your own safety and for the safety of the equipment:

- Do not remove the cover of the XL2e.
- Do not attempt to access the internal components.

A fuse that needs to be replaced indicates that there is a more serious problem with the system or setup. Contact Global Technical Support for assistance.

DANGER: If you must remove the covers and access any internal components be aware of the risk of electric shock.

1. Disconnect the Mains power connection.
2. Wait at least one (1) minute after removing the power supply before doing maintenance or an inspection. Otherwise, there is the danger of electric shock.
3. All tests must be done by an approved service technician. Voltages inside the controller and at the input and output power connections can kill you.

Table 5-1: LED Description

LED	Color	Description
PWR	GREEN	The light will illuminate and remain illuminated while power is applied.
EN/FLT	GREEN	The axis is Enabled.
	RED	The axis is in a Fault Condition.
	GREEN/RED (alternates)	The axis is Enabled in a Fault Condition. or The light is configured to blink for setup.

Table 5-2: Troubleshooting

Symptom	Possible Cause and Solution
No Communication	Make sure the power LED is illuminated (this indicates that power is present).
	Make sure that all communication cables (HyperWire, for example) are fully inserted in their ports.

5.1. Preventative Maintenance

Do an inspection of the XL2e and the external wiring one time each month. It might be necessary to do more frequent inspections based on:

- The operating conditions of the system.
- How you use the system.

Table 5-3: Preventative Maintenance

Check	Action to be Taken
Examine the chassis for hardware and parts that are damaged or loose. It is not necessary to do an internal inspection unless you think internal damage occurred.	Repair all damaged parts.
Do an inspection of the cooling vents.	Remove all material that collected in the vents.
Examine the work area to make sure there are no fluids and no electrically conductive materials.	Do not let fluids and electrically conductive material go into the chassis.
Examine all cables and connections to make sure they are correct.	Make sure that all connections are correctly attached and not loose. Replace cables that are worn. Replace all broken connectors.

Cleaning

DANGER: Before you clean the XL2e, disconnect the electrical power from the drive.

Use a clean, dry, soft cloth to clean the XL2e. If necessary, use a cloth that is moist with water or isopropyl alcohol. If you use a moist cloth, make sure that moisture does not go into the drive. Also make sure that it does not go onto the outer connectors and components. Internal contamination from the cleaning solution can cause corrosion and electrical short circuits.

Do not clean the labels with a cleaning solution because it might remove the label information.

5.2. Fuse Specifications

WARNING: Replace fuses only with the same type and value.

Table 5-4: Control Board Fuse Specifications

Fuse	Description	Size	Aerotech P/N	Third Party P/N
F1	Control Power at +24V Input	2 A S.B.	EIF01066	Littelfuse 0473002.MRT1L
F201	Motor Power at B- Input	5 A S.B.	EIF01061	Littlefuse 39215000440
F202	Motor Power at B+ Input	5 A S.B.	EIF01061	Littlefuse 39215000440

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Appendix A: Warranty and Field Service

Aerotech, Inc. warrants its products to be free from harmful defects caused by faulty materials or poor workmanship for a minimum period of one year from date of shipment from Aerotech. Aerotech's liability is limited to replacing, repairing or issuing credit, at its option, for any products that are returned by the original purchaser during the warranty period. Aerotech makes no warranty that its products are fit for the use or purpose to which they may be put by the buyer, whether or not such use or purpose has been disclosed to Aerotech in specifications or drawings previously or subsequently provided, or whether or not Aerotech's products are specifically designed and/or manufactured for buyer's use or purpose. Aerotech's liability on any claim for loss or damage arising out of the sale, resale, or use of any of its products shall in no event exceed the selling price of the unit.

THE EXPRESS WARRANTY SET FORTH HEREIN IS IN LIEU OF AND EXCLUDES ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, BY OPERATION OF LAW OR OTHERWISE. IN NO EVENT SHALL AEROTECH BE LIABLE FOR CONSEQUENTIAL OR SPECIAL DAMAGES.

Return Products Procedure

Claims for shipment damage (evident or concealed) must be filed with the carrier by the buyer. Aerotech must be notified within thirty (30) days of shipment of incorrect material. No product may be returned, whether in warranty or out of warranty, without first obtaining approval from Aerotech. No credit will be given nor repairs made for products returned without such approval. A "Return Materials Authorization (RMA)" number must accompany any returned product(s). The RMA number may be obtained by calling an Aerotech service center or by submitting the appropriate request available on our website (www.aerotech.com). Products must be returned, prepaid, to an Aerotech service center (no C.O.D. or Collect Freight accepted). The status of any product returned later than thirty (30) days after the issuance of a return authorization number will be subject to review.

Visit Global Technical Support Portal for the location of your nearest Aerotech Service center.

Returned Product Warranty Determination

After Aerotech's examination, warranty or out-of-warranty status will be determined. If upon Aerotech's examination a warranted defect exists, then the product(s) will be repaired at no charge and shipped, prepaid, back to the buyer. If the buyer desires an expedited method of return, the product(s) will be shipped collect. Warranty repairs do not extend the original warranty period.

Fixed Fee Repairs - Products having fixed-fee pricing will require a valid purchase order or credit card particulars before any service work can begin.

All Other Repairs - After Aerotech's evaluation, the buyer shall be notified of the repair cost. At such time the buyer must issue a valid purchase order to cover the cost of the repair and freight, or authorize the product(s) to be shipped back as is, at the buyer's expense. Failure to obtain a purchase order number or approval within thirty (30) days of notification will result in the product(s) being returned as is, at the buyer's expense.

Repair work is warranted for ninety (90) days from date of shipment. Replacement components are warranted for one year from date of shipment.

Rush Service

At times, the buyer may desire to expedite a repair. Regardless of warranty or out-of-warranty status, the buyer must issue a valid purchase order to cover the added rush service cost. Rush service is subject to Aerotech's approval.

On-site Warranty Repair

If an Aerotech product cannot be made functional by telephone assistance or by sending and having the customer install replacement parts, and cannot be returned to the Aerotech service center for repair, and if Aerotech determines the problem could be warranty-related, then the following policy applies:

Aerotech will provide an on-site Field Service Representative in a reasonable amount of time, provided that the customer issues a valid purchase order to Aerotech covering all transportation and subsistence costs. For warranty field repairs, the customer will not be charged for the cost of labor and material. If service is rendered at times other than normal work periods, then special rates apply.

If during the on-site repair it is determined the problem is not warranty related, then the terms and conditions stated in the following “On-Site Non-Warranty Repair” section apply.

On-site Non-Warranty Repair

If any Aerotech product cannot be made functional by telephone assistance or purchased replacement parts, and cannot be returned to the Aerotech service center for repair, then the following field service policy applies:

Aerotech will provide an on-site Field Service Representative in a reasonable amount of time, provided that the customer issues a valid purchase order to Aerotech covering all transportation and subsistence costs and the prevailing labor cost, including travel time, necessary to complete the repair.

Service Locations

http://www.aerotech.com/contact-sales.aspx?mapState=showMap

USA, CANADA, MEXICO
Aerotech, Inc.
Global Headquarters

CHINA
Aerotech China
Full-Service Subsidiary

GERMANY
Aerotech Germany
Full-Service Subsidiary

TAIWAN
Aerotech Taiwan
Full-Service Subsidiary

UNITED KINGDOM
Aerotech United Kingdom
Full-Service Subsidiary

Appendix B: Revision History

Revision	Description
1.01	The following sections have been updated: • Section 1.1. Electrical Specifications • Chapter 4: Cables and Accessories
1.00	New manual

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Index

-

-EB1
- Analog Input 69
- Analog Outputs 68
- Auxiliary Encoder Input 62
- Digital Inputs 67,73
- Digital Outputs 67,70
- I/O Option Board 59
- Position Synchronized Output (PSO) Interface 60

-MX2 39

-MX3 39,65

2

2006/42/EC 9

2011/65/EU 9

2014/30/EU 9

2014/35/EU 9

A

Absolute Encoder (Aux Encoder) 64

Absolute Encoder (Feedback Connector) 38

Absolute Encoder Schematic (Aux Encoder Connector) 64

Absolute Encoder Schematic (Feedback Connector) 38

Agency Approvals 11

Altitude 24

Ambient Temperature 24

Analog Encoder (Aux Connector) 65

Analog Encoder (Aux Encoder) 39

Analog Encoder Phasing Reference Diagram 65

Analog Encoder Schematic (Aux Connector) 66

Analog Encoder Specifications (Feedback Connector) 39

Analog I/O (AI/O) Connector [-EB1] Mating Connector Part Numbers 67

Analog I/O (AI/O) Connector Pinout [-EB1] 67

Analog Input [-EB1] 69

Analog Input Pins (Analog I/O Connector [-EB1]) 69

Analog Input Typical Connection [-EB1] 69

Analog Output Pins (Analog I/O Connector [-EB1]) 68

Analog Output Specifications [-EB1] 68

Analog Output Typical Connection [-EB1] 68

Analog Outputs [-EB1] 68

Aux Connector
- Analog Encoder 65
- Sine Wave Encoder 65

AUX Connector Mating Connector Part Numbers 62

AUX Connector Pinout 62

Aux Encoder Connector
- Absolute Encoder 64
- Analog Encoder 39
- RS-422 Line Driver Encoder 63
- Sine Wave Encoder 39
- Square Wave Encoder 63

Auxiliary Encoder Connector Pinout 62

Auxiliary Encoder Input [-EB1] 62

B

BiSS absolute encoder 38,64

Brake Connected to the Feedback Connector 47

Brake Control Relay Specifications 47

Brake Output Pins on the Feedback Connector 47

Brake Outputs (Feedback Connector) 47

Brushless Motor Configuration (Motor Power Output Connector) 30

Brushless Motor Connections (Motor Power Output Connector) 30

Brushless Motor Phasing Goal 32

Brushless Motor Phasing Oscilloscope Example 32

Brushless Motor Powered Motor Phasing 31

Brushless Motor Unpowered Motor and Feedback Phasing 32

C

Cable Wires
- Brushless Motors 30
- DC Brush Motors 33
- Stepper Motors 34

Cables
- HyperWire 54
- Sync Port 55

Cables and Accessories 75

cables, examining 80

Check for fluids or electrically conductive material exposure 80

Cleaning 80

Commands
- Sync 55

Conducted and Radiated Emissions 9
connections, examining 80
Control Board Fuse Specifications 81
Control Supply Connections 27
Control Supply Connector 27
  Mating Connector Part Numbers 27
  Wiring Specifications 27
cooling vents, inspecting 80
Customer order number 15

D

DC Brush Motor Configuration (Motor Power Output Connector) 33
DC Brush Motor Connections (Motor Power Output Connector) 33
DC Brush Motor Phasing 33
Declaration of Conformity 9
Differential Analog Input Specifications [-EB1] 69
Digital Input Connector [-EB1] Mating Connector Part Numbers 73
Digital Input Connector Pinout [-EB1] 73
Digital Input Specifications [-EB1] 73
Digital Inputs [-EB1] 67,73
Digital Inputs Connected to a Current Sinking Device [-EB1] 74
Digital Inputs Connected to a Current Sourcing Device [-EB1] 74
Digital Inputs Schematic [-EB1] 73
Digital Output Connector [-EB1] Mating Connector Part Numbers 70
Digital Output Connector Pinout [-EB1] 70
Digital Output Specifications [-EB1] 70
Digital Outputs [-EB1] 67,70
Digital Outputs Connected in Current Sinking Mode [-EB1] 72
Digital Outputs Connected in Current Sourcing Mode [-EB1] 72
Digital Outputs Schematic [-EB1] 71
Dimensions 22
Dimensions (without -EB1) 22
Dimensions with -EB1 23
DIN Rail Mounting 76
DIN Rail Mounting Procedure 76
Drawing number 15
Drive and Software Compatibility 25

E

EAM00914 76
Electrical Safety for Power Drive Systems 9
Electrical Specifications 20
Electromagnetic Compatibility (EMC) 9
Enclosure 21
encoder
  absolute 38,64
Encoder and Hall Signal Diagnostics 31
Encoder Fault Input (Feedback Connector) 43
Encoder Fault Input Pin on the Feedback Connector 43
Encoder Input (Feedback Connector) 36
Encoder Input Pins on the Feedback Connector 36
Encoder Phasing 40
Encoder Phasing Reference Diagram 40
End of Travel Limit Input (Feedback Connector) 44
End of Travel Limit Input Connections 45
End of Travel Limit Input Diagnostic Display 46
End of Travel Limit Input Pins on the Feedback Connector 44
End of Travel Limit Phasing 46
EnDat absolute encoder 38,64
Environmental Specifications 24
EU 2015/863 9
examining parts
  cables 80
  connections 80
examining, dangerous fluids 80
examining, dangerous material 80

F

Feature Summary 18
Feedback Connector 35
  Absolute Encoder 38
  Brake Outputs 47
  Encoder Fault Input 43
  Encoder Input 36
  End of Travel Limit Input 44
  Hall-Effect Inputs 41
  Home Limit Input 44
  Pinout 35
  Primary Encoder Input 36
  RS-422 Line Driver Encoder 37
  Square Wave Encoder 37

Thermistor Input 42
Travel Limit Input 44
Feedback Monitoring 31
Figure
-EB1 I/O Option Board Connectors 59
Absolute Encoder Schematic (Aux Encoder Connector) 64
Absolute Encoder Schematic (Feedback Connector) 38
Analog Encoder Schematic (Aux Connector) 66
Analog Input Typical Connection [-EB1] 69
Analog Output Typical Connection [-EB1] 68
Brake Connected to the Feedback Connector 47
Brushless Motor Configuration (Motor Power Output Connector) 30
Control Supply Connections 27
DC Brush Motor Configuration (Motor Power Output Connector) 33
Digital Inputs Connected to a Current Sinking Device [-EB1] 74
Digital Inputs Connected to a Current Sourcing Device [-EB1] 74
Digital Inputs Schematic [-EB1] 73
Digital Outputs Schematic [-EB1] 71
Dimensions (without -EB1) 22
Dimensions with -EB1 23
End of Travel Limit Input Connections 45
End of Travel Limit Input Diagnostic Display 46
Hall-Effect Inputs Schematic 41
Home Limit Input Connections 45
Home Limit Input Diagnostic Display 46
Isolated Output Current Sinks Schematic (PSO) 61
Isolated Output Current Sources Schematic (PSO) 61
Motor Supply Connections 28
Outputs Connected in Current Sinking Mode [-IO] 72
Outputs Connected in Current Sourcing Mode [-EB1] 72
Positive Motor Direction 31
PSO Isolated Output Sinks Current 61
PSO Isolated Output Sources Current 61
PSO TTL Outputs Schematic 61
Sine Wave Encoder Schematic (Aux Connector) 66
Square Wave Encoder Schematic (Feedback Connector) 37
Square Wave Encoder Schematic [-EB1] 63
Stepper Motor Configuration 34
STO Timing 53
Thermistor Input Schematic 42
TTL Outputs Schematic (PSO) 61
Typical STO Configuration 49
fluids, dangerous 80
Functional Diagram 19
Fuse Specifications 81
Control Supply at L 81
External Shunt (-SX1) 81
Motor Supply at AC1 81

H

Hall-Effect Feedback Pins on the Feedback Connector 41
Hall-Effect Inputs (Feedback Connector) 41
Hall-Effect Inputs Schematic 41
Handwheel Interconnection to the Aux Connector 78
Handwheel Interface 78
Home Limit Input (Feedback Connector) 44
Home Limit Input Connections 45
Home Limit Input Diagnostic Display 46
Home Limit Input Pins on the Feedback Connector 44
Humidity 24
HyperWire 54
Cable Part Numbers 54
Card Part Number 54
HyperWire-DIN 76

I

I/O Option Board [-EB1] 59
Input Power Connections 27
inspecting cooling vents 80
Inspection 80
Installation and Configuration 27
Installation Connection Overview 16
Installation Overview 15
Introduction 17
IP54 Compliant 21
Isolated Output Current Sinks Schematic (PSO) 61
Isolated Output Current Sources Schematic (PSO) 61

J

Joystick Interface 77

M

Maintenance 79
material, electrically conductive 80

Mating Connector P/N
Analog I/O (AI/O) Connector [-EB1] 67
AUX Connector 62
Control Supply Connector 27
Digital Input Connector [-EB1] 73
Digital Output Connector [-EB1] 70
Feedback Connector 35
Motor Power Output Connector 29
Motor Supply Connector 28
PSO Connector [-EB1] 60
STO Connector 48
Mechanical Specifications 21
Motor Connector
Mating Connector Part Numbers 35
Motor Function Relative to STO Input State 52
Motor Power Output Connector 29
Brushless Motor Connections 30
DC Brush Motor Connections 33
Mating Connector Part Numbers 29
Pinout 29
Stepper Motor Connections 34
Motor Supply Connections 28
Motor Supply Connector 28
Mating Connector Part Numbers 28
Motor Supply Wiring Specifications 28
Mounting and Cooling 21
Mounting Hardware 21
Mounting Orientation 21

O

Operation 24
Overview 17

P

packing list 15
PC Configuration and Operation Information 58
Phasing
DC Brush Motor 33
End of Travel Limits 46
Powered Brushless Motor 31
Stepper Motor 34
Unpowered Brushless Motor/Feedback 32
Pinout
Analog I/O (AI/O) Connector [-EB1] 67
Analog Input Pins (Analog I/O Connector [-EB1]) 69
Analog Output Pins (Analog I/O Connector [-EB1]) 68
Brake Output Pins (Feedback Connector) 47
Digital Input Connector [-EB1] 73
Digital Output Connector [-EB1] 70
Encoder Fault Input Pin (Feedback Connector) 43
Encoder Input (Feedback Connector) 36
End of Travel Limit Input Pins (Feedback Connector) 44
Feedback Connector 35
Hall-Effect Feedback Pins (Feedback Connector) 41
Home Limit Input Pins (Feedback Connector) 44
Motor Power Output Connector 29
Primary Encoder Inputs (Feedback Connector) 36
PSO Interface Connector [-EB1] 60
STO Connector 48
Thermistor Input Pin (Feedback Connector) 42
Pollution 24
Position Feedback in the Diagnostic Display 40
Position Synchronized Output (PSO) Interface [-EB1] 60
Positive Motor Direction 31
Preventative Maintenance 80
Primary Encoder Input (Feedback Connector) 36
Primary Encoder Input Pins on the Feedback Connector 36
Procedure
DIN Rail Mounting 76
PSO
Isolated Output Sinks Current Schematic 61
Isolated Output Sources Current Schematic 61
TTL Outputs Schematic 61
PSO Connector [-EB1] Mating Connector Part Numbers 60
PSO Interface Connector Pinout [-EB1] 60
PSO Specifications [-EB1] 60

R

Resolute absolute encoder 38,64
Revision History 85
RS-422 Encoder Specifications (Feedback Connector) 37,63
RS-422 Line Driver Encoder 37
RS-422 Line Driver Encoder (Aux Encoder Connector) 63

S

Safe Torque Off Input (STO) 48
Safety Procedures and Warnings 13
serial data stream 38,64

serial number 15
Sine Wave Encoder (Aux Connector) 65
Sine Wave Encoder (Aux Encoder Connector) 39
Sine Wave Encoder Phasing Reference Diagram 65
Sine Wave Encoder Schematic (Aux Connector) 66
Sine Wave Encoder Specifications (Feedback Connector) 39
Specifications
Analog Encoder (Feedback Connector) 39
Analog Output [-EB1] 68
Brake Control Relay 47
Control Board Fuses 81
Control Supply Connector Wiring 27
Differential Analog Input [-EB1] 69
Digital Inputs [-EB1] 73
Digital Outputs [-EB1] 70
Motor Supply Wiring 28
PSO [-EB1] 60
RS-422 Encoder (Feedback Connector) 37,63
Sine Wave Encoder (Feedback Connector) 39
Square Wave Encoder (Feedback Connector) 37,63
STO Electrical Specifications 49
Unit Weight 21
Square Wave Encoder 37
Square Wave Encoder (Aux Encoder) 63
Square Wave Encoder Schematic (Feedback Connector) 37
Square Wave Encoder Schematic [-EB1] 63
Square Wave Encoder Specifications (Feedback Connector) 37,63
Standard Features 18
Stepper Motor Configuration 34
Stepper Motor Connections (Motor Power Output Connector) 34
Stepper Motor Phasing 34
STO 48
Connector Pinout 48
Diagnostics 53
Electrical Specifications 49
External Delay Timer 51
Functional Description 51
Mating Connector Part Numbers 48
Motor Function Relative to the STO Input State 52
Signal Delay 52
Standards 50
Standards Data 50
Startup Validation Testing 52
Timing 53
Typical Configuration 49
Sync-Related Commands 55
Sync Port Cables 55
Sync Ports 55
System part number 15

T

Table of Contents 3
Thermistor Input (Feedback Connector) 42
Thermistor Input Pin on the Feedback Connector 42
Thermistor Input Schematic 42
Travel Limit Input (Feedback Connector) 44
TTL Outputs Schematic (PSO) 61
Two Axis Joystick Interface 77
Typical STO Configuration 49

U

Unit Weight 21
Unpacking the Chassis 15
Use 24

W

Warranty and Field Service 83
Wire Colors for Aerotech-Supplied Brushless Motor Cables 30
Wire Colors for Aerotech-Supplied DC Brush Motor Cables 33
Wire Colors for Aerotech-Supplied Stepper Motor Cables 34

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