

3-PHASE STEPPING MOTOR

VRDM 39x



Document: 100000116
Edition: d013, 2005.02

Features common to all motor types

- Test voltage to DIN EN 60034 part 1
- Insulation class F
- Run-out and perpendicularity to DIN 42955 N
- Paint: black RAL 9005

Security

Please observe before installation, set-up, maintenance and repairs of the motors our security tips.

Should you not know these sheets, please ask for the data sheet "Security tips of the motors"

Motor specification

The listed data in this table are motor-specified data.

A breakdown of the individual motors is given under the type code on page 10.

Motor type			VRDM 397			VRDM 3910			VRDM 3913		
Winding			H	N	W	H	N	W	H	N	W
Max. voltage	U _{max}	V _{AC} ⁴⁾	25	92	230	25	92	230	25	92	230
		V _{DC} ⁵⁾	35	130	325	35	130	325	35	130	325
Rated torque	M _N	Nm	1.7	2	2	3.7	4	4	5	6	6
Holding torque	M _H	Nm	1.92	2.26	2.26	4.18	4.52	4.52	5.65	6.78	6.78
Rotor inertia	J _R	kgm ²	0.11 • 10 ⁻³			0.22 • 10 ⁻³			0.33 • 10 ⁻³		
Number of steps ¹⁾	z		200 / 400 / 500 / 1000 / 2000 / 4000 / 5000 / 10000								
Step angle ¹⁾	α	°	1.8 / 0.9 / 0.72 / 0.36 / 0.18 / 0.09 / 0.072 / 0.036								
Systematic angle tolerance per step ²⁾	Δα _s	‘	±6								
Max. starting frequency ¹⁾	f _{Aom}	kHz	5	5.3	5.3	4.8	5.3	5.3	4.5	5.3	5.3
Rated current	I _N	A _{rms}	5.8	4.4	1.75	5.8	5	2	5.8	5	2.25
Resistance / winding	R _W	Ω	0.35	1	6.5	0.55	1.2	5.8	0.63	1.3	6.5
Current rise constant	τ	ms	~ 7			~ 9			~ 10		
Weight ³⁾	m	kg	1.65			2.7			3.8		

Terms and symbols taken from DIN 42021 part 2

¹⁾ With suitable power drive

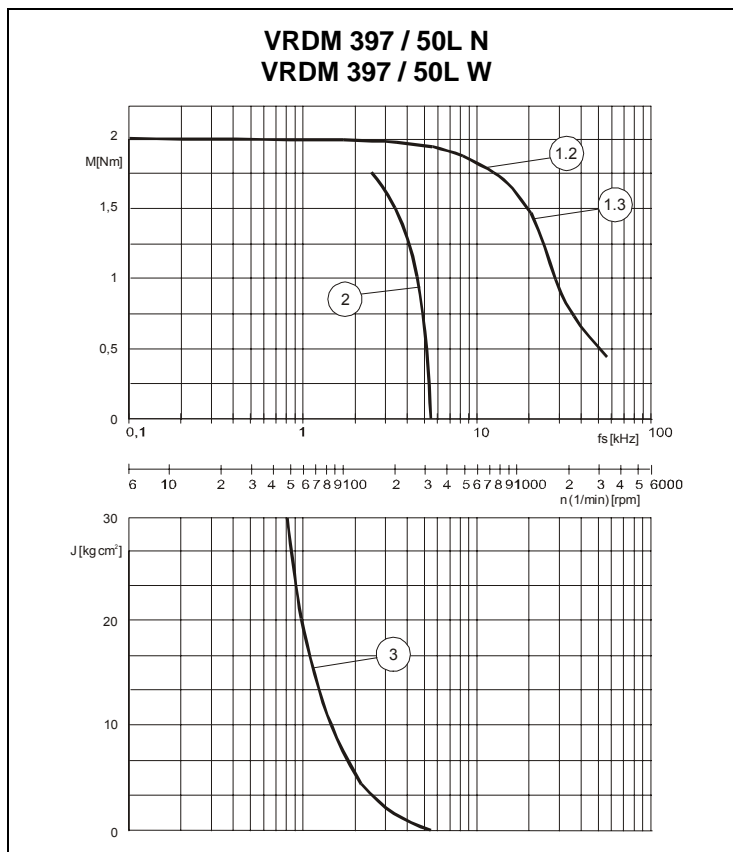
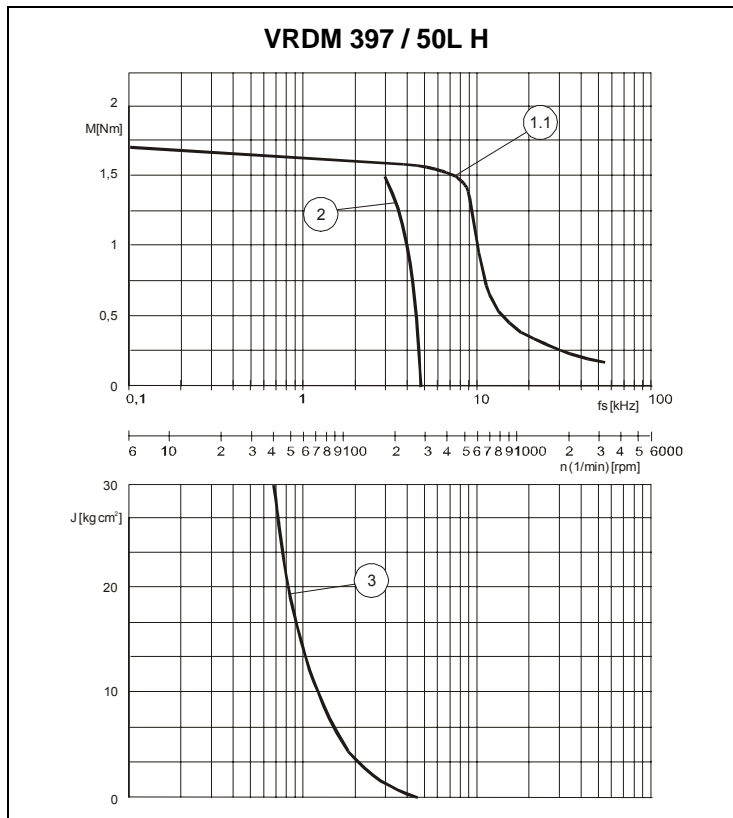
²⁾ Measured at 1000 steps / revolution, units in minutes

³⁾ Weight of the motor with stranded wires

⁴⁾ maximal possible rms value

⁵⁾ DC bus voltage

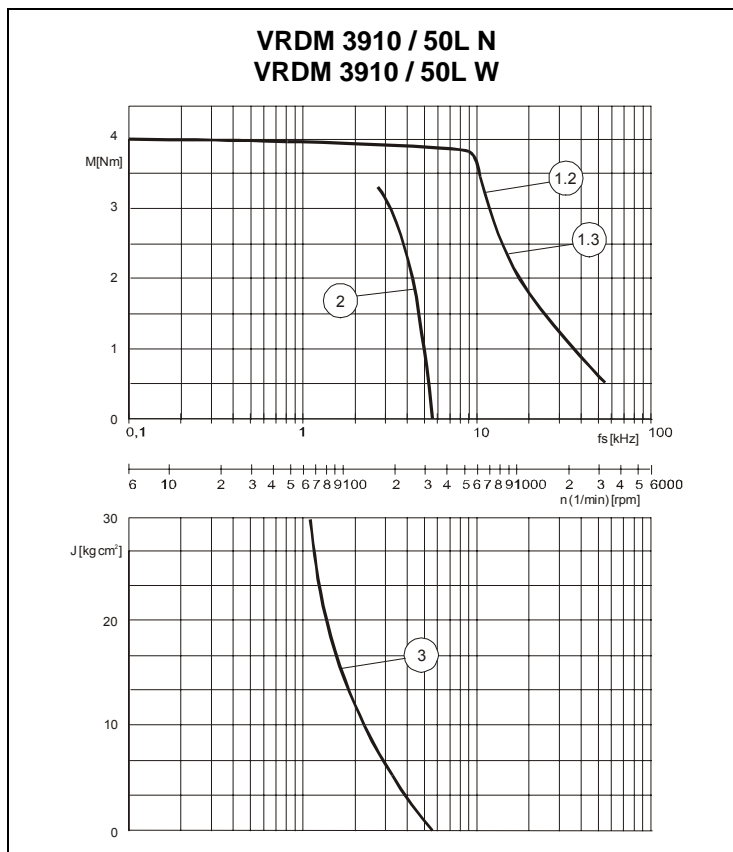
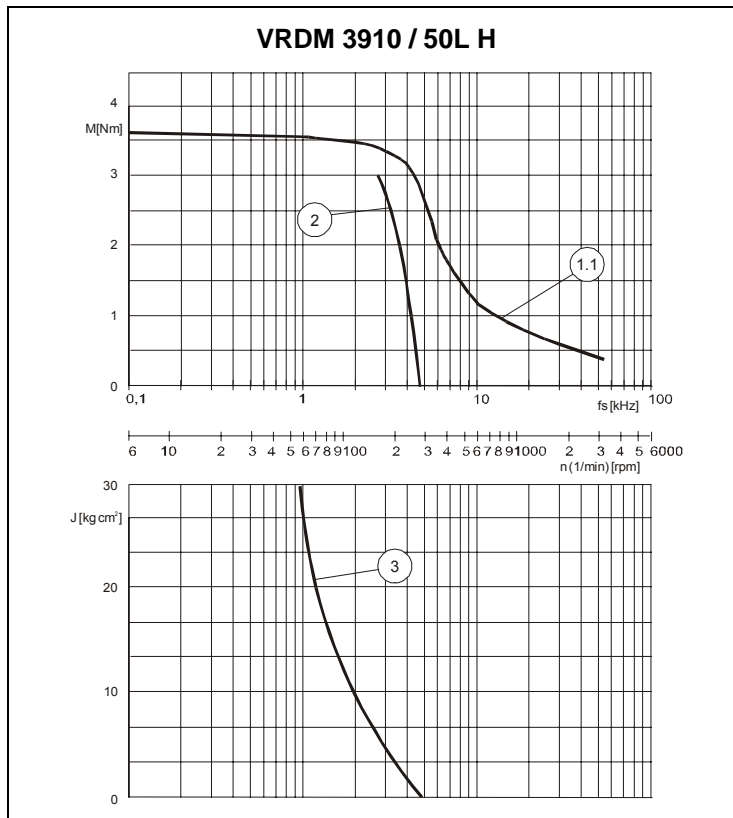
Characteristic curves VRDM 397



- 1.1** Pull-out torque
Drive = D 920
 $U_N = 35 V_{DC}$
 $I_W = 5,8 A$
- 1.2** Pull-out torque
Drive = D 900
 $U_N = 130 V_{DC}$
 $I_W = 4,4 A$
- 1.3** Pull-out torque
Drive = WDx3-xx4, TLxx11
 $U_N = 325 V_{DC}$
 $I_W = 1,75 A$
- 2** Pull-in torque
- 3** Maximum load inertia

Measuring of characteristic curves with 1000 steps / revolution

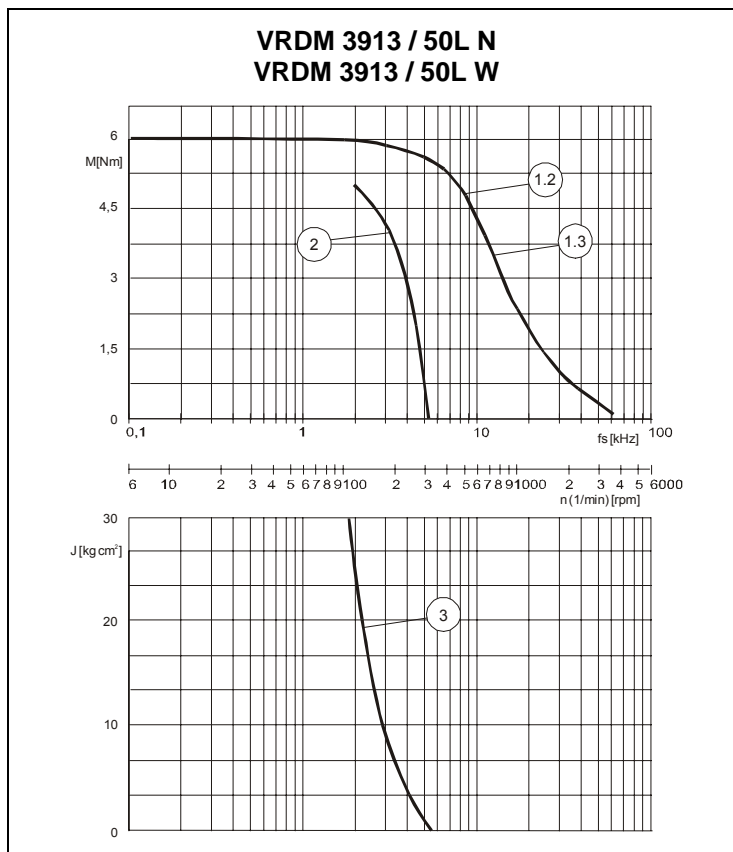
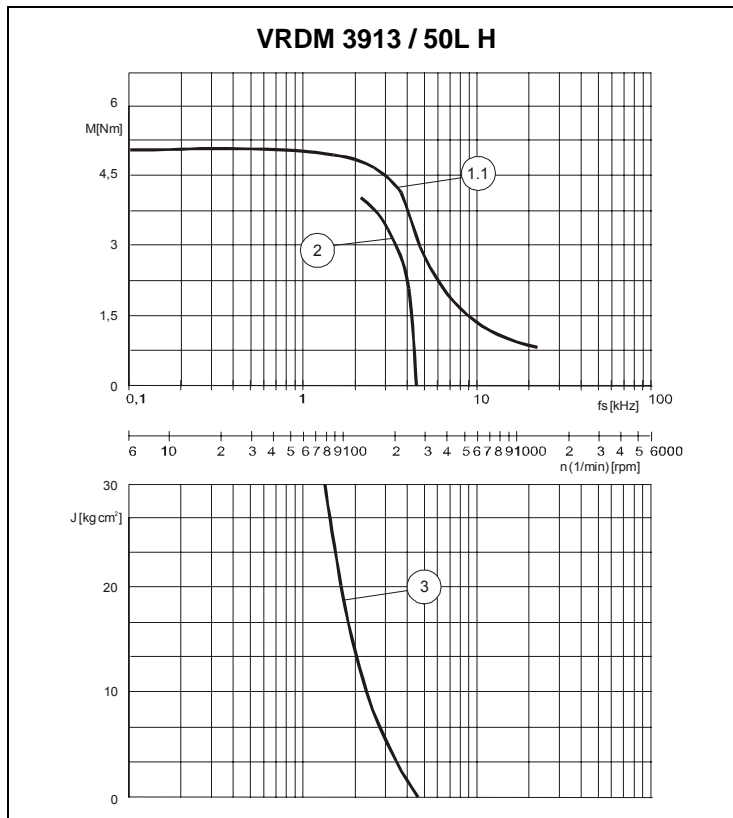
Characteristic curves VRDM 3910



- 1.1** Pull-out torque
Drive = D 920
 $U_N = 35 V_{DC}$
 $I_W = 5,8 A$
- 1.2** Pull-out torque
Drive = D 900
 $U_N = 130 V_{DC}$
 $I_W = 5 A$
- 1.3** Pull-out torque
Drive = WDx3-xx4, TLxx11
 $U_N = 325 V_{DC}$
 $I_W = 2 A$
- 2** Pull-in torque
- 3** Maximum load inertia

Measuring of characteristic curves with 1000 steps / revolution

Characteristic curves VRDM 3913



- 1.1** Pull-out torque
Drive = D 920
 $U_N = 35 V_{DC}$
 $I_W = 5,8 A$
- 1.2** Pull-out torque
Drive = D 900
 $U_N = 130 V_{DC}$
 $I_W = 5 A$
- 1.3** Pull-out torque
Drive = WDx3-xx4, TLxx11
 $U_N = 325 V_{DC}$
 $I_W = 2,25 A$
- 2** Pull-in torque
- 3** Maximum load inertia

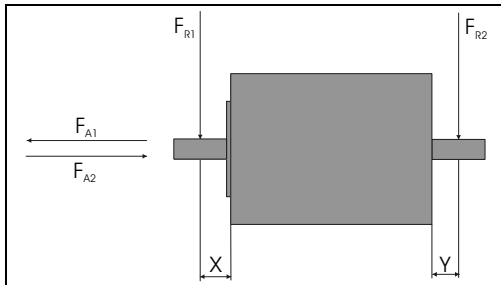
Measuring of characteristic curves with 1000 steps / revolution

Shaft load

The Motor must not be opened by the customer. If it is opened it will be partially demagnetized with a consequent loss of power.

In the case of motors with terminal box, the cover can be opened to connect the terminals!

Please always observe our safety information!



Conditions:

- Nominal bearing life ¹⁾ $L_{10h} = 20.000 \text{ hours}$
- Speed $n = 600 \text{ min}^{-1}$
- Ambient temperature $= 40^\circ\text{C}$
($\approx 80^\circ\text{C}$ bearing temperature)
- Rated torque $= 100 \% \text{ c.d.f.}$
- Point of application of forces $X = 15 \text{ mm}$
 $Y = 15 \text{ mm}$

Motor		VRDM 397	VRDM 3910	VRDM 3913
Max. radial force Front F_{R1}	100 % c.d.f.	100 N		110 N
Max. radial force 2nd shaft end F_{R2}	100 % c.d.f.	50 N ²⁾		
		75 N ³⁾		
Max. axial force Pull F_{A1}	100 % c.d.f.	170 N		
Max. axial force Push F_{A2}	100 % c.d.f.	30 N		

¹⁾ In operation hours with a 10% probability of failure

²⁾ Motors with terminal box, receptacle or encoder

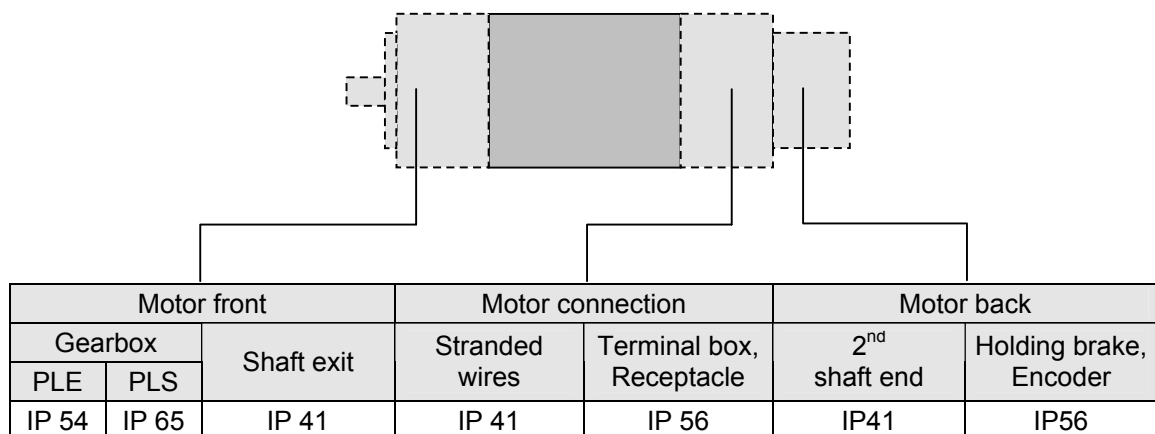
³⁾ Motors with stranded wires



- Axial and radial loading must not occur simultaneously.
- The shaft must be supported if components are pressed onto the shaft ends.

Degree of protection

The degree of protection of your motor version is shown in the following diagram.



Ambient conditions

Climate:

(with reference to DIN 50019-R14)

Temperature (t): -25°C to +40°C

Atmospheric humidity (U): ≤ 75 % RH annual average / 95 % RH on 30 days / without condensation

Storage and transportation temperature:

-25°C to +70°C

Motor service life

Where motors are operated under technically correct conditions, the service life is largely depend on the service life of the bearing.

The following operating conditions may significantly reduce the service life of the motor:

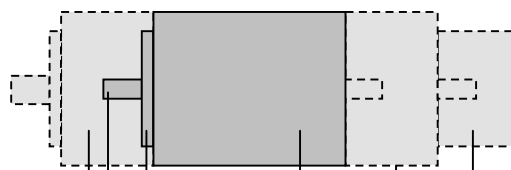
- Installation at altitudes over 1000 m above mean sea level
- Continuous operating temperatures greater than 80°C
- Angular travel less than 100°
- Operation with very high rotation accelerations
- Operation und vibration loads greater than 20 m/s²
- High cyclic frequencies
- Running with dry sealing rings
- Wetting seals with aggressive media

Motor versions

Our flexible modular system and the latest version management techniques enable us to supply the following versions. The dimensions and a detailed information are shown in the variants section on page 11.

Pease also see thy type code on page 10.

Schematic representation



Gearbox	Shaft version		Centring collar	Motor type VRDM 3xx			Motor connection	Options
				Size	Length	Winding		
3:1	Surface-finished	Ø 9,5 ¹⁾	Ø 60 mm Ø 73 mm	90	7	H	Stranded wires	2 nd shaft end ³⁾
5:1	Cross-drilled hole	Ø 12 ¹⁾			10	N	Terminal box ²⁾	Holding brake ³⁾
8:1	Woodruff-key	Ø 14 ¹⁾			13	W	Receptacle	Encoder ⁴⁾

¹⁾ Ø 9.5 mm and Ø 12 mm for VRDM 397 and Ø 14mm for VRDM 3913

²⁾ Terminal strip inside the motor, sealed with a cable gland, EMC-tested

³⁾ Choice between 2nd shaft end or holding brake. Both cannot be fitted simultaneously

⁴⁾ Motors with receptacle only (2nd shaft end or a holding brake is also possible)

Encoder

3-phase stepping motors can optionally be fitted with an encoder. This system of measurement returns the actual position if the power drive is equipped with a rotation monitoring circuit. The rotation monitoring circuit compares the setpoint and actual positions of the motor and signals an error if the difference between the two exceeds a certain limit (contouring error limit). This will detect overloading of the motor, for example.



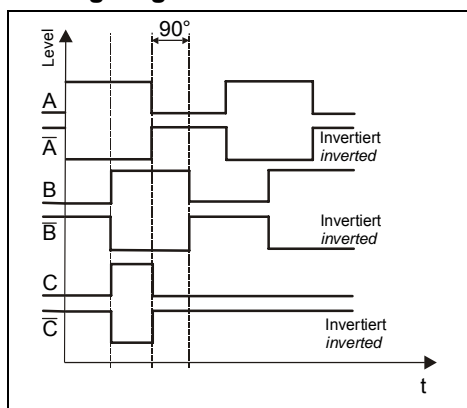
An Encoder can only be fitted on motors equipped with a receptacle. A second shaft end or a holding brake can also be used.

Technical data

Resolution	1000 increments / revolution
Index pulse	1 increment / revolution
Output	RS 422
Signals	A; B; I
Pulse waveshape	Square-wave
Supply voltage	5V \pm 5%
Current	up to 0.15 A



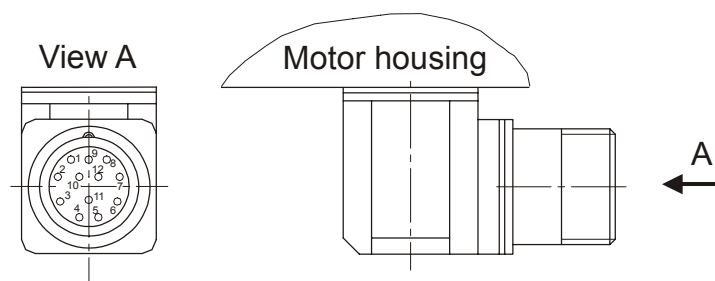
Timing diagram



Notes:

- A Temperature sensor is integrated.
- The shield must be connected to both the motor and the device.

Connection



PIN Designation

1	A
2	A (-)
3	B
4	B (-)
5	C, I
6	C (-), I (-)
7	5 V _{GND}
8	+ 5
9	- SENSE
10	+ SENSE
11	Temperature sensor
12	Not assigned



Any strands that are not used must be separately insulated (to prevent the risk of short-circuits)

Holding brake

The holding brake is an electromagnetic spring-pressure brake which holds the motor shaft in position when there is no current to the motor (e.g. in the event of a power failure or emergency stop). This holding function is needed for applications in which weight on the shaft can cause excessive torque, e.g. the Z axes of handling equipment.

Technical data

Rated voltage	24 V
Holding torque	6 Nm
Power consumption	24 W
Moment of inertia	0.2 kgcm ²
ON time (disengage brake)	40 ms
OFF time (engage brake)	20 ms
Weight	Approx. 1.5 kg



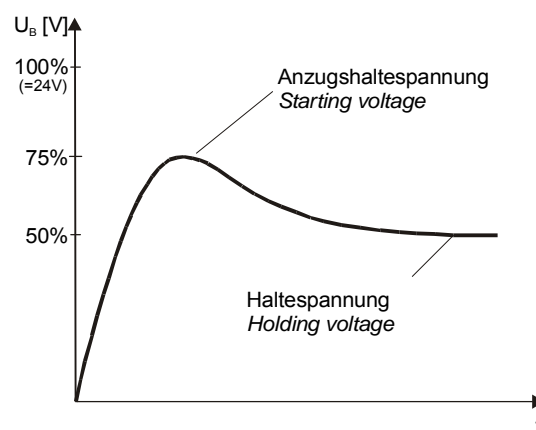
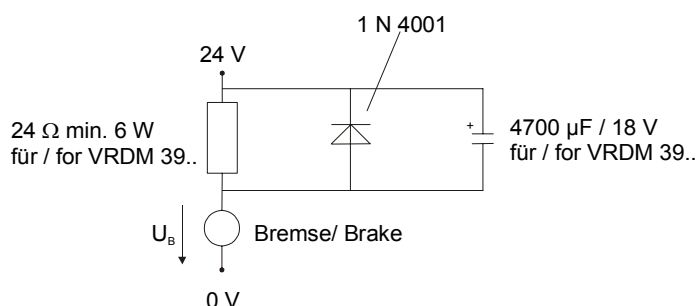
VRDM 397 with encoder and brake



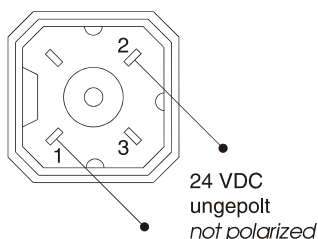
For the brake to work reliably on Z axes with a holding brake the static load torque must not exceed 25% of the motor's holding torque.

Drive circuit

The drive circuit must be electrically excited in order to disengage the brake. To prevent overheating, the excitation current should be reduced as soon as the brake is disengaged. The recommended circuit arrangement is shown in the following diagram.



Connection



The plug is supplied with the motor.

Plug designation: Hirschmann type G4 A 5M



The holding torque of the brake is reduced by approximately 50% at an operating temperature of 120°C.

Gearbox options

The following tables show available combinations of motor and gearbox.

Refer to gearbox datasheet for further information.

Gearbox type PLE

Economic precision planetary gearbox (Single-stage gearbox)

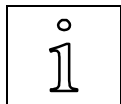
Configuration options

Grey highlighted	recommended types
Bold highlighted	Limiter of torque by gear box or motor
x	gearbox over or under-sized or uneconomic

M _{d0} [Nm]	Motor	Gearbox	3:1		5:1		8:1	
			M _{dG} ¹⁾ [Nm]	M _{maxG} ²⁾ [Nm]	M _{dG} ¹⁾ [Nm]	M _{maxG} ²⁾ [Nm]	M _{dG} ¹⁾ [Nm]	M _{maxG} ²⁾ [Nm]
2	VRDM 397	with PLE 80	40	6	50	10	50	16
4	VRDM 3910		40	12	50	20	50	32
6	VRDM 3913		40	18	50	30	50	48

Index G (M_{xxG}) -> in relation to gearbox output shaft

- 1) M_{dG} continuous gearbox output torque
 2) M_{maxG} max. output torque with this motor
 (theoretical value calculated from: max. motor torque M_{max} x gear ratio)



The continuous gearbox output torque M_{dG} may not be continuously exceeded.
 For a short period, e.g. in an emergency shutdown situation, twice this torque is permitted.

Gearbox type PLS

High-quality, low-backlash, planetary gearbox (Single-stage gearbox)

Configuration options

Grey highlighted	recommended types
Bold highlighted	Limiter of torque by gear box or motor
x	gearbox over or under-sized or uneconomic

M_{d0} [Nm]	Motor	Gearbox	3:1		5:1		8:1	
			$M_{dG}^{1)}$ [Nm]	$M_{maxG}^{2)}$ [Nm]	$M_{dG}^{1)}$ [Nm]	$M_{maxG}^{2)}$ [Nm]	$M_{dG}^{1)}$ [Nm]	$M_{maxG}^{2)}$ [Nm]
2	VRDM 397	with PLS 90	75	6	110	10	62	16
4	VRDM 3910		75	12	110	20	62	32
6	VRDM 3913		75	18	110	30	62	48

Index G (M_{xxG}) -> in relation to gearbox output shaft

- 1) M_{dG} gearbox output torque (continuous)
 2) M_{maxG} max. output torque with this motor
 (theoretical value calculated from: max. motor torque M_{max} x gear ratio)



*The continuous gearbox output torque M_{dG} may not be continuously exceeded.
 For a short period, e.g. in an emergency shutdown situation, twice this torque is permitted.*

Type code

Example:

VRDM	3	9	13	/	50	L	N	C	E	B	IP 41
VRDM	X	X	X	/	50	L	X	X	X	X	IP X

Number of phases

3

Size (flange)

9 (approx. 85 mm)

Length

7 overall approx. 70 mm
10 overall approx. 100 mm
13 overall approx. 130 mm

The motor is approximately
37 mm longer with a terminal
box or a receptacle.

Number of pairs of poles

50

Laminated rotor

L

Winding identification

H 25 V_{AC} (35 V_{DC})
N 92 V_{AC} (130 V_{DC})
W 230 V_{AC} (325 V_{DC})
S spezial modell

Motor connection

A stranded wires
B terminal box
C receptacle, straight connector
T receptacle, right-angled

System of measurement

E with encoder (1000 increments / revolution)
O without encoder

Holding brake

B with holding brake
O without holding brake

Degree of protection

Ansicht A (Ansicht von vorne) View A (front view)

Motor mit Litzen Motor with stranded wires

Motor mit Klemmkasten Motor with terminal box

Einbaudose und Encoder Motor with receptacle and encoder

Motor mit Haltebremse Motor with holding brake

Motor axial gelagert
Rotor spring-mounted in axial direction

A

bei 2. Wellenende,
nur Litzen seitlich möglich
The wires must exit at the back if the
shaft exits at the back

Wellendurchmesser
Shaft diameter

Ø 9,5 : 3 x 5 DIN 6888
Ø 12 : 4 x 6 DIN 6888
Ø 14 : 5 x 6,5 DIN 6888

Wellenausführung
Shaft key

Welle vorne
Shaft at front

Ø 9,5: 8,5
Ø 12: 11
Ø 14: 13

Querbohrung
Cross-drilled hole

Ø 9,5 : 3 x 5 DIN 6888
Ø 12 : 4 x 6 DIN 6888
Ø 14 : 5 x 6,5 DIN 6888

Wellendurchmesser
Shaft diameter

Ø 9,5 VRDM 397 oder 3910
Ø 12 VRDM 397 oder 3910
Ø 14 VRDM 3913

Motoranschluss
Motor connection

Motor mit Litzen
Motor with stranded wires

hinten at back
seitlich at side

Standard 400 mm
Sonderlänge < 400 mm other length

Motor mit Klemmkasten
Motor with terminal box

Kabelverschraubung
M20x1,5 für Kabel Ø 9 bis Ø 13
Cable gland M20x1,5 for cable diameter 9 to 13

Motor mit Einbaudose
gerader Abgang
Power receptacle straight connector

Motor mit Einbaudose
90° abgewinkelt
Power receptacle right-angled

nach hinten zeigend
Pointing to the back
nach vorne zeigend
Pointing to the front
nach links zeigend
Pointing to the left
nach rechts zeigend
Pointing to the right

Wellenausführung
Shaft key

Welle vorne
Shaft at front

Ø 9,5: 8,5
Ø 12: 11
Ø 14: 13

Querbohrung
Cross-drilled hole

Ø 9,5 : 3 x 5 DIN 6888
Ø 12 : 4 x 6 DIN 6888
Ø 14 : 5 x 6,5 DIN 6888

Wellendurchmesser
Shaft diameter

Ø 9,5 VRDM 397 oder 3910
Ø 12 VRDM 397 oder 3910
Ø 14 VRDM 3913

Motoranschluss
Motor connection

Motor mit Litzen
Motor with stranded wires

hinten at back
seitlich at side

Standard 400 mm
Sonderlänge < 400 mm other length

Motor mit Klemmkasten
Motor with terminal box

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Wellenausführung
Shaft key

Welle vorne
Shaft at front

Ø 9,5: 8,5
Ø 12: 11
Ø 14: 13

Querbohrung
Cross-drilled hole

Ø 9,5 : 3 x 5 DIN 6888
Ø 12 : 4 x 6 DIN 6888
Ø 14 : 5 x 6,5 DIN 6888

Wellendurchmesser
Shaft diameter

Ø 9,5 VRDM 397 oder 3910
Ø 12 VRDM 397 oder 3910
Ø 14 VRDM 3913

Motoranschluss
Motor connection

Motor mit Litzen
Motor with stranded wires

hinten at back
seitlich at side

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nach rechts zeigend
Pointing to the right

Wellenausführung
Shaft key

Welle vorne
Shaft at front

Ø 9,5: 8,5
Ø 12: 11
Ø 14: 13

Querbohrung
Cross-drilled hole

Ø 9,5 : 3 x 5 DIN 6888
Ø 12 : 4 x 6 DIN 6888
Ø 14 : 5 x 6,5 DIN 6888

Wellendurchmesser
Shaft diameter

Ø 9,5 VRDM 397 oder 3910
Ø 12 VRDM 397 oder 3910
Ø 14 VRDM 3913

Motoranschluss
Motor connection

Motor mit Litzen
Motor with stranded wires

hinten at back
seitlich at side

Standard 400 mm
Sonderlänge < 400 mm other length

Motor mit Klemmkasten
Motor with terminal box

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Motor mit Einbaudose
90° abgewinkelt
Power receptacle right-angled

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nach vorne zeigend
Pointing to the front
nach links zeigend
Pointing to the left
nach rechts zeigend
Pointing to the right

Wellenausführung
Shaft key

Welle vorne
Shaft at front

Ø 9,5: 8,5
Ø 12: 11
Ø 14: 13

Querbohrung
Cross-drilled hole

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Wellendurchmesser
Shaft diameter

Ø 9,5 VRDM 397 oder 3910
Ø 12 VRDM 397 oder 3910
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Motoranschluss
Motor connection

Motor mit Litzen
Motor with stranded wires

hinten at back
seitlich at side

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Sonderlänge < 400 mm other length

Motor mit Klemmkasten
Motor with terminal box

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gerader Abgang
Power receptacle straight connector

Motor mit Einbaudose
90° abgewinkelt
Power receptacle right-angled

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nach vorne zeigend
Pointing to the front
nach links zeigend
Pointing to the left
nach rechts zeigend
Pointing to the right

Wellenausführung
Shaft key

Welle vorne
Shaft at front

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Querbohrung
Cross-drilled hole

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Wellendurchmesser
Shaft diameter

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Motoranschluss
Motor connection

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Motor with stranded wires

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Shaft diameter

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Motor connection

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Motor with stranded wires

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Motor mit Klemmkasten
Motor with terminal box

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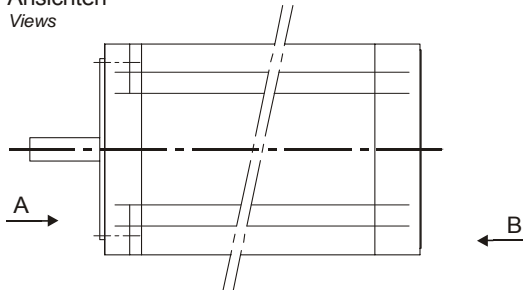
Motor mit Einbaudose
gerader Abgang

Variants

Vorder- und Rückansichten der Motorvarianten

Views from the motor versions

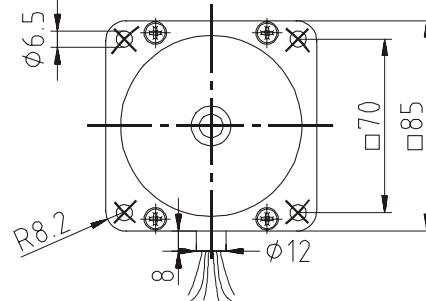
Ansichten
Views



Motor mit Litzen

Motor with stranded wires

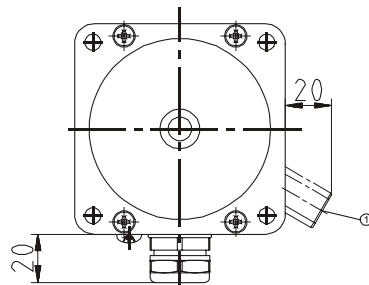
Ansicht A
View A



Motor mit Klemmkasten

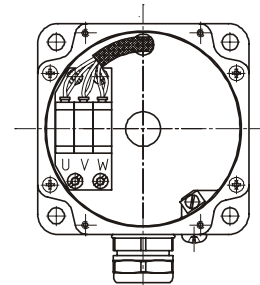
Motor with terminal box

Ansicht A
View A



Ansicht B

ohne Haltebremse
View A, without holding brake

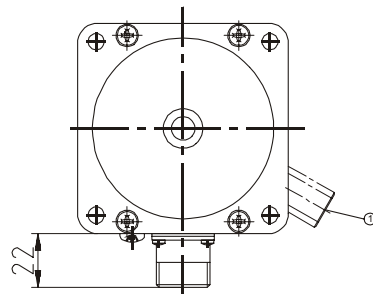


Motor mit Einbaudose

Motor with receptacle

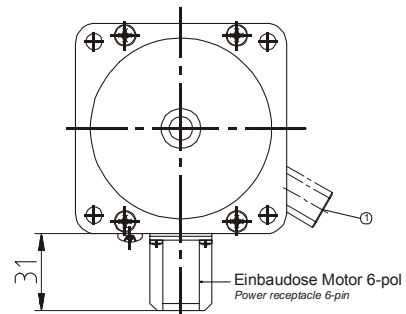
Ansicht A

Einbaudose, gerader Abgang
View A
Receptacle, straight connector



Ansicht A

Einbaudose, 90° abgewinkelt
View A
Receptacle, right-angled

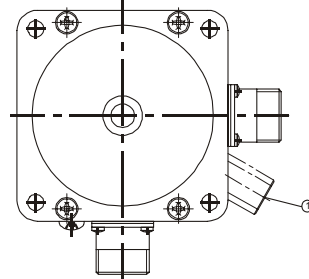


Motor mit Encoder

Motor with encoder

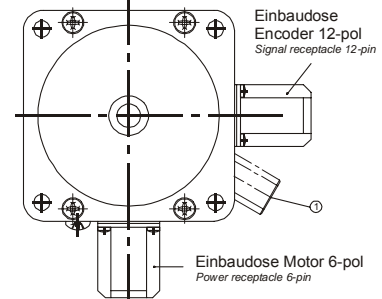
Ansicht A

Einbaudose, gerader Abgang
View A
Receptacle, straight connector



Ansicht A


Einbaudose, 90° abgewinkelt
View A
Receptacle, right-angled

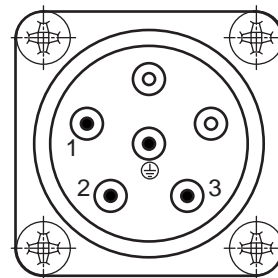


① Steckerposition der Haltebremse (wenn vorhanden)
brake plug position

Motor connection

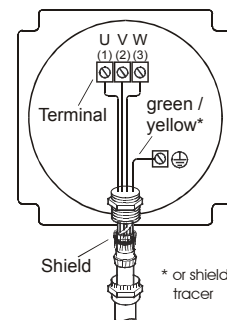
Motor with receptacle

Pin	Designation
1	U
2	V
3	W
	PE



Motor with terminal box (symbolic)

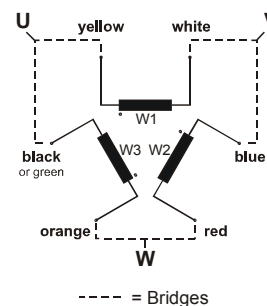
Cable colours	Designation
brown	U
blue	V
black	W
green / yellow	PE



Motor with stranded wires

The wires shown in the figure must be bridged.

Cable colours	Designation
black and yellow	U
white and blue	V
orange and red	W



Notes:

- The protective earth (or shield tracer) must be connected to both the motor and the device
- If the cables are connected in a terminal box, simply unscrew the four Phillips screws on the box. Do not remove the brake!
- Outer terminal is the EMC terminal
- Motors with stranded wires must be connected via the front flange with PE potential.



The direction of rotation of the motor shaft can be inverted by swapping over two terminals (e.g. U, V or V, W).