

Type SX 9033N
ministop



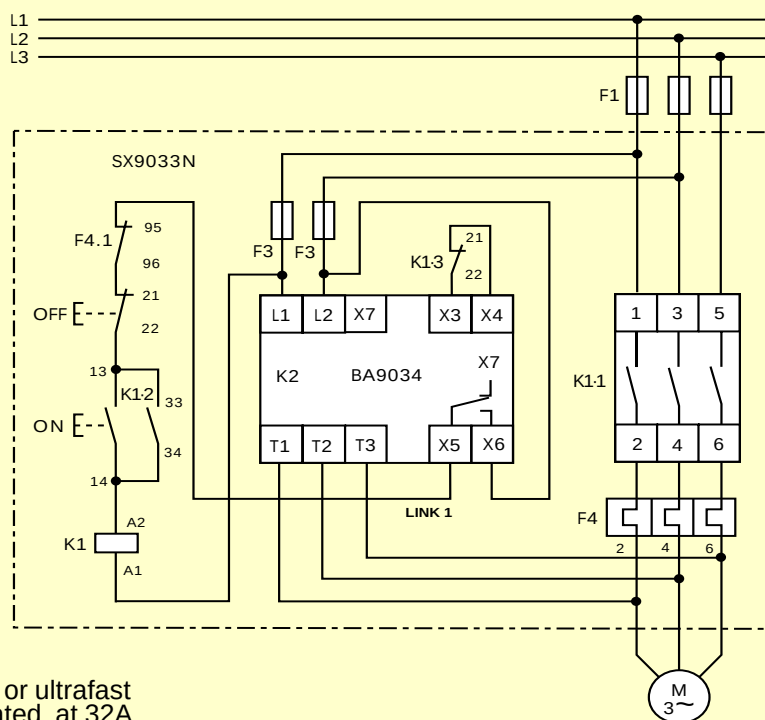
Model SX 9033N

Special Note

When monitoring the injected DC current we recommend the use of a **true RMS or moving iron instrument** to limit the injected current to no more than 2.8 x the motor rated current or 25A whichever is achieved first, as low reading errors will occur with other types of instrument.

Application Circuit Diagram

DOL



Fuses F3 to be superfast or ultrafast
semi - conductor fuses rated at 32A

Diag 1

Braking Current Setting

Connect power to L1 - L2 - L3, (green LED on), set current pot (IB) to min (anti clockwise) and Initiate a braking cycle via X3 - X4, (yellow LED (IB) on), slowly turn up the current pot until the motor starts to brake, then turn pot up further to a maximum of no more than 2.8 or 2 x the motor line current measured at terminal T2. Restart the motor and re initiate a braking cycle, if necessary re adjust until the desired stopping time is achieved. The yellow LED (IB) should turn off 1 -1.5sec after motor standstill has been detected. If standstill monitoring is not detected either adjust stopping time to 7 to 9 sec and the safety timer will then turn off the brake current after 11sec or contact Dold Industries for further application advice. If the red LED (Error) flashes and contacts X5 - X6 remain open, the unit has detected a fault, please see fault diagnosis overleaf. The red LED should not illuminate under normal operation, the fault can be reset by removing power to the starter.

New!! with single pot adjustment



Description

A compact IP65 screw mounted motor brake relay starter combination, designed for DOL 3 phase motors.

See also SX9033 230V datasheet for single phase option.

SX 9033N is suitable for motors rated from 500W to 7.5kW, braking current (IB) is adjustable via a potentiometer scaled 10-100% (2.5A to 25A). Indication is via three LEDs' which indicate power connected (green), fault indication (red) and DC current injection (yellow).

The BA9034N brake module incorporates standstill monitoring and an internal contactor connecting the DC output of the brake relay to the motor.

The inter-lock contact X5–X6 is utilised to avoid motor restart while injecting braking current and a built in safety brake override timer will stop the braking cycle if standstill is not detected within the safety time.

Braking is normally initiated by a close - open - close Volt free contact sequence at terminals X3 - X4.

Wiring Information

Connect wiring for L1, L2, L3 to terminals L1(1), L2(3), L3 (5) on the starter contactor K1. The motor should be connected to terminals T1(2), T2(4) and T3(6) on the starter overload F4.

For single phase options see also SX9033 230V.

If a remote E- Stop button is required, remove link "1" fitted between terminal "X5" on BA9034N and terminal "95" on the overload. Wire the N/C contact of the remote E-Stop button across these terminals.

All wiring to be 2.5 mm² min, Conduit or gland entry, 20 mm or 25 mm.

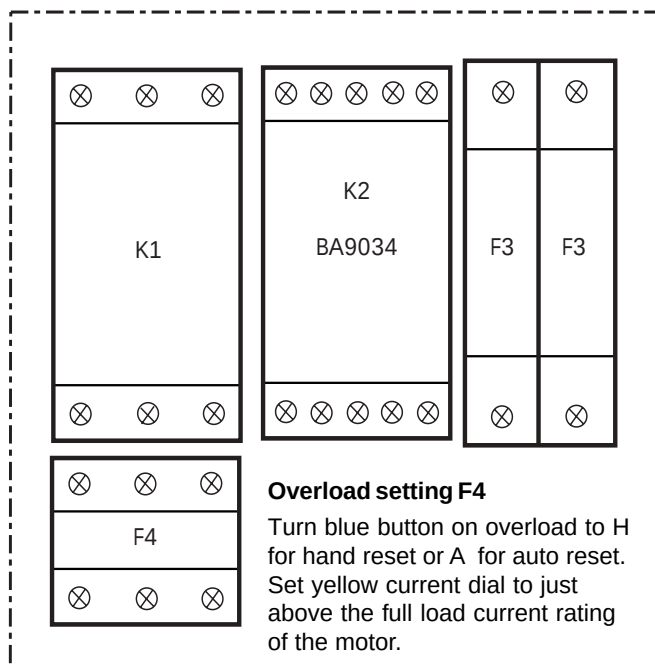
Warning: Please ensure this starter is only installed and adjusted by electrically qualified personnel and the wiring to the starter and associated fusing is correct for the rated motor current.

Motor Brake Relay

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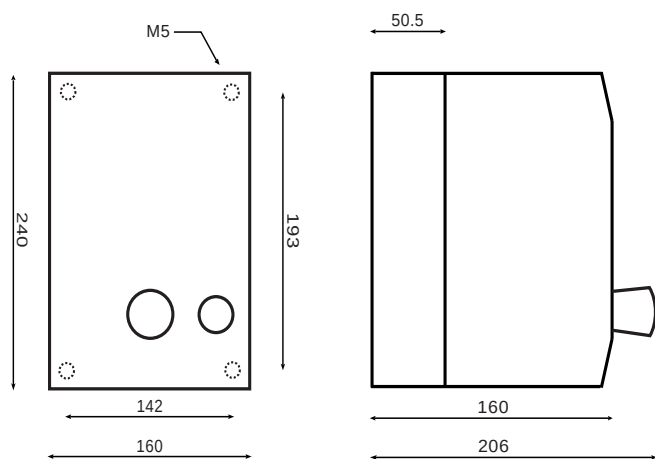
Layout



Indication

Green LED, (Run)	(On) Power connected
Yellow, LED, (IB)	(On) DC injection braking
Red LED, (Error)	(Off) System healthy
Red LED, (Error)	(On Flashing) System fault.
Flashing x 1 pulse	Incorrect mains frequency. Contact manufacturer for advice.
Flashing x 2 pulses	Set brake current is not achieved. Brake current circuit broken. Motor winding resistance too high. Repair circuit or reduce braking current and allow longer braking time.
Flashing x 3 pulses	Overtemperature of brake unit. Duty cycle exceeded. Reduce braking cycle time. Increase cooling in enclosure.
Flashing x 4 or 5 pulses	System error Return to manufacturer.
To reset Error fault (X5 - X6 open), cycle power to starter.	

Dimensions



Specifications

Nominal Voltage	400Vac
Voltage Tolerance	0.9 – 1.1Vn
Frequency	50Hz +/- 1hz
Braking Current (IB)	2.5 – 25A (10 -100%)
Starter DOL kW Rating @ 400V	4 kW, 5.5kW, 7.5kW
Braking Voltage (400V)	10 – 190V dc @ T1 - T2
Safety Time Delay	11sec max
Reaction Time	0.2 to 2 sec
	motor back EMF dependant
Standstill detection range	5 – 25A
Stops Per Hour @ 25A	60 / Hr @ 5 sec duration
Control Contact Ratings	400V (AC1) 3A
Semiconductor rating	1250 A ² / s
Temperature Range	0 – +45°C
Protection Class	Case IP40 Terminals IP20
Enclosure Material	Thermoplastic Vo rating UL94
Terminations	2 x 2.5mm ² solid 2 x 1.5mm ² stranded ferruled

WARNING !!

Please ensure this product is only installed and adjusted by electrically qualified personnel and the wiring to the unit and associated fusing is correct for the rated motor current. If in any doubt please contact Dold Industries Ltd.

Information Required With Order

• Model type • Motor supply Voltage • kW • O/L current
Example: Motor Brake Relay, SX 9033N, 400V, 5.5kW, 6-10A

kW / Current Overload Options

Motor kW Rating @ 400V	Amps
1.5 - 4 kW	4 - 6A
5.5 kW	6 - 10A
7.5 kW	10 - 16A

Motor kW Rating For 230V See SX9033 230V

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