

MLFB-Ordering data

6SL3210-1KE11-8UF1



Client order no. : Order no. : Offer no. : Remarks : Item no. : Consignment no. : Project :

Rated data		General tech. specifications		
Input		Power factor λ	0.7	0 0.85
Number of phases	3 AC	Offset factor cos φ	0.9	5
Line voltage	380 480 V +10 % -20 %	Efficiency η	0.9	7
Line frequency	47 63 Hz	Sound pressure level (1m)	52	dB
Rated current (LO)	2.30 A	Power loss	0.0	4 kW
Rated current (HO)	1.90 A	Ambient conditions		
Output		Caalina	Air so alin	a union on integrated for
Number of phases	3 AC	Cooling	Air cooling using an integrated fan	
Rated voltage	400 V	Cooling air requirement	0.005 m³/	's
Rated power (LO)	0.55 kW	Installation altitude	1000 m	
Rated power (HO)	0.37 kW	Ambient temperature		
Rated current (IN)	1.80 A	Operation	-10 40	°C (14 104 °F)
Rated current (LO)	1.70 A	Transport	-40 70	°C (-40 158 °F)
Rated current (HO)	1.30 A	Storage	-40 70	°C (-40 158 °F)
Max. output current	2.60 A	Relative humidity		
Pulse frequency	4 kHz		95 % At 40 °C (104 °F), condensation and icing not permissible	
Output frequency for vector control	0 240 Hz	Max. operation		
Output frequency for V/f control	0 550 Hz	Closed-loop control techniques		
		V/f linear / square-law / parame	eterizable	Yes
		V/f with flux current control (F	CC)	Yes
		V/f ECO linear / square-law		Yes
Overload capability		Sensorless vector control		Yes
Low Overload (LO) 150 % base load current IL for 3 s, followed by 110 % base load current IL for 57 s in a 300 s cycle time		Vector control, with sensor		No
		Encoderless torque control		No
High Overload (HO)		Torque control, with encoder		No

200 % base load current IH for 3 s, followed by 150 % base load current IH for 57 s in a 300 s cycle time

Communication

Communication

PROFINET

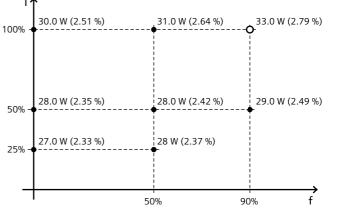


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Mechanical data		Con	Connections		
Degree of protection	IP20 / UL open type	Signal cable			
Size	FSA	Conductor cross-section	0.15 1.50 mm² (28 16 AWG)		
Net weight	1.70 kg	Line side			
Width	73.0 mm	Version	Plug-in screw terminals		
Height	196.0 mm	Conductor cross-section	1.00 2.50 mm² (16 14 AWG)		
Depth	225.0 mm	Motor end			
Inputs / outputs		Version	Plug-in screw terminals		
Standard digital inputs		Conductor cross-section	1.00 2.50 mm² (16 14 AWG)		
Number	6	DC link (for braking resistor)			
Switching level: 0→1	11 V	Version	Plug-in screw terminals		
Switching level: 1→0	5 V	Conductor cross-section	1.00 2.50 mm² (16 14 AWG)		
Max. inrush current	15 mA	PE connection	On housing with M4 screw		
Fail-safe digital inputs		Max. motor cable length			
Number	1	Shielded	50 m		
Digital outputs		Unshielded	100 m		
Number as relay changeover contact	1	Converter loss	Converter losses to EN 50598-2*		
Output (resistive load)	DC 30 V, 0.5 A	Efficiency class			
Number as transistor	1		IE2		
Output (resistive load)	DC 30 V, 0.5 A	Comparison with the reference co 100%)	-78.88 %		
Analog / digital inputs		— I ↑			
Number	1 (Differential input)	30.0 W (2.51 %)	31.0 W (2.64 %)		



The percentage values show the losses in relation to the rated apparent power of the converter.

The diagram shows the losses for the points (as per standard EN 50598) of the relative torque generating current (I) over the relative motor stator frequency(f). The values are valid for the basic version of the converter without options/components.

Standards				
1 motor temperature sensor input, senso and Thermo-Click, accuracy ±5 °C	rs that can be connected: PTC, KT	,		
PTC/ KTY interface				
Number	1 (Non-isolated output)			
Analog outputs				
Number	1 (Differential input)			
Analog / digital inputs				
Output (resistive load)	DC 30 V, 0.5 A			
Number as transistor	1			
Output (resistive load)	DC 30 V, 0.5 A			
Number as relay changeover contact	1			
Digital outputs				
Number	1			
Fail-safe digital inputs				
Max. inrush current	15 mA			
Switching level: 1→0	5 V			
Switching level: 0→1	11 V			
Number	6			

Compliance with standards

CE marking

UL, cUL, CE, C-Tick (RCM)

EMC Directive 2004/108/EC, Low-Voltage Directive 2006/95/EC

^{*}calculated values; increased by 10% according to the standard

Technical data are subject to change! There may be discrepancies between calculated and rating plate values.