

Instructions for Tuning a Bosch-
Rexroth Servo Drive using IndraWorks
DS – (SERCOS II)

Indraworks DS Tuning Procedure (SERCOS II) for CSB01_I Control Sections





Contents

Introduction	3
Summary	3
Prerequisites	3
Pre-Tuning Checks	4
Safety Precautions	4
Power Cable Connections	4
Power Cable Connections	4
Resolver Cable Connections	5
Apply Power	5
Check for Controller Communication	6
Sercos Cable Connection Issue	6
Controller Parameter Issue	6
Getting Connected	7
Connecting your PC to the Servo Drive	7
Connect the Cable	7
Initializing Communication from IndraWorks	7
Verifying Communication from IndraWorks	8
Commissioning the Servo Drive	9
Set Parameterization Mode	9
Parameter Adjustment	10
Load Basic Parameters	10
Set Drive Language	11
Name the Axis	12
Braking Resistor	13
Set Cooling Type	14
Disable Absolute Positioning	15
Adjust Mechanical Gearing	16
Example Axis Mechanics Settings (Die Accelerator)	17
Example Axis Mechanics Settings (Feed Rolls)	18
Velocity Scaling	19



Set Travel Range Limit Switch Monitoring.....	20
Set E-stop Function.....	21
Set Inputs and Outputs	22
Set Operating Mode	24
Spinning the Motor.....	25
Controller Setup.....	25
Jog Select	25
Loop Gain.....	25
Maximum Die Return Velocity/Minimum Die Return Velocity	26
Acceleration/Return Acceleration	26
Minimum Die Distance	27
Maximum Die Distance	27
Line Resolution	27
Troubleshooting.....	30
Reversing the Motor Direction.....	30
Drive will not go to “Phase 4”	31
Backup and Restore Parameters.....	32
Back Up Parameters	32
Restore Parameters	33



Introduction

Summary

This document is designed to serve as a guideline to assist technical personnel in the tuning of a Bosch-Rexroth servo drive. The setup document applies only to servo drives that are used in conjunction with an AMS Controls XL200 Series Controller with the “O” option.

Bosch-Rexroth drives can be tuned in-house or in the field. The following procedures are written for a technician tuning a drive, in-house. Where an asterisk (*) appears, field-tuning procedures deviate from what is written. **Customers attempting to tune a drive unit on-site should use the information following the asterisk.**

Prerequisites

The document is designed using Indraworks DS version 13v10. It is best to download this version from the Bosch-Rexroth website before moving forward. Otherwise, your screens may not match this documentation.

In addition, for this documentation the Control Section of the drive is a CSB01.1N-SE-ENS-NNN-NN-S-NN-FW loaded with Firmware FWA-MPB-07VRS-D5-1-NNN-NN. If your drive has a different part number or is loaded with a different firmware this documentation may not match and you may be required to adjust additional settings that are not called out specifically in this documentation, however, this will get the basics accomplished.

Pre-Tuning Checks

Safety Precautions

DANGER: Safety precautions must be followed at all times! Bosch-Rexroth drives have large capacitors inside them that can deliver a high amperage shock to anyone touching the terminals on the drive. These capacitors can remain charged for up to 10 minutes after having power removed. Remove power and lock out incoming line power before touching any of the terminals on the drive. Eye protection should also be worn while working with these units.

Power Cable Connections

The power cable that connects the drive to the motor **must not** be “spliced,” terminated, or otherwise modified. There are important grounding and shielding connections between the motor and the drive that **must** be maintained for proper operation. Improper connection of this cable **will** cause catastrophic failures in the motor and the drive. The motor cable must be connected directly from the motor to the drive. Failure to do so **will** result in damaged equipment.

Power Cable Connections

With power removed and locked out, connect the motor power cable to the drive and motor. It is important to attach the three main power wires to the appropriate terminals. These wires are labeled 1, 2, and 3, respectively, and **must** be connected to the corresponding terminals, A1, A2, and A3. These drives are self-phasing and cannot correctly phase themselves if the power leads are not properly connected.

The drive comes with “hose clamps” that can be used to clamp the motor cable to the drive. At the end of the motor cable the cable’s internal shields emerge and are wrapped under copper foil. The motor cable must be clamped to the case of the drive with the copper foil shield making contact to the case of the drive (see the Functional Description section of the drive manual for more details.) Looking at the motor side of the cable, there is a shield wire terminated with a ring connector. This connector must be connected to the case of the motor via the terminals inside the head of the connector plug. There are two terminals in the head, one for the motor cable, and one for the resolver feedback cable. Some motor/cable combinations have screw on connections at the motor. No additional shield terminations need to be made in these cases.

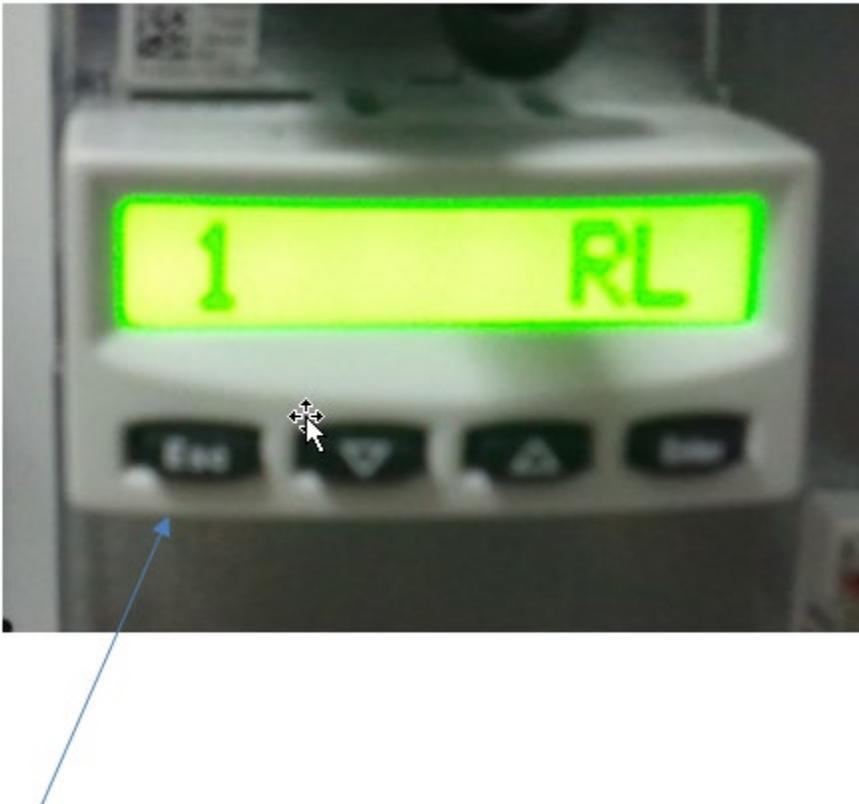
The motor cable has four wires for the thermal switch and motor brake that must be connected to the drive and motor. See the Functional Description section of the drive manual for terminal connections.

Resolver Cable Connections

The resolver feedback cable must be connected to the drive and motor. On the drive side, the connector is a DB15 connector. On the motor side, there is a screw-on connector.

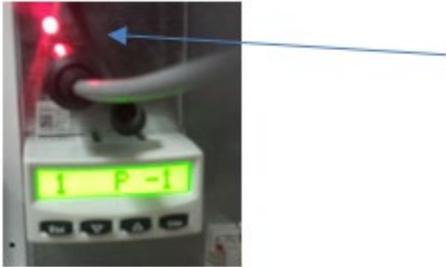
Apply Power

Once all the terminal connections have been made and verified, reapply power and turn the power on. If the drive powers up to a blinking “RL” on the screen, press the “Esc” button on the front panel of the drive to clear this as shown below:



Check for Controller Communication

If your connections and setting are correct, your drive should power up to a P1, P2, P3 or a P4 once we the above steps are taken. If not, your drive may power up to a red light on the front display as shown below:



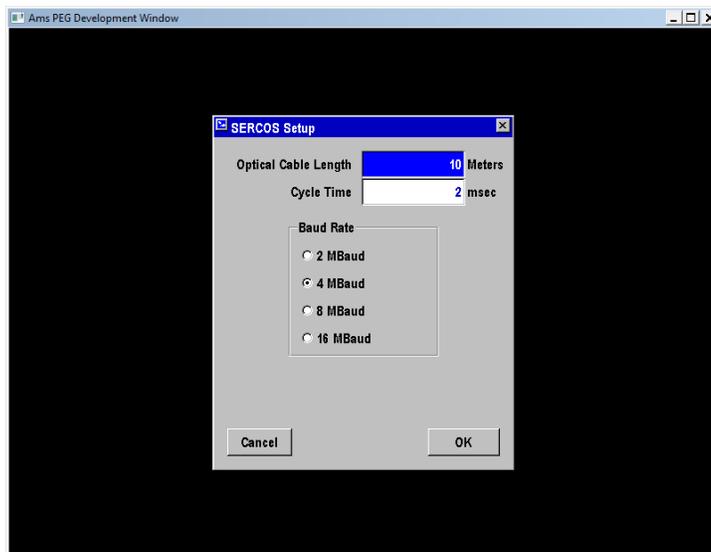
If you see the above red light your XL200 is not communicating with the servo drive. You will need to take some additional steps to troubleshoot the issue. Below are some common causes:

Sercos Cable Connection Issue

- Swap the Sercos cables. They may be crossed.
- Verify the connection of your Sercos cables to the XL200 series controller.
- Inspect the Sercos Cables for damage.

Controller Parameter Issue

- Check the Setting in the XL200 controller for Optical Cable Length. This can be found by holding the setup key while powering up the XL200 Series Controller. Press OK for Dip Switches. Enter the length of your Sercos Cables as shown below.



- Verify the Model of the XL200 Series Controller has the “O” option.

Getting Connected

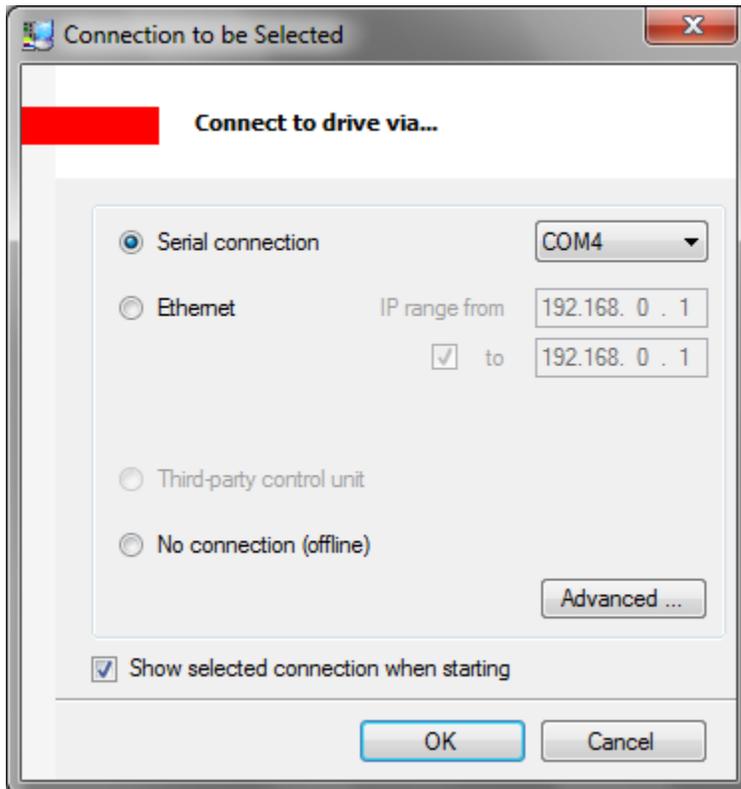
Connecting your PC to the Servo Drive

Connect the Cable

In order to connect the PC to the Servo Drive, a Bosch-Rexroth communication cable must be used. The cable required to communicate to the Indradrive series is the IKB004I Cable. This cable uses a serial port from your PC (DB9) to communicate with the drive. Many new laptops do not have DB9 serial ports. In this case, you can use a USB-Serial Port Adapter.

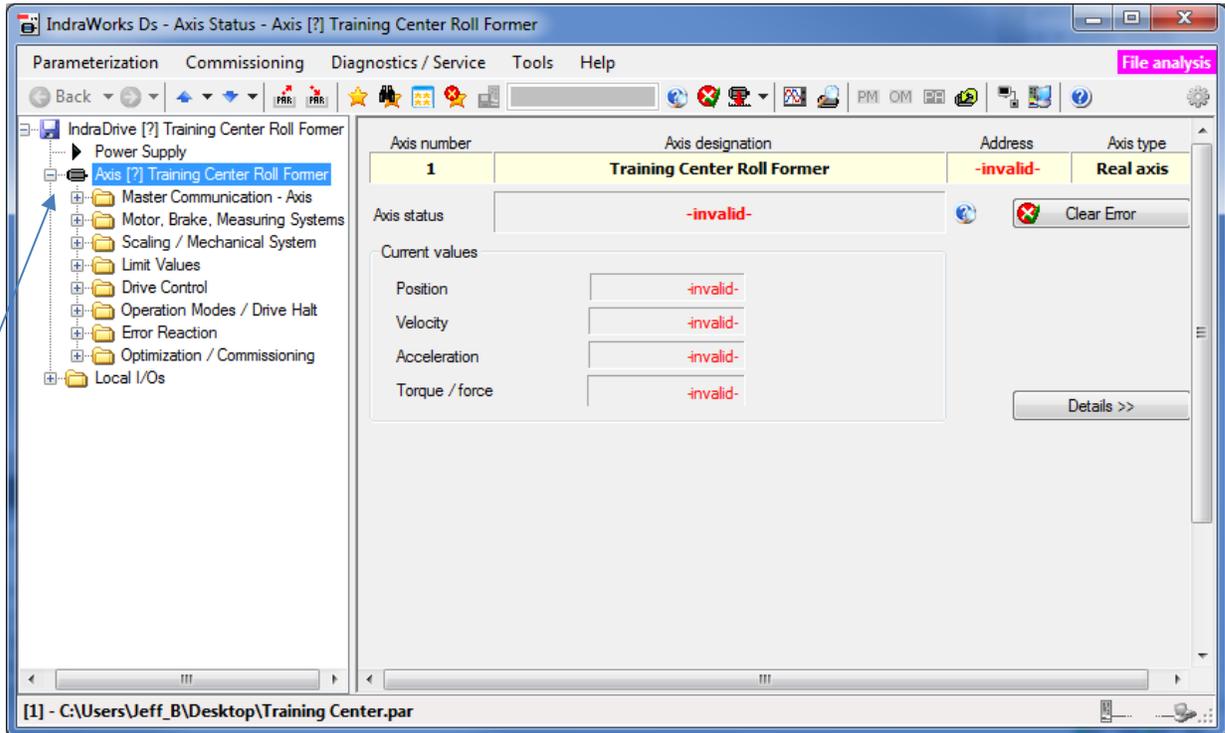
Initializing Communication from IndraWorks

Start up the IndraWorks Ds software and select “Serial connection” and the appropriate “Com Port”. Click OK.



Verifying Communication from IndraWorks

Verify that you now see your project in the “project tree” located in the upper left hand side of the screen. You are now on-line with the drive. The XL200 Series Controller has set many of the initial setup parameters in the drive. We need to set some additional parameters based on the machine configuration.



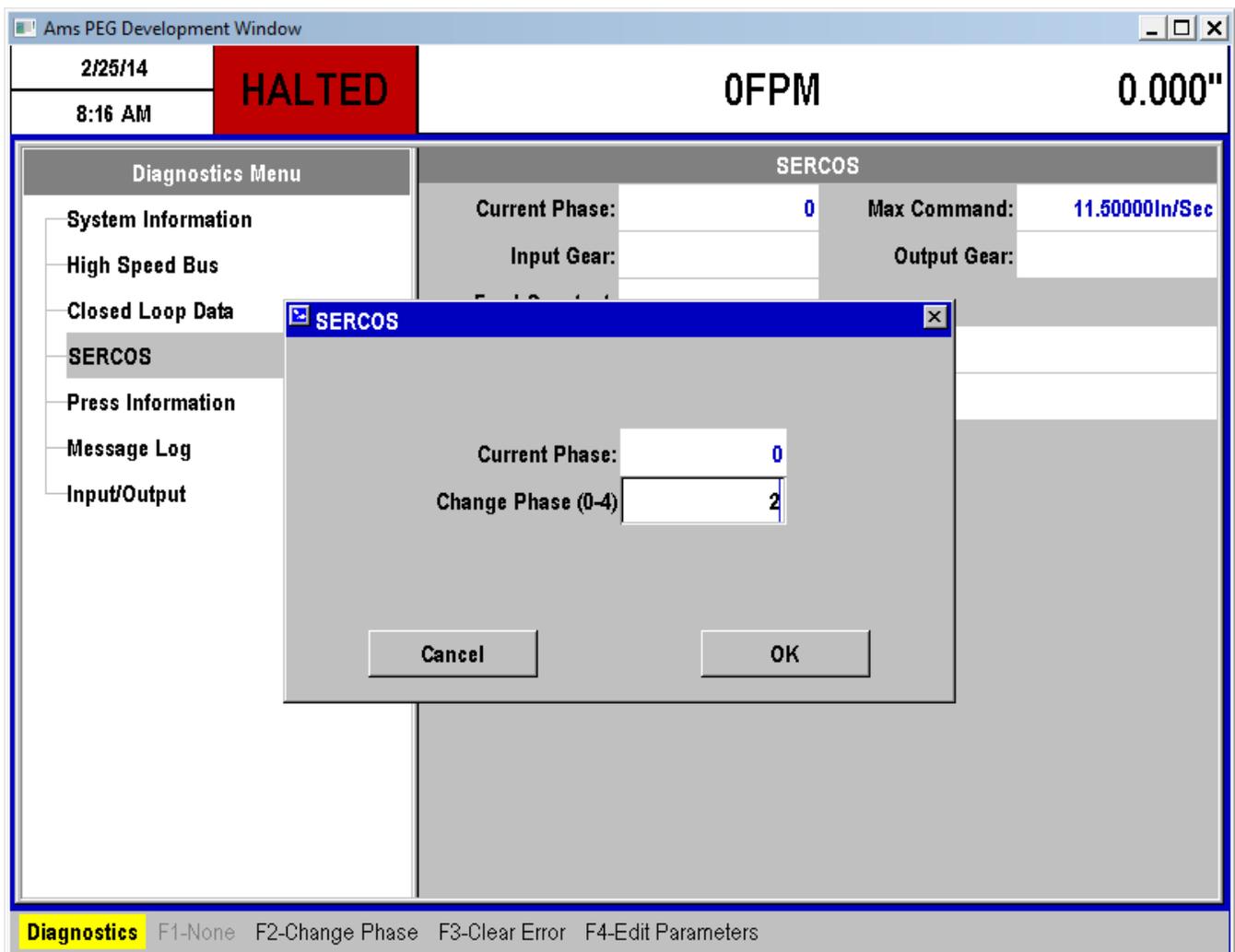
Commissioning the Servo Drive

Set Parameterization Mode

Before adjusting drive parameters we must put the drive into a parameterization mode or “Phase 2.” Placing the drive into Phase 2 must be done through the XL200 Series Controller.

From the XL200 Controller display do the following:

- Touch “Diagnostics”
- Touch “Sercos”
- Press F2-Change Phase
- Enter 2
- Touch “OK”
- Current Phase should then read “2”



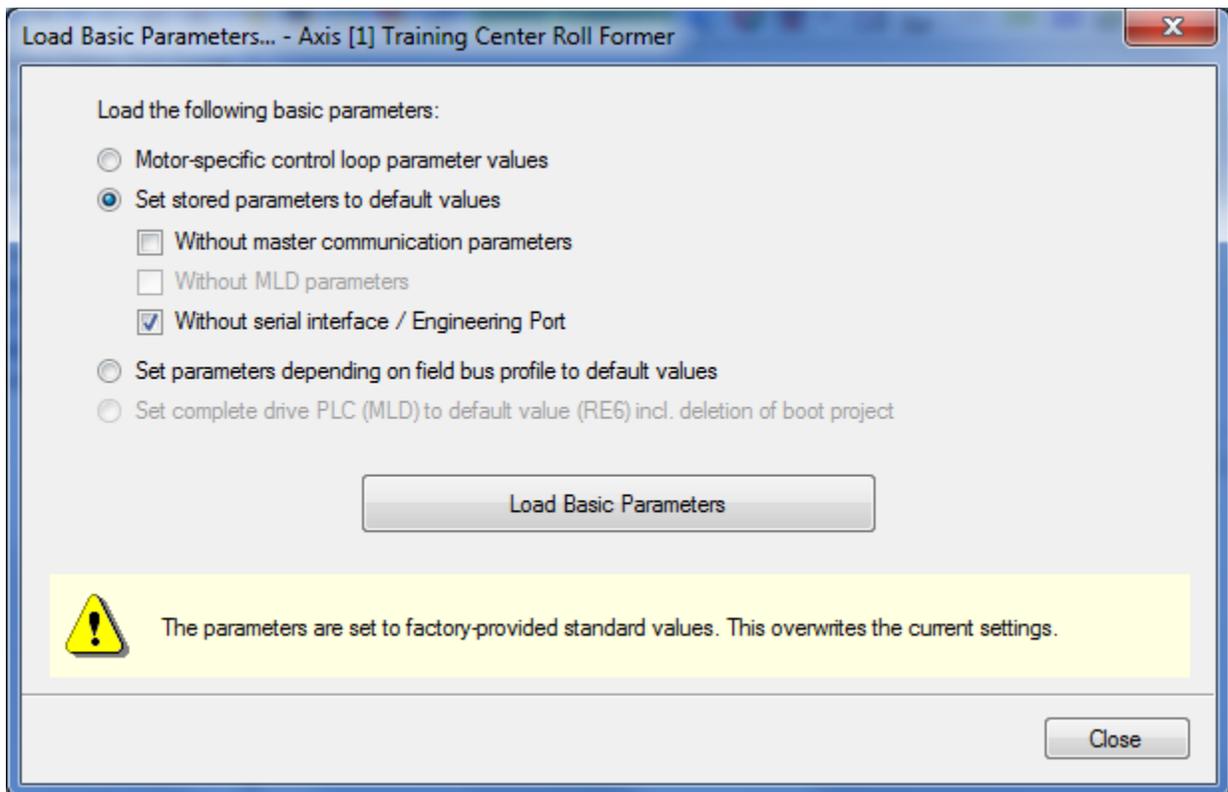
Parameter Adjustment

Various levels of parameters will now be adjusted. These are shown below:

Load Basic Parameters

In order to start the process of setting the parameters, it is important to start from a default set of parameters. To do this we will “Load Basic Parameters” from the Indraworks software. To do this:

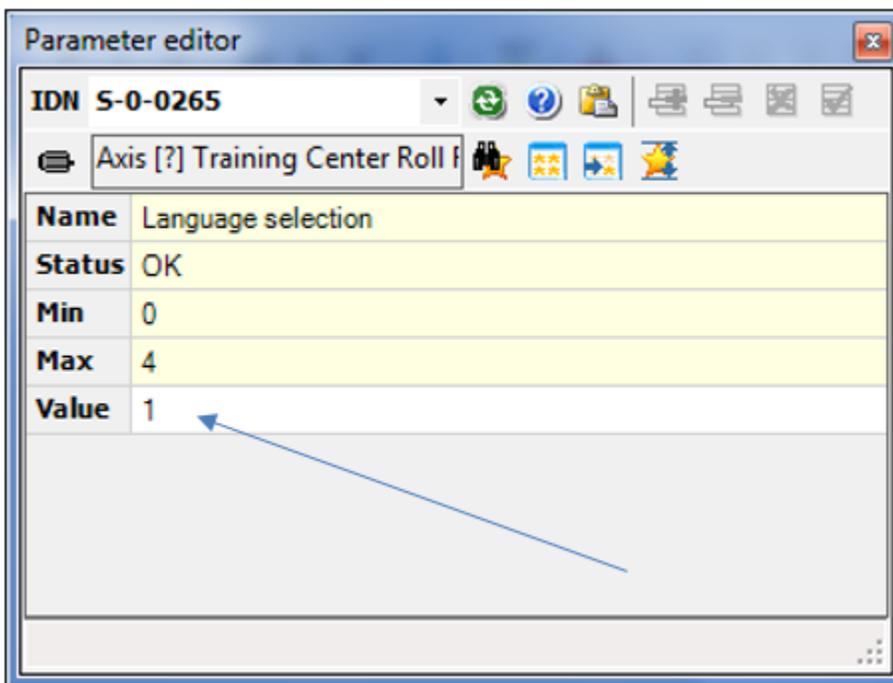
- Click “Commissioning”
- Click “Load Basic Parameters”
- Click “Set stored parameters to default values”
- Click “Without serial interface/Engineering Port”
- Click “Load Basic Parameters”



Set Drive Language

By default, the drive will use German as the language in which it displays errors. This makes it difficult to determine the cause of problems from the controller or even from Indraworks. This is not to be confused with the language setting on the Indraworks software. They are completely different. To set the language do the following:

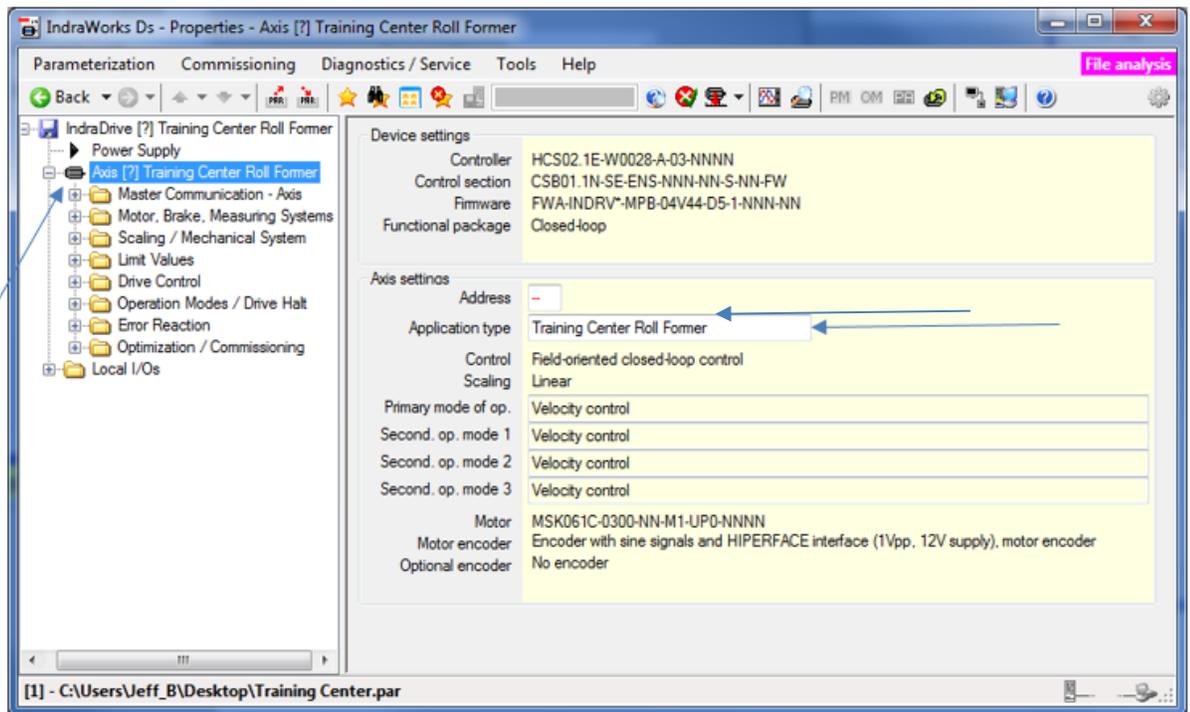
- Click “Parameterization”
- Click “Parameters”
- Click “Parameter Editor”
- Click the “IDN” box and enter S-0-0265
- Under “Value”, enter “1” as shown below:



Name the Axis

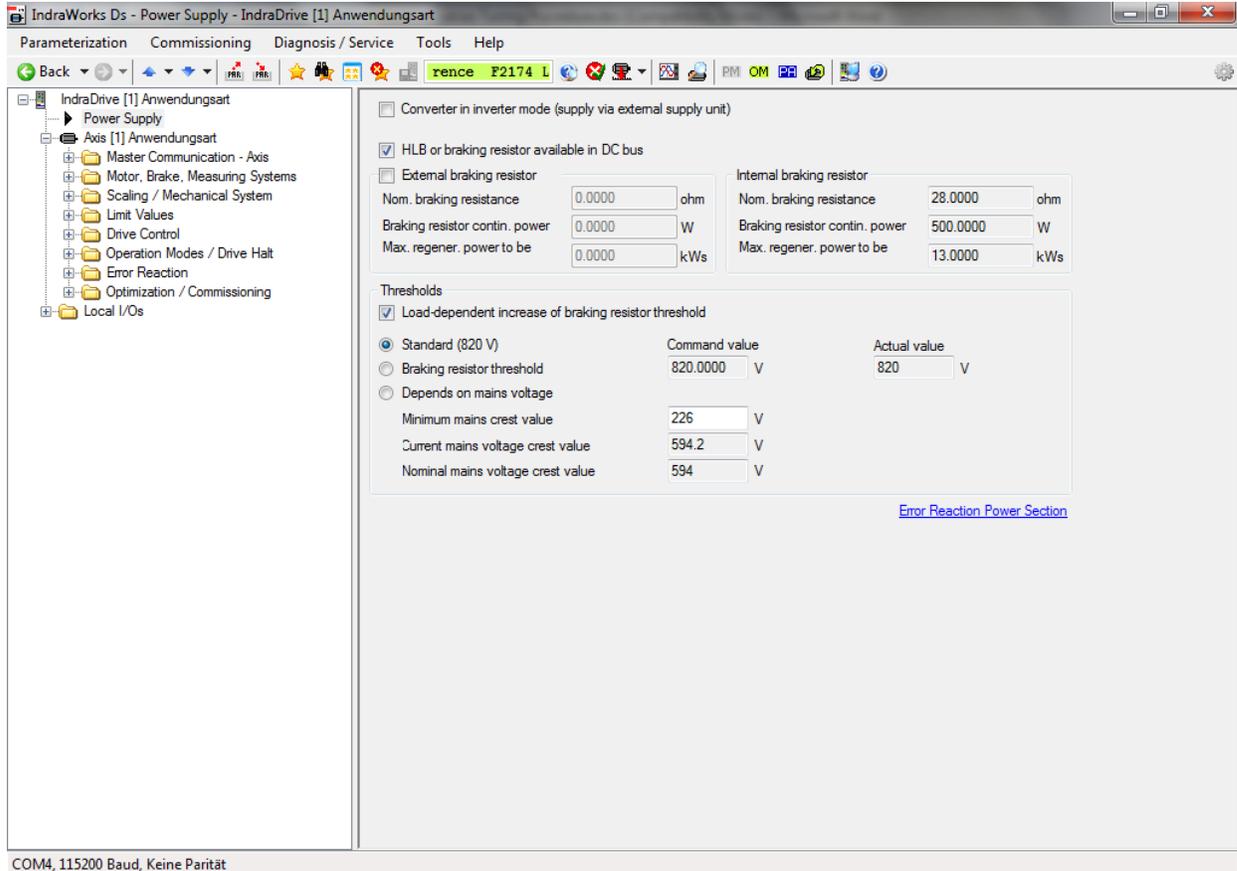
We want to give each Axis a name. This helps us identify the Axis. To name the Axis do the following:

- Right Click the “Axis” in the Project Tree.
- Choose “Properties.”
- Name the Axis under “Application Type.”



Braking Resistor

Inform the system if there is a Braking Resistor available. Double click the “Power Supply” text on the left hand side of the screen. The window below will appear. If there is a braking resistor on the system check the box marked “HLB or Braking resistor available on the DC Bus.”



IndraWorks Ds - Power Supply - IndraDrive [1] Anwendungsart

Parameterization Commissioning Diagnosis / Service Tools Help

Back [Navigation icons] [User: trence F2174 L] [System icons]

IndraDrive [1] Anwendungsart

- Power Supply
- Axis [1] Anwendungsart
 - Master Communication - Axis
 - Motor, Brake, Measuring Systems
 - Scaling / Mechanical System
 - Limit Values
 - Drive Control
 - Operation Modes / Drive Halt
 - Error Reaction
 - Optimization / Commissioning
 - Local I/Os

Converter in inverter mode (supply via external supply unit)

HLB or braking resistor available in DC bus

External braking resistor

Nom. braking resistance	<input type="text" value="0.0000"/>	ohm	Internal braking resistor	<input type="text" value="28.0000"/>	ohm
Braking resistor contin. power	<input type="text" value="0.0000"/>	W	Braking resistor contin. power	<input type="text" value="500.0000"/>	W
Max. regener. power to be	<input type="text" value="0.0000"/>	kWs	Max. regener. power to be	<input type="text" value="13.0000"/>	kWs

Thresholds

Load-dependent increase of braking resistor threshold

<input checked="" type="radio"/> Standard (820 V)	Command value	<input type="text" value="820.0000"/>	V	Actual value	<input type="text" value="820"/>	V
<input type="radio"/> Braking resistor threshold						
<input type="radio"/> Depends on mains voltage						
Minimum mains crest value	<input type="text" value="226"/>		V			
Current mains voltage crest value	<input type="text" value="594.2"/>		V			
Nominal mains voltage crest value	<input type="text" value="594"/>		V			

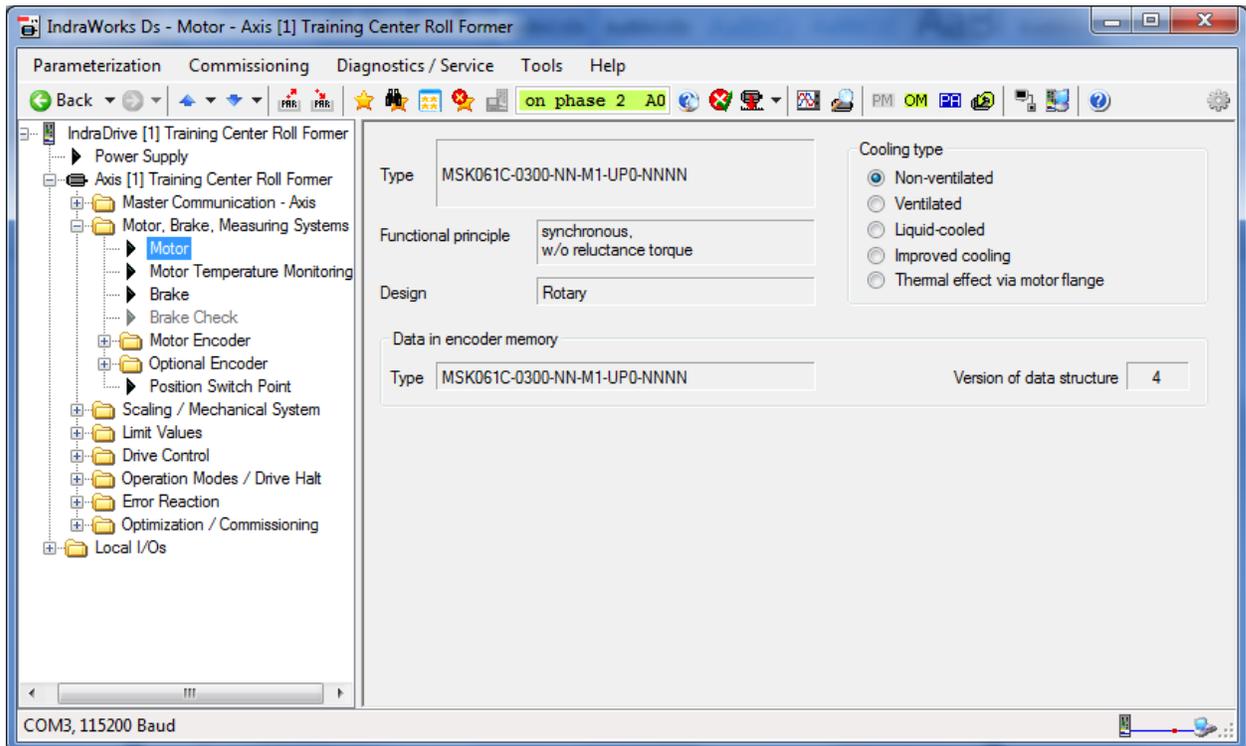
[Error Reaction Power Section](#)

COM4, 115200 Baud, Keine Parität

Set Cooling Type

If the servo motor has a cooling fan attached, we must inform the drive. To do this:

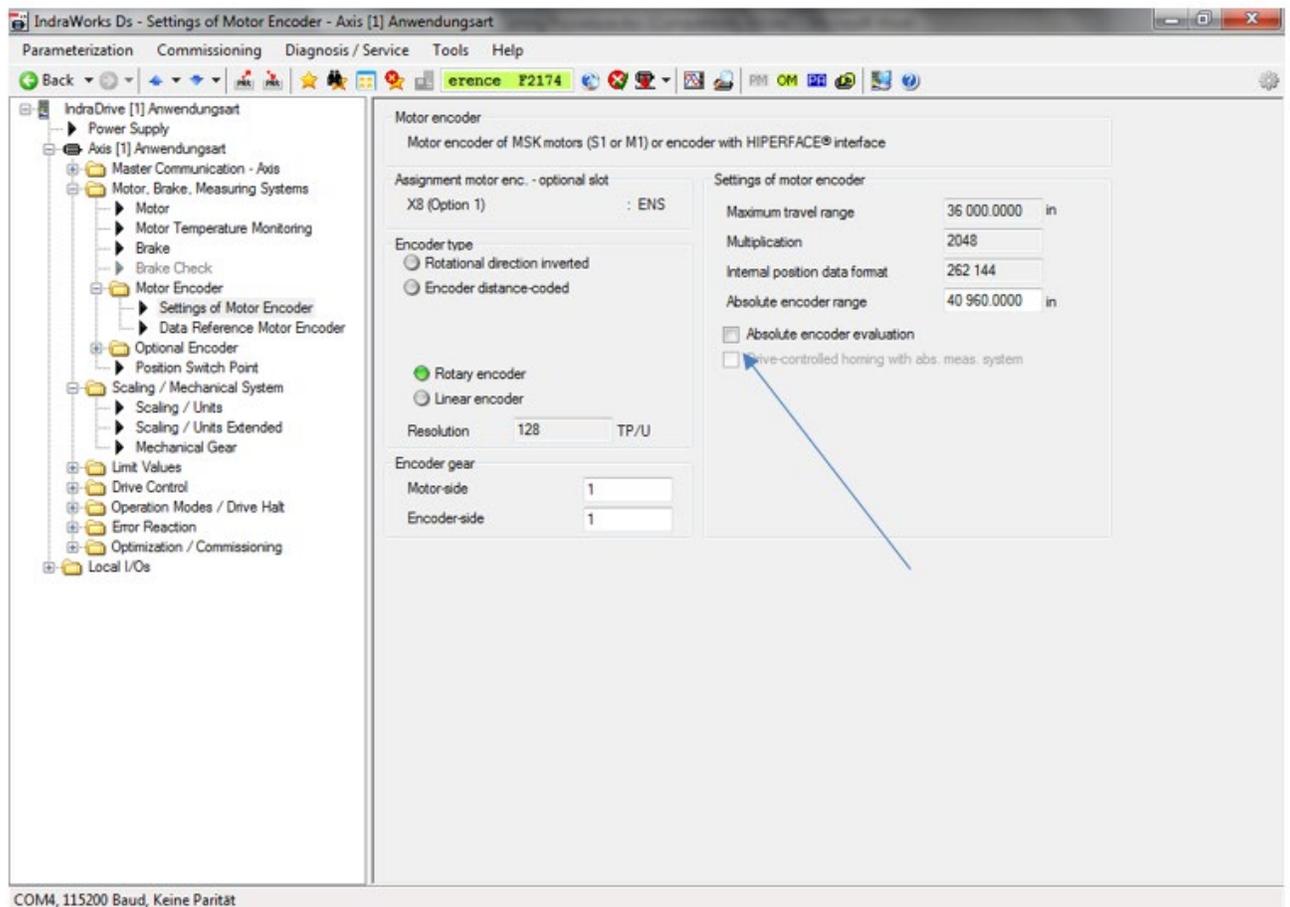
- Click “Motor, Brake, Measuring Systems.”
- Click “Motor.”
- Set “Ventilated” if there is a fan – or “Non-Ventilated” if there is not a fan.



Disable Absolute Positioning

Most servo motors provided by AMS Controls will have an absolute encoder on them. However, absolute positioning is not used for a Die Accelerator or Roll Feed application. That being said, we will need to turn this feature off. To do this:

- Click “Motor, Brake, Measuring Systems.”
- Click “Motor Encoder.”
- Click “Settings of Motor Encoder.”
- Uncheck the box marked “Absolute Encoder Evaluation as shown below”

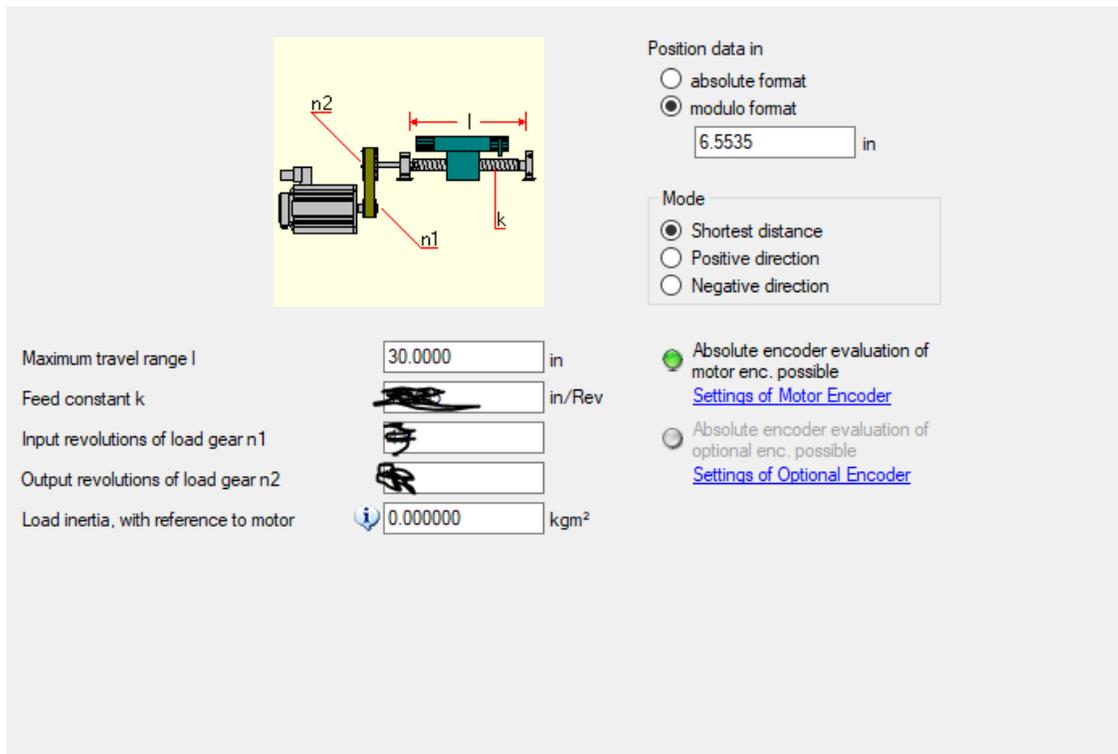


Adjust Mechanical Gearing

This is the location in which we tell the controller what the system is connected to. The screen should look like the following picture, however; the actual gearing and feed constant settings will be determined by attached mechanics. The most common applications used for these are Roll Feeds and Die Accelerators. A couple of examples for how these settings are determined are on following pages of this document.

- Click “Scaling /Mechanical System”
- Click “Mechanical Gear”

Note: DO NOT adjust the “Maximum Travel Range” parameter. This can drastically affect other parameters in the system. It is meaningless in our application.



The screenshot shows the 'Mechanical Gear' configuration screen. At the top left is a diagram of a motor and gear system with labels n1, n2, l, and k. Below the diagram are five parameter settings:

- Maximum travel range l: 30.0000 in
- Feed constant k: ~~30.0000~~ in/Rev
- Input revolutions of load gear n1: ~~1~~
- Output revolutions of load gear n2: ~~1~~
- Load inertia, with reference to motor: 0.000000 kgm²

On the right side, there are two sections:

- Position data in:**
 - absolute format
 - modulo format
 - 6.5535 in
- Mode:**
 - Shortest distance
 - Positive direction
 - Negative direction

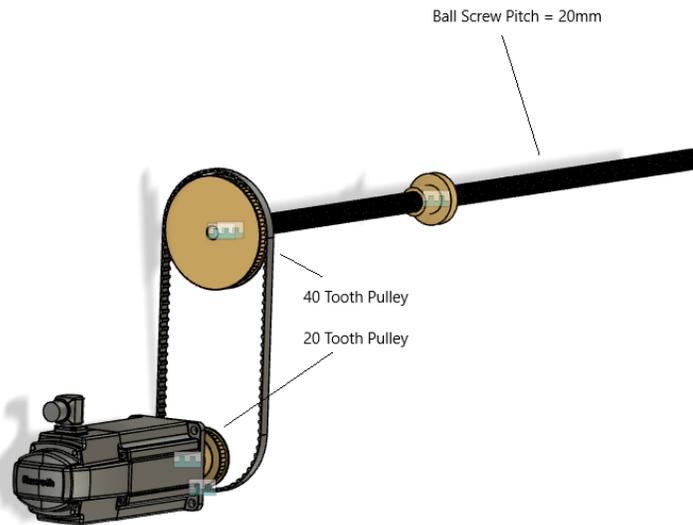
At the bottom right, there are two status indicators:

- Absolute encoder evaluation of motor enc. possible [Settings of Motor Encoder](#)
- Absolute encoder evaluation of optional enc. possible [Settings of Optional Encoder](#)

Example Axis Mechanics Settings (Die Accelerator)

Below is an example of the mechanics of a Die Accelerator system using a ball screw and gear reduction. For the examples below the settings would be as follows:

- Feed Constant = 0.7874" (20mm/25.4)
 - The feed constant is the amount of movement of the load per rotation of that device. In this instance the screw pitch or lead is 20mm. We convert that to inches by taking mm and dividing by 25.4.
- Gear Ratio is 2:1 or 40:20



Position data in

absolute format

modulo format

in

Mode

Shortest distance

Positive direction

Negative direction

Absolute encoder evaluation of motor enc. possible
[Settings of Motor Encoder](#)

Absolute encoder evaluation of optional enc. possible
[Settings of Optional Encoder](#)

Maximum travel range l in

Feed constant k in/Rev

Input revolutions of load gear n1

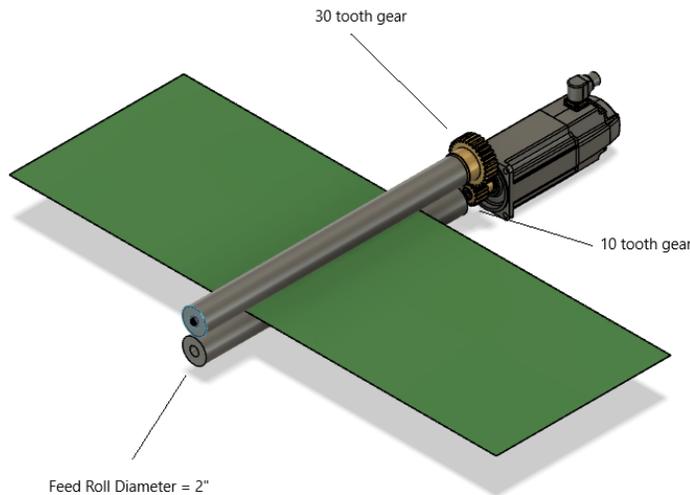
Output revolutions of load gear n2

Load inertia, with reference to motor kgm²

Example Axis Mechanics Settings (Feed Rolls)

Below is an example of the mechanics of a Feed Roll or Servo Feeder system using a set of feed rolls and gear reduction. For the examples below the settings would be as follows:

- Feed Constant = 6.283185" (2" x 3.14159)
 - The feed constant is the amount of movement of the material per rotation of the rolls. In this instance the feed roll diameter is 2". To get the amount of movement per rev of the rolls, we need to know the circumference. We get the circumference by taking the feed roll diameter x pi.
- Gear Ratio is 3:1 or 30:10



Position data in

absolute format

modulo format

in

Mode

Shortest distance

Positive direction

Negative direction

Absolute encoder evaluation of motor enc. possible
[Settings of Motor Encoder](#)

Absolute encoder evaluation of optional enc. possible
[Settings of Optional Encoder](#)

Maximum travel range l in

Feed constant k in/Rev

Input revolutions of load gear n1

Output revolutions of load gear n2

Load inertia, with reference to motor kgm²

Velocity Scaling

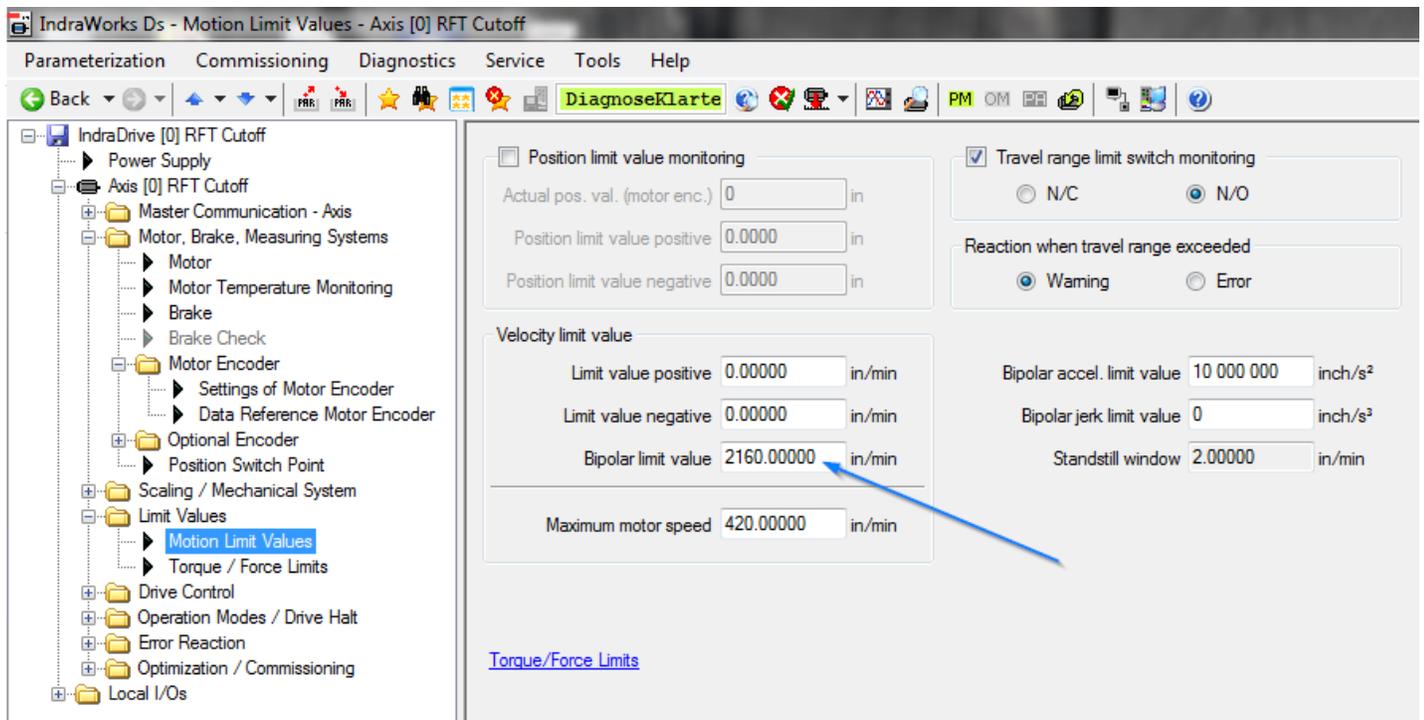
Set the Velocity Scaling of the system. Go there by doing the following:

- Click “Limit Values.”
- Click “Motion Limit Values.”

To scale the system we need to know the maximum FPM of the Axis. We will need to convert this value to in/min and add 20% to properly scale the system. For instance, we have a Die Accelerator System that we want to run at a max speed of 150FPM. The following formula would be used:

$$150\text{FPM} \times 12 = 1,800\text{in/min} \times 1.2 = 2,160 \text{ in/min}$$

Therefore 2,160 in/min would be entered as shown below:

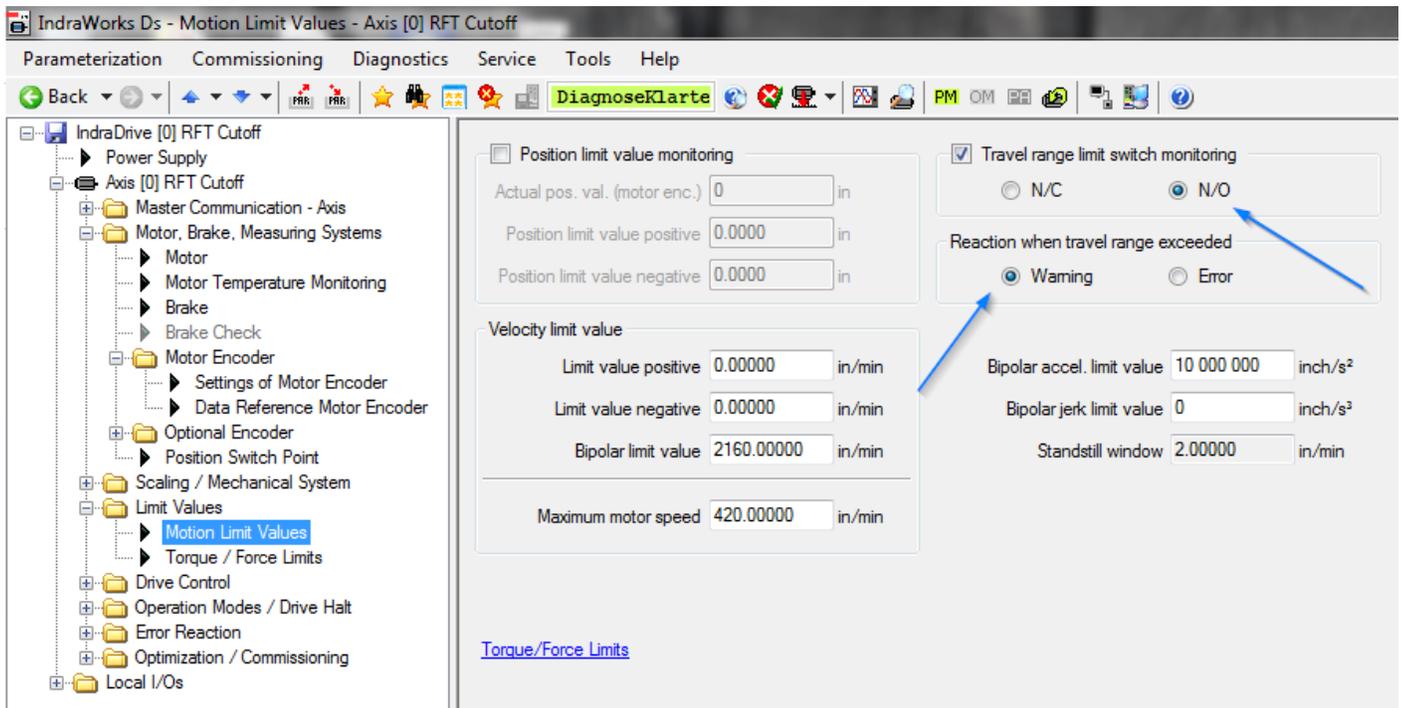


Set Travel Range Limit Switch Monitoring

Set the Travel Range Limit Switch Monitoring of the system. Go there by doing the following:

- Click “Limit Values.”
- Click “Motion Limit Values.”

At this time we will tell the drive if we have over-travel switches connected and if they are N/O or N/C. The drive should be set to react as a warning as shown. If you are setting up a Roll Feed System do NOT check the travel range box above.

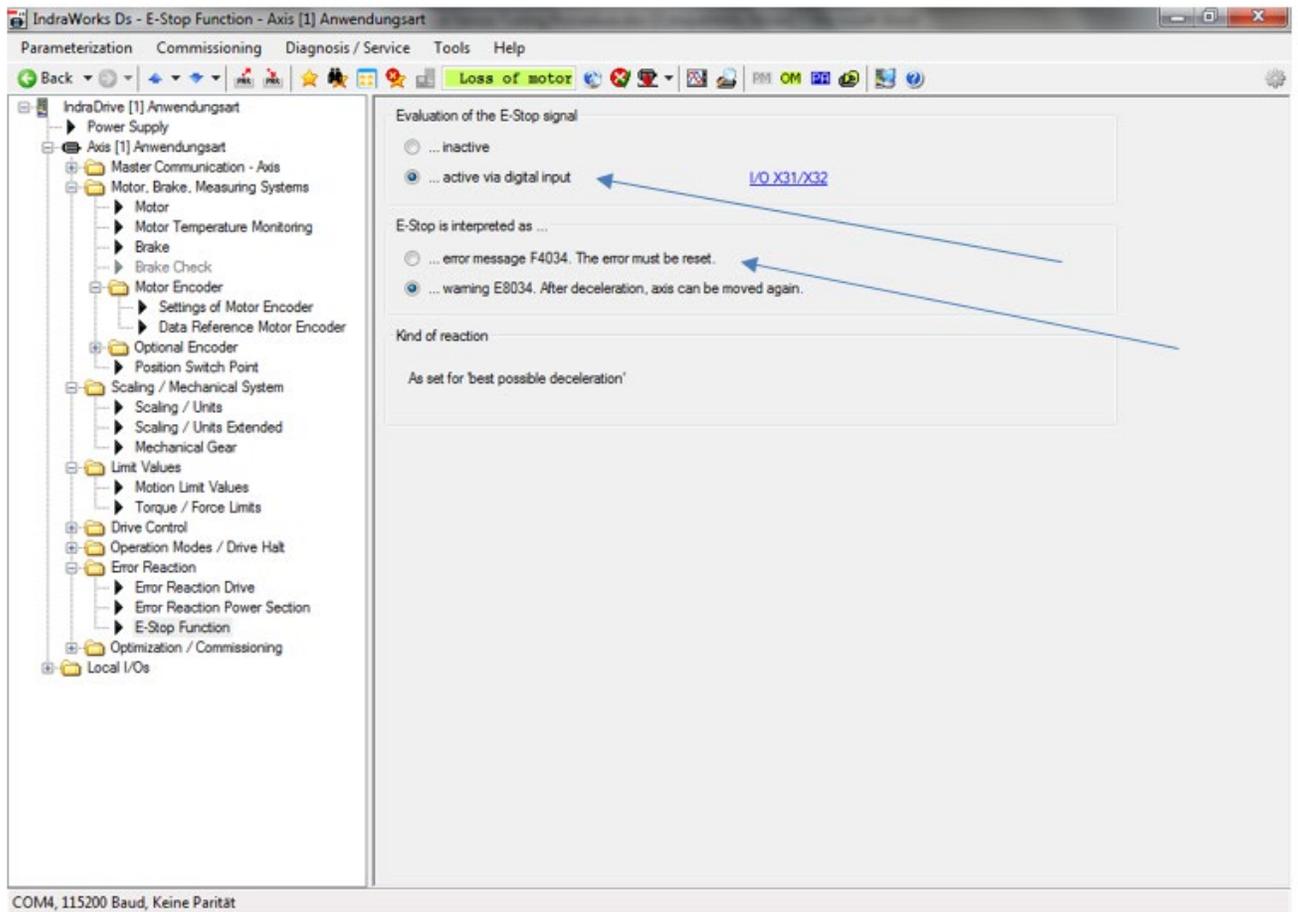


Set E-stop Function

Set the E-stop function. Assuming the E-stop signal is being used and is physically wired the below selections can be made. Go there by doing the following:

- Click “Error Reaction.”
- Click “E-stop Function.”
- Set the “Evaluation of the E-stop Signal” to Active
- Set “E-stop is interpreted as...” to Warning E8034

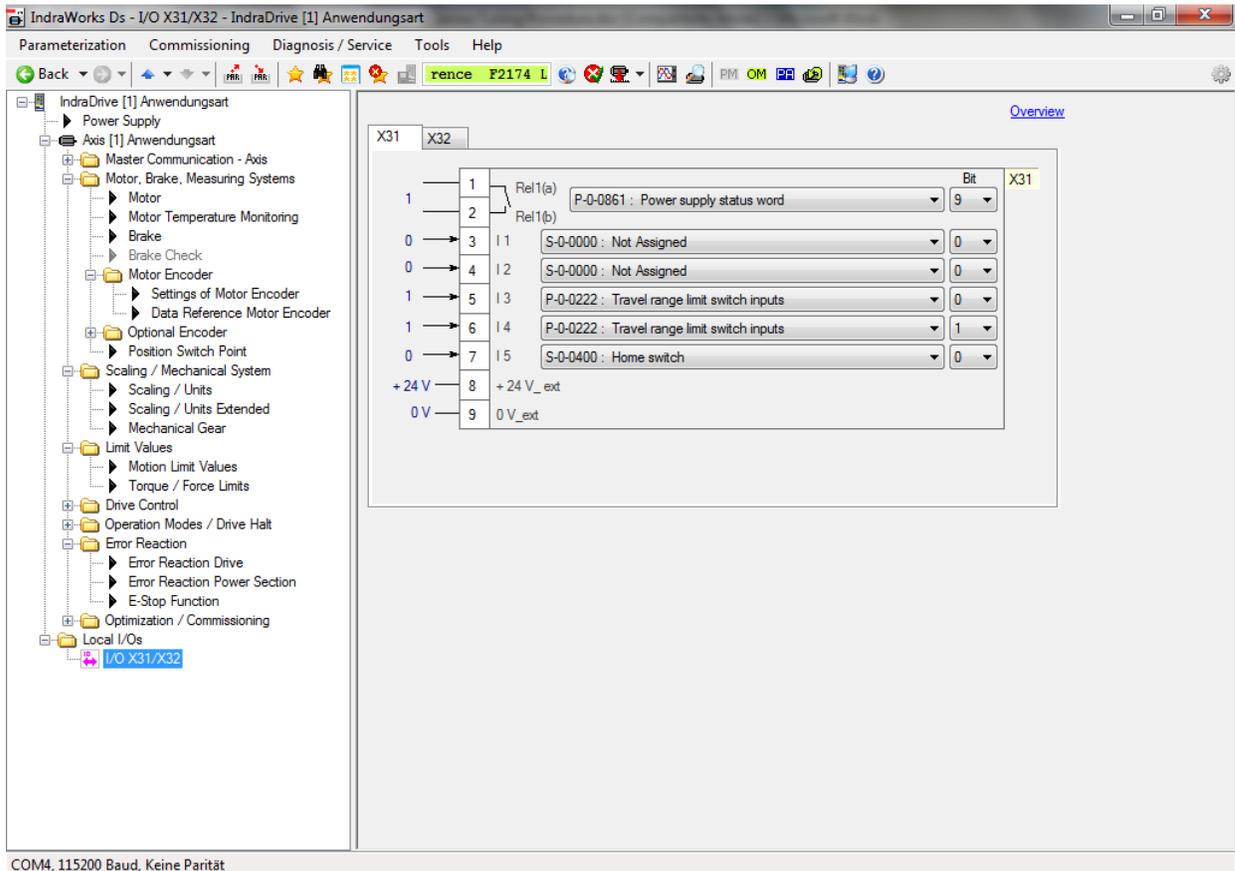
Note: If the E-stop signal is not being utilized simply check “inactive.”



Set Inputs and Outputs

No adjustments are required for the inputs and outputs of the drive. To be sure they are set correctly check the I/O to the screens below. Go there by:

- Clicking “Local I/Os.”
- Click “I/O X31/X32.”



The screenshot shows the IndraWorks software interface for configuring the I/O of an IndraDrive. The left sidebar displays a tree view of the drive's configuration, with 'Local I/Os' and 'I/O X31/X32' selected. The main window shows the configuration for terminals X31 and X32. The table below represents the data shown in the software interface:

Terminal	Address	Function	Bit
X31	1	Rel1(a)	9
	2	Rel1(b)	
X32	3	I1	0
	4	I2	0
	5	I3	0
	6	I4	1
	7	I5	0
	8	+ 24 V_ext	
	9	0 V_ext	

COM4, 115200 Baud, Keine Parität

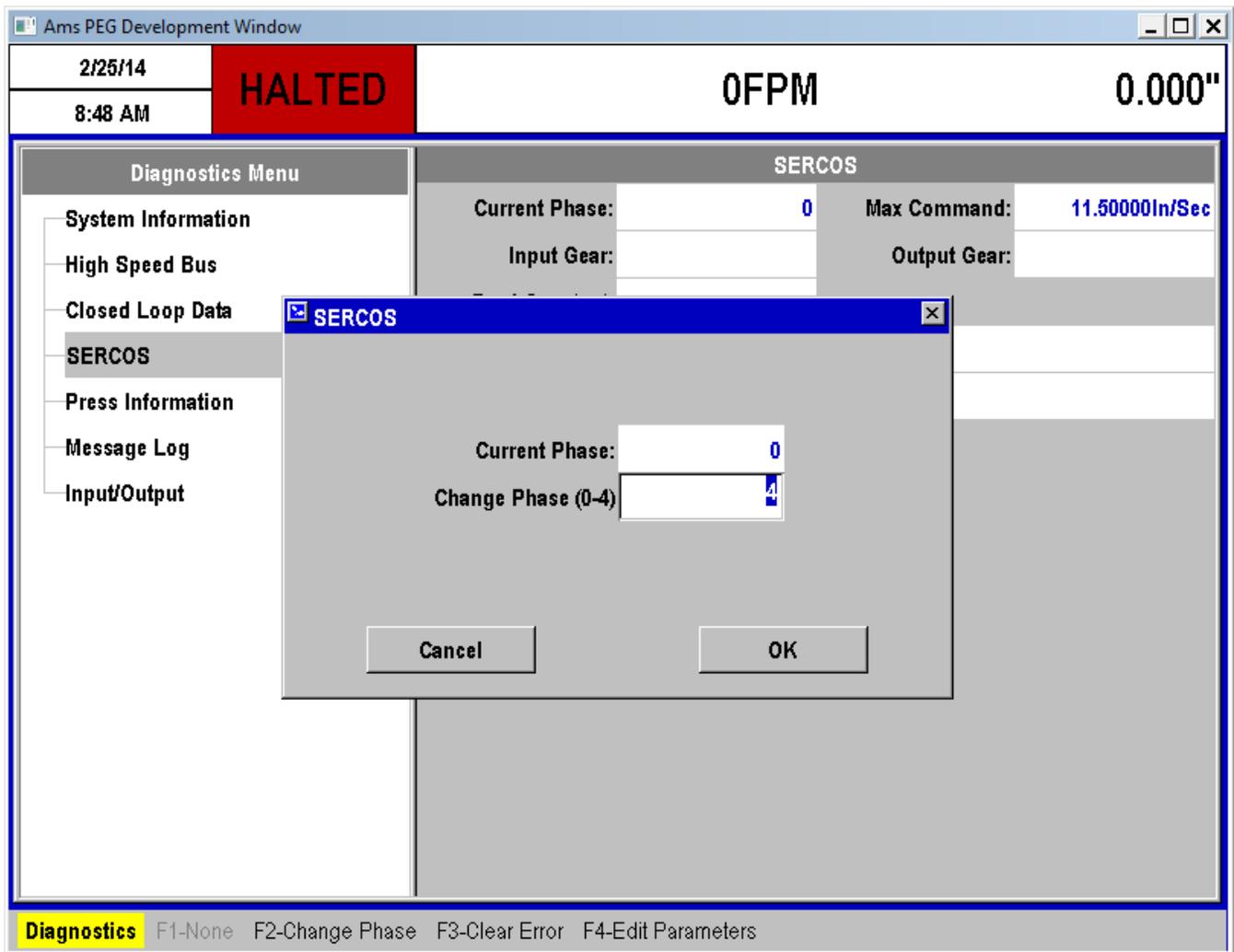
Set Operating Mode

Before attempting to move the motor, we must put the drive into an operation mode or “Phase 4.” Placing the drive into Phase 4 must be done from the XL200 Series Controller.

From the XL200 Controller display do the following:

- Touch “Diagnostics.”
- Touch “Sercos.”
- Press F2-Change Phase.
- Enter 4.
- Touch “OK.”
- Current Phase should then read “4.”

Note: If the drive fails to go to Phase 4, see the Troubleshooting section of this manual on page 30 for help to resolve this issue.



Spinning the Motor

Controller Setup

Now that the initial drive parameters are set, the system is ready for motion.

DANGER: De-couple the motor from all mechanical connections to die. Should the command signal be out of phase on start-up, the motor will quickly spin out of control in one direction, causing physical harm to equipment and personnel.

1. The motor should be disconnected from any mechanical structures, gearing, or couplings before continuing. Place the motor on the floor and secure the motor so it can't roll. Most servo motors have enough torque to roll over or even flip in the air, causing damage to the motor or those standing near.
2. The closed-loop AMS Controls controller must now be programmed with the information required to begin testing the servo system. Explanations of these parameters follow.
3. Begin by setting the following parameters to their corresponding “start-up” settings:

Jog Select	Die
Loop Gain	5
Maximum Die Return Velocity	Max. Line Speed + 15fpm
Minimum Die Return Velocity	1*
Acceleration	Line Speed in fpm + 10-15
Return Acceleration	Same as Acceleration
Minimum Die Distance	See Below
Maximum Die Distance	Max. Travel Allowed**
Line Resolution	See Below

Jog Select

The **Jog Select** parameter allows the operator to switch from jogging the line through the controller to jogging the die. If “Line” is selected, the controller turns on its Forward and Reverse outputs when the corresponding inputs are activated.

When “Die” is selected, the controller does not turn on its directional outputs when the jog buttons are pushed. When the controller is configured to jog the die, and a jog input is received, the controller turns on its Drive Enable output and tries to command the drive with the analog signal.

Loop Gain



In simple terms, **Loop Gain** reflects the responsiveness of the motor. If this number is too low, the motor will be slow and sluggish to respond. If the **Loop Gain** is set too high, the motor will become “over-stable” and begin to oscillate.

AMS Controls sets the **Loop Gain** as high as possible without pushing the motor into an “over-stable” state. This is accomplished by increasing the **Loop Gain** until the motor begins to oscillate, then backing the number down until oscillation goes away.

For most applications, the **Loop Gain** for a Bosch-Rexroth motor/drive combination should be set around 10-15.

Maximum Die Return Velocity/Minimum Die Return Velocity

When running parts, the AMS Controls controller can calculate the speed at which it needs to bring the die back to the home position in order to achieve the next part. It is programmed to always try to come back as slowly as possible to save wear and tear on the servo/actuator system*.

The **Maximum Return Velocity** of the motor should be set high enough so that the controller can bring the die back to the home position before the next cut point is reached. For most applications, adding 10 to 15 feet per minute to the maximum line speed is sufficient.

If the controller is able to achieve the first target, but displays a “Missed Shear” error afterward, increase the **Maximum Die Return Velocity** to overcome this problem.

Minimum Die Return Velocity should be set as low as possible to extend the life of the mechanical parts on the servo/actuator system. However, should the need arise to bring the die back to the home position faster, the **Minimum Die Return Velocity** parameter can be set as high as is necessary.

**On Hole Detect models, the controller is not programmed with the part length, so it cannot calculate a return speed. In these cases, the controller will always bring the die back to home at the Maximum Die Return Velocity. Careful consideration should therefore be given when setting the drive “Bipolar Velocity Limit Value” on controller models with the Hole Detect option. See the section “Velocity Scaling”*

Acceleration/Return Acceleration

Acceleration is the rate at which the controller brings the die up to line velocity. Enter the value calculated for the sizing of the application.

Return Acceleration should be set high enough for the controller to bring the die up to speed to get back to the home position, but **Return Acceleration** can usually be set lower to increase the life of the mechanical equipment in the servo/actuator system.

Minimum Die Distance

Minimum Die Distance is the minimum amount of distance the die must travel at the controller's programmed **Acceleration** to reach line velocity. This distance can be calculated by using the following formula:

S_0 = Line Speed in Feet per Minute
 S_1 = Line Speed in Inches per Second
 D = Total Dwell Time of Press
 A = Acceleration

$$S_0 / 5 = S_1$$

$$(S_1)^2 / (2 * A) = \text{Minimum Die Distance}$$

Every time the controller accelerates the die to line speed to achieve a cut, the die typically overshoots the actual target, initially, and spends a little time trying to compensate for the overshoot. This results in something of a dampening curve. The higher the **Acceleration**, the longer it takes for the controller to position the die accurately. Increasing the **Minimum Die Distance** can decrease tolerance problems caused by this overshoot.

Maximum Die Distance

Depending on the setting of the **On Tolerance Error** parameter in the controller, this parameter may or may not be critical. If the **On Tolerance Error** parameter is set to "Stop No Cut," the controller will begin calculating its tolerance when the die reaches the **Minimum Die Distance**, and will not fire the die until it's in tolerance. If the controller cannot achieve tolerance by the programmed **Maximum Die Distance**, it will not make the cut, but instead will stop the line, bring the die back to the home position, and give the operator an "Out Of Tolerance" error.

If the **On Tolerance Error** parameter is set to "Cut and Stop," the controller will fire the die at the **Minimum Die Distance** and calculate tolerance error at the end of the **Shear Dwell Down Time**. In this instance, **Maximum Die Distance** is ignored.

In any case, the controller updates the Lag time of the servo system whenever the die is traveling between the Minimum and Maximum Die Distances.

Line Resolution

The **Line Resolution** parameter is the amount of material represented by one pulse from the line encoder. Line Resolution is calculated using the following formula:

P = Model of AMS Controls Encoder or the Pre-Quadrature Pulses per Rev. of a Non-AMS Controls Encoder



D = Diameter of the Measuring Wheel

C = Circumference of the Measuring Wheel

π = Pi, a Mathematical Constant Approximately Equal to 3.14

$$C = \pi * D$$

$$\text{Line Resolution} = C / (P * 4)$$

4. Reset the line/console. The drive should display “Ab” on the digital read out on the firmware module. This indicates the drive is powered up and ready for motion. If the module displays any other code, check the Bosch-Rexroth Functional Description manual for the appropriate firmware version. Call AMS Controls if questions arise. AMS Controls technicians are experts in the use of these drive systems with AMS Controls XL Series controllers. Bosch-Rexroth technicians may not be able to assist in start-ups because they do not know how our controller interfaces with the drive.
5. Enter the controller setup screen “Closed Loop Data” and select “Jog Die Accelerator” from the menu. The screen will display a position of 0.000”. Press the “Jog Forward” button. The motor should begin turning. Check the motor rotation. If the motor is turning in the wrong direction, see the section “**Reversing the Motor Direction.**”
6. Now that the motor is turning in control and in the proper direction, reconnect the motor to the actuator or roll feed mechanism. This should be done with the power removed from the drive and motor.

***Before moving the die, over-travel limit-switches and the home switch must be in place. Over-travel switches should be part of the E-Stop chain for the machine. Shock absorbers should be mounted at both ends of the travel to maintain the AMS Controls warranty on the actuator and to protect the mechanical equipment from damage. Additional hard, or physical, stops should be added to prevent damage to equipment and personnel.**

7. Press the “Manual Shear” button to home the die and zero the position reading on the controller. This will move the die to the home switch, bring the die off the switch, then back onto the switch and fire the press. If any **Shear Die Distance** has been programmed, the die will move to the programmed position before the press fires.

The manual shear button must remain depressed until the controller fires the press, or the process will be aborted. This is a safety feature of the controller.

8. Enter the “Setup” menu and go to the “Closed Loop Data” submenu in the controller. Select “Die Test” from the “Closed Loop Data” submenu. Enter a test length and a line speed to simulate and press enter to begin the test. The die will begin to simulate production.



It's usually a good idea to start off at a low speed (10-50 fpm) and work up to a test that will simulate the line at maximum production speed. This will require that the Die Test be halted and restarted for each change in simulated line speed.

9. The AMS Controls Closed-Loop controller performs its main function by accelerating a cutting tool to line speed, matching position and speed of the target, and firing a press to actuate the cutting tool. The controller accomplishes this by using the **Acceleration** and **Minimum Die Distance** programmed by the user.

One way to improve tolerance is to increase **Minimum Die Distance**. This gives the controller more distance to match speed and position of the target. Lowering **Acceleration** can accomplish the same thing by decreasing the amount of "overshoot" of the die once it has reached line velocity.

Try increasing **Minimum Die Distance** until it no longer seems to have an effect on the tolerance. At this point, begin increasing **Loop Gain**. **Loop Gain** is the final tool in fine-tuning the servo system.

Loop Gain should be increased until the tolerance begins to become more erratic. At this point, the closed-loop is over-stable. Set the gain to a lower, more stable number.

Troubleshooting

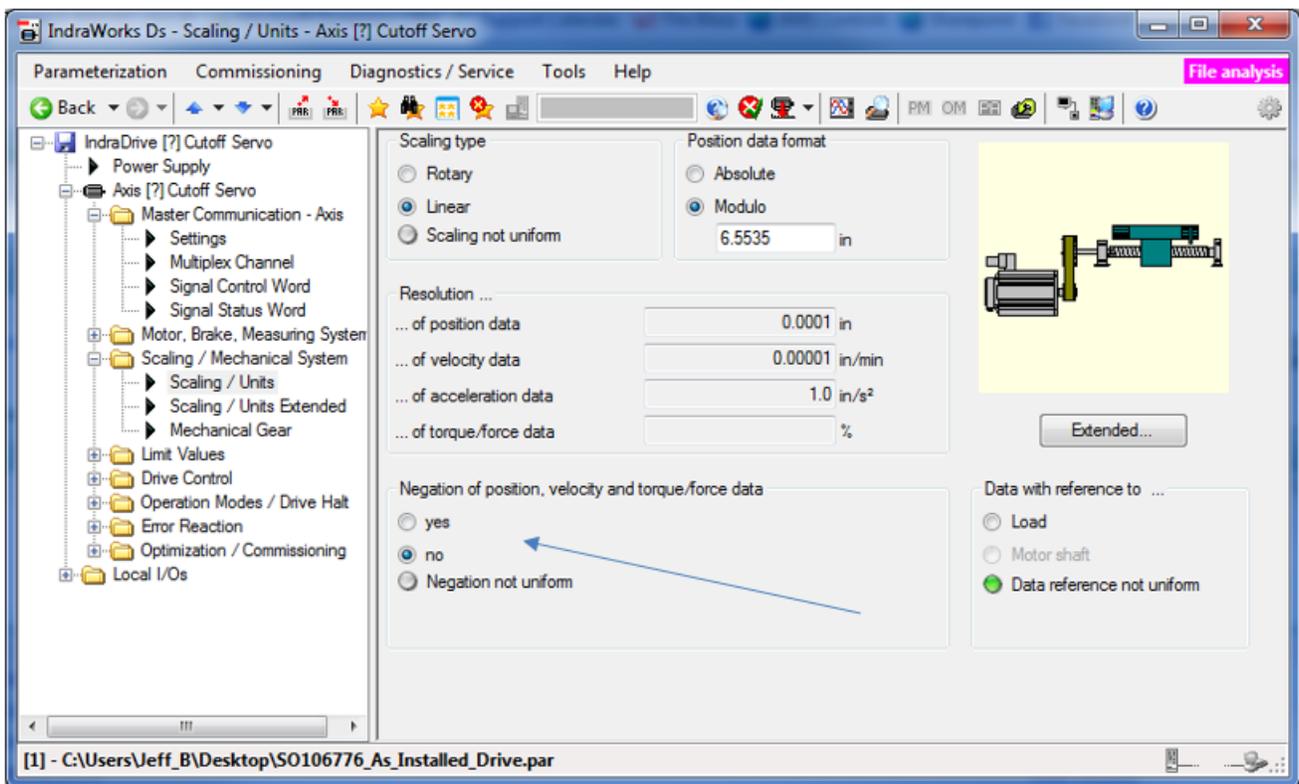
Reversing the Motor Direction

Once you have commissioned your drive, and you find that the motor is spinning in the opposite direction that is required, it is possible to invert this direction.

In order to invert the motor direction you must first place the drive into parameterization mode. See **Set Parameterization Mode** on page 9. Then do the following:

- Scaling/Mechanical System
- Scaling/Units

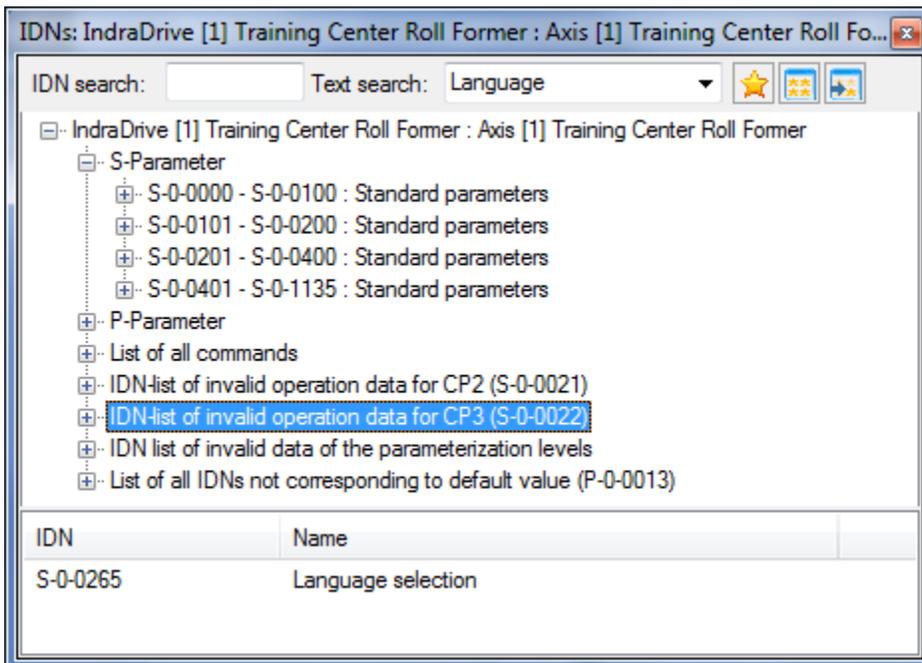
The direction of the motor can be inverted by changing the state of the setting for “Negation of position, velocity, and torque/force data”. If it is set to yes, change it to no – or vice versa. See below:



Drive will not go to “Phase 4”

For various reasons, you may encounter an issue where the drive will get stuck on Phase 2 or Phase 3 and will not go into Phase 4. For the drive to enter Phase 4, it must have valid parameters. Sometimes parameter adjustments effect other parameters in a negative way and must be corrected. In order to determine which parameters are prohibiting the drive from getting to phase 4, we do the following:

- Click “Parameterization.”
- Click “Parameters.”
- Click “Search Parameters.”
- Click the “IDN-list of invalid operation data for CP2.”
- Click the “+” and look for invalid parameters. If any exist, double click them and correct them.
- Click the “IDN-list of invalid operation data for CP3.”
- Click the “+” and look for invalid parameters. If any exist, double click them and correct them.



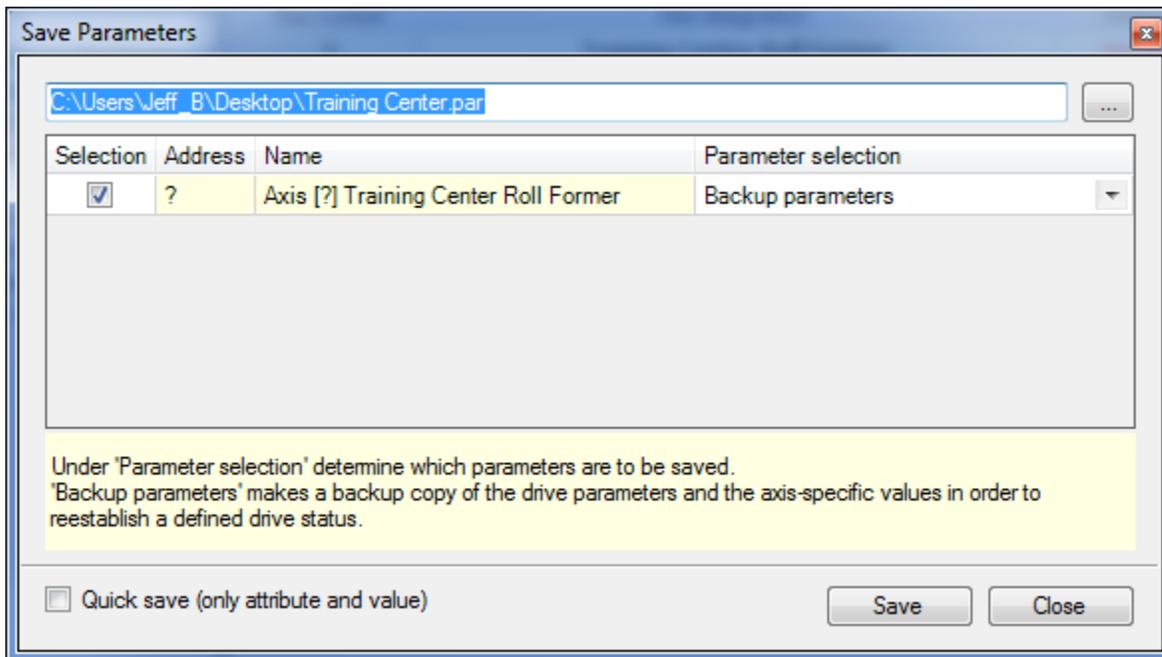
Backup and Restore Parameters

Back Up Parameters

It is recommended to back up or “Save” the parameters once the drive is commissioned in case parameters are lost. Prior to backing up parameters, you must first place the drive into a “Parameterization mode” or “Phase 2”. See the section for **Set Parameterization Mode** on page 9 for assistance. To back up the parameters do the following:

- Click “Parameterization.”
- Click “Save...”
- Click the address bar at the top and choose a location to save the file.
- Click “Save.”

Once the process is complete, click “Close”. At this time you must place the drive back into “Operation Mode” or “Phase 4”. See the section **Set Operating Mode** on page 24 for assistance.



Restore Parameters

In case of a problem, you may want to restore parameters from a known good state. In this case you may want to restore or “Load” parameters. Prior to loading parameters, you must first place the drive into a “Parameterization mode” or “Phase 2”. See the section Set Parameterization Mode on page 9 for assistance. To restore the parameters do the following:

- Click “Parameterization.”
- Click “Load...”
- Click the address bar at the top and choose a location to load the file.
- Click “Loading.”

Once the process is complete, click “Close”. At this time you must place the drive back into “Operation Mode” or “Phase 4”. See the section Set Operating Mode on page 24 for assistance.

