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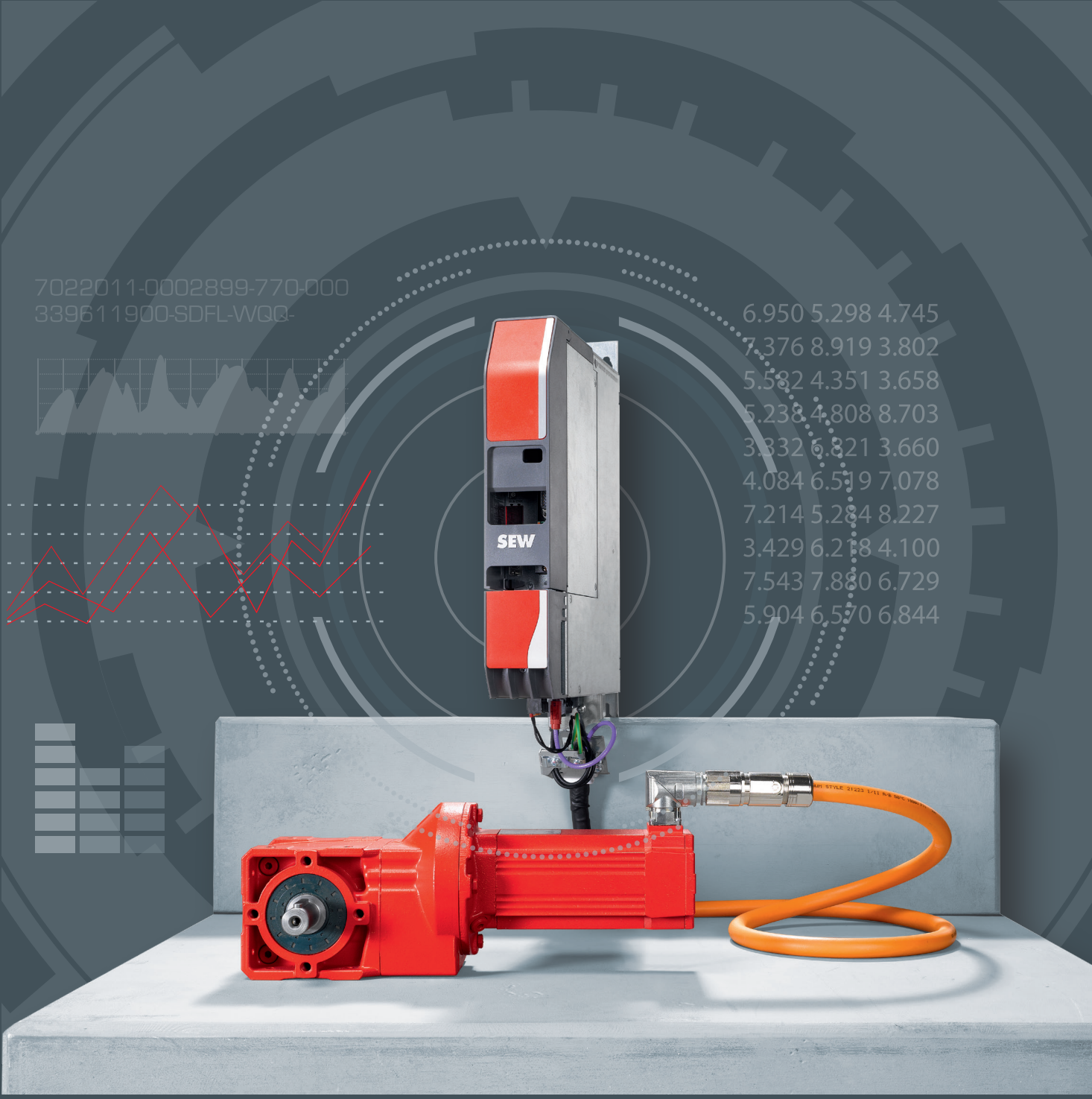


Driving the world



Enabling Connectivity and Digitalization

MOVI-C® with MOVILINK® DDI and DriveRadar®
Digital motor integration



DriveRadar® improves system availability

Thinking ahead and taking preemptive action

The umbrella brand DriveRadar® pulls together intelligent and scalable services for a smart and interconnected factory. Thanks to these services, users can monitor and analyze simple electromechanical components, individual process steps, or entire systems. This makes it possible to predict the condition of systems and schedule maintenance work.

Using DriveRadar® enables us to increase product and system availability (OEE) significantly. To ensure information and data can be exchanged and interpreted, drives need to become more communicative. This is exactly what digital motor integration makes possible.

MOVILINK® DDI digitalizes drives

Thanks to the digital motor integration that the MOVI-C® modular automation system offers with MOVILINK® DDI, we can already give you the functions you will need to realize your factory of the future. It is all based on our single-cable technology, which we use to connect drives to power and data.

The inverters of the MOVI-C® modular automation system are extensively equipped with the MOVILINK® DDI communication technology. A MOVILINK® DDI communication unit is added to the drives and forms the heart of digital motor integration. This data node is used to implement all communication between drive and inverter, and to control the numerous MOVILINK® DDI options and functions.

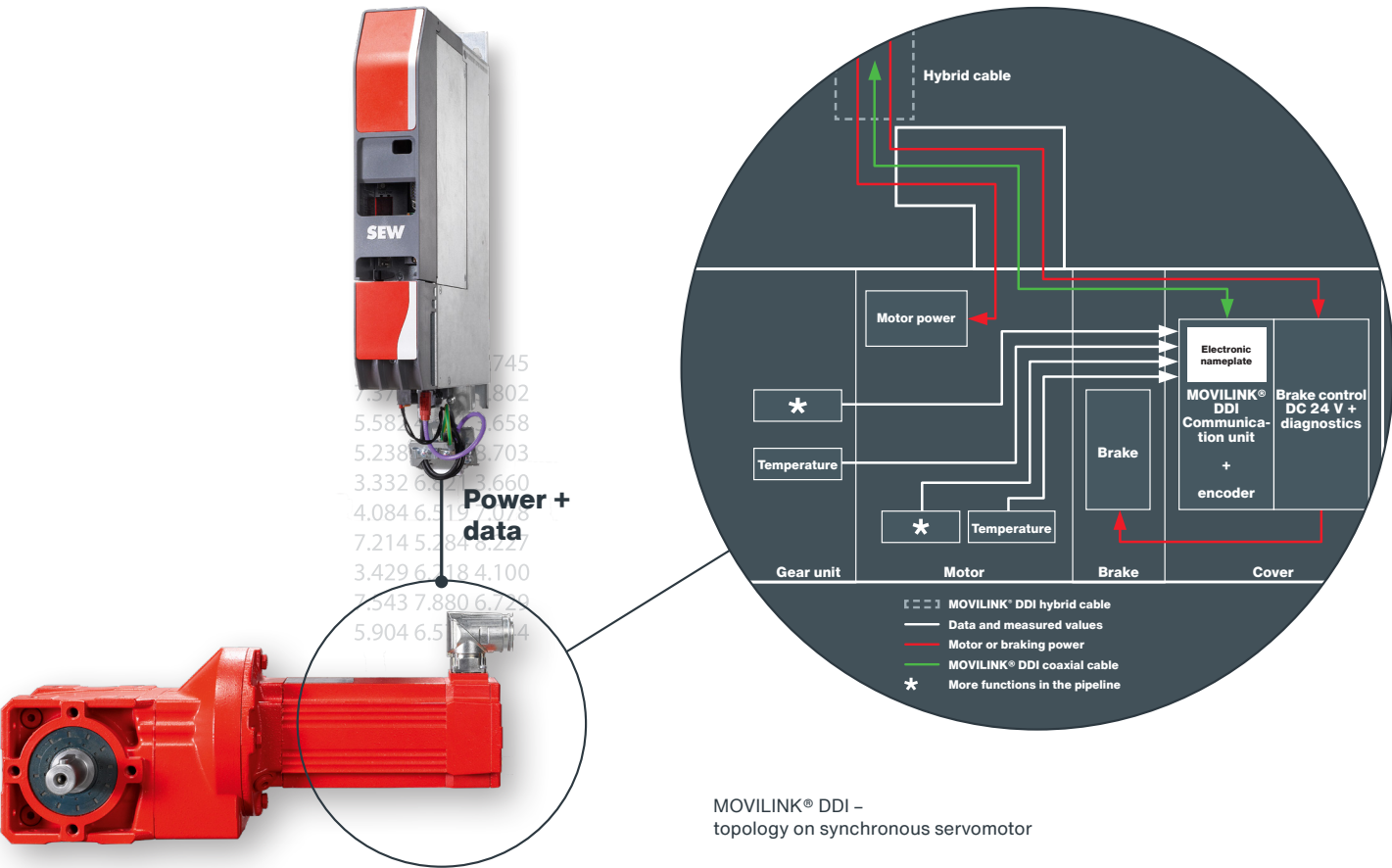
MOVILINK® DDI – digital motor integration

- Plug-and-play thanks to auto startup
- Electronic nameplate
- A single connectivity system for inverter, motor, motor temperature, encoders, brake, sensors, condition monitoring, and other options
- Single-cable technology for all motors and drives
- Significantly shorter installation times
- Optimized parts logistics
- Drive-based condition monitoring with the DriveRadar® DU1Z sensor modules in combination with DriveRadar® SmartDataCollector, DriveRadar® IoT Suite and DriveRadar® EdgeProcessingUnit
- Integrated connection of encoders in all performance classes, including safety encoders *

- Brake by wire – digital control of working and holding brakes
- Sustainability – regulated brake control as a means of saving energy
- Direct and integrated monitoring of braking system wear
- Optional integrated, drive-based condition monitoring with DriveRadar® sensor modules *
- Intelligent self-diagnosis functions such as bearing monitoring, oil aging and mounting position *






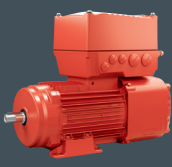















* In the pipeline

DriveRadar® portfolio



MOVI-C® with digital motor integration


Frequency inverter

Control cabinet technology	MOVITRAC® advanced	MOVIDRIVE® system	MOVIDRIVE® technology	MOVIDRIVE® modular	Decentralized technology	MOVIMOT® flexible	MOVIMOT® advanced	MOVIMOT® performance	MOVIGEAR® performance
									
Brief description	Standard inverter for system automation	Application inverter for single-axis automation in combination with MOVIDRIVE® modular	Application inverter for single-axis automation	Application inverter for multi-axis automation		Decentralized inverter with field distributor function	Asynchronous or synchronous motor with decentralized inverter	Synchronous motor with decentralized inverter	Drive unit consisting of synchronous motor, gear unit, and decentralized inverter
Synchronous motor operation									
Asynchronous motor operation									
Power range	0.25 – 315 kW	0.55 – 315 kW	0.55 – 315 kW	0.6 – 90 kW		0.55 – 7.5 kW	0.37 – 7.5 kW (IE3: DRN..) 0.69 – 2.4 kW (IE5: DR2C..)	0.75 – 4.19 kW	0.75 – 2.2 kW
Nominal output current	1 – 588 A	2 – 588 A	2 – 588 A	2 – 180 A		2.0 – 16 A	2.0 – 16 A	2.0 – 16 A	2.0 – 5.5 A
AC connection voltage	3 × 380 – 500 V 3 × 200 – 240 V 1 × 200 – 240 V	3 × 380 – 500 V 3 × 200 – 240 V	3 × 380 – 500 V 3 × 200 – 240 V	3 × 380 – 500 V		3 × 380 – 500 V			
Overload	150% for 30 s	200% for 3 s	200% for 3 s	250% for 1 s		Up to 300% for 5 s	Up to 210% for 5 s (IE3: DRN..) Up to 270% for 5 s (IE5: DR2C..)	Up to 300% for 5 s	Up to 300% for 5 s

Connection technology

Single-cable technology

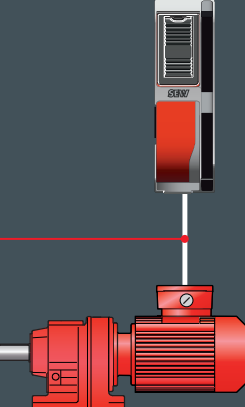
One cable (power cross-section) can be used for all drives



Power (U, V, W, PE)
Brake
Coaxial MOVILINK® DDI data cable

Hybrid cable with combination of

Motor power	Braking power	MOVILINK® DDI coaxial cable
4 × 1.5 mm²	4 × 1.0 mm²	RG58
4 × 2.5 mm²	4 × 1.0 mm²	RG58
4 × 4.0 mm²	4 × 1.0 mm²	RG58
4 × 6.0 mm²	4 × 1.5 mm²	RG58
4 × 10.0 mm²	4 × 1.5 mm²	RG58



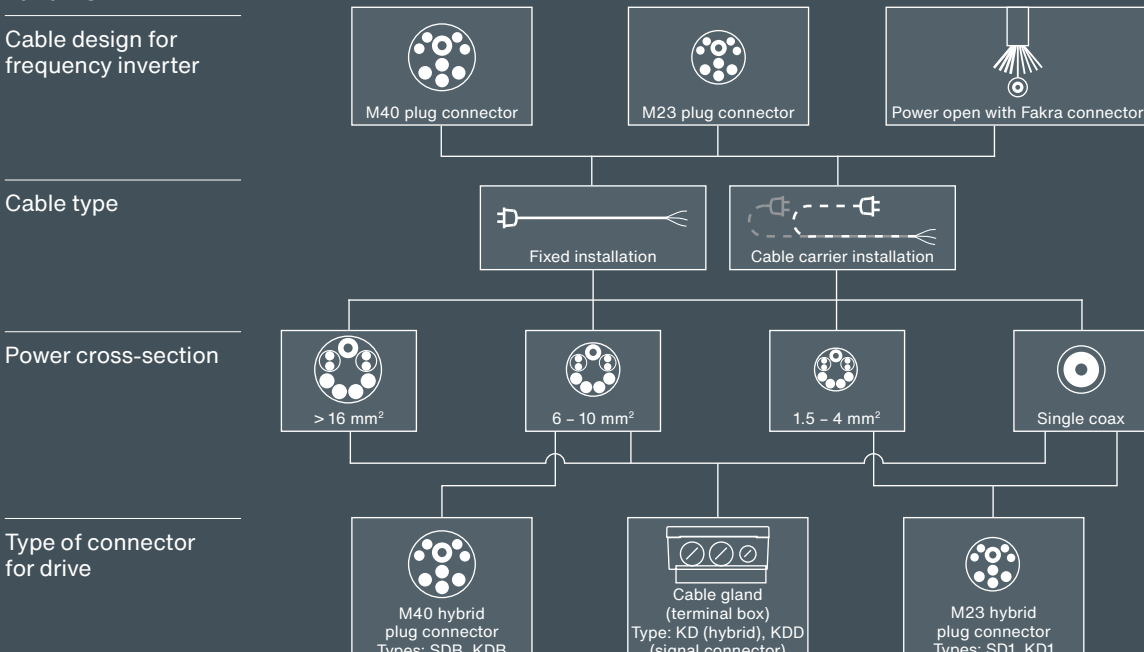
Variants

Cable design for frequency inverter

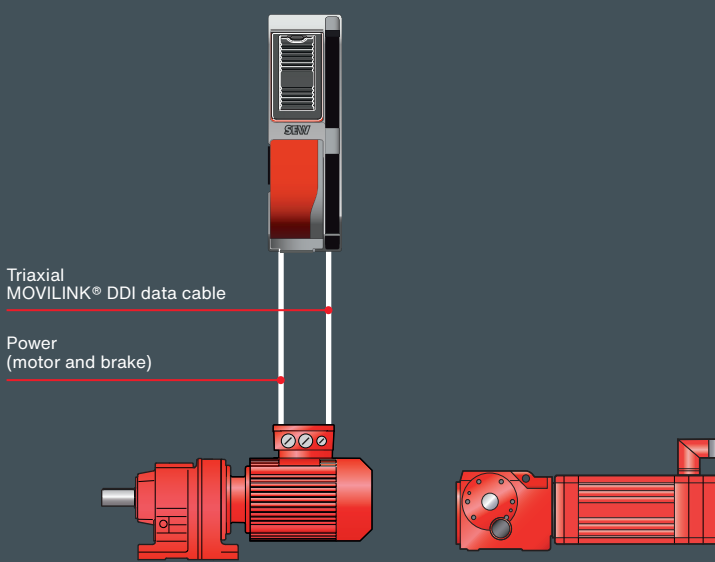
Cable type

Power cross-section

Type of connector for drive



























































Multi-cable technology


















Triaxial MOVILINK® DDI data cable
Power (motor and brake)

Motors

Asynchronous and standard motors	Synchronous motors	MOVIGEAR® classic	MOVIGEAR® performance	Linear motors
DRN../DR2S../DR2L 71 – 180 (225) DR2C 71 – 80 (132S) DRU (71) 90 – 225 Planned	CMP (40) 50 – 100 (112) CM3C 63 – 100			SLC SL2 Planned
Sensor technology and condition monitoring	Sensor technology and condition monitoring	Sensor technology and condition monitoring		
    DU1Z    Planned    BG1Z (BZ brake: AC 200 – 500 V)    Planned    AK8Z (16 bit incremental, 16 bit multi-turn) AI9Z (16 bit incremental, 16 bit multi-turn) Planned    Planned	    Planned    Planned    BG1Z (BZ brake: AC 200 – 500 V) BS1Z (BK/BZ.Z brake DC 24 V)    AZ2Z (12 bit single-turn, 16 bit multi-turn) AZ4Z (18 bit single-turn, 16 bit multi-turn)    EZ2Z (12 bit single-turn) EZ4Z (18 bit single-turn)    Planned	    Planned    AZ1Z (12 bit single-turn, 16 bit multi-turn)    Planned		    EL3Z (< 1 mm linear)     Planned
Encoder	Encoder	Encoder		Encoder
Auto startup	Auto startup	Auto startup		Auto startup

Key

Condition monitoring DriveRadar® sensor modules	
– Vibration/acoustics	
– Temperature	
– Magnetic fields	
– Humidity/condensation	
Gear unit monitoring	
– Vibration	
– Temperature	
– Oil condition	
Intelligent brake control	
– Energy-saving brake control	
– Temperature and capacity utilization	
– Wear monitoring	
Encoder-free control	
Incremental encoder	
Single-turn absolute encoder	
Multi-turn absolute encoder	
Functional safety possible	
Electronic nameplate	
Planned function	

