



Main

Product or component type	Resistance braking unit
Range compatibility	Altivar Process ATV900
Maximum braking power	80 kW
Product compatibility	Variable speed drive ATV930 without braking chopper 55 kW 200...240 V Variable speed drive ATV930 without braking chopper 75 kW 200...240 V
Thermal losses	400 W
Activation threshold	395 V DC +/- 1 %
Permanent braking power	60 kW (at constant power and at engage threshold)
Protection type	Integrated thermal protection by thermal probe
Minimum resistor value to associate	1.4 Ohm

Complementary

Electrical connection	Cable, connection capacity: 3 x 120 mm ² , 3 x 250 kcmil <= 5 m between drive and braking unit Cable, connection capacity: 3 x 120 mm ² , 3 x 250 kcmil <= 10 m between braking unit and braking resistors
Maximum DC bus voltage	450 V
Load factor	0.05 for 150 kW at constant power and at engage threshold 0.15 for 120 kW at constant power and at engage threshold 0.5 for 95 kW at constant power and at engage threshold 1 for 75 kW at constant power and at engage threshold
Cycle time	<= 240 s
Volume of cooling air	166 m ³ /h
Operating position	Vertical +/- 10 degree
Mechanical robustness	Vibrations class 3M4 conforming to IEC 60721-3-3
Product weight	15.5 kg
Width	216 mm
Height	658 mm
Depth	303 mm

Environment

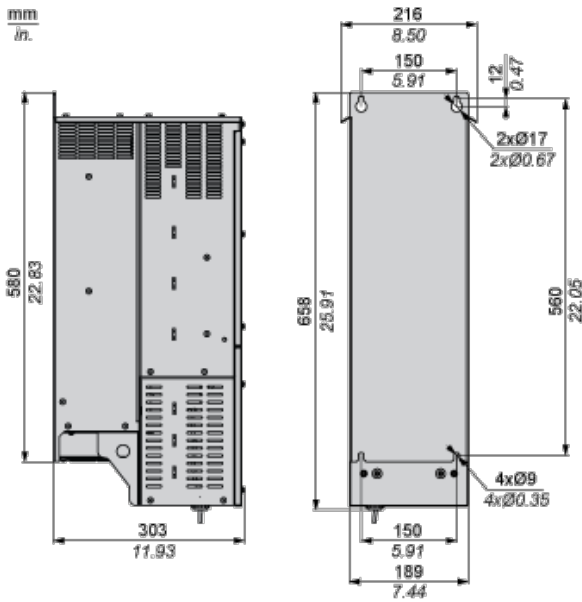
ambient air temperature for operation	-10...50 °C
ambient air temperature for storage	-40...70 °C
IP degree of protection	IP20 IP21 on top
environmental characteristic	Chemical pollution resistance class 3C3 conforming to IEC 60721-3-3 Dust pollution resistance class 3S3 conforming to IEC 60721-3-3 Humidity resistant class 3K3 conforming to IEC 60721-3-3
relative humidity	5...95 % without condensation
operating altitude	<= 1000 m without derating 1000...4000 m with current derating 1 % per 100 m

Offer Sustainability

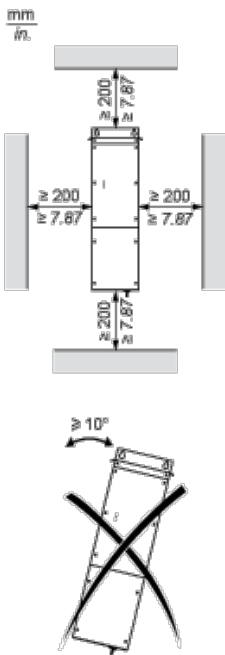
Sustainable offer status	Not Green Premium product
RoHS (date code: YYWW)	Compliant - since 1545 - Schneider Electric declaration of conformity

Dimensions

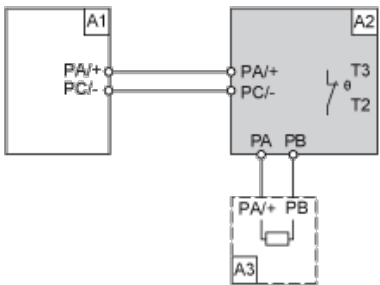
Left Side and Rear View



Mounting and Clearance



Recommended Schema



- A1 : Drive
- A2 : Braking unit
- A3 : Braking resistor
- PA, DC Bus

PB,
PC :
T2, Thermal relay
T3 :