Industrial Motors

Commercial & Appliance Motors

Automation

Digital & Systems

Energy

Transmission & Distribution

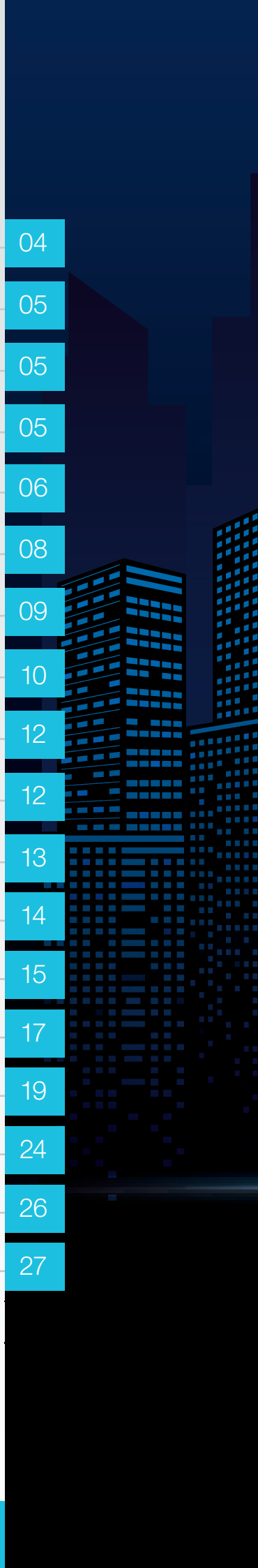
Coatings

ADL500 the Ultimate Inverter for Elevator

Smart, flexible and **unique in safety**

Driving efficiency and sustainability

SUMMARY



In the last decade the elevators have been under a tremendous evolution from the technology standpoint like never before. Safety, comfort travel, efficiency, reliability, remote access combined with the use of smartphones and tablets are the major changes that we daily experience versus the old generation systems.

WEG has developed the new **ADL500 inverter series** specific for elevators EN 81-20 / EN 81-50 certified.
The series is composed of three lines ADL550, ADL530 and ADL510 designed to answer the requirements of high rise, medium rise and low rise buildings, without to forget the big market of the modernization.

ADL510

Designed to be simple and easy to install in case of **asynchronous motors** typical of low-rise buildings or modernization both in open and close loop with incrementale encoders.

ADL530

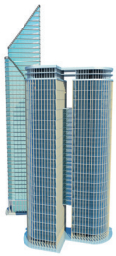
Designed to control both **geared and gearless** motors with integrated on-board **universal encoder interface** (EnDat, SinCos, BiSS, SSI and Digital Incremental) and built-in CAN port for communication by **CANopen 301** and **CANopen Lift DS417** are ready to use. The Wi-Fi interface allows to connect directly to the drive using a smartphone, tablet, or PC through the dedicated APP **WEG Liftouch** or the **WEG DriveLabs** configurator SW.

ADL550

In addition to ADL530 features, ADL550 integrates:

- **Advanced safety functions:** Safe Torque Off SIL3 (phase contactor-less), Safe Brake Test (SBT) to check the motor brakes effectiveness, and the Safe Brake Control SIL3 (SBC) that replaces the electro-mechanical brakes contactors by internal electronics with the accessory EBC500 (brake contactor-less).
- **Elevator positioning control** (EPC) that allows to have a better comfort with the direct approach and precise floor levelling even for very high demanding elevators.
- **Stand-by management**, to power supply only the regulation card of the drive to eliminate the energy consumption during the idle state.
- **DCP3 and DCP4** serial communication protocol with dedicated expansion card.

Segments

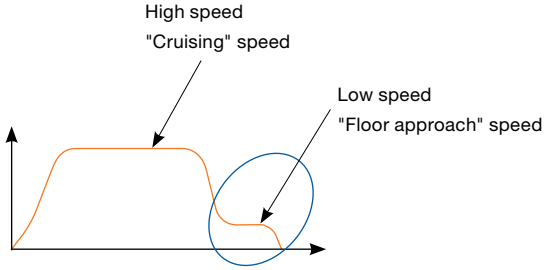



	High demanding High rise	Mid demanding Mid rise	Low demanding Low rise	Home lift
Profile	- Height: 90+ m - Floors: 30+ - Speed range: up to 5 m/s	- Height: 18...90 m - Floors: 6...30 - Speed range: 0.8...2.5 m/s	- Height: 12...18 m - Floors: 3...6 - Speed range: 0.6...0.8 m/s	- Height: 4...12 m - Floors: 1...2 - Speed range: 0.3...0.6 m/s
Requirements	- High speed - Reliability - Smooth acceleration and ride comfort - Low noise - Limited passengers' waiting and travel time - Regenerative solution	- Cost saving - Space saving - Low energy consumption - Smooth acceleration and ride comfort - Regenerative solution		- Cost saving - Space saving (MRL) - Low energy consumption - Low noise - Easy commisioning - Single phase 230 V
Specific functions	- Advanced safety functions - Remote monitoring - Pre-torque and precise landing at floor - Contactor-less - Door pre-opening - AFE regenerative units	- Optimized hardware solutions - Pre-torque and precise landing at floor - AFE regenerative units		- Optimized hardware solutions - Contactor-less - External +24 Vdc power supply for stand-by control - Rapid commissioning

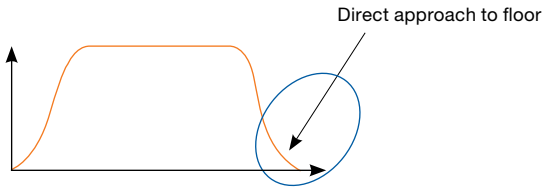
Guide to selection

	High demanding High rise	Mid demanding Mid rise	Low demanding Low rise	Home lift
Regenerative	 AFE200 + ADL500			
Non regenerative	 ADL550	 ADL530	 ADL510	 ADL550-2M

Elevator control type



Speed profile



Position profile

Fields of application

Traffic profiles

Although an application may be defined initially in terms of floor number and car speed, the various traffic profiles are another essential factor for its better definition.
Buildings used for offices, apartments, businesses or public services require an adequate analysis of their traffic profile in order to choose the best system and all of its components.
The number of people, direction of movement, and specific time bands determine different traffic profiles, characterized by:

- People entering or leaving the loading lobby
- Inter-floor traffic
- Traffic on specific floors
- Peak hours
- Average car load

Each type of building will have different traffic profiles to be managed by the lift system.

Office buildings

These have two peak periods: up-peak in the morning and down-peak in the evening, with inter-floor traffic limited to specific floors (restaurants, car parks, and common areas).
The system must be designed to reduce waiting times for people entering the loading lobby in the morning, to efficiently receive calls from people leaving in the evening, and to manage full loads at peak hours.
Homing functions are typically used, in which the car automatically goes to the floor in specific time bands.
Functions such as door **pre-opening and express arrival** (available in the ADL500 family) **reduce waiting times and increase the traffic handled**.
Functions such as pre-torque increase comfort regardless of the number of people in the car.

Hotels

There is a peak in the morning to the restaurant floor for breakfast and to the exit, whereas incoming traffic has no specific peaks.
Inter-floor traffic mainly regards the hotel staff or specific floors (leisure, catering).
The entire system is improved by functions that reduce waiting times and that best manage full cars.
The ADL500 provides functions such as pre-torque and door pre-opening **to improve system performance**.
The integrated STO allows to avoid installations on contactors, **reducing the switching noise**.

Fields of application

Traffic profiles

Hospitals

Peak hours are during visiting hours (if concentrated in specific time bands).
Hospitals have heavy inter-floor traffic due to patients moving from one ward to another and to movements of personnel. Hospitals can **greatly reduce energy costs by using regenerative solutions**, even in Low and Mid Rise applications.
Regardless of height, comfort and landing speed are critical for handling emergencies and for moving people with physical limitations.
Functions such as **precise landing at the floor and comfort** when running and starting/arriving are requirements that cannot be entrusted to general purpose drives. The ADL500, designed for civil lift applications, is the best answer.
The 24h x 365 days **remote monitoring** open the possibility to the predictive maintenance reducing the down service.

Residential buildings

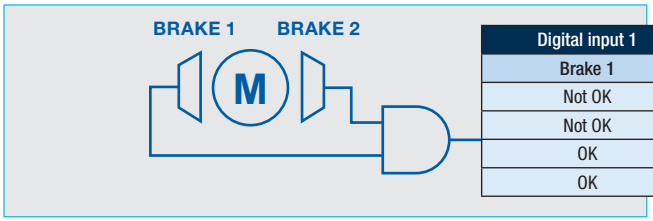
Residential buildings have no peak traffic hours, although traffic in the morning and in the evening is higher than the daily average. There is practically no inter-floor traffic.
Because of the progressively aging population, system down-time must be reduced to an absolute minimum, and all components must be selected on the basis of quality and reliability.
Thanks to the **stand-by management it is possible to save energy** limiting the power consumption to a few watts in not operative elevator time bands.
The noise expecially in the night can be dramaticaly reduced by the contactorless configuration.

Advanced safety functions

Since years WEG aims to increase more and more the **level of safety** of the inverters, helping the operators to reduce installation and maintenance costs avoiding the use of external components.
The ADL550 series integrates multiple safety features that are requested by the current standards **EN 81-20 / EN 81-50**.

UCM (Unintended Car Movement)

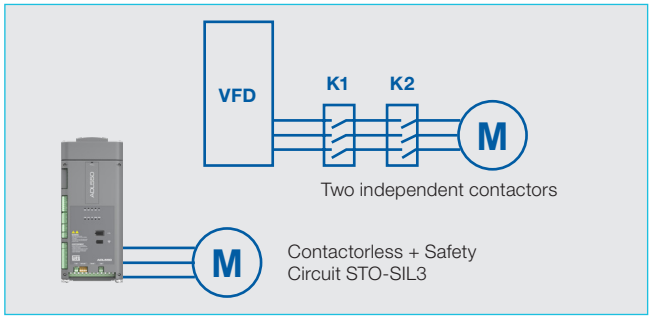
As reported in the paragraph 5.6.7 in the EN 81-20, it is requested the immediate stop of the car in case of movement with doors open. To answer this requirement, WEG introduced the continuous independent monitoring of the brakes feedback.

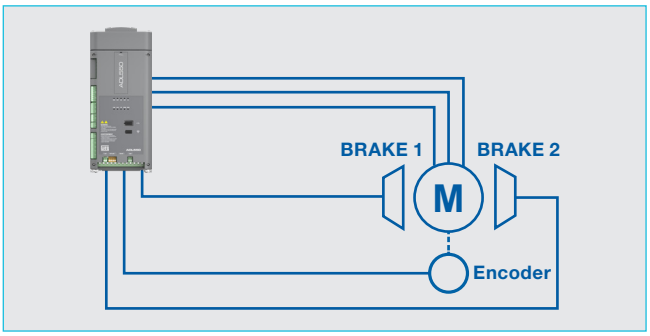


Digital input 1	Digital input 2	Relay output 1	Alarm
Brake 1	Brake 2	Drive OK relay	Brake alarm
Not OK	Not OK	Closed	ON
Not OK	OK	Closed	ON
OK	Not OK	Closed	ON
OK	OK	Open	OFF

STO (Safe Torque Off) SIL3

Based on the paragraph 5.9.2.5 in the EN 81-20, in order to cut the motor power supply that cause the motor rotation it is requested to use two independet contactors that increase the cost of the installation and the noise of the switch. WEG integrated the STO-SIL3 certified safety circuit that allows to avoid the installation of external contactors between the motor and the inverter.



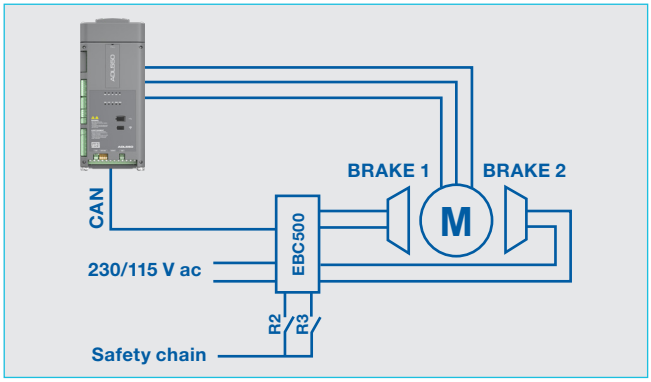


SBT (Safe Brake Test)

WEG has developed a specific function to test the holding torque of the motor brakes (operational or holding brake) in motor with encoder, both with the two brakes active or for each brake independently. If, during the test, the rotor moves beyond an acceptable range an alarm is raised.

EBC500 - Electronic Brake Control SIL3

The EBC500 (Electronic Brake Control) is an external optional module designed by WEG for the new inverter family ADL550, that enable the safe control and monitoring of the motor's brakes. The traditional electro-mechanical brakes contactors, subject to wear and failures are replaced by internal electronics featuring longest lifetime (zero contactors solution) reducing the maintenance cost and increasing the durability of the service life of the brakes.



Smart Connectivity

Wired or Wireless: the new era of accessibility

The **ADL500 series** introduce operators in a new era of inverter management. Together with the traditional approach by plugged keypad or cabled PC, that oblige the operators to be on-site and close to the drive; WEG introduces a new generation of inverter management based on the modern telecommunication technology.
Thanks to WEG Liftouch, the app designed by WEG, operations like the startup, tuning, monitoring and the alarm check, can be easily achieved by mobile phone or tablet with a simple Wi-Fi connection.

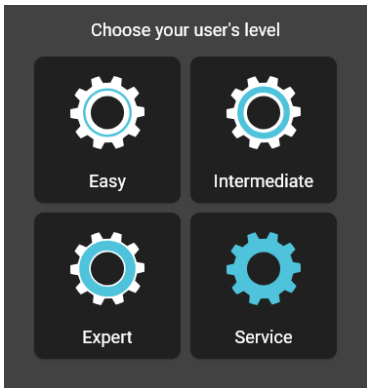
WEG Liftouch
App

WEG DriveLabs
Configuration tool

- Direct Wi-Fi connection using Wi-Fi drive link optional module.
- Direct ETH connection or through LAN using the Modbus-TCP protocol.

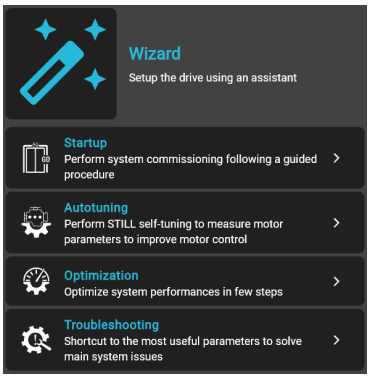
Easy to use

Following one of the famous statements of the greatest scientist Albert Einstein “Make things as simple as possible, but no simpler”, the **ADL500** drive introduces many features to meet all user profiles and needs.



3 user levels

The **ADL500** has 3 levels of users to meet every skill level. From **Easy** to **Intermediate** to **Expert** level it is possible to set the drive to give access in **Read** and **Write mode** to a selection of parameters based on user skill level. In addition, the access can be locked with customizable passwords to further secure the system giving access only to authorized users.



4 wizards

The **ADL500** drive interface has been expanded with 4 multi-step guided procedures leading the user through a sequence of small steps for:

- **Drive setup**: for drive setting at first power-on.
- **System Startup**: for elevator commissioning.
- **Performance optimization**: to optimize control response in order to maximise cabin comfort.
- **Troubleshooting**: to have direct access to the parameters affected by specific elevator operating conditions.

Universal encoder

The **ADL530** and **ADL550** have an integrated HW interface to manage multiple encoders. Encoder configuration can be simply set via SW with a dedicated parameter and selection list including all the most common encoders used in elevator application (SinCos, EnDat, SSI, BiSS, Digital Incremental).
Integrated Universal encoder leads to multiple advantages from ordering codes reduction, no need to stock expansion cards for each encoder type and no effort to mount them on the drive.

HW integrated into the drive. No dedicated ordering code for the interface board.

Connect the encoder.

Select the encoder model via SW.

EASY

Universal encoder interface

- No need of additional cards to install and stock.
- Configuration via software.

SSI Synchronous Serial Interface
BiSS INTERFACE
EnDat

Emergency Complete Functions

In case of blackouts and emergency conditions **ADL500** offer a wide range of features to meet user and application needs:

- Wide possibilities for connecting backup power supplies both through UPS (AC) and batteries (DC).
- -EMS version allow ADL500 to be powered directly with 48-96 Vdc battery bank.
- “Recommended direction” function allows the drive to automatically choose the best direction to return to the nearest floor reducing the energy consumption of the back-up power supply system.
- Integrated management of run and brake contactors during emergency maneuvers, simplifying the logic, reducing the number of components, and eliminating the need for parallel dedicated circuits.
- "Battery safe" emergency maneuver, designed to optimize energy usage by minimizing the UPS or battery power requirements during emergency operations.

Periodic Safety Check

Special functions integrated into **ADL500** allow to simply manage safety periodic tests such as:

- Elevator brakes monitoring and control.
- Elevator suspensions (belt or coated ropes) slippage check without damaging them.

ADL500

Product overview

Optional programming keypad

The optional programming keypad with internal memory is easy to use and always ready

Expansion cards

Plug-in boards for:

- additional I/Os (4DI + 2DO) or
- serial communication integration
- DCP3 and DCP4 protocols

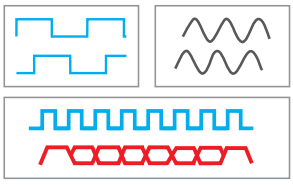
DCP3 DCP4

Input/Output

	ADL550	ADL530	ADL510
Analog input	2	2	1
Digital input	8-1 enable	8-1 enable	8-1 enable
Digital output	4 (relays)	4 (relays)	4 (relays)
Fast digital input	2	-	-

Universal multi-encoder interface

Selects the encoder type without adding dedicated boards, such as:
SinCos, EnDat, SSI, BiSS,
Digital Incremental



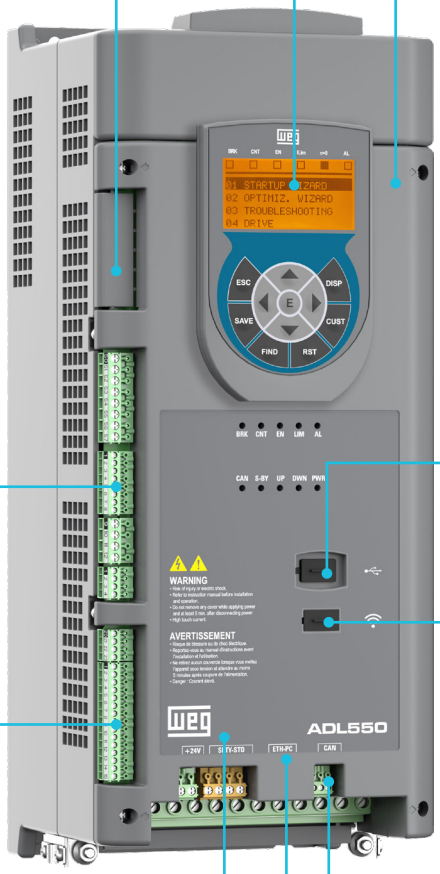
Safety functions

Safety features to prevent accidental motor start:

- SBT Safe Brake Test
- STO Contactorless SIL3 (Category PLe)
- SBC Safe Brake Control SIL3 with EBC accessory

Green approch

- Regenerative configuration with the AFE200 external modules
- External +24 Vdc power supply for stand-by management
- Hybrid power supply with supercapacitors
- Regenerative energy calculation



USB port

- Uploading and downloading parameters file
- Fast upload of motor dataplate information from free database
- Uploading languages and SW applications on board the drive
- Smart FW update
- Datalogger function

Wi-Fi communication

Plug-in for optional Drive Link Wi-Fi module for wireless communication via WEG Liftouch APP and WEG DriveLabs

CANopen port

- CANopen 301
- CANopen customizable
- CANopen Lift DS417 with dedicated SW

CANopen ID 0564

Ethernet port

Built-in Ethernet communication with Modbus-TCP protocol for direct/LAN connection to monitor and configure the drive or for remote gateway connection

Modbus TCP

ADL500

General characteristics

Model		ADL510	ADL530	ADL550
Control mode		SSC (Scalar control OL and CL) Asyn SLS (Sensorless FOC) Asyn FOC (Field Oriented Control CL)	SSC (Scalar control OL and CL) Asyn SLS (Sensorless FOC) Asyn / Syn FOC (Field Oriented Control CL)	
Motor type		Asynchronous	Asynchronous, synchronous	
Input voltage (output power)		**-4:** 3 x 400 Vac	**-4:** 3 x 230-400-480 Vac **-2T:** 3 x 200-230 Vac	**-4:** 3 x 230-400-480 Vac **-2T:** 3 x 200-230 Vac **-2M:** 1 x 200-230 Vac
Speed accuracy		±0.01% rated motor speed		
Analog inputs		1		
PTC input		-	Yes	
Digital outputs		4 (relay)		
Fast freeze inputs		-		2
Overload		183% x 10 s	183% x 10 s	183% x 10 s / 200% x 2 s
+24 V dc external supply		-		Yes
Regulation terminals		Removable		
IO extension		-		4DI + 2RO
Max output frequency		300 Hz		
EMI filter		Integrated (in the ADL5x0-...-F version)		
Braking unit		Integrated		
USB port		-	Yes	
Wi-Fi module		-	Optional	Optional
Encoder		TTL/HTL	Universal multi-encoder card integrated (TTL/HTL/EnDat/BiSS/SinCos/SSI)	
Emergency operation		Based on drive version: UPS (1x230 Vac), UPS or battery with aux PW supply (UB version), direct 48-96 Vdc battery supply (EMS version)		

Functions		- Wizards for:
		  - Drive setup
		  - Startup
		  - Optimization of comfort and performance
		  - Troubleshooting
		- Management of built-in incremental digital encoder with repetition
		- Multi-speed control (EFC)
		- Calculation of energy savings in regenerative configuration
		- Extended emergency functions
			In addition to the functions of the **ADL510**:
			- Universal multi-encoder card integrated
			- Wireless control through WEG Liftouch APP
			- USB port for:
			  - Import/export parameter file
			  - FW download
			  - Drive language selection
			  - Setting motor data from DB
			- Datalogger
			- CANopen Lift 417
				In addition to the functions of the **ADL530**:
				- Safety functions
				- System stand-by management
				- Position Control - Direct Arrival (EPC)
				- DCP3 and DCP4 protocol (with optional card EXP-DCP-ADL500)

Communication		Modbus-TCP (RJ45 port)		
Protection level		IP20		
Safety features		-		- Safe Torque Off SIL3 (Contactorless) - Safe Brake Test (SBT) - Safe Brake Control SIL3 (with EBC500 external module)
Operating temperature	Size 1/2/3	40°C (without derating) 50°C (with derating)		50°C (without derating)
	Size 4	-	45 °C (without derating) 50 °C (with derating)	
Altitude		Max 2,000 m (up to 1,000 m without derating)		
Marks		CE [1] cULus EAC Intertek UKCA Check for each individual product		
Standards		**Climatic conditions:** EN 60721-3-3 **Electrical safety:** EN 61800-5-1, ASME17.5/CSA B44.1, UL840 pollution degree 2 **EMC compatibility:** EN 12015 (with integrated filter), EN 12016 **Other elevator standards:** EN 81-20, EN 81-50, EN 50581:2012		

Notes

[1] Compliant with CE directive on low-voltage equipment (LVD 2014/35/EU, EMC 2014/30/EU, Lift 2014/33/EU, RoHS 2011/65/EU, Reach (1907/2006).

Input data

ADL5XX - ... - 4, 3 ph											
Sizes		1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
Uln • AC input voltage	Vac	three-phase 230 - 400 - 480 Vac -15% +10%									
Fln • Input frequency	Hz	50/60 Hz, ±5%									
Connection to TT and TN networks		Yes, standard version									
Connection to IT networks		Yes, dedicated version available upon request [1]									
Choke		Optional (DC or AC) on size 1, 2, 3. Integrated DC side choke on size 4.									
Overvoltage threshold	Vdc	820 Vdc									
Undervoltage threshold	Vdc	@ 480 Vac = 470 Vdc @ 460 Vac = 450 Vdc @ 400 Vac = 391 Vdc @ 230 Vac = 225 Vdc									
In • Effective input current (@ In out)											
@ 230 Vac	A	12	17	23	31	42	50	55	55	72	89
@ 400 Vac	A	11	16	22	29	40	47	53	55	72	89
@ 480 Vac	A	10	15	20	26	37	45	50	49	65	81
No-load consumption (energy rating):											
Ready (no-load) [2] consumption "Fan Off"	W	20	20	20	20	20	20	20	32	32	32
Fan consumption	W	8	10	10	10	16	16	16	21	32	32
Ready (no-load) [2] consumption "Fan On"	W	28	30	30	30	36	36	36	53	64	64

ADL5XX - ... - 2T, 3 ph							
Sizes		2055	2075	3110	4150	4185	4220
Uln • AC input voltage	Vac	three-phase 200 - 230 Vac ±10%					
Fln • Input frequency	Hz	50/60 Hz, ±2%					
Connection to TT and TN networks		Yes, standard version					
Connection to IT networks		Yes, dedicated version available upon request [1]					
Choke		Optional (DC or AC) on size 1, 2, 3. Integrated DC side choke on size 4.					
Overvoltage threshold	Vdc	500 Vdc					
Undervoltage threshold	Vdc	@ 200 Vac = 196 Vdc @ 230 Vac = 225 Vdc					
In • Effective input current (@ In out)							
@ 230 Vac	A	31	42	55	55	72	89
No-load consumption (energy rating):							
Ready (no-load) [2] consumption "Fan Off"	W	20	20	20	25	25	25
Fan consumption	W	8	16	16	25	36	36
Ready (no-load) [2] consumption "Fan On"	W	28	36	36	45	56	56

ADL5XX - ... - 2M, 1 ph							
Sizes		1011	1015	2022	2030	3040	3055
Uln • AC input voltage	Vac	single-phase 200 Vac -10% +10% single-phase 230 Vac -15% +10%					
Fln • Input frequency	Hz	50/60 Hz, ±2%					
Connection to TT and TN networks		Yes, standard version					
Connection to IT networks		Yes, dedicated version available upon request [1]					
Overvoltage threshold	Vdc	410 Vdc					
Undervoltage threshold	Vdc	@ 200 Vac = 196 Vdc @ 230 Vac = 225 Vdc					
In • Effective input current (@ In out)							
@ 230 Vac	A	16	18	24	31	35	50
No-load consumption (energy rating):							
Ready (no-load) [2] consumption "Fan Off"	W	20	20	20	32	32	32
Fan consumption	W	10	10	10	21	32	32
Ready (no-load) [2] consumption "Fan On"	W	30	30	30	53	64	64

Notes

[1] ADL500 can only operate on IT networks devoid of any faults (between active parts and PE) or in the presence of temporary faults. Therefore an insulation monitor MUST be used to detect and enable prompt removal of any fault condition.

[2] Power consumption when drive is powered from the three-phase mains and is ready to start.

Output data

ADL5XX - ... - 4, 3 ph											
Sizes		1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
In • Rated output current (fsw = default)											
@ Uln = 230 Vac	A	9	13.5	18.5	24.5	32	39	45	60	75	90
@ Uln = 400 Vac	A	9	13.5	18.5	24.5	32	39	45	60	75	90
@ Uln = 460 Vac	A	8.1	12.2	16.7	22	28.8	35.1	40.5	54	67.5	81
Pn mot (recommended motor power, fsw = default)											
@ Uln = 230 Vac	kW	2	3	4	5.5	7.5	9	11	15	18.5	22
@ Uln = 400 Vac	kW	4	5.5	7.5	11	15	18.5	22	30	37	45
@ Uln = 460 Vac	HP	5	7.5	10	15	20	25	30	40	50	60
Reduction factor											
Kt ADL550 [1]		1	1	1	1	1	1	1	0.95	0.95	0.95
Kt ADL510-530 [1]		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95
Kalt [2]		1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Overload		ADL510, ADL530: 183% x 10s ADL550: 183% x 10s/200% x 2s									
Maximum switching frequency	kHz	10									
U2 • Maximum output voltage		0.98 x Uln (Uln = AC input voltage)									
f2 • Maximum output frequency	Hz	300									
IGBT braking unit		Standard internal (requires external resistor); braking torque 150% MAX									

ADL5XX - ... - 2T, 3 ph							
Sizes		2055	2075	3110	4150	4185	4220
In • Rated output current (fsw = default)							
@ Uln = 200 - 230 Vac	A	24.5	32	45	60	75	90
Pn mot (recommended motor power, fsw = default)							
@ Uln = 200 - 230 Vac	kW	5.5	7.5	11	15	18.5	22
@ Uln = 200 - 230 Vac	HP	7.5	10	15	20	25	30
Reduction factor							
Kt ADL550 [1]		1	1	1	0.95	0.95	0.95
Kt ADL510-530 [1]		0.90	0.90	0.90	0.95	0.95	0.95
Kalt [2]		1.2	1.2	1.2	1.2	1.2	1.2
Overload		ADL510, ADL530: 183% x 10 s ADL550: 183% x 10s/200% x 2 s					
Maximum switching frequency	kHz	10					
U2 • Maximum output voltage		0.98 x Uln (Uln = AC input voltage)					
f2 • Maximum output frequency	Hz	300					
IGBT braking unit		Standard internal (requires external resistor); braking torque 150% MAX					

ADL5XX - ... - 2M, 1 ph							
Sizes		1011	1015	2022	2030	3040	3055
In • Rated output current (fsw = default)							
@ Uln = 200 - 230 Vac	A	6	6.8	9.6	13	15	22
Pn mot (recommended motor power, fsw = default)							
@ Uln = 200 - 230 Vac	kW	1.1	1.5	2.2	3	4	5.5
Reduction factor							
Kt ADL550 [1]		1	1	1	1	1	1
Kalt [2]		1.2	1.2	1.2	1.2	1.2	1.2
Overload		ADL550: 183% x 10s/200% x 2s					
Maximum switching frequency	kHz	10					
U2 • Maximum output voltage		0.98 x Uln (Uln = AC input voltage)					
f2 • Maximum output frequency	Hz	300					
IGBT braking unit		Standard internal (requires external resistor); braking torque 150% MAX					

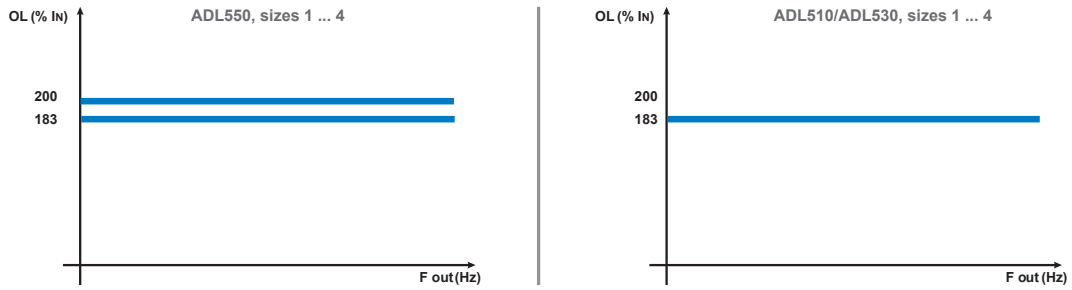
Notes:

[1] Kt (ADL550 size 1, 2, 3): no derating.
Kt (ADL510, ADL530 size 1,2,3): derating factor for ambient temperature of 50 °C (1% every °C above 40 °C).
Kt (ADL530, ADL550 size 4): derating factor for ambient temperature of 50 °C (1% every °C above 45 °C).

[2] Kalt: derating factor for installation at altitudes above 1,000 meters a.s.l. Value to be applied = 1.2% each 100 m increase above 1,000 m.
E.g.: altitude 2,000 m, Kalt = 1.2% x 10 = 12% derating; In derated = (100 - 12) % = 88 % In.

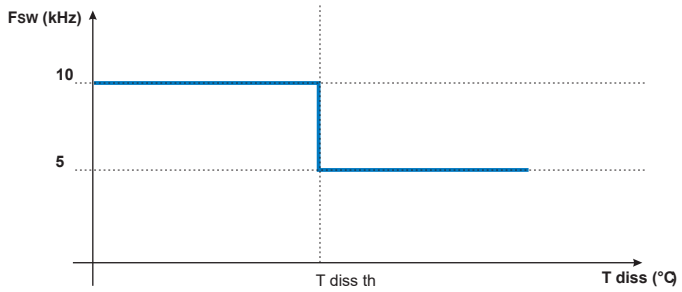
Derating values in overload condition

In overload conditions the output current DO NOT depends on the output frequency, as shown in the figure below.

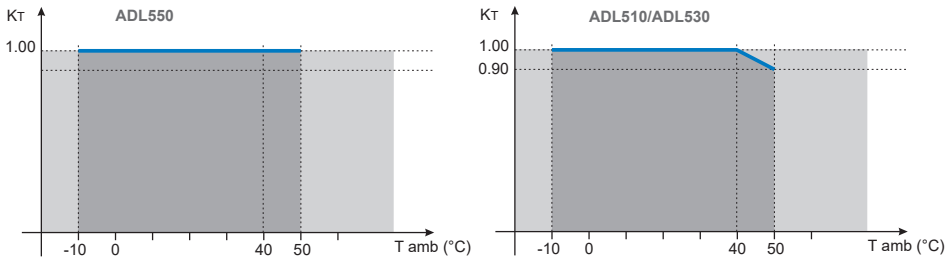


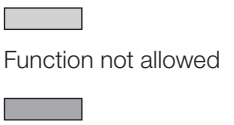
Derating values for switching frequency

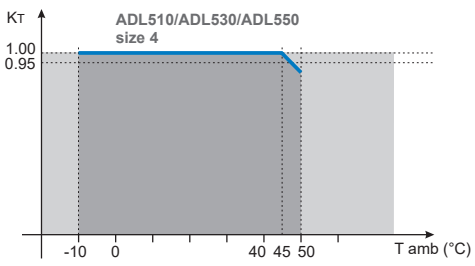
The switching frequency is modified according to the temperature of the drive (measured on the heat sink), as shown in the figure below.



Ambient temperature reduction factor

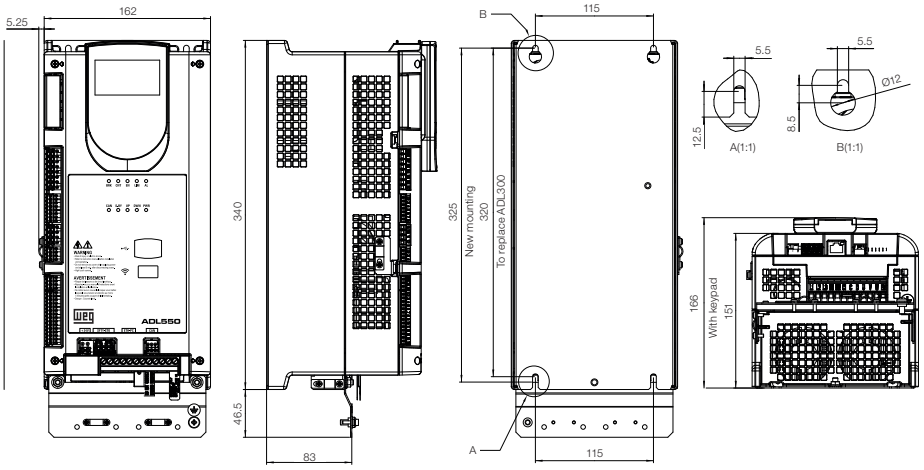






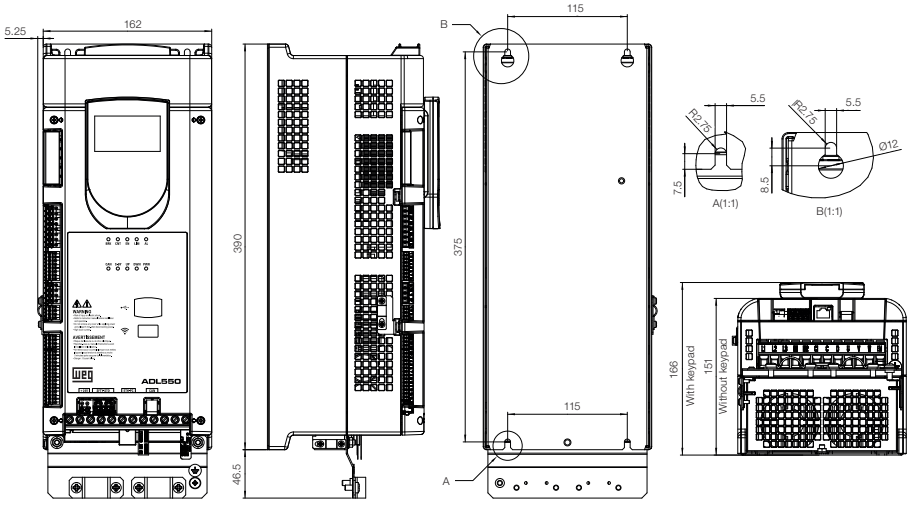
Dimensions and weights

Size 1



Sizes	Dimensions: Width x Height x Depth [1]		Weight	
	mm	inches	kg	lbs
ADL510/530/550-1...	162 x 340 x 151	6.38 x 13.38 x 5.9	5.5	12.1

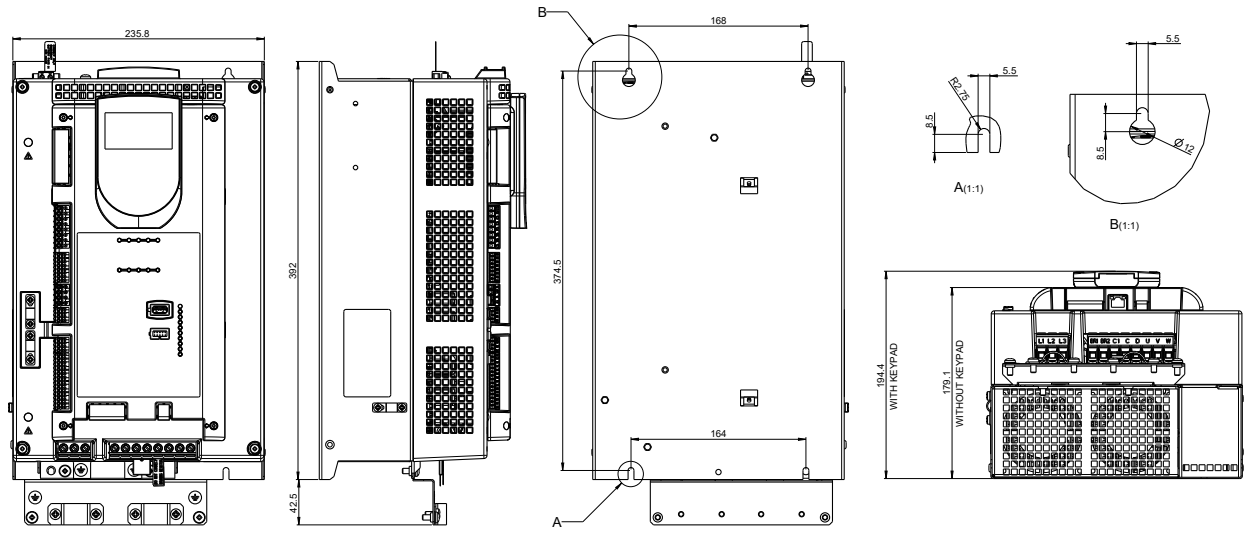
Size 2



Sizes	Dimensions: Width x Height x Depth [1]		Weight	
	mm	inches	kg	lbs
ADL510/530/550-2...	162 x 390 x 151	6.38 x 15.35 x 5.94	7.0	15.4

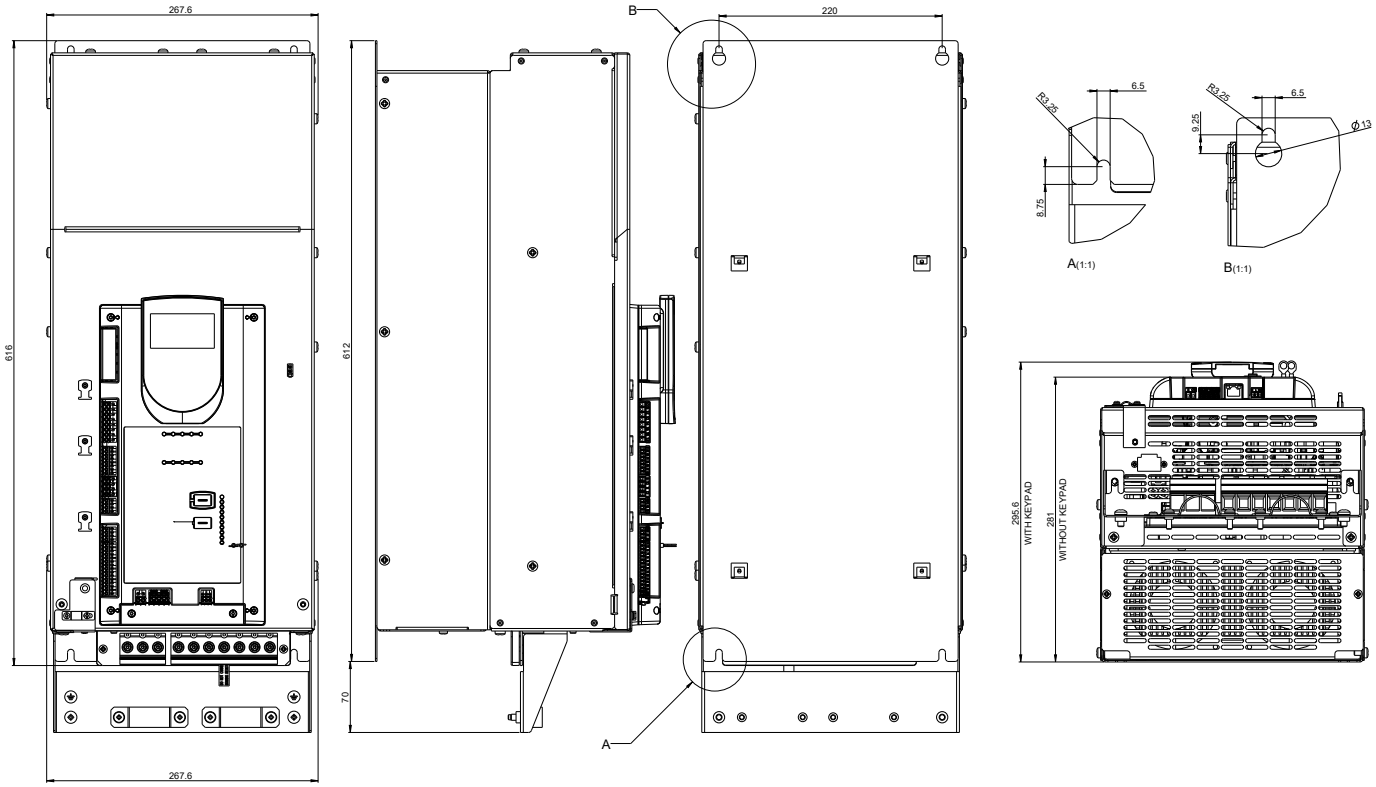
Note:
[1] Without optional power shield (KIT-POWER-SHIELD).

Size 3



Sizes	Dimensions: Width x Height x Depth [1]		Weight	
	mm	inches	kg	lbs
ADL510/530/550-3...	235.8 x 392 x 179.1	9.28 x 14.5 x 7	10.0	22.05

Size 4



Sizes	Dimensions: Width x Height x Depth [1]		Weight	
	mm	inches	kg	lbs
ADL510/530/550-4...	268 x 615 x 281	15.6 x 24.2 x 11	32	70.6

Note:
[1] Without optional power shield (KIT-POWER-SHIELD).

Ordering codes

Product identification

ADL550 1 040 - X B L - F - 4 - EMS - IT

Inverter series
ADL550
ADL530
ADL510

Mechanical dimensions of the drive	
1	Size 1
2	Size 2
3	Size 3
4	Size 4

Inverter power in kW	
011	1.1 kW
015	1.5 kW
022	2.2 kW
030	3 kW
040	4 kW
055	5.5 kW
075	7.5 kW
110	11 kW
150	15 kW
185	18.5 kW
220	22 kW
300	30 kW
370	37 kW
450	45 kW

Keypad	
X	Without integrated keypad

IT version	
[empty]	Not included
IT	Integrated

Emergency power supply	
[empty]	Only UPS 1ph 230 Vac
UB	UPS or battery with aux power supply
EMS	UPS or direct 48-96 Vdc battery power supply

Rated voltage	
4	230 Vac - 400 Vac - 480 Vac, three-phase
2T	200 Vac, three-phase
2M	200 Vac, single-phase

EMI filter	
[empty]	Not included
F	Integrated

Lift application	
L	Standard LIFT application

Braking unit	
X	Not included
B	Included

ADL510 | -4 | 400 Vac | Three-phase

Feedback for Incremental Digital + Sinusoidal Encoder

Code	Type	Pn at 400 Vac	Configuration
S9DL5101	ADL510-1040-XBL-4	4 kW	Integrated braking module - External EMC filter
S9DL5102	ADL510-1055-XBL-4	5.5 kW	Integrated braking module - External EMC filter
S9DL5103	ADL510-1075-XBL-4	7.5 kW	Integrated braking module - External EMC filter
S9DL5104	ADL510-2110-XBL-4	11 kW	Integrated braking module - External EMC filter
S9DL5105	ADL510-2150-XBL-4	15 kW	Integrated braking module - External EMC filter
S9DL5116	ADL510-3185-XBL-4-UB	18,5 kW	Integrated braking module - External EMC filter
S9DL5117	ADL510-3220-XBL-4-UB	22 kW	Integrated braking module - External EMC filter
S9DL5121	ADL510-1040-XBL-F-4	4 kW	Integrated braking module - Integrated EMC filter
S9DL5122	ADL510-1055-XBL-F-4	5.5 kW	Integrated braking module - Integrated EMC filter
S9DL5123	ADL510-1075-XBL-F-4	7.5 kW	Integrated braking module - Integrated EMC filter
S9DL5124	ADL510-2110-XBL-F-4	11 kW	Integrated braking module - Integrated EMC filter
S9DL5125	ADL510-2150-XBL-F-4	15 kW	Integrated braking module - Integrated EMC filter
S9DL5136	ADL510-3185-XBL-F-4-UB	18,5 kW	Integrated braking module - Integrated EMC filter
S9DL5137	ADL510-3220-XBL-F-4-UB	22 kW	Integrated braking module - Integrated EMC filter
S9DL5141	ADL510-1040-XBL-4-EMS	4 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5142	ADL510-1055-XBL-4-EMS	5.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5143	ADL510-1075-XBL-4-EMS	7.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5144	ADL510-2110-XBL-4-EMS	11 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5145	ADL510-2150-XBL-4-EMS	15 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5161	ADL510-1040-XBL-F-4-EMS	4 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5162	ADL510-1055-XBL-F-4-EMS	5.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5163	ADL510-1075-XBL-F-4-EMS	7.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5164	ADL510-2110-XBL-F-4-EMS	11 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5165	ADL510-2150-XBL-F-4-EMS	15 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module

ADL530 | -4 | 230-400-480 Vac | Three-phase

Feedback for multi encoder

Code	Type	Pn at 400 Vac	Configuration
S9DL5301	ADL530-1040-XBL-4	4 kW	Integrated braking module - External EMC filter
S9DL5302	ADL530-1055-XBL-4	5.5 kW	Integrated braking module - External EMC filter
S9DL5303	ADL530-1075-XBL-4	7.5 kW	Integrated braking module - External EMC filter
S9DL5304	ADL530-2110-XBL-4	11 kW	Integrated braking module - External EMC filter
S9DL5305	ADL530-2150-XBL-4	15 kW	Integrated braking module - External EMC filter
S9DL5316	ADL530-3185-XBL-4-UB	18.5 kW	Integrated braking module - External EMC filter
S9DL5317	ADL530-3220-XBL-4-UB	22 kW	Integrated braking module - External EMC filter
S9DL5318	ADL530-4300-XBL-4-UB	30 kW	Integrated braking module - External EMC filter
S9DL5319	ADL530-4370-XBL-4-UB	37 kW	Integrated braking module - External EMC filter
S9DL53110	ADL530-4450-XBL-4-UB	45 kW	Integrated braking module - External EMC filter
S9DL5321	ADL530-1040-XBL-F-4	4 kW	Integrated braking module - Integrated EMC filter
S9DL5322	ADL530-1055-XBL-F-4	5.5 kW	Integrated braking module - Integrated EMC filter
S9DL5323	ADL530-1075-XBL-F-4	7.5 kW	Integrated braking module - Integrated EMC filter
S9DL5324	ADL530-2110-XBL-F-4	11 kW	Integrated braking module - Integrated EMC filter
S9DL5325	ADL530-2150-XBL-F-4	15 kW	Integrated braking module - Integrated EMC filter
S9DL5336	ADL530-3185-XBL-F-4-UB	18.5 kW	Integrated braking module - Integrated EMC filter
S9DL5337	ADL530-3220-XBL-F-4-UB	22 kW	Integrated braking module - Integrated EMC filter
S9DL5338	ADL530-4300-XBL-F-4-UB	30 kW	Integrated braking module - Integrated EMC filter
S9DL5339	ADL530-4370-XBL-F-4-UB	37 kW	Integrated braking module - Integrated EMC filter
S9DL53310	ADL530-4450-XBL-F-4-UB	45 kW	Integrated braking module - Integrated EMC filter
S9DL5341	ADL530-1040-XBL-4-EMS	4 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5342	ADL530-1055-XBL-4-EMS	5.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5343	ADL530-1075-XBL-4-EMS	7.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5344	ADL530-2110-XBL-4-EMS	11 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5345	ADL530-2150-XBL-4-EMS	15 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5361	ADL530-1040-XBL-F-4-EMS	4 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5362	ADL530-1055-XBL-F-4-EMS	5.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5363	ADL530-1075-XBL-F-4-EMS	7.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5364	ADL530-2110-XBL-F-4-EMS	11 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5365	ADL530-2150-XBL-F-4-EMS	15 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module

ADL550 | -4 | 230-400-480 Vac | Three-phase

Feedback for multi encoder

Code	Type	Pn at 400 V ac	Configuration
S9DL5501	ADL550-1040-XBL-4	4 kW	Integrated braking module - External EMC filter
S9DL5502	ADL550-1055-XBL-4	5.5 kW	Integrated braking module - External EMC filter
S9DL5503	ADL550-1075-XBL-4	7.5 kW	Integrated braking module - External EMC filter
S9DL5504	ADL550-2110-XBL-4	11 kW	Integrated braking module - External EMC filter
S9DL5505	ADL550-2150-XBL-4	15 kW	Integrated braking module - External EMC filter
S9DL5516	ADL550-3185-XBL-4-UB	18.5 kW	Integrated braking module - External EMC filter
S9DL5517	ADL550-3220-XBL-4-UB	22 kW	Integrated braking module - External EMC filter
S9DL5518	ADL550-4300-XBL-4-UB	30 kW	Integrated braking module - External EMC filter
S9DL5519	ADL550-4370-XBL-4-UB	37 kW	Integrated braking module - External EMC filter
S9DL55110	ADL550-4450-XBL-4-UB	45 kW	Integrated braking module - External EMC filter
S9DL5521	ADL550-1040-XBL-F-4	4 kW	Integrated braking module - Integrated EMC filter
S9DL5522	ADL550-1055-XBL-F-4	5.5 kW	Integrated braking module - Integrated EMC filter
S9DL5523	ADL550-1075-XBL-F-4	7.5 kW	Integrated braking module - Integrated EMC filter
S9DL5524	ADL550-2110-XBL-F-4	11 kW	Integrated braking module - Integrated EMC filter
S9DL5525	ADL550-2150-XBL-F-4	15 kW	Integrated braking module - Integrated EMC filter
S9DL5536	ADL550-3185-XBL-F-4-UB	18.5 kW	Integrated braking module - Integrated EMC filter
S9DL5537	ADL550-3220-XBL-F-4-UB	22 kW	Integrated braking module - Integrated EMC filter
S9DL5538	ADL550-4300-XBL-F-4-UB	30 kW	Integrated braking module - Integrated EMC filter
S9DL5539	ADL550-4370-XBL-F-4-UB	37 kW	Integrated braking module - Integrated EMC filter
S9DL55310	ADL550-4450-XBL-F-4-UB	45 kW	Integrated braking module - Integrated EMC filter
S9DL5541	ADL550-1040-XBL-4-EMS	4 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5542	ADL550-1055-XBL-4-EMS	5.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5543	ADL550-1075-XBL-4-EMS	7.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5544	ADL550-2110-XBL-4-EMS	11 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5545	ADL550-2150-XBL-4-EMS	15 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DL5561	ADL550-1040-XBL-F-4-EMS	4 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5562	ADL550-1055-XBL-F-4-EMS	5.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5563	ADL550-1075-XBL-F-4-EMS	7.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5564	ADL550-2110-XBL-F-4-EMS	11 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DL5565	ADL550-2150-XBL-F-4-EMS	15 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module

Ordering codes

ADL530 | -2T | 200-230 Vac | Three-phase

Feedback for multi encoder

Code	Type	Pn at 400 Vac	Configuration
S9DLT5302	ADL530-2055-XBL-2T	5.5 kW	Integrated braking module - External EMC filter
S9DLT5303	ADL530-2075-XBL-2T	7.5 kW	Integrated braking module - External EMC filter
S9DLT5314	ADL530-3110-XBL-2T-UB	11 kW	Integrated braking module - External EMC filter
S9DLT5315	ADL530-4150-XBL-2T-UB	15 kW	Integrated braking module - External EMC filter
S9DLT5316	ADL530-4185-XBL-2T-UB	18,5 kW	Integrated braking module - External EMC filter
S9DLT5317	ADL530-4220-XBL-2T-UB	22 kW	Integrated braking module - External EMC filter
S9DLT5322	ADL530-2055-XBL-F-2T	5.5 kW	Integrated braking module - Integrated EMC filter
S9DLT5323	ADL530-2075-XBL-F-2T	7.5 kW	Integrated braking module - Integrated EMC filter
S9DLT5334	ADL530-3110-XBL-F-2T-UB	11 kW	Integrated braking module - Integrated EMC filter
S9DLT5335	ADL530-4150-XBL-F-2T-UB	15 kW	Integrated braking module - Integrated EMC filter
S9DLT5336	ADL530-4185-XBL-F-2T-UB	18,5 kW	Integrated braking module - Integrated EMC filter
S9DLT5337	ADL530-4220-XBL-F-2T-UB	22 kW	Integrated braking module - Integrated EMC filter
S9DLT5342	ADL530-2055-XBL-2T-EMS	5.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLT5343	ADL530-2075-XBL-2T-EMS	7.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLT5362	ADL530-2055-XBL-F-2T-EMS	5.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DLT5363	ADL530-2075-XBL-F-2T-EMS	7.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module

ADL550 | -2T | 200-230 Vac | Three-phase

Feedback for multi encoder

Code	Type	Pn at 400 Vac	Configuration
S9DLT5502	ADL550-2055-XBL-2T	5.5 kW	Integrated braking module - External EMC filter
S9DLT5503	ADL550-2075-XBL-2T	7.5 kW	Integrated braking module - External EMC filter
S9DLT5514	ADL550-3110-XBL-2T-UB	11 kW	Integrated braking module - External EMC filter
S9DLT5515	ADL550-4150-XBL-2T-UB	15 kW	Integrated braking module - External EMC filter
S9DLT5516	ADL550-4185-XBL-2T-UB	18,5 kW	Integrated braking module - External EMC filter
S9DLT5517	ADL550-4220-XBL-2T-UB	22 kW	Integrated braking module - External EMC filter
S9DLT5522	ADL550-2055-XBL-F-2T	5.5 kW	Integrated braking module - Integrated EMC filter
S9DLT5523	ADL550-2075-XBL-F-2T	7.5 kW	Integrated braking module - Integrated EMC filter
S9DLT5534	ADL550-3110-XBL-F-2T-UB	11 kW	Integrated braking module - Integrated EMC filter
S9DLT5535	ADL550-4150-XBL-F-2T-UB	15 kW	Integrated braking module - Integrated EMC filter
S9DLT5536	ADL550-4185-XBL-F-2T-UB	18,5 kW	Integrated braking module - Integrated EMC filter
S9DLT5537	ADL550-4220-XBL-F-2T-UB	22 kW	Integrated braking module - Integrated EMC filter
S9DLT5542	ADL550-2055-XBL-2T-EMS	5.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLT5543	ADL550-2075-XBL-2T-EMS	7.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLT5562	ADL550-2055-XBL-F-2T-EMS	5.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module
S9DLT5563	ADL550-2075-XBL-F-2T-EMS	7.5 kW	Integrated braking module - Integrated EMC filter - Integrated EMS module

ADL550 | -2M | 200-230 Vac | Single phase

Feedback for multi encoder

Code	Type	Pn at 400 Vac	Configuration
S9DLM5511	ADL550-1011-XBL-2M-UB	1.1 kW	Integrated braking module - External EMC filter
S9DLM5512	ADL550-1015-XBL-2M-UB	1.5 kW	Integrated braking module - External EMC filter
S9DLM5513	ADL550-2022-XBL-2M-UB	2.2 kW	Integrated braking module - External EMC filter
S9DLM5514	ADL550-2030-XBL-2M-UB	3 kW	Integrated braking module - External EMC filter
S9DLM5515	ADL550-3040-XBL-2M-UB	4 kW	Integrated braking module - External EMC filter
S9DLM5516	ADL550-3055-XBL-2M-UB	5.5 kW	Integrated braking module - External EMC filter
S9DLM5541	ADL550-1011-XBL-2M-EMS	1.1 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLM5542	ADL550-1015-XBL-2M-EMS	1.5 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLM5543	ADL550-2022-XBL-2M-EMS	2.2 kW	Integrated braking module - External EMC filter - Integrated EMS module
S9DLM5544	ADL550-2030-XBL-2M-EMS	3 kW	Integrated braking module - External EMC filter - Integrated EMS module

Options' ordering codes

DC/AC input chokes

DC input choke | ADL510/530/550 | -4 |

Code	Type	1040	1055	1075	2110	2150	3185	3220	4300...4450
S7AI10	LDC-004	•							
S7AI11	LDC-005		•						
S7AI12	LDC-007			•					
S7AI13	LDC-011				•				
S7AI14	LDC-015					•			
S7AI15	LDC-022						•	•	
Internal choke									•

DC input choke | ADL530/550 | -2T |

Code	Type	2055	2075	3110	4150	4185	4220
S7AI13	LDC-011	•					
S7AI14	LDC-015		•				
S7AI15	LDC-022			•			
Internal choke					•	•	•

AC input choke | ADL510/530/550 | -4 |

Code	Type	1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
S7AAG	LR3y-2040	•									
S7AB5	LR3y-2055		•								
S7AB6	LR3y-2075			•							
S7AB7	LR3y-3110				•						
S7AB8	LR3y-3150					•	•				
S7FF4	LR3-022							•	•		
S7FF2	LR3-037									•	•

AC input choke | ADL530/550 | -2T |

Code	Type	2055	2075	3110	4150	4185	4220
S7AB6	LR3y-2075	•					
S7AB7	LR3y-3110		•				
S7AB8	LR3y-3150			•	•		
S7FF4	LR3-022					•	
S7FF3	LR3-030						•

AC output chokes

AC output choke | ADL510/530/550 | -4 |

Code	Type	1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
S7FG3	LU3-005	•	•	•							
S7FG4	LU3-011				•						
S7FH2	LU3-015					•	•				
S7FH3	LU3-022							•			
S7FH4	LU3-030								•	•	
S7FH5	LU3-037										•

AC output choke | ADL530/550 | -2T |

Code	Type	2055	2075	3110	4150	4185	4220
S7FG4	LU3-011	•	•				
S7FH2	LU3-015			•			
S7FH3	LU3-022				•		
S7FH4	LU3-030					•	
S7FH5	LU3-037						•

Options' ordering codes

External braking resistors

Low & Mid Demand Systems | ADL510/530/550 | -4 |

Code	Type	1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
S8SZ7	BRK RES EC 1K5 68R T	•	•								
S8SZ8	BRK RES EC 1K5 49R T			•							
S8SZ9	BRK RES EC 2K 28R T				•	•					
S8SZ18	BRK RES EC 4K 15R T						•	•			
S8T00H	BRT4K0-11R6								•	•	
S8T00I	BRT8K0-7R7										•

Low & Mid Demand Systems | ADL530/550 | -2T |

Code	Type	2055	2075	3110	4150	4185	4220
S8SZ16	BRK RES EC 2K 18R T	•	•				
S8SZ19	BRK RES EC 4K 12R T			•			
S8T00H	BRT4K0-11R6				•	•	
S8T00I	BRT8K0-7R7						•

Low & Mid Demand Systems | ADL550 | -2M |

Code	Type	1011	1015	2022	2030	3040	3055
S8SZ7	BRK RES EC 1K5 68R T	•	•				
S8SZ8	BRK RES EC 1K5 49R T			•			
S8SZ9	BRK RES EC 2K 28R T				•		
S8SZ18	BRK RES EC 4K 15R T					•	•

High Demand Systems | ADL510/530/550 | -4 |

Code	Type	1040	1055	1075	2110	2150	3185	3220	4300	4370	4450
S8SZ10	BRK RES EC 3K 68R T	•	•								
S8SZ11	BRK RES EC 4K 49R T			•							
S8SZ12	BRK RES EC 5K 28R T				•						
S8SZ13	BRK RES EC 8K 28R T					•					
S8SZ21	BRK RES EC 12K 15R T						•	•			
S799974	BDRT 16K1 10R								•	•	
S799962	BDR 24K1 7R5										•

High Demand Systems | ADL530/550 | -2T |

Code	Type	2055	2075	3110	4150	4185	4220
S8SZ17	BRK RES EC 4K 18R T	•	•				
S8SZ20	BRK RES EC 6K 12R T			•			
S8SZ18	BRK RES EC 4K 15R T				• (x 2)	• (x 2)	
S8T00H	BRT 4K0-11R6						• (x 2)

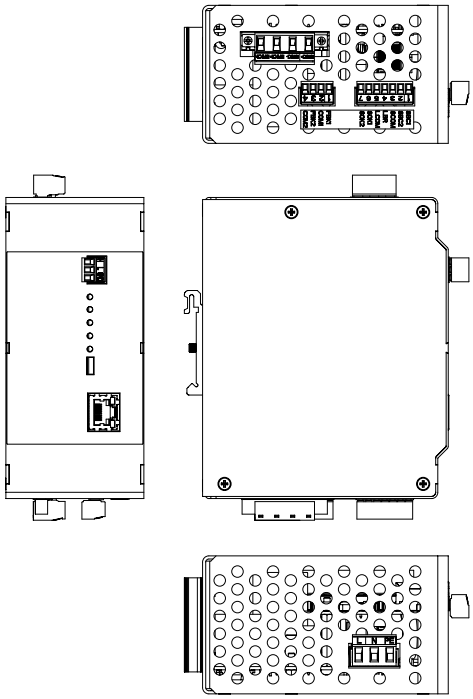
Various

Code	Type	Description
S5DL408	EXP-IO1-ADL500	I/O expansion card (4 digital inputs + 2 relays)
S5DL434	EXP-DCP-ADL500	Serial communication expansion card for DCP3 - DCP4 protocols
S52969WF	Wi-Fi Drive Link	Wi-Fi plug-in module
S5P11T	KB-ADL500	Programming keypad
S5P11TK1	KIT REMOTE KB-ADL500 5MT	RJ45 keypad remoting kit, L = 5 m
S5P11TK2	KIT REMOTE KB-ADL500 10MT	RJ45 keypad remoting kit, L = 10 m
S72684S12	KIT-POWER-SHIELD S1	Power cable shielding kit for size 1
S72684S13	KIT-POWER-SHIELD S2	Power cable shielding kit for size 2
S730143	KIT-POWER-SHIELD S3	Power cable shielding kit for size 3
S72902	KIT-POWER-SHIELD S4	Power cable shielding kit for size 4
S9DLEBC01	EBC500	Electronic Brake Control Module

EBC500

Electronic Brake Control

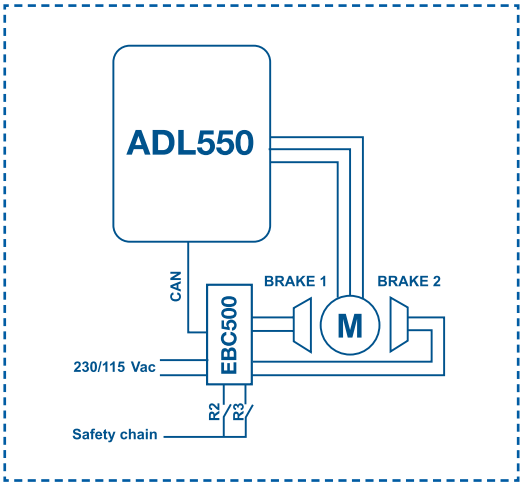
The EBC500 module is an electronic device for the excitation and control of the brakes elements with the ability to communicate and synchronize with the ADL550 series drives.
The Electronic Brake Module simplifies the brake control system by eliminating rectifiers and contactors while maintaining the highest level of safety and improving the efficiency and overall maintenance of the brake system.
The EBC500 manages the uncontrolled car movements requirements according to EN 81-20/50 and new revamping requirements UNI 10411-1.



DIMENSIONS (WxHxD)		WEIGHT	
mm	inches	kg	lbs
66x144x116	2,59x5,66x4,56	0,680	1,5

Main Features:

- Up to 2 brake circuits from 105 to 207 Vdc
- Output current: 2 x 3.4 Arms
- Input voltage: 110-220 Vac @50/60Hz
- Controlled via CAN
- Safe Brake Control SIL 3 Certified
- Periodical safe tests



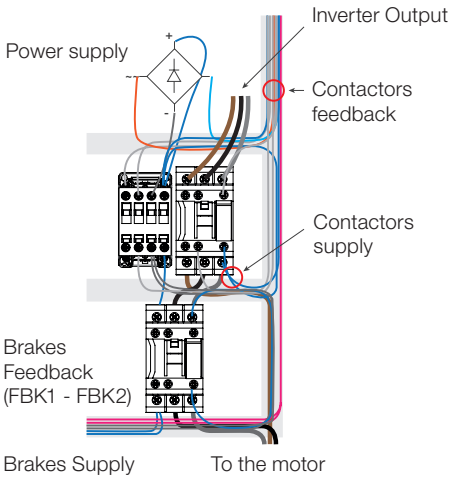
ZERO CONTACTORS

Integrated Safety circuit STO SIL 3
+ Safe Brake Control SIL 3

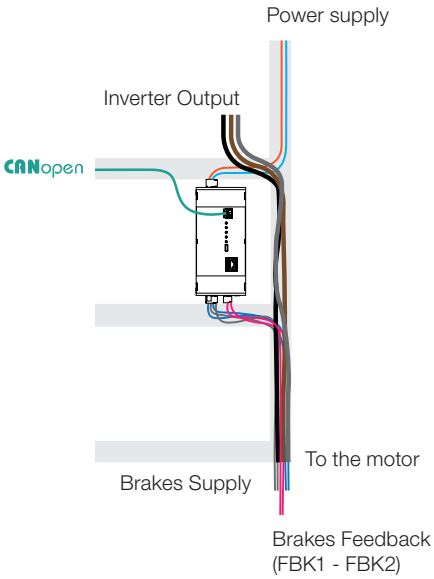
Advantages

COMMISSIONING

Traditional



EBC500 + STO

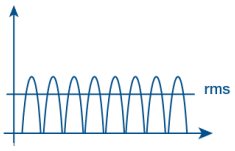


- Comparison with traditional approach
- Less cables and devices
- Less time for installation

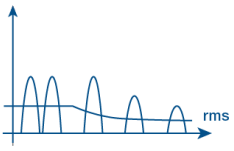
ENERGY SAVING

- Adjustable output voltage and current
- Reduced holding voltage for lowest energy consumption

Traditional



EBC500



MAINTENANCE

- No need to periodically check cabling and connections
- No limitation coming from contactors durability

TROUBLESHOOTING

- Mean Time Between Failures (MTBF) increase
- Reduced EMC noise
- Less devices and cabling

SAFETY

- Faults elevator stop improved in terms of safety
- Brakes continuous monitoring
- Brakes control in line with EN81-20/50, SIL 3

COST SAVING

- All the above advantages leads to a cost reduction in both first investment and system life cycle

Drive programming

WEG Liftouch App

Fully responsive App, compatible with smartphones, tablets and PCs, and with any operating system.

Ease to use

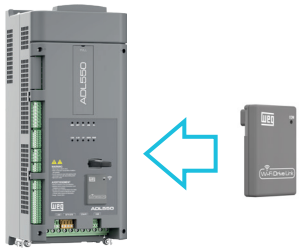
Always keep track of the drive status, but with the intuitiveness of a common mobile app.

Available for Android, IOS, Windows.

GET IT ON Google Play | Available on the App Store | Windows installer

Connect easily your mobile to your ADL500

In less than one minute

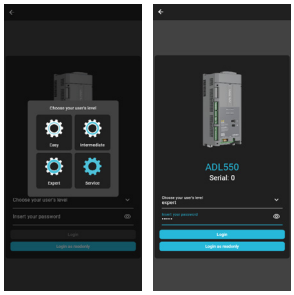


1

Plug Wi-Fi Drive Link Module on ADL530 or ADL550.

2

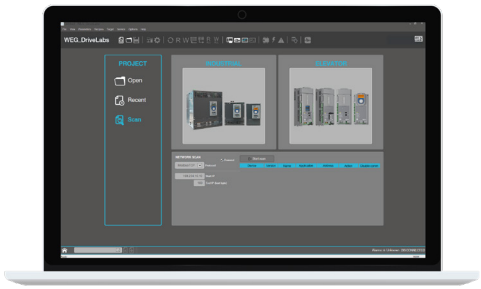
Open the App and follow the step by step connection procedure or select one of the preferred connections.



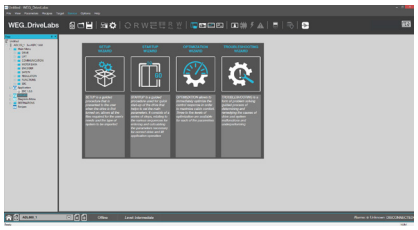
3

Select your access level and insert your password.

WEG DriveLabs Configurator

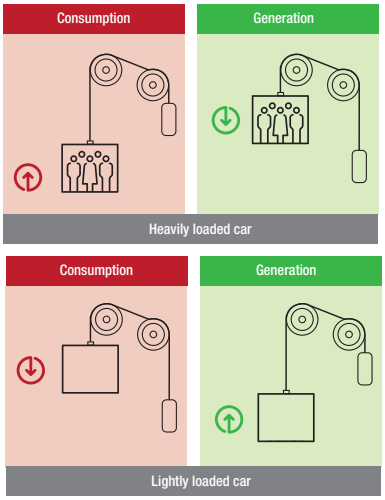


Enhancement of WEG PC configurator features in the same “family feeling” programming.



- Drive selection and scan
- Offline mode
- 4 wizards
- Function diagrams
- Digital oscilloscope
- Datalogger

The advantages of regeneration

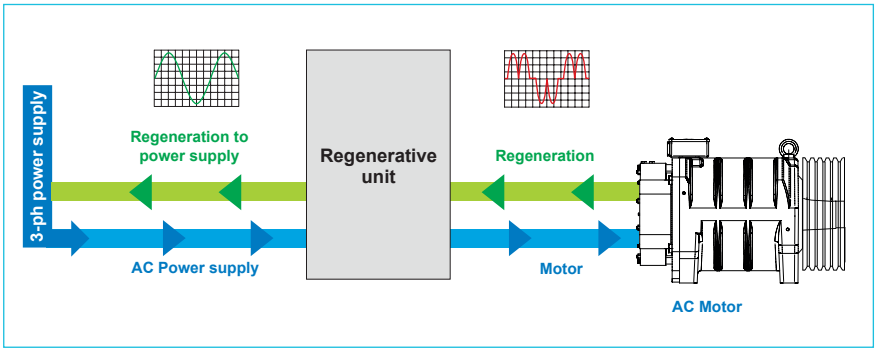


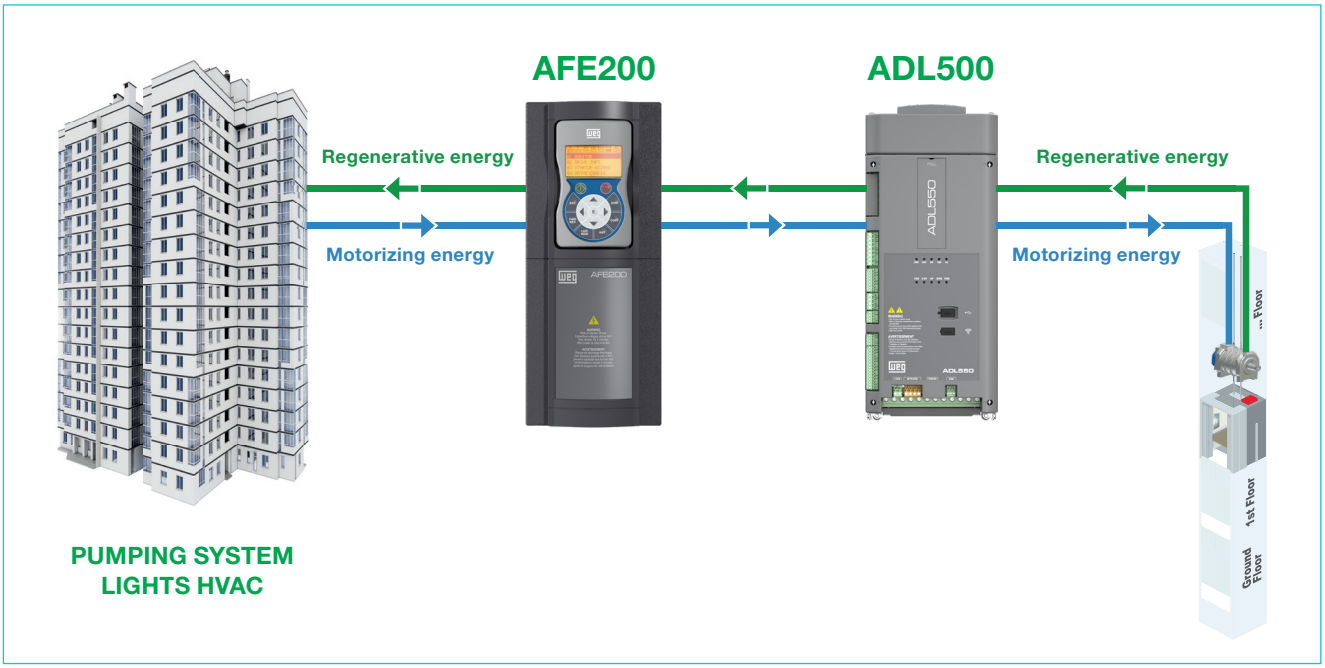
Lower operating costs

Regenerative units in lift systems provide significant benefits in terms of Building Automation and Energy Efficiency.
Where justified by traffic profiles, a system with regenerative units provides both economic and technical advantages.
The operating principle is simple: when the empty car goes up or the full car goes down, the mechanical system generates potential energy that the electric motor, “pulled” by the car load, converts into electrical energy.

Clean energy

The regenerative unit transforms the electrical energy generated by the motor into clean energy, namely with reduced harmonic distortion (THD <4%), making it reusable by other electrical equipment in the building.





More efficient buildings

This solution reduces the building’s energy consumption, most of which is attributable to air conditioning systems, refrigeration, pump systems, and lifts.
Regenerative systems can be used with external Active Front End (AFE) solutions (coupled with the ADL500 series).

Notes

Notes

Global presence
is essential, as much as understanding your needs.

Global Presence

With more than 40,000 employees worldwide, WEG is one of the largest electric motors, electronic equipments and systems manufacturers. We are constantly expanding our portfolio of products and services with expertise and market knowledge. We create integrated and customized solutions ranging from innovative products to complete after-sales service.

WEG's know-how guarantees our **ADL500 - The Ultimate Inverter for Elevator** is the right choice for your application and business, assuring safety, efficiency and reliability.

- **Availability** is to have a global support network
- **Partnership** is to create solutions that suits your needs
- **Competitive edge** is to unite technology and inovation

Know More

High performance and reliable products to improve your production process.

Excelence is to provide a whole solution in industrial automation that improves our customers productivity.

Visit: **www.weg.net**

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is not limited to products and solutions
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