GETRIEBEBAU NORD
Member of the NORD DRIVESYSTEMS Group

SK BRE4-1-100-100

Part number: 275 273 005

External brake resistor for direct mounting to decentralised frequency inverters

Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

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Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistance (GYADU)	Ω	100

Max. continuous power P_n	W	100
Energy consumption P_{max} [1]	kWs	2.2

[1] The value given applies to a single use within 120 s.

General

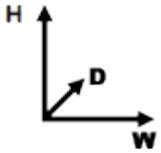
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	0.7

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x 8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	255 x 178 x 61
Cable / line [mm]		
Lead green / grey / white	L	350 / 370 / 400
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 1x0E	0.5 – 0.6 Nm			
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

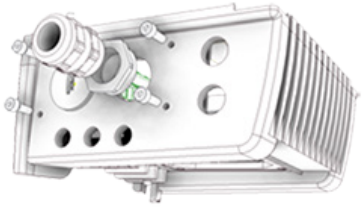
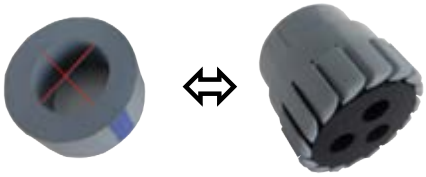
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Sideways of the frequency inverter
Installation orientation	Lateral installation (standard position: option slot 3R, alternatively 3L) on the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter is not yet installed on the SK TI4 connection unit or the SK 1x0E on the motor terminal box.	
2.	Installing the external brake resistor The brake resistor is installed on the right or left side of the frequency inverter (option slot 3R or 3L) with the 4 supplied M4 fastening screws. • Install it to the SK TI4 connection unit of the SK 2xxE with the 4 supplied M4 fastening screws • or mount it to the housing of the SK 1x0E frequency inverter	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  

4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. ① Green/yellow lead ⇔ PE ② White lead ⇔ B- ③ Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

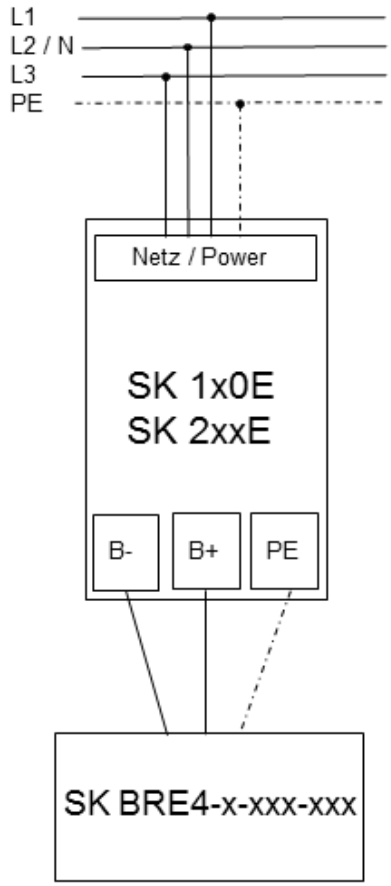
Parameters	Meaning	Remarks
P556	Braking resistor	Value of the brake resistance for the calculation of the maximum brake power to protect the resistor. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737.
P557	Braking resistor type	Continuous power (nominal power) of the resistor, to display the actual utilisation in P737. For a correctly calculated value, the correct value must be entered into P556 and P557. • 0.00 = Off, monitoring disabled
P737	Usage rate brake res.	This parameter provides information about the actual degree of modulation of the brake chopper or the current utilisation of the braking resistor in generator mode. • Depending on the settings of parameters P556 and P557. • The resistance power is displayed if both parameters are set correctly.

Error messages

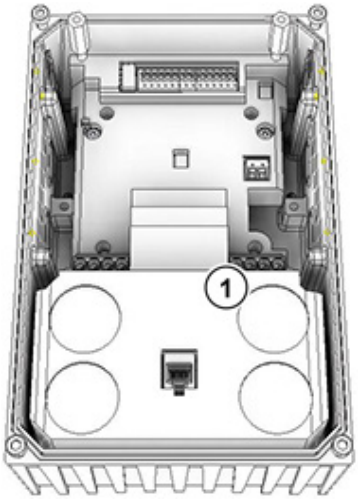
Error messages of the braking resistor – the current or the archived message of the last fault – can be retrieved by way of the information parameters Actual fault P700 and Last fault P701 from the error memory of the frequency inverter. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Error (E030/E050)	Meaning	Remarks
3.1	I^2t overcurrent limit	Brake chopper: I^2t limit has been triggered, 1.5-fold value for 60 s reached (🕮 P556, P557) • Avoid overcurrent in brake resistance
5.0	Overvoltage UZW	Link circuit voltage too high • Check the function of the connected braking resistor (broken cable) • Resistance value of connected braking resistor too high

Wiring diagram



External brake resistor SK BREW4-1-… direct mounting



Size 2

SK 1x0E frequency inverter

1 **Terminal connection**

Size 1 – 3

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

GETRIEBEBAU NORD
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SK BRE4-1-200-100

Part number: 275 273 008

External brake resistor for direct mounting to decentralised frequency inverters

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- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

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Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistance (GYADU)	Ω	200

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	100
Energy consumption P_{max} [1]	kWs	2.2

General

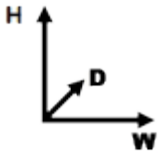
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	0.7

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x 8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	255 x 178 x 61
Cable / line [mm]		
Lead green / grey / white	L	350 / 370 / 400
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 1x0E	0.5 – 0.6 Nm			
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

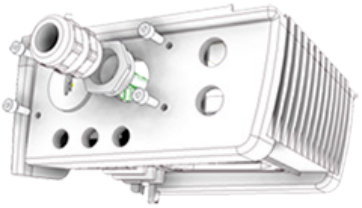
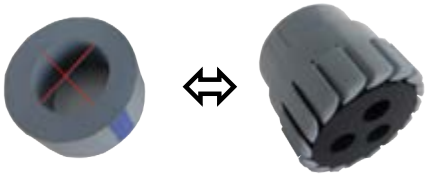
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Sideways of the frequency inverter
Installation orientation	Lateral installation (standard position: option slot 3R, alternatively 3L) on the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter is not yet installed on the SK TI4 connection unit or the SK 1x0E on the motor terminal box.	
2.	Installing the external brake resistor The brake resistor is installed on the right or left side of the frequency inverter (option slot 3R or 3L) with the 4 supplied M4 fastening screws. • Install it to the SK TI4 connection unit of the SK 2xxE with the 4 supplied M4 fastening screws • or mount it to the housing of the SK 1x0E frequency inverter	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  

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Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

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Error messages

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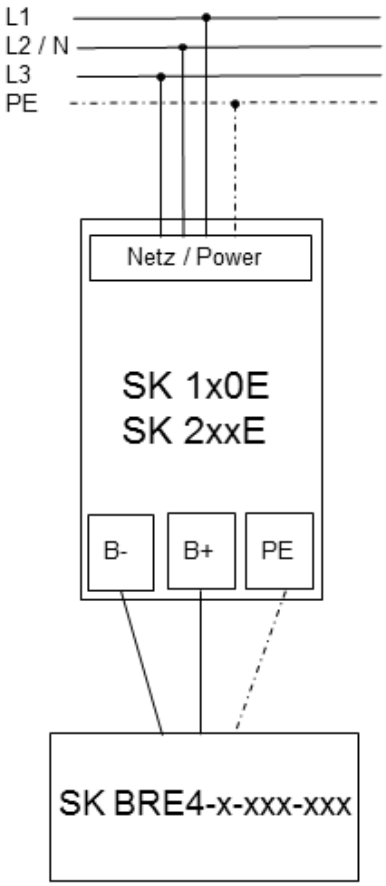
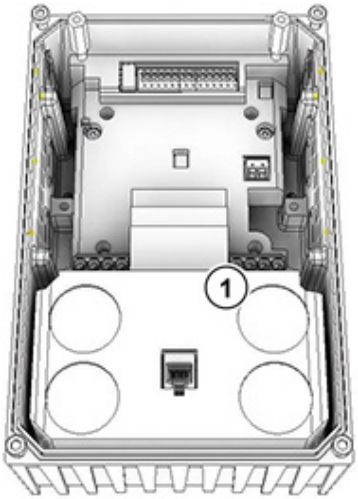
Error (E030/E050)	Meaning	Remarks
3.1	I^2t overcurrent limit	Brake chopper: I^2t limit has been triggered, 1.5-fold value for 60 s reached (🕮 P556, P557) • Avoid overcurrent in brake resistance
5.0	Overvoltage UZW	Link circuit voltage too high • Check the function of the connected braking resistor (broken cable) • Resistance value of connected braking resistor too high

Wiring diagram



External brake resistor SK BREW4-1-… direct mounting



Size 2

SK 1x0E frequency inverter

1 **Terminal connection**

Size 1 – 3

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

GETRIEBEBAU NORD
Member of the NORD DRIVESYSTEMS Group

SK BRE4-1-400-100

Part number: 275 273 012

External brake resistor for direct mounting to decentralised frequency inverters

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CAUTION — **Danger of burns**

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Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistance (GYADU)	Ω	400

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	100
Energy consumption P_{max} [1]	kWs	2.2

General

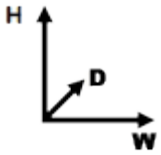
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	0.7

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x 8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	255 x 178 x 61
Cable / line [mm]		
Lead green / grey / white	L	350 / 370 / 400
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 1x0E	0.5 – 0.6 Nm			
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

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Installation

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Installation orientation	Lateral installation (standard position: option slot 3R, alternatively 3L) on the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter is not yet installed on the SK TI4 connection unit or the SK 1x0E on the motor terminal box.	
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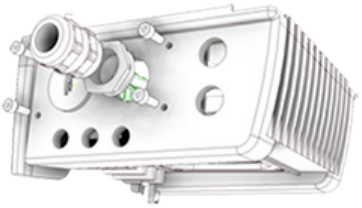
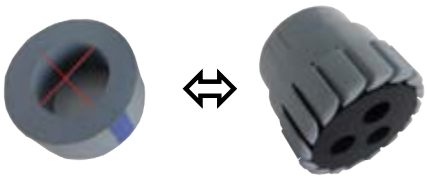
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  

4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. (1) Green/yellow lead ⇔ PE (2) White lead ⇔ B- (3) Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

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Error messages

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Error (E030/E050)	Meaning	Remarks
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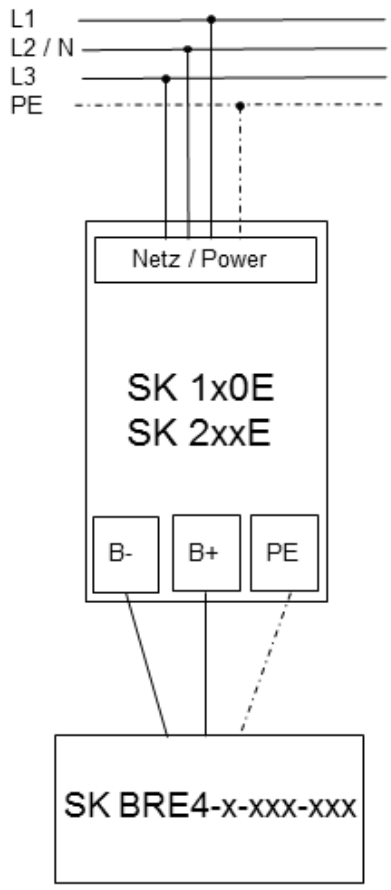
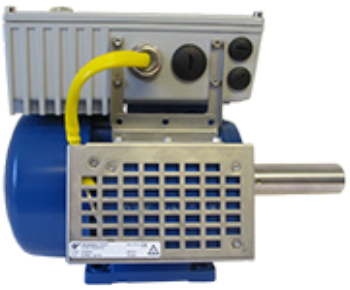
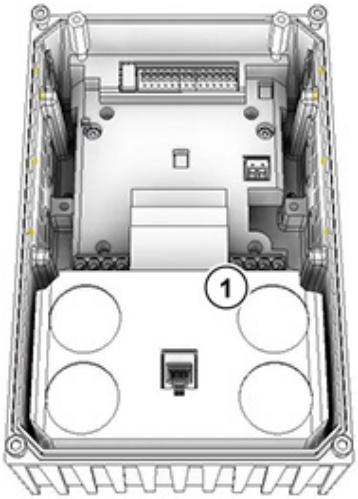
Wiring diagram





External brake resistor SK BREW4-1-… direct mounting



Size 2

SK 1x0E frequency inverter

1 **Terminal connection**

Size 1 – 3

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

GETRIEBEBAU NORD
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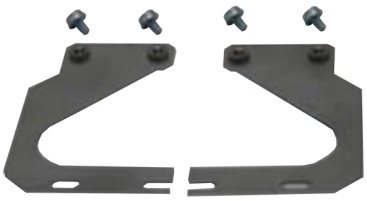
SK BRE4-1-FA 2XXE size 1

Part number: 275 273 090

Mounting kit for external brake resistor for direct mounting to decentralised frequency inverters



Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

This document is only valid in combination with the operating instructions for the relevant frequency inverter. Safe commissioning of this module and the frequency inverter depends on the availability of this information.

Scope of supply

Module		
2 x	**Mounting bracket**	BRE-FA
4 x	**Fastening screw**	M4x6

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The mounting kit is used for installing a brake resistor on the front side and is intended for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units.

Technical Data

General

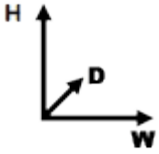
Tightening torque		
Screws	Nm	0.6 – 1.2
Weight	kg	0.075

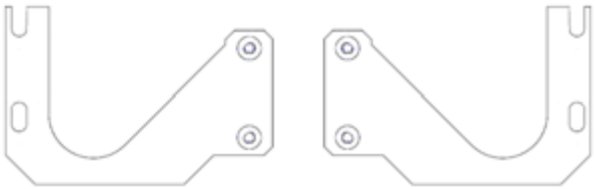
Mounting [1]	
Mounting bracket	4 x M4 x 6 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	90 x 52 x 1.5





Frequency inverter assignment

Information — **Overview in the manual**

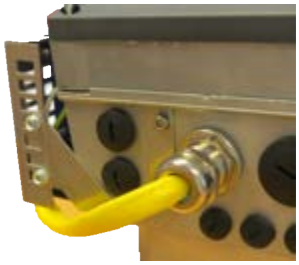
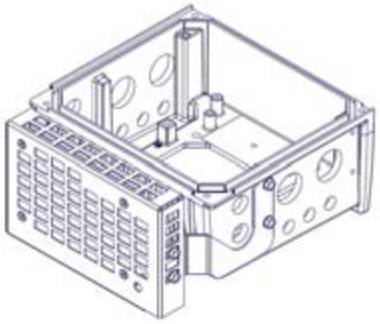
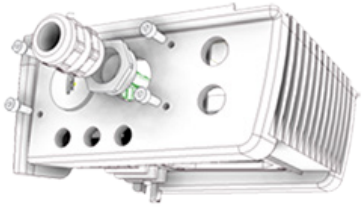
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Front side of the frequency inverter
Installation orientation	Installation on the front side of the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The frequency inverter is not yet installed on the SK TI4 connection unit.	
2.	Installing the external brake resistor Replace the mounting bracket of the external **SK BRE4** brake resistor with the BSK BRE4-1-FA 2XXE size x. • Remove the standard bracket from the brake resistor • Mount the front mounting bracket on the side of the brake resistor with two of the 4 enclosed M4 mounting screws. The brake resistor is then attached to the sides of the frequency inverter (option slot 3R or 3L) with 2x M4 mounting screws, each attached to the SK BRE4 braking resistor. • Insert the M4 fixing screws to the left and to the right of the SK TI4 connection unit of the SK 2xxE	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3R, alternatively 3L) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction (option slot 3R, alternatively 3L) Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	 
4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. • Yellow lead ⇔ PE • White lead ⇔ B- • Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

Material No.	Name	Option / Component
275273005	SK BRE4-1-100-100	External 100 Ω brake resistor for direct mounting
275273008	SK BRE4-1-200-100	External 200 Ω brake resistor for direct mounting
275273012	SK BRE4-1-400-100	External 400 Ω brake resistor for direct mounting

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SK BRE4-2-100-200

Part number: 275 273 105

External brake resistor for direct mounting to decentralised frequency inverters

Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

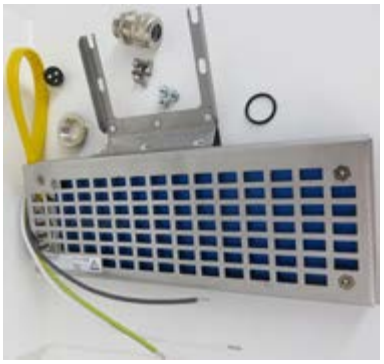
In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

This document is only valid in combination with the operating instructions for the relevant frequency inverter. Safe commissioning of this module and the frequency inverter depends on the availability of this information.

Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture



Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistance (GYADU)	Ω	100

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	200
Energy consumption P_{max} [1]	kWs	4.4

General

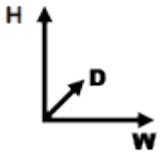
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	1.2

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x 8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	255 x 178 x 61
Cable / line [mm]		
Lead green / grey / white	L	430 / 450 / 480
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 1x0E	0.5 – 0.6 Nm			
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

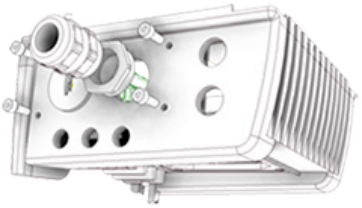
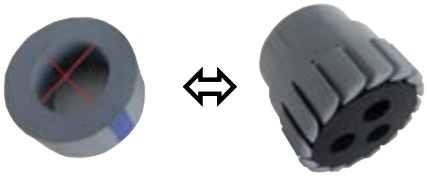
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Sideways of the frequency inverter
Installation orientation	Lateral installation (standard position: option slot 3R, alternatively 3L) on the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter is not yet installed on the SK TI4 connection unit or the SK 1x0E on the motor terminal box.	
2.	Installing the external brake resistor The brake resistor is installed on the right or left side of the frequency inverter (option slot 3R or 3L) with the 4 supplied M4 fastening screws. • Install it to the SK TI4 connection unit of the SK 2xxE with the 4 supplied M4 fastening screws • or mount it to the housing of the SK 1x0E frequency inverter	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  

4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. ① Green/yellow lead ⇔ PE ② White lead ⇔ B- ③ Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

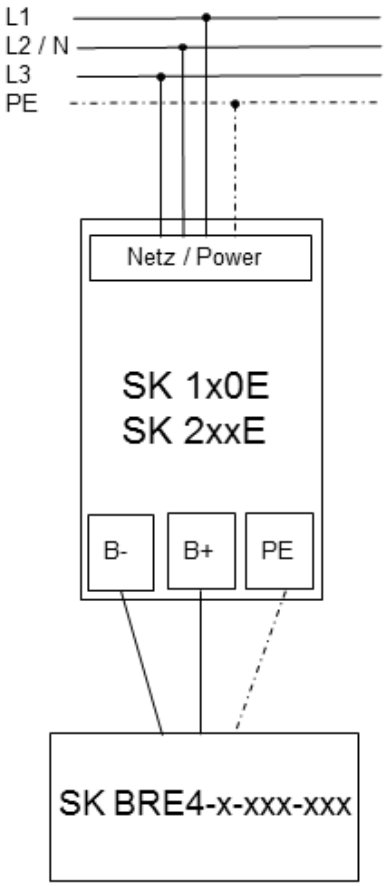
Parameters	Meaning	Remarks
P556	Braking resistor	Value of the brake resistance for the calculation of the maximum brake power to protect the resistor. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737.
P557	Braking resistor type	Continuous power (nominal power) of the resistor, to display the actual utilisation in P737. For a correctly calculated value, the correct value must be entered into P556 and P557. • 0.00 = Off, monitoring disabled
P737	Usage rate brake res.	This parameter provides information about the actual degree of modulation of the brake chopper or the current utilisation of the braking resistor in generator mode. • Depending on the settings of parameters P556 and P557. • The resistance power is displayed if both parameters are set correctly.

Error messages

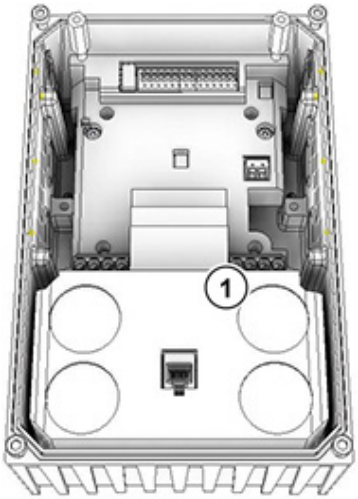
Error messages of the braking resistor – the current or the archived message of the last fault – can be retrieved by way of the information parameters Actual fault P700 and Last fault P701 from the error memory of the frequency inverter. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Error (E030/E050)	Meaning	Remarks
3.1	I^2t overcurrent limit	Brake chopper: I^2t limit has been triggered, 1.5-fold value for 60 s reached (🕮 P556, P557) • Avoid overcurrent in brake resistance
5.0	Overvoltage UZW	Link circuit voltage too high • Check the function of the connected braking resistor (broken cable) • Resistance value of connected braking resistor too high

Wiring diagram



External brake resistor SK BREW4-1-… direct mounting



Size 2

SK 1x0E frequency inverter

1 **Terminal connection**

Size 1 – 3

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

GETRIEBEBAU NORD
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SK BRE4-2-200-200

Part number: 275 273 108

External brake resistor for direct mounting to decentralised frequency inverters

Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

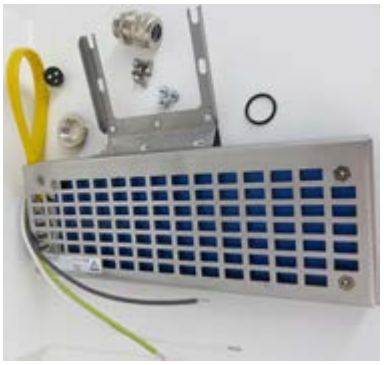
In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

This document is only valid in combination with the operating instructions for the relevant frequency inverter. Safe commissioning of this module and the frequency inverter depends on the availability of this information.

Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture



Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistance (GYADU)	Ω	200

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	200
Energy consumption P_{max} [1]	kWs	4.4

General

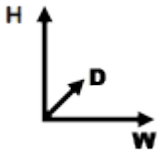
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	1.2

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x 8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	255 x 178 x 61
Cable / line [mm]		
Lead green / grey / white	L	430 / 450 / 480
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 1x0E	0.5 – 0.6 Nm			
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

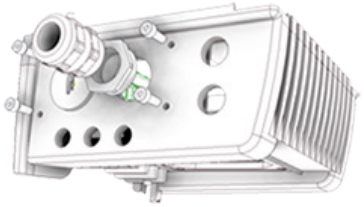
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Sideways of the frequency inverter
Installation orientation	Lateral installation (standard position: option slot 3R, alternatively 3L) on the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter is not yet installed on the SK TI4 connection unit or the SK 1x0E on the motor terminal box.	
2.	Installing the external brake resistor The brake resistor is installed on the right or left side of the frequency inverter (option slot 3R or 3L) with the 4 supplied M4 fastening screws. • Install it to the SK TI4 connection unit of the SK 2xxE with the 4 supplied M4 fastening screws • or mount it to the housing of the SK 1x0E frequency inverter	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  

4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. ① Green/yellow lead ⇔ PE ② White lead ⇔ B- ③ Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Parameters	Meaning	Remarks
P556	Braking resistor	Value of the brake resistance for the calculation of the maximum brake power to protect the resistor. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737.
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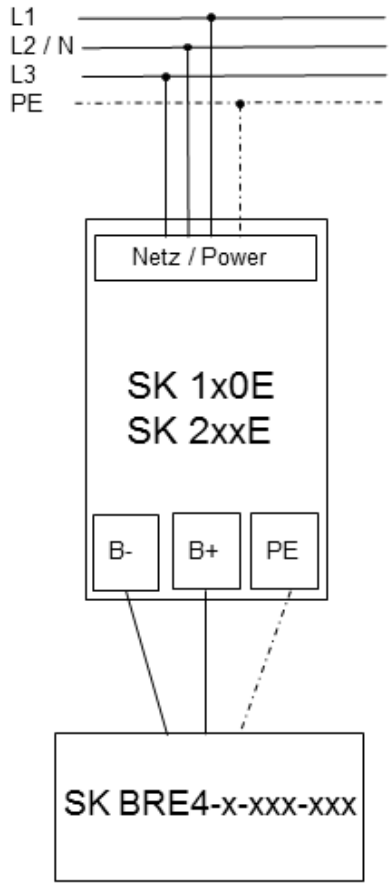
P737	Usage rate brake res.	This parameter provides information about the actual degree of modulation of the brake chopper or the current utilisation of the braking resistor in generator mode. • Depending on the settings of parameters P556 and P557. • The resistance power is displayed if both parameters are set correctly.

Error messages

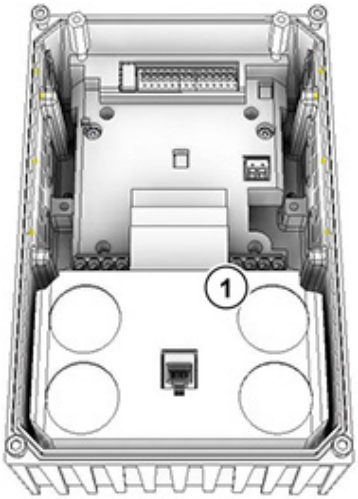
Error messages of the braking resistor – the current or the archived message of the last fault – can be retrieved by way of the information parameters Actual fault P700 and Last fault P701 from the error memory of the frequency inverter. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Error (E030/E050)	Meaning	Remarks
3.1	I^2t overcurrent limit	Brake chopper: I^2t limit has been triggered, 1.5-fold value for 60 s reached (🕮 P556, P557) • Avoid overcurrent in brake resistance
5.0	Overvoltage UZW	Link circuit voltage too high • Check the function of the connected braking resistor (broken cable) • Resistance value of connected braking resistor too high

Wiring diagram



External brake resistor SK BREW4-1-… direct mounting



Size 2

SK 1x0E frequency inverter

1 **Terminal connection**

Size 1 – 3

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

GETRIEBEBAU NORD
Member of the NORD DRIVESYSTEMS Group

SK BRE4-1-FA 2XXE size 2

Part number: 275 273 092

Mounting kit for external brake resistor for direct mounting to decentralised frequency inverters

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- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

This document is only valid in combination with the operating instructions for the relevant frequency inverter. Safe commissioning of this module and the frequency inverter depends on the availability of this information.

Scope of supply

Module		
2 x	**Mounting bracket**	BRE-FA
4 x	**Fastening screw**	M4x6

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The mounting kit is used for installing a brake resistor on the front side and is intended for the NORDAC *BASE* SK 180E and NORDAC *FLEX* SK 200E series of units.

Similar to illustration

Technical Data

General

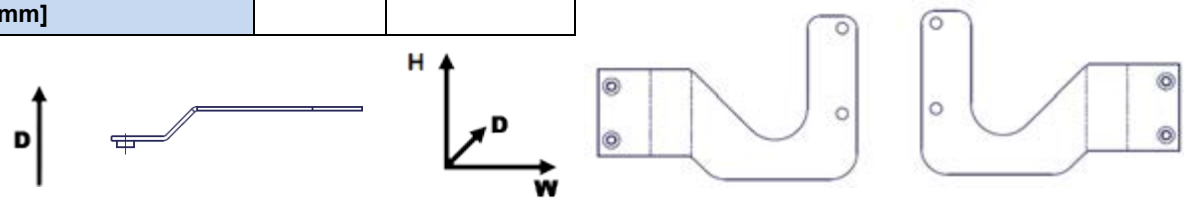
Tightening torque		
Screws	Nm	0.6 – 1.2
Weight	kg	0.088

Mounting [1]	
Mounting bracket	4 x M4 x 6 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	92 x 57 x 11



Frequency inverter assignment

Information — **Overview in the manual**

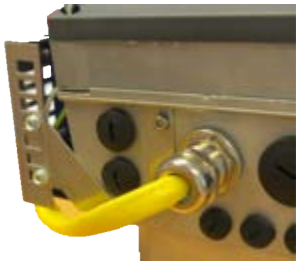
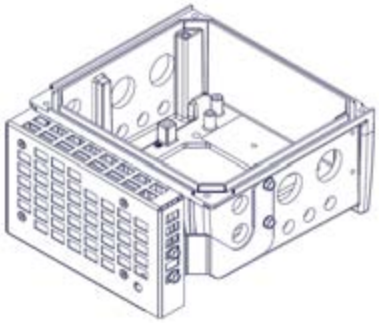
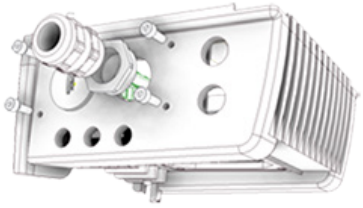
The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted frequency inverter: • Front side of the frequency inverter
Installation orientation	Installation on the front side of the frequency inverter
Fastening	With screws (fastening material is included)

Installation steps

1.	Installing the frequency inverter The frequency inverter is not yet installed on the SK TI4 connection unit.	
2.	Installing the external brake resistor Replace the mounting bracket of the external **SK BRE4** brake resistor with the BSK BRE4-1-FA 2XXE size x. • Remove the standard bracket from the brake resistor • Mount the front mounting bracket on the side of the brake resistor with two of the 4 enclosed M4 mounting screws. The brake resistor is then attached to the sides of the frequency inverter (option slot 3R or 3L) with 2x M4 mounting screws, each attached to the SK BRE4 braking resistor. • Insert the M4 fixing screws to the left and to the right of the SK TI4 connection unit of the SK 2xxE	
3.	Route the connecting cable into the frequency inverter through one of the M25 openings. • **Caution:** Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3R, alternatively 3L) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 reduction (option slot 3R, alternatively 3L) Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	 
4.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. • Yellow lead ⇔ PE • White lead ⇔ B- • Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

Material No.	Name	Option / Component
275273105	SK BRE4-2-100-200	External 100 Ω brake resistor for direct mounting
275273108	SK BRE4-2-200-200	External 200 Ω brake resistor for direct mounting

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SK BRE4-3-050-450

Part number: 275 273 201

External brake resistor for direct mounting to decentralised frequency inverters

Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

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Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistor (KYW13D)	Ω	50

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	450
Energy consumption P_{max} [1]	kWs	3.0

General

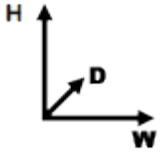
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	3.3

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	355 x 260 x 235
Cable / line [mm]		
Lead green / grey / white	L	430 / 450 / 480
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque				
SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

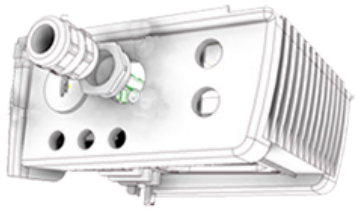
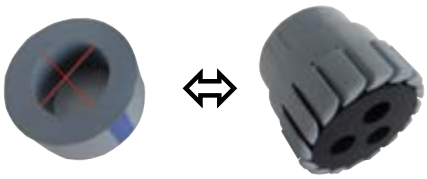
For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted SK 2xxE frequency inverter of size 4: • Sideways of the frequency inverter
Installation orientation	Lateral installation between the base of the motor terminal box and the connecting unit of the frequency inverter
Fastening	With screws (fastening material is included)
Mounting kit	Mounting kit SK TIE4-BRE3-KIT (separate accessory)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter of size 4 and the SK TI4 connecting unit are not yet installed (on the base of the motor terminal box).	
2.	Installing the brake resistor on the mounting bracket Install the brake resistor with the 3 M4 hex screws fastened on the mounting bracket. • Loosen the 3 hex screws so that the square metal plate is held in place by the last threads • Then push the mounting bracket with the 3 square metal plates laterally into the top mounting slot of the brake resistor and screw tight	
3.	Mounting kit SK TIE4-BRE3-KIT • With the mounting kit (Part No. 275274920), the brake resistor is installed between the base of the motor terminal box and the SK TIE4 connecting unit • When doing so, replace the 4 existing fastening screws of the connecting unit with the 4 longer M8 x 30 cylinder screws supplied with the mounting kit • Two base gaskets of different thickness come with the mounting kit • Place the mounting bracket with the thinner base gasket (3 mm) below the mounting bracket on the base of the motor terminal box • Then place the thicker base gasket (6 mm) underneath the connecting unit on the mounting bracket and fasten to the base of the motor terminal box with screws Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  3 mm 6 mm

4.	Route the connecting cable into the frequency inverter through one of the M25 openings. • Caution: Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 cable gland reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  
5.	Connect the connecting cable to the respective terminal strip or the terminals of the frequency inverter. • Yellow lead ⇔ PE • White lead ⇔ B- • Grey lead ⇔ B+ Connect the PE lead to the PE lug of frequency inverter inside the terminal box or at the housing. Please heed the specified tightening torques; refer to 🕮 Technical Data – Connections.	

Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

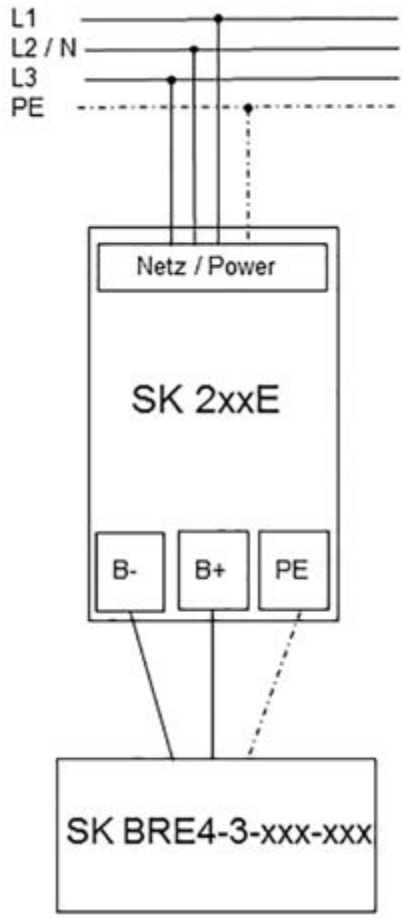
Parameters	Meaning	Remarks
P556	Braking resistor	Value of the brake resistance for the calculation of the maximum brake power to protect the resistor. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737.
P557	Braking resistor type	Continuous power (nominal power) of the resistor, to display the actual utilisation in P737. For a correctly calculated value, the correct value must be entered into P556 and P557. • 0.00 = Off, monitoring disabled
P737	Usage rate brake res.	This parameter provides information about the actual degree of modulation of the brake chopper or the current utilisation of the braking resistor in generator mode. • Depending on the settings of parameters P556 and P557. • The resistance power is displayed if both parameters are set correctly.

Error messages

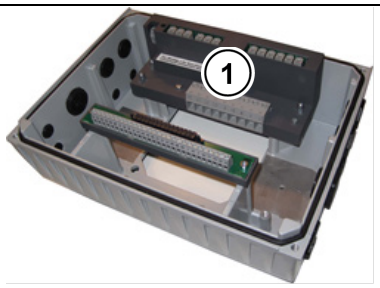
Error messages of the braking resistor – the current or the archived message of the last fault – can be retrieved by way of the information parameters Actual fault P700 and Last fault P701 from the error memory of the frequency inverter. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Error (E030/E050)	Meaning	Remarks
3.1	I^2t overcurrent limit	Brake chopper: I^2t limit has been triggered, 1.5-fold value for 60 s reached (🕮 P556, P557) • Avoid overcurrent in brake resistance
5.0	Overvoltage UZW	Link circuit voltage too high • Check the function of the connected braking resistor (broken cable) • Resistance value of connected braking resistor too high

Wiring diagram



External brake resistor SK BREW4-3-… direct mounting



① **Terminal connection**

Size 4

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

Further documentation www.nord.com

Material No.	Name	Option / Component
275274920	SK TIE4-BRE3-Kit	Mounting kit

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NORD DRIVESYSTEMS

SK BRE4-3-100-450

Part number: 275 273 205

External brake resistor for direct mounting to decentralised frequency inverters

Only qualified electricians are allowed to install and commission the module. An electrician is a person who, because of their technical training and experience, has sufficient knowledge with regard to

- switching on, switching off, isolating, earthing and marking power circuits and devices,
- proper maintenance and use of protective devices in accordance with defined safety standards.

DANGER! — **Danger of electric shock**

The frequency inverter continues to carry hazardous voltages for up to 5 minutes after it was switched off.

- Work must not be carried out unless the device has been disconnected from the voltage and at least 5 minutes have elapsed since the mains was switched off!

CAUTION — **Danger of burns**

The module and all other metal components can heat up to temperatures above 70 °C.

Sufficient cooling time must be allowed for when working on the components in order to avoid injuries (local burns) to parts of the body coming into contact with the components.

In order to avoid damage to neighbouring objects, sufficient clearance must be maintained during installation.

NOTICE — **Validity of this document**

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Scope of supply

Module		
1 x	**Braking resistor**	Incl. guard (metal grating)
1 x	**Mounting bracket**	BRE
4 x	**Fastening screw**	M4x8
1 x	**Connection reduction**	M25 / M20, brass
1 x	**Cable gland**	M20x1.5 incl. sealing insert, brass
1 x	**Connection cables**	3-wire
1 x	**Protective sleeve**	0.2 m
1 x	**Sealing ring**	M20 with 3x4 mm aperture

Field of use

Dynamic braking (frequency lowering) of a three-phase motor via a frequency inverter results in generator braking energy that – depending on the application case – is dissipated by a braking resistor. This superfluous energy is transformed into heat.

The braking resistor is designed for the NORDAC *FLEX* SK 200E series of units and depends on the mains voltage and the power.

Technical Data

Electrical data

Number of leads		3
Resistor (KYW13D)	Ω	100

[1] The value given applies to a single use within 120 s.

Max. continuous power P_n	W	450
Energy consumption P_{max} [1]	kWs	3.0

General

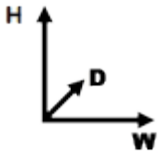
Temperature range	°C	0 … 40 (100 % duty cycle/S1) 0 … 50 (70 % duty cycle/S3)
Tightening torque		
Screws		0.6 – 1.2
Cable gland M20		1.5 – 2.0
Reduction M25/M20		1.5 – 2.0
Weight	kg	3.3

Certifications	CE, UR, RoHS
Protection class	IP67
Mounting [1]	
Mounting bracket	4 x M4 x8 (size 7)

[1] included in the scope of supply

Dimensions

Envelope dimensions [mm]	W x H x D	355 x 260 x 235
Cable / line [mm]		
Lead green / grey / white	L	430 / 450 / 480
Wire end sleeve	L	10



Connections

Name	**PE connection**		**B-**	**B+**
Cross section / type	AWG 14/19			
Wire colour	Green	Yellow	White	Grey
Terminal label	PE		Power terminal B-	Power terminal B+
Tightening torque SK 2xxE	1.2 – 1.5 Nm			

Frequency inverter assignment

Information — **Overview in the manual**

The braking resistors provided by the NORD DRIVESYSTEMS Group are directly tailored to the individual frequency inverters. However, when external braking resistors are being used, it is usually possible to select between 2 or 3 alternatives.

For detailed information, please refer to chapter 🕮 Electric data for brake resistors of the respective frequency inverter manual "Further documentation and software: www.nord.com".

Installation

Installation location	Direct installation on a decentralised, motor-mounted SK 2xxE frequency inverter of size 4: • Sideways of the frequency inverter
Installation orientation	Lateral installation between the base of the motor terminal box and the connecting unit of the frequency inverter
Fastening	With screws (fastening material is included)
Mounting kit	Mounting kit SK TIE4-BRE3-KIT (separate accessory)

Installation steps

1.	Installing the frequency inverter The SK 2xxE frequency inverter of size 4 and the SK TI4 connecting unit are not yet installed (on the base of the motor terminal box).	
2.	Installing the brake resistor on the mounting bracket Install the brake resistor with the 3 M4 hex screws fastened on the mounting bracket. • Loosen the 3 hex screws so that the square metal plate is held in place by the last threads • Then push the mounting bracket with the 3 square metal plates laterally into the top mounting slot of the brake resistor and screw tight	
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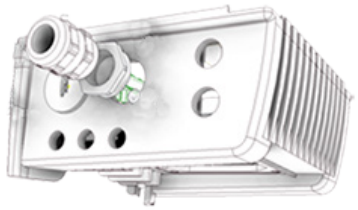
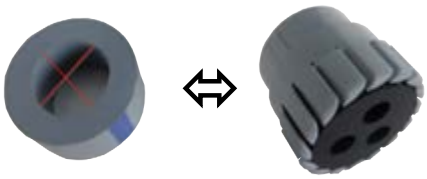
4.	Route the connecting cable into the frequency inverter through one of the M25 openings. • Caution: Replace the clamping seal of the cable gland with the black sealing insert • Fit the M25/M20 cable gland reduction (preferably option slot 3AR, alternatively 3AL) • Insert the connecting cable through the M20 cable gland • Route the three leads of the cable through the black sealing insert • Then route the leads into the terminal box/housing of the frequency inverter • Screw an M20 cable gland into the M25/M20 cable gland reduction Make sure the gland is tight and tighten it to the specified torque (see 🕮 Technical Data – General).	  
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Parameters

Frequency inverter: The following parameters of the frequency inverter have to be set for optimum brake resistor operation. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Parameters	Meaning	Remarks
P556	Braking resistor	Value of the brake resistance for the calculation of the maximum brake power to protect the resistor. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737. • The error I^2t limit (E003.1) is triggered. Further details 🕮 in P737.
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P737	Usage rate brake res.	This parameter provides information about the actual degree of modulation of the brake chopper or the current utilisation of the braking resistor in generator mode. • Depending on the settings of parameters P556 and P557. • The resistance power is displayed if both parameters are set correctly.

Error messages

Error messages of the braking resistor – the current or the archived message of the last fault – can be retrieved by way of the information parameters Actual fault P700 and Last fault P701 from the error memory of the frequency inverter. For details, refer to the frequency inverter manual 🕮 "Further documentation and software: www.nord.com".

Error (E030/E050)	Meaning	Remarks
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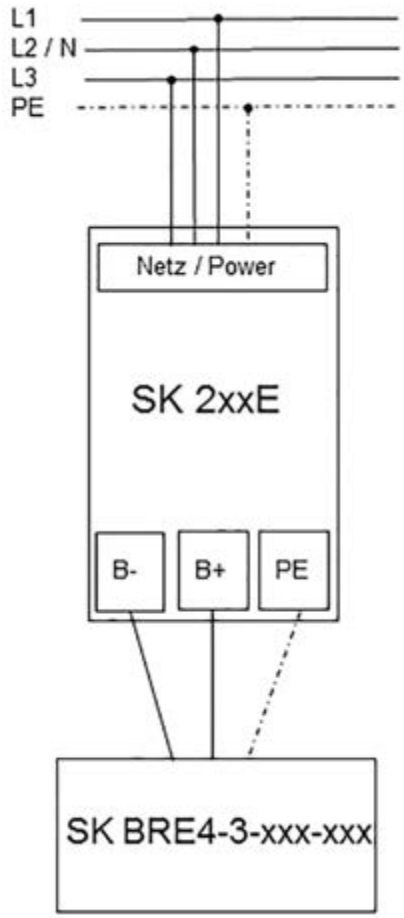
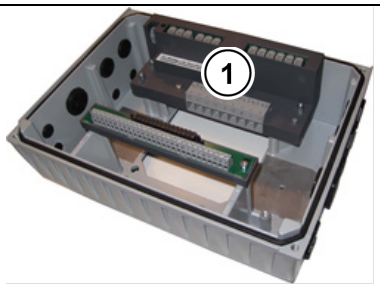
Wiring diagram



External brake resistor SK BREW4-3-… direct mounting



① **Terminal connection**

Size 4

SK 2xxE frequency inverter

Further documentation and software: www.nord.com

Document	Name
BU 0180	SK 180E – SK 190E frequency inverter manual

Document	Name
BU 0200	SK 200E frequency inverter manual

Further documentation www.nord.com

Material No.	Name	Option / Component
275274920	SK TIE4-BRE3-Kit	Mounting kit