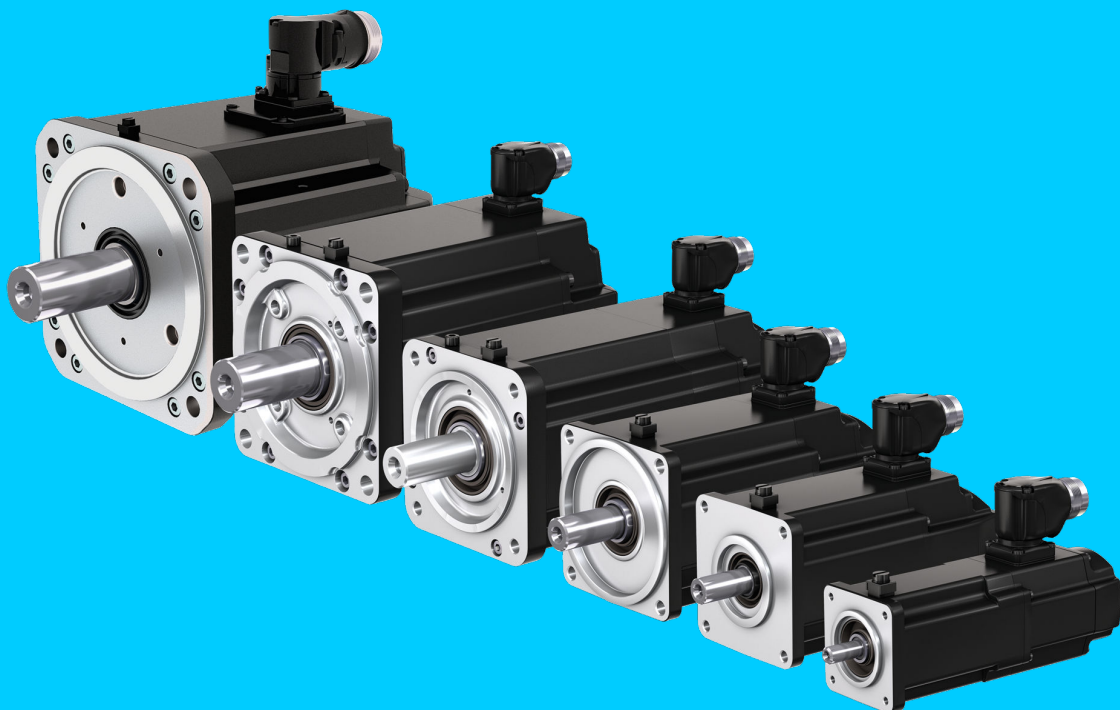


# MS2E Synchronous Servomotors

ATEX Directive 2014/34/EU



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DOK-MOTOR\*-MS2E\*\*\*\*\*-PR02-EN-P

DC-AE / EPI5 (jw/mb)

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# 1 About this documentation

## 1.1 Editions of this documentation

This documentation explains the product characteristics, application possibilities, operating conditions and the operational limits of the motors, contains the technical data of the available motors and provides information on product selection, handling and operation.

Table 1: Record of Revisions

| Edition                        | Release date | Notes                          |
|--------------------------------|--------------|--------------------------------|
| DOK-MOTOR*-MS2E*****-PR02-EN-P | 11/2020      | Extending product range MS2E10 |
| DOK-MOTOR*-MS2E*****-PR01-EN-P | 11/2018      | First edition                  |

## 1.2 Presentation of information

### Safety instructions

The safety instructions in this documentation include signal words (danger, warning, caution, note) and a signal symbol (acc. to ANSI Z535.6-2006).

The signal word is intended to draw your attention to the safety instructions and describes the seriousness of the danger. The warning triangle with exclamation mark indicates the danger for persons.

**⚠ DANGER**

Non-compliance with this safety instructions will result in death or severe personal injury.

**⚠ WARNING**

Non-compliance with this safety instructions can result in death or severe personal injury.

**⚠ CAUTION**

Non-compliance with this safety instructions can result in moderate or minor personal injury.

**NOTICE**

Non-compliance with this safety instructions can result in material damage.

### Safety symbols

In the documentation, the following internationally standardized safety signs and graphic symbols are used. The meaning of the symbols is described in the table.

Table 2: Meaning of safety signs

| Safety symbols                                                                      | Meaning                                    |
|-------------------------------------------------------------------------------------|--------------------------------------------|
|  | Warning against dangerous electric voltage |
|  | Warning against hot surfaces               |
|  | Warning against rotating machine parts     |
|  | Warning against overhead load              |
|  | Electrostatic sensitive devices            |

| Safety symbols                                                                    | Meaning                                                                    |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------|
|  | No access for persons with cardiac pacemakers or implanted defibrillators. |
|  | Do not carry along metal parts or clocks.                                  |
|  | Hammer scales are forbidden                                                |

### Meaning of symbols

Table 3: Meaning of symbols

| Symbol                                                                              | Meaning                                                                                                                                         |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
|    | Reference to supplementary documentation                                                                                                        |
|    | Explosion protection identification                                                                                                             |
|    | The UL Recognized Component Mark identifies recognized component parts which are components of a bigger product or system.                      |
|  | The letters “C” and “E” stand for “Communautés Européennes”. The CE-marking expresses the conformity of a product with relevant EC-regulations. |
|  | Components for the use in systems for “integrated safety technique” prepared.                                                                   |
|  | The symbol indicating "separate collection" for all batteries and accumulators is the crossed-out wheeled bin.                                  |

### Markup

The following markups are used for a user-friendly text information representation:

Reference to supplementary documentation

This note gives important information, which must be observed.



- Listings on the first level contain a bullet point
  - Listings on the second level contain a dash

#### Instruction

- ➞ Instruction
  - ➞ Result of one instruction

#### Instruction multilevel

1. ➞ Action step one
2. ➞ Action step two
  - ➞ Result of an instruction

Please comply with the order of the handling instructions.

## 2 Safety instructions

### 2.1 Important directions on use

#### 2.1.1 Intended use

Prerequisites for proper and safe use of the motors are proper transport, appropriate storage, proper assembly and connection, careful maintenance, operation and overhaul.

The motors have been designed for installation in industrial machinery. The motors have been designed and manufactured in compliance with the EU directives and harmonized standards specified in the following.

The observance of and compliance with the specifications of the operating instructions (DOK-MOTOR\*-MS2E\*\*\*\*\*-ITRS-\*\*-P) are part of the intended use.

The observance of and compliance with the specifications of the operating instructions (DOK-MOTOR\*-MS2E\*\*\*\*\*-PRRS-\*\*-P) are part of the intended use.

The here described motors are only allowed to be used in an area for components for Group II, Category 3G/3D, ATEX directive 2014/34/EU.

- where no explosive atmosphere can occur during **normal operation**, as this is avoided by ventilation and monitoring.
- where explosive atmosphere can occasionally occur in an **event of fault** and this atmosphere can be eliminated and intercepted by the user immediately after occurrence. Thus the explosive atmosphere appears rarely and for a short period of time.

This corresponds to the use of motors in **zone 2** and **zone 22**.

#### Standards

|             |                                                                                                 |
|-------------|-------------------------------------------------------------------------------------------------|
| EN 60034-1  | Rating and performance behavior                                                                 |
| EN 60034-5  | Type of protection                                                                              |
| EN 60079-0  | Hazardous areas – Part 0: Equipment – General requirements                                      |
| EN 60079-7  | Hazardous areas – Part 7: Equipment protection by increased safety e                            |
| EN 60079-31 | Potentially explosive atmosphere – Part 31: Equipment dust ignition protection by enclosure “t” |

#### Directives

|            |                           |
|------------|---------------------------|
| 2014/34/EU | ATEX directive 2014/34/EU |
|------------|---------------------------|

The machine manufacturer must evaluate the electric and mechanic safety as well as environmental influences in the assembled state of the machine according to the Machine Directive 2006/42/EC and DIN EN 60204-1 (safety of machines).

The electrical installation must comply with the protection requirements of EMC Directive 2014/30/EU. The plant manufacturer is responsible for appropriate installation (for example: physical separation of signal and power cables, using shielded cables, ...). The EMC instructions of the converter manufacturer must be observed.

The motors must be left in their original state. It is not allowed to do any constructional modifications. In the case of contravention, applicability according to intended use will expire (e.g. safety technique or ATEX conformity...).

The machine may not be commissioned before conformity with these directives has been confirmed.

### 2.1.2 Unintended use

Any use of the MS2E motors outside of the specified fields of application or under operating conditions and technical data other than those specified in this documentation is considered to be inappropriate use.

Direct operation on the three-phase network is forbidden.

## 2.2 Qualification of personnel

Any work with or on the described product may only be done by qualified or skilled personnel. For the purpose of this manual, qualified personnel means persons who are familiar with transporting, installing, mounting, commissioning and operating the components of the electrical drive and control system and the associated hazards and have an appropriate qualification for their job. Qualification of personnel contains knowledge and observance of the specifications in DIN EN 60079-14.

All persons working on, with or in the vicinity of an electrical system must be informed of the relevant safety requirements, safety guidelines and internal instructions (EN 50110-1).

## 2.3 General safety instructions

Do not install or operate motors or components of the electric drive and control system before you have not carefully read all delivered documents.

Please observe the particular applicable national, local and system-specific regulations, the safety instructions in the documentation and the warning and informative labels on the motors.

**Improper use of the motors and failure to follow the safety instructions in this document may result in material damage, personal injury, electric shock or, in extreme cases, to death!**

In the case of damage due to non-observance of the safety notes, Bosch Rexroth assumes no liability.

Applications for functional safety are only allowed if the motors have the SI sign on the rating plate.

## 2.4 Product- and technology-dependent safety instructions

### 2.4.1 Protection against explosion hazard



**Product use only in hazardous areas according to the specified labeling on the product**

This product is only allowed to be used in an area of use which is specified on the type plate according to the explosion protection standards. In the case of several ATEX designations labelled on the type plate, like gas and dust protection, please observe that during operation only one hazardous atmosphere occurs (no combination of several).

Do any maintenance in non-hazard atmosphere.

**Observe the conditions on use**

Observe the notes in the application conditions and do not exceed the specified limit values.

#### Observe residual risks

Specified residual risks and special using conditions must be evaluated by the plant manufacturer and operator according to the product application. This makes own measures necessary to prevent risks.

### 2.4.2 Protection from electric voltage

**Work required on the electric system may only be carried out by skilled electricians. Tools for electricians (VDE tools) are absolutely necessary.**

Before working:

- Enable.
- Secure against reactivation.
- Ensure de-energization.
- Ground and short-circuit.
- Cover or shield any adjacent live parts.

After completing the job, cancel the measures in reverse order.

**Dangerous voltage occurs during operation! Danger to life, risk of injury by electric shock!**

- Before start-up, connect the protective conductors on all electric components according to the connection plan.
- Operation, even for short measuring purposes is only allowed with fixed connected protective conductor on the specified points of the components.

### 2.4.3 Protection from mechanical danger

**Dangerous movements! Danger to life, risk of injury, heavy injury or material damage.**

- Do not stay within the motion zone of the machine. Avoid unauthorized access into the danger zone.
- Additionally secure vertical axes to prevent them from sinking or descending after having shutdown the motor, for instance as follows:
  - Mechanically lock the vertical axis,
  - providing an external braking / catching / clamping device, or
  - ensure sufficient weight compensation of the axes.

Only using the serially delivered **motor holding brake** or an external holding brake activated by the drive controller **is not suitable for personal protection!**

**Rotating parts! Danger to life, risk of injury, heavy injury or material damage.**

- Secure key and/or transmission elements against ejection.
- Install covers on dangerous rotating machine parts before start-up.

### 2.4.4 Protection against magnetic and electromagnetic fields

Magnetic and electromagnetic fields are created in the direct environment of live conductors or permanent magnets of electro motors and are a serious danger for persons.

**Strong magnetic and electromagnetic fields pose a health hazard for persons with heart pacemakers, metallic implants and hearing aids in the direct environment of motor components!**

- Persons with heart pacemakers and metallic implants are not allowed to approach or handle these motor components.

**Crushing hazard of fingers and hands due to strong attractive forces of the magnets!**

- Handle only with protective gloves.

**Risk of destruction of sensitive parts!**

- Keep watches, credit cards, check cards and identity cards and all ferromagnetic metal parts, such as iron, nickel and cobalt away from permanent magnets.

## **2.4.5 Protection against ignitable electrostatic discharges**

**Danger of explosion due to electrostatic discharge**

Electrostatic discharges may ignite gases, vapors and dust. Electrostatic charges may be caused e.g. by the following processes:

- electrostatic painting
- pneumatically conveyed dust or bulk material
- hydraulically conveyed or flowing liquids and droplets
- mechanically driven belts, brushes and films, etc.

Bush discharges or propagating bush discharges may be caused by highly charge-generating processes.

**Danger of explosion due to highly charge-generating processes**

Highly charge-generating processes may cause bush discharges or propagating bush discharges and lead to explosions. This, in turn, may lead to death, severe injury and damage to property.

## **2.4.6 Protection against burns**

**Risk of burns due to hot motor surfaces!**

- Avoid contact with hot motor surfaces. **Temperatures may rise over 60 °C.**
- Allow the motors to cool down long enough before touching them.
- Temperature-sensitive components may not come into contact with the motor surface. Ensure appropriate mounting distance of connection cables and other components.

## **2.4.7 Electrostatic sensitive devices (ESD)**

The motors contain parts which underlie an electrostatic danger. These components, especially temperature sensors of the motor winding can be destroyed by improper use.

Avoid, e.g. direct contact of open wires or contacts of the connection cable of temperature sensors without being electrostatically discharged or grounded.



Do suitable ESD protective measures before you handle imperiled components (e.g. ESD protective clothes, wristlets, conductive floor, grounded cabinets and working surfaces).

## 3 Explosion protection

### 3.1 Product description

Synchronous servomotors of type MS2E03, -04, -05, -06, -07, -10 are used to operate with drive systems. These motors are certified according to ATEX for gas and dust and can be used in zone 2 and 22, Device group II, Category 3. These motors are fitted with three temperature sensors within the winding and an appropriate switch-off electronics to keep the temperature class.

The ignition protection type for gases, vapors is according to the protection principle "Increased safety" **Ex ec**.

The ignition protection type for dust is according to the protection principle "Protection by housing" **Ex tc**.

The housing design is made of aluminum / aluminum die casting. Cooling is done via heat exchange of the open coolant circuit by temperature difference between housing and surrounding coolant (self-cooling).

The motors can be fitted with an additional holding brake and with a Multiturn or Singleturn encoder.

The electrical connection is done by means of SpeedCon plug-in connectors in single-cable technique. The permissible ambient temperature range is:  
0°C ... 40 °C

## 3.2 ATEX labeling for MS2E motors (gas)

MS2E motors are suited for use in hazardous areas with gas atmosphere according to the following labeling.

 **II 3G Ex ec IIB T155°C (T3) Gc X**

Table 4: ATEX labeling und significance (gas)

| Sign                                                                              | Meaning                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Symbol Ex                                                                                                                                                                                                                                                                                                       |
| II                                                                                | Equipment group II which is suitable for all potentially explosive areas other than firedamp-endangered excavations                                                                                                                                                                                             |
| 3                                                                                 | Device category 3 means, equipment in this category is intended for use in areas in which explosive atmospheres caused by gases, vapors, fog, dust/air mixtures are unlikely to occur or, if they do occur, are likely to do so only infrequently and for a short period only.                                  |
| G                                                                                 | G = gas                                                                                                                                                                                                                                                                                                         |
| Ex                                                                                | The European standard for explosion protection has been applied.                                                                                                                                                                                                                                                |
| EC                                                                                | Ignition protection type "Increased safety" for EPL Gc                                                                                                                                                                                                                                                          |
| IIB                                                                               | Explosion group                                                                                                                                                                                                                                                                                                 |
| T 155 °C                                                                          | Maximum surface temperature of the motor                                                                                                                                                                                                                                                                        |
| (T3)                                                                              | Temperature class T3 <200°C                                                                                                                                                                                                                                                                                     |
| Gc                                                                                | Device protection level (EPL) classification Gc for advanced safety level for use in potentially gas explosive atmospheres where there is no ignition risk during normal operation or have any additional safety measures which ensure in the event of foreseeable faults/malfunctions no ignition risk exists. |
| X                                                                                 | Labeling "Special conditions on use"                                                                                                                                                                                                                                                                            |

### 3.2.1 Special conditions on use "X" (gas)

The Ex mark for MS2E motors, specified in the declaration of conformity and on the type plate, is labeled with an "X" at the end. Please observe the following special conditions for a safe operation of the motors in your construction:

#### Ambient temperature

Limited ambient temperature area according to EN 60079-0. The allowed area of ambient temperature for MS2E motors is 0 ... 40 °C (with de-rating 0 ... 60 °C ).

#### Tensile load

Limited values for tensile load according to EN 60079-0. It is not allowed to exceed the specified values of the tensile loading via cables which are connected via connectors. The maximum allowed values are determined in the following context.

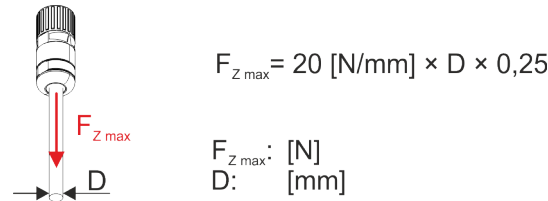


Fig. 1: Determination of maximum tensile load

$F_{Z \max}$  Tensile load of connection cable (maximum value)

D Diameter cable outer jacket (maximum value)

**⚠ WARNING**

**Danger of explosion due to exalted tensile load of connection cables**

**Adherence of specified limits.**

**Mechanical fastening of cable ends (e.g. use cable clamps, ...).**



**Impact strength of plug connectors in the case of mechanical danger**

The impact strength of the plug connectors on MS2E motors correspond to a low degree of mechanical danger acc. to EN 60079-0:2018, Tab. 15, line b).

The risk of mechanical endangerment onto the plug connectors on motors and cables due to impact from different directions must therefore be evaluated by the user. Possible risks due to a higher degree of endangerment can reduce the mechanical protection of the plug connectors.

The plug connectors fulfill the requirements about impact strength according to the following table.

Table 5: MS2E plug-in connector (special conditions:) Mechanical hazard

| Plug-in connector | Impact strength of plug connectors satisfies low degree of mechanical hazard, in the case of impact from |      |       |
|-------------------|----------------------------------------------------------------------------------------------------------|------|-------|
|                   | top                                                                                                      | Side | below |
| M17 Encoder       | Yes, with assembled plug connector protective cover SUP-M02-MS2E                                         |      | No    |
| M23 Hybrid        | Yes, with assembled plug connector protective cover SUP-M01-MS2E                                         |      | No    |
| M40 Power         | Yes                                                                                                      |      | No    |

- During machine construction avoid possible impacts onto the electric connections and plug connectors.
- Do a risk evaluation about mechanical hazard for connectors on motors and cables in the machine due to impacts from different directions.
- If necessary, assemble the plug connector protective cover SUP-M0x-MS2E.
- Avoid impacts onto the plug connectors if there is a higher degree of mechanical danger due to additional devices or design changes to the machine.

**⚠ WARNING**



Danger of explosion due to mechanical hazard of plug connectors.

Provide arrangements to protect the plug connector mechanically (e.g. covers, protective plates, ...).

To protect the plug connector, Rexroth offers plug connector protective cover as an optional accessory, see ➔ Chapter 9.7 “Plug connector protective cover ” on page 140.

**Maintenance and repair**

Maintenance and repair of motors must exclusively be done by the certified Rexroth service.

### 3.3 ATEX labeling for MS2E motors (dust)

MS2E motors are suited for use in hazardous areas with gas atmosphere according to the following labeling.

 II 3D Ex tc IIIC T155°C Dc IP6X X

Table 6: ATEX labeling und significance (dust)

| Sign                                                                              | Meaning                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Symbol Ex                                                                                                                                                                                                                                                                                                   |
| II                                                                                | Equipment group II which is suitable for all potentially explosive areas other than firedamp-endangered excavations                                                                                                                                                                                         |
| 3                                                                                 | Device category 3 means, equipment in this category is intended for use in areas in which explosive atmospheres caused by gases, vapors, fog, dust/air mixtures are unlikely to occur or, if they do occur, are likely to do so only infrequently and for a short period only.                              |
| D                                                                                 | D = dust                                                                                                                                                                                                                                                                                                    |
| Ex                                                                                | The European standard for explosion protection has been applied.                                                                                                                                                                                                                                            |
| tc                                                                                | Ignition protection type "Protection by housing" for EPL Dc                                                                                                                                                                                                                                                 |
| IIIC                                                                              | Dust group                                                                                                                                                                                                                                                                                                  |
| T 155 °C                                                                          | Maximum surface temperature of the motor housing                                                                                                                                                                                                                                                            |
| Dc                                                                                | Device protection level (EPL) classification Dc for advanced safety level for use in potentially flammable atmospheres where there is no ignition risk during normal operation or have any additional safety measures which ensure in the event of foreseeable faults/malfunctions no ignition risk exists. |
| IP6X                                                                              | Protection class acc. to EN 60034-5                                                                                                                                                                                                                                                                         |
| X                                                                                 | Labeling "Special conditions on use"                                                                                                                                                                                                                                                                        |

#### 3.3.1 Special conditions on use X (gas)

The ATEX designation for MS2E motors, specified in the declaration of conformity and on the type plate, is labeled with an "X" at the end. Please observe the following special conditions for a safe operation of the motors in your construction:

##### Ambient temperature

Limited ambient temperature area according to EN 60079-0. The allowed area of ambient temperature for MS2E motors is 0 ... 40 °C (with de-rating 0 ... 60 °C ).

##### Tensile load

Limited values for tensile load according to EN 60079-0. It is not allowed to exceed the specified values of the tensile loading via cables which are connected via connectors. The maximum allowed values are determined in the following context.

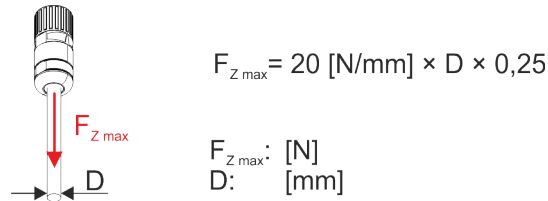


Fig. 2: Determination of maximum tensile load of connection cables

$F_{Z \max}$  Tensile load of connection cable (maximum value)

D Diameter cable outer jacket (maximum value)

**⚠ WARNING**

**Danger of explosion due to exalted tensile load of connection cables**

**Adherence of specified limits.**

**Mechanical fastening of cable ends (e.g. use cable clamps, ...).**



**Impact strength of plug connectors in the case of mechanical danger**

The impact strength of the plug connectors on MS2E motors correspond to a low degree of mechanical danger acc. to EN 60079-0:2018, Tab. 15, line b).

The risk of mechanical endangerment onto the plug-in connectors on motors and cables due to impact from different directions must therefore be evaluated by the user. Possible risks due to a higher degree of endangerment can reduce the mechanical protection of the plug connectors.

The plug-in connectors fulfill the requirements about impact strength according to the following table.

Table 7: MS2E plug-in connector (special conditions: Mechanical hazard)

| Plug-in connector | Impact strength of plug-in connectors satisfies low degree of mechanical hazard, in the case of impact from ... |      |       |
|-------------------|-----------------------------------------------------------------------------------------------------------------|------|-------|
|                   | Top                                                                                                             | Side | Below |
| M17 Encoder       | Yes, with assembled plug-in connector protective cover SUP-M02-MS2E                                             |      | No    |
| M23 Hybrid        | yes, with assembled plug connector protective cover SUP-M01-MS2E                                                |      | No    |
| M40 Power         | Yes                                                                                                             |      | No    |

- During machine construction avoid possible impacts onto the electric connections and plug connectors.
- Do a risk evaluation about mechanical hazard for connectors on motors and cables in the machine due to impacts from different directions.
- If necessary, assemble the plug connector protective cover SUP-M0x-MS2E.
- Avoid impacts onto the plug-in connectors if there is a higher degree of mechanical danger due to additional devices or design changes to the machine.

**⚠ WARNING**



**Danger of explosion due to mechanical hazard of plug connectors.**

**Provide arrangements to protect the plug-in connector mechanically (e.g. covers, protective plates, ...).**

To protect the plug connector, Rexroth offers plug connector protective cover as an optional accessory, see ➔ Chapter 9.7 “Plug connector protective cover ” on page 140.

**Avoid electrostatic charge resulting in propagating brush discharges**

The type plate and the warning labels of MS2E motors are made of plastic foil and limited conducting (disruptive voltage > 4 kV, see EN 60079-0). Follow the instructions below.

**⚠ WARNING**



**Danger of explosion due to propagating brush discharges**

**Do a risk evaluation about occurrence of highly charge-generating processes with the danger of propagating brush discharges.**

**Avoid propagating brush discharges or provide measures to avoid propagating brush discharges.**

**Maintenance and repair**

Maintenance and repair of motors must exclusively be done by the certified Rexroth service.

### 3.4 Conditions for use of MS2E motors in Equipment Group II, Category 3.

#### ▲ WARNING



Explosion hazard and danger to life, or substantial property damage!

All used components and accessory parts must fulfill the requirements for explosion protection according to the 2014/34/EU directive.

The conditions on use given in this documentation must be taken into account for any project planning and be observed during operation.

#### 3.4.1 Ambient temperature

The maximum allowed temperature on the motor housing is 155 °C. The ignition temperatures of materials that come into contact with the motors must be observed according to the Ex standard.

#### 3.4.2 Connection conditions

The motors can be operated with Indradrive controllers of Rexroth. In the case of using drive controllers of other manufacturers, the following special conditions must be fulfilled.

#### 3.4.3 Plug-in connectors

Ignition sparks can occur, when motor connectors are disconnected or connected under load.

#### ▲ WARNING

Risk of personal injury or damage to property due to disconnecting or connecting live plug connections!

- Only disconnect or connect plug connections when they are dry and de-energized.
- During operation of the system, all plug connections must be firmly locked or screwed tight.

#### 3.4.4 Ground conductor

The motors must be grounded via a motor cable and via a second separate ground conductor with minimum **4 mm<sup>2</sup>** cross section. Check the proper installation of the protective and ground conductor connection before startup.

- Protective conductor motor cable
- Ground conductor see ➔ Chapter 9.8 “Ground connection” on page 141

The redundant protective conductor installation ensures a safe drain of occurring discharge currents even in error case (e.g. at interrupted protective conductor).

#### 3.4.5 Corrosion

Prevent motor corrosion which can occur due to aggressive substances like certain coolants and lubricants as well as cutting oils or salt mist.

### 3.4.6 Switch-off

Energies stored in the intermediate circuit have to be reduced or insulated as soon as possible through the activation of the emergency stop device, so that in the case of a failure the risk of an effect into the danger zone is reduced (ATEX directive 2014/34/EU).

For example, this can be achieved as follows:

- Reduce the energy via an intermediate short circuit. For information about the function “Intermediate short circuit” please refer to Indradrive documentation. When using foreign converters refer to the manufacturer.
- Isolation of the energies before they are transferred into the potentially explosive atmosphere by isolating the voltage of the lines and motors present in the potentially explosive atmosphere.

### 3.4.7 Holding brake

Use the optional holding brake in **normal operation** only in standstill time.

#### Malfunction

Only in an **event of fault**, i.e. in the case of a fault in the system, may the brake be activated when the motor is turning, e.g. in order to prevent a dangerous lowering of vertical axes. In this case, sparks may be generated in the brake and increased temperatures may occur within the motor. When a fault occurs, the operator must eliminate it immediately.

#### Functional test

Before commissioning and when operating the motor periodically, the functions of the brake are to be tested with a suitable braking test according to the risk analysis of the plant operator. Further information and data can be found in the respective functional descriptions of the drive controller firmware.

For further general notes about holding brakes see ➔ Chapter 5.10 “Holding brake” on page 33.

### 3.4.8 Acceptance test

Before initial start-up of the system or after changing a motor, do an acceptance test according to EN 60079-0. The acceptance report must confirm compliance with the instructions and conditions of use given here.

### 3.4.9 Residual risks

The existing residual risks are to be observed by the user, when the installation is designed.

- Overstress
  - When the motor is overloaded, including cases where errors in the mechanical or electrical equipment of the machine cause such overloading, high temperatures may occur that result in explosion hazards.
- Operation in explosive dust atmosphere.
  - An operation in explosive dust-atmosphere can build a layer on the motor during a residence time, which does no longer ensure a sufficient motor cooling.
- Grounding and discharge currents

- Variable-speed drive systems cause unavoidable discharge currents. Please observe a proper installation of protective conductor and potential equalization line. In the case of interrupted protective conductor and potential equalization line due to occurring error cases during operation or faulty connections can raise sparks on transition points.
- Temperature control
  - The failure of the single-channel temperature monitor in the device system may occur, as the result of an error, and might not be detected, even if the motor is operated within the normal temperature range and load cycle.

## 4 Identification

### 4.1 Type plate

The type plate contains all essential electrical data, the serial number, date of manufacture, mark of conformity as well as the information provided by the manufacturer.

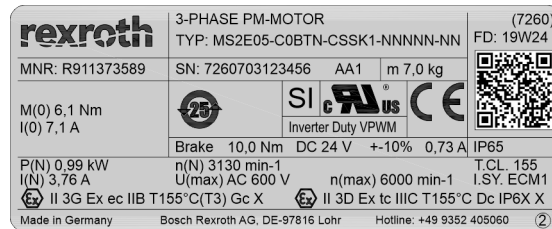


Fig. 3: Type plate MS2E (example)

Table 8: Type plate specification MS2E

| Symbol | Meaning                                                                               |
|--------|---------------------------------------------------------------------------------------|
| TYPE   | Motor type                                                                            |
| SN     | Serial number                                                                         |
| P(N)   | Rated power - 60 K                                                                    |
| I(N)   | Rated current - 60 K                                                                  |
| n(N)   | Rated speed - 60 K                                                                    |
| M(0)   | Standstill torque (60 K)                                                              |
| I(0)   | Standstill current (60K)                                                              |
| Ex     | ATEX labeling explosion protection (gas)<br>ATEX labeling explosion protection (dust) |
| Brake  | Holding brake data (optional)                                                         |
| FD     | Manufacturing date                                                                    |
| n(max) | Maximum speed                                                                         |
| U(max) | Maximum voltage UL                                                                    |
| IP65   | Degree of protection IPxx                                                             |
| m      | Mass                                                                                  |
| T.CL.  | Thermal class                                                                         |
| I.SY.  | Insulation system identification                                                      |
| SI     | Use in systems for "integrated safety technique" prepared.                            |

The following marks of conformity are used.

Table 9: Meaning of marks of conformity

| Certification mark | Meaning                                                                                                                                                                                                                                                                                          |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | The UL Recognized Component Mark identifies recognized component parts which are components of a bigger product or system.                                                                                                                                                                       |
|                    | The letters "C" and "E" stand for "Communautés Européennes". The CE-marking confirms the conformity of a product with relevant EC-regulations.<br>The conformity of MS2E motors is confirmed according to Low voltage directive 2014/35/EU ATEX directive 2014/34/EU, EN 60034-1 and EN 60034-5. |

| Certification mark                                                                | Meaning                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Motors labelled with the symbol EFUP 25 (enviromental-friendly use period) can be use for 25 as intended before substances limited in their concentration according to China RoHS2 may leak and subsequently pose a risk to environment and health. |

## 4.2 Safety instructions on the product

Please note the safety and prohibitive sign on the motor. The sign significance is explained in the following.

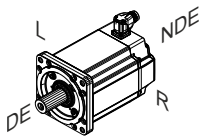
Table 10: Safety instructions on the product

| Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Meaning                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><b>Hot surfaces with temperatures over 60 °C may cause burns</b></p> <p>Let the motors cool down before working on the motors or in close proximity to the motors. The thermal time constant stated in the technical data is a measure for the cooling time. Cooling down can require up to 140 minutes.</p> <ul style="list-style-type: none"> <li>- Wear safety gloves.</li> <li>- Do not work on hot surfaces.</li> </ul> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>Motor damage due to strikes onto the motor shaft</b></p> <p>Do not strike the shaft end and do not exceed the allowed axial and radial forces of the motor.</p>                                                                                                                                                                                                                                                           |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Achtung</b><br/>Nur Kabel mit einer Temperaturbeständigkeit von mindestens 80°C (176°F) verwenden.</p> <p><b>Steckverbinder:</b><br/>NICHT UNTER SPANNUNG TRENNEN ODER VERBINDEN</p> </div> <div style="width: 45%;"> <p><b>Attention</b><br/>Motor cables must have a minimum temperature stability of 80°C (176°F).</p> <p><b>Plug and Sockets:</b><br/>DO NOT CONNECT OR DISCONNECT WHEN ENERGIZED</p> </div> </div> | <p><b>Caution</b></p> <p>Use cables with a thermal stability of at least 80°C (176°F).</p> <p><b>Plug connector</b></p> <p>Never connect or disconnect plug connectors under load!</p>                                                                                                                                                                                                                                          |

Optionally, the plug connector can be secured with the connector protective cover against unintended losing during motor load.

## 5 Features and functions

### 5.1 Basic data

|                                      |                                                                                                                                                                                                                                                                                                 |    |                    |     |                        |   |             |   |               |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|--------------------|-----|------------------------|---|-------------|---|---------------|
| Product                              | 3~ PM motor                                                                                                                                                                                                                                                                                     |    |                    |     |                        |   |             |   |               |
| Type                                 | MS2E                                                                                                                                                                                                                                                                                            |    |                    |     |                        |   |             |   |               |
| Ambient temperature during operation | 0 ... 40 °C (without de-rating)                                                                                                                                                                                                                                                                 |    |                    |     |                        |   |             |   |               |
| Protection class (EN 60034-5)        | IP65 with shaft sealing ring                                                                                                                                                                                                                                                                    |    |                    |     |                        |   |             |   |               |
| Cooling mode (EN 60034-6)            | IC410, Self-cooling                                                                                                                                                                                                                                                                             |    |                    |     |                        |   |             |   |               |
| Motor design (EN 60034-7)            | IM B5                                                                                                                                                                                                                                                                                           |    |                    |     |                        |   |             |   |               |
| Coating                              | Varnish RAL 9005                                                                                                                                                                                                                                                                                |    |                    |     |                        |   |             |   |               |
| Flange                               | similar to DIN 42948                                                                                                                                                                                                                                                                            |    |                    |     |                        |   |             |   |               |
| Shaft end                            | Cylindrical (DIN 748 part 3), centering hole with thread "DS" (DIN 332 part 2),<br>With keyway (half key balancing according to DIN ISO 21940-32)                                                                                                                                               |    |                    |     |                        |   |             |   |               |
| Concentricity, run-out, alignment    | Standard tolerance N (DIN 42955)                                                                                                                                                                                                                                                                |    |                    |     |                        |   |             |   |               |
| Oscillating quantity level           | Level A (EN 60034-14) up to the rated speed                                                                                                                                                                                                                                                     |    |                    |     |                        |   |             |   |               |
| Installation altitude                | 0 ... 1000 m above MSL (without derating)                                                                                                                                                                                                                                                       |    |                    |     |                        |   |             |   |               |
| Sound pressure level                 | MS2E03 ... MS2E10: 75 dB(A) +3 dB(A)                                                                                                                                                                                                                                                            |    |                    |     |                        |   |             |   |               |
| Thermal class                        | 155 (F) (EN 60034-1)                                                                                                                                                                                                                                                                            |    |                    |     |                        |   |             |   |               |
| Encoder system                       | <b>Advanced Performance ACURO®link</b><br>Optical absolute value encoder 20 bit, digital in single or multiturn variant<br><b>High performance ACURO®link</b><br>Optical absolute value encoder 24 bit, digital in Single- or Multiturn design                                                  |    |                    |     |                        |   |             |   |               |
| Electrical connection                | <b>M23 Single cable connection</b> , (rotatable, quick lock SPEEDCON®)<br><b>Double cable connection</b> (only MS2E10) with<br>M40 Power connectors (rotatable, quick lock SPEEDCON®)<br>Encoder connector M17 (rotatable, quick lock SPEEDCON®)                                                |    |                    |     |                        |   |             |   |               |
| Holding brake (option)               | Electrically released $U_N$ 24V DC ( $\pm 10\%$ )                                                                                                                                                                                                                                               |    |                    |     |                        |   |             |   |               |
| Motor ends                           |  <table> <tr> <td>DE</td><td>Drive End, A-Seite</td></tr> <tr> <td>NDE</td><td>Non Drive End, B-Seite</td></tr> <tr> <td>L</td><td>Left, links</td></tr> <tr> <td>R</td><td>Right, rechts</td></tr> </table> | DE | Drive End, A-Seite | NDE | Non Drive End, B-Seite | L | Left, links | R | Right, rechts |
| DE                                   | Drive End, A-Seite                                                                                                                                                                                                                                                                              |    |                    |     |                        |   |             |   |               |
| NDE                                  | Non Drive End, B-Seite                                                                                                                                                                                                                                                                          |    |                    |     |                        |   |             |   |               |
| L                                    | Left, links                                                                                                                                                                                                                                                                                     |    |                    |     |                        |   |             |   |               |
| R                                    | Right, rechts                                                                                                                                                                                                                                                                                   |    |                    |     |                        |   |             |   |               |



In the case of special design, details named in the operating instructions can deviate. In this case, order the supplementary documentation.

## 5.2 Mechanical interfaces

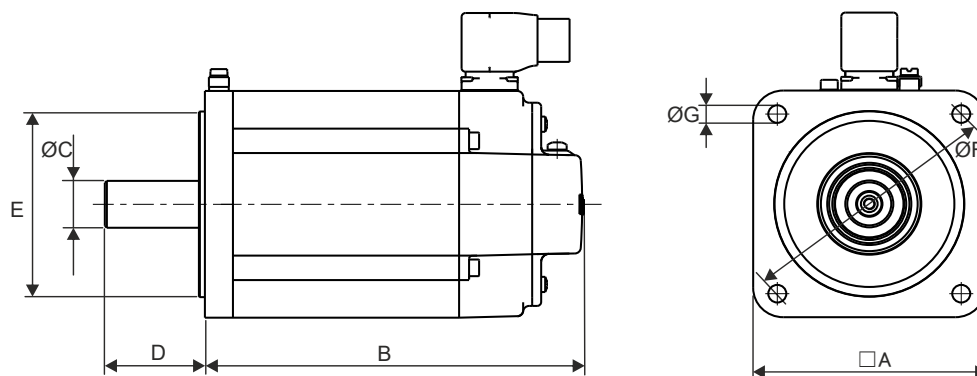


Table 11: Mechanical interface flange, shaft

| Type     | A<br>Flange<br>[mm] | B<br>Length<br>[mm]        | C<br>Shaft<br>Ø [mm] | D<br>Shaft<br>length<br>[mm] | E<br>Cen-<br>tering<br>collar<br>[mm] | F<br>Hole<br>circle<br>[mm] | G<br>Mounti<br>ng<br>holes<br>[mm] |
|----------|---------------------|----------------------------|----------------------|------------------------------|---------------------------------------|-----------------------------|------------------------------------|
| MS2E03-B | 58                  | See<br>specifi-<br>cations | 9                    | 20                           | 40                                    | 63                          | 4.5                                |
| MS2E03-D |                     |                            | 11                   | 23                           |                                       |                             |                                    |
| MS2E04   | 82                  |                            | 14                   | 30                           | 50                                    | 95                          | 6.6                                |
| MS2E05   | 98                  |                            | 19                   | 40                           | 95                                    | 115                         | 9                                  |
| MS2E06   | 116                 |                            | 24                   | 50                           | 95                                    | 130                         | 9                                  |
| MS2E07   | 140                 |                            | 32                   | 58                           | 130                                   | 165                         | 11                                 |
| MS2E10   | 196                 |                            | 38                   | 80                           | 180                                   | 215                         | 14                                 |

Use the following screws and washers for flange assembly.

Table 12: Tightening torque of mounting screws

| Screw                                          | M4  | M6   | M8   | M10 | M12 | M14 |
|------------------------------------------------|-----|------|------|-----|-----|-----|
| Mounting holes Ø [mm]                          | 4.5 | 6.6  | 9    | 11  | 14  | 18  |
| Tightening torque $M_A$ [Nm] at $\mu_K = 0.12$ | 3.0 | 10.1 | 24.6 | 48  | 84  | 206 |
| Washer DIN EN ISO 28738                        | -   | -    | yes  | yes | yes | yes |

## 5.3 Rotor inertia

Motors with low rotor inertia (type code designation 0) are optimized for dynamic applications with maximum acceleration capacity.

In the mean rotor inertia design (type code designation 1), the motor is optimized for applications with increased requirements on controllability and synchronous operation.

## 5.4 Winding code

The speed to the corresponding winding designations are standard values. The specified rated speed can deviate from the specified in the technical data sheet. The speed is determined to define the winding designation on which the standstill torque on the voltage limit characteristic curve  $U_{ZK\ 1}$  is reached (tolerance range ca.  $\pm 250\ 1/\text{min}$ ).

Table 13: Winding code acc. to type code (speed at DC bus voltage  $U_{ZK\ 1}$ )

| Labeling | Nominal speed [1/min] |
|----------|-----------------------|
| BF       | 1500                  |
| BH       | 2000                  |
| BN, CN   | 3000                  |
| BQ, CQ   | 4000                  |
| BR, CR   | 4500                  |
| BT       | 6000                  |
| BY       | 9000                  |

## 5.5 Thermal motor protection

The motor temperature is monitored by two systems that are operated independently of each other. The mounted **temperature sensor** and the drive-internal **temperature model** ensure the best protection of motors against thermal overload.

The threshold values for motor temperature monitoring are contained in the encoder data memory and are read in and monitored automatically during the operation with Rexroth controllers. Threshold values for MS2E motors are:

- Motor-warning temperature (125°C)
- Motor-disconnection temperature (130°C)

Table 14: MS2E temperature sensor

| Motor                       | Temperature sensor |
|-----------------------------|--------------------|
| MS2EXX-XXXXX-XXXXX-XXNXX-XX | PT1000             |

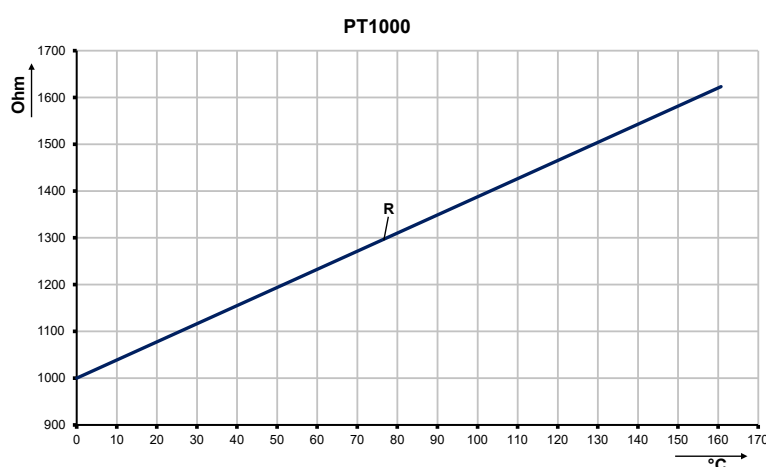


Fig. 4: Characteristic curve PT1000

In case of motors with digital encoder (E/F), the resistance values are transmitted digitally via the encoder interface (cyclic communication).

## 5.6 Cooling mode

### 5.6.1 Self-cooling (IC410)

In case of self-cooling motors, the heat dissipation is realized via natural convection and radiation to the ambient air as well as by heat conduction to the machine construction.

The specified nominal data is reached at ambient temperatures of up to 40 °C. Unhindered vertical convection has to be ensured by a sufficient distance of 100 mm to adjacent components. Any usage at increased ambient temperature (0 ... 60°C) is possible. Please note the details in Chapter 10.2 “Derating in case of deviating ambient conditions.” on page 144.

Pollution of the surface of the motor reduces heat dissipation and can result in thermal overload. The availability of the system can be increased by regular checks and cleaning of the motors. Please ensure access to the motors for maintenance purposes.

## 5.7 Encoder

ADVANCED-Encoder “ **Cx** ” use an optical sampling method. Data output of process and parameter data (electronic type plate) happens digitally via ACURO®link-Protocol. The encoder “ **Cx** ” fulfills the specification for safety technique according to SIL 2 and PL d. Temperature signals are transmitted digitally via the encoder interface.

HIGH-Geber “ **Dx** ” uses an optical sampling method. Data output of process and parameter data (electronic type plate) happens digitally via ACURO®link-Protocol. The encoder “ **Dx** ” fulfill the specifications for safety technique according to SIL 3 and PL e. Temperature signals are transmitted digitally via the encoder interface.

The singleturn design allows absolute, indirect position recording within one mechanical motor rotation.

The multiturn design allows absolute, indirect position recording within 4096 mechanical motor rotations.

### 5.7.1 Technical data of encoder

Table 15: Technical data of encoder

| Designation                                                                                                                                                                                                                                                                                                               | Symbol                 | Unit | Encoder    |    |            |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------|------------|----|------------|----|
|                                                                                                                                                                                                                                                                                                                           |                        |      | CM         | CS | DM         | DS |
| Encoder interface                                                                                                                                                                                                                                                                                                         | -                      | -    | ACURO@link |    |            |    |
| Functional encoder resolution (singleturn)                                                                                                                                                                                                                                                                                |                        | -    | 20 bit     |    | 24 bit     |    |
| Distinguishable rotations                                                                                                                                                                                                                                                                                                 | U <sub>turn</sub>      | -    | 4096       | 1  | 4096       | 1  |
| System accuracy of encoder <sup>1</sup>                                                                                                                                                                                                                                                                                   | ↯                      | "    | ± 36       |    | ± 20       |    |
| System accuracy typical/maximum <sup>2)</sup>                                                                                                                                                                                                                                                                             | ↯                      | "    | ±50 / ± 70 |    | ±20 / ± 30 |    |
| Encoder voltage supply                                                                                                                                                                                                                                                                                                    | VCC <sub>Encoder</sub> | V    | 7...12     |    |            |    |
| Encoder max. current consumption                                                                                                                                                                                                                                                                                          | I <sub>Encoder</sub>   | mA   | 60         |    | 130        |    |
| Functional safety                                                                                                                                                                                                                                                                                                         |                        |      |            |    |            |    |
| Safety integrity level                                                                                                                                                                                                                                                                                                    |                        | -    | SIL 2      |    | SIL 3      |    |
| Performance level                                                                                                                                                                                                                                                                                                         |                        | -    | PL d       |    | PL e       |    |
| <div><div><div>SAFETY</div><div>ON</div><div>BOARD</div></div><div><div>1) The installation mechanics can sporadically influence the accuracy of the overall system.</div><div>2) Reachable overall system accuracy by taking the installation mechanics into consideration, typical and maximum value.</div></div></div> |                        |      |            |    |            |    |

For additional notes about integrated safety technique and prerequisites for using motors with encoder systems for using safety technique with IndraDrive refer to **Rexroth IndraDrive Integrated Safety Technology "Safe Motion" DOK-INDRV\*-SI3\*SMO-VRS-APxx-xx-P**.

## 5.8 Degree of protection

The protection type according to EN 60034-5 is determined by the abbreviation IP (International Protection) and two code numbers for the degree of protection. The first reference number stands for the degree of protection against contact and ingress of foreign bodies, the second one stands for the degree of protection against ingress of water.

Standard motors (specification according to type plate)

- IP65 with radial shaft sealing ring

## 5.9 Output shaft, balancing and extension elements

### 5.9.1 Shaft end

Table 16: Options according to type code

| Shaft                           | Type |
|---------------------------------|------|
| Smooth, with shaft sealing ring | G    |
| Keyway, with shaft sealing ring | K    |

#### Smooth shaft

Cylindrical shaft end according to DIN 748-3 with frontal centering hole with "DS" thread according to DIN 332-2.

The standard design for a non-positive shaft-hub connection without play and excellent smooth running. Use clamping sets, pressure sleeves or clamping elements for coupling the machine elements to be driven.

### Shaft with keyway

Cylindrical shaft end according to DIN 748-3 with frontal centering hole with "DS" thread according to DIN 332-2 and keyway.

The keyway design allows form-locking transmission of torques with constant direction and low requirements on the shaft-hub connection.

The machine elements to be driven have to be secured in axial direction via the centering hole.

Table 17: Keyway and centering holes

| Type     | Key DIN 6885-A | Centering hole DIN 332 Part 2 |
|----------|----------------|-------------------------------|
| MS2E03-B | 3×3×14         | DS M3                         |
| MS2E03-D | 4×4×16         | DS M4                         |
| MS2E04   | 5×5×20         | DS M5                         |
| MS2E05   | 6×6×32         | DS M6                         |
| MS2E06   | 8×7×40         | DS M8                         |
| MS2E07   | 10×8×45        | DS M10                        |
| MS2E10   | 10×8×70        | DS M12                        |



Keys are not included in the scope of delivery.

We recommend regular visual inspections on shaft sealing rings. Depending on operating conditions, signs of wear may appear after 5,000 operating hours. If necessary, replace the shaft sealing rings.



We recommend to have these repairs made by Bosch Rexroth Service.

## 5.9.2 Balancing

MS2E motors with key are balanced with "half key". Half key balancing according to DIN ISO 21940-32.

The balancing type is specified at the shaft front end with "H" for half key balancing.

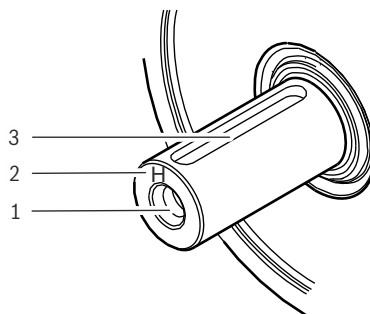


Fig. 5: Shaft end

- 1 Centering hole
- 2 Labeling balancing
- 3 Keyway

## 5.9.3 Attachment of drive elements

Observe the notes about mounting drive elements.

### Explosion protection

When mounting drive elements, check their suitability and keep the ATEX directives during operation. Selecting of all mounting components underlies the sole responsibility of the plant manufacturer or operator.

#### ⚠ WARNING



**Explosion hazard and danger to life, or substantial property damage!**

**The totality of a motor-machine combination must comply with the specifications for explosion protection according to Directive 2014/34/EU.**

**Please observe the notes within the product documentation of the used components when projecting and during operation.**

Gearboxes with approvals for use in hazardous areas according to Directive 2014/34/EU for the attachment to MS2E motors are delivered by Rexroth neither separately nor mounted on motors.

#### ⚠ CAUTION

**Ingressing fluid may damage the motor!**

**Fluids (e.g., cooling lubricants, gear oil, etc.) may not be present at the output shaft.**

**When attaching gearboxes, only use gearboxes with a closed (oil-tight) lubrication system. Gearbox oil should not be in permanent contact with the shaft sealing ring of the motors.**

### Overdetermined bearing

When installing drive elements, avoid overdetermined bearing as impermissibly high bearing reactions can be generated due to unfavorable tolerance ratios.



If overdetermined arrangement of bearings cannot be avoided, please contact Bosch Rexroth.

### Couplings

The machine construction and the drive elements used must be carefully adapted to the motor type so as to make sure that the load limits of the shaft and the bearing are not exceeded.



When extremely stiff couplings are attached, the revolving radial force may cause an impermissibly high load on the shaft and bearing.

### Bevel gear pinion or helical drive pinion

Due to thermal expansion, the DE side of the drive shaft can be displaced by up to 0.6 mm in relation to the motor housing. If helical drive pinions or bevel gear pinions directly attached to the output shaft are used, this change in the lengths will lead to

- a shift in the position of the axis, if the driving pinions are not axially fixed on the machine side.
- a thermally dependent component of the axial force, if the driving pinions are axially fixed on the machine side. This causes the risk of exceeding the maximum permissible axial force or of the gear backlash increasing to an impermissible degree.
- Damage of the NDE bearing by exceeding the maximum permissible axial force.



It is recommended to use drive elements with integrated bearings and mount them on the motor shaft via axially compensating couplings.

## 5.10 Holding brake

### ⚠ WARNING



**Danger to life or high damage to property, ignition and explosion hazard due to inappropriate use!**

In order to prevent danger due to ignitable gases or explosive dust-air mixtures in the vicinity of the motors, the user must make sure that the holding brake does not present a source of ignition in the normal service. For this reason, the holding brake must never be used outside the design parameters and operating conditions!

- Any commissioning and maintenance works must only be carried out in non-explosive environments.
- The brakes must be designed so as to fulfill their function in normal service, if they are installed and used as intended.
- The holding brake integrated in the motor must only be used at standstill and never as EMERGENCY STOP brake to stop the motor, see P-0-0119, Optimal shut-down (IndraDrive firmware - functional description).
- The holding brake must not be used to brake or stop the motor or coupled loads from higher speeds or velocities.

MS2E motors can optionally be provided with permanent magnet brakes. The backlash-free holding brakes are operated according to the “electrically-released” principle (closed-circuit principle) and open upon applying the switching voltage.

- Number of operating cycles  $\geq 5,000,000$
- The holding brakes with emergency stop function are intended to secure motor shafts at standstill (normal operation). **The holding brakes are no operation brakes to decelerate motors in operation from speed.**
- Emergency stop situations are not a normal operation.
- In case of an emergency stop or voltage drop, the brake operation is only allowed to a limited extend. Up to 500 breaking cycles from speed 3000 1/min can be performed, whereas the maximum switched energy per emergency stop of the brake must not be exceeded. The number of brake applications per hour is 20, whereas a uniform scheduling is a precondition. For specifications about the max. switched energy per emergency stop, see ➔ Chapter 5.10.1 “Technical data holding brakes” on page 34
- Idle time after an emergency stop before restarting  $\geq 3$  minutes.

### ⚠ CAUTION

#### **Malfunctions due to wear**

**Impermissibly high wear due to breaking from speed by exceeding the specified emergency stop properties.**

Ensure the functionality of the brake in normal operation, due to voltage control, current monitoring, cyclic control of the brake holding torque, for example. The rated voltage to apply the brakes is 24 V DC ( $\pm 10\%$ ).

The voltage supply of the holding brake has to be designed so as to guarantee under the worst installation and operation conditions that a sufficient voltage **24 V  $\pm 10\%$**  is available at the motor in order to release the holding brake.

The voltage drop  $\Delta U$  on the brake supply can approximately be calculated for copper conductors using the following formula:

$$\Delta U = \rho_{Cu} \cdot \left( \frac{2 \cdot l}{q} \right) \cdot I_N$$

Fig. 6: Voltage drop of brake supply for Cu (copper) conductor

$\Delta U$  Voltage drop [V]

$\rho_{Cu}$  Specific resistance of copper [ $\Omega \cdot \text{mm}^2/\text{m}$ ]

$l$  Cable length [m]

$q$  Conductor cross-section [ $\text{mm}^2$ ]

$I_N$  Rated current [A]

### ⚠ CAUTION

Malfunction in case of exceeded tolerance of the rated voltage (switching voltage)

For safe switching of the holding brake, a rated voltage of 24 V DC  $\pm 10\%$  is required at the motor.

Ensure correct dimensioning of the supply wires (wire length and cross-section) for the holding brake.

The control voltage can be reduced using the energy saving function after safely releasing the brake, see ➔ Chapter 5.10.3 “Energy saving function for holding brakes” on page 36.

The holding brake in the motor is intended for direct connection to the IndraDrive controller.

The protective circuit to switch inductive loads of holding brakes is not integrated in MS2E motors. It is integrated in IndraDrive controllers of Bosch Rexroth drive systems.

## 5.10.1 Technical data holding brakes

Table 18: Technical data holding brakes

| Type                   | Holding torque | Dynamic braking torque | Rated voltage <sup>1)</sup> | Rated current | Maximum connection time | Maximum disconnection time | Maximum switched energy |
|------------------------|----------------|------------------------|-----------------------------|---------------|-------------------------|----------------------------|-------------------------|
|                        | $M_4$<br>Nm    | $M_1$<br>Nm            | $U_N$<br>V                  | $I_N$<br>A    | $t_1$<br>ms             | $t_2$<br>ms                | $W_{\max}$<br>J         |
| MS2E03-B___-__1-___-__ | 1.80           | 1.3                    | 24                          | 0.46          | 8                       | 35                         | 300                     |
| MS2E03-D___-__1-___-__ | 1.80           | 1.3                    | 24                          | 0.46          | 8                       | 35                         | 300                     |
| MS2E04-B___-__1-___-__ | 5.00           | 4.5                    | 24                          | 0.63          | 30                      | 45                         | 400                     |
| MS2E04-C___-__1-___-__ | 5.00           | 4.5                    | 24                          | 0.63          | 30                      | 45                         | 400                     |
| MS2E05-B___-__1-___-__ | 10.00          | 4.5                    | 24                          | 0.73          | 30                      | 80                         | 400                     |
| MS2E05-C___-__1-___-__ | 10.00          | 4.5                    | 24                          | 0.73          | 30                      | 80                         | 400                     |
| MS2E05-D___-__1-___-__ | 10.00          | 4.5                    | 24                          | 0.73          | 30                      | 80                         | 400                     |
| MS2E06-C___-__1-___-__ | 10.00          | 4.5                    | 24                          | 0.73          | 30                      | 80                         | 400                     |
| MS2E06-D___-__2-___-__ | 15.00          | 11                     | 24                          | 0.75          | 50                      | 130                        | 888                     |
| MS2E06-E___-__2-___-__ | 15.00          | 11                     | 24                          | 0.75          | 50                      | 130                        | 888                     |
| MS2E07-C___-__1-___-__ | 20.00          | 12.5                   | 24                          | 0.78          | 40                      | 100                        | 340                     |
| MS2E07-D___-__2-___-__ | 36.00          | 16.5                   | 24                          | 0.94          | 60                      | 200                        | 850                     |
| MS2E07-E___-__2-___-__ | 36.00          | 16.5                   | 24                          | 0.94          | 60                      | 200                        | 850                     |
| MS2E10-C___-__2-___-__ | 53.00          | 23                     | 24                          | 1.00          | 70                      | 220                        | 850                     |

| Type                     | Holding torque       | Dynamic braking torque | Rated voltage <sup>1)</sup> | Rated current       | Maximum connection time | Maximum disconnection time | Maximum switched energy |
|--------------------------|----------------------|------------------------|-----------------------------|---------------------|-------------------------|----------------------------|-------------------------|
|                          | M <sub>4</sub><br>Nm | M <sub>1</sub><br>Nm   | U <sub>N</sub><br>V         | I <sub>N</sub><br>A | t <sub>1</sub><br>ms    | t <sub>2</sub><br>ms       | W <sub>max</sub><br>J   |
| MS2E10-D____-____2-____- | 53.00                | 23                     | 24                          | 1.00                | 70                      | 220                        | 850                     |
| MS2E10-E____-____3-____- | 90.00                | 23                     | 24                          | 1.50                | 65                      | 250                        | 1470                    |
| 1) Tolerance ± 10%       |                      |                        |                             |                     |                         |                            |                         |

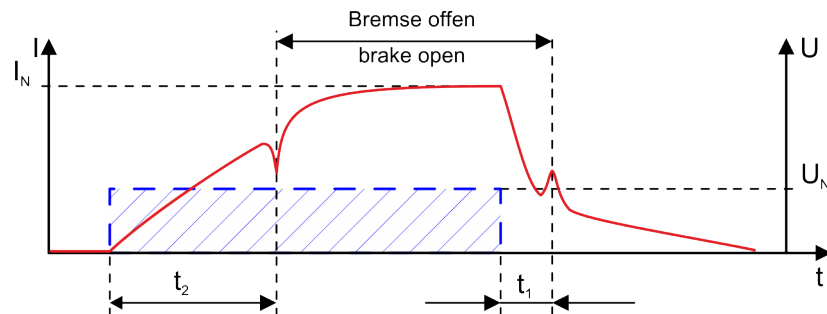


Fig. 7: Switching times of static hold mode

t<sub>1</sub> Connection time (close)

t<sub>2</sub> Disconnection time (open)

### 5.10.2 Sizing holding brakes

#### Static sizing

Check the load torque (M<sub>6</sub>) with the available holding torque (M<sub>4</sub>). The load torque has to be smaller than the holding torque. In case of unsafe assumed load, use a sufficient safety factor.

$$M_4 \geq S \cdot M_6$$

Fig. 8: Static load torque

M<sub>4</sub> Brake torque [Nm]

M<sub>6</sub> Load torque [Nm]

S Safety factor

#### Dynamic sizing if emergency stop

In case of an emergency stop, the load torque (M<sub>6</sub>) has to be smaller than the minimum dynamic torque (M<sub>1</sub>) of the brake. Otherwise the dynamic brake torque is not sufficient to set the axis to standstill.

$$M_1 \geq S \cdot M_6$$

Fig. 9: Dynamic load torque

M<sub>1</sub> Dynamic torque [Nm]

M<sub>6</sub> Load torque [Nm]

S Safety factor

If a mass has to be decelerated within a specified time or after a certain distance, the additional mass moment of inertia of the complete system (J<sub>ges</sub>) has to be taken into consideration.

$$t_{Br} = \frac{J_{ges} \cdot n}{9,55 \cdot (M_1 \pm M_6)}$$

$$J_{ges} = J_{rot} + J_{fremd}$$

Fig. 10: Shutdown time

|             |                                                          |
|-------------|----------------------------------------------------------|
| $t_{Br}$    | Deceleration time [s]                                    |
| $n$         | Nominal speed [1/min]                                    |
| $M_1$       | Dynamic torque [Nm]                                      |
| $M_6$       | Load torque [Nm]                                         |
| $J_{ges}$   | Moment of inertia of complete system [kgm <sup>2</sup> ] |
| $J_{rot}$   | Moment of inertia of motor [kgm <sup>2</sup> ]           |
| $J_{fremd}$ | External inertia [kgm <sup>2</sup> ]                     |

The specified formula refers to idealized, linear correlations and can thus only be used for estimation purposes. A load torque  $M_6$  inhibiting the brake application is displayed with “-”, a brake application supporting the load torque  $M_6$  is displayed with “+”.

### Thermal dimensioning

The brake can be thermally overexerted due to multiple repetitive brake applications (breaking capacity).

$$W_{max} > \frac{M_1}{M_1 - M_6} \cdot \frac{J_{ges} \cdot n^2}{182,5}$$

Fig. 11: Maximum switched energy

|           |                                                          |
|-----------|----------------------------------------------------------|
| $W_{max}$ | Maximum switched energy [J]                              |
| $n$       | Nominal speed [1/min]                                    |
| $M_1$     | Dynamic torque [Nm]                                      |
| $M_6$     | Load torque [Nm]                                         |
| $J_{ges}$ | Moment of inertia of complete system [kgm <sup>2</sup> ] |

## 5.10.3 Energy saving function for holding brakes

### Decrease brake voltage

The control voltage of the holding brake in MS2E holding brakes can be reduced after executing the switching operation Open brake by using control modules (e.g. IndraDrive brake control module HAT02.1-003). By decreasing the control voltage, energy can be saved of up to 50% and the self-heating of the motor can be reduced.

To decrease the control voltage of MS2E holding brakes, the following conditions apply:

- Maximum decrease of control voltage to  $U_N \geq 17$  V DC at the motor.
- Waiting time after releasing the holding brake is at least 200 ms
- Decreasing the control voltage by voltage control or pulse width modulation with a PWM cycle frequency  $\geq 4$  kHz
- Ensure the functionality of the holding brake.



Refer to the instructions in the control module documentation.

Refer to the notes for dimensioning of the cable length and cable cross-section of brake cables.

#### 5.10.4 Safety and personal protection

The permanent magnet brake of MS2E motors is no safety brake. This means, a torque reduction by non-influenceable disturbance factors can occur. Especially for use in vertical axes.

##### **⚠ WARNING**

**Grievous bodily harm due to dangerous movements from falling or dropping axes!**

**Secure vertical axes against dropping or sinking after switching off by e.g.:**

- Mechanical locking of the vertical axis
- External brake, arrestor, clamping device.
- Weight compensation of the axes

The holding brake itself is not suitable for personal protection. Ensure protection of persons by superordinate fail-safe measures, like block danger zones via safety fences.

For European countries, additionally comply with the following standards and guidelines, e.g.

- EN 954; ISO 13849-1 and ISO 13849-2 Safety-related parts of control units
- Information sheet no. 005 Gravity-loaded axes (vertical axes) published by: DGUV Fachbereich Holz und Metall (German Employer's Liability Insurance Association Wood and Metal)

Determine the complete safety requirements valid for the specific case of application and observe them during plant design. Comply with all applicable national regulations!

#### 5.10.5 Functionality test

##### **⚠ WARNING**



**Danger of explosion at maintenance work and check operation**

**Do maintenance work only outside of hazardous areas.**

**Ensure that no hazardous gas or dust atmosphere exists during grind in procedures.**

That is why the function and the holding brakes have to be checked in regular intervals and malfunctions must be removed in an appropriate period.

The braking effect can be reduced by

- Corrosion on friction surfaces, vapor and sediment
- Over voltages and too high temperatures
- Wear (increasing the air gap between armature and pole)

The holding brake functionality can be checked mechanically by hand or automatically by means of the software function.

##### **Manually check holding torque (M4)**

1. ➤ De-energize the motor and ensure it cannot be restarted.
2. ➤ Measure the transferable holding torque (M4) of the holding brake with a torque wrench.

##### **Check holding torque (M4) using the software function**

For Bosch Rexroth drive controller

→ Start the P-0-0541, C2100 Command Holding system check. The efficiency of the holding brake and the opened state are checked by starting the routine.

➔ If the holding torque (M4) **is not achieved**, the resurfacing routine can be used to reconstitute the holding torque. If you have any questions about grind in parameters, contact Bosch Rexroth service.

## 5.11 Flange exactness

The properties concentricity, run-out and alignment are defined in the flange accuracy. MS2E motors are delivered with tolerance N. The labeling is done in the motor type designation. See also ➔ Chapter 5.9 “Output shaft, balancing and extension elements” on page 30.

### 5.11.1 Concentricity tolerance of the shaft end

Table 19: Concentricity tolerance regarding the shaft diameter for MS2E motors

| Diameter shaft end [d] | Concentricity tolerance in [mm] |                     |
|------------------------|---------------------------------|---------------------|
|                        | N                               | R                   |
| 9                      | 0.03                            | -                   |
| 11, 14                 | 0.035                           | -                   |
| 19, 24                 | 0.04                            | -                   |
| 32, 38                 | 0.05                            | 0.025 (MS2E10 only) |

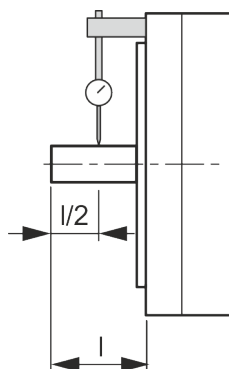


Fig. 12: Measuring system of concentricity tolerance

Measurement takes place in distance  $l/2$  (shaft end center), rectangular to the motor flange.

### 5.11.2 Concentricity and alignment

Table 20: Concentricity and alignment tolerance related to centering diameter in MS2E motors.

| Centering diameter [mm] | Concentricity and alignment tolerance in [mm] |                    |
|-------------------------|-----------------------------------------------|--------------------|
|                         | N                                             | R                  |
| 40, 50, 95              | 0.08                                          | -                  |
| 130, 180                | 0.1                                           | 0.05 (MS2E10 only) |

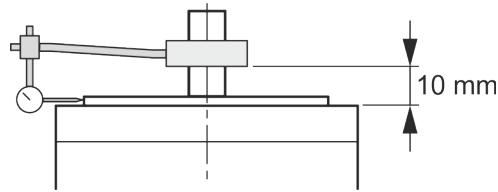


Fig. 13: Measuring system of coaxiality

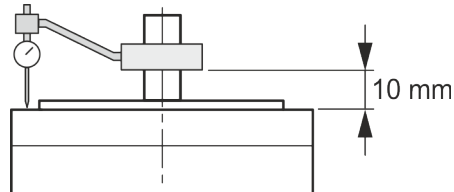


Fig. 14: Measuring system of alignment

The coaxiality and the alignment are measured in vertical motor position to exclude the influence of gravitational forces.

## 5.12 Vibration behavior

The oscillation behavior corresponds to oscillating quantity level A according to DIN EN 60034-14 up to the rated speed.

## 5.13 Bearing

The motors are equipped with a deep-groove ball bearing with high-temperature grease for prelubrication.

Table 21: Bearing size MS2E

| Type   | Bearing size DE | Bearing size NDE | Floating bearing | Fixed bearing |
|--------|-----------------|------------------|------------------|---------------|
| MS2E03 | 6001            | 6000             | DE               | NDE           |
| MS2E04 | 6003            | 6001             | DE               | NDE           |
| MS2E05 | 6204            | 6303             | DE               | NDE           |
| MS2E06 | 6206            | 6303             | DE               | NDE           |
| MS2E07 | 6207            | 6205             | DE               | NDE           |
| MS2E10 | 6308            | 6306             | DE               | NDE           |

### 5.13.1 Bearing service life

The bearing lifetime is an important criterion for the availability of motors. The operating conditions influence the bearing service life  $L_{10h}$  considerably.

The following boundary conditions apply to the bearing service life  $L_{10h}$ :

- Operation within the specified permissible loads (radial and axial force)
- Operation within the permissible ambient conditions (temperature range 0 ... 40 °C, vibration, and so on)
- Operation within the thermally permissible operating characteristic curve

The bearing lifetime also depends on the service life of the grease. A calculated grease service life was used for the mentioned specifications, taking into consideration the following boundary conditions.

- Horizontal installation
- Low vibration and impact loads
- No oscillating bearing movement < 180°
- Mean speed → Table 22 “Mean speed - basis of calculated grease service life” on page 40

Table 22: Mean speed - basis of calculated grease service life

| Type                  | Mean speed   |
|-----------------------|--------------|
| MS2E03, -04, -05, -06 | ≤ 3500 1/min |
| MS2E07                | ≤ 3000 1/min |
| MS2E10                | ≤ 2000 1/min |

The following standard values apply under the specified preconditions:

**L<sub>10h</sub> = 30.000 h**, in case of utilization after S1-60K and max. load factor 95% during the runtime.



When exceeding or not complying with these conditions, a reduced service life is to be expected.

### 5.13.2 Explanation of radial and axial force

During operation, both radial and axial forces act upon the motor shaft and the motor bearing. The permissible radial force  $F_R$  in distance  $x$  from the shaft shoulder and the mean speed is specified in the radial force diagrams.

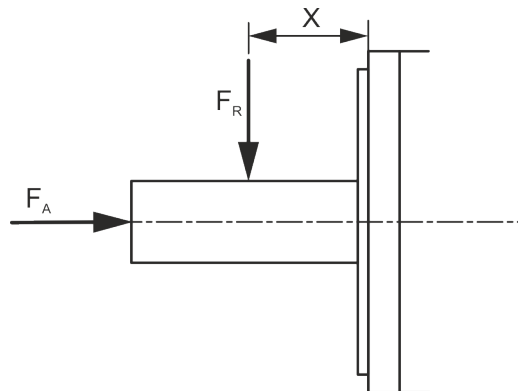


Fig. 15: Point of action of radial force  $F_R$  and axial force  $F_A$

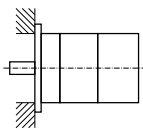
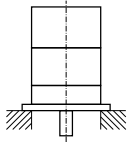
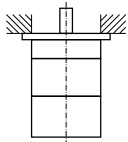
The axial force values are the minimum permissible axial forces  $F_A$  without limitations. A detailed dimensioning is only possible if more boundary conditions are known:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

**For radial force diagrams, refer to the technical data**

## 5.14 Frame size, installation type

The motors can be installed horizontally and vertically with the shaft end pointing to the top or bottom. The mounting variants comply with the IM code according to EN 60034-7 for design and installation type.

| Code I / Code II (EN 60034-7) |                                                                                    |                                                                           |
|-------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| IM B5 / IM 3001               |  | Flange attachment on the drive side of the flange                         |
| IM V1 / IM 3011               |  | Flange attachment on the drive side of the flange, drive side facing down |
| IM V3 / IM 3031               |  | Flange attachment on the drive side of the flange, drive side facing up   |

Avoid liquid at the drive shaft or the shaft sealing ring in case of vertical installation according to IM V3.

## 5.15 Coating

One-layer standard varnish (1K), water-based, in conductive form, RAL9005 jet black

### ⚠ WARNING



Danger of explosion due to improper change of the surface characteristics.

An additional varnish on motors for hazardous areas is not allowed in order not to negatively influence the surface characteristics (like e.g. insulation resistance, electrostatic charging).

## 5.16 Noise emission

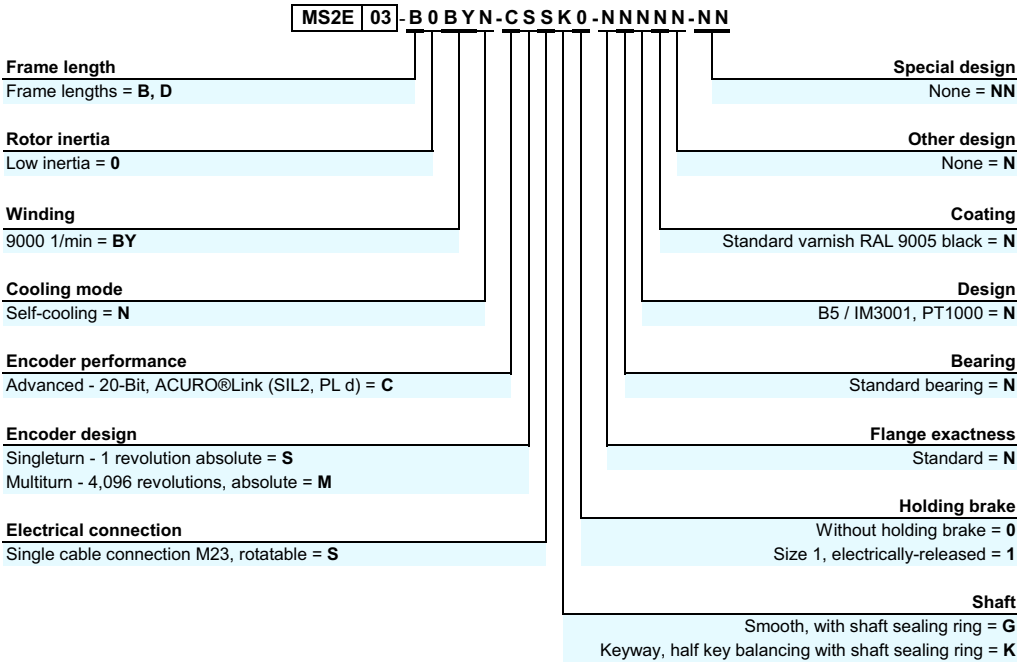
The typical sound pressure level  $L_p(A)$  is specified for the speed range 0 rpm up to the rated speed. The installation situation affects the noise emission.



## 6 Type codes

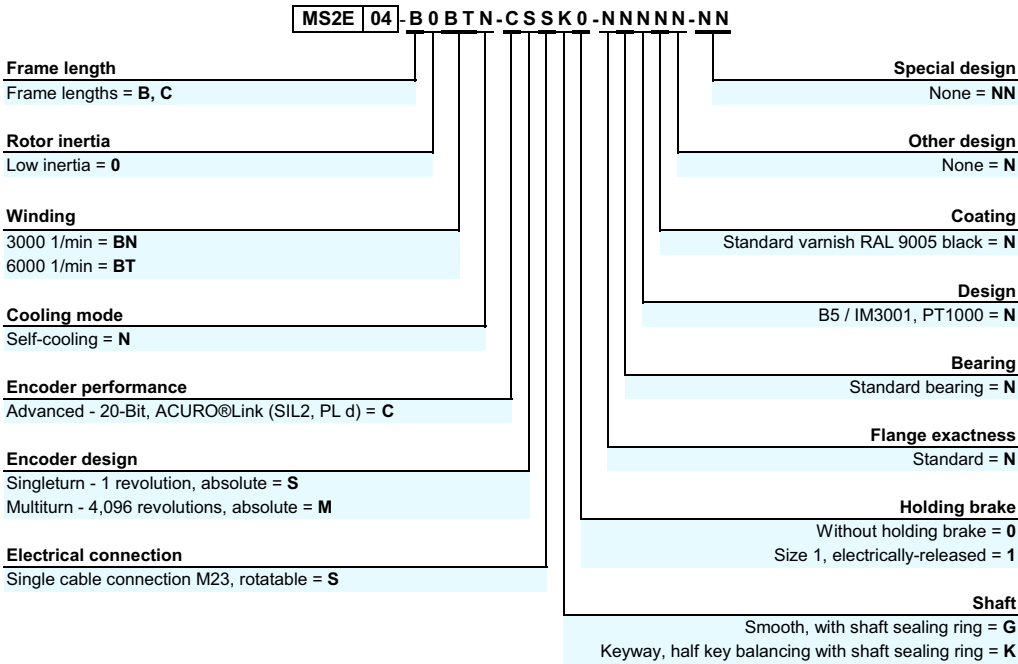
### 6.1 MS2E03 Type code

#### Features



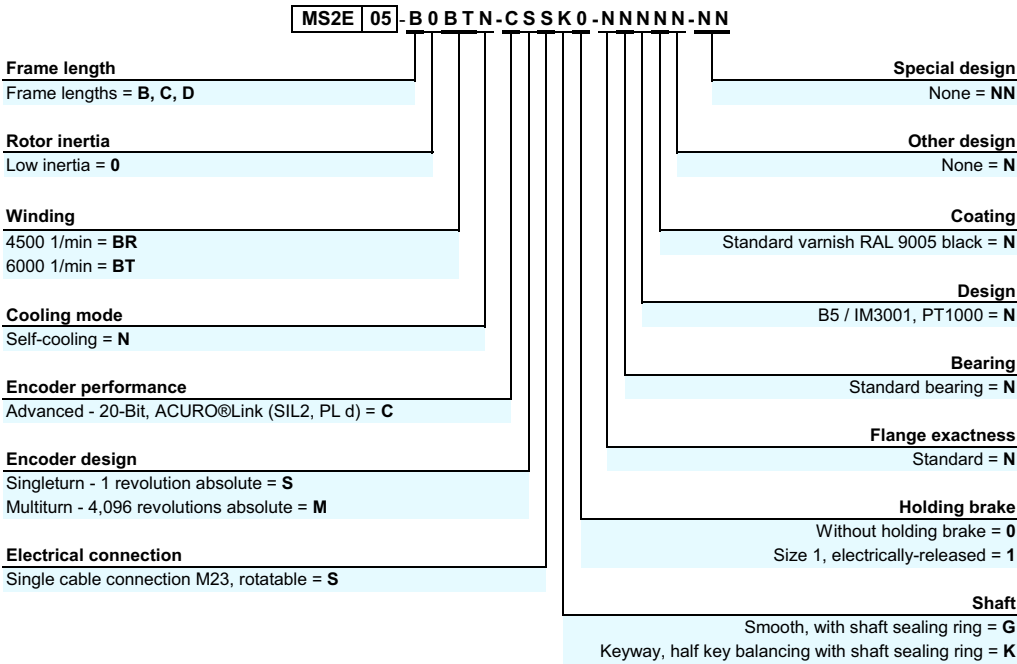
## 6.2 MS2E04 Type code

### Features



### 6.3 MS2E05 Type code

#### Features



#### Options self-cooling

•

available

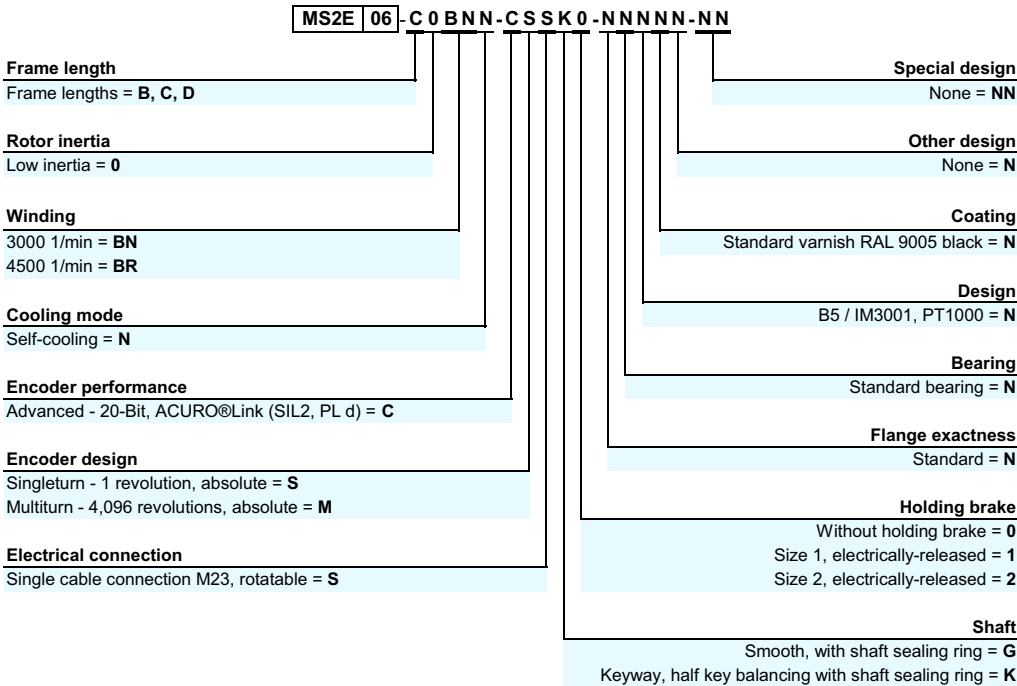
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not available

| Cooling mode N - Self-cooling |               |         | Electrical Connection | Holding brake |   |
|-------------------------------|---------------|---------|-----------------------|---------------|---|
| Frame length                  | Rotor inertia | Winding | S                     | 0             | 1 |
| B                             | 0             | BT      | •                     | •             | • |
| C                             | 0             | BT      | •                     | •             | • |
| D                             | 0             | BR      | •                     | •             | • |

6.4
MS2E06 Type code

Features



Options self-cooling

•

 available

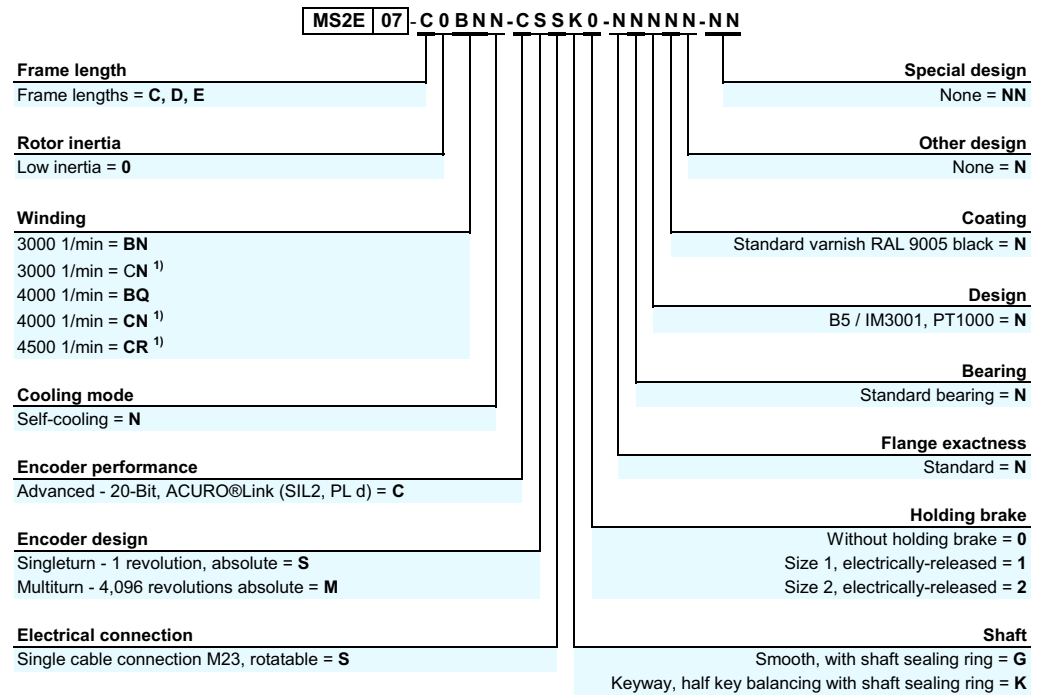
—

 not available

| Cooling mode N - Self-cooling |               |         | Electrical connection | Holding brake |   |   |
|-------------------------------|---------------|---------|-----------------------|---------------|---|---|
| Frame length                  | Rotor inertia | Winding | S                     | 0             | 1 | 2 |
| C                             | 0             | BN      | •                     | •             | • | — |
|                               |               | BR      | •                     | •             | — | • |
| D                             | 0             | BR      | •                     | •             | — | • |
| E                             | 0             | BR      | •                     | •             | — | • |

## 6.5 MS2E07 Type code

### Features



### Options self-cooling

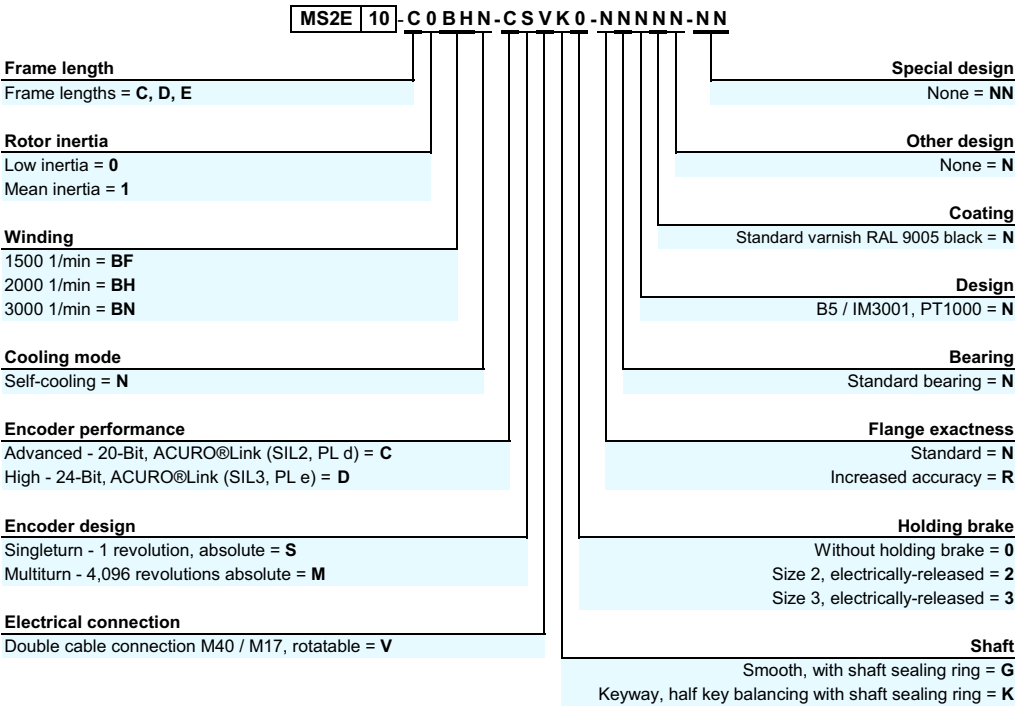
• available — not available

| Cooling mode N - Self-cooling |               |         | Electrical connection | Holding brake |   |   |
|-------------------------------|---------------|---------|-----------------------|---------------|---|---|
| Frame length                  | Rotor inertia | Winding | S                     | 0             | 1 | 2 |
| C                             | 0             | BN      | •                     | •             | • | — |
|                               |               | BQ      | •                     | •             | • | — |
| D                             | 0             | BN      | •                     | •             | — | • |
|                               |               | CR      | •                     | •             | — | • |
| E                             | 0             | CN      | •                     | •             | — | • |
|                               |               | CQ      | •                     | •             | — | • |

1) Reduced standstill current for electrical connection "S"

## 6.6 MS2E10 Type code

### Features



### Options self-cooling

•

available

—

not available

| Cooling mode N - Self-cooling |               |         | Electrical connection | Holding brake |   |   |
|-------------------------------|---------------|---------|-----------------------|---------------|---|---|
| Frame length                  | Rotor inertia | Winding | V                     | 0             | 2 | 3 |
| C                             | 0             | BH      | •                     | •             | • | — |
|                               |               | BH      | •                     | •             | • | — |
|                               |               | BN      | •                     | •             | • | — |
| D                             | 1             | BF      | •                     | •             | • | — |
|                               |               | BF      | •                     | •             | — | • |

# 7 Operating areas and characteristic curves

## 7.1 Operating area

The permissible operating ranges for MS2E motors are defined for ambient temperatures of 0 ... 40 °C and installation altitudes up to 1,000 m above MSL. The operating areas are characterized by characteristic curve fields according to ➔ Further information on page 49.

The individual characteristic curves are described in the following figure.

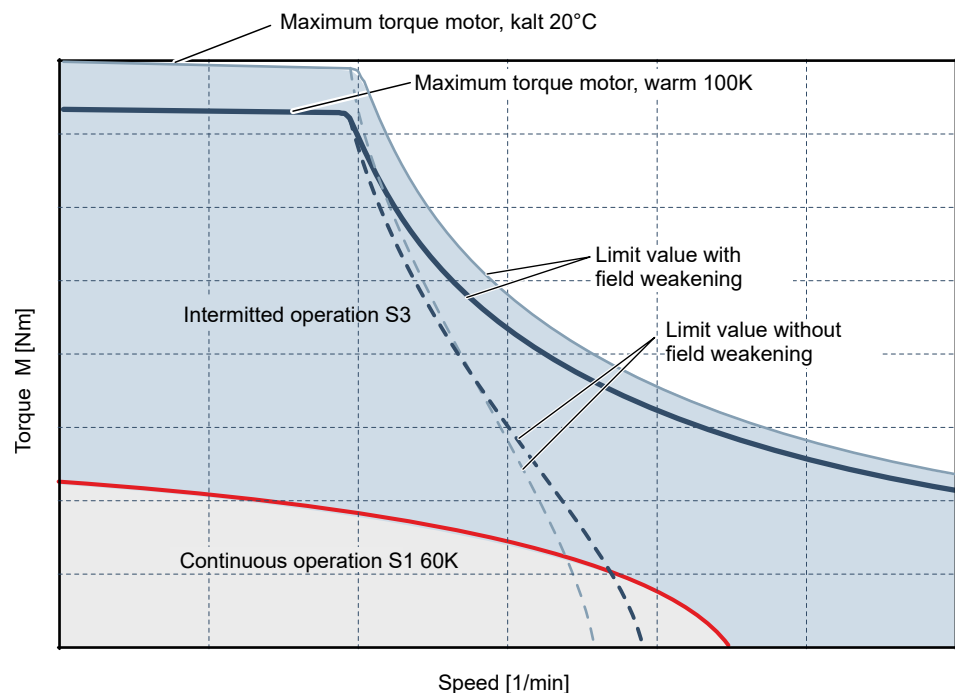


Fig. 16: Operating area of MS2E motors

The thermal motor installation determines the degree of power loss, discharged via the flange. The rated data for 60K specified in the technical data apply to the following installation conditions:

Table 23: Installation conditions for utilization according to the specified characteristic curves

| Type                                                            | 60K data (thermally insulated) <sup>1</sup> |
|-----------------------------------------------------------------|---------------------------------------------|
|                                                                 | Aluminum plate L x W x H [mm]               |
| MS2E03, -04                                                     | 140 × 210 × 10                              |
| MS2E05, -06                                                     | 300 × 240 × 15                              |
| MS2E07, -10                                                     | 300 × 270 × 15                              |
| 1) insulated with laminated paper FR-2, material thickness 2 mm |                                             |



In case of ambient temperatures above 40 °C and installation altitudes of 1,000 m above MSL, the high performance data have to be reduced (see ).

### 7.1.1 Continuous operation S1

The S1-60K characteristic curve specifies the thermal limit of the motors. To increase the machine availability, Bosch Rexroth recommends to project with a safety factor to the S1-60K characteristic curve.

Project with a safety factor regarding the thermal utilization of the motors to

- compensate unfavorable heat of the flange mounting.
- limit the housing temperature.
- avoid unfavorable machine heating due to the motor.
- increase the reliability of the motor (e.g. motor / encoder bearing).

**NOTICE**

**Property damage due to thermal overload**

**Motors in continuous operation application must not be operated above the specified characteristic curve limits S1-60K.**

### 7.1.2 Periodic intermitted operation S3

During periodic intermittent operation, the motor can tolerate a higher load depending on the ON time.

### 7.1.3 Operation in field weakening

Field weakening operation of MS2E motors is possible with ctrlX / IndraDrive controllers. In the case of operation of foreign converters please observe the information of the manufacturer and the general notes in .

### 7.1.4 Motor torque during operation at standstill

In applications such as joining or press machines, where motors have to produce torque continuously asymmetrical currents when the motor is in standstill (close angular range) will flow in the motor windings. This can result in motor overload during continuous operation. The values specified in the data sheet have to be reduced according to the following table. The continuous torque that can be output at standstill  $M_0^*$  can be calculated by multiplying the data sheet values with the subsequent reduction factors  $F_0$ .

$$M_0^* = F_0 \cdot M_0$$

Table 24: Reduction factor  $F_0$

| Type             | Cooling type     | Frame length |      |      |   |   |
|------------------|------------------|--------------|------|------|---|---|
|                  |                  | B            | C    | D    | E | F |
| MS2E03, -04, -05 | Self-cooling 60K | 0.95         |      |      | - | - |
| MS2E06           | Self-cooling 60K | 0.88         | 0.95 |      |   | - |
| MS2E07           | Self-cooling 60K | 0.88         | 0.95 |      |   | - |
| MS2E10           | Self-cooling 60K | 0.82         | 0.88 | 0.95 |   |   |

## 7.2 Characteristic curves for DC bus voltage



The technical data sheets contain characteristic curves for two typical DC bus voltages. Depending on the DC bus voltage, the characteristic curves are offset.

S1 continuous operation curves depend on the DC bus voltage. The rated data on the type plate are defined with  $U_{ZK2}$  for the worst case scenario (cf. Fig. 17 “Characteristic curve specifications” on page 51).

The characteristic curve apply to:

Table 25: DC bus voltages

| Controller | Line voltage                                  | DC bus       |
|------------|-----------------------------------------------|--------------|
| IndraDrive | $3 \times 400 \text{ V } (U_{ZK1})$           | uncontrolled |
|            | $3 \times 400 \dots 480 \text{ V } (U_{ZK2})$ | controlled   |

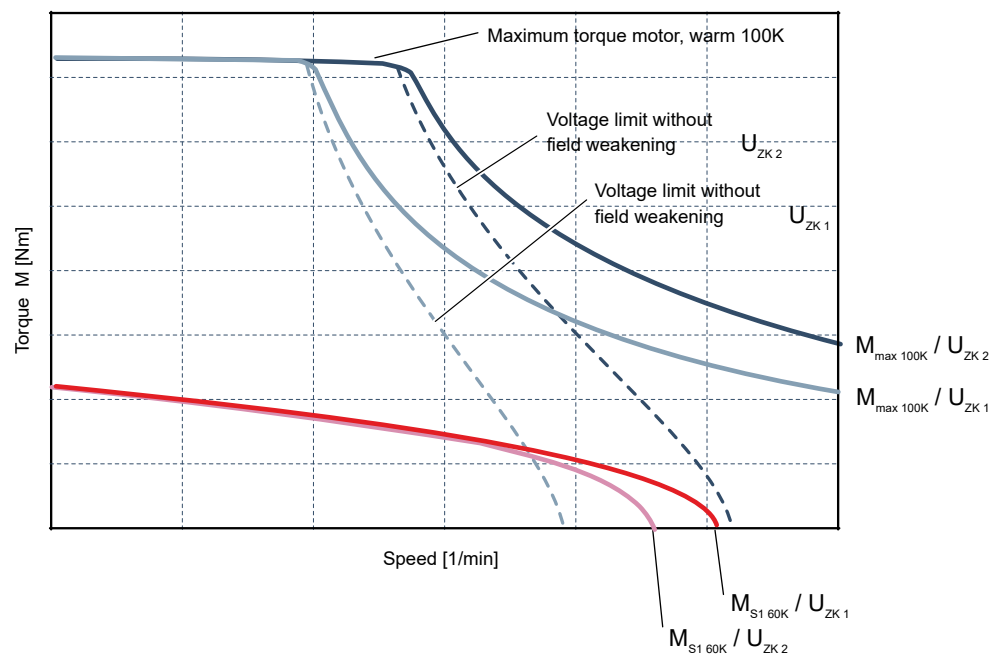


Fig. 17: Characteristic curve specifications

The specified characteristic curves are typical standard values. The actual performance data of a drive axis are subject to manufacturing-related tolerances.

### 7.3 Rated data

Rated data are defined for the following conditions:

- Rated speed is determined by the DC bus voltage  $U_{ZK1}$ . The voltage limit or the point of optimal performance are relevant variables to specify the rated speed.
- Rated data are applied to the rated speed and to the continuous operation characteristics at  $U_{ZK2}$

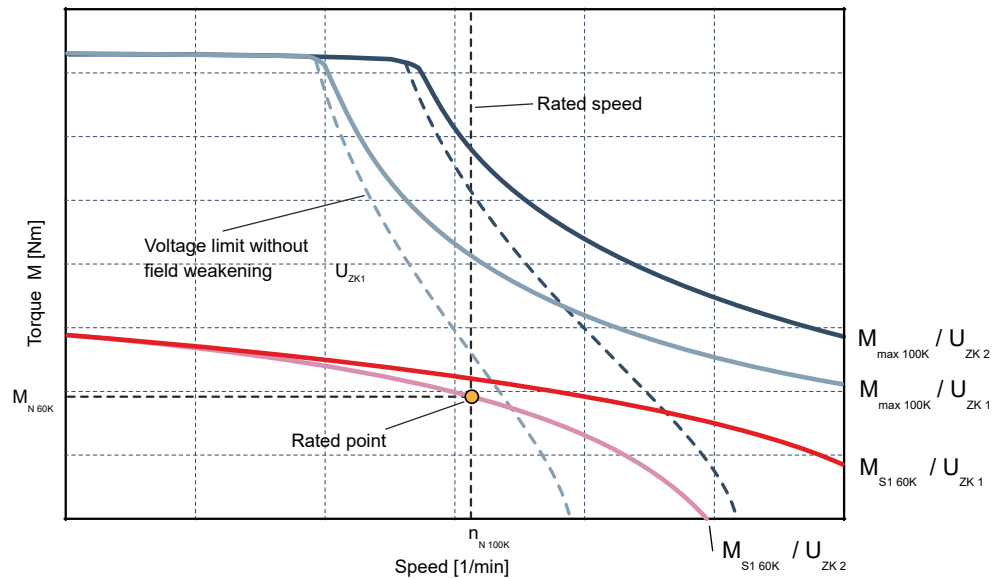


Fig. 18: Rated point

In case of motors with high speeds, the rated point of the characteristic voltage limit curve  $U_{ZK1}$  can be displayed in the direction of the point of origin.

The rated data are specified on type plate of the motors as well as in the technical data sheet.

### 7.4 Tolerances

The values specified in the technical data are subject to a natural dispersion. Observe the tolerance specifications for the following parameters.

Table 26: Tolerance specifications of the motor data

| Designation                 | Symbol                | Tolerance value |
|-----------------------------|-----------------------|-----------------|
| Standstill torque (60K)     | $M_{0\ 60K}$          | $\pm\pm\ 5\%$   |
| Rotor inertia               | $J_{rot}$             | $\pm\ 10\%$     |
| Rated torque - 60K          | $M_{N\ 100K}$         | $\pm\pm\ 5\%$   |
| Rated power - 60 K          | $P_{N\ 100K}$         | $\pm\ 5\%$      |
| Maximum torque 20 °C (cold) | $M_{max\ 20^\circ C}$ | $\pm\ 5\%$      |
| Maximum torque 100K (warm)  | $M_{max\ 100K}$       | $\pm\ 5\%$      |
| Torque constant at 20 °C    | $K_m$                 | $\pm\ 5\%$      |
| Voltage constant at 20 °C   | $K_E$                 | $\pm\pm\ 5\%$   |

## 7.5 Temperature influence and tolerances

The torque-speed characteristic curves are specified for cold motors ( $M_{\max 20^{\circ}\text{C}}$ ) as well as for motors at rated-load operating temperature ( $M_{\max 100\text{K}}$ ). Following figure shows the influence of motor temperature and material variation caused by manufacturing tolerances.

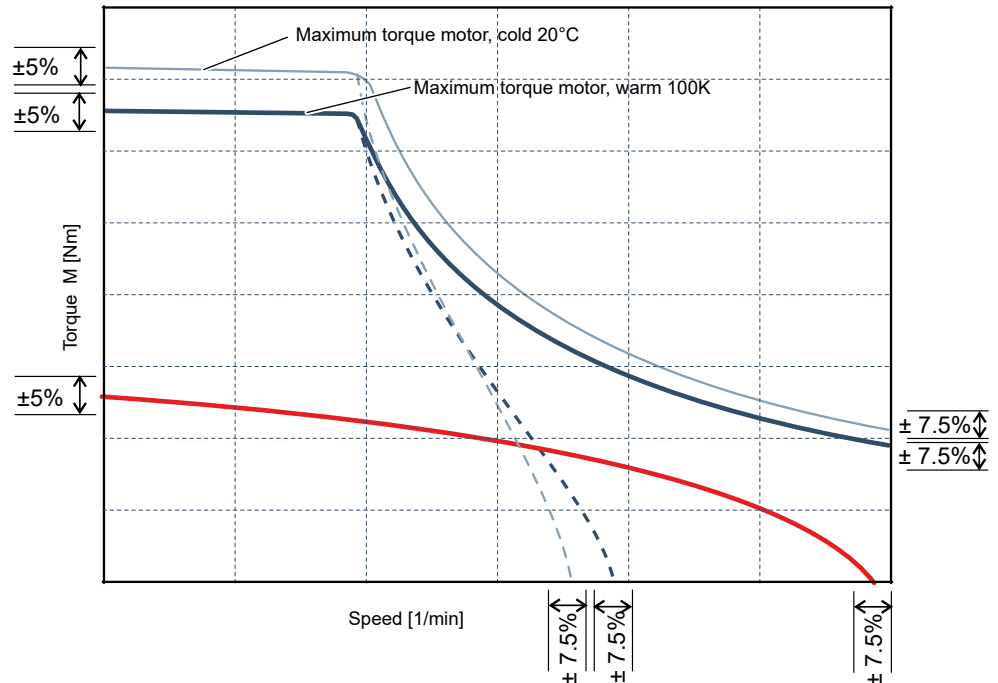


Fig. 19: Temperature influence and tolerances

The specified tolerances apply to MS2E motors with controlled and uncontrolled infeed.

## 7.6 IndraSize

By using the IndraSize software, drive controllers, motors and mechanic gear-boxes can be easily sized. The engineering tool covers the entire product family of IndraDrives and motors. Calculate the characteristic curves for your application by using the sizing tool IndraSize: ➔ [www.boschrexroth.com/.../IndraSize](http://www.boschrexroth.com/.../IndraSize)



## 8 Technical data

### 8.1 MS2E03

#### 8.1.1 Self-cooling

##### MS2E03-B0BYN

| Designation                               | Symbol          | Unit                     | MS2E03-B0BYN-__0-N | MS2E03-B0BYN-__1-N |
|-------------------------------------------|-----------------|--------------------------|--------------------|--------------------|
| Standstill torque - 60K <sup>1)</sup>     | $M_{0\ 60K}$    | Nm                       | 0.73               |                    |
| Standstill current (60K)                  | $I_{0\ 60K}$    | A                        | 1.31               |                    |
| Moment of inertia of rotor <sup>1)</sup>  | $J_{rot}$       | kg*m <sup>2</sup>        | 0.000023           | 0.000030           |
| Rated speed - 60 K                        | $n_N\ 60K$      | 1/min                    | 5760               |                    |
| Rated torque - 60K <sup>1)</sup>          | $M_N\ 60K$      | Nm                       | 0.35               |                    |
| Rated current - 60 K                      | $I_N\ 60K$      | A                        | 0.72               |                    |
| Rated power - 60K <sup>1)</sup>           | $P_N\ 60K$      | kW                       | 0.21               |                    |
| Maximum torque 20 °C (cold) <sup>1)</sup> | $M_{max\ 20°C}$ | Nm                       | 3.75               |                    |
| Maximum torque 100K (warm) <sup>1)</sup>  | $M_{max\ 100K}$ | Nm                       | 3.46               |                    |
| Maximum current                           | $I_{max(rms)}$  | A                        | 7.25               |                    |
| Maximum speed (electrical)                | $n_{max\ el}$   | 1/min                    | 9000               |                    |
| Maximum speed (mechanical)                | $n_{max\ mech}$ | 1/min                    | 9000               |                    |
| Number of pole pairs                      | $p$             |                          | 5                  |                    |
| Torque constant at 20 °C <sup>1)</sup>    | $K_m$           | Nm/A                     | 0.61               |                    |
| Voltage constant at 20 °C <sup>1)</sup>   | $K_E$           | V/1000 min <sup>-1</sup> | 36.9               |                    |
| Winding resistance at 20 °C               | $R_{12}$        | Ohm                      | 14.3               |                    |
| Winding inductance                        | $L_{12\_min}$   | mH                       | 20.22              |                    |
| Leakage capacitance of the component      | $C_{ab}$        | nF                       | 0.83               |                    |
| Thermal time constant of winding          | $T_{th\_W}$     | s                        | 12.1               |                    |
| Thermal time constant of motor            | $T_{th\_M}$     | min                      | 11.3               |                    |
| Mass                                      | $m_{mot}$       | kg                       | 1.4                | 1.8                |
| <b>Holding brake</b>                      |                 |                          |                    |                    |
| Holding torque                            | $M_4$           | Nm                       | 0                  | 1.80               |
| Rated voltage                             | $U_N$           | V                        | 0                  | 24                 |
| Rated current                             | $I_N$           | A                        | 0                  | 0.46               |
| Maximum connection time                   | $t_1$           | ms                       | 0                  | 8                  |
| Maximum disconnection time                | $t_2$           | ms                       | 0                  | 35                 |

1) For tolerance details refer to ↗ chapter 7.4 "Tolerances"

Latest amendment 2016-12-14

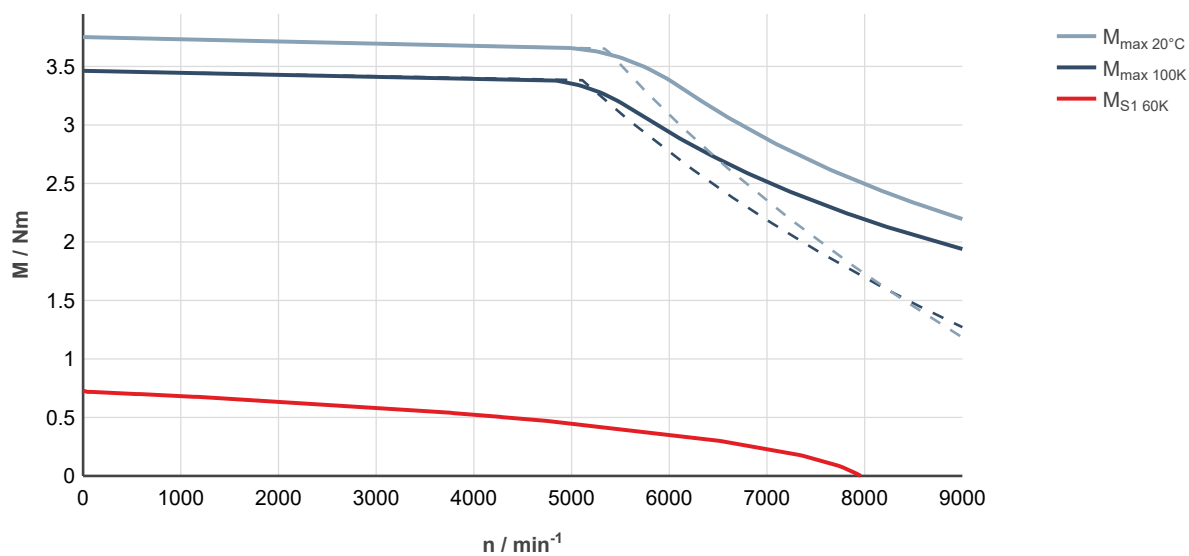


Fig. 20: MS2E03-B0BYN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

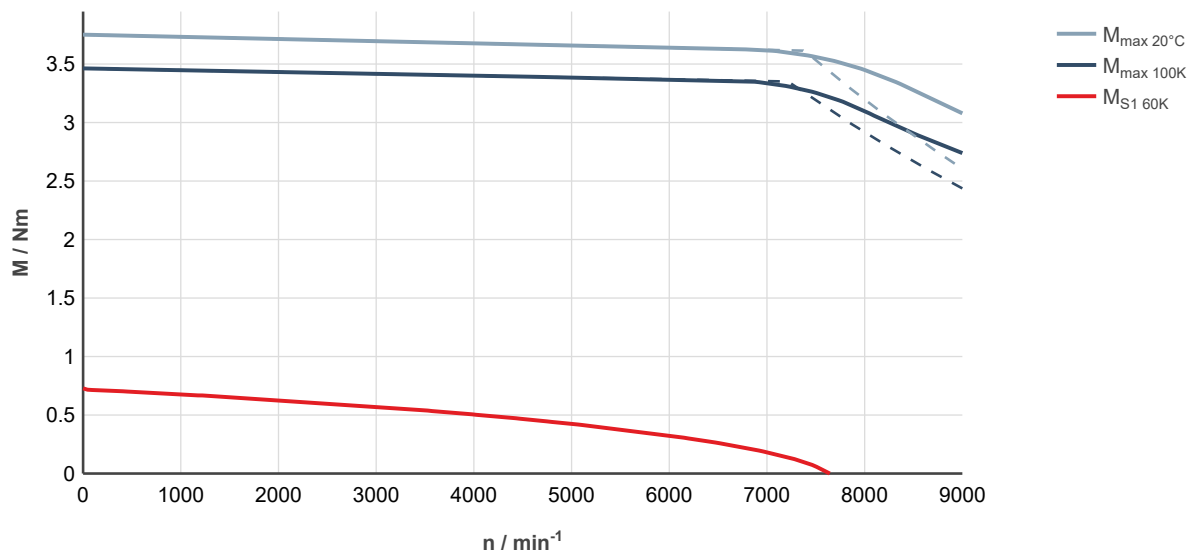


Fig. 21: MS2E03-B0BYN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V



**MS2E03-D0BYN**

| Designation                               | Symbol                | Unit                     | MS2E03-D0BYN-__0-N | MS2E03-D0BYN-__1-N |
|-------------------------------------------|-----------------------|--------------------------|--------------------|--------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 1.15               |                    |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 2.07               |                    |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.000037           | 0.000044           |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3930               |                    |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 0.58               |                    |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 1.17               |                    |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.24               |                    |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 7.4                |                    |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 6.8                |                    |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 14.5               |                    |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 9000               |                    |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 9000               |                    |
| Number of pole pairs                      | p                     |                          | 5                  |                    |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 0.6                |                    |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 36.2               |                    |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 6.29               |                    |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 9.56               |                    |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.6                |                    |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 14.5               |                    |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 12.1               |                    |
| Mass                                      | m <sub>mot</sub>      | kg                       | 2.0                | 2.4                |
| <b>Holding brake</b>                      |                       |                          |                    |                    |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                  | 1.80               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                  | 24                 |
| Rated current                             | I <sub>N</sub>        | A                        | 0                  | 0.46               |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                  | 8                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                  | 35                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment:

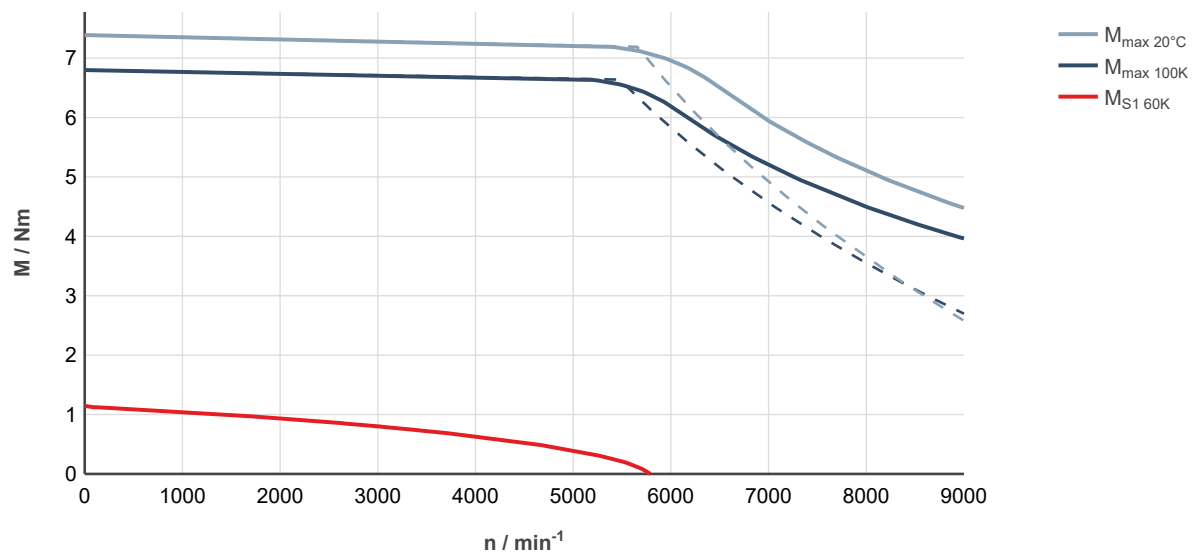


Fig. 22: MS2E03-D0BYN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

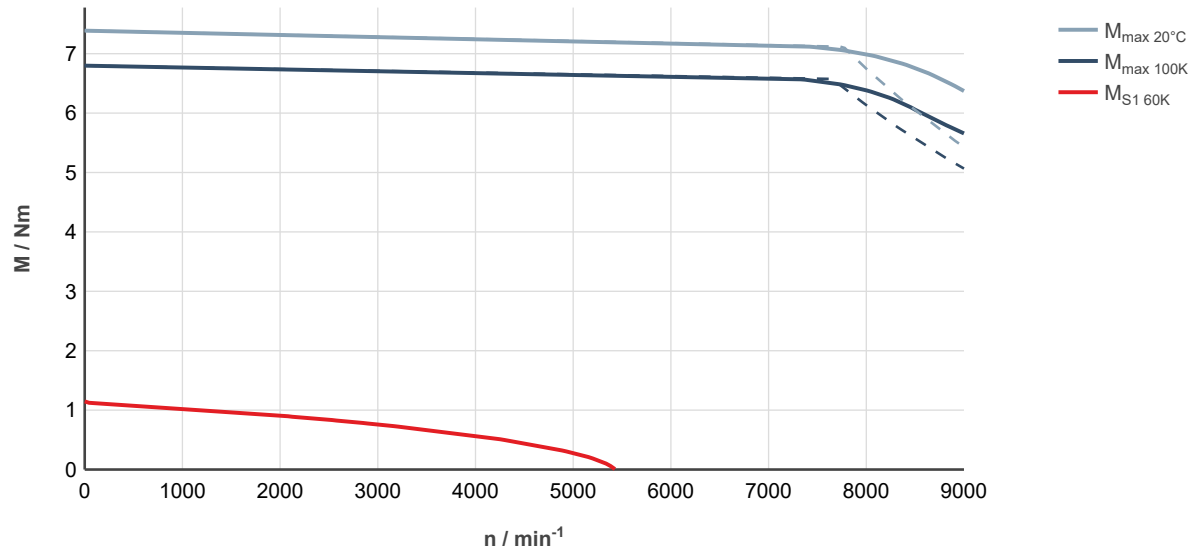


Fig. 23: MS2E03-D0BYN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.1.2 MS2E03 Specifications

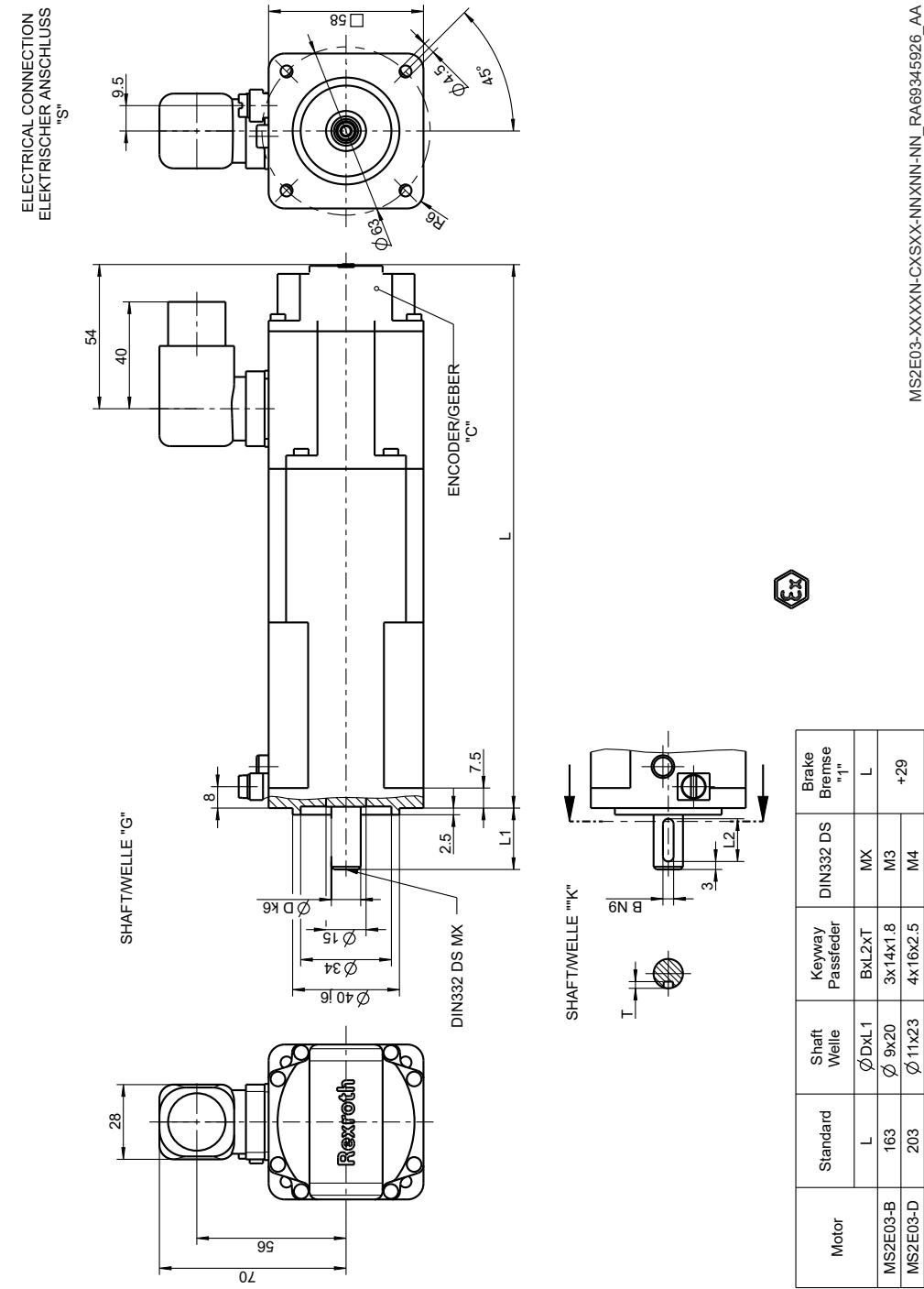
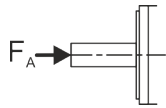


Fig. 24: MS2E03-xxxxN

### 8.1.3 MS2E03 Axial force



Axial forces  $F_A$  only allowed after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

### 8.1.4 MS2E03-B Radial force

The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

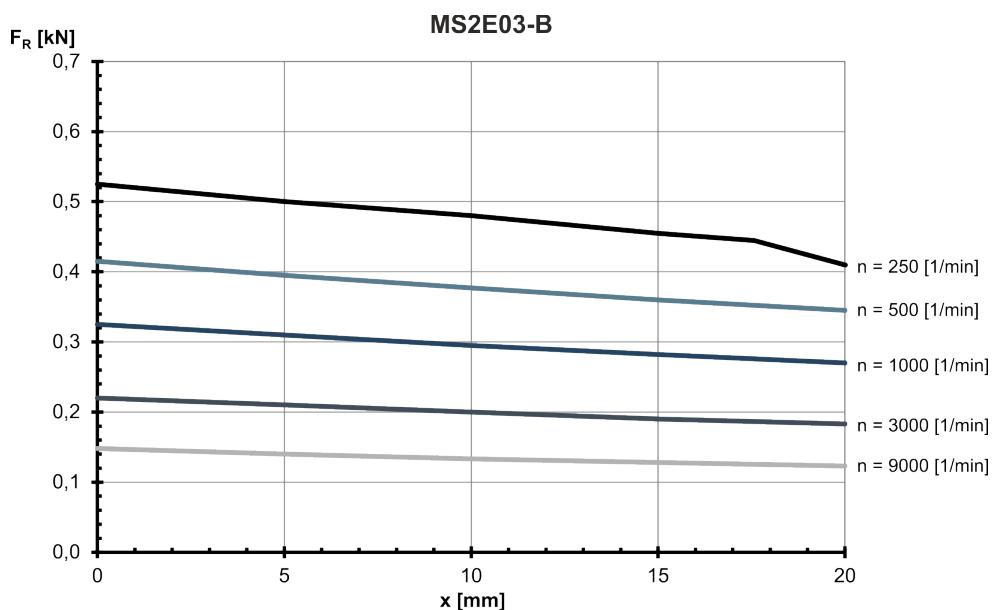
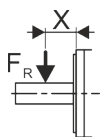
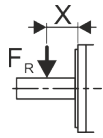


Fig. 25: MS2E03-B: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.1.5 MS2E03-D Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

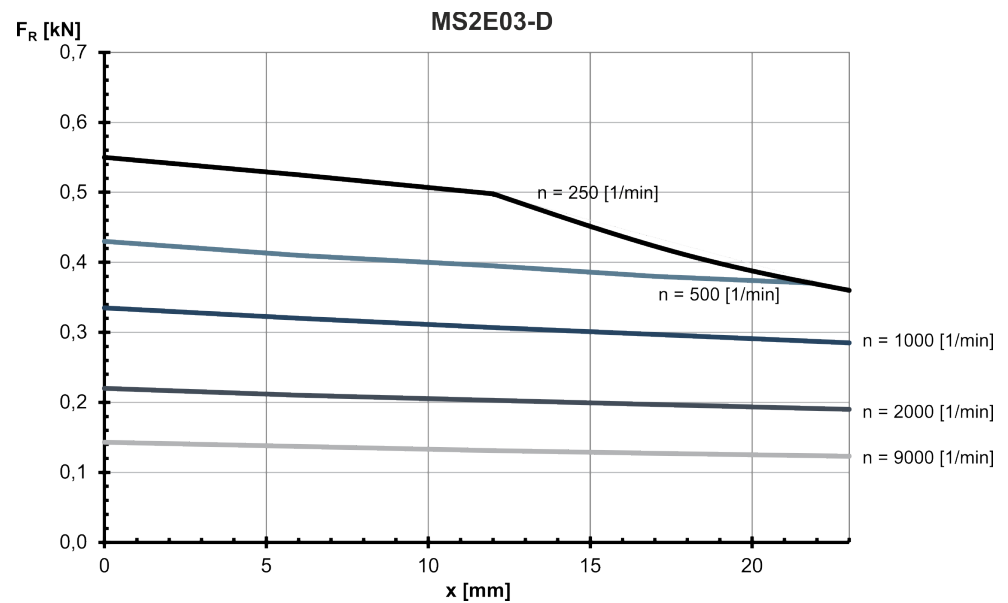


Fig. 26: MS2E03-D: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

## 8.2 MS2E04

### 8.2.1 Self-cooling

#### MS2E04-B0BNN

| Designation                               | Symbol                | Unit                     | MS2E04-B0BNN-__0-_N | MS2E04-B0BNN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 1.75                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 1.11                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00007             | 0.00011             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3000                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 1.29                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 0.86                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.41                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 6.4                 |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 5.9                 |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 4.9                 |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.73                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 104.9               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 26.2                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 110.1               |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.1                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 90                  |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 16                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 2.7                 | 3.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 5.00                |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.63                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 45                  |

1) For tolerance details refer to ➔ chapter 7.4 "Tolerances"

Latest amendment: 2017-02-10

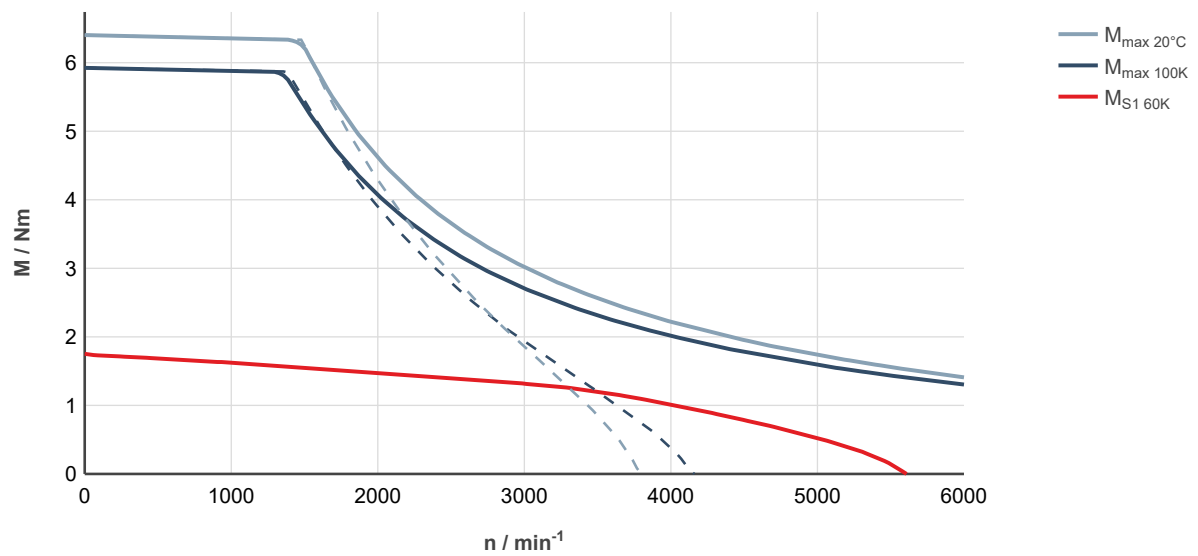


Fig. 27: MS2E04-B0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 x AC 400 V

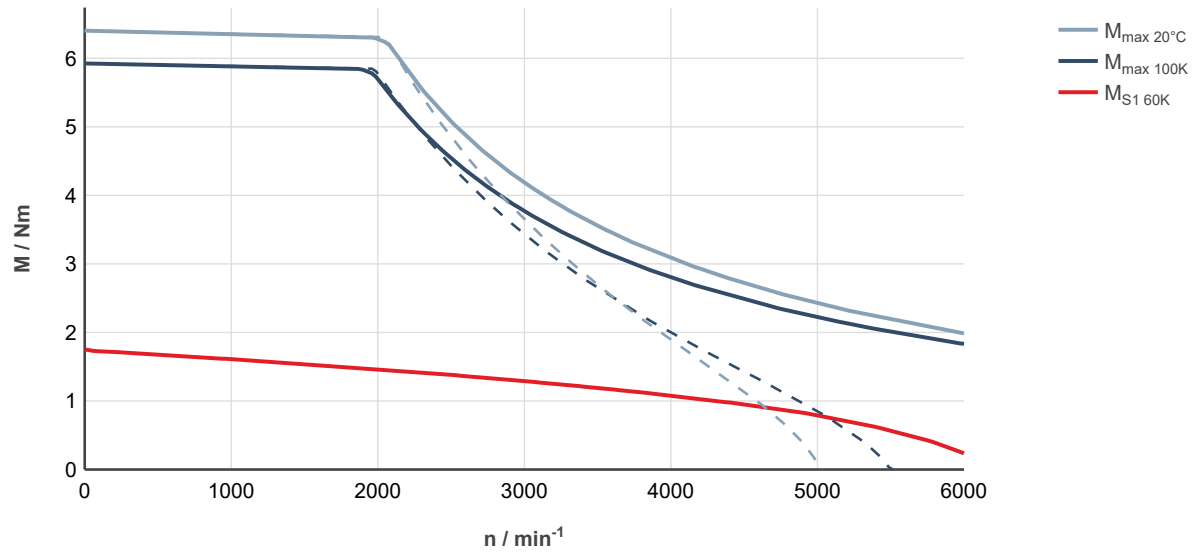


Fig. 28: MS2E04-B0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E04-B0BTN**

| Designation                               | Symbol                | Unit                     | MS2E04-B0BTN-__0-_N | MS2E04-B0BTN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 1.75                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 2.2                 |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00007             | 0.00011             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 4330                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 0.80                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 1.12                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.36                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 6.4                 |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 5.9                 |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 9.8                 |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 0.87                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 52.7                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 6.55                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 27.52               |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.1                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 90                  |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 16                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 2.7                 | 3.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 5.00                |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.63                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 45                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-12-20

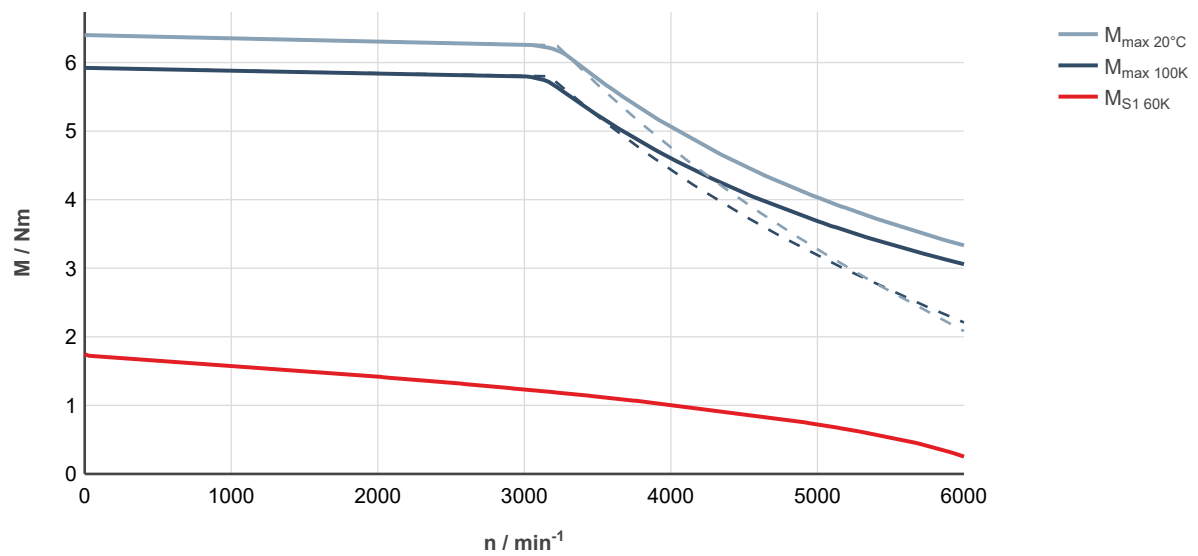


Fig. 29: MS2E04-B0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 x AC 400 V

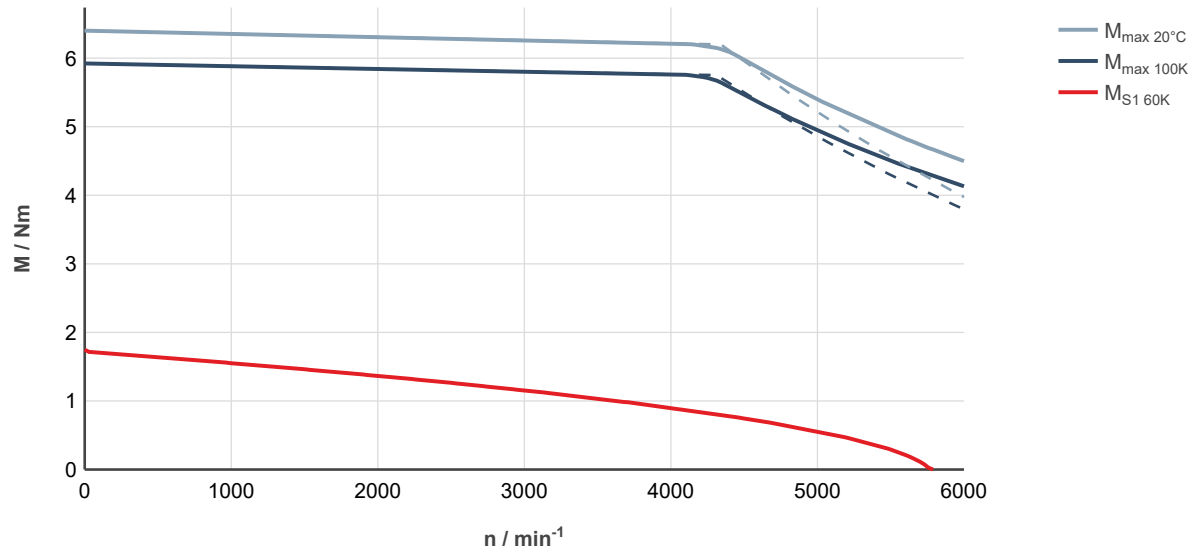


Fig. 30: MS2E04-B0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E04-C0BNN**

| Designation                               | Symbol                | Unit                     | MS2E04-C0BNN-__0-_N | MS2E04-C0BNN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 2.8                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 1.78                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00011             | 0.00016             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3230                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 1.62                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 1.1                 |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.55                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 13.05               |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 12.00               |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 9.7                 |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.74                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 105.7               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 10.9                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 52.4                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 2.2                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 35.3                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 16.0                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 3.7                 | 4.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 5.00                |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.63                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 45                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2020-08-04

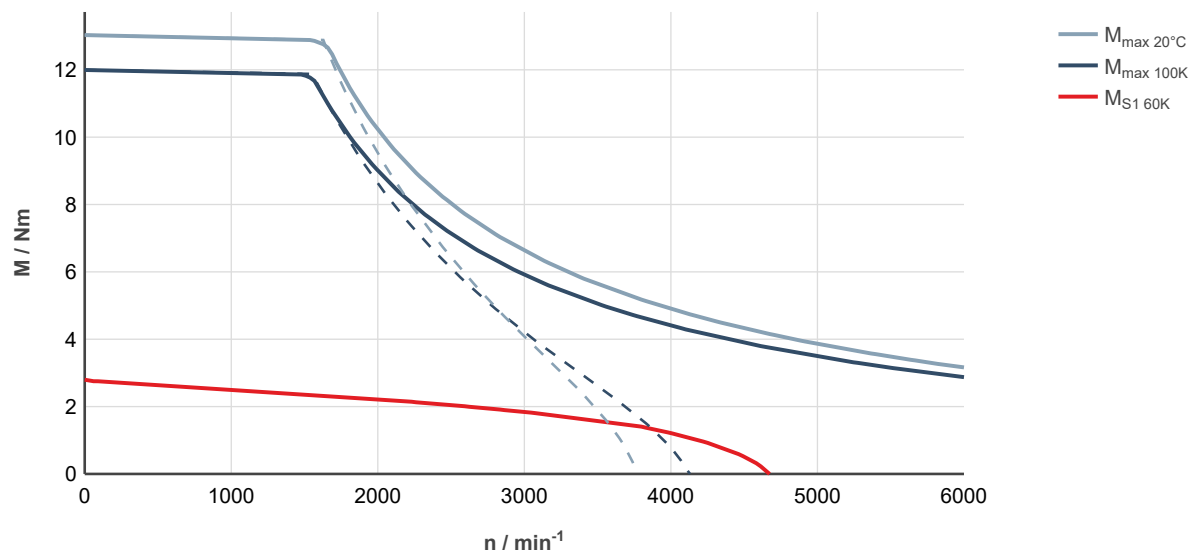


Fig. 31: MS2E04-C0BNN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

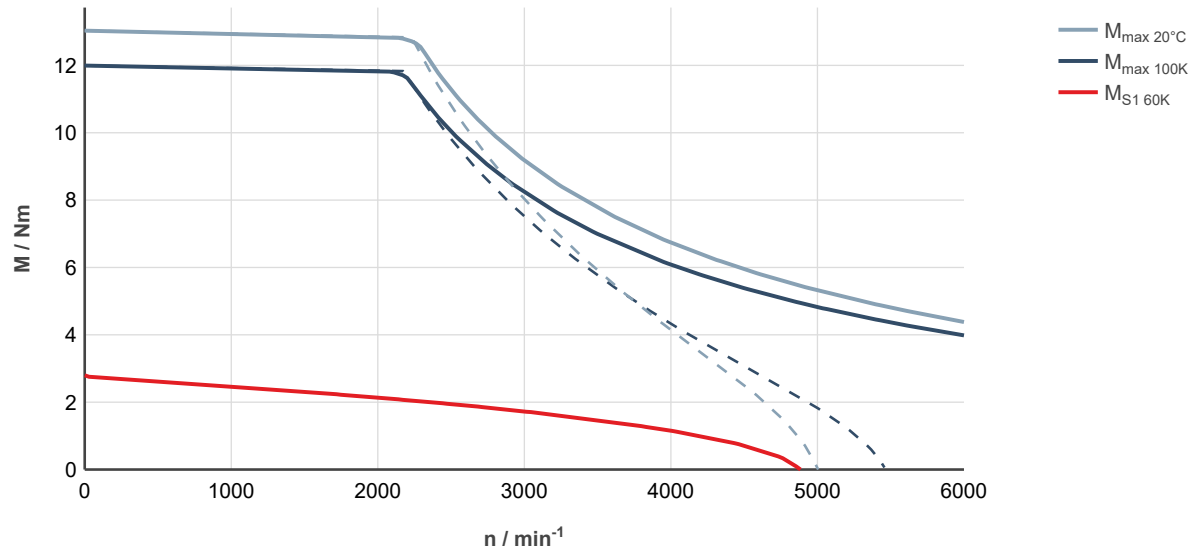


Fig. 32: MS2E04-C0BNN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E04-C0BTN**

| Designation                               | Symbol                | Unit                     | MS2E04-C0BTN-__0-_N | MS2E04-C0BTN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 2.80                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 3.11                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00011             | 0.00016             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2965                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 1.24                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 1.51                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.39                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 13.05               |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 12.00               |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 17.3                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 0.98                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 59.8                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 3.5                 |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 17.9                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.8                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 130                 |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 18                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 3.7                 | 4.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 5.00                |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.63                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 45                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2017-12-07

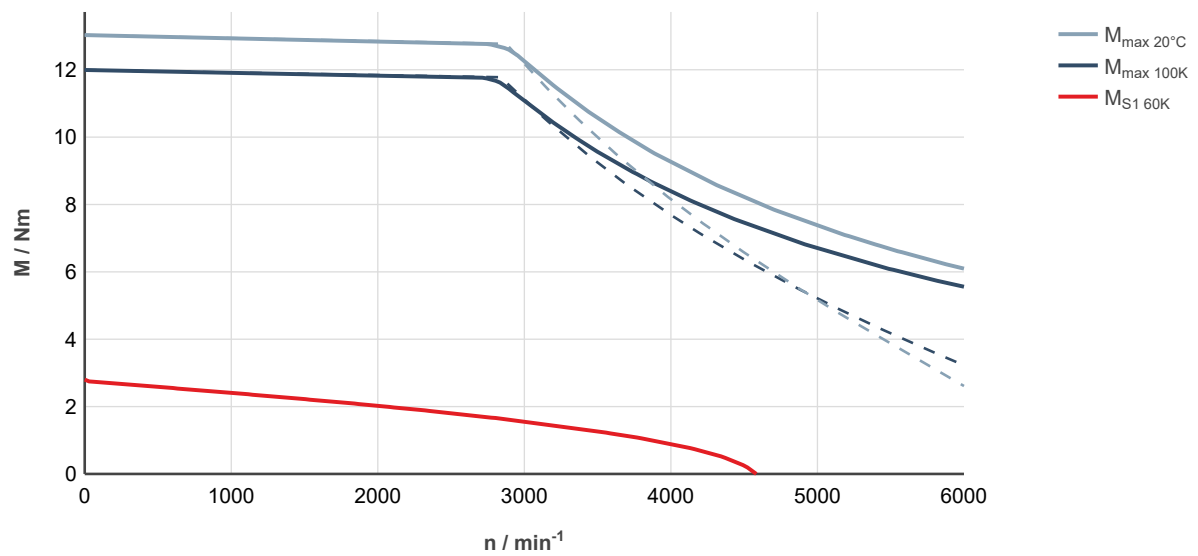


Fig. 33: MS2E04-C0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 x AC 400 V

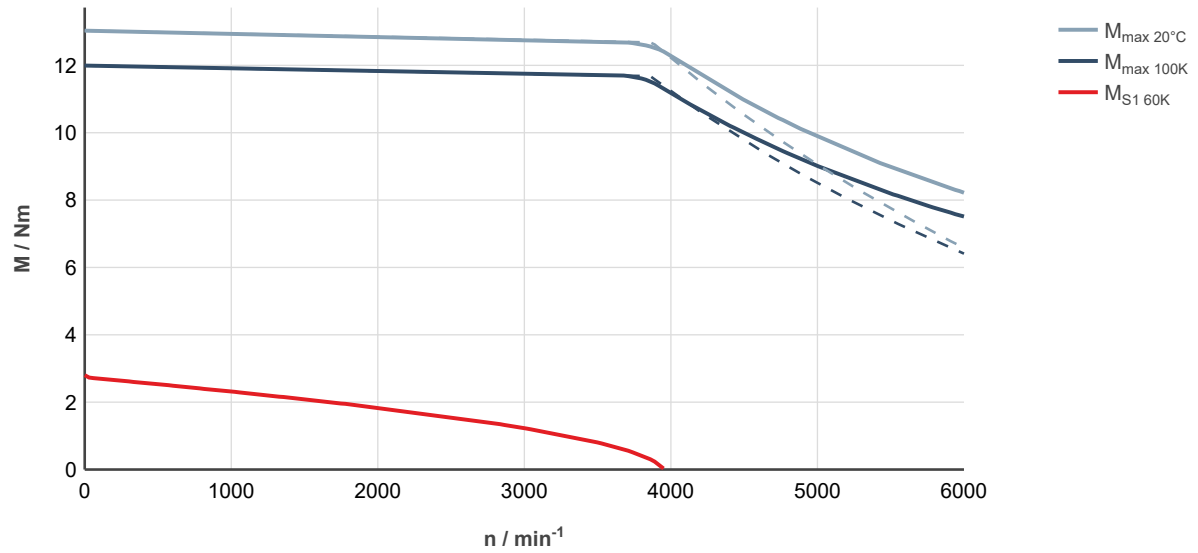


Fig. 34: MS2E04-C0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.2.2 MS2E04 Specifications

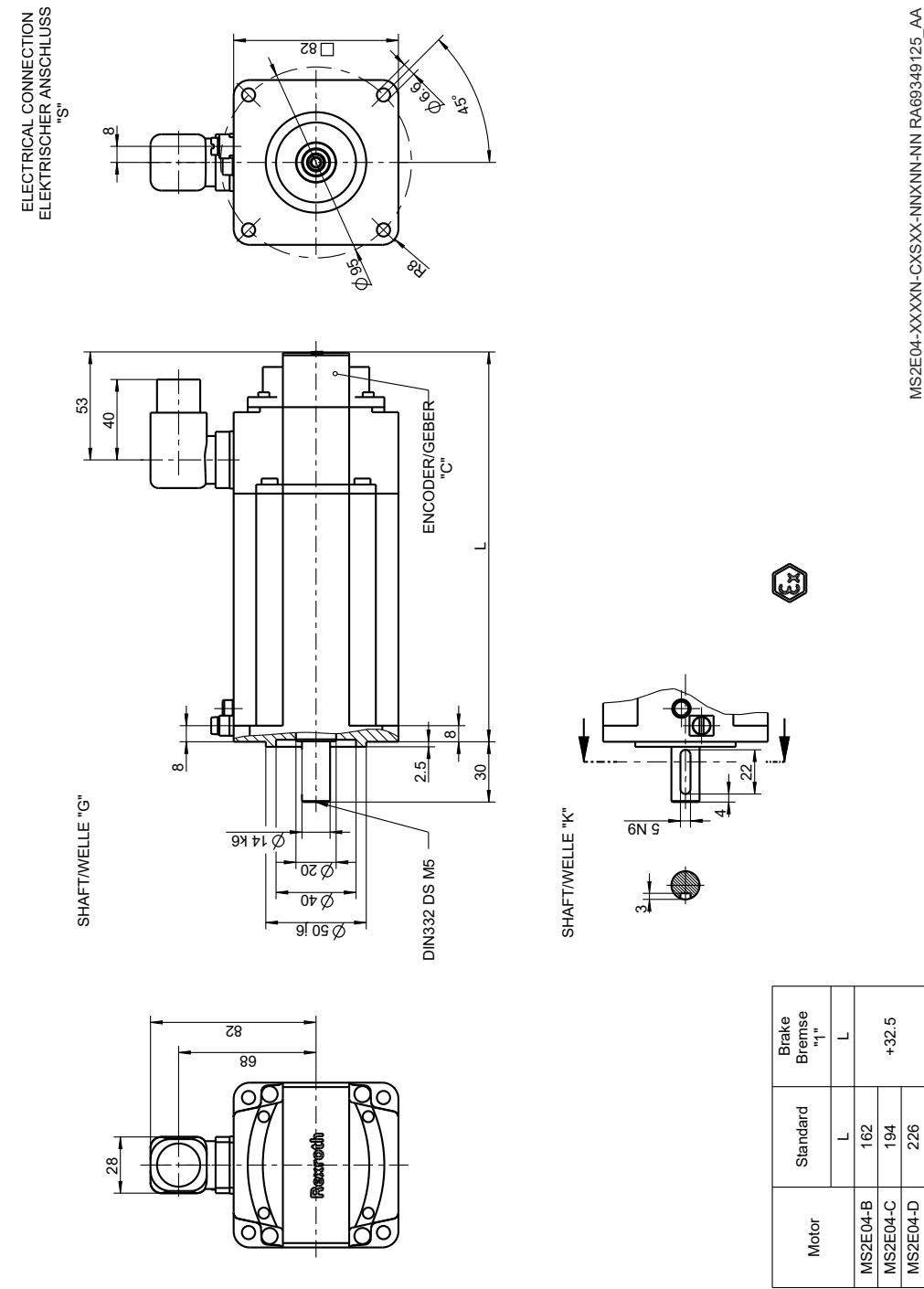
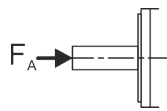


Fig. 35: MS2E04-xxxxN

### 8.2.3

#### MS2E04 Axial force



Axial forces  $F_A$  are permissible without limitation up to 30 N. Higher axial forces only after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

## 8.2.4 MS2E04-B Radial force

The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

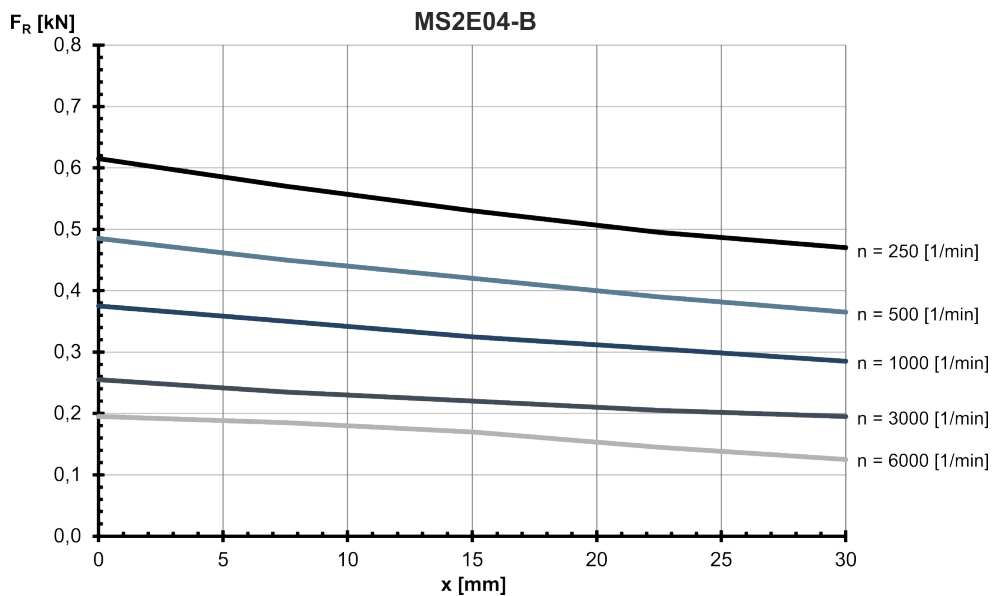
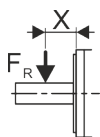
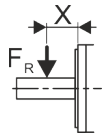


Fig. 36: MS2E04-B: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.2.5 MS2E04-C Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

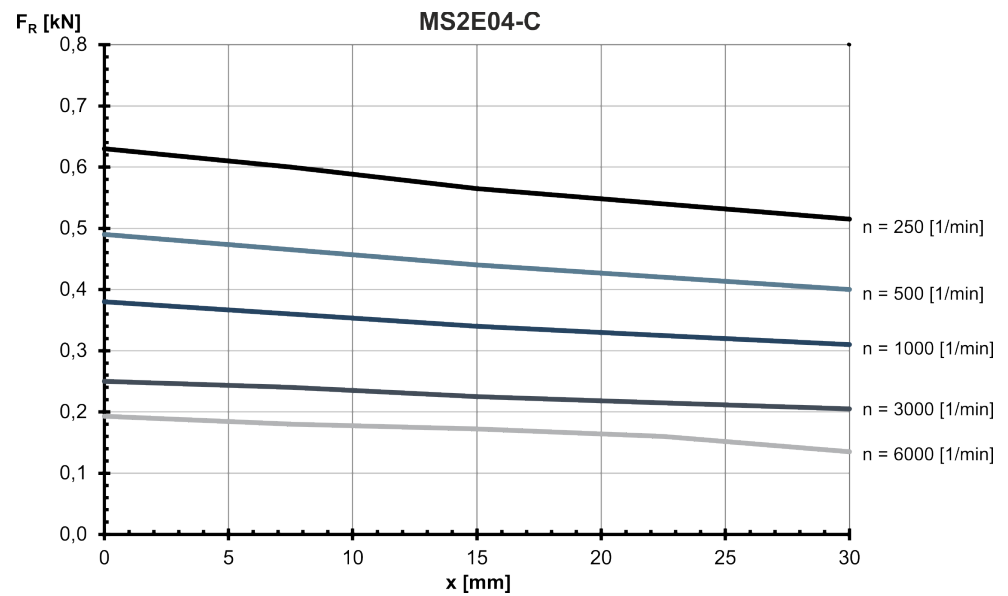


Fig. 37: MS2E04-C: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

## 8.3 MS2E05

### 8.3.1 Self-cooling

#### MS2E05-B0BTN

| Designation                               | Symbol                | Unit                     | MS2E05-B0BTN-__0-_N | MS2E05-B0BTN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 3.75                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 4.55                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00017             | 0.00028             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 4390                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 1.82                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 2.39                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 0.84                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 11.5                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 10.6                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 16.8                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 0.89                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 54.2                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 2.7                 |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 14.09               |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.21                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 21.2                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 12.7                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 4.0                 | 5.1                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 10.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.73                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 80                  |

1) For tolerance details refer to ➔ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-07

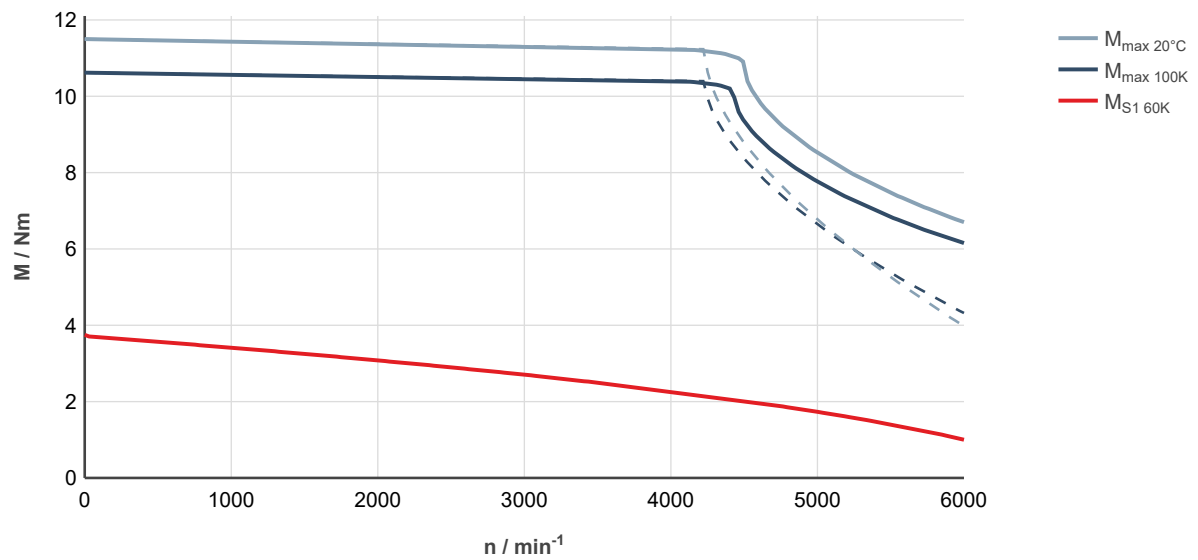


Fig. 38: MS2E05-B0BTN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

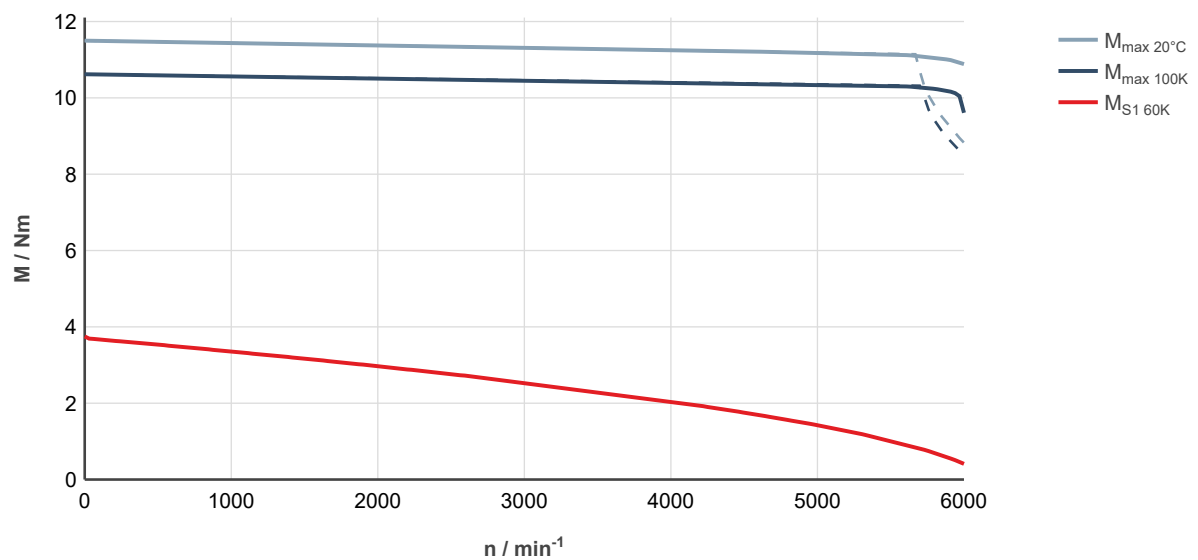


Fig. 39: MS2E05-B0BTN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E05-C0BTN**

| Designation                               | Symbol                | Unit                     | MS2E05-C0BTN-__0-_N | MS2E05-C0BTN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 6.1                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 7.1                 |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00029             | 0.00040             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3130                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 3.04                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 3.77                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.00                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 22.6                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 20.8                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 30.2                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 0.93                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 56.3                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 1.26                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 7.6                 |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.5                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 36.2                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 16.0                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 5.9                 | 7.0                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 10.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.73                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 80                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-07

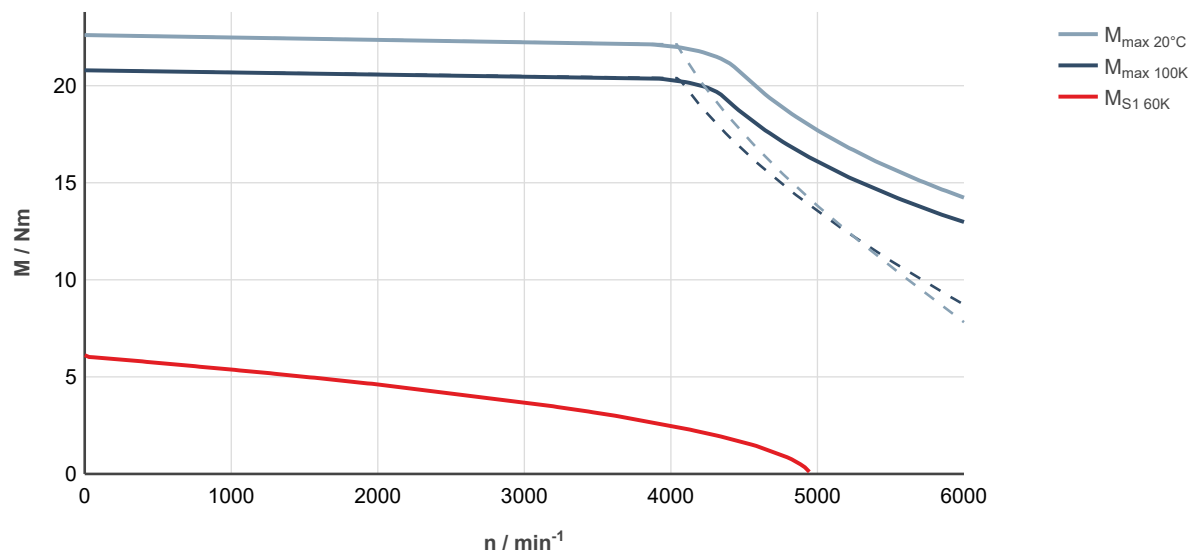


Fig. 40: MS2E05-C0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

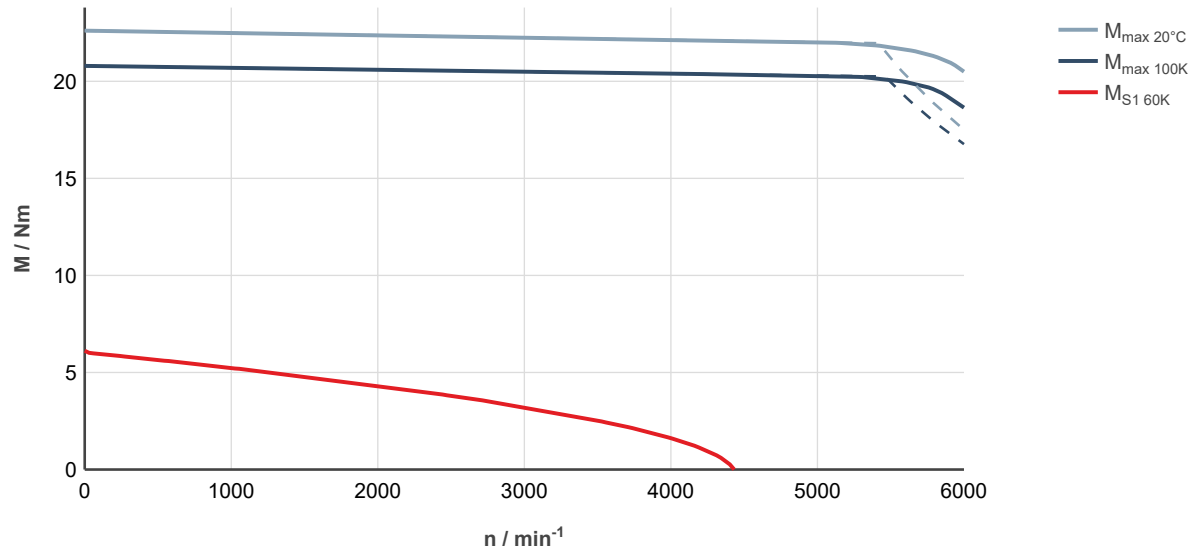


Fig. 41: MS2E05-C0BTN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E05-D0BRN**

| Designation                               | Symbol                | Unit                     | MS2E05-D0BRN-__0-_N | MS2E05-D0BRN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 7.9                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 6.05                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00040             | 0.00051             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2915                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 3.50                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 2.91                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.07                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 34.0                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 31.3                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 30.3                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.4                 |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 84.8                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 1.76                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 11.18               |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 3.29                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 45.8                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 18.5                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 7.3                 | 8.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 10.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.73                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 80                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2017-02-23

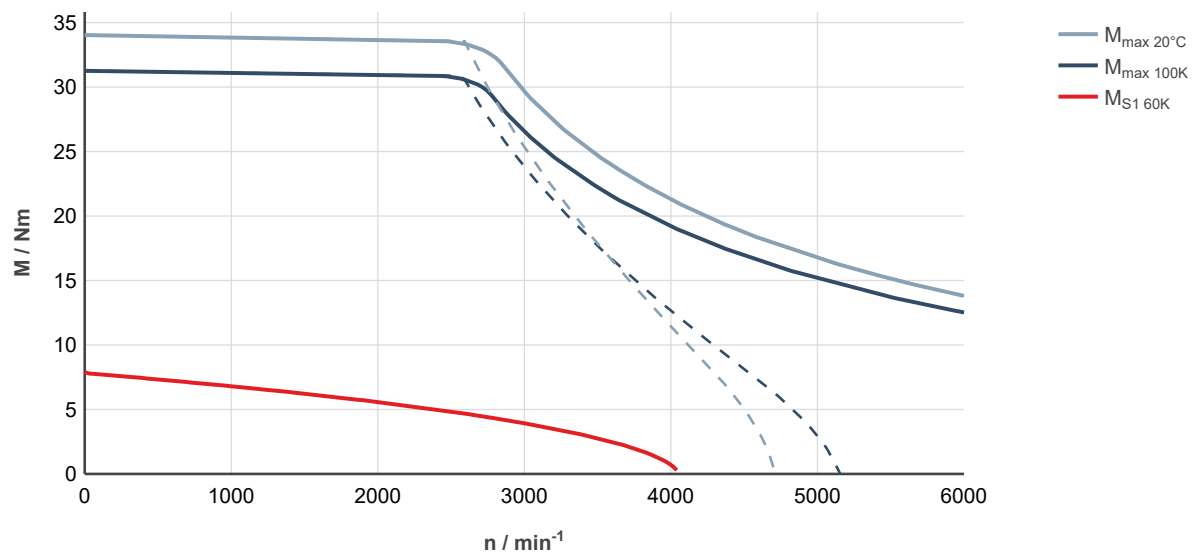


Fig. 42: MS2E05-D0BRN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

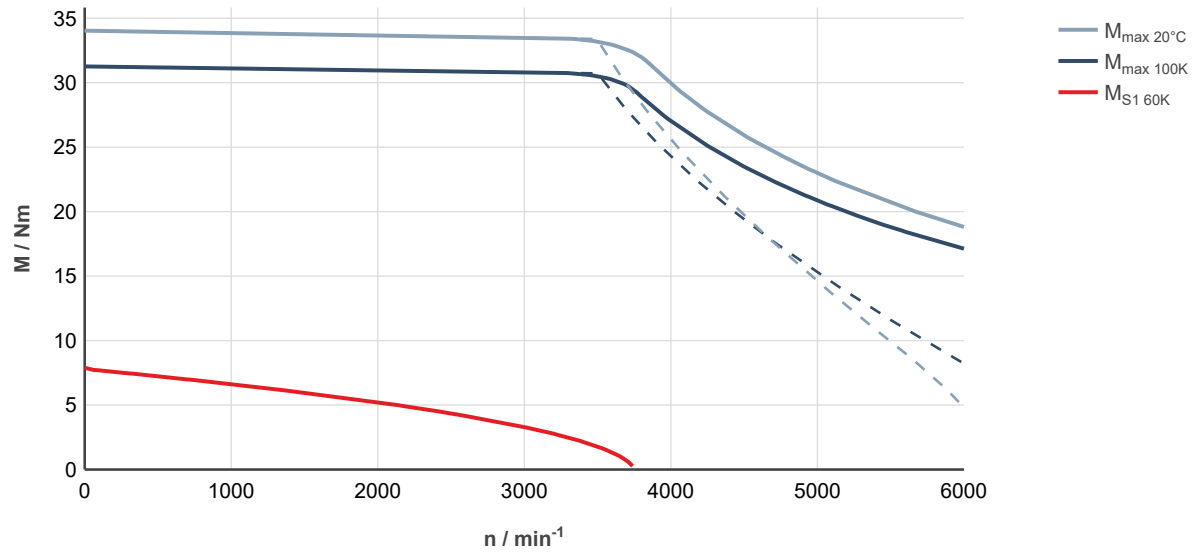


Fig. 43: MS2E05-D0BRN-\_\_\_0-\_\_\_-\_\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.3.2 MS2E05 Specifications

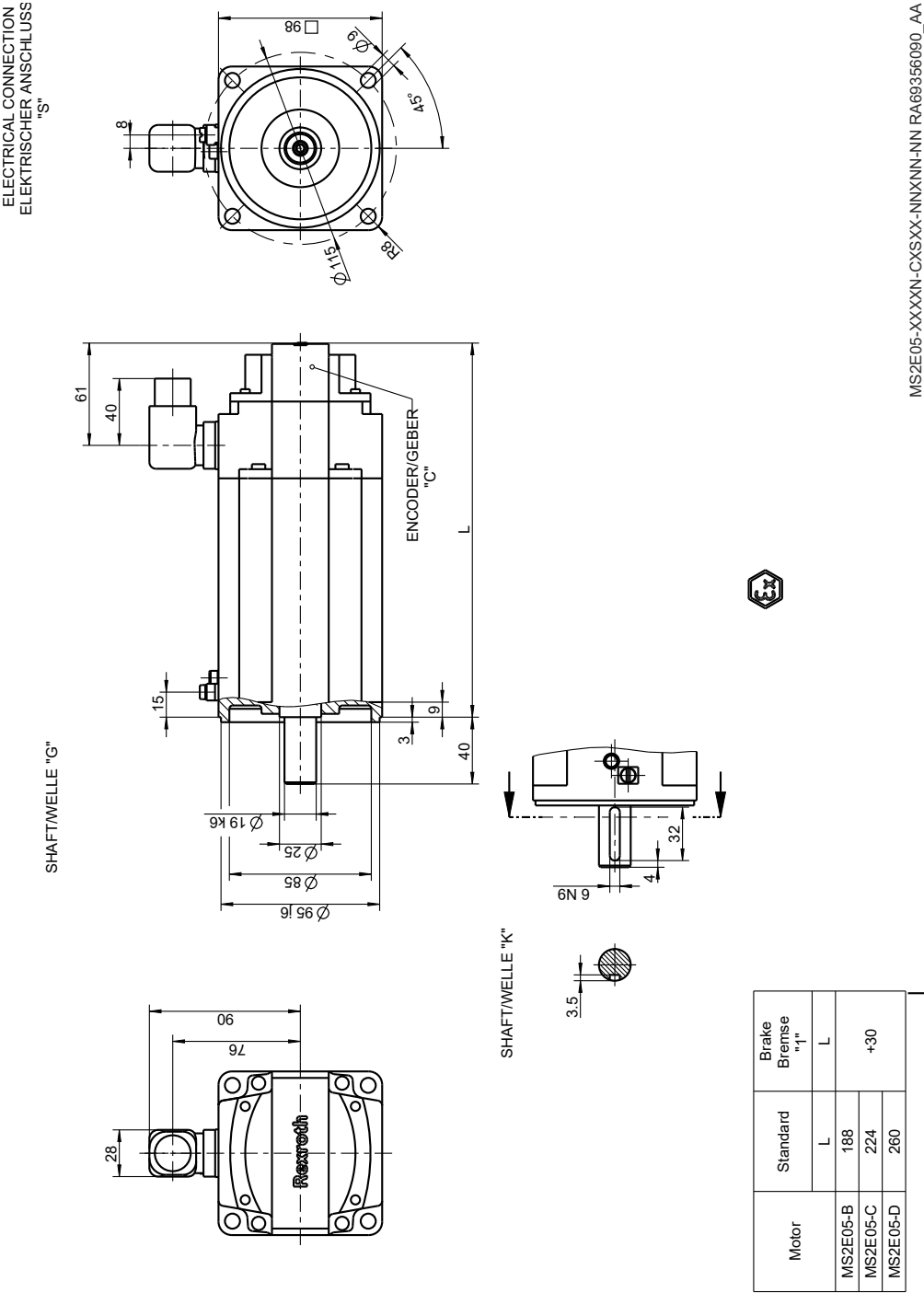
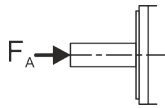


Fig. 44: MS2E05-xxxxN

### 8.3.3

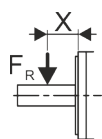
#### MS2E05 Axial force



Axial forces  $F_A$  are permissible without limitation up to 40 N. Higher axial forces only after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

### 8.3.4 MS2E05-B Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

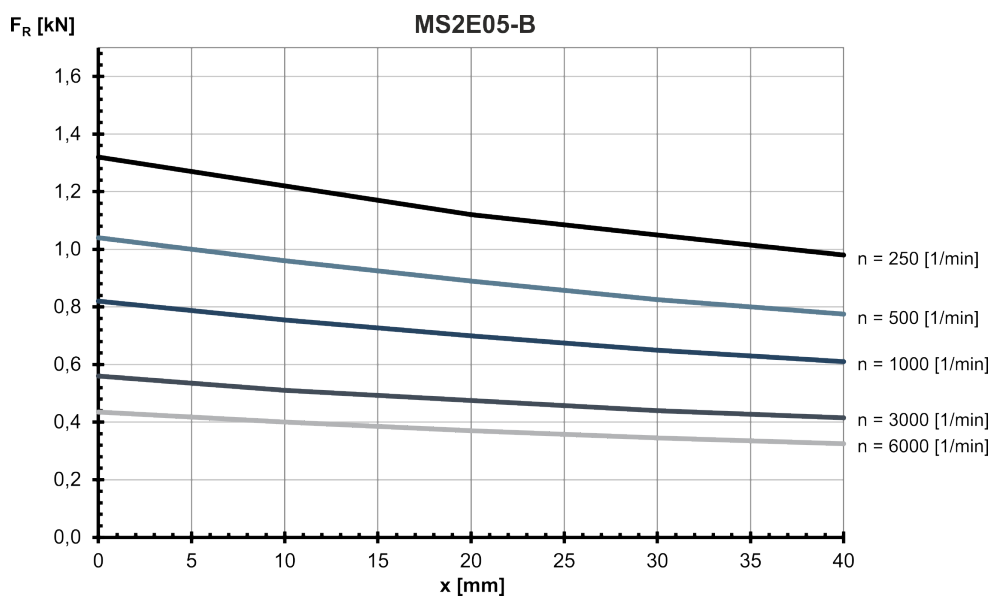
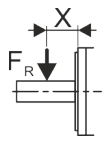


Fig. 45: MS2E05-B: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.3.5 MS2E05-C Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

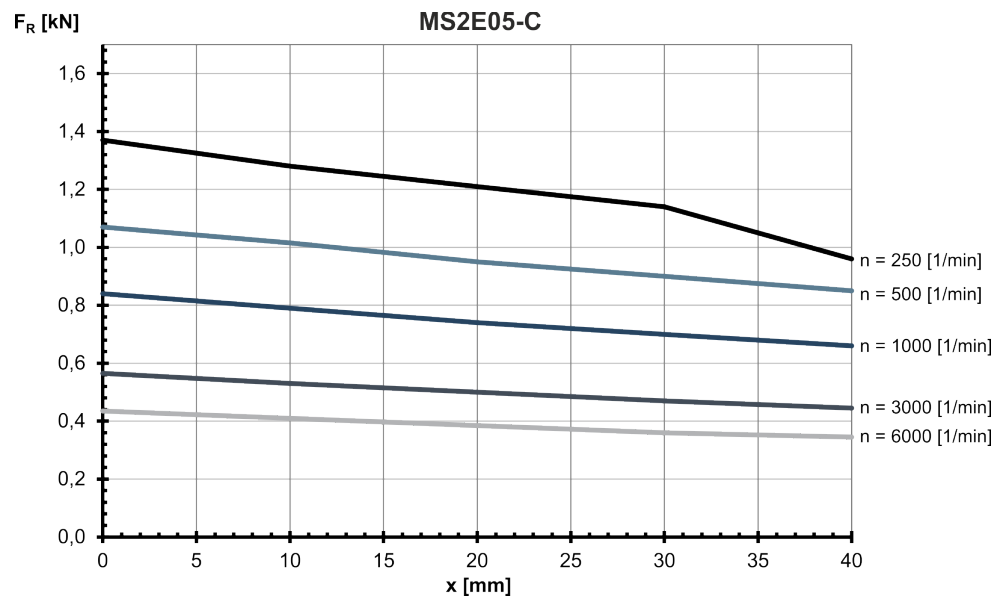
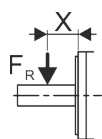


Fig. 46: MS2E05-C: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.3.6 MS2E05-D Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

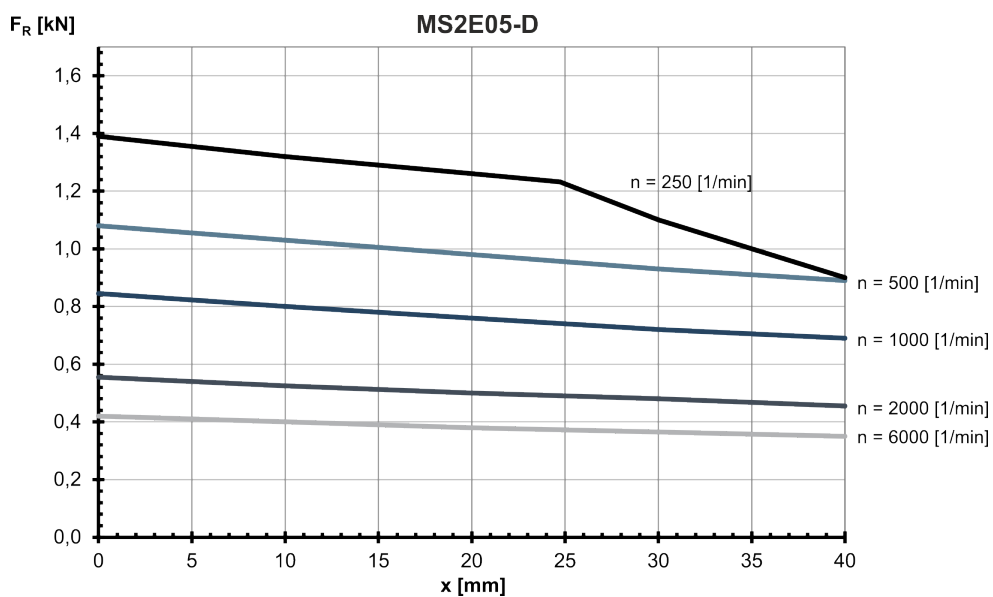


Fig. 47: MS2E05-D: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h



## 8.4 MS2E06

### 8.4.1 Self-cooling

#### MS2E06-C0BNN

| Designation                               | Symbol                | Unit                     | MS2E06-C0BNN-__0-_N | MS2E06-C0BNN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 6.0                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 3.75                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00039             | 0.00050             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3000                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 4.18                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 2.71                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.31                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 17.3                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 16.0                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 12.75               |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.73                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 105.4               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 4.48                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 39.5                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.24                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 27.3                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 14.1                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 6.4                 | 7.4                 |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 10.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.73                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 30                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 80                  |

1) For tolerance details refer to ➔ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-07

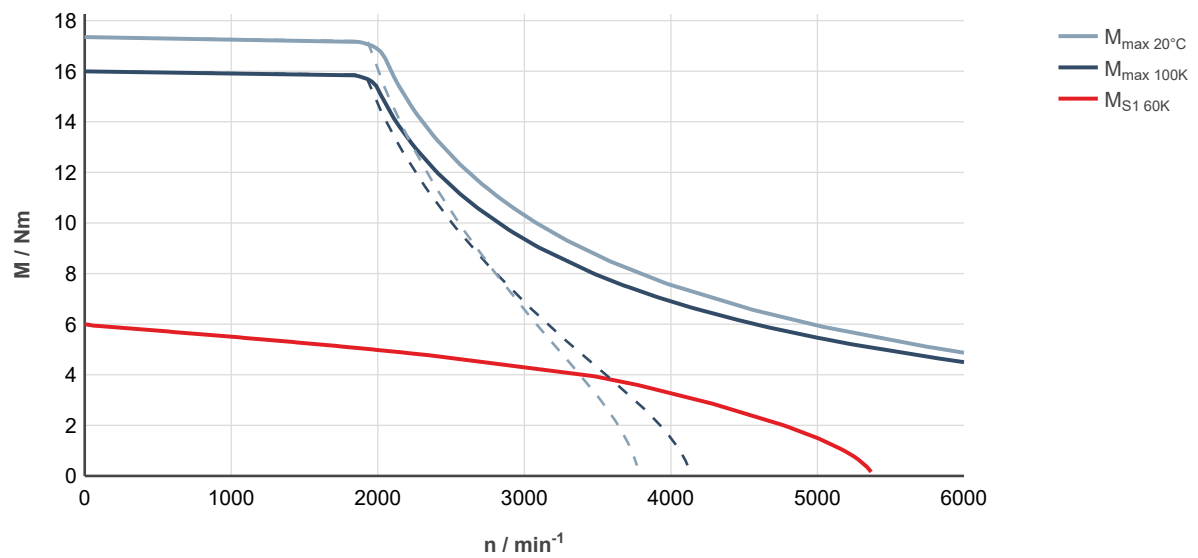


Fig. 48: MS2E06-C0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

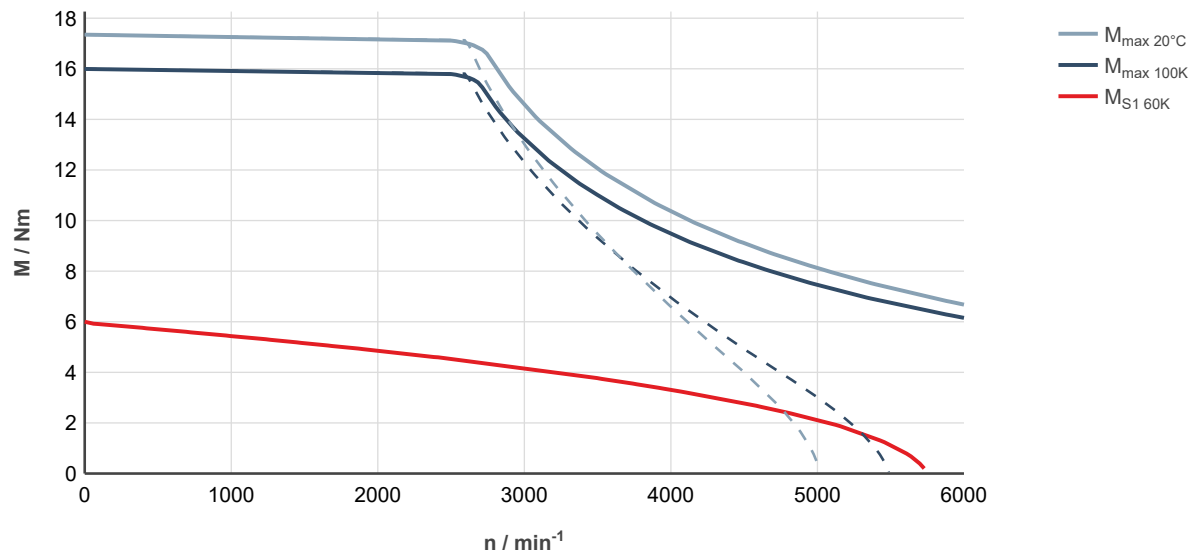


Fig. 49: MS2E06-C0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E06-D0BNN**

| Designation                               | Symbol                | Unit                     | MS2E06-D0BNN-__0-_N | MS2E06-D0BNN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 9.7                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 6.1                 |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00065             | 0.00079             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2900                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 5.20                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 3.45                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.58                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 34.8                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 32.0                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 25.4                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.70                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 103.5               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 1.85                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 18                  |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 5                   |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 38.6                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 17.4                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 9.0                 | 10.5                |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 15.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.75                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 50                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 135                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-08

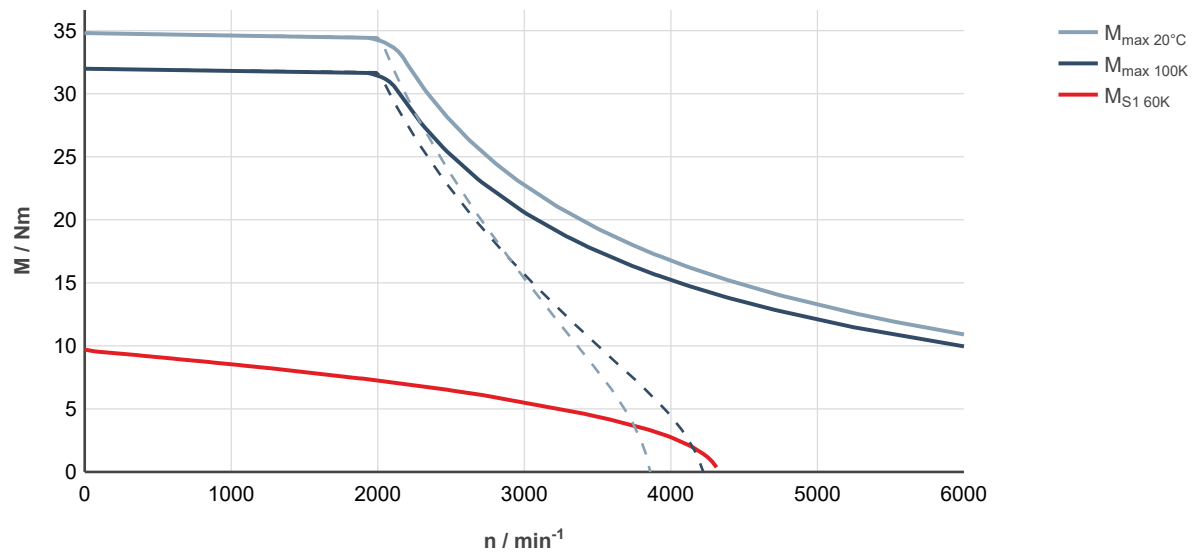


Fig. 50: MS2E06-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 × AC 400 V

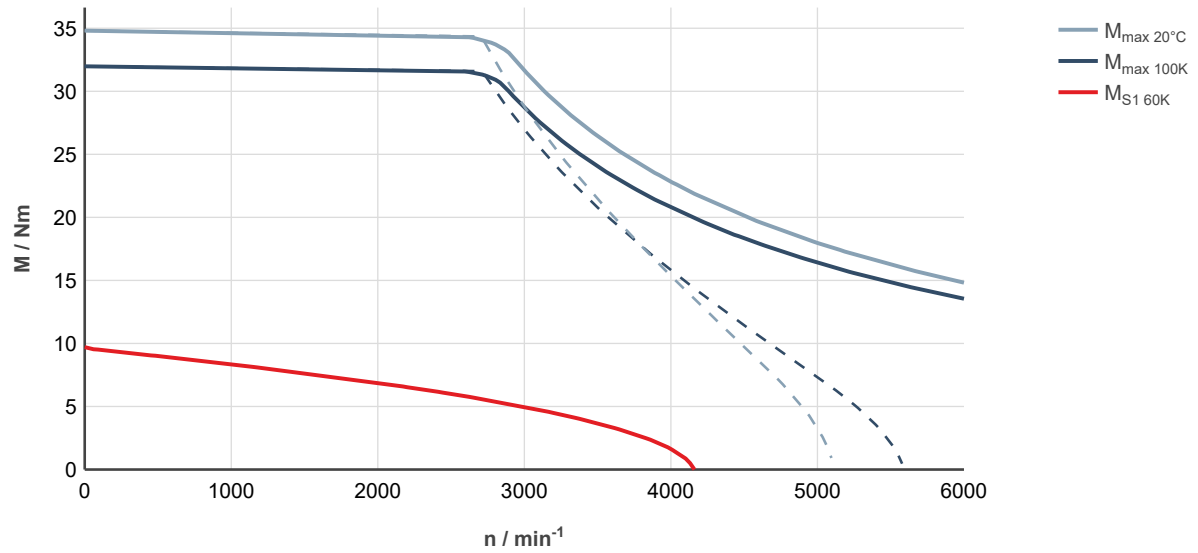


Fig. 51: MS2E06-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E06-D0BRN**

| Designation                               | Symbol                | Unit                     | MS2E06-D0BRN-__0-_N | MS2E06-D0BRN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 9.7                 |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 7.85                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00065             | 0.00079             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2870                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 4.73                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 4.06                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.42                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 34.8                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 32.0                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 32.7                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.33                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 80.5                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 1.13                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 11.06               |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 2.55                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 38.6                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 17.4                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 9.0                 | 10.5                |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 15.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.75                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 50                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 135                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-08

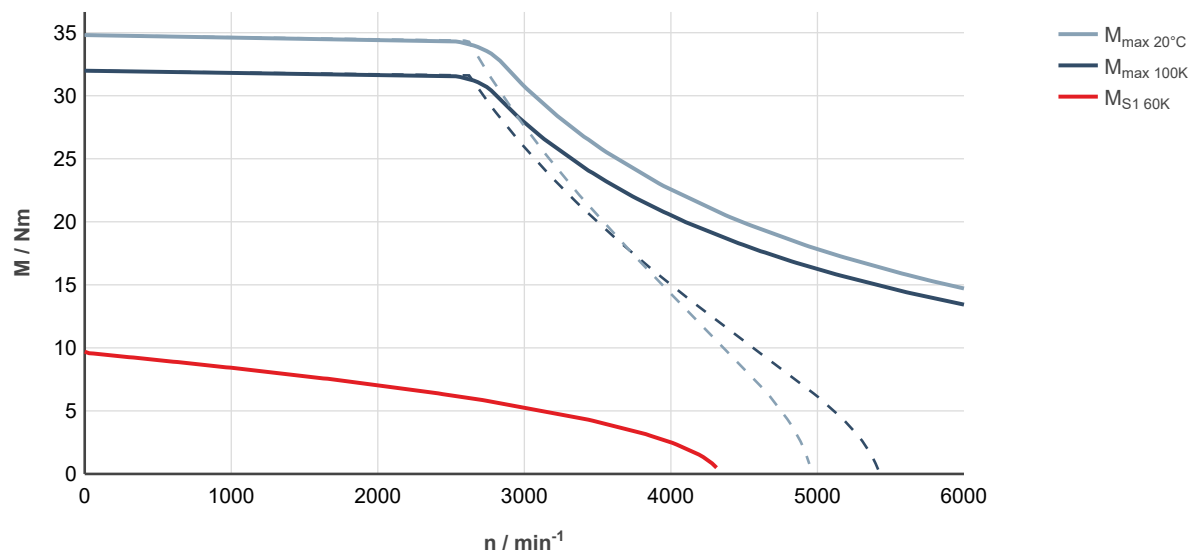


Fig. 52: MS2E06-D0BRN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

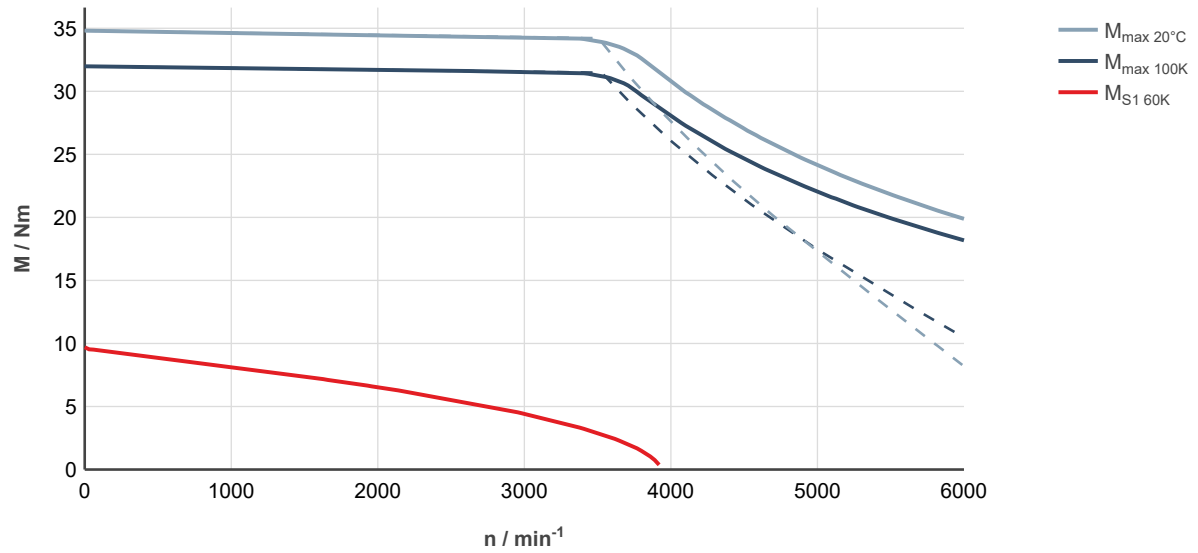


Fig. 53: MS2E06-D0BRN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E06-E0BRN**

| Designation                               | Symbol                | Unit                     | MS2E06-E0BRN-___0-_N | MS2E06-E0BRN-___2-_N |
|-------------------------------------------|-----------------------|--------------------------|----------------------|----------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 13.0                 |                      |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 10.85                |                      |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.00089              | 0.00103              |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2110                 |                      |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 6.35                 |                      |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 5.6                  |                      |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 1.41                 |                      |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 53.4                 |                      |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 49.0                 |                      |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 50.8                 |                      |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                 |                      |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                 |                      |
| Number of pole pairs                      | p                     |                          | 5                    |                      |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.29                 |                      |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 78.4                 |                      |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.638                |                      |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 6.895                |                      |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 3.87                 |                      |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 48.6                 |                      |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 20.0                 |                      |
| Mass                                      | m <sub>mot</sub>      | kg                       | 11.5                 | 13.0                 |
| <b>Holding brake</b>                      |                       |                          |                      |                      |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                    | 15.00                |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                    | 24                   |
| Rated current                             | I <sub>N</sub>        | A                        | 0                    | 0.75                 |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                    | 50                   |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                    | 135                  |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-08

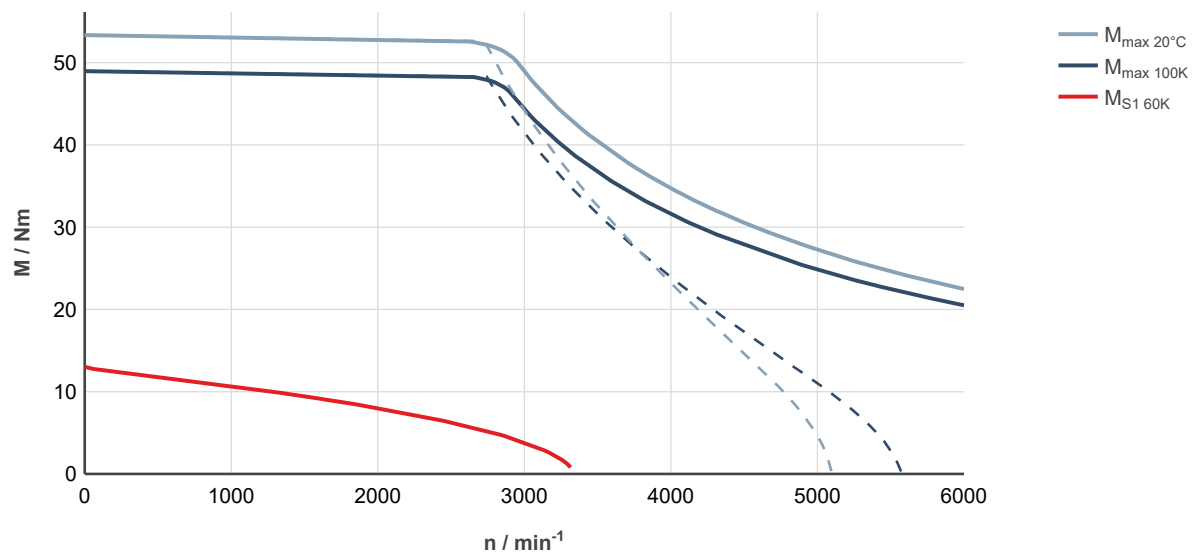


Fig. 54: MS2E06-E0BRN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, uncontrolled supply 3 × AC 400 V

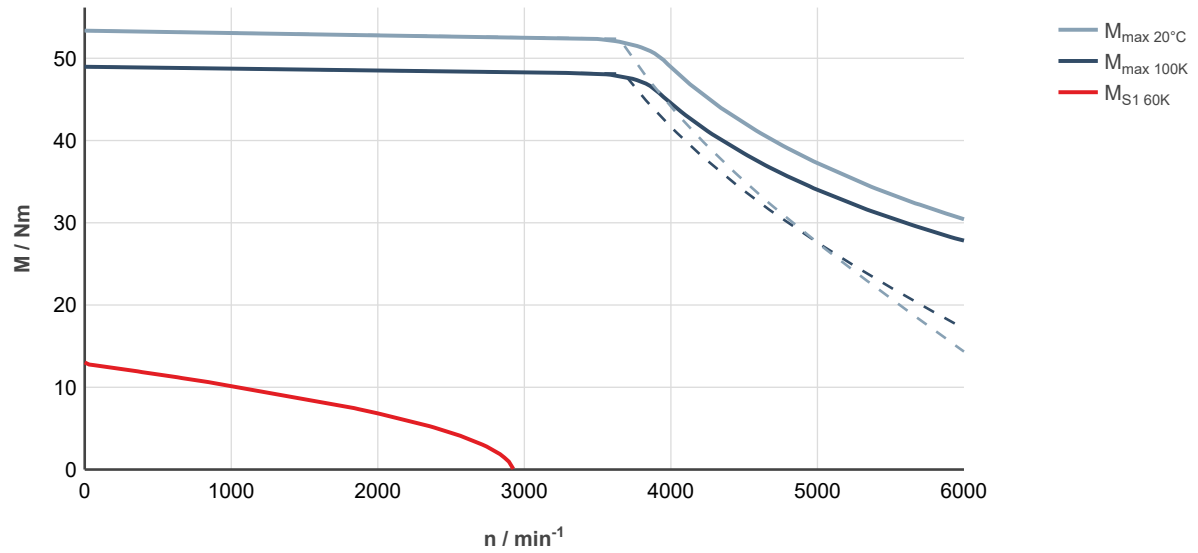


Fig. 55: MS2E06-E0BRN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.4.2
MS2E06 Specifications

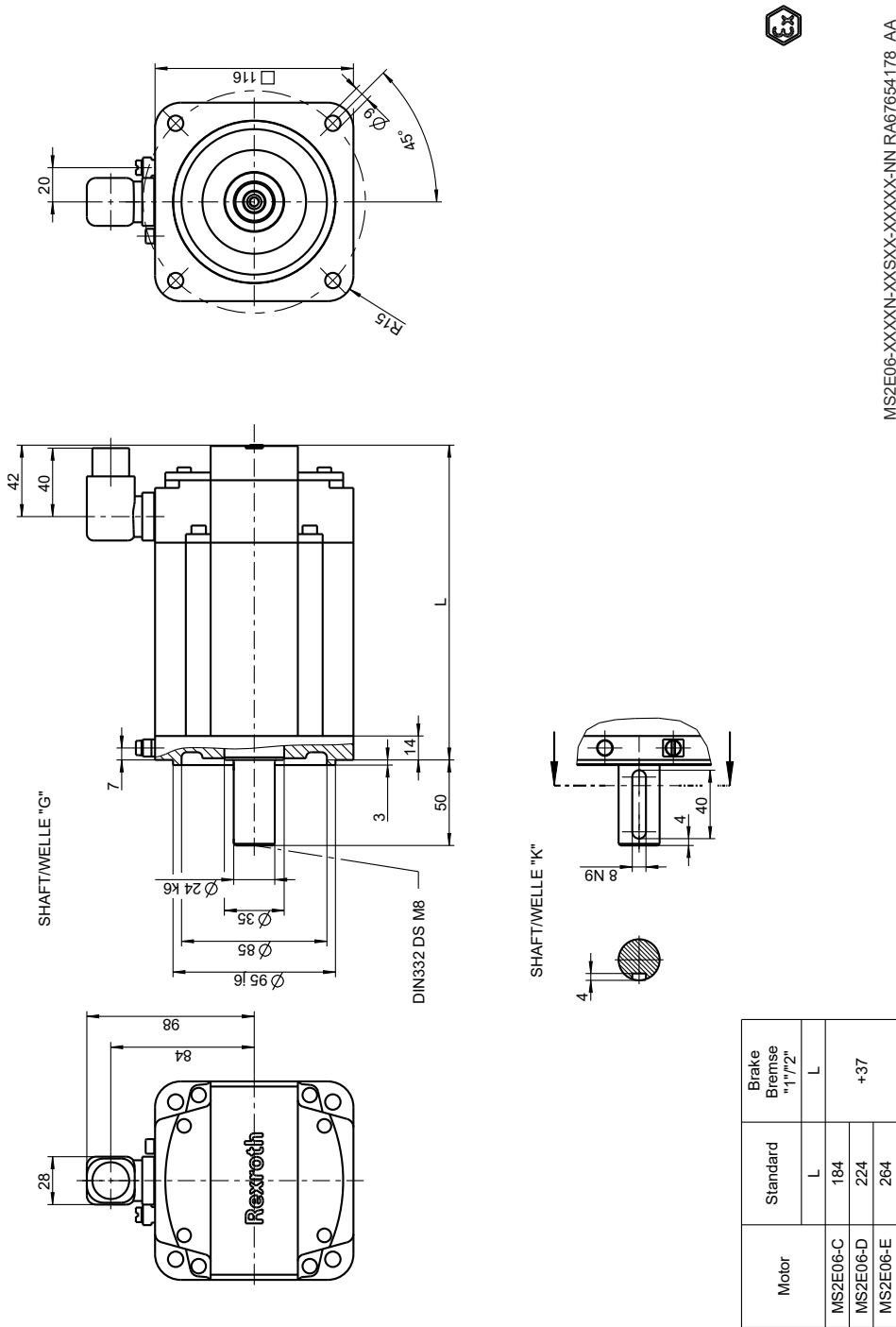
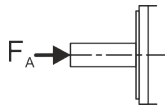


Fig. 56: MS2E06-xxxxN

### 8.4.3 MS2E06 Axial force



Axial forces  $F_A$  are permissible without limitation up to 40 N. Higher axial forces only after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

#### 8.4.4 MS2E06-C Radial force

The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

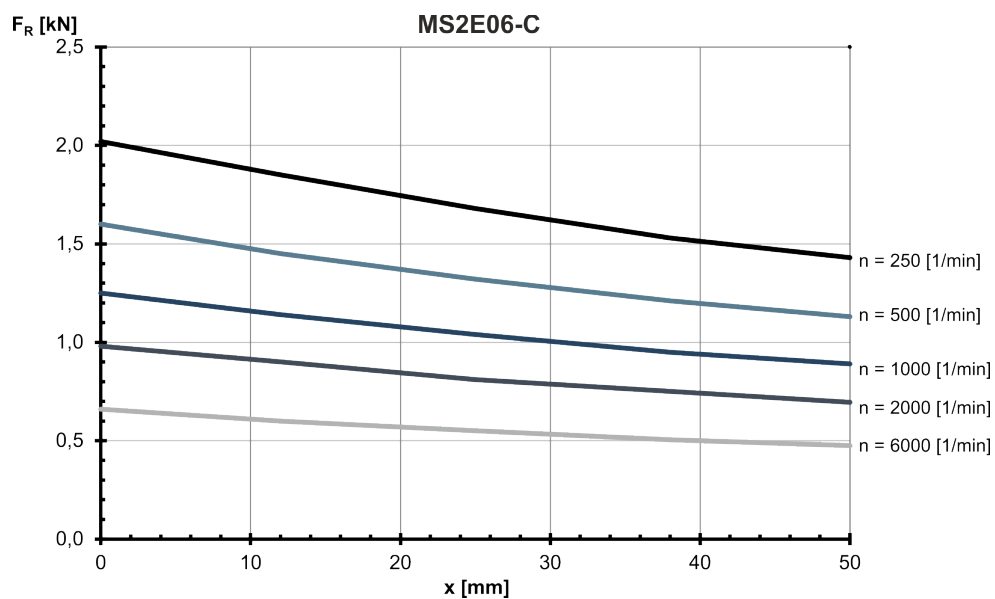
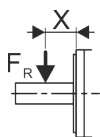
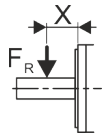


Fig. 57: MS2E06-C: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.4.5 MS2E06-D Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

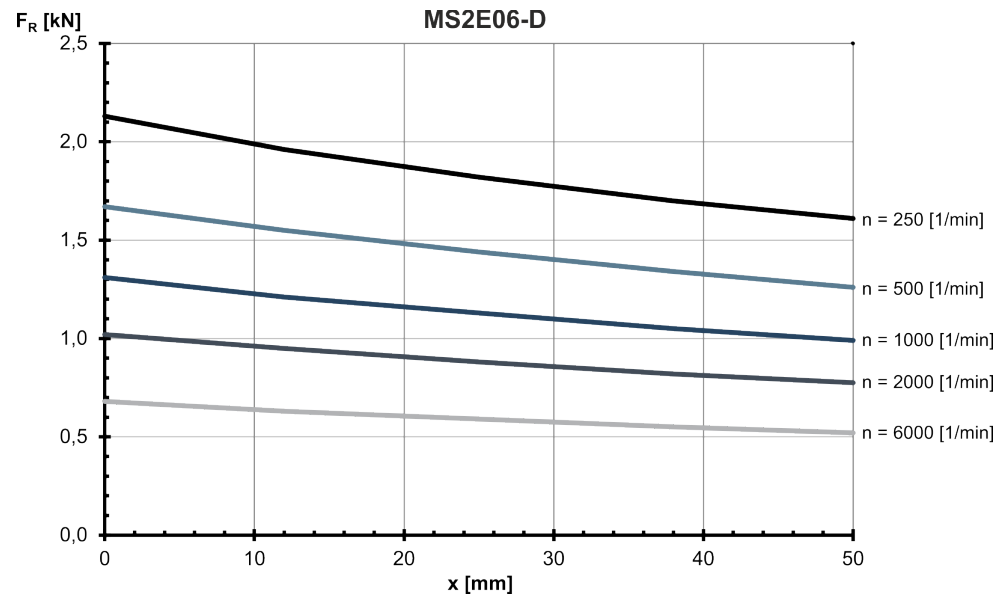


Fig. 58: MS2E06-D: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.4.6 MS2E06 Radial force

The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

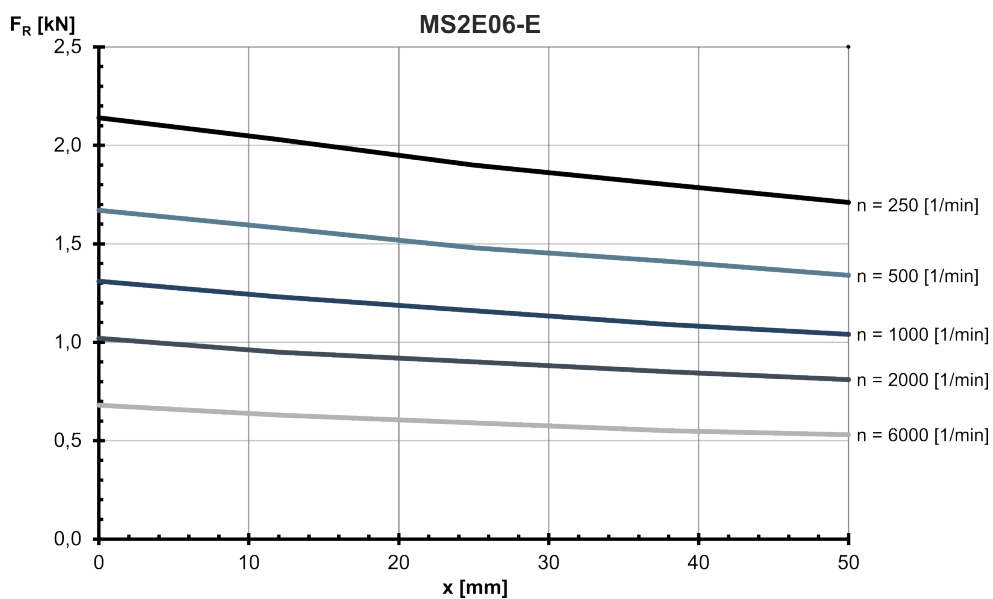
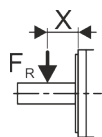


Fig. 59: MS2E06-E: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h



## 8.5 MS2E07

### 8.5.1 Self-cooling

#### MS2E07-C0BNN

| Designation                               | Symbol                | Unit                     | MS2E07-C0BNN-__0-_N | MS2E07-C0BNN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 12.8                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 6.9                 |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0012              | 0.00146             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2650                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 8.5                 |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 4.72                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 2.36                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 38.8                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 35.7                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 24.8                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 2.01                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 122.0               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 1.58                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 23.2                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 2.42                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 46.4                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 14.8                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 12.0                | 14.0                |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 20.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.78                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 40                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 100                 |

1) For tolerance details refer to ➔ chapter 7.4 "Tolerances"

Latest amendment: 2017-11-16

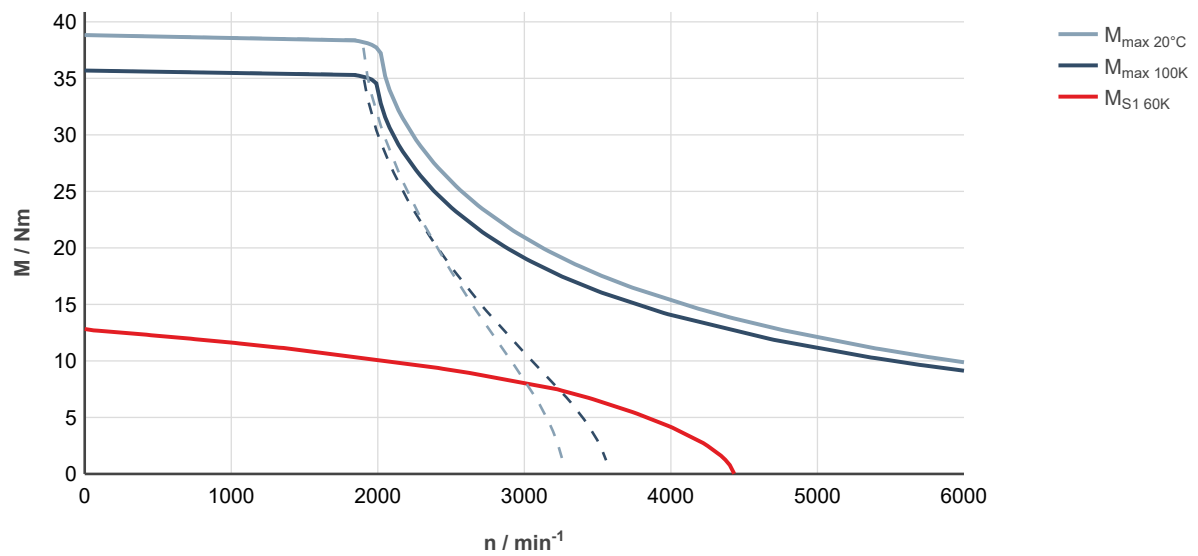


Fig. 60: MS2E07-C0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

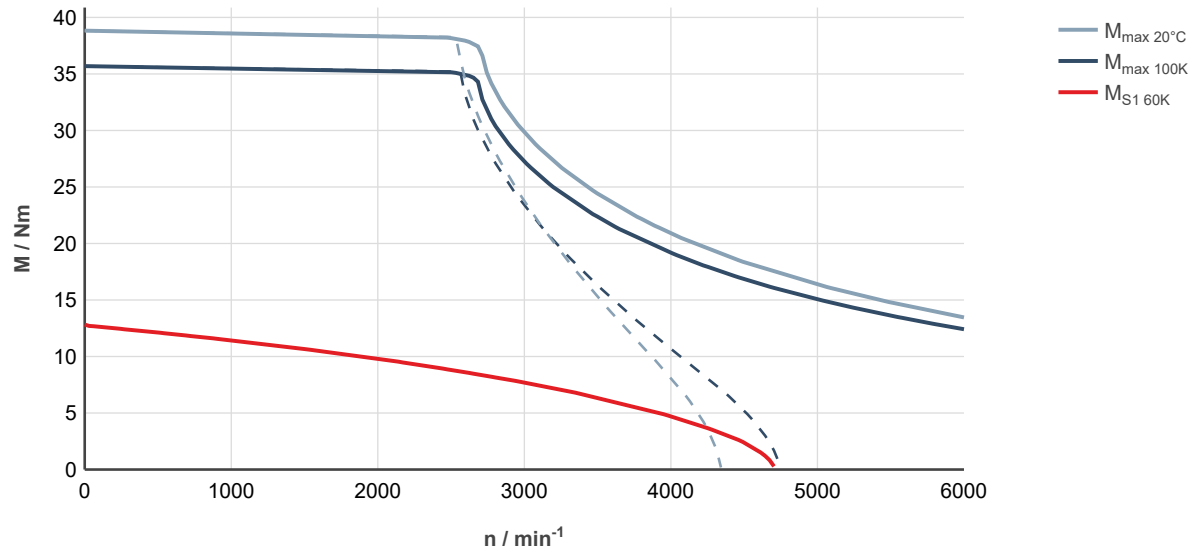


Fig. 61: MS2E07-C0BNN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E07-C0BQN**

| Designation                               | Symbol                | Unit                     | MS2E07-C0BQN-__0-_N | MS2E07-C0BQN-__1-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 12.8                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 10.1                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0012              | 0.00146             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 3100                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 6.40                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 5.30                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 2.07                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 38.8                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 35.7                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 36.4                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.37                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 83.1                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.776               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 10.5                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 2.2                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 76.5                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 19.8                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 12.0                | 14.0                |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 20.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.78                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 40                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 100                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2016-11-08

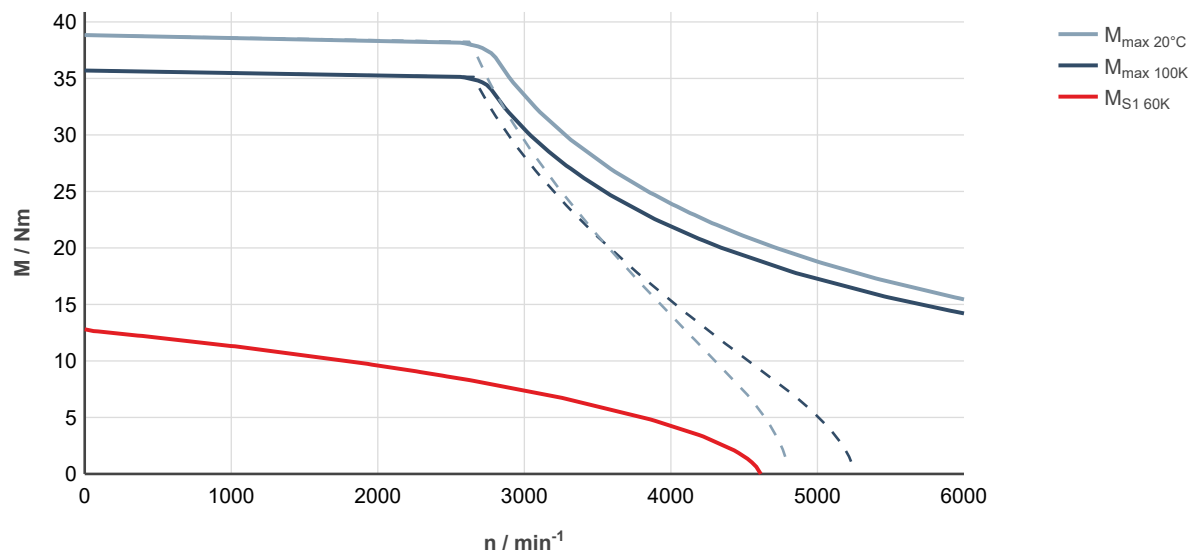


Fig. 62: MS2E07-C0BQN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 × AC 400 V

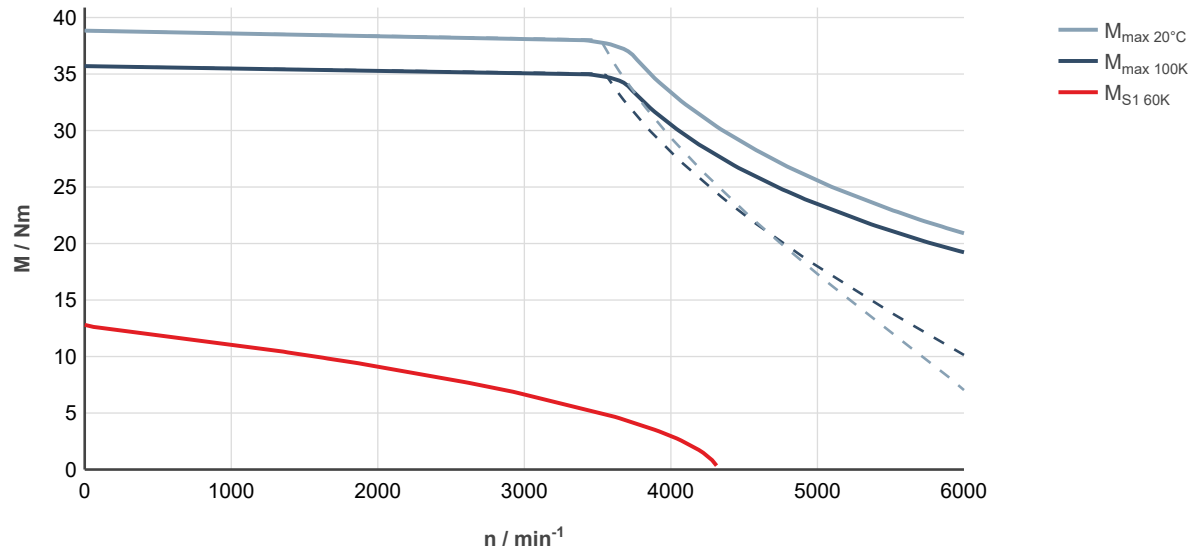


Fig. 63: MS2E07-C0BQN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E07-D0BNN**

| Designation                               | Symbol                | Unit                     | MS2E07-D0BNN-__0-_N | MS2E07-D0BNN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 22.0                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 11.55               |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0021              | 0.00251             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2215                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 11.9                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 6.5                 |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 2.76                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 79.7                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 73.2                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 49.5                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 2.04                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 124.1               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.671               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 10.0                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 4.0                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 54.0                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 18.7                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 17.5                | 20                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 36.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.94                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 60                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 200                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2017-04-26

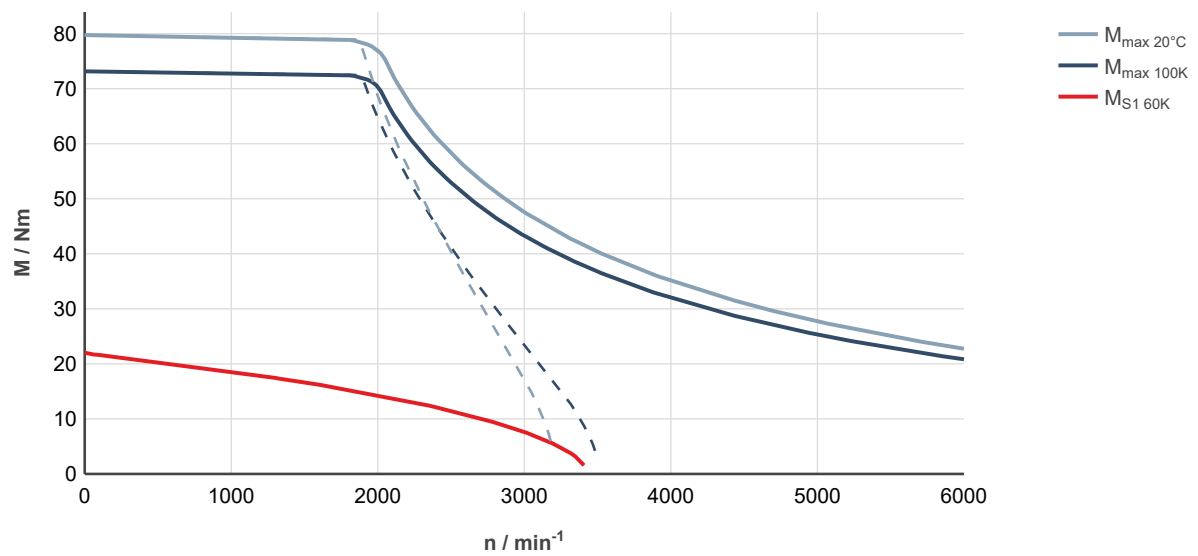


Fig. 64: MS2E07-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 × AC 400 V

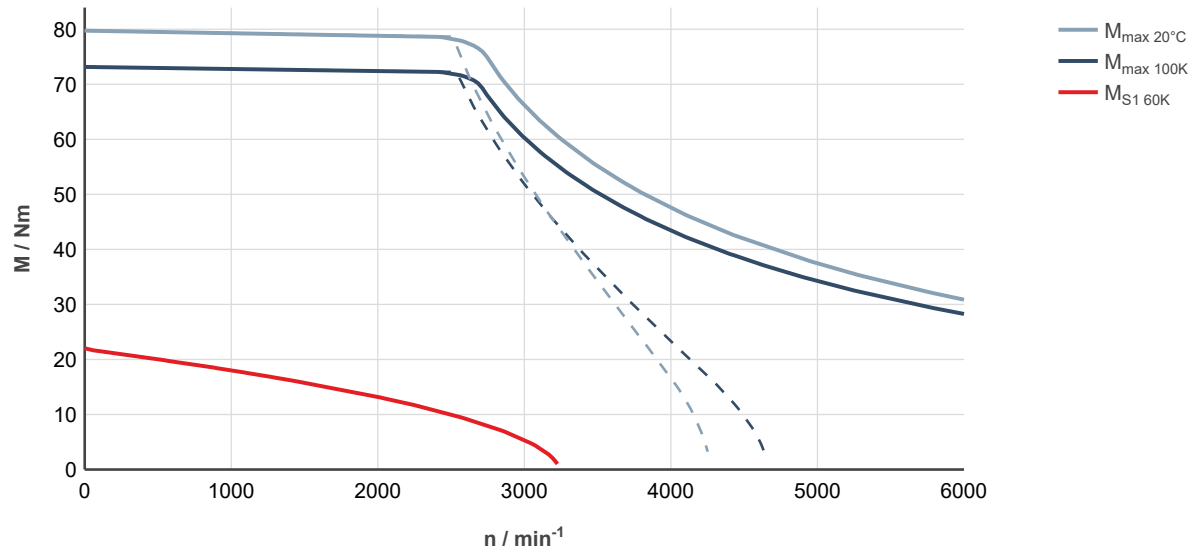


Fig. 65: MS2E07-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E07-D0CRN**

| Designation                               | Symbol                | Unit                     | MS2E07-D0CRN-__0-_N | MS2E07-D0CRN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 19.9                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 15.5                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0021              | 0.00251             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2180                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 10.35               |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 8.45                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 2.36                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 79.7                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 73.2                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 72.7                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.38                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 83.9                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.327               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 5.06                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 3.95                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 80                  |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 20                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 17.5                | 20                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 36.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.94                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 60                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 200                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2018-11-14

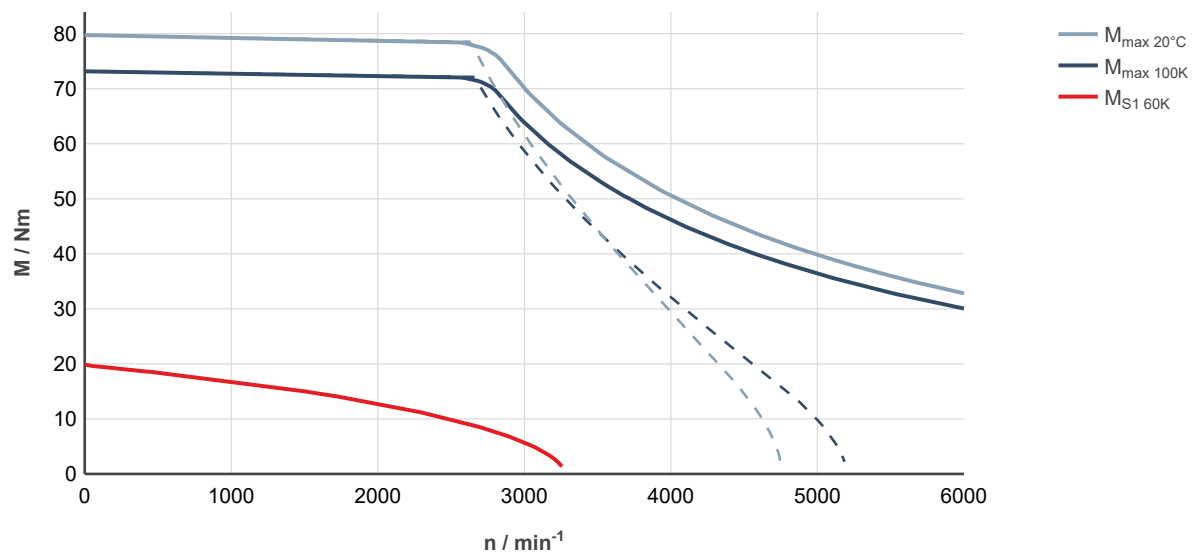


Fig. 66: MS2E07-D0CRN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

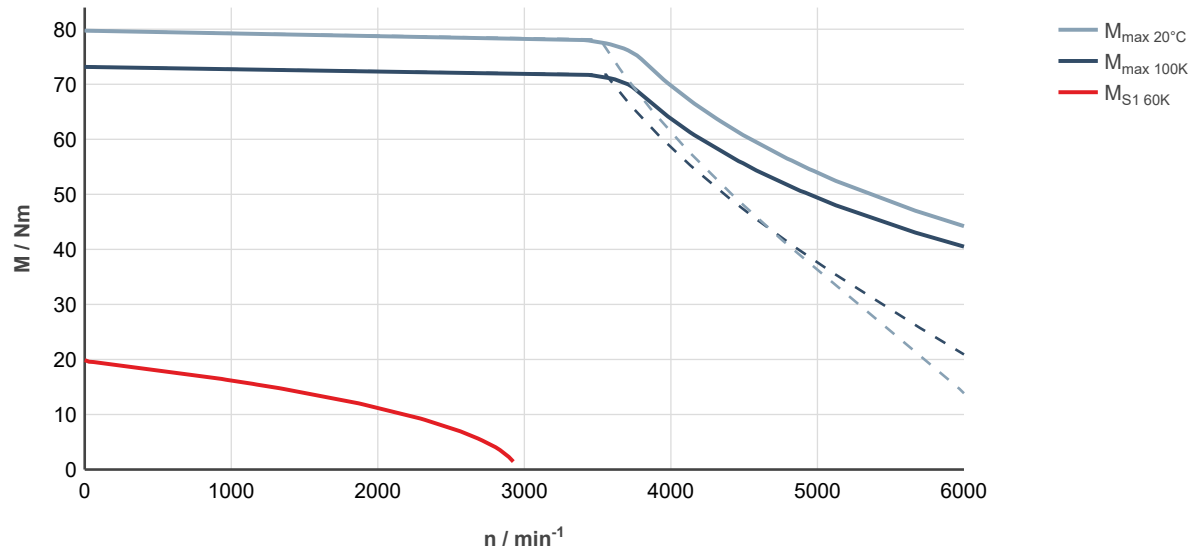


Fig. 67: MS2E07-D0CRN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E07-E0CNN**

| Designation                               | Symbol                | Unit                     | MS2E07-E0CNN-__0-_N | MS2E07-E0CNN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 29.2                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 15.1                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.003               | 0.00341             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 1890                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 15.2                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 8.20                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 3.00                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 119.5               |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 109.5               |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 72.7                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 2.08                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 126.2               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.455               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 7.50                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 6.11                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 65                  |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 28                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 23                  | 26                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 36.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.94                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 60                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 200                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2018-10-26

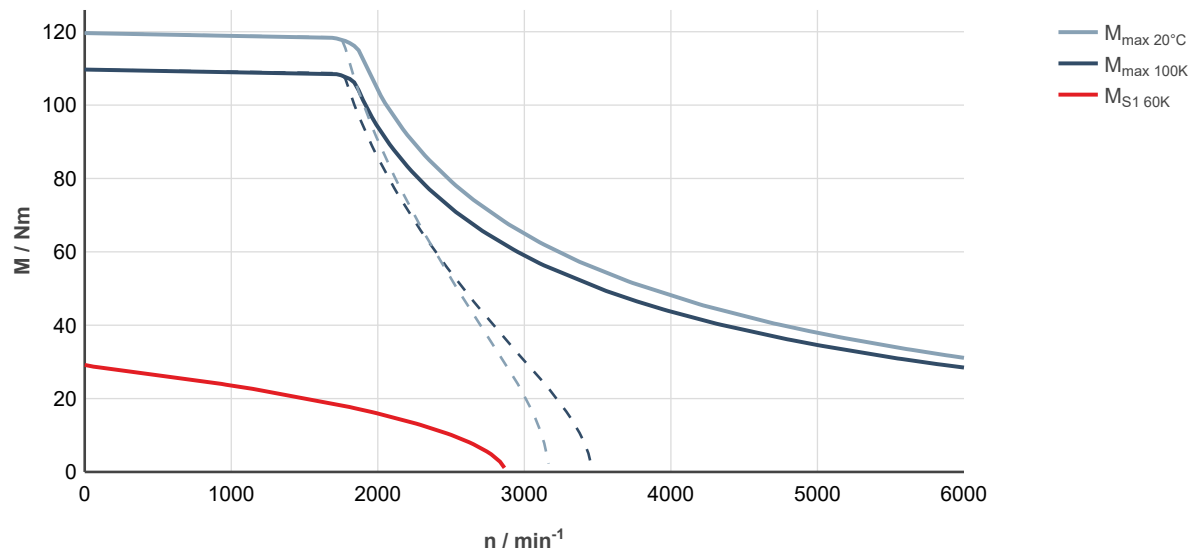


Fig. 68: MS2E07-E0CNN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

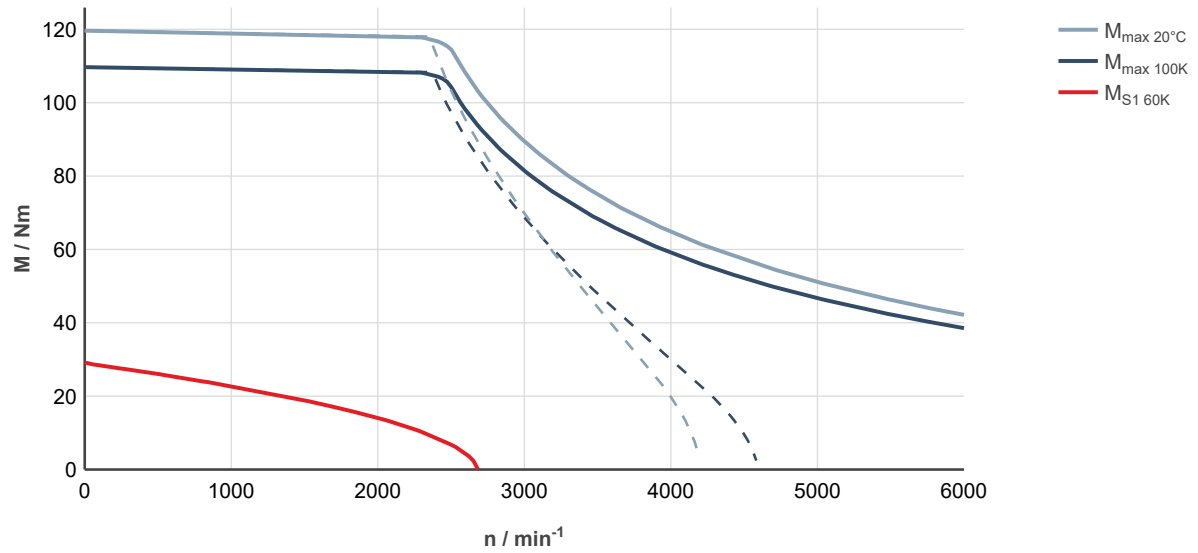


Fig. 69: MS2E07-E0CNN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E07-E0CQN**

| Designation                               | Symbol                | Unit                     | MS2E07-E0CQN-__0-_N | MS2E07-E0CQN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 23.6                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 15.5                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.003               | 0.00341             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 1750                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 14.4                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 9.85                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 2.64                |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 119.5               |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 109.5               |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 92.3                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.64                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 99.3                |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.282               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 4.64                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 6.21                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 65                  |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 28                  |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 23                  | 26                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 36.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 0.94                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 60                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 200                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2018-11-14

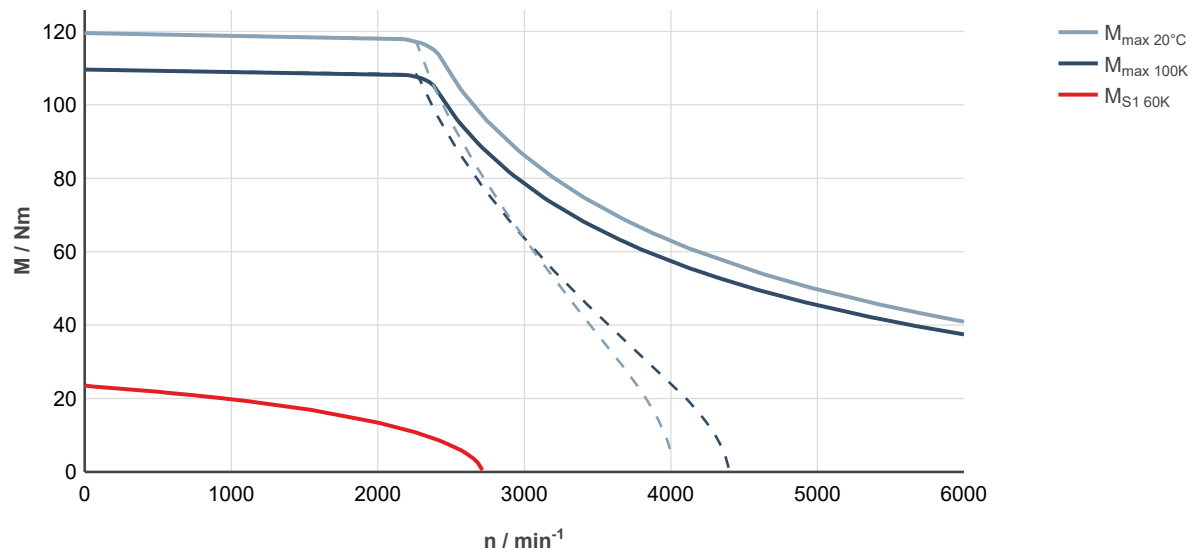


Fig. 70: MS2E07-E0CQN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

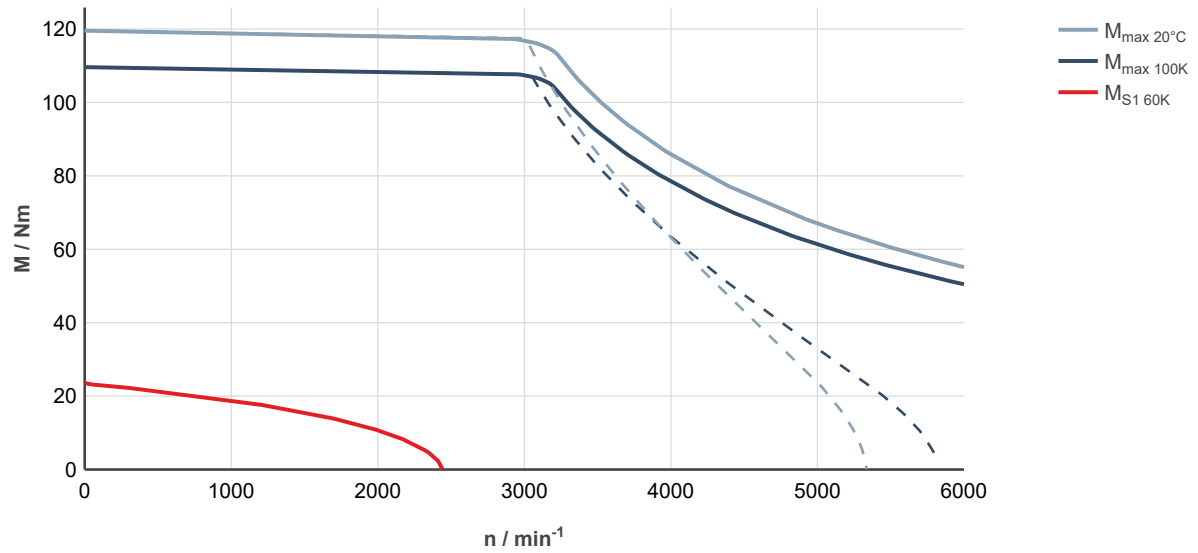


Fig. 71: MS2E07-E0CQN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.5.2 MS2E07 Specifications

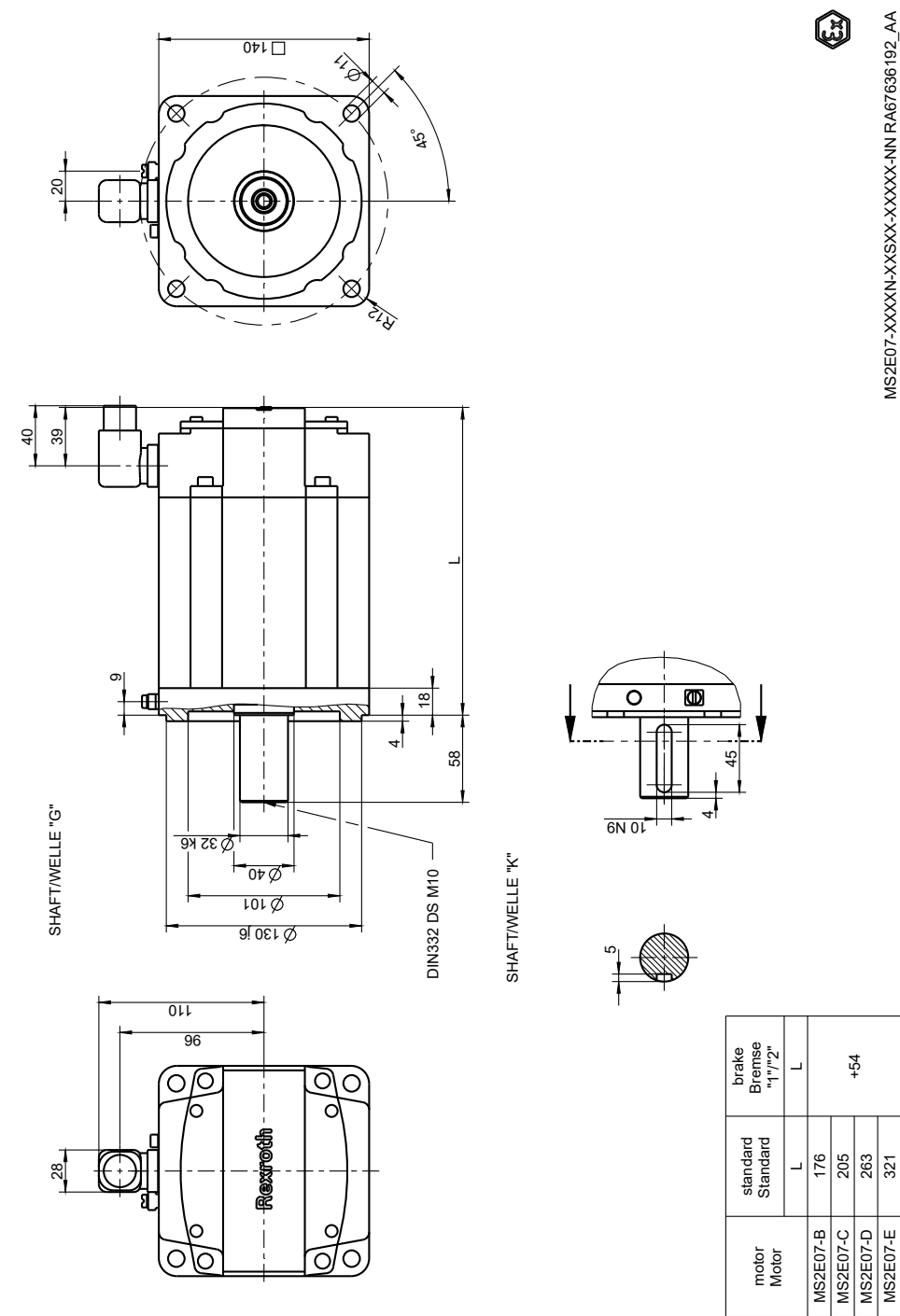
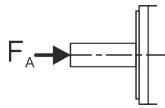


Fig. 72: MS2E07-xxxxN



MS2E07-XXXXN-XXSXX-XXXXX-NN RA67636192\_AA

### 8.5.3 MS2E07 Axial force



Axial forces  $F_A$  are permissible without limitation up to 60 N. Higher axial forces only after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

### 8.5.4 MS2E07-C Radial force

The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

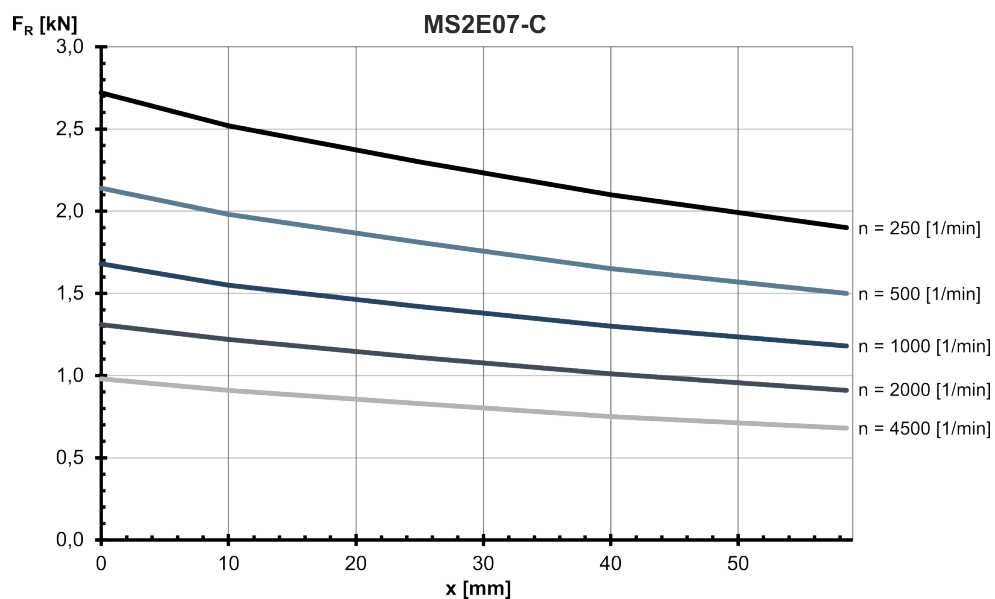
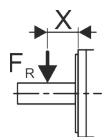
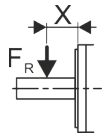


Fig. 73: MS2E07-C: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.5.5 MS2E07-D Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

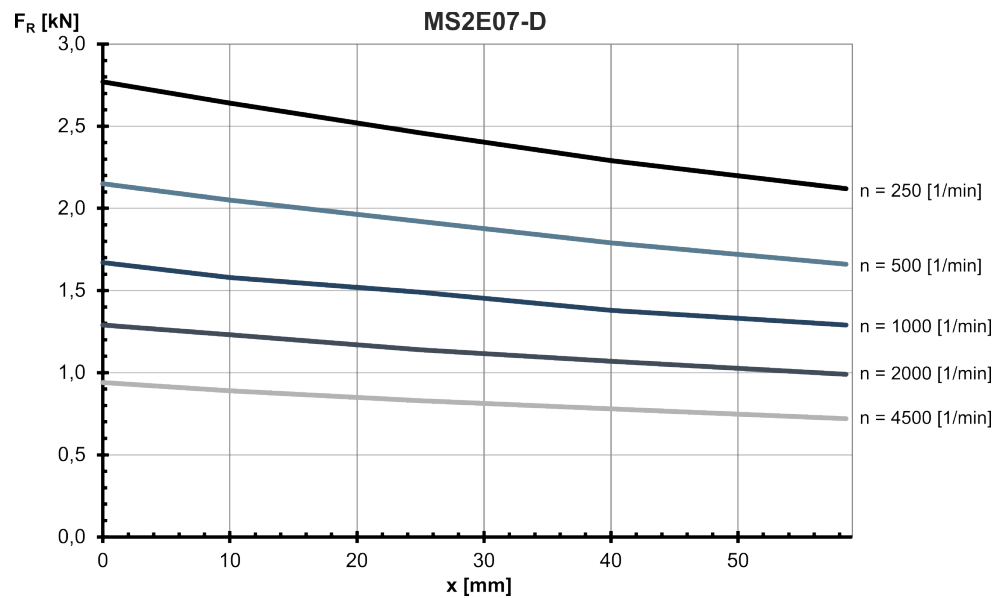
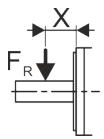


Fig. 74: MS2E07-D: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.5.6 MS2E07-E Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

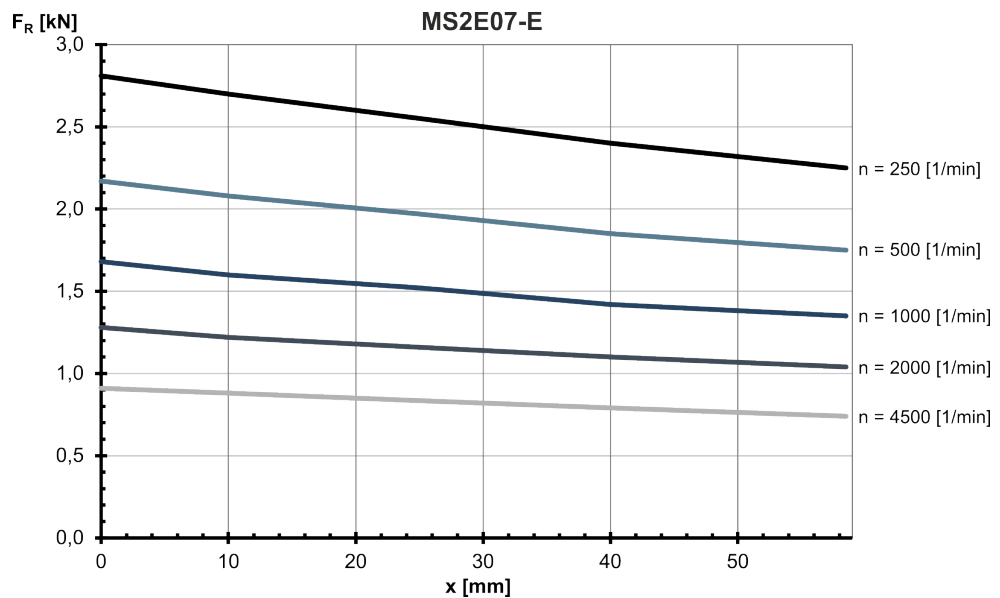


Fig. 75: MS2E07-E: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h



## 8.6 MS2E10

### 8.6.1 Self-cooling

#### MS2E10-C0BHN

| Designation                               | Symbol                | Unit                     | MS2E10-C0BHN-__0-_N | MS2E10-C0BHN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 30.2                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 12.6                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0048              | 0.00627             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2000                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 21.9                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 9.25                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 4.6                 |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 76.8                |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 70.5                |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 38.5                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 4000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 2.60                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 157.8               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.74                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 18.7                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 1.9                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 99.3                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 33.0                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 23.5                | 28.5                |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 53.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 1.00                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 70                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 220                 |

1) For tolerance details refer to ➔ chapter 7.4 "Tolerances"

Latest amendment: 2020-10-26

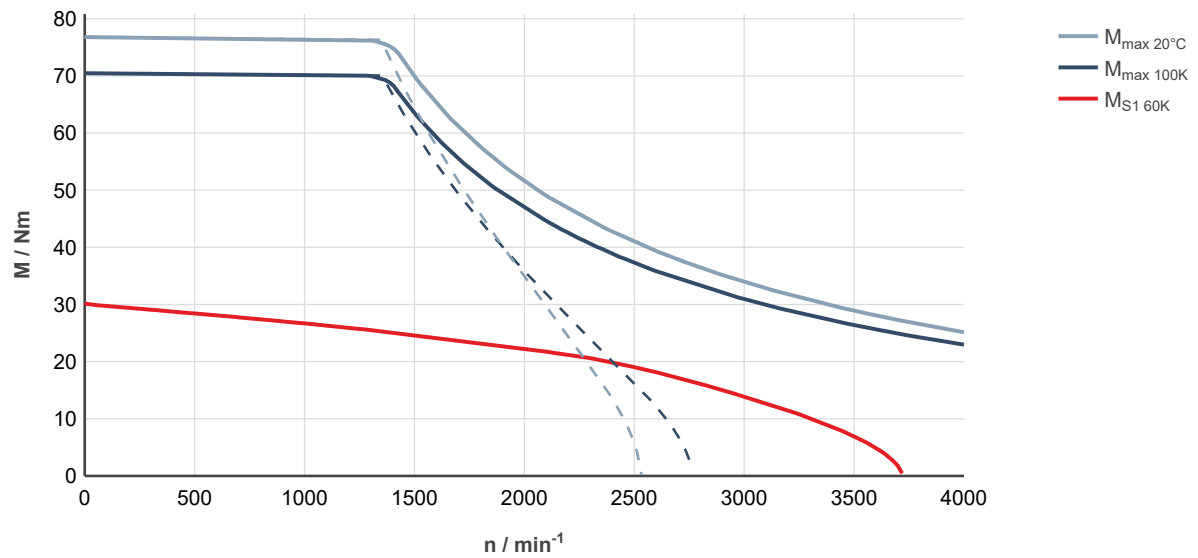


Fig. 76: MS2E10-C0BHN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 × AC 400 V

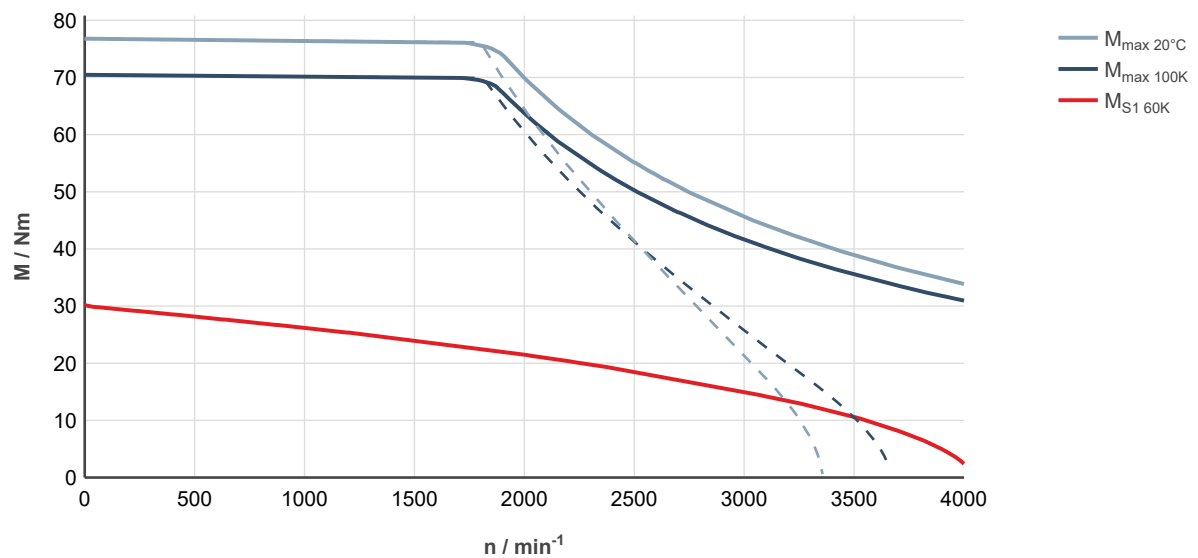


Fig. 77: MS2E10-C0BHN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E10-D0BHN**

| Designation                               | Symbol                | Unit                     | MS2E10-D0BHN-__0-_N | MS2E10-D0BHN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 51                  |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 19.1                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0081              | 0.00957             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2000                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 30.4                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 11.7                |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 6.4                 |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 155                 |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 142                 |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 70                  |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 4000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 2.86                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 173.5               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.386               |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 10.3                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 3.15                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 113.6               |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 38.8                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 34                  | 39                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 53.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 1.00                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 70                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 220                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2020-10-26

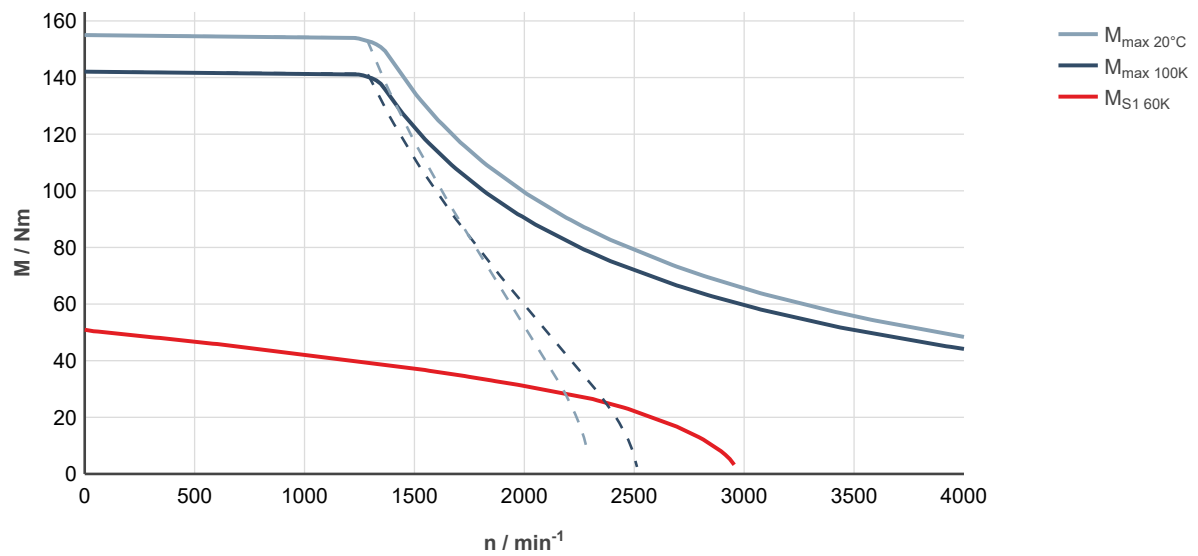


Fig. 78: MS2E10-D0BHN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

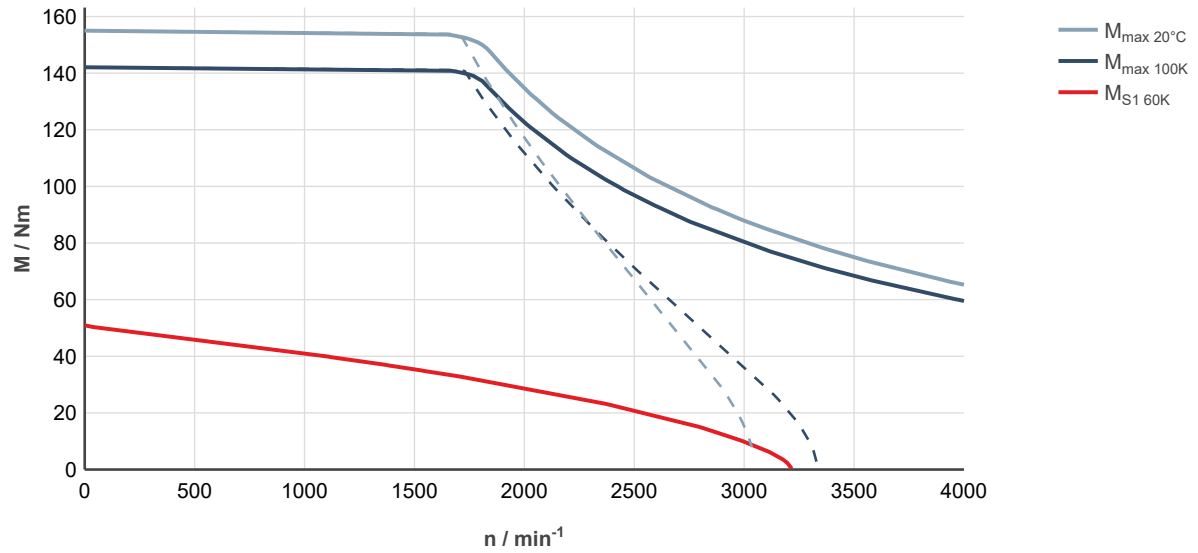


Fig. 79: MS2E10-D0BHN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E10-D0BNN**

| Designation                               | Symbol                | Unit                     | MS2E10-D0BNN-__0 | MS2E10-D0BNN-__2 |
|-------------------------------------------|-----------------------|--------------------------|------------------|------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 51.0             |                  |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 28.2             |                  |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0081           | 0.00957          |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 2030             |                  |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 23.5             |                  |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 13.4             |                  |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 4.99             |                  |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 155              |                  |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 142              |                  |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 102.5            |                  |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 6000             |                  |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000             |                  |
| Number of pole pairs                      | p                     |                          | 5                |                  |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 1.95             |                  |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 118.5            |                  |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.18             |                  |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 5.0              |                  |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 4.1              |                  |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 113.6            |                  |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 38.8             |                  |
| Mass                                      | m <sub>mot</sub>      | kg                       | 34               | 39               |
| <b>Holding brake</b>                      |                       |                          |                  |                  |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                | 53.00            |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                | 24               |
| Rated current                             | I <sub>N</sub>        | A                        | 0                | 1.00             |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                | 70               |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                | 220              |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

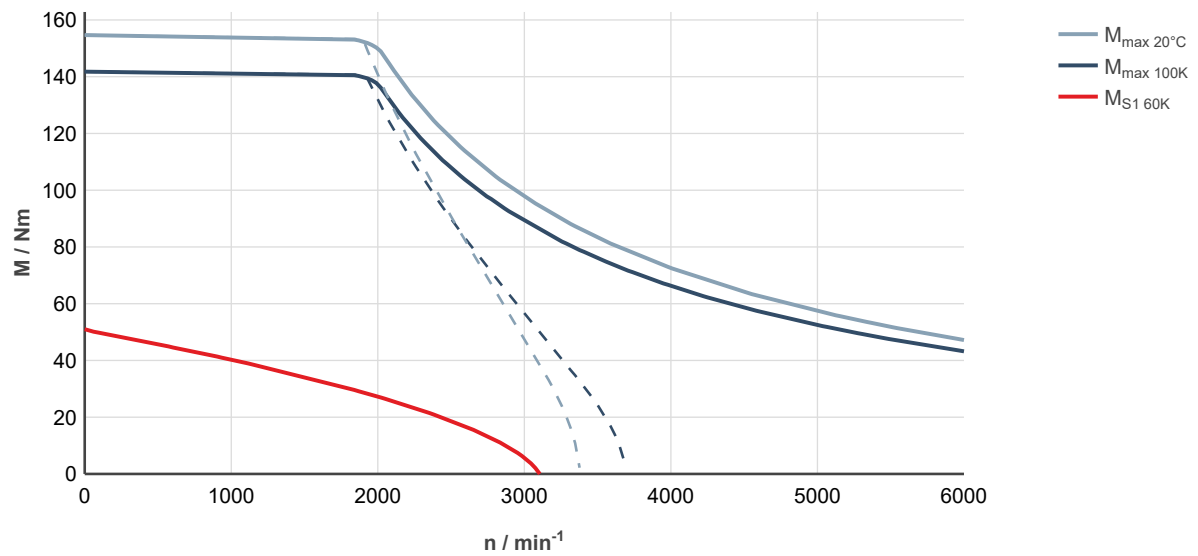


Fig. 80: MS2E10-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

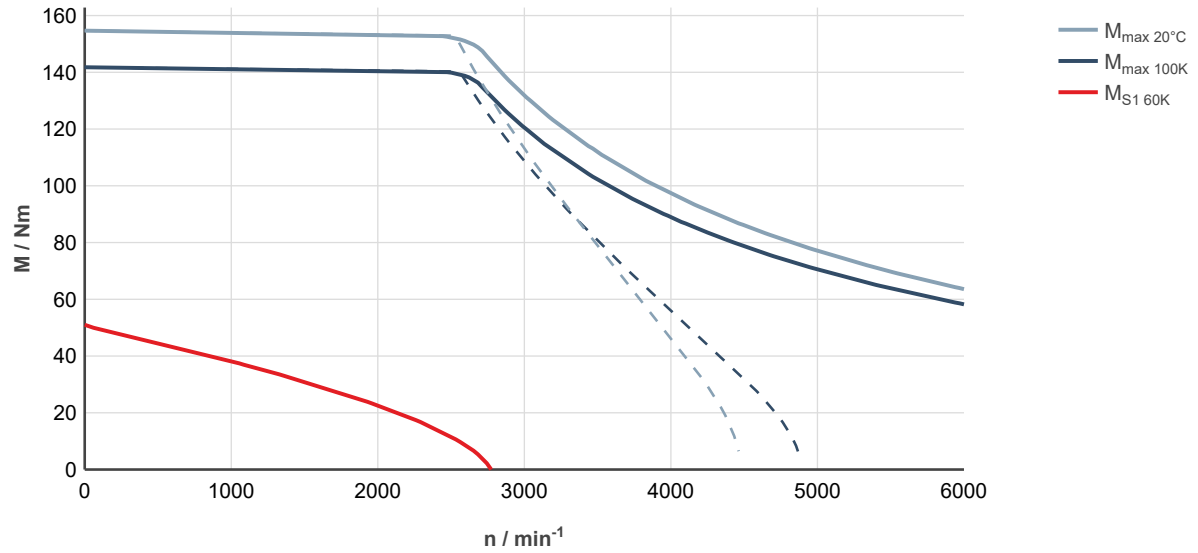


Fig. 81: MS2E10-D0BNN-\_\_\_0-\_\_\_-\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E10-D1BFN**

| Designation                               | Symbol                | Unit                     | MS2E10-D1BFN-__0-_N | MS2E10-D1BFN-__2-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 47.2                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 14.3                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.0171              | 0.01857             |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 1600                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 32.9                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 10.25               |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 5.5                 |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 174                 |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 160                 |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 60.7                |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 3000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 3.53                |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 214.5               |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.70                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 12.2                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 3.3                 |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 93.3                |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 38.8                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 36                  | 41                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 53.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 1.00                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 70                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 220                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2020-10-26

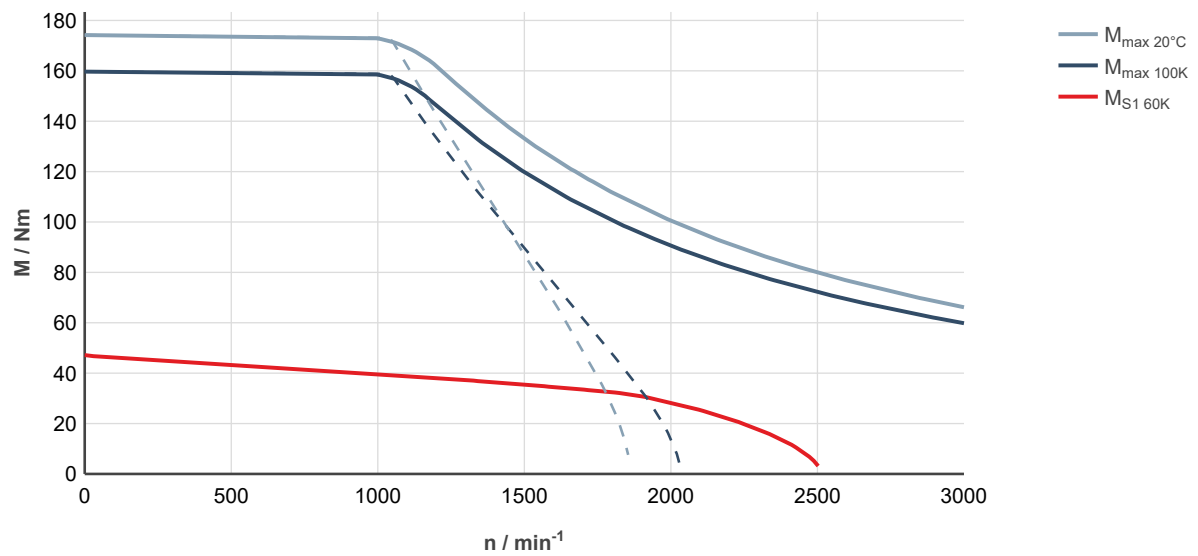


Fig. 82: MS2E10-D1BFN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, uncontrolled supply 3 x AC 400 V

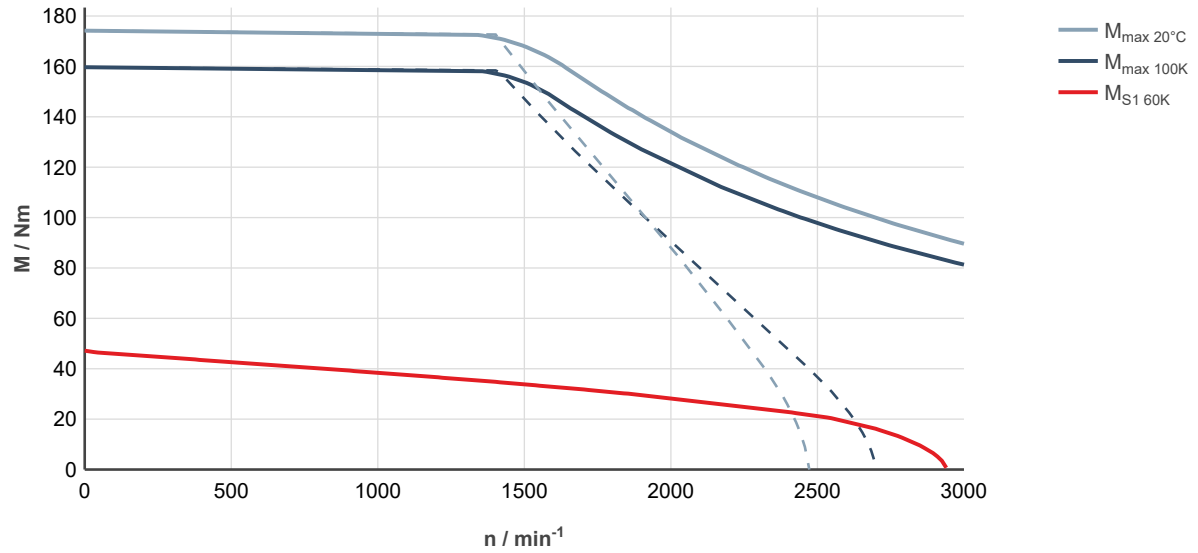


Fig. 83: MS2E10-D1BFN-\_\_\_0-\_\_\_-\_\_\_, ctrlIX DRIVE, controlled supply 3 x AC 400 ... 480 V

**MS2E10-E1BFN**

| Designation                               | Symbol                | Unit                     | MS2E10-E1BFN-__0-_N | MS2E10-E1BFN-__3-_N |
|-------------------------------------------|-----------------------|--------------------------|---------------------|---------------------|
| Standstill torque - 60K <sup>1)</sup>     | M <sub>0 60K</sub>    | Nm                       | 64.0                |                     |
| Standstill current (60K)                  | I <sub>0 60K</sub>    | A                        | 17.1                |                     |
| Moment of inertia of rotor <sup>1)</sup>  | J <sub>rot</sub>      | kg*m <sup>2</sup>        | 0.025               | 0.0277              |
| Rated speed - 60 K                        | n <sub>N 60K</sub>    | 1/min                    | 1500                |                     |
| Rated torque - 60K <sup>1)</sup>          | M <sub>N 60K</sub>    | Nm                       | 42.5                |                     |
| Rated current - 60 K                      | I <sub>N 60K</sub>    | A                        | 11.65               |                     |
| Rated power - 60K <sup>1)</sup>           | P <sub>N 60K</sub>    | kW                       | 6.7                 |                     |
| Maximum torque 20 °C (cold) <sup>1)</sup> | M <sub>max 20°C</sub> | Nm                       | 266                 |                     |
| Maximum torque 100K (warm) <sup>1)</sup>  | M <sub>max 100K</sub> | Nm                       | 244                 |                     |
| Maximum current                           | I <sub>max(rms)</sub> | A                        | 81                  |                     |
| Maximum speed (electrical)                | n <sub>max el</sub>   | 1/min                    | 3000                |                     |
| Maximum speed (mechanical)                | n <sub>max mech</sub> | 1/min                    | 6000                |                     |
| Number of pole pairs                      | p                     |                          | 5                   |                     |
| Torque constant at 20 °C <sup>1)</sup>    | K <sub>m</sub>        | Nm/A                     | 4.0                 |                     |
| Voltage constant at 20 °C <sup>1)</sup>   | K <sub>E</sub>        | V/1000 min <sup>-1</sup> | 243                 |                     |
| Winding resistance at 20 °C               | R <sub>12</sub>       | Ohm                      | 0.53                |                     |
| Winding inductance                        | L <sub>12_min</sub>   | mH                       | 10.0                |                     |
| Leakage capacitance of the component      | C <sub>ab</sub>       | nF                       | 5.12                |                     |
| Thermal time constant of winding          | T <sub>th_W</sub>     | s                        | 100.5               |                     |
| Thermal time constant of motor            | T <sub>th_M</sub>     | min                      | 44.6                |                     |
| Mass                                      | m <sub>mot</sub>      | kg                       | 47                  | 54                  |
| <b>Holding brake</b>                      |                       |                          |                     |                     |
| Holding torque                            | M <sub>4</sub>        | Nm                       | 0                   | 90.00               |
| Rated voltage                             | U <sub>N</sub>        | V                        | 0                   | 24                  |
| Rated current                             | I <sub>N</sub>        | A                        | 0                   | 1.50                |
| Maximum connection time                   | t <sub>1</sub>        | ms                       | 0                   | 65                  |
| Maximum disconnection time                | t <sub>2</sub>        | ms                       | 0                   | 250                 |

1) For tolerance details refer to ➡ chapter 7.4 "Tolerances"

Latest amendment: 2020-10-26

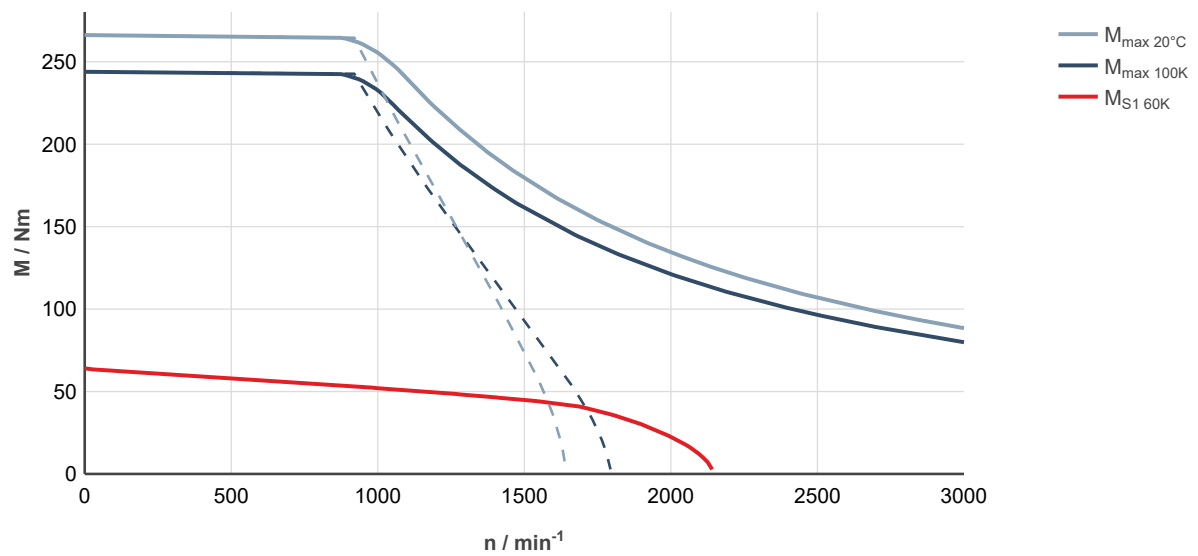


Fig. 84: MS2E10-E1BFN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, uncontrolled supply 3 x AC 400 V

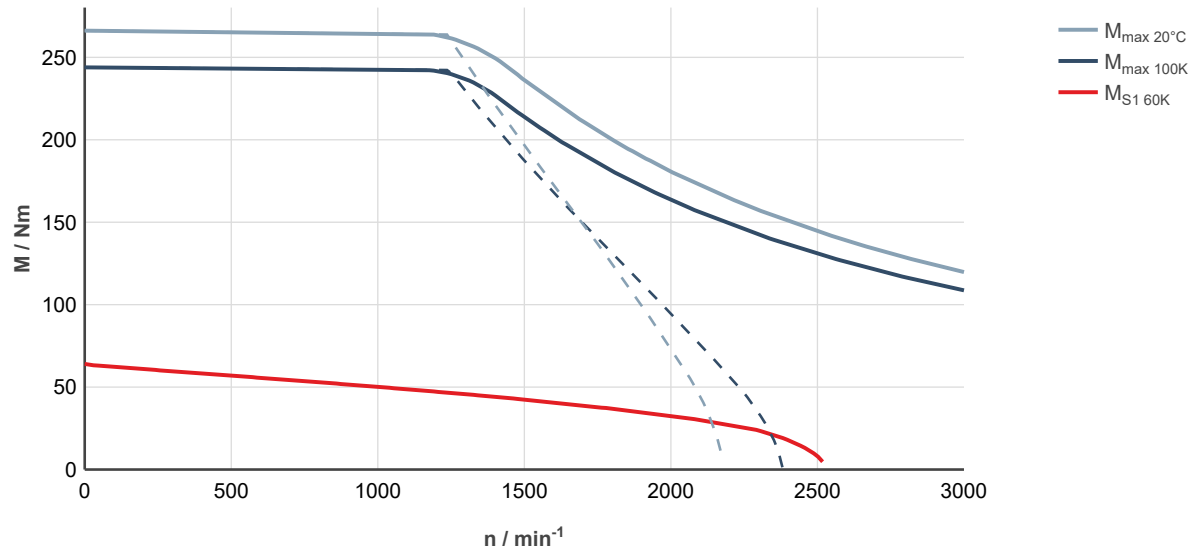


Fig. 85: MS2E10-E1BFN-\_\_\_0-\_\_\_-\_, ctrlX DRIVE, controlled supply 3 x AC 400 ... 480 V

8.6.2 MS2E10 Specifications

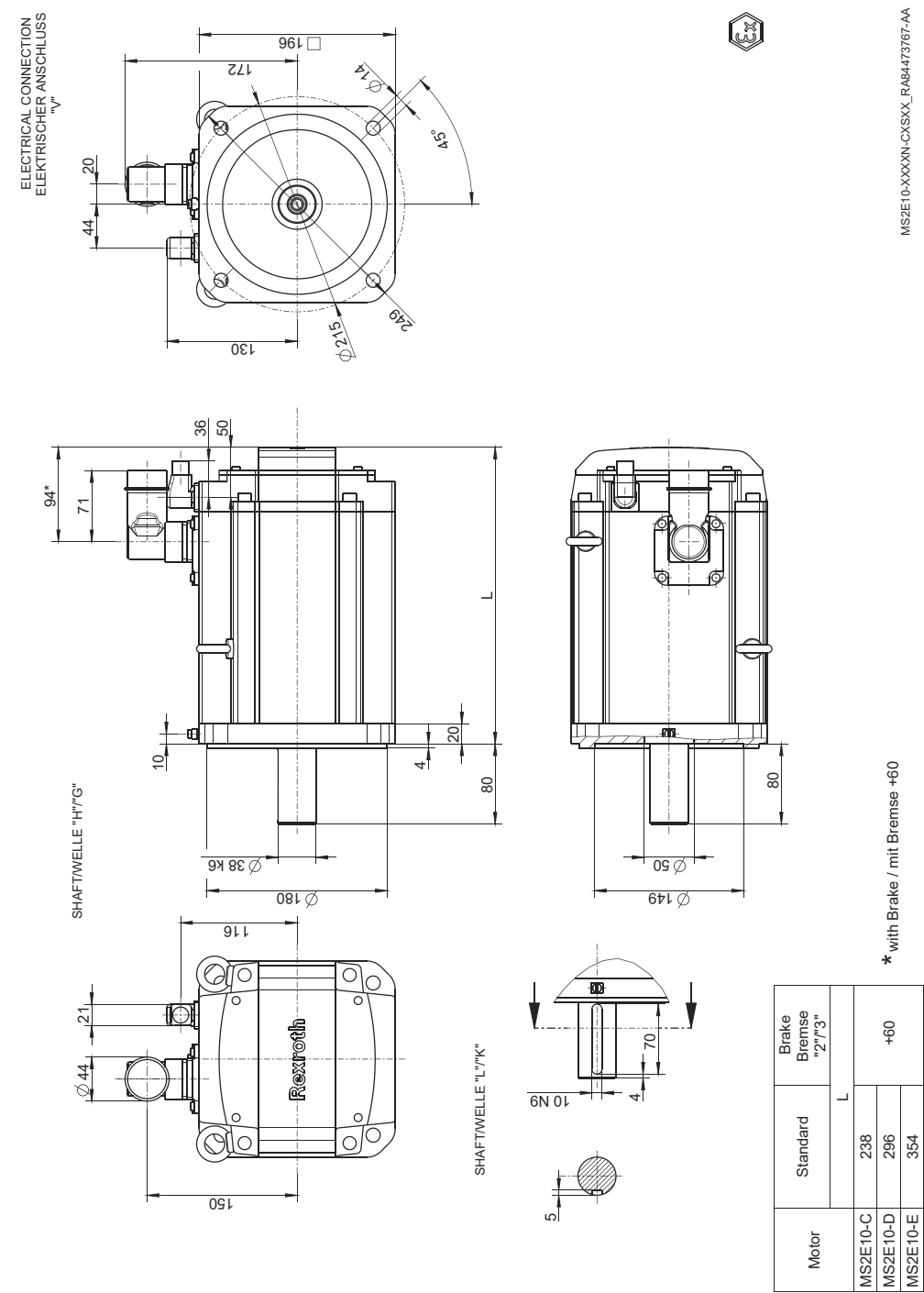
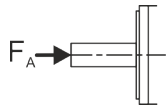


Fig. 86: MS2E10-XXXXN

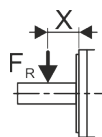
### 8.6.3 MS2E10 Axial force



Axial forces  $F_A$  are permissible without limitation up to 80 N. Higher axial forces only after a detailed dimensioning by your distribution partner at Bosch Rexroth. For evaluation purposes, please specify the following information:

- Axial and radial force with force application point
- Installation position (horizontal, vertical with the shaft end pointing to the top or bottom)
- Mean speed

#### 8.6.4 MS2E10-C Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

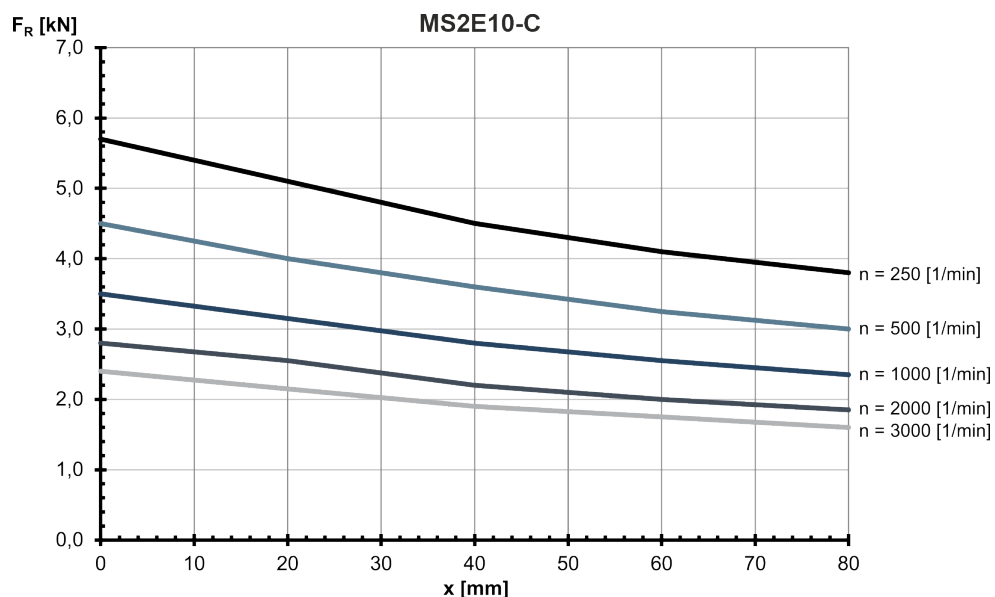
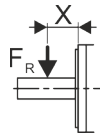


Fig. 87: MS2E10-C: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

## 8.6.5 MS2E10-D Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

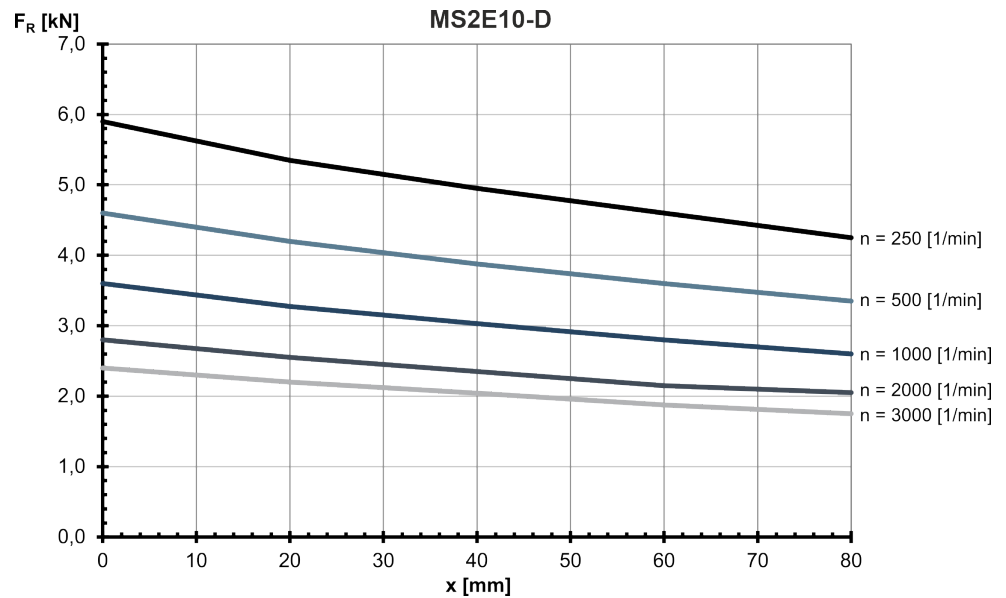
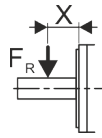


Fig. 88: MS2E10-D: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

### 8.6.6 MS2E10-E Radial force



The permissible radial force  $F_R$  is specified in distance  $x$  from the shaft shoulder, depending on the mean speed in the following diagram.

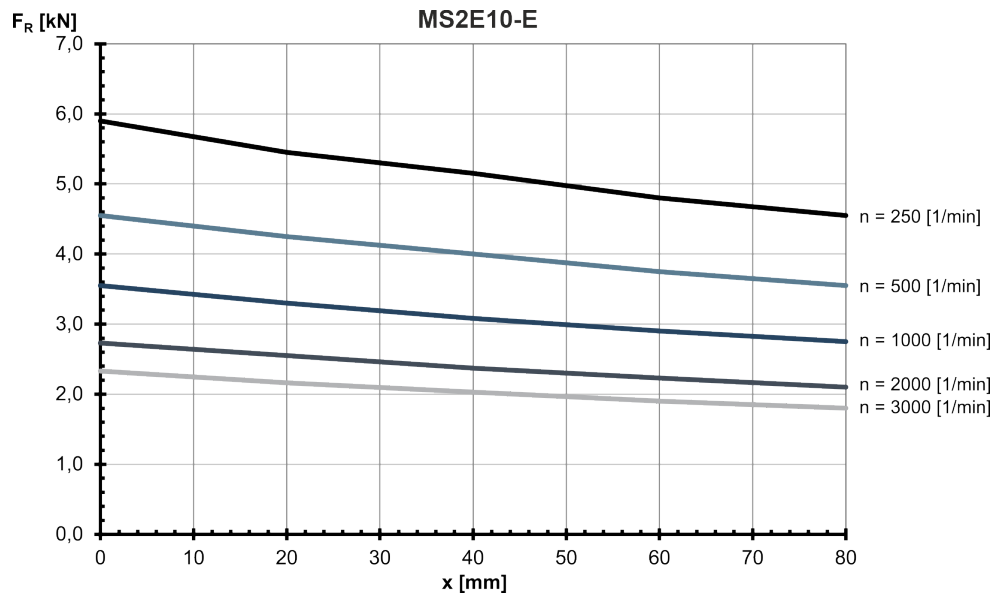


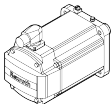
Fig. 89: MS2E10-E: Radial force in distance  $x$  from the shaft shoulder at a nominal bearing service life of  $L_{h10} = 30000$  h

## 9 Electrical connection

### 9.1 Overview of connection variants

The electrical connection of MS2E motors is made via plug-in connectors or terminal boxes. Depending on the selected options, the following connection variants are available.

Table 27: MS2E connection system overview

| Type             | Connection mode                                                                   |              | Type of connection/<br>size | Locking              | Output direction       |
|------------------|-----------------------------------------------------------------------------------|--------------|-----------------------------|----------------------|------------------------|
| MS2Exx-xxxxx-xxS |  | Single cable | M23                         | SpeedCon             | rotatable              |
| MS2Exx-xxxxx-xxV |  | Double cable | M40 Power<br>M17 Encoder    | SpeedCon<br>SpeedCon | rotatable<br>rotatable |

The device connectors can be rotated.

Ready-made connection cables are available for user-friendly connection. Use these cables for a simple, quick and reliable installation. The plug connectors are equipped with SpeedCon quick locks .

### 9.2 Circuit diagram

#### 9.2.1 Single cable connection for MS2E with encoder (digital C) and optional brake

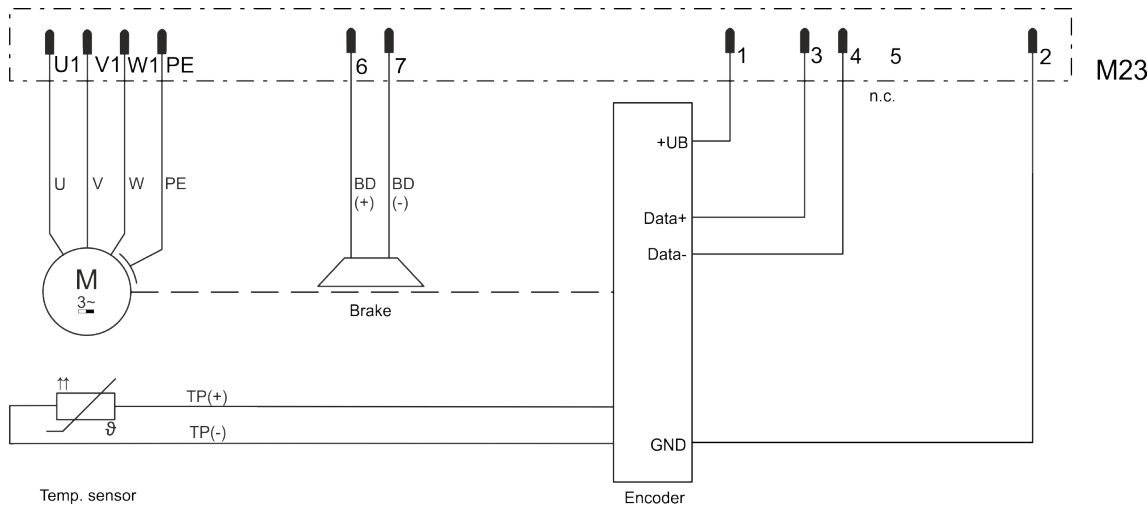


Fig. 90: Single cable connection, digital encoder C, optional brake

### 9.2.2 Double cable connection for MS2E with encoder (digital C, D) and optional brake

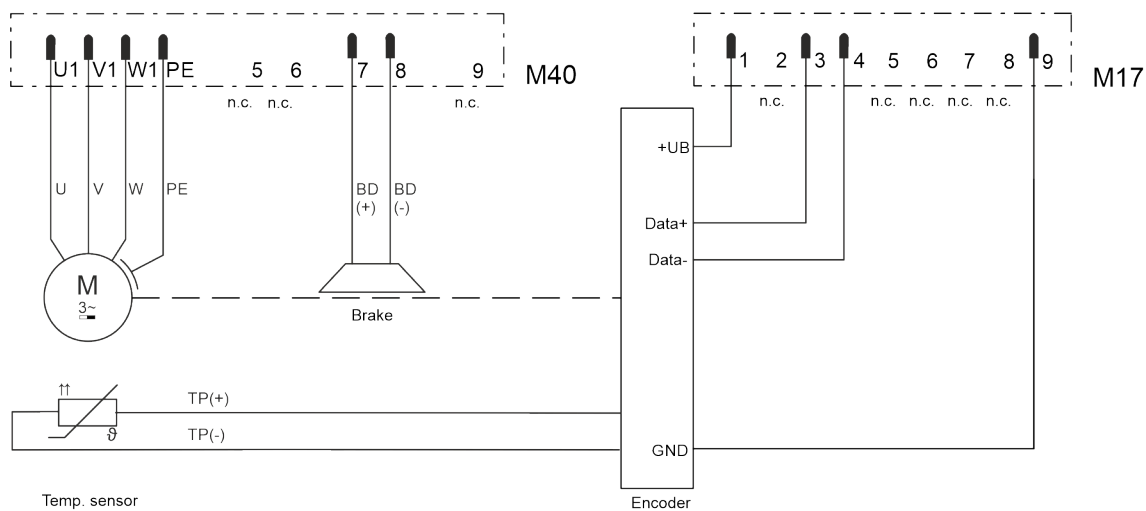


Fig. 91: Double cable connection, digital encoder C and D, brake optional

### 9.3

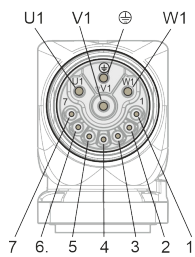


Fig. 92: Cable view of single cable connection M23

## M23 single cable connector, rotatable (SpeedCon)

Table 28: Pin assignment of single cable connection

| Designation | Function   |    |               |    |
|-------------|------------|----|---------------|----|
|             | Encoder    |    |               |    |
|             | Cx         | Dx | Cx            | Dx |
|             | with brake |    | without brake |    |
| U1          | A1         |    | A1            |    |
| V1          | A2         |    | A2            |    |
| W1          | A3         |    | A3            |    |
| ⊕           | PE         |    | PE            |    |
| 1           | +UB        |    | +UB           |    |
| 2           | GND        |    | GND           |    |
| 3           | Data+      |    | Data+         |    |
| 4           | Data-      |    | Data-         |    |
| 5           | Shld       |    | Shld          |    |
| 6           | BD(+)      |    | n.c.          |    |
| 7           | BD(-)      |    | n.c.          |    |

### Adjustment range

The output direction of the one-cable connector M23 is adjustable. The device connectors can be manually rotated of a plug connector has been installed. Do not use any tools (e.g. pliers or screwdrivers) to turn the device connector to avoid damage.

Change the output direction a maximum of ten times and do not exceed the specified adjustment torques and the angle of rotation.

The theoretical setting range is shown below.

### Adjustment range/angle of rotation MS2Exx-xxxxx-xxS

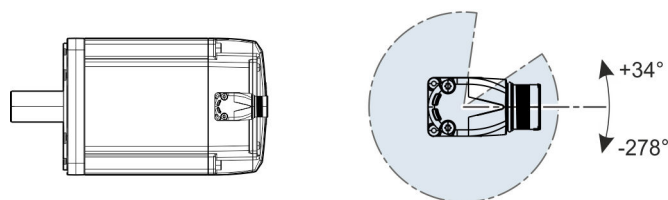


Fig. 93: Rotating are electrical connection "S"

Table 29: .Adjustment torque single cable connector / M23

| Connector/size               | Adjustment torque |
|------------------------------|-------------------|
| Single cable connector / M23 | 4 ... 10 Nm       |

## 9.4

## Encoder connector M17

Table 30: Pin assignment of double cable connection encoder

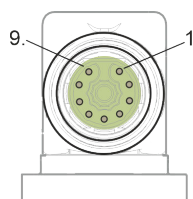


Fig. 94: M17 encoder connector, rotatable (SpeedCon)

| Designation | Function |    |
|-------------|----------|----|
|             | Encoder  |    |
|             | Cx       | Dx |
| 1           | +UB      |    |
| 2           | n.c.     |    |
| 3           | Data+    |    |
| 4           | Data-    |    |
| 5           | n.c.     |    |
| 6           | n.c.     |    |
| 7           | n.c.     |    |
| 8           | n.c.     |    |
| 9           | GND      |    |

### Adjustment ranges

The output direction of the encoder connector M17 is adjustable. The device connectors can be manually rotated of a plug connector has been installed. Do not use any tools (e.g. pliers or screwdrivers) to turn the device connector to avoid damage.

Change the output direction a maximum of ten times and do not exceed the specified adjustment torques and the angle of rotation.

Adjustment ranges can be limited by adjacent plug connectors. In the following, the designs and possible adjustment ranges are represented.

### Adjustment range/angle of rotation MS2Exx-xxxxx-xxV

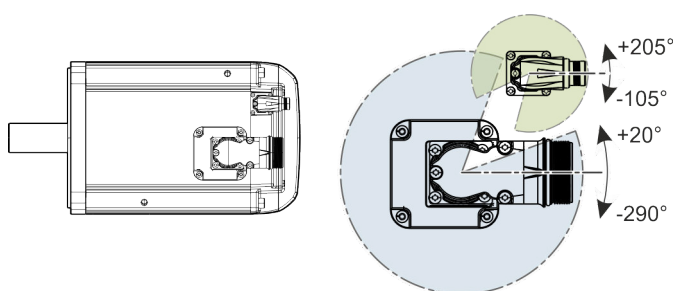


Fig. 95: Rotating are electrical connection "V"

Table 31: Adjustment torque plug connector encoder / M17

| Connector/size | Adjustment torque |
|----------------|-------------------|
| Encoder / M17  | 2 ... 6 Nm        |

## 9.5

### M40 cable connector, rotatable (SpeedCon)

Table 32: Pin assignment of double cable connection power

| Designation | Function   |    |               |    |
|-------------|------------|----|---------------|----|
|             | Encoder    |    |               |    |
|             | Cx         | Dx | Cx            | Dx |
|             | with brake |    | without brake |    |
| U1          | A1         |    | A1            |    |
| V1          | A2         |    | A2            |    |
| W1          | A3         |    | A3            |    |
| ⊕           | PE         |    | PE            |    |
| 5           | n.c.       |    | n.c.          |    |
| 6           | n.c.       |    | n.c.          |    |
| 7           | BD(+)      |    | n.c.          |    |
| 8           | BD(-)      |    | n.c.          |    |
| 9           | n.c.       |    | n.c.          |    |

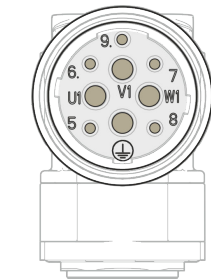


Fig. 96:  
Connector view  
of M40 power

The output direction of the power connector and the encoder connector can be adjusted. The device connectors can be manually rotated of a plug connector has been installed. Do not use any tools (e.g. pliers or screwdrivers) to turn the device connector to avoid damage.

Change the output direction a maximum of ten times and do not exceed the specified adjustment torques and the angle of rotation.

Adjustment ranges can be limited by adjacent plug connectors. In the following, the designs and possible adjustment ranges are represented.

#### Adjustment range/angle of rotation MS2Exx-xxxxx-xxV

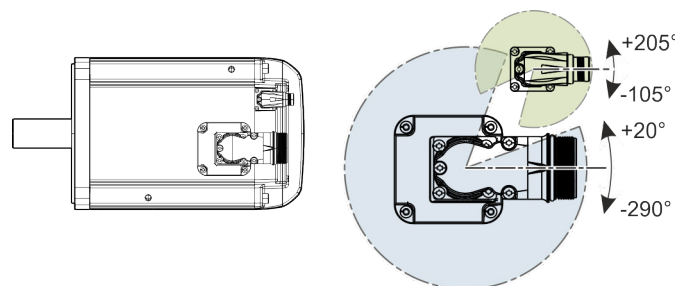


Fig. 97: : Rotating are electrical connection "V"

Table 33: Adjustment torque plug connector power / M40

| Connector/size | Adjustment torque |
|----------------|-------------------|
| Power / M40    | 12 ... 18 Nm      |

## 9.6 Protective cable glands for connectors

At delivery, the connectors are locked with protective cable glands, which meet the requirements for ATEX applications. The cable gland protects the motor from humidity, dirt and mechanical damage.

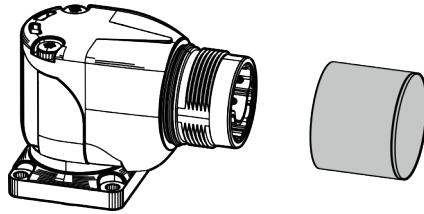


Fig. 98: Protective cable glands

Remove the protective cable glands right before connecting the mating connector. Always use protective cable glands, if no plug-connector is connected (e.g. storage, maintenance, ...).

## 9.7 Plug connector protective cover

| Order number | Designation  | Size |
|--------------|--------------|------|
| R911404719   | SUP-M02-MS2E | M17  |
| R911392284   | SUP-M01-MS2E | M23  |

The plug connector protective cover fulfills the required protection against impact onto the plug connector according to the ATEX directive. In the special conditions on use X we refer to the responsibility of the plant manufacturer to do a risk evaluation.

### NOTICE

**Loss of protective function! Replace a damaged connector protective cover**

**Immediately replace the connector protective cover after an impact to ensure the required device safety according to EN 60079-0.**

Optionally, the connector protective cover can be used as disassembly protection. It fulfills the required protection against unintended loosening the plug connector during motor operation according to the ATEX directive. The connector can be disassembled only if the protective cover is removed. Assembly tools are required to remove the protective cover. Unintended loosening of the connector under load is excluded, if the protective cover is assembled.

### 9.7.1 Assemble connector protective cover

To assemble the connector protective cover, prepare the fitting panel. Deviate the base (0500 A) and bend the connector protective cover in the specified order into the specified form as follows.

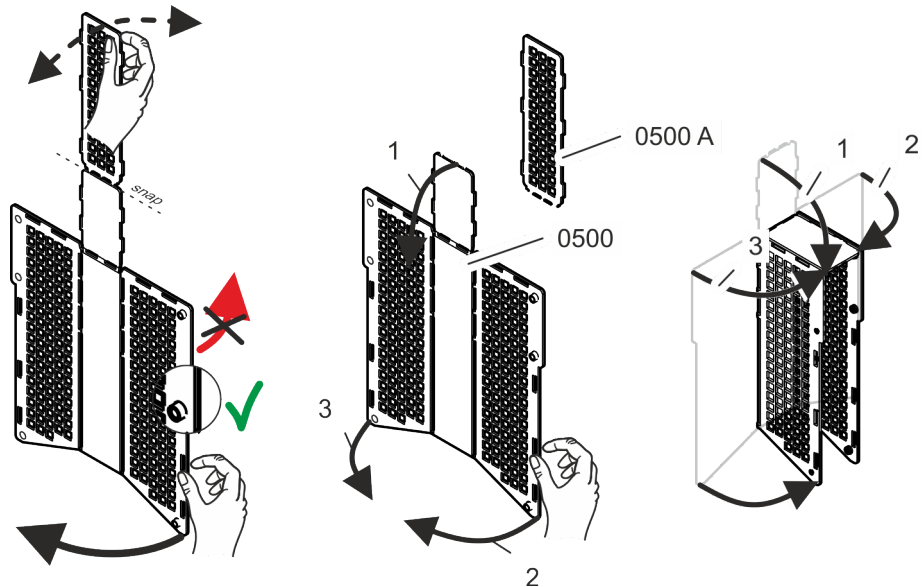


Fig. 99: Prepare connector protective cover

Position the connector protective cover over the motor connector. Observe that the output direction of the connector is adjusted to a 90° position.

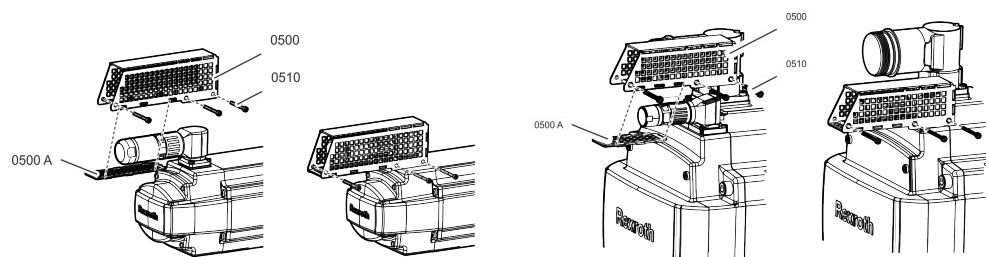


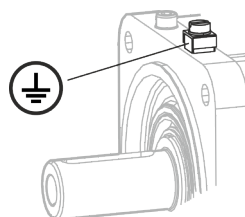
Fig. 100: Assemble connector protective cover

The rotatable plug connector is set to a 90° position.

1. Position the connector protective cover onto the plug connector
2. Tighten (tightening torque 1.3 Nm) the fastening screws (0510)
  - ➔ The connector protective cover is ready to use.

## 9.8 Ground connection

Motors for hazardous areas must be grounded via a separate ground conductor and a grounding conductor within the motor power cable. An additional connection clamp is provided on the motor flange to connect the grounding conductor.



| Ground connection     | M5 screw                                                            |
|-----------------------|---------------------------------------------------------------------|
| Nominal cross-section | 4 mm <sup>2</sup>                                                   |
| Clamping range        | 4 mm <sup>2</sup> (fine-wired); 6 mm <sup>2</sup> (single stranded) |
| Tightening torque     | maximum 2 Nm                                                        |

## 9.9 Shielding concept

Converter-fed drives can generate high-frequency discharge currents in motor cables and motors. By using shielded cables and a large-area, low-impedance connection of the shield connections at motor and controller, impedances can be minimized and the discharge currents can be lead from the motor to the controller. Ready-made cables of Bosch Rexroth are designed and tested according to the requirements of installed motor components.

For more information about Electromagnetic compatibility (EMC), refer to the project planning manual of the respective drive system.

## 9.10 Ready-made connection cables

Preassembled power cables, encoder cables and hybrid cables can be provided for the motors. Motors with double cable technology are connected with a power and an encoder cable each. Motors with single cable technology are connected using a hybrid cable. The hybrid cable combines the functionality of power and encoder cable.

The maximum cable length is 75 meters. The maximum cable length can be limited in case of certain motor control unit combinations. Please refer to the documentation about the control unit.

**Available preassembled connection cables upon request.** Please contact your sales partner in case of questions about available connection cables.

## 10 Ambient conditions

### 10.1 Ambient conditions during operation

Climatic conditions are defined in classes according to DIN EN IEC 60721. The classes are differentiated in the areas storage, transport and operation. They are based on long-term experiences and take all influencing variables into account, e.g., air temperature and air humidity.

A permanent use of the motors is possible when the specified class 3K22 according to DIN EN IEC 60721-3-3 is observed. Deviations and enhancements according to the following table must be observed.

Table 34: Ambient conditions

| Operation             |                               |
|-----------------------|-------------------------------|
| Installation altitude | 0 ... 1,000 m above sea level |
| Ambient temperature   | 0 ... +40 °C                  |
| Relative humidity     | 5 ... 95 %                    |
| Absolute humidity     | 1 ... 29 g/m <sup>3</sup>     |

### 10.1.1 Vibration load during operation

Vibrations are sine-wave oscillations in stationary use, which vary in their effect on the resistance of the motors depending on their intensity.

The specified limit values are valid for frequencies of 10-2000 Hz during stimulation on the motor flange. Limitations can be necessary for occurring resonances depending on the application and installation situation.

The following limit values apply according to EN 60068-2-6 for MS2E motors:

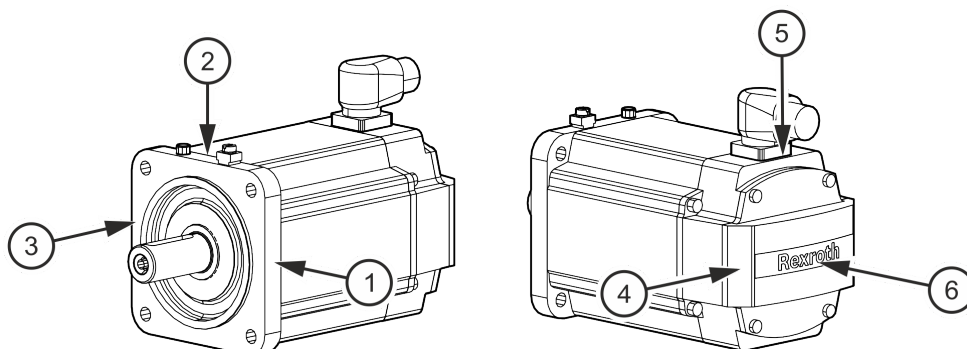


Fig. 101: Vibration load on measuring points

Table 35: Allowed vibration load MS2E motors.

| Direction | Measuring point               | Limit value (10-2000 Hz) |
|-----------|-------------------------------|--------------------------|
|           |                               | Self-cooling             |
| radial    | 1, 2 (radial motor flange)    | 30 m/s <sup>2</sup>      |
|           | 4, 5 (radial, bearing shield) | 50 m/s <sup>2</sup>      |
| axial     | 3 (axial motor flange)        | 10 m/s <sup>2</sup>      |
|           | 6 (axial bearing shield)      | 25 m/s <sup>2</sup>      |

The specified values must not be exceeded.

## 10.2 Derating in case of deviating ambient conditions.

**Reduce high performance data:**

1. ➤ Reduce the standstill torque  $M_{0\ 60K}$ , specified in the data sheet, with the following factors.  
We have:  
$$M_{0\ red} = M_{0\ 60K} \times f_{TH\ 60K}$$
2. ➤ Pan the S1-characteristic curve  $M_{S1}$  parallel to the speed axis to the junction of the S1-characteristic curve and to the calculated point  $M_{0\ red}$  on the torque axis.  
➡ The determined characteristic curve  $M_{S1\ red}$  shows approximately the S1-characteristic curve with appropriate derating.

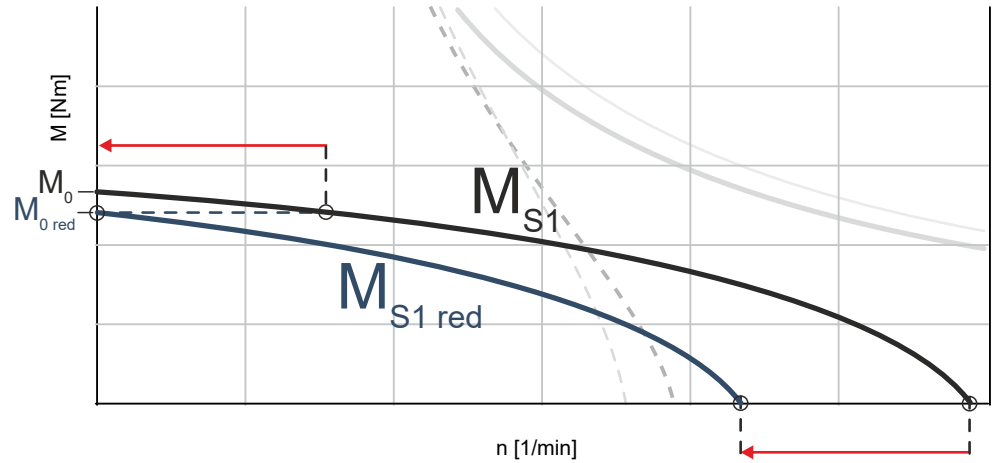


Fig. 102: Determine S1-characteristic curve  $M_{S1 \text{ red}}$  with derating factor  $f_{TH}$

Table 36: Derating factors for self-cooling 60K

| Height [m] | 40 °C | 45 °C | 50 °C | 55 °C | 60 °C |
|------------|-------|-------|-------|-------|-------|
| 1000       | 1.00  | 0.94  | 0.88  | 0.83  | 0.78  |
| 1500       | 0.97  | 0.91  | 0.85  | 0.81  | 0.76  |
| 2000       | 0.94  | 0.88  | 0.83  | 0.78  | 0.73  |
| 2500       | 0.90  | 0.85  | 0.79  | 0.75  | 0.70  |
| 3000       | 0.86  | 0.81  | 0.76  | 0.71  | 0.67  |

## 10.3 Operation on foreign converters

Principally, operating MS2E motors on foreign converters is possible, but the following requirements and limitations on foreign converters must be observed.

### ▲ WARNING



**Danger of explosion or material damage due to overload!**  
Observe the following requirements for safe motor operation on foreign converters. Connection of all necessary sensors and additional devices for a safe operation and their evaluation lies in the sole responsibility of the plant manufacturer or operator.

#### Requirements on the power output stage

- Converter with pulse width modulation
- Pulse frequency 4 kHz ...16 kHz

#### Voltage load of the motor

During converter operation, the motor underlies a higher voltage load (insulation system, bearing) than on a sinusoidal source voltage only.

*Standard values for peak voltage and rate of rise of voltage:*

- Peak voltage  $U_{pk}$  on motor clamps  $\leq 1.56$  kV
- Rate of rise of voltage  $du/dt \leq 5$  kV/ $\mu$ s

*Maximum allowed limit load:*

In the case of critical rate of rise of off-state voltage  $du/dt \geq 5$  kV/ $\mu$ s, the limit values (peak voltage, voltage rise time) according to limit curves A according to **DIN VDE 0530-25 (VDE 0530-25):2009-08 (Figure 14 Limit curve A)** must be kept. Therefore, observe the limit values for voltage rise time and critical rate of rise of off-state voltage.

*Limit values for voltage rise time and critical rate of rise of off-state voltage:*

- Voltage rise time  $> 0.17$   $\mu$ s
- Critical rate of rise of off-state voltage  $du/dt < 8$  kV/ $\mu$ s

#### Monitoring functions

- Speed monitoring of maximum permissible speed
- The motor load must not exceed the allowed continuous operation characteristic curve. The converter setting data for controlling and monitoring must comply with the type code data.
- Temperature control to protect from thermal overload
  - The temperature sensor of the motor winding must be connected and evaluated on the converter (ensure monitoring function, observe polarity of temperature sensor, limit switch-off temperature according to ➔ Chapter 5.5 “Thermal motor protection” on page 28).
  - Temperature model or  $I^2t$ -monitoring within converter. Due to the coupling time of the temperature sensor, an additional suitable temperature model or an  $I^2t$ -monitoring must be used.

#### Shutdown

Please observe the notes in section ➔ Chapter 3.4.6 “ Switch-off ” on page 21.

#### Requirements for motor operation with holding brake

- Ensure the brake functionality during normal operation due to voltage control, current monitoring, cyclic control of the brake holding torque, for example.
- Provide an external or an integrated protective circuit within the foreign converter to switch the holding brake (inductive load).

- Never use the holding brake of the motor as an operating brake.
- Idle time after an emergency stop before restarting  $\geq 3$  minutes.

#### General notes

- The motors must be grounded via a motor cable and via a second separate ground conductor with minimum **4 mm<sup>2</sup>** cross section. Check that the position of the grounded conductor is fixed before commissioning.
- Use cables with a thermal stability of at least 80°C (176°F).
- Plug connector Never connect or disconnect plug connectors under load!
- Connect and operate MS2E motors only with origin connection accessories. Use ready-made cables by Bosch Rexroth or with origin connectors ready-made connection cables. In the case of self-assembled cables, observe the notes about tensile load in the section “Special conditions “X”” in chapter → Chapter 3.2.1 “Special conditions on use “X” (gas)” on page 14 or → Chapter 3.3.1 “Special conditions on use X (gas)” on page 17..

#### ⚠ WARNING



**Danger of explosion due to exalted tensile load of connection cables**

**Adherence of specified limits.**

**Mechanical fastening of cable ends (e.g. use cable clamps, ...).**

- The plant manufacturer and operator is responsible for test and documentation of the tensile load.
- Observe the limit values for bearing load. If necessary, change the bearing according to → Chapter 5.13.1 “Bearing service life ” on page 39.

After maintenance and repair work, Bosch Rexroth always recommends to do a safety and functionality test on basis of the risk analysis provided by the customer (e.g. for thermal protection, holding brake).

## 10.4 Transport

The motors must be transported in their original package taking classes 2K11, 2B1, 2C1, 2S5, 2M4 specified acc. to DIN EN 60721-3-2 into account.

Please observe the following classification limitations:

Table 37: Classification limitation (DIN EN IEC 60721-3-2)

| Transport           |                                                                       |
|---------------------|-----------------------------------------------------------------------|
| Ambient temperature | -25 ... +70 °C                                                        |
| Relative humidity   | 5 ... 75 %                                                            |
| Shock load          | ➔ Chapter 10.6 "Shock load during transport und storage " on page 151 |

### Instructions on transport by air

If motor components with permanent magnets are shipped by air, the DGR (Dangerous Goods Regulations) of the IATA (International Air Transport Association) for hazardous materials of class 9 which also include magnetized substances and objects has to be complied with. This involves, for example:

- Secondary parts of synchronous linear motors
- Rotors of synchronous kit motors
- Rotors of synchronous housing motors (if these are dispatched as motor component, i.e. separate from the stator or motor housing, in service cases)

For details on the maximum allowed magnetic field strengths as well as information on measurement methods for these magnetic field strengths, please refer to the current IATA DGR (see chapter 3.9.2.2).

### 10.4.1 Instructions on machine transport

#### NOTICE

Never touch the connection points of electrostatic sensitive devices!

- Mounted components (e.g. temperature sensors, encoder) can contain parts susceptible to electrical discharge (ESD).  
Observe the ESD safety measures.

#### ▲ WARNING

Risk of injury and material damage due to improper handling during transport!

- Only use hoisting gear suited for the weight of the motors. Use lifting sling belts or lifting eye bolts. Secure the lifting eye bolts before use.  
Never walk under hanging loads.
- Do not lift the motor at the shaft or on the optional fan housing.
- Use suitable protective equipment and protective clothing during transport, and wear safety shoes.

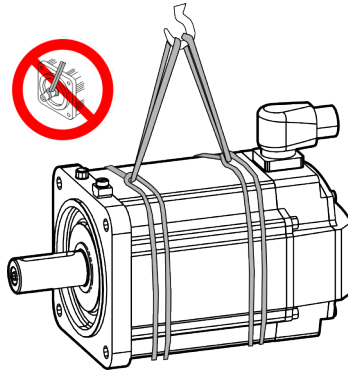


Fig. 103: Lifting and transporting motors

- Before transporting the motor, determine the weight of the motor. For more details about motor weight, please refer to the type plate or the project planning manual (Technical data).
- Adjust the carrying capacity of the lifting device to the motor weight.
- If provided by the manufacturer, all lifting eye bolts must be used and tightened before use.
- Avoid increased transport vibrations.
- Remove any existing transport locks prior to commissioning and keep them.

## 10.5 Storage

Store the motors in their original packaging in a dry, dust-free, vibration-free and light-protected place without direct solar radiation. Please observe classes 1K21, 1B1, 1C1, 1S10, 1M11 specified for storage acc. to DIN EN 60721-3-1.

Please observe the following classification limitations:

Table 38: Classification limitation (DIN EN IEC 60721-3-1)

| Bearing                |                                                                       |
|------------------------|-----------------------------------------------------------------------|
| Ambient temperature    | -25 ... +55 °C                                                        |
| Relative air humidity  | 5 ... 75 %                                                            |
| Absolute air humidity  | 1 ... 29 g/m <sup>3</sup>                                             |
| Direct solar radiation | Not permitted                                                         |
| Shock load             | ➔ Chapter 10.6 "Shock load during transport und storage " on page 151 |

### NOTICE

**Damage due to moisture and humidity!**

- Protect the products from dampness and corrosion.
- Store them only in rainproof and dry rooms.

Additional measures have to taken upon commissioning to ensure smooth functioning – irrespective of the storage time which may be longer than the warranty period of our products. Warranty extension is not a consequence.

Table 39: Measures before commissioning motors that have been stored over a prolonged period of time

| Storage time / months |      |      | Measures for commissioning                                                                   |
|-----------------------|------|------|----------------------------------------------------------------------------------------------|
| > 1                   | > 12 | > 60 |                                                                                              |
| ●                     | ●    | ●    | Visual inspection of all parts to be damage-free                                             |
| ●                     | ●    | ●    | Resurface the holding brake                                                                  |
|                       | ●    | ●    | Check the electric contacts to verify that they are free from corrosion                      |
|                       | ●    | ●    | Let the motor run in without load for one hour at 800 ... 1000 rpm.                          |
|                       | ●    | ●    | Measure insulation resistance. Dry the winding at a value of < 1kOhm per volt rated voltage. |
|                       |      | ●    | Replace bearings                                                                             |
|                       |      | ●    | Replace encoder                                                                              |

## 10.6 Shock load during transport und storage

Function-impairing effects are avoided as long as the specified limits are complied with.

Table 40: Permissible shock load for MS2E motors

| Frame size       | Maximum allowed shock load (11 ms) |                       |
|------------------|------------------------------------|-----------------------|
|                  | Axial                              | Radial                |
| MS2E03, -04, -05 | 100 m/s <sup>2</sup>               | 1000 m/s <sup>2</sup> |
| MS2E06           |                                    | 500 m/s <sup>2</sup>  |
| MS2E07           |                                    | 300 m/s <sup>2</sup>  |
| MS2E10           |                                    | 200 m/s <sup>2</sup>  |



# 11 Service repair, maintenance and spare parts

Wearing parts are reliably and professionally repaired and replaced by the Rexroth Service in shopfloor-oriented quality.

MS2E may only be repaired in the manufacturer's works or in a workshop authorized by Rexroth. The following repairs, for example, can be carried out in authorized workshops:

- Replace motor encoder
- Replace shaft sealing ring
- Repair/replacement of damaged ignition gap
- ...

The service lives of motor components, such as seals and bearings, may vary depending on the operating conditions, such as operation mode, speed, vibration and shock load, and frequent reverse mode. We recommend to change the bearing after 30,000 operating hours. Shorter replacement intervals may be necessary; cf. checks during operation. We recommend regular visual inspections on shaft sealing rings. Depending on operating conditions, signs of wear may appear after 5,000 operating hours. If necessary, replace the shaft sealing rings.

The Bosch Rexroth service helpdesk at our headquarters in Lohr, Germany and our worldwide service provide You can contact us **24/7**.

|            |                                                                           |
|------------|---------------------------------------------------------------------------|
| Telephone: | <b>+49 (0) 9352 40 50 60</b>                                              |
| Fax:       | <b>+49 (0) 9352 18 49 41</b>                                              |
| Email:     | service.svc@boschrexroth.de                                               |
| Internet:  | ➔ <a href="https://www.boschrexroth.com">https://www.boschrexroth.com</a> |

## Preparing information

For quick and efficient help, please have the following information ready:

- Detailed description of the fault and the circumstances
- Information on the rating plate of the products in question, particularly type codes and serial numbers
- Your contact data (phone number, fax number, e-mail address)



## 12 Environmental protection and disposal

Disposal of the motor components can be done according to the applicable legal process in normal recycling process.

### Recycling

Most of the products can be recycled due to their high content of metal. In order to recycle the metal in the best possible way, the products must be disassembled into individual assemblies. Metals contained in electric and electronic assemblies can also be recycled by means of special separation processes.

### Significant motor components

Basically, our motors consist of the following components:

- Steel, stainless steel, aluminum, copper, brass
- Plastic parts, insulation and composite material
- Electronic components
- Permanent magnets

Plastic parts of the products may contain flame retardants. These plastic parts are labeled according to EN ISO 1043. They have to be recycled separately or disposed of according to the applicable legal provisions.

### Magnets

#### ⚠ WARNING



#### Danger due to permanent magnets!

- Health hazard for persons with heart pacemakers, hearing aids and metallic implants in the immediate vicinity of permanent magnets.
- Crushing hazard of fingers and hand due to heavy attractive forces of the magnets.
- Risk of destruction of sensitive parts like watches, credit cards, ...



The permanent magnets of the rotor or secondary part must be demagnetized before disposal to avoid injuries or damage.

The demagnetization is reached via special thermal treatment. The handling duration is influenced by the rotor frame size. The rotor or the secondary part has to remain in the oven for a minimum of 30 minutes, starting at the time, the magnetic surface has reached 300 °C. If the magnets are surrounded by a bandage or a cover plate, it is recommended to remove it before heating in the oven to expose the magnets.

If demagnetization is successful, the magnets can be separated from the rotor or secondary part after cooling without applying force.

### Packaging

Our packaging materials do not contain any problematic materials and can therefore be easily disposed. Packaging materials are: wood, cardboard and polystyrene.



### Batteries and accumulators

The symbol indicating "separate collection" for all batteries and accumulators is the crossed-out wheeled bin. End users in the EU are legally bound to return used batteries and accumulators. Outside the scope of the EU Directive 2006/66/EC, the applicable regulations must be followed. Batteries and accumulators can contain hazardous substances which can harm the environment or

people's health when improperly stored or disposed of. The batteries or accumulators must be returned to the country-specific collection systems for proper disposal.

**Disposal by the manufacturer**

Our products can be returned to us for disposal. However, this requires that the products are free from oil, grease or other dirt. The motor components must be returned in a suitable packaging (origin package if possible). Observe the Dangerous Goods Regulations (IATA) when transporting the rotor by air.

Deliver the products "free domicile" to the following address:

Bosch Rexroth AG  
Bgm.-Dr.-Nebel-Str. 2  
97816 Lohr a.Main, Germany

## 13 Appendix

### 13.1 CE conformity



Declarations of conformity confirming the design and compliance with the valid EN standards and directives are available for MS2E motors. If required, the declarations of conformity can be requested from the responsible sales office.

The CE mark is attached to the type label of the motors.

### 13.2 UL / CSA



The UL/CSA conformity of MS2E motors can be found on the type plate of the motors.

The list of MS2E motors is available under UL file number E335445

➔ [www.ul.com](http://www.ul.com).

### 13.3 China RoHS 2



The China RoHS 2 conformity can be found on the type plate of the motors.

Information about listing: ➔ [www.boschrexroth.com.cn/zh/cn/home\\_2/china\\_rohs2](http://www.boschrexroth.com.cn/zh/cn/home_2/china_rohs2)



# 14 Index

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