

Model	Temp Range	Voltage Range (VDC)	Peak Current	Continuous Current	PWM f(kHz)
BLSD4875DC-2Q-H-X	-10~+45	37~56	37.5~75	18.75~37.5	15

- √ - 60° or 120° Hall Sensor
- √ - PI Close loop of speed
- √ - Low Voltage / Over Voltage
- √ - Alarm
- √ - PI Close loop of current
- √ - Safe Start
- √ - Safe F/R

Technical Notes:

1.Control signals:

F/R—H or Open=Forward, L or Close=Reverse
 EN—H or Open=Disable, L or Close=Enable
 BK—H or Open=Running, L or Close=Brake
 SV—0~5V speed reference(112K input resistance)
 PG—Speed pulse output(OC)
 ALM—Alarm output(OC)

2. Signal wire:

Control signal cable and hall sensors cable can not be tied together with windings cable, otherwise, it will take interference. The long wire should be shielded wire.

3. Alarm conditions:

- a. Hall sensor signals are not correct.
- b. LV or OV for 1~3S.
- c. Short circuit and Over temperature of case (80°C)..
- d. Over load for 5~6s continuously.
- e. It can be reset by Turn-Off-On DC Power or Disable the driver once.

4. LED indicator:

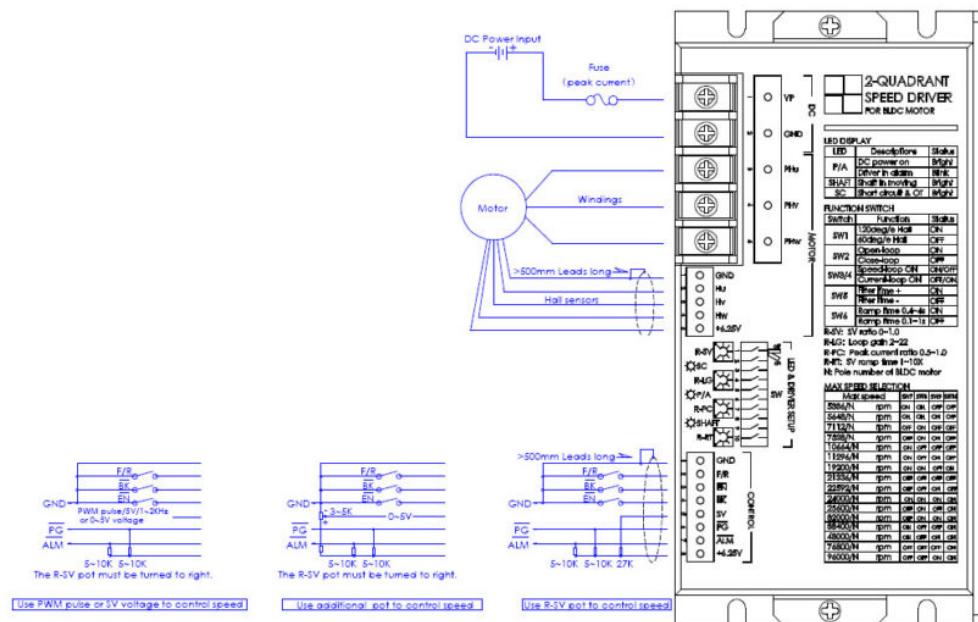
SC—Bright=Short circuit , Dark=driver is OK
 P/A—Bright=Driver is OK, Blink=Driver is in alarm
 SHAFT—Bright=Motor shaft is moving, Dark=Motor shaft is in static

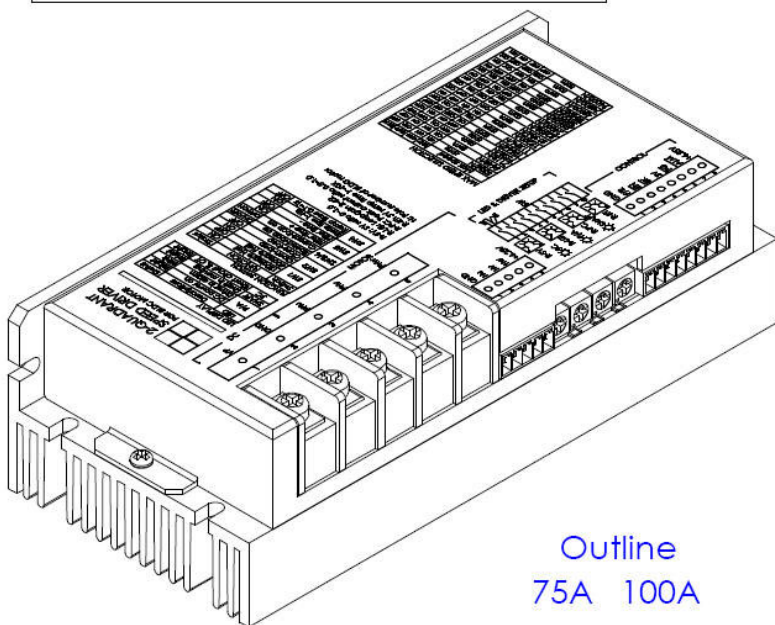
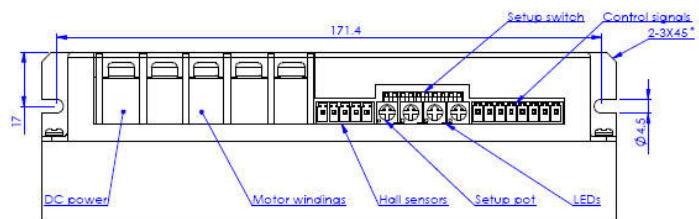
5. Braking operation:

The motor speed must be less than the safe brake speed N_s when you brake the motor.

For Y windings, $N_s = \sqrt{3} \times I_p \times R_L \times N / (2 \times V_p)$

For Δ windings, $N_s = I_P \times R_L \times N / (2 \times \sqrt{3} \times V_p)$





Outline
75A 100A

