



SEW
EURODRIVE

Manual



Mechatronisches Drive System
MOVIGEAR® B
Functional Safety





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1 Important Information

1.1 About this manual

The manual is part of the product and contains important information about installation, startup, operation and service. The manual is written for everyone installing, starting up or servicing this product.

The manual must be accessible and legible. Make sure that persons responsible for the system and its operation, as well as persons who work independently on the unit, have read through the manual carefully and understood it. If you are unclear about any of the information in this documentation, or if you require further information, contact SEW-EURODRIVE.

1.2 Structure of the safety notes

The safety notes in these operating instructions are designed as follows:

Pictogram	SIGNAL WORD
	Type and source of danger. Possible consequence(s) if disregarded. • Measure(s) to prevent the danger.

Pictogram	Signal word	Meaning	Consequences if disregarded
Example: General danger Specific danger, e.g. electric shock	<div> DANGER </div> <div> WARNING </div> <div> CAUTION </div> <div> NOTICE </div>	Imminent danger Possible dangerous situation Possible dangerous situation Possible damage to property	Severe or fatal injuries Severe or fatal injuries Minor injuries Damage to the drive system or its environment
	INFORMATION	Useful information or tip. Simplifies the handling of the drive system.	



1.3 Rights to claim under limited warranty

A requirement of fault-free operation and fulfillment of any right to claim under limited warranty is that you adhere to the information in the MOVIGEAR® documentation. Therefore, read the operating instructions before you start working with the unit.

Make sure that the documentation is available to persons responsible for the system and its operation as well as to persons who work independently on the unit. You must also ensure that the documentation is legible.

1.4 Exclusion of liability

You must comply with the information contained in the MOVIGEAR® documentation to ensure safe operation of MOVIGEAR® and to achieve the specified product characteristics and performance requirements. SEW-EURODRIVE assumes no liability for injury to persons or damage to equipment or property resulting from non-observance of the documentation. In such cases, any liability for defects is excluded.

1.5 Copyright notice

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Copyright law prohibits the unauthorized duplication, modification, distribution, and use of this document, in whole or in part.

1.6 Content of this publication

This publication contains conditions and amendments related to MOVIGEAR® in safety-oriented applications.

The system includes the MOVIGEAR® unit consisting of a frequency inverter with synchronous motor and gear unit and the safety-tested, external switch-off device.

1.7 Applicable documentation

This document supplements the MOVIGEAR® B operating instructions and limits the application notes according to the following information.

It can only be used in conjunction with the following publications:

- The MOVIGEAR® B operating instructions must always be observed.



2 Integrated Safety Technology

The safety technology of MOVIGEAR® described below has been developed and tested in accordance with the following safety requirements:

- SIL 3 according to IEC 61800-5-2
- PL e according to EN ISO 13849-1

This was certified by TÜV Nord. Copies of the TÜV certificate and the corresponding report are available from SEW-EURODRIVE on request.

2.1 Safe condition

For safety-related operation of MOVIGEAR®, safe torque off is defined as safe condition (see STO safety function). The safety concept is based on this.

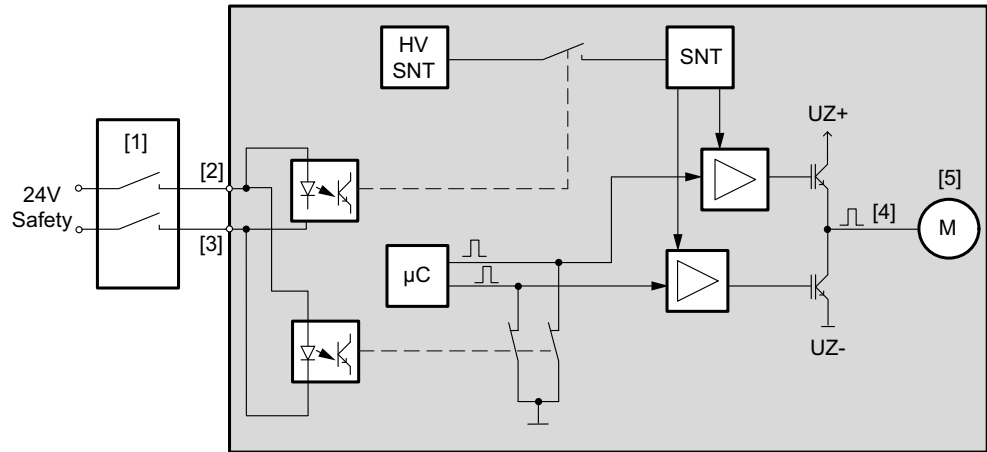
2.2 Safety concept

- The MOVIGEAR® drive unit can be connected to an external safety controller or safety relay. This disconnects the safety-related STO input via 2-pole 24 V switching signal when a connected control device (e.g. emergency stop button with latching function) is activated. This activates the STO function (safe disconnection) of MOVIGEAR®.
- An internal, dual-channel structure (1oo2) with diagnostics prevents the generation of pulse trains at the power output stage (IGBT). On the one hand, the internal supply voltage for controlling the upper and lower IGBTs is disconnected, and on the other hand the controlling pulse patterns are short-circuited. This means that the output stage can no longer supply power to the motor for generating torque.
- Instead of galvanic separation of the drive from the supply system by means of contactors or switches, the disconnection of the STO input described here safely prevents the control of the power semiconductors in the output stage. The rotary-field generation for the respective motor is deactivated even though the line voltage is still present.



2.2.1 Schematic illustration "Safety concept for MOVIGEAR®"

The following figure shows a schematic representation of the safety concept for MOVIGEAR®:



2463070859

- [1] Safety controller/safety relay external
- [2] Connection "STO+"
- [3] Connection "STO-"
- [4] Motor phase
- [5] Motor



2.3 Safety functions

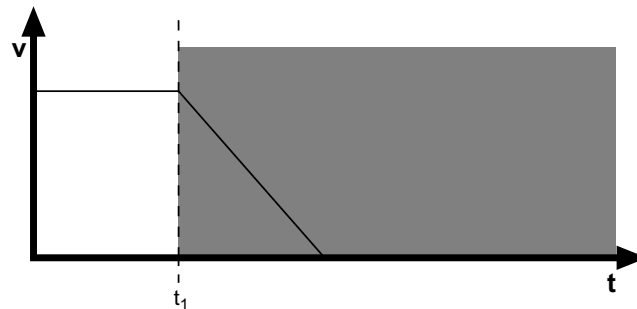
The following drive-related safety functions can be used:

- **STO** (safe torque off according to IEC 61800-5-2) through disconnection of the STO input.


If the STO function is activated, the frequency inverter no longer supplies power to the motor for generating torque. This safety function corresponds to a non-controlled stop according to EN 60204-1, stop category 0.

The STO input must be switched off by a suitable external safety controller or a suitable external safety relay.

The following figure shows the STO function:



2463228171

v	Speed
t	Time
t ₁	Time at which STO is triggered
	Disconnection range



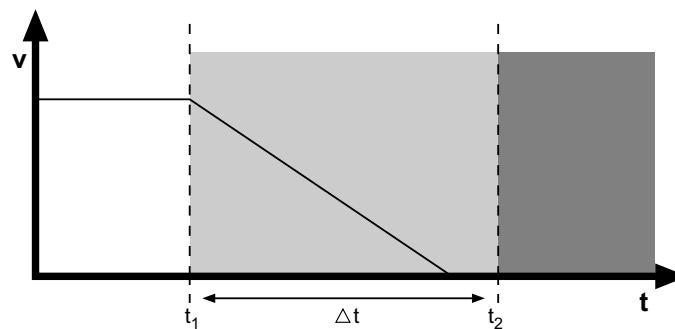
- **SS1(c)** (Safe Stop 1, function variant c according to IEC 61800-5-2) through suitable external controller (e.g. safety relay with delayed switch-off).

The following sequence is mandatory:


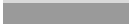
- Decelerate the drive using an appropriate brake ramp specified via setpoints.
- Disconnect the STO input (= triggering the STO function) after a specified safety-related time delay.

This safety function corresponds to a controlled stop according to EN 602041, stop category 1.

The following figure illustrates the SS1(c) function:



2463226251

v	Speed
t	Time
t_1	Point of time when brake ramp is initiated
t_2	Point of time when STO is triggered
Δt	Time between initiating the brake ramp and STO
	Safe time delay range
	Disconnection range



2.4 Limitations

- MOVIGEAR® has no mechanical brake. This means coasting of the drive depends on the application (subject to friction and mass moment of inertia of the system). In case of regenerative loads, the drive can even accelerate. This must be taken into account for a risk assessment of the system/machine. Additional safety measures might have to be implemented (e.g. safety brake system).
→ MOVIGEAR® cannot be used without an additional brake system for application-specific safety functions that require active deceleration (braking) of the dangerous movement.
- When using the SS1(c) function as described in chapter "Safety functions", the brake ramp of the drive is not monitored with respect to safety. In case of a fault, the drive might not be decelerated after the delay time, or it might be accelerated in the worst case. In this case, the STO function (see chapter "Safety functions") is only activated after the set time delay has passed. The resulting danger must be taken into account for the risk assessment of the system/machine. Additional safety measures might have to be implemented.



DANGER

The safety concept is only suitable for performing mechanical work on the system/machine components.

If the STO signal is disconnected, the supply system voltage is still present at the MOVIGEAR® DC link.

Severe or fatal injuries from electric shock.

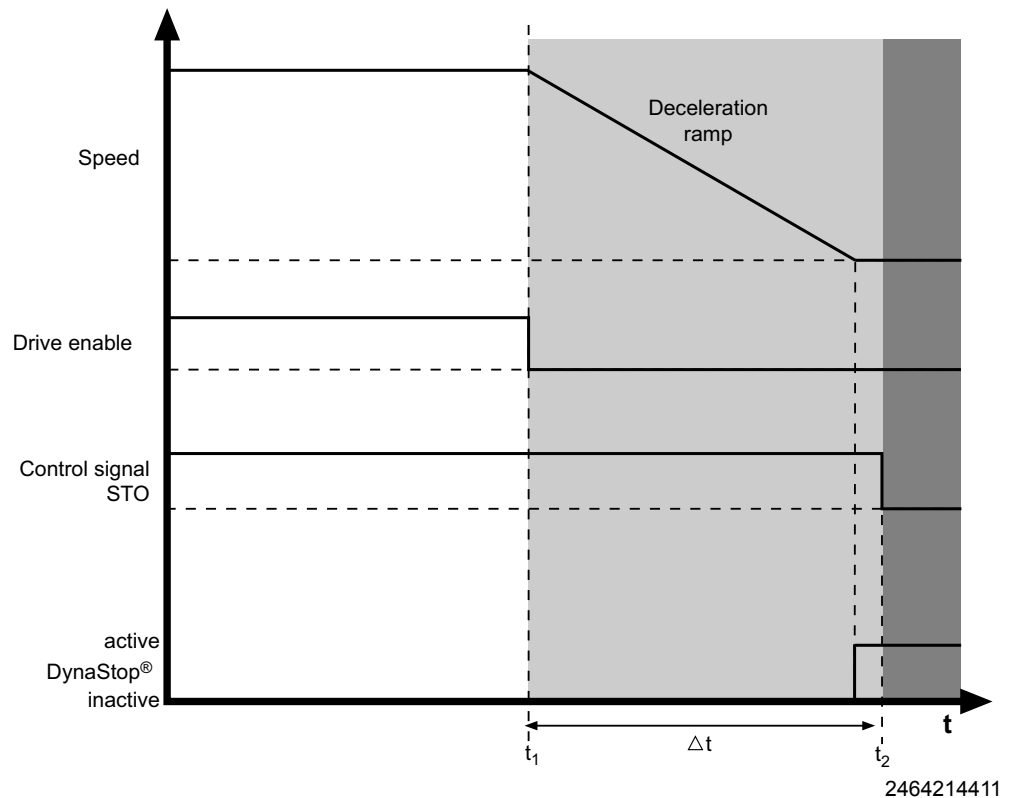
- Before working on the electric part of the drive system, disconnect it from the supply system using an appropriate external disconnecting device and secure it against unintentional reconnection to the voltage supply.



2.4.1 Unit variants with DynaStop®

- The optional DynaStop® function is not safety-related. It is not part of the safety functions described in chapter "Safety functions".

To use the DynaStop® function in connection with the STO function, we recommend control in line with SS1(c):



t	Time
t_1	Point of time when brake ramp is initiated
t_2	Point of time when STO is triggered
Δt	Time between initiating the brake ramp and STO
	Safe time delay range
	Disconnection range



! WARNING

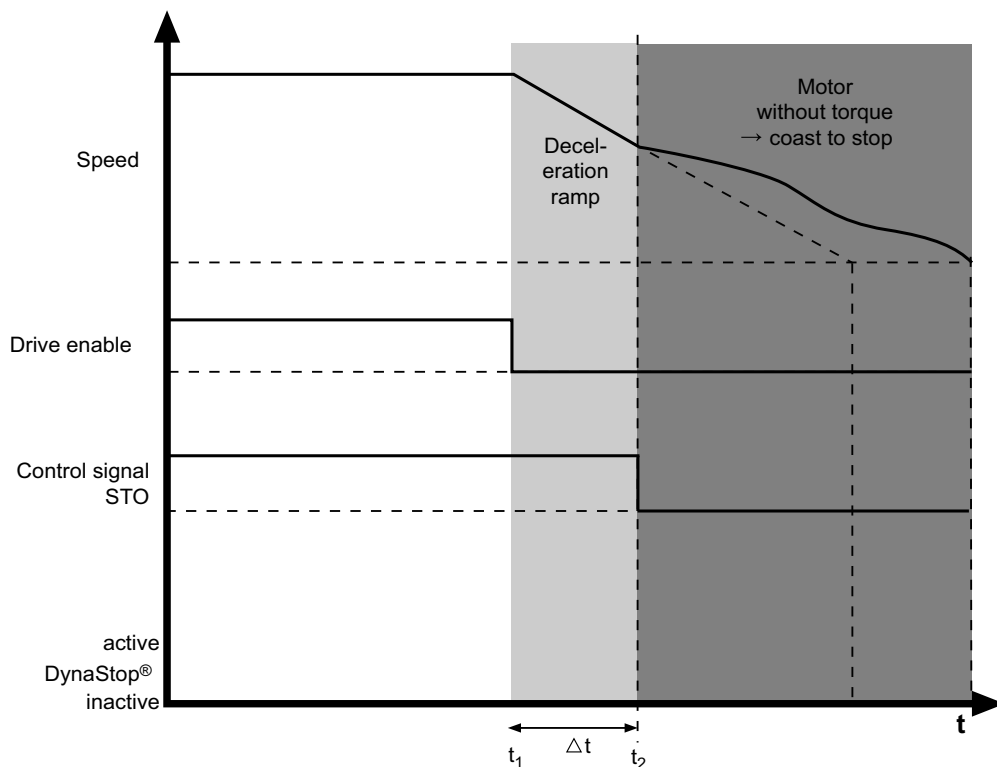
The electrodynamic deceleration function DynaStop® does not allow for a definite stop at a certain position.

Severe or fatal injuries.

- The electrodynamic deceleration function must not be used for hoists.
- For ascending track sections, DynaStop® must only be used following a risk assessment.



If STO is activated before speed "0" is reached, DynaStop® is not activated:



2464217611

t	Time
t_1	Point of time when brake ramp is initiated
t_2	Point of time when STO is triggered
Δt	Time between initiating the brake ramp and STO
	Safe time delay range
	Disconnection range

Activating the STO function during the execution of the ramp aborts the controlled ramp-down:

- The motor coasts to a halt
- The DynaStop® function is not activated
- The deceleration distance is not defined

Possible reasons for premature activation of STO:

- Deceleration time Δt too short
- Extension of the deceleration ramp due to current limit, e.g. load too high



3 Safety Conditions

The requirement for safe operation is that the safety functions of MOVIGEAR® are properly integrated into an application-specific higher-level safety function. A system/machine-specific risk assessment must be carried out by the system/machine manufacturer and taken into account for the use of the drive system with MOVIGEAR®.

The system/machine manufacturer and the operator are responsible for compliance of the system/machine with applicable safety regulations.

The following requirements are mandatory when installing and operating MOVIGEAR® units in safety-related applications.

The requirements are divided into:

- Approved devices
- Installation requirements
- Requirements for external safety controllers and safety relays
- Startup requirements
- Operation requirements

3.1 Approved units

Only the following unit variants of MOVIGEAR® are permitted for safety-related applications.

Type code example	MG	F	A	S	2-	DSM-	SNI-	B	/XX
Explanation	Product series	Gear unit type	Shaft variant	Housing mounting type	Size	Motor type	Installation technology	Version	Options
Permitted variants	MG	F	A T	S T	2 4	DSM	SNI DSC DAC DBC	B	/ECR /ET /DSP /IV

Permitted application options:

- GIO12A
- GIO13A



3.2 Installation requirements

- Power lines and STO control lines have to be routed in separate cables.
- The length of the cable from the safety controller to MOVIGEAR® must not exceed 100 m.
- The wiring technology used must comply with EN60204-1.
- The STO control lines must be routed according to EMC guidelines and as follows:
 - Outside an electrical installation space: Shielded cables must be routed permanently (fixed) and protected against external damage, or equivalent measures have to be taken.
 - Inside an electrical installation space: Individual conductors can be routed.
 - Observe the respective regulations governing the application.
- Ensure that parasitic voltages cannot be generated in the STO control lines.
- Observe the values specified for safety components when designing the safety circuits.
- The STO signal must not be used for feedback.
- Observe the notes in the MOVIGEAR® operating instructions on EMC compliant installation.

It is important that the shielding of the STO control line is connected to the housing at both ends.

- Only use grounded voltage sources with safe disconnection (PELV) according to VDE 0100 and EN 60204-1 for all signal interfaces (SBus, binary inputs, binary output, etc.) of MOVIGEAR® and all SBus stations.

In case of a single fault, the voltage between the outputs or between any output and grounded parts must not exceed DC 60 V.
- When planning the installation, observe the technical data of MOVIGEAR®.
- Do not use the DC 24 V output of MOVIGEAR® for safety-related applications with MOVIGEAR®.



- For safety-related applications with MOVIGEAR®, you have to remove the jumpers labeled "Caution, remove jumper for safety Operation", see following table (does not apply to unit types with STO plug connectors X5502 and X5503):

MOVIGEAR® DBC-B and DAC-B	
Remove the jumpers between STO input (terminals 1/2) and 24 V output (terminals 6/7):	
3152002955	
MOVIGEAR® DSC-B and SNI-B	
Remove the jumpers between STO input (terminals 1/2) and 24 V output (terminals 5/15):	
3152004875	



! DANGER

No safe disconnection of MOVIGEAR®.

Severe or fatal injuries.

- Do not use the 24 V output for safety-related applications with MOVIGEAR®.
- The STO input may only be jumpered with 24 V if MOVIGEAR® does not perform any safety function.



3.3 Requirements on the external safety controller

A safety relay can be used as an alternative to a safety controller. The following requirements apply analogously.

- The safety controller and all other safety-related subsystems must be approved for at least that safety class which is required in the overall system for the respective, application-related safety function.

The following table shows an example of the required safety class of the safety controller:

Application	Safety controller requirements
Performance level e according to EN ISO 13849-1	Performance level e according to EN ISO 13849-1 SIL 3 according to EN 61508
SIL 3 according to EN 62061	Performance level e according to EN ISO 13849-1 SIL 3 according to EN 61508

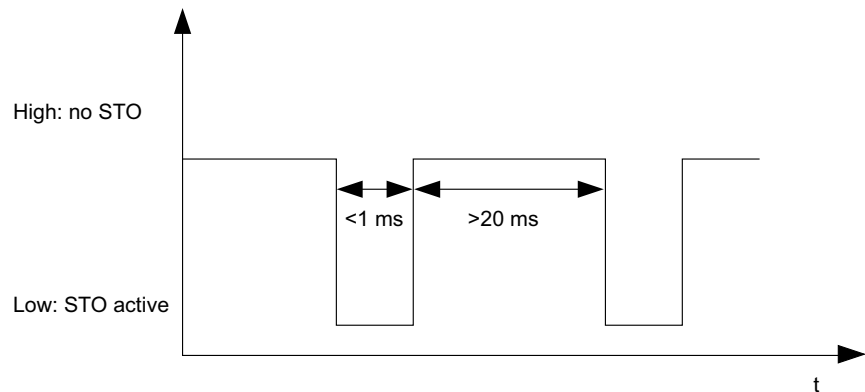
- The wiring of the safety controller must be suitable for the required safety class, (see manufacturer documentation). The STO input of MOVIGEAR® requires 2-pole disconnection.
- The values specified for the safety controller must be strictly adhered to when designing the circuit.
- The switching capacity of the safety relays or the relay outputs of the safety controller must at least correspond to the maximally permitted, limited output current of the 24 V voltage supply.

Observe the manufacturer's instructions concerning the permitted contact loads and fusing that may be required for the safety contacts. If the manufacturer provides no specific information on this issue, the contacts must be protected with 0.6 times the nominal value of the maximum contact rating specified by the manufacturer.

- To ensure protection against unintended restart in accordance with EN 1037, the safe control system must be designed and connected in such a way that resetting the control device alone does not lead to a restart. A restart may only be carried out after a manual reset of the safety circuit.



- Note the following for two-pole disconnection of MOVIGEAR® with tested, safe outputs:
 - When disconnected, the switch-on test pulses may never occur at the plus and minus output at the same time.
 - When connected, the switch-off test pulses may not be longer than 1 ms. The next pulse blanking cannot reoccur earlier than after 20 ms.

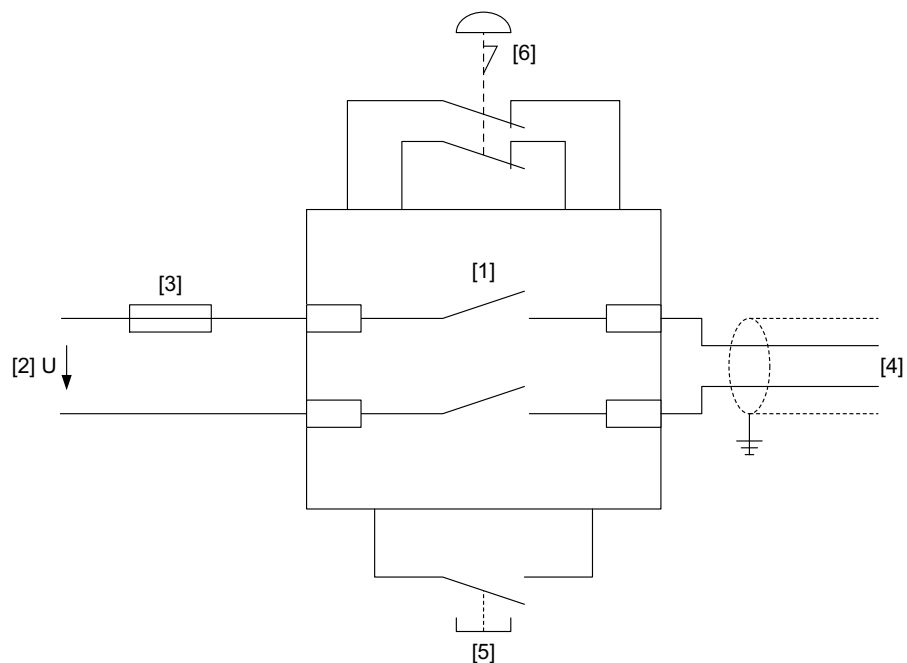


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3.3.1 "Safety relay" switching example

The following figure shows the basic connection of an external safety relay (according to the requirements listed above) to MOVIGEAR®.

The information in the respective manufacturer's data sheets must be observed for connection.



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- | | |
|--|---|
| [1] Safety relay with approval | [4] STO signal |
| [2] DC 24 V voltage supply | [5] Reset button for manual reset |
| [3] Fuses in accordance with the manufacturer's specifications of the safety relay | [6] Permitted emergency stop actuating device |



3.4 Startup requirements

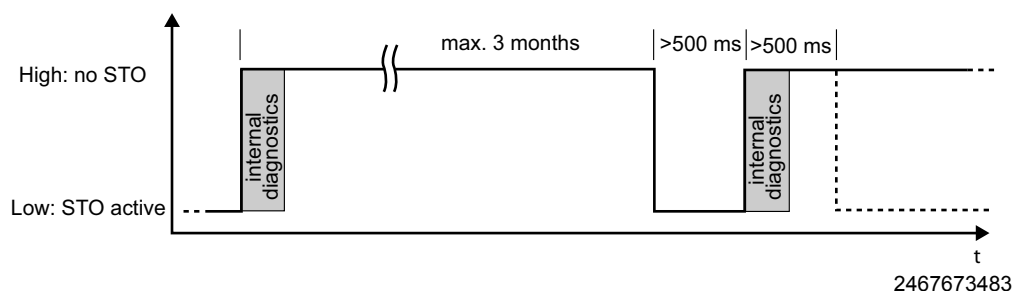
- To validate the realized safety functions, they must be documented and checked after successful startup (validation).

Observe the limitations for safety functions in chapter "Limitations" for the validation of the safety functions. Non-safety-relevant parts and components that affect the result of the validation test must be deactivated, if necessary.

- For using MOVIGEAR® in safety-relevant applications, it is essential that you perform and record startup checks for the disconnecting device and correct wiring.

3.5 Operation requirements

- Operation is only allowed within the limits specified in the data sheets. This principle applies to the external safety controller as well as to MOVIGEAR® and approved options.
- The built-in diagnostic function is limited in case of a permanently enabled or permanently disabled STO input. Only when the STO signal is activated ("Low" to "High"), extended diagnostic functions are performed. This means that the STO input must be switched at least once in three months while the supply system is connected to achieve a complete test coverage. Follow this test procedure:



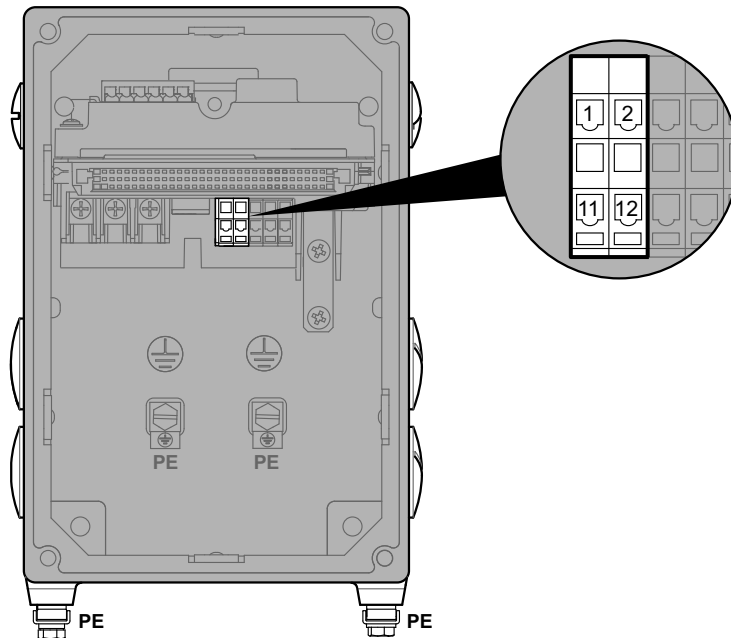
- To achieve complete test coverage after a unit reset (e.g. after connecting the supply system), the test transition (STO active → not active) can only be started at least 10 seconds later. The unit must (already) be signaling "ready for operation" or "safe stop" (STO) and may not be in error state.
- A detected hardware fault in the internal switch-off channels for STO will lead to a locking error state of MOVIGEAR®. When the error is reset (e.g. by switching the power supply off and back on), a complete internal diagnostics test run must be performed according to the above test procedure. If the error re-occurs, replace the unit or contact SEW Service (for detailed information about possible error states, refer to the respective MOVIGEAR® operating instructions).



4 Connection Variants

4.1 Position of the terminals for safe torque off (STO)

The following figure shows an example of the terminal positions for safe torque off (STO) of MOVIGEAR®:



2552708747

4.2 Assignment of the terminals for safe torque off (STO)

The following figure shows the terminal assignment for safe torque off (STO) of MOVIGEAR®:

Assignment			
No.	Name	Color	Function
1	STO+	Yellow	Input STO+
2	STO –	Yellow	Input STO –
11	STO+	Yellow	Output STO + (to loop through)
12	STO –	Yellow	Output STO – (to loop through)

4.2.1 Connection cable



INFORMATION

Use shielded cables only for this connection.



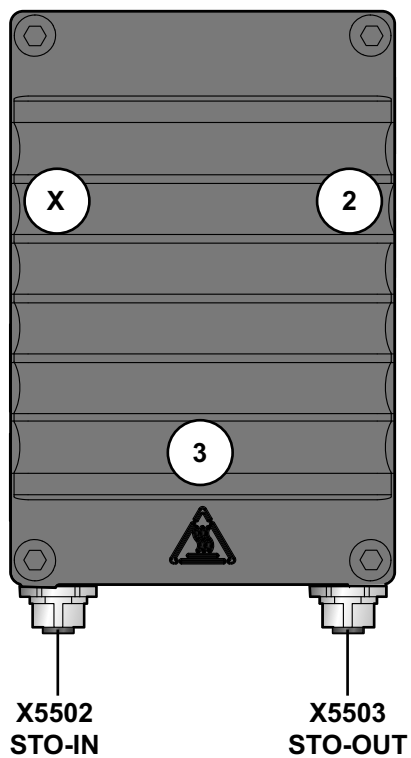
Connection Variants

Position of the optional plug connectors for safe torque off (STO)

4.3 Position of the optional plug connectors for safe torque off (STO)

The STO plug connectors X5502 "STO-IN" and X5503 "STO-OUT" are always in "position 3" as shown in the following figure:

Plug connector	Color	Position	Location
X5502: STO – IN	Orange	Fixed	3 (left)
X5503: STO – OUT	Orange	Fixed	3 (right)



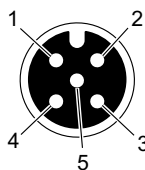
2498125323



4.4 Assignment of the optional plug connectors for safe torque off (STO)

4.4.1 X5502: STO – IN

The following table provides information about this connection:

Function		
Input for safe torque off (STO)		
Connection type		
M12, 5-pole, female, A-coded		
Wiring diagram		
		
2264816267		
Assignment		
No.	Name	Function
1	+24V_O	DC 24 V output
2	STO –	Input STO –
3	0V24_O	0V24 reference potential
4	STO+	Input STO+
5	res.	Reserved



! DANGER

No safe disconnection of MOVIGEAR®.

Severe or fatal injuries.

- Do not use the 24 V output (pins 1 and 3) for safety-related applications with MOVIGEAR®.
- The STO input may only be jumpered with 24 V if MOVIGEAR® does not perform any safety function.

4.4.2 Connection cable



INFORMATION

Use shielded cables only for this connection.

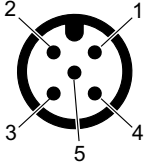


Connection Variants

Assignment of the optional plug connectors for safe torque off (STO)

4.4.3 X5503: STO – OUT

The following table provides information about this connection:

Function		
Connection for safe torque off (STO) for looping through		
Connection type		
M12, 5-pole, male, A-coded		
Wiring diagram		
		
2264818187		
Assignment		
No.	Name	Function
1	res.	Reserved
2	STO –	Output STO – (to loop through)
3	res.	Reserved
4	STO+	Output STO + (to loop through)
5	res.	Reserved

4.4.4 Connection cable



INFORMATION

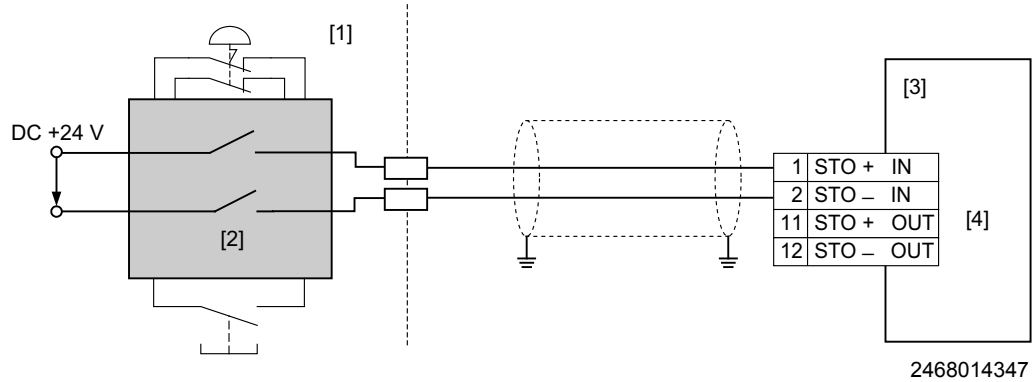
Use only shielded cables for this connection.



4.5 Connection of an external safety relay for STO

4.5.1 Connection via terminals

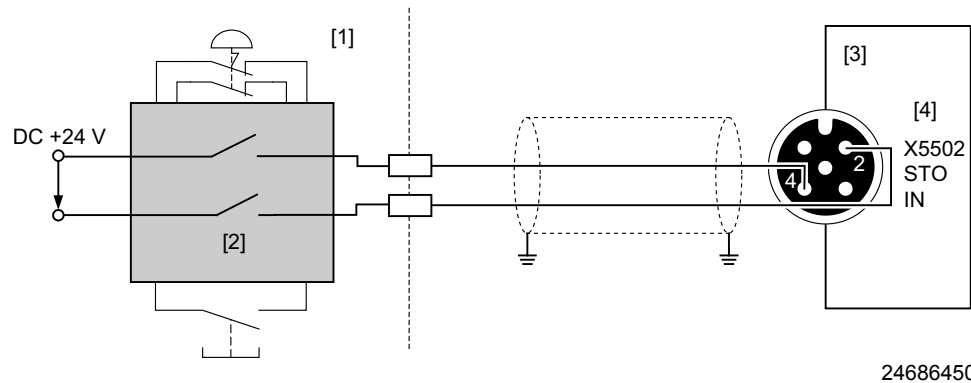
The following figure shows a connection example with a safety relay and disconnection of all poles:



- [1] Installation space
- [2] Safety relay
- [3] MOVIGEAR® B
- [4] Connection terminals for STO

4.5.2 Connection via M12 plug connector

The following figure shows a connection example with a safety relay and disconnection of all poles:



- [1] Installation space
- [2] Safety relay
- [3] MOVIGEAR® B
- [4] Plug connector for STO



INFORMATION

When wiring the STO signals, possible faults in plug connectors and cables/lines have to be considered (see ISO 13849-2) and the installation has to be designed according to the required safety class. MOVIGEAR® does not detect short circuits in the supply line. SEW-EURODRIVE therefore recommends to connect only STO signals to the STO input using a two-core cable, as shown in the figure.

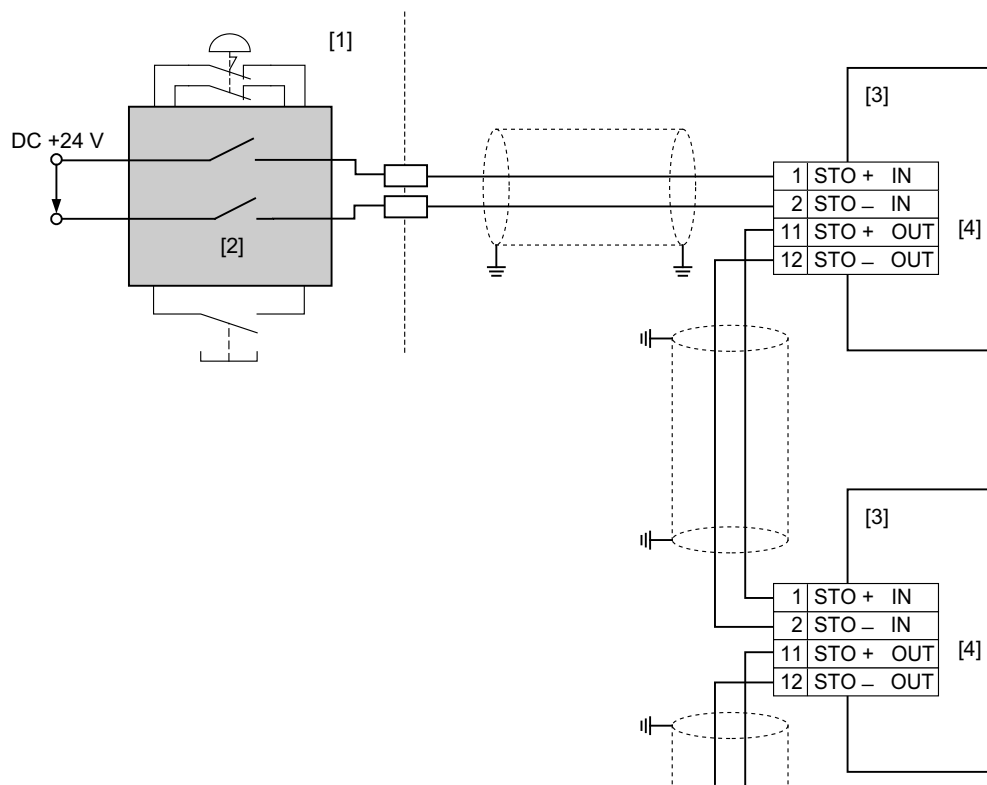


Connection Variants

Connection of an external safety relay for STO

4.5.3 Connection via terminals – group disconnection

The following figure shows a connection example for disconnection of group drives with a safety relay:



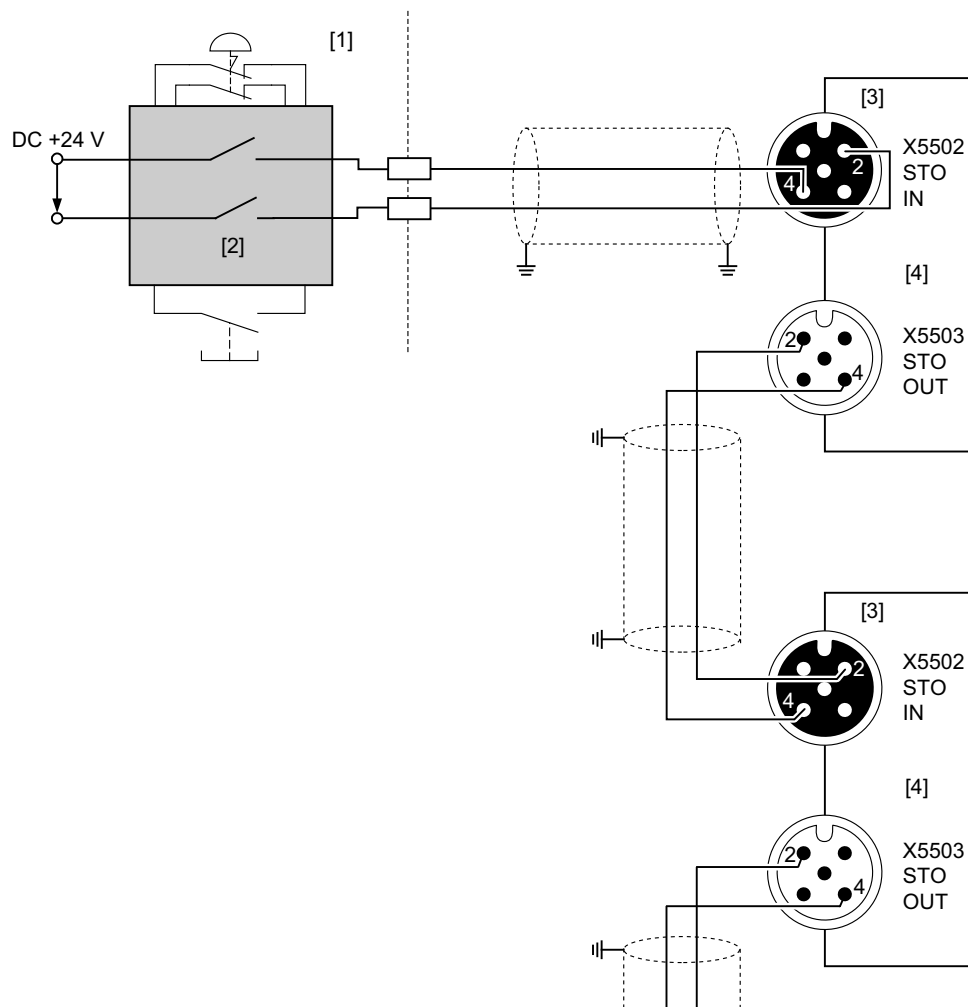
2468651531

- [1] Installation space
- [2] Safety relay
- [3] MOVIGEAR® B
- [4] Connection terminals for STO



4.5.4 Connection via M12 plug connectors – group disconnection

The following figure shows a connection example for disconnection of group drives with a safety relay:



2468653451

[1] Installation space
[2] Safety relay

[3] MOVIGEAR® B
[4] Plug connector for STO



INFORMATION

When wiring the STO signals, possible faults in plug connectors and cables/lines have to be considered (see ISO 13849-2) and the installation has to be designed according to the required safety class. MOVIGEAR® does not detect short circuits in the supply line. SEW-EURODRIVE therefore recommends to connect only STO signals to the STO input using a two-core cable, as shown in the figure.

**4.5.5 STO signal for group disconnection***Requirements*

For group drives, the STO signal for several MOVIGEAR® drives can be provided by a single safety relay. The following requirements must be met:

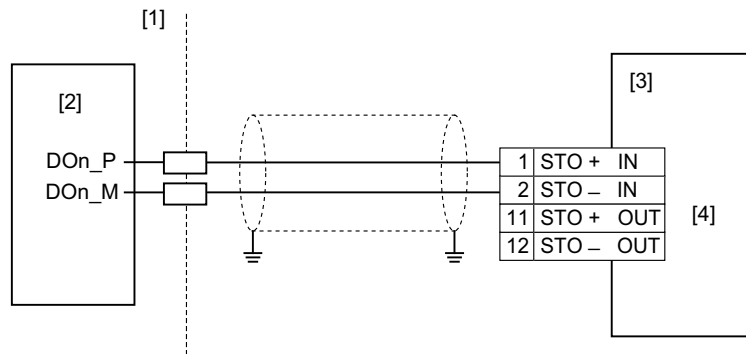
- For EMC reasons, the maximum cable length is limited to 100 m. Other instructions published by the manufacturer on the use of safety relays (for specific applications) must also be observed.
- The maximum output current/the maximally permitted contact load of the safety relay must be observed.
- You must comply with the permitted signal levels at the STO input and all other technical data of MOVIGEAR®. The routing of the STO control cables and the voltage drop must be considered.
- Other requirements of the safety relay manufacturer (such as protecting the output contacts against welding) must be strictly observed. You must also observe the basic cable routing requirements from chapter "Installation requirements".
- A calculation based on the technical data of MOVIGEAR® must be performed separately for each case of group drive disconnection.



4.6 Connection of an external safety controller for STO

4.6.1 Connection via terminals

The following figure shows a connection example with a safety controller and disconnection of all poles for STO:

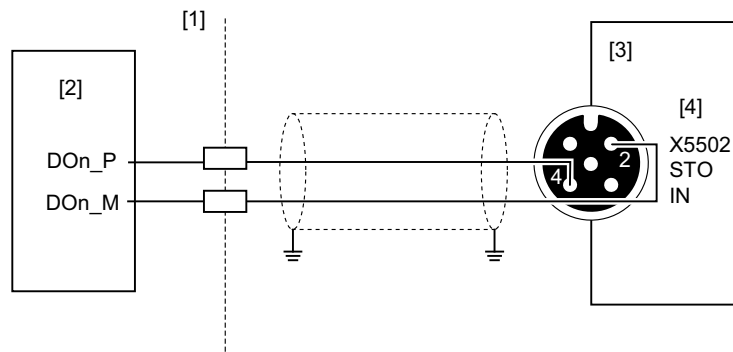


2471315851

- [1] Installation space
- [2] Safety controller
- [3] MOVIGEAR® B
- [4] Connection terminals for STO

4.6.2 Connection via plug connectors

The following figure shows a connection example with a safety controller and disconnection of all poles for STO:



2471842571

- [1] Installation space
- [2] Safety controller
- [3] MOVIGEAR® B
- [4] Plug connector for STO



INFORMATION

When wiring the STO signals, possible faults in plug connectors and cables/lines have to be considered (see ISO 13849-2) and the installation has to be designed according to the required safety class. MOVIGEAR® does not detect short circuits in the supply line. SEW-EURODRIVE therefore recommends to connect only STO signals to the STO input using a two-core cable, as shown in the figure.

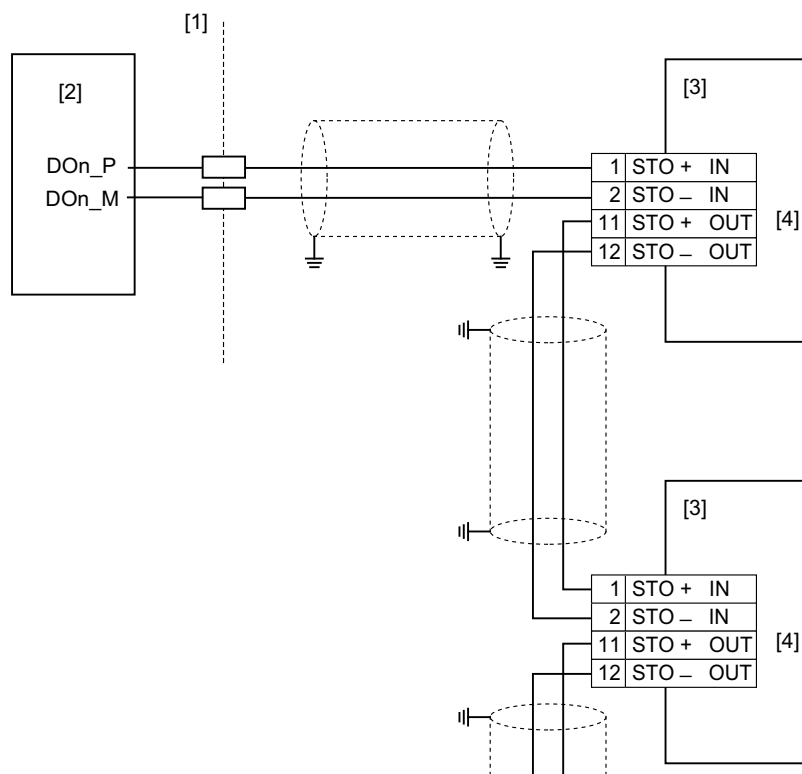


Connection Variants

Connection of an external safety controller for STO

4.6.3 Connection via terminals – group disconnection

The following figure shows a connection example for disconnection of group drives with a safety controller:



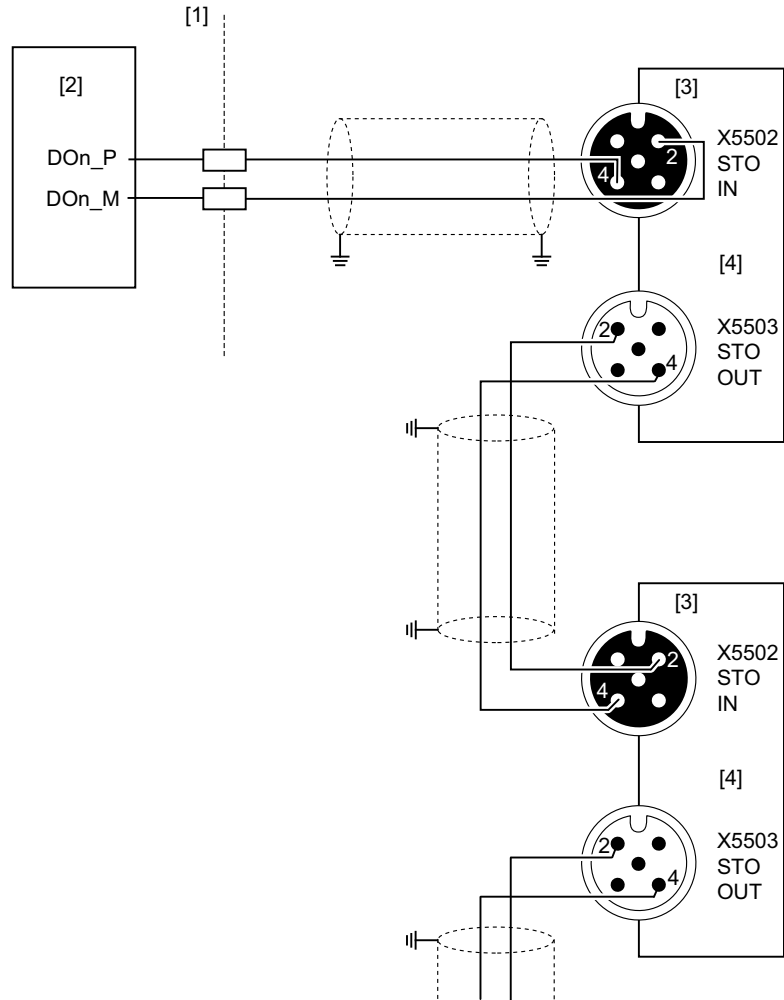
2808079627

- [1] Installation space
- [2] Safety controller
- [3] MOVIGEAR® B
- [4] Connection terminals for STO



4.6.4 Connection via M12 plug connectors – group disconnection

The following figure shows a connection example for disconnection of group drives with a safety controller:



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[1] Installation space
[2] Safety controller

[3] MOVIGEAR® B
[4] Plug connector for STO



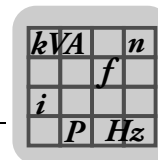
INFORMATION

When wiring the STO signals, possible faults in plug connectors and cables/lines have to be considered (see ISO 13849-2) and the installation has to be designed according to the required safety class. MOVIGEAR® does not detect short circuits in the supply line. SEW-EURODRIVE therefore recommends to connect only STO signals to the STO input using a two-core cable, as shown in the figure.

**4.6.5 STO signal for group disconnection***Requirements*

For group drives, the STO signal for several MOVIGEAR® drives can be provided by a single safety controller. The following requirements must be met:

- For EMC reasons, the maximum cable length is limited to 100 m. Other instructions published by the manufacturer on the use of the safety controller (for the respective application) must also be observed.
- The maximum output current/the maximally permitted contact load of the safety controller must be observed.
- You must comply with the permitted signal levels at the STO input and all other technical data of MOVIGEAR®. The routing of the STO control cables and the voltage drop must be considered.
- Other requirements stipulated by the manufacturer of the safety controller must be strictly observed. You must also observe the basic cable routing requirements in chapter "Installation requirements".
- A calculation based on the technical data of MOVIGEAR® must be performed separately for each case of group drive disconnection.



5 Technical Data

The table below provides the technical data for MOVIGEAR® related to integrated safety technology. The technical data and approvals in the respective MOVIGEAR® operating instructions must be observed in addition.

Technical data of STO input	Min.	Typical	Max.	Unit
Input voltage range	-3	24	30	DC V
Input impedance		1000		Ohm
Switch-on/switch-off threshold		11		V
Input voltage for ON status (STO)	15			V
Input voltage for OFF status (STO)			5	V
Permitted leakage current of the external safety controller		0	2	mA
Time from disconnecting the safety voltage until the deactivation of the rotating field		4	20	ms
Time from connecting the safety voltage until the deactivation of the rotating field		220	300	ms
Test interval for STO function: See test procedure in chapter "Operation requirements"			3	Months

Characteristic safety values	
Approved safety classes	SIL 3 according to IEC 61800-5-2 Performance level e according to EN ISO 13849-1
Probability of a dangerous failure per hour (= PFH value)	1.9×10^{-9} 1/h
Service life	20 years, after which the component must be replaced with a new one.
Safe condition	Safe torque off (STO)



6 Address List

Germany			
Headquarters Production Sales	Bruchsal	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 D-76646 Bruchsal P.O. Box Postfach 3023 • D-76642 Bruchsal	Tel. +49 7251 75-0 Fax +49 7251 75-1970 http://www.sew-eurodrive.de sew@sew-eurodrive.de
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	East	SEW-EURODRIVE GmbH & Co KG Dänkritzter Weg 1 D-08393 Meerane (near Zwickau)	Tel. +49 3764 7606-0 Fax +49 3764 7606-30 sc-ost@sew-eurodrive.de
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	Electronics	SEW-EURODRIVE GmbH & Co KG Ernst-Blickle-Straße 42 D-76646 Bruchsal	Tel. +49 7251 75-1780 Fax +49 7251 75-1769 sc-elektronik@sew-eurodrive.de
	Drive Service Hotline / 24 Hour Service		+49 180 5 SEWHELP +49 180 5 7394357
	Additional addresses for service in Germany provided on request!		

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Assembly Sales Service	Brussels	SEW Caron-Vector Research park Haasrode Evenementenlaan 7 BE-3001 Leuven	Tel. +32 16 386-311 Fax +32 16 386-336 http://www.sew-eurodrive.be info@sew-eurodrive.be
Service Competence Center	Industrial Gears	SEW Caron-Vector Rue de Parc Industriel, 31 BE-6900 Marche-en-Famenne	Tel. +32 84 219-878 Fax +32 84 219-879 http://www.sew-eurodrive.be service-wallonie@sew-eurodrive.be
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	Cape Town	SEW-EURODRIVE (PROPRIETARY) LIMITED Rainbow Park Cnr. Racecourse & Omuramba Road Montague Gardens Cape Town P.O.Box 36556 Chempet 7442 Cape Town	Tel. +27 21 552-9820 Fax +27 21 552-9830 Telex 576 062 cfoster@sew.co.za
	Durban	SEW-EURODRIVE (PROPRIETARY) LIMITED 2 Monaco Place Pinetown Durban P.O. Box 10433, Ashwood 3605	Tel. +27 31 700-3451 Fax +27 31 700-3847 cdejager@sew.co.za
	Nelspruit	SEW-EURODRIVE (PTY) LTD. 7 Christie Crescent Vintonia P.O.Box 1942 Nelspruit 1200	Tel. +27 13 752-8007 Fax +27 13 752-8008 robermeyer@sew.co.za
South Korea			
Assembly Sales Service	Ansan-City	SEW-EURODRIVE KOREA CO., LTD. B 601-4, Banweol Industrial Estate 1048-4, Shingil-Dong Ansan 425-120	Tel. +82 31 492-8051 Fax +82 31 492-8056 http://www.sew-korea.co.kr master.korea@sew-eurodrive.com
	Busan	SEW-EURODRIVE KOREA Co., Ltd. No. 1720 - 11, Songjeong - dong Gangseo-ku Busan 618-270	Tel. +82 51 832-0204 Fax +82 51 832-0230 master@sew-korea.co.kr
Spain			
Assembly Sales Service	Bilbao	SEW-EURODRIVE ESPAÑA, S.L. Parque Tecnológico, Edificio, 302 E-48170 Zamudio (Vizcaya)	Tel. +34 94 43184-70 Fax +34 94 43184-71 http://www.sew-eurodrive.es sew.spain@sew-eurodrive.es
Sweden			
Assembly Sales Service	Jönköping	SEW-EURODRIVE AB Gnejsvägen 6-8 S-55303 Jönköping Box 3100 S-55003 Jönköping	Tel. +46 36 3442 00 Fax +46 36 3442 80 http://www.sew-eurodrive.se jonkoping@sew.se
Switzerland			
Assembly Sales Service	Basel	Alfred Imhof A.G. Jurastrasse 10 CH-4142 Münchenstein bei Basel	Tel. +41 61 417 1717 Fax +41 61 417 1700 http://www.imhof-sew.ch info@imhof-sew.ch
Thailand			
Assembly Sales Service	Chonburi	SEW-EURODRIVE (Thailand) Ltd. 700/456, Moo.7, Donhuaroh Muang Chonburi 20000	Tel. +66 38 454281 Fax +66 38 454288 sewthailand@sew-eurodrive.com
Tunisia			
Sales	Tunis	T. M.S. Technic Marketing Service Zone Industrielle Mghira 2 Lot No. 39 2082 Fouchana	Tel. +216 79 40 88 77 Fax +216 79 40 88 66 http://www.tms.com.tn tms@tms.com.tn



Turkey			
Assembly Sales Service	Istanbul	SEW-EURODRIVE Hareket Sistemleri San. ve Tic. Ltd. Sti. Bagdat Cad. Koruma Cikmazi No. 3 TR-34846 Maltepe ISTANBUL	Tel. +90 216 4419163 / 4419164 Fax +90 216 3055867 http://www.sew-eurodrive.com.tr sew@sew-eurodrive.com.tr
Ukraine			
Sales Service	Dnepropetrovsk	SEW-EURODRIVE Str. Rabochaja 23-B, Office 409 49008 Dnepropetrovsk	Tel. +380 56 370 3211 Fax +380 56 372 2078 http://www.sew-eurodrive.ua sew@sew-eurodrive.ua
United Arab Emirates			
Sales Service	Sharjah	Copam Middle East (FZC) Sharjah Airport International Free Zone P.O. Box 120709 Sharjah	Tel. +971 6 5578-488 Fax +971 6 5578-499 copam_me@eim.ae
USA			
Production Assembly Sales Service Corporate Offices	Southeast Region	SEW-EURODRIVE INC. 1295 Old Spartanburg Highway P.O. Box 518 Lyman, S.C. 29365	Tel. +1 864 439-7537 Fax Sales +1 864 439-7830 Fax Manufacturing +1 864 439-9948 Fax Assembly +1 864 439-0566 Fax Confidential/HR +1 864 949-5557 http://www.seweurodrive.com cslyman@seweurodrive.com
Assembly Sales Service	Northeast Region	SEW-EURODRIVE INC. Pureland Ind. Complex 2107 High Hill Road, P.O. Box 481 Bridgeport, New Jersey 08014	Tel. +1 856 467-2277 Fax +1 856 845-3179 csbridgeport@seweurodrive.com
	Midwest Region	SEW-EURODRIVE INC. 2001 West Main Street Troy, Ohio 45373	Tel. +1 937 335-0036 Fax +1 937 332-0038 cstroy@seweurodrive.com
	Southwest Region	SEW-EURODRIVE INC. 3950 Platinum Way Dallas, Texas 75237	Tel. +1 214 330-4824 Fax +1 214 330-4724 csdallas@seweurodrive.com
	Western Region	SEW-EURODRIVE INC. 30599 San Antonio St. Hayward, CA 94544	Tel. +1 510 487-3560 Fax +1 510 487-6433 cshayward@seweurodrive.com
	Additional addresses for service in the USA provided on request!		
Venezuela			
Assembly Sales Service	Valencia	SEW-EURODRIVE Venezuela S.A. Av. Norte Sur No. 3, Galpon 84-319 Zona Industrial Municipal Norte Valencia, Estado Carabobo	Tel. +58 241 832-9804 Fax +58 241 838-6275 http://www.sew-eurodrive.com.ve ventas@sew-eurodrive.com.ve sewfinanzas@cantv.net
Vietnam			
Sales	Ho Chi Minh City	Nam Trung Co., Ltd 91 - 93 Tran Minh Quyen Street, District 10, HCMC	Tel. +84 8 8301026 Fax +84 8 8392223 namtrungco@hcm.vnn.vn



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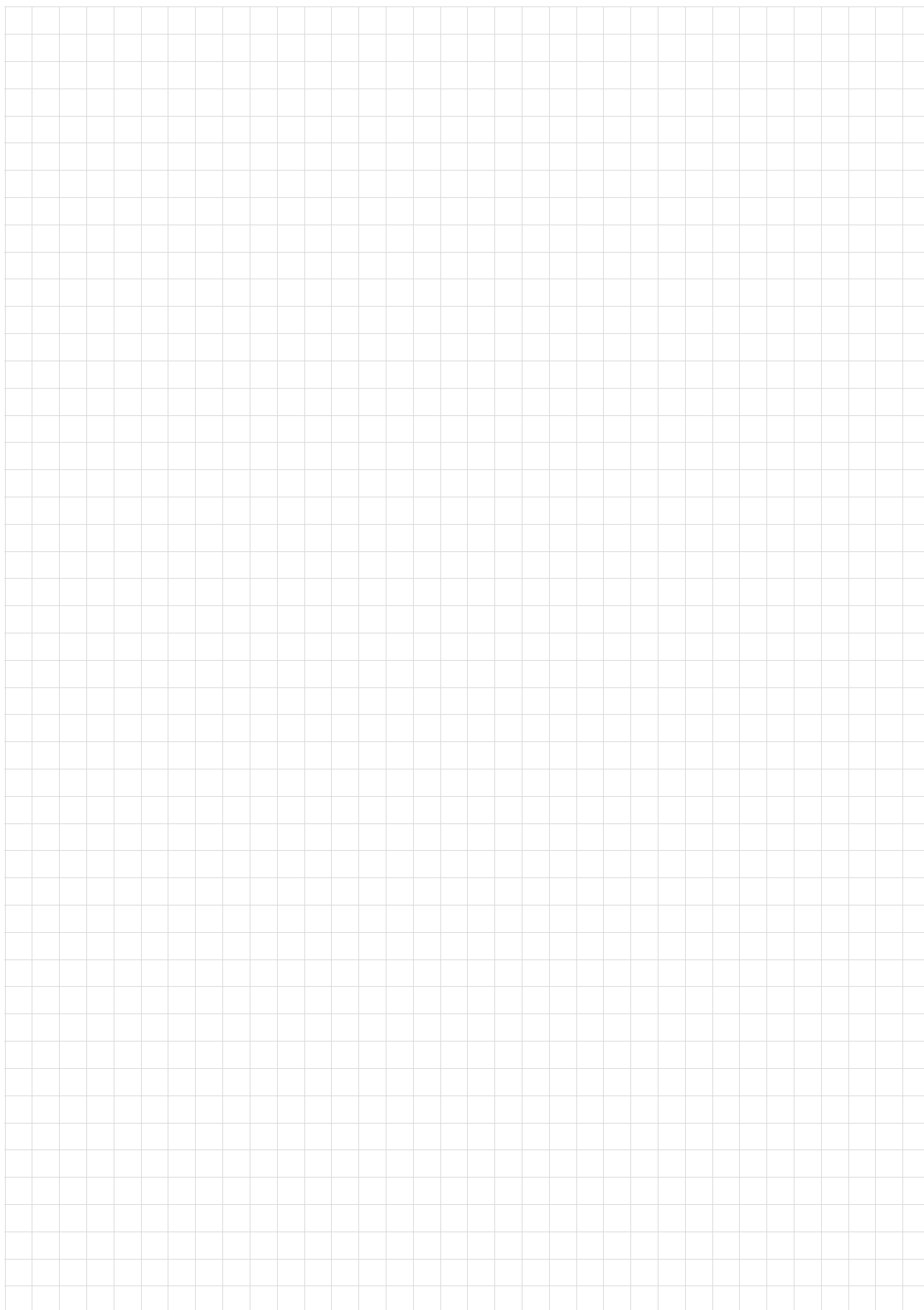
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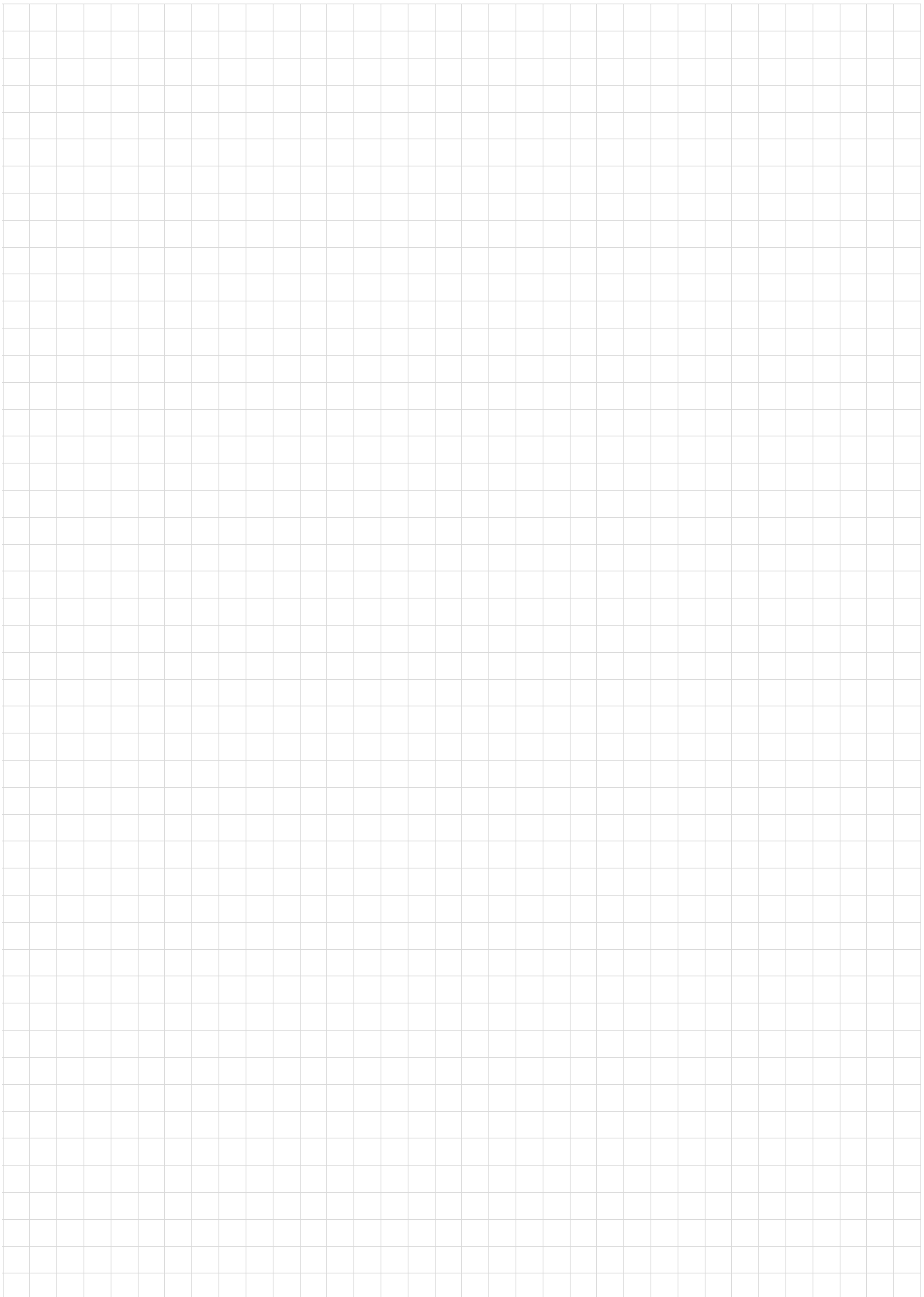
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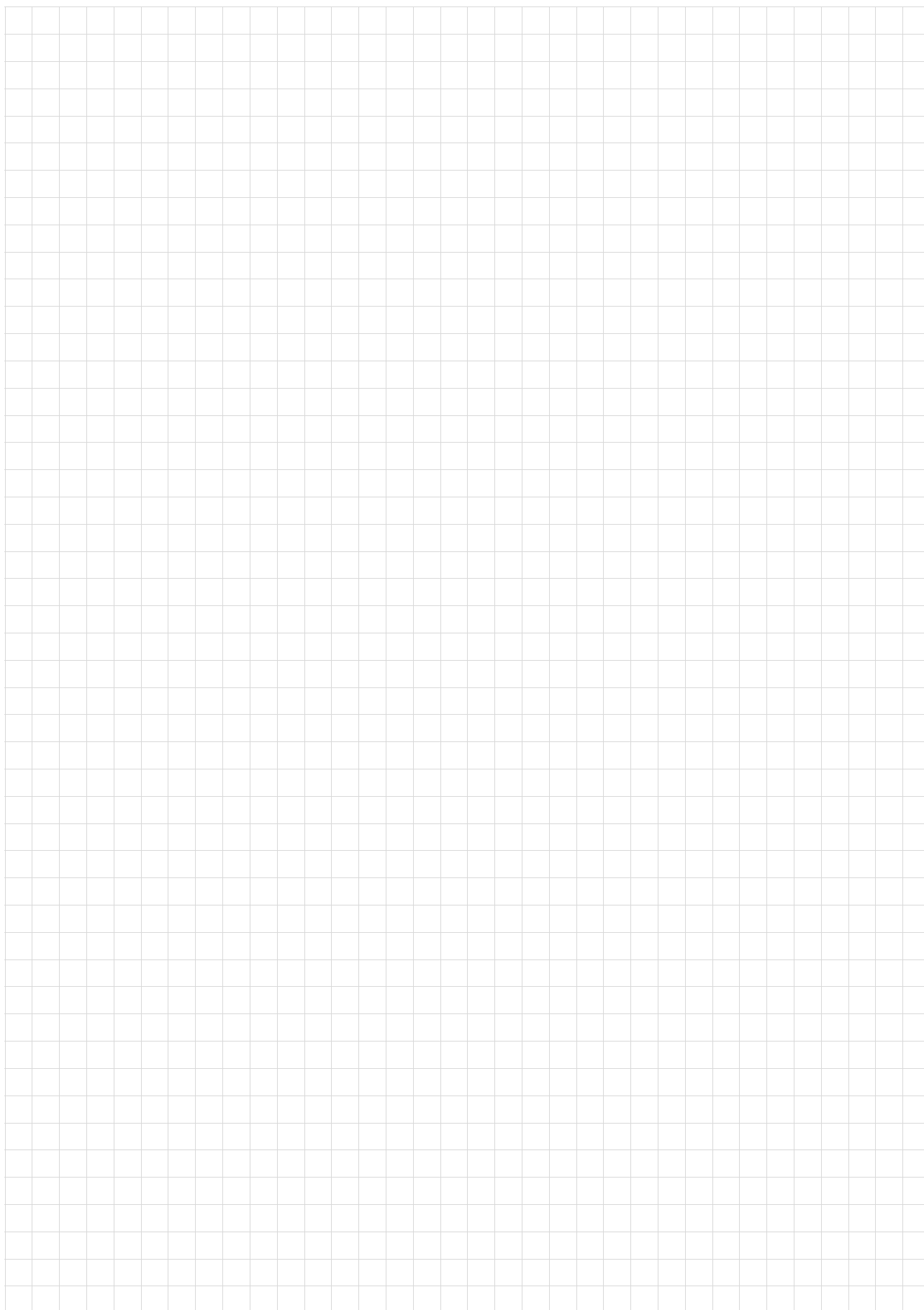
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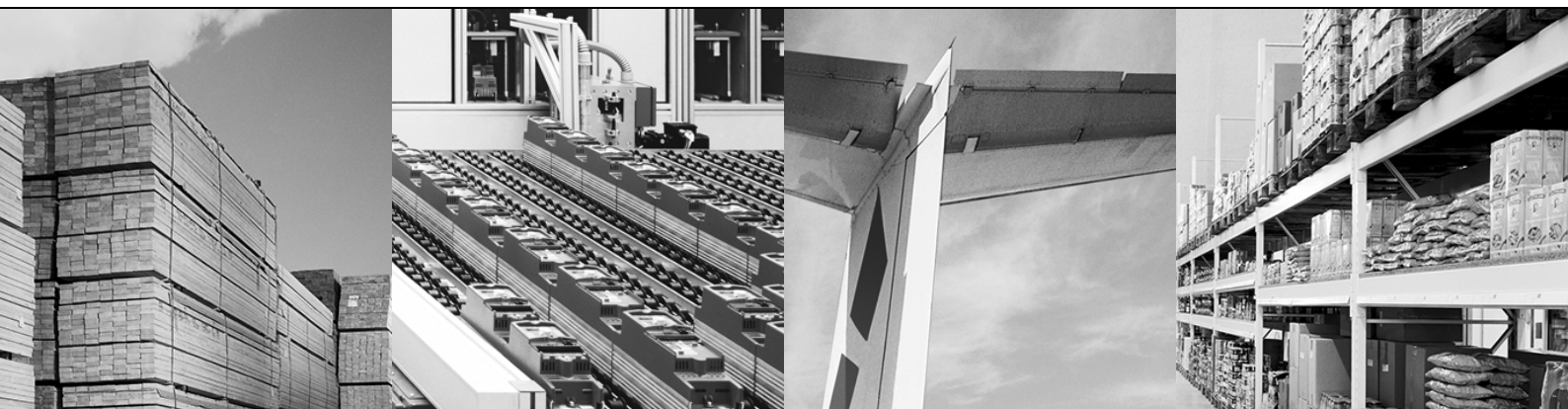
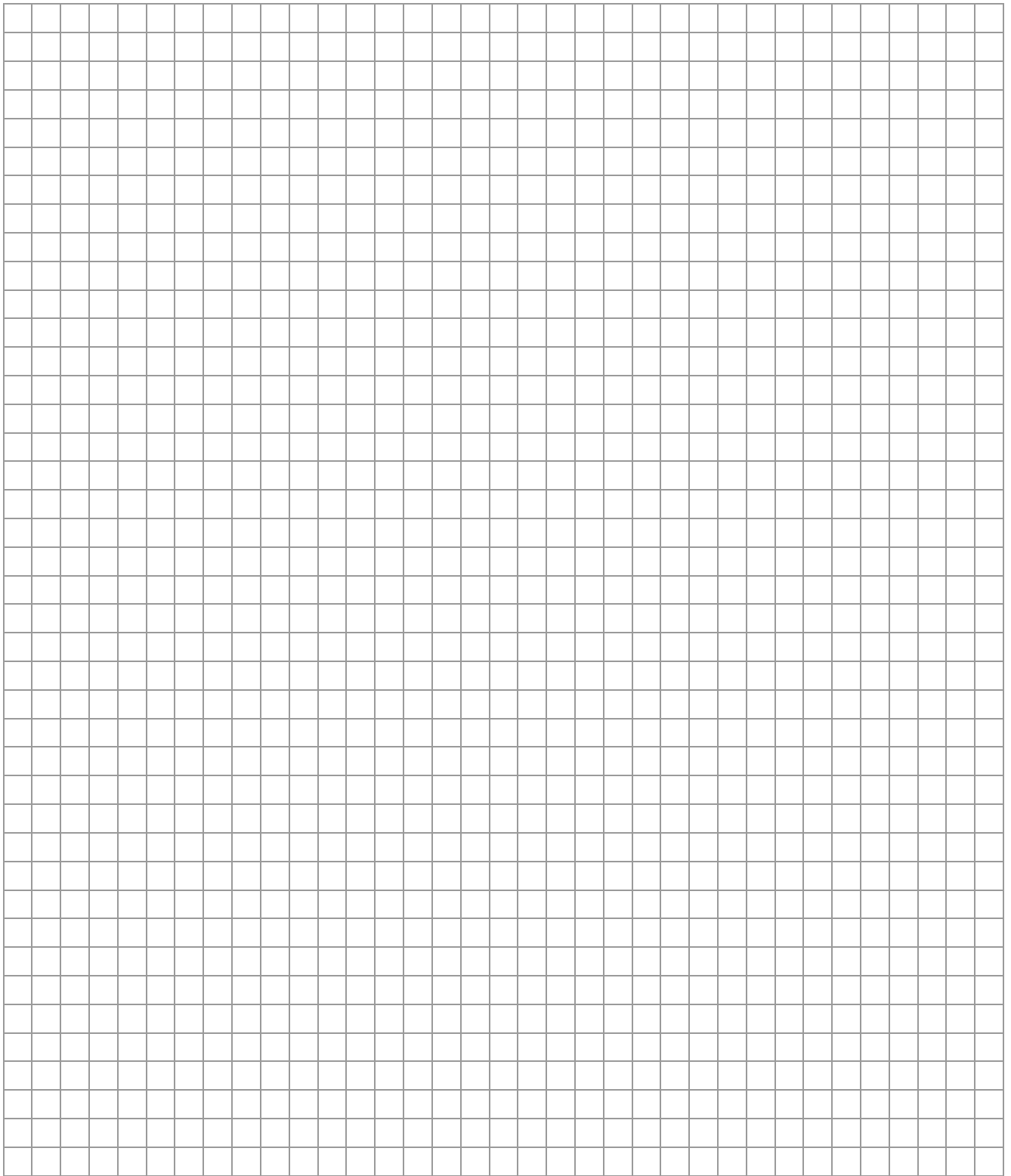


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SEW-EURODRIVE
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SEW
EURODRIVE

SEW-EURODRIVE GmbH & Co KG
P.O. Box 3023
D-76642 Bruchsal/Germany
Phone +49 7251 75-0
Fax +49 7251 75-1970
sew@sew-eurodrive.com

→ www.sew-eurodrive.com