KEB — F5 Combivert Axis Drives

09.F5.A1D-LAWA



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The **09.F5.A1D-LAWA** axis drive is produced by KEB for the Combivert F5 Axis Drives series. It is a modular inverter that converts a fixed mains supply into a controlled three-phase output, allowing a connected motor to follow speed and torque commands from a PLC. The drive occupies a D-style housing that bolts to the rear of a panel and uses a passive heat sink to remove internally generated heat, supporting reliable operation inside IP20-rated cabinets used in general automation.

The input section accepts a nominal **400 V** supply and routes it through a standard control board equipped with an integrated braking transistor. Under continuous duty, the power stage delivers an output current of **4.1 A** and provides up to **2.8 kVA** of apparent output power at the terminals, making it suitable for typical 1-kW-class induction or synchronous motors. Gate drivers modulate the IGBTs at a rated switching frequency of **8 kHz**. When lower acoustic noise is required, the carrier frequency can be increased to a maximum of **16 kHz**, although the higher frequency increases thermal loading. An overcurrent trip activates at 8.9 A to protect the semiconductors, while the enclosure prevents finger contact with live components and permits cabinet airflow. Internally generated heat is transferred through the aluminum fins of the heat sink for dissipation into the surrounding air.

The motor interface supports up to **1.5 kW** of mechanical output. During regenerative operation, the braking path can conduct up to **7.5 A** through an external resistor with a minimum resistance of **120 ?**. The drive also tolerates short acceleration bursts at 7.4 A for limited periods, provided the heat sink temperature remains below 90 °C. Total internal power dissipation can reach **105 W** during peak electrical loading, so adequate mounting clearance must

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be maintained around the cooling fins. The integrated braking transistor directs regenerated energy to the connected resistor when motor deceleration raises the DC-bus voltage. Proper airflow around the housing helps prevent accumulated heat from reducing the drive's available output during repeated acceleration and braking cycles.

Specifications

Braking Transistor:	Integrated	**Control Board Type:**	Standard Board	**Cooling Method:**	Heat Sink
Housing Type:	D	**Input Rated Voltage:**	400 V	**Installed Accessories:**	Braking transistor
Max Braking Current:	7.5 A	**Max Heat Sink Temp:**	90 °C	**Max Motor Power:**	1.5 kW
Max Short-time Current:	7.4 A	**Max Switching Freq:**	16 kHz	**Min Braking Resistor:**	120 ?
Oc Tripping Current:	8.9 A	**Output Rated Current:**	4.1 A	**Output Rated Power:**	2.8 kVA
Power Dissipation:	105 W	**Product Series:**	Combivert F5	**Protection Rating:**	IP20
Rated Switching Freq:	8 kHz	**Last Verified:**	11/06/2026 4:43 PM		

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