



# Design Guide

## Decentral Solutions



FCD 300  
DMS 300

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### ■ Introduction

Danfoss was the world's first company to manufacture and supply variable frequency drives for infinitely variable speed control of three-phase AC motors. Until then, AC motors had to operate at the speed determined by the frequency of the electrical power supply.

Production of variable frequency drives started in 1968. The first variable frequency drive was also the first decentralized drive as it was placed next to the motor.

The first variable frequency drive was totally enclosed and filled with silicone oil for cooling, as semiconductors of that time were very inefficient. The enclosure design was made for mounting the drive directly in the application next to the motor. Temperature, water, cleaning agents, dust and other environmental factors were also no problem, even in harsh environments.

Semiconductors improved during the next decades. Air-cooling showed sufficient and oil cooling was abandoned. At the same time use of variable frequency drives grew significantly. PLCs gained a footing for advanced application control and it became common practice to install all variable frequency drives in one cabinet, rather than several places in the factory.

Continuing improvements in semi-conductors and related technologies - such as fieldbus technology - now again makes it feasible to consider installing drives close to the motors, achieving the benefits of decentralized installation without the disadvantages from the first oil-filled variable frequency drives.

Development of automation in industry is based on the ability to send and receive data from the application needed to control the processes. More and more sensors are installed and more and more data is submitted to the central PLC control. This trend depends on increased use of fieldbus systems.

Industrial sources often claim that up to 30 % of all drive installations will be installed decentrally within the next few years and the trend towards distributed intelligent control is undisputed as more and more components and applications are developed for decentralized installation.

This book is a general introduction to basic features of decentralized installation philosophies for motor controls and differences from the centralized concept. It will help you choose the most suitable

concept and guide you through the process of selecting the appropriate products.

Finally we have included comprehensive information about the Danfoss decentralized products.

### ■ Decentralized design benefits

In the following we will concentrate on describing decentralized installation of adjustable frequency drives and motor starters, referred to here as motor controls.

There are two topologic concepts for the layout of motor control installations in a plant, in the following referred to as "centralized" and "decentralized" installations. The two typologies are illustrated in the figure.

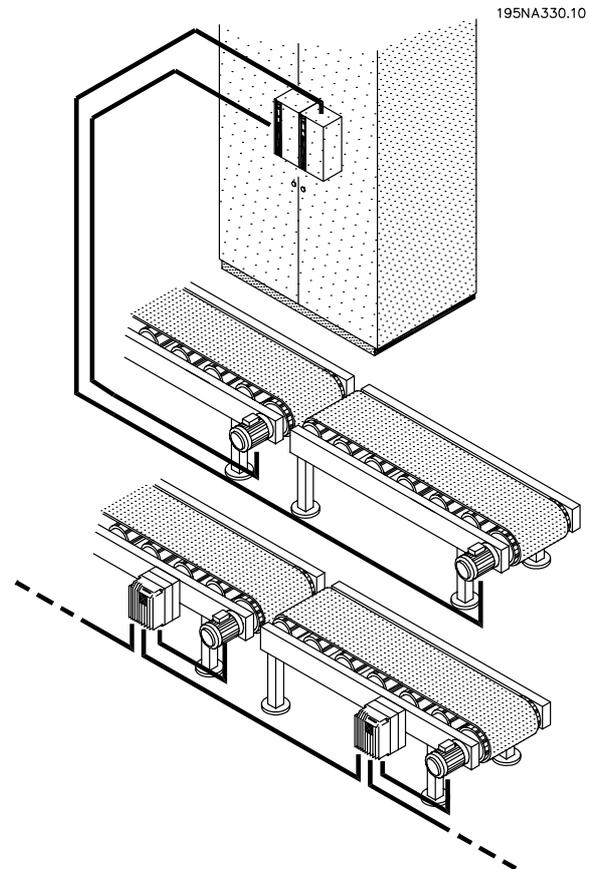
In a centralized installation:

- motor controls are placed in a central place

In a decentralized installation:

- motor controls are distributed throughout the plant, mounted on or next to the motor they control

Decentralized does not mean "control cabinet free", but merely that their enormous size can now be reduced thanks to innovative designs of the components that will be placed decentralized. There will continue to be a need for cabinets for power distribution and for overall intelligence, and there are areas, particularly in the process industry with areas such as explosion protection, where centralized cabinets continue to be the preferred solution.



### Centralized versus decentralized installations

Placing the advanced and reliable electronics needed to ensure a smooth, responsive and economical operation of the motor next to - or on - the motor facilitates modularization and reduces cabling costs and EMC problems dramatically. Further benefits:

- Space-consuming motor control cabinets in long rows of centralized panels are eliminated
- Reduced efforts for building in and wiring long screened motor cables where special attention on EMC terminations is required
- Heat dissipation from power electronics is moved from the panel into the plant
- Standardized machine elements by modularization reduces design time and time to market
- Commissioning is easier and faster

Decentralized motor control is rapidly gaining ground despite of the advantages of the centralized control concept:

- no need for extra space around the motor or close to the motor

- no control cable wiring into the plant
- independence of plant environment

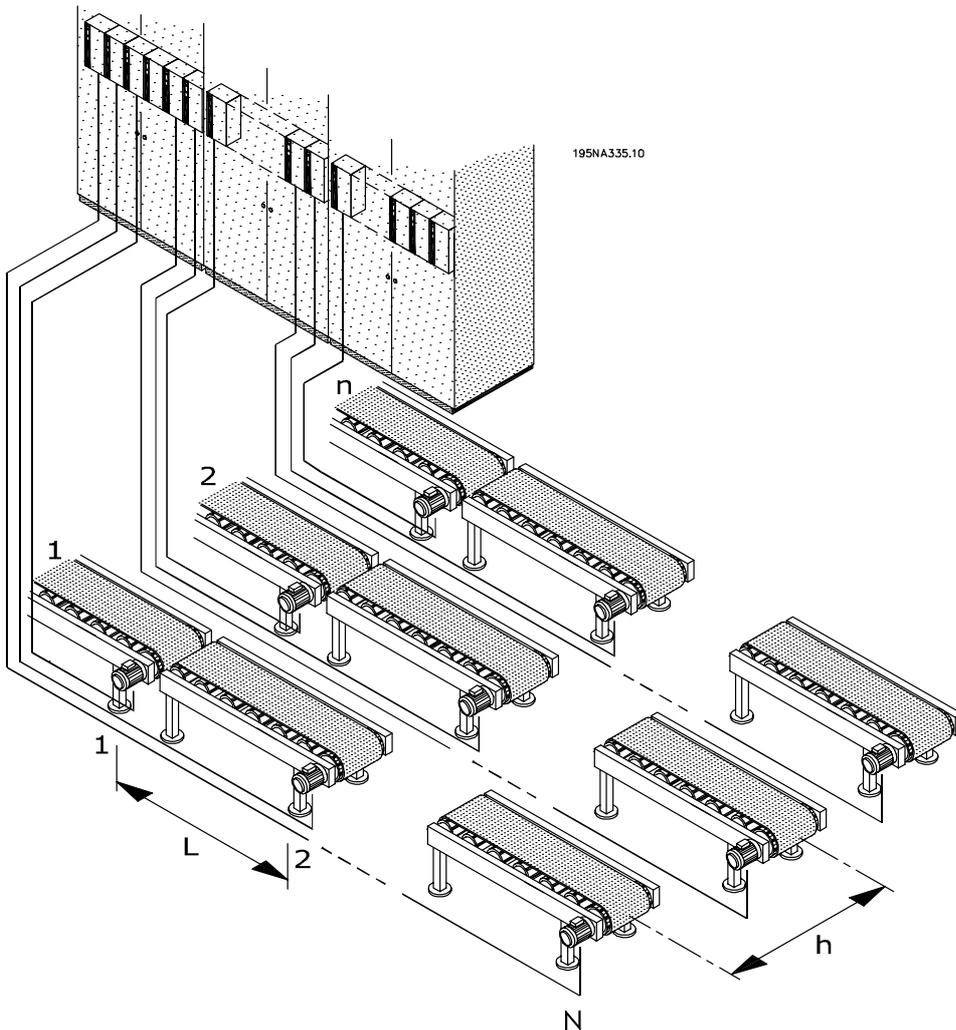
**Direct cost savings**

Motor controls for decentralized installations must be built to meet the harsh conditions in manufacturing areas - especially such conditions found in the food and beverage industry, where frequent wash downs are required. This of course increases the cost of the drive. This increase will be more than offset by savings in expenses for cabinets and cables.

The cable saving potential is considerable, as will be demonstrated by the following example.

The figure illustrates an installation with motors distributed in a number of rows with several motors in each, as is the situation in for example parallel bottling or baking lines in the Food and Beverage industry. This example shows the need for power cables from the centrally placed drives to the motors.

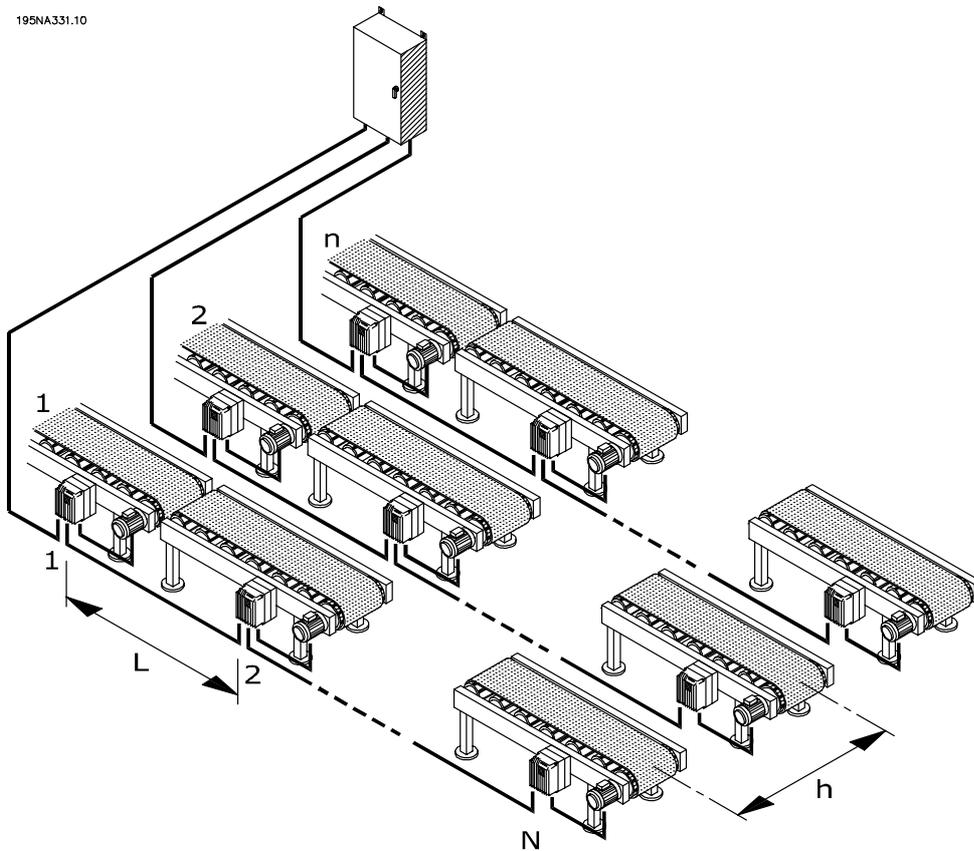
The decentral concept



**Centralized installation**

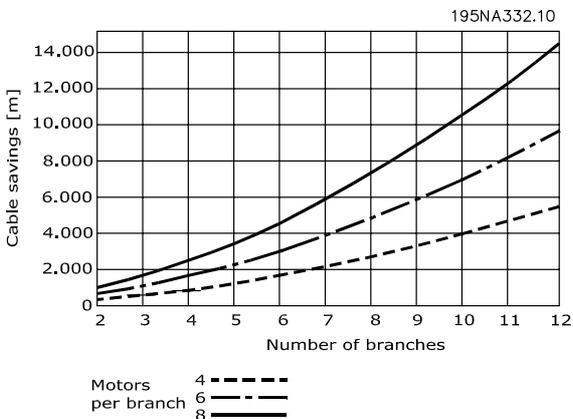
The drives are distributed equidistant with the distance  $L$  between each drive and the distance  $h$  between each row and also with a distance  $h$  from the centralized power entry/cabinet location to the first row. There are  $n$  rows, and  $N$  drives in each row.

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**Decentralized cabling**

The figure illustrates how the three-phase power cable can be distributed with power looping from one motor (drive) to the next. The cable saving potential is illustrated in figure 4. Given a distance of 33 ft (10m) between each motor and 66ft (20m) between each line, the potential cable savings as a function of the number of motors and number of lines shows of the figure.



**Cable saving potential in an illustrative installation**

The saving potential in power cable length alone is substantial. The figure only illustrates the potential concerning power cables. Issues like unshielded/shielded cables and cable dimensions also adds to the benefits of decentralized installations.

**Real case**

Calculations on a specific, typical bottling line with 91 pieces of 1.5 HP (1.5 kW) motors, taking the cable dimensioning into account, showed the following saving potential in cables and terminations:

- Cable terminations are reduced from 455 to 352
- EMC cable terminations are reduced from 364 to 182 by using motor controls with integrated service switches
- Power cable length reduced from 21,220 ft (6468m) to 3870ft (1180m), a reduction of 17,350ft (5288m), and it is converted from shielded cables to standard installation cables

For details consult the following chapter on *Good installation practice*.

### ■ Minimal need for additional fieldbus cables

Power cable savings are not offset by the additional cost for expensive fieldbus cables. Fieldbus cables will be extended in a decentralized installation, but since fieldbus cables will be distributed in the plant anyway to connect sensors or remote I/O-stations, the extension will be limited. Decentralized products from Danfoss can even be used as remote I/O stations to connect sensors to the fieldbus and reduce direct costs even more.

### Fewer cabinets, cooling and cabletrays

Further savings will result from smaller cabinets, less cabinet cooling and fewer cable trays. Motor controls generate heat and are often mounted side by side due to limited space, as illustrated in Figure 6. Forced cooling is therefore required to remove the heat.

### Less Commissioning

Time spent commissioning at the end-user is significantly reduced using decentralized solutions - especially when fieldbus communication is combined with decentralized motor controls.



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### Decentralized brewery installation

*An Australian brewery has installed a line of 96 decentralized drives from Danfoss connected by DeviceNet. An excessive amount of time was saved as the commissioning of the variable speed drives was done in a few days. The brewery estimates a saving exceeding AUD 100,000 compared to traditional centralized installation.*

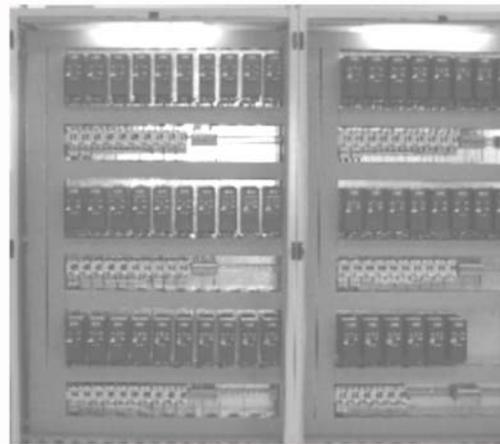
### ■ Design savings

End users want to postpone the final decision for new equipment - and to start production as fast as possible once a decision has been made. Payback time and time to market must be reduced. This squeezes both the design phase and the commissioning phase.

Modularization can minimize lead-time. Even manufacturers of large production equipment or lines use modularization to reduce lead-time. Up to 40-50 % on the total time from design to running production can be saved.

The concept of modularization is known from equipment like PC's and cars. Modules with well-described functionalities and interfaces are used in these products. The same concept can be applied to manufacturing, even though specific physical constraints play a role.

Production equipment is often built from different basic building blocks, each kind employed at several places in the installation. Examples include various types of conveyor sections and machinery like mixers, scales, fillers, labellers, palletizers, packaging machines etc.



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### Centralized cabinet

In a truly modular machine, all basic elements are self-confined and need nothing but electricity, water, compressed air or similar to function.

Modularization therefore requires the distribution of intelligence to the individual sections and modules.

Sure, centralized installations can be modularized, but then motor controls will be physically separated from the rest of the module.

### ■ Ready-installed intelligence

The function of machinery and applications is typically tested at the suppliers. Machines are built, tested, calibrated and taken apart for transportation.

The process of rebuilding the application at the production site is considerably simplified by shipping it in modules with built-in motor controls, as rewiring and testing is time consuming and calls for skilled personnel. Using ready-installed, decentralized installations reduces both time and risk as wiring for motor, control and sensors are already in place and maintained during transportation. The need for highly skilled experts is reduced and local labour can do a larger part of the installation. The commissioning costs and OEM resources on-site will be reduced.

### ■ Improved EMC

Electrical noise emitted is proportional to cable length. The very short - or eliminated - cable between motor control and motor in decentralized installations therefore reduces emitted electrical noise. In decentralized installations, the machine builder normally mounts cables between motor controls and motors in the machine leaving only power cables and fieldbus cables with no EMC emission to be installed at the production site. The risk of electrical noise from motor controls to disturb other electrical equipment caused by a faulty installation will diminish and you avoid time-consuming fault finding in the commissioning phase, where time frame is tight.

### ■ Adapts to standard and special motors

Danfoss' decentralized motor controls, FCD 300 and DMS 300, are designed to control standard AC asynchronous motors. Their flexibility allows them also to adapt to special motor types. An example is the AMT feature (Automatic Motor Tuning) in the FCD 300. Combining Danfoss adjustable frequency drives to Danfoss geared motors makes it even easier as they fit mechanically and the motor data are already stored in the FCD 300 memory. Combined motor-drives are provided pre-assembled directly

from Danfoss removing the need for mechanical fitting between motor and control.



### Danfoss geared motor with FCD 300

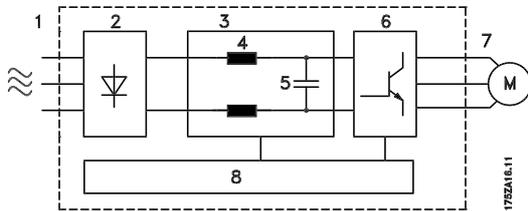
### ■ Minimum thermal losses

Danfoss adjustable frequency drives feature the unique VVC switch principle to generate motor voltages. Due to the VVC principle, power losses in the motor are similar or less than the losses in a motor connected to line. Thermal losses are minimized and overheating is prevented. At the same time, the VVC principle ensures nominal torque at nominal speed and eliminates bearing currents.

### Slim DC-links

It takes two steps to convert the frequency to vary the speed of an AC motor: A rectifier and an inverter. As the rectifier itself produces a rippled DC voltage, a capacitor is often introduced to smooth the voltage supplied to the inverter. A link between rectifier and inverter with only a small capacitor to even out the voltage is called a "slim DC link". With a slim DC link, the inverter will not be able to provide quite the same voltage amplitude as supplied by the line supply, leading to lower efficiency. A special pulse-width-modulation can be used to compensate the ripple from a slim DC link. In this case the output voltage for the motor still does not reach the rated supply voltage value leading to an over-consumption of motor current up to 10% and this will increase the motor heating. Low efficiency and need of an oversized motor is the result. As torque decreases with the square of voltage the application will be exceedingly

sensitive to load-changes and speed sensors might be required. At start, only nominal torque is available.



### Principle of a adjustable frequency drive using a DC link coil

The Danfoss option is to add coils to the DC link in all drives as shown in the figure. This way a high DC link voltage with a very low voltage ripple is obtained and the electric strength of the drive with regard to line transients is improved.

Further advantages are the prolonged lifetime of the capacitors, reduced harmonic disturbance of the net supply and presence of 150-160% start torque.

Numerous manufacturers of frequency inverters use slim DC links leading to bad efficiency rates - even if users due to the activity of for instance the CEMEP now tend to use high efficiency motors - meeting at least EFF2.

Danfoss' aim is to provide high efficiency drives that also improve the efficiency of the motors. There should be no need for expensive over-dimensioning and inefficient operation.

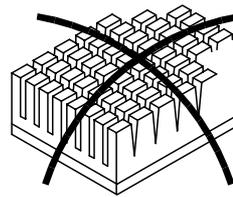
### ■ Environmental considerations

Drives - both centrally-mounted and distributed in the plant - are exposed to the environment. As motor controls handle high voltages and currents at the same time they must be protected from dust and humidity so that they do not fail or break down. Both manufacturers and installers must take account of this and Danfoss Drives have designed the decentralized products with a deep concern in both aspects.

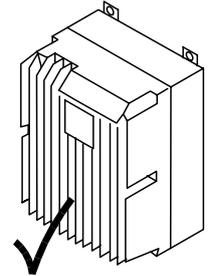
Decentralized motor controls must also meet increasing demands in respect of hygiene levels in pharmaceutical industries and in food- and beverage production in particular, where drives are exposed to cleaning agents for extensive periods of time, high pressure hosing and the like. The exterior of the decentralized motor controls must be designed in such a way as to achieve this. Complicated heat sinks as

illustrated in the figure must be avoided as it is difficult to clean and not resistant to common cleaning agents.

Danfoss decentralized drives are designed to meet the requirements as shown in Figure 9. There are no hard-to-clean places, blind plugs have no notches or indentations and two-layer robust surface treatment - tested to withstand commonly used cleaning agents - protects the housing.



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The decentral concept

### Non-cleaning friendly pin fin heat sink versus the easy to clean Danfoss solution

All corners are rounded to prevent dust sticking, and the distance between ribs allows high-pressure air cleaning, hosing and easy cleaning with a brush.

These concerns are more or less irrelevant if not applied to all elements and standard AC motors are normally designed without these concerns in mind - stressed by integrated fans and cooling ribs both difficult to clean. Danfoss has met the challenge by designing a range of aseptic geared motors. These motors have no fans and only smooth surfaces. An IP65 enclosure class is standard as is the special CORO coating resistant to acid, alkali and cleaning agents used in for instance food and beverage industry. See the photo of an example of the aseptic geared motor series.

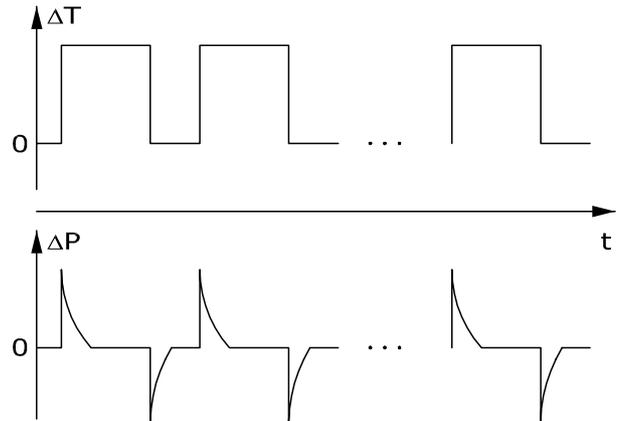


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### Aseptic Danfoss geared motor

Electrical contact can cause galvanic corrosion under wet or humid conditions. This can occur between housing (Aluminium) and screws (stainless steel). One possible consequence is that screws become stuck and therefore impossible to unfasten in a maintenance situation. Galvanic corrosion will not be found on Danfoss decentralized products, as the housings are fully coated and nylon washers underneath the screws protects the coating. The complete coating and the unique gasket design prevent pitting corrosion, which can occur under gaskets.

Tightly enclosed equipment is susceptible to water build-up inside the enclosure. This is especially the case where equipment is exposed to ambient temperature differences under wet conditions. As a decreasing ambient temperature lowers the surface temperature inside the enclosure, water vapor tends to condensate. At the same time pressure inside the enclosure will drop and cause humid air from the outside to penetrate non-hermetic polymer gasket materials and cable glands. When the enclosure heats up again, only the vaporized water will escape, leaving more and more condensed water inside the enclosure. This can lead to water build-up inside the enclosure and eventually cause malfunction. The phenomenon is illustrated in the figure, with a cyclic temperature fluctuation.



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### The pumping effect in tight enclosures

Build-up of water inside enclosures can be prevented by membranes that prevents fluids to penetrate but allows for vapor to pass, as known from fabrics used for outdoor clothing. A special cable gland with this kind of material is offered by Danfoss to eliminate this problem. The cable gland should be used in applications exposed to frequent temperature fluctuations and humid environments as in equipment used only during daytime where the inside temperature tends to fall to the ambient temperature during the night.

### ■ Installation flexibility

Danfoss decentralized solutions offers exceptional installation flexibility. Flexibility is supported by a number of benefits:

- Mountable on Danfoss geared motors
- Decentralized panel mounting possible
- Handheld control panels
- PC software for configuring and logging
- Single or double-sided installation
- Service switch optional
- Brake chopper and resistor optional
- External 24 V backup supply optional
- M12 connections for external sensors optional
- Han 10E motor connector optional
- Fieldbus support (Profibus DP V1, DeviceNet, As-Interface)
- Compatibility with standard AC supply systems (TN, TT, IT, delta grounded)

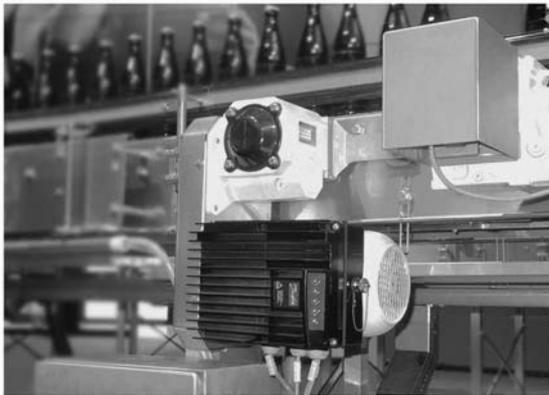
For further details see the chapter on *The decentralized product range*.

### ■ Application Examples

Danfoss has completed a wide range of applications in many different industries. This has given us a valuable experience that has influenced the latest

development of our decentralized products. In the following we provide illustrative examples of actual installations using Danfoss decentralized products, and the benefit and value these provide for the customer in these installations.

### ■ Beverage - Bottling line



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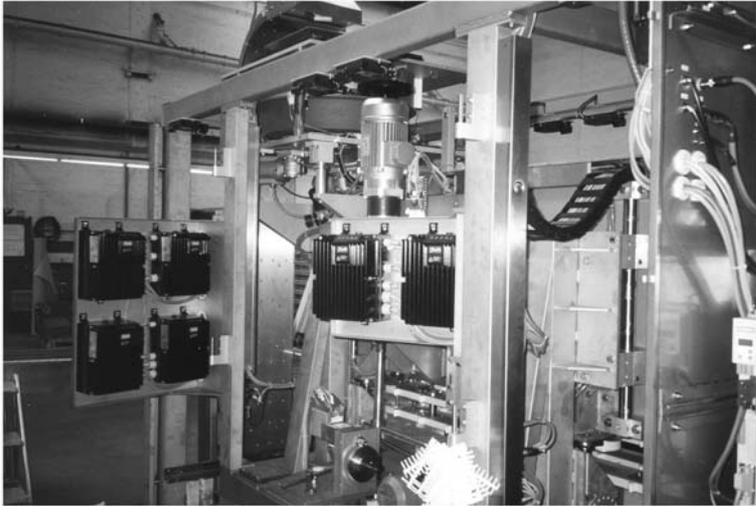
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FCD 300 on bottling conveyor

Benefits:

- Reduced switchboard space as all drives are mounted in the field
- Reduced cabling as several drives can be supplied from same circuit
- Ease of commissioning over the fieldbus as the protocol allows for transfer of complete parameters. Once one drive is set up, its basic program can be copied to any other decentralized drive
- The FCD motor performance is markedly superior to all other types
- The FCD can be retrofitted to existing motors of nearly any brand or type
- The aseptic IP 66 enclosure is ideal for damp bottling hall conditions
- All in one box: e.g. service switch, Profibus and power looping

### ■ Beverage - Packaging machine



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Decentral motor controls integrated in packaging machine

Benefits:

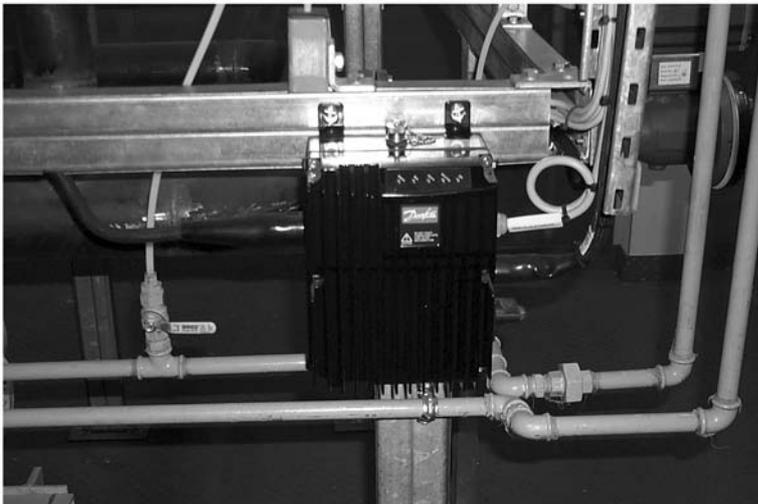
- Distributing motor controls in the application releases space for other purposes in the switchboard
- The number of drives in an application can be increased without extending the switchboard
- IP66 enclosure, easy to clean and resistant to strong cleaning liquids
- Same flexibility as with centrally mounted motor controls. Decentralized motor controls can be adapted for all standard AC motors, and feature same user interface and same numbers on connectors
- Profibus integrated

### ■ Food - Cocoa powder plant



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Old solution: Motor control - panel mounted decentrally



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New Solution: Genuine decentralized motor control

Benefits:

- Easy to expand plant capacity
- No need for switchboard
- Visible LED for status
- Service switch integrated in the unit
- High enclosure rating IP66
- Low cost installation
- Less space needed for the new solution

### ■ Food conveyor



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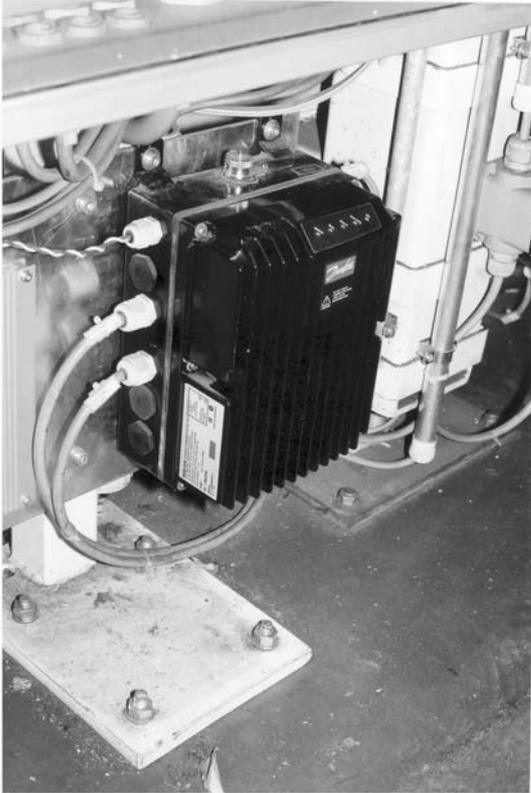
195NA355.10

Efficient space utilisation in the food industry with decentralized motor controls from Danfoss

Benefits:

- The number of drives in an application can be raised without extending the switchboard
  - IP66 enclosure, easy to clean and resistant to strong cleaning liquids
  - Dirt-repelling surface and design prevents dirt and product remains on the drive
  - Motor or wall mount units available
  - Same flexibility as with centrally mounted motor controls. Decentralized motor controls adapt to all standard AC motors, features same user interface and same numbering on connectors
  - Profibus integrated
- Connectors for fast service integrated in the installation box

### ■ Automotive Industry - Hoists and conveyors



195NA349.10

#### Benefits:

- Simple installation
- AS-i or Profibus control optional
- Sensor input available within the physical size of the unit
- Separate 24V supply for sensors and bus
- Brake supply and control build in
- Easy pluggable remote control panel
- Connectors for looping (T-connector) integrated in the installation box
- Low installation and component costs
- No additional and expensive EMC connectors needed
- Compact and space saving
- Easy to install and commission
- Input for motor thermistor monitoring

The decentral  
concept



195NA350.10

Decentral installation in the automotive industry

### ■ Retrofit in existing applications



195NA353.10

Retrofitting on existing application with speed control

Benefits:

- No need for a big control cabinet thanks to the decentralized motor controls.
- No expensive wiring: All motors use existing power cables, pipes and local switches
- All motor controls can be controlled from the existing centralized cabinet via Profibus

### ■ The decentralized product range

The Danfoss decentralized concept covers motor controls ranging from motor starters/soft starters to variable frequency drives.

Motor starters and soft starters (DMS 300) make start and stop of your application smoother and smarter than ordinary DOL (Direct On Line) operation but do not affect operation further.

Variable frequency drives (FCD 300) are used for following requirements:

- Adjustable speed
- Precise speed
- Defined speed ramps at start or/and stop
- Shorter stop times (braking)

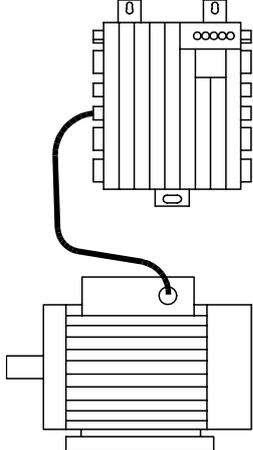
Danfoss decentralized motor controls range from 0.24 HP (0.18 kW) to 4 HP (3 kW) (connects to up to 5 HP (4 kW) motors). This chapter lists several optional features and accessories available.

### ■ Flexible installation options

Danfoss decentralized motor controls FCD 300 and DMS 300 series can be adapted for mounting using the following options - each offering specific benefits:

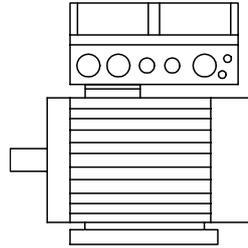
#### 1. Stand alone close to the motor ("wall-mounted")

195NA327.10



- Free choice of motor brand
- Easy retrofitting to existing motor
- Easy interfacing to motor (short cable)
- Easy access for diagnosis and optimal serviceability

#### 2. Mounted directly on the motor ("motor-mounted")

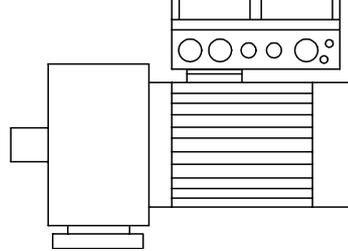


195NA328.10

- Fair choice of motor brands
- No need for shielded motor cable

#### 3. "Pre-mounted" on Danfoss Bauer geared motors

195NA329.10



- A fixed combination of motor and electronics supplied by one supplier
- Easy mounting, only one unit
- No need for shielded motor cable
- Clear responsibility regarding the complete solution

As the electronic parts are common - same function of terminals, similar operation and similar parts and spare parts for all drives - you are free to mix the three mounting concepts.

### ■ Configuring a product

The decentralized motor controls DMS 300 and FCD 300 series are configured with a type code string (see also *Ordering*):

DMS 330 P T4 P66 XX D0 Fxx Txx C0  
 FCD 3xx P T4 P66 R1 XX Dx Fxx Txx C0

### Electrical voltage

DMS 300/FCD 300 are available for connection to electrical voltage 3 phase 380-480 V.

### Choice of motor starter

The motor starter DMS 300 covers the whole power range from 0.18-3 HP (kW) in one unit.

### Choice of adjustable frequency drive

The adjustable frequency drive must be chosen on the basis of the present motor current at maximum loading of the unit. The adjustable frequency drive's rated output current  $I_{INV}$  must be equal to or greater than the required motor current.

| Type  | Typical shaft output |      |
|-------|----------------------|------|
|       | $P_{INV}$            |      |
|       | [kW]                 | [HP] |
| 303   | 0.37                 | 0.50 |
| 305   | 0.55                 | 0.75 |
| 307   | 0.75                 | 1.0  |
| 311   | 1.1                  | 1.5  |
| 315   | 1.5                  | 2.0  |
| 322   | 2.2                  | 3.0  |
| 330   | 3.0                  | 4.0  |
| 335** | 3.3                  | 5.0* |

\* at power/motor voltage 3 x 460 - 480 V

\*\*  $t_{amb}$  max. 95° F (35° C)

### ■ Enclosure

DMS 300 / FCD 300 units are protected against water and dust as standard.

See also the section entitled *Technical data* for further details.

---

### ■ Brake

FCD 300 is available with or without an integral brake module. See also the section entitled *Brake resistors* for ordering a brake resistor. EB version including mechanical brake control/supply.

---

### ■ 24 V external supply

Back up of control supply with 24 V DC is available in EX and EB versions of FCD 300.



#### NOTE

DMS 300 always needs 24 V external control supply.

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### ■ RFI filter

FCD 300 has an integral 1A RFI-filter. The integral 1A RFI filter complies with EMC standards EN 55011-1A. See the sections *Cable lengths* and *Cross section* for further details.

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### ■ Harmonic filter

The harmonic currents do not affect power consumption directly, but they increase the heat losses in the installation (transformer, cables). That is why in a system with a relatively high percentage of rectifier load it is important to keep the harmonic currents at a low level so as to avoid a transformer overload and high cable temperature. For the purpose of ensuring low harmonic currents, the FCD 300 units are fitted with coils in their intermediate circuit as standard. This reduces the input current  $I_{RMS}$  by typically 40 %.

---

### ■ Display unit

On the FCD 300 unit there are 5 LEDs for voltage (ON), warning, alarm, status and bus.

In addition, a plug for connecting an LCP control panel is available as an option. The LCP control panel can be installed up to 9 feet away from the variable frequency drive, e.g. on a front panel, by means of a mounting kit. All displays of data are via a 4-line alpha-numerical display, which in normal operation is able to show 4 operating data items and 3 operation modes continuously. During programming, all the information required for quick, efficient parameter Setup of the variable frequency drive is displayed. As a supplement to the display, the LCP has three LEDs for voltage (ON), warning (WARNING) and alarm (ALARM). Most of the variable frequency drive's parameter Setups can be changed immediately via the LCP

control panel. See also the section entitled *The LCP control unit* in the Design Guide.

---

Desired features are selected by specifying the corresponding fields in the string (xx). The choices - and detailed explanation - shown in the two tables. Short form explanations of a feature are underlined.

For technical details and data, see *Technical data*.

### ■ Installation box variants

#### Connections on right side

Gland holes for all cable inlets are machined on the right side only (seen from motor drive end). This version is useful where cable inlet is required from one direction only (only FCD 300 series).

#### Connections on two sides

Gland holes for cable inlets are machined on both sides allowing for cable inlet from both directions.

Both metric thread and NPT thread is available (selected variants).

Pluggable connection and the possibility of looping AC line power supply between drives (0.15 in<sup>2</sup> line or 4 mm<sup>2</sup> line).

The bottom section contains Cage Clamp connectors and looping facilities for power and fieldbus cables well protected against dust, hosing and cleaning agents. (Not in DMS 300 ST and SB versions).

Service switch mounted on the right side (seen from motor drive end). A lockable switch integrated in the enclosure - disconnecting the motor or drive.

4 sensor plugs, M12 on the right side (seen from motor drive end). Looping through of 2 X 24 V external supply. Pluggable connection of remote I/O such as sensors and external supply of these.

Motor plug, HARTING 10 E on the right side (seen from motor drive end) wired according to DESINA standard (see *electrical installation*).

Display connector for external pluggable connection of the local control panel for operating and programming. Can also be used for PC connection. Only available for FCD 300.

### ■ DMS 300 Decentralized electronic Motor Starter

#### DMS 300 - Combinations of versions

|   | 195NA321.10 | 195NA322.10 | 195NA321.10   | 195NA322.10   | 195NA323.10   | 195NA324.10   | 195NA325.10 | 195NA326.10    |  |
|---|-------------|-------------|---------------|---------------|---------------|---------------|-------------|----------------|--|
|   |             |             |               |               |               |               |             |                |  |
| <b>Installation features</b>  |             |             |               |               |               |               |             |                |  |
| <b>Mounting</b>   | Motor       | Wall        | Motor         | Wall          | Motor         | Wall          | Wall        | Wall           |  |
| <b>Pluggable</b>  | -           |             |               |               |               |               | X           |                |  |
| <b>Service switch</b>   | -           | -           | -             | -             | X             | X             | -           | -              |  |
| <b>Sensor plugs</b>   | -           | -           | -             | -             | -             | -             | 4XM12       | 4XM12          |  |
| <b>Motor plug</b>   | -           | -           | -             | -             | -             | -             | -           | Harting<br>10E |  |
| <b>Ordering codes</b> DMS 330 P T4 P66 <b>XX</b> D0 <b>Fxx Txx</b> C0 |             |             |               |               |               |               |             |                |  |
| <b>Metric thread<br/>(NPT thread)</b>                                 | T10         | T50         | T12<br>(T16)* | T52<br>(T56)* | T22<br>(T26)* | T62<br>(T66)* | T53         | T73            |  |
| <b>Functional features</b>  |             |             |               |               |               |               |             |                |  |
| <b>Basic functions<br/>(see below)</b>                                | ST          |             | -             |               |               |               |             |                |  |
| <b>+ Brake control</b>  | SB          |             |               |               |               |               |             |                |  |
| <b>+ Current monitoring</b>   | -           |             | EX            |               |               |               |             |                |  |
| <b>+ Current monitoring +<br/>Brake control</b>                       |             |             | EB            |               |               |               |             |                |  |
| <b>+ Current monitoring +<br/>Brake control + Reverse</b>             |             |             | ER            |               |               |               |             |                |  |
| <b>Communication</b>  |             |             |               |               |               |               |             |                |  |
| <b>No bus</b>   | F00         |             |               |               |               |               | -           |                |  |
| <b>AS-interface</b>   | -           |             | F70           |               |               |               | -           |                |  |
| <b>Profibus</b>   | -           |             | F12*          |               |               |               | F12         |                |  |

- = not available

\* contact Danfoss sales org for availability

#### Basic functions

Electronic start/stop of a motor

Soft start/stop

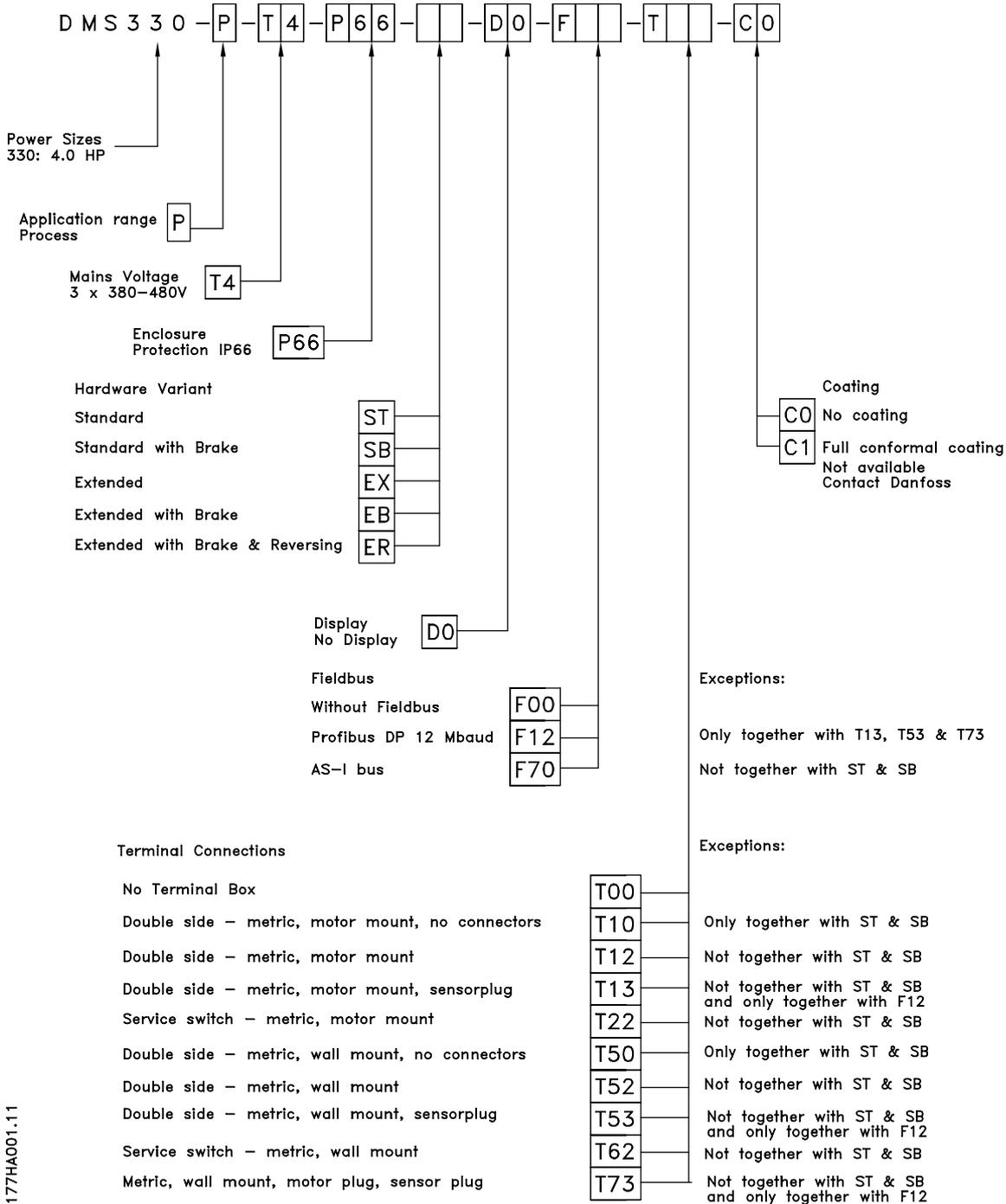
#### Extended functionality

Reverse for bi-directional operation of the motor

Brake control and supply of electromechanical brake

Current monitoring for electronic motor protection

### Ordering form - DMS 300



177HA001.11

The decentral concept

### ■ FCD 300 Decentralized Adjustable Frequency Drive

#### FCD 300: Combinations of versions

|   | 195NA313.10           | 195NA314.10 | 195NA315.10 | 195NA316.10  | 195NA317.10 | 195NA318.10 | 195NA319.11 | 195NA320.10 |
|---|-----------------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|
|   |                       |             |             |              |             |             |             |             |
| <b>Installation features</b>                                      |                       |             |             |              |             |             |             |             |
| <b>Mounting</b>   | Motor                 | Wall        | Motor       | Wall         | Motor       | Wall        | Wall        | Wall        |
| <b>Cable inlets</b>   | Right side            |             |             | Double sided |             |             |             |             |
| <b>Service switch</b>   | -                     | -           | -           | -            | X           | X           | X           | -           |
| <b>Sensor plugs</b>   | -                     | -           | -           | -            | -           | -           | 4XM12       | 4XM12       |
| <b>Motor plug</b>   | -                     | -           | -           | -            | -           | -           | -           | Harting 10E |
| <b>ATEX 22*</b>   | X                     | X           | X           | X            | -           | -           | -           | -           |
| <b>Ordering codes</b> FCD 3xx P T4 P66 R1 <b>XX Dx Fxx Txx C0</b> |                       |             |             |              |             |             |             |             |
| <b>Metric thread</b>  | T11                   | T51         | T12         | T52          | T22         | T62         | T63         | T73         |
| <b>(NPT thread)</b>   | (-)                   | (-)         | (T16)       | (T56)        | (T26)       | (T66)       | (-)         | (-)         |
| <b>Display connector</b>  | Not available only D0 |             |             | DC           |             |             | DC included | DC included |
| <b>Functional features</b>  |                       |             |             |              |             |             |             |             |
| <b>Basic functions (see below)</b>                                | ST                    |             |             |              |             |             |             |             |
| <b>+ 24 ext. back up</b>  | EX                    |             |             |              |             |             |             |             |
| <b>+ 24 ext. back up</b>  | EB                    |             |             |              |             |             |             |             |
| <b>+ Dynamic brake</b>  |                       |             |             |              |             |             |             |             |
| <b>+ Brake control</b>  |                       |             |             |              |             |             |             |             |
| <b>Communication</b>  |                       |             |             |              |             |             |             |             |
| <b>RS 485</b>   | F00                   |             |             |              |             |             |             |             |
| <b>AS-interface</b>   | F70                   |             |             |              |             |             |             |             |
| <b>Profibus 3 MB</b>  | F10                   |             |             |              |             |             |             |             |
| <b>Profibus12 MB</b>  | F12                   |             |             |              |             |             |             |             |
| <b>DeviceNet</b>  | F30                   |             |             |              |             |             |             |             |

\* ATEX 22: Approved for use in dusty environments according to the ATEX directive (ATmosphère EXplosive)

#### Basic functions

Adjustable motor speed  
 Defined speed ramps - up and down  
 Features and operation concepts similar to other VLT series  
 Electronic motor protection and reverse are always included

#### Extended functionality

24 V external back up of control and communication  
Brake control and supply of electromechanical brake  
 Dynamic braking (brake resistor is optional see *brake resistors*)

The below explanations refer to the ordering form.

Power sizes (positions 1-6):

0,37 HP (kW) - 3,3 HP (kW) (See power size selection table)

Application range (position 7):

- P-process

Electrical voltage (positions 8-9):

- T4 - 380-480 V three phase supply voltage

Enclosure (positions 10-12):

The enclosure offers protection against dusty, wet, and aggressive environment

- P66 - Protected IP66 enclosure (exceptions see Installation box T00, T73)

Hardware variant (positions 13-14):

- ST - Standard hardware
- EX - 24 V external supply for backup of control card
- EB - 24 V external supply for backup of control card, control and supply of mechanical brake and an additional brake chopper

RFI filter (positions 15-16):

- R1 - Compliance with class A1 filter

Display unit (LCP) (positions 17-18):

Connection possibility for display and keypad

- D0 - No pluggable display connector in the unit
- DC - Display connector plug mounted (not available with "only right side" installation box variants)

Fieldbus option card (positions 19-21):

A wide selection of high performance fieldbus options is available (integrated)

- F00 - No fieldbus option built in
- F10 - Profibus DP V0/V1 3 Mbaud
- F12 - Profibus DP V0/V1 12 Mbaud
- F30 - DeviceNet
- F70 - AS-interface

Installation box (positions 22-24):

- T00 - No Installation box
- T11 - Installation box, motor mount, metric thread, only right side
- T12 - Installation box, motor mount, metric thread, double side
- T16 - Installation box, motor mount, NPT thread, double side
- T22 - Installation box, motor mount, metric thread, double side, service switch
- T26 - Installation box, motor mount, NPT thread, double side, service switch
- T51 - Installation box, wall mount, metric thread, only right side
- T52 - Installation box, wall mount, metric thread, double side
- T56 - Installation box, wall mount, NPT thread, double side
- T62 - Installation box, wall mount, metric thread, double side, service switch
- T66 - Installation box, wall mount, NPT thread, double side, service switch
- T63 - Installation box, wall mount, metric thread, double side, service switch, sensor plugs
- T73 - Installation box, wall mount, metric thread, double side, motor plug, sensor plugs, Viton gasket

Coating (positions 25-26):

The IP66 enclosure offers protection of the drive against aggressive environments, which practically eliminates the need for coated printed circuit boards.

- C0 - Non-coated boards

### ■ Ordering form - FCD 300

FCD 3   P T4 P66   R1 D   F   T   C

**Power sizes**  
e.g. 315

**Application range**  
P

**Mains voltage**  
T4

**Enclosure**  
P66

**Hardware variant**  
ST  
EX  
EB

**RFI filter**  
R1

**Display unit (LCP)**  
D0  
DC

**Fieldbus option card**  
F00  
F10  
F12  
F30  
F70

**Installation box**  
T00  
T11  
T12  
T16  
T22  
T26  
T51  
T52  
T56  
T62  
T63  
T66  
T73

**Coating**  
C0  
C1

**Power sizes**  
303  
305  
307  
311  
315  
322  
330  
335

**No. units of this type**

**Required delivery date**

**Ordered by:**

**Date:** \_\_\_\_\_

Take a copy of the ordering forms.  
Fill them in and send or fax your  
order to the nearest office of the  
Danfoss sales organisation

195NA377.10

### ■ PC Software tools

#### PC Software - MCT 10

All drives are equipped with a serial communication port. We provide a PC tool for communication between PC and adjustable frequency drive, VLT Motion Control Tool MCT 10 Set-up Software.

#### MCT 10 Set-up Software

MCT 10 has been designed as an easy-to-use interactive tool for setting parameters in our adjustable frequency drives.

The MCT 10 Set-up Software will be useful for:

- Planning a communication network off-line.  
MCT 10 contains a complete adjustable frequency drive database
- Commissioning adjustable frequency drives on line
- Saving settings for all adjustable frequency drives
- Replacing a drive in a network
- Expanding an existing network
- Future developed drives will be supported

MCT 10 Set-up Software support Profibus DP-V1 via a Master class 2 connection. It makes it possible to

on-line read/write parameters in a adjustable frequency drive via the Profibus network. This will eliminate the need for an extra communication network.

#### The MCT 10 Set-up Software Modules

The following modules are included in the software package:



#### MCT 10 Set-up Software

Setting parameters  
Copy to and from adjustable frequency drives  
Documentation and print out of parameter settings incl. diagrams

#### SyncPos

Creating SyncPos program

#### Ordering number:

Please order your CD containing MCT 10 Set-up Software using code number 130B1000.

The decentral concept

### ■ Accessories for DMS 300 and FCD 300

| Type                        |             | Description  | Ordering no. |
|-----------------------------|-------------|--|--------------|
| LCP2 control unit           | FCD         | LCP2 for programming the adjustable frequency drive                                | 175N0131     |
| Cable for LCP2 control unit | FCD         | Cable from LCP2 to adjustable frequency drive                                      | 175N0162     |
| LCP2 remote-mounting kit    | FCD         | Kit for remote-mounting of LCP2 (incl. 39 in. cable, excl. LCP2)                   | 175N0160     |
| LOP (Local Operation Pad)   | FCD         | LOP can be used for setting the reference and start/stop via the control terminals | 175N0128     |
| Motor adaption plate        | DMS/FCD     | Plate for adapting to non Danfoss Bauer motors                                     | 175N2115     |
| Membrane                    | DMS/FCD     | Membrane for preventing condensation   | 175N2116     |
| Plug kit for LCP2           | FCD         | Plug for LCP2 for mounting in the terminal box.                                    | 175N2118     |
| Motor star terminal         | DMS/FCD     | Terminal for interconnection of motor wires (star point)                           | 175N2119     |
| Installation kit            | FCD         | Installation kit for mounting in panels  | 175N2207     |
| M 12 plug                   | FCD         | E.g. for DeviceNet   | 175N2279     |
| Viton Gasket                | FCD 303-315 | Painting shop compatible   | 175N2431     |
| Viton Gasket                | FCD 322-335 | Painting shop compatible   | 175N2450     |
| Data Cable                  | FCD         | For PC communication   | 175N2491     |
| PCB Terminal                | FCD         | Terminal for 24 V distribution   | 175N2550     |
| PE ext. terminal            | DMS/FCD     | Stainless steel  | 175N2703     |
| PE external terminal        | DMS/FCD     | Nickel plated brass  | 175N2704     |

**Motor mounting adaptor 175N2115**

Aluminium plate with holes drilled to fit the FCD/DMS box. Must be fitted locally for the actual motor.

**LCP2 connection 175N2118 (for the FCD 300 series)**

The installation box can be mounted with or without a sealed connector (IP66) to connect the common display LCP2 (code DC). The connector can be ordered separately (Not for single sided installation boxes).

**LCP2 keyboard/Display 175N0131 (for the FCD 300 series)**

Alphanumeric display for programming the adjustable frequency drive.

**Cable for LCP2 175N0162 (for the FCD 300 series)**

Preconfectioned cable to be used between adjustable frequency drive and LCP2.

**Data cable for PC communication 175N2491 (for the FCD 300 series)**

connects a drive (e.g. USB) to the LCP2 connector.

**Remote mounting kit for LCP2 175N0160 (for the FCD 300 series)**

Kit for permanent mounting of the LCP2 in an enclosure.

**Venting membrane 175N2116**

Membrane preventing water build-up due to condensation inside enclosures.

**Star point terminal 175N2119**

Six wires must be either star- or delta-connected to supply an AC motor. Delta connection is possible in the standard motor terminal. Star connection requires a separate terminal.

**5 pole M12 plug for e.g. DeviceNet 175N2279 (for the FCD 300 series)**

The plug, micro type, M12 can be mounted into the gland holes of the installation box. The plug can also be used for other purposes such as connection of sensors.

**6.5ft (2m) drop cable for DeviceNet 195N3113 (for the FCD 300 series)**

The cable can be mounted inside the terminal box, and connects to the DeviceNet trunk line via a micro connector (M12).

**5 pole M12 plug for AS-interface 175N2281**

The plug, M12, can be mounted into the gland holes of the installation box.

**Viton Gasket for FCD 303-315 175N2431**

With this gasket the FCD can be used in painting shops in e.g. the automotive industry.

**Viton Gasket for FCD 322-335 175N2450**

With this gasket the FCD can be used in painting shops in e.g. the automotive industry.

### ■ Ordering numbers for brake resistors

Internally mountable brake resistors for low duty cycle braking (1-3%). The resistors are self-protecting.

Internal brake resistors cannot be mounted in FCD 303-315 with service switch.

| Type FCD | P motor kW | Rmin | R    | Duty cycle approx. % | Code no. |
|----------|------------|------|------|----------------------|----------|
| 303      | 0.37       | 520  | 1720 | 5                    | 175N2154 |
| 305      | 0.55       | 405  | 1720 | 3                    | 175N2154 |
| 307      | 0.75       | 331  | 1720 | 2                    | 175N2154 |
| 311      | 1.1        | 243  | 350  | 1.5                  | 175N2117 |
| 315      | 1.5        | 197  | 350  | 1                    | 175N2117 |
| 322      | 2.2        | 140  | 350  | 1                    | 175N2117 |
| 330      | 3.0        | 104  | 350  | 0.7                  | 175N2117 |
| 335      | 3.3        | 104  | 350  | 0.5                  | 175N2117 |

### Flatpack brake resistors IP 65

| Type        | P <sub>motor</sub> [kW] | R <sub>MIN</sub> [Ω] | Size [Ω] / [W] per item | Duty cycle % | 2 wires Order no. 175Uxxxx | Screened cable Order no. 175Nxxxx |
|-------------|-------------------------|----------------------|-------------------------|--------------|----------------------------|-----------------------------------|
| 303 (400 V) | 0.37                    | 520                  | 830 Ω / 100 W           | 20           | 1000                       | 2397                              |
| 305 (400 V) | 0.55                    | 405                  | 830 Ω / 100 W           | 20           | 1000                       | 2397                              |
| 307 (400 V) | 0.75                    | 331                  | 620 Ω / 100 W           | 14           | 1001                       | 2396                              |
| 311 (400 V) | 1.10                    | 243                  | 430 Ω / 100 W           | 8            | 1002                       | 2395                              |
| 315 (400 V) | 1.50                    | 197                  | 310 Ω / 200 W           | 16           | 0984                       | 2400                              |
| 322 (400 V) | 2.20                    | 140                  | 210 Ω / 200 W           | 9            | 0987                       | 2399                              |
| 330 (400 V) | 3.00                    | 104                  | 150 Ω / 200 W           | 5.5          | 0989                       | 2398                              |
| 335 (400 V) | 3.30                    | 104                  | 150 Ω / 200 W           | 5.5          | 0989                       | 2398                              |

### Mounting bracket for brake resistors

| Type    | Order no. 175Nxxxx |
|---------|--------------------|
| 303-315 | 2402               |
| 322-335 | 2401               |

### Coiled wire brake resistors Duty-cycle 40%

| VLT Type    | Intermittent braking period time [seconds] | P <sub>motor</sub> [kW] [HP] | R <sub>min</sub> [Ω] | R <sub>rec</sub> [Ω] | P <sub>b, max</sub> [kW] [HP] | Therm. relay [Amp] | Code number 175Uxxxx | Cable cross section [2] |
|-------------|--|------------------------------|----------------------|----------------------|-------------------------------|--------------------|----------------------|-------------------------|
| 303 (400 V) | 120  | 0,37                         | 520                  | 830                  | 0,45                          | 0,7                | 1976                 | 1,5*                    |
| 305 (400 V) | 120  | 0,55                         | 405                  | 830                  | 0,45                          | 0,7                | 1976                 | 1,5*                    |
| 307 (400 V) | 120  | 0,75                         | 331                  | 620                  | 0,32                          | 0,7                | 1910                 | 1,5*                    |
| 311 (400 V) | 120  | 1,1                          | 243                  | 430                  | 0,85                          | 1,4                | 1911                 | 1,5*                    |
| 315 (400 V) | 120  | 1,5                          | 197                  | 330                  | 0,85                          | 1,6                | 1912                 | 1,5*                    |
| 322 (400 V) | 120  | 2,2                          | 140                  | 220                  | 1,00                          | 2,1                | 1913                 | 1,5*                    |
| 330 (400 V) | 120  | 3,0                          | 104                  | 150                  | 1,35                          | 3,0                | 1914                 | 1,5*                    |
| 335 (400 V) | 120  | 3,3                          | 104                  | 150                  | 1,35                          | 3,0                | 1914                 | 1,5*                    |

\*Always observe national and local regulations

- P<sub>motor</sub> : Rated motor size for VLT type
- R<sub>min</sub> : Minimum permissible brake resistor
- R<sub>rec</sub> : Recommended brake resistor (Danfoss)
- P<sub>b, max</sub> : Brake resistor rated power as stated by supplier
- Therm. relay : Brake current setting of thermal relay
- Code number : Order numbers for Danfoss brake resistors
- Cable cross section : Recommended minimum value based upon PVC insulated cober cable, 86 degrees Fahrenheit (30 degree Celsius) ambient temperature with normal heat dissipation

See dimensions of Coiled wire brake resistors in instructions MI.90.FX.YY

### Externally mounted brake resistors in general

No use of aggressive cleaning solvents. Cleaning solvents must be pH neutral.

See *Dynamic braking* for dimensioning of brake resistors.

### ■ Information and communication

Growth in the world of automation is increasingly based on information technology. Having reformed hierarchies, structures and flows in the entire office world, use of information technology opens for a similar restructuring of industrial sectors ranging from process and manufacturing industries to logistics and building automation.

Devices capability of communication and continuous transparent channels for information are indispensable in automation concepts of the future.

IT is an evident means for optimisation of system processes, leading to improved exploitation of energy, materials and investment.

Industrial communication systems are a key function in this respect.

#### Cell level

Programmable controllers such as PLC and IPC communicate at cell level. Large data packets and numerous powerful communication functions provide information flow. Smooth integration into company-wide communication systems, such as Intranet and Internet via TCP/IP and Ethernet are important requirements.

#### Field level

Distributed peripherals such as I/O modules, measuring transducers, drive units, valves and operator terminals communicate with the automation systems via an efficient, real-time communication system at field level. Transmission of process data is performed in cycles, while alarms, parameters and diagnostic data have to be transmitted acyclically if necessary.

#### Sensor/actuator level

Binary signals from sensors and actuators are transmitted purely cyclically via bus communication.

### ■ Profibus

Profibus is a vendor-independent, open field bus standard for use in a wide range of applications in manufacturing and process automation.

Vendor-independence and openness are ensured by the international standards EN 50170, EN 50254 and IEC 61158.

Profibus communicates between devices from different manufacturers without specific interface adjustments

and can be used for both high-speed time critical applications and complex communication tasks. Due to ongoing technical developments, Profibus is widely acknowledged as the leading industrial communication system of the future.

More than 2,000 products from approximately 250 Profibus vendors are available today. More than 6.5 million devices representing a huge variety of products are installed and successfully used in more than 500,000 applications in manufacturing and process automation.

#### Danfoss Drives solution offers a cost optimal Profibus solution

- MCT-10 software tool for access via standard PC
- Simple two-wire connection
- A universal, globally-accepted product
- Compliance with the international standard EN 50170
- Communication speed 12 Mbaud
- Access to drive master file makes planning easy
- Fulfilment of PROFIDRIVE guideline
- Integrated solution
- All variable frequency drives with Profibus are certified by the Profibus organization
- Danfoss variable frequency drives support Profibus DP V1

#### Profibus DP V1 for two different purposes

Fieldbus systems are used for two very different purposes with two very different sets of essentials in modern automation applications. One is transfer of signals referring to the process itself, the other service, commissioning and set-up communication.

Transfer of control and status signals between sensors and actuators is time critical and must be processed reliably and in real time. This is accomplished by cyclic communication where each node in the network is polled within each cycle, and each cycle has a pre-defined time. It is necessary to pre-define and minimize the extent of data in each telegram to make this work reliably and as fast as possible.

This consideration contradicts the second use of the fieldbus, namely as a timesaving set-up and diagnostics bus. Set-up and diagnostics are not time-critical, not continuously used, and require a larger amount of data in each telegram. Furthermore, you would tend to control this information from a

PC or an interface device (HMI) - and not from the master (typically a PLC) that controls the cyclic communication. Standard Profibus does not support networks with several masters so set-up and diagnostics information must be contained in the standard telegram handled by the master, making for very long and time-consuming telegrams with room for information only sporadically used.

Profibus DP V1 now combines the two sets of requirements from above in a single fieldbus system, allowing a second master to use the entire network in a specified time slot in each cycle. Profibus DP V1 thus operates with two classes of masters. Masterclass 1 (typically a PLC) performs the cyclic communication. Masterclass 2, typically an interface device (HMI or PC), transfers non-time critical information through non-cyclic communication.

Masterclass 2 masters can be connected anywhere on the Profibus net and the communication channel can be opened and closed anytime without disturbing the cyclic communication. You can have non-cyclic communication even without cyclic communication to for instance transfer complete programs or set-ups.

Profibus DP V1 is fully compatible with prior versions of Profibus DP V0. Profibus DP V0 and Profibus DP V1 nodes can be combined in the same network, although the master must support Masterclass 2 communication.

### User benefits:

- Connection to the motor controls is possible from every part of the network
- Existing network can be used for commissioning, set-up and diagnostic without disturbing of the cyclic communication
- Both DP V1 and DP V0-nodes can be connected in the same network
- No need for extensive telegrams in the PLC or IPC. A second master who supports DP V1 can handle set-up tasks



### NOTE

DP V1 is only possible for Master communication-cards which support Masterclass 2 specification.

### ■ DeviceNet

DeviceNet is a communications link that connects industrial devices to a network. It is based on the broadcast-oriented, communications protocol CAN (Controller Area Network).

The CAN protocol was originally developed for the European automotive market to be used in exchange for expensive wire harnesses in automobiles. As a result, the CAN protocol offers fast response and high reliability for demanding applications like ABS brakes and air bags.

### Danfoss concept offers the cost optimal DeviceNet solution

- Cyclic I/O communication
- Acyclic communication - "explicit messaging"
- Unconnected Messages Manager (UCMM) messages are supported
- Integrated solution
- Electronic Data sheet (EDS)-files secures easy configuring
- Provides fieldbus voltage supply
- Fulfilment of DeviceNet AC/DC motor profile
- Protocol defined in accordance with the Open DeviceNet Vendor Association (ODVA)

### ■ AS-interface

AS-interface (AS-i) is a cost-efficient alternative to conventional cabling at the lowest level of the automation hierarchy. The network can link into a higher-level fieldbus like Profibus for low-cost remote I/O. Known by its yellow cable; AS-I has grown an "open" technology supported by more than 100 vendors worldwide. Enhancements through time have broadened its field of applications and AS-interface is today proven in hundreds of thousands of products and applications spanning the automation spectrum.

### ■ InterBus

InterBus is an open, non-proprietary standard. It complies with the EN 50254 standard. Using decentralized motor controls with integrated fieldbus communication allows you to connect to an InterBus network.

- Easy connection
- Compliance with the international standard EN 50254
- I/O based transmission principle, high protocol efficiency

- Unified planning tool (e.g. CMD software)
- InterBus option is certified by the Fraunhofer Institute

The Gateway IB-S/DP for Danfoss variable frequency drives allows for up to 14 variable frequency drives of different series on the same InterBus network

### ■ FC Protocol

An RS-485 interface is standard on all Danfoss variable frequency drives allowing for up to 126 units in one network. The FC protocol has a very simple design described in *Serial Communication*. For applications where data transmission speed is of less importance, the RS 485 interface provides a good alternative to the faster fieldbus solution.

The FC protocol can also be used as a service bus for transfer of status information and parameter setup. In this case it is combined with normal time critical I/O control via digital inputs.

### ■ Good Installation Practice

#### ■ Flexible installation options

A major benefit of Danfoss' decentralized concept is saving installation cost partly due to the clever two-part design of the DMS 300/FCD 300

All electrical installation is done inside the installation box prior to mounting the electronic part. Subsequently the electronic part is plugged into the installation box, fixed, and the drive is ready for operation.

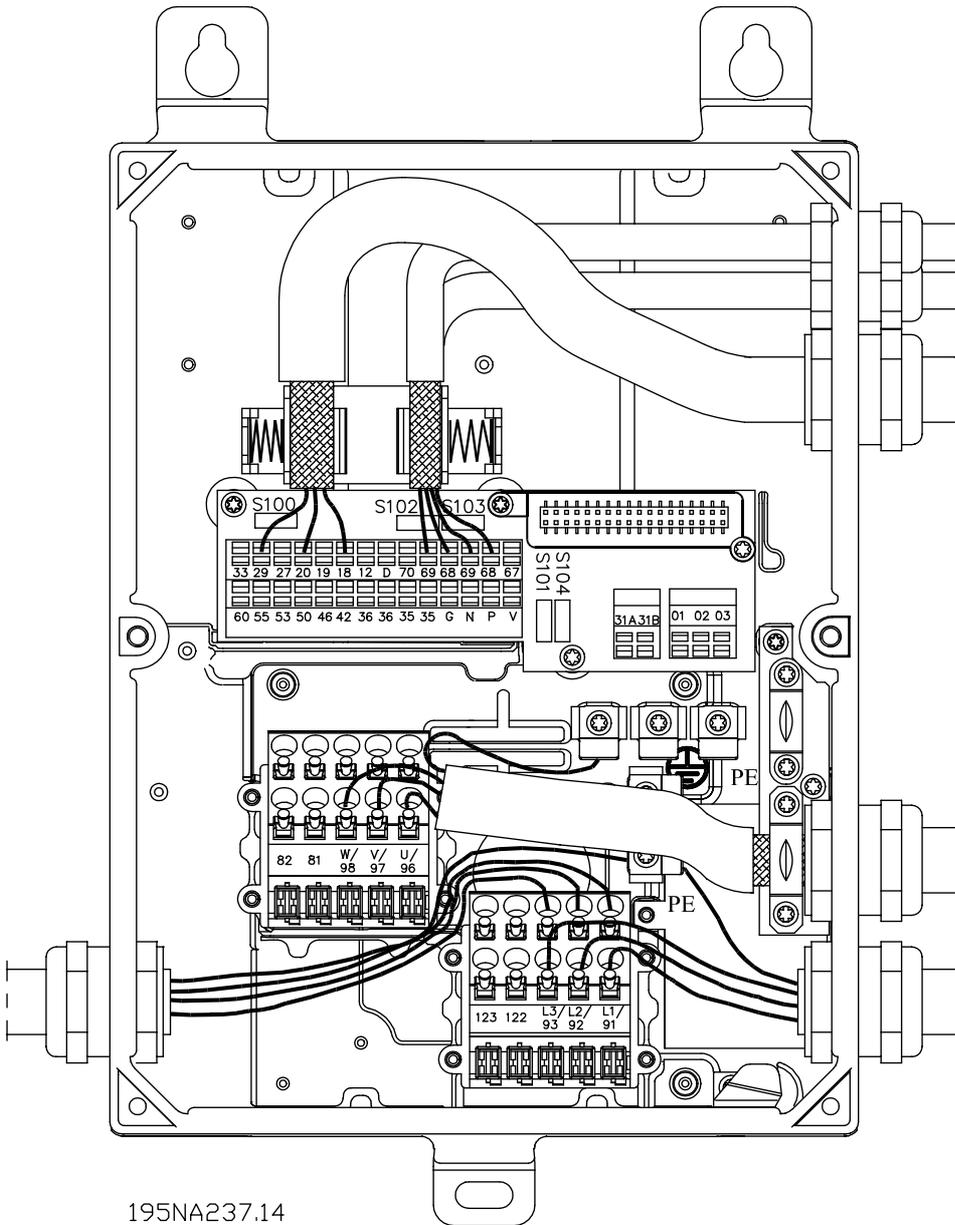
#### Power line looping

The FCD 300 and DMS 300 series facilitates internal power line looping. Terminals for 0.08 in (4 mm)<sup>2</sup> power cables inside the enclosure allows connection of up to 10+ units. FCD 300 and DMS 300 can be mixed along the line. Average load must not exceed 25 A.

#### 24 V control back up

External 24 V (20-30 V) DC can be connected in the EX and EB versions for back-up of control circuits. This way communication and programming possibility are maintained even during power down. The terminals are dimensioned for up to 0.1 in (2.5 mm)<sup>2</sup> and are doubled for looping. DMS 300 always needs 24 V external supply.

The T63 and T73 installation boxes have additional looping terminals for 2 X 24 V with 0.15 in (4 mm)<sup>2</sup>. Connected sensors can be supplied separately from the control back up supply.



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Example of power and bus looping

The decentral concept

### ■ Guidelines for selection of cables and fuses in a power line installation with FCD and DMS products

It is assumed that the installation follows the Low Voltage Directive as stated in HD 384 and IEC 60364. This section can't be used in explosive areas and where fire hazard exists. In general cable dimension has to follow IEC 60364-5-523. If the installation is part of a machinery EN 60204-1 has to be followed. Cables as mentioned under point 1, 2 and 3 in the figure have to be protected by an enclosure or conduit. The following section numbers refer to the figure.

1. The cable shall only be able to carry the maximum continuous current of the friction brake. By ground fault non-renewable protective circuit in the FCD will interrupt the flow of current.
2. If the IP 65 brake resistors recommended by Danfoss are used the cable will only be exposed to the continuous current of the brake resistor. If the brake resistor becomes overheated it will disconnect itself. If another type or make of brake resistor, without any power limitation device, is used, the maximum power must be equal to the rated power of the motor.  
The current in Amps would be:  $I = 0.77/\text{motor power}$ , with motor power inserted in HP (kW);  $[A=V/W]$ . The rated motor current comes fairly close to the current in the cable to the brake resistor.
3. The cables to encoders and thermistors are on PELV potential. The currents are in mA range and limited by the FCD or DMS. In order not to violate the PELV protection of the control terminals of FCD the thermistor has to have reinforced insulation according to the PELV demands. For EMI purposes the cables must have their own electrical shielding and if possible be kept separated from power cables.
4. The cable is protected by the current limit function in the FCD. By ground faults and short circuit of low impedance the FCD will interrupt the current.
5. The current is limited by the DMS\*, and ground and short circuit protected by the circuit breaker (CB).
6. The current is limited by the downstream FCD and DMS\*. The CB makes the ground and short circuit protection. The impedance in the leads has to be so low that the CB disconnects in 5 s by low impedance ground faults. (TN supply).
7. If installation is on a machine (EN 60204-1) and the distance between the T connection and the FCD or DMS\* is less than 10 ft (3 m), the cable

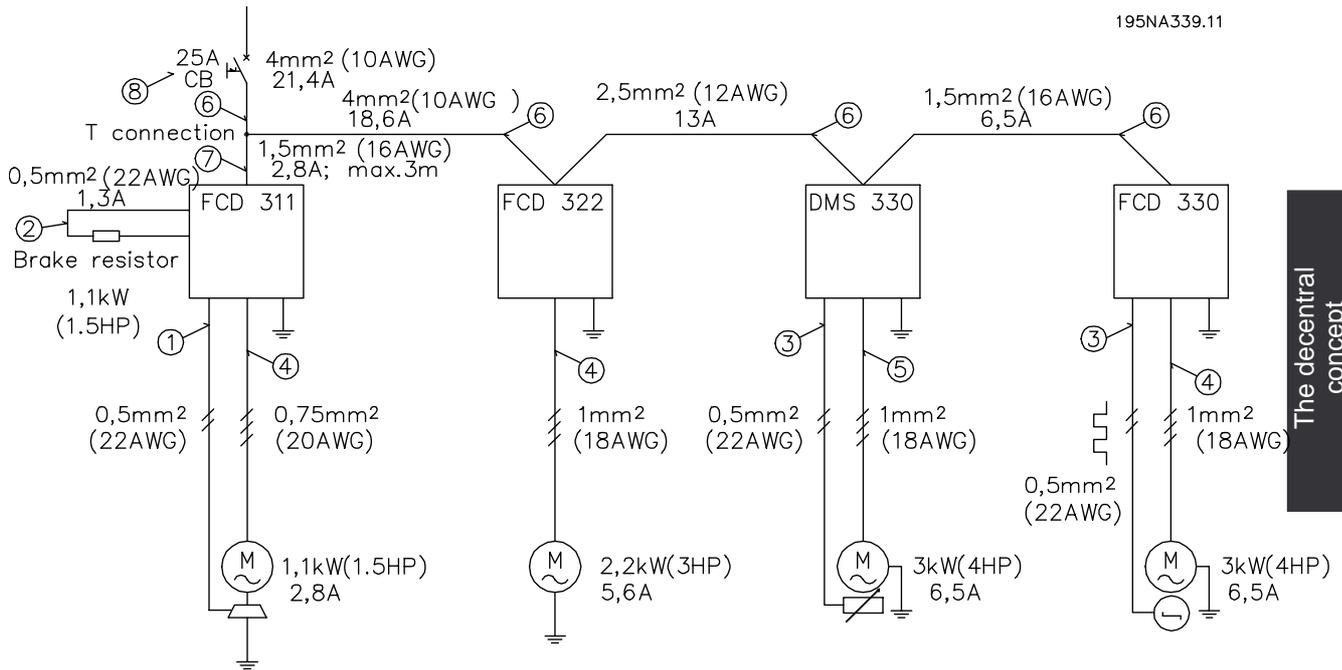
can be downsized to the current capacity that is needed for the down stream FCD.

8. The trip current for the CB upstream must not be higher than the highest maximal prefuses for the smallest FCD or DMS downstream.

See section *Fuses* for DMS coordination class.

For EMC purposes cable # 2, 3 & 4 has to be shielded or placed in metal conduits.

\* only extended versions



The decentral concept

Example of decentral cable dimensioning

### ■ Service

Breakdown of Danfoss drives or geared motors only occur under exceptional circumstances. As downtime represents lack of production, failures must be located and defective components replaced quickly. Danfoss' decentralized products place great emphasis on addressing these issues. This chapter also describes measures taken to make Danfoss decentralized products superior in a service situation. For detailed information on specific service issues please consult relevant literature.

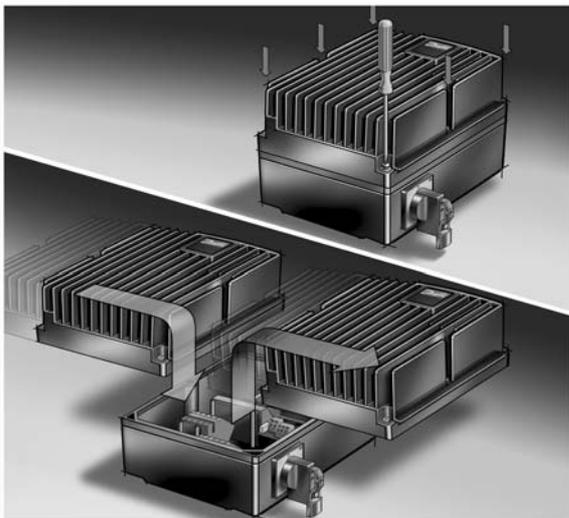
Centralized adjustable frequency drives from Danfoss have pluggable connections to facilitate service using fast and faultless replacement. The same concept is used and improved for the decentralized drives.

### Plug-and-drive

All the advanced and reliable electronics needed to ensure your motors act smoothly, responsively and economically at each command are hidden inside the box lid and plug into connectors when mounted onto the bottom section. The bottom section contains maintenance-free Cage Clamp connectors and looping facilities for power and fieldbus cables well protected against dust, hosing and cleaning agents. Once installed, commissioning and upgrading can be performed in no time simply by plugging in another control lid. See the illustration.

to fail. In case of a failure in the electronic part, just remove the six screws, unplug the electronic part and plug in a new one.

You only need standard installation material like cable glands, cables, etc., to commission and service a Danfoss decentralized drive. Special equipment like hybrid cables not likely to be held in stock by a standard supplier of electric installation components is needed. This provides high flexibility and maximum uptime.



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### Product concept

Since the installation box only contains plugs, connectors and low density pcb's, it is not likely

# **DMS 300 Series**

195NA357.10



Introduction, DMS  
300

### ■ Operating instructions

DMS Version no.02

These operating instructions can be used for all DMS 300 units with version no. 02.

The version no. can be identified from the product serial number. The 5th and 6th digit from left pertain to the version no.

Thus serial number xxxx-02-xxx indicates version no. 02.

### ■ Symbols used in this manual

When reading this manual you will come across different symbols that require special attention.

The symbols used are the following:



#### NOTE

Indicates something to be noted by the reader



Indicates a general warning



Indicates a high voltage warning

### ■ General warning



The DMS contains dangerous voltages when connected to line voltage. Only a competent electrician should carry out the electrical installation. Improper installation of the motor or the DMS may cause equipment failure, serious injury or death. Follow this manual as well as national and local rules and safety regulations.

### ■ Safety regulations

1. The DMS must be disconnected from the AC line if repair work is to be carried out.
2. The [COASTING STOP INVERSE] command applied to the DMS does not disconnect the equipment from the mains and thus is not to be used as a safety switch.



It is the responsibility of the user or the person installing the DMS to provide proper grounding and branch circuit protection in accordance with national and local regulations.

### ■ Warning against unintended start

1. The motor can be brought to a stop by means of digital commands, bus commands or a local stop, while the DMS is connected to the AC line. If personal safety considerations make it necessary to ensure that no unintended start occurs, these stop functions are not sufficient.
2. A motor that has been stopped may start if faults occur in the electronics of the DMS.

### ■ Avoiding DMS damage

Please read and follow all instructions in this manual.



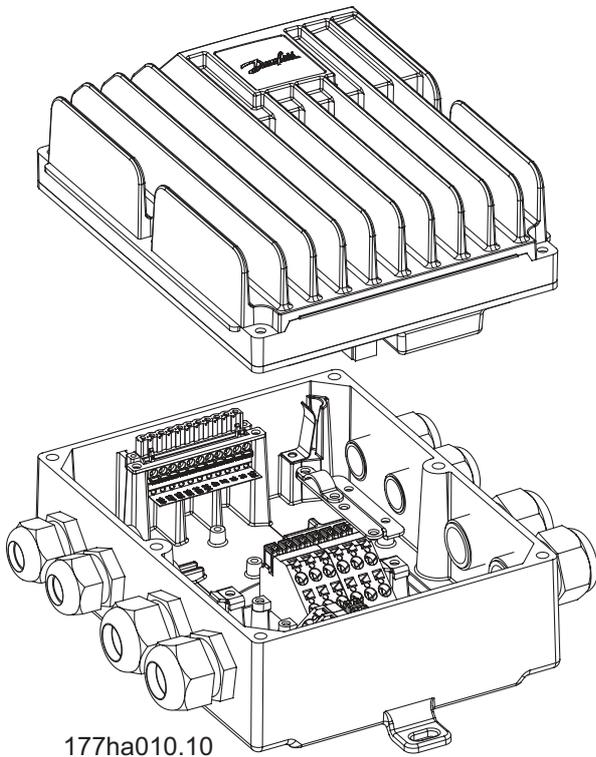
Electrostatic Precaution; Electrostatic discharge (ESD). Many electronic components are sensitive to static electricity. Voltages so low that they cannot be felt, seen or heard, can reduce the life, affect performance, or completely destroy sensitive electronic components. When performing service, proper ESD equipment should be used to prevent possible damage from occurring.

### ■ Description

The Danfoss DMS is an advanced electronic motor starting system. It performs six main functions;

1. Start control, including soft start.
2. Stop control, including soft stop (extended stop time).
3. Thermistor motor protection
4. Electronic motor protection (optional).
5. Electromechanical brake control (optional)
6. Monitoring & system interface.

### ■ General layout



### ■ Construction

The DMS unit is made of two separable parts:

1. Installation box, which is the bottom half. The installation box has all the mounting arrangement, cable entries, and grounding studs.
2. Electronics Module, which is the top half. The electronics module contains all the circuitry of the DMS.

### ■ Tools required

The DMS unit does not require any special tools for installation.

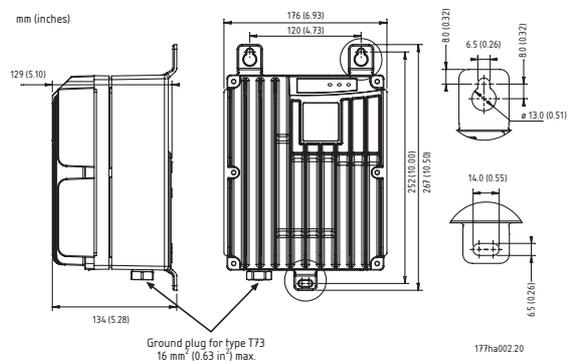
All the power & control connections are snap-on, spring-loaded type.

The following set of tools is adequate for installing the DMS units:

- Screw Drivers, general (or T20 Torxslot)
- Spanners - 28 AF and 24 AF
- Center-punch for motor-mounted versions, if not already mounted on a motor

### ■ Wall mounting

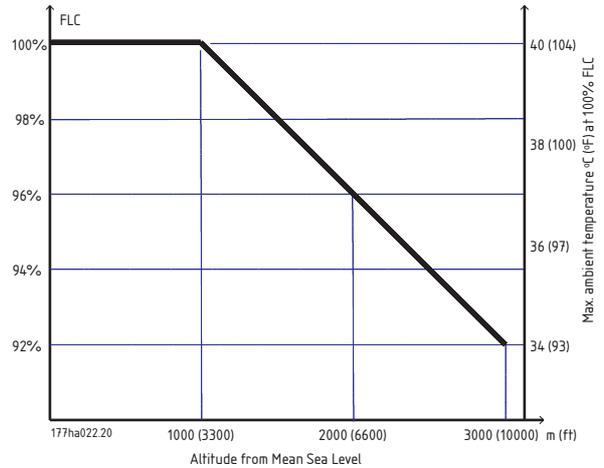
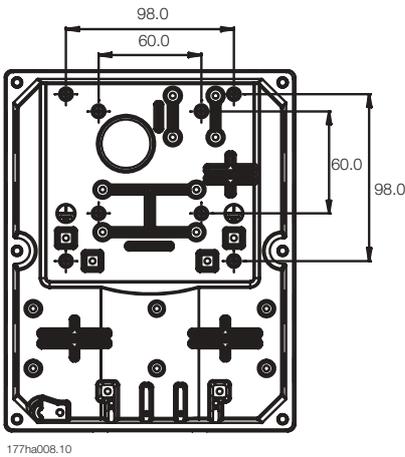
For best cooling, the DMS unit should be mounted vertically. If needed, horizontal mounting is allowable. For installing, use the three eye-holes provided. Use the nylon washers provided to avoid scratching the protective paint.



Dimension drawing - DMS Wall mount version

### ■ Motor mounting

1. Remove the cover of motor terminal box.
2. In the DMS Installation box, knock out 4 screw holes to match the motor terminal box. Two hole-patterns (4 holes each) have been provided to suit Danfoss Bauer geared motors, depending on the power size of the motor. For different motors use the outer holes and the adaption plate [Order no. 175N2115]
3. In the DMS Installation box, knockout the motor cable gland (1 of 1.2 in (30 mm diameter)) for the power connection to motor terminals.
4. Mount the DMS Installation Box direct on the motor terminal box.



Derating curve for altitude

Dimension drawing - DMS Motor mount version

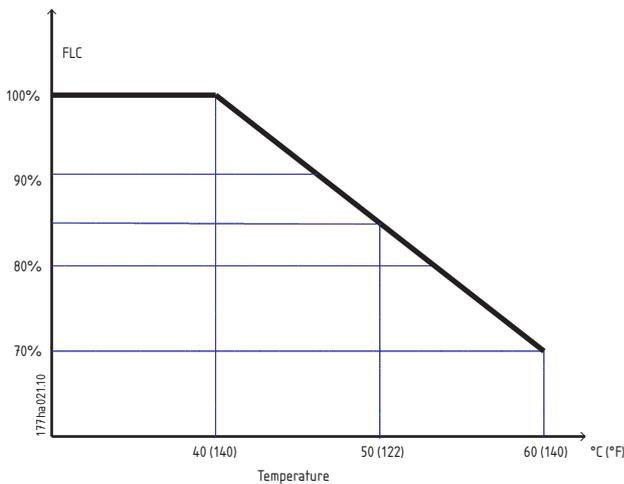


**NOTE**

Do not mount in direct sunlight or near heat radiating elements.

**■ Ventilation**

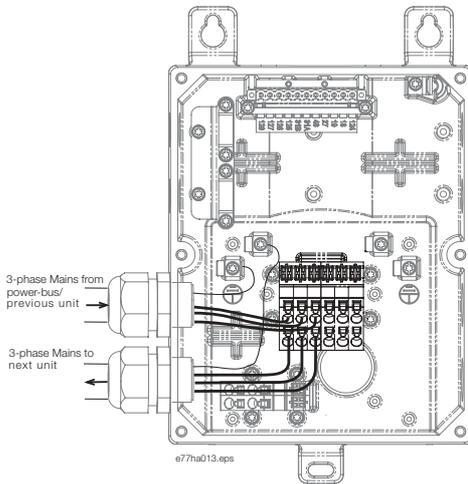
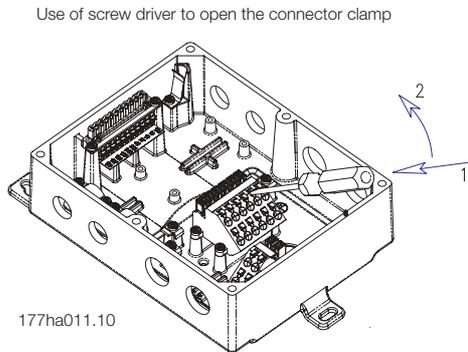
DMS cooling is by means of air circulation. Consequently, the air needs to be able to move freely above and below the soft starter. If installing the DMS in a switchboard or other enclosure, ensure there is sufficient airflow through the enclosure to limit heat rise in the enclosure to maintain the internal enclosure temperature at or below 104 deg. F. (40 deg. C.) (Heat loss of DMS at rated current is 0.025 HP (18 watts) approx.).



Derating curve for temperature

### ■ Power Wiring

Connect the Supply voltage to the DMS input terminals 1/L1, 3/L2 & 5/L3. The terminals in the Extended versions of the DMS allow two cables to loop the power line as shown.

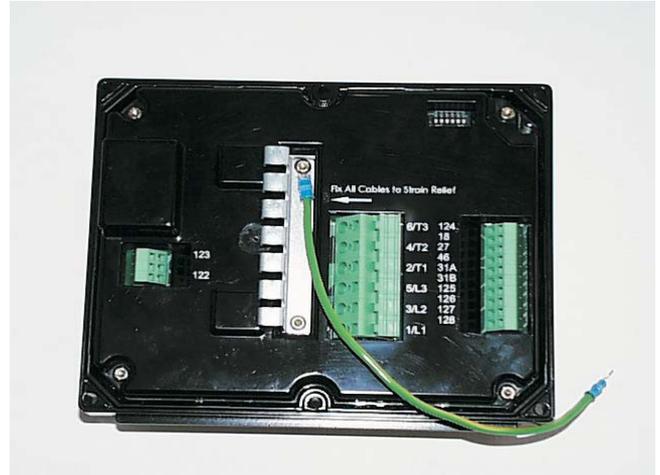


#### Looping the power line - 3-phase AC lines

Connect the Motor terminals to the DMS output terminals 2/T1, 4/T2 & 6/T3. Take care of the phase sequence to have the correct direction of rotation. The terminals in the Extended versions of the DMS allow two cables to connect two motors in parallel to one DMS.

Maximum cross section: 0.15 in sq. (10 AWG)

For ST & SB versions, provide strain relief for power and control cables by using the cable support provided in the DMS unit, as shown.



### ■ Power factor correction



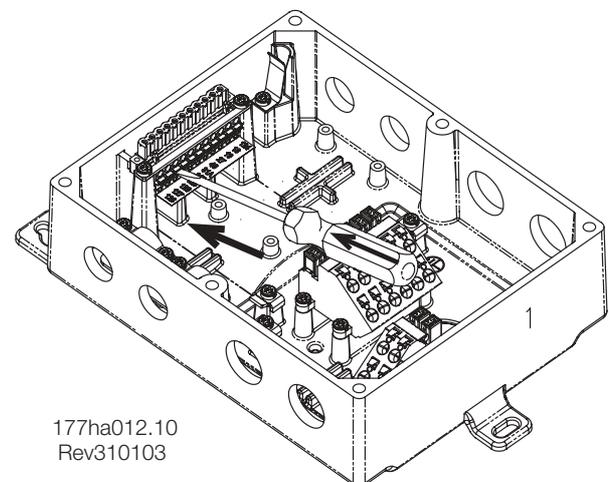
If a DMS is used with static power factor correction it must be connected to the supply side of the DMS.

Connecting power factor correction capacitors to the output of the DMS will result in damage to the DMS.

### ■ Control Wiring

Complete the Control wiring as shown in the Electrical Schematic diagram.

Use of a screw driver to open the connector clamp for control terminals [Press to open the clamp]



Connect Control Supply / AS-i Interface at the terminals provided.

Contacts used for controlling these inputs should be low voltage, low current rated (Gold flash or similar)  
Maximum cross section: 0.1 in<sup>2</sup> (12 AWG)

Use cables complying with local regulations.

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### ■ Motor thermistors

If the motor is fitted with thermistors these may be connected directly to the DMS. To connect the thermistors, first remove the shorting link, and then connect the thermistors between terminals 31A & 31B.



Use double-isolated thermistors to retain PELV.

### ■ Serial communication

The DMS can be equipped with either AS-i or Profibus communication capabilities.  
The AS-i and Profibus interfaces are optional.  
The AS-i Fieldbus is connected at terminals 125 & 126.  
The details of the Profibus connectivity are given at the end of the manual.



#### NOTE

Communications and control cabling should not be located within 1 ft (300 mm) of power cabling. Where this cannot be avoided consideration should be given to providing magnetic shielding to reduce induced common mode voltages, for example, by laying the communication and control cables in a separate conduit.

### ■ Grounding



Ensure that the DMS unit is grounded properly. Use the chassis ground studs provided for the purpose (4 of size M4). For type T73 units, an external ground plug (size M8) is provided to facilitate grounding.



To retain the IP rating of DMS, remember to close all the unutilized cable entries using the gland plugs (bungs) provided loose with the DMS unit. In units with external plugs, all plugs must be correctly mounted.

### ■ High voltage warning



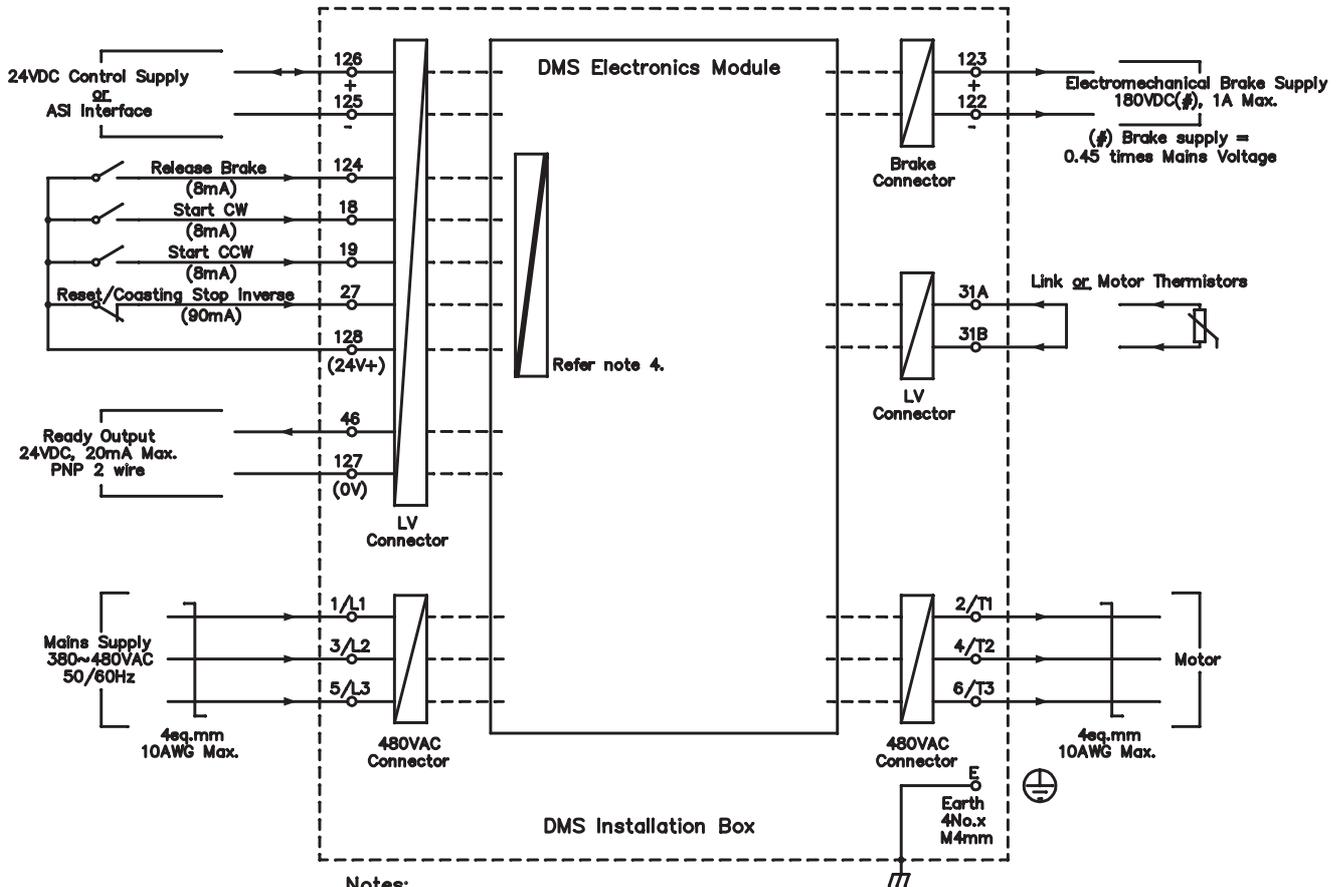
The voltage of the DMS is dangerous whenever the equipment is connected to the AC line. Ensure the DMS is correctly connected and that all safety measures have been taken before switching on the supply.

### ■ Galvonic isolation (PELV)



All control terminals, and terminals for serial communication are safely isolated from the AC lines potential, i.e. they comply with the PELV requirements of EN/ IEC 60947-1. PELV isolation of the control card is guaranteed provided there is max. 300 VAC between phase and ground.

### ■ Electrical Schematic



#### Notes:

1. All external wiring to be 2.5sq.mm (12AWG) maximum unless otherwise detailed.
2. For Standard DMS (versions SB/ST) all the connectors are located on the Electronics Module. For Extended DMS (versions EX/EB/ER) all the connectors are located on the Installation Box.
3. The Terminals in the Extended versions of the DMS allow two cables for looping the power line.
4. The control inputs are galvanically isolated.

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### ■ Adjustment/ Settings

DMS adjustments are made using the DIP switch adjustment panel located on the underside of the Electronics module.

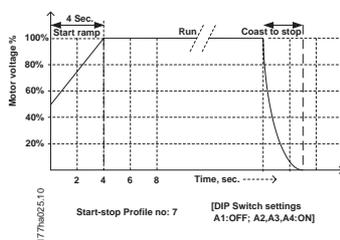
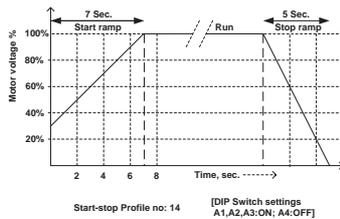
|  | Section | Switch no.      | Description  | Value   | Factory setting |              |
|--|---------|-----------------|--|---|-----------------|--------------|
|  | A       | 1               | Start/ stop profile setting  | Selection of ramp times and start voltage. See table below. | Off             | Profile no.0 |
|  |         | 2               |  |   | Off             |              |
|  |         | 3               |  |   | Off             |              |
|  |         | 4               |  |   | Off             |              |
|  |         | 5               | Off  | Trip class 5  |                 |              |
|  |         | 6               | Off  |   |                 |              |
|  | B       | 1               | Not used   |   |                 | FLC = 0.1A   |
|  |         | 2               | Full load current setting (note: 0.1Amps is always added internally) | 3.2A  | Off             |              |
|  |         | 3               |  | 1.6A  | Off             |              |
|  |         | 4               |  | 0.8A  | Off             |              |
|  |         | 5               |  | 0.4A  | Off             |              |
|  |         | 6               |  | 0.2A  | Off             |              |
|  |         | See table below |  |   |                 |              |

Note: Settings marked grey are applicable only in Extended versions.

### ■ Start/ stop profile setting

Choose the required Start/ Stop profile which is most suited to the application. Use DIP

switches A1-A4 to set the start/stop profile. Some examples are shown below.



■ **Start/ stop profile setting table:**

| Start/stop Profile | Start Performance                                     | Stop Performance | 1 (A1)  | 2 (A2) | 3 (A3) | 4 (A4) | Initial Voltage (%) | Start Ramp Time (sec) # | Stop Ramp time (sec) # |
|--------------------|---|------------------|---------|--------|--------|--------|---------------------|-------------------------|------------------------|
| 0                  | Equivalent to DOL                                     | Coast to stop    | Off     | Off    | Off    | Off    | 80                  | 0.25                    | *                      |
| 1                  | Fastest<br> <br> <br> <br> <br> <br> <br> <br>Slowest | Coast to stop    | Off     | Off    | Off    | On     | 80                  | 0.5                     | *                      |
| 2                  |   |                  | Off     | Off    | On     | Off    | 60                  | 0.75                    | *                      |
| 3                  |   |                  | Off     | Off    | On     | On     | 60                  | 1.5                     | *                      |
| 4                  |   |                  | Off     | On     | Off    | Off    | 60                  | 1.0                     | *                      |
| 5                  |   |                  | Off     | On     | Off    | On     | 50                  | 2                       | *                      |
| 6                  |   |                  | Off     | On     | On     | Off    | 40                  | 3                       | *                      |
| 7                  |   |                  | Off     | On     | On     | On     | 50                  | 4                       | *                      |
| 8                  |   |                  | On      | Off    | Off    | Off    | 60                  | 6                       | *                      |
| 9                  |   |                  | On      | Off    | Off    | On     | 60                  | 8                       | *                      |
| 10                 | Fastest<br> <br> <br> <br> <br>Slowest                | Fastest          | On      | Off    | On     | Off    | 60                  | 2                       | 1                      |
| 11                 |   |                  | On      | Off    | On     | On     | 50                  | 3                       | 2                      |
| 12                 |   |                  | On      | On     | Off    | Off    | 40                  | 4                       | 3                      |
| 13                 |   |                  | On      | On     | Off    | On     | 40                  | 5                       | 3                      |
| 14                 |   |                  | On      | On     | On     | Off    | 30                  | 7                       | 5                      |
| 15                 |   | Slowest          | Slowest | On     | On     | On     | On                  | 30                      | 9                      |

Note: \* indicates Stop Ramp time is not controlled by DMS. Motor will coast to stop.

# In some applications, actual ramp time on the motor shaft could differ from the settings.

■ **Trip Class selection:**

This setting is applicable only for the Extended versions of DMS.  
 The DMS motor overload protection is an advanced motor thermal model. Motor temperature is continuously calculated by the microprocessor. This uses a sophisticated mathematical model to accurately reflect motor heat generation and dissipation during all stages of operation, e.g. Starting, Running, Stopping & Stopped.  
 Because it operates continuously, the motor thermal model eliminates the need for protection systems such as Excess Start Time, Limited Starts per hour etc. Calibrate the DMS motor thermal model for the Trip Class of the connected motor. The Motor Trip

Class is defined as the length of time the motor can sustain Locked Rotor Current. The motor Trip Class can be found from the motor curves or data sheet. For example, if a given motor can withstand Locked Rotor Current for 10 sec, set Trip Class 10 (or lower) in the DMS.  
 If in doubt, use "Trip Class 5", which is the Factory Default setting for this parameter. With this setting, the DMS will trip & protect the motor if the Locked Rotor current sustains for more than 5 secs.  
 Use the DIP switches A5-A6 to choose the Trip Class.

■ **Trip Class selection table:**

| Trip Class Time (sec) | 5 (A5) | 6 (A6) | Remarks              |
|-----------------------|--------|--------|----------------------|
| 5                     | Off    | Off    | Trip Class 5         |
| 10                    | Off    | On     | Trip Class 10        |
| 20                    | On     | Off    | Trip Class 20        |
| 0                     | On     | On     | Motor Protection off |

■ **Full Load Current setting:**

This setting is applicable only for the Extended versions of DMS and refers to the ETR function. It may not be used for current limitation.

Calibrate the DMS for the connected motor nameplate Full Load Current (FLC).

Use the five (5) DIP switches B2-B6 to add up to motor nameplate FLC minus 0.1 Amps. (0.1 Amps is added internally to the FLC amps. read from the DIP switches) Please note that switch B1 is not used.

■ **FLC setting table:**

| DIP Switch bits | Value (Amps)                    | Example-1 for setting FLC=4.3 Amps                 | Example-2 for setting FLC=2.9 Amps                |
|-----------------|---------------------------------|--|---|
| 2 (B2)          | 3.2                             | On   | Off   |
| 3 (B3)          | 1.6                             | Off  | On  |
| 4 (B4)          | 0.8                             | On   | On  |
| 5 (B5)          | 0.4                             | Off  | On  |
| 6 (B6)          | 0.2                             | On   | Off   |
|                 | 6.3 Amps, when B2-B6 are all On | <b>0.1</b> +3.2+0+0.8+0+0.2<br>= 4.3<br>See remark | <b>0.1</b> +0+1.6+0.8+0.4+0<br>=2.9<br>See remark |

Note: **0.1 Amps** is added internally to the value read from DIP switches.

■ **Completing the installation:**

To complete installation, fit the DMS Electronics module to the DMS Installation box and secure with the screws provided. Recommended tightening torque for the screws is between 2.5 and 3 Nm.

### ■ Operation

Once the DMS has been installed, wired and programmed according to the instructions, it can be operated.

### ■ Powering-up the DMS

Power may now be applied to the DMS unit. The "On" LED should glow when the 24VCD Control Supply is turned On.

### ■ Starting the motor:

Connect +24VDC to the "Reset/ Coasting stop inverse input (27).

To start the motor in the Forward direction, use the Start CW Input (18). To initiate a stop, open the Start CW Input.

To start the motor in the Reverse direction, use the Start CCW Input (19). This feature is optional. To initiate a stop, open the Start CCW Input.

If the direction of rotation is wrong, change any two of mains **or** motor phases.

Disconnecting the +24VDC to the "Reset/ Coasting stop inverse input (27) will disable the DMS and cause the motor to coast to stop.



#### NOTE

If both Start CW & Start CCW inputs are active together, the motor will stop.

### ■ Brake Release

(For variants with Braking function only - variants SB, EB, ER).

When a Start is initiated, the DMS automatically generates a brake release command. This will release the brakes before the motor starts running.

The motor brake can also be released without starting the motor by connecting +24VDC to the Brake Release input (124).



#### NOTE

Mains supply to the DMS is required for the operation of Brake Release.

The Electromechanical brake supply is **not** short-circuit protected.

### ■ Operation with AS-i Interface

The AS-i switch profile S-7.E is used, having the following inputs and outputs:

- Start CW (D0)
- Start CCW (D1)
- Brake Control (D2)
- Reset (D3)
- Ready output(D0)
- Run Output (D1)
- Fault Output (D2)

The profile codes with the different variants are:

- Profile 7E 1 for Extended
- Profile 7E 3 for Extended with Brake
- Profile 7E 4 for Extended with Brake & Reverse

### ■ Description of AS-i profiles used with DMS

| Bit | Type for host | Meaning     | Host level | Direct starter Profile 7E 1       | Direct starter with brake Profile 7E 3 | Reverser with brake Profile 7E 4  |
|-----|---------------|-------------|------------|-----------------------------------|--|-----------------------------------|
| D0  | output        | Run forward | 0<br>1     | Stop - forward<br>Start - forward | Stop - forward<br>Start - forward      | Stop - forward<br>Start - forward |
| D1  | output        | Run reverse | 0<br>1     | Not used                          | Not used                               | Stop - reverse<br>Start - reverse |
| D2  | output        | Brake       | 0<br>1     | Not used                          | Motor blocked<br>Motor free            | Motor blocked<br>Motor free       |
| D3  | output        | Fault reset | 0<br>1     | Not reset<br>Reset                | Not reset<br>Reset                     | Not reset<br>Reset                |
| D0  | input         | Ready       | 0<br>1     | Not ready or fault<br>Ready       | Not ready or fault<br>Ready            | Not ready or fault<br>Ready       |
| D1  | input         | Running     | 0<br>1     | Motor stopped<br>Motor running    | Motor stopped<br>Motor running         | Motor stopped<br>Motor running    |
| D2  | input         | Fault       | 0<br>1     | No fault<br>Fault                 | No fault<br>Fault                      | No fault<br>Fault                 |
| D3  | input         | Not used    | 0<br>1     | Not used                          | Not used                               | Not used                          |
| P0  | parameter     | Not used    |            |                                   |  |                                   |
| P1  | parameter     | Not used    |            |                                   |  |                                   |
| P2  | parameter     | Not used    |            |                                   |  |                                   |
| P3  | parameter     | Not used    |            |                                   |  |                                   |

It is possible to operate DMS with both the control inputs and an AS-i Interface. It will function as follows:

- Start CW: Logically "OR"ed - DMS will Start if either input is active.
- Start CCW: Logically "OR"ed - DMS will Start if either input is active.
- Brake: Logically "OR"ed - DMS will generate Brake release command if either input is active.
- Reset/Coasting stop inverse: Logically "AND"ed.

#### Configuring DMS with a Slave address:

Use a standard AS-i addressing device or the AS-i master to configure the DMS with the designated slave address on the AS-i network.

---



#### NOTE

Both inputs must be active for DMS to Start.  
If AS-i bus is used for control, the binary Reset/Coasting stop inverse input must be held active (i.e. connected to +24 VDC)

### ■ Fault Procedure

Use the Reset (Reset/ Coasting stop inverse) input to reset any fault.

The "On" LED (Green), when illuminated, indicates that the Control supply is on.

The "Bus" LED (Green), when illuminated, indicates that AS-i bus communication is OK.

The "Alarm" LED (Red), when illuminated, indicates that the DMS is in the alarm/ trip state.

The number of Alarm LED flashes indicates the fault/ trip condition. The Alarm LED will flash a certain number of times, depending on the nature of fault.

### ■ Reading the "Alarm" LED

| No. of flashes | Trip Condition                | Cause & Action  |
|----------------|-------------------------------|---|
| One (1)        | Power Loss or Shorted SCR     | Check supply voltages. This is a pre-start check.   |
| Two (2)        | Thermal Overload              | Check FLC setting.<br>Check the Motor Trip class setting.<br>Remove the cause of the overload and let the motor cool before restarting.   |
| Three (3)      | Motor Thermistor Trip         | Identify and correct the cause of motor overheating.<br>If no thermistors are connected to the DMS, ensure there is a closed circuit across the motor thermistor input (terminals 31A & 31B). |
| Four (4)       | Phase Loss                    | Check supply for missing phase. This is active anytime during start.  |
| Five (5)       | Welded Direction Change Relay | Replace unit.   |



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## Decentral Solutions - Design Guide

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### ■ General Technical Data

Supply (L1, L2, L3, 125, 126, 127, 128):

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|                                   |                                    |
|-----------------------------------|------------------------------------|
| AC line Supply voltage .....      | 3 x 380 VAC ~ 480 VAC +/- 10%      |
| AC Line Supply frequency .....    | 45HZ ~ 65 Hz                       |
| Electronics control voltage ..... | +24VDC (20V to 30V), 150mA nominal |

Control Inputs

---

|  |                                |
|--|--------------------------------|
| Start (Terminals 18 & 19) .....                      | Binary, 24 VDC, 8mA approx.    |
| Reset/ Coasting stop inverse(Terminal 27) .....      | Binary, 24 VDC, 90mA approx. # |
| Release Electromechanical Brake (Terminal 124) ..... | Binary, 24 VDC, 8mA approx.    |

*The Control inputs are suitable for connection to a device with a PNP output stage.  
# 20 mA approx. for Standard versions (SB & ST)*

Outputs

---

|                                |                                       |
|--------------------------------|---------------------------------------|
| Run Output (Terminal 46) ..... | Binary, PNP output, 24 VDC, 20mA max. |
|--------------------------------|---------------------------------------|

*The output is short circuit protected.*

Electromechanical Brake Supply output

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|   |                       |
|---|-----------------------|
| Electromechanical Brake Supply Output (Terminals 122 & 123) ..... | 180 VDC, 1.0 A max. * |
|---|-----------------------|

*\* The electro-mechanical brake supply output voltage is proportional to the Ac line supply voltage, which is 180 VDC for 400VAC mains, 205 VDC for 460 VAC AC lines.*

**The output is not short circuit protected.**

Surroundings

---

|                           |  |
|---------------------------|--|
| Operating temperature ... | 14 to +140 deg. F (-10 to +60 deg. C.)(above 104 deg. F. (40 deg. C.) with derating) |
| Relative humidity .....   | 5 -90% RH, non-condensing  |
| Weight .....              | 7.7 lb (3.5 kg)  |

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## Decentral Solutions - Design Guide

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### ■ Current Ratings (AC53a ratings)

These ratings assume Starting current of 500%  
FLC. All ratings are in Amps.

| <b>Continuous Ratings (Not bypassed) at 104 deg. F (40 deg C.) Ambient Temperature, &lt; 3000 feet (1000 m)</b> |                   |            |     |     |
|---|-------------------|------------|-----|-----|
| No. of starts per hour  | Start Time (sec.) | Duty Cycle |     |     |
|   |                   | 70%        | 50% | 30% |
| 10  | 5                 | 8.4        | 8.7 | 9.0 |
| 50  | 5                 | 7.9        | 8.1 | 8.3 |
| 100   | 5                 | 7.3        | 7.5 | 7.6 |
| 300   | 1                 | 7.7        | 8.0 | 8.2 |

For ambient temperature or altitude conditions  
beyond those listed contact Danfoss.

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### ■ Ordering type code

The DMS is available in the following variants:

- Standard
- Standard with Brake
- Extended
- Extended with Brake
- Extended with Brake & Reverse

The Extended variants are available with integrated  
Fieldbus AS-i interface. The extended versions can be  
delivered with Profibus interface including 4 additional  
M12 plugs for connection of external sensors.

Refer to the table for the Part numbers  
corresponding to the variants.

For example, the part number for a Motor Mount  
DMS unit, with Reverse function, and without  
Fieldbus connection would be:  
DMS330PT4P66ERD0F00T12C0

Specification and  
order codes, DMS 300



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## Decentral Solutions - Design Guide

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### ■ Certifications

The DMS 300 has CE, UL, cUL and C-tick certifications. The details are as under:

#### CE

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|   |   |
|---|---|
| Rated insulation voltage .....  | 500 VAC   |
| Rated impulse withstand .....   | 2.0 kV (1.2/ 50 micro second)   |
| Conducted and radiated frequency emissions .....  | Class B as per EN 55011   |
| Electrostatic discharge, 4 kV contact and 8 kV air discharge .....                                      | no effect on operation  |
| Radio frequency electromagnetic field, 0.15 MHz to 1.0 GHz .....  | no effect on operation  |
| Fast transients, 2.0 kV/ 5.0 kHz .....  | no effect on operation  |
| Surges, 2.0 kV line to earth, 1.0 kV line to line .....   | no effect on operation  |
| Voltage dips and short interruptions .....  | no effect on operation  |
| Short circuit tested on 5 kA supply, when protected by semiconductor fuses (Type 2 co-ordination) ..... | no damage to DMS 300, no danger to persons or installation                      |
| Short circuit tested on 5 kA supply, when protected by HRC fuses (Type 1 co-ordination) .....           | no danger to persons or installation, DMS unit may be unsuitable for future use |

#### UL

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Conforms to the requirements of UL certification (reference number E206590) .....

#### C-tick

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Conforms to IEC/EN 60947-4-2. ....

#### IP66

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Degree of protection of the enclosure conforms to IEC/EN 60947-1.. ....

To maintain certifications, the product shall not be modified in any way, shall be used only for the specified purpose, and must be installed according to this manual and/or any other authorized Danfoss instruction.

### ■ Fuses

The DMS 300 should be used with suitable fusing as per the co-ordination requirements of the circuit.  
 Max pre-fuses: DMS 300 meets Type 1 co-ordination with properly rated HRC fuses.  
 Use type gG 25A, 415 VAC or equivalent HRC fuses.

Semiconductor fuses are required to meet UL, C-UL Certification.  
 Semiconductor fuses listed below are manufactured by Bussmann and should be ordered directly from Bussmann or their local supplier.  
 Bussmann, High Speed fuse, Square body, Size 000, 660 V, 20 Amps rated - Part no: 170 M 1310 or  
 Bussmann, British style, BS88, Type CT, 690 V, 20 Amps rated - Part no: 20CT

### ■ Special variants:

In addition to the installation boxes described earlier, DMS units can be offered as variants with additional functionality and options

Example 1

Variant T73: DMS Extended unit with Profibus communication option, 4 x M12 sensor plugs (as described above) plus a special Harting connector for motor connections.



Picture of DMS Unit with Profibus card, with 4 x M12 connectors for sensors, and Harting connector for Motor connections

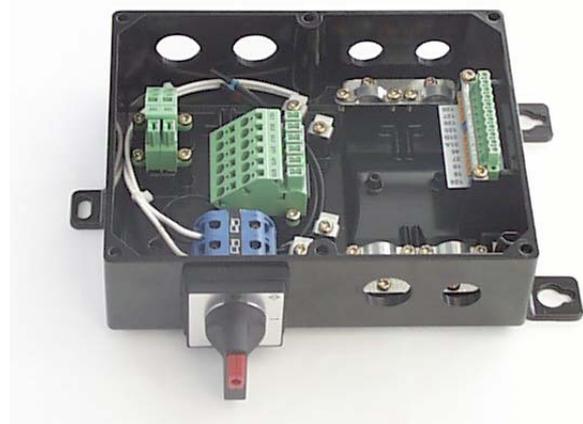
### ■ Motor connection

The motor must be connected by a Han 10E connector according to the DESINA standard.

| Pin no. | Function                  | Pin no. | Function           |
|---------|---------------------------|---------|--------------------|
| 1       | Motor U                   | 6 - 8   | Not connected      |
| 2       | Motor V                   | 9       | Motor thermistor A |
| 3       | Motor W                   | 10      | Motor thermistor B |
| 4       | Electromechanical brake A | PE      | Ground connection  |
| 5       | Electromechanical brake B |         |                    |

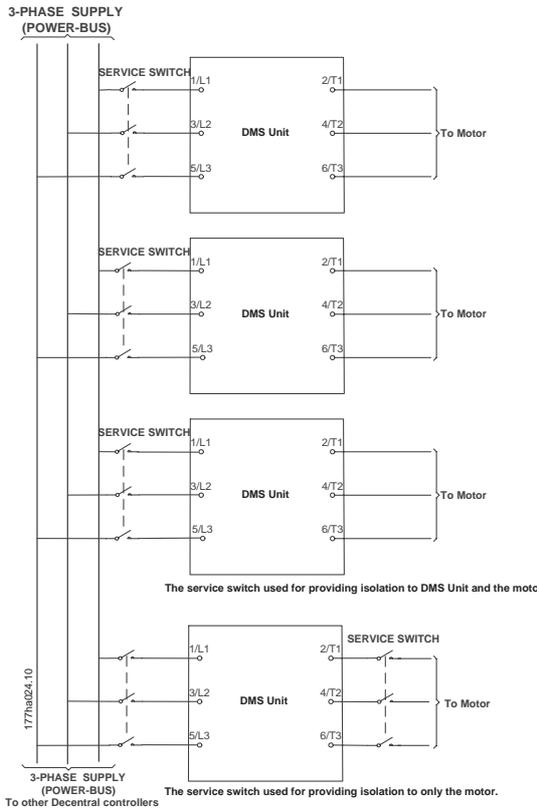
Example 2

Variant T22 or T62: DMS Extended unit with an integrated service switch.



The service switch can either be connected between the AC line supply & DMS unit, or between DMS unit and the motor, as shown here.

Specification and order codes, DMS 300



Examples of connection of Service switch

### ■ Details of Profibus Connectivity



#### NOTE

When using Profibus interface, the complete control of the DMS is done by the Profibus. The DMS control terminals cannot be used.

Connect 24V control supply to terminals 203(-) and 204(+).

The terminals are located on the Profibus card.

### ■ Profibus DP Slave 6 E/DC 24 V, 4 A/DC 24 V/1A

|                               |                                 |  |
|-------------------------------|---------------------------------|--|
| connection                    | bus connection                  | spring terminal block 2 x 2 x 0.1 sq.in. (2.5 sq.mm.)<br>69: A-Line RxD/TxD-N, green wire<br>68:B-Line RxD/TxD-P, red wire |
|                               | termination                     | switchable, SW2 both on  |
| supply power to the module    | voltage range incl. ripple      | 20-30VDC   |
|                               | ripple                          | max. 10%   |
|                               | current consumption             | nom. 90 mA   |
|                               | connection                      | spring terminal block 2 x 2 x 0.1 sq.in. (2.5 sq.mm.)<br>201: DC 0 V, 202:DC 24 V  |
| supply power input and output | voltage range incl. ripple      | 20-30VDC   |
|                               | connection                      | spring terminal block 2 x 2 x 0.1 sq.in. (2.5 sq.mm.)<br>203: DC 0 V, 204:DC 24 V  |
| galvonic isolation            | isolation voltage               | DC 500 V between bus and electronics<br>DC 2.5kV between module supply and inputs/ outputs                                 |
| Bus interface                 | Bus system                      | Profibus DP  |
|                               | module type                     | Slave I/O module   |
|                               | standard                        | DIN 19245  |
|                               | data width in the process image | 1 Byte inputs, 1 Byte outputs  |
|                               | fieldbus controller             | LSPM2  |
|                               | identifier                      | 0409 hex   |
|                               | addressing                      | Node ID: 1-99 set by DIP switch SW3  |
|                               | baud rate                       | up to 12Mbaud, automatic detection   |

Specification and order codes, DMS 300

■ **Table of bits in control and status word**

|          | Terminal connection | Function                        | Profibus control word | Profibus status word |
|----------|---------------------|---------------------------------|-----------------------|----------------------|
| Output 1 | 18                  | Start CW                        | Bit 0                 |                      |
| Output 2 | 19                  | Start CCW                       | Bit 1                 |                      |
| Output 3 | 27                  | Reset/<br>Coasting stop inverse | Bit 2                 |                      |
| 0 V      | 125 (203)           |                                 |                       |                      |
| + 24 V   | 126 (204)           |                                 |                       |                      |
| Input 1  | M12, I1             | Input                           |                       | Bit 0                |
| Input 2  | M12, I2             | Input                           |                       | Bit 1                |
| Input 3  | M12, I3             | Input                           |                       | Bit 2                |
| Input 4  | M12, I4             | Input                           |                       | Bit 3                |
| Input 5  | 46                  | Ready                           |                       | Bit 4                |

The GSD file is available on the internet at  
[www.danfoss.com/drives](http://www.danfoss.com/drives)

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■ **Profibus connector PCB 4 x M12**

|        |            |   |
|--------|------------|---|
| inputs | number     | 4 x M12 female socket IP67  |
|        | connection | M12 female socket<br>Pin 1: DC 24 V<br>Pin 2: NC (not connected)<br>Pin 3: DC 0 V<br>Pin 4: input |

■ Profibus address setting: DIP switch SW3

| Address decimal | DIP 1 | DIP 2 | DIP 3 | DIP 4 | DIP 5 | DIP 6 | DIP 7 | DIP 8 |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| x 0             | 1     | 1     | 1     | 1     | x     | x     | x     | x     |
| x 1             | 0     | 1     | 1     | 1     | x     | x     | x     | x     |
| x 2             | 1     | 0     | 1     | 1     | x     | x     | x     | x     |
| x 3             | 0     | 0     | 1     | 1     | x     | x     | x     | x     |
| x 4             | 1     | 1     | 0     | 1     | x     | x     | x     | x     |
| x 5             | 0     | 1     | 0     | 1     | x     | x     | x     | x     |
| x 6             | 1     | 0     | 0     | 1     | x     | x     | x     | x     |
| x 7             | 0     | 0     | 0     | 1     | x     | x     | x     | x     |
| x 8             | 1     | 1     | 1     | 0     | x     | x     | x     | x     |
| x 9             | 0     | 1     | 1     | 0     | x     | x     | x     | x     |
| 0 x             | x     | x     | x     | x     | 1     | 1     | 1     | 1     |
| 1 x             | x     | x     | x     | x     | 0     | 1     | 1     | 1     |
| 2 x             | x     | x     | x     | x     | 1     | 0     | 1     | 1     |
| 3 x             | x     | x     | x     | x     | 0     | 0     | 1     | 1     |
| 4 x             | x     | x     | x     | x     | 1     | 1     | 0     | 1     |
| 5 x             | x     | x     | x     | x     | 0     | 1     | 0     | 1     |
| 6 x             | x     | x     | x     | x     | 1     | 0     | 0     | 1     |
| 7 x             | x     | x     | x     | x     | 0     | 0     | 0     | 1     |
| 8 x             | x     | x     | x     | x     | 1     | 1     | 1     | 0     |
| 9 x             | x     | x     | x     | x     | 0     | 1     | 1     | 0     |

Specification and order codes, DMS 300

The address 00 is not allowed. Also all positions not listed in the table are not allowed. In those cases address 126dec is used.

# FCD 300 Series

Design guide  
Software version: 1.5x



This design guide can be used for all FCD 300 Series frequency converters with software version 1.5x. The software version number can be seen from parameter 640 Software version no.



**NOTE**

This symbol indicates something that should be noted by the reader.



Indicates a general warning.



This symbol indicates a warning of high voltage.

### ■ High voltage warning



The voltage of the adjustable frequency drive is dangerous whenever the drive is connected to electrical current. Incorrect fitting of the motor or adjustable frequency drive may cause damage to the equipment, serious injury or death. Consequently, it is essential to comply with the instructions in this manual as well as local and national rules and safety regulations.

---

### ■ These rules concern your safety

1. The variable frequency drive must be disconnected from the AC supply if repair work is to be carried out. Check that the electrical supply has been disconnected and that the prescribed time has passed before removing the inverter part from the installation
2. The [STOP/RESET] key on the optional control panel does not disconnect the equipment from AC supply and is thus not to be used as a safety switch.
3. The unit must be properly connected to the ground, the user must be protected against the supply voltage and the motor must be protected against overloading pursuant to prevailing national and local regulations.
4. The ground leakage currents are higher than 3.5 mA.

5. Protection against motor overload is not included in the factory setting. If this function is required, set parameter 128 *Motor thermal protection* to data value *ETR trip* or data value *ETR warning*. For the North American market: The ETR functions provide overload protection of the motor, class 20, in accordance with NEC.
- 

### ■ Warning against unintended start

1. The motor can be brought to a stop by means of digital commands, bus commands, references or a local stop, while the variable frequency drive is connected to AC line. If personal safety considerations make it necessary to ensure that no unintended start occurs, these stop functions are not sufficient.
  2. While parameters are being changed, the motor may start. Consequently, the stop key [STOP/RESET] on the optional control panel must always be activated, following which data can be modified.
  3. A motor that has been stopped may start if faults occur in the electronics of the variable frequency drive, or if a temporary overload or a fault in the supply AC line or the motor connection ceases.
- 



## Warning:

It can be extremely dangerous to touch the electrical parts even when the AC line supply has been disconnected.

For FCD 300: wait at least 4 minutes.

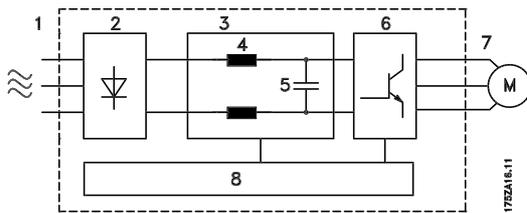
195NA194.10

### ■ Technology

#### ■ Control principle

A variable frequency drive rectifies AC voltage from the AC line supply into DC voltage, following which it changes this voltage to an AC voltage with variable amplitude and frequency.

The motor thus receives a variable voltage and frequency, which enables infinitely variable speed control of three-phase, standard AC motors.



1. AC line voltage

3 x 380 - 480 V AC, 50 / 60 Hz.

2. Rectifier

Three-phase rectifier bridge which rectifies AC voltage into DC voltage.

3. Intermediate circuit

DC voltage  $\cong \sqrt{2}$  x mains voltage [V].

4. Intermediate circuit coils

Evens out the intermediate circuit current and limits the load on AC lines and components (electrical transformer, cables, fuses and contactors).

5. Intermediate circuit capacitor

Evens out the intermediate circuit voltage.

6. Inverter

Converts DC voltage into a variable AC voltage with a variable frequency.

7. Motor voltage

Variable AC voltage depending on supply voltage.  
Variable frequency: 0.2 - 132 / 1 - 1000 Hz.

8. Control card

Here is the computer that controls the inverter which generates the pulse pattern by which the DC voltage is converted into variable AC voltage with a variable frequency.

---

#### ■ The decentral concept

The FCD 300 Adjustable speed drive is designed for decentral mounting, e.g. in the food and beverage industry, in the automotive industry, or for other material handling applications.

With the FCD 300 it is possible to utilize the cost saving potential by placing the power electronics decentrally, and thus make the central panels obsolete saving cost, space and effort for installation and wiring.

The unit is flexible in its mounting options for as well stand-alone mounting and motor-mounting. It is also possible to have the unit pre-mounted on a Danfoss Bauer geared motor (3 in one solution). The basic design with a pluggable electronic part and a flexible and "spacious" wiring box is extremely service-friendly and easy to change electronics without the need for unwiring.

The FCD 300 is a part of the VLT variable frequency drive family, which means similar functionality, programming, and operating as the other family members.

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#### ■ FCD 300 control principle

A variable frequency drive is an electronic unit which is able to infinitely variably control the rpm of an AC motor. The adjustable frequency drive governs the motor speed by converting the regular voltage and frequency from AC line, e.g. 400 V / 50 Hz, into variable magnitudes. Today the variable frequency drive-controlled AC motor is a natural part of all types of automated plants.

The FCD 300 Series has an inverter control system called VVC (Voltage Vector Control). VVC controls an induction motor by energizing with a variable frequency and a voltage suitable for it. If the motor load changes, so does its energizing and speed. That is why the motor current is measured on an ongoing basis, and a motor model is used to calculate the actual voltage requirement and slip of the motor.

---

### ■ Programmable inputs and outputs in four Setups

In the FCD 300 Series it is possible to program the different control inputs and signal outputs and to select four different user-defined Setups for most parameters. It is easy for the user to program the required functions on the control panel or via serial communication.

---

### ■ AC input protection

The FCD 300 Series is protected against the transients that may occur on the AC line, such as coupling with a phase compensation system or transients from blown fuses or lightning strikes.

Rated motor voltage and full torque can be maintained down to approx. 10% undervoltage in the mains supply.

As all 400 V units in the FCD 300 Series have intermediate circuit coils, there is only a low amount of harmonic electrical supply interference. This gives a good power factor (lower peak current), which reduces the load on the electrical installation.

---

### ■ Variable frequency drive protection

The current measurement in the intermediate circuit constitutes perfect protection of the FCD 300 Series in case there is a short-circuit or a ground fault on the motor connection.

Constant monitoring of the intermediate circuit current allows switching on the motor output, e.g. by means of a contactor.

Efficient monitoring of the electrical supply means that the unit will stop in the case of a phase drop-out (if the load exceeds approx. 50%). In this way, the inverter and the capacitors in the intermediate circuit are not overloaded, which would dramatically reduce the service life of the variable frequency drive.

The FCD 300 Series offers temperature protection as standard. If there is a thermal overload, this function cuts out the inverter.

---

### ■ Reliable galvonic isolation

In the FCD 300 all digital inputs/outputs, analog inputs/outputs and the terminals for serial communication are supplied from or in connection with circuits that comply with PELV requirements. PELV is also complied with in relation to relay

terminals at max. 250 V, so that they can be connected to AC line potential.

See section *Galvonic Isolation (PELV)* for further details.

---

### ■ Advanced motor protection

The FCD 300 Series has integral electronic motor protection.

The variable frequency drive calculates the motor temperature on the basis of current, frequency and time. As opposed to traditional, bimetallic protection, electronic protection takes account of reduced cooling at low frequencies because of reduced fan speed (motors with internal fan). This function cannot protect the individual motors when motors are connected in parallel. Thermal motor protection can be compared to a protective motor switch, CTI.

To give the motor maximum protection against overheating when it is covered or blocked, or if the fan should fail, you can install a thermistor and connect it to the variable frequency drive's thermistor input (Digital input), see parameter 128 *Thermal motor protection*.



#### NOTE

This function cannot protect the individual motors in the case of motors linked in parallel.

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### ■ CE labelling

#### What is CE labelling?

The purpose of CE labelling is to avoid technical obstacles to trade within EFTA and the EU. The EU has introduced the CE label as a simple way of showing whether a product complies with the relevant EU directives. The CE label says nothing about the specifications or quality of the product. Variable frequency drives are regulated by three EU directives:

#### **The machinery directive (98/37/EEC)**

All machines with critical moving parts are covered by the machinery directive, which came into force on January 1, 1995. Since a variable frequency drive is largely electrical, it does not fall under the machinery directive. However, if a variable frequency drive is supplied for use in a machine, we provide information on safety aspects relating to the variable frequency drive. We do this by means of a manufacturer's declaration.

#### **The low-voltage directive (73/23/EEC)**

Variable frequency drives must be CE-labelled in accordance with the low-voltage directive, which came into force on January 1, 1997. The directive applies to all electrical equipment and appliances used in the 50 - 1000 Volt AC and the 75 - 1500 Volt DC voltage ranges. Danfoss CE labels in accordance with the directive and issues a declaration of conformity upon request.

#### **The EMC directive (89/336/EEC)**

EMC is short for electromagnetic compatibility. The presence of electromagnetic compatibility means that the mutual interference between different components/appliances is so small that the functioning of the appliances is not affected.

The EMC directive came into force on 1 January 1996. Danfoss CE labels in accordance with the directive and issues a declaration of conformity upon request. In order that EMC-correct installation can be carried out, this manual gives detailed instructions for installation. In addition, we specify the standards which our different products comply with. We offer the filters that can be seen from the specifications and provide other types of assistance to ensure the optimum EMC result.

In the great majority of cases, the variable frequency drive is used by professionals of the trade as a complex component forming part of a larger appliance, system or installation. It must be noted that the responsibility

for the final EMC properties of the appliance, system or installation rests with the installer.

---

### ■ ATEX

#### What is ATEX?

Directive 94/9/EC is valid in the European Union (EU) with the purpose of creating unified standards for equipment and protective systems intended for use in potentially explosive atmospheres. The directive was valid from July 2003, and all equipment installed and built into potentially explosive areas in EU after this date, must comply with this directive. The directive and its derivatives are often referred to as the ATEX-directive. ATEX is an acronym for ATmosphere Explosible.

It has been found practical to classify hazardous areas into zones according to the likelihood of an explosive gas/dust atmosphere being present (see IEC 79-10). Such classification allows appropriate types of protection to be specified for each zone.

#### **Motors supplied at variable frequency and voltage**

When electrical motors are to be installed in areas where dangerous concentrations and quantities of flammable gases, vapors, mists, ignitable fibers or dust may be present in the atmosphere, protective measures are applied to reduce the likelihood of explosion due to ignition by arcs, sparks or hot surfaces, produced either in normal operation or under specified fault conditions.

Motors supplied at varying frequency and voltage require either:

- Means (or equipment) for direct temperature control by embedded temperature sensors specified in the motor documentation or other effective measures for limiting the surface temperature of the motor housing. The action of the protective device shall be to cause the motor to be disconnected. The motor and adjustable frequency drive combination does not need to be tested together, or
- The motor must have been type-tested for this duty as a unit in association with the adjustable frequency drive specified in the descriptive documents according to IEC 79-0 and with the protective device provided.

#### **FCD 300 and ATEX**

The following variants of the FCD 300 can be installed directly in Group II, Category 3, and Zone 22 areas:

VLT® Decentral FCD3xx-P-T4-P66-xx-R1-Dx-Fxx-T11-Cx

VLT® Decentral FCD3xx-P-T4-P66-xx-R1-Dx-Fxx-T12-Cx

VLT® Decentral FCD3xx-P-T4-P66-xx-R1-Dx-Fxx-T51-Cx

VLT® Decentral FCD3xx-P-T4-P66-xx-R1-Dx-Fxx-T52-Cx

Group II, Category 3, and Zone 22 areas are characterised by:

- Surface installations
- Explosive atmosphere is unlikely to occur or, if it does, is likely to only be of short duration and not in normal duty
- The explosive media is dust

The maximum surface temperature of the FCD 300 during worst-case normal duty is limited to 275°F (135°C). This temperature must be lower than the ignition temperature of the present dust.

The installer must define the zone, category and dust ignition temperature of the environment where the FCD 300 is installed.

### **ATEX correct installation**

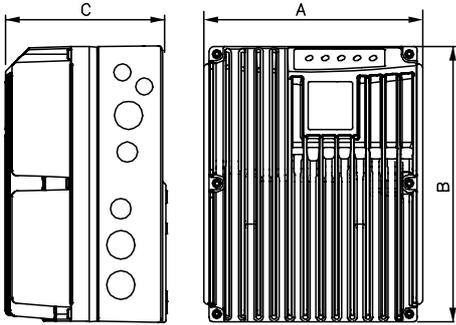
The following issues must be taken into account when installing the FCD 300 in ATEX zone 22 environments:

- Motor must be designed, tested and certified by the motor manufacturer for variable speed application
- Motor must be designed for Zone 22 operation. I.e. with type of protection "tD" acc. to EN61241-0 and -1 or EN50281-1-1.
- Motor must be provided with thermistor protection. The thermistor protection must either be connected to an external thermistor relay, with EC Type Examination Certificate or compatible with the FCD 300 thermistor input. If the FCD 300 thermistor protection is used, the thermistor must be wired to terminals 31a and 31b, and thermistor trip activated by programming parameter 128 to thermistor trip [2]. See parameter 128 for further details.
- Cable entries must be chosen for the enclosure protection to be maintained. It must also be ensured that the cable entries comply with the requirements for clamping force and mechanical strengths as described in EN 50014:2000.

- The FCD must be installed with appropriate ground connecting according to local/national regulations.
- The installation, inspection and maintenance of electrical apparatus for use in combustible dust, must only be carried out by personnel that are trained and familiar with the concept of protection.

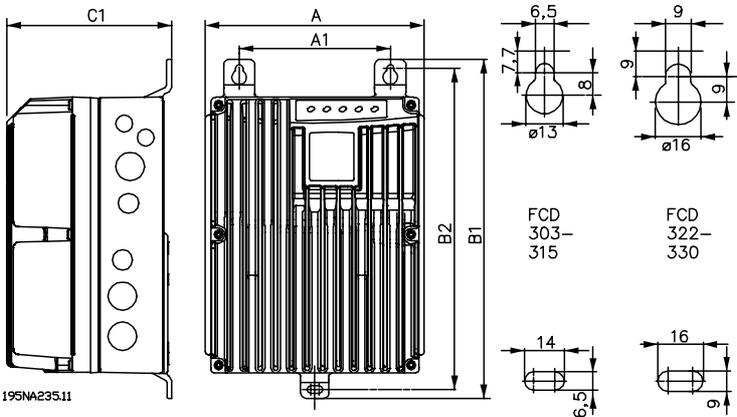
For a declaration of conformity, please consult your local Danfoss representative.

### ■ Mechanical dimensions, FCD, motor mounting



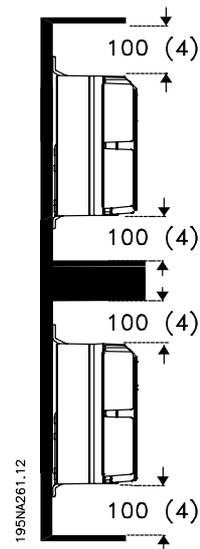
195NA240.11

### ■ Mechanical dimensions, stand-alone mounting



195NA235.11

| Mechanical dimensions in in (mm)                 | FCD 303-315                      | FCD 322-335 |
|--|----------------------------------|-------------|
| A  | 7.56 (192)                       | 10.2 (258)  |
| A1   | 5.24 (133)                       | 6.69 (170)  |
| B  | 9.61 (244)                       | 11.8 (300)  |
| B1   | 11.8 (300)                       | 14.4 (367)  |
| B2   | 11.2 (284)                       | 13.6 (346)  |
| C  | 5.59 (142)                       | 5.94 (151)  |
| C1   | 5.71 (145)                       | 6.06 (154)  |
| Cable Gland sizes                                | M16, M20, M25 x 0.06 in (1.5 mm) |             |
| Space for cable inlets and service switch handle | 4-6 in (100-150 mm)              |             |



### ■ Spacing for mechanical installation

All units require a minimum of 4 in (100 mm) of air from other components above and below the enclosure.

### ■ Mechanical Installation



Please pay attention to the requirements that apply to integration and remote mounting. These must be complied with to avoid serious injury or damage, especially when installing large units.

The FCD 300 consists of two parts: The installation part and the electronics part.

The two parts must be separated, and the installation part is to be mounted first. After wiring, the electronics is to be fixed to the installation part by the attached 6 screws. For compressing the gasket the screws must be tightened with 2-2.4 Nm, tighten both centre screws first, thereafter the 4 corner screws "cross over".



#### NOTE

Do not switch on the power before the 6 screws are tightened.

The FCD 300 can be applied as following:

- Stand alone mounted close to the motor
- Motor mounted

or might be delivered pre mounted on a Danfoss Bauer (geared) motor. Please contact the Danfoss Bauer sales organization for further information.

The adjustable frequency drive is cooled by means of air circulation. For the unit to be able to release its cooling air, the minimum free distance above and below the unit must be minimum 4 in. (100 mm). To protect the unit from overheating, it must be ensured that the ambient temperature does not rise above the max. temperature stated for the adjustable frequency drive and that the 24-hour average temperature is not exceeded. The max. temperature and 24-hour average can be seen in *General technical data*. If the ambient temperature is higher, derating of the adjustable frequency drive is to be carried out. See *Derating for ambient temperature*. Please note that the service life of the adjustable frequency drive will be reduced if derating for ambient temperature is not considered.

Stand alone mounting ("wall mounting")

For best cooling the unit should be mounted vertically, however where space limitations require it, horizontal mounting is allowable. The integrated 3 wall mounting brackets in the wall mounting version can be used for fixing the installation box to the mounting surface,

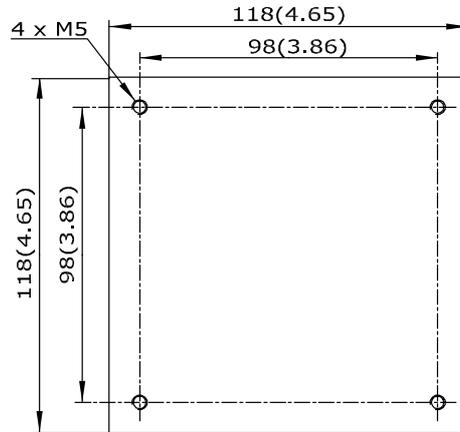
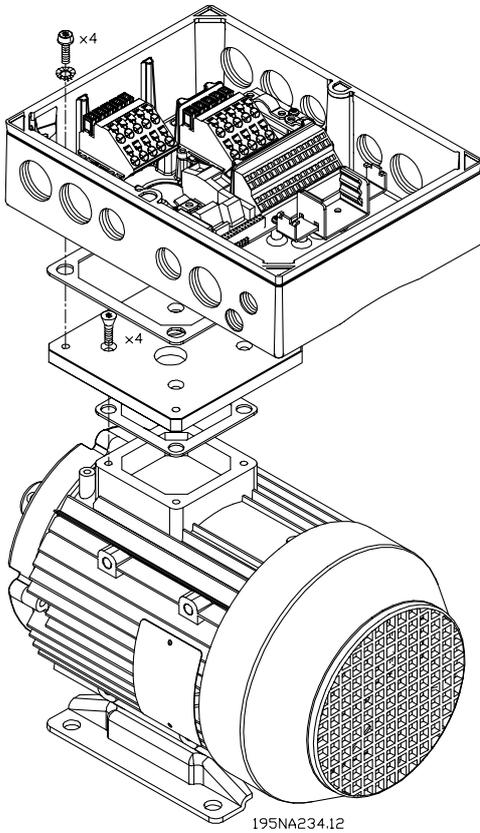
keeping a distance for possible cleaning between the box and the mounting surface. Use the three supplied washers to protect the paint.

Bolts must be M6 for the FCD 303 - 315 and M8 for FCD 322 - 335.

See *Dimensional Drawings*.

Motor mounting

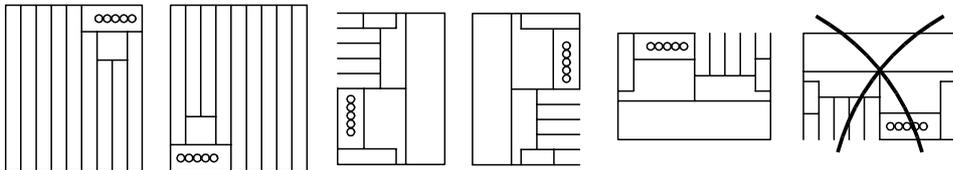
The installation box should be mounted on the surface of the motor frame, typically instead of the motor terminal box. The motor/geared motor may be mounted with the shaft vertically or horizontally. The unit must not be mounted upside down (the heat sink pointing down). The cooling of the electronics is independent on the motor cooling fan. For mounting directly on Danfoss Bauer geared motors no adaption plate is necessary. For motor mounting (non Danfoss Bauer motors), an adaptor plate should usually be applied. For that purpose a neutral plate incl gasket and screws for attaching to the installation box is available. The appropriate drillings and gasket for the motor housing are applied locally. Please make sure that the mechanical strength of the mounting screws and the threads are sufficient for the application. The specified resistance against mechanical vibrations does not cover the mounting onto a non-Danfoss Bauer motor, as the stability of the motor frame and threads are outside Danfoss Drive's control and responsibility and the same applies to the enclosure class. Please be aware, that the adjustable frequency drive may not be used to lift the motor/geared motor.



Universal adaptorplate

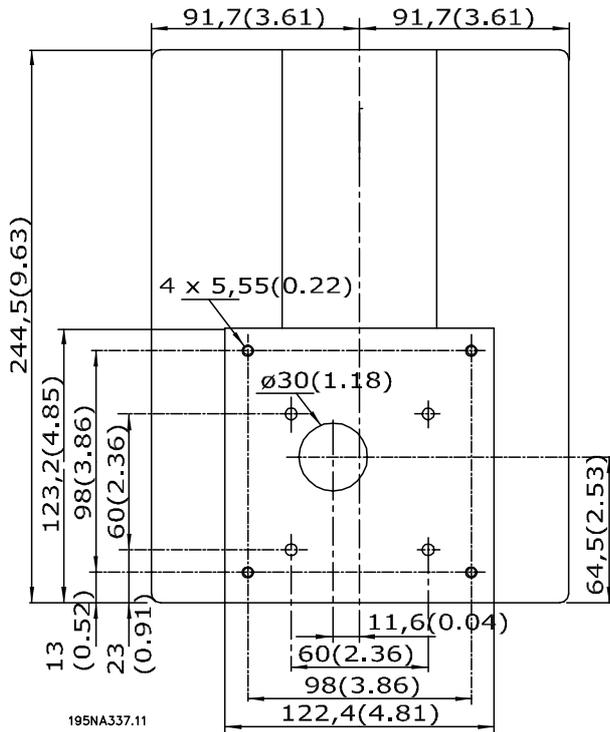
1. Prepare the adaptor plate for mounting on the motor by drilling the fixing holes and the hole for the cables.
2. Mount the plate on the motor with the normal terminal box gasket.
3. Knock out the 4 screw holes for mounting the adaptor plate (outer holes).
4. Mount the terminal box onto the motor by the 4 sealing screws and the gasket supplied.

Use the supplied star washers for securing PE connection according to EN 60204. The screws must be tightened with 5 Nm.

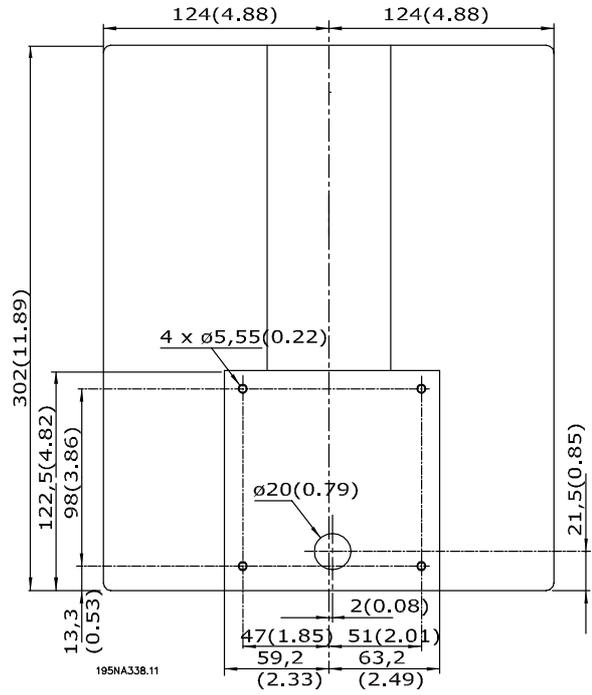


195NA310.10

Allowed mounting positions



Bottom view of FCD 303-315



Bottom view of FCD 322-330

### ■ General information about electrical installation

#### ■ High voltage warning



The voltage of the adjustable frequency drive is dangerous whenever the drive is connected to the AC line. Incorrect installation of the motor or drive may cause damage to the equipment, serious injury or death. Comply with the safety instructions in this manual as well as local and national rules and safety regulations. Touching electrical parts may be fatal - even after the equipment has been disconnected from the AC line. Wait at least 4 minutes for current to dissipate.



#### NOTE

It is the responsibility of the user or installer to ensure correct grounding and protection in accordance with national and local standards.

### ■ Cables

The control cable and the power cable should be installed separately from motor cables to prevent noise transfer. As a rule a distance of 8 in (20 cm) is sufficient, but it is recommended that the distance is as great as possible, particularly when cables are installed in parallel over large distances.

For sensitive signal cables such as telephone or data cables the greatest possible distance is recommended. Please note that the required distance depends on the installation and the sensitivity of the signal cables, and that for this reason exact values cannot be given.

When being placed in cable trays, sensitive cables may not be placed in the same cable tray as the motor cable. If signal cables run across power cables, this is done at an angle of 90 degrees. Remember that all noise-filled inlet and outlet cables to a cabinet must be shielded/armoured. See also *EMC-compliant electrical installation*.

#### Cable glands

It must be assured that appropriate cable glands needed for the environment are chosen and carefully mounted.

---

### ■ Shielded/armoured cables

The shield must have low HF impedance, which is achieved by a braided shield of copper, aluminium or iron. Shield reinforcement intended for mechanical protection, for example, is not suitable for EMC-correct installation. See also *Use of EMC-correct cables*.

---

### ■ Extra protection

ELCB relays, multiple protective grounding or grounding can be used as extra protection, provided that local safety regulations are complied with. In the case of an ground fault, a DC content may develop in the faulty current. Never use an RCD (ELCB relay), type A, as it is not suitable for DC faulty currents. If ELCB relays are used, local regulations must be complied with. If ELCB relays are used, they must be:

- Suitable for protecting equipment with a DC content in the faulty current (3-phase bridge rectifier)
- Suitable for a pulse-shaped, brief discharge on power-up
- Suitable for a high leakage current.

See also RCD Application Note MN.90.GX.02.

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### ■ High voltage test

A high voltage test can be performed by short-circuiting terminals U, V, W, L1, L2 and L3, and applying max. 2160 V DC in 1 sec. between this short-circuit and PE-terminal.

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### ■ Electronics purchased without installation box

If the electronic part is purchased without the Danfoss installation part, the ground connection must be suitable for high leakage current. Use of original Danfoss installation box or installation kit 175N2207 is recommended.

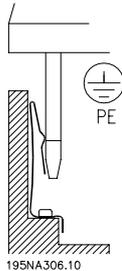
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■ **Caution**



**PE connection**

The metal pin in the corner(s) of the electronic part and the bronze spring in the corner(s) of the installation box are essential for the **protective ground** connection. Make sure they are not loosened, removed, or violated in any way.



Keep the conductor as short as possible and use the greatest possible surface area.

The numbering refers to the figure.



**NOTE**

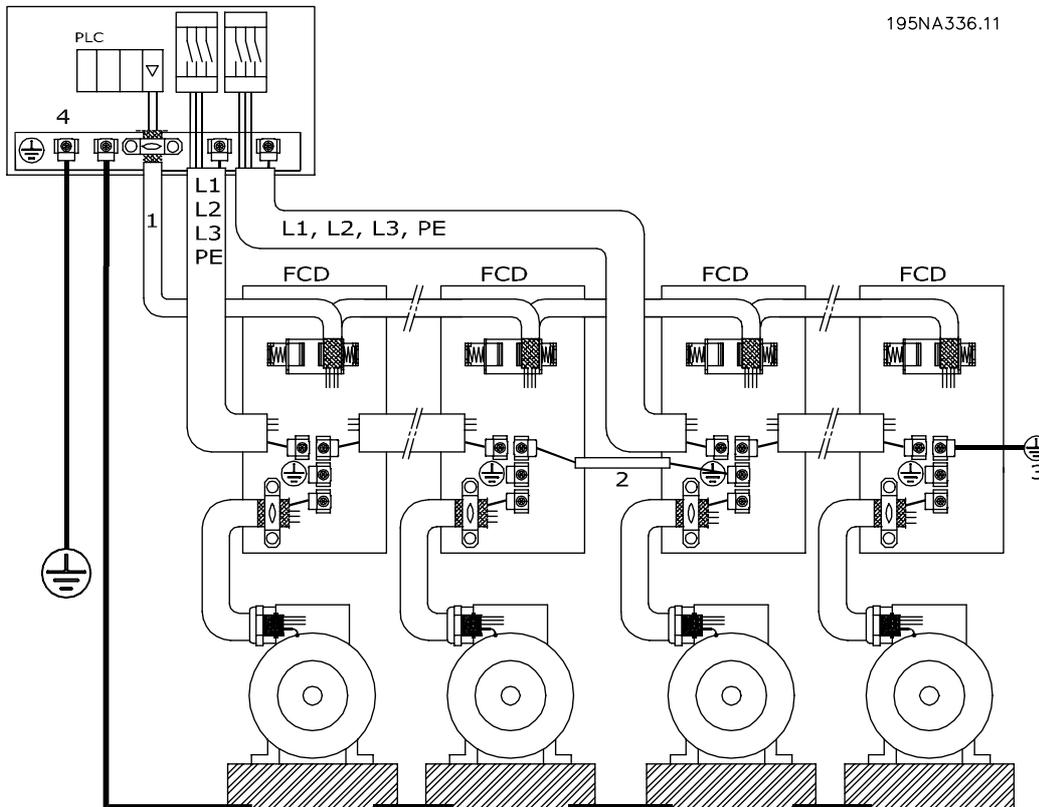
Do not plug/unplug the electronic part with power voltage switched on.

■ **Protective ground**

The ground connection serves several purposes.

- Safety ground (Protective ground, PE)  
The equipment must be properly grounded according to local regulation. This equipment has a leakage current > 3.5 mA AC. It must be connected to an ground connection complying with the local rules for high leakage current equipment. Typically, this implies that the PE conductors must be mechanically enhanced (minimum cross section 0.4 in (10 mm)<sup>2</sup>) or duplicated
- Noise "clamping" (high frequencies)  
Stable communication between units call for shielding of the communication cables (1). Cables must be properly attached to screen clamps provided for that purpose.
- Equalization of voltage potential (low frequencies)  
To reduce alignment currents in the screen of the communication cable, always apply a short grounding cable between units that are connected to the same communication cable (2) or connect to a grounded frame (3).
- Potential equalization: All metal parts, where the motors are fastened, must be potential equalized

PE connections, voltage equalizing cables and the shield of the communication cable should be connected to the same potential (4)



### Proper installation grounding

#### ■ EMC-correct electrical installation

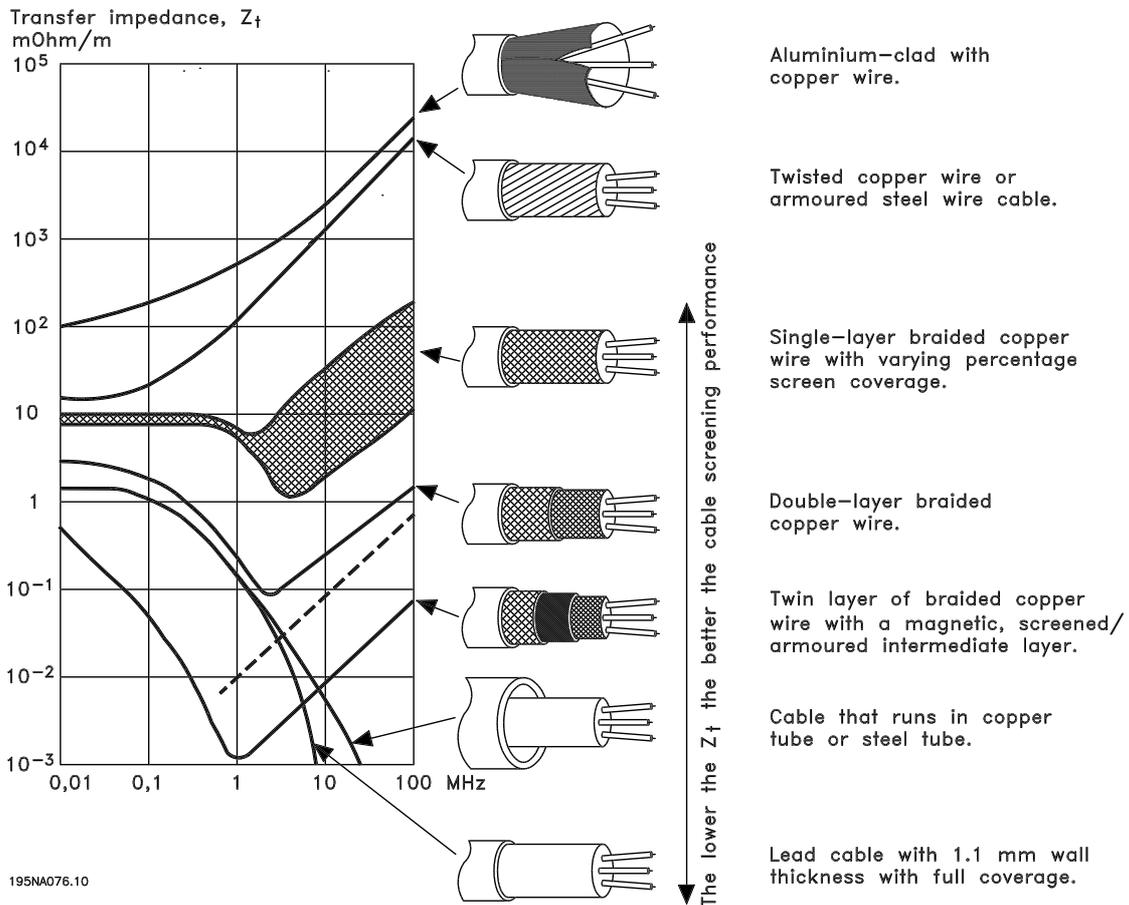
General points to be observed to ensure EMC-correct electrical installation.

- Use only shielded/armoured motor cables and shielded/armoured control cables.
- Connect the screen to ground at both ends.
- Avoid installation with twisted shield ends (pigtailed), since this ruins the shielding effect at high frequencies. Use cable clamps instead.
- Don't remove the cable shield between the cable clamp and the terminal.

■ Use of EMC compliant cables

In order to comply with requirements for EMC immunity of the control cables and EMC emissions from the motor cables shielded/armoured cables must be used. The ability of a cable to reduce the amount of ingoing and outgoing radiation of electric noise depends on the transfer impedance ( $Z_T$ ). The shield of a cable is normally designed to reduce the transfer of electric noise, and a shield with a lower  $Z_T$  is more effective than a shield with a higher  $Z_T$ .  $Z_T$  is rarely stated by cable manufacturers, but it is often possible to estimate  $Z_T$  by looking at and assessing the physical design of the cable.

- $Z_T$  can be assessed on the basis of the following factors:
- the contact resistance between the individual shield conductors.
  - Shield coverage, i.e. the physical area of the cable covered by the shield. Is often stated as a percentage and should be no less than 85%.
  - The shield type, i.e. braided or twisted pattern. A braided pattern or closed pipe is recommended.



■ **Grounding of shielded/armoured control cables**

In general control cables must be shielded/armoured, and the shield must be connected to the unit's metal cabinet with a cable clamp at each end.

The drawing below shows the correct way to perform the grounding, and what to do when in doubt.

1. **Correct grounding**

Control cables and cables for serial communication must be attached with cable clamps at both ends to ensure maximum possible electrical contact.

2. **Incorrect grounding**

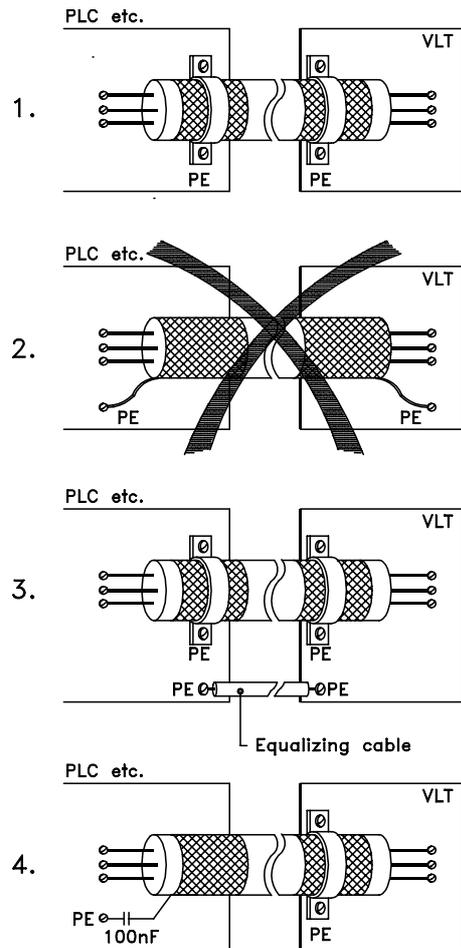
Do not use twisted shield ends that are plaited together (pigtailed), as these increase shield impedance at higher frequencies.

3. **Protection with respect to ground potential between PLC and VLT**

If the ground potential between the VLT variable frequency drive and the PLC (etc.) is different, electric noise may occur that will disturb the whole system. This problem can be solved by fitting an equalising cable, to be placed next to the control cable. Minimum cable cross-section: 6 AWG (16 mm<sup>2</sup>).

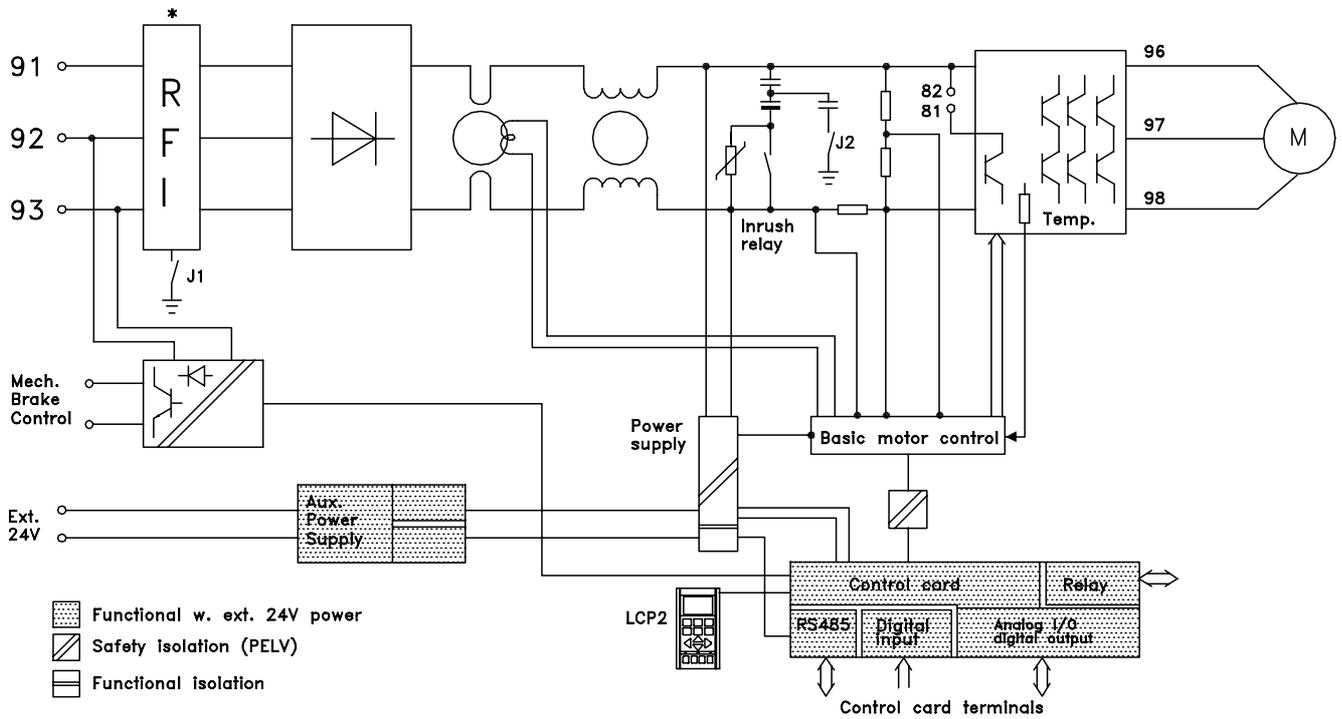
4. **In the event of a 50/60 Hz ground loop**

If very long control cables are used, 50/60 Hz ground loops can arise, and these can interfere with the whole system. This problem is resolved by attaching one end of the shield to the ground via a 100 nF capacitor (short pin length).



195NA100.12

### ■ Diagram

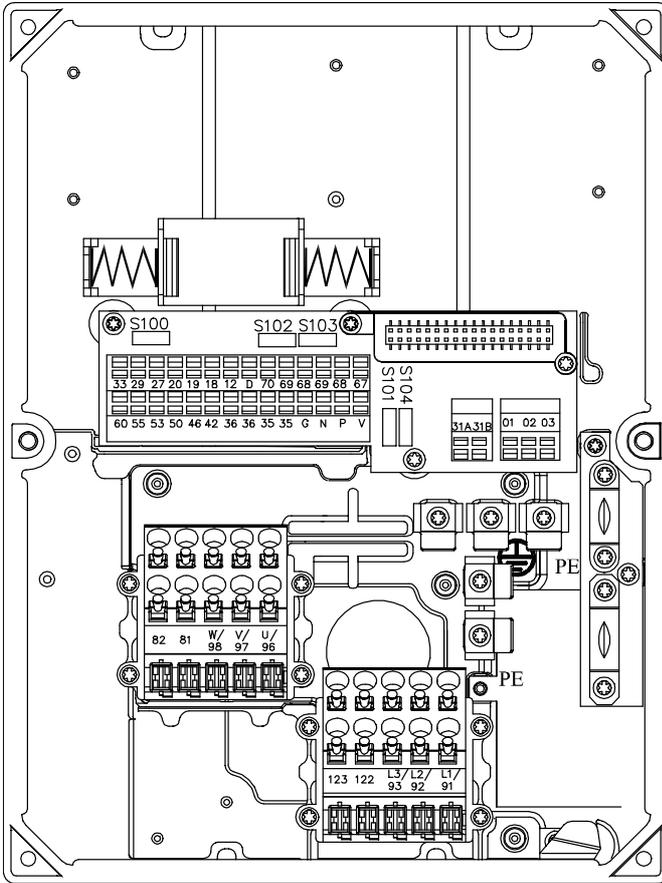


\* Integrated brake and mechanical brake control and external 24 V are options.

### ■ RFI switches J1, J2

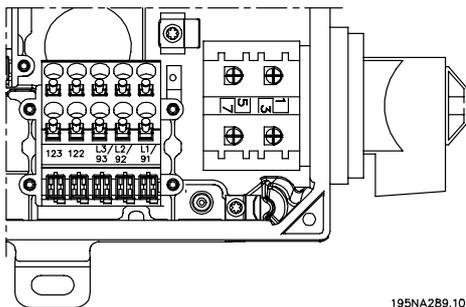
J1 and J2 must be removed at IT mains and delta grounded mains with phase to earth voltage > 300 V also during ground failure. J1 and J2 can be removed to reduce leakage current. Caution: No correct RFI filtering.

■ Location of terminals



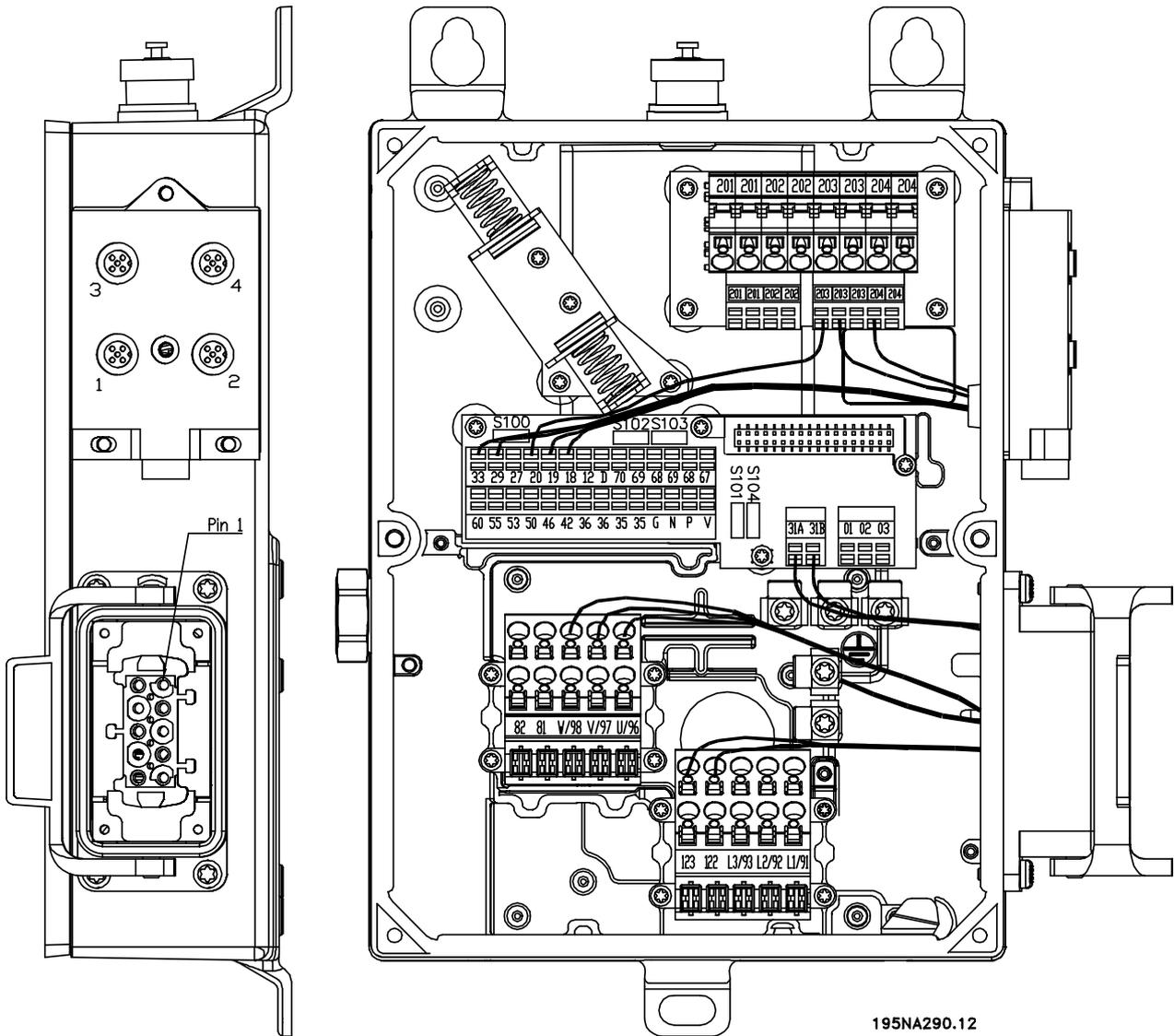
195NA307.10

T11, T12, T16, T52, T56

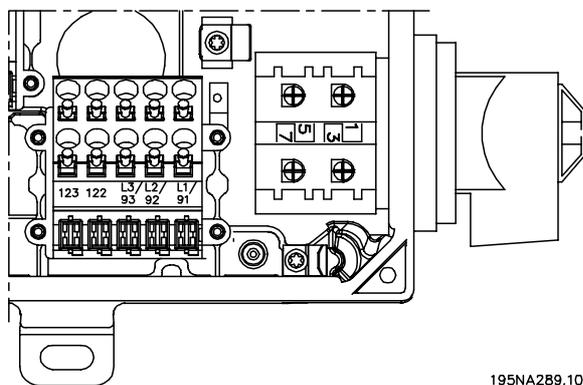


195NA289.10

T22, T26, T62, T66 versions with service switch



T73 version with motor plug and sensor plugs  
Version is supplied from Danfoss with wiring as shown



T63 version with service switch (no motor plug)

### ■ Electrical connection

|     |    |                   |    |                               |
|-----|----|-------------------|----|-------------------------------|
| No. | 91 | 92                | 93 | AC line voltage 3 x 380-480 V |
|     | L1 | L2                | L3 |                               |
|     | PE | Ground connection |    |                               |



#### NOTE

Please check that the AC line voltage fits the mains voltage of the adjustable frequency drive, which can be seen from the nameplate.

See *Technical data* for correct dimensioning of cable cross-section.

### ■ Pre-fuses

See *Technical data* for correct dimensioning of pre-fuses.

### ■ Motor connection

Connect the motor to terminals 96, 97, 98.  
Connect ground to PE-terminal.

|     |    |                   |    |  |
|-----|----|-------------------|----|--|
| No. | 96 | 97                | 98 | Motor voltage 0-100% of AC line voltage                              |
|     | U  | V                 | W  | 3 wires out of motor   |
|     | U1 | V1                | W1 | 6 wires out of motor, Delta connected                                |
|     | W2 | U2                | V2 |  |
|     | U1 | V1                | W1 | 6 wires out of motor, Star connected                                 |
|     |    |                   |    | U2, V2, W2 to be interconnected separately (optional terminal block) |
|     | PE | Ground connection |    |  |

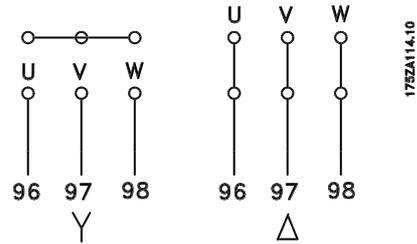
See *Technical data* for correct dimensioning of cable cross-section.

All types of three-phase asynchronous standard motors can be connected to a variable frequency drive. Normally, small motors are star-connected (230/400 V,  $\Delta/\text{Y}$ ). Large motors are delta-connected (400/690 V,  $\Delta/\text{Y}$ ). The correct connection mode and voltage can be read from the motor nameplate.

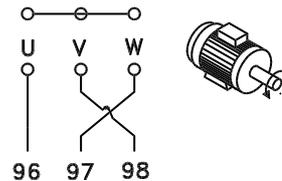
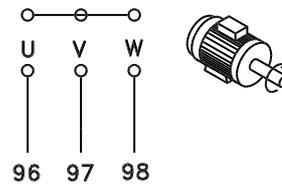


#### NOTE

In motors without phase insulation paper, an LC filter should be fitted on the output of the variable frequency drive.



### ■ Direction of motor rotation



The factory setting is for clockwise rotation with the variable frequency drive transformer output connected as follows:

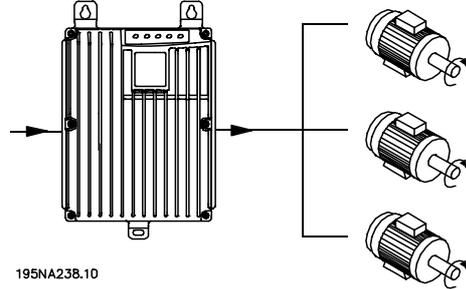
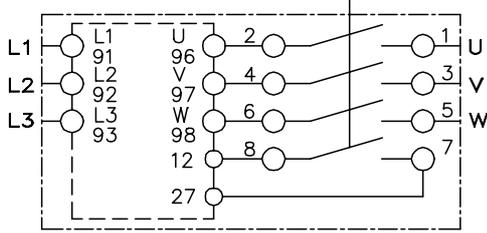
Terminal 96 connected to U-phase.

Terminal 97 connected to V-phase.

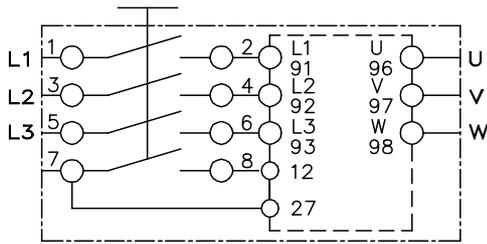
Terminal 98 connected to W-phase.

The direction of rotation can be changed by switching two phases on the motor terminals.

■ AC lines and motor connection with service switch ■ Parallel connection of motors



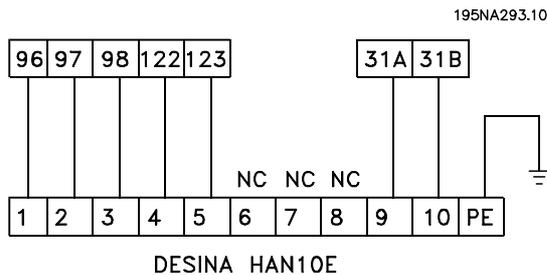
195NA238.10



195NA288.10

The variable frequency drive is able to control several motors connected in parallel. If the motors are to have different rpm values, use motors with different rated rpm values. Motor rpm is changed simultaneously, which means that the ratio between the rated rpm values is maintained across the range. The total current consumption of the motors is not to exceed the maximum rated output current  $I_{INV}$  for the variable frequency drive.

■ Connection of HAN 10E motor plug for T73



195NA293.10

DESINA HAN10E

- HAN 10E pin no 1 - Motor phase U
- HAN 10E pin no 2 - Motor phase V
- HAN 10E pin no 3 - Motor phase W
- HAN 10E pin no 4 - Motor brake, see *Operating Instructions MG.04.BX.YY*, terminal 122
- HAN 10E pin no 5 - Motor brake, see *Operating Instructions MG.04.BX.YY*, terminal 123
- HAN 10E pin no 9 - Motor thermistor, see *Operating Instructions MG.04.BX.YY*, terminal 31A
- HAN 10E pin no 10 - Motor thermistor, see *Operating Instructions MG.04.BX.YY*, terminal 31B
- PE = protective ground

Problems may arise at the start and at low rpm values if the motor sizes are widely different. This is because the small motors' relatively high ohmic resistance in the stator calls for a higher voltage at the start and at low rpm values.

In systems with motors connected in parallel, the electronic thermal relay (ETR) of the variable frequency drive cannot be used as motor protection for the individual motor. For this reason further motor protection must be used, e.g. thermistors in each motor (or an individual thermal relay).



**NOTE**

Parameter 107 *Automatic motor tuning, AMT* cannot be used when motors are connected in parallel. Parameter 101 *Torque characteristic* must be set to *Special motor characteristics* [8] when motors are connected in parallel.

### ■ Motor cables

See Technical data for correct sizing of motor cable cross-section and length. Always comply with national and local regulations on cable cross-section.



#### NOTE

If an unshielded/unarmoured cable is used, some EMC requirements are not complied with, see *EMC test results* in the Design Guide.

If the EMC specifications regarding emission are to be complied with, the motor cable must be shielded/armoured, unless otherwise stated for the RFI filter in question. It is important to keep the motor cable as short as possible so as to reduce the noise level and leakage currents to a minimum. The motor cable shield must be connected to the metal cabinet of the variable frequency drive and to the metal cabinet of the motor. The shield connections are to be made with the biggest possible surface area (cable clamp). This is enabled by different installation devices in different variable frequency drives. Mounting with twisted shield ends (pigtailed) is to be avoided, since these spoil the shielding effect at high frequencies. If it is necessary to break the shield to install a motor isolator or motor relay, the shield must be continued at the lowest possible HF impedance.

### ■ Motor thermal protection

The electronic thermal relay in UL approved variable frequency drives has received the UL approval for single motor protection, when parameter 128 *Motor thermal protection* has been set for *ETR Trip* and parameter 105 *Motor current, I<sub>M, N</sub>* has been programmed to the rated motor current (see motor nameplate).

### ■ Brake resistor

|     |                        |                        |                          |
|-----|------------------------|------------------------|--------------------------|
| No. | 81 (optional function) | 82 (optional function) | Brake resistor terminals |
|     | R-                     | R+                     |                          |

The connection cable to the brake resistor must be shielded/armoured. Connect the shield to the metal cabinet of the variable frequency drive and to the metal cabinet of the brake resistor by means of cable clamps. Dimension the cross-section of the brake cable to match the brake torque.

See chapter *Dynamic Braking* in the *Design Guide MG.90.FX.YY* for sizing of brake resistors.



#### NOTE

Please note that voltages up to 850 V DC occur on the terminals.

### ■ Control of mechanical brake

|     |                         |                         |  |
|-----|-------------------------|-------------------------|--|
| No. | 122 (optional function) | 123 (optional function) |  |
|     | MBR+                    | MBR-                    | Mechanical brake (UDC=0.45 X electrical Voltage) Max 0.8 A |

In lifting/lowering applications you need to be able to control an electromagnetic brake. The brake is controlled using the special mechanical brake control/supply terminals 122/123.

When the output frequency exceeds the brake cut out value set in par. 138, the brake is released if the motor current exceeds the preset value in parameter 140. When stopping the brake is engaged when the output frequency is less than the brake engaging frequency, which is set in par. 139.

If the variable frequency drive is at alarm status or in an overvoltage situation the mechanical brake is cut in immediately.

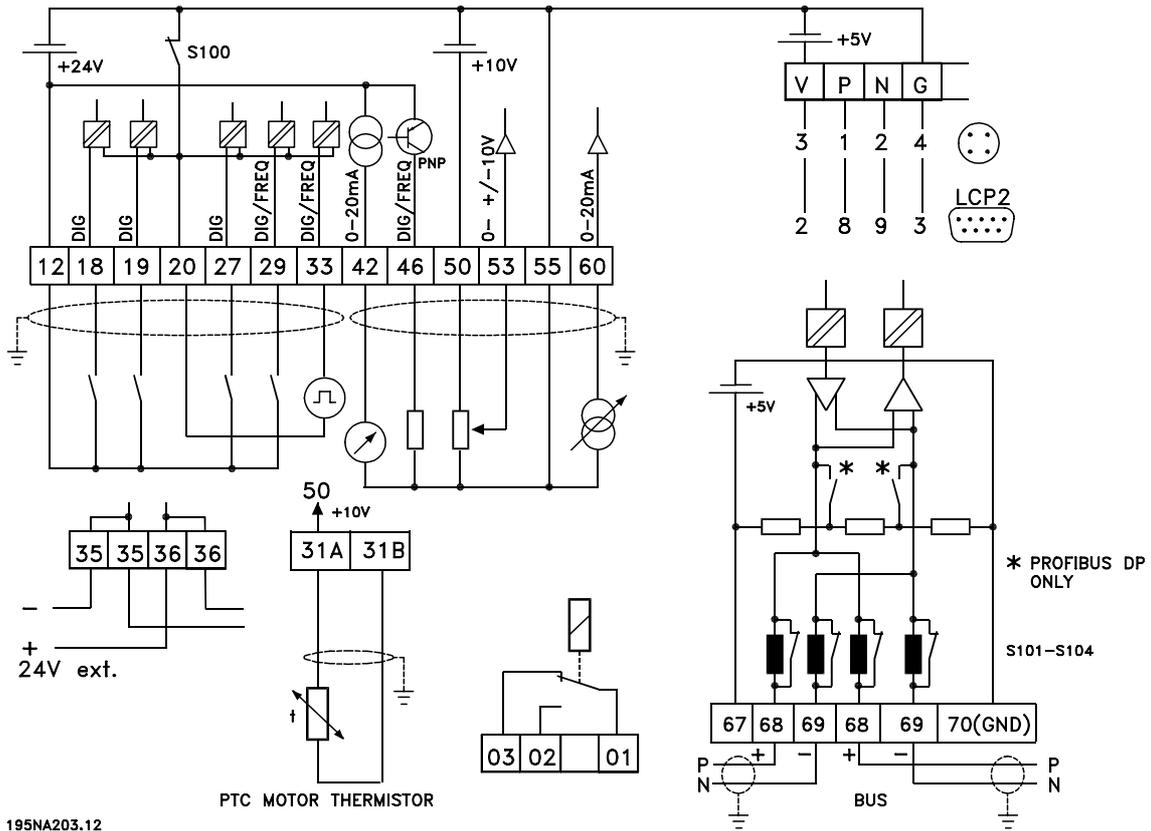
If not using the special mechanical brake control/supply terminals (122-123), select *Mechanical brake control* in parameter 323 or 341 for applications with an electromagnetic brake.

A relay output or digital output (terminal 46) can be used. See *Connection of mechanical brake* for further details.

### ■ Electrical installation, control cables

Control cables must be shielded/armoured. The screen must be connected to the adjustable frequency drive chassis by means of a clamp. Normally, the screen must also be connected to the chassis of the controlling unit (use the instructions for the unit in question). In connection with very long control

cables and analog signals, in rare cases depending on the installation, 50/60 Hz ground loops may occur because of noise transmitted from AC line supply cables. In this connection, it may be necessary to break the shield and possibly insert a 100 nF capacitor between the shield and the chassis.



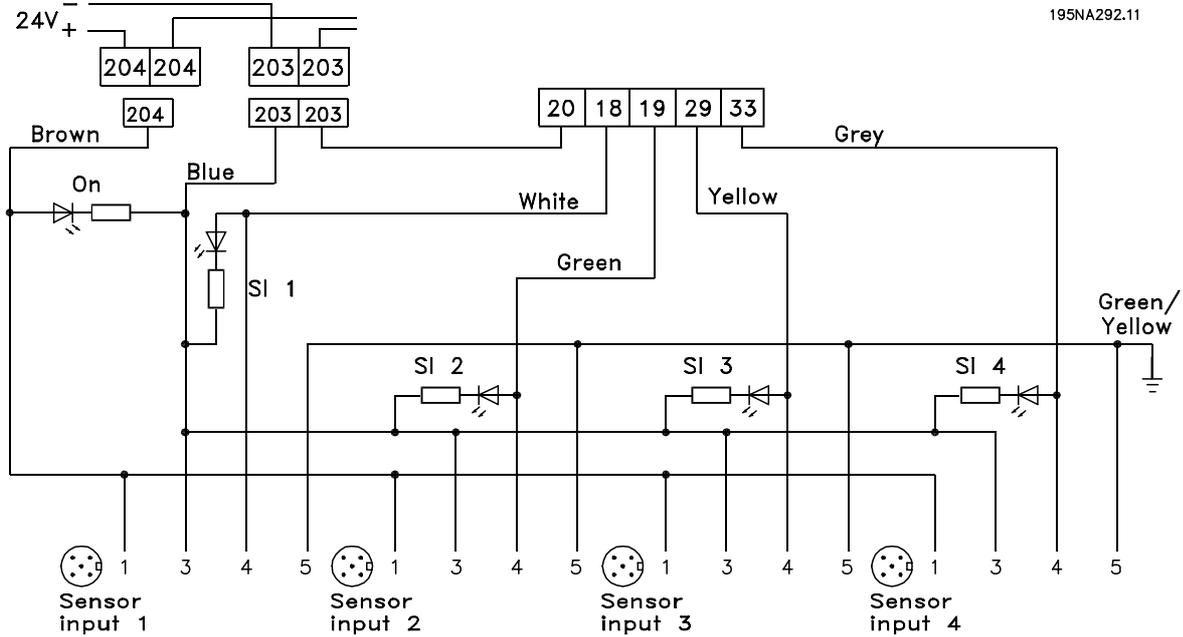
195NA203.12

Switches S101-104

Bus line coils, leave switches ON

### ■ Connection of sensors to M12 plugs for T53, T63, T73

195NA292.11



For rating specifications see the *Operating Instructions MG.04.BX.YY*, digital inputs terminals 18, 19, 29, 33.  
 Terminals 203/204 are used for sensor supply.  
 Terminal 203 = common

Terminal 204 = +24 V  
 Terminals 201/202 can be used for a separate 24 V supply.

### ■ Electrical installation, control terminals

See section entitled *Grounding of shielded/armoured control cables* in the Design Guide for the correct termination of control cables.

| No.      | Function   |
|----------|--|
| 01-03    | Relay outputs 01-03 can be used for indicating status and alarms/warnings.             |
| 12       | 24 V DC voltage supply.  |
| 18-33    | Digital inputs.  |
| 20, 55   | Common frame for input and output terminals. Can be separated with switch S100         |
| 31a, 31b | Motor thermistor   |
| 35       | Common (-) for external 24 V control back up supply. Optional.                         |
| 36       | External + 24 V control back up supply. Optional.                                      |
| 42       | Analog output for displaying frequency, reference, current or torque.                  |
| 46       | Digital output for displaying status, warnings or alarms, as well as frequency output. |
| 50       | +10 V DC supply voltage for potentiometer  |
| 53       | Analog voltage input 0 - +/- 10 V DC.  |
| 60       | Analog current input 0/4 - 20 mA.  |
| 67       | + 5 V DC supply voltage to Profibus.   |
| 68, 69   | Fieldbus serial communication*   |
| 70       | Ground for terminals 67, 68 and 69. Normally this terminal is not to be used.          |
| D        | For future use   |
| V        | +5V, red   |
| P        | RS485(+), LCP2/PC, yellow  |
| N        | RS485(-), LCP2/PC, green   |
| G        | OV, blue   |

\* See *VLT 2800/FCM 300/FCD 300 Profibus DP V1 Operating Instructions* (MG.90.AX.YY), *VLT 2800/FCD 300 DeviceNet Operating Instructions* (MG.90.BX.YY) or *FCD 300 AS-interface Operating Instructions* (MG.04.EX.YY).

### ■ PC communication

Connect to terminals P and N for PC-access to single parameters. Motor and field bus communication should be stopped before performing automatic transfer of multiple parameters.

On non-fieldbus and Profibus variants, terminals 68 and 69 can be used provided Profibus communication is stopped.

### ■ Relay connection

See parameter 323 *Relay output* for programming of relay output.

|     |         |                               |
|-----|---------|-------------------------------|
| No. | 01 - 02 | 1 - 2 make (normally open)    |
|     | 01 - 03 | 1 - 3 break (normally closed) |

### ■ LCP 2 plug, optional

An LCP 2 control unit can be connected to a plug which is optionally mounted in the housing. Ordering number: 175N0131.

LCP control units with ordering number 175Z0401 are not to be connected.

### ■ Installation of 24 Volt external supply (optional)

24 V external DC supply can be used as low-voltage supply to the control card. This enables full operation of the LCP2 and serial bus (incl. parameter setting) without connection to AC input.

Please note that a warning of low voltage will be given when 24 V DC has been connected; however there will be no tripping.



#### NOTE

Use 24 V DC supply of type PELV to ensure correct galvanic isolation (type PELV) on the control terminals of the VLT variable frequency drive.



Beware of unintended start of the motor, if the electrical power is applied during operation on the external 24 V back up supply.

### ■ Software version 1.5x

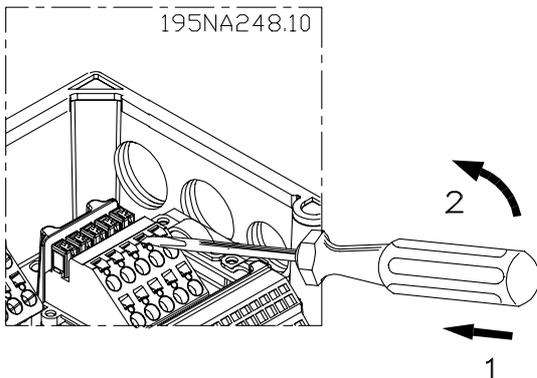
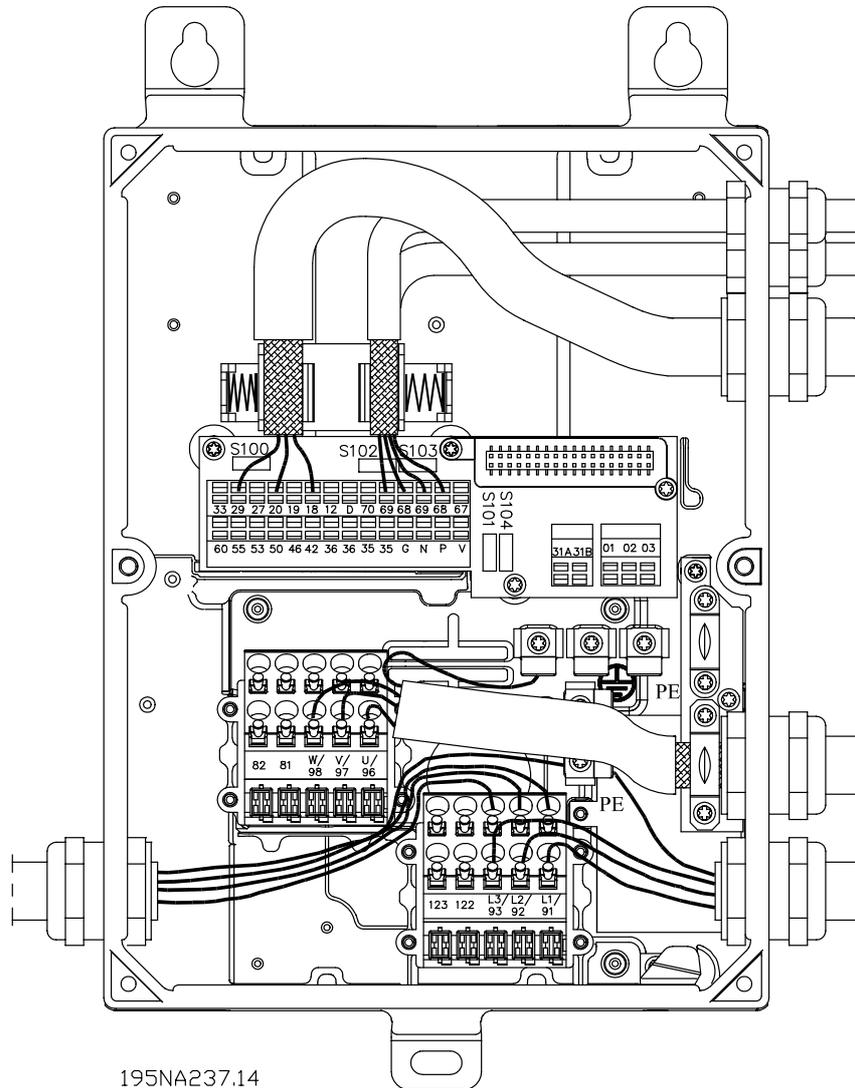
A Field bus equipped FCD shows the status *Unit ready* even with bridged terminals 12-27 and cannot be set into RUNNING mode by digital inputs alone until one of the following parameters is set:

- Par. 502 is set to *Digital input* or *Logic and* or
- Par. 833 or 928 is set to *Disable* or
- Par. 678 is set to *Standard version*

The field bus status word at power up might be different (typically 0603h instead of 0607h) until the first valid control word is sent. After sending the first valid control word (bit 10 = Data valid) the status is exactly as in earlier software versions.

---

### ■ Connection examples



**NOTE**  
 Avoid leading the cables over the plugs to the electronics.  
 Dont loosen screw fixing the spring for the PE connection.

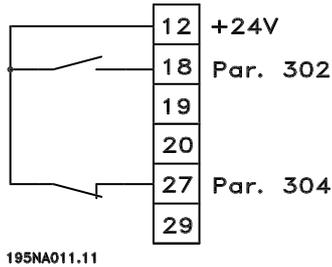


### NOTE

In the *connection examples* below, it should be noted, that the Switch S100 must not be changed from factory settings (on).

### Start/stop

Start/stop using terminal 18 and coasting stop using terminal 27.



195NA011.11

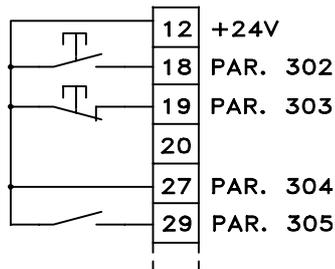
Par. 302 Digital input = Start [7]  
 Par. 304 Digital input = Coasting stop inverted [2]

For Precise start/stop the following settings are made:

Par. 302 Digital input = Precise start/stop [27]  
 Par. 304 Digital input = Coasting stop inverted [2]

### Pulse start/stop

Pulse start using terminal 18 and pulse stop using terminal 19. In addition, the jog frequency is activated via terminal 29.

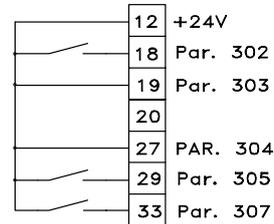


195NA012.11

Par. 302 Digital input = Pulse start [8]  
 Par. 303 Digital input = Stop inverted [6]  
 Par. 304 Digital input = Coasting stop inverted [2]  
 Par. 305 Digital input = Jog [13]

### Speed up/slow down

Speed up/slow down using terminals 29/33.

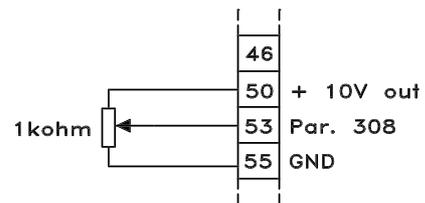


195NA249.10

Par. 302 Digital input = Start [7]  
 Par. 303 Digital input = Freeze reference [14]  
 Par. 305 Digital input = Speed up [16]  
 Par. 307 Digital input = Slow down [17]

### Potentiometer reference

Voltage reference via a potentiometer.

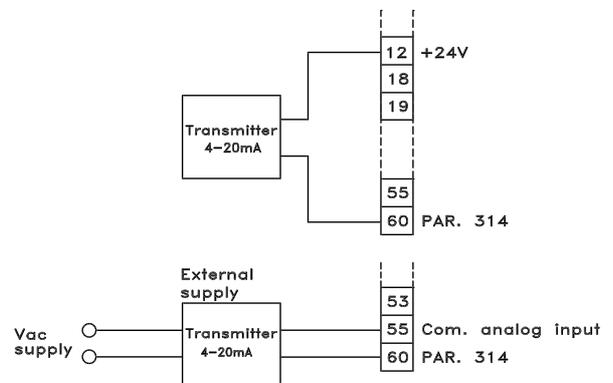


195NA016.10

Par. 308 Analog input = Reference [1]  
 Par. 309 Terminal 53, min. scaling = 0 Volt  
 Par. 310 Terminal 53, max. scaling = 10 Volt

### Connection of a 2-wire transmitter

Connection of a 2-wire transmitter as feedback to terminal 60.

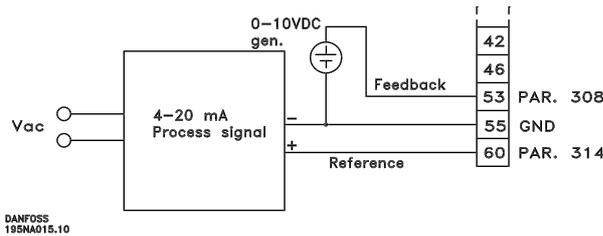


195NA013.11

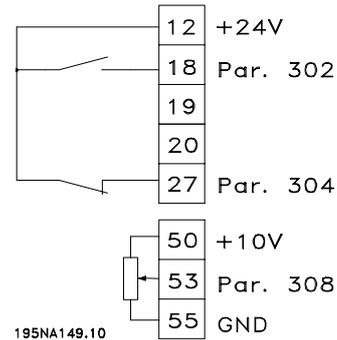
- Par. 314 Analog input = Feedback [2]
- Par. 315 Terminal 60, min. scaling = 4 mA
- Par. 316 Terminal 60, max. scaling = 20 mA

### ■ 4-20 mA reference

4-20 mA reference on terminal 60 and speed feedback signal on terminal 53.



- Par. 100 Configuration = Speed closed loop [1]
- Par. 308 Analog input = Feedback [2]
- Par. 309 Terminal 53, min. scaling = 0 Volt
- Par. 310 Terminal 53, max. scaling = 10 Volt
- Par. 314 Analog input = Reference [1]
- Par. 309 Terminal 60, min. scaling = 4 mA
- Par. 310 Terminal 60, max. scaling = 20 mA



Par. 100 Configuration = Speed regulation open loop [0]

Par. 200 Output frequency range = Both directions, 0-132 Hz [1]

Par. 203 Reference range = Min. ref. - Max. ref. [0]

Par. 204 Min. reference = - 50 Hz

Par. 205 Max. reference = 50 Hz

Par. 302 Digital input = Start [7]

Par. 304 Digital input = Coasting stop inverted [2]

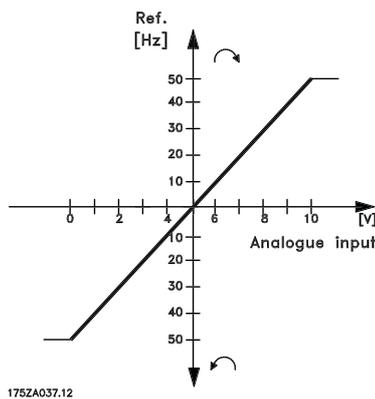
Par. 308 Analog input = Reference [1]

Par. 309 Terminal 53, min. scaling = 0 Volt.

Par. 310 Terminal 53, max. scaling = 10 Volt.

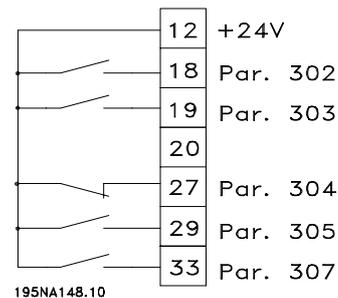
### ■ 50 Hz counter-clockwise to 50 Hz clockwise.

With internally supplied potentiometer.



### ■ Preset references

Switch between 8 preset references via two digital inputs and Setup 1 and Setup 2.



Par. 004 Active Setup = Multisetup 1 [5]

Par. 204 Min. reference = 0 Hz

Par. 205 Max. reference = 50 Hz

Par. 302 Digital input = Start [7]

Par. 303 Digital input = Choice of Setup, lsb [31]

Par. 304 Digital input = Coasting stop inverted [2]

Par. 305 Digital input = Preset ref., lsb [22]

Par. 307 Digital input = Preset ref., msb [23]

Setup 1 contains the following preset references:

Par. 215 Preset reference 1 = 5.00%

Par. 216 Preset reference 2 = 10.00%

Par. 217 Preset reference 3 = 25.00%  
 Par. 218 Preset reference 4 = 35.00%

Setup 2 contains the following preset references:

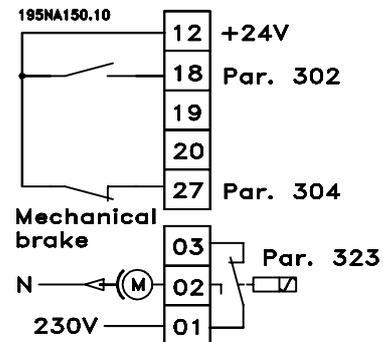
Par. 215 Preset reference 1 = 40.00%  
 Par. 216 Preset reference 2 = 50.00%  
 Par. 217 Preset reference 3 = 70.00%  
 Par. 218 Preset reference 4 = 100.00%

This table shows what the output frequency is:

| Preset ref., msb | Preset ref., lsb | Selection of Setup | Output frequency[Hz] |
|------------------|------------------|--------------------|----------------------|
| 0                | 0                | 0                  | 2.5                  |
| 0                | 1                | 0                  | 5                    |
| 1                | 0                | 0                  | 10                   |
| 1                | 1                | 0                  | 17.5                 |
| 0                | 0                | 1                  | 20                   |
| 0                | 1                | 1                  | 25                   |
| 1                | 0                | 1                  | 35                   |
| 1                | 1                | 1                  | 50                   |

Par. 302 Digital input = Start [7]  
 Par. 304 Digital input = Coasting stop inverted [2]  
 See also par. 138, 139, 140

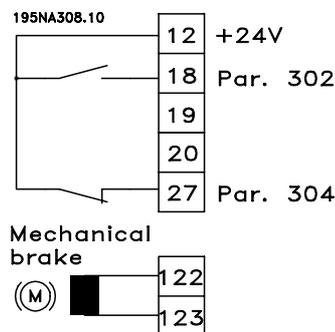
Use of the relay for 230 V AC brake



Par. 302 Digital input = Start [7]  
 Par. 304 Digital input = Coasting stop inverted [2]  
 Par. 323 Relay output = Mechanical brake control [25]  
 See also par. 138, 139, 140

### ■ Connection of mechanical brake

Using terminal 122/123

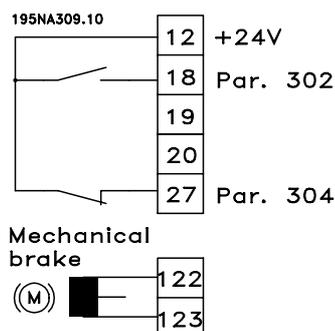


Par. 302 Digital input = Start [7]  
 Par. 304 Digital input = Coasting stop inverted [2]  
 See also par. 138, 139, 140

Mechanical brake control [25] = '0' => Brake is closed.  
 Mechanical brake control [25] = '1' => The brake is open.  
 See more detailed parameter settings under Control of mechanical brake.

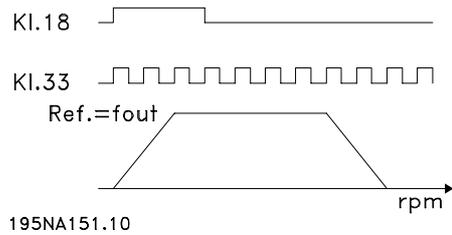
**NOTE**  
 Do not use the internal relay for DC brakes or brake voltages > 250 V.

Mechanical brake with accelerator winding



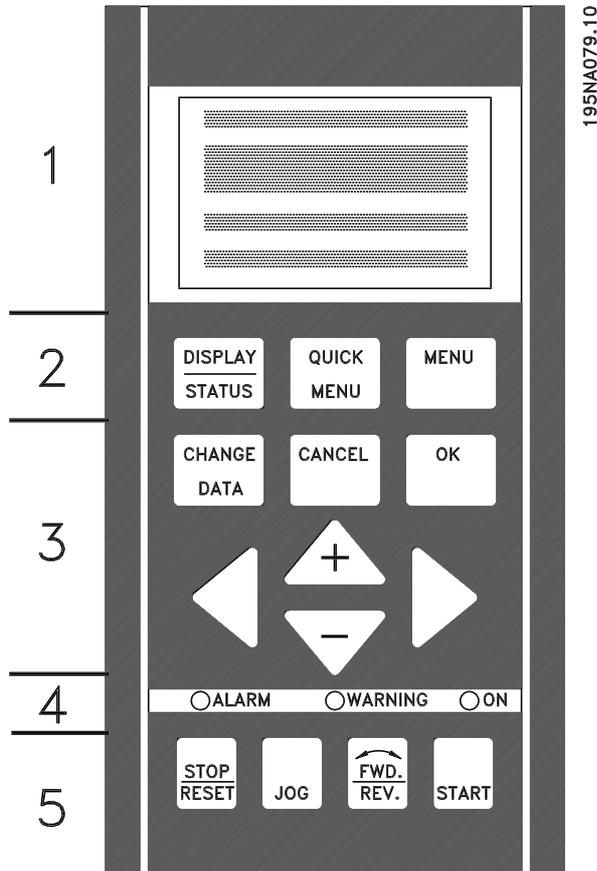
### ■ Counter stop via terminal 33

The start signal (terminal 18) must be active, i.e. logical '1', until the output frequency is equal to the reference. The start signal (terminal 18 = logical '0') must then be removed before the counter value in parameter 344 has managed to stop the VLT adjustabel frequency drive.



- Par. 307 *Digital input = Pulse input* [30]
- Par. 343 *Precise stop function = Counter stop with reset* [1]
- Par. 344 *Counter value = 100000*

### ■ The LCP 2 control unit, option



The FCD 300 can be combined with an LCP control unit (Local Control Panel - LCP 2) which makes up a complete interface for operation and programming of the variable frequency drive. The LCP 2 control unit can be attached up to nine feet from the variable frequency drive, e.g. on a front panel, using an accessory kit.

The control panel is divided into five functional groups:

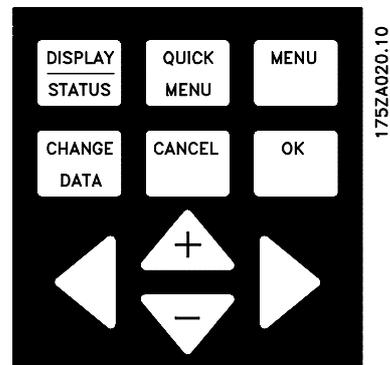
1. Display.
2. Keys used to change the display function.
3. Keys used to change the program parameters.
4. LEDs.
5. Local control keys.

All data is displayed via a 4-line alphanumeric display, which during normal operation will be able to continuously display 4 items of operating data and 3 operating modes. During programming all information needed for quick, effective parameter setup of the variable frequency drive will be displayed. As a supplement to the display, there are three LEDs for voltage (ON), warning (WARNING) and alarm (ALARM).

All variable frequency drive parameter Setups can be changed immediately from the control panel, unless this function has been programmed as *Locked* [1] via parameter 018 *Lock for data changes*.

### ■ Control keys for parameter Setup

The control keys are divided into functions, in such a way that the keys between the display and the indicator lamps are used for parameter Setup, including selection of the display's view mode during normal operation.



**[DISPLAY/STATUS]** is used to select the display's view mode or to change back to Display mode from either Quick Menu or Menu mode.

**[QUICK MENU]** provides access to the parameters used in the Quick Menu. It is possible to switch between Quick Menu and Menu mode.

**[MENU]** gives access to all parameters. It is possible to switch between Menu mode and Quick Menu.

**[CHANGE DATA]** is used to change a parameter that has been selected either in Menu mode or Quick Menu.

**[CANCEL]** is used if a change to the selected parameter is not to be implemented.

**[OK]** is used to confirm a change to a selected parameter.

**[+ / -]** are used for selecting parameters and for changing parameter values. These keys are also used in Display mode to switch between the readouts of operating variables.

**[< >]** are used for selecting parameter group and to move the cursor when changing a numerical value.

### ■ LEDs

At the bottom of the control panel are a red alarm light, a yellow warning light and a green voltage indicator light.



If certain threshold values are exceeded, the alarm and/or warning light are activated, while a status or alarm text is shown on the display.



### NOTE

The voltage indicator light is activated when voltage is connected to the variable frequency drive.

### ■ Local control



**[STOP/RESET]** is used for stopping the motor connected or for resetting the variable frequency drive after a drop-out (trip). Can be set to active or inactive via parameter 014 *Local stop*. If stop is activated Display line 2 will flash.



### NOTE

If an external stop function is not selected and the [STOP/RESET] key is set to inactive, the motor can only be stopped by disconnecting the voltage to the motor or the variable frequency drive.

**[JOG]** changes the output frequency to a preset frequency while the key is held down. Can be set to active or inactive via parameter 015 *Local jog*.

**[FWD / REV]** changes the direction of rotation of the motor, which is indicated by means of the arrow on the display. Can be set to active or inactive via parameter 016 *Local reverse*. The [FWD/REV] key is only active when parameter 002 *Local/remote operation* is set to *Local control*.

**[START]** is used to start the variable frequency drive. Is always active, but cannot override a stop command.



### NOTE

If the local control keys are set to inactive, these will both become active when the variable frequency drive is set to *Local control* and *Remote control* via parameter 002 *Local/remote operation*, with the exception of [FWD/REV], which is only active in *Local control*.

### ■ Display mode



In normal operation, up to 4 different display data items can optionally be shown continuously: 1,1, 1,2, 1,3 and 2. The present operation status or alarms and warnings that have been generated are displayed in line 2 in the form of a number.

In the event of alarms this is displayed in lines 3 and 4 with explanatory text.

A warning will appear flashing in line 2 with explanatory text in line 1. The active Setup will also appear on the display.

The arrow indicates the selected direction of rotation. Here the variable frequency drive shows that it has an active reverse signal. The body of the arrow will disappear if a stop command is given, or if the output frequency drops below 0.1 Hz.

The bottom line displays the frequency transformer's status. The scrollbar shows which operating values can be displayed in lines 1 and 2 in Display mode. Changes are made using the [+ / -] keys.

### Switching between AUTO and HAND modes

By activating the [CHANGE DATA] key in [DISPLAY MODE] the display will indicate the mode of the variable frequency drive.

Switch mode by using [+/-] key [HAND...AUTO]

In [HAND] mode the reference can be changed by [+] or [-] keys.

| Operating data             | Unit     |
|----------------------------|----------|
| Resulting reference        | [%]      |
| Resulting reference        | [unit]   |
| Feedback                   | [unit]   |
| Output frequency           | [Hz]     |
| Output frequency x scaling | [-]      |
| Motor current              | [A]      |
| Torque                     | [%]      |
| Power                      | [kW]     |
| Power                      | [HP]     |
| Motor voltage              | [V]      |
| DC link voltage            | [V]      |
| Thermal load motor         | [%]      |
| Thermal load               | [%]      |
| Hours run                  | [hours]  |
| Digital input              | [binary] |
| Pulse input 29             | [Hz]     |
| Pulse input 29             | [Hz]     |
| Pulse input 33             | [Hz]     |
| External reference         | [%]      |
| Status word                | [hex]    |
| Heatsink temperature       | [°C]     |
| Alarm word                 | [hex]    |
| Control word               | [hex]    |
| Warning word               | [hex]    |
| Extended status word       | [hex]    |
| Analog input 53            | [V]      |
| Analog input 60            | [mA]     |

Three operating data items can be shown in the first display line, and one operating variable can be shown in the second display line. Is programmed via parameters 009, 010, 011 and 012 *Display readout*.

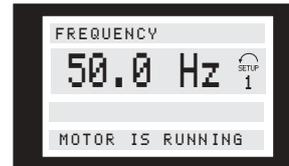
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### ■ Display modes

The LCP control unit has different display modes, which depend on the mode selected for the variable frequency drive.

#### Display mode I:

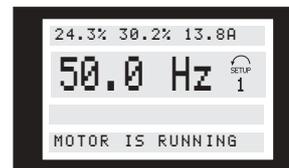
This display mode is standard after startup or initialization.



Line 2 shows the data value of an operating data item with unit, and line 1 contains a text that explains line 2. In the example, *Frequency* has been selected as readout via parameter 009 *Large display readout*. In normal operation, another variable can be entered immediately using the [+ / -] keys.

#### Display mode II:

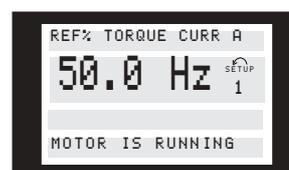
Switch between Display modes I and II is performed by briefly pressing the [DISPLAY / STATUS] key.



In this mode, all data values for four operating data items with any pertaining units are shown, see table. In the example, the following have been selected: *Frequency*, *Reference*, *Torque* and *Current* as readout in the first and second line.

#### Display mode III:

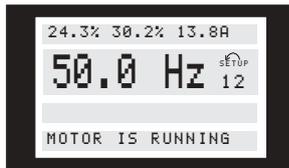
This display mode is called up as long as the [DISPLAY / STATUS] key is held down. When the key is released it switches back to Display mode II, unless the key is held down for less than approx. 1 sec., in which case the system always reverts to Display mode I.



Here you can read out the parameter names and units for operating data in the first and second lines. Line 2 in the display remains unchanged.

### Display mode IV:

This display mode can be called up during operation if a change has to be made in another Setup without stopping the variable frequency drive. This function is activated in parameter 005 *Programming Setup*.



Here the programming Setup number 2 will flash to the right of the active Setup.

### Parameter Setup

A variable frequency drive's comprehensive work area can be accessed via a large number of parameters, making it possible to adapt its functionality for a specific application. To provide a better overview of the many parameters, there is a choice of two programming modes - Menu mode and Quick Menu mode. The former provides access to all parameters. The latter takes the user through the parameters, which make it possible to start operating the variable frequency drive in most cases, in accordance with the Setup made. Regardless of the mode of programming, a change of a parameter will take effect and be visible both in the Menu mode and in the Quick menu mode.

### Structure for Quick menu mode v Menu mode

In addition to having a name, each parameter is linked up with a number which is the same regardless of the programming mode. In Menu mode, parameters will be split into groups, with the first digit (left) of the parameter number indicating the group number of the parameter in question.

- Using the [QUICK MENU] key, it is possible to get access to the most important parameters of the variable frequency drive. After programming, the variable frequency drive is in most cases ready for operation. Scroll through the Quick menu using the [+ / -] keys and change the data values by pressing [CHANGE DATA] + [OK].

- The Menu mode allows choosing and changing all parameters as required. However, some parameters will be "shaded off", depending on the choice in parameter 100 *Configuration*.

### Quick menu with LCP 2 control unit

Start Quick Setup by pressing the [QUICK MENU] key, which will bring out the following display values:

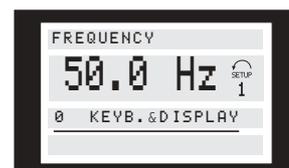


At the bottom of the display, the parameter number and name are given together with the status/value of the first parameter under the Quick menu. The first time the [QUICK MENU] key is pressed after the unit has been switched on, the readouts always start in pos. 1 - see table below.

| Pos. | Parameter no.              | Unit  |
|------|----------------------------|-------|
| 1    | 001 Language               |       |
| 2    | 102 Motor power            | [kW]  |
| 3    | 103 Motor voltage          | [V]   |
| 4    | 104 Motor frequency        | [Hz]  |
| 5    | 105 Motor current          | [A]   |
| 6    | 106 Rated motor speed      | [rpm] |
| 7    | 107 AMT                    |       |
| 8    | 204 Minimum reference      | [Hz]  |
| 9    | 205 Maximum reference      | [Hz]  |
| 10   | 207 Ramp-up time           | [sec] |
| 11   | 208 Ramp-down time         | [sec] |
| 12   | 002 Local/remote operation |       |
| 13   | 003 Local reference        | [Hz]  |

### Parameter selection

Menu mode is started by pressing the [MENU] key, which produces the following readout on the display:



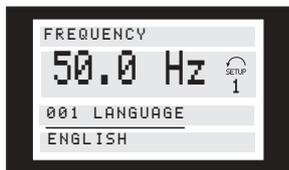
Line 3 on the display shows the parameter group number and name.

In Menu mode, the parameters are divided into groups. Selection of parameter group is effected using the [< >] keys.

The following parameter groups will be accessible:

| Group no. | Parameter group      |
|-----------|----------------------|
| 0         | Operation & Display  |
| 1         | Load & Motor         |
| 2         | References & Limits  |
| 3         | Inputs & Outputs     |
| 4         | Special functions    |
| 5         | Serial communication |
| 6         | Technical functions  |

When the required parameter group has been selected, each parameter can be chosen by means of the [+ / -] keys:



The 3rd line of the display shows the parameter number and name, while the status/value of the selected parameter is shown in line 4.

### Changing data

Regardless of whether a parameter has been selected under the Quick menu or the Menu mode, the procedure for changing data will be the same. Pressing the [CHANGE DATA] key gives access to changing the selected parameter, following which the underlining in line 4 will flash on the display. The procedure for changing data depends on whether the selected parameter represents a numerical data value or a text value.

### Changing a data value

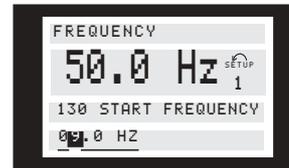
If the selected parameter is a text value, the text value is changed by means of the [+ / -] keys.



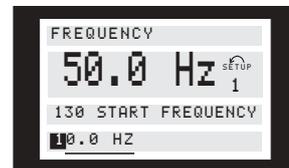
The bottom display line will show the value that will be entered (saved) when acknowledgment is given [OK].

### Change of numeric data value

If the selected parameter is represented by a numerical data value, a digit is first chosen using the [< >] keys.



The selected digit can then be changed infinitely variably using the [+ / -] keys:



The chosen digit is indicated by the digit flashing. The bottom display line shows the data value that will be entered (saved) when signing off with [OK].

## Manual initialization



### NOTE

Manual initialization is not possible on the LCP 2 175N0131 control unit. It is, however, possible to perform an initialization via par. 620 *Operation mode*:

The following parameters are not changed when initializing via par. 620 *Operation mode*.

- par. 500 *Address*
- par. 501 *Baud rate*
- par. 600 *Operating hours*
- par. 601 *Hours run*
- par. 602 *kWh counter*
- par. 603 *Number of power-ups*
- par. 604 *Number of overheatings*
- par. 605 *Number of overheatings*
- par. 615-617 *Fault log*
- par. 678 *Configure Control Card*

### ■ Operation & Display

#### 001 Language

##### (LANGUAGE)

##### Value:

|                    |     |
|--------------------|-----|
| ★English (ENGLISH) | [0] |
| German (DEUTSCH)   | [1] |
| French (FRANCAIS)  | [2] |
| Danish (DANSK)     | [3] |
| Spanish (ESPAÑOL)  | [4] |
| Italian (ITALIANO) | [5] |

##### Function:

This parameter is used to choose the language to be shown in the display whenever the LCP control unit is connected.

##### Description of choice:

There is a choice of the languages shown. The factory setting may vary.

#### 002 Local/remote operation

##### (OPERATION SITE)

##### Value:

|                            |     |
|----------------------------|-----|
| ★Remote operation (REMOTE) | [0] |
| Local operation (LOCAL)    | [1] |

##### Function:

There is a choice of two different modes of operation of the variable frequency drive. *Remote operation* [0] or *Local operation* [1]. See also parameter 013 *Local control* if *Local operation* [1] is selected.

##### Description of choice:

If *Remote operation* [0] is selected, the variable frequency drive is controlled via:

1. the control terminals or via serial communication.
2. the [START] key. This cannot, however, override stop commands transmitted via the digital inputs or via serial communication.
3. the [STOP/RESET] and [JOG] keys, on the condition that these are active.

If *Local operation* [1], is selected, the variable frequency drive is controlled via:

1. the [START] key. This cannot, however, override stop commands via the digital inputs (see parameter 013 *Local control*).

2. the [STOP/RESET] and [JOG] keys, on the condition that these are active.
3. the [FWD/REV] key, on the condition that it has been selected as active in parameter 016 *Local reversing*, and that parameter 013 *Local control* is set at *Local control and open loop* [1] or *Local control as parameter 100* [3]. Parameter 200 *Output frequency range* is set at *Both directions*.
4. parameter 003 *Local reference* where the reference can be set using the [+] and [-] keys.
5. an external control command that can be connected to the digital inputs (see parameter 013 *Local control*).



#### NOTE

The [JOG] and [FWD/REV] keys are located on the LCP control unit.

#### 003 Local reference

##### (LOCAL REFERENCE)

##### Value:

Par. 013 *Local control* must be set to [1] or [2]:

0 -  $f_{MAX}$  (par. 202) ★ 50 Hz

Par. 013 *Local control* must be set to [3] or [4].

$Ref_{MIN}$  -  $Ref_{MAX}$  (par. 204-205) ★ 0,0

##### Function:

In this parameter, the local reference can be set manually. The unit of the local reference depends on the configuration selected in parameter 100 *Configuration*.

##### Description of choice:

In order to protect the local reference, parameter 002 *Local/remote operation* must be set to *Local operation* [1]. Local reference cannot be set via serial communication.

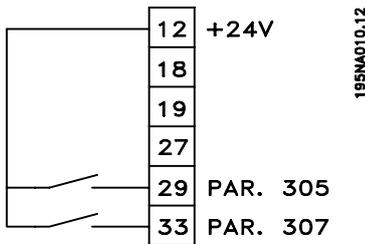
### ■ Setup configuration

There is a choice of four Setups (parameter Setups), which can be programmed independently of one another. The active Setup can be selected in parameter 004 *Active Setup*. When an LCP control unit is connected, the active Setup number will be

★ = factory setting. () = display text [] = value for use in communication via serial communication port

appear in the display under "Setup". It is also possible to preset the variable frequency drive to *Multisetup*, so that it is possible to shift Setups using the digital inputs or serial communication. Setup shift can be used in a plant in which, for example, one Setup is used for daytime operation and another one at night time. In parameter 006 *Setup copying* it is possible to copy from one Setup to another. Using parameter 007 *LCP copy* all Setups can be transferred from one variable frequency drive to another by moving the LCP control panel. First all parameter values are copied to the LCP control panel, which can then be moved to another variable frequency drive. Here all parameter values can be copied from the LCP control unit to the variable frequency drive.

### ■ Setup shift



- Selection of Setup via terminals 29 and 33.

Par. 305 *Digital input = Selection of Setup, lsb* [31]  
 Par. 307 *Digital input = Selection of Setup, msb* [32]  
 Par. 004 *Active setup = Multi Setup* [5]

### 004 Active Setup

#### (ACTIVE SETUP)

##### Value:

|                               |     |
|-------------------------------|-----|
| Factory Setup (FACTORY SETUP) | [0] |
| ★setup 1 (SETUP 1)            | [1] |
| setup 2 (SETUP 2)             | [2] |
| Setup 3 (SETUP 3)             | [3] |
| setup 4 (SETUP 4)             | [4] |
| Multi Setup (MULTI SETUP)     | [5] |

##### Function:

The active parameter Setup is selected here. All parameters can be programmed in four individual parameter Setups. Shifts between Setups can be made in this parameter via a digital input or via serial communication.

##### Description of choice:

*Factory Setup* [0] contains the factory-set parameter values. *Setup 1-4* [1]-[4] are four individual Setups which can be selected as required. *Multi Setup* [5] is used where remote-controlled shifts between the four Setups via a digital input or via serial communication is required.

### 005 Programming Setup

#### (EDIT SETUP)

##### Value:

|                               |     |
|-------------------------------|-----|
| Factory Setup (FACTORY SETUP) | [0] |
| Setup 1 (SETUP 1)             | [1] |
| Setup 2 (SETUP 2)             | [2] |
| Setup 3 (SETUP 3)             | [3] |
| Setup 4 (SETUP 4)             | [4] |
| ★Active Setup (ACTIVE SETUP)  | [5] |

##### Function:

You can select which Setup you want to program during operation (applies both via the control panel and the serial communication port). It is, for example, possible to program *Setup 2* [2], while the active Setup is set to *Setup 1* [1] in parameter 004 *Active Setup*.

##### Description of choice:

*Factory Setup* [0] contains the factory-set data and can be used as a source of data if the other Setups are to be reset to a known status. *Setup 1-4* [1]-[4] are individual Setups that can be programmed freely during operation. If *Active Setup* [5] is selected, the programming Setup will be equal to parameter 004 *Active Setup*.



##### NOTE

If data is modified or copied to the active Setup, the modifications have an immediate effect on the unit's operation.

### 006 Setup copying

#### (SETUP COPY)

##### Value:

|   |     |
|---|-----|
| ★No copying (NO COPY)                       | [0] |
| Copy to Setup 1 from #<br>(COPY TO SETUP 1) | [1] |
| Copy to Setup 2 from #                      |     |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

- (COPY TO SETUP 2) [2]
- Copy to Setup 3 from # [3]
- (COPY TO SETUP 3) [3]
- Copy to Setup 4 from # [4]
- (COPY TO SETUP 4) [4]
- Copy to all Setups from # (COPY TO ALL) [5]

**Function:**

You can copy from the selected active Setup in parameter 005 *Programming setup* to the selected Setup or Setups in this parameter.



**NOTE**

Copying is only possible in Stop (motor stopped in connection with a stop command).

**Description of choice:**

Copying begins when the required copying function has been selected and the [OK]/[CHANGE DATA] key has been pushed. The display indicates when copying is in progress.

**007 LCP copy**

**(LCP COPY)**

**Value:**

- ★No copying (NO COPY) [0]
- Upload all parameters (UPL. ALL PAR.) [1]
- Download all parameters (DWNL. ALL PAR.) [2]
- Download size-independent parameters (DWNL.OUTPIND.PAR.) [3]

**Function:**

Parameter 007 *LCP copy* is used if you want to use the LCP 2 control panel's integral copy function. The function is used if you want to copy all parameter setups from one variable frequency drive to another by moving the LCP 2 control panel.

**Description of choice:**

Select *Upload all parameters* [1] if you want all parameter values to be transferred to the control panel. Select *Download all parameters* [2] if all parameter values transferred are to be copied to the adjustable frequency drive to which the control panel is attached. Select *Download size-independent par.* [3] if you only want to download the size-independent parameters. This is used when downloading to a variable frequency drive with a different rated power size than that from which the parameter setup originates.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



**NOTE**

Upload/download can only be performed in stop mode. Download can only be performed to a adjustable frequency drive with the same software version number, see parameter 626 *Database identification no.*

**008 Display scaling of output frequency**

**(FREQUENCY SCALE)**

**Value:**

- 0.01 - 100.00 ★ 1.00

**Function:**

In this parameter, the factor is selected by which the output frequency is to be multiplied. The value is shown in the display, provided parameters 009-012 *Display readout* have been set to *Output frequency x scaling* [5].

**Description of choice:**

Set the required scaling factor.

**009 Large display readout**

**(DISPLAY LINE 2)**

**Value:**

- No readout (NONE) [0]
- Resulting reference [%] (REFERENCE [%]) [1]
- Resulting reference [unit] (REFERENCE [UNIT]) [2]
- Feedback [unit] (FEEDBACK [UNIT]) [3]
- ★Frequency [Hz] (FREQUENCY [HZ]) [4]
- Output frequency x scaling (FREQUENCY X SCALE) [5]
- Motor current [A] (MOTOR CURRENT [A]) [6]
- Torque [%] (TORQUE [%]) [7]
- Power [kW] (POWER [KW]) [8]
- Power [HP] (POWER [HP][US]) [9]
- Motor voltage [V] (MOTOR VOLTAGE [V]) [11]
- DC link voltage [V] (DC LINK VOLTAGE [V]) [12]
- Thermal load motor [%] (MOTOR THERMAL [%]) [13]
- Thermal load [%] (FC. THERMAL[%]) [14]
- Running hours [Hours] (RUNNING HOURS) [15]

|  |      |  |
|--|------|--|
| Digital input [Bin]<br>(DIGITAL INPUT[BIN])                | [16] | <i>Frequency [Hz]</i> gives the output frequency of the variable frequency drive.  |
| Analog input 53 [V]<br>(ANALOG INPUT 53 [V])               | [17] | <i>Output frequency x scaling [-]</i> equals the present output frequency $f_M$ multiplied by the factor set in parameter 008 <i>Display scaling of output frequency</i> . |
| Analog input 60 [mA]<br>(ANALOG INPUT 60 [MA])             | [19] |  |
| Pulse reference [Hz]<br>(PULSE INPUT 33. [HZ])             | [20] | <i>Motor current [A]</i> gives the phase current of the motor measured as an effective value.  |
| External reference [%]<br>(EXTERNAL REF. [%])              | [21] |  |
| Status word [Hex] (STATUS WORD [HEX])                      | [22] | <i>Torque [%]</i> denotes the motor's present load in relation to the motor's rated torque.  |
| Heatsink temperature [°C]<br>(HEATSINK TEMP [°C])          | [25] | <i>Power [kW]</i> gives the present power that the motor is absorbing in kW.   |
| Alarm word [Hex] (ALARM WORD [HEX])                        | [26] |  |
| Control word [Hex] (CONTROL WORD [HEX])                    | [27] |  |
| Warning word [Hex]<br>(WARNING WORD [HEX])                 | [28] | <i>Power [HP]</i> gives the present power that the motor is absorbing in HP.   |
| Extended status word [Hex]<br>(EXT. STATUS [HEX])          | [29] | <i>Motor voltage[V]</i> gives the voltage supplied to the motor.   |
| Communication option card warning<br>(COMM OPT WARN [HEX]) | [30] | <i>DC link voltage [V]</i> gives the intermediate circuit voltage of the variable frequency drive.   |
| Pulse count<br>(PULSE COUNTER)                             | [31] | <i>Thermal load motor [%]</i> gives the calculated/estimated load on the motor. 100 % is the cut-out limit.  |
| Pulse input 29<br>(PULSE INPUT 29)                         | [32] | <i>Thermal load [%]</i> gives the calculated/estimated thermal load on the variable frequency drive. 100 % is the cut-out limit.   |

### Function:

In this parameter you can select the data value that you wish to display in the LCP control unit display line 2 when the variable frequency drive is switched on. The display will also be included in the scrollbar in display mode. In parameters 010-012 *Display readout* you can select a further three data values, which are displayed in display line 1.

### Description of choice:

*No readout* can only be selected in parameters 010-012 *Small display readout*.

*Resulting reference [%]* gives, as a percentage, the resulting reference in the range from Minimum reference,  $Ref_{MIN}$  to Maximum reference,  $Ref_{MAX}$ .

*Reference [unit]* gives the resulting reference with unit Hz in *Open loop*. In *Closed loop* the reference unit is selected in parameter 416 *Process units*.

*Feedback [unit]* gives the resulting signal value using the unit/scaling selected in parameter 414 *Minimum feedback*,  $FB_{LOW}$ , 415 *Maximum feedback*,  $FB_{HIGH}$  and 416 *Process units*.

*Running hours [Hours]* gives the number of hours that the motor has run since the last reset in parameter 619 *Reset of running hours counter*.

*Digital input [Binary code]* gives the signal status from the 5 digital inputs (18, 19, 27, 29 and 33). Terminal 18 corresponds to the bit on the extreme left. '0' = no signal, '1' = signal connected.

*Analog input 53 [V]* gives the voltage value of terminal 53.

*Analog input 60 [mA]* gives the present value of terminal 60.

*Pulse input 33[Hz]* gives the frequency in Hz connected to terminal 33.

*External reference [%]* gives the sum of external references as a percentage (sum of analog/pulse/serial communication) in the range from Minimum reference,  $Ref_{MIN}$  to Maximum reference,  $Ref_{MAX}$ .

★ = factory setting. () = display text [] = value for use in communication via serial communication port

*Status word [Hex]* gives one or several status conditions in a Hex code. See *Serial communication* in the *Design Guide* for further information.

*Heat sink temp.[°C]* gives the present heat sink temperature of the variable frequency drive. The cut-out limit is 194-212 °F (90-100 °C), while cutting back in occurs at 158 ± 10% °F (70 ± 5 °C).

*Alarm word [Hex]* gives one or several alarms in hex code. See *Serial communication* in the *Design Guide* for further information.

*Control word [Hex]* gives the control word for the variable frequency drive. See *Serial communication* in the *Design Guide* for further information.

*Warning word [Hex]* gives one or several warnings in hex code. See *Serial communication* in the *Design Guide* for further information.

*Extended status word [Hex]* gives one or several status modes in Hex code. See *Serial communication* in the *Design Guide* for further information.

*Communication option card warning [Hex]* gives a warning word if there is a fault in the communication bus. Only active if communication options are installed. If there are no communication options 0 Hex is displayed.

*Pulse input 29[Hz]* gives the frequency in Hz connected to terminal 29.

*Pulse count* gives the number of pulses that the unit has registered.

---

### 010 Small display line 1.1

#### (DISPLAY LINE 1.1)

##### Value:

See par. 009 *Large display readout*  
 ★ Analog input 53 [M] [17]

##### Function:

In this parameter, the first of three data values can be selected that is to be displayed in the LCP control unit display, line 1, position 1. This is a useful function, e.g. when setting the PID regulator, as it gives a view of process reactions to reference changes. The display readout is activated by pushing the [DISPLAY STATUS] key.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

##### Description of choice:

See parameter 009 *Large display readout*.

---

### 011 Small display readout 1.2

#### (DISPLAY LINE 1.2)

##### Value:

See parameter 009 *Large display readout*  
 ★ Motor current [A][6]

##### Function:

See the functional description given under parameter 010 *Small display readout*.

##### Description of choice:

See parameter 009 *Large display readout*.

---

### 012 Small display readout 1.3

#### (DISPLAY LINE 1.3)

##### Value:

See parameter 009 *Large display readout*  
 ★ Feedback [unit] [3]

##### Function:

See the functional description given under parameter 010 *Small display readout*.

##### Description of choice:

See parameter 009 *Large display readout*.

---

### 013 Local control

#### (LOC CTRL/CONFIG.)

##### Value:

|  |     |
|--|-----|
| Local not active (DISABLE)   | [0] |
| Local control and open-loop without slip compensation (LOC CTRL/OPEN LOOP)     | [1] |
| Remote-operated control and open-loop without slip compensation (LOC+DIG CTRL) | [2] |
| Local control as parameter 100 (LOC CTRL/AS P100)                              | [3] |
| ★Remote-operated control as parameter 100 (LOC+DIG CTRL/AS P100)               | [4] |

### Function:

This is where the required function is selected if, in parameter 002 *Local/remote operation*, *Local operation* [1] has been chosen.

### Description of choice:

If *Local not active* [0] is selected, it is not possible to set a reference via parameter 003 *Local reference*. In order to enable a shift to *Local not active* [0], parameter 002 *Local/remote operation* must be set to *Remote operation* [0].

*Local control and open loop* [1] is used if the motor speed is to be set via parameter 003 *Local reference*. When this choice is made, parameter 100 *Configuration* automatically shifts to *Speed regulation, open loop* [0].

*Remote-operated control and open loop* [2] functions in the same way as *Local control and open loop* [1]; however, the adjustable frequency drive can also be controlled via the digital inputs.

For selections [1-2] control is shifted to open loop, no slip compensation.

*Local control as parameter 100* [3] is used when the motor speed is to be set via parameter 003 *Local reference*, but without parameter 100 *Configuration* automatically shifting to *Speed regulation, open loop* [0].

*Remote-operated control as parameter 100* [4] works the same way as *Local control as parameter 100* [3]; however, the adjustable frequency drive can also be controlled via the digital inputs.

Shifting from *Remote operation* to *Local operation* in parameter 002 *Local/remote operation*, while this parameter has been set to *Remote-operated control and open loop* [1]: The present motor frequency and direction of rotation will be maintained. If the present direction of rotation does not respond to the reversing signal (negative reference), the reference will be set to 0.

Shifting from *Local operation* to *Remote operation* in parameter 002 *Local/remote control*, while this parameter has been set to *Remote-operated control and open loop* [1]: The configuration selected in parameter 100 *Configuration* will be active. The shift will be smooth.

Shifting from *Remote control* to *Local control* in parameter 002 *Local/remote operation*, while this

parameter has been set to *Remote-operated control as parameter 100* [4]: the present reference will be maintained. If the reference signal is negative, the local reference will be set to 0.

Shifting from *Local operation* to *Remote operation* in parameter 002 *Local/remote operation*, while this parameter has been set to *Remote operation*: The local reference will be replaced by the remote-operated reference signal.

---

### 014 Local stop

#### (LOCAL STOP)

#### Value:

|                      |     |
|----------------------|-----|
| Not active (DISABLE) | [0] |
| ★Active (ENABLE)     | [1] |

#### Function:

In this parameter, the local [STOP]-key can be engaged or disengaged on the control panel and on the LCP control panel.

#### Description of choice:

If *Not active* [0] is selected in this parameter, the [STOP]-key will be inactive.



#### NOTE

If *Not active* [0] is selected, the motor cannot be stopped by means of the [STOP]-key.

---

### 015 Local jog

#### (LOCAL JOGGING)

#### Value:

|                       |     |
|-----------------------|-----|
| ★Not active (DISABLE) | [0] |
| Active (ENABLE)       | [1] |

#### Function:

In this parameter, the jog function on the LCP control panel can be engaged/disengaged.

#### Description of choice:

If *Not active* [0] is selected in this parameter, the [JOG]-key will be inactive.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 016 Local reverse

#### (LOCAL REVERSE)

##### Value:

|                       |     |
|-----------------------|-----|
| ★Not active (DISABLE) | [0] |
| Active (ENABLE)       | [1] |

##### Function:

In this parameter you can select/deselect the reverse function on the LCP control panel. The key can only be used if parameter 002 *Local/remote operation* is set to *Local operation* [1] and parameter 013 *Local control to Local control, open loop* [1] or *Local control as parameter 100* [3].

##### Description of choice:

If *Disable* [0] is selected in this parameter, the [FWD/REV] key will be disabled. See also parameter 200 *Output frequency range*.

### 017 Local reset of trip

#### (LOCAL RESET)

##### Value:

|                      |     |
|----------------------|-----|
| Not active (DISABLE) | [0] |
| ★Active (ENABLE)     | [1] |

##### Function:

In this parameter, the reset function on the control panel can be engaged/disengaged.

##### Description of choice:

If *Not active* [0] is selected in this parameter, the reset function will be inactive.



##### NOTE

Select *Not active* [0], only if an external reset signal has been connected via the digital inputs.

### 018 Lock for data changes

#### (DATA CHANGE LOCK)

##### Value:

|                          |     |
|--------------------------|-----|
| ★Not locked (NOT LOCKED) | [0] |
| Locked (LOCKED)          | [1] |

##### Function:

In this parameter, it is possible to 'lock' the controls to disable data changes via the control keys.

##### Description of choice:

If *Locked* [1] is selected, data changes in the parameters cannot be made; however, it will still be possible to make data changes via serial communication. Parameter 009-012 *Display readout* can be changed via the control panel.

### 019 Operating mode at power-up, local operation

#### (POWER UP ACTION)

##### Value:

|  |     |
|--|-----|
| Auto restart, use saved reference (AUTO RESTART) | [0] |
| ★Forced stop, use saved reference (LOCAL=STOP)   | [1] |
| Forced stop, set ref. to 0 (LOCAL=STOP, REF=0)   | [2] |

##### Function:

Setting of the required operating mode when the electrical voltage is engaged. This function can only be active if *Local operation* [1] has been selected in parameter 002 *Local/remote operation*.

##### Description of choice:

*Auto restart, use saved ref.* [0] is selected if the variable frequency drive is to start using the local reference (set in parameter 003 *Local reference*) and the start/stop state given via the control keys immediately prior to the electrical voltage being cut out.

*Forced stop, use saved ref.* [1] is selected if the variable frequency drive is to remain stopped when the electrical voltage is engaged, until the [START]-key is activated. After a start command the motor speed is ramped up to the saved reference in parameter 003 *Local reference*.

*Forced stop, set ref. to 0* [2] is selected if the variable frequency drive is to remain stopped when the electrical voltage is cut back in. Parameter 003 *Local reference* is to be zeroed.



##### NOTE

In remote operation (parameter 002 *Local/remote operation*) the start/stop state at the time of electrical connection will depend on the external control signals. If *Pulse start* [8] is selected in parameter 302 *Digital input*, the motor will remain stopped after electrical connection.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 020 Lock for Hand mode (LOCK HAND MODE)

#### Value:

★Not active (DISABLE) [0]  
Active (ENABLE) [1]

#### Function:

In this parameter you can select whether it should be possible or not to switch between Auto- and Hand mode. In Auto mode the variable frequency drive is controlled by external signals whereas the variable frequency drive in Hand mode is controlled via a local reference directly from the control unit.

#### Description of choice:

If *Not active* [0] is selected in this parameter, the Hand mode function will be inactive. This blocking can be activated as desired. If *Active* [1] is selected you can switch between Auto- and Hand mode.



#### NOTE

This parameter is only valid for LCP 2.

### 024 User-defined Quick Menu (USER QUICK MENU)

#### Value:

★Not active (DISABLE) [0]  
Active (ENABLE) [1]

#### Function:

In this parameter you can select the standard setup of the Quick menu key on the control panel and the LCP 2 control panel. Using this function, in parameter 025 *Quick Menu setup* the user can select up to 20 parameters for the Quick Menu key.

#### Description of choice:

If *not active* [0] is selected, the standard setup of the Quick Menu key is active.

If *Active* [1] is selected, the user-defined Quick Menu is active.

### 025 Quick Menu setup (QUICK MENU SETUP)

#### Value:

[Index 1 - 20] Value: 0 - 999 ★ 000

#### Function:

In this parameter you define which parameters are required in the Quick Menu when parameter 024 *User-defined Quick Menu* is set to *Active* [1]. Up to 20 parameters can be selected for the user-defined Quick Menu.



#### NOTE

Please note that this parameter can only be set using an LCP 2 control panel. See *Order form*.

#### Description of choice:

The Quick Menu is set up as follows:

1. Select parameter 025 *Quick Menu setup* and press [CHANGE DATA].
2. Index 1 indicates the first parameter in Quick Menu. You can scroll between the index numbers using the [+ / -] keys. Select Index 1.
3. Using [< >] you can scroll between the three figures. Press the [<] key once and the last number in the parameter number can be selected using the [+ / -] keys. Set Index 1 to 100 for parameter 100 *Configuration*.
4. Press [OK] when Index 1 has been set to 100.
5. Repeat steps 2 - 4 until all parameters required have been set to the Quick Menu key.
6. Press [OK] to complete the Quick Menu setup. If parameter 100 *Configuration* is selected at Index 1, Quick Menu will start with this parameter every time Quick Menu is activated.

Please note that parameter 024 *User-defined Quick Menu* and parameter 025 *Quick Menu setup* are reset to the factory setting during initialisation.

### 026 LED Status (LED STATUS)

#### Value:

★Overload (OVERLOAD) [0]  
Therm. warn/alarm 36 (OVERTEMP) [1]  
Thermistor/ETR (THERMAL MOTOR) [2]  
Digital input 18 (DIGITAL INPUT 18) [3]  
Digital input 19 (DIGITAL INPUT 19) [4]

★ = factory setting. () = display text [] = value for use in communication via serial communication port

|   |      |
|---|------|
| Digital input 27 (DIGITAL INPUT 27)             | [5]  |
| Digital input 29 (DIGITAL INPUT 29)             | [6]  |
| Digital input 33 (DIGITAL INPUT 33)             | [7]  |
| As relay par. 323 (AS RELAY / P323)             | [8]  |
| As dig.outp. par. 341 (AD DIG. OUT. / P341)     | [9]  |
| As mech.brake output<br>(AS MECH. BRAKE OUTPUT) | [10] |

**Function:**

This parameter enables the user to visualize different situations using the Status LED.

**Description of choice:**

Select the function to be visualized.

---

### ■ Load and Motor

### ■ Configuration

Selection of configuration and torque characteristics has an effect on which parameters can be seen in the display. If *Open loop* [0] is selected, all parameters relating to PID regulation will be filtered out. This means that the user only sees the parameters that are relevant for a given application.

#### 100 Configuration

##### (CONFIGURATION)

###### Value:

|   |     |
|---|-----|
| ★Speed control, open loop<br>(SPEED OPEN LOOP)        | [0] |
| Speed control, closed loop<br>(SPEED CLOSED LOOP)     | [1] |
| Process control, closed loop<br>(PROCESS CLOSED LOOP) | [3] |

###### Function:

This parameter is used to select the configuration to which the variable frequency drive is to be adapted. This makes adaptation to a given application simple, since the parameters not used in a given configuration are hidden (not active).

###### Description of choice:

If *Speed control, open loop* [0] is selected, normal speed control is obtained (without feedback signal) with automatic load and slip compensation to ensure a constant speed at varying loads. Compensations are active, but may be disabled in parameter 134 *Load compensation* and parameter 136 *Slip compensation* as required.

If *Speed control, closed loop* [1] is selected, better speed accuracy is obtained. A feedback signal must be added, and the PID regulator must be set in parameter group 400 *Special functions*.

If *Process control, closed loop* [3] is selected, the internal process regulator is activated to enable precise control of a process in relation to a given process signal. The process signal can be set to the relevant process unit or as a percentage. A feedback signal must be added from the process and the process regulator must be set in parameter group 400 *Special functions*. Process closed loop is not active if a

DeviceNet card is mounted and Instance 20/70 or 21/71 is chosen in parameter 904 *Instance types*.

#### 101 Torque characteristic

##### (TORQUE CHARACT)

###### Value:

|   |     |
|---|-----|
| ★Constant torque<br>(CONSTANT TORQUE)                     | [1] |
| Variable torque low<br>(TORQUE: LOW)                      | [2] |
| Variable torque medium<br>(TORQUE: MED)                   | [3] |
| Variable torque high<br>(TORQUE: HIGH)                    | [4] |
| Variable torque low with CT start<br>(VT LOW CT START)    | [5] |
| Variable torque medium with CT start<br>(VT MED CT START) | [6] |
| Variable torque high with CT start<br>(VT HIGH CT START)  | [7] |
| Special motor mode<br>(SPECIAL MOTOR MODE)                | [8] |

CT = Constant torque

###### Function:

This parameter enables a choice of principle for adaptation of the U/f ratio of the variable frequency drive to the torque characteristic of the load. See par. 135 *U/f ratio*.

###### Description of choice:

If *Constant torque* [1] is selected, a load-dependent U/f characteristic is obtained, in which output voltage and output frequency are increased at increasing loads in order to maintain constant magnetization of the motor.

Select *Variable torque low* [2], *Variable torque medium* [3] or *Variable torque high* [4], if the load is square (centrifugal pumps, fans).

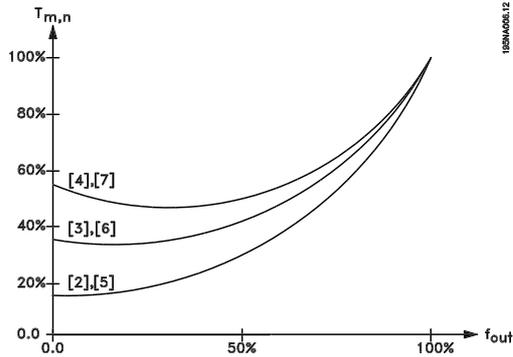
*Variable torque - low with CT start* [5], - *medium with CT start* [6] or *high with CT start* [7], are selected if you need a greater breakaway torque than can be achieved with the three first characteristics.



#### NOTE

Load and slip compensation are not active if variable torque or special motor mode have been selected.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



Select *Special motor mode* [8], if a special U/f setting is needed that is to be adapted to the present motor. The break points are set in parameters 423-428 *Voltage/frequency*.



### NOTE

Please note that if a value set in the nameplate parameters 102-106 is changed, there will be an automatic change of parameter 108

*Stator resistance* and 109 *Stator reactance*.

### 102 Motor power $P_{M,N}$

#### (MOTOR POWER)

#### Value:

0.18 - 4 kW ★ Depends on unit

#### Function:

Here you must set a power value [kW]  $P_{M,N}$ , corresponding to the motor's rated power. The factory sets a rated power value [kW]  $P_{M,N}$ , that depends on the type of unit.

#### Description of choice:

Set a value that matches the nameplate data on the motor. Settings between two sizes below and one size over the factory setting are possible.

### 103 Motor voltage $U_{M,N}$

#### (MOTOR VOLTAGE)

#### Value:

50 - 999 V ★ 400 V

#### Function:

This is where to set the rated motor voltage  $U_{M,N}$  for either star Y or delta  $\Delta$ .

#### Description of choice:

Select a value that corresponds to the nameplate data on the motor, regardless of the variable frequency drive's AC line voltage.

### 104 Motor frequency $f_{M,N}$

#### (MOTOR FREQUENCY)

#### Value:

24-1000 Hz ★ 50 Hz

#### Function:

This is where to select the rated motor frequency  $f_{M,N}$ .

#### Description of choice:

Select a value that corresponds to the nameplate data on the motor.

### 105 Motor current $I_{M,N}$

#### (MOTOR CURRENT)

#### Value:

0,01 -  $I_{MAX}$  ★ Depends on choice of motor

#### Function:

The nominal, rated current of the motor  $I_{M,N}$  forms part of the variable frequency drive calculation of features such as torque and motor thermal protection.

#### Description of choice:

Set a value that corresponds to the nameplate data on the motor. Set the motor current  $I_{M,N}$  taking into account whether the motor is star-connected Y or delta-connected  $\Delta$ .

### 106 Rated motor speed

#### (MOTOR NOM. SPEED)

#### Value:

100 -  $f_{M,N} \times 60$  (max. 60000 rpm)  
★ Depends on parameter 104 *Motor frequency*,  $f_{M,N}$

#### Function:

This is where to set the value that corresponds to the rated motor speed  $n_{M,N}$  that can be seen from the nameplate data.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Description of choice:**

Select a value that corresponds to the nameplate data on the motor.



**NOTE**

The max. value equals  $f_{M,N} \times 60$ .  $f_{M,N}$  to be set in parameter 104 *Motor frequency*,  $f_{M,N}$ .

**107 Automatic motor tuning, AMT  
(AUTO MOTOR TUN.)**

**Value:**

- ★ Optimization off (AMT OFF) [0]
- Optimisation on (AMT START) [2]

**Function:**

Automatic motor tuning is an algorithm that measures stator resistance  $R_S$  without the motor axle turning. This means that the motor is not delivering any torque. AMT can be used with benefit when initializing units where the user wishes to optimize adjustment of the variable frequency drive to the motor being used. This is used in particular when the factory setting does not sufficiently cover the motor.

For the best possible tuning of the variable frequency drive it is recommended that AMT is performed on a cold motor. It should be noted that repeated AMT runs can cause heating of the motor, resulting in an increase in the stator resistance  $R_S$ . As a rule, however, this is not critical.

AMT is performed as follows:

Start AMT:

1. Give a STOP signal.
2. Parameter 107 *Automatic motor tuning* is set at value [2] *Optimization on*.
3. A START signal is given and parameter 107 *Automatic motor tuning* is reset to [0] when AMT has been completed.

In factory setting START requires terminals 18 and 27 to be connected to terminal 12.

Complete AMT:

AMT is completed by giving a RESET signal. Parameter 108 *Stator resistance*,  $R_S$  is updated with the optimized value.

Interrupting AMT:

AMT can be interrupted during the optimization procedure by giving a STOP signal.

When using the AMT function the following points should be observed:

- For AMT to be able to define the motor parameters as well as possible, the correct type plate data for the motor connected to the variable frequency drive must be keyed into parameters 102 to 106.
- Alarms will appear in the display if faults arise during tuning of the motor.
- As a rule the AMT function will be able to measure the  $R_S$  values for motors that are 1-2 times larger or smaller than the variable frequency drive's nominal size.
- If you wish to interrupt automatic motor tuning, press the [STOP/RESET] key.



**NOTE**

AMT may not be performed on motors connected in parallel, nor may setup changes be made while AMT is running.

**Description of choice:**

Select *Optimization on* [2] if you want the adjustable frequency drive to perform automatic motor tuning.

**108 Stator resistance  $R_S$   
(STATOR RESISTAN)**

**Value:**

0.000 - X.XXX  $\Omega$  ★ Depends on choice of motor

**Function:**

After setting of parameters 102-106 *Nameplate data*, a number of adjustments of various parameters is carried out automatically, including stator resistance  $R_S$ . A manually entered  $R_S$  must apply to a cold motor. The shaft performance can be improved by fine-tuning  $R_S$  and  $X_S$ , see procedure below.



**NOTE**

Parameters 108 *Stator resistance  $R_S$*  and 109 *Stator reactance  $X_S$*  are normally not to be changed if nameplate data has been set.

**Description of choice:**

$R_S$  can be set as follows:

★ = factory setting. () = display text [] = value for use in communication via serial communication port

1. Use the factory settings of  $R_S$  which the variable frequency drive itself chooses on the basis of the motor nameplate data.
2. The value is stated by the motor supplier.
3. The value is obtained through manual measurements:  $R_S$  can be calculated by measuring the resistance  $R_{PHASE-PHASE}$  between two phase terminals.  **$R_S = 0.5 \times R_{PHASE-PHASE}$ .**
4.  $R_S$  is set automatically when AMT has been completed. See parameter 107 *Auto motor adaption*.

### 109 Stator reactance $X_S$ (STATOR REACTANCE)

#### Value:

0.00 - X,XX  $\Omega$

★ Depends on choice of motor

#### Function:

After setting of parameters 102-106 *Nameplate data*, a number of adjustments of various parameters are made automatically, including stator reactance  $X_S$ . The shaft performance can be improved by fine-tuning  $R_S$  and  $X_S$ , see procedure below.

#### Description of choice:

$X_S$  can be set as follows:

1. The value is stated by the motor supplier.
2. The value is obtained through manual measurements.  $X_S$  is obtained by connecting a motor to AC line and measuring the phase-phase voltage  $U_M$  and the idle current  $\phi$ .

$$X_S = \frac{U_M}{\sqrt{3} \times I_\phi} - \frac{X_L}{2}$$

$X_L$ : See parameter 142.

3. Use the factory settings of  $X_S$  which the adjustable frequency drive itself chooses on the basis of the motor nameplate data.

### 117 Resonance dampening (RESONANCE DAMP.)

#### Value:

0 - 100 % ★ 0 %

#### Function:

Reduces the output voltage when running at low load for avoiding resonance phenomena.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

#### Description of choice:

If 0 is selected, there will be no reduction. If 100 % is selected, the voltage is reduced to 50% at no load.

### 119 High start torque

#### (HIGH START TORQ.)

#### Value:

0.0 - 0.5 sec. ★ 0.0 sec.

#### Function:

To ensure a high start torque approx.  $1.8 \times I_{INV}$  can be permitted for max. 0.5 sec. The current is, however, limited by the variable frequency drive's (inverter's) safety limit. 0 sec. corresponds to no high start torque.

#### Description of choice:

Set the necessary time for which a high start torque is required.

### 120 Start delay

#### (START DELAY)

#### Value:

0.0 - 10.0 sec. ★ 0.0 sec.

#### Function:

This parameter enables a delay of the start-up time after the conditions for start have been fulfilled. When the time has passed, the output frequency will start by ramping up to the reference.

#### Description of choice:

Set the necessary time before commencing to accelerate.

### 121 Start function

#### (START FUNCTION)

#### Value:

- DC hold during start delay time (DC HOLD/DELAY TIME) [0]
- DC brake during start delay time (DC BRAKE/DELAY TIME) [1]
- ★Coasting during start delay time (COAST/DELAY TIME) [2]
- Start frequency/voltage clockwise (CLOCKWISE OPERATION) [3]

Start frequency/voltage in reference direction  
(VERTICAL OPERATION) [4]

**Function:**

This is where to choose the required mode during the start delay time (parameter 120 *Start delay time*).

**Description of choice:**

Select *DC hold during start delay time* [0] to energize the motor with a DC hold voltage during the start delay time. Set voltage in parameter 137 *DC hold voltage*.

Choose *DC brake during start delay time* [1] to energize the motor with a DC brake voltage during the start delay time. Set voltage in parameter 132 *DC brake voltage*.

Choose *Coasting during start delay time* [2] and the motor will not be controlled by the variable frequency drive during the start delay time (inverter turned off).

Choose *Start frequency/voltage clockwise* [3] to obtain the function described in parameter 130 *Start frequency* and 131 *Voltage at start* during start delay time. Regardless of the value assumed by the reference signal, the output frequency equals the setting in parameter 130 *Start frequency* and the output voltage will correspond to the setting in parameter 131 *Voltage at start*.

This functionality is typically used in hoist applications. It is used in particular in applications in which a cone anchor motor is applied, where the direction of rotation is to start clockwise followed by the reference direction.

Select *Start frequency/voltage in reference direction* [4] to obtain the function described in parameter 130 *Start frequency* and 131 *Voltage at start* during the start delay time.

The direction of rotation of the motor will always follow in the reference direction. If the reference signal equals zero, the output frequency will equal 0 Hz, while the output voltage will correspond to the setting in parameter 131 *Voltage at start*. If the reference signal is different from zero, the output frequency will equal parameter 130 *Start frequency* and the output voltage will equal parameter 131 *Voltage at start*. This functionality is used typically for hoist applications with counterweight. It is used in particular for applications in which a cone anchor motor is applied. The cone anchor motor can break away using parameter 130 *Start frequency* and parameter 131 *Voltage at start*.

---

**122 Function at stop**

**(FUNCTION AT STOP)**

**Value:**

★Coasting (COAST) [0]  
DC hold (DC HOLD) [1]

**Function:**

This is where to choose the function of the variable frequency drive after the output frequency has become lower than the value in parameter 123 *The min. frequency for activation of function at stop* or after a stop command and when the output frequency has been ramped down to 0 Hz.

**Description of choice:**

Select *Coasting* [0] if the variable frequency drive is to 'let go' of the motor (inverter turned off).

Select DC hold [1] if parameter 137 *DC hold voltage* is to be activated.

---

**123 Min. frequency for activation of function at stop**

**(MIN.F.FUNC.STOP)**

**Value:**

0,1 - 10 Hz ★ 0,1 Hz

**Function:**

In this parameter, the output frequency is set at which the function selected in parameter 122 *Function at stop* is to be activated.

**Description of choice:**

Set the required output frequency.



**NOTE**

If parameter 123 is set higher than parameter 130, then the start delay function (parameter 120 and 121) will be skipped.



**NOTE**

If parameter 123 is set too high, and DC hold has been chosen in parameter 122, the output frequency will jump to the value in parameter 123 without ramping up. This may cause an overcurrent warning / alarm.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### ■ DC Braking

During DC braking DC voltage is supplied to the motor, and this will cause the shaft to be brought to a standstill. In parameter 132 *DC brake voltage* DC brake voltage can be preset from 0-100%. Max. DC brake voltage depends on the motor data selected. In parameter 126 *DC braking time* DC braking time is determined and in parameter 127 *DC brake cut-in frequency* the frequency at which DC braking becomes active is selected. If a digital input is programmed to *DC braking inverse* [5] and shifts from logic '1' to logic '0', DC braking will be activated. When a stop command becomes active, DC braking is activated when the output frequency is less than the brake cut-in frequency.



#### NOTE

DC braking may not be used if the inertia in the motor shaft is more than 20 times greater than the motor's internal inertia.

### 126 DC brake time

#### (DC BRAKING TIME)

#### Value:

0 - 60 sec. ★ 10 sec

#### Function:

In this parameter, the DC brake time is set at which parameter 132 *DC brake voltage* is to be active.

#### Description of choice:

Set the required time.

### 127 DC brake cut-in frequency

#### (DC BRAKE CUT-IN)

#### Value:

0.0 (OFF) - par. 202  
*Output frequency high limit, f<sub>MAX</sub>* ★ OFF

#### Function:

In this parameter, the DC brake cut-in frequency is set at which the DC brake is to be activated in connection with a stop command.

#### Description of choice:

Set the required frequency.

### 128 Thermal motor protection

#### (MOT.THERM PROTEC)

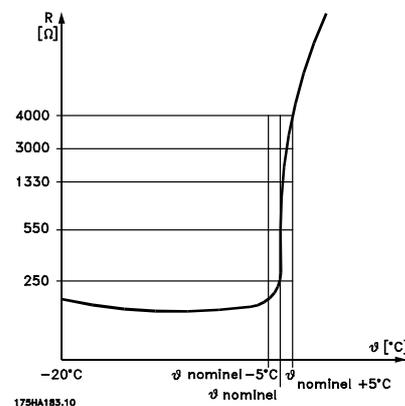
#### Value:

|                                      |      |
|--------------------------------------|------|
| ★No protection (NO PROTECTION)       | [0]  |
| Thermistor warning (THERMISTOR WARN) | [1]  |
| Thermistor trip (THERMISTOR TRIP)    | [2]  |
| ETR warning 1 (ETR WARNING 1)        | [3]  |
| ETR trip 1 (ETR TRIP 1)              | [4]  |
| ETR warning 2 (ETR WARNING 2)        | [5]  |
| ETR trip 2 (ETR TRIP 2)              | [6]  |
| ETR warning 3 (ETR WARNING 3)        | [7]  |
| ETR trip 3 (ETR TRIP 3)              | [8]  |
| ETR warning 4 (ETR WARNING 4)        | [9]  |
| ETR trip 4 (ETR TRIP 4)              | [10] |

#### Function:

The variable frequency drive can monitor the motor temperature in two different ways:

- Via a PTC thermistor that is mounted on the motor. The thermistor is connected between terminal 31a / 31b. *Thermistor* is to be selected if a possibly integrated thermistor in the motor is to be able to stop the variable frequency drive if the motor overheats. The cut-out value is 3 kΩ.

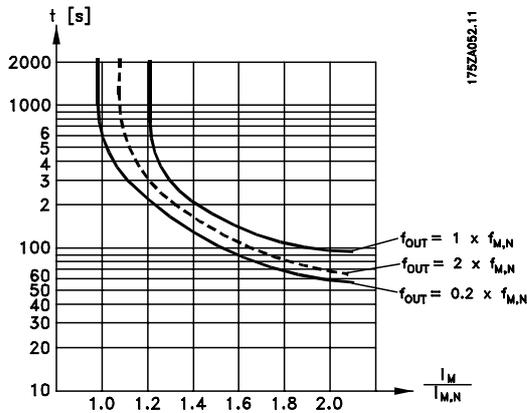


If a motor features a Klaxon thermal switch instead, this can also be connected to the input. If motors operate in parallel, the thermistors/thermal switches can be connected in series (total resistance lower than 3 kΩ).

- Thermal load calculation (ETR - Electronic Thermal Relay), based on present load and time. This is compared with the rated motor current  $I_{M,N}$  and rated motor frequency  $f_{M,N}$ . The calculations take into account the need for

★ = factory setting. () = display text [] = value for use in communication via serial communication port

lower loading at low speeds due to the motor's internal ventilation being reduced.



ETR functions 1-4 correspond to Setup 1-4. ETR functions 1-4 do not begin to calculate the load until you switch to the Setup in which they have been selected. This means that you can use the ETR function even when changing between two or more motors.

### Description of choice:

Select *No protection* [0] if you do not want a warning or trip when a motor is overloaded.

Select *Thermistor warning* [1] if you want a warning when the connected thermistor becomes too hot.

Select *Thermistor trip* [2] if you want a trip when the connected thermistor becomes too hot.

Select *ETR warning* if you want a warning when the motor is overloaded according to the calculations.

You can also program the variable frequency drive to give a warning signal via the digital output.

Select *ETR Trip* if you want a trip when the motor is overloaded according to the calculations.

Select *ETR warning 1-4* if you want a warning when the motor is overloaded according to the calculations.

You can also program the variable frequency drive to give a warning signal via one of the digital outputs.

Select *ETR Trip 1-4* if you want a trip when the motor is overloaded according to the calculations.



### NOTE

This function cannot protect the individual motors in the case of motors linked in parallel.

## 130 Start frequency

### (START FREQUENCY)

#### Value:

0.0 - 10.0 Hz

★ 0.0 Hz

#### Function:

The start frequency is active for the time set in parameter 120 *Start delay*, after a start command. The output frequency will 'jump' to the next preset frequency. Certain motors, such as conical anchor motors, need an extra voltage/start frequency (boost) at start to disengage the mechanical brake. To achieve this parameters 130 *Start frequency* and 131 *Initial voltage* are used.

#### Description of choice:

Set the required start frequency. It is a precondition that parameter 121 *Start function*, is set to *Start frequency/voltage clockwise* [3] or *Start frequency/voltage in reference direction* [4] and that in parameter 120 *Start delay* a time is set and a reference signal is present.



### NOTE

If parameter 123 is set higher than parameter 130, the start delay function (parameter 120 and 121) will be skipped.

## 131 Initial voltage

### (INITIAL VOLTAGE)

#### Value:

0.0 - 200.0 V

★ 0.0 V

#### Function:

*Initial voltage* is active for the time set in parameter 120 *Start delay*, after a start command. This parameter can be used for example for lifting/dropping applications (conical anchor motors).

#### Description of choice:

Set the required voltage necessary to cut out the mechanical brake. It is assumed that parameter 121 *Start function*, is set to *Start frequency/voltage clockwise* [3] or *Start frequency/voltage in reference direction* [4] and that in parameter 120 *Start delay* a time is set, and that a reference signal is present.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 132 DC brake voltage

#### (DC BRAKE VOLTAGE)

##### Value:

0 - 100% of max. DC brake voltage ★ 0%

##### Function:

In this parameter, the DC brake voltage is set which is to be activated at stop when the DC brake frequency set in parameter 127 *DC brake cut-in frequency* is reached, or if *DC braking inverse* is active via a digital input or via serial communication. Subsequently, the DC brake voltage will be active for the time set in parameter 126 *DC brake time*.

##### Description of choice:

To be set as a percentage value of the max. DC brake voltage, which depends on the motor.

### 133 Start voltage

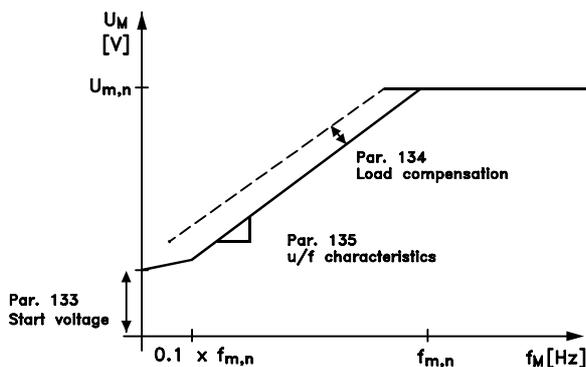
#### (START VOLTAGE)

##### Value:

0.00 - 100.00 V ★ Depends on unit

##### Function:

A higher start torque can be obtained by increasing the start voltage. Small motors (< 1.0 HP) normally require a high start voltage.



##### Description of choice:

The factory setting will be suitable for most applications, the value may need to be increased gradually for high torque application.



Warning: If the use of start voltage is exaggerated, this may lead to over-energizing and overheating of the motor and the variable frequency drive may cut out.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 134 Load compensation

#### (LOAD COMPENSATIO)

##### Value:

0.0 - 300.0% ★ 100.0%

##### Function:

In this parameter, the load characteristic is set. By increasing the load compensation, the motor is given an extra voltage and frequency supplement at increasing loads. This is used e.g. in motors/applications in which there is a big difference between the full-load current and idle-load current of the motor.



##### NOTE

If this value is set too high, the variable frequency drive may cut out because of overcurrent.

##### Description of choice:

If the factory setting is not adequate, load compensation must be set to enable the motor to start at the given load.



Warning: Should be set to 0% in connection with synchronous and parallel-coupled motors and in the case of quick load changes. Too high load compensation may lead to instability.

### 135 U/f-ratio

#### (U/F RATIO)

##### Value:

0.00 - 20.00 V/Hz ★ Depends on unit

##### Function:

This parameter enables a shift in the ratio between output voltage (U) and output frequency (f) linearly, so as to ensure correct energizing of the motor and thus optimum dynamics, accuracy and efficiency. The U/f-ratio only affects the voltage characteristic if a selection has been made of *Constant torque* [1] parameter 101 *Torque characteristic*.

##### Description of choice:

The U/f-ratio is only to be changed if it is not possible to set the correct motor data in parameter 102-109. The value programmed in the factory settings is based on idle operation.

### 136 Slip compensation

#### (SLIP COMP.)

##### Value:

-500 - +500% of rated slip compensation

★ 100%

##### Function:

Slip compensation is calculated automatically, on the basis of such data as the rated motor speed  $n_{M,N}$ . In this parameter, the slip compensation can be fine-tuned, thereby compensating for tolerances on the value for  $n_{M,N}$ . Slip compensation is only active if a selection has been made of *Speedregulation, open loop* [0] in parameter 100 *Configuration* and *Constant torque* [1] in parameter 101 *Torque characteristic*.

##### Description of choice:

Key in a % value.

### 137 DC hold voltage

#### (DC HOLD VOLTAGE)

##### Value:

0 - 100% of max. DC hold voltage

★ 0%

##### Function:

This parameter is used to keep the motor (holding torque) at start/stop.

##### Description of choice:

This parameter can only be used if a selection has been made of *DC hold* in parameter 121 *Start function* or 122 *Function at stop*. To be set as a percentage value of the max. DC hold voltage, which depends on the choice of motor.

### 138 Brake cut out value

#### (BRAKE CUT OUT)

##### Value:

0.5 - 132.0/1000.0 Hz

★ 3.0 Hz

##### Function:

Here you can select the frequency at which the external brake is released, via the output defined in parameter 323 *Relay output 1-3* or 341 *Digital output, terminal 46* (optionally also terminal 122 and 123).

##### Description of choice:

Set the required frequency.

### 139 Brake cut in frequency

#### (BRAKE CUT IN)

##### Value:

0.5 - 132.0/1000.0 Hz

★ 3.0 Hz

##### Function:

Here you can select the frequency at which the external brake is activated; this takes place via the output defined in parameter 323 *Relay output 1-3* or 341 *Digital output terminal 46* (Optionally also 122 and 123).

##### Description of choice:

Set the required frequency.

### 140 Current, minimum value

#### (CURRENT MIN VAL)

##### Value:

0 % - 100 % of inverter output current

★ 0 %

##### Function:

This is where the user selects the minimum motor current running for the mechanical brake to be released. Current monitoring is only active from stop until the point when the brake is released.

##### Description of choice:

This is an extra safety precaution, aimed at guaranteeing that the load is not lost during start of a lifting/lowering operation.

### 142 Leakage reactance $X_L$

#### (LEAK. REACTANCE)

##### Value:

0.000 - XXX,XXX  $\Omega$

★ Depends on choice of motor

$X_L$  is sum of rotor and stator leakage reactance.

##### Function:

After setting of parameters 102-106 *Nameplate data*, a number of adjustments of various parameters is made automatically, including the leakage reactance  $X_L$ . The shaft performance can be improved by fine-tuning the leakage reactance  $X_L$ .

★ = factory setting. () = display text [] = value for use in communication via serial communication port



### NOTE

Parameter 142 *Leakage reactance*  $X_L$  is normally not to be changed if the nameplate data have been set, parameters 102-106.

### Description of choice:

$X_L$  can be set as follows:

1. The value is stated by the motor supplier.
2. Use the factory settings of  $X_L$  which the adjustable frequency drive itself chooses on the basis of the motor nameplate data.

### 144 Gain AC brake

#### (GAIN AC BRAKE)

### Value:

1.00 - 1.50 ★ 1.30

### Function:

This parameter is used to set the AC brake. Using par. 144 it is possible to adjust the size of the generator torque that can be applied to the motor without the intermediate circuit voltage exceeding the warning level.

### Description of choice:

The value is increased if a greater possible brake torque is required. If 1.0 is selected, this corresponds to the AC brake being inactive.



### NOTE

If the value in par. 144 is increased, the motor current will simultaneously increase significantly when generator loads are applied.

The parameter should therefore only be changed if it is guaranteed during measurement that the motor current in all operating situations will never exceed the maximum permitted current in the motor. *Please note:* that the current cannot be read out from the display.

### 146 Reset voltage vector

#### (RESET VECTOR)

### Value:

\*Off (OFF) [0]  
Reset (RESET) [1]

### Function:

When the voltage vector is reset it is set to the same starting point each time a new process commences.

### Description of choice:

Select reset (1) when running unique processes each time they arise. This will enable repetitive precision when stopping to be improved. Select Off (0) for example for lifting/lowering operations or synchronous motors. It is an advantage that the motor and the variable frequency drive are always synchronized.

### 147 Motor type

#### (MOTOR TYPE)

### Value:

\*General (GENERAL) [0]  
Danfoss Bauer (DANFOSS BAUER) [1]

### Function:

This parameter selects the type of motor connected to the variable frequency drive.

### Description of choice:

The value can be selected general for most motor brands. Select Danfoss Bauer for optimal settings for Danfoss Bauer gear motors.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### References & Limits

#### 200 Output frequency range

##### (OUT FREQ. RNG/ROT)

###### Value:

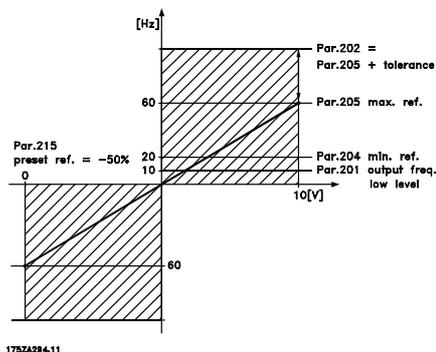
- ★ Only clockwise, 0 - 132 Hz (132 HZ CLOCKWISE) [0]
- Both directions, 0 - 132 Hz (132 HZ BOTH DIRECT) [1]
- Anti-clockwise only, 0 - 132 Hz (132 HZ COUNTER CLOCK) [2]
- Clockwise only, 0 - 1000 Hz (1000 HZ CLOCK WISE) [3]
- Both directions, 0 - 1000 Hz (1000 HZ BOTH DIRECT) [4]
- Counter-clockwise only, 0 - 1000 Hz (1000 HZ COUNTER CLOCK) [5]

###### Function:

This parameter guarantees protection against unwanted reverse. Furthermore, the maximum output frequency can be selected that is to apply regardless of the settings of other parameters. This parameter has no function if *Process regulation, closed loop* has been selected in parameter 100 *Configuration*.

###### Description of choice:

Select the required direction of rotation as well as the maximum output frequency. Please note that if *Clockwise only* [0]/[3] or *Counter-clockwise only* [2]/[5] is selected, the output frequency will be limited to the range  $f_{MIN}$ - $f_{MAX}$ . If *Both directions* [1]/[4] is selected, the output frequency will be limited to the range  $\pm f_{MAX}$  (the minimum frequency is of no significance).



#### 201 Output frequency low limit, $f_{MIN}$

##### (MIN OUTPUT FREQ)

###### Value:

0.0 -  $f_{MAX}$  ★ 0.0 Hz

###### Function:

In this parameter, a minimum motor frequency limit can be selected that corresponds to the minimum speed at which the motor is allowed to run. If *Both directions* has been selected in parameter 200 *Output frequency range*, the minimum frequency is of no significance.

###### Description of choice:

The value chosen can range from 0.0 Hz to the frequency set in parameter 202 *Output frequency high limit,  $f_{MAX}$* .

#### 202 Output frequency high limit, $f_{MAX}$

##### (MAX. OUTPUT FREQ)

###### Value:

$f_{MIN}$  - 132/1000 Hz (par. 200 *Output frequency range*)  
★ 132 Hz

###### Function:

In this parameter, a maximum output frequency limit can be selected that corresponds to the highest speed at which the motor is allowed to run.



###### NOTE

The output frequency of the variable frequency drive can never assume a value higher than 1/10 of the switching frequency (parameter 411 *Switching frequency*).

###### Description of choice:

A value can be selected from  $f_{MIN}$  to the value chosen in parameter 200 *Output frequency range*.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### ■ Handling of references

Handling of references is described in the block diagram below. The block diagram shows how a change in one parameter can affect the resulting reference.

Parameters 203 to 205 *Reference* and parameter 214 *Reference function* define how the handling of references can be performed. The parameters mentioned can be active in both closed and open loop.

Remote controlled references are defined as:

- External references, such as analog inputs 53 and 60, pulse references via terminal 33 and references from serial communication.
- Preset references.

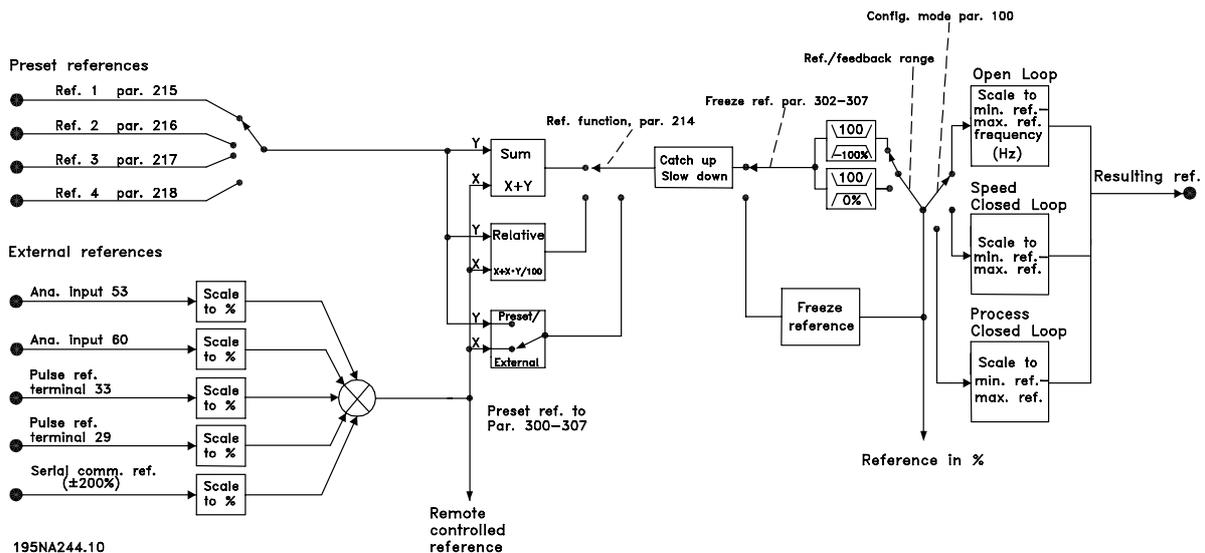
The resulting reference can be shown on the LCP control unit's display by selecting *Reference [%]* in parameters 009-012 *Display readout* and can be shown as one unit by selecting *Reference [unit]*. The sum of the external references can be shown on

the LCP control unit's display as a % of the area from *Minimum reference, Ref<sub>MIN</sub>* to *Maximum reference, Ref<sub>MAX</sub>*. Select *External reference, % [25]* in parameters 009-012 *Display readout* if a readout is desired.

It is possible to have both references and external references simultaneously. In parameter 214 *Reference function* a selection can be made to determine how preset references should be added to the external references.

There is also an independent local reference in parameter 003 *Local reference*, in which the resulting reference is set using the [+/-] keys. When the local reference has been selected, the output frequency range is limited by parameter 201 *Output frequency low limit, f<sub>MIN</sub>* and parameter 202 *Output frequency high limit, f<sub>MAX</sub>*.

The local reference unit depends on the selection in parameter 100 *Configuration*.



★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 203 Reference range

#### (REFERENCE RANGE)

##### Value:

- ★Min. reference - Max reference (MIN - MAX) [0]
- Max. reference - Max. reference (-MAX - +MAX) [1]

##### Function:

In this parameter you select whether the reference signal must be positive or whether it can be both positive and negative. The minimum limit may be a negative value, unless in parameter 100 *Configuration* a selection has been made of *Speed regulation, closed loop*. You should select *Min ref. - Max. ref.* [0], if *Process regulation, closed loop* [3] has been selected in parameter 100 *Configuration*.

##### Description of choice:

Select the required range.

### 204 Minimum reference, Ref<sub>MIN</sub>

#### (MIN.REFERENCE)

##### Value:

- Par. 100 *Config.* = *Open loop* [0].  
-100,000.000 - par. 205 Ref<sub>MAX</sub> ★ 0.000 Hz
- Par. 100 *Config.* = *Closed loop* [1]/[3].
- Par. 414 *Minimum feedback* - par. 205 Ref<sub>MAX</sub>  
★ 0.000 rpm/par 416

##### Function:

Minimum reference is an expression of the minimum possible value of the total of all references. If in parameter 100 *Configuration*, *Speed regulation, closed loop* [1] or *Process regulation, closed loop* [3] is selected, the minimum reference is limited by parameter 414 *Minimum feedback*. Minimum reference is ignored if the local reference is active.

The reference unit can be defined from the following table:

| Par. 100 <i>Configuration</i> | Unit     |
|-------------------------------|----------|
| Open loop [0]                 | Hz       |
| Speed reg, closed loop [1]    | rpm      |
| Process reg, closed loop [3]  | Par. 416 |

##### Description of choice:

The minimum reference is preset if the motor has to run at a minimum speed, regardless of whether the resulting reference is 0.

### 205 Maximum reference, Ref<sub>MAX</sub>

#### (MAX.REFERENCE)

##### Value:

- Par. 100 *Config.* = *Open loop* [0].
- Par. 204 Ref<sub>MIN</sub> - 1000.000 Hz ★ 50.000 Hz
- Par. 100 *Config.* = *Closed loop* [1]/[3].
- Par. 204 Ref<sub>MIN</sub> - Par. 415 *Max. feedback*  
★ 50.000 rpm/par 416

##### Function:

The maximum reference gives the highest value that can be assumed by the sum of all references. If *Closed loop* [1]/[3] is selected in parameter 100 *Configuration* the maximum reference cannot exceed the value in parameter 415 *Maximum feedback*. Maximum reference is ignored if the local reference is active.

The reference unit can be defined from the following table:

| Par. 100 <i>Configuration</i> | Unit     |
|-------------------------------|----------|
| Open loop [0]                 | Hz       |
| Speed reg, closed loop [1]    | rpm      |
| Process reg, closed loop [3]  | Par. 416 |

##### Description of choice:

Maximum reference is set, if the speed of the motor is to be max. the set value, regardless of the whether the resulting reference is greater than the maximum reference.

### 206 Ramp type

#### (RAMP TYPE)

##### Value:

- ★Linear (LINEAR) [0]
- Sine shaped (S-SHAPED) [1]
- Sine<sup>2</sup> shaped (S-SHAPED 2) [2]

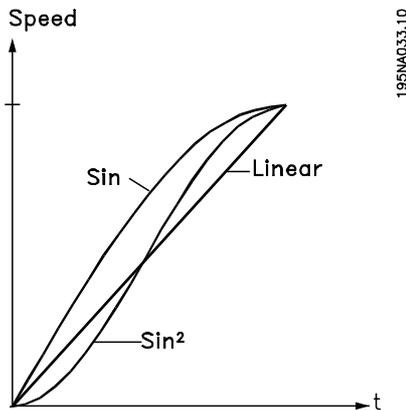
★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Function:**

You can choose between a linear, a sine-shaped and a sine<sup>2</sup>-shaped ramp process.

**Description of choice:**

Select the required ramp type depending on requirements for the acceleration/deceleration process.



**207 Ramp-up time 1**

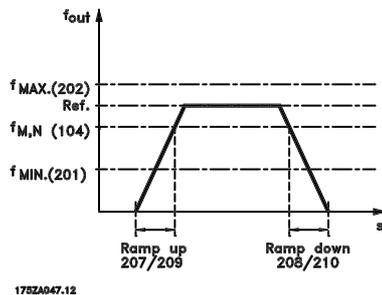
**(RAMP-UP TIME 1)**

**Value:**

0.02 - 3600.00 sec ★ 3.00 sec

**Function:**

The ramp-up time is the acceleration time from 0 Hz to the rated motor frequency  $f_{M,N}$  (parameter 104 *Motor frequency,  $f_{M,N}$* ). It is assumed that the output current will not reach the current limit (set in parameter 221 *Current limit  $I_{LIM}$* ).



**Description of choice:**

Set the required ramp-up time.

**208 Ramp-down time 1**

**(RAMP DOWN TIME 1)**

**Value:**

0.02 - 3600.00 sec ★ 3.00 sec

**Function:**

The ramp-down time is the deceleration time from the rated motor frequency  $f_{M,N}$  (parameter 104 *Motor frequency,  $f_{M,N}$* ) to 0 Hz, provided no overvoltage arises in the inverter because of generating operation of the motor.

**Description of choice:**

Set the required ramp-down time.

**209 Ramp-up time 2**

**(RAMP UP TIME 2)**

**Value:**

0.02 - 3600.00 sec. ★ 3.00 sec

**Function:**

See description of parameter 207 *Ramp-up time 1*.

**Description of choice:**

Set the required ramp-up time. Shift from ramp 1 to ramp 2 by activating *Ramp 2* via a digital input.

**210 Ramp-down time 2**

**(RAMP DOWN TIME 2)**

**Value:**

0.02 - 3600.00 sec. ★ 3.00 sec

**Function:**

See description of parameter 208 *Ramp-down time 1*.

**Description of choice:**

Set the required ramp-down time. Shift from ramp 1 to ramp 2 by activating *Ramp 2* via a digital input.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**211 Jog ramp time**

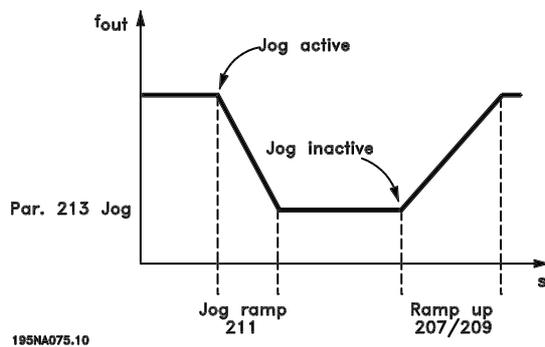
**(JOG RAMP TIME)**

**Value:**

0.02 - 3600.00 sec. ★ 3.00 sec

**Function:**

The jog ramp time is the acceleration/deceleration time from 0 Hz to the rated motor frequency  $f_{M,N}$  (parameter 104 *Motor frequency*,  $f_{M,N}$ ). It is assumed that the output current will not reach the current limit (set in parameter 221 *Current limit*  $I_{LIM}$ ).



The jog ramp time starts if a jog-signal is given via the LCP control panel, one of the digital inputs or the serial communication port.

**Description of choice:**

Set the required ramp time.

**212 Quick-stop ramp-down time**

**(Q STOP RAMP TIME)**

**Value:**

0.02 - 3600.00 sec. ★ 3.00 sec

**Function:**

The quick-stop ramp-down time is the deceleration time from the rated motor frequency to 0 Hz, provided no overvoltage arises in the inverter because of generating operation of the motor, or if the generated current exceeds the current limit in parameter 221 *Current limit*  $I_{LIM}$ . Quick-stop is activated via one of the digital inputs or the serial communication.

**Description of choice:**

Set the required ramp-down time.

**213 Jog frequency**

**(JOG FREQUENCY)**

**Value:**

0.0 - Par. 202 Output frequency high limit,  $f_{MAX}$  ★ 10.0 Hz

**Function:**

Jog frequency  $f_{JOG}$  means a fixed output frequency that the variable frequency drive supplies to the motor when the Jog function is activated. Jog can be activated via the digital inputs, serial communication or via the LCP control panel, on the condition that this is active in parameter 015 *Local jog*.

**Description of choice:**

Set the required frequency.

**Reference function**

The example shows how the resulting reference is calculated when *Preset references* is used together with *Sum* and *Relative* in parameter 214 *Reference function*. The formula for the calculation of the resulting reference can be seen in the section entitled *All about the FCD 300*. See also the drawing in *Handling of references*.

The following parameters are preset:

|                                       |           |
|---------------------------------------|-----------|
| Par. 204 <i>Minimum reference</i>     | 10 Hz     |
| Par. 205 <i>Maximum reference</i>     | 50 Hz     |
| Par. 215 <i>Preset reference</i>      | 15 %      |
| Par. 308 <i>Term.53, Analog input</i> | Reference |
| Par. 309 <i>Term.53, min. scaling</i> | 0 V       |
| Par. 310 <i>Term.53, max. scaling</i> | 10 V      |

When parameter 214 *Reference function* is set to *Sum* [0] one of the preset *Preset references* (par. 215-218) is added to the external references as a percentage of the reference range. If terminal 53 is applied an analog input voltage of 4 Volt will be the resulting reference:

Par. 214 *Reference function* = *Sum* [0]:

|                                   |         |
|-----------------------------------|---------|
| Par. 204 <i>Minimum reference</i> | 10.0 Hz |
| Reference contribution at 4 Volt  | 16.0 Hz |
| Par. 215 <i>Preset reference</i>  | 6.0 Hz  |
| Resulting reference               | 32.0 Hz |

When parameter 214 *Reference function* is set to *Relative* [1] the defined *Preset references* (par.

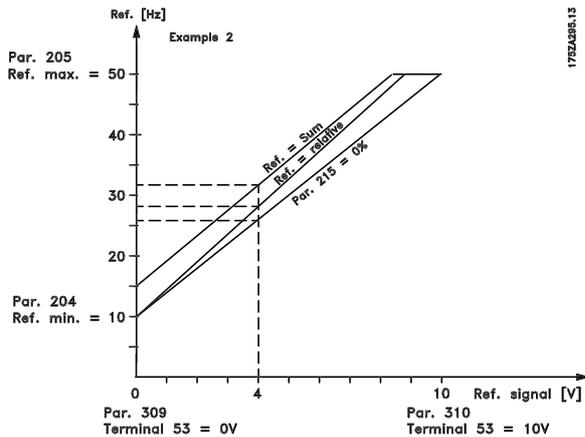
★ = factory setting. () = display text [] = value for use in communication via serial communication port

215-218) are added as a percentage of the total of the present external references. If terminal 53 is applied to an analog input voltage of 4 Volt the resulting reference will be:

Par. 214 *Reference function* = Relative [1]:

|                                   |         |
|-----------------------------------|---------|
| Par. 204 <i>Minimum reference</i> | 10.0 Hz |
| Reference effect at 4 Volt        | 16.0 Hz |
| Par. 215 <i>Preset reference</i>  | 2.4 Hz  |
| Resulting reference               | 28.4 Hz |

The graph shows the resulting reference in relation to the external reference, which varies from 0-10 Volt. Parameter 214 *Reference function* is programmed to *Sum* [0] and *Relative* [1] respectively. Also shown is a graph in which parameter 215 *Preset reference 1* is programmed to 0 %.



### 214 Reference function (REF FUNCTION)

#### Value:

- ★ Sum (SUM) [0]
- Relative (RELATIVE) [1]
- External/preset (EXTERNAL/PRESET) [2]

#### Function:

It is possible to define how preset references are to be added to the other references; for this purpose, use *Sum* or *Relative*. It is also possible by using the *External/preset* to select whether a shift between external references and preset references is required. External reference is the sum of the analog references, pulse references and any references from serial communication.

#### Description of choice:

If *Sum* [0] is selected, one of the adjusted preset references (parameters 215-218 *Preset reference*) is summarized as a percentage of the reference range (Ref<sub>MIN</sub> - Ref<sub>MAX</sub>), added to the other external references.

If *Relative* [1] is selected, one of the added preset references (parameters 215-218 *Preset reference*) is summarized as a percentage of the sum of present external references.

If *External/preset* [2] is selected, it is possible via a digital input to shift between external references or preset references. Preset references will be a percentage value of the reference range.



#### NOTE

If Sum or Relative is selected, one of the preset references will always be active. If the preset references are to be without influence, they must be set to 0% (factory setting).

#### 215 Preset reference 1 (PRESET REF. 1)

#### 216 Preset reference 2 (PRESET REF. 2)

#### 217 Preset reference 3 (PRESET REF. 3)

#### 218 Preset reference 4 (PRESET REF. 4)

#### Value:

-100.00% - +100.00% ★ 0.00%  
of the reference range/external reference

#### Function:

Four different preset references can be programmed in parameters 215-218 *Preset reference*.

The preset reference is stated as a percentage of the reference range (Ref<sub>MIN</sub> - Ref<sub>MAX</sub>) or as a percentage of the other external references, depending on the choice made in parameter 214 *Reference function*.

The choice between preset references can be made via the digital inputs or via serial communication.

| Preset ref., msb | Preset ref. lsb |               |
|------------------|-----------------|---------------|
| 0                | 0               | Preset ref. 1 |
| 0                | 1               | Preset ref. 2 |
| 1                | 0               | Preset ref. 3 |
| 1                | 1               | Preset ref. 4 |

#### Description of choice:

Set the preset reference(s) that is/are to be the options.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 219 Catch up/ Slow down reference

#### (CATCH UP/SLW DWN)

##### Value:

0.00 - 100% of the given reference      ★ 0.00%

##### Function:

In this parameter, the percentage value can be set which will either be added to or deducted from the remote-controlled references. The remote-controlled reference is the sum of preset references, analog references, pulse reference and any references from serial communication.

##### Description of choice:

If *Catch up* is active via a digital input, the percentage value in parameter 219 *Catch up/Slow down reference* will be added to the remote-controlled reference. If *Slow down* is active via a digital input, the percentage value in parameter 219 *Catch up/Slow down reference* will be deducted from the remote-controlled reference.

### 221 Current limit, $I_{LIM}$

#### (CURRENT LIMIT)

##### Value:

0 - XXX.X % of par. 105      ★ 160 %

##### Function:

In this parameter, the maximum output current  $I_{LIM}$  is set. The factory-set value corresponds to the maximum output current  $I_{MAX}$ . If the current limit is to be used as motor protection, set the rated motor current. If the current limit is set above 100% (the rated output current of the variable frequency drive,  $I_{INV}$ ), the variable frequency drive can only handle a load intermittently, i.e. for short periods at a time. After the load has been higher than  $I_{INV}$ , it must be ensured that for a period the load is lower than  $I_{INV}$ . Please note that if the current limit is set at a lower value than  $I_{INV}$ , the acceleration torque will be reduced to the same extent.

##### Description of choice:

Set the required maximum output current  $I_{LIM}$ .

### 223 Warning: Low current, $I_{LOW}$

#### (WARN. CURRENT LO)

##### Value:

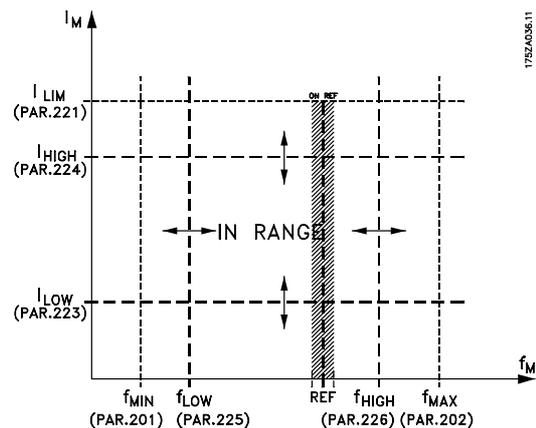
0.0 - par. 224 *Warning: High current,  $I_{HIGH}$*  ★ 0.0 A

##### Function:

If the output current falls below the preset limit  $I_{LOW}$  a warning is given. Parameters 223-228 *Warning functions* are out of function during ramp-up after a start command and after a stop command or during stop. The warning functions are activated when the output frequency reaches the resulting reference. The signal outputs can be programmed to give a warning signal via terminal 46 and via the relay output.

##### Description of choice:

The lower signal limit of the output current  $I_{LOW}$  must be programmed within the normal working range of the unit.



### 224 Warning: High current, $I_{HIGH}$

#### (WARN. CURRENT HI)

##### Value:

0 -  $I_{MAX}$       ★  $I_{MAX}$

##### Function:

If the output current exceeds the preset limit  $I_{HIGH}$  a warning is given. Parameters 223-228 *Warning functions* do not work during ramp-up after a start command and after stop command or during stop. The warning functions are activated when the output frequency has reached the resulting reference. The signal outputs can be programmed to give a warning signal via terminal 46 and via the relay output.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Description of choice:**

The output current's upper signal limit  $I_{HIGH}$  must be programmed within the variable frequency drive's normal operating range. See drawing at parameter 223 *Warning: Low current,  $I_{LOW}$* .

**225 Warning: Low frequency,  $f_{LOW}$**   
**(WARN.FREQ. LOW)**

**Value:**

0.0 - par. 226  
*Warn.: High frequency,  $f_{HIGH}$*       ★ 0.0 Hz

**Function:**

If the output frequency falls below the preset limit  $f_{LOW}$ , a warning is given. Parameters 223-228 *Warning functions* are out of function during ramp-up after a start command and after stop command or during stop. The warning functions are activated when the output frequency has reached the resulting reference. The signal outputs can be programmed to give a warning signal via terminal 46 and via the relay output.

**Description of choice:**

The lower signal limit of the output frequency  $f_{LOW}$  must be programmed within the normal operating range of the variable frequency drive. See drawing at parameter 223 *Warning: Low current,  $I_{LOW}$* .

**226 Warning: High frequency  $f_{HIGH}$**   
**(WARN.FREQ.HIGH)**

**Value:**

Par. 200 *Frequency range* = 0-132 Hz [0]/[1].  
par. 225  $f_{LOW}$  - 132 Hz      ★ 132.0 Hz

Par. 200 *Frequency range* = 0-1000 Hz [2]/[3].  
par. 225  $f_{LOW}$  - 1000 Hz      ★ 132.0 Hz

**Function:**

If the output frequency exceeds the preset limit  $f_{HIGH}$  a warning is given. Parameters 223-228 *Warning functions* do not work during ramp-up after a start command and after stop command or during stop. The warning functions are activated when the output frequency has reached the resulting reference. The signal

★ = factory setting. () = display text [] = value for use in communication via serial communication port

outputs can be programmed to give a warning signal via terminal 46 and via the relay output.

**Description of choice:**

The output frequency's upper signal limit  $f_{HIGH}$  must be programmed within the variable frequency drive's normal operating range. See drawing at parameter 223 *Warning: Low current,  $I_{LOW}$* .

**227 Warning: Low feedback,  $FB_{LOW}$**   
**(WARN.FEEDB. LOW)**

**Value:**

-100,000.000 - par. 228 *Warn.:  $FB_{HIGH}$* ★ -4000.000

**Function:**

If the feedback signal falls below the preset limit  $FB_{LOW}$ , a warning is given. Parameters 223-228 *Warning functions* are out of function during ramp-up after a start command and after a stop command or during stop. The warning functions are activated when the output frequency has reached the resulting reference. The signal outputs can be programmed to give a warning signal via terminal 46 and via the relay output. The unit for feedback in Closed loop is programmed in parameter 416 *Process units*.

**Description of choice:**

Set the required value within the feedback range (parameter 414 *Minimum feedback,  $FB_{MIN}$*  and 415 *Maximum feedback,  $FB_{MAX}$* ).

**228 Warning: High feedback,  $FB_{HIGH}$**   
**(WARN.FEEDB HIGH)**

**Value:**

Par. 227 *Warn.:  $FB_{LOW}$*  - 100,000.000 ★ 4000.000

**Function:**

If the feedback signal gets above the preset limit  $FB_{HIGH}$ , a warning is given. Parameters 223-228 *Warning functions* are out of function during ramp-up after a start command and after a stop command or during stop. The warning functions are activated when the output frequency has reached the resulting reference. The signal outputs can be programmed to give a warning signal via terminal 46 and via the relay



### ■ Inputs and outputs

| Digital inputs             | Term. no.              | 18   | 19   | 27   | 29                | 33                |
|----------------------------|------------------------|------|------|------|-------------------|-------------------|
|                            | par. no.               | 302  | 303  | 304  | 305               | 307               |
| Value:                     |                        |      |      |      |                   |                   |
| No function                | (NO OPERATION)         | [0]  | [0]  | [0]  | [0]               | ★[0]              |
| Reset                      | (RESET)                | [1]  | [1]  | [1]  | [1]               | [1]               |
| Coasting stop inverse      | (MOTOR COAST INVERSE)  | [2]  | [2]  | [2]  | [2]               | [2]               |
| Reset and coasting inverse | (RESET AND COAST INV.) | [3]  | [3]  | ★[3] | [3]               | [3]               |
| Quick-stop inverse         | (QUICK-STOP INVERSE)   | [4]  | [4]  | [4]  | [4]               | [4]               |
| DC braking inverse         | (DC-BRAKE INVERSE)     | [5]  | [5]  | [5]  | [5]               | [5]               |
| Stop inverse               | (STOP INVERSE)         | [6]  | [6]  | [6]  | [6]               | [6]               |
| Start                      | (START)                | ★[7] | [7]  | [7]  | [7]               | [7]               |
| Pulse start                | (LATCHED START)        | [8]  | [8]  | [8]  | [8]               | [8]               |
| Reverse                    | (REVERSING)            | [9]  | ★[9] | [9]  | [9]               | [9]               |
| Reverse and start          | (START REVERSING)      | [10] | [10] | [10] | [10]              | [10]              |
| Start clockwise            | (ENABLE FORWARD)       | [11] | [11] | [11] | [11]              | [11]              |
| Start counter-clockwise    | (ENABLE REVERSE)       | [12] | [12] | [12] | [12]              | [12]              |
| Jog                        | (JOGGING)              | [13] | [13] | [13] | ★[13]             | [13]              |
| Freeze reference           | (FREEZE REFERENCE)     | [14] | [14] | [14] | [14]              | [14]              |
| Freeze output frequency    | (FREEZE OUTPUT)        | [15] | [15] | [15] | [15]              | [15]              |
| Speed up                   | (SPEED UP)             | [16] | [16] | [16] | [16]              | [16]              |
| Speed down                 | (SPEED DOWN)           | [17] | [17] | [17] | [17]              | [17]              |
| Catch-up                   | (CATCH-UP)             | [19] | [19] | [19] | [19]              | [19]              |
| Slow-down                  | (SLOW-DOWN)            | [20] | [20] | [20] | [20]              | [20]              |
| Ramp 2                     | (RAMP 2)               | [21] | [21] | [21] | [21]              | [21]              |
| Preset ref, LSB            | (PRESET REF, LSB)      | [22] | [22] | [22] | [22]              | [22]              |
| Preset ref, MSB            | (PRESET REF, MSB)      | [23] | [23] | [23] | [23]              | [23]              |
| Preset reference on        | (PRESET REFERENCE ON)  | [24] | [24] | [24] | [24]              | [24]              |
| Precise stop, inverse      | (PRECISE STOP INV.)    | [26] | [26] |      |                   |                   |
| Precise start/stop         | (PRECISE START/STOP)   | [27] | [27] |      |                   |                   |
| Pulse reference            | (PULSE REFERENCE)      |      |      |      | [28] <sup>1</sup> | [28]              |
| Pulse feedback             | (PULSE FEEDBACK)       |      |      |      | [29] <sup>1</sup> | [29]              |
| Pulse input                | (PULSE INPUT)          |      |      |      |                   | [30]              |
| Selection of Setup, lsb    | (SETUP SELECT LSB)     | [31] | [31] | [31] | [31]              | [31]              |
| Selection of Setup, msb    | (SETUP SELECT MSB)     | [32] | [32] | [32] | [32]              | [32]              |
| Reset and start            | (RESET AND START)      | [33] | [33] | [33] | [33]              | [33]              |
| Encoder reference          | (ENCODER REFERENCE)    |      |      |      | [34] <sup>2</sup> | [34] <sup>2</sup> |
| Encoder feedback           | (ENCODER FEEDBACK)     |      |      |      | [35] <sup>2</sup> | [35] <sup>2</sup> |
| Encoder input              | (ENCODER INPUT)        |      |      |      | [36] <sup>2</sup> | [36] <sup>2</sup> |

<sup>1</sup> Cannot be selected if *Pulse output* is selected in par. 341 *Digital output terminal 46*.

<sup>2</sup> Settings are identical for terminal 29 and 33.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### Function:

In these parameters 302-307 *Digital inputs* it is possible to choose between the different enabled functions related to the digital inputs (terminals 18-33).

### Description of choice:

*No operation* is selected if the variable frequency drive is not to react to signals transmitted to the terminal.

*Reset* resets the variable frequency drive after an alarm; however, a few alarms cannot be reset (trip locked) without first disconnecting the electrical supply and reconnecting it. See table under *List of warnings and alarms*. Reset is activated on the leading edge of the signal.

*Coasting stop inverse* is used for making the variable frequency drive "let go" of the motor immediately (output transistors are "turned off"), which means that the motor runs freely to stop. Logic '0' leads to coasting to stop.

*Reset and coasting inverse* are used to activate motor coast simultaneously with reset. Logical '0' means motor coast stop and reset. Reset is activated on the falling edge of the signal.

*Quick stop inverse* is used for activating the quick-stop ramp down set in parameter 212 *Quick stop ramp-down time*. Logic '0' leads to quick stop.

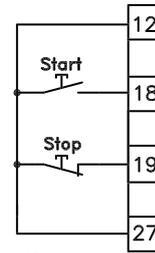
*DC-braking inverse* is used for stopping the motor by energizing it with a DC voltage for a given time, see parameters 126, 127 and 132 *DC brake*. Please note that this function is only active if the value in parameter 126 *DC braking time* and 132 *DC brake voltage* is different from 0. Logic '0' leads to DC braking.

*Stop inverse*, a logic '0' means that the motor speed is ramped down to stop via the selected ramp.



None of the stop commands mentioned above are to be used as repair switches. Check that all voltage inputs are disconnected and that the prescribed time (4 mins.) has passed before repair work is commenced.

*Start* is selected if a start/stop command is required. Logic '1' = start, logic '0' = stop.



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*Latched start*, if a pulse is applied for min. 14 ms, the variable frequency drive will start the motor, provided no stop command has been given. The motor can be stopped by briefly activating *Stop inverse*.

*Reverse* is used for changing the direction of rotation of the motor shaft. Logic '0' will not lead to reverse. Logic '1' will lead to reverse. The reverse signal only changes the direction of rotation, it does not activate the start. Is not active at *Process regulation, closed loop*. See also parameter 200 *Output frequency range/direction*.

*Reverse and start* is used for start/stop and for reverse with the same signal. No active start command is allowed at the same time. Is not active for *Process regulation, closed loop*. See also parameter 200 *Output frequency range/direction*.

*Start clockwise* is used if you want the motor shaft only to be able to rotate clockwise when started. Should not be used for *Process regulation, closed loop*.

*Start counter-clockwise* is used if you want the motor shaft only to be able to rotate counter-clockwise when started. Should not be used for *Process regulation, closed loop*. See also parameter 200 *Output frequency range/direction*.

*Jog* is used to override the output frequency to the jog frequency set in parameter 213 *Jog frequency*. Jog is active regardless of whether a start command has been given, yet not when *Coast stop*, *Quick-stop* or *DC braking* are active.

*Freeze reference* freezes the present reference. The reference can now only be changed via *Speed up* and *Speed down*. If *freeze reference* is active, it will be saved after a stop command and in the event of electrical failure.

*Freeze output* freezes the present output frequency (in Hz). The output frequency can now only be changed via *Speed up* and *Slow down*.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



### NOTE

If *Freeze output* is active the variable frequency drive can only be stopped if you select *Motor coast*, *Quick stop* or *DC braking* via a digital input.

*Speed up* and *Slow down* are selected if digital control of the up/down speed is required. This function is only active if *Freeze reference* or *Freeze output frequency* has been selected.

If *Speed up* is active the reference or output frequency will be increased, and if *Slow down* is active the reference or output frequency will be reduced. The output frequency is changed via the preset ramp times in parameters 209-210 *Ramp 2*.

One pulse (logic '1' minimum high for 14 ms and a minimum break time of 14 ms) will lead to a speed change of 0.1 % (reference) or 0.1 Hz (output frequency). Example:

| Term.<br>29 | Term.<br>33 | Freeze ref/<br>freeze outp. | Function        |
|-------------|-------------|-----------------------------|-----------------|
| 0           | 0           | 1                           | No speed change |
| 0           | 1           | 1                           | Speed up        |
| 1           | 0           | 1                           | Slow down       |
| 1           | 1           | 1                           | Slow down       |

*Freeze reference* can be changed even if the variable frequency drive has stopped. The reference will also be saved if the AC lines are disconnected

*Catch-up/Slow-down* is selected if the reference value is to be increased or reduced by a programmable percentage value set in parameter 219 *Catch-up/Slow-down reference*.

| Slow-down | Catch-up | Function            |
|-----------|----------|---------------------|
| 0         | 0        | Unchanged speed     |
| 0         | 1        | Increase by % value |
| 1         | 0        | Reduce by % value   |
| 1         | 1        | Reduce by % value   |

*Ramp 2* is selected if a shift between ramp 1 (parameters 207-208) and ramp 2 (parameters 209-210) is required. Logic '0' leads to ramp 1 and logic '1' leads to ramp 2.

*Preset reference, lsb* and *Preset reference, msb* makes it possible to select one of the four preset references, see the table below:

| Preset ref.<br>msb | Preset ref.<br>lsb | Function      |
|--------------------|--------------------|---------------|
| 0                  | 0                  | Preset ref. 1 |
| 0                  | 1                  | Preset ref. 2 |
| 1                  | 0                  | Preset ref. 3 |
| 1                  | 1                  | Preset ref. 4 |

*Preset reference on* is used for shifting between remote-controlled reference and preset reference. It is assumed that External/preset [2] has been selected in parameter 214 *Reference function*. Logic '0' = remote-controlled references are active, logic '1' = one of the four preset references is active, as can be seen from the table above.

*Precise stop, inverse* is selected to obtain a high degree of accuracy when a stop command is repeated. A logic 0 means that the motor speed is ramped down to stop via the selected ramp.

*Precise start/stop* is selected to obtain a high degree of accuracy when a start and stop command is repeated.

*Pulse reference* is selected if the reference signal applied is a pulse train (frequency). 0 Hz corresponds to parameter 204 *Minimum reference, Ref<sub>MIN</sub>*. The frequency set in parameter 327/328 *Pulse Max 33/29* corresponds to parameter 205 *Maximum reference Ref<sub>MAX</sub>*.

*Pulse feedback* is selected if the feedback signal used is a pulse train (frequency). In parameter 327/328 *Pulse Max 33/29* the maximum pulse feedback frequency is set.

*Pulse input* is selected if a specific number of pulses must lead to a *Precise stop*, see parameter 343 *Precise stop* and parameter 344 *Counter value*.

*Selection of Setup, lsb* and *Selection of Setup, msb* gives the possibility to select one of the four setups. It is, however, a condition that parameter 004 is set to *Multisetup*.

*Reset and start* can be used as a start function. If 24 V are connected to the digital input, this will cause the variable frequency drive to reset and the motor will ramp up to the preset reference.

*Encoder reference* is selected if the reference signal applied is a pulse train (frequency). 0 Hz

★ = factory setting. () = display text [] = value for use in communication via serial communication port

corresponds to parameter 204 *Minimum reference*,  $Ref_{MIN}$ . The frequency set in parameter 327/328 *Pulse Max 33/29* corresponds to parameter 205 *Maximum reference*  $Ref_{MAX}$ .

*Encoder feedback* is selected if the feedback signal used is a pulse train (frequency). In parameter 327/328 *Pulse Max 33/29* the maximum pulse feedback frequency is set.

*Encoder input* is selected if a specific number of pulses must lead to a *Precise stop*, see parameter 343 *Precise stop* and parameter 344 *Counter value*.

All encoder settings are used in connection with dual track encoders with direction recognition.  
 A track connected to terminal 29.  
 B track connected to terminal 33.

### 308 Terminal 53, analogue input voltage

(AI [V]53FUNCT.)

#### Value:

|                              |      |
|------------------------------|------|
| No function (NO OPERATION)   | [0]  |
| ★Reference (REFERENCE)       | [1]  |
| Feedback (FEEDBACK)          | [2]  |
| Wobble (WOBB.DELTA FREQ [%]) | [10] |

#### Function:

In this parameter, it is possible to select the function required to be connected to terminal 53. Scaling of the input signal is made in parameter 309 *Terminal 53, min. scaling* and parameter 310 *Terminal 53, max. scaling*.

#### Description of choice:

*No function* [0]. Is selected if the adjustable frequency drive is not to react to signals connected to the terminal. *Reference* [1]. If this function is selected, the reference can be changed by means of an analog reference signal. If reference signals are connected to more than one input, these reference signals must be added up. If a voltage feedback signal is connected, select *Feedback* [2] on terminal 53.

*Wobble* [10]

The delta frequency can be controlled by the analog input. If *WOBB.DELTA FREQ* is selected as analog input (par. 308 or par. 314) the value selected in par. 702 equals 100 % analog input.

Example: Analog input = 4-20 mA, Delta freq. par. 702 = 5 Hz → 4 mA = 0 Hz and 20 mA = 5 Hz.

If this function is chosen, see Wobble Instruction MI28JXYY for further information.

### 309 Terminal 53 Min. scaling

(AI 53 SCALE LOW)

#### Value:

0.0 - 10.0 Volt ★ 0.0 Volt

#### Function:

This parameter is used for setting the signal value that is to correspond to the minimum reference or the minimum feedback, parameter 204 *Minimum reference*,  $Ref_{MIN}$  / 414 *Minimum feedback*,  $FB_{MIN}$ .

#### Description of choice:

Set the required voltage value. For reasons of accuracy, compensation should be made for voltage loss in long signal cables. If the Time out function is to be used (parameter 317 *Time out* and 318 *Function after time out*), the value set must be higher than 1 Volt.

### 310 Terminal 53 Max. scaling

(AI 53 SCALE HIGH)

#### Value:

0 - 10.0 Volt ★ 10.0 Volt

#### Function:

This parameter is used for setting the signal value that is to correspond to the maximum reference value or maximum feedback, parameter 205 *Maximum reference*,  $Ref_{MAX}$  / 414 *Maximum feedback*,  $FB_{MAX}$ .

#### Description of choice:

Set the required voltage value. For reasons of accuracy, compensation should be made for voltage losses in long signal cables.

### 314 Terminal 60, analogue input current

(AI [MA] 60 FUNCT)

#### Value:

|                              |      |
|------------------------------|------|
| No function (NO OPERATION)   | [0]  |
| Reference (REFERENCE)        | [1]  |
| ★Feedback (FEEDBACK)         | [2]  |
| Wobble (WOBB.DELTA FREQ [%]) | [10] |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Function:**

This parameter allows a choice between the different functions available for the input, terminal 60. Scaling of the input signal is effected in parameter 315 *Terminal 60, min. scaling* and parameter 316 *Terminal 60, max. scaling*.

**Description of choice:**

*No function* [0]. Is selected if the adjustable frequency drive is not to react to signals connected to the terminal. *Reference* [1]. If this function is selected, the reference can be changed by means of an analog reference signal. If reference signals are connected to more than one input, these reference signals must be added up. If one current feedback signal is connected, select *Feedback* [2] on terminal 60.

*Wobble* [10]

The delta frequency can be controlled by the analog input. If *WOBB.DELTA FREQ* is selected as analog input (par. 308 or par. 314) the value selected in par. 702 equals 100 % analog input.

Example: Analog input = 4-20 mA, Delta freq. par. 702 = 5 Hz → 4 mA = 0 Hz and 20 mA = 5 Hz.

If this function is chosen, see Wobble Instruction MI28JXYY for further information.

**315 Terminal 60 Min. scaling**

**(AI 60 SCALE LOW)**

**Value:**

0.0 - 20.0 mA ★ 4.0 mA

**Function:**

In this parameter, you can set the signal value that will correspond to the minimum reference or minimum feedback, parameter 204 *Minimum reference*, *Ref<sub>MIN</sub>* / 414 *Minimum feedback*, *FB<sub>MIN</sub>*.

**Description of choice:**

Set the required current value. If the Timeout function is to be used (parameter 317 *Time out* and 318 *Function after time out*), the value set must be higher than 2 mA.

**316 Terminal 60 Max. scaling**

**(AI 60 SCALE HIGH)**

**Value:**

0.0 - 20.0 mA ★ 20.0 mA

**Function:**

This parameter is used for setting the signal value that is to correspond to the maximum reference value, parameter 205 *Maximum reference value*, *Ref<sub>MAX</sub>*.

**Description of choice:**

Set the required current value.

**317 Time out**

**(LIVE ZERO TIME O)**

**Value:**

1 - 99 sec. ★ 10 sec.

**Function:**

If the signal value of the reference or feedback signal connected to one of the input terminals 53 or 60 falls below 50 % of the minimum scaling for a period longer than the time set, the function selected in parameter 318 *Function after time out* will be activated. This function is only active if in parameter 309 *Terminal 53, min. scaling* a value higher than 1 Volt has been selected, or if in parameter 315 *Terminal 60, min. scaling* a value higher than 2 mA has been selected.

**Description of choice:**

Set the required time.

**318 Function after time out**

**(LIVE ZERO FUNCT.)**

**Value:**

- ★No operation (NO OPERATION) [0]
- Freeze output frequency (FREEZE OUTPUT FREQ.) [1]
- Stop (STOP) [2]
- Jog (JOG) [3]
- Max. speed (MAX SPEED) [4]
- Stop and trip (STOP AND TRIP) [5]

**Function:**

This parameter allows a choice of the function to be activated after the expiration of the Time out (parameter 317 *Time out*). If a time-out function occurs at the same time as a bus time-out function

★ = factory setting. () = display text [] = value for use in communication via serial communication port

(parameter 513 *Bus time interval function*), the time-out function in parameter 318 will be activated.

### Description of choice:

The output frequency of the variable frequency drive can be:

- frozen at the present frequency [1]
- overruled to stop [2]
- overruled to jog frequency [3]
- overruled to max. output frequency [4]
- overruled to stop with subsequent trip [5]

### 319 Analog output terminal 42

#### (AO 42 FUNCTION)

#### Value:

|   |      |
|---|------|
| No function (NO OPERATION)  | [0]  |
| External reference min.-max. 0-20 mA<br>(REF MIN-MAX = 0-20 MA)               | [1]  |
| External reference min.-max. 4-20 mA<br>(REF MIN-MAX = 4-20 MA)               | [2]  |
| Feedback min.-max. 0-20 mA<br>(FB MIN-MAX = 0-20 MA)                          | [3]  |
| Feedback min.-max. 4-20 mA<br>(FB MIN-MAX = 4-20 MA)                          | [4]  |
| Output frequency 0-max 0-20 mA<br>(0-FMAX = 0-20 MA)                          | [5]  |
| Output frequency 0-max 4-20 mA<br>(0-FMAX = 4-20 MA)                          | [6]  |
| ★Output current 0-I <sub>INV</sub> 0-20 mA<br>(0-IMAX = 0-20 MA)              | [7]  |
| Output current 0-I <sub>INV</sub> 4-20 mA<br>(0-PNOM = 4-20 MA)               | [8]  |
| Output power 0-P <sub>M,N</sub> 0-20 mA<br>(0-PNOM = 0-20 MA)                 | [9]  |
| Output power 0-P <sub>M,N</sub> 4-20 mA<br>(0-PNOM = 4-20 MA)                 | [10] |
| Inverter temperature 68-212 °F (20-100 °C) 0-20 mA<br>(TEMP 20-100 C=0-20 MA) | [11] |
| Inverter temperature 68-212 °F (20-100 °C) 4-20 mA<br>(TEMP 20-100 C=0-20 MA) | [12] |

#### Function:

The analog output can be used for stating a process value. It is possible to choose two types of output signals 0 - 20 mA or 4 - 20 mA.

If used as a voltage output (0 - 10 V), a pull-down resistor of 500 Ω must be fitted to common (terminal 55). If the output is used as a current

output the resulting resistance from the equipment connected may not exceed 500 Ω.

### Description of choice:

*No function.* Is selected if the analog output is not to be used.

*External Ref<sub>MIN</sub> - Ref<sub>MAX</sub> 0-20 mA/4-20 mA.*

An output signal is obtained, which is proportional to the resulting reference value in the interval Minimum reference, Ref<sub>MIN</sub> - Maximum reference, Ref<sub>MAX</sub> (parameters 204/205).

*FB<sub>MIN</sub>-FB<sub>MAX</sub> 0-20 mA/ 4-20 mA.*

An output signal is obtained, which is proportional to the feedback value in the interval Minimum feedback, FB<sub>MIN</sub> - Maximum feedback, FB<sub>MAX</sub> (parameter 414/415).

*0-f<sub>MAX</sub> 0-20 mA/4-20 mA.*

An output signal is obtained, which is proportional to the output frequency in the interval 0 - f<sub>MAX</sub> (parameter 202 *Output frequency, high limit, f<sub>MAX</sub>*).

*0 - I<sub>INV</sub> 0-20 mA/4-20 mA.*

An output signal is obtained, which is proportional to the output current in the interval 0 - I<sub>INV</sub>

*0 - P<sub>M,N</sub> 0-20 mA/4-20 mA.*

An output signal is obtained, which is proportional to the present output power. 20 mA corresponds to the value set in parameter 102 *Motor power, P<sub>M,N</sub>*.

*0 - Temp.<sub>MAX</sub> 0-20 mA/4-20 mA.*

An output signal is obtained, which is proportional to the present heatsink temperature. 0/4 mA corresponds to a heatsink temperature of less than 68 °F (20 °C), and 20 mA corresponds to 212 °F (20 °C).

### 323 Relay output 1-3

#### (RELAY 1-3 FUNCT.)

#### Value:

|   |     |
|---|-----|
| ★No function (NO OPERATION)                               | [0] |
| Unit ready (UNIT READY)                                   | [1] |
| Enable/no warning (ENABLE/NO WARNING)                     | [2] |
| Running (RUNNING)   | [3] |
| Running in reference, no warning<br>( RUN ON REF/NO WARN) | [4] |
| Running, no warnings<br>(RUNNING/NO WARNING)              | [5] |
| Running in reference range, no warnings                   |     |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

|   |      |   |
|---|------|---|
| (RUN IN RANGE/ NO WARN)   | [6]  | <i>Running</i> , a start command has been given.  |
| Ready - AC line voltage within range<br>(RDY NO OVER/UNDERVOL)            | [7]  | <i>Running in reference</i> , no warning speed according to reference.  |
| Alarm or warning<br>(ALARM OR WARNING)                                    | [8]  | <i>Running, no warning</i> , a start command has been given. No warning.  |
| Current higher than current limit, par. 221<br>(CURRENT LIMIT)            | [9]  |   |
| Alarm (ALARM)   | [10] | <i>Ready - AC supply voltage within range</i> , the variable frequency drive is ready for use; the control card is receiving a supply voltage; and there are no active control signals on the inputs. The AC line voltage lies within the voltage limits. |
| Output frequency higher than $f_{LOW}$ par. 225<br>(ABOVE FREQUENCY LOW)  | [11] |   |
| Output frequency lower than $f_{HIGH}$ par. 226<br>(BELOW FREQUENCY HIGH) | [12] |   |
| Output current higher than $I_{LOW}$ par. 223<br>(ABOVE CURRENT LOW)      | [13] | <i>Alarm or warning</i> , the output is activated by an alarm or warning.   |
| Output current lower than $I_{HIGH}$ par. 224<br>(BELOW CURRENT HIGH)     | [14] |   |
| Feedback higher than $FB_{LOW}$ par. 227<br>(ABOVE FEEDBACK LOW)          | [15] | <i>Current limit</i> , the output current is higher than the value programmed in parameter 221 Current limit $I_{LIM}$ .  |
| Feedback lower than $FB_{HIGH}$ par. 228<br>(UNDER FEEDBACK HIGH)         | [16] | <i>Alarm</i> , The output is activated by an alarm.   |
| Relay 123 (RELAY 123)   | [17] | <i>Output frequency higher than <math>f_{LOW}</math></i> , the output frequency is higher than the value set in parameter 225 <i>Warning: Low frequency, <math>f_{LOW}</math>.</i>  |
| Reverse (REVERSE)   | [18] |   |
| Thermal warning (THERMAL WARNING)   | [19] |   |
| Local operation (LOCAL MODE)  | [20] |   |
| Out of frequency range par. 225/226<br>(OUT OF FREQ RANGE)                | [22] | <i>Output frequency lower than <math>f_{HIGH}</math></i> , the output frequency is lower than the value set in parameter 226 <i>Warning: High frequency, <math>f_{HIGH}</math>.</i>   |
| Out of current range<br>(OUT OF CURRENT RANGE)                            | [23] | <i>Output current higher than <math>I_{LOW}</math></i> , the output current is higher than the value set in parameter 223 <i>Warning: Low current, <math>I_{LOW}</math>.</i>  |
| Out of feedback range<br>(OUT OF FDBK. RANGE)                             | [24] |   |
| Mechanical brake control<br>(MECH. BRAKE CONTROL)                         | [25] | <i>Output current lower than <math>I_{HIGH}</math></i> , the output current is lower than the value set in parameter 224 <i>Warning: High current, <math>I_{HIGH}</math>.</i>   |
| Control word bit 11<br>(CTRL W. BIT 11)                                   | [26] |   |

**Function:**

The relay output can be used for giving the present status or warning. The output is activated (1-2 make) when a given condition is fulfilled.

**Description of choice:**

*No function.* Is selected if the variable frequency drive is not to react to signals.

*Unit ready*, there is a supply voltage on the control card of the variable frequency drive, and the variable frequency drive is ready for operation.

*Enable, no warning*, the variable frequency drive is ready for operation, but no start command has been given. No warning.

*Feedback higher than  $FB_{LOW}$* , the feedback value is higher than the value set in parameter 227 *Warning: Low feedback,  $FB_{LOW}$ .*

*Feedback lower than  $FB_{HIGH}$* , the feedback value is lower than the value set in parameter 228 *Warning: High current,  $I_{HIGH}$ .*

*Relay 123* is only used in connection with Profidrive.

*Reverse*, The relay output is activated when the direction of motor rotation is counter-clockwise. When the direction of motor rotation is clockwise, the value is 0 V DC.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



An output signal is obtained, which is proportional to the present output power. Par. 342 corresponds to the value set in parameter 102 *Motor power, P<sub>M,N</sub>*.

0 - *Temp<sub>MAX</sub>* Par. 0-342.

An output signal is obtained, which is proportional to the present heatsink temperature. 0 Hz corresponds to a heatsink temperature of less than 68 °F (20 °C), and 20 mA corresponds to 212 °F (100 °C).

*Control word bit 12*, bit 12 of the control word. The digital output will be set/reset according to bit 12.

### 342 Terminal 46, max. pulse scaling

#### (DO 46 MAX. PULS)

##### Value:

150 - 10000 Hz ★ 5000 Hz

##### Function:

This parameter is used for setting the pulse output signal's maximum frequency.

##### Description of choice:

Set the required frequency.

### 343 Precise stop function

#### (PRECISE STOP)

##### Value:

- ★Precise ramp stop (NORMAL) [0]
- Counter stop with reset (COUNT STOP RESET) [1]
- Counter stop without reset (COUNT STOP NO RESET) [2]
- Speed-compensated stop (SPD CMP STOP) [3]
- Speed-compensated counter stop with reset (SPD CMP CSTOP W. RES) [4]
- Speed-compensated counter stop without reset (SPD CMP CSTOP NO RES) [5]

##### Function:

In this parameter you select which stop function is performed in response to a stop command. All six data selections contain a precise stop routine, thus ensuring a high level of repeat accuracy. The selections are a combination of the functions described below.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



#### NOTE

Pulse start [8] may not be used together with the precise stop function.

##### Description of choice:

*Precise ramp stop* [0] is selected to achieve high repetitive precision at the stopping point.

*Counter stop*. Once it has received a pulse start signal the adjustable frequency drive runs until the number of pulses programmed by the user have been received at input terminal 33. In this way an internal stop signal will activate the normal ramp down time (parameter 208). The counter function is activated (starts timing) at the flank of the start signal (when it changes from stop to start).

*Speed compensated stop*. To stop at precisely the same point, regardless of the present speed, a stop signal received is delayed internally when the present speed is lower than the maximum speed (set in parameter 202).

*Reset*. *Counter stop* and *Speed-compensated stop* can be combined with or without reset.

*Counter stop with reset* [1]. After each precise stop the number of pulses counted during ramp down 0 Hz is reset.

*Counter stop without reset* [2]. The number of pulses counted during ramp down to 0 Hz is deducted from the counter value in parameter 344.

### 344 Counter value

#### (PULSE COUNT PRE.)

##### Value:

0 - 999999 ★ 100000 pulses

##### Function:

In this parameter you can select the counter value to be used in the integrated precise stop function (parameter 343).

##### Description of choice:

The factory setting is 100000 pulses. The highest frequency (max. resolution) that can be registered at terminal 33 is 67.6 kHz.

**349 Speed comp delay****(SPEED COMP DELAY)****Value:**

0 ms - 100 ms

★ 10 ms

**Function:**

In this parameter the user can set the system's delay time (Sensor, PLC, etc.). If you are running speed-compensated stop, the delay time at different frequencies has a major influence on the way in which you stop.

**Description of choice:**

The factory setting is 10 ms. This means that it is assumed that the total delay from the Sensor, PLC and other hardware corresponds to this setting.

**NOTE**

Only active for speed-compensated stop.

### ■ Special functions

#### 400 Brake function (BRAKE FUNCTION)

##### Value:

|                              |     |
|------------------------------|-----|
| ★ Off (OFF)                  | [0] |
| Resistor brake<br>(RESISTOR) | [1] |
| AC brake (AC BRAKE)          | [4] |

##### Function:

*Resistor brake* [1] is selected if the variable frequency drive has a brake resistor connected to terminals 81, 82. A higher intermediate circuit voltage is permitted during braking (generated operation) when a brake resistor is connected.

*AC brake* [4] can be selected to improve braking without using brake resistors. Please note that *AC brake* [4] is not as effective as *Resistor brake* [1].

##### Description of choice:

Select *Resistor brake* [1] if a brake resistor is connected. Select *AC brake* [4] if short-term generated loads occur. See parameter 144 *Gain AC brake* to set the brake.



##### NOTE

A change of selection will not become active until the AC line voltage has been disconnected and reconnected.

#### 405 Reset function (RESET MODE)

##### Value:

|  |      |
|--|------|
| ★ Manual reset (MANUAL RESET)            | [0]  |
| Automatic reset x 1<br>(AUTOMATIC X 1)   | [1]  |
| Automatic reset x 3<br>(AUTOMATIC X 3)   | [3]  |
| Automatic reset x 10<br>(AUTOMATIC X 10) | [10] |
| Reset at power-up<br>(RESET AT POWER UP) | [11] |

##### Function:

This parameter makes it possible to select whether reset and restart after a trip are to be manual or whether the variable frequency drive is to be reset and restarted automatically. Furthermore, it is possible to select the number of times a restart is to be

attempted. The time between each attempt is set in parameter 406 *Automatic restart time*.

##### Description of choice:

If *Manual reset* [0] is selected, reset is to be carried out via the [STOP/RESET] key, a digital input or serial communication. If the variable frequency drive is to carry out an automatic reset and restart after a trip, select data value [1], [3] or [10].

If *Reset at power-up* [11] is selected, the variable frequency drive will carry out a reset if there has been a fault in connection with the AC line failure.



The motor may start without warning.

#### 406 Automatic restart time (AUTORESTART TIME)

##### Value:

0 - 10 sec. ★ 5 sec.

##### Function:

This parameter allows setting of the time from tripping until the automatic reset function begins. It is assumed that automatic reset has been selected in parameter 405 *Reset function*.

##### Description of choice:

Set the required time.

#### 409 Trip delay overcurrent, I<sub>LIM</sub> (TRIP DELAY CUR.)

##### Value:

0 - 60 sec. (61=OFF) ★ OFF

##### Function:

When the variable frequency drive registers that the output current has reached the current limit I<sub>LIM</sub> (parameter 221 *Current limit*) and remains there for the preset time, it is disconnected. Can be used to protect the application, like the ETR will protect the motor if selected.

##### Description of choice:

Select how long the variable frequency drive should maintain the output current at the current limit

★ = factory setting. () = display text [] = value for use in communication via serial communication port

$I_{LIM}$  before it disconnects. At OFF parameter 409 *Trip delay overcurrent*,  $I_{LIM}$  is not working, i.e. disconnection will not take place.

### 411 Switching frequency

#### (SWITCH FREQ.)

##### Value:

3000 - 14000 Hz ★ 4500 Hz

##### Function:

The set value determines the switching frequency of the inverter. If the switching frequency is changed, this may help to minimize possible acoustic noise from the motor.



#### NOTE

The output frequency of the variable frequency drive can never assume a value higher than 1/10 of the switching frequency.

##### Description of choice:

When the motor is running, the switching frequency is adjusted in parameter 411 *Switching frequency* until the frequency has been obtained at which the motor is as low-noise as possible.



#### NOTE

The switching frequency is reduced automatically as a function of the load.  
See *Temperature-Dependent Switching Frequency* under *Special Conditions*.

### 413 Overmodulation function

#### (OVERMODULATION)

##### Value:

Off (OFF) [0]  
★On (ON) [1]

##### Function:

This parameter allows connection of the overmodulation function for the output voltage.

##### Description of choice:

Off [0] means that there is no overmodulation of the output voltage, which means that torque ripple on the motor shaft is avoided. This can be a good feature, e.g. on grinding machines.

On [1] means that an output voltage can be obtained which is greater than the AC line voltage (up to 5 %).

### 414 Minimum feedback, $FB_{MIN}$

#### (MIN. FEEDBACK)

##### Value:

-100,000.000 - par. 415  $FB_{MAX}$  ★ 0.000

##### Function:

Parameter 414 *Minimum feedback*,  $FB_{MIN}$  and 415 *Maximum feedback*,  $FB_{MAX}$  are used to scale the display text to make it show the feedback signal in a process unit proportionally to the signal on the input.

##### Description of choice:

Set the value to be shown on the display as the minimum feedback signal value on the selected feedback input (parameters 308/314 *Analog inputs*).

### 415 Maximum feedback, $FB_{MAX}$

#### (MAX. FEEDBACK)

##### Value:

$FB_{MIN}$  - 100,000.000 ★ 1500.000

##### Function:

See description of parameter 414 *Minimum feedback*,  $FB_{MIN}$ .

##### Description of choice:

Set the value to be shown on the display when the maximum feedback has been obtained on the selected feedback input (parameter 308/314 *Analog inputs*).

### 416 Process units

#### (REF/FEEDB. UNIT)

##### Value:

|                       |     |
|-----------------------|-----|
| ★No unit (NO UNIT)    | [0] |
| % (%)                 | [1] |
| ppm (PPM)             | [2] |
| rpm (RPM)             | [3] |
| bar (BAR)             | [4] |
| Cycles/min (CYCLE/MI) | [5] |
| Pulses/s (PULSE/S)    | [6] |
| Units/s (UNITS/S)     | [7] |
| Units/min. (UNITS/MI) | [8] |
| Units/h (UNITS/H)     | [9] |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

|  |      |
|--|------|
| °C (°C)                                      | [10] |
| Pa (PA)                                      | [11] |
| l/s (L/S)                                    | [12] |
| m <sup>3</sup> /s (M <sup>3</sup> /S)        | [13] |
| l/min. (L/M)                                 | [14] |
| m <sup>3</sup> /min. (M <sup>3</sup> /MIN)   | [15] |
| l/h (L/H)                                    | [16] |
| m <sup>3</sup> /h (M <sup>3</sup> /H)        | [17] |
| Kg/s (KG/S)                                  | [18] |
| Kg/min. (KG/MIN)                             | [19] |
| Kg/hour (KG/H)                               | [20] |
| Tons/min. (T/MIN)                            | [21] |
| Tons/hour (T/H)                              | [22] |
| Metres (M)                                   | [23] |
| Nm (NM)                                      | [24] |
| m/s (M/S)                                    | [25] |
| m/min. (M/MIN)                               | [26] |
| °F (°F)                                      | [27] |
| l/wg (lN WG)                                 | [28] |
| gal/s (GAL/S)                                | [29] |
| Ft <sup>3</sup> /s (FT <sup>3</sup> /S)      | [30] |
| Gal/min. (GAL/MIN)                           | [31] |
| Ft <sup>3</sup> /min. (FT <sup>3</sup> /MIN) | [32] |
| Gal/h (GAL/H)                                | [33] |
| Ft <sup>3</sup> /h (FT <sup>3</sup> /H)      | [34] |
| Lb/s (LB/S)                                  | [35] |
| Lb/min. (LB/MIN)                             | [36] |
| Lb/hour (LB/H)                               | [37] |
| Lb ft (LB FT)                                | [38] |
| Ft/s (FT/S)                                  | [39] |
| Ft/min. (FT/MIN)                             | [40] |

### Function:

Select among different units to be shown on the display. The unit is read out if an LCP control unit can be connected, and if *Reference [unit]* [2] or *Feedback [unit]* [3] has been selected in one of parameters 009-012 *Display read-out*, and in Display mode. The unit is used in *Closed loop* also as a unit for Minimum/Maximum reference and Minimum/Maximum feedback.

### Description of choice:

Select the required unit for the reference/feedback signal.

### ■ FCD 300 Regulators

The FCD 300 has two integrated PID regulators, one to regulate speed and one to regulate processes. Speed regulation and process regulation require a feedback signal back to an input. There are a number of settings for both PID regulators that are made in the same parameters, but selection of regulator type will affect the selections that have to be made in the shared parameters. In parameter 100 *Configuration* it is possible to select regulator type, *Speed regulation, closed loop* [1] or *Process regulation, closed loop* [3].

#### Speed regulation

This PID regulation is optimized for use in applications in which there is a need to maintain a particular motor speed. The parameters that are specific for the speed regulator are parameter 417 to parameter 421.

#### Process regulation

The PID regulator maintains a constant process mode (pressure, temperature, flow, etc.) and adjusts the motor speed on the basis of the reference/setpoint and feedback signal. A transmitter provides the PID regulator with a feedback signal from the process as an expression of the process's actual mode. The feedback signal varies as the process load varies. This means that there is a variance between the reference/setpoint and the actual process mode. This variance is compensated by the PID regulator by means of the output frequency being regulated up or down in relation to the variance between the reference/setpoint and the feedback signal.

The integrated PID regulator in the variable frequency drive has been optimized for use in process applications. This means that there are a number of special functions available in the variable frequency drive.

Previously it was necessary to obtain a system to handle these special functions by installing extra I/O modules and programming the system. With the variable frequency drive the need to install extra modules can be avoided. The parameters that are specific to the Process Regulator are parameter 437 to parameter 444.

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★ = factory setting. () = display text [] = value for use in communication via serial communication port

### ■ PID functions

#### Unit of reference/feedback

When *Speed regulation, closed loop* is selected in parameter 100 *Configuration* the unit of reference/feedback is always rpm.

When *Process regulation, closed loop* is selected in parameter 100 *Configuration* the unit is defined in parameter 416 *Process units*.

#### Feedback

A feedback range must be preset for both regulators. At the same time this feedback range limits the potential reference range so that if the sum of all references lies outside the feedback range, the reference will be limited to lie within the feedback range. The feedback signal must be connected to a terminal on the variable frequency drive. If feedback is selected on two terminals simultaneously, the two signals will be added together. Use the overview below to determine which terminal is to be used and which parameters are to be programmed.

| Feedback type | Terminal | Parameters         |
|---------------|----------|--------------------|
| Pulse         | 29, 33   | 305, 307, 327, 328 |
| Voltage       | 53       | 308, 309, 310      |
| Current       | 60       | 314, 315, 316      |

A correction can be made for loss of voltage in long signal cables when a transmitter with a voltage output is used. This is done in parameter group 300 *Min./Max scaling*.

Parameters 414/415 *Minimum/Maximum feedback* must also be preset to a value in the process unit corresponding to the minimum and maximum scaling values for signals that are connected to the terminal.

#### Reference

In parameter 205 *Maximum reference*,  $Ref_{MAX}$  it is possible to preset a maximum reference that scales the sum of all references, i.e. the resulting reference. The minimum reference in parameter 204 is an expression of the minimum value that the resulting reference can assume. All references will be added together and the sum will be the reference against which regulation will take place. It is possible to limit the reference range to a range that is smaller than the feedback range. This can be an advantage if you want to avoid

an unintentional change to an external reference making the sum of the references move too far away from the optimal reference. The reference range cannot exceed the feedback range. If preset references are desired, they are preset in parameters 215 to 218 *Preset reference*. See description *Reference Function and Handling of References*. If a current signal is used as the feedback signal, it will only be possible to use voltage as an analog reference. Use the overview below to determine which terminal is to be used and which parameters are to be programmed.

| Reference type    | Terminal | Parameters         |
|-------------------|----------|--------------------|
| Pulse             | 29, 33   | 305, 307, 327, 328 |
| Voltage           | 53       | 308, 309, 310      |
| Current           | 60       | 314, 315, 316      |
| Preset references |          | 215-218            |
| Bus reference     | 68+69    |                    |

Note that the bus reference can only be preset via serial communication.



#### **NOTE**

It is best to preset terminals that are not being used to *No function* [0].

#### Differentiator gain limit

If very rapid variations occur in an application in either the reference signal or the feedback signal, the deviation between the reference/setpoint and the process's actual mode will change quickly. The differentiator can then become too dominant. This is because it is reacting to the deviation between the reference and the process's actual mode, and the quicker the variance changes the more powerful the differentiator's frequency contribution becomes. The differentiator's frequency contribution can therefore be limited in such a way that both a reasonable differentiation time for slow changes and an appropriate frequency contribution for quick changes can be preset. This is done using the speed regulation in parameter 420 *Speed PID Differentiator gain limit* and Process regulation in parameter 443 *Process PID Differentiator gain limit*.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### Lowpass filter

If there is a lot of noise in the feedback signal, these can be dampened using an integrated lowpass filter. A suitable lowpass filter time constant is preset. If the lowpass filter is preset to 0.1 s, the cut-off frequency will be 10 RAD/sec, corresponding to  $(10 / 2 \times \pi) = 1.6$  Hz. This will mean that all currents/voltages that vary by more than 1.6 oscillations per second will be dampened. In other words, there will only be regulation on the basis of a feedback signal that varies by a frequency of less than 1.6 Hz. The appropriate time constant is selected in Speed Regulation in parameter 421 *Speed PID lowpass filter time* and in Process Regulation in parameter 444 *Process PID lowpass filter time*.

### Inverse regulation

Normal regulation means that the motor speed is increased when the reference/setpoint is greater than the feedback signal. If it is necessary to run inverse regulation, in which the speed is reduced when the reference/setpoint is greater than the feedback signal, parameter 437 *PID normal/inverted control* must be programmed at *Inverted*.

### Anti Windup

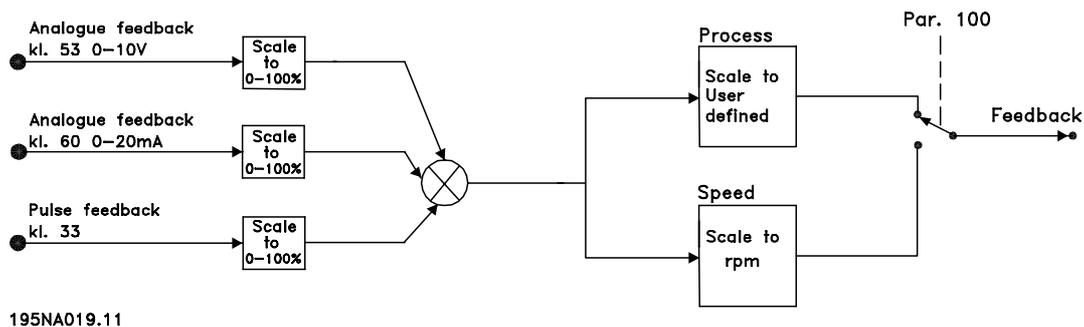
In the factory the process regulator is preset with an active anti-windup function. This function means that when either a frequency limit, a current limit or a voltage limit is reached, the integrator is initialized at a frequency corresponding to the present output frequency. This is a means of avoiding the integration of a variance between the reference and the process's actual mode that cannot be deregulated by means of a change of speed. This function can be deselected in parameter 438 *Process PID anti-windup*.

### Starting conditions

In some applications the optimal setting of the process regulator will mean that a relatively long period of time will pass before the required process condition is achieved. In these applications it can be a good idea to define an output frequency to which the variable frequency drive must run the motor before the process regulator is activated. This is done by programming a start frequency in parameter 439 *Process PID start frequency*.

## ■ Handling of feedback

Feedback handling is depicted in this flowchart.



The flowchart shows which parameters can affect the handling of feedback and how. A choice can be made between voltage, current and pulse feedback signals.

★ = factory setting. () = display text [] = value for use in communication via serial communication port



### NOTE

Parameters 417-421 are only used, if in parameter 100 *Configuration* the selection made is *Speed regulation, closed loop* [1].

### 417 Speed PID proportional gain

#### (SPEED PROP GAIN)

##### Value:

0.000 (OFF) - 1.000      ★ 0.010

##### Function:

Proportional gain indicates how many times the fault (deviation between the feedback signal and the setpoint) is to be amplified.

##### Description of choice:

Quick regulation is obtained at high amplification, but if the amplification is too high, the process may become unstable in the case of overshooting.

### 418 Speed PID integral time

#### (SPEED INT. TIME)

##### Value:

20.00 - 999.99 ms (1000 = OFF)      ★ 100 ms

##### Function:

The integral time determines how long the PID regulator takes to correct the error. The greater the error, the quicker the integrator frequency contribution will increase. The integral time is the time the integrator needs to achieve the same change as the proportional amplification.

##### Description of choice:

Quick regulation is obtained through a short integral time. However, if this time is too short, it can make the process unstable. If the integral time is long, major deviations from the required reference may occur, since the process regulator will take long to regulate if an error has occurred.

### 419 Speed PID differential time

#### (SPEED DIFF. TIME)

##### Value:

0.00 (OFF) - 200.00 ms      ★ 20.00 ms

##### Function:

The differentiator does not react to a constant error. It only makes a contribution when the error changes. The quicker the error changes, the stronger the gain from the differentiator will be. The contribution is proportional to the speed at which errors change.

##### Description of choice:

Quick control is obtained by a long differential time. However, if this time is too long, it can make the process unstable. When the differential time is 0 ms, the D-function is not active.

### 420 Speed PID D- gain limit

#### (SPEED D-GAIN LIM)

##### Value:

5.0 - 50.0      ★ 5.0

##### Function:

It is possible to set a limit for the gain provided by the differentiator. Since the D-gain increases at higher frequencies, limiting the gain may be useful. This enables obtaining a pure D-gain at low frequencies and a constant D-gain at higher frequencies.

##### Description of choice:

Select the required gain limit.

### 421 Speed PID lowpass filter time

#### (SPEED FILT. TIME)

##### Value:

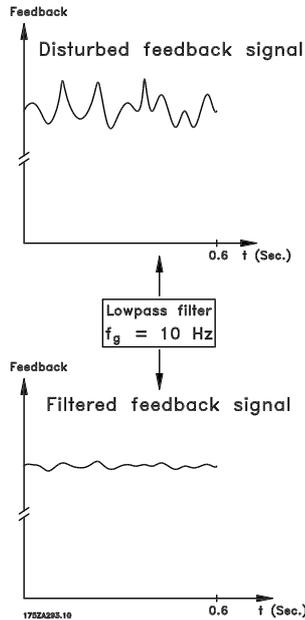
20 - 500 ms      ★ 100 ms

##### Function:

Noise in the feedback signal is dampened by a first order lowpass filter to reduce the noise's impact on the regulation. This might be an advantage, e.g. if there is a great amount of noise on the signal. See drawing.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port



**Description of choice:**

If a time constant (t) of 100 ms is programmed, the cut-off frequency for the lowpass filter will be  $1/0.1 = 10 \text{ RAD/sec.}$ , corresponding to  $(10 / 2 \times \pi) = 1.6 \text{ Hz.}$  The PID regulator will then only regulate a feedback signal that varies with a frequency of less than 1.6 Hz. If the feedback signal varies by a higher frequency than 1.6 Hz, it will be dampened by the lowpass filter.

**423 U1 voltage**

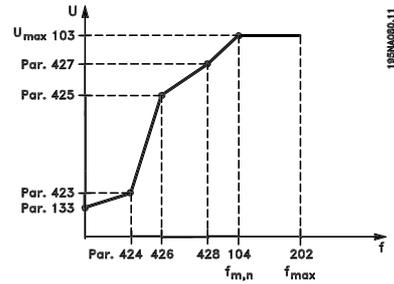
**(U1 VOLTAGE)**

**Value:**

0.0 - 999.0 V ★ par. 103

**Function:**

Parameters 423-428 are used when in parameter 101 *Torque characteristic* a selection has been made of *Special motor characteristic* [8]. It is possible to determine a U/f characteristic on the basis of four definable voltages and three frequencies. The voltage at 0 Hz is set in parameter 133 *Start voltage*.



**Description of choice:**

Set the output voltage (U1) that is to match the first output frequency (F1), parameter 424 *F1 frequency*.

**424 F1 frequency**

**(F1 FREQUENCY)**

**Value:**

0.0 - par. 426 *F2 frequency*

★ Par. 104 *Motor frequency*

**Function:**

See parameter 423 *U1 voltage*.

**Description of choice:**

Set the output frequency (F1) that is to match the first output voltage (U1), parameter 423 *U1 voltage*.

**425 U2 voltage**

**(U2 VOLTAGE)**

**Value:**

0.0 - 999.0 V

★ par. 103

**Function:**

See parameter 423 *U1 voltage*.

**Description of choice:**

Set the output voltage (U2) that is to match the second output frequency (F2), parameter 426 *F2 frequency*.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 426 F2 frequency

#### (F2 FREQUENCY)

##### Value:

Par. 424 *F1 frequency* - par. 428 *F3 frequency*  
 ★ Par. 104 *Motor frequency*

##### Function:

See parameter 423 *U1 voltage*.

##### Description of choice:

Set the output frequency (F2) that is to match the second output voltage (U2), parameter 425 *U2 voltage*.

### 427 U3 voltage

#### (U3 VOLTAGE)

##### Value:

0.0 - 999.0 V ★ par. 103

##### Function:

See parameter 423 *U1 voltage*.

##### Description of choice:

Set the output voltage (U3) that is to match the third output frequency (F3), parameter 428 *F3 frequency*.

### 428 F3 frequency

#### (F3 FREQUENCY)

##### Value:

Par. 426 *F2 frequency* - 1000 Hz  
 ★ Par. 104 *Motor frequency*

##### Function:

See parameter 423 *U1 voltage*.

##### Description of choice:

Set the output frequency (F3) that is to match the third output voltage (U3), parameter 427 *U3 voltage*.



#### NOTE

Parameters 437-444 are only used if in parameter 100 *Configuration* a selection has been made of *Process regulation, closed loop*. [3].

### 437 Process PID normal/inverse control

#### (PROC NO/INV CTRL)

##### Value:

★Normal (NORMAL) [0]  
 Inverse (INVERSE) [1]

##### Function:

It is possible to choose whether the process regulator is to increase/reduce the output frequency if there is a deviation between the reference/setpoint and the actual process mode.

##### Description of choice:

If the variable frequency drive is to reduce the output frequency in case the feedback signal increases, select *Normal* [0].

If the variable frequency drive is to increase the output frequency in case the feedback signal increases, select *Inverse* [1].

### 438 Proces PID anti windup

#### (PROC ANTI WINDUP)

##### Value:

Not active (DISABLE) [0]  
 ★Active (ENABLE) [1]

##### Function:

It is possible to select whether the process regulator is to continue regulating on a deviation even if it is not possible to increase/reduce the output frequency.

##### Description of choice:

The factory setting is *Enable* [1], which means that the integration link is initialized in relation to the actual output frequency if either the current limit, the voltage limit or the max./min. frequency has been reached. The process regulator will not engage again until either the error is zero or its sign has changed. Select *Disable* [0] if the integrator is to continue integrating on the deviation, even if it is not possible to remove the fault by such control.



#### NOTE

If *Disable* [0] is selected, it will mean that when the deviation changes its sign, the integrator will first have to integrate down from the level obtained as a result of the former error, before any change in output frequency occurs.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 439 Process PID start frequency

#### (PROC. START VALUE)

##### Value:

$f_{MIN}$  -  $f_{MAX}$  (parameter 201/202)  
 ★ Par. 201 Output frequency, low limit,  $f_{MIN}$

##### Function:

When the start signal comes, the variable frequency drive will react in the form of *Open loop* and will not change to *Closed loop* until the programmed start frequency is reached. This makes it possible to set a frequency that corresponds to the speed at which the process normally runs, which will enable the required process conditions to be reached sooner.

##### Description of choice:

Set the required start frequency.



#### NOTE

If the variable frequency drive is running at the current limit before the required start frequency is obtained, the process regulator will not be activated. For the regulator to be activated anyway, the start frequency must be lower to the required output frequency. This can be done during operation.

### 440 Process PID proportional gain

#### (PROC. PROP. GAIN)

##### Value:

0.0 - 10.00 ★ 0.01

##### Function:

The proportional gain indicates the number of times the deviation between the setpoint and the feedback signal is to be applied.

##### Description of choice:

Quick regulation is obtained by a high gain, but if the gain is too high, the process may become unstable due to overshoot.

### 441 Process PID integration time

#### (PROC. INTEGR. T.)

##### Value:

0.01 - 9999.99 (OFF) ★ OFF

##### Function:

The integrator provides an increasing gain at a constant error between the reference/setpoint and the feedback signal. The greater the error, the quicker the integrator frequency contribution will increase. The integral time is the time needed by the integrator to make the same change as the proportional gain.

##### Description of choice:

Quick regulation is obtained at a short integral time. However, this time may become too short, which can make the process unstable due to overshoot. If the integral time is long, major deviations from the required setpoint may occur, since the process regulator will take a long time to regulate in relation to a given error.

### 442 Process PID differentiation time

#### (PROC. DIFF. TIME)

##### Value:

0.00 (OFF) - 10.00 sec. ★ 0.00 sec.

##### Function:

The differentiator does not react to a constant error. It only makes a gain when an error changes. The quicker the deviation changes, the stronger the gain from the differentiator. The gain is proportional to the speed at which the deviation changes.

##### Description of choice:

Quick regulation is obtained with a long differentiation time. However, this time may become too long, which can make the process unstable due to overshoot.

### 443 Process PID diff. gain limit

#### (PROC. DIFF.GAIN)

##### Value:

5.0 - 50.0 ★ 5.0

##### Function:

It is possible to set a limit for the differentiator gain. The differentiator gain will increase if there are fast changes, which is why it can be beneficial to limit this gain. Thereby a pure differentiator gain is obtained

★ = factory setting. () = display text [] = value for use in communication via serial communication port

at slow changes and a constant differentiator gain where quick changes to the deviation occur.

**Description of choice:**

Select a differentiator gain limit as required.

**444 Process PID lowpass filter time**

**(PROC FILTER TIME)**

**Value:**

0.02 - 10.00 ★ 0.02

**Function:**

Noise in the feedback signal is dampened by a first order lowpass filter to reduce the noise's impact on the process regulation. This can be an advantage e.g. if there is a lot of noise on the signal.

**Description of choice:**

Select the required time constant (t). If a time constant (t) of 0.1 s is programmed, the cut-off frequency for the lowpass filter will be  $1/0.1 = 10 \text{ RAD/sec.}$ , corresponding to  $(10 / 2 \times \pi) = 1.6 \text{ Hz}$ . The process regulator will thus only regulate a feedback signal that varies by a frequency lower than 1.6 Hz. If the feedback signal varies by a higher frequency than 1.6 Hz, it will be dampened by the lowpass filter.

**445 Flying start**

**(FLYING START)**

**Value:**

- ★Off (DISABLE) [0]
- OK - same direction [1]
- (OK-SAME DIRECTION)
- OK - both directions [2]
- (OK-BOTH DIRECTIONS)
- DC brake and start [3]
- (DC-BRAKE BEF. START)

**Function:**

This function makes it possible to 'catch' a rotating motor shaft, which is no longer controlled by the variable frequency drive, e.g. because of an AC line drop-out. The function is activated each time a start command is enabled. For the variable frequency drive to be able to 'catch' the rotating motor shaft, the motor speed must be lower than the frequency

that corresponds to the frequency in parameter 202 *Output frequency, high limit, f<sub>MAX</sub>*.

**Description of choice:**

Select *Disable* [0] if this function is not required.

Select *OK - same direction* [1] if the motor shaft is only able to rotate in the same direction when cutting in. *OK - same direction* [1] should be selected if in parameter 200 *Output frequency range* a selection has been of *Clockwise only*.

Select *OK - both directions* [2] if the motor is able to rotate in both directions when cutting in.

Select *DC brake and start* [3] if the adjustable frequency drive is to be able to brake the motor using the DC brake first, followed by start. It is assumed that parameters 126-127/132 *DC brake* are enabled. In the case of higher 'Windmilling' (rotating motor) effects, the variable frequency drive is not able to 'catch' a rotating motor without selecting *DC brake and start*.

Limitations:

- Too low inertia will lead to load acceleration, which can be dangerous or prevent correct catching of a rotating motor. Use the DC brake instead.
- If the load is driven, e.g. by 'Windmilling' (rotating motor) effects, the unit may cut out because of overvoltage.
- Flying start does not work at lower values than 250 rpm.

**451 Speed PID feedforward factor**

**(FEEDFORWARD FACT)**

**Value:**

0 - 500 % ★ 100 %

**Function:**

This parameter is only active if in parameter 100 *Configuration* the selection made is *Speed regulation, closed loop*. The FF function sends a larger or smaller part of the reference signal outside the PID controller in such a way that the PID controller only has an influence on part of the control signal. Any change to the set point will thus have a direct effect on the motor speed. The FF factor provides high dynamism when changing the set point and less overshoot.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Description of choice:**

The required % value can be selected in the interval  $f_{MIN}$  -  $f_{MAX}$ . Values over 100 % are used if the set point variations are only small.

**452 Controller range**

**(PID CONTR. RANGE)**

**Value:**

0 - 200 % ★ 10 %

**Function:**

This parameter is only active if in parameter 100 *Configuration* the selection made is *Speed regulation, closed loop*.

The controller range (bandwidth) limits the output from the PID controller as a % of motor frequency  $f_{M,N}$ .

**Description of choice:**

The required % value can be selected for motor frequency  $f_{M,N}$ . If the controller range is reduced the speed variations will be less during initial tuning.

**455 Frequency range monitor**

**(MON. FREQ. RANGE)**

**Value:**

Disable [0]  
★Enable [1]

**Function:**

This parameter is used if warning 35 *Out of frequency range* must be turned off in the display in process control closed loop. This parameter does not affect the extended status word.

**Description of choice:**

Select *Enable* [1] to enable the readout in the display if warning 35 *Out of frequency range* occurs. Select *Disable* [0] to disable the readout in the display if warning 35 *Out of frequency range* occurs.

**456 Brake Voltage Reduce**

**(BRAKE VOL REDUCE)**

**Value:**

0 - 200 V ★ 0

**Function:**

The user sets the voltage by which the level for resistor braking is reduced. It is only active when resistor in parameter 400 is selected.

**Description of choice:**

The greater the reduction value, the faster the reaction to a generator overload. Should only be used if there are problems with overvoltage in the intermediate circuit.



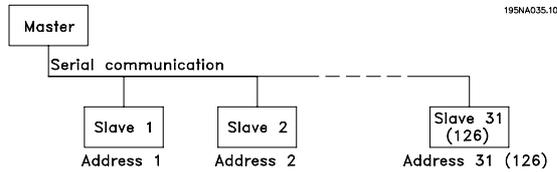
**NOTE**

A change of selection will not become active until the AC line voltage has been disconnected and reconnected.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### Serial communication for FCD 300

#### Protocols



All variable frequency drives are equipped with an RS 485 port as standard, which makes it possible to choose between two protocols. The two protocols that can be selected in parameter 512 *Telegram Profile*, are:

- Profidrive protocol
- Danfoss FC protocol

To select Danfoss FC protocol, parameter 512 *Telegram Profile* is set to *FC protocol* [1].

#### Telegram Traffic

##### Control and response telegrams

Telegram traffic in a master-slave system is controlled by the master. A maximum of 31 slaves can be connected to a master, unless repeaters are used. If repeaters are used, a maximum of 126 slaves can be connected to a master.

The master constantly sends telegrams addressed to the slaves and waits for response telegrams from them. The slave's response time is a maximum of 50 ms.

Only a slave that has received an error-free telegram, addressed to that slave can send a response telegram.

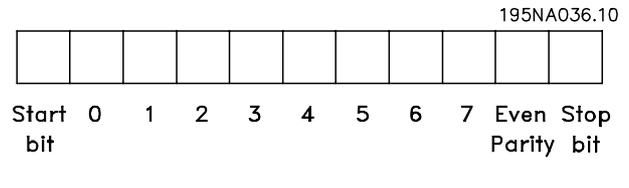
##### Broadcast

A master can send the same telegram simultaneously to all slaves connected to the bus. During this broadcast communication the slave does not send any response telegrams back to the master as to whether the telegram has been correctly received. Broadcast communication is set up in address format (ADR), see *Telegram structure*.

##### Content of a character (byte)

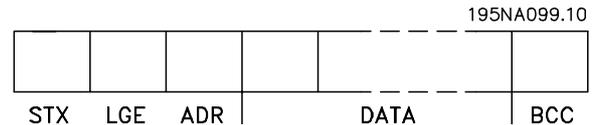
Each character transferred begins with a start bit. Then 8 data bits are transferred, corresponding to a byte. Each character is secured via a parity bit, which is set at "1" when it reaches parity (i.e. when there is an equal number of 1's in the 8 data bits

and the parity bit in total). A character is completed by a stop bit, thus consisting of 11 bits in all.



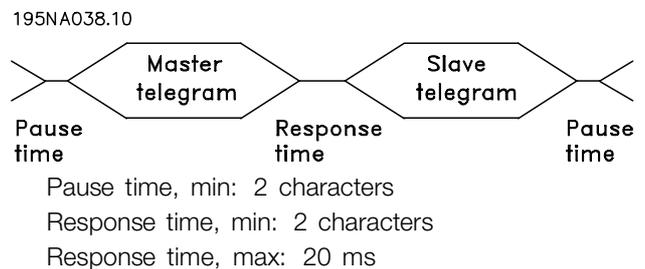
#### Telegram Structure

Each telegram begins with a start character (STX) = 02 Hex, followed by a byte that denotes the length of the telegram (LGE) and a byte that denotes the address of the adjustable frequency drive (ADR). Then follows a number of data bytes (variable, depending on the type of telegram). The telegram is completed by a data control byte (BCC).



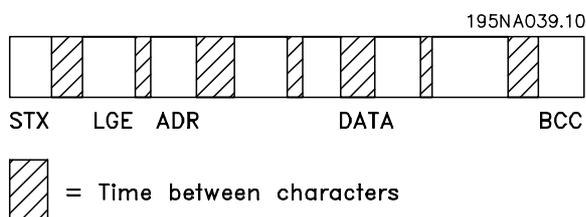
##### Telegram timing

The communication speed between a master and a slave depends on the baud rate. The variable frequency drive's baud rate must be the same as the master's baud rate and be selected in parameter 501 *Baudrate*. After a response telegram from the slave, there must be a pause of at least 2 characters (22 bits) before the master can send a new telegram. At a baud rate of 9600 baud there must be a pause of at least 2.3 ms. When the master has completed the telegram, the slave's response time back to the master will be a maximum of 20 ms, and there will be pause of at least 2 characters.



The time between the individual characters in a telegram may not exceed 2 characters and the telegram must be completed within 1.5 x nominal telegram time. At a baud rate of 9600 baud

and a telegram length of 16 bytes the telegram will be completed after 27.5 msec.



### Telegram length (LGE)

The telegram length is the number of data bytes plus the address byte ADR plus the data control byte BCC.

The length of telegrams with 4 data bytes is:

$$LGE = 4 + 1 + 1 = 6 \text{ bytes}$$

The length of telegrams with 12 data bytes is:

$$LGE = 12 + 1 + 1 = 14 \text{ bytes}$$

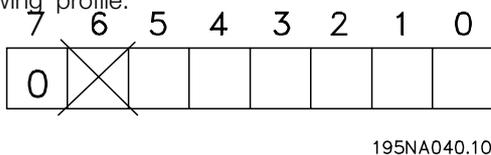
The length of telegrams containing texts is 10+n bytes. 10 represents the fixed characters, while the 'n' is variable (depending on the length of the text).

### Adjustable frequency drive address (ADR)

Two different address formats are used, with the adjustable frequency drive's address range being either 1-31 or 1-126.

#### 1. Address format 1-31

The byte for address range 1-31 has the following profile:



Bit 7 = 0 (address format 1-31 active)

Bit 6 is not used

Bit 5 = 1: Broadcast, address bits (0-4) are not used

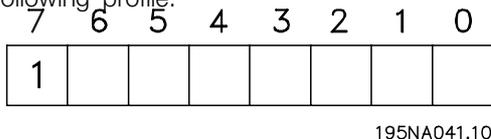
Bit 5 = 0: No Broadcast

Bit 0-4 = Adjustable frequency drive address 1-31

#### 2. Address format 1-126

The byte for address range 1 - 126 has

the following profile:



Bit 7 = 1 (address format 1-126 active)

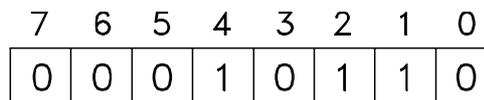
Bit 0-6 = Adjustable frequency drive address 1-126

Bit 0-6 = 0 Broadcast

The slave sends the address byte back unchanged in the response telegram to the master.

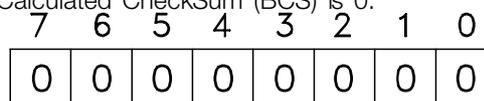
### Example:

writing to adjustable frequency drive address 22 (16H) with address format 1-31:



### Data control byte (BCC)

The data control byte is explained in this example: Before the first byte in the telegram is received, the Calculated CheckSum (BCS) is 0.



When the first byte (02H) has been received:

BCS = BCC EXOR "first byte"

(EXOR = exclusive-or)

$$\begin{aligned} \text{BCS} &= 00000000 \text{ (00 H)} \\ &\text{EXOR} \end{aligned}$$

$$\text{1. byte} = 0000010 \text{ (02H)}$$

$$\text{BCC} = 0000010 \text{ (02H)}$$

Each subsequent byte gates with BCS EXOR and produces a new BCC, e.g.:

$$\begin{aligned} \text{BCS} &= 0000010 \text{ (02H)} \\ &\text{EXOR} \end{aligned}$$

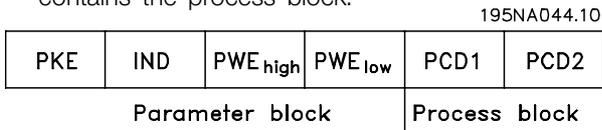
$$\text{2nd byte} = 11010110 \text{ (D6H)}$$

$$\text{BCC} = 11010100 \text{ (D4H)}$$

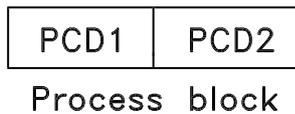
### ■ Data Character (byte)

The structure of data blocks depends on the type of telegram. There are three types of telegram, and the type of telegram applies for both control telegrams (master⇒slave) and response telegrams (slave⇒master). The three types of telegram are:

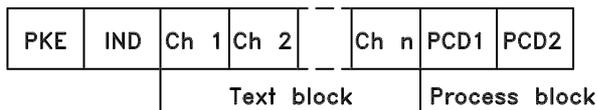
- Parameter block, used to transfer parameters between master and slave. The data block is made up of 12 bytes (6 words) and also contains the process block.



- The process block is made up of a data block of four bytes (2 words) and contains:
  - Control word and reference value
  - Status word and present output frequency (from slave to master)

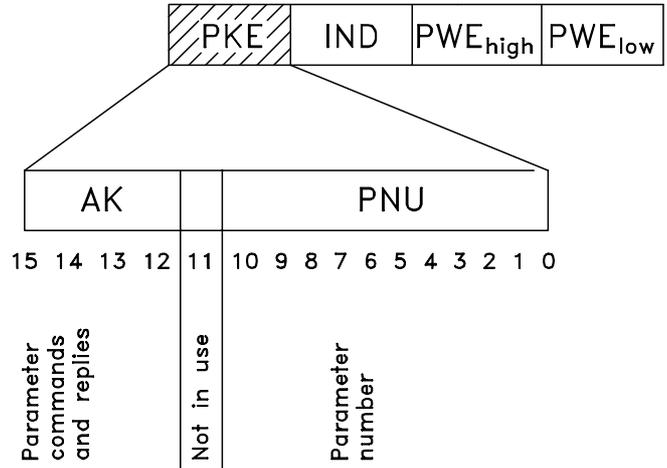


- Text block, which is used to read or write texts via the data block.



### Parameter commands and responses (AK).

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Bits no. 12-15 are used to transfer parameter commands from master to slave and the slave's processed responses back to the master.

#### Parameter commands master⇒slave

| Bit no. |   |   |   | Parameter command                                     |
|---------|---|---|---|---|
| 0       | 0 | 0 | 0 | No command  |
| 0       | 0 | 0 | 1 | Read parameter value                                  |
| 0       | 0 | 1 | 0 | Write parameter value in RAM (word)                   |
| 0       | 0 | 1 | 1 | Write parameter value in RAM (double word)            |
| 1       | 1 | 0 | 1 | Write parameter value in RAM and EEPROM (double word) |
| 1       | 1 | 1 | 0 | Write parameter value in RAM and EEPROM (word)        |
| 1       | 1 | 1 | 1 | Read/write text                                       |

#### Response slave⇒master

| Bit no. |    |    |    | Response                                  |
|---------|----|----|----|---|
| 15      | 14 | 13 | 12 |   |
| 0       | 0  | 0  | 0  | No response                               |
| 0       | 0  | 0  | 1  | Parameter value transferred (word)        |
| 0       | 0  | 1  | 0  | Parameter value transferred (double word) |
| 0       | 1  | 1  | 1  | Command cannot be performed               |
| 1       | 1  | 1  | 1  | Text transferred                          |

If the command cannot be performed the slave sends this response: 0111 *Command cannot*

be performed and gives the following fault report in the parameter value (PWE):

| Response<br>(0111) | Fault report  |
|--------------------|---|
| 0                  | The parameter number used does not exist  |
| 1                  | There is no write access to the defined parameter   |
| 2                  | Data value exceeds the parameter's limits   |
| 3                  | The sub index used does not exist   |
| 4                  | The parameter is not the array type   |
| 5                  | The data type does not match the defined parameter  |
| 17                 | Data change in the defined parameter is not possible in the variable frequency drive's present mode.<br>Certain parameters can only be changed when the motor is turned off |
| 130                | There is no bus access to the defined parameter   |
| 131                | Data change is not possible because factory Setup is selected   |

### Parameter number (PNU)

Bits no. 0-10 are used to transfer parameter numbers. The relevant parameter's function is defined in the parameter description in the section entitled *Programming*.

### Index



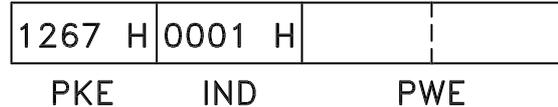
Index is used together with the parameter number to read/write-access parameters that have an index, e.g. parameter 615 *Error code*. The index is made up of 2 bytes, one lowbyte and one highbyte, but only the lowbyte is used as an index.

### Example - Index:

The first error code (index [1]) in parameter 615 *Error code* must be read.

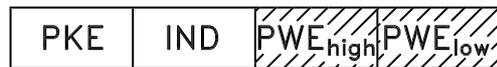
PKE = 1267 Hex (read parameter 615 *Error code*.)

IND = 0001 Hex - Index no. 1.



The variable frequency drive will respond in the parameter value block (PWE) with a fault code value from 1 - 99. See *Summary of Warnings and Alarms* to identify the fault code.

### Parameter value (PWE)



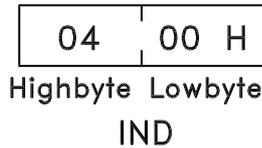
The parameter value block consists of 2 words (4 bytes), and the value depends on the defined command (AK). If the master prompts for a parameter value, the PWE block does not contain a value. If you wish the master to change a parameter value (write), the new value is written in the PWE block and sent to the slave.

If the slave responds to a parameter request (read command), the present parameter value in the PWE block is transferred and returned to the master. If a parameter contains not a numerical value, but several data options, e.g. parameter 001 *Language* where [0] corresponds to *English*, and [3] corresponds to *Danish*, the data value is selected by entering the value in the PWE block. See *Example - Selecting a data value*.

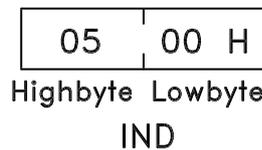
Via serial communication it is only possible to read parameters that have data type 9 (text string). Parameter 621 - 635 *Nameplate data* is data type 9. For example, in parameter 621 *Unit type* it is possible to read the unit size and electrical voltage range. When a text string is transferred (read) the length of the telegram is variable, as the texts are of different lengths. The telegram length is defined in the telegram's second byte, known as LGE. To be able to read a text via the PWE block the parameter command (AK) must be set to 'F' Hex.

The index character is used to indicate whether it is a read or write command.

In a read command the index must have the following format:



Some variable frequency drives have parameters to which a text may be written. To be able to write a text via the PWE block the parameter command (AK) must be set to 'F' Hex. For a write command the text must have the following format:



Data types supported by frequency transformer:

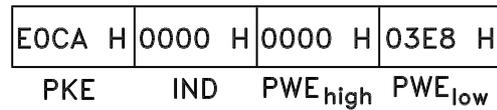
| Data types | Description |
|------------|-------------|
| 3          | Integer 16  |
| 4          | Integer 32  |
| 5          | Unsigned 8  |
| 6          | Unsigned 16 |
| 7          | Unsigned 32 |
| 9          | Text string |

Unsigned means that there is no operational sign in the telegram.

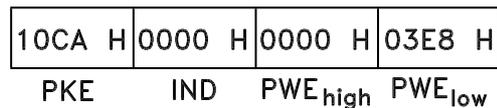
Example - Write a parameter value:

Parameter 202 *Output frequency high limit,  $f_{MAX}$*  to be changed to 100 Hz. The value must be recalled after a electrical failure, so it is written in EEPROM.

PKE = E0CA Hex - Write for parameter 202  
*Output frequency high limit,  $f_{MAX}$*   
IND = 0000 Hex  
PWE<sub>HIGH</sub> = 0000 Hex  
PWE<sub>LOW</sub> = 03E8 Hex - Data value 1000, corresponding to 100 Hz, see conversion.



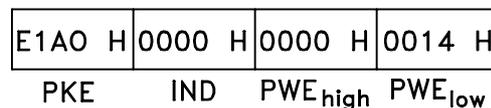
The response from the slave to the master will be:



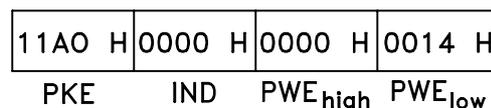
Example - Selection of a data value:

You wish to select kg/hour [20] in parameter 416 *Process units*. The value must be recalled after a mains failure, so it is written in EEPROM.

PKE = E19F Hex - Write for parameter 416 *Process units*  
IND = 0000 Hex  
PWE<sub>HIGH</sub> = 0000 Hex  
PWE<sub>LOW</sub> = 0014 Hex - Select data option kg/hour [20]



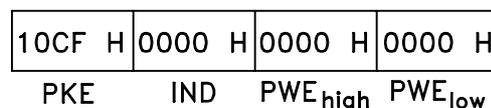
The response from the slave to the master will be:



Example - Reading a parameter value:

The value in parameter 207 *Ramp up time 1* is required. The master sends the following request:

PKE = 10CF Hex - read parameter 207  
*Ramp up time 1*  
IND = 0000 Hex  
PWE<sub>HIGH</sub> = 0000 Hex  
PWE<sub>LOW</sub> = 0000 Hex



If the value in parameter 207 *Ramp-up time 1* is 10 sec., the response from the slave to the master will be:

|        |        |                     |                    |
|--------|--------|---------------------|--------------------|
| 10CF H | 0000 H | 0000 H              | 000A H             |
| PKE    | IND    | PWE <sub>high</sub> | PWE <sub>low</sub> |

### Conversion:

Under the section entitled *Factory Settings* the various attributes of each parameter are displayed. As a parameter value can only be transferred as a whole number, a conversion factor must be used to transfer decimals.

### Example:

Parameter 201 *Output frequency, low limit*  $f_{MIN}$  has a conversion factor of 0.1. If you wish to preset the minimum frequency to 10 Hz, the value 100 must be transferred, as a conversion factor of 0.1 means that the value transferred is multiplied by 0.1. The value 100 will thus be perceived as 10.0.

| Conversion table |                   |
|------------------|-------------------|
| Conversion index | Conversion factor |
| 73               | 0.1               |
| 2                | 100               |
| 1                | 10                |
| 0                | 1                 |
| -1               | 0.1               |
| -2               | 0.01              |
| -3               | 0.001             |
| -4               | 0.0001            |
| -5               | 0.00001           |

### Process Words

The block of process words is divided into two blocks of 16 bits, which always occur in the defined sequence.

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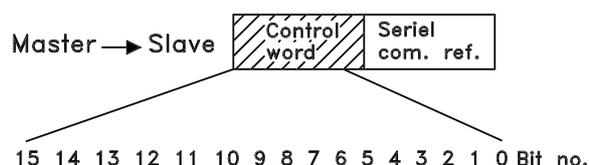


|                                 | PCD 1        | PCD 2                   |
|---------------------------------|--------------|-------------------------|
| Control telegram (master⇒slave) | Control word | Reference-value         |
| Control telegram (slave⇒master) | Status word  | Present outp. frequency |

### Control Word according to FC protocol

To select *FC protocol* in the control word, parameter 512 *Telegram Profile* must be set to *FC protocol* [1].

The control word is used to send commands from a master (e.g. a PC) to a slave (adjustable frequency drive).



| Bit | Bit = 0            | Bit = 1         |
|-----|--------------------|-----------------|
| 00  |                    | Preset ref. lsb |
| 01  |                    | Preset ref. msb |
| 02  | DC braking         |                 |
| 03  | Coasting stop      |                 |
| 04  | Quick stop         |                 |
| 05  | Freeze outp. freq. |                 |
| 06  | Ramp stop          | Start           |
| 07  |                    | Reset           |
| 08  |                    | Jog             |
| 09  | Ramp 1             | Ramp 2          |
| 10  | Data not valid     | Data valid      |
| 11  | No function        | Relay output    |
| 12  | No function        | Digital output  |
| 13  | Select Setup, lsb  |                 |
| 14  | Select Setup, msb  |                 |
| 15  |                    | Reverse         |

### Bit 00/01:

Bit 00/01 is used to select between the two pre-programmed references (parameters 215-218 *Preset reference*) according to the following table:

| Preset ref. | Parameter | Bit 01 | Bit 00 |
|-------------|-----------|--------|--------|
| 1           | 215       | 0      | 0      |
| 2           | 216       | 0      | 1      |
| 3           | 217       | 1      | 0      |
| 4           | 218       | 1      | 1      |



### NOTE

In parameter 508 *Selection of preset reference* a selection is made to define how Bit 00/01 gates with the corresponding function on the digital inputs.

### Bit 02, DC brake:

Bit 02 = '0' causes DC braking and stop. Brake voltage and duration are preset in parameters 132 *DC brake voltage* and parameter 126 *DC braking time*. Note: In parameter 504 *DC brake* a selection is made to define how Bit 02 gates with the corresponding function on a digital input.

### Bit 03, Coasting stop:

Bit 03 = '0' causes the variable frequency drive to immediately "let go" of the motor (the output transistors are "shut off"), so that it coasts to a standstill.

Bit 03 = '1' causes the variable frequency drive to be able start the motor if the other starting conditions have been fulfilled. Note: In parameter 502 *Coasting stop* a selection is made to define how Bit 03 gates with the corresponding function on a digital input.

### Bit 04, Quick stop:

Bit 04 = '0' causes a stop, in which the motor's speed is ramped down to stop via parameter 212 *Quick stop ramp-down time*.

### Bit 05, Freeze output frequency:

Bit 05 = '0' causes the present output frequency (in Hz) to freeze. The frozen output frequency can now only be changed by means of the digital inputs programmed to *Speed up* and *Slow down*.



### **NOTE**

If *Freeze output* is active, the variable frequency drive cannot be stopped via Bit 06 *Start* or via a digital input. The variable frequency

drive can only be stopped by the following:

- Bit 03 *Coasting stop*
- Bit 02 *DC braking*
- Digital input programmed to *DC braking*, *Coasting stop* or *Reset and coasting stop*.

### Bit 06, Ramp stop/start:

Bit 06 = '0' causes a stop, in which the motor's speed is ramped down to stop via the selected *ramp down* parameter.

Bit 06 = '1' causes the variable frequency drive to be able to start the motor, if the other starting conditions have been fulfilled. Note: In parameter 505 *Start* a selection is made to define how Bit 06 Ramp stop/start gates with the corresponding function on a digital input.

### Bit 07, Reset:

Bit 07 = '0' does not cause a reset.

Bit 07 = '1' causes the reset of a trip. Reset is activated on the signal's leading edge, i.e. when changing from logic '0' to logic '1'.

### Bit 08, Jog:

Bit 08 = '1' causes the output frequency to be determined by parameter 213 *Jog frequency*.

### Bit 09, Selection of ramp 1/2:

Bit 09 = "0" means that ramp 1 is active (parameters 207/208). Bit 09 = "1" means that ramp 2 (parameters 209/210) is active.

### Bit 10, Data not valid/Data valid:

Is used to tell the variable frequency drive whether the control word is to be used or ignored. Bit 10 = '0' causes the control word to be ignored, Bit 10 = '1' causes the control word to be used. This function is relevant, because the control word is always contained in the telegram, regardless of which type of telegram is used, i.e. it is possible to turn off the control word if you do not wish to use it in connection with updating or reading parameters.

### Bit 11, No function:

Bit 11 = relay output control.

### Bit 12, No function:

Bit 12 = digital output control.

### Bit 13/14, Selection of Setup:

Bits 13 and 14 are used to choose from the four menu Setups according to the following table:

| Setup | Bit 14 | Bit 13 |
|-------|--------|--------|
| 1     | 0      | 0      |
| 2     | 0      | 1      |
| 3     | 1      | 0      |
| 4     | 1      | 1      |

The function is only possible when *Multi-Setups* is selected in parameter 004 *Active Setup*.

Note: In parameter 507 *Selection of Setup* a selection is made to define how Bit 13/14 gates with the corresponding function on the digital inputs.

### Bit 15 Reverse

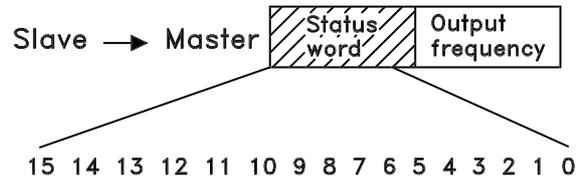
Bit 15 = '0' causes no reverse.

Bit 15 = '1' causes reverse.

Note: In the factory setting reverse is set to *digital* in parameter 506 *Reverse*. Bit 15 only

causes reverse when either *Ser. communication*, *Logic or* or *Logic and* is selected.

### ■ Status Word according to FC Profile



The status word is used to inform the master (e.g. a PC) of the slave's (variable frequency drive) mode. Slave⇒Master.

| Bit | Bit = 0                 | Bit = 1            |
|-----|-------------------------|--------------------|
| 00  |                         | Control ready      |
| 01  |                         | Drive ready        |
| 02  | Coasting stop           |                    |
| 03  | No trip                 | Trip               |
| 04  | Not used                |                    |
| 05  | Not used                |                    |
| 06  |                         | Trip lock          |
| 07  | No warning              | Warning            |
| 08  | Speed ≠ ref.            | Speed = ref.       |
| 09  | Local control           | Ser. communi.      |
| 10  | Outside frequency range | Frequency limit OK |
| 11  |                         | Motor running      |
| 12  |                         |                    |
| 13  |                         | Voltage warn.      |
| 14  |                         | Current limit      |
| 15  |                         | Thermal warn.      |

#### Bit 00, Control ready:

Bit 00 = '1'. The variable frequency drive is ready for operation.

Bit 00 = '0'. The variable frequency drive is not ready for operation.

#### Bit 01, Drive ready:

Bit 01 = '1'. The variable frequency drive is ready for operation, but there is an active coasting command via the digital inputs or via serial communication.

#### Bit 02, Coasting stop:

Bit 02 = '0'. The variable frequency drive has released the motor.

Bit 02 = '1'. The variable frequency drive can start the motor when a start command is given.

#### Bit 03, No trip/trip:

Bit 03 = '0' means that the variable frequency drive is not in fault mode.

Bit 03 = '1' means that the variable frequency drive is tripped, and that it needs a reset signal for operation to be reestablished.

Bit 04, Not used:

Bit 04 is not used in the status word.

Bit 05, Not used:

Bit 05 is not used in the status word.

Bit 06, Trip lock:

Bit 06 = '0' means that the variable frequency drive is not trip locked.

Bit 06 = '1' means that the variable frequency drive is trip locked and it cannot be reset before the electrical supply has been removed. The trip can be reset either with 24 V external control back up or after the power is connected again.

Bit 07, No warning/warning:

Bit 07 = '0' means that there are no warnings.

Bit 07 = '1' means that a warning has occurred.

Bit 08, Speed $\neq$  ref/speed = ref.:

Bit 08 = '0' means that the motor is running, but that the present speed is different from the preset speed reference. It might, for example, be the case while the speed is being ramped up/down during start/stop.

Bit 08 = '1' means that the motor's present speed is the same as the preset speed reference.

Bit 09, Local operation/serial communication control:

Bit 09 = '0' means that [STOP/RESET] is activated on the control unit, or that *Local control* in parameter 002 *Local/remote operation* is selected. It is not possible to control the variable frequency drive via serial communication.

Bit 09 = '1' means that it is possible to control the variable frequency drive via serial communication.

Bit 10, Outside frequency range:

Bit 10 = '0', if the output frequency has reached the value in parameter 201 *Output frequency low limit* or parameter 202 *Output frequency high limit*. Bit 10 = "1" means that the output frequency is within the defined limits.

Bit 11, Running/not running:

Bit 11 = '0' means that the motor is not running.

Bit 11 = '1' means that the variable frequency drive has a start signal or that the output frequency is greater than 0 Hz.

Bit 13, Voltage warning high/low:

Bit 13 = '0' means that there are no voltage warnings.

Bit 13 = '1' means that the DC voltage in the variable frequency drive's intermediate circuit is too low or too high.

Bit 14, Current limit:

Bit 14 = '0' means that the output current is less than the value in parameter 221 *Current Limit I<sub>LIM</sub>*.

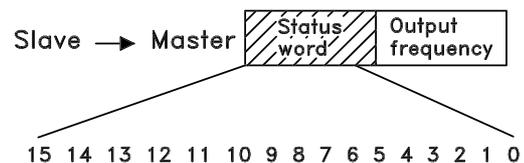
Bit 14 = '1' means that the output current is greater than the value in parameter 221 *Current Limit I<sub>LIM</sub>* and that the variable frequency drive will trip after a set period of time.

Bit 15, Thermal warning:

Bit 15 = '0' means that there is no thermal warning.

Bit 15 = '1' means that the temperature limit has been exceeded in either the motor, variable frequency drive or from a thermistor that is connected to a digital input.

### ■ Fast I/O FC-profile



The *Fast I/O FC-profile* can be used to monitor the digital inputs just by reading the status word. The input status in the status word reflects the actual input state (High or Low) regardless of the selected digital input function. The fast I/O profile(s) will only be available in drives fitted with Profibus. The response time from input changes until it is available on the Profibus is approximately 10 mS.

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| Bit | Bit =0                  | Bit =1                         |
|-----|-------------------------|--------------------------------|
| 00  |                         | Control ready                  |
| 01  |                         | Drive ready                    |
| 02  | Coasting stop           |                                |
| 03  | No trip                 | Trip                           |
| 04  | Not used                |                                |
| 05  | Digital input 27        | 0: Input LOW/<br>1: Input HIGH |
| 06  |                         | Trip lock                      |
| 07  | No warning              | Warning                        |
| 08  | Speed ≠ ref.            | Speed = ref.                   |
| 09  | Local control           | Ser. communication             |
| 10  | Outside frequency range | Frequency limit OK             |
| 11  |                         | Motor OK                       |
| 12  | Digital input 18        | 0: Input LOW/<br>1: Input HIGH |
| 13  | Digital input 19        | 0: Input LOW/<br>1: Input HIGH |
| 14  | Digital input 29        | 0: Input LOW/<br>1: Input HIGH |
| 15  | Digital input 33        | 0: Input LOW/<br>1: Input HIGH |

| Bit | Bit = 0            | Bit =1     |
|-----|--------------------|------------|
| 00  | OFF 1              | ON 1       |
| 01  | OFF 2              | ON 2       |
| 02  | OFF 3              | ON 3       |
| 03  | Coasting stop      |            |
| 04  | Quick stop         |            |
| 05  | Freeze outp. freq. |            |
| 06  | Ramp stop          | Start      |
| 07  |                    | Reset      |
| 08  |                    | Bus jog 1  |
| 09  |                    | Bus jog 2  |
| 10  | Data not valid     | Data valid |
| 11  |                    | Slow down  |
| 12  |                    | Catch-up   |
| 13  | Select Setup (lsb) |            |
| 14  | Select Setup (msb) |            |
| 15  |                    | Reverse    |

### Bit 00-01-02, OFF1-2-3/ON1-2-3:

Bit 00-01-02 = '0' causes ramp stop, which uses the ramp time in parameters 207/208 or 209/210.

If *Relay 123* is selected in parameter 323 *Relay output*, the output relay will be activated when the output frequency is 0 Hz.

Bit 00-01-02 = '1' means that the variable frequency drive can start the motor if the other starting conditions are fulfilled.

### Bit 03, Coasting stop:

See description under *Control word according to FC protocol*.

### Bit 04, Quick stop:

See description under *Control word according to FC protocol*.

### Bit 05, Freeze output frequency:

See description under *Control word according to FC protocol*.

### Bit 06, Ramp stop/start:

See description under *Control word according to FC protocol*.

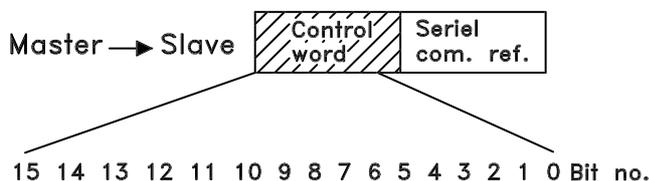
### Bit 07, Reset:

See description under *Control word according to FC protocol*.

### Bit 08, Jog 1:

Bit 08 = "1" means that the output frequency is determined by parameter 09 *Bus jog 1*.

### Control word according to Fieldbus Profile



To select *Profidrive* in the control word, parameter 512 *Telegram Profile* must be set to *Profidrive* [0].

The control word is used to send commands from a master (e.g. a PC) to a slave (variable frequency drive). Master⇒Slave.

**Bit 09, Jog 2:**

Bit 09 = "1" means that the output frequency is determined by parameter 510 *Bus jog 2*.

**Bit 10, Data not valid/Data valid:**

See description under *Control word according to FC protocol*.

**Bit 11, Slow-down:**

Used to reduce the speed reference by the value in parameter 219 *Catch-up/slow-down reference*.  
 Bit 11 = '0' does not cause any change to the reference.  
 Bit 11 = '1' means that the reference is reduced.

**Bit 12, Catch-up:**

Used to increase the speed reference by the value in parameter 219 *Catch-up/slow-down reference*.  
 Bit 12 = '0' does not cause any change to the reference.  
 Bit 12 = '1' means that the reference is increased.  
 If both *Slow down* and *Catch-up* are activated (Bits 11 and 12 = "1"), slow down has the highest priority, i.e. that the speed reference is reduced.

**Bit 13/14, Selection of Setup:**

See description under *Control word according to FC protocol*.

**Bit 15 Reverse:**

See description under *Control word according to FC protocol*.

| Bit | Bit = 0                 | Bit =1             |
|-----|-------------------------|--------------------|
| 00  |                         | Control ready      |
| 01  |                         | Drive ready        |
| 02  | Coasting stop           |                    |
| 03  | No trip                 | Trip               |
| 04  | ON 2                    | OFF 2              |
| 05  | ON 3                    | OFF 3              |
| 06  | Start enable            | Start disable      |
| 07  |                         | Warning            |
| 08  | Speed ≠ ref.            | Speed = ref.       |
| 09  | Local control           | Ser. communi.      |
| 10  | Outside frequency range | Frequency limit OK |
| 11  |                         | Motor running      |
| 12  |                         |                    |
| 13  |                         | Voltage warn.      |
| 14  |                         | Current limit      |
| 15  |                         | Thermal warn.      |

**Bit 00, Control not ready/ready:**

Bit 00 = '0' means that the Bit 00, 01 or 02 in the control word are '0' (OFF1, OFF2 or OFF3) or the variable frequency drive is not ready for operation.  
 Bit 00 = '1' means that the variable frequency drive is ready for operation.

**Bit 01, Drive ready:**

See description under *Status word according to FC protocol*.

**Bit 02, Coasting stop:**

Bit 02 = '0' means that Bits 00, 02 or 03 in the control word are "0" (OFF1, OFF3 or Coasting stop).  
 Bit 02 = '1' means that Bits 00, 01, 02 and 03 in the control word are "1", and that the variable frequency drive has not tripped.

**Bit 03, No trip/trip:**

See description under *Status word according to FC protocol*.

**Bit 04, ON 2/OFF 2:**

Bit 04 = '0' means that Bit 01 in the control word = '1'.  
 Bit 04 = '1' means that Bit 01 in the control word = '0'.

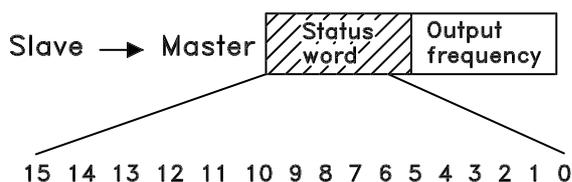
**Bit 05, ON 3/OFF 3:**

Bit 05 = '0' means that Bit 02 in the control word = '1'.  
 Bit 05 = '1' means that Bit 02 in the control word = '0'.

**Bit 06, Start enable/start disable:**

Bit 06 = '1' after reset of a trip, after activation of OFF2 or OFF3 and after connection of AC line voltage. *Start*

**■ Status word according to Profidrive protocol**



The status word is used to inform the master (e.g. a PC) of the slave's (variable frequency drive) mode. Slave⇒Master.

*disable* is reset by setting Bit 00 in the control word to '0', and Bit 01, 02 and 10 are set to '1'.

Bit 07, Warning:

See description under *Status word according to FC protocol*.

Bit 08, Speed:

See description under *Status word according to FC protocol*.

Bit 09, No warning/warning:

See description under *Status word according to FC protocol*.

Bit 10, Speed ≠ ref/speed = ref.:

See description under *Status word according to FC protocol*.

Bit 11, Running/not running:

See description under *Status word according to FC protocol*.

Bit 13, Voltage warning high/low:

See description under *Status word according to FC protocol*.

Bit 14, Current limit:

See description under *Status word according to FC protocol*.

Bit 15, Thermal warning:

See description under *Status word according to FC protocol*.

It is possible to change the direction of rotation via the serial reference. This is done by converting the binary reference value to 2' complement. See example.

Example - Control word and serial communication ref.:

The variable frequency drive is to receive a start command and the reference is to be set to 50% (2000 Hex) of the reference range.  
Control word = 047F Hex ⇒ Start command.  
Reference = 2000 Hex ⇒ 50% reference.

|              |           |
|--------------|-----------|
| 047F H       | 2000 H    |
| Control word | Reference |

The variable frequency drive is to receive a start command and the reference is to be set to -50% (-2000 Hex) of the reference range.

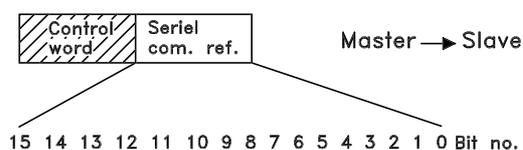
The reference value is first converted to 1' complement, and then 1 is added binary to obtain 2' complement:

|               |                          |
|---------------|--------------------------|
| 2000 Hex      | 0010 0000 0000 0000 0000 |
| 1' complement | 1101 1111 1111 1111 1111 |
|               | + 1                      |
| 2' complement | 1110 0000 0000 0000 0000 |

Control word = 047F Hex ⇒ Start command.  
Reference = E000 Hex ⇒ -50% reference.

|              |           |
|--------------|-----------|
| 047F H       | E000 H    |
| Control word | Reference |

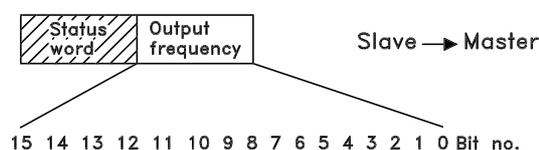
### ■ Serial communication reference



The serial communication reference is transferred to the variable frequency drive as a 16-bit word. The value is transferred in whole numbers 0 - ±32767 (±200%). 16384 (4000 Hex) corresponds to 100%.

The serial communication reference has the following format: 0-16384 (4000 Hex) ≅ 0-100% (Par. 204 *Minimum ref.* - Par. 205 *Maximum ref.*).

### ■ Present output frequency



The value of the variable frequency drive's present output frequency is transferred as a 16-bit word. The value is transferred as whole numbers 0 - ±32767 (±200%). 16384 (4000 Hex) corresponds to 100%.

Output frequency has the following format:

0-16384 (4000 Hex)  $\cong$  0-100% (Par. 201  
*Output frequency low limit* - Par. 202 *Output  
frequency high limit*).

Example - Status word and current output frequency:

The master receives a status message from the  
variable frequency drive that the current output  
frequency is 50% of the output frequency range.

Par. 201 *Output frequency low limit* = 0 Hz

Par. 202 *Output frequency high limit* = 50 Hz

Status word = 0F03 Hex.

Output frequency= 2000 Hex  $\Rightarrow$  50% of the frequency  
range, corresponding to 25 Hz.

|                |                     |
|----------------|---------------------|
| 0F03 H         | 2000 H              |
| Status<br>word | Output<br>frequency |

### Serial communication

#### 500 Address (BUS ADDRESS)

##### Value:

|  |     |
|--|-----|
| Parameter 500 Protocol = FC protokol [0] | ★ 1 |
| 0 - 247                                  |     |
| Parameter 500 Protocol = Metasys N2 [1]  | ★ 1 |
| 1 - 255                                  |     |
| Parameter 500 Protocol = MODBUS RTU [3]  | ★ 1 |
| 1 - 247                                  |     |

##### Function:

This parameter allows the allocation of an address to each variable frequency drive in a serial communication network.

##### Description of choice:

The individual variable frequency drive must be allocated a unique address.

If the number of units connected (variable frequency drives + master) is higher than 31, a repeater must be used.

Parameter 500 *Address* cannot be selected via the serial communication, but must be preset via the control unit.

#### 501 Baudrate (BAUDRATE)

##### Value:

|                        |     |
|------------------------|-----|
| 300 Baud (300 BAUD)    | [0] |
| 600 Baud (600 BAUD)    | [1] |
| 1200 Baud (1200 BAUD)  | [2] |
| 2400 Baud (2400 BAUD)  | [3] |
| 4800 Baud (4800 BAUD)  | [4] |
| ★9600 Baud (9600 BAUD) | [5] |

##### Function:

This parameter is for programming the speed at which data is transmitted via the serial port. Baud rate is defined as the number of bits transmitted per second.

##### Description of choice:

The variable frequency drive's transmission speed must be set at a value corresponding to the transmission speed of the master.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

Parameter 501 *Baudrate* cannot be selected via the serial port, but must be preset via the operating unit.

#### 502 Coasting Stop (COASTING SELECT)

##### Value:

|                               |     |
|-------------------------------|-----|
| Digital input (DIGITAL INPUT) | [0] |
| Serial port (SERIAL PORT)     | [1] |
| Logic and (LOGIC AND)         | [2] |
| ★Logic or (LOGIC OR)          | [3] |

##### Function:

Parameters 502-508 allow a choice between controlling the variable frequency drive via the digital inputs and/or via the serial port.

If *Serial port* [1] is selected, the relevant command can only be activated if a command is given via the serial port.

In the case of *Logic and* [2] the function must also be activated via a digital input.

##### Description of choice:

The table below shows when the motor is running and when it is coasting, when each of the following is selected: *Digital input* [0], *Serial port* [1], *Logic and* [2] or *Logic or* [3].



#### NOTE

Note that *Coasting stop* and Bit 03 in the control word are active at logic '0'.

| Digital input [0] |           |               |
|-------------------|-----------|---------------|
| Dig. input        | Ser. port | Function      |
| 0                 | 0         | Coasting      |
| 0                 | 1         | Coasting      |
| 1                 | 0         | Motor running |
| 1                 | 1         | Motor running |

| Serial port [1] |           |               |
|-----------------|-----------|---------------|
| Dig. input      | Ser. port | Function      |
| 0               | 0         | Coasting      |
| 0               | 1         | Motor running |
| 1               | 0         | Coasting      |
| 1               | 1         | Motor running |

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| Logic and [2] |           |               |
|---------------|-----------|---------------|
| Dig. input    | Ser. port | Function      |
| 0             | 0         | Coasting      |
| 0             | 1         | Motor running |
| 1             | 0         | Motor running |
| 1             | 1         | Motor running |

| Logic or [3] |           |               |
|--------------|-----------|---------------|
| Dig. input   | Ser. port | Function      |
| 0            | 0         | Coasting      |
| 0            | 1         | Coasting      |
| 1            | 0         | Coasting      |
| 1            | 1         | Motor running |

| Logic and [2] |             |               |
|---------------|-------------|---------------|
| Dig. input    | Serial port | Function      |
| 0             | 0           | Quick stop    |
| 0             | 1           | Motor running |
| 1             | 0           | Motor running |
| 1             | 1           | Motor running |

| Logic or [3] |             |               |
|--------------|-------------|---------------|
| Dig. input   | Serial port | Function      |
| 0            | 0           | Quick stop    |
| 0            | 1           | Quick stop    |
| 1            | 0           | Quick stop    |
| 1            | 1           | Motor running |

### 503 Quick-stop

#### (Q STOP SELECT)

##### Value:

|                               |     |
|-------------------------------|-----|
| Digital input (DIGITAL INPUT) | [0] |
| Serial port (SERIAL PORT)     | [1] |
| Logic and (LOGIC AND)         | [2] |
| ★Logic or (LOGIC OR)          | [3] |

##### Function:

See function description for parameter 502  
*Coasting stop.*

##### Description of choice:

The table below shows when the motor is running and when it is in Quick stop mode, when each of the following is selected: *Digital input* [0], *Serial port* [1], *Logic and* [2] or *Logic or* [3].



#### NOTE

Note that *Quick stop inverse* and Bit 04 in the control word are active at logic '0'.

| Digital input [0] |             |               |
|-------------------|-------------|---------------|
| Dig. input        | Serial port | Function      |
| 0                 | 0           | Quick stop    |
| 0                 | 1           | Quick stop    |
| 1                 | 0           | Motor running |
| 1                 | 1           | Motor running |

| Serial port [1] |             |               |
|-----------------|-------------|---------------|
| Dig. input      | Serial port | Function      |
| 0               | 0           | Quick stop    |
| 0               | 1           | Motor running |
| 1               | 0           | Quick stop    |
| 1               | 1           | Motor running |

### 504 DC brake

#### (DC BRAKE SELECT)

##### Value:

|                               |     |
|-------------------------------|-----|
| Digital input (DIGITAL INPUT) | [0] |
| Serial port (SERIAL PORT)     | [1] |
| Logic and (LOGIC AND)         | [2] |
| ★Logic or (LOGIC OR)          | [3] |

##### Function:

See function description for parameter 502  
*Coasting stop.*

##### Description of choice:

The table below shows when the motor is running and the DC braking when each of the following is selected *Digital input* [0], *Serial port* [1], *Logic and* [2] or *Logic or* [3].



#### NOTE

Note that *DC braking inverse* and Bit 02 in the control word are active at logic '0'.

| Digital input [0] |           |               |
|-------------------|-----------|---------------|
| Dig. input        | Ser. port | Function      |
| 0                 | 0         | DC braking    |
| 0                 | 1         | DC braking    |
| 1                 | 0         | Motor running |
| 1                 | 1         | Motor running |

| Serial port [1] |           |               |
|-----------------|-----------|---------------|
| Dig. input      | Ser. port | Function      |
| 0               | 0         | DC braking    |
| 0               | 1         | Motor running |
| 1               | 0         | DC braking    |
| 1               | 1         | Motor running |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

| Logic and [2] |           |               |
|---------------|-----------|---------------|
| Dig. input    | Ser. port | Function      |
| 0             | 0         | DC braking    |
| 0             | 1         | Motor running |
| 1             | 0         | Motor running |
| 1             | 1         | Motor running |

| Logic or [3] |           |               |
|--------------|-----------|---------------|
| Dig. input   | Ser. port | Function      |
| 0            | 0         | DC braking    |
| 0            | 1         | DC braking    |
| 1            | 0         | DC braking    |
| 1            | 1         | Motor running |

| Logic and [2] |           |          |
|---------------|-----------|----------|
| Dig. input    | Ser. port | Function |
| 0             | 0         | Stop     |
| 0             | 1         | Stop     |
| 1             | 0         | Stop     |
| 1             | 1         | Start    |

| Logic or [3] |           |          |
|--------------|-----------|----------|
| Dig. input   | Ser. port | Function |
| 0            | 0         | Stop     |
| 0            | 1         | Start    |
| 1            | 0         | Start    |
| 1            | 1         | Start    |

### 505 Start

#### (START SELECT)

#### Value:

|                               |     |
|-------------------------------|-----|
| Digital input (DIGITAL INPUT) | [0] |
| Serial port (SERIAL PORT)     | [1] |
| Logic and (LOGIC AND)         | [2] |
| ★Logic or (LOGIC OR)          | [3] |

#### Function:

See function description for parameter 502  
*Coasting stop.*

#### Description of choice:

The table below shows when the motor has stopped and when the variable frequency drive has a start command when each of the following is selected: *Digital input* [0], *Serial port* [1], *Logic and* [2] or *Logic or* [3].

| Digital input [0] |           |          |
|-------------------|-----------|----------|
| Dig. input        | Ser. port | Function |
| 0                 | 0         | Stop     |
| 0                 | 1         | Stop     |
| 1                 | 0         | Start    |
| 1                 | 1         | Start    |

| Serial port [1] |           |          |
|-----------------|-----------|----------|
| Dig. input      | Ser. port | Function |
| 0               | 0         | Stop     |
| 0               | 1         | Start    |
| 1               | 0         | Stop     |
| 1               | 1         | Start    |

### 506 Reverse

#### (REVERSE SELECT)

#### Value:

|                               |     |
|-------------------------------|-----|
| Digital input (DIGITAL INPUT) | [0] |
| Serial port (SERIAL PORT)     | [1] |
| Logic and (LOGIC AND)         | [2] |
| ★Logic or (LOGIC OR)          | [3] |

#### Function:

See function description for parameter 502  
*Coasting stop.*

#### Description of choice:

The table below shows when the motor is running clockwise and counter-clockwise when each of the following is selected: *Digital input* [0], *Serial port* [1], *Logic and* [2] or *Logic or* [3].

| Digital input [0] |           |                   |
|-------------------|-----------|-------------------|
| Dig. input        | Ser. port | Function          |
| 0                 | 0         | Clockwise         |
| 0                 | 1         | Clockwise         |
| 1                 | 0         | Counter-clockwise |
| 1                 | 1         | Counter-clockwise |

| Serial port [1] |           |                   |
|-----------------|-----------|-------------------|
| Dig. input      | Ser. port | Function          |
| 0               | 0         | Clockwise         |
| 0               | 1         | Counter-clockwise |
| 1               | 0         | Clockwise         |
| 1               | 1         | Counter-clockwise |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

| Logic and [2] |           |                   |
|---------------|-----------|-------------------|
| Dig. input    | Ser. port | Function          |
| 0             | 0         | Clockwise         |
| 0             | 1         | Clockwise         |
| 1             | 0         | Clockwise         |
| 1             | 1         | Counter-clockwise |

| Logic or [3] |           |                   |
|--------------|-----------|-------------------|
| Dig. input   | Ser. port | Function          |
| 0            | 0         | Clockwise         |
| 0            | 1         | Counter-clockwise |
| 1            | 0         | Counter-clockwise |
| 1            | 1         | Counter-clockwise |

### 507 Selection of Setup

#### (SETUP SELECT)

##### Value:

|                                    |     |
|------------------------------------|-----|
| Digital input (DIGITAL INPUT)      | [0] |
| Serial communication (SERIAL PORT) | [1] |
| Logic and (LOGIC AND)              | [2] |
| ★Logic or (LOGIC OR)               | [3] |

##### Function:

See function description of parameter 502  
Coasting stop.

##### Description of choice:

The table below shows which Setup (parameter 004 *Active Setup*) is selected for each of the following: *Digital input* [0], *Serial communication* [1], *Logic and* [2] or *Logic or* [3].

| Digital input [0] |           |          |
|-------------------|-----------|----------|
| Setup msb         | Setup lsb | Function |
| 0                 | 0         | Setup 1  |
| 0                 | 1         | Setup 2  |
| 1                 | 0         | Setup 3  |
| 1                 | 1         | Setup 4  |

| Serial communication [1] |           |          |
|--------------------------|-----------|----------|
| Setup msb                | Setup lsb | Function |
| 0                        | 0         | Setup 1  |
| 0                        | 1         | Setup 2  |
| 1                        | 0         | Setup 3  |
| 1                        | 1         | Setup 4  |

| Logic and [2] |               |                |                |           |
|---------------|---------------|----------------|----------------|-----------|
| Bus Setup msb | Bus Setup lsb | Dig. Setup msb | Dig. Setup lsb | Setup no. |
| 0             | 0             | 0              | 0              | 1         |
| 0             | 0             | 0              | 1              | 1         |
| 0             | 0             | 1              | 0              | 1         |
| 0             | 0             | 1              | 1              | 1         |
| 0             | 1             | 0              | 0              | 1         |
| 0             | 1             | 0              | 1              | 2         |
| 0             | 1             | 1              | 0              | 1         |
| 0             | 1             | 1              | 1              | 2         |
| 1             | 0             | 0              | 0              | 1         |
| 1             | 0             | 0              | 1              | 1         |
| 1             | 0             | 1              | 0              | 3         |
| 1             | 0             | 1              | 1              | 3         |
| 1             | 1             | 0              | 0              | 1         |
| 1             | 1             | 0              | 1              | 2         |
| 1             | 1             | 1              | 0              | 3         |
| 1             | 1             | 1              | 1              | 4         |

| Logic or [3]  |               |                |                |           |
|---------------|---------------|----------------|----------------|-----------|
| Bus Setup msb | Bus Setup lsb | Dig. Setup msb | Dig. Setup lsb | Setup no. |
| 0             | 0             | 0              | 0              | 1         |
| 0             | 0             | 0              | 1              | 2         |
| 0             | 0             | 1              | 0              | 3         |
| 0             | 0             | 1              | 1              | 4         |
| 0             | 1             | 0              | 0              | 2         |
| 0             | 1             | 0              | 1              | 2         |
| 0             | 1             | 1              | 0              | 4         |
| 0             | 1             | 1              | 1              | 4         |
| 1             | 0             | 0              | 0              | 3         |
| 1             | 0             | 0              | 1              | 4         |
| 1             | 0             | 1              | 0              | 3         |
| 1             | 0             | 1              | 1              | 4         |
| 1             | 1             | 0              | 0              | 4         |
| 1             | 1             | 0              | 1              | 4         |
| 1             | 1             | 1              | 0              | 4         |
| 1             | 1             | 1              | 1              | 4         |

### 508 Selection of preset ref.

#### (PRES.REF. SELECT)

##### Value:

|                                    |     |
|------------------------------------|-----|
| Digital input (DIGITAL INPUT)      | [0] |
| Serial communication (SERIAL PORT) | [1] |
| Logic and (LOGIC AND)              | [2] |
| ★Logic or (LOGIC OR)               | [3] |

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**Function:**

See function description of parameter 502 *Coasting stop*.

**Description of choice:**

Preset references via serial communication are active when parameter 512 *Telegram profile* is set to *FC protocol* [1].

**509 Bus jog 1 (BUS JOG 1 FREQ.)**

**510 Bus jog 2 (BUS JOG 2 FREQ.)**

**Value:**

0.0 - par. 202 *Output frequency high limit*  
 ★ 10,0 Hz

**Function:**

If parameter 512 *Telegram Profile* shows the selection *Profidrive* [0], two fixed speeds (Jog 1 or Jog 2) can be selected via the serial port. The function is the same as in parameter 213 *Jog frequency*.

**Description of choice:**

Jog frequency  $f_{JOG}$  can be selected between 0 Hz and  $f_{MAX}$ .

**512 Telegram Profile**

**(TELEGRAM PROFILE)**

**Value:**

|   |     |
|---|-----|
| Profidrive (PROFIDRIVE)                   | [0] |
| ★FC protocol (FC PROTOCOL)                | [1] |
| Fast I/O FC-profile (FAST I/O FC-PROFILE) | [2] |

**Function:**

It is possible to choose between three different control word profiles.

**Description of choice:**

Select the desired control word profile. See *Serial port for FCD 300* for further details of control word profiles.

**513 Bus time interval**

**(BUS TIMEOUT TIME)**

**Value:**

1 - 99 sec. ★ 1 sec.

**Function:**

In this parameter it is possible to preset the maximum time expected to elapse between receipt of two consecutive telegrams. If this time is exceeded, the serial communication is assumed to have stopped and the desired reaction is preset in parameter 514 *Bus time interval function*.

**Description of choice:**

Preset the required time.

**514 Bus time interval function**

**(BUS TIMEOUT FUNC)**

**Value:**

|   |     |
|---|-----|
| ★Off (OFF)                              | [0] |
| Freeze output frequency (FREEZE OUTPUT) | [1] |
| Stop (STOP)                             | [2] |
| Jogging (JOGGING)                       | [3] |
| Max. speed (MAX SPEED)                  | [4] |
| Stop and trip (STOP AND TRIP)           | [5] |

**Function:**

In this parameter you can select the required reaction for the variable frequency drive when the preset time in parameter 513 *Bus time interval* has been exceeded. If choices [1] to [5] are activated the output relay will be deactivated.

**Description of choice:**

The output frequency of the variable frequency drive can be frozen at the present value, stop the motor, be frozen at parameter 213 *Jogging frequency*, be frozen at parameter 202 *Output frequency, high limit*  $f_{MAX}$  or stop and activate a cut out.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

| 515-544 Data readout |                       |                     |          |                 |
|----------------------|-----------------------|---------------------|----------|-----------------|
| Value:               |                       |                     |          |                 |
| Par. no.             | Description           | Display text        | Unit     | Update interval |
| 515                  | Res. reference        | (REFERENCE %)       | %        |                 |
| 516                  | Res. reference [Unit] | (REFERENCE [UNIT])  | Hz, rpm  |                 |
| 517                  | Feedback [Unit]       | (FEEDBACK [UNIT])   | Par. 416 |                 |
| 518                  | Frequency             | (FREQUENCY)         | Hz       |                 |
| 519                  | Frequency x scale     | (FREQUENCY X SCALE) | Hz       |                 |
| 520                  | Motor current         | (MOTOR CURRENT)     | Amp      |                 |
| 521                  | Torque                | (TORQUE)            | %        |                 |
| 522                  | Power[kW]             | (POWER (KW))        | kW       |                 |
| 523                  | Power[HP]             | (POWER (HP))        | HP       |                 |
| 524                  | Motor voltage         | (MOTOR VOLTAGE)     | V        |                 |
| 525                  | DC-link voltage       | (DC LINK VOLTAGE)   | V        |                 |
| 526                  | Thermal load motor    | (MOTOR THERMAL)     | %        |                 |
| 527                  | Thermal load inverter | (INV. THERMAL)      | %        |                 |
| 528                  | Digital input         | (DIGITAL INPUT)     | Bin      |                 |
| 529                  | Term.53, analog input | (ANALOG INPUT 53)   | V        |                 |
| 531                  | Term.60, analog input | (ANALOG INPUT 60)   | mA       |                 |
| 532                  | Term. 33, pulse input | (PULSE INPUT 33)    | Hz       |                 |
| 533                  | External ref.         | (EXT. REF.%)        | %        |                 |
| 534                  | Status word, Hex      | (STATUS WORD)       | Hex      |                 |
| 537                  | Inverter temperature  | (INVERTER TEMP.)    | °C       |                 |
| 538                  | Alarm word            | (ALARM WORD)        | Hex      |                 |
| 539                  | Control word          | (CONTROL WORD)      | Hex      |                 |
| 540                  | Warning word          | (WARN. WORD)        | Hex      |                 |
| 541                  | Extended status word  | (EXT. STATUS WORD)  | Hex      |                 |
| 544                  | Pulse count           | (PULSE COUNT)       |          |                 |
| 545                  | Term. 29, pulse input | (PULSE INPUT 29)    | Hz       |                 |

### Function:

These parameters can be read out via the serial communication port and the LCP display. See also parameters 009-012 *Display readout*.



### NOTE

Parameters 515-541 can only be read out via the serial communication port.

### Description of choice:

*Resulting reference %, parameter 515:*

Gives the resulting reference as a percentage in the range from Minimum reference, Ref<sub>MIN</sub> to Maximum reference, Ref<sub>MAX</sub>. See also *Dealing with references*.

*Resulting reference [unit], parameter 516:*

Gives the resulting reference in Hz in Open loop (parameter 100). In a closed loop the reference unit is selected in parameter 416 *Process units*.

*Feedback [unit], parameter 517:*

Gives the resulting feedback value with the unit/scaling selected in parameters 414, 415 and 416. See also dealing with feedback.

*Frequency [Hz], parameter 518:*

Gives the output frequency from the variable frequency drive.

★ = factory setting. () = display text [] = value for use in communication via serial communication port

*Frequency x scaling [-], parameter 519:*

corresponds to the present output frequency  $f_M$  multiplied by the factor preset in parameter 008 *Display scaling of output frequency*.

*Motor current [A], parameter 520:*

Gives the motor's phase current measured as an effective value.

*Torque [Nm], parameter 521:*

Gives the motor's present load in relation to the motor's rated torque.

*Power [kW], parameter 522:*

Gives the present power absorbed by the motor in HP.

*Power [HP], parameter 523:*

Gives the present power absorbed by the motor in HP.

*Motor voltage, parameter 524:*

Gives the voltage being supplied to the motor.

*DC link voltage, parameter 525:*

Gives the intermediate circuit voltage in the variable frequency drive.

*Thermal load, motor [%], parameter 526:*

Gives the calculated/estimated thermal load on the motor. 100% is the cut-out limit. See also parameter 128 *Thermal motor protection*.

*Thermal load INV [%], parameter 527:*

Gives the calculated/estimated thermal load on the variable frequency drive. 100% is the cut-out limit.

*Digital input, parameter 528:*

Gives the signal status from the 5 digital inputs (18, 19, 27, 29 and 33). Input 18 corresponds to the bit on the extreme left. '0' = no signal, '1' = connected signal.

*Terminal 53 analog input [V], parameter 529:*

Gives the voltage value for the signal on terminal 53.

*Terminal 60 analog input [mA], parameter 531*

Gives the present value for the signal on terminal 60.

*Pulse input 33[Hz], parameter 532:*

Gives a pulse frequency in Hz connected to terminal 33.

*External reference, parameter 533:*

Gives the sum of external references as a percentage (sum of analog/pulse/serial communication) in the range from Minimum reference,  $Ref_{MIN}$  to Maximum reference,  $Ref_{MAX}$ .

*Status word, parameter 534:*

Gives the present status word for the variable frequency drive in Hex. See *Serial communication for the VLT 2800*.

*Inverter temperature, parameter 537:*

Gives the present inverter temperature on the variable frequency drive. The cut-out limit is 194-212 °F (90-100 °C), with cut back in at 158 ± 10% °F (70 ± 5 °C).

*Alarm word, parameter 538:*

Gives in Hex code which alarm is on the variable frequency drive. See *Warning word, extended status word and alarm word*.

*Control word, parameter 539:*

Gives the present control word on the variable frequency drive in Hex. See *Serial communication for the FCD 300*.

*Warning word, parameter 540:*

States whether there is a warning on the variable frequency drive in Hex. See *Warning word, extended status word and alarm word*.

*Extended status word, parameter 541:*

States whether there is a warning on the variable frequency drive in Hex code. See *Warning word, extended status word and alarm word*.

*Pulse count, parameter 544:*

This parameter can be read out via the LCP display (009-012). When you run with counter stop, this parameter enables you, either with or without reset, to read the number of pulses registered by the device. The highest frequency is 67.6 kHz, while the lowest is 5 Hz. The counter is reset when counter stop is restarted.

*Pulse input 29[Hz], parameter 545:*

Gives a pulse frequency in Hz connected to terminal 29.

---

### 561 Protocol

#### (PROTOCOL)

#### Value:

|                            |     |
|----------------------------|-----|
| ★FC protocol (FC PROTOKOL) | [0] |
| Metasys N2 (METASYS N2)    | [1] |
| Modbus RTU                 | [3] |

#### Function:

There is a choice of three different protocols.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port



### ■ Technical functions

#### 600-605 Operating Data

##### Value:

| Par. no. | Description                | Display text      | Unit            | Range           |
|----------|----------------------------|-------------------|-----------------|-----------------|
| 600      | Operating hours            | (OPERATING HOURS) | Hours           | 0-130,000.0     |
| 601      | Hours run                  | (RUNNING HOURS)   | Hours           | 0-130,000.0     |
| 602      | kWh counter                | (KWH COUNTER)     | kWh             | Depends on unit |
| 603      | Number of power-ups        | (POWER UPS)       | Number of times | 0-9999          |
| 604      | Number of overtemperatures | (OVER TEMPS)      | Number of times | 0-9999          |
| 605      | Number of overvoltages     | (OVER VOLTS)      | Number of times | 0-9999          |

##### Function:

These parameters can be read out via the serial communication port and the LCP control unit.

##### Description of choice:

*Parameter 600, Operating hours:*

Gives the number of hours the adjustable frequency drive has been operating. The value is saved every hour and when there is an AC line failure. This value cannot be reset.

*Parameter 601, Hours run:*

Gives the number of hours the motor has been operating since the reset in parameter 619 *Reset of hours-run counter*. The value is saved every hour and when there is an AC line failure.

*Parameter 602, kWh counter:*

Gives the adjustable frequency drive's output energy in kWh. The calculation is based on the mean kW value over one hour. This value can be reset using parameter 618 *Reset of kWh counter*.

Range: 0 - depends on unit.

*Parameter 603, Number of power-ups:*

Gives the number of power-ups of the supply voltage undertaken on the adjustable frequency drive.

*Parameter 604, Number of overtemperatures:*

Gives the number of overtemperature faults that have been registered on the adjustable frequency drive's heatsink.

*Parameter 605, Number of overvoltages:*

Gives the number of overvoltages of the intermediate circuit voltage in the adjustable frequency drive. This is only counted when Alarm 7*Overvoltage* is active.



##### NOTE

Parameters 615-617 *Fault log* cannot be read out via the integral control unit.

#### 615 Fault log: Error code

##### (F.LOG: ERROR COD)

##### Value:

[Index 1 - 10] Error code: 0 - 99

##### Function:

In this parameter it is possible to see the reason for a trip (cut-out of the variable frequency drive) occurring. 10 [1-10] log values are defined. The lowest log number [1] contains the latest/most recently saved data value. The highest log number [10] contains the oldest data value saved. If a trip occurs, it is possible to see the cause, time and a possible value of the output current or output voltage.

##### Description of choice:

Given as a fault code, in which the number refers to a table. See the table in *Warnings/alarm messages*.

#### 616 Fault log: Time

##### (F.LOG: TIME)

##### Value:

[Index 1 - 10] Hours: 0 - 130,000.0

##### Function:

In this parameter it is possible to see the total number of operating hours in connection with the last 10 trips. 10 [1-10] log values are denoted. The lowest log number [1] contains the latest/most recently

★ = factory setting. () = display text [] = value for use in communication via serial communication port

saved data value, and the highest log number [10] contains the oldest data value.

### Description of choice:

Read out as one value.

### 617 Fault log: Value

#### (F.LOG: VALUE)

#### Value:

[Index 1 - 10] Value: 0 - 9999

#### Function:

In this parameter it is possible to see at which value a trip occurred. The unit of the value depends on which alarm is active in parameter 615 *Fault log: Fault code*.

### Description of choice:

Read out as one value.

### 618 Reset of kWh counter

#### (RESET KWH COUNT)

#### Value:

★No reset (DO NOT RESET) [0]  
Reset (RESET COUNTER) [1]

#### Function:

Resetting parameter 602 *kWh counter* to zero.

### Description of choice:

If *Reset* [1] is selected and you press the [OK] key, the variable frequency drive's kWh counter is reset to zero. This parameter cannot be selected via serial communication.



#### NOTE

When the [OK] key is activated, the counter is reset to zero.

### 619 RESET RUNNING HOURS COUNTER

#### (RESET RUN. HOUR)

#### Value:

★No reset (DO NOT RESET) [0]  
Reset (RESET COUNTER) [1]

#### Function:

Resetting of parameter 601 *Hours run* to zero.

### Description of choice:

If *Reset* [1] is selected and you press the [OK] key, the variable frequency drive's parameter 601 is reset to zero *Hours run*. This parameter cannot be selected via serial communication.



#### NOTE

When the [OK] key is activated the parameter is reset to zero.

### 620 Operation Mode

#### (OPERATION MODE)

#### Value:

★Normal operation (NORMAL OPERATION) [0]  
Control card test (CONTROL CARD TEST) [2]  
Initialize (INITIALIZE) [3]

#### Function:

In addition to its normal function, this parameter can be used to test the control card.

There is also the opportunity to perform an initialization at the factory setting for all parameters in all Setups, with the exception of parameters 500 *Address*, 501 *Baudrate*, 600-605 *Operating data* and 615-617 *Fault log*.

### Description of choice:

Normal function [0] is used for normal operation of the motor.

Control card test [2] is selected if you wish to check the control card's analog/digital inputs, analog/digital outputs, relay outputs and 10 V and 24 V voltages. The test is performed as follows:

18 - 19 - 27 - 29 - 33 - 46 are connected.

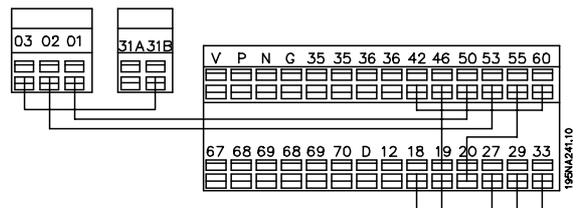
20 - 55 are connected.

42 - 60 are connected.

01 - 50 are connected.

02 - 53 are connected.

03 - 31B are connected.



★ = factory setting. () = display text [] = value for use in communication via serial communication port

Use the following procedure for the control card test:

1. Select control card test.
2. Disconnect the AC line voltage and wait until the light in the display has disappeared.
3. Mount according to drawing and description.
4. Connect the AC line voltage.
5. The variable frequency drive automatically undertakes a test of the control card.

If the LEDs are flashing a code (4 LEDs alternatively), the control card test has failed (see the section *Internal fault* for further details. Change the control card to start up the variable frequency drive.

If the variable frequency drive comes into Normal/Display mode, the test is OK. Remove the test connector and the variable frequency drive is ready for operation. Parameter 620 *Operating mode* is automatically set to *Normal operation* [0].

*Initialization* [3] is selected if you wish to use the unit's factory setting.

Procedure for initialization:

1. Select *Initialization* [3].
2. Disconnect the AC line voltage and wait until the light in the display has disappeared.
3. Connect the AC line voltage.
4. An initialization is performed in all parameters in all Setups, with the exception of parameters 500 *Address*, 501 *Baudrate*, 600-605 *Operating data* and 615-617 *Fault log*.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### 621-642 Nameplate

#### Value:

| Par. no | Description                           | Display text       |
|---------|---------------------------------------|--------------------|
| 621     | Unit type                             | (DRIVE TYPE)       |
| 624     | Software version                      | (SOFTWARE VERSION) |
| 625     | LCP identification no.                | (LCP VERSION)      |
| 626     | Database identification no.           | (DATABASE VER.)    |
| 627     | Power parts version                   | (POWER UNIT DB ID) |
| 628     | Application option type               | (APP. OPTION)      |
| 630     | Communication option type             | (COM. OPTION)      |
| 632     | BMC software identification           | (BMC-SOFTWARE ID)  |
| 634     | Unit identification for communication | (UNIT ID)          |
| 635     | Software parts no.                    | (SW. PART NO.)     |
| 640     | Software version                      | (SOFTWARE VERSION) |
| 641     | BMC-software identification           | (BMC2 SW)          |
| 642     | Power card identification             | (POWER ID)         |

#### Function:

The unit's main data can be read out from parameters 621 to 635 *Nameplate* using the LCP control unit or serial communication. Parameters 640 - 642 can also be seen on the unit's integral display.

#### Description of choice:

*Parameter 621 Nameplate: Unit type:*  
Gives unit size and AC line voltage.  
Example: FCD 311 380-480 V.

*Parameter 624 Nameplate: Software version no.*  
The unit's present software version number appears here.  
Example: V 1.00

*Parameter 625 Nameplate: LCP ID number:*  
The ID number of the unit's LCP appears here.  
Example: ID 1.42 2 kB

*Parameter 626 Nameplate: Database ID number:*  
The ID number of the software's database appears here.  
Example: ID 1.14.

*Parameter 627 Nameplate: Power section version:*  
The ID number of the unit's power section appears here.  
Example: ID 1.15.

*Parameter 628 Nameplate: Application option type:*  
Here you can see which types of application options are installed in the variable frequency drive.

*Parameter 630 Nameplate: Communication option type:*  
Here you can see which types of communication options are installed in the variable frequency drive.

*Parameter 632 Nameplate: BMC software identification:*  
The ID number of the BMC software appears here.

*Parameter 634 Nameplate: Unit identification for communication:*  
The ID number for communication appears here.

*Parameter 635 Nameplate: Software section no.:*  
The software section number appears here.

*Parameter 640 Nameplate: Software version:*  
The unit's present software version number appears here. Example: 1.00

*Parameter 641 Nameplate: BMC software identification:*  
The ID number of the BMC software appears here.

*Parameter 642 Nameplate: Power card identification:*  
The ID number of the unit's power part appears here. Example: 1.15

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

**678 Configure Control Card****(CONFIG CONTROL CARD)****Value:**

|  |     |
|--|-----|
| Standard version (STANDARD VERSION)                | [1] |
| Profibus 3 Mbaud Version<br>(PROFIBUS 3 MB VER.)   | [2] |
| Profibus 12 Mbaud Version<br>(PROFIBUS 12 MB VER.) | [3] |

**Function:**

This parameter enables a configuration of a Profibus Control Card. The default value depends on the produced unit, also being the maximum obtainable value. This means, that a control card only can be downgraded to a lower performance version.

---

★ = factory setting. () = display text [] = value for use in communication via serial communication port

### ■ Dynamic braking

With the FCD 300 the dynamic braking quality in an application can be improved in two ways, either with the aid of brake resistors or AC braking.

Danfoss offers a complete range of brake resistors for all FCD 300 variable frequency drives.

It is the job of the *brake resistor* to apply a load to the intermediate circuit during braking, thereby ensuring that the brake power can be absorbed by the brake resistor.

Without a brake resistor, the intermediate circuit voltage of the variable frequency drive would go on rising, until cutting out for protection. The advantage of using a brake resistor is that you can brake quickly with large loads, e.g. on a conveyor belt.

Danfoss has chosen a solution in which the brake resistor is not integrated into the variable frequency drive.

- This gives the user the following advantages:
- The resistor's cycle time can be selected as required.
  - The heat generated during braking can be diverted outside the panel cabinet, where the energy can possibly be utilized.
  - No overheating of the electronic components, even if the brake resistor is overloaded.

An internal brake resistor can be mounted on the small brake duty cycles.

*AC braking* is an integrated function that is used for applications in which there is a need for limited dynamic braking. The AC braking function makes it possible to reduce the brake power in the motor instead of in a brake resistor. The function is intended for applications where the required braking torque is less than 50% of rated torque. AC braking is selected in par. 400 *Brake function*.

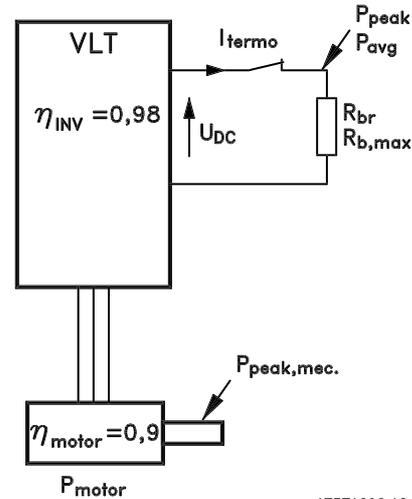
#### NOTE

The AC brake cannot be used if the required braking torque is more than 50% of rated braking torque. In such instances a brake resistor must be used.

### ■ Brake Setup

The figure shows a brake Setup with a variable frequency drive.

In the following paragraphs, expressions and acronyms are used about brake Setups that can be seen from the figure.



175ZA096.12

### ■ Calculation of brake resistance

To ensure that the variable frequency drive does not cut out for safety reasons when the motor brakes, the resistance value is selected on the basis of the peak braking effect and the intermediate circuit voltage:

$$R_{br} = \frac{U_{DC}^2}{P_{peak}} \quad [\Omega]$$

It can be seen that the brake resistance depends on the intermediate circuit voltage (UDC).

With variable frequency drives that have a line voltage of 3 x 380 - 480 Volt, the brake will be active at 770 Volt (UDC).

You can also choose to use the brake resistance recommended by Danfoss ( $R_{REC}$ ). This is a guarantee that the variable frequency drive is able to brake at the highest braking torque ( $M_{BR}$ ). The recommended brake resistance can be seen from the ordering table for brake resistors.

$R_{REC}$  calculated as:

$$R_{rec} = \frac{U_{DC}^2 \times 100}{P_{motor} \times M_{br}(\%) \times \eta_{motor} \times \eta_{inv}} \quad [\Omega]$$



#### NOTE

Remember to check that the brake resistance can manage a voltage of 850 Volt, if Danfoss brake resistors are not being used.

$\eta_{motor}$  is typically 0.90 and  $\eta_{INV}$  is typically 0.98. For 400 Volt,  $R_{REC}$  at 160% braking torque can be written as:

$$400 \text{ volt} \quad R_{rec} = \frac{420139}{P_{motor}} \quad [\Omega]$$

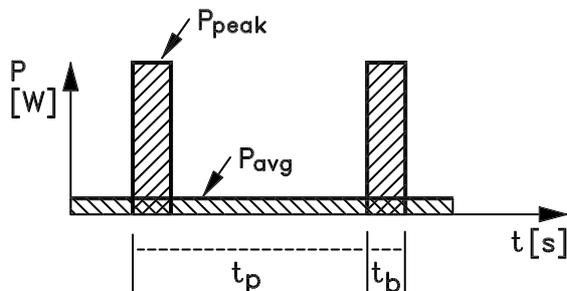


### NOTE

The minimum brake resistance selected should have an ohmic value no more than 10% lower than that recommended by Danfoss. If a lower brake resistance is selected there is a risk of overcurrent, which can destroy the unit.

### ■ Calculation of braking power

When calculating the braking power, it must be ensured that the mean and peak powers can be dissipated to the brake resistor. The mean power is determined by the period time of the process, i.e. for how long the brake is applied in relation to the period time of the process. The peak power is determined by the braking torque, which means that during braking the brake resistor must be able to dissipate the energy input. The figure shows the relation between mean power and peak power.



175ZA094.11

### ■ Calculation of peak power of brake resistor

$P_{PEAK, MEC}$  is the peak power at which the motor brakes on the motor shaft. It is calculated as follows:

$$P_{PEAK, MEC} = \frac{P_{MOTOR} \times M_{BR}(\%)}{100} \quad [W]$$

$P_{peak}$  is the term describing the braking power that is applied to the brake resistor when the motor applies the brakes.  $P_{PEAK}$  is smaller than  $P_{PEAK, MEC}$ , as the power is reduced by the efficiency of

the motor and the variable frequency drive. The peak effect is calculated as follows:

$$P_{PEAK} = \frac{P_{MOTOR} \times M_{BR}(\%) \times \eta_{INV} \times \eta_{MOTOR}}{100} \quad [W]$$

If you select Danfoss' recommended braking resistor ( $R_{REC}$ ), you are certain that the braking resistance can generate a braking torque of 160% on the motor shaft.

### ■ Calculation of mean power on brake resistor

The mean power is determined by the period of the process, i.e. how long you brake in relation to the period of the process.

Duty-cycle for braking is calculated as follows:

$$Duty - cycle = \frac{T_b \times 100}{T_p} \quad [\%]$$

$T_p$  = The process time in seconds.

$T_b$  = The braking time in seconds.

Danfoss sells brake resistors with variable duty-cycles up to 40%. For example, with a 10% duty-cycle, brake resistors can take up  $P_{peak}$  in 10% of the process period. The remaining 90% of the period time is spent on redirecting surplus heat.

The mean power at 10% duty cycle can be calculated as follows:

$$P_{avg} = P_{peak} \times 10 \% \quad [W]$$

The mean power at 40% duty cycle can be calculated as follows:

$$P_{avg} = P_{peak} \times 40 \% \quad [W]$$

These calculations apply to intermittent braking with period times of up to 120 seconds.



### NOTE

Period times longer than 120 sec. may lead to overheating of the resistor.

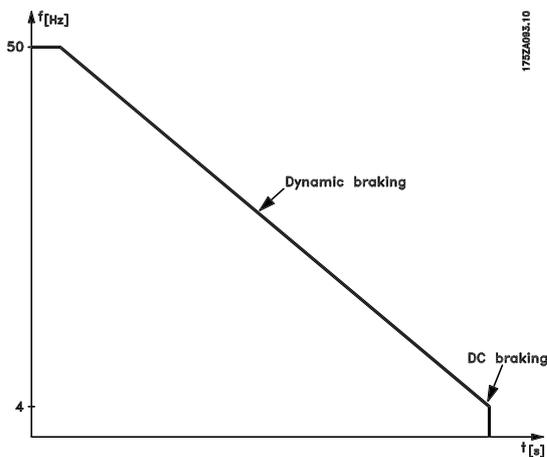
### ■ Continuous braking

For continuous braking, a brake resistor should be selected in which the constant braking power does not exceed the mean power  $P_{AVG}$  of the brake resistor. Please contact your Danfoss supplier for further information.

---

### ■ Optimal braking using resistor

Dynamic braking is useful from maximum speed down to a certain frequency. Below this frequency DC braking is to be applied as required. The most efficient way of doing this is by using a combination of dynamic and DC braking. See the illustration.



#### NOTE

When changing from dynamic to DC braking, there will be a short period (2-6 milliseconds) with very low braking torque.

How to calculate optimum DC-brake cut in frequency:

$$\text{Slip } S = \frac{n_0 - n_n}{n_0} \times 100 \quad [\%]$$

$$\text{Synchronous speed } n_0 = \frac{f \times 60}{p} \quad [1/\text{min}]$$

f = frequency

p = no. of pole pairs

$n_n$  = speed of the rotor

$$\text{DC-brake cut in frequency} = 2 \times \frac{S \times f}{100} \quad [\text{Hz}]$$


---

### ■ Brake cable

Max. length [ft]: 30 ft (10 m)

In the great majority of cases, the variable frequency drive is used by professionals of the trade as a complex component forming part of a larger appliance, system or installation. Connect the shield to the conductive backplate at the variable frequency drive and to the brake resistor metal cabinet by means of cable clamps.



#### NOTE

If Danfoss brake resistors are not used, it must be ensured that inductance for the brake resistor is low.

---

### ■ Safety functions in connection with installation

When a brake resistor is installed, the best possible endeavours should be made to avoid overloads, as the heat generating from a brake resistor may involve a fire risk.



#### NOTE

The brake resistor should be fitted to a nonflammable material.

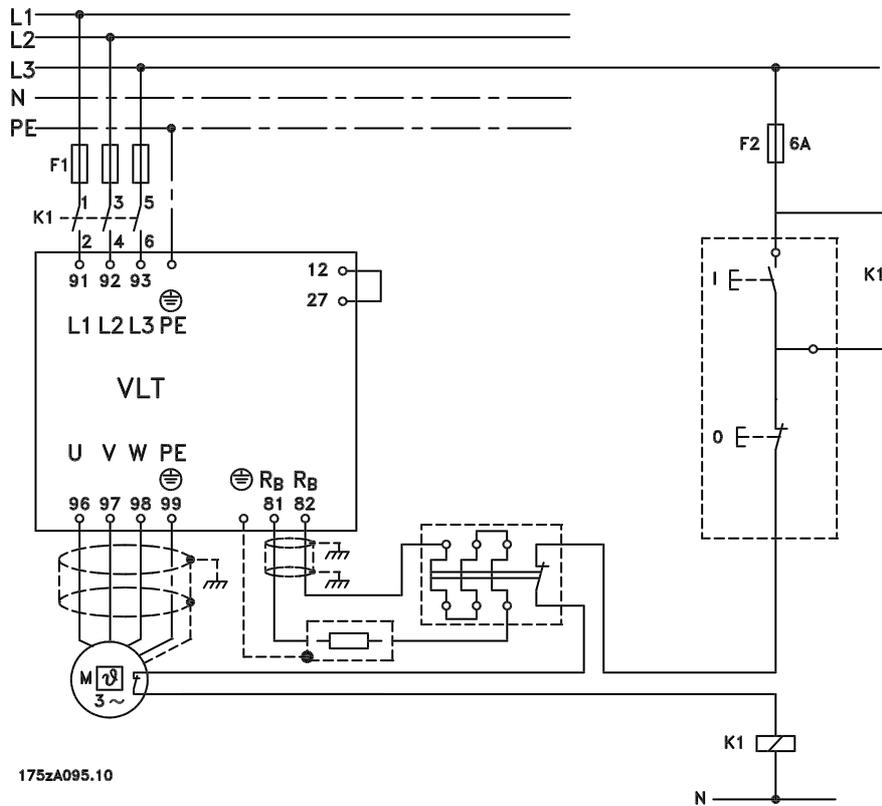
For protection of the installation, a thermal relay is fitted that cuts out the variable frequency drive

if the brake current is too high. Danfoss' 40% brake resistors contain a KLIXON switch. Flat pack resistors are self-protecting.

The brake current setting on the thermal relay is calculated as follows:

$$I_{THERMAL} = \sqrt{\frac{P_{AVG}}{R_{BR}}}$$

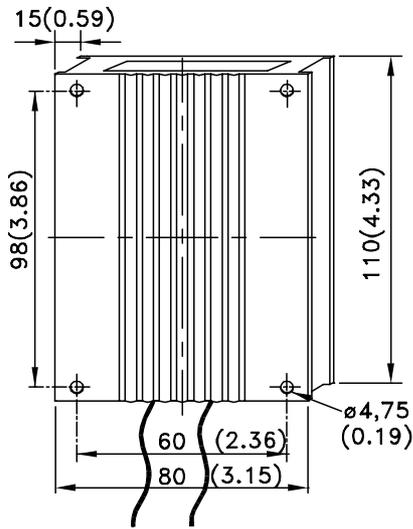
$R_{BR}$  is the brake resistor value at any given time. The drawing shows an installation with a thermal relay.



■ Internal Brake Resistor

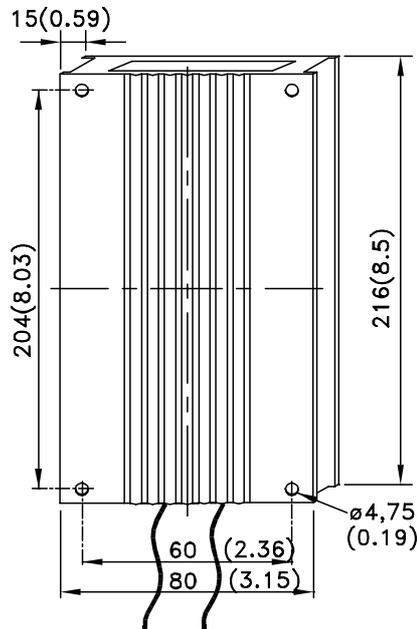
For occasional braking or braking with low duty cycle internally mountable brake resistors are available.  
(See *Accessories for FCD 300*).

■ Mechanical dimensions of flatpack brake resistors  
100 W 200 W

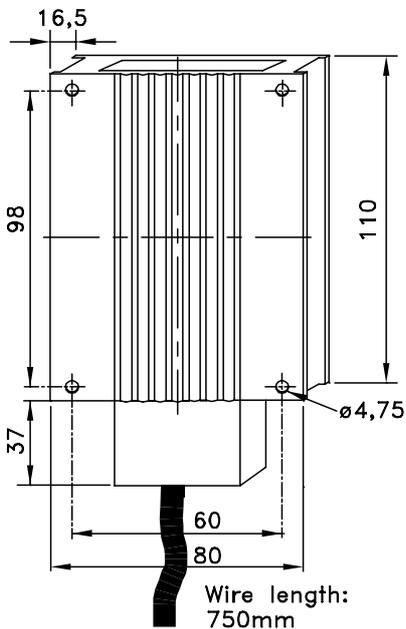


175ZA407.12

Wire length:  
510±40mm  
(20±1.16in)

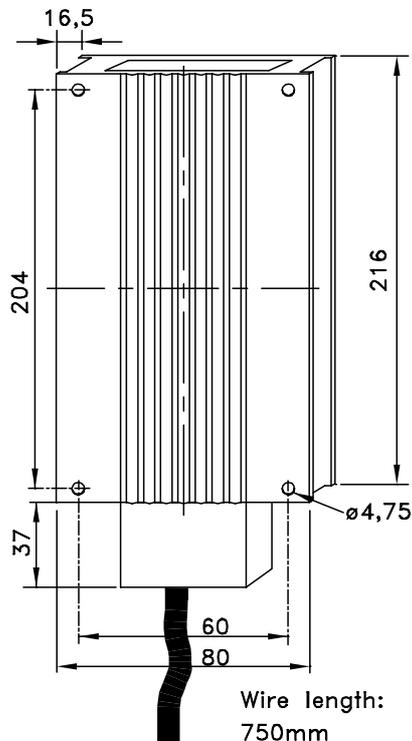


Wire length:  
510±40mm  
(20±1.16in)



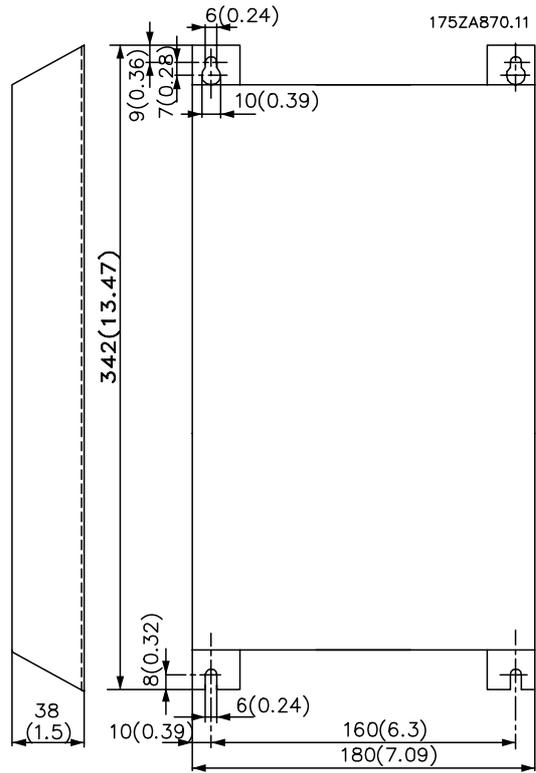
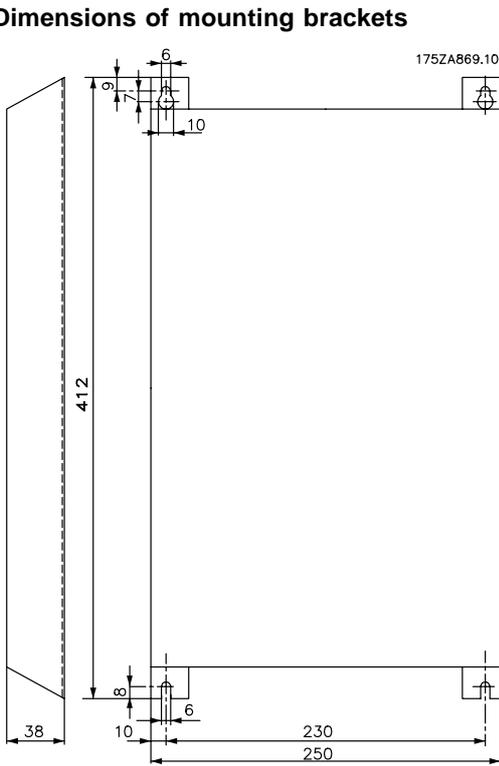
175ZA868.10

Wire length:  
750mm



Wire length:  
750mm

■ Dimensions of mounting brackets



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### ■ Special conditions

#### ■ Galvonic isolation (PELV)

PELV (Protective Extra Low Voltage) isolation is achieved by inserting galvonic isolators between the control circuits and circuits that are connected to the AC input potential. These separators are designed to meet the requirements for increased separation by means of having the necessary creepage and air clearance. These requirements are described in standard EN 50 178. It is also a requirement that installation is carried out as described in local/national PELV regulations.

All control terminals, terminals for serial communication and relay terminals are safely separated from the AC input potential, i.e. they comply with the PELV requirements. Circuits that are connected to control terminals 12, 18, 19, 20, 27, 29, 33, 42, 46, 50, 53, 55 and 60 are galvonicly connected to one another. If switch S100 is opened the potentials of the group 18, 19, 20, 27, 29, 33 are separated from all other input/output. In that case terminal 12 cannot be used for supply for the digital inputs on these terminals. Serial communication connected to terminals 67 - 70 is galvonicly isolated from the control terminals, although this is only a functional isolation.

The relay contacts on terminals 1 - 3 are isolated from the other control circuits with increased isolation, i.e. PELV is observed for these, even though there is AC input potential in the relay terminals.

The circuit elements described below form the safe electric separation. They fulfill the requirements for increased isolation and associated testing pursuant to EN 50 178.

1. Transformer and optical separation in voltage supply.
2. Optical isolation between Basic Motor Control and control card
3. Isolation between the control card and the power part.
4. Relay contacts and terminals relating to other circuits on the control card.

PELV isolation of the control card is guaranteed under the following condition:

- There may be max. 300 V between phase and ground.

A motor thermistor connected to terminals 31a-31b must be double isolated to obtain PELV. Danfoss Bauer provides double isolated thermistors.

See also the section *Diagram* in the Design Guide.

---

#### ■ Ground leakage current and RCD relays

Ground leakage current is primarily caused by the capacitance between motor phases and motor cable shield. When an RFI filter is used, this contributes additional leakage current, as the filter circuit is connected to ground through capacitors.

The size of the ground leakage current depends on the following factors, in order of priority:

1. Length of the motor cable
2. Motor cable with/without shield
3. High switching frequency
4. RFI filter used or not
5. Motor grounded on site or not

The leakage current is of importance to safety during handling/operation of the variable frequency drive if (by mistake) the variable frequency drive has not been grounded.



#### NOTE

Since the leakage current is  $> 3.5$  mA, reinforced grounding must be established, as this is required to ensure compliance with EN 50178. Never use ELCB relays (type A) that are not suitable for DC fault currents from 3-phase rectifier loads.

If ELCB relays Type B are used, they must be:

- Suitable for protecting equipment with a DC content in the faulty current (3-phase bridge rectifier)
- Suitable for a pulse-shaped, brief discharge on power-up
- Suitable for a high leakage current (300 mA)

---

#### ■ Extreme operating conditions

##### Short circuit

The variable frequency drive is protected against short circuits on motor terminals U, V, W (96, 97, 98). A short circuit between two motor terminals would lead to an overcurrent in the IGBT module,

which means that all transistors in the IGBT module would independently cut out. The inverter turns off after 5-10  $\mu\text{s}$  and the variable frequency drive displays a fault code, although this depends on impedance and motor frequency.

### Ground fault

The IGBT module cuts out within 100  $\mu\text{s}$  in case of a ground fault on one of the motor terminals U, V, W (96, 97, 98), although depending on impedance and motor frequency.

### Output connection

Motor terminals U, V, W (96, 97, 98) for the motor can be connected/disconnected as often as required. There is no way that the variable frequency drive can be destroyed by connecting/disconnecting the motor terminals. However, fault messages may appear.

### Motor-generated overvoltage

The voltage in the intermediate circuit is increased when the motor acts as a generator. To protect the variable frequency driver the IGBT module is disconnected when a specific voltage level is reached. Motor-generated overvoltage can occur in two instances:

1. The load drives the motor, i.e. the load generates energy.
2. During deceleration (ramp-down) if the moment of inertia is high, the load is low and the ramp-down time too short for the energy to be dissipated as a loss in the variable frequency drive, the motor and the unit. The control unit attempts to correct the ramp if possible.

The fault can be removed by connecting a brake resistor, if the variable frequency drive has an integrated brake module. If the variable frequency drive does not have an integrated brake module an AC brake can be used, see parameter 400 *Brake function*. See the section entitled *Brake resistors*.

### Static overloading

When the variable frequency drive is overloaded (current limit in parameter 221 *Current limit*  $I_{LIM}$  is reached), the control reduces the output frequency in an attempt to reduce the load. If the overloading is extreme, there might be an output current that causes the variable frequency drive to trip after approx. 1.5 sec. See parameter 409 *Trip delay overcurrent*,  $I_{LIM}$ .

An extreme overload will cause the switching frequency to be derated to 3000 Hz.

---

### ■ dU/dt on motor

When a transistor in the inverter is opened, the voltage across the motor terminals will rise by a voltage/time ratio (dU/dt) determined by:

- the motor cable (type, cross-section, induction, capacity, length and shielded/armoured/unshielded/unarmoured)
- the AC line voltage

Self-induction in the motor cable leads to an overshoot  $U_{PEAK}$  of the output voltage each time a transistor in the inverter is opened. After  $U_{PEAK}$  the output voltage will stabilize at a level determined by the voltage in the intermediate circuit.  $U_{PEAK}$  and dU/dt influence the lifetime of the motor, especially motors without phase insulation paper in the coils. If the motor cable is short (a few feet), the overshoot  $U_{PEAK}$  is low, while the dU/dt is high. If the motor cable length is increased,  $U_{PEAK}$  is increased, while dU/dt decreases.

---

### ■ Switching on the input

The waiting time between switching the electrical voltage on terminals 91, 92 and 93 must be min. 30 sec. Start up time appr. 2.3 sec.

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### ■ Acoustic noise

The acoustic noise from the variable frequency drive comes from two sources:

1. DC intermediate circuit coils.
2. Inverter.

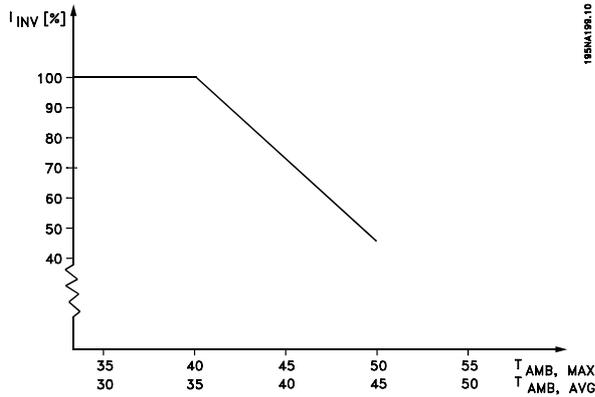
Below are the typical values measured at a distance of 3 ft from the unit at full load:

FCD 303-335 3 x 400 V: 52 dB(A).

---

### ■ Derating for ambient temperature

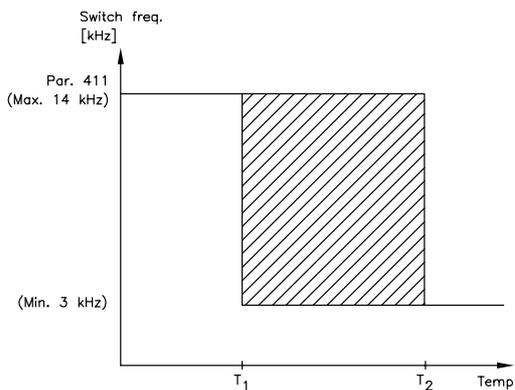
The ambient temperature ( $T_{AMB,MAX}$ ) is the maximum temperature allowed. The average ( $T_{AMB,AVG}$ ) measured over 24 hours, must be at least 5 °C lower. If the variable frequency drive operates at temperatures above 104 °F (40 °C), a derating of the rated output current is necessary.



FCD 303-305 +10 °C  
 FCD 307 +5 °C  
 FCD 335 -5 °C

### Temperature-dependent switch frequency

This function ensures the highest possible switch frequency without the variable frequency drive becoming thermally overloaded. The internal temperature is the actual expression of the degree to which the switch frequency can be based on the load, the ambient temperature, the supply voltage and the cable length. The function ensures that the variable frequency drive automatically adjusts the switch frequency between  $f_{sw, min}$  and  $f_{sw, max}$  (parameter 411), see drawing below.

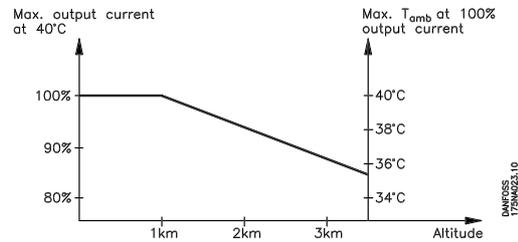


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### Derating for air pressure

Below 3000 ft (1000 m) derating is not necessary. Above 3000 ft (1000 m) the ambient temperature ( $T_{AMB}$ ) or max. output current ( $I_{MAX}$ ) must be derated in accordance with the diagram below:

1. Derating of output current versus altitude at  $T_{AMB} = \text{max. } 104 \text{ } ^\circ\text{F} (40 \text{ } ^\circ\text{C})$ .
2. Derating of max.  $T_{AMB}$  versus altitude at 100% output current.



### Derating for running at low speed

When a motor is connected to a variable frequency drive, it is necessary to ensure adequate cooling of the motor. At low rpm values, the motor fan is not able to supply an adequate volume of cooling air. This problem occurs when the load torque is constant (e.g. with a conveyor belt) across the full regulating range. The reduced amount of ventilation determines the permissible torque in continuous operation. If the motor is to run continuously at an rpm lower than half the rated value, extra cooling air must be supplied to the motor. Instead of providing extra cooling, it is possible to reduce the motor load ratio. This can be done by selecting a larger motor. However, the design of the variable frequency drive puts limits on the size of motors that can be connected to the variable frequency drive.

### Motor cable lengths

The variable frequency drive has been tested using a 30 ft (10 m) unshielded/unarmoured cable and a 30 ft (10 m) shielded/armoured cable and has been designed to work using a motor cable with a rated cross-section.

### Vibration and shock

The variable frequency drive has been tested according to a procedure based on the following standards:  
 IEC 68-2-6: Vibration (sinusoidal) - 1970.  
 IEC 68-2-34: Random vibration broad-band - general requirements.

- IEC 68-2-35: Random vibration broad-band  
- high reproducibility.
- IEC 68-2-36: Random vibration broad-band  
- medium reproducibility.

### ■ Air humidity

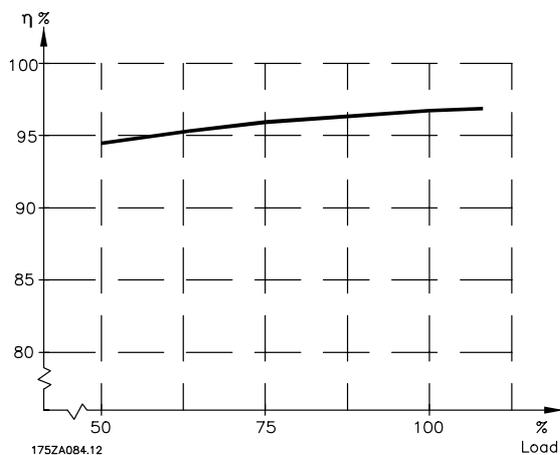
The variable frequency drive has been designed to meet the IEC 68-2-3 standard, EN 50178 item 9.4.2.2/ DIN 40040 class E at 104 °F (40 °C). Cyclic damp heat IEC 68-2-30. 100% humidity with temperature cycling.

### ■ UL Standard

This device is UL-approved.

### ■ Efficiency

To reduce energy consumption it is very important to optimize the efficiency of a system. The efficiency of each single element in the system should be as high as possible.



### Efficiency of variable frequency drives (η<sub>INV</sub>)

The load on the variable frequency drive has little effect on its efficiency. In general, the efficiency is the same at the rated motor frequency  $f_{M,N}$ , regardless of whether the motor supplies 100% rated shaft torque or only 75%, e.g. in case of part loads.

This also means that the efficiency of the variable frequency drive does not change even if other U/f characteristics are chosen. However, the U/f characteristics influence the efficiency of the motor. The efficiency declines a little when the switching frequency is set to a value above 4.5 kHz (parameter

411 *Switching frequency*). The rate of efficiency will also be slightly reduced at a high AC line voltage (480 V).

### Efficiency of the motor (η<sub>MOTOR</sub>)

The efficiency of a motor connected to the variable frequency drive depends on the sine shape of the current. In general, the efficiency is just as good as in AC line operation. The efficiency of the motor depends on the motor type.

In the range of 75-100% of the rated torque, the efficiency of the motor is practically constant, both when it is controlled by the variable frequency drive and when it runs directly on AC line.

In general, the switching frequency does not affect the efficiency of small motors.

### Efficiency of the system (η<sub>SYSTEM</sub>)

To calculate the system efficiency, the efficiency of the variable frequency drives (η<sub>INV</sub>) should be multiplied by the efficiency of the motor (η<sub>MOTOR</sub>):

$$\eta_{\text{SYSTEM}} = \eta_{\text{INV}} \times \eta_{\text{MOTOR}}$$

Based on the graph above, it is possible to calculate the system efficiency at different loads.

### ■ Electrical supply interference/harmonics

A variable frequency drive takes up a non-sinusoidal current from AC lines, which increases the input current  $I_{\text{RMS}}$ . A non-sinusoidal current can be transformed by means of a Fourier analysis and split up into sinusoidal currents with different frequencies, i.e. different harmonic currents  $I_n$  with 50 Hz as the basic frequency:

| Harmonic currents | $I_1$ | $I_5$ | $I_7$ |
|-------------------|-------|-------|-------|
| Frequency [Hz]    | 50    | 250   | 350   |
|                   | 0,9   | 0,4   | 0,3   |

The harmonic currents do not affect power consumption directly, but they increase the heat losses in the installation (transformer, cables). Consequently, in plants with a rather high percentage of rectifier load, it is important to maintain harmonic currents at a low level to avoid overload of the transformer and high temperature in the cables.

Some of the harmonic currents might disturb communication equipment connected to the same

transformer or cause resonance in connection with power-factor correction batteries.

---

**■ Power factor**

The power factor (Pf) is the relation between  $I_1$  and  $I_{RMS}$ .

The power factor for 3-phase supply:

$$Pf = \frac{\sqrt{3} \times U \times I_1 \times \cos\phi}{\sqrt{3} \times U \times I_{RMS}}$$

The power factor indicates the extent to which the variable frequency drive imposes a load on the electrical supply. The lower the power factor, the higher the  $I_{RMS}$  for the same HP (kW) performance. In addition, a high power factor indicates that the different harmonic currents are low.

---

**■ Emission test results according to generic standards and PDS product standard**

The following test results are achieved on a system consisting of a FCD 300 400 V screened/armoured

control cable, control box with potentiometer, screened/armoured motor cable, screened/armoured brake cable as well as LCP with cable.

| VLT FCD 300 with class 1A RFI-filter | Product standard/environment                            | Basic standard           |
|--------------------------------------|---|--------------------------|
| Complies                             | EN 50081-2/Industry                                     | EN55011 group 1 class A  |
| Complies                             | EN 61800-3/First environment restricted distribution    | CISPR 11 group 1 class A |
| Complies                             | EN 61800-3/Second environment unrestricted distribution | CISPR 11 group 2 class A |

|             |  |
|-------------|--|
| FCD 303-315 | 30 ft (10 m) shielded/armoured motor cable             |
| FCD 322-335 | 15 ft (5 m) shielded/armoured motor cable <sup>1</sup> |

<sup>1</sup> For 30 ft (10 m) cable please contact Danfoss.



**NOTE**

FCD 300 with class 1A RFI-filter is a product of the restricted sales distribution class according to IEC 61800-3. In a domestic environment this product may cause radio interference in which case the user may be required to take adequate measures.

**■ Immunity test result according to Generic standards, PDS product standards and basic standards**

In order to document EMC immunity tests have been made according to following product standards on a

system consisting of a FCD 300, a shielded armoured control cable with control box and potentiometer, shielded/armoured motor cable, shielded/armoured brake cable and LCP with cable.

| FCD 300  | Product standard/environment    | Test results                      |
|----------|---------------------------------|-----------------------------------|
| Complies | EN 61000-6-2 / Industry         | See Basic standards test results. |
| Complies | EN 61800-3 / Second environment | See Basic standards test results. |

**Used EMC standards**

**Emission**

**EN 50081-2:** Generic emission standard part 2: Industrial environment.

**IEC/EN 61800-3:** Adjustable speed electrical Power Drive STystems part 3: EMC product standard including specific test methods.

**EN 55011:** Industrial, scientific and medical (ISM) radio-frequency equipment. Limits and methods of measurement.

**CISPR 11:** Industrial, scientific and medical (ISM) radio-frequency equipment. Limits and methods of measurement.

**Immunity**

**IEC/EN 61000-6-2:** Generic immunity standard part 2: Industrial environment.

**IEC/EN 61800-3:** Adjustable speed electrical Power Drive Systems part 3: EMC product standard including specific test methods.

**Basic standards**

**IEC/EN 61000-4-2:** Electrostatic discharge immunity test.

**IEC/EN 61000-4-3:** Radiated, radio-frequency, electromagnetic field immunity test.

**IEC/EN 61000-4-4:** Electrical fast transient/burst immunity test.

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Simulation of fast switching transients like relay contact bounce, interruption of inductive loads, etc.

**IEC/EN 61000-4-5:** Surge immunity test.

Simulation of Surge Voltages disturbances caused by switching and lightning phenomena on power and interconnection lines.

**IEC/EN 61000-4-6:** Immunity to conducted disturbances, induced by radio-frequency fields.

**IEC/EN 61000-4-11:** Voltage dips, short interruptions and voltage variations immunity tests.

**VDE 0160 (1990):** Test with high-energy class W2 test pulse.

Simulation of high-energy voltage disturbances caused by break in master fuses in power line installations.

| Basic standard                   | Burst<br>61000-4-4 | Surge<br>61000-4-5         | ESD<br>61000-4-2   | Radiated<br>61000-4-3 | AC lines<br>distortion<br>VDE 0160 | RF in<br>voltage <sup>2</sup><br>61000-4-6 |
|----------------------------------|--------------------|----------------------------|--------------------|-----------------------|------------------------------------|--|
| Acceptance criterion             | B                  | B                          | B                  | A                     |                                    | A  |
| Port connection                  | CM                 | DM / CM                    |                    | Field                 | DM                                 | CM   |
| Line                             |                    | OK/OK                      |                    |                       |                                    | OK   |
| Motor                            | OK                 |                            |                    |                       |                                    |  |
| Control lines                    | OK                 | - / OK <sup>1</sup>        |                    |                       |                                    | OK   |
| Relay                            | OK                 | - / OK                     |                    |                       |                                    | OK   |
| Profibus                         | OK                 | - / OK <sup>1</sup>        |                    |                       |                                    | OK   |
| Signal interface<br><10 ft (3 m) | OK                 |                            |                    |                       |                                    |  |
| Enclosure                        |                    |                            | OK                 | OK                    |                                    |  |
| Standard bus                     | OK                 | - / OK <sup>1</sup>        |                    |                       |                                    | OK   |
| <b>Basic specifications</b>      |                    |                            |                    |                       |                                    |  |
| Line                             | 2 kV / DCN         | 1 kV / 2 kV                |                    |                       |                                    | 10 Vrms                                    |
| Motor                            |                    |                            |                    |                       |                                    | 10 Vrms                                    |
| Control lines                    | 2 kV / CCC         | - / 4 kV, 2 Ω <sup>1</sup> |                    |                       |                                    | 10 Vrms                                    |
| Relay                            | 2 kV / CCC         | - / 1kV, 2 Ω               |                    |                       |                                    | 10 Vrms                                    |
| Profibus                         | 2 kV / CCC         | - / 4 kV, 2 Ω <sup>1</sup> |                    |                       |                                    | 10 Vrms                                    |
| Signal interface<br><10 ft (3 m) | 2 kV / CCC         |                            |                    |                       |                                    |  |
| Enclosure                        |                    |                            | 8 kV AD<br>6 kV DC | 3 V/ft (10 V/m)       |                                    |  |
| Standard bus                     | 2 kV / CCC         | - / 4 kV, 2 Ω <sup>1</sup> |                    |                       |                                    | 10 Vrms                                    |

DM: Differential mode

CM: Common mode

CCC: Capacitive clamp coupling (5 kHz)

DCN: Direct coupling network (5 kHz)

1. Injection on cable shield.

2. Electromagnetic clamp.

### ■ Aggressive environments

As the FCD 300 is enclosed up to IP66 it is well-suited for use in moderately aggressive environments.

### ■ Cleaning

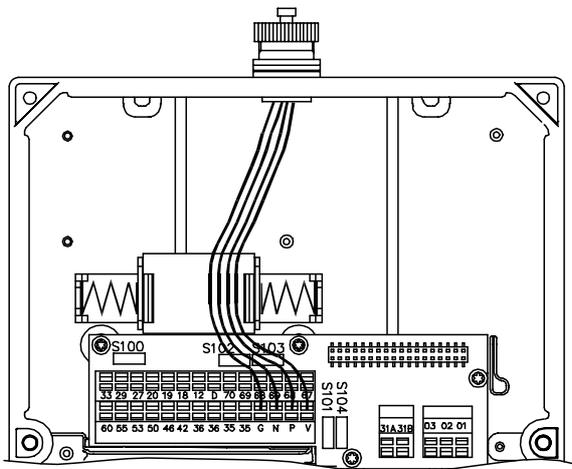
The enclosure (IP66/NEMA type 4x indoor) will offer protection against dirt and water ingress, and is designed suitable for cleaning as performed in food and beverage plants with the concentrations of cleaning solvent as recommended by the manufacturer. High pressure cleaning from very short distance or long time with hot water may damage gaskets and labels. For exceptions see section *Brake resistors*.

### ■ Diagnostics

The actual status can be read on the outside of the FCD products. Five LEDs signal the actual status of the unit with the meaning described in the table.

Further detailed status information can be obtained using a local control panel (LCP2 - see photo). This can be connected on the outside (without opening the enclosure) if the LCP2-plug shown on the drawing is installed. The LCP2 is an easy-to-navigate user-friendly interface used to access and adjust all parameters. It displays parameters in six different languages.

The FCD 300 holds a log with valuable information on failure. Information on the most recent 10 faults is stored and indexed in three different parameters to help diagnosis.



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### LCP2-plug

**Parameter 616** stores the time of the fault as measured by the internal clock.

**Parameter 617** holds a fault code telling the type of fault detected.

**Parameter 618** stores a measurement relevant for the case. Typically the intermediate circuit voltage or output current measured immediately before failure.



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### Local Control Panel

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### LED diagnostics on decentralized FCD 300

| No | Name    | Color  | OK status                                      | Alternatives  | Function   |
|----|---------|--------|--|---------------|--|
| 1  | Status  | Yellow | <b>Off</b>                                     | Off           | Status of the FCD is OK  |
|    |         |        |  | On            | Corresponding to parameter setting. For further information see <i>Design Guide</i> - parameter number 26 and DeviceNet manual for specific DeviceNet signalling |
| 2  | Bus     | Green  | <b>On (If bus option is present, else Off)</b> | On            | OK status for the field bus used<br>(Not relevant for non field bus device)  |
|    |         |        |  | Slow flashing | Local operation or local stop  |
|    |         |        |  | Fast flashing | Interface working, but no communication with master<br>(See field bus manual for specific info)<br>(Not relevant for non-field bus device)                       |
|    |         |        |  | Off           | Status for the field bus <i>not</i> OK<br>(Not relevant for non-field bus device)  |
| 3  | Alarm   | Red    | <b>Off</b>                                     | Off           | No alarm is present  |
|    |         |        |  | Flashing      | Flashing while trip/trip lock is present   |
| 4  | Warning | Yellow | <b>Off</b>                                     | Off           | No warning is present  |
|    |         |        |  | Flashing      | Flashing while warning situation is present  |
| 5  | On      | Green  | <b>On</b>                                      | On            | The unit is supplied by line power or 24 V DC  |
|    |         |        |  | Off           | Line power or 24 V DC is missing   |

### ■ Warnings/alarm messages

A warning or an alarm will appear in the LEDs on the LCP2. A warning will be shown until the fault has been corrected, while an alarm will continue to flash until the [STOP/RESET] key is activated. The table shows the various warnings and alarms shown in the LCP2, and whether the fault locks the variable frequency drive. After a *Trip locked* (alarm and warning LEDs flash at the same time), the electrical supply is cut off and the fault is corrected. The electrical supply is reconnected and the variable frequency drive is reset. The variable frequency drive is now ready. A *Trip* can be reset manually in three ways:

1. Via the operating key [STOP/RESET].

2. Via a digital input.

3. Via serial communication.

It is also possible to choose an automatic reset in parameter 405 *Reset function*. When a cross appears in both warning and alarm, this can mean that a warning comes before an alarm. It can also mean that it is possible for the user to program whether a warning or an alarm will appear for a given fault. For example, this is possible in parameter 128 *Motor thermal protection*. After a trip the motor will coast, and alarm and warning will blink on the variable frequency drive, but if the fault disappears only the alarm will blink. After a reset the variable frequency drive will be ready to start operation again.

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| No.   | Description  | Warning | Alarm | Trip locked |
|-------|--|---------|-------|-------------|
| 2     | Live zero error (LIVE ZERO ERROR)                  | X       | X     | X           |
| 4     | Electrical phase loss (MAINS PHASE LOSS)           | X       | X     | X           |
| 5     | Voltage warning high (DC LINK VOLTAGE HIGH)        | X       |       |             |
| 6     | Voltage warning low (DC LINK VOLTAGE LOW)          | X       |       |             |
| 7     | Overvoltage (DC LINK OVERVOLT)                     | X       | X     | X           |
| 8     | Undervoltage (DC LINK UNDERVOLT)                   | X       | X     | X           |
| 9     | Inverter overload (INVERTER TIME)                  | X       | X     |             |
| 10    | Motor overloaded ( MOTOR, TIME)                    | X       | X     |             |
| 11    | Motor thermistor (MOTOR THERMISTOR)                | X       | X     |             |
| 12    | Current limit (CURRENT LIMIT)                      | X       | X     |             |
| 13    | Overcurrent (OVERCURRENT)                          | X       | X     | X           |
| 14    | Ground fault (EARTH FAULT)                         |         | X     | X           |
| 15    | Switch mode fault (SWITCH MODE FAULT)              |         | X     | X           |
| 16    | Short-circuit (CURR. SHORT CIRCUIT)                |         | X     | X           |
| 17    | Serial communication timeout (STD BUS TIMEOUT)     | X       | X     |             |
| 18    | HPFB bus timeout (HPFB TIMEOUT)                    | X       | X     |             |
| 33    | Out of frequency range (OUT FREQ RNG/ROT LIM)      | X       |       |             |
| 34    | HPFB communication fault (PROFIBUS OPT. FAULT)     | X       | X     |             |
| 35    | Inrush fault (INRUSH FAULT)                        |         | X     | X           |
| 36    | Overtemperature (OVERTEMPERATURE)                  | X       | X     |             |
| 37-45 | Internal fault (INTERNAL FAULT)                    |         | X     | X           |
| 50    | AMT not possible                                   |         | X     |             |
| 51    | AMT fault re. nameplate data (AMT TYPE.DATA FAULT) |         | X     |             |
| 54    | AMT wrong motor (AMT WRONG MOTOR)                  |         | X     |             |
| 55    | AMT timeout (AMT TIMEOUT)                          |         | X     |             |
| 56    | AMT warning during AMT (AMT WARN. DURING AMT)      |         | X     |             |
| 99    | Locked (LOCKED)                                    | X       |       |             |

| LED indication |                |
|----------------|----------------|
| Warning        | yellow         |
| Alarm          | red            |
| Trip locked    | yellow and red |

**WARNING/ALARM 2: Live zero fault**

The voltage or current signal on terminal 53 or 60 is below 50% of the preset value in parameter 309 or 315 *Terminal, min. scaling*.

**WARNING/ALARM 4: Mains phase fault**

No phase on electrical supply side. Check the supply voltage to the variable frequency drive. This fault is only active in 3-phase electrical supply. The alarm can only occur when the load is pulsing. In this instance the pulses must be dampened, e.g. using an inertia disc.

**WARNING 5: Voltage warning high**

If the intermediate circuit voltage (UDC) is higher than *Voltage warning high* the variable frequency drive will give a warning and the motor will continue to run unchanged. If the UDC remains above the voltage warning limit, the inverter will trip after a set time. The time depends on the device, and is set at 5 - 10 sec. Note: The variable frequency drive will trip with an alarm 7 (overvoltage). A voltage warning can occur when the connected AC supply voltage is too high. Check whether the supply voltage is suitable for the variable frequency drive, see *Technical data*. A voltage warning can also occur if the motor frequency is reduced too quickly due to ramp down time being too short.

**WARNING 6: Voltage warning low**

If the intermediate circuit voltage (UDC) is lower than *Voltage warning low* the variable frequency drive will give a warning and the motor will continue to run unchanged. If the UDC remains below the voltage warning limit, the inverter will trip after a set time. The time depends on the device, and is set at 2 - 25 sec. Note: The variable frequency drive will trip with an alarm 5 (undervoltage). A voltage warning can occur when the connected AC line voltage is too low. Check whether the supply voltage is suitable for the variable frequency drive, see *Technical data*. When the variable frequency drive is switched off a brief warning 6 (and warning 8) appears.

**WARNING/ALARM 7: Overvoltage**

If the intermediate voltage (UDC) goes over the inverter's *Overvoltage limit* the inverter will be switched off until the UDC has once more fallen below the overvoltage limit. If the UDC remains above the overvoltage limit the inverter will trip after a set time. The time depends on the device, and is set at 5 - 10 sec. An overvoltage in the UDC can occur when the motor frequency is reduced too

quickly due to ramp down time being too short.

Note: *Voltage warning high* (warning 5) will thus also be able to generate an alarm 7.

**WARNING/ALARM 8: Undervoltage**

If the intermediate circuit voltage (UDC) is lower than the inverter's *Undervoltage limit* the inverter will be switched off until the UDC once more goes above the undervoltage limit. If the UDC remains under the *undervoltage limit*, the inverter will trip after a set time. The time depends on the device, and is set at 2 - 15 sec. An undervoltage can occur when the connected AC line voltage is too low. Check whether the supply voltage is suitable for the variable frequency drive, see *Technical data*. When the variable frequency drive is switched off a warning 8 (and warning 6) is displayed briefly. Note: *Voltage warning low* (warning 6) will thus also be able to generate an alarm 8.

**WARNING/ALARM 9: Inverter overload**

Electronic thermal inverter protection indicates that the variable frequency drive is close to tripping due to overloading (output current too high for too long). The counter for electronic thermal inverter protection gives a warning at 98% and trips at 100% accompanied by an alarm. The variable frequency drive cannot be reset until the counter drops below 90%. This fault arises because the variable frequency drive has been overloaded for too long.

**WARNING/ALARM 10: Motor overloaded**

According to the electronic thermal inverter protection the motor is too hot. In parameter 128 the user can select whether the VLT variable frequency drive should emit a warning or an alarm when the counter reaches 100%. This fault is due to the motor being overloaded by more than 100% for too long. Check that motor parameters 102-106 are set correctly.

**WARNING/ALARM 11: Motor thermistor**

The motor is too hot or the thermistor/thermistor connection has been disconnected. In parameter 128 *Thermal motor protection* the user can select whether the frequency transformer emits a warning or an alarm. Check that the PTC thermistor is correctly connected between terminals 31a and 31b.

**WARNING/ALARM 12: Current limit**

The output current is greater than the value in parameter 221 *Current Limit LIM*, and the variable

frequency drive will trip after a set time, selected in parameter 409 *Trip delay overcurrent*.

### **WARNING/ALARM 13: Overcurrent**

The inverter's peak current limit (approx. 200% of rated output current) has been exceeded. The warning will last approx. 1-2 sec, and the variable frequency drive will then trip and emit an alarm. Switch off the variable frequency drive and check whether the motor shaft can be turned, and whether the size of the motor is suitable for the variable frequency drive.

### **ALARM 14: Ground fault**

There is a discharge from the output phases to ground, either in the cable between the variable frequency drive and the motor, or in the motor. Turn off the variable frequency drive and remove the ground fault.

### **ALARM 15: Switch mode fault**

Fault in switch mode power supply (internal supply). Contact your Danfoss supplier.

### **ALARM 16: Short-circuit**

There is a short-circuit on the motor terminals or in the motor. Disconnect the electrical supply to the variable frequency drive and remove the short-circuit.

### **WARNING/ALARM 17: Serial communication timeout**

There is no serial communication to the variable frequency drive. The warning will only be active when 514 *Bus timeout function* is set to a value other than OFF. If parameter 514 *Bus timeout function* is set to *Stop and trip* [5], it will first give a warning and then ramp down and trip out accompanied by an alarm. Parameter 513 *Bus timeout* can if required be increased

### **WARNING/ALARM 18: HPFB bus timeout**

There is no serial communication to the variable frequency drive's communication option card. This warning will only be active when parameter 804 *Bus timeout function* is set to a value other than OFF. If parameter 804 *Bus timeout function* is set to *Stop and trip*, it will first give a warning and then ramp down and trip out accompanied by an alarm. Parameter 803 *Bus timeout* can if required be increased.

### **WARNING 33: Out of frequency range**

This warning is active if the output frequency has reached *Output frequency low limit* (parameter 201) or *Output frequency high limit* (parameter 202). If the VLT

variable frequency drive is in *Process regulation, closed loop* (parameter 100) the warning will be active in the display. If the VLT variable frequency drive is in another mode than *Process regulation, closed loop*, bit 008000 *Out of frequency range* in extended status word will be active, but there will not be a warning in the display.

### **WARNING/ALARM 34: HPFB communication fault**

Communication fault only occurs in Profibus versions.

### **ALARM 35: Inrush fault**

This alarm occurs when the variable frequency drive has been connected to the electrical supply too many times within 1 minute.

### **WARNING/ALARM 36: Overtemperature**

If the internal temperature rises above 165 - 185 °F (75 - 85 °C) (depending on the device) the variable frequency drive will emit a warning, and the motor will continue to run unchanged. If the temperature continues to rise, the switch frequency is reduced automatically. See *Temperature-dependent switching frequency*. If the internal temperature of the heatsink rises above 198 - 212 °F (92 - 100 °C) (depending on the unit) the variable frequency drive will cut out. The temperature fault cannot be reset until the temperature of the internal heatsink has dropped to below 158 °F (70 °C). The tolerance is ± 10%. The temperature can be caused by the following:

- The ambient temperature too high.

If the internal temperature rises above 165 - 185 °F (75 - 85 °C) (depending on the device) the variable frequency drive will emit a warning, and the motor will continue to run unchanged. If the temperature continues to rise, the switch frequency is reduced automatically. See *Temperature-dependent switching frequency*.

If the internal temperature of the heatsink rises above 198 - 212 °F (92 - 100 °C) (depending on the unit) the variable frequency drive will cut out.

The temperature fault cannot be reset until the temperature of the internal heatsink has dropped to below 158 °F (70 °C). The tolerance is ± 10%. The temperature can be caused by the following:

- The ambient temperature too high.

If the internal temperature rises above 165 - 185 °F (75 - 85 °C) (depending on the device) the variable frequency drive will emit a warning, and the motor will continue to run unchanged. If the temperature continues to rise, the switch frequency is reduced automatically. See *Temperature-dependent switching frequency*.

If the internal temperature of the heatsink rises above 198 - 212 °F (92 - 100 °C) (depending on the unit) the variable frequency drive will cut out. The temperature fault cannot be reset until the temperature of the internal heatsink has dropped to below 158 °F (70 °C). The tolerance is ± 10%. The temperature can be caused by the following:

- The ambient temperature too high.
- Motor cable too long.
- Too high AC line voltage.

### ALARM 37-45: Internal fault

Internal faults 0-8 will be indicated in LED's Alarm, Warning, Bus, Status as a flashing code.

Alarm 37, internal fault number 0: Communication fault between control card and BMC2.

Alarm 38, internal fault number 1: Flash EEPROM fault on control card.

Alarm 39, internal fault number 2: RAM fault on control card

Alarm 40, internal fault number 3: Calibration constant in EEPROM.

Alarm 41, internal fault number 4: Data values in EEPROM.

Alarm 42, internal fault number 5: Fault in motor parameter database.

Alarm 43, internal fault number 6: General power card fault.

Alarm 44, internal fault number 7: Minimum software version of control card or BMC2

Alarm 45, internal fault number 8: I/O fault (digital input/output, relay or analog input/output)



### NOTE

When restarting after an alarm 38-45, the VLT adjustable frequency drive will display an alarm 37. In parameter 615 the actual alarm code can be read.

### ALARM 50: AMT not possible

One of the following three possibilities can occur:

- The calculated  $R_S$  value falls outside permitted limits.

- The motor current in at least one of the motor phases is too low.
- The motor in use is probably too small for AMT calculations to be performed.

### ALARM 51: AMT Fault re. nameplate data

There is inconsistency between the registered motor data. Check the motor data for the relevant setup.

### ALARM 54: AMT incorrect motor

AMT cannot be performed on the motor being used.

### ALARM 55: AMT timeout

Calculations are taking too long, possibly due to noise on the motor cables.

### ALARM 56: AMT warning during AMT

A variable frequency drive warning is given while AMT is being performed.

### WARNING 99: Locked

See parameter 18.

---

### ■ Warning words, extended status words and alarm words

Warning words, status words and alarm words appear in the display in Hex format. If there are several warnings, status words or alarms, a total of all the warnings, status words or alarms will be displayed. Warning words, status words and alarm words can also be read out using the serial bus in parameters 540, 541 and 538 respectively.

| Bit (Hex) | Warning words                |
|-----------|------------------------------|
| 000008    | HPFB bus timeout             |
| 000010    | Standard bus timeout         |
| 000040    | Current limit                |
| 000080    | Motor thermistor             |
| 000100    | Motor overload               |
| 000200    | Inverter overload            |
| 000400    | Undervolt                    |
| 000800    | Overvolt                     |
| 001000    | Voltage warning low          |
| 002000    | Voltage warning high         |
| 004000    | Phase loss                   |
| 010000    | Live zero error              |
| 400000    | Out of frequency range       |
| 800000    | Profibus communication fault |
| 40000000  | Switch mode warning          |
| 80000000  | Heat sink temperature high   |

| Bit (Hex) | Extended status words  |
|-----------|------------------------|
| 000001    | Ramping                |
| 000002    | AMT running            |
| 000004    | Start forw./reverse    |
| 000008    | Slow down              |
| 000010    | Catch-up               |
| 000020    | Feedback high          |
| 000040    | Feedback low           |
| 000080    | Output current high    |
| 000100    | Output current low     |
| 000200    | Output frequency high  |
| 000400    | Output frequency low   |
| 002000    | Braking                |
| 008000    | Out of frequency range |

| Bit (Hex) | Alarm words                    |
|-----------|--------------------------------|
| 000002    | Triplock                       |
| 000004    | AMT tuning fail                |
| 000040    | HPFP bus timeout               |
| 000080    | Standard bus timeout           |
| 000100    | Curr. short circuit            |
| 000200    | Switch mode fault              |
| 000400    | Earth fault                    |
| 000800    | Overcurrent                    |
| 002000    | Motor thermistor               |
| 004000    | Motor overload                 |
| 008000    | Inverter overload              |
| 010000    | Undervolt                      |
| 020000    | Overvolt                       |
| 040000    | Phase loss                     |
| 080000    | Live zero error                |
| 100000    | Heat sink temperature too high |
| 2000000   | Profibus communication fault   |
| 8000000   | Inrush fault                   |
| 10000000  | Internal fault                 |

### ■ Spare parts

The complete electronic part can be used as a spare part. The following four parts can replace all FCD 303-330 with and without Profibus.

For servicing DeviceNet and AS-interface units an additional control card is required to upgrade the electronic spare part.

- FCD 303 178B1484
- FCD 307 178B1485
- FCD 315 178B1486
- FCD 330 178B2301

The parts can be downsized one size simply by selecting the correct motor size, and the

Profibus functionality can be changed/eliminated in Parameter 678.

The control card can also be replaced for repair of the electronic part.

- Profibus, 12 MB control card 175N2338
- DeviceNet control card 175N2325
- AS-interface control card 175N2324

For servicing the installation box a kit containing various parts, plugs, and terminal PCB can be ordered 175N2121.

### Service tool kit 175N2404

It is normally not possible to operate the FCD300 with open lid. Using the service tool kit, the electronic part and the installation box can be connected without joining them. This might be helpful if measurements on input/output terminals are required during servicing.

### ■ General technical data

#### Electrical supply (L1, L2, L3):

---

|  |                                |
|--|--------------------------------|
| Supply voltage FCD 305-335 380-480 V .....             | 3 x 380/400/415/440/480 V ±10% |
| Supply frequency .....                                 | 50/60 Hz                       |
| Max. imbalance on supply voltage .....                 | ± 2.0% of rated supply voltage |
| Power factor (400 V) / cos. $\phi$ .....               | 0.90 / 1.0 at rated load       |
| Number of connections at supply input L1, L2, L3 ..... | 2 times/min.                   |
| Max. short-circuit value fuses .....                   | 100,000 A                      |
| Max. short-circuit value circuit breakers .....        | 10,000 A                       |

*See Special Conditions section in the Design Guide*

#### Output data (U, V, W):

---

|  |                            |
|--|----------------------------|
| Output voltage .....                       | 0 - 100% of supply voltage |
| Output frequency .....                     | 0.2 - 132 Hz, 1 - 1000 Hz  |
| Rated motor voltage, 380-480 V units ..... | 380/400/415/440/460/480 V  |
| Rated motor frequency .....                | 50/60 Hz                   |
| Switching on output .....                  | Unlimited                  |
| Ramp times .....                           | 0.02 - 3600 sec.           |

#### Torque characteristics:

---

|   |                    |
|---|--------------------|
| Starting torque (parameter 101 Torque characteristic = Continuous torque) ..... | 160% in 1 min.*    |
| Starting torque (parameter 101 Torque characteristics = Variable torque) .....  | 160% in 1 min.*    |
| Starting torque (parameter 119 <i>High starting torque</i> ) .....              | 180% for 0.5 sec.* |
| Overload torque (parameter 101 Torque characteristic = Continuous torque) ..... | 160%*              |
| Overload torque (parameter 101 Torque characteristic = Variable torque) .....   | 160%*              |

*\*Percentage relates to adjustable frequency drive's nominal current.*

#### Control card, digital inputs:

---

|  |                                  |
|--|----------------------------------|
| Number of programmable digital inputs .....          | 5                                |
| Terminal number .....                                | 18, 19, 27, 29, 33               |
| Voltage level .....                                  | 0 - 24 V DC (PNP positive logic) |
| Voltage level, logic '0' .....                       | < 5 V DC                         |
| Voltage level, logic '1' .....                       | > 10 V DC                        |
| Maximum voltage on input .....                       | 28 V DC                          |
| Input resistance, $R_i$ (terminals 18, 19, 27) ..... | approx. 4 k $\Omega$             |
| Input resistance, $R_i$ (terminal 29, 33) .....      | approx. 2 k $\Omega$             |

*All digital inputs are galvanically isolated from the supply voltage (PELV) and other high-voltage terminals, and can be functionally separated from other control terminals by opening switch S100. See section entitled Galvonic Isolation.*

Control card, analog inputs:

|                                       |                               |
|---------------------------------------|-------------------------------|
| Number of analog voltage inputs ..... | 1 pcs.                        |
| Terminal number .....                 | 53                            |
| Voltage level .....                   | $\pm 0 - 10$ V DC (scaleable) |
| Input resistance, $R_i$ .....         | approx. 10 k $\Omega$         |
| Max. voltage .....                    | 20 V                          |
| Number of analog current inputs ..... | 1 pcs.                        |
| Terminal number .....                 | 60                            |
| Current level .....                   | 0/4 - 20 mA (scaleable)       |
| Input resistance, $R_i$ .....         | approx. 300 $\Omega$          |
| Max. current .....                    | 30 mA                         |
| Resolution for analog inputs .....    | 10 bit                        |
| Accuracy of analog inputs .....       | Max. error 1% of full scale   |
| Scan interval .....                   | 13.3 msec                     |

*The analog inputs are galvanically isolated from the supply voltage (PELV) and other high-voltage terminals. See section entitled Galvonic Isolation.*

Control card, pulse inputs:

|   |                                  |
|---|----------------------------------|
| Number of programmable pulse inputs .....     | 2                                |
| Terminal number .....                         | 29, 33                           |
| Max. frequency at terminal 29/33 .....        | 110 kHz (Push-pull)              |
| Max. frequency at terminal 29/33 .....        | 5 kHz (open collector)           |
| Min. frequency at terminal 33 .....           | 4 Hz                             |
| Min. frequency at terminal 29 .....           | 30 Hz                            |
| Voltage level .....                           | 0 - 24 V DC (PNP positive logic) |
| Voltage level, logic '0' .....                | < 5 V DC                         |
| Voltage level, logic '1' .....                | > 10 V DC                        |
| Maximum voltage on input .....                | 28 V DC                          |
| Input resistance, $R_i$ .....                 | approx. 2 k $\Omega$             |
| Scan interval .....                           | 13.3 msec                        |
| Resolution .....                              | 10 bit                           |
| Accuracy (100 Hz- 1 kHz) terminal 33 .....    | Max. error: 0.5% of full scale   |
| Accuracy (1 kHz - 67.6 kHz) terminal 33 ..... | Max. error: 0.1% of full scale   |

*The pulse input is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals. See section entitled Galvonic Isolation.*

Control card, digital/frequency output:

|   |                                 |
|---|---------------------------------|
| Number of programmable digital/pulse outputs .....    | 1 pcs.                          |
| Terminal number .....                                 | 46                              |
| Voltage level at digital/frequency output .....       | 0 - 24 V DC (O.C PNP)           |
| Max. output current at digital/frequency output ..... | 25 mA.                          |
| Max. load at digital/frequency output .....           | 1 k $\Omega$                    |
| Max. capacity at frequency output .....               | 10 nF                           |
| Minimum output frequency at frequency output .....    | 16 Hz                           |
| Maximum output frequency at frequency output .....    | 10 kHz                          |
| Accuracy on frequency output .....                    | Max. error: 0.2 % of full scale |
| Resolution on frequency output .....                  | 10 bit                          |

*The digital output is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals. See section entitled Galvonic Isolation.*



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### Control card, analog output:

---

|   |                                 |
|---|---------------------------------|
| Number of programmable analog outputs ..... | 1                               |
| Terminal number .....                       | 42                              |
| Current range at analog output .....        | 0/4 - 20 mA                     |
| Max. load to common at analog output .....  | 500 $\Omega$                    |
| Accuracy on analog output .....             | Max. error: 1.5 % of full scale |
| Resolution on analog output .....           | 10 bit                          |

*The analog output is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals. See section entitled Galvanic Isolation.*

### Control card, 24 V DC output:

---

|  |           |
|--|-----------|
| Terminal number .....                                  | 12        |
| Max. load supplied from AC lines / 24 V external ..... | 240/65 mA |

*The 24 V DC supply is galvanically isolated from the supply voltage (PELV), but has the same potential as the analog and digital inputs and outputs. See section entitled Galvanic Isolation.*

### Control card, 10 V DC output:

---

|                       |                    |
|-----------------------|--------------------|
| Terminal number ..... | 50                 |
| Output voltage .....  | 10.5 V $\pm$ 0.5 V |
| Max. load .....       | 15 mA              |

*The 10 V DC supply is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals. See section entitled Galvanic Isolation.*

### Control card, RS 485 serial communication:

---

|                          |                                    |
|--------------------------|------------------------------------|
| Terminal number .....    | 68 (TX+, RX+), 69 (TX-, RX-)       |
| Terminal number 67 ..... | + 5 V                              |
| Terminal number 70 ..... | Common for terminals 67, 68 and 69 |

*Full galvanic isolation. See section entitled Galvanic Isolation.*

### Relay outputs:<sup>1)</sup>

---

|  |                                |
|--|--------------------------------|
| Number of programmable relay outputs .....                         | 1                              |
| Terminal number, control card (resistive and inductive load) ..... | 1-3 (break), 1-2 (make)        |
| Max. terminal load (AC1) on 1-3, 1-2, control card .....           | 250 V AC, 2 A, 500 VA          |
| Max. terminal load (DC1 (IEC 947)) on 1-3, 1-2, control card ..... | 25 V DC, 2 A /50 V DC, 1A, 50W |
| Min. terminal load (AC/DC) on 1-3, 1-2, control card .....         | 24 V DC 10 mA, 24 V AC 100 mA  |

*The relay contact is separated from the rest of the circuit by strengthened isolation. See section entitled Galvanic Isolation.*

Note: Rated values resistive load -  $\cos\phi > 0.8$  for up to 300,000 operations.  
Inductive loads at  $\cos\phi 0.25$  approximately 50% load or 50% life time.

### External 24 Volt DC supply:

---

|   |                                    |
|---|------------------------------------|
| Terminal nos .....                                | 35, 36                             |
| Voltage range .....                               | 21-28 V (max. 37 V DC for 10 sec.) |
| Max. voltage ripple .....                         | 2 V DC                             |
| Power consumption with/without power supply ..... | <1W/5-12W                          |

*Reliable galvanic isolation: Full galvanic isolation if the external 24 V DC supply is also of the PELV type.*

Sensor supply (T63, T73):

Terminal nos ..... 201, 202, 203, 204

Cable lengths and cross sections:

Max. motor cable length, shielded/armoured cable ..... 30 ft (10 m)  
 Max. motor cable length, unshielded/unarmoured cable ..... 30 ft (10 m)  
 Max. cross section to motor, see next section.  
 Max. cross section to control wires, rigid wire ..... 0.15 in<sup>2</sup>/10 AWG  
 Max. cross section to control cables, flexible cable ..... 0.1 in<sup>2</sup>/12 AWG  
 Max. cross section to control cables, cable with ferrules ..... 0.1 in<sup>2</sup>/12 AWG  
 Max. cross section extra terminals for 24 V ext, T73 version, rigid cables ..... 0.25 in<sup>2</sup>/9 AWG  
 Max. cross section extra terminals for 24 V ext, T73 version, flexible cable ..... 0.1 in<sup>2</sup>/10 AWG  
 Max. cross section extra terminals for 24 V ext, T73 version, cable with ferrules ..... 0.1 in<sup>2</sup>/10AWG  
 Max. cross section PE ..... 0.4 in<sup>2</sup>/7 AWG  
 Max. cross section external PE for T73 version ..... 0.625 in<sup>2</sup>/ 5 AWG

*If UL/cUL is to be complied with, cable with temperature class 140/165°F (60/75°C) must be used. Use copper wires only.*

**When complying with EN 55011 1A the motor cable must be shielded/armoured. See EMC emission.**

Control characteristics:

Frequency range ..... 0.2 - 132 Hz, 1 - 1000 Hz  
 Resolution of output frequency ..... 0.013 Hz, 0.2 - 1000 Hz  
 Repeat accuracy of *Precise start/stop* (terminals 18, 19) ..... ≤ ± 0.5 msec  
 System response time (terminals 18, 19, 27, 29, 33) ..... ≤ 26.6 msec  
 Speed control range (open loop) ..... 1:15 of synchronous speed  
 Speed control range (open loop) <1.1 kW ..... approximately 1:10 of synchronous speed (motor dependent)  
 Speed control range (closed loop) ..... 1:120 of synchronous speed  
 Speed accuracy (open loop) <1.1 HP ..... 150 - 3600 rpm: Max. error of ±23 rpm  
 Speed accuracy (open loop) >0.75 HP ..... 90 - 3600 rpm: Max. error of ±23 rpm  
 Speed accuracy (closed loop) ..... 30 - 3600 rpm: Max. error of ±7.5 rpm  
*All control characteristics are based on a 4-pole asynchronous motor*

Surroundings:

Enclosure ..... IP 66, TYPE 4x (indoor)  
 Enclosure T73 version ..... IP 65, TYPE 12  
 Vibration test ..... 1.0 g  
 Max. relative humidity ..... 95% see *Air humidity in the Design Guide*  
 Ambient temperature (FCD 335 max. 95 °F (35 °C) Max. 104 °F (40 °C) (24-hour average max. 95 °F (35 °C))  
*Derating for ambient temperature, see special conditions in the Design Guide*  
 Min. ambient temperature during full-scale operation ..... 32 °F (0 °C)  
 Min. ambient temperature at reduced performance ..... 14 °F (- 10 °C)  
 Temperature during storage/transport ..... -13 - +150/160 °F (-25 - +65/70 °C)  
 Max. altitude above sea level ..... 3000 ft (1000 m)  
*Derating for air pressure, see special conditions in the Design Guide*  
 EMC standards used, Emission ..... EN 50081-1-2, EN 61800-3, EN 55011  
 EMC standards used, immunity ..... EN 61000-6-2, EN 61000-4-2, EN 61000-4-3, EN 61000-4-4, EN 61000-4-5, EN 61000-4-6  
*See section on special conditions in the Design Guide*

All About FCD  
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Safeguards:

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- Electronic thermal motor protection against overload.
- Temperature monitoring of the power module ensures that the adjustable frequency drive cuts out if the temperature reaches 212 °F (100 °C). An overload temperature cannot be reset until the temperature of the power module is below 160 °F (70 °C).
- The adjustable frequency drive is protected against short-circuits on motor terminals U, V, W.
- If an electrical phase is missing, the variable frequency drive will cut out.
- Monitoring of the intermediate circuit voltage ensures that the variable frequency drive cuts out if the intermediate circuit voltage is too low or too high.
- The variable frequency drive is protected against ground fault on motor terminals U, V, W.

### ■ Technical data, line supply 3 x 380 - 480V

| According to international standards | Type                                 | 303            | 305   | 307   | 311   | 315   | 322   | 330   | 335** |
|--------------------------------------|--------------------------------------|----------------|-------|-------|-------|-------|-------|-------|-------|
| Output current (3 x 380 - 500 V)     | $I_{INV}$ [A]                        | 1.4            | 1.8   | 2.2   | 3.0   | 3.7   | 5.2   | 7.0   | 7.6   |
|                                      | $I_{MAX}$ (60s) [A]                  | 2.2            | 2.9   | 3.5   | 4.8   | 5.9   | 8.3   | 11.2  | 11.4  |
| Output power (400 V)                 | $S_{INV}$ [KVA]                      | 1.0            | 1.2   | 1.5   | 2.0   | 2.6   | 3.6   | 4.8   | 5.3   |
|                                      | Typical shaft output                 | $P_{M,N}$ [kW] | 0.37  | 0.55  | 0.75  | 1.1   | 1.5   | 2.2   | 3.0   |
| Typical shaft output                 | $P_{M,N}$ [HP]                       | 0.50           | 0.75  | 1.0   | 1.5   | 2.0   | 3.0   | 4.0   | 5*    |
| Max. cable cross section, motor      | [mm <sup>2</sup> /AWG] <sup>1)</sup> | 4/10           | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  |
| Input current (3 x 380 - 480 V)      | $I_{L,N}$ [A]                        | 1.2            | 1.6   | 1.9   | 2.6   | 3.2   | 4.7   | 6.1   | 6.8   |
|                                      | $I_{L,MAX}$ (60s)[A]                 | 1.9            | 2.6   | 3.0   | 4.2   | 5.1   | 7.5   | 9.8   | 10.2  |
| Max. cable cross section, power      | [mm <sup>2</sup> /AWG] <sup>1)</sup> | 4/10           | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  | 4/10  |
| Max. pre-fuses                       | [IEC/UL <sup>2)</sup> [A]            | 25/25          | 25/25 | 25/25 | 25/25 | 25/25 | 25/25 | 25/25 | 25/25 |
| Efficiency <sup>3)</sup>             | [%]                                  | 96             |       |       |       |       |       |       |       |
| Power loss at max. load              | [W]                                  | 22             | 29    | 40    | 59    | 80    | 117   | 160   | 190   |
| Weight                               | [kg]                                 | 5.8            | 5.8   | 5.8   | 5.8   | 5.8   | 9.5   | 9.5   | 9.5   |

\* At electrical voltage min 3 x 460 - 480 V

\*\*  $t_{amb}$  max. 95° F (35° C).

1. American Wire Gauge. Max. cable cross section is the largest cable cross section that can be attached to the terminals. Always observe national and local regulations.

2. Typr gG / gL pre fuses or corresponding circuit breakers should be used.

If you want to maintain UL/cUL branch circuit fuses according to NEC should be used. Alternatively a circuit breaker Danfoss type CTI 25 MB or equivalent should be used.

To be placed for protection in a circuit that is capable of supplying a maximum of 100,000 amps for fuses / 10,000 amps for circuit breakers.

3. Measured using a 39 ft (10 m) shielded/armored motor cable with a rated load and rated frequency.



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## Decentral Solutions - Design Guide

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### ■ Supplied with the unit

Below is a list of the literature available for FCD 300. It must be noted that there may be deviations from one country to the next.

Supplied with the unit:

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Operating instructions ..... MG.04.BX.YY

Various literature for FCD 300:

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Data sheet ..... MD.04.AX.YY

Design Guide - Decentral Solutions ..... MG.90.FX.YY

Communication with FCD 300:

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Profibus DP V1 Operating Instructions ..... MG.90.AX.YY

DeviceNet Operating Instructions ..... MG.90.BX.YY

AS-i Operating Instructions ..... MG.04.EX.YY

*X = version number*

*YY = language version*

### ■ Factory settings

| PNU # | Parameter description        | Factory setting                | Changes during operation | 4-setup | Conv. index | Data type |
|-------|------------------------------|--------------------------------|--------------------------|---------|-------------|-----------|
| 001   | Language                     | English                        | Yes                      | No      | 0           | 5         |
| 002   | Local/remote operation       | Remote-controlled              | Yes                      | Yes     | 0           | 5         |
| 003   | Local reference              | 000,000.000                    | Yes                      | Yes     | -3          | 4         |
| 004   | Active Setup                 | Setup 1                        | Yes                      | No      | 0           | 5         |
| 005   | Programming Setup            | Active Setup                   | Yes                      | No      | 0           | 5         |
| 006   | Setup copying                | No copying                     | No                       | No      | 0           | 5         |
| 007   | LCP copy                     | No copying                     | No                       | No      | 0           | 5         |
| 008   | Display scaling              | 1.00                           | Yes                      | Yes     | -2          | 6         |
| 009   | Large display readout        | Frequency [Hz]                 | Yes                      | Yes     | 0           | 5         |
| 010   | Small display line 1.1       | Reference [%]                  | Yes                      | Yes     | 0           | 5         |
| 011   | Small display line 1.2       | Motor current [A]              | Yes                      | Yes     | 0           | 5         |
| 012   | Small display line 1.3       | Power [HP]                     | Yes                      | Yes     | 0           | 5         |
| 013   | Local control                | Remote Control<br>as par. 100  | Yes                      | Yes     | 0           | 5         |
| 014   | Local stop/reset             | Active                         | Yes                      | Yes     | 0           | 5         |
| 015   | Local jog                    | Not active                     | Yes                      | Yes     | 0           | 5         |
| 016   | Local reversing              | Not active                     | Yes                      | Yes     | 0           | 5         |
| 017   | Local reset of trip          | Active                         | Yes                      | Yes     | 0           | 5         |
| 018   | Data change lock             | Not locked                     | Yes                      | Yes     | 0           | 5         |
| 019   | Operating status at power up | Forced stop,<br>use saved ref. | Yes                      | Yes     | 0           | 5         |
| 020   | Lock for Hand mode           | Active                         | Yes                      | No      | 0           | 5         |
| 024   | User-defined Quick Menu      | Not active                     | Yes                      | No      | 0           | 5         |
| 025   | Quick Menu Setup             | 000                            | Yes                      | No      | 0           | 6         |
| 026   | LED Status                   | Overload                       | Yes                      | Yes     | 0           | 5         |

All About FCD  
300

#### 4-Setup:

'Yes' means that the parameter can be programmed individually in each of the four Setups, i.e. one single parameter can have four different data values. 'No' means that the data value will be the same in all Setups.

#### Conversion index:

This number refers to a conversion figure to be used when writing or reading via serial communication with an adjustable frequency drive.

| Conversion table |                   |
|------------------|-------------------|
| Conversion index | Conversion factor |
| 73               | 0.1               |
| 2                | 100               |
| 1                | 10                |
| 0                | 1                 |
| -1               | 0.1               |
| -2               | 0.01              |
| -3               | 0.001             |
| -4               | 0.0001            |
| -5               | 0.00001           |

#### Data type:

Data type shows the type and length of the telegram.

| Data type | Description |
|-----------|-------------|
| 3         | Integer 16  |
| 4         | Integer 32  |
| 5         | Unsigned 8  |
| 6         | Unsigned 16 |
| 7         | Unsigned 32 |
| 9         | Text string |

See also *Serial communication*.

### ■ Factory settings

| PNU # | Parameter description                 | Factory setting           | Changes during operation | 4-setup | Conv. index | Data type |
|-------|---------------------------------------|---------------------------|--------------------------|---------|-------------|-----------|
| 100   | Configuration                         | Speed reg., open loop     | No                       | Yes     | 0           | 5         |
| 101   | Torque characteristics                | Constant torque           | Yes                      | Yes     | 0           | 5         |
| 102   | Motor power $P_{M,N}$                 | depends on unit           | No                       | Yes     | 1           | 6         |
| 103   | Motor voltage $U_{M,N}$               | depends on unit           | No                       | Yes     | -2          | 6         |
| 104   | Motor frequency $f_{M,N}$             | 50 Hz                     | No                       | Yes     | -1          | 6         |
| 105   | Motor current $I_{M,N}$               | depends on motor selected | No                       | Yes     | -2          | 7         |
| 106   | Rated motor speed                     | depends on par. 102       | No                       | Yes     | 0           | 6         |
| 107   | Automatic motor adjustment            | Optimisation off          | No                       | Yes     | 0           | 5         |
| 108   | Stator resistance $R_S$               | depends on motor selected | No                       | Yes     | -3          | 7         |
| 109   | Stator reactance $X_S$                | depends on motor selected | No                       | Yes     | -2          | 7         |
| 117   | Resonance dampening                   | 0 %                       | Yes                      | Yes     | 0           | 5         |
| 119   | High start torque                     | 0.0 sec                   | No                       | Yes     | -1          | 5         |
| 120   | Start delay                           | 0.0 sec                   | No                       | Yes     | -1          | 5         |
| 121   | Start function                        | Coast in start del.       | No                       | Yes     | 0           | 5         |
| 122   | Function at stop                      | Coast                     | No                       | Yes     | 0           | 5         |
| 123   | Min. freq. for activation of par. 122 | 0.1 Hz                    | No                       | Yes     | -1          | 5         |
| 126   | DC braking time                       | 10 sec.                   | Yes                      | Yes     | -1          | 6         |
| 127   | DC brake engaging frequency           | OFF                       | Yes                      | Yes     | -1          | 6         |
| 128   | Thermal motor protection              | No protection             | Yes                      | Yes     | 0           | 5         |
| 130   | Start frequency                       | 0.0 Hz                    | No                       | Yes     | -1          | 5         |
| 131   | Voltage at start                      | 0.0 V                     | No                       | Yes     | -1          | 6         |
| 132   | DC brake voltage                      | 0%                        | Yes                      | Yes     | 0           | 5         |
| 133   | Start voltage                         | depends on unit           | Yes                      | Yes     | -2          | 6         |
| 134   | Load compensation                     | 100 %                     | Yes                      | Yes     | -1          | 6         |
| 135   | U/f-ratio                             | depends on unit           | Yes                      | Yes     | -2          | 6         |
| 136   | Slip compensation                     | 100 %                     | Yes                      | Yes     | -1          | 3         |
| 137   | DC hold voltage                       | 0%                        | No                       | Yes     | 0           | 5         |
| 138   | Brake cut out value                   | 3.0 Hz                    | Yes                      | Yes     | -1          | 6         |
| 139   | Brake cut in frequency                | 3.0 Hz                    | Yes                      | Yes     | -1          | 6         |
| 140   | Current, minimum value                | 0%                        | No                       | Yes     | 0           | 5         |
| 142   | Leak reactance                        | depends on motor selected | No                       | Yes     | -3          | 7         |
| 144   | AC brake factor                       | 1.30                      | No                       | Yes     | -2          | 5         |
| 146   | Reset voltage vector                  | Off                       | Yes                      | Yes     | 0           | 5         |
| 147   | Motor type                            | General                   |                          |         |             |           |

### ■ Factory Settings

| PNU # | Parameter description                  | Factory setting          | Changes during operation | 4-setup | Conv. index | Data type |
|-------|--|--------------------------|--------------------------|---------|-------------|-----------|
| 200   | Output frequency range                 | Clockwise only, 0-132 Hz | No                       | Yes     | 0           | 5         |
| 201   | Output frequency, low limit $f_{MIN}$  | 0.0 Hz                   | Yes                      | Yes     | -1          | 6         |
| 202   | Output frequency, high limit $f_{MAX}$ | 132 Hz                   | Yes                      | Yes     | -1          | 6         |
| 203   | Reference range                        | Min ref.-Max ref.        | Yes                      | Yes     | 0           | 5         |
| 204   | Minimum ref $Ref_{MIN}$                | 0.000 Hz                 | Yes                      | Yes     | -3          | 4         |
| 205   | Maximum ref $Ref_{MAX}$                | 50.000 Hz                | Yes                      | Yes     | -3          | 4         |
| 206   | Ramp type                              | Linear                   | Yes                      | Yes     | 0           | 5         |
| 207   | Ramp-up time 1                         | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 208   | Ramp-down time 1                       | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 209   | Ramp-up time 2                         | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 210   | Ramp-down time 2                       | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 211   | Jog ramp time                          | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 212   | Quick stop ramp-down time              | 3.00 sec.                | Yes                      | Yes     | -2          | 7         |
| 213   | Jog frequency                          | 10.0 Hz                  | Yes                      | Yes     | -1          | 6         |
| 214   | Reference function                     | Sum                      | Yes                      | Yes     | 0           | 5         |
| 215   | Preset reference 1                     | 0.00%                    | Yes                      | Yes     | -2          | 3         |
| 216   | Preset reference 2                     | 0.00%                    | Yes                      | Yes     | -2          | 3         |
| 217   | Preset reference 3                     | 0.00%                    | Yes                      | Yes     | -2          | 3         |
| 218   | Preset reference 4                     | 0.00%                    | Yes                      | Yes     | -2          | 3         |
| 219   | Catch up/slow down reference           | 0.00%                    | Yes                      | Yes     | -2          | 6         |
| 221   | Current limit                          | 160 %                    | Yes                      | Yes     | -1          | 6         |
| 223   | Warn. Low current                      | 0.0 A                    | Yes                      | Yes     | -1          | 6         |
| 224   | Warn. High current                     | $I_{MAX}$                | Yes                      | Yes     | -1          | 6         |
| 225   | Warn. Low frequency                    | 0.0 Hz                   | Yes                      | Yes     | -1          | 6         |
| 226   | Warn. High frequency                   | 132.0 Hz                 | Yes                      | Yes     | -1          | 6         |
| 227   | Warn. Low Feedback                     | -4000.000                | Yes                      | Yes     | -3          | 4         |
| 228   | Warn. High Feedback                    | 4000.000                 | Yes                      | Yes     | -3          | 4         |
| 229   | Frequency bypass, bandwidth            | 0 Hz (OFF)               | Yes                      | Yes     | 0           | 6         |
| 230   | Frequency bypass 1                     | 0.0 Hz                   | Yes                      | Yes     | -1          | 6         |
| 231   | Frequency bypass 2                     | 0.0 Hz                   | Yes                      | Yes     | -1          | 6         |

### ■ Factory settings

| PNU # | Parameter description          | Factory setting              | Changes during operation | 4-setup | Conv. index | Data type |
|-------|--------------------------------|------------------------------|--------------------------|---------|-------------|-----------|
| 302   | Digital input, term. 18        | Start                        | Yes                      | Yes     | 0           | 5         |
| 303   | Digital input, term. 19        | Reverse                      | Yes                      | Yes     | 0           | 5         |
| 304   | Digital input, term. 27        | Reset and coast inverse      | Yes                      | Yes     | 0           | 5         |
| 305   | Digital input, term. 29        | Jog                          | Yes                      | Yes     | 0           | 5         |
| 307   | Digital input, term. 33        | No function                  | Yes                      | Yes     | 0           | 5         |
| 308   | Term. 53, analog input voltage | Reference                    | Yes                      | Yes     | 0           | 5         |
| 309   | Term. 53, min scaling          | 0.0 V                        | Yes                      | Yes     | -1          | 6         |
| 310   | Term. 53, max scaling          | 10.0 V                       | Yes                      | Yes     | -1          | 6         |
| 314   | Term. 60, analog input current | No function                  | Yes                      | Yes     | 0           | 5         |
| 315   | Term. 60, min scaling          | 0.0 mA                       | Yes                      | Yes     | -4          | 6         |
| 316   | Term. 60, max scaling          | 20.0 mA                      | Yes                      | Yes     | -4          | 6         |
| 317   | Time out                       | 10 sec.                      | Yes                      | Yes     | -1          | 5         |
| 318   | Function after timeout         | No function                  | Yes                      | Yes     | 0           | 5         |
| 319   | Term. 42, analog output        | 0-I <sub>MAX</sub> = 0-20 mA | Yes                      | Yes     | 0           | 5         |
| 323   | Relay output                   | No function                  | Yes                      | Yes     | 0           | 5         |
| 327   | Pulse Max. 33                  | 5000 Hz                      | Yes                      | Yes     | 0           | 7         |
| 328   | Pulse Max. 29                  | 5000 Hz                      | Yes                      | Yes     | 0           | 7         |
| 341   | Term. 46 digital output        | No function                  | Yes                      | Yes     | 0           | 5         |
| 342   | Term. 46 Max. pulse output     | 5000 Hz                      | Yes                      | Yes     | 0           | 6         |
| 343   | Precise stop function          | Normal ramp stop             | No                       | Yes     | 0           | 5         |
| 344   | Counter value                  | 100000 pulses                | No                       | Yes     | 0           | 7         |
| 349   | Speed comp delay               | 10 ms                        | Yes                      | Yes     | -3          | 6         |

### ■ Factory settings

| PNU # | Parameter description               | Factory setting      | Changes during operation | 4-setup | Conv. index | Data type |
|-------|-------------------------------------|----------------------|--------------------------|---------|-------------|-----------|
| 400   | Brake function                      | Depends on unit type | Yes                      | No      | 0           | 5         |
| 405   | Reset function                      | Manual reset         | Yes                      | Yes     | 0           | 5         |
| 406   | Aut. restart time                   | 5 sec.               | Yes                      | Yes     | 0           | 5         |
| 409   | Trip delay overcurrent              | Off (61 sec.)        | Yes                      | Yes     | 0           | 5         |
| 411   | Switching frequency                 | 4.5 kHz              | Yes                      | Yes     | 0           | 6         |
| 413   | Overmodulation function             | On                   | Yes                      | Yes     | 0           | 5         |
| 414   | Min. feedback                       | 0.000                | Yes                      | Yes     | -3          | 4         |
| 415   | Max. feedback                       | 1500.000             | Yes                      | Yes     | -3          | 4         |
| 416   | Process units                       | No unit              | Yes                      | Yes     | 0           | 5         |
| 417   | Speed PID propor.ampl.              | 0.010                | Yes                      | Yes     | -3          | 6         |
| 418   | Speed PID intergra.                 | 100 ms               | Yes                      | Yes     | -5          | 7         |
| 419   | Speed PID differentiation time      | 20.00 ms             | Yes                      | Yes     | -5          | 7         |
| 420   | Speed PID diff. amplification limit | 5.0                  | Yes                      | Yes     | -1          | 6         |
| 421   | Speed PID lowpass filter            | 20 ms                | Yes                      | Yes     | -3          | 6         |
| 423   | U1 voltage                          | par. 103             | Yes                      | Yes     | -1          | 6         |
| 424   | F1 frequency                        | Par. 104             | Yes                      | Yes     | -1          | 6         |
| 425   | U2 voltage                          | par. 103             | Yes                      | Yes     | -1          | 6         |
| 426   | F2 frequency                        | par. 104             | Yes                      | Yes     | -1          | 6         |
| 427   | U3 voltage                          | par. 103             | Yes                      | Yes     | -1          | 6         |
| 428   | F3 frequency                        | par. 104             | Yes                      | Yes     | -1          | 6         |
| 437   | Proc. PID no/inv.                   | Normal               | Yes                      | Yes     | 0           | 5         |
| 438   | Proc. PID anti wind.                | Active               | Yes                      | Yes     | 0           | 5         |
| 439   | Proc. PID start frequency           | Par. 201             | Yes                      | Yes     | -1          | 6         |
| 440   | Proc. PID start proportional ampl.  | 0.01                 | Yes                      | Yes     | -2          | 6         |
| 441   | Proc. PID integration time          | Off (9999.99 s)      | Yes                      | Yes     | -2          | 7         |
| 442   | Proc. PID differentiation time      | Off (0.00 s).        | Yes                      | Yes     | -2          | 6         |
| 443   | Proc. PID diff. ampl. limit         | 5.0                  | Yes                      | Yes     | -1          | 6         |
| 444   | Proc. PID lowpass filter time       | 0.02 s               | Yes                      | Yes     | -2          | 6         |
| 445   | Flying start                        | Not possible         | Yes                      | Yes     | 0           | 5         |
| 451   | Speed PID feedforward factor        | 100%                 | Yes                      | Yes     | 0           | 6         |
| 452   | Controller range                    | 10 %                 | Yes                      | Yes     | -1          | 6         |
| 455   | Frequency range monitor             | Enable               | Yes                      |         | 0           | 5         |
| 456   | Brake voltage reduce                | 0                    | Yes                      | Yes     | 0           | 5         |

### ■ Factory settings

| PNU # | Parameter description                | Factory setting | Changes during operation | 4-setup | Conv. index | Data type |
|-------|--------------------------------------|-----------------|--------------------------|---------|-------------|-----------|
| 500   | Address                              | 1               | Yes                      | No      | 0           | 5         |
| 501   | Baudrate                             | 9600 Baud       | Yes                      | No      | 0           | 5         |
| 502   | Coasting stop                        | Logic or        | Yes                      | Yes     | 0           | 5         |
| 503   | Quick stop                           | Logic or        | Yes                      | Yes     | 0           | 5         |
| 504   | DC brake                             | Logic or        | Yes                      | Yes     | 0           | 5         |
| 505   | Start                                | Logic or        | Yes                      | Yes     | 0           | 5         |
| 506   | Reverse                              | Logic or        | Yes                      | Yes     | 0           | 5         |
| 507   | Selection of Setup                   | Logic or        | Yes                      | Yes     | 0           | 5         |
| 508   | Selection of preset ref.             | Logic or        | Yes                      | Yes     | 0           | 5         |
| 509   | Bus jog 1                            | 10.0 Hz         | Yes                      | Yes     | -1          | 6         |
| 510   | Bus jog 2                            | 10.0 Hz         | Yes                      | Yes     | -1          | 6         |
| 512   | Telegram profile                     | FC protocol     | No                       | Yes     | 0           | 5         |
| 513   | Bus time interval                    | 1 sec.          | Yes                      | Yes     | 0           | 5         |
| 514   | Bus time interval function           | Off             | Yes                      | Yes     | 0           | 5         |
| 515   | Data readout: Reference %            |                 | No                       | No      | -1          | 3         |
| 516   | Data readout: Reference [unit]       |                 | No                       | No      | -3          | 4         |
| 517   | Data readout: Feedback [unit]        |                 | No                       | No      | -3          | 4         |
| 518   | Data readout: Frequency              |                 | No                       | No      | -1          | 3         |
| 519   | Data readout: Frequency x scaling    |                 | No                       | No      | -1          | 3         |
| 520   | Data readout: Motor current          |                 | No                       | No      | -2          | 7         |
| 521   | Data readout: Torque                 |                 | No                       | No      | -1          | 3         |
| 522   | Data readout: Power [kW]             |                 | No                       | No      | 1           | 7         |
| 523   | Data readout: Power [HP]             |                 | No                       | No      | -2          | 7         |
| 524   | Data readout: Motor voltage [V]      |                 | No                       | No      | -1          | 6         |
| 525   | Data readout: DC Link voltage        |                 | No                       | No      | 0           | 6         |
| 526   | Data readout: Motor thermal load     |                 | No                       | No      | 0           | 5         |
| 527   | Data readout: Inverter thermal load  |                 | No                       | No      | 0           | 5         |
| 528   | Data readout: Digital input          |                 | No                       | No      | 0           | 5         |
| 529   | Data readout: Analog input, term. 53 |                 | No                       | No      | -1          | 5         |
| 531   | Data readout: Analog input, term. 60 |                 | No                       | No      | -4          | 5         |
| 532   | Data readout: Pulse input, term. 33  |                 | No                       | No      | -1          | 7         |
| 533   | Data readout: External reference     |                 | No                       | No      | -1          | 6         |
| 534   | Data readout: Status word            |                 | No                       | No      | 0           | 6         |
| 537   | Data readout: Inverter temperature   |                 | No                       | No      | 0           | 5         |
| 538   | Data readout: Alarm word             |                 | No                       | No      | 0           | 7         |
| 539   | Data readout: Control word           |                 | No                       | No      | 0           | 6         |
| 540   | Data readout: Warning word           |                 | No                       | No      | 0           | 7         |
| 541   | Data readout: Extended status word   |                 | No                       | No      | 0           | 7         |
| 544   | Data readout: Pulse count            |                 | No                       | No      | 0           | 7         |
| 545   | Data readout: Pulse input, term. 29  |                 | No                       | No      | -1          | 7         |

### ■ Factory settings

| PNU # | Parameter description                            | Factory setting      | Changes during operation | 4-setup | Conv. index | Data type |
|-------|--|----------------------|--------------------------|---------|-------------|-----------|
| 600   | Operating hours                                  |                      | No                       | No      | 73          | 7         |
| 601   | Hours run  |                      | No                       | No      | 73          | 7         |
| 602   | kWh counter                                      |                      | No                       | No      | 2           | 7         |
| 603   | Number of cut ins                                |                      | No                       | No      | 0           | 6         |
| 604   | Number of overheatings                           |                      | No                       | No      | 0           | 6         |
| 605   | Number of overvoltages                           |                      | No                       | No      | 0           | 6         |
| 615   | Fault log: Error code                            |                      | No                       | No      | 0           | 5         |
| 616   | Fault log: Time                                  |                      | No                       | No      | 0           | 7         |
| 617   | Fault log: Value                                 |                      | No                       | No      | 0           | 3         |
| 618   | Reset of kWh counter                             | No reset             | Yes                      | No      | 0           | 7         |
| 619   | Reset of running hours counter                   | No reset             | Yes                      | No      | 0           | 5         |
| 620   | Operation mode                                   | Normal operation     | Yes                      | No      | 0           | 5         |
| 621   | Nameplate: Unit type                             |                      | No                       | No      | 0           | 9         |
| 624   | Nameplate: Software version                      |                      | No                       | No      | 0           | 9         |
| 625   | Nameplate: LCP identification no.                |                      | No                       | No      | 0           | 9         |
| 626   | Nameplate: Database identification no.           |                      | No                       | No      | -2          | 9         |
| 627   | Nameplate: Power parts version                   |                      | No                       | No      | 0           | 9         |
| 628   | Nameplate: Application option type               |                      | No                       | No      | 0           | 9         |
| 630   | Nameplate: Communication option type             |                      | No                       | No      | 0           | 9         |
| 632   | Nameplate: BMC software identification           |                      | No                       | No      | 0           | 9         |
| 634   | Nameplate: Unit identification for communication |                      | No                       | No      | 0           | 9         |
| 635   | Nameplate: Software parts no.                    |                      | No                       | No      | 0           | 9         |
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| 641   | BMC software identification                      |                      | No                       | No      | -2          | 6         |
| 642   | Power card identification                        |                      | No                       | No      | -2          | 6         |
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