MAKING MODERN LIVING POSSIBLE

Instruction Manual, 90 kW–315 kW D-frame

VLT® AutomationDrive FC 300

THE REAL DRIVE

Safety

Safety

⚠WARNING

HIGH VOLTAGE!

Adjustable frequency drives contain high voltage when connected to AC line power. Installation, startup, and maintenance should be performed by qualified personnel only. Failure to perform installation, startup, and maintenance by qualified personnel could result in death or serious injury.

High Voltage

Adjustable frequency drives are connected to hazardous AC line voltage. Extreme care should be taken to protect against shock. Only trained personnel familiar with electronic equipment should install, start, or maintain this equipment.

⚠WARNING

UNINTENDED START!

When the adjustable frequency drive is connected to AC line power, the motor may start at any time. The adjustable frequency drive, motor, and any driven equipment must be in operational readiness. Failure to be in operational readiness when the adjustable frequency drive is connected to AC line power could result in death, serious injury, equipment, or property damage.

Unintended Start

When the adjustable frequency drive is connected to AC line power, the motor may be started with an external switch, a serial bus command, an input reference signal, or a cleared fault condition. Use appropriate caution to guard against an unintended start.

⚠WARNING

DISCHARGE TIME!

Adjustable frequency drives contain DC link capacitors that can remain charged even when the adjustable frequency drive is not powered. To avoid electrical hazards, disconnect AC line power, any permanent magnet type motors, and any remote DC link power supplies, including battery backups, UPS and DC link connections to other adjustable frequency drives. Wait for the capacitors to fully discharge before performing any service or repair work. The wait time required is listed in the *Discharge Time* table. Failure to wait for the specified period of time after power has been removed to do service or repair could result in death or serious injury.

Voltage [V]	Power range hp [kW]	Minimum waiting time [min]
3x400	125–350 [90–250]	20
3x400	150–425 [110–315]	20
3x500	150–425 [110–315]	20
3x500	175–500 [132–355]	20
3x525	100–350 [75–250]	20
3x525	125–425 [90–315]	20
3x690	125–350 [90–250]	20
3x690	150–425 [110–315]	20

Discharge Time

Approvals

Table 1.2

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1 Introduction

1.1 Product Overview

1.1.1 Interior Views

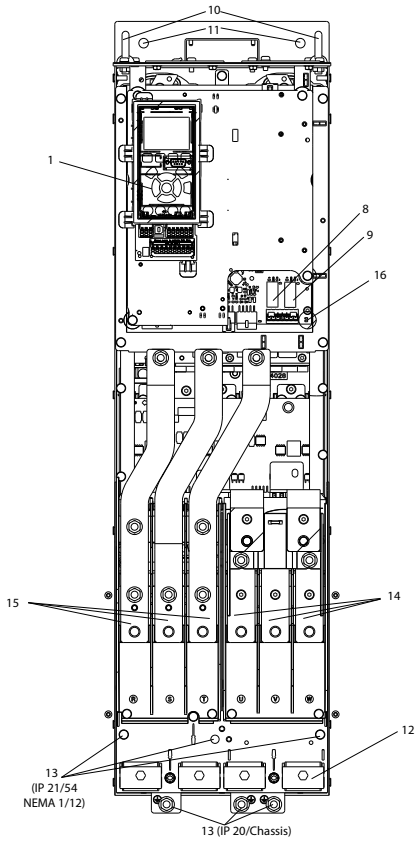

Figure 1.1 D1 Interior Components

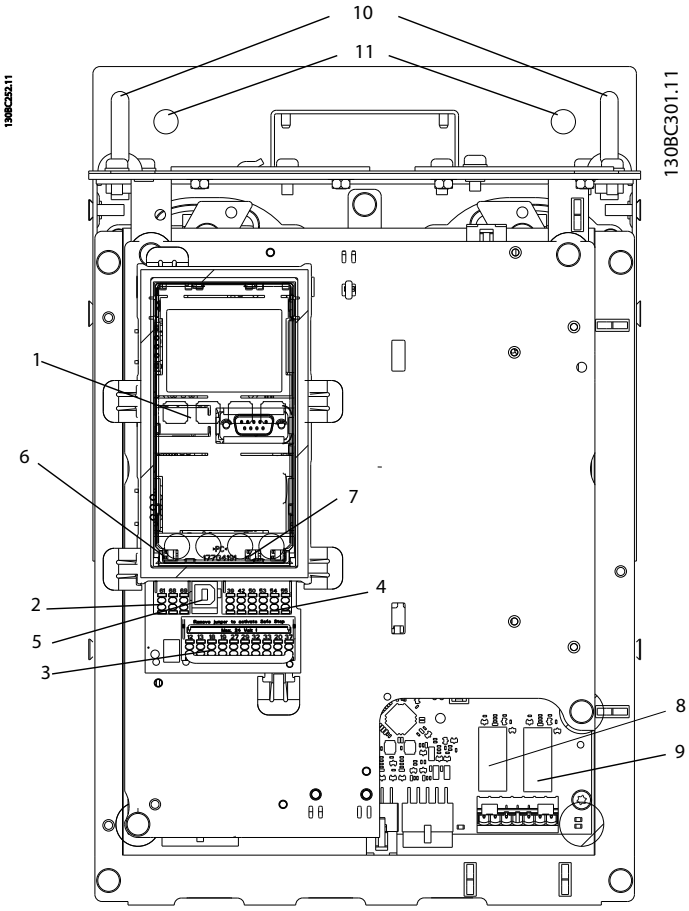

Figure 1.2 Close-up View: LCP and Control Functions

1	LCP (Local Control Panel)	9	Relay 2 (04, 05, 06)
2	RS-485 serial bus connector	10	Lifting ring
3	Digital I/O and 24 V power supply	11	Mounting slot
4	Analog I/O connector	12	Cable clamp (PE)
5	USB connector	13	Ground
6	Serial bus terminal switch	14	Motor output terminals 96 (U), 97 (V), 98 (W)
7	Analog switches (A53), (A54)	15	Line power input terminals 91 (L1), 92 (L2), 93 (L3)
8	Relay 1 (01, 02, 03)	16	TB5 (IP21/54 only). Terminal block for anti-condensation heater

Table 1.1

NOTE!

For location of TB6 (terminal block for contactor), see
***2.4.3.2 Terminal Locations: D5h-D8h*.**

1

1.1.2 Extended Options Cabinets

If an adjustable frequency drive is ordered with one of the following options, it is supplied with an options cabinet that makes it taller.

- Brake chopper
- Line power disconnect
- Contactor
- Line power disconnect with contactor
- Circuit breaker

Figure 1.3 shows an example of an adjustable frequency drive with an options cabinet. *Table 1.2* lists the variants for the adjustable frequency drives that include input options.

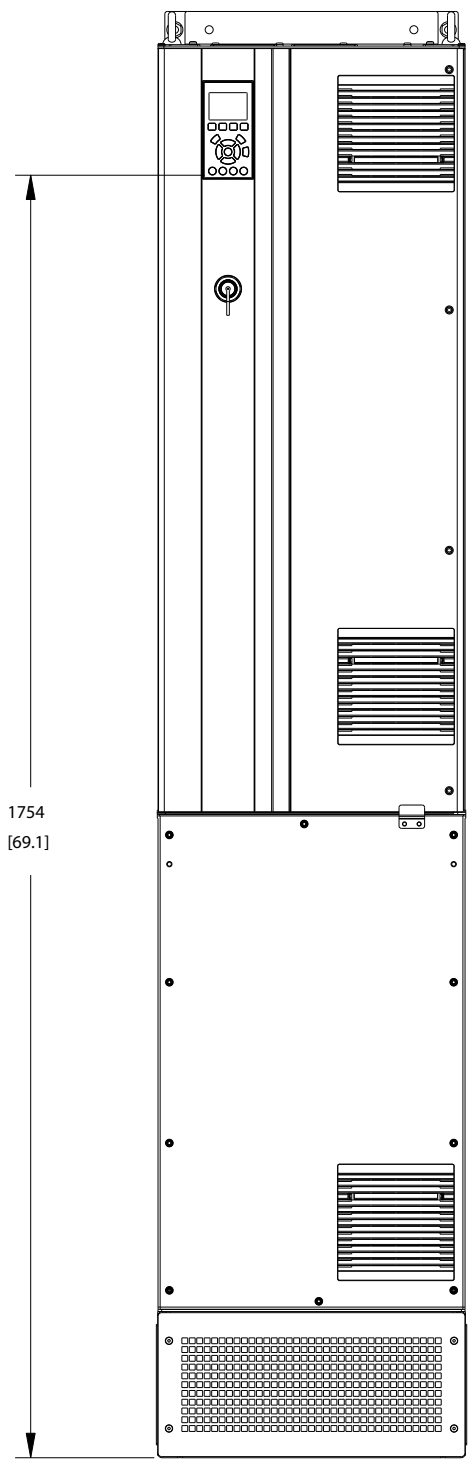

Figure 1.3 D7h Enclosure

Options unit designations	Extension cabinets	Possible options
D5h	D1h enclosure with short extension	Brake, Disconnect
D6h	D1h enclosure with tall extension	Contactor, Contactor with Disconnect, Circuit Breaker
D7h	D2h enclosure with short extension	Brake, Disconnect
D8h	D2h enclosure with tall extension	Contactor, Contactor with Disconnect, Circuit Breaker

Table 1.2

The D7h and D8h adjustable frequency drives (D2h plus options cabinet), include an approx. 8 in [200 mm] pedestal for floor mounting.

There is a safety latch on the front cover of the options cabinet. If the adjustable frequency drive is supplied with a line power disconnect or circuit breaker, the safety latch prevents the cabinet door from being opened while the adjustable frequency drive is energized. Before opening the door of the adjustable frequency drive, the disconnect or circuit breaker must be opened (to de-energize the adjustable frequency drive) and the cover of the options cabinet must be removed.

For adjustable frequency drives purchased with a disconnect, contactor or circuit breaker, the nameplate label includes a type code for a replacement that does not include the option. If there is a problem with the adjustable frequency drive, it is replaced independent of the options.

Refer to *2.7 Optional Equipment* for more detailed descriptions of the input options and other options that may be added to the adjustable frequency drive.

1.2 Purpose of the Manual

This manual is intended to provide detailed information for the installation and startup of the adjustable frequency drive. provides requirements for mechanical and electrical installation, including input, motor, control and serial communications wiring and control terminal functions. *3 Startup and Commissioning* provides detailed procedures for startup, basic operational programming, and functional testing. The remaining chapters provide supplementary details. These details include user interface, detailed programming, application examples, startup trouble-shooting, and specifications.

1.3 Additional Resources

Other resources are available to understand advanced adjustable frequency drive functions and programming.

- The *VLT® Programming Guide* provides greater detail on working with parameters and many application examples.
- The *VLT® Design Guide* is intended to provide detailed capabilities and functionality to design motor control systems.
- Supplementary publications and manuals are available from Danfoss. See *http://www.danfoss.com/BusinessAreas/DrivesSolutions/Documentations/Technical+Documentation.htm* for listings.
- Optional equipment is available that may change some of the procedures described. Reference the instructions supplied with those options for specific requirements. Contact the local Danfoss supplier or visit the Danfoss website: *http://www.danfoss.com/BusinessAreas/DrivesSolutions/Documentations/Technical+Documentation.htm*, for downloads or additional information.

1.4 Product Overview

An adjustable frequency drive is an electronic motor controller that converts AC line power input into a variable AC waveform output. The frequency and voltage of the output are regulated to control the motor speed or torque. The adjustable frequency drive can vary the speed of the motor in response to system feedback, such as position sensors on a conveyor belt. The adjustable frequency drive can also regulate the motor by responding to remote commands from external controllers.

In addition, the adjustable frequency drive monitors the system and motor status, issues warnings or alarms for fault conditions, starts and stops the motor, optimizes energy efficiency, and offers many more control, monitoring, and efficiency functions. Operation and monitoring functions are available as status indications to an outside control system or serial communication network.

1

1.5 Internal Controller Functions

Figure 1.4 is a block diagram of the adjustable frequency drive's internal components. See *Table 1.3* for their functions.

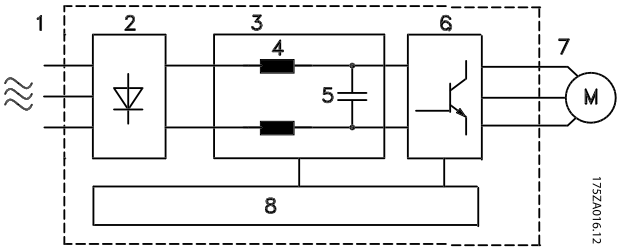

Figure 1.4 Adjustable Frequency Drive Block Diagram

Area	Title	Functions
1	Mains input	• Three-phase AC line power supply to the adjustable frequency drive
2	Rectifier	• The rectifier bridge converts the AC input to DC current to supply inverter power
3	DC bus	• Intermediate DC bus circuit handles the DC current
4	DC reactors	• Filter the intermediate DC circuit voltage • Prove line transient protection • Reduce RMS current • Raise the power factor reflected back to the line • Reduce harmonics on the AC input
5	Capacitor bank	• Stores the DC power • Provides ride-through protection for short power losses
6	Inverter	• Converts the DC into a controlled PWM AC waveform for a controlled variable output to the motor
7	Output to motor	• Regulated three-phase output power to the motor
8	Control circuitry	• Input power, internal processing, output, and motor current are monitored to provide efficient operation and control • User interface and external commands are monitored and performed • Status output and control can be provided

Table 1.3 Adjustable Frequency Drive Internal Components

1.6 Frame Sizes and Power Ratings

kW High Overload	75	90	110	132	160	200	250	315	315
kW Normal Overload	90	110	132	160	200	250	315	355	400
400 V		D3h	D3h	D3h	D4h	D4h	D4h		
500 V			D3h	D3h	D3h	D4h	D4h	D4h	
525 V	D3h	D3h	D3h	D4h	D4h	D4h	D4h		
690 V		D3h	D3h	D3h	D4h	D4h	D4h		D4h

Table 1.4 kW Rated Adjustable Frequency Drives

HP High Overload	100	125	150	200	250	300	350	350
HP Normal Overload	125	150	200	250	300	350	400	450
460 V		D3h	D3h	D3h	D4h	D4h		D4h
575 V	D3h	D3h	D3h	D4h	D4h	D4h	D4h	

Table 1.5 HP Rated Adjustable Frequency Drives

1

2 Installation

2.1 Planning the Installation Site

NOTE!

Before performing the installation, it is important to plan the installation of the adjustable frequency drive. Neglecting this may result in extra work during and after installation.

Select the best possible operation site by considering the following (see details on the following pages and the respective Design Guides):

- Ambient operating temperature
- Installation method
- How to cool the unit
- Position of the adjustable frequency drive.
- Cable routing
- Ensure the power source supplies the correct voltage and necessary current.
- Ensure that the motor current rating is within the maximum current from the adjustable frequency drive.
- If the adjustable frequency drive is without built-in fuses, ensure that the external fuses are rated correctly

Voltage [V]	Altitude restrictions
380–500	At altitudes above 10,000 ft [3 km], contact Danfoss regarding PELV
525–690	At altitudes above 6,600 ft [2 km], contact Danfoss regarding PELV

Table 2.1 Installation in High Altitudes

2.2 Pre-Installation Check List

- Before unpacking the adjustable frequency drive, ensure the packaging is intact. If any damage has occurred, immediately contact the shipping company to claim the damage.
- Before unpacking the adjustable frequency drive, locate it as close as possible to the final installation site
- Compare the model number on the nameplate to what was ordered to verify the proper equipment
- Ensure each of the following are rated for the same voltage:
  - Line power
  - Adjustable frequency drive
  - Motor
- Ensure that adjustable frequency drive output current rating is equal to or greater than motor full load current for peak motor performance
  - Motor size and adjustable frequency drive power must match for proper overload protection
  - If adjustable frequency drive rating is less than motor, full motor output cannot be achieved

2.3 Mechanical Installation

2.3.1 Cooling

- Top and bottom clearance for air cooling must be provided. Generally, 9 in [225 mm] is required.
- Improper mounting can result in overheating and reduced performance.
- Derating for temperatures starting between 45°C (113°F) and 50°C (122°F) and elevation 1,000 m (3,300 ft) above sea level must be considered. See *VLT® Design Guide* for detailed information.

The high power adjustable frequency drives utilize a backchannel cooling concept that removes heatsink cooling air, which carries approximately 90% of the heat out of the back channel of the adjustable frequency drives. The backchannel air can be redirected from the panel or room using one of the kits below.

Duct cooling
A backchannel cooling kit is available to direct the heatsink cooling air out of the panel when an IP20/chassis adjustable frequency drives is installed in a Rittal enclosure. Use of this kit reduces the heat in the panel and smaller door fans can be specified on the enclosure.

Cooling out the back (top and bottom covers)
The backchannel cooling air can be ventilated out of the room so that the heat from the backchannel is not dissipated into the control room.

2

A door fan or fans are required on the enclosure to remove the heat not contained in the backchannel of the adjustable frequency drives and any additional losses generated by other components inside the enclosure. The total required air flow must be calculated so that the appropriate fans can be selected.

Airflow
The necessary airflow over the heatsink must be ensured. The flow rate is shown in *Table 2.2*.

The fan runs for the following reasons:

- AMA
- DC Hold
- Pre-Mag
- DC Brake
- 60% of nominal current is exceeded
- Specific heatsink temperature exceeded (power size dependent)
- Specific Power Card ambient temperature exceeded (power size-dependent)
- Specific Control Card ambient temperature exceeded

Frame	Door fan/top fan	Heatsink fan
D1h/D3h	102 m^3/hr (60 CFM)	420 m^3/hr (250 CFM)
D2h/D4h	204 m^3/hr (120 CFM)	840 m^3/hr (500 CFM)

Table 2.2 Airflow

2.3.2 Lifting

Always lift the adjustable frequency drive using the dedicated lifting eyes. Use a bar to avoid bending the lifting holes.

CAUTION

The angle from the top of the adjustable frequency drive to the lifting cables should be 60° or greater.

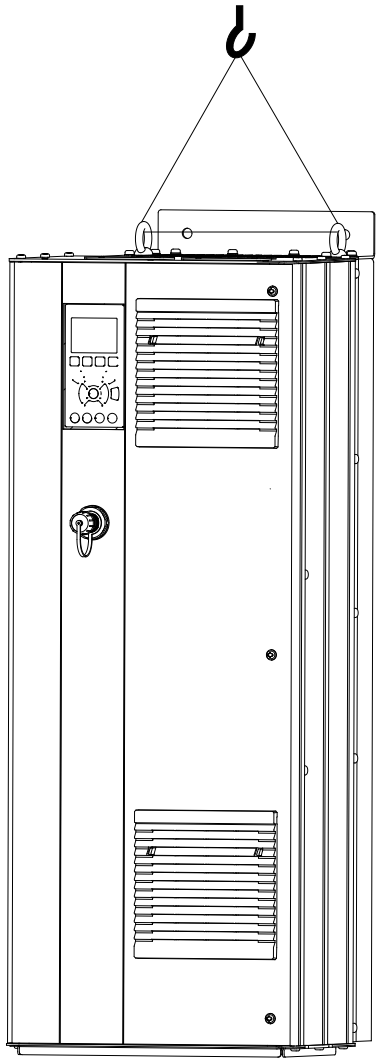

Figure 2.1 Recommended Lifting Method

2.3.3 Wall Mounting - IP21 (NEMA 1) and IP54 (NEMA 12) Units

Consider the following before selecting the final installation site:

- Clearance space for cooling
- Clearance for opening the door
- Cable entry clearance from the bottom

2.4 Electrical Installation

2.4.1 General Requirements

This section contains detailed instructions for wiring the adjustable frequency drive. The following tasks are described:

- Wiring the motor to the adjustable frequency drive output terminals
- Wiring the AC mains to the adjustable frequency drive input terminals
- Connecting control and serial communication wiring
- After power has been applied, checking input and motor power; programming control terminals for their intended functions

⚠WARNING

EQUIPMENT HAZARD!

Rotating shafts and electrical equipment can be hazardous. All electrical work must conform to national and local electrical codes. It is strongly recommended that installation, startup, and maintenance be performed only by trained and qualified personnel. Failure to follow these guidelines could result in death or serious injury.

CAUTION

WIRING ISOLATION!

Run input power, motor wiring and control wiring in three separate metallic conduits or use separated shielded cable for high frequency noise isolation. Failure to isolate power, motor and control wiring could result in less than optimum adjustable frequency drive and associated equipment performance.

2

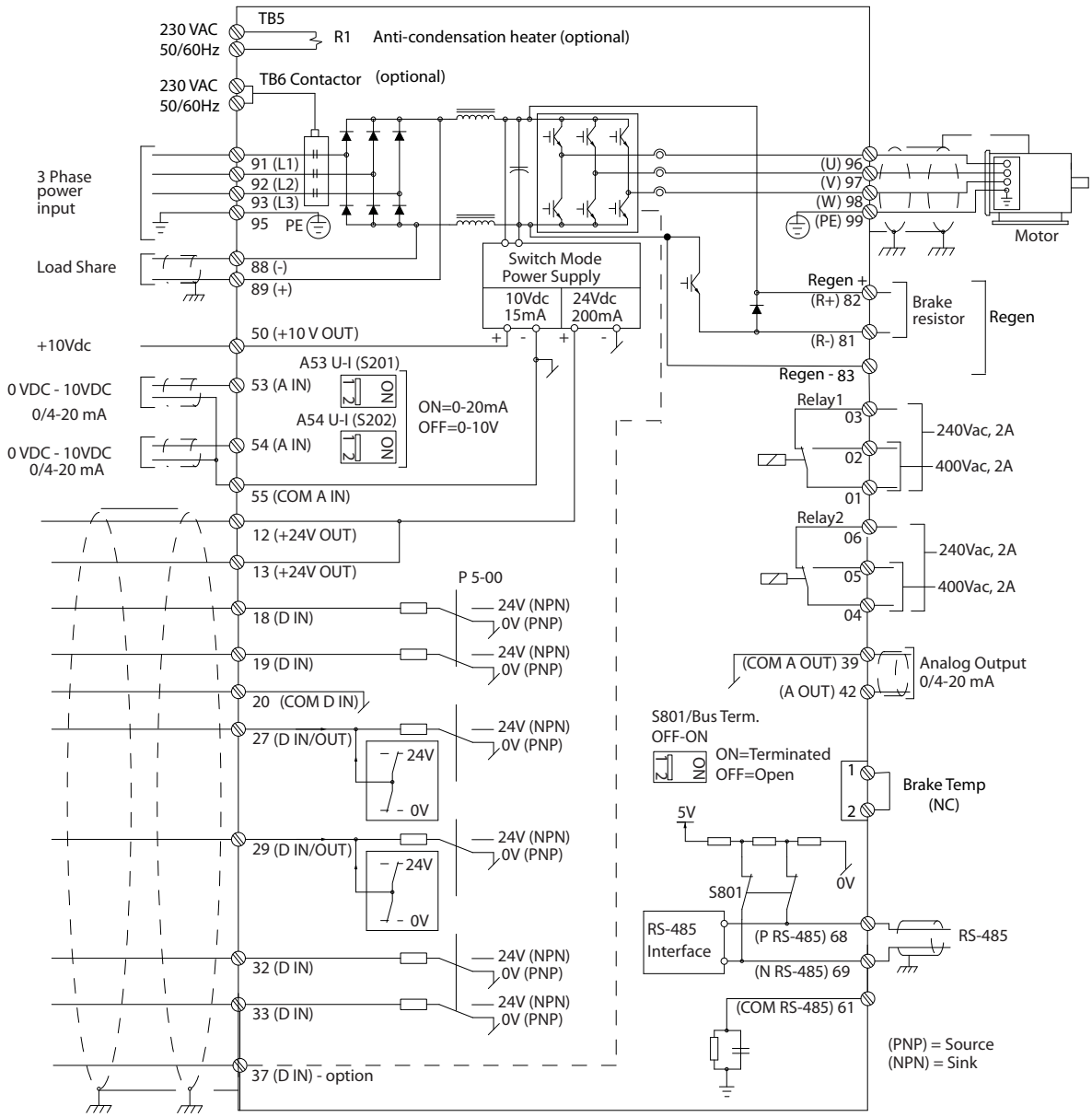

Figure 2.2 Interconnect Diagram

For your safety, comply with the following requirements

- Electronic controls equipment is connected to hazardous AC line voltage. Extreme care should be taken to protect against electrical hazards when applying power to the unit.
- Run motor cables from multiple adjustable frequency drives multiple adjustable frequency drives separately. Induced voltage from output motor cables run together can charge equipment capacitors even with the equipment turned off and locked out.
- Field wiring terminals are not intended to receive a conductor one size larger.

Overload and Equipment Protection

- An electronically activated function within the adjustable frequency drive provides overload protection for the motor. The overload calculates the level of increase to activate timing for the trip (controller output stop) function. The higher the current draw, the quicker the trip response. The overload provides Class 20 motor protection. See *8 Warnings and Alarms* for details on the trip function.
- Because the motor wiring carries high frequency current, it is important that wiring for line power, motor power, and control is run separately. Use metallic conduit or separated shielded wire. See *Figure 2.3*. Failure to isolate power, motor, and control wiring could result in less than optimum equipment performance.
- All adjustable frequency drives must be provided with short-circuit and overcurrent protection. Input fusing is required to provide this protection, see *Figure 2.4*. If not factory supplied, fuses must be provided by the installer as part of installation. See maximum fuse ratings in *10.3.1 Protection*.

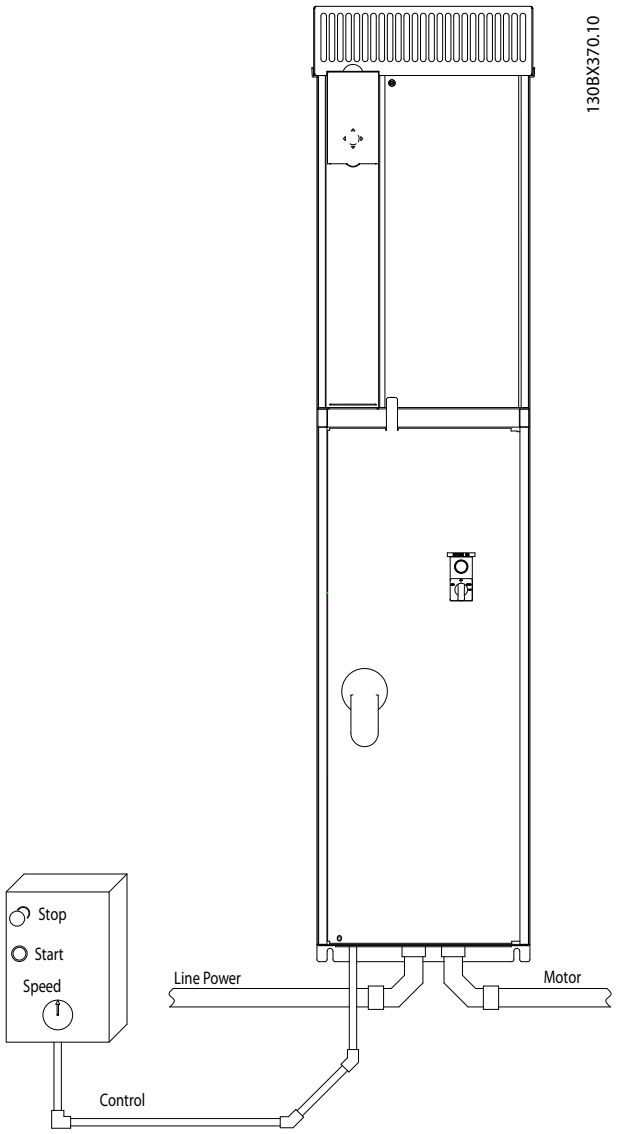

Figure 2.3 Example of Proper Electrical Installation Using Conduit

2

- All adjustable frequency drives must be provided with short-circuit and overcurrent protection. Input fusing is required to provide this protection, see *Figure 2.4*. If not factory supplied, fuses must be provided by the installer as part of installation. See maximum fuse ratings in *10.3.1 Protection*.

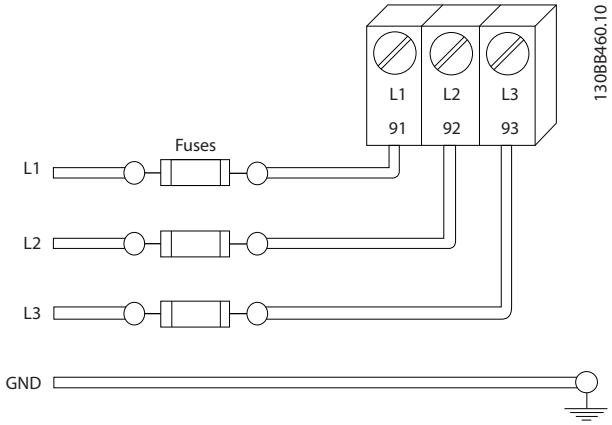

Figure 2.4 Adjustable Frequency Drive Fuses

Wire Type and Ratings

- All wiring must comply with local and national regulations regarding cross-section and ambient temperature requirements.
- Danfoss recommends that all power connections be made with a minimum 167° F [75°C] rated copper wire.

2.4.2 Grounding Requirements

⚠WARNING

GROUNDING HAZARD!

For operator safety, it is important to ground the adjustable frequency drive properly in accordance with national and local electrical codes as well as instructions contained within this document. Do not use conduit connected to the adjustable frequency drive as a replacement for proper grounding. Ground currents are higher than 3.5 mA. Failure to ground the adjustable frequency drive properly could result in death or serious injury.

NOTE!

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

- Follow all local and national electrical codes to ground electrical equipment properly
- Proper protective grounding for equipment with ground currents higher than 3.5 mA must be established, see *2.4.2.1 Leakage Current (>3.5 mA)*
- A dedicated ground wire is required for input power, motor power and control wiring
- Use the clamps provided with the equipment for proper ground connections
- Do not ground one adjustable frequency drive to another in a "daisy chain" fashion
- Keep the ground wire connections as short as possible
- Using high-strand wire to reduce electrical noise is recommended
- Follow the motor manufacturer wiring requirements

2.4.2.1 Leakage Current (>3.5 mA)

Follow national and local codes regarding protective grounding of equipment with a leakage current >3.5 mA. Adjustable frequency drive technology implies high frequency switching at high power. This will generate a leakage current in the ground connection. A fault current in the adjustable frequency drive at the output power terminals might contain a DC component, which can charge the filter capacitors and cause a transient ground current. The ground leakage current depends on various system configurations including RFI filtering, shielded motor cables, and adjustable frequency drive power.

EN/IEC61800-5-1 (Power Drive System Product Standard) requires special care if the leakage current exceeds 3.5 mA. Grounding must be reinforced in one of the following ways:

- Ground wire of at least 0.016 in^2 [10 mm^2]
- Two separate ground wires both complying with the dimensioning rules

See EN 60364-5-54 § 543.7 for further information.

Using RCDs

Where residual current devices (RCDs)–also known as ground leakage circuit breakers (ELCBs)–are used, comply with the following: residual current devices (RCDs)

- Use RCDs of type B only which are capable of detecting AC and DC currents
- Use RCDs with an inrush delay to prevent faults due to transient ground currents
- Dimension RCDs according to the system configuration and environmental considerations

2.4.2.2 Grounding IP20 Enclosures

The adjustable frequency drive can be grounded using conduit or shielded cable. For grounding of the power connections, use the dedicated grounding points as shown in *Figure 2.6*.

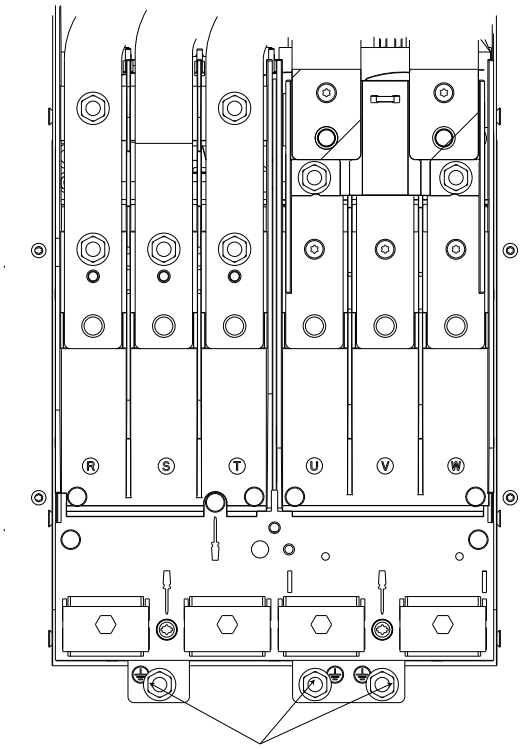

Figure 2.5 Grounding Points for IP20 (Chassis) Enclosures

2.4.2.3 Grounding IP21/54 Enclosures

The adjustable frequency drive can be grounded using conduit or shielded cable. For grounding of the power connections, use the dedicated grounding points as shown in *Figure 2.6*.

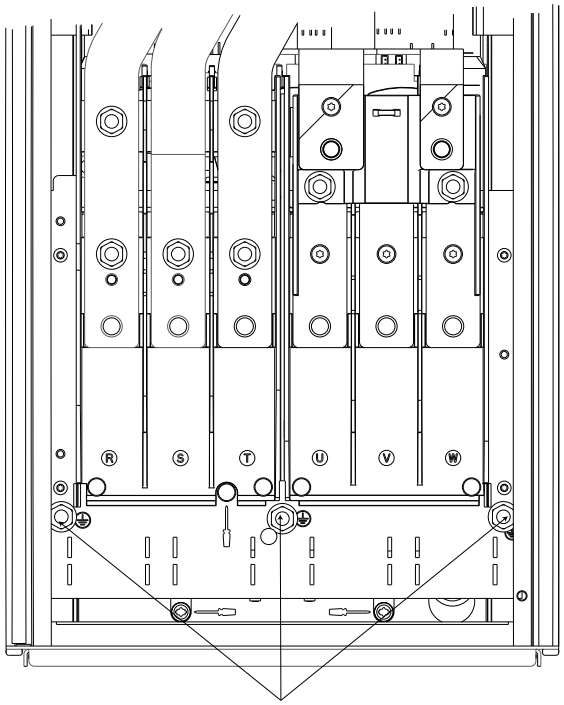

Figure 2.6 Grounding for IP21/54 Enclosures.

2.4.3 Motor Connection

⚠WARNING

INDUCED VOLTAGE!

Run output motor cables from multiple adjustable frequency drives separately. Induced voltage from output motor cables run together can charge equipment capacitors even with the equipment turned off and locked out. Failure to run output motor cables separately could result in death or serious injury.

- For maximum cable sizes, see *10.1 Power-dependent Specifications*
- Comply with local and national electrical codes for cable sizes.
- Connector plates are provided at the base of IP21/54 and higher (NEMA1/12) units
- Do not install power factor correction capacitors between the adjustable frequency drive and the motor
- Do not wire a starting or pole-changing device between the adjustable frequency drive and the motor.

2

- Connect the 3-phase motor wiring to terminals 96 (U), 97 (V), and 98 (W).
- Ground the cable in accordance with the instructions provided
- Torque terminals in accordance with the information provided in *10.3.4 Connection Tightening Torques*
- Follow the motor manufacturer wiring requirements

2.4.3.1 Terminal Locations: D1h-D4h

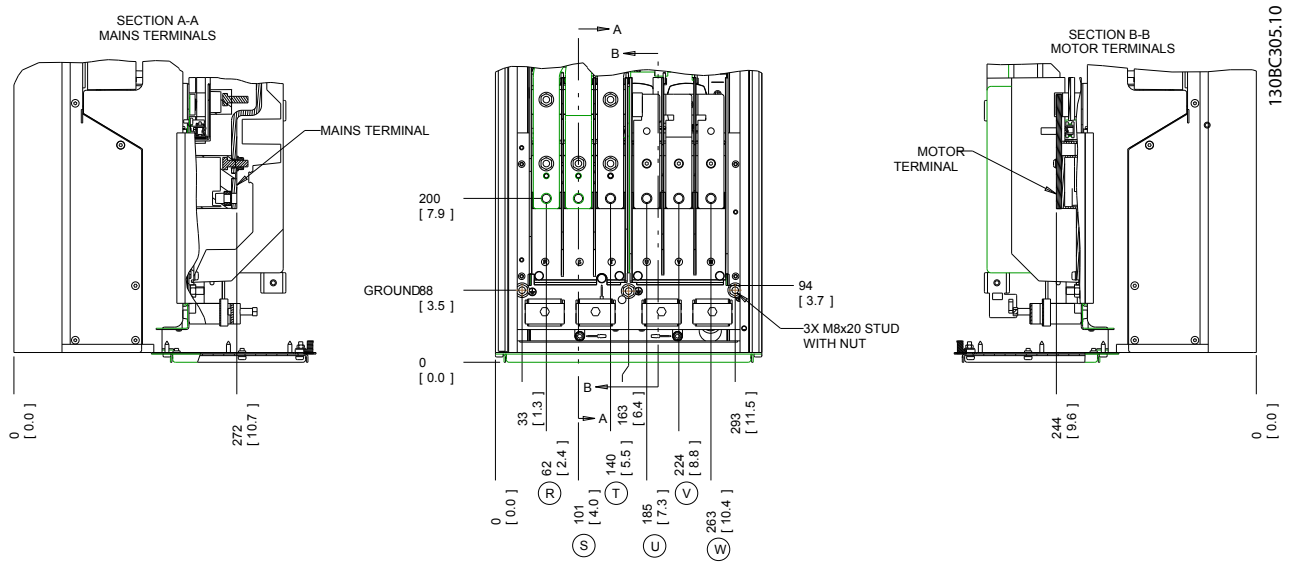

Figure 2.7 Terminal Locations D1h

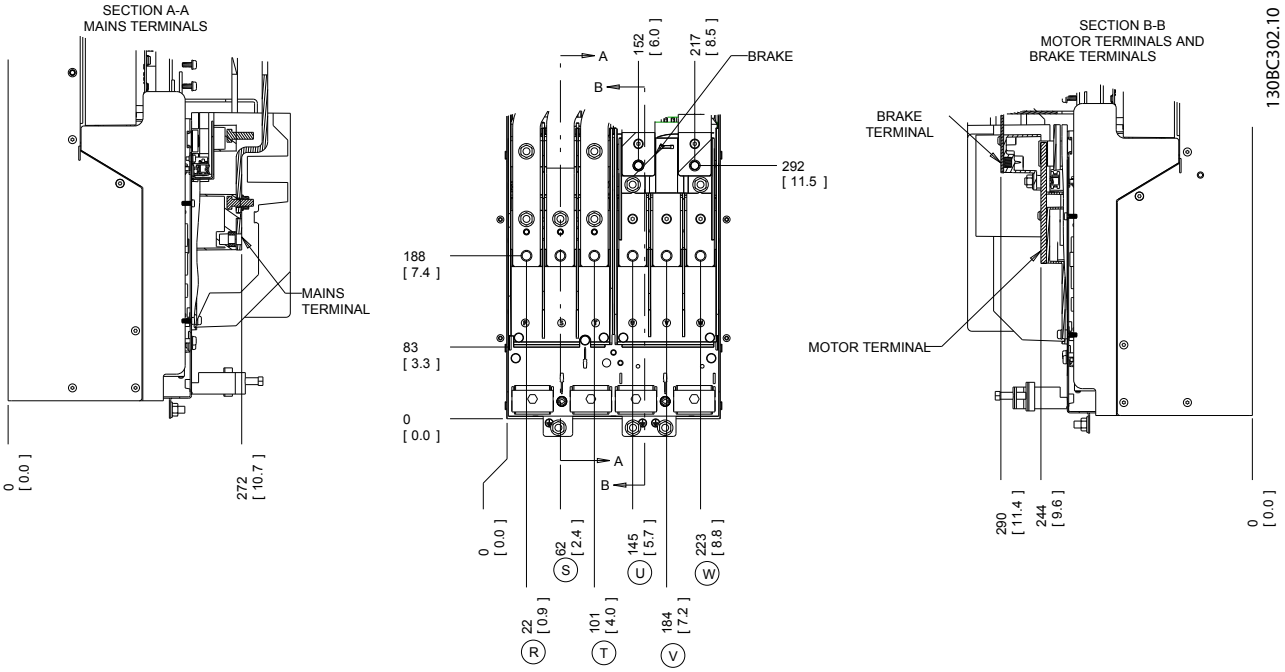

Figure 2.8 Terminal Locations D3h

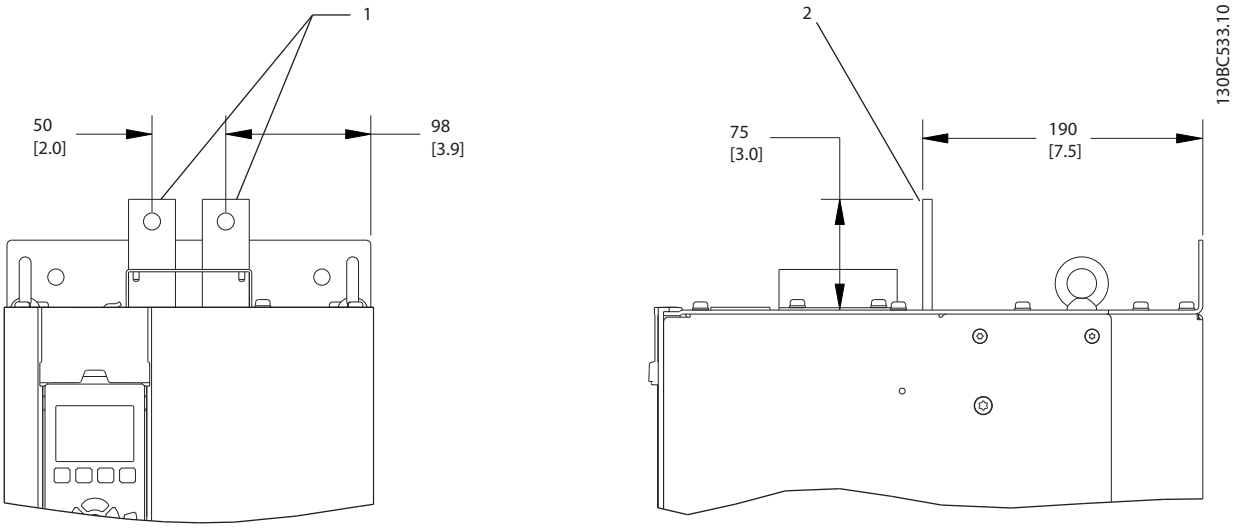

Figure 2.9 Load share and Regeneration Terminals, D3h

1	Front view
2	Side view

Table 2.3

2

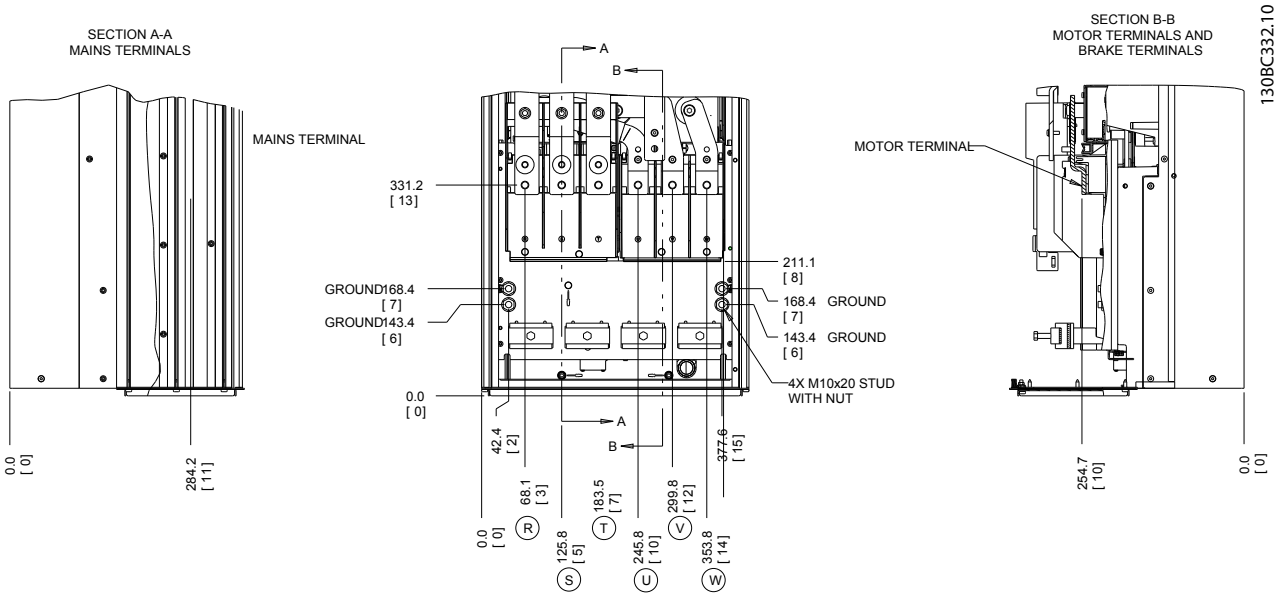

Figure 2.10 Terminal Locations D2h

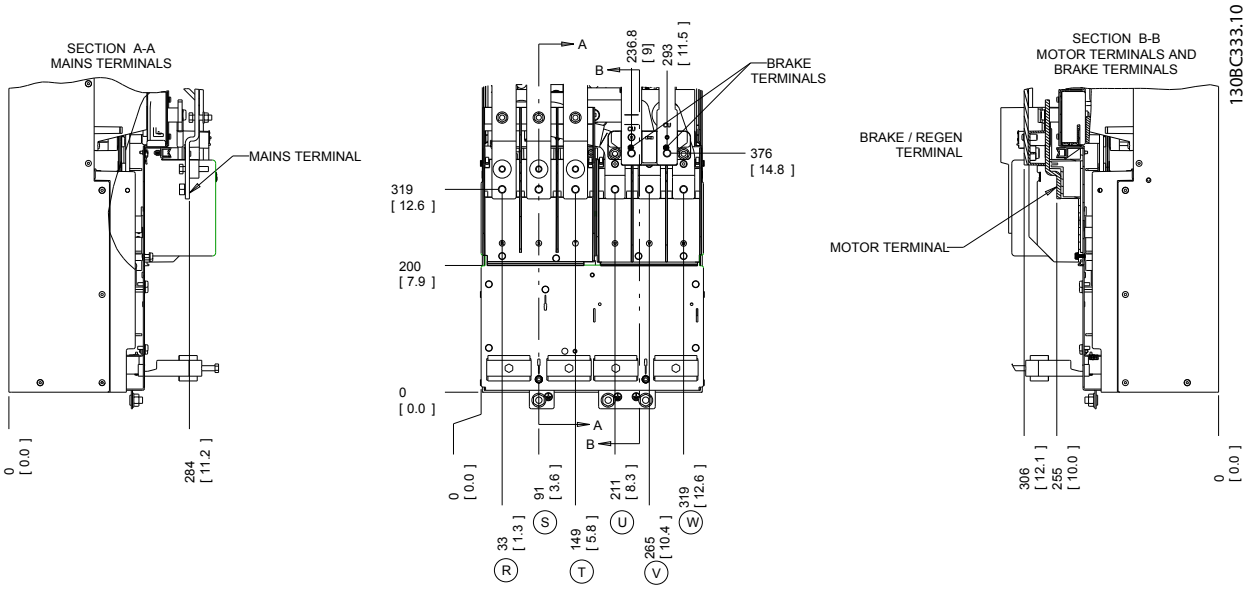

Figure 2.11 Terminal Locations D4h

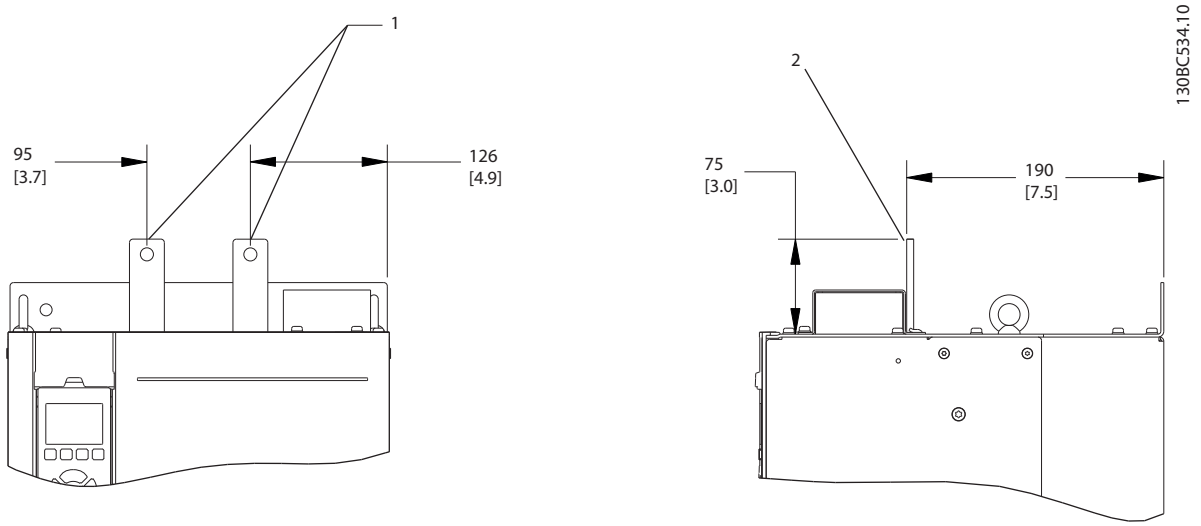

Figure 2.12 Load share and Regeneration Terminals, D4h

1	Front view
2	Side view

Table 2.4

2

2.4.3.2 Terminal Locations: D5h-D8h

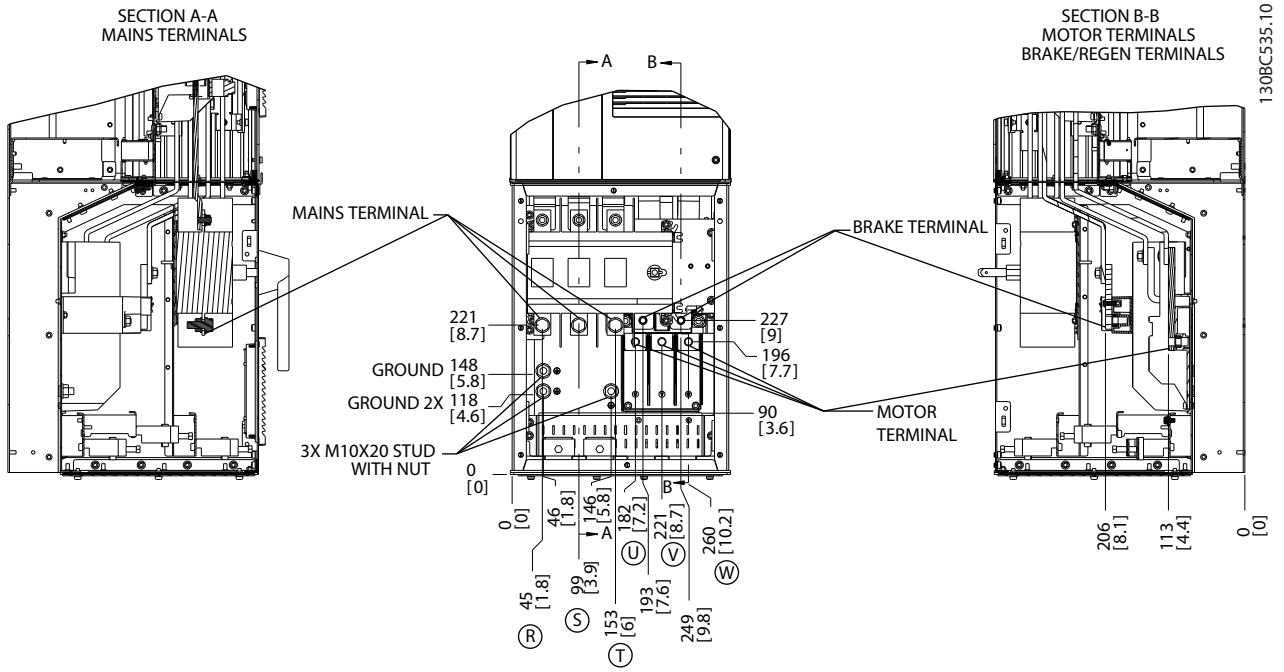

Figure 2.13 Terminal Locations, D5h with Disconnect Option

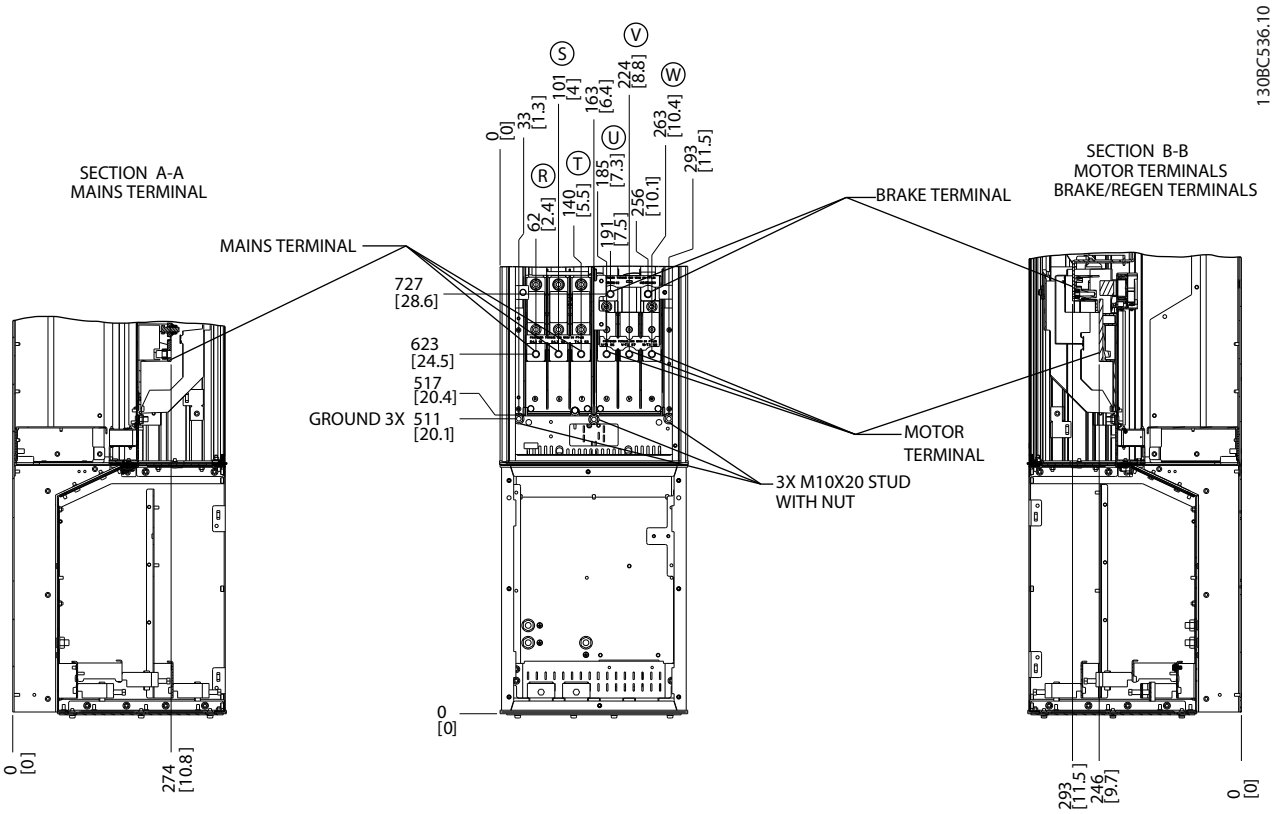

Figure 2.14 Terminal Locations, D5h with Brake Option

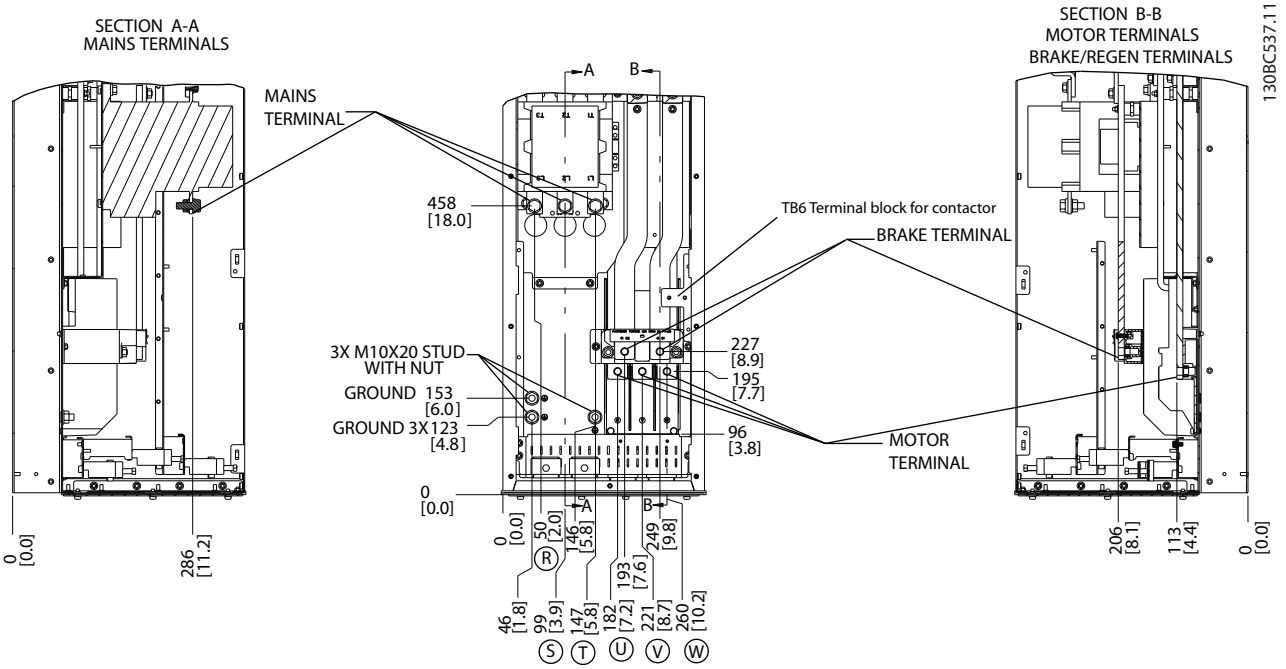

Figure 2.15 Terminal Locations, D6h with Contactor Option

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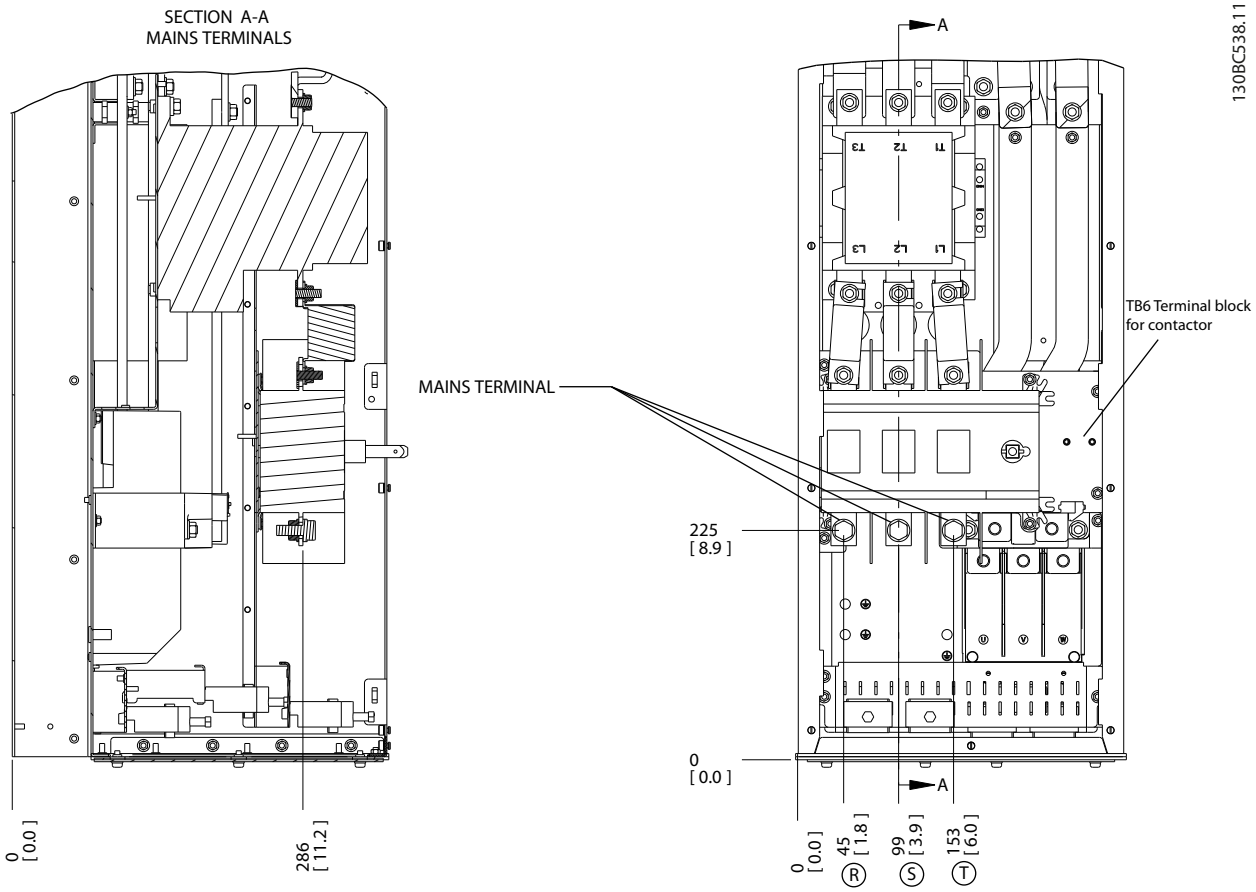


Figure 2.16 Terminal Locations, D6h with Contactor and Disconnect Options

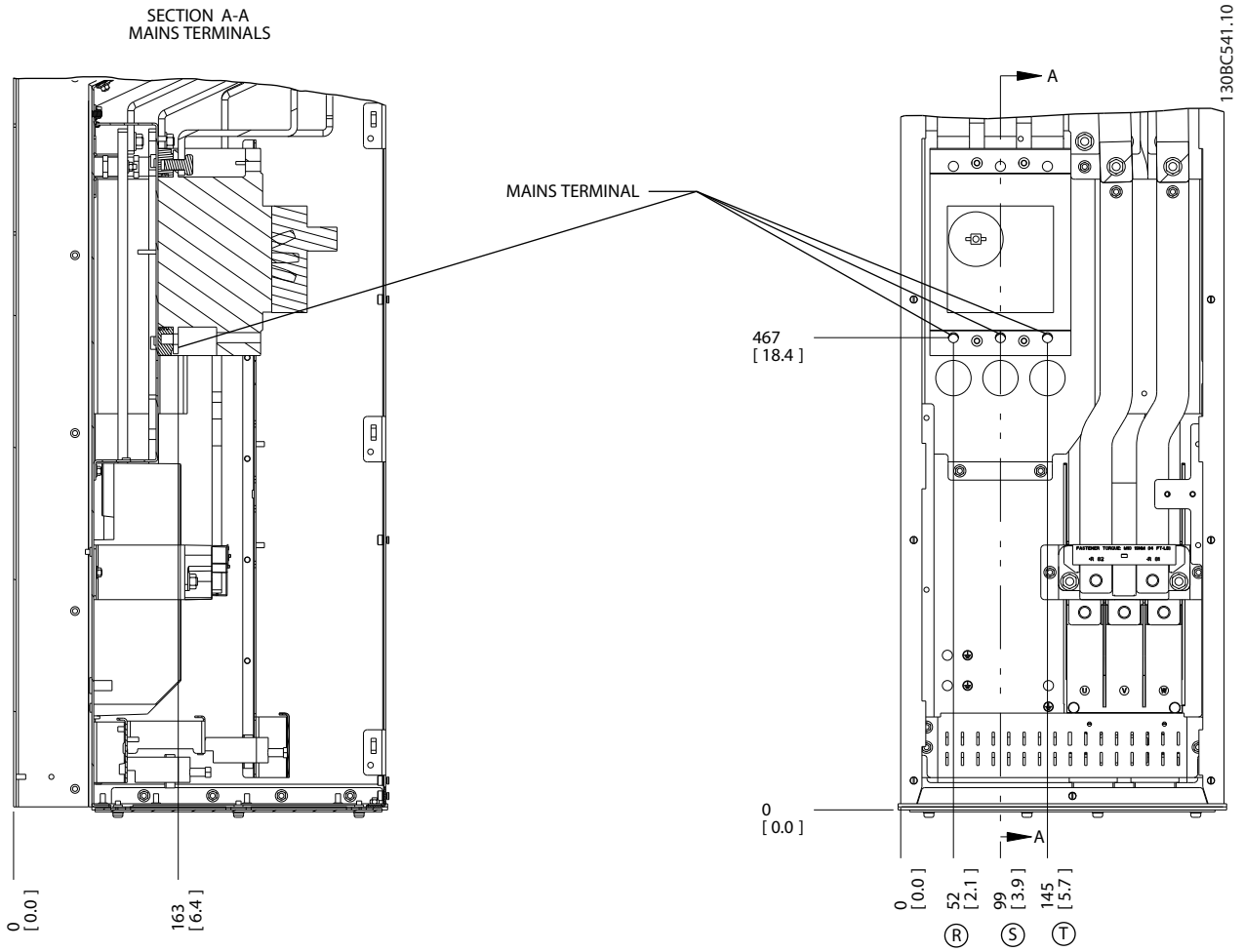


Figure 2.17 Terminal Locations, D6h with Circuit Breaker Option

2

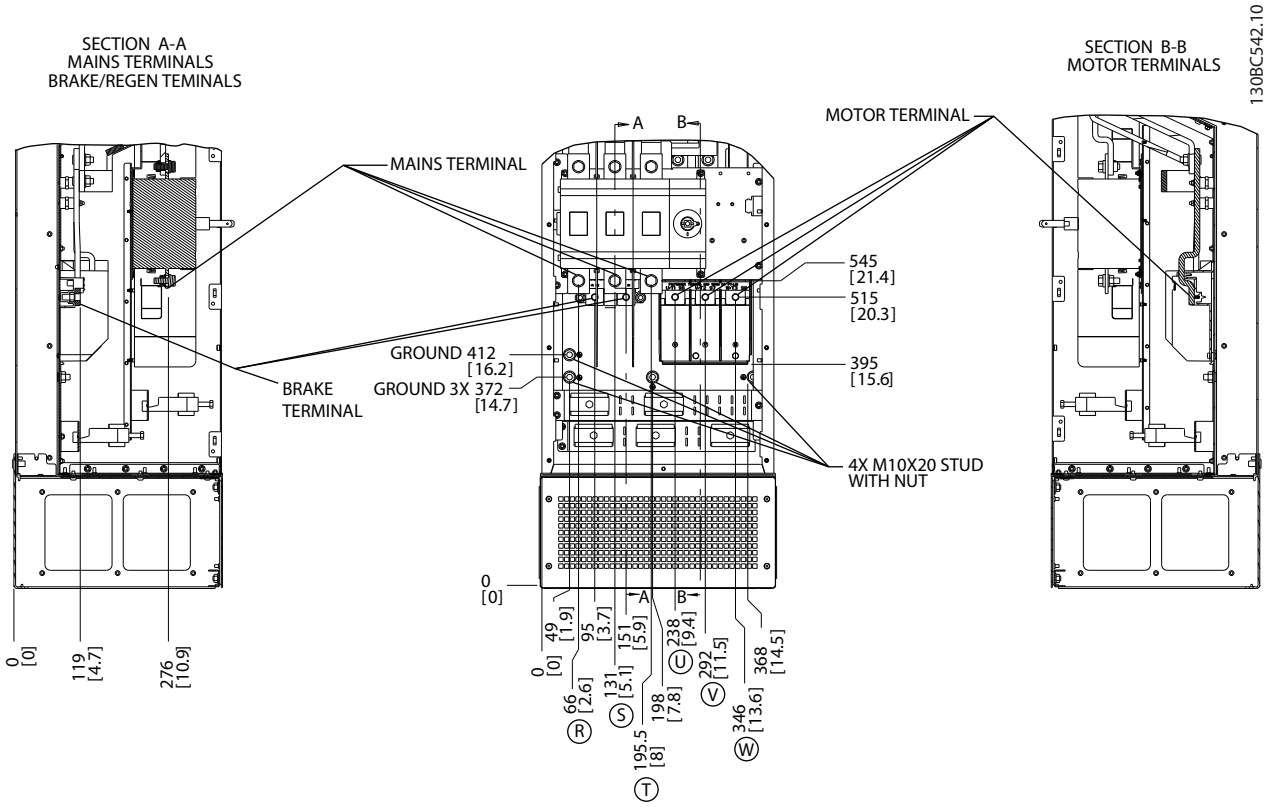


Figure 2.18 Terminal Locations, D7h with Disconnect Option

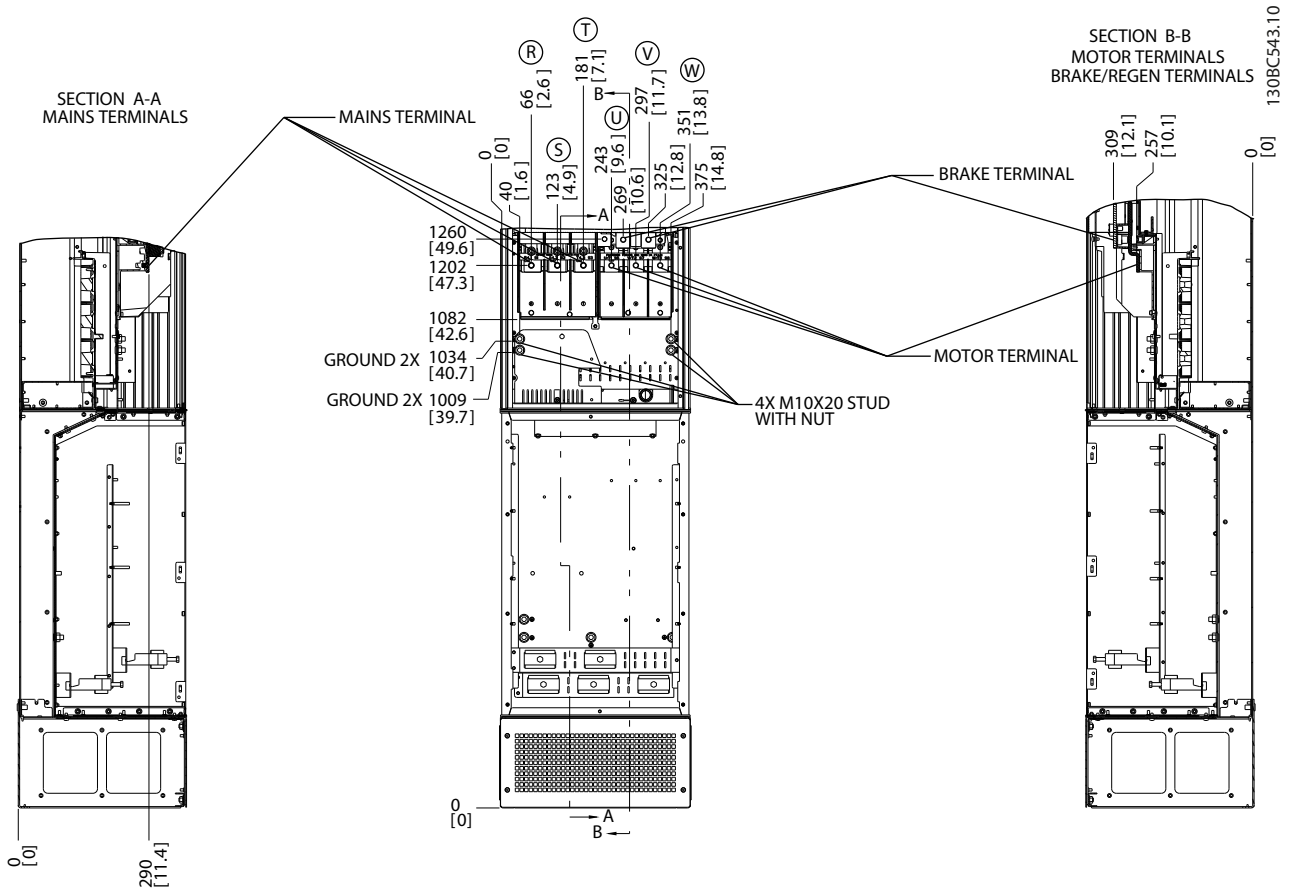


Figure 2.19 Terminal Locations, D7h with Brake Option

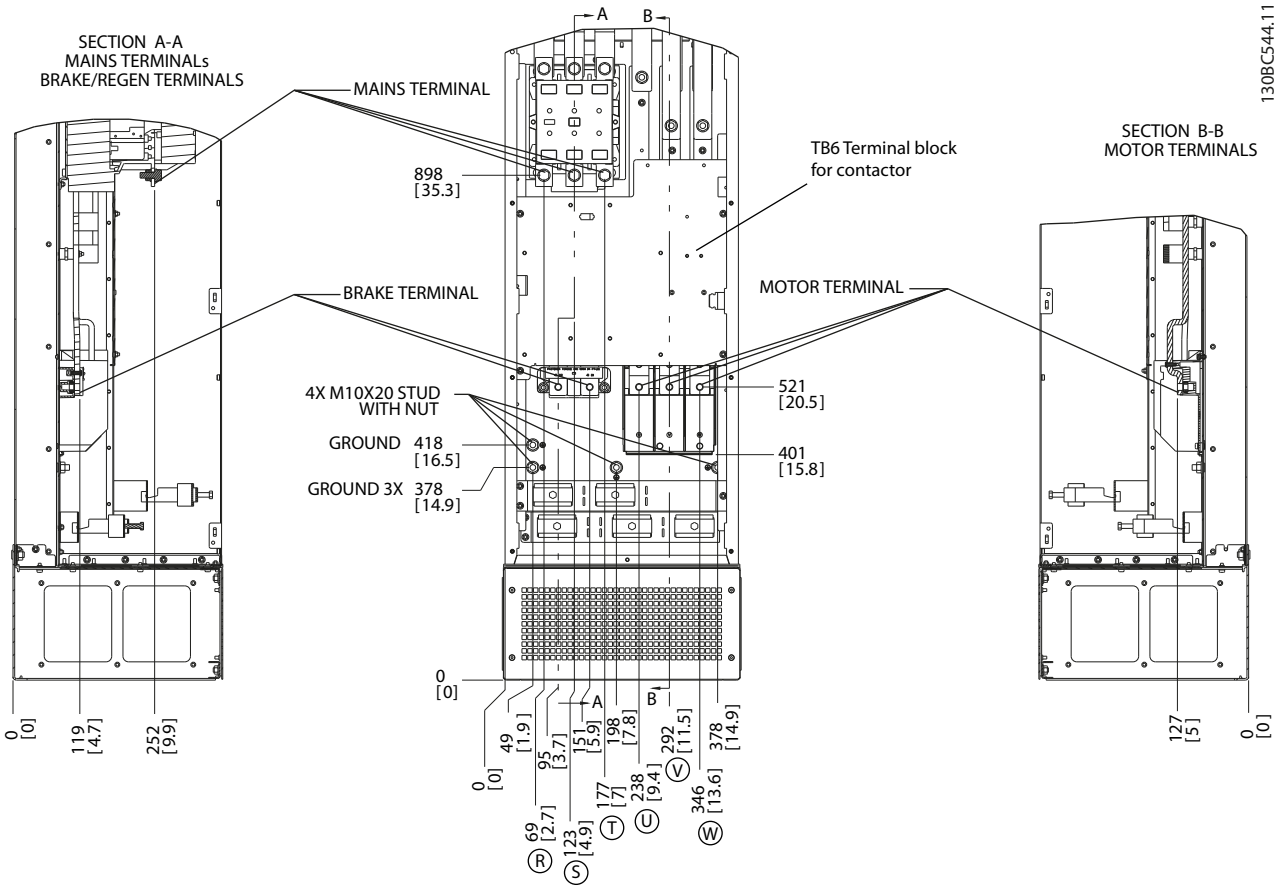


Figure 2.20 Terminal Locations, D8h with Contactor Option

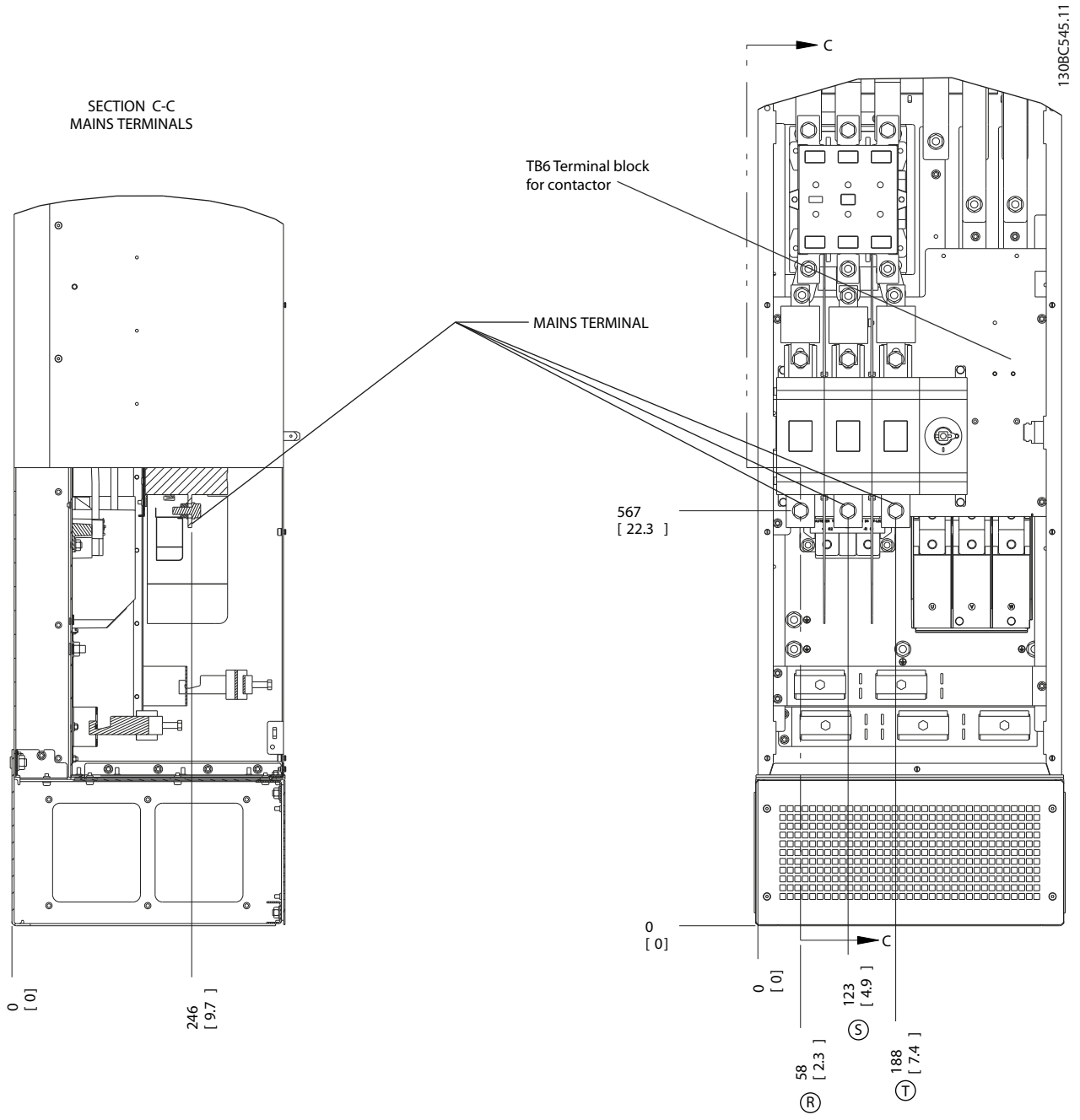


Figure 2.21 Terminal Locations, D8h with Contactor and Disconnect Options

2

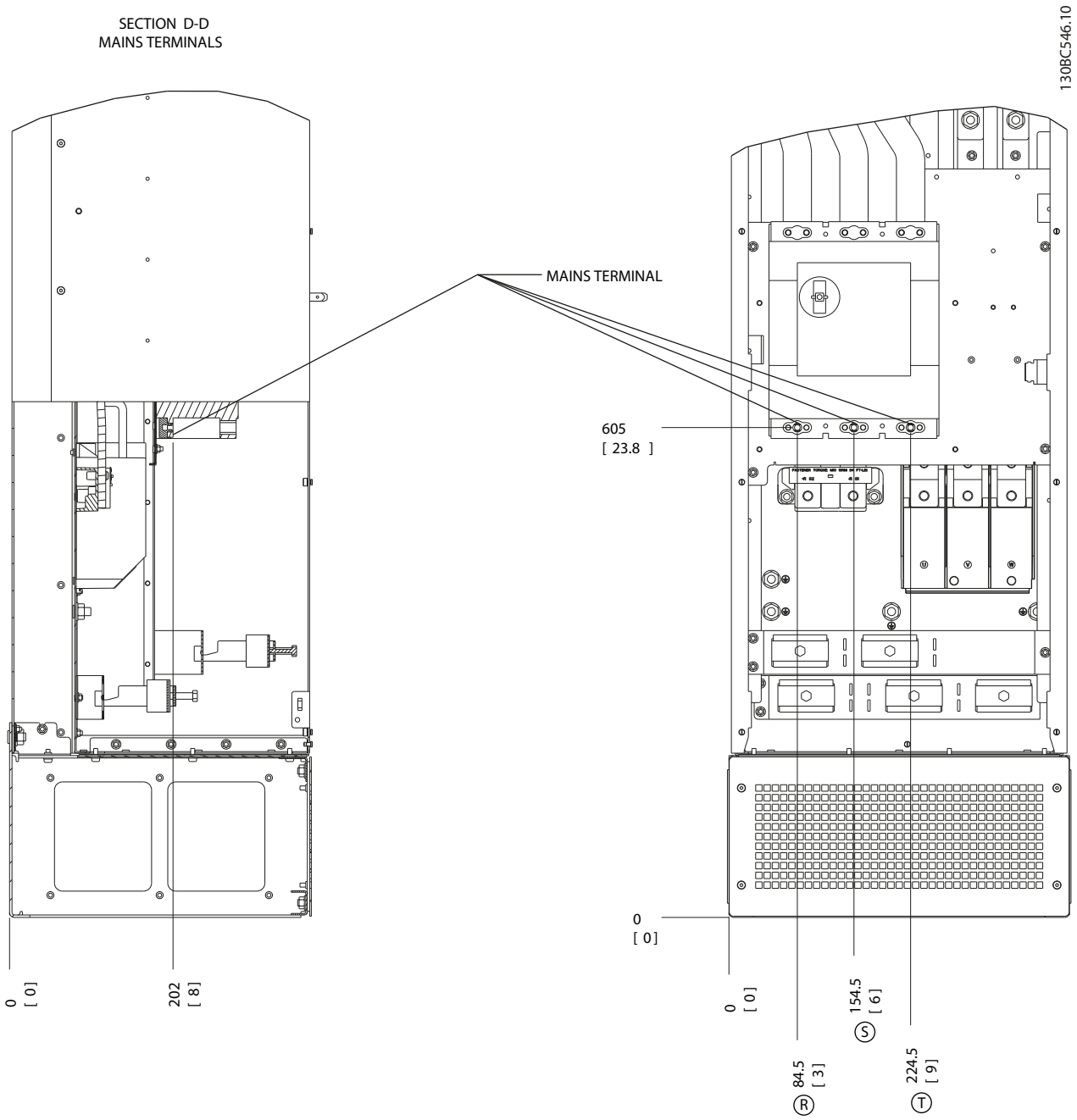


Figure 2.22 Terminal Locations, D8h with Circuit Breaker Option

2.4.4 Motor Cable

The motor must be connected to terminals U/T1/96, V/T2/97, W/T3/98. Ground to terminal 99. All types of three-phase asynchronous standard motors can be used with an adjustable frequency drive unit. The factory setting is for clockwise rotation with the adjustable frequency drive output connected as follows:

Terminal no.	Function
96, 97, 98, 99	Line power U/T1, V/T2, W/T3 Ground

Table 2.5

2.4.5 Motor Rotation Check

The direction of rotation can be changed by switching two phases in the motor cable or by changing the setting of *4-10 Motor Speed Direction*.

- Terminal U/T1/96 connected to U-phase
- Terminal V/T2/97 connected to V-phase
- Terminal W/T3/98 connected to W-phase

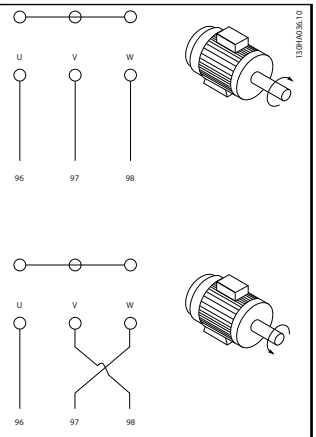


Table 2.6

A motor rotation check can be performed using*1-28 Motor Rotation Check* and following the steps shown in the display.

2.4.6 AC Line Input Connection

- Size wiring is based upon the input current of the adjustable frequency drive
- Comply with local and national electrical codes for cable sizes.
- Connect 3-phase AC input power wiring to terminals L1, L2, and L3 (see *Figure 2.23*)

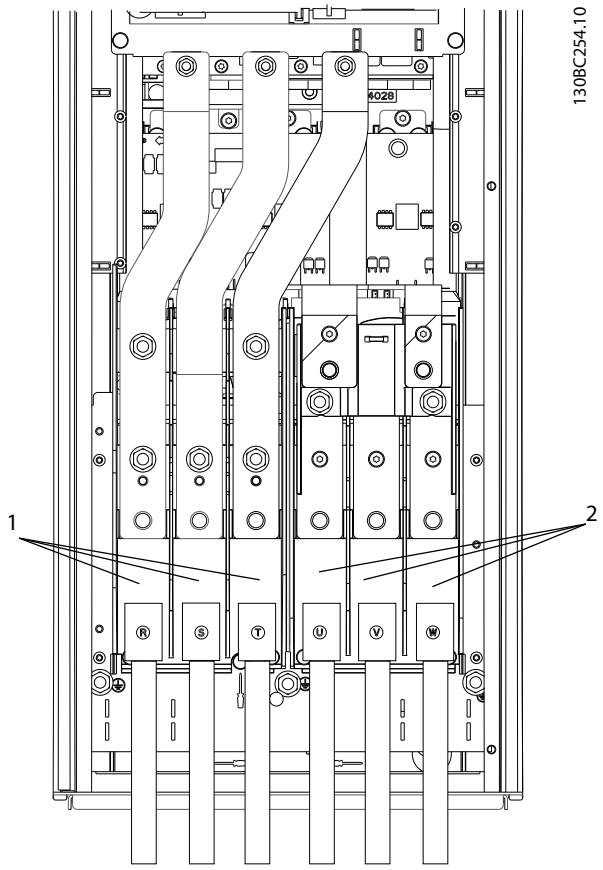


Figure 2.23 Connecting to AC Line Power

1	AC line input connections
2	Motor connection

Table 2.7

- Ground the cable in accordance with the instructions provided
- All adjustable frequency drives may be used with an isolated input source as well as with ground reference power lines. When supplied from an isolated line power source (IT line power or floating delta) or TT/TN-S line power with a grounded leg (grounded delta), set *14-50 RFI Filter* to OFF. When off, the internal RFI filter capacitors between the chassis and the intermediate circuit are isolated to avoid damage to the intermediate circuit and to reduce ground capacity currents in accordance with IEC 61800-3.

2.5 Control Wiring Connection

2

- Isolate control wiring from high power components in the adjustable frequency drive
- If the adjustable frequency drive is connected to a thermistor, for PELV isolation, optional thermistor control wiring must be reinforced/ double insulated. A 24 V DC supply voltage is recommended.

2.5.1 Access

All terminals to the control cables are located underneath the LCP on the inside of the adjustable frequency drive. To access, open the door (IP21/54) or remove the front panel (IP20).

2.5.2 Using Shielded Control Cables

Danfoss recommends braided shielded/armored cables to optimize EMC immunity of the control cables and the EMC emission from the motor cables.

The ability of a cable to reduce the incoming 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; however, a shield with a lower transfer impedance (Z_T) value is more effective than a shield with a higher transfer impedance (Z_T).

Transfer impedance (Z_T) is rarely stated by cable manufacturers, but it is often possible to estimate transfer impedance (Z_T) by assessing the physical design of the cable.

Transfer impedance (Z_T) can be assessed on the basis of the following factors:

- The conductibility of the shield material
- The contact resistance between the individual shield conductors
- The shield coverage, i.e., the physical area of the cable covered by the shield - often stated as a percentage value
- Shield type, i.e., braided or twisted pattern

a. Aluminum-clad with copper wire

b. Twisted copper wire or armored steel wire cable

c. Single-layer braided copper wire with varying percentage shield coverage.
This is the typical Danfoss reference cable.

d. Double-layer braided copper wire

e. Twin layer of braided copper wire with a magnetic, shielded/armored intermediate layer

f. Cable that runs in copper tube or steel tube

g. Lead cable with 0.043 in [1.1 mm] wall thickness

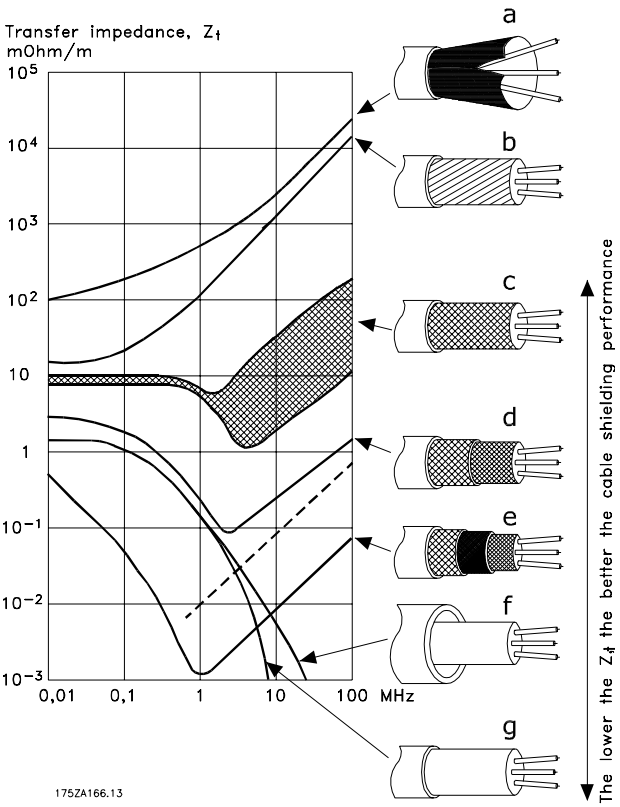


Figure 2.24

2.5.3 Grounding of Shielded Control Cables

Correct shielding

The preferred method in most cases is to secure control and serial communication cables with shielding clamps provided at both ends to ensure best possible high frequency cable contact. If the ground potential between the adjustable frequency drive and the PLC is different, electric noise may occur that will disturb the entire system. Solve this problem by fitting an equalizing cable next to the control cable. Minimum cable cross-section: 0.025 in^2 [16 mm^2].

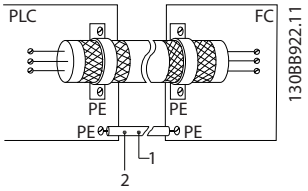


Figure 2.25

1	Min. 0.025 in² [16 mm²]
2	Equalizing cable

Table 2.8

50/60 Hz ground loops

With very long control cables, ground loops may occur. To eliminate ground loops, connect one end of the shield-to-ground with a 100 nF capacitor (keeping leads short).

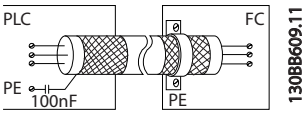


Figure 2.26

Avoid EMC noise on serial communication

This terminal is connected to ground via an internal RC link. Use twisted-pair cables to reduce interference between conductors. The recommended method is shown below:

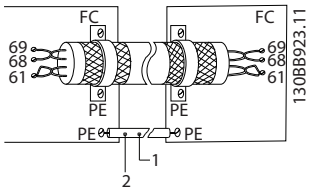


Figure 2.27

1	Min. 0.025 in² [16 mm²]
2	Equalizing cable

Table 2.9

Alternatively, the connection to terminal 61 can be omitted:

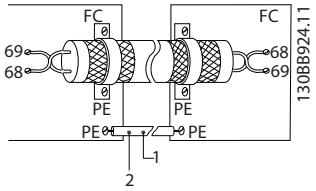


Figure 2.28

1	Min. 0.025 in² [16 mm²]
2	Equalizing cable

Table 2.10

2.5.4 Control Terminal Types

Terminal functions and default settings are summarized in *2.5.6 Control Terminal Functions*.

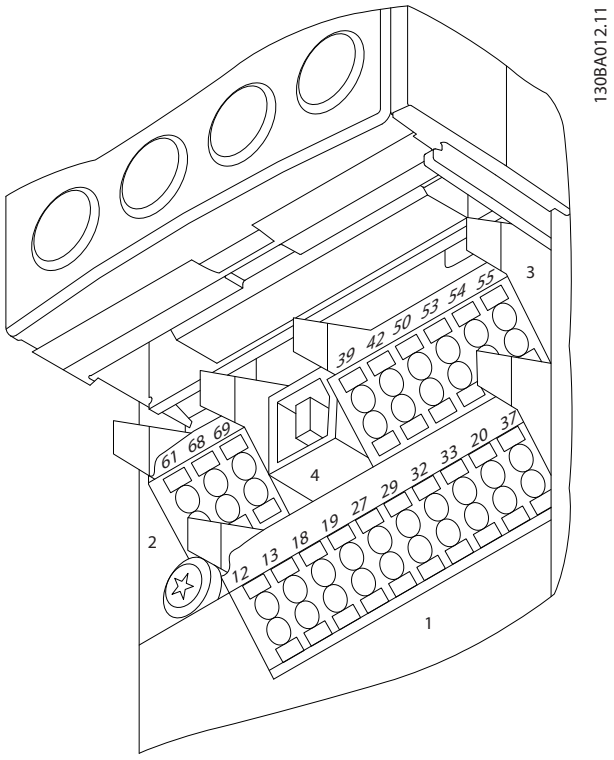


Figure 2.29 Control Terminal Locations

- **Connector 1** provides four programmable digital input terminals, two additional digital terminals programmable as either input or output, a 24 V DC terminal supply voltage, and a common for optional customer-supplied 24 V DC voltage
- **Connector 2** terminals (+)68 and (-)69 are for an RS-485 serial communications connection

2

- **Connector 3** provides two analog inputs, one analog output, 10 V DC supply voltage, and commons for the inputs and output
- **Connector 4** is a USB port available for use with the MCT 10 Set-up Software
- Also provided are two Form C relay outputs that are in various locations depending upon the adjustable frequency drive configuration and size
- Some options available for ordering with the unit may provide additional terminals. See the manual provided with the equipment option

2.5.5 Wiring to Control Terminals

Terminal plugs can be removed for easy access.

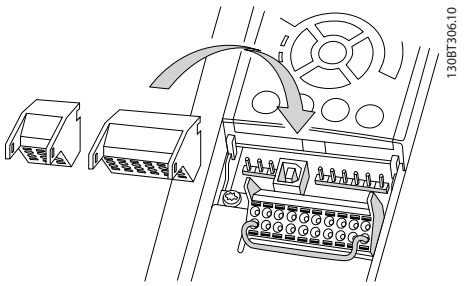


Figure 2.30 Removal of Control Terminals

2.5.6 Control Terminal Functions

Adjustable frequency drive functions are commanded by receiving control input signals.

- Each terminal must be programmed for the function it will be supporting in the parameters associated with that terminal. See *5 Programming* and *6 Application Examples* for terminals and associated parameters.
- It is important to confirm that the control terminal is programmed for the correct function. See *5 Programming* for details on accessing parameters and programming.
- The default terminal programming is intended to initiate adjustable frequency drive functioning in a typical operational mode

2.5.6.1 Terminal 53 and 54 Switches

- Analog input terminals 53 and 54 can select either voltage (-10 to 10 V) or current (0/4–20 mA) input signals
- Remove power to the adjustable frequency drive before changing switch positions.
- Set switches A53 and A54 to select the signal type. U selects voltage, I selects current
- The switches are accessible when the LCP has been removed (see *Figure 2.31*).

NOTE!

Some option cards available for the unit may cover these switches and must be removed to change switch settings. Always remove power to the unit before removing option cards.

- Terminal 53 default is for a speed reference signal in open-loop set in *16-61 Terminal 53 Switch Setting*
- Terminal 54 default is for a feedback signal in closed-loop set in *16-63 Terminal 54 Switch Setting*

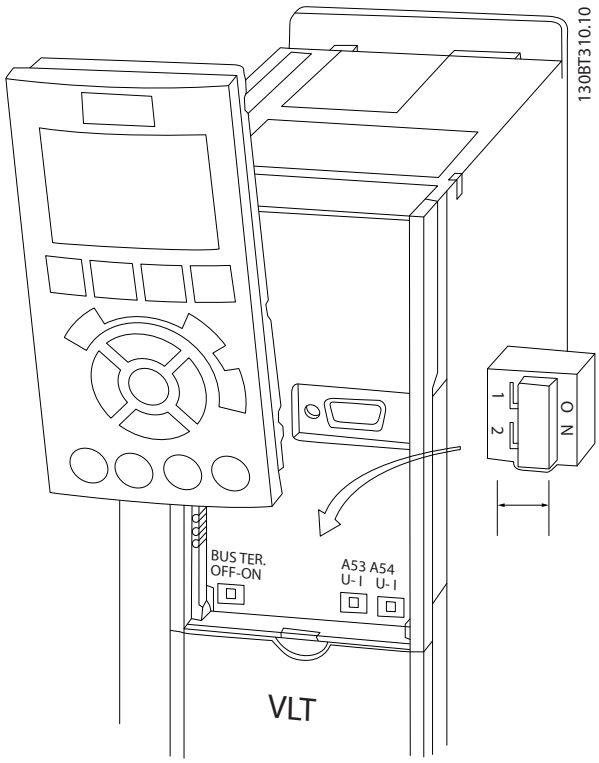


Figure 2.31 Location of Terminals 53 and 54 Switches and Bus Termination Switch

2.6 Serial Communication

RS-485 is a two-wire bus interface compatible with multi-drop network topology, i.e., nodes can be connected as a bus, or via drop cables from a common trunk line. A total of 32 nodes can be connected to one network segment. Repeaters divide network segments. Each repeater functions as a node within the segment in which it is installed. Each node connected within a given network must have a unique node address across all segments. Terminate each segment at both ends, using either the termination switch (S801) of the adjustable frequency drive or a biased termination resistor network. Always use shielded twisted pair (STP) cable for bus cabling, and always follow good common installation practice.
Low-impedance ground connection of the shield at every node is important, including at high frequencies. Thus, connect a large surface of the shield to ground, for example with a cable clamp or a conductive cable connector. It may be necessary to apply potential-equalizing cables to maintain the same ground potential throughout the network. particularly in installations with long cables.
To prevent impedance mismatch, always use the same type of cable throughout the entire network. When connecting a motor to the adjustable frequency drive, always use shielded motor cable.

Cable	Shielded twisted pair (STP)
Impedance	120 Ω
Max. cable length	4,000 ft [1,200 m] (including drop lines) 1,650 ft [500 m] station-to-station

Table 2.11

2.7 Optional Equipment

2.7.1 Load Share Terminals

Load share terminals enable the connection of the DC circuits of several adjustable frequency drives. Load share terminals are available in IP20 adjustable frequency drives and extend out the top of the adjustable frequency drive. A terminal cover, supplied with the adjustable frequency drive, must be installed to maintain the IP20 rating of the enclosure. *Figure 2.32* shows both the covered and uncovered terminals.

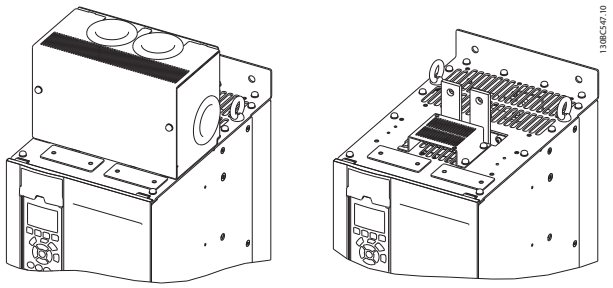


Figure 2.32 Load Share or Regeneration Terminal with Cover (L) and without Cover (R)

2.7.2 Regeneration Terminals

Regen (regeneration) terminals can be supplied for applications that have a regenerative load. A regenerative unit, supplied by a third party, connects to the regen terminals so that power can be regenerated back onto line power, resulting in energy savings. Regen terminals are available in IP20 adjustable frequency drives and extend out the top of the adjustable frequency drive. A terminal cover, supplied with the adjustable frequency drive, must be installed to maintain the IP20 rating of the enclosure. *Figure 2.32* shows both the covered and uncovered terminals.

2.7.3 Anti-condensation Heater

An anti-condensation heater can be installed inside the adjustable frequency drive to prevent condensation from forming inside the enclosure when the unit is turned off. The heater is controlled by customer-supplied 230 V AC. For best results, operate the heater only when the unit is not running and turn the heater off when the unit is running.

2.7.4 Brake Chopper

A brake chopper can be supplied for applications that have a regenerative load. The brake chopper connects to a brake resistor, which consumes the braking energy, preventing an overvoltage fault on the DC bus. The braking chopper is automatically activated when the DC bus voltage exceeds a specified level, depending on the nominal voltage of the adjustable frequency drive.

2.7.5 line Power Shield

The line power shield is a Lexan cover installed inside the enclosure to provide protection according to VBG-4 accident-prevention requirements.

2

2.7.6 Line Power Disconnect

The disconnect option is available in both varieties of option cabinets. The position of the disconnect changes based on the size of the options cabinet and whether or not other options are present. *Table 2.12* provides more detail about which disconnects are used.

Voltage [V]	Adjustable Frequency Drive Model	Disconnect Manufacturer and Type
380–500	N90KT5–N132T5	ABB OT400U03
	N160T5–N250T5	ABB OT600U03
525–690	N55KT7–N132T7	ABB OT400U03
	N200T7–N315T7	ABB OT600U03

Table 2.12

2.7.7 Contactor

The contactor is powered by a customer-supplied 230 V AC 50/60 Hz signal.

Voltage [V]	Adjustable Frequency Drive Model	Contactor Manufacturer and Type	IEC Utilization Category
380–500	N90KT5–N132T5	GE CK95BE311N	AC-3
	N160T5–N200T5	GE CK11CE311N	AC-3
	N250T5	GE CK11CE311N	AC-1
525–690	N55KT7–N132T7	GE CK95BE311N	AC-3
	N160T7–N315T7	GE CK11CE311N	AC-3

Table 2.13

NOTE!

In applications requiring UL listing, when the adjustable frequency drive is supplied with a contactor, the customer must provide external fusing to maintain the UL rating of the adjustable frequency drive and a short circuit current rating of 100,000 A. See *10.3 Fuse Tables* for fuse recommendations.

2.7.8 Circuit Breaker

Table 2.14 provides details on the type of circuit breaker provided as an option with the various units and power ranges.

Voltage [V]	Adjustable Frequency Drive Model	Circuit Breaker Manufacturer and Type
380–500	N90KT5–N110T5	ABB T5L400TW
	N132T5	ABB T5LQ400TW
	N160T5	ABB T6L600TW
	N200T5	ABB T6LQ600TW
	N250T5	ABB T6LQ800TW
525–690	N55KT7–N132T7	ABB T5L400TW
	N160T7–N250T7	ABB T6L600TW
	N315T7	ABB T6LQ600TW

Table 2.14

3 Startup and Commissioning

3.1 Pre-start

CAUTION

Before applying power to the unit, inspect the entire installation as detailed in *Table 3.1*. Check mark those items when completed.

Inspect for	Description	☑
Auxiliary equipment	• Look for auxiliary equipment, switches, disconnects, or input fuses/circuit breakers that may reside on the input power side of the adjustable frequency drive or output side to the motor. Ensure that they are ready for full speed operation. • Check function and installation of any sensors used for feedback to the adjustable frequency drive • Remove power factor correction caps on motor(s), if present	
Cable routing	• Ensure that input power, motor wiring, and control wiring are separated or in three separate metallic conduits for high frequency noise isolation	
Control wiring	• Check for broken or damaged wires and loose connections. • Check that control wiring is isolated from power and motor wiring for noise immunity. • Check the voltage source of the signals, if necessary. • The use of shielded cable or twisted pair is recommended. Ensure that the shield is terminated correctly	
Cooling clearance	• Make sure that the top and bottom clearance is adequate to ensure proper airflow for cooling.	
EMC considerations	• Check for proper installation regarding electromagnetic compatibility.	
Environmental considerations	• See equipment label for the maximum ambient operating temperature limits. • Humidity levels must be 5%–95% non-condensing.	
Fusing and circuit breakers	• Check for proper fusing or circuit breakers. • Check that all fuses are inserted firmly and in operational condition and that all circuit breakers are in the open position.	
Grounding	• The unit requires a ground wire from its chassis to the building ground • Check for good ground connections that are tight and free of oxidation • Grounding to conduit or mounting the back panel to a metal surface is not a suitable ground	
Input and output power wiring	• Check for loose connections. • Check that motor and line power are in separate conduit or separated shielded cables.	
Panel interior	• Make sure that the unit interior is free of dirt, metal chips, moisture, and corrosion.	
Switches	• Ensure that all switch and disconnect settings are in the proper positions	
Vibration	• Check that the unit is mounted solidly or that shock mounts are used, as necessary. • Check for an unusual amount of vibration	

Table 3.1 Startup Check List

3

3.2 Applying Power

⚠WARNING

HIGH VOLTAGE!

Adjustable frequency drives contain high voltage when connected to AC line power. Installation, startup and maintenance should be performed by qualified personnel only. Failure to perform installation, startup and maintenance by qualified personnel could result in death or serious injury.

⚠WARNING

UNINTENDED START!

When the adjustable frequency drive is connected to AC line power, the motor may start at any time. The adjustable frequency drive, motor, and any driven equipment must be in operational readiness. Failure to be in operational readiness when the adjustable frequency drive is connected to AC line power could result in death, serious injury, equipment, or property damage.

1. Confirm input voltage is balanced within 3%. If not, correct input voltage imbalance before proceeding. Repeat procedure after voltage correction.
2. Ensure optional equipment wiring, if present, matches installation application.
3. Ensure that all operator devices are in the OFF position. Panel doors closed or cover mounted.
4. Apply power to the unit. DO NOT start the adjustable frequency drive at this time. For units with a disconnect switch, turn to the ON position to apply power to the adjustable frequency drive.

NOTE!

If the status line at the bottom of the LCP reads AUTO REMOTE COAST, this indicates that the unit is ready to operate but is missing an input signal on terminal 27.

3.3 Basic Operational Programming

For best performance, adjustable frequency drives require basic operational programming before running. Basic operational programming requires entering motor nameplate data for the motor being operated and the minimum and maximum motor speeds. The recommended parameter settings are intended for startup and checkout purposes. Application settings may vary. See *4.1 Local Control Panel* for detailed instructions on entering data through the LCP.

Enter data with power ON, but before operating the adjustable frequency drive. There are two ways of programming the adjustable frequency drive: either by using the Smart Application Set-up (SAS) or by using the procedure described further down. The SAS is a quick wizard for setting up the most commonly used applications. At first power-up and after a reset, the SAS appears on the LCP. Follow the instructions that appear on the successive screens for setting-up the applications listed. SAS can also be found under the Quick Menu. [Info] can be used throughout the Smart Set-up to see help information for various selections, settings, and messages.

NOTE!

The start conditions will be ignored while in the wizard.

NOTE!

If no action is taken after first power-up or reset, the SAS screen will automatically disappear after 10 minutes.

When not using the SAS, enter data in accordance with the following procedure.

1. Press [Main Menu] twice on the LCP.
2. Press the navigation keys to scroll to parameter group *0-** Operation/Display* and press [OK].

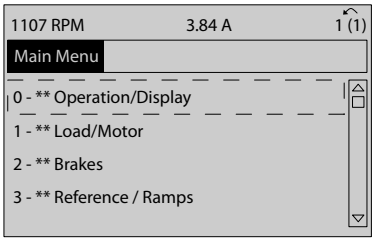


Figure 3.1

3. Press the navigation keys to scroll to parameter group *0-0* Basic Settings* and press [OK].

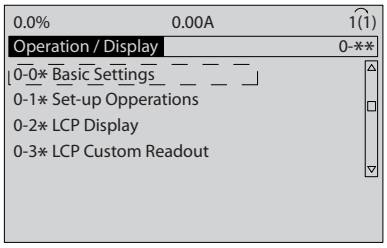


Figure 3.2

4. Press the navigation keys to scroll to *0-03 Regional Settings* and press [OK].

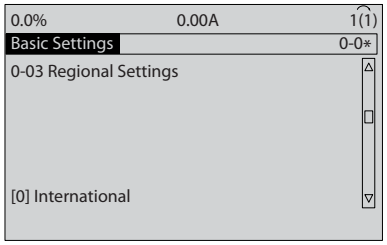


Figure 3.3

5. Press the navigation keys to select *International* or *North America* as appropriate and press [OK]. (This changes the default settings for a number of basic parameters. See *5.5 Parameter Menu Structure* for a complete list.)
6. Press [Quick Menu] on the LCP.
7. Press the navigation keys to scroll to parameter group *Q2 Quick Set-up* and press [OK].

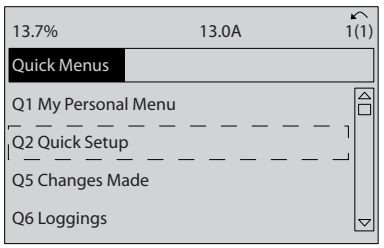


Figure 3.4

8. Select language and press [OK]. Then enter the motor data in *1-20 Motor Power [kW]* /*1-21 Motor Power [HP]* to *1-25 Motor Nominal Speed*. The information can be found on the motor nameplate.
   - *1-20 Motor Power [kW]* or *1-21 Motor Power [HP]*
   - *1-22 Motor Voltage*
   - *1-23 Motor Frequency*
   - *1-24 Motor Current*
   - *1-25 Motor Nominal Speed*

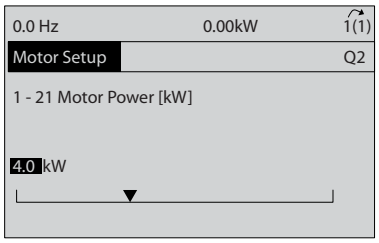


Figure 3.5

9. A jumper wire should be in place between control terminals 12 and 27. If this is the case, leave *5-12 Terminal 27 Digital Input* at factory default. Otherwise select *No Operation*. For adjustable frequency drives with an optional bypass, no jumper wire is required.
10. *3-02 Minimum Reference*
11. *3-03 Maximum Reference*
12. *3-41 Ramp 1 Ramp Up Time*
13. *3-42 Ramp 1 Ramp Down Time*
14. *3-13 Reference Site*. Linked to Hand/Auto* Local Remote.

This concludes the quick set-up procedure. Press [Status] to return to the operational display.

3.4 Local Control Test

⚠CAUTION

MOTOR START!

Ensure that the motor, system and any attached equipment are ready for start. It is the responsibility of the user to ensure safe operation under any condition. Failure to ensure that the motor, system, and any attached equipment are ready for start could result in personal injury or equipment damage.

NOTE!

The [Hand On] key provides a local start command to the adjustable frequency drive. The [Off] key provides the stop function.
When operating in local mode, [▲] and [▼] increase and decrease the speed output of the adjustable frequency drive. [◄] and [►] move the display cursor in the numeric display.

1. Press [Hand On].
2. Accelerate the adjustable frequency drive by pressing [▲] to full speed. Moving the cursor left of the decimal point provides quicker input changes.
3. Note any acceleration problems.
4. Press [Off].
5. Note any deceleration problems.

If acceleration problems were encountered

- If warnings or alarms occur, see *8 Warnings and Alarms*
- Check that motor data is entered correctly
- Increase the ramp-up time accel time in *3-41 Ramp 1 Ramp Up Time*
- Increase current limit in *4-18 Current Limit*
- Increase torque limit in *4-16 Torque Limit Motor Mode*

If deceleration problems were encountered

- If warnings or alarms occur, see *8 Warnings and Alarms*.
- Check that motor data is entered correctly.
- Increase the ramp-down time decel time in *3-42 Ramp 1 Ramp Down Time*.
- Enable overvoltage control in *2-17 Over-voltage Control*.

NOTE!

The OVC algorithm does not work when using PM motors.

See *4.1.1 Local Control Panel* for resetting the adjustable frequency drive after a trip.

NOTE!

***3.2 Applying Power* to *3.3 Basic Operational Programming* conclude the procedures for applying power to the adjustable frequency drive, basic programming, set-up and functional testing.**

3.5 System startup

The procedure in this section requires user-wiring and application programming to be completed. See *6 Application Examples* for application set-up information. The following procedure is recommended after application set-up by the user is completed.

⚠CAUTION

MOTOR START!

Ensure that the motor, system, and any attached equipment are ready for start. It is the responsibility of the user to ensure safe operation under any condition. Failure to do so could result in personal injury or equipment damage.

1. Press [Auto On].
2. Ensure that external control functions are properly wired to the adjustable frequency drive and all programming completed.
3. Apply an external run command.
4. Adjust the speed reference throughout the speed range.
5. Remove the external run command.
6. Note any problem.

If warnings or alarms occur, see *8 Warnings and Alarms*.

4 User Interface

4.1 Local Control Panel

The local control panel (LCP) is the combined display and keypad on the front of the unit. The LCP is the user interface to the adjustable frequency drive.

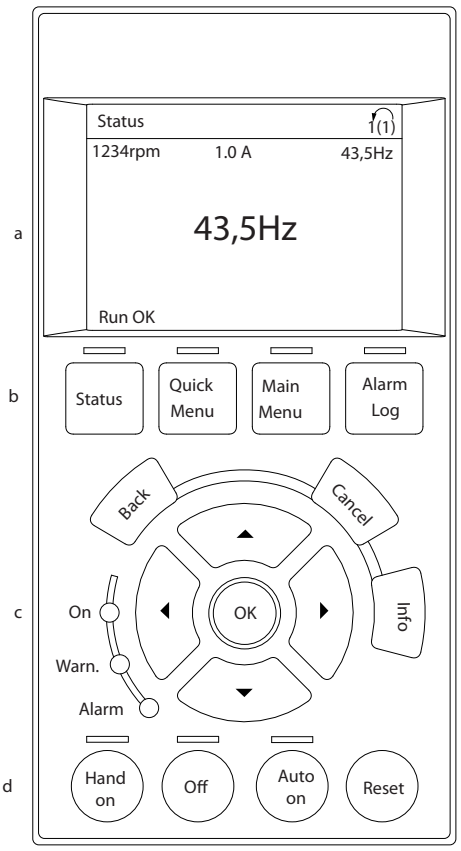
The LCP has several user functions.

- Start, stop, and control speed when in local control
- Display operational data, status, warnings and cautions
- Programming adjustable frequency drive functions
- Manually reset the adjustable frequency drive after a fault when auto-reset is inactive

An optional numeric LCP (NLCP) is also available. The NLCP operates in a manner similar to the LCP. See the *Programming Guide* for details on use of the NLCP.

4.1.1 LCP Layout

The LCP is divided into four functional groups (see *Figure 4.1*).



130BC362.10

Figure 4.1 LCP

a. Display area.

b. Display menu keys for changing the display to show status options, programming, or error message history.

c. Navigation keys for programming functions, moving the display cursor, and speed control in local operation. Also included are the status indicator lights.

d. Operational mode keys and reset.

4

4.1.2 Setting LCP Display Values

The display area is activated when the adjustable frequency drive receives power from AC line voltage, a DC bus terminal, or an external 24 V DC supply.

The information displayed on the LCP can be customized for user application.

- Each display readout has a parameter associated with it
- Options are selected in the quick menu *Q3-13 Display Settings*
- Display 2 has an alternate larger display option
- The adjustable frequency drive status at the bottom line of the display is generated automatically and is not selectable

Display	Parameter number	Default setting
1.1	0-20	Motor RPMs
1.2	0-21	Motor current
1.3	0-22	Motor power (kW)
2	0-23	Motor frequency
3	0-24	Reference in percent

Table 4.1

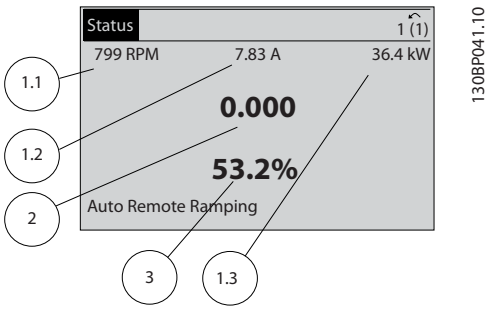


Figure 4.2

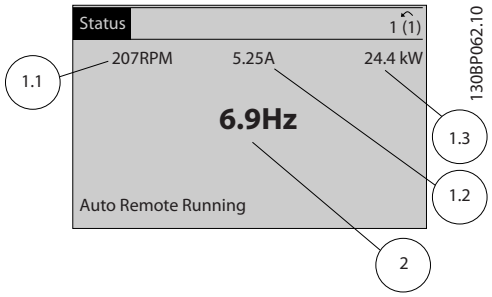


Figure 4.3

4.1.3 Display

Menu keys are used for menu access for parameter set-up, toggling through status display modes during normal operation, and viewing fault log data.

Figure 4.4

Key	Function
Status	Shows operational information. • In auto mode, press to toggle between status readout displays. • Press repeatedly to scroll through each status display. • Press [Status] plus [▲] or [▼] to adjust the display brightness. • The symbol in the upper right corner of the display shows the direction of motor rotation and which set-up is active. This is not programmable.
Quick Menu	Allows access to programming parameters for initial set-up instructions and many detailed application instructions. • Press to access *Q2 Quick Setup* for sequenced instructions to program the basic frequency controller setup • Follow the sequence of parameters as presented for the function set-up
Main Menu	Allows access to all programming parameters. • Press twice to access top-level index • Press once to return to the last location accessed. • Press to enter a parameter number for direct access to that parameter.
Alarm Log	Displays a list of current warnings, the last 10 alarms, and the maintenance log. • For details about the adjustable frequency drive before it entered the alarm mode, select the alarm number using the navigation keys and press [OK].

Table 4.2

4.1.4 Navigation Keys

Navigation keys are used for programming functions and moving the display cursor. The navigation keys also provide speed control in local (hand) operation. Three adjustable frequency drive status indicators are also located in this area.

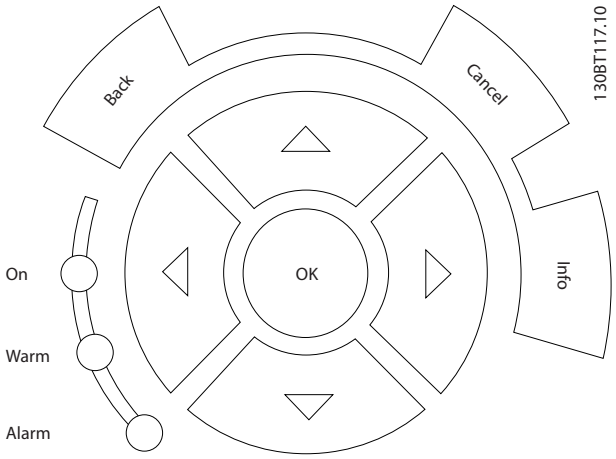


Figure 4.5

Key	Function
Back	Reverts to the previous step or list in the menu structure.
Cancel	Cancels the last change or command as long as the display mode has not changed.
Info	Press for a definition of the function being displayed.
Navigation Keys	Use the four navigation keys to move between items in the menu.
OK	Use to access parameter groups or to enable a choice.

Table 4.3

Light	Indicator	Function
Green	ON	The ON light activates when the adjustable frequency drive receives power from AC line voltage, a DC bus terminal, or an external 24 V supply.
Yellow	WARNING	When warning conditions are met, the yellow WARNING light comes on and text appears in the display area identifying the problem.
Red	ALARM	A fault condition causes the red alarm light to flash and an alarm text is displayed.

Table 4.4

4.1.5 Operation Keys

Operation keys are found at the bottom of the LCP.

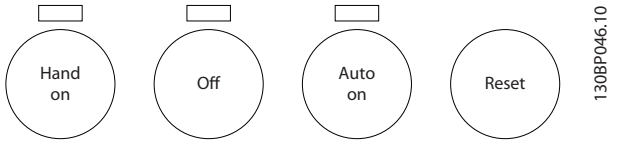


Figure 4.6

Key	Function
Hand On	Starts the adjustable frequency drive in local control. • Use the navigation keys to control adjustable frequency drive speed. • An external stop signal by control input or serial communication overrides the local hand on
Off	Stops the motor but does not remove power to the adjustable frequency drive.
Auto On	Puts the system in remote operational mode. • Responds to an external start command by control terminals or serial communication • Speed reference is from an external source
Reset	Resets the adjustable frequency drive manually after a fault has been cleared.

Table 4.5

4.2 Back Up and Copying Parameter Settings

Programming data is stored internally in the adjustable frequency drive.

- The data can be uploaded into the LCP memory as a storage backup.
- Once stored in the LCP, the data can be downloaded back into the adjustable frequency drive.
- Data can also be downloaded into other adjustable frequency drives by connecting the LCP into those units and downloading the stored settings. (This is a quick way to program multiple units with the same settings).
- Initialization of the adjustable frequency drive to restore factory default settings does not change data stored in the LCP memory.

⚠WARNING

UNINTENDED START!

When the adjustable frequency drive is connected to AC line power, the motor may start at any time. The adjustable frequency drive, motor, and any driven equipment must be in operational readiness. Failure to be in operational readiness when the adjustable frequency drive is connected to AC line power could result in death, serious injury, or equipment or property damage.

4.2.1 Uploading Data to the LCP

1. Press [Off] to stop the motor before uploading or downloading data.
2. Go to *0-50 LCP Copy*.
3. Press [OK].
4. Select *All to LCP*.
5. Press [OK]. A progress bar shows the uploading process.
6. Press [Hand On] or [Auto On] to return to normal operation.

4.2.2 Downloading Data from the LCP

1. Press [Off] to stop the motor before uploading or downloading data.
2. Go to *0-50 LCP Copy*.
3. Press [OK].
4. Select *All from LCP*.
5. Press [OK]. A progress bar shows the downloading process.
6. Press [Hand On] or [Auto On] to return to normal operation.

4.3 Restoring Default Settings

CAUTION

Initialization restores the unit to factory default settings. Any programming, motor data, localization, and monitoring records will be lost. Uploading data to the LCP provides a backup before initialization.

Restoring the adjustable frequency drive parameter settings back to default values is done by initialization of the adjustable frequency drive. Initialization can be through *14-22 Operation Mode* or manually.

- Initialization using *14-22 Operation Mode* does not change adjustable frequency drive data such as operating hours, serial communication selections, personal menu settings, fault log, alarm log, and other monitoring functions
- Using *14-22 Operation Mode* is generally recommended.
- Manual initialization erases all motor, programming, localization, and monitoring data and restores factory default settings.

4.3.1 Recommended Initialization

1. Press [Main Menu] twice to access parameters.
2. Scroll to *14-22 Operation Mode*.
3. Press [OK].
4. Scroll to *Initialization*.
5. Press [OK].
6. Remove power to the unit and wait for the display to turn off.
7. Apply power to the unit.

Default parameter settings are restored during start-up. This may take slightly longer than normal.

8. Alarm 80 is displayed.
9. Press [Reset] to return to operation mode.

4.3.2 Manual Initialization

1. Remove power to the unit and wait for the display to turn off.
2. Press and hold [Status], [Main Menu], and [OK] at the same time and apply power to the unit.

Factory default parameter settings are restored during startup. This may take slightly longer than normal.

Manual initialization does not the following adjustable frequency drive information.

- *15-00 Operating hours*
- *15-03 Power Up's*
- *15-04 Over Temp's*
- *15-05 Over Volt's*

5 Programming

5.1 Introduction

The adjustable frequency drive is programmed for its application functions using parameters. Parameters are accessed by pressing either [Quick Menu] or [Main Menu] on the LCP. (See *4.1 Local Control Panel* for details on using the LCP function keys). Parameters may also be accessed through a PC using the MCT 10 Set-up Software (see *5.6.1 Remote Programming with MCT 10 Set-up Software*).

The quick menu is intended for initial startup (*Q2-** Quick Set-up*) and detailed instructions for common adjustable frequency drive applications (*Q3-** Function Set-up*). Step-by-step instructions are provided. These instructions enable the user to walk through the parameters used for programming applications in their proper sequence. Data entered in a parameter can change the options available in the parameters following that entry. The quick menu presents easy guidelines for getting most systems up and running.

The main menu accesses all parameters and allows for advanced adjustable frequency drive applications.

5.2 Programming Example

Here is an example for programming the adjustable frequency drive for a common application in open-loop using the quick menu.

- This procedure programs the adjustable frequency drive to receive a 0–10 V DC analog control signal on input terminal 53
- The adjustable frequency drive will respond by providing 20–50 Hz output to the motor proportional to the input signal (0–10 V DC=20–50 Hz)

This is a common pump or fan application.

Press [Quick Menu] and select the following parameters using the navigation keys to scroll to the titles and press [OK] after each action.

1. *Q3 Function Set-ups*
2. *Parameter Data Set*

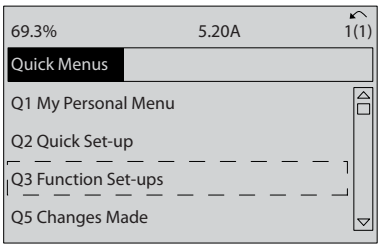


Figure 5.1

3. *Q3-2 Open-loop Settings*

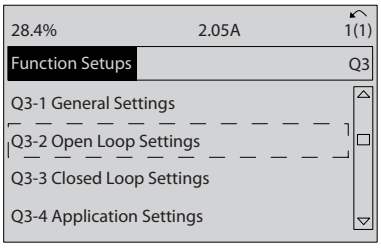


Figure 5.2

4. *Q3-21 Analog Reference*

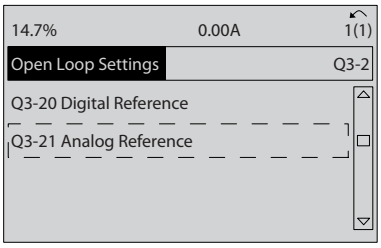


Figure 5.3

5. *3-02 Minimum Reference*. Set minimum internal adjustable frequency drive reference to 0 Hz. (This sets the minimum adjustable frequency drive speed at 0 Hz).

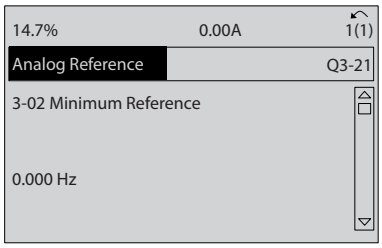


Figure 5.4

6. *3-03 Maximum Reference*. Set maximum internal adjustable frequency drive reference to 60 Hz. (This sets the maximum adjustable frequency drive speed at 60 Hz. Note that 50/60 Hz is a regional variation).

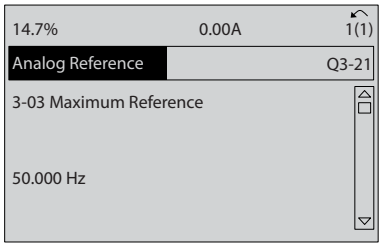


Figure 5.5

7. *6-10 Terminal 53 Low Voltage*. Set minimum external voltage reference on terminal 53 at 0 V. (This sets the minimum input signal at 0 V).

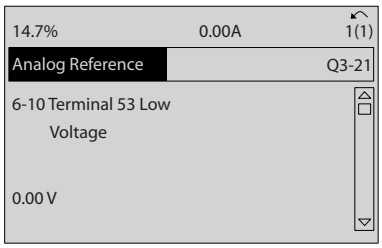


Figure 5.6

8. *6-11 Terminal 53 High Voltage*. Set maximum external voltage reference on terminal 53 at 10 V. (This sets the maximum input signal at 10 V).

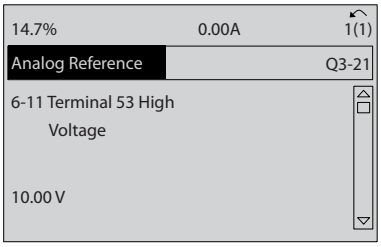


Figure 5.7

9. *6-14 Terminal 53 Low Ref./Feedb. Value*. Set minimum speed reference on terminal 53 at 20 Hz. (This tells the adjustable frequency drive that the minimum voltage received on terminal 53 (0 V) equals 20 Hz output).

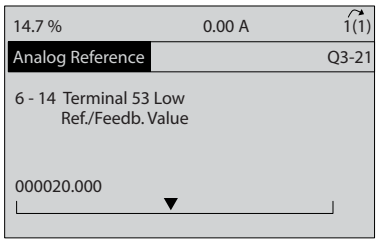


Figure 5.8

10. *6-15 Terminal 53 High Ref./Feedb. Value*. Set maximum speed reference on terminal 53 at 50 Hz. (This tells the adjustable frequency drive that the maximum voltage received on terminal 53 (10 V) equals 50 Hz output).

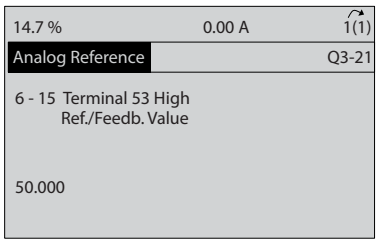


Figure 5.9

With an external device providing a 0–10 V control signal connected to adjustable frequency drive terminal 53, the system is now ready for operation.

NOTE!

The scroll bar on the right in the last figure of the display is at the bottom, indicating the procedure is complete.

Figure 5.10 shows the wiring connections used to enable this set-up.

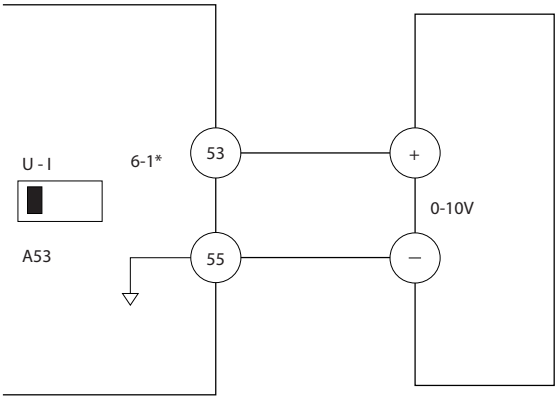


Figure 5.10 Wiring Example for External Device Providing 0–10 V Control Signal

5.3 Control Terminal Programming Examples

Control terminals can be programmed.

- Each terminal has specified functions it is capable of performing.
- Parameters associated with the terminal enable the function.
- For proper adjustable frequency drive functioning, the control terminals must be

  wired properly

  programmed for the intended function

  receiving a signal

See *Table 5.1* for control terminal parameter number and default setting. (Default setting can change based on the selection in *0-03 Regional Settings*).

The following example shows accessing Terminal 18 to see the default setting.

1. Press [Main Menu] twice, scroll to parameter group *5-** Digital In/Out* and press [OK].

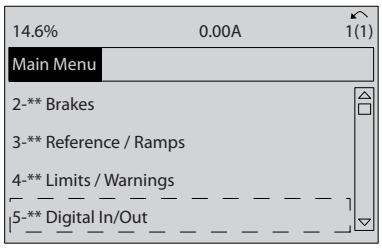


Figure 5.11

2. Scroll to parameter group *5-1* Digital Inputs* and press [OK].

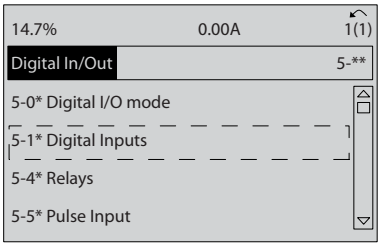


Figure 5.12

3. Scroll to *5-10 Terminal 18 Digital Input*. Press [OK] to access function choices. The default setting *Start* is shown.

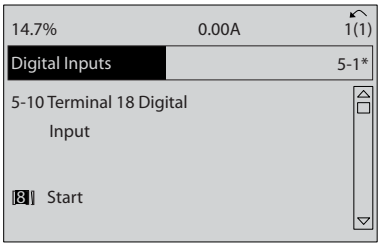


Figure 5.13

5.4 International/North American Default Parameter Settings

Setting *0-03 Regional Settings [0] International* or *[1] North America* changes the default settings for some parameters. *Table 5.1* lists those parameters that are affected.

Parameter	International default parameter value	North American default parameter value
0-03 Regional Settings	International	North America
0-71 Date Format	DD-MM-YYYY	MM/DD/YYYY
0-72 Time Format	24 h	12 h
1-20 Motor Power [kW]	See Note 1	See Note 1
1-21 Motor Power [HP]	See Note 2	See Note 2
1-22 Motor Voltage	230 V/400 V/575 V	208 V/460 V/575 V
1-23 Motor Frequency	50 Hz	60 Hz
3-03 Maximum Reference	50 Hz	60 Hz
3-04 Reference Function	Sum	External/Preset

Parameter	International default parameter value	North American default parameter value
4-13 Motor Speed High Limit [RPM] See Note 3	1,500 RPM	1,800 RPM
4-14 Motor Speed High Limit [Hz] See Note 4	50 Hz	60 Hz
4-19 Max Output Frequency	100 Hz	120 Hz
4-53 Warning Speed High	1,500 RPM	1,800 RPM
5-12 Terminal 27 Digital Input	Coast inverse	External interlock
5-40 Function Relay	Alarm	No alarm
6-15 Terminal 53 High Ref./Feedb. Value	50	60
6-50 Terminal 42 Output	Speed 0-HighLim	Speed 4–20 mA
14-20 Reset Mode	Manual reset	Infinite auto reset
22-85 Speed at Design Point [RPM] See Note 3	1,500 RPM	1,800 RPM
22-86 Speed at Design Point [Hz]	50 Hz	60 Hz
24-04 Fire Mode Max Reference	50 Hz	60 Hz

Table 5.1 International/North American Default Parameter Settings

5.5 Parameter Menu Structure

Establishing the correct programming for applications often requires setting functions in several related parameters. These parameter settings provide the adjustable frequency drive with system details it needs to operate properly. System details may include such things as input and output signal types, programming terminals, minimum and maximum signal ranges, custom displays, automatic restart, and other features.

- See the LCP display to view detailed parameter programming and setting options.
- Press [Info] in any menu location to view additional details for that function.
- Press and hold [Main Menu] to enter a parameter number for direct access to that parameter
- Details for common application set-ups are provided in *6 Application Examples*

5.5.1 Main Menu Structure

0- Operation/Display**
0-0* Basic Settings
0-01 Language
0-02 Motor Speed Unit
0-03 Regional Settings
0-04 Operating State at Power-up (Hand)
0-09 Performance Monitor
0-1* Set-up Operations
0-10 Active Set-up
0-11 Edit Set-up
0-12 This Set-up Linked to
0-13 Readout: Linked Set-ups
0-14 Readout: Edit Set-ups / Channel
0-15 Readout: actual setup
0-2* LCP Display
0-20 Display Line 1.1 Small
0-21 Display Line 1.2 Small
0-22 Display Line 1.3 Small
0-23 Display Line 2 Large
0-24 Display Line 3 Large
0-25 My Personal Menu
0-3* LCP Cust. Readout
0-30 Unit for User-defined Readout
0-31 Min Value of User-defined Readout
0-32 Max Value of User-defined Readout
0-37 Display Text 1
0-38 Display Text 2
0-39 Display Text 3
0-4* LCP Keypad
0-40 [Hand on] Key on LCP
0-41 [Off] Key on LCP
0-42 [Auto on] Key on LCP
0-43 [Reset] Key on LCP
0-44 [Off/Reset] Key on LCP
0-45 [Drive Bypass] Key on LCP
0-5* Copy/Save
0-50 LCP Copy
0-51 Set-up Copy
0-6* Password
0-60 Main Menu Password
0-61 Access to Main Menu w/o Password
0-65 Quick Menu Password
0-66 Access to Quick Menu w/o Password
0-67 Bus Password Access
0-68 Safe Parameter Password
0-69 Password Protection of Safe Parameter
1- Load and Motor**
1-0* General Settings
1-00 Configuration Mode
1-01 Motor Control Principle
1-02 Flux Motor Feedback Source
1-03 Torque Characteristics
1-04 Overload Mode
1-05 Local Mode Configuration
1-06 Clockwise Direction
1-07 Motor Angle Offset Adjust
1-1* Motor Selection
1-10 Motor Construction
1-14 Damping Gain
1-15 Low Speed Filter Time Const.
1-16 High Speed Filter Time Const.
1-17 Voltage filter time const.
1-2* Motor Data
1-20 Motor Power [kW]
1-21 Motor Power [HP]
1-22 Motor Voltage
1-23 Motor Frequency
1-24 Motor Current
1-25 Motor Nominal Speed
1-26 Motor Cont. Rated Torque
1-29 Automatic Motor Adaptation (AMA)
1-3* Addl. Motor Data
1-30 Stator Resistance (Rs)
1-31 Rotor Resistance (Rr)
1-33 Stator Leakage Reactance (X1)
1-34 Rotor Leakage Reactance (X2)
1-35 Main Reactance (Xh)
1-36 Iron Loss Resistance (Rfe)
1-37 d-axis Inductance (Ld)
1-39 Motor Poles
1-40 Back EMF at 1000 RPM
1-41 Motor Angle Offset
1-46 Position Detection Gain
1-47 Low Speed Torque Calibration
1-5* Load-Indep. Setting
1-50 Motor Magnetization at Zero Speed
1-51 Min Speed Normal Magnetizing [RPM]
1-52 Min Speed Normal Magnetizing [Hz]
1-53 Model Shift Frequency
1-54 Voltage reduction in fieldweakening
1-55 U/f Characteristic - U
1-56 U/f Characteristic - F
1-58 Flystart Test Pulses Current
1-59 Flystart Test Pulses Frequency
1-6* Load-Depend. Settg.
1-60 Low Speed Load Compensation
1-61 High Speed Load Compensation
1-62 Slip Compensation
1-63 Slip Compensation Time Constant
1-64 Resonance Dampening
1-65 Resonance Dampening Time Constant
1-66 Min. Current at Low Speed
1-67 Load Type
1-68 Minimum Inertia
1-69 Maximum Inertia
1-7* Start Adjustments
1-70 PM Start Mode
1-71 Start Delay
1-72 Start Function
1-73 Flying Start
1-74 Start Speed [RPM]
1-75 Start Speed [Hz]
1-76 Start Current
1-8* Stop Adjustments
1-80 Function at Stop
1-81 Min Speed for Function at Stop [RPM]
1-82 Min Speed for Function at Stop [Hz]
1-83 Precise Stop Function
1-84 Precise Stop Counter Value
1-85 Precise Stop Speed Compensation Delay
1-9* Motor Temperature
1-90 Motor Thermal Protection
1-91 Motor External Fan
1-93 Thermistor Resource
1-94 ATEX ETR cur.lim. speed reduction
1-95 KTY Sensor Type
1-96 KTY Thermistor Resource
1-97 KTY Threshold level
1-98 ATEX ETR interpol. points freq.
1-99 ATEX ETR interpol points current
2- Brakes**
2-0* DC Brake
2-00 DC Hold Current
2-01 DC Brake Current
2-02 DC Braking Time
2-03 DC Brake Cut-in Speed [RPM]
2-04 DC Brake Cut-in Speed [Hz]
2-05 Maximum Reference
2-06 Parking Current
2-07 Parking Time
2-1* Brake Energy Funct.
2-10 Brake Function
2-11 Brake Resistor (ohm)
2-12 Brake Power Limit (kW)
2-13 Brake Power Monitoring
2-15 Brake Check
2-16 AC brake Max. Current
2-17 Over-voltage Control
2-18 Brake Check Condition
2-19 Over-voltage Gain
2-2* Mechanical Brake
2-20 Release Brake Current
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32-68 Reverse Behavior for Slave
32-69 Sampling Time for PID Control
32-70 Scan Time for Profile Generator
32-71 Size of the Control Window (Activation)
32-72 Size of the Control Window (Deactiv.)
32-73 Integral limit filter time
32-74 Position error filter time
32-8* Velocity & Accel.
32-80 Maximum Velocity (Encoder)
32-81 Shortest Ramp
32-82 Ramp Type
32-83 Velocity Resolution
32-84 Default Velocity
32-85 Default Acceleration
32-86 Acc. up for limited jerk
32-87 Acc. down for limited jerk
32-88 Dec. up for limited jerk
32-89 Dec. down for limited jerk
32-9* Development
32-90 Debug Source
33- MCO Adv. Settings**
33-0* Home Motion
33-00 Force HOME
33-01 Zero Point Offset from Home Pos.
33-02 Ramp for Home Motion
33-03 Velocity of Home Motion
33-04 Behavior during Home Motion
33-1* Synchronization
33-10 Synchronization Factor Master (M:S)
33-11 Synchronization Factor Slave (M:S)
33-12 Position Offset for Synchronization
33-13 Accuracy Window for Position Sync.
33-14 Relative Slave Velocity Limit
33-15 Marker Number for Master
33-16 Marker Number for Slave
33-17 Master Marker Distance
33-18 Slave Marker Distance
33-19 Master Marker Type
33-20 Slave Marker Type
33-21 Master Marker Tolerance Window
33-22 Slave Marker Tolerance Window
33-23 Start Behavior for Marker Sync
33-24 Marker Number for Fault
33-25 Marker Number for Ready
33-26 Velocity Filter
33-27 Offset Filter Time
33-28 Marker Filter Configuration
33-29 Filter Time for Marker Filter
33-30 Maximum Marker Correction
33-31 Synchronization Type
33-32 Feed Forward Velocity Adaptation
33-33 Velocity Filter Window
33-34 Slave Marker filter time
33-4* Limit Handling
33-40 Behavior at End Limit Switch
33-41 Negative Software End Limit
33-42 Positive Software End Limit
33-43 Negative Software End Limit Active
33-44 Positive Software End Limit Active
33-45 Time in Target Window
33-46 Target Window LimitValue
33-47 Size of Target Window
33-5* I/O Configuration
33-50 Terminal X57/1 Digital Input
33-51 Terminal X57/2 Digital Input
33-52 Terminal X57/3 Digital Input
33-53 Terminal X57/4 Digital Input
33-54 Terminal X57/5 Digital Input
33-55 Terminal X57/6 Digital Input
33-56 Terminal X57/7 Digital Input
33-57 Terminal X57/8 Digital Input
33-58 Terminal X57/9 Digital Input
33-59 Terminal X57/10 Digital Input
33-60 Terminal X59/1 and X59/2 Mode
33-61 Terminal X59/1 Digital Input
33-62 Terminal X59/2 Digital Input
33-63 Terminal X59/1 Digital Output
33-64 Terminal X59/2 Digital Output
33-65 Terminal X59/3 Digital Output
33-66 Terminal X59/4 Digital Output
33-67 Terminal X59/5 Digital Output
33-68 Terminal X59/6 Digital Output
33-69 Terminal X59/7 Digital Output
33-70 Terminal X59/8 Digital Output
33-8* Global Parameters
33-80 Activated Program Number
33-81 Power-up State
33-82 Drive Status Monitoring
33-83 Behavior After Error
33-84 Behavior afterEsc.
33-85 MCO Supplied by External 24VDC
33-86 Terminal at alarm
33-87 Terminal state at alarm
33-88 Status word at alarm
33-9* MCO Port Settings
33-90 X62 MCO CAN node ID
33-91 X62 MCO CAN baud rate
33-94 X60 MCO RS485 serial termination
33-95 X60 MCO RS485 serial baud rate
34- MCO Data Readouts**
34-0* PCD Write Par.
34-01 PCD 1 Write to MCO
34-02 PCD 2 Write to MCO
34-03 PCD 3 Write to MCO
34-04 PCD 4 Write to MCO
34-05 PCD 5 Write to MCO
34-06 PCD 6 Write to MCO
34-07 PCD 7 Write to MCO
34-08 PCD 8 Write to MCO
34-09 PCD 9 Write to MCO
34-10 PCD 10 Write to MCO
34-2* PCD Read Par.
34-21 PCD 1 Read from MCO
34-22 PCD 2 Read from MCO
34-23 PCD 3 Read from MCO
34-24 PCD 4 Read from MCO
34-25 PCD 5 Read from MCO
34-26 PCD 6 Read from MCO
34-27 PCD 7 Read from MCO
34-28 PCD 8 Read from MCO
34-29 PCD 9 Read from MCO
34-30 PCD 10 Read from MCO
34-4* Inputs & Outputs
34-40 Digital Inputs
34-41 Digital Outputs
34-5* Process Data
34-50 Actual Position
34-51 Commanded Position
34-52 Actual Master Position
34-53 Slave Index Position
34-54 Master Index Position
34-55 Curve Position
34-56 Track Error
34-57 Synchronizing Error
34-58 Actual Velocity
34-59 Actual Master Velocity
34-60 Synchronizing Status
34-61 Axis Status
34-62 Program Status
34-64 MCO 302 Status
34-65 MCO 302 Control
34-7* Diagnosis readouts
34-70 MCO Alarm Word 1
34-71 MCO Alarm Word 2
35- Sensor Input Option**
35-0* Temp. Input Mode
35-00 Term. X48/4 Temp. Unit
35-01 Term. X48/4 Input Type
35-02 Term. X48/7 Temp. Unit
35-03 Term. X48/7 Input Type
35-04 Term. X48/10 Temp. Unit
35-05 Term. X48/10 Input Type
35-06 Temperature Sensor Alarm Function
35-1* Temp. Input X48/4
35-14 Term. X48/4 Filter Time Constant
35-15 Term. X48/4 Temp. Monitor
35-16 Term. X48/4 Low Temp. Limit
35-17 Term. X48/4 High Temp. Limit
35-2* Temp. Input X48/7
35-24 Term. X48/7 Filter Time Constant
35-25 Term. X48/7 Temp. Monitor
35-26 Term. X48/7 Low Temp. Limit
35-27 Term. X48/7 High Temp. Limit
35-3* Temp. Input X48/10
35-34 Term. X48/10 Filter Time Constant
35-35 Term. X48/10 Temp. Monitor
35-36 Term. X48/10 Low Temp. Limit
35-37 Term. X48/10 High Temp. Limit
35-4* Analog Input X48/2
35-42 Term. X48/2 Low Current
35-43 Term. X48/2 High Current
35-44 Term. X48/2 Low Ref./Feedb. Value
35-45 Term. X48/2 High Ref./Feedb. Value
35-46 Term. X48/2 Filter Time Constant
42- Safety Functions**
42-1* Speed Monitoring
42-10 Measured Speed Source
42-11 Encoder Resolution
42-12 Encoder Direction
42-13 Gear Ratio
42-14 Feedback Type
42-15 Feedback Filter
42-17 Tolerance Error
42-18 Zero Speed Timer
42-19 Zero Speed Limit
42-2* Safe Input
42-20 Safe Function
42-21 Type
42-22 Discrepancy Time
42-23 Stable Signal Time
42-24 Restart Behaviour
42-3* General
42-30 External Failure Reaction
42-31 Reset Source
42-33 Parameter Set Name
42-34 Parameter Set Timestamp
42-35 S-CRC Value
42-36 Level 1 Password
42-4* SS1
42-40 Type
42-41 Ramp Profile
42-42 Delay Time
42-43 Delta T
42-44 Deceleration Rate
42-45 Delta V
42-46 Zero Speed
42-47 Ramp Time
42-48 S-ramp Ratio at Decel. Start
42-49 S-ramp Ratio at Decel. End
42-5* SLS
42-50 Cut Off Speed
42-51 Speed Limit
42-52 Fail Safe Reaction
42-53 Start Ramp
42-54 Ramp Down Time
42-8* Status
42-80 Safe Option Status
42-81 Safe Option Status 2
42-85 Active Safe Func.
42-86 Safe Option Info
42-89 Customization File Version
42-9* Special
42-90 Restart Safe Option

5.6 Remote Programming with MCT 10 Set-up Software

Danfoss has a software program available for developing, storing, and transferring adjustable frequency drive programming. The MCT 10 Set-up Software allows the user to connect a PC to the adjustable frequency drive and perform live programming rather than using the LCP. Additionally, all adjustable frequency drive programming can be done off-line and simply downloaded to the adjustable frequency drive. Or the entire adjustable frequency drive profile can be loaded onto the PC for backup storage or analysis.

The USB connector or RS-485 terminal is available for connecting to the adjustable frequency drive.

MCT 10 Set-up Software is available for free download at *www.VLT-software.com*. A CD is also available by requesting part number 130B1000. *The Instruction Manual* provides detailed information on how to program using the MCT 10 Set-up Software.

5

6 Application Examples

6.1 Introduction

NOTE!

A jumper wire may be required between terminal 12 (or 13) and terminal 37 for the adjustable frequency drive to operate when using factory default programming values.

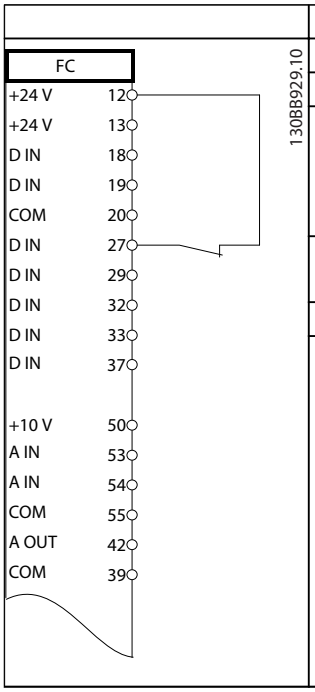
The examples in this section are intended as a quick reference for common applications.

- Parameter settings are the regional default values unless otherwise indicated (selected in *0-03 Regional Settings*)
- Parameters associated with the terminals and their settings are shown next to the drawings.
- Where switch settings for analog terminals A53 or A54 are required, these are also shown.

6.2 Application Examples

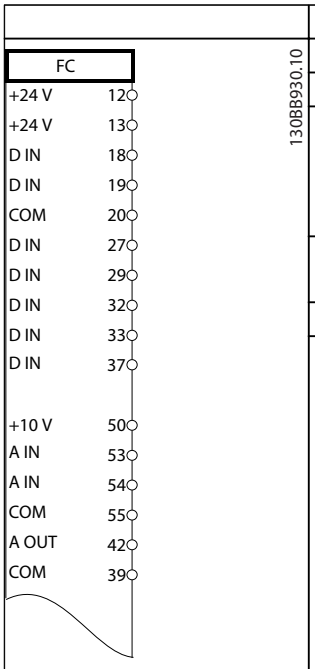
CAUTION

Thermistors must use reinforced or double insulation to meet PELV insulation requirements.



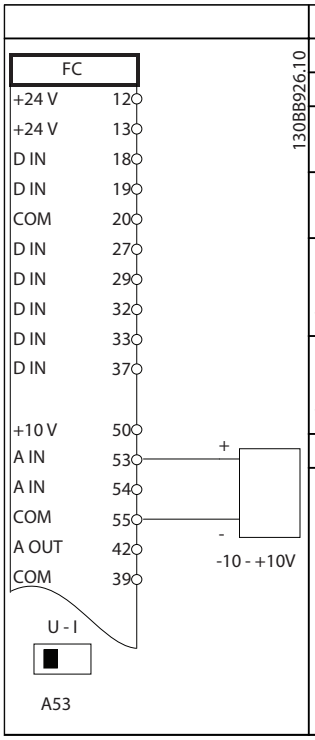
	Parameters	
	Function	**Setting**
1-29 Automatic Motor Adaptation (AMA)		[1] Enable complete AMA
5-12 Terminal 27 Digital Input		[2]* Coast inverse
*=Default Value		
Notes/comments: Parameter group *1-2* Motor Data* must be set according to motor		

Table 6.1 AMA with T27 Connected



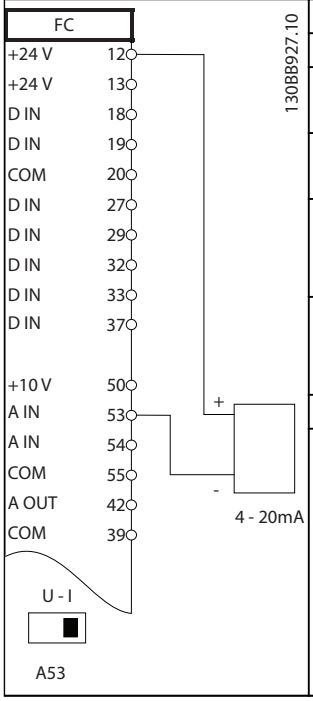
	Parameters	
	Function	**Setting**
1-29 Automatic Motor Adaptation (AMA)		[1] Enable complete AMA
5-12 Terminal 27 Digital Input		[0] No operation
*=Default Value		
Notes/comments: Parameter group *1-2* Motor Data* must be set according to motor		

Table 6.2 AMA without T27 Connected



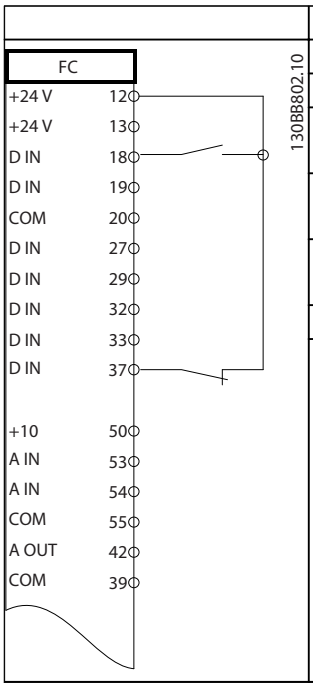
	Parameters	
	Function	**Setting**
6-10 Terminal 53 Low Voltage		0.07 V*
6-11 Terminal 53 High Voltage		10 V*
6-14 Terminal 53 Low Ref./Feedb. Value		0 RPM
6-15 Terminal 53 High Ref./Feedb. Value		1,500 RPM
*=Default Value		
Notes/comments:		

Table 6.3 Analog Speed Reference (Voltage)



	Parameters	
	Function	**Setting**
	6-12 Terminal 53 Low Current	4 mA*
	6-13 Terminal 53 High Current	20 mA*
	6-14 Terminal 53 Low Ref./Feedb. Value	0 RPM
	6-15 Terminal 53 High Ref./Feedb. Value	1,500 RPM
	*=Default Value	
	Notes/comments:	

Table 6.4 Analog Speed Reference (Current)



	Parameters	
	Function	**Setting**
	5-10 Terminal 18 Digital Input	[8] Start*
	5-12 Terminal 27 Digital Input	[0] No operation
	5-19 Terminal 37 Safe Stop	[1] Safe Stop Alarm
	*=Default Value	
	Notes/comments: If *5-12 Terminal 27 Digital Input* is set to *[0] No operation*, a jumper wire to terminal 27 is not needed.	

Table 6.5 Start/Stop Command with Safe Stop

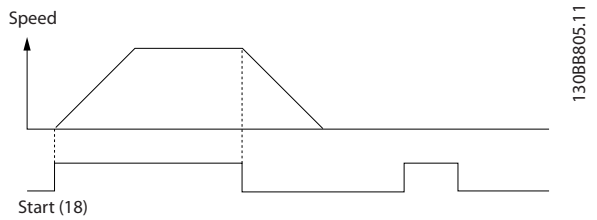
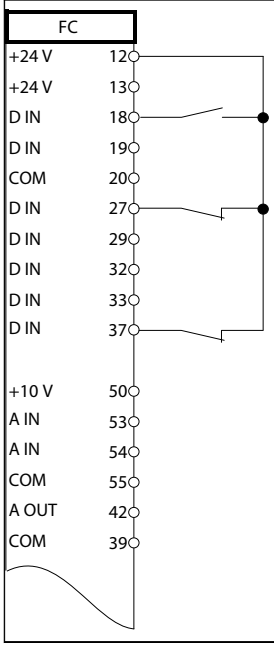


Figure 6.1



	Parameters	
	Function	**Setting**
	5-10 Terminal 18 Digital Input	[9] Latched Start
	5-12 Terminal 27 Digital Input	[6] Stop Inverse
	*=Default Value	
	Notes/comments: If *5-12 Terminal 27 Digital Input* is set to *[0] No operation*, a jumper wire to terminal 27 is not needed.	

Table 6.6 Pulse Start/Stop

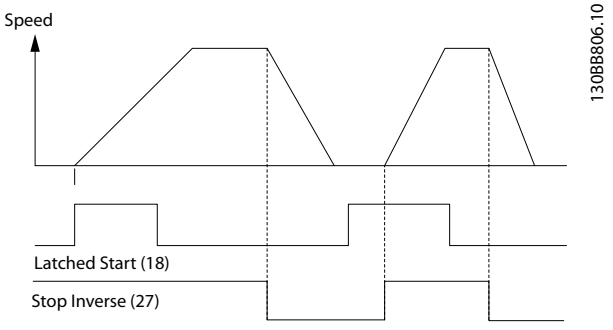
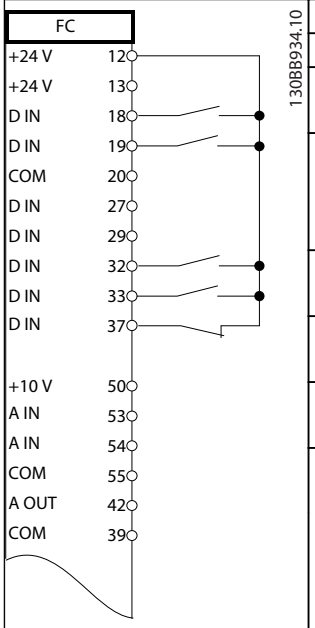
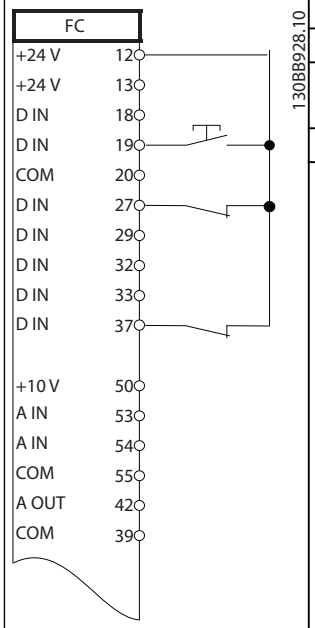


Figure 6.2



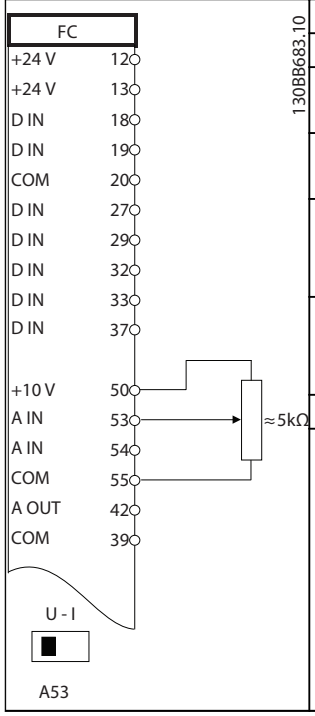
Parameters	
Function	**Setting**
5-10 Terminal 18 Digital Input	[8] Start
5-11 Terminal 19 Digital Input	[10] Reversing*
5-12 Terminal 27 Digital Input	[0] No operation
5-14 Terminal 32 Digital Input	[16] Preset ref bit 0
5-15 Terminal 33 Digital Input	[17] Preset ref bit 1
3-10 Preset Reference	
Preset ref. 0	25%
Preset ref. 1	50%
Preset ref. 2	75%
Preset ref. 3	100%
*=Default Value	
Notes/comments:	

Table 6.7 Start/Stop with Reversing and Four Preset Speeds



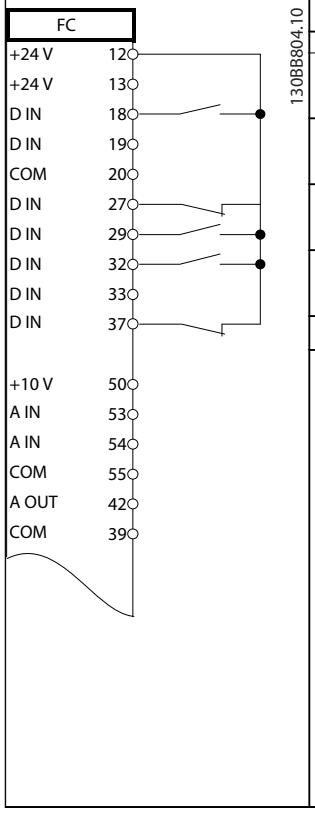
Parameters	
Function	**Setting**
5-11 Terminal 19 Digital Input	[1] Reset
*=Default Value	
Notes/comments:	

Table 6.8 External Alarm Reset



Parameters	
Function	**Setting**
6-10 Terminal 53 Low Voltage	0.07 V*
6-11 Terminal 53 High Voltage	10 V*
6-14 Terminal 53 Low Ref./Feedb. Value	0 RPM
6-15 Terminal 53 High Ref./Feedb. Value	1,500 RPM
*=Default Value	
Notes/comments:	

Table 6.9 Speed Reference (using a Manual Potentiometer)



Parameters	
Function	**Setting**
5-10 Terminal 18 Digital Input	[8] Start*
5-12 Terminal 27 Digital Input	[19] Freeze Reference
5-13 Terminal 29 Digital Input	[21] Speed Up
5-14 Terminal 32 Digital Input	[22] Slow
*=Default Value	
Notes/comments:	

Table 6.10 Speed Up/Down

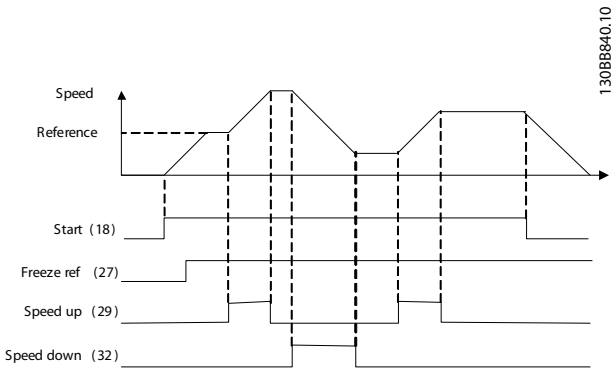
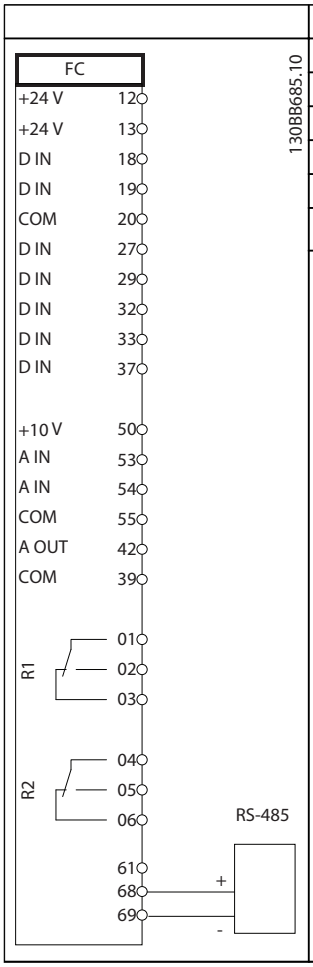
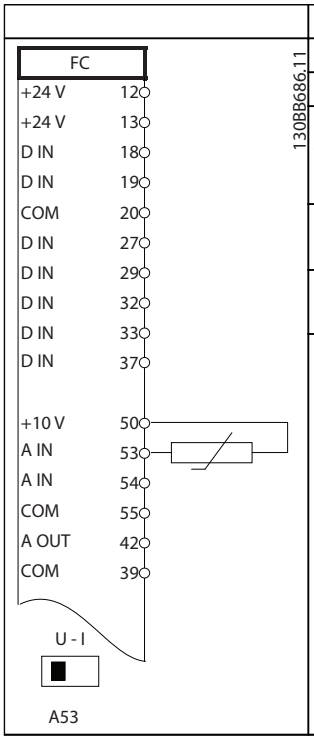


Figure 6.3



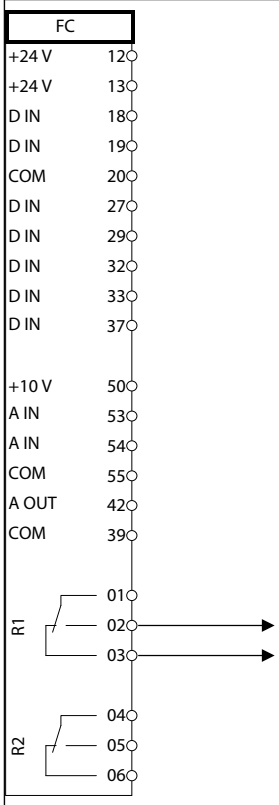
Parameters	
Function	**Setting**
8-30 Protocol	FC*
8-31 Address	1*
8-32 Baud Rate	9,600*
*=Default Value	
Notes/comments: Select protocol, address and baud rate in the above mentioned parameters.	

Table 6.11 RS-485 Network Connection



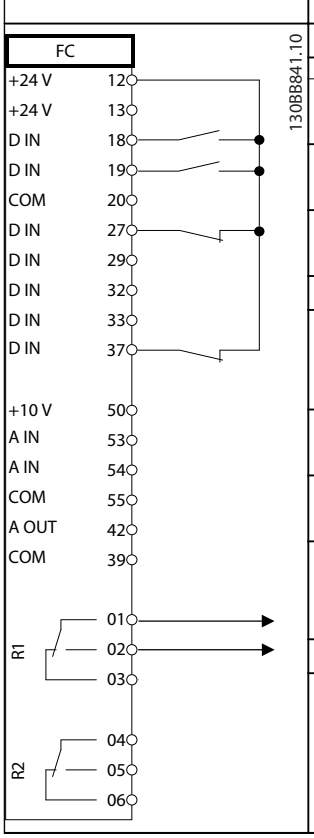
Parameters	
Function	**Setting**
1-90 Motor Thermal Protection	[2] Thermistor trip
1-93 Thermistor Source	[1] Analog input 53
*=Default Value	
Notes/comments: If only a warning is desired, *1-90 Motor Thermal Protection* should be set to *[1] Thermistor warning*.	

Table 6.12 Motor Thermistor



Parameters	
Function	**Setting**
4-30 Motor Feedback Loss Function	[1] Warning
4-31 Motor Feedback Speed Error	100 RPM
4-32 Motor Feedback Loss Timeout	5 s
7-00 Speed PID Feedback Source	[2] MCB 102
17-11 Resolution (PPR)	1024*
13-00 SL Controller Mode	[1] On
13-01 Start Event	[19] Warning
13-02 Stop Event	[44] Reset key
13-10 Comparator Operand	[21] Warning no.
13-11 Comparator Operator	[1] ≈*
13-12 Comparator Value	90
13-51 SL Controller Event	[22] Comparator 0
13-52 SL Controller Action	[32] Set digital out A low
5-40 Function Relay	[80] SL digital output A
*=Default Value	
Notes/comments: If the limit in the feedback monitor is exceeded, Warning 90 will be issued. The SLC monitors Warning 90 and if Warning 90 becomes TRUE, then Relay 1 is triggered. External equipment may then indicate that service may be required. If the feedback error goes below the limit again within 5 sec then the adjustable frequency drive continues and the warning disappears. But Relay 1 will still be triggered until [Reset] on the LCP.	

Table 6.13 Using SLC to Set a Relay



Parameters	
Function	**Setting**
5-40 Function Relay	[32] Mech. brake ctrl.
5-10 Terminal 18 Digital Input	[8] Start*
5-11 Terminal 19 Digital Input	[11] Start reversing
1-71 Start Delay	0.2
1-72 Start Function	[5] VVC^{plus}/ FLUX Clockwise
1-76 Start Current	$I_{m,n}$
2-20 Release Brake Current	App. dependent
2-21 Activate Brake Speed [RPM]	Half of nominal slip of the motor
*=Default Value	
Notes/comments:	

Table 6.14 Mechanical Brake Control

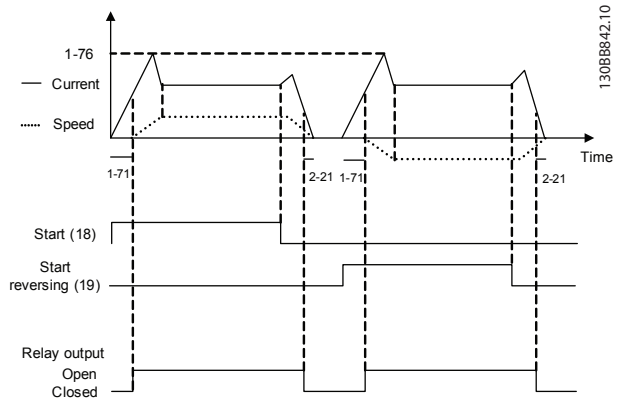


Figure 6.4

6

7 Status Messages

7.1 Status Display

When the adjustable frequency drive is in status mode, status messages are generated automatically from within the adjustable frequency drive and appear in the bottom line of the display (see *Figure 7.1*.)

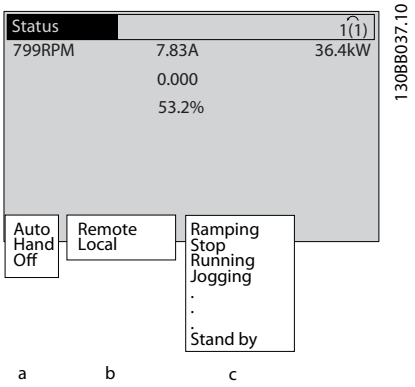


Figure 7.1 Status Display

a. The first part of the status line indicates where the stop/start command originates.

b. The second part of the status line indicates where the speed control originates.

c. The last part of the status line gives the present adjustable frequency drive status. These show the operational mode the adjustable frequency drive is in.

NOTE!

In auto/remote mode, the adjustable frequency drive requires external commands to execute functions.

7.2 Status Message Definitions Table

The next three tables define the meaning of the status message display words.

Off	The adjustable frequency drive does not react to any control signal until [Auto On] or [Hand On] is pressed.
Auto on	The adjustable frequency drive is controlled from the control terminals and/or the serial communication.
Hand on	The adjustable frequency drive can be controlled by the navigation keys on the LCP. Stop commands, reset, reversing, DC brake, and other signals applied to the control terminals can override local control.

Table 7.1 Operation Mode

Remote	The speed reference is given from external signals, serial communication, or internal preset references.
Local	The adjustable frequency drive uses [Hand On] control or reference values from the LCP.

Table 7.2 Reference Site

AC Brake	AC Brake was selected in *2-10 Brake Function*. The AC brake over-magnetizes the motor to achieve a controlled slow down.
AMA finish OK	Automatic motor adaptation (AMA) was carried out successfully.
AMA ready	AMA is ready to start. Press [Hand On] to start.
AMA running	AMA process is in progress.
Braking	The brake chopper is in operation. Generative energy is absorbed by the brake resistor.
Braking max.	The brake chopper is in operation. The power limit for the brake resistor defined in *2-12 Brake Power Limit (kW)* is reached.
Coast	• Coast inverse was selected as a function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal is not connected. • Coast activated by serial communication

Ctrl. Ramp-down	Control Ramp-down was selected in *14-10 Mains Failure*. • The AC line voltage is below the value set in *14-11 Mains Voltage at Mains Fault* at line power fault. • The adjustable frequency drive ramps down the motor using a controlled ramp-down.
Current High	The adjustable frequency drive output current is above the limit set in *4-51 Warning Current High*.
Current Low	The adjustable frequency drive output current is below the limit set in *4-52 Warning Speed Low*
DC Hold	DC hold is selected in *1-80 Function at Stop* and a stop command is active. The motor is held by a DC current set in *2-00 DC Hold/ Preheat Current*.
DC Stop	The motor is held with a DC current (*2-01 DC Brake Current*) for a specified time (*2-02 DC Braking Time*). • DC Brake is activated in *2-03 DC Brake Cut In Speed [RPM]* and a Stop command is active • DC Brake (inverse) is selected as a function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal is not active. • The DC Brake is activated via serial communication
Feedback high	The sum of all active feedbacks is above the feedback limit set in *4-57 Warning Feedback High*.
Feedback low	The sum of all active feedbacks is below the feedback limit set in *4-56 Warning Feedback Low*.
Freeze output	The remote reference is active, which holds the present speed. • Freeze output was selected as a function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal is active. Speed control is only possible via the terminal functions speed up and slow. • Hold ramp is activated via serial communication
Freeze output request	A freeze output command has been given, but the motor will remain stopped until a run permissive signal is received.
Freeze ref.	*Freeze Reference* was chosen as a function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal is active. The adjustable frequency drive saves the actual reference. Changing the reference is now only possible via terminal functions speed up and slow.
Jog request	A jog command has been given, but the motor will be stopped until a run permissive signal is received via a digital input.
Jogging	The motor is running as programmed in *3-19 Jog Speed [RPM]*. • *Jog* was selected as function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal (e.g., Terminal 29) is active. • The Jog function is activated via the serial communication • The Jog function was selected as a reaction for a monitoring function (e.g., No signal). The monitoring function is active
Motor check	In *1-80 Function at Stop*, *Motor Check* was selected. A stop command is active. To ensure that a motor is connected to the adjustable frequency drive, a permanent test current is applied to the motor.
OVC control	*Overvoltage Control* was activated in *2-17 Overvoltage Control*. The connected motor is supplying the adjustable frequency drive with generative energy. The overvoltage control adjusts the V/Hz ratio to run the motor in controlled mode and to prevent the adjustable frequency drive from tripping.
PowerUnit Off	(For adjustable frequency drives with an external 24 V power supply installed only). Line power supply to the adjustable frequency drive is removed, but the control card is supplied by the external 24 V.
Protection md	Protection mode is active. The unit has detected a critical status (an overcurrent or overvoltage). • To avoid tripping, switching frequency is reduced to 4 kHz • If possible, Protection mode ends after approximately 10 s • Protection mode can be restricted in *14-26 Trip Delay at Inverter Fault*

QStop	The motor is decelerating using *3-81 Quick Stop Ramp Time*. • *Quick stop inverse* was chosen as a function for a digital input (parameter group *5-1* Digital Inputs*). The corresponding terminal is not active. • The quick stop function was activated via serial communication
Ramping	The motor is accelerating/decelerating using the active ramp-up/down. The reference, a limit value or a standstill is not yet reached.
Ref. high	The sum of all active references is above the reference limit set in *4-55 Warning Reference High*.
Ref. low	The sum of all active references is below the reference limit set in *4-54 Warning Reference Low*.
Run on ref.	The adjustable frequency drive is running in the reference range. The feedback value matches the setpoint value.
Run request	A start command has been given, but the motor is stopped until a run permissive signal is received via digital input.
Running	The motor is driven by the adjustable frequency drive.
Speed high	Motor speed is above the value set in *4-53 Warning Speed High*.
Speed low	Motor speed is below the value set in *4-52 Warning Speed Low*.
Standby	In Auto On Auto mode, the adjustable frequency drive will start the motor with a start signal from a digital input or serial communication.
Start delay	In *1-71 Start Delay*, a delay starting time was set. A start command is activated and the motor will start after the start delay time expires.
Start fwd/rev	Start forward and start reverse were selected as functions for two different digital inputs (parameter group *5-1* Digital Inputs*). The motor will start in forward or reverse depending on which corresponding terminal is activated.
Stop	The adjustable frequency drive has received a stop command from the LCP, digital input or serial communication.
Trip	An alarm occurred and the motor is stopped. Once the cause of the alarm is cleared, the adjustable frequency drive can be reset manually by pressing [Reset] or remotely by control terminals or serial communication.
Trip lock	An alarm occurred and the motor is stopped. Once the cause of the alarm is cleared, power must be cycled to the adjustable frequency drive. The adjustable frequency drive can then be reset manually by pressing [Reset] or remotely by control terminals or serial communication.

Table 7.3 Operation Status

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8 Warnings and Alarms

8.1 System Monitoring

The adjustable frequency drive monitors the condition of its input power, output, and motor factors as well as other system performance indicators. A warning or alarm may not necessarily indicate a problem internal to the adjustable frequency drive itself. In many cases, it indicates failure conditions from input voltage, motor load or temperature, external signals, or other areas monitored by the adjustable frequency drive's internal logic. Be sure to investigate those areas exterior to the adjustable frequency drive as indicated in the alarm or warning.

8.2 Warning and Alarm Types

8.2.1 Warnings

A warning is issued when an alarm condition is impending or when an abnormal operating condition is present and may result in the adjustable frequency drive issuing an alarm. A warning clears by itself when the abnormal condition is removed.

8.2.2 Alarm Trip

An alarm is issued when the adjustable frequency drive is tripped, that is, the adjustable frequency drive suspends operation to prevent adjustable frequency drive or system damage. The motor will coast to a stop. The adjustable frequency drive logic will continue to operate and monitor the adjustable frequency drive status. After the fault condition is remedied, the adjustable frequency drive can be reset. It will then be ready to start operation again.

A trip can be reset in any of four ways:

- Press [Reset] on the LCP
- Digital reset input command
- Serial communication reset input command
- Auto reset

8.2.3 Alarm Trip Lock

An alarm that causes the adjustable frequency drive to trip-lock requires that input power be cycled. The motor will coast to a stop. The adjustable frequency drive logic will continue to operate and monitor the adjustable frequency drive status. Remove input power to the adjustable frequency drive and correct the cause of the fault, then restore power. This action puts the adjustable frequency drive into a trip condition as described above and may be reset in any of those four ways.

8.3 Warning and Alarm Displays

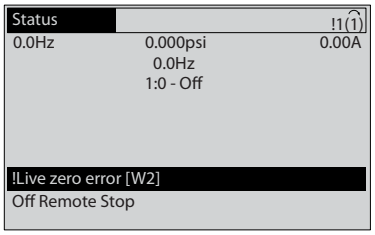

Figure 8.1

An alarm or trip lock alarm will flash on display along with the alarm number.

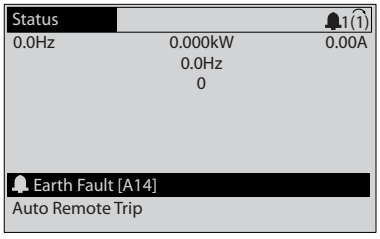

Figure 8.2

In addition to the text and alarm code on the adjustable frequency drive LCP, there are three status indicator lights.

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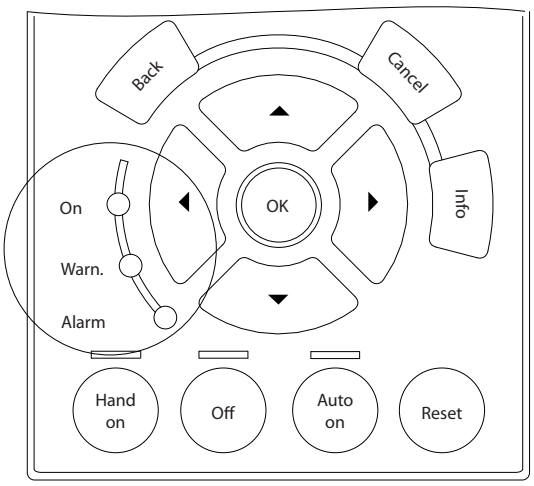

Figure 8.3

	Warning LED	Alarm LED
Warning	On	Off
Alarm	Off	On (Flashing)
Trip Lock	On	On (Flashing)

Table 8.1

8.4 Warning and Alarm Definitions

Table 8.2 defines whether a warning is issued prior to an alarm, and whether the alarm trips the unit or trip locks the unit.

No.	Description	Warning	Alarm/Trip	Alarm/Trip Lock	Parameter Reference
1	10 Volts low	X			
2	Live zero error	(X)	(X)		6-01 Live Zero Timeout Function
4	Mains phase loss	(X)	(X)	(X)	14-12 Function at Mains Imbalance
5	DC link voltage high	X			
6	DC link voltage low	X			
7	DC overvoltage	X	X		
8	DC undervoltage	X	X		
9	Inverter overloaded	X	X		
10	Motor ETR overtemperature	(X)	(X)		1-90 Motor Thermal Protection
11	Motor thermistor overtemperature	(X)	(X)		1-90 Motor Thermal Protection
12	Torque limit	X	X		
13	Overcurrent	X	X	X	
14	Ground fault	X	X	X	
15	Hardware mismatch		X	X	
16	Short-circuit		X	X	
17	Control word timeout	(X)	(X)		8-04 Control Timeout Function
20	Temp. Input Error				
21	Param Error				
22	Hoist Mech. Brake	(X)	(X)		Parameter Group 2-2*
23	Internal Fans	X			
24	External Fans	X			14-53 Fan Monitor
25	Brake resistor short-circuited	X			
26	Brake resistor power limit	(X)	(X)		2-13 Brake Power Monitoring

No.	Description	Warning	Alarm/Trip	Alarm/Trip Lock	Parameter Reference
27	Brake chopper short-circuited	X	X		
28	Brake check	(X)	(X)		2-15 Brake Check
29	Heatsink temp.	X	X	X	
30	Motor phase U missing	(X)	(X)	(X)	4-58 Missing Motor Phase Function
31	Motor phase V missing	(X)	(X)	(X)	4-58 Missing Motor Phase Function
32	Motor phase W missing	(X)	(X)	(X)	4-58 Missing Motor Phase Function
33	Inrush fault		X	X	
34	Fieldbus communication fault	X	X		
35	Option Fault	X	X		
36	Mains failure	X	X		
37	Phase Imbalance		X		
38	Internal fault		X	X	
39	Heatsink sensor		X	X	
40	Overload of Digital Output Terminal 27	(X)			5-00 Digital I/O Mode, 5-01 Terminal 27 Mode
41	Overload of Digital Output Terminal 29	(X)			5-00 Digital I/O Mode, 5-02 Terminal 29 Mode
42	Ovrld X30/6-7	(X)			
43	Ext. Supply (option)				
45	Earth Fault 2	X	X	X	
46	Pwr. card supply		X	X	
47	24 V supply low	X	X	X	
48	1.8 V supply low		X	X	
49	Speed limit	X			
50	AMA calibration failed		X		
51	AMA check U_{nom} and I_{nom}		X		
52	AMA low I_{nom}		X		
53	AMA motor too big		X		
54	AMA motor too small		X		
55	AMA Parameter out of range		X		
56	AMA interrupted by user		X		
57	AMA timeout		X		
58	AMA internal fault	X	X		
59	Current limit	X			4-18 Current Limit
61	Feedback Error	(X)	(X)		4-30 Motor Feedback Loss Function
62	Output Frequency at Maximum Limit	X			
63	Mechanical Brake Low		(X)		2-20 Release Brake Current
64	Voltage Limit	X			
65	Control board overtemperature	X	X	X	
66	Heatsink Temperature Low	X			
67	Option Configuration has Changed		X		
68	Safe Stop	(X)	(X)[1)]		5-19 Terminal 37 Safe Stop
70	Illegal FC configuration			X	
71	PTC 1 Safe Stop				
72	Dangerous Failure				
73	Safe Stop Auto Restart	(X)	(X)		5-19 Terminal 37 Safe Stop
74	PTC Thermistor			X	

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No.	Description	Warning	Alarm/Trip	Alarm/Trip Lock	Parameter Reference
75	Illegal Profile Sel.		X		
76	Power Unit Setup	X			
77	Reduced Power Mode	X			14-59 Actual Number of Inverter Units
78	Tracking Error	(X)	(X)		4-34 Tracking Error Function
79	Illegal PS config		X	X	
80	Drive Initialized to Default Value		X		
81	CSIV corrupt		X		
82	CSIV parameter error		X		
83	Illegal Option Combination			X	
84	No Safety Option		X		
88	Option Detection			X	
89	Mechanical Brake Sliding	X			
90	Feedback Monitor	(X)	(X)		17-61 Feedback Signal Monitoring
91	Analog input 54 wrong settings			X	S202
104	Mixing Fan Fault	X	X		14-53
163	ATEX ETR cur.lim.warning	X			
164	ATEX ETR cur.lim.alarm		X		
165	ATEX ETR freq.lim.warning	X			
166	ATEX ETR freq.lim.alarm		X		
243	Brake IGBT	X	X	X	
244	Heatsink temp.	X	X	X	
245	Heatsink sensor		X	X	Parameter group 0-7*
246	Pwr.card supply			X	
249	Rect. low temp.	X			
250	New spare parts			X	
251	New Type Code		X	X	

Table 8.2 Alarm/Warning Code List

(X) Dependent on parameter

1) Cannot be Auto reset via 14-20 Reset Mode

8.5 Fault Messages

The warning/alarm information below defines each warning/alarm condition, provides the probable cause for the condition, and details a remedy or troubleshooting procedure.

WARNING 1, 10 Volts low

The control card voltage is below 10 V from terminal 50. Remove some of the load from terminal 50, as the 10 V supply is overloaded. Max. 15 mA or minimum 590 Ω.

This condition can be caused by a short in a connected potentiometer or improper wiring of the potentiometer.

Troubleshooting

Remove the wiring from terminal 50. If the warning clears, the problem is with the customer wiring. If the warning does not clear, replace the control card.

WARNING/ALARM 2, Live zero error

This warning or alarm only appears if programmed by the user in *6-01 Live Zero Timeout Function*. The signal on one of the analog inputs is less than 50% of the minimum value programmed for that input. Broken wiring or faulty device sending the signal can cause this condition.

Troubleshooting

Check connections on all the analog input terminals. Control card terminals 53 and 54 for signals, terminal 55 common. MCB 101 terminals 11 and 12 for signals, terminal 10 common. MCB

109 terminals 1, 3, 5 for signals, terminals 2, 4, 6 common).

Check that the adjustable frequency drive programming and switch settings match the analog signal type.

Perform Input Terminal Signal Test.

WARNING/ALARM 3, No motor
No motor has been connected to the output of the adjustable frequency drive.

WARNING/ALARM 4, Mains phase loss
A phase is missing on the supply side, or the line voltage imbalance is too high. This message also appears for a fault in the input rectifier on the adjustable frequency drive. Options are programmed at *14-12 Function at Mains Imbalance*.

Troubleshooting
Check the supply voltage and supply currents to the adjustable frequency drive.

WARNING 5, DC link voltage high
The intermediate circuit voltage (DC) is higher than the high voltage warning limit. The limit is dependent on the adjustable frequency drive voltage rating. The unit is still active.

WARNING 6, DC link voltage low
The intermediate circuit voltage (DC) is lower than the low voltage warning limit. The limit is dependent on the adjustable frequency drive voltage rating. The unit is still active.

WARNING/ALARM 7, DC overvoltage
If the intermediate circuit voltage exceeds the limit, the adjustable frequency drive trips after a time.

Troubleshooting

Connect a brake resistor

Extend the ramp time

Change the ramp type

Activate the functions in *2-10 Brake Function*

Increase *14-26 Trip Delay at Inverter Fault*

If the alarm/warning occurs during a power sag, the solution is to use kinetic backup (*14-10 Line Failure*)

WARNING/ALARM 8, DC undervoltage
If the intermediate circuit voltage (DC link) drops below the under voltage limit, the adjustable frequency drive checks if a 24 V DC backup supply is connected. If no 24 V DC backup supply is connected, the adjustable frequency drive trips after a fixed time delay. The time delay varies with unit size.

Troubleshooting

Make sure that the supply voltage matches the adjustable frequency drive voltage.

Perform input voltage test.

Perform soft charge circuit test.

WARNING/ALARM 9, Inverter overload
The adjustable frequency drive is about to cut out because of an overload (current too high for too long). The counter for electronic, thermal inverter protection issues a warning at 98% and trips at 100%, while giving an alarm. The adjustable frequency drive *cannot* be reset until the counter is below 90%.
The fault is that the adjustable frequency drive has run with more than 100% overload for too long.

Troubleshooting

Compare the output current shown on the LCP with the adjustable frequency drive rated current.

Compare the output current shown on the LCP with measured motor current.

Display the Thermal Drive Load on the LCP and monitor the value. When running above the adjustable frequency drive continuous current rating, the counter increases. When running below the adjustable frequency drive continuous current rating, the counter decreases.

WARNING/ALARM 10, Motor overload temperature
According to the electronic thermal protection (ETR), the motor is too hot. Select whether the adjustable frequency drive issues a warning or an alarm when the counter reaches 100% in *1-90 Motor Thermal Protection*. The fault occurs when the motor runs with more than 100% overload for too long.

Troubleshooting

Check for motor overheating.

Check if the motor is mechanically overloaded.

Check that the motor current set in *1-24 Motor Current* is correct.

Ensure that motor data in parameters 1-20 through 1-25 are set correctly.

If an external fan is in use, check in *1-91 Motor External Fan* that it is selected.

Running AMA in *1-29 Automatic Motor Adaptation (AMA)* tunes the adjustable frequency drive to the motor more accurately and reduces thermal loading.

WARNING/ALARM 11, Motor thermistor overtemp
The thermistor might be disconnected. Select whether the adjustable frequency drive gives a warning or an alarm in *1-90 Motor Thermal Protection*.

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Troubleshooting

Check for motor overheating.

Check if the motor is mechanically overloaded.

Check that the thermistor is connected correctly between either terminal 53 or 54 (analog voltage input) and terminal 50 (+10 V supply) and that the terminal switch for 53 or 54 is set for voltage. Check *1-93 Thermistor Source* selects terminal 53 or 54.

When using digital inputs 18 or 19, check that the thermistor is connected correctly between either terminal 18 or 19 (digital input PNP only) and terminal 50.

If a KTY sensor is used, check for correct connection between terminals 54 and 55

If using a thermal switch or thermistor, check that the programming if *1-93 Thermistor Resource* matches sensor wiring.

If using a KTY sensor, check the programming of *1-95 KTY Sensor Type, 1-96 KTY Thermistor Resource*, and *1-97 KTY Threshold level* match sensor wiring.

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WARNING/ALARM 12, Torque limit

The torque has exceeded the value in *4-16 Torque Limit Motor Mode* or the value in *4-17 Torque Limit Generator Mode*. *14-25 Trip Delay at Torque Limit* can change this from a warning only condition to a warning followed by an alarm.

Troubleshooting

If the motor torque limit is exceeded during ramp-up, extend the ramp-up time.

If the generator torque limit is exceeded during ramp-down, extend the ramp-down time.

If torque limit occurs while running, possibly increase the torque limit. Be sure the system can operate safely at a higher torque.

Check the application for excessive current draw on the motor.

WARNING/ALARM 13, Overcurrent

The inverter peak current limit (approximately 200% of the rated current) is exceeded. The warning lasts about 1.5 s, then the adjustable frequency drive trips and issues an alarm. This fault may be caused by shock loading or quick acceleration with high inertia loads. It may also appear after kinetic backup if the acceleration during ramp-up is quick. If extended mechanical brake control is selected, trip can be reset externally.

Troubleshooting

Remove power and check if the motor shaft can be turned.

Make sure that the motor size matches the adjustable frequency drive.

Check parameters 1-20 to 1-25 for correct motor data.

ALARM 14, Ground fault

There is current from the output phases to ground, either in the cable between the adjustable frequency drive and the motor or in the motor itself.

Troubleshooting:

Remove power to the adjustable frequency drive and repair the ground fault.

Check for ground faults in the motor by measuring the resistance to ground of the motor leads and the motor with a megohmmeter.

Perform current sensor test.

ALARM 15, Hardware mismatch

A fitted option is not operational with the present control board hardware or software.

Record the value of the following parameters and contact your Danfoss supplier:

15-40 FC Type

15-41 Power Section

15-42 Voltage

15-43 Software Version

15-45 Actual Typecode String

15-49 SW ID Control Card

15-50 SW ID Power Card

15-60 Option Mounted

15-61 Option SW Version (for each option slot)

ALARM 16, Short-circuit

There is short-circuiting in the motor or motor wiring.

Remove power to the adjustable frequency drive and repair the short circuit.

WARNING/ALARM 17, Control word timeout

There is no communication to the adjustable frequency drive.

The warning will only be active when *8-04 Control Word Timeout Function* is NOT set to *[Off]*.

If *8-04 Control Word Timeout Function* is set to *Stop* and *Trip*, a warning appears and the adjustable frequency drive ramps down until it trips then displays an alarm.

Troubleshooting:

Check connections on the serial communication cable.

Increase *8-03 Control Word Timeout Time*

Check the operation of the communication equipment.

Verify a proper installation based on EMC requirements.

WARNING/ALARM 22, Hoist mechanical brake

Report value shows what kind it is.
0 = The torque ref. was not reached before timeout.
1 = There was no brake feedback before timeout.

WARNING 23, Internal fan fault

The fan warning function is an extra protective function that checks if the fan is running/mounted. The fan warning can be disabled in *14-53 Fan Monitor* ([0] Disabled).

Troubleshooting

Check fan resistance.

Check soft charge fuses.

WARNING 24, External fan fault

The fan warning function is an extra protective function that checks if the fan is running/mounted. The fan warning can be disabled in *14-53 Fan Monitor* ([0] Disabled).

Troubleshooting

Check fan resistance.

Check soft charge fuses.

WARNING 25, Brake resistor short-circuit

The brake resistor is monitored during operation. If a short circuit occurs, the brake function is disabled and the warning appears. The adjustable frequency drive is still operational but without the brake function. Remove power to the adjustable frequency drive and replace the brake resistor (see *2-15 Brake Check*).

WARNING/ALARM 26, Brake resistor power limit

The power transmitted to the brake resistor is calculated as a mean value over the last 120 s of run time. The calculation is based on the intermediate circuit voltage and the brake resistance value set in *2-16 AC brake Max. Current*. The warning is active when the dissipated braking is higher than 90% of the brake resistance power. If *[2] Trip* is selected in *2-13 Brake Power Monitoring*, the adjustable frequency drive will trip when the dissipated braking energy reaches 100%.

⚠WARNING

There is a risk of substantial power being transmitted to the brake resistor if the brake transistor is short-circuited.

WARNING/ALARM 27, Brake chopper fault

The brake transistor is monitored during operation and if a short circuit occurs, the brake function is disabled and a warning is issued. The adjustable frequency drive is still operational but, since the brake transistor has short-circuited, substantial power is transmitted to the brake resistor, even if it is inactive.
Remove power to the adjustable frequency drive and remove the brake resistor.

This alarm/warning could also occur should the brake resistor overheat. Terminals 104 and 106 are available as brake resistors Klixon inputs, see section *Brake Resistor Temperature Switch* in the Design Guide.

WARNING/ALARM 28, Brake check failed

The brake resistor is not connected or not working. Check *2-15 Brake Check*.

ALARM 29, Heatsink temp

The maximum temperature of the heatsink has been exceeded. The temperature fault will not reset until the temperature falls below a defined heatsink temperature. The trip and reset points are different based on the adjustable frequency drive power size.

Troubleshooting

Check for the following conditions.

Ambient temperature too high.

Motor cable too long.

Incorrect airflow clearance above and below the adjustable frequency drive

Blocked airflow around the adjustable frequency drive.

Damaged heatsink fan.

Dirty heatsink.

For the D, E, and F Frame sizes, this alarm is based on the temperature measured by the heatsink sensor mounted inside the IGBT modules. For the F Frame sizes, this alarm can also be caused by the thermal sensor in the rectifier module.

Troubleshooting

Check fan resistance.

Check soft charge fuses.

IGBT thermal sensor.

ALARM 30, Motor phase U missing

Motor phase U between the adjustable frequency drive and the motor is missing.

Remove power from the adjustable frequency drive and check motor phase U.

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ALARM 31, Motor phase V missing
Motor phase V between the adjustable frequency drive and the motor is missing.

Remove power from the adjustable frequency drive and check motor phase V.

ALARM 32, Motor phase W missing
Motor phase W between the adjustable frequency drive and the motor is missing.

Remove power from the adjustable frequency drive and check motor phase W.

ALARM 33, Inrush fault
Too many power-ups have occurred within a short time period. Let the unit cool to operating temperature.

WARNING/ALARM 34, Fieldbus communication fault
The serial communication bus on the communication option card is not working.

WARNING/ALARM 36, Mains Failure
This warning/alarm is only active if the supply voltage to the adjustable frequency drive is lost and *14-10 Mains Failure* is NOT set to *[0] No Function*. Check the fuses to the adjustable frequency drive and line power supply to the unit.

ALARM 38, Internal fault
When an internal fault occurs, a code number defined in the table below is displayed.

Troubleshooting

Cycle power

Check that the option is properly installed

Check for loose or missing wiring

It may be necessary to contact your Danfoss supplier or service department. Note the code number for further troubleshooting directions.

No.	Text
0	Serial port cannot be initialized. Contact your Danfoss supplier or Danfoss Service Department.
256-258	Power EEPROM data is defective or too old
512	Control board EEPROM data is defective or too old.
513	Communication time out reading EEPROM data
514	Communication time out reading EEPROM data
515	Application oriented control cannot recognize the EEPROM data.
516	Cannot write to the EEPROM because a write command is on progress.
517	Write command is under timeout
518	Failure in the EEPROM
519	Missing or invalid barcode data in EEPROM
783	Parameter value outside of min/max limits
1024-1279	A CAN message that has to be sent couldn't be sent.
1281	Digital signal processor flash timeout
1282	Power micro software version mismatch
1283	Power EEPROM data version mismatch
1284	Cannot read digital signal processor software version
1299	Option SW in slot A is too old
1300	Option SW in slot B is too old
1301	Option SW in slot C0 is too old
1302	Option SW in slot C1 is too old
1315	Option SW in slot A is not supported (not allowed)
1316	Option SW in slot B is not supported (not allowed)
1317	Option SW in slot C0 is not supported (not allowed)
1318	Option SW in slot C1 is not supported (not allowed)
1379	Option A did not respond when calculating platform version
1380	Option B did not respond when calculating platform version
1381	Option C0 did not respond when calculating platform version.
1382	Option C1 did not respond when calculating platform version.
1536	An exception in the application oriented control is registered. Debug information written in LCP
1792	DSP watchdog is active. Debugging of power part data, motor oriented control data not transferred correctly.
2049	Power data restarted
2064-2072	H081x: option in slot x has restarted
2080-2088	H082x: option in slot x has issued a power-up wait
2096-2104	H983x: option in slot x has issued a legal power-up wait
2304	Could not read any data from power EEPROM
2305	Missing SW version from power unit
2314	Missing power unit data from power unit
2315	Missing SW version from power unit
2316	Missing lo_statepage from power unit
2324	Power card configuration is determined to be incorrect at power-up
2325	A power card has stopped communicating while line power is applied
2326	Power card configuration is determined to be incorrect after the delay for power cards to register.
2327	Too many power card locations have been registered as present.
2330	Power size information between the power cards does not match.

No.	Text
2561	No communication from DSP to ATACD
2562	No communication from ATACD to DSP (state running)
2816	Stack overflow control board module
2817	Scheduler slow tasks
2818	Fast tasks
2819	Parameter thread
2820	LCP stack overflow
2821	Serial port overflow
2822	USB port overflow
2836	cfListMempool too small
3072-5122	Parameter value is outside its limits
5123	Option in slot A: Hardware incompatible with control board hardware
5124	Option in slot B: Hardware incompatible with control board hardware.
5125	Option in slot C0: Hardware incompatible with control board hardware.
5126	Option in slot C1: Hardware incompatible with control board hardware.
5376-6231	Out of memory

Table 8.3

ALARM 39, Heatsink sensor
No feedback from the heatsink temperature sensor.

The signal from the IGBT thermal sensor is not available on the power card. The problem could be on the power card, on the gate drive card, or the ribbon cable between the power card and gate drive card.

WARNING 40, Overload of digital output terminal 27
Check the load connected to terminal 27 or remove short-circuit connection. Check *5-00 Digital I/O Mode* and *5-01 Terminal 27 Mode*.

WARNING 41, Overload of digital output terminal 29
Check the load connected to terminal 29 or remove short-circuit connection. Check *5-00 Digital I/O Mode* and *5-02 Terminal 29 Mode*.

WARNING 42, Overload of digital output on X30/6 or overload of digital output on X30/7
For X30/6, check the load connected to X30/6 or remove the short-circuit connection. Check *5-32 Term X30/6 Digi Out (MCB 101)*.

For X30/7, check the load connected to X30/7 or remove the short-circuit connection. Check *5-33 Term X30/7 Digi Out (MCB 101)*.

ALARM 46, Power card supply
The supply on the power card is out of range.

There are three power supplies generated by the switch mode power supply (SMPS) on the power card: 24 V, 5 V, ±18 V. When powered with 24 V DC with the MCB 107 option, only the 24 V and 5 V supplies are monitored. When powered with three phase AC line voltage, all three supplies are monitored.

WARNING 47, 24 V supply low
The 24 V DC is measured on the control card. The external 24 V DC backup power supply may be overloaded, otherwise contact the Danfoss supplier.

WARNING 48, 1.8 V supply low
The 1.8 V DC supply used on the control card is outside of allowable limits. The power supply is measured on the control card. Check for a defective control card. If an option card is present, check for an overvoltage condition.

WARNING 49, Speed limit
When the speed is not within the specified range in *4-11 Motor Speed Low Limit [RPM]* and *4-13 Motor Speed High Limit [RPM]*, the adjustable frequency drive shows a warning. When the speed is below the specified limit in *1-86 Trip Speed Low [RPM]* (except when starting or stopping), the adjustable frequency drive will trip.

ALARM 50, AMA calibration failed
Contact your Danfoss supplier or Danfoss Service Department.

ALARM 51, AMA check U_{nom} and I_{nom}
The settings for motor voltage, motor current and motor power are wrong. Check the settings in parameters 1-20 to 1-25.

ALARM 52, AMA low I_{nom}
The motor current is too low. Check the settings.

ALARM 53, AMA motor too big
The motor is too big for the AMA to operate.

ALARM 54, AMA motor too small
The motor is too small for the AMA to operate.

ALARM 55, AMA Parameter out of range
The parameter values of the motor are outside of the acceptable range. AMA will not run.

ALARM 56, AMA interrupted by user
The user has interrupted the AMA.

ALARM 57, AMA internal fault
Try to restart AMA again a number of times until the AMA is carried out. Note that repeated runs may heat the motor to a level where the resistance Rs and Rr are increased. In most cases, however, this is not critical.

ALARM 58, AMA internal fault
Contact your Danfoss supplier.

WARNING 59, Current limit
The current is higher than the value in *4-18 Current Limit*. Ensure that Motor data in parameters 1-20 to 1-25 are set correctly. Possibly increase the current limit. Be sure that the system can operate safely at a higher limit.

WARNING 60, External interlock
External interlock has been activated. To resume normal operation, apply 24 V DC to the terminal programmed for external interlock and reset the adjustable frequency drive (via serial communication, digital I/O, or by pressing [Reset]).

WARNING/ALARM 61, Tracking error
An error between calculated motor speed and speed measurement from feedback device. The function Warning/ Alarm/Disable is set in *4-30 Motor Feedback Loss Function*. Accepted error setting in *4-31 Motor Feedback Speed Error* and the allowed time the error occur setting in *4-32 Motor Feedback Loss Timeout*. During a commissioning procedure the function may be effective.

WARNING 62, Output frequency at maximum limit
The output frequency is higher than the value set in *4-19 Max Output Frequency*.

ALARM 64, Voltage Limit
The load and speed combination demands a motor voltage higher than the actual DC link voltage.

WARNING/ALARM 65, Control card over temperature
The cutout temperature of the control card is 176° F [80°C].

Troubleshooting

- Check that the ambient operating temperature is within limits.
- Check for clogged filters.
- Check fan operation.
- Check the control card.

WARNING 66, Heatsink temperature low
The adjustable frequency drive is too cold to operate. This warning is based on the temperature sensor in the IGBT module.
Increase the ambient temperature of the unit. Also, a trickle amount of current can be supplied to the adjustable frequency drive whenever the motor is stopped by setting *2-00 DC Hold/Preheat Current* at 5% and *1-80 Function at Stop*

Troubleshooting
The heatsink temperature measured as 32° F [0°C] could indicate that the temperature sensor is defective, causing the fan speed to increase to the maximum. If the sensor wire between the IGBT and the gate drive card is disconnected, this warning would result. Also, check the IGBT thermal sensor.

ALARM 67, Option module configuration has changed
One or more options have either been added or removed since the last power-down. Check that the configuration change is intentional and reset the unit.

ALARM 68, Safe Stop activated
Safe stop has been activated. To resume normal operation, apply 24 V DC to terminal 37, then send a reset signal (via Bus, Digital I/O, or by pressing the reset key).

ALARM 70, Illegal adjustable frequency drive configuration
The control card and power card are incompatible. Contact your supplier with the type code of the unit from the nameplate and the part numbers of the cards to check compatibility.

ALARM 71, PTC 1 safe stop
Safe Stop has been activated from the MCB 112 PTC Thermistor Card (motor too warm). Normal operation can be resumed when the MCB 112 applies 24 V DC to T-37 again (when the motor temperature reaches an acceptable level) and when the Digital Input from the MCB 112 is deactivated. When that happens, a reset signal must be is be sent (via Bus, Digital I/O, or by pressing [Reset]). Note that if automatic restart is enabled, the motor may start when the fault is cleared.

ALARM 72, Dangerous failure
Safe Stop with Trip Lock. Unexpected signal levels on safe stop and digital input from the MCB 112 PTC thermistor card.

WARNING 73, Safe stop auto restart
Safe stopped. With automatic restart enabled, the motor may start when the fault is cleared.

WARNING 76, Power unit set-up
The required number of power units does not match the detected number of active power units.

Troubleshooting:
When replacing an F-frame module, this will occur if the power specific data in the module power card does not match the rest of the adjustable frequency drive. Confirm the spare part and its power card are the correct part number.

WARNING 77, Reduced power mode
This warning indicates that the adjustable frequency drive is operating in reduced power mode (i.e., less than the allowed number of inverter sections). This warning will be generated on power cycle when the adjustable frequency drive is set to run with fewer inverters and will remain on.

ALARM 79, Illegal power section configuration
The scaling card is the incorrect part number or not installed. Also MK102 connector on the power card could not be installed.

ALARM 80, Drive initialized to default value
Parameter settings are initialized to default settings after a manual reset. Reset the unit to clear the alarm.

ALARM 81, CSIV corrupt
CSIV file has syntax errors.

ALARM 82, CSIV par. err.
CSIV failed to init a parameter.

ALARM 85, Dang fail PB:
Profibus/Profisafe Error.

WARNING/ALARM 104, Mixing fan fault
The fan monitor checks that the fan is spinning at power-up or whenever the mixing fan is turned on. If the fan is not operating, then the fault is annunciated. The mixing-fan fault can be configured as a warning or an alarm trip by *14-53 Fan Monitor*.

Troubleshooting Cycle power to the adjustable frequency drive to determine if the warning/alarm returns.

WARNING 250, New spare part
A component in the adjustable frequency drive has been replaced. Reset the adjustable frequency drive for normal operation.

WARNING 251, New type code
The power card or other components have been replaced and the type code changed. Reset to remove the warning and resume normal operation.

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9 Basic Troubleshooting

9.1 Start Up and Operation

Symptom	Possible cause	Test	Solution
Display dark/No function	Missing input power.	See *Table 3.1*.	Check the input power source.
	Missing or open fuses or circuit breaker tripped.	See open fuses and tripped circuit breaker in this table for possible causes.	Follow the recommendations provided.
	No power to the LCP.	Check the LCP cable for proper connection or damage.	Replace the faulty LCP or connection cable.
	Shortcut on control voltage (terminal 12 or 50) or at control terminals.	Check the 24 V control voltage supply for terminals 12/13 to 20-39 or 10 V supply for terminals 50 to 55.	Wire the terminals properly.
	Wrong LCP (LCP from VLT® 2800 or 5000/6000/8000/ FCD or FCM).		Use only LCP 101 (P/N 130B1124) or LCP 102 (P/N 130B1107).
	Wrong contrast setting.		Press [Status] + [▲]/[▼] to adjust the contrast.
	Display (LCP) is defective.	Test using a different LCP.	Replace the faulty LCP or connection cable.
	Internal voltage supply fault or SMPS is defective.		Contact supplier.
Intermittent display	Overloaded power supply (SMPS) due to improper control wiring or a fault within the adjustable frequency drive.	To rule out a problem in the control wiring, disconnect all control wiring by removing the terminal blocks.	If the display stays lit, then the problem is in the control wiring. Check the wiring for shorts or incorrect connections. If the display continues to cut out, follow the procedure for display dark.

Symptom	Possible cause	Test	Solution
Motor not running	Service switch open or missing motor connection.	Check if the motor is connected and the connection is not interrupted (by a service switch or other device).	Connect the motor and check the service switch.
	No line power with 24 V DC option card.	If the display is functioning but no output, check that line power is applied to the adjustable frequency drive.	Apply line power to run the unit.
	LCP Stop.	Check if [Off] has been pressed.	Press [Auto On] or [Hand On] (depending on operation mode) to run the motor.
	Missing start signal (Standby).	Check *5-10 Terminal 18 Digital Input* for correct setting for terminal 18 (use default setting).	Apply a valid start signal to start the motor.
	Motor coast signal active (Coasting).	Check *5-12 Coast inv*. for correct setting for terminal 27 (use default setting)..	Apply 24 V on terminal 27 or program this terminal to *No operation*.
	Wrong reference signal source.	Check reference signal: Local, remote or bus reference? Preset reference active? Terminal connection correct? Scaling of terminals correct? Reference signal available?	Program correct settings. Check *3-13 Reference Site*. Set preset reference active in parameter group *3-1* References*. Check for correct wiring. Check scaling of terminals. Check reference signal.
Motor running in wrong direction	Motor rotation limit.	Check that *4-10 Motor Speed Direction* is programmed correctly.	Program correct settings.
	Active reversing signal.	Check if a reversing command is programmed for the terminal in parameter group *5-1* Digital inputs*.	Deactivate reversing signal.
	Wrong motor phase connection.		See *2.4.5 Motor Rotation Check* in this manual.
Motor is not reaching maximum speed	Frequency limits set wrong.	Check output limits in *4-13 Motor Speed High Limit [RPM]*, *4-14 Motor Speed High Limit [Hz]* and *4-19 Max Output Frequency*.	Program correct limits.
	Reference input signal not scaled correctly.	Check reference input signal scaling in *6-0* Analog I/O Mode* and parameter group *3-1* References*. Reference limits in parameter group *3-0* Reference Limit*.	Program correct settings.
Motor speed unstable	Possible incorrect parameter settings.	Check the settings of all motor parameters, including all motor compensation settings. For closed-loop operation, check PID settings.	Check settings in parameter group *1-6* Analog I/O mode*. For closed-loop operation, check settings in parameter group *20-0* Feedback*.
Motor runs rough	Possible over-magnetization.	Check for incorrect motor settings in all motor parameters.	Check motor settings in parameter groups *1-2* Motor Data*, *1-3* Adv Motor Data*, and *1-5* Load Indep. Setting*.
Motor will not brake	Possible incorrect settings in the brake parameters. Possible too short ramp-down times.	Check brake parameters. Check ramp time settings.	Check parameter group *2-0* DC Brake* and *3-0* Reference Limits*.

Symptom	Possible cause	Test	Solution
Open power fuses or circuit breaker trip	Phase to phase short.	Motor or panel has a short phase to phase. Check motor and panel phase for shorts.	Eliminate any shorts detected.
	Motor overload.	Motor is overloaded for the application.	Perform startup test and verify motor current is within specifications. If motor current is exceeding nameplate full load current, motor may run only with reduced load. Review the specifications for the application.
	Loose connections.	Perform pre-startup check for loose connections.	Tighten loose connections.
Line power current imbalance greater than 3%	Problem with line power (See *Alarm 4 Mains phase loss* description).	Rotate input power leads into the adjustable frequency drive one position: A to B, B to C, C to A.	If imbalanced leg follows the wire, it is a power problem. Check line power supply.
	Problem with the adjustable frequency drive.	Rotate input power leads into the adjustable frequency drive one position: A to B, B to C, C to A.	If imbalance leg stays on same input terminal, it is a problem with the unit. Contact the supplier.
Motor current imbalance greater than 3%	Problem with motor or motor wiring.	Rotate output motor leads one position: U to V, V to W, W to U.	If imbalanced leg follows the wire, the problem is in the motor or motor wiring. Check motor and motor wiring.
	Problem with the adjustable frequency drives.	Rotate output motor leads one position: U to V, V to W, W to U.	If imbalance leg stays on same output terminal, it is a problem with the unit. Contact the supplier.
Acoustic noise or vibration (e.g., a fan blade is making noise or vibrations at certain frequencies)	Resonances, e.g., in the motor/fan system.	Bypass critical frequencies by using parameters in parameter group *4-6* Speed Bypass*.	Check if noise and/or vibration have been reduced to an acceptable limit.
		Turn off overmodulation in *14-03 Overmodulation*.	
		Change switching pattern and frequency in parameter group 14-0* Inverter Switching.	
		Increase Resonance Dampening in *1-64 Resonance Dampening*.	

Table 9.1

9

9

10 Specifications

10.1 Power-dependent Specifications

FC 302	N90K		N110		N132		N160		N200		N250	
High/Normal Load*	**HO**	**NO**	**HO**	**NO**	**HO**	**NO**	**HO**	**NO**	**HO**	**NO**	**HO**	**NO**
Typical Shaft output at 400 V [kW]	90	110	110	132	132	160	160	200	200	250	250	315
Typical Shaft output at 460 V [Hp]	125	150	150	200	200	250	250	300	300	350	350	450
Typical Shaft output at 500 V [kW]	110	132	132	160	160	200	200	250	250	315	315	355
Enclosure IP21	D1h		D1h		D1h		D2h		D2h		D2h	
Enclosure IP54	D1h		D1h		D1h		D2h		D2h		D2h	
Enclosure IP20	D3h		D3h		D3h		D4h		D4h		D4h	
Output current												
Continuous (at 400 V) [A]	177	212	212	260	260	315	315	395	395	480	480	588
Intermittent (60 s overload) (at 400 V) [A]	266	233	318	286	390	347	473	435	593	528	720	647
Continuous (at 460/500 V) [A]	160	190	190	240	240	302	302	361	361	443	443	535
Intermittent (60 s overload) (at 460/500 V) [kVA]	240	209	285	264	360	332	453	397	542	487	665	588
Continuous kVA (at 400 V) [kVA]	123	147	147	180	180	218	218	274	274	333	333	407
Continuous kVA (at 460 V) [kVA]	127	151	151	191	191	241	241	288	288	353	353	426
Continuous kVA (at 500 V) [kVA]	139	165	165	208	208	262	262	313	313	384	384	463
Max. input current												
Continuous (at 400 V) [A]	171	204	204	251	251	304	304	381	381	463	463	567
Continuous (at 460/500 V) [A]	154	183	183	231	231	291	291	348	348	427	427	516
Max. cable size: line power, motor, brake and load share mm (AWG)	2x95 (2x3/0)						2x185 (2x350 mcm)					
Max. external electrical fuses [A]	315		350		400		550		630		800	
Estimated power loss at 400 V [W]	2031	2559	2289	2954	2923	3770	3093	4116	4039	5137	5005	6674
Estimated power loss at 460 V [W]	1828	2261	2051	2724	2089	3628	2872	3569	3575	4566	4458	5714
Weight, enclosure IP21, IP54 kg (lbs)	62 (135)						125 (275)					
Weight, enclosure IP20 kg (lbs)	62 (135)						125 (275)					
Efficiency	0.98											
Output frequency	0–590 Hz											
Heatsink overtemperature trip	230° F [110°C]											
Control card ambient trip	167° F [75°C]											
*High overload=150% current for 60 s, Normal overload=110% current for 60 s.												

Table 10.1 Line Power Supply 3x380–500 V AC

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FC 302	N55K		N75K		N90K		N110		N132		N160	
High/Normal Load*	HO	NO	HO	NO	HO	NO	HO	NO	HO	NO	HO	NO
Typical Shaft output at 550 V [kW]	45	55	55	75	75	90	90	110	110	132	132	160
Typical Shaft output at 575 V [hp]	60	75	75	100	100	125	125	150	150	200	200	250
Typical Shaft output at 690 V [kW]	55	75	75	90	90	110	110	132	132	160	160	200
Enclosure IP21	D1h		D1h		D1h		D1h		D1h		D2h	
Enclosure IP54	D1h		D1h		D1h		D1h		D1h		D2h	
Enclosure IP20	D3h		D3h		D3h		D3h		D3h		D4h	
Output current												
Continuous (at 550 V) [A]	76	90	90	113	113	137	137	162	162	201	201	253
Intermittent (60 s overload) (at 550 V) [A]	122	99	135	124	170	151	206	178	243	221	302	278
Continuous (at 575/690 V) [A]	73	86	86	108	108	131	131	155	155	192	192	242
Intermittent (60 s overload) (at 575/690 V) [kVA]	117	95	129	119	162	144	197	171	233	211	288	266
Continuous kVA (at 550 V) [kVA]	72	86	86	108	108	131	131	154	154	191	191	241
Continuous kVA (at 575 V) [kVA]	73	86	86	108	108	130	130	154	154	191	191	241
Continuous kVA (at 690 V) [kVA]	87	103	103	129	129	157	157	185	185	229	229	289
Max. input current												
Continuous (at 550 V) [A]	77	89	89	110	110	130	130	158	158	198	198	245
Continuous (at 575 V) [A]	74	85	85	106	106	124	124	151	151	189	189	234
Continuous (at 690 V)	77	87	87	109	109	128	128	155	155	197	197	240
Max. cable size: line power, motor, brake and load share mm (AWG)	2x95 (2x3/0)										2x185 (2x350)	
Max. external electrical fuses [A]	160		315		315		315		315		550	
Estimated power loss at 575 V [W]	1098	1162	1162	1428	1430	1740	1742	2101	2080	2649	2361	3074
Estimated power loss at 690 V [W]	1057	1204	1205	1477	1480	1798	1800	2167	2159	2740	2446	3175
Weight, enclosure IP21, IP54 kg (lbs)	62 (135)										125 (275)	
Weight, enclosure IP20 kg (lbs)	125 (275)											
Efficiency	0.98											
Output frequency	0–590 Hz											
Heatsink overtemperature trip	230° F [110°C]											
Control card ambient trip	167° F [75°C]											
*High overload=150% current for 60 s, Normal overload=110% current for 60 s.												

Table 10.2 Line Power Supply 3x525–690 V AC

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FC 302 High/Normal Load*	N200		N250		N315	
	HO	NO	HO	NO	HO	NO
Typical Shaft output at 550 V [kW]	160	200	200	250	250	315
Typical Shaft output at 575 V [hp]	250	300	300	350	350	400
Typical Shaft output at 690 V [kW]	200	250	250	315	315	400
Enclosure IP21	D2h		D2h		D2h	
Enclosure IP54	D2h		D2h		D2h	
Enclosure IP20	D4h		D4h		D4h	
Output current						
Continuous (at 550 V) [A]	253	303	303	360	360	418
Intermittent (60 s overload) (at 550 V) [A]	380	333	455	396	540	460
Continuous (at 575/690 V) [A]	242	290	290	344	344	400
Intermittent (60 s overload) (at 575/690 V) [kVA]	363	319	435	378	516	440
Continuous kVA (at 550 V) [kVA]	241	289	289	343	343	398
Continuous kVA (at 575 V) [kVA]	241	289	289	343	343	398
Continuous kVA (at 690 V) [kVA]	289	347	347	411	411	478
Max. input current						
Continuous (at 550 V) [A]	245	299	299	355	355	408
Continuous (at 575 V) [A]	234	286	286	339	339	390
Continuous (at 690 V)	240	296	296	352	352	400
Max. cable size: line power, motor, brake and load share mm (AWG)	2x185 (2x350)					
Max. external electrical fuses [A]	550					
Estimated power loss at 575 V [W]	3012	3723	3642	4465	4146	5028
Estimated power loss at 690 V [W]	3123	3851	3771	4614	4258	5155
Weight, enclosure IP21, IP54 kg (lbs)	125 (275)					
Weight, enclosure IP20 kg (lbs)	125 (275)					
Efficiency	0.98					
Output frequency	0–590 Hz					
Heatsink overtemperature trip	230° F [110°C]					
Control card ambient trip	167° F [75°C]					
*High overload=150% current for 60 s, Normal overload=110% current for 60 s.						

Table 10.3 Line Power Supply 3x525–690 V AC

The typical power loss is at nominal load conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions).

The losses are based on the default switching frequency. The losses increase significantly at higher switching frequencies.

The options cabinet adds weight to the adjustable frequency drive. The maximum weight of the D5h–D8h frames is shown in *Table 10.4*

Frame Size	Description	Maximum Weight [kg (lbs)]
D5h	D1h ratings+disconnect and/or brake chopper	166 (255)
D6h	D1h ratings+contactor and/or circuit breaker	129 (285)
D7h	D2h ratings+disconnect and/or brake chopper	200 (440)
D8h	D2h ratings+contactor and/or circuit breaker	225 (496)

Table 10.4 D5h–D8h Weights

10.2 General Technical Data

Line power supply (L1, L2, L3)	
Supply voltage	380–500 V ± 10%, 525–690 V ± 10%

AC line voltage low/AC line voltage drop-out:
During low AC line voltage or a line drop-out, the adjustable frequency drives continues until the intermediate circuit voltage drops below the minimum stop level, which corresponds typically to 15% below the adjustable frequency drive's lowest rated supply voltage. Power-up and full torque cannot be expected at AC line voltage lower than 10% below the adjustable frequency drive's lowest rated supply voltage.

Supply frequency	50/60 Hz ±5%
Max. temporary imbalance between line phases	3.0% of rated supply voltage
True Power Factor (λ)	≥0.9 nominal at rated load
Displacement Power Factor (cos Φ) near unity	(>0.98)
Switching on input supply L1, L2, L3 (power-ups)	maximum one time/2 minutes
Environment according to EN60664-1	overvoltage category III/pollution degree 2

The unit is suitable for use on a circuit capable of delivering not more than 100,000 RMS symmetrical Amperes, 480/600 V

Motor Output (U, V, W)	
Output voltage	0–100% of supply voltage
Output frequency	0–590 Hz*
Switching on output	Unlimited
Ramp times	0.01–3,600 s

** Dependent on voltage and power*

Torque Characteristics	
Starting torque (Constant torque)	maximum 160% for 60 s *
Starting torque	maximum 180% up to 0.5 s*
Overload torque (Constant torque)	maximum 160% for 60 s*

Percentage relates to the adjustable frequency drive's nominal torque

Cable lengths and cross-sections	
Max. motor cable length, shielded/armored	500 ft [150 m]
Max. motor cable length, unshielded/unarmored	1,000 ft [300 m]
Max. cross-section to motor, line power, load sharing and brake *	
Maximum cross-section to control terminals, rigid wire	0.0023 in^2 [1.5 mm^2]/16 AWG (2x0.75 mm^2)
Maximum cross-section to control terminals, flexible cable	0.0016 in^2 [1 mm^2]/18 AWG
Maximum cross-section to control terminals, cable with enclosed core	0.0008 in^2 [0.5 mm^2]/20 AWG
Minimum cross-section to control terminals	0.00039 in^2 [0.25 mm^2]
Digital inputs	
Programmable digital inputs	4 (6)
Terminal number	18, 19, 27[1)], 29[1)], 32, 33
Logic	PNP or NPN
Voltage level	0–24 V DC
Voltage level, logic '0' PNP	<5 V DC
Voltage level, logic '1' PNP	>10 V DC
Voltage level, logic '0' NPN	>19 V DC
Voltage level, logic '1' NPN	<14 V DC
Maximum voltage on input	28 V DC
Input resistance, R_i	approx. 4 kΩ

All digital inputs are galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.
1) Terminals 27 and 29 can also be programmed as output.

Analog inputs	
Number of analog inputs	2
Terminal number	53, 54
Modes	Voltage or current
Mode select	Switches A53 and A54
Voltage mode	Switch A53/A54=(U)
Voltage level	-10 V to +10 V (scaleable)
Input resistance, R_i	approx. 10 kΩ
Max. voltage	± 20 V
Current mode	Switch A53/A54=(I)
Current level	0/4 to 20 mA (scaleable)
Input resistance, R_i	approx. 200 Ω
Max. current	30 mA
Resolution for analog inputs	10 bit (+ sign)
Accuracy of analog inputs	Max. error 0.5% of full scale
Bandwidth	100 Hz

The analog inputs are galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.

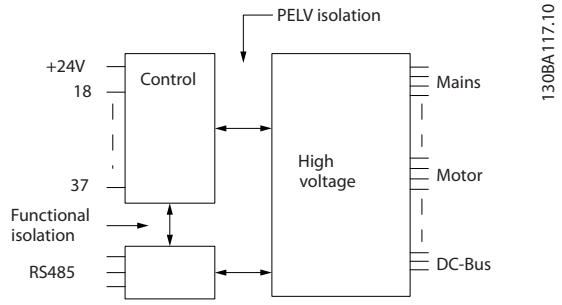

Figure 10.1

Pulse inputs	
Programmable pulse inputs	2
Terminal number pulse	29, 33
Max. frequency at terminal, 29, 33	110 kHz (push-pull driven)
Max. frequency at terminal, 29, 33	5 kHz (open collector)
Min. frequency at terminal 29, 33	4 Hz
Voltage level	see *10.2.1 Digital Inputs*
Maximum voltage on input	28 V DC
Input resistance, R_i	approx. 4 kΩ
Pulse input accuracy (0.1–1 kHz)	Max. error: 0.1% of full scale
Analog output	
Number of programmable analog outputs	1
Terminal number	42
Current range at analog output	0/4–20 mA
Max. resistor load to common at analog output	500 Ω
Accuracy on analog output	Max. error: 0.8% of full scale
Resolution on analog output	8 bit

The analog output is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.

Control card, RS-485 serial communication	
Terminal number	68 (P,TX+, RX+), 69 (N,TX-, RX-)
Terminal number 61	Common for terminals 68 and 69

The RS-485 serial communication circuit is functionally seated from other central circuits and galvanically isolated from the supply voltage (PELV).

Digital output	
Programmable digital/pulse outputs	2
Terminal number	27, 29 [1]
Voltage level at digital/frequency output	0–24 V
Max. output current (sink or source)	40 mA
Max. load at frequency output	1 kΩ
Max. capacitive load at frequency output	10 nF
Minimum output frequency at frequency output	0 Hz
Maximum output frequency at frequency output	32 kHz
Accuracy of frequency output	Max. error: 0.1% of full scale
Resolution of frequency outputs	12 bit

1) Terminal 27 and 29 can also be programmed as input.

The digital output is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.

Control card, 24 V DC output	
Terminal number	12, 13
Max. load	200 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.

Relay outputs	
Programmable relay outputs	2
Relay 01 Terminal number	1-3 (break), 1-2 (make)
Max. terminal load (AC-1)[1] on 1-2 (NO) (resistive load)[2][3]	400 V AC, 2 A
Max. terminal load (AC-15)[1] on 1-2 (NO) (Inductive load @ cosφ 0.4)	240 V AC, 0.2 A
Max. terminal load (DC-1)[1] on 1-2 (NO) (resistive load)	80 V DC, 2 A
Max. terminal load (DC-13)[1] on 1-2 (NO) (inductive load)	24 V DC, 0.1 A
Max. terminal load (AC-1)[1] on 1-3 (NC) (resistive load)	240 V AC, 2 A
Max. terminal load (AC-15)[1] on 1-3 (NC) (inductive load @ cosφ 0.4)	240 V AC, 0.2 A
Max. terminal load (DC-1)[1] on 1-3 (NC) (resistive load)	50 V DC, 2 A
Max. terminal load (DC-13)[1] on 1-3 (NC) (inductive load)	24 V DC, 0.1 A
Min. terminal load on 1-3 (NC), 1-2 (NO)	24 V DC 10 mA, 24 V AC 2 mA
Environment according to EN 60664-1	overvoltage category III/pollution degree 2
Relay 02 Terminal number	4-6 (break), 4-5 (make)
Max. terminal load (AC-1)[1] on 4-5 (NO) (resistive load)[2][3]	400 V AC, 2 A
Max. terminal load (AC-15)[1] on 4-5 (NO) (inductive load @ cosφ 0.4)	240 V AC, 0.2 A
Max. terminal load (DC-1)[1] on 4-5 (NO) (resistive load)	80 V DC, 2 A
Max. terminal load (DC-13)[1] on 4-5 (NO) (inductive load)	24 V DC, 0.1 A
Max. terminal load (AC-1)[1] on 4-6 (NC) (resistive load)	240 V AC, 2 A
Max. terminal load (AC-15)[1] on 4-6 (NC) (inductive load @ cosφ 0.4)	240 V AC, 0.2 A
Max. terminal load (DC-1)[1] on 4-6 (NC) (resistive load)	50 V DC, 2 A
Max. terminal load (DC-13)[1] on 4-6 (NC) (inductive load)	24 V DC, 0.1 A
Min. terminal load on 4-6 (NC), 4-5 (NO)	24 V DC 10 mA, 24 V AC 2 mA
Environment according to EN 60664-1	overvoltage category III/pollution degree 2

1) IEC 60947 t 4 and 5

The relay contacts are galvanically isolated from the rest of the circuit by reinforced isolation (PELV).

2) Overvoltage Category II

3) UL applications 300 V AC 2 A

Control card, 10 V DC output	
Terminal number	50
Output voltage	10.5 V ±0.5 V
Max. load	25 mA

The 10 V DC supply is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.

Control characteristics	
Resolution of output frequency at 0–1000 Hz	±0.003 Hz
System response time (terminals 18, 19, 27, 29, 32, 33)	≤2 ms
Speed control range (open-loop)	1:100 of synchronous speed
Speed accuracy (open-loop)	30–4,000 rpm: Maximum error of ±8 rpm

All control characteristics are based on a 4-pole asynchronous motor

Surroundings	
Enclosure type D1h/D2h	IP21/Type 1, IP54/Type12
Enclosure type D3h/D4h	IP20/Chassis
Vibration test all enclosure types	1.0 g
Relative humidity	5%–95% (IEC 721-3-3; Class 3K3 (non-condensing) during operation
Aggressive environment (IEC 60068-2-43) H_2S test	class Kd
Test method according to IEC 60068-2-43 H2S (10 days)	
Ambient temperature (at SFAVM switching mode)	
- with derating	max. 131° F [55° C][1)]
- with full output power of typical EFF2 motors (up to 90% output current)	max. 122° F [50° C][1)]
- at full continuous FC output current	max. 113° F [45°C][1)]

[1)] For more information on derating see the Design Guide, section on Special Conditions.

Minimum ambient temperature during full-scale operation	32° F [0°C]
Minimum ambient temperature at reduced performance	14° F [-10°C]
Temperature during storage/transport	-13°–149°/158° F [-25°–+65/70°C]
Maximum altitude above sea level without derating	3,000 ft [1,000 m]
Maximum altitude above sea level with derating	10,000 ft [3,000 m]

[1)] For more information on derating see the Design Guide, section on Special Conditions.

EMC standards, Emission	EN 61800-3, EN 61000-6-3/4, EN 55011, IEC 61800-3
EMC standards, Immunity	EN 61800-3, EN 61000-6-1/2, EN 61000-4-2, EN 61000-4-3, EN 61000-4-4, EN 61000-4-5, EN 61000-4-6

See the Design Guide, section on Special Conditions.

Control card performance	
Scan interval	5 ms

Control Card, USB Serial Communication:	
USB standard	1.1 (Full speed)
USB plug	USB type B “device” plug

⚠CAUTION

Connection to PC is carried out via a standard host/device USB cable.
The USB connection is galvanically isolated from the supply voltage (PELV) and other high-voltage terminals.
The USB connection is not galvanically isolated from protection ground. Use only an isolated laptop/PC as the connection to the USB connector on the adjustable frequency drive or an isolated USB cable/drive.

Protection and Features

- Electronic thermal motor protection against overload.
- Temperature monitoring of the heatsink ensures that the adjustable frequency drive trips if the temperature reaches
  203° F ± 10° F [95°C ±5°C]. An overload temperature cannot be reset until the temperature of the heatsink is below 158° F ± 10° F [70°C ±5°C] (Guideline - these temperatures may vary for different power sizes, enclosures, etc.). The adjustable frequency drive has an auto derating function to avoid its heatsink reaching 203° F [95°C].
- The adjustable frequency drive is protected against short-circuits on motor terminals U, V, W.
- If a line phase is missing, the adjustable frequency drive trips or issues a warning (depending on the load).
- Monitoring of the intermediate circuit voltage ensures that the adjustable frequency drive trips if the intermediate circuit voltage is too low or too high.
- The adjustable frequency drive is protected against ground faults on motor terminals U, V, W.

10.3 Fuse Tables

10.3.1 Protection

Branch Circuit Protection:
In order to protect the installation against electrical and fire hazard, all branch circuits in an installation, switch gear, machines, etc., must be short-circuited and overcurrent protected according to national/international regulations.

Short-circuit Protection:
The adjustable frequency drive must be protected against short-circuit to avoid electrical or fire hazard. Danfoss recommends using the fuses mentioned below to protect service personnel and equipment in case of an internal failure in the adjustable frequency drive. The adjustable frequency drive provides full short-circuit protection in case of a short-circuit on the motor output.

Overcurrent Protection:
Provide overload protection to avoid fire hazard due to overheating of the cables in the installation. The adjustable frequency drive is equipped with internal overcurrent protection that can be used for upstream overload protection (UL applications excluded). See *4-18 Current Limit*. Moreover, fuses or circuit breakers can be used to provide the overcurrent protection in the installation. Overcurrent protection must always be carried out according to national regulations.

10.3.2 Fuse Selection

Danfoss recommends using the following fuses which will ensure compliance with EN50178. In case of malfunction, not following the recommendation may result in unnecessary damage to the adjustable frequency drive.

The fuses below are suitable for use on a circuit capable of delivering 100,000 Arms (symmetrical).

N90K-N250	380–500 V	type aR
N55K-N315	525–690 V	type aR

Table 10.5 Recommended Fuses

VLT Model	Bussman PN	Littelfuse PN	Littelfuse PN	Bussmann PN	Siba PN	Ferraz-Shawmut PN	Ferraz-Shawmut PN (Europe)	Ferraz-Shawmut PN (North America)
N90K	170M2619	LA50QS300-4	L50S-300	FWH-300A	20 610 31.315	A50QS300-4	6.9URD31D08A0315	A070URD31KI0315
N110	170M2620	LA50QS350-4	L50S-350	FWH-350A	20 610 31.350	A50QS350-4	6.9URD31D08A0350	A070URD31KI0350
N132	170M2621	LA50QS400-4	L50S-400	FWH-400A	20 610 31.400	A50QS400-4	6.9URD31D08A0400	A070URD31KI0400
N160	170M4015	LA50QS500-4	L50S-500	FWH-500A	20 610 31.550	A50QS500-4	6.9URD31D08A0550	A070URD31KI0550
N200	170M4016	LA50QS600-4	L50S-600	FWH-600A	20 610 31.630	A50QS600-4	6.9URD31D08A0630	A070URD31KI0630
N250	170M4017	LA50QS800-4	L50S-800	FWH-800A	20 610 31.800	A50QS800-4	6.9URD32D08A0800	A070URD31KI0800

Table 10.6 Fuse Options for 380–500 V Adjustable Frequency Drives

VLT© Model	Bussmann PN	Siba PN	Ferraz-Shawmut European PN	Ferraz-Shawmut North American PN
N55k T7	170M2616	20 610 31.160	6.9URD30D08A0160	A070URD30KI0160
N75k T7	170M2619	20 610 31.315	6.9URD31D08A0315	A070URD31KI0315
N90k T7	170M2619	20 610 31.315	6.9URD31D08A0315	A070URD31KI0315
N110 T7	170M2619	20 610 31.315	6.9URD31D08A0315	A070URD31KI0315
N132 T7	170M2619	20 610 31.315	6.9URD31D08A0315	A070URD31KI0315
N160 T7	170M4015	20 620 31.550	6.9URD32D08A0550	A070URD32KI0550
N200 T7	170M4015	20 620 31.550	6.9URD32D08A0550	A070URD32KI0550
N250 T7	170M4015	20 620 31.550	6.9URD32D08A0550	A070URD32KI0550
N315 T7	170M4015	20 620 31.550	6.9URD32D08A0550	A070URD32KI0550

Table 10.7 Fuse Options for 525–690 V Adjustable Frequency Drives

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For UL compliance, for units supplied without a contactor-only option, the Bussmann 170M series fuses must be used. See *Table 10.9* for SCCR ratings and UL fuse criteria if a contactor-only option is supplied with the adjustable frequency drive.

10.3.3 Short Circuit Current Rating (SCCR)

If the adjustable frequency drive is not supplied with a line power disconnect, contactor or circuit breaker, the Short Circuit Current Rating (SCCR) of the adjustable frequency drives is 100,000 amps at all voltages (380–690 V).

If the adjustable frequency drive is supplied with a line power disconnect, the SCCR of the adjustable frequency drive is 100,000 amps at all voltages (380–690 V).

If the adjustable frequency drive is supplied with a circuit breaker, the SCCR depends on the voltage, see *Table 10.8*:

	415 V	480 V	600 V	690 V
D6h frame	120,000 A	100,000 A	65,000 A	70,000 A
D8h frame	100,000 A	100,000 A	42,000 A	30,000 A

Table 10.8 Adjustable Frequency Drive Supplied with a Circuit Breaker

If the adjustable frequency drive is supplied with a contactor-only option and is externally fused according to *Table 10.9*, the SCCR of the adjustable frequency drive is as follows:

	415 V IEC[1)]	480 V UL[2)]	600 V UL[2)]	690 V IEC[1)]
D6h frame	100,000 A	100,000 A	100,000 A	100,000 A
D8h frame (not including the N250T5)	100,000 A	100,000 A	100,000 A	100,000 A
D8h frame (N250T5 only)	100,000 A	Consult factory	Not applicable	

Table 10.9 Adjustable Frequency Drive Supplied with a Contactor

[1)] With a Bussmann type LPJ-SP or Gould Shawmut type AJT fuse. 450 A max fuse size for D6h and 900 A max fuse size for D8h.

[2] Must use Class J or L branch fuses for UL approval. 450 A max fuse size for D6h and 600 A max fuse size for D8h.

10.3.4 Connection Tightening Torques

When tightening all electrical connections, it is very important to tighten with the correct torque. Too low or too high torque results in a bad electrical connection. Use a torque wrench to ensure correct torque. Always use a torque wrench to tighten the bolts.

Frame Size	Terminal	Torque [Nm (in-lbs)]	Bolt size
D1h/D3h	Line power Motor Load sharing Regen	19-40 (168-354)	M10
	Ground Brake	8.5–20.5 (75-181)	M8
D2h/D4h	Line power Motor Regen Load sharing Ground	19-40 (168-354)	M10
	Brake	8.5–20.5 (75-181)	M8

Table 10.10 Torque for Terminals

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