MAKING MODERN LIVING POSSIBLE

Operating Instructions

VLT® Midi Drive FC 280

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VLT® THE REAL DRIVE

Contents

1 Introduction

1.1 Purpose of the Manual

These operating instructions provide information for safe installation and commissioning of the VLT® Midi Drive FC 280 frequency converter.

The operating instructions are intended for use by qualified personnel.

To use the frequency converter safely and professionally, read and follow the operating instructions. Pay particular attention to the safety instructions and general warnings. Always keep these operating instructions with the frequency converter.

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1.2 Additional Resources

Resources available to understand advanced frequency converter functions and programming:

- VLT® Midi Drive FC 280 Design Guide.
- VLT® Midi Drive FC 280 Programming Guide.

Supplementary publications and manuals are available from Danfoss. See *vlt-drives.danfoss.com/Support/Technical-Documentation/* for listings.

1.3 Document and Software Version

This manual is regularly reviewed and updated. All suggestions for improvement are welcome. *Table 1.1* shows the document version and the corresponding software version.

Edition	Remarks	Software version
MG07A1	The first edition of this manual	1.0

Table 1.1 Document and Software Version

1.4 Product Overview

1.4.1 Intended Use

The frequency converter is an electronic motor controller intended for:

- Regulation of motor speed in response to system feedback or to remote commands from external controllers. A power drive system consists of the frequency converter, the motor, and equipment driven by the motor.
- System and motor status surveillance.

The frequency converter can also be used for motor protection.

Depending on configuration, the frequency converter can be used in standalone applications or form part of a larger appliance or installation.

The frequency converter is allowed for use in residential, industrial, and commercial environments in accordance with local laws and standards.

NOTICE

In a residential environment this product can cause radio interference, in which case supplementary mitigation measures can be required.

Foreseeable misuse

Do not use the frequency converter in applications which are non-compliant with specified operating conditions and environments. Ensure compliance with the conditions specified in *chapter 9 Specifications*.

1.4.2 Block Diagram of the Frequency Converter

Illustration 1.1 is a block diagram of the internal components of the frequency converter. See *Table 1.2* for their functions.

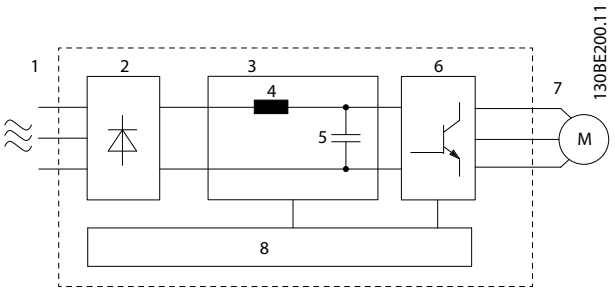


Illustration 1.1 Frequency Converter Block Diagram

Area	Component	Functions
1	Mains input	• AC mains power supply to the frequency converter.
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.

1

Area	Component	Functions
4	DC reactor	• Filters the intermediate DC circuit current. • Provides line transient protection. • Reduces the root mean square (RMS) current. • Raises the power factor reflected back to the line. • Reduces 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 3-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 1.2 Legend to *Illustration 1.1*

1.4.3 Enclosure Sizes and Power Ratings

For enclosure sizes and power ratings of the frequency converters, refer to *chapter 9.9 Enclosure Sizes, Power Ratings, and Dimensions*.

1.4.4 Safe Torque Off (STO)

The VLT® Midi Drive FC 280 frequency converter supports Safe Torque Off (STO). See *chapter 9.9 Enclosure Sizes, Power Ratings, and Dimensions* for details about the installation, commissioning, maintenance, and technical data of STO.

1.5 Approvals and Certifications

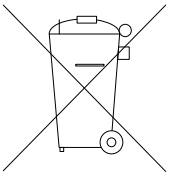
CE TÜVRheinland CERTIFIED Functional Safety Type Approved www.tuv.com ID 0600000000 RoHS

For compliance with the European Agreement concerning International Carriage of Dangerous Goods by Inland Waterways (ADN), refer to *ADN-compliant Installation* in the *VLT® Midi Drive FC 280 Design Guide*.

Applied standards and compliance for STO
Use of STO on terminals 37 and 38 requires that the user satisfies all provisions for safety including relevant laws, regulations, and guidelines. The integrated STO function complies with the following standards:

- IEC/EN 61508: 2010 SIL 2
- IEC/EN 61800-5-2: 2007 SIL2
- IEC/EN 62061: 2005 SILCL of SIL2
- EN ISO 13849-1: 2008 Category 3 PL d

1.6 Disposal



Do not dispose of equipment containing electrical components together with domestic waste.
Collect it separately in accordance with local and currently valid legislation.

2 Safety

2.1 Safety Symbols

The following symbols are used in this document:

⚠WARNING

Indicates a potentially hazardous situation that could result in death or serious injury.

⚠CAUTION

Indicates a potentially hazardous situation that could result in minor or moderate injury. It can also be used to alert against unsafe practices.

NOTICE

Indicates important information, including situations that can result in damage to equipment or property.

2.2 Qualified Personnel

Correct and reliable transport, storage, installation, operation, and maintenance are required for the trouble-free and safe operation of the frequency converter. Only qualified personnel are allowed to install or operate this equipment.

Qualified personnel are defined as trained staff, who are authorised to install, commission, and maintain equipment, systems, and circuits in accordance with pertinent laws and regulations. Additionally, the personnel must be familiar with the instructions and safety measures described in this manual.

2.3 Safety Precautions

⚠WARNING

HIGH VOLTAGE

Frequency converters contain high voltage when connected to AC mains input, DC supply, or load sharing. Failure to perform installation, start-up, and maintenance by qualified personnel can result in death or serious injury.

- **Only qualified personnel must perform installation, start-up, and maintenance.**

⚠WARNING

UNINTENDED START

When the frequency converter is connected to AC mains, DC supply, or load sharing, the motor may start at any time. Unintended start during programming, service, or repair work can result in death, serious injury, or property damage. The motor can start with an external switch, a fieldbus command, an input reference signal from the LCP, via remote operation using MCT 10 Set-up Software, or after a cleared fault condition.
To prevent unintended motor start:

- **Disconnect the frequency converter from the mains.**
- **Press [Off/Reset] on the LCP before programming parameters.**
- **Completely wire and assemble the frequency converter, motor, and any driven equipment before connecting the frequency converter to AC mains, DC supply, or load sharing.**

⚠WARNING

DISCHARGE TIME

The frequency converter contains DC-link capacitors, which can remain charged even when the frequency converter is not powered. High voltage can be present even when the warning LED indicator lights are off. Failure to wait the specified time after power has been removed before performing service or repair work can result in death or serious injury.

- **Stop the motor.**
- **Disconnect AC mains and remote DC-link power supplies, including battery back-ups, UPS, and DC-link connections to other frequency converters.**
- **Disconnect or lock PM motor.**
- **Wait for the capacitors to discharge fully. The minimum waiting time is specified in *Table 2.1*.**
- **Before performing any service or repair work, use an appropriate voltage measuring device to make sure that the capacitors are fully discharged.**

2

Voltage [V]	Power range [kW (hp)]	Minimum waiting time (minutes)
200–240	0.37–3.7 (0.5–5)	4
380–480	0.37–7.5 (0.5–10)	4
	11–22 (15–30)	15

Table 2.1 Discharge Time

⚠WARNING

LEAKAGE CURRENT HAZARD

Leakage currents exceed 3.5 mA. Failure to ground frequency converter properly can result in death or serious injury.

- **Ensure the correct grounding of the equipment by a certified electrical installer.**

⚠WARNING

EQUIPMENT HAZARD

Contact with rotating shafts and electrical equipment can result in death or serious injury.

- **Ensure that only trained and qualified personnel perform installation, start-up, and maintenance.**
- **Ensure that electrical work conforms to national and local electrical codes.**
- **Follow the procedures in this manual.**

⚠CAUTION

INTERNAL FAILURE HAZARD

An internal failure in the frequency converter can result in serious injury, when the frequency converter is not properly closed.

- **Ensure that all safety covers are in place and securely fastened before applying power.**

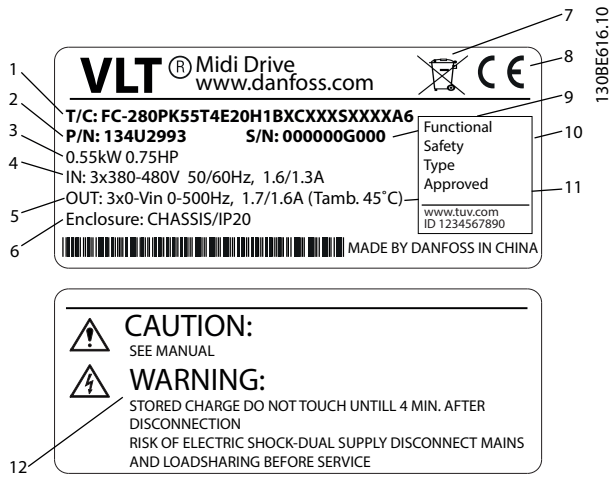
3 Mechanical Installation

3.1 Unpacking

3.1.1 Items Supplied

Items supplied may vary according to product configuration.

- Make sure the items supplied and the information on the nameplate correspond to the order confirmation.
- Check the packaging and the frequency converter visually for damage caused by inappropriate handling during shipment. File any claim for damage with the carrier. Retain damaged parts for clarification.



1	Type code
2	Order number
3	Power rating
4	Input voltage, frequency, and current (at low/high voltages)
5	Output voltage, frequency, and current (at low/high voltages)
6	Enclosure type and IP rating
7	Disposal
8	CE mark
9	Serial number
10	Functional safety
11	Rated ambient temperature
12	Discharge time (Warning)

Illustration 3.1 Product Nameplate (Example)

NOTICE

Do not remove the nameplate from the frequency converter (loss of warranty).

3.1.2 Storage

Ensure that requirements for storage are fulfilled. Refer to *chapter 9.4 Ambient Conditions* for further details.

3.2 Installation Environment

NOTICE

In environments with airborne liquids, particles, or corrosive gases, ensure that the IP/Type rating of the equipment matches the installation environment. Failure to meet requirements for ambient conditions can reduce lifetime of the frequency converter. Ensure that requirements for air humidity, temperature, and altitude are met.

Vibration and shock

The frequency converter complies with requirements for units mounted on the walls and floors of production premises, as well as in panels bolted to walls or floors.

For detailed ambient conditions specifications, refer to *chapter 9.4 Ambient Conditions*.

3.3 Mounting

NOTICE

Improper mounting can result in overheating and reduced performance.

Cooling

- Ensure 100 mm of top and bottom clearance for air cooling.

Lifting

- To determine a safe lifting method, check the weight of the unit, see *chapter 9.9 Enclosure Sizes, Power Ratings, and Dimensions*.
- Ensure that the lifting device is suitable for the task.
- If necessary, plan for a hoist, crane, or forklift with the appropriate rating to move the unit.
- For lifting, use hoist rings on the unit, when provided.

3

Mounting

To adapt to the mounting holes of FC 280, contact the local Danfoss supplier to order a separate backplate.

To mount the frequency converter:

1. Ensure that the strength of the mounting location supports the unit weight. The frequency converter allows side-by-side installation.
2. Locate the unit as close to the motor as possible. Keep the motor cables as short as possible.
3. Mount the unit vertically to a solid flat surface or to the optional backplate to provide cooling airflow.
4. When provided, use the slotted mounting holes on the unit for wall mounting.

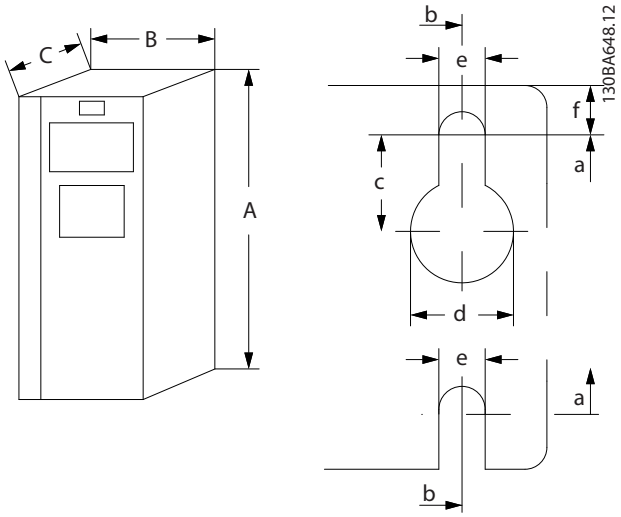


Illustration 3.2 Top and Bottom Mounting Holes (See *chapter 9.9 Enclosure Sizes, Power Ratings, and Dimensions*)

3.3.1 Side-by-side Installation

Side-by-side installation

All FC 280 units can be installed side-by-side in vertical or horizontal position. The units do not require extra ventilation on the side.

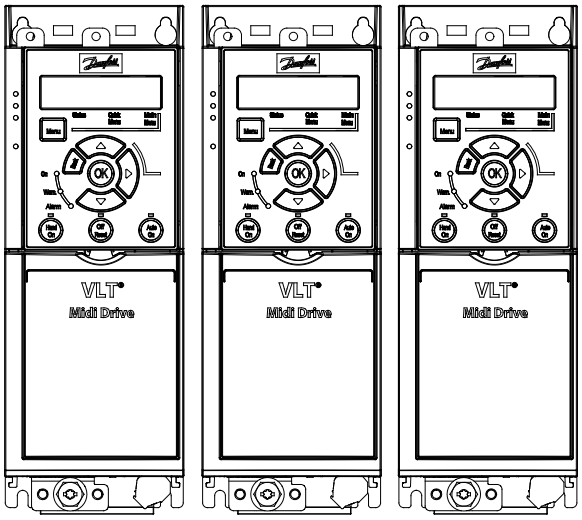


Illustration 3.3 Side-by-side Installation

⚠CAUTION

RISK OF OVERHEATING

If IP21 solution is used, mounting the units side-by-side could lead to overheating and unit damages.

- **Avoid mounting the units side-by-side if IP21 solution is used.**

3.3.2 Bus Decoupling Kit

The bus decoupling kit ensures mechanical fixation and electrical screening of cables for the following control cassette variants:

- Control cassette with PROFIBUS.
- Control cassette with PROFINET.
- Control cassette with CANopen.
- Control cassette with Ethernet

Each bus decoupling kit contains 1 horizontal decoupling plate and 1 vertical decoupling plate. Mounting the vertical decoupling plate is optional. The vertical decoupling plate provides better mechanical support for PROFINET and Ethernet connectors and cables.

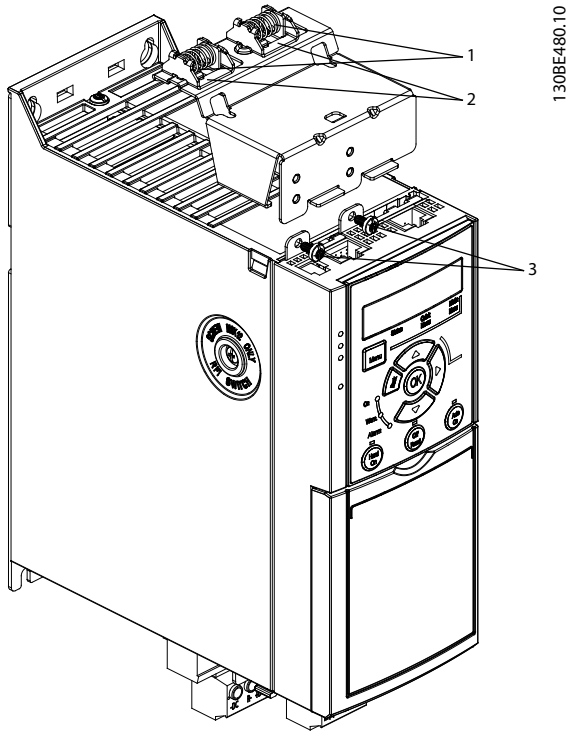
3.3.3 Mounting

To mount the bus decoupling kit:

1. Place the horizontal decoupling plate on the control cassette that is mounted on the frequency converter, and fasten the plate using 2 screws, as shown in *Illustration 3.4*. Tightening torque 0.7–1.0 Nm.
2. Optional: Mount the vertical decoupling plate as follows:
   - 2a Remove the 2 mechanical springs and 2 metal clamps from the horizontal plate.
   - 2b Mount the mechanical springs and metal clamps on the vertical plate.
   - 2c Fasten the plate with 2 screws, as shown in *Illustration 3.5*. Tightening torque 0.7–1.0 Nm.

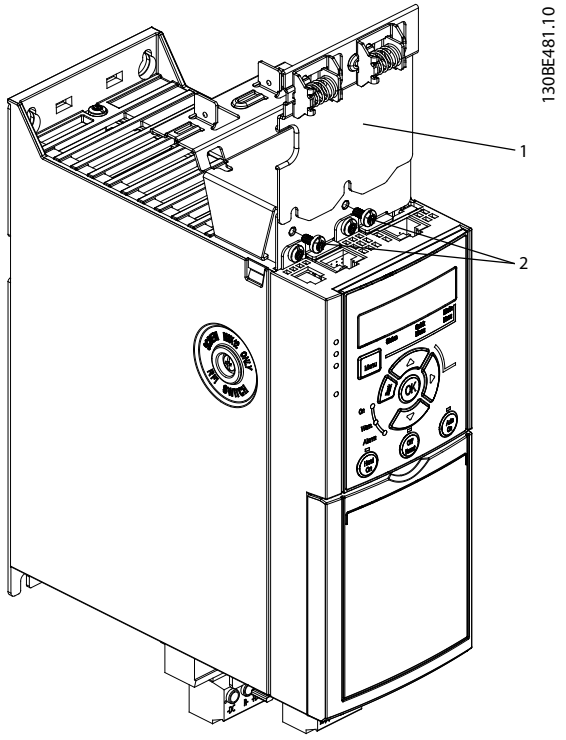
NOTICE

If the IP21 top cover is used, do not mount the vertical decoupling plate, because its height affects the proper installation of the IP21 top cover.



1	Mechanical springs
2	Metal clamps
3	Screws

Illustration 3.4 Fasten the Horizontal Decoupling Plate with Screws



1	Vertical decoupling plate
2	Screws

Illustration 3.5 Fasten the Vertical Decoupling Plate with Screws

Both *Illustration 3.4* and *Illustration 3.5* show PROFINET sockets. The actual sockets are based on the type of the control cassette mounted on the frequency converter.

3. Push the PROFIBUS/PROFINET/CANopen/Ethernet cable connectors into the sockets in the control cassette.
4. 4a Place the PROFIBUS/CANopen cables between the spring-loaded metal clamps to establish mechanical fixation and electrical contact between the screened sections of the cables and the clamps.
   - 4b Place the PROFINET/Ethernet cables between the spring-loaded metal clamps to establish mechanical fixation between the cables and the clamps.

4 Electrical Installation

4.1 Safety Instructions

See *chapter 2 Safety* for general safety instructions.

⚠WARNING

INDUCED VOLTAGE

Induced voltage from output motor cables of different frequency converters that run together can charge equipment capacitors even with the equipment turned off and locked out. Failure to run output motor cables separately or use screened cables could result in death or serious injury.

- **Run output motor cables separately.**
- **Use screened cables.**
- **Lock out all the frequency converters simultaneously.**

⚠WARNING

SHOCK HAZARD

The frequency converter can cause a DC current in the PE conductor and hence result in death or serious injury.

- **When a residual current-operated protective device (RCD) is used for protection against electrical shock, only an RCD of Type B is permitted on the supply side.**

Failure to follow the recommendation means that the RCD cannot provide the intended protection.

Overcurrent protection

- Extra protective equipment such as short-circuit protection or motor thermal protection between frequency converter and motor is required for applications with multiple motors.
- Input fusing is required to provide short-circuit and overcurrent protection. If fuses are not factory-supplied, the installer must provide them. See maximum fuse ratings in *chapter 9.8 Fuses and Circuit Breakers*.

Wire type and ratings

- All wiring must comply with local and national regulations regarding cross-section and ambient temperature requirements.
- Power connection wire recommendation: minimum 75 °C rated copper wire.

See *chapter 9.5 Cable Specifications* for recommended wire sizes and types.

4.2 EMC-compliant Installation

To obtain an EMC-compliant installation, follow the instructions provided in *chapter 4.3 Grounding*, *chapter 4.4 Wiring Schematic*, *chapter 4.6 Motor Connection*, and *chapter 4.8 Control Wiring*.

4.3 Grounding

⚠WARNING

LEAKAGE CURRENT HAZARD

Leakage currents exceed 3.5 mA. Failure to ground the frequency converter properly could result in death or serious injury.

- **Ensure the correct grounding of the equipment by a certified electrical installer.**

For electrical safety

- Ground the frequency converter in accordance with applicable standards and directives.
- Use a dedicated ground wire for input power, motor power, and control wiring.
- Do not ground one frequency converter to another in a daisy chain fashion (see *Illustration 4.1*).
- Keep the ground wire connections as short as possible.
- Follow motor manufacturer wiring requirements.
- Minimum cable cross-section: 10 mm^2 (7 AWG) (or 2 rated ground wires terminated separately).

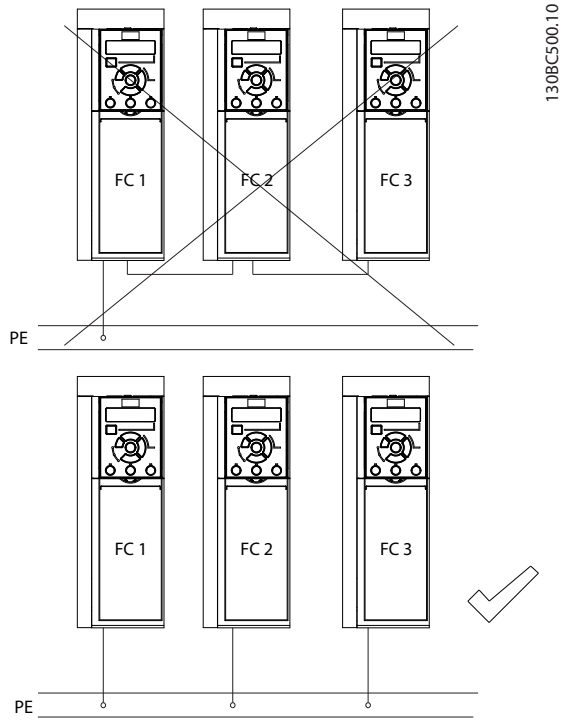


Illustration 4.1 Grounding Principle

For EMC-compliant installation

- Establish electrical contact between the cable screen and the frequency converter enclosure by using metal cable glands or by using the clamps provided on the equipment (see *chapter 4.6 Motor Connection*).
- Use high-strand wire to reduce electrical interference.
- Do not use pigtails.

NOTICE

POTENTIAL EQUALISATION

Risk of electrical interference, when the ground potential between the frequency converter and the control system is different. Install equalizing cables between the system components. Recommended cable cross-section: 16 mm^2 (5 AWG).

4.4 Wiring Schematic

This section describes how to wire the frequency converter.

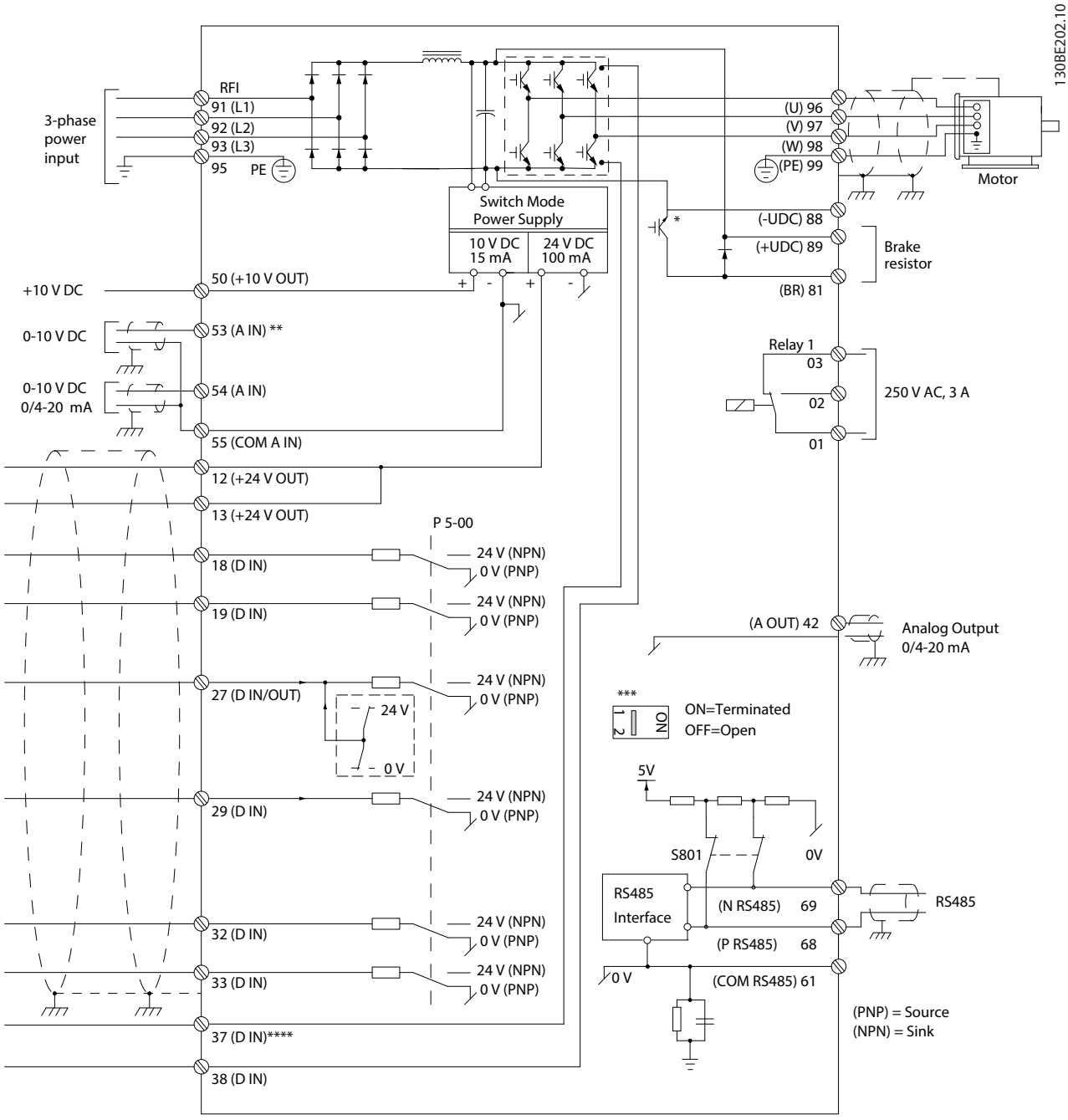


Illustration 4.2 Basic Wiring Schematic Drawing

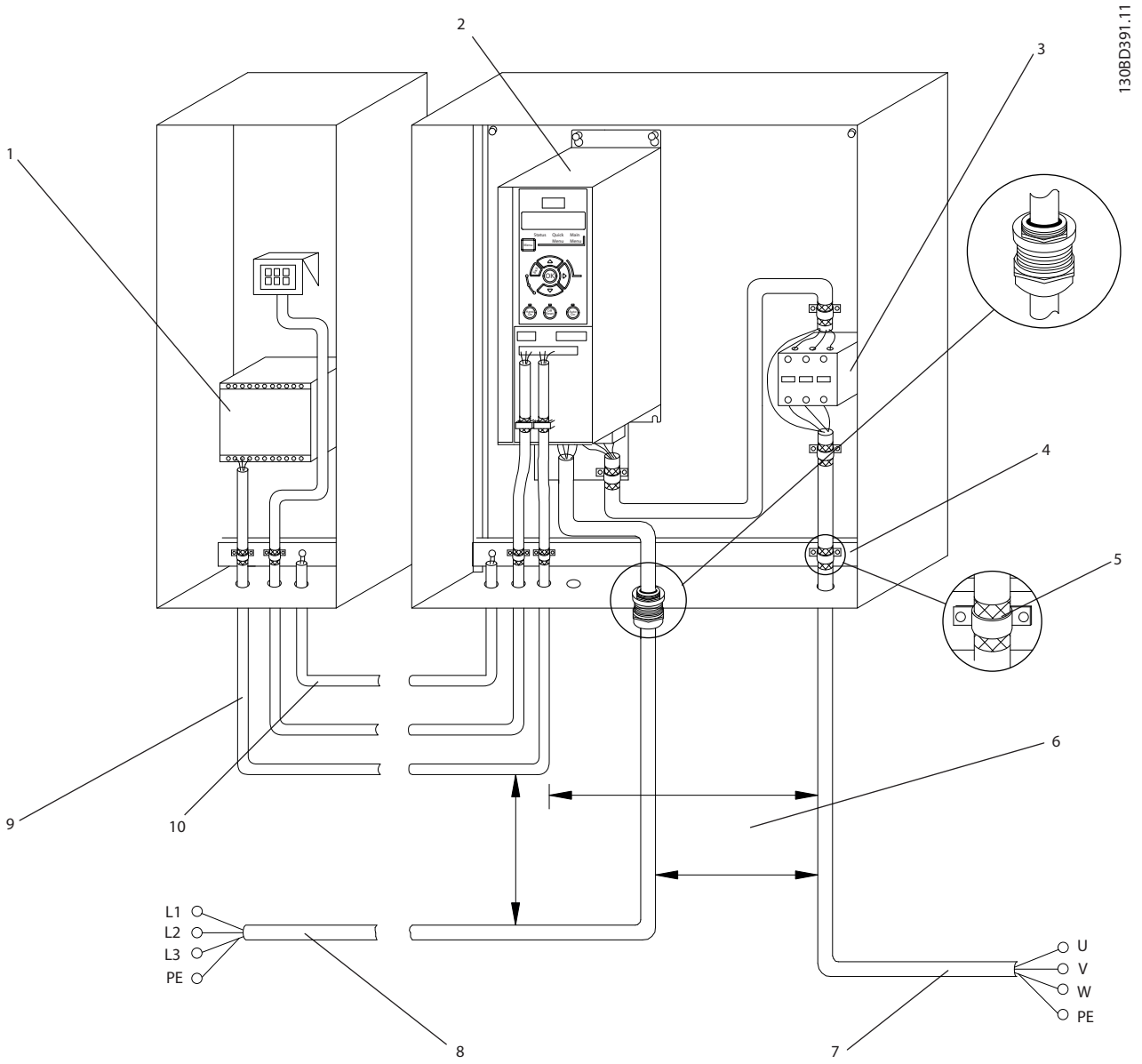
A=Analog, D=Digital

** Built-in brake chopper is only available on 3-phase units.*

*** Terminal 53 can also be used as digital input.*

**** Switch S801 (bus terminal) can be used to enable termination on the RS485 port (terminals 68 and 69).*

***** Refer to chapter 6 Safe Torque Off (STO) for the correct STO wiring.*



1	PLC	6	Minimum 200 mm (7.9 inch) between control cables, motor and mains.
2	Frequency converter	7	Motor, 3-phase and PE
3	Output contactor (generally not recommended)	8	Mains, single-phase, 3-phase and reinforced PE
4	Grounding rail (PE)	9	Control wiring
5	Cable shielding (stripped)	10	Equalizing minimum 16 mm^2 (6 AWG)

Illustration 4.3 Typical Electrical Connection

4.5 Access

- Remove the cover plate with a screwdriver. See *Illustration 4.4*.

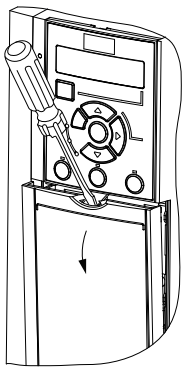


Illustration 4.4 Control Wiring Access

4.6 Motor Connection

4.6.1 Motor Connection

⚠WARNING

INDUCED VOLTAGE

Induced voltage from output motor cables that run together can charge equipment capacitors, even when the equipment is turned off and locked out. Failure to run output motor cables separately or use screened cables could result in death or serious injury.

- Run output motor cables separately.
- Use screened cables.
- Comply with local and national electrical codes for cable sizes. For maximum cable sizes, see *chapter 9.1 Electrical Data*.
- Follow motor manufacturer wiring requirements.
- Motor wiring knockouts or access panels are provided at the base of IP21 (NEMA1/12) units.
- Do not wire a starting or pole-changing device (for example, Dahlander motor or slip ring induction motor) between the frequency converter and the motor.

Procedure

1. Strip a section of the outer cable insulation.
2. Position the stripped cable under the cable clamp to establish mechanical fixation and electrical contact between the cable screen and ground.
3. Connect the ground cable to the nearest grounding terminal in accordance with the grounding instructions provided in *chapter 4.3 Grounding*. See *Illustration 4.5*.
4. Connect the 3-phase motor wiring to terminals 96 (U), 97 (V), and 98 (W), as shown in *Illustration 4.5*.
5. Tighten the terminals in accordance with the information provided in *chapter 9.7 Connection Tightening Torques*.

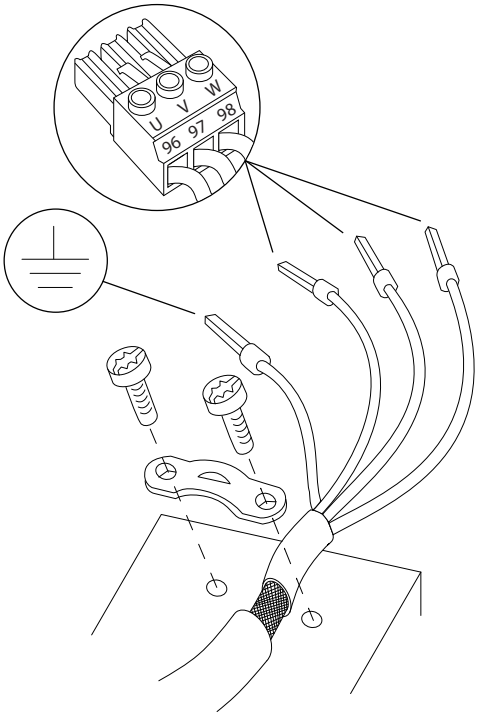


Illustration 4.5 Motor Connection

The mains, motor, and grounding connection for single-phase and 3-phase frequency converters are shown in *Illustration 4.6* and *Illustration 4.7* respectively. Actual configurations vary with unit types and optional equipment.

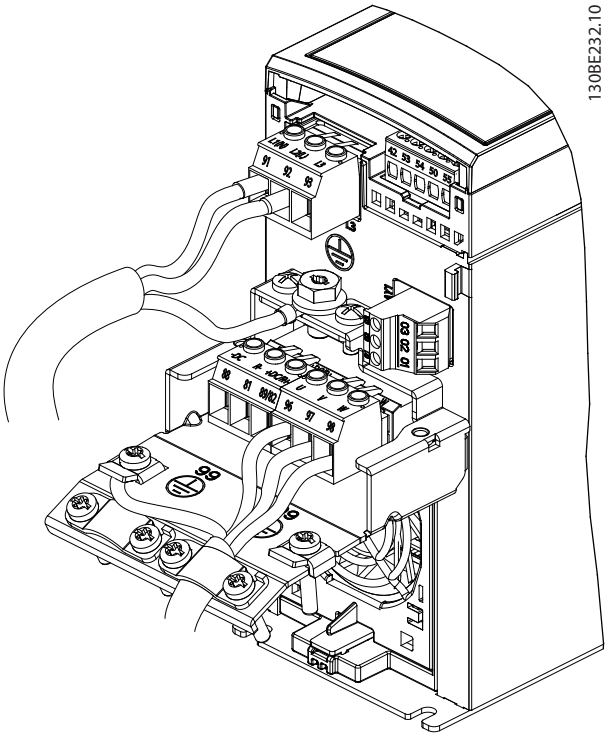


Illustration 4.6 Mains, Motor, and Grounding Connection for Single-phase Units

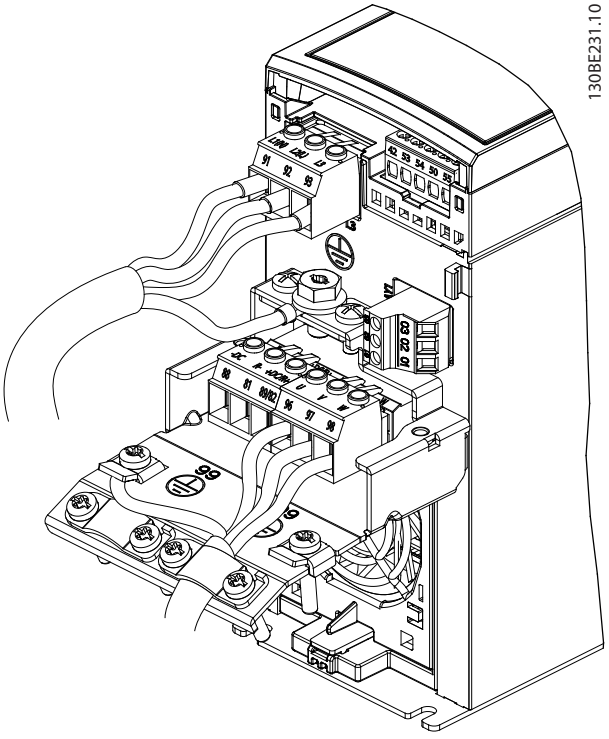


Illustration 4.7 Mains, Motor, and Grounding Connection for 3-phase Units

4.7 AC Mains Connection

4.7.1 AC Mains Connection

- Size the wiring based on the input current of the frequency converter. For maximum wire sizes, see *chapter 9.1 Electrical Data*.
- Comply with local and national electrical codes for cable sizes.

Procedure

1. Connect the AC input power cables to terminals N and L for single-phase units (see *Illustration 4.6*), or to terminals L1, L2, and L3 for 3-phase units (see *Illustration 4.7*).
2. Depending on the configuration of the equipment, connect the input power to the mains input terminals or the input disconnect.
3. Ground the cable in accordance with the grounding instructions in *chapter 4.3 Grounding*.
4. When supplied from an isolated mains source (IT mains or floating delta) or TT/TN-S mains with a grounded leg (grounded delta), ensure that the RFI filter screw is removed, to avoid damage to the intermediate circuit and reduce ground capacity currents in accordance with IEC 61800-3.

4.8 Control Wiring

4.8.1 Control Terminal Types

Illustration 4.8 shows the removable frequency converter connectors. Terminal functions and default settings are summarized in *Table 4.1* and *Table 4.3*.

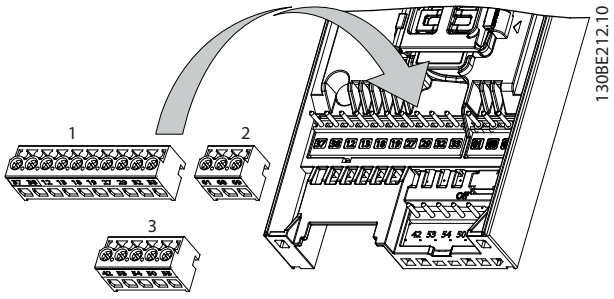


Illustration 4.8 Control Terminal Locations

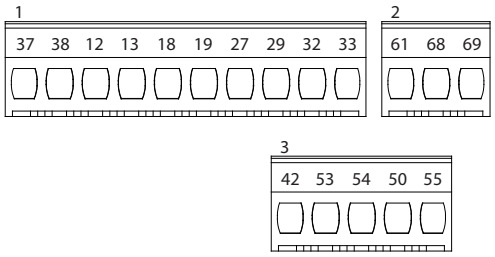


Illustration 4.9 Terminal Numbers

4

See *chapter 9.6 Control Input/Output and Control Data* for terminal ratings details.

Terminal	Parameter	Default setting	Description
Digital I/O, Pulse I/O, Encoder			
12, 13	–	+24 V DC	24 V DC supply voltage. Maximum output current is 100 mA for all 24 V loads.
18	*Parameter 5-10 Terminal 18 Digital Input*	*[8] Start*	Digital inputs.
19	*Parameter 5-11 Terminal 19 Digital Input*	*[10] Reversing*	
27	*Parameter 5-12 Terminal 27 Digital Input* *parameter 5-30 Terminal 27 Digital Output*	*DI [2] Coast inverse* *DO [0] No operation*	Selectable for either digital input, digital output, or pulse output. The default setting is digital input.
29	*Parameter 5-13 Terminal 29 Digital Input*	*[14] Jog*	Digital input.
32	*Parameter 5-14 Terminal 32 Digital Input*	*[0] No operation*	Digital input, 24 V encoder. Terminal 33 can be used for pulse input.
33	*Parameter 5-15 Terminal 33 Digital Input*	*[16] Preset ref bit 0*	
37, 38	-	STO	Functional safety inputs.

Table 4.1 Terminal Descriptions - Digital Inputs/Outpus, Analog Input/Outputs

Terminal	Parameter	Default setting	Description
Analog inputs/outputs			
42	*Parameter 6-91 Terminal 42 Analog Output*	*[0] No operation*	Programmable analog output. The analog signal is 0–20 mA or 4–20 mA at a maximum of 500 Ω. Can also be configured as digital outputs.
50	–	+10 V DC	10 V DC analog supply voltage. 15 mA maximum commonly used for potentiometer or thermistor.
53	6-1* parameter group	–	Analog input. Only voltage mode is supported. It can also be used as digital input.
54	6-2* parameter group	–	Analog input. Selectable between voltage or current mode.
55	–	–	Common for analog input

Table 4.2 Terminal Descriptions - Digital Inputs/Outpus, Analog Input/Outputs

Terminal	Parameter	Default setting	Description
Serial communication			
61	–	–	Integrated RC-filter for cable screen. ONLY for connecting the screen when experiencing EMC problems.
68 (+)	8-3* parameter group	–	RS485 interface. A control card switch is provided for termination resistance.
69 (-)	8-3* parameter group	–	

Table 4.3 Terminal Descriptions - Serial Communication

Terminal	Parameter	Default setting	Description
Relays			
01, 02, 03	5-40	*[9] Alarm*	Form C relay output. These relays are in various locations depending upon the frequency converter configuration and size. Usable for AC or DC voltage and resistive or inductive loads.

Table 4.4 Terminal Descriptions - Serial Communication

4.8.2 Wiring to Control Terminals

Control terminal connectors can be unplugged from the frequency converter for ease of installation, as shown in *Illustration 4.8*.

For details about STO wiring, refer to *chapter 6 Safe Torque Off (STO)*.

NOTICE

Keep control cables as short as possible and separate them from high power cables to minimize interference.

1. Loosen the screws for the terminals.
2. Insert sleeved control cables into the slots.
3. Fasten the screws for the terminals.
4. Ensure that the contact is firmly established and not loose. Loose control wiring can be the source of equipment faults or less than optimal operation.

See *chapter 9.5 Cable Specifications* for control terminal cable sizes and *chapter 7 Application Examples* for typical control cable connections.

4.8.3 Enabling Motor Operation (Terminal 27)

A jumper wire is required between terminal 12 (or 13) and terminal 27 for the frequency converter to operate when using factory default programming values.

- Digital input terminal 27 is designed to receive 24 V DC external interlock command.
- When no interlock device is used, wire a jumper between control terminal 12 (recommended) or 13 to terminal 27. The jumper provides an internal 24 V signal on terminal 27.
- Only for GLCP: When the status line at the bottom of the LCP reads *AUTO REMOTE COAST*, it indicates that the unit is ready to operate but is missing an input signal on terminal 27.

NOTICE

UNABLE TO START

The frequency converter cannot operate without a signal on terminal 27, unless terminal 27 is reprogrammed.

4.8.4 Mechanical Brake Control

In hoisting/lowering applications, it is necessary to control an electro-mechanical brake.

- Control the brake using any relay output or digital output (terminal 27).
- Keep the output closed (voltage-free) as long as the frequency converter is unable to keep the motor at standstill, for example due to the load being too heavy.
- Select *[32] Mechanical brake control* in parameter group *5-4* Relays* for applications with an electro-mechanical brake.
- The brake is released when the motor current exceeds the preset value in *parameter 2-20 Release Brake Current*.
- The brake is engaged when the output frequency is less than the frequency set in *parameter 2-22 Activate Brake Speed [Hz]*, and only if the frequency converter carries out a stop command.

If the frequency converter is in alarm mode or in an overvoltage situation, the mechanical brake immediately closes.

The frequency converter is not a safety device. It is the responsibility of the system designer to integrate safety devices according to relevant national crane/lift regulations.

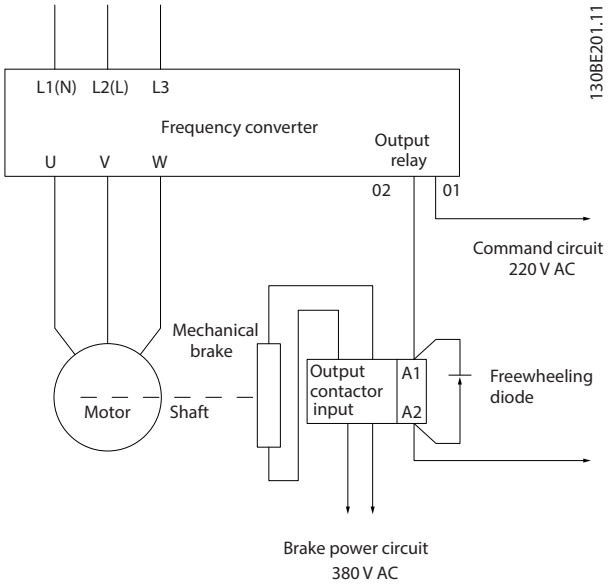


Illustration 4.10 Connecting the Mechanical Brake to the Frequency Converter

4.8.5 RS485 Serial Communication

Connect RS485 serial communication wiring to terminals (+)68 and (-)69.

- Screened serial communication cable is recommended.
- See *chapter 4.3 Grounding* for proper grounding.

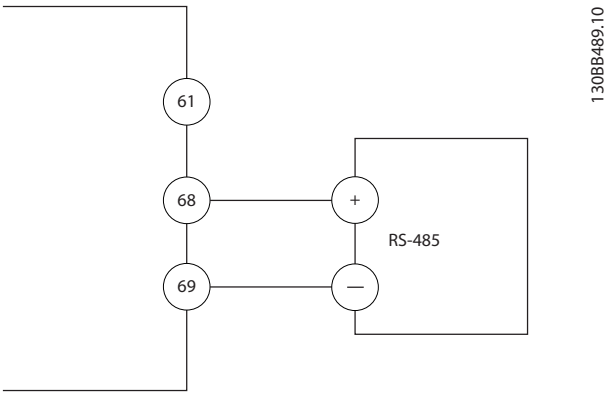


Illustration 4.11 Serial Communication Wiring Diagram

For basic serial communication set-up, select the following:

1. Protocol type in *parameter 8-30 Protocol*.
2. Frequency converter address in *parameter 8-31 Address*.
3. Baud rate in *parameter 8-32 Baud Rate*.

- Two communication protocols are internal to the frequency converter. Follow motor manufacturer wiring requirements.
  - Danfoss FC
  - Modbus RTU
- Functions can be programmed remotely using the protocol software and RS485 connection, or in parameter group *8-** Communications and Options* .
- Selecting a specific communication protocol changes various default parameter settings to match the specifications of the protocol, and makes extra protocol-specific parameters available.

4.9 Installation Checklist

Before completing installation of the unit, inspect the entire installation as detailed in *Table 4.5*. Check and mark the items when completed.

Inspect for	Description	☑
Auxiliary equipment	• Look for auxiliary equipment, switches, disconnects, or input fuses/circuit breakers, which may reside on the input power side of the frequency converter or output side to the motor. Ensure that they are ready for full-speed operation. • Check the function and installation of any sensors used for feedback to the frequency converter. • Remove any power factor correction capacitors on the motor(s). • Adjust any power factor correction capacitors on the mains side and ensure that they are dampened.	
Cable routing	• Ensure that the motor wiring and control wiring are separated, screened, or in 3 separate metallic conduits for high-frequency interference isolation.	
Control wiring	• Check for broken or damaged wires and loose connections. • Check that the control wiring is isolated from power and motor wiring for noise immunity. • Check the voltage source of the signals, if necessary. The use of screened cable or twisted pair is recommended. Ensure that the screen is terminated correctly.	
Cooling clearance	• Ensure that the top and bottom clearance is adequate to ensure proper air flow for cooling, see *chapter 3.3 Mounting*.	
Ambient conditions	• Check that requirements for ambient conditions are met.	
Fusing and circuit breakers	• Check for proper fusing or circuit breakers. • Check that all fuses are inserted firmly and are in operational condition and that all circuit breakers are in the open position.	
Grounding	• Check for sufficient ground connections and ensure that they are tight and free of oxidation. • Do not ground to conduit, or mount the back panel to a metal surface.	
Input and output power wiring	• Check for loose connections. • Check that the motor and mains cables are in separate conduit or separated screened cables.	
Panel interior	• Inspect that the unit interior is free of dirt, metal chips, moisture, and corrosion. • Check that the unit is mounted on an unpainted, metal surface.	
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 4.5 Installation Check List

⚠CAUTION

POTENTIAL HAZARD IN THE EVENT OF INTERNAL FAILURE

Risk of personal injury if the frequency converter is not properly closed.

- **Before applying power, ensure that all safety covers are in place and securely fastened.**

5 Commissioning

5.1 Safety Instructions

See *chapter 2 Safety* for general safety instructions.

⚠WARNING

HIGH VOLTAGE

Frequency converters contain high voltage when connected to AC mains input power. Failure to perform installation, start-up, and maintenance by qualified personnel could result in death or serious injury.

- **Installation, start-up, and maintenance must be performed by qualified personnel only.**

Before applying power:

1. Close the cover properly.
2. Check that all cable glands are firmly tightened.
3. Ensure that input power to the unit is off and locked out. Do not rely on the frequency converter disconnect switches for input power isolation.
4. Verify that there is no voltage on input terminals L1 (91), L2 (92), and L3 (93), phase-to-phase, and phase-to-ground.
5. Verify that there is no voltage on output terminals 96 (U), 97 (V), and 98 (W), phase-to-phase, and phase-to-ground.
6. Confirm continuity of the motor by measuring Ω values on U–V (96–97), V–W (97–98), and W–U (98–96).
7. Check for proper grounding of the frequency converter as well as the motor.
8. Inspect the frequency converter for loose connections on the terminals.
9. Confirm that the supply voltage matches the voltage of the frequency converter and the motor.

5.2 Applying Power

Apply power to the frequency converter using the following steps:

1. Confirm that the input voltage is balanced within 3%. If not, correct the input voltage imbalance before proceeding. Repeat this procedure after the voltage correction.
2. Ensure that any optional equipment wiring matches the installation application.
3. Ensure that all operator devices are in the OFF position. Panel doors must be closed and covers securely fastened.
4. Apply power to the unit. Do not start the frequency converter now. For units with a disconnect switch, turn it to the ON position to apply power to the frequency converter.

5.3 Local Control Panel Operation

5.3.1 Introduction

The frequency converter supports numerical local control panel (LCP), graphic local control panel (GLCP), and blind cover. This chapter describes the operations with LCP and GLCP.

NOTICE

The frequency converter can also be programmed from the MCT 10 Set-up Software on PC via RS485 communication port. This software can be ordered using code number 130B1000 or downloaded from the Danfoss website: *www.danfoss.com/BusinessAreas/DrivesSolutions/softwaredownload*.

5.3.2 Local Control Panel (LCP)

The numerical local control panel (LCP) is divided into 4 functional sections.

A. Numeric display.

B. Menu key.

C. Navigation keys and indicator lights (LEDs).

D. Operation keys and indicator lights (LEDs).

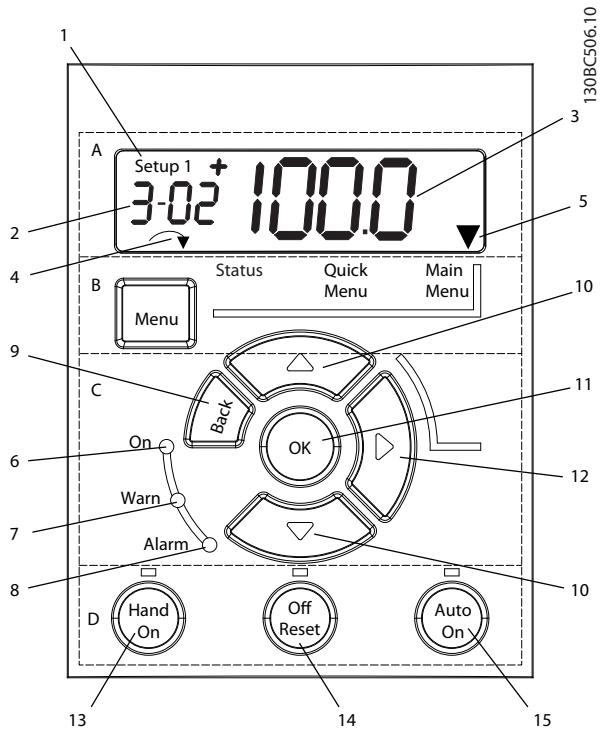


Illustration 5.1 View of the LCP

A. Numeric display

The LCD-display is back-lit with 1 numeric line. All data is displayed in the LCP.

1	The set-up number shows the active set-up and the edit set-up. If the same set-up acts as both active and edit set-up, only that set-up number is shown (factory setting). When active and edit set-up differ, both numbers are shown in the display (for example, set-up 12). The number flashing indicates the edit set-up.
2	Parameter number.
3	Parameter value.
4	Motor direction is shown in the bottom left of the display. A small arrow indicates the direction, either clockwise or counterclockwise.
5	The triangle indicates whether the LCP is in Status, Quick Menu, or Main Menu.

Table 5.1 Legend to *Illustration 5.1*, Section A

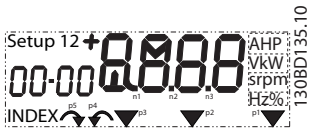


Illustration 5.2 Display Information

B. Menu key

Press [Menu] to select between Status, Quick Menu, or Main Menu.

C. Navigation keys and indicator lights (LEDs)

	Key	Function
9	[Back]	For moving to the previous step or layer in the navigation structure.
10	Arrows [▲] [▼]	For switching between parameter groups, parameters and within parameters or increasing/decreasing parameter values. Arrows can also be used for setting local reference.
11	[OK]	Press to access parameter groups or to enable a selection.
12	[►]	For moving from left to right within the parameter value to change each digit individually.

Table 5.2 Legend to *Illustration 5.1*, Navigation Keys

	Indicator	Light	Function
6	On	Green	The ON light activates when the frequency converter receives power from the mains voltage, a DC bus terminal, or an external 24 V supply.
7	Warn	Yellow	When warning conditions are met, the yellow WARN light comes on and text appears in the display area identifying the problem.
8	Alarm	Red	A fault condition causes the red alarm light to flash and an alarm text is displayed.

Table 5.3 Legend to *Illustration 5.1*, Indicator Lights (LEDs)

D. Operation keys and indicator lights (LEDs)

	Key	Function
13	Hand On	Starts the frequency converter in local control. • An external stop signal by control input or serial communication overrides the local hand on.
14	Off/Reset	Stops the motor but does not remove power to the frequency converter, or resets the frequency converter manually after a fault has been cleared.
15	Auto On	Puts the system in remote operational mode. • Responds to an external start command by control terminals or serial communication.

Table 5.4 Legend to *Illustration 5.1*, Section D

⚠WARNING

ELECTRICAL HAZARD

Even after pressing the [Off/Reset] key, voltage is present at the terminals of the frequency converter. Operating the [Off/Reset] key does not disconnect the frequency converter from mains. Touching live parts can result in death or serious injury.

- Do not touch any live parts.

5

5.3.3 The Right-key Function on LCP

Press [►] to edit any of the 4 digits on the display individually. When pressing [►] once, the cursor moves to the first digit, and the digit starts flashing as shown in *Illustration 5.3*. Press the [▲] [▼] to change the value. Pressing [►] does not change the value of the digits, or move the decimal point.

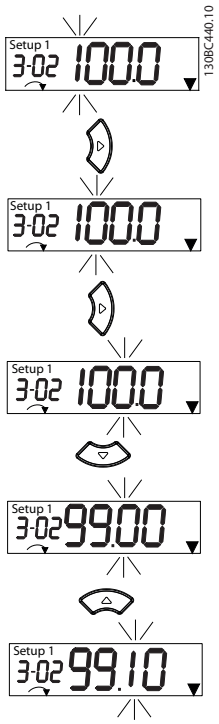


Illustration 5.3 Right-key Function

[►] can also be used for moving between parameter groups. When in Main Menu, press [►] to move to the first parameter in the next parameter group (for example, move from *parameter 0-03 Regional Settings [0] International* to *parameter 1-00 Configuration Mode [0] Open loop*).

NOTICE

During start-up, the LCP shows the message *INITIALISING*. When this message is no longer shown, the frequency converter is ready for operation. Adding or removing options can extend the duration of start-up.

5.3.4 Quick Menu on LCP

The *Quick Menu* gives easy access to the most frequently used parameters.

1. To enter *Quick Menu*, press [Menu] until the indicator in display is placed above *Quick Menu*.
2. Press [▲] [▼] to select either QM1 or QM2, then press [OK].
3. Press [▲] [▼] to browse through the parameters in *Quick Menu*.
4. Press [OK] to select a parameter.
5. Press [▲] [▼] to change the value of a parameter setting.
6. Press [OK] to accept the change.
7. To exit, press either [Back] twice (or 3 times if in QM2 and QM3) to enter *Status*, or press [Menu] once to enter *Main Menu*.

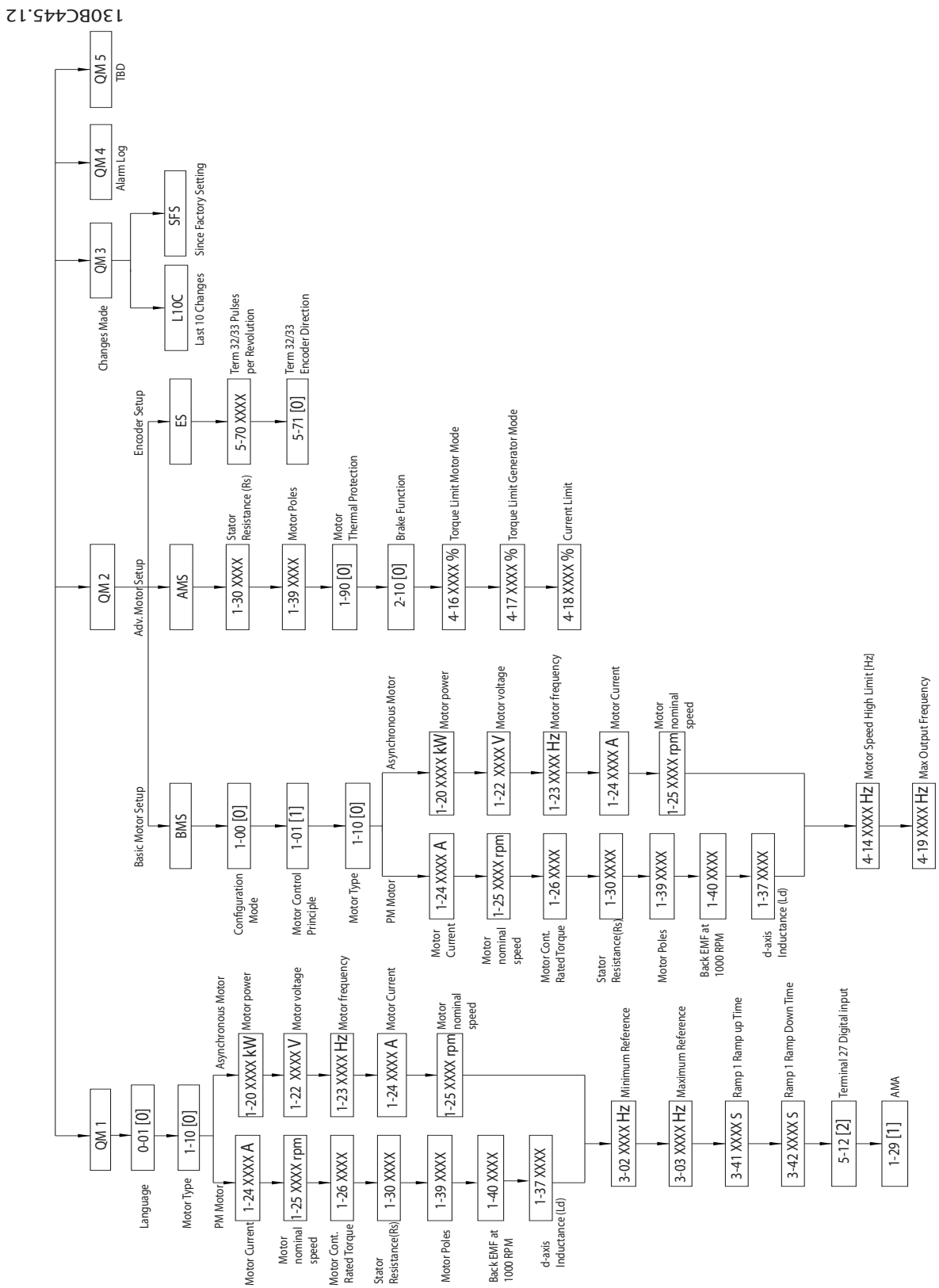


Illustration 5.4 Quick Menu Structure

5.3.5 Main Menu on LCP

The *Main Menu* gives access to all parameters.

1. To enter *Main Menu*, press [Menu] until the indicator in the display is placed above *Main Menu*.
2. [▲] [▼]: Browse through the parameter groups.
3. Press [OK] to select a parameter group.
4. [▲] [▼]: Browse through the parameters in the specific group.
5. Press [OK] to select the parameter.
6. [►] and [▲] [▼]: Set/change the parameter value.
7. Press [OK] to accept the value.
8. To exit, press either [Back] twice (or 3 times for array parameters) to enter *Main Menu*, or press [Menu] once to enter *Status*.

See *Illustration 5.5*, *Illustration 5.6*, and *Illustration 5.7* for the principles of changing the value of continuous, enumerated, and array parameters, respectively. The actions in the illustrations are described in *Table 5.5*, *Table 5.6*, and *Table 5.7*.

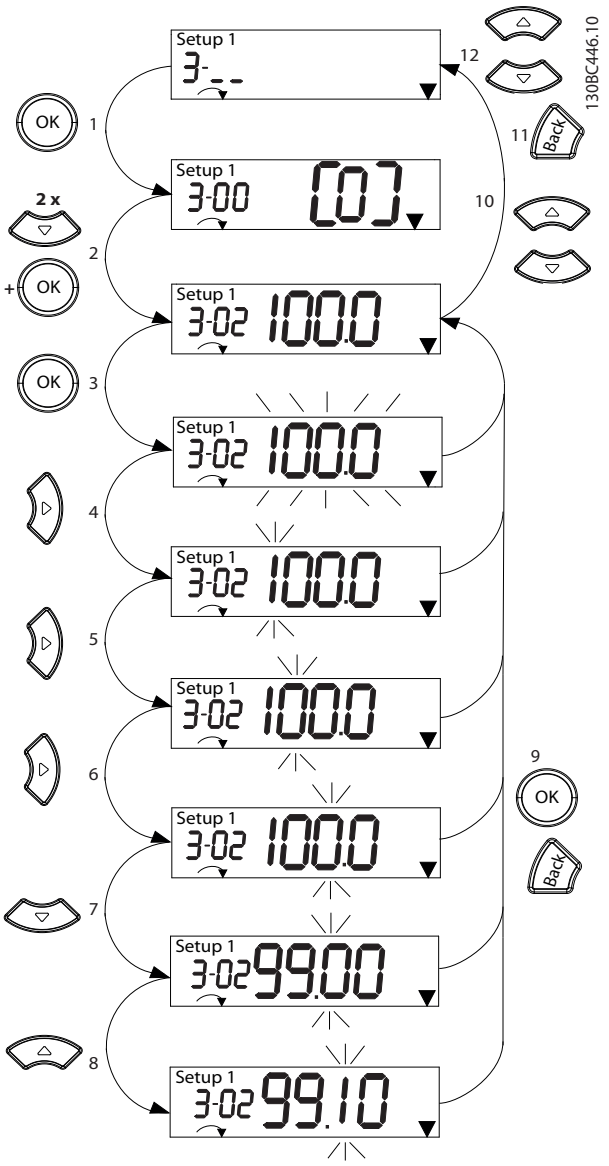


Illustration 5.5 Main Menu Interactions - Continuous Parameters

1	[OK]: The first parameter in the group is shown.
2	Press [▼] repeatedly to move down to the parameter.
3	Press [OK] to start editing.
4	[►]: First digit flashing (can be edited).
5	[►]: Second digit flashing (can be edited).
6	[►]: Third digit flashing (can be edited).
7	[▼]: Decreases the parameter value, the decimal point changes automatically.
8	[▲]: Increases the parameter value.
9	[Back]: Cancel changes, return to 2. [OK]: Accept changes, return to 2.
10	[▲][▼]: Select parameter within the group.
11	[Back]: Removes the value and shows the parameter group.
12	[▲][▼]: Select group.

Table 5.5 Changing Values in Continuous Parameters

For enumerated parameters, the interaction is similar, but the parameter value is shown in brackets because of the digits limitation (4 large digits) on LCP, and the enum can be greater than 99. When the enum value is greater than 99, the LCP can only show the first part of the bracket.

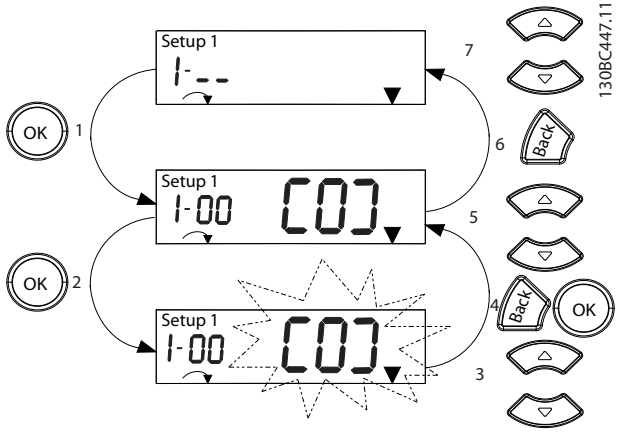


Illustration 5.6 Main Menu Interactions - Enumerated Parameters

1	[OK]: The first parameter in the group is shown.
2	Press [OK] to start editing.
3	[▲][▼]: Change parameter value (flashing).
4	Press [Back] to cancel changes or [OK] to accept changes (return to screen 2).
5	[▲][▼]: Select a parameter within the group.
6	[Back]: Removes the value and shows the parameter group.
7	[▲][▼]: Select a group.

Table 5.6 Changing Values in Enumerated Parameters

Array parameters function as follows:

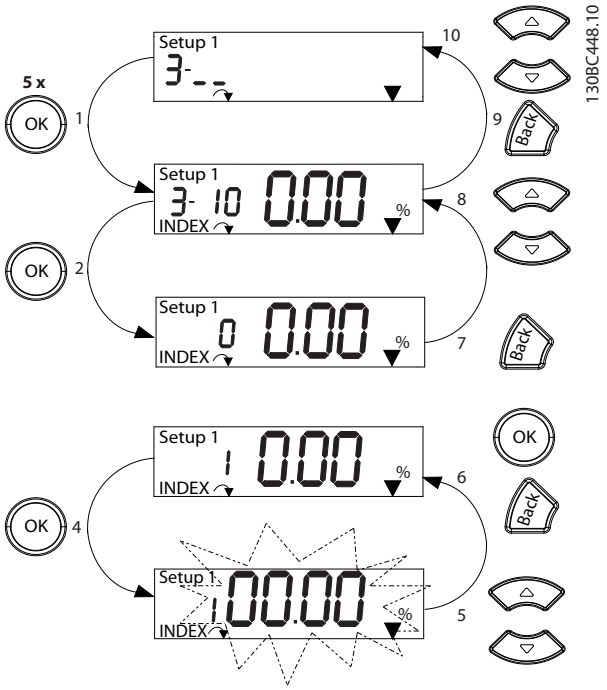


Illustration 5.7 Main Menu Interactions - Array Parameters

1	[OK]: Shows parameter numbers and the value in the first index.
2	[OK]: Index can be selected.
3	[▲][▼]: Select index.
4	[OK]: Value can be edited.
5	[▲][▼]: Change parameter value (flashing).
6	[Back]: Cancels changes. [OK]: Accepts changes.
7	[Back]: Cancels editing index, a new parameter can be selected.
8	[▲][▼]: Select parameter within the group.
9	[Back]: Removes parameter index value and shows the parameter group.
10	[▲][▼]: Select group.

Table 5.7 Changing Values in Array Parameters

5.3.6 GLCP Layout

The GLCP is divided into 4 functional groups (see *Illustration 5.8*).

A. Display area

B. Display menu keys

C. Navigation keys and indicator lights (LEDs)

D. Operation keys and reset

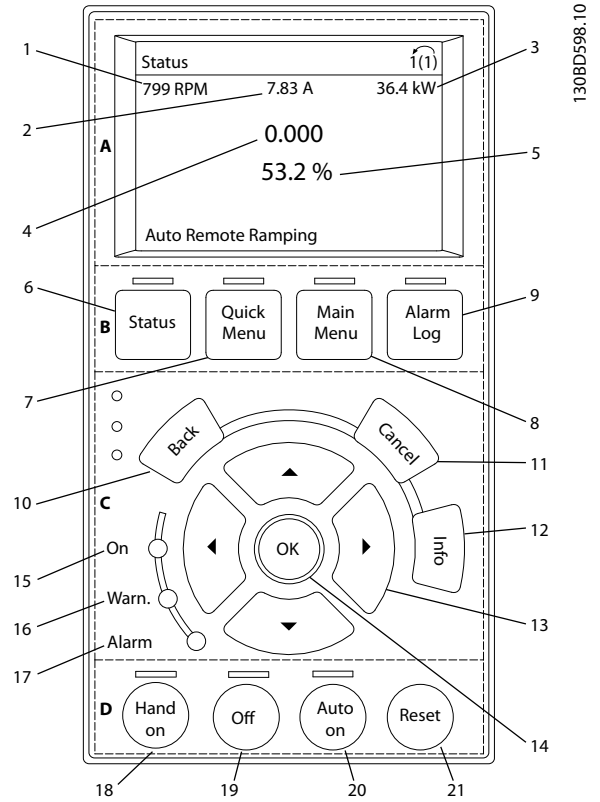


Illustration 5.8 Graphic Local Control Panel (GLCP)

A. Display area

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

The information displayed on the LCP can be customised for user application. Select options in the *Quick Menu Q3-13 Display Settings*.

Display	Parameter number	Default setting
1	0-20	[1602] Reference [%]
2	0-21	[1614] Motor Current
3	0-22	[1610] Power [kW]
4	0-23	[1613] Frequency
5	0-24	[1502] kWh Counter

Table 5.8 Legend to *Illustration 5.8*, Display Area

B. Display menu keys

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

	Key	Function
6	Status	Shows operational information.
7	Quick Menu	Allows access to programming parameters for initial set-up instructions and many detailed application instructions.
8	Main Menu	Allows access to all programming parameters.
9	Alarm Log	Displays a list of current warnings, the last 10 alarms, and the maintenance log.

Table 5.9 Legend to *Illustration 5.8*, Display Menu Keys

C. Navigation keys and indicator lights (LEDs)

Navigation keys are used for programming functions and moving the display cursor. The navigation keys also provide speed control in local operation. There are also 3 frequency converter status indicator lights in this area.

	Key	Function
10	Back	Reverts to the previous step or list in the menu structure.
11	Cancel	Cancels the last change or command as long as the display mode has not changed.
12	Info	Press for a definition of the function being displayed.
13	Navigation Keys	Use the 4 navigation keys to move between items in the menu.
14	OK	Press to access parameter groups or to enable a selection.

Table 5.10 Legend to *Illustration 5.8*, Navigation Keys

	Indicator	Light	Function
15	On	Green	The ON light activates when the frequency converter receives power from the mains voltage, a DC bus terminal, or an external 24 V supply.
16	Warn	Yellow	When warning conditions are met, the yellow WARN light turns on and text appears in the display area identifying the problem.
17	Alarm	Red	A fault condition causes the red alarm light to flash, and an alarm text is displayed.

Table 5.11 Legend to *Illustration 5.8*, Indicator Lights (LEDs)

D. Operation keys and reset
Operation keys are located at the bottom of the LCP.

	Key	Function
18	Hand On	Starts the frequency converter in local control. • An external stop signal by control input or serial communication overrides the local hand on.
19	Off	Stops the motor but does not remove power to the frequency converter.
20	Auto On	Puts the system in remote operational mode. • Responds to an external start command by control terminals or serial communication.
21	Reset	Resets the frequency converter manually after a fault has been cleared.

Table 5.12 Legend to *Illustration 5.8*, Operation Keys and Reset

NOTICE

To adjust the display contrast, press [Status] and the [▲]/[▼] keys.

5.3.7 Parameter Settings

Establishing the correct programming for applications often requires setting functions in several related parameters. Details for parameters are provided in *chapter 10.2 Parameter Menu Structure*.

Programming data is stored internally in the frequency converter.

- For back-up, upload data into the LCP memory.
- To download data to another frequency converter, connect the LCP to that unit and download the stored settings.
- Restoring factory default settings does not change data stored in the LCP memory.

5.3.8 Changing Parameter Settings with GLCP

Access and change parameter settings from the *Quick Menu* or from the *Main Menu*. The *Quick Menu* only gives access to a limited number of parameters.

1. Press [Quick Menu] or [Main Menu] on the LCP.
2. Press [▲] [▼] to browse through the parameter groups, press [OK] to select a parameter group.
3. Press [▲] [▼] to browse through the parameters, press [OK] to select a parameter.
4. Press [▲] [▼] to change the value of a parameter setting.
5. Press [◄] [►] to shift digit when a decimal parameter is in the editing state.
6. Press [OK] to accept the change.
7. Press either [Back] twice to enter Status, or press [Main Menu] once to enter the Main Menu.

View changes
Quick Menu Q5 - Changes Made lists all parameters changed from default settings.

- The list only shows parameters, which have been changed in the current edit set-up.
- Parameters, which have been reset to default values, are not listed.
- The message *Empty* indicates that no parameters have been changed.

5.3.9 Uploading/Downloading Data to/from the GLCP

1. Press [Off] to stop the motor before uploading or downloading data.
2. Press [Main Menu] *parameter 0-50 LCP Copy* and press [OK].
3. Select *[1] All to LCP* to upload data to the LCP or select *[2] All from LCP* to download data from the LCP.
4. Press [OK]. A progress bar shows the uploading or downloading progress.
5. Press [Hand On] or [Auto On] to return to normal operation.

5.3.10 Restoring Default Settings with GLCP

NOTICE

Risk of losing programming, motor data, localization, and monitoring records by restoration of default settings. To provide a back-up, upload data to the LCP before initialization.

Restoring the default parameter settings is done by initialization of the frequency converter. Initialization is carried out through *parameter 14-22 Operation Mode* (recommended) or manually. Initialisation does not reset the settings for *parameter 1-06 Clockwise Direction*.

- Initialization using *parameter 14-22 Operation Mode* does not reset frequency converter settings, such as operating hours, serial communication

selections, fault log, alarm log, and other monitoring functions.

- Manual initialization erases all motor, programming, localization, and monitoring data and restores factory default settings.

Recommended initialization procedure, via *parameter 14-22 Operation Mode*

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

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

6. Alarm 80 is displayed.
7. Press [Reset] to return to operation mode.

Manual initialization procedure

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 while applying power to the unit (approximately 5 s or until audible click and fan starts).

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

Manual initialization does not reset the following frequency converter information:

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

5.4 Basic Programming

5.4.1 Asynchronous Motor Set-up

Enter the following motor data. The information can be found on the motor nameplate.

1. *Parameter 1-20 Motor Power [kW]*.
2. *Parameter 1-22 Motor Voltage*.
3. *Parameter 1-23 Motor Frequency*.
4. *Parameter 1-24 Motor Current*.
5. *Parameter 1-25 Motor Nominal Speed*.

For optimum performance in VVC+ mode, extra motor data is required to set up the following parameters. The data is found in the motor datasheet (this data is typically not available on the motor nameplate). Run a complete AMA using *parameter 1-29 Automatic Motor Adaptation (AMA) [1] Enable Complete AMA* or enter the parameters manually.

1. *Parameter 1-30 Stator Resistance (Rs)*.
2. *Parameter 1-31 Rotor Resistance (Rr)*.
3. *Parameter 1-33 Stator Leakage Reactance (X1)*.
4. *Parameter 1-35 Main Reactance (Xh)*.

Application-specific adjustment when running VVC+

VVC+ is the most robust control mode. In most situations, it provides optimum performance without further adjustments. Run a complete AMA for best performance.

5.4.2 PM Motor Set-up in VVC+

Initial programming steps

1. Set *parameter 1-10 Motor Construction* to the following options to activate PM motor operation:
   - *[1] PM, non salient SPM*
   - *[2] PM, salient IPM, non Sat*
   - *[3]PM, salient IPM, Sat*
2. Select *[0] Open Loop* in *parameter 1-00 Configuration Mode*.

NOTICE

Encoder feedback is not supported for PM motors.

Programming motor data

After selecting PM motor in *parameter 1-10 Motor Construction*, the PM motor-related parameters in parameter groups *1-2* Motor Data*, *1-3* Adv. Motor Data*, and *1-4* Adv. Motor Data II* are active.
The information can be found on the motor nameplate and in the motor data sheet.
Programme the following parameters in the listed order.

1. *Parameter 1-24 Motor Current*.
2. *Parameter 1-26 Motor Cont. Rated Torque*.
3. *Parameter 1-25 Motor Nominal Speed*.
4. *Parameter 1-39 Motor Poles*.
5. *Parameter 1-30 Stator Resistance (Rs)*.
   Enter line to common stator winding resistance (Rs). If only line-line data is available, divide the line-line value by 2 to achieve the line to common (starpoint) value.
   It is also possible to measure the value with an ohmmeter, which also takes the resistance of the cable into account. Divide the measured value by 2 and enter the result.

6. *Parameter 1-37 d-axis Inductance (Ld)*.
   Enter line to common direct axis inductance of the PM motor.
   If only line-line data is available, divide the line-line value with 2 to achieve the line-common (starpoint) value.
   It is also possible to measure the value with an inductance meter, which also takes the inductance of the cable into account. Divide the measured value by 2 and enter the result.
7. *Parameter 1-40 Back EMF at 1000 RPM*.
   Enter line-to-line back EMF of PM motor at 1000 RPM mechanical speed (RMS value). Back EMF is the voltage generated by a PM motor when no frequency converter is connected and the shaft is turned externally. Back EMF is normally specified for nominal motor speed or for 1000 RPM measured between 2 lines. If the value is not available for a motor speed of 1000 RPM, calculate the correct value as follows: For example, if back EMF at 1800 RPM is 320 V, the back EMF at 1000 RPM is:
   Back EMF=(Voltage/RPM)x1000=(320/1800)x1000=178.
   Program this value for *parameter 1-40 Back EMF at 1000 RPM*.

Test motor operation

1. Start the motor at low speed (100–200 RPM). If the motor does not turn, check installation, general programming and motor data.

Parking

This function is the recommended choice for applications where the motor is rotating at slow speed (for example, windmilling in fan applications). *Parameter 2-06 Parking Current* and *parameter 2-07 Parking Time* are adjustable. Increase the factory setting of these parameters for applications with high inertia.

Start the motor at nominal speed. If the application does not run well, check the VVC+ PM settings. *Table 5.13* shows recommendations in different applications.

Application	Settings
Low inertia applications I_{Load}/I_{Motor} <5	• Increase the value for *parameter 1-17 Voltage filter time const.* by factor 5–10. • Reduce the value for *parameter 1-14 Damping Gain*. • Reduce the value (<100%) for *parameter 1-66 Min. Current at Low Speed*.
Medium inertia applications 50>I_{Load}/I_{Motor} >5	Keep calculated values.
High inertia applications I_{Load}/I_{Motor} > 50	Increase the values for *parameter 1-14 Damping Gain*, *parameter 1-15 Low Speed Filter Time Const.*, and *parameter 1-16 High Speed Filter Time Const.*
High load at low speed <30% (rated speed)	Increase the value for *parameter 1-17 Voltage filter time const.* Increase the value for *parameter 1-66 Min. Current at Low Speed* (>100% for longer time can overheat the motor).

Table 5.13 Recommendations in Different Applications

If the motor starts oscillating at a certain speed, increase *parameter 1-14 Damping Gain*. Increase the value in small steps.

Starting torque can be adjusted in *parameter 1-66 Min. Current at Low Speed*. 100% provides nominal torque as starting torque.

5.4.3 Automatic Motor Adaptation (AMA)

Automatic motor adaptation (AMA)

It is highly recommended to run AMA, because it measures the electrical characteristics of the motor to optimize compatibility between the frequency converter and the motor under VVC+ mode.

- The frequency converter builds a mathematical model of the motor for regulating output motor current, thus enhancing motor performance.
- Some motors may be unable to run the complete version of the test. In that case, select *[2] Enable reduced AMA* in *parameter 1-29 Automatic Motor Adaption (AMA)*.
- If warnings or alarms occur, see *chapter 8.4 List of Warnings and Alarms*.
- Run this procedure on a cold motor for best results.

To run AMA using the LCP

1. By default parameter setting, connect terminals 12 and 27 before running AMA.
2. Enter the *Main Menu*.
3. Go to parameter group *1-** Load and Motor*.
4. Press [OK].
5. Set motor parameters using nameplate data for parameter group *1-2* Motor Data*.
6. Set motor cable length in *parameter 1-42 Motor Cable Length*.
7. Go to *parameter 1-29 Automatic Motor Adaptation (AMA)*.
8. Press [OK].
9. Select *[1] Enable complete AMA*.
10. Press [OK].
11. The test runs automatically and indicates when it is complete.

Depending on the power size, the AMA takes 3 to 10 minutes to complete.

NOTICE

The AMA function does not cause the motor to run and it does not harm the motor.

5.5 Checking Motor Rotation

Before running the frequency converter, check the motor rotation.

1. Press [Hand On].
2. Press [▲] for positive speed reference.
3. Check that the speed displayed is positive.

Verity that the wiring between the frequency converter and the motor is correct.

Verity that the motor running direction matches the setting in *parameter 1-06 Clockwise Direction*.

- When *parameter 1-06 Clockwise Direction* is set to *[0] Normal* (default clockwise):
  - a. 4a. Verify that the motor turns clockwise.
  - b. 5a. Verify that the LCP direction arrow is clockwise.
- When *parameter 1-06 Clockwise Direction* is set to *[1] Inverse* (counterclockwise):

1a 4b. Verify that the motor turns counter-clockwise.

1b 5b. Verify that the LCP direction arrow is counterclockwise.

5.6 Checking Encoder Rotation

Only check encoder rotation if encoder feedback is used.

1. Select *[0] Open Loop* in *parameter 1-00 Configuration Mode*.
2. Select *[1] 24 V encoder* in *parameter 7-00 Speed PID Feedback Source*.
3. Press [Hand On].
4. Press [▲] for positive speed reference (*parameter 1-06 Clockwise Direction* at *[0] Normal*).
5. Check in *parameter 16-57 Feedback [RPM]* that the feedback is positive.

NOTICE

NEGATIVE FEEDBACK

If the feedback is negative, the encoder connection is wrong. Use *parameter 5-71 Term 32/33 Encoder Direction* to inverse the direction, or reverse the encoder cables.

5.7 Local-control Test

1. Press [Hand On] to provide a local start command to the frequency converter.
2. Accelerate the frequency converter 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]. Note any deceleration problems.

If acceleration or deceleration problems occur, see *chapter 8.5 Troubleshooting*. See *chapter 8.2 Warning and Alarm Types* for resetting the frequency converter after a trip.

5.8 System Start-up

The procedure in this section requires user-wiring and application programming to be completed. The following procedure is recommended after application set-up is completed.

1. Press [Auto On].
2. Apply an external run command.
3. Adjust the speed reference throughout the speed range.
4. Remove the external run command.
5. Check the sound and vibration levels of the motor to ensure that the system is working as intended.

If warnings or alarms occur, see *chapter 8.2 Warning and Alarm Types* for resetting the frequency converter after a trip.

5.9 STO Commissioning

Refer to *chapter 6 Safe Torque Off (STO)* for the correct installation and commissioning of STO.

6 Safe Torque Off (STO)

The Safe Torque Off (STO) function is a component in a safety control system. STO prevents the unit from generating the energy that is required to rotate the motor, thus ensuring safety in emergency situations.

The STO function is designed and approved suitable for the requirements of:

- IEC/EN 61508: 2010 SIL 2
- IEC/EN 61800-5-2: 2007 SIL2
- IEC/EN 62061: 2005 SILCL of SIL2
- EN ISO 13849-1: 2008 Category 3 PL d

To achieve the desired level of operational safety, select and apply the components in the safety control system appropriately. Before using STO, carry out a thorough risk analysis on the installation to determine whether the STO function and safety levels are appropriate and sufficient.

The STO function in the frequency converter is controlled via control terminals 37 and 38. When STO is activated, the power supply on the high side and low side of the IGBT gate driving circuits are cut off. *Illustration 6.1* shows the STO architecture. *Table 6.1* shows STO statuses based on whether terminals 37 and 38 are energized.

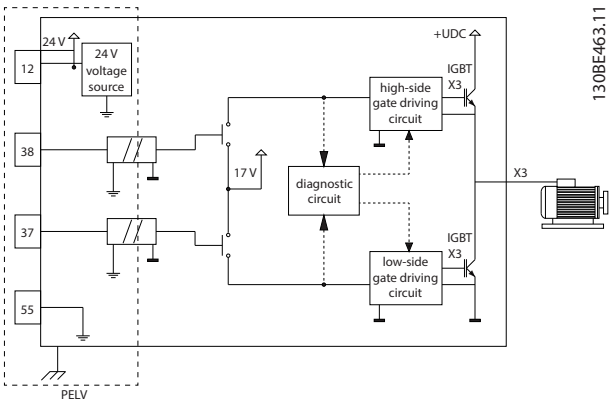


Illustration 6.1 STO Architecture

Terminal 37	Terminal 38	Torque	Warning or alarm
Energized[1)]	Energized	Yes[2)]	No warnings or alarms.
De-energized[3)]	De-energized	No	Warning/alarm 68: Safe Stop.
De-energized	Energized	No	Alarm 188: STO Function Fault.
Energized	De-energized	No	Alarm 188: STO Function Fault.

Table 6.1 STO Status

1) Voltage range is 24 V±5 V, with terminal 55 as the reference terminal.
2) Torque is present only when the frequency converter is operating.
3) Open circuit, or the voltage within the range of 0 V±1.5 V, with terminal 55 as the reference terminal.

Test pulse filtering

For safety devices that generate test pulses on the STO control lines, if the pulse signals stay at low level (≤1.8 V) for no longer than 5 ms, they are ignored, as shown in *Illustration 6.2*.

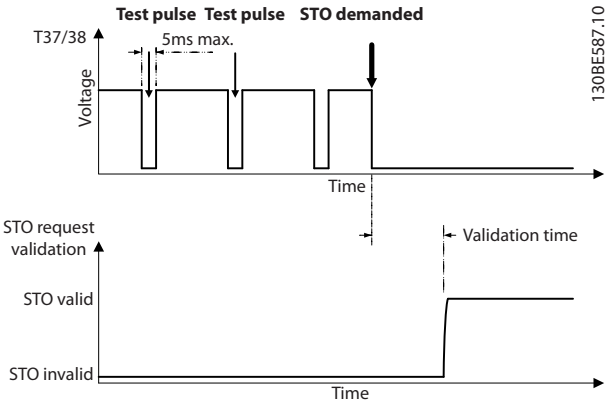


Illustration 6.2 Test Pulse Filtering

Asynchronous input tolerance

The input signals at the 2 terminals are not always synchronous. If the discrepancy between the 2 signals is longer than 12 ms, the STO fault alarm (*alarm 188 STO Function Fault*) occurs.

Valid signals

To activate STO, the 2 signals must be both at low level for at least 80 ms. To terminate STO, the 2 signals must be both at high level for at least 20 ms. Refer to *chapter 9.6 Control Input/Output and Control Data* for the voltage levels and input current of STO terminals.

6.1 Safety Precautions for STO

Qualified personnel
Only qualified personnel are allowed to install or operate this equipment.

Qualified personnel are defined as trained staff, who are authorized to install, commission, and maintain equipment, systems, and circuits in accordance with pertinent laws and regulations. Additionally, the personnel must be familiar with the instructions and safety measures described in this manual.

NOTICE

After installation of STO, perform a commissioning test as specified in *chapter 6.3.3 STO Commissioning Test*. A passed commissioning test is mandatory after first installation and after each change to the safety installation.

⚠WARNING

RISK OF ELECTRICAL SHOCK

The STO function does NOT isolate mains voltage to the frequency converter or auxiliary circuits, and therefore does not provide electrical safety. Failure to isolate the mains voltage supply from the unit and wait the time specified could result in death or serious injury.

- **Perform work on electrical parts of the frequency converter or the motor only after isolating the mains voltage supply and waiting the time specified in *chapter 2.3.1 Discharge Time*.**

NOTICE

When designing the machine application, consider the timing and distance for a coast to stop (STO). For more information regarding stop categories, refer to EN 60204-1.

6.2 Safe Torque Off Installation

For motor connection, AC mains connection, and control wiring, follow the instructions for safe installation in *chapter 4 Electrical Installation*.

Enable the integrated STO as follows:

1. Remove the jumper between control terminals 12 (24 V), 37, and 38. Cutting or breaking the jumper is not sufficient to avoid short-circuiting. See the jumper in *Illustration 6.3*.

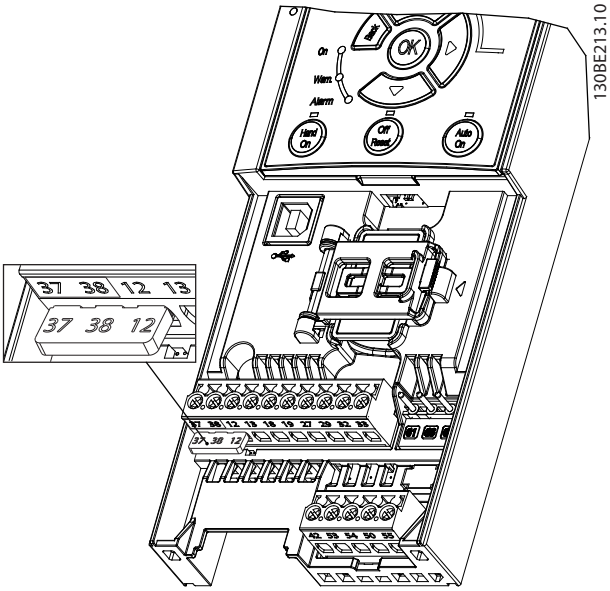
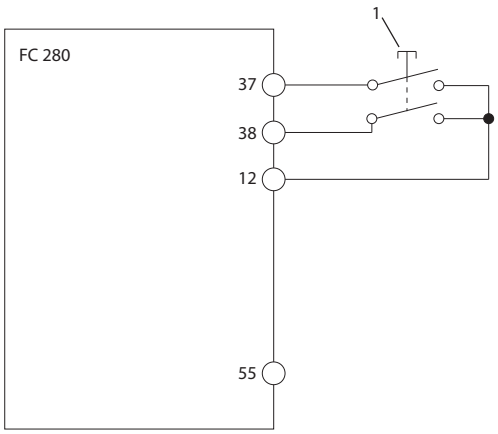


Illustration 6.3 Jumper between Terminal 12 (24 V), 37, and 38

2. Connect a dual-channel safety device (for example safety PLC, light curtain, safety relay, or emergency stop button) to terminals 37 and 38 to form a safety application. The device must comply with the desired safety level based on the hazard assessment. *Illustration 6.4* shows the wiring schematic of STO applications where the frequency converter and the safety device are in the same cabinet. *Illustration 6.5* shows the wiring schematic of STO applications where external supply is used.

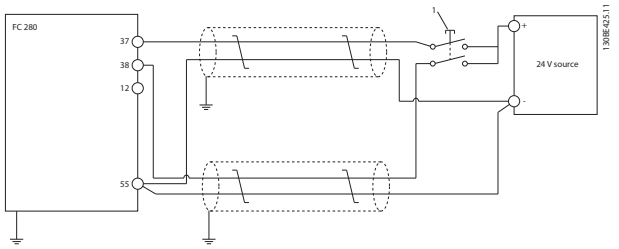
NOTICE

The STO signal must be PELV supplied.



1	Safety device

Illustration 6.4 STO Wiring in 1 Cabinet, Frequency Converter Provides the Supply Voltage



1	Safety device

Illustration 6.5 STO Wiring, External Supply

3. Complete the wiring according to the instructions in *chapter 4 Electrical Installation*, and:
   - Eliminate short circuit risks.
   - Ensure that the STO cables are screened if they are longer than 20 m.
   - Connect the safety device directly to terminals 37 and 38.

6.3 STO Commissioning

6.3.1 Activation of Safe Torque Off

To activate the STO function, remove the voltage at terminals 37 and 38 of the frequency converter.

When STO is activated, the frequency converter issues *alarm 68, Safe Stop* or *warning 68, Safe Stop*, trips the unit, and coasts the motor to stop. Use the STO function to stop the frequency converter in emergency stop situations. In normal operating mode when STO is not required, use the standard stop function instead.

NOTICE

If STO is activated while the frequency converter issues warning 8 or alarm 8 (DC undervoltage), the frequency converter skips the *alarm 68, Safe Stop*, but the STO operation is not affected.

6.3.2 Deactivation of Safe Torque Off

Follow the instructions in *Table 6.2* to deactivate the STO function and resume normal operation based on the restart mode of the STO function.

⚠WARNING

RISK OF INJURY OR DEATH

Reapplying 24 V DC supply to either terminal 37 or 38 terminates the SIL2 STO state, potentially starting the motor. Unexpected motor start may cause personal injuries or death.

- **Ensure that all safety measures are taken before reapplying 24 V DC supply to terminals 37 and 38.**

Restart mode	Steps to deactivate STO and resume normal operation	Restart mode configuration
Manual restart	1. Reapply 24 V DC supply to terminals 37 and 38. 2. Initiate a reset signal (via fieldbus, digital I/O, or [Reset]/[Off Reset] key on the LCP).	Default setting. *Parameter 5-19 Terminal 37/38 SAFE STOP=[1] Safe Stop Alarm*
Automatic restart	Reapply 24 V DC supply to terminals 37 and 38.	*Parameter 5-19 Terminal 37/38 SAFE STOP= [3] Safe Stop Warning*.

Table 6.2 STO Deactivation

6.3.3 STO Commissioning Test

After installation and before first operation, perform a commissioning test of the installation using STO. Perform the test again after each modification of the installation or application involving the STO.

NOTICE

A successful commissioning test of the STO function is required after the initial installation, and after each subsequent change to the installation.

To perform a commissioning test:

- Follow the instructions in *chapter 6.3.4 Test for STO Applications in Manual Restart Mode* if STO is set to manual restart mode.
- Follow the instructions in *chapter 6.3.5 Test for STO Applications in Automatic Restart Mode* if STO is set to automatic restart mode.

6.3.4 Test for STO Applications in Manual Restart Mode

For applications where *parameter 5-19 Terminal 37/38 SAFE STOP* is set to the default value *[1] Safe Stop Alarm*, conduct the commissioning test as follows.

1. Set *parameter 5-40 Function Relay* to *[190] Safe Function active*.
2. Remove the 24 V DC voltage supply to terminals 37 and 38 using the safety device while the frequency converter drives the motor (that is, the mains supply is not interrupted).
3. Verify that:
   - 3a The motor coasts. It may take a long time for the motor to stop.
   - 3b The customer relay activates (if connected).
   - 3c If the LCP is mounted, *alarm 68, Safe Stop* shows on the LCP. If the LCP is not mounted, *alarm 68, Safe Stop* is logged in *parameter 15-30 Alarm Log: Error Code*.
4. Reapply 24 V DC to terminals 37 and 38.
5. Ensure that the motor remains in the coasted state, and the customer relay (if connected) remains activated.
6. Send reset signal (via fieldbus, digital I/O, or [Reset]/[Off Reset] key on the LCP).
7. Ensure that the motor becomes operational and runs within the original speed range.

The commissioning test is successfully completed when all the above steps are passed.

6.3.5 Test for STO Applications in Automatic Restart Mode

For applications where *parameter 5-19 Terminal 37/38 SAFE STOP* is set to *[3] Safe Stop Warning*, conduct the commissioning test as follows:

1. Remove the 24 V DC voltage supply to terminals 37 and 38 by the safety device while the frequency converter drives the motor (that is, the mains supply is not interrupted).
2. Verify that:
   - 2a The motor coasts. Note that it may take a long time for the motor to stop.
   - 2b The customer relay activates (if connected).
   - 2c *Warning 68, Safe Stop W68* shows on the LCP if the LCP is mounted.
   - 2d If the LCP is not mounted, *Warning 68, Safe Stop W68* is logged in *parameter 15-30 Alarm Log: Error Code*.
3. Reapply 24 V DC to terminals 37 and 38.
4. Ensure that the motor becomes operational and runs within the original speed range.

The commissioning test is successfully completed when all the above steps are passed.

NOTICE

See the warning on the restart behavior in *chapter 6.1 Safety Precautions for STO*.

6.4 Maintenance and Service for STO

- The user is responsible for security measures.
- The frequency converter parameters can be protected with password.

The functional test consists of 2 parts:

- Basic functional test.
- Diagnostic functional test.

When all the steps are completed successfully, the functional test is successful.

Basic functional test

If the STO function has not been used for 1 year, conduct a basic functional test to detect any failure or malfunction of STO.

1. Ensure that *parameter 5-19 Terminal 37/38 SAFE STOP* is set to **[1] Safe Stop Alarm*.
2. Remove the 24 V DC voltage supply for terminals 37 and 38.
3. Check if the LCP displays the alarm *alarm 68, Safe Stop*.
4. Verify that the frequency converter trips the unit.
5. Verify that the motor is coasting and stops completely.
6. Initiate a start signal (via fieldbus, digital I/O, or the LCP), and verify that the motor does not start.
7. Reconnect the 24 V DC voltage supply to terminals 37 and 38.
8. Verify that the motor is not started automatically and restarts only by giving a reset signal (via fieldbus, digital I/O, or [Reset]/[Off Reset] key on the LCP).

Diagnostic functional test

1. Verify that *warning 68, Safe Stop* and *alarm 68, Safe Stop* do not occur when 24 V supply is connected to terminals 37 and 38.
2. Remove the 24 V supply for terminal 37, and verify that the LCP displays *alarm 188, STO Function Fault* if the LCP is mounted. If the LCP is not mounted, verify that *alarm 188, STO Function Fault* is logged in *parameter 15-30 Alarm Log: Error Code*.
3. Reapply 24 V supply to terminal 37, and verify that resetting the alarm is successful.
4. Remove the 24 V supply for terminal 38 and verify that the LCP displays *alarm 188, STO Function Fault* if the LCP is mounted. If the LCP is not mounted, verify that *alarm 188, STO Function Fault* is logged in *parameter 15-30 Alarm Log: Error Code*.
5. Reapply 24 V supply to terminal 38 and verify that resetting the alarm is successful.

6.5 STO Technical Data

The Failure Modes, Effects, and Diagnostic Analysis (FMEDA) is performed based on the following assumptions:

- FC 280 takes 10% of the total failure budget for an SIL2 safety loop.
- Failure rates are based on the Siemens SN29500 database.
- Failure rates are constant; wear-out mechanisms are not included.
- For each channel, the safety-related components are considered to be of type A with a hardware fault tolerance of 0.
- The stress levels are average for an industrial environment and the working temperature of components is up to 85 °C.
- A safe error (for example output in safe state) is repaired within 8 hours.

Safety standards	Safety of Machinery	ISO 13849-1, IEC 62061
	Functional Safety	IEC 61508
Safety function	Safe Torque Off	IEC 61800-5-2
Safety performance	**ISO 13849-1**	
	Category	Cat. 3
	Diagnostic Coverage (DC)	60% (Low)
	Mean Time to Dangerous Failure (MTTFd)	2400 years (High)
	Performance Level	PL d
	IEC 61508/IEC 61800-5-2/IEC 62061	
	Safety Integrity Level	SIL2
	Probability of Dangerous Failure per Hour (PFH)	7.54E-9 (1/h)
	Probability of Dangerous Failure on Demand (PFD)	6.05E-4
	Safe Failure Fraction (SFF)	> 84%
	Hardware Fault Tolerance (HFT)	1 (Type A, 1oo2D)
	Proof Test Interval	20 Years
	Common Cause Failure (CCF)	β=5%
	Diagnostic Test Interval (DTI)	160 ms
	Systematic Capability	SC 2
Reaction time[1)]	Input to output response time	Enclosure sizes K1–K3: Maximum 50 ms Enclosure sizes K4 and K5: Maximum 30 ms

Table 6.3 Technical Data for STO

1) Reaction time is the amount of time from an input signal condition that triggers the STO until the torque is off on the motor.

7 Application Examples

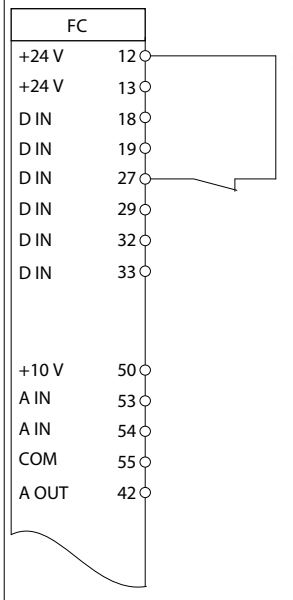
The examples in this section are intended as a quick reference for common applications.

- Parameter settings are the regional default values unless otherwise indicated (selected in *parameter 0-03 Regional Settings*).
- Parameters associated with the terminals and their settings are shown next to the drawings.
- Required switch settings for analog terminals 53 or 54 are also shown.

NOTICE

When the STO feature is not used, a jumper wire is required between terminals 12, 37, and 38 for the frequency converter to operate with factory default programming values.

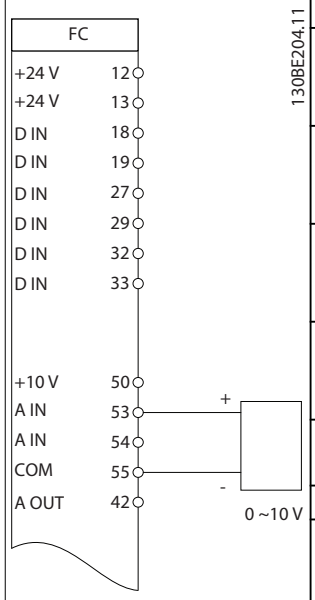
7.1.1 AMA



	Parameters	
	Function	**Setting**
	Parameter 1-29 Automatic Motor Adaptation (AMA)	*[1] Enable complete AMA*
	Parameter 5-12 Terminal 27 Digital Input	*[2] Coast inverse*
	*=Default value	
	Notes/comments: Set parameter group *1-2* Motor Data* according to motor specifications. ***NOTICE*** **If terminal 12 and 27 are not connected, set *parameter 5-12 Terminal 27 Digital Input* to *[0] No operation*.**	

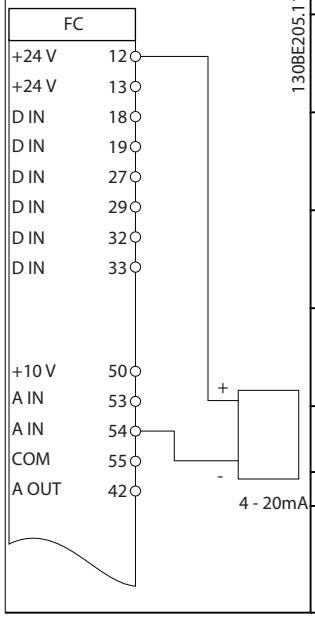
Table 7.1 AMA with T27 Connected

7.1.2 Speed



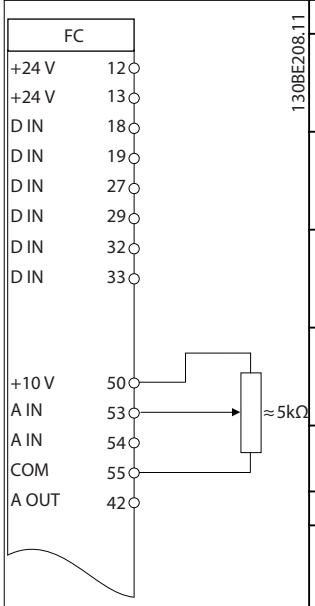
	Parameters	
	Function	**Setting**
	Parameter 6-10 Terminal 53 Low Voltage	0.07 V*
	Parameter 6-11 Terminal 53 High Voltage	10 V*
	Parameter 6-14 Terminal 53 Low Ref./Feedb. Value	0
	Parameter 6-15 Terminal 53 High Ref./Feedb. Value	50
	Parameter 6-19 Terminal 53 mode	*[1] Voltage*
	*=Default value	
	Notes/comments:	

Table 7.2 Analog Speed Reference (Voltage)



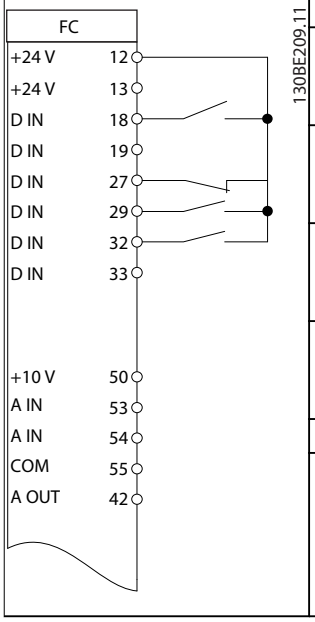
	Parameters	
	Function	**Setting**
	Parameter 6-12 Terminal 53 Low Current	4 mA*
	Parameter 6-13 Terminal 53 High Current	20 mA*
	Parameter 6-14 Terminal 53 Low Ref./Feedb. Value	0
	Parameter 6-15 Terminal 53 High Ref./Feedb. Value	50
	Parameter 6-19 Terminal 53 mode	*[0] current*
	*=Default value	
	Notes/comments:	

Table 7.3 Analog Speed Reference (Current)



	Parameters	
	Function	**Setting**
	Parameter 6-10 Terminal 53 Low Voltage	0.07 V*
	Parameter 6-11 Terminal 53 High Voltage	10 V*
	Parameter 6-14 Terminal 53 Low Ref./Feedb. Value	0
	Parameter 6-15 Terminal 53 High Ref./Feedb. Value	50
	Parameter 6-19 Terminal 53 mode	*[1] voltage*
	*=Default value	
	Notes/comments:	

Table 7.4 Speed Reference (Using a Manual Potentiometer)



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

Table 7.5 Speed Up/Speed Down

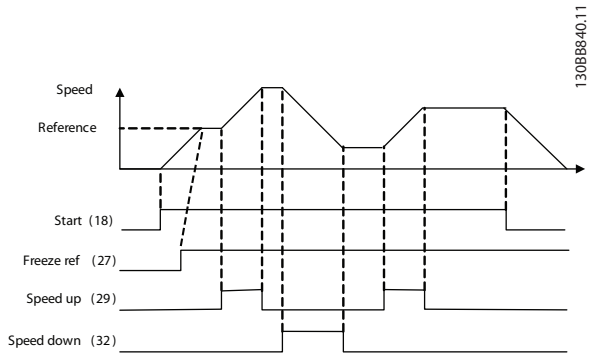
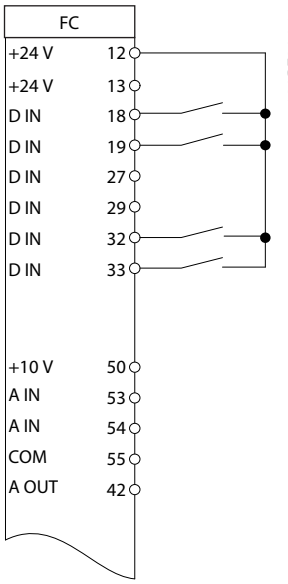


Illustration 7.1 Speed Up/Speed Down

7.1.3 Start/Stop

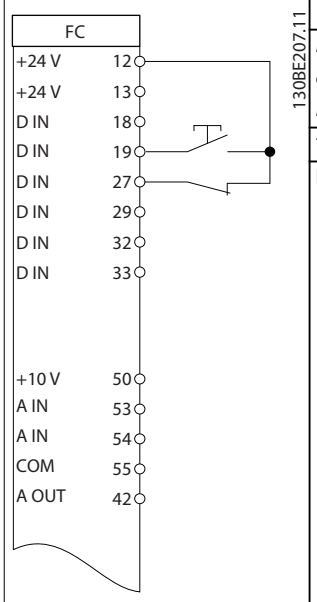


	Parameters	
	Function	**Setting**
	Parameter 5-10 Terminal 18 Digital Input	*[8] Start
	Parameter 5-11 Terminal 19 Digital Input	*[10] Reversing
	Parameter 5-12 Terminal 27 Digital Input	*[0] No operation
	Parameter 5-14 Terminal 32 Digital Input	*[16] Preset ref bit 0
	Parameter 5-15 Terminal 33 Digital Input	*[17] Preset ref bit 1
	Parameter 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 7.6 Start/Stop with Reversing and 4 Preset Speeds

7

7.1.4 External Alarm Reset



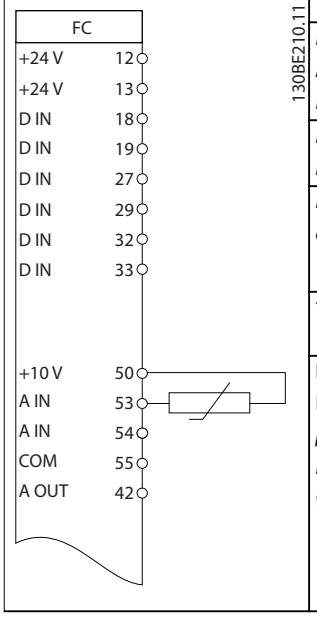
Parameters	
Function	**Setting**
Parameter 5-11 Terminal 19 Digital Input	*[1] Reset*
*=Default value	
Notes/comments:	

Table 7.7 External Alarm Reset

7.1.5 Motor Thermistor

NOTICE

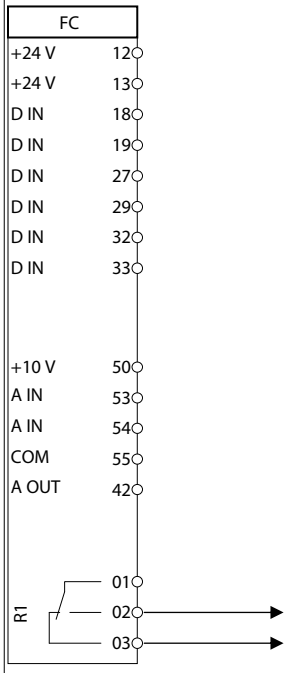
To meet PELV insulation requirements, use reinforced or double insulation on the thermistors.



Parameters	
Function	**Setting**
Parameter 1-90 Motor Thermal Protection	*[2] Thermistor trip*
Parameter 1-93 Thermistor Source	*[1] Analog input 53*
Parameter 6-19 Terminal 53 mode	*[1] Voltage*
* = Default value	
Notes/comments: If only a warning is needed, set *parameter 1-90 Motor Thermal Protection* to *[1] Thermistor warning.*	

Table 7.8 Motor Thermistor

7.1.6 SLC



Parameters	
Function	**Setting**
Parameter 4-30 Motor Feedback Loss Function	*[1] Warning*
Parameter 4-31 Motor Feedback Speed Error	50
Parameter 4-32 Motor Feedback Loss Timeout	5 s
Parameter 7-00 Speed PID Feedback Source	*[1] 24V encoder*
Parameter 5-70 Term 32/33 Pulses Per Revolution	1024*
Parameter 13-00 SL Controller Mode	*[1] On*
Parameter 13-01 Start Event	*[19] Warning*
Parameter 13-02 Stop Event	*[44] Reset key*
Parameter 13-10 Comparator Operand	*[21] Warning no.*
Parameter 13-11 Comparator Operator	*[1] ≈*
Parameter 13-12 Comparator Value	61
Parameter 13-51 SL Controller Event	*[22] Comparator 0*
Parameter 13-52 SL Controller Action	*[32] Set digital out A low*
Parameter 5-40 Function Relay	*[80] SL digital output A*
* = Default value	
Notes/comments: If the limit in the feedback monitor is exceeded, *warning 61, feedback monitor* is issued. The SLC monitors *warning 61, feedback monitor*. If *warning 61, feedback monitor* becomes *true*, relay 1 is triggered. External equipment could indicate that service is required. If the feedback error goes below the limit again within 5 s, the frequency converter continues and the warning disappears. But relay 1 persists until [Off/Reset] is pressed.	

Table 7.9 Using SLC to Set a Relay

8 Maintenance, Diagnostics, and Troubleshooting

8.1 Maintenance and Service

Under normal operating conditions and load profiles, the frequency converter is maintenance-free throughout its designed lifetime. To prevent breakdown, danger, and damage, examine the frequency converter at regular intervals depending on the operating conditions. Replace worn or damaged parts with original spare parts or standard parts. For service and support, contact the local Danfoss supplier.

⚠WARNING

UNINTENDED START

When the frequency converter is connected to AC mains, DC supply, or load sharing, the motor may start at any time. Unintended start during programming, service, or repair work can result in death, serious injury, or property damage. The motor can start with an external switch, a fieldbus command, an input reference signal from the LCP, via remote operation using MCT 10 Set-up Software, or after a cleared fault condition.
To prevent unintended motor start:

- **Disconnect the frequency converter from the mains.**
- **Press [Off/Reset] on the LCP before programming parameters.**
- **Completely wire and assemble the frequency converter, motor, and any driven equipment before connecting the frequency converter to AC mains, DC supply, or load sharing.**

8.2 Warning and Alarm Types

Warning/ alarm type	Description
Warning	A warning indicates an abnormal operating condition that leads to an alarm. A warning stops when the abnormal condition is removed.
Alarm	An alarm indicates a fault that requires immediate attention. The fault always triggers a trip or trip lock. Reset the frequency converter after an alarm. Reset the frequency converter in any of 4 ways: • Press [Reset]/[Off/Reset]. • Digital reset input command. • Serial communication reset input command. • Auto reset.

Trip
When tripping, the frequency converter suspends operation to prevent damage to the frequency converter and other equipment. When a trip occurs, the motor coasts to a stop. The frequency converter logic continues to operate and monitor the frequency converter status. After the fault condition is remedied, the frequency converter is ready for a reset.

Trip lock
When trip locking, the frequency converter suspends operation to prevent damage to the frequency converter and other equipment. When a trip lock occurs, the motor coasts to a stop. The frequency converter logic continues to operate and monitor the frequency converter status. The frequency converter starts a trip lock only when serious faults occur that can damage the frequency converter or other equipment. After the faults are fixed, cycle the input power before resetting the frequency converter.

8.3 Warning and Alarm Display

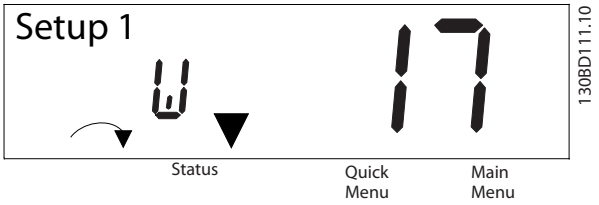


Illustration 8.1 Warning Display

An alarm or trip-lock alarm shows in the display along with the alarm number.

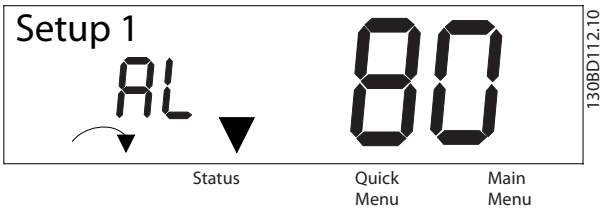


Illustration 8.2 Alarm/Trip Lock Alarm

In addition to the text and alarm code on the frequency converter display, there are 3 status indicator lights. The warning indicator light is yellow during a warning. The alarm indicator light is red and flashing during an alarm.

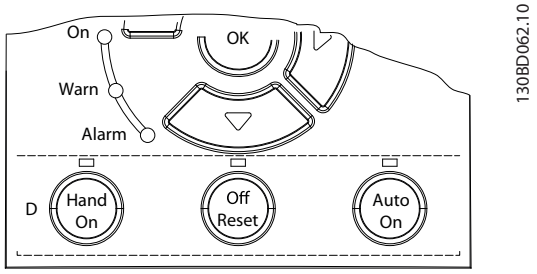


Illustration 8.3 Status Indicator Lights

8

8.4 List of Warnings and Alarms

An (X) marked in *Table 8.1* indicates that the warning or alarm has occurred.

No.	Description	Warning	Alarm	Trip lock	Cause
2	Live zero error	X	X	–	Signal on terminal 53 or 54 is less than 50% of value set in *parameter 6-10 Terminal 53 Low Voltage*, *parameter 6-20 Terminal 54 Low Voltage*, and *parameter 6-22 Terminal 54 Low Current*.
3	No motor	X	–	–	No motor has been connected to the output of the frequency converter.
4	Mains phase loss[1)]	X	X	X	Missing phase on supply side, or the voltage imbalance is too high. Check the supply voltage.
7	DC overvoltage[1)]	X	X	–	DC-link voltage exceeds limit.
8	DC undervoltage[1)]	X	X	–	DC-link voltage drops below the voltage warning low limit.
9	Inverter overloaded	X	X	–	More than 100% load for too long.
10	Motor ETR overtemperature	X	X	–	Motor is too hot due to more than 100% load for too long.
11	Motor thermistor overtem-perature	X	X	–	Thermistor or thermistor connection is disconnected, or the motor is too hot.
12	Torque limit	X	X	–	Torque exceeds value set in either *parameter 4-16 Torque Limit Motor Mode* or *parameter 4-17 Torque Limit Generator Mode*.
13	Overcurrent	X	X	X	Inverter peak current limit is exceeded. If this alarm occurs on power-up, check whether power cables are mistakenly connected to the motor terminals.
14	Ground fault	X	X	X	Discharge from output phases to ground.
16	Short circuit		X	X	Short circuit in motor or on motor terminals.
17	Control word timeout	X	X		No communication to frequency converter.
25	Brake resistor short-circuited	–	X	X	Brake resistor is short-circuited, thus the brake function is disconnected.
26	Brake overload	X	X	–	The power transmitted to the brake resistor over the last 120 s exceeds the limit. Possible corrections: Decrease brake energy via lower speed or longer ramp time.
27	Brake IGBT/Brake chopper short-circuited	–	X	X	Brake transistor is short-circuited, thus brake function is disconnected.
28	Brake check	–	X		Brake resistor is not connected/working.
30	U phase loss	–	X	X	Motor phase U is missing. Check the phase.
31	V phase loss	–	X	X	Motor phase V is missing. Check the phase.
32	W phase loss	–	X	X	Motor phase W is missing. Check the phase.
34	Fieldbus fault	X	X	–	PROFIBUS communication issues have occurred.
35	Option fault	–	X	–	Fieldbus detects internal errors.
36	Mains failure	X	X	–	This warning/alarm is only active if the supply voltage to the frequency converter is less than the value set in *parameter 14-11 Mains Voltage at Mains Fault*, and *parameter 14-10 Mains Failure* is NOT set to *[0] No Function*.
38	Internal fault	–	X	X	Contact the local Danfoss supplier.
40	Overload T27	X	–	–	Check the load connected to terminal 27 or remove short-circuit connection.
41	Overload T29	–	–	–	Check the load connected to terminal 29 or remove short-circuit connection.
46	Gate drive voltage fault		X	X	
47	24 V supply low	X	X	X	24 V DC may be overloaded.

No.	Description	Warning	Alarm	Trip lock	Cause
51	AMA check U_{nom} and I_{nom}	–	X	–	Wrong setting for motor voltage and/or motor current.
52	AMA low I_{nom}	–	X	–	Motor current is too low. Check the settings.
53	AMA big motor	–	X	–	The power size of the motor is too large for the AMA to operate.
54	AMA small motor	–	X	–	The power size of the motor is too small for the AMA to operate.
55	AMA parameter range	–	X	–	The parameter values of the motor are outside of the acceptable range. AMA does not run.
56	AMA interrupt	–	X	–	The AMA is interrupted.
57	AMA timeout	–	X	–	
58	AMA internal	–	X	–	Contact Danfoss.
59	Current limit	X	X	–	Frequency converter overload.
61	Encoder loss	X	X	–	
63	Mechanical brake low	–	X	–	Actual motor current has not exceeded release brake-current within start delay-time window.
65	Control card temp	X	X	X	The cut-out temperature of the control card is 80 °C.
67	Option change	–	X	–	A new option is detected or a mounted option is removed.
68	Safe Stop	X	X	–	STO is activated. If STO is in manual restart mode (default), to resume normal operation, apply 24 V DC to terminals 37 and 38, and initiate a reset signal (via fieldbus, digital I/O, or [Reset]/[Off Reset] key). If STO is in automatic restart mode, applying 24 V DC to terminals 37 an 38 automatically resumes the frequency converter to normal operation. Refer to *chapter 6.3 STO Commissioning* for more details.
69	Power card temp	X	X	X	
80	Drive initialised to default value		X		All parameter settings are initialised to default settings.
87	Auto DC braking	X	–	–	Occurs in IT mains when the frequency converter coasts and the DC voltage is higher than 830 V for 400 V units, and 425 V for 200 V units. Energy on DC-link is consumed by the motor. This function can be enabled/disabled in *parameter 0-07 Auto DC Braking*.
88	Option detection	–	X	X	The option is removed successfully.
95	Broken belt	X	X	–	
120	Position control fault	–	X	–	
188	STO internal fault	–	X	–	24 V DC supply is connected to only 1 of the 2 STO terminals (37 and 38), or a failure in STO channels is detected. Make sure that both terminals are connected to 24 V DC supply, and the discrepancy between the signals at the 2 terminals is less than 12 ms. If the fault still occurs, contact the local Danfoss supplier.
nw run	Not while running	–	–	–	Parameter can only be changed when the motor is stopped.
Err.	A wrong password was entered	–	–	–	Occurs when using a wrong password for changing a password-protected parameter.

Table 8.1 Warnings and Alarms Code List

1) These faults may be caused by mains distortions. Installing a Danfoss line filter may rectify this problem.

For diagnosis, read out the alarm words, warning words, and extended status words.

8.5 Troubleshooting

Symptom	Possible cause	Test	Solution
Motor not running	LCP stop	Check if [Off] has been pressed.	Press [Auto On] or [Hand On] (depending on operating mode) to run the motor.
	Missing start signal (standby)	Check *parameter 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 *parameter 5-12 Terminal 27 Digital Input* for correct setting for terminal 27 (use default setting).	Apply 24 V on terminal 27 or program this terminal to *[0] No operation.*
	Wrong reference signal source	Check the following: • The reference signal is local, remote, or bus reference? • Preset reference is active? • Terminal connection is correct? • The scaling of terminals is correct? • The reference signal is available?	Program correct settings. Set preset reference active in parameter group *3-1* References*. Check for correct wiring. Check scaling of terminals. Check reference signal.
Motor is running in the wrong direction	Motor rotation limit	Check that *parameter 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	Change *parameter 1-06 Clockwise Direction*.	
Motor is not reaching maximum speed	Frequency limits are set incorrectly	Check output limits in *parameter 4-14 Motor Speed High Limit [Hz]* and *parameter 4-19 Max Output Frequency*.	Program correct limits.
	Reference input signal not scaled correctly	Check reference input signal scaling in *6-** Analog I/O mode* and parameter group *3-1* References*.	Program correct settings.
Motor speed is 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 *6-** Analog I/O mode*.
Motor runs roughly	Possible overmagnetization	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 does 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 the start-up test and verify that motor current is within specifications. If motor current is exceeding nameplate full load current, the 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.
Mains current imbalance greater than 3%	Problem with mains power (See *Alarm 4 Mains phase loss* description)	Rotate input power leads into the frequency converter 1 position: A to B, B to C, C to A.	If the imbalanced leg follows the wire, it is a power problem. Check mains supply.
	Problem with the frequency converter unit	Rotate input power leads into the frequency converter 1 position: A to B, B to C, C to A.	If the imbalanced 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 1 position: U to V, V to W, W to U.	If the imbalanced leg follows the wire, the problem is in the motor or motor wiring. Check motor and motor wiring.
	Problem with the frequency converter unit	Rotate output motor leads 1 position: U to V, V to W, W to U.	If the imbalanced leg stays on same output terminal, it is a problem with the unit. Contact the supplier.
Acoustic noise or vibration (for example a fan blade is making noise or vibrations at certain frequencies)	Resonances, for example, 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 *parameter 14-03 Overmodulation*.	
		Increase resonance damping in *parameter 1-64 Resonance Dampening*.	

Table 8.2 Troubleshooting

9 Specifications

9.1 Electrical Data

Frequency converter typical shaft output [kW]	HK37 0.37	HK55 0.55	HK75 0.75	H1K1 1.1	H1K5 1.5	H2K2 2.2	H3K0 3
Enclosure IP20	K1	K1	K1	K1	K1	K1	K2
Output current							
Shaft output [kW]	0.37	0.55	0.75	1.1	1.5	2.2	3
Continuous (3x380–440 V) [A]	1.2	1.7	2.2	3	3.7	5.3	7.2
Continuous (3x441–480 V) [A]	1.1	1.6	2.1	2.8	3.4	4.8	6.3
Intermittent (60 s overload) [A]	1.9	2.7	3.5	4.8	5.9	8.5	11.5
Continuous kVA (400 V AC) [kVA]	0.84	1.18	1.53	2.08	2.57	3.68	4.99
Continuous kVA (480 V AC) [kVA]	0.9	1.3	1.7	2.5	2.8	4.0	5.2
Maximum input current							
Continuous (3x380–440 V) [A]	1.2	1.6	2.1	2.6	3.5	4.7	6.3
Continuous (3x441–480 V) [A]	1.0	1.2	1.8	2.0	2.9	3.9	4.3
Intermittent (60 s overload) [A]	1.9	2.6	3.4	4.2	5.6	7.5	10.1
Additional specifications							
Maximum cable cross-section (mains, motor, brake, and load sharing) [mm^2(AWG)]	4(12)						
Estimated power loss at rated maximum load [W][1)]	20.88	25.16	30.01	40.01	52.91	73.97	94.81
Weight, enclosure IP20	2.3	2.3	2.3	2.3	2.3	2.5	3.6
Efficiency [%][2)]	96.2	97.0	97.2	97.4	97.4	97.6	97.5

Table 9.1 Mains Supply 3x380–480 V AC

Frequency converter typical shaft output [kW]	H4K0 4	H5K5 5.5	H7K5 7.5	H11K 11	H15K 15	H18K 18.5	H22K 22
IP20	K2	K2	K3	K4	K4	K5	K5
Output current							
Shaft output	4	5.5	7.5	11	15	18.5	22
Continuous (3x380–440 V) [A]	9	12	15.5	23	31	37	42.5
Continuous (3x441–480 V) [A]	8.2	11	14	21	27	34	40
Intermittent (60 s overload) [A]	14.4	19.2	24.8	34.5	46.5	55.5	63.8
Continuous kVA (400 V AC) [kVA]	6.24	8.32	10.74	15.94	21.48	25.64	29.45
Continuous kVA (480 V AC) [kVA]	6.8	9.1	11.6	17.5	22.4	28.3	33.3
Maximum input current							
Continuous (3x380–440 V) [A]	8.3	11.2	15.1	22.1	29.9	35.2	41.5
Continuous (3x441–480 V) [A]	6.8	9.4	12.6	18.4	24.7	29.3	34.6
Intermittent (60 s overload) [A]	13.3	17.9	24.2	33.2	44.9	52.8	62.3
Additional specifications							
Maximum cable size (mains, motor, brake) [mm^2(AWG)]	4(12)			16(6)			
Estimated power loss at rated maximum load [W][1)]	115.5	157.54	192.83	289.53	393.36	402.83	467.52
Weight enclosure IP20 [kg]	3.6	3.6	4.1	9.4	9.5	12.3	12.5
Efficiency [%][2)]	97.6	97.7	98.0	97.8	97.8	98.1	97.9

Table 9.2 Mains Supply 3x380–480 V AC

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

Values are based on a typical motor efficiency (IE2/IE3 border line). Motors with lower efficiency add to the power loss in the frequency converter and motors with high efficiency reduce power loss.

Applies for dimensioning of frequency converter cooling. If the switching frequency is higher than the default setting, the power losses may rise. LCP and typical control card power consumptions are included. Further options and customer load may add up to 30 W to the losses (though typical only 4 W extra for a fully loaded control card or field bus).

For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency.

2) Measured using 50 m screened motor cables at rated load and rated frequency. For energy efficiency class, see chapter 9.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.

9.2 Mains Supply (3-phase)

Mains supply (L1, L2, L3)	
Supply terminals	L1, L2, L3
Supply voltage	380–480 V: -15% (-25%)[1)] to +10%

1) The frequency converter can run at -25% input voltage with reduced performance. The maximum output power of the frequency converter is 75% in case of -25% input voltage and 85% in case of -15% input voltage.
Full torque cannot be expected at mains voltage lower than 10% below the lowest rated supply voltage of the frequency converter.

Supply frequency	50/60 Hz ±5%
Maximum imbalance temporary between mains 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) ≤7.5 kW	Maximum 2 times/minute
Switching on input supply L1, L2, L3 (power-ups) 11–22 kW	Maximum 1 time/minute

The unit is suitable for use on a circuit capable of delivering less than 5000 RMS symmetrical Amperes, 480 V maximum.

9.3 Motor Output and Motor Data

Motor output (U, V, W)	
Output voltage	0–100% of supply voltage
Output frequency	0–500 Hz
Output frequency in VVC+ Mode	0–200 Hz
Switching on output	Unlimited
Ramp time	0.05–3600 s

Torque characteristics	
Starting torque (constant torque)	Maximum 160% for 60 s[1)]
Overload torque (constant torque)	Maximum 160% for 60 s[1)]
Starting torque (variable torque)	Maximum 110% for 60 s[1)]
Overload torque (variable torque)	Maximum 110% for 60 s
Starting current	Maximum 200% for 1 s
Torque rise time in VVC+ (independent of f_{sw})	Maximum 50 ms

1) Percentage relates to the nominal torque.

9.4 Ambient Conditions

Ambient Conditions	
IP class	IP20
Vibration test, all enclosure sizes	1.0 g
Relative humidity	5–95% (IEC 721-3-3; Class 3K3 (non-condensing) during operation
Ambient temperature (at DPWM switching mode)	
- with derating	maximum 55°C[1)]
- at full continuous output current with some power size	maximum 50 °C
- at full continuous output current	maximum 45 °C
Minimum ambient temperature during full-scale operation	0 °C
Minimum ambient temperature at reduced performance	-10 °C
Temperature during storage/transport	-25 to +65/70 °C
Maximum altitude above sea level without derating	1000 m
Maximum altitude above sea level with derating	3000 m
EMC standards, emission	EN 61800-3, EN 61000-3-2, EN 61000-3-3, EN 61000-3-11, EN 61000-3-12, 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, EN 61326-3-1

Energy efficiency class[2)]	IE2

1) Refer to Special Conditions in the Design Guide for:

- *Derating for high ambient temperature.*
- *Derating for high altitude.*

2) Determined according to EN50598-2 at:

- *Rated load*
- *90% rated frequency*
- *Switching frequency factory setting*
- *Switching pattern factory setting*

9.5 Cable Specifications

Cable lengths and cross-sections[1)]	
Maximum motor cable length, screened	50 m
Maximum motor cable length, unscreened	75 m
Maximum cross-section to control terminals, flexible/rigid wire	2.5 mm^2/14 AWG
Minimum cross-section to control terminals	0.55 mm^2/30 AWG
Maximum STO input cable length, unscreened	20 m

1) For power cables, see Table 9.1 to Table 9.2.

9

9.6 Control Input/Output and Control Data

Digital inputs	
Terminal number	18, 19, 27[1)], 29, 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
Pulse frequency range	4 Hz–32 kHz
(Duty cycle) minimum pulse width	4.5 ms
Input resistance, R_i	Approximately 4 kΩ

1) Terminals 27 can also be programmed as output.

STO inputs[1)]	
Terminal number	37, 38
Voltage level	0–30 V DC
Voltage level, low	<1.8 V DC
Voltage level, high	>20 V DC
Maximum voltage on input	30 V DC
Minimum input current (each pin)	6 mA

1) Refer to chapter 6 Safe Torque Off (STO) for more details about STO inputs.

Analog inputs	
Number of analog inputs	2
Terminal number	53[1)], 54
Modes	Voltage or current
Mode select	Software
Voltage level	0–10 V
Input resistance, R_i	approximately 10 kΩ
Maximum voltage	-15 V to +20 V

Current level	0/4 to 20 mA (scaleable)
Input resistance, R_i	approximately 200 Ω
Maximum current	30 mA
Resolution for analog inputs	11 bit
Accuracy of analog inputs	Maximum 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.

1) Terminal 53 supports only voltage mode, and can also be used as digital input.

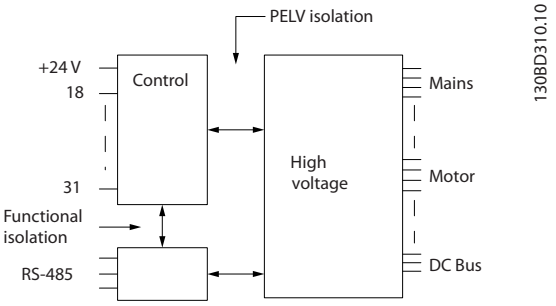


Illustration 9.1 Analog Inputs

Pulse inputs	
Programmable pulse inputs	2
Terminal number pulse	29, 33
Maximum frequency at terminal 29, 33	32 kHz (push-pull driven)
Maximum frequency at terminal 29, 33	5 kHz (open collector)
Minimum frequency at terminal 29, 33	4 Hz
Voltage level	See the section on digital input.
Maximum voltage on input	28 V DC
Input resistance, R_i	approximately 4 kΩ
Pulse input accuracy (0.1–1 kHz)	Maximum error: 0.1% of full scale
Pulse input accuracy (1–32 kHz)	Maximum error: 0.05% of full scale

Digital outputs	
Programmable digital/pulse outputs	1
Terminal number	27
Voltage level at digital/frequency output	0–24 V
Maximum output current (sink or source)	40 mA
Maximum load at frequency output	1 kΩ
Maximum capacitive load at frequency output	10 nF
Minimum output frequency at frequency output	4 Hz
Maximum output frequency at frequency output	32 kHz
Accuracy of frequency output	Maximum error: 0.1% of full scale
Resolution of frequency output	10 bit

1) Terminal 27 can also be programmed as input.

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

Analog outputs	
Number of programmable analog outputs	1
Terminal number	42
Current range at analog output	0/4–20 mA
Maximum resistor load to common at analog output	500 Ω
Accuracy on analog output	Maximum error: 0.8% of full scale
Resolution on analog output	10 bit

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

Control card, 24 V DC output	
Terminal number	12, 13
Maximum load	100 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.

Control card, +10 V DC output	
Terminal number	50
Output voltage	10.5 V ±0.5 V
Maximum load	15 mA

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

Control card, RS485 serial communication	
Terminal number	68 (P,TX+, RX+), 69 (N,TX-, RX-)
Terminal number 61	Common for terminals 68 and 69

The RS485 serial communication circuit is galvanically isolated from the supply voltage (PELV).

Relay outputs	
Programmable relay outputs	1
Relay 01	01–03 (NC), 01–02 (NO)
Maximum terminal load (AC-1)[1)] on 01–02 (NO) (Resistive load)	250 V AC, 3 A
Maximum terminal load (AC-15)[1)] on 01–02 (NO) (Inductive load @ cosφ 0.4)	250 V AC, 0.2 A
Maximum terminal load (DC-1)[1)] on 01–02 (NO) (Resistive load)	30 V DC, 2 A
Maximum terminal load (DC-13)[1)] on 01–02 (NO) (Inductive load)	24 V DC, 0.1 A
Maximum terminal load (AC-1)[1)] on 01–03 (NC) (Resistive load)	250 V AC, 3 A
Maximum terminal load (AC-15)[1)]on 01–03 (NC) (Inductive load @ cosφ 0.4)	250 V AC, 0.2 A
Maximum terminal load (DC-1)[1)] on 01–03 (NC) (Resistive load)	30 V DC, 2 A
Minimum terminal load on 01–03 (NC), 01–02 (NO)	24 V DC 10 mA, 24 V AC 20 mA

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

Control card performance	
Scan interval	1 ms

Control characteristics	
Resolution of output frequency at 0–500 Hz	±0.003 Hz
System response time (terminals 18, 19, 27, 29, 32, and 33)	≤2 ms
Speed control range (open loop)	1:100 of synchronous speed
Speed accuracy (open loop)	±0.5% of nominal speed
Speed accuracy (closed loop)	±0.1% of nominal speed

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

9.7 Connection Tightening Torques

Make sure to use the right torques when tightening all electrical connections. Too low or too high torque may cause electrical connection problems. Use a torque wrench to ensure that correct torques are applied.

Enclosure type	Power [kW]	Torque [Nm]					
		Mains	Motor	DC connection	Brake	Ground	Control/Relay
K1	0.37–2.2	0.8	0.8	0.8	0.8	3	0.5
K2	3.0–5.5	0.8	0.8	0.8	0.8	3	0.5
K3	7.5	0.8	0.8	0.8	0.8	3	0.5
K4	11–15	1.2	1.2	1.2	1.2	1.6	0.5
K5	18.5–22	1.2	1.2	1.2	1.2	1.6	0.5

Table 9.3 Tightening Torques

9.8 Fuses and Circuit Breakers

Use fuses and/or circuit breakers on the supply side to protect service personnel and equipment from injuries and damage in case of component breakdown inside the frequency converter (first fault).

Branch circuit protection
All branch circuits in an installation (including switch gear and machines) must be protected against short circuit and overcurrent according to national/international regulations.

NOTICE

The recommendations do not cover branch circuit protection for UL.

Table 9.4 lists the recommended fuses and circuit breakers that have been tested.

⚠WARNING

PERSONAL INJURY AND EQUIPMENT DAMAGE RISK
Malfunction or failing to follow the recommendations may result in personal risk and damage to the frequency converter and other equipment.

- **Select fuses according to recommendations. Possible damage can be limited to be inside the frequency converter.**

NOTICE

Using fuses and/or circuit breakers is mandatory to ensure compliance with IEC 60364 for CE.

Danfoss recommends using the fuses and circuit breakers in *Table 9.4* on a circuit capable of delivering 5000 A_{rms} (symmetrical), 380–480 V depending on the frequency converter voltage rating. With the proper fuses and/or circuit breakers, the frequency converter short-circuit current rating (SCCR) is 5000 A_{rms}.

Enclosure size	Power [kW]	CE compliance fuse	LVD circuit breaker
K1	0.37–2.2	gG-10	PKZM0-16
K2	3.0–5.5	gG-25	PKZM0-20
K3	7.5	gG-32	PKZM0-25
K4	11–15	gG-50	
K5	18.5–22	gG-80	

Table 9.4 CE Fuse, 380–480 V

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9.9 Enclosure Sizes, Power Ratings, and Dimensions

See *Illustration 3.2* for the dimensions, and the top and bottom mounting holes.

	Enclosure size	K1						K2			K3	K4		K5	
Power size [kW]	**Single-phase 200–240 V**	0.37	0.55	0.75	1.1	1.5		2.2			–	–		–	
	3-phase 200–240 V	0.37	0.55	0.75	1.1	1.5		2.2			3.7	–		–	
	3-phase 380–480 V	0.37	0.55	0.75	1.1	1.5	2.2	3	4	5.5	7.5	11	15	18.5	22
Dimensions [mm]	Height A	210						272.5			272.5	317.5		410	
	Width B	75						90			115	133		150	
	Depth C	168						168			168	245		245	
Mounting holes	a	198						260			260	297.5		390	
	b	60						70			90	105		120	
	c	5						6.4			6.5	8		7.8	
	d	9						11			11	12.4		12.6	
	e	4.5						5.5			5.5	6.8		7	
	f	7.3						8.1			9.2	11		11.2	

Table 9.5 Enclosure Sizes, Power Ratings, and Dimensions

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10 Appendix

10.1 Symbols, Abbreviations, and Conventions

°C	Degrees celsius
AC	Alternating current
AEO	Automatic energy optimization
AWG	American wire gauge
AMA	Automatic motor adaptation
DC	Direct current
EMC	Electromagnetic compatibility
ETR	Electronic thermal relay
$f_{M,N}$	Nominal motor frequency
FC	Frequency converter
I_{INV}	Rated inverter output current
I_{LIM}	Current limit
$I_{M,N}$	Nominal motor current
$I_{VLT,MAX}$	Maximum output current
$I_{VLT,N}$	Rated output current supplied by the frequency converter
IP	Ingress protection
LCP	Local control panel
MCT	Motion control tool
n_s	Synchronous motor speed
$P_{M,N}$	Nominal motor power
PELV	Protective extra low voltage
PCB	Printed circuit board
PM Motor	Permanent magnet motor
PWM	Pulse width modulation
RPM	Revolutions per minute
STO	Safe torque off
T_{LIM}	Torque limit
$U_{M,N}$	Nominal motor voltage

Table 10.1 Symbols and Abbreviations

Conventions

- All dimensions are in [mm].
- A star sign (*) indicates the default option of a parameter.
- Numbered lists indicate procedures.
- Bullet lists indicate other information.
- Italicized text indicates:
  - Cross reference
  - Link
  - Parameter name

10.2 Parameter Menu Structure

0- **	**Operation/Display**	*[0]	>No copy
0-0*	**Basic Settings**	[1]	>Copy from setup 1<
0-01	Language	[2]	>Copy from setup 2<
0-03	Regional Settings	[9]	>Copy from Factory setup<
0-04	Operating State at Power-up	**0-6***	**Password**
0-06	GridType	0-60	Main Menu Password
[10]	>380-440V/50Hz/IT-grid<	**1-** **	**Load and Motor**
[11]	>380-440V/50Hz/Delta<	**1-0***	**General Settings**
[12]	>380-440V/50Hz<	1-00	Configuration Mode
[20]	>440-480V/50Hz/IT-grid<	[0]*	>Open Loop<
[21]	>440-480V/50Hz/Delta<	[1]	>Speed closed loop<
[22]	>440-480V/50Hz<	[2]	>Torque closed loop<
[110]	>380-440V/60Hz/IT-grid<	[3]	>Process Closed Loop<
[111]	>380-440V/60Hz/Delta<	[4]	>Torque open loop<
[112]	>380-440V/60Hz<	[6]	>Surface Winder<
[120]	>440-480V/60Hz/IT-grid<	[7]	>Extended PID Speed OL<
[121]	>440-480V/60Hz/Delta<	1-01	Motor Control Principle
[122]	>440-480V/60Hz<	[0]	>U/f<
0-07	Auto DC Braking	*[1]	>VVC+<
0-1*	**Set-up Operations**	1-03	Torque Characteristics
0-10	Active Set-up	*[0]	>Constant torque<
*[1]	>Set-up 1<	[1]	>Variable Torque<
[2]	>Set-up 2<	[2]	>Auto Energy Optim. CT<
[9]	>Multi Set-up<	1-06	Clockwise Direction
0-11	Programming Set-up	1-08	Motor Control Bandwidth
0-12	Link Setups	**1-1***	**Motor Selection**
0-14	Readout: Edit Set-ups / Channel	1-10	Motor Construction
0-16	Application Selection	1-14	Damping Gain
*[0]	None	1-15	Low Speed Filter Time Const.
[1]	>Simple Process Close Loop<	1-16	High Speed Filter Time Const.
[2]	>Local/Remote<	1-17	Voltage filter time const.
[3]	>Speed Open Loop<	**1-2***	**Motor Data**
[4]	>Simple Speed Close Loop<	1-20	Motor Power
[5]	>Multi Speed<	[2]	>0.12 kW - 0.16 hp<
[6]	>OGD Function<	[3]	>0.18 kW - 0.25 hp<
0-2*	**LCP Display**	[4]	>0.25 kW - 0.33 hp<
0-20	Display Line 1.1 Small	[5]	>0.37 kW - 0.5 hp<
0-21	Display Line 1.2 Small	[6]	>0.55 kW - 0.75 hp<
0-22	Display Line 1.3 Small	[7]	>0.75 kW - 1 hp<
0-23	Display Line 2 Large	[8]	>1.1 kW - 1.5 hp<
0-24	Display Line 3 Large	[9]	>1.5 kW - 2 hp<
0-3*	**LCP Custom Readout**	[10]	>2.2 kW - 3 hp<
0-30	Custom Readout Unit	[11]	>3 kW - 4 hp<
0-31	Custom Readout Min Value	[12]	>3.7 kW - 5 hp<
0-32	Custom Readout Max Value	[13]	>4 kW - 5.4 hp<
0-37	Display Text 1	[14]	>5.5 kW - 7.5 hp<
0-38	Display Text 2	[15]	>7.5 kW - 10 hp<
0-39	Display Text 3	[16]	>11 kW - 15 hp<
0-4*	**LCP Keypad**	[17]	>15 kW - 20 hp<
0-40	[Hand on] Key on LCP	[18]	>18.5 kW - 25 hp<
0-42	[Auto on] Key on LCP	[19]	>22 kW - 30 hp<
0-44	[Off/Reset] Key on LCP	1-22	Motor Voltage
0-5*	**Copy/Save**	1-23	Motor Frequency
0-50	LCP Copy	1-24	Motor Current
*[0]	>No copy<	1-25	Motor Nominal Speed
[1]	>All to LCP<	1-26	Motor Cont. Rated Torque
[2]	>All from LCP<	1-29	Automatic Motor Adaption (AMA)
[3]	>Size indep. from LCP<	*[0]	>Off<
0-51	Set-up Copy	[1]	>Enable Complete AMA<
[2]	>Enable Reduced AMA<	1-93	Thermistor Source
1-3*	**Adv. Motor Data I**	**2-** **	**Brakes**
1-30	Stator Resistance (Rs)	**2-0***	**DC-Brake**
1-31	Rotor Resistance (Rr)	2-00	DC Hold/Motor Preheat Current
1-33	Stator Leakage Reactance (X1)	2-01	DC Brake Current
1-35	Main Reactance (Xh)	2-02	DC Braking Time
1-37	d-axis Inductance (Ld)	2-04	DC Brake Cut In Speed
1-38	q-axis Inductance (Lq)	2-06	Parking Current
1-39	Motor Poles	2-07	Parking Time
1-4*	**Adv. Motor Data II**	**2-1***	**Brake Energy Funct.**
1-40	Back EMF at 1000 RPM	2-10	Brake Function
1-42	Motor Cable Length	*[0]	>Off<
1-43	Motor Cable Length Feet	[1]	>Resistor brake<
1-5*	**Load Indep. Setting**	[2]	>AC brake<
1-50	Motor Magnetisation at Zero Speed	2-11	Brake Resistor (ohm)
1-52	Min Speed Normal Magnetising [Hz]	2-12	Brake Power Limit (kW)
1-55	U/f Characteristic - U	2-14	Brake voltage reduce
1-56	U/f Characteristic - F	2-16	AC Brake, Max current
1-6*	**Load Depen. Setting**	2-17	Over-voltage Control
1-60	Low Speed Load Compensation	*[0]	>Disabled<
1-61	High Speed Load Compensation	[1]	>Enabled (not at stop)<
1-62	Slip Compensation	[2]	>Enabled<
1-63	Slip Compensation Time Constant	2-19	Over-voltage Gain
1-64	Resonance Dampening	**2-2***	**Mechanical Brake**
1-65	Resonance Dampening Time Constant	2-20	Release Brake Current
1-66	Min. Current at Low Speed	2-22	Activate Brake Speed [Hz]
1-7*	**Start Adjustments**	**3-** **	**Reference / Ramps**
1-71	Start Delay	**3-0***	**Reference Limits**
1-72	Start Function	3-00	Reference Range
[0]	>DC Hold/delay time<	*[0]	>Min - Max<
[1]	>DC-Brake/delay time<	[1]	>-Max - +Max<
*[2]	>Coast/delay time<	3-01	Reference/Feedback Unit
[3]	>Start speed cw<	3-02	Minimum Reference
[4]	>Horizontal operation<	3-03	Maximum Reference
[5]	>VVC+ clockwise<	3-04	Reference Function
1-73	Flying Start	*[0]	>Sum<
*[0]	>Disabled<	[1]	>External/Preset<
[1]	>Enabled<	**3-1***	**References**
[2]	>Enabled Always<	3-10	Preset Reference
[3]	>Enabled Ref. Dir.<		>-100-100%< *0%
[4]	>Enab. Always Ref. Dir.<	3-11	Jog Speed [Hz]
1-75	Start Speed [Hz]	3-12	Catch up/slow Down Value
1-76	Start Current	3-14	Preset Relative Reference
1-78	Compressor Start Max Speed [Hz]	3-15	Reference 1 Source
1-79	Compressor Start Max Time to Trip	[0]	>No function<
1-8*	**Stop Adjustments**	*[1]	>Analog Input 53<
1-80	Function at Stop	[2]	>Analog Input 54<
*[0]	>Coast<	[7]	>Frequency input 29<
[1]	>DC hold / Motor Preheat<	[8]	>Frequency input 33<
[3]	>Pre-magnetizing<	[11]	>Local bus reference<
1-82	Min Speed for Function at Stop [Hz]	[20]	>Digital pot.meter<
1-88	AC Brake Gain	[32]	>Bus PCD<
1-9*	**Motor Temperature**	3-16	Reference 2 Source
1-90	Motor Thermal Protection	3-17	Reference 3 Source
*[0]	>No protection<	3-18	Relative Scaling Reference Resource
[1]	>Thermistor warning<	**3-4***	**Ramp 1**
[2]	>Thermistor trip<	3-40	Ramp 1 Type
[3]	>ETR warning 1<	*[0]	>Linear<
[4]	>ETR trip 1<	[1]	>Sine Ramp<
[2]	>Sine 2 Ramp<	3-41	Ramp 1 Ramp Up Time
	>0.05-3600 s< * Size related	3-42	Ramp 1 Ramp Down Time
	>0.05-3600 s< * Size related	**3-5***	**Ramp 2**
3-50	Ramp 2 Type	3-51	Ramp 2 Ramp Up Time
3-52	Ramp 2 Ramp Down Time	**3-6***	**Ramp 3**
3-60	Ramp 3 Type	3-61	Ramp 3 Ramp up Time
3-62	Ramp 3 Ramp down Time	**3-7***	**Ramp 4**
3-70	Ramp 4 Type	3-71	Ramp 4 Ramp up Time
3-72	Ramp 4 Ramp Down Time	**3-8***	**Other Ramps**
3-80	Jog Ramp Time	3-81	Quick Stop Ramp Time
3-9*	**Digital Potentiometer**	3-90	Step Size
3-92	Power Restore	3-93	Maximum Limit
3-94	Minimum Limit	3-95	Ramp Delay
3-96	Maximum Limit Switch Reference	**4-** **	**Limits / Warnings**
4-1*	**Motor Limits**	4-10	Motor Speed Direction
[0]	>Clockwise<	*[2]	>Both directions<
4-12	Motor Speed Low Limit [Hz]	4-14	Motor Speed High Limit [Hz]
4-16	Torque Limit Motor Mode	4-17	Torque Limit Generator Mode
4-18	Current Limit	4-19	Max Output Frequency
4-2*	**Limit Factors**	4-20	Torque Limit Factor Source
4-21	Speed Limit Factor Source	4-22	Break Away Boost
4-3*	**Motor Fb Monitor**	4-30	Motor Feedback Loss Function
4-31	Motor Feedback Speed Error	4-32	Motor Feedback Loss Timeout
4-4*	**Adj. Warnings 2**	4-40	Warning Freq. Low
4-41	Warning Freq. High	4-42	Adjustable Temperature Warning
4-5*	**Adj. Warnings**	4-50	Warning Current Low
4-51	Warning Current High	4-54	Warning Reference Low
4-55	Warning Reference High	4-56	Warning Feedback Low
4-57	Warning Feedback High	4-58	Missing Motor Phase Function

4-6* Speed Bypass
4-61 Bypass Speed From [Hz]
4-63 Bypass Speed To [Hz]
5- Digital In/Out**
5-0* Digital I/O mode
5-00 Digital I/O Mode
*[0] >PNP<
[1] >NPN<
5-01 Terminal 27 Mode
5-02 Terminal 29 Mode
5-1* Digital Inputs
5-10 Terminal 18 Digital Input
[0] >No operation<
[1] >Reset<
[2] >Coast inverse<
[3] >Coast and reset inv<
[4] >Quick stop inverse<
[5] >DC-brake inverse<
[6] >Stop inverse<
*[8] >Start<
[9] >Latched start<
[10] >Reversing<
[11] >Start reversing<
[12] >Enable start forward<
[13] >Enable start reverse<
[14] >Jog<
[15] >Preset reference on<
[16] >Preset ref bit 0<
[17] >Preset ref bit 1<
[18] >Preset ref bit 2<
[19] >Freeze reference<
[20] >Freeze output<
[21] >Speed up<
[22] >Speed down<
[23] >Set-up select bit 0<
[24] >Set-up select bit 1<
[26] >Precise stop inverse<
[28] >Catch up<
[29] >Slow down<
[34] >Ramp bit 0<
[35] >Ramp bit 1<
[40] >Latched precise start<
[41] >Latch prec stop inv<
[51] >External Interlock<
[55] >DigiPot increase<
[56] >DigiPot decrease<
[57] >DigiPot clear<
[58] >DigiPot Hoist<
[60] >Counter A (up)<
[61] >Counter A (down)<
[62] >Reset Counter A<
[63] >Counter B (up)<
[64] >Counter B (down)<
[65] >Reset Counter B<
[72] >PID error inverse<
[73] >PID reset I part<
[74] >PID enable<
[150] >Go To Home<
[151] >Home Ref. Swtich<
[155] >HW Limit Positive Inv<
[156] >HW Limit Negative Inv<
[157] >Pos. Quick Stop Inv<
[160] >Go To Target Pos<
[162] >Pos. Idx Bit0<
[163] >Pos. Idx Bit1<
[164] >Pos. Idx Bit2<
[171] >Limit switch cw inverse<
[172] >Limit switch ccw inverse<
5-11 Terminal 19 Digital Input
5-12 Terminal 27 Digital Input
5-13 Terminal 29 Digital Input
[32] Pulse time based
5-14 Terminal 32 Digital Input
[82] Encoder input B
5-15 Terminal 33 Digital Input
[32] Pulse time based
[81] Encoder input A
5-19 Terminal 37/38 SAFE STOP
*[0] >Safe Stop Alarm<
[1] >Safe Stop Warning<
5-3* Digital Outputs
5-30 Terminal 27 Digital Output
*[0] >No operation<
[1] >Control Ready<
[2] >Drive ready<
[3] >Drive rdy/rem ctrl<
[4] >Stand-by/no warning<
[5] >Running<
[6] >Running/no warning<
[7] >Run in range/no warn<
[8] >Run on ref/no warn<
[9] >Alarm<
[10] >Alarm or warning<
[11] >At torque limit<
[12] >Out of current range<
[13] >Below current, low<
[14] >Above current, high<
[15] >Out of frequency range<
[16] >Below frequency, low<
[17] >Above frequency, high<
[18] >Out of feedb. range<
[19] >Below feedback, low<
[20] >Above feedback, high<
[21] >Thermal warning<
[22] >Ready, no thermal warning<
[23] >Remote,ready,no TW<
[24] >Ready, no over/under voltage<
[25] >Reverse<
[26] >Bus OK<
[27] >Torque limit & stop<
[28] >Brake, no brake warning<
[29] >Brake ready, no fault<
[30] >Brake fault (IGBT)<
[31] >Relay 123<
[32] >Mech brake ctrl<
[36] >Control word bit 11<
[37] >Control word bit 12<
[40] >Out of ref range<
[41] >Below reference, low<
[42] >Above ref, high<
[43] >Extended PID Limit<
[45] >Bus ctrl.<
[46] >Bus control, timeout: On<
[47] >Bus control, timeout: Off<
[55] >Pulse output <
[56] >Heat sink cleaning warning, high<
[60] >Comparator 0<
[61] >Comparator 1<
[62] >Comparator 2<
[63] >Comparator 3<
[64] >Comparator 4<
[65] >Comparator 5<
[70] >Logic rule 0<
[71] >Logic rule 1<
[72] >Logic rule 2<
[73] >Logic rule 3<
[74] >Logic rule 4<
[75] >Logic rule 5<
[80] >SL digital output A<
[81] >SL digital output B<
[82] >SL digital output C<
[83] >SL digital output D<
[91] >Encoder emulate output A<
[160] >No alarm<
[161] >Running reverse <
[165] >Local ref active <
[166] >Remote ref active<
[167] >Start command activ<
[168] >Drive in hand mode<
[169] >Drive in auto mode<
[170] >Homing Completed<
[171] >Target Position Reached<
[172] >Position Control Fault<
[173] >Position Mech Brake<
[190] >Safe Function active <
[193] >Sleep Mode<
[194] >Broken Belt Function<
[239] STO function fault
5-34 On Delay, Digital Output
5-35 Off Delay, Digital Output
5-4* Relays
5-40 Function Relay
[0] >No operation<
[1] >Control Ready<
[2] >Drive ready<
[3] >Drive rdy/rem ctrl<
[4] >Stand-by/no warning<
[5] >Running<
[6] >Running/no warning<
[7] >Run in range/no warn<
[8] >Run on ref/no warn<
*[9] >Alarm<
[10] >Alarm or warning<
[11] >At torque limit<
[12] >Out of current range<
[13] >Below current, low<
[14] >Above current, high<
[15] >Out of frequency range<
[16] >Below frequency, low<
[17] >Above frequency, high<
[18] >Out of feedb. range<
[19] >Below feedback, low<
[20] >Above feedback, high<
[21] >Thermal warning<
[22] >Ready, no thermal warning<
[23] >Remote,ready,no TW<
[24] >Ready, no over/under voltage<
[25] >Reverse<
[26] >Bus OK<
[27] >Torque limit & stop<
[28] >Brake, no brake warning<
[29] >Brake ready, no fault<
[30] >Brake fault (IGBT)<
[31] >Relay 123<
[32] >Mech brake ctrl<
[36] >Control word bit 11<
[37] >Control word bit 12<
[40] >Out of ref range<
[41] >Below reference, low<
[42] >Above ref, high<
[43] >Bus ctrl.<
[45] >Bus control, timeout: On<
[46] >Bus control, timeout: Off<
[56] >Heat sink cleaning warning, high<
[60] >Comparator 0<
[61] >Comparator 1<
[62] >Comparator 2<
[63] >Comparator 3<
[64] >Comparator 4<
[65] >Comparator 5<
[70] >Logic rule 0<
[71] >Logic rule 1<
[72] >Logic rule 2<
[73] >Logic rule 3<
[74] >Logic rule 4<
[75] >Logic rule 5<
[80] >SL digital output A<
[81] >SL digital output B<
[82] >SL digital output C<
[83] >SL digital output D<
[160] >No alarm<
[161] >Running reverse <
[165] >Local ref active <
[166] >Remote ref active<
[167] >Start command activ<
[168] >Drive in hand mode<
[169] >Drive in auto mode<
[170] >Homing Completed<
[171] >Target Position Reached<
[172] >Position Control Fault<
[173] >Position Mech Brake<
[190] >Safe Function active <
[193] >Sleep Mode<
[194] >Broken Belt Function<
[239] STO function fault
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5-58 Term. 33 High Ref./Feedb. Value
5-6* Pulse Output
5-60 Terminal 27 Pulse Output Variable
*[0] >No operation<
[45] >Bus ctrl.<
[48] >Bus ctrl., timeout<
[100] >Output frequency<
[101] >Reference<
[102] >Process Feedback<
[103] >Motor Current<
[104] >Torque rel to limit<
[105] >Torq relate to rated<
[106] >Power<
[107] >Speed<
[109] >Max Out Freq<
[113] >Ext. Closed Loop 1<
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*[0] >Off<
[1] >Freeze output<
[2] >Stop<
[3] >Jogging<
[4] >Max. speed<
[5] >Stop and trip<
6-1* Analog Input 53
6-10 Terminal 53 Low Voltage
>0-10 V< *0.07 V
6-11 Terminal 53 High Voltage
>0-10 V< *10 V
6-14 Terminal 53 Low Ref./Feedb. Value
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6-16 Terminal 53 Filter Time Constant
6-18 Terminal 53 Digital Input
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*[1] >Voltage mode<
[6] >Digital input<
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[0] >Current mode<
*[1] >Voltage mode<
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6-90 Terminal 42 Mode
6-91 Terminal 42 Analog Output
6-92 Terminal 42 Digital Output
6-93 Terminal 42 Output Min Scale
6-94 Terminal 42 Output Max Scale
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6-98 Drive Type
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7-00 Speed PID Feedback Source
[1] >24V encoder<
[6] >Analog Input 53<
[7] >Analog Input 54<
[8] >Frequency input 29<
[9] >Frequency input 33<
*[20] >None<
7-02 Speed PID Proportional Gain
>0.000-1.000< *0.015
7-03 Speed PID Integral Time
>2.0-20000.0 ms< *8.0 ms
7-04 Speed PID Differentiation Time
>0.0-200.0 ms< *30.0 ms
7-05 Speed PID Diff. Gain Limit
>1.0-20.0< *5.0
7-06 Speed PID Lowpass Filter Time
>1.0-100.0 ms< *10.0 ms
7-07 Speed PID Feedback Gear Ratio
7-08 Speed PID Feed Forward Factor
7-1* Torque PID Ctrl.
7-12 Torque PID Proportional Gain
7-13 Torque PID Integration Time
7-2* Process Ctrl. Feedb
7-20 Process CL Feedback 1 Resource
*[0] >No function<
[1] >Analog Input 53<
[2] >Analog Input 54<
[3] >Frequency input 29<
[4] >Frequency input 33<
7-22 Process CL Feedback 2 Resource
7-3* Process PID Ctrl.
7-30 Process PID Normal/ Inverse Control
*[0] >Normal<
[1] >Inverse<
7-31 Process PID Anti Windup
[0] >Off<
*[1] >On<
7-32 Process PID Start Speed
>0 - 6000 rpm< *0 rpm
7-33 Process PID Proportional Gain
>0.00 - 10.00< *0.01
7-34 Process PID Integral Time
>0.10-9999.00 s< *9999.00 s
7-35 Process PID Differentiation Time
>0.00-20.00 s< *0.00 s
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>0-200%< *0%
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7-42 Process PID Output Pos. Clamp
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7-44 Process PID Gain Scale at Max. Ref.
7-45 Process PID Feed Fwd Resource
*[0] >No function<
[1] >Analog Input 53<
[2] >Analog Input 54<
[7] >Frequency input 29<
[8] >Frequency input 33<
[11] >Local bus reference<
[32] >Bus PCD<
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7-52 Process PID Feed Fwd Ramp up
7-53 Process PID Feed Fwd Ramp down
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*[0] >Linear<
[1] >Square root<
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8-10 Control Word Profile
8-14 Configurable Control Word CTW
8-19 Product Code
8-3* FC Port Settings
8-30 Protocol
*[0] >FC<
[2] >Modbus RTU<
8-31 Address
8-32 Baud Rate
[0] >2400 Baud<
[1] >4800 Baud<
*[2] >9600 Baud<
[3] >19200 Baud<
[4] >38400 Baud<
[5] >57600 Baud<
[6] >76800 Baud<
[7] >115200 Baud<
8-33 Parity / Stop Bits
*[0] >Even Parity, 1 Stop Bit<
[1] >Odd Parity, 1 Stop Bit<
[2] >No Parity, 1 Stop Bit<
[3] >No Parity, 2 Stop Bits<
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13-00 SL Controller Mode
*[0] >Off<
[1] >On<
13-01 Start Event
[0] >False<
[1] >True<
[2] >Running<
[3] >In range<
[4] >On reference<
[7] >Out of current range<
[8] >Below I low<
[9] >Above I high<
[16] >Thermal warning<
[17] >Mains out of range<
[18] >Reversing<
[19] >Warning<
[20] >Alarm (trip)<
[21] >Alarm (trip lock)<
[22] >Comparator 0<
[23] >Comparator 1<
[24] >Comparator 2<
[25] >Comparator 3<
[26] >Logic rule 0<
[27] >Logic rule 1<
[28] >Logic rule 2<
[29] >Logic rule 3<
[33] >Digital input DI18<
[34] >Digital input DI19<
[35] >Digital input DI27<
[36] >Digital input DI29<
*[39] >Start command<
[40] >Drive stopped<
[42] >Auto Reset Trip<
[50] >Comparator 4<
[51] >Comparator 5<
[60] >Logic rule 4<
[61] >Logic rule 5<
[83] >Broken Belt<
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*[40] >Drive stopped<
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*[0] >Do not reset SLC<
[1] >Reset SLC<
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14-01 Switching Frequency

[0] >Ran3<
[1] >Ran5<
[2] >2.0 kHz<
[3] >3.0 kHz<
[4] >4.0 kHz<
*[5] >5.0 kHz<
[6] >6.0 kHz<
[7] >8.0 kHz<
[8] >10.0 kHz<
[9] >12.0kHz<
[10] >16.0kHz<
14-03 Overmodulation
[0] >Off<
*[1] >On<
14-07 Dead Time Compensation Level
14-08 Damping Gain Factor
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*[0] >No function<
[1] >Ctrl. ramp-down<
[2] >Ctrl. ramp-down, trip<
[3] >Coasting<
[4] >Kinetic back-up<
[5] >Kinetic back-up, trip<
[6] >Alarm<
[7] >Kin. back-up, trip w recovery<
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*[0] >Trip<
[1] >Warning<
[2] >Disabled<
[3] >Derate<
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*[0] >Manual reset<
[1] >Automatic reset x 1<
[2] >Automatic reset x 2<
[3] >Automatic reset x 3<
[4] >Automatic reset x 4<
[5] >Automatic reset x 5<
[6] >Automatic reset x 6<
[7] >Automatic reset x 7<
[8] >Automatic reset x 8<
[9] >Automatic reset x 9<
[10] >Automatic reset x 10<
[11] >Automatic reset x 15<
[12] >Automatic reset x 20<
[13] >Infinite auto reset<
[14] >Reset at power-up<
14-21 Automatic Restart Time
>0-600 s< *10 s
14-22 Operation Mode
*[0] >Normal operation<
[2] >Initialisation<
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14-25 Trip Delay at Torque Limit
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[0] >Trip<
*[1] >Warning or trip after warning<
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14-44 d-axis current optimization for IPM
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*[5] >Constant-on mode<
[6] >Constant-off mode<
[7] >On-when-Inverter-is-on-else-off Mode<
[8] >Variable-speed mode<
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14-63 Min Switch Frequency
*[2] >2.0 kHz<
[3] >3.0 kHz<
[4] >4.0 kHz<
[5] >5.0 kHz<
[6] >6.0 kHz<
[7] >8.0 kHz<
[8] >10.0 kHz<
[9] >12.0 kHz<
[10] >16.0 kHz<
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16-02 Reference [%]
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16-11 Power [hp]
16-12 Motor Voltage
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16-16 Torque [Nm]
16-18 Motor Thermal
16-20 Motor Angle
16-22 Torque [%]
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16-33 Brake Energy /2 min
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[1] >Position Control<
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*[0] >24V Encoder<
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*[1]	>Enable<
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[0]	>Disable<
*[1]	>Enable<
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*[0]	>DI<
[1]	>FieldBus <
37-15	Pos. Direction Block
*[0]	No Blocking
[1]	>Block Reverse<
[2]	>Block Forward<
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*[0]	>Ramp Down & Brake <
[1]	>Brake Directly<
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37-19	Pos. New Index
>0-255*0	
<	

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132R0153 MG07A102 9/2015