ENGINEERING TOMORROW

# Operating Guide
# VLT® AutomationDrive FC 302

## 90–315 kW, Enclosure Size D1h–D8h




vlt-drives.danfoss.com

ENGINEERING
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# EU DECLARATION OF CONFORMITY

## Danfoss A/S

### Danfoss Drives A/S

declares under our sole responsibility that the

**Product category:** Frequency Converter

**Type designation(s):** FC-302XYYYZZ**********

Character X: N or P
Character YYY: K25, K37, K55, K75, 1K1, 1K5, 2K2, 3K0, 3K7, 4K0, 5K5, 7K5, 11K, 15K, 18K, 22K, 30K, 37K, 45K, 55K, 75K, 90K, 110, 132, 150, 160, 200, 250, 315, 355, 400, 450, 500, 560, 630, 710, 800, 900, 1M0, 1M2
Character ZZ: T2, T5, T6, T7
* may be any number or letter indicating drive options which do not impact this DoC.
The meaning of the 39 characters in the type code string can be found in appendix 00729776.

Covered by this declaration is in conformity with the following directive(s), standard(s) or other normative document(s), provided that the product is used in accordance with our instructions.

**Low Voltage Directive 2014/35/EU**

| | |
|---|---|
| EN61800-5-1:2007 + A1:2017 | Adjustable speed electrical power drive systems – Part 5-1: Safety requirements – Electrical, thermal and energy. |

**EMC Directive 2014/30/EU**

| | |
|---|---|
| EN61800-3:2004 + A1:2012 | Adjustable speed electrical power drive systems – Part 3: EMC requirements and specific test methods. |

**RoHS Directive 2011/65/EU including amendment 2015/863.**

| | |
|---|---|
| EN63000:2018 | Technical documentation for the assessment of electrical and electronic products with respect to the restriction of |

| Date: 2020.09.15<br>**Place of issue:** | **Issued by** | Date: 2020.09.15<br>**Place of issue:** | **Approved by** |
|---|---|---|---|
| Graasten, DK | **Signature:**<br>**Name: Gert Kjær**<br>**Title: Senior Director, GDE** | Graasten, DK | **Signature:**<br>**Name: Michael Termansen**<br>**Title: VP, PD Center Denmark** |

Danfoss only vouches for the correctness of the English version of this declaration. In the event of the declaration being translated into any other language, the translator concerned shall be liable for the correctness of the translation



Classified as Business

hazardous substances

For products including available Safe Torque Off (STO) function according to unit typecode on the nameplate: **X, B or R at character 18 of the typecode.**

**Machine Directive 2006/42/EC**

| | |
|---|---|
| EN/IEC 61800-5-2:2007 (Safe Stop function conforms with STO – Safe Torque Off, SIL 2 Capability) | Adjustable speed electrical power drive systems – Part 5-2: Safety requirements – Functional |

**Other standards considered:**

| | |
|---|---|
| EN ISO 13849-1:2015 (Safe Stop function, PL d (MTTFd=14000 years, DC=90%, Category 3) | Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design |
| EN/IEC 61508-1:2011, EN/IEC 61508-2:2011 (Safe Stop function, SIL 2 (PFH = 1E-10/h, 1E-8/h for specific variants, PFD = 1E-10, 1E-4 for specific variants, SFF>99%, HFT=0)) | Functional safety of electrical/electronic/ programmable electronic safety-related systems Part 1: General requirements Part 2: Requirements for electrical/ electronic / programmable electronic safety-related systems |
| EN/IEC 62061:2005 + A1:2013 (Safe Stop function, SILCL 2) | Safety of machinery - Functional safety of safety-related electrical, electronic and programmable electronic control systems |
| EN/IEC 60204-1:2006 + A1:2009 (Stop Category 0) | Safety of machinery - Electrical equipment of machines - Part 1: General requirements |

For products including ATEX option, it requires STO function in the products. The products can have the VLT PTC Thermistor Card MCB112 installed from factory **(2 at character 32 in the typecode)**, or it can be separately installed as an additional part.

**2014/34/EU - Equipment for explosive atmospheres (ATEX)**

| | |
|---|---|
| Based on EU harmonized standard: EN 50495: 2010 | Safety devices required for safe functioning of equipment with respect to explosion risks. |




Notified Body:
PTB Physikalisch-Technische Bundesanstalt, Bundesallee 100, 38116 Braunschweig,
has assessed the conformity of the "ATEX certified motor thermal protection systems" of Danfoss FC VLT Drives with Safe Torque Off function and has issued the certificate PTB 14 ATEX 3009.

# Contents


## 1 Introduction 4

1.1 Purpose of the Manual 4
1.2 Additional Resources 4
1.3 Manual and Software Version 4
1.4 Approvals and Certifications 4
1.5 Disposal 4

## 2 Safety 5

2.1 Safety Symbols 5
2.2 Qualified Personnel 5
2.3 Safety Precautions 5

## 3 Product Overview 7

3.1 Intended Use 7
3.2 Power Ratings, Weight, and Dimensions 7
3.3 Interior View of D1h Drive 9
3.4 Interior View of D2h Drive 10
3.5 View of Control Shelf in D1h–D8h Drives 11
3.6 Extended Options Cabinets 12
3.7 Local Control Panel (LCP) 13
3.8 LCP Menus 15

## 4 Mechanical Installation 16

4.1 Items Supplied 16
4.2 Tools Needed 17
4.3 Storage 17
4.4 Operating Environment 17
4.5 Installation and Cooling Requirements 18
4.6 Lifting the Drive 19
4.7 Mounting the Drive 20

## 5 Electrical Installation 23

5.1 Safety Instructions 23
5.2 EMC-compliant Installation 23
5.3 Wiring Schematic 26
5.4 Connecting to Ground 27
5.5 Connecting the Motor 29
5.6 Connecting the AC Mains 31
5.7 Connecting Regen/Load Share Terminals 33
5.8 Terminal Dimensions 35



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5.9 Control Wiring 63

**6 Pre-start Check List** 67

**7 Commissioning** 68

7.1 Applying Power 68
7.2 Programming the Drive 68
7.3 Testing Before System Start-up 70
7.4 System Start-up 70
7.5 Parameter Setting 71

**8 Wiring Configuration Examples** 72

8.1 Programming a Closed-loop Drive System 72
8.2 Wiring Configurations for Automatic Motor Adaptation (AMA) 72
8.3 Wiring Configurations for Analog Speed Reference 73
8.4 Wiring Configurations for Start/Stop 73
8.5 Wiring Configuration for an External Alarm Reset 75
8.6 Wiring Configuration for Speed Reference Using a Manual Potentiometer 75
8.7 Wiring Configuration for Speed Up/Speed Down 75
8.8 Wiring Configuration for RS485 Network Connection 76
8.9 Wiring Configuration for a Motor Thermistor 76
8.10 Wiring Configuration for a Relay Set-up with Smart Logic Control 77
8.11 Wiring Configuration for Mechanical Brake Control 77
8.12 Wiring Configuration for the Encoder 78
8.13 Wiring Configuration for Torque and Stop Limit 79

**9 Maintenance, Diagnostics, and Troubleshooting** 80

9.1 Maintenance and Service 80
9.2 Heat Sink Access Panel 80
9.3 Status Messages 81
9.4 Warning and Alarm Types 83
9.5 List of Warnings and Alarms 84
9.6 Troubleshooting 94

**10 Specifications** 96

10.1 Electrical Data 96
10.2 Mains Supply 102
10.3 Motor Output and Torque Data 102
10.4 Ambient Conditions 102
10.5 Cable Specifications 103
10.6 Control Input/Output and Control Data 103
10.7 Fuses and Circuit Breakers 106

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10.8 Fastener Tightening Torques 108
10.9 Enclosure Dimensions 109

**11 Appendix** 144
11.1 Abbreviations and Conventions 144
11.2 International/North American Default Parameter Settings 145
11.3 Parameter Menu Structure 145

**Index** 151

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1

# 1 Introduction

## 1.1 Purpose of the Manual

This operating guide provides information for safe installation and commissioning of the VLT® drives.

The operating guide is intended for use by qualified personnel. To use the unit safely and professionally, read and follow this operating guide. Pay particular attention to the safety instructions and general warnings. Always keep the operating guide with the drive.

VLT® is a registered trademark.

## 1.2 Additional Resources

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

- The *programming guide* provides greater detail on working with parameters and many application examples.
- The *design guide* provides detailed information about capabilities and functionality to design motor control systems.
- Instructions provide information for operation with optional equipment.

Supplementary publications and manuals are available from Danfoss. See *drives.danfoss.com/knowledge-center/technical-documentation/* for listings.

## 1.3 Manual and Software Version

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

| Manual version | Remarks | Software version |
|---|---|---|
| MG34U5xx | Replaces MG34U4xx | 8.12 |

**Table 1.1 Manual and Software Version**

## 1.4 Approvals and Certifications



**Table 1.2 Approvals and Certifications**

More approvals and certifications are available. Contact the local Danfoss office or partner. Drives of voltage 525–690 V are UL certified for only 525–600 V.

The drive complies with UL 61800-5-1 thermal memory retention requirements. For more information, refer to the section *Motor Thermal Protection* in the product-specific *design guide*.

***NOTICE***

**OUTPUT FREQUENCY LIMIT**

**Due to export control regulations, the output frequency of the drive is limited to 590 Hz. For demands exceeding 590 Hz, contact Danfoss.**

### 1.4.1 Compliance with ADN

For compliance with the European Agreement concerning International Carriage of Dangerous Goods by Inland Waterways (ADN), refer to *ADN-compliant Installation* in the *design guide*.

## 1.5 Disposal



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


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# 2 Safety



## 2.1 Safety Symbols

The following symbols are used in this guide:

**⚠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 drive. 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. Also, the personnel must be familiar with the instructions and safety measures described in this manual.

## 2.3 Safety Precautions

**⚠WARNING**

**HIGH VOLTAGE**

**Drives contain high voltage when connected to AC mains input, DC supply, load sharing, or permanent motors. Failure to use qualified personnel to install, start up, and maintain the drive can result in death or serious injury.**

- **Only qualified personnel must install, start up, and maintain the drive.**

**⚠WARNING**

**UNINTENDED START**

**When the drive is connected to the AC mains, DC supply, or load sharing, the motor can 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 or LOP, via remote operation using MCT 10 Set-up Software, or after a cleared fault condition.**

**To prevent unintended motor start:**

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

**⚠WARNING**

**DISCHARGE TIME**

**The drive contains DC-link capacitors, which can remain charged even when the drive 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 drives.**
- **Disconnect or lock PM motor.**
- **Wait for the capacitors to discharge fully. The minimum waiting time is 20 minutes.**
- **Before performing any service or repair work, use an appropriate voltage measuring device to make sure that the capacitors are fully discharged.**

**⚠WARNING**

**LEAKAGE CURRENT HAZARD**

**Leakage currents exceed 3.5 mA. Failure to ground the drive properly can result in death or serious injury.**

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


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2

**⚠WARNING**

**EQUIPMENT HAZARD**

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

- **Ensure that only trained and qualified personnel install, start up, and maintain the drive.**
- **Ensure that electrical work conforms to national and local electrical codes.**
- **Follow the procedures in this guide.**

**⚠WARNING**

**UNINTENDED MOTOR ROTATION WINDMILLING**

**Unintended rotation of permanent magnet motors creates voltage and can charge the unit, resulting in death, serious injury, or equipment damage.**

- **Ensure that permanent magnet motors are blocked to prevent unintended rotation.**

**⚠WARNING**

**INTERNAL FAILURE HAZARD**

**Under certain circumstances, an internal failure can cause a component to explode. Failure to keep the enclosure closed and properly secured can cause death or serious injury.**

- **Do not operate the drive with the door open or panels off.**
- **Ensure that the enclosure is properly closed and secured during operation.**

**⚠CAUTION**

**HOT SURFACES**

**The drive contains metal components that are still hot even after the drive has been powered off. Failure to observe the high temperature symbol (yellow triangle) on the drive can result in serious burns.**

- **Be aware that internal components, such as busbars, can be extremely hot even after the drive has been powered off.**
- **Exterior areas marked by the high-temperature symbol (yellow triangle) are hot while the drive is in use and immediately after being powered off.**

***NOTICE***

**MAINS SHIELD SAFETY OPTION**

**A mains shield option is available for enclosures with a protection rating of IP21/IP54 (Type 1/Type 12). The mains shield is a cover installed inside the enclosure to protect against the unintended touch of the power terminals, according to BGV A2, VBG 4.**

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# 3 Product Overview

## 3.1 Intended Use

The drive is an electronic motor controller that converts AC mains input into a variable AC waveform output. The frequency and voltage of the output are regulated to control the motor speed or torque. The drive is designed to:

- Regulate motor speed in response to system feedback or to remote commands from external controllers.
- Monitor system and motor status.
- Provide motor overload protection.

The drive is designed for industrial and commercial environments in accordance with local laws and standards. Depending on configuration, the drive can be used in standalone applications or form part of a larger system or installation.

***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 drive in applications which are non-compliant with specified operating conditions and environments. Ensure compliance with the conditions specified in *chapter 10 Specifications*.

## 3.2 Power Ratings, Weight, and Dimensions

For enclosure sizes and power ratings of the drives, refer to *Table 3.1*. For more dimensions, see *chapter 10.9 Enclosure Dimensions*.

| Enclosure size | | D1h | D2h | D3h | D4h | D3h | D4h |
|---|---|---|---|---|---|---|---|
| Rated power [kW] | | 45–55 kW (200–240 V) 90–132 kW (380–500 V) 90–132 kW (525–690 V) | 75–150 kW (200–240 V) 160–250 kW (380–500 V) 160–315 kW (525–690 V) | 45–55 kW (200–240 V) 90–132 kW (380–500 V) 37–132 kW (525–690 V) | 75–150 kW (200–240 V) 160–250 kW (380–500 V) 160–315 kW (525–690 V) | With regen or load share terminals[1)] | |
| IP<br>NEMA | | 21/54<br>Type 1/12 | 21/54<br>Type 1/12 | 20<br>Chassis | 20<br>Chassis | 20<br>Chassis | 20<br>Chassis |
| Shipping dimensions [mm (inch)] | Height | 587 (23) | 587 (23) | 587 (23) | 587 (23) | 587 (23) | 587 (23) |
| | Width | 997 (39) | 1170 (46) | 997 (39) | 1170 (46) | 1230 (48) | 1430 (56) |
| | Depth | 460 (18) | 535 (21) | 460 (18) | 535 (21) | 460 (18) | 535 (21) |
| Drive dimensions [mm (inch)] | Height | 893 (35) | 1099 (43) | 909 (36) | 1122 (44) | 1004 (40) | 1268 (50) |
| | Width | 325 (13) | 420 (17) | 250 (10) | 350 (14) | 250 (10) | 350 (14) |
| | Depth | 378 (15) | 378 (15) | 375 (15) | 375 (15) | 375 (15) | 375 (15) |
| Maximum weight [kg (lb)] | | 98 (216) | 164 (362) | 98 (216) | 164 (362) | 108 (238) | 179 (395) |

**Table 3.1 Power Ratings, Weight, and Dimensions, Enclosure Sizes D1h–D4h**

*1) Regen, load share, and brake terminal options are not available for 200–240 V drives.*


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3

| Enclosure size | | D5h | D6h | D7h | D8h |
|---|---|---|---|---|---|
| Rated power [kW] | | **90–132 kW (380–500 V) 90–132 kW (525–690 V)** | **90–132 kW (380–500 V) 90–132 kW (525–690 V)** | **160–250 kW (380–500 V) 160–315 kW (525–690 V)** | **160–250 kW (380–500 V) 160–315 kW (525–690 V)** |
| **IP** **NEMA** | | 21/54 Type 1/12 | 21/54 Type 1/12 | 21/54 Type 1/12 | 21/54 Type 1/12 |
| **Shipping dimensions [mm (inch)]** | Height | 1805 (71) | 1805 (71) | 2490 (98) | 2490 (98) |
| | Width | 510 (20) | 510 (20) | 585 (23) | 585 (23) |
| | Depth | 635 (25) | 635 (25) | 640 (25) | 640 (25) |
| **Drive dimensions [mm (inch)]** | Height | 1324 (52) | 1665 (66) | 1978 (78) | 2284 (90) |
| | Width | 325 (13) | 325 (13) | 420 (17) | 420 (17) |
| | Depth | 381 (15) | 381 (15) | 386 (15) | 406 (16) |
| Maximum weight [kg (lb)] | | 449 (990) | 449 (990) | 530 (1168) | 530 (1168) |

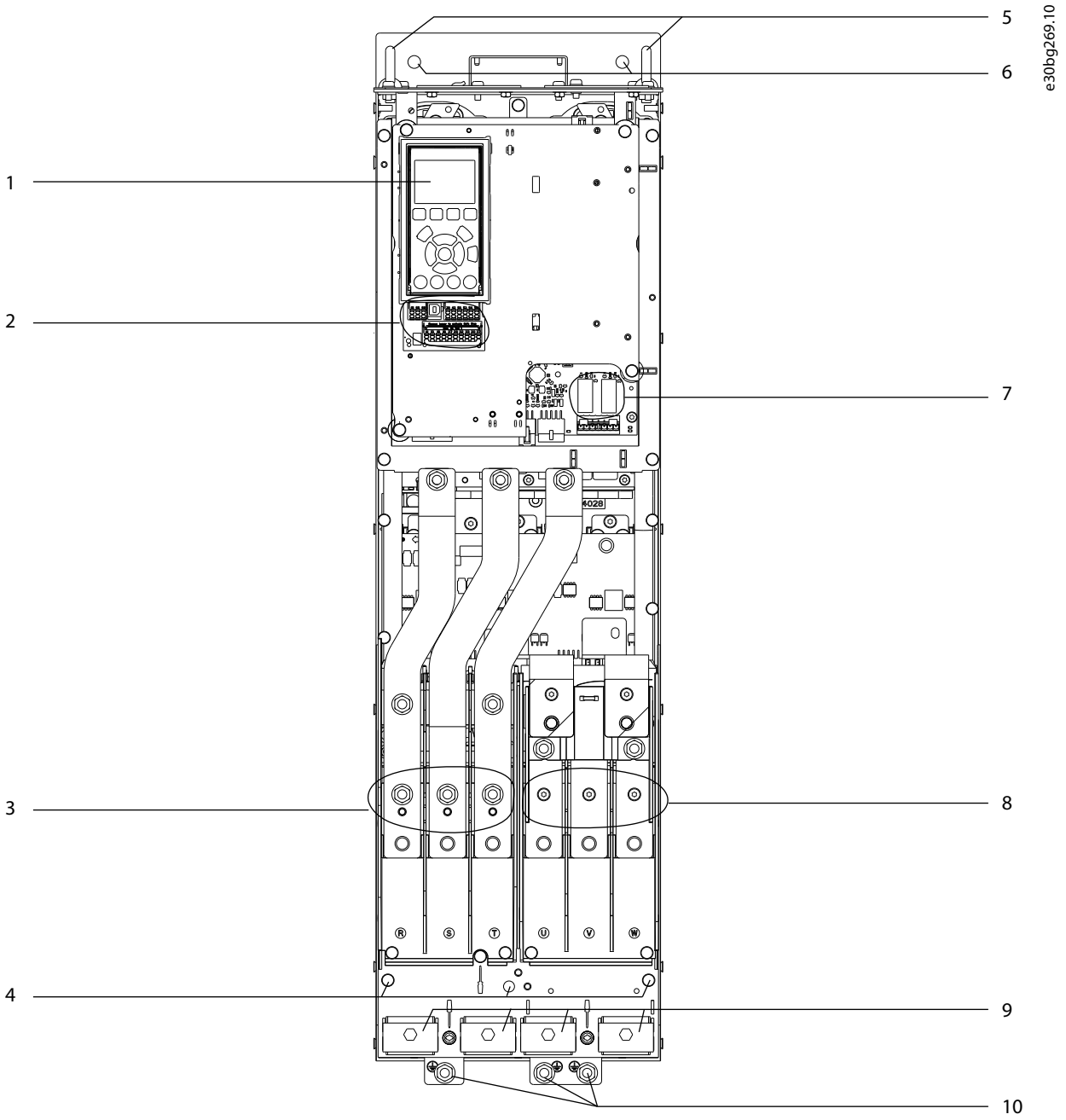
**Table 3.2 Power Ratings, Weight, and Dimensions, Enclosure Size D5h-D8h**

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## 3.3 Interior View of D1h Drive

*Illustration 3.1* shows the D1h components relevant to installation and commissioning. The D1h drive interior is similar to that of the D3h, D5h, and D6h drives. Drives with the contactor option also contain a contactor terminal block (TB6). For the location of TB6, see *chapter 5.8 Terminal Dimensions*.





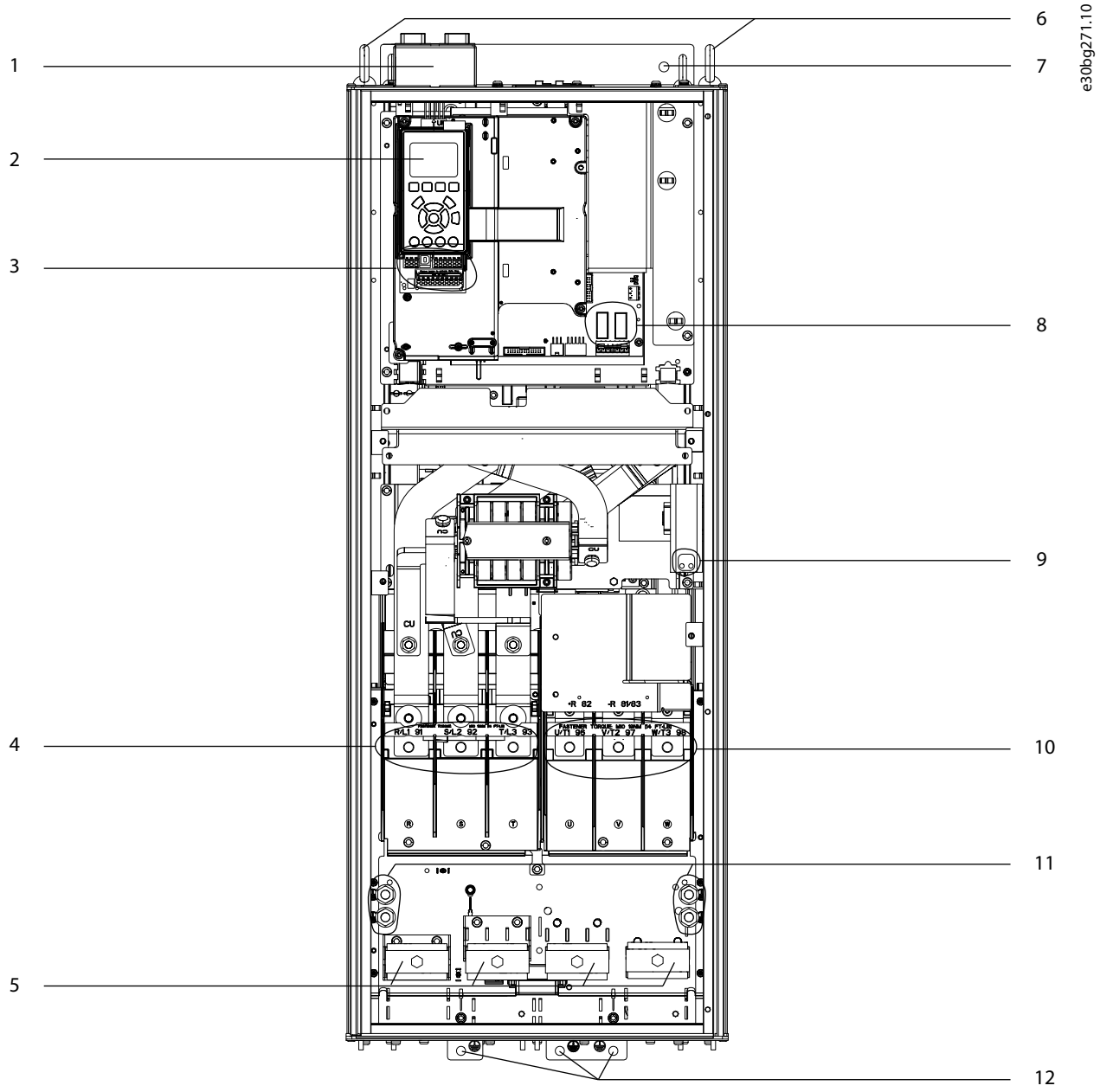

| | | | |
|---|---|---|---|
| 1 | LCP (local control panel) | 6 | Mounting holes |
| 2 | Control terminals | 7 | Relays 1 and 2 |
| 3 | Mains input terminals 91 (L1), 92 (L2), 93 (L3) | 8 | Motor output terminals 96 (U), 97 (V), 98 (W) |
| 4 | Ground terminals for IP21/54 (Type 1/12) | 9 | Cable clamps |
| 5 | Lifting ring | 10 | Ground terminals for IP20 (Chassis) |

**Illustration 3.1 Interior View of D1h Drive (similar to D3h/D5h/D6h)**


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## 3.4 Interior View of D2h Drive

*Illustration 3.2* shows the D2h components relevant to installation and commissioning. The D2h drive interior is similar to that of the D4h, D7h, and D8h drives. Drives with the contactor option also contain a contactor terminal block (TB6). For the location of TB6, see *chapter 5.8 Terminal Dimensions*.

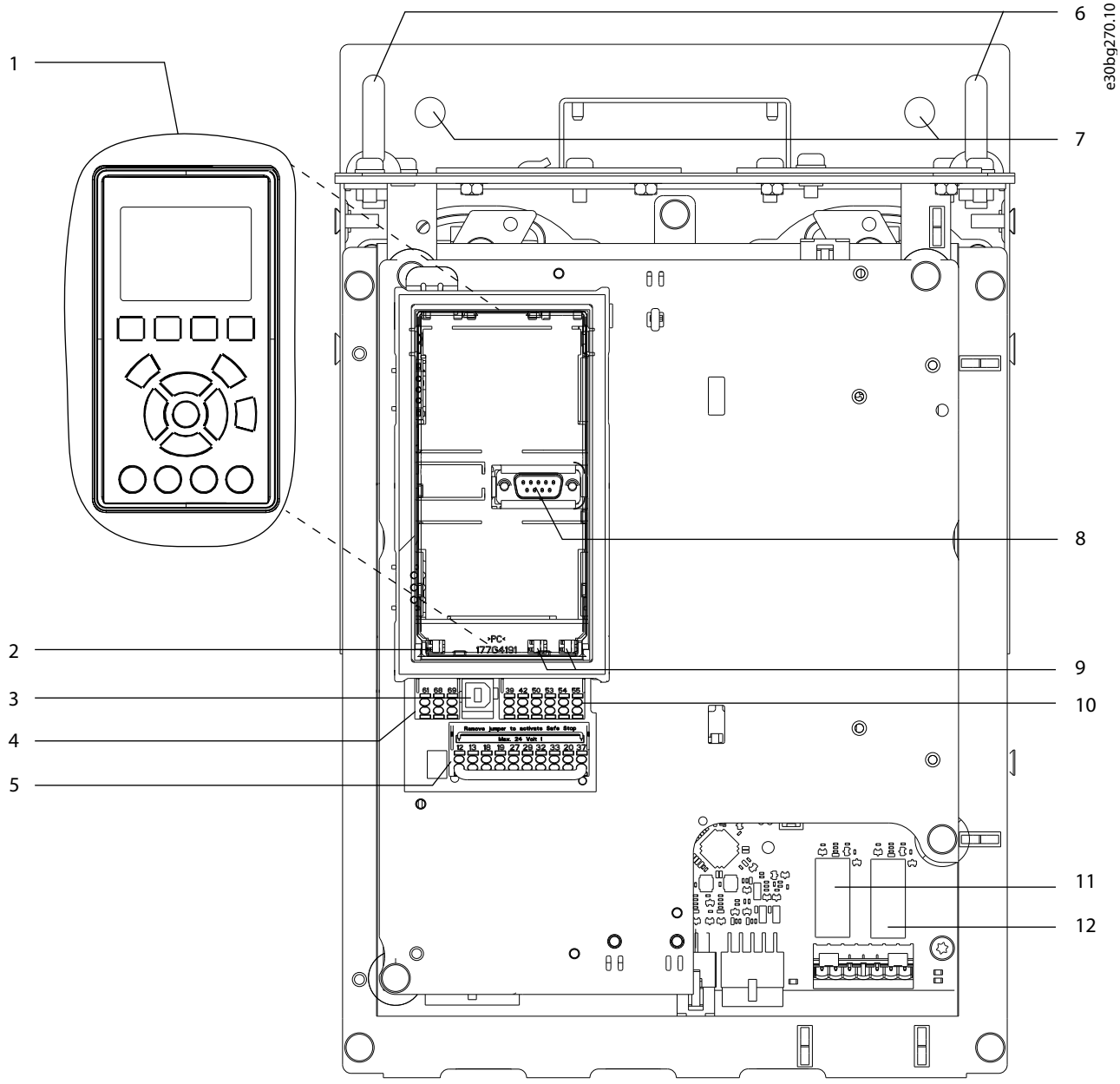



| | | | |
|---|---|---|---|
| 1 | Fieldbus top entry kit (optional) | 7 | Mounting hole |
| 2 | LCP (local control panel) | 8 | Relays 1 and 2 |
| 3 | Control terminals | 9 | Terminal block for anti-condensation heater (optional) |
| 4 | Mains input terminals 91 (L1), 92 (L2), 93 (L3) | 10 | Motor output terminals 96 (U), 97 (V), 98 (W) |
| 5 | Cable clamps | 11 | Ground terminals for IP21/54 (Type 1/12) |
| 6 | Lifting ring | 12 | Ground terminals for IP20 (Chassis) |

**Illustration 3.2 Interior View of D2h Drive (Similar to D4h/D7h/D8h)**

## 3.5 View of Control Shelf in D1h–D8h Drives

The control shelf holds the keypad, known as the local control panel or LCP. The control shelf also includes the control terminals, relays, and various connectors.




| | | | |
|---|---|---|---|
| 1 | Local control panel (LCP) | 7 | Mounting holes |
| 2 | RS485 termination switch | 8 | LCP connector |
| 3 | USB connector | 9 | Analog switches (A53, A54) |
| 4 | RS485 fieldbus connector | 10 | Analog I/O connector |
| 5 | Digital I/O and 24 V supply | 11 | Relay 1 (01, 02, 03) on power card |
| 6 | Lifting rings | 12 | Relay 2 (04, 05, 06) on power card |

**Illustration 3.3 View of Control Shelf**

## 3.6 Extended Options Cabinets

If a drive is ordered with any of the following options, it is supplied with an extended options cabinet to contain the optional components.

- Brake chopper.
- Mains disconnect.
- Contactor.
- Mains disconnect with contactor.
- Circuit breaker.
- Regeneration terminals.
- Load sharing terminals.
- Oversized wiring cabinet.
- Multiwire kit.

*Illustration 3.4* shows an example of a drive with an options cabinet. *Table 3.3* lists the variants of the drive that include these options.

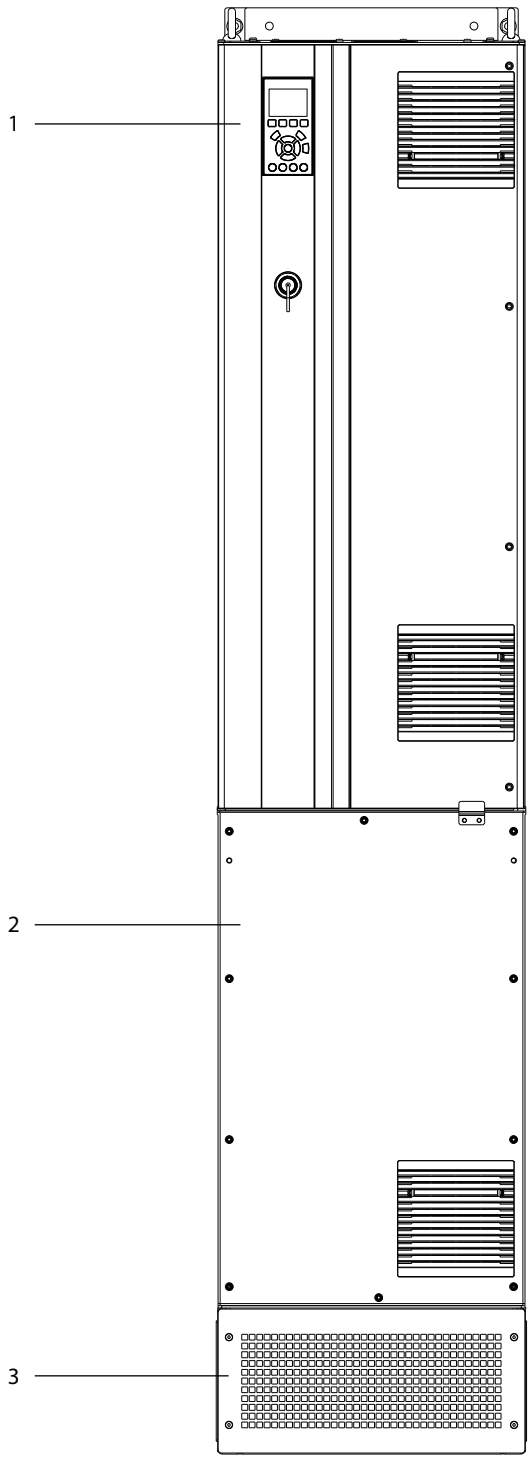
| Drive model | Possible options |
|---|---|
| D5h | Brake, disconnect |
| D6h | Contactor, contactor with disconnect, circuit breaker |
| D7h | Brake, disconnect, multiwire kit |
| D8h | Contactor, contactor with disconnect, circuit breaker, multiwire kit |

**Table 3.3 Overview of Extended Options**

The D7h and D8h drives include a 200 mm (7.9 in) pedestal for floor mounting.

There is a safety latch on the front cover of the options cabinet. If the drive includes a mains disconnect or circuit breaker, the safety latch locks the cabinet door while the drive is energized. Before opening the door, open the disconnect or circuit breaker to de-energize the drive, and remove the cover of the options cabinet.

For drives purchased with a disconnect, contactor or circuit breaker, the nameplate label includes a type code for a replacement drive that does not include the options. If the drive is replaced, it can be replaced independently of the options cabinet.




| | |
|---|---|
| 1 | Drive enclosure |
| 2 | Extended options cabinet |
| 3 | Pedestal |

**Illustration 3.4 Drive with Extended Options Cabinet (D7h)**

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## 3.7 Local Control Panel (LCP)

The local control panel (LCP) is the combined display and keypad on the front of the drive.

The LCP is used to:

- Control the drive and motor.
- Access drive parameters and program the drive.
- Display operational data, drive status, and warnings.

A numeric local control panel (NLCP) is available as an option. The NLCP operates in a manner similar to the LCP, but there are differences. For details on how to use the NLCP, see the product-specific *programming guide*.

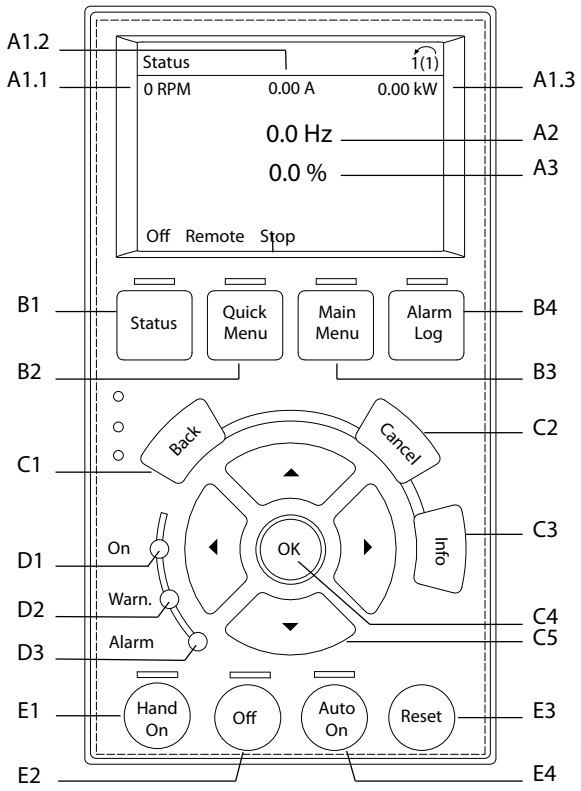



**Illustration 3.5 Local Control Panel (LCP)**

**A. Display area**
Each display readout has a parameter associated with it. See *Table 3.4*. The information shown on the LCP can be customized for specific applications. Refer to *chapter 3.8.1.2 Q1 My Personal Menu*.

| Callout | Parameter | Default setting |
|---|---|---|
| A1.1 | *Parameter 0-20 Display Line 1.1 Small* | Speed [RPM] |
| A1.2 | *Parameter 0-21 Display Line 1.2 Small* | Motor current [A] |
| A1.3 | *Parameter 0-22 Display Line 1.3 Small* | Power [kW] |
| A2 | *Parameter 0-23 Display Line 2 Large* | Frequency [Hz] |
| A3 | *Parameter 0-24 Display Line 3 Large* | Reference [%] |

**Table 3.4 LCP Display Area**


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3

**B. Menu keys**

Menu keys are used to access the menus for setting up parameters, toggling through status display modes during normal operation, and viewing fault log data.

| Callout | Key | Function |
|---|---|---|
| B1 | Status | Shows operational information. |
| B2 | Quick Menu | Allows access to parameters for initial set-up instructions. Also provides detailed application steps. Refer to *chapter 3.8.1.1 Quick Menus*. |
| B3 | Main Menu | Allows access to all parameters. Refer to *chapter 3.8.1.8 Main Menu Mode*. |
| B4 | Alarm Log | Shows a list of current warnings and the last 10 alarms. |

**Table 3.5 LCP Menu Keys**

**C. Navigation keys**

Navigation keys are used for programming functions and moving the display cursor. The navigation keys also provide speed control in local (hand) operation. The display brightness can be adjusted by pressing [Status] and [▲]/[▼] keys.

| Callout | Key | Function |
|---|---|---|
| C1 | Back | Reverts to the previous step or list in the menu structure. |
| C2 | Cancel | Cancels the last change or command as long as the display mode has not changed. |
| C3 | Info | Shows a definition of the selected function. |
| C4 | OK | Accesses parameter groups or enables an option. |
| C5 | ▲ ▼ ◄ ► | Moves between items in the menu. |

**Table 3.6 LCP Navigation Keys**

**D. Indicator lights**

Indicator lights are used to identify the drive status and to provide a visual notification of warning or fault conditions.

| Callout | Indicator | Indicator light | Function |
|---|---|---|---|
| D1 | On | Green | Lights when the drive receives power from the mains voltage or a 24 V external supply. |
| D2 | Warn. | Yellow | Lights when warning conditions are active. Text appears in the display area identifying the problem. |
| D3 | Alarm | Red | Lights during a fault condition. Text appears in the display area identifying the problem. |

**Table 3.7 LCP Indicator Lights**

**E. Operation keys and reset key**

The operation keys and reset key are found toward the bottom of the local control panel.

| Callout | Key | Function |
|---|---|---|
| E1 | Hand on | Starts the drive in local control. An external stop signal by control input or serial communication overrides the local [Hand On]. |
| E2 | Off | Stops the motor but does not remove power to the drive. |
| E3 | Reset | Resets the drive manually after a fault has been cleared. |
| E4 | Auto on | Puts the system in remote operational mode so it can respond to an external start command by control terminals or serial communication. |

**Table 3.8 LCP Operation Keys and Reset**

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## 3.8 LCP Menus

### 3.8.1.1 Quick Menus

The *Quick Menus* mode provides a list of menus used to configure and operate the drive. Select *Quick Menus* by pressing the [Quick Menu] key. The resulting readout appears on the LCP display.

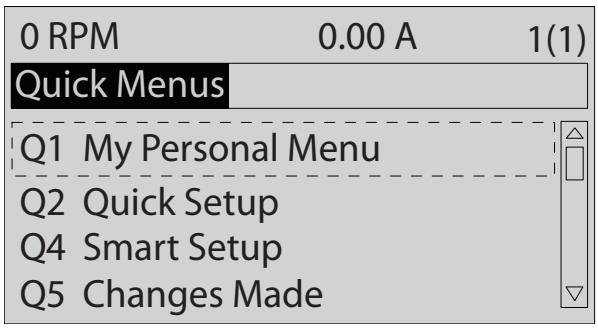



**Illustration 3.6 Quick Menu View**

### 3.8.1.2 Q1 My Personal Menu

Use *My Personal Menu* to determine what is shown in the display area. Refer to *chapter 3.7 Local Control Panel (LCP)*. This menu can also show up to 50 pre-programmed parameters. These 50 parameters are manually entered using *parameter 0-25 My Personal Menu*.

### 3.8.1.3 Q2 Quick Setup

The parameters found in *Q2 Quick Setup* contain basic system and motor data that are always necessary for configuring the drive. See *chapter 7.2.3 Entering System Information* for the set-up procedures.

### 3.8.1.4 Q4 Smart Setup

*Q4 Smart Setup* guides the user through typical parameter settings used to configure 1 of the following 3 applications:

- Mechanical brake.
- Conveyor.
- Pump/fan.

The [Info] key can be used to display help information for various selections, settings, and messages.

### 3.8.1.5 Q5 Changes Made

Select *Q5 Changes Made* for information about:

- The 10 most recent changes.
- Changes made from default setting.

### 3.8.1.6 Q6 Loggings

Use *Q6 Loggings* for fault finding. To get information about the display line readout, select *Loggings*. The information is shown as graphs. Only parameters selected in *parameter 0-20 Display Line 1.1 Small* through *parameter 0-24 Display Line 3 Large* can be viewed. It is possible to store up to 120 samples in the memory for later reference.

| **Q6 Loggings** | |
|---|---|
| *Parameter 0-20 Display Line 1.1 Small* | Speed [RPM] |
| *Parameter 0-21 Display Line 1.2 Small* | Motor Current |
| *Parameter 0-22 Display Line 1.3 Small* | Power [kW] |
| *Parameter 0-23 Display Line 2 Large* | Frequency |
| *Parameter 0-24 Display Line 3 Large* | Reference % |

**Table 3.9 Logging Parameter Examples**

### 3.8.1.7 Q7 Motor Setup

The parameters found in *Q7 Motor Setup* contain basic and advanced motor data that are always necessary for configuring the drive. This option also includes parameters for encoder set-up.

### 3.8.1.8 Main Menu Mode

The *Main Menu* mode lists all the parameter groups available to the drive. Select the *Main Menu* mode by pressing the [Main Menu] key. The resulting readout appears on the LCP display.

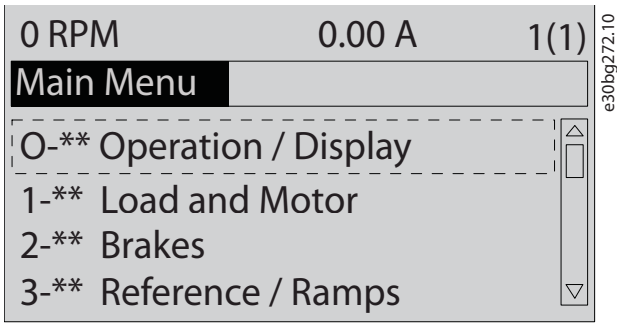



**Illustration 3.7 Main Menu View**

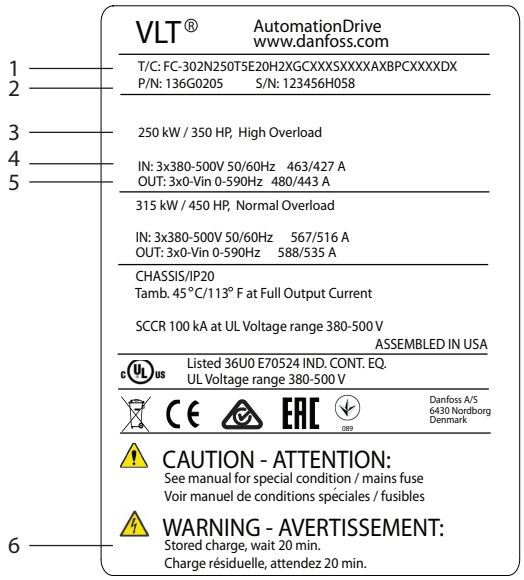
All parameters can be changed in the main menu. Option cards added to the unit enable extra parameters associated with the option device.

# 4 Mechanical Installation

## 4.1 Items Supplied

Items supplied can vary according to product configuration.

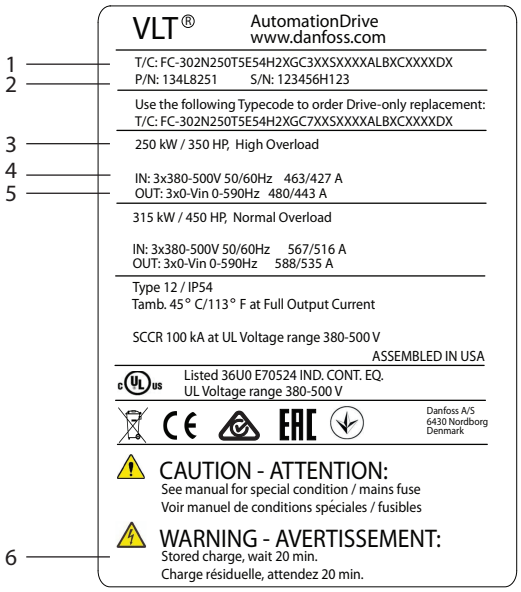
- Make sure the items supplied and the information on the nameplate correspond to the order confirmation. *Illustration 4.1* and *Illustration 4.2* show sample nameplates for a D-sized drive either with or without an extended options cabinet.
- Check the packaging and the drive visually for damage caused by inappropriate handling during shipment. File any claim for damage with the carrier. Retain damaged parts for clarification.




e30bg282.10

| | |
|---|---|
| 1 | Type code |
| 2 | Part number and serial number |
| 3 | Power rating |
| 4 | Input voltage, frequency, and current |
| 5 | Output voltage, frequency, and current |
| 6 | Discharge time |

**Illustration 4.1 Example Nameplate for Drive Only (D1h–D4h)**




e30bg281.10

| | |
|---|---|
| 1 | Type code |
| 2 | Part number and serial number |
| 3 | Power rating |
| 4 | Input voltage, frequency, and current |
| 5 | Output voltage, frequency, and current |
| 6 | Discharge time |

**Illustration 4.2 Example Nameplate for Drive with Extended Options Cabinet (D5h–D8h)**

***NOTICE***

**LOSS OF WARRANTY**

**Do not remove the nameplate from the drive. Removing the nameplate can result in loss of warranty.**


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## 4.2 Tools Needed

**Receiving/unloading**

- I-beam and hooks rated to lift the weight of the drive. Refer to *chapter 3.2 Power Ratings, Weight, and Dimensions*.
- Crane or other lifting aid to place the unit into position.

**Installation**

- Drill with 10 mm (0.39 in) or 12 mm (0.47 in) drill bits.
- Tape measurer.
- Various sizes of Phillips and flat bladed screwdrivers.
- Wrench with relevant metric sockets (7–17 mm/ 0.28–0.67 in).
- Wrench extensions.
- Torx drives (T25 and T50).
- Sheet metal punch for conduits or cable glands.
- I-beam and hooks to lift the weight of the drive. Refer to *chapter 3.2 Power Ratings, Weight, and Dimensions*.
- Crane or other lifting aid to place the drive onto pedestal and into position.

## 4.3 Storage

Store the drive in a dry location. Keep the equipment sealed in its packaging until installation. Refer to *chapter 10.4 Ambient Conditions* for recommended ambient temperature.

Periodic forming (capacitor charging) is not necessary during storage unless storage exceeds 12 months.

## 4.4 Operating 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 the lifetime of the drive. Ensure that requirements for air humidity, temperature, and altitude are met.**

| Voltage [V] | Altitude restrictions |
|---|---|
| 200–240 | At altitudes above 3000 m (9842 ft), contact Danfoss regarding PELV. |
| 380–500 | At altitudes above 3000 m (9842 ft), contact Danfoss regarding PELV. |
| 525–690 | At altitudes above 2000 m (6562 ft), contact Danfoss regarding PELV. |

**Table 4.1 Installation at High Altitudes**

For detailed ambient conditions specifications, refer to *chapter 10.4 Ambient Conditions*.

***NOTICE***

**CONDENSATION**

**Moisture can condense on the electronic components and cause short circuits. Avoid installation in areas subject to frost. Install an optional space heater when the drive is colder than the ambient air. Operating in standby mode reduces the risk of condensation as long as the power dissipation keeps the circuitry free of moisture.**

***NOTICE***

**EXTREME AMBIENT CONDITIONS**

**Hot or cold temperatures compromise unit performance and longevity.**

- **Do not operate in environments where the ambient temperature exceeds 55 °C (131 °F).**
- **The drive can operate at temperatures down to -10 °C (14 °F). However, proper operation at rated load is only guaranteed at 0 °C (32 °F) or higher.**
- **If temperature exceeds ambient temperature limits, extra air conditioning of the cabinet or installation site is required.**

### 4.4.1 Gases

Aggressive gases, such as hydrogen sulfide, chlorine, or ammonia can damage the electrical and mechanical components. The unit uses conformal-coated circuit boards to reduce the effects of aggressive gases. For conformal-coating class specifications and ratings, see *chapter 10.4 Ambient Conditions*.

### 4.4.2 Dust

When installing the drive in dusty environments, pay attention to the following:

**Periodic maintenance**

When dust accumulates on electronic components, it acts as a layer of insulation. This layer reduces the cooling capacity of the components, and the components become warmer. The hotter environment decreases the life of the electronic components.

Keep the heat sink and fans free from dust buildup. For more service and maintenance information, refer to *chapter 9 Maintenance, Diagnostics, and Troubleshooting*.

**Cooling fans**

Fans provide airflow to cool the drive. When fans are exposed to dusty environments, the dust can damage the fan bearings and cause premature fan failure. Also, dust

can accumulate on fan blades causing an imbalance which prevents the fans from properly cooling the unit.

### 4.4.3 Potentially Explosive Atmospheres

**⚠WARNING**

**EXPLOSIVE ATMOSPHERE**

**Do not install the drive in a potentially explosive atmosphere. Install the unit in a cabinet outside of this area. Failure to follow this guideline increases risk of death or serious injury.**

4

Systems operated in potentially explosive atmospheres must fulfill special conditions. EU Directive 94/9/EC (ATEX 95) classifies the operation of electronic devices in potentially explosive atmospheres.

- Class d specifies that if a spark occurs, it is contained in a protected area.
- Class e prohibits any occurrence of a spark.

**Motors with class d protection**
Do not require approval. Special wiring and containment are required.

**Motors with class e protection**
When combined with an ATEX–approved PTC monitoring device like the VLT® PTC Thermistor Card MCB 112, the installation does not need an individual approval from an approbated organization.

**Motors with class d/e protection**
The motor itself has an e ignition protection class, while the motor cabling and connection environment is in compliance with the d classification. To attenuate the high peak voltage, use a sine-wave filter at the drive output.

**When using a drive in a potentially explosive atmosphere, use the following:**

- Motors with ignition protection class d or e.
- PTC temperature sensor to monitor the motor temperature.
- Short motor cables.
- Sine-wave output filters when shielded motor cables are not used.

***NOTICE***

**MOTOR THERMISTOR SENSOR MONITORING**

**Drives with the VLT® PTC Thermistor Card MCB 112 option are PTB-certified for potentially explosive atmospheres.**

## 4.5 Installation and Cooling Requirements

***NOTICE***

**MOUNTING PRECAUTIONS**

**Improper mounting can result in overheating and reduced performance. Observe all installation and cooling requirements.**

**Installation requirements**

- Ensure unit stability by mounting vertically to a solid flat surface.
- Ensure that the strength of the mounting location supports the unit weight. Refer to *chapter 3.2 Power Ratings, Weight, and Dimensions*.
- Ensure that the mounting location allows access to open the enclosure door. See *chapter 10.9 Enclosure Dimensions*.
- Ensure that there is adequate space around the unit for cooling airflow.
- Place the unit as near to the motor as possible. Keep the motor cables as short as possible. See *chapter 10.5 Cable Specifications*.
- Ensure that the location allows for cable entry at the bottom of the unit.

**Cooling and airflow requirements**

- Ensure that top and bottom clearance for air cooling is provided. Clearance requirement: 225 mm (9 in).
- Consider derating for temperatures starting between 45 °C (113 °F) and 50 °C (122 °F) and elevation 1000 m (3300 ft) above sea level. See the product-specific *design guide* for detailed information.

The drive uses back-channel cooling to circulate the heat sink cooling air. The cooling duct carries approximately 90% of the heat out of the back channel of the drive. Redirect the back-channel air from the panel or room by using:

- Duct cooling. Back-channel cooling kits are available to direct the air away from the panel when an IP20/chassis drive is installed in a Rittal enclosure. Use of a kit reduces the heat in the panel and smaller door fans can be specified on the enclosure.
- Cooling out the back (top and base covers). The back-channel cooling air can be ventilated out of the room so that the heat from the back channel is not dissipated into the control room.

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***NOTICE***

**One or more door fans are required on the enclosure to remove heat not contained in the back channel of the drive. The fans also remove any additional losses generated by other components inside the drive.**

Ensure that the fans supply adequate airflow over the heat sink. To select the appropriate number of fans, calculate the total required airflow. The flow rate is shown in *Table 4.2*.

| Enclosure size | Door fan/ top fan | Power size | Heat sink fan |
|---|---|---|---|
| D1h/D3h/D5h/ D6h | 102 $m^3$/hr (60 CFM) | 90–110 kW, 380–500 V | 420 $m^3$/hr (250 CFM) |
| | | 75–132 kW, 525–690 V | 420 $m^3$/hr (250 CFM) |
| | | 132 kW, 380–500 V | 840 $m^3$/hr (500 CFM) |
| | | All, 200–240 V | 840 $m^3$/hr (500 CFM) |
| D2h/D4h/D7h/ D8h | 204 $m^3$/hr (120 CFM) | 160 kW, 380–500 V | 420 $m^3$/hr (250 CFM) |
| | | 160 kW, 525–690 V | 420 $m^3$/hr (250 CFM) |
| | | All, 200–240 V | 840 $m^3$/hr (500 CFM) |

**Table 4.2 D1h–D8h Airflow Rates**

## 4.6 Lifting the Drive

Always lift the drive using the dedicated eye bolts at the top of the drive. See *Illustration 4.3*.

**⚠WARNING**

**HEAVY LOAD**

**Unbalanced loads can fall or tip over. Failure to take proper lifting precautions increases risk of death, serious injury, or equipment damage.**

- **Move the unit using a hoist, crane, forklift, or other lifting device with the appropriate weight rating. See *chapter 3.2 Power Ratings, Weight, and Dimensions* for the weight of the drive.**
- **Failure to locate the center of gravity and correctly position the load can cause unexpected shifting during lifting and transport. For measurements and center of gravity, see *chapter 10.9 Enclosure Dimensions*.**
- **The angle from the top of the drive module to the lifting cables affects the maximum load force on the cable. This angle must be 65° or greater. Refer to *Illustration 4.3*. Attach and dimension the lifting cables properly.**
- **Never walk under suspended loads.**
- **To guard against injury, wear personal protective equipment such as gloves, safety glasses, and safety shoes.**

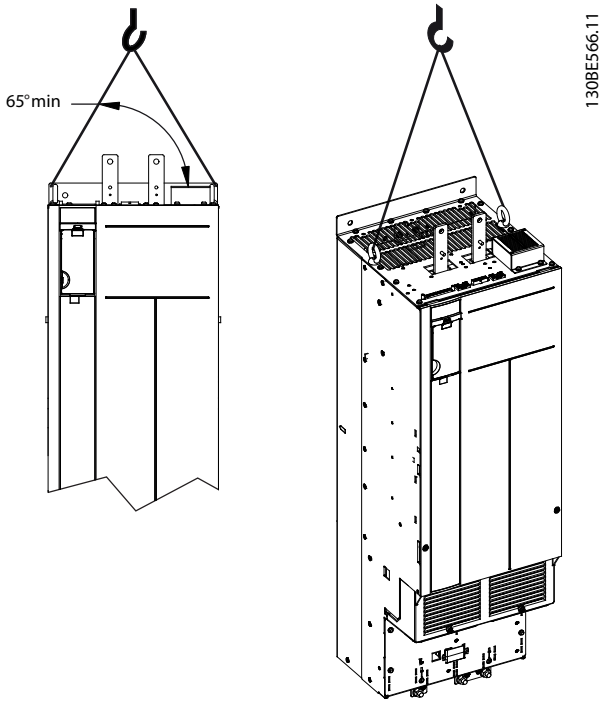



**Illustration 4.3 Lifting the Drive**

## 4.7 Mounting the Drive

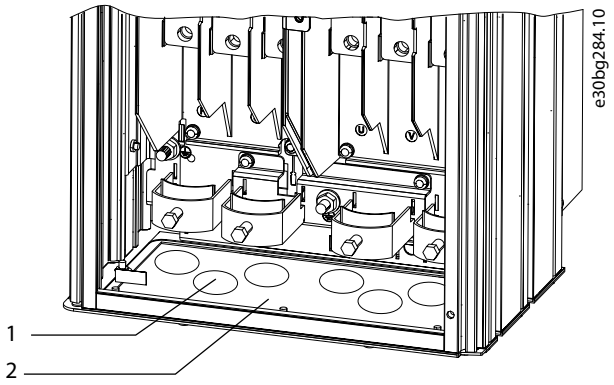
Depending on the drive model and configuration, the drive can floor-mounted or wall-mounted.

Drive models D1h–D2h and D5h–D8h can be floor mounted. Floor-mounted drives require space below the drive for airflow. To provide this space, the drives can be mounted on a pedestal. The D7h and D8h drives come with a standard pedestal. Optional pedestal kits are available for other D-sized drives.

Drives in enclosure sizes D1h–D6h can be wall-mounted. Drive models D3h and D4h are P20/Chassis drives, which can be mounted on a wall or on a mounting plate within a cabinet.

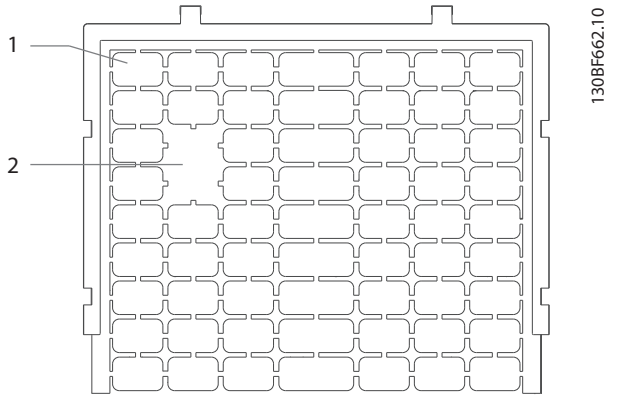
**Creating cable openings**
Before attaching the pedestal or mounting the drive, create cable openings in the gland plate and install it at the bottom of the drive. The gland plate provides access for AC mains and motor cable entry while maintaining IP21/IP54 (Type 1/Type 12) protection ratings. For gland plate dimensions, see *chapter 10.9 Enclosure Dimensions*.

- If the gland plate is a metal plate, punch cable entry holes in the plate with a sheet metal punch. Insert cable fittings into the holes. See *Illustration 4.4*.
- If the gland plate is plastic, punch out plastic tabs to accommodate the cables. See *Illustration 4.5*.




| | |
|---|---|
| 1 | Cable entry hole |
| 2 | Metal gland plate |

**Illustration 4.4 Cable Openings in Sheet Metal Gland Plate**



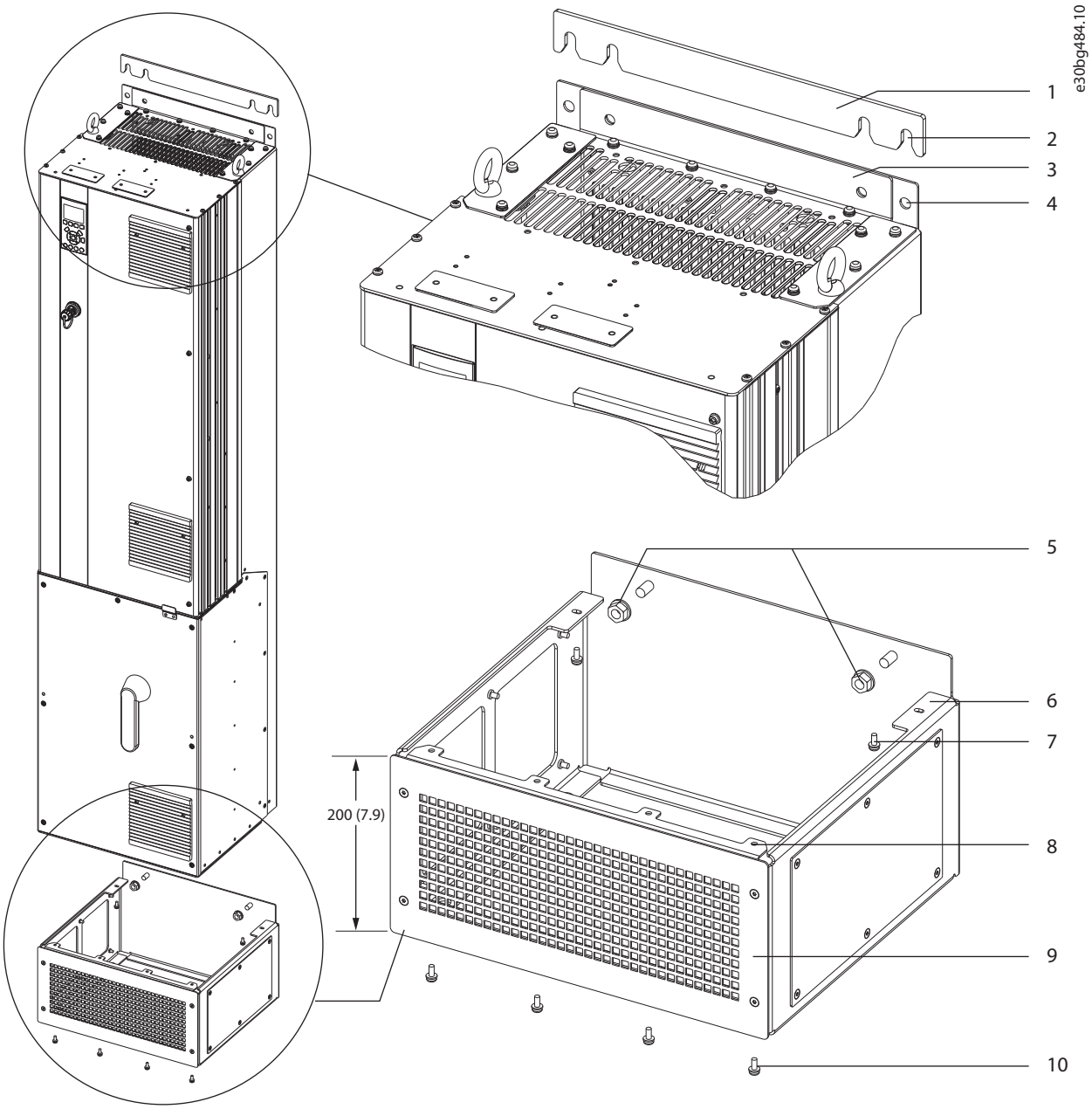

| | |
|---|---|
| 1 | Plastic tabs |
| 2 | Tabs removed for cable access |

**Illustration 4.5 Cable Openings in Plastic Gland Plate**

**Attaching the drive to the pedestal**
To install a standard pedestal, use the following steps. To install an optional pedestal kit, refer to the instructions that shipped with the kit. See *Illustration 4.6*.

1. Unfasten 4 M5 screws, and remove the pedestal front cover plate.
2. Secure 2 M10 nuts over the threaded studs at the back of the pedestal, securing it to the drive back channel.
3. Fasten 2 M5 screws through the back flange of the pedestal into the pedestal mounting bracket on the drive.
4. Fasten 4 M5 screws through the front flange of the pedestal and into the gland plate mounting holes.

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| | | | |
|---|---|---|---|
| 1 | Pedestal wall spacer | 6 | Back flange of pedestal |
| 2 | Fastener slots | 7 | M5 screw (fasten through back flange) |
| 3 | Mounting flange at drive top | 8 | Front flange of pedestal |
| 4 | Mounting holes | 9 | Front cover plate of pedestal |
| 5 | M10 nuts (fasten to threaded posts) | 10 | M5 screw (fasten through front flange) |

**Illustration 4.6 Pedestal Installation in D7h/D8h Drives**

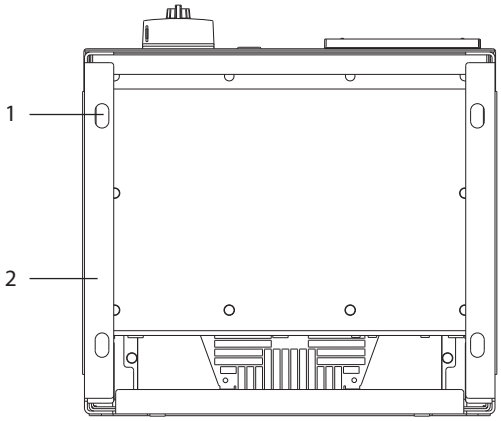

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**Floor mounting the drive**

To secure the pedestal to the floor (after attaching the drive to the pedestal), use the following steps.

1. Fasten 4 M10 bolts in the mounting holes at the bottom of the pedestal, securing it to the floor. See *Illustration 4.7*.
2. Reposition the pedestal front cover plate, and fasten with 4 M5 screws. See *Illustration 4.6*.
3. Slide the pedestal wall spacer behind the mounting flange at the top of the drive. See *Illustration 4.6*.
4. Fasten 2–4 M10 bolts in the mounting holes at the top of the drive, securing it to the wall. Use 1 bolt for each mounting hole. The number varies with enclosure size. See *Illustration 4.6*.



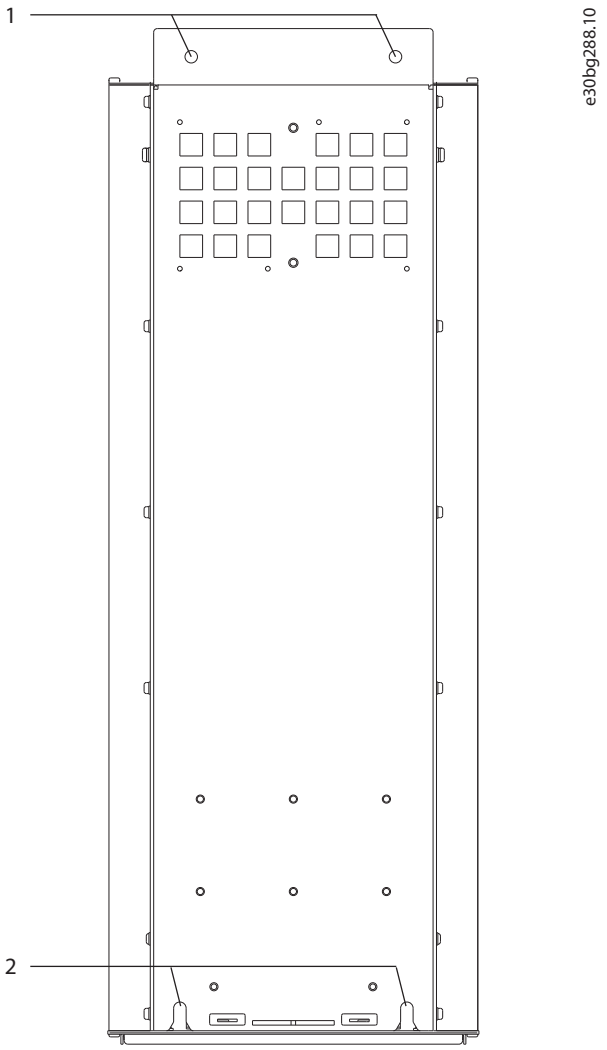

| | |
|---|---|
| 1 | Mounting holes |
| 2 | Bottom of pedestal |

**Illustration 4.7 Pedestal-to-floor Mounting Holes**

**Wall mounting the drive**

To wall mount a drive, use the following steps. Refer to *Illustration 4.8*.

1. Fasten 2 M10 bolts in the wall to align with the fastener slots at the bottom of drive.
2. Slide the fastener slots over the M10 bolts.
3. Tip the drive against the wall, and secure the top with 2 M10 bolts in the mounting holes.




| | |
|---|---|
| 1 | Top mounting holes |
| 2 | Lower fastener slots |

**Illustration 4.8 Drive-to-wall Mounting Holes**


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# 5 Electrical Installation

## 5.1 Safety Instructions

See *chapter 2 Safety* for general safety instructions.

**⚠WARNING**

**INDUCED VOLTAGE**

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

- **Run output motor cables separately or use shielded cables.**
- **Simultaneously lock out all the drives.**

**⚠WARNING**

**SHOCK HAZARD**

**The drive can cause a DC current in the ground conductor and thus 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 allowed on the supply side.**

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

**Overcurrent protection**

- Additional protective equipment such as short-circuit protection or motor thermal protection between drive 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 10.7 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 (167 °F) rated copper wire.

See *chapter 10.5 Cable Specifications* for recommended wire sizes and types.

**⚠CAUTION**

**PROPERTY DAMAGE**

**Protection against motor overload is not included in the default setting. To add this function, set *parameter 1-90 Motor Thermal Protection* to *[ETR trip]* or *[ETR warning]*. For the North American market, the ETR function provides class 20 motor overload protection in accordance with NEC. Failure to set *parameter 1-90 Motor Thermal Protection* to *[ETR trip]* or *[ETR warning]* means that motor overload protection is not provided and, if the motor overheats, property damage can occur.**

## 5.2 EMC-compliant Installation

To obtain an EMC-compliant installation, follow the instructions provided in:

- *Chapter 5.3 Wiring Schematic*.
- *Chapter 5.4 Connecting to Ground*.
- *Chapter 5.5 Connecting the Motor*.
- *Chapter 5.6 Connecting the AC Mains*.

***NOTICE***

**TWISTED SHIELD ENDS (PIGTAILS)**

**Twisted shield ends (pigtails) increase the shield impedance at higher frequencies, reducing the shield effect and increasing the leakage current. To avoid twisted shield ends, use integrated shield clamps.**

- For use with relays, control cables, a signal interface, fieldbus, or brake, connect the shield to the enclosure at both ends. If the ground path has high impedance, is noisy, or is carrying current, break the shield connection on 1 end to avoid ground current loops.
- Convey the currents back to the unit using a metal mounting plate. Ensure good electrical contact from the mounting plate through the mounting screws to the drive chassis.
- Use shielded cables for motor output cables. An alternative is unshielded motor cables within metal conduit.

***NOTICE***

**SHIELDED CABLES**

**If shielded cables or metal conduits are not used, the unit and the installation do not meet regulatory limits on radio frequency (RF) emission levels.**


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- Ensure that motor and brake cables are as short as possible to reduce the interference level from the entire system.
- Avoid placing cables with a sensitive signal level alongside motor and brake cables.
- For communication and command/control lines, follow the particular communication protocol standards. Danfoss recommends use of shielded cables.
- Ensure that all control terminal connections are PELV.

5

***NOTICE***

**EMC INTERFERENCE**

**Use separate shielded cables for motor and control wiring, and separate cables for mains wiring, motor wiring, and control wiring. Failure to isolate power, motor, and control cables can result in unintended behavior or reduced performance. Minimum 200 mm (7.9 in) clearance between mains, motor, and control cables is required.**

***NOTICE***

**INSTALLATION AT HIGH ALTITUDE**

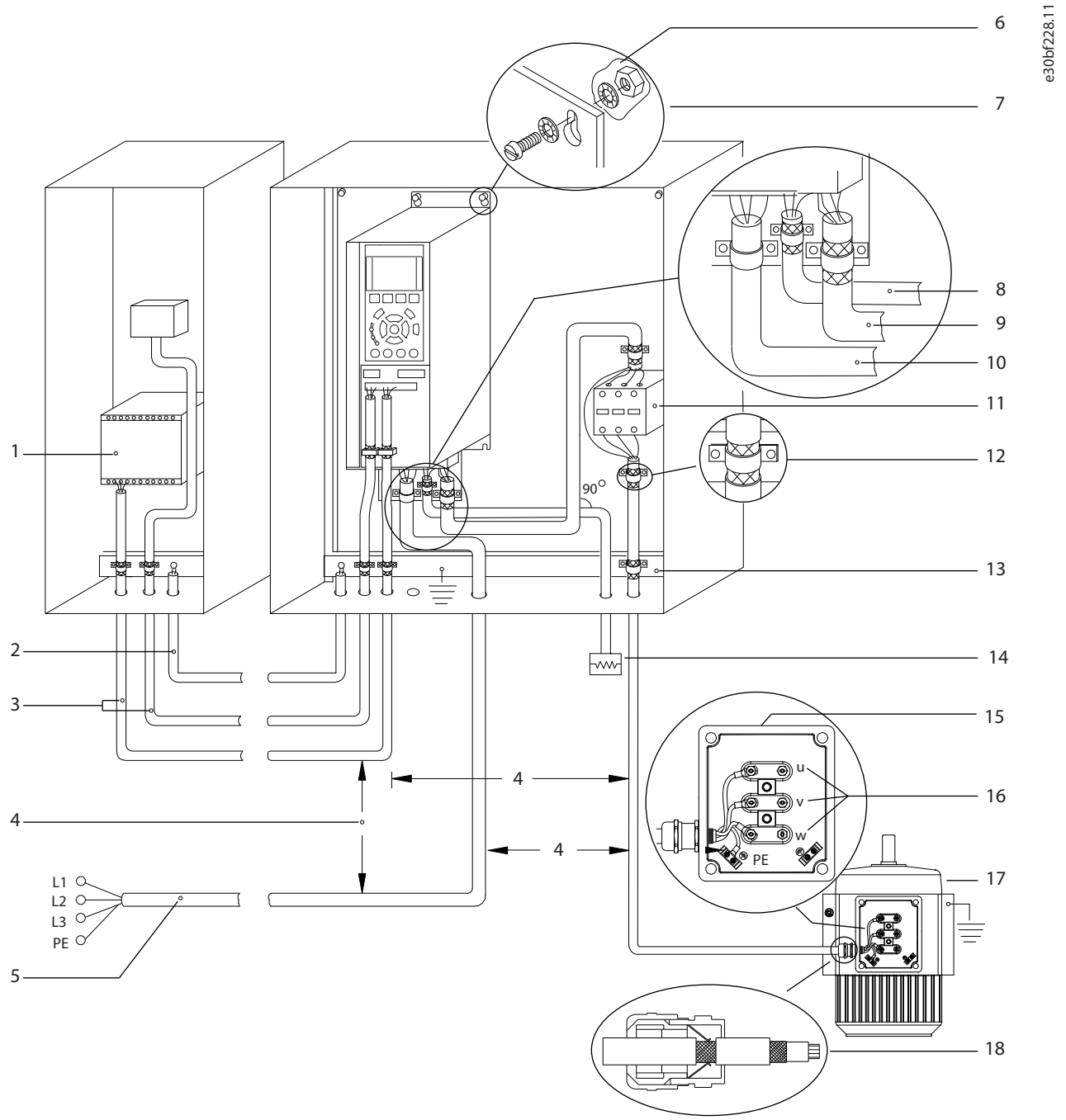
**There is a risk of overvoltage. Isolation between components and critical parts could be insufficient, and not comply with PELV requirements. Reduce the risk of overvoltage by using external protective devices or galvanic isolation.**
**For installations above 2000 m (6500 ft) altitude, contact Danfoss regarding PELV compliance.**

***NOTICE***

**PELV COMPLIANCE**

**Prevent electric shock by using protective extra low voltage (PELV) electrical supply and complying with local and national PELV regulations.**


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| | | | |
|---|---|---|---|
| 1 | PLC | 10 | Mains cable (unshielded) |
| 2 | Minimum 16 mm$^2$ (6 AWG) equalizing cable | 11 | Output contactor and similar options |
| 3 | Control cables | 12 | Cable insulation stripped |
| 4 | Required minimum separation of 200 mm (7.9 in) between control cables, motor cables, and mains cables | 13 | Common ground busbar (Follow local and national requirements for enclosure grounding) |
| 5 | Mains supply | 14 | Brake resistor |
| 6 | Bare (unpainted) surface | 15 | Metal box |
| 7 | Star washers | 16 | Connection to motor |
| 8 | Brake cable (shielded) | 17 | Motor |
| 9 | Motor cable (shielded) | 18 | EMC cable gland |

**Illustration 5.1 Example of Proper EMC Installation**


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## 5.3 Wiring Schematic

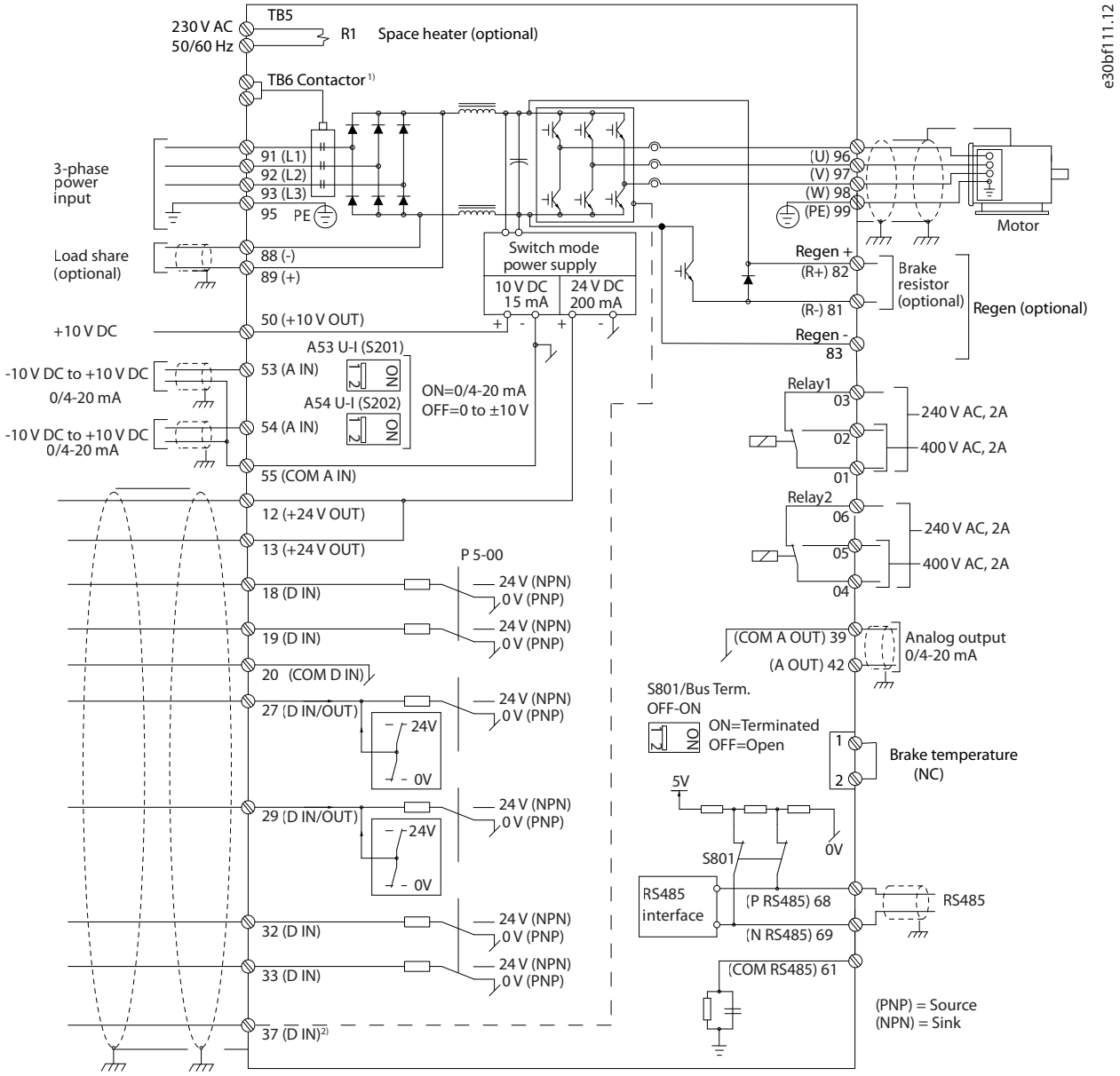



**Illustration 5.2 Basic Wiring Schematic**

*1) TB6 contactor is found only in D6h and D8h drives with a contactor option.*

*2) Terminal 37 (optional) is used for Safe Torque Off. Refer to the VLT® FC Series - Safe Torque Off Operating Guide for installation instructions.*


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## 5.4 Connecting to Ground

**⚠WARNING**

**LEAKAGE CURRENT HAZARD**

**Leakage currents exceed 3.5 mA. Failure to ground the drive properly can result in death or serious injury.**

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

**For electrical safety**

- Ground the drive in accordance with applicable standards and directives.
- Use a dedicated ground wire for input power, motor power, and control wiring.
- Do not ground 1 drive to another in a daisy chain fashion.
- Keep the ground wire connections as short as possible.
- Follow motor manufacturer wiring requirements.
- Minimum cable cross-section: 10 $mm^2$ (6 AWG) (or 2 rated ground wires terminated separately).
- Tighten the terminals in accordance with the information provided in *chapter 10.8.1 Fastener Torque Ratings*.

**For EMC-compliant installation**

- Establish electrical contact between the cable shield and the drive enclosure by using metal cable glands or by using the clamps provided on the equipment.
- Reduce burst transient by using high-strand wire.
- Do not use twisted shield ends (pigtails).

***NOTICE***

**POTENTIAL EQUALIZATION**

**There is a risk of burst transient when the ground potential between the drive and the control system is different. Install equalizing cables between the system components. Recommended cable cross-section: 16 $mm^2$ (5 AWG).**

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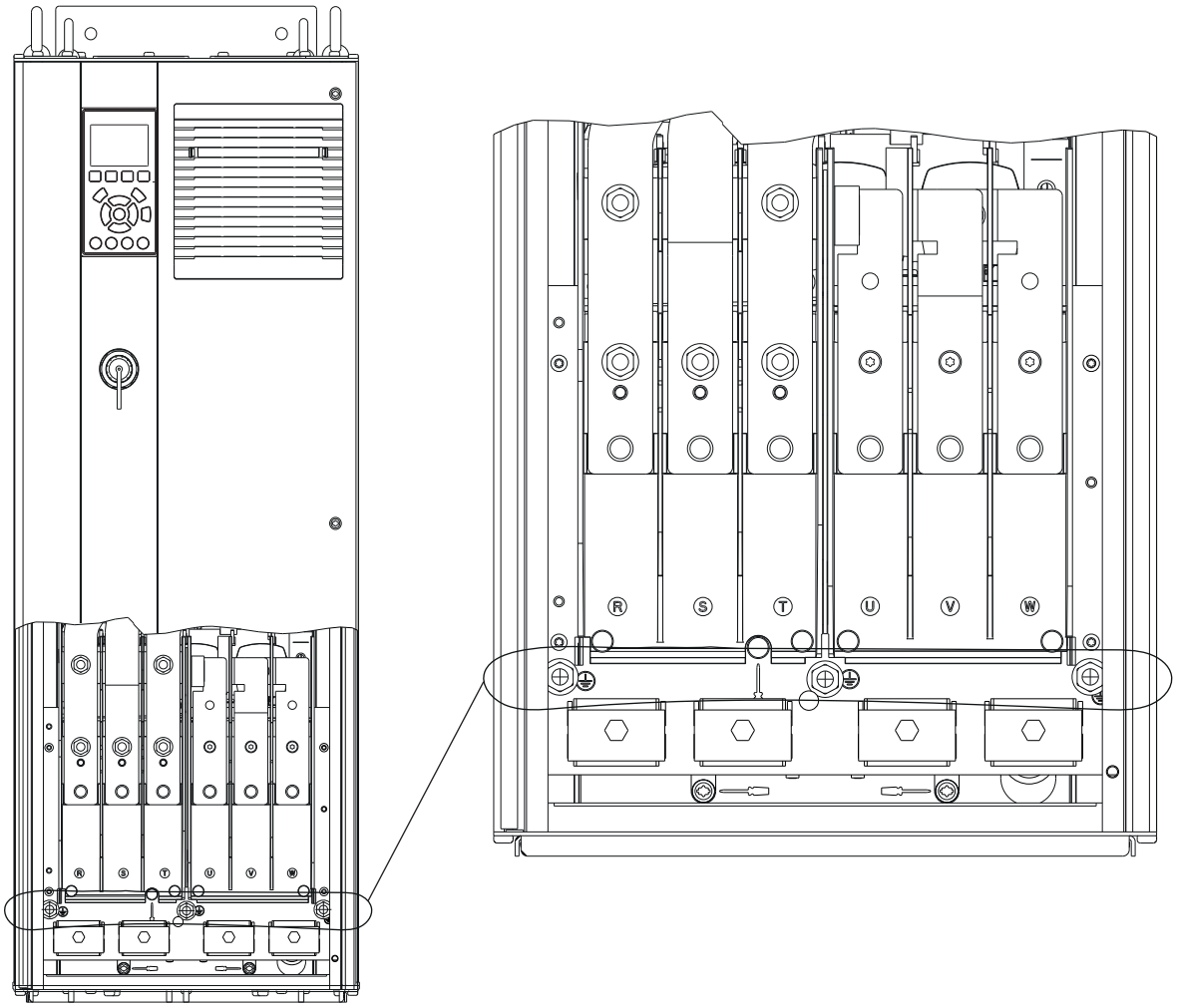



**Illustration 5.3 Ground Terminals (D1h shown)**


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## 5.5 Connecting the Motor

**⚠WARNING**

**INDUCED VOLTAGE**

**Induced voltage from output motor cables 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 shielded cables could result in death or serious injury.**

- Comply with local and national electrical codes for cable sizes. For maximum wire sizes, see *chapter 10.5 Cable Specifications*.
- Follow motor manufacturer wiring requirements.
- Motor wiring knockouts or access panels are provided at the base of IP21 (NEMA1/12) and higher units.
- Do not wire a starting or pole-changing device (for example Dahlander motor or slip ring asynchronous motor) between the drive and the motor.



**Procedure**

1. Strip a section of the outer cable insulation.
2. Position the stripped wire under the cable clamp, establishing mechanical fixation and electrical contact between the cable shield and ground.
3. Connect the ground wire to the nearest grounding terminal in accordance with the grounding instructions provided in *chapter 5.4 Connecting to Ground*. See *Illustration 5.4*.
4. Connect the 3-phase motor wiring to terminals 96 (U), 97 (V), and 98 (W). See *Illustration 5.4*.
5. Tighten the terminals in accordance with the information provided in *chapter 10.8.1 Fastener Torque Ratings*.


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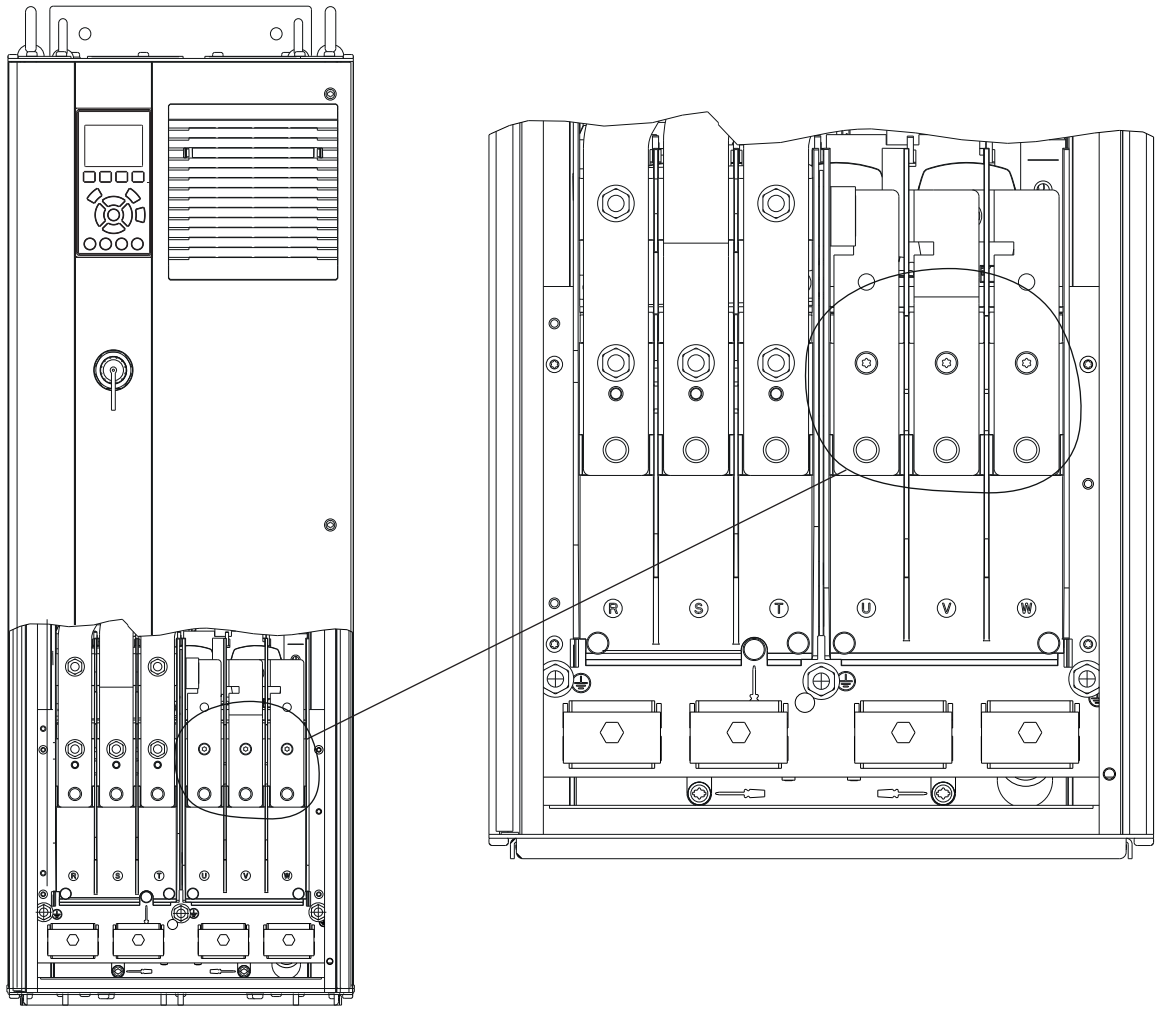



**Illustration 5.4 Motor Terminals (D1h shown)**


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## 5.6 Connecting the AC Mains

- Size the wiring according to the input current of the drive. For maximum wire sizes, see *chapter 10.1 Electrical Data*.
- Comply with local and national electrical codes for cable sizes.

**Procedure**

1. Strip a section of the outer cable insulation.
2. Position the stripped wire under the cable clamp, establishing mechanical fixation and electrical contact between the cable shield and ground.
3. Connect the ground wire to the nearest grounding terminal in accordance with the grounding instructions provided in *chapter 5.4 Connecting to Ground*.
4. Connect the 3-phase AC input power wiring to terminals R, S, and T. See *Illustration 5.5*.
5. Tighten the terminals in accordance with the information provided in *chapter 10.8.1 Fastener Torque Ratings*.
6. 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 *parameter 14-50 RFI Filter* is set to *[0] Off* to avoid damage to the DC link and to reduce ground capacity currents.

***NOTICE***

**OUTPUT CONTACTOR**

**Danfoss does not recommend using an output contactor on 525–690 V drives that are connected to an IT mains network.**



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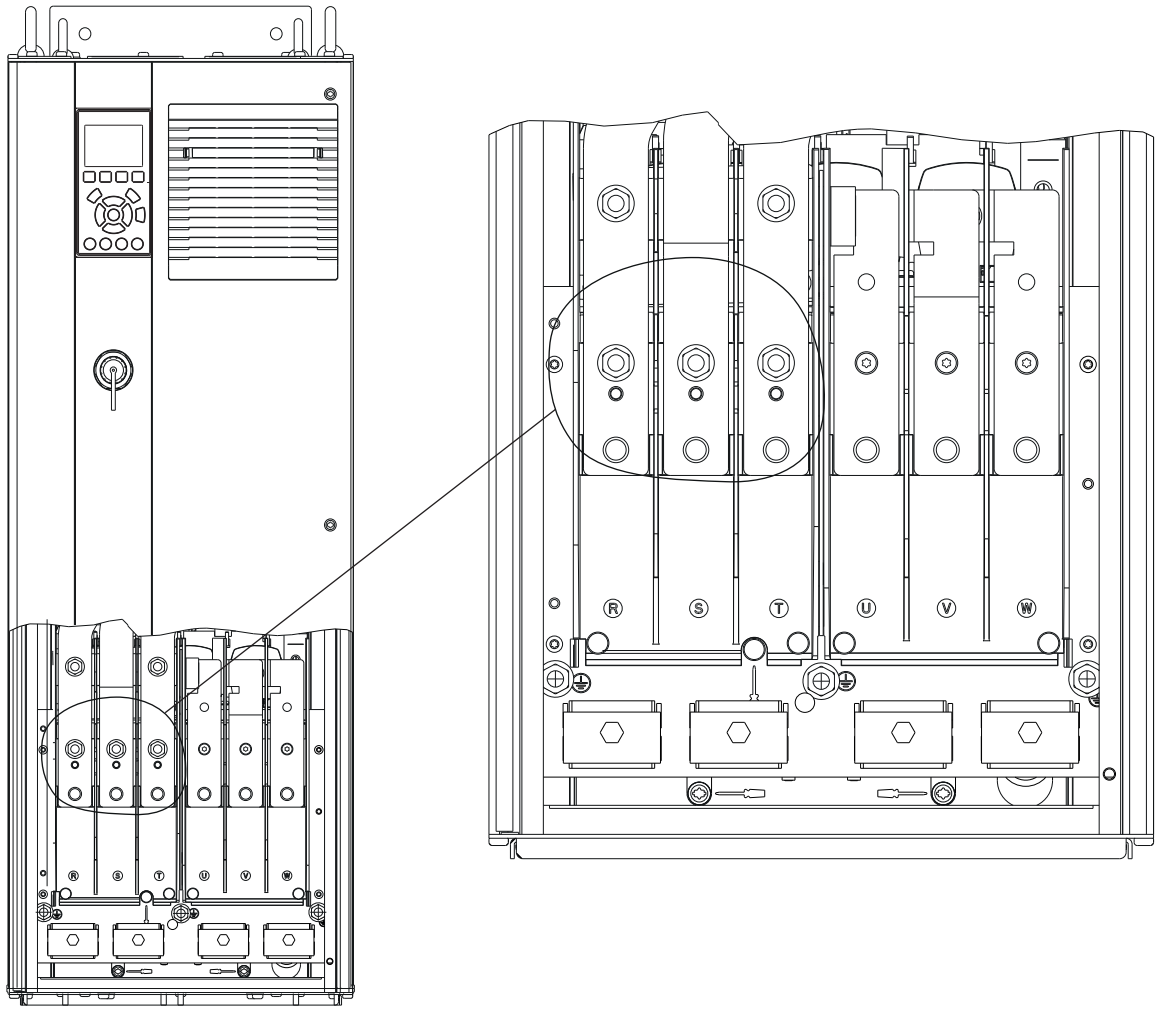



**Illustration 5.5 AC Mains Terminals (D1h shown). For a detailed view of terminals, see *chapter 5.8 Terminal Dimensions*.**

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## 5.7 Connecting Regen/Load Share Terminals

The optional regeneration/load share terminals are found at the top of the drive. For drives with IP21/IP54 enclosures, the wiring is routed through a cover surrounding the terminals. Refer to *Illustration 5.5*.

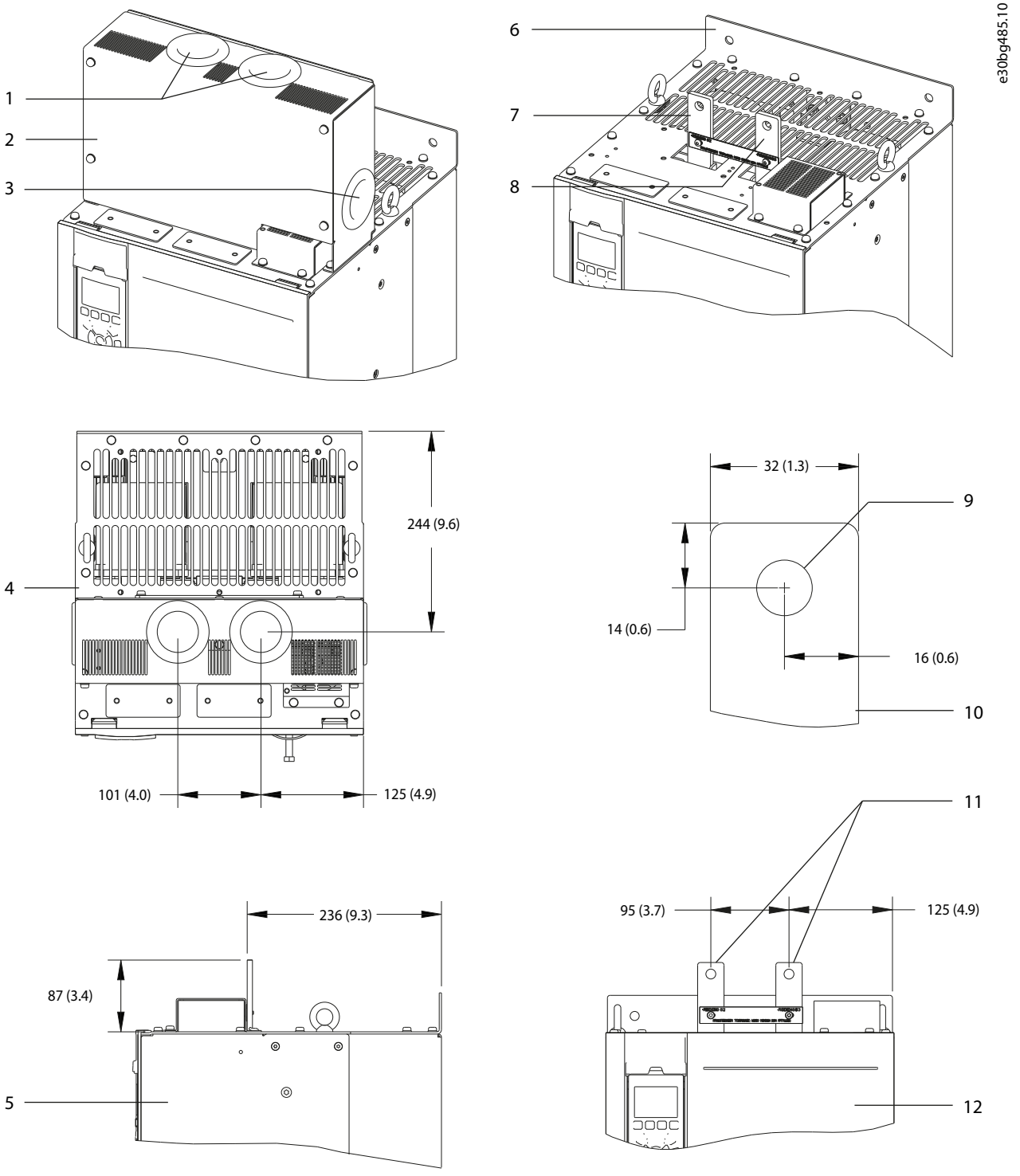
- Size the wiring according to the current of the drive. For maximum wire sizes, see *chapter 10.1 Electrical Data*.
- Comply with local and national electrical codes for cable sizes.

**Procedure**

1. Remove 2 plugs (for either top entry or side entry) from the terminal cover.
2. Insert cable fittings into the terminal cover holes.
3. Strip a section of the outer cable insulation.
4. Position the stripped cable through the fittings.
5. Connect the DC(+) cable to the DC(+) terminal, and secure with 1 M10 fastener.
6. Connect the DC(-) cable to the DC(-) terminal, and secure with 1 M10 fastener.
7. Tighten the terminals in accordance with *chapter 10.8.1 Fastener Torque Ratings*.



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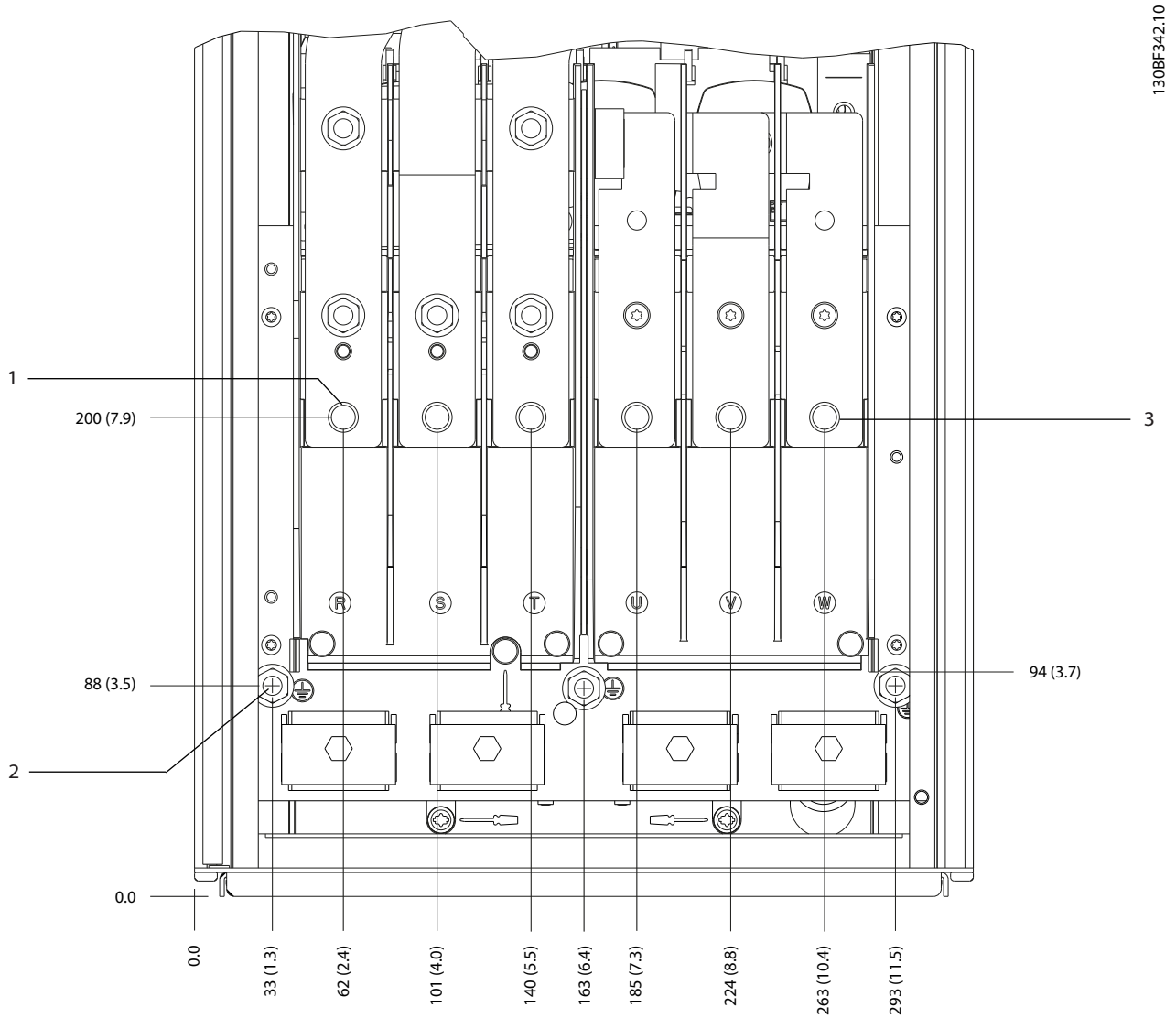

| | | | |
|---|---|---|---|
| 1 | Top openings for regen/load share terminals | 7 | DC(+) terminal |
| 2 | Terminal cover | 8 | DC(-) terminal |
| 3 | Side opening for regen/load share terminals | 9 | Hole for M10 fastener |
| 4 | Top view | 10 | Close-up view |
| 5 | Side view | 11 | Regen/load share terminals |
| 6 | View without cover | 12 | Front view |

**Illustration 5.6 Regen/Load Share Terminals in Enclosure Size D**


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## 5.8 Terminal Dimensions

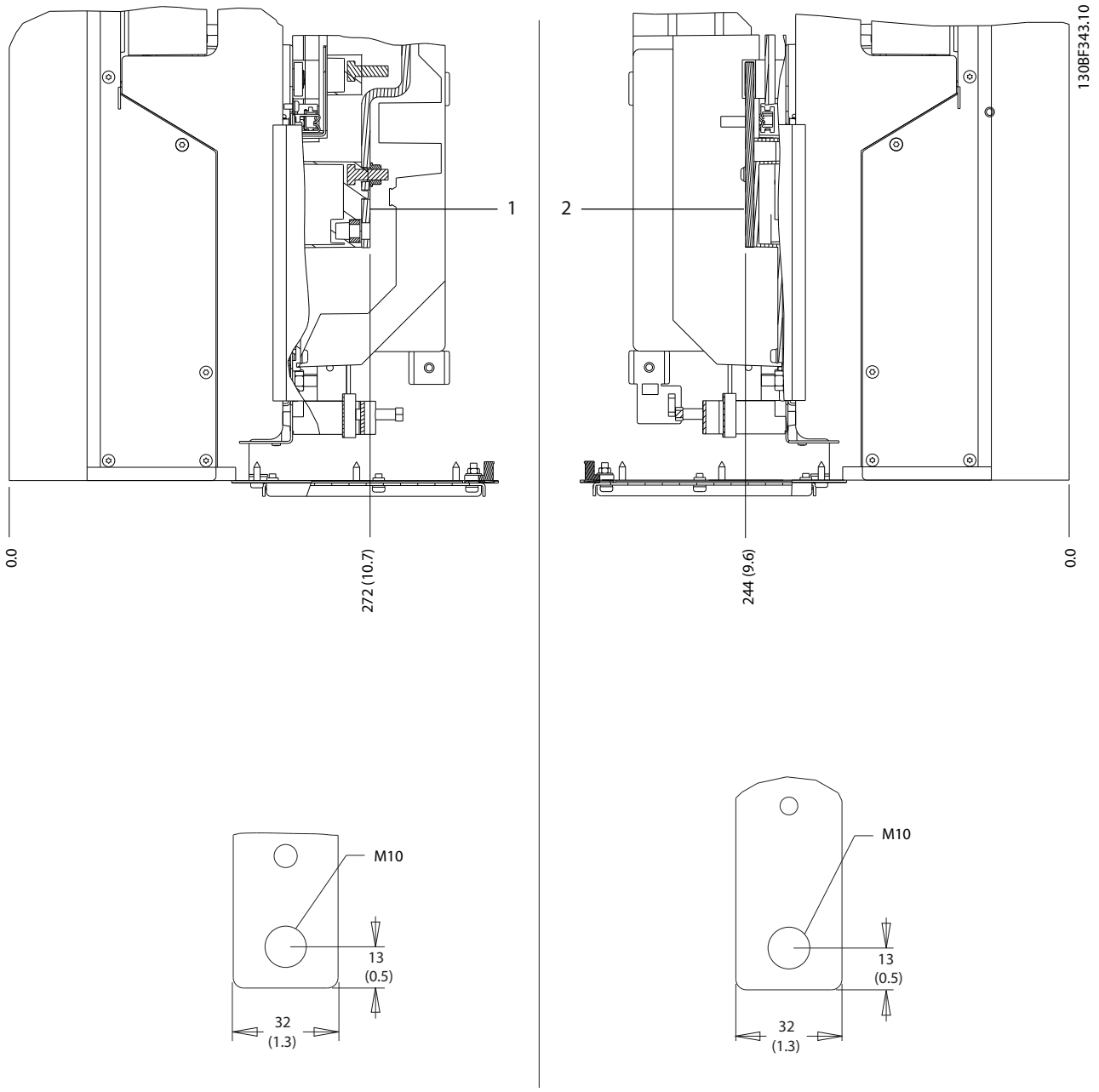
### 5.8.1 D1h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Ground terminals | – | – |

**Illustration 5.7 D1h Terminal Dimensions (Front View)**

5

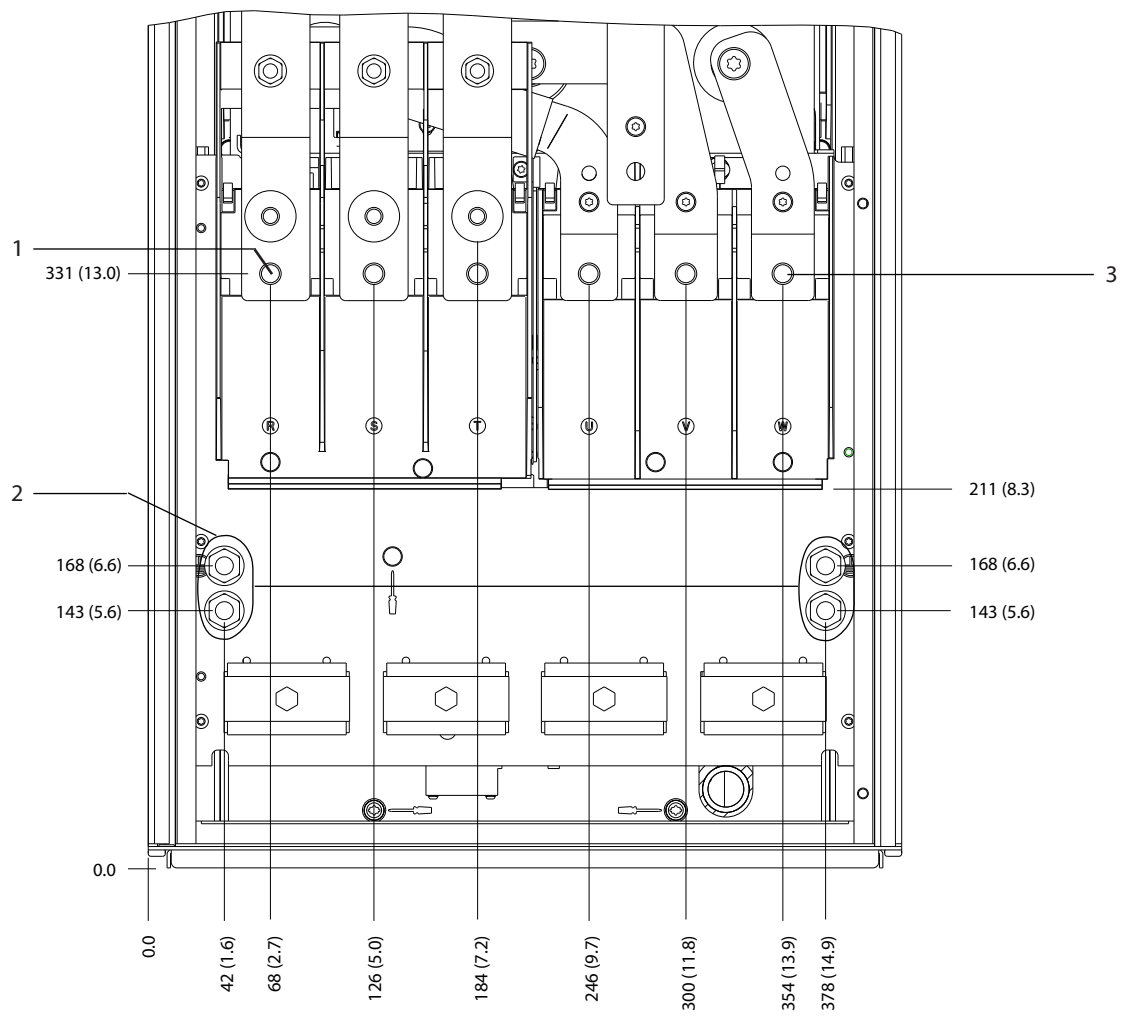



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 2 | Motor terminals |

**Illustration 5.8 D1h Terminal Dimensions (Side Views)**

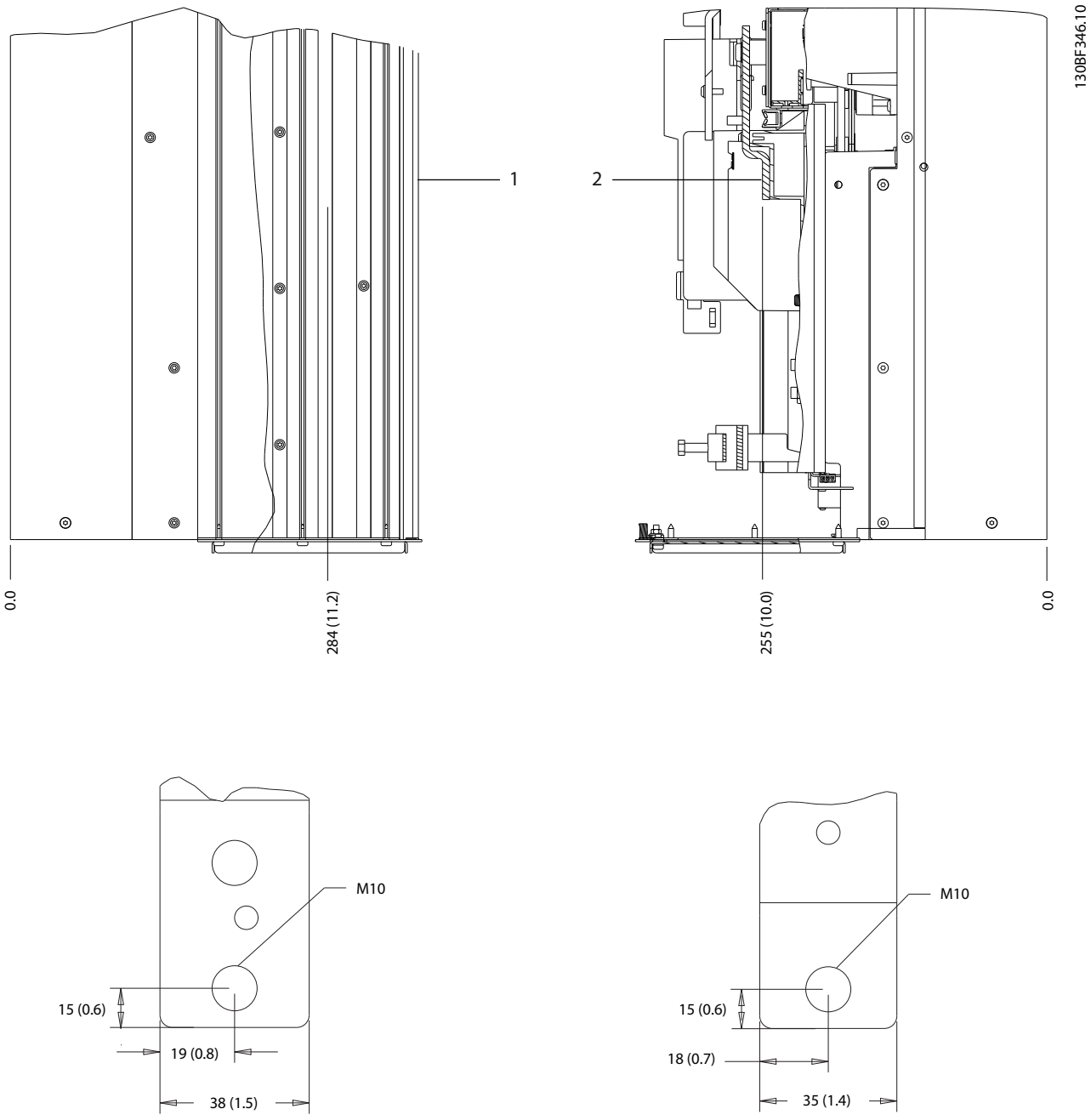

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## 5.8.2 D2h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Ground terminals | – | – |

**Illustration 5.9 D2h Terminal Dimensions (Front View)**

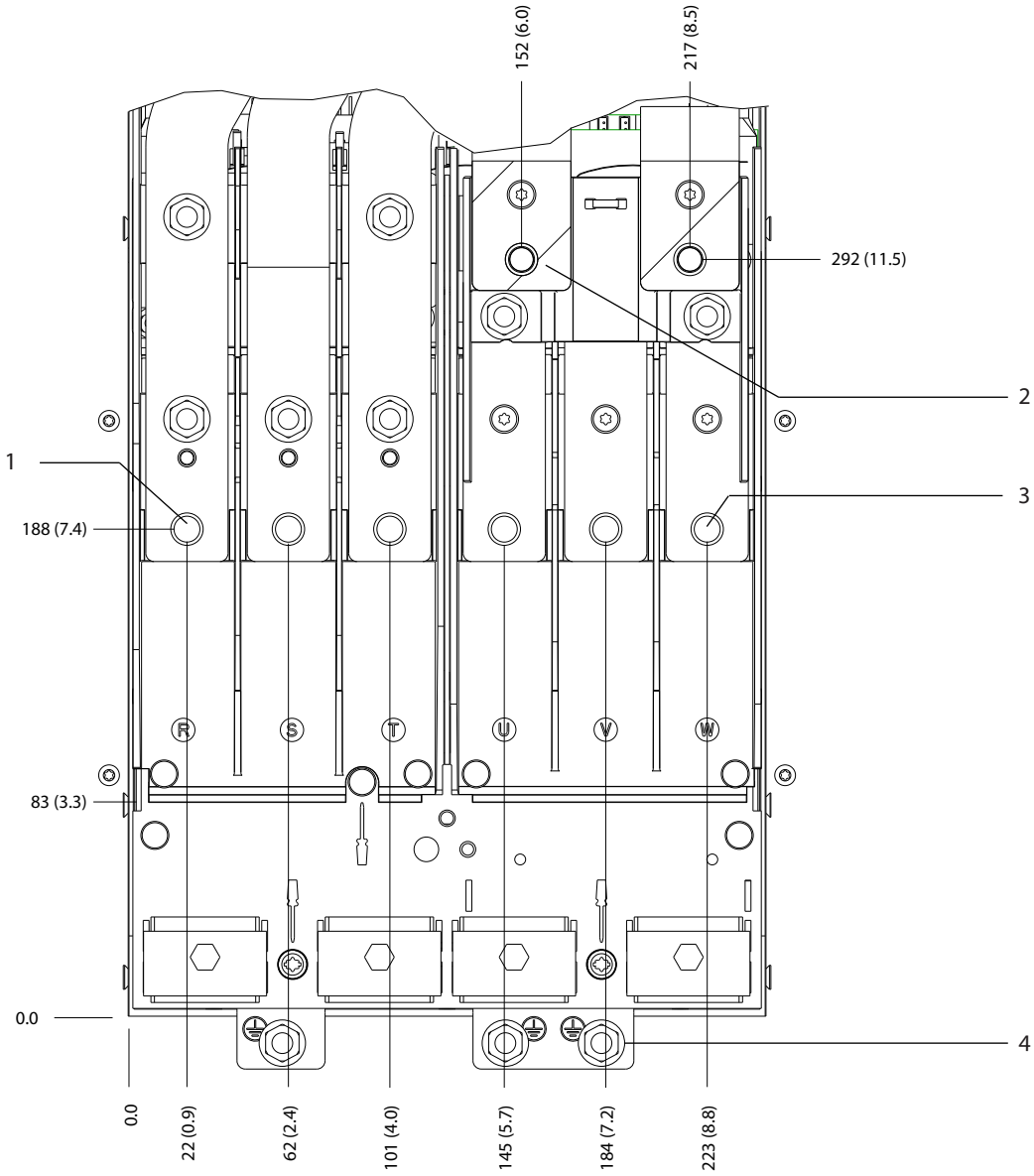



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 2 | Motor terminals |

**Illustration 5.10 D2h Terminal Dimensions (Side Views)**


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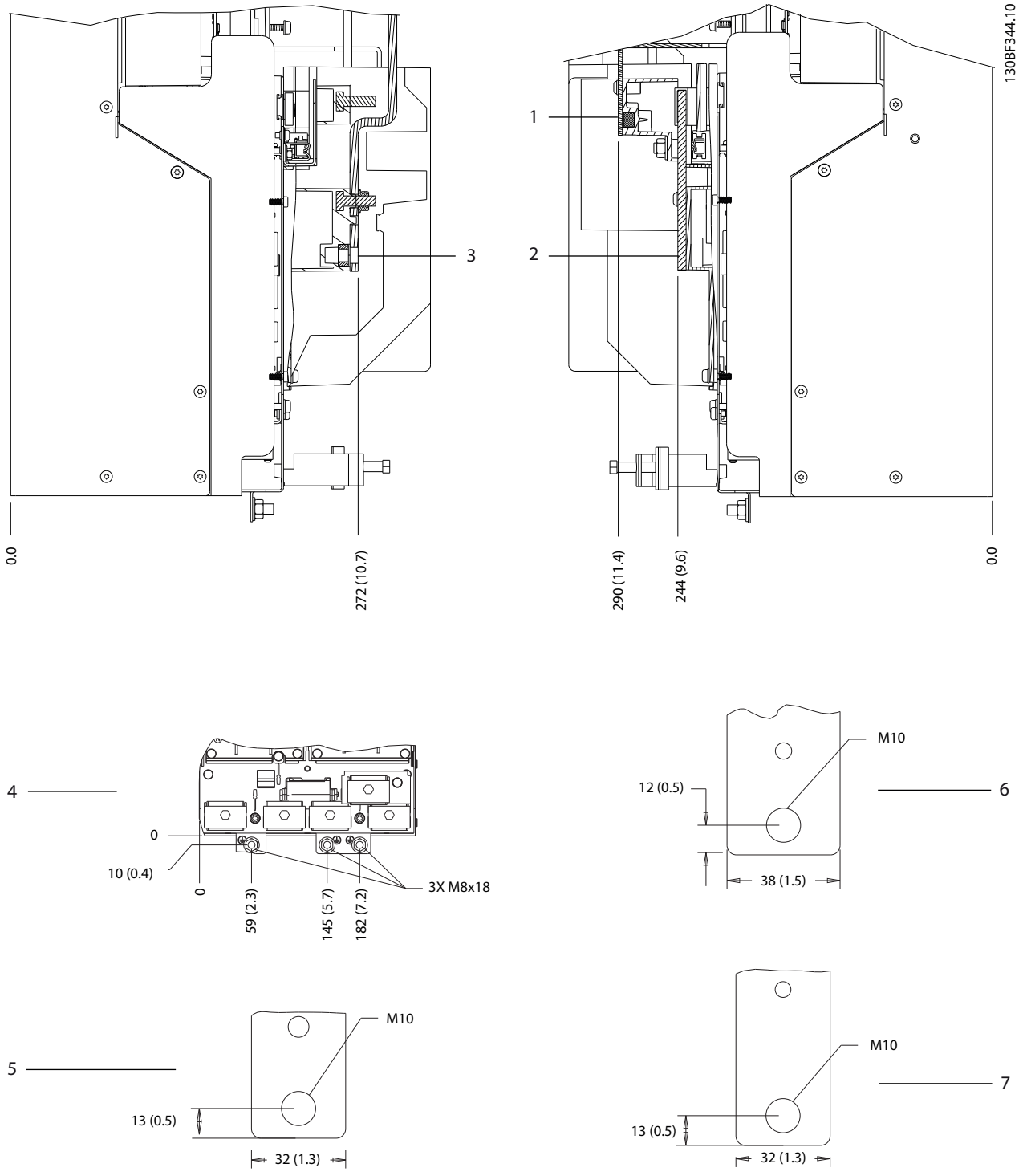
## 5.8.3 D3h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | 4 | Ground terminals |

**Illustration 5.11 D3h Terminal Dimensions (Front View)**


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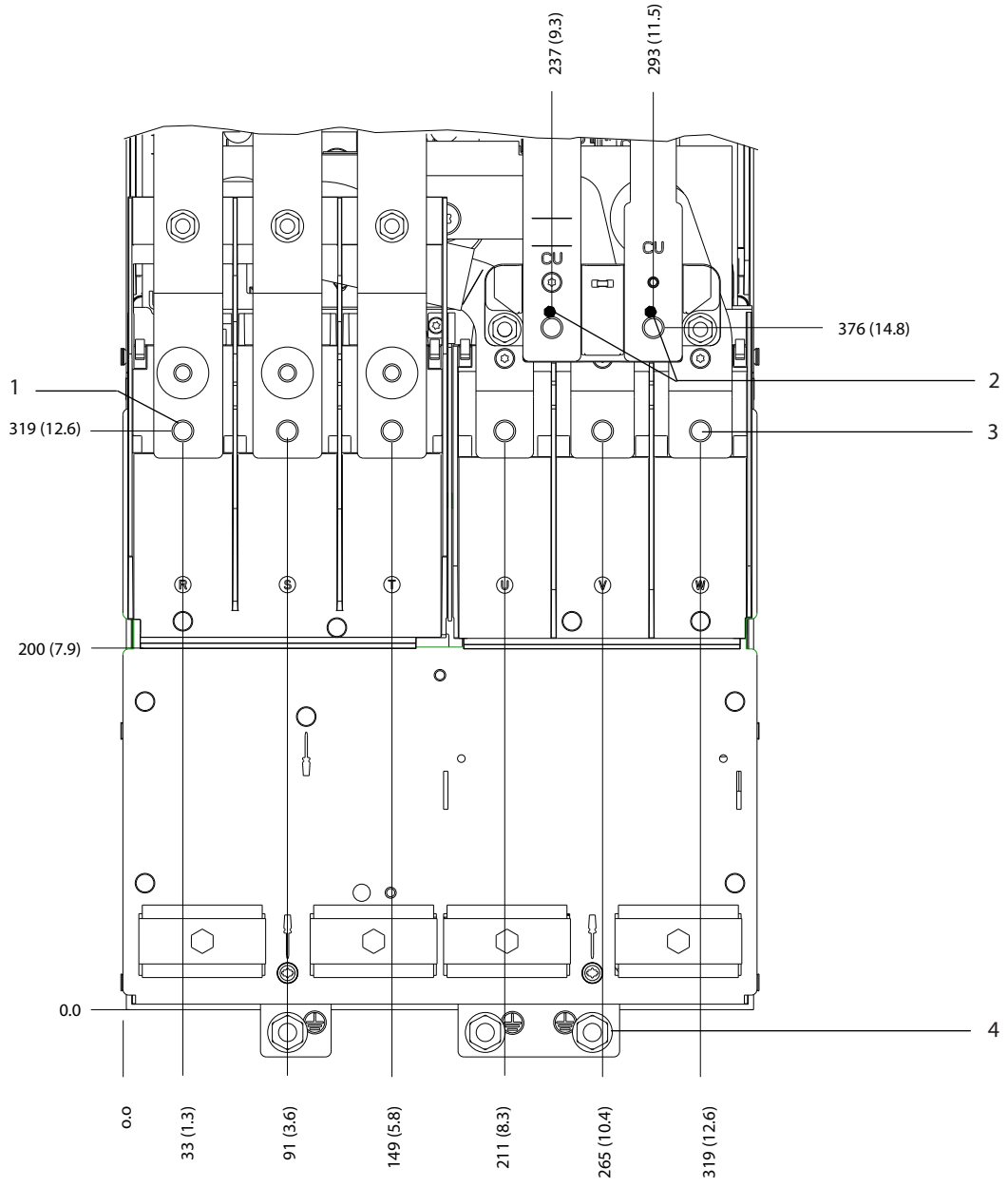



| | | | |
|---|---|---|---|
| 1 and 6 | Bottom brake/regen terminals | 3 and 5 | Mains terminals |
| 2 and 7 | Motor terminals | 4 | Ground terminals |

**Illustration 5.12 D3h Terminal Dimensions (Side Views)**

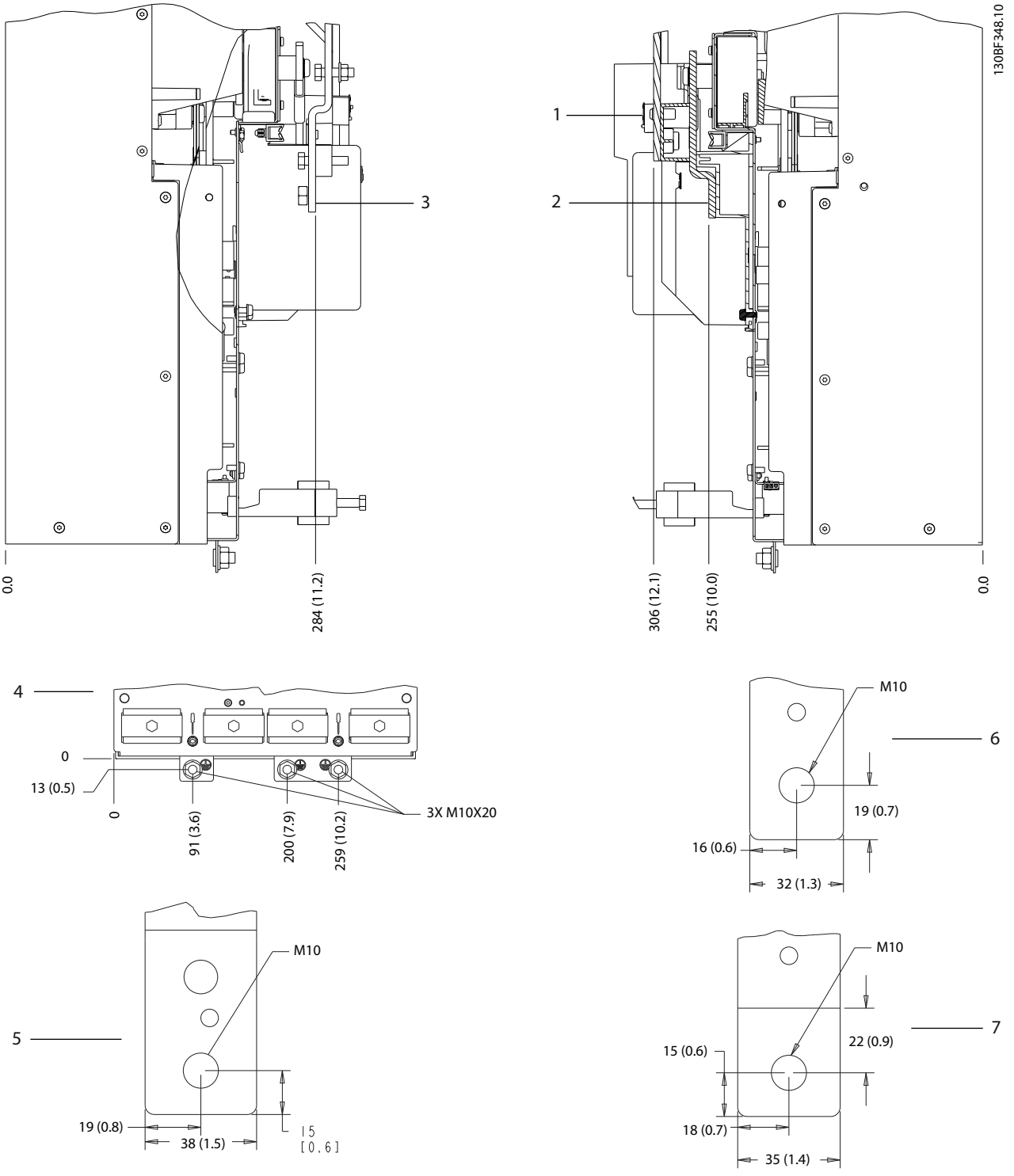
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## 5.8.4 D4h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | 4 | Ground terminals |

**Illustration 5.13 D4h Terminal Dimensions (Front View)**

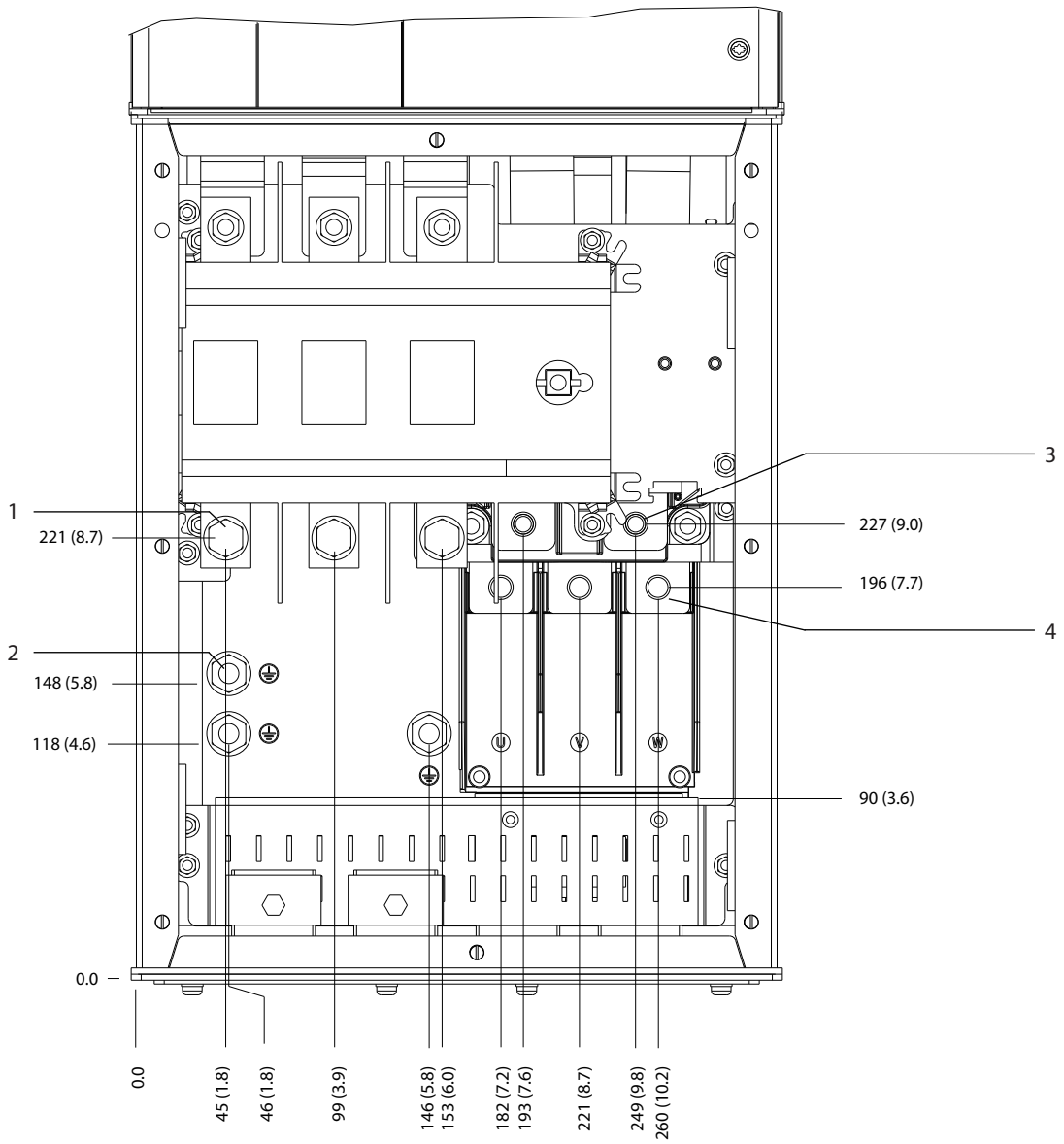



| | | | |
|---|---|---|---|
| 1 and 6 | Brake/regen terminals | 3 and 5 | Mains terminals |
| 2 and 7 | Motor terminals | 4 | Ground terminals |

**Illustration 5.14 D4h Terminal Dimensions (Side Views)**

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## 5.8.5 D5h Terminal Dimensions

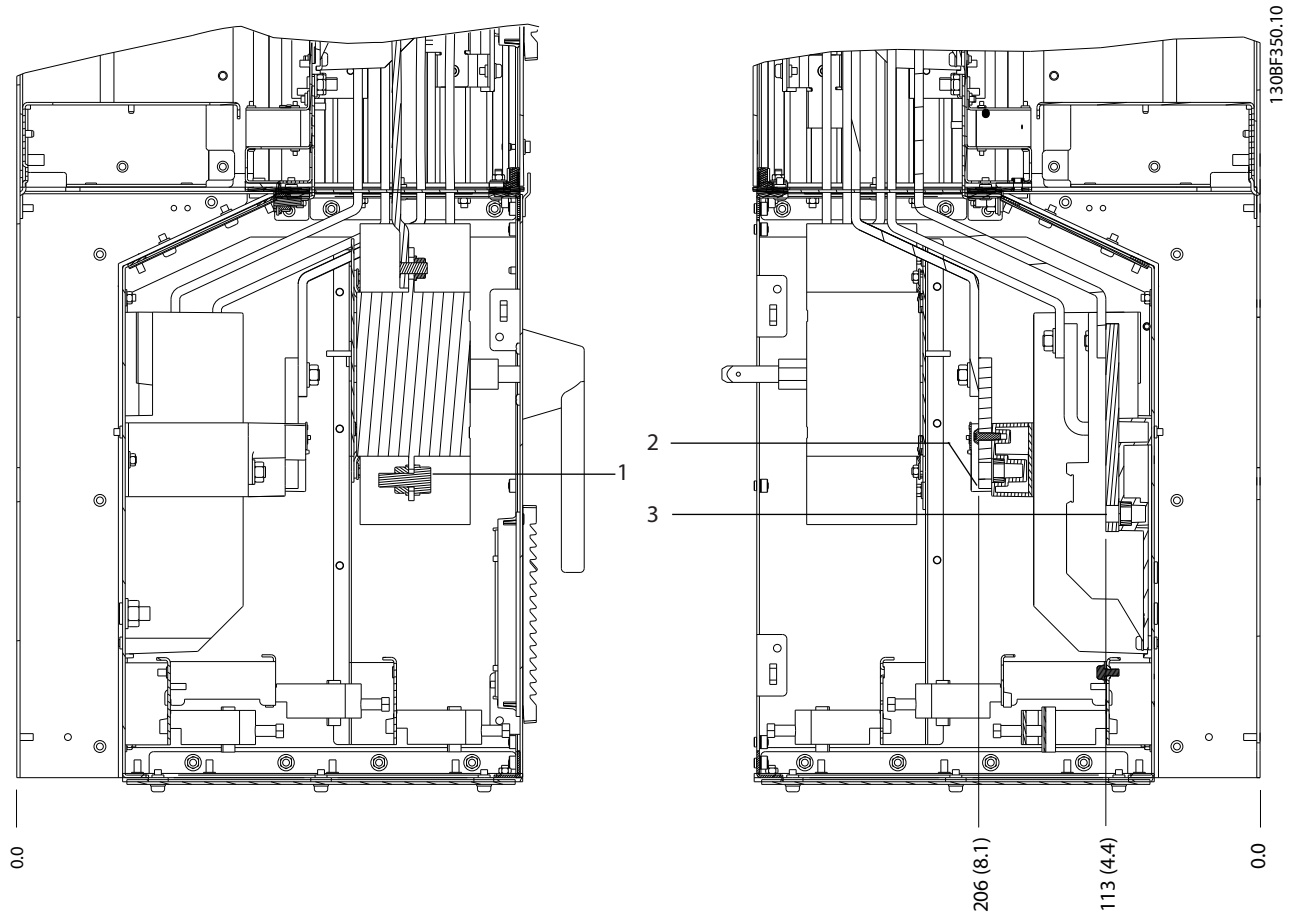



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Brake terminals |
| 2 | Ground terminals | 4 | Motor terminals |

**Illustration 5.15 D5h Terminal Dimensions with Disconnect Option (Front View)**


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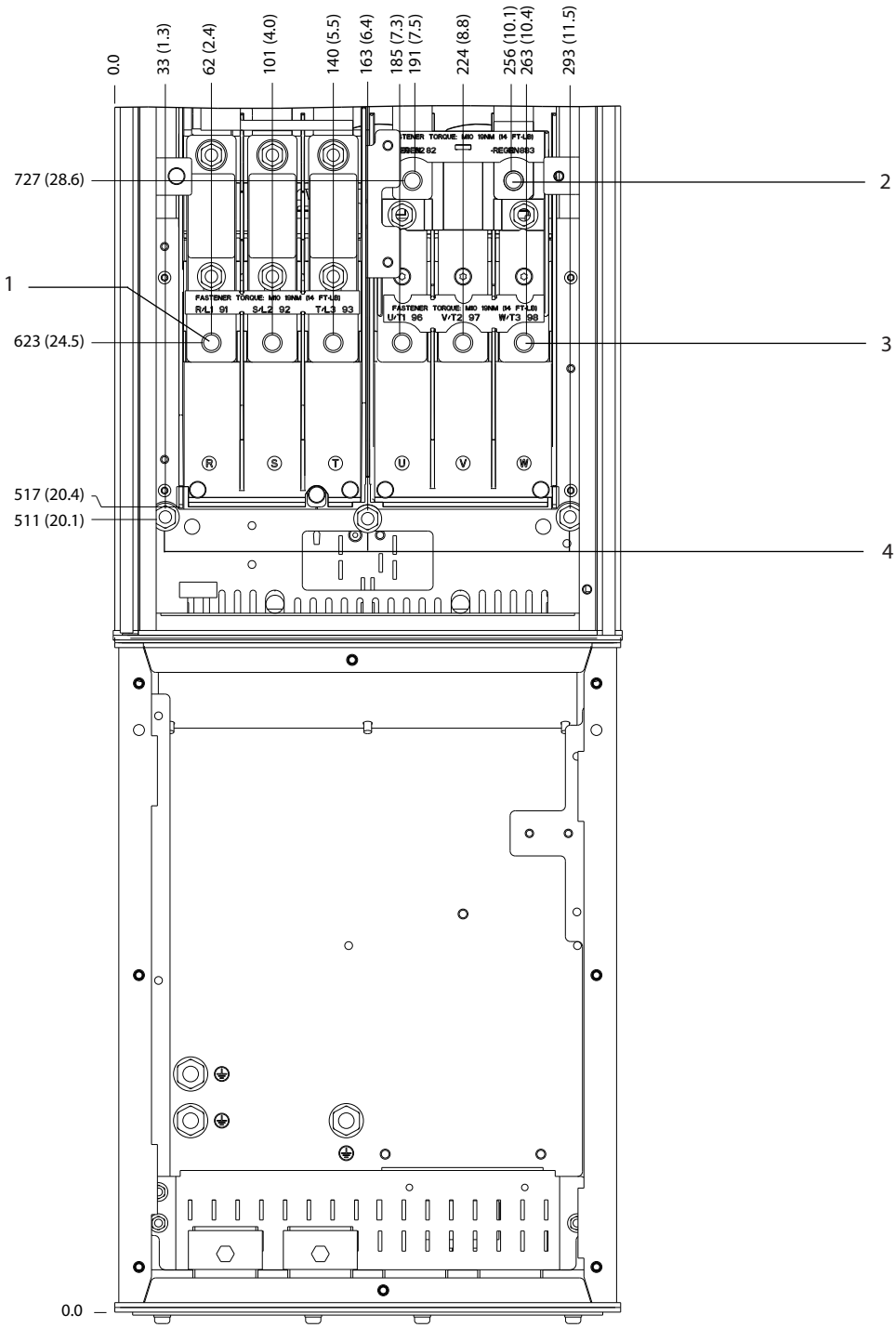
5




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.16 D5h Terminal Dimensions with Disconnect Option (Side Views)**


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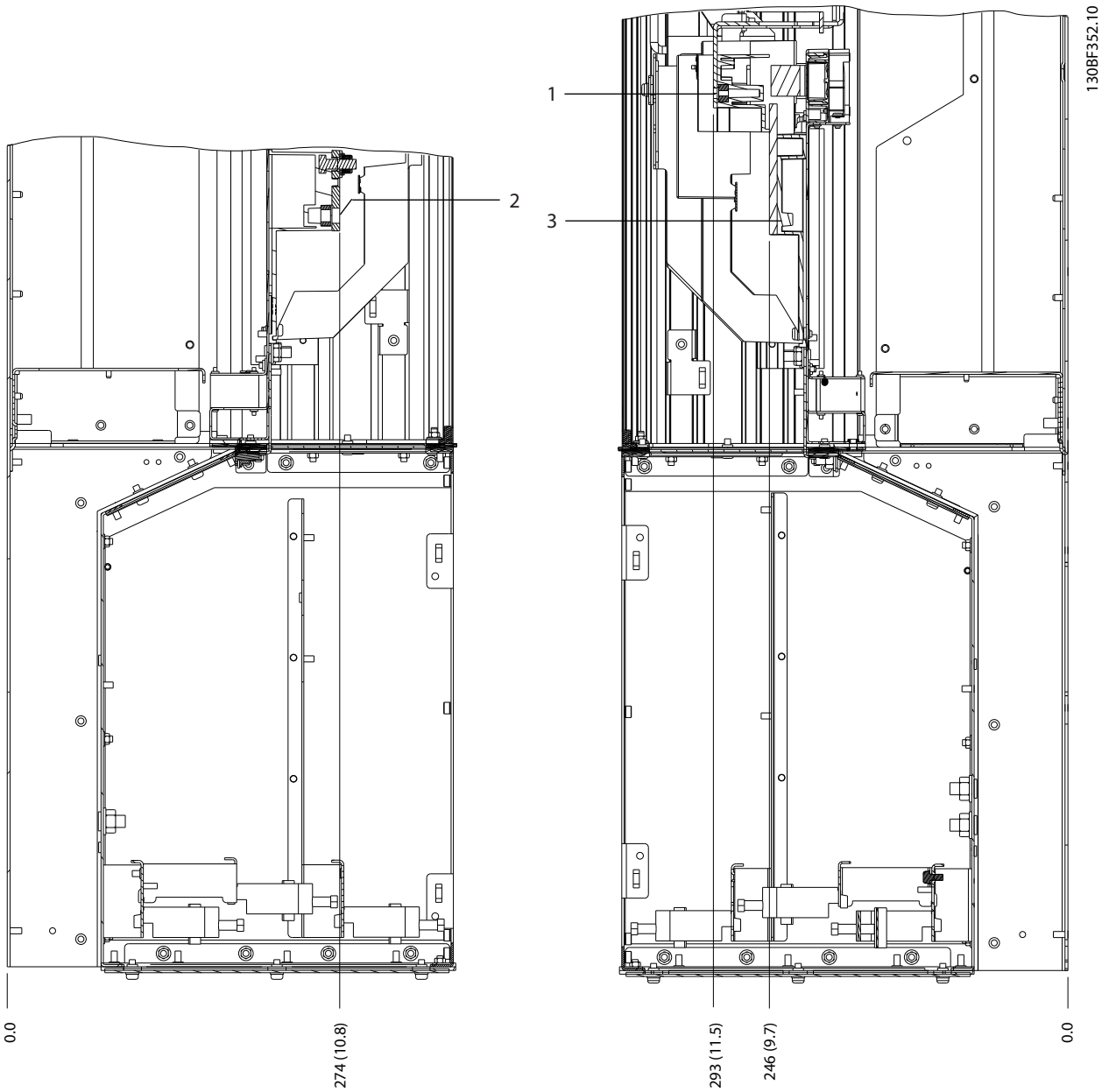



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | 4 | Ground terminals |

**Illustration 5.17 D5h Terminal Dimensions with Brake Option (Front View)**




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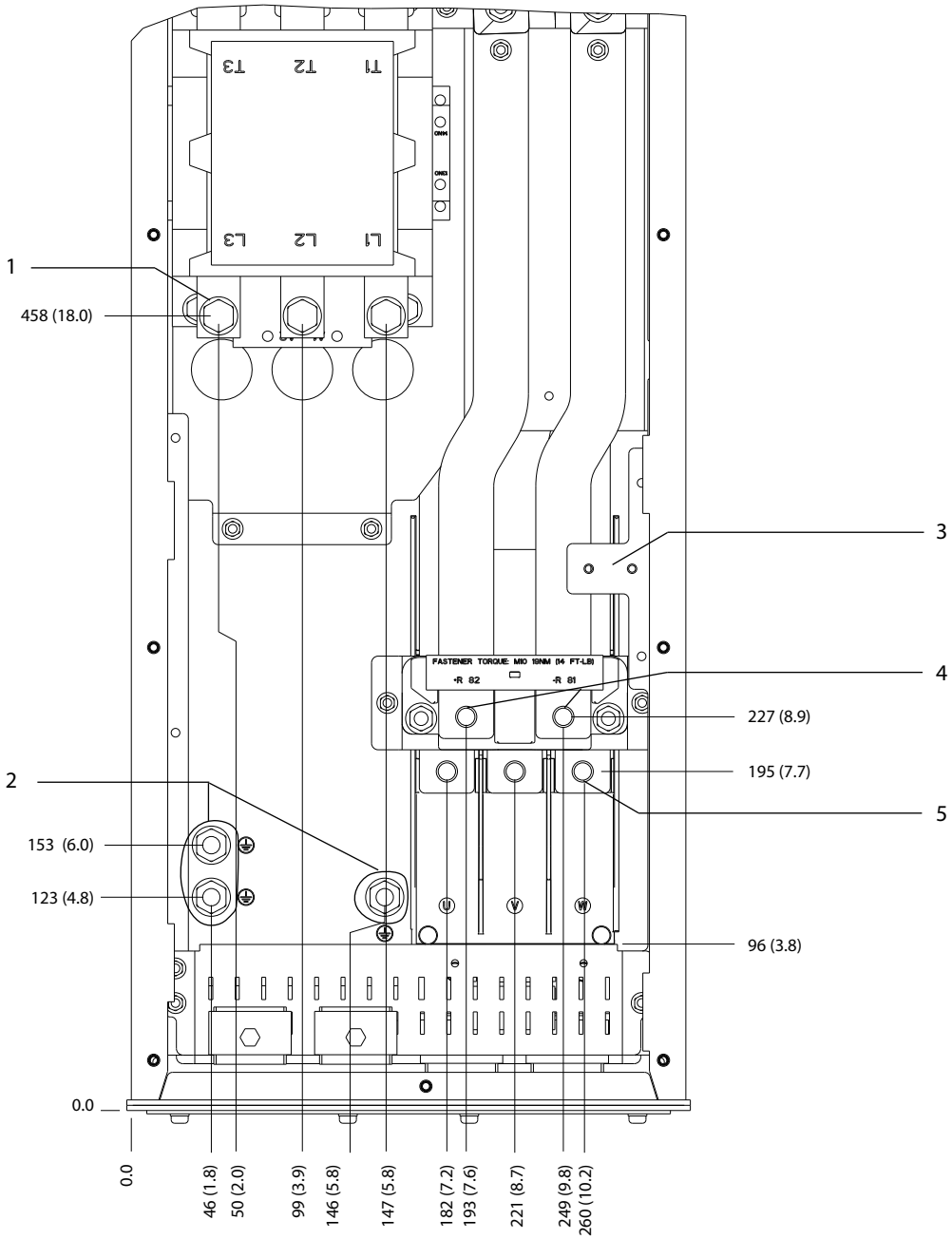



| | | | |
|---|---|---|---|
| 1 | Brake terminals | 3 | Motor terminals |
| 2 | Mains terminals | – | – |

**Illustration 5.18 D5h Terminal Dimensions with Brake Option (Side Views)**

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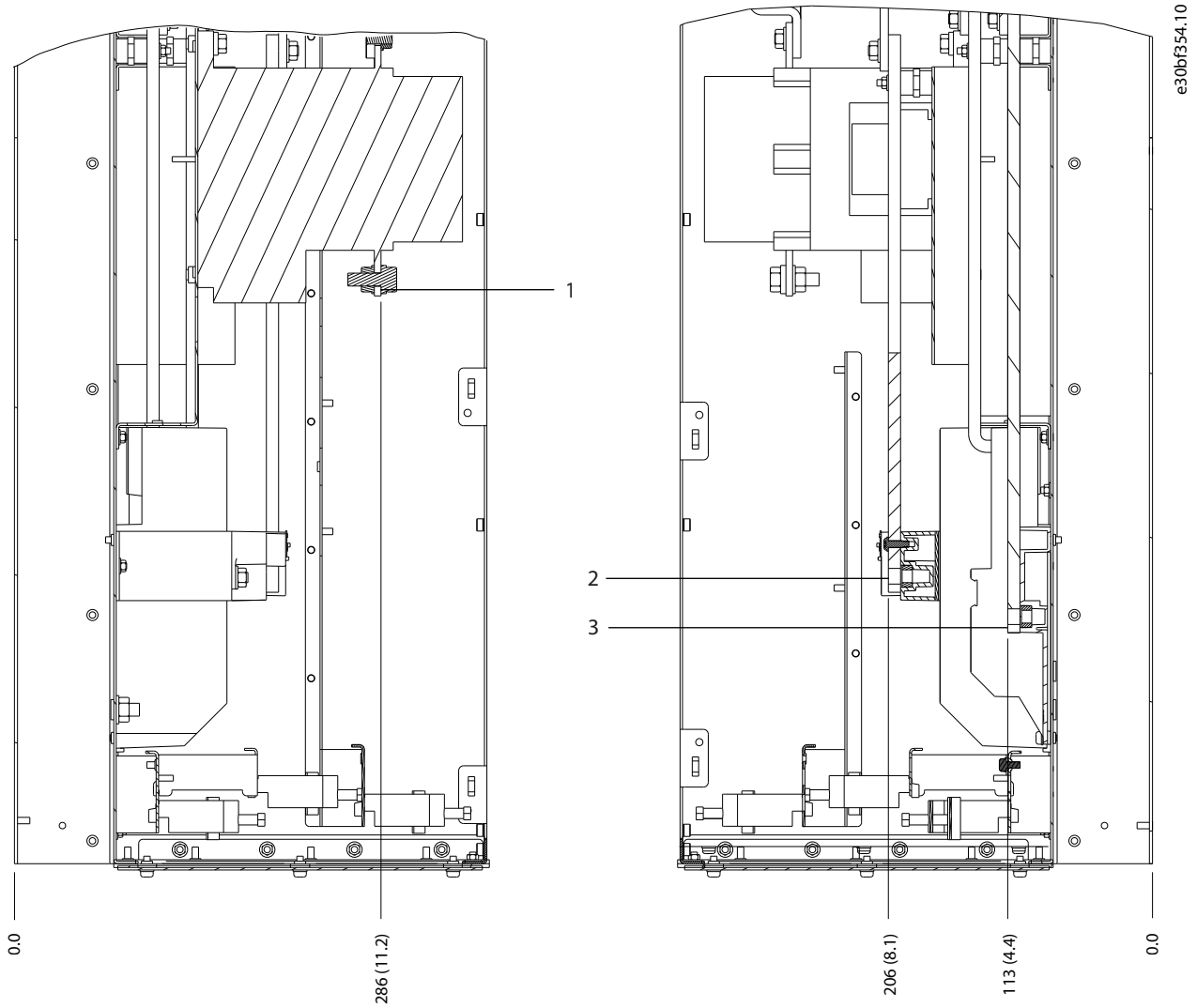
## 5.8.6 D6h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 4 | Brake terminals |
| 2 | Ground terminals | 5 | Motor terminals |
| 3 | TB6 terminal block for contactor | – | – |

**Illustration 5.19 D6h Terminal Dimensions with Contactor Option (Front View)**

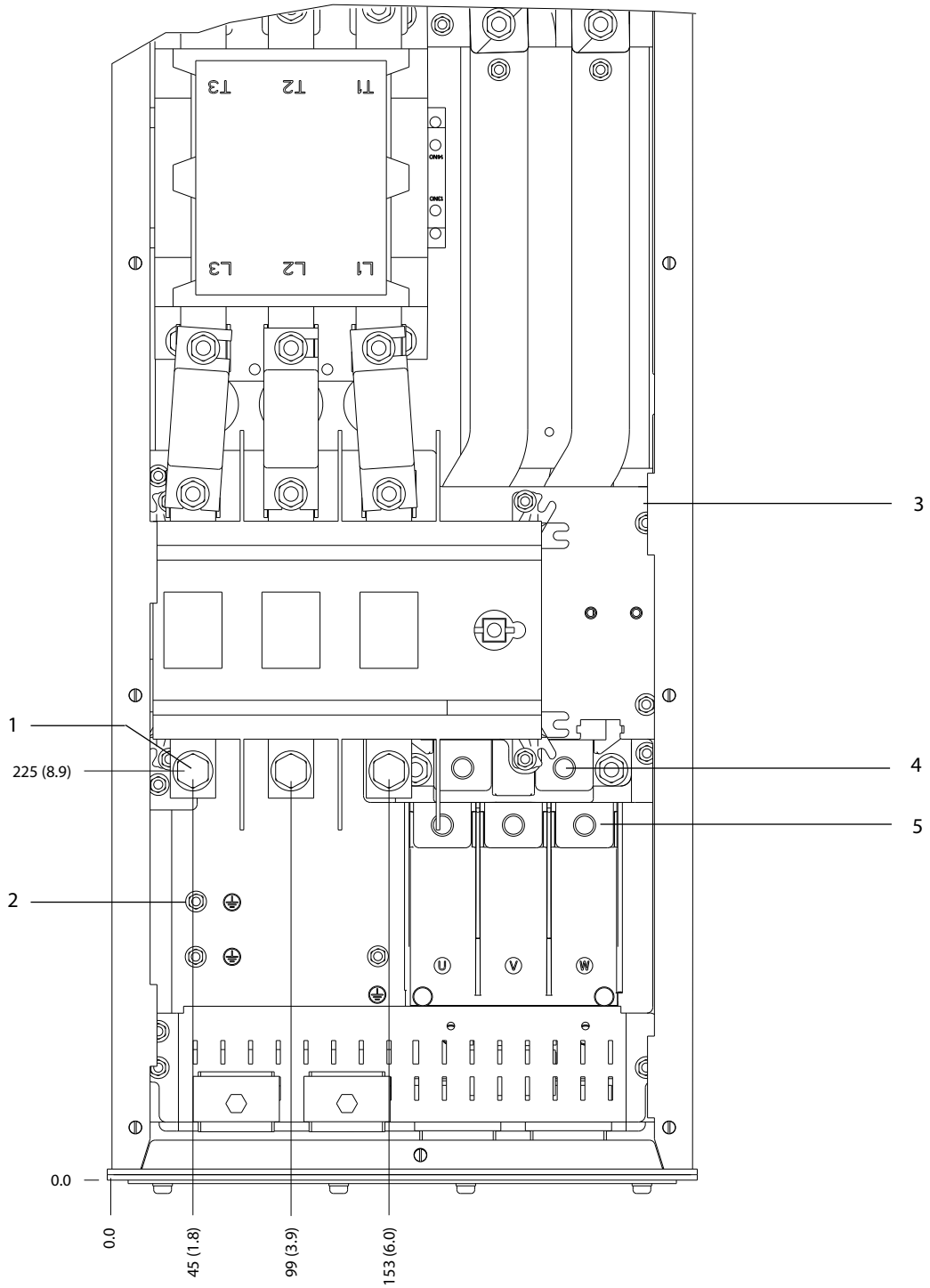

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| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

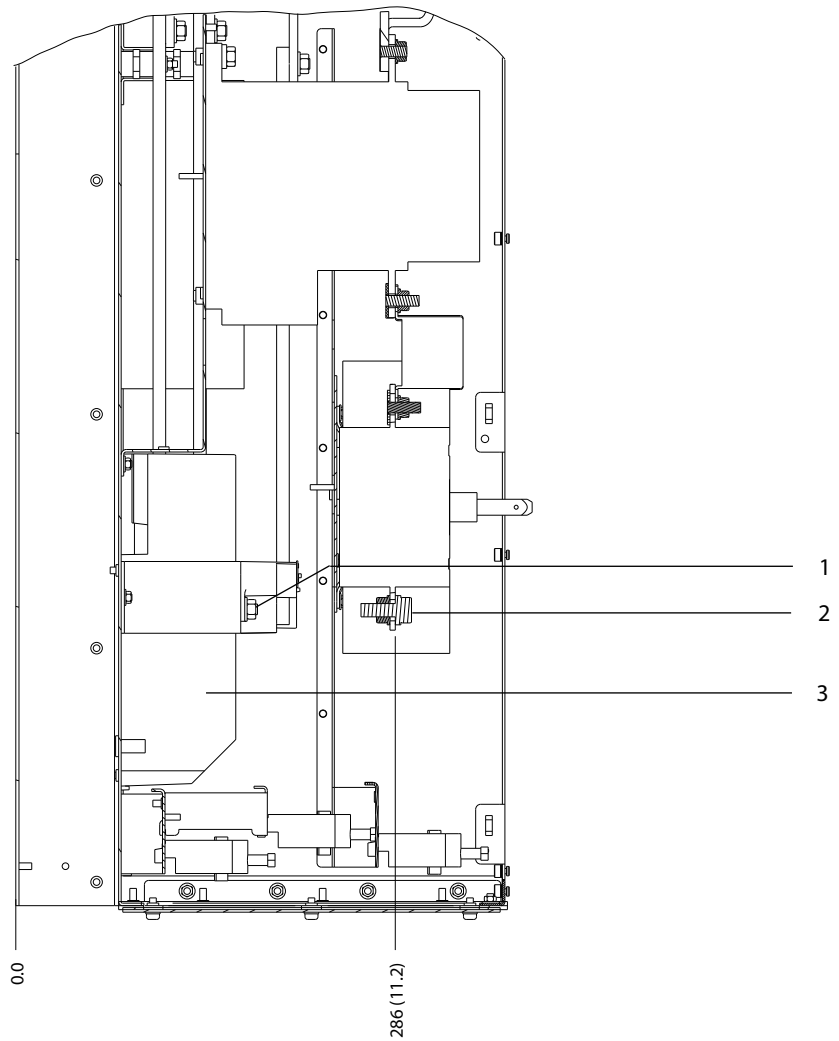
**Illustration 5.20 D6h Terminal Dimensions with Contactor Option (Side Views)**


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| | | | |
|---|---|---|---|
| 1 | Mains terminals | 4 | Brake terminals |
| 2 | Ground terminals | 5 | Motor terminals |
| 3 | TB6 terminal block for contactor | – | – |

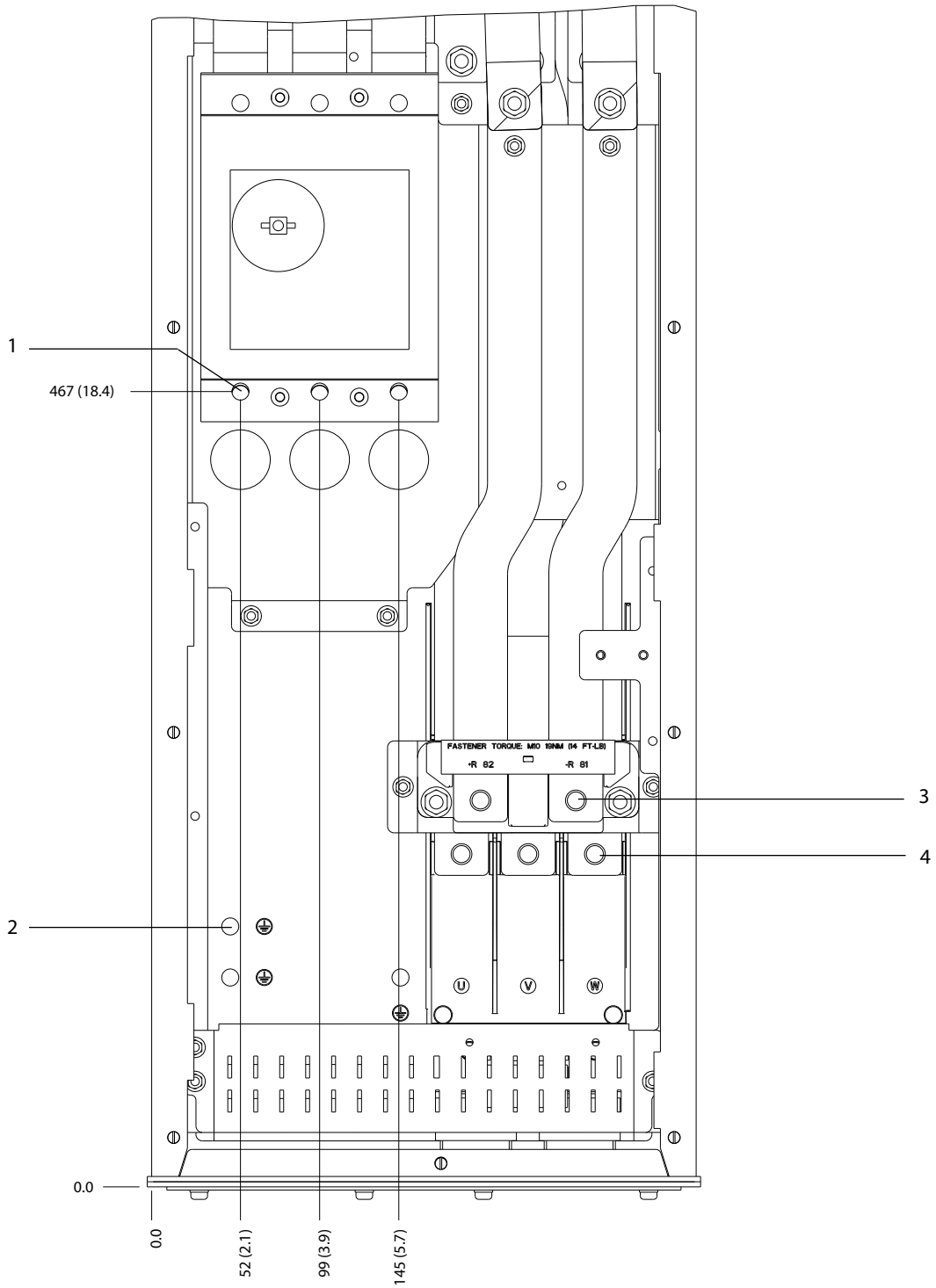
**Illustration 5.21 D6h Terminal Dimensions with Contactor and Disconnect Options (Front View)**




| | | | |
|---|---|---|---|
| 1 | Brake terminals | 3 | Motor terminals |
| 2 | Mains terminals | – | – |

**Illustration 5.22 D6h Terminal Dimensions with Contactor and Disconnect Options (Side Views)**

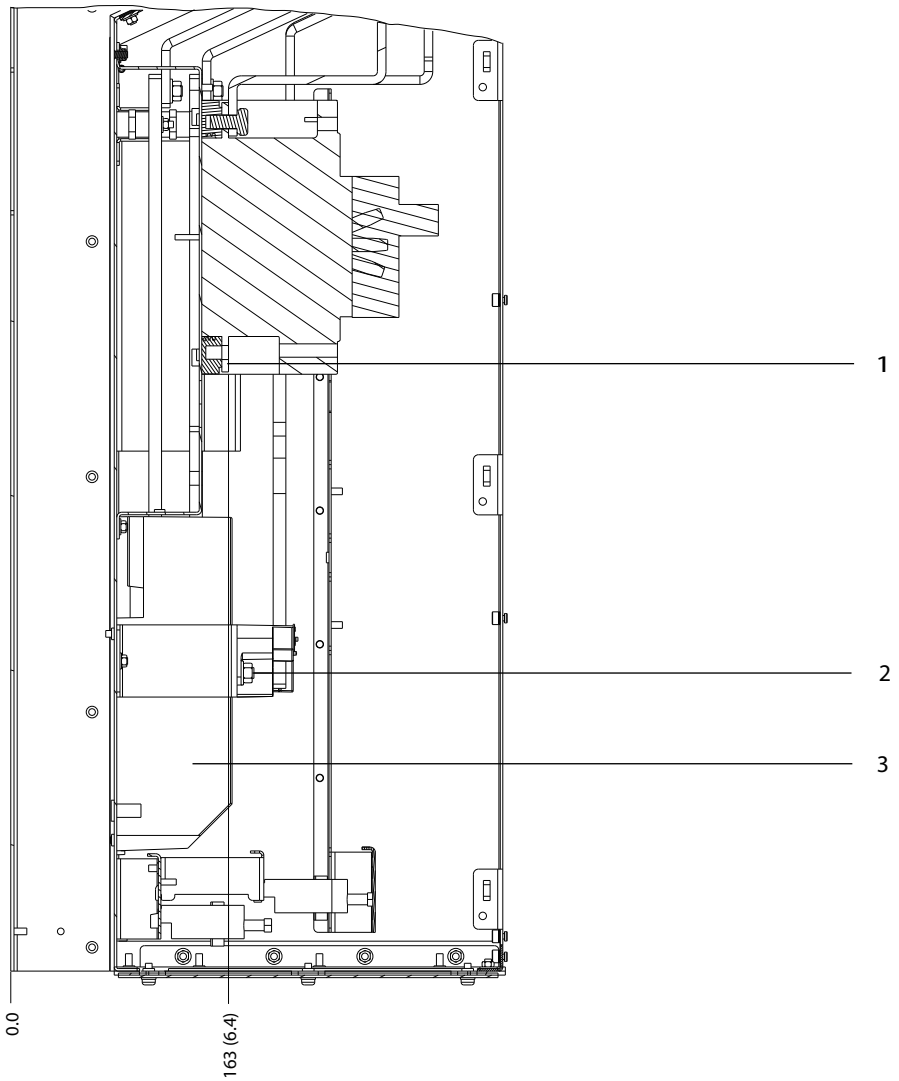
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| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Brake terminals |
| 2 | Ground terminals | 4 | Motor terminals |

**Illustration 5.23 D6h Terminal Dimensions with Circuit Breaker Option (Front View)**


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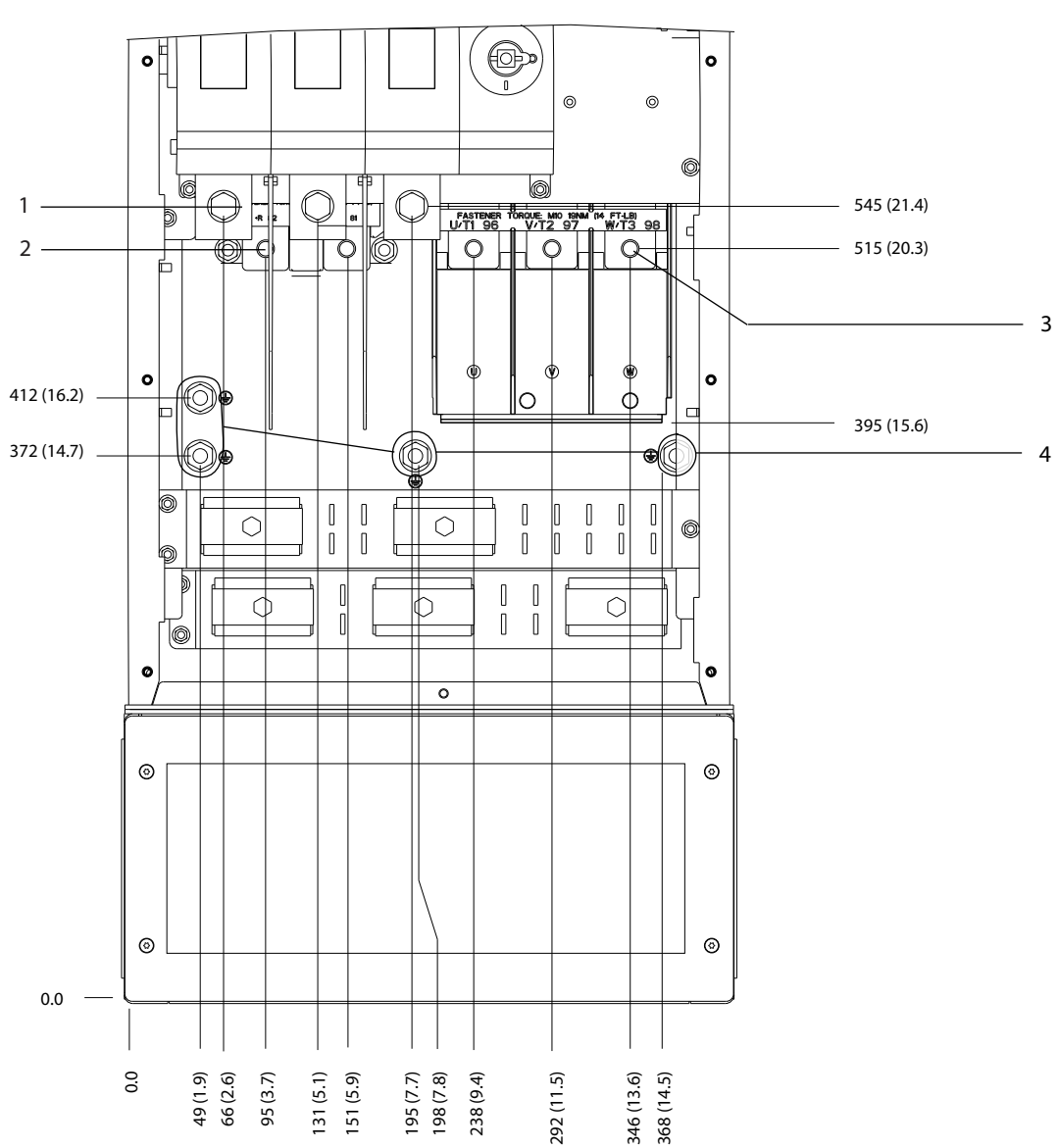



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.24 D6h Terminal Dimensions with Circuit Breaker Option (Side Views)**

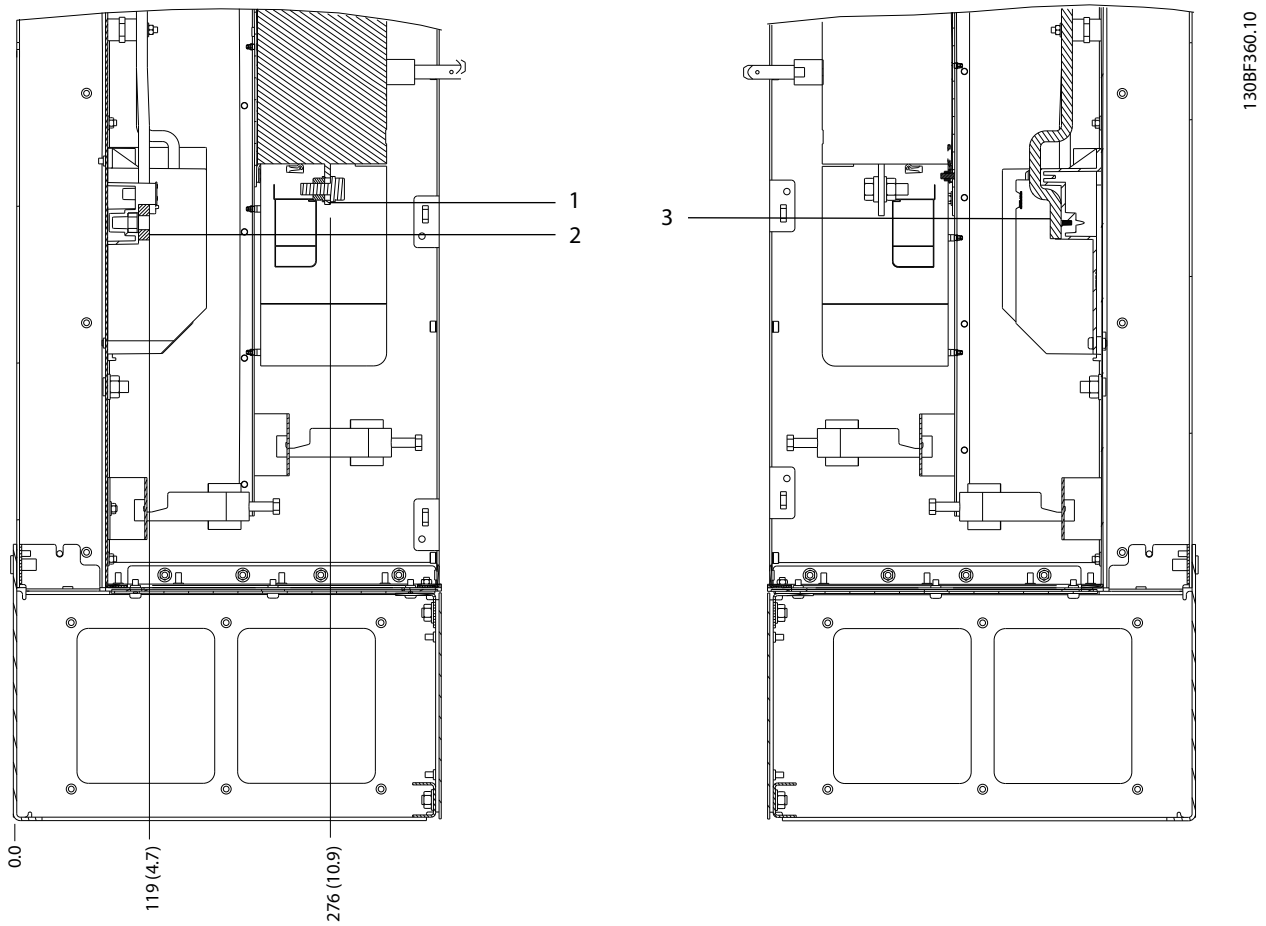

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## 5.8.7 D7h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | 4 | Ground terminals |

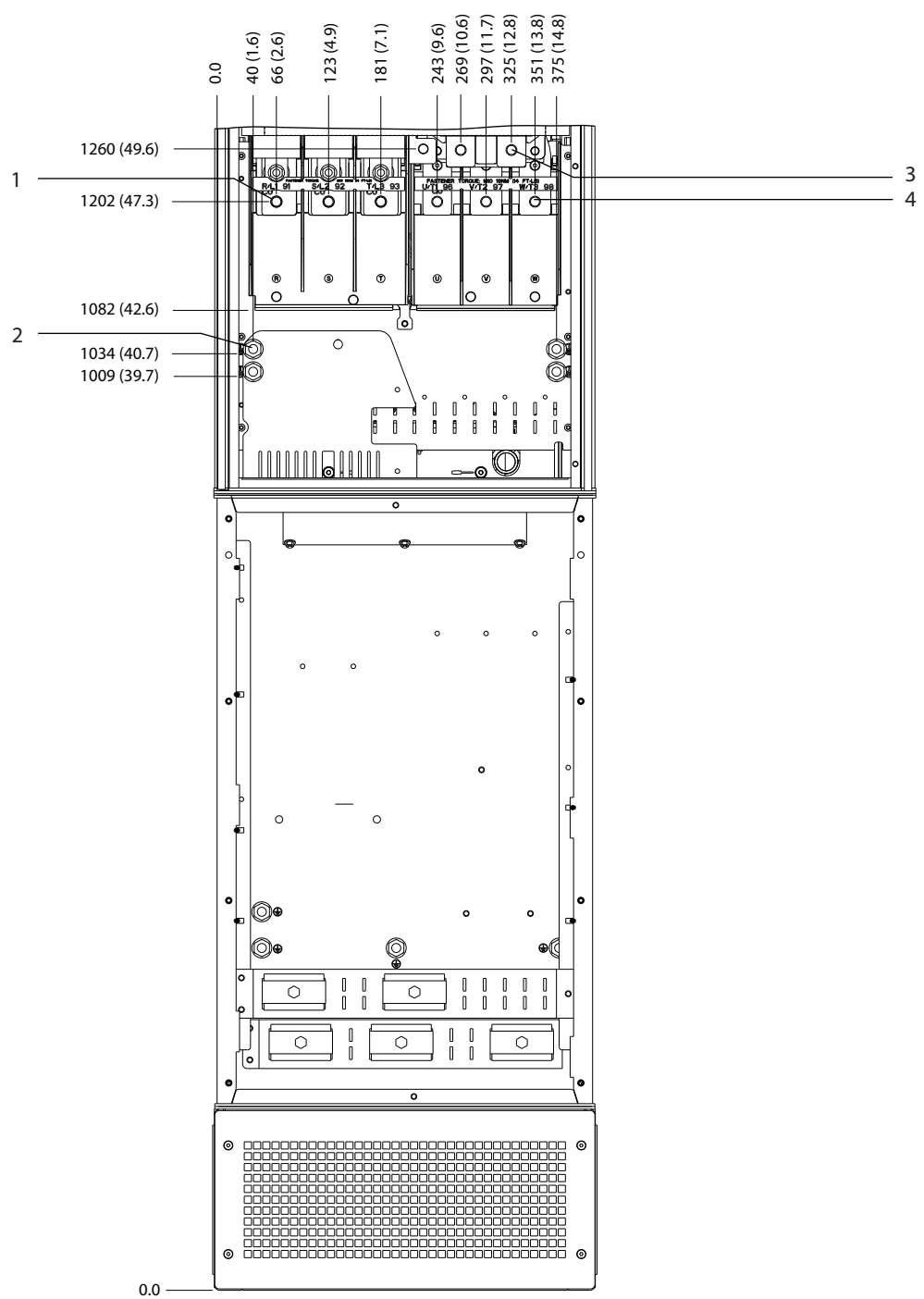
**Illustration 5.25 D7h Terminal Dimensions with Disconnect Option (Front View)**




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.26 D7h Terminal Dimensions with Disconnect Option (Side Views)**

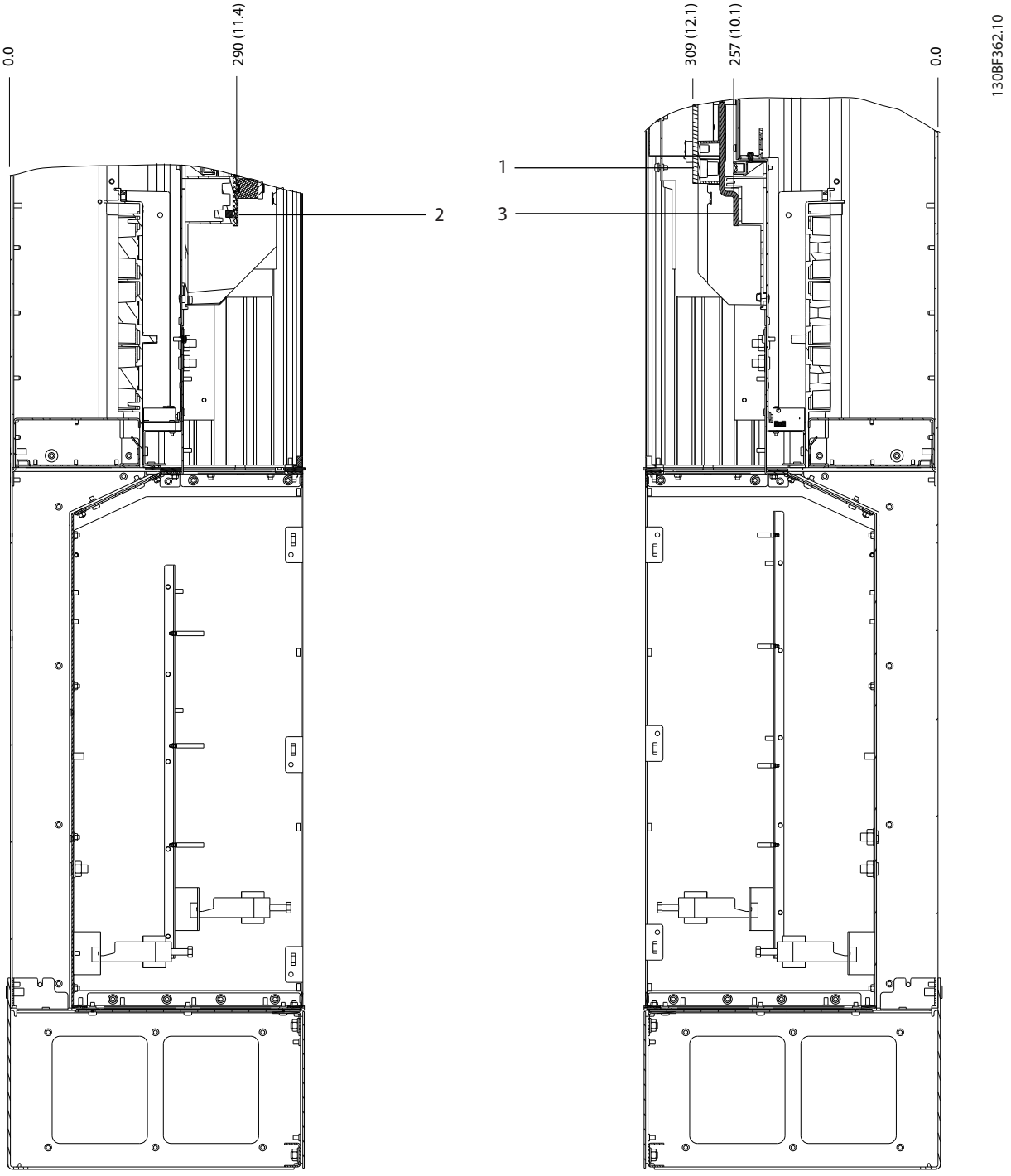

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| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Brake terminals |
| 2 | Ground terminals | 4 | Motor terminals |

**Illustration 5.27 D7h Terminal Dimensions with Brake Option (Front View)**


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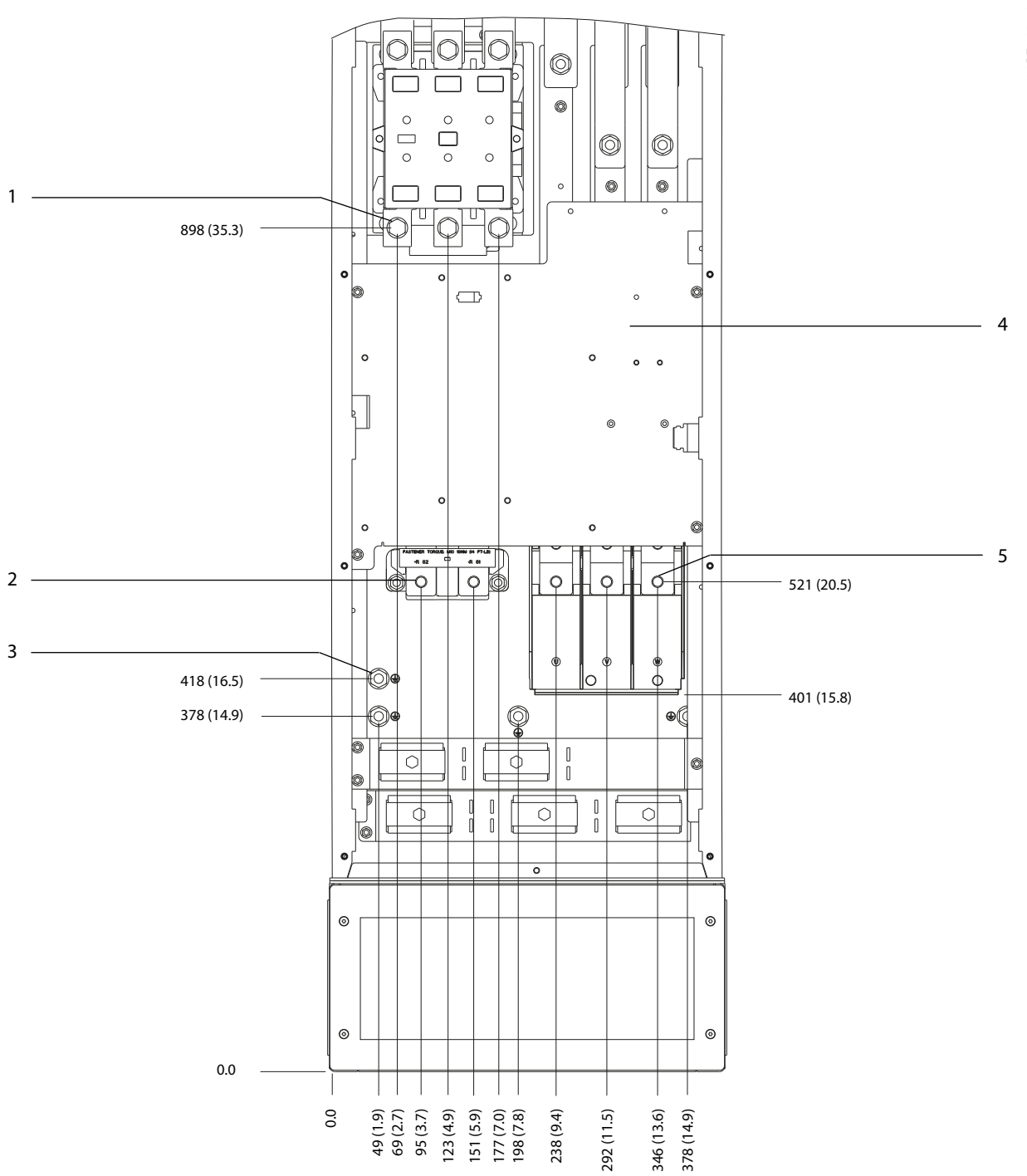



| | | | |
|---|---|---|---|
| 1 | Brake terminals | 3 | Motor terminals |
| 2 | Mains terminals | – | – |

**Illustration 5.28 D7h Terminal Dimensions with Brake Option (Side Views)**

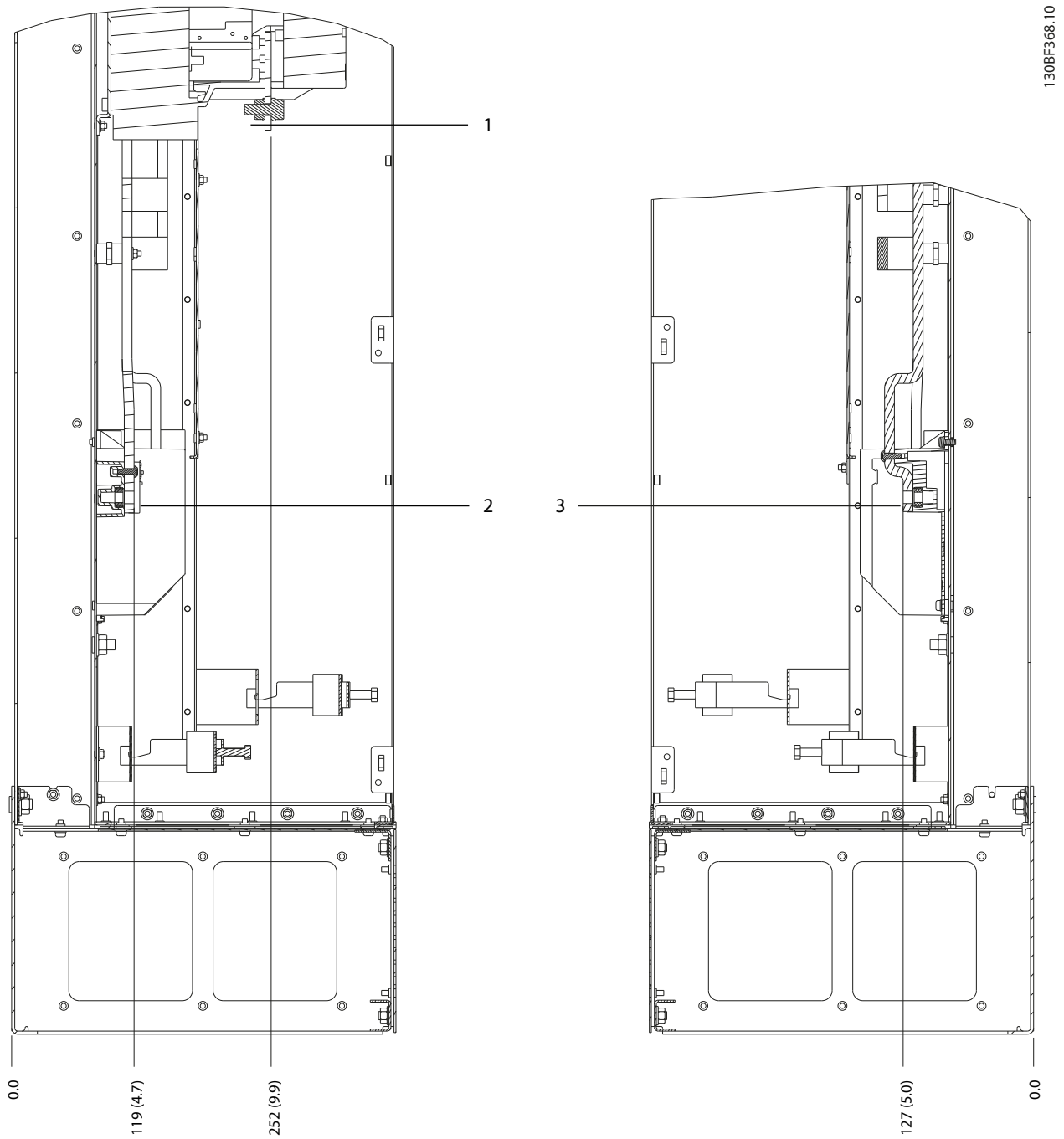
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## 5.8.8 D8h Terminal Dimensions




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 4 | TB6 terminal block for contactor |
| 2 | Brake terminals | 5 | Motor terminals |
| 3 | Ground terminals | – | – |

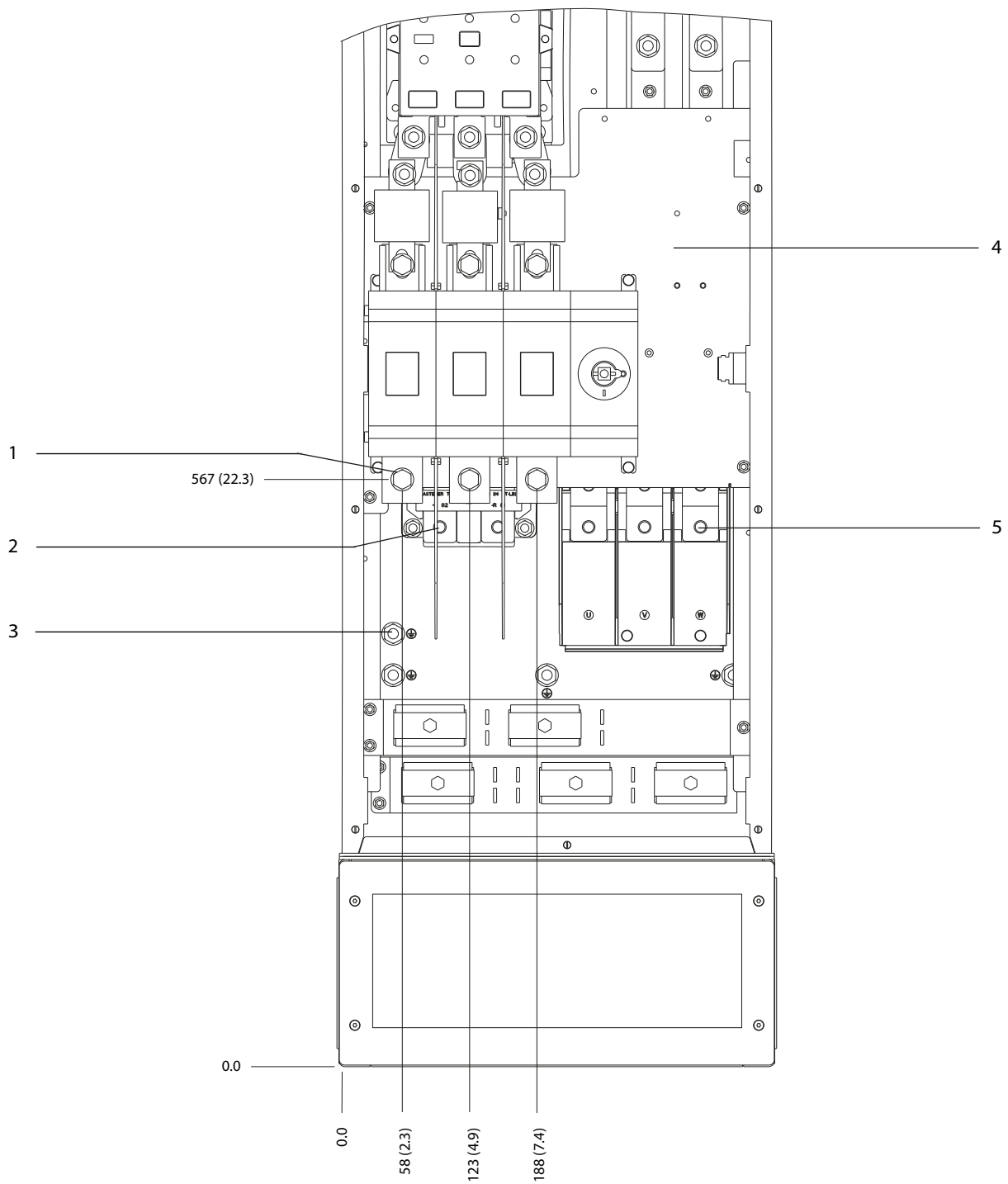
**Illustration 5.29 D8h Terminal Dimensions with Contactor Option (Front View)**




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.30 D8h Terminal Dimensions with Contactor Option (Side Views)**

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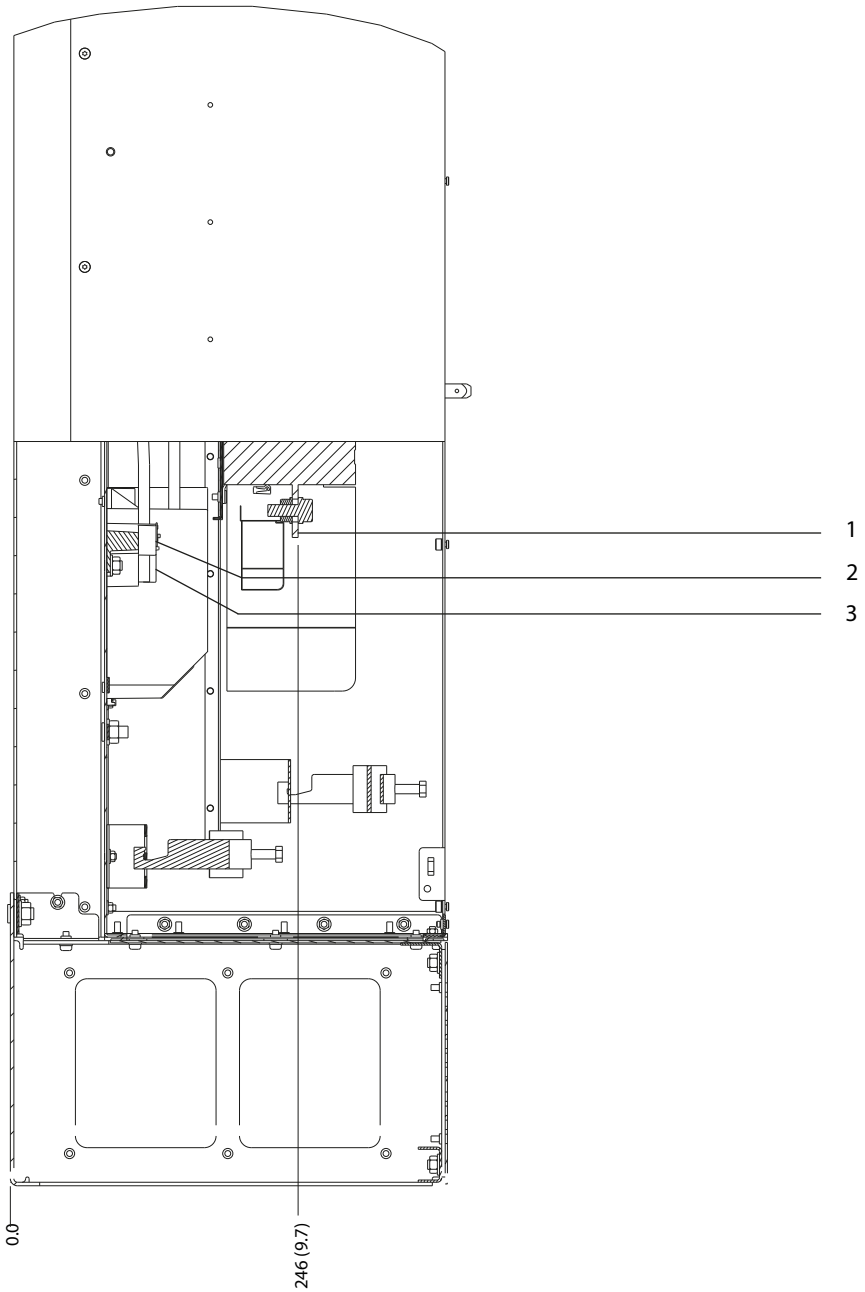



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 4 | TB6 terminal block for contactor |
| 2 | Brake terminals | 5 | Motor terminals |
| 3 | Ground terminals | – | – |

**Illustration 5.31 D8h Terminal Dimensions with Contactor and Disconnect Options (Front View)**


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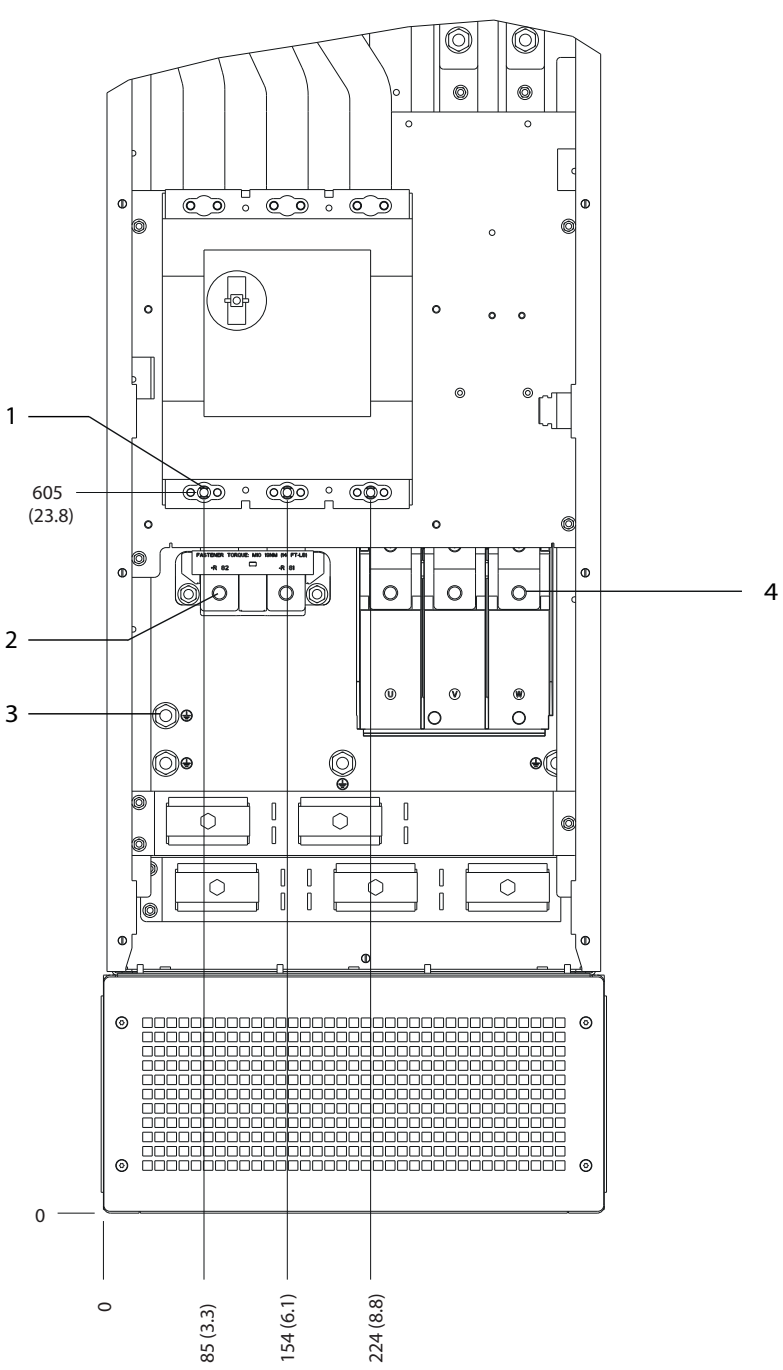
5




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.32 D8h Terminal Dimensions with Contactor and Disconnect Options (Side View)**


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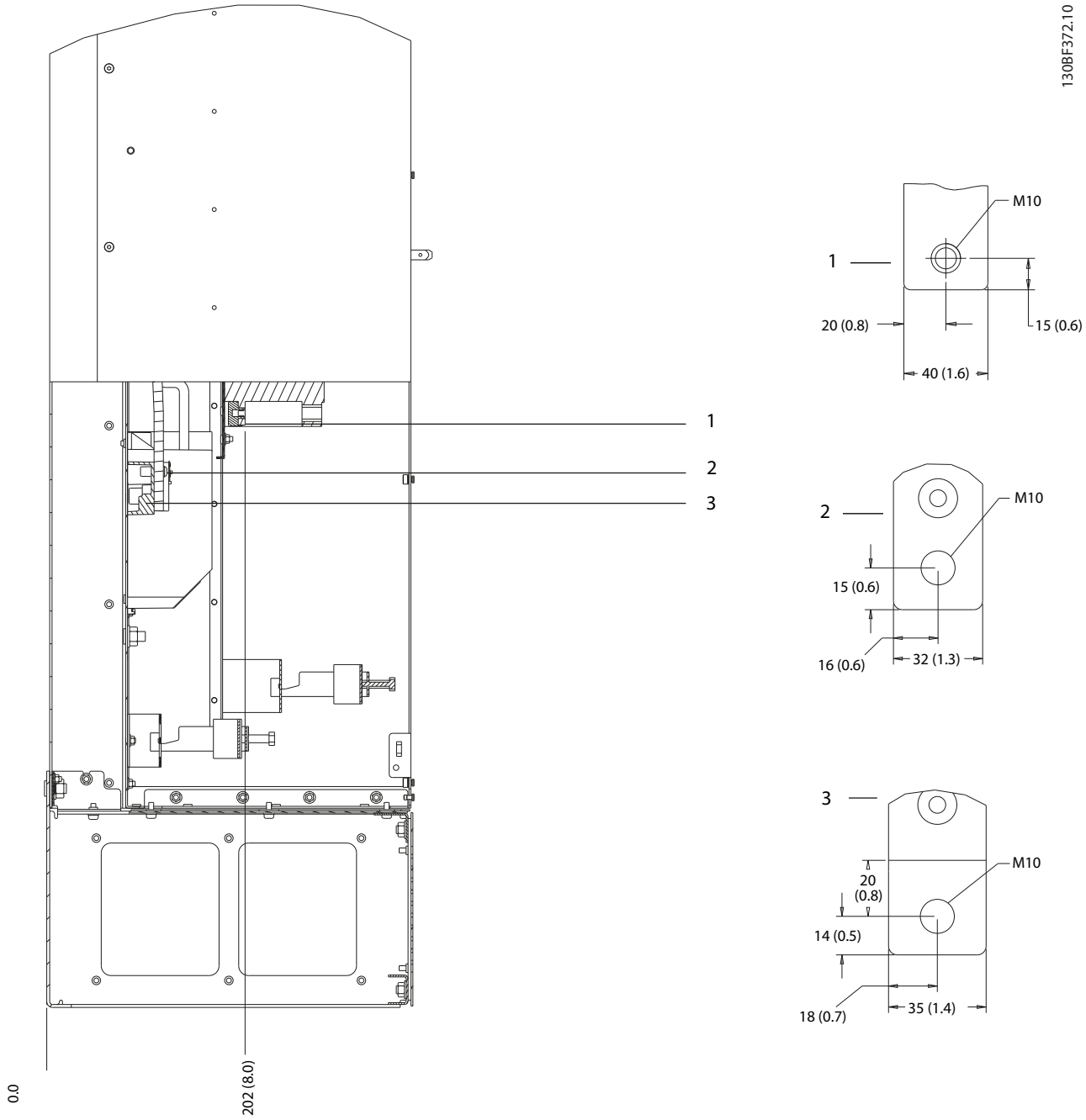



| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Ground terminals |
| 2 | Brake terminals | 4 | Motor terminals |

**Illustration 5.33 D8h Terminal Dimensions with Circuit Breaker Option (Front View)**


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5




| | | | |
|---|---|---|---|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | – | – |

**Illustration 5.34 D8h Terminal Dimensions with Circuit Breaker Option (Side View)**


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## 5.9 Control Wiring

All terminals to the control cables are inside the drive below the LCP. To access the control terminals, either open the door (D1h/D2h/D5h/D6h/D7h/D8h) or remove the front panel (D3h/D4h).

### 5.9.1 Control Cable Routing

- Isolate control wiring from high-power components in the drive.
- Tie down all control wires after routing them.
- Connect shields to ensure optimum electrical immunity.
- When the drive is connected to a thermistor, ensure that the thermistor control wiring is shielded and reinforced/double insulated. A 24 V DC supply voltage is recommended.

**Fieldbus connection**
Connections are made to the relevant options on the control card. For more detail, see the relevant fieldbus instruction. The cable must be tied down and routed along with other control wires inside the unit.

### 5.9.2 Control Terminal Types

*Illustration 5.35* shows the removable drive connectors. Terminal functions and default settings are summarized in *Table 5.1 – Table 5.3*.

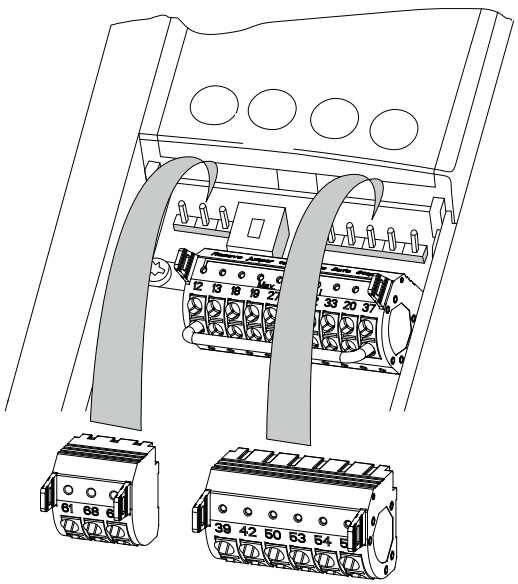
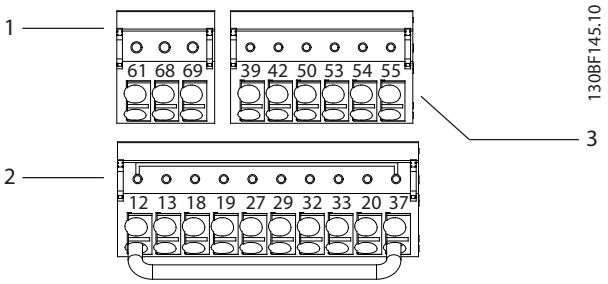



**Illustration 5.35 Control Terminal Locations**




| | |
|---|---|
| 1 | Serial communication terminals |
| 2 | Digital input/output terminals |
| 3 | Analog input/output terminals |

**Illustration 5.36 Terminal Numbers Located on the Connectors**

| Terminal | Parameter | Default setting | Description |
|---|---|---|---|
| 61 | – | – | Integrated RC-filter for cable shield. ONLY for connecting the shield to correct EMC problems. |
| 68 (+) | *Parameter group 8-3* FC Port Settings* | – | RS485 interface. A switch (BUS TER.) is provided on the control card for bus termination resistance. See *Illustration 5.40*. |
| 69 (-) | *Parameter group 8-3* FC Port Settings* | – | |

**Table 5.1 Serial Communication Terminal Descriptions**

| Digital input/output terminals | | | |
|---|---|---|---|
| **Terminal** | **Parameter** | **Default setting** | **Description** |
| 12, 13 | – | +24 V DC | 24 V DC supply voltage for digital inputs and external transducers. Maximum output current 200 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* | |
| 32 | *Parameter 5-14 Terminal 32 Digital Input* | *[0] No operation* | |
| 33 | *Parameter 5-15 Terminal 33 Digital Input* | *[0] No operation* | |




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| Digital input/output terminals | | | |
|---|---|---|---|
| **Terminal** | **Parameter** | **Default setting** | **Description** |
| 27 | *Parameter 5-12 Terminal 27 Digital Input* | *[2] Coast inverse* | For digital input or output. Default setting is input. |
| 29 | *Parameter 5-13 Terminal 29 Digital Input* | *[14] JOG* | |
| 20 | – | – | Common for digital inputs and 0 V potential for 24 V supply. |
| 37 | – | STO | When not using the optional STO feature, a jumper wire is required between terminal 12 (or 13) and terminal 37. This set-up allows the drive to operate with factory default programming values. |

**Table 5.2 Digital Input/Output Terminal Descriptions**

| Analog input/output terminals | | | |
|---|---|---|---|
| **Terminal** | **Parameter** | **Default setting** | **Description** |
| 39 | – | – | Common for analog output. |
| 42 | *Parameter 6-50 Terminal 42 Output* | *[0] No operation* | Programmable analog output. 0–20 mA or 4–20 mA at a maximum of 500 Ω. |
| 50 | – | +10 V DC | 10 V DC analog supply voltage for potentiometer or thermistor. 15 mA maximum. |
| 53 | *Parameter group 6-1* Analog Input 1* | Reference | Analog input. For voltage or current. Switches A53 and A54 select mA or V. |
| 54 | *Parameter group 6-2* Analog Input 2* | Feedback | |
| 55 | – | – | Common for analog input. |

**Table 5.3 Analog Input/Output Terminal Descriptions**

## 5.9.3 Wiring to Control Terminals

The control terminals are located near the LCP. The control terminal connectors can be unplugged from the drive for convenience when wiring, as shown in *Illustration 5.35*.

Either solid or flexible wire can be connected to the control terminals. Use the following procedures to connect or disconnect the control wires.

***NOTICE***

**Minimize interference by keeping control wires as short as possible and separate from high-power cables.**

**Connecting wire to control terminals**

1. Strip 10 mm (0.4 in) of the outer plastic layer from the end of the wire.
2. Insert the control wire into the terminal.
   - For a solid wire, push the bare wire into the contact. See *Illustration 5.37*.
   - For a flexible wire, open the contact by inserting a small screwdriver into the slot between the terminal holes and push the screwdriver inward. See *Illustration 5.38*. Then, insert the stripped wire into the contact, and remove the screwdriver.
3. Pull gently on the wire to ensure that the contact is firmly established. Loose control wiring can be the source of equipment faults or reduced performance.

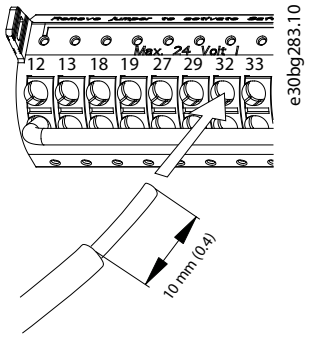



**Illustration 5.37 Connecting Solid Control Wires**

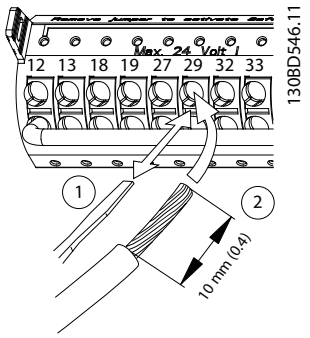



**Illustration 5.38 Connecting Flexible Control Wires**

**Disconnecting wires from the control terminals**

1. To open the contact, insert a small screwdriver into the slot between the terminal holes and push the screwdriver inward.
2. Pull gently on the wire to free it from the control terminal contact.

See *chapter 10.5 Cable Specifications* for control terminal wiring sizes and *chapter 8 Wiring Configuration Examples* for typical control wiring connections.

### 5.9.4 Enabling Motor Operation (Terminal 27)

A jumper wire is required between terminal 12 (or 13) and terminal 27 for the drive 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. This wire provides an internal 24 V signal on terminal 27.
- When the status line at the bottom of the LCP reads *AUTO REMOTE COAST*, the unit is ready to operate, but is missing an input signal on terminal 27.
- When factory-installed optional equipment is wired to terminal 27, do not remove that wiring.

***NOTICE***

**The drive cannot operate without a signal on terminal 27, unless terminal 27 is reprogrammed using *parameter 5-12 Terminal 27 Digital Input*.**

### 5.9.5 Configuring RS485 Serial Communication

RS485 is a 2-wire bus interface compatible with multi-drop network topology, and it contains the following features:

- Either Danfoss FC or Modbus RTU communication protocol, which are internal to the drive, can be used.
- 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, making more protocol-specific parameters available.
- Option cards for the drive are available to provide more communication protocols. See the option card documentation for installation and operation instructions.
- A switch (BUS TER) is provided on the control card for bus termination resistance. See *Illustration 5.40*.

For basic serial communication set-up, perform the following steps:

1. Connect RS485 serial communication wiring to terminals (+)68 and (-)69.
   - 1a Use shielded serial communication cable (recommended).
   - 1b See *chapter 5.4 Connecting to Ground* for proper grounding.
2. Select the following parameter settings:
   - 2a Protocol type in *parameter 8-30 Protocol*.
   - 2b Drive address in *parameter 8-31 Address*.
   - 2c Baud rate in *parameter 8-32 Baud Rate*.

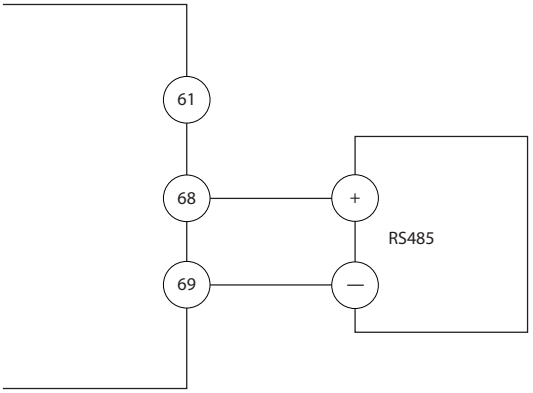



**Illustration 5.39 Serial Communication Wiring Diagram**

### 5.9.6 Wiring 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 voltage required to rotate the motor.

To run STO, more wiring for the drive is required. Refer to *Safe Torque Off Operating Guide* for further information.

### 5.9.7 Wiring the Space Heater

The space heater is an option used to prevent condensation from forming inside the enclosure when the unit is turned off. It is designed to be field wired and controlled by an external system.

**Specifications**

- Nominal voltage: 100–240
- Wire size: 12–24 AWG

### 5.9.8 Wiring the Auxiliary Contacts to the Disconnect

The disconnect is an option that is installed at the factory. The auxiliary contacts, which are signal accessories used with the disconnect, are not installed at the factory to allow more flexibility during installation. The contacts snap into place without the need for tools.

Contacts must be installed in specific locations on the disconnect depending on their functions. Refer to the datasheet included in the accessory bag that comes with the drive.

5

**Specifications**

- $U_i$/[V]: 690
- $U_{imp}$/[kV]: 4
- Pollution degree: 3
- $I_{th}$/[A]: 16
- Cable size: 1...2x0.75...2.5 $mm^2$
- Maximum fuse: 16 A/gG
- NEMA: A600, R300, wire size: 18–14 AWG, 1(2)

### 5.9.9 Wiring the Brake Resistor Temperature Switch

The brake resistor terminal block is found on the power card and allows for the connection of an external brake resistor temperature switch. The switch can be configured as normally closed or normally open. If the input changes, a signal trips the drive and shows *alarm 27, Brake chopper fault* on the LCP display. At the same time, the drive stops braking and the motor coasts.

1. Locate the brake resistor terminal block (terminals 104–106) on the power card. See *Illustration 3.3*.
2. Remove the M3 screws that hold the jumper to the power card.
3. Remove the jumper and wire the brake resistor temperature switch in 1 of the following configurations:
   - 3a **Normally closed**. Connect to terminals 104 and 106.
   - 3b **Normally open**. Connect to terminals 104 and 105.
4. Secure the switch wires with the M3 screws. Torque to 0.5–0.6 Nm (5 in-lb).

### 5.9.10 Selecting Voltage/Current Input Signal

The analog input terminals 53 and 54 allow setting of input signal to voltage (0–10 V) or current (0/4–20 mA).

**Default parameter setting:**

- Terminal 53: Speed reference signal in open loop (see *parameter 16-61 Terminal 53 Switch Setting*).
- Terminal 54: Feedback signal in closed loop (see *parameter 16-63 Terminal 54 Switch Setting*).

***NOTICE***

**Disconnect power to the drive before changing switch positions.**

1. Remove the LCP. See *Illustration 5.40*.
2. Remove any optional equipment covering the switches.
3. Set switches A53 and A54 to select the signal type (U = voltage, I = current).

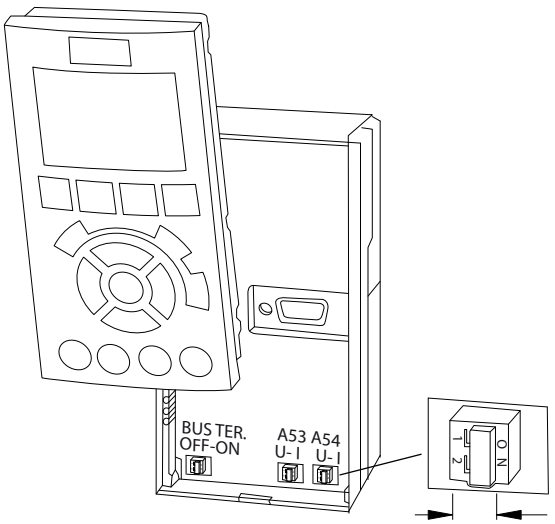



**Illustration 5.40 Location of Terminal 53 and 54 Switches**

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# 6 Pre-start Check List

Before completing installation of the unit, inspect the entire installation as detailed in *Table 6.1*. Check and mark the items when completed.

| Inspect for | Description | ☑ |
|---|---|---|
| Motor | • Confirm continuity of the motor by measuring ohm values on U–V (96–97), V–W (97–98), and W–U (98–96).<br>• Confirm that the supply voltage matches the voltage of the drive and the motor. | |
| Switches | • Ensure that all switch and disconnect settings are in the proper positions. | |
| Auxiliary equipment | • Look for auxiliary equipment, switches, disconnects, or input fuses/circuit breakers that reside on the input power side of the drive or output side to the motor. Ensure that they are ready for full-speed operation.<br>• Check function and installation of any sensors used for feedback to the drive.<br>• Remove any power factor correction caps on motor.<br>• Adjust any power factor correction caps on the mains side and ensure that they are dampened. | |
| Cable routing | • Ensure that motor wiring, brake wiring (if equipped), and control wiring are separated or shielded, or in 3 separate metallic conduits for high-frequency interference isolation. | |
| Control wiring | • Check for broken or damaged wires and loose connections.<br>• Check that control wiring is isolated from high-power wiring for noise immunity.<br>• Check the voltage source of the signals, if necessary.<br>• Use shielded cable or twisted pair and ensure that the shield is terminated correctly. | |
| Input and output power wiring | • Check for loose connections.<br>• Check that motor and mains are in separate conduit or separated shielded cables. | |
| Grounding | • Check for good ground connections that are tight and free of oxidation.<br>• Grounding to conduit, or mounting the back panel to a metal surface, is not a suitable grounding. | |
| Fuses and circuit breakers | • Check for proper fusing or circuit breakers.<br>• Check that all fuses are inserted firmly and are in operational condition and that all circuit breakers (if used) are in the open position. | |
| Cooling clearance | • Look for any obstructions in the airflow path.<br>• Measure top and bottom clearance of the drive to verify adequate airflow for cooling, see *chapter 4.5 Installation and Cooling Requirements*. | |
| Ambient conditions | • Check that requirements for ambient conditions are met. See *chapter 10.4 Ambient Conditions*. | |
| Interior of the drive | • Inspect that the unit interior is free of dirt, metal chips, moisture, and corrosion.<br>• Verify that all installation tools have been removed from unit interior.<br>• For D3h and D4h enclosures, ensure that the unit is mounted on an unpainted, metal surface. | |
| Vibration | • Check that the unit is mounted solidly, or that shock mounts are used, if necessary.<br>• Check for an unusual amount of vibration. | |

**Table 6.1 Pre-start Check List**

# 7 Commissioning

## 7.1 Applying Power

**⚠WARNING**

**UNINTENDED START**

**When the drive is connected to AC mains, DC supply, or load sharing, the motor can start at any time, causing risk of death, serious injury, and equipment, or property damage. The motor can start by activation of an external switch, a fieldbus command, an input reference signal from the LCP or LOP, via remote operation using MCT 10 Set-up software, or after a cleared fault.**

**To prevent unintended motor start:**

- **Press [Off] on the LCP before programming parameters.**
- **Disconnect the drive from mains whenever personal safety considerations make it necessary to avoid unintended motor start.**
- **Check that the drive, motor, and any driven equipment are in operational readiness.**

***NOTICE***

**MISSING SIGNAL**

**If the status at the bottom of the LCP reads AUTO REMOTE COASTING, or *alarm 60, External interlock* is shown, it indicates that the unit is ready to operate but is missing an input signal on, for example, terminal 27. See *chapter 5.9.4 Enabling Motor Operation (Terminal 27)*.**

Apply power to the drive 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 requirements.
3. Ensure that all operator devices are in the OFF position.
4. Close and securely fasten all covers and doors on the drive.
5. Apply power to the unit, but do not start the drive. For units with a disconnect switch, turn the switch to the ON position to apply power to the drive.

## 7.2 Programming the Drive

### 7.2.1 Parameter Overview

Parameters contain various settings that are used to configure and operate the drive and motor. These parameter settings are programmed into the local control panel (LCP) through the different LCP menus. For more detail on parameters, see the product-specific *programming guide*.

Parameter settings are assigned a default value at the factory, but can be configured for their unique application. Each parameter has a name and number that remain the same regardless of the programming mode.

In the *Main Menu* mode, the parameters are divided into groups. The 1st digit of the parameter number (from the left) indicates the parameter group number. The parameter group is then broken down into sub-groups, if necessary. For example:

| | |
|---|---|
| *0-** Operation/Display* | Parameter group |
| *0-0* Basic Settings* | Parameter sub-group |
| *Parameter 0-01 Language* | Parameter |
| *Parameter 0-02 Motor Speed Unit* | Parameter |
| *Parameter 0-03 Regional Settings* | Parameter |

**Table 7.1 Example of Parameter Group Hierarchy**

### 7.2.2 Parameter Navigation

Use the following LCP keys to navigate through the parameters:

- Press [▲] [▼] to scroll up or down.
- Press [◄] [►] to shift a space to the left or right of a decimal point while editing a decimal parameter value.
- Press [OK] to accept the change.
- Press [Cancel] to disregard the change and exit edit mode.
- Press [Back] twice to show the status view.
- Press [Main Menu] once to go back to the main menu.

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### 7.2.3 Entering System Information

***NOTICE***

**SOFTWARE DOWNLOAD**

**For commissioning via PC, install MCT 10 Set-up Software. The software is available for download (basic version) or for ordering (advanced version, code number 130B1000). For more information and downloads, see *www.danfoss.com/en/service-and-support/downloads/dds/vlt-motion-control-tool-mct-10/*.**

The following steps are used to enter basic system information into the drive. Recommended parameter settings are intended for start-up and checkout purposes. Application settings vary.

***NOTICE***

**Although these steps assume that an asynchronous motor is used, a permanent magnet motor can be used. For more information on specific motor types, see the product-specific *programming guide*.**

1. Press [Main Menu] on the LCP.
2. Select *0-** Operation/Display* and press [OK].
3. Select *0-0* Basic Settings* and press [OK].
4. Select *parameter 0-03 Regional Settings* and press [OK].
5. Select *[0] International* or *[1] North America* as appropriate and press [OK]. (This action changes the default settings for some basic parameters).
6. Press [Quick Menus] on the LCP and then select *02 Quick Setup*.
7. Change the following parameters settings listed in *Table 7.2* if necessary. The motor data is found on the motor nameplate.

| Parameter | Default setting |
|---|---|
| *Parameter 0-01 Language* | English |
| *Parameter 1-20 Motor Power [kW]* | 4.00 kW |
| *Parameter 1-22 Motor Voltage* | 400 V |
| *Parameter 1-23 Motor Frequency* | 50 Hz |
| *Parameter 1-24 Motor Current* | 9.00 A |
| *Parameter 1-25 Motor Nominal Speed* | 1420 RPM |
| *Parameter 5-12 Terminal 27 Digital Input* | Coast inverse |
| *Parameter 3-02 Minimum Reference* | 0.000 RPM |
| *Parameter 3-03 Maximum Reference* | 1500.000 RPM |
| *Parameter 3-41 Ramp 1 Ramp Up Time* | 3.00 s |
| *Parameter 3-42 Ramp 1 Ramp Down Time* | 3.00 s |
| *Parameter 3-13 Reference Site* | Linked to Hand/ Auto |
| *Parameter 1-29 Automatic Motor Adaptation (AMA)* | Off |

**Table 7.2 Quick Set-up Settings**

***NOTICE***

**MISSING INPUT SIGNAL**

**When the LCP shows AUTO REMOTE COASTING or *alarm 60, External Interlock*, the unit is ready to operate but is missing an input signal. See *chapter 5.9.4 Enabling Motor Operation (Terminal 27)* for details.**

### 7.2.4 Configuring Automatic Energy Optimization

Automatic energy optimization (AEO) is a procedure that minimizes voltage to the motor, reducing energy consumption, heat, and noise.

1. Press [Main Menu].
2. Select *1-** Load and Motor* and press [OK].
3. Select *1-0* General Settings* and press [OK].
4. Select *parameter 1-03 Torque Characteristics* and press [OK].
5. Select either *[2] Auto Energy Optim CT* or *[3] Auto Energy Optim VT* and press [OK].

### 7.2.5 Configuring Automatic Motor Adaptation

Automatic motor adaptation is a procedure that optimizes compatibility between the drive and the motor.

The drive builds a mathematical model of the motor for regulating output motor current. The procedure also tests the input phase balance of electrical power. It compares the motor characteristics with the data entered in *parameters 1-20* to *1-25*.

***NOTICE***

**If warnings or alarms occur, see *chapter 9.5 List of Warnings and Alarms*. Some motors are unable to run the complete version of the test. In that case, or if an output filter is connected to the motor, select *[2] Enable reduced AMA*.**

Run this procedure on a cold motor for best results.

1. Press [Main Menu].
2. Select *1-** Load and Motor* and press [OK].
3. Select *1-2* Motor Data* and press [OK].
4. Select *parameter 1-29 Automatic Motor Adaptation (AMA)* and press [OK].
5. Select *[1] Enable complete AMA* and press [OK].
6. Press [Hand On] and then [OK].
   The test runs automatically and indicates when it is complete.



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## 7.3 Testing Before System Start-up

**⚠WARNING**

**MOTOR START**

**Failure to ensure that the motor, system, and any attached equipment are ready for start can result in personal injury or equipment damage. Before start,**

- **Ensure that equipment is safe to operate under any condition.**
- **Ensure that the motor, system, and any attached equipment are ready for start.**

### 7.3.1 Motor Rotation

***NOTICE***

**If the motor runs in the wrong direction, it can damage equipment. Before running the unit, check the motor rotation by briefly running the motor. The motor runs briefly at either 5 Hz or the minimum frequency set in *parameter 4-12 Motor Speed Low Limit [Hz]*.**

1. Press [Hand On].
2. Move the left cursor to the left of the decimal point by using the left arrow key, and enter an RPM that slowly rotates the motor.
3. Press [OK].
4. If the motor rotation is wrong, set *parameter 1-06 Clockwise Direction* to *[1] Inverse*.

### 7.3.2 Encoder Rotation

If encoder feedback is used, perform the following steps:

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. In *parameter 16-57 Feedback [RPM]*, check that the feedback is positive.

For more information on the encoder option, refer to the option manual.

***NOTICE***

**NEGATIVE FEEDBACK**

**If the feedback is negative, the encoder connection is wrong. Use either *parameter 5-71 Term 32/33 Encoder Direction* or *parameter 17-60 Feedback Direction* to inverse the direction, or reverse the encoder cables. *Parameter 17-60 Feedback Direction* is only available with the VLT® Encoder Input MCB 102 option.**

## 7.4 System Start-up

**⚠WARNING**

**MOTOR START**

**Failure to ensure that the motor, system, and any attached equipment are ready for start can result in personal injury or equipment damage. Before start,**

- **Ensure that equipment is safe to operate under any condition.**
- **Ensure that the motor, system, and any attached equipment are ready for start.**

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. Examples of external run commands are a switch, key, or programmable logic controller (PLC).
3. Adjust the speed reference throughout the speed range.
4. Ensure that the system is working as intended by checking sound and vibration level of the motor.
5. Remove the external run command.

If warnings or alarms occur, see *chapter 9.5 List of Warnings and Alarms*.

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## 7.5 Parameter Setting

***NOTICE***

**REGIONAL SETTINGS**

**Some parameters have different default settings for international or North America. For a list of the different default values, see *chapter 11.2 International/North American Default Parameter Settings*.**

Establishing the correct programming for applications requires setting several parameter functions. Details for parameters are provided in the *programming guide*.

Parameter settings are stored internally in the drive, allowing the following advantages:

- Parameter settings can be uploaded into the LCP memory and stored as a back-up.
- Multiple units can be programmed quickly by connecting the LCP to the unit and downloading the stored parameter settings.
- Settings that are stored in the LCP are not changed when restoring factory default settings.
- Changes made to default settings as well as any programming entered into parameters are stored and available for viewing in the quick menu. See *chapter 3.8 LCP Menus*.

### 7.5.1 Uploading and Downloading Parameter Settings

The drive operates using parameters stored on the control card, which is located within the drive. The upload and download functions move the parameters between the control card and the LCP.

1. Press [Off].
2. Go to *parameter 0-50 LCP Copy* and press [OK].
3. Select 1 of the following:
   - 3a To upload data from the control card to the LCP, select *[1] All to LCP*.
   - 3b To download data from the LCP to the control card, select *[2] All from LCP*.
4. Press [OK]. A progress bar shows the uploading or downloading process.
5. Press [Hand On] or [Auto On].

### 7.5.2 Restoring Factory Default Settings

***NOTICE***

**LOSS OF DATA**

**Loss of programming, motor data, localization, and monitoring records occurs when restoring default settings. To create a back-up, upload data to the LCP before initialization. Refer to *chapter 7.5.1 Uploading and Downloading Parameter Settings*.**

Restore the default parameter settings by initializing the unit. Initialization is carried out through *parameter 14-22 Operation Mode* or manually.

*Parameter 14-22 Operation Mode* does not reset settings such as the following:

- Running hours.
- Serial communication options.
- Personal menu settings.
- Fault log, alarm log, and other monitoring functions.

**Recommended initialization**

1. Press [Main Menu] twice to access parameters.
2. Go to *parameter 14-22 Operation Mode* and press [OK].
3. Scroll to *Initialization* 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. Start-up takes slightly longer than normal.
6. After *alarm 80, Drive initialized to default value* appears, press [Reset].

**Manual initialization**

Manual initialization resets all factory settings except for the following:

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

To perform manual initialization:

1. Remove power to the unit and wait for the display to turn off.
2. Press and hold [Status], [Main Menu], and [OK] simultaneously while applying power to the unit (approximately 5 s or until an audible click sounds and the fan starts). Start-up takes slightly longer than normal.



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# 8 Wiring Configuration 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.
- Switch settings for analog terminals A53 or A54 are shown where required.
- For STO, a jumper wire may be required between terminal 12 and terminal 37 when using factory default programming values.

## 8.1 Programming a Closed-loop Drive System

A closed-loop drive system usually consists of the following:

- Motor
- Drive
- Encoder as feedback system
- Mechanical brake
- Brake resistor for dynamic braking
- Transmission
- Gear box
- Load

Applications demanding mechanical brake control typically need a brake resistor.

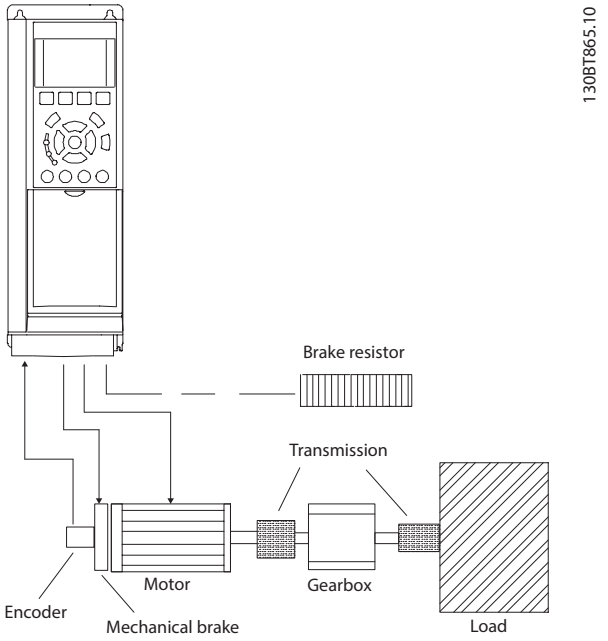
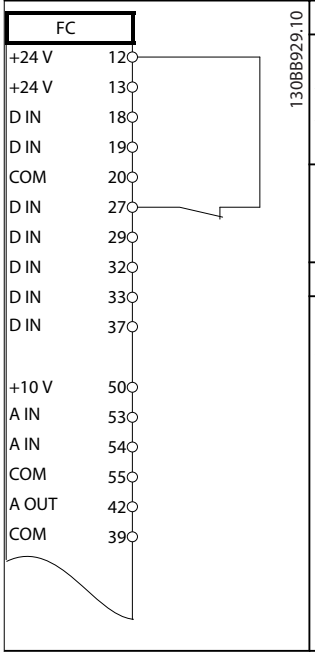



**Illustration 8.1 Basic Set-up for FC 302 Closed-loop Speed Control**

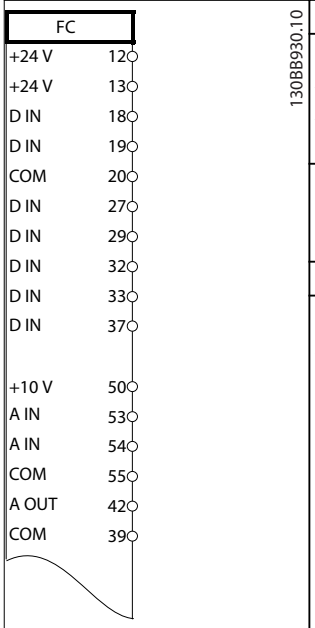
## 8.2 Wiring Configurations for Automatic Motor Adaptation (AMA)




| | 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 nameplate. | |

**Table 8.1 Wiring Configuration for AMA with T27 Connected**

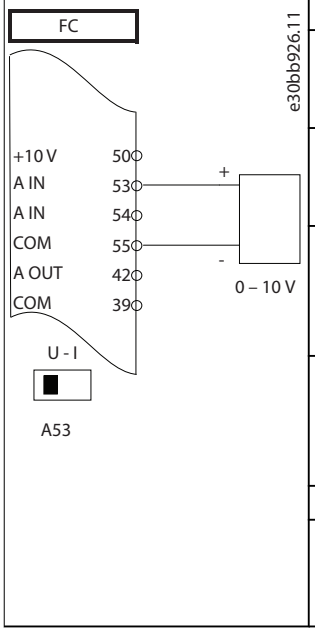

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| Parameters | |
|---|---|
| **Function** | **Setting** |
| *Parameter 1-29 Automatic Motor Adaptation (AMA)* | *[1] Enable complete AMA* |
| *Parameter 5-12 Terminal 27 Digital Input* | *[0] No operation* |
| *=Default value | |
| **Notes/comments:** Set *parameter group 1-2* Motor Data* according to motor nameplate. | |

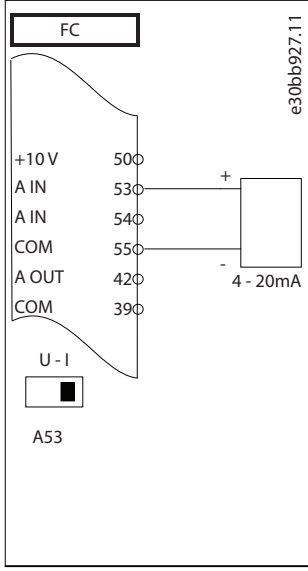
**Table 8.2 Wiring Configuration for AMA without T27 Connected**

## 8.3 Wiring Configurations for Analog Speed Reference




| 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 RPM |
| *Parameter 6-15 Terminal 53 High Ref./Feedb. Value* | 1500 RPM |
| *=Default value | |
| **Notes/comments:** | |

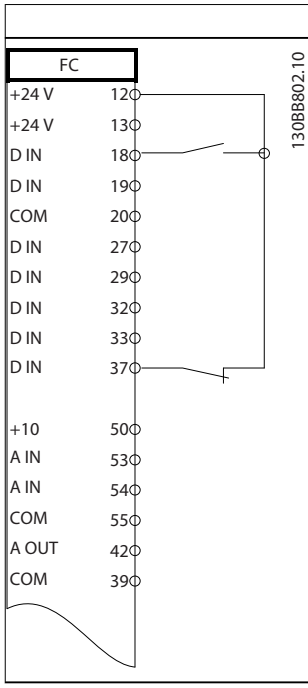
**Table 8.3 Wiring Configuration for Analog Speed Reference (Voltage)**




| 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 RPM |
| *Parameter 6-15 Terminal 53 High Ref./Feedb. Value* | 1500 RPM |
| *=Default value | |
| **Notes/comments:** | |

**Table 8.4 Wiring Configuration for Analog Speed Reference (Current)**

## 8.4 Wiring Configurations for Start/Stop




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

**Table 8.5 Wiring Configuration for Start/Stop Command with Safe Torque Off**

8

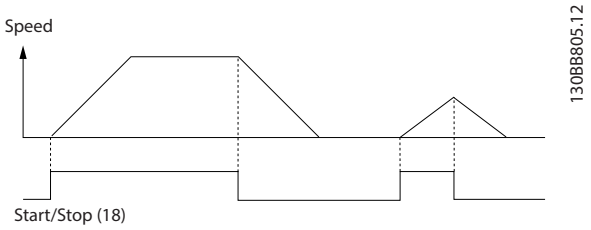
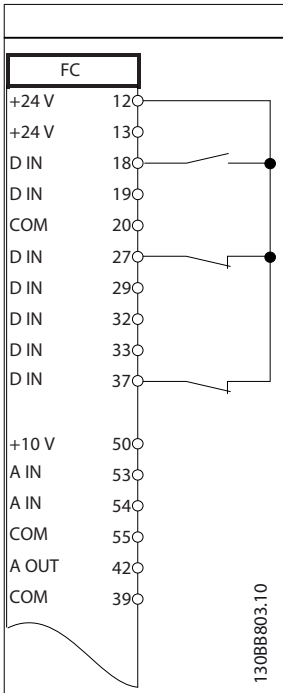



**Illustration 8.2 Start/Stop with Safe Torque Off**




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

**Table 8.6 Wiring Configuration for Pulse Start/Stop**

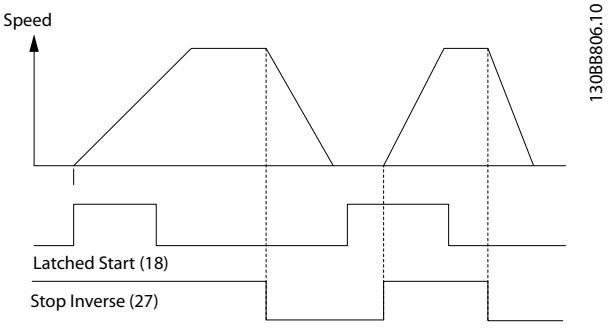
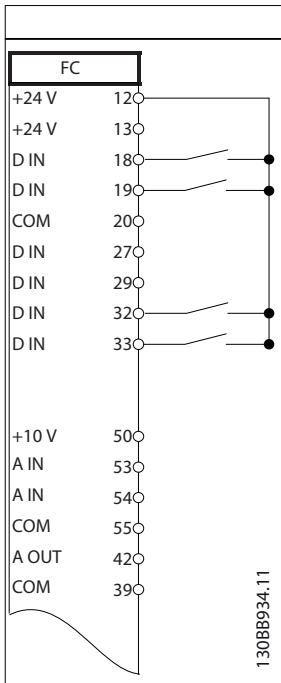


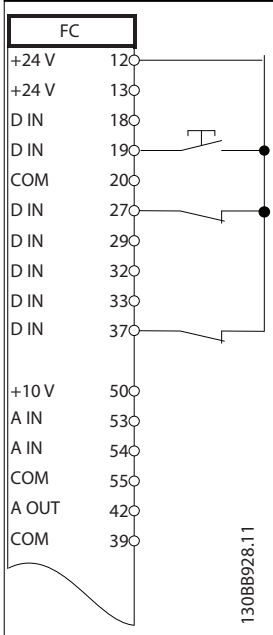

**Illustration 8.3 Latched Start/Stop Inverse**




| | 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 8.7 Wiring Configuration for Start/Stop with Reversing and 4 Preset Speeds**

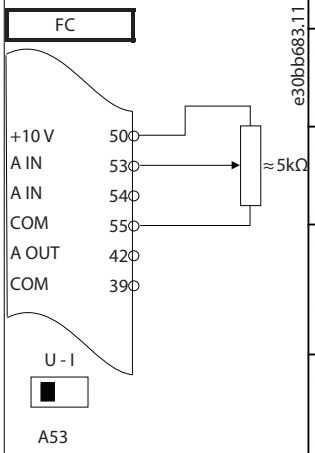
## 8.5 Wiring Configuration for an External Alarm Reset




| | Parameters | |
|---|---|---|
| | **Function** | **Setting** |
| | *Parameter E-02 Terminal 19 Digital Input* | *[1] Reset* |
| | *=Default value | |
| | **Notes/comments:** | |

**Table 8.8 Wiring Configuration for an External Alarm Reset**

## 8.6 Wiring Configuration for Speed Reference Using a Manual Potentiometer

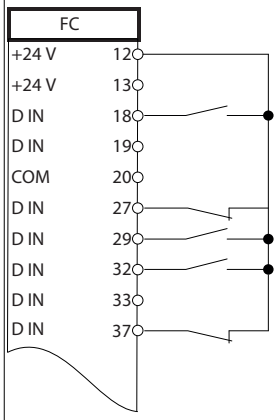



| | Parameters | |
|---|---|---|
| | **Function** | **Setting** |
| | *Parameter 6-10 Terminal 53 Low Voltage* | 0.07 V* |
| | *Parameter 6-11 Terminal 53 High Voltage* | 10 V* |
| | *Parameter 6-14 Terminal 53 Low Ref./Feedb. Value* | 0 RPM |
| | *Parameter 6-15 Terminal 53 High Ref./Feedb. Value* | 1500 RPM |
| | *=Default value | |
| | **Notes/comments:** | |

**Table 8.9 Wiring Configuration for Speed Reference**

**(Using a Manual Potentiometer)**

## 8.7 Wiring Configuration for Speed Up/ Speed Down




| | 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 8.10 Wiring Configuration for Speed Up/Speed Down**

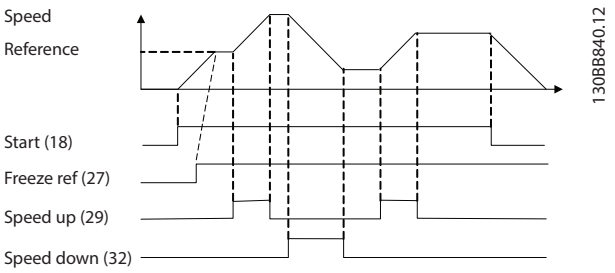
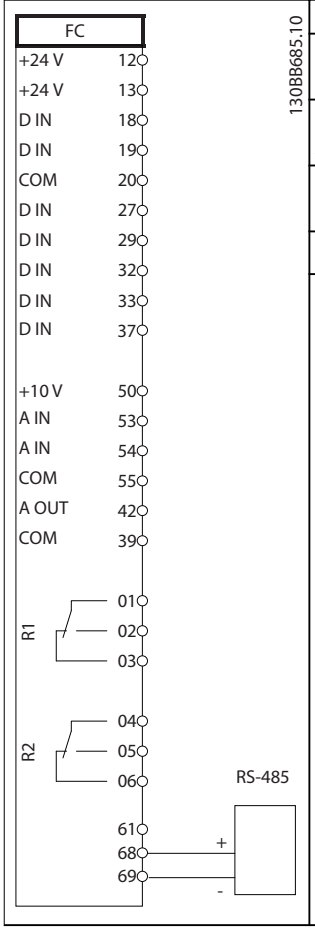



**Illustration 8.4 Speed Up/Speed Down**

8

## 8.8 Wiring Configuration for RS485 Network Connection



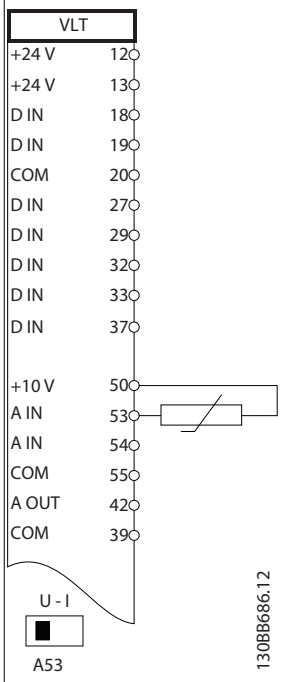

| Parameters | |
|---|---|
| **Function** | **Setting** |
| *Parameter 8-30 Protocol* | FC* |
| *Parameter 8-31 Address* | 1* |
| *Parameter 8-32 Baud Rate* | 9600* |
| *=Default value | |
| **Notes/comments:** Select protocol, address, and baud rate in the parameters. | |

**Table 8.11 Wiring Configuration for RS485 Network Connection**

## 8.9 Wiring Configuration for a Motor Thermistor

***NOTICE***

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

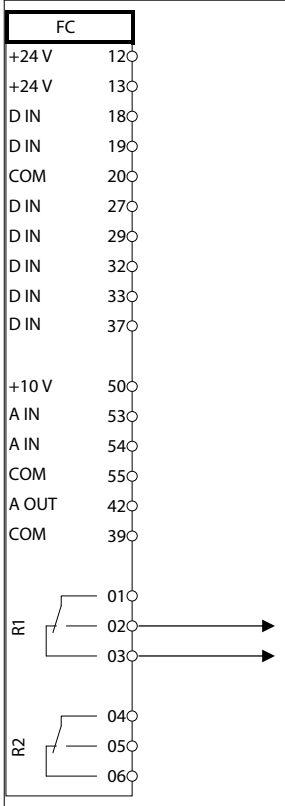



| Parameters | |
|---|---|
| **Function** | **Setting** |
| *Parameter 1-90 Motor Thermal Protection* | *[2] Thermistor trip* |
| *Parameter 1-93 Thermistor Source* | *[1] analog input 53* |
| *=Default value | |
| **Notes/comments:** If only a warning is wanted, set *parameter 1-90 Motor Thermal Protection* to *[1] Thermistor warning*. | |

**Table 8.12 Wiring Configuration for a Motor Thermistor**


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## 8.10 Wiring Configuration for a Relay Set-up with Smart Logic Control



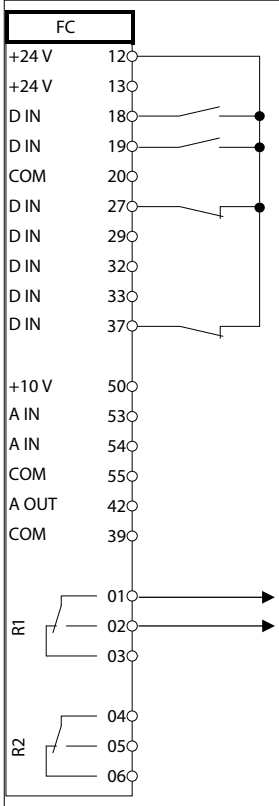

| Parameters | |
|---|---|
| **Function** | **Setting** |
| *Parameter 4-30 Motor Feedback Loss Function* | *[1] Warning* |
| *Parameter 4-31 Motor Feedback Speed Error* | 100 RPM |
| *Parameter 4-32 Motor Feedback Loss Timeout* | 5 s |
| *Parameter 7-00 Speed PID Feedback Source* | *[2] MCB 102* |
| *Parameter 17-11 Resolution (PPR)* | 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] ≈ (equal)** |
| *Parameter 13-12 Comparator Value* | 90 |
| *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 90, Feedback Mon.* is issued. The SLC monitors *warning 90, Feedback Mon.* and if the warning becomes true, relay 1 is triggered. External equipment may require service. If the feedback error goes below the limit again within 5 s, the drive continues and the warning disappears. Reset relay 1 by pressing [Reset] on the LCP.

**Table 8.13 Wiring Configuration for a Relay Set-up with Smart Logic Control**

## 8.11 Wiring Configuration for Mechanical Brake Control




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

**Table 8.14 Wiring Configuration for Mechanical Brake Control**

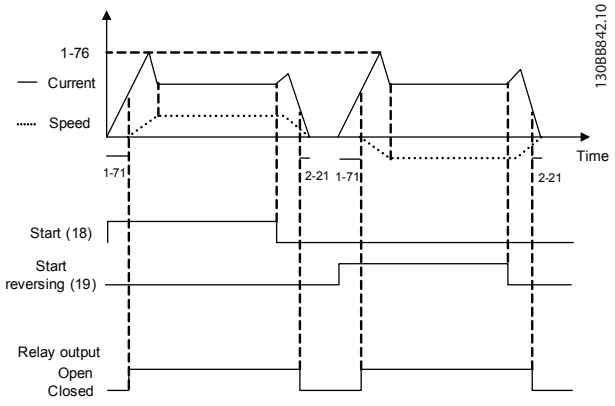



**Illustration 8.5 Mechanical Brake Control**

8


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## 8.12 Wiring Configuration for the Encoder

The direction of the encoder, identified by looking into the shaft end, is determined by which order the pulses enter the drive. See *Illustration 8.6*.

- Clockwise (CW) direction means channel A is 90 electrical degrees before channel B.
- Counterclockwise (CCW) direction means channel B is 90 electrical degrees before A.

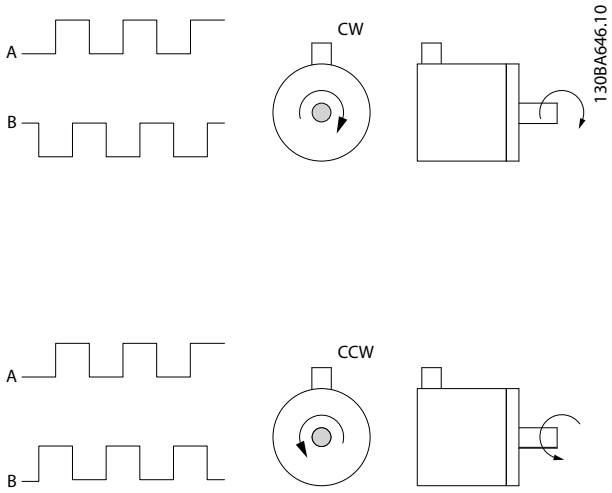



**Illustration 8.6 Determining Encoder Direction**

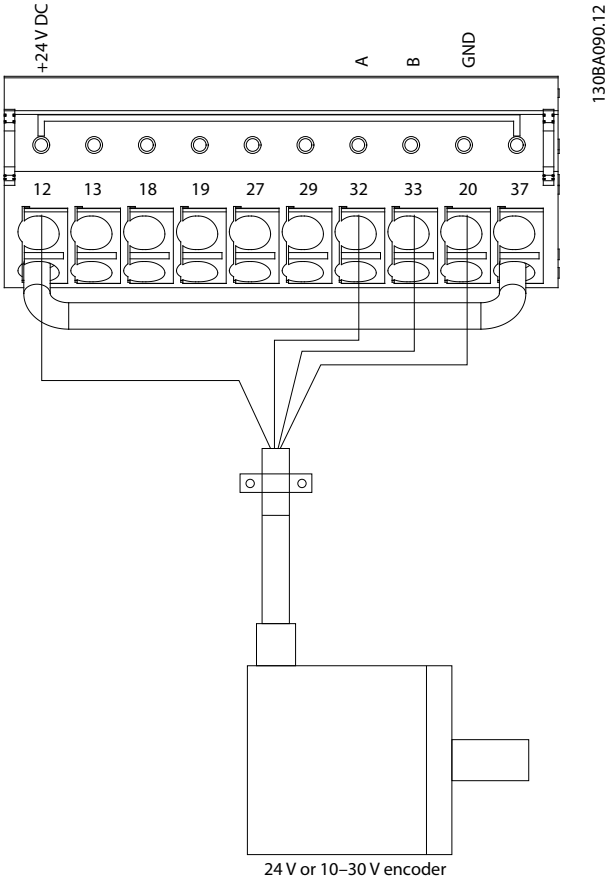



**Illustration 8.7 Wire Configuration for the Encoder**

***NOTICE***

**Maximum cable length 5 m (16 ft).**

## 8.13 Wiring Configuration for Torque and Stop Limit

In applications with an external electro-mechanical brake, such as hoisting applications, it is possible to stop the drive via a standard stop command and simultaneously activate the external electro-mechanical brake.
*Illustration 8.8* shows the programming of these drive connections.

If a stop command is active via terminal 18 and the drive is not at the torque limit, the motor ramps down to 0 Hz. If the drive is at the torque limit and a stop command is activated, the system activates terminal 29 output (programmed to *[27] Torque limit & stop*). The signal to terminal 27 changes from logic 1 to logic 0 and the motor starts to coast. This process ensures that the hoist stops even if the drive itself cannot handle the required torque, for example due to excessive overload.

To program the stop and torque limit, connect to the following terminals:

- Start/stop via terminal 18
  (*Parameter 5-10 Terminal 18 Digital Input [8] Start*).
- Quick stop via terminal 27
  (*Parameter 5-12 Terminal 27 Digital Input [2] Coasting Stop, Inverse*).
- Terminal 29 output
  (*Parameter 5-02 Terminal 29 Mode [1] Terminal 29 Mode Output* and *parameter 5-31 Terminal 29 Digital Output [27] Torque limit & stop*).
- Relay output [0] (Relay 1)
  (*Parameter 5-40 Function Relay [32] Mechanical Brake Control*).

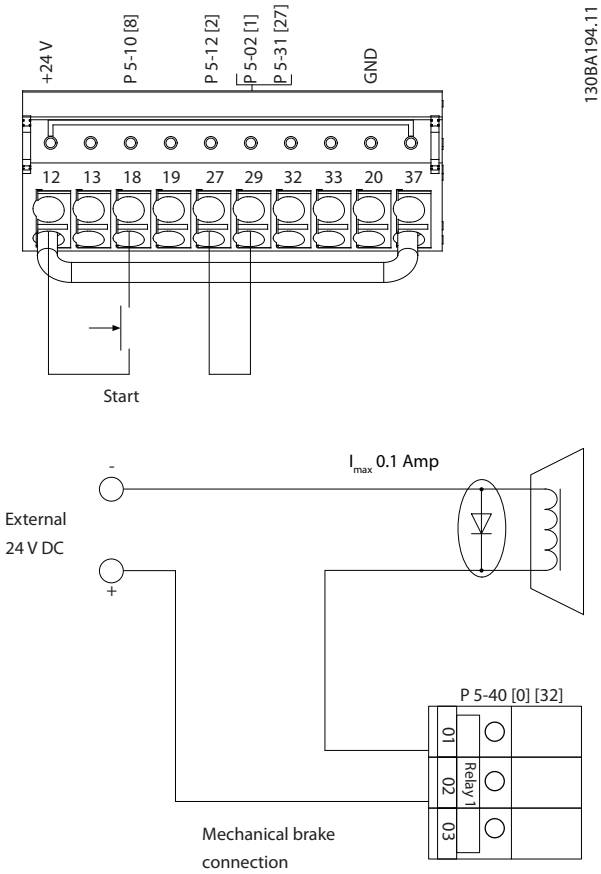



**Illustration 8.8 Wire Configuration for Torque and Stop Limit**

8


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# 9 Maintenance, Diagnostics, and Troubleshooting

This chapter includes:

- Maintenance and service guidelines.
- Status messages.
- Warnings and alarms.
- Basic troubleshooting.

## 9.1 Maintenance and Service

Under normal operating conditions and load profiles, the drive is maintenance-free throughout its designed lifetime. To prevent breakdown, danger, and damage, examine the drive at regular intervals depending on the operating conditions. Replace worn or damaged parts with original spare parts or standard parts. For service and support, refer to *www.danfoss.com/en/contact-us/contacts-list/?filter=type%3Adanfoss-sales-service-center%2Csegments%3ADDS*.

**⚠WARNING**

**UNINTENDED START**

**When the drive is connected to AC mains, DC supply, or load sharing, the motor can 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 or LOP, via remote operation using MCT 10 Set-up Software, or after a cleared fault condition.**

**To prevent unintended motor start:**

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

## 9.2 Heat Sink Access Panel

### 9.2.1 Removing the Heat Sink Access Panel

The drive can be ordered with an optional access panel in the back of the unit. This panel provides access to the heat sink and allows the heat sink to be cleaned of any dust buildup.

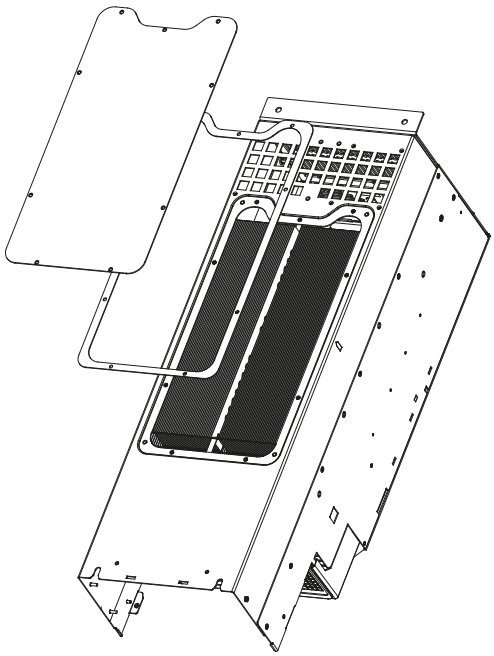



**Illustration 9.1 Heat Sink Access Panel**

***NOTICE***

**DAMAGE TO HEAT SINK**

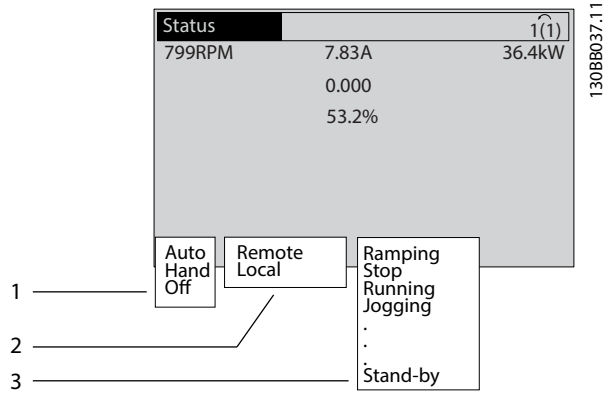
**Using fasteners that are longer than those originally supplied with the heat sink panel can damage the heat sink cooling fins.**

1. Remove power from the drive and wait 20 minutes for the capacitors to discharge completely. Refer to *chapter 2 Safety*.
2. Position the drive so that the back of the drive is accessible.
3. Remove the screws (3 mm [0.12 in] internal hex) connecting the access panel to the back of the enclosure. There are 5 or 9 screws depending on the size of the drive.
4. Inspect the heat sink for damage or dust buildup.
5. Remove dust and debris with a vacuum.
6. Replace the panel and secure it to the back of the enclosure with the screws previously removed. Tighten the fasteners according to *chapter 10.8 Fastener Tightening Torques*.

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## 9.3 Status Messages

When the drive is in status mode, status messages automatically appear in the lowest line of the LCP display. Refer to *Illustration 9.2*. Status messages are defined in *Table 9.1 – Table 9.3*.




| | |
|---|---|
| 1 | Where the stop/start command originates. Refer to *Table 9.1*. |
| 2 | Where the speed control originates. Refer to *Table 9.2*. |
| 3 | Provides the drive status. Refer to *Table 9.3*. |

**Illustration 9.2 Status Display**

***NOTICE***

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

*Table 9.1* to *Table 9.3* define the meaning of the shown status messages.

| | |
|---|---|
| Off | The drive does not react to any control signal until [Auto On] or [Hand On] is pressed. |
| Auto | The start/stop commands are sent via the control terminals and/or the serial communication. |
| Hand | The navigation keys on the LCP can be used to control the drive. Stop commands, reset, reversing, DC brake, and other signals applied to the control terminals override local control. |

**Table 9.1 Operating Mode**

| | |
|---|---|
| Remote | The speed reference is given from:<br>• External signals.<br>• Serial communication.<br>• Internal preset references. |
| Local | The drive uses reference values from the LCP. |

**Table 9.2 Reference Site**

| | |
|---|---|
| AC brake | AC brake was selected in *parameter 2-10 Brake Function*. The AC brake overmagnetizes the motor to achieve a controlled slow-down. |
| AMA finish OK | Automatic motor adaptation (AMA) was carried out successfully. |
| AMA ready | AMA is ready to start. To start, press [Hand On]. |
| AMA running | AMA process is in progress. |
| Braking | The brake chopper is in operation. The brake resistor absorbs the generative energy. |
| Braking max. | The brake chopper is in operation. The power limit for the brake resistor defined in *parameter 2-12 Brake Power Limit (kW)* has been reached. |
| Coast | • *[2] Coast inverse* was selected as a function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal is not connected.<br>• Coast activated by serial communication. |
| Ctrl. ramp-down | *[1] Ctrl. ramp-down* was selected in *parameter 14-10 Mains Failure*.<br>• The mains voltage is below the value set in *parameter 14-11 Mains Fault Voltage Level* at mains fault.<br>• The drive ramps down the motor using a controlled ramp-down. |
| Current high | The drive output current is above the limit set in *parameter 4-51 Warning Current High*. |
| Current low | The drive output current is below the limit set in *parameter 4-52 Warning Speed Low*. |
| DC hold | DC hold is selected in *parameter 1-80 Function at Stop* and a stop command is active. The motor is held by a DC current set in *parameter 2-00 DC Hold Current*. |
| DC stop | The motor is held with a DC current (*parameter 2-01 DC Brake Current*) for a specified time (*parameter 2-02 DC Braking Time*).<br>• DC brake is activated in *parameter 2-03 DC Brake Cut In Speed [RPM]* and a stop command is active.<br>• DC brake (inverse) is selected as a function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal is not active.<br>• The DC brake is activated via serial communication. |
| Feedback high | The sum of all active feedbacks is above the feedback limit set in *parameter 4-57 Warning Feedback High*. |
| Feedback low | The sum of all active feedbacks is below the feedback limit set in *parameter 4-56 Warning Feedback Low*. |



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| | |
|---|---|
| Freeze output | The remote reference, which holds the present speed, is active.<br>• *[20] Freeze Output* was selected as a function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal is active. Speed control is only possible via the terminal functions speed up and speed down.<br>• Hold ramp is activated via serial communication. |
| Freeze output request | A freeze output command has been given, but the motor remains stopped until a run permissive signal is received. |
| Freeze ref. | *[19] Freeze Reference* was selected as a function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal is active. The drive saves the actual reference. Changing the reference is now only possible via terminal functions speed up and speed down. |
| Jog request | A jog command has been given, but the motor is stopped until a run permissive signal is received via a digital input. |
| Jogging | The motor is running as programmed in *parameter 3-19 Jog Speed [RPM]*.<br>• *[14] Jog* was selected as function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal (for example, terminal 29) is active.<br>• The jog function is activated via the serial communication.<br>• The jog function was selected as a reaction for a monitoring function (for example, No signal). The monitoring function is active. |
| Motor check | In *parameter 1-80 Function at Stop*, *[2] Motor Check* was selected. A stop command is active. To ensure that a motor is connected to the drive, a permanent test current is applied to the motor. |
| OVC control | Overvoltage control was activated in *parameter 2-17 Over-voltage Control*, *[2] Enabled*. The connected motor is supplying the drive with generative energy. The overvoltage control adjusts the V/Hz ratio to run the motor in controlled mode and to prevent the drive from tripping. |
| Power unit off | (For drives with a 24 V DC external supply installed only.) Mains supply to the drive is removed, but the control card is supplied by the 24 V DC external supply. |
| Protection md | Protection mode is active. The unit has detected a critical status (an overcurrent or overvoltage).<br>• To avoid tripping, the switching frequency is reduced to 1500 kHz if *parameter 14-55 Output Filter* is set to *[2] Sine-Wave Filter Fixed*. Otherwise, the switching frequency is reduced to 1000 Hz.<br>• If possible, protection mode ends after approximately 10 s.<br>• Protection mode can be restricted in *parameter 14-26 Trip Delay at Inverter Fault*. |
| QStop | The motor is decelerating using *parameter 3-81 Quick Stop Ramp Time*.<br>• *[4] Quick stop inverse* was selected as a function for a digital input (*parameter group 5-1* Digital Inputs*). The corresponding terminal is not active.<br>• The quick stop function was activated via serial communication. |
| Ramping | The motor is accelerating/decelerating using the active ramp up/down. The reference, a limit value, or a standstill is not yet reached. |
| Ref. high | The sum of all active references is above the reference limit set in *parameter 4-55 Warning Reference High*. |
| Ref. low | The sum of all active references is below the reference limit set in *parameter 4-54 Warning Reference Low*. |
| Run on ref. | The drive is running in the reference range. The feedback value matches the setpoint value. |
| Run request | A start command has been given, but the motor is stopped until a run permissive signal is received via digital input. |
| Running | The drive is driving the motor. |
| Sleep mode | The energy saving function is enabled. This function being enabled means that the motor has stopped, but that it restarts automatically when required. |
| Speed high | The motor speed is above the value set in *parameter 4-53 Warning Speed High*. |
| Speed low | The motor speed is below the value set in *parameter 4-52 Warning Speed Low*. |
| Standby | In auto-on mode, the drive starts the motor with a start signal from a digital input or serial communication. |
| Start delay | In *parameter 1-71 Start Delay*, a delay starting time was set. A start command is activated and the motor starts after the start delay time expires. |

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| | |
|---|---|
| Start fwd/rev | *[12] Enable Start Forward* and *[13] Enable Start Reverse* were selected as functions for 2 different digital inputs (*parameter group 5-1* Digital Inputs*). The motor starts in forward or reverse depending on which corresponding terminal is activated. |
| Stop | The drive has received a stop command from 1 of the following:<br>• LCP.<br>• Digital input.<br>• Serial communication. |
| Trip | An alarm occurred and the motor is stopped. Once the cause of the alarm is cleared, reset the drive using 1 of the following:<br>• Pressing [Reset].<br>• Remotely by control terminals.<br>• Via serial communication.<br>Pressing [Reset] or remotely by control terminals or via serial communication. |
| Trip lock | An alarm occurred and the motor is stopped. Once the cause of the alarm is cleared, cycle power to the drive. Reset the drive manually by 1 of the following:<br>• Pressing [Reset].<br>• Remotely by control terminals.<br>• Via serial communication. |

**Table 9.3 Operation Status**

## 9.4 Warning and Alarm Types

The drive software issues warnings and alarms to help diagnose issues. The warning or alarm number appears in the LCP.

**Warning**
A warning indicates that the drive has encountered an abnormal operating condition that leads to an alarm. A warning stops when the abnormal condition is removed or resolved.

**Alarm**
An alarm indicates a fault that requires immediate attention. The fault always triggers a trip or trip lock. Reset the drive after an alarm.
Reset the drive in any of 4 ways:

- Press [Reset]/[Off/Reset].
- Digital reset input command.
- Serial communication reset input command.
- Auto reset.

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

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

**Warning and alarm displays**

- A warning is shown in the LCP along with the warning number.
- An alarm flashes along with the alarm number.

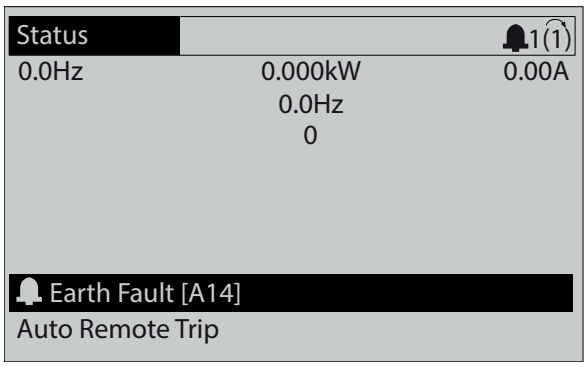
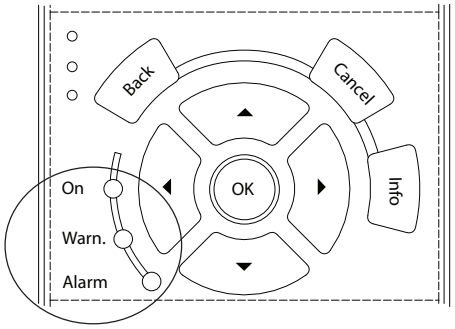



**Illustration 9.3 Alarm Example**

In addition to the text and alarm code in the LCP, there are 3 status indicator lights.




| | Warning indicator light | Alarm indicator light |
|---|---|---|
| Warning | On | Off |
| Alarm | Off | On (flashing) |
| Trip lock | On | On (flashing) |

**Illustration 9.4 Status Indicator Lights**


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## 9.5 List of Warnings and Alarms

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

**WARNING 1, 10 Volts low**
The control card voltage is less than 10 V from terminal 50. Remove some of the load from terminal 50, as the 10 V supply is overloaded. Maximum 15 mA or minimum 590 Ω.

A short circuit in a connected potentiometer or incorrect wiring of the potentiometer can cause this condition.

**Troubleshooting**

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

**WARNING/ALARM 2, Live zero error**
This warning or alarm only appears if programmed in *parameter 6-01 Live Zero Timeout Function*. The signal on 1 of the analog inputs is less than 50% of the minimum value programmed for that input. Broken wiring or a faulty device sending the signal can cause this condition.

**Troubleshooting**

- Check connections on all analog mains terminals.
  - Control card terminals 53 and 54 for signals, terminal 55 common.
  - VLT® General Purpose I/O MCB 101 terminals 11 and 12 for signals, terminal 10 common.
  - VLT® Analog I/O Option MCB 109 terminals 1, 3, and 5 for signals, terminals 2, 4, and 6 common.
- Check that the drive programming and switch settings match the analog signal type.
- Perform an input terminal signal test.

**WARNING/ALARM 3, No motor**
No motor has been connected to the output of the drive. This warning or alarm appears only if programmed in *parameter 1-80 Function at Stop*.

**Troubleshooting**

- Check the connection between the drive and the motor.

**WARNING/ALARM 4, Mains phase loss**
A phase is missing on the supply side, or the mains voltage imbalance is too high. This message also appears for a fault in the input rectifier. Options are programmed in *parameter 14-12 Response to Mains Imbalance*.

**Troubleshooting**

- Check the supply voltage and supply currents to the drive.

**WARNING 5, DC link voltage high**
The DC-link voltage (DC) is higher than the high-voltage warning limit. The limit depends on the drive voltage rating. The unit is still active.

**WARNING 6, DC link voltage low**
The DC-link voltage (DC) is lower than the low-voltage warning limit. The limit depends on the drive voltage rating. The unit is still active.

**WARNING/ALARM 7, DC overvoltage**
If the DC-link voltage exceeds the limit, the drive trips after a certain time.

**Troubleshooting**

- Connect a brake resistor.
- Extend the ramp time.
- Change the ramp type.
- Activate the functions in *parameter 2-10 Brake Function*.
- Increase *parameter 14-26 Trip Delay at Inverter Fault*.
- If the alarm/warning occurs during a power sag, use kinetic back-up (*parameter 14-10 Mains Failure*).

**WARNING/ALARM 8, DC under voltage**
If the DC-link voltage drops below the undervoltage limit, the drive checks for 24 V DC back-up supply. If no 24 V DC back-up supply is connected, the drive trips after a fixed time delay. The time delay varies with unit size.

**Troubleshooting**

- Check that the supply voltage matches the drive voltage.
- Perform an input voltage test.
- Perform a soft-charge circuit test.

**WARNING/ALARM 9, Inverter overload**
The drive has run with more than 100% overload for too long and is about to cut out. The counter for electronic thermal inverter protection issues a warning at 98% and trips at 100% with an alarm. The drive cannot be reset until the counter is below 90%.

**Troubleshooting**

- Compare the output current shown on the LCP with the drive rated current.
- Compare the output current shown on the LCP with the measured motor current.
- Show the thermal drive load on the LCP and monitor the value. When running above the drive continuous current rating, the counter increases. When running below the drive continuous current rating, the counter decreases.

**WARNING/ALARM 10, Motor overload temperature**
According to the electronic thermal protection (ETR), the motor is too hot.

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Select 1 of these options:

- The drive issues a warning or an alarm when the counter is >90% if *parameter 1-90 Motor Thermal Protection* is set to warning options.
- The drive trips when the counter reaches 100% if *parameter 1-90 Motor Thermal Protection* is set to trip options.

The fault occurs when the motor runs with more than 100% overload for too long.

**Troubleshooting**

- Check for motor overheating.
- Check if the motor is mechanically overloaded.
- Check that the motor current set in *parameter 1-24 Motor Current* is correct.
- Ensure that the motor data in *parameters 1-20 to 1-25* is set correctly.
- If an external fan is in use, check that it is selected in *parameter 1-91 Motor External Fan*.
- Running AMA in *parameter 1-29 Automatic Motor Adaptation (AMA)* tunes the drive to the motor more accurately and reduces thermal loading.

**WARNING/ALARM 11, Motor thermistor overtemp**

Check whether the thermistor is disconnected. Select whether the drive issues a warning or an alarm in *parameter 1-90 Motor Thermal Protection*.

**Troubleshooting**

- Check for motor overheating.
- Check if the motor is mechanically overloaded.
- When using terminal 53 or 54, check that the thermistor is connected correctly between either terminal 53 or 54 (analog voltage input) and terminal 50 (+10 V supply). Also check that the terminal switch for 53 or 54 is set for voltage. Check that *parameter 1-93 Thermistor Resource* selects terminal 53 or 54.
- When using terminal 18, 19, 31, 32, or 33 (digital inputs), check that the thermistor is connected correctly between the digital input terminal used (digital input PNP only) and terminal 50. Select the terminal to use in *parameter 1-93 Thermistor Resource*.

**WARNING/ALARM 12, Torque limit**

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

**Troubleshooting**

- If the motor torque limit is exceeded during ramp-up, extend the ramp-up time.
- If the generator torque limit is exceeded during ramp-down, extend the ramp-down time.
- If torque limit occurs while running, increase the torque limit. Make sure that the system can operate safely at a higher torque.
- Check the application for excessive current draw on the motor.

**WARNING/ALARM 13, Over current**

The inverter peak current limit (approximately 200% of the rated current) is exceeded. The warning lasts approximately 1.5 s, then the drive trips and issues an alarm. Shock loading or quick acceleration with high-inertia loads can cause this fault. If the acceleration during ramp-up is quick, the fault can also appear after kinetic back-up.
If extended mechanical brake control is selected, a trip can be reset externally.

**Troubleshooting**

- Remove power to the drive.
- Check that the motor shaft can be turned.
- Check that the motor size matches the drive.
- Check that the motor data is correct in *parameters 1-20 to 1-25*.
- For parallel drive systems, check for output cable imbalances in size and length between phases and between drive modules.

**ALARM 14, Earth (ground) fault**

There is current from the output phase to ground, either in the cable between the drive and the motor, or in the motor itself. The current transducers detect the ground fault by measuring current going out from the drive and current going into the drive from the motor. Ground fault is issued if the deviation of the 2 currents is too large. The current going out of the drive must be the same as the current going into the drive.

**Troubleshooting**

- Remove power to the drive and repair the ground fault.
- Check for ground faults in the motor by measuring the resistance to ground of the motor cables and the motor with a megohmmeter.
- Reset any potential individual offset in the 3 current transducers in the drive. Perform the manual initialization or perform a complete AMA. This method is most relevant after changing the power card.

**ALARM 15, Hardware mismatch**

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



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Record the value of the following parameters and contact Danfoss.

- *Parameter 15-40 FC Type*.
- *Parameter 15-41 Power Section*.
- *Parameter 15-42 Voltage*.
- *Parameter 15-43 Software Version*.
- *Parameter 15-45 Actual Typecode String*.
- *Parameter 15-49 SW ID Control Card*.
- *Parameter 15-50 SW ID Power Card*.
- *Parameter 15-60 Option Mounted*.
- *Parameter 15-61 Option SW Version* (for each option slot).

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

**⚠WARNING**

**HIGH VOLTAGE**

**Drives 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.**

9

**ALARM 16, Short circuit**

**Troubleshooting**

- Remove the power to the drive and repair the short circuit.
- Check that the drive contains the correct current scaling card and the correct number of current scaling cards for the system.

**WARNING/ALARM 17, Control word timeout**

There is no communication to the drive.
The warning is only active when *parameter 8-04 Control Word Timeout Function* is NOT set to *[0] Off*.
If *parameter 8-04 Control Word Timeout Function* is set to *[5] Stop and trip*, a warning appears, and the drive ramps down to a stop and shows an alarm.

**Troubleshooting**

- Check the connections on the serial communication cable.
- Increase *parameter 8-03 Control Word Timeout Time*.
- Check the operation of the communication equipment.
- Verify that proper EMC installation was performed.

**WARNING/ALARM 20, Temp. input error**

The temperature sensor is not connected.

**WARNING/ALARM 21, Parameter error**

The parameter is out of range. The parameter number is shown in the display.

**Troubleshooting**

- Set the affected parameter to a valid value.

**WARNING/ALARM 22, Hoist mechanical brake**

The value of this warning/alarm indicates the cause:.
0 = The torque reference was not reached before timeout (*parameter 2-27 Torque Ramp Up Time*).
1 = Expected brake feedback was not received before timeout (*parameter 2-23 Activate Brake Delay*, *parameter 2-25 Brake Release Time*).

**WARNING 23, Internal fan fault**

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

There is a feedback sensor mounted in the fan. If the fan is commanded to run and there is no feedback from the sensor, this alarm appears. This alarm also shows if there is a communication error between the fan power card and the control card.

Check the alarm log for the report value associated with this warning.

If the report value is 2, there is a hardware problem with 1 of the fans. If the report value is 12, there is a communication problem between the fan power card and the control card.

**Fan troubleshooting**

- Cycle power to the drive and check that the fan operates briefly at start-up.
- Check for proper fan operation. Use *parameter group 43-** Unit Readouts* to show the speed of each fan.

**Fan power card troubleshooting**

- Check the wiring between the fan power card and the control card.
- Fan power card may need to be replaced.
- Control card may need to be replaced.

**WARNING 24, External fan fault**

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

A feedback sensor is mounted in the fan. If the fan is commanded to run and there is no feedback from the sensor, this alarm appears. This alarm also shows if there is a communication error between the power card and the control card.

Check the alarm log for the report value associated with this warning.

If the report value is 1, there is a hardware problem with 1 of the fans. If the report value is 11, there is a communication problem between the power card and the control card.

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**Fan troubleshooting**

- Cycle power to the drive and check that the fan operates briefly at start-up.
- Check for proper fan operation. Use *parameter group 43-** Unit Readouts* to show the speed of each fan.

**Power card troubleshooting**

- Check the wiring between the power card and the control card.
- Power card may need to be replaced.
- Control card may need to be replaced.

**WARNING 25, Brake resistor short circuit**
The brake resistor is monitored during operation. If a short circuit occurs, the brake function is disabled and the warning appears. The drive is still operational, but without the brake function.

**Troubleshooting**

- Remove the power to the drive and replace the brake resistor (refer to *parameter 2-15 Brake Check*).
- In parallel drive systems, check the brake parallel connections.

**WARNING/ALARM 26, Brake resistor power limit**
The power transmitted to the brake resistor is calculated as a mean value over the last 120 s of run-time. The calculation is based on the DC-link voltage and the brake resistor value set in *parameter 2-16 AC brake Max. Current*. The warning is active when the dissipated braking power is higher than 90% of the brake resistor power. If option *[2] Trip* is selected in *parameter 2-13 Brake Power Monitoring*, the drive trips when the dissipated braking power reaches 100%.

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

**⚠WARNING**

**OVERHEATING RISK**

**A surge in power can cause the brake resistor to overheat and possibly catch fire. Failure to remove power to the drive and remove the brake resistor can cause equipment damage.**

**Troubleshooting**

- Remove power to the drive.
- Remove the brake resistor.
- Troubleshoot the short circuit.

**WARNING/ALARM 28, Brake check failed**
The brake resistor is not connected or not working.

**Troubleshooting**

- Check *parameter 2-15 Brake Check*.

**ALARM 29, Heat sink temp**
The maximum temperature of the heat sink has been exceeded. The temperature fault does not reset until the temperature drops below a defined heat sink temperature. The trip and reset points are different based on the drive power size.

**Troubleshooting**
Check for the following conditions:

- Ambient temperature too high.
- Motor cable too long.
- Incorrect airflow clearance above and below the drive.
- Blocked airflow around the drive.
- Damaged heat sink fan.
- Dirty heat sink.

For drives in enclosure sizes D and E, this alarm is based on the temperature measured by the heat sink sensor mounted inside the IGBT modules.

**Troubleshooting**

- Check fan resistance.
- Check soft charge fuses.
- Check IGBT thermal.

**ALARM 30, Motor phase U missing**
Motor phase U between the drive and the motor is missing.

**⚠WARNING**

**HIGH VOLTAGE**

**Drives 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.**
- **Before performing any service or repair work, use an appropriate voltage measuring device to make sure that there is no remaining voltage on the drive.**

**Troubleshooting**

- Remove the power from the drive and check motor phase U.

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



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**⚠WARNING**

**HIGH VOLTAGE**

**Drives 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.**
- **Before performing any service or repair work, use an appropriate voltage measuring device to make sure that there is no remaining voltage on the drive.**

**Troubleshooting**

- Remove the power from the drive and check motor phase V.

**ALARM 32, Motor phase W missing**

Motor phase W between the drive and the motor is missing.

**⚠WARNING**

**HIGH VOLTAGE**

**Drives 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.**
- **Before performing any service or repair work, use an appropriate voltage measuring device to make sure that there is no remaining voltage on the drive.**

9

**Troubleshooting**

- Remove the power from the drive and check motor phase W.

**ALARM 33, Inrush fault**

Too many power-ups have occurred within a short time period.

**Troubleshooting**

- Let the unit cool to operating temperature.
- Check potential DC-link fault to ground.

**WARNING/ALARM 34, Fieldbus communication fault**

The fieldbus on the communication option card is not working.

**WARNING/ALARM 35, Option fault**

An option alarm is received. The alarm is option-specific. The most likely cause is a power-up or a communication fault.

**WARNING/ALARM 36, Mains failure**

This warning/alarm is only active if the supply voltage to the drive system is lost and *parameter 14-10 Mains Failure* is not set to option *[0] No Function*.

- Check the fuses to the drive system and the mains supply to the unit.
- Check that mains voltage conforms to product specifications.
- Check that the following conditions are not present:
  *Alarm 307, Excessive THD(V)*, *alarm 321, Voltage imbalance*, *warning 417, Mains undervoltage*, or *warning 418, Mains overvoltage* is reported if any of the listed conditions are true:
  - The 3-phase voltage magnitude drops below 25% of the nominal mains voltage.
  - Any single-phase voltage exceeds 10% of the nominal mains voltage.
  - Percent of phase or magnitude imbalance exceeds 8%.
  - Voltage THD exceeds 10%.

**ALARM 37, Phase imbalance**

There is a current imbalance between the power units.

**ALARM 38, Internal fault**

When an internal fault occurs, a code number defined in *Table 9.4* is shown.

**Troubleshooting**

- Cycle power.
- Check that the option is properly installed.
- Check for loose or missing wiring.

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

| Number | Text |
|---|---|
| 0 | The serial port cannot be initialized. Contact the Danfoss supplier or Danfoss Service Department. |
| 256–259, 266, 268 | The power EEPROM data is defective or too old. Replace the power card. |
| 512–519 | Internal fault. Contact the Danfoss supplier or Danfoss Service Department. |
| 783 | Parameter value outside of minimum/maximum limits. |
| 1024–1284 | Internal fault. Contact the Danfoss supplier or Danfoss Service Department. |
| 1299 | The option SW in slot A is too old. |
| 1300 | The option SW in slot B is too old. |
| 1301 | The option SW in slot C0 is too old. |
| 1302 | The option SW in slot C1 is too old. |
| 1315 | The option SW in slot A is not supported (not allowed). |

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| Number | Text |
|---|---|
| 1316 | The option SW in slot B is not supported (not allowed). |
| 1317 | The option SW in slot C0 is not supported (not allowed). |
| 1318 | The option SW in slot C1 is not supported (not allowed). |
| 1360–2819 | Internal fault. Contact the Danfoss supplier or Danfoss Service Department. |
| 2561 | Replace control card. |
| 2820 | LCP stack overflow. |
| 2821 | Serial port overflow. |
| 2822 | USB port overflow. |
| 3072–5122 | Parameter value is outside its limits. |
| 5123 | Option in slot A: Hardware incompatible with control board hardware. |
| 5124 | Option in slot B: Hardware incompatible with control board hardware. |
| 5125 | Option in slot C0: Hardware incompatible with control board hardware. |
| 5126 | Option in slot C1: Hardware incompatible with control board hardware. |
| 5127 | Illegal option combination (2 options of the same kind mounted, or encoder in E0 and resolver in E1 or similar). |
| 5168 | Safe stop/safe torque off was detected on a control card that does not have safe stop/safe torque off. |
| 5376–65535 | Internal fault. Contact the Danfoss supplier or Danfoss Service Department. |

**Table 9.4 Internal Fault Codes**

**ALARM 39, Heat sink sensor**
No feedback from the heat sink temperature sensor.

The signal from the IGBT thermal sensor is not available on the power card.

**Troubleshooting**

- Check the ribbon cable between the power card and gatedrive card.
- Check for a defective power card.
- Check for a defective gatedrive card.

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

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

**WARNING 42, Overload of digital output on X30/6 or overload of digital output on X30/7**
For terminal X30/6, check the load connected to terminal X30/6 or remove the short-circuit connection. Also check *parameter 5-32 Term X30/6 Digi Out (MCB 101)* (VLT® General Purpose I/O MCB 101).

For terminal X30/7, check the load connected to terminal X30/7 or remove the short-circuit connection. Check *parameter 5-33 Term X30/7 Digi Out (MCB 101)* (VLT® General Purpose I/O MCB 101).

**ALARM 43, Ext. supply**
VLT® Extended Relay Option MCB 113 is mounted without external 24 V DC. Either connect a 24 V DC external supply or specify that no external supply is used via *parameter 14-80 Option Supplied by External 24VDC*, *[0] No*. A change in *parameter 14-80 Option Supplied by External 24VDC* requires a power cycle.

**ALARM 45, Earth fault 2**
Ground fault.

**Troubleshooting**

- Check for proper grounding and loose connections.
- Check for proper wire size.
- Check the motor cables for short circuits or leakage currents.

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

There are 4 supplies generated by the switch mode power supply on the power card:

- 48 V.
- 24 V.
- 5 V.
- ±18 V.

When powered with VLT® 24 V DC Supply MCB 107, only the 24 V and 5 V supplies are monitored. When powered with 3-phase mains voltage, all 4 supplies are monitored.

**Troubleshooting**

- Check for a defective power card.
- Check for a defective control card.
- Check for a defective option card.
- If a 24 V DC supply is used, verify proper supply power.
- Check D-sized drives for a defective heat sink fan, top fan, or door fan.
- Check E-sized drives for a defective mixing fan.

**WARNING 47, 24 V supply low**
The supply on the power card is out of range.

There are 4 supplies generated by the switch mode supply (SMPS) on the power card:



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- 48 V.
- 24 V.
- 5 V.
- ±18 V.

**Troubleshooting**

- Check for a defective power card.

**WARNING 48, 1.8 V supply low**
The 1.8 V DC supply used on the control card is outside of the allowable limits. The supply is measured on the control card.

**Troubleshooting**

- Check for a defective control card.
- If an option card is present, check for overvoltage.

**WARNING 49, Speed limit**
The warning is shown when the speed is outside of the specified range in *parameter 4-11 Motor Speed Low Limit [RPM]* and *parameter 4-13 Motor Speed High Limit [RPM]*. When the speed is below the specified limit in *parameter 1-86 Trip Speed Low [RPM]* (except when starting or stopping), the drive trips.

9

**ALARM 50, AMA calibration failed**
Contact the Danfoss supplier or Danfoss service department.

**ALARM 51, AMA check $U_{nom}$ and $I_{nom}$**
The settings for motor voltage, motor current, and motor power are wrong.

**Troubleshooting**

- Check the settings in *parameters 1-20 to 1-25*.

**ALARM 52, AMA low $I_{nom}$**
The motor current is too low.

**Troubleshooting**

- Check the settings in *parameter 1-24 Motor Current*.

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

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

**ALARM 55, AMA parameter out of range**
The AMA cannot run because the parameter values of the motor are outside of the acceptable range.

**ALARM 56, AMA interrupted by user**
The AMA is manually interrupted.

**ALARM 57, AMA internal fault**
Try to restart the AMA. Repeated restarts can overheat the motor.

**ALARM 58, AMA Internal fault**
Contact the Danfoss supplier.

**WARNING 59, Current limit**
The current is higher than the value in *parameter 4-18 Current Limit*. Ensure that the motor data in *parameters 1-20 to 1-25* is set correctly. Increase the current limit if necessary. Ensure that the system can operate safely at a higher limit.

**WARNING 60, External interlock**
A digital input signal indicates a fault condition external to the drive. An external interlock has commanded the drive to trip. Clear the external fault condition. To resume normal operation, apply 24 V DC to the terminal programmed for external interlock, and reset the drive.

**WARNING/ALARM 61, Feedback error**
An error is detected between calculated speed and speed measurement from feedback device.

**Troubleshooting**

- Check the settings for warning/alarm/disabling in *parameter 4-30 Motor Feedback Loss Function*.
- Set the tolerable error in *parameter 4-31 Motor Feedback Speed Error*.
- Set the tolerable feedback loss time in *parameter 4-32 Motor Feedback Loss Timeout*.

**WARNING 62, Output frequency at maximum limit**
If the output frequency reaches the value set in *parameter 4-19 Max Output Frequency*, the drive issues a warning. The warning ceases when the output drops below the maximum limit. If the drive is unable to limit the frequency, it trips and issues an alarm. The latter may happen in the flux mode if the drive loses control of the motor.

**Troubleshooting**

- Check the application for possible causes.
- Increase the output frequency limit. Ensure that the system can operate safely at a higher output frequency.

**ALARM 63, Mechanical brake low**
The actual motor current has not exceeded the release brake current within the start delay time window.

**WARNING 64, Voltage limit**
The combination of load and speed requires a motor voltage higher than the actual DC-link voltage.

**WARNING/ALARM 65, Control card over temperature**
The cutout temperature of the control card is 85 °C (185 °F).

**Troubleshooting**

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

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

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

**ALARM 68, Safe Stop activated**
Safe Torque Off (STO) has been activated. To resume normal operation, apply 24 V DC to terminal 37, then send a reset signal (via bus, digital I/O, or by pressing [Reset]).

**ALARM 69, Power card temperature**
The temperature sensor on the power card is either too hot or too cold.

**Troubleshooting**

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

**ALARM 70, Illegal FC configuration**
The control card and power card are incompatible. To check compatibility, contact the Danfoss supplier with the type code from the unit nameplate and the part numbers of the cards.

**WARNING/ALARM 71, PTC 1 Safe Stop**
Safe Torque Off (STO) has been activated from the VLT® PTC Thermistor Card MCB 112 because the motor is too warm. Once the motor cools and the digital input from the MCB 112 is deactivated, normal operation can resume when the MCB 112 applies 24 V DC to terminal 37 again. When the motor is ready for normal operation, a reset signal is sent (via serial communication, digital I/O, or by pressing [Reset] on the LCP). If automatic restart is enabled, the motor can start when the fault is cleared.

**ALARM 72, Dangerous failure**

STO with trip lock. An unexpected combination of STO commands has occurred:

- VLT® PTC Thermistor Card MCB 112 enables X44/10, but STO is not enabled.
- MCB 112 is the only device using STO (specified through selection *[4] PTC 1 alarm* or *[5] PTC 1 warning* in *parameter 5-19 Terminal 37 Safe Stop*), STO is activated, and X44/10 is not activated.

**WARNING 73, Safe Stop auto restart**
Safe Torque Off (STO) activated. With automatic restart enabled, the motor can start when the fault is cleared.

**ALARM 74, PTC Thermistor**
Alarm related to VLT® PTC Thermistor Card MCB 112. The PTC is not working.

**ALARM 75, Illegal profile sel.**
Do not write the parameter value while the motor is running. Stop the motor before writing the MCO profile to *parameter 8-10 Control Word Profile*.

**WARNING 76, Power unit setup**
The required number of power units does not match the detected number of active power units. If the power card connection is lost, the unit also triggers this warning.

**Troubleshooting**

- Confirm that the spare part and its power card are the correct part number.
- Ensure that the 44-pin cables between the MDCIC and power cards are mounted properly.

**WARNING 77, Reduced power mode**
This alarm applies to only multi-drive systems. The system is operating in reduced power mode (fewer than the allowed number of drive modules). This warning is generated on power cycle when the system is set to run with fewer drive modules and remains on.

**ALARM 78, Tracking error**
The difference between setpoint value and actual value exceeds the value in *parameter 4-35 Tracking Error*.

**Troubleshooting**

- Disable the function or select an alarm/warning in *parameter 4-34 Tracking Error Function*.
- Investigate the mechanics around the load and motor. Check feedback connections from motor encoder to drive.
- Select motor feedback function in *parameter 4-30 Motor Feedback Loss Function*.
- Adjust the tracking error band in *parameter 4-35 Tracking Error* and *parameter 4-37 Tracking Error Ramping*.

**ALARM 79, Illegal power section configuration**
The scaling card has an incorrect part number or is not installed. Also, the MK101 connector on the power card could not be installed.

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

**ALARM 81, CSIV corrupt**
CSIV file has syntax errors.

**ALARM 82, CSIV parameter error**
CSIV failed to initialize a parameter.

**ALARM 83, Illegal option combination**
The mounted options are incompatible.

**ALARM 84, No safety option**
The safety option was removed without applying a general reset. Reconnect the safety option.



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**ALARM 88, Option detection**
A change in the option layout is detected.
*Parameter 14-89 Option Detection* is set to *[0] Frozen configuration* and the option layout has been changed.

- To apply the change, enable option layout changes in *parameter 14-89 Option Detection*.
- Alternatively, restore the correct option configuration.

**WARNING 89, Mechanical brake sliding**
The hoist brake monitor detects a motor speed exceeding 10 RPM.

**ALARM 90, Feedback monitor**
Check the connection to encoder/resolver option and, if necessary, replace VLT® Encoder Input MCB 102 or VLT® Resolver Input MCB 103.

**ALARM 91, Analog input 54 wrong settings**
Set switch S202 in position OFF (voltage input) when a KTY sensor is connected to analog input terminal 54.

**ALARM 96, Start delayed**
The motor start has been delayed due to short-cycle protection. *Parameter 22-76 Interval between Starts* is enabled.

**Troubleshooting**

- Troubleshoot the system and reset the drive after clearing the fault.

**WARNING 97, Stop delayed**
Stopping the motor has been delayed because the motor has been running for less than the minimum time specified in *parameter 22-77 Minimum Run Time*.

**WARNING 98, Clock fault**
Time is not set, or the RTC clock has failed. Reset the clock in *parameter 0-70 Date and Time*.

**ALARM 99, Locked rotor**
The rotor is blocked.

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

**Troubleshooting**

- Cycle power to the drive to determine if the warning/alarm returns.

**WARNING/ALARM 122, Mot. rotat. unexp.**
The drive performs a function that requires the motor to be at standstill, for example DC hold for PM motors.

**ALARM 144, Inrush Supply**
A supply voltage on the inrush card is out of range. See the bit field result report value for more details.

- Bit 2: Vcc high.
- Bit 3: Vcc low.
- Bit 4: Vdd high.
- Bit 5: Vdd low.

**ALARM 145, External SCR disable**
The alarm indicates a series DC-link capacitor voltage imbalance.

**WARNING/ALARM 146, Mains voltage**
Mains voltage is outside valid operating range. The following report values provide more details.

- Voltage too low: 0=R-S, 1=S-T, 2=T-R
- Voltage too high: 3=R-S, 4=S-T, 5=T-R

**WARNING/ALARM 147, Mains frequency**
Mains frequency is outside valid operating range. Report value provides more details.

- 0: frequency too low.
- 1: frequency too high.

**WARNING/ALARM 148, System temp**
One or more of the system temperature measurements is too high.

**WARNING 163, ATEX ETR cur.lim.warning**
The drive has run above the characteristic curve for more than 50 s. The warning is activated at 83% and deactivated at 65% of the allowed thermal overload.

**ALARM 164, ATEX ETR cur.lim.alarm**
Operating above the characteristic curve for more than 60 s within a period of 600 s activates the alarm, and the drive trips.

**WARNING 165, ATEX ETR freq.lim.warning**
The drive is running for more than 50 s below the allowed minimum frequency (*parameter 1-98 ATEX ETR interpol. points freq.*).

**ALARM 166, ATEX ETR freq.lim.alarm**
The drive has operated for more than 60 s (in a period of 600 s) below the allowed minimum frequency (*parameter 1-98 ATEX ETR interpol. points freq.*).

**WARNING 200, Fire mode**
The drive is operating in fire mode. The warning clears when fire mode is removed. Refer to the fire mode data in the alarm log.

**WARNING 201, Fire mode was active**
The drive has entered fire mode. Cycle power to the unit to remove the warning. Refer to the fire mode data in the alarm log.

**WARNING 202, Fire mode limits exceeded**
While operating in fire mode, 1 or more alarm conditions that would normally trip the unit have been ignored. Operating in this condition voids unit warranty. Cycle power to the unit to remove the warning. Refer to the fire mode data in the alarm log.


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**WARNING 203, Missing motor**
With a drive operating multi-motors, an underload condition was detected. This condition can indicate a missing motor. Inspect the system for proper operation.

**WARNING 204, Locked rotor**
With a drive operating multi-motors, an overload condition was detected. This condition can indicate a locked rotor. Inspect the motor for proper operation.

**WARNING 219, Compressor interlock**
At least 1 compressor is inversely interlocked via a digital input. The interlocked compressors can be viewed in *parameter 25-87 Inverse Interlock*.

**ALARM 243, Brake IGBT**
This alarm is only for multi-drive systems. It is equivalent to *alarm 27, Brake chopper fault*. The report value in the alarm log indicates which drive module generated the alarm. This IGBT fault can be caused by any of the following:

- The DC fuse is blown.
- The brake jumper is not in position.
- The Klixon switch opened due to an overtemperature condition in the brake resistor.

The report value in the alarm log indicates which drive module generated the alarm:

1 = Left drive module.

2 = Second drive module from left.

3 = Third drive module from left (in 4-module module systems).

4 = Fourth drive module from left (in 4-module module systems).

**ALARM 245, Heat sink sensor**
No feedback from the heat sink temperature sensor. The signal from the IGBT thermal sensor is not available on the power card. This alarm is equivalent to *alarm 39, Heat sink sensor*. The report value in the alarm log indicates which drive module generated the alarm:

1 = Left drive module.

2 = Second drive module from left.

3 = Third drive module from left (in 4-module module systems).

4 = Fourth drive module from left (in 4-module module systems).

**Troubleshooting**
Check the following:

- Power card.
- Gatedrive card.
- Ribbon cable between the power card and the gatedrive card.

**ALARM 246, Power card supply**
This alarm is only for multi-drive systems. It is equivalent to *alarm 46, Power card supply*. The report value in the alarm log indicates which drive module generated the alarm:

1 = Left drive module.

2 = Second drive module from left.

3 = Third drive module from left (in 4-module module systems).

4 = Fourth drive module from left (in 4-module module systems).

**ALARM 247, Power card temperature**
This alarm is only for multi-drive systems. It is equivalent to *alarm 69, Power card temperature*. The report value in the alarm log indicates which drive module generated the alarm:

1 = Left drive module.

2 = Second drive module from left.

3 = Third drive module from left (in 4-module module systems).

4 = Fourth drive module from left (in 4-module module systems).

**ALARM 248, Illegal power section configuration**
This alarm is only for multi-drive systems. It is equivalent to *alarm 79, Illegal power section configuration*. The report value in the alarm log indicates which drive module generated the alarm:

1 = Left drive module.

2 = Second drive module from left.

3 = Third drive module from left (in 4-module module systems).

4 = Fourth drive module from left (in 4-module module systems).

**Troubleshooting**
Check the following:

- The current scaling cards on the MDCIC.

**WARNING 250, New spare part**
The power or switch mode supply has been exchanged. Restore the drive type code in the EEPROM. Select the correct type code in *parameter 14-23 Typecode Setting* according to the label on the drive. Remember to select Save to EEPROM at the end.

**WARNING 251, New type code**
The power card or other components have been replaced and the type code has been changed.

**Troubleshooting**

- Reset to remove the warning and to resume normal operation.



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## 9.6 Troubleshooting

| Symptom | Possible cause | Test | Solution |
|---|---|---|---|
| Display dark/No function | Missing input power. | See *Table 6.1*. | Check the input power source. |
| | Missing or open fuses. | See *Open power fuses* in this table for possible causes. | Follow the recommendations provided. |
| | No power to the LCP. | Check the LCP cable for proper connection or damage. | Replace the faulty LCP or connection cable. |
| | Shortcut on control voltage (terminal 12 or 50) or at control terminals. | Check the 24 V control voltage supply for terminal 12/13 to 20–39, or 10 V supply for terminals 50–55. | Wire the terminals properly. |
| | Incompatible LCP (LCP from VLT® 2800 or 5000/6000/8000/ FCD or FCM). | – | Use only LCP 101 (P/N 130B1124) or LCP 102 (P/N 130B1107). |
| | Wrong contrast setting. | – | Press [Status] + [▲]/[▼] to adjust the contrast. |
| | Display (LCP) is defective. | Test using a different LCP. | Replace the faulty LCP or connection cable. |
| | Internal voltage supply fault or SMPS is defective. | – | Contact supplier. |
| Intermittent display | Overloaded supply (SMPS) due to improper control wiring or a fault within the AC drive. | To rule out a problem in the control wiring, disconnect all control wiring by removing the terminal blocks. | If the display stays lit, the problem is in the control wiring. Check the wiring for shorts or incorrect connections. If the display continues to cut out, follow the procedure for *Display dark/No function*. |
| Motor not running | Service switch open or missing motor connection. | Check if the motor is connected and the connection is not interrupted by a service switch or other device. | Connect the motor and check the service switch. |
| | No mains power with 24 V DC option card. | If the display is functioning, but there is no output, check that mains power is applied to the AC drive. | Apply mains power. |
| | LCP Stop. | Check if [Off] has been pressed. | Press [Auto On] or [Hand On] (depending on operating mode). |
| | 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. |
| | 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 reference signal:<br>• Local.<br>• Remote or bus reference?<br>• Preset reference active?<br>• Terminal connection correct?<br>• Scaling of terminals correct?<br>• Reference signal available? | Program correct settings. Check *parameter 3-13 Reference Site*. Set preset reference active in *parameter group 3-1* References*. Check for correct wiring. Check scaling of terminals. Check reference signal. |
| Motor running in wrong direction | Motor rotation limit. | Check that *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. | – | See *chapter 7.3.1 Warning - Motor Start*. |


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| Symptom | Possible cause | Test | Solution |
|---|---|---|---|
| Motor is not reaching maximum speed | Frequency limits set wrong. | Check output limits in *parameter 4-13 Motor Speed High Limit [RPM]*, *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 *parameter group 6-0* Analog I/O mode* and *parameter group 3-1* References.* | Program correct settings. |
| Motor speed unstable | Possible incorrect parameter settings. | Check the settings of all motor parameters, including all motor compensation settings. For closed-loop operation, check PID settings. | Check settings in *parameter group 1-6* Load Depen. Setting*. For closed-loop operation, check settings in *parameter group 20-0* Feedback*. |
| Motor runs rough | 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. Ramp-down times may be too short. | Check brake parameters. Check ramp time settings. | Check *parameter groups 2-0* DC Brake* and *3-0* Reference Limits*. |
| Open power fuses | Phase-to-phase short. | Motor or panel has a short phase-to-phase. Check motor and panel phases for shorts. | Eliminate any shorts detected. |
| | Motor overload. | Motor is overloaded for the application. | Perform start-up test and verify that motor current is within specifications. If motor current is exceeding the nameplate full load current, the motor can run only with reduced load. Review the specifications for the application. |
| | Loose connections. | Perform pre-start-up 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 1 position: A to B, B to C, C to A. | If imbalanced leg follows the wire, it is a power problem. Check the mains supply. |
| | Problem with the AC drive. | Rotate input power leads into the AC drive 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 AC drive. Contact supplier. |
| Motor current imbalance greater than 3% | Problem with motor or motor wiring. | Rotate output motor cables 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 AC drive. | Rotate output motor cables 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 supplier. |
| AC drive acceleration problems | Motor data are entered incorrectly. | If warnings or alarms occur, see *chapter 9.5 List of Warnings and Alarms*. Check that motor data are entered correctly. | Increase the ramp-up time in *parameter 3-41 Ramp 1 Ramp Up Time*. Increase current limit in *parameter 4-18 Current Limit*. Increase torque limit in *parameter 4-16 Torque Limit Motor Mode*. |
| AC drive deceleration problems | Motor data are entered incorrectly. | If warnings or alarms occur, see *chapter 9.5 List of Warnings and Alarms*. Check that motor data are entered correctly. | Increase the ramp-down time in *parameter 3-42 Ramp 1 Ramp Down Time*. Enable overvoltage control in *parameter 2-17 Over-voltage Control*. |

**Table 9.5 Troubleshooting**




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# 10 Specifications

## 10.1 Electrical Data

### 10.1.1 Electrical Data for Enclosures D1h–D4h, 3x200–240 V

| VLT® AutomationDrive FC 302 | N45K | | N55K | |
|---|---|---|---|---|
| **High/normal overload**<br>(High overload=150% current during 60 s.<br>Normal overload=110% current during 60 s) | **HO** | **NO** | **HO** | **NO** |
| Typical shaft output at 230 V [kW] | 45 | 55 | 55 | 75 |
| Typical shaft output at 230 V [hp] | 60 | 75 | 75 | 100 |
| **Enclosure size** | **D1h/D3h** | | | |
| **Output current (3-phase)** | | | | |
| Continuous (at 230 V) [A] | 160 | 190 | 190 | 240 |
| Intermittent (60 s overload) (at 230 V) [A] | 240 | 209 | 285 | 264 |
| Continuous kVA (at 230 V) [kVA] | 64 | 76 | 76 | 96 |
| **Maximum input current** | | | | |
| Continuous (at 230V) [A] | 154 | 183 | 183 | 231 |
| **Maximum number and size of cables per phase** | | | | |
| Mains, motor, brake, and load share [$mm^2$ (AWG)] | 2x95 (2x3/0) | | 2x95 (2x3/0) | |
| Maximum external mains fuses [A][1)] | 315 | | 350 | |
| Estimated power loss at 230 V [W][2), 3)] | 1482 | 1505 | 1794 | 2398 |
| Efficiency[3)] | 0.97 | | 0.97 | |
| Output frequency [Hz] | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 75 (167) | | 75 (167) | |

**Table 10.1 Electrical Data for Enclosures D1h/D3h, Mains Supply 3x200–240 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*

10


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| VLT® AutomationDrive FC 302 | N75K | | N90K | | N110 | | N150 | |
|---|---|---|---|---|---|---|---|---|
| **High/normal overload**<br>(High overload=150% current during 60 s.<br>Normal overload=110% current during 60 s) | **HO** | **NO** | **HO** | **NO** | **HO** | **NO** | **HO** | **NO** |
| Typical shaft output at 230 V [kW] | 75 | 90 | 90 | 110 | 110 | 150 | 150 | 160 |
| Typical shaft output at 230 V [hp] | 100 | 120 | 120 | 150 | 150 | 200 | 200 | 215 |
| **Enclosure size** | **D2h/D4h** | | | | | | | |
| **Output current (3-phase)** | | | | | | | | |
| Continuous (at 230 V) [A] | 240 | 302 | 302 | 361 | 361 | 443 | 443 | 535 |
| Intermittent (60 s overload) (at 230 V) [A] | 360 | 332 | 453 | 397 | 542 | 487 | 665 | 589 |
| Continuous kVA (at 230 V) [kVA] | 96 | 120 | 120 | 144 | 144 | 176 | 176 | 213 |
| **Maximum input current** | | | | | | | | |
| Continuous (at 230 V) [A] | 231 | 291 | 291 | 348 | 348 | 427 | 427 | 516 |
| **Maximum number and size of cables per phase** | | | | | | | | |
| Mains, motor, brake, and load share [mm$^2$ (AWG)] | 2x185 (2x400 mcm) | | 2x185 (2x400 mcm) | | 2x185 (2x400 mcm) | | 2x185 (2x400 mcm) | |
| Maximum external mains fuses [A][1)] | 400 | | 550 | | 630 | | 800 | |
| Estimated power loss at 230 V [W][2), 3)] | 1990 | 2623 | 2613 | 3284 | 3195 | 4117 | 4103 | 5209 |
| Efficiency[3)] | 0.97 | | 0.97 | | 0.97 | | 0.97 | |
| Output frequency [Hz] | 0–590 | | 0–590 | | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 80 (176) | | 80 (176) | | 80 (176) | | 80 (176) | |

**Table 10.2 Electrical Data for Enclosures D2h/D4h, Mains Supply 3x200–240 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*



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## 10.1.2 Electrical Data for Enclosures D1h–D8h, 3x380–500 V

| VLT® AutomationDrive FC 302 | N90K | | N110 | | N132 | |
|---|---|---|---|---|---|---|
| **High/normal overload** (High overload=150% current during 60 s. Normal overload=110% current during 60 s) | **HO** | **NO** | **HO** | **NO** | **HO** | **NO** |
| Typical shaft output at 400 V [kW] | 90 | 110 | 110 | 132 | 132 | 160 |
| Typical shaft output at 460 V [hp] | 125 | 150 | 150 | 200 | 200 | 250 |
| Typical shaft output at 500 V [kW] | 110 | 132 | 132 | 160 | 160 | 200 |
| **Enclosure size** | **D1h/D3h/D5h/D6h** | | | | | |
| **Output current (3-phase)** | | | | | | |
| Continuous (at 400 V) [A] | 177 | 212 | 212 | 260 | 260 | 315 |
| Intermittent (60 s overload) (at 400 V)[A] | 266 | 233 | 318 | 286 | 390 | 347 |
| Continuous (at 460/500 V) [A] | 160 | 190 | 190 | 240 | 240 | 302 |
| Intermittent (60 s overload) (at 460/500 V) [kVA] | 240 | 209 | 285 | 264 | 360 | 332 |
| Continuous kVA (at 400 V) [kVA] | 123 | 147 | 147 | 180 | 180 | 218 |
| Continuous kVA (at 460 V) [kVA] | 127 | 151 | 151 | 191 | 191 | 241 |
| Continuous kVA (at 500 V) [kVA] | 139 | 165 | 165 | 208 | 208 | 262 |
| **Maximum input current** | | | | | | |
| Continuous (at 400 V) [A] | 171 | 204 | 204 | 251 | 251 | 304 |
| Continuous (at 460/500 V) [A] | 154 | 183 | 183 | 231 | 231 | 291 |
| **Maximum number and size of cables per phase** | | | | | | |
| - Mains, motor, brake, and load share [$mm^2$ (AWG)] | 2x95 (2x3/0) | | 2x95 (2x3/0) | | 2x95 (2x3/0) | |
| Maximum external mains fuses [A][1)] | 315 | | 350 | | 400 | |
| Estimated power loss at 400 V [W][2), 3)] | 2031 | 2559 | 2289 | 2954 | 2923 | 3770 |
| Estimated power loss at 460 V [W][2), 3)] | 1828 | 2261 | 2051 | 2724 | 2689 | 3628 |
| Efficiency[3)] | 0.98 | | 0.98 | | 0.98 | |
| Output frequency [Hz] | 0–590 | | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 75 (167) | | 75 (167) | | 75 (167) | |

**Table 10.3 Electrical Data for Enclosures D1h/D3h/D5h/D6h, Mains Supply 3x380–500 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*

10

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| VLT® AutomationDrive FC 302 | N160 | | N200 | | N250 | |
|---|---|---|---|---|---|---|
| **High/normal overload**<br>(High overload=150% current during 60 s.<br>Normal overload=110% current during 60 s) | **HO** | **NO** | **HO** | **NO** | **HO** | **NO** |
| Typical shaft output at 400 V [kW] | 160 | 200 | 200 | 250 | 250 | 315 |
| Typical shaft output at 460 V [hp] | 250 | 300 | 300 | 350 | 350 | 450 |
| Typical shaft output at 500 V [kW] | 200 | 250 | 250 | 315 | 315 | 355 |
| **Enclosure size** | **D2h/D4h/D7h/D8h** | | | | | |
| **Output current (3-phase)** | | | | | | |
| Continuous (at 400 V) [A] | 315 | 395 | 395 | 480 | 480 | 588 |
| Intermittent (60 s overload) (at 400 V)[A] | 473 | 435 | 593 | 528 | 720 | 647 |
| Continuous (at 460/500 V) [A] | 302 | 361 | 361 | 443 | 443 | 535 |
| Intermittent (60 s overload) (at 460/500 V) [kVA] | 453 | 397 | 542 | 487 | 665 | 589 |
| Continuous kVA (at 400 V) [kVA] | 218 | 274 | 274 | 333 | 333 | 407 |
| Continuous kVA (at 460 V) [kVA] | 241 | 288 | 288 | 353 | 353 | 426 |
| Continuous kVA (at 500 V) [kVA] | 262 | 313 | 313 | 384 | 384 | 463 |
| **Maximum input current** | | | | | | |
| Continuous (at 400 V) [A] | 304 | 381 | 381 | 463 | 463 | 567 |
| Continuous (at 460/500 V) [A] | 291 | 348 | 348 | 427 | 427 | 516 |
| **Maximum number and size of cables per phase** | | | | | | |
| - Mains, motor, brake, and load share [$mm^2$ (AWG)] | 2x185 (2x400 mcm) | | 2x185 (2x400 mcm) | | 2x185 (2x400 mcm) | |
| Maximum external mains fuses [A][1)] | 550 | | 630 | | 800 | |
| Estimated power loss at 400 V [W][2), 3)] | 3093 | 4116 | 4039 | 5137 | 5004 | 6674 |
| Estimated power loss at 460 V [W][2), 3)] | 2872 | 3569 | 3575 | 4566 | 4458 | 5714 |
| Efficiency[3)] | 0.98 | | 0.98 | | 0.98 | |
| Output frequency [Hz] | 0–590 | | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 80 (176) | | 80 (176) | | 80 (176) | |

**Table 10.4 Electrical Data for Enclosures D2h/D4h/D7h/D8h, Mains Supply 3x380–500 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*



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## 10.1.3 Electrical Data for Enclosures D1h–D8h, 3x525–690 V

| VLT® AutomationDrive FC 302 | N55K | | N75K | | N90K | | N110 | | N132 | |
|---|---|---|---|---|---|---|---|---|---|---|
| High/normal overload (High overload=150% current during 60 s. Normal overload=110% current during 60 s) | HO | NO | HO | NO | HO | NO | HO | NO | HO | NO |
| Typical shaft output at 525 V [kW] | 45 | 55 | 55 | 75 | 75 | 90 | 90 | 110 | 110 | 132 |
| Typical shaft output at 575 V [hp] | 60 | 75 | 75 | 100 | 100 | 125 | 125 | 150 | 150 | 200 |
| Typical shaft output at 690 V [kW] | 55 | 75 | 75 | 90 | 90 | 110 | 110 | 132 | 132 | 160 |
| **Enclosure size** | **D1h/D3h/D5h/D6h** | | | | | | | | | |
| **Output current (3-phase)** | | | | | | | | | | |
| Continuous (at 525 V) [A] | 76 | 90 | 90 | 113 | 113 | 137 | 137 | 162 | 162 | 201 |
| Intermittent (60 s overload) (at 525 V) [A] | 114 | 99 | 135 | 124 | 170 | 151 | 206 | 178 | 243 | 221 |
| Continuous (at 575/690 V) [A] | 73 | 86 | 86 | 108 | 108 | 131 | 131 | 155 | 155 | 192 |
| Intermittent (60 s overload) (at 575/690 V) [A] | 110 | 95 | 129 | 119 | 162 | 144 | 197 | 171 | 233 | 211 |
| Continuous kVA (at 525 V) [kVA] | 69 | 82 | 82 | 103 | 103 | 125 | 125 | 147 | 147 | 183 |
| Continuous kVA (at 575 V) [kVA] | 73 | 86 | 86 | 108 | 108 | 131 | 131 | 154 | 154 | 191 |
| Continuous kVA (at 690 V) [kVA] | 87 | 103 | 103 | 129 | 129 | 157 | 157 | 185 | 185 | 230 |
| **Maximum input current** | | | | | | | | | | |
| Continuous (at 525 V) [A] | 74 | 87 | 87 | 109 | 109 | 132 | 132 | 156 | 156 | 193 |
| Continuous (at 575/690 V) | 70 | 83 | 83 | 104 | 104 | 126 | 126 | 149 | 149 | 185 |
| **Maximum number and size of cables per phase** | | | | | | | | | | |
| - Mains, motor, brake, and load share [mm² (AWG)] | 2x95 (2x3/0) | | 2x95 (2x3/0) | | 2x95 (2x3/0) | | 2x95 (2x3/0) | | 2x95 (2x3/0) | |
| Maximum external mains fuses [A][1)] | 160 | | 315 | | 315 | | 315 | | 315 | |
| Estimated power loss at 575 V [W][2), 3)] | 1098 | 1162 | 1162 | 1428 | 1430 | 1740 | 1742 | 2101 | 2080 | 2649 |
| Estimated power loss at 690 V [W][2), 3)] | 1057 | 1204 | 1205 | 1477 | 1480 | 1798 | 1800 | 2167 | 2159 | 2740 |
| Efficiency[3)] | 0.98 | | 0.98 | | 0.98 | | 0.98 | | 0.98 | |
| Output frequency [Hz] | 0–590 | | 0–590 | | 0–590 | | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | | 110 (230) | | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 75 (167) | | 75 (167) | | 75 (167) | | 75 (167) | | 75 (167) | |

**Table 10.5 Electrical Data for Enclosures D1h/D3h/D5h/D6h, Mains Supply 3x525–690 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*



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| VLT® AutomationDrive FC 302 | N160 | | N200 | | N250 | | N315 | |
|---|---|---|---|---|---|---|---|---|
| High/normal overload (High overload=150% current during 60 s. Normal overload=110% current during 60 s) | HO | NO | HO | NO | HO | NO | HO | NO |
| Typical Shaft output at 525 V [kW] | 132 | 160 | 160 | 200 | 200 | 250 | 250 | 315 |
| Typical Shaft output at 575 V [hp] | 200 | 250 | 250 | 300 | 300 | 350 | 350 | 400 |
| Typical Shaft output at 690 V [kW] | 160 | 200 | 200 | 250 | 250 | 315 | 315 | 400 |
| **Enclosure size** | **D2h/D4h/D7h/D8h** | | | | | | | |
| **Output current (3-phase)** | | | | | | | | |
| Continuous (at 525 V) [A] | 201 | 253 | 253 | 303 | 303 | 360 | 360 | 418 |
| Intermittent (60 s overload) (at 525 V)[A] | 301 | 278 | 380 | 333 | 455 | 396 | 540 | 460 |
| Continuous (at 575/690 V) [A] | 192 | 242 | 242 | 290 | 290 | 344 | 344 | 400 |
| Intermittent (60 s overload) (at 575/690 V) [A] | 288 | 266 | 363 | 319 | 435 | 378 | 516 | 440 |
| Continuous kVA (at 525 V) [kVA] | 183 | 230 | 230 | 276 | 276 | 327 | 327 | 380 |
| Continuous kVA (at 575 V) [kVA] | 191 | 241 | 241 | 289 | 289 | 343 | 343 | 398 |
| Continuous kVA (at 575/690 V) [kVA] | 229 | 289 | 289 | 347 | 347 | 411 | 411 | 478 |
| **Maximum input current** | | | | | | | | |
| Continuous (at 525 V) [A] | 193 | 244 | 244 | 292 | 292 | 347 | 347 | 403 |
| Continuous (at 575/690 V) | 185 | 233 | 233 | 279 | 279 | 332 | 332 | 385 |
| **Maximum number and size of cables per phase** | | | | | | | | |
| - Mains, motor, brake, and load share [$mm^2$ (AWG)] | 2x185 (2x400) | | 2x185 (2x400) | | 2x185 (2x400) | | 2x185 (2x400) | |
| Maximum external mains fuses [A][1)] | 550 | | 550 | | 550 | | 550 | |
| Estimated power loss at 575 V [W][2), 3)] | 2361 | 3074 | 3012 | 3723 | 3642 | 4465 | 4146 | 5028 |
| Estimated power loss at 690 V [W][2), 3)] | 2446 | 3175 | 3123 | 3851 | 3771 | 4614 | 4258 | 5155 |
| Efficiency[3)] | 0.98 | | 0.98 | | 0.98 | | 0.98 | |
| Output frequency [Hz] | 0–590 | | 0–590 | | 0–590 | | 0–590 | |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | | 110 (230) | | 110 (230) | | 110 (230) | |
| Control card overtemperature trip [°C (°F)] | 80 (176) | | 80 (176) | | 80 (176) | | 80 (176) | |

**Table 10.6 Electrical Data for Enclosures D2h/D4h/D7h/D8h, Mains Supply 3x525–690 V AC**

*1) For fuse ratings, see chapter 10.7 Fuses and Circuit Breakers.*

*2) Typical power loss is at normal conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). These values are based on a typical motor efficiency (IE/IE3 border line). Lower efficiency motors add to the power loss in the drive. Applies for dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses can increase. LCP and typical control card power consumptions are included. For power loss data according to EN 50598-2, refer to www.danfoss.com/vltenergyefficiency. Options and customer load can add up to 30 W to the losses, though usually a fully loaded control card and options for slots A and B each add only 4 W.*

*3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 10.4 Ambient Conditions. For part load losses, see www.danfoss.com/vltenergyefficiency.*



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## 10.2 Mains Supply

| Mains supply (L1, L2, L3) | |
|---|---|
| Supply voltage | 200–240 V, 380–500 V ±10%, 525–690 V ±10% |

*Mains voltage low/mains voltage drop-out (for 380–500 V and 525–690 V only):*
*During low mains voltage or a mains drop-out, the drive continues until the DC-link voltage drops below the minimum stop level, which corresponds typically to 15% below the lowest rated supply voltage of the drive. Power-up and full torque cannot be expected at mains voltage lower than 10% below the lowest rated supply voltage of the drive.*

| | |
|---|---|
| Supply frequency | 50/60 Hz ±5% |
| Maximum imbalance temporary between mains phases | 3.0% of rated supply voltage[1)] |
| True power factor (λ) | ≥0.9 nominal at rated load |
| Displacement power factor (cos Φ) near unity | (>0.98) |
| Switching on input supply L1, L2, L3 (power-ups) | Maximum 1 time/2 minute |
| Environment according to EN60664-1 | Overvoltage category III/pollution degree 2 |

*The drive is suitable for use on a circuit capable of delivering up to 100 kA short circuit current rating (SCCR) at 240/480/600 V.*
*1) Calculations based on UL/IEC61800-3.*

## 10.3 Motor Output and Torque Data

| Motor output (U, V, W) | |
|---|---|
| Output voltage | 0–100% of supply voltage |
| Output frequency | 0–590 Hz[1)] |
| Output frequency in flux mode | 0–300 Hz |
| Switching on output | Unlimited |
| Ramp times | 0.01–3600 s |

*1) Dependent on voltage and power.*

| Torque characteristics | |
|---|---|
| Starting torque (constant torque) | Maximum 150% for 60 s[1), 2)] |
| Overload torque (constant torque) | Maximum 150% for 60 s[1), 2)] |

*1) Percentage relates to the nominal current of the drive.*
*2) Once every 10 minutes.*

## 10.4 Ambient Conditions

| Environment | |
|---|---|
| D1h/D2h/D5h/D6h/D7h/D8h enclosure | IP21/Type 1, IP54/Type 12 |
| D3h/D4h enclosure | IP20/Chassis |
| Vibration test (standard/ruggedized) | 0.7 g/1.0 g |
| Relative humidity | 5–95% (IEC 721-3-3; Class 3K3 (non-condensing) during operation) |
| Aggressive environment (IEC 60068-2-43) $H_2S$ test | Class Kd |
| Aggressive gases (IEC 60721-3-3) | Class 3C3 |
| Test method according to IEC 60068-2-43 | H2S (10 days) |
| Ambient temperature (at SFAVM switching mode) | |
| - with derating | Maximum 55 °C (131 °F)[1)] |
| - with full output power of typical EFF2 motors (up to 90% output current) | Maximum 50 °C (122 °F)[1)] |
| - at full continuous FC output current | Maximum 45 °C (113 °F)[1)] |
| Minimum ambient temperature during full-scale operation | 0 °C (32 °F) |
| Minimum ambient temperature at reduced performance | -10 °C (14 °F) |
| Temperature during storage/transport | -25 to +65/70 °C (13 to 149/158 °F) |
| Maximum altitude above sea level without derating | 1000 m (3281 ft) |
| Maximum altitude above sea level with derating | 3000 m (9842 ft) |

*1) For more information on derating, see the design guide.*



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| | |
|---|---|
| EMC standards, Emission | EN 61800-3 |
| EMC standards, Immunity | EN 61800-3 |
| Energy efficiency class[1)] | IE2 |

*1) Determined according to EN 50598-2 at:*

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

## 10.5 Cable Specifications

| Cable lengths and cross-sections for control cables[1)] | |
|---|---|
| Maximum motor cable length, shielded/armored | 150 m (492 ft) |
| Maximum motor cable length, unshielded/unarmored | 300 m (984 ft) |
| Maximum cross-section to motor, mains, load sharing, and brake | See *chapter 10.1 Electrical Data* |
| Maximum cross-section to control terminals, rigid wire | 1.5 $mm^2$/16 AWG (2x0.75 $mm^2$) |
| Maximum cross-section to control terminals, flexible cable | 1 $mm^2$/18 AWG |
| Maximum cross-section to control terminals, cable with enclosed core | 0.5 $mm^2$/20 AWG |
| Minimum cross-section to control terminals. | 0.25 $mm^2$/23 AWG |

*1) For power cables, see electrical data tables in chapter 10.1 Electrical Data.*

## 10.6 Control Input/Output and Control Data

| Digital inputs | |
|---|---|
| Programmable digital inputs | 4 (6) |
| Terminal number | 18, 19, 27[1)], 29[1)], 32, 33 |
| Logic | PNP or NPN |
| Voltage level | 0–24 V DC |
| Voltage level, logic 0 PNP | <5 V DC |
| Voltage level, logic 1 PNP | >10 V DC |
| Voltage level, logic 0 NPN | >19 V DC |
| Voltage level, logic 1 NPN | <14 V DC |
| Maximum voltage on input | 28 V DC |
| Input resistance, $R_i$ | Approximately 4 kΩ |

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

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



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| | |
|---|---|
| Bandwidth | 100 Hz |

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

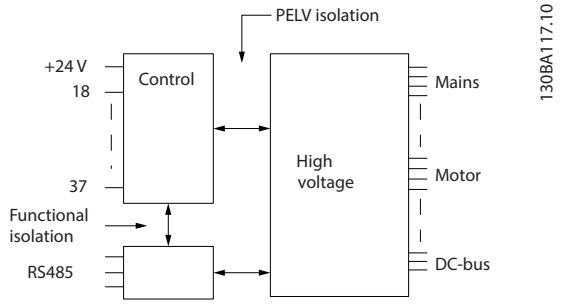



**Illustration 10.1 PELV Isolation**

| Pulse inputs | |
|---|---|
| Programmable pulse inputs | 2 |
| Terminal number pulse | 29, 33 |
| Maximum frequency at terminal 29, 33 (push-pull driven) | 110 kHz |
| Maximum frequency at terminal 29, 33 (open collector) | 5 kHz |
| Minimum frequency at terminal 29, 33 | 4 Hz |
| Voltage level | See *Digital Inputs* in *chapter 10.6 Control Input/Output and Control Data* |
| 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 |

| Analog output | |
|---|---|
| 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 | 8 bit |

*The analog output 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 functionally separated from other central circuits and galvanically isolated from the supply voltage (PELV).*

| Digital output | |
|---|---|
| Programmable digital/pulse outputs | 2 |
| Terminal number | 27, 29[1)] |
| Voltage level at digital/frequency output | 0–24 V |
| 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 | 0 Hz |
| Maximum output frequency at frequency output | 32 kHz |
| Accuracy of frequency output | Maximum error: 0.1% of full scale |
| Resolution of frequency outputs | 12 bit |

*1) Terminals 27 and 29 can also be programmed as inputs.*

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


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| Control card, 24 V DC output | |
|---|---|
| Terminal number | 12, 13 |
| Maximum load | 200 mA |

*The 24 V DC supply is galvanically isolated from the supply voltage (PELV), but has the same potential as the analog and digital inputs and outputs.*

| Relay outputs | |
|---|---|
| Programmable relay outputs | 2 |
| Maximum cross-section to relay terminals | 2.5 $mm^2$ (12 AWG) |
| Minimum cross-section to relay terminals | 0.2 $mm^2$ (30 AWG) |
| Length of stripped wire | 8 mm (0.3 in) |
| **Relay 01 terminal number** | 1–3 (break), 1–2 (make) |
| Maximum terminal load (AC-1)[1] on 1–2 (NO) (Resistive load)[2, 3] | 400 V AC, 2 A |
| Maximum terminal load (AC-15)[1] on 1–2 (NO) (Inductive load @ cosφ 0.4) | 240 V AC, 0.2 A |
| Maximum terminal load (DC-1)[1] on 1–2 (NO) (Resistive load) | 80 V DC, 2 A |
| Maximum terminal load (DC-13)[1] on 1–2 (NO) (Inductive load) | 24 V DC, 0.1 A |
| Maximum terminal load (AC-1)[1] on 1–3 (NC) (Resistive load) | 240 V AC, 2 A |
| Maximum terminal load (AC-15)[1] on 1–3 (NC) (Inductive load @ cosφ 0.4) | 240 V AC, 0.2 A |
| Maximum terminal load (DC-1)[1] on 1–3 (NC) (Resistive load) | 50 V DC, 2 A |
| Maximum terminal load (DC-13)[1] on 1–3 (NC) (Inductive load) | 24 V DC, 0.1 A |
| Minimum terminal load on 1–3 (NC), 1–2 (NO) | 24 V DC 10 mA, 24 V AC 2 mA |
| Environment according to EN 60664-1 | Overvoltage category III/pollution degree 2 |
| **Relay 02 terminal number** | 4–6 (break), 4–5 (make) |
| Maximum terminal load (AC-1)[1] on 4–5 (NO) (Resistive load)[2, 3] | 400 V AC, 2 A |
| Maximum terminal load (AC-15)[1] on 4–5 (NO) (Inductive load @ cosφ 0.4) | 240 V AC, 0.2 A |
| Maximum terminal load (DC-1)[1] on 4–5 (NO) (Resistive load) | 80 V DC, 2 A |
| Maximum terminal load (DC-13)[1] on 4–5 (NO) (Inductive load) | 24 V DC, 0.1 A |
| Maximum terminal load (AC-1)[1] on 4–6 (NC) (Resistive load) | 240 V AC, 2 A |
| Maximum terminal load (AC-15)[1] on 4–6 (NC) (Inductive load @ cosφ 0.4) | 240 V AC, 0.2 A |
| Maximum terminal load (DC-1)[1] on 4–6 (NC) (Resistive load) | 50 V DC, 2 A |
| Maximum terminal load (DC-13)[1] on 4–6 (NC) (Inductive load) | 24 V DC, 0.1 A |
| Minimum terminal load on 4–6 (NC), 4–5 (NO) | 24 V DC 10 mA, 24 V AC 2 mA |
| Environment according to EN 60664-1 | Overvoltage category III/pollution degree 2 |

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

*1) IEC 60947 part 4 and 5.*

*2) Overvoltage Category II.*

*3) UL applications 300 V AC 2 A.*

| Control card, +10 V DC output | |
|---|---|
| Terminal number | 50 |
| Output voltage | 10.5 V ±0.5 V |
| Maximum load | 25 mA |

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

| Control characteristics | |
|---|---|
| Resolution of output frequency at 0–1000 Hz | ±0.003 Hz |
| System response time (terminals 18, 19, 27, 29, 32, 33) | ≤2 m/s |
| Speed control range (open loop) | 1:100 of synchronous speed |
| Speed accuracy (open loop) | 30–4000 RPM: Maximum error of ±8 RPM |

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

| Control card performance | |
|---|---|
| Scan interval | 5 M/S |



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| Control card, USB serial communication | |
|---|---|
| USB standard | 1.1 (full speed) |
| USB plug | USB type B device plug |

***NOTICE***

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

## 10.7 Fuses and Circuit Breakers

### 10.7.1 Fuse Selection

Installing fuses on the supply side ensures that potential damage is contained inside the drive enclosure if a component breakdown (first fault) occurs inside the drive. Use the recommended fuses to ensure compliance with EN 50178, refer to *Table 10.7*, *Table 10.8*, and *Table 10.9*.

***NOTICE***

**Use of fuses on the supply side is mandatory for IEC 60364 (CE) and NEC 2009 (UL) compliant installations.**

**D1h–D8h recommended fuses**

| Model | Bussmann part number |
|---|---|
| N45K | 170M2620 |
| N55K | 170M2621 |
| N75K | 170M4015 |
| N90K | 170M4015 |
| N110 | 170M4016 |
| N150 | 170M4018 |

**Table 10.7 D1h–D8h Power/Semiconductor Fuse Options, 200–240 V**

| Model | Bussmann part number |
|---|---|
| N90K | 170M2619 |
| N110 | 170M2620 |
| N132 | 170M2621 |
| N160 | 170M4015 |
| N200 | 170M4016 |
| N250 | 170M4018 |

**Table 10.8 D1h–D8h Power/Semiconductor Fuse Options, 380–500 V**

| Model | Bussmann part number |
|---|---|
| N55K | 170M2616 |
| N75K | 170M2619 |
| N90K | 170M2619 |
| N110 | 170M2619 |
| N132 | 170M2619 |
| N160 | 170M4015 |
| N200 | 170M4015 |
| N250 | 170M4015 |
| N315 | 170M4015 |

**Table 10.9 D1h–D8h Power/Semiconductor Fuse Options, 525–690 V**

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Type aR fuses are recommended for drives in enclosure sizes D3h–D4h. See *Table 10.10*.

| Model | 200–240 V | 380–500 V | 525–690 V |
|---|---|---|---|
| N45K | ar-350 | – | – |
| N55K | ar-400 | – | ar-160 |
| N75K | ar-500 | – | ar-315 |
| N90K | ar-500 | ar-315 | ar-315 |
| N110 | ar-630 | ar-350 | ar-315 |
| N132 | – | ar-400 | ar-315 |
| N150 | ar-800 | – | – |
| N160 | – | ar-500 | ar-550 |
| N200 | – | ar-630 | ar-550 |
| N250 | – | ar-800 | ar-550 |
| N315 | – | – | ar-550 |

**Table 10.10 D3h–D4h Power/Semiconductor Fuse Sizes**

| Bussmann | Rating |
|---|---|
| LPJ-21/2SP | 2.5 A, 600 V |

**Table 10.11 D1h–D8h Space Heater Fuse Recommendation**

For UL compliance, use the Bussmann 170M series fuses for units supplied without a disconnect, contactor, or circuit breaker option. If a disconnect, contactor, or circuit breaker option is supplied with the drive, see *Table 10.12* to *Table 10.15* for SCCR ratings and UL fuse criteria.

## 10.7.2 Short-circuit Current Rating (SCCR)



The short-circuit current rating (SCCR) represents the maximum level of short-circuit current that the drive can safely withstand. If the drive is not supplied with a mains disconnect, contactor, or circuit breaker, the SCCR of the drive is 100000 A at all voltages (200–690 V).

If the drive is supplied with a mains disconnect only, the SCCR of the drive is 100000 amps at all voltages (200–600 V). See *Table 10.12*. If the drive is supplied with a contactor only, refer to *Table 10.13* for the SCCR. If the drive contains both a contactor and disconnect, see *Table 10.14*.

If the drive is supplied with a circuit breaker only, the SCCR depends on the voltage. Refer to *Table 10.15*.

| Enclosure size | ≤ 600 V IEC/UL |
|---|---|
| D5h | 100000 A[1)] |
| D7h | 100000 A[2)] |

**Table 10.12 D5h and D7h Drives Supplied with a Disconnect Only**

*[1)] With an upstream branch protection Class J fuse with maximum rating of 600 A.*

*[2)] With an upstream branch protection Class J fuse with maximum rating of 800 A.*

| Enclosure size | 415 V IEC[1)] | 480 V UL[2)] | 600 V UL[2)] | 690 V IEC[1)] |
|---|---|---|---|---|
| D6h | 100000 A | 100000 A | 100000 A | 100000 A |
| D8h (excluding N250 380-500V model) | 100000 A | 100000 A | 100000 A | 100000 A |
| D8h (N250 380-500V model only) | 100000 A | Contact Danfoss | Not applicable | Not applicable |

**Table 10.13 D6h and D8h Drives Supplied with a Contactor Only**

*[1)] With gL/gG fuses: 425 A maximum fuse size for D6h, and 630 A maximum fuse size for D8h.*

*[2)] With external upstream Class J fuses: 450 A maximum fuse size for D6h, and 600 A maximum fuse size for D8h.*


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| Enclosure size | 415 V IEC[1)] | 480 V UL[2)] | 600 V UL[2)] |
|---|---|---|---|
| D6h | 100000 A | 100000 A | 100000 A |
| D8h (excluding N250 380-500V model) | 100000 A | 100000 A | 100000 A |
| D8h (N250 380-500V model only) | 100000 A | Contact Danfoss | Not applicable |

**Table 10.14 D6h and D8h Drives Supplied with a Disconnect and Contactor**

*[1)] With gL/gG fuses: 425A maximum fuse size for D6h, and 630A maximum fuse size for D8h.*

*[2)] With external upstream Class J fuses: 450 A maximum fuse size for D6h, and 600 A maximum fuse size for D8h.*

| Enclosure size | 415 V | 480 V | 600 V | 690 V |
|---|---|---|---|---|
| D6h | 120000 A | 100000 A | 65000 A | 70000 A |
| D8h | 100000 A | 100000 A | 42000 A | 30000 A |

**Table 10.15 D6h and D8h Drives Supplied with a Circuit Breaker Only**

## 10.8 Fastener Tightening Torques

Apply the correct torque when tightening fasteners in the locations that are listed in *Table 10.16*. Too low or too high torque when fastening an electrical connection results in a bad electrical connection. To ensure correct torque, use a torque wrench.

| Location | Bolt size | Torque [Nm (in-lb)] |
|---|---|---|
| Mains terminals | M10/M12 | 19 (168)/37 (335) |
| Motor terminals | M10/M12 | 19 (168)/37 (335) |
| Ground terminals | M8/M10 | 9.6 (84)/19.1 (169) |
| Brake terminals | M8 | 9.6 (84) |
| Load sharing terminals | M10/M12 | 19 (168)/37 (335) |
| Regeneration terminals (Enclosures D1h/D2h) | M8 | 9.6 (84) |
| Relay terminals | _ | 0.5 (4) |
| Door/panel cover | M5 | 2.3 (20) |
| Gland plate | M5 | 2.3 (20) |
| Heat sink access panel | M5 | 3.9 (35) |
| Serial communication cover | M5 | 2.3 (20) |

**Table 10.16 Fastener Torque Ratings**



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## 10.9 Enclosure Dimensions

### 10.9.1 D1h Exterior Dimensions

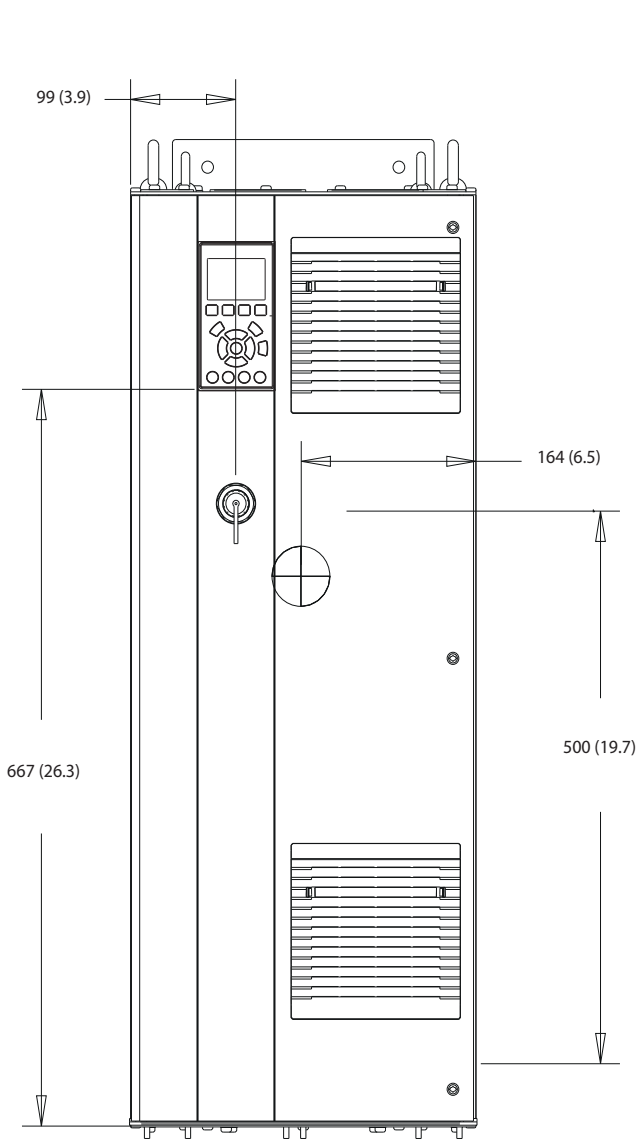



**Illustration 10.2 Front View of D1h**




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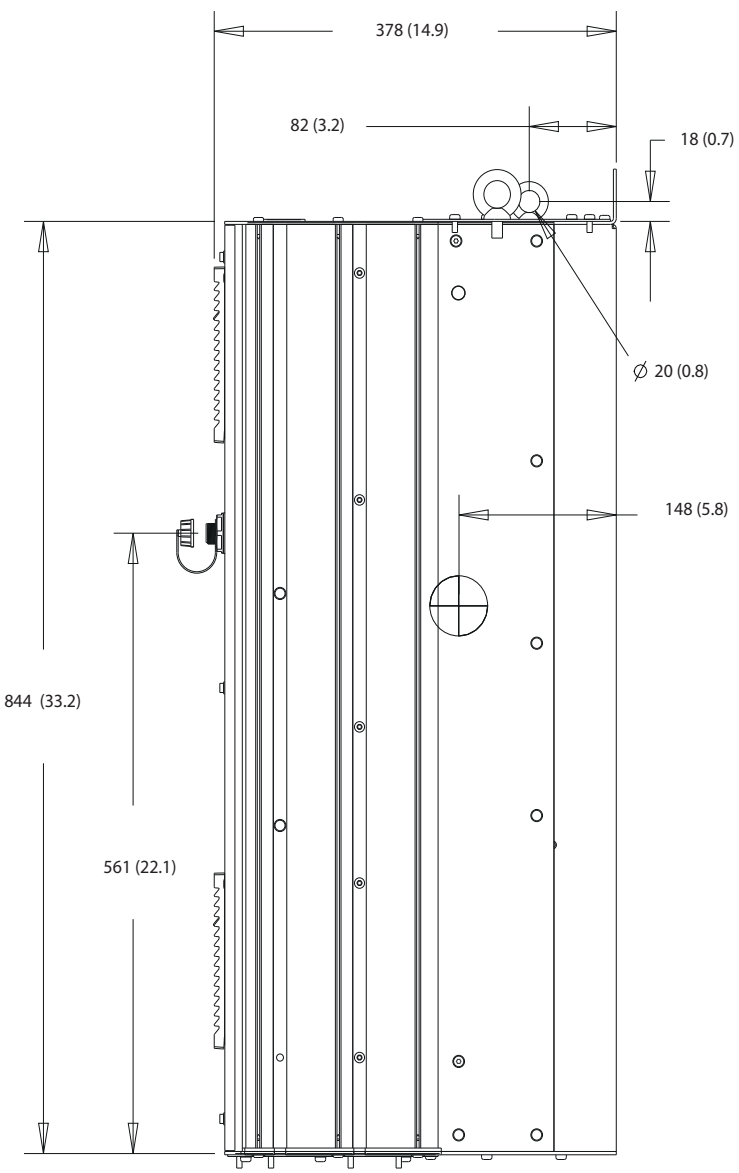



**Illustration 10.3 Side View of D1h**

10

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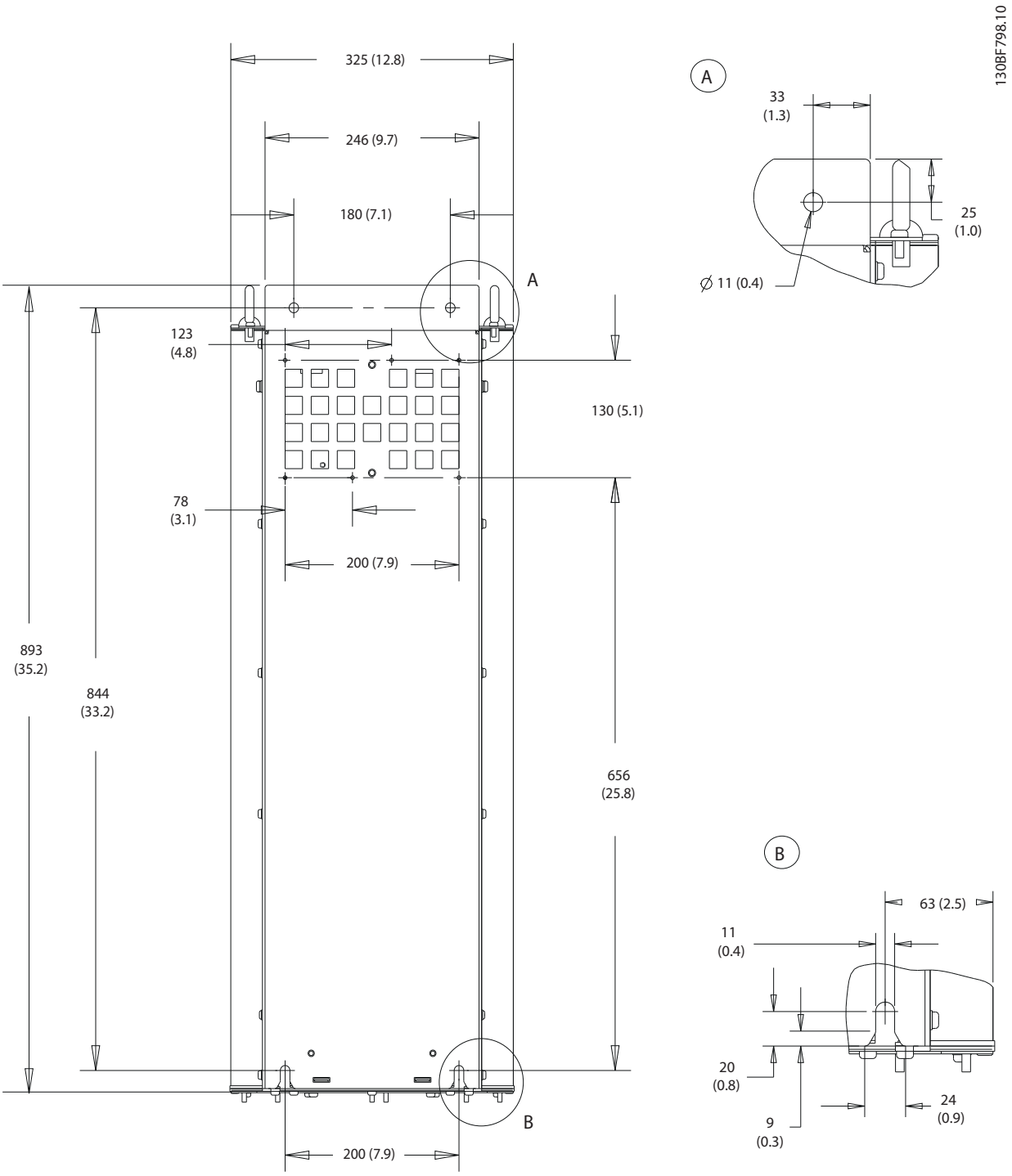



**Illustration 10.4 Back View of D1h**



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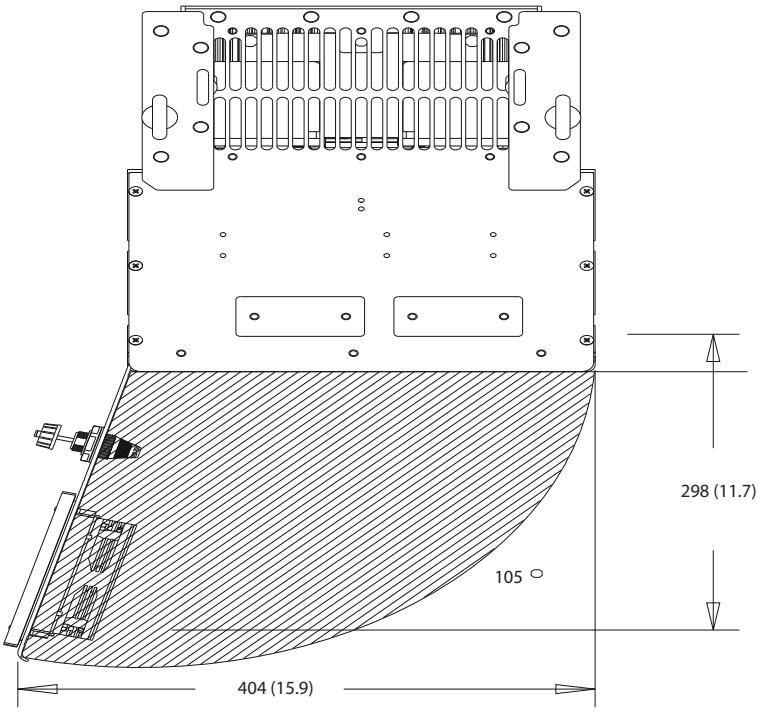
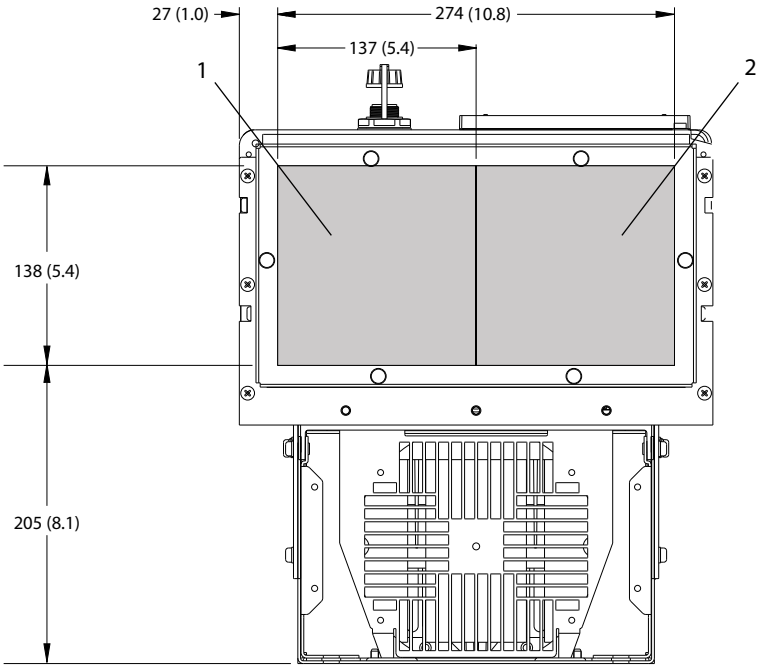



**Illustration 10.5 Door Clearance for D1h**

10




| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.6 Gland Plate Dimensions for D1h**

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## 10.9.2 D2h Exterior Dimensions

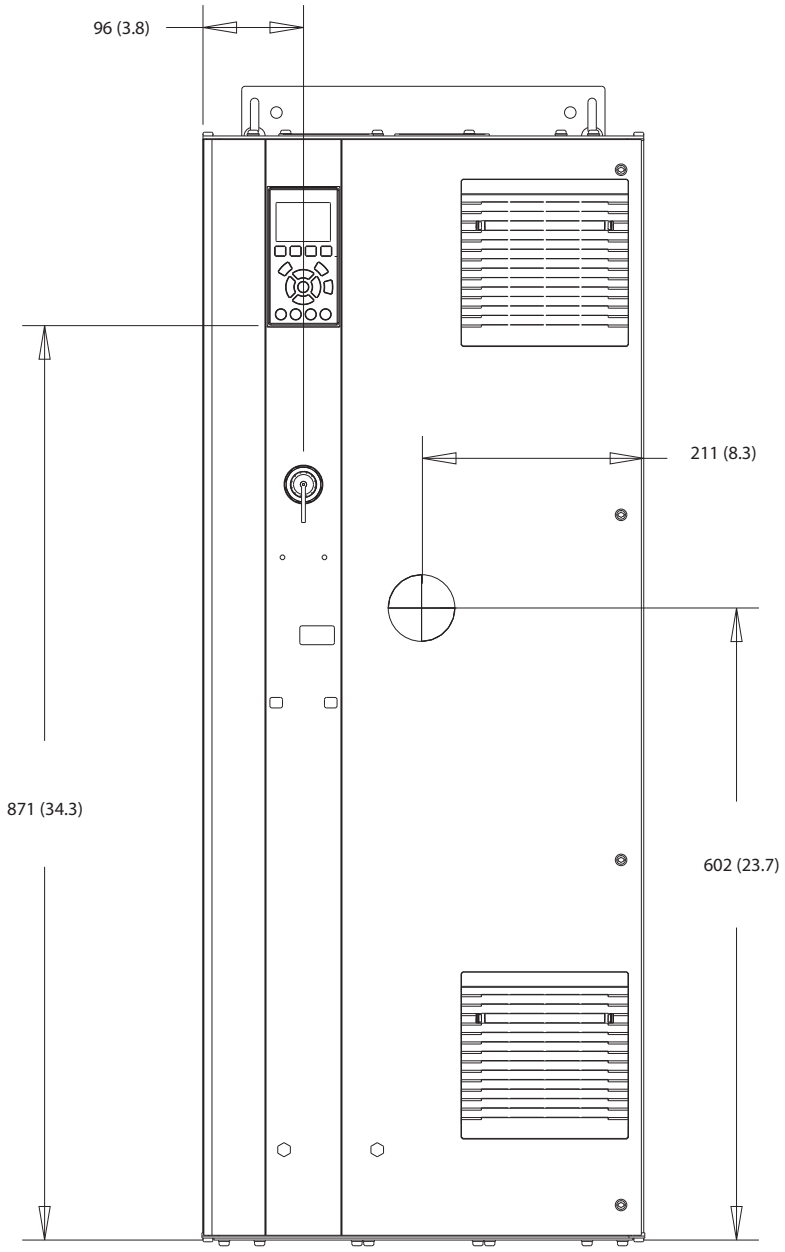



**Illustration 10.7 Front View of D2h**



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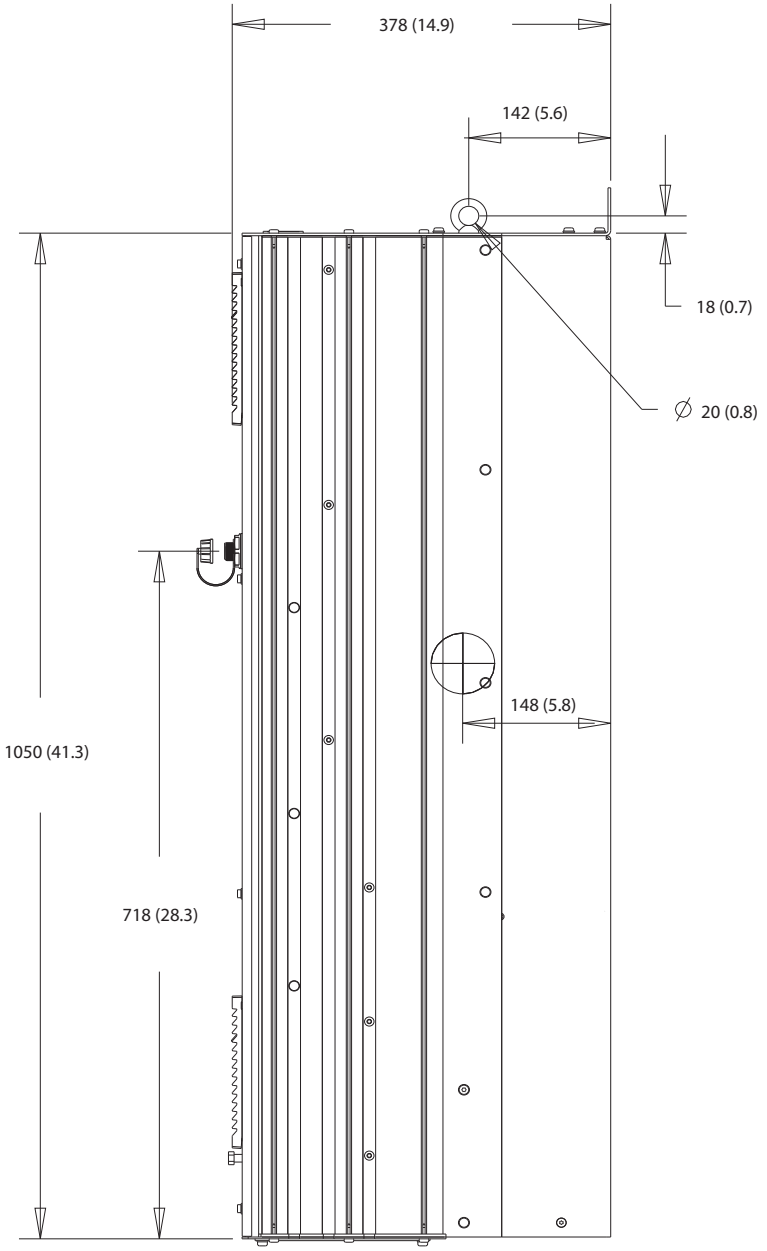



**Illustration 10.8 Side View of D2h**



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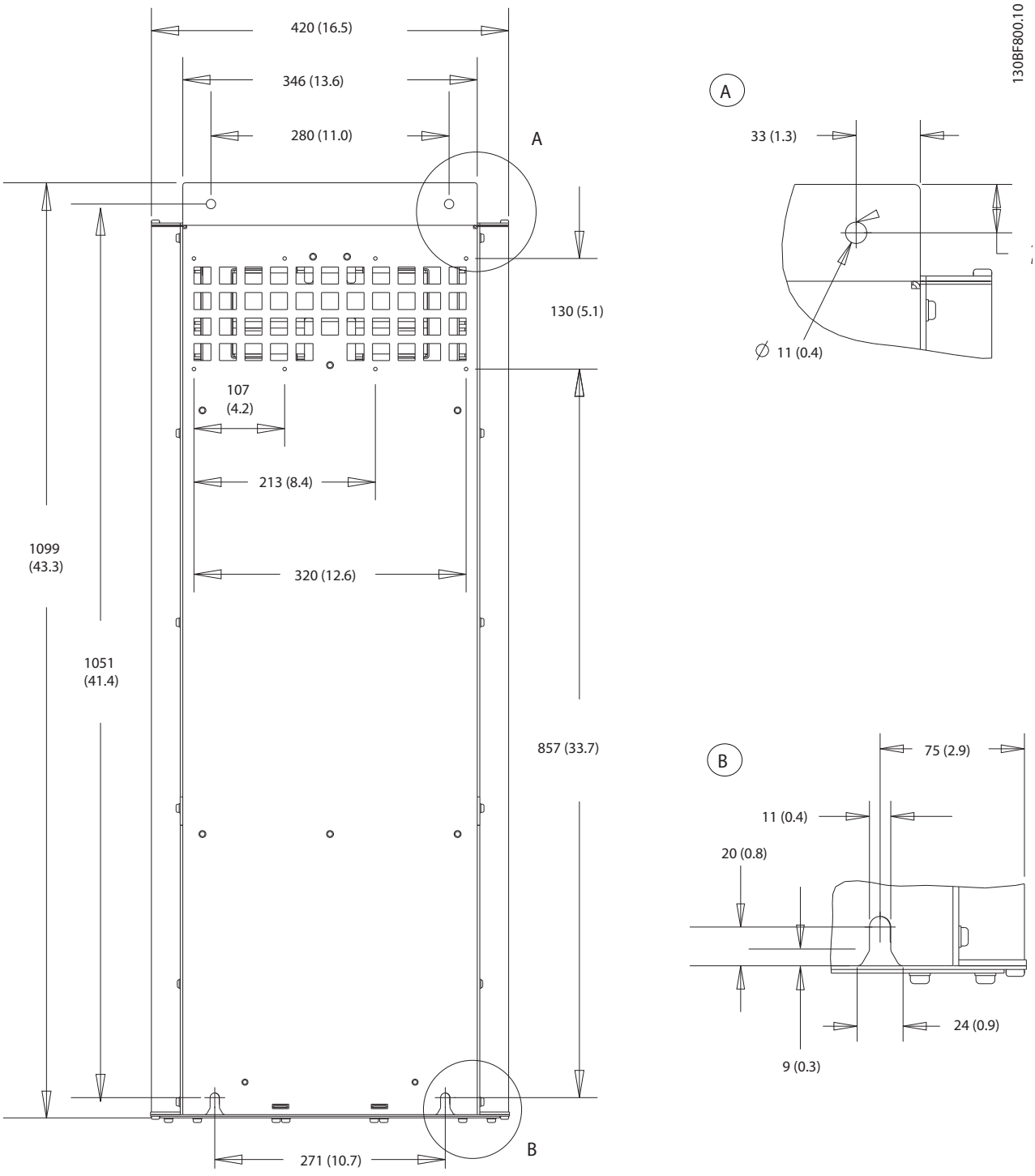



**Illustration 10.9 Back View of D2h**




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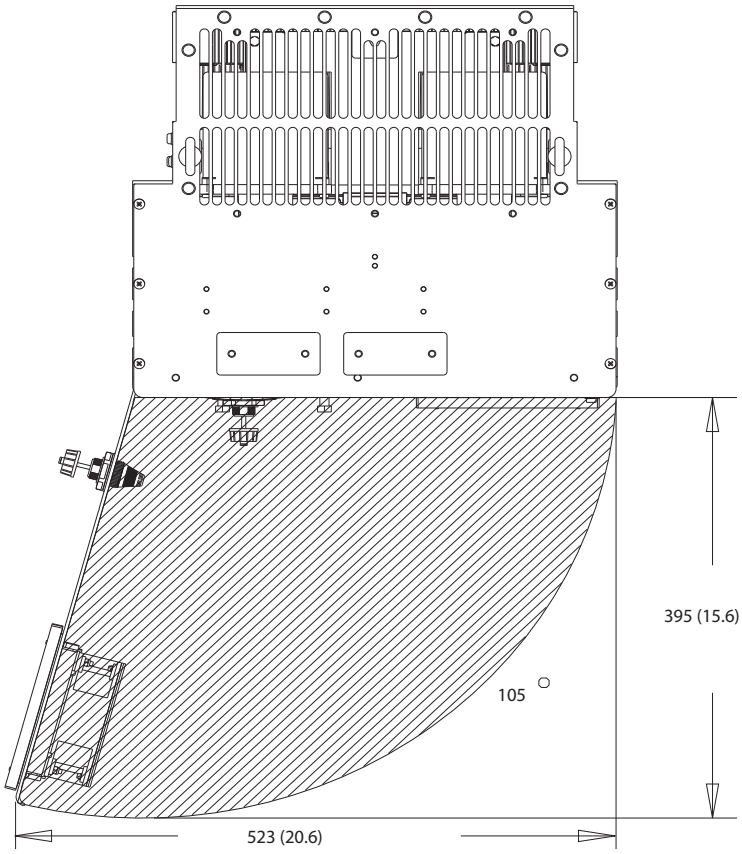
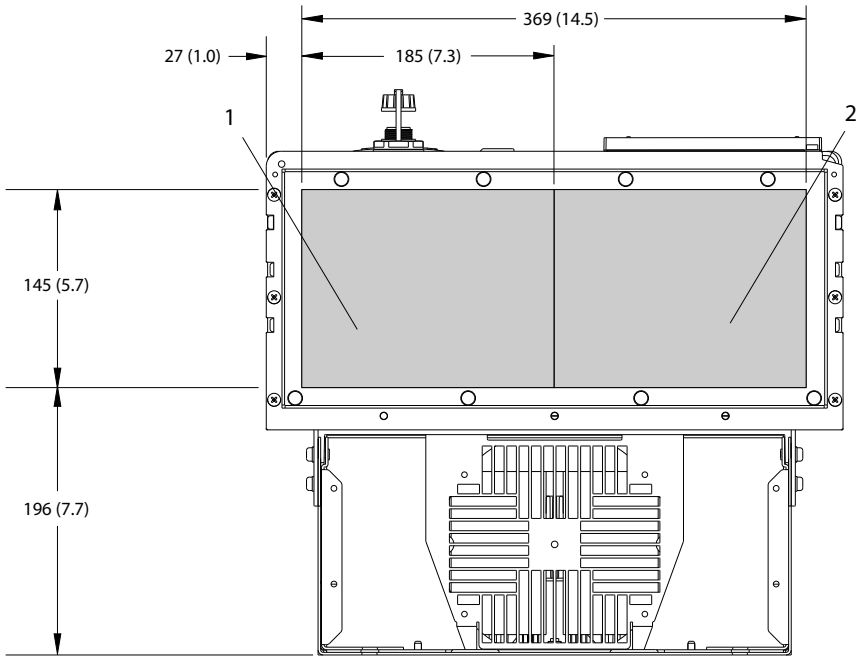



**Illustration 10.10 Door Clearance for D2h**




| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.11 Gland Plate Dimensions for D2h**

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## 10.9.3 D3h Exterior Dimensions

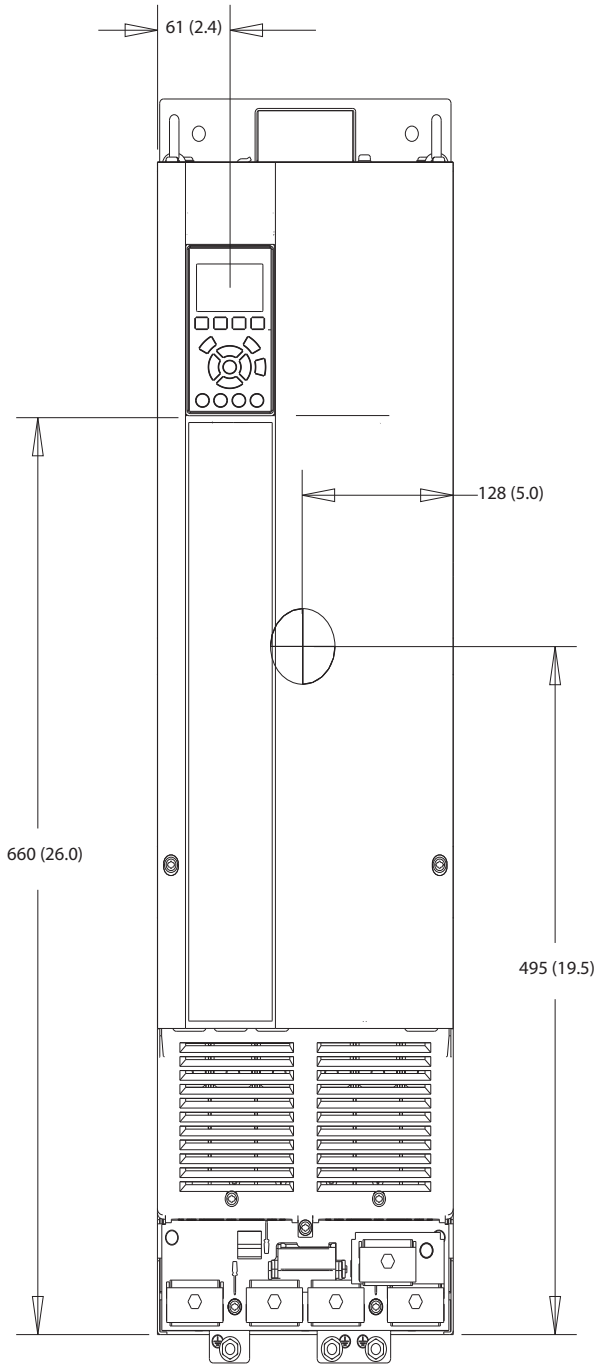



**Illustration 10.12 Front View of D3h**



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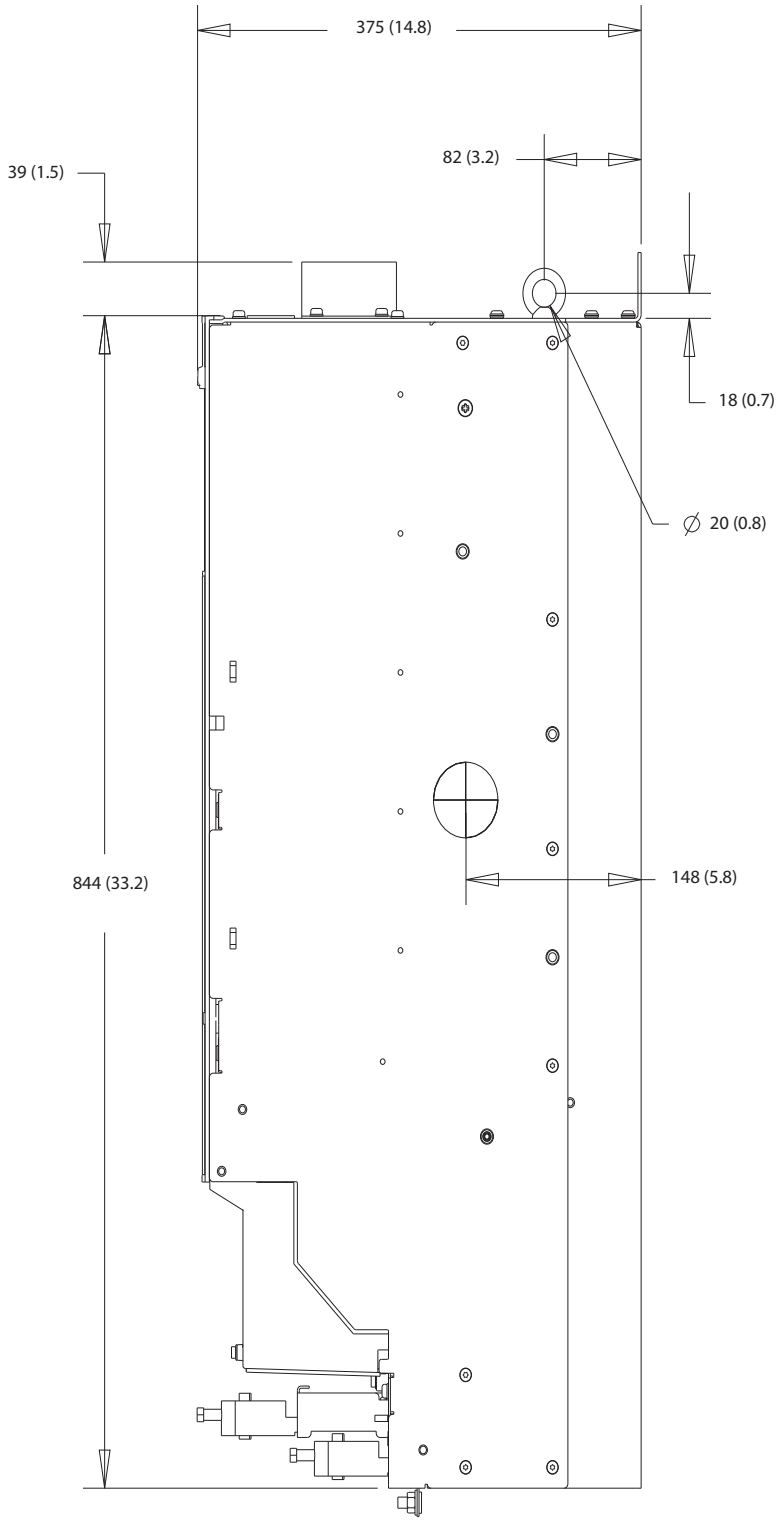



**Illustration 10.13 Side View of D3h**


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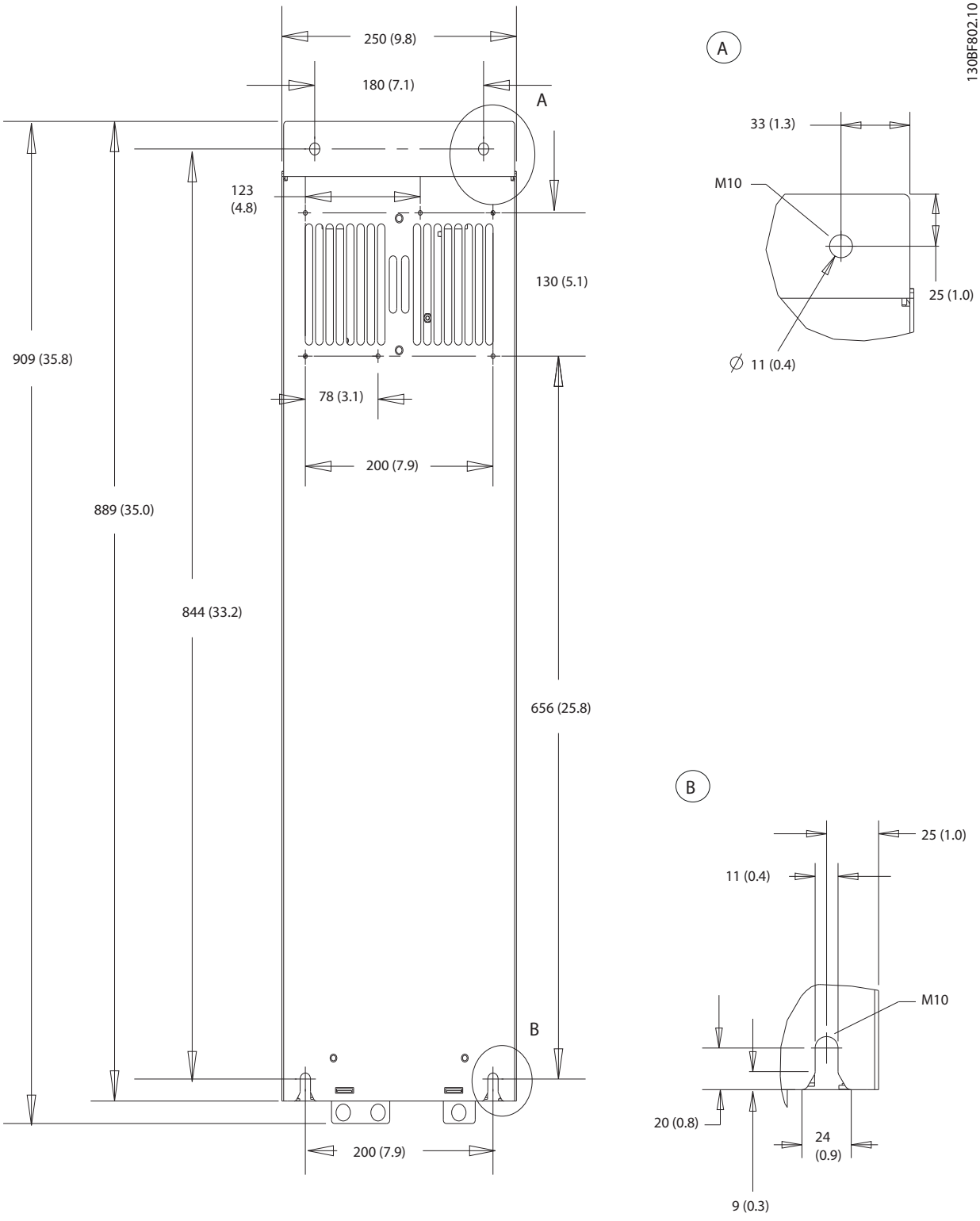



**Illustration 10.14 Back View of D3h**

10


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## 10.9.4 D4h Enclosure Dimensions

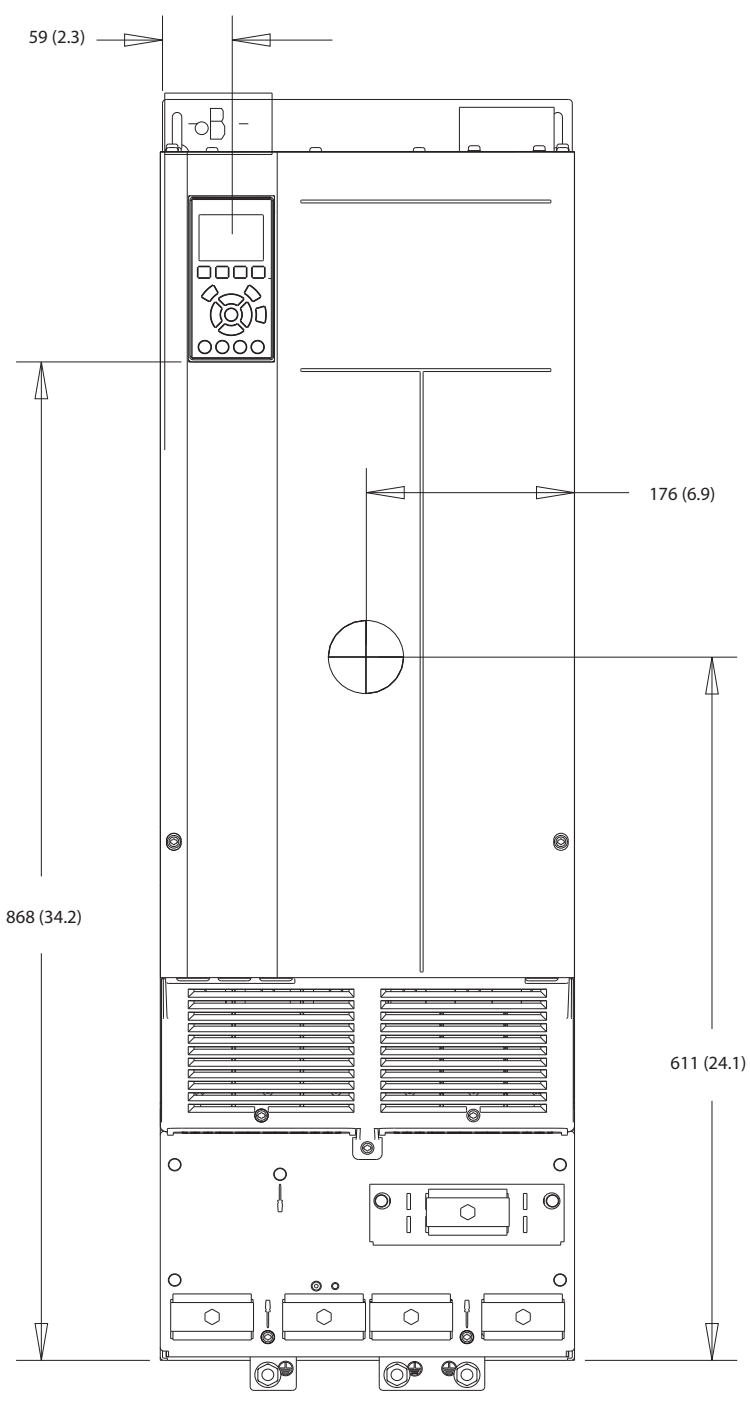



**Illustration 10.15 Front View of D4h**



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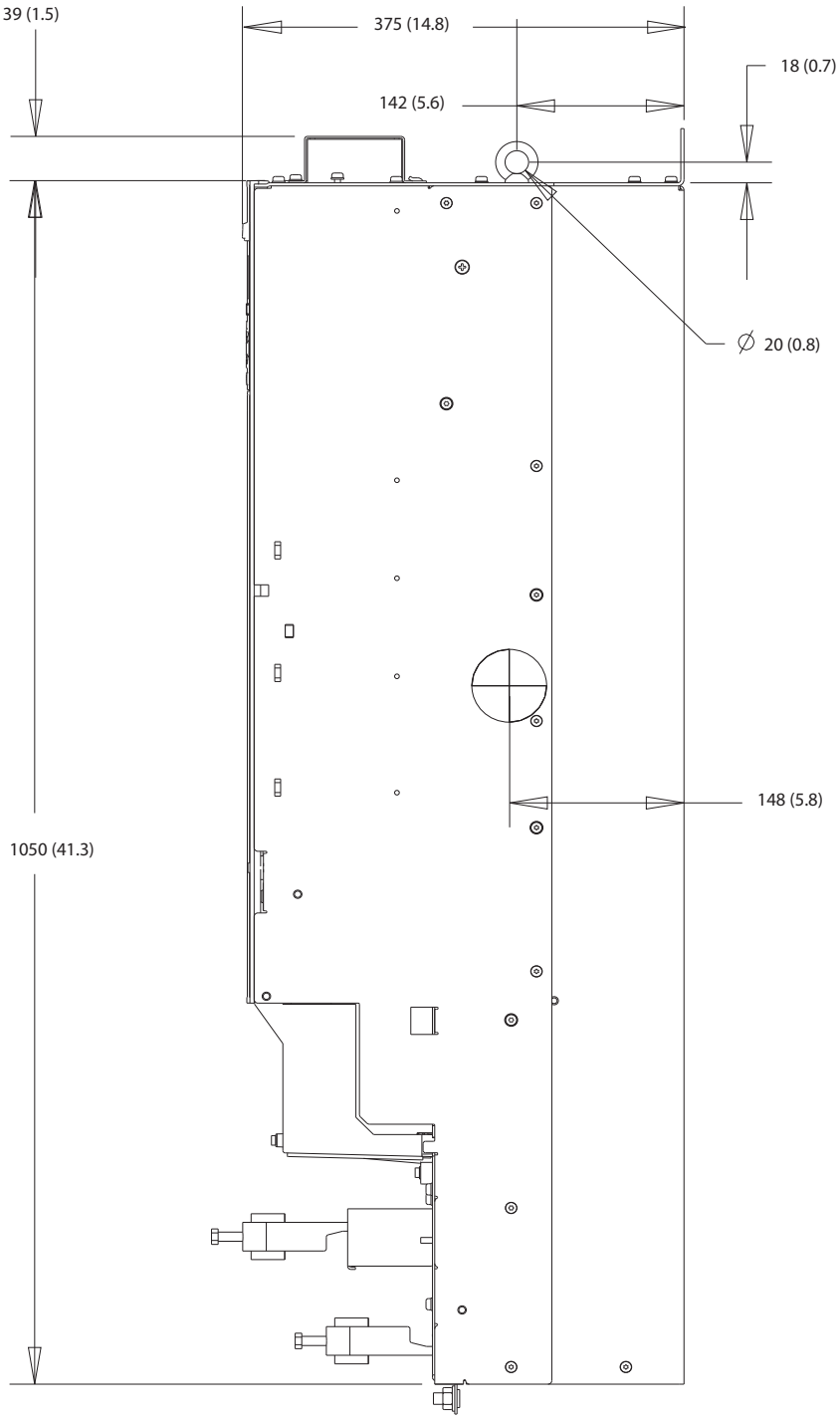



**Illustration 10.16 Side View of D4h**



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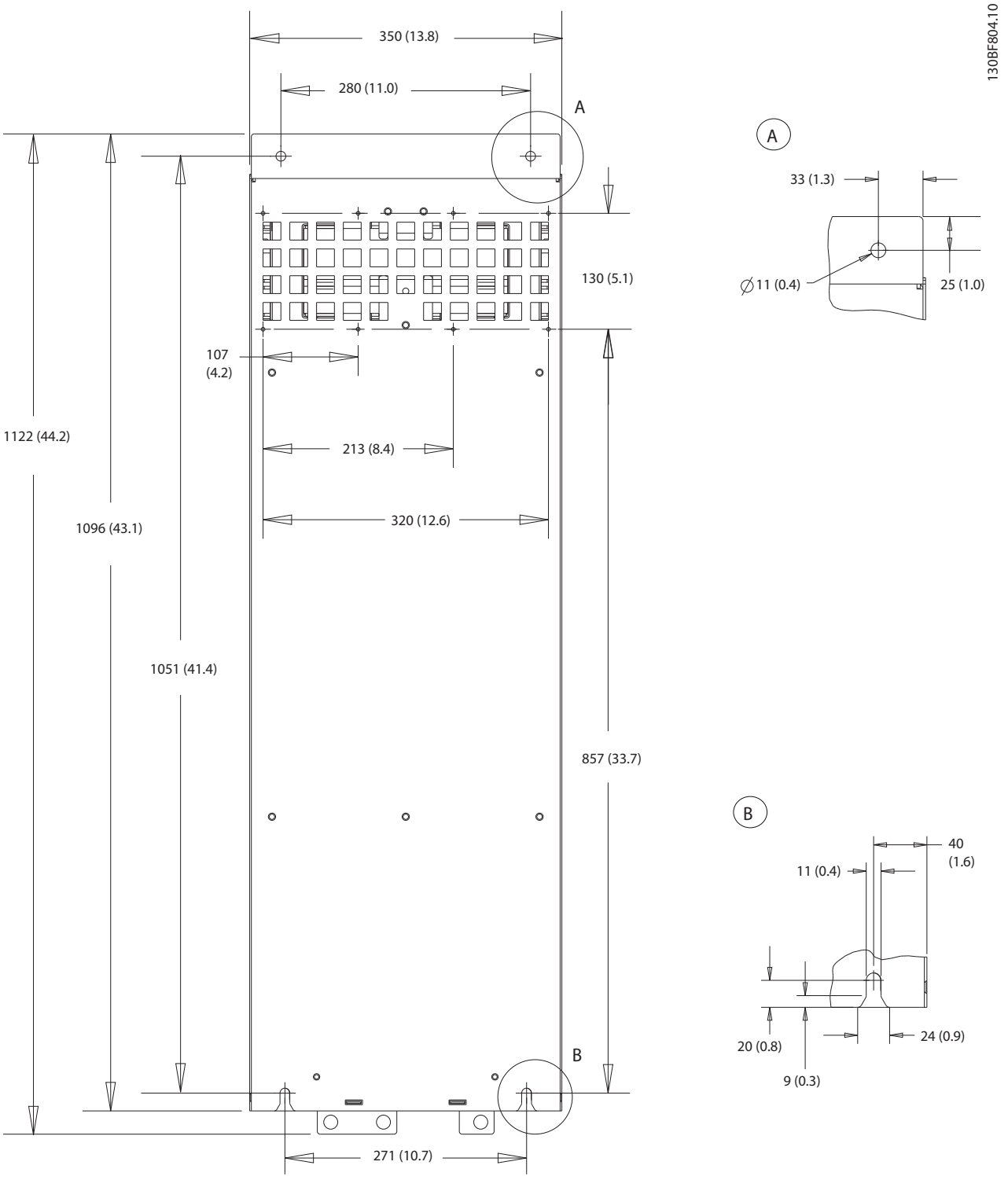



**Illustration 10.17 Back View of D4h**

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## 10.9.5 D5h Exterior Dimensions

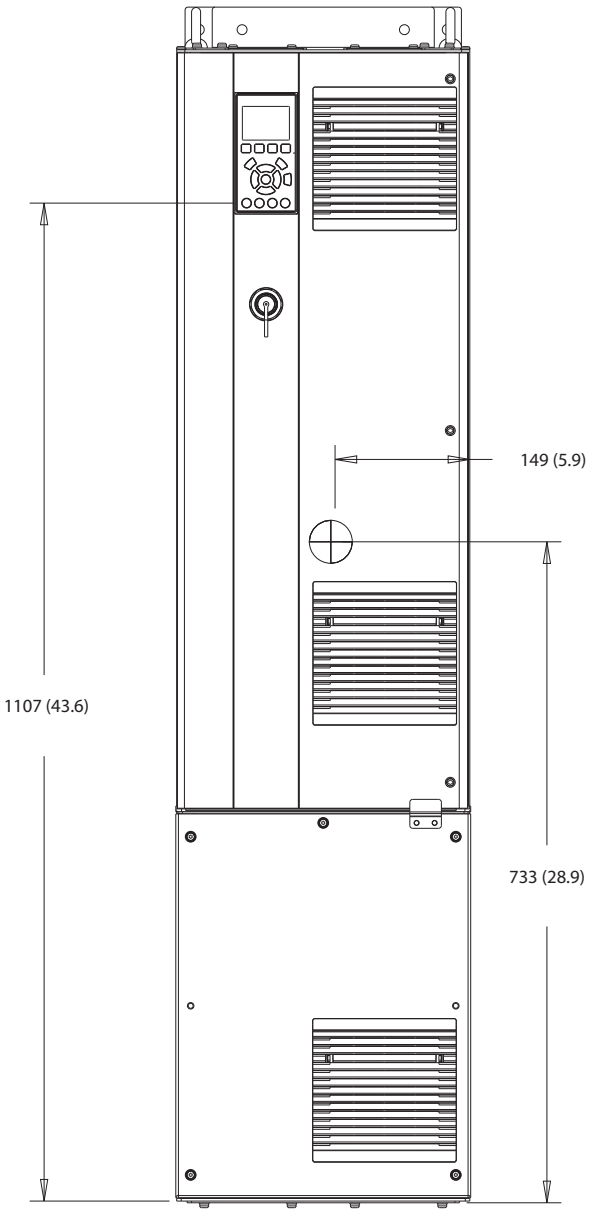



**Illustration 10.18 Front View of D5h**



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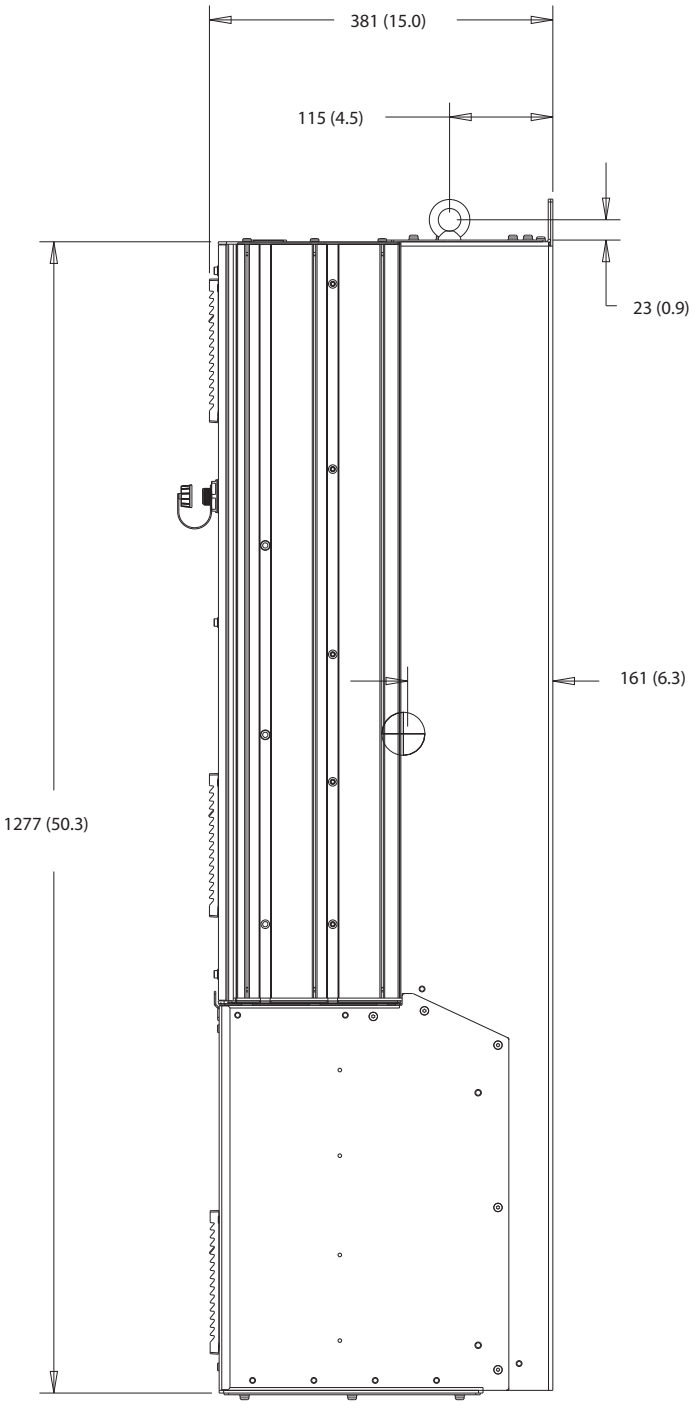



**Illustration 10.19 Side View of D5h**



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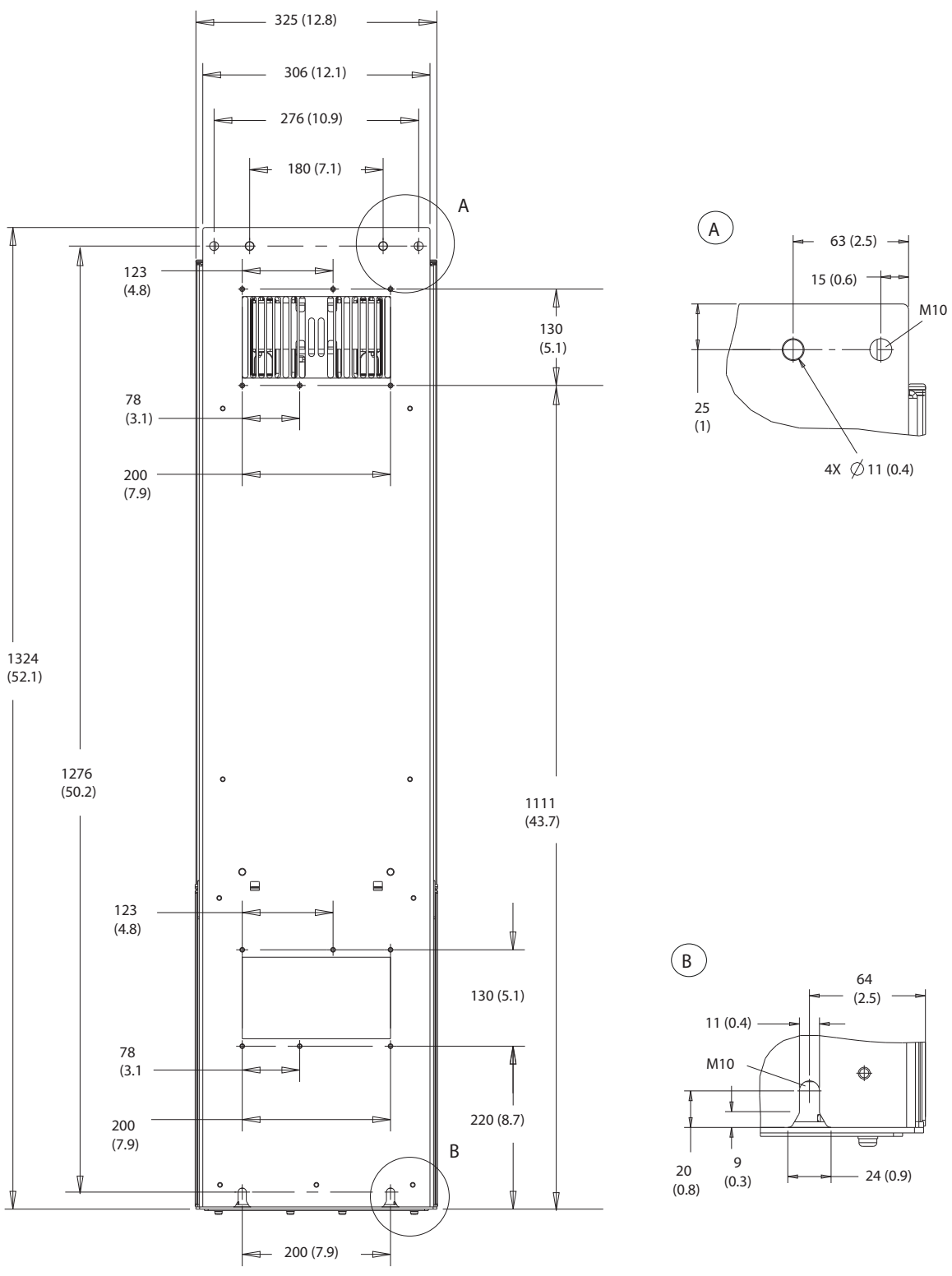



**Illustration 10.20 Back View of D5h**

10


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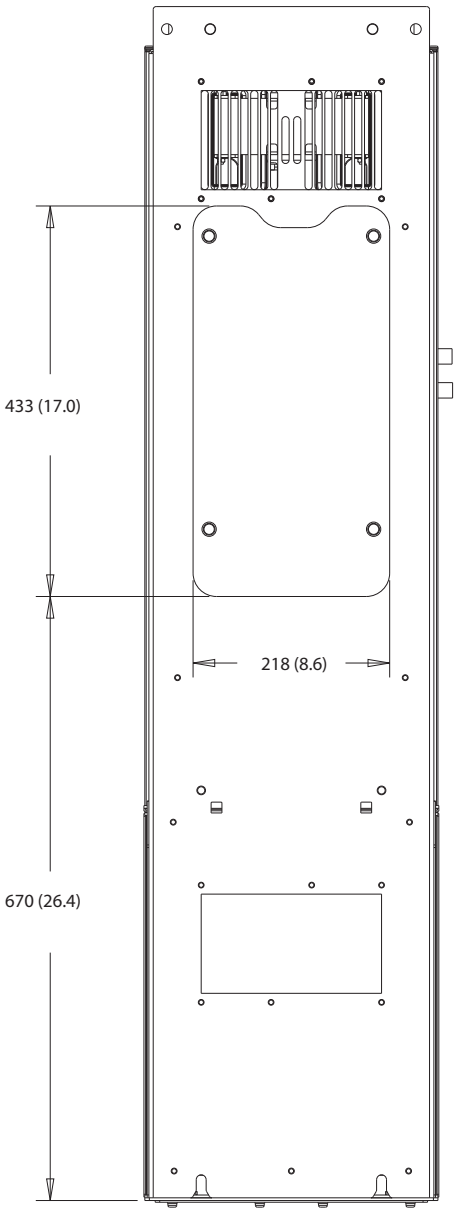



**Illustration 10.21 Heat Sink Access Dimensions for D5h**

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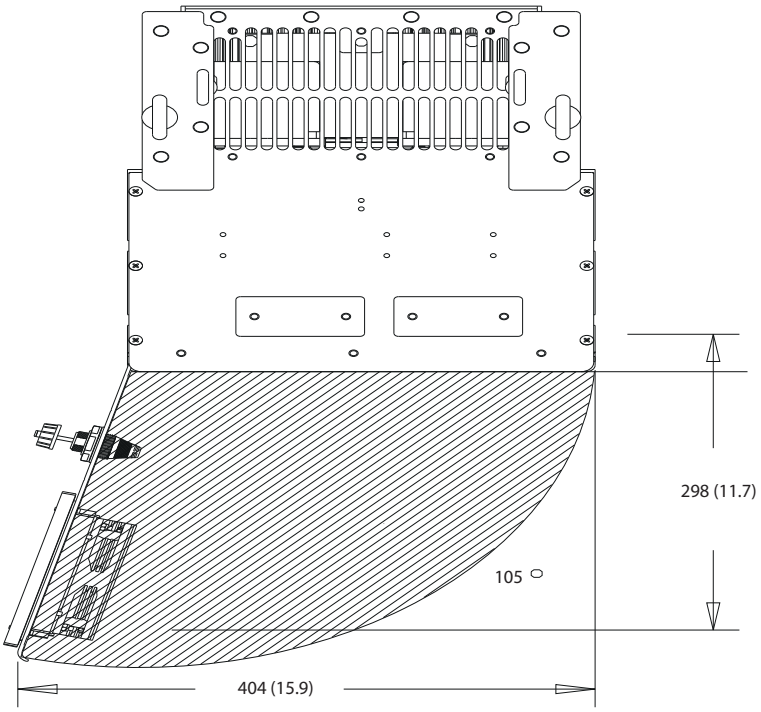
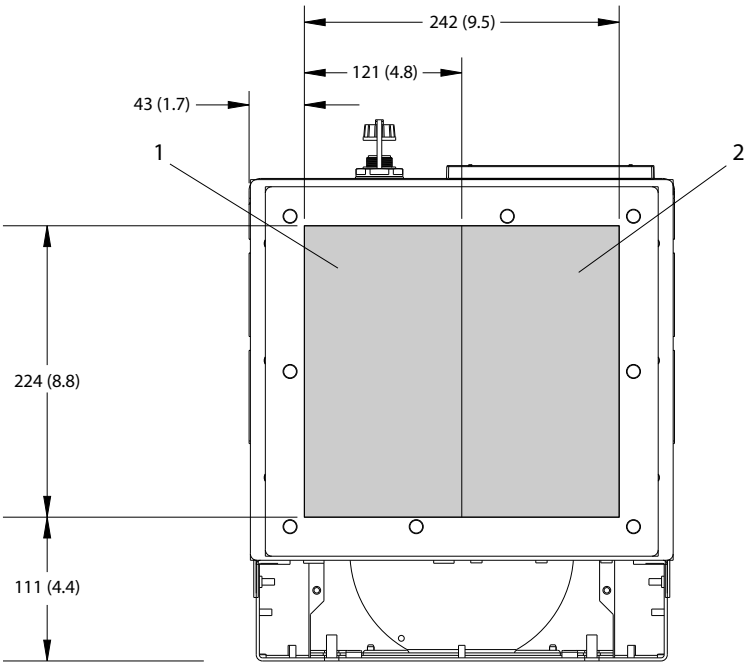



**Illustration 10.22 Door Clearance for D5h**




| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.23 Gland Plate Dimensions for D5h**

## 10.9.6 D6h Exterior Dimensions

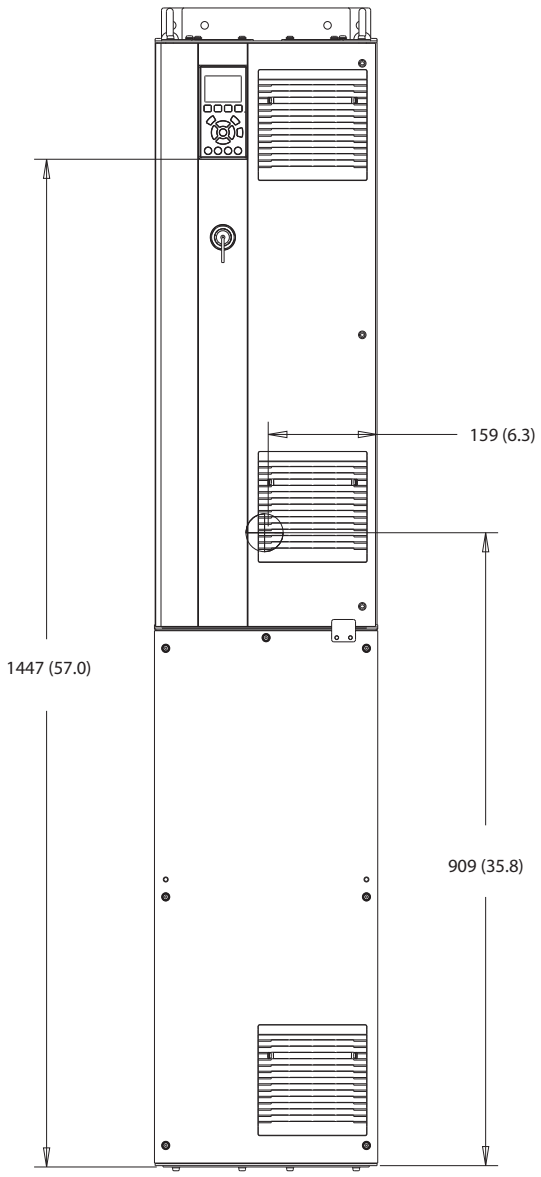



**Illustration 10.24 Front View of D6h**

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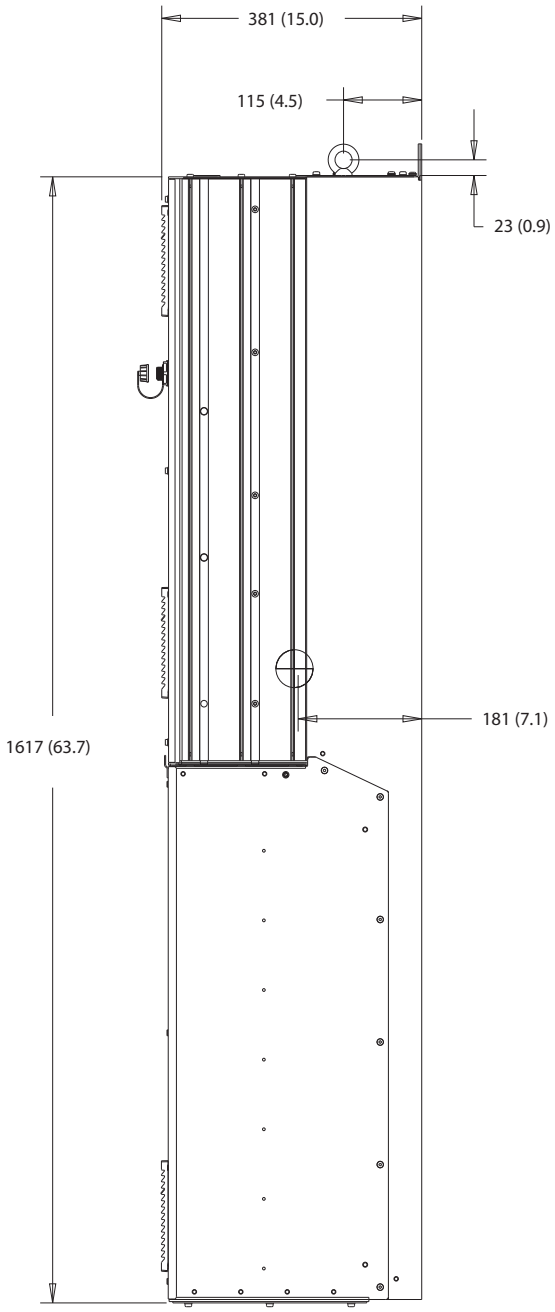



**Illustration 10.25 Side View of D6h**




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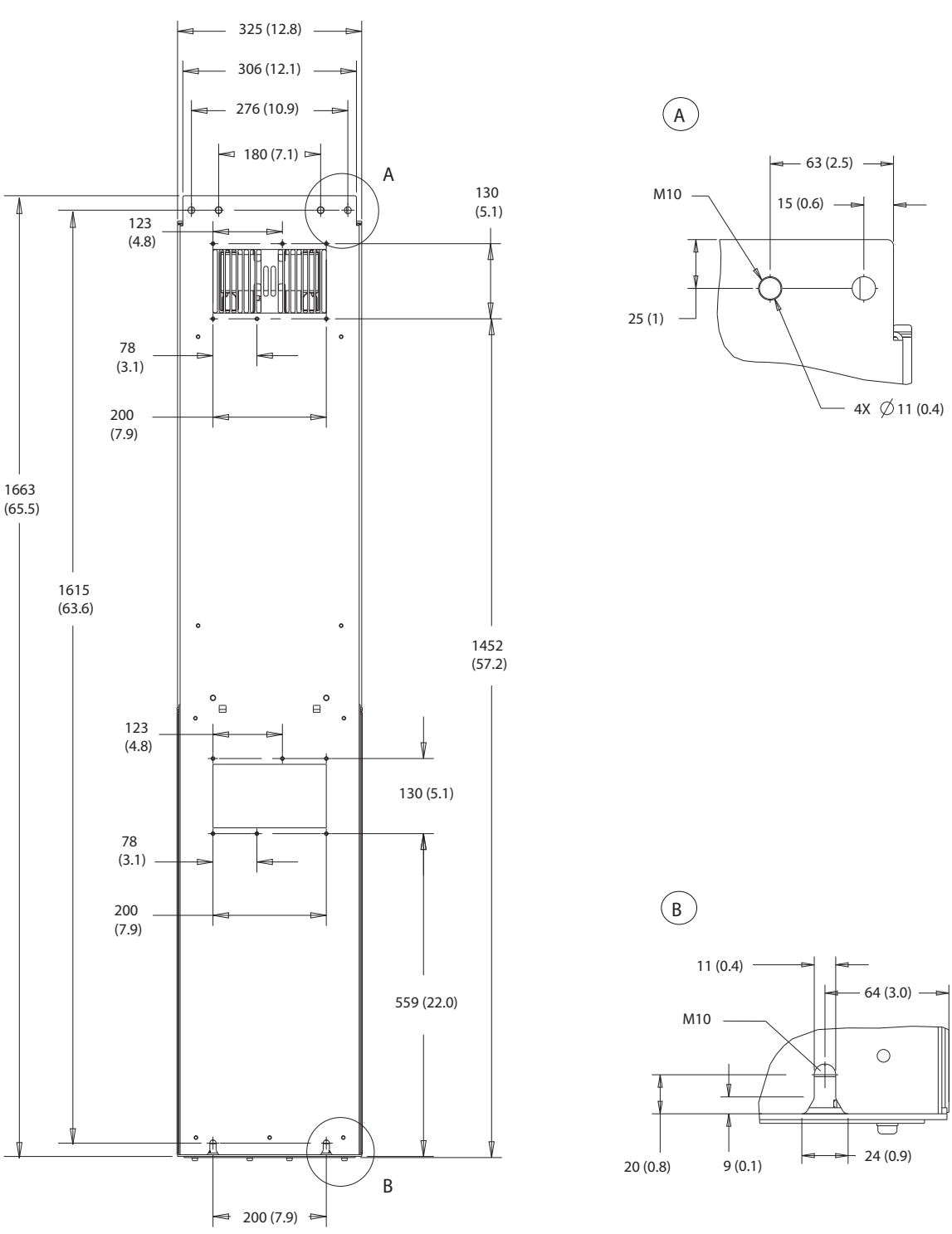
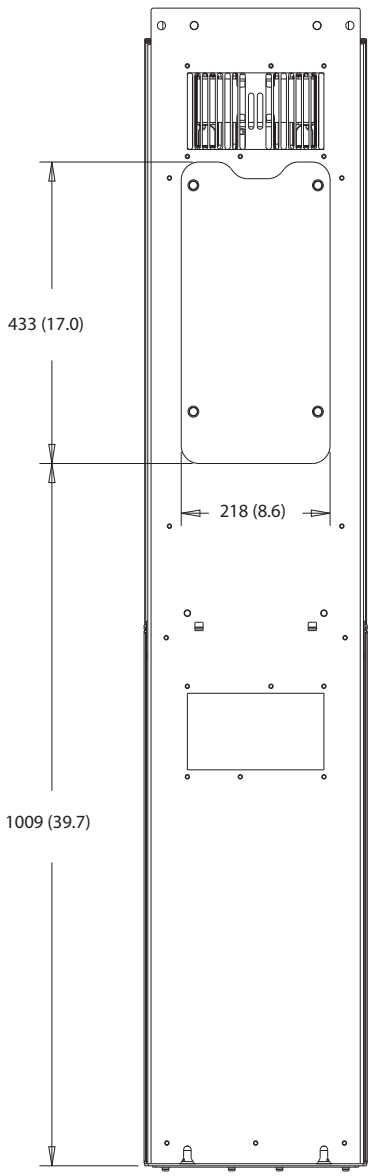



**Illustration 10.26 Back View of D6h**




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**Illustration 10.27 Heat Sink Access Dimensions for D6h**

10


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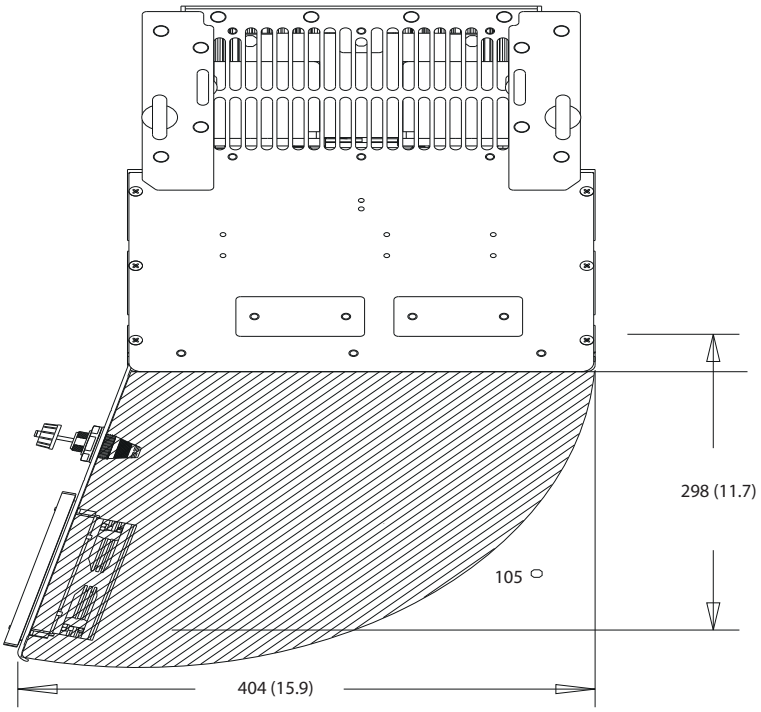
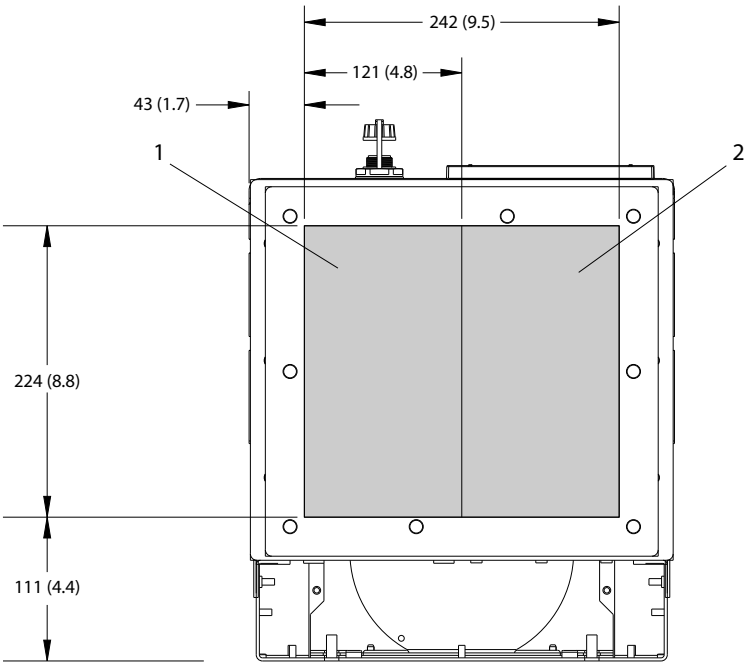



**Illustration 10.28 Door Clearance for D6h**

10

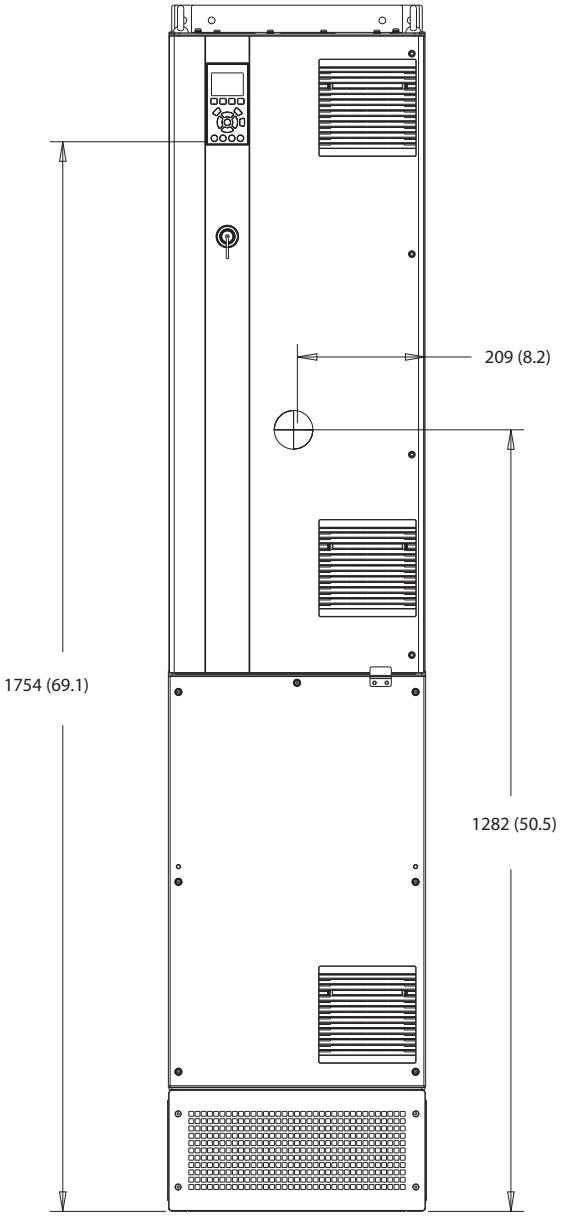



| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.29 Gland Plate Dimensions for D6h**

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## 10.9.7 D7h Exterior Dimensions

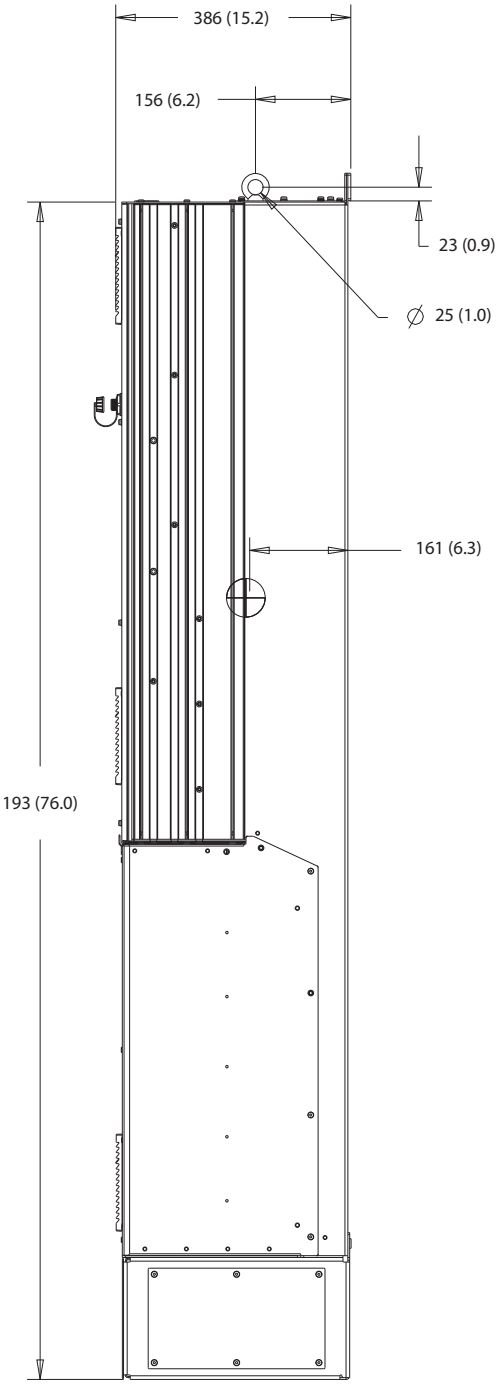



130BF326.10

**Illustration 10.30 Front View of D7h**




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130BF809.10

**Illustration 10.31 Side View of D7h**

10


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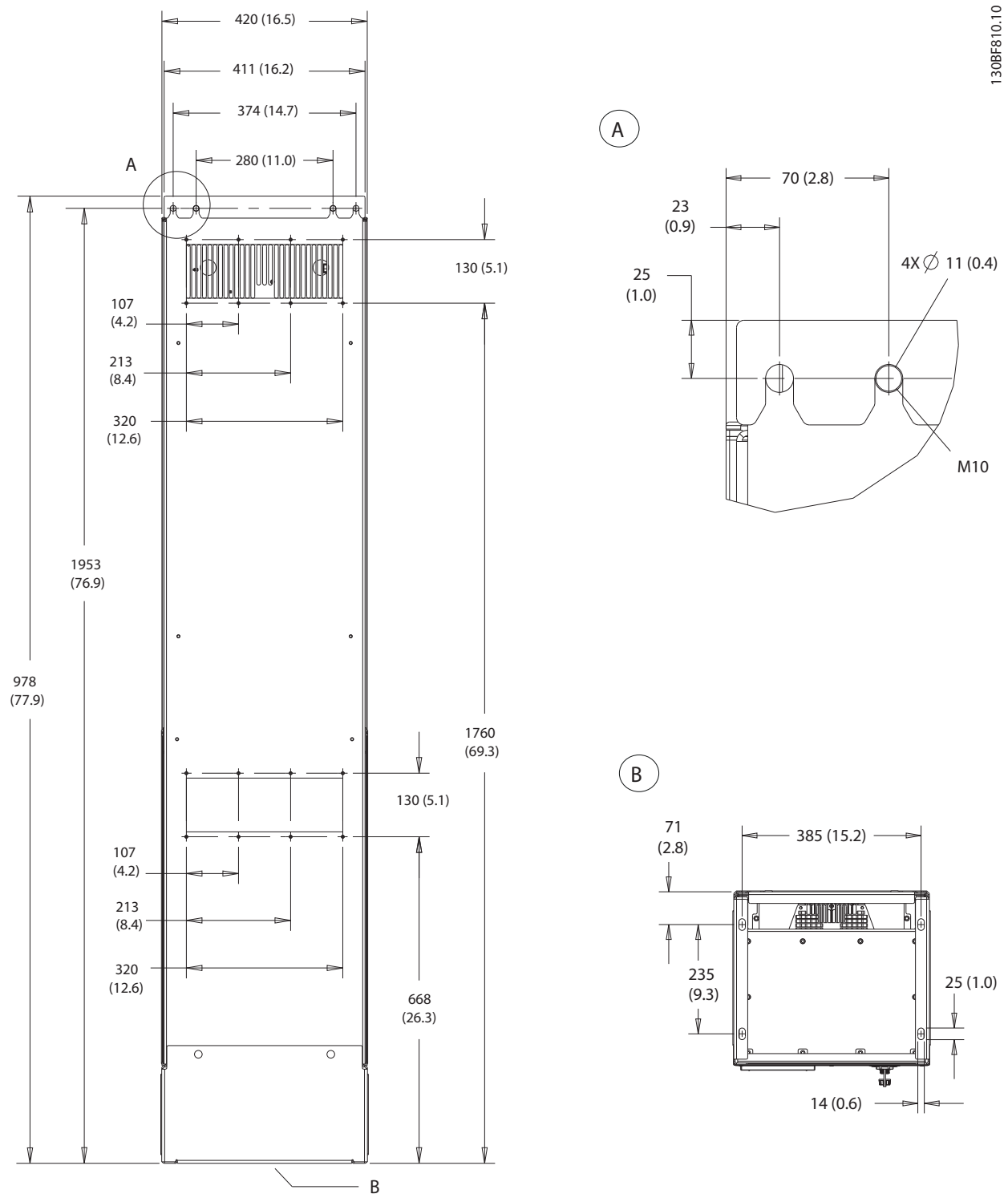



**Illustration 10.32 Back View of D7h**




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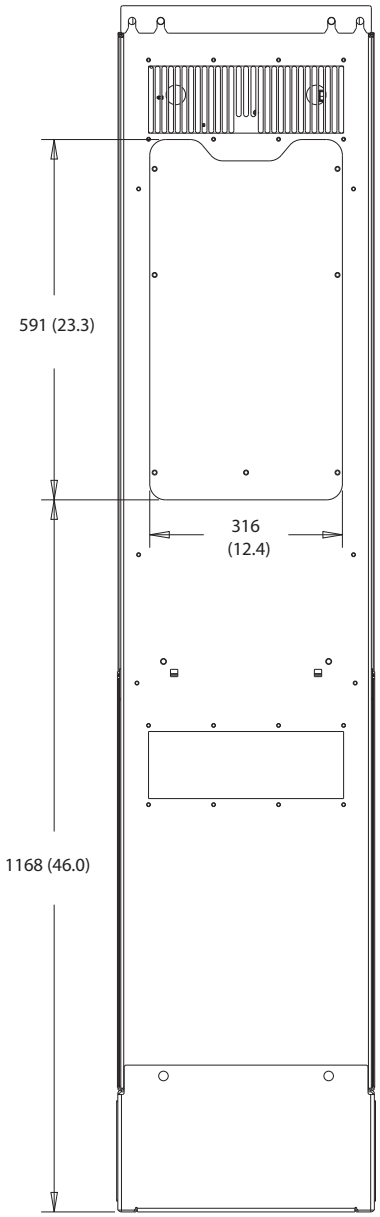



**Illustration 10.33 Heat Sink Access Dimensions for D7h**

10


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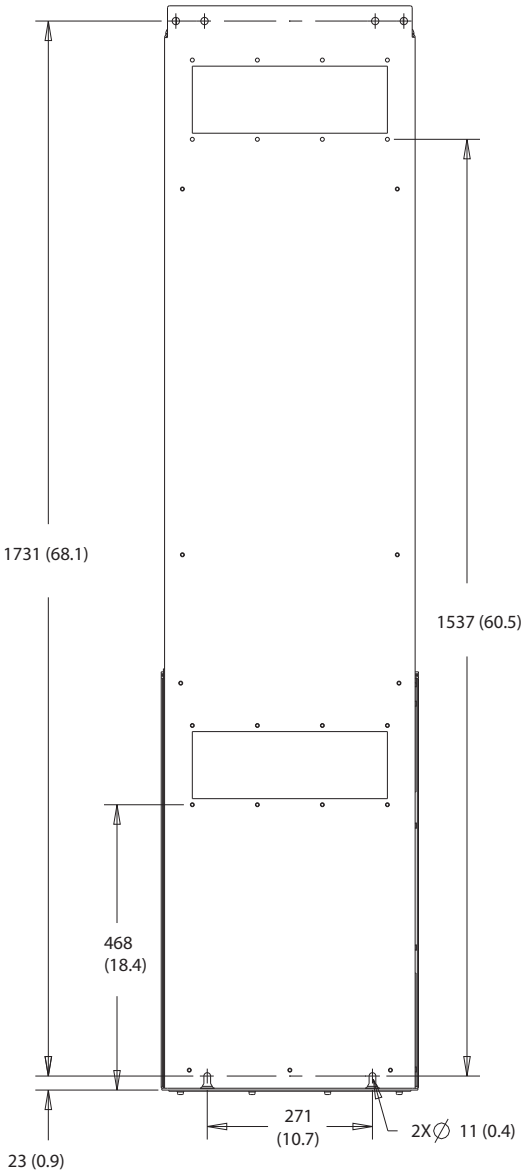



**Illustration 10.34 Wall Mount Dimensions for D7h**




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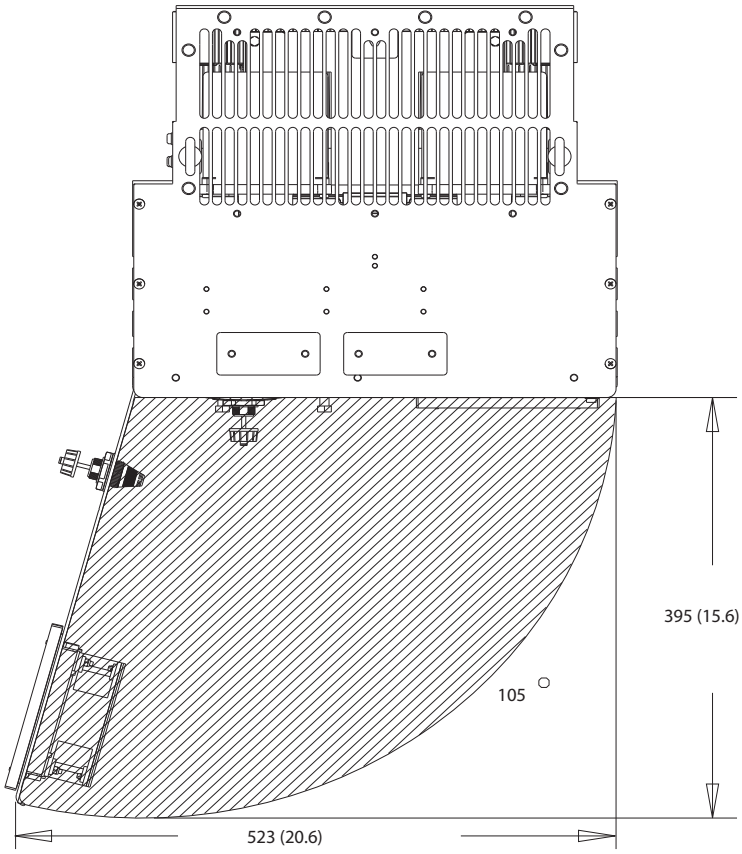
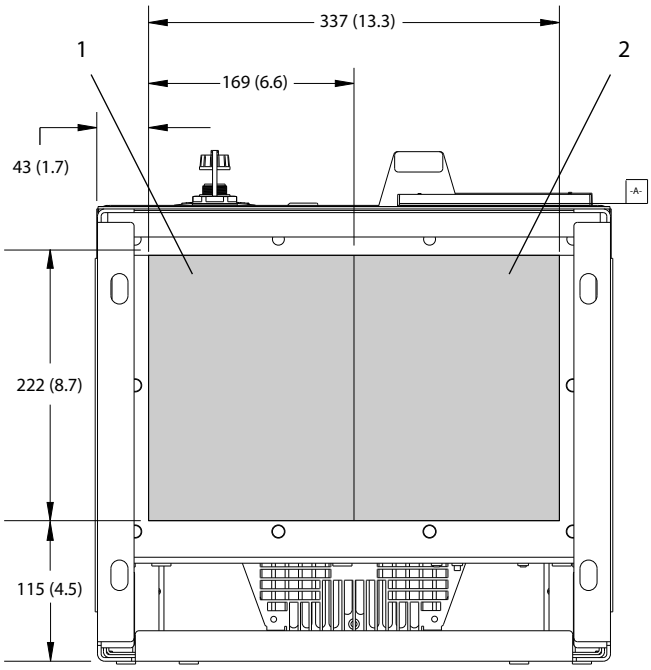



**Illustration 10.35 Door Clearance for D7h**




| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.36 Gland Plate Dimensions for D7h**


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## 10.9.8 D8h Exterior Dimensions

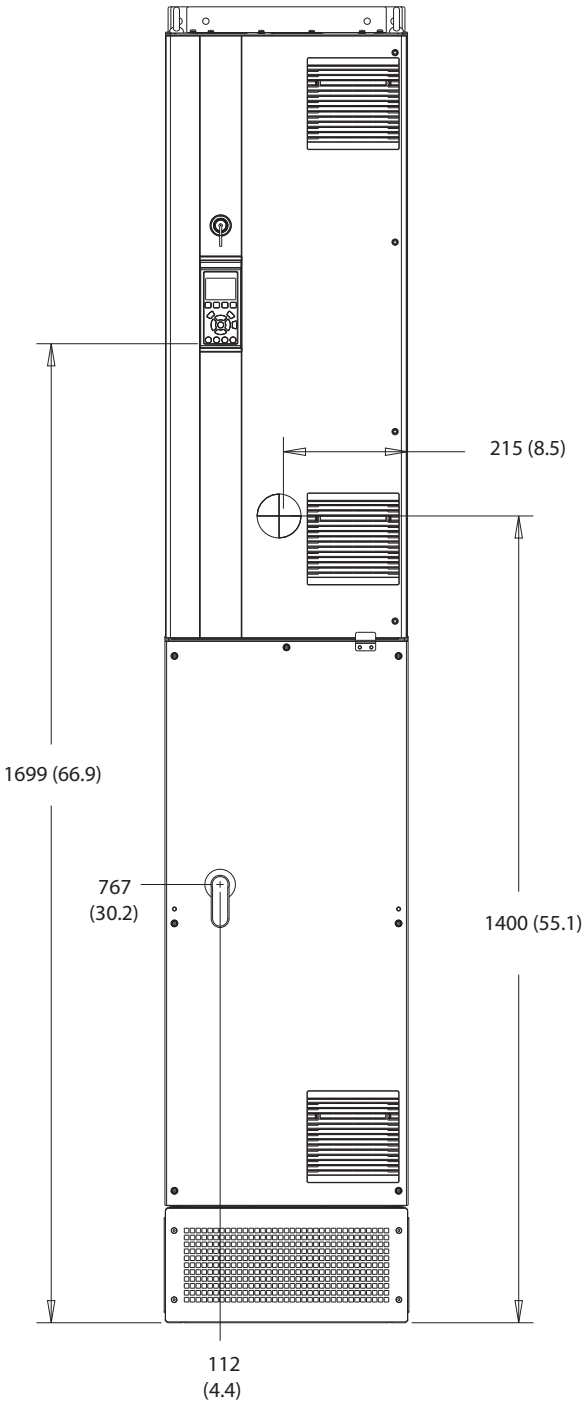



**Illustration 10.37 Front View of D8h**



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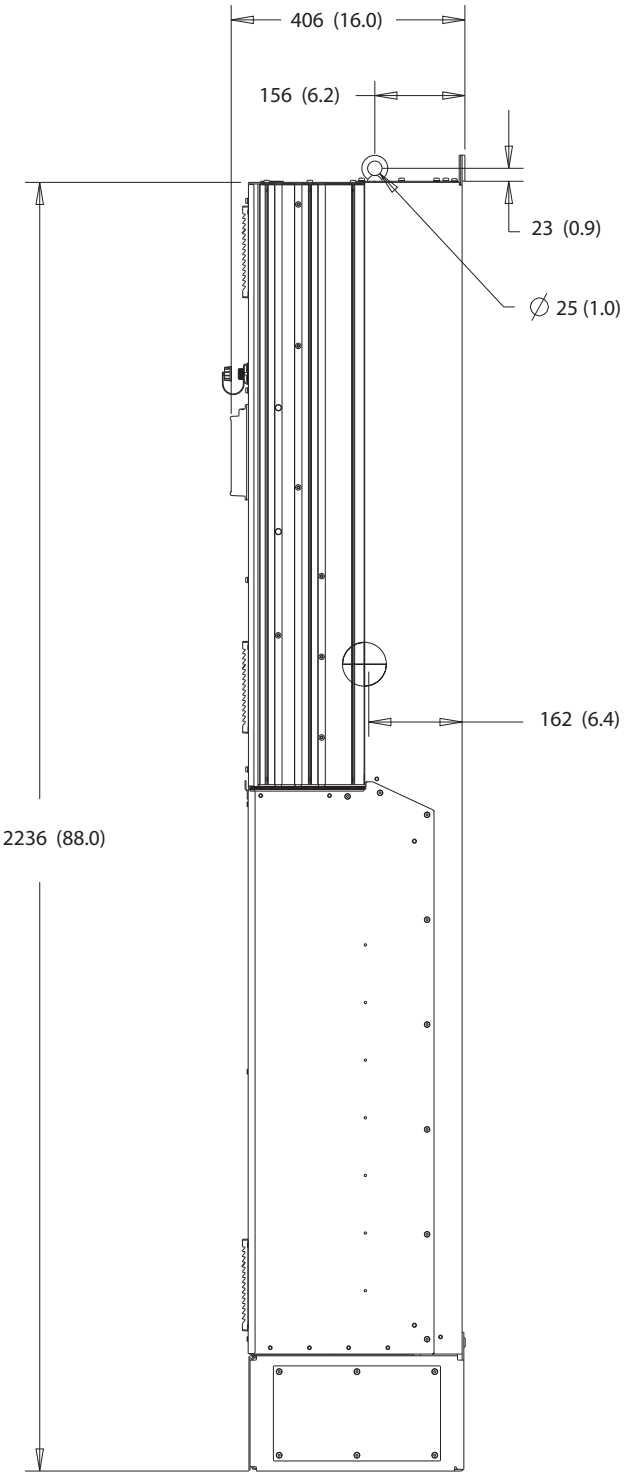



**Illustration 10.38 Side View of D8h**

10


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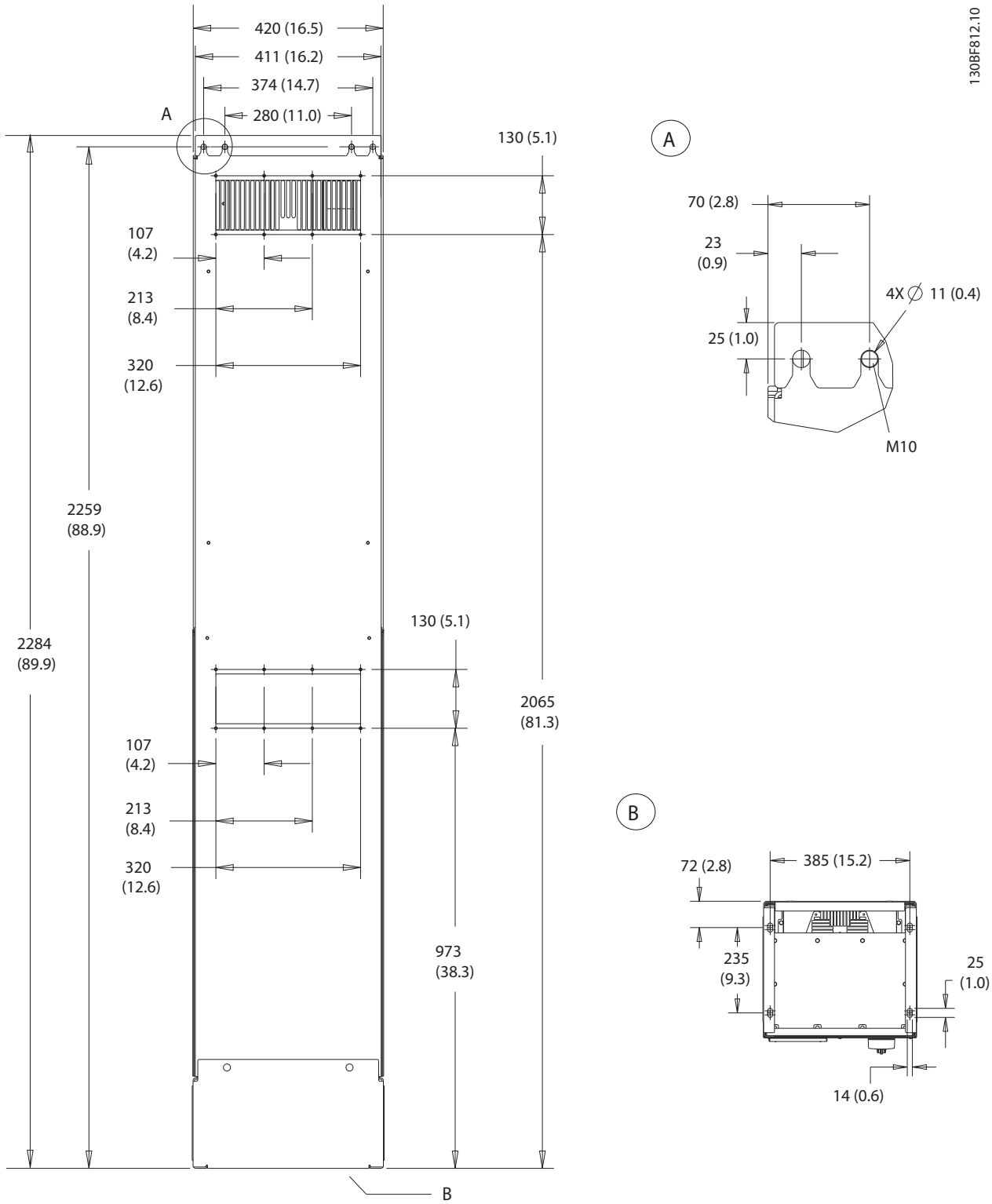



**Illustration 10.39 Back View of D8h**

10


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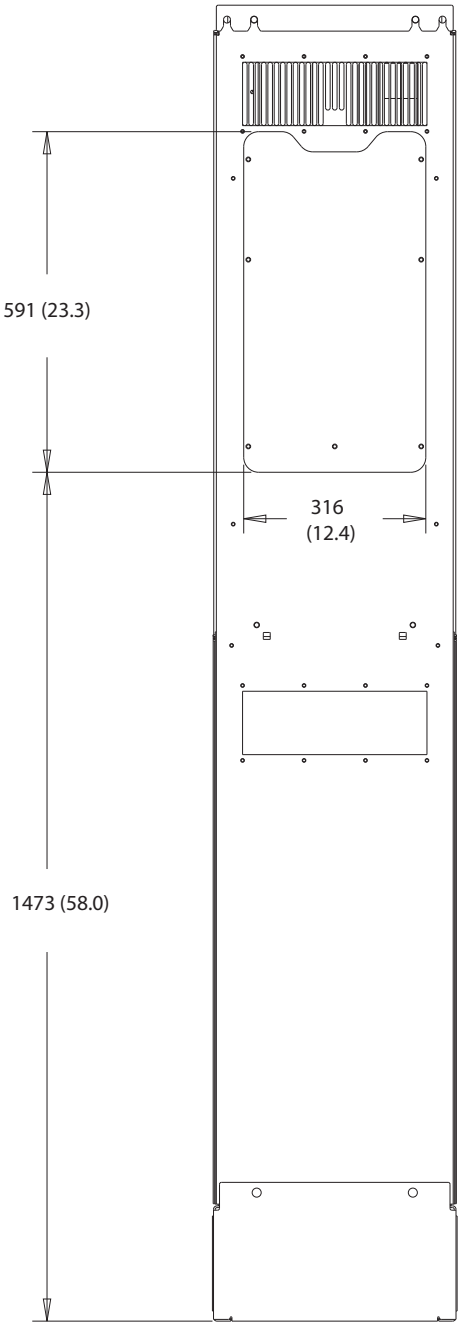



**Illustration 10.40 Heat Sink Access Dimensions for D8h**

10


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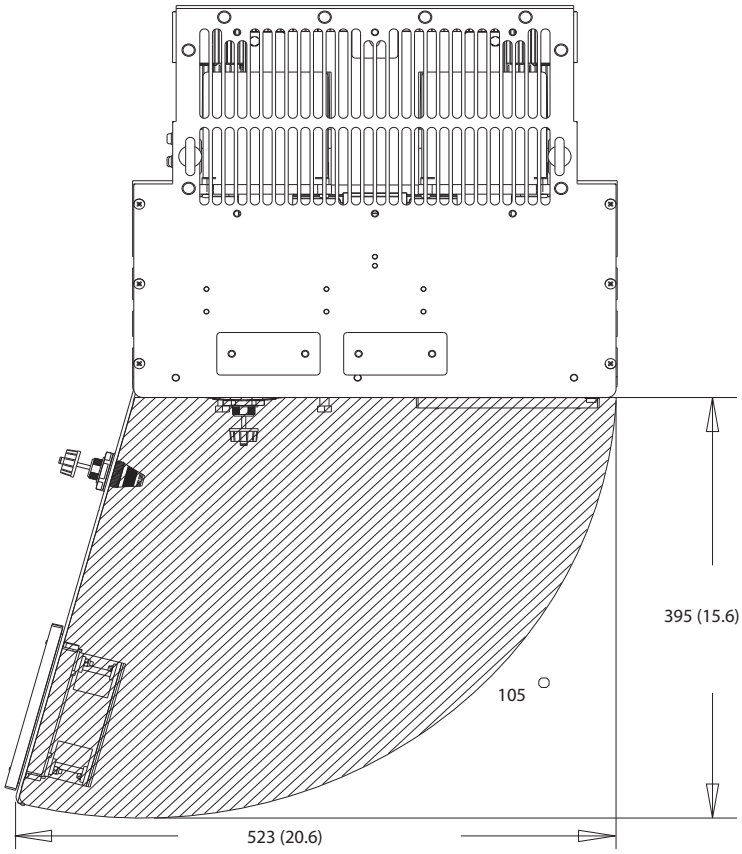
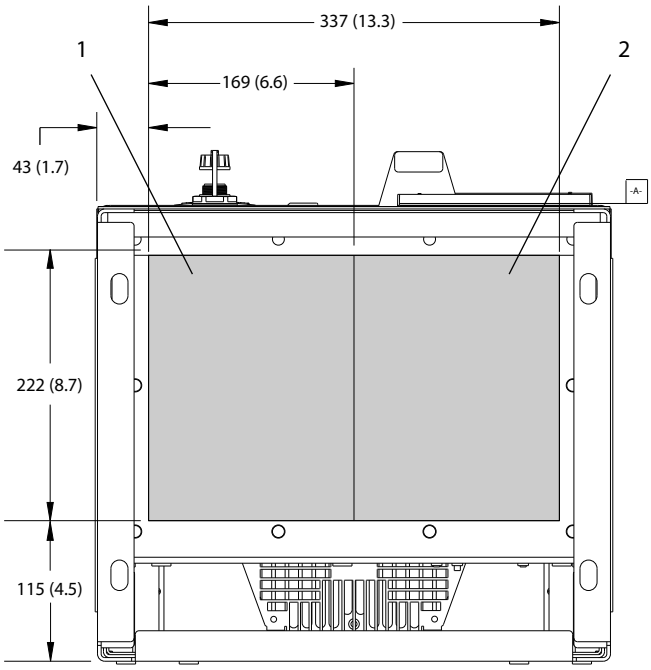



**Illustration 10.41 Door Clearance for D8h**




| | | | |
|---|---|---|---|
| 1 | Mains side | 2 | Motor side |

**Illustration 10.42 Gland Plate Dimensions for D8h**

# 11 Appendix

## 11.1 Abbreviations and Conventions

| | |
|---|---|
| °C | Degrees Celsius |
| °F | Degrees Fahrenheit |
| Ω | Ohm |
| AC | Alternating current |
| AEO | Automatic energy optimization |
| ACP | Application control processor |
| AMA | Automatic motor adaptation |
| AWG | American wire gauge |
| CPU | Central processing unit |
| CSIV | Customer-specific initialization values |
| CT | Current transformer |
| DC | Direct current |
| DVM | Digital voltmeter |
| EEPROM | Electrically erasable programmable read-only memory |
| EMC | Electromagnetic compatibility |
| EMI | Electromagnetic interference |
| ESD | Electrostatic discharge |
| ETR | Electronic thermal relay |
| $f_{M,N}$ | Nominal motor frequency |
| HF | High frequency |
| HVAC | Heating, ventilation, and air conditioning |
| Hz | Hertz |
| $I_{LIM}$ | Current limit |
| $I_{INV}$ | Rated inverter output current |
| $I_{M,N}$ | Nominal motor current |
| $I_{VLT,MAX}$ | Maximum output current |
| $I_{VLT,N}$ | Rated output current supplied by the drive |
| IEC | International electrotechnical commission |
| IGBT | Insulated-gate bipolar transistor |
| I/O | Input/output |
| IP | Ingress protection |
| kHz | Kilohertz |
| kW | Kilowatt |
| $L_d$ | Motor d-axis inductance |
| $L_q$ | Motor q-axis inductance |
| LC | Inductor-capacitor |
| LCP | Local control panel |
| LED | Light-emitting diode |
| LOP | Local operation pad |
| mA | Milliamp |
| MCB | Miniature circuit breakers |
| MCO | Motion control option |
| MCP | Motor control processor |
| MCT | Motion control tool |
| MDCIC | Multi-drive control interface card |
| mV | Millivolts |
| NEMA | National Electrical Manufacturers Association |
| NTC | Negative temperature coefficient |
| $P_{M,N}$ | Nominal motor power |
| PCB | Printed circuit board |
| PE | Protective earth |
| PELV | Protective extra low voltage |
| PID | Proportional integral derivative |
| PLC | Programmable logic controller |
| P/N | Part number |
| PROM | Programmable read-only memory |
| PS | Power section |
| PTC | Positive temperature coefficient |
| PWM | Pulse width modulation |
| $R_s$ | Stator resistance |
| RAM | Random-access memory |
| RCD | Residual current device |
| Regen | Regeneration terminals |
| RFI | Radio frequency interference |
| RMS | Root means square (cyclically alternating electric current) |
| RPM | Revolutions per minute |
| SCR | Silicon controlled rectifier |
| SMPS | Switch mode power supply |
| S/N | Serial number |
| STO | Safe Torque Off |
| $T_{LIM}$ | Torque limit |
| $U_{M,N}$ | Nominal motor voltage |
| V | Volt |
| VVC | Voltage vector control |
| $X_h$ | Motor main reactance |

**Table 11.1 Abbreviations, Acronyms, and Symbols**

**Conventions**

- Numbered lists indicate procedures.
- Bullet lists indicate other information and description of illustrations.
- Italicized text indicates:
  - Cross reference
  - Link
  - Footnote
  - Parameter name
  - Parameter group name
  - Parameter option
- All dimensions are in mm (inch).


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## 11.2 International/North American Default Parameter Settings

Setting *parameter 0-03 Regional Settings* to *[0] International* or *[1] North America* changes the default settings for some parameters. *Table 11.2* lists those parameters that are affected.

| Parameter | International default parameter value | North American default parameter value |
|---|---|---|
| *Parameter 0-03 Regional Settings* | International | North America |
| *Parameter 0-71 Date Format* | DD-MM-YYYY | MM/DD/YYYY |
| *Parameter 0-72 Time Format* | 24 h | 12 h |
| *Parameter 1-20 Motor Power [kW]* | 1) | 1) |
| *Parameter 1-21 Motor Power [HP]* | 2) | 2) |
| *Parameter 1-22 Motor Voltage* | 230 V/400 V/575 V | 208 V/460 V/575 V |
| *Parameter 1-23 Motor Frequency* | 50 Hz | 60 Hz |
| *Parameter 3-03 Maximum Reference* | 50 Hz | 60 Hz |
| *Parameter 3-04 Reference Function* | Sum | External/Preset |
| *Parameter 4-13 Motor Speed High Limit [RPM]*3) | 1500 RPM | 1800 RPM |
| *Parameter 4-14 Motor Speed High Limit [Hz]*4) | 50 Hz | 60 Hz |
| *Parameter 4-19 Max Output Frequency* | 100 Hz | 120 Hz |
| *Parameter 4-53 Warning Speed High* | 1500 RPM | 1800 RPM |
| *Parameter 5-12 Terminal 27 Digital Input* | Coast inverse | External interlock |
| *Parameter 5-40 Function Relay* | Alarm | No alarm |
| *Parameter 6-15 Terminal 53 High Ref./Feedb. Value* | 50 | 60 |
| *Parameter 6-50 Terminal 42 Output* | Speed 0-HighLim | Speed 4-20 mA |
| *Parameter 14-20 Reset Mode* | Manual reset | Infinite auto reset |
| *Parameter 22-85 Speed at Design Point [RPM]*3) | 1500 RPM | 1800 RPM |
| *Parameter 22-86 Speed at Design Point [Hz]* | 50 Hz | 60 Hz |
| *Parameter 24-04 Fire Mode Max Reference* | 50 Hz | 60 Hz |

**Table 11.2 International/North American Default Parameter Settings**

*1) Parameter 1-20 Motor Power [kW] is only visible when parameter 0-03 Regional Settings is set to [0] International.*

*2) Parameter 1-21 Motor Power [HP] is only visible when parameter 0-03 Regional Settings is set to [1] North America.*

*3) This parameter is only visible when parameter 0-02 Motor Speed Unit is set to [0] RPM.*

*4) This parameter is only visible when parameter 0-02 Motor Speed Unit is set to [1] Hz.*

## 11.3 Parameter Menu Structure



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## 11.3.1 Software 8.12

**0-** Operation / Display**
**0-0* Basic Settings**
0-01 Language
0-02 Motor Speed Unit
0-03 Regional Settings
0-04 Operating State at Power-up (Hand)
0-09 Performance Monitor
**0-1* Set-up Operations**
0-10 Active Set-up
0-11 Edit Set-up
0-12 This Set-up Linked to
0-13 Readout: Linked Set-ups
0-14 Readout: Edit Set-ups / Channel
0-15 Readout: actual setup
**0-2* LCP Display**
0-20 Display Line 1.1 Small
0-21 Display Line 1.2 Small
0-22 Display Line 1.3 Small
0-23 Display Line 2 Large
0-24 Display Line 3 Large
0-25 My Personal Menu
**0-3* LCP Custom Readout**
0-30 Unit for User-defined Readout
0-31 Min Value of User-defined Readout
0-32 Max Value of User-defined Readout
0-33 Source for User-defined Readout
0-37 Display Text 1
0-38 Display Text 2
0-39 Display Text 3
**0-4* LCP Keypad**
0-40 [Hand on] Key on LCP
0-41 [Off] Key on LCP
0-42 [Auto on] Key on LCP
0-43 [Reset] Key on LCP
0-44 [Off/Reset] Key on LCP
0-45 [Drive Bypass] Key on LCP
**0-5* Copy/Save**
0-50 LCP Copy
0-51 Set-up Copy
**0-6* Password**
0-60 Main Menu Password
0-61 Access to Main Menu w/o Password
0-65 Quick Menu Password
0-66 Access to Quick Menu w/o Password
0-67 Bus Password Access
0-68 Safety Parameters Password
0-69 Password Protection of Safety Parameters
**0-7* Clock Settings**
0-70 Date and Time
0-71 Date Format
0-72 Time Format
0-73 Time Zone Offset
0-74 DST/Summertime
0-76 DST/Summertime Start
0-77 DST/Summertime End
0-79 Clock Fault
0-81 Working Days
0-82 Additional Working Days
0-83 Additional Non-Working Days
0-84 Time for Fieldbus
0-85 Summer Time Start for Fieldbus
0-86 Summer Time End for Fieldbus
0-89 Date and Time Readout

**1-** Load and Motor**
**1-0* General Settings**
1-00 Configuration Mode
1-01 Motor Control Principle
1-02 Flux Motor Feedback Source
1-03 Torque Characteristics
1-04 Overload Mode
1-05 Local Mode Configuration
1-06 Clockwise Direction
1-07 Motor Angle Offset Adjust
**1-1* Special Settings**
1-10 Motor Construction
1-11 Motor Model
1-14 Damping Gain
1-15 Low Speed Filter Time Const.
1-16 High Speed Filter Time Const.
1-17 Voltage filter time const.
1-18 Min. Current at No Load
**1-2* Motor Data**
1-20 Motor Power [kW]
1-21 Motor Power [HP]
1-22 Motor Voltage
1-23 Motor Frequency
1-24 Motor Current
1-25 Motor Nominal Speed
1-26 Motor Cont. Rated Torque
1-29 Automatic Motor Adaptation (AMA)
**1-3* Adv. Motor Data**
1-30 Stator Resistance (Rs)
1-31 Rotor Resistance (Rr)
1-33 Stator Leakage Reactance (X1)
1-34 Rotor Leakage Reactance (X2)
1-35 Main Reactance (Xh)
1-36 Iron Loss Resistance (Rfe)
1-37 d-axis Inductance (Ld)
1-38 q-axis Inductance (Lq)
1-39 Motor Poles
1-40 Back EMF at 1000 RPM
1-41 Motor Angle Offset
1-44 d-axis Inductance Sat. (LdSat)
1-45 q-axis Inductance Sat. (LqSat)
1-46 Position Detection Gain
1-47 Torque Calibration
1-48 Inductance Sat. Point
1-49 q-Axis Inductance Saturation Point
**1-5* Load Indep. Setting**
1-50 Motor Magnetisation at Zero Speed
1-51 Min Speed Normal Magnetising [RPM]
1-52 Min Speed Normal Magnetising [Hz]
1-53 Model Shift Frequency
1-54 Voltage reduction in fieldweakening
1-55 U/f Characteristic - U
1-56 U/f Characteristic - F
1-58 Flying Start Test Pulses Current
1-59 Flying Start Test Pulses Frequency
**1-6* Load Depen. Setting**
1-60 Low Speed Load Compensation
1-61 High Speed Load Compensation
1-62 Slip Compensation
1-63 Slip Compensation Time Constant
1-64 Resonance Damping
1-65 Resonance Damping Time Constant
1-66 Min. Current at Low Speed
1-67 Load Type
1-68 Motor Inertia
1-69 System Inertia
**1-7* Start Adjustments**
1-70 Start Mode
1-71 Start Delay
1-72 Start Function
1-73 Flying Start
1-74 Start Speed [RPM]
1-75 Start Speed [Hz]
1-76 Start Current
**1-8* Stop Adjustments**
1-80 Function at Stop
1-81 Min Speed for Function at Stop [RPM]
1-82 Min Speed for Function at Stop [Hz]
1-83 Precise Stop Function
1-84 Precise Stop Counter Value
1-85 Precise Stop Speed Compensation Delay
**1-9* Motor Temperature**
1-90 Motor Thermal Protection
1-91 Motor External Fan
1-93 Thermistor Resource
1-94 ATEX ETR cur.lim. speed reduction
1-95 Thermistor Sensor Type
1-96 Thermistor Sensor Resource
1-97 Thermistor Threshold level
1-98 ATEX ETR interpol. points freq.
1-99 ATEX ETR interpol points current

**2-** Brakes**
**2-0* DC-Brake**
2-00 DC Hold Current
2-01 DC Brake Current
2-02 DC Braking Time
2-03 DC Brake Cut In Speed [RPM]
2-04 DC Brake Cut In Speed [Hz]
2-05 Maximum Reference
2-06 Parking Current
2-07 Parking Time
**2-1* Brake Energy Funct.**
2-10 Brake Function
2-11 Brake Resistor (ohm)
2-12 Brake Power Limit (kW)
2-13 Brake Power Monitoring
2-15 Brake Check
2-16 AC brake Max. Current
2-17 Over-voltage Control
2-18 Brake Check Condition
2-19 Over-voltage Gain
**2-2* Mechanical Brake**
2-20 Release Brake Current
2-21 Activate Brake Speed [RPM]
2-22 Activate Brake Speed [Hz]
2-23 Activate Brake Delay
2-24 Stop Delay
2-25 Brake Release Time
2-26 Torque Ref
2-27 Torque Ramp Up Time
2-28 Gain Boost Factor
2-29 Torque Ramp Down Time
**2-3* Adv. Mech Brake**
2-30 Position P Start Proportional Gain
2-31 Speed PID Start Proportional Gain
2-32 Speed PID Start Integral Time
2-33 Speed PID Start Lowpass Filter Time

**3-** Reference / Ramps**
**3-0* Reference Limits**
3-00 Reference Range
3-01 Reference/Feedback Unit
3-02 Minimum Reference
3-03 Maximum Reference
3-04 Reference Function
**3-1* References**
3-10 Preset Reference
3-11 Jog Speed [Hz]
3-12 Catch up/slow Down Value
3-13 Reference Site
3-14 Preset Relative Reference
3-15 Reference Resource 1
3-16 Reference Resource 2
3-17 Reference Resource 3
3-18 Relative Scaling Reference Resource
3-19 Jog Speed [RPM]
**3-4* Ramp 1**
3-40 Ramp 1 Type
3-41 Ramp 1 Ramp Up Time
3-42 Ramp 1 Ramp Down Time
3-45 Ramp 1 S-ramp Ratio at Accel. Start
3-46 Ramp 1 S-ramp Ratio at Accel. End
3-47 Ramp 1 S-ramp Ratio at Decel. Start
3-48 Ramp 1 S-ramp Ratio at Decel. End
**3-5* Ramp 2**
3-50 Ramp 2 Type
3-51 Ramp 2 Ramp Up Time
3-52 Ramp 2 Ramp Down Time
3-55 Ramp 2 S-ramp Ratio at Accel. Start
3-56 Ramp 2 S-ramp Ratio at Accel. End
3-57 Ramp 2 S-ramp Ratio at Decel. Start
3-58 Ramp 2 S-ramp Ratio at Decel. End
**3-6* Ramp 3**
3-60 Ramp 3 Type
3-61 Ramp 3 Ramp up Time
3-62 Ramp 3 Ramp down Time
3-65 Ramp 3 S-ramp Ratio at Accel. Start
3-66 Ramp 3 S-ramp Ratio at Accel. End
3-67 Ramp 3 S-ramp Ratio at Decel. Start
3-68 Ramp 3 S-ramp Ratio at Decel. End
**3-7* Ramp 4**
3-70 Ramp 4 Type
3-71 Ramp 4 Ramp up Time
3-72 Ramp 4 Ramp Down Time
3-75 Ramp 4 S-ramp Ratio at Accel. Start
3-76 Ramp 4 S-ramp Ratio at Accel. End
3-77 Ramp 4 S-ramp Ratio at Decel. Start
3-78 Ramp 4 S-ramp Ratio at Decel. End
**3-8* Other Ramps**
3-80 Jog Ramp Time
3-81 Quick Stop Ramp Time
3-82 Quick Stop Ramp Type
3-83 Quick Stop S-ramp Ratio at Decel. Start
3-84 Quick Stop S-ramp Ratio at Decel. End
3-89 Ramp Lowpass Filter Time
**3-9* Digital Pot.Meter**
3-90 Step Size
3-91 Ramp Time
3-92 Power Restore
3-93 Maximum Limit
3-94 Minimum Limit
3-95 Ramp Delay

**4-** Limits / Warnings**
**4-1* Motor Limits**
4-10 Motor Speed Direction
4-11 Motor Speed Low Limit [RPM]
4-12 Motor Speed Low Limit [Hz]
4-13 Motor Speed High Limit [RPM]
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
4-23 Brake Check Limit Factor Source
4-24 Brake Check Limit Factor
4-25 Power Limit Motor Factor Source
4-26 Power Limit Gener. Factor Source
**4-3* Motor Speed Mon.**
4-30 Motor Feedback Loss Function
4-31 Motor Feedback Speed Error
4-32 Motor Feedback Loss Timeout
4-34 Tracking Error Function
4-35 Tracking Error
4-36 Tracking Error Timeout
4-37 Tracking Error Ramping
4-38 Tracking Error Ramping Timeout
4-39 Tracking Error After Ramping Timeout
**4-4* Speed Monitor**
4-43 Motor Speed Monitor Function
4-44 Motor Speed Monitor Max
4-45 Motor Speed Monitor Timeout
**4-5* Adj. Warnings**
4-50 Warning Current Low
4-51 Warning Current High
4-52 Warning Speed Low


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| | |
|---|---|
| 4-53 | Warning Speed 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 |
| 4-59 | Motor Check At Start |
| **4-6*** | **Speed Bypass** |
| 4-60 | Bypass Speed From [RPM] |
| 4-61 | Bypass Speed From [Hz] |
| 4-62 | Bypass Speed To [RPM] |
| 4-63 | Bypass Speed To [Hz] |
| **4-8*** | **Power Limit** |
| 4-80 | Power Limit Func. Motor Mode |
| 4-81 | Power Limit Func. Generator Mode |
| 4-82 | Power Limit Motor Mode |
| 4-83 | Power Limit Generator Mode |
| **4-9*** | **Directional Limits** |
| 4-90 | Directional Limit Mode |
| 4-91 | Positive Speed Limit [RPM] |
| 4-92 | Positive Speed Limit [Hz] |
| 4-93 | Negative Speed Limit [RPM] |
| 4-94 | Negative Speed Limit [Hz] |
| 4-95 | Positive Torque limit |
| 4-96 | Negative Torque limit |
| **5-**** | **Digital In/Out** |
| **5-0*** | **Digital I/O mode** |
| 5-00 | Digital I/O Mode |
| 5-01 | Terminal 27 Mode |
| 5-02 | Terminal 29 Mode |
| **5-1*** | **Digital Inputs** |
| 5-10 | Terminal 18 Digital Input |
| 5-11 | Terminal 19 Digital Input |
| 5-12 | Terminal 27 Digital Input |
| 5-13 | Terminal 29 Digital Input |
| 5-14 | Terminal 32 Digital Input |
| 5-15 | Terminal 33 Digital Input |
| 5-16 | Terminal X30/2 Digital Input |
| 5-17 | Terminal X30/3 Digital Input |
| 5-18 | Terminal X30/4 Digital Input |
| 5-19 | Terminal 37 Safe Stop |
| 5-20 | Terminal X46/1 Digital Input |
| 5-21 | Terminal X46/3 Digital Input |
| 5-22 | Terminal X46/5 Digital Input |
| 5-23 | Terminal X46/7 Digital Input |
| 5-24 | Terminal X46/9 Digital Input |
| 5-25 | Terminal X46/11 Digital Input |
| 5-26 | Terminal X46/13 Digital Input |
| **5-3*** | **Digital Outputs** |
| 5-30 | Terminal 27 Digital Output |
| 5-31 | Terminal 29 Digital Output |
| 5-32 | Term X30/6 Digi Out (MCB 101) |
| 5-33 | Term X30/7 Digi Out (MCB 101) |
| **5-4*** | **Relays** |
| 5-40 | Function Relay |
| 5-41 | On Delay, Relay |
| 5-42 | Off Delay, Relay |
| **5-5*** | **Pulse Input** |
| 5-50 | Term. 29 Low Frequency |
| 5-51 | Term. 29 High Frequency |
| 5-52 | Term. 29 Low Ref./Feedb. Value |
| 5-53 | Term. 29 High Ref./Feedb. Value |
| 5-54 | Pulse Filter Time Constant #29 |
| 5-55 | Term. 33 Low Frequency |
| 5-56 | Term. 33 High Frequency |
| 5-57 | Term. 33 Low Ref./Feedb. Value |
| 5-58 | Term. 33 High Ref./Feedb. Value |
| 5-59 | Pulse Filter Time Constant #33 |
| **5-6*** | **Pulse Output** |
| 5-60 | Terminal 27 Pulse Output Variable |
| 5-62 | Pulse Output Max Freq #27 |
| 5-63 | Terminal 29 Pulse Output Variable |
| 5-65 | Pulse Output Max Freq #29 |
| 5-66 | Terminal X30/6 Pulse Output Variable |
| 5-68 | Pulse Output Max Freq #X30/6 |
| **5-7*** | **24V Encoder Input** |
| 5-70 | Term 32/33 Pulses Per Revolution |
| 5-71 | Term 32/33 Encoder Direction |
| **5-8*** | **I/O Options** |
| 5-80 | AHF Cap Reconnect Delay |
| **5-9*** | **Bus Controlled** |
| 5-90 | Digital & Relay Bus Control |
| 5-93 | Pulse Out #27 Bus Control |
| 5-94 | Pulse Out #27 Timeout Preset |
| 5-95 | Pulse Out #29 Bus Control |
| 5-96 | Pulse Out #29 Timeout Preset |
| 5-97 | Pulse Out #X30/6 Bus Control |
| 5-98 | Pulse Out #X30/6 Timeout Preset |
| **6-**** | **Analog In/Out** |
| **6-0*** | **Analog I/O Mode** |
| 6-00 | Live Zero Timeout Time |
| 6-01 | Live Zero Timeout Function |
| **6-1*** | **Analog Input 1** |
| 6-10 | Terminal 53 Low Voltage |
| 6-11 | Terminal 53 High Voltage |
| 6-12 | Terminal 53 Low Current |
| 6-13 | Terminal 53 High Current |
| 6-14 | Terminal 53 Low Ref./Feedb. Value |
| 6-15 | Terminal 53 High Ref./Feedb. Value |
| 6-16 | Terminal 53 Filter Time Constant |
| **6-2*** | **Analog Input 2** |
| 6-20 | Terminal 54 Low Voltage |
| 6-21 | Terminal 54 High Voltage |
| 6-22 | Terminal 54 Low Current |
| 6-23 | Terminal 54 High Current |
| 6-24 | Terminal 54 Low Ref./Feedb. Value |
| 6-25 | Terminal 54 High Ref./Feedb. Value |
| 6-26 | Terminal 54 Filter Time Constant |
| **6-3*** | **Analog Input 3** |
| 6-30 | Terminal X30/11 Low Voltage |
| 6-31 | Terminal X30/11 High Voltage |
| 6-34 | Term. X30/11 Low Ref./Feedb. Value |
| 6-35 | Term. X30/11 High Ref./Feedb. Value |
| 6-36 | Term. X30/11 Filter Time Constant |
| **6-4*** | **Analog Input 4** |
| 6-40 | Terminal X30/12 Low Voltage |
| 6-41 | Terminal X30/12 High Voltage |
| 6-44 | Term. X30/12 Low Ref./Feedb. Value |
| 6-45 | Term. X30/12 High Ref./Feedb. Value |
| 6-46 | Term. X30/12 Filter Time Constant |
| **6-5*** | **Analog Output 1** |
| 6-50 | Terminal 42 Output |
| 6-51 | Terminal 42 Output Min Scale |
| 6-52 | Terminal 42 Output Max Scale |
| 6-53 | Term 42 Output Bus Ctrl |
| 6-54 | Terminal 42 Output Timeout Preset |
| 6-55 | Analog Output Filter |
| **6-6*** | **Analog Output 2** |
| 6-60 | Terminal X30/8 Output |
| 6-61 | Terminal X30/8 Min. Scale |
| 6-62 | Terminal X30/8 Max. Scale |
| 6-63 | Terminal X30/8 Bus Control |
| 6-64 | Terminal X30/8 Output Timeout Preset |
| **6-7*** | **Analog Output 3** |
| 6-70 | Terminal X45/1 Output |
| 6-71 | Terminal X45/1 Min. Scale |
| 6-72 | Terminal X45/1 Max. Scale |
| 6-73 | Terminal X45/1 Bus Control |
| 6-74 | Terminal X45/1 Output Timeout Preset |
| **6-8*** | **Analog Output 4** |
| 6-80 | Terminal X45/3 Output |
| 6-81 | Terminal X45/3 Min. Scale |
| 6-82 | Terminal X45/3 Max. Scale |
| 6-83 | Terminal X45/3 Bus Control |
| 6-84 | Terminal X45/3 Output Timeout Preset |
| **7-**** | **Controllers** |
| **7-0*** | **Speed PID Ctrl.** |
| 7-00 | Speed PID Feedback Source |
| 7-01 | Speed PID Droop |
| 7-02 | Speed PID Proportional Gain |
| 7-03 | Speed PID Integral Time |
| 7-04 | Speed PID Differentiation Time |
| 7-05 | Speed PID Diff. Gain Limit |
| 7-06 | Speed PID Lowpass Filter Time |
| 7-07 | Speed PID Feedback Gear Ratio |
| 7-08 | Speed PID Feed Forward Factor |
| 7-09 | Speed PID Error Correction w/ Ramp |
| **7-1*** | **Torque PI Ctrl.** |
| 7-10 | Torque PI Feedback Source |
| 7-12 | Torque PI Proportional Gain |
| 7-13 | Torque PI Integration Time |
| 7-16 | Torque PI Lowpass Filter Time |
| 7-18 | Torque PI Feed Forward Factor |
| 7-19 | Current Controller Rise Time |
| **7-2*** | **Process Ctrl. Feedb** |
| 7-20 | Process CL Feedback 1 Resource |
| 7-22 | Process CL Feedback 2 Resource |
| **7-3*** | **Process PID Ctrl.** |
| 7-30 | Process PID Normal/ Inverse Control |
| 7-31 | Process PID Anti Windup |
| 7-32 | Process PID Start Speed |
| 7-33 | Process PID Proportional Gain |
| 7-34 | Process PID Integral Time |
| 7-35 | Process PID Differentiation Time |
| 7-36 | Process PID Diff. Gain Limit |
| 7-38 | Process PID Feed Forward Factor |
| 7-39 | On Reference Bandwidth |
| **7-4*** | **Adv. Process PID I** |
| 7-40 | Process PID I-part Reset |
| 7-41 | Process PID Output Neg. Clamp |
| 7-42 | Process PID Output Pos. Clamp |
| 7-43 | Process PID Gain Scale at Min. Ref. |
| 7-44 | Process PID Gain Scale at Max. Ref. |
| 7-45 | Process PID Feed Fwd Resource |
| 7-46 | Process PID Feed Fwd Normal/ Inv. Ctrl. |
| 7-48 | PCD Feed Forward |
| 7-49 | Process PID Output Normal/ Inv. Ctrl. |
| **7-5*** | **Adv. Process PID II** |
| 7-50 | Process PID Extended PID |
| 7-51 | Process PID Feed Fwd Gain |
| 7-52 | Process PID Feed Fwd Ramp up |
| 7-53 | Process PID Feed Fwd Ramp down |
| 7-56 | Process PID Ref. Filter Time |
| 7-57 | Process PID Fb. Filter Time |
| **8-**** | **Comm. and Options** |
| **8-0*** | **General Settings** |
| 8-01 | Control Site |
| 8-02 | Control Word Source |
| 8-03 | Control Word Timeout Time |
| 8-04 | Control Word Timeout Function |
| 8-05 | End-of-Timeout Function |
| 8-06 | Reset Control Word Timeout |
| 8-07 | Diagnosis Trigger |
| 8-08 | Readout Filtering |
| **8-1*** | **Ctrl. Word Settings** |
| 8-10 | Control Word Profile |
| 8-13 | Configurable Status Word STW |
| 8-14 | Configurable Control Word CTW |
| 8-17 | Configurable Alarm and Warningword |
| 8-19 | Product Code |
| **8-3*** | **FC Port Settings** |
| 8-30 | Protocol |
| 8-31 | Address |
| 8-32 | FC Port Baud Rate |
| 8-33 | Parity / Stop Bits |
| 8-34 | Estimated cycle time |
| 8-35 | Minimum Response Delay |
| 8-36 | Max Response Delay |
| 8-37 | Max Inter-Char Delay |
| **8-4*** | **FC MC protocol set** |
| 8-40 | Telegram Selection |
| 8-41 | Parameters for Signals |
| 8-42 | PCD Write Configuration |
| 8-43 | PCD Read Configuration |
| 8-45 | BTM Transaction Command |
| 8-46 | BTM Transaction Status |
| 8-47 | BTM Timeout |
| 8-48 | BTM Maximum Errors |
| 8-49 | BTM Error Log |
| **8-5*** | **Digital/Bus** |
| 8-50 | Coasting Select |
| 8-51 | Quick Stop Select |
| 8-52 | DC Brake Select |
| 8-53 | Start Select |
| 8-54 | Reversing Select |
| 8-55 | Set-up Select |
| 8-56 | Preset Reference Select |
| 8-57 | Profidrive OFF2 Select |
| 8-58 | Profidrive OFF3 Select |
| **8-8*** | **FC Port Diagnostics** |
| 8-80 | Bus Message Count |
| 8-81 | Bus Error Count |
| 8-82 | Slave Messages Rcvd |
| 8-83 | Slave Error Count |
| **8-9*** | **Bus Jog** |
| 8-90 | Bus Jog 1 Speed |
| 8-91 | Bus Jog 2 Speed |
| **9-**** | **PROFIdrive** |
| 9-00 | Setpoint |
| 9-07 | Actual Value |
| 9-15 | PCD Write Configuration |
| 9-16 | PCD Read Configuration |
| 9-18 | Node Address |
| 9-19 | Drive Unit System Number |
| 9-22 | Telegram Selection |
| 9-23 | Parameters for Signals |
| 9-27 | Parameter Edit |
| 9-28 | Process Control |
| 9-44 | Fault Message Counter |
| 9-45 | Fault Code |
| 9-47 | Fault Number |
| 9-52 | Fault Situation Counter |
| 9-53 | Profibus Warning Word |
| 9-63 | Actual Baud Rate |
| 9-64 | Device Identification |
| 9-65 | Profile Number |
| 9-67 | Control Word 1 |
| 9-68 | Status Word 1 |
| 9-70 | Edit Set-up |
| 9-71 | Profibus Save Data Values |
| 9-72 | ProfibusDriveReset |
| 9-75 | DO Identification |
| 9-80 | Defined Parameters (1) |
| 9-81 | Defined Parameters (2) |
| 9-82 | Defined Parameters (3) |
| 9-83 | Defined Parameters (4) |
| 9-84 | Defined Parameters (5) |
| 9-85 | Defined Parameters (6) |
| 9-90 | Changed Parameters (1) |
| 9-91 | Changed Parameters (2) |
| 9-92 | Changed Parameters (3) |
| 9-93 | Changed Parameters (4) |
| 9-94 | Changed Parameters (5) |
| 9-99 | Profibus Revision Counter |
| **10-**** | **CAN Fieldbus** |
| **10-0*** | **Common Settings** |
| 10-00 | CAN Protocol |
| 10-01 | Baud Rate Select |
| 10-02 | MAC ID |
| 10-05 | Readout Transmit Error Counter |
| 10-06 | Readout Receive Error Counter |
| 10-07 | Readout Bus Off Counter |
| **10-1*** | **DeviceNet** |
| 10-10 | Process Data Type Selection |

10-11 Process Data Config Write
10-12 Process Data Config Read
10-13 Warning Parameter
10-14 Net Reference
10-15 Net Control
**10-2* COS Filters**
10-20 COS Filter 1
10-21 COS Filter 2
10-22 COS Filter 3
10-23 COS Filter 4
**10-3* Parameter Access**
10-30 Array Index
10-31 Store Data Values
10-32 Devicenet Revision
10-33 Store Always
10-34 DeviceNet Product Code
10-39 Devicenet F Parameters
**10-5* CANopen**
10-50 Process Data Config Write.
10-51 Process Data Config Read.
**12-** Ethernet**
**12-0* IP Settings**
12-00 IP Address Assignment
12-01 IP Address
12-02 Subnet Mask
12-03 Default Gateway
12-04 DHCP Server
12-05 Lease Expires
12-06 Name Servers
12-07 Domain Name
12-08 Host Name
12-09 Physical Address
**12-1* Ethernet Link Parameters**
12-10 Link Status
12-11 Link Duration
12-12 Auto Negotiation
12-13 Link Speed
12-14 Link Duplex
12-18 Supervisor MAC
12-19 Supervisor IP Addr.
**12-2* Process Data**
12-20 Control Instance
12-21 Process Data Config Write
12-22 Process Data Config Read
12-23 Process Data Config Write Size
12-24 Process Data Config Read Size
12-27 Master Address
12-28 Store Data Values
12-29 Store Always
**12-3* EtherNet/IP**
12-30 Warning Parameter
12-31 Net Reference
12-32 Net Control
12-33 CIP Revision
12-34 CIP Product Code
12-35 EDS Parameter
12-37 COS Inhibit Timer
12-38 COS Filter
**12-4* Modbus TCP**
12-40 Status Parameter
12-41 Slave Message Count
12-42 Slave Exception Message Count
**12-5* EtherCAT**
12-50 Configured Station Alias
12-51 Configured Station Address
12-59 EtherCAT Status
**12-6* Ethernet PowerLink**
12-60 Node ID
12-62 SDO Timeout
12-63 Basic Ethernet Timeout
12-66 Threshold
12-67 Threshold Counters
12-68 Cumulative Counters
12-69 Ethernet PowerLink Status
**12-8* Other Ethernet Services**
12-80 FTP Server
12-81 HTTP Server
12-82 SMTP Service
12-83 SNMP Agent
12-84 Address Conflict Detection
12-85 ACD Last Conflict
12-89 Transparent Socket Channel Port
**12-9* Advanced Ethernet Services**
12-90 Cable Diagnostic
12-91 Auto Cross Over
12-92 IGMP Snooping
12-93 Cable Error Length
12-94 Broadcast Storm Protection
12-95 Inactivity timeout
12-96 Port Config
12-97 QoS Priority
12-98 Interface Counters
12-99 Media Counters
**13-** Smart Logic**
**13-0* SLC Settings**
13-00 SL Controller Mode
13-01 Start Event
13-02 Stop Event
13-03 Reset SLC
**13-1* Comparators**
13-10 Comparator Operand
13-11 Comparator Operator
13-12 Comparator Value
**13-1* RS Flip Flops**
13-15 RS-FF Operand S
13-16 RS-FF Operand R
**13-2* Timers**
13-20 SL Controller Timer
**13-4* Logic Rules**
13-40 Logic Rule Boolean 1
13-41 Logic Rule Operator 1
13-42 Logic Rule Boolean 2
13-43 Logic Rule Operator 2
13-44 Logic Rule Boolean 3
**13-5* States**
13-51 SL Controller Event
13-52 SL Controller Action
**13-9* User Defined Alerts**
13-90 Alert Trigger
13-91 Alert Action
13-92 Alert Text
**13-9* User Defined Readouts**
13-97 Alert Alarm Word
13-98 Alert Warning Word
13-99 Alert Status Word
**14-** Special Functions**
**14-0* Inverter Switching**
14-00 Switching Pattern
14-01 Switching Frequency
14-03 Overmodulation
14-04 Acoustic Noise Reduction
14-06 Dead Time Compensation
**14-1* Mains Failure**
14-10 Mains Failure
14-11 Mains Fault Voltage Level
14-12 Response to Mains Imbalance
14-14 Kin. Back-up Time-out
14-15 Kin. Back-up Trip Recovery Level
14-16 Kin. Back-up Gain
**14-2* Trip Reset**
14-20 Reset Mode
14-21 Automatic Restart Time
14-22 Operation Mode
14-23 Typecode Setting
14-24 Trip Delay at Current Limit
14-25 Trip Delay at Torque Limit
14-26 Trip Delay at Inverter Fault
14-28 Production Settings
14-29 Service Code
**14-3* Current Limit Ctrl.**
14-30 Current Lim Ctrl, Proportional Gain
14-31 Current Lim Ctrl, Integration Time
14-32 Current Lim Ctrl, Filter Time
14-35 Stall Protection
14-36 Field-weakening Function
14-37 Fieldweakening Speed
**14-4* Energy Optimising**
14-40 VT Level
14-41 AEO Minimum Magnetisation
14-42 Minimum AEO Frequency
14-43 Motor Cosphi
**14-5* Environment**
14-50 RFI Filter
14-51 DC-Link Compensation
14-52 Fan Control
14-53 Fan Monitor
14-55 Output Filter
14-56 Capacitance Output Filter
14-57 Inductance Output Filter
14-59 Actual Number of Inverter Units
**14-6* Auto Derate**
14-60 Function at Over Temperature
14-61 Function at Inverter Overload
14-62 Inv. Overload Derate Current
**14-7* Compatibility**
14-72 Legacy Alarm Word
14-73 Legacy Warning Word
14-74 Leg. Ext. Status Word
**14-8* Options**
14-80 Option Supplied by External 24VDC
14-88 Option Data Storage
14-89 Option Detection
**14-9* Fault Settings**
14-90 Fault Level
**15-** Drive Information**
**15-0* Operating Data**
15-00 Operating hours
15-01 Running Hours
15-02 kWh Counter
15-03 Power Up's
15-04 Over Temp's
15-05 Over Volt's
15-06 Reset kWh Counter
15-07 Reset Running Hours Counter
**15-1* Data Log Settings**
15-10 Logging Source
15-11 Logging Interval
15-12 Trigger Event
15-13 Logging Mode
15-14 Samples Before Trigger
**15-2* Historic Log**
15-20 Historic Log: Event
15-21 Historic Log: Value
15-22 Historic Log: Time
**15-3* Fault Log**
15-30 Fault Log: Error Code
15-31 Fault Log: Value
15-32 Fault Log: Time
15-33 Fault log: Date and Time
**15-4* Drive Identification**
15-40 FC Type
15-41 Power Section
15-42 Voltage
15-43 Software Version
15-44 Ordered Typecode String
15-45 Actual Typecode String
15-46 Frequency Converter Ordering No
15-47 Power Card Ordering No
15-48 LCP Id No
15-49 SW ID Control Card
15-50 SW ID Power Card
15-51 Frequency Converter Serial Number
15-53 Power Card Serial Number
15-54 Config File Name
15-58 Smart Setup Filename
15-59 Filename
**15-6* Option Ident**
15-60 Option Mounted
15-61 Option SW Version
15-62 Option Ordering No
15-63 Option Serial No
15-70 Option in Slot A
15-71 Slot A Option SW Version
15-72 Option in Slot B
15-73 Slot B Option SW Version
15-74 Option in Slot C0/E0
15-75 Slot C0/E0 Option SW Version
15-76 Option in Slot C1/E1
15-77 Slot C1/E1 Option SW Version
**15-8* Operating Data II**
15-80 Fan Running Hours
15-81 Preset Fan Running Hours
15-89 Configuration Change Counter
**15-9* Parameter Info**
15-92 Defined Parameters
15-93 Modified Parameters
15-98 Drive Identification
15-99 Parameter Metadata
**16-** Data Readouts**
**16-0* General Status**
16-00 Control Word
16-01 Reference [Unit]
16-02 Reference %
16-03 Status Word
16-05 Main Actual Value [%]
16-06 Actual Position
16-09 Custom Readout
**16-1* Motor Status**
16-10 Power [kW]
16-11 Power [hp]
16-12 Motor Voltage
16-13 Frequency
16-14 Motor current
16-15 Frequency [%]
16-16 Torque [Nm]
16-17 Speed [RPM]
16-18 Motor Thermal
16-19 Thermistor Sensor Temperature
16-20 Motor Angle
16-21 Torque [%] High Res.
16-22 Torque [%]
16-23 Motor Shaft Power [kW]
16-24 Calibrated Stator Resistance
16-25 Torque [Nm] High
**16-3* Drive Status**
16-30 DC Link Voltage
16-31 System Temp.
16-32 Brake Energy /s
16-33 Brake Energy Average
16-34 Heatsink Temp.
16-35 Inverter Thermal
16-36 Inv. Nom. Current
16-37 Inv. Max. Current
16-38 SL Controller State
16-39 Control Card Temp.
16-40 Logging Buffer Full
16-41 Performance Measurements
16-42 Service Log Counter
16-43 Timed Actions Status
16-45 Motor Phase U Current
16-46 Motor Phase V Current
16-47 Motor Phase W Current
16-48 Speed Ref. After Ramp [RPM]
16-49 Current Fault Source


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**16-5* Ref. & Feedb.**
16-50 External Reference
16-51 Pulse Reference
16-52 Feedback[Unit]
16-53 Digi Pot Reference
16-57 Feedback [RPM]
**16-6* Inputs & Outputs**
16-60 Digital Input
16-61 Terminal 53 Switch Setting
16-62 Analog Input 53
16-63 Terminal 54 Switch Setting
16-64 Analog Input 54
16-65 Analog Output 42 [mA]
16-66 Digital Output [bin]
16-67 Freq. Input #29 [Hz]
16-68 Freq. Input #33 [Hz]
16-69 Pulse Output #27 [Hz]
16-70 Pulse Output #29 [Hz]
16-71 Relay Output [bin]
16-72 Counter A
16-73 Counter B
16-74 Prec. Stop Counter
16-75 Analog In X30/11
16-76 Analog In X30/12
16-77 Analog Out X30/8 [mA]
16-78 Analog Out X45/1 [mA]
16-79 Analog Out X45/3 [mA]
**16-8* Fieldbus & FC Port**
16-80 Fieldbus CTW 1
16-82 Fieldbus REF 1
16-84 Comm. Option STW
16-85 FC Port CTW 1
16-86 FC Port REF 1
16-87 Bus Readout Alarm/Warning
16-89 Configurable Alarm/Warning Word
**16-9* Diagnosis Readouts**
16-90 Alarm Word
16-91 Alarm Word 2
16-92 Warning Word
16-93 Warning Word 2
16-94 Ext. Status Word
16-95 Ext. Status Word 2
16-96 Maintenance Word
**17-** Position Feedback**
**17-1* Inc. Enc. Interface**
17-10 Signal Type
17-11 Resolution (PPR)
**17-2* Abs. Enc. Interface**
17-20 Protocol Selection
17-21 Resolution (Positions/Rev)
17-22 Multiturn Revolutions
17-24 SSI Data Length
17-25 Clock Rate
17-26 SSI Data Format
17-34 HIPERFACE Baudrate
**17-5* Resolver Interface**
17-50 Poles
17-51 Input Voltage
17-52 Input Frequency
17-53 Transformation Ratio
17-56 Encoder Sim. Resolution
17-59 Resolver Interface
**17-6* Monitoring and App.**
17-60 Feedback Direction
17-61 Feedback Signal Monitoring
**17-7* Position Scaling**
17-70 Position Unit
17-71 Position Unit Scale
17-72 Position Unit Numerator
17-73 Position Unit Denominator
17-74 Position Offset
**18-** Data Readouts 2**
**18-0* Maintenance Log**
18-00 Maintenance Log: Item
18-01 Maintenance Log: Action
18-02 Maintenance Log: Time
18-03 Maintenance Log: Date and Time
**18-2* Motor Readouts**
18-27 Safe Opt. Est. Speed
18-28 Safe Opt. Meas. Speed
18-29 Safe Opt. Speed Error
**18-3* Analog Readouts**
18-36 Analog Input X48/2 [mA]
18-37 Temp. Input X48/4
18-38 Temp. Input X48/7
18-39 Temp. Input X48/10
**18-4* PGIO Data Readouts**
18-43 Analog Out X49/7
18-44 Analog Out X49/9
18-45 Analog Out X49/11
**18-5* Active Alarms/Warnings**
18-55 Active Alarm Numbers
18-56 Active Warning Numbers
**18-6* Inputs & Outputs 2**
18-60 Digital Input 2
**18-7* Rectifier Status**
18-70 Mains Voltage
18-71 Mains Frequency
18-72 Mains Imbalance
18-75 Rectifier DC Volt.
**18-9* PID Readouts**
18-90 Process PID Error
18-91 Process PID Output
18-92 Process PID Clamped Output
18-93 Process PID Gain Scaled Output
**22-** Appl. Functions**
**22-0* Miscellaneous**
22-00 External Interlock Delay
**23-** Time-based Functions**
**23-0* Timed Actions**
23-00 ON Time
23-01 ON Action
23-02 OFF Time
23-03 OFF Action
23-04 Occurrence
**23-0* Timed Actions Settings**
23-08 Timed Actions Mode
23-09 Timed Actions Reactivation
**23-1* Maintenance**
23-10 Maintenance Item
23-11 Maintenance Action
23-12 Maintenance Time Base
23-13 Maintenance Time Interval
23-14 Maintenance Date and Time
**23-1* Maintenance Reset**
23-15 Reset Maintenance Word
23-16 Maintenance Text
**30-** Special Features**
**30-0* Wobbler**
30-00 Wobble Mode
30-01 Wobble Delta Frequency [Hz]
30-02 Wobble Delta Frequency [%]
30-03 Wobble Delta Freq. Scaling Resource
30-04 Wobble Jump Frequency [Hz]
30-05 Wobble Jump Frequency [%]
30-06 Wobble Jump Time
30-07 Wobble Sequence Time
30-08 Wobble Up/ Down Time
30-09 Wobble Random Function
30-10 Wobble Ratio
30-11 Wobble Random Ratio Max.
30-12 Wobble Random Ratio Min.
30-19 Wobble Delta Freq. Scaled
**30-2* Adv. Start Adjust**
30-20 High Starting Torque Time [s]
30-21 High Starting Torque Current [%]
30-22 Locked Rotor Protection
30-23 Locked Rotor Detection Time [s]
30-24 Locked Rotor Detection Speed Error [%]
30-25 Light Load Delay [s]
30-26 Light Load Current [%]
30-27 Light Load Speed [%]
**30-5* Unit Configuration**
30-50 Heat Sink Fan Mode
**30-8* Compatibility (I)**
30-80 d-axis Inductance (Ld)
30-81 Brake Resistor (ohm)
30-83 Speed PID Proportional Gain
30-84 Process PID Proportional Gain
**30-9* Wifi LCP**
30-90 SSID
30-91 Channel
30-92 Password
30-93 Security type
30-94 IP address
30-95 Submask
30-96 Port
30-97 Wifi Timeout Action
**31-** Bypass Option**
31-00 Bypass Mode
31-01 Bypass Start Time Delay
31-02 Bypass Trip Time Delay
31-03 Test Mode Activation
31-10 Bypass Status Word
31-11 Bypass Running Hours
31-19 Remote Bypass Activation
**32-** MCO Basic Settings**
**32-0* Encoder 2**
32-00 Incremental Signal Type
32-01 Incremental Resolution
32-02 Absolute Protocol
32-03 Absolute Resolution
32-04 Absolute Encoder Baudrate X55
32-05 Absolute Encoder Data Length
32-06 Absolute Encoder Clock Frequency
32-07 Absolute Encoder Clock Generation
32-08 Absolute Encoder Cable Length
32-09 Encoder Monitoring
32-10 Rotational Direction
32-11 User Unit Denominator
32-12 User Unit Numerator
32-13 Enc.2 Control
32-14 Enc.2 node ID
32-15 Enc.2 CAN guard
**32-3* Encoder 1**
32-30 Incremental Signal Type
32-31 Incremental Resolution
32-32 Absolute Protocol
32-33 Absolute Resolution
32-35 Absolute Encoder Data Length
32-36 Absolute Encoder Clock Frequency
32-37 Absolute Encoder Clock Generation
32-38 Absolute Encoder Cable Length
32-39 Encoder Monitoring
32-40 Encoder Termination
32-43 Enc.1 Control
32-44 Enc.1 node ID
32-45 Enc.1 CAN guard
**32-5* Feedback Source**
32-50 Source Slave
32-51 MCO 302 Last Will
32-52 Source Master
**32-6* PID Controller**
32-60 Proportional factor
32-61 Derivative factor
32-62 Integral factor
32-63 Limit Value for Integral Sum
32-64 PID Bandwidth
32-65 Velocity Feed-Forward
32-66 Acceleration Feed-Forward
32-67 Max. Tolerated Position Error
32-68 Reverse Behavior for Slave
32-69 Sampling Time for PID Control
32-70 Scan Time for Profile Generator
32-71 Size of the Control Window (Activation)
32-72 Size of the Control Window (Deactiv.)
32-73 Integral limit filter time
32-74 Position error filter time
**32-8* Velocity & Accel.**
32-80 Maximum Velocity (Encoder)
32-81 Shortest Ramp
32-82 Ramp Type
32-83 Velocity Resolution
32-84 Default Velocity
32-85 Default Acceleration
32-86 Acc. up for limited jerk
32-87 Acc. down for limited jerk
32-88 Dec. up for limited jerk
32-89 Dec. down for limited jerk
**32-9* Development**
32-90 Debug Source
**33-** MCO Adv. Settings**
**33-0* Home Motion**
33-00 Force HOME
33-01 Zero Point Offset from Home Pos.
33-02 Ramp for Home Motion
33-03 Velocity of Home Motion
33-04 Behaviour during HomeMotion
**33-1* Synchronization**
33-10 Sync Factor Master
33-11 Sync Factor Slave
33-12 Position Offset for Synchronization
33-13 Accuracy Window for Position Sync.
33-14 Relative Slave Velocity Limit
33-15 Marker Number for Master
33-16 Marker Number for Slave
33-17 Master Marker Distance
33-18 Slave Marker Distance
33-19 Master Marker Type
33-20 Slave Marker Type
33-21 Master Marker Tolerance Window
33-22 Slave Marker Tolerance Window
33-23 Start Behaviour for Marker Sync
33-24 Marker Number for Fault
33-25 Marker Number for Ready
33-26 Velocity Filter
33-27 Offset Filter Time
33-28 Marker Filter Configuration
33-29 Filter Time for Marker Filter
33-30 Maximum Marker Correction
33-31 Synchronisation Type
33-32 Feed Forward Velocity Adaptation
33-33 Velocity Filter Window
33-34 Slave Marker filter time
**33-4* Limit Handling**
33-40 Behaviour atEnd Limit Switch
33-41 Negative Software End Limit
33-42 Positive Software End Limit
33-43 Negative Software End Limit Active
33-44 Positive Software End Limit Active
33-45 Time in Target Window
33-46 Target Window LimitValue
33-47 Size of Target Window
**33-5* I/O Configuration**
33-50 Terminal X57/1 Digital Input
33-51 Terminal X57/2 Digital Input
33-52 Terminal X57/3 Digital Input
33-53 Terminal X57/4 Digital Input
33-54 Terminal X57/5 Digital Input
33-55 Terminal X57/6 Digital Input
33-56 Terminal X57/7 Digital Input
33-57 Terminal X57/8 Digital Input
33-58 Terminal X57/9 Digital Input


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33-59 Terminal X57/10 Digital Input
33-60 Terminal X59/1 and X59/2 Mode
33-61 Terminal X59/1 Digital Input
33-62 Terminal X59/2 Digital Input
33-63 Terminal X59/1 Digital Output
33-64 Terminal X59/2 Digital Output
33-65 Terminal X59/3 Digital Output
33-66 Terminal X59/4 Digital Output
33-67 Terminal X59/5 Digital Output
33-68 Terminal X59/6 Digital Output
33-69 Terminal X59/7 Digital Output
33-70 Terminal X59/8 Digital Output
**33-8* Global Parameters**
33-80 Activated Program Number
33-81 Power-up State
33-82 Drive Status Monitoring
33-83 Behaviour afterError
33-84 Behaviour afterEsc.
33-85 MCO Supplied by External 24VDC
33-86 Terminal at alarm
33-87 Terminal state at alarm
33-88 Status word at alarm
**33-9* MCO Port Settings**
33-90 X62 MCO CAN node ID
33-91 X62 MCO CAN baud rate
33-94 X60 MCO RS485 serial termination
33-95 X60 MCO RS485 serial baud rate
**34-** MCO Data Readouts**
**34-0* PCD Write Par.**
34-01 PCD 1 Write to MCO
34-02 PCD 2 Write to MCO
34-03 PCD 3 Write to MCO
34-04 PCD 4 Write to MCO
34-05 PCD 5 Write to MCO
34-06 PCD 6 Write to MCO
34-07 PCD 7 Write to MCO
34-08 PCD 8 Write to MCO
34-09 PCD 9 Write to MCO
34-10 PCD 10 Write to MCO
**34-2* PCD Read Par.**
34-21 PCD 1 Read from MCO
34-22 PCD 2 Read from MCO
34-23 PCD 3 Read from MCO
34-24 PCD 4 Read from MCO
34-25 PCD 5 Read from MCO
34-26 PCD 6 Read from MCO
34-27 PCD 7 Read from MCO
34-28 PCD 8 Read from MCO
34-29 PCD 9 Read from MCO
34-30 PCD 10 Read from MCO
**34-4* Inputs & Outputs**
34-40 Digital Inputs
34-41 Digital Outputs
**34-5* Process Data**
34-50 Actual Position
34-51 Commanded Position
34-52 Actual Master Position
34-53 Slave Index Position
34-54 Master Index Position
34-55 Curve Position
34-56 Track Error
34-57 Synchronizing Error
34-58 Actual Velocity
34-59 Actual Master Velocity
34-60 Synchronizing Status
34-61 Axis Status
34-62 Program Status
34-64 MCO 302 Status
34-65 MCO 302 Control
34-66 SPI Error Counter
**34-7* Diagnosis readouts**
34-70 MCO Alarm Word 1
34-71 MCO Alarm Word 2
**35-** Sensor Input Option**
**35-0* Temp. Input Mode**
35-00 Term. X48/4 Temperature Unit
35-01 Term. X48/4 Input Type
35-02 Term. X48/7 Temperature Unit
35-03 Term. X48/7 Input Type
35-04 Term. X48/10 Temperature Unit
35-05 Term. X48/10 Input Type
35-06 Temperature Sensor Alarm Function
**35-1* Temp. Input X48/4**
35-14 Term. X48/4 Filter Time Constant
35-15 Term. X48/4 Temp. Monitor
35-16 Term. X48/4 Low Temp. Limit
35-17 Term. X48/4 High Temp. Limit
**35-2* Temp. Input X48/7**
35-24 Term. X48/7 Filter Time Constant
35-25 Term. X48/7 Temp. Monitor
35-26 Term. X48/7 Low Temp. Limit
35-27 Term. X48/7 High Temp. Limit
**35-3* Temp. Input X48/10**
35-34 Term. X48/10 Filter Time Constant
35-35 Term. X48/10 Temp. Monitor
35-36 Term. X48/10 Low Temp. Limit
35-37 Term. X48/10 High Temp. Limit
**35-4* Analog Input X48/2**
35-42 Term. X48/2 Low Current
35-43 Term. X48/2 High Current
35-44 Term. X48/2 Low Ref./Feedb. Value
35-45 Term. X48/2 High Ref./Feedb. Value
35-46 Term. X48/2 Filter Time Constant
**36-** Programmable I/O Option**
**36-0* I/O Mode**
36-03 Terminal X49/7 Mode
36-04 Terminal X49/9 Mode
36-05 Terminal X49/11 Mode
**36-4* Output X49/7**
36-40 Terminal X49/7 Analogue Output
36-42 Terminal X49/7 Min. Scale
36-43 Terminal X49/7 Max. Scale
36-44 Terminal X49/7 Bus Control
36-45 Terminal X49/7 Timeout Preset
**36-5* Output X49/9**
36-50 Terminal X49/9 Analogue Output
36-52 Terminal X49/9 Min. Scale
36-53 Terminal X49/9 Max. Scale
36-54 Terminal X49/9 Bus Control
36-55 Terminal X49/9 Timeout Preset
**36-6* Output X49/11**
36-60 Terminal X49/11 Analogue Output
36-62 Terminal X49/11 Min. Scale
36-63 Terminal X49/11 Max. Scale
36-64 Terminal X49/11 Bus Control
36-65 Terminal X49/11 Timeout Preset
**40-** Special Settings**
**40-4* Extend. Fault Log**
40-40 Fault Log: Ext. Reference
40-41 Fault Log: Frequency
40-42 Fault Log: Current
40-43 Fault Log: Voltage
40-44 Fault Log: DC Link Voltage
40-45 Fault Log: Control Word
40-46 Fault Log: Status Word
**40-5* Advanced Control Settings**
40-50 Flux Sensorless Model Shift
40-51 Flux Sensorless Corr. Gain
**42-** Safety Functions**
**42-1* Speed Monitoring**
42-10 Measured Speed Source
42-11 Encoder Resolution
42-12 Encoder Direction
42-13 Gear Ratio
42-14 Feedback Type
42-15 Feedback Filter
42-17 Tolerance Error
42-18 Zero Speed Timer
42-19 Zero Speed Limit
**42-2* Safe Input**
42-20 Safe Function
42-21 Type
42-22 Discrepancy Time
42-23 Stable Signal Time
42-24 Restart Behaviour
**42-3* General**
42-30 External Failure Reaction
42-31 Reset Source
42-33 Parameter Set Name
42-35 S-CRC Value
42-36 Level 1 Password
42-37 Level 1 Password Buffer
**42-4* SS1**
42-40 Type
42-41 Ramp Profile
42-42 Delay Time
42-43 Delta T
42-44 Deceleration Rate
42-45 Delta V
42-46 Zero Speed
42-47 Ramp Time
42-48 S-ramp Ratio at Decel. Start
42-49 S-ramp Ratio at Decel. End
**42-5* SLS**
42-50 Cut Off Speed
42-51 Speed Limit
42-52 Fail Safe Reaction
42-53 Start Ramp
42-54 Ramp Down Time
**42-6* Safe Fieldbus**
42-60 Telegram Selection
42-61 Destination Address
**42-8* Status**
42-80 Safe Option Status
42-81 Safe Option Status 2
42-82 Safe Control Word
42-83 Safe Status Word
42-85 Active Safe Func.
42-86 Safe Option Info
42-87 Time Until Manual Test
42-88 Supported Customization File Version
42-89 Customization File Version
**42-9* Special**
42-90 Restart Safe Option
**43-** Unit Readouts**
**43-0* Component Status**
43-00 Component Temp.
43-01 Auxiliary Temp.
43-02 Component SW ID
**43-1* Power Card Status**
43-10 HS Temp. ph.U
43-11 HS Temp. ph.V
43-12 HS Temp. ph.W
43-13 PC Fan A Speed
43-14 PC Fan B Speed
43-15 PC Fan C Speed
**43-2* Fan Pow.Card Status**
43-20 FPC Fan A Speed
43-21 FPC Fan B Speed
43-22 FPC Fan C Speed
43-23 FPC Fan D Speed
43-24 FPC Fan E Speed
43-25 FPC Fan F Speed
**600-** PROFIsafe**
600-22 PROFIdrive/safe Tel. Selected
600-44 Fault Message Counter
600-47 Fault Number
600-52 Fault Situation Counter
**601-** PROFIdrive 2**
601-22 PROFIdrive Safety Channel Tel. No.


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# Index


## A

Abbreviations ... 144

AC mains ... 31
see also *Mains*

Additional resources ... 4

ADN compliance ... 4

Alarm reset ... 75

Alarms
List of ... 14, 84
Log ... 14, 93
Types of ... 83

Ambient conditions
Specifications ... 102

Analog
Input specifications ... 103
Output specifications ... 104
Wiring configuration for speed reference ... 73

Analog input/output
Descriptions and default settings ... 64

Approvals and certifications ... 4

ATEX monitoring ... 18

Auto on ... 14, 81

Automatic energy optimization ... 69

Automatic motor adaptation (AMA)
Configuring ... 69
Warning ... 90
Wiring configuration ... 72

Auxiliary contacts ... 66

## B

Brake
Control ... 85
Resistor ... 84
Status message ... 81
Terminal torque rating ... 108

Brake resistor
Warning ... 87
Wiring ... 66
Wiring schematic ... 26

Braking
Electro-mechanical brake ... 79
Wiring configuration for mechanical brake ... 77

Burst transient ... 27

Bus termination switch ... 65

## C

Cables
Cable length and cross-section ... 103
Installation warning ... 23
Maximum number and size per phase ... 96, 98
Opening ... 109, 113, 123, 128, 133, 139
Routing ... 63, 67
Shielded ... 23
Specifications ... 96, 98, 100, 103

Capacitor storage ... 17

Circuit breakers ... 67

Clearance requirement ... 18

Closed loop ... 72

Condensation ... 17

Control
Characteristics ... 105
Wiring ... 27

Control card
Overtemperature trip point ... 96, 98
RS485 specifications ... 104
Specifications ... 105
Warning ... 90

Control input/output
Descriptions and default settings ... 63

Control shelf ... 11

Control wiring ... 63, 64, 67

Cooling
Check list ... 67
Dust warning ... 17

Cooling ... 18

Current
Input ... 66
Limit ... 95

Current scaling card ... 86

## D

D1h interior view ... 9

D2h interior view ... 10

Definitions
Status messages ... 81

Derating
Specifications ... 102

Digital
Input specifications ... 103
Output specifications ... 104

Digital input/output
Descriptions and default settings ... 64

Dimension, shipping ... 7, 8


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Dimensions
D1h exterior... 109
D1h terminal... 35
D2h exterior... 113
D2h terminal... 37
D3h exterior... 117
D3h terminal... 39
D4h exterior... 120
D4h terminal... 41
D5h exterior... 123
D5h terminal... 43
D6h exterior... 128
D6h terminal... 47
D7h exterior... 133
D7h terminal... 53
D8h exterior... 139
D8h terminal... 57
Discharge time... 5
Disconnect... 66
Disconnect switch... 68
Disposal instruction... 4
Door clearance... 112, 116, 127, 132, 138, 143
Door/panel cover
Torque rating... 108
Drive
Definition... 7
Initialization... 71
Lifting... 19
Status... 81

## E

Efficiency
Specifications... 96, 98, 100
Electrical specifications 200–240 V... 97
Electrical specifications 380–500 V... 99
Electrical Specifications 525–690 V... 100
Electro-mechanical brake... 79
Electronic thermal relay (ETR)... 23
EMC... 23, 24, 25
Encoder... 70
Encoder
Configuration... 78
Determining encoder direction... 78
Energy efficiency class... 102
Environment... 102
Explosive atmosphere... 18
Exterior dimensions
D1h... 109
D2h... 113
D3h... 117
D4h... 120
D5h... 123
D6h... 128
D7h... 133
D8h... 139
External alarm reset wiring configuration... 75

## F

Factory default settings... 71
Fan power card
Troubleshooting... 86
Fans
Servicing... 17
Warning... 86, 92
Fault log... 14
Fieldbus... 63
Filter... 17
Fire mode... 92
Fuses
Overcurrent protection... 23
Pre-start check list... 67
Specifications... 106
Troubleshooting... 95

## G

Galvanic isolation... 104
Gases... 17
Gland plate
D1h dimensions... 112
D2h dimensions... 116
D5h dimensions... 127
D6h dimensions... 132
D7h dimensions... 138
D8h dimensions... 143
Torque rating... 108
Ground
Check list... 67
Floating delta... 31
Grounded delta... 31
Grounding... 29
Isolated main... 31
Terminal torque rating... 108
Warning... 89
Ground wire... 27

## H

Hand on... 14, 81
Heat sink
Access... 126, 131, 136, 142
Access panel torque rating... 108
Alarm... 89
Cleaning... 17
Overtemperature trip point... 96, 98
Warning... 91
Heater
Usage... 17
Wiring of... 65
Wiring schematic... 26
High voltage... 87, 88
High voltage warning... 5

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Humidity ... 17

## I

Indicator lights ... 83
Input
- Power ... 27
- Voltage ... 68

Input specifications ... 103
Installation
- Check list ... 67
- Electrical ... 23
- EMC-compliant ... 25
- Initialization ... 71
- Qualified personnel ... 5
- Quick set-up ... 69
- Start up ... 70
- Tools needed ... 17

Installation ... 18, 20, 22
Installation environment ... 17
Interference
- EMC ... 24
- Radio ... 7

Interlock device ... 65
Internal fault ... 89

## L

LCP
- Display ... 13
- Indicator lights ... 14
- Menu ... 15
- Troubleshooting ... 94

Leakage current ... 5, 27
Lifting ... 17, 19
Load share
- Terminal dimensions ... 34
- Terminal torque rating ... 108
- Terminals ... 12, 33
- Warning ... 5, 88
- Wiring schematic ... 26

Load share ... 7, 33
Local control panel (LCP) ... 13

## M

Main menu ... 15
Mains
- Shield ... 6
- Supply specifications ... 102
- Terminal torque rating ... 108
- Warning ... 88

Maintenance ... 17, 80
Manual
- Version number ... 4

MCT 10 ... 69
MCT 10 Set-up Software ... 69
Mechanical brake
- Wiring configuration ... 77

Menu
- Descriptions of ... 15
- Keys ... 14

Motor
- Cable ... 23, 29
- Class protection ... 18
- Connection ... 29
- Data ... 95
- Output specifications ... 102
- Overheating ... 85
- Power ... 27
- Rotation ... 70
- Setup ... 15
- Terminal torque rating ... 108
- Thermistor wiring configuration ... 76
- Troubleshooting ... 94, 95
- Unintended motor rotation ... 6
- Warning ... 84, 85, 87
- Wiring schematic ... 26

Mounting ... 18, 20, 22

## N

Nameplate ... 16
Navigation keys ... 14, 68

## O

Optional equipment ... 65, 68
Output
- Specifications ... 104

Overcurrent ... 85
Overcurrent protection ... 23
Overvoltage ... 95

## P

Parameters ... 15, 71, 145
Pedestal ... 20
PELV ... 104
Periodic forming ... 17
Phase loss ... 84
Pigtails ... 23
Potential equalization ... 27
Potentiometer ... 64, 75
Power
- Connection ... 23
- Leakage ... 27
- Losses ... 96, 98, 100
- Ratings ... 96, 98, 100

Power card
- Warning ... 91

Programming ... 14

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Pulse
Input specifications ... 104
Wiring configuration for start/stop ... 74

Q

Qualified personnel ... 5
Quick menu ... 14, 15

R

Ramp-down time ... 95
Ramp-up time ... 95
Recycling ... 4
Reference
Speed input ... 73
Regen ... 7, 33
Regen
Terminal dimensions ... 34
Terminals ... 12, 33, 40, 42
Regeneration
Terminal torque rating ... 108
Regional settings ... 71, 145
Relay
Specifications ... 105
Reset ... 14, 83, 85, 91
RFI ... 31
Rotor
Warning ... 92
RS485
Configuring ... 65
Terminal description ... 63
Wiring configuration ... 76
Wiring schematic ... 26

S

Safe Torque Off
Terminal location ... 64
Warning ... 91
Wiring configuration ... 73
Wiring of ... 65
Wiring schematic ... 26
Safety instructions ... 23
Serial communication
Cover torque rating ... 108
Descriptions and default settings ... 63
Service ... 80
Set-up ... 14
Shielding
Clamps ... 23
Mains ... 6
Twisted ends ... 23
Shipping dimension ... 7, 8
Short circuit ... 86
Short-circuit current rating ... 107
Sleep mode ... 82
Smart logic control
Wiring configuration ... 77
Software version number ... 4
Specifications electrical ... 96, 98, 100
Speed
Wiring configuration for speed reference ... 75
Wiring configuration for speed up/down ... 75
Start/stop wiring configuration ... 73, 74
Status message definitions ... 81
Storage ... 17
Switches
A53 and A54 ... 103
A53/A54 ... 66
Brake resistor temperature ... 66
Bus termination ... 65

T

Temperature ... 17
Terminal dimensions
D1h ... 35
D2h ... 37
D3h ... 39
D4h ... 41
D5h ... 43
D6h ... 47
D7h ... 53
D8h ... 57
Terminals
Analog input/output ... 64
Control locations ... 63
Digital input/output ... 64
Serial communication ... 63
Terminal 37 ... 64, 65
Thermal protection ... 4
Thermistor
Cable routing ... 63
Terminal location ... 64
Warning ... 91
Wiring configuration ... 76
Tools ... 17
Torque
Characteristic ... 102
Fastener rating ... 108
Limit ... 85, 95
Wiring configuration for torque and stop limit ... 79
Transducer ... 63
Trip
Points for 200–240 V drives ... 96
Points for 380–500 V drives ... 98
Points for 525–690 V drives ... 100

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Troubleshooting
Fuses... 95
LCP... 94
Mains... 95
Motor... 94, 95
Warnings and alarms... 84

## U

UL certification... 4
Unintended start... 5, 80
USB
Specifications... 106

## V

Voltage
Imbalance... 84
Input... 66

## W

Warnings
List of... 14, 84
Types of... 83
Weight... 7, 8
Windmilling... 6
Wire size... 29
Wiring control terminals... 64
Wiring schematic
Drive... 26
Typical application examples... 72

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