

ENGINEERING
TOMORROW

Danfoss

Operating Guide

VLT® Midi Drive FC 280

with Functional Safety over Fieldbus



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1 Introduction

1.1 Purpose of this Operating Guide

This Operating Guide provides information for safe installation and commissioning of the AC drive. It is intended for use by qualified personnel.

Read and follow the instructions to use the drive safely and professionally.

Pay particular attention to the safety instructions and general warnings. Always keep this Operating Guide with the drive.

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1.2 Additional Resources

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

- The VLT[®] Midi Drive FC 280 Programming Guide provides information on how to program and includes complete parameter descriptions.
- The VLT[®] Midi Drive FC 280 Design Guide provides detailed information about the design and applications of the drive.

Supplementary publications and manuals are available from the Danfoss website.

1.3 Document and Software Version

This manual is regularly reviewed and updated. All suggestions for improvement are welcome.

The original language of this manual is English.

Table 1: Document and Software Version

Edition	Remarks	Software version
AQ381425076031, version 0101	First edition.	2.0

1.4 Product Overview

1.4.1 Intended Use

The drive is an electronic motor controller intended for:

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

The drive can also be used for motor overload protection.

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

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

NOTICE

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

Foreseeable misuse

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

1.4.2 Block Diagram of the Drive

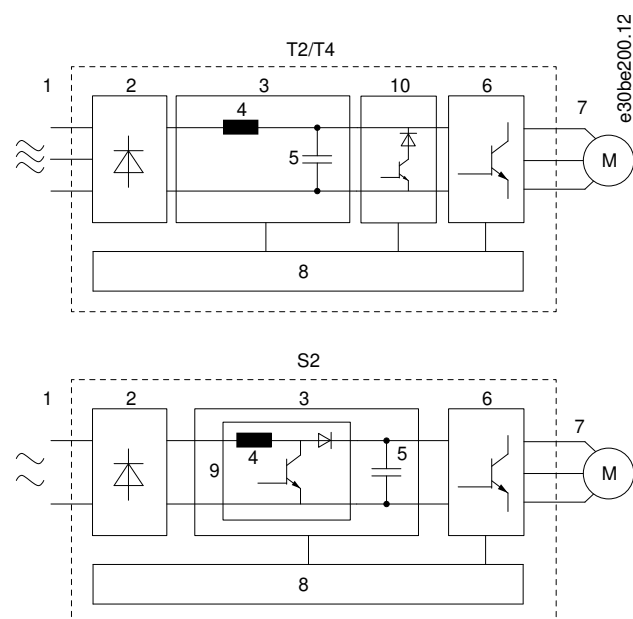


Illustration 1: Block Diagram of the Drive

Table 2: Functions of Each Component

Area	Component	Functions
1	Mains input	<ul style="list-style-type: none"> AC mains supply to the drive.
2	Rectifier	<ul style="list-style-type: none"> The rectifier bridge converts the AC input to DC current to supply inverter power.
3	DC bus	<ul style="list-style-type: none"> Intermediate DC-bus circuit handles the DC current.
4	DC reactor	<ul style="list-style-type: none"> Filters the intermediate DC circuit current. Provides mains transient protection. Reduces the root mean square (RMS) current. Raises the power factor reflected back to the line. Reduces harmonics on the AC input.
5	Capacitor bank	<ul style="list-style-type: none"> Stores the DC power. Provides ride-through protection for short power losses.
6	Inverter	<ul style="list-style-type: none"> Converts the DC into a controlled PWM AC waveform for a controlled variable output to the motor.
7	Output to motor	<ul style="list-style-type: none"> Regulated 3-phase output power to the motor.

Area	Component	Functions
8	Control circuitry	<ul style="list-style-type: none"> Input power, internal processing, output, and motor current are monitored to provide efficient operation and control. User interface and external commands are monitored and performed. Status output and control can be provided.
9	PFC	<ul style="list-style-type: none"> Power factor correction changes the waveform of current which is drawn by the drive to improve the power factor.
10	Brake chopper	<ul style="list-style-type: none"> Brake chopper is used in the DC intermediate circuit to control DC voltage when the load feeds energy back.

1.4.3 Enclosure Sizes and Power Ratings

For enclosure sizes and power ratings of the drives, refer to [9.9 Enclosure Sizes, Power Ratings, and Dimensions](#).










1.4.4 Safety Functions

The following safety functions are integrated in this drive according to EN IEC 61800-5-2:

- Safe Torque Off (STO).
- Safe Stop 1 time controlled (SS1-t).

See *Chapter 6 Safety Functions* for details about the installation, configuration, commissioning, maintenance, and technical data.

1.5 Approvals and Certifications

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

The drive complies with UL 508C thermal memory retention requirements. For more information, refer to the chapter Motor Thermal Protection in the VLT® Midi Drive FC 280 Design Guide.

1.6 Applied Standards and Compliance for Safety Functions

Safe Torque Off (STO)

The STO function is designed and approved according to the following standards:

- EN IEC 61508, SIL3
- EN IEC 61800-5-2, SIL3
- EN IEC 62061, SILCL of SIL3
- EN ISO 13849-1, Category 3, PL e

Safe Stop 1 time controlled (SS1-t)

The SS1-t function is designed and approved according to the following standards:

- EN IEC 61508, SIL3
- EN IEC 61800-5-2, SIL3
- EN IEC 62061, SILCL of SIL3
- EN ISO 13849-1, Category 3, PL e

1.7 Disposal



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

2 Safety

2.1 Safety Symbols

The following symbols are used in this guide:

D A N G E R

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

W A R N I N G

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

C A U T I O N

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

N O T I C E

Indicates information considered important, but not hazard-related (for example, messages relating to property damage).

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 and 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 qualified personnel must be familiar with the instructions and safety measures described in this manual.

2.3 Safety Precautions

W A R N I N G

HAZARDOUS VOLTAGE

AC drives contain hazardous voltage when connected to the AC mains or connected on the DC terminals. 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.

W A R N I N G

UNINTENDED START

When the drive is connected to AC mains, DC supply, or load sharing, the motor may start at any time. Unintended start during programming, service, or repair work can result in death, serious injury, or property damage. Start the motor with an external switch, a fieldbus command, an input reference signal from the local control panel (LCP), via remote operation using MCT 10 software, or after a cleared fault condition.

- Disconnect the drive from the mains.
- Press [Off/Reset] on the LCP before programming parameters.
- Ensure that the drive is fully wired and assembled when it is connected to 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 indicator lights are off.

Failure to wait the specified time after power has been removed before performing service or repair work could result in death or serious injury.

- Stop the motor.
- Disconnect AC mains, permanent magnet type motors, and remote DC-link supplies, including battery back-ups, UPS, and DC-link connections to other drives.
- Wait for the capacitors to discharge fully. The minimum waiting time is specified in the table *Discharge time* and is also visible on the nameplate on the top of the drive.
- Before performing any service or repair work, use an appropriate voltage measuring device to make sure that the capacitors are fully discharged.

Table 3: Discharge Time

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

⚠ WARNING ⚠

ELECTRICAL SHOCK HAZARD - LEAKAGE CURRENT HAZARD >3.5 MA

Leakage currents exceed 3.5 mA. Failure to connect the drive properly to protective earth (PE) can result in death or serious injury.

- Ensure reinforced protective earthing conductor according to IEC 60364-5-54 cl. 543.7 or according to local safety regulations for high touch current equipment. The reinforced protective earthing of the drive can be done with:
 - a PE conductor with a cross-section of at least 10 mm² (8 AWG) Cu or 16 mm² (6 AWG) Al.
 - an extra PE conductor of the same cross-sectional area as the original PE conductor as specified by IEC 60364-5-54 with a minimum cross-sectional area of 2.5 mm² (14 AWG) (mechanical protected) or 4 mm² (12 AWG) (not mechanical protected).
 - a PE conductor completely enclosed with an enclosure or otherwise protected throughout its length against mechanical damage.
 - a PE conductor part of a multi-conductor power cable with a minimum PE conductor cross-section of 2.5 mm² (14 AWG) (permanently connected or pluggable by an industrial connector. The multi-conductor power cable shall be installed with an appropriate strain relief).
- NOTE: In IEC/EN 60364-5-54 cl. 543.7 and some application standards (for example IEC/EN 60204-1), the limit for requiring reinforced protective earthing conductor is 10 mA leakage current.

⚠ WARNING ⚠

EQUIPMENT HAZARD

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

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

⚠ CAUTION ⚠**INTERNAL FAILURE HAZARD**

An internal failure in the drive can result in serious injury when the drive is not properly closed.

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

3 Mechanical Installation

3.1 Unpacking

3.1.1 Items Supplied

Items supplied vary according to product configuration.

- Make sure that the items supplied and the information on the nameplate correspond to the order confirmation.
- 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.



Illustration 2: Product Nameplate (Example)

1	Product logo	12	EAC logo
2	Product name	13	RCM logo
3	Disposal	14	Reference to enclosure type
4	CE mark	15	Warning specifications
5	Morocco	16	UL logo
6	Serial number	17	IP rating
7	TÜV logo	18	Output voltage, frequency, and current (at low/high voltages)
8	UkrSEPRO logo	19	Input voltage, frequency, and current (at low/high voltages)
9	Barcode	20	Power rating
10	Country of origin	21	Ordering number
11	UL reference	22	Type code

NOTICE

- Do not remove the nameplate from the drive (loss of warranty).
- For more information of the type code, refer to the chapter Type Code in the VLT® Midi DriveFC 280 Design Guide.

3.1.2 Identifying the Drive with Ethernet-based Safety Functions

To identify whether the drive is equipped with the Ethernet-based safety functions, check the following:

- The drive's type code on the product label contains "SFS1" at bits 24~27, for example:

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	F	C	-	2	8	0	P	K	3	7	T	4	E	2	0	H	1	B	X	C	X	X	X	S	F	S	1	X	A	L

e30bu891.10

Illustration 3: Type Code Example for Drive with Ethernet-based Safety Functions

- The drive has terminal 39.

3.1.3 Storage

Ensure that the requirements for storage are fulfilled. Refer to [9.4 Ambient Conditions](#) for further details.

3.2 Installation Environment

NOTICE

REDUCED LIFETIME

In environments with airborne liquids, particles, or corrosive gases, ensure that the IP/Type rating of the equipment matches the installation environment. Failure to meet requirements for ambient conditions can reduce lifetime of the drive.

- Ensure that requirements for air humidity, temperature, and altitude are met.

Vibration and shock

The drive complies with requirements for units mounted on the walls and floors of production premises, and in panels bolted to walls or floors. For detailed ambient conditions, refer to [9.4 Ambient Conditions](#).

3.3 Mounting

3.3.1 Cooling

NOTICE

Improper mounting can result in overheating and reduced performance.

- Ensure 100 mm (3.9 in) of top and bottom clearance for air cooling.

3.3.2 Lifting

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

3.3.3 Mounting

Procedure

- Ensure that the strength of the mounting location supports the unit weight.
- Place the unit as near to the motor as possible. Keep the motor cables as short as possible.
- Mount the unit vertically on a solid flat surface.
- Use the slotted mounting holes on the unit for wall mount, when provided. For dimensions of mounting holes, see [9.9 Enclosure Sizes, Power Ratings, and Dimensions](#).

3.3.3.1 Side-by-side Installation

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

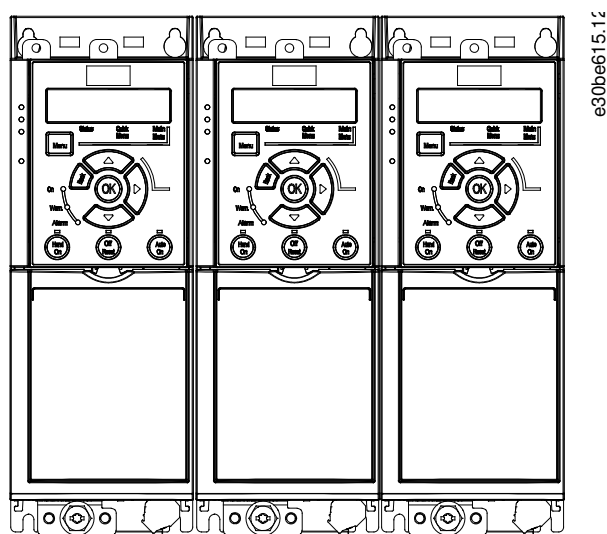


Illustration 4: Side-by-side Installation

NOTICE

RISK OF OVERHEATING

If IP21 conversion kit is used, mounting the units side by side could lead to overheating and damage to the unit.

- At least 30 mm (1.2 in) is required between the top cover edges of IP21 conversion kit.

3.3.3.2 Horizontal Mounting

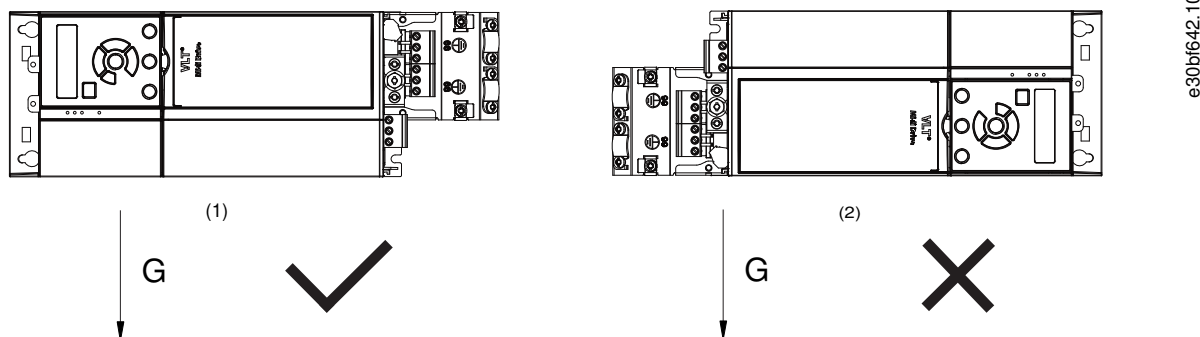


Illustration 5: Horizontal Mounting

- | | |
|---|--|
| 1 | Correct horizontal mounting (left side downwards) |
| 2 | Incorrect horizontal mounting (right side downwards) |

3.3.3.3 Bus Decoupling Kit

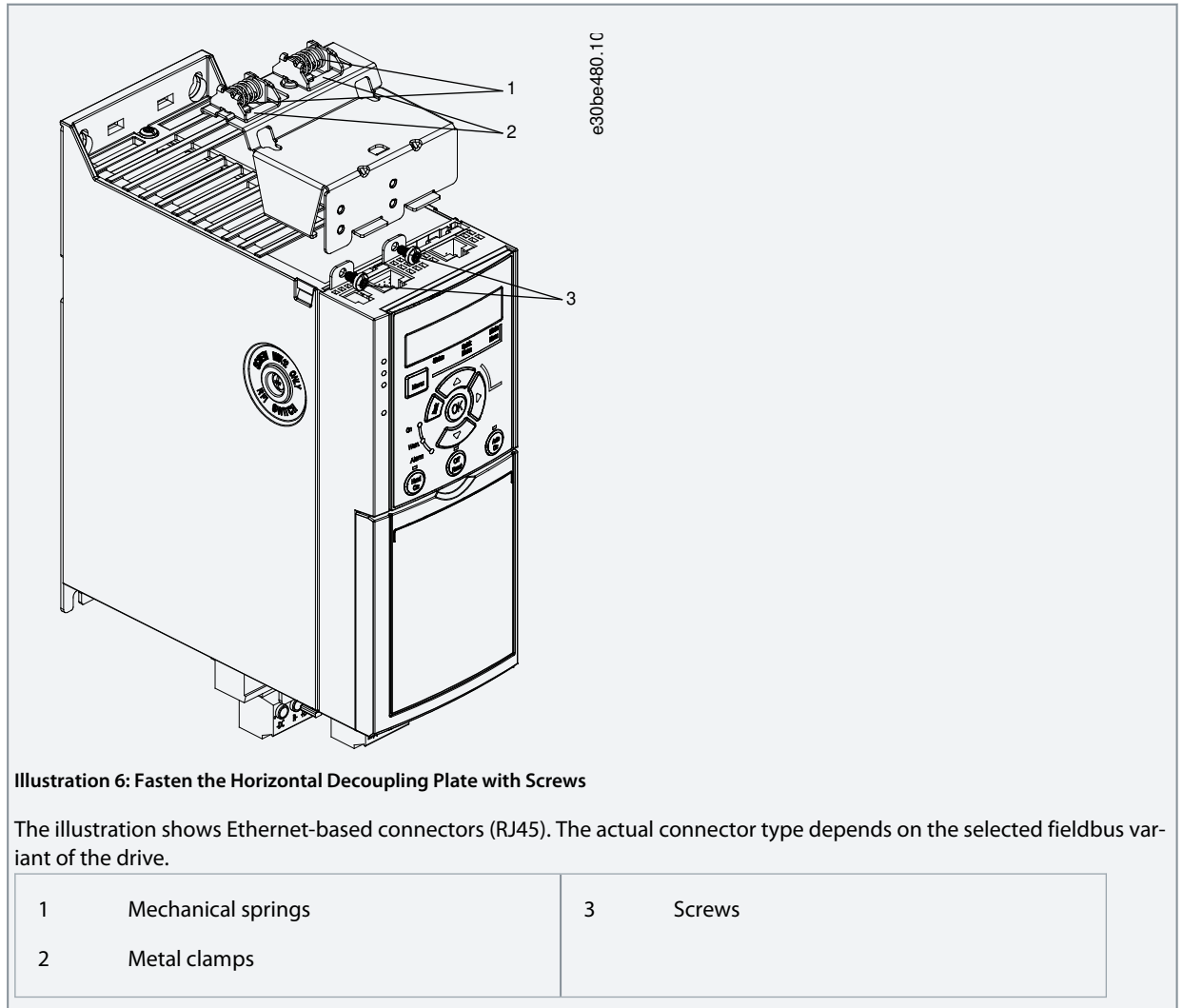
The bus decoupling kit ensures mechanical fixation and electrical shielding of cables for the control cassettes with PROFINET/PROFI-SAFE.

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

3.3.3.4 Mounting the Bus Decoupling Kit

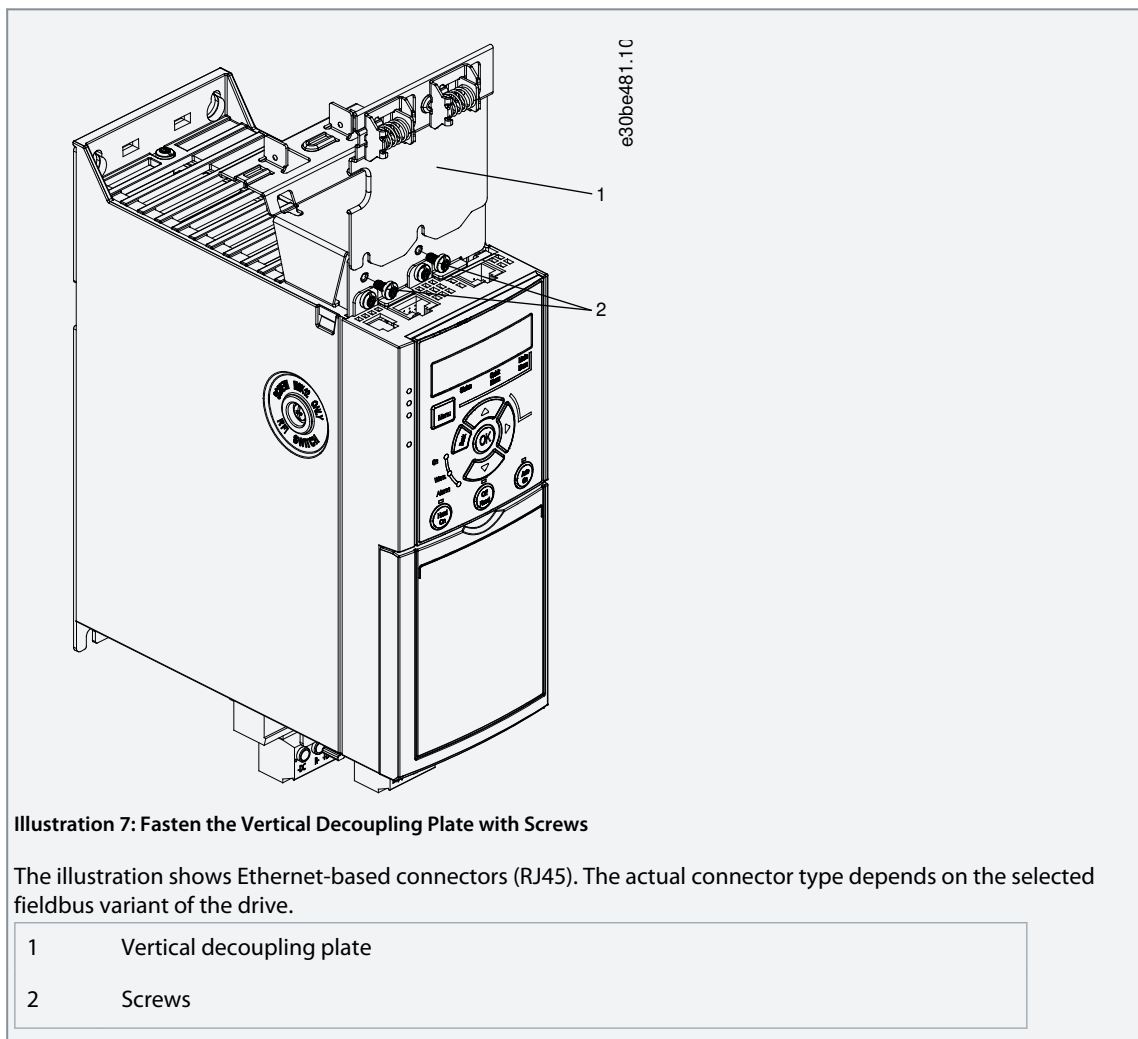
Procedure

1. Place the horizontal decoupling plate on the control cassette mounted on the drive and fasten the plate using 2 screws as shown in [Illustration 6](#). Tightening torque is 0.7–1.0 Nm (6.2–8.9 in-lb).



2. Optional: Mount the vertical decoupling plate as follows:
 - a. Remove the 2 mechanical springs and 2 metal clamps from the horizontal plate.
 - b. Mount the mechanical springs and metal clamps on the vertical plate.

- c. Fasten the plate with 2 screws as shown in [Illustration 7](#). Tightening torque is 0.7–1.0 Nm (6.2–8.9 in-lb).



3. Push the Ethernet cable connectors (RJ45) into the sockets in the control cassette.
4. Place the Ethernet cables between the springloaded metal clamps to establish mechanical fixation between the cables and the clamps.

4 Electrical Installation

4.1 Safety Instructions

See *chapter Safety* for general safety instructions.

⚠ 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/tagged out. Failure to run output motor cables separately or to use shielded cables could result in death or serious injury.

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

⚠ WARNING ⚠

ELECTRICAL SHOCK AND FIRE HAZARD – RCD COMPLIANCE

The drive can cause a DC fault current in the PE conductor. Failure to use a Type B residual current-operated protective device (RCD) can lead to the RCD not providing the intended protection and therefore can result in death, fire, or other serious hazard.

- When an RCD is used for protection against electrical shock or against fire, only a Type B device is allowed on the supply side.

Overcurrent protection

- Extra 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 not factory-supplied, the installer must provide fuses. See maximum fuse ratings in *chapter 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 [9.5 Cable Specifications](#) for recommended wire sizes and types.

4.2 EMC-compliant Installation

To obtain an EMC-compliant installation, follow the instructions provided in [4.3 Grounding](#), [4.4 Wiring Schematic](#), [4.7 Connecting the Motor](#), and *chapter Control Wiring*.

4.3 Grounding

⚠ WARNING ⚠

ELECTRICAL SHOCK HAZARD - LEAKAGE CURRENT HAZARD >3.5 MA

Leakage currents exceed 3.5 mA. Failure to connect the drive properly to protective earth (PE) can result in death or serious injury.

- Ensure reinforced protective earthing conductor according to IEC 60364-5-54 cl. 543.7 or according to local safety regulations for high touch current equipment. The reinforced protective earthing of the drive can be done with:
 - a PE conductor with a cross-section of at least 10 mm² (8 AWG) Cu or 16 mm² (6 AWG) Al.
 - an extra PE conductor of the same cross-sectional area as the original PE conductor as specified by IEC 60364-5-54 with a minimum cross-sectional area of 2.5 mm² (14 AWG) (mechanical protected) or 4 mm² (12 AWG) (not mechanical protected).
 - a PE conductor completely enclosed with an enclosure or otherwise protected throughout its length against mechanical damage.
 - a PE conductor part of a multi-conductor power cable with a minimum PE conductor cross-section of 2.5 mm² (14 AWG) (permanently connected or pluggable by an industrial connector. The multi-conductor power cable shall be installed with an appropriate strain relief).
- NOTE: In IEC/EN 60364-5-54 cl. 543.7 and some application standards (for example IEC/EN 60204-1), the limit for requiring reinforced protective earthing conductor is 10 mA leakage current.

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 (see [Illustration 8](#)).
- Keep the ground wire connections as short as possible.
- Follow motor manufacturer wiring requirements.
- Minimum cable cross-section for the ground wires: 10 mm² (7 AWG).
- Separately terminate individual ground wires, both complying with the dimension requirements.

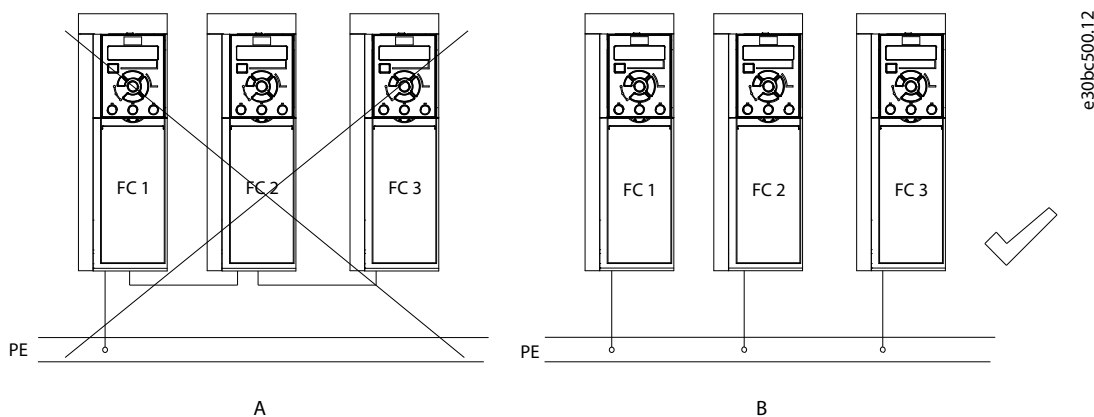


Illustration 8: Grounding Principle

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.
- Use high-strand wire to reduce burst transient.
- Do not use pigtails.

NOTICE

POTENTIAL EQUALIZATION

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 mm² (6 AWG).

4.4 Wiring Schematic

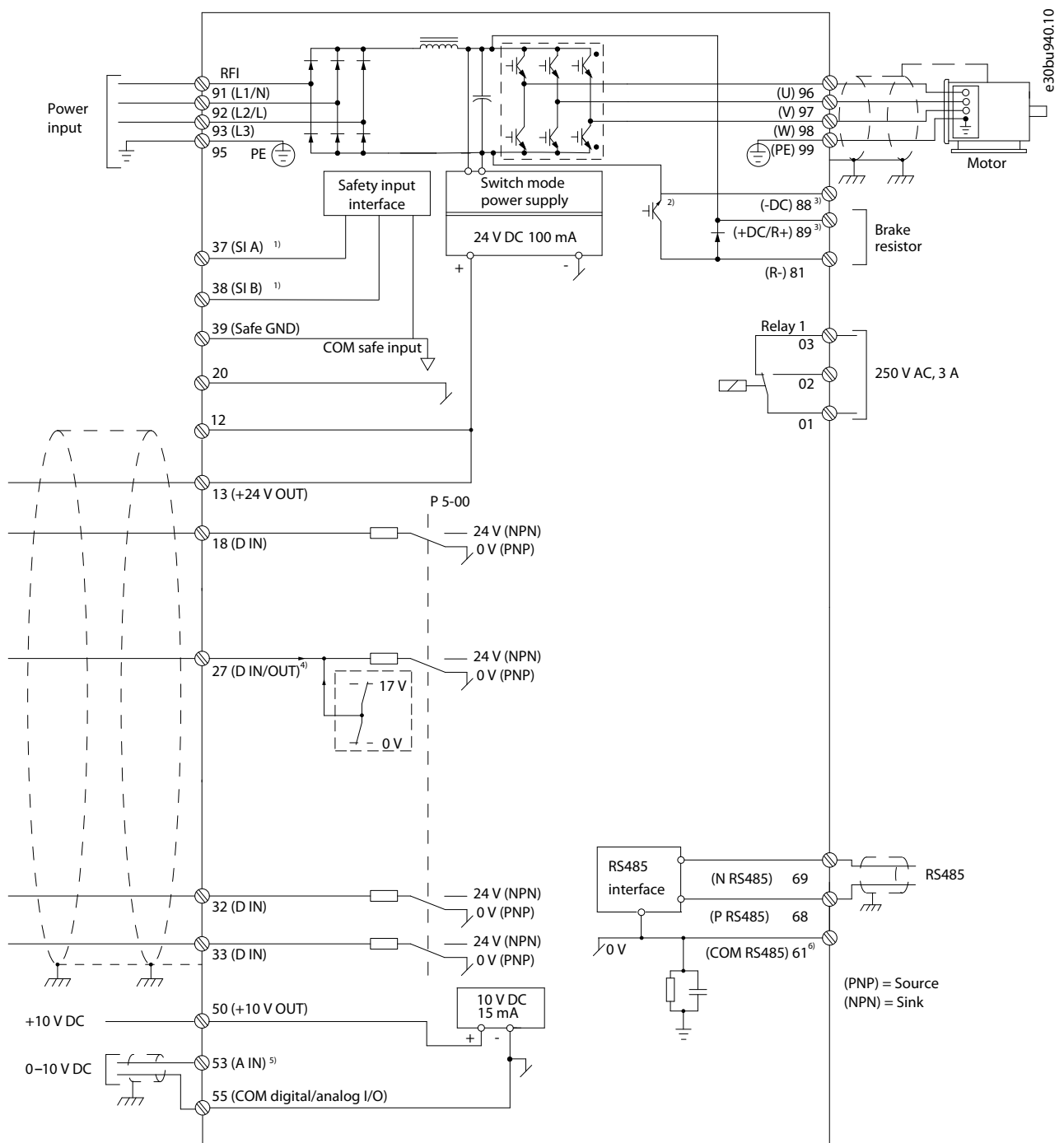


Illustration 9: Basic Wiring Schematic

A	Analog	3	The S2 (single-phase 200–240 V) drive does not support load sharing application.
D	Digital	4	The maximum voltage is 17 V for terminal 27 as analog output.
1	Refer to <i>chapter 6 Safety Functions</i> for the correct safety functions wiring.	5	Terminal 53 can also be used as digital input.
2	Built-in brake chopper is only available on 3-phase units.	6	Terminal 61 is internally connected to terminal 20 and 55.

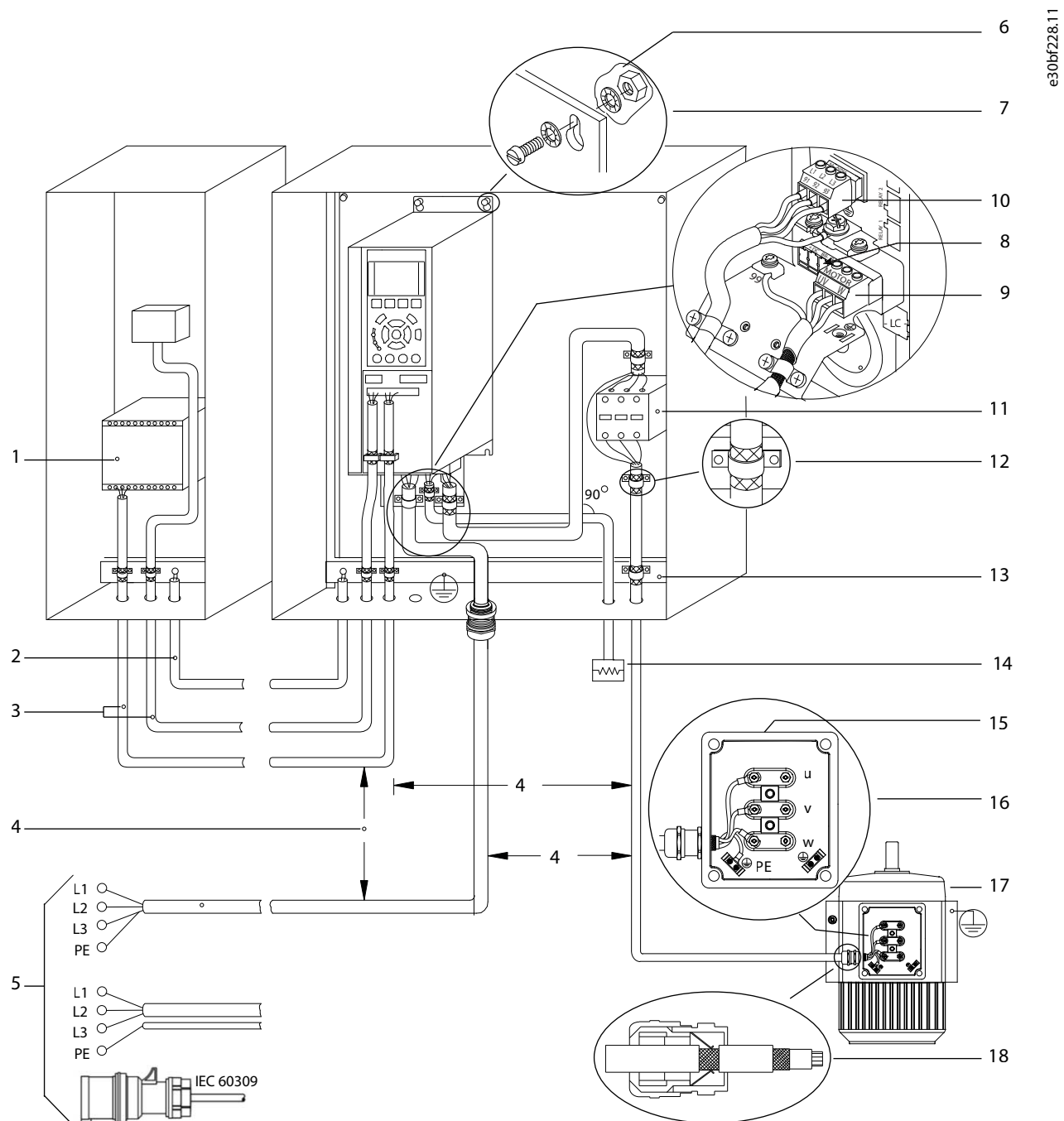


Illustration 10: Typical Electrical Connection

1	PLC	10	Mains cable (unshielded)
2	Minimum 16 mm ² (6 AWG) equalizing cable	11	Output contactor, and more.
3	Control cables	12	Cable insulation stripped
4	Minimum 200 mm (7.87 in) between control cables, motor cables, and mains cables.	13	Common ground busbar. Follow local and national requirements for cabinet 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

4.5 Control Wiring Access

- Remove the cover plate with a screwdriver. See the following illustration.

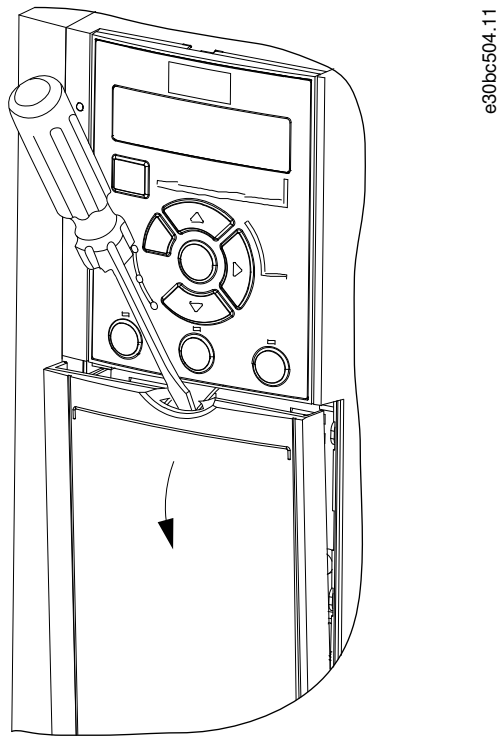


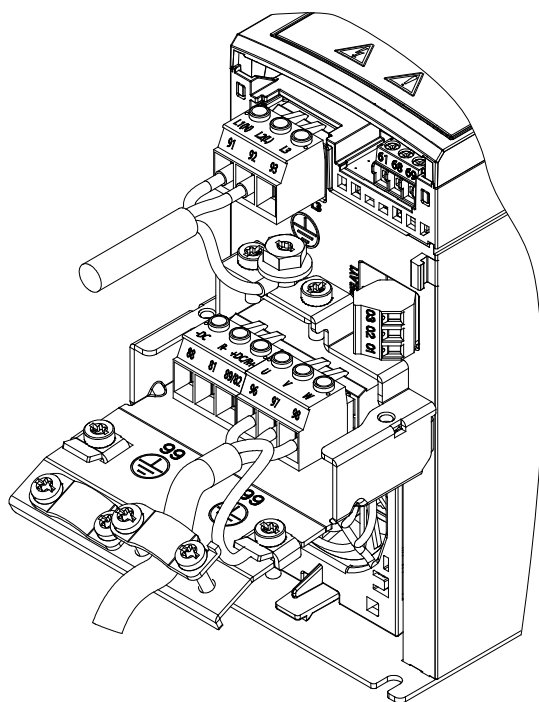
Illustration 11: Control Wiring Access

4.6 Examples of Mains, Motor, and Grounding Connection

The mains, motor, and grounding connection for single-phase and 3-phase drives are shown in the following illustrations respectively. Actual configurations vary with unit types and optional equipment.

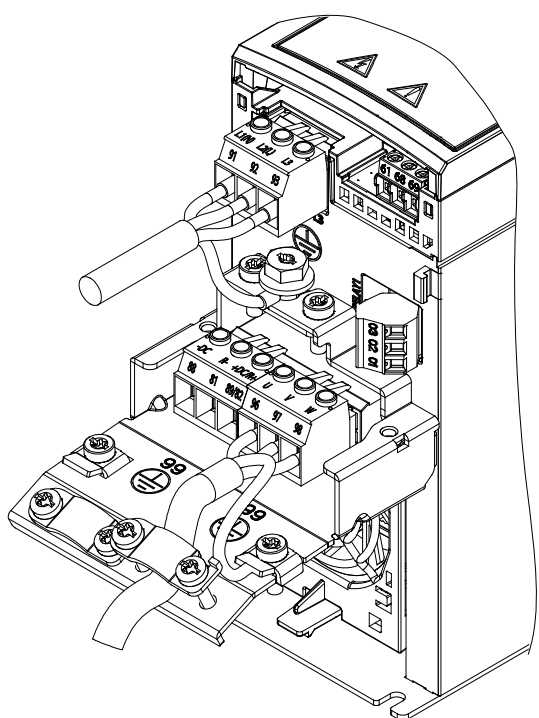
NOTICE

In motors without phase insulation, paper, or other insulation reinforcement suitable for operation with voltage supply, use a sine-wave filter on the output of the drive.



e30bu973.10

Illustration 12: Example of Mains, Motor, and Grounding Connection for Single-phase Units (K1, K2)



e30bu974.10

Illustration 13: Example of Mains, Motor, and Grounding Connection for 3-phase Units (K1, K2, K3)

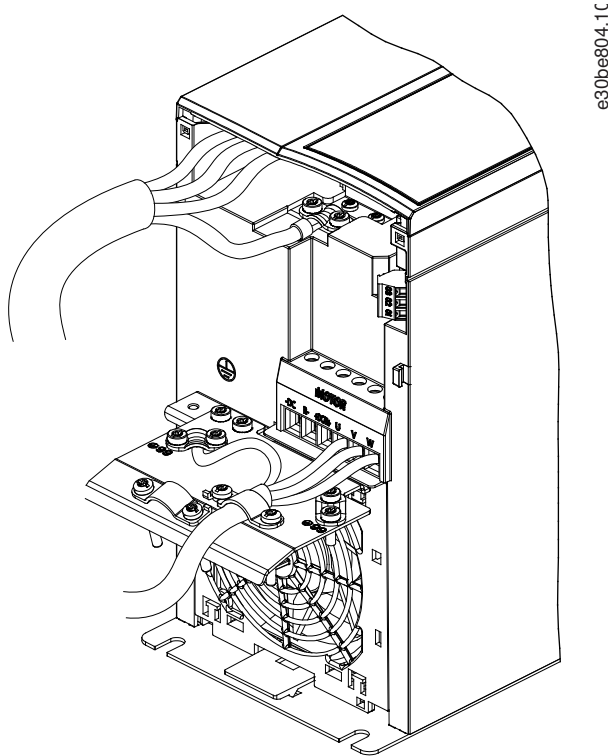


Illustration 14: Example of Mains, Motor, and Grounding Connection for 3-phase Units (K4, K5)

4.7 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/tagged out. Failure to run output motor cables separately or to use shielded cables could result in death or serious injury.

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

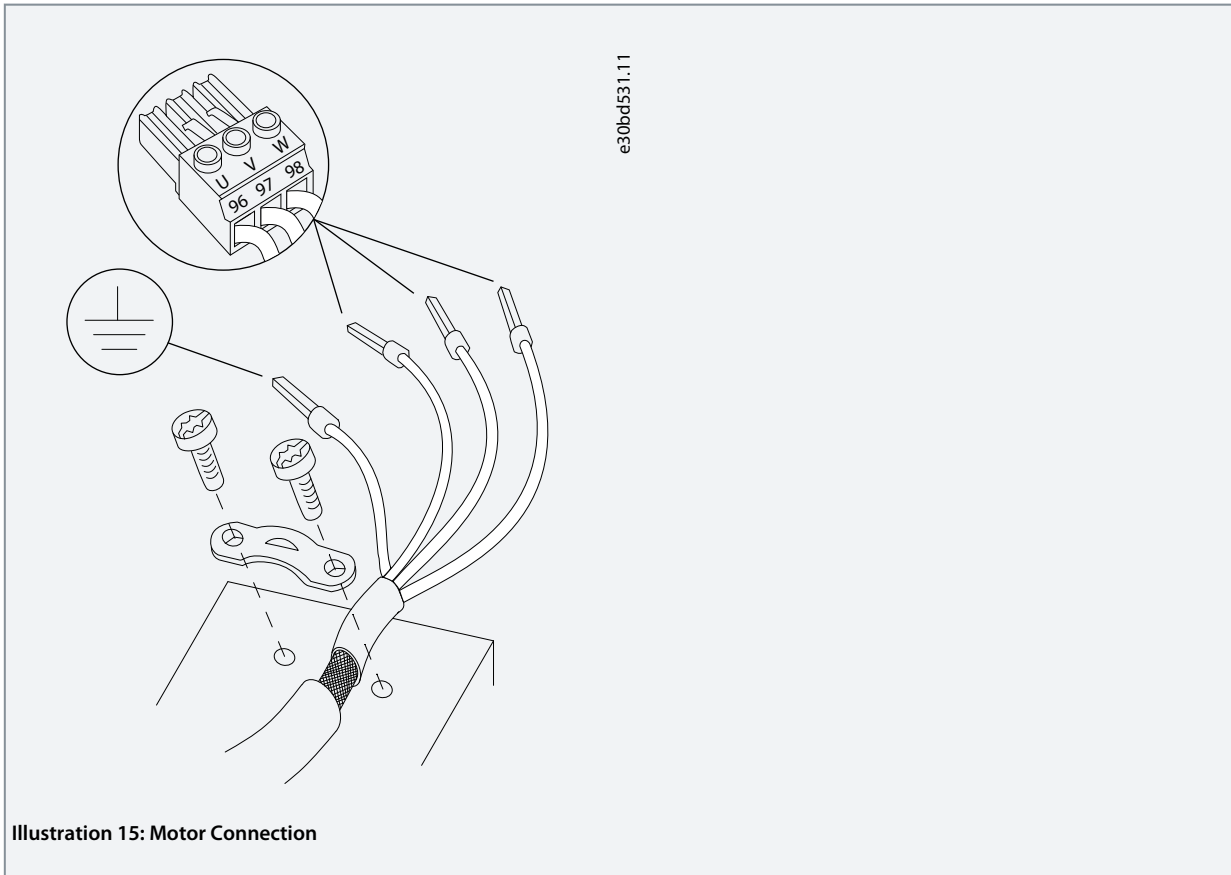
- Comply with local and national electrical codes for cable sizes. For maximum cable sizes, see [9.1 Electrical Data](#).
- Follow motor manufacturer wiring requirements.
- Motor wiring knockouts or access panels are provided at the base of IP21/Type 1 units.
- Do not wire a starting or pole-changing device (for example, Dahlander motor or slip ring induction motor) between the drive and the motor.

4.7.1 Grounding the Cable Shield

Procedure

1. Strip a section of the outer cable insulation.
2. Position the stripped wire under the cable clamp to establish 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, see [4.3 Grounding](#).



4. Connect the 3-phase motor wiring to terminals 96 (U), 97 (V), and 98 (W).
5. Torque-tighten the terminals, see [9.7 Connection Tightening Torques](#).

4.8 Connecting AC Mains

- Size the wiring based on the input current of the drive. For maximum wire sizes, see [9.1 Electrical Data](#).
- Comply with local and national electrical codes for cable sizes.

4.8.1 Connecting the Drive to Mains

Procedure

1. Connect the AC input power cables to terminals N and L for single-phase units (see [4.6 Examples of Mains, Motor, and Grounding Connection](#)).
2. Depending on the configuration of the equipment, connect the input power to the mains input terminals or the input disconnect.
3. Ground the cable in accordance with the grounding instructions, see [4.3 Grounding](#).
4. When supplied from an isolated mains source (IT mains or floating delta) or TT/TN-S mains with a grounded leg (grounded delta), ensure that the RFI filter screw is removed. Removing the RFI screw prevents damage to the DC link and reduces ground capacity currents in accordance with IEC 61800-3 (see [9.9 Enclosure Sizes, Power Ratings, and Dimensions](#), the RFI screw is on the side of the drive).

4.9 Control Wiring

4.9.1 Control Terminal Types

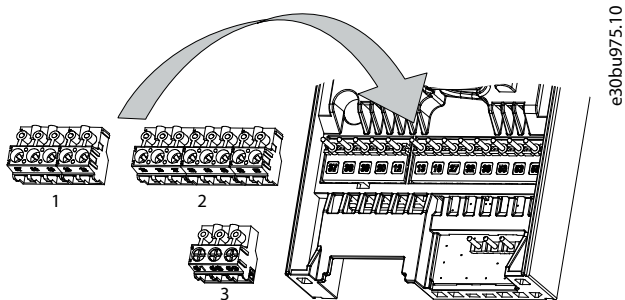


Illustration 16: Control Terminal Locations

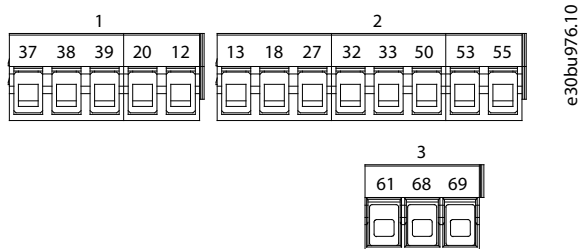


Illustration 17: Terminal Numbers

Table 4: Terminal Descriptions

Terminal	Parameter	Default setting	Description
Digital I/O, pulse I/O, encoder			
12, 13	–	+24 V DC	24 V DC supply voltage. Maximum output current is 100 mA for all 24 V loads.
18	Parameter 5-10 Terminal 18 Digital Input	[8] Start	Digital inputs.
27	Parameter 5-01 Terminal 27 Mode, parameter 5-12 Terminal 27 Digital Input, parameter 5-30 Terminal 27 Digital Output	DI [2] Coast inverse DO [0] No operation	Selectable for either digital input, digital output, or pulse output. The default setting is digital input.
32	Parameter 5-14 Terminal 32 Digital Input	[0] No operation	Digital input, 24 V encoder. Terminal 33 can be used for pulse input.
33	Parameter 5-15 Terminal 33 Digital Input	[0] No operation	
37, 38	Parameter 42-20 Safe Function	[5] Disable	Functional safety inputs.
39	–	–	Function safety COM ground.
Analog inputs/outputs			
50	–	+10 V DC	10 V DC analog supply voltage. 15 mA maximum commonly used for potentiometer or thermistor.
53	Parameter group 6-1* Analog Input 53	–	Analog input. Only voltage mode is supported. It can also be used as digital input.

Terminal	Parameter	Default setting	Description
55, 20	–	–	Common for digital and analog inputs.
Serial communication			
61	–	–	Connected to digital/analog ground internally.
68 (+)	Parameter group 8-3* FC Port Settings	–	RS485 interface. A control card switch is provided for termination resistance.
69 (-)	Parameter group 8-3* FC Port Settings	–	
Relays			
01, 02, 03	Parameter 5-40 Function Relay	[1] Control Ready	Form C relay output. These relays are in various locations depending on the drive configuration and size. Usable for AC or DC voltage and resistive or inductive loads.

4.9.2 Wiring to Control Terminals

Control terminal connectors can be unplugged from the drive for ease of installation, as shown in [4.9.1 Control Terminal Types](#).

For details about safety functions wiring, refer to *chapter 6 Safety Functions*. See [9.5 Cable Specifications](#) for control terminal cable sizes and *chapter Application Examples* for typical control cable connections.

NOTICE

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

4.9.2.1 Wiring

Procedure

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

4.9.3 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. The jumper provides an internal 24 V signal on terminal 27.
- Only for GLCP: When the status line at the bottom of the LCP reads *AUTO REMOTE COAST*, it indicates that the unit is ready to operate but is missing an input signal on terminal 27.

NOTICE

UNABLE TO START

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

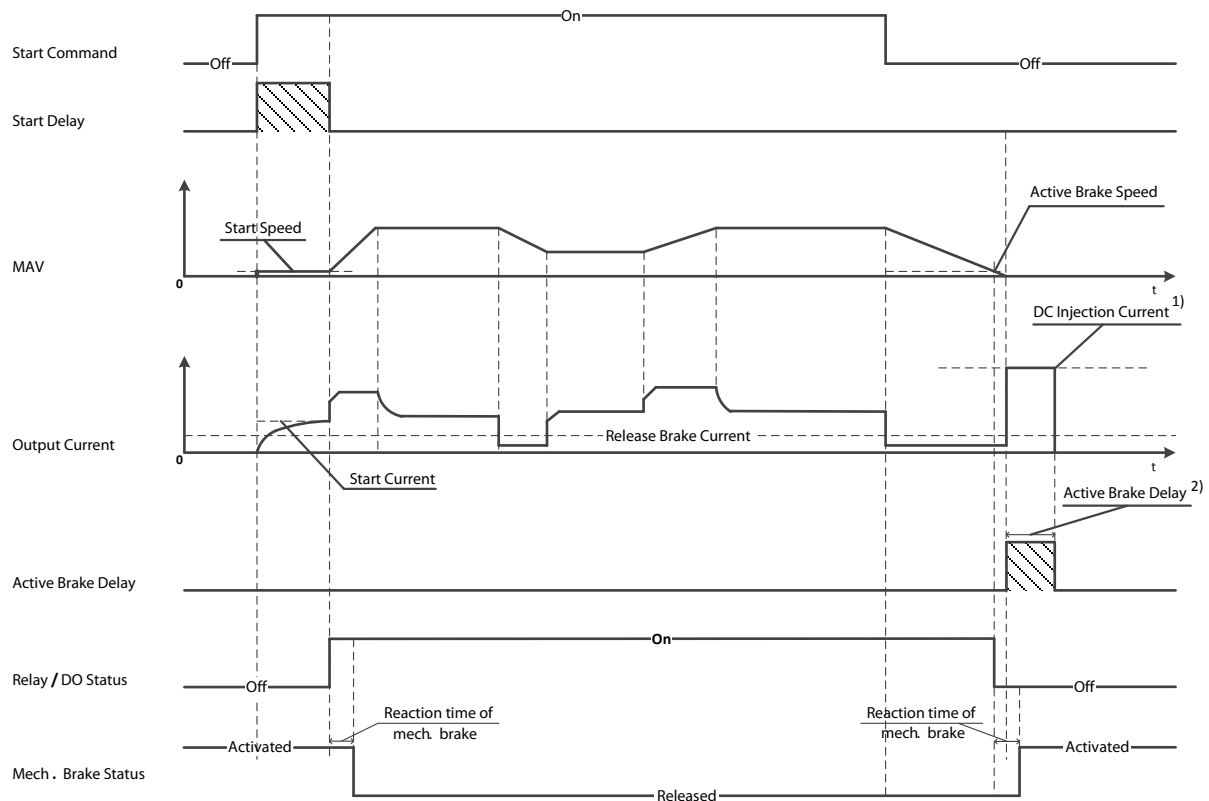
4.9.4 Mechanical Brake Control

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

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

If the drive is in 1 of the following situations, the mechanical brake immediately closes.

- In alarm mode.
- In an overvoltage situation.
- STO is activated.
- Coast command is given.



Note: 1) DC injection current during "Active Brake Delay" after MAV reduced to "0". Only support in some products.

2) Only support in some products.

Illustration 18: Mechanical Brake

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

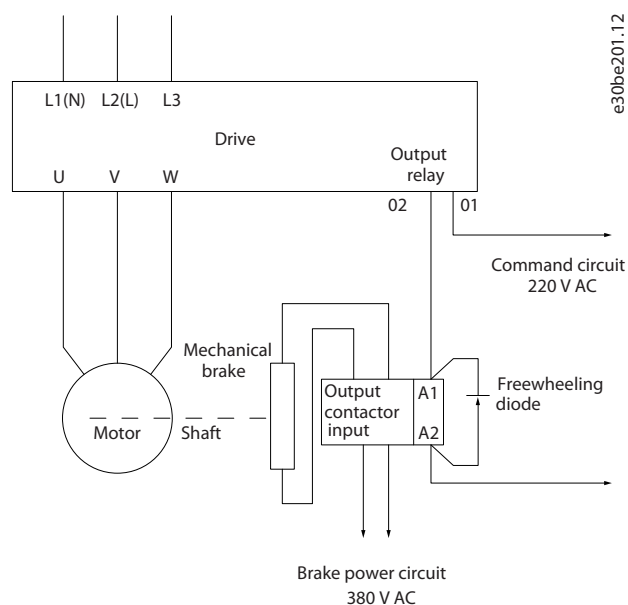


Illustration 19: Connecting the Mechanical Brake to the Drive

4.9.5 USB Data Communication

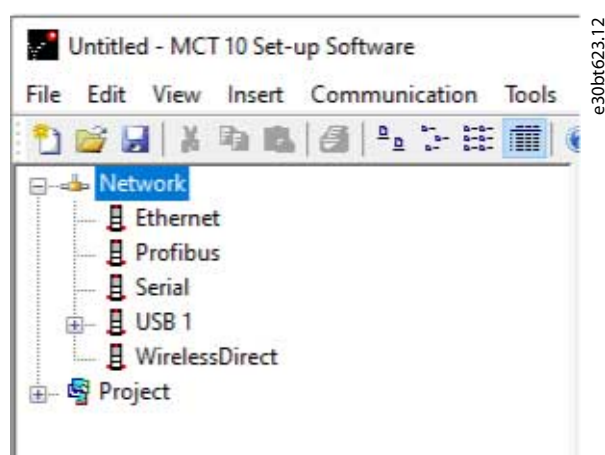


Illustration 20: Network Bus List

When the USB cable is disconnected, the drive connected via the USB port is removed from the *Network* bus list.

NOTICE

CONNECT 1 DRIVE VIA USB TO PC

A USB bus has no address-setting capacity and no bus name to configure. If connecting more than 1 drive through USB, the bus name is auto-incremented in the MCT 10 Set-up Software Network bus list.

Connecting more than 1 drive through a USB cable often causes computers installed with Windows to throw an exception and crash.

- Only connect 1 drive via USB to the PC.

4.9.6 Serial Communication

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

- Shielded serial communication cable is recommended.
- See [4.3 Grounding](#) for proper grounding.

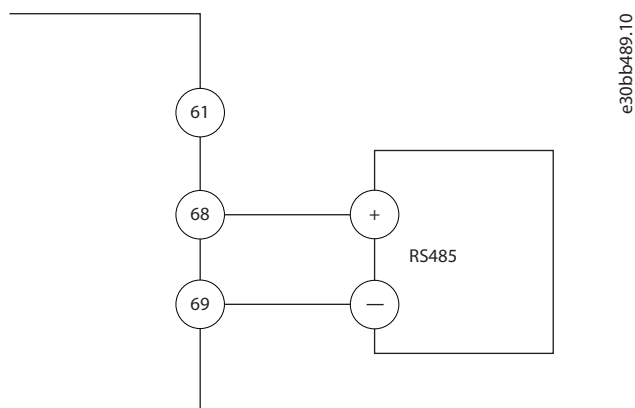


Illustration 21: Serial Communication Wiring Diagram

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

- Protocol type in *parameter 8-30 Protocol*.
- Drive address in *parameter 8-31 Address*.
- Baud rate in *parameter 8-32 Baud Rate*.

Two communication protocols are internal to the drive.

- Danfoss FC
- Modbus RTU

Follow motor manufacturer wiring requirements.

Functions can be programmed remotely using the protocol software and RS485 connection, or in *parameter group 8-** Communications and Options*.

Selecting a specific communication protocol changes various default parameter settings to match the specifications of the protocol and makes extra protocol-specific parameters available.

4.10 Installation Check List

Before completing installation of the unit, inspect the entire installation as detailed in [Table 5](#). Check and mark the items when completed.

Table 5: Installation Check List

Inspect for	Description	☐
Auxiliary equipment	<ul style="list-style-type: none"> • Look for auxiliary equipment, switches, disconnects, or input fuses/circuit breakers, residing on the input power side of the drive, or output side to the motor. Ensure that they are ready for full-speed operation. • Check the function and installation of any sensors used for feedback to the drive. • Remove any power factor correction capacitors on the motor. • Adjust any power factor correction capacitors on the mains side and ensure that they are dampened. 	
Cable routing	<ul style="list-style-type: none"> • Ensure that the motor wiring and control wiring are separated, shielded, or in 3 separate metallic conduits for high frequency interference isolation. 	
Control wiring	<ul style="list-style-type: none"> • Check for broken or damaged wires and loose connections. • Check that the control wiring is isolated from power and motor wiring for noise immunity. • Check the voltage source of the signals, if necessary. <p>The use of shielded cable or twisted pair is recommended. Ensure that the shield is terminated correctly.</p>	
Cooling clearance	<ul style="list-style-type: none"> • Ensure that the top and bottom clearance is adequate to ensure proper airflow for cooling, see <i>chapter Mounting</i>. 	

Inspect for	Description	□
Ambient conditions	<ul style="list-style-type: none"> Check that requirements for ambient conditions are met. 	
Fusing and circuit breakers	<ul style="list-style-type: none"> Check for proper fusing or circuit breakers. Check that all fuses are inserted firmly and are in operational condition, and that all circuit breakers are in the open position. 	
Grounding	<ul style="list-style-type: none"> Check for sufficient ground connections and ensure that those connections are tight and free of oxidation. Grounding to conduit, or mounting the back panel to a metal surface, is not a suitable grounding. 	
Input and output power wiring	<ul style="list-style-type: none"> Check for loose connections. Check that the motor and mains cables are in separate conduit or separated shielded cables. 	
Panel interior	<ul style="list-style-type: none"> Inspect that the unit interior is free of dirt, metal chips, moisture, and corrosion. Check that the unit is mounted on an unpainted metal surface. 	
Switches	<ul style="list-style-type: none"> Ensure that all switch and disconnect settings are in the proper positions. 	
Vibration	<ul style="list-style-type: none"> Check that the unit is mounted solidly, or that shock mounts are used, as necessary. Check for an unusual amount of vibration. 	

⚠ CAUTION ⚠

INTERNAL FAILURE HAZARD

An internal failure in the drive can result in serious injury when the drive is not properly closed.

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

5 Commissioning

5.1 Safety Instructions

See *chapter Safety* for general safety instructions.

⚠ WARNING ⚠

HAZARDOUS VOLTAGE

AC drives contain hazardous voltage when connected to the AC mains or connected on the DC terminals. 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.

NOTICE

The front covers with warning signs are an integrated part of the drive and considered safety covers. The covers must be in place before applying power and at all times.

5.1.1 Before Applying Power

Procedure

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

5.2 Applying Power

Procedure

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

5.3 Local Control Panel Operation

5.3.1 Introduction

The drive supports numerical local control panel (NLCP), graphic local control panel (GLCP), and blind cover. This section describes the operations with NLCP and GLCP.

NOTICE

- The drive can also be programmed from the MCT-10 Set-up Software on PC via RS485 com-port. This software can be ordered using code number 130B1000 or downloaded from the Danfoss website: www.danfoss.com/en/service-and-support/downloads/dds/vlt-motion-control-tool-mct-10/#tab-downloads.

5.3.2 Numerical Local Control Panel

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

- A. Numeric display.
- B. Menu key.
- C. Navigation keys and indicator lights (LEDs).
- D. Operation keys and indicator lights (LEDs).

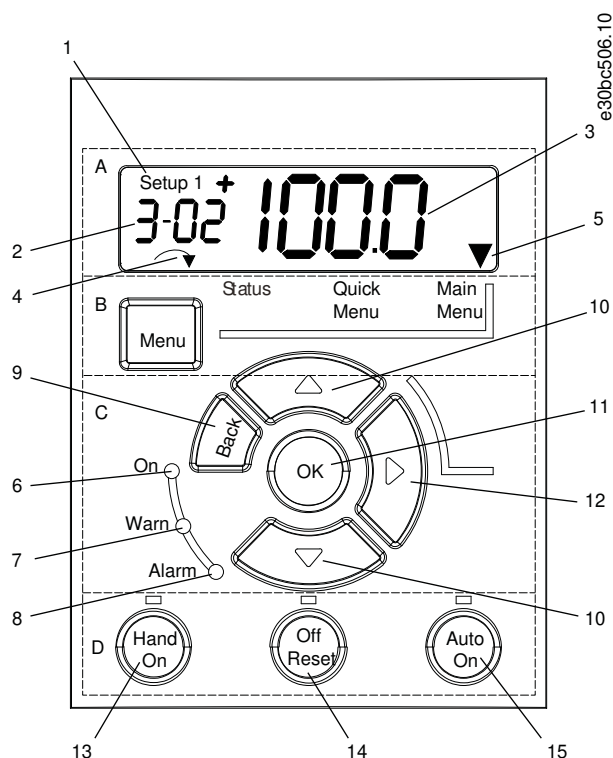


Illustration 22: View of the NLCP

A. Numeric display

The LCD display is backlit with 1 numeric line. All data is shown in the LCP.

Table 6: Legend to Section A

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

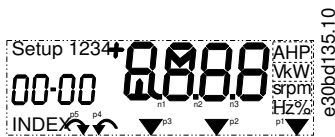


Illustration 23: Display Information

B. Menu key

To select between Status, Quick Menu, or Main Menu, press [Menu].

C. Indicator lights (LEDs) and navigation keys

Table 7: Legend to Section C, Indicator Lights (LEDs)

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

Table 8: Legend to Section C, Navigation Keys

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

D. Operation keys and indicator lights (LEDs)

Table 9: Legend to Section D

Number	Key	Function
13	Hand On	Starts the drive in local control. <ul style="list-style-type: none"> An external stop signal by control input or serial communication overrides the local hand on.
14	Off/Reset	Stops the motor but does not remove power to the drive, or resets the drive manually after a fault has been cleared. If in alarm mode, the alarm is reset if the alarm condition is removed.
15	Auto On	Puts the system in remote operational mode. <ul style="list-style-type: none"> Responds to an external start command by control terminals or bus communication.

⚠ WARNING ⚠

ELECTRICAL HAZARD

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

- Do not touch any live parts.

5.3.3 The Right-key Function on NLCP

Press [►] to edit any of the 4 digits on the display individually. When pressing [►] once, the cursor moves to the first digit and the digit starts flashing as shown in [Illustration 24](#). Press the [▲] [▼] to change the value. Pressing [►] does not change the value of the digits or move the decimal point.

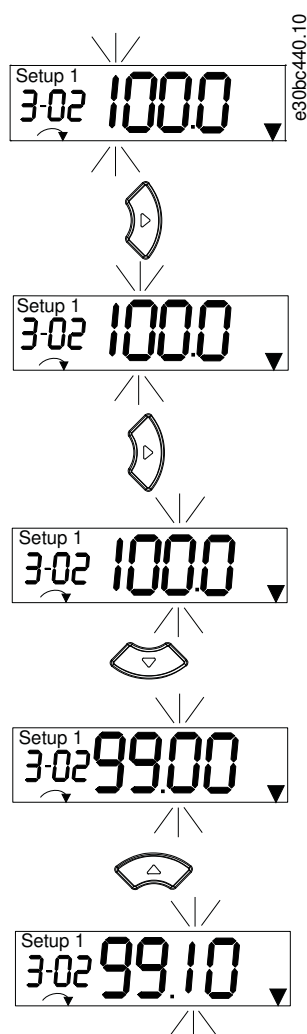


Illustration 24: Right-key Function

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

5.3.4 Quick Menu on NLCP

5.3.4.1 Operating Quick Menu

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

Procedure

1. To enter *Quick Menu*, press [Menu] until the indicator in display is placed above *Quick Menu*.

- Press [Δ] [∇] to select either *QM1* or *QM2*, then press [OK].
- Press [Δ] [∇] to browse through the parameters in *Quick Menu*.
- Press [OK] to select a parameter.
- Press [Δ] [∇] to change the value of a parameter setting.
- Press [OK] to accept the change.
- To exit, press either [Back] twice (or 3 times if in *QM2* and *QM3*) to enter *Status*, or press [Menu] once to enter *Main Menu*.

5.3.4.2 Quick Menu Structure

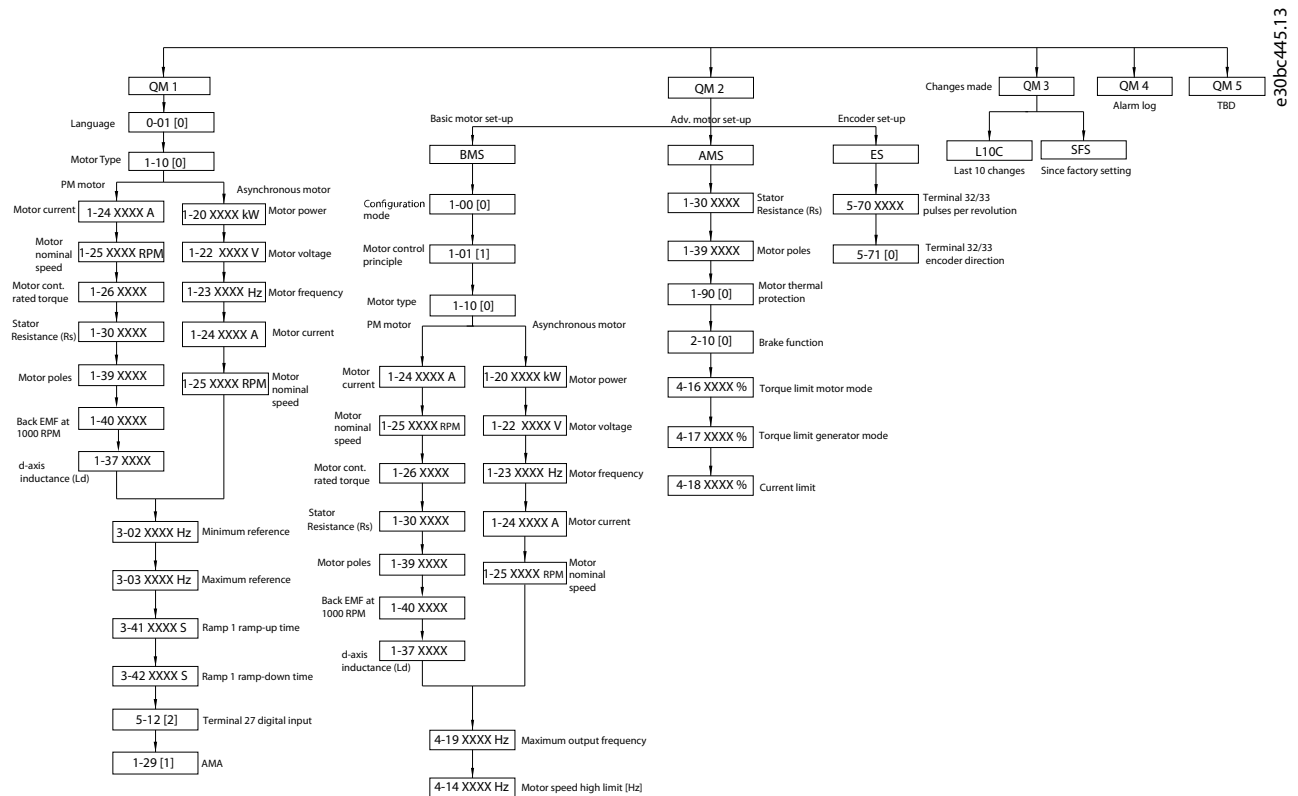


Illustration 25: Quick Menu Structure

5.3.5 Main Menu on NLCP

5.3.5.1 Operating Main Menu

The Main Menu gives access to all parameters.

Procedure

- To enter *Main Menu*, press [Menu] until the indicator in the display is placed above *Main Menu*.
- [Δ] [∇]: Browse through the parameter groups.
- Press [OK] to select a parameter group.
- [Δ] [∇]: Browse through the parameters in the specific group.
- Press [OK] to select the parameter.
- [\triangleright] and [Δ] [∇]: Set/change the parameter value.
- Press [OK] to accept the value.
- To exit, press either [Back] twice (or 3 times for array parameters) to enter *Main Menu*, or press [Menu] once to enter *Status*.

5.3.5.2 Continuous Parameters

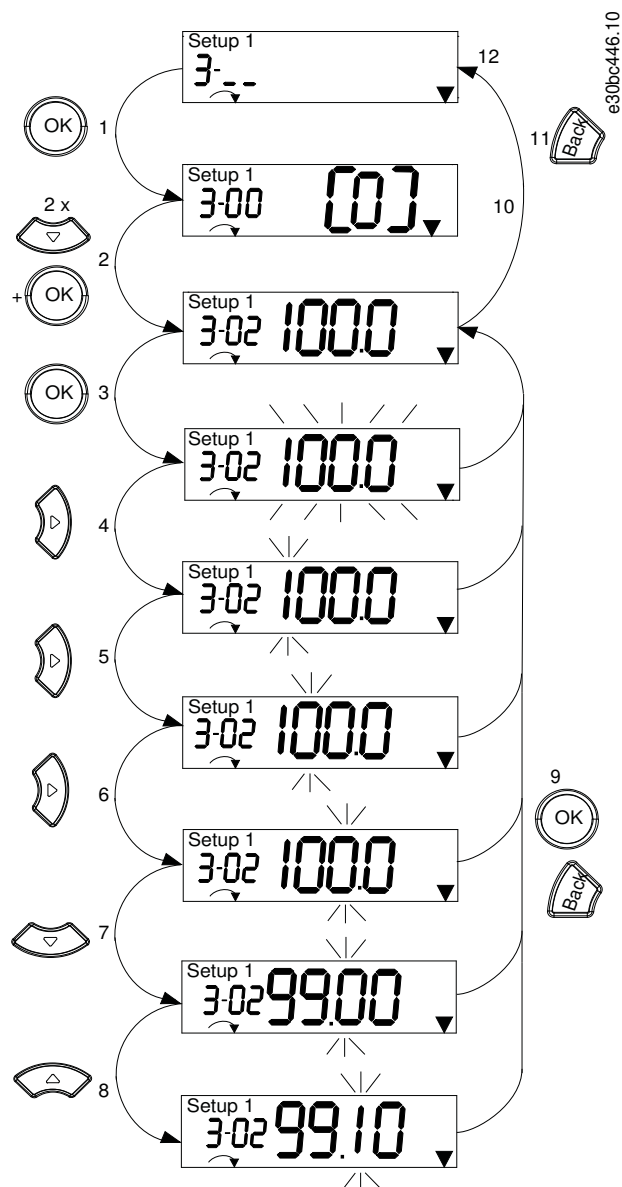


Illustration 26: Main Menu Interactions - Continuous Parameters

Table 10: Changing Values in Continuous Parameters

1	[OK]: The first parameter in the group is shown.
2	Press [v] repeatedly to move down to the parameter.
3	Press [OK] to start editing.
4	[p]: First digit flashing (can be edited).
5	[p]: Second digit flashing (can be edited).
6	[p]: Third digit flashing (can be edited).
7	[v]: Decreases the parameter value, the decimal point changes automatically.

5.3.5.4 Array Parameters

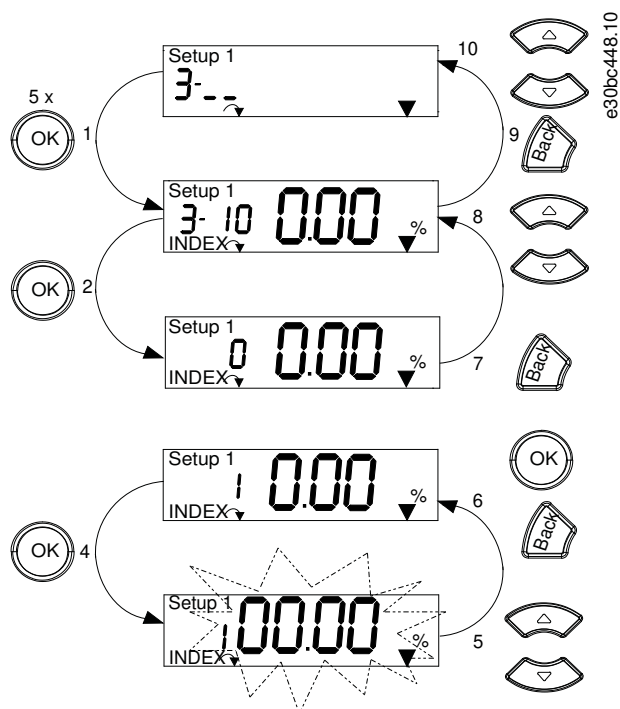


Illustration 28: Main Menu Interactions - Array Parameters

Table 12: Changing Values in Array Parameters

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

5.3.6 Graphical Local Control Panel

The GLCP is divided into 4 functional groups.

- A. Display area.
- B. Display menu keys.
- C. Navigation keys and indicator lights (LEDs).
- D. Operation keys and reset.

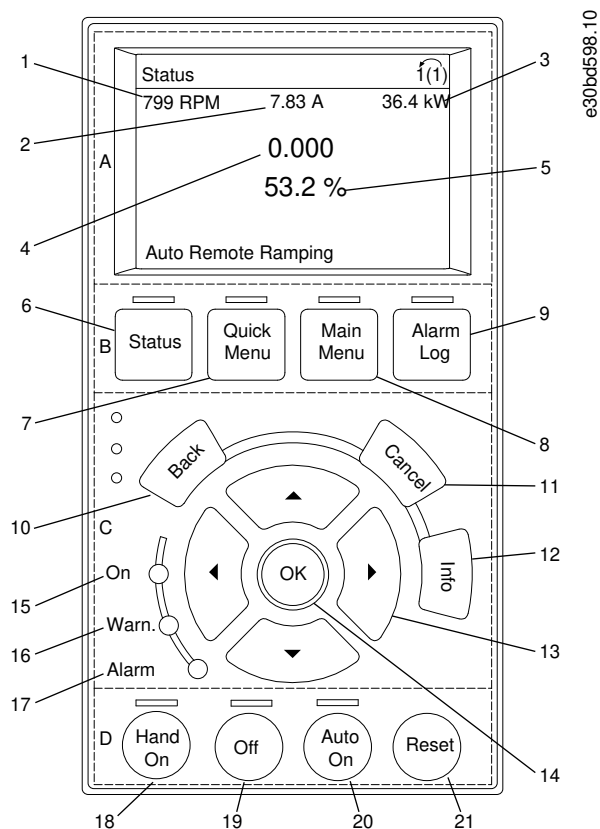


Illustration 29: Graphic Local Control Panel (GLCP)

A. Display area

The display area is activated when the drive receives power from the mains voltage, a DC bus terminal or a 24 V DC external supply. The information shown on the LCP can be customized for user applications. Select options in the *Quick Menu Q3-13 Display Settings*.

Table 13: Legend to Section A

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

B. Display menu keys

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

Table 14: Legend to Section B

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

C. Navigation keys and indicator lights (LEDs)

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

Table 15: Legend to Section C, Navigation Keys

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

Table 16: Legend to Section C, Indicator Lights (LEDs)

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

D. Operation keys and reset

Operation keys are at the bottom of the LCP.

Table 17: Legend to Section D

Number	Key	Function
18	Hand On	Starts the drive in hand-on mode. <ul style="list-style-type: none"> An external stop signal by control input or serial communication overrides the local hand on.
19	Off	Stops the motor but does not remove power to the drive.
20	Auto On	Puts the system in remote operational mode.

Number	Key	Function
		<ul style="list-style-type: none"> Responds to an external start command by control terminals or serial communication.
21	Reset	Resets the drive manually after a fault has been cleared.

N O T I C E

To adjust the display contrast, press [Status] and the [Δ]/[▽] keys.

5.3.7 Parameter Settings

Establishing the correct programming for applications often requires setting functions in several related parameters.

Programming data is stored internally in the drive.

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

5.3.8 Changing Parameter Settings with GLCP

5.3.8.1 Introduction

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

5.3.8.2 Changing Parameter Settings

Procedure

- Press [Quick Menu] or [Main Menu] on the GLCP.
- Press [Δ] [▽] to browse through the parameter groups, press [OK] to select a parameter group.
- Press [Δ] [▽] to browse through the parameters, press [OK] to select a parameter.
- Press [Δ] [▽] to change the value of a parameter setting.
- Press [◀] [▶] to shift digit when a decimal parameter is in the editing state.
- Press [OK] to accept the change.
- Press either [Back] twice to enter *Status*, or press [Main Menu] once to enter the *Main Menu*.

5.3.8.3 View Changes

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

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

5.3.9 Backing-up/Downloading Parameters

Procedure

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

5.3.10 Restoring Default Settings with LCP

5.3.10.1 Introduction

N O T I C E

BACK UP DATA TO LCP

Risk of losing programming, motor data, localization, and monitoring records by restoration of default settings.

- To provide a back-up, upload data to the LCP before initialization.

Restoring the default parameter settings is done by initialization of the drive. Initialization is carried out via *parameter 14-22 Operation Mode* (recommended) or manually.

Recommended initialization via *parameter 14-22 Operation Mode* does not reset the following settings:

- Operating hours.
- Serial communication selections.
- Fault log.
- Alarm log.
- Other monitoring functions.
- *Parameter 0-03 Regional Settings.*
- *Parameter 1-06 Clockwise Direction.*

Manual initialization erases all motor, programming, localization, monitoring data, and restores factory default settings. Manual initialization does not reset the following information:

- *Parameter 0-03 Regional Settings.*
- *Parameter 1-06 Clockwise Direction.*
- *Parameter 15-00 Operating hours.*
- *Parameter 15-03 Power Up's.*
- *Parameter 15-04 Over Temp's.*
- *Parameter 15-05 Over Volt's.*

5.3.10.2 Recommended Initialization

Procedure

1. Select *parameter 14-22 Operation Mode* and press [OK].
2. Select [2] *Initialisation* and press [OK].
3. Remove power to the unit and wait until the display turns off.
4. Apply power to the unit. Default parameter settings are restored during start-up. This may take slightly longer than normal.
5. *Alarm 80, Drive initialised* to default value is shown.
6. Press [Reset] to return to operating mode.

5.3.10.3 Manual Initialization

Procedure

1. Remove power to the unit and wait until the display turns off.
2. Press and hold [Status], [Main Menu], and [OK] at the same time on the GLCP, or press [Menu] and [OK] at the same time on the NLCP while applying power to the unit (approximately 5 s or until a click is heard and the fan starts).
3. Factory default parameter settings are restored during start-up. This may take slightly longer than normal.

5.4 Basic Programming

5.4.1 Asynchronous Motor Set-up

5.4.1.1 Setting Up Asynchronous Motor

Procedure

1. Enter the following motor data in the listed order. Find the information on the motor nameplate.
 - a. *Parameter 1-20 Motor Power.*
 - b. *Parameter 1-22 Motor Voltage.*
 - c. *Parameter 1-23 Motor Frequency.*
 - d. *Parameter 1-24 Motor Current.*
 - e. *Parameter 1-25 Motor Nominal Speed.*
2. For optimum performance in VVC⁺ mode, extra motor data is required to set up the following parameters. The data is found in the motor datasheet (this data is typically not available on the motor nameplate).
 - a. *Parameter 1-30 Stator Resistance (Rs).*
 - b. *Parameter 1-31 Rotor Resistance (Rr).*
 - c. *Parameter 1-33 Stator Leakage Reactance (X1).*
 - d. *Parameter 1-35 Main Reactance (Xh).*
3. Run a complete AMA using *parameter 1-29 Automatic Motor Adaption (AMA) [1] Enable Complete AMA* or enter the parameters manually.

5.4.1.2 Application-specific Adjustment When Running VVC+

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

5.4.2 PM Motor Set-up in VVC+

5.4.2.1 Initial Programming Steps

Procedure

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

5.4.2.2 Programming Motor Data

NOTICE

Encoder feedback is not supported for PM motors.

When the initial programming steps are completed, the PM motor-related parameters in *parameter groups 1-2* Motor Data, 1-3* Adv. Motor Data*, and *1-4* Adv. Motor Data II* are active.

The information is on the motor nameplate and in the motor datasheet.

Program the following parameters in the listed order.

Procedure

1. *Parameter 1-24 Motor Current.*
2. *Parameter 1-26 Motor Cont. Rated Torque.*
3. *Parameter 1-25 Motor Nominal Speed.*
4. *Parameter 1-39 Motor Poles.*
5. *Parameter 1-30 Stator Resistance (Rs).*

Enter line-to-common stator winding resistance (Rs). If only line-to-line data is available, divide the line-to-line value by 2 to achieve the line-to-common (starpoint) value.

It is also possible to measure the value with an ohmmeter, which also takes the resistance of the cable into account. Divide the measured value by 2 and enter the result.

6. *Parameter 1-37 d-axis Inductance (Ld).*

Enter line-to-common direct axis inductance of the PM motor. If only line-to-line data is available, divide the line-to-line value by 2 to achieve the line-to-common (starpoint) value.

It is also possible to measure the value with an inductance meter, which also takes the inductance of the cable into account. Divide the measured value by 2 and enter the result.

7. Parameter 1-40 Back EMF at 1000 RPM.

Enter line-to-line back EMF of the PM motor at 1000 RPM mechanical speed (RMS value). Back EMF is the voltage generated by a PM motor when no drive is connected and the shaft is turned externally. Back EMF is normally specified for nominal motor speed or for 1000 RPM measured between 2 lines. If the value is not available for a motor speed of 1000 RPM, calculate the correct value as follows:

For example, if back EMF at 1800 RPM is 320 V, the back EMF at 1000 RPM is:

$$\text{Back EMF} = (\text{Voltage} / \text{RPM}) \times 1000 = (320 / 1800) \times 1000 = 178$$

Program this value for *parameter 1-40 Back EMF at 1000 RPM*.

5.4.2.3 Testing Motor Operation

Procedure

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

5.4.2.4 Parking

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

Start the motor at nominal speed. If the application does not run well, check the VVC⁺ PM settings. Recommendations in different applications are shown in [Table 18](#).

Table 18: Recommendations in Different Applications

Application	Settings
Low inertia applications $I_{\text{Load}}/I_{\text{Motor}} < 5^{(1)}$	<ul style="list-style-type: none"> • Increase the value for <i>parameter 1-17 Voltage filter time const.</i> by factor 5 to 10. • Reduce the value for <i>parameter 1-14 Damping Gain</i>. • Reduce the value (<100%) for <i>parameter 1-66 Min. Current at Low Speed</i>.
Medium inertia applications $50 > I_{\text{Load}}/I_{\text{Motor}} > 5$	Keep calculated values.
High inertia applications $I_{\text{Load}}/I_{\text{Motor}} > 50$	Increase the values for <i>parameter 1-14 Damping Gain</i> , <i>parameter 1-15 Low Speed Filter Time Const.</i> , and <i>parameter 1-16 High Speed Filter Time Const.</i>
High load at low speed <30% (rated speed)	Increase the value for <i>parameter 1-17 Voltage filter time const.</i> Increase the value for <i>parameter 1-66 Min. Current at Low Speed</i> (>100% for longer time can overheat the motor).

¹ I_{Load} =The inertia of load. I_{Motor} =The inertia of motor.

If the motor starts oscillating at a certain speed, increase *parameter 1-14 Damping Gain*. Increase the value in small steps. Adjust the starting torque in *parameter 1-66 Min. Current at Low Speed*. 100% provides nominal torque as starting torque.

5.4.3 Automatic Motor Adaptation (AMA)

5.4.3.1 Introduction

It is highly recommended to run AMA because it measures the electrical characteristics of the motor to optimize compatibility between the drive and the motor in VVC⁺ mode.

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

N O T I C E

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

5.4.3.2 Running AMA via LCP

Procedure

1. By default parameter setting, connect terminals 13 and 27 before running AMA.
2. Enter the Main Menu.
3. Go to *parameter group 1-** Load and Motor*.
4. Press [OK].
5. Set motor parameters using nameplate data for *parameter group 1-2* Motor Data*.
6. Set motor cable length in *parameter 1-42 Motor Cable Length*.
7. Go to *parameter 1-29 Automatic Motor Adaptation (AMA)*.
8. Press [OK].
9. Select *[1] Enable complete AMA*.
10. Press [OK].
11. The test runs automatically and indicates when it is complete.
12. Depending on the power size, the AMA takes 3–10 minutes to complete.

5.5 Checking Motor Rotation

Check the motor rotation before running the drive.

Procedure

1. Press [Hand On].
2. Press [Δ] for positive speed reference.
3. Check that the speed shown is positive.
4. Verify that the wiring between the drive and the motor is correct.
5. Verify that the motor running direction matches the setting in *parameter 1-06 Clockwise Direction*.
 - a. When *parameter 1-06 Clockwise Direction* is set to *[0] Normal* (default clockwise), verify that the motor turns clockwise and the LCP direction arrow is clockwise.
 - b. When *parameter 1-06 Clockwise Direction* is set to *[1] Inverse* (counterclockwise), verify that the motor turns counterclockwise and the LCP direction arrow is counterclockwise.

5.6 Checking Encoder Rotation

Only check encoder rotation if encoder feedback is used.

Procedure

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 [Δ] for positive speed reference (*parameter 1-06 Clockwise Direction* at *[0] Normal*).
5. Check in *parameter 16-57 Feedback [RPM]* that the feedback is positive.

N O T I C E

NEGATIVE FEEDBACK

If the feedback is negative, the encoder connection is wrong.

- Use *parameter 5-71 Term 32/33 Encoder Direction* to inverse the direction, or reverse the encoder cables.

5.7 Testing Local-control

Procedure

1. Press [Hand On] to provide a local start command to the drive.
2. Accelerate the drive by pressing [Δ] to full speed. Moving the cursor left of the decimal point provides quicker input changes.
3. Note any acceleration problems.

4. Press [Off]. Note any deceleration problems.

5.8 System Start-up

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

Procedure

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

If warnings or alarms occur, see [8.2 Warning and Alarm Types](#) for resetting the drive after a trip.

5.9 Memory Module

5.9.1 Memory Module Overview

The VLT® Memory Module MCM is a small memory device containing data such as:

- Firmware for the drive (not including the firmware for communication on the control card).
- PUD file.
- SIVP file.
- Parameter file.

The VLT® Memory Module MCM is an accessory. The drive comes without the memory module installed from the factory. A new memory module can be ordered using the following ordering numbers.

Table 19: Ordering Number

Description	Ordering number
VLT® Memory Module MCM 102	132B0359
VLT® Memory Module MCM 103	132B0466

Each memory module has a unique serial number which cannot be modified.

N O T I C E

The VLT® Memory Module MCM can be used on the drive together with firmware 1.5 and above.

N O T I C E

The VLT® Memory Module MCM does not support copying functional safety related firmware and parameters.

Select correct options for *parameter 31-40 Memory Module Function* before configuring with the memory module.

Table 20: Description of Parameter 31-40 Memory Module Function

Parameter 31-40 Memory Module Function	Description
[0] Disabled	Downloading or uploading data function is disabled.
*[1] Only Allow Download	Only allow downloading data from the memory module to the drive. This is the default setting of <i>parameter 31-40 Memory Module Function</i> .
[2] Only Allow Upload	Only allow uploading data from the drive to the memory module.
[3] Allow Both Download and Upload	If this option is selected, the drive downloads data from memory module first, and then uploads data from the drive to the memory module.

N O T I C E

AVOID UNINTENTIONAL OVERWRITING

The default setting of *parameter 31-40 Memory Module Function* is [1] *Only Allow Download*. If there is any update, such as firm-ware updated by MCT 10 using OSS file, parameter updated by LCP or bus, parameters reset via *parameter 14-22 Operation Mode*, or 3-finger-reset of the drive, the updated data will be lost after a new power cycle, because the drive downloads data from the memory module again.

- After the data has been downloaded from the memory module to the drive, select [0] *Disabled* or [2] *Only Allow Upload* in *parameter 31-40 Memory Module Function* before the new power cycle.

5.9.2 Synchronizing Drive Data to a New Memory Module (Create Drive Backup)

N O T I C E

To avoid unintentional overwriting of the data in the memory module, consider to adjust the settings for *parameter 31-40 Memory Module Function* before next power cycle according to different operating purpose.

Procedure

1. Plug a new empty memory module in the drive.
2. Select [2] *Only Allow Upload* or [3] *Allow Both Download and Upload* in *parameter 31-40 Memory Module Function*.
3. Power up the drive.
4. Wait until the synchronization is complete, refer to [5.9.8 Transfer Performance and Indications](#) to check the transfer indications on the drive.

5.9.3 Copying Data to Another Drive

N O T I C E

To avoid unintentional overwriting of the data in the memory module, consider to adjust the settings for *parameter 31-40 Memory Module Function* before next power cycle according to different operating purpose.

Procedure

1. Make sure that the required data is uploaded to the memory module, refer to [5.9.2 Synchronizing Drive Data to a New Memory Module \(Create Drive Backup\)](#).
2. Unplug the memory module and plug into a new drive.
3. Make sure that [1] *Only Allow Download* or [3] *Allow Both Download and Upload* is selected in *parameter 31-40 Memory Module Function* on the new drive.
4. Power up the new drive.
5. Wait until the download is complete and the data is transferred, refer to [5.9.8 Transfer Performance and Indications](#) to check the transfer indications on the drive.

5.9.4 Copying Data to Multiple Drives

If multiple drives are of same voltage/power, the information of 1 drive can be transferred to the others via 1 memory module.

N O T I C E

The data can also be downloaded to the memory module from a PC via the VLT® Memory Module Programmer.

N O T I C E

In any of the drives, if an empty memory module is plugged in for backing up data, adjust the settings for *parameter 31-40 Memory Module Function* to [2] *Only Allow Upload* or [3] *Allow Both Download and Upload* before next power cycle.

Procedure

1. Follow the steps in [5.9.2 Synchronizing Drive Data to a New Memory Module \(Create Drive Backup\)](#) to upload the data from 1 drive to a memory module.
2. To avoid unintentional uploading of data to the master memory module, make sure that [1] *Only Allow Download* is selected in *parameter 31-40 Memory Module Function* on the other drives.
3. Unplug the memory module and plug into a new drive.
4. Power up the new drive.
5. Wait until the download is complete and the data is transferred, refer to [5.9.8 Transfer Performance and Indications](#) to check the transfer indications on the drive.
6. Repeat steps 3–5 for the next drive.

5.9.5 Transferring the Firmware Information

If 2 drives are of same voltage and power size, the firmware information can be transferred from 1 drive to another.

N O T I C E

The firmware information can also be downloaded to the memory module from a PC via the VLT® Memory Module Programmer.

Procedure

1. Follow the steps in [5.9.2 Synchronizing Drive Data to a New Memory Module \(Create Drive Backup\)](#) to upload the firmware information from 1 drive to a memory module.
2. Follow the steps in [5.9.3 Copying Data to Another Drive](#) to transfer the firmware information to another drive of same voltage and power size.

5.9.6 Backing Up Parameter Changes to Memory Module

Procedure

1. Plug a new empty memory module in the drive.
2. Select [2] *Only Allow Upload* or [3] *Allow Both Download and Upload* in *parameter 31-40 Memory Module Function*.
3. Power up the drive.
4. Wait until the synchronization is complete. Refer to [5.9.8 Transfer Performance and Indications](#) to check the transfer indications on the drive.
5. Any change to parameter settings is automatically synchronized to the memory module.

5.9.7 Erasing Data

The memory module can be erased via setting *parameter 31-43 Erase_MM* without a new power cycle.

Procedure

1. Make sure that the memory module is mounted in the drive.
2. Select [1] *Erase MM* in *parameter 31-43 Erase_MM*.
3. All files in the memory module are erased.
4. *Parameter 31-43 Erase_MM* setting returns to [0] *No function*.

5.9.8 Transfer Performance and Indications

The time for transferring different data between the drive and the memory module is different, refer to the following table.

Table 21: Transfer Performance

Data file	Time
Firmware file	<ul style="list-style-type: none"> • It takes around 2 minutes for uploading data from the drive to the memory module. • It takes around 6 minutes for downloading data from the memory module to the drive.
SIVP file	Around 10 s.
Parameter file ⁽¹⁾	Around 5 s.

¹ If a parameter is changed in the drive, to upload the updated parameter, wait at least 5 s before power-down.

Table 22: Transfer Indications

Data file	Indications		
	GLCP	NLCP	On LED ⁽¹⁾
Firmware file	"Synchronizing with Memory Module." is shown during transferring.	No text indication.	The LED flashes slowly during the transfer.
SIVP file			
Parameter file	No text indication.		The LED does not flash.

¹ The On LED is lit on the LCP. Refer to [5.3.2 Numerical Local Control Panel](#) and [5.3.6 Graphical Local Control Panel](#) for the On LED's position and functions.

6 Safety Functions

6.1 Introduction

The drive is integrated with Ethernet safety functions according to application needs.

According to EN IEC 61800-5-2, the following 2 safety functions are available within the drive:

- Safe Torque Off (STO): no torque is being fed to the motor can generate a rotation. (Stop category 0 according to EN IEC 60204-1.)
- Safe Stop 1 time controlled (SS1-t): motor decelerates within a specified deceleration time. Safe Torque Off is activated at the end of a deceleration time. (Stop category 1 according to EN IEC 60204-1).

Both of the safety functions fulfill SIL3/SIL CL 3 (according to IEC 61508/61800-5-2/62061) and Category 3/PL e (according to ISO 13849-1) and can be triggered via:

- Digital I/O (terminal 37 and 38, referred at SGND terminal 39).
- Safety fieldbus.

The following safety fieldbuses are supported by the drive:

- PROFI-safe communication over PROFINET.
- FSoE communication over EtherCAT (subsequent version).

Communication over PROFI-safe is implemented according to the PROFIdrive on PROFI-safe amendment.

To view or download the certificate, search *TÜV Functional safety FC 280* on www.danfoss.com.

⚠ WARNING ⚠

DESIGN OF SAFETY SYSTEMS

The designing of safety-related systems requires special knowledge and skills.

- Only qualified persons are allowed to install and set up an advanced safety option board.

⚠ WARNING ⚠

USE OF SAFETY FUNCTIONS

The use of safety functions provided by the drive does not in itself ensure safety.

- To make sure that the commissioned system is safe, make an overall risk assessment.
- Safety devices must be correctly incorporated into the entire system. The entire system must be designed in compliance with all relevant standards within the field of industry. (Standards such as EN 12100 Part 1, Part 2, and ISO 14121-1 provide methods for designing safe machinery and making a risk assessment.)

NOTICE

The information in this manual provides guidance on the use of the safety functions that FC 280 provides. This information is in compliance with accepted practice and regulations at the time of writing. However, the product/system designer is responsible for making sure that the system is safe and in compliance with relevant regulations.

NOTICE

The drive must be used in an environment where no conductive dust or contaminants are present.

- To ensure proper protection against contamination, use the drive in at least an IP54 enclosure.

6.2 System Overview

6.2.1 Safety Function Architecture

The control unit of the drive consists of:

- Control card.
- Built-in option A (supports PROFINET/POWERLINK/Ethernet IP/EtherCAT fieldbus).
- Built-in safety option B (provides safety functions).

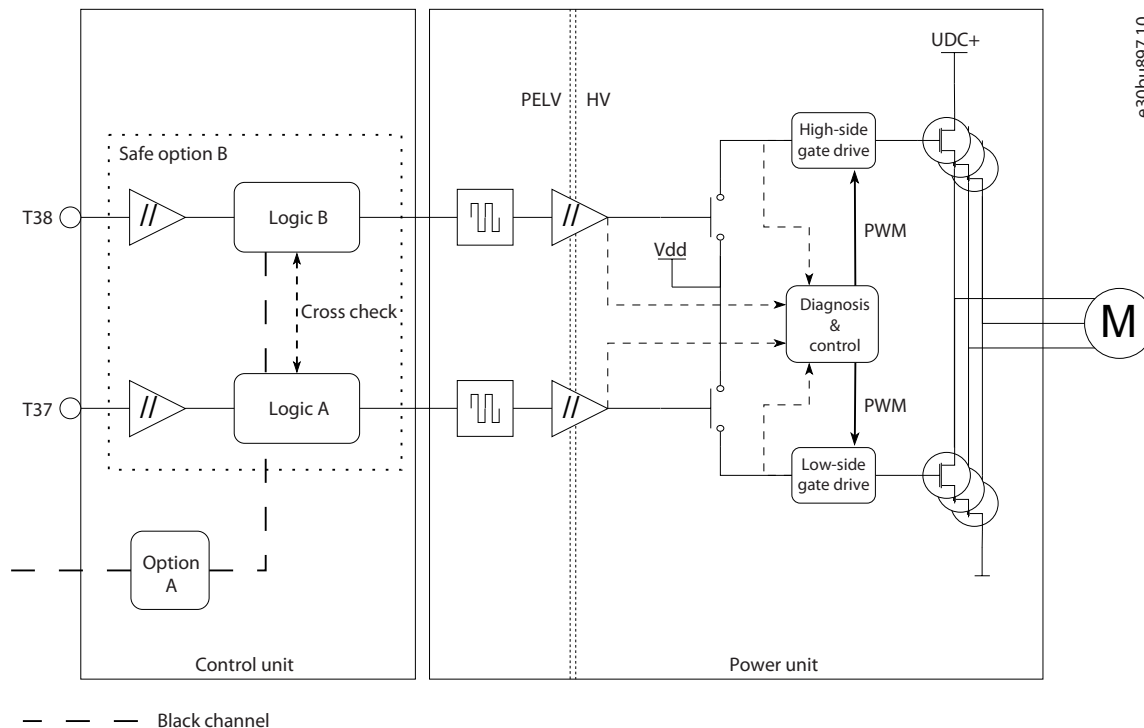


Illustration 30: Safety Function Architecture

The safety loop within the drive is dual-channel based structure. There is one dual-channel safety digital input:

- Terminal 37, safe input channel a.
- Terminal 38, safe input channel b.
- Terminal 39, dedicated GND for terminal 37 and 38.

The safety digital input can be configured as STO, SS1-t, or disabled (default) via setting parameters. If disabled, the drive does not react with any signal on terminal 37 or 38. Terminal 37, 38, and 39 are isolated with other inputs of the drive.

There is an RJ45 port for safety fieldbus communication. The safety communication protocol can be enabled or disabled (default) via setting parameters. If disabled, the drive ignores any safety function via fieldbus.

N O T I C E

Safety digital input and safety fieldbus protocol are all DISABLED as factory default.

- Configure the needed safety functions correctly with MCT-10 tool before use.

N O T I C E

Safety components are already mounted within the drive. Disassembling any part of the drive is not allowed.

If both safety digital input and safety fieldbus are enabled, STO or SS1-t can be triggered via both sources. STO has the highest priority. SS1-t can be interrupted by STO from any trigger source.

Table 23: Safety Functions Combination in Drive

FC 280		Safety fieldbus	
		Disabled ^{*(1)}	Enabled
Safety digital input	Disabled ^{*(1)}	None	STO ⁽²⁾ and SS1-t ⁽²⁾
	STO	STO ⁽³⁾	STO ⁽⁴⁾ and SS1-t ⁽²⁾
	SS1-t	SS1-t ⁽³⁾	SS1-t ⁽⁴⁾ and STO ⁽²⁾

¹ * means default value.

² Via fieldbus only.

³ Via digital input only.

⁴ Via both trigger sources.

6.2.2 Safe State

The safe state of the drive is STO achieved or power off.

6.2.3 Internal and External Fault

Internal fault

The diagnosis mechanism of the drive detects the internal fault inside the drive.

Normally, an internal fault is caused by:

- EMI.
- Random failure of components.
- Harsh environment condition.
- Other systematic errors.

When an internal fault is detected, the drive reports an alarm and switches to the safe state. To reset the drive, clear the alarm manually or recycle the power supply.

External fault

External fault is the fault caused by invalid external input which includes:

- Discrepancy on safety digital input.
- Safety fieldbus communication errors.
- Fieldbus master, for example a PLC, forces the drive into safe state.

6.2.4 Fault Reaction

When an internal fault is detected, the fault reaction is STO. When an external fault happens, the fault reaction can be defined via setting *parameter 42-30 External Failure Reaction* to STO or SS1-t.

⚠ CAUTION ⚠

Assess the risk before using SS1-t as external failure reaction.

6.2.5 Recovery from Safe State

6.2.5.1 Recovery from Safe Function Triggered Normally

Restart behavior of safe digital input

When safe function is achieved by the safe digital input (terminal 37 and 38), the reset action to restart the motor depends on the configuration of restart behavior. *Parameter 42-24 Restart Behavior* determines whether the drive restarts automatically or waits for a manual reset after the safety function is achieved.

- Automatic reset: when the safety function is achieved, the safety option can run again when the condition that triggered the safety function ceases. This behavior is only valid for the digital input where this reset behavior is defined. For example, if there is an external fault, a manual reset from the reset source is required regardless of the setting in *parameter 42-24 Restart Behavior*.
- Manual reset: when the safety function is achieved, the drive requires a reset from a reset source before it can run again. The reset source could be the following (refer to [6.12 Safety-related Parameters](#) for more information on *parameter 42-31 Reset Source* and its options):
 - The *Reset* key on the LCP.
 - A specified non-safe digital input.
 - The reset command via fieldbus other than PROFI-safe (for example RS485, PROFINET).

Restart behavior of safe fieldbus

NOTICE

Make sure that the surrounding environment is safe before recovering from safe state.

The drive resets automatically when inactive command received from the host device via safety fieldbus protocol.

6.2.5.2 Recovery from Safety Events

Table 24: Recovery from Safety Events

Safety event index	Safety event	User action required when safe fieldbus is disabled	User action required when safe fieldbus is enabled
1	Customization aborted	Manual reset	–
2	Customization completed	Manual reset	–
3	General reset	Manual reset	–
4	Internal failures	Power cycle	Power cycle
5	External failures	Manual reset	Manual reset
6	SO initialized (power up without failure)	Manual reset	–
7	Safe function pending	Manual reset	Manual reset

6.3 Safety Functions

6.3.1 Safe Torque Off (STO)

Safe Torque Off (STO) prevents the drive from generating the energy that is required to rotate the motor, thus ensures the safety of the system in emergency situations.

The STO function in the drive is controlled via redundant safety digital input (terminals 37 and 38) or/and safety fieldbus. When STO is activated, the power supply on the high side and low side of the IGBT gate driving circuits is cut off. The following illustration shows the STO architecture.

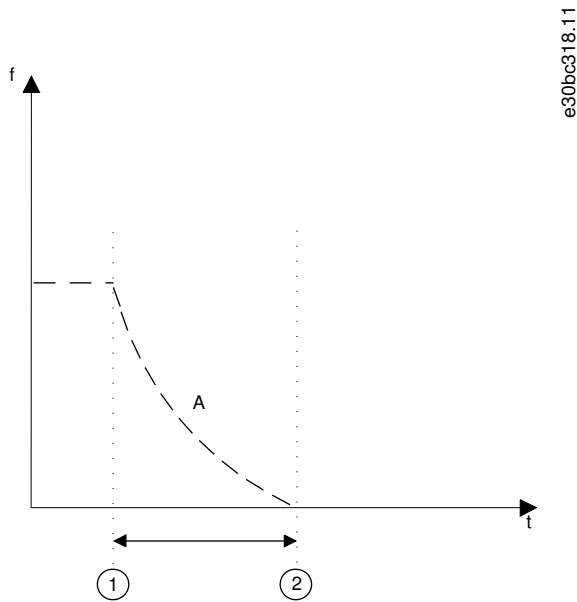


Illustration 31: Safe Torque Off

A	Actual frequency	2	Motor standstill
1	Activation of Safe Torque Off		

6.3.1.1 STO Triggered by DI

To enable safe DI as STO input, set *parameter 42-20 Safe Function* as [0] STO. The following table shows STO statuses based on whether terminals 37 and 38 are energized.

Table 25: STO via DI

Terminal 37	Terminal 38	Torque	Warning/alarm
High ⁽¹⁾	High	Yes ⁽²⁾	None
Low ⁽³⁾	Low	No	W68
Low	High	No	W252
High	Low	No	W252

¹ Voltage range is 24 V±15%, with terminal 39 as reference.
² Torque is present only when the drive is running.
³ Open circuit or the voltage is within the range of 0 V ±1.5 V, with terminal 39 as reference.

6.3.1.2 STO Triggered by Fieldbus

To enable safety fieldbus protocol, set *parameter 42-60 Telegram Selection* to [1] PROFIsafe Std. Tel. 30. STO control command is sent from the upper device continuously and periodically. The command includes:

- STO inactive
- STO active

Table 26: STO via Fieldbus

STO command	Torque	Warning/alarm
Inactive	Yes ⁽¹⁾	None
Active	No	W68

¹ Torque is present only when the drive is running.

6.3.1.3 Exit STO

The trigger sources of STO, safe DI and fieldbus, are independent if they are both enabled. To exit STO state, all of the trigger sources should be turned to inactive:

- *STO inactive* command received on fieldbus.
- Terminal 37 and 38 are *High*.

6.3.1.4 Restart Behavior

Even though the drive has exited STO state, the restart behavior of the motor has 2 modes depending on the setting of *parameter 42–24 Restart Behavior*:

- If *parameter 42–24 Restart Behavior* is set to *[1] Automatic*, the motor can run again just after an *On* command is received.
- If *parameter 42–24 Restart Behavior* is set to *[0] Manual*, the drive needs a *Reset* action for acknowledgement, and then the motor can run again after an *On* command is received.

⚠ WARNING ⚠

For manual restart mode, although the motor cannot run before a *Reset* action after STO state has exited, the motor is no longer safe! Only safe DI and/or safe fieldbus commands are trustable for the remaining safe state.

6.3.2 Safe Stop 1 Time Controlled (SS1-t)

For SS1-t function, the drive decelerates to 0 speed within a defined deceleration time. Meanwhile, the safety components of the drive count down the deceleration time and activate STO after the timer expires.

Features of the safety function

- The safety function SS1-t fulfills Safe Stop 1 time controlled in accordance with EN/IEC 61800-5-2, and also corresponds to Stop category 1 according to EN/IEC 60204-1.
- The drive initiates the motor deceleration and performs STO function after an application-specific time delay.
- The motor becomes torque-free and removes hazardous movements.

STO is activated immediately when the configured stop delay expires, regardless of speed.

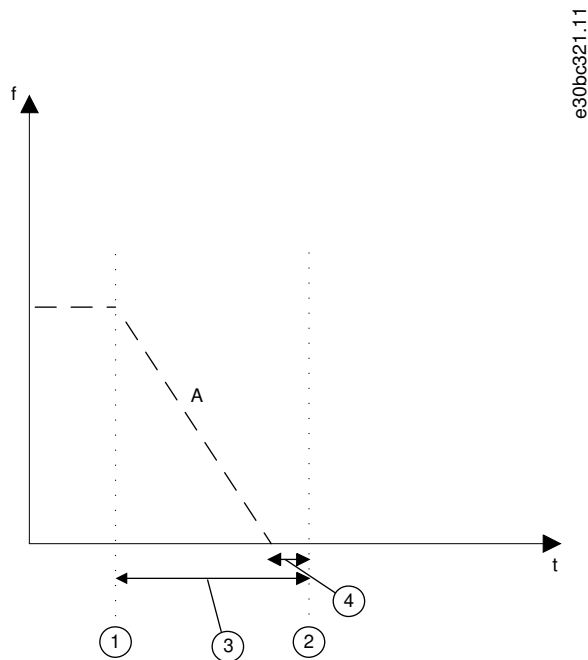


Illustration 32: Safe Stop 1 Time Controlled

A	Actual frequency	3	Parameter 42-42 Delay Time
1	Activation of SS1-t	4	Parameter 42-43 Delta T
2	Activation of Safe Torque Off		

SS1-t function activates a braking ramp defined from a selected time delay in *parameter 42-42 Delay Time*, which means the braking ramp is linear. Select the value of *parameter 42-43 Delta T* (the percentage of delay time), which is a reasonable tolerance before the SS1-t time expires.

NOTICE

For SS1-t, ramping down the motor is performed by non-safety components, so it may fail undetected. Therefore, SS1-t cannot be applied if this failure can cause a dangerous situation in the final application.

NOTICE

The SS1-t function does not monitor the reality of motor's stopping. If any drive's fault occurs before SS1-t time expired, the drive coasts immediately regardless of the motor speed.

- Assess the suitability of SS1-t for end application.

⚠ WARNING ⚠

Using SS1-t may result in the motor still spinning when the Safe Torque Off is activated. The risk analysis for the machine must indicate that this behavior can be tolerated. An interlock may be required.

NOTICE

The *parameter 42-43 Delta T* only provides a time margin with hope of the drive could stop before STO is activated. Too much of Delta T can bring a steep ramp down curves, which may cause overcurrent and coast the motor.

6.3.2.1 SS1-t Triggered by DI

To enable safe DI as SS1-t input, set *parameter 42-20 Safe Function* as [9] SS1-t. The following table shows SS1-t statuses based on whether terminals 37 and 38 are energized.

Table 27: SS1-t via DI

Previous status	Terminal 37	Terminal 38	Status	LCP display
Inactive	High ⁽¹⁾	High	Inactive	None
	High→Low ⁽²⁾	High→Low	Timer start	SS1-t ⁽³⁾
	High→Low	High	Timer start	W252
	High	High→Low	Timer start	W252
Timing	High	High	Timing ⁽⁴⁾	SS1-t
			Timer stop & reset ⁽⁵⁾	None
Timing	Low	X	Timing	SS1-t
	X	Low		
Timer expired	X	X	STO	W68

¹ Voltage range is 24 V±15%, with terminal 39 as reference.

² Open circuit or the voltage within the range of 0 V±1.5 V, with terminal 39 as reference.

³ When setting *parameter 0-2* LCP Display*=[4285].

⁴ *Parameter 42-24 Restart Behavior*=[0] Manual.

⁵ *Parameter 42-24 Restart Behavior*=[1] Automatic, and no SS1-t request on fieldbus (inactive command or disabled).

6.3.2.2 SS1-t Triggered by Fieldbus

To enable safety fieldbus protocol, set *parameter 42-60 Telegram Selection* to [1] PROFIsafe Std. Tel. 30. SS1-t control command is sent from the upper device continuously and periodically. The command includes:

- SS1-t inactive
- SS1-t active

Table 28: SS1-t via Fieldbus

Previous status	SS1-t command ⁽¹⁾	Status	LCP display
Inactive	Inactive	Inactive	None
	Inactive→active	Timer start	SS1-t ⁽²⁾
Timing	Active	Timing	
	Inactive	Timer stop & reset	None
Timer expired	Active	STO	W68
	Inactive	Inactive	None

¹ See the table in [6.5.2.5.1 PROFIsafe Control Word](#).

² When setting *parameter 0-2* LCP Display*=[4285].

6.3.2.3 SS1-t Timer Start

If one of the following events is detected, SS1-t timer starts immediately:

- Terminal 37 becomes low.
- Terminal 38 becomes low.
- *SS1-t active* command received on fieldbus.

6.3.2.4 SS1-t Timing Quit

When SS1-t timer starts and does not expire, the SS1-t timer can be paused and reset when all of the following conditions are met:

- When *parameter 42-24 Restart Behavior* is set to [1] *Automatic*, terminal 37 and terminal 38 are both high.
- *SS1-t inactive* command received on fieldbus.

6.3.2.5 Safe State of SS1-t

The safe state of SS1-t is STO triggered before timer expires. If any internal fault is detected or external fault happens, the drive triggers STO at any time.

N O T I C E

Assess the risk of STO interrupting SS1-t.

6.3.2.6 Timing Precision

The timing precision is:

$$\text{Lower limit} = N \times (1 - 0.1\%)$$

$$\text{Upper limit} = (N + 0.05) \times (1 + 0.1\%)$$

N is the set time (set in *parameter 42-42 Delay Time*), and the unit is seconds.

6.4 Safety Digital Input

6.4.1 Valid Voltage

- The valid voltage range of terminal 39 should be 0 V, PELV.
- The valid voltage range of terminal 37 and 38 should be 0–24 V, PELV, refer to terminal 39.
- If the voltage on terminal 37 or 38 is over 30 V, the drive enters protection mode and triggers STO.
- If the voltage on terminal 37 or 38 is over 60 V, the circuitry of the drive will be damaged.

6.4.2 Debouncing

Some devices, for example safety PLC, generates a test pattern on its output for stuck checking. These test patterns can interrupt the drive. The drive can ignore these test patterns on terminal 37 and 38 if they stay at low level (≤ 1.8 V) for no longer than 5 ms.

N O T I C E

To activate STO (or SS1-t) effectively and stably, keep the 2 channels both at low level for at least 1 s.

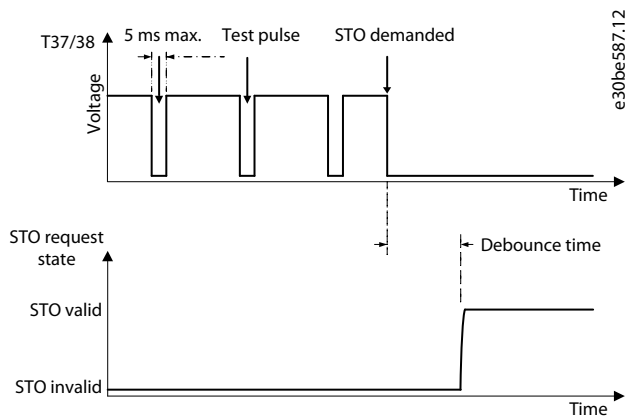


Illustration 33: Debouncing

6.4.3 Discrepancy Tolerance

The input signals at the 2 terminals may not always be synchronous. If the discrepancy between the 2 signals is longer than 0.5 s, the STO fault warning (W252) occurs.

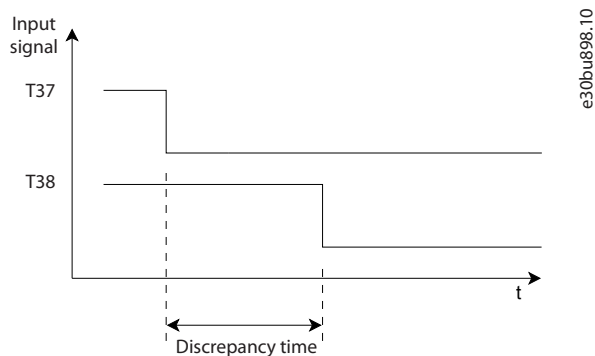


Illustration 34: Discrepancy Time

NOTICE

The discrepancy time does not extend the safety function's response time. The drive activates its safety function as soon as the earlier valid signal arrives.

6.5 Safety Fieldbus

6.5.1 PROFI-safe

PROFI-safe is an additional safety protocol on top of a standard transmission system (PROFINET/PROFIBUS). PROFI-safe uses several technologies to ensure the validity and status of the fieldbus communication, making it reliable to use with safety devices.

These measures include:

- Consecutive numbering.
- Watchdog time monitoring with acknowledgement.
- Codename per communication relationship.
- Cyclic redundancy check for data integrity.

Communication over the non-safe transmission systems is called the "black channel".

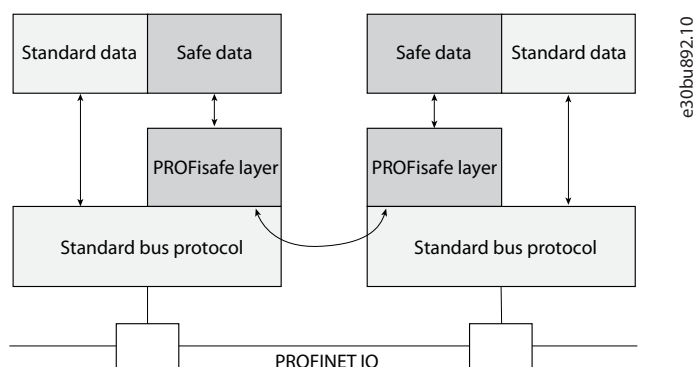


Illustration 35: PROFIsafe Communication

6.5.2 PROFIsafe System

The drive can communicate with safety PLC via PROFINET. The exchanged data includes safety-related data and non-safe process data. For safety-related data, it goes through PROFIsafe frame and matches PROFIdrive format.

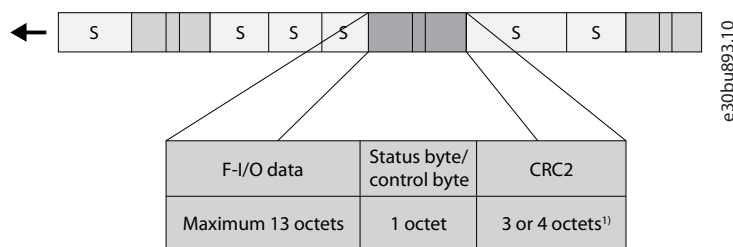
The drive supports PROFIsafe V2.4 and V2.6. V2.6 is forward compatible with V2.4. To provide maximum flexibility and convenience, the GSD file contains 4 modules. Select 1 of the following modules according to the requirement to set up communication between the PLC and drive.

- PROFIsafe_1: PROFIsafe V2.4, 3 octets CRC checksum, F_iPar_CRC checking is disabled.
- PROFIsafe_2: PROFIsafe V2.4, 3 octets CRC checksum, F_iPar_CRC checking is enabled.
- PROFIsafe_1: PROFIsafe V2.6, 4 octets CRC checksum, F_iPar_CRC checking is disabled.
- PROFIsafe_2: PROFIsafe V2.6, 4 octets CRC checksum, F_iPar_CRC checking is enabled.

6.5.2.1 The PROFIsafe Frame

The PROFIsafe frame, which is exchanged between the safety PLC (F-host) and the safety follower (F-device), includes:

- Safety I/O data (F-I/O), which is used to control the drive safety process.
- A status/control byte, which is used for the PROFIsafe communication.
- A CRC signature, which ensures the validity of the frame.



1) PROFIsafe V2.4 corresponds to 3 octets, and PROFIsafe V2.6 corresponds to 4 octets.

Illustration 36: Structure of the PROFIsafe Frame (S=Standard Frame)

To indicate, monitor, and set the safety status of the F-device, see the status and control bytes descriptions in the following tables. For more details, refer to *PROFIsafe – Profile for Safety Technology on PROFIBUS DP and PROFINET IO Technical Specification*.

Table 29: PROFIsafe Status Byte Description

Bit	Signal	Description
0	iPar_OK	Not used
1	Device_Fault	Fault in F-device
2	CE_CRC	Communication fault: CRC
3	WD_timeout	Communication fault: watchdog timeout

Bit	Signal	Description
4	FV_activated	Fail-safe values (FV) activated
5	Toggle_d	Toggle Bit (F-device)
6	Cons_nr_R	Consecutive number has been reset
7	–	Reserved

Table 30: PROFIsafe Control Byte Description

Bit	Signal	Description
0	iPar_EN	Not used
1	OA_Req	Operator acknowledgement
2	R_cons_nr	Reset consecutive number
3	–	Reserved
4	Activate_FV	Fail-safe values (FV) to be activated
5	Toggle_h	Toggle Bit (F-host)
6	–	Reserved
7	–	Reserved

6.5.2.2 Parameterization for PROFIsafe

When using the PROFIsafe, the protocol requires specific safety parameters (F-parameters) to be sent from F-host to F-device. These parameter values must be set to the drive via the MCT-10 safety tool and to F-host via its configuration tool. During start-up, the values on the F-host are transmitted to the drive, and the drive checks the values against the values on the drive. The values configured to F-host and F-device must be the same for the safety communication to start.

The safety layer starts whenever the communication channel (PROFINET) is communicating cyclically. An unsuccessful initialization of the PROFIsafe protocol does not have an effect on the PROFINET cyclic communication. The PROFINET cyclic communication can be used to read diagnostic information if the PROFIsafe parameterization fails.

Table 31: Settings in the Safety PLC

Value	Description
F source address	PROFIsafe address of PLC.
F destination address	The value must be the same as the F destination address on FC 280.
F WD Time	The value must be the same as the F WD time on FC 280.
F iPar CRC	The value must be the same as the final CRC of the parameter file on FC 280. The value can be seen in MCT-10 after the verification of the parameter file is completed, on the control panel of the drive or in the commissioning report printed from MCT-10.
Safety telegram & F-I/O data of the safety telegram	The value must be the same as the safety telegram in FC 280. F-I/O data must be mapped as described in the tables in 6.5.2.5.1 PROFIsafe Control Word and 6.5.2.5.2 PROFIsafe Status Word .

The following PROFIsafe-related parameters cannot be edited in FC 280. They must have the same value in the safety PLC communication to the gateway chip in FC 280 over PROFIsafe. The values in the following table are defined in the fieldbus GSD description file, which is provided for the gateway chip in FC 280 by Danfoss, and must not be modified.

NOTICE

FC 280 has Type 1 of F-Address-Check, it means only F_DestAdd is checked by the drive.

N O T I C E

The correctness of drive's iParameter must be ensured by user via commissioning test.

Table 32: Non-editable F-parameters

Parameter	Value	Unit	Description
F check iPar	0 = NoCheck		Manufacturer-specific iPar check.
F CRC length	0 = 3 or 4 bytes CRC ⁽¹⁾		CRC2 signature length.
F block ID	1 = F iPar CRC within F parameter block		Parameter block type identification.
F Par version	1 = V2 Mode		Version no. of F parameters.
F SIL	8 = SIL3		Employed SIL level of F-device.

¹ It depends on PROFIsafe version: V2.4, 3 bytes CRC; V2.6, 4 bytes CRC.

6.5.2.3 PROFIsafe Watchdog Time

Use the F-parameter watchdog time (F WD time) to determine a watchdog time for the communication between F-host and F-device.

The minimum watchdog time has 4 parts:

- DAT = Device Acknowledgment Time. The F-device receives a frame, processes it, and prepares a new frame to send.
- Bus = the transfer time of the frame from the AC drive to F-host.
- HAT = Host Acknowledgment Time. F-host receives a frame, processes it, and generates a new frame.
- Bus = the transfer time of the frame from F-host to the AC drive.

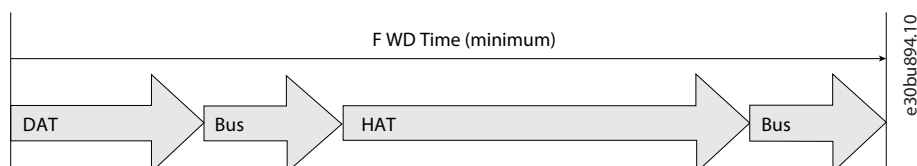


Illustration 37: PROFIsafe Watchdog Time

Sometimes, it is difficult to determine the bus transfer time that is used to calculate the watchdog time. For more information on the cycle times, see the user manuals of the specific fieldbus.

The F WD time can be calculated via the following formula:

$$F \text{ WD Time} = DAT + HAT + 2 \times BT$$

Table 33: Description of the Parts of the Watchdog Time

Symbol	Name	Description
DAT	Device Acknowledgment Time	70 ms for the complete AC drive system.
HAT	Host Acknowledgment Time	Application-specific.
BT	Bus Cycle Time	The bus cycle time.

The F-parameter F WD time must have a value that is slightly greater than the sum of DAT, HAT, and 2 times the bus transfer time. It is recommended not to exceed the calculated value by more than 30%. Setting a shorter watchdog time does not have an effect on the safety of a system, but it can cause a fault and make the AC drive trip. For example, if HAT is 4 ms and the PROFINET cycle time is 4 ms, F WD time should be set to:

$$F \text{ WD Time} = (DAT + HAT + 2 \times BT) \times 1.3 = (70 \text{ ms} + 4 \text{ ms} + 2 \times 4 \text{ ms}) \times 1.3 = 110 \text{ ms}$$

N O T I C E

- If there is extreme electromagnetic interference, the communication systems use retry mechanisms to increase the robustness of the system. Before setting the F WD time, it is recommended to find the number of retries of each connection and adjust the minimum watchdog time if necessary.

6.5.2.4 PROFIsafe Safety Function Response Time (SFRT)

PROFIsafe specifies a safety function response time (SFRT), during which the safety system must react to a fault in the system. The SFRT includes all individual delays, including the bus transfer times. All of these elements have minimum and maximum delays, and the actual delay is likely to be somewhere in between these values. For safety reasons, every communication cycle has its own watchdog time $WDT_{i,j}$ after which the safe state is activated if a fault occurs in that communication cycle.

Calculate the safety function response time via the following formula:

$$SFRT = \sum_{i=1}^n WCDT_i + \max_{i=1,2,\dots,n} (WDT_{i,j} - WCDT_i)$$

SFRT=Safety Function Response Time

$WCDT_i$ =Worst Case Delay Time of entity i

$WDT_{i,j}$ =Watchdog Time of entity i. See [6.5.2.3 PROFIsafe Watchdog Time](#).

Adding the worst case delay times to the components of the safety system gives the total worst case delay time. See the following tables.

Table 34: Time Parameters

Device	Worst case delay time	Watchdog time
The complete AC drive system	120 ms	Recommended 250 ms or larger

6.5.2.5 PROFIdrive on PROFIsafe

The drive supports PROFIsafe standard telegram 30. The following sections describe the PROFIdrive on PROFIsafe standard telegram 30 bits. In a PLC program, address the safety functions using bits while not bytes.

Byte 0 is PROFIdrive on PROFIsafe-specific and byte 1 is vendor-specific.

To show the hex values of PROFIsafe status word and PROFIsafe control word on the LCP, use *parameter 42-83 Safe Status Word* and *parameter 42-82 Safe Control Word*. The hex values are used for debugging purpose or transferring the safe control information to a non-safe control environment.

6.5.2.5.1 PROFIsafe Control Word

Table 35: PROFIsafe Control Word (S_STW1)

Byte	Bit	Name
Byte 0	0	STO
Byte 0	1	SS1
Byte 0	2–6	Not supported ⁽¹⁾
Byte 0	7	INTERNAL_EVENT_ACK
Byte 1	0–7	Not supported ⁽¹⁾

¹ Bits that are not supported are set to 0.

Byte 0 Bit 0, STO

- Bit 0.0=0, Safe Torque Off (zero-active).
- Bit 0.0=1, No Safe Torque Off.

Byte 0 Bit 1, SS1

- Bit 0.1=0, safe stop 1 (zero-active).
- Bit 0.1=1, No safe stop 1.

Byte 0 Bit 7, INTERNAL_EVENT_ACK

- When this bit value changes from 1 to 0 (1→0 edge), an acknowledgement is given to the safety fault buffer. Fault entries in the safety fault buffer are shifted to the last acknowledged fault situation. Faults which are still present or not acknowledgeable appear again in the actual fault situation. For more information, refer to the PROFIdrive profile description at www.profibus.com.

6.5.2.5.2 PROFIsafe Status Word

Table 36: PROFIsafe Status Word (S_ZSW1)

Byte	Bit	Name
Byte 0	0	POWER_REMOVED ⁽¹⁾
Byte 0	1	SS1_ACTIVE ⁽²⁾
Byte 0	2–6	Not supported ⁽³⁾
Byte 0	7	INTERNAL_EVENT
Byte 1	0–7	Not supported ⁽³⁾

¹ If STO is triggered by safe DI or by SS1 timer expired, this bit also indicates “active”.

² If SS1 is triggered by safe DI, this bit also indicates “active”.

³ Bits that are not supported are set to 0.

Byte 0 Bit 0, STO

- Bit 0.0=0, Safe Torque Off inactive.
- Bit 0.0=1, Safe Torque Off active (one-active).

Byte 0 Bit 1, SS1

- Bit 0.1=0, safe stop 1 inactive.
- Bit 0.1=1, safe stop 1 active (one-active).

Byte 0 Bit 7, INTERNAL_EVENT

- Bit 0.7=0, no safety fault.
- Bit 0.7=1, safety fault present.

6.6 Installation

6.6.1 Safe Input Terminals

⚠ WARNING ⚠

All short-circuit risks must be eliminated!

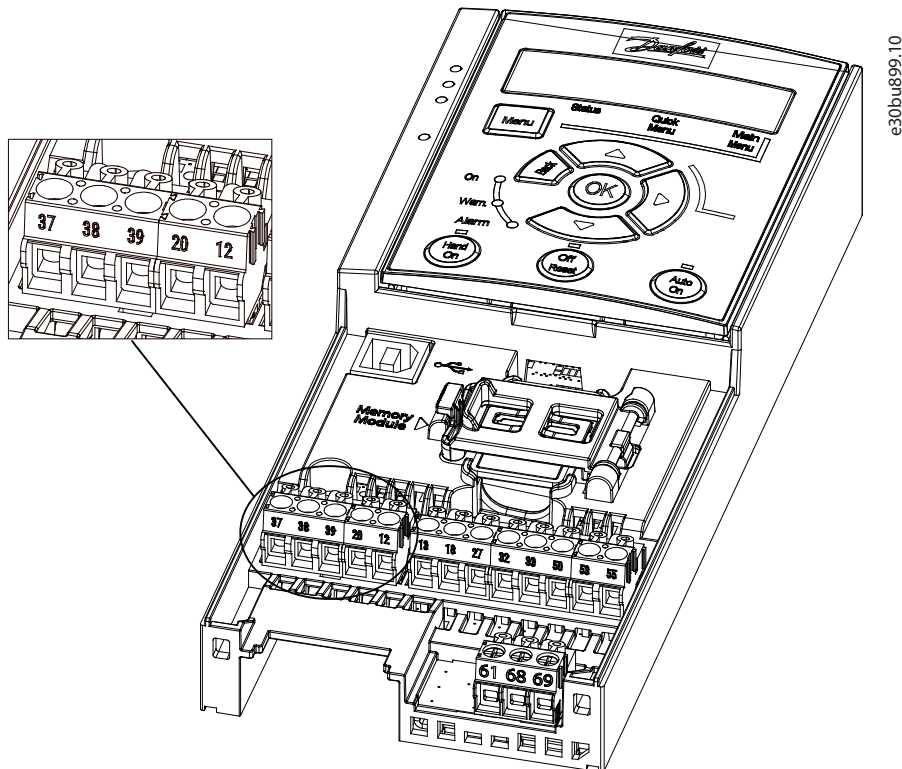


Illustration 38: Safe Input Terminals

Table 37: Safe Input Terminals

Terminal	Name	Description
37	SI A	Safe input channel a
38	SI B	Safe input channel b
39	SGND ⁽¹⁾	Safe GND, Ref. 0 V of SI A and SI B
20	GND	Ref. 0 V of 24 V
12	24 V	24 V voltage supply

¹ SGND is galvanically isolated with GND.

6.6.2 Jumper for Safety Bypass

If STO/SS1 function needs to be bypassed temporarily, bridge terminal 37-39 according to the following illustration.

If STO/SS1 function is no longer used or needs to be bypassed for quite a long time, Danfoss recommends to disable the safe input via *parameter 42-20 Safe Function*.

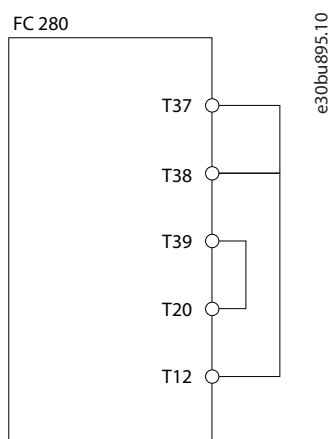


Illustration 39: Jumper for Safety Bypass

⚠ WARNING ⚠

When the safe digital inputs are bypassed, they no longer provide any safety function.

6.6.3 Connect with Dual-contactor Device

Dual-contactor device includes emergency button, safe relay, and safe PLC with P-P output, and so on.

For application with an emergency button or other equivalent device in a cabinet, see the connections as shown in the following illustrations.

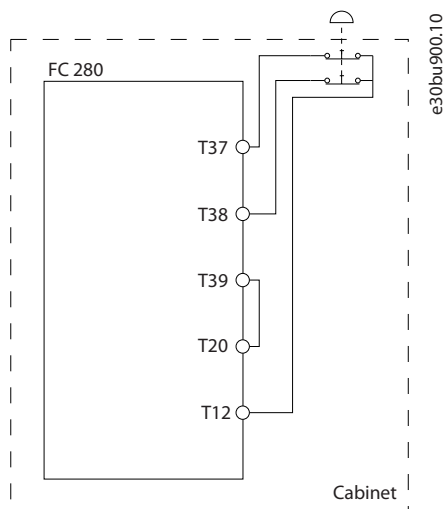


Illustration 40: In Cabinet Connection: Use Self 24 V Supply

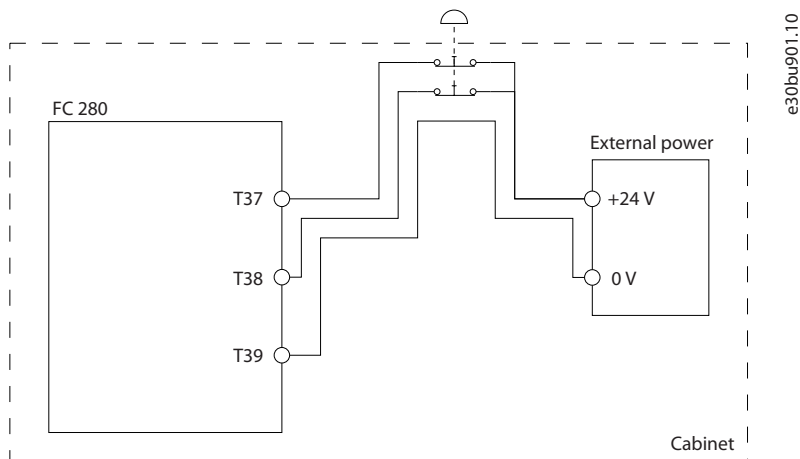


Illustration 41: In Cabinet Connection: Use External 24 V Supply

For application with an emergency button or other equivalent device outside cabinet, see the connection as shown in the following illustration.

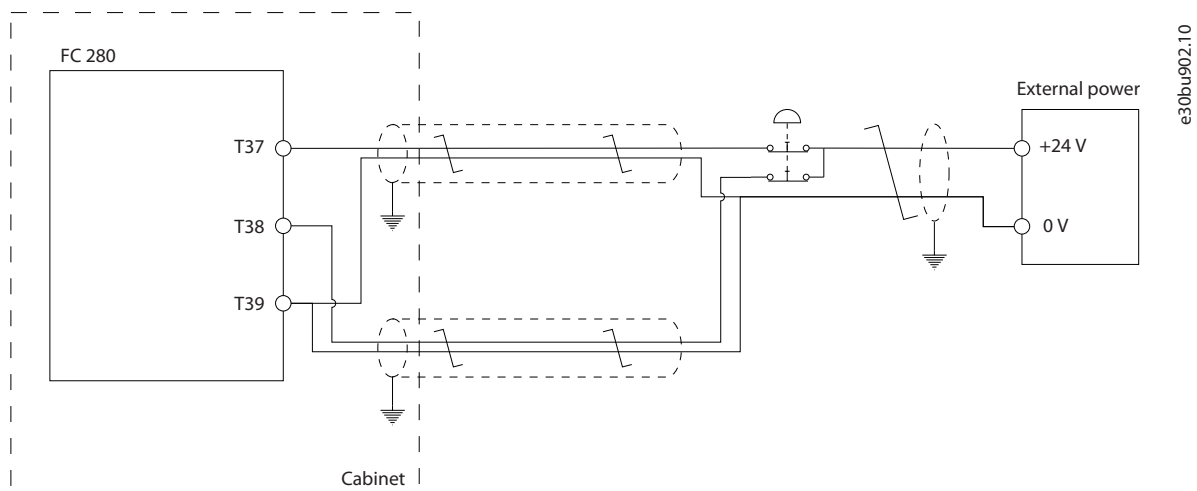


Illustration 42: Outside Cabinet Connection

NOTICE

For outside cabinet connection, or inside cabinet connection with cable length >20 m (65.6 ft), the cables must be shielded.

6.6.4 Connect with P-M Mode

For some safe PLC, P-M mode outputs are provided. This kind of output disconnects both high-side and low-side branches.

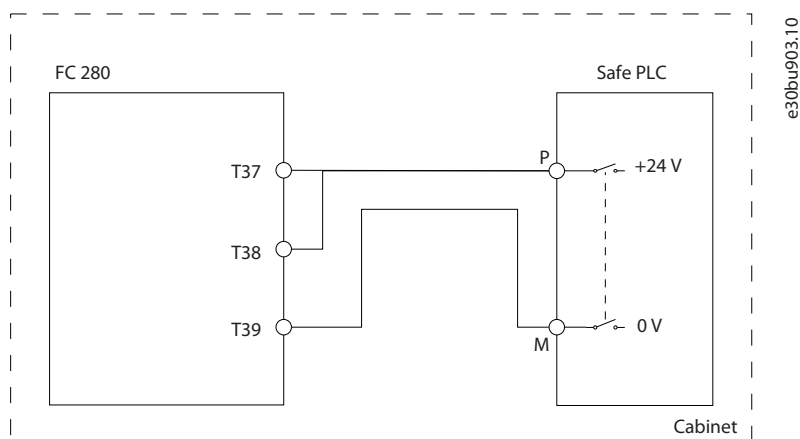


Illustration 43: Connect with P-M Mode PLC: In Cabinet

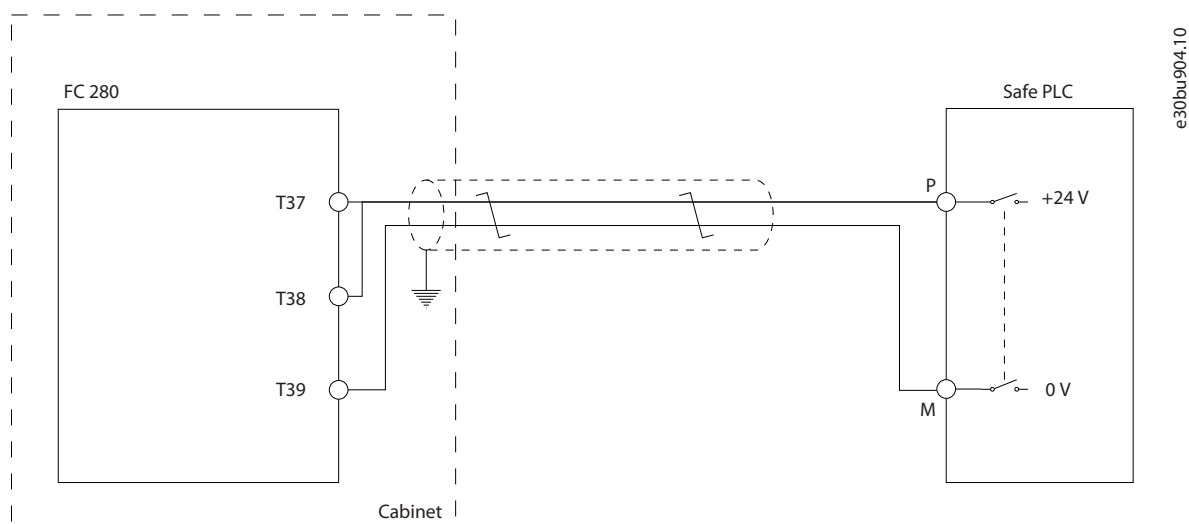


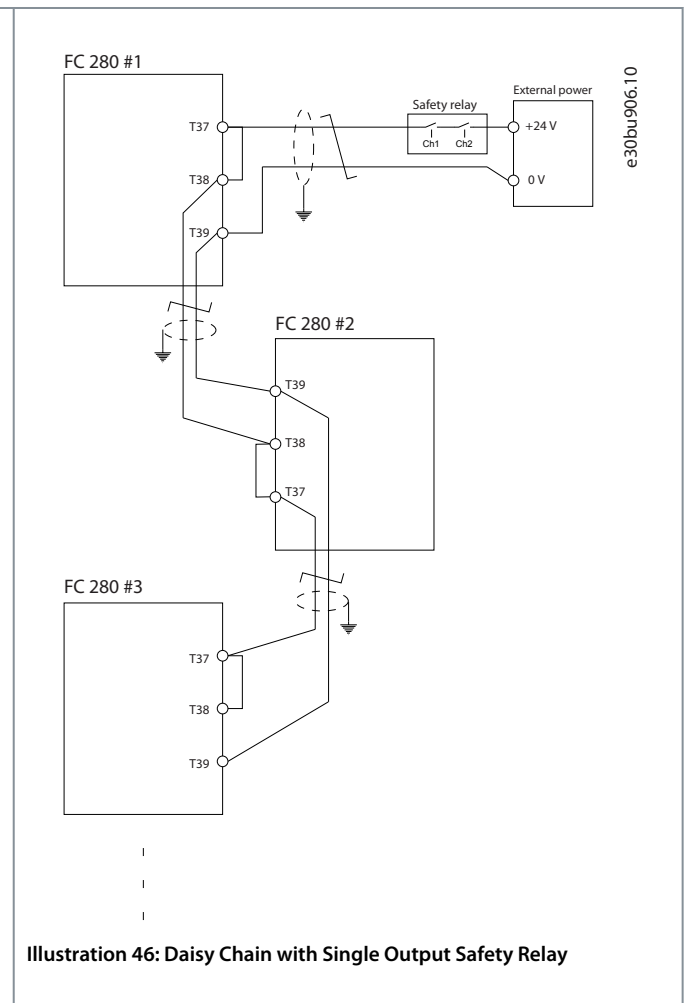
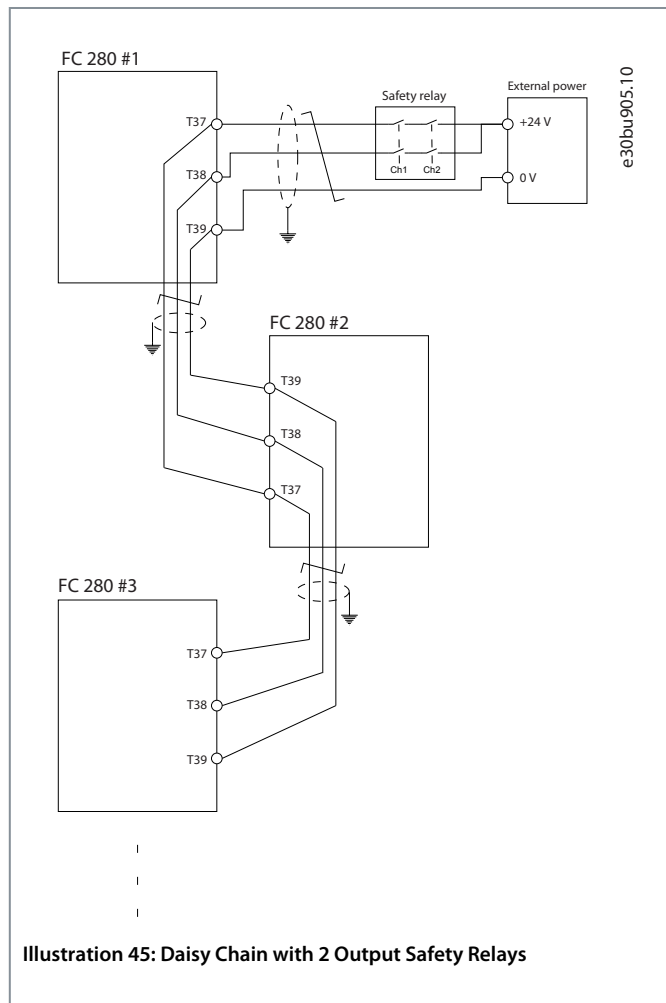
Illustration 44: Connect with P-M Mode PLC: Outside Cabinet

⚠ WARNING ⚠

For P-M mode connection, T39 must NOT be connected with OTHER reference potential, for example, T20, T55, PE, or other 0 V of PLC.

6.6.5 Daisy Chain Connection

Daisy chain is recommended when several drives are connected in parallel. See the following illustrations.



NOTICE

The total cable length for daisy chain shall not exceed 20 m (65.6 ft).

6.7 Configuration

6.7.1 Configuration with MCT 10

6.7.1.1 Safety Functions Configuration

Safety-related parameters must be configured via a PC with MCT 10 tool and can also be copied between drives with the LCP or a memory module.

Use the MCT 10 Set-up Software Safe Plug-in to configure the safety functions and to enable the PROFIsafe communication. The safety functions to be carried out by the safety option are defined in the MCT 10 safe plug-in:

- Configurations of the safety functions.
- Setting of limit values for the safety functions.

NOTICE

Always perform the required commissioning test. The commissioning test report is automatically generated via the Safe Plug-in in MCT 10 after downloading the parameters to the safety option.

Downloading the configuration to safety option:

- On single-drive systems, via the RS485/USB interface on the drive.
- On networked systems, via the RS485 or fieldbus interface on the MCT 10 Safe Plug-in. The control system passes the configuration to the respective safety option.
- The feasibility of the configuration is checked when it is downloaded. Further information on configuration and setting parameters for the safety functions is available in the online help for the MCT 10 Safe Plug-in and in the VLT® Motion Control Tool MCT 10 Operating Guide.

The safety option is configured with the commissioning software MCT 10 Set-up Software via a Safe Plug-in. The Safe Plug-in in the commissioning software is available as default from version 3.18. The commissioning software provides the following menu items for the safety option:

- Safe Input.
- Safe Stop 1.
- Parameters.
- Status.

The menu items are described in detail in the VLT® Motion Control Tool MCT 10 Operating Guide. The menu item *Status* shows the following:

- Current signal states of inputs and output.
- Option operating mode.
- Active safety function.

The states of the inputs and output cannot be changed via the commissioning software.

6.7.1.2 Commissioning the Safety Option

This procedure describes the example of the safety option commissioning procedure with VLT® Motion Control Tool MCT 10. In this example:

- A VLT® PROFINET MCA 120 option is installed in the drive and PROFIsafe communication is required for the application.

NOTICE

If any errors occur while changing the password or after the approval step, the *Safety* plug-in shows a notification with the error description.

NOTICE

If STO is inactive (the drive is operational) when starting the customization process, the *Safety* plug-in shows the *Confirmation Required* dialog box. This dialog box prompts the user to confirm that STO is activated during the commissioning:

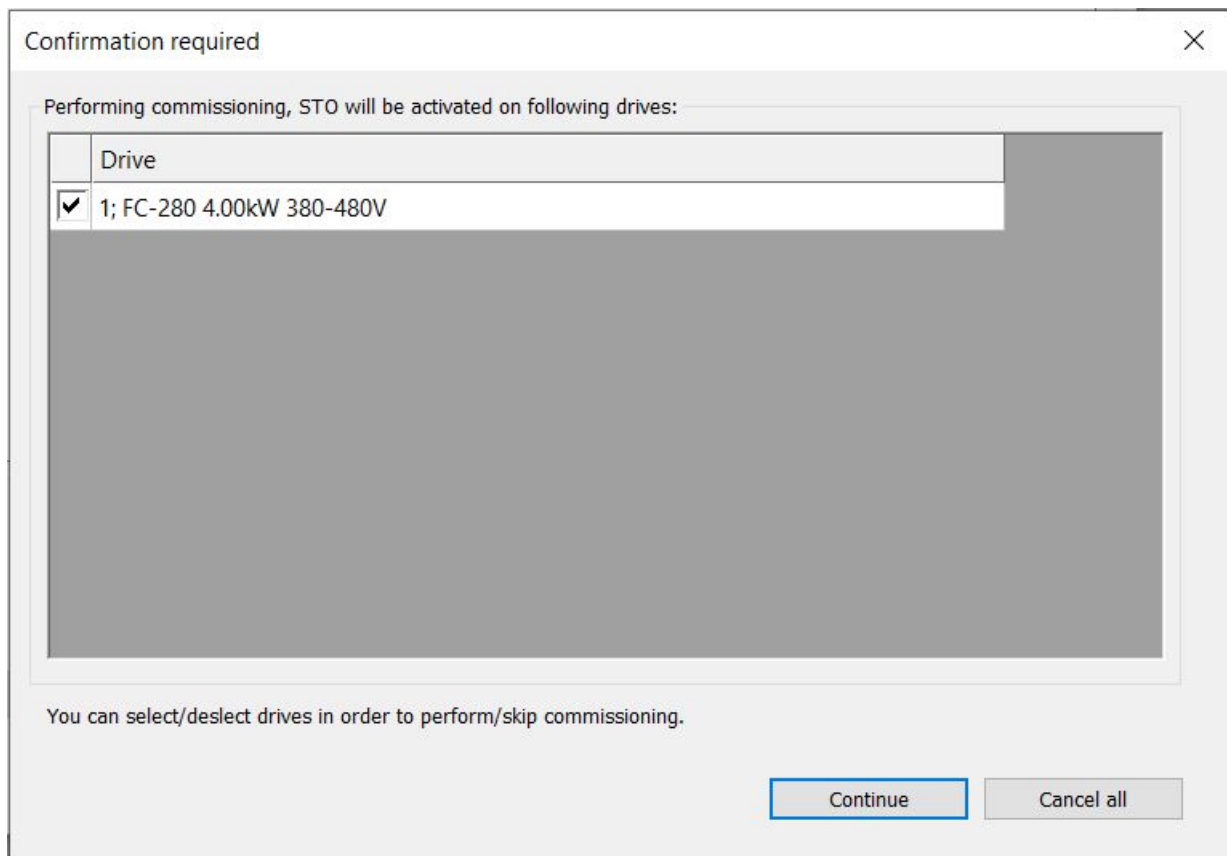


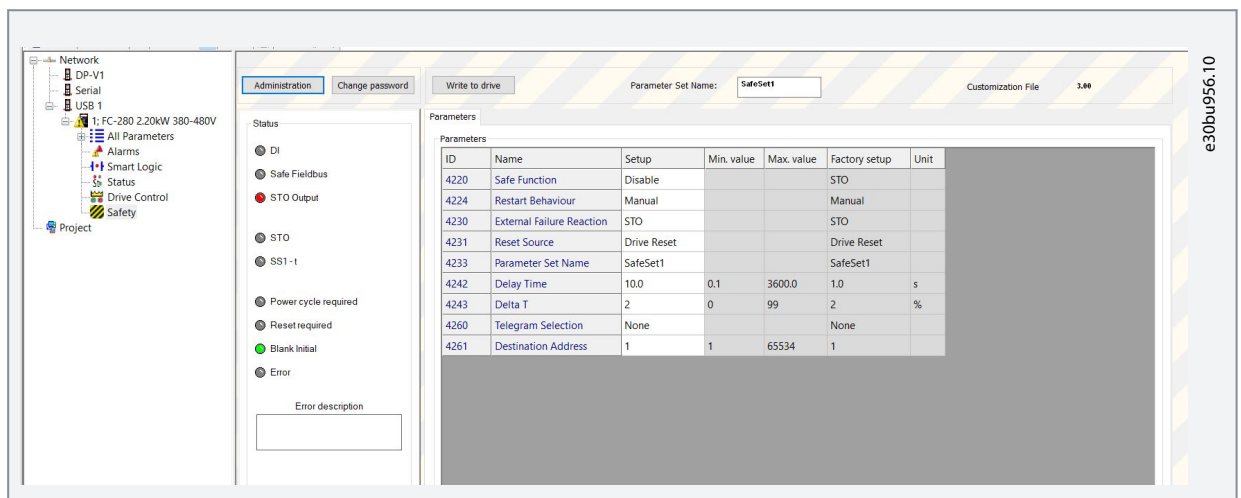
Illustration 47: Confirmation Required Dialog Box

NOTICE

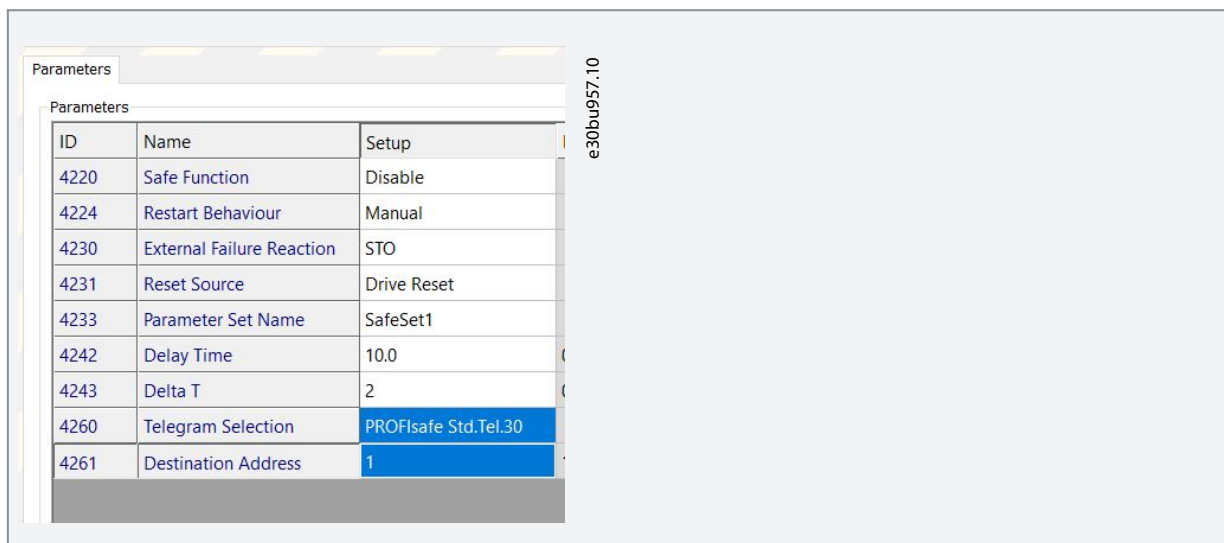
- Ensure that the drive enters safe state before configuration.
- Ensure that the written parameters are correct.

Procedure

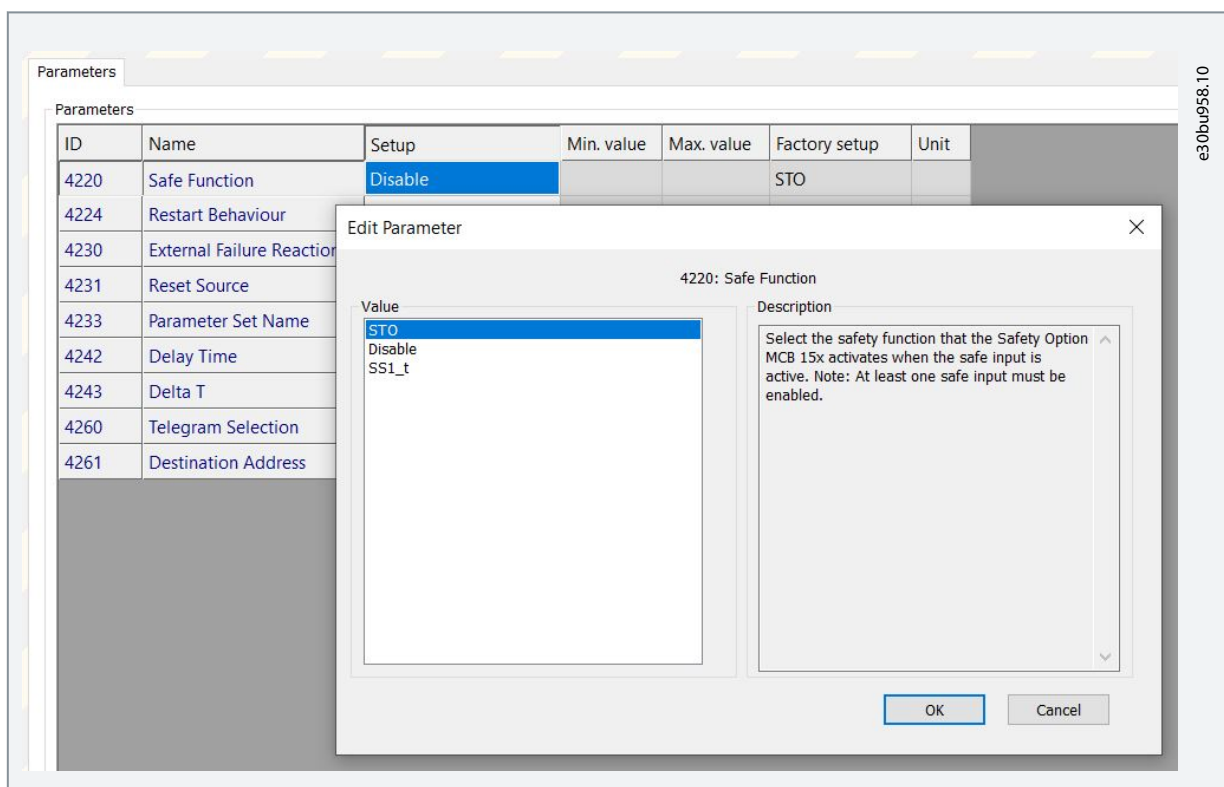
1. In MCT 10, establish a connection between the PC and the drive.
2. In MCT 10, select the *Safety* plug-in.



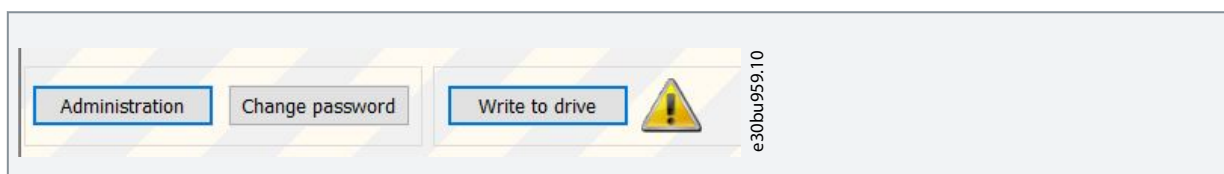
3. In *Parameters* view, double-click and select *PROFIsafe* for *Telegram Selection*, then enter the *Destination Address*.



4. In *Parameters* view, select the appropriate safe function.

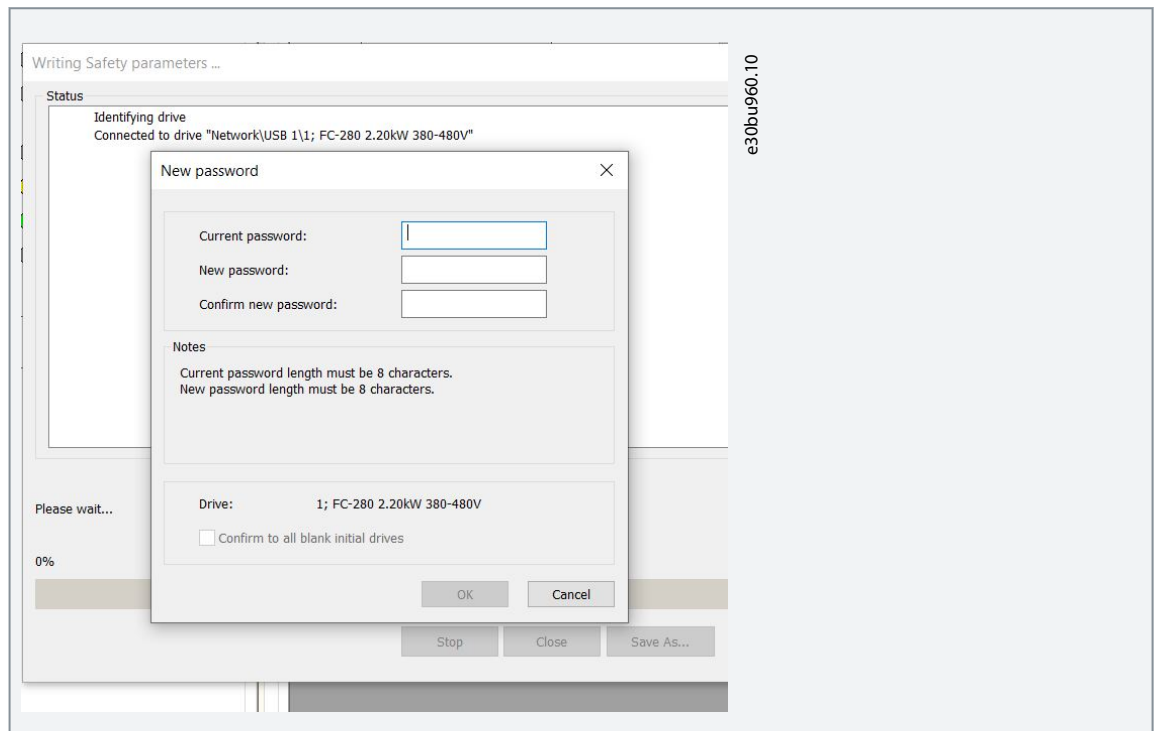


5. Select other application-specific settings.
6. In the *Safety* plug-in, click *Write to drive*.

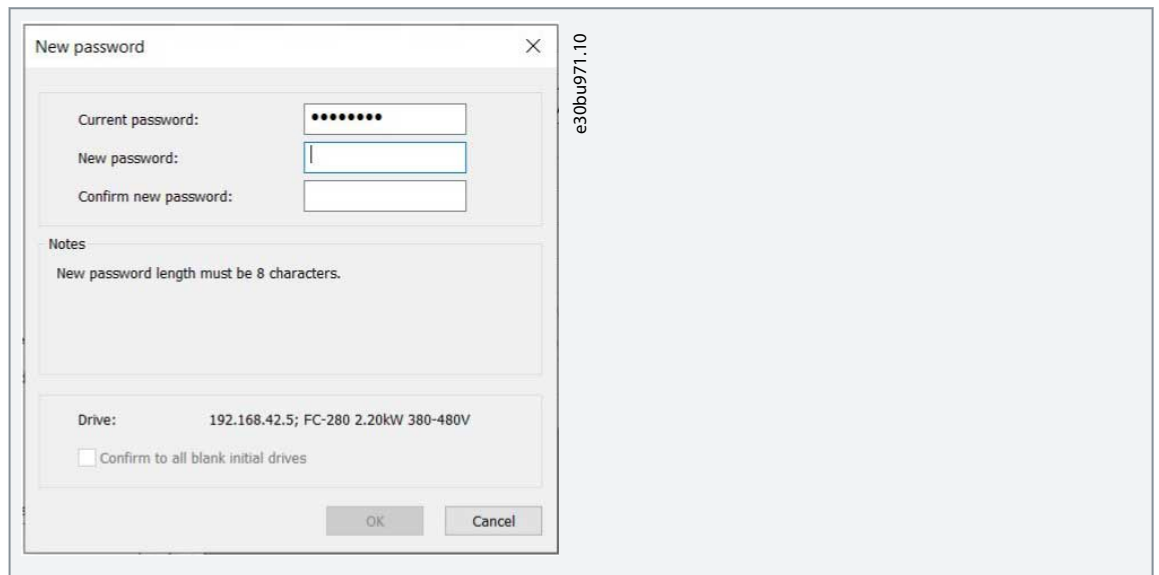


7. If the safety option is in blank initial state, it prompts the user to change the password.

- a. In the *New password* dialog box, enter the current password 12345678, which is the default password.

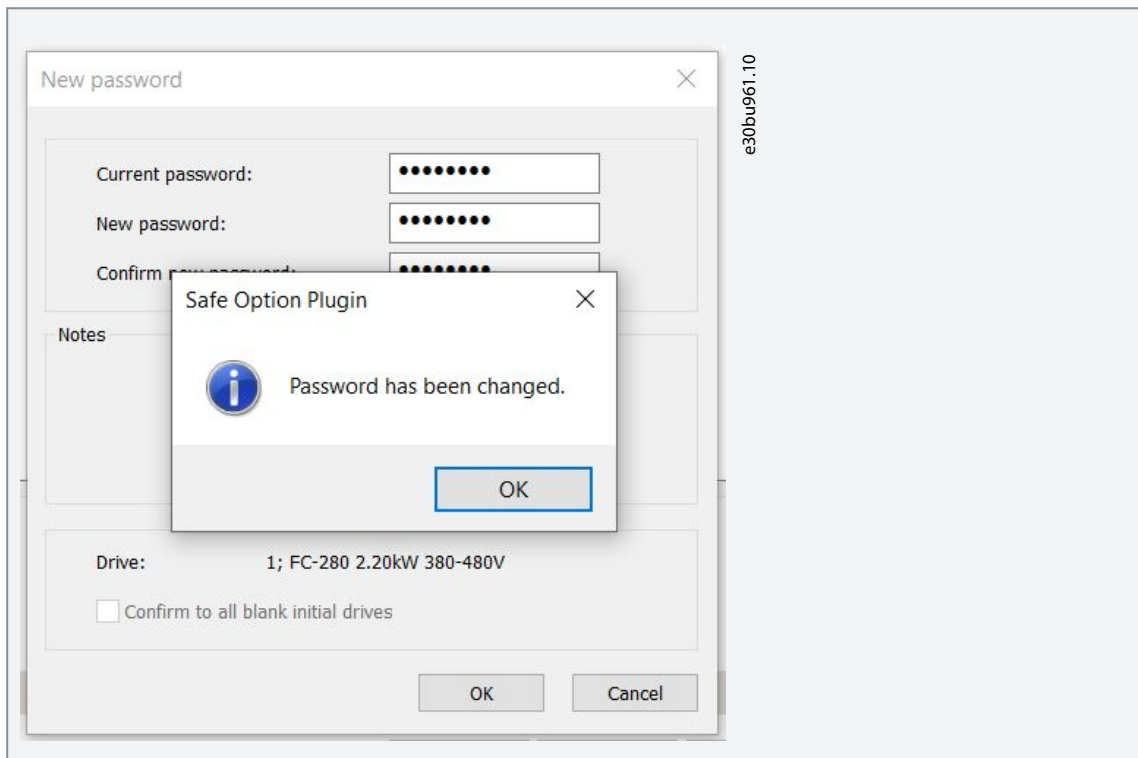


- b. Enter the new password.

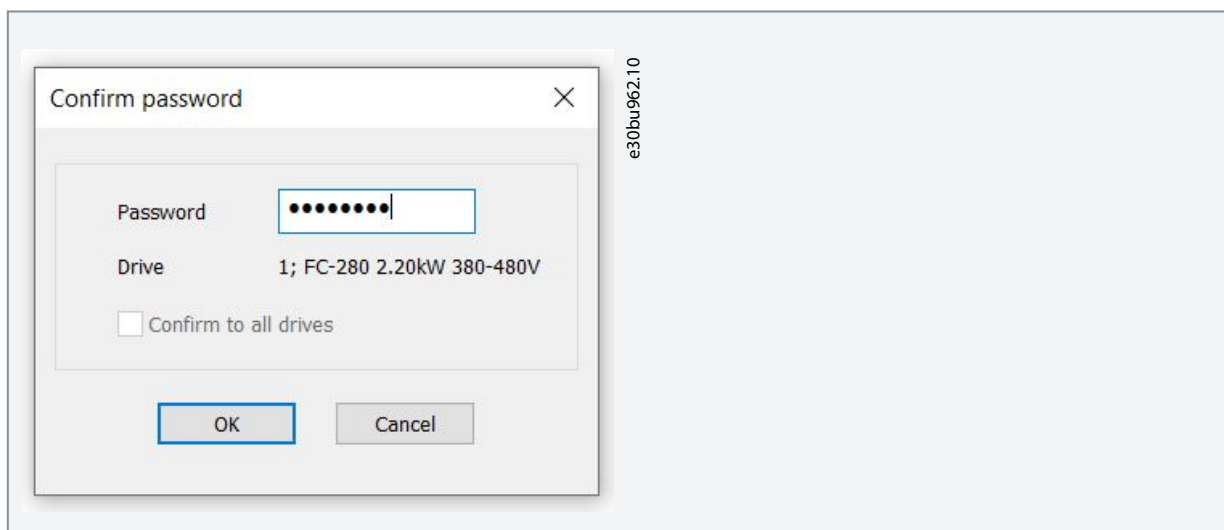


- c. Click OK.

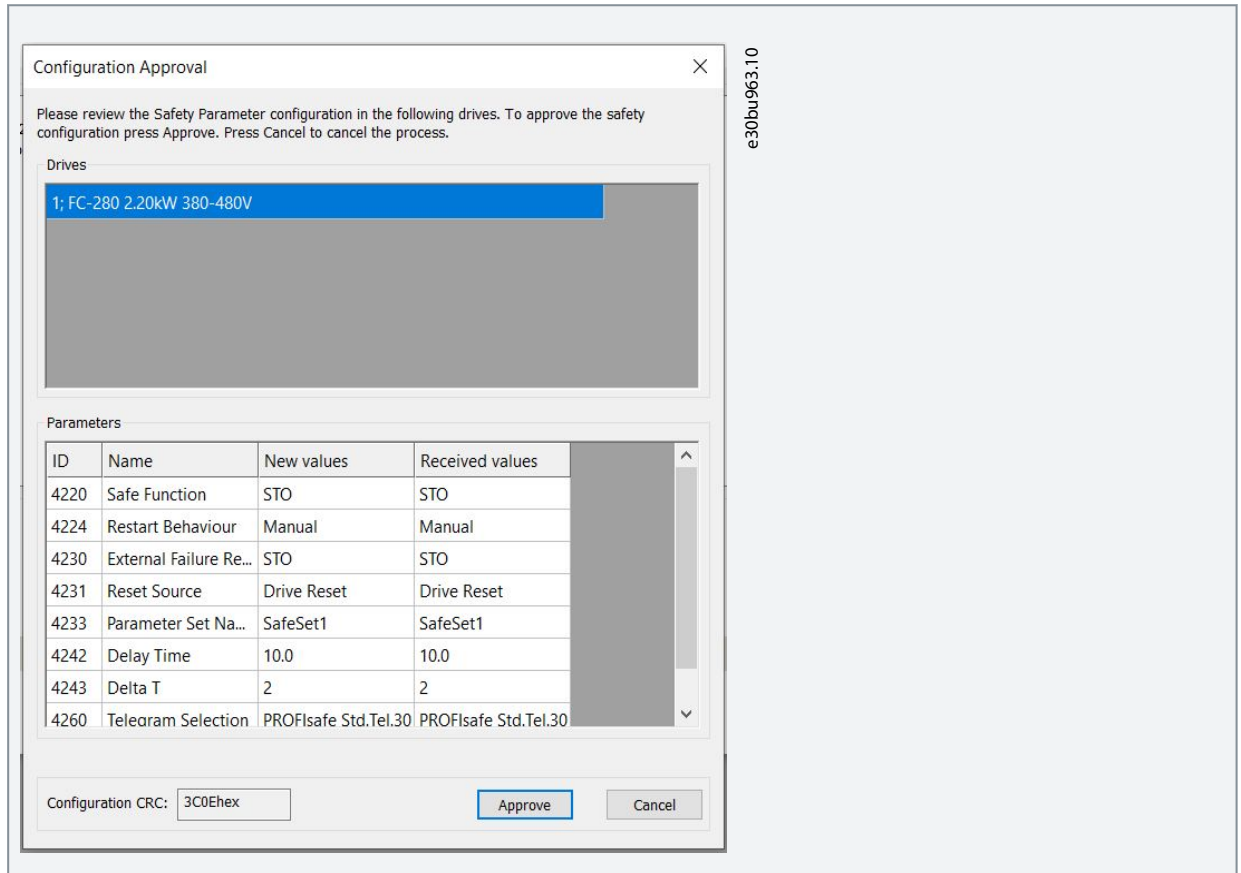
- d. The *Safety* plug-in shows the confirmation message, click *OK*.



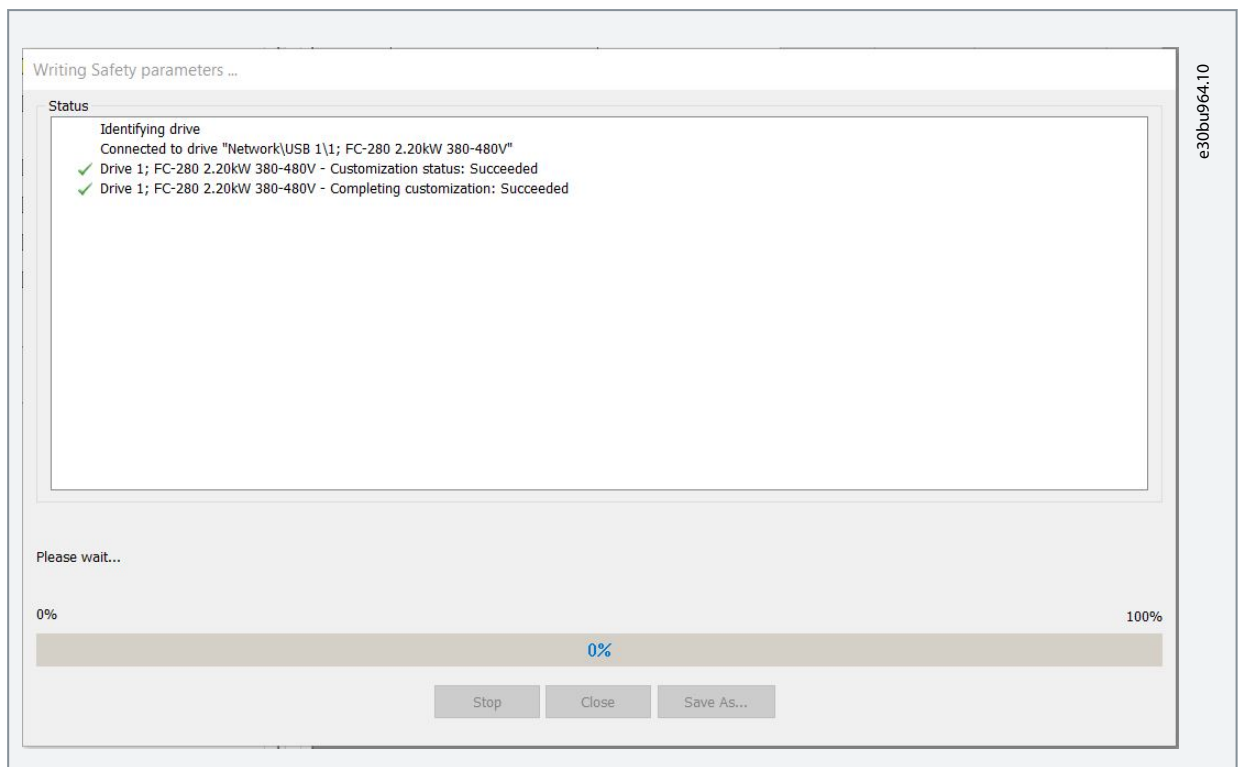
8. In the *Confirm password* dialog box, enter the password and click *OK*.



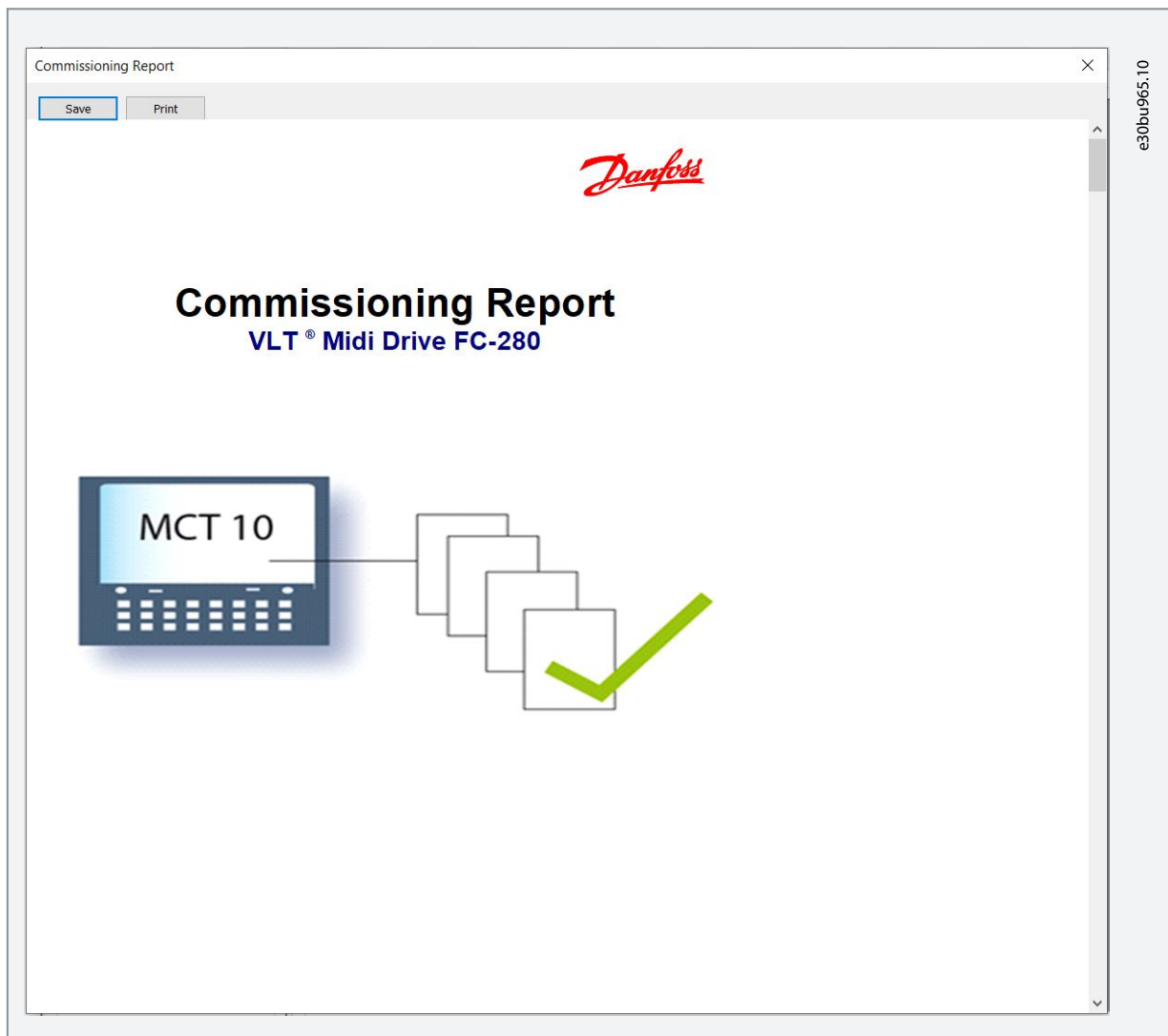
9. In the *Configuration Approval* dialog box, verify the safety configuration.



- Click *Cancel* to abort the customization process and revert to the previous safety option state.
 - Click *Approve* to start writing the safety parameters.
10. The MCT 10 opens the *Writing Safety parameters...* dialog box. When the progress bar reaches 100%, the safety parameters are written.

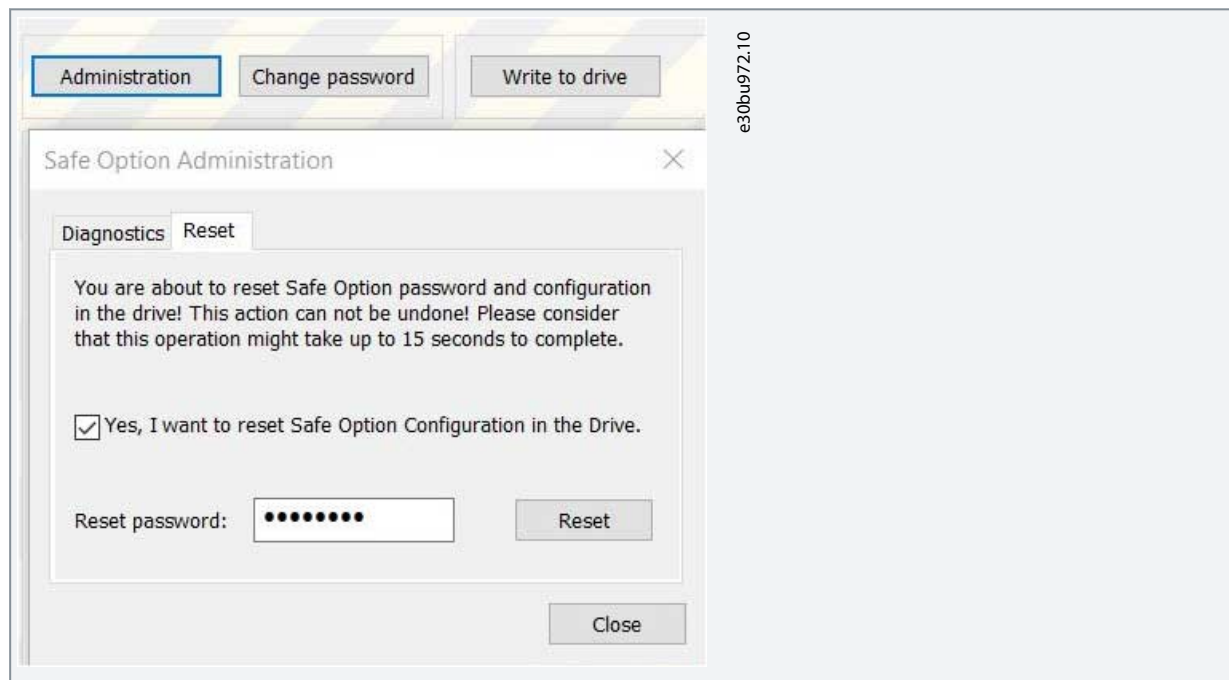


11. The MCT 10 generates and opens the commissioning report.



12. Save and print the commissioning report which is required for future maintenance.
13. Close the commissioning report dialogue box and the *Writing Safety parameters...* dialog box.

14. The safety option customization is now complete. A reset may be required depending on the safety option configuration.



6.7.1.3 Password Protection

Use a password to protect the system configuration. A password must be entered only when changing safety option parameters (writing to option).

The default password is 12345678.

It is advised to change the safety option default password before downloading the parameter values of a safety option with factory settings. Only persons knowing the password can change the safety option parameter values.

NOTICE

Any misuse of the password may lead to safety issues.

NOTICE

No password is required to access the commissioning parameters of the safety option. The password is required when writing the parameters to the option via the *Write to Drive* feature.

The password must consist of 8 characters and is case-sensitive. Alphanumeric characters and symbols are also valid for the password. Use the *Change Password* menu item to change the safety option parameter password.

6.7.1.3.1 Resetting the Password

If the password is forgotten, the password can be reset using MCT 10.

NOTICE

Resetting the password resets all option parameters to factory default.

Procedure

1. In MCT 10, click *Administration*.
2. In the *Reset* tab, select *Yes, I want to reset Safety Option configuration in the drive*.
3. Enter the default password (12345678).
4. Click *Reset*.
5. On the prompt that appears, click *Yes*.
6. Change the safety option password.

6.7.1.4 Retrieving Safety Option Status

A subset of the safety option status can be retrieved as part of the status word. Its behavior changes based on the selected control word profile.

Configure the following 2 options in *parameter 8-13 Configurable Status Word STW*:

- Configure [91] *Safe Opt. Reset. req* to indicate that a reset of the safety option is required.
- Configure [90] *Safe Function active* to indicate that a safe function is active.

Parameter 42-80 Safe Option Status indicates the actual status (active safe function, any requests, and error number) of the safety option and is accessible as read only parameter from any interface or configurable as read process data for a specific fieldbus.

N O T I C E

Parameter 42-80 Safe Option Status only shows the active safety function.

6.7.1.4.1 Status Bits for Safety Option Status

Table 38: Status Bits for Safety Option Status

Bit	Description	State
00	Normal_up	Bit 00, safety function deactive/active. Bit 00=0, safety function, fail safe reaction is active, or pending, or warning is active. Bit 00=1, normal operation.
01	PUST	Bit 01, power up self test. Bit 01=0, safety option is not in PUST state. Bit 01=1, safety option is in PUST state.
02	STO active	Bit 02, Safe Torque Off. Bit 02=0, Safe Torque Off is not active. Bit 02=1, Safe Torque Off is active.
03	SS1-t active	Bit 03, Safe Stop 1. Bit 03=0, Safe Stop 1 is not active. Bit 03=1, Safe Stop 1 is active.
04–07	Reserved	–
08	Safe output status	Bit 08, safe output status. Bit 08=0, safe output at 24 V. Bit 08=1, safe output at 0 V.
09	Safe option initialized	Bit 09, safe option initialized. Bit 09=0, not in safe option initialized state. Bit 09=1, in safe option initialized state.
10	Safe fieldbus acknowledge request	Bit 10, safe fieldbus acknowledge request. Bit 10=0, no operator acknowledgement requested. Bit 10=1, operator acknowledgement from safe PLC requested.
11	Int_failure	Bit 11, internal failure. Bit 11=0, no internal failure is active. Bit 11=1, an internal failure is active.
12	Reset required	Bit 12, reset. Bit 12=0, no safety option reset is required.

Bit	Description	State
		Bit 12=1, a safety option reset is required.
13	Pending fail safe state	Bit 13, pending fail safe state. Bit 13=0, no pending fail safe state. Bit 13=1, the safety option is in this state at each power-up.
14	Ext_failure	Bit 14, external failure. Bit 14=0, no external failure is active. Bit 14=1, external failure is active.
15	Safe function pending	Bit 15, safe function pending. Bit 15=0, no safe function is pending. Bit 15=1, a safe function is pending.
16	General reset	Bit 16, general reset. Bit 16=0, no change in state. Bit 16=1, a general reset is done.
17	Customization_confirmed	Bit 17, customization confirmed. Bit 17=0, no change in state. Bit 17=1, customization confirmed by user.
18	Customization_aborted	Bit 18, customization aborted. Bit 18=0, no change in state. Bit 18=1, customization aborted by user.
19	Customization_requested	Bit 19, customization requested. Bit 19=0, no change in state. Bit 19=1, customization is requested by user.
20	Reserved	–
21	PUST warning	Bit 21, power up self test warning. Bit 21=0, no change in state. Bit 21=1, a power up self test warning is issued.
22–23	Reserved	–
24–31	Error code	These bits indicate reasons for internal or external errors. For more information, see the error codes.

6.7.1.4.2 Status Bits for Safety Option Status 2

Parameter 42-81 *Safe Option Status 2* indicates which digital input of the safety option is activated in pending state or in blank initial state.

Table 39: Status Bits for Safety Option Status 2

Bit	Description	State
0	DI safety status	00: inactive
1		01: active 10: pending 11: error

Bit	Description	State
2–3	Reserved	–
4	Blank initial state	0: inactive 1: active
5	Safe fieldbus support	0: no safe fieldbus supported
6		1: PROFI-safe supported
7		2: FSoE supported 3: CIP Safety supported 4: openSAFETY supported
8	Safe function status on safe fieldbus	0: deactivated 1: activated, safe fieldbus communication is established.
9	Safe fieldbus communication established	0: not established 1: established
10–31	Reserved	–

6.7.1.5 Copying Safe Parameter Set-up

To copy the safe parameter set-up to another drive, see the following steps:

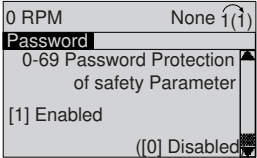
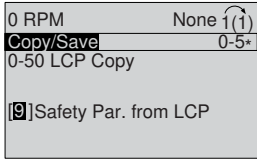
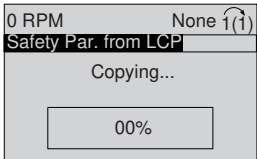
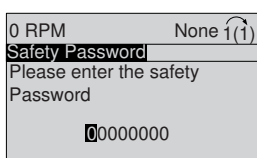
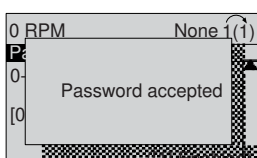
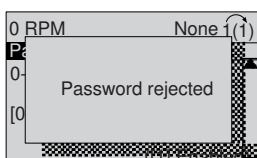
Procedure

1. Prepare a commissioning report.
2. Select [1] All to LCP in *parameter 0-50 LCP Copy*. Monitor the upload on the progress bar.
3. Install the LCP with all the copied parameters on the drive that needs to be updated.
4. Select [2] All from LCP in *parameter 0-50 LCP Copy*. The normal password protection can be applied in *parameter 0-60 Main Menu Password*.
5. Enter the password for copied SO configuration (= safe parameters) from LCP.
6. Accept the download of the safe parameters to the drive, which now has a new configuration assigned to it.
7. Reset the drive to activate the new configuration.

6.7.1.6 Password Protection LCP Copy and Safe Parameter Mismatch

Optionally, a password protection can be used for the function LCP copy (see [Table 40](#)) and if there is a parameter mismatch (see [Table 41](#)). Password protection can be enabled/disabled in *parameter 0-69 Password Protection of Safety Parameters*. The password is set in *parameter 0-68 Safety Parameters Password*. Default password is 300.

Table 40: LCP Copy Messages

Message	Description
	The password protection of the safety parameters is enabled.
	Copying the safety parameters from the LCP into the drive is selected.
	The safety parameters get copied from the LCP into the drive.
	If password protection is enabled in <i>parameter 0-69 Password Protection of Safety Parameters</i> , enter the correct LCP-copy/parameter mismatch password (<i>parameter 0-68 Safety Parameters Password</i>).
	If the entered password is correct, this overlay message is shown for some seconds.
	If the entered password is wrong, this overlay message is shown for some seconds. Then the password can be entered again.

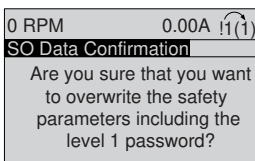
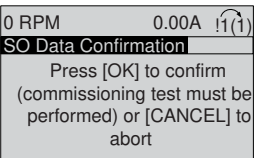
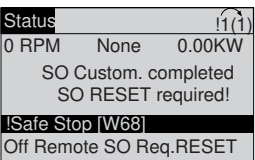
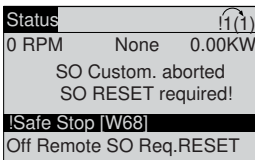
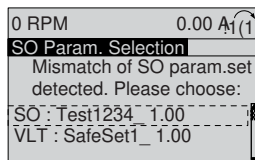
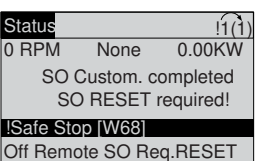
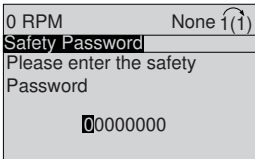
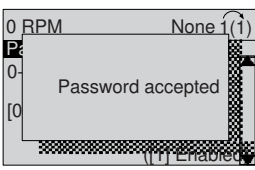
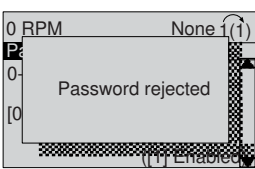
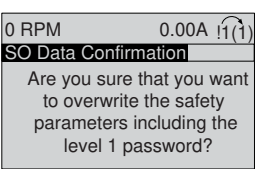
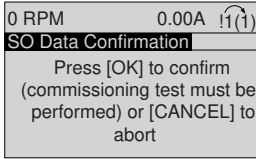
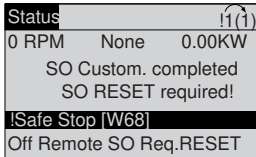
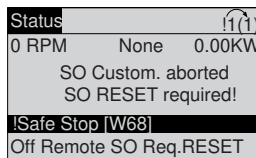
Message	Description
 	Decision box for continuing overwriting the existing data or to abort the procedure.
	Press [OK] to complete the customization of the safety option. A reset is required to finalize this procedure.
	Press [Cancel] to abort the customization of the safety option. A reset is required to finalize this procedure.

Table 41: Mismatch Between Safety Parameters in the Safety Option and in the Drive

Message	Description
	Whenever there is a mismatch of safety parameters within the safety option and the drive, this selection form is shown on the LCP. Select between the <i>Safety data on safe option</i> or the <i>Safety data on drive valid data</i> .
	If selecting [SO:...], the customization of the safety option is completed and a reset is required to finalize this procedure.

Message	Description
	<p>If selecting [VLT:...] and the password protection in <i>parameter 0-69 Password Protection of Safety Parameters</i> is enabled, enter the correct LCP-copy/parameter mismatch password (<i>parameter 0-68 Safety Parameters Password</i>).</p>
	<p>If the entered password is correct, this overlay message is shown for some seconds.</p>
	<p>If the entered password is wrong, this overlay message is shown for some seconds. Then the password can be entered again.</p>
	<p>Decision box for continuing overwriting the existing data or to abort the procedure.</p>

Message	Description
 <p>0 RPM 0.00A 1(1)</p> <p>SO Data Confirmation</p> <p>Press [OK] to confirm (commissioning test must be performed) or [CANCEL] to abort</p>	e30bd121.11
 <p>Status 1(1)</p> <p>0 RPM None 0.00KW</p> <p>SO Custom. completed SO RESET required!</p> <p>!Safe Stop [W68]</p> <p>Off Remote SO Req.RESET</p>	e30bd122.11
 <p>Status 1(1)</p> <p>0 RPM None 0.00KW</p> <p>SO Custom. aborted SO RESET required!</p> <p>!Safe Stop [W68]</p> <p>Off Remote SO Req.RESET</p>	e30bd124.11

6.7.2 Configuring PROFI-safe with Siemens TIA Portal

This section explains how to configure PROFI-safe communication between VLT® Midi DriveFC 280 and Siemens device with Siemens TIA Portal.

6.7.2.1 Configuring the Hardware

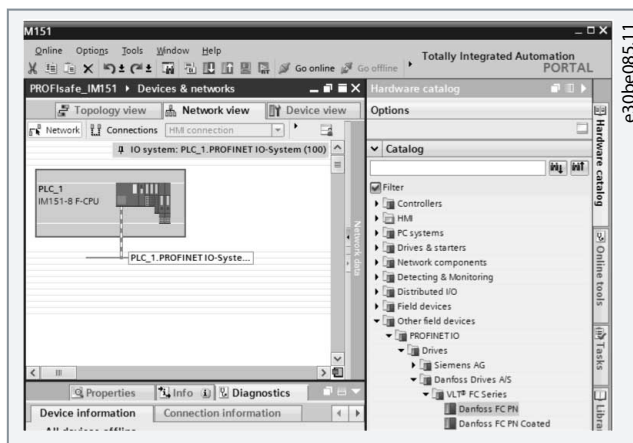
Configure the PROFINET communication with the F-PLC using the VLT® PROFINET MCA 120 Installation Guide.

Procedure

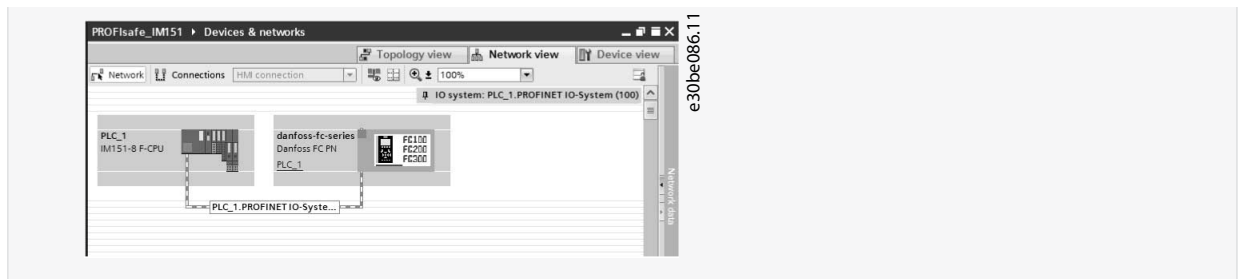
1. In the *Siemens TIA Portal*, select *Open the project view*.
2. Double-click *Devices and Networks*.

➡ The *Hardware Configuration* dialog box opens.

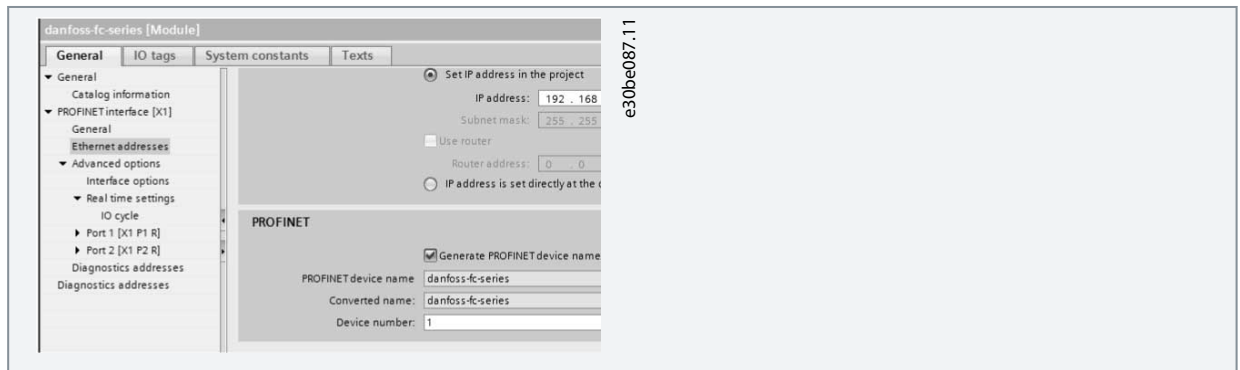
3. Select the Danfoss device in the network view and drag it into the workspace.



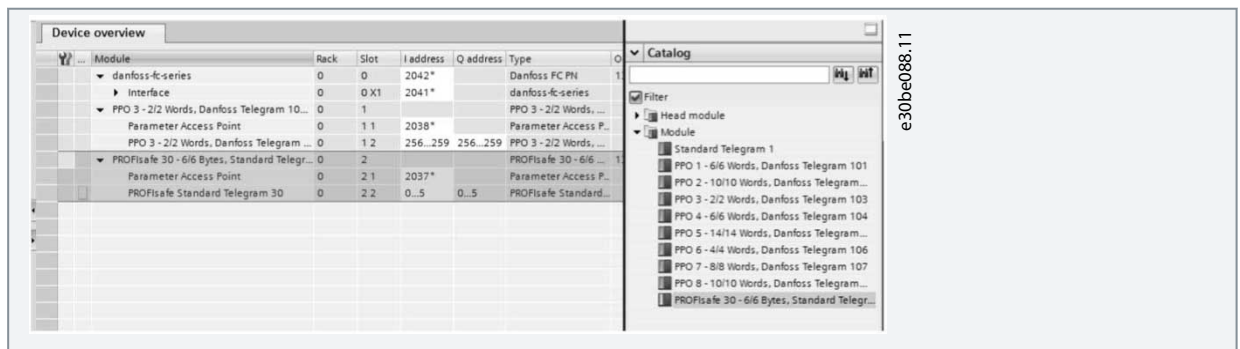
➡ The project view shows the F-PLC and the Danfoss device.



4. In the *Password for Safety Program* dialog box, enter the appropriate password.
5. Assign the name to the Danfoss device. The name must be the same as shown in *parameter 12-08 Host Name*.



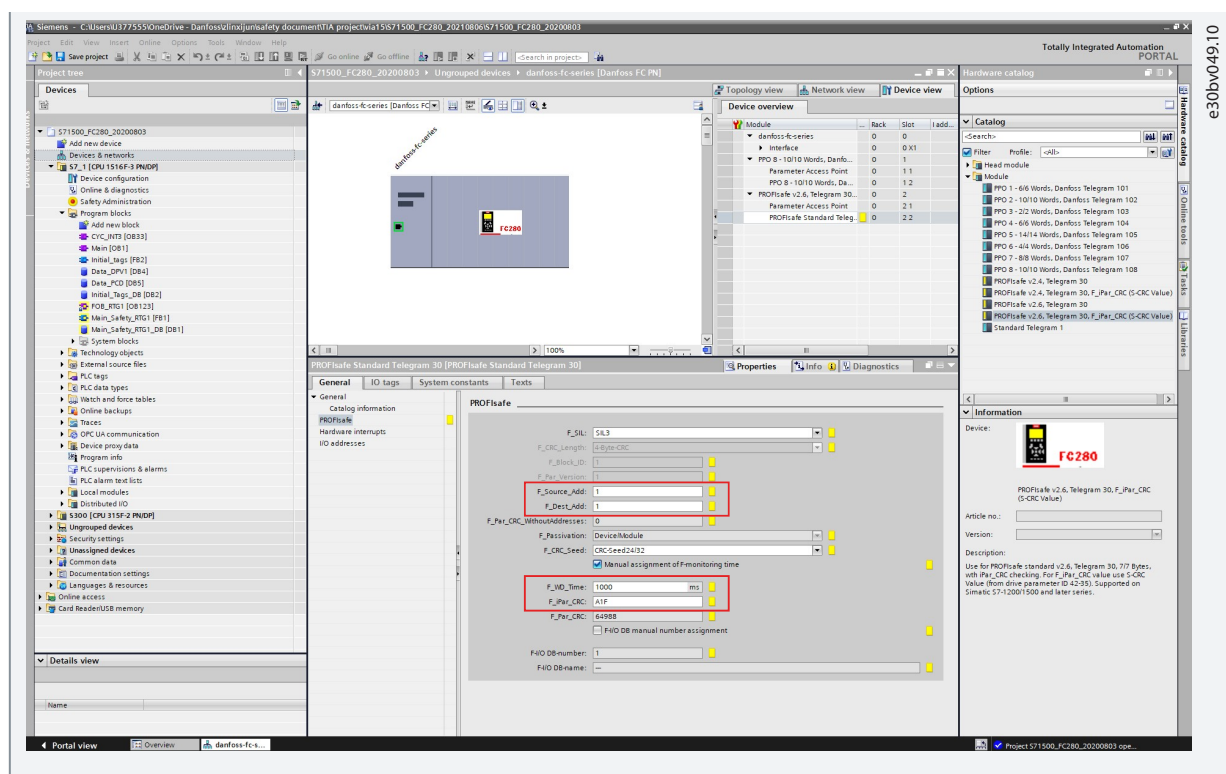
6. Select the following I/O protocol: *PROFIsafe 30 -6/6 Bytes, Standard Telegram 30*.



7. Edit the required PROFIsafe settings under the *Properties* tab.

The following parameters can be changed, but normally it is only necessary to change the *F_Dest_Add* parameter:

- *F_Source_Add* - the PROFIsafe address of the PROFIsafe master.
- *F_Dest_Add* - the destination address of the safety option. This address must be the same as set in the VLT® Motion Control Tool MCT 10 software, *parameter 42-61 Destination Address*.
- *F_WD_Time* - the watchdog time for the PROFIsafe connection. This setting depends on the speed of the PROFINET connection and the number of slaves.
- *F_iPar_CRC* - if the *F_iPar_CRC* module is enabled. To set up communication, copy the value of *parameter 42-35 S-CRC Value* from the VLT® Motion Control Tool MCT 10 software and insert the value here.



6.7.3 Programming Safety Functions with Siemens TIA Portal

Refer to the Siemens documentation for more information on distributed safety. Refer to the following documentation for information on how to use safety inputs and outputs for passivation and reintegration.

- *Industrial Software SIMATIC Safety - Configuring and Programming*. Programming and Operating Manual.
- *Fail-safe Controllers SIMATIC Safety Integrated*. Emergency Stop with Acknowledgment in Category 4 according to EN 954-1.
- *Fail-safe Controllers SIMATIC Safety Integrated*. Passivation and Reintegration of F-I/O considering as example the ET 200S.

6.8 Reset Function

When the safety function is activated, reset the safety option. Depending on the configuration, the following sources can reset the safety option:

- The [Reset] key on the LCP or the drive's digital input.
- The reset signal via the safe fieldbus.

Parameter 42-24 Restart Behavior determines whether the safety option restarts automatically, or waits for a manual reset after the safety function was activated:

- Manual reset behavior - when the safety function is activated, the safety option requires a reset from a reset source before it can run again.
- Automatic reset behavior - when the safety function is activated, the safety option can run again when the condition that triggered the safety function ceases. This behavior is only valid for the digital input where this reset behavior is defined. For instance, if there is an external error, a manual reset from the reset source is required regardless of the setting in *Parameter 42-24 Restart Behavior*.

For more information, read the description of *parameter 42-31 Reset Source*.

6.9 Commissioning and Validation

6.9.1 Safety Guidelines

NOTICE

Always perform a commissioning test after installation, maintenance, retrofit, and reconfiguration.

When commissioning/recommissioning:

- Secure the site in accordance with regulations (barrier, warnings, signs, and so on).
- Only qualified personnel are allowed to commission/recommission the system.
- Refer to the guidelines, information, and specifications stated in the Operating Instructions of relevant programmable control system.
- Make sure that no personal injury and/or material damage can occur, even if the plant/machine moves unintentionally.

⚠ CAUTION ⚠

ELECTROSTATIC DISCHARGE

Electrostatic discharge can damage components.

- Ensure discharge before touching the safety option, for example, by touching a grounded, conductive surface or by wearing a grounded armband.

⚠ WARNING ⚠

RISK OF ELECTROCUTION

- Never wire the electrical connections on the drive while voltage is applied.
- Switch off power.
- Make sure that the control cabinet is provided with access lock or warning signs.
- DO NOT switch on the voltages until the system is commissioned.

Refer to other chapters of this Operating Guide for further information of the drive. Refer to VLT® Motion Control Tool MCT 10 Operating Guide for further information on the Safe Plug-in.

6.9.2 Commissioning Requirements

The procedure requires installation of MCT 10 setup software, version 5.30 or later, and a successful connection to VLT® Midi Drive FC 280 with built-in safety option.

- Configure the safety option in the MCT 10 with safe plug-in. Ensure only to configure safety functions that are wired up to the safety option inputs.
- Ensure that the device number (serial number and order number) of the safety option on the drive matches the device number of the safety option in the MCT 10 safe plug-in.
- Ensure that the drive is ready for commissioning.

The following components are required to perform the necessary steps for commissioning the safety option.

- VLT® Motion Control Tool MCT 10 set-up software (licensed version).
- USB or fieldbus connection or RS485 interface adaptor for connecting the control card of the drive with the PC.

If RS485 is used, the protocol for serial communication needs to be set to *[0] FC-MC in parameter 8-30 Protocol* (only accessible through the LCP). When setting up the option for the first time, ensure to have a commissioning report at hand, see further information in VLT® Motion Control Tool MCT 10 Operating Guide.

NOTICE

Only LCP software version 7.0 or newer is supported.

6.9.3 Commissioning Test

EN IEC 61508, EN IEC 62061, and EN ISO 13849 require that the final assembler of the machine validates the operation of the safety function with a commissioning test. The tests for the configured safety functions are described in the commissioning report generated by the MCT 10 safe plug-in.

The commissioning test must be performed in the following cases:

- At initial start-up of the safety option.
- After any changes related to the safety function (wiring, components, parameter settings, and so on).
- After any maintenance work related to the safety function.

The commissioning test for systems with safety functions is focused on:

- Validating the functionality of safety monitoring and stop functions configured in the drive system.
- Correct selection of the safety option parameter values.
- Examining the response of specific monitoring functions to the explicit input of values outside tolerance limits.

Perform the commissioning test on the basis of the risk analysis. Adhere to all applicable standards and regulations.

Ensure that the following preconditions are met:

- The drive is wired properly. For more information about wiring, see *chapter Installation*.
- All safety equipment such as protective monitoring devices, light barriers, or emergency stop switches are connected and ready for operation.
- All motor parameters and command parameters are set correctly in the drive.

6.9.3.1 Performing the Commissioning Test

Procedure

1. Use MCT 10 set-up software to generate the commissioning test report.
2. Follow the test sequence in the report to ensure proper functioning of the safety option.
3. Document each individual step of the test.
4. Note the checksum of the safety option parameters in the records.
5. Do not release the system unless it has successfully passed all individual steps of the test.
6. Restart the drive and check that the motor runs normally.

6.9.4 Commissioning Test Report

After some operations, for example LCP copy of safe parameters, a commissioning test is required. Follow and approve the test sequence according to the commissioning test report.

Table 42: Commissioning Test Report: Safe Torque Off

Safety functions	Test procedure	Approved <input type="checkbox"/>
STO	1. STO function must be inactive: <ul style="list-style-type: none"> • Via digital input. • Via PROFIsafe. • Check the STO circuit connections against the circuit diagram. 	
	2. No safety faults and alarms.	
	3. Run the drive.	
	4. Ensure that the correct drive is running.	
	5. Trigger STO while the drive is running.	
	6. Check the following: <ul style="list-style-type: none"> • The drive coasts to zero speed. • The motor is braked and stopped by the mechanical brake (if available and configured). • Warning 68 is displayed. 	

Safety functions	Test procedure	Approved <input type="checkbox"/>
	7. Deactivate STO.	
	8. Check the following: <ul style="list-style-type: none"> Depending on the configuration, <i>Safety Func. Pending</i> is displayed. STO inactive. 	
	9. Restart the drive and check that the motor runs normally.	
	10. Ensure that the STO function is safe and accepted to operate.	
	11. Document and sign the commissioning test report.	

Table 43: Commissioning Test Report: Safe Stop 1 Time Controlled

Safety functions	Test procedure	Approved <input type="checkbox"/>
SS1-t	1. SS1-t function must be inactive: <ul style="list-style-type: none"> Via digital input. Via PROFIsafe. Check the SS1-t circuit connections against the circuit diagram. 	
	2. No safety faults and alarms.	
	3. Run the drive.	
	4. Ensure that the correct drive is running.	
	5. Trigger SS1-t while the drive is running.	
	6. Check the following: <ul style="list-style-type: none"> The drive is ramping down to zero speed. The motor stops within the demanded time delay. The motor is braked and stopped by the mechanical brake (if available and configured). Warning 68 is displayed. 	
	7. Deactivate SS1-t.	
	8. Check the following: <ul style="list-style-type: none"> Depending on the configuration, <i>Safety Func. Pending</i> is displayed. SS1-t inactive. 	
	9. Restart the drive and check that the motor runs normally.	
	10. Ensure that the SS1-t function is safe and accepted to operate.	
	11. Document and sign the commissioning test report.	

6.10 Operation and Maintenance

6.10.1 Safe Operation

⚠ WARNING ⚠

UNINTENDED BEHAVIOR

Numerous stored data or settings determine the behavior of the drive system. Unsuitable settings or data may trigger unexpected movements or responses to signals and disable monitoring functions. Failure to follow these instructions can result in death, serious injury, or equipment damage.

- Do not operate the drive system with unknown settings or data.
- Verify that the stored data and settings are correct.
- When commissioning, run tests for all operating states and potential error situations carefully.
- Verify the functions after replacing the product and changing the settings or data.
- Only start the system when there is no person or obstructions in the hazardous area.

Prerequisites for normal operation:

- Commissioning is complete.
- The safety option contains the configuration data.
- The safety functions have been tested.

During operation:

- The safety option monitors any pulse changes at its safe inputs.
- The safety option executes safety functions according to the configuration.

6.10.2 Firmware Update and Modification

NOTICE

Contact Danfoss for advice on the firmware update.

⚠ CAUTION ⚠

FIRMWARE MODIFICATIONS IN SAFE OPTION

Only Danfoss is authorized to change the firmware in Safe Option. If other parties make changes to the firmware, the warranty becomes void. Furthermore, Danfoss cannot be held liable for any consequences the changes may have on the functional safety.

6.10.3 Troubleshooting

Table 44: List of Fault Conditions

Error code	Description	Reason	Action
1–32	Internal fault	An internal fault is detected by diagnosis.	Repower, if irrecoverable, contact Danfoss service support.
113	DI discrepancy	One of the safety inputs fail.	Check the connection of T37 and T38 and the device connected on them.
119	Safety layer diagnosis messages 64: mismatch of safety destination address (F_Dest_Add)	–	–
120	Safe fieldbus telegram mismatch, reaction: STO.	PFOldrive telegram other than 30 is received.	–

Error code	Description	Reason	Action
121	F-parameter error.	The received F-parameter is invalid.	Check the F-parameter in F-host.
122	Data inconsistent in received F-parameter block (CRC1 error).	–	–
123	Inconsistent iParameters (iParCRC error).	–	–
124	Transmission error: data inconsistent (CRC2 error).	–	–
125	Transmission error: timeout (F_WD_Time).	–	–
126	CGP is not supported in F-module.	–	–

6.11 Safety Technical Data

6.11.1 Condition and Assumption

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

- VLT® Midi DriveFC 280 takes 20% of the total failure budget for an SIL3 safety loop.
- Failure rates are based on the Siemens SN29500 database.
- Failure rates are constant; wear-out mechanisms are not included.
- For each channel, the safety-related components are considered to be of type B with a hardware fault tolerance of 0.
- The stress levels are average for an industrial environment and the working temperature of components is up to 85 °C (185 °F).
- A safe error (for example output in safe state) is repaired within 8 hours.
- No torque output is the safe state.

6.11.2 Safety Technical Data

Table 45: Safety Functions via Digital Input (T37/T38)

Safety standards	E/E/PE	IEC 61508
	Machinery system	ISO 13849-1
	E/E/PE in machinery system	IEC 62061
	Drive	IEC 61800-5-2
Safety functions	STO SS1-t	IEC 61800-5-2
Safety performance	ISO 13849-1	
	Category	Cat.3
	Diagnostic coverage (DC)	90% < DC _{avg} < 99% (medium)
	Mean time to dangerous failure (MTTF _D)	350 years (high)
	Performance level	PL e
	IEC 61508/IEC 61800-5-2/IEC 62061	
	Safety Integrity Level SIL Claim Limit (SIL CL)	SIL3

	Probability of dangerous failure on demand (PFD _{avg}) ⁽¹⁾	2.5x10 ⁻⁴
	Probability of dangerous failure per hour (PFH)	9.0 FIT ⁽²⁾
	Safe failure fraction (SFF)	For dual-channel parts: >93%
		For single-channel parts: >99%
	Hardware fault tolerance (HFT)	For dual-channel parts: HFT=1
		For single-channel parts: HFT=0
	Proof test interval (PTI) ⁽³⁾	20 years
	Common cause failure (CCF)	β=5%; β _D =2%
	Diagnostic test interval (DTI)	<10 minutes
	Systematic capability	SC 3
STO reaction time	Input to output response time ⁽⁴⁾	≤110 ms

¹ PFD_{avg} is not suitable for the drive due to the fact that it is assumed to be working in continuous mode in IEC 61800-5-2. Here, PFD_{avg} is for reference purposes only.

² 1 FIT=1/(10⁹ hour).

³ For proof test procedure, refer to *chapter Operation and Maintenance*.

⁴ STO reaction time via digital input is the amount of time from an input signal condition triggers the STO until the torque is removed from the motor interface.

Table 46: Safety Functions via Safety Fieldbus

Safety standards	E/E/PE	IEC 61508
	Machinery system	ISO 13849-1
	E/E/PE in machinery system	IEC 62061
	Drive	IEC 61800-5-2
	Safety fieldbus	IEC 61784-3-3
Safety functions	STO SS1-t	IEC 61800-5-2
Safety performance	ISO 13849-1	
	Category	Cat.3
	Diagnostic coverage (DC)	90%<DC _{avg} <99% (medium)
	Mean time to dangerous failure (MTTF _D)	350 years (high)
	Performance level	PL e
	IEC 61508/IEC 61800-5-2/IEC 62061	
	Safety Integrity Level SIL Claim Limit (SIL CL)	SIL3
	Probability of dangerous failure per hour (PFH)	9.0 FIT ⁽¹⁾
	Safe failure fraction (SFF)	For dual-channel parts: >93%

		For single-channel parts: >99%
	Hardware fault tolerance (HFT)	For dual-channel parts: HFT=1
		For single-channel parts: HFT=0
	Proof test interval (PTI) ⁽²⁾	20 years
	Common cause failure (CCF)	$\beta=5\%$; $\beta_D=2\%$
	Diagnostic test interval (DTI)	<10 minutes
	Systematic capability	SC 3
STO reaction time	Drive worst case delay time (WCDT)	≤70 ms
	Bus delay time (BT)	≤4 ms
	Input to output response time ⁽³⁾	≤120 ms

¹ 1 FIT=1/(10⁹ hour).

² For proof test procedure, refer to *chapter Operation and Maintenance*.

³ STO reaction time via fieldbus is the amount of time from an STO command received until the torque is removed from the motor interface.

6.12 Safety-related Parameters

Table 47: Safety Related Parameters

Parameter	Option/range	Default	Usage	Con- ver- sion index	Data type
<i>Parameter 42-20 Safe Function</i>	[0] STO [5] Disable [9] SS1-t	[5] Disable	Select the safety function when the safe input is active.	–	u_int8
<i>Parameter 42-24 Restart Behavior</i>	[0] Manual [1] Automatic	[0] Manual	Select whether the safety option restarts automatically or waits for a manual reset after the safety function was activated via a digital input.	–	u_int8
<i>Parameter 42-30 External Failure Reaction</i>	[0] STO [3] SS1-t	[0] STO	Select which safety function is executed if there is an external failure.	–	u_int8
<i>Parameter 42-31 Reset Source</i>	[0] Drive Reset [1] Drive Safe Re- set	[0] Drive Reset	<p>Select the source that triggers the safety option re- set.</p> <p>The reset sources of [0] <i>Drive Reset</i> are:</p> <ul style="list-style-type: none"> • The [Reset] key on the LCP. • Digital input. • Reset signal via a fieldbus. <p>If there is an active alarm on the drive, the 1st the drive, and the 2nd safety option.</p>	–	u_int8

Parameter	Option/range	Default	Usage	Conversion index	Data type
			<p>The reset sources of [1] Drive Safe Reset are:</p> <ul style="list-style-type: none"> Digital input (Select [100] Safe Option Reset on 1 of the digital inputs for this source type to work). The reset signal via a fieldbus. (For the fieldbus reset to work, set <i>parameter 8-14 Configurable Control Word CTW</i> to [3] Safe Option Reset.) 		
Parameter 42-33 Parameter Set Name	–	SafeSet1	Enter the name of the safety parameter set (8 characters). Use this parameter to identify the safety configurations.	–	Visible String
Parameter 42-35 S-CRC Value	–	–	The CRC value of safe parameter set.	–	u_int16
Parameter 42-36 Level 1 Password	–	12345678	Password for safe parameter set to prevent unauthorized modification.	–	Visible String
Parameter 42-42 Delay Time	0.1-3600.0 s	10.0 s	Time until STO is activated.	-1	u_int16
Parameter 42-43 Delta T	0-99%	2%	The value subtracts from the time in <i>parameter 42-42 Delay Time</i> to get motor to stop before the timer expires.	0	u_int8
Parameter 42-60 Telegram Selection	[0] None [1] PROFIsafe Std. Tel. 30	[0] None	<p>Select the safe fieldbus type and the telegram standard for the safety option.</p> <p>Selecting [0] None means the safe fieldbus communication is disabled.</p> <p>Selecting [1] PROFIsafe Std. Tel. 30 means the PROFIsafe communication is enabled, and the telegram standard is PROFIsafe Std. Tel. 30. PROFIsafe Std. Tel. 30. For more information, see 6.5.1 PROFIsafe.</p> <p>If the fieldbus communication is enabled and the reset signal comes via the fieldbus, this parameter also defines whether the drive is reset or only the safety option is reset.</p>	–	u_int8
Parameter 42-61 Destination Address	1-65534	1	Enter the safe fieldbus destination address within the safe network. This address must be unique in the network where PROFIsafe operates. The address should match the address specified in the PLC software.	–	u_int16
Parameter 42-80 Safe Option Status	0-0xFFFFFFFF	0	Show the status word 1 of the safety option as a hexadecimal value. Refer to Table 48 .	0	u_int32
Parameter 42-81 Safe Option Status 2	0-0x7FFFFFFF	0	Show the status 2 word of the safety option as a hexadecimal value. Refer to Table 49 .	0	u_int32
Parameter 42-82 Safe Control Word	0-0xFFFFFFFF	0	Show the safe control word as a hexadecimal value.	–	u_int32
Parameter 42-83 Safe Status Word	0-0xFFFFFFFF	0	Show the safe status word as a hexadecimal value.	–	u_int32

Parameter	Option/range	Default	Usage	Con- ver- sion index	Data type
<i>Parameter 42-85 Active Safe Func.</i>	[0] STO [9] SS1-t [10] None	[10] None	Show the currently active safety function. Use <i>parameter 0-20 Display Line 1.1 Small</i> to <i>parameter 0-22 Display Line 1.3 Small</i> to show the function on the LCP.	–	u_int8
<i>Parameter 42-86 Safe Option Info</i>	–	0	Show the information about the safety option. Use <i>parameter 0-23 Display Line 2 Large</i> and <i>parameter 0-24 Display Line 3 Large</i> to show the function on the LCP large display line.	0	Visible String
<i>Parameter 42-88 Supported Customization File Version</i>	0.00-99.99	2.00	Show the maximum supported configuration file version. 0.00 means the maximum version supported by the safe system (the drive with the safety option). 1.00 means the maximum version supported by the safety option. 2.00 means the maximum version supported by the control card.	-2	u_int16
<i>Parameter 42-89 Customization File Version</i>	0.00-99.99	2.00	Show the currently used customization file version.	-2	u_int16
<i>Parameter 600-44 Fault Message Counter</i>	0-65535	0	Is incremented each time that the fault buffer changes.	–	u_int16
<i>Parameter 600-47 Fault Number</i>	0-65535	0	Contain the internal fault number for each fault message.	–	u_int16
<i>Parameter 600-52 Fault Situation Counter</i>	0-65535	0	Sum of all of the fault situations since the last reset.	–	u_int16

Table 48: Status Word 1

Bit	Name	Description
0	Normal up	0: Safety function, fail safe reaction is active or pending or warning is active. 1: Normal operation.
1	PUST	0: SFBC is not in PUST state. 1: SFBC in PUST state.
2	STO active	0: STO is not active. 1: STO is active.
3	SS1-t active	0: SS1-t is not active. 1: SS1-t is active.
4–7	Reserved	–
8	Safe output status	The safe output status of SFBC (from SFBC to PU). 0: Safe output deactivated. 1: Safe output activated.

Bit	Name	Description
9	SFBC initialized	0: Not in SFBC initialized state. 1: In SFBC initialized state.
10	Safe fieldbus acknowledge request	Indicating if the PROFIsafe PLC is requesting operator acknowledge or not. 0: No operator acknowledgment requested. 1: Operator acknowledgment requested from safe PLC.
11	Internal failure	0: No internal failure is active. 1: An internal failure is active.
12	Reset Required	0: No SFBC reset is required. 1: A SFBC reset is required.
13	Pending fail safe state	0: No pending fail safe state. 1: In pending fail safe state.
14	External failure	0: No external failure is active. 1: An external failure is active.
15	Safe function pending	0: No safe function is pending. 1: A safe function is pending.
16	General reset	0: No change in state. 1: A General Reset is done.
17	Customization confirmed	0: No change in state. 1: Customization confirmed.
18	Customization aborted	0: No change in state. 1: Customization aborted.
19	Customization requested	0: No change in state. 1: Customization is requested.
20	Reserved	–
21	PUST warning	0: No change in state. 1: A power-up selftest warning is issued.
22–23	Reserved	–
24–31	Error code	This is the internal or external error codes. 8 bits can indicate 256 different errors. Refer to 6.10.3 Troubleshooting for the definition of the error codes.

Table 49: Status Word 2

Bit	Name	Description
0–1	DI safety status	00: Inactive 01: Active 10: Pending 11: Error
2–3	Reserved	–

Bit	Name	Description
4	Blank initial state	0: Inactive 1: Active
5–7	Safe fieldbus support	0: No safe fieldbus supported. 1: PROFIsafe supported. 2: FSoE supported. 3: CIP safety supported. 4: openSAFETY supported.
8	Safe function status on safe fieldbus	0: Deactivated. 1: Activated, safe Fieldbus communication is established.
9	Safe fieldbus communication established	0: Not established. 1: Established.
10–31	Reserved	–

6.13 Declarations and Certifications

According to the requirements set out in the PI document *PROFIsafe - Test Specification Order No.: 2.242, chapter 6 Manufacturer obligations*, the PROFIsafe device is designed and has been verified also to fulfill the following properties:

- Each time the CRC2 calculation results in 0, the result is set to 1. This rule is described in IEC 61784-3-3 ed.3, chapter 3.3 Conventions.
- The PROFIsafe watchdog is only retriggered when changing the (virtual) consecutive number. This rule is described in IEC 61784-3-3 ed.3, Table 11: statements restart device-timer.
- Transfer failsafe values at the first 3 PROFIsafe telegram cycles to the PROFIsafe Device physical output signal independently of the user data from the F-Host. This rule is described in IEC 61784-3-3 ed.3, Table 10: Transition T27: statement if ok_nr_cycles <4, then use FVo, FV_activated =1.
- The reception of zero-telegrams is ignored. If a zero-telegram (all values are 0) is received, the PROFIsafe watchdog continues to run to make sure possible timeouts can be recognized. This rule is described in IEC 61784-3-3 ed.3, Table 10: statement ignore safety PDU with all values = 0.

The PROFIsafe implementation has been verified by code inspections and module tests for these properties. The verifications and inspections have shown the functional correctness.

7 Application Examples

7.1 Introduction

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

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

7.2 Application Examples

7.2.1 AMA

Table 50: AMA with T27 Connected

FC

+24 V12

+24 V13

D IN18

D IN27

D IN32

D IN33

+10 V50

A IN53

COM55

e30bu941.10

Parameters

Function	Setting
Parameter 1-29 Automatic Motor Adaptation (AMA)	[1] Enable complete AMA
Parameter 5-12 Terminal 27 Digital Input	*[2] Coast inverse

*=Default value

Notes/comments:

Set parameter group 1-2* Motor Data according to motor specifications.

NOTICE

If terminals 13 and 27 are not connected, set parameter 5-12 Terminal 27 Digital Input to [0] No operation.

7.2.2 Speed

Table 51: Analog Speed Reference (Voltage)

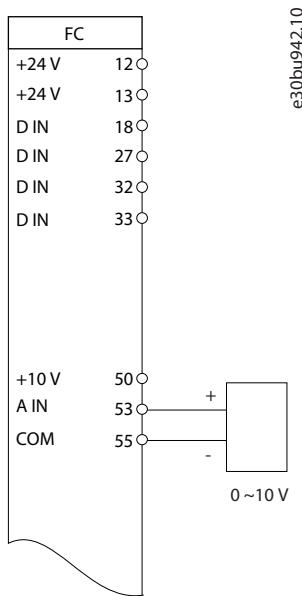
	Parameters	
	Function	Setting
	Parameter 6-10 Terminal 53 Low Voltage	*0.07 V
	Parameter 6-11 Terminal 53 High Voltage	*10 V
	Parameter 6-14 Terminal 53 Low Ref./Feedb. Value	0
	Parameter 6-15 Terminal 53 High Ref./Feedb. Value	50
	Parameter 6-19 Terminal 53 mode	[1] Voltage
	*=Default value	
	Notes/comments:	

Table 52: Speed Reference (Using a Manual Potentiometer)

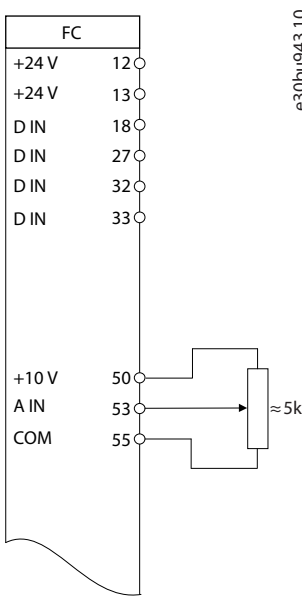
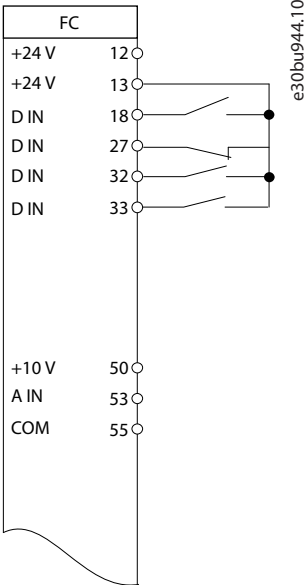
	Parameters	
	Function	Setting
	Parameter 6-10 Terminal 53 Low Voltage	*0.07 V
	Parameter 6-11 Terminal 53 High Voltage	*10 V
	Parameter 6-14 Terminal 53 Low Ref./Feedb. Value	0
	Parameter 6-15 Terminal 53 High Ref./Feedb. Value	50
	Parameter 6-19 Terminal 53 mode	[1] Voltage
	*=Default value	
	Notes/comments:	

Table 53: Speed Up/Speed Down

	
Parameters	
Function	Setting
Parameter 5-10 Terminal 18 Digital Input	*[8] Start
Parameter 5-14 Terminal 32 Digital Input	[19] Freeze Reference
Parameter 5-15 Terminal 33 Digital Input	[22] Speed Down
*=Default value	
Notes/comments:	

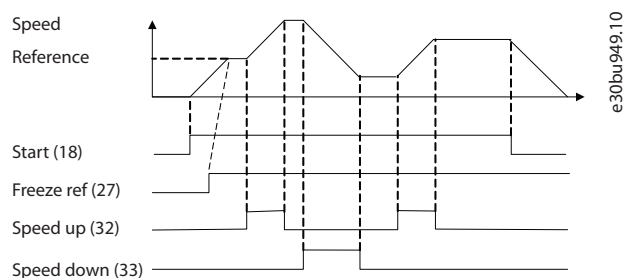
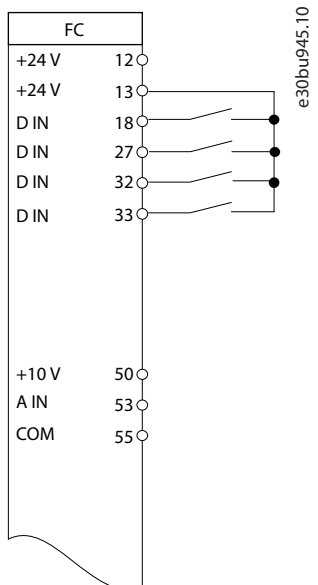


Illustration 48: Speed Up/Speed Down

7.2.3 Start/Stop

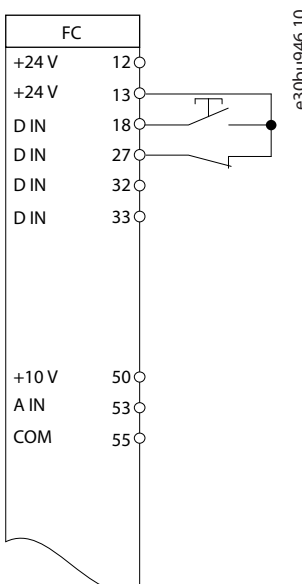
Table 54: Start/Stop with Reversing and 4 Preset Speeds

	Parameters	
	Function	Setting
	Parameter 5-10 Terminal 18 Digital Input	[8] Start
	Parameter 5-12 Terminal 27 Digital Input	[10] Reversing
	Parameter 5-14 Terminal 32 Digital Input	[16] Preset ref bit 0
	Parameter 5-15 Terminal 33 Digital Input	[17] Preset ref bit 1

<i>Parameter 3-10 Pre set Reference</i> Preset ref. 0 Preset ref. 1 Preset ref. 2 Preset ref. 3	25% 50% 75% 100%
*=Default value	
Notes/comments:	

7.2.4 External Alarm Reset

Table 55: External Alarm Reset

	Parameters	
	Function	Setting
	<i>Parameter 5-10 Terminal 18 Digital Input</i>	[1] Reset
	*=Default value	
	Notes/comments:	

7.2.5 Motor Thermistor

Table 56: Motor Thermistor

FC

+24 V12

+24 V13

D IN18

D IN27

D IN32

D IN33

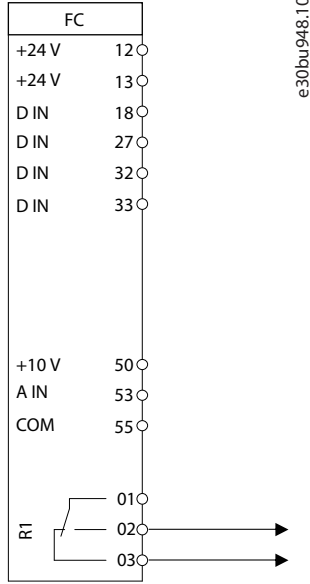
+10 V50

A IN53

COM55

7.2.6 SLC

Table 57: Using SLC to Set a Relay

	Parameters	
	Function	Setting
	Parameter 4-30 Motor Feedback Loss Function	[1] Warning
	Parameter 4-31 Motor Feedback Speed Error	50
	Parameter 4-32 Motor Feedback Loss Timeout	5 s
	Parameter 7-00 Speed PID Feedback Source	[1] 24 V encoder
	Parameter 5-70 Term 32/33 Pulses Per Revolution	*1024
	Parameter 13-00 SL Controller Mode	[1] On
	Parameter 13-01 Start Event	[19] Warning
	Parameter 13-02 Stop Event	[44] Reset key
	Parameter 13-10 Comparator Operand	[21] Warning no.
	Parameter 13-11 Comparator Operator	*[1]≈
	Parameter 13-12 Comparator Value	61
	Parameter 13-51 SL Controller Event	[22] Comparator 0
	Parameter 13-52 SL Controller Action	[32] Set digital out A low

	Parameter 5-40 Function Relay	[80] SL digital output A
	*=Default value	
	Notes/comments: If the limit in the feedback monitor is exceeded, <i>warning 61, feedback monitor</i> is issued. The SLC monitors <i>warning 61, feedback monitor</i> . If <i>warning 61, feedback monitor</i> becomes true, relay 1 is triggered. External equipment could indicate that service is required. If the feedback error goes below the limit again within 5 s, the drive continues, and the warning disappears. Relay 1 persists until [Off/Reset] is pressed.	

8 Maintenance, Diagnostics, and Troubleshooting

8.1 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 for loose terminal connections, excessive dust buildup, and so on, at regular intervals. Replace worn or damaged parts with Danfoss authorized parts. For service and support, contact the local Danfoss supplier.

⚠ WARNING ⚠

UNINTENDED START

When the drive is connected to the AC mains, DC supply, or load sharing, the motor may start at any time, causing risk of death, serious injury, and equipment, or property damage. The motor may 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 condition.

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

8.2 Warning and Alarm Types

Warnings

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

Alarms

An alarm indicates a fault that requires immediate attention. The fault always triggers a trip or a trip lock. Reset the system after an alarm.

Trip

An alarm is issued when the drive is tripped, meaning that the drive suspends operation to prevent damage to the drive or system. 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 can be reset. It is then ready to start operation again.

Trip lock

Input power is cycled. The motor coasts to a stop. The drive continues to monitor the drive status. Remove input power to the drive, correct the cause of the fault, and reset the drive.

Resetting the drive after a trip/trip lock

A trip can be reset in any of 4 ways:

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

8.3 Warning and Alarm Displays

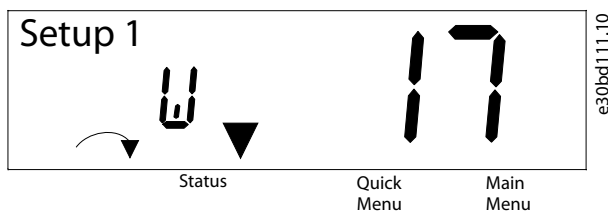


Illustration 49: Warning Display

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

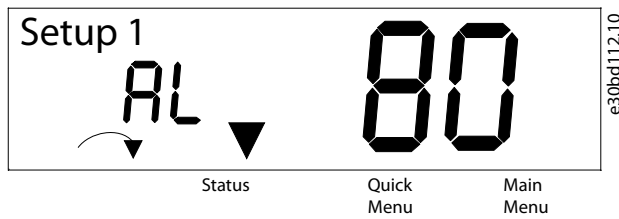


Illustration 50: Alarm/Trip Lock Alarm

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

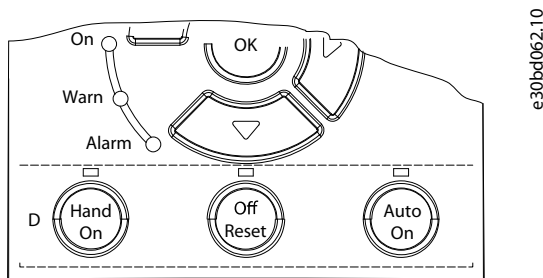


Illustration 51: Status Indicator Lights

8.4 List of Warning and Alarms

8.4.1 Warning and Alarm Code List

An (X) marked in the following table indicates that the warning or alarm has occurred.

Table 58: Warnings and Alarms Code List

Number	Description	Warning	Alarm	Trip lock	Cause
2	Live zero error	X	X	–	Signal on terminal 53 or 54 is less than 50% of value set in <i>parameter 6-10 Terminal 53 Low Voltage</i> , <i>parameter 6-12 Terminal 53 Low Current</i> , <i>parameter 6-20 Terminal 54 Low Voltage</i> , and <i>parameter 6-22 Terminal 54 Low Current</i> .
3	No motor	X	–	–	No motor has been connected to the output of the drive.
4	Mains phase loss ⁽¹⁾	X	X	X	Missing phase on the supply side, or the voltage imbalance is too high. Check the supply voltage.
7	DC overvoltage ⁽¹⁾	X	X	–	DC-link voltage exceeds limit.
8	DC undervoltage ⁽¹⁾	X	X	–	DC-link voltage drops below the voltage warning low limit.
9	Inverter overloaded	X	X	–	More than 100% load for too long.
10	Motor ETR overtemperature	X	X	–	Motor is too hot due to more than 100% load for too long.
11	Motor thermistor overtemperature	X	X	–	Thermistor or thermistor connection is disconnected, or the motor is too hot.
12	Torque limit	X	X	–	Torque exceeds value set in either <i>parameter 4-16 Torque Limit Motor Mode</i> or <i>parameter 4-17 Torque Limit Generator Mode</i> .

Number	Description	Warning	Alarm	Trip lock	Cause
13	Overcurrent	X	X	X	Inverter peak current limit is exceeded. If this alarm occurs on power-up, check whether power cables are mistakenly connected to the motor terminals.
14	Ground fault	–	X	X	Discharge from output phases to ground.
16	Short circuit	–	X	X	Short circuit in motor or on motor terminals.
17	Control word time-out	X	X	–	No communication to the drive.
25	Brake resistor short-circuited	–	X	X	Brake resistor is short-circuited, thus the brake function is disconnected.
26	Brake overload	X	X	–	The power transmitted to the brake resistor over the last 120 s exceeds the limit. Possible corrections: Decrease brake energy via lower speed or longer ramp time.
27	Brake IGBT/Brake chopper short-circuited	–	X	X	Brake transistor is short-circuited, thus brake function is disconnected.
28	Brake check	–	X	–	Brake resistor is not connected/working.
30	U phase loss	–	X	X	Motor phase U is missing. Check the phase.
31	V phase loss	–	X	X	Motor phase V is missing. Check the phase.
32	W phase loss	–	X	X	Motor phase W is missing. Check the phase.
34	Fieldbus fault	X	X	–	PROFIBUS communication issues have occurred.
35	Option fault	–	X	–	Fieldbus detects internal faults.
36	Mains failure	X	X	–	This warning/alarm is only active if the supply voltage to the drive is less than the value set in <i>parameter 14-11 Mains Fault Voltage Level</i> , and <i>parameter 14-10 Mains Failure</i> is NOT set to [0] No Function.
38	Internal fault	–	X	X	Contact the local supplier.
40	Overload T27	X	–	–	Check the load connected to terminal 27 or remove short-circuit connection.
46	Gate drive voltage fault	–	X	X	–
47	24 V supply low	X	X	X	24 V DC may be overloaded.
49	Speed limit	–	X	–	The motor speed is below the specified limit in <i>parameter 1-87 Trip Speed Low [Hz]</i> .

Number	Description	Warning	Alarm	Trip lock	Cause
50	AMA calibration failed	–	X	–	A calibration error has occurred.
51	AMA check U_{nom} and I_{nom}	–	X	–	Wrong setting for motor voltage and/or motor current.
52	AMA low I_{nom}	–	X	–	Motor current is too low. Check the settings.
53	AMA big motor	–	X	–	The power size of the motor is too large for the AMA to operate.
54	AMA small motor	–	X	–	The power size of the motor is too small for the AMA to operate.
55	AMA parameter range	–	X	–	The parameter values of the motor are outside of the acceptable range. AMA does not run.
56	AMA interrupt	–	X	–	The AMA is interrupted.
57	AMA timeout	–	X	–	–
58	AMA internal	–	X	–	Contact local supplier.
59	Current limit	X	X	–	Drive overload.
60	External Interlock	–	X	–	External interlock has been activated.
61	Encoder loss	X	X	–	–
63	Mechanical brake low	–	X	–	Actual motor current has not exceeded release brake current within start delay time window.
65	Control card temp	X	X	X	The cutout temperature of the control card has exceeded the upper limit.
67	Option change	–	X	–	A new option is detected or a mounted option is removed.
68	Safe Torque Off ⁽²⁾	X	X	–	STO is activated. If STO is in manual restart mode (default), to resume normal operation, apply 24 V DC to terminals 37 and 38, and initiate a reset signal (via fieldbus, digital I/O, or [Reset]/[Off Reset] key). If STO is in automatic restart mode, applying 24 V DC to terminals 37 and 38 automatically resumes the drive to normal operation.
69	Power card temp	X	X	X	The cutout temperature of the power card has exceeded the upper limit.
80	Drive initialized to default value	–	X	–	All parameter settings are initialized to default settings.
87	Auto DC brake	X	–	–	Occurs in IT mains when the drive coasts, and the DC voltage is higher than 830 V for 400 V units and 425 V for 200 V units. The motor consumes energy on the DC link. This function can be enabled/disabled in <i>parameter 0-07 Auto DC Braking</i> .

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Number	Description	Warning	Alarm	Trip lock	Cause
88	Option detection	–	X	X	The option is removed successfully.
95	Broken belt	X	X	–	–
99	Locked rotor	–	X	–	Rotor is blocked.
120	Position control fault	–	X	–	–
126	Motor rotating	–	X	–	PM motor is rotating when AMA is performed.
127	Back EMF too high	X	–	–	The back EMF of PM motor is too high before starting.
188	STO internal fault ⁽²⁾	–	X	–	24 V DC supply is connected to only 1 of the 2 STO terminals (37 and 38), or a failure in STO channels is detected. Ensure that both terminals are powered by a 24 V DC supply, and that the discrepancy between the signals at the 2 terminals is less than 0.5 s. If the fault still occurs, contact the local Danfoss supplier.
nw run	Not while running	–	–	–	Parameters can only be changed when the motor is stopped.
Err.	A wrong password was entered	–	–	–	Occurs when using a wrong password for changing a password-protected parameter.

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

² This alarm cannot be reset via *parameter 14-20 Reset Mode* automatically.

8.4.2 Alarm Words, Warning Words, and Extended Status Words

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

Table 59: Description of Alarm Word, Warning Word, and Extended Status Word

Bit	Hex	Dec	Alarm word	Alarm word 2	Alarm word 3	Warning word	Warning word 2	Extended status word	Extended status word 2
0	00000001	1	Brake check	Reserved	STO function fault	Reserved	Reserved	Ramping	Off
1	00000002	2	Pwr. card temp	Gate drive voltage fault	MM alarm	Pwr. card temp	Reserved	AMA tuning	Hand/Auto
2	00000004	4	Earth fault	Reserved	Reserved	Reserved	Reserved	Start CW/CCW	PROFIBUS OFF1 active
3	00000008	8	Ctrl. card temp	Reserved	Reserved	Ctrl. card temp	Reserved	Slowdown	PROFIBUS OFF2 active
4	00000010	16	Ctrl. word TO	Reserved	Reserved	Ctrl. word TO	Reserved	Catchup	PROFIBUS OFF3 active

Bit	Hex	Dec	Alarm word	Alarm word 2	Alarm word 3	Warning word	Warning word 2	Extended status word	Extended status word 2
5	00000020	32	Overcurrent	Reserved	Reserved	Overcurrent	Reserved	Feedback high	Reserved
6	00000040	64	Torque limit	Reserved	Reserved	Torque limit	Reserved	Feedback low	Reserved
7	00000080	128	Motor Th. over	Reserved	Reserved	Motor Th. over	Reserved	Output current high	Control ready
8	00000100	256	Motor ETR over	Broken belt	Reserved	Motor ETR over	Broken belt	Output current low	Drive ready
9	00000200	512	Inverter overld.	Reserved	Reserved	Inverter overld.	Reserved	Output freq. high	Quick stop
10	00000400	1024	DC under-volt.	Start failed	Reserved	DC under-volt.	Reserved	Output freq. low	DC brake
11	00000800	2048	DC overvolt.	Speed limit	Reserved	DC over-volt.	Reserved	Brake check OK	Stop
12	00001000	4096	Short circuit	External interlock	Reserved	Reserved	Reserved	Braking max	Reserved
13	00002000	8192	Reserved	Reserved	Reserved	Reserved	Reserved	Braking	Freeze output request
14	00004000	16384	Mains ph. loss	Reserved	Reserved	Mains ph. loss	Reserved	Reserved	Freeze output
15	00008000	32768	AMA not OK	Reserved	Reserved	No motor	Auto DC braking	OVC active	Jog request
16	00010000	65536	Live zero error	Reserved	Reserved	Live zero error	Reserved	AC brake	Jog
17	00020000	131072	Internal fault	Reserved	Reserved	Reserved	Reserved	Reserved	Start request
18	00040000	262144	Brake overload	Reserved	Reserved	Brake resistor power limit	Reserved	Reserved	Start
19	00080000	524288	U phase loss	Reserved	Reserved	Reserved	Reserved	Reference high	Reserved
20	00100000	1048576	V phase loss	Option detection	Reserved	Reserved	Overload T27	Reference low	Start delay

Bit	Hex	Dec	Alarm word	Alarm word 2	Alarm word 3	Warning word	Warning word 2	Extended status word	Extended status word 2
21	00200000	2097152	W phase loss	Option fault	Reserved	Reserved	Reserved	Reserved	Sleep
22	00400000	4194304	Fieldbus fault	Locked rotor	Reserved	Fieldbus fault	Memory module	Reserved	Sleep boost
23	00800000	8388608	24 V supply low	Position ctrl. fault	Reserved	24 V supply low	Reserved	Reserved	Running
24	01000000	16777216	Mains failure	Reserved	Reserved	Mains failure	Reserved	Reserved	Bypass
25	02000000	33554432	Reserved	Current limit	Reserved	Current limit	Reserved	Reserved	Reserved
26	04000000	67108864	Brake resistor	Reserved	Reserved	Reserved	Reserved	Reserved	External interlock
27	08000000	134217728	Brake IGBT	Reserved	Reserved	Reserved	Reserved	Reserved	Reserved
28	10000000	268435456	Option change	Reserved	Reserved	Encoder loss	Reserved	Reserved	FlyStart active
29	20000000	536870912	Drive initialized	Encoder loss	Reserved	Reserved	Back EMF too high	Reserved	Heat sink clean warning
30	40000000	1073741824	Safe Torque Off	Reserved	Reserved	Safe Torque Off	Reserved	Reserved	Reserved
31	80000000	2147483648	Mech. brake low	Reserved	Reserved	Reserved	Reserved	Database busy	Reserved

8.5 Troubleshooting

Table 60: Troubleshooting

Symptom	Possible cause	Test	Solution
Motor not running	LCP stop	Check if [Off] has been pressed.	Press [Auto On] or [Hand On] (depending on operating mode) to run the motor.
	Missing start signal (standby)	Check <i>parameter 5-10 Terminal 18 Digital Input</i> of correct setting for terminal 18 (use default setting).	Apply a valid start signal to start the motor.
	Motor coast signal active (coasting)	Check <i>parameter 5-12 Terminal 27 Digital Input</i> for correct setting of terminal 27 (use default setting).	Apply 24 V on terminal 27 or program this terminal to [0] <i>No operation</i> .
	Wrong reference signal source	Check the following:	Program correct settings. Set preset reference active in <i>parameter group 3-1* References</i> . Check for

Symptom	Possible cause	Test	Solution
		<ul style="list-style-type: none"> Is the reference signal local, remote, or bus reference? Is preset reference active? Is terminal connection correct? Is the scaling of terminals correct? Is the reference signal available? 	correct wiring. Check scaling of terminals. Check reference signal.
Motor is running in the wrong direction	Motor rotation limit	Check that <i>parameter 4-10 Motor Speed Direction</i> is programmed correctly.	Program correct settings.
	Active reversing signal	Check if a reversing command is programmed for the terminal in <i>parameter group 5-1* Digital inputs</i> .	Deactivate reversing signal.
	Wrong motor phase connection	Change <i>parameter 1-06 Clockwise Direction</i> .	–
Motor is not reaching maximum speed	Frequency limits are set incorrectly	Check output limits in <i>parameter 4-14 Motor Speed High Limit [Hz]</i> and <i>parameter 4-19 Max Output Frequency</i> .	Program correct limits.
	Reference input signal not scaled correctly	Check reference input signal scaling in <i>parameter group 6-** Analog I/O mode</i> and <i>parameter group 3-1* References</i> .	Program correct settings.
Motor speed is unstable	Possible incorrect parameter settings	Check the settings of all motor parameters, including all motor compensation settings. For closed-loop operation, check PID settings.	Check settings in <i>parameter group 6-** Analog I/O mode</i> .
Motor runs roughly	Possible overmagnetization	Check for incorrect motor settings in all motor parameters.	Check motor settings in <i>parameter groups 1-2* Motor data, 1-3* Adv motor data, and 1-5* Load indep. setting</i> .
Motor does not brake	Possible incorrect settings in the brake parameters. Possible too short ramp-down times.	Check brake parameters. Check ramp time settings.	Check <i>parameter groups 2-0* DC brake and 3-0* Reference limits</i> .
Open power fuses or circuit breaker trip	Phase-to-phase short	Motor or panel has a short phase-to-phase. Check motor and panel phase for shorts.	Eliminate any shorts detected.
	Motor overload	Motor is overloaded for the application.	Perform the start-up test and verify that motor current is within specifications. If motor current is exceeding nameplate full load current, the motor may run only with reduced load. Review the specifications for the application.
	Loose connections	Perform pre-start-up check for loose connections.	Tighten loose connections.

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Symptom	Possible cause	Test	Solution
Mains current imbalance greater than 3%	Problem with mains power (see <i>alarm 4, Mains phase loss</i> description)	Rotate input power leads into the drive 1 position: A to B, B to C, C to A.	If the imbalanced leg follows the wire, it is a power problem. Check mains supply.
	Problem with the drive unit	Rotate input power leads into the 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 unit. Contact the supplier.
Motor current imbalance greater than 3%	Problem with motor or motor wiring	Rotate output motor leads 1 position: U to V, V to W, W to U.	If the imbalanced leg follows the wire, the problem is in the motor or motor wiring. Check motor and motor wiring.
	Problem with the drive unit	Rotate output motor leads 1 position: U to V, V to W, W to U.	If the imbalanced leg stays on same output terminal, it is a problem with the unit. Contact the supplier.
Acoustic noise or vibration (for example a fan blade is making noise or vibrations at certain frequencies)	Resonances, for example, in the motor/fan system	Bypass critical frequencies by using parameters in <i>parameter group 4-6* Speed Bypass</i> .	Check if noise and/or vibration have been reduced to an acceptable limit.
		Turn off overmodulation in <i>parameter 14-03 Overmodulation</i> .	
		Increase resonance damping in <i>parameter 1-64 Resonance Dampening</i> .	

9 Specifications

9.1 Electrical Data

Table 61: Mains Supply 3x380–480 V AC

Drive typical shaft output [kW (hp)]	PK37 0.37 (0.5)	PK55 0.55 (0.75)	PK75 0.75 (1.0)	P1K1 1.1 (1.5)	P1K5 1.5 (2.0)	P2K2 2.2 (3.0)	P3K0 3.0 (4.0)
Enclosure protection rating IP20 (IP21/Type 1 as option)	K1	K1	K1	K1	K1	K1	K2
Output current							
Shaft output [kW]	0.37	0.55	0.75	1.1	1.5	2.2	3
Continuous (3x380–440 V) [A]	1.2	1.7	2.2	3	3.7	5.3	7.2
Continuous (3x441–480 V) [A]	1.1	1.6	2.1	2.8	3.4	4.8	6.3
Intermittent (60 s overload) [A]	1.9	2.7	3.5	4.8	5.9	8.5	11.5
Continuous kVA (400 V AC) [kVA]	0.9	1.2	1.5	2.1	2.6	3.7	5.0
Continuous kVA (480 V AC) [kVA]	0.9	1.3	1.7	2.5	2.8	4.0	5.2
Maximum input current							
Continuous (3x380–440 V) [A]	1.2	1.6	2.1	2.6	3.5	4.7	6.3
Continuous (3x441–480 V) [A]	1.0	1.2	1.8	2.0	2.9	3.9	4.3
Intermittent (60 s overload) [A]	1.9	2.6	3.4	4.2	5.6	7.5	10.1
More specifications							
Maximum cable cross-section (mains, motor, brake, and load sharing) [mm ² (AWG)]	4 (12)						
Estimated power loss at rated maximum load [W] ⁽¹⁾	20.9	25.2	30	40	52.9	74	94.8
Weight, enclosure protection rating IP20 [kg (lb)]	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.5 (5.5)	3.6 (7.9)
Weight, enclosure protection rating IP21 [kg (lb)]	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	5.5 (12.1)
Efficiency [%] ⁽²⁾	96.0	96.6	96.8	97.2	97.0	97.5	98.0

¹ The typical power loss is at nominal load conditions and expected to be within ±15% (tolerance relates to variety in voltage and cable conditions). Values are based on a typical motor efficiency (IE2/IE3 border line). Motors with lower efficiency add to the power loss in the drive, and motors with high efficiency reduce power loss. Applies to dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses sometimes rise. LCP and typical control card power consumptions are included. Further options and customer load sometimes add up to 30 W to the losses (though typically only 4 W extra for a fully loaded control card or fieldbus). For power loss data according to EN 50598-2, refer to <https://ecosmart.mydrive.danfoss.com/>.

² Measured using 50 m (164 ft) shielded motor cables at rated load and rated frequency. For energy efficiency class, see *chapter Ambient Conditions*. For part load losses, see <https://ecosmart.mydrive.danfoss.com/>.

Table 62: Mains Supply 3x380–480 V AC

Drive typical shaft output [kW (hp)]	P4K0 4 (5.5)	P5K5 5.5 (7.5)	P7K5 7.5 (10)	P11K 11 (15)	P15K 15 (20)	P18K 18.5 (25)	P22K 22 (30)
Enclosure protection rating IP20 (IP21/ Type 1 as option)	K2	K2	K3	K4	K4	K5	K5
Output current							
Shaft output	4	5.5	7.5	11	15	18.5	22
Continuous (3x380–440 V) [A]	9	12	15.5	23	31	37	42.5
Continuous (3x441–480 V) [A]	8.2	11	14	21	27	34	40
Intermittent (60 s overload) [A]	14.4	19.2	24.8	34.5	46.5	55.5	63.8
Continuous kVA (400 V AC) [kVA]	6.2	8.3	10.7	15.9	21.5	25.6	29.5
Continuous kVA (480 V AC) [kVA]	6.8	9.1	11.6	17.5	22.4	28.3	33.3
Maximum input current							
Continuous (3x380–440 V) [A]	8.3	11.2	15.1	22.1	29.9	35.2	41.5
Continuous (3x441–480 V) [A]	6.8	9.4	12.6	18.4	24.7	29.3	34.6
Intermittent (60 s overload) [A]	13.3	17.9	24.2	33.2	44.9	52.8	62.3
More specifications							
Maximum cable cross-section (mains, motor, brake, and load sharing) [mm ² (AWG)]	4 (12)			16 (6)			
Estimated power loss at rated maximum load [W] ⁽¹⁾	115.5	157.5	192.8	289.5	393.4	402.8	467.5
Weight enclosure protection rating IP20 [kg (lb)]	3.6 (7.9)	3.6 (7.9)	4.1 (9.0)	9.4 (20.7)	9.5 (20.9)	12.3 (27.1)	12.5 (27.6)
Weight enclosure protection rating IP21 [kg (lb)]	5.5 (12.1)	5.5 (12.1)	6.5 (14.3)	10.5 (23.1)	10.5 (23.1)	14.0 (30.9)	14.0 (30.9)
Efficiency [%] ⁽²⁾	98.0	97.8	97.7	98.0	98.1	98.0	98.0

¹ The typical power loss is at nominal load conditions and expected to be within $\pm 15\%$ (tolerance relates to variety in voltage and cable conditions). Values are based on a typical motor efficiency (IE2/IE3 border line). Motors with lower efficiency add to the power loss in the drive, and motors with high efficiency reduce power loss. Applies to dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses sometimes rise. LCP and typical control card power consumptions are included. Further options and customer load sometimes add up to 30 W to the losses (though typically only 4 W extra for a fully loaded control card or fieldbus). For power loss data according to EN 50598-2, refer to <https://ecosmart.mydrive.danfoss.com/>.

² Measured using 50 m (164 ft) shielded motor cables at rated load and rated frequency. For energy efficiency class, see *chapter Ambient Conditions*. For part load losses, see <https://ecosmart.mydrive.danfoss.com/>.

Table 63: Mains Supply 3x200–240 V AC

Drive typical shaft output [kW (hp)]	PK37 0.37 (0.5)	PK55 0.55 (0.75)	PK75 0.75 (1.0)	P1K1 1.1 (1.5)	P1K5 1.5 (2.0)	P2K2 2.2 (3.0)	P3K7 3.7 (5.0)
Enclosure protection rating IP20 (IP21/Type 1 as option)	K1	K1	K1	K1	K1	K2	K3
Output current							

Drive typical shaft output [kW (hp)]	PK37 0.37 (0.5)	PK55 0.55 (0.75)	PK75 0.75 (1.0)	P1K1 1.1 (1.5)	P1K5 1.5 (2.0)	P2K2 2.2 (3.0)	P3K7 3.7 (5.0)
Continuous (3x200–240 V) [A]	2.2	3.2	4.2	6	6.8	9.6	15.2
Intermittent (60 s overload) [A]	3.5	5.1	6.7	9.6	10.9	15.4	24.3
Continuous kVA (230 V AC) [kVA]	0.9	1.3	1.7	2.4	2.7	3.8	6.1
Maximum input current							
Continuous (3x200–240 V) [A]	1.8	2.7	3.4	4.7	6.3	8.8	14.3
Intermittent (60 s overload) [A]	2.9	4.3	5.4	7.5	10.1	14.1	22.9
More specifications							
Maximum cable cross-section (mains, motor, brake, and load sharing) [mm ² (AWG)]	4 (12)						
Estimated power loss at rated maximum load [W] ⁽¹⁾	29.4	38.5	51.1	60.7	76.1	96.1	147.5
Weight enclosure protection rating IP20 [kg (lb)]	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.5 (5.5)	3.6 (7.9)
Weight enclosure protection rating IP21 [kg (lb)]	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	5.5 (12.1)	6.5 (14.3)
Efficiency [%] ⁽²⁾	96.4	96.6	96.3	96.6	96.5	96.7	96.7

¹ The typical power loss is at nominal load conditions and expected to be within $\pm 15\%$ (tolerance relates to variety in voltage and cable conditions). Values are based on a typical motor efficiency (IE2/IE3 border line). Motors with lower efficiency add to the power loss in the drive, and motors with high efficiency reduce power loss. Applies to dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses sometimes rise. LCP and typical control card power consumptions are included. Further options and customer load sometimes add up to 30 W to the losses (though typically only 4 W extra for a fully loaded control card or fieldbus). For power loss data according to EN 50598-2, refer to <https://ecosmart.mydrive.danfoss.com/>.

² Measured using 50 m (164 ft) shielded motor cables at rated load and rated frequency. For energy efficiency class, see *chapter Ambient Conditions*. For part load losses, see <https://ecosmart.mydrive.danfoss.com/>.

Table 64: Mains Supply 1x200–240 V AC

Drive typical shaft output [kW (hp)]	PK37 0.37 (0.5)	PK55 0.55 (0.75)	PK75 0.75 (1.0)	P1K1 1.1 (1.5)	P1K5 1.5 (2.0)	P2K2 2.2 (3.0)
Enclosure protection rating IP20 (IP21/Type 1 as option)	K1	K1	K1	K1	K1	K2
Output current						
Continuous (3x200–240 V) [A]	2.2	3.2	4.2	6	6.8	9.6
Intermittent (60 s overload) [A]	3.5	5.1	6.7	9.6	10.9	15.4
Continuous kVA (230 V AC) [kVA]	0.9	1.3	1.7	2.4	2.7	3.8
Maximum input current						
Continuous (1x200–240 V) [A]	2.9	4.4	5.5	7.7	10.4	14.4
Intermittent (60 s overload) [A]	4.6	7.0	8.8	12.3	16.6	23.0
More specifications						

Drive typical shaft output [kW (hp)]	PK37 0.37 (0.5)	PK55 0.55 (0.75)	PK75 0.75 (1.0)	P1K1 1.1 (1.5)	P1K5 1.5 (2.0)	P2K2 2.2 (3.0)
Maximum cable cross-section (mains and motor) [mm ² (AWG)]	4 (12)					
Estimated power loss at rated maximum load [W] (1)	37.7	46.2	56.2	76.8	97.5	121.6
Weight enclosure protection rating IP20 [kg (lb)]	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.3 (5.1)	2.5 (5.5)
Weight enclosure protection rating IP21 [kg (lb)]	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	4.0 (8.8)	5.5 (12.1)
Efficiency [%](2)	94.4	95.1	95.1	95.3	95.0	95.4

¹ The typical power loss is at nominal load conditions and expected to be within $\pm 15\%$ (tolerance relates to variety in voltage and cable conditions). Values are based on a typical motor efficiency (IE2/IE3 border line). Motors with lower efficiency add to the power loss in the drive, and motors with high efficiency reduce power loss. Applies to dimensioning of drive cooling. If the switching frequency is higher than the default setting, the power losses sometimes rise. LCP and typical control card power consumptions are included. Further options and customer load sometimes add up to 30 W to the losses (though typically only 4 W extra for a fully loaded control card or fieldbus). For power loss data according to EN 50598-2, refer to <https://ecosmart.mydrive.danfoss.com/>.

² Measured using 50 m (164 ft) shielded motor cables at rated load and rated frequency. For energy efficiency class, see *chapter Ambient Conditions*. For part load losses, see <https://ecosmart.mydrive.danfoss.com/>.

9.2 Mains Supply

Supply terminals	(L1/N, L2/L, L3)
Supply voltage	380–480 V: -15% (-25%) ⁽¹⁾ to +10%
Supply voltage	200–240 V: -15% (-25%) ⁽¹⁾ to +10%
Supply frequency	50/60 Hz $\pm 5\%$
Maximum imbalance temporary between mains phases	3.0% of rated supply voltage
True power factor (λ)	≥ 0.9 nominal at rated load
Displacement power factor ($\cos \phi$)	Near unity (> 0.98)
Switching on input supply (L1/N, L2/L, L3) (power-ups) ≤ 7.5 kW (10 hp)	Maximum 2 times/minute
Switching on input supply (L1/N, L2/L, L3) (power-ups) 11–22 kW (15–30 hp)	Maximum 1 time/minute

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

9.3 Motor Output and Motor Data

9.3.1 Motor Output (U, V, W)

Output voltage	0–100% of supply voltage
Output frequency	0–500 Hz
Output frequency in VVC ⁺ mode	0–200 Hz
Switching on output	Unlimited
Ramp time	0.01–3600 s

9.3.2 Torque Characteristics

Starting torque (constant torque)	Maximum 160% for 60 s ⁽¹⁾
Overload torque (constant torque)	Maximum 160% for 60 s ⁽¹⁾
Starting current	Maximum 200% for 1 s

Torque rise time in VVC ⁺ (independent of f_{sw})	Maximum 50 ms
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¹ Percentage relates to the nominal torque. It is 150% for 11–22 kW (15–30 hp) drives.

9.4 Ambient Conditions

Enclosure protection rating, drive	IP20 (IP21/Type 1 as option)
Enclosure protection rating, conversion kit	IP21/Type 1
Vibration test, all enclosure sizes	1.14 g
Relative humidity	5–95% (IEC 721-3-3; Class 3K3 (non-condensing) during operation)
Ambient temperature (at DPWM switching mode)	
- with derating	Maximum 55 °C (131 °F) ⁽¹⁾⁽²⁾⁽³⁾
- at full continuous output current	Maximum 45 °C (113 °F) ⁽⁴⁾
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 (3280 ft)
Maximum altitude above sea level with derating	3000 m (9843 ft)
EMC standards, emission	EN 61800-3, EN 61000-3-2, EN 61000-3-3, EN 61000-3-11, EN 61000-3-12, EN 61000-6-3/4, EN 55011
EMC standards, immunity	EN 61800-3, EN 61000-6-1/2, EN 61000-4-2, EN 61000-4-3, EN 61000-4-4, EN 61000-4-5, EN 61000-4-6, EN 61800-5-2
Energy efficiency class ⁽⁵⁾	IE2

¹ Refer to Special Conditions in the design guide for:

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

² To prevent control card overtemperature on PROFIBUS, PROFINET, EtherNet/IP, and POWERLINK variants of VLT® Midi DriveFC 280, avoid full digital/analog I/O load at ambient temperature higher than 45 °C (113 °F).

³ Ambient temperature for K1S2 with derating is maximum 50 °C (122 °F).

⁴ Ambient temperature for K1S2 at full constant output current is maximum 40 °C (104 °F).

⁵ Determined according to EN 50598-2 at:

- Rated load;
- 90% rated frequency;
- Switching frequency factory setting;
- Switching pattern factory setting;
- Open type: Surrounding air temperature 45 °C (113 °F);
- Type 1 (NEMA kit): Ambient temperature 45 °C (113 °F).

9.5 Cable Specifications

Maximum motor cable length, shielded	50 m (164 ft)
Maximum motor cable length, unshielded	75 m (246 ft)
Maximum cross-section of control terminals, flexible/rigid wire	2.5 mm ² /14 AWG
Minimum cross-section to control terminals	0.55 mm ² /30 AWG
Maximum STO input cable length, unshielded	20 m (66 ft)

For power cables cross-sections, see the tables in [9.1 Electrical Data](#). When complying with EN 55011 1A and EN 55011 1B the motor cable must in certain instances be reduced. See *chapter EMC Emission* in the design guide for more details.

9.6 Control Input/Output and Control Data

9.6.1 Digital Inputs

Terminal number	18, 27 ⁽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
Pulse frequency range	4–32 kHz
(Duty cycle) minimum pulse width	4.5 ms
Input resistance, R_i	Approximately 4 k Ω

¹ Terminals 27 can also be programmed as output.

9.6.2 Safety Inputs

Terminal number	37, 38, 39 ⁽¹⁾
Voltage level	0–24 V DC
Voltage level, de-energized	< 1.8 V DC
Voltage level, energized	> 20 V DC
Maximum voltage on input	30 V DC
Minimum current for disabling STO (each pin)	6 mA
Debouncing time	≤ 5 ms
Discrepancy tolerance	≤ 0.5 s

¹ Terminal 39 is the common ground of safety input, which is galvanically isolated from analog/digital input or output.

Refer to *chapter 6 Safe Functions* for more details about safety inputs.

9.6.3 Analog Inputs

Number of analog inputs	1
Terminal number	53 ⁽¹⁾
Modes	Voltage or current
Mode select	Software
Voltage level	0–10 V
Input resistance, R_i	Approximately 10 k Ω
Maximum voltage	–15 to +20 V
Current level	0/4 to 20 mA (scaleable)
Input resistance, R_i	Approximately 200 Ω
Maximum current	30 mA
Resolution for analog inputs	11 bit
Accuracy of analog inputs	Maximum error 0.5% of full scale
Bandwidth	100 Hz

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

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

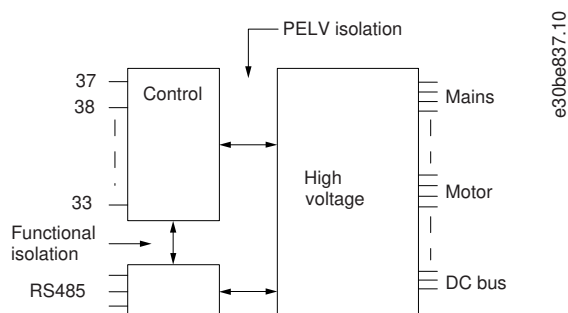


Illustration 52: Galvanic Isolation

N O T I C E

HIGH ALTITUDE

- For installation at altitudes above 2000 m (6562 ft), contact Danfoss hotline regarding PELV.

9.6.4 Pulse Inputs

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

9.6.5 Digital Outputs

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

¹ Terminal 27 can also be programmed as input.

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

9.6.6 Control Card, 24 V DC Output

Terminal number	12, 13
Maximum load	100 mA

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

9.6.7 Control Card, +10 V DC Output

Terminal number	50
Output voltage	10.5 V \pm 0.5 V
Maximum load	15 mA

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

9.6.8 Control Card, RS485 Serial Communication

Terminal number	68 (P,TX+, RX+), 69 (N,TX-, RX-)
Terminal number 61	Common for terminals 68 and 69

The RS485 serial communication circuit is galvanically isolated from the supply voltage (PELV). It is used in production, and not recommended for fieldbus application.

9.6.9 Control Card, USB Serial Communication

USB standard	1.1 (full speed)
USB plug	USB type B plug

Connection to the 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 ground connection is not galvanically isolated from protective earth. Use only an isolated laptop as PC connection to the USB connector on the drive.

9.6.10 Relay Outputs

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

¹ IEC 60947 parts 4 and 5.

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

9.6.11 Control Card Performance

Scan interval	1 ms
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9.6.12 Control Characteristics

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

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

9.7 Connection Tightening Torques

Make sure to use the right torques when tightening all electrical connections. Too low or too high torque sometimes causes electrical connection problems. To ensure that correct torques are applied, use a torque wrench. Recommended slot screwdriver type is SZS 0.6x3.5 mm.

Table 65: Tightening Torques

Enclosure size	Power [kW (hp)]	Torque [Nm (in-lb)]						
		Mains	Motor	DC connection	Brake	Ground	Control	Relay
K1	0.37–2.2 (0.5–3.0)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	1.6 (14.2)	0.4 (3.5)	0.5 (4.4)
K2	3.0–5.5 (4.0–7.5)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	1.6 (14.2)	0.4 (3.5)	0.5 (4.4)
K3	7.5 (10)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	0.8 (7.1)	1.6 (14.2)	0.4 (3.5)	0.5 (4.4)
K4	11–15 (15–20)	1.2 (10.6)	1.2 (10.6)	1.2 (10.6)	1.2 (10.6)	1.6 (14.2)	0.4 (3.5)	0.5 (4.4)
K5	18.5–22 (25–30)	1.2 (10.6)	1.2 (10.6)	1.2 (10.6)	1.2 (10.6)	1.6 (14.2)	0.4 (3.5)	0.5 (4.4)

9.8 Fuses and Circuit Breakers

9.8.1 Introduction

Use fuses and/or circuit breakers on the supply side to protect service personnel and equipment from injuries and damage if there is component breakdown inside the drive (first fault).

Branch circuit protection

Protect all branch circuits in an installation, switchgear, and machines against short circuit and overcurrent according to national/international regulations.

NOTICE

Integral solid-state short-circuit protection does not provide branch circuit protection. Provide branch circuit protection in accordance with the national and local rules and regulations.

⚠ WARNING ⚠

PERSONAL INJURY AND EQUIPMENT DAMAGE RISK

Malfunction or failing to follow the recommendations may result in personal risk and damage to the drive and other equipment.

- Select fuses according to recommendations. Possible damages can be limited to be inside the drive.

9.8.2 Recommendation of Fuses

NOTICE

EQUIPMENT DAMAGE

Failure to follow the protection recommendations can result in damage to the drive.

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

Danfoss recommends using the fuses and circuit breakers in the following tables to ensure compliance with UL 508C or IEC 61800-5-1. For non-UL applications, design circuit breakers for protection in a circuit capable of delivering a maximum of 50000 A_{rms}.

(symmetrical), 240 V/400 V maximum. The drive short-circuit current rating (SCCR) is suitable for use on a circuit capable of delivering not more than 100000 A_{rms}, 240 V/480 V maximum when protected by Class T fuses.

The following tables list the recommended fuses that have been tested.

Table 66: Non-UL Fuse and Circuit Breaker

Enclosure size		Power [kW (hp)]	Non-UL fuse	Non-UL circuit breaker (Eaton)
3-phase 380–480 V	K1	0.37 (0.5)	gG-10	PKZM0-16
		0.55–0.75 (0.75–1.0)		
		1.1–1.5 (1.5–2.0)	gG-20	
		2.2 (3.0)		
	K2	3.0–5.5 (4.0–7.5)	gG-25	PKZM0-20
	K3	7.5 (10)		PKZM0-25
	K4	11–15 (15–20)	gG-50	–
	K5	18.5–22 (25–30)	gG-80	–
3-phase 200–240 V	K1	0.37 (0.5)	gG-10	PKZM0-16
		0.55 (0.75)	gG-20	
		0.75 (1.0)		
		1.1 (1.5)		
		1.5 (2.0)		
	K2	2.2 (3.0)	gG-25	PKZM0-20
	K3	3.7 (5.0)		PKZM0-25
Single-phase 200–240 V	K1	0.37 (0.5)	gG-10	PKZM0-16
		0.55 (0.75)	gG-20	
		0.75 (1.0)		
		1.1 (1.5)		
		1.5 (2.0)		
	K2	2.2 (3.0)	gG-25	PKZM0-20

Table 67: UL fuse

Enclosure size		Power [kW (hp)]	Bussmann E4273						Littel-fuse E81895	MERSEN E163267/ E2137	MERSEN E163267/ E2138
			Class RK1	Class J	Class T	Class CC	Class CC	Class CC	Class RK1	Class CC	Class RK1
3-phase 380–480 V	K1	0.37–0.75 (0.5–1.0)	KTS-R-6	JKS-6	JJS-6	FNQ-R-6	KTK-R-6	LP-CC-6	KLSR-6	ATM-R6	A6K-6R
		1.1–1.5 (1.5–2.0)	KTS-R-10	JKS-10	JJS-10	FNQ-R-10	KTK-R-10	LP-CC-10	KLSR-10	ATM-R10	A6K-10R

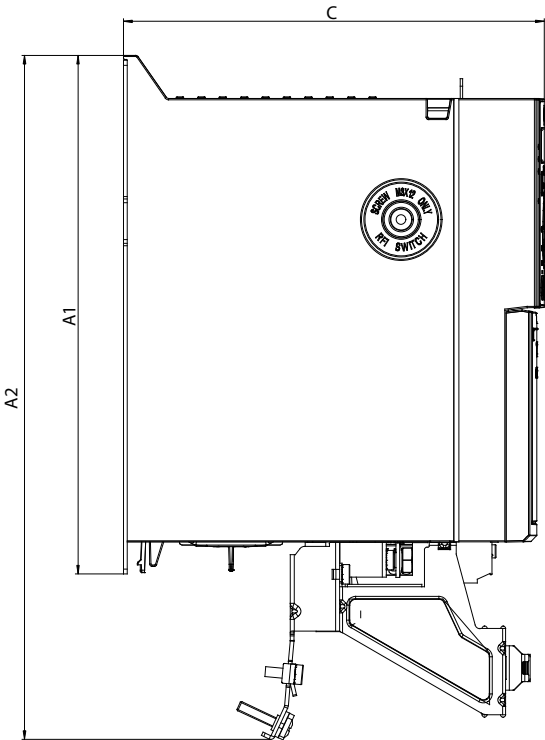
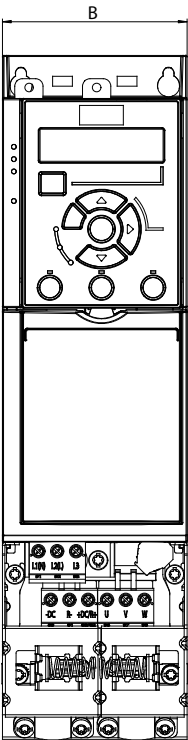
		2.2 (3.0)	KTS-R-15	JKS-15	JJS-15	FNQ-R-15	KTK-R-15	LP-CC-15	KLSR-15	ATM-R15	A6K-15R
	K2–K3	3.0–7.5 (4.0–10)	KTS-R-25	JKS-25	JJS-25	FNQ-R-25	KTK-R-25	LP-CC-25	KLSR-25	ATM-R25	A6K-25R
	K4	11–15 (15–20)	KTS-R-50	JKS-50	JJS-50	–	–	–	KLSR-50	–	A6K-50R
	K5	18.5–22 (25–30)	–	JKS-80	JJS-80	–	–	–	–	–	–
3-phase 200–240 V	K1	0.37 (0.5)	KTN-R-6	JKS-6	JJN-6	FNQ-R-6	KTK-R-6	LP-CC-6	KLNR-6	ATM-R6	A2K-6R
		0.55 (0.75)	KTN-R-10	JKS-10	JJN-10	FNQ-R-10	KTK-R-10	LP-CC-10	KLNR-10	ATM-R10	A2K-10R
		0.75 (1.0)	KTN-R-15	JKS-15	JJN-15	FNQ-R-15	KTK-R-15	LP-CC-15	KLNR-15	ATM-R15	A2K-15R
		1.1–1.5 (1.5–2.0)	KTN-R-20	JKS-20	JJN-20	FNQ-R-20	KTK-R-20	LP-CC-20	KLNR-20	ATM-R20	A2K-20R
	K2–K3	2.2–3.7 (3.0–5.0)	KTN-R-25	JKS-25	JJN-25	–	–	–	KLNR-25	ATM-R25	A2K-25R
Single-phase 200–240 V	K1	0.37 (0.5)	KTN-R-6	JKS-6	JJN-6	FNQ-R-6	KTK-R-6	LP-CC-6	KLNR-6	ATM-R6	A2K-6R
		0.55 (0.75)	KTN-R-10	JKS-10	JJN-10	FNQ-R-10	KTK-R-10	LP-CC-10	KLNR-10	ATM-R10	A2K-10R
		0.75 (1.0)	KTN-R-15	JKS-15	JJN-15	FNQ-R-15	KTK-R-15	LP-CC-15	KLNR-15	ATM-R15	A2K-15R
		1.1–1.5 (1.5–2.0)	KTN-R-20	JKS-20	JJN-20	FNQ-R-20	KTK-R-20	LP-CC-20	KLNR-20	ATM-R20	A2K-20R
	K2	2.2 (3.0)	KTN-R-25	JKS-25	JJN-25	–	–	–	KLNR-25	ATM-R25	A2K-25R

9.9 Enclosure Sizes, Power Ratings, and Dimensions

Table 68: Enclosure Sizes, Power Ratings, and Dimensions

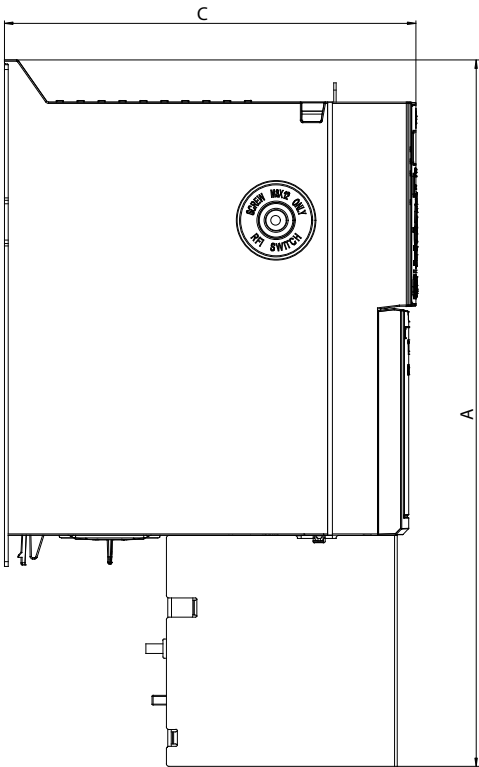
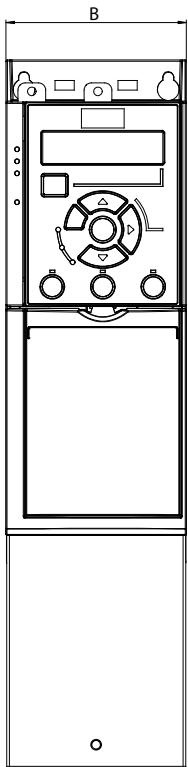
	Enclosure size	K1					K2			K3	K4		K5		
Power size [kW (hp)]	Single-phase 200–240 V	0.37 (0.5)	0.55 (0.75)	0.75 (1.0)	1.1 (1.5)	1.5 (2.0)		2.2 (3.0)			–	–		–	
	3-phase 200–240 V	0.37 (0.5)	0.55 (0.75)	0.75 (1.0)	1.1 (1.5)	1.5 (2.0)		2.2 (3.0)			3.7 (5.0)	–		–	
	3-phase 380–480 V	0.37 (0.5)	0.55 (0.75)	0.75 (1.0)	1.1 (1.5)	1.5 (2.0)	2.2 (3.0)	3 (4.0)	4 (5.5)	5.5 (7.5)	7.5 (10)	11 (15)	15 (20)	18.5 (25)	22 (30)

	Enclosure size	K1	K2	K3	K4	K5
Dimensions [mm (in)]	FC 280 IP20					
	Height A1	210 (8.3)	272.5 (10.7)	272.5 (10.7)	317.5 (12.5)	410 (16.1)
	Height A2	278 (10.9)	340 (13.4)	341.5 (13.4)	379.5 (14.9)	474 (18.7)
	Width B	75 (3.0)	90 (3.5)	115 (4.5)	133 (5.2)	150 (5.9)
	Depth C	171 (6.7)	171 (6.7)	171 (6.7)	248 (9.8)	248 (9.8)
	FC 280 with IP21/UL/Type 1 kit					
	Height A	338.5 (13.3)	395 (15.6)	395 (15.6)	425 (16.7)	520 (20.5)
	Width B	100 (3.9)	115 (4.5)	130 (5.1)	153 (6.0)	170 (6.7)
	Depth C	183 (7.2)	183 (7.2)	183 (7.2)	260 (10.2)	260 (10.2)
	FC 280 with bottom cable entry cover (w/o top cover)					
	Height A	294 (11.6)	356 (14)	357 (14.1)	391 (15.4)	486 (19.1)
	Width B	75 (3.0)	90 (3.5)	115 (4.5)	133 (5.2)	150 (5.9)
	Depth C	171 (6.7)	171 (6.7)	171 (6.7)	248 (9.8)	248 (9.8)
Weight [kg (lb)]	IP20	2.5 (5.5)	3.6 (7.9)	4.6 (10.1)	8.2 (18.1)	11.5 (25.4)
	IP21	4.0 (8.8)	5.5 (12.1)	6.5 (14.3)	10.5 (23.1)	14.0 (30.9)
Mounting holes [mm (in)]	a	198 (7.8)	260 (10.2)	260 (10.2)	297.5 (11.7)	390 (15.4)
	b	60 (2.4)	70 (2.8)	90 (3.5)	105 (4.1)	120 (4.7)
	c	5 (0.2)	6.4 (0.25)	6.5 (0.26)	8 (0.32)	7.8 (0.31)
	d	9 (0.35)	11 (0.43)	11 (0.43)	12.4 (0.49)	12.6 (0.5)
	e	4.5 (0.18)	5.5 (0.22)	5.5 (0.22)	6.8 (0.27)	7 (0.28)
	f	7.3 (0.29)	8.1 (0.32)	9.2 (0.36)	11 (0.43)	11.2 (0.44)



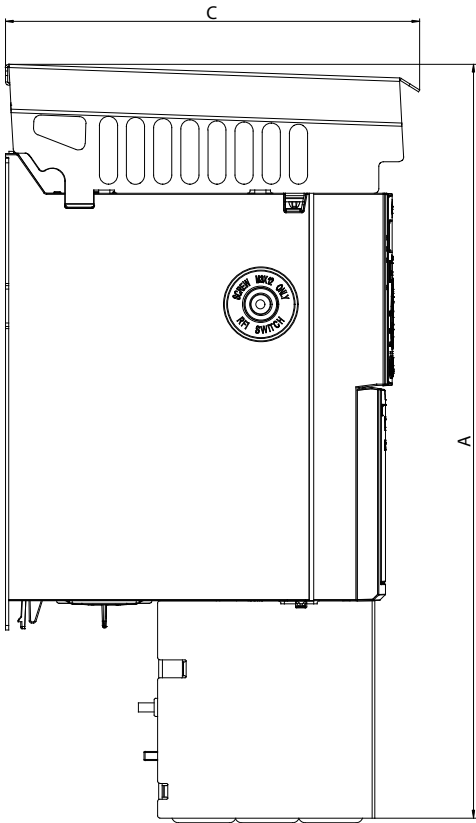
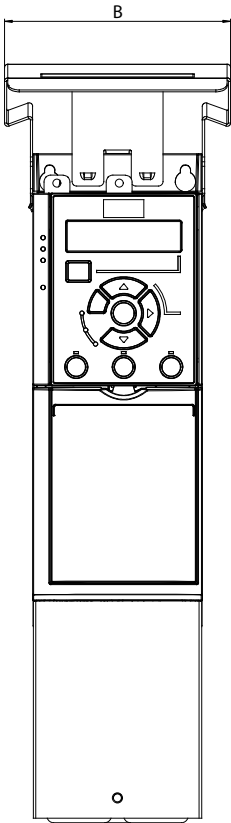
e30bv017.10

Illustration 53: Standard with Decoupling Plate



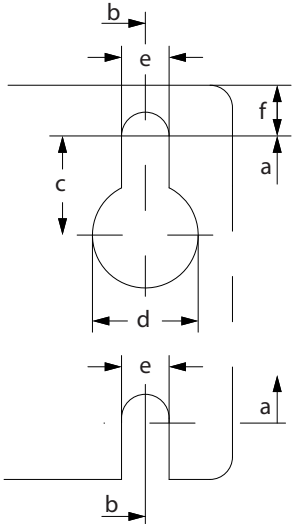
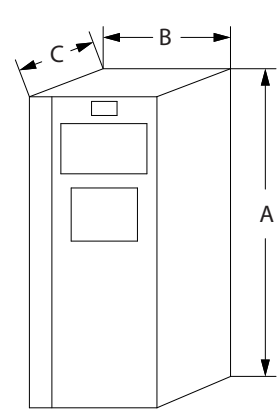
e30bv018.10

Illustration 54: Standard with Bottom Cable Entry Cover (w/o Top Cover)



e30bv019.10

Illustration 55: Standard with IP21/UL/Type 1 Kit



e30ba648.13

Illustration 56: Top and Bottom Mounting Holes

10 Appendix

10.1 Symbols and Abbreviations

°C	Degrees celsius
°F	Degrees fahrenheit
AC	Alternating current
AEO	Automatic energy optimization
AWG	American wire gauge
AMA	Automatic motor adaptation
CU	Control unit
DC	Direct current
DI	Digital input
EMC	Electromagnetic compatibility
ETR	Electronic thermal relay
$f_{M,N}$	Nominal motor frequency
FC	Frequency converter
GSD	General station description
I_{INV}	Rated inverter output current
I_{LIM}	Current limit
$I_{M,N}$	Nominal motor current
$I_{VLT,MAX}$	Maximum output current
$I_{VLT,N}$	Rated output current supplied by the drive
IP	Ingress protection
LCP	Local control panel
MCT	Motion control tool
MM	Memory module
MMP	Memory module programmer
n_s	Synchronous motor speed
$P_{M,N}$	Nominal motor power
PELV	Protective extra low voltage
PCB	Printed circuit board
PLC	Programmable logic controller
PM motor	Permanent magnet motor
PU	Power unit

PUD	Power unit data
PUST	Power up self test
PWM	Pulse width modulation
RPM	Revolutions per minute
SIL	Safety integrity level
SIVP	Specific initialization values and protection
SO	Safe option
SS1-t	Safe Stop 1 time controlled
STO	Safe Torque Off
T _{LIM}	Torque limit
U _{M,N}	Nominal motor voltage

10.2 Conventions

Numbered lists indicate procedures. Bullet lists indicate other information.

Italicized text indicates:

- Cross-reference.
- Link.
- Parameter name.
- Parameter group name.
- Parameter option.
- Footnote.

All dimensions in drawings are in [mm] (in).

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