

Danfoss CDS203 Drive for VZN Compressors

Installation & Operating Instructions



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When installing the drive on any power supply where the phase-ground voltage may exceed the phase-phase voltage (typically IT supply networks or Marine vessels) it is essential that the internal EMC filter ground is disconnected. If in doubt, refer to your Sales Partner for further information.
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This manual is intended as a guide for proper installation. Danfoss cannot assume responsibility for the compliance or the non-compliance to any code, national, local or otherwise, for the proper installation of this drive or associated equipment. A hazard of personal injury and/or equipment damage exists if codes are ignored during installation.
- 

This CDS203 contains high voltage capacitors that take time to discharge after removal of the main supply. Before working on the drive, ensure isolation of the main supply from line inputs. Wait ten (10) minutes for the capacitors to discharge to safe voltage levels. Failure to observe this precaution could result in severe bodily injury or loss of life.
- 

Only qualified electrical personnel familiar with the construction and operation of this equipment and the hazards involved should install, adjust, operate, or service this equipment. Read and understand this manual and other applicable manuals in their entirety before proceeding. Failure to observe this precaution could result in severe bodily injury or loss of life.
- 

All AC drives and filters may produce electromagnetic interference up to 300 GHz that may affect the functionality of pacemakers and other implanted medical devices.
- 

ESD precautions should be taken when handling the control terminals of the drive including the RJ45 port.

Installation & Operating Instructions

Danfoss hereby states that the CDS203 product range conforms to the relevant safety provisions of the following council directives: 2014/30/EU (EMC), 2014/35/EU (LVD) 2006/42/EC (Machinery Directive), 2011/65/EU (RoHS 2) and Ecodesign for Sustainable Products Regulation (ESPR), officially Regulation (EU) 2024/1781, .

Design and manufacture is in accordance with the following harmonised European standards:

THC/Iref, PWHC/Iref & Individual harmonics below the limits specified in Table 5 of EN 61000-3-12 for .Rsc = 185.

Table 5 selected in accordance with condition f.

Safe Torque OFF (“STO”) Function

CDS203 incorporates a hardware STO (Safe Torque Off) Function, designed in accordance with the standards listed below.

| Standard | Classification | Independent Approval |
|-----------------------------|--------------------------------|----------------------|
| EN 61800-5-2:2017 | SIL 3 | |
| EN ISO 13849-1:2023 | PL "e" | |
| EN 61508 (Part 1 to 7):2010 | SIL 3 | UL* |
| EN 60204-1: 2006 & A1: 2009 | Uncontrolled Stop “Category 0” | |
| EN IEC 62061:2021 | SIL 3 | |

***NOTE** UL Approval of the “STO” function is relevant for drives which have a UL logo applied on the drive rating label. The STO input must not be used for any safety related function if the drive unit does not carry the UL logo on the rating label.

Electromagnetic Compatibility

All CDS203 are designed with high standards of EMC in mind. All versions intended for use within the European Union are fitted with an internal EMC filter. This EMC filter is designed to reduce the conducted emissions back into the supply via the power cables for compliance with harmonised European standards. It is the responsibility of the installer to ensure that the equipment or system into which the product is incorporated complies with the EMC legislation of the country of use. Within the European Union, equipment into which this product is incorporated must comply with the EMC Directive 2014/30/EU. This User Guide provides guidance to ensure that the applicable standards may be achieved.

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The firmware version can be viewed in parameter P0-28.

User Guide Revision update

Danfoss adopts a policy of continuous improvement and whilst every effort has been made to provide accurate and up to date information, the information contained in this User Guide should be used for guidance purposes only and does not form the part of any contract.

1. Important Safety Information

Please read the IMPORTANT SAFETY INFORMATION below, and all Warning and Caution information elsewhere.



Danger: Indicates a risk of electric shock, which, if not avoided, could result in damage to the equipment and possible injury or death.

This variable speed drive product (CDS203) is intended for professional incorporation into complete equipment or systems as part of a fixed installation. If installed incorrectly it may present a safety hazard. The CDS203 uses high voltages and currents, carries a high level of stored electrical energy, and is used to control mechanical plant that may cause injury. Close attention is required to system design and electrical installation to avoid hazards in either normal operation or in the event of equipment malfunction. Only qualified electricians are allowed to install and maintain this product.

System design, installation, commissioning and maintenance must be carried out only by personnel who have the necessary training and experience. They must carefully read this safety information and the instructions in this Guide and follow all information regarding transport, storage, installation and use of the CDS203, including the specified environmental limitations.

If flash test are to be carried out on the CDS203 then please follow the instructions in *section 3.4.7. HiPot (Insulation Resistance) Testing on page 32.*

Please note not following these instructions could lead to the product being damaged.

Always ensure it is safe to work on the product by use of a suitable test meter before commencing any work.

Electric shock hazard! Disconnect and ISOLATE the CDS203 before attempting any work on it. High voltages are present at the terminals and within the drive for up to 10 minutes after disconnection of the electrical supply. Always ensure by using a suitable multimeter that no voltage is present on any drive power terminals prior to commencing any work.

Where supply to the drive is through a plug and socket connector, do not disconnect until 10 minutes have elapsed after turning off the supply.

Ensure correct earthing connections and cable selection as per defined by local legislation or codes. The drive may have a leakage current of greater than 3.5mA; furthermore the earth cable must be sufficient to carry the maximum supply fault current which normally will be limited by the fuses or MCB. Suitably rated fuses or MCB should be fitted in the mains supply to the drive, according to any local legislation or codes.

Do not carry out any work on the drive control cables whilst power is applied to the drive or to the external control circuits.



Danger: Indicates a potentially hazardous situation other than electrical, which if not avoided, could result in damage to property.

Within the European Union, all machinery in which this product is used must comply with Directive 2006/42/EC, Safety of Machinery. In particular, the machine manufacturer is responsible for providing a main switch and ensuring the electrical equipment complies with EN60204-1.

The level of integrity offered by the CDS203 control input functions – for example stop/start, forward/reverse and maximum speed, is not sufficient for use in safety-critical applications without independent channels of protection. All applications where malfunction could cause injury or loss of life must be subject to a risk assessment and further protection provided where needed.

The driven motor can start at power up if the enable input signal is present.

The STOP function does not remove potentially lethal high voltages. ISOLATE the drive and wait 10 minutes before starting any work on it. Never carry out any work on the Drive, Motor or Motor cable whilst the input power is still applied.

Do not activate the automatic fault reset function on any systems whereby this may cause a potentially dangerous situation.

CDS203 are intended for indoor use only.

When mounting the drive, ensure that sufficient cooling is provided. Do not carry out drilling operations with the drive in place, dust and swarf from drilling may lead to damage.

The entry of conductive or flammable foreign bodies should be prevented. Flammable material should not be placed close to the drive.

Relative humidity must be less than 95% (non-condensing).

Ensure that the supply voltage, frequency and no. of phases (3 phase) correspond to the rating of the CDS203 as delivered.

Never connect the mains power supply to the Output terminals U, V, W.

Do not install any type of automatic switchgear between the drive and the motor. This may cause the drive protection to activate, resulting in a trip and loss of operation.

Wherever control cabling is close to power cabling, maintain a minimum separation of 100 mm and arrange crossings at 90 degrees.

Ensure that all terminals are tightened to the appropriate torque setting.

Do not attempt to carry out any repair of the CDS203. In the case of suspected fault or malfunction, contact your local Danfoss Sales Partner for further assistance.

1. Important Safety Information

Use of the CDS203 with Flammable Refrigerants

The CDS203 is not suitable for use in EX classified areas (Atex directive).

When this product is used with flammable refrigerants, the following considerations apply:

- The product has been evaluated in accordance with IEC 60335-2-40:2022 clause 22.116 and verified to be compliant.
 - o Electrical components within the drive that could normally create arcs or sparks are limited to the relays.
 - o These relays have been independently tested as per clause 22.116.3 and are not considered an ignition risk.
- The product has been evaluated in accordance with IEC 60335-2-40:2022 clause 22.117 and verified to be compliant.
 - o Hot Surfaces within the product have been verified to remain below the auto-ignition temperatures of the following refrigerants (to list a few) by a margin of at least 100k – R32, R290, R454A, R454B, R454C, R455A, R1234yf, R1234ze.
 - o The product has built-in protection to detect and trip under conditions of locked rotor, we recommend that this functional test is carried out for system compliance in accordance with IEC 60335-2-34.
- It is still recommended and good practice to further mitigate the risk resulting from leaked refrigerant by the following:
 - o Separate product from any area where flammable refrigerant could accumulate.
 - o Ventilate areas where there is risk of accumulation of flammable refrigerant.

2. Product Introduction

The CDS203 is a high efficiency variable frequency drive with world-leading motor control performance when operating any of the following motor technologies:

- Synchronous Brushless DC Motor
- Synchronous Permanent Magnet Motor

The product range has been specifically designed for OEM and machine-builders alike with through panel mounting and

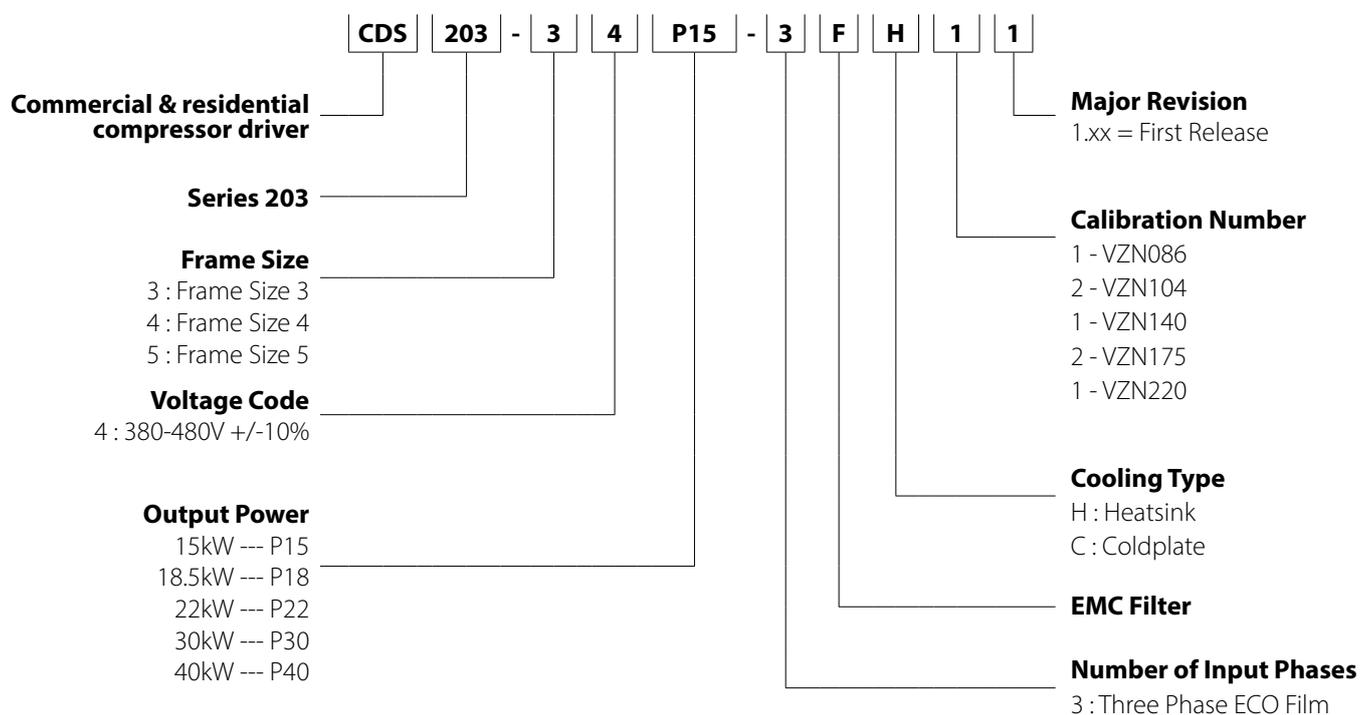
coldplate technology options available. The drive has no direct keypad/display but shows drive status with two status indicating LEDs on the front.

The three phase input drives are low harmonic drives which do not need an input choke to comply with the THC limits provided in the relevant standard, EN 61000-3-12:2011.

2.1. Identifying the Drive by Model Number

Each drive can be identified by its model number, shown below. The model number is on the shipping label, the drive rating label on the upper surface of the drive

and on the front surface on the product identifier. The model number includes the drive and factory fitted options.



2.1.1. Model Variants

| 380 – 480V +/-10% Three Phase Input | | | | |
|-------------------------------------|-------|------|----|------|
| Model Code | Frame | kW | HP | Amps |
| CDS203-34P15-3FH11 | 3 | 15 | 20 | 30 |
| CDS203-34P18-3FH21 | 3 | 18.5 | 25 | 39 |
| CDS203-44P22-3FH11 | 4 | 22 | 30 | 46 |
| CDS203-44P30-3FH21 | 4 | 30 | 40 | 58 |
| CDS203-54P40-3FH11 | 5 | 40 | 50 | 75 |

Replace 'H' with 'C' for coldplate version.

2. Product Introduction

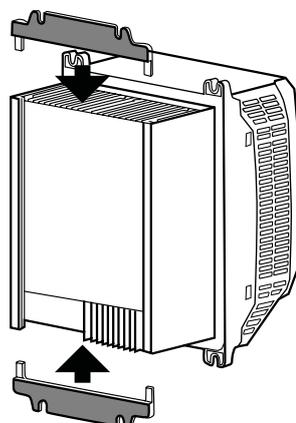
2.2. Accessories

2.2.1. Panel mounting kit

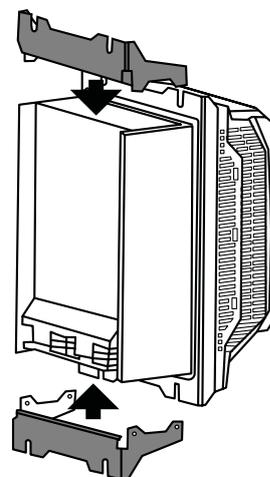
The CDS203 (heatsink version) is designed to primarily be mounted 'through-panel' with the heatsink protruding outside of the electrical panel.

NOTE This mounting kit does not come with the drive and must be ordered separately. 8 off M4 x 8mm pozidrive screws are provided with the size 4/5 brackets to secure them to the drive. Tightening Torque is 1.5Nm.

116B9004 – Size 3



116B9005 – Size 4 / 5



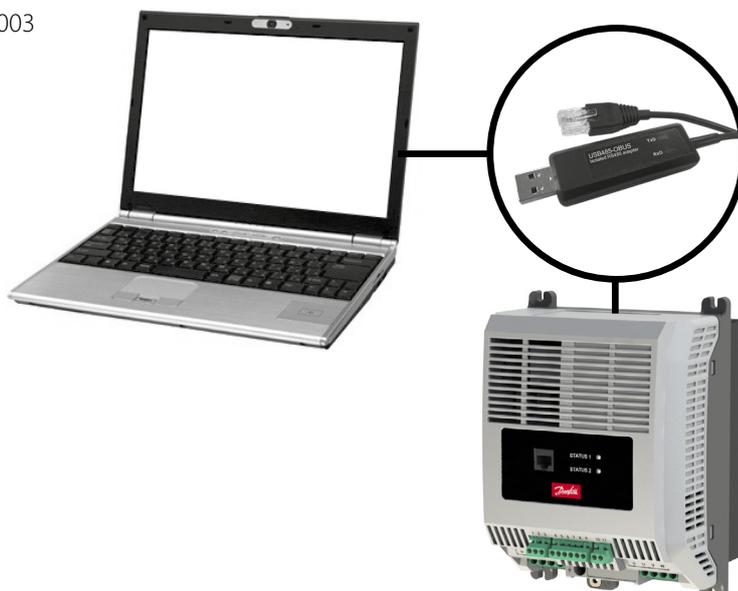
2.2.2. CDS203 LCP – Remote TFT Text LCD Display for commissioning and diagnostics with RJ45 cable

116B9002



2.2.3. USB cable gateway for CoolSetting software

116B9003



3. Installation

3.1. Mechanical Installation

3.1.1. General

- The CDS203 has been designed to be installed in a suitable enclosure. The drive can be through panel mounted or mounted directly onto the back of a panel using the appropriate mounting kit. When mounting onto the enclosure back panel, the panel should be of sufficient strength to support the weight of the drive.
- Using the drive as a template, or the dimensions shown below, mark the locations for drilling.
 - Ensure that when mounting locations are drilled, the dust from drilling does not enter the drive.
 - Mount the drive to the cabinet backplate using suitable mounting screws.
 - Position the drive, and tighten the mounting screws securely.
- The front of the drive is UL open type / IP20 and must be installed in a pollution degree 1 or 2 environment only.
- In any environments where the conditions require it, the enclosure must be designed to protect the drive against ingress of airborne dust, corrosive gases or liquids, conductive contaminants (such as condensation, carbon dust, and metallic particles) and sprays or splashing water from all directions.
- Enclosures should be made from a thermally conductive material.
- Do not mount flammable material close to the CDS203.
- Ensure that the minimum cooling air gaps, as detailed in section Ventilation and clearance.
- Ensure that the ambient temperature range does not exceed the permissible limits given in section 6.3. *Temperature and Switching Frequency De-rating Requirements for CDS203 on page 64*. Typical heat losses generated by the drives are given in section 3.1.13. *Drive Losses on page 20* and should be considered when designing the enclosure size and ventilation to ensure that the drive is not operated outside of its design conditions.

3.1.2. Before Installation

- Carefully unpack the CDS203 and check for any signs of damage. Notify the shipper immediately if any exist.
 - Check the drive rating label to ensure it is of the correct type and power requirements for the application.
 - To prevent accidental damage always store the CDS203 in its original box until required. Storage should be clean and dry and within the temperature range -40°C to $+70^{\circ}\text{C}$.
-

3. Installation

3.1.3. UL Compliant Installation

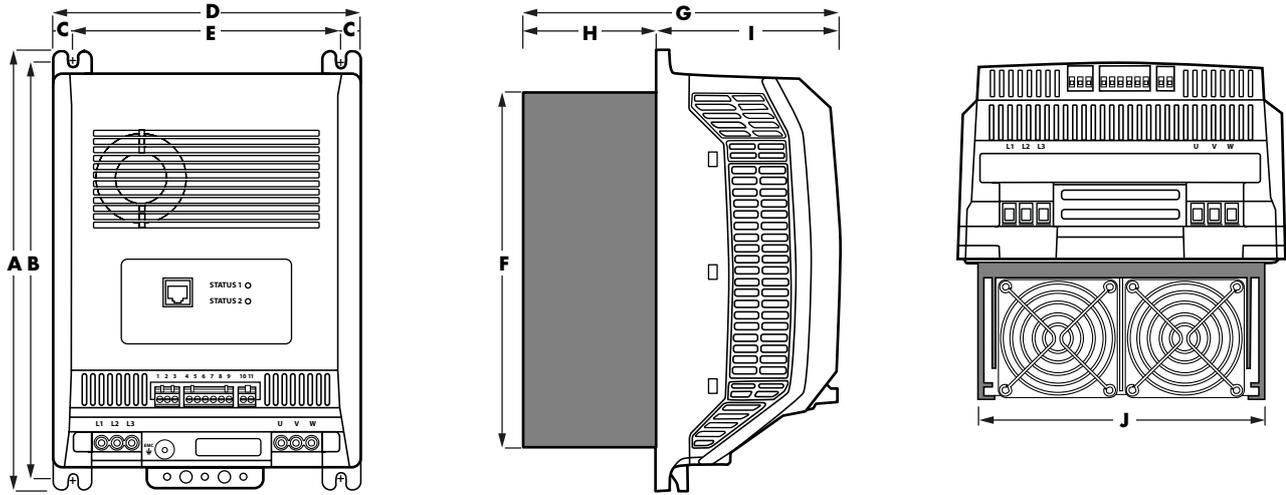
Note the following for UL-compliant installation:

- The heatsink variants of the CDS203 are UL listed whereas the coldplate variants are UL recognised as they require additional thermal devices to operate.
 - For an up to date list of UL compliant products, please refer to UL listing E547024 , E547023.
 - The drive can be operated within an ambient temperature range of -20°C to +60°C. For further information, see section *on page 60*.
 - The front of the drive is UL open type / IP20, installation is required in a pollution degree 1 environment.
 - The rear of the drive is UL type 4X / IP55, installation in a pollution degree 2 environment is permissible.
 - If the drive is through panel mounted, ensure the correct environment is maintained for each section of the drive as indicated above.
- If the drive is mounted directly onto the back plate, the whole installation is required in a pollution degree 1 environment.
 - UL Listed ring terminals / lugs must be used for all bus bar and grounding connections.
 - The drive is designed to be installed in a suitable enclosure.
 - Certain models require specific fuse selection for full UL compliant installation. Please refer to section 6.5. *Additional Information for UL Approved Installations* for further information.
 - Refer to section 6.5. *Additional Information for UL Approved Installations*.
 - Only use cables with copper conductors.
 - Only use cables rated for 75°C.
-

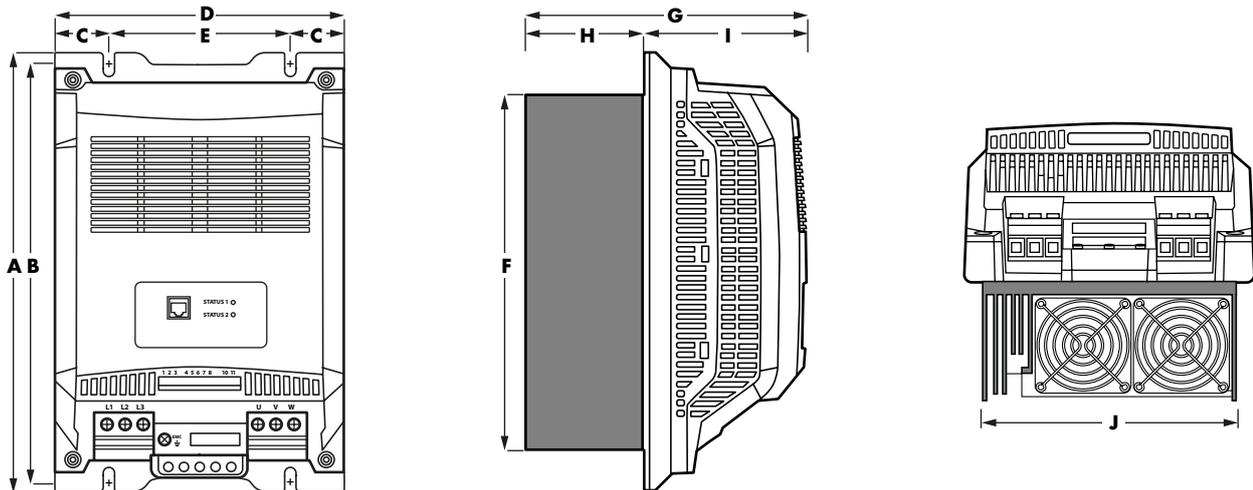
3. Installation

3.1.4. Heatsink Versions

3.1.4.1. Frame Size 3 Drive - Heatsink Version

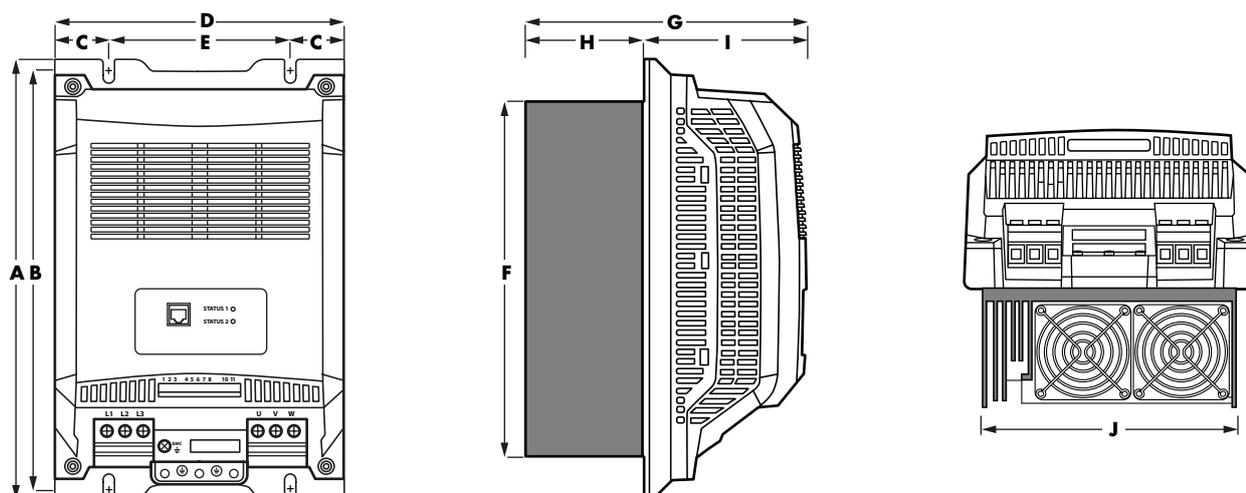


3.1.4.2. Frame Size 4 Drive - Heatsink Version



3. Installation

3.1.4.3. Frame Size 5 Drive - Heatsink Version



3.1.4.4. Drive Dimensions - Heatsink Version

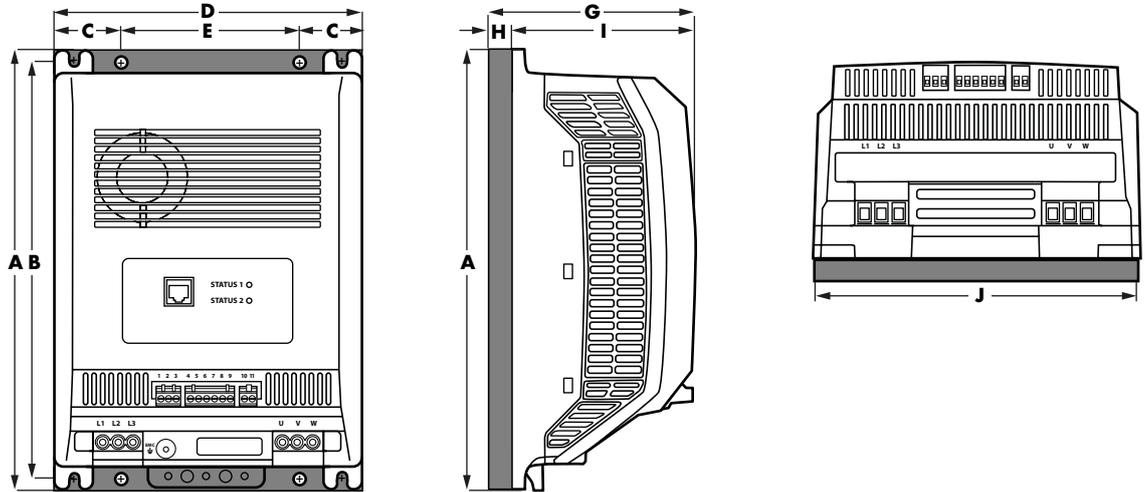
| Frame Size | A | | B | | C | | D | | E | | F | | G | | H | | I | | J | |
|------------|-------|------|-------|------|------|-----|-------|-----|-------|-----|-------|------|-------|-----|------|-----|-----|-----|-------|-----|
| | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in |
| 3 | 277.5 | 10.9 | 262.6 | 10.3 | 12.4 | 0.5 | 193.6 | 7.6 | 168.9 | 6.6 | 224 | 8.8 | 200.3 | 7.9 | 84.3 | 3.3 | 116 | 4.6 | 170 | 6.7 |
| 4 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 291.5 | 11.5 | 231 | 9.1 | 98 | 3.9 | 133 | 5.2 | 209.5 | 8.2 |
| 5 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 291.5 | 11.5 | 239.5 | 9.4 | 107 | 4.2 | 133 | 5.2 | 209.5 | 8.2 |

3. Installation

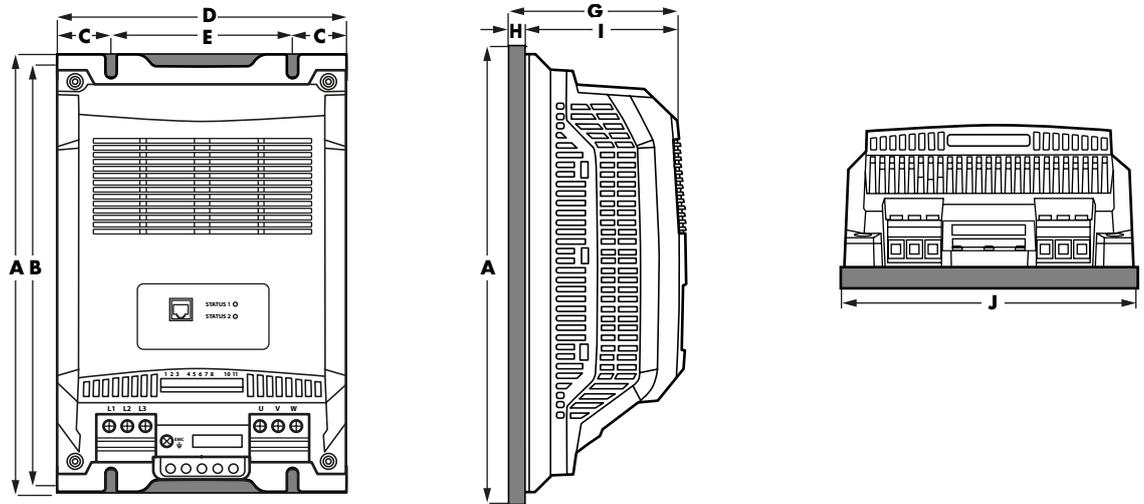
3.1.5. Coldplate Versions

The CDS203 is also available without a heatsink but with a coldplate that needs to be mounted onto a heat transfer surface, removing the drive losses and maintaining the coldplate temperature as shown in section 3.2.14 below.

3.1.5.1. Frame Size 3 Drive - Coldplate Version

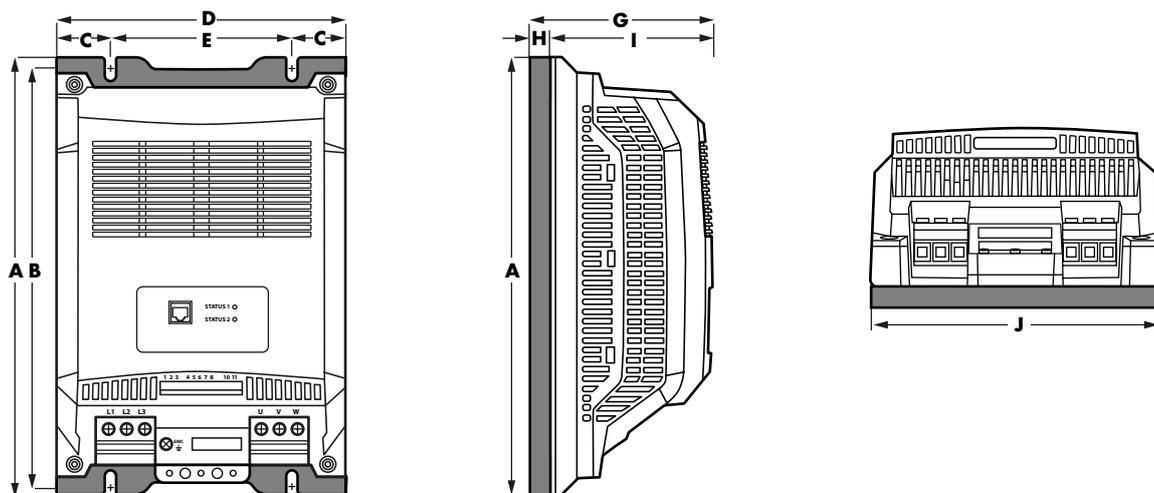


3.1.5.2. Frame Size 4 Drive - Coldplate Version



3. Installation

3.1.5.3. Frame Size 5 Drive - Coldplate Version



3.1.5.4. Drive Dimensions - Coldplate Version

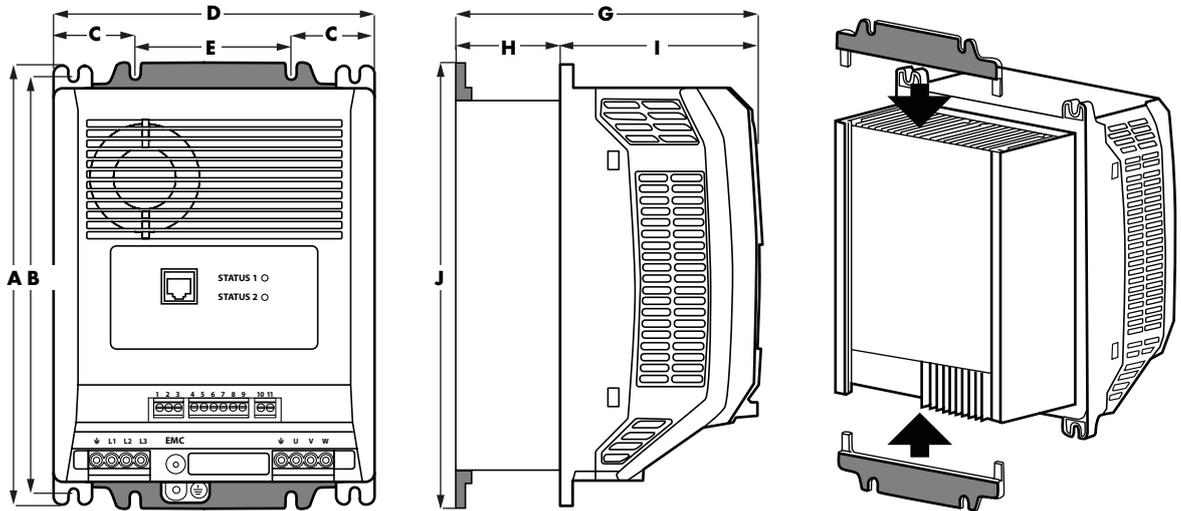
| Frame Size | A | | B | | C | | D | | E | | G | | H | | I | | J | |
|------------|-------|------|-------|------|------|-----|-------|-----|-----|-----|-------|-----|-----|-----|-------|-----|-------|-----|
| | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in |
| 3 | 277.8 | 10.9 | 262.6 | 10.3 | 37.6 | 1.6 | 193.6 | 7.6 | 110 | 4.3 | 125.8 | 5 | 9.8 | 0.4 | 116 | 4.6 | 194.1 | 7.6 |
| 4 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 140.3 | 5.5 | 9.8 | 0.4 | 130.5 | 5.1 | 232.5 | 9.2 |
| 5 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 140.3 | 5.5 | 9.8 | 0.4 | 130.5 | 5.1 | 232.5 | 9.2 |

3. Installation

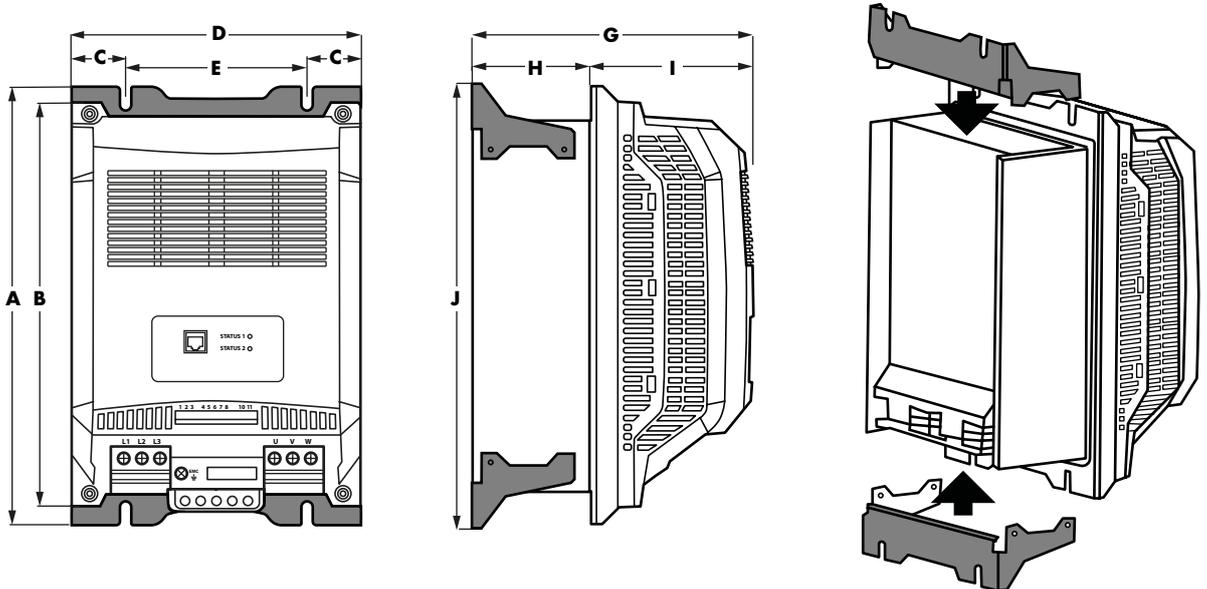
3.1.6. Panel Mounting (With Panel Mounting Kit)

If the installation does not lend its self to through panel mounting, the drive can be mounted to a back plate of the panel using the optional panel mounting kit.

3.1.6.1. Frame Size 3 - Heatsink Version - Panel Mounting (With Panel Mounting Kit)

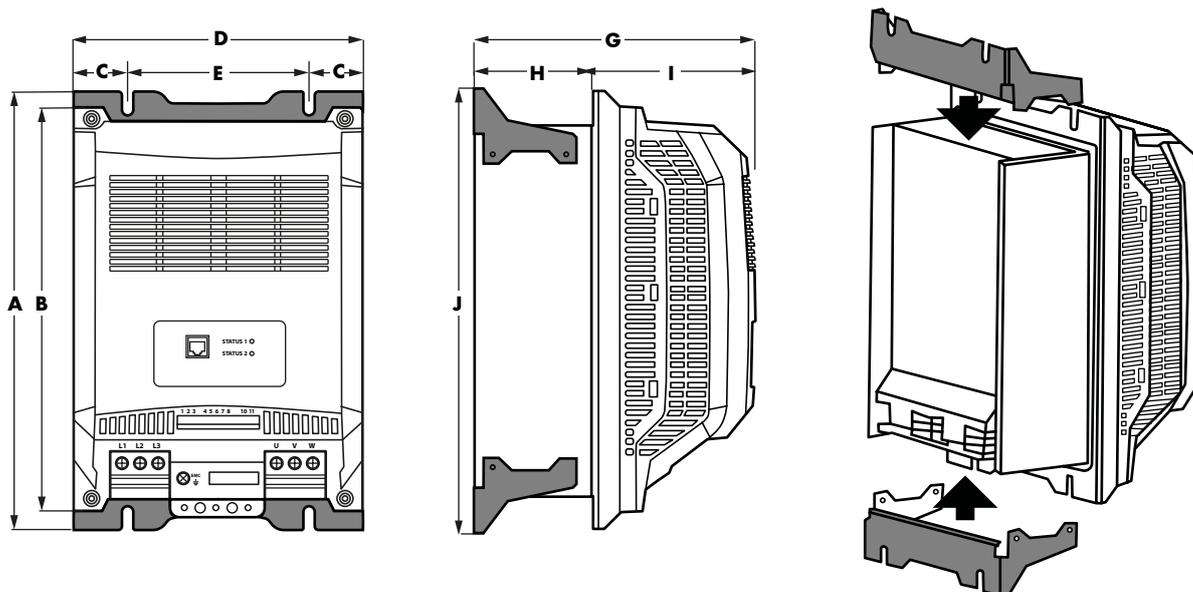


3.1.6.2. Frame Size 4 - Heatsink Version - Panel Mounting (With Panel Mounting Kit)



3. Installation

3.1.6.3. Frame Size 5 - Heatsink Version - Panel Mounting (With Panel Mounting Kit)



3.1.6.4. Drive Dimensions - Heatsink Version - Panel Mounting (With Panel Mounting Kit)

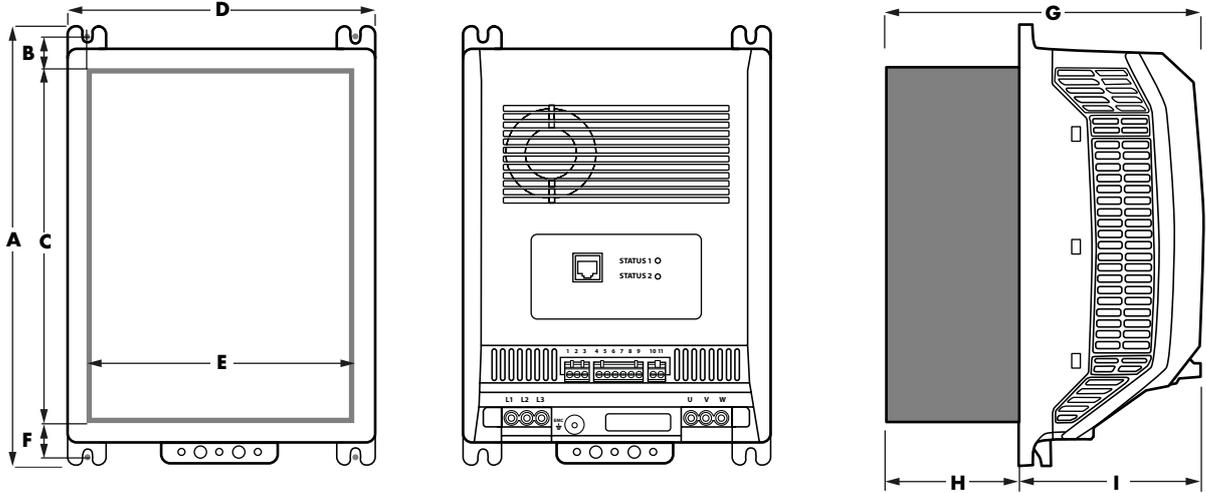
| Frame Size | A | | B | | C | | D | | E | | G | | H | | I | | J | |
|------------|-------|------|-----|------|------|-----|-------|-----|-----|-----|-------|-----|-------|-----|-----|-----|-------|------|
| | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in |
| 3 | 277.5 | 10.9 | 266 | 10.5 | 46.8 | 1.8 | 193.6 | 7.6 | 100 | 3.9 | 200.3 | 7.9 | 84.3 | 3.3 | 116 | 4.6 | 282 | 11.1 |
| 4 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 233.5 | 9.2 | 101.5 | 4 | 133 | 5.2 | 363.5 | 14.3 |
| 5 | 364 | 14.3 | 337 | 13.3 | 44.8 | 1.8 | 239.5 | 9.4 | 150 | 5.9 | 244 | 9.6 | 110 | 4.4 | 133 | 5.2 | 363.5 | 14.3 |

3. Installation

3.1.7. Through Panel Mounting

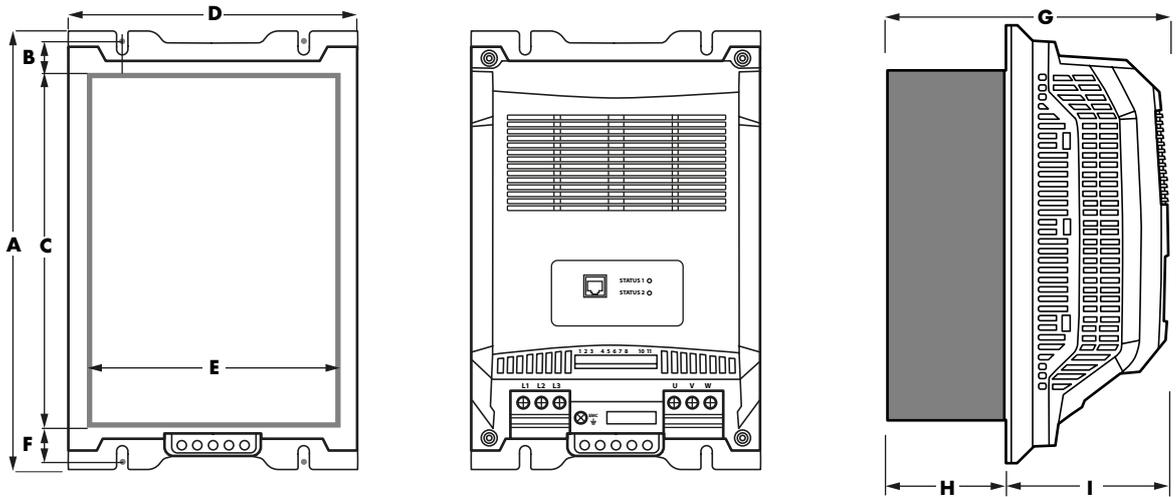
3.1.7.1. Frame Size 3 - Heatsink Version - Through Panel Mounting

The drive can be through panel mounted so that almost all of the drive losses will be dissipated outside the drive enclosure.



3.1.7.2. Frame Size 4 - Heatsink Version - Through Panel Mounting

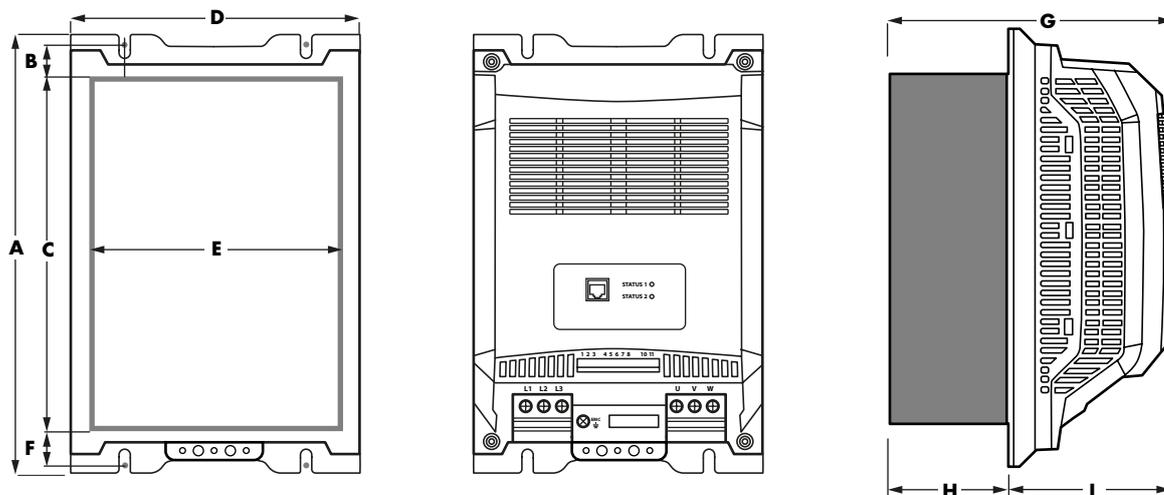
If the installation does not lend its self to through panel mounting, the drive can be mounted to a back plate of the panel using the optional panel mounting kit.



3. Installation

3.1.7.3. Frame Size 5 - Heatsink Version - Through Panel Mounting

If the installation does not lend its self to through panel mounting, the drive can be mounted to a back plate of the panel using the optional panel mounting kit.



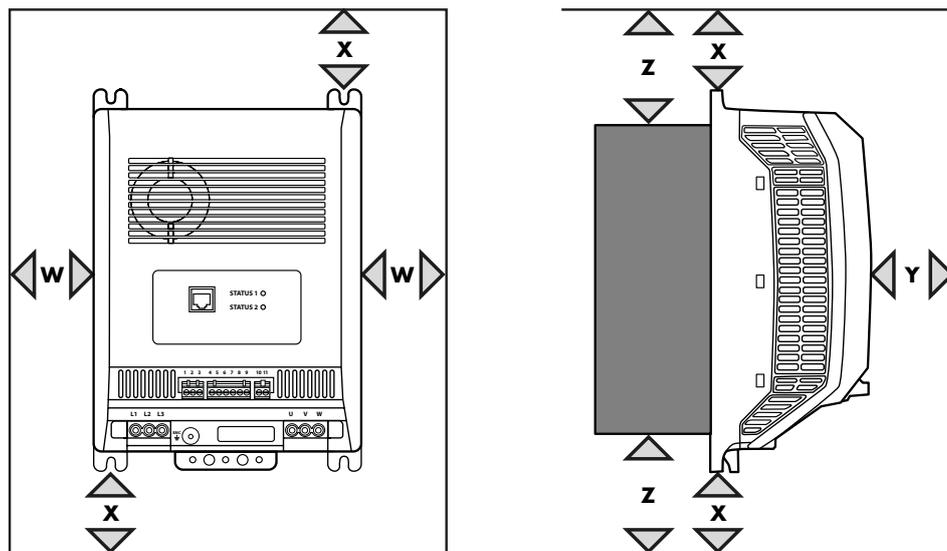
3.1.7.4. Drive Dimensions - Heatsink Version - Through Panel Mounting

| Frame Size | A | | B | | C | | D | | E | | F | | G | | H | | I | |
|------------|-------|------|------|-----|-------|------|-------|-----|-------|-----|------|-----|-------|-----|------|-----|-----|-----|
| | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in | mm | in |
| 3 | 277.5 | 10.9 | 18.8 | 0.7 | 227.1 | 8.9 | 193.6 | 7.6 | 173.1 | 6.8 | 16.7 | 0.7 | 200.3 | 7.9 | 84.3 | 3.3 | 116 | 4.6 |
| 4 | 364 | 14.3 | 21.8 | 0.9 | 294.5 | 11.6 | 239.5 | 9.4 | 212.5 | 8.4 | 19.9 | 0.8 | 231 | 9.1 | 98 | 3.9 | 133 | 5.2 |
| 5 | 364 | 14.3 | 21.4 | 0.8 | 293 | 11.5 | 239.5 | 9.4 | 212.5 | 8.4 | 20.3 | 0.8 | 239.5 | 9.4 | 107 | 4.2 | 133 | 5.2 |

3. Installation

3.1.8. Frame Size 3, 4 and 5 - Ventilation and Clearance

In order for the drive to maintain its temperature, a minimum clearance is required around the drive as shown in the diagram below:



| Frame Size | W | | X | | Y | | Z | |
|------------|----|------|----|------|----|------|-----|------|
| | mm | in | mm | in | mm | in | mm | in |
| 3 | 20 | 0.78 | 75 | 2.95 | 20 | 0.78 | 100 | 3.94 |
| 4 | 20 | 0.78 | 65 | 2.56 | 20 | 0.78 | 100 | 3.94 |
| 5 | 20 | 0.78 | 65 | 2.56 | 20 | 0.78 | 100 | 3.94 |

The losses generated by each drive are explained in section 3.1.11. *Coldplate Capacity Calculations*.

NOTE Value 'Z' is not applicable to the coldplate variant. These dimensions are the absolute minimum recommended clearances to allow sufficient air flow. The enclosure itself must be significantly wider or taller than the values given above in at least one direction.

3.1.9. Weight and Tightening Torques

| Frame Size | Weights | | Frame Size | Required Torque | | |
|---------------------|----------------------|----------|---------------------|-------------------|----------|-------------|
| Size 3 | All Heatsink Drives | 5 kg | Size 3 | Control Terminals | 0.5 Nm | 4.5 lb in |
| | All Coldplate Drives | 3.1 kg | | Power Terminals | 2 Nm | 18 lb in |
| Size 4 | All Heatsink Drives | 9.5 kg | Size 4 | Control Terminals | 0.5 Nm | 4.5 lb in |
| | All Coldplate Drives | 5 kg | | Power Terminals | 2 Nm | 18 lb in |
| Size 5 | All Heatsink Drives | 10 kg | Size 5 | Control Terminals | 0.5 Nm | 4.5 lb in |
| | All Coldplate Drives | 5.7 kg | | Power Terminals | 2 Nm | 18 lb in |
| External EMC Filter | | 0.765 kg | External EMC Filter | Power Terminals | 2 Nm | 18 lb in |
| | | | | Mounting Feet | 2 - 3 Nm | 18-27 lb in |

NOTE The correct screw driver to use for tightening input and output power terminals on all sizes of drives is a Posidrive Slotted Screw Driver Size 2.

For the control terminals use a flat bladed 3mm x 0.5 mm terminal screwdriver.

If automatic torque controlled screwdrivers are used it is recommended that they are limited to >100 rpm to avoid damaging the product.

3. Installation

3.1.10. Fan Power Consumption

The Heatsink fans on the size 3, 4 & 5 Coolvert Drive consume 3.6 Watts at full speed.

All drives have 2 main fans and a stirrer fan / Coldplate drives only have stirrer fans.

3.1.11. Coldplate Capacity Calculations

The coldplate variants of the CDS203 are designed to be mounted to a metallic, heat conducting surface, removing the heat generated as losses within the drive. Thermostat or heat transfer compound must be added to ensure optimal heat transfer and minimum thermal resistance.

In order to ensure that the drive remains within the design temperatures, the following information should be considered when designing the system:

- Select the desired PWM operating frequency from the available options in Parameter P5-06

- Determine the maximum permissible drive temperature, T_{MAX} from table below
- Calculate the motor absorbed electrical power, P_{MOT} , based on the motor rated voltage, current and efficiency.

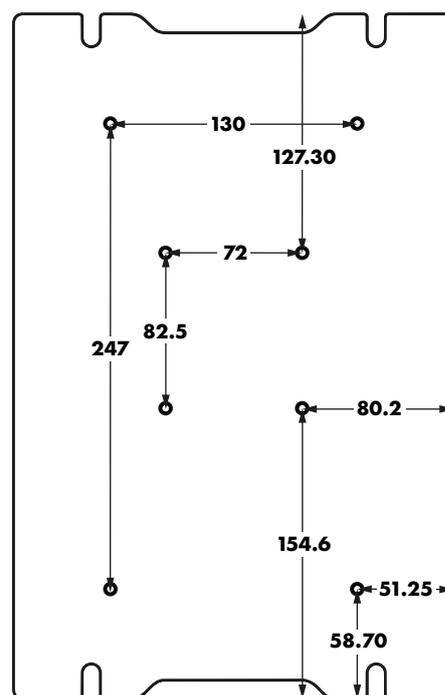
$$P_{MOT} = \sqrt{3} * \text{Rated Voltage} * \text{Rated Current} * \text{Power Factor} * \text{Efficiency}$$

- Calculate the losses in the drive, P_{LOSS} , based on the required motor power

$$P_{LOSS} = P_{MOT} * (1 - \text{Drive Efficiency})$$

3.1.12. Attaching heat exchanger to Coldplate

With the size 4 coldplate drive a heat exchanger can be attached to the rear of the coldplate, 8 M5 tapped holes are provided for this purpose.



3. Installation

3.1.13. Drive Losses

Typical drive efficiency values are shown in the table below for each available switching frequency.

| Supply Rating | | Output Rating | | Product Part Number | Switching frequency | Typical Output Power | Typical losses at typical power | Maximum coldplate or Heatsink temperature |
|--------------------|----|---------------|------|---------------------|---------------------|----------------------|---------------------------------|---|
| V | Ph | A | kW | Model | kHz | kW | W | °C |
| 380-480V +/-10% | 3 | 30 | 15 | CDS203-34P15K-3FH11 | 10 | 15 | 373.2 | (95) 87 |
| | | | | | 12* | | 382.2 | (95) 87 |
| | | | | | 14 | | 406.3 | (92) 84 |
| | | | | | 16 | | 434.3 | (89) 81 |
| | | | | | 18 | | 461.6 | (86) 78 |
| | | | | | 20 | | 487.8 | (83) 75 |
| 380-480V +/-10% | 3 | 39 | 18.5 | CDS203-34P18K-3FH21 | 10 | 18.5 | 498 | (95) 87 |
| | | | | | 12* | | 513.5 | (95) 87 |
| | | | | | 14 | | 543 | (92) 84 |
| | | | | | 16 | | 574.7 | (89) 81 |
| | | | | | 18 | | 605.3 | (86) 78 |
| | | | | | 20 | | 640.5 | (83) 75 |
| 380-480V +/-10% | 3 | 46 | 22 | CDS203-44P22K-3FH11 | 10 | 22 | 567.9 | (95) 87 |
| | | | | | 12* | | 598.7 | (95) 87 |
| | | | | | 14 | | 630.3 | (92) 84 |
| | | | | | 16 | | 665.1 | (89) 81 |
| | | | | | 18 | | 697.7 | (86) 78 |
| | | | | | 20 | | 734.4 | (83) 75 |
| 380-480V +/-10% | 3 | 58 | 30 | CDS203-44P30K-3FH21 | 10 | 30 | 579.4 | (95) 87 |
| | | | | | 12* | | 799.2 | (95) 87 |
| | | | | | 14 | | 853.4 | (92) 84 |
| | | | | | 16 | | 899 | (89) 81 |
| | | | | | 18 | | 940.8 | (86) 78 |
| | | | | | 20 | | 985.9 | (83) 75 |
| 380-480V +/-10% | 3 | 75 | 40 | CDS203-54P40K-3FH11 | 10 | 40 | 880 | (96) 88 |
| | | | | | 12 | | 927 | (96) 88 |
| | | | | | 14 | | 947 | (93) 85 |
| | | | | | 16 | | 986 | (90) 82 |
| | | | | | 18 | | 1030 | (87) 79 |
| | | | | | 20 | | 1513 | (84) 76 |

NOTE Values with * are the default switching frequency

NOTE In the Maximum Coldplate or Heatsink Temperature column the value in brackets is the power module trip level.

NOTE Replace 'H' with 'C' for Coldplate variant.

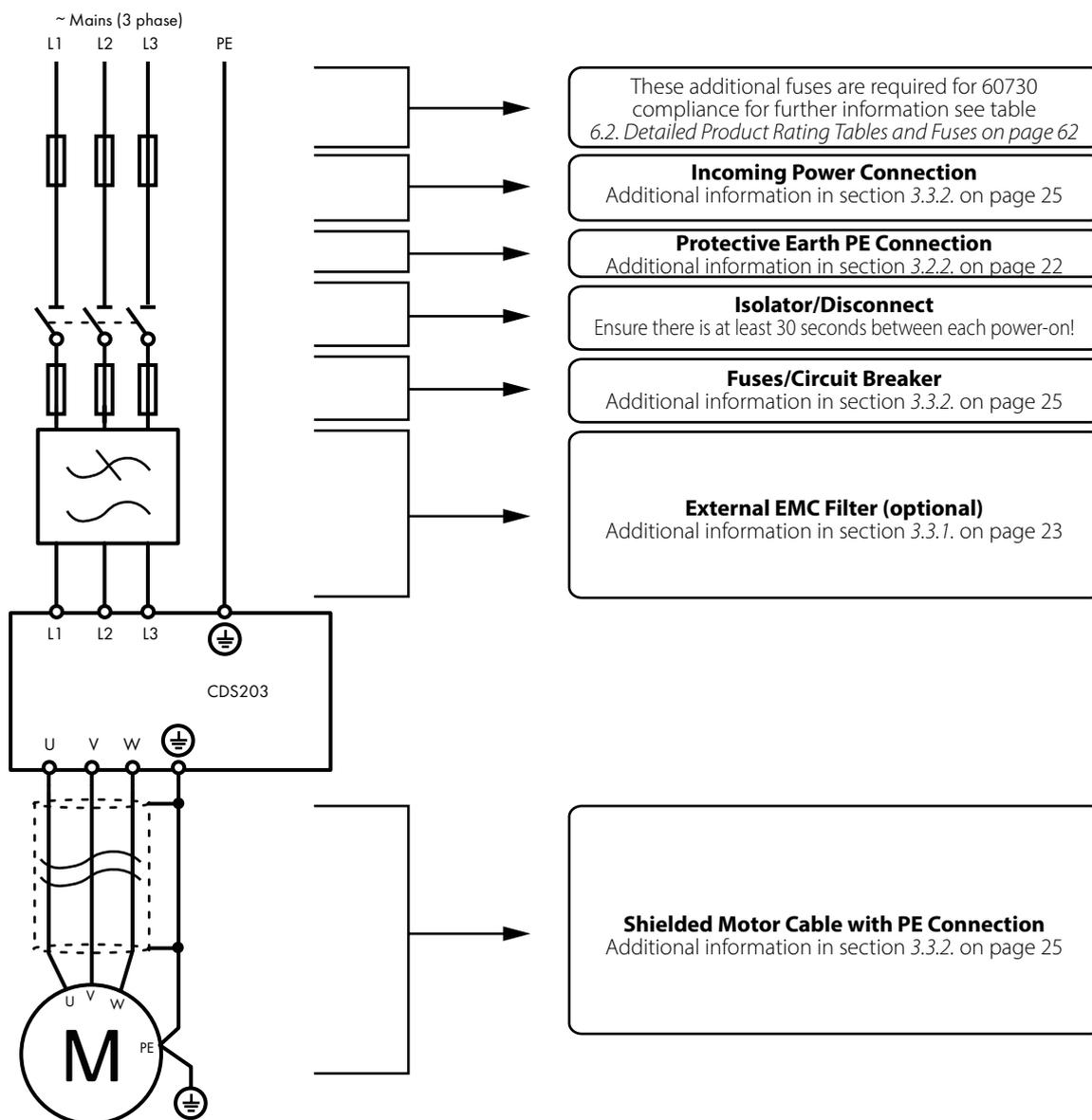
NOTE The heatsink temperature can be read in parameter P0-21 (Modbus register 24).

3. Installation

3.2. Connection Diagram

All power terminal locations are marked directly on the product with AC power input and motor connections located at the bottom of the unit.

3.2.1. Electrical Power Connections



This manual is intended as a guide for proper installation. Danfoss cannot assume responsibility for the compliance or the non-compliance to any code, national, local or otherwise, for the proper installation of this drive or associated equipment. A hazard of personal injury and/or equipment damage exists if codes are ignored during installation.



This CDS203 contains high voltage capacitors that take time to discharge after removal of the main supply. Before working on the drive, ensure isolation of the main supply from line inputs. Wait ten (10) minutes for the capacitors to discharge to safe voltage levels. Failure to observe this precaution could result in severe bodily injury or loss of life.



Only qualified electrical personnel familiar with the construction and operation of this equipment and the hazards involved should install, adjust, operate, or service this equipment. Read and understand this manual and other applicable manuals in their entirety before proceeding. Failure to observe this precaution could result in severe bodily injury or loss of life.

3. Installation

3.2.2. Grounding Guidelines

The ground terminal of each CDS203 should be individually connected DIRECTLY to the site ground bus bar (through the filter if installed). CDS203 ground connections should not loop from one drive to another, or to, or from any other equipment. Ground loop impedance must conform to local industrial safety regulations.

The drive Safety Ground must be connected to system ground. Ground impedance must conform to the requirements of national and local industrial safety regulations and/or electrical codes. The integrity of all ground connections should be checked periodically.

Protective Earth Conductor

The cross-sectional area of the PE Conductor must be at least equal to that of the incoming supply conductor.

Safety Ground

This is the safety ground for the drive that is required by code. One of these points must be connected to adjacent building steel (girder, joist), a floor ground rod, or

bus bar. Grounding points must comply with national and local industrial safety regulations and/ or electrical codes.

Compressor Ground

The compressor ground must be connected to one of the ground terminals on the drive.

Ground Fault Monitoring

As with all inverters, a leakage current greater than 3.5mA to earth can exist. The CDS203 is designed to produce the minimum possible leakage current whilst complying with worldwide standards. The level of current is affected by motor cable length and type, the effective switching frequency, the earth connections used and the type of RFI filter installed. If an ELCB (Earth Leakage Circuit Breaker) is to be used, the following conditions apply:

- A Type B Device (or B+) must be used.
- The device must be suitable for protecting equipment with a DC component in the leakage current.
- Individual ELCBs should be used for each CDS203 as opposed to one protection device serving many.

Shield Termination (Cable Screen)

The safety ground terminal provides a grounding point for the compressor cable shield. The compressor cable shield connected to this terminal (drive

end) should also be connected to the compressor frame (compressor end). Use a shield terminating or EMI clamp to connect the shield to the safety ground terminal.

3.3. UL Compliant Installation

NOTE For UL-compliant installation:

- The heatsink variants of the CDS203 are UL listed whereas the coldplate variants are UL recognised as they require additional thermal devices to operate.
- For an up to date list of UL compliant products, please refer to UL listing E547024, E547023.
- The drive can be operated within an ambient temperature range of -20°C to +60°C. For further information, see section 6.1. *General* on page 60.
- The front of the drive is UL open type / IP20, installation is required in a pollution degree 1 environment.
- The rear of the drive is UL Type 4X, installation in a pollution degree 2 environment is permissible.
- If the drive is through panel mounted, ensure the correct environment is maintained for each section of the drive as indicated above
- If the drive is mounted directly onto the back plate, the whole installation is required
- UL Listed ring terminals / lugs must be used for all bus bar and grounding connections.
- The drive is designed to be installed in a suitable enclosure.
- Certain models require specific fuse selection for full UL compliant installation. Please refer to section 6.2. *Detailed Product Rating Tables and Fuses* on page 62 for further information.

3. Installation

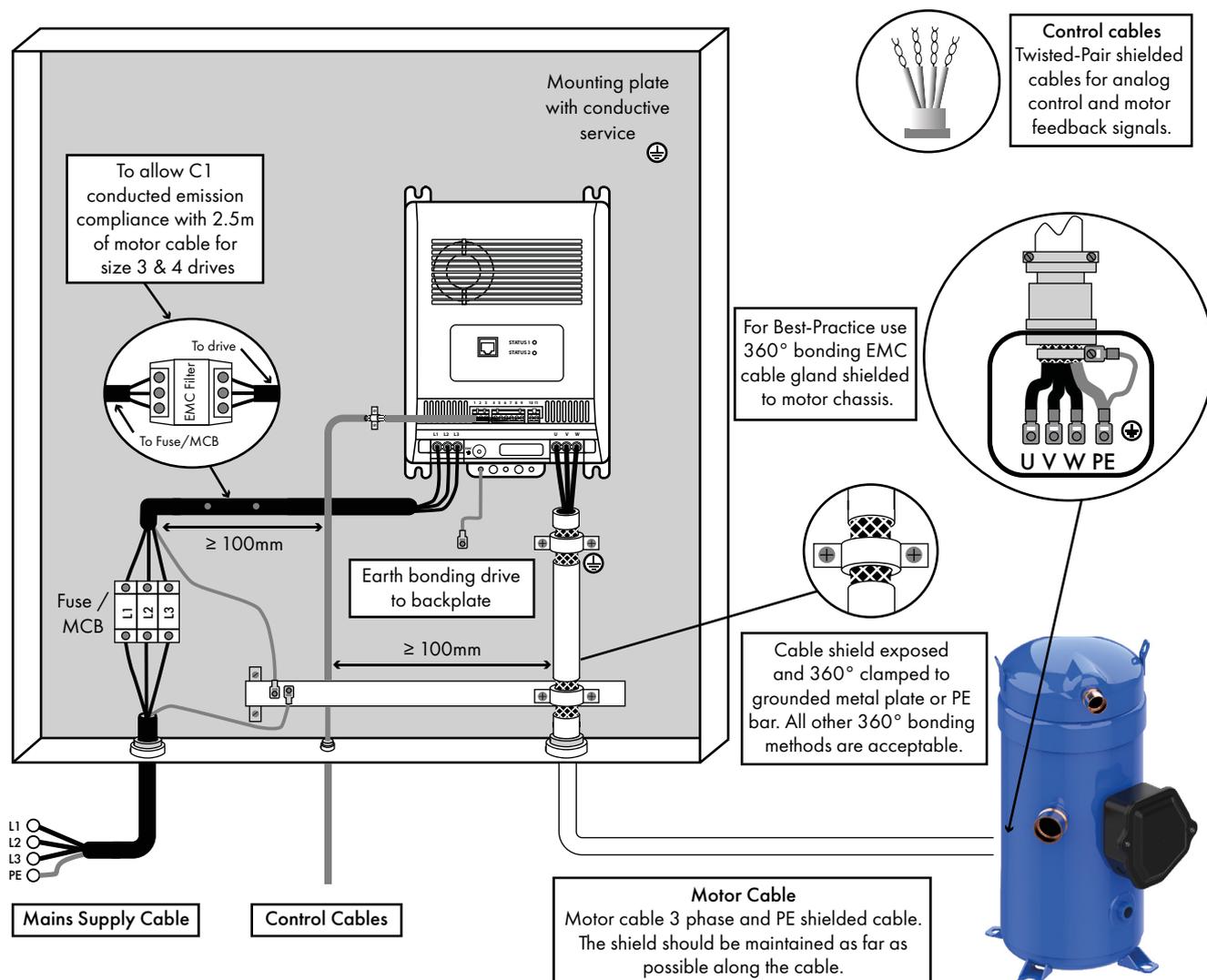
3.4. EMC Compliant Installation

The CDS203 is designed in compliance with stringent EMC standards. All models are supplied with an internal EMC filter, which is specifically designed to reduce the emissions in conformity with harmonised European Standards. It is the installer's responsibility that the device or system within which the CDS203 is incorporated, is in compliance with the Standards in force in the country of use. The relevant EMC directive in force in the European Union is the EMC 2014/30/EU.

The CDS203 is intended to be incorporated inside fixed installation devices, only installed by skilled individuals. Conformity with the EMC Standard can only be achieved if the guidance provided in this chapter is strictly adhered to.

NOTE It is the responsibility of the installer to ensure that the final product containing the CDS203 complies with any standard necessary for that final product.

3.4.1. Recommended Installation for EMC Compliance

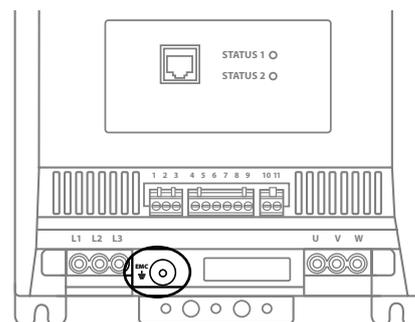


Removing the EMC screw

The EMC screw can be removed to disable the on board EMC filter. This should be done in the following cases:

- If the drive is connected to an IT supply.
- If the drive is to undergo a HIPot (insulation resistance) test.

The EMC screw must be removed completely, not just loosened.



3. Installation

| Supply | Drive Model | kW | Rated Current | Conducted Emissions | | | Radiated Emissions |
|--------------------------|---------------------|------|---------------|----------------------|----------------------------|------|--------------------|
| | | | | Internal Filter Only | Internal & External Filter | | External Filter |
| | | | | Max Cable Length | Max Cable Length | | |
| | | | | C1 | C2 | | |
| Three Phase 400 V Drives | CDS203-34P15K-3FXXX | 15 | 30 | 2.5m | 2.5m | 2.5m | C2 |
| | CDS203-34P18K-3FXXX | 18.5 | 39 | 2.5m | 2.5m | 2.5m | C2 |
| | CDS203-44P22K-3FXXX | 22 | 46 | 2.5m | 2.5m | 2.5m | C2 |
| | CDS203-44P30K-3FXXX | 30 | 58 | 2.5m | 2.5m | 2.5m | C2 |
| | CDS203-54P40K-3FXXX | 40 | 75 | 2.5m | 2.5m | 2.5m | C2 |

NOTE Due to the vast variation in impedances of different compressor motors, if radiated EMC performance is not as expected, improvements can be made by adding ferrite cores in the motor cable

The drive complies with category C2 conducted commissions with the built in EMC filter with up to 2.5 meters of motor cable. To meet the C1 category for conducted commissions the separate EMC filter should be used which provides compliance with up to 5 meters of motor cable. The drive meets the C2 standard for radiated emissions if installed to the guidance provided in the manuals.

Supply Cable

A cable suitable for fixed installation with relevant mains voltage with a concentric protection wire. Installation of a standard cable within a suitable steel or copper tube is also acceptable. Cable does not have to be screened.

Compressor Cable

A screened (shielded) cable suitable for fixed installation with the relevant voltage in use. Braided or twisted type screened cable where the screen covers at least 85% of the cable surface area, designed with low impedance to HF signals. Installation of a standard cable within a suitable steel or copper tube is also acceptable – in this case, ensure that metal tube is adequately grounded.

The cable shield should be terminated at the motor end using an EMC type gland or clamp allowing connection to the motor body through the largest possible surface area. The shield must also be terminated at the drive end, as close as practically possible to the drive output terminals. Where drives are mounted in a steel control panel enclosure, the cable screen may be terminated directly to the control panel backplate using a suitable EMC clamp or gland fitted as close to the drive as possible. The drive earth terminal must also be connected directly to this point, using a suitable cable which provides low impedance to high frequency currents.

Control Cable

A shielded cable with low impedance shield. Twisted pair cable is recommended for analogue signals.

Safety Consideration

AC Drives and filters may produce electromagnetic interference up to 300GHz that may effect the functionality of pacemakers and other implanted medical devices.

3. Installation

3.4.2. Incoming Power Connection

Cable Selection

- For 3 phase supplies, the mains power cables should be connected to L1, L2, and L3. Phase sequence is not important.
- For compliance with CE and RCM EMC requirements, refer to section 3.4. *EMC Compliant Installation on page 23.*
- A fixed installation is required according to IEC61800-5-1 with a suitable disconnecting device installed between the CDS203 and the AC Power Source. The disconnecting device must conform to the local safety code / regulations (e.g. within Europe, EN60204-1, Safety of machinery).
- The cables should be dimensioned according to any local codes or regulations. Maximum dimensions are given in section 6.2. *Detailed Product Rating Tables and Fuses on page 62.*

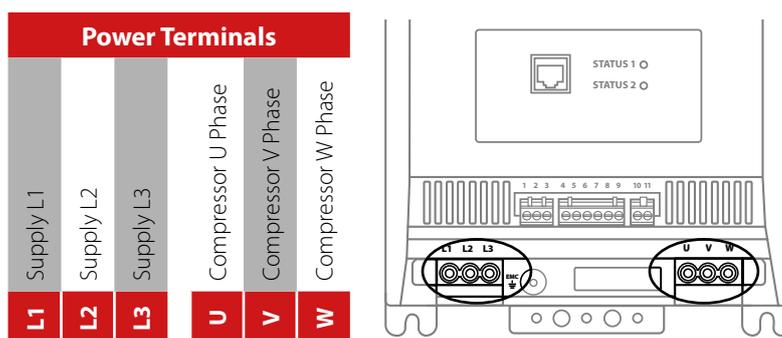
Fuse / Circuit Breaker Selection

- Suitable fuses to provide wiring protection of the input power cable should be installed in the incoming supply line, according to the data in section 6.2. *Detailed Product Rating Tables and Fuses.* The fuses must comply with any local codes or regulations in place. In general, type gG (IEC 60269) or UL type J fuses are suitable; however in some cases type aR fuses may be required. The operating time of the fuses must be below 0.5 seconds.
- Where allowed by local regulations, suitably dimensioned type B MCB circuit breakers of equivalent rating may be utilised in place of fuses, providing that the clearing capacity is sufficient for the installation.
- The maximum permissible short circuit current at the CDS203 Power terminals as defined in IEC60439-1 is 100kA.

Compressor Connection

- The drive inherently produces fast switching of the output voltage (PWM) to the compressor compared to the mains supply, for compressors which have been wound for operation with a variable speed drive then there is no preventative measures required, however if the quality of insulation is unknown then the compressor manufacturer should be consulted and preventative measures may be required.
- The compressor should be connected to the CDS203 U, V, and W terminals using a suitable 3 or 4 core cable. Where a 3 core cable is utilised, with the shield operating as an earth conductor, the shield must have a cross sectional area at least equal to the phase conductors when they are made from the same material. Where a 4 core cable is utilised, the earth conductor must be of at least equal cross sectional area and manufactured from the same material as the phase conductors.
- The compressor earth must be connected to one of the CDS203 earth terminals.
- Maximum permitted compressor cable length for all models: 10 metres shielded, 20 metres unshielded.

Power Connections

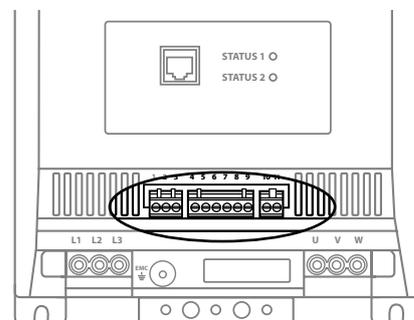
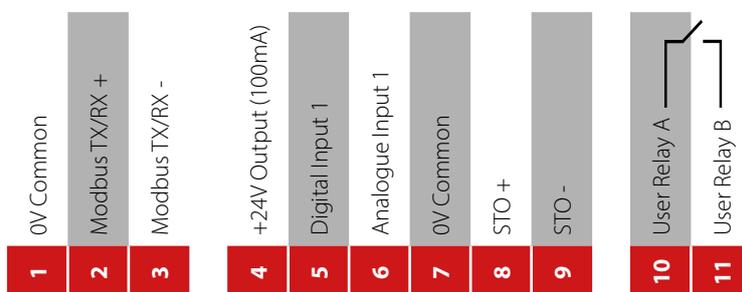


3. Installation

3.4.3. Control Wiring

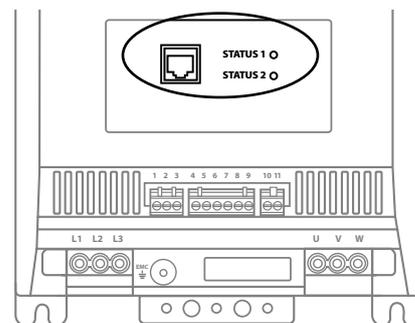
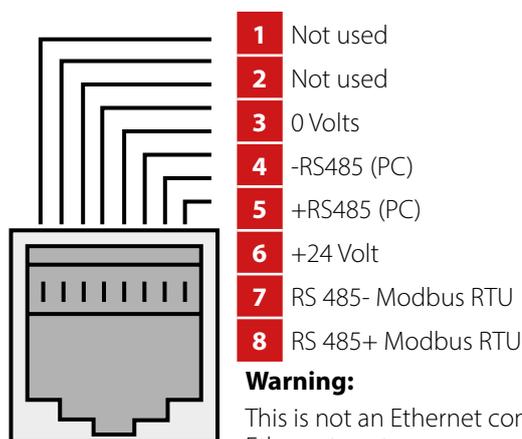
The CDS203 has pluggable control terminals to support easy installation. There are three pluggable control terminal blocks split into:

- Serial Communications (T1-T3)
- Inputs (T5 – T9)
- Output Relay (T10 – T11)



RJ45 Port

This port is intended for connection to a PC running CoolSetting configuration software or to connect the drive to a system controller using ModBus RTU



Warning:

This is not an Ethernet connection. Do not connect directly to an Ethernet port.

The RJ45 port has some terminals that are internally connected in parallel with the pluggable control terminals as shown below:

| Pluggable Control Terminal | RJ45 Terminal | Description |
|----------------------------|---------------|----------------------------------|
| 1 | 3 | 0 Volt Common |
| 2 | 8 | Modbus RTU TX/RX + (RS485) |
| 3 | 7 | Modbus RTU TX/RX - (RS485) |
| 4 | 6 | User +24 Volt (100mA Max) |
| - | 5 | PC-Tools TX/RX + (RS485 Optibus) |
| - | 4 | PC-Tools TX/RX - (RS485 Optibus) |

3. Installation

3.4.4. Safe Torque Off

Safe Torque Off will be referred to as “STO” through the remainder of this section. If the “STO” function is not required in your installation, you must link out the “STO” circuit by linking terminal 4 to terminal 8 and linking

terminal 7 to terminal 9 as shown in the figure below. Please read the remainder of this chapter for further information about the functionality and limitations of the “STO” circuit.

Description of safety function

Safety function and safe state

The safe torque off (STO) function of CDS203 series AC drive is implemented only by hardware and no software is involved to perform the STO function.

The STO function is available for operator to turn off the motor torque. It is intended to be used in the safety related applications up to SIL 3 acc. to EN 61800-5-2, EN 61508 and EN 62061, and up to Cat. 4 / PL e acc. to EN ISO 13849-1.

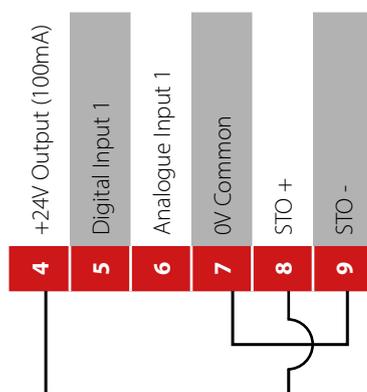
Safety function

The power that can cause rotation (or motion in the case of a linear motor) shall be switched off from the motor when demanded.

Safe state

The safe state is when the power supply of the motor is switched off.

Showing the links needed if the STO is not required



Responsibilities

The overall system designer is responsible for defining the requirements of the overall “Safety Control System” within which the drive will be incorporated; furthermore the system designer is responsible for ensuring that the complete system is risk assessed and that the “Safety control System” requirements have been entirely met and that the function is fully verified, this must include confirmation testing of the “STO” function before drive commissioning.

The system designer shall determine the possible risks and hazards within the system by carrying out a thorough risk and hazard analysis, the outcome of the analysis should provide an estimate of the possible hazards, furthermore determine the risk levels and identify any needs for risk reduction. The “STO” function should be evaluated to ensure it can sufficiently meet the risk level required.

3. Installation

What STO Provides

The purpose of the “STO” function is to provide a method of preventing the drive from creating torque in the compressor in the absence of the “STO” input signals (Terminal 8 with respect to Terminal 9), this allows the drive to be incorporated into a complete safety control system where “STO” requirements need to be fulfilled.¹ The “STO” function can typically eliminate the need for electro-mechanical contactors with cross-checking auxiliary contacts as per normally required to provide safety functions.² The drive has the “STO” function built-in as standard and complies with the definition of

“Safe torque off” as defined by IEC 61800-5-2:2016. The “STO” function also corresponds to an uncontrolled stop in accordance with category 0 (Emergency Off), of IEC 60204-1. This means that the compressor will coast to a stop when the “STO” function is activated, this method of stopping should be confirmed as being acceptable to the system the compressor is driving. The “STO” function is recognised as a fail-safe method even in the case where the “STO” signal is absent and a single fault within the drive has occurred, the drive has been proven in respect of this by meeting the following safety standards.

| | | |
|-----------------------|------------------------------|--------|
| Safe Torque Off (STO) | IEC 61800-5-2:2017 | SIL 3 |
| | EN ISO 13849-1:2023 | PL “e” |
| | EN 61508 (Part 1 to 7): 2010 | SIL 3 |
| | EN 60204-1: 2006 & A1: 2009 | Cat 0 |
| | EN IEC 62061:2021 | SIL 3 |
| | Independent Approval | UL |

NOTE Periodic testing of the entire safety circuit within which the drive STO is integrated, is a mandatory requirement. The testing should be repeated every three months or less to ensure the integrity level of the safety circuit is maintained.

What STO Does Not Provide



Disconnect and ISOLATE the drive before attempting any work on it. The “STO” function does not prevent high voltages from being present at the drive power terminals.



¹ **NOTE** The “STO” function does not prevent the drive from an unexpected restart. As soon as the “STO” inputs receive the relevant signal it is possible (subject to parameter settings) to restart automatically, Based on this, the function should not be used for carrying out short-term non-electrical machinery operations (such as cleaning or maintenance work).



² **NOTE** In some applications additional measures may be required to fulfil the systems safety function needs: the “STO” function does not provide motor braking. In the case where motor braking is required a time delay safety relay and/or a mechanical brake arrangement or similar method should be adopted, consideration should be made over the required safety function when braking as the drive braking circuit alone cannot be relied upon as a fail safe method.



When using permanent magnet motors and in the unlikely event of a multiple output power devices failing then the motor could effectively rotate the motor shaft by 180/p degrees (Where p denotes number of motor pole pairs).

“STO” Operation

When the “STO” inputs are energised, the “STO” function is in a standby state, if the drive is then given a “Start signal/command” (as per the start source method selected in P1-11) then the drive will start and operate normally.

When the “STO” inputs are de-energised then the STO Function is activated and stops the drive (Compressor will coast), the drive is now in “Safe Torque Off” mode.

To get the drive out of “Safe Torque Off” mode then any “Fault messages” need to be reset and the drive “STO” input needs to be re-energised.

3. Installation

“STO” Status and Monitoring

There are a number of methods for monitoring the status of the “STO” input, these are detailed below:

- **Optional Remote CDS203 LCP**

In Normal drive operation (Mains AC power applied), when the drives “STO” input is de-energised (“STO” Function activated) the drive will highlight this by displaying “InHibit” on the remote keypad and bit 5 of the status word will become active.

NOTE If the drive is in a tripped condition then the relevant trip will be displayed on the remote keypad and not “InHibit”.

- **Drive Output Relay**

Drive relay 1: Setting P3-05 to a value of “5” will result in relay opening when the “STO” function is activated.

“STO” Fault Code

| Fault Code | Code Number | Description | Corrective Action |
|------------|-------------|---|--|
| STO-F | 29 | A fault has been detected within either of the internal channels of the “STO” circuit. | Refer to your Danfoss Sales Partner |
| STO-R | 101 | The STO circuit has opened while the drive is running if the STO is used to connect safety devices to the drive then check for momentary opening of the safety device(s). | Check the wiring of the STO circuit and any switches or devices within that circuit. |

“STO” Function Response Time

The total response time is the time from a safety related event occurring to the components (sum of) within the system responding and becoming safe. (Stop Category 0 in accordance with IEC 60204-1).

- The response time from the “STO” inputs being de-energised to the output of the drive being in a state that will not produce torque in the motor (“STO” active) is less than 100ms.
- The response time from the “STO” inputs being de-energised to the “STO” monitoring status changing state is less than 20ms.
- The response time from the drive sensing a fault in the STO circuit to the drive displaying the fault on the display/Digital output showing drive not healthy is less than 20ms.

“STO” Electrical Installation



The “STO” wiring shall be protected from inadvertent short circuits or tampering which could lead to failure of the “STO” input signal, further guidance is given in the diagrams below.

In addition to the wiring guidelines for the “STO” circuit below, section 3.4. *EMC Compliant Installation on page 23* should also be followed. The drive should be wired

as illustrated below; the 24V DC signal source applied to the “STO” input can be either from the 24V DC on the drive or from an External 24V DC power supply.

3. Installation

3.4.5. Recommended “STO” Wiring

Installation, Commissioning and maintenance instructions

The STO function corresponds to an uncontrolled stop in accordance with category 0 of EN 60204-1;

The STO function is not appropriate to be used to prevent an unexpected re-start. As soon as both STO inputs are re-energised, it will be possible (subject to parameter settings) for the drive to re-start automatically. This function should not be used for short term non-electrical machinery operations (such as cleaning or maintenance work);

It should be considered that in some applications additional measures may be required to fulfil the application’s needs: the STO function does not give motor braking. In the case where motor breaking is required

a time delay safety relay and or a mechanical brake arranged externally could give the level of protection required;

The system designer will be responsible for defining the requirements of the overall “Safety Control System” within which the drive will be used and ensuring that drive configuration, system risk assessment and settings are correct for the safety rating required;

When using permanent magnet motors, in the case of multiple IGBT power semiconductor failures, the system could produce torque which may rotate the motor shaft by $180/p$ degrees: where p denotes the number of motor pole pairs;

Setup and Operation of the STO

Start-Up Condition: This test checks that the STO outputs are not enabled automatically upon application of power when the STO inputs are not present.

STO Interlock – Drive Output Idle: This test checks that, when the drive is idle, removal of one or both STO inputs results in torque being removed from the motor and that the control signals cannot override this state. The STO state is also verified to be correctly reported to the user via the user display.

The test is summarised as follows:

With the drive switched on both STO inputs are applied.

Drive verified to transition into STOP state, and correctly reported on user display.

STO_1 input is removed by opening the associated switch.

Drive verified to transition into INHIBIT state, and correctly reported on user display.

STO_2 input is toggled in this state and is observed to have no effect on the INHIBIT state.

STO_1 input is returned, and drive verified to transition back to STOP state.

The test is then repeated for the STO2 channel.

STO Interlock – Drive Output Active: This test checks that, when the drive is running a motor, removal of one or both STO inputs results in torque being removed from the motor and that the control signals cannot override this state. The STO state is also verified to be correctly reported to the user via the user display.

The test is summarised as follows:

With the drive switched on both STO inputs are applied.

Drive verified to transition into STOP state, and correctly reported on user display.

Digital input 1 asserted.

Drive verified to transition into motor running state, with output details reported on user display.

STO_1 input is removed by opening the associated switch.

Drive verified to transition into INHIBIT state with an STO-R trip (STO opened while drive is running), and correctly reported on user display.

STO_2 input is toggled in this state and is observed to have no effect on the INHIBIT state.

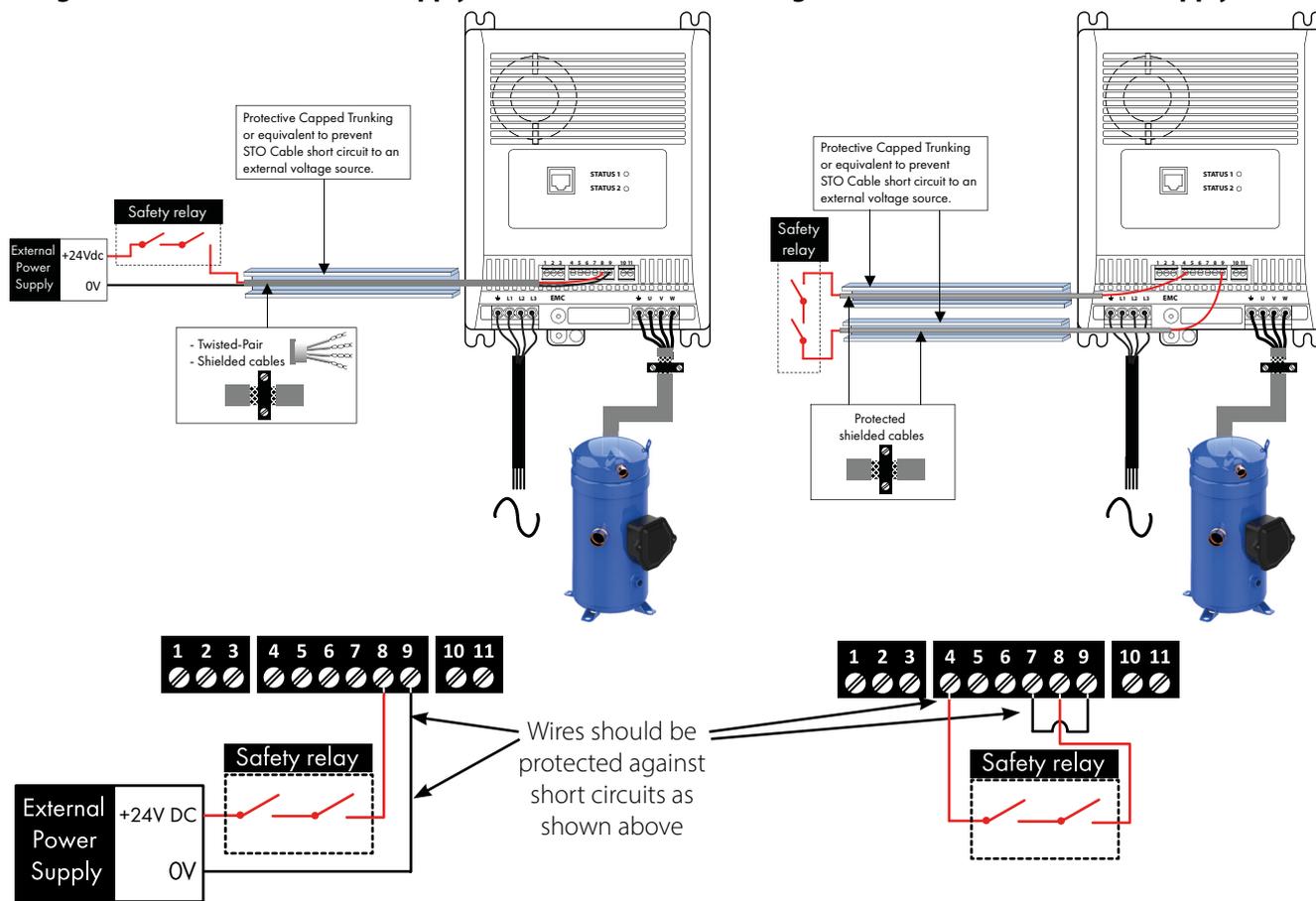
STO_1 input is returned, and drive verified to transition back to motor running state.

The test is then repeated for the STO2 channel.

3. Installation

Using an External 24V DC Power Supply

Using the Drives On-board 24V DC Supply



NOTE The Maximum cable length from voltage source to the drive terminals should not exceed 25 metres.

| | SIL (Safety Integrity Level) | PFHd (Probability of Dangerous Failures per Hour) | SFF (Safe Failure Fraction %) | Proof Test Interval | HFT | FIT |
|-----------------------|------------------------------|---|-------------------------------|---------------------|-----|--------|
| EN 61800-5-2 | 3 | 3.75E-12 1/h | 99.94 | 10 Yrs | 1 | 0.0038 |
| | PL (Performance Level) | CCF (%) (Common Cause Failure) | MTTFd (a) | Category | | |
| EN ISO 13849-1 | PL e | 5 | 921 | 3 | | |
| | SIL | | | | | |
| EN 62061 | SIL 3 | | | | | |

NOTE The values achieved above may be jeopardised if the drive is installed outside of the ambient and environmental limits detailed in section 6.1. *General on page 60.*

Dangerous failure modes

A short circuit in the wiring between the switch and the STO terminal can lead to a hazardous condition. To minimize this risk, a safety relay with wiring diagnostics or a wiring method that reduces short-circuit hazards, such as shielded grounding or channel separation, is recommended.

Grounding of protective shields

Ground the shield in the cabling between the activation switch and the control unit at the control unit only.
Ground the shield in the cabling between two control units at one control unit only.

Requirements of proof test

This device shall be subjected to a proof test at least once every 10 years. Please contact the factory or your local Danfoss sales representative.

3. Installation

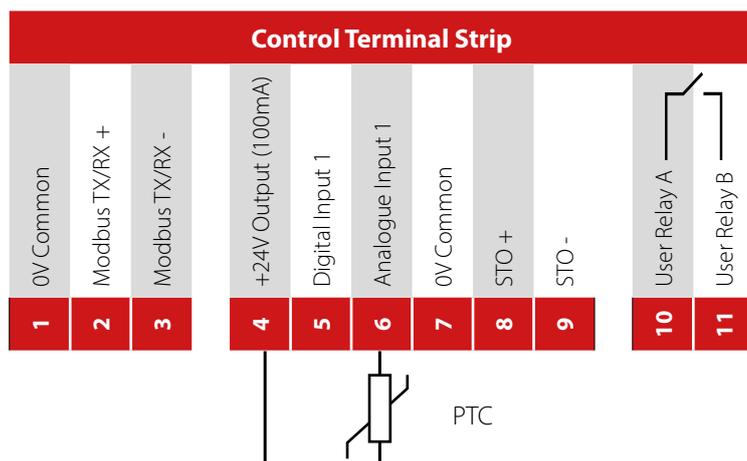
3.4.6. Compressor Thermal Overload Protection

Internal Thermal Overload Protection

The drive has an in-built compressor thermal overload function; this is in the form of an "I.t-trP" trip after delivering >100% of the compressor rated current for a sustained period of time (e.g. 130% for 10 seconds).

Motor Thermistor Connection

Where a compressor thermistor is to be used, it should be connected as follows:



Additional Information

- Compatible Thermistor: PTC Type, 2.5kΩ trip level.
- When using a compressor thermistor connected to the drive analogue input is shown in the diagram, Parameter P3-10 (Modbus register 310) must be set to a value of 8 (PTC).

3.4.7. HiPot (Insulation Resistance) Testing

During production testing is a 'high-pot test' is carried out, which means that it is not necessary to carry out any further high-pot tests on the drive in the end application. If, however, local or international regulations or legislation require this procedure to be carried out on the drive in its end application, the following procedure should be adhered to:

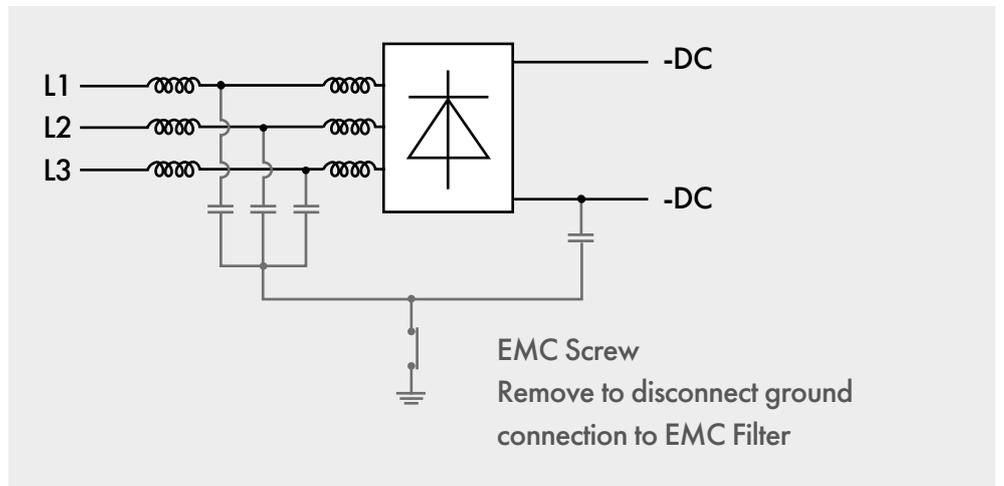
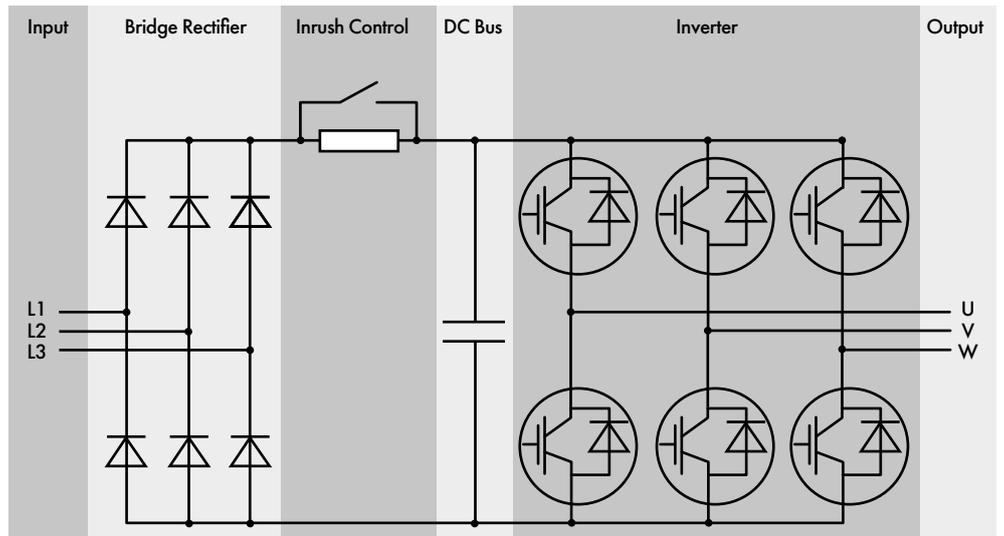
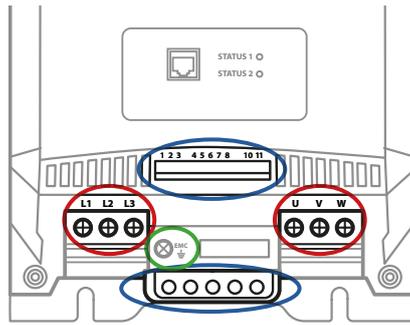
- For 380-480V AC 3-phase input drives, connect the positive terminal of the flash tester to all the following terminals at the same time:
 - o L1, L2, L3, U, V, W (highlighted in Red below)
- Connect the negative terminal of the flash tester to all of the following terminals at the same time:
 - o Power earth terminal, all IO terminals (highlighted in Blue below)

- Disconnect the EMC ground connection by removing the EMC ground screw (indicated in Green below)
 - o The screw must be removed not just loosened
 - o Ensure that the screw is not lost, this must be replaced at the end of test to ensure EMC compliance
- For 380-480V AC 3-phase input drives, apply a DC voltage as follows:
 - o Level = 2.447 kV AC (or less)
 - o Ramp-up time = 3 s
 - o Hold time = 2 s
 - o Ramp-down time = 10 s
 - o Leakage maximum = 3.5 mA
- Replace the EMC ground connection screw (indicated in Green below)

Please note that type tests are performed at levels above the requirements of EN 61800-5-1, which is where the above values are referenced from.

3. Installation

Size 4/5 400V



4. Set-up and Operation

4.1. Basic Checks Before Commissioning

It is vitally important to ensure that the CDS203 that you have purchased is suitable for the supply that you intend to connect it to, as is the importance of ensuring that this is matched to the compressor to be connected to.

4.1.1. Operating Limits and Ramp Rates

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|------|----------------|--|-----|-------|-------|------|-----|
| 1-01 | 101 | Maximum Motor Speed | 140 | P1-02 | 140 | rps | R/W |
| 1-02 | 102 | Minimum Motor Speed | 30 | 30 | P1-01 | rps | R/W |
| 1-03 | 103 | Acceleration Ramp Time from 0 rps to Rated Speed | 240 | 30 | 6000 | s | R/W |
| 1-04 | 104 | Deceleration Ramp Time from Rated Speed to 0 rps | 240 | 30 | 6000 | s | R/W |

4.1.2. Start-up Sequence

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|------|----------------|--|-----|-------|-------|------|-----|
| 2-01 | 201 | Start Speed 1 | 30 | 30 | P1-01 | rps | R/W |
| 2-02 | 202 | Start Speed 1 Time | 60 | 10 | 600 | s | R/W |
| 2-03 | 203 | Start Speed 1 Acceleration Ramp 0 rps to Start Speed 1 | 2.7 | 2.5 | 3.5 | s | R/W |
| 2-04 | 204 | Start Speed 2 | 0 | P1-02 | P1-01 | rps | R/W |
| 2-05 | 205 | Start Speed 2 Time | 0 | 0 | 600 | s | R/W |
| 2-06 | 206 | Start Speed 2 Acceleration Ramp 0 rps to Start Speed 2 | 0 | 0 | 6000 | s | R/W |
| 2-07 | 207 | Start Speed 3 | 0 | P1-02 | P1-01 | rps | R/W |
| 2-08 | 208 | Start Speed 3 Time | 0 | 0 | 600 | s | R/W |
| 2-09 | 209 | Start Speed 3 Acceleration Ramp 0 rps to Start Speed 3 | 0 | 0 | 6000 | s | R/W |

If the start-up sequencing (or part of the start-up sequencing) is not required, set that Start Speed Time to 0s to disable that function. e.g. if you want to have one part of the start up sequence, set Start Speed 1 (P2-01) to the desired speed in rps, set the time for the compressor to sit at speed 1 in P2-02 and set the desired ramp rate in P2-03 – then ensure that P2-05 and P2-08 are both set to 0s. On start-up in this example, the drive will ramp the speed set in P2-01 using the ramp rate set in P2-03 for a duration set in P2-02 before then following the chosen speed reference.

NOTE The ramp rates here are entered in seconds per rated speed of the motor (e.g. 5.0s to go from 0 rps to 120 rps).

4.1.3. Re-start Blocking

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|------|----------------|---------------------------------------|-----------------|---------------|-----------------|------|-----|
| 2-10 | 210 | Minimum Off Time | 0 | 0 | 6000 | s | R/W |
| 2-11 | 211 | Minimum On Time | 0 | 0 | 6000 | s | R/W |
| 2-12 | 212 | Re-start Delay (Start-to-start Delay) | 0 | 0 | 6000 | s | R/W |
| 2-13 | 213 | Re-start Function | 11 (Auto-10) | 0 (Edge-r) | 11 (Auto-10) | - | R/W |

NOTE Setting the minimum on time can mean that the drive will continue to run when the stop command is given. Removal of the STO signal will override any other command. If the analogue input is configured as a PTC input which reaches a reading which cause the drive to trip then this will also override the minimum run time.

4. Set-up and Operation

4.1.4. Control Mode

See illustrations in section 4.5. *Modbus Connections on page 39* for minimum control wiring required for each control mode.

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|-------------|----------------|---|--------------|-----|-----|------|-----|
| 1-11 | 111 | Command Source 0: Modbus Mode 1: Terminal Control 2: Terminal Control (AI1 Start) 3: User PID Mode | 1 – Terminal | 0 | 3 | - | R/W |
| 1-05 | 105 | Stop Mode 0: Ramp to Stop 1: Coast to Stop 2: AC Flux Braking (IM Motor only) 3: Ramp to Minimum Speed then Coast to Stop | 3 | 0 | 3 | - | R/W |

The primary command source setting in P1-11 makes a significant difference to how the drive is operated or controlled. The following table provides an overview of how the control commands vary for each setting.

| P1-11 | Drive Enable | Run/Stop | Speed Ref. | Ramps | Fault reset |
|-----------------------|--------------|----------------------|------------|------------|--------------|
| 0 – Modbus | Safety (STO) | Modbus | Modbus | Parameters | DI1 / Modbus |
| 1 – Terminal | Safety (STO) | DI1 | AI1 | Parameters | DI1 |
| 2 – Terminal AI Start | Safety (STO) | AI1 > 10% / AI1 < 5% | AI1 | Parameters | DI1 |
| 3 – User PI | Safety (STO) | DI1 | PI Output | Parameters | DI1 |

4.1.5. Thermal Protection

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|-------------|----------------|---|-----|-----|-----|------|-----|
| 5-09 | 509 | Compressor Thermal Overload Management (Ixt) | 0 | 0 | 1 | - | R/W |
| 5-10 | 510 | Drive Thermal Overload Management (Drive Temperature Based) | 0 | 0 | 1 | - | R/W |

4.1.6. Slow Acting Current Limit

In certain applications, it is possible that the drive will go into overload where the motor current will exceed the compressor rated current. When enabled, this function is intended to slowly ramp the drive down towards minimum speed at the ramp rate set in P5-20 if the current exceeds the value

set in P5-19 as a percentage of compressor rated current. If the compressor current then drops below this threshold for a period of 5s, the drive will return to the configured reference using the defined acceleration ramp. This function is disabled if the Slow Acting Current Limit Ramp (P5-20) is set to 0.

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|-------------|----------------|--|-----|-----|-----|------|-----|
| 5-19 | 519 | Slow Acting Current Limit When enabled (P5-20 > 0), this parameter defines a current as a percentage of the compressor rated current at which the drive will internally set the speed reference equal to the minimum speed (P1-02) and ramp down slowly to this speed at a rate set in P5-20 in seconds per rated speed. When the current drops below this level the drive will return to the configured speed reference using the ramp rate set in P1-03. | 102 | 50 | 130 | % | R/W |
| 5-20 | 520 | Slow Acting Current Limit Ramp This is the ramp rate in seconds per rated speed which is used to ramp down to minimum speed if the slow acting current limit (P5-19) as a percentage of the compressor rated current is reached. Setting the value to 0s will disable the function. | 10 | 0 | 300 | s | R/W |

4. Set-up and Operation

4.2. Oil Return Requirement

In some refrigeration systems or heat pumps, it is possible for the oil to migrate to various parts of the circuit leaving a shortage of oil in the sump to lubricate the moving parts of the compressor. This can result in permanent damage to the compressor and systems are consequently designed to mostly mitigate this issue. Where system design can support the mitigation of excessive oil migration, the transit time of the oil and refrigerant through the system can also influence the problem of oil migration, particularly if the compressor has been operating at a low speed for a period of time. For this reason, it is sometimes necessary to reduce the transit time by speeding up the compressor for a fixed

period of time after continued operation at lower speeds, thus ensuring the return of migrated oil to the compressor itself.

NOTE Configuring and enabling the oil return feature within the CDS203 will mean that under certain conditions, (i.e. when the oil return feature is implementing a temporary increased minimum speed to force the return of the oil back into the compressor), the drive can override the speed signal demanded by the controller. This could have negative implications to the system and it is the responsibility of the party that consciously enables this feature to ensure that all possible outcomes have been considered and accounted for.

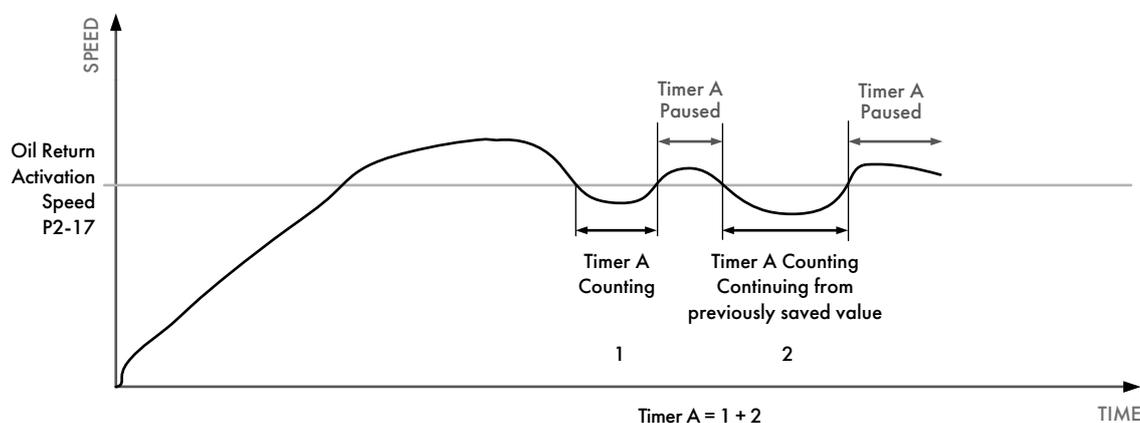
4.2.1. Oil Return Feature Within the Drive

This feature is configured by the following four parameters:

| Par. | Modbus Address | Description | Def | Min | Max | Unit | R/W |
|-------|----------------|---|------|-------|-------|------|-----|
| P2-17 | 217 | 'Oil Return Activation Speed' where operation of the compressor at or below this speed will activate the counter within this feature. | 50 | P1-02 | P1-01 | rps | R/W |
| P2-18 | 218 | 'Oil Return Activation Time' at which the drive will need to run at or below the 'Activation Speed' 'A' before it will activate the increased speed operation (the timer is accumulative as shown in the illustration below). The feature will be disabled if this time is set to 0s. The compressor must reach minimum speed after start-up and not be in the start-up sequence before this timer will start counting. | 1800 | 0 | 6000 | s | R/W |
| P2-19 | 219 | 'Oil Return Boost Speed' is the minimum speed at which the compressor will run at once activated from the above two settings for a period configured in the 'Oil Return Time'. | 70 | P2-17 | P1-01 | rps | R/W |
| P2-20 | 220 | 'Oil Return Duration' is the time that the compressor will apply the 'Oil Return Boost Speed' once activated. | 60 | 0 | 600 | s | R/W |

When the feature has been activated, if the speed demand increases above the 'Oil Return Boost Speed', the compressor speed will increase but it will be prevented from falling below the 'Oil Return Boost Speed' until the 'Oil Return Time' has elapsed.

Timers to operate as shown below:

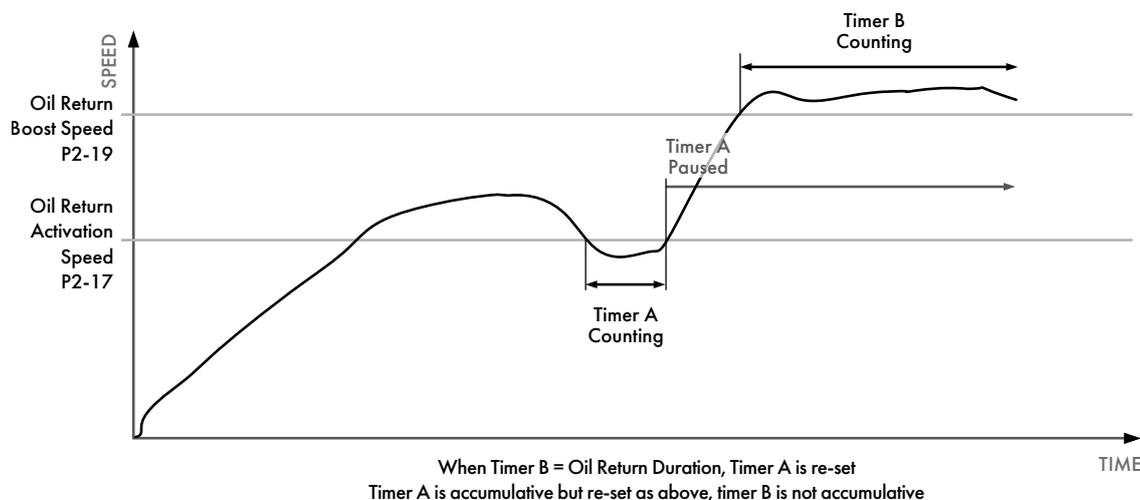


The above illustrates that the timer will count when the speed is below the activation speed and the value in the timer will be held and used the next time that the speed falls below the activation speed – this is a cumulative timer.

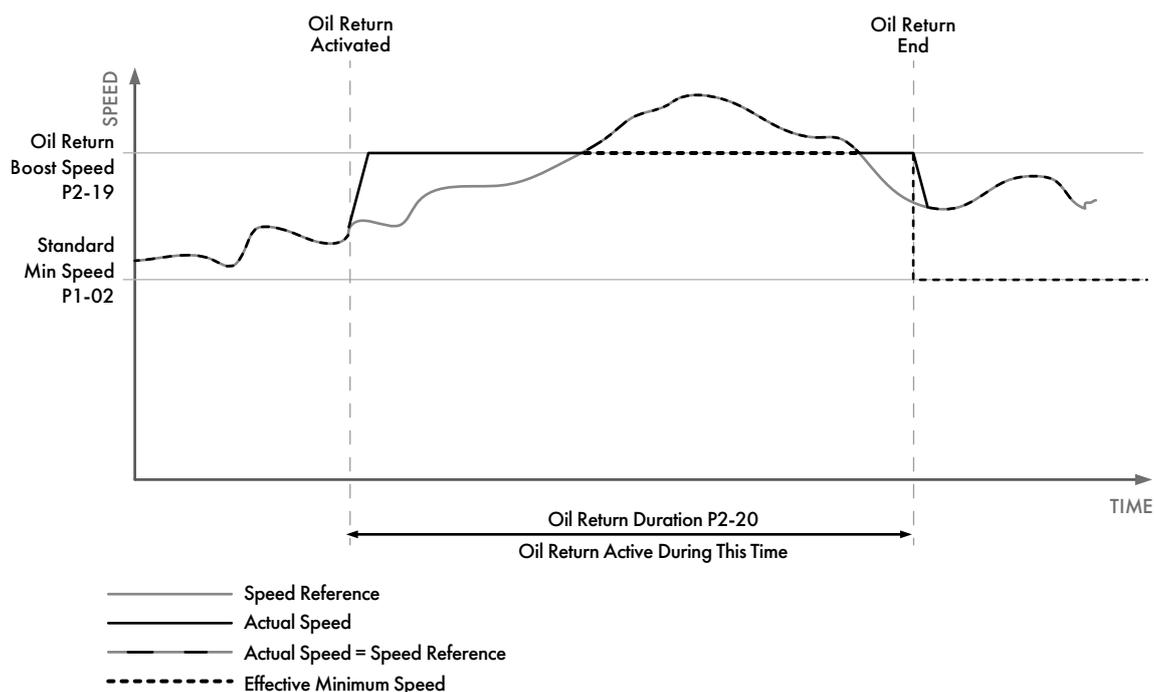
4. Set-up and Operation

The Oil return boost speed will then be implemented as a minimum speed clamp when timer A has reached the value in P2-18.

The timer (Timer A) is re-set when the drive speed has been equal to or greater than the Oil Return Speed for the Oil Return Duration as shown below (or when the drive has stopped):



When the timer is re-set (Timer A), the minimum speed clamp is returned to the value set in P1-02 and P2-19 is ignored until the next activation of the Oil Return Feature.



If the drive run command is removed whilst the oil-return feature is active, the drive will follow the selected ramps to a stop and normal operation will commence on next start. The only deviation from this would be if the minimum on time set in the drive had not yet been observed, and the drive would continue to operate as indicated above until the minimum on time had been observed.

It must also be noted that it is the responsibility of the OEM or machine builder to ensure that the system is designed and built in a manner that ensures suitable oil return. The implementation of this oil return feature cannot overcome

inadequacies in the system design in all cases. It is also very important to note that the activation of this feature when the condensing fans are not enabled could also significantly adjust the pressures and temperatures in the system causing the main controller to shut down the system.

When this feature is activated, bit-14 of the status word will be HIGH (logic 1) and the status LED will indicate as follows:

LED 1 – Constant on Green

LED 2 – Constant on Yellow

4. Set-up and Operation

4.3. Use of the CDS203 product with Flammable Refrigerants

The CDS203 is not suitable for use in EX classified areas (Atex directive).

When this product is used with flammable refrigerants, the following considerations apply:

- The product has been evaluated in accordance with IEC 60335-2-40:2022 clause 22.116 and deemed compliant.
 - Electrical components within the drive that could normally create arcs or sparks are limited to the relays.
 - These relays have been independently tested as per clause 22.116.3 and are not considered an ignition risk.
- The product has been evaluated in accordance with IEC 60335-2-40:2022 clause 22.117 and deemed compliant.
 - Hot Surfaces within the product have been verified to remain below the auto-ignition temperatures of the following refrigerants by a margin of at least 100k – R290.
 - The product has built-in protection to detect and trip under conditions of locked rotor, for system compliance in accordance with IEC 60335-2-34.
- It is still recommended and good practice to further mitigate the risk resulting from leaked refrigerant by the following:
 - Separate product from any area where flammable refrigerant could accumulate
 - Ventilate areas where there is risk of accumulation of flammable refrigerant

4.4. Locked Rotor Protection

During an attempted start of a compressor with a locked rotor, the precise outcome will depend on the level of current that flows into the motor windings and subsequently, one of the following protection modes will activate:

| | |
|----------------|-----------------------|
| H-OI | Hardware overcurrent |
| OI | Software overcurrent |
| I.t-trP | Motor Overload |
| Rotor-L | Motor rotor is locked |

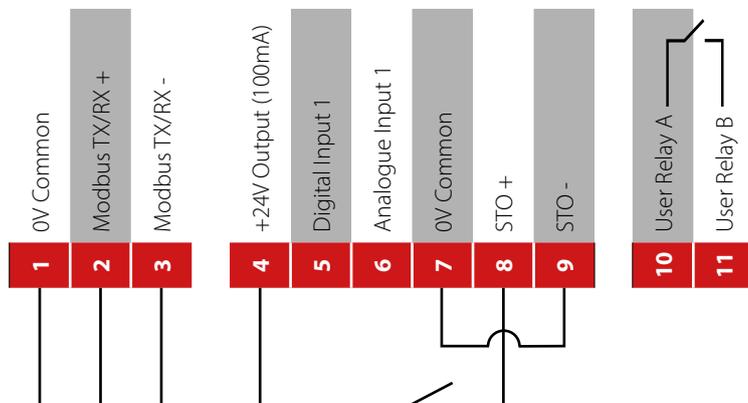
4. Set-up and Operation

4.5. Modbus Connections

4.5.1 Minimum Control Wiring Required For Each Control Mode

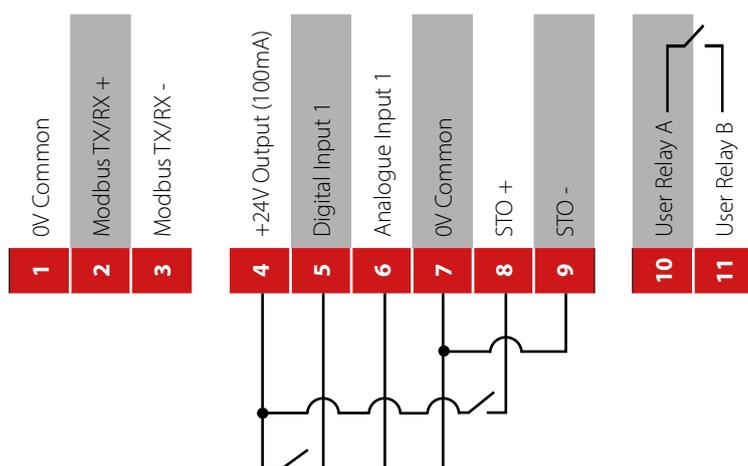
See parameter 1-11 in section 4.1.4. *Control Mode on page 35.*

P1-11 = 0 - Modbus control



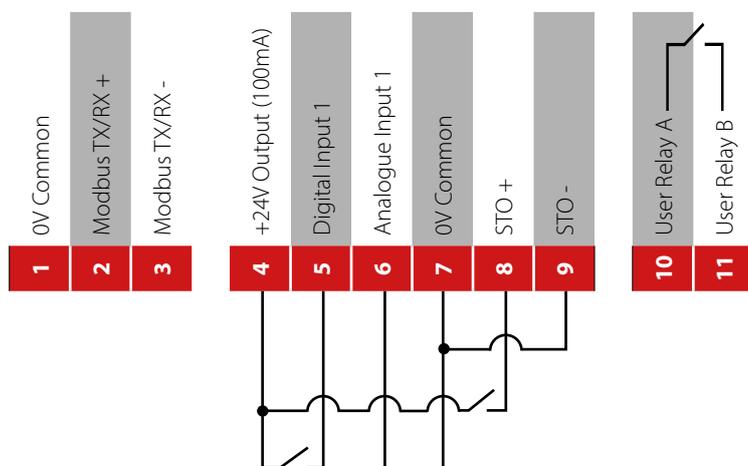
STO signal must be provided in order to permit running the compressor. Start/Stop commands and speed reference are provided by serial communication. In Modbus mode, the digital input and analogue input can be used as remote I/O by the controller, the relay output can also be configured to be controlled by Modbus and used by the controller if required. In Modbus mode, the drive can be re-set from a fault by toggling bit 3 of the command word.

P1-11 = 1 or 2 Terminal mode



STO signal must be provided in order to permit running the compressor. Start/Stop command provided by the Digital Input (P1-11 = 1) or when the analogue input level is greater than 10% (if P1-11 = 2) and speed reference provided by the Analogue input. The drive can be re-set from a fault by removing and re-applying the digital input.

P1-11 = 3 Internal PI mode

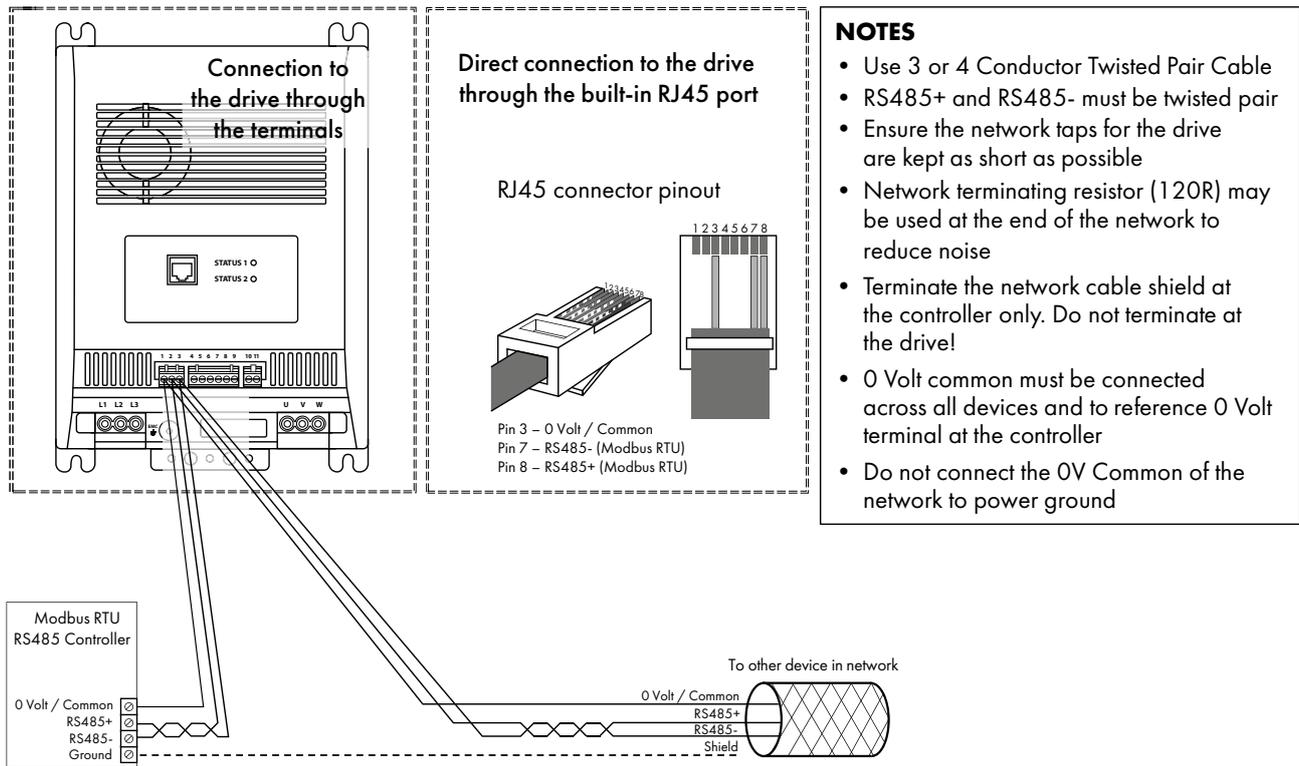


STO signal must be provided in order to permit running the compressor. Start/Stop command provided by the Digital Input. The speed reference is provided by the output of the PI controller and the PI feedback is provided by the analogue input. The drive can be re-set from a fault by removing and re-applying the digital input.

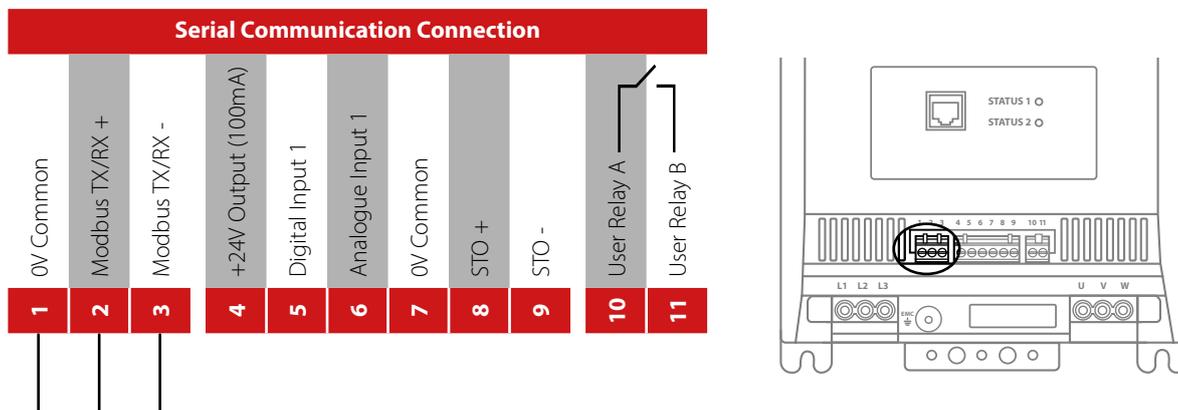
4. Set-up and Operation

4.5.2. RS-485 Communications Electrical Connections

The CDS203 has two separate points where you can access the Modbus RTU communications. The Modbus RTU connection can be made via the RJ45 connector or control terminals 1, 2 & 3. As shown below:



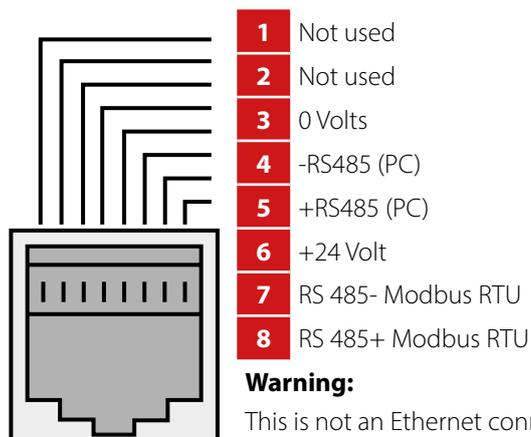
4.5.3. RS-485 Communications Electrical Connections via Control Terminals



4. Set-up and Operation

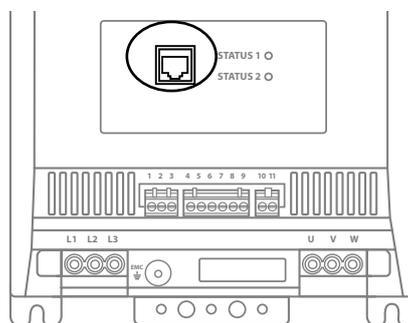
4.5.4. RS-485 Communications Electrical Connections via RJ45 Port

This port is intended for connection to a PC running CoolSetting configuration software or to connect the drive to a system controller using ModBus RTU



Warning:

This is not an Ethernet connection. Do not connect directly to an Ethernet port.



The RJ45 port has some terminals that are internally connected in parallel with the pluggable control terminals as shown below:

| Pluggable Control Terminal | RJ45 Terminal | Description |
|----------------------------|---------------|----------------------------------|
| 1 | 3 | 0 Volt Common |
| 2 | 8 | Modbus RTU TX/RX + (RS485) |
| 3 | 7 | Modbus RTU TX/RX - (RS485) |
| 4 | 6 | User +24 Volt (100mA Max) |
| - | 5 | PC-Tools TX/RX + (RS485 Optibus) |
| - | 4 | PC-Tools TX/RX - (RS485 Optibus) |

4.5.5. Modbus Telegram Structure

The CDS203 supports Master / Slave Modbus RTU communications, using the 03 Read Multiple Holding Registers and 06 Write Single Holding Register commands and 16 Write Multiple Holding Registers (Supported for registers 1 – 4 only). Many Master devices treat the first Register

address as Register 0; therefore it may be necessary to convert the Register Numbers detail in section 4.5. *Modbus Connections on page 39* and section 4.6. *Parameter List and Modbus Registers on page 44* by subtracting 1 to obtain the correct Register address.

4. Set-up and Operation

4.5.6. Drive Status Word (Modbus Register 6)

The drive status has two status words where word 1 consists of two individual bytes that can be read in Modbus register 6.

The Status word bit functions are defined as below:

| Bit | Function | Explanation |
|-----|--|--|
| 0 | Drive Running | 0 : Drive stopped 1 : Drive enabled, output pulse enabled |
| 1 | Drive Tripped | 0 : No trip 1 : Drive tripped |
| 2 | Minimum Off-Time Counting down | 0 : Count-down at zero 1 : Minimum Off-Time counting Down |
| 3 | Minimum On-Time Counting down | 0 : Count-down at zero 1 : Minimum On-Time counting Down |
| 4 | Re-start Delay Counting down | 0 : Count-down at zero 1 : Re-start delay counting Down |
| 5 | Inhibit | 0 : No inhibit (operation possible) 1 : STO circuit open, drive shows inhibit, operation not possible |
| 6 | Standby Mode | 0 : Normal operation, not in standby 1 : Drive in Standby Mode |
| 7 | Drive Ready | 0 : Drive not Ready 1 : Drive Ready, defined as <ul style="list-style-type: none"> ▪ Mains power applied ▪ No Trip ▪ No Inhibit ▪ Enabled input present ▪ Drive running at or above zero speed |
| 8 | Current limit Active | 0 : Current Limit Inactive 1 : Current Limit Active |
| 9 | Power Limit Active | 0 : Power Limit Inactive 1 : Power Limit Active |
| 10 | Motor Thermal Management Active (Ixt) | 0 : Motor Thermal Management Inactive 1 : Motor Thermal Management Active |
| 11 | Drive Thermal Management Active (Heatsink Temperature) | 0 : Drive Thermal Management Inactive 1 : Drive Thermal Management Active |
| 12 | Switching Frequency Reduction Active | 0 : Switching Frequency Reduction Not Active 1 : Switching Frequency Reduction Active |
| 13 | Reserved | |
| 14 | Oil Return Active | 0 : Oil Return System Inactive. 1 : Oil Return System Active. |
| 15 | Reserved | |

The Drive Status Word two consists of one individual byte:
Single Byte showing the last fault code when the drive has tripped.

4. Set-up and Operation

4.5.7. Drive Control Word (Modbus Register 1)

- Bit 0: Run/Stop command: Set to 1 to enable (run) the drive. Set to 0 to disable (stop) the drive.
- Bit 1: Reserved
- Bit 2: Coast stop request: Set to 1 to issue a coast stop command.
- Bit 3: Reset Fault Request: Set to 1 in order to reset the drive following a trip / fault.
- Bit 4: User Relay Control: Set to 1 to close the onboard relay and set to 0 to open the onboard relay.
- Bit 5: Reserved
- Bit 6: Reserved
- Bit 7: Reserved

NOTE This function only operates when parameter P3-05 = 6.

NOTE This bit must be reset to zero once the fault is cleared to prevent unexpected reset.

4. Set-up and Operation

4.6. Parameter List and Modbus

Registers

| Register | Comment | Command | Type | Scaling | Parameter |
|----------|---|------------|------------|------------------------------|-----------|
| 1 | Drive Control Command Word | 03, 06, 10 | Read/Write | | - |
| 2 | Speed Set Point (rps) | 03, 06, 10 | Read/Write | 600 = 60.0 rps | - |
| 4 | Modbus User Ramp Time (Requires the P6-06 to be set to Enable to use Modbus ramps) | 03, 06, 10 | Read/Write | 3000 = 300.0 Seconds | - |
| 5 | Speed Reference (Internal format) | 03, 06, 10 | Read/Write | 3000 = 50.0Hz | - |
| 6 | Drive Status | 3 | Read Only | | - |
| 7 | Output Frequency (Compressor Speed) | 3 | Read Only | 600 = 60.0 rps | P00-60 |
| 8 | Output Current | 3 | Read Only | 100 = 10.0 Amps | - |
| 9 | Trip Code | 3 | Read Only | | - |
| 10 | Output Power | 3 | Read Only | 1000 = 10.00kW | - |
| 11 | Digital Input Status | 3 | Read Only | Bit 0 = Digital input 1, etc | P00-03 |
| 12 | Rating ID | 3 | Read Only | | P00-29 |
| 13 | Power Rating | 3 | Read Only | | P00-29 |
| 14 | Voltage Rating | 3 | Read Only | | P00-29 |
| 15 | IO Processor Software Version | 3 | Read Only | 100 = 1.00 | P00-28 |
| 16 | Compressor Control Processor Software Version | 3 | Read Only | 100 = 1.00 | P00-28 |
| 17 | Drive Type | 3 | Read Only | | P00-29 |
| 20 | Analogue Input Signal Level | 3 | Read Only | 1000 = 100.0% | P00-01 |
| 22 | Pre Ramp Speed Reference (rps) | 3 | Read Only | 600 = 60.0 rps | P00-04 |
| 23 | DC bus voltage | 3 | Read Only | 600 = 600 Volts | P00-20 |
| 24 | Drive Temperature | 3 | Read Only | 40 = 40°C | P00-21 |
| 25 | Drive Serial Number 4 | 3 | Read Only | | P00-30 |
| 26 | Drive Serial Number 3 | 3 | Read Only | | P00-30 |
| 27 | Drive Serial Number 2 | 3 | Read Only | | P00-30 |
| 28 | Drive Serial Number 1 | 3 | Read Only | | P00-30 |
| 29 | Relay Output Status | 3 | Read Only | 0 = Open, 1= Closed | - |
| 30 | Last two faults | 3 | Read Only | High Byte / Low Byte | P00-13 |
| 31 | Previous two faults | 3 | Read Only | High Byte / Low Byte | P00-13 |
| 32 | kWh Meter | 3 | Read Only | 100 = 10.0kWh | P00-26 |
| 33 | MWh Meter | 3 | Read Only | 100 = 100MWh | P00-27 |
| 34 | Running Time – hour | 3 | Read Only | | P00-31 |
| 35 | Running Time – min/sec | 3 | Read Only | | P00-31 |
| 36 | Running Time since last enable – hour | 3 | Read Only | | P00-34 |
| 37 | Running Time since last enable – min/sec | 3 | Read Only | | P00-34 |
| 39 | Room (Control PCB) Temperature | 3 | Read Only | 40 = 40°C | P00-05 |
| 40 | Speed Reference value | 3 | Read Only | 3000 = 50Hz | |
| 41 | Calibration Parameter Setting | 3 | Read Only | | P00-75 |
| 42 | Compressor Speed (Internal Format) | 3 | Read Only | 3000 = 50Hz | |
| 43 | Compressor output voltage | 3 | Read Only | 100 = 100V (AC) | P00-11 |
| 44 | Indirect Parameter Access Index | 3 | Read/Write | | - |
| 45 | Indirect Parameter Access Value | 3 | Read/Write | | - |

4. Set-up and Operation

| Par | Description | Display Range | Note | Comms Register |
|-------|--|---|---|---------------------------|
| P0-01 | Analogue input value | -100.0 ... 100.0% | 1dp, 0.0%~99.9% or 100% | 20 |
| P0-03 | Digital input status | Binary: 00 ... 11 (Drive input) | Drive terminal input result (MSB = Digital input 1, LSB = AI1) | 11 |
| P0-04 | Speed controller reference | P1-02 ... P1-01 | 600 = 60.0 rps with one decimal place | 40 |
| P0-05 | Internal temperature | °C | No decimal place | 39 |
| P0-07 | Speed ref via communications | P1-02 ... P1-01 | 600 = 60.0 rps with one decimal place | - |
| P0-08 | User PI reference | 0.0%...100% | 1= 0.1%, 0.0% ~ 99.9% or 100% | - |
| P0-09 | User PI feedback | 0.0%...100% | 1= 0.1%, 0.0% ~ 99.9% or 100% | - |
| P0-10 | User PI output | 0.0%...100% | 1= 0.1%, 0.0% ~ 99.9% or 100% | - |
| P0-11 | Applied motor voltage | V rms | No decimal place, 1 = 1V | 43 |
| P0-13 | Trip log | Recent 4 trips with time tag | Four entries each with the trip code and the time stamp | 30 31 |
| P0-14 | Magnetising current (I _d) | A (rms) | Magnetising Current is shown with 1 decimal place and is only applicable to IM and BLDC machines | - |
| P0-15 | Torque producing current (I _q) | A (rms) | Torque producing Current is shown with 1 decimal place | - |
| P0-16 | Off time count down time | s | Displays the time remaining before the drive will be permitted to start as a consequence of the setting in P2-10 | - |
| P0-17 | On time count down time | s | Displays the time remaining before the drive will be permitted to stop as a consequence of the setting in P2-11 | - |
| P0-18 | Restart delay count down time | s | Displays the time remaining before the drive will be permitted to re-start as a consequence of the setting in P2-12 | - |
| P0-20 | DC bus voltage | V DC | No decimal place. 100 = 100V | 23 |
| P0-21 | Heatsink temperature | Degrees C | No decimal place. 10 = 10°C | 24 |
| P0-22 | DC bus voltage ripple | V rms | No decimal place. 100 = 100V | - |
| P0-23 | Time accumulated above 85°C (H/sink) | Display in hours and minutes | Accumulated time the drives heatsink is above 85°C | - |
| P0-24 | Time accumulated above 80°C (ambient) | Display in hours and minutes | Accumulated time the ambient temperature in which the drive is installed is above 80°C | - |
| P0-25 | Rotor speed | rps | 600 = 60.0 rps with one decimal place | - |
| P0-26 | kWh meter | 0.0 ... 999.9 kWh | Total power consumed by the drive and compressor since the date of manufacture. This parameter rolles over to P0-27 when it reaches 999.9kWh. | 32 |
| P0-27 | MWh meter | 0.0 ... 65535 MWh | Total power consumed by the drive and compressor since the date of manufacture when greater than 999.9kWh. | 33 |
| P0-28 | Software version and checksum | Eg "IO 1.00 326B" "PS 1.00 526E" | Two entries First is IO version and checksum (no checksum over Modbus) Second is DSP version and checksum (no checksum over Modbus) | - 15 16 |
| P0-29 | Drive type | Size info, input voltage, power rating, Output phases, drive type etc | Four entries over Modbus First is frame size and input voltage level, as "F2 230" Second is power rating, as "1.5" Third is output phase number, as "3P-out" Fourth is the drive ID | - 12 13 14 17 |
| P0-30 | Drive Serial number | Unique drive identifier fixed during production | Four entries over Modbus to make up the serial number | 25 26 27 28 |
| P0-31 | Hours run since date of manufacture | Display in hours and minutes | Two entries over Modbus - First is Hour Second is minute and second | 34 35 |
| P0-32 | Run time since last trip (1) | Display in hours and minutes since last trip | Time since the last time the drive tripped. The time shown in P0-32 is accumulative time from the last trip and is not reset on power down | - |

4. Set-up and Operation

| Par | Description | Display Range | Note | Comms Register |
|-------|--|--|---|----------------|
| P0-33 | Run time since last trip (2) | Display in hours and minutes since previous trip | Time since the second to last trip. The time shown in P0-33 is accumulative time from the last trip and is not reset on power down | - |
| P0-34 | Run time since enable | Display in hours and minutes since enable | Two entries over Modbus - First is Hour Second is minute and second | 36 37 |
| P0-35 | Drive cooling fan run time | Display in hours | | - |
| P0-36 | DC bus voltage log (256ms) | Most recent 8 samples prior to trip | Eight entries | - |
| P0-37 | DC bus voltage ripple log (20ms) | Most recent 8 samples prior to trip | Eight entries | - |
| P0-38 | Heatsink temperature log (30s) | Most recent 8 samples prior to trip | Eight entries | - |
| P0-39 | Ambient temperature log (30s) | Most recent 8 samples prior to trip | Eight entries | - |
| P0-40 | Motor current log (256ms) | Most recent 8 samples prior to trip | Eight entries | - |
| P0-41 | Critical fault counter – O-I | O-I trip counter (including h O-I) | No decimal place | - |
| P0-42 | Critical fault counter – O-Volts | Over volts trip counter | No decimal place | - |
| P0-43 | Critical fault counter – U-Volts | Under volts trip counter | No decimal place | - |
| P0-44 | Critical fault counter – O-Temp (H/sink) | IGBT over temperature trip counter | No decimal place | - |
| P0-46 | Critical fault counter – O-Temp(Amb) | Trip level is 85 degree C | No decimal place | - |
| P0-47 | Internal I/O comms error count | 0 ... 65535 | No decimal place | - |
| P0-48 | Internal DSP comms error count | 0 ... 65535 | No decimal place | - |
| P0-49 | Modbus comms error count | 0 ... 65535 | No decimal place | - |
| P0-53 | Current Phase U offset and ref | Internal value | | - |
| P0-54 | Current Phase V offset and ref | Internal value | | - |
| P0-55 | Current Phase W offset and ref | Internal value | | - |
| P0-56 | Drive life time | Hour/min/sec | | - |
| P0-57 | Ud/Uq | Internal value | No decimal place | - |
| P0-58 | Output Current | A | | - |
| P0-59 | Output Power | kW | | - |
| P0-60 | Output Frequency | rps | 600 = 60.0 rps with one decimal place | - |
| P0-61 | Post ramp speed reference | rps | 600 = 60.0 rps with one decimal place | - |
| P0-62 | User ramp value | S2...S3 0.00 to 600s; | S2...S3 1 = 0.01s with 1dp display as 0.01s~0.09s, 0.1s ~9.9s, 10s~600s | - |
| P0-63 | Overload level | % | % of overload level | - |
| P0-64 | Switching frequency internal | 10-20kHz | | - |
| P0-65 | Motor control lib version | 1 | motor control lib version | - |
| P0-66 | Class B Library Checksum | | Version number / Uniques Identifier | 1012/1013 |
| P0-67 | Input Phase L1 Loss Counter | Phase Loss Counter | If the drive trips on any one of the class B trips between power cycles 10 times then it will trip with a class B lock out trip. | 1014 |
| P0-68 | Input Phase L2 loss Counter | Phase Loss Counter | | 1015 |
| P0-69 | Input Phase L3 Loss Counter | Phase Loss Counter | Once the drive has tripped on a class B lockout there will be a delay of 2 minutes before it can be reset or the power should be removed and reapplied. | 1016 |
| P0-70 | I x t Fault Counter | I x t Counter | | 1017 |
| P0-71 | Locked Rotor Trip Counter | Locked Rotor Counter | | 1018 |
| P0-72 | L1 Voltage Measurement | 0 -1000 | | - |
| P0-73 | L2 Voltage Measurement | 0 -1000 | | - |
| P0-74 | L3 Voltage Measurement | 0 -1000 | | - |
| P0-75 | Calibration Parameter Setting | 0-99 | | 41 |

4. Set-up and Operation

4.7. Full Parameter List and Modbus Registers

4.7.1. Group 1 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|--|-----|-------|-------|------|-----|
| 1-01 | 101 | Maximum Speed Limit Sets the upper limit for the speed of the compressor in rps (revolutions per second). | 140 | P1-02 | 140 | rps | R/W |
| 1-02 | 102 | Minimum Speed Limit Sets the lower limit for the speed of the compressor in rps (revolutions per second). | 30 | 30 | P1-01 | rps | R/W |
| 1-03 | 103 | Acceleration Ramp Time from 0 rps to Rated Speed The time set is the time from 0 rps to rated speed. Active if the start-up sequence is not configured or has been completed. | 240 | 30 | 6000 | s | R/W |
| 1-04 | 104 | Deceleration Ramp Time from Rated Speed to 0 rps The time set is the time from 0 rps to rated speed. | 240 | 30 | 6000 | s | R/W |
| 1-05 | 105 | Stop Mode Determines the action taken by the drive in the event of the drive enable signal being removed. 0: Ramp to Stop. When the enable signal is removed, the drive will ramp to stop, with the rate controlled by P1-04 as described above. 1: Coast to Stop. When the enable signal is removed, the drive output is immediately disabled, and the compressor will coast (freewheel) to stop. 2: AC Flux Braking (IM Compressor only). This mode is only valid for induction motors. AC Flux braking provides improved braking torque during stopping and deceleration. 3: Ramp to minimum speed and then coast to stop. When the enable signal is removed, the drive will ramp down to the minimum speed at the configured deceleration ramp. When the minimum speed is reached, the output is immediately disabled, and the motor will coast (freewheel) to stop. | 3 | 0 | 3 | - | R/W |
| 1-08 | 108 | Compressor Rated Current Compressor rated current set in the drive, the motor overload protection is configured to match the compressor rating. | - | - | - | A | R/O |
| 1-10 | 110 | Compressor Rated Speed Compressor Rated Speed at Rated Frequency.. | 120 | 0 | 500 | rps | R/O |
| 1-11 | 111 | Primary Command Source 0: Modbus Mode. The drive is controlled by serial communications. 1: Terminal Mode. The drive is start/stop is controlled by the digital input and the speed reference provided by the analogue input. 2: Terminal Mode (AI1 > 10% Start). The drive is enabled by the digital input and the speed reference provided by the analogue input. The start command is given when the analogue input exceeds 10%. 3: User PI Mode. The drive is enabled by the digital input and the speed is controlled by the internal PI controller. | 1 | 0 | 3 | - | R/W |

4. Set-up and Operation

4.7.2. Group 2 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|---|-----|-------|-------|------|-----|
| 2-01 | 201 | Start Speed 1 (rps) Start-up sequence speed 1. If Start Speed 1 Time (P2-02) is greater than zero, the drive will ramp up to the speed set in this parameter for the time set in P2-02 on each start-up. If the time set in P2-02 is zero, this section of the start-up sequence is ignored. | 30 | 30 | P1-01 | rps | R/W |
| 2-02 | 202 | Start Speed 1 Time This time is the time that the drive will sit at Start Speed 1 on each start-up. This section of the start-up sequence is disabled if this time is set to zero. | 60 | 10 | 600 | s | R/W |
| 2-03 | 203 | Start Speed 1 Acceleration Ramp This is the acceleration ramp used to ramp up from 0 rps to Start Speed 1 if the function is enabled. Ramp rate is defined as time to get to rated speed from zero speed. | 2.7 | 2.5 | 3.5 | s | R/W |
| 2-04 | 204 | Start Speed 2 (rps) Start-up sequence speed 2. If Start Speed 2 Time (P2-05) is greater than zero, the drive will ramp up to the speed set in this parameter for the time set in P2-05 on each start-up. If the time set in P2-05 is zero, this section of the start-up sequence is ignored. | 0 | P1-02 | P1-01 | rps | R/W |
| 2-05 | 205 | Start Speed 2 Time This time is the time that the drive will sit at Start Speed 2 on each start-up. This section of the start-up sequence is disabled if this time is set to zero. | 0 | 0 | 600 | s | R/W |
| 2-06 | 206 | Start Speed 2 Acceleration Ramp This is the acceleration ramp used to ramp up from Start Speed 1 up to Start Speed 2 if the function is enabled Ramp rate is defined as time to get to rated speed from zero speed. | 0 | 0 | 6000 | s | R/W |
| 2-07 | 207 | Start Speed 3 (rps) Start-up sequence speed 3. If Start Speed 3 Time (P2-08) is greater than zero, the drive will ramp up to the speed set in this parameter for the time set in P2-08 on each start-up. If the time set in P2-08 is zero, this section of the start-up sequence is ignored. | 0 | P1-02 | P1-01 | rps | R/W |
| 2-08 | 208 | Start Speed 3 Time This time is the time that the drive will sit at Start Speed 3 on each start-up. This section of the start-up sequence is disabled if this time is set to zero. | 0 | 0 | 600 | s | R/W |
| 2-09 | 209 | Start Speed 3 Acceleration Ramp This is the acceleration ramp used to ramp up from Start Speed 2 to Start Speed 3 if the function is enabled. Ramp rate is defined as time to get to rated speed from zero speed. | 0 | 0 | 6000 | s | R/W |
| 2-10 | 210 | Minimum Off Time This parameter when set greater than 0, defines the minimum time that the drive must be stopped for before allowing a re-start. The remaining time before the drive can start is available in P0-16. NOTE This time is valid also from first power-up. | 0 | 0 | 6000 | s | R/W |
| 2-11 | 211 | Minimum On Time This parameter when set greater than 0, defines a minimum time that the drive must run for once it has started, it will delay a stop command if the time set in this parameter has not elapsed. Please note that if the drive is configured for Coast to stop (P1-05 = 1) or if the drive is below minimum speed when the stop command is issued, this function will be ignored. The STO input overrides this function. The remaining time before the drive can be stopped is available in P0-17. | 0 | 0 | 6000 | s | R/W |
| 2-12 | 212 | Re-start Delay This parameter configures the minimum time between each compressor starts. Any start command requests given to the drive before the time set in this parameter has elapsed will be ignored until the Re-start delay time has been observed. The remaining time before the next permitted start can be seen in P0-18. | 0 | 0 | 6000 | s | R/W |

4. Set-up and Operation

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|-------------------------|-----------------|---------------|-----------------|------|-----|
| 2-13 | 213 | Drive Re-Start Function | 11 (Auto-10) | 0 (Edge-r) | 11 (Auto-10) | - | R/W |

Defines the behaviour of the drive relating to the enable digital input and also configures the Automatic Restart function. This function is not active if P1-11 is = 0 Modbus Mode

Edge-r: Following Power on or reset, the drive will not start if Digital Input 1 remains closed. The Input must be closed after a power on or reset to start the drive (e.g. Edge Triggered).

Auto-0: Following a Power On or Reset, the drive will automatically start if Digital Input 1 is closed before power on.

Auto-1 to Auto-10: Following a trip, the drive will make up to 10 attempts to restart at intervals defined by P7-02 Auto Restart Time (default 30 seconds).

NOTE The counter will decrease by 1 after each 30 minutes of running time after the drive has been reset. If the drive cannot reset the fault after the number of attempts set in P2-13 the drive will have to be manually reset or power cycled after further investigation of the faults and conformation that the fault condition is cleared.

The following faults cannot be reset by the auto reset function.

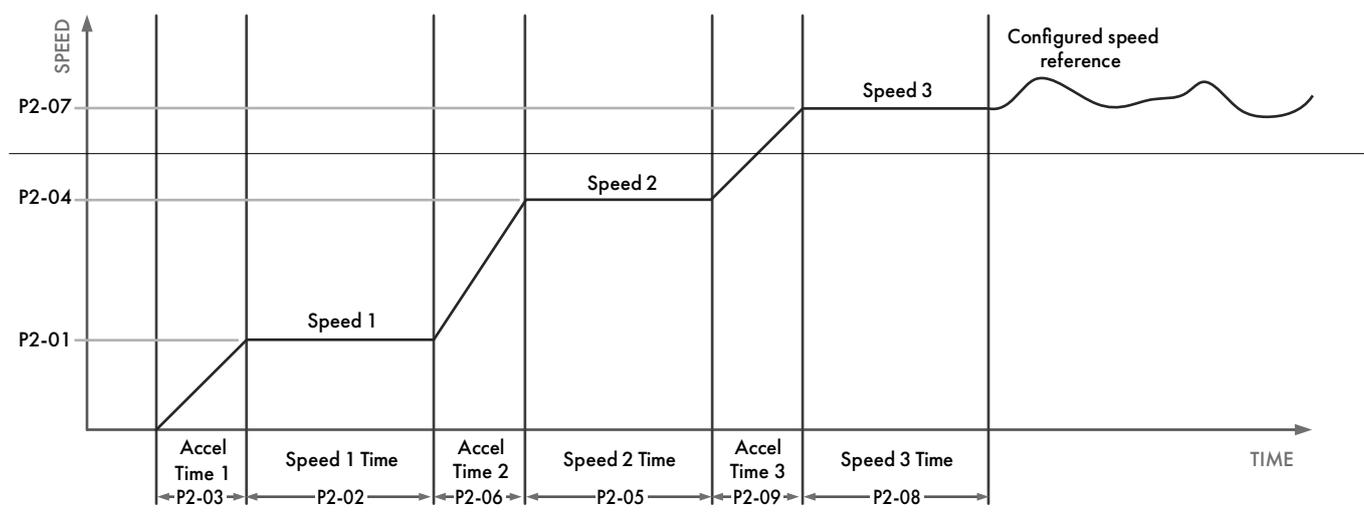
Error code 10 'P-dEF'

Error code 17 'dAtA-F'

Error code 19 'dAtA-E'

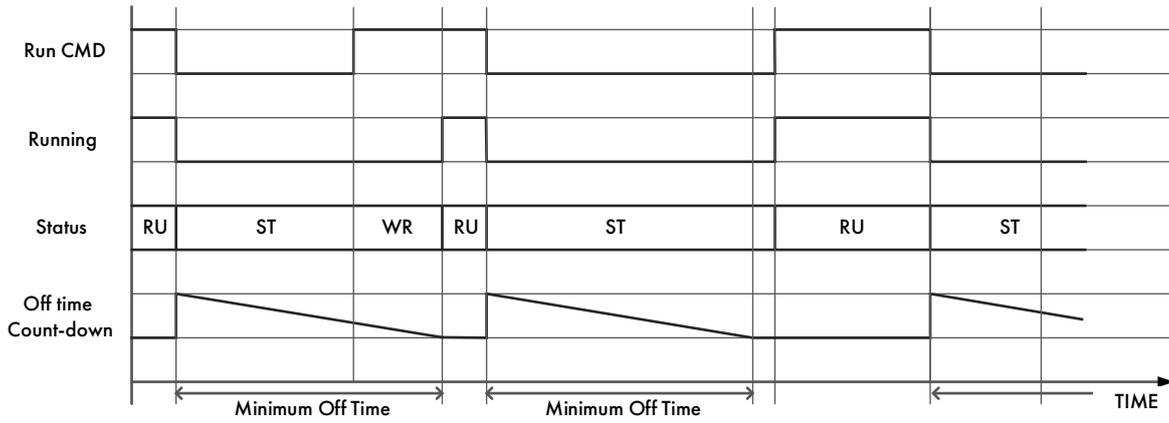
Error code 29 'Sto-F'

Start-Up Speed Profile



4. Set-up and Operation

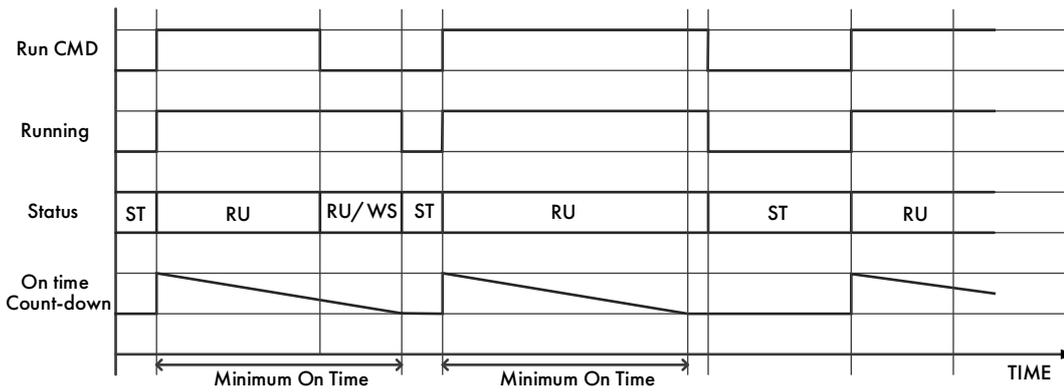
Minimum Off Time Sequencing



KEY:

RU Running **ST** Stopped **WR** Waiting to Run

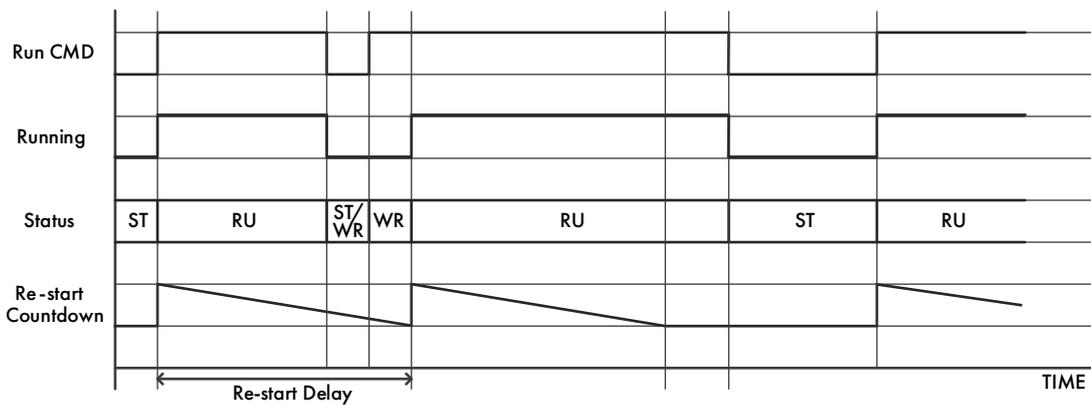
Minimum On Time Sequencing



KEY:

RU Running **ST** Stopped **WS** Waiting to Stop

Re-Start Delay



KEY:

RU Running **ST** Stopped **WS** Waiting to Stop **WR** Waiting to Run

4. Set-up and Operation

4.7.3. Group 3 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|---|-----|-------|-------------|------|---|
| 3-01 | 301 | Skip Speed 1 Centre Point Defines the centre point of skip frequency 1 band. The width of the skip frequency band is defined by: Lower Limit = P3-01 – P3-02/2 Upper Limit = P3-01 + P3-02/2 | 0.0 | 0.0 | P1-01 | rps | R/W |
| 3-02 | 302 | Skip Speed 1 Bandwidth The width of skip frequency 1 band is defined by: Lower Limit = P3-01 – P3-02/2 Upper Limit = P3-01 + P3-02/2 | 0.0 | 0.0 | 10% x P1-10 | rps | R/W |
| 3-03 | 303 | Skip Speed 2 Centre Point Defines the centre point of skip frequency 2 band. The width of the skip frequency band is defined by: Lower Limit = P3-03 – P3-04/2 Upper Limit = P3-03 + P3-04/2 | 0.0 | 0.0 | P1-01 | rps | R/W |
| 3-04 | 304 | Skip Speed 2 Bandwidth The width of skip frequency 2 band is defined by: Lower Limit = P3-03 – P3-04/2 Upper Limit = P3-03 + P3-04/2 | 0.0 | 0.0 | 10% x P1-10 | rps | R/W |
| 3-05 | 305 | User Relay Output Function Select 0: Drive Running 1: Drive Healthy (Not Tripped) 2: Drive Tripped 3: At Speed 4: Speed >0 5: STO Status | 1 | 0 | 11 | - | R/W |
| | | | | | | | 6: Fieldbus control (control word) 7: Motor speed > P3-07 (off when < P3-06) 8: Motor current > P3-07 (off when < P3-06) 9: Analogue Input > P3-07 (off when < P3-06) 10: PI error > P3-07 (off when < P3-06) 11: Ready to run |
| 3-06 | 306 | User Relay Function Upper Limit Sets the upper limit for the relay control when P3-05 is set to a value between 7 - 10. | 100 | P3-07 | 200 | % | R/W |
| 3-07 | 307 | User Relay Function Lower Limit Sets the lower limit for the relay control when P3-05 is set to a value between 7 - 10. | 0.0 | 0.0 | P3-06 | % | R/W |
| 3-10 | 310 | Analogue Input Format 0: 0-10V 1: 10-0V 2: t4-20mA (trip on signal loss) 3: t20-4mA (trip on signal loss) 4: p4-20mA (run at P3-11 speed on signal loss) | 0 | 0 | 8 | - | R/W |
| | | | | | | | 5: p20-4mA (run at P3-11 speed on signal loss) 6: 0-20mA 7: 20-0mA 8: PTC (Motor Thermistor Trip) |
| 3-11 | 311 | Signal Loss Run Speed Defines the speed at which the drive will run at in the event of a loss of analogue signal if P3-10 is set equal to 4 or 5, or in the event of loss of serial communications if P1-11 is set to 0 (Modbus control) and P6-05 is set to 3. | 30 | P1-02 | P1-01 | rps | R/W |
| 3-12 | 312 | Analogue Input Scaling Output Value = (Input Value – Offset) x Scaling | 100 | 0.0 | 2000 | % | R/W |
| 3-13 | 313 | Analogue Input Offset | 0 | -500 | +500 | % | R/W |
| 3-15 | 315 | Relay Output Logic This parameter can be used to invert the relay output status, the relay function is still selected by P3-05. 0: Standard 1: Inverted | 0 | 0 | 1 | - | R/W |

4. Set-up and Operation

4.7.4. Group 4 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|---|-----|-------|-------|------|-----|
| 4-01 | 401 | PI Controller Proportional Gain Higher values provide a greater change in the drive output frequency in response to small changes in the feedback signal. Too high a value can cause instability. | 1 | 0.1 | 30.0 | % | R/W |
| 4-02 | 402 | PI Controller Integral Time Larger values provide a more damped response for systems where the overall process responds slowly. | 1 | 0.0 | 30.0 | s | R/W |
| 4-03 | 403 | PI Operating Mode 0: Direct Operation. Use this mode if a reduction in the feedback signal should result in an increase in the motor speed. 1: Inverse Operation. Use this mode if an increase in the feedback signal should result in an increase in the motor speed. | 0 | 0 | 1 | - | R/W |
| 4-04 | 404 | PI Set-Point This parameter sets the digital reference (setpoint) used for the PID Controller. | 0.0 | 0.0 | 100 | % | R/W |
| 4-05 | 405 | User PI Controller Output High Limit Limits the maximum value output from the PI controller. | 100 | P4-06 | 100 | % | R/W |
| 4-06 | 406 | User PI Controller Output Low Limit Limits the minimum output from the PI controller. | 0 | 0 | P4-05 | % | R/W |
| 4-07 | 407 | PI Error To Enable Ramps Defines a threshold PI error level, whereby if the PI error is less than the set threshold, the internal ramps of the drive are disabled. | 0.0 | 0.0 | 25.0 | % | R/W |
| 4-08 | 408 | PI Error Wake-Up Level Sets an error level (difference between the PID reference and feedback values) above which the PID controller will wake from Standby mode. | 5.0 | 0.0 | 100 | % | R/W |
| 4-09 | 409 | Standby Speed Threshold Specifies the speed boundary below which the drive enters Standby mode after the delay period P4-10. If the speed increases above this threshold when the drive is in Standby mode, normal operation will be resumed. | 0 | 0 | P1-01 | rps | R/W |
| 4-10 | 410 | Standby Mode Timer Enables the standby mode, 0: Standby mode disabled. Non-zero: The drive will enter standby mode (output disabled) if the Standby Speed Threshold (P4-09) is maintained for the time specified in this parameter. Operation automatically resumes as soon as the PI Error increases above the value set in P4-08. | 0 | 0 | 60.0 | s | R/W |
| 4-11 | 411 | PI Reset Control Selects whether the internal PI controller operates continuously, or is disabled when the drive stops. With continuous operation, the PI function is always active, which can result in the PI controller reaching maximum output whilst the drive is disabled. Resetting the PI controller on drive disable means the PI output will always start from zero when the drive is enabled. 0: PI loop will run continuously as long as P gain (P4-01) is not zero. 1: PI loop will only run when the drive is enabled. If the drive is not running, the PI output will be reset to 0 (including the integral result). | 0 | 0 | 1 | - | R/W |

4. Set-up and Operation

4.7.5. Group 5 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|---|---------|--|-----------------|--------------|--------------|------|-----|
| 5-06 | 506 | Effective Power Stage Switching Frequency | - | 0 (10kHz) | 5 (20kHz) | kHz | R/W |
| <p>Higher frequency reduces the audible 'ringing' noise from the motor, and improves the output current waveform, at the expense of increased heat losses within the drive.</p> | | | | | | | |
| 5-07 | 507 | Maximum Current Limit | 125 | 20 | 150 | % | R/O |
| <p>This parameter defines the maximum current limit used by the drive as a percentage of the compressor rated current.</p> | | | | | | | |
| 5-08 | 508 | Motor Power Limit | 130 | 25 | 130 | % | R/W |
| <p>This parameter sets the power limit of the drive in percentage of drive rating. If this power limit is reached, the drive will fold back the output frequency to keep within the configured limit. The power limit is based on the drives kVA rating to allow for overload.</p> <p>To calculate the power limit for a 24 Amp 400 Volt drive use the following calculation: $24 \times 400 \times 1.73 = 16.6\text{kVA}$ If we require a 7kW power limit from the drive then the setting of P5-08 = $7 / 16.6 \times 100 = 42\%$</p> | | | | | | | |
| 5-09 | 509 | Compressor Thermal Overload Management | 0 | 0 | 1 | - | R/W |
| <p>When compressor Overload Management is enabled, full overload current will be available until the overload integrator (P0-63) approaches the I.t trip level. At this point, the current limit will be reduced automatically to the maximum level that can be sustained on a continuous basis.</p> <p>This will normally result in the speed of the compressor automatically reducing. This feature is typically used in applications where overload trips need to be avoided and a reduction in speed can be accepted.</p> <p>When Thermal Overload Management is disabled, full overload current will be available until the drive trips on "It-trP".</p> | | | | | | | |
| 5-10 | 510 | Drive Thermal Overload Management | 0 | 0 | 1 | - | R/W |
| <p>When enabled (P5-10 = 1), the drive will automatically set the current limit to 80% of the compressor rated current if the heatsink temperature is greater than 90 degree C.</p> | | | | | | | |
| 5-12 | 512 | Discontinuous Modulation Mode Select | 0 | 0 | 1 | - | R/W |
| <p>0: 3-Pase Modulation. 1: 2-Phase Modulation. 2-Phase modulation mode slightly improves drive efficiency of the drive but can cause more audible noise in the compressor.</p> | | | | | | | |
| 5-17 | 517 | Stator Resistance Check on Run | 0 | 0 | 2 | - | R/W |
| <p>This parameter allows the stator resistance to be measured on each run or the first run after power up. This can help to improve torque on start-up if the compressor has been flooded with super cold refrigerant which could reduce the stator resistance and affect the drive performance.</p> <p>0: Disabled 1: Enable on run 2: Enable on first run only</p> | | | | | | | |
| 5-18 | 518 | Maximum Peak Current Output | Drive dependant | | | A | R/O |
| <p>This parameter sets the Peak Compressor Current level at which the drive will trip on overcurrent (OI).</p> | | | | | | | |
| 5-19 | 519 | Slow Acting Current Limit | 102 | 50 | 130 | % | R/W |
| <p>When enabled (P5-20 > 0), this parameter defines a current as a percentage of the compressor rated current at which the drive will internally set the speed reference equal to the minimum speed (P1-02) and ramp down slowly to this speed at a rate set in P5-20 in seconds per rated speed. When the current drops below this level the drive will return to the configured speed reference using the ramp rate set in P1-03.</p> | | | | | | | |
| 5-20 | 520 | Slow Acting Current Limit Ramp | 10 | 0 | 300 | s | R/W |
| <p>This is the ramp rate in seconds per rated speed which is used to ramp down to minimum speed if the slow acting current limit (P5-19) as a percentage of the compressor rated current is reached. Setting the value to 0s will disable the function.</p> | | | | | | | |

4. Set-up and Operation

4.7.6. Group 6 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|--|-------------------------------------|-----|-----|------|-----|
| 6-01 | 601 | Fieldbus Drive Address Sets the drive network address when using a Fieldbus or Master Slave function | 31 | 1 | 63 | - | R/W |
| 6-02 | 602 | Modbus RTU Baud Rate 0: 9.6 kbps 1: 19.2 kbps 2: 38.4 kbps 3: 57.6 kbps 4: 115.2 kbps 5: 76.8 kbps | 1 | 0 | 5 | kbps | R/W |
| 6-03 | 603 | Modbus Data Format 0: None Parity 1 stop bit 1 : None parity 2 stop bits | 3 | 0 | 3 | - | R/W |
| | | | 2 : Odd parity 1 stop bit | | | | |
| | | | 3 : Even parity 1 stop bit | | | | |
| 6-04 | 604 | Communications Loss Timeout Sets the watchdog time period for the communications channel. With an active communication link, if a valid telegram is not received by the drive within this time period, the drive will assume a loss of communications has occurred and react as set in P6-05. | 15 | 0 | 60 | s | R/W |
| 6-05 | 605 | Communications Loss Action Controls the behaviour of the drive following a loss of communications. 0: Trip 1: Ramp to Stop then trip | 0 | 0 | 3 | - | R/W |
| | | | 2: Ramp to stop (No trip) | | | | |
| | | | 3: Signal Loss speed (P3-11) | | | | |
| 6-06 | 606 | Fieldbus Ramp Control Enable Selects whether the acceleration and deceleration ramps are control directly via the Fieldbus, or by internal drive parameters. 0: Disabled. Ramps are control from internal drive parameters. 1: Enabled. Ramps are controlled directly by the Fieldbus (ModBus Register 103 & 104). | 0 | 0 | 1 | - | R/W |
| 6-07 | 607 | Modbus Response Delay Defines the response delay time for Modbus communications. The value entered represents the delay expressed as the number of characters added to the minimum permitted Modbus response delay time. The actual delay time will vary depending on the Modbus communications baudrate. | 0 | 0 | 16 | Char | R/W |
| 6-08 | 608 | Modbus Address When this parameter is set to a value greater than 0 then it will set the Modbus address and P6-01 will be the CoolSetting address. If P6-08 is set to 0 then P6-01 is the Modbus and CoolSetting address. | 0 | 0 | 200 | - | R/W |

4. Set-up and Operation

4.7.7. Group 7 Parameters & Modbus Registers

| Par | Mod Add | Description | Def | Min | Max | Unit | R/W |
|------|---------|---|-----|-----|------|------|-----|
| 7-02 | 702 | Auto Reset Time Delay Sets the delay time which will elapse between consecutive drive reset attempts when Auto Reset is enabled in P2-13. | 30 | 10 | 200 | s | R/W |
| 7-06 | 706 | V/F Mode Magnetising Delay Time This parameter is used to set up a minimum delay time for the magnetising current control in V/F mode when drive run signal is given. Too small a value may cause the drive to trip on over-current if the acceleration ramp is very short. | - | 0 | 5000 | ms | R/W |

5. Diagnostics

5.1. Trips

In the below tables (trip codes) Class A trips can be reset at any time or automatically (subject to certain criteria) and class B trips are related to the IEC / EN 60730 certification and can only be reset after a 2 minute delay. Trip classifications A & B are not applicable to frame size 2 drives.

| Trip Code | Error Code | Error Description | Trip classification | | |
|-----------|------------|------------------------------------|---------------------|---|--|
| 3 | O-I | Over Current trip | A | Instantaneous over current on drive output | High current from either – short-circuit on the drive output / acceleration ramps too short / incorrect compressor data. |
| 5 | PS-trP | Power stage trip | A | Hardware fault | Hardware fault, contact the supplier of the drive |
| 6 | O-Volt | Over voltage | A | DC Bus Over voltage, either the supply is too high or spike in the supply voltage | DC Bus Over voltage from either – the supply voltage is too high, a spike in the supply voltage, compressor instability, try setting P1-05 = 3. |
| 7 | U-Volt | Under voltage | A | DC Bus Under voltage caused due to supply voltage dropping too low | This occurs routinely when power is switched off. If it occurs during running, check the incoming supply voltage, and all connections into the drive, fuses, contactors etc. |
| 10 | P-DEF | Load default parameters | A | | Warning to advise that the drive has been returned to factory defaults. |
| 11 | E-Trip | External trip | A | The STO circuit has opened while the drive is running | Check the integrity of all connections and devices in the STO circuit. |
| 12 | SC-OBS | Optibus serial comms fault | A | Optibus comms loss | Loss of communications between drive and remote keypad or PC tools. |
| 13 | Flt-DC | Excessive DC bus ripple | A | Excessive DC Ripple | Check for supply phase imbalance or phase. |
| 14 | P-Loss | Input phase loss | A | Input phase loss trip | See fault code 13 this fault could be caused by the same conditions or the drive is being powered down. |
| 15 | h-O-I | Hardware over current | A | Instantaneous over current | Hardware over current on drive output – similar to O-I trip |
| 17 | DATA-F | I/O Processor data error | A | Internal memory fault (IO) | If not coinciding with a firmware upgrade procedure, contact the supplier of the drive. |
| 18 | 4-20F | 4-20mA Signal out of range | A | 4-20mA Signal Lost | Analogue input configured for 4-20mA but less than 3mA detected on drive terminals. |
| 19 | DATA-E | Motor Control Processor data error | A | Internal memory fault (DSP) | If not coinciding with a firmware upgrade procedure, contact the supplier of the drive. |
| 20 | U-DEF | User Parameters default | A | | User Default Parameters Loaded. |
| 21 | F-PTC | Motor PTC overheat | A | | Drive configured to monitor motor temperature through the PTC and resistance increases above 2.5k. |
| 22 | FAN-F | Drive Cooling Fan fault | A | This fault is generated from the stirrer fan on the front of the drive not the heatsink fan | Drive cooling fan not running at demanded speed – check for any blockages in the cooling fan. |
| 23 | O-hEAT | Ambient Temperature too high | A | Environmental temperature too high | Check ambient temperature and ventilation system. |
| 26 | Out-F | Drive output fault | A | | Drive output fault, Confirm all 3 motor phases are connected, check for wiring faults, loose connections, or badly terminated compressor cables. |
| 29 | STO-F | Fault in STO Circuit | A | Slow rising edge on 24V supply / Safety input circuit error | This fault can be generated if an external 24V supply is used and the voltage ramps up slowly on power-up. Could also happen if the drive 24V rail is overloaded and collapses momentarily, check the loading of the 24V rail and all control connections. |

5. Diagnostics

| Trip Code | Error Code | Error Description | Trip classification | | |
|-----------|------------|-----------------------------|---------------------|--|--|
| 40 | AtF-01 | Stator Resistance unbalance | A | The drive has failed to measure the compressor stator resistance during an Auto Tune | Measured motor stator resistance varies between phases. Ensure the motor is correctly connected and free from faults. Check the windings for correct resistance and balance. |
| 41 | AtF-02 | Stator Resistance too large | A | The measured stator resistance from the Auto Tune is too large | Measured motor stator resistance is too large. Ensure the motor is correctly connected and free from faults. Check that the power rating corresponds to the power rating of the connected drive. |
| 42 | AtF-03 | Motor Inductance too low | A | | Measured motor inductance is too low. Ensure the motor is correctly connected and free from faults. |
| 43 | AtF-04 | Motor Inductance too large | A | | Measured motor inductance is too large. Ensure motor is correctly connected and free from faults. Check that the power rating corresponds to the power rating of the connected drive. |
| 44 | AtF-05 | Parameters not convergent | A | | Measured motor parameters are not convergent. Ensure the motor is correctly connected and free from faults. Check that the power rating corresponds to the power rating of the connected drive. |
| 49 | Out-Ph | Motor output phase loss | A | | Check motor wiring. |
| 50 | SC_F01 | Modbus comms fault | A | Modbus comms loss fault | Check the Modbus wiring, ensure that the 0V common is used, ensure that communication wiring is kept away from any power wiring. |
| 81 | OI-U | Phase U over current | A | Over Current in U phase | High current from either – short-circuit on the drive output / acceleration ramps too short / incorrect motor data. |
| 82 | OI-V | Phase V over current | A | Over Current in V phase | |
| 83 | OI-W | Phase W over current | A | Over Current in W phase | |
| 88 | Out-U | Phase U output fault | A | U Phase PWM output Loss | U, V or W phase is not connected to the drive or is loose. Check connections and integrity of compressor power cable. |
| 89 | Out-V | Phase V output fault | A | V Phase PWM output Loss | |
| 90 | Out-W | Phase W output fault | A | W Phase PWM output Loss | |
| 97 | SC Loss | IO- PS comms loss | A | Communication lost between IO processor and PS (DSP) processor | If the fault persists contact the supplier of the drive. |
| 98 | DATA-03 | Wrong VDo3 checksum | A | Internal memory fault | Communication lost between IO processor and PS (DSP) processor. |
| 101 | STO-R | STO opened at drive running | A | STO Input opens while drive is running | Check the integrity of all connections and devices in the STO circuit. If pressure switches are connected to the STO circuit check system pressure for spikes. |
| 102 | ML-Run | Main loss at running | A | 3 Phase input loss whilst running | Is the drive being turned off? Check 3 phase power supply. |
| 103 | FW-Err | PS firmware is changed | A | PS software changed outside a firmware upgrade | PS software not programmed through CoolSetting. |
| 107 | Stall | Compressor is stalled | A | Excessive current at low speed | Check running conditions of compressor. |
| 253 | HW-ID | Hardware ID not supported | A | | Incorrect Hardware identification. |
| 254 | Type-E | Drive ID not supported | A | | Incorrect drive identification. |

5. Diagnostics

NOTE A classification 'B' trip is part of the drives safety system. These trips are detected by the class 'B' firmware in the drive which is part of the 60730 certification, these include input and output phase losses, locked rotor, and overload protection. When 10 consecutive trips of any one kind occur between power cycles a class B lockout trip will be generated, once a class 'B' lockout trip has been generated the drive **MUST** be power cycled to clear the fault.

A classification 'A' trip is a standard drive trip which can be reset manually or automatically in some cases, the following trips cannot be reset by the auto reset function - error code 10 '**P-def**', error code 17 '**Data-F**', error code 19 '**Data-E**', error code 29 '**STO-F**'.

UL60730-1 Class B trip codes

| Trip Code | Error Code | Error Description | Trip classification | | |
|-----------|------------|--------------------------------|---------------------|---|---|
| 4 | I.t-trP | Motor Thermal Overload (I2t) | B | Drive has tripped on overload after delivering >100% of value in P1-08 for a period of time | Check motor cable length is within the limit specified for the relevant drive (maximum permitted compressor cable length for all models: 10 metres shielded, 20 metres unshielded). Check the load mechanically to ensure it is free, and that no jams, blockages. |
| 8 | O-T | Over Temperature trip | B | Heatsink temperature exceed maximum limit. The limit is set based on the switching frequency. 400 V three phase drives 10kHz 95°C 12kHz 95°C 14kHz 92°C 16kHz 89°C 18kHz 86°C 20kHz 83°C | The heatsink temperature can be displayed in P0-21. A historical log of the last 8 values is stored at 30 second intervals prior to a trip in parameter P0-38. Check the drive ambient temperature. Ensure the drive internal cooling fan is operating. Ensure there is the required space around the drive as shown in section 3.1.8. <i>Frame Size 3, 4 and 5 - Ventilation and Clearance on page 18</i> , and that the cooling airflow path to and from the drive is not restricted. Reduce the effective switching frequency setting in parameter P5-06. Reduce the load on the compressor / drive. |
| 9 | U-T | Under Temperature trip | B | Heatsink Under temperature | Trip occurs when ambient temperature is less than -20°C. The temperature must be raised over -20°C in order to start the drive. |
| 16 | Th-Flt | Thermistor Fault | B | Faulty thermistor on heatsink | If the drive heatsink temperature is within limits, contact the supplier of the drive. See P0-21. |
| 85 | Outph-U | Output Phase U missing | B | Output phase U not connected/detected | Check the compressor connections making sure they are secure and connected. |
| 86 | Outph-V | Output Phase V missing | B | Output phase V not connected/detected | |
| 87 | Outph-W | Output Phase W missing | B | Output phase W not connected/detected | |
| 92 | Ph-L1 | L1 input phase loss | B | Input phase L1 not connected/detected | Check the mains connections making sure they are secure and connected. |
| 93 | Ph-L2 | L2 input phase loss | B | Input phase L2 not connected/detected | |
| 94 | Ph-L3 | L3 input phase loss | B | Input phase L3 not connected/detected | |
| 104 | Rotor-L | Locked rotor has been detected | B | Locked Rotor (stall) | A Locked rotor condition has been detected. |
| 105 | CLB-LK | Class B software lockout | B | UL60730-1 Class B Lockout | If there are 10 trips of any one of the class B trips then the drive will trip on a Class B lockout, which can only be reset after a 2 minute delay or by power cycling the drive. |

5. Diagnostics

5.2. Overload Trips

If the drive trips on O-I or H O-I over current trips there will be a delay before the drive can be reset.

| Trip Number | Time Delay |
|------------------|---|
| First Trip | 2 seconds delay before reset is possible |
| Second Trip | 4 seconds delay before reset is possible |
| Third Trip | 8 seconds delay before reset is possible |
| Fourth Trip | 16 seconds delay before reset is possible |
| Fifth Trip | 32 seconds delay before reset is possible |
| Subsequent Trips | 64 seconds delay before reset is possible |

This is to prevent damage that may occur through enabling the drive into a fault condition.

5.3. Status LED Indication

Two LEDs are used to indicate the drive status as follows:

| Drive Status | LED 1 Status | | LED 2 Status |
|----------------------|---|----------------|------------------------------|
| | Green | Red | Yellow |
| Stop | Slow flashing | Off | Off |
| Inhibit | Slow Flashing | Off | Slow Flashing alternate |
| Running | Constant On | Off | Slow flashing if in overload |
| Standby | Constant On | Off | Blink every 3s |
| Trip / Fault | Off | Constant On | Off |
| Internal Comms Loss | Off | Blink every 3s | Off |
| Oil Return Active | Constant On | Off | Constant On |
| DSP Firmware Upgrade | All three LEDs lights up in order (Green->Yellow->Red->Yellow...) | | |
| IO Firmware Upgrade | All LEDs on with weak light | | |

6. Technical Data

6.1. General

Input Ratings

| | |
|-----------------------------|--|
| Supply Voltage | 380 - 480V ± 10% |
| Maximum Isc | 100kA when installed in a suitable enclosure |
| Supply Frequency | 48 - 62Hz |
| Displacement Power Factor | >0.98 |
| Permissible phase imbalance | 3% maximum |
| Inrush Current | < rated current |
| Power Cycles | 120 per hour evenly spaced |

Output Ratings

| | |
|----------------------------|--|
| Output Power | 400V: 15 - 40kW |
| Overload Capacity | 130% for 10s - see rating tables for detailed values |
| Output Frequency | 0-500Hz |
| Acceleration Time | 0.01 - 600s |
| Deceleration Time | 0.01 - 600s |
| Maximum Motor Cable Length | 10m shielded, 20m unshielded |

Ambient Conditions

| | |
|-------------|--|
| Temperature | Storage: -40°C to 70°C Operation: -20°C to 60°C |
| Altitude | Up to 1000m ASL without derating Up to 2000m ASL derate 1% per 100m above 1000m |
| Humidity | 95% Maximum, non-condensing |
| Vibration | Conforms to EN61800-5-1 |

Environmental

| | |
|-------------------------|---|
| Ingress Protection (IP) | UL open type / IP20 Rear (Through Panel Mounting) UL type 4X |
| Coated PCBs | Designed for operation in 3S2/3C2 environments according to IEC 60721-3-3 |

Programming

| | |
|--------------------|--|
| Modbus RTU (RS485) | Modbus RTU on Pluggable terminals and through RJ45 port |
| PC Tools | PC Tools software for Diagnostics and parameter configuration (RJ45 port only) |
| Keypad | Optional Remote CDS203 LCP with TFT display for diagnostic and programming |

Control Specification

| | |
|----------------|---|
| Output Voltage | 0 - Vin |
| PWM Frequency | 10 - 20kHz |
| Stop Mode | Ramp to stop, Ramp to minimum speed then coast to stop, Coast to stop |
| Skip Frequency | 2 skip frequencies, band user adjustable |
| Control Modes | Modbus RTU (RS485) Terminal Control Digital / Analogue Terminal Control PI mode |

6. Technical Data

I/O Specification

| | |
|-----------------------|--|
| Power Supply | 24 Volt DC, 100mA, Short Circuit Protected |
| Digital Inputs | 1 (24V Positive Logic) |
| Analogue Inputs | 1 (0-10V, 0-20mA, 4-20mA, PTC) |
| Relay Outputs | 1 (AB type) Maximum Voltage 250V AC, 30V DC Switching Current Capacity: 6A AC, 5A DC Resistive Load |
| Safe Torque Off (STO) | Independently approved STO input |

Safe Torque Off (STO)

| | |
|------------------------------|--------|
| EN 61800-5-2:2017 | SIL 3 |
| EN ISO 13849-1:2023 | PL "e" |
| EN 61508 (Part 1 to 7): 2010 | SIL 3 |
| EN 60204-1: 2006 & A1: 2009 | Cat 0 |
| EN IEC 62061:2021 | SIL 3 |

Application Features

| | |
|--|---|
| PI Control | Internal PI Controller. |
| 3 – Step start-up profile | Start-up profile configurable with up to 3-steps to reduce the risk of oil migration and support better charge distribution in the system. |
| Compressor start-up protection | Several configurable built-in compressor protection features including Minimum Compressor On Time, Minimum Compressor Off Time and Compressor Restart Delay. |
| Intelligent Drive Thermal Management | Reduced-load operation of the compressor can be configured under high drive temperatures to prevent nuisance tripping. |
| Intelligent Compressor Thermal Management | Reduced-load operation of the compressor can be configured under continued compressor overload to prevent nuisance tripping. |
| Serial Communications-Loss Fall-Back Speed | The ability to configure the drive to run at a 'safe' speed in the event of a loss of serial communication. Can prevent loss of cooling/heating. |
| Slow Acting Current Limit | Intelligent load management to slowly ramp down the speed of the compressor to prevent excessive current. |
| Compressor Demagnetisation Protection | Configurable peak current trip level to protect against demagnetisation of the compressor. |
| Crankcase heating | Built-in feature to inject current into the compressor to raise or maintain the temperature inside the compressor. |
| Stop Ramp | The stop ramp P2-21 is the setting used to ramp the drive to zero speed when the run command is removed or the stop command is initiated. |
| Oil Return | In some refrigeration systems or heat pumps, it is possible for the oil to migrate to various parts of the circuit leaving a shortage of oil in the sump to lubricate the moving parts of the compressor. The drives Oil return system is designed to mitigate oil migration. |

Maintenance & Diagnostics

| | |
|--------------|--|
| Fault Memory | Last 4 trips stored with time stamp |
| Data Logging | Logging of data prior to last trip for diagnostic purposes: <ul style="list-style-type: none"> ▪ Output Current ▪ Drive Temperature ▪ DC Bus Voltage. |
| Monitoring | Hours Run Meter kWH |

6. Technical Data

Conformance

The CDS203 product range conforms to the relevant safety provisions of the following council directives: 2014/30/EU (EMC) and 2014/35/EU (LVD).

Designed and manufacture is in accordance with the following harmonised European standards:

| | |
|--|--|
| EN 61800-5-1:2007 & A1:2017 & A11:2021 | Adjustable speed electrical power drive systems. Safety requirements. Electrical, thermal and energy. |
| UL61800-5-1 2022 Second Edition | UL listed for Heatsink version UL recognised for Coldplate version Size 3 & 4 only |
| EN 61800-3: 2004 & A1 2012 | Adjustable speed electrical power drive systems. EMC requirements and specific test methods. |
| EN60529: 1992 & A2: 2013 | Specifications for degrees of protection provided by enclosures. |
| UL EN 63000:2018 | Tech documentation for the assessment of electrical and electronic products with respect to the restriction of hazardous substances. |
| UL60730 | UL recognised component. |
| EN60730 | EN 60730-1-2016 (Automatic Electrical controls - General requirements) |

NOTE EN / UL 60730 certification is only applicable to the following part numbers. CDS203-XXXX-XXXX2. Check the product rating label for the UL file number E543895.

6.2. Detailed Product Rating Tables and Fuses

| Part Number | Power Rating | | Input Current A | Max Input Cable Size | | Continuous Output Current A | Overload Output Current A | Maximum Output Cable Size | | Maximum Motor Cable Length | |
|---------------------|--------------|----|--------------------|----------------------|-----|--------------------------------|------------------------------|---------------------------|-----|----------------------------|-------|
| | kW | HP | | mm ² | awg | | | mm ² | awg | m | ft |
| CDS203-34P15K-3FXXX | 15 | 20 | 26.5 | 16 | 6 | 30 | 39 | 16 | 6 | 20/10 | 66/33 |
| CDS203-34P18K-3FXXX | 18.5 | 25 | 30.8 | 16 | 6 | 39 | 50.7 | 16 | 6 | 20/10 | 66/33 |
| CDS203-44P22K-3FXXX | 22 | 30 | 37.9 | 35 | 2 | 46 | 59.8 | 35 | 2 | 20/10 | 66/33 |
| CDS203-44P30K-3FXXX | 30 | 40 | 51.9 | 35 | 2 | 58 | 75.4 | 35 | 2 | 20/10 | 66/33 |
| CDS203-54P40K-3FXXX | 40 | 50 | 65.6 | 35 | 2 | 75 | 97.5 | 35 | 2 | 20/10 | 66/33 |

NOTE Replace 'H' with 'C' for Coldplate version in above table.

NOTE Maximum permissible compressor cable without the use of output filters is 10m with shielded cable and 20m with unshielded cable – for all ratings.

Fuses for installations compliant with IEC61800-5-1

| Part Number | Power Rating | | Fuse (A) | MCB (Type B) |
|---------------------|--------------|----|----------|--------------|
| | kW | HP | | |
| CDS203-34P15K-3FXXX | 15 | 20 | AJT50 | 50 |
| CDS203-34P18K-3FXXX | 18.5 | 25 | AJT50 | 50 |
| CDS203-44P22K-3FXXX | 22 | 30 | AJT80 | 63 |
| CDS203-44P30K-3FXXX | 30 | 40 | AJT80 | 80 |
| CDS203-54P40K-3FXXX | 40 | 50 | AJT100 | 100 |

NOTE Testing was carried out using Ferraz Shawmut AJT fuse range. Fuses / MCB's of a lower rating than in the table above can also be used.

Fuses for installations compliant with UL 61800-5-1

| Part Number | Power Rating | | Fuses |
|---------------------|--------------|----|------------------|
| | kW | HP | |
| CDS203-34P15K-3FXXX | 15 | 20 | A4J50 by Mersen |
| CDS203-34P18K-3FXXX | 18.5 | 25 | A4J50 by Mersen |
| CDS203-44P22K-3FXXX | 22 | 30 | A4J70 by Mersen |
| CDS203-44P30K-3FXXX | 30 | 40 | A4J70 by Mersen |
| CDS203-54P40K-3FXXX | 40 | 50 | AJT100 by Mersen |

NOTE Drive models, CDS203-34P15k-3FXXX, CDS203-34P18k-3FXXX, CDS203-44P22k-3FXXX, CDS203-44P30k-3FXXX & CDS203-54P40k-3FXXX are suitable for use on a circuit capable of delivering not more than 100kA RMS symmetrical Amperes at max Volts and when protected with Class J fuses with ratings in the above table.

6. Technical Data

Fuses for installations compliant with IEC60730 / IEC60335

In the following table 2 fuses in series are specified for compliance with the above standard, both must be used. An alternate to the main combination is also specified.

| Part Number | Power Rating | | Fuses |
|---------------------|--------------|----|--|
| | kW | HP | |
| CDS203-34P15K-3FXXX | 15 | 20 | A4J50 by Mersen and FWP-50A22F by BUSSMANN |
| | | | A4J50 by Mersen and 50FE by BUSSMANN |
| CDS203-34P18K-3FXXX | 18.5 | 25 | A4J50 by Mersen and FWP-50A22F by BUSSMANN |
| | | | A4J50 by Mersen and 50FE by BUSSMANN |
| CDS203-44P22K-3FXXX | 22 | 30 | A4J70 by Mersen and FWP-80A22F by BUSSMANN |
| | | | A4J70 by Mersen and 80FE by BUSSMAN |
| CDS203-44P30K-3FXXX | 30 | 40 | A4J70 by Mersen and FWP-80A22F by BUSSMANN |
| | | | A4J70 by Mersen and 80FE by BUSSMAN |
| CDS203-54P40K-3FXXX | 40 | 50 | N/A |

Fuses for installations compliant with UL60730 / UL60335

In the following table 2 fuses in series are specified for compliance with the above standard, both must be used. An alternate to the main combination is also specified.

| Part Number | Power Rating | | Fuses |
|---------------------|--------------|----|--|
| | kW | HP | |
| CDS203-34P15K-3FXXX | 15 | 20 | A4J50 by Mersen and FWP-50A22F by BUSSMANN |
| | | | A4J50 by Mersen and 50FE by BUSSMANN |
| CDS203-34P18K-3FXXX | 18.5 | 25 | A4J50 by Mersen and FWP-50A22F by BUSSMANN |
| | | | A4J50 by Mersen and 50FE by BUSSMANN |
| CDS203-44P22K-3FXXX | 22 | 30 | A4J70 by Mersen and FWP-80A22F by BUSSMANN |
| | | | A4J70 by Mersen and 80FE by BUSSMAN |
| CDS203-44P30K-3FXXX | 30 | 40 | A4J70 by Mersen and FWP-80A22F by BUSSMANN |
| | | | A4J70 by Mersen and 80FE by BUSSMAN |
| CDS203-54P40K-3FXXX | 40 | 50 | N/A |

WARNING The opening of the branch-circuit protective device may be an indication that a fault has been interrupted. To reduce the risk of fire or electric shock, the Current carrying parts and other components of the controller should be examined and replaced if damaged.

For Canadian coverage:

ATTENTION LE DECLENCHEMENT DU DISPOSITIF DE PROTECTION DU CIRCUIT DE DERIVATION PEUT ETRE DU A UNE COUPURE QUI RESULTE D'UN COURANT DE DEFAUT. POUR LIMITER LE RISQUE D'INCENDIE OU DE CHOC ELECTRIQUE, EXAMINER LES PIECES PORTEUSES DE COURANT ET LES AUTRES ELEMENTS DU CONTROLEUR ET LES REMPLACER S'ILS SONT ENDOMMAGES. EN CAS DE GRILLAGE DE L'ELEMENT TRAVERSE PAR LE COURANT DANS UN RELAIS DE SURCHARGE, LE RELAIS TOUTENTIER DOIT ETRE REMPLACE.

Integral solid state short circuit protection does not provide branch circuit protection. Branch circuit protection must be provided in accordance with the National Electrical Code and any additional local codes or the equivalent.

6. Technical Data

6.3. Temperature and Switching Frequency De-rating Requirements for CDS203

6.3.1 400V 3 Phase Models

CDS203-34P15K-3FH11

The maximum current indicated in the table below is given for a supply voltage of 500V AC. Typical values based on a 400V AC supply are shown in the brackets.

| Switching Frequency | Maximum continuous output current at ambient temperature (°C) | | | | | | |
|---------------------|---|------|------|------|------|-------------|-------------|
| | 0 | 10 | 20 | 30 | 40 | 50 | 60 |
| 10kHz | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| 12kHz* | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| 14kHz | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| 16kHz | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 (30.0) |
| 18kHz | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 29.0 (30.0) | 22.0 (26.0) |
| 20kHz | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 26.0 (28.0) | 12.0 (16.0) |

CDS203-34P18K-3FH21

The maximum current indicated in the table below is given for a supply voltage of 500V AC. Typical values based on a 400V AC supply are shown in the brackets.

| Switching Frequency | Maximum continuous output current at ambient temperature (°C) | | | | | | |
|---------------------|---|------|------|-------------|-------------|-------------|-------------|
| | 0 | 10 | 20 | 30 | 40 | 50 | 60 |
| 10kHz | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 36.0 (38.0) |
| 12kHz* | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 37.0 (39.0) | 33.0 (36.0) |
| 14kHz | 39.0 | 39.0 | 39.0 | 39.0 | 38.0 (39.0) | 35.0 (38.0) | 31.0 (35.0) |
| 16kHz | 39.0 | 39.0 | 39.0 | 39.0 | 37.0 (39.0) | 33.0 (35.0) | 26.0 (30.0) |
| 18kHz | 39.0 | 39.0 | 39.0 | 37.0 (39.0) | 36.0 (39.0) | 29.0 (31.0) | 22.0 (26.0) |
| 20kHz | 39.0 | 39.0 | 39.0 | 36.0 (39.0) | 33.0 (36.0) | 26.0 (28.0) | 12.0 (16.0) |

CDS203-44P22K-3FH11

The maximum current indicated in the table below is given for a supply voltage of 500V AC. Typical values based on a 400V AC supply are shown in the brackets.

| Switching Frequency | Maximum continuous output current at ambient temperature (°C) | | | | | | |
|---------------------|---|------|------|------|------|-------------|-------------|
| | 0 | 10 | 20 | 30 | 40 | 50 | 60 |
| 10kHz | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 |
| 12kHz* | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 44.0 (46.0) |
| 14kHz | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 37.0 (39.0) |
| 16kHz | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 44.0 (46.0) | 24.0 (27.0) |
| 18kHz | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 29.0 (32.0) | 18.0 (21.0) |
| 20kHz | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 24.0 (27.0) | 14.0 (17.0) |

6. Technical Data

CDS203-44P30K-3FH21

The maximum current indicated in the table below is given for a supply voltage of 500V AC. Typical values based on a 400V AC supply are shown in the brackets.

| Switching Frequency | Maximum continuous output current at ambient temperature (°C) | | | | | | |
|---------------------|---|------|------|-------------|-------------|-------------|-------------|
| | 0 | 10 | 20 | 30 | 40 | 50 | 60 |
| 10kHz | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 48.0 (50.0) |
| 12kHz* | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 44.0 (47.0) |
| 14kHz | 58.0 | 58.0 | 58.0 | 58.0 | 56.0 (58.0) | 49.0 (52.0) | 37.0 (39.0) |
| 16kHz | 58.0 | 58.0 | 58.0 | 58.0 | 53.0 (56.0) | 44.0 (47.0) | 24.0 (27.0) |
| 18kHz | 58.0 | 58.0 | 58.0 | 56.0 (58.0) | 50.0 (53.0) | 29.0 (32.0) | 18.0 (21.0) |
| 20kHz | 58.0 | 58.0 | 58.0 | 53.0 (56.0) | 46.0 (49.0) | 24.0 (27.0) | 14.0 (17.0) |

CDS203-54P40K-3FH11

| Switching Frequency | Maximum continuous output current at ambient temperature (°C) | | | | | | |
|---------------------|---|------|------|------|------|------|------|
| | 0 | 10 | 20 | 30 | 40 | 50 | 60 |
| 10kHz | 75.0 | 75.0 | 75.0 | 75.0 | 75.0 | 75.0 | 71.1 |
| 12kHz* | 75.0 | 75.0 | 75.0 | 75.0 | 75.0 | 73.1 | 66.6 |
| 14kHz | 75.0 | 75.0 | 75.0 | 75.0 | 73.0 | 56.9 | 54.5 |
| 16kHz | 75.0 | 75.0 | 75.0 | 75.0 | 67.1 | 50.4 | 46.7 |
| 18kHz | 75.0 | 75.0 | 75.0 | 73.0 | 59.8 | 33.8 | 31.7 |
| 20kHz | 75.0 | 75.0 | 75.0 | 67.5 | 54.4 | 29.3 | 22.2 |

* - Danfoss default setting

- The drive is protected against short-circuit from power output to protective earth for all rated cable lengths, cable sizes and cable types.
- The maximum cable lengths stated here are based on hardware limitations and do NOT take into consideration any requirements for compliance to any EMC standards. Please see section 3.4. *EMC Compliant Installation on page 23* for further information.
- Supply and motor cable sizes should be dimensioned according to local codes or regulations in the country or area of installation.
- For UL compliant installation, use Copper wire with a minimum insulation temperature rating of 70°C, UL Class CC or Class J Fuses.

6. Technical Data

6.4. Input Power Supply Requirements

| | |
|----------------|--|
| Supply Voltage | Frame Size 3 & 4: 380 – 480 Volts for 400 Volt rated units, + / - 10% variation allowed. Frame Size 5: 380 – 415 Volts for 400 Volt rated units, + / - 10% variation allowed. |
| Imbalance | Maximum 3% voltage variation between phase – phase voltages allowed. All CDS203 units have phase imbalance monitoring. A phase imbalance of > 3% will result in the drive tripping. |
| Frequency | 50 – 60Hz + / - 5% Variation. |

6.5. Additional Information for UL Approved Installations

Danfoss CDS203 is designed to meet the UL requirements. In order to ensure full compliance, the following must be fully observed.

| Input Power Supply Requirements | | | | |
|---------------------------------|----------------|-------------|-------------|--------------------------------------|
| Short Circuit Capacity | Voltage Rating | Min kW (HP) | Max kW (HP) | Maximum supply short-circuit current |
| | All | All | All | 100kA rms (AC) |

- All the drives in the above table are suitable for use on a circuit capable of delivering not more than the above specified maximum short-circuit Amperes symmetrical with the specified maximum supply voltage when installed in a suitable enclosure.
- Incoming power supply connection must be according to section 3.4.2. *Incoming Power Connection on page 25.*
- All Danfoss CDS203 units are intended for indoor installation within controlled environments which meet the condition limits shown in section 6.1. *General on page 60.*
- Branch circuit protection must be installed according to the relevant national codes. Fuse ratings and types are shown in section 6.2. *Detailed Product Rating Tables and Fuses on page 62.*
- Suitable power and motor cables should be selected according to the data shown in section 3.4.2. *Incoming Power Connection on page 25* and section 6.2. *Detailed Product Rating Tables and Fuses on page 62.*
- Power cable connections and tightening torques are shown in section 3.1.2. *Before Installation on page 8* and section 3.4.2. *Incoming Power Connection on page 25.*

For Canadian Installations: transient surge suppression shall be installed on the line side of this equipment and shall be rated as shown below, suitable for over voltage category III and shall provide protection for a rated impulse withstand voltage peak of 2.5kV.

| Supply Voltage Rating of the Drive | Phase-Phase Surge Protection Voltage Rating | Phase-Ground Surge Protection Voltage Rating |
|------------------------------------|---|--|
| 380 - 480V AC + / - 10% | 480V AC | 480V AC |

6. Technical Data

6.6. Harmonic Data

Power sizes P15K to P40K 400 Volt CDS203 drives comply with the limits shown in table 5 of EN61800-3-12 with the following minimum values of Rsce shown below. Table 5 is used to determine the permitted harmonic limits due to condition 'f' being met. Linear interpolation of the harmonic limits has been used as permitted by the standard.

CDS203-34P15K-3FXXX (400V 15kW Frame Size 3) – Harmonic Data

| | Individual Harmonic Currents | | | | | | | | | | | |
|----------------------|-------------------------------------|--------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|
| | I5 | I7 | I11 | I13 | I17 | I19 | I23 | I25 | I29 | I31 | I35 | I37 |
| Typical Value | 17.00% | 13.35% | 8.33% | 7.40% | 6.36% | 4.38% | 4.54% | 3.36% | 3.56% | 2.98% | 3.31% | 2.54% |
| Limit for Rsce ≥ 185 | 20.72% | 14.27% | 9.41% | 8.10% | 6.48% | 5.91% | 5.21% | 4.99% | 4.09% | 3.95% | 3.74% | 3.60% |
| | Harmonic current distortion factor% | | | | | | | | | | | |
| | THC/Iref | | | | | | PWHC/Iref | | | | | |
| Typical Value | 26.87% | | | | | | 55.42% | | | | | |
| Limit for Rsce ≥ 185 | 28.41% | | | | | | 55.62% | | | | | |

CDS203-34P18K-3FXXX – (400V 18kW Frame Size 3) Harmonic Data

| | Individual Harmonic Currents | | | | | | | | | | | |
|----------------------|-------------------------------------|--------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|
| | I5 | I7 | I11 | I13 | I17 | I19 | I23 | I25 | I29 | I31 | I35 | I37 |
| Typical Value | 17.24% | 13.05% | 8.60% | 6.89% | 6.18% | 4.30% | 4.53% | 3.15% | 3.66% | 2.70% | 3.40% | 2.31% |
| Limit for Rsce ≥ 185 | 20.39% | 14.03% | 9.20% | 7.90% | 6.34% | 5.76% | 5.09% | 4.88% | 3.98% | 3.85% | 3.65% | 3.52% |
| | Harmonic current distortion factor% | | | | | | | | | | | |
| | THC/Iref | | | | | | PWHC/Iref | | | | | |
| Typical Value | 26.72% | | | | | | 54.20% | | | | | |
| Limit for Rsce ≥ 185 | 27.91% | | | | | | 54.52% | | | | | |

CDS203-44P22K-3FXXX (400V 22kW Frame Size 4) – Harmonic Data

| | Individual Harmonic Currents | | | | | | | | | | | |
|----------------------|-------------------------------------|--------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|
| | I5 | I7 | I11 | I13 | I17 | I19 | I23 | I25 | I29 | I31 | I35 | I37 |
| Typical Value | 17.32% | 12.83% | 8.41% | 7.10% | 6.41% | 4.22% | 4.72% | 3.11% | 3.60% | 2.73% | 3.45% | 2.40% |
| Limit for Rsce ≥ 185 | 20.59% | 14.17% | 9.33% | 8.02% | 6.43% | 5.85% | 5.16% | 4.95% | 4.05% | 3.91% | 3.70% | 3.57% |
| | Harmonic current distortion factor% | | | | | | | | | | | |
| | THC/Iref | | | | | | PWHC/Iref | | | | | |
| Typical Value | 26.82% | | | | | | 55.03% | | | | | |
| Limit for Rsce ≥ 185 | 28.21% | | | | | | 55.18% | | | | | |

CDS203-44P30K-3FXXX (400V 30kW Frame Size 4) – Harmonic Data

| | Individual Harmonic Currents | | | | | | | | | | | |
|----------------------|-------------------------------------|--------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|
| | I5 | I7 | I11 | I13 | I17 | I19 | I23 | I25 | I29 | I31 | I35 | I37 |
| Typical Value | 16.99% | 13.18% | 8.64% | 6.99% | 6.45% | 4.12% | 4.70% | 2.94% | 3.58% | 2.52% | 3.30% | 1.94% |
| Limit for Rsce ≥ 185 | 20.72% | 14.27% | 9.41% | 8.10% | 6.48% | 5.91% | 5.21% | 4.99% | 4.09% | 3.95% | 3.74% | 3.60% |
| | Harmonic current distortion factor% | | | | | | | | | | | |
| | THC/Iref | | | | | | PWHC/Iref | | | | | |
| Typical Value | 26.72% | | | | | | 53.31% | | | | | |
| Limit for Rsce ≥ 185 | 28.41% | | | | | | 55.62% | | | | | |

6. Technical Data

CDS203-54P40K-3FXXX (400V 40kW Frame Size 5) – Harmonic Data

| | Individual Harmonic Currents | | | | | | | | | | | |
|----------------------|-------------------------------------|--------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|
| | I5 | I7 | I11 | I13 | I17 | I19 | I23 | I25 | I29 | I31 | I35 | I37 |
| Typical Value | 17.01% | 13.32% | 8.33% | 7.27% | 6.03% | 4.66% | 4.86% | 2.95% | 3.56% | 2.47% | 3.04% | 2.44% |
| Limit for Rsce ≥ 185 | 20.19% | 13.89% | 9.08% | 7.77% | 6.25% | 5.67% | 5.01% | 4.81% | 3.92% | 3.80% | 3.59% | 3.46% |
| | Harmonic current distortion factor% | | | | | | | | | | | |
| | THC/Iref | | | | | | PWHC/Iref | | | | | |
| Typical Value | 26.77% | | | | | | 53.78% | | | | | |
| Limit for Rsce ≥ 185 | 27.60% | | | | | | 53.85% | | | | | |

7. Useful Conversions and Formulae

Table showing the electrical frequency of the power applied to the motor and the rotational speed of the motor in both rpm (revolutions per minute) and rps (revolutions per second) for motors with different number of electrical poles:

| 6 Poles | | |
|---------|------|-----|
| Hz | rpm | rps |
| 15 | 300 | 5 |
| 30 | 600 | 10 |
| 45 | 900 | 15 |
| 60 | 1200 | 20 |
| 75 | 1500 | 25 |
| 90 | 1800 | 30 |
| 105 | 2100 | 35 |
| 120 | 2400 | 40 |
| 135 | 2700 | 45 |
| 150 | 3000 | 50 |
| 165 | 3300 | 55 |
| 180 | 3600 | 60 |
| 195 | 3900 | 65 |
| 210 | 4200 | 70 |
| 225 | 4500 | 75 |
| 240 | 4800 | 80 |
| 255 | 5100 | 85 |
| 270 | 5400 | 90 |
| 285 | 5700 | 95 |
| 300 | 6000 | 100 |
| 315 | 6300 | 105 |
| 330 | 6600 | 110 |
| 345 | 6900 | 115 |
| 360 | 7200 | 120 |
| 375 | 7500 | 125 |
| 390 | 7800 | 130 |
| 405 | 8100 | 135 |
| 420 | 8400 | 140 |

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