



Design Guide

VLT[®] HVAC Drive FC 102

110–800 kW, Enclosure Sizes D and E



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1 Introduction

1.1 Purpose of the Design Guide

This design guide is intended for:

- Project and systems engineers.
- Design consultants.
- Application and product specialists.

The design guide provides technical information to understand the capabilities of the drive for integration into motor control and monitoring systems.

VLT® is a registered trademark.

1.2 Additional Resources

Other resources are available to understand advanced drive operation, programming, and directives compliance.

- The *operating guide* provides detailed information for the installation and start-up of the drive.
- The *programming guide* provides greater detail on how to work with parameters and includes many application examples.
- The *VLT® FC Series - Safe Torque Off Operating Guide* describes how to use Danfoss drives in functional safety applications. This manual is supplied with the drive when the Safe Torque Off option is present.
- The *VLT® Brake Resistor MCE 101 Design Guide* describes how to select the optimal brake resistor.
- The *VLT® Advanced Harmonic Filters AHF 005/AHF 010 Design Guide* describes harmonics, various mitigation methods, and the operating principle of the advanced harmonics filter. This guide also describes how to select the correct advanced harmonics filter for a particular application.
- The *Output Filters Design Guide* explains why it is necessary to use output filters for certain applications, and how to select the optimal dU/dt or sine-wave filter.
- Optional equipment is available that can change some of the information described in these publications. For specific requirements, see the instructions supplied with the options.

Supplementary publications and manuals are available from Danfoss. See drives.danfoss.com/downloads/portal/#/ for listings.

1.3 Document and Software Version

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

| Edition | Remarks | Software version |
|----------|-----------------------|------------------|
| MG16Z2xx | Added D1h–D8h content | 5.11 |

Table 1.1 Document and Software Version

1.4 Conventions

- Numbered lists indicate procedures.
- Bullet lists indicate other information and description of illustrations.
- Italicized text indicates:
 - Cross-reference.
 - Link.
 - Footnote.
 - Parameter name, parameter group name, parameter option.
- All dimensions in drawings are in mm (in).
- An asterisk (*) indicates a default setting of a parameter.

2 Safety

2.1 Safety Symbols

The following symbols are used in this guide:

⚠️ WARNING

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

⚠️ CAUTION

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

NOTICE

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

2.2 Qualified Personnel

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

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

2.3 Safety Precautions

⚠️ WARNING

HIGH VOLTAGE

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

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

⚠️ WARNING

DISCHARGE TIME

The drive contains DC-link capacitors, which can remain charged even when the drive is not powered. High voltage can be present even when the warning LED indicator lights are off. Failure to wait for the specified amount of time listed in *Table 2.1* after power has been removed before performing service or repair work can result in death or serious injury.

1. Stop the motor.
2. Disconnect AC mains and remote DC-link supplies, including battery back-ups, UPS, and DC-link connections to other drives.
3. Disconnect or lock motor.
4. Wait for the capacitors to discharge fully. Refer to *Table 2.1*.
5. Before performing any service or repair work, use an appropriate voltage measuring device to make sure that the capacitors are fully discharged.

| Voltage | Power rating (normal overload) | Enclosure | Minutes to discharge |
|---------|--------------------------------|-----------|----------------------|
| 380–480 | 110–315 kW 150–450 hp | D1h–D8h | 20 |
| 380–480 | 355–560 kW 500–750 hp | E1h–E4h | 40 |
| 525–690 | 75–400 kW 75–400 hp | D1h–D8h | 20 |
| 525–690 | 450–800 kW 450–950 hp | E1h–E4h | 40 |

Table 2.1 Discharge Time for Enclosures D1h–D8h and E1h–E4h

⚠️ WARNING

LEAKAGE CURRENT HAZARD

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

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

NOTICE

MAINS SHIELD SAFETY OPTION

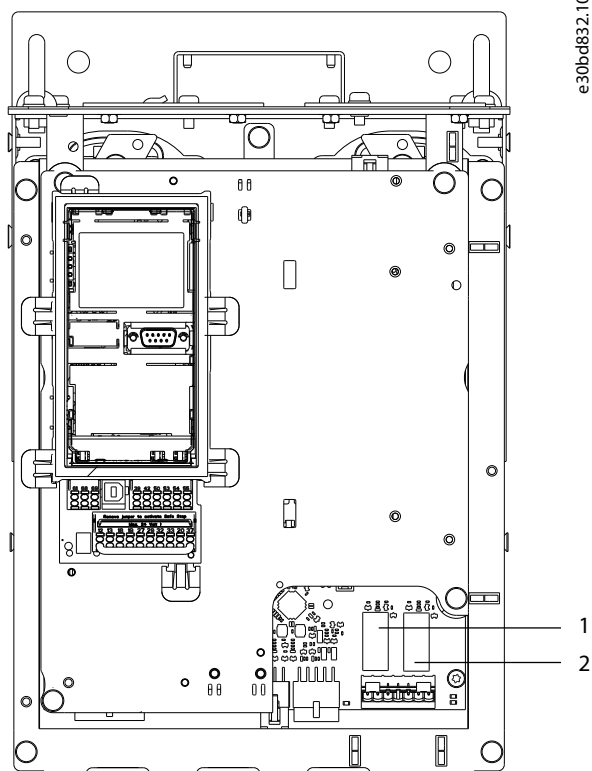
A mains shield option is available for enclosures with a protection rating of IP21/IP54 (Type 1/Type 12). The mains shield is a cover installed inside the enclosure to protect against the accidental touch of the power terminals, according to BGV A2, VBG 4.

2.3.1 ADN-compliant Installation

2

To prevent spark formation in accordance with the European Agreement concerning International Carriage of Dangerous Goods by Inland Waterways (ADN), take precautions for drives with protection rating of IP00 (Chassis), IP20 (Chassis), IP21 (Type 1), or IP54 (Type 12).

- Do not install a mains switch.
- Ensure that *parameter 14-50 RFI Filter* is set to [1] On.
- Remove all relay plugs marked *RELAY*. See *Illustration 2.1*.
- Check which relay options are installed, if any. The only allowed relay option is VLT® Extended Relay Card MCB 113.



| | |
|------|-------------|
| 1, 2 | Relay plugs |
|------|-------------|

Illustration 2.1 Location of Relay Plugs

3 Approvals and Certifications

This section provides a brief description of the various approvals and certifications that are found on Danfoss drives. Not all approvals are found on all drives.

3.1 Regulatory/Compliance Approvals

NOTICE

IMPOSED LIMITATIONS ON THE OUTPUT FREQUENCY

From software version 3.92 onwards, the output frequency of the drive is limited to 590 Hz due to export control regulations.

3.1.1.1 CE Mark

The CE mark (Communauté Européenne) indicates that the product manufacturer conforms to all applicable EU directives. The EU directives applicable to the design and manufacture of drives are listed in *Table 3.1*.

NOTICE

The CE mark does not regulate the quality of the product. Technical specifications cannot be deduced from the CE mark.

| EU Directive | Version |
|-----------------------------------|-------------|
| Low Voltage Directive | 2014/35/EU |
| EMC Directive | 2014/30/EU |
| Machinery Directive ¹⁾ | 2014/32/EU |
| ErP Directive | 2009/125/EC |
| ATEX Directive | 2014/34/EU |
| RoHS Directive | 2002/95/EC |

Table 3.1 EU Directives Applicable to Drives

1) Machinery Directive conformance is only required for drives with an integrated safety function.

NOTICE

Drives with an integrated safety function, such as Safe Torque Off (STO), must comply with the Machinery Directive.

Declarations of conformity are available on request.

Low Voltage Directive

Drives must be CE-labeled in accordance with the Low Voltage Directive of January 1, 2014. The Low Voltage Directive applies to all electrical equipment in the 50–1000 V AC and the 75–1500 V DC voltage ranges.

The aim of the directive is to ensure personal safety and avoid property damage when operating electrical equipment that is installed, maintained, and used as intended.

EMC Directive

The purpose of the EMC (electromagnetic compatibility) Directive is to reduce electromagnetic interference and enhance immunity of electrical equipment and installations. The basic protection requirement of the EMC Directive is that devices that generate electromagnetic interference (EMI), or whose operation can be affected by EMI, must be designed to limit the generation of electromagnetic interference. The devices must have a suitable degree of immunity to EMI when properly installed, maintained, and used as intended.

Electrical equipment devices used alone or as part of a system must bear the CE mark. Systems do not require the CE mark, but must comply with the basic protection requirements of the EMC Directive.

Machinery Directive

The aim of the Machinery Directive is to ensure personal safety and avoid property damage to mechanical equipment used in its intended application. The Machinery Directive applies to a machine consisting of an aggregate of interconnected components or devices of which at least 1 is capable of mechanical movement.

Drives with an integrated safety function must comply with the Machinery Directive. Drives without a safety function do not fall under the Machinery Directive. If a drive is integrated into a machinery system, Danfoss can provide information on safety aspects relating to the drive.

When drives are used in machines with at least 1 moving part, the machine manufacturer must provide a declaration stating compliance with all relevant statutes and safety measures.

3.1.1.2 ErP Directive

The ErP Directive is the European Ecodesign Directive for energy-related products, including drives. The aim of the directive is to increase energy efficiency and the level of protection of the environment, while increasing the security of the energy supply. Environmental impact of energy-related products includes energy consumption throughout the entire product life cycle.

3.1.1.3 UL Listing

The Underwriters Laboratory (UL) mark certifies the safety of products and their environmental claims based on standardized testing. Drives of voltage T7 (525–690 V) are UL-certified for only 525–600 V. The drive complies with UL 61800-5-1 thermal memory retention requirements. For more information, refer to *chapter 10.6.1 Motor Thermal Protection*.

3.1.1.4 CSA/cUL

The CSA/cUL approval is for AC drives of voltage rated at 600 V or lower. The standard ensures that, when the drive is installed according to the provided operating/installation guide, the equipment meets the UL standards for electrical and thermal safety. This mark certifies that the product performs to all required engineering specifications and testing. A certificate of compliance is provided on request.

3.1.1.5 EAC

The EurAsian Conformity (EAC) mark indicates that the product conforms to all requirements and technical regulations applicable to the product per the EurAsian Customs Union, which is composed of the member states of the EurAsian Economic Union.

The EAC logo must be both on the product label and on the packaging label. All products used within the EAC area, must be bought at Danfoss inside the EAC area.

3.1.1.6 UKrSEPRO

UKrSEPRO certificate ensures quality and safety of both products and services, in addition to manufacturing stability according to Ukrainian regulatory standards. The UkrSepero certificate is a required document to clear customs for any products coming into and out of the territory of Ukraine.

3.1.1.7 TÜV

TÜV SÜD is a European safety organization which certifies the functional safety of the drive in accordance to EN/IEC 61800-5-2. The TÜV SÜD both tests products and monitors their production to ensure that companies stay compliant with their regulations.

3.1.1.8 RCM

The Regulatory Compliance Mark (RCM) indicates compliance with telecommunications and EMC/radio-communications equipment per the Australian Communications and Media Authorities EMC labeling notice. RCM is now a single compliance mark covering both the A-Tick and the C-Tick compliance marks. RCM compliance is required for placing electrical and electronic devices on the market in Australia and New Zealand.

3.1.1.9 Marine

Marine applications - ships and oil/gas platforms - must be certified by 1 of more marine certification societies to receive a regulatory license and insurance. Danfoss VLT® HVAC Drive series drives are certified by up to 12 different marine classification societies.

To view or print marine approvals and certificates, go to the download area at drives.danfoss.com/industries/marine-and-offshore/marine-type-approvals/#/.

3.1.2 Export Control Regulations

Drives can be subject to regional and/or national export control regulations.

An ECCN number is used to classify all drives that are subject to export control regulations. The ECCN number is provided in the documents accompanying the drive.

In case of re-export, it is the responsibility of the exporter to ensure compliance with the relevant export control regulations.

3.2 Enclosure Protection Ratings

The VLT® drive series are available in various enclosure protection to accommodate the needs of the application. Enclosure protection ratings are provided based on 2 international standards:

- UL type validates that the enclosures meet NEMA (National Electrical Manufacturers Association) standards. The construction and testing requirements for enclosures are provided in NEMA Standards Publication 250-2003 and UL 50, Eleventh Edition.
- IP (Ingress Protection) ratings outlined by IEC (International Electrotechnical Commission) in the rest of the world.

Standard Danfoss VLT® drive series are available in various enclosure protections to meet the requirements of IP00 (Chassis), IP20 (Protected chassis) or IP21 (UL Type 1), or IP54 (UL Type 12). In this manual, UL Type is written as Type. For example, IP21/Type 1.

UL type standard

Type 1 – Enclosures constructed for indoor use to provide a degree of protection to personnel against incidental contact with the enclosed units and to provide a degree of protection against falling dirt.

Type 12 – General-purpose enclosures are intended for use indoors to protect the enclosed units against the following:

- Fibers
- Lint
- Dust and dirt
- Light splashing
- Seepage
- Dripping and external condensation of noncorrosive liquids

There can be no holes through the enclosure and no conduit knockouts or conduit openings, except when used with oil-resistant gaskets to mount oil-tight or dust-tight mechanisms. Doors are also provided with oil-resistant gaskets. In addition, enclosures for combination controllers have hinged doors, which swing horizontally and require a tool to open.

IP standard

Table 3.2 provides a cross-reference between the 2 standards. Table 3.3 demonstrates how to read the IP number and then defines the levels of protection. The drives meet the requirements of both.

| NEMA and UL | IP |
|-------------------|------|
| Chassis | IP00 |
| Protected chassis | IP20 |
| Type 1 | IP21 |
| Type 12 | IP54 |

Table 3.2 NEMA and IP Number Cross-reference

| 1 st digit | 2 nd digit | Level of protection |
|-----------------------|-----------------------|--|
| 0 | – | No protection. |
| 1 | – | Protected to 50 mm (2.0 in). No hands would be able to get into the enclosure. |
| 2 | – | Protected to 12.5 mm (0.5 in). No fingers would be able to get into the enclosure. |
| 3 | – | Protected to 2.5 mm (0.1 in). No tools would be able to get into the enclosure. |
| 4 | – | Protected to 1.0 mm (0.04 in). No wires would be able to get into the enclosure. |
| 5 | – | Protected against dust – limited entry. |
| 6 | – | Protected totally against dust. |
| – | 0 | No protection. |
| – | 1 | Protected from vertical dripping water. |
| – | 2 | Protected from dripping water at 15° angle. |
| – | 3 | Protected from water at 60° angle. |
| – | 4 | Protected from splashing water. |
| – | 5 | Protected from water jets. |
| – | 6 | Protected from strong water jets. |
| – | 7 | Protected from temporary immersion. |
| – | 8 | Protected from permanent immersion. |

Table 3.3 IP Number Breakdown

4 Product Overview

4.1 VLT® High-power Drives

The VLT® drives described in this manual are available as free-standing, wall-mounted, or cabinet-mounted units. Each VLT® drive is configurable, compatible, and efficiency-optimized for all standard motor types, which avoids the restrictions of motor-drive package deals.

Benefits of VLT® drives

- Available in various enclosure sizes and protection ratings.
- 98% efficiency reduces operating costs.
- Unique back-channel cooling design reduces the need for more cooling equipment, resulting in lower installation and recurring costs.
- Lower power consumption for control room cooling equipment.
- Reduced ownership costs.
- Consistent user interface across the entire range of Danfoss drives.
- Application-oriented start-up wizards.
- Multi-language user interface.

4.2 Enclosure Size by Power Rating

| kW ¹⁾ | hp ¹⁾ | Available enclosures |
|------------------|------------------|----------------------|
| 110 | 150 | D1h/D3h/D5h/D6h |
| 132 | 200 | D1h/D3h/D5h/D6h |
| 160 | 250 | D1h/D3h/D5h/D6h |
| 200 | 300 | D2h/D4h/D7h/D8h |
| 250 | 350 | D2h/D4h/D7h/D8h |
| 315 | 450 | D2h/D4h/D7h/D8h |
| 355 | 500 | E1h/E3h |
| 400 | 600 | E1h/E3h |
| 450 | 600 | E1h/E3h |
| 500 | 650 | E2h/E4h |
| 560 | 750 | E2h/E4h |

Table 4.1 Enclosure Power Ratings, 380–480 V

1) All power ratings are taken at normal overload.
Output is measured at 400 V (kW) and 460 V (hp).

| kW ¹⁾ | hp ¹⁾ | Available enclosures |
|------------------|------------------|----------------------|
| 75 | 75 | D1h/D3h/D5h/D6h |
| 90 | 100 | D1h/D3h/D5h/D6h |
| 110 | 125 | D1h/D3h/D5h/D6h |
| 132 | 150 | D1h/D3h/D5h/D6h |
| 160 | 200 | D1h/D3h/D5h/D6h |
| 200 | 250 | D2h/D4h/D7h/D8h |
| 250 | 300 | D2h/D4h/D7h/D8h |
| 315 | 350 | D2h/D4h/D7h/D8h |
| 400 | 400 | D2h/D4h/D7h/D8h |
| 450 | 450 | E1h/E3h |
| 500 | 500 | E1h/E3h |
| 560 | 600 | E1h/E3h |
| 630 | 650 | E1h/E3h |
| 710 | 750 | E2h/E4h |
| 800 | 950 | E2h/E4h |

Table 4.2 Enclosure Power Ratings, 525–690 V

1) All power ratings are taken at normal overload.
Output is measured at 690 V (kW) and 575 V (hp).

4.3 Overview of Enclosures, 380–480 V

| Enclosure size | D1h | D2h | D3h | D4h | D5h | D6h | D7h | D8h |
|--------------------------------------|------------|-------------|---|--|-------------|-------------|-------------|-------------|
| Power rating¹⁾ | | | | | | | | |
| Output at 400 V (kW) | 110–160 | 200–315 | 110–160 | 200–315 | 110–160 | 110–160 | 200–315 | 200–315 |
| Output at 460 V (hp) | 150–250 | 300–450 | 150–250 | 300–450 | 150–250 | 150–250 | 300–450 | 300–450 |
| Protection rating | | | | | | | | |
| IP | IP21/54 | IP21/54 | IP20 | IP20 | IP21/54 | IP21/54 | IP21/54 | IP21/54 |
| NEMA | Type 1/12 | Type 1/12 | Type Chassis | Type Chassis | Type 1/12 | Type 1/12 | Type 1/12 | Type 1/12 |
| Hardware options²⁾ | | | | | | | | |
| Stainless steel back channel | O | O | O | O | O | O | O | O |
| Mains shielding | O | O | – | – | O | O | O | O |
| Space heater | O | O | – | – | O | O | O | O |
| RFI filter (Class A1) | O | O | O | O | O | O | O | O |
| Safe torque off | S | S | S | S | S | S | S | S |
| No LCP | O | O | O | O | O | O | O | O |
| Numerical LCP | O | O | O | O | O | O | O | O |
| Graphical LCP | O | O | O | O | O | O | O | O |
| Fuses | O | O | O | O | O | O | O | O |
| Heat sink access ³⁾ | O | O | O | O | O | O | O | O |
| Brake chopper | – | – | O | O | O | O | O | O |
| Regeneration terminals | – | – | O | O | O | O | O | O |
| Loadshare terminals | – | – | O | O | – | – | – | – |
| Fuses + loadshare | – | – | O | O | – | – | – | – |
| Disconnect | – | – | – | – | – | O | – | O |
| Circuit breakers | – | – | – | – | – | O | – | O |
| Contactors | – | – | – | – | – | O | – | O |
| 24 V DC supply | O | O | O | O | O | O | O | O |
| Dimensions | | | | | | | | |
| Height, mm (in) | 901 (35.5) | 1107 (43.6) | 909 (35.8) 1004 (39.5) ⁴⁾ | 1027 (40.4) 1027 (40.4) ⁴⁾ | 1324 (52.1) | 1663 (65.5) | 1978 (77.9) | 2284 (89.9) |
| Width, mm (in) | 325 (12.8) | 325 (12.8) | 250 (9.8) | 375 (14.8) | 325 (12.8) | 325 (12.8) | 420 (16.5) | 420 (16.5) |
| Depth, mm (in) | 379 (14.9) | 379 (14.9) | 375 (14.8) | 375 (14.8) | 381 (15.0) | 381 (15.0) | 386 (15.2) | 406 (16.0) |
| Weight, kg (lb) | 62 (137) | 125 (276) | 62 (137) 108 (238) ⁴⁾ | 125 (276) 179 (395) ⁴⁾ | 99 (218) | 128 (282) | 185 (408) | 232 (512) |

Table 4.3 D1h–D8h Drives, 380–480 V

1) All power ratings are taken at normal overload. Output is measured at 400 V (kW) and 460 V (hp).

2) S = standard, O = optional, and a dash indicates that the option is unavailable.

3) Heat sink access is not available with stainless steel back-channel option.

4) With optional load share and regen terminals.

| Enclosure size | E1h | E2h | E3h | E4h |
|--------------------------------------|-------------|-------------|--------------------|--------------------|
| Power rating¹⁾ | | | | |
| Output at 400 V (kW) | 355–450 | 500–560 | 355–450 | 500–560 |
| Output at 460 V (hp) | 500–600 | 650–750 | 500–600 | 650–750 |
| Protection rating | | | | |
| IP | IP21/54 | IP21/54 | IP20 ²⁾ | IP20 ²⁾ |
| UL type | Type 1/12 | Type 1/12 | Chassis | Chassis |
| Hardware options³⁾ | | | | |
| Stainless steel back channel | O | O | O | O |
| Mains shielding | O | O | – | – |
| Space heater | O | O | – | – |
| RFI filter (Class A1) | O | O | O | O |
| Safe torque off | S | S | S | S |
| No LCP | O | O | O | O |
| Graphical LCP | O | O | O | O |
| Fuses | S | S | O | O |
| Heat sink access | O | O | O | O |
| Brake chopper | O | O | O | O |
| Regen terminals | O | O | O | O |
| Load share terminals | – | – | O | O |
| Fuses + load share | – | – | O | O |
| Disconnect | O | O | – | – |
| Circuit breakers | – | – | – | – |
| Contactors | – | – | – | – |
| 24 V DC supply (SMPS, 5 A) | – | – | – | – |
| Dimensions | | | | |
| Height, mm (in) | 2043 (80.4) | 2043 (80.4) | 1578 (62.1) | 1578 (62.1) |
| Width, mm (in) | 602 (23.7) | 698 (27.5) | 506 (19.9) | 604 (23.9) |
| Depth, mm (in) | 513 (20.2) | 513 (20.2) | 482 (19.0) | 482 (19.0) |
| Weight, kg (lb) | 295 (650) | 318 (700) | 272 (600) | 295 (650) |

Table 4.4 E1h–E4h Drives, 380–480 V

1) All power ratings are taken at normal overload. Output is measured at 400 V (kW) and 460 V (hp).

2) If the enclosure is configured with load share or regen terminals, then the protection rating is IP00, otherwise the protection rating is IP20.

3) S = standard, O = optional, and a dash indicates that the option is unavailable.

4.4 Overview of Enclosures, 525–690 V

4

| Enclosure size | D1h | D2h | D3h | D4h | D5h | D6h | D7h | D8h |
|--------------------------------------|------------|-------------|---|--|-------------|-------------|-------------|-------------|
| Power rating¹⁾ | | | | | | | | |
| Output at 690 V (kW) | 75–160 | 200–400 | 75–160 | 200–400 | 75–160 | 75–160 | 200–400 | 200–400 |
| Output at 575 V (hp) | 75–200 | 250–400 | 75–200 | 250–400 | 75–200 | 75–200 | 250–400 | 250–400 |
| Protection rating | | | | | | | | |
| IP | IP21/54 | IP21/54 | IP20 | IP20 | IP21/54 | IP21/54 | IP21/54 | IP21/54 |
| NEMA | Type 1/12 | Type 1/12 | Type Chassis | Type Chassis | Type 1/12 | Type 1/12 | Type 1/12 | Type 1/12 |
| Hardware options²⁾ | | | | | | | | |
| Stainless steel back-channel | – | – | O | O | – | – | – | – |
| Mains shielding | O | O | O | O | O | O | O | O |
| Space heater | O | O | O | O | O | O | O | O |
| Safe torque off | S | S | S | S | S | S | S | S |
| No LCP | O | O | O | O | O | O | O | O |
| Numerical LCP | O | O | O | O | O | O | O | O |
| Graphical LCP | O | O | O | O | O | O | O | O |
| Fuses | O | O | O | O | O | O | O | O |
| Heat sink access ³⁾ | O | O | O | O | O | O | O | O |
| Brake chopper | – | – | O | O | O | O | O | XO |
| Regeneration terminals | – | – | O | O | – | – | – | – |
| Loadshare terminals | – | – | O | O | O | O | O | O |
| Fuses + loadshare | – | – | O | O | – | – | – | – |
| Disconnect | – | – | – | – | O | O | O | O |
| Circuit breakers | – | – | – | – | – | O | – | O |
| Contactors | – | – | – | – | – | O | – | O |
| 24 V DC supply | O | O | O | O | O | O | O | O |
| Dimensions | | | | | | | | |
| Height, mm (in) | 901 (35.5) | 1107 (43.6) | 909 (35.8) 1004 (39.5) ⁴⁾ | 1027 (40.4) 1027 (40.4) ⁴⁾ | 1324 (52.1) | 1663 (65.5) | 1978 (77.9) | 2284 (89.9) |
| Width, mm (in) | 325 (12.8) | 325 (12.8) | 250 (9.8) | 375 (14.8) | 325 (12.8) | 325 (12.8) | 420 (16.5) | 420 (16.5) |
| Depth, mm (in) | 379 (14.9) | 379 (14.9) | 375 (14.8) | 375 (14.8) | 381 (15.0) | 381 (15.0) | 386 (15.2) | 406 (16.0) |
| Weight, kg (lb) | 62 (137) | 125 (276) | 62 (137) 108 (238) ⁴⁾ | 125 (276) 179 (395) ⁴⁾ | 99 (218) | 128 (282) | 185 (408) | 232 (512) |

Table 4.5 D1h–D8h Drives, 525–690 V

1) All power ratings are taken at normal overload. Output is measured at 690 V (kW) and 575 V (hp).

2) S = standard, O = optional, and a dash indicates that the option is unavailable.

3) Heat sink access is not available with stainless steel back-channel option.

4) With optional load share and regen terminals.

| Enclosure size | E1h | E2h | E3h | E4h |
|--------------------------------------|-------------|-------------|--------------------|--------------------|
| Power rating¹⁾ | | | | |
| Output at 690 V (kW) | 450–630 | 710–800 | 450–630 | 710–800 |
| Output at 575 V (hp) | 450–650 | 750–950 | 450–650 | 750–950 |
| Protection rating | | | | |
| IP | IP21/54 | IP21/54 | IP20 ²⁾ | IP20 ²⁾ |
| UL type | Type 1/12 | Type 1/12 | Chassis | Chassis |
| Hardware options³⁾ | | | | |
| Stainless steel back channel | O | O | O | O |
| Mains shielding | O | O | – | – |
| Space heater | O | O | – | – |
| RFI filter (Class A1) | – | – | – | – |
| Safe torque off | S | S | S | S |
| No LCP | O | O | O | O |
| Graphical LCP | O | O | O | O |
| Fuses | S | S | O | O |
| Heat sink access | O | O | O | O |
| Brake chopper | O | O | O | O |
| Regen terminals | O | O | O | O |
| Load share terminals | – | – | O | O |
| Fuses + load share | – | – | O | O |
| Disconnect | O | O | – | – |
| Circuit breakers | – | – | – | – |
| Contactors | – | – | – | – |
| 24 V DC supply (SMPS, 5 A) | – | – | – | – |
| Dimensions | | | | |
| Height, mm (in) | 2043 (80.4) | 2043 (80.4) | 1578 (62.1) | 1578 (62.1) |
| Width, mm (in) | 602 (23.7) | 698 (27.5) | 506 (19.9) | 604 (23.9) |
| Depth, mm (in) | 513 (20.2) | 513 (20.2) | 482 (19.0) | 482 (19.0) |
| Weight, kg (lb) | 295 (650) | 318 (700) | 272 (600) | 295 (650) |

Table 4.6 E1h–E4h Drives, 525–690 V

1) All power ratings are taken at normal overload. Output is measured at 690 V (kW) and 575 V (hp).

2) If the enclosure is configured with load share or regen terminals, then the protection rating is IP00, otherwise the protection rating is IP20.

3) S = standard, O = optional, and a dash indicates that the option is unavailable.

4.5 Kit Availability

| Kit description ¹⁾ | D1h | D2h | D3h | D4h | D5h | D6h | D7h | D8h | E1h | E2h | E3h | E4h |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NEMA 3R outdoor weather shield | O | O | - | - | - | - | - | - | - | - | - | - |
| NEMA 3R protection for in-back/out-back cooling kit | - | - | O | O | - | - | - | - | - | - | - | - |
| USB in door | O | O | O | O | O | O | O | O | S | S | - | - |
| LCP, numerical | O | O | O | O | O | O | O | O | O | O | O | O |
| LCP, graphical ²⁾ | O | O | O | O | O | O | O | O | O | O | O | O |
| LCP cable, 3 m (9 ft) | O | O | O | O | O | O | O | O | O | O | O | O |
| Mounting kit for numerical LCP (LCP, fasteners, gasket, and cable) | O | O | O | O | O | O | O | O | O | O | O | O |
| Mounting kit for graphical LCP (LCP, fasteners, gasket, and cable) | O | O | O | O | O | O | O | O | O | O | O | O |
| Mounting kit for all LCPs (fasteners, gasket, and cable) | O | O | O | O | O | O | O | O | O | O | O | O |
| Mains shield | - | - | - | - | - | - | - | - | O | O | - | - |
| Grounding bar | - | - | - | - | - | - | - | - | O | O | - | - |
| Input plate option | O | O | O | O | O | O | O | O | - | - | - | - |
| Terminal blocks | O | O | O | O | O | O | O | O | O | O | O | O |
| Top entry for fieldbus cables | O | O | O | O | O | O | O | O | O | O | O | O |
| Pedestal | O | O | - | - | O | O | O | O | S | S | - | - |
| In bottom/out-top cooling | - | - | O | O | - | - | - | - | - | - | O | O |
| In bottom/out-back cooling | O | O | O | O | - | - | - | - | - | - | O | O |
| In back/out-top cooling | - | - | - | - | - | - | - | - | - | - | O | O |
| In back/out-back cooling | O | O | O | O | O | O | O | O | O | O | O | O |
| Out top (only) cooling | - | - | O | O | - | - | - | - | - | - | - | - |

Table 4.7 Available Kits for Enclosures D1h–D8h and E1h–E4h

1) S = standard, O = optional, and a dash indicates that the kit is unavailable for that enclosure. For kit descriptions and part numbers, see chapter 13.2.6 Ordering Numbers for D1h–D8h Kits and chapter 13.2.7 Ordering Numbers for E1h–E4h Kits.

2) The graphical LCP comes standard with enclosures D1h–D8h and E1h–E4h. If more than 1 graphical LCP is required, the kit is available for purchase.

5 Product Features

5.1 Automated Operational Features

Automated operational features are active when the drive is operating. Most of them require no programming or set-up. The drive has a range of built-in protection functions to protect itself and the motor when it runs.

For details of any set-up required, in particular motor parameters, refer to the *programming guide*.

5.1.1 Short-circuit Protection

Motor (phase-to-phase)

The drive is protected against short circuits on the motor side by current measurement in each of the 3 motor phases. A short circuit between 2 output phases causes an overcurrent in the inverter. The inverter is turned off when the short circuit current exceeds the allowed value (*Alarm 16, Trip Lock*).

Mains side

A drive that works correctly limits the current it can draw from the supply. Still, it is recommended to use fuses and/or circuit breakers on the supply side as protection if there is component break-down inside the drive (1st fault). Mains side fuses are mandatory for UL compliance.

NOTICE

To ensure compliance with IEC 60364 for CE or NEC 2009 for UL, it is mandatory to use fuses and/or circuit breakers.

Brake resistor

The drive is protected from a short circuit in the brake resistor.

Load sharing

To protect the DC bus against short circuits and the drives from overload, install DC fuses in series with the load sharing terminals of all connected units.

5.1.2 Overvoltage Protection

Motor-generated overvoltage

The voltage in the DC link is increased when the motor acts as a generator. This situation occurs in following cases:

- The load rotates the motor at constant output frequency from the drive, that is, the load generates energy.
- During deceleration (ramp-down) if the inertia moment is high, the friction is low, and the ramp-down time is too short for the energy to be dissipated as a loss throughout the drive system.

- Incorrect slip compensation setting causing higher DC-link voltage.
- Back EMF from PM motor operation. If coasted at high RPM, the PM motor back EMF can potentially exceed the maximum voltage tolerance of the drive and cause damage. To help prevent this situation, the value of *parameter 4-19 Max Output Frequency* is automatically limited based on an internal calculation based on the value of *parameter 1-40 Back EMF at 1000 RPM*, *parameter 1-25 Motor Nominal Speed*, and *parameter 1-39 Motor Poles*.

NOTICE

To avoid motor overspeeds (for example, due to excessive windmilling effects), equip the drive with a brake resistor.

The overvoltage can be handled either using a brake function (*parameter 2-10 Brake Function*) and/or using overvoltage control (*parameter 2-17 Over-voltage Control*).

Brake functions

Connect a brake resistor for dissipation of surplus brake energy. Connecting a brake resistor allows a higher DC-link voltage during braking.

AC brake is an alternative to improving braking without using a brake resistor. This function controls an over-magnetization of the motor when the motor is acting as a generator. Increasing the electrical losses in the motor allows the OVC function to increase the braking torque without exceeding the overvoltage limit.

NOTICE

AC brake is not as effective as dynamic braking with a resistor.

Overvoltage control (OVC)

By automatically extending the ramp-down time, OVC reduces the risk of the drive tripping due to an overvoltage on the DC-link.

NOTICE

OVC can be activated for a PM motor with all control core, PM VVC⁺, Flux OL, and Flux CL for PM Motors.

5.1.3 Missing Motor Phase Detection

The missing motor phase function (*parameter 4-58 Missing Motor Phase Function*) is enabled by default to avoid motor damage if a motor phase is missing. The default setting is 1000 ms, but it can be adjusted for faster detection.

5.1.4 Supply Voltage Imbalance Detection

Operation under severe supply voltage imbalance reduces the lifetime of the motor and drive. If the motor is operated continuously near nominal load, conditions are considered severe. The default setting trips the drive if there is supply voltage imbalance (*parameter 14-12 Response to Mains Imbalance*).

5.1.5 Switching on the Output

Adding a switch to the output between the motor and the drive is allowed, however fault messages can appear. Danfoss does not recommend using this feature for 525–690 V drives connected to an IT mains network.

5.1.6 Overload Protection

Torque limit

The torque limit feature protects the motor against overload, independent of the speed. Torque limit is controlled in *parameter 4-16 Torque Limit Motor Mode* and *parameter 4-17 Torque Limit Generator Mode*. The time before the torque limit warning trips is controlled in *parameter 14-25 Trip Delay at Torque Limit*.

Current limit

The current limit is controlled in *parameter 4-18 Current Limit*, and the time before the drive trips is controlled in *parameter 14-24 Trip Delay at Current Limit*.

Speed limit

Minimum speed limit: *Parameter 4-11 Motor Speed Low Limit [RPM]* or *parameter 4-12 Motor Speed Low Limit [Hz]* limit the minimum operating speed range of the drive. Maximum speed limit: *Parameter 4-13 Motor Speed High Limit [RPM]* or *parameter 4-19 Max Output Frequency* limit the maximum output speed the drive can provide.

Electronic thermal relay (ETR)

ETR is an electronic feature that simulates a bimetal relay based on internal measurements. The characteristic is shown in *Illustration 5.1*.

Voltage limit

The inverter turns off to protect the transistors and the DC link capacitors when a certain hard-coded voltage level is reached.

Overtemperature

The drive has built-in temperature sensors and reacts immediately to critical values via hard-coded limits.

5.1.7 Locked Rotor Protection

There can be situations when the rotor is locked due to excessive load or other factors. The locked rotor cannot produce enough cooling, which in turn can overheat the motor winding. The drive is able to detect the locked rotor

situation with open-loop PM flux control and PM VVC⁺ control (*parameter 30-22 Locked Rotor Detection*).

5.1.8 Automatic Derating

The drive constantly checks for the following critical levels:

- High temperature on the control card or heat sink.
- High motor load.
- High DC-link voltage.
- Low motor speed.

As a response to a critical level, the drive adjusts the switching frequency. For high internal temperatures and low motor speed, the drive can also force the PWM pattern to SFAVM.

NOTICE

The automatic derating is different when *parameter 14-55 Output Filter* is set to [2] *Sine-Wave Filter Fixed*.

5.1.9 Automatic Energy Optimization

Automatic energy optimization (AEO) directs the drive to monitor the load on the motor continuously and adjust the output voltage to maximize efficiency. Under light load, the voltage is reduced and the motor current is minimized. The motor benefits from:

- Increased efficiency.
- Reduced heating.
- Quieter operation.

There is no need to select a V/Hz curve because the drive automatically adjusts motor voltage.

5.1.10 Automatic Switching Frequency Modulation

The drive generates short electrical pulses to form an AC wave pattern. The switching frequency is the rate of these pulses. A low switching frequency (slow pulsing rate) causes audible noise in the motor, making a higher switching frequency preferable. A high switching frequency, however, generates heat in the drive that can limit the amount of current available to the motor.

Automatic switching frequency modulation regulates these conditions automatically to provide the highest switching frequency without overheating the drive. By providing a regulated high switching frequency, it quiets motor operating noise at slow speeds, when audible noise control is critical, and produces full output power to the motor when required.

5.1.11 Automatic Derating for High Switching Frequency

The drive is designed for continuous, full-load operation at switching frequencies between 1.5–2 kHz for 380–480 V, and 1–1.5 kHz for 525–690 V. The frequency range depends on power size and voltage rating. A switching frequency exceeding the maximum allowed range generates increased heat in the drive and requires the output current to be derated.

An automatic feature of the drive is load-dependent switching frequency control. This feature allows the motor to benefit from as high a switching frequency as the load allows.

5.1.12 Power Fluctuation Performance

The drive withstands mains fluctuations such as:

- Transients.
- Momentary drop-outs.
- Short voltage drops.
- Surges.

The drive automatically compensates for input voltages $\pm 10\%$ from the nominal to provide full rated motor voltage and torque. With auto restart selected, the drive automatically powers up after a voltage trip. With flying start, the drive synchronizes to motor rotation before start.

5.1.13 Resonance Damping

Resonance damping eliminates the high-frequency motor resonance noise. Automatic or manually selected frequency damping is available.

5.1.14 Temperature-controlled Fans

Sensors in the drive regulate the operation of the internal cooling fans. Often, the cooling fans do not run during low load operation, or when in sleep mode or standby. These sensors reduce noise, increase efficiency, and extend the operating life of the fan.

5.1.15 EMC Compliance

Electromagnetic interference (EMI) and radio frequency interference (RFI) are disturbances that can affect an electrical circuit due to electromagnetic induction or radiation from an external source. The drive is designed to comply with the EMC product standard for drives IEC 61800-3 and the European standard EN 55011. Motor cables must be shielded and properly terminated to comply with the emission levels in EN 55011. For more

information regarding EMC performance, see *chapter 10.14.1 EMC Test Results*.

5.1.16 Galvanic Isolation of Control Terminals

All control terminals and output relay terminals are galvanically isolated from mains power, which completely protects the controller circuitry from the input current. The output relay terminals require their own grounding. This isolation meets the stringent protective extra-low voltage (PELV) requirements for isolation.

The components that make up the galvanic isolation are:

- Supply, including signal isolation.
- Gatedrive for the IGBTs, trigger transformers, and optocouplers.
- The output current Hall effect transducers.

5.2 Custom Application Features

Custom application functions are the most common features programmed in the drive for enhanced system performance. They require minimum programming or set-up. See the *programming guide* for instructions on activating these functions.

5.2.1 Automatic Motor Adaptation

Automatic motor adaptation (AMA) is an automated test procedure used to measure the electrical characteristics of the motor. AMA provides an accurate electronic model of the motor, allowing the drive to calculate optimal performance and efficiency. Running the AMA procedure also maximizes the automatic energy optimization feature of the drive. AMA is performed without the motor rotating and without uncoupling the load from the motor.

5.2.2 Built-in PID Controller

The built-in proportional, integral, derivative (PID) controller eliminates the need for auxiliary control devices. The PID controller maintains constant control of closed-loop systems where regulated pressure, flow, temperature, or other system requirements must be maintained.

The drive can use 2 feedback signals from 2 different devices, allowing the system to be regulated with different feedback requirements. The drive makes control decisions by comparing the 2 signals to optimize system performance.

5.2.3 Motor Thermal Protection

Motor thermal protection can be provided via:

- Direct temperature sensing using a
 - PTC- or KTY sensor in the motor windings and connected on a standard AI or DI.
 - PT100 or PT1000 in the motor windings and motor bearings, connected on VLT® Sensor Input Card MCB 114.
 - PTC Thermistor input on VLT® PTC Thermistor Card MCB 112 (ATEX approved).
- Mechanical thermal switch (Klixon type) on a DI.
- Built-in electronic thermal relay (ETR).

ETR calculates motor temperature by measuring current, frequency, and operating time. The drive shows the thermal load on the motor in percentage and can issue a warning at a programmable overload setpoint. Programmable options at the overload allow the drive to stop the motor, reduce output, or ignore the condition. Even at low speeds, the drive meets I2t Class 20 electronic motor overload standards.

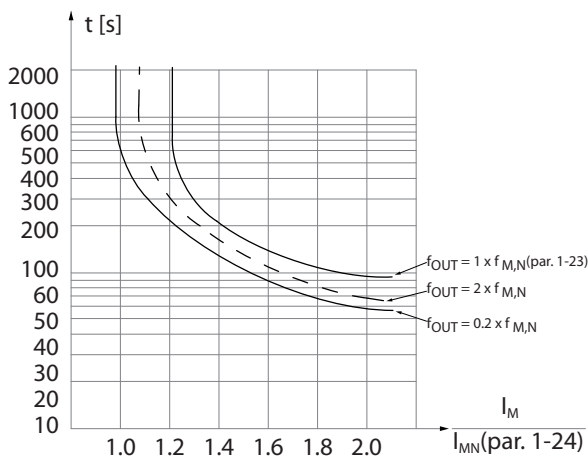


Illustration 5.1 ETR Characteristics

The X-axis shows the ratio between I_{motor} and I_{motor} nominal. The Y-axis shows the time in seconds before the ETR cuts off and trips the drive. The curves show the characteristic nominal speed, at twice the nominal speed and at 0.2 x the nominal speed.

At lower speed, the ETR cuts off at lower heat due to less cooling of the motor. In that way, the motor is protected from being overheated even at low speed. The ETR feature calculates the motor temperature based on actual current and speed. The calculated temperature is visible as a readout parameter in *parameter 16-18 Motor Thermal*. A special version of the ETR is also available for EX-e motors in ATEX areas. This function makes it possible to

enter a specific curve to protect the Ex-e motor. See the *programming guide* for set-up instructions.

5.2.4 Motor Thermal Protection for Ex-e Motors

The drive is equipped with an ATEX ETR thermal monitoring function for operation of Ex-e motors according to EN-60079-7. When combined with an ATEX approved PTC monitoring device such as the VLT® PTC Thermistor Card MCB 112 or an external device, the installation does not require an individual approval from an approbated organization.

The ATEX ETR thermal monitoring function enables use of an Ex-e motor instead of a more expensive, larger, and heavier Ex-d motor. The function ensures that the drive limits motor current to prevent overheating.

Requirements related to the Ex-e motor

- Ensure that the Ex-e motor is approved for operation in hazardous zones (ATEX zone 1/21, ATEX zone 2/22) with drives. The motor must be certified for the specific hazardous zone.
- Install the Ex-e motor in zone 1/21 or 2/22 of the hazardous zone, according to motor approval.

NOTICE

Install the drive outside the hazardous zone.

- Ensure that the Ex-e motor is equipped with an ATEX-approved motor overload protection device. This device monitors the temperature in the motor windings. If there is a critical temperature level or a malfunction, the device switches off the motor.
 - The VLT® PTC Thermistor MCB 112 option provides ATEX-approved monitoring of motor temperature. It is a prerequisite that the drive is equipped with 3–6 PTC thermistors in series according to DIN 44081 or 44082.
 - Alternatively, an external ATEX-approved PTC protection device can be used.
- Sine-wave filter is required when the following apply:
 - Long cables (voltage peaks) or increased mains voltage produce voltages exceeding the maximum allowable voltage at motor terminals.
 - Minimum switching frequency of the drive does not meet the requirement stated by the motor manufacturer. The minimum switching frequency of the

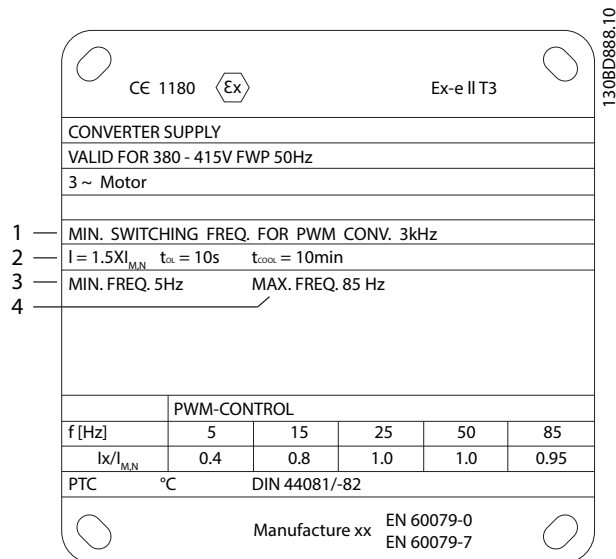
drive is shown as the default value in *parameter 14-01 Switching Frequency*.

Compatibility of motor and drive

For motors certified according to EN-60079-7, a data list including limits and rules is supplied by the motor manufacturer as a datasheet, or on the motor nameplate. During planning, installation, commissioning, operation, and service, follow the limits and rules supplied by the manufacturer for:

- Minimum switching frequency.
- Maximum current.
- Minimum motor frequency.
- Maximum motor frequency.

Illustration 5.2 shows where the requirements are indicated on the motor nameplate.



| | |
|---|-----------------------------|
| 1 | Minimum switching frequency |
| 2 | Maximum current |
| 3 | Minimum motor frequency |
| 4 | Maximum motor frequency |

Illustration 5.2 Motor Nameplate showing Drive Requirements

When matching drive and motor, Danfoss specifies the following extra requirements to ensure adequate motor thermal protection:

- Do not exceed the maximum allowed ratio between drive size and motor size. The typical value is $I_{VL, n} \leq 2xI_{m, n}$
- Consider all voltage drops from drive to motor. If the motor runs with lower voltage than listed in the U/f characteristics, current can increase, triggering an alarm.

For further information, see the application example in *chapter 12 Application Examples*.

5.2.5 Mains Drop-out

During a mains drop-out, the drive keeps running until the DC-link voltage drops below the minimum stop level. The minimum stop level is typically 15% below the lowest rated supply voltage. The mains voltage before the drop-out and the motor load determines how long it takes for the drive to coast.

The drive can be configured (*parameter 14-10 Mains Failure*) to different types of behavior during mains drop-out:

- Trip lock once the DC link is exhausted.
- Coast with flying start whenever mains return (*parameter 1-73 Flying Start*).
- Kinetic back-up.
- Controlled ramp down.

Flying start

This selection makes it possible to catch a motor that is spinning freely due to a mains drop-out. This option is relevant for centrifuges and fans.

Kinetic back-up

This selection ensures that the drive runs as long as there is energy in the system. For short mains drop-out, the operation is restored after mains return, without bringing the application to a stop or losing control at any time. Several variants of kinetic back-up can be selected.

Configure the behavior of the drive at mains drop-out in *parameter 14-10 Mains Failure* and *parameter 1-73 Flying Start*.

5.2.6 Automatic Restart

The drive can be programmed to restart the motor automatically after a minor trip, such as momentary power loss or fluctuation. This feature eliminates the need for manual resetting, and enhances automated operation for remotely controlled systems. The number of restart attempts and the duration between attempts can be limited.

5.2.7 Full Torque at Reduced Speed

The drive follows a variable V/Hz curve to provide full motor torque even at reduced speeds. Full output torque can coincide with the maximum designed operating speed of the motor. This drive differs from variable torque drives and constant torque drives. Variable torque drives provide reduced motor torque at low speed. Constant torque drives provide excess voltage, heat, and motor noise at less than full speed.

5.2.8 Frequency Bypass

In some applications, the system can have operational speeds that create a mechanical resonance. This mechanical resonance can generate excessive noise and possibly damage mechanical components in the system. The drive has 4 programmable bypass-frequency bandwidths. The bandwidths allow the motor to step over speeds that induce system resonance.

5.2.9 Motor Preheat

To preheat a motor in a cold or damp environment, a small amount of DC current can be trickled continuously into the motor to protect it from condensation and cold starts. This function can eliminate the need for a space heater.

5.2.10 Programmable Set-ups

The drive has 4 set-ups that can be independently programmed. Using multi-setup, it is possible to switch between independently programmed functions activated by digital inputs or a serial command. Independent set-ups are used, for example, to change references, or for day/night or summer/winter operation, or to control multiple motors. The LCP shows the active set-up.

Set-up data can be copied from drive to drive by downloading the information from the removable LCP.

5.2.11 Smart Logic Control (SLC)

Smart logic control (SLC) is a sequence of user-defined actions (see *parameter 13-52 SL Controller Action [x]*) executed by the SLC when the associated user-defined event (see *parameter 13-51 SL Controller Event [x]*) is evaluated as TRUE by the SLC.

The condition for an event can be a particular status, or that the output from a logic rule or a comparator operand becomes TRUE. The condition leads to an associated action as shown in *Illustration 5.3*.

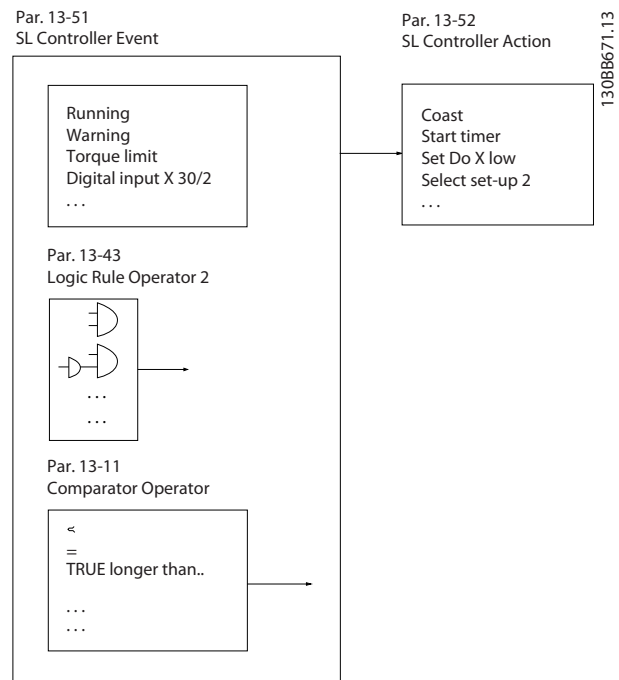


Illustration 5.3 SLC Event and Action

Events and actions are each numbered and linked in pairs (states), which means that when event [0] is fulfilled (attains the value TRUE), action [0] is executed. After the 1st action is executed, the conditions of the next event are evaluated. If this event is evaluated as true, then the corresponding action is executed. Only 1 event is evaluated at any time. If an event is evaluated as false, nothing happens in the SLC during the current scan interval and no other events are evaluated. When the SLC starts, it only evaluates event [0] during each scan interval. Only when event [0] is evaluated as true, the SLC executes action [0] and starts evaluating the next event. It is possible to program 1–20 events and actions. When the last event/action has been executed, the sequence starts over again from event [0]/action [0]. *Illustration 5.4* shows an example with 4 event/actions:

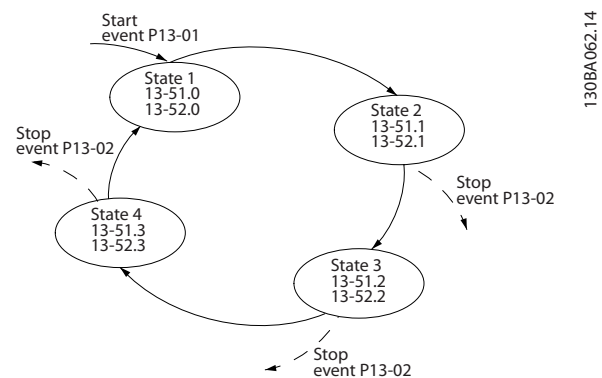


Illustration 5.4 Order of Execution when 4 Events/Actions are Programmed

Comparators

Comparators are used for comparing continuous variables (output frequency, output current, analog input, and so on) to fixed preset values.

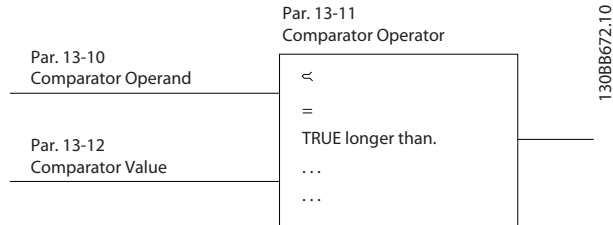


Illustration 5.5 Comparators

Logic rules

Combine up to 3 boolean inputs (TRUE/FALSE inputs) from timers, comparators, digital inputs, status bits, and events using the logical operators AND, OR, and NOT.

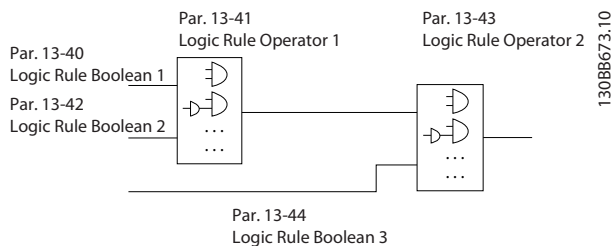


Illustration 5.6 Logic Rules

5.2.12 Safe Torque Off

The Safe Torque Off (STO) function is used to stop the drive in emergency stop situations. The drive can use the STO function with asynchronous, synchronous, and permanent magnet motors.

For more information about Safe Torque Off, including installation and commissioning, refer to the *VLT® FC Series - Safe Torque Off Operating Guide*.

Liability conditions

The customer is responsible for ensuring that personnel know how to install and operate the Safe Torque Off function by:

- Reading and understanding the safety regulations concerning health, safety, and accident prevention.
- Understanding the generic and safety guidelines provided in the *VLT® FC Series - Safe Torque Off Operating Guide*.
- Having a good knowledge of the generic and safety standards for the specific application.

5.3 Specific VLT® HVAC Drive FC 102 Features

A drive takes advantage of the fact that centrifugal fans and pumps follow the laws of proportionality for such applications. For further information, see *chapter 5.3.1 Using a Drive for Energy Savings*.

5.3.1 Using a Drive for Energy Savings

The clear advantage of using a drive for controlling the speed of fans and pumps lies in the electricity savings. When comparing with alternative control systems and technologies, a drive is the optimum energy control system for controlling fan and pump systems.

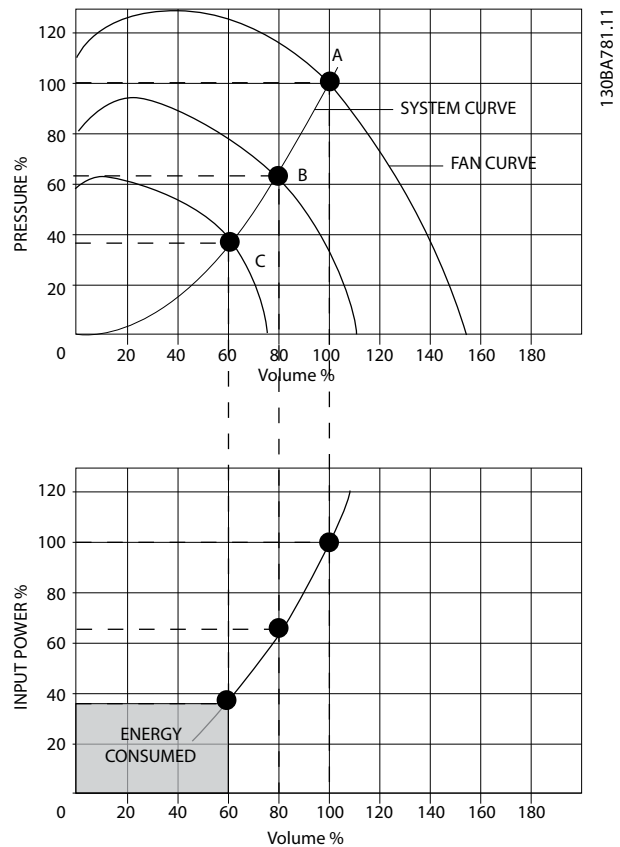


Illustration 5.7 Energy Saved with Reduced Fan Capacity

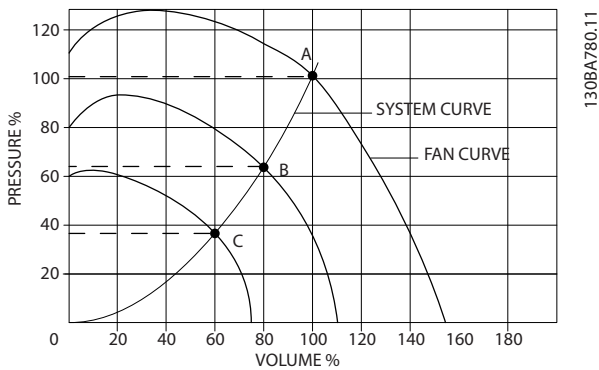


Illustration 5.8 Fan Curves for Reduced Fan Volumes

Example of energy savings

Illustration 5.9 describes the dependence of flow, pressure, and power consumption on RPM. As seen in Illustration 5.9, the flow is controlled by changing the RPM. Reducing the speed only 20% from the rated speed also reduces the flow by 20%. The flow is directly proportional to the RPM. The consumption of electricity, however, is reduced by 50%.

If the system only runs at 100% flow a few days per year, while the average is below 80% of the rated flow, the amount of energy saved is even more than 50%.

$$\text{Flow: } \frac{Q_1}{Q_2} = \frac{n_1}{n_2}$$

$$\text{Pressure: } \frac{H_1}{H_2} = \left(\frac{n_1}{n_2}\right)^2$$

$$\text{Power: } \frac{P_1}{P_2} = \left(\frac{n_1}{n_2}\right)^3$$

| Q | Flow | P | Power |
|----------------|------------------|----------------|---------------|
| Q ₁ | Rated flow | P ₁ | Rated power |
| Q ₂ | Reduced flow | P ₂ | Reduced power |
| H | Pressure | n | Speed control |
| H ₁ | Rated pressure | n ₁ | Rated speed |
| H ₂ | Reduced pressure | n ₂ | Reduced speed |

Table 5.1 Laws of Proportionality Definitions

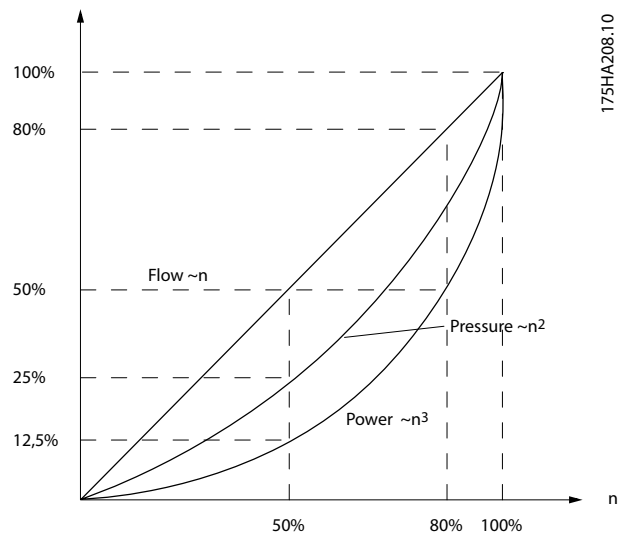


Illustration 5.9 Laws of Proportionality

Comparison of energy savings

The Danfoss drive solution offers major savings compared with traditional energy saving solutions. The drive regulates fan speed according to thermal load on the system and functions as a building management system (BMS).

The graph (Illustration 5.10) shows typical energy savings obtainable with 3 well-known solutions when fan volume is reduced to 60%. As the graph shows, more than 50% energy savings can be achieved in typical applications.

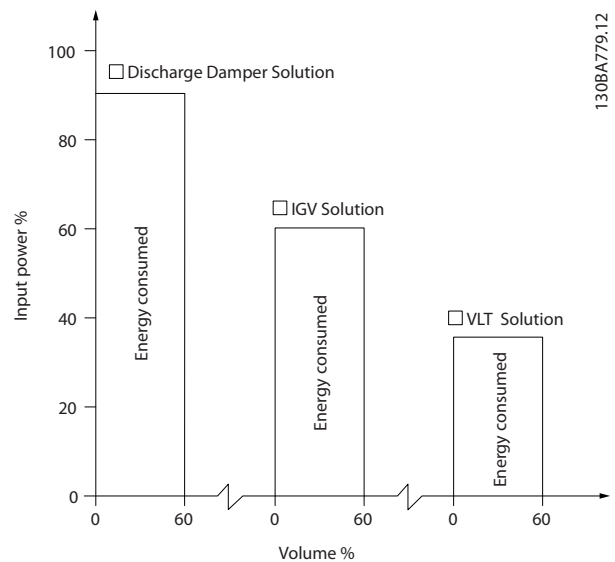


Illustration 5.10 3 Common Energy Saving Systems

Discharge dampers reduce power consumption. Inlet guide vanes offer a 40% reduction but are expensive to install. The Danfoss drive solution reduces energy consumption by more than 50% and is easy to install.

Example with varying flow over 1 year

Illustration 5.11 is based on pump characteristics obtained from a pump datasheet. The result obtained shows energy savings of more than 50% at the given flow distribution over a year. The payback period depends on the price per kWh and the price of the drive. In this example, it is less than a year when compared with valves and constant speed.

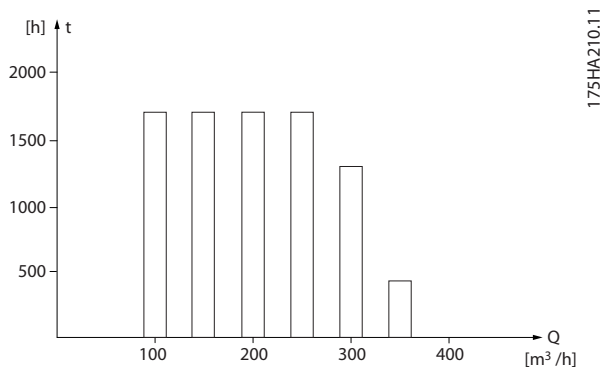


Illustration 5.11 Flow Distribution Over 1 Year

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| m³/h | Distribution | | Valve regulation | | Drive control | |
|------|--------------|-------|--------------------------------|-------------|--------------------------------|-------------|
| | % | Hours | Power | Consumption | Power | Consumption |
| | | | A ₁ -B ₁ | kWh | A ₁ -C ₁ | kWh |
| 350 | 5 | 438 | 42.5 | 18615 | 42.5 | 18615 |
| 300 | 15 | 1314 | 38.5 | 50589 | 29.0 | 38106 |
| 250 | 20 | 1752 | 35.0 | 61320 | 18.5 | 32412 |
| 200 | 20 | 1752 | 31.5 | 55188 | 11.5 | 20148 |
| 150 | 20 | 1752 | 28.0 | 49056 | 6.5 | 11388 |
| 100 | 20 | 1752 | 23.0 | 40296 | 3.5 | 6132 |
| Σ | 100 | 8760 | - | 275064 | - | 26801 |

Table 5.2 Energy Savings Calculation

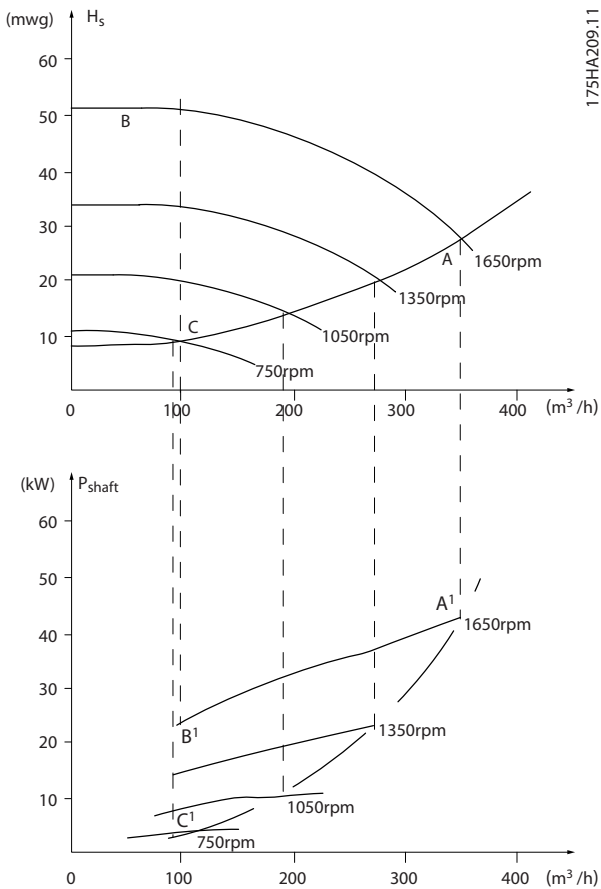
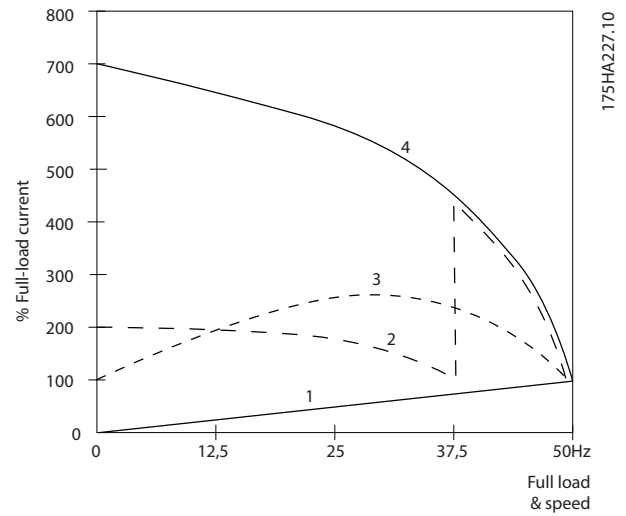


Illustration 5.12 Energy Savings in a Pump Application



| | |
|---|-------------------------|
| 1 | VLT® HVAC Drive FC 102 |
| 2 | Star/delta starter |
| 3 | Soft starter |
| 4 | Start directly on mains |

Illustration 5.13 Current Consumption with a Drive

5.3.2 Using a Drive for Better Control

If a drive is used for controlling the flow or pressure of a system, improved control is obtained. A drive can vary the speed of the fan or pump, obtaining variable control of flow and pressure utilizing the built-in PID control. Furthermore, a drive can quickly adapt the speed of the fan or pump to new flow or pressure conditions in the system.

Cos ϕ compensation

Typically, the VLT® HVAC Drive FC 102 has a $\cos \phi$ of 1 and provides power factor correction for the $\cos \phi$ of the motor, which means there is no need to make allowance for the $\cos \phi$ of the motor when sizing the power factor correction unit.

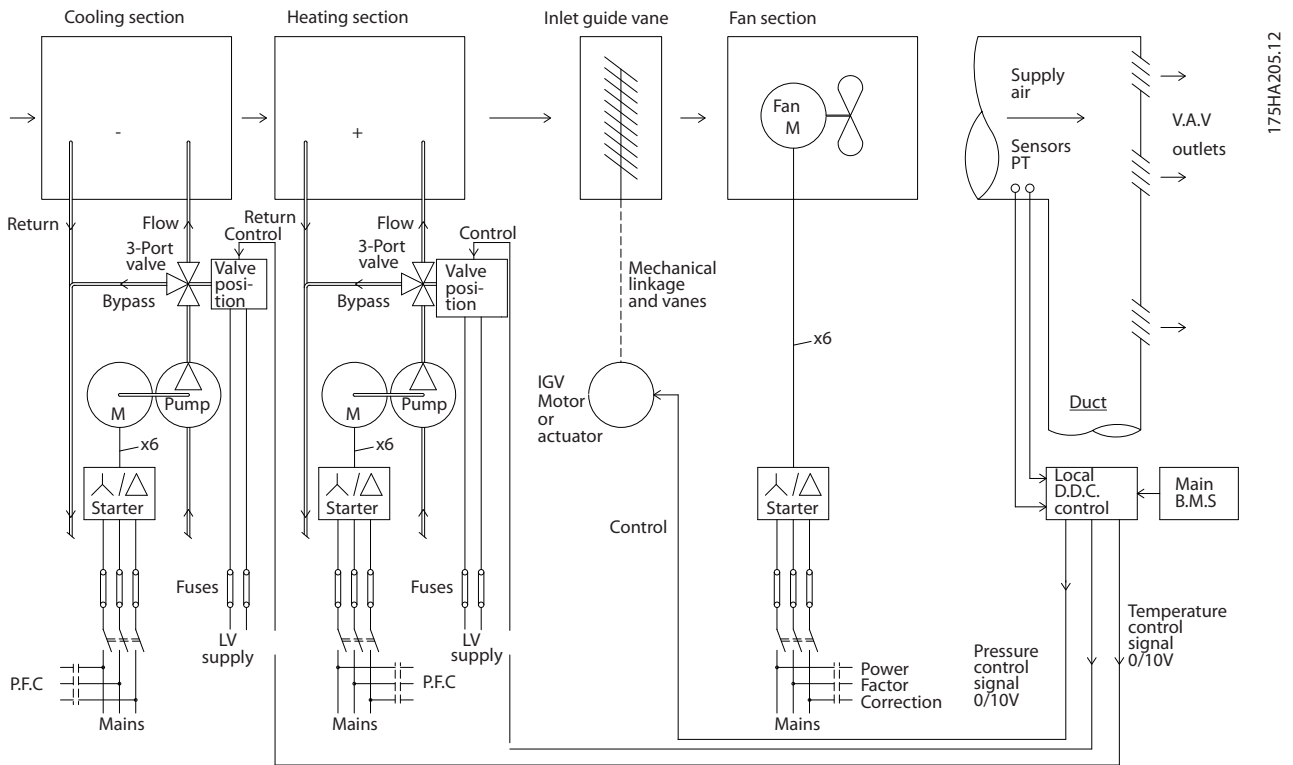
Star/delta starter or soft starter not required

When larger motors are started, it is necessary in many countries to use equipment that limits the start-up current. In more traditional systems, a star/delta starter or soft starter is widely used. Such motor starters are not required if a drive is used. As illustrated in *Illustration 5.13*, a drive does not consume more than rated current.

5.3.3 Using a Drive to Save Money

The drive eliminates the need for some equipment that would normally be used. The 2 systems shown in *Illustration 5.14* and *Illustration 5.15* can be established at roughly the same price.

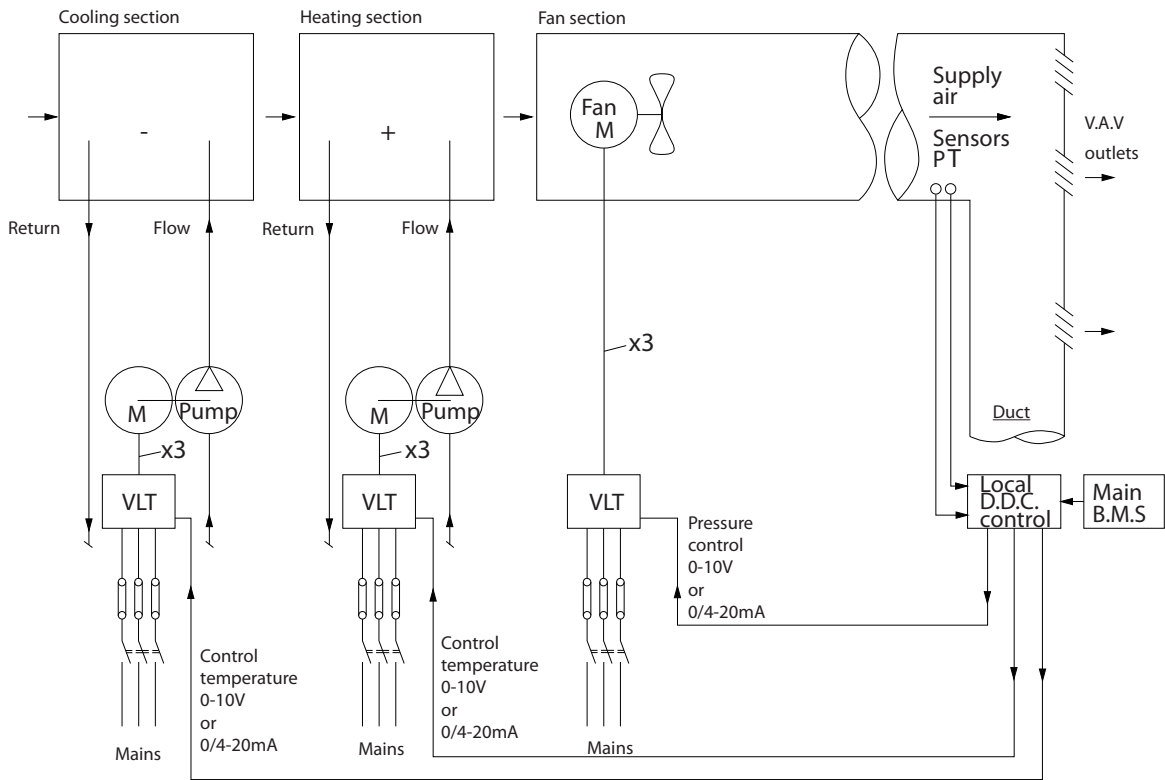
Cost without a drive



| | |
|----------|--------------------------|
| DDC | Direct digital control |
| VAV | Variable air volume |
| Sensor P | Pressure |
| EMS | Energy management system |
| Sensor T | Temperature |

Illustration 5.14 Traditional Fan System

Cost with a drive



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| | |
|-----|----------------------------|
| DDC | Direct digital control |
| VAV | Variable air volume |
| BMS | Building management system |

Illustration 5.15 Fan System Controlled by Drives

5.3.4 VLT® HVAC Drive FC 102 Solutions

5.3.4.1 Variable Air Volume

Variable air volume systems (VAV) are used to control both the ventilation and temperature to fulfill the requirements of a building. Central VAV systems are considered to be the most energy-efficient method to air condition buildings. Central systems are more efficient than distributed systems.

The efficiency comes from using larger fans and chillers, which have higher efficiencies than small motors and distributed air-cooled chillers. Savings are also realized from the decreased maintenance requirements.

VLT® solution

While dampers and IGVs work to maintain a constant pressure in the ductwork, a drive solution saves more energy and reduces the complexity of the installation. Instead of creating an artificial pressure drop or a decrease in fan efficiency, the drive decreases the speed of the fan to provide the flow and pressure required by the system.

Centrifugal devices, such as fans, decrease the pressure and flow they produce as their speed is reduced. Their power consumption is reduced.

The return fan is frequently controlled to maintain a fixed difference in airflow between the supply and return. The advanced PID controller of the HVAC drive can be used to eliminate the need for more controllers.

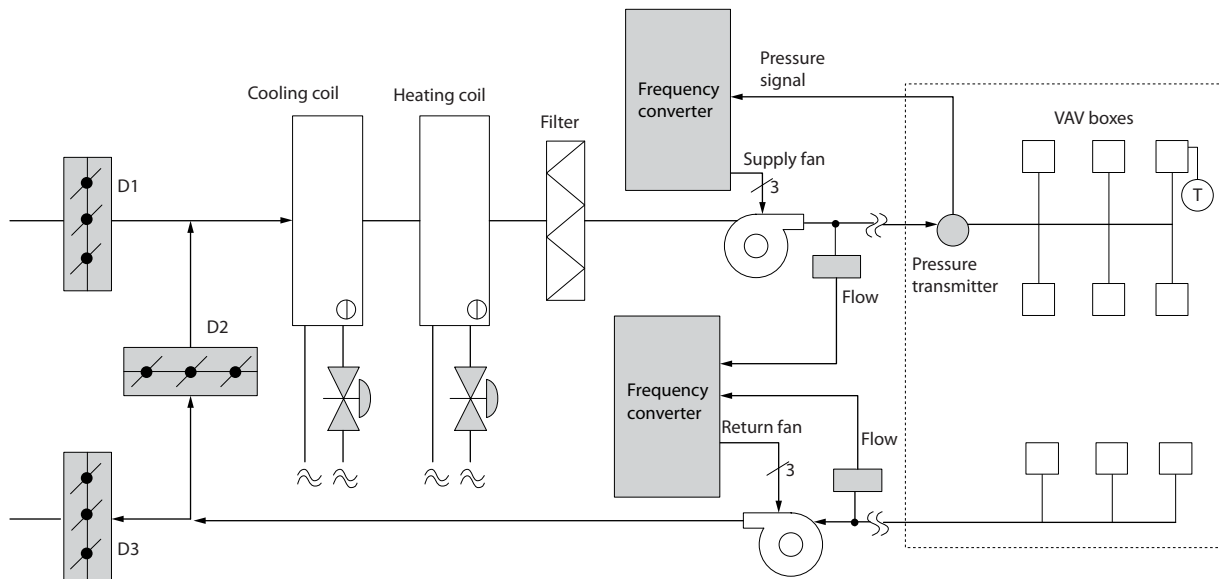


Illustration 5.16 Drives Used in a Variable Air Volume System

For more information, consult the Danfoss supplier for the *Variable Air Volume: Improving VAV Ventilation Systems* application note.

5.3.4.2 Constant Air Volume

Constant air volume (CAV) systems are central ventilation systems used to supply large common zones with the minimum amounts of fresh tempered air. They preceded VAV systems and are found in older multi-zoned commercial buildings as well. These systems preheat fresh air with air handling units (AHUs) that have heating coils. Many are also used for air conditioning buildings and have a cooling coil. Fan coil units are often used to help with the heating and cooling requirements in the individual zones.

VLT® solution

With a drive, significant energy savings can be obtained while maintaining decent control of the building. Temperature sensors or CO₂ sensors can be used as feedback signals to drives. Whether controlling temperature, air quality, or both, a CAV system can be controlled to operate based on actual building conditions. As the number of people in the controlled area decreases, the need for fresh air decreases. The CO₂ sensor detects lower levels and decreases the supply fan speed. The return fan modulates to maintain a static pressure setpoint or fixed difference between the supply and return airflows.

Temperature control needs vary based on outside temperature and number of people in the controlled zone. As the temperature decreases below the setpoint, the supply fan can decrease its speed. The return fan modulates to maintain a static pressure setpoint. Decreasing the airflow, reduces the energy used to heat or cool the fresh air, resulting in further savings.

Several features of the Danfoss HVAC dedicated drive can be used to improve the performance of a CAV system. One concern of controlling a ventilation system is poor air quality. The programmable minimum frequency can be set to maintain a minimum amount of supply air regardless of the feedback or reference signal. The drive also includes a 3-zone, 3 setpoint PID controller which allows monitoring both temperature and air quality. Even if the temperature requirement is satisfied, the drive maintains enough supply air to satisfy the air quality sensor. The controller can monitor and compare 2 feedback signals to control the return fan by maintaining a fixed differential airflow between the supply and return ducts.

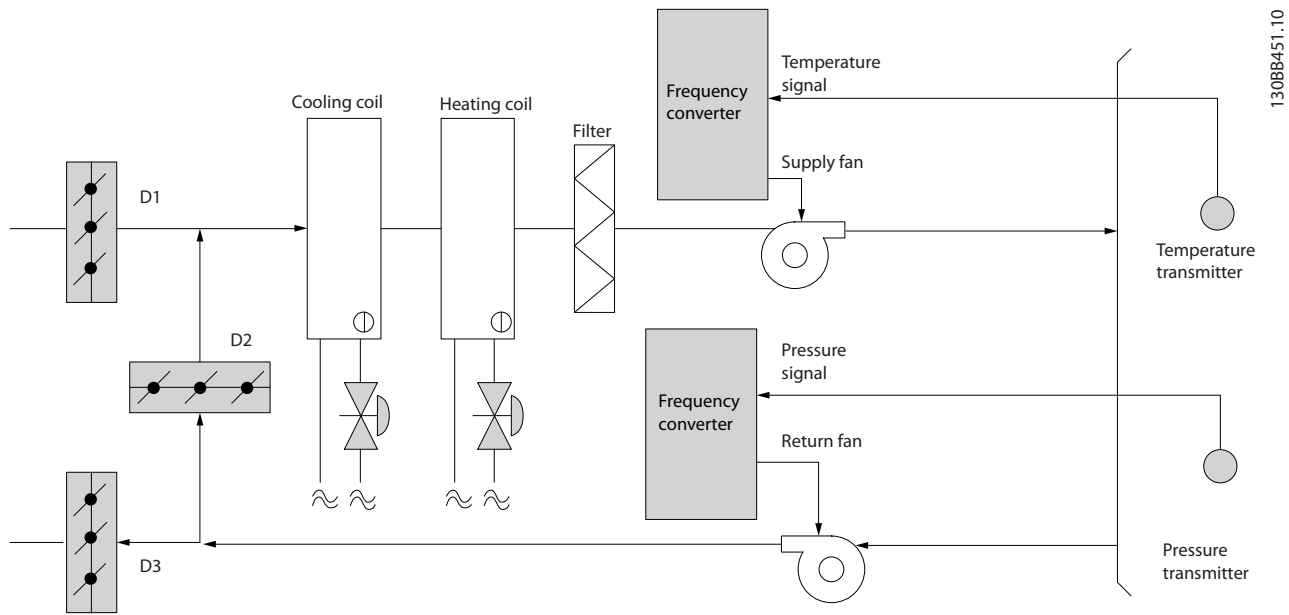


Illustration 5.17 Drive Used in a Constant Air Volume System

For more information, consult the Danfoss supplier for the *Constant Air Volume: Improving CAV Ventilation Systems* application note.

5.3.4.3 Cooling Tower Fan

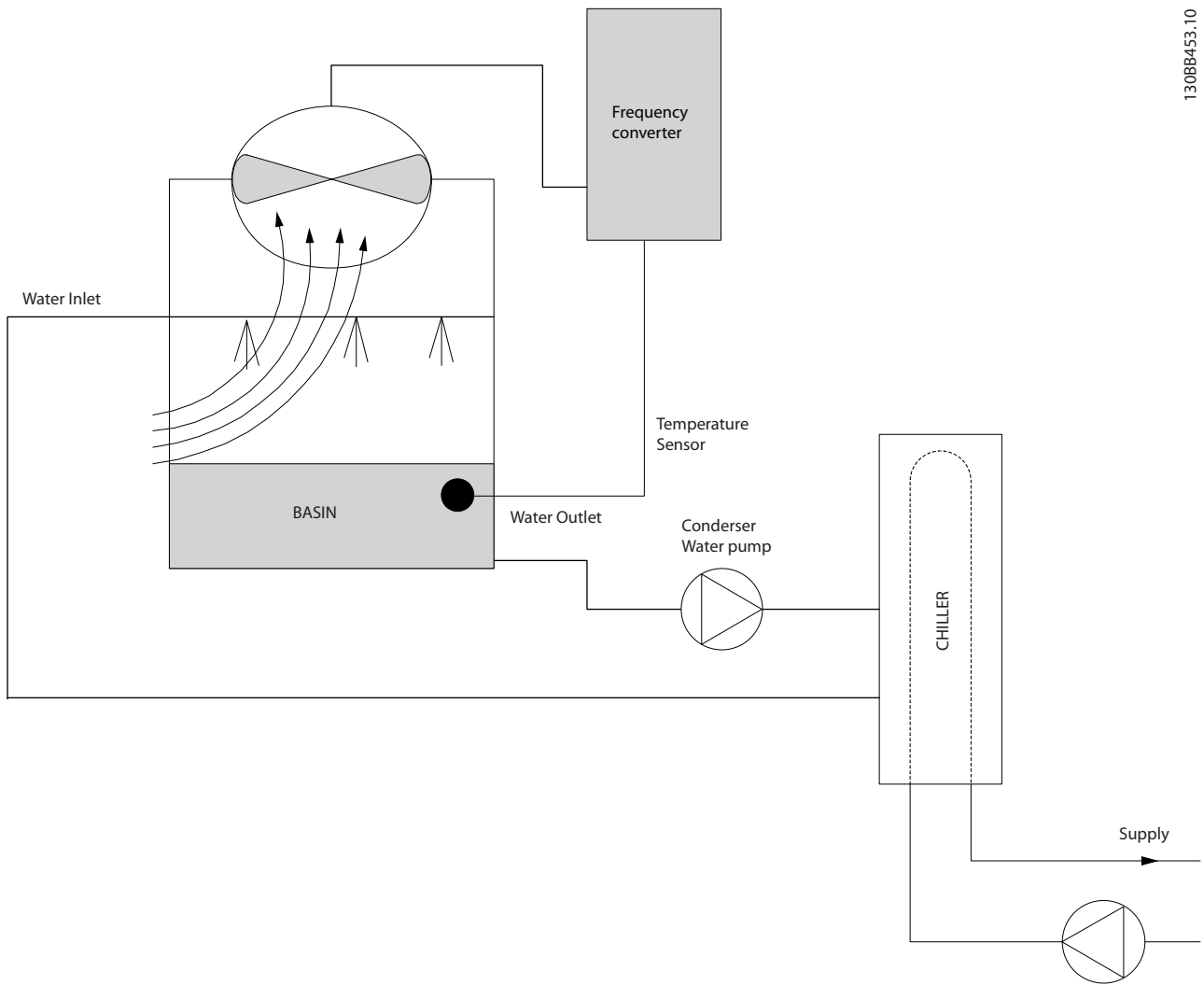
Cooling tower fans are used to cool condenser water in water-cooled chiller systems. Water-cooled chillers provide the most efficient means of creating chilled water. They are as much as 20% more efficient than air cooled chillers. Depending on climate, cooling towers are often the most energy-efficient method of cooling the condenser water from chillers.

Cooling towers cool the condenser water by evaporation. The condenser water is sprayed into the cooling tower onto the fill to increase its surface area. The tower fan blows air through the fill and sprayed water to aid in the evaporation. Evaporation removes energy from the water, dropping its temperature. The cooled water collects in the basin of the cooling tower where it is pumped back into the chiller condenser and the cycle is repeated.

VLT® solution

With a drive, the cooling tower fans can be controlled to the required speed to maintain the condenser water temperature. The drives can also be used to turn the fan on and off as needed. With the Danfoss VLT® HVAC Drive, as the cooling tower fans drop below a certain speed, the cooling effect decreases. When using a gearbox to drive the tower fan, a minimum speed of 40–50% could be required. The customer programmable minimum frequency setting is available to maintain this minimum frequency even as the feedback or speed reference calls for lower speeds.

The drive can be programmed to enter a sleep mode and stop the fan until a higher speed is required. Additionally, some cooling tower fans have undesirable frequencies that can cause vibrations. These frequencies can easily be avoided by programming the bypass frequency ranges in the drive.



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Illustration 5.18 Drives Used with a Cooling Tower Fan

For more information, consult the Danfoss supplier for the *Cooling Tower Fan: Improving Fan Control on Cooling Towers* application note.

5.3.4.4 Condenser Pumps

Condenser water pumps are primarily used to circulate water through the condenser section of water-cooled chillers and their associated cooling tower. The condenser water absorbs the heat from the condenser section and releases it into the atmosphere in the cooling tower. These systems provide the most efficient means of creating chilled water. They are as much as 20% more efficient than air cooled chillers.

VLT® solution

Drives can be added to condenser water pumps instead of balancing the pumps with a throttling valve or trimming the pump impeller.

Using a drive instead of a throttling valve saves the energy that the valve would otherwise have absorbed. This change can amount to savings of 15–20% or more. Trimming the pump impeller is irreversible. If the conditions change and higher flow is required, the impeller must be replaced.

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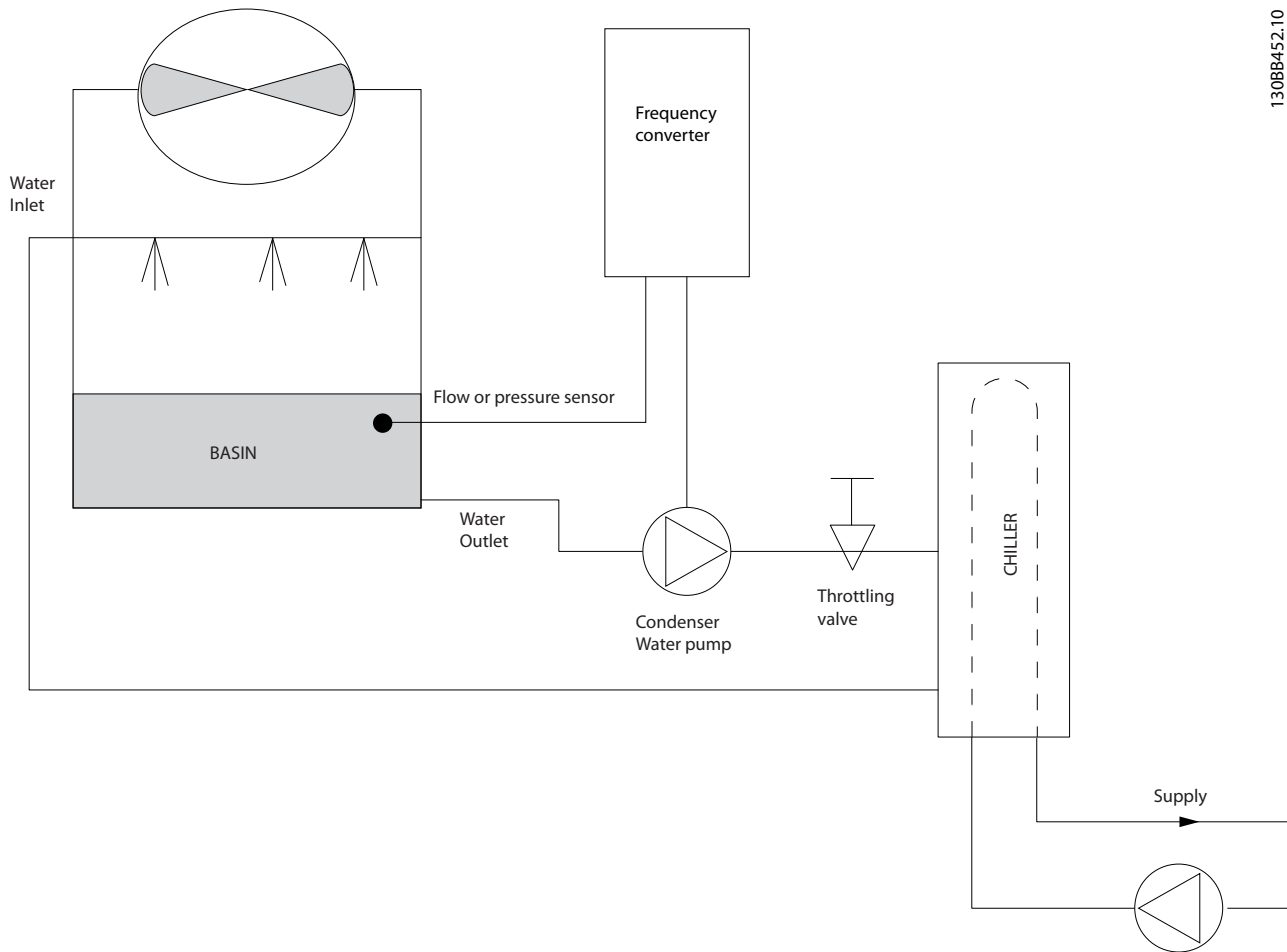


Illustration 5.19 Drive Used with a Condenser Pump

For more information, consult the Danfoss supplier for the *Condenser Pumps: Improving Condenser Water Pumping Systems* application note.

5.3.4.5 Primary Pumps

Primary pumps in a primary/secondary pumping system can maintain a constant flow through devices that encounter operation or control difficulties when exposed to variable flow. The primary/secondary pumping technique decouples the primary production loop from the secondary distribution loop. Decoupling allows devices such as chillers to obtain constant design flow and operate properly while allowing the rest of the system to vary in flow. As the evaporator flow rate decreases in a chiller, the water begins to become overchilled. As the water becomes overchilled, the chiller attempts to decrease its cooling capacity. If the flow rate drops far enough, or too quickly, the chiller cannot shed its load sufficiently

and the low evaporator temperature safety trips the chiller, requiring a manual reset. This situation is common in large installations, especially when 2 or more chillers in parallel are installed if primary/secondary pumping is not used.

VLT® solution

A drive can be added to the primary system, to replace the throttling valve and/or trimming of the impellers, leading to reduced operating expenses. Two control methods are common:

- A flow meter installed at the discharge of each chiller can control the pump directly because the desired flow rate is known and constant. Using the PID controller, the drive always maintains the appropriate flow rate, even compensating for the changing resistance in the primary piping loop as chillers and their pumps are staged on and off.
- The operator can use local speed determination by decreasing the output frequency until the design flow rate is achieved. Using a drive to decrease the pump speed is similar to trimming the pump impeller, but more efficient. The balancing contractor simply decreases the speed of the pump until the proper flow rate is achieved and leaves the speed fixed. The pump operates at this speed any time the chiller is staged on. Because the primary loop lacks control valves or other devices that can change the system curve, and the variance due to staging pumps and chillers on and off is small, this fixed speed remains appropriate. If the flow rate must be increased later in the life of the system, the drive can simply increase the pump speed instead of requiring a new pump impeller.

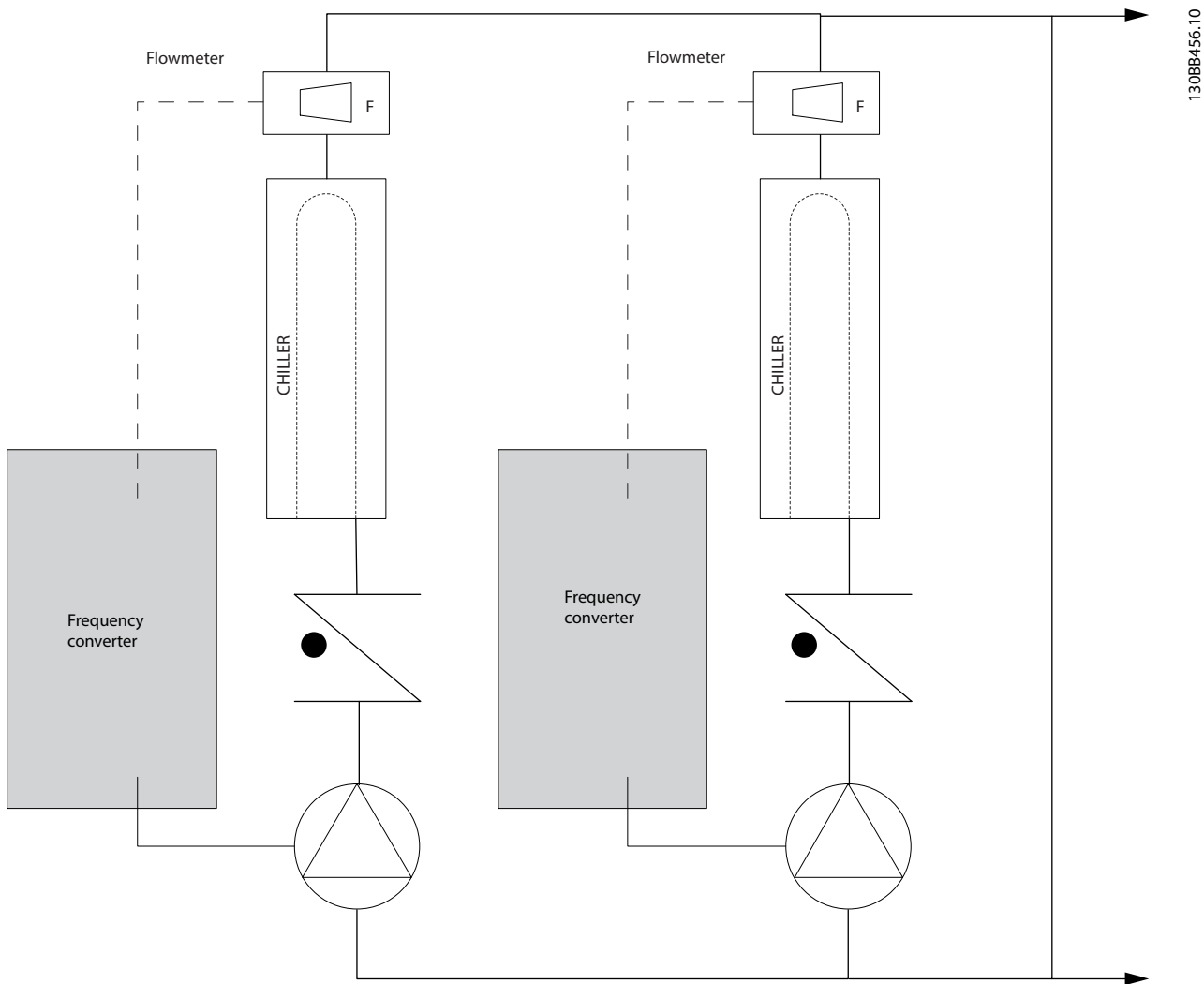


Illustration 5.20 Drives Used with Primary Pumps in a Primary/Secondary Pump System

For more information, consult the Danfoss supplier for the *Primary Pumps: Improving Primary Pumping in Pri/Sec System* application note.

5.3.4.6 Secondary Pumps

Secondary pumps in a primary/secondary chilled water pumping system are used to distribute the chilled water to the loads from the primary production loop. The primary/secondary pumping system is used to de-couple 1 piping loop from another hydraulically. In this case, the primary pump maintains a constant flow through the chillers, allowing the secondary pumps to vary flow, which increases control and save energy.

If the primary/secondary design concept is not used and a variable volume system is designed, when the flow rate drops far enough or too quickly, the chiller cannot shed its load properly. The low evaporator temperature safety then trips the chiller, requiring a manual reset. This situation is common in large installations especially when 2 or more chillers in parallel are installed.

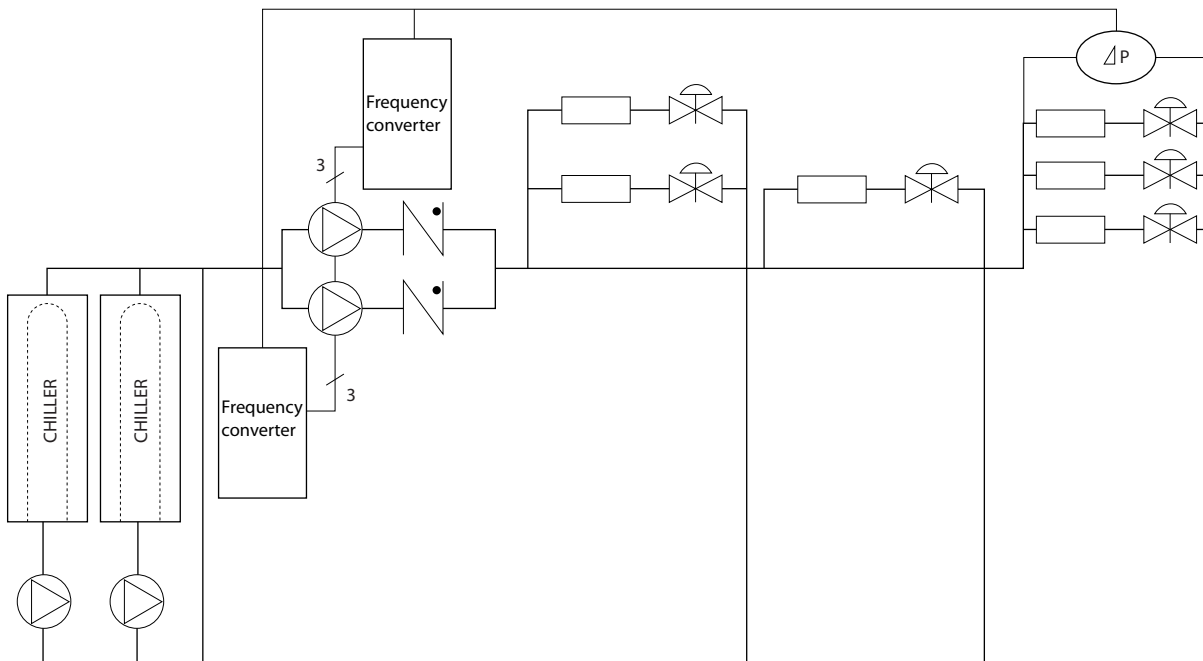
VLT® solution

While the primary/secondary system with 2-way valves improves energy and system control, using drives increases the energy savings and control potential further. With the proper sensor location, the addition of drives allows the pumps to match their speed to the system curve instead of the pump curve, which eliminates wasted energy and most of the over-pressurization to which 2-way valves can be subjected.

As the monitored loads are reached, the 2-way valves close down, increasing the differential pressure measured across the load and 2-way valve. As this differential pressure starts to rise, the pump is slowed to maintain the control head also called setpoint value. This setpoint value is calculated by summing the pressure drop of the load and 2-way valve together under design conditions.

NOTICE

When running multiple pumps in parallel, they must run at the same speed to increase energy savings, either with individual dedicated drives, or 1 drive running multiple pumps in parallel.



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Illustration 5.21 Drives Used with Secondary Pumps in a Primary/Secondary Pump System

For more information, consult the Danfoss supplier for the *Secondary Pumps: Improving Secondary Pumping in Pri/Sec System* application note.

5.4 Basic Cascade Controller

The basic cascade controller is used for pump applications where a certain pressure (head) or level must be maintained over a wide dynamic range. Running a large pump at variable speed over a wide range is not an ideal solution because of low pump efficiency at lower speed. In a practical way, the limit is 25% of the rated full-load speed for the pump.

In the basic cascade controller, the drive controls a variable speed (lead) motor as the variable speed pump and can stage up to 2 more constant speed pumps on and off. Connect the additional constant speed pumps directly to mains or via soft starters. By varying the speed of the initial pump, variable speed control of the entire system is provided. The variable speed maintains constant pressure, which results in reduced system stress, and quieter operation in pumping systems.

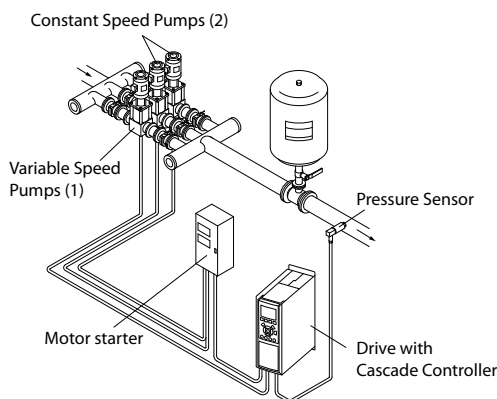


Illustration 5.22 Basic Cascade Controller

Fixed lead pump

The motors must be of equal size. The basic cascade controller allows the drive to control up to 3 equal pumps using the 2 built-in relays in the drive. When the variable pump (lead) is connected directly to the drive, the 2 built-in relays control the other 2 pumps. When lead pump alternations are enabled, pumps are connected to the built-in relays and the drive can operate 2 pumps.

Lead pump alternation

The motors must be of equal size. This function makes it possible to cycle the drive between the pumps in the system (maximum of 2 pumps). In this operation, the run-time between pumps is equalized, reducing the required pump maintenance and increasing reliability and lifetime of the system. The alternation of the lead pump can take place at a command signal or at staging (adding another pump).

The command can be a manual alternation or an alternation event signal. If the alternation event is selected, the lead pump alternation takes place every time the event occurs. Selections include:

- Whenever an alternation timer expires.
- At a predefined time of day.
- When the lead pump goes into sleep mode.

The actual system load determines staging.

A separate parameter limits alternation only to take place if total capacity required is >50%. Total pump capacity is determined as lead pump plus fixed speed pumps capacities.

Bandwidth management

In cascade control systems, to avoid frequent switching of fixed-speed pumps, the desired system pressure is kept within a bandwidth rather than at a constant level. The staging bandwidth provides the required bandwidth for operation. When a large and quick change in system pressure occurs, the override bandwidth overrides the staging bandwidth to prevent immediate response to a short duration pressure change. An override bandwidth timer can be programmed to prevent staging until the system pressure has stabilized and normal control is established.

When the cascade controller is enabled and the drive issues a trip alarm, the system head is maintained by staging and destaging fixed-speed pumps. To prevent frequent staging and destaging and to minimize pressure fluctuations, a wider fixed speed bandwidth is used instead of the staging bandwidth.

5.4.1.1 Pump Staging with Lead Pump Alternation

With lead pump alternation enabled, a maximum of 2 pumps are controlled. At an alternation command, the PID stops, the lead pump ramps to minimum frequency (f_{min}) and, after a delay, it ramps to maximum frequency (f_{max}). When the speed of the lead pump reaches the destaging frequency, the fixed-speed pump is cut out (destaged). The lead pump continues to ramp up and then ramps down to a stop and the 2 relays are cut out.

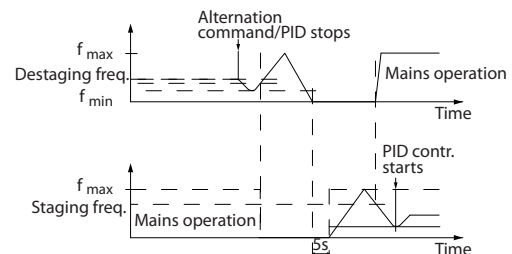


Illustration 5.23 Lead Pump Alternation

After a time delay, the relay for the fixed-speed pump cuts in (staged) and this pump becomes the new lead pump. The new lead pump ramps up to maximum speed and then down to minimum speed. When ramping down and reaching the staging frequency, the old lead pump is now cut in (staged) on the mains as the new fixed-speed pump.

If the lead pump has been running at minimum frequency (f_{\min}) for a programmed amount of time, with a fixed-speed pump running, the lead pump contributes little to the system. When the programmed value of the timer expires, the lead pump is removed, avoiding water heating problems.

5.4.1.2 System Status and Operation

If the lead pump goes into sleep mode, the function is shown on the LCP. It is possible to alternate the lead pump on a sleep mode condition.

When the cascade controller is enabled, the LCP shows the operation status for each pump and the cascade controller. Information shown includes:

- Pump status is a readout of the status for the relays assigned to each pump. The display shows pumps that are disabled, off, running on the drive, or running on the mains/motor starter.
- Cascade status is a readout of the status for the cascade controller. The display shows the following:
 - Cascade controller is disabled.
 - All pumps are off.
 - An emergency has stopped all pumps.
 - All pumps are running.
 - Fixed-speed pumps are being staged/destaged.
 - Lead pump alternation is occurring.
- Destage at no-flow ensures that all fixed-speed pumps are stopped individually until the no-flow status disappears.

5.5 Dynamic Braking Overview

Dynamic braking slows the motor using 1 of the following methods:

- AC brake
The brake energy is distributed in the motor by changing the loss conditions in the motor (*parameter 2-10 Brake Function = [2]*). The AC brake function cannot be used in applications with high cycling frequency since this situation overheats the motor.
- DC brake
An overmodulated DC current added to the AC current works as an eddy current brake (*parameter 2-02 DC Braking Time \neq 0 s*).
- Resistor brake
A brake IGBT keeps the overvoltage under a certain threshold by directing the brake energy from the motor to the connected brake resistor (*parameter 2-10 Brake Function = [1]*). For more information on selecting a brake resistor, see *VLT® Brake Resistor MCE 101 Design Guide*.

For drives equipped with the brake option, a brake IGBT along with terminals 81(R-) and 82(R+) are included for connecting an external brake resistor.

The function of the brake IGBT is to limit the voltage in the DC link whenever the maximum voltage limit is exceeded. It limits the voltage by switching the externally mounted resistor across the DC bus to remove excess DC voltage present on the bus capacitors.

External brake resistor placement has the advantages of selecting the resistor based on application need, dissipating the energy outside of the control panel, and protecting the drive from overheating if the brake resistor is overloaded.

The brake IGBT gate signal originates on the control card and is delivered to the brake IGBT via the power card and gatedrive card. Also, the power and control cards monitor the brake IGBT for a short circuit. The power card also monitors the brake resistor for overloads.

5.6 Load Share Overview

Load share is a feature that allows the connection of DC circuits of several drives, creating a multiple-drive system to run 1 mechanical load. Load share provides the following benefits:

Energy savings

A motor running in regenerative mode can supply drives that are running in motoring mode.

Reduced need for spare parts

Usually, only 1 brake resistor is needed for the entire drive system instead of 1 brake resistor for per drive.

Power back-up

If there is mains failure, all linked drives can be supplied through the DC link from a back-up. The application can continue running or go through a controlled shutdown process.

Preconditions

The following preconditions must be met before load sharing is considered:

- The drive must be equipped with load sharing terminals.
- Product series must be the same. Use only VLT® HVAC Drive FC 102 drives with other VLT® HVAC Drive FC 102 drives.
- Drives must be placed physically close to one another to allow the wiring between them to be no longer than 25 m (82 ft).
- Drives must have the same voltage rating.
- When adding a brake resistor in a load sharing configuration, all drives must be equipped with a brake chopper.
- Fuses must be added to load share terminals.

For a diagram of a load share application in which best practices are applied, see *Illustration 5.24*.

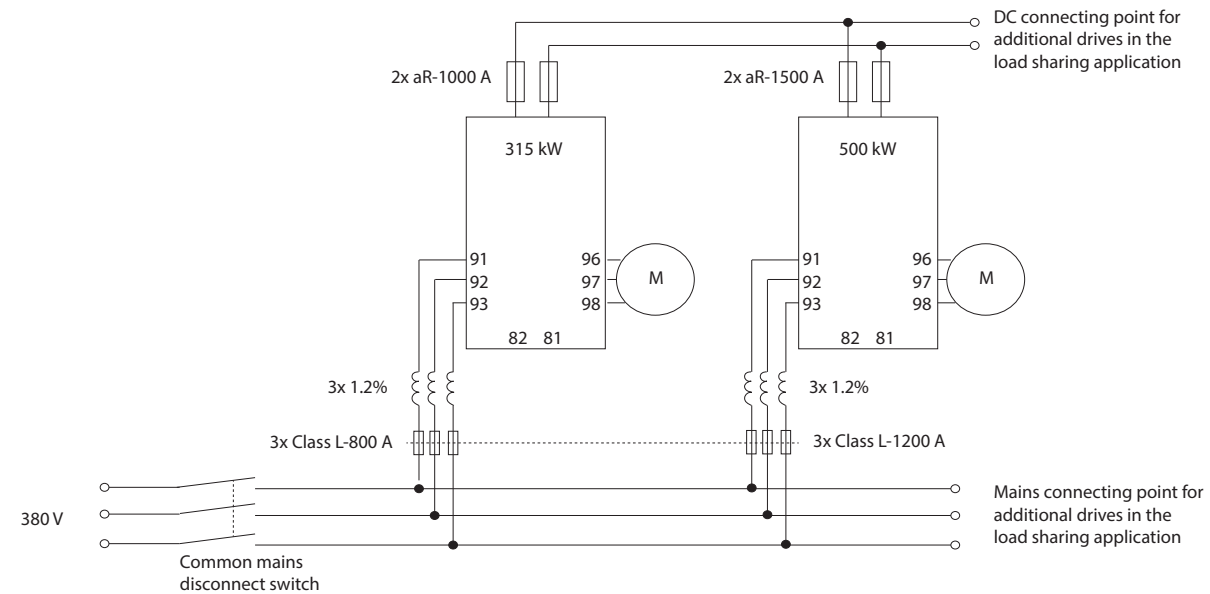


Illustration 5.24 Diagram of a Load Share Application Where Best Practices are Applied

Load sharing

Units with the built-in load sharing option contain terminals (+) 89 DC and (–) 88 DC. Within the drive, these terminals connect to the DC bus in front of the DC-link reactor and bus capacitors.

The load sharing terminals can connect in 2 different configurations.

- Terminals tie the DC-bus circuits of multiple drives together. This configuration allows a unit that is in a regenerative mode to share its excess bus voltage with another unit that is running a motor. Load sharing in this manner can reduce the need for external dynamic brake resistors, while also saving energy. The number of units that can be connected in this way is infinite, as long as each unit has the same voltage rating. In addition, depending on the size and number of units, it may be necessary to install DC reactors and DC fuses in the DC-link connections, and AC reactors on the mains. Attempting such a configuration requires specific considerations.
- The drive is powered exclusively from a DC source. This configuration requires:
 - A DC source.
 - A means to soft charge the DC bus at power-up.

5.7 Regen Overview

Regen typically occurs in applications with continuous braking such as cranes/hoists, downhill conveyors, and centrifuges where energy is pulled out of a decelerated motor.

The excess energy is removed from the drive using 1 of the following options:

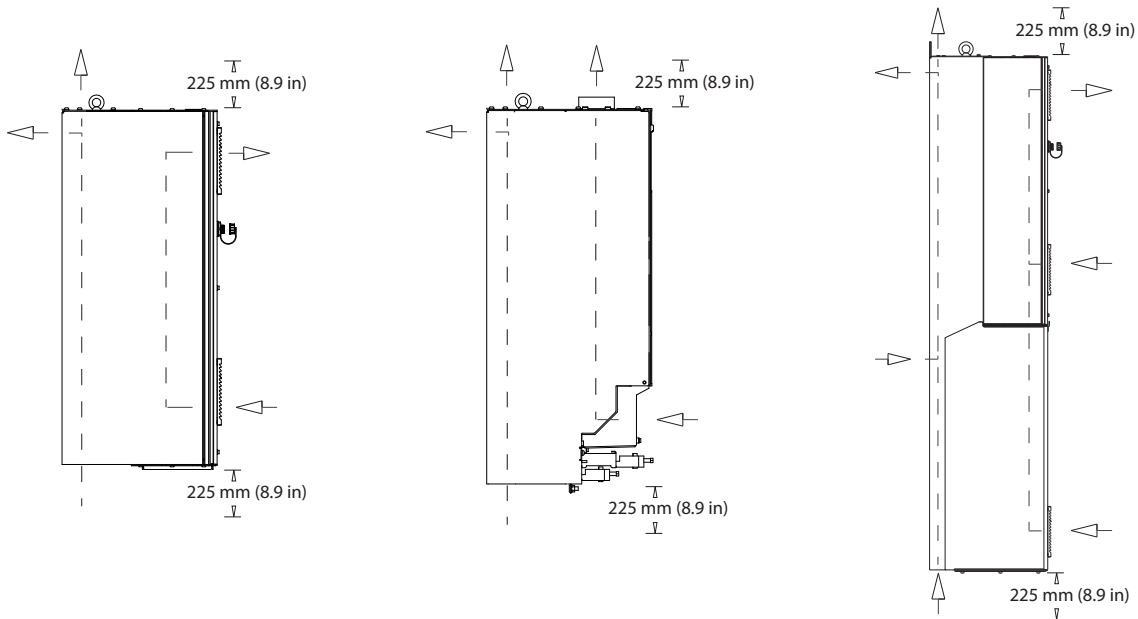
- Brake chopper allows the excess energy to be dissipated in the form of heat within the brake resistor coils.
- Regen terminals allow a third-party regen unit to be connected to the drive, allowing the excess energy to be returned to the power grid.

Returning excess energy back to the power grid is the most efficient use of regenerated energy in applications using continuous braking.

5.8 Back-channel Cooling Overview

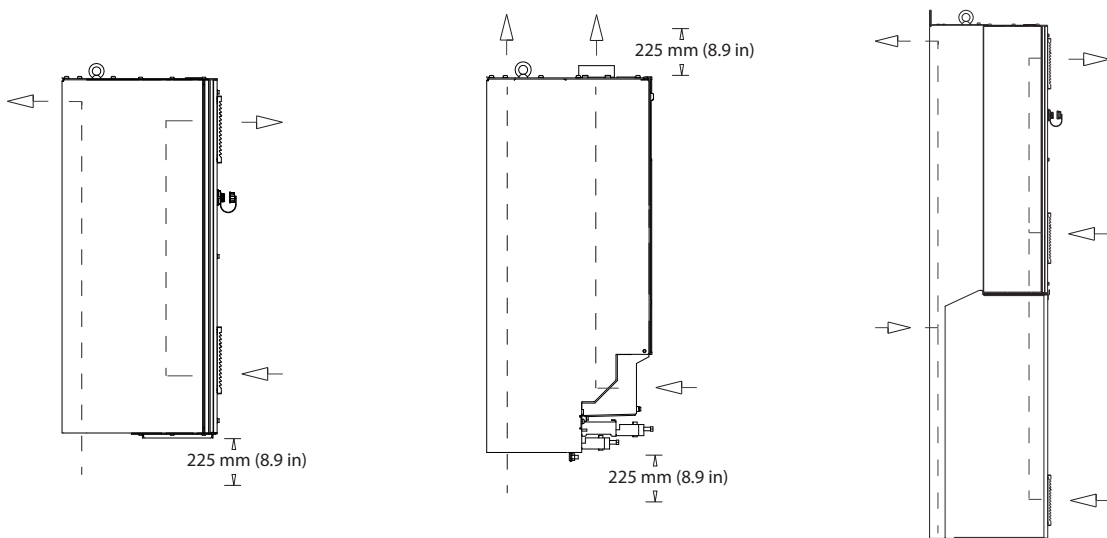
A unique back-channel duct passes cooling air over the heat sinks with minimal air passing through the electronics area. There is an IP54/Type 12 seal between the back-channel cooling duct and the electronics area of the VLT® drive. This back-channel cooling allows 90% of the heat losses to be exhausted directly outside the enclosure. This design improves reliability and prolongs component life by dramatically reducing interior temperatures and contamination of the electronic components. Different back-channel cooling kits are available to redirect the airflow based on individual needs.

5.8.1 Airflow for D1h–D8h Enclosures



130BG068.10

Illustration 5.25 Standard Airflow Configuration for Enclosures D1h/D2h (Left), D3h/D4h (Center), and D5h–D8h (Right).



130BG069.10

Illustration 5.26 Optional Airflow Configuration Using Back-channel Cooling Kits for Enclosures D1h–D8h.

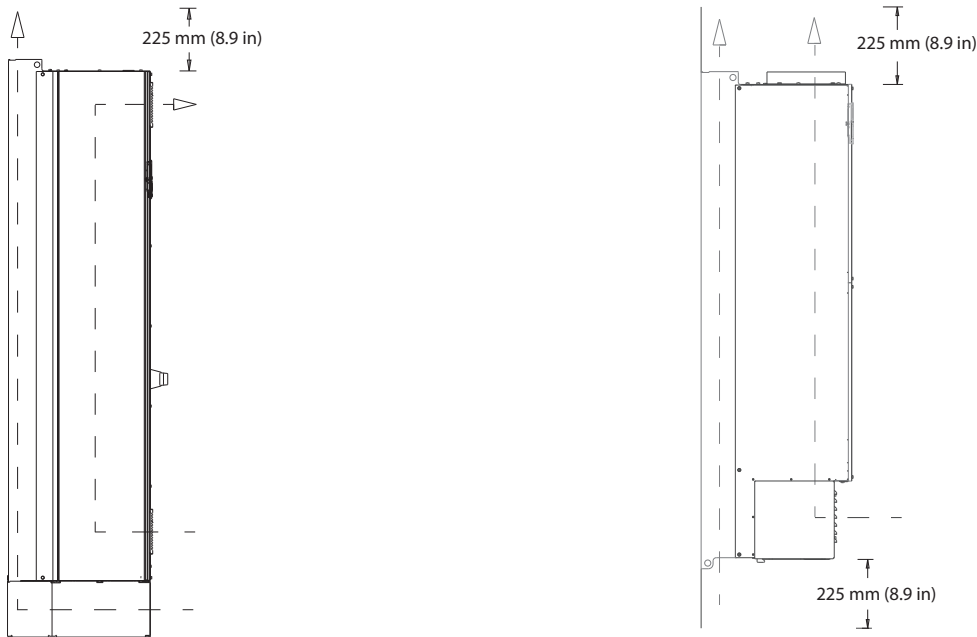
(Left) In-bottom/out-back cooling kit for enclosures D1h/D2h.

(Center) In-bottom/out-top cooling kit for enclosures D3h/D4h.

(Right) In-back/out-back cooling kit for enclosures D5–D8h.

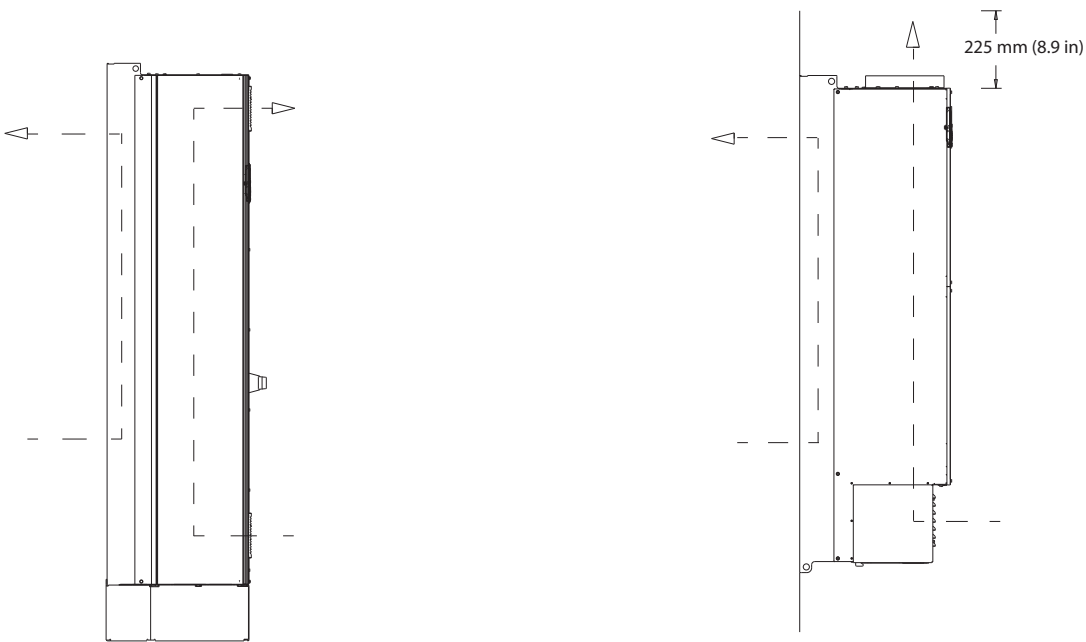
5.8.2 Airflow for E1h–E4h Enclosures

5



130BF699.10

Illustration 5.27 Standard Airflow Configuration for E1h/E2h (Left) and E3h/E4h (Right)



130BF700.10

Illustration 5.28 Optional Airflow Configuration Through the Back Wall for E1h/E2h (Left) and E3h/E4h (Right)

6 Options and Accessories Overview

6.1 Fieldbus Devices

This section describes the fieldbus devices that are available with the VLT[®] HVAC Drive FC 102 series. Using a fieldbus device reduces system cost, delivers faster and more efficient communication, and provides an easier user interface. For ordering numbers, refer to *chapter 13.2 Ordering Numbers for Options and Accessories*.

6.1.1 VLT[®] PROFIBUS DP-V1 MCA 101

The VLT[®] PROFIBUS DP-V1 MCA 101 provides:

- Wide compatibility, a high level of availability, support for all major PLC vendors, and compatibility with future versions.
- Fast, efficient communication, transparent installation, advanced diagnosis, and parameterization and auto-configuration of process data via a GSD file.
- Acyclic parameterization using PROFIBUS DP-V1, PROFIdrive, or Danfoss FC profile state machines.

6.1.2 VLT[®] DeviceNet MCA 104

The VLT[®] DeviceNet MCA 104 provides:

- Support of the ODVA AC drive profile supported via I/O instance 20/70 and 21/71 secures compatibility to existing systems.
- Benefits from ODVA's strong conformance testing policies that ensure products are interoperable.

6.1.3 VLT[®] LonWorks MCA 108

LonWorks is a fieldbus system developed for building automation. It enables communication between individual units in the same system (peer-to-peer) and thus supports decentralizing of control.

- No need for large main station (master/slave).
- Units receive signals directly.
- Supports Echelon free-topology interface (flexible cabling and installation).
- Supports embedded I/Os and I/O options (easy implementation of de-central I/Os).
- Sensor signals can quickly be moved to another controller via bus cables.
- Certified as compliant with LonMark version 3.4 specifications.

6.1.4 VLT[®] BACnet MCA 109

The open communications protocol for worldwide building automation use. The BACnet protocol is an international protocol that efficiently integrates all parts of building automation equipment from the actuator level to the building management system.

- BACnet is the world standard for building automation.
- International standard ISO 16484-5.
- With no license fees, the protocol can be used in building automation systems of all sizes.
- The BACnet option lets the drive communicate with building management systems running the BACnet protocol.
- BACnet is typically used for heating, ventilation, cooling, and climate equipment control.
- The BACnet protocol easily integrates into existing control equipment networks.

6.1.5 VLT[®] PROFINET MCA 120

The VLT[®] PROFINET MCA 120 combines the highest performance with the highest degree of openness. The option is designed so that many of the features from the VLT[®] PROFIBUS MCA 101 can be reused, minimizing user effort to migrate PROFINET and securing the investment in a PLC program.

- Same PPO types as the VLT[®] PROFIBUS DP V1 MCA 101 for easy migration to PROFINET.
- Built-in web server for remote diagnosis and reading out of basic drive parameters.
- Supports MRP.
- Supports DP-V1. Diagnostic allows easy, fast, and standardized handling of warning and fault information into the PLC, improving bandwidth in the system.
- Supports PROFIsafe when combined with VLT[®] Safety Option MCB 152.
- Implementation in accordance with Conformance Class B.

6.1.6 VLT® EtherNet/IP MCA 121

Ethernet is the future standard for communication at the factory floor. The VLT® EtherNet/IP MCA 121 is based on the newest technology available for industrial use and handles even the most demanding requirements. EtherNet/IP™ extends standard commercial Ethernet to the Common Industrial Protocol (CIP™) – the same upper-layer protocol and object model found in DeviceNet.

This option offers advanced features such as:

- Built-in, high-performance switch enabling line-topology, which eliminates the need for external switches.
- DLR Ring (from October 2015).
- Advanced switch and diagnosis functions.
- Built-in web server.
- E-mail client for service notification.
- Unicast and Multicast communication.

6.1.7 VLT® Modbus TCP MCA 122

The VLT® Modbus TCP MCA 122 connects to Modbus TCP-based networks. It handles connection intervals down to 5 ms in both directions, positioning it among the fastest performing Modbus TCP devices in the market. For master redundancy, it features hot swapping between 2 masters.

Other features include:

- Built-in web-server for remote diagnosis and reading out basic drive parameters.
- Email notification that can be configured to send an email message to 1 or more recipients when certain alarms or warnings occur, or when they are cleared.
- Dual master PLC connection for redundancy.

6.1.8 VLT® BACnet/IP MCA 125

The VLT® BACnet/IP MCA 125 option allows quick and easy integration of the drive into building management systems (BMS) using the BACnet/IP protocol or by running BACnet on Ethernet. It can read and share data points and transfer actual and requested values to and from the systems.

The MCA 125 option has 2 Ethernet connectors, enabling daisy-chain configuration with no need for external switches. The embedded 3-port managed switch of the VLT® BACnet/IP MCA 125 option comprises 2 external and 1 internal Ethernet port. This switch allows the use of a line structure for the Ethernet cabling. This option makes it possible to control multiple high-efficiency permanent

magnet motors in parallel and monitor points required in typical HVAC applications. Besides standard functionality, the MCA 125 option features:

- COV (change of value).
- Read/write property multiple.
- Alarm/warning notifications
- Ability to change BACnet object names for user-friendliness.
- BACnet Loop object.
- Segmented data transfer.
- Trending, based on time or event.

6.2 Functional Extensions

This section describes the functional extension options that are available with the VLT® HVAC Drive FC 102 series. For ordering numbers, refer to *chapter 13.2 Ordering Numbers for Options and Accessories*.

6.2.1 VLT® General Purpose I/O Module MCB 101

The VLT® General Purpose I/O Module MCB 101 offers an extended number of control inputs and outputs:

- 3 digital inputs 0–24 V: Logic 0 < 5 V; Logic 1 > 10 V.
- 2 analog inputs 0–10 V: Resolution 10 bits plus sign.
- 2 digital outputs NPN/PNP push-pull.
- 1 analog output 0/4–20 mA.
- Spring-loaded connection.

6.2.2 VLT® Relay Card MCB 105

The VLT® Relay Card MCB 105 extends relay functions with 3 more relay outputs.

- Protects control cable connection.
- Spring-loaded control wire connection.

Maximum switch rate (rated load/minimum load)
6 minutes⁻¹/20 s⁻¹.

Maximum terminal load
AC-1 resistive load: 240 V AC, 2 A.

6.2.3 VLT® Analog I/O Option MCB 109

The VLT® Analog I/O Option MCB 109 is easily fitted in the drive for upgrading to advanced performance and control using the additional inputs/outputs. This option also upgrades the drive with a battery back-up supply for the

drive's built-in clock. This battery back-up provides stable use of all timed actions used by the drive.

- 3 analog inputs, each configurable as both voltage and temperature input.
- Connection of 0–10 V analog signals as well as PT1000 and NI1000 temperature inputs.
- 3 analog outputs, each configurable as 0–10 V outputs.

6.2.4 VLT[®] PTC Thermistor Card MCB 112

The VLT[®] PTC Thermistor Card MCB 112 provides extra motor monitoring compared to the built-in ETR function and thermistor terminal.

- Protects the motor from overheating.
- ATEX-approved for use with Ex-d motors.
- Uses Safe Torque Off function, which is approved in accordance with SIL 2 IEC 61508.

6.2.5 VLT[®] Sensor Input Option MCB 114

The VLT[®] Sensor Input Option MCB 114 protects the motor from being overheated by monitoring the temperature of motor bearings and windings.

- 3 self-detecting sensor inputs for 2 or 3-wire PT100/PT1000 sensors.
- 1 extra analog input 4–20 mA.

6.3 Motion Control and Relay Cards

This section describes the motion control and relay card options that are available with the VLT[®] HVAC Drive FC 102 series. For ordering numbers, refer to *chapter 13.2 Ordering Numbers for Options and Accessories*.

6.3.1 VLT[®] Extended Relay Card MCB 113

The VLT[®] Extended Relay Card MCB 113 adds inputs/outputs for increased flexibility.

- 7 digital inputs.
- 2 analog outputs.
- 4 SPDT relays.
- Meets NAMUR recommendations.
- Galvanic isolation capability.

6.4 Brake Resistors

In applications where the motor is used as a brake, energy is generated in the motor and sent back into the drive. If the energy cannot be transported back to the motor, it increases the voltage in the drive DC line. In applications with frequent braking and/or high inertia loads, this increase can lead to an overvoltage trip in the drive and, finally, a shutdown. Brake resistors are used to dissipate the excess energy resulting from the regenerative braking. The resistor is selected based on its ohmic value, its power dissipation rate, and its physical size. Danfoss offers a wide variety of different resistors that are specially designed to Danfoss drives. For ordering numbers and more information on how to dimension brake resistors, refer to the *VLT[®] Brake Resistor MCE 101 Design Guide*.

6.5 Sine-wave Filters

When a drive controls a motor, resonance noise is heard from the motor. This noise, which is the result of the motor design, occurs every time an inverter switch in the drive is activated. The frequency of the resonance noise thus corresponds to the switching frequency of the drive.

Danfoss supplies a sine-wave filter to dampen the acoustic motor noise. The filter reduces the ramp-up time of the voltage, the peak load voltage (U_{PEAK}), and the ripple current (ΔI) to the motor, which means that current and voltage become almost sinusoidal. The acoustic motor noise is reduced to a minimum.

The ripple current in the sine-wave filter coils also causes some noise. Solve the problem by integrating the filter in a cabinet or enclosure.

For ordering numbers and more information on sine-wave filters, refer to the *Output Filters Design Guide*.

6.6 dU/dt Filters

Danfoss supplies dU/dt filters which are differential mode, low-pass filters that reduce motor terminal phase-to-phase peak voltages and reduce the rise time to a level that lowers the stress on the insulation at the motor windings. This is a typical issue with set-ups using short motor cables.

Compared to sine-wave filters, the dU/dt filters have a cut-off frequency above the switching frequency.

For ordering numbers and more information on dU/dt filters, refer to the *Output Filters Design Guide*.

6.7 Common-mode Filters

High-frequency common-mode cores (HF-CM cores) reduce electromagnetic interference and eliminate bearing damage by electrical discharge. They are special nanocrystalline magnetic cores that have superior filtering performance compared to regular ferrite cores. The HF-CM core acts like a common-mode inductor between phases and ground.

Installed around the 3 motor phases (U, V, W), the common mode filters reduce high-frequency common-mode currents. As a result, high-frequency electromagnetic interference from the motor cable is reduced.

For ordering numbers refer to the *Output Filters Design Guide*.

6.8 Harmonic Filters

The VLT® Advanced Harmonic Filters AHF 005 & AHF 010 should not be compared with traditional harmonic trap filters. The Danfoss harmonic filters have been specially designed to match the Danfoss drives.

By connecting the AHF 005 or AHF 010 in front of a Danfoss drive, the total harmonic current distortion generated back to the mains is reduced to 5% and 10%.

For ordering numbers and more information on how to dimension brake resistors, refer to the *VLT® Advanced Harmonic Filters AHF 005/AHF 010 Design Guide*.

6.9 High-power Kits

High-power kits, such as back-wall cooling, space heater, mains shield, are available for these enclosures. See *chapter 13.2 Ordering Numbers for Options and Accessories* for a brief description and ordering numbers for all available kits.

7 Specifications

7.1 Electrical Data, 380–480 V

| VLT® HVAC Drive FC 102 | N110K | N132 | N160 |
|--|------------------------|--------------|--------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO | NO |
| Typical shaft output at 400 V [kW] | 110 | 132 | 160 |
| Typical shaft output at 460 V [hp] | 150 | 200 | 250 |
| Typical shaft output at 480 V [kW] | 132 | 160 | 200 |
| Enclosure size | D1h/D3h/D5h/D6h | | |
| Output current (3-phase) | | | |
| Continuous (at 400 V) [A] | 212 | 260 | 315 |
| Intermittent (60 s overload) (at 400 V)[A] | 233 | 286 | 347 |
| Continuous (at 460/480 V) [A] | 190 | 240 | 302 |
| Intermittent (60 s overload) (at 460/480 V) [kVA] | 209 | 264 | 332 |
| Continuous kVA (at 400 V) [kVA] | 147 | 180 | 218 |
| Continuous kVA (at 460 V) [kVA] | 151 | 191 | 241 |
| Continuous kVA (at 480 V) [kVA] | 165 | 208 | 262 |
| Maximum input current | | | |
| Continuous (at 400 V) [A] | 204 | 251 | 304 |
| Continuous (at 460/480 V) [A] | 183 | 231 | 291 |
| Maximum number and size of cables per phase | | | |
| - Mains, motor, brake, and load share [mm ² (AWG)] | 2x95 (2x3/0) | 2x95 (2x3/0) | 2x95 (2x3/0) |
| Maximum external mains fuses [A] ¹⁾ | 315 | 350 | 400 |
| Estimated power loss at 400 V [W] ^{2), 3)} | 2559 | 2954 | 3770 |
| Estimated power loss at 460 V [W] ^{2), 3)} | 2261 | 2724 | 3628 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 |
| Output frequency [Hz] | 0–590 | 0–590 | 0–590 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 75 (167) | 75 (167) | 75 (167) |



Table 7.1 Electrical Data for Enclosures D1h/D3h/D5h/D6h, Mains Supply 3x380–480 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N200 | N250 | N315 |
|--|------------------------|-------------------|-------------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO | NO |
| Typical shaft output at 400 V [kW] | 200 | 250 | 315 |
| Typical shaft output at 460 V [hp] | 300 | 350 | 450 |
| Typical shaft output at 480 V [kW] | 250 | 315 | 355 |
| Enclosure size | D2h/D4h/D7h/D8h | | |
| Output current (3-phase) | | | |
| Continuous (at 400 V) [A] | 395 | 480 | 588 |
| Intermittent (60 s overload) (at 400 V)[A] | 435 | 528 | 647 |
| Continuous (at 460/480 V) [A] | 361 | 443 | 535 |
| Intermittent (60 s overload) (at 460/480 V) [kVA] | 397 | 487 | 589 |
| Continuous kVA (at 400 V) [kVA] | 274 | 333 | 407 |
| Continuous kVA (at 460 V) [kVA] | 288 | 353 | 426 |
| Continuous kVA (at 480 V) [kVA] | 313 | 384 | 463 |
| Maximum input current | | | |
| Continuous (at 400 V) [A] | 381 | 463 | 567 |
| Continuous (at 460/480 V) [A] | 348 | 427 | 516 |
| Maximum number and size of cables per phase | | | |
| - Mains, motor, brake, and load share [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| Maximum external mains fuses [A] ¹⁾ | 550 | 630 | 800 |
| Estimated power loss at 400 V [W] ^{2), 3)} | 4116 | 5137 | 6674 |
| Estimated power loss at 460 V [W] ^{2), 3)} | 3569 | 4566 | 5714 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 |
| Output frequency [Hz] | 0–590 | 0–590 | 0–590 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) | 80 (176) |

Table 7.2 Electrical Data for Enclosures D2h/D4h/D7h/D8h, Mains Supply 3x380–480 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N355 | N400 | N450 |
|--|-------------------|-------------------|-------------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO | NO |
| Typical shaft output at 400 V [kW] | 355 | 400 | 450 |
| Typical shaft output at 460 V [hp] | 500 | 600 | 600 |
| Typical shaft output at 480 V [kW] | 400 | 500 | 530 |
| Enclosure size | E1h/E3h | E1h/E3h | E1h/E3h |
| Output current (3-phase) | | | |
| Continuous (at 400 V) [A] | 658 | 745 | 800 |
| Intermittent (60 s overload) (at 400 V) [A] | 724 | 820 | 880 |
| Continuous (at 460/480 V) [A] | 590 | 678 | 730 |
| Intermittent (60 s overload) (at 460/480 V) [A] | 649 | 746 | 803 |
| Continuous kVA (at 400 V) [kVA] | 456 | 516 | 554 |
| Continuous kVA (at 460 V) [kVA] | 470 | 540 | 582 |
| Continuous kVA (at 480 V) [kVA] | 511 | 587 | 632 |
| Maximum input current | | | |
| Continuous (at 400 V) [A] | 634 | 718 | 771 |
| Continuous (at 460/480 V) [A] | 569 | 653 | 704 |
| Maximum number and size of cables per phase (E1h) | | | |
| - Mains and motor without brake [mm ² (AWG)] | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) |
| - Mains and motor with brake [mm ² (AWG)] | 4x240 (4x500 mcm) | 4x240 (4x500 mcm) | 4x240 (4x500 mcm) |
| - Brake or regeneration [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| Maximum number and size of cables per phase (E3h) | | | |
| - Mains and motor [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Brake [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| - Load share or regeneration [mm ² (AWG)] | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) |
| Maximum external mains fuses [A] ¹⁾ | 800 | 800 | 800 |
| Estimated power loss at 400 V [W] ^{2), 3)} | 6928 | 8036 | 8783 |
| Estimated power loss at 460 V [W] ^{2), 3)} | 5910 | 6933 | 7969 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 |
| Output frequency | 0–590 Hz | 0–590 Hz | 0–590 Hz |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) | 80 (176) |
| Power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) |
| Fan power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) |
| Active in-rush card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) |

Table 7.3 Electrical Data for Enclosures E1h/E3h, Mains Supply 3x380–480 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N500 | N560 |
|--|-------------------|-------------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO |
| Typical shaft output at 400 V [kW] | 500 | 560 |
| Typical shaft output at 460 V [hp] | 650 | 750 |
| Typical shaft output at 480 V [kW] | 560 | 630 |
| Enclosure size | E2h/E4h | E2h/E4h |
| Output current (3-phase) | | |
| Continuous (at 400 V) [A] | 880 | 990 |
| Intermittent (60 s overload) (at 400 V) [A] | 968 | 1089 |
| Continuous (at 460/480 V) [A] | 780 | 890 |
| Intermittent (60 s overload) (at 460/480 V) [A] | 858 | 979 |
| Continuous kVA (at 400 V) [kVA] | 610 | 686 |
| Continuous kVA (at 460 V) [kVA] | 621 | 709 |
| Continuous kVA (at 480 V) [kVA] | 675 | 771 |
| Maximum input current | | |
| Continuous (at 400 V) [A] | 848 | 954 |
| Continuous (at 460/480 V) [A] | 752 | 848 |
| Maximum number and size of cables per phase (E2h) | | |
| - Mains and motor without brake [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Mains and motor with brake [mm ² (AWG)] | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) |
| - Brake or regeneration [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| Maximum number and size of cables per phase (E4h) | | |
| - Mains and motor [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Brake [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| - Load share or regeneration [mm ² (AWG)] | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) |
| Maximum external mains fuses [A] ¹⁾ | 1200 | 1200 |
| Estimated power loss at 400 V [W] ^{2), 3)} | 9473 | 11102 |
| Estimated power loss at 460 V [W] ^{2), 3)} | 7809 | 9236 |
| Efficiency ³⁾ | 0.98 | 0.98 |
| Output frequency | 0–590 Hz | 0–590 Hz |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 100 (212) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) |
| Power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |
| Fan power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |
| Active in-rush card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |

Table 7.4 Electrical Data for Enclosures E2h/E4h, Mains Supply 3x380–480 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

7.2 Electrical Data, 525–690 V

| VLT® HVAC Drive FC 102 | N75K | N90K | N110K | N132 | N160 |
|--|------------------------|--------------|--------------|--------------|--------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO | NO | NO | NO |
| Typical shaft output at 525 V [kW] | 55 | 75 | 90 | 110 | 132 |
| Typical shaft output at 575 V [hp] | 75 | 100 | 125 | 150 | 200 |
| Typical shaft output at 690 V [kW] | 75 | 90 | 110 | 132 | 160 |
| Enclosure size | D1h/D3h/D5h/D6h | | | | |
| Output current (3-phase) | | | | | |
| Continuous (at 525 V) [A] | 90 | 113 | 137 | 162 | 201 |
| Intermittent (60 s overload) (at 525 V) [A] | 99 | 124 | 151 | 178 | 221 |
| Continuous (at 575/690 V) [A] | 86 | 108 | 131 | 155 | 192 |
| Intermittent (60 s overload)(at 575/690 V) [A] | 95 | 119 | 144 | 171 | 211 |
| Continuous kVA (at 525 V) [kVA] | 82 | 103 | 125 | 147 | 183 |
| Continuous kVA (at 575 V) [kVA] | 86 | 108 | 131 | 154 | 191 |
| Continuous kVA (at 690 V) [kVA] | 103 | 129 | 157 | 185 | 230 |
| Maximum input current | | | | | |
| Continuous (at 525 V) [A] | 87 | 109 | 132 | 156 | 193 |
| Continuous (at 575/690 V) | 83 | 104 | 126 | 149 | 185 |
| Maximum number and size of cables per phase | | | | | |
| - Mains, motor, brake, and load share [mm ² (AWG)] | 2x95 (2x3/0) | 2x95 (2x3/0) | 2x95 (2x3/0) | 2x95 (2x3/0) | 2x95 (2x3/0) |
| Maximum external mains fuses [A] ¹⁾ | 160 | 315 | 315 | 315 | 315 |
| Estimated power loss at 575 V [W] ^{2), 3)} | 1162 | 1428 | 1740 | 2101 | 2649 |
| Estimated power loss at 690 V [W] ^{2), 3)} | 1204 | 1477 | 1798 | 2167 | 2740 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Output frequency [Hz] | 0–590 | 0–590 | 0–590 | 0–590 | 0–590 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 75 (167) | 75 (167) | 75 (167) | 75 (167) | 75 (167) |

7

Table 7.5 Electrical Data for Enclosures D1h/D3h/D5h/D6h, Mains Supply 3x525–690 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N200 | N250 | N315 | N400 |
|---|------------------------|---------------|---------------|---------------|
| High/normal overload (Normal overload=110% current during 60 s) | NO | NO | NO | NO |
| Typical Shaft output at 525 V [kW] | 160 | 200 | 250 | 315 |
| Typical Shaft output at 575 V [hp] | 250 | 300 | 350 | 400 |
| Typical Shaft output at 690 V [kW] | 200 | 250 | 315 | 400 |
| Enclosure size | D2h/D4h/D7h/D8h | | | |
| Output current (3-phase) | | | | |
| Continuous (at 525 V) [A] | 253 | 303 | 360 | 418 |
| Intermittent (60 s overload) (at 525 V)[A] | 278 | 333 | 396 | 460 |
| Continuous (at 575/690 V) [A] | 242 | 290 | 344 | 400 |
| Intermittent (60 s overload) (at 575/690 V) [A] | 266 | 219 | 378 | 440 |
| Continuous kVA (at 525 V) [kVA] | 230 | 276 | 327 | 380 |
| Continuous kVA (at 575 V) [kVA] | 241 | 289 | 343 | 398 |
| Continuous kVA (at 690 V) [kVA] | 289 | 347 | 411 | 478 |
| Maximum input current | | | | |
| Continuous (at 525 V) [A] | 244 | 292 | 347 | 403 |
| Continuous (at 575/690 V) | 233 | 279 | 332 | 385 |
| Maximum number and size of cables per phase | | | | |
| - Mains, motor, brake, and load share [mm ² (AWG)] | 2x185 (2x350) | 2x185 (2x350) | 2x185 (2x350) | 2x185 (2x350) |
| Maximum external mains fuses [A] ¹⁾ | 550 | 550 | 550 | 550 |
| Estimated power loss at 575 V [W] ^{2), 3)} | 3074 | 3723 | 4465 | 5028 |
| Estimated power loss at 690 V [W] ^{2), 3)} | 3175 | 3851 | 4614 | 5155 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 | 0.98 |
| Output frequency [Hz] | 0-590 | 0-590 | 0-590 | 0-590 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) | 80 (176) | 80 (176) |

Table 7.6 Electrical Data for Enclosures D2h/D4h/D7h/D8h, Mains Supply 3x525–690 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N450 | N500 | N560 | N630 |
|--|-------------------|-------------------|-------------------|-------------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO | NO | NO |
| Typical shaft output at 525 V [kW] | 355 | 400 | 450 | 500 |
| Typical shaft output at 575 V [hp] | 450 | 500 | 600 | 650 |
| Typical shaft output at 690 V [kW] | 450 | 500 | 560 | 630 |
| Enclosure size | E1h/E3h | E1h/E3h | E1h/E3h | E1h/E3h |
| Output current (3-phase) | | | | |
| Continuous (at 525 V) [A] | 470 | 523 | 596 | 630 |
| Intermittent (60 s overload) (at 525 V) [A] | 517 | 575 | 656 | 693 |
| Continuous (at 575/690 V) [A] | 450 | 500 | 570 | 630 |
| Intermittent (60 s overload) (at 575/690 V) [A] | 495 | 550 | 627 | 693 |
| Continuous kVA (at 525 V) [kVA] | 448 | 498 | 568 | 600 |
| Continuous kVA (at 575 V) [kVA] | 448 | 498 | 568 | 627 |
| Continuous kVA (at 690 V) [kVA] | 538 | 598 | 681 | 753 |
| Maximum input current | | | | |
| Continuous (at 525 V) [A] | 453 | 504 | 574 | 607 |
| Continuous (at 575/690 V) [A] | 434 | 482 | 549 | 607 |
| Maximum number and size of cables per phase (E1h) | | | | |
| - Mains and motor without brake [mm ² (AWG)] | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) | 6x240 (6x500 mcm) |
| - Mains and motor with brake [mm ² (AWG)] | 4x240 (4x500 mcm) | 4x240 (4x500 mcm) | 4x240 (4x500 mcm) | 5x240 (5x500 mcm) |
| - Brake or regeneration [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| Maximum number and size of cables per phase (E3h) | | | | |
| - Mains and motor [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Brake [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| - Load share or regeneration [mm ² (AWG)] | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) |
| Maximum external mains fuses [A] ¹⁾ | 800 | 800 | 800 | 800 |
| Estimated power loss at 600 V [W] ^{2), 3)} | 6062 | 6879 | 8076 | 9208 |
| Estimated power loss at 690 V [W] ^{2), 3)} | 5939 | 6715 | 7852 | 8921 |
| Efficiency ³⁾ | 0.98 | 0.98 | 0.98 | 0.98 |
| Output frequency [Hz] | 0–500 | 0–500 | 0–500 | 0–500 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) | 80 (176) | 80 (176) |
| Power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) | 85 (185) |
| Fan power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) | 85 (185) |
| Active in-rush card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) | 85 (185) | 85 (185) |

Table 7.7 Electrical Data for Enclosures E1h/E3h, Mains Supply 3x525–690 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

| VLT® HVAC Drive FC 102 | N710 | N800 |
|--|-------------------|-------------------|
| Normal overload (Normal overload=110% current during 60 s) | NO | NO |
| Typical shaft output at 525 V [kW] | 560 | 670 |
| Typical shaft output at 575 V [hp] | 750 | 950 |
| Typical shaft output at 690 V [kW] | 710 | 800 |
| Enclosure size | E2h/E4h | E2h/E4h |
| Output current (3-phase) | | |
| Continuous (at 525 V) [A] | 763 | 889 |
| Intermittent (60 s overload) (at 525 V) [A] | 839 | 978 |
| Continuous (at 575/690 V) [A] | 730 | 850 |
| Intermittent (60 s overload) (at 575/690 V) [A] | 803 | 935 |
| Continuous kVA (at 525 V) [kVA] | 727 | 847 |
| Continuous kVA (at 575 V) [kVA] | 727 | 847 |
| Continuous kVA (at 690 V) [kVA] | 872 | 1016 |
| Maximum input current | | |
| Continuous (at 525 V) [A] | 735 | 857 |
| Continuous (at 575/690 V) [A] | 704 | 819 |
| Maximum number and size of cables per phase (E2h) | | |
| - Mains and motor without brake [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Mains and motor with brake [mm ² (AWG)] | 5x240 (5x500 mcm) | 5x240 (5x500 mcm) |
| - Brake or regeneration [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| Maximum number and size of cables per phase (E4h) | | |
| - Mains and motor [mm ² (AWG)] | 6x240 (6x500 mcm) | 6x240 (6x500 mcm) |
| - Brake [mm ² (AWG)] | 2x185 (2x350 mcm) | 2x185 (2x350 mcm) |
| - Load share or regeneration [mm ² (AWG)] | 4x185 (4x350 mcm) | 4x185 (4x350 mcm) |
| Maximum external mains fuses [A] ¹⁾ | 1200 | 1200 |
| Estimated power loss at 600 V [W] ^{2), 3)} | 10346 | 12723 |
| Estimated power loss at 690 V [W] ^{2), 3)} | 10066 | 12321 |
| Efficiency ³⁾ | 0.98 | 0.98 |
| Output frequency [Hz] | 0–500 | 0–500 |
| Heat sink overtemperature trip [°C (°F)] | 110 (230) | 110 (230) |
| Control card overtemperature trip [°C (°F)] | 80 (176) | 80 (176) |
| Power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |
| Fan power card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |
| Active in-rush card overtemperature trip [°C (°F)] | 85 (185) | 85 (185) |

Table 7.8 Electrical Data for Enclosures E2h/E4h, Mains Supply 3x525–690 V AC

1) For fuse ratings, see chapter 10.5 Fuses and Circuit Breakers.

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

3) Measured using 5 m (16.4 ft) shielded motor cables at rated load and rated frequency. Efficiency measured at nominal current. For energy efficiency class, see chapter 7.5 Ambient Conditions. For part load losses, see drives.danfoss.com/knowledge-center/energy-efficiency-directive/#/.

7.3 Mains Supply

Mains supply (L1, L2, L3)

| | |
|----------------|--------------------------------|
| Supply voltage | 380–480 V ±10%, 525–690 V ±10% |
|----------------|--------------------------------|

Mains voltage low/mains voltage drop-out:

During low mains voltage or a mains drop-out, the drive continues until the DC-link voltage drops below the minimum stop level, which corresponds typically to 15% below the lowest rated supply voltage of the drive. Power-up and full torque cannot be expected at mains voltage lower than 10% below the lowest rated supply voltage of the drive.

| | |
|------------------|--------------|
| Supply frequency | 50/60 Hz ±5% |
|------------------|--------------|

| | |
|--|--|
| Maximum imbalance temporary between mains phases | 3.0% of rated supply voltage ¹⁾ |
|--|--|

| | |
|---------------------------------|----------------------------|
| True power factor (λ) | ≥0.9 nominal at rated load |
|---------------------------------|----------------------------|

| | |
|--|---------|
| Displacement power factor (cos Φ) near unity | (>0.98) |
|--|---------|

| | |
|--|-------------------------|
| Switching on input supply L1, L2, L3 (power ups) | Maximum 1 time/2 minute |
|--|-------------------------|

| | |
|------------------------------------|---|
| Environment according to EN60664-1 | Overvoltage category III/pollution degree 2 |
|------------------------------------|---|

The drive is suitable for use on a circuit capable of delivering up to 100 kA short circuit current rating (SCCR) at 480/600 V.

1) Calculations based on UL/IEC61800-3.

7.4 Motor Output and Motor Data

Motor output (U, V, W)

| | |
|----------------|--------------------------|
| Output voltage | 0–100% of supply voltage |
|----------------|--------------------------|

| | |
|------------------|------------------------|
| Output frequency | 0–590 Hz ¹⁾ |
|------------------|------------------------|

| | |
|-------------------------------|----------|
| Output frequency in flux mode | 0–300 Hz |
|-------------------------------|----------|

| | |
|---------------------|-----------|
| Switching on output | Unlimited |
|---------------------|-----------|

| | |
|------------|-------------|
| Ramp times | 0.01–3600 s |
|------------|-------------|

1) Dependent on voltage and power.

Torque characteristics

| | |
|-----------------------------------|---|
| Starting torque (constant torque) | Maximum 150% for 60 s ^{1), 2)} |
|-----------------------------------|---|

| | |
|-----------------------------------|---|
| Overload torque (constant torque) | Maximum 150% for 60 s ^{1), 2)} |
|-----------------------------------|---|

1) Percentage relates to the nominal current of the drive.

2) Once every 10 minutes.

7.5 Ambient Conditions

Environment

| | |
|---|---------------------------|
| D1h/D2h/D5h/D6h/D7h/D8h/E1h/E2h enclosure | IP21/Type 1, IP54/Type 12 |
|---|---------------------------|

| | |
|---------------------------|--------------|
| D3h/D4h/E3h/E4h enclosure | IP20/Chassis |
|---------------------------|--------------|

| | |
|--------------------------------------|-------------|
| Vibration test (standard/ruggedized) | 0.7 g/1.0 g |
|--------------------------------------|-------------|

| | |
|-------------------|---|
| Relative humidity | 5%–95% (IEC 721-3-3; Class 3K3 (non-condensing) during operation) |
|-------------------|---|

| | |
|---|----------|
| Aggressive environment (IEC 60068-2-43) H ₂ S test | Class Kd |
|---|----------|

| | |
|----------------------------------|-----------|
| Aggressive gases (IEC 60721-3-3) | Class 3C3 |
|----------------------------------|-----------|

| | |
|---|---------------|
| Test method according to IEC 60068-2-43 | H2S (10 days) |
|---|---------------|

| | |
|---|--|
| Ambient temperature (at SFAVM switching mode) | |
|---|--|

| | |
|-----------------|--------------------------------------|
| - with derating | Maximum 55 °C (131 °F) ¹⁾ |
|-----------------|--------------------------------------|

| | |
|--|--------------------------------------|
| - with full output power of typical EFF2 motors (up to 90% output current) | Maximum 50 °C (122 °F) ¹⁾ |
|--|--------------------------------------|

| | |
|--|--------------------------------------|
| - at full continuous FC output current | Maximum 45 °C (113 °F) ¹⁾ |
|--|--------------------------------------|

| | |
|---|--------------|
| Minimum ambient temperature during full-scale operation | 0 °C (32 °F) |
|---|--------------|

| | |
|--|----------------|
| Minimum ambient temperature at reduced performance | -10 °C (14 °F) |
|--|----------------|

| | |
|--------------------------------------|-------------------------------------|
| Temperature during storage/transport | -25 to +65/70 °C (13 to 149/158 °F) |
|--------------------------------------|-------------------------------------|

| | |
|---|------------------|
| Maximum altitude above sea level without derating | 1000 m (3281 ft) |
|---|------------------|

| | |
|--|------------------|
| Maximum altitude above sea level with derating | 3000 m (9842 ft) |
|--|------------------|

1) For more information on derating, see chapter 9.6 Derating.

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

1) Determined according to EN 50598-2 at:

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

7.6 Cable Specifications

Cable lengths and cross-sections for control cables¹⁾

| | |
|--|---|
| Maximum motor cable length, shielded/armored | 150 m (492 ft) |
| Maximum motor cable length, unshielded/unarmored | 300 m (984 ft) |
| Maximum cross-section to motor, mains, load sharing, and brake | See chapter 7 Specifications |
| Maximum cross-section to control terminals, rigid wire | 1.5 mm ² /16 AWG (2x0.75 mm ²) |
| Maximum cross-section to control terminals, flexible cable | 1 mm ² /18 AWG |
| Maximum cross-section to control terminals, cable with enclosed core | 0.5 mm ² /20 AWG |
| Minimum cross-section to control terminals | 0.25 mm ² /23 AWG |

1) For power cables, see chapter 7.1 Electrical Data, 380–480 V and chapter 7.2 Electrical Data, 525–690 V.

7.7 Control Input/Output and Control Data

Digital inputs

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

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

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

Analog inputs

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

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

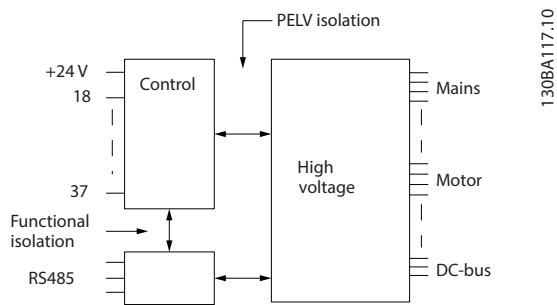


Illustration 7.1 PELV Isolation

Pulse inputs

| | |
|---|-----------------------------------|
| Programmable pulse inputs | 2 |
| Terminal number pulse | 29, 33 |
| Maximum frequency at terminal 29, 33 (push-pull driven) | 110 kHz |
| Maximum frequency at terminal 29, 33 (open collector) | 5 kHz |
| Minimum frequency at terminal 29, 33 | 4 Hz |
| Voltage level | See chapter 7.7.1 Digital Inputs |
| Maximum voltage on input | 28 V DC |
| Input resistance, R_i | Approximately 4 k Ω |
| Pulse input accuracy (0.1–1 kHz) | Maximum error: 0.1% of full scale |

Analog output

| | |
|--|-----------------------------------|
| Number of programmable analog outputs | 1 |
| Terminal number | 42 |
| Current range at analog output | 0/4–20 mA |
| Maximum resistor load to common at analog output | 500 Ω |
| Accuracy on analog output | Maximum error: 0.8% of full scale |
| Resolution on analog output | 8 bit |

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

Control card, RS485 serial communication

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

The RS485 serial communication circuit is functionally separated from other central circuits and galvanically isolated from the supply voltage (PELV).

Digital output

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

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

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

Control card, 24 V DC output

| | |
|-----------------|--------|
| Terminal number | 12, 13 |
| Maximum load | 200 mA |

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

Relay outputs

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

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

1) IEC 60947 part 4 and 5.

2) Overvoltage Category II.

3) UL applications 300 V AC 2 A.

Control card, +10 V DC output

| | |
|-----------------|---------------|
| Terminal number | 50 |
| Output voltage | 10.5 V ±0.5 V |
| Maximum load | 25 mA |

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

Control characteristics

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

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

Control card performance

Scan interval 5 M/S

Control card, USB serial communication

USB standard 1.1 (full speed)

USB plug USB type B device plug

NOTICE

Connection to PC is carried out via a standard host/device USB cable.

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

The USB connection is not galvanically isolated from ground. Use only isolated laptop/PC as connection to the USB connector on the drive or an isolated USB cable/converter.

7.8 Enclosure Weights

| Enclosure | 380–480/500 V | 525–690 V |
|-----------|--------------------------------------|--------------------------------------|
| D1h | 62 (137) | 62 (137) |
| D2h | 125 (276) | 125 (276) |
| D3h | 62 (137) 108 (238) ¹⁾ | 62 (137) 108 (238) ¹⁾ |
| D4h | 125 (276) 179 (395) ¹⁾ | 125 (276) 179 (395) ¹⁾ |
| D5h | 99 (218) | 99 (218) |
| D6h | 128 (282) | 128 (282) |
| D7h | 185 (408) | 185 (408) |
| D8h | 232 (512) | 232 (512) |

Table 7.9 Enclosure D1h–D8h Weights, kg (lb)

1) With optional load share and regen terminals.

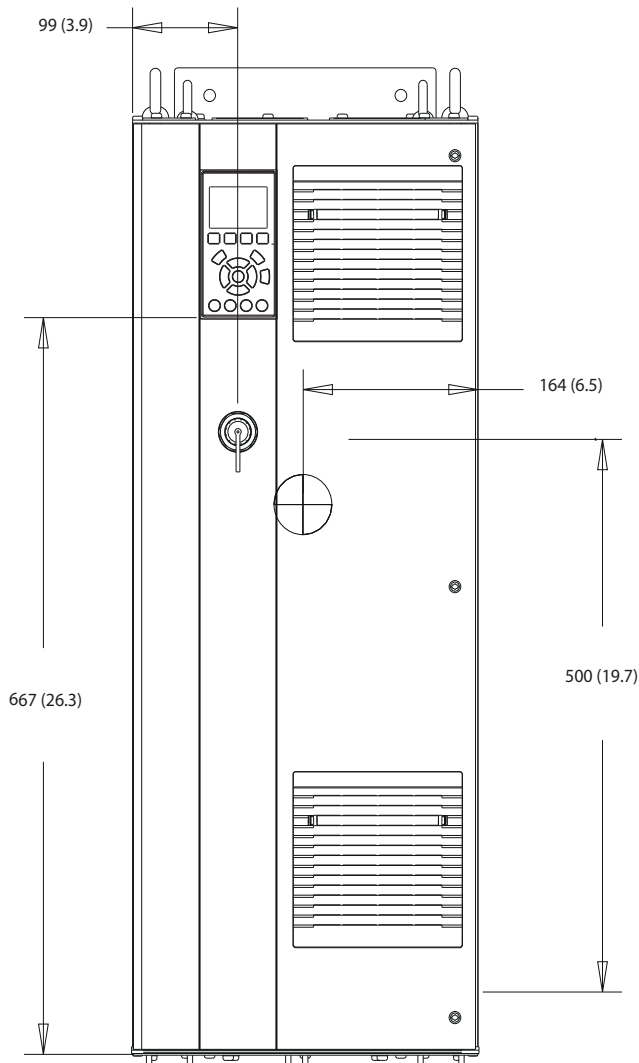
| Enclosure | 380–480/500 V | 525–690 V |
|-----------|---------------|-----------|
| E1h | 295 (650) | 295 (650) |
| E2h | 318 (700) | 318 (700) |
| E3h | 272 (600) | 272 (600) |
| E4h | 295 (650) | 295 (650) |

Table 7.10 Enclosure E1h–E4h Weights, kg (lb)

8 Exterior and Terminal Dimensions

8.1 D1h Exterior and Terminal Dimensions

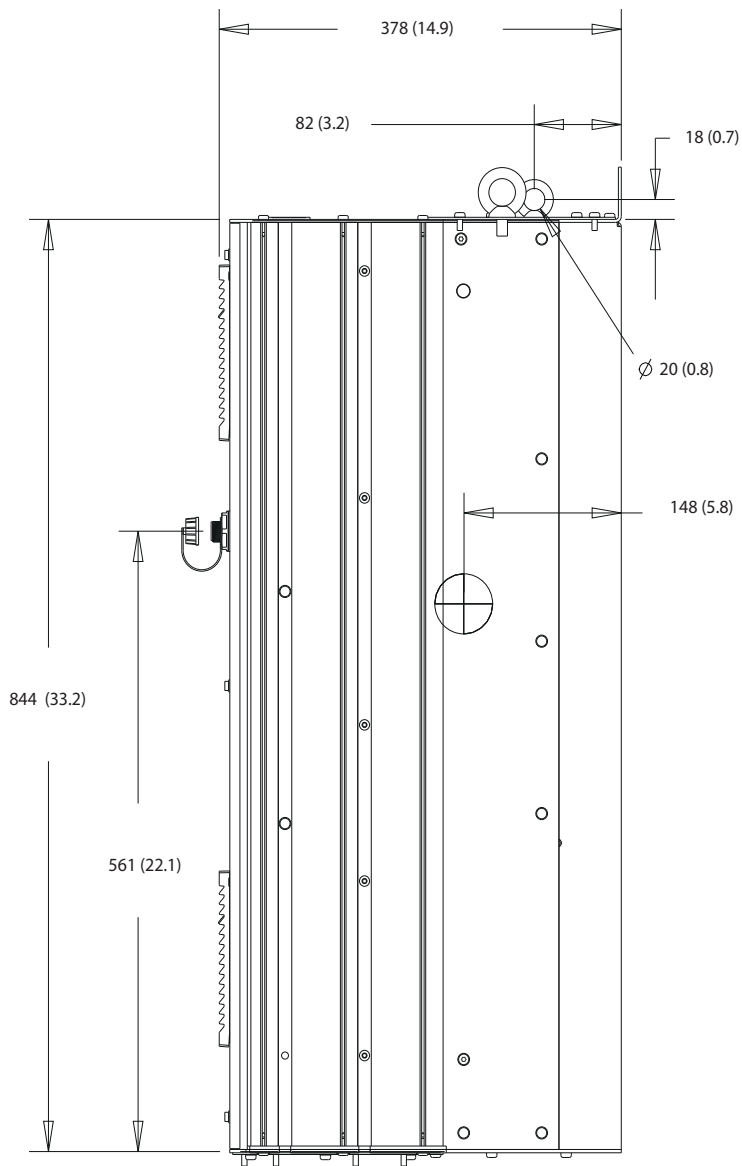
8.1.1 D1h Exterior Dimensions



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8

Illustration 8.1 Front View of D1h



130BF797.10

Illustration 8.2 Side View of D1h

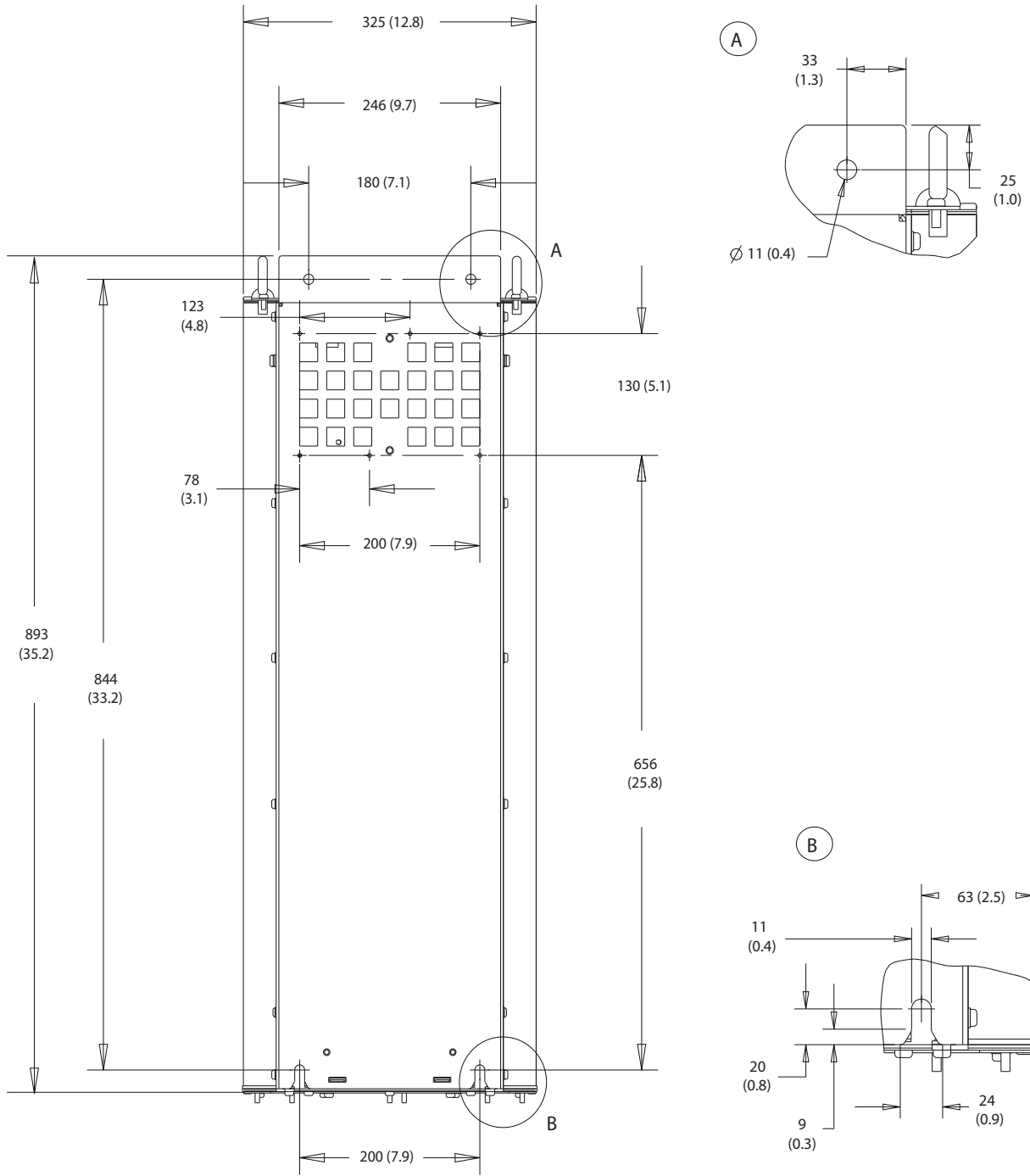
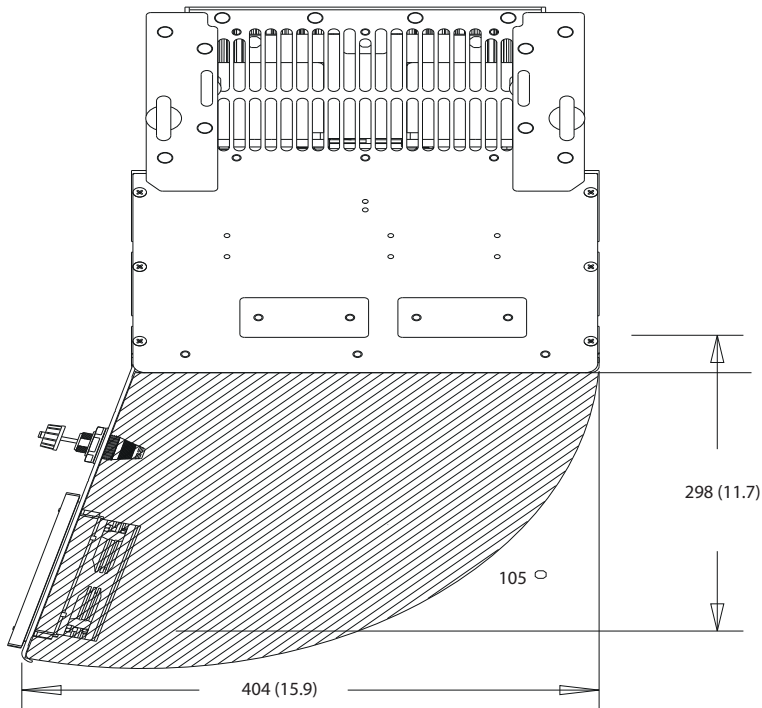
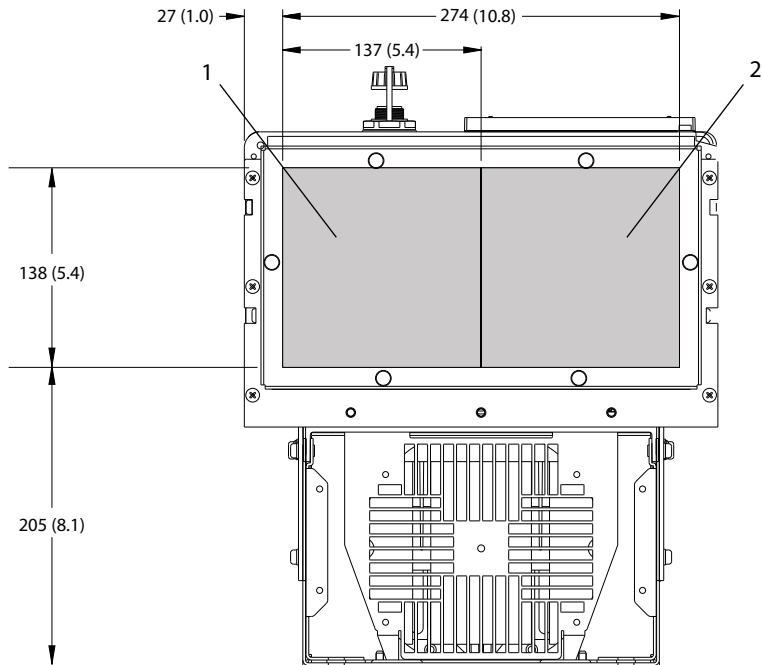


Illustration 8.3 Back View of D1h



130BF669.10

Illustration 8.4 Door Clearance for D1h

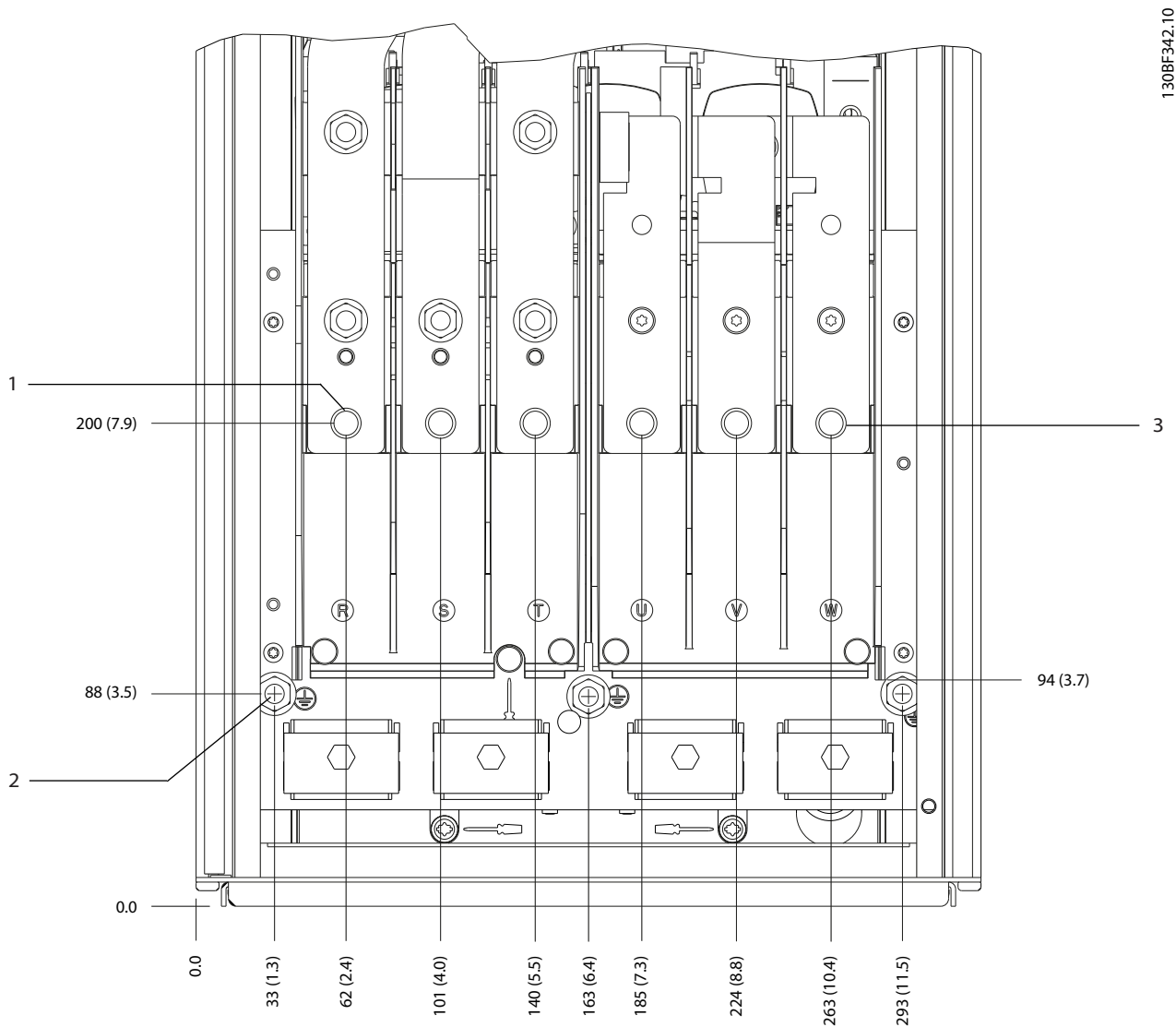


130BF607.10

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

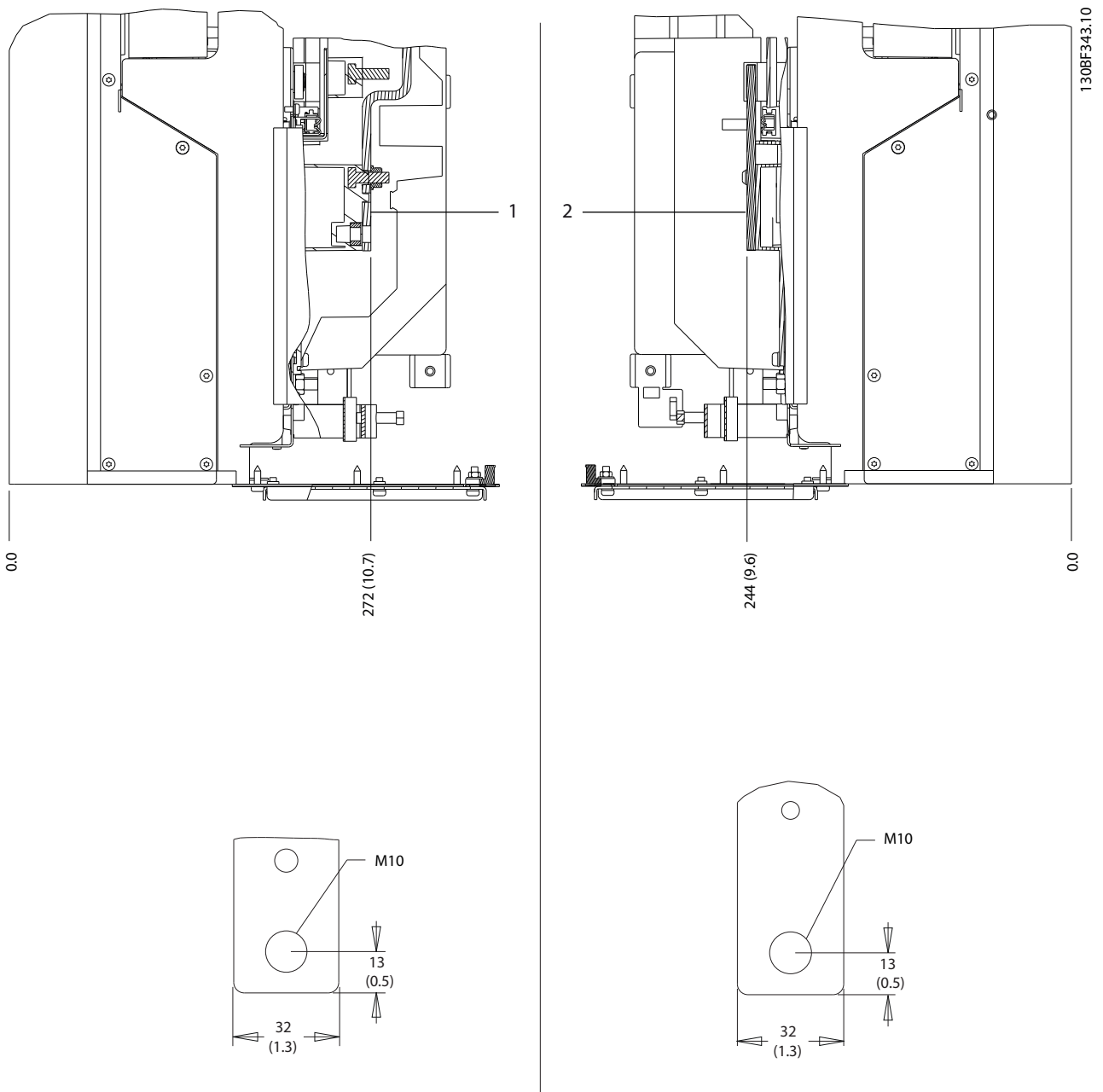
Illustration 8.5 Gland Plate Dimensions for D1h

8.1.2 D1h Terminal Dimensions



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

Illustration 8.6 D1h Terminal Dimensions (Front View)



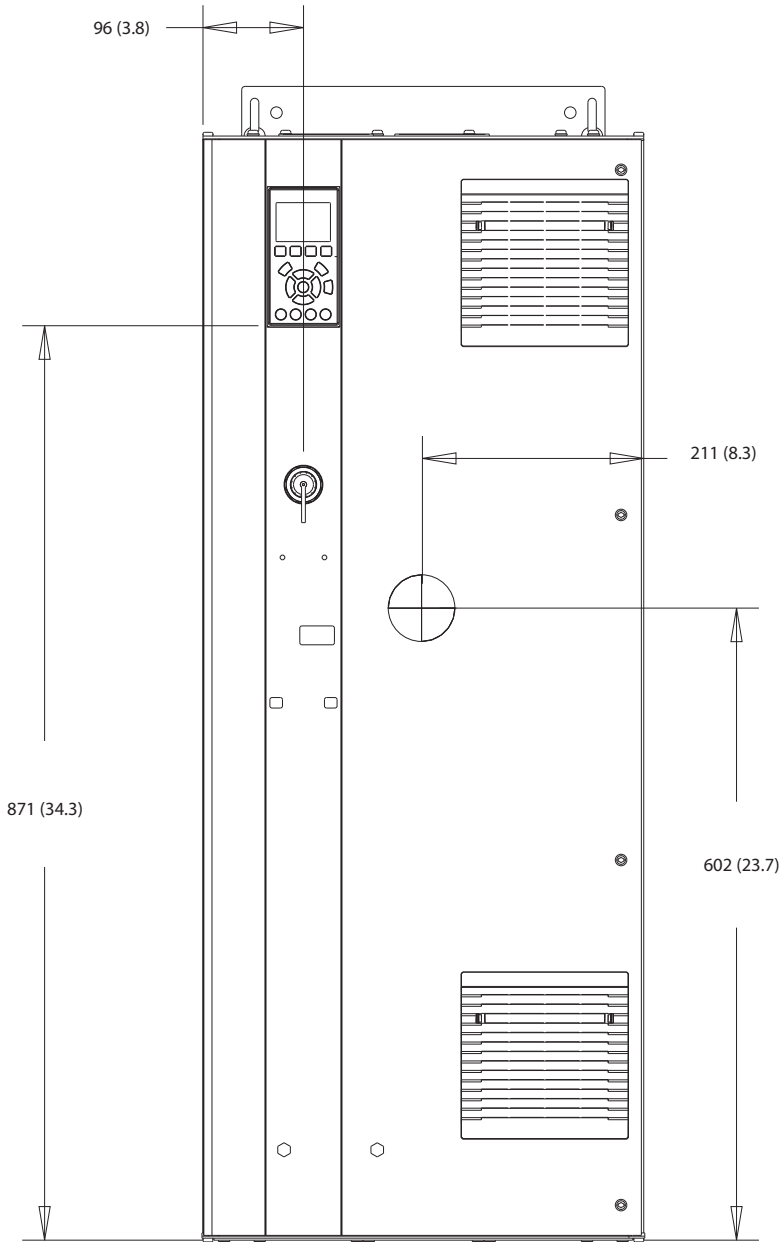
8

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

Illustration 8.7 D1h Terminal Dimensions(Side Views)

8.2 D2h Exterior and Terminal Dimensions

8.2.1 D2h Exterior Dimensions



130BF321.10

8

Illustration 8.8 Front View of D2h

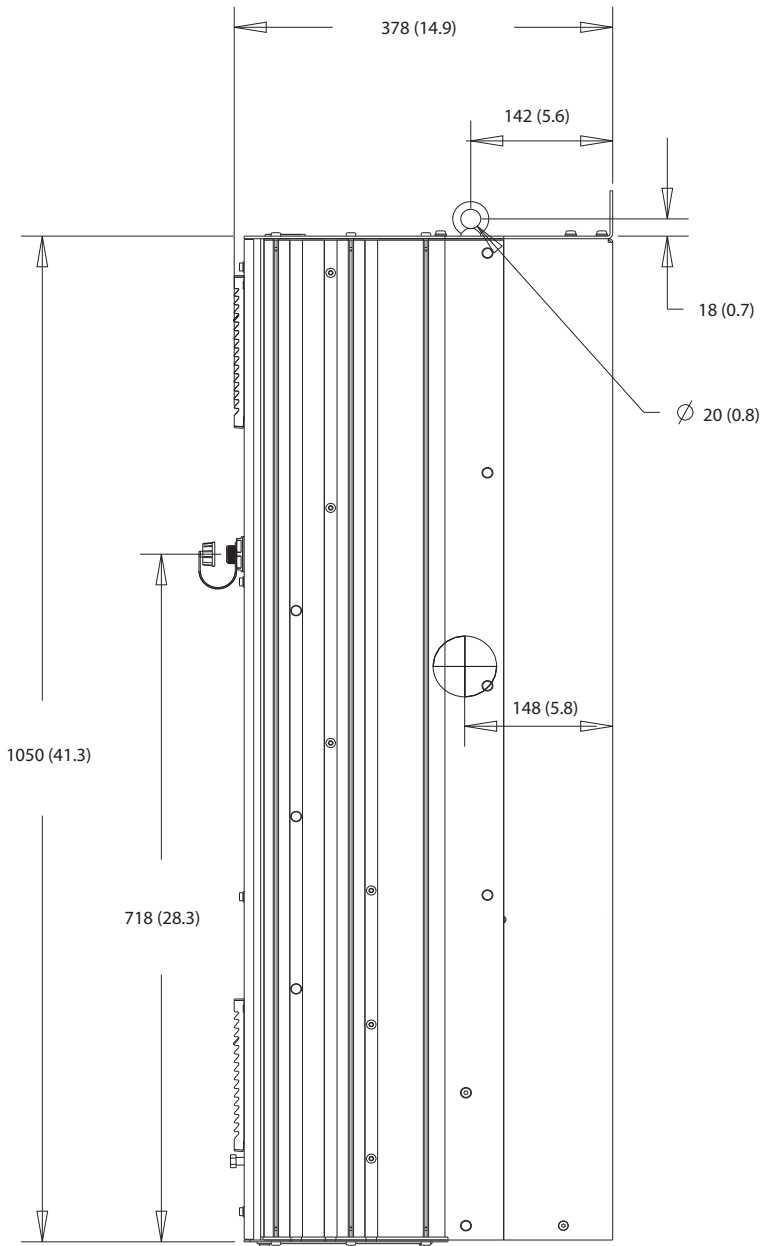


Illustration 8.9 Side View of D2h

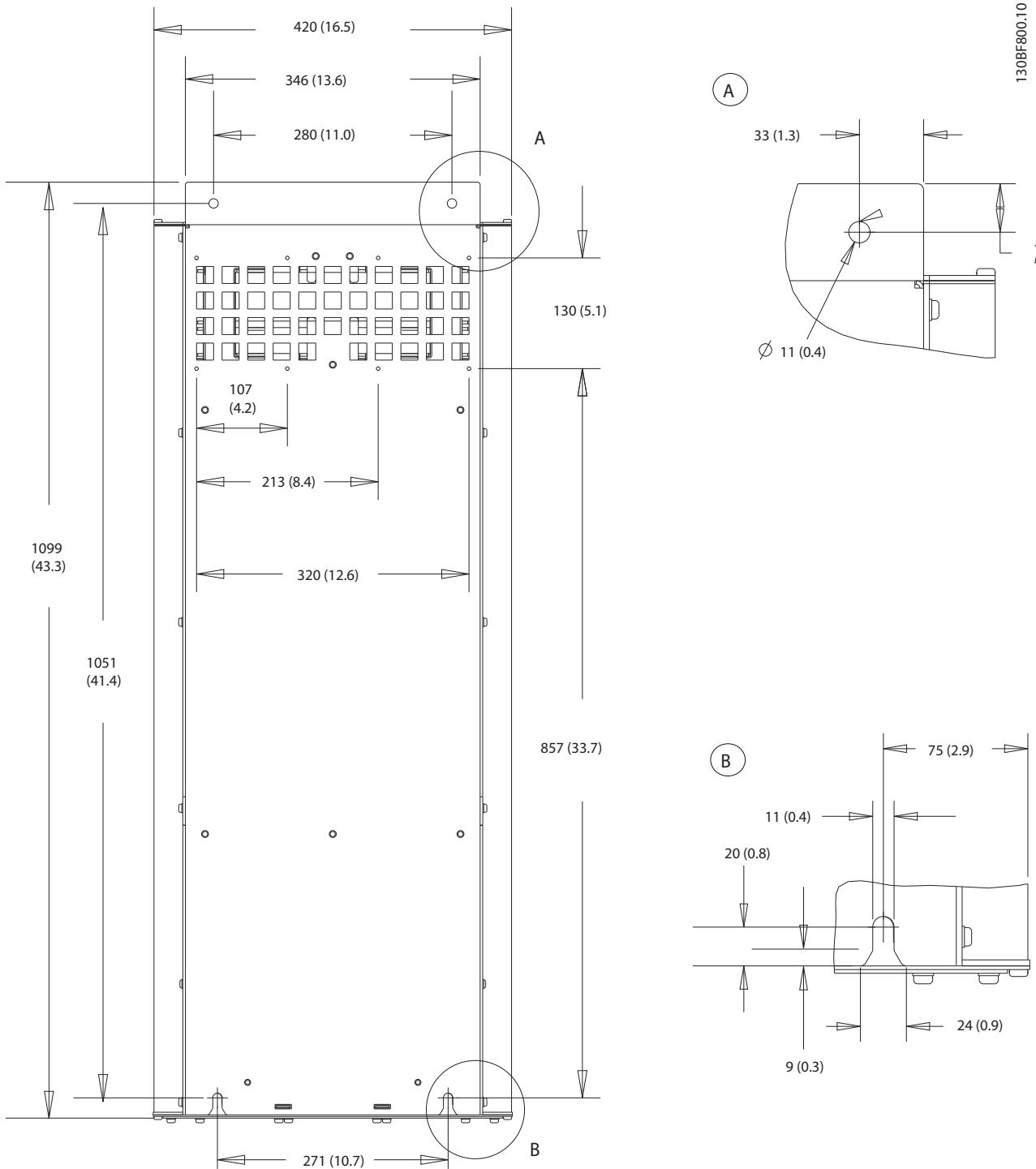


Illustration 8.10 Back View of D2h

130BF670.10

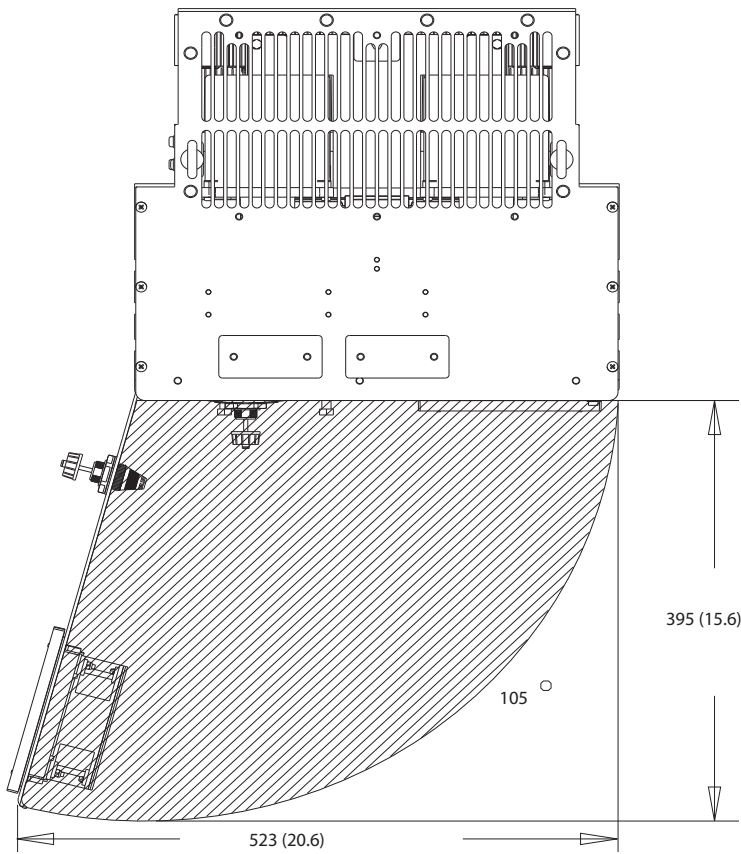
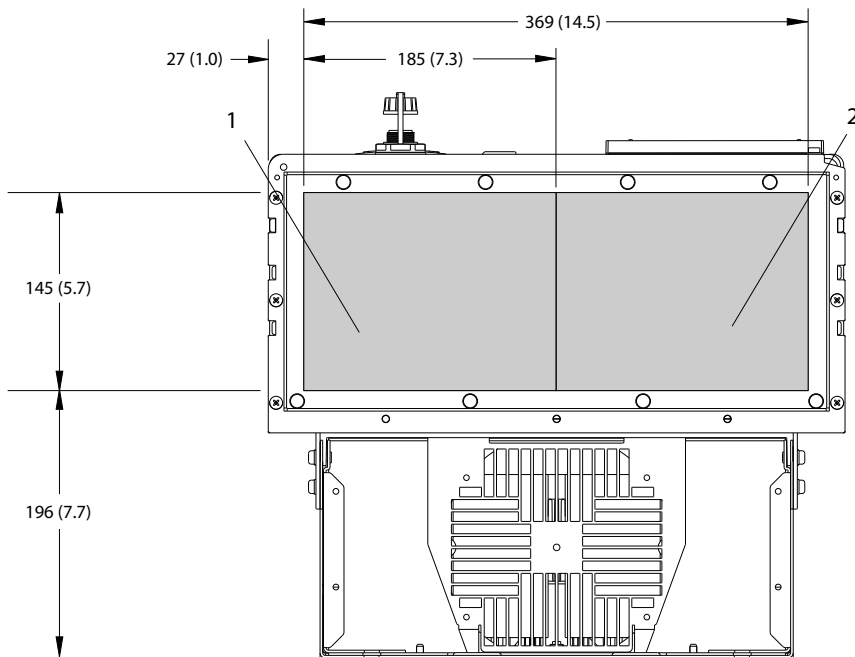


Illustration 8.11 Door Clearance for D2h

8

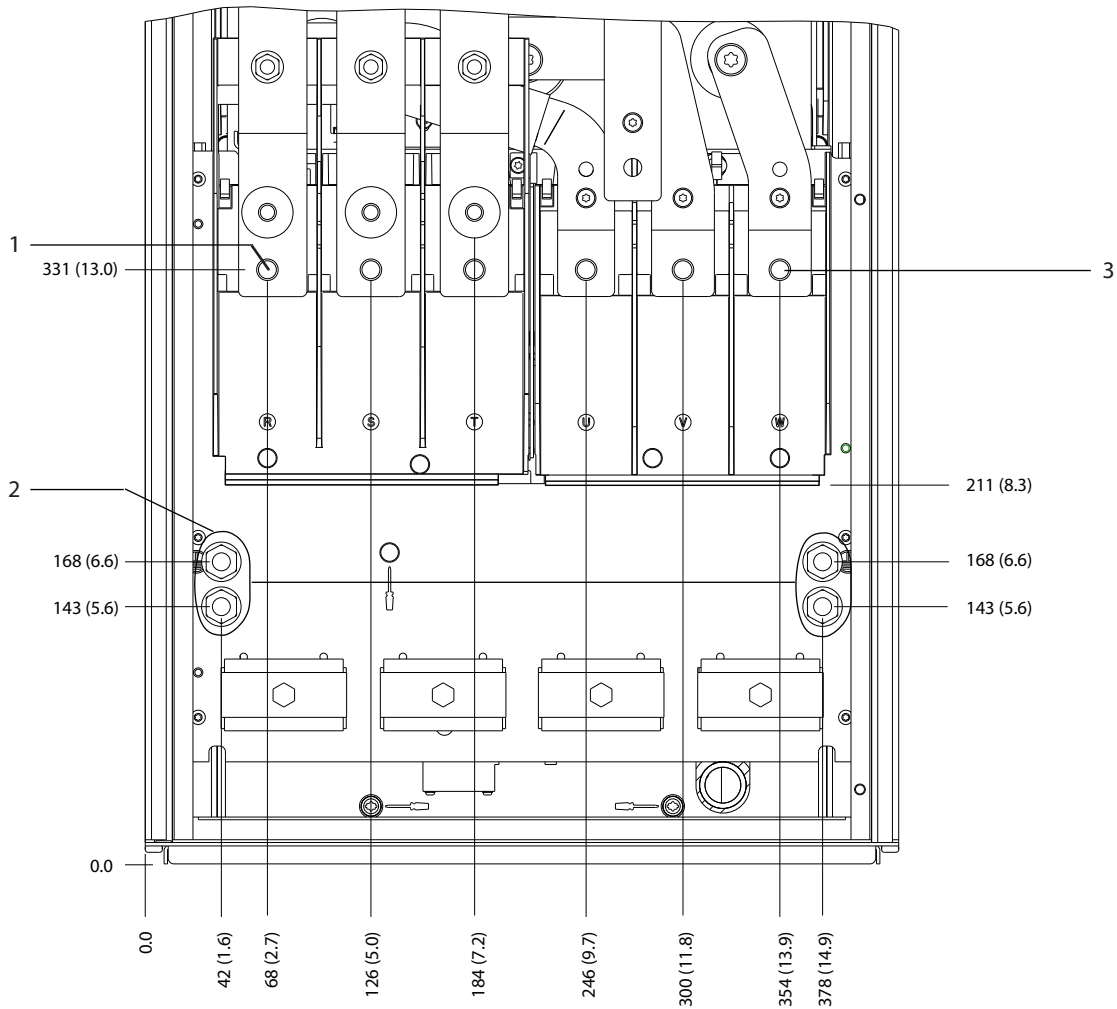
130BF608.10



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

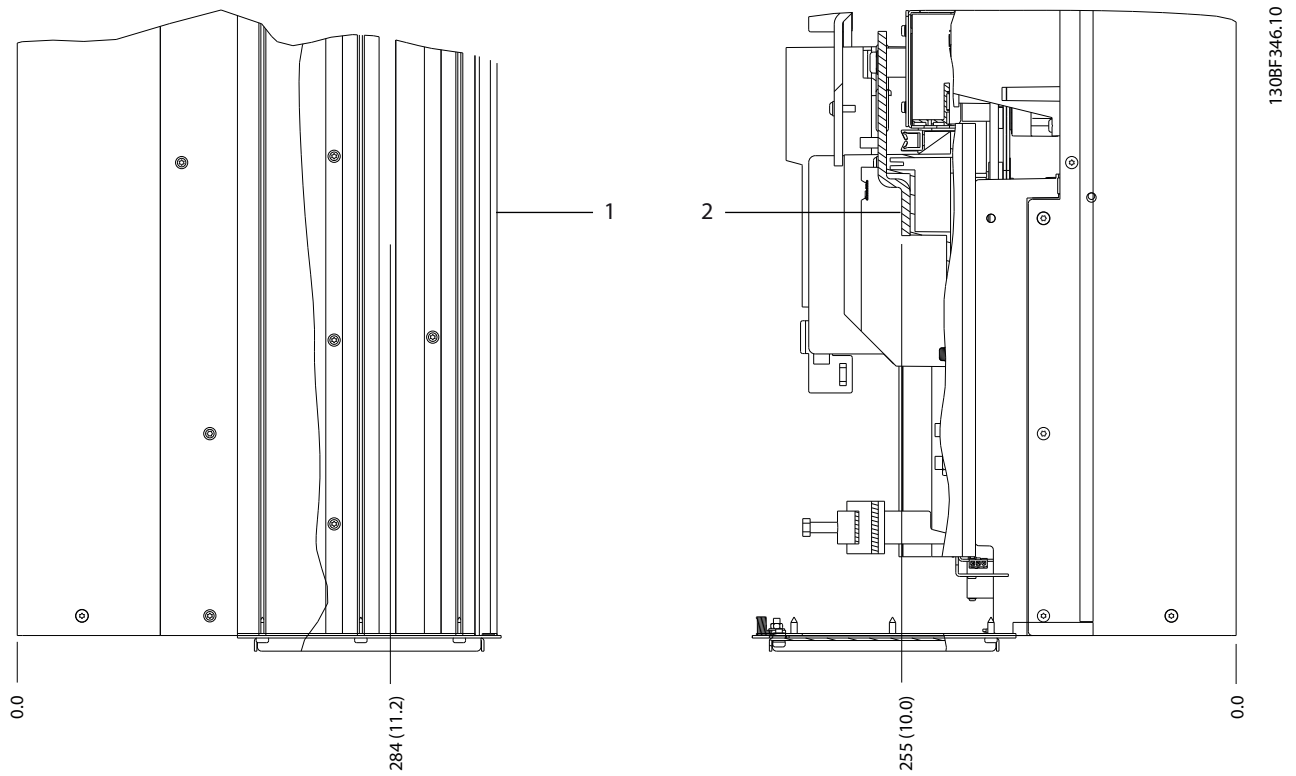
Illustration 8.12 Gland Plate Dimensions for D2h

8.2.2 D2h Terminal Dimensions

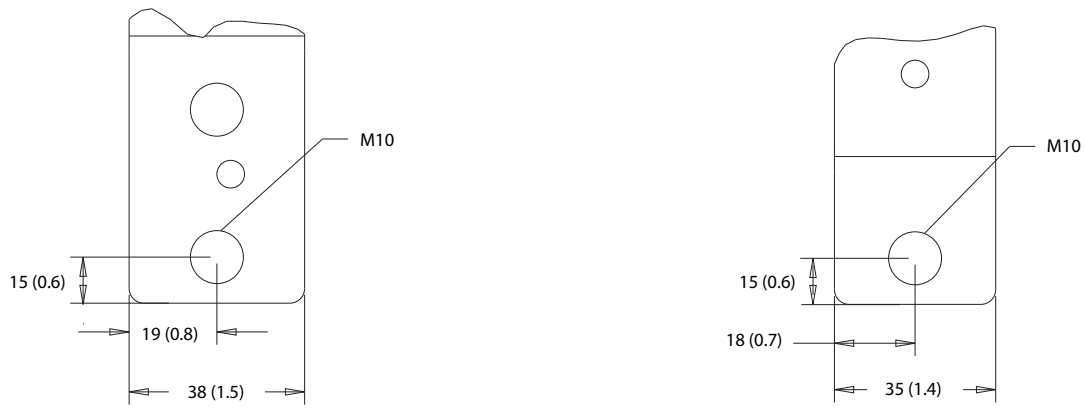


| | | | |
|---|------------------|---|-----------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Ground terminals | - | - |

Illustration 8.13 D2h Terminal Dimensions (Front View)



8

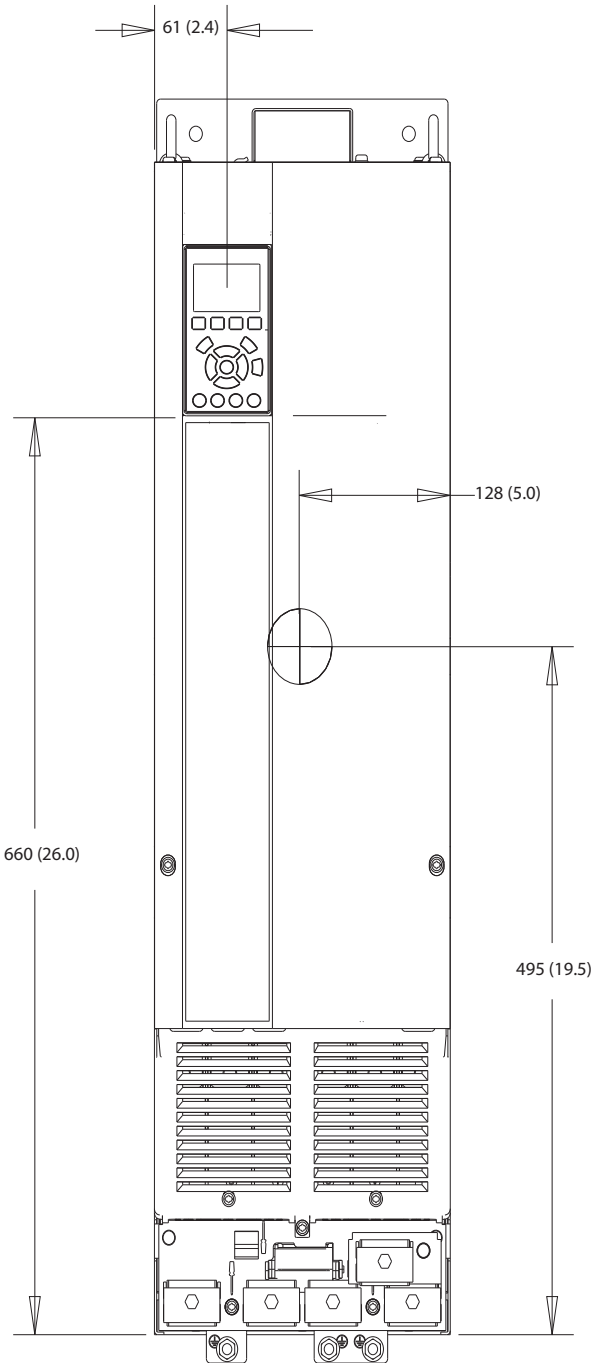


| | | | |
|---|-----------------|---|-----------------|
| 1 | Mains terminals | 2 | Motor terminals |
|---|-----------------|---|-----------------|

Illustration 8.14 D2h Terminal Dimensions (Side Views)

8.3 D3h Exterior and Terminal Dimensions

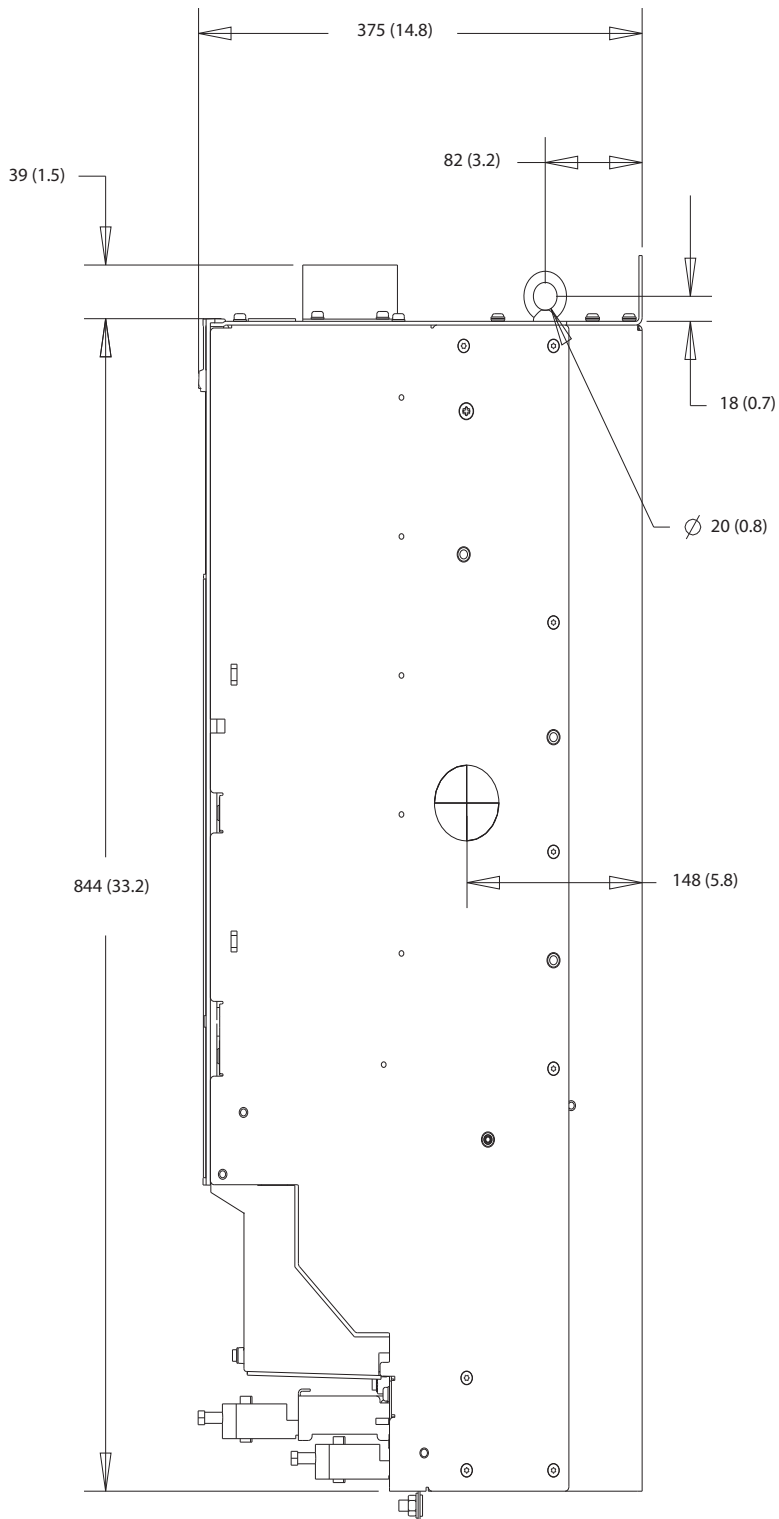
8.3.1 D3h Exterior Dimensions



130BF322.10

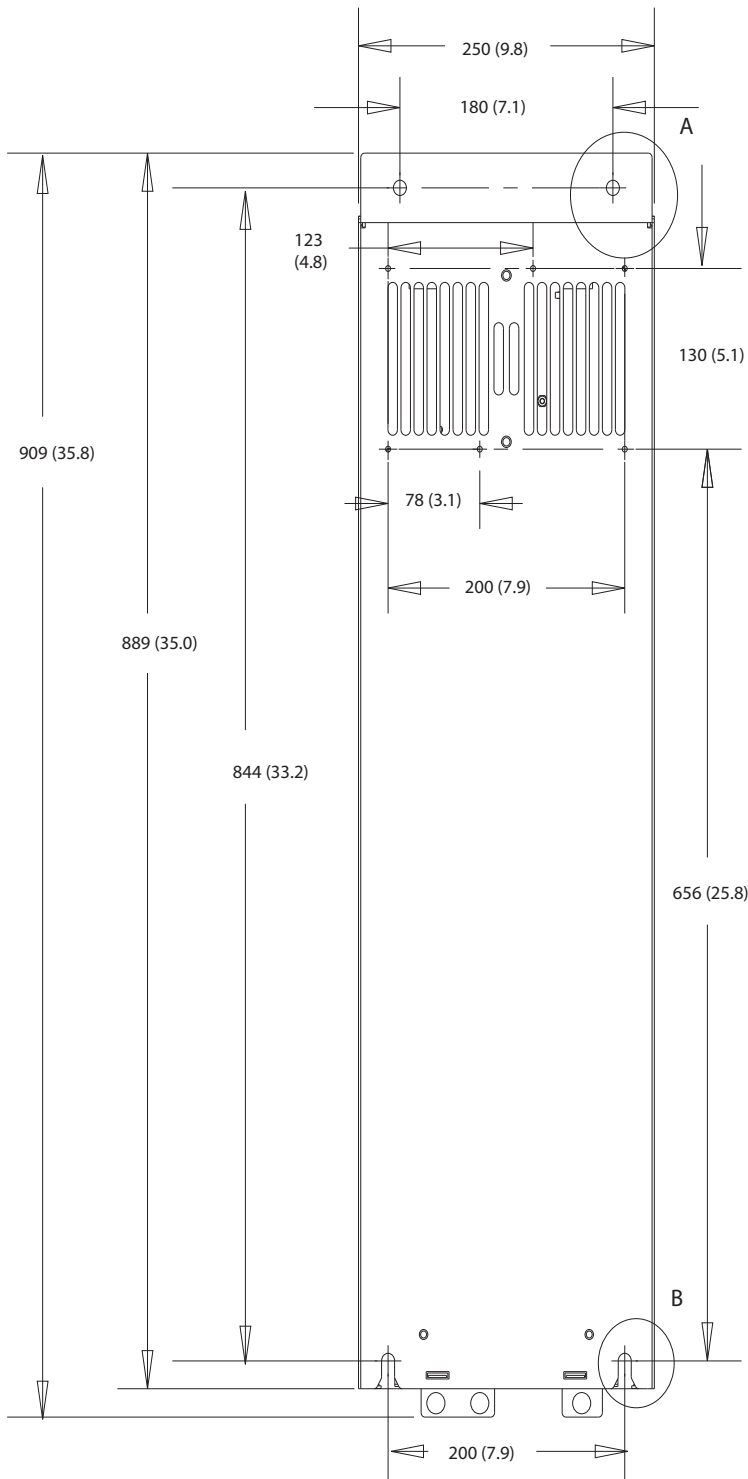
8

Illustration 8.15 Front View of D3h

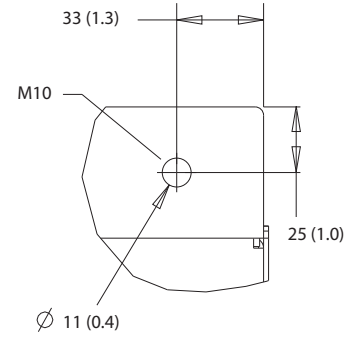


130BF801.10

Illustration 8.16 Side View of D3h

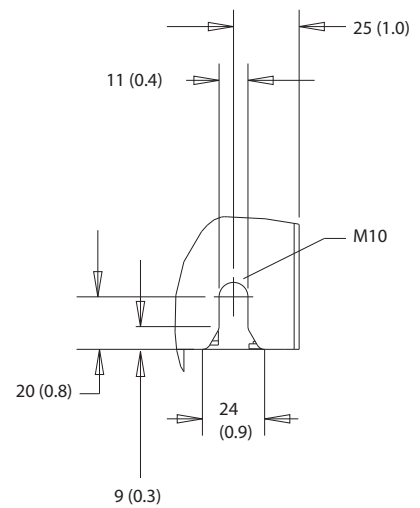


A



130BF802.10

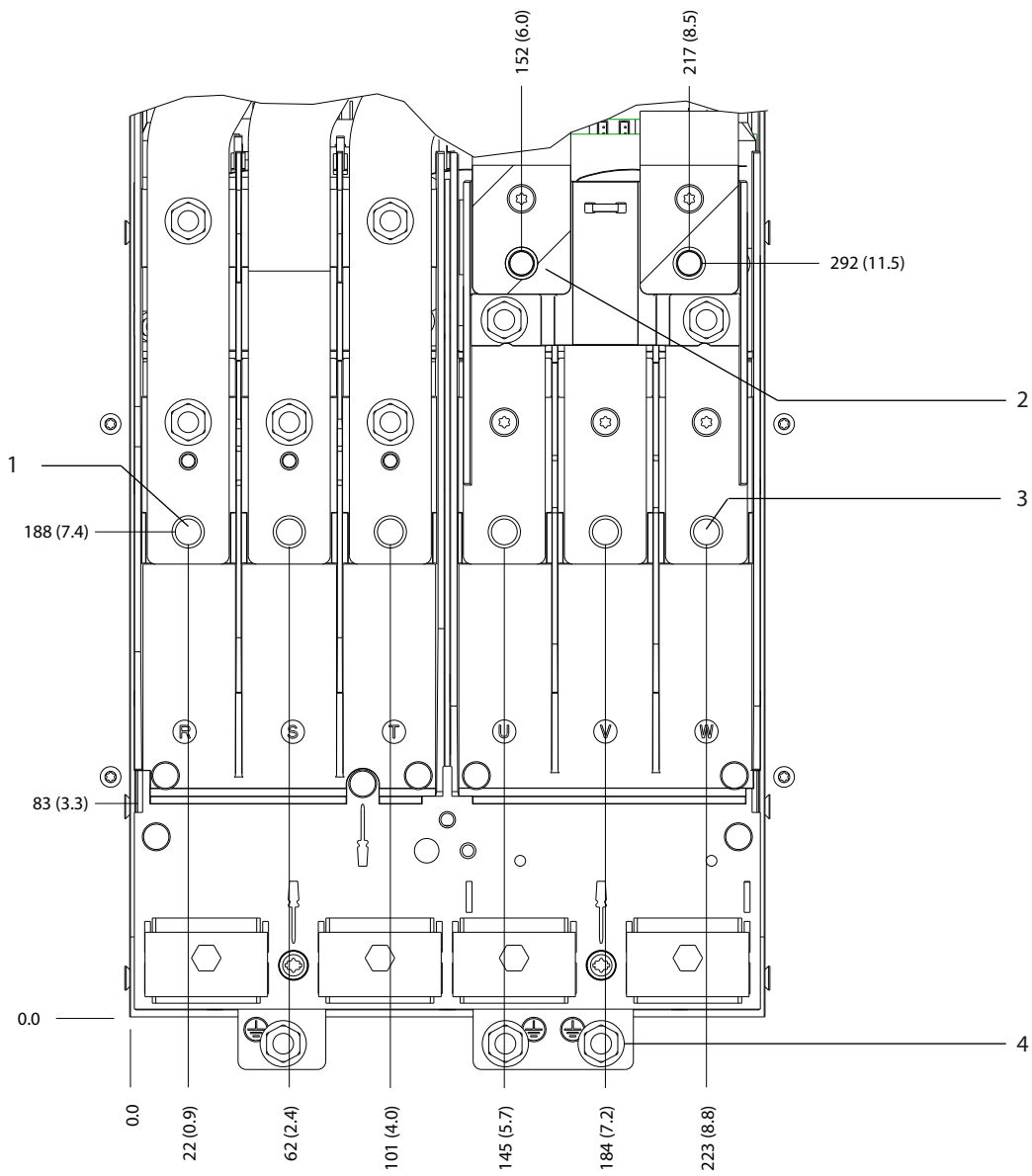
B



8

Illustration 8.17 Back View of D3h

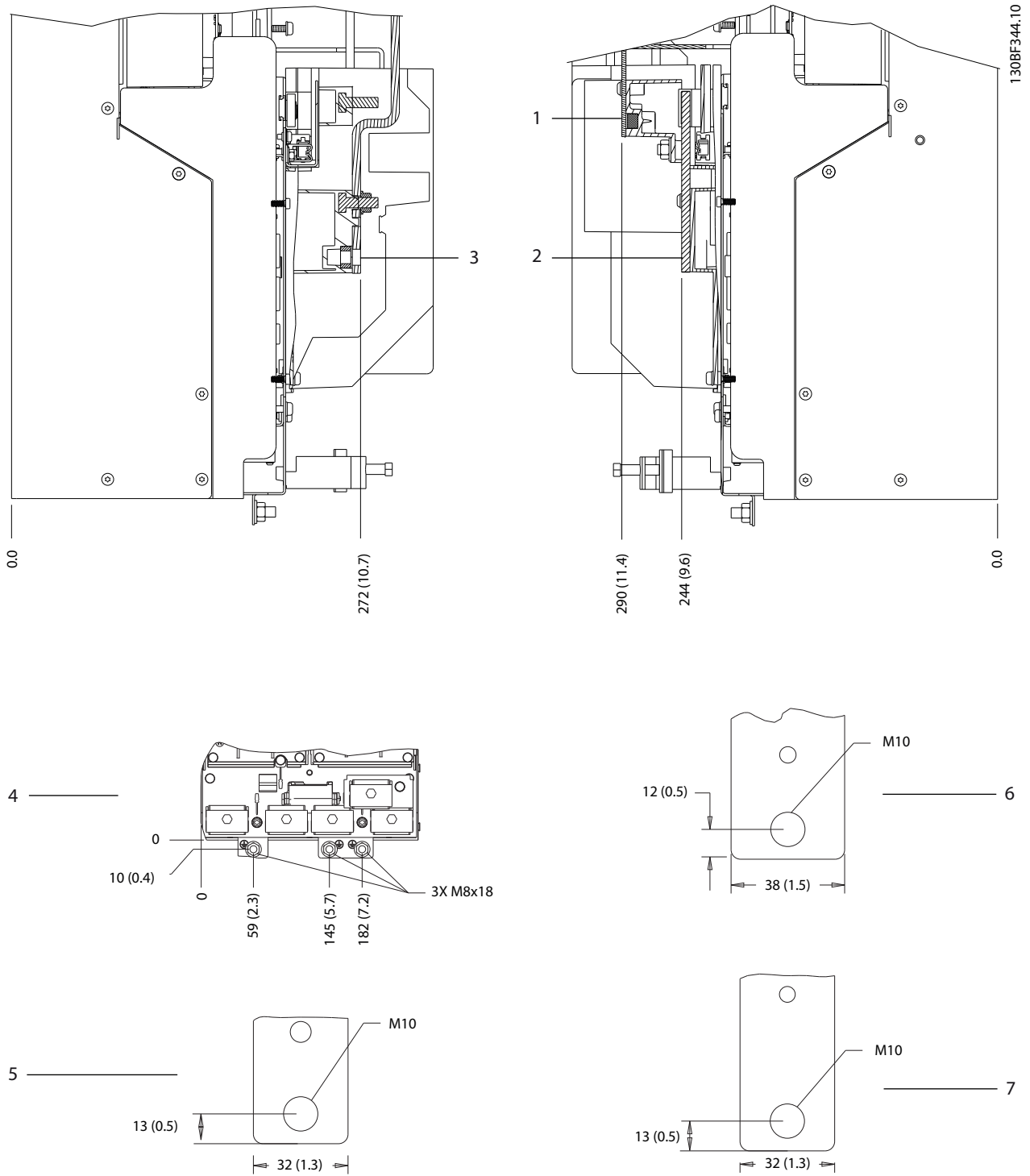
8.3.2 D3h Terminal Dimensions



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8

Illustration 8.18 D3h Terminal Dimensions (Front View)

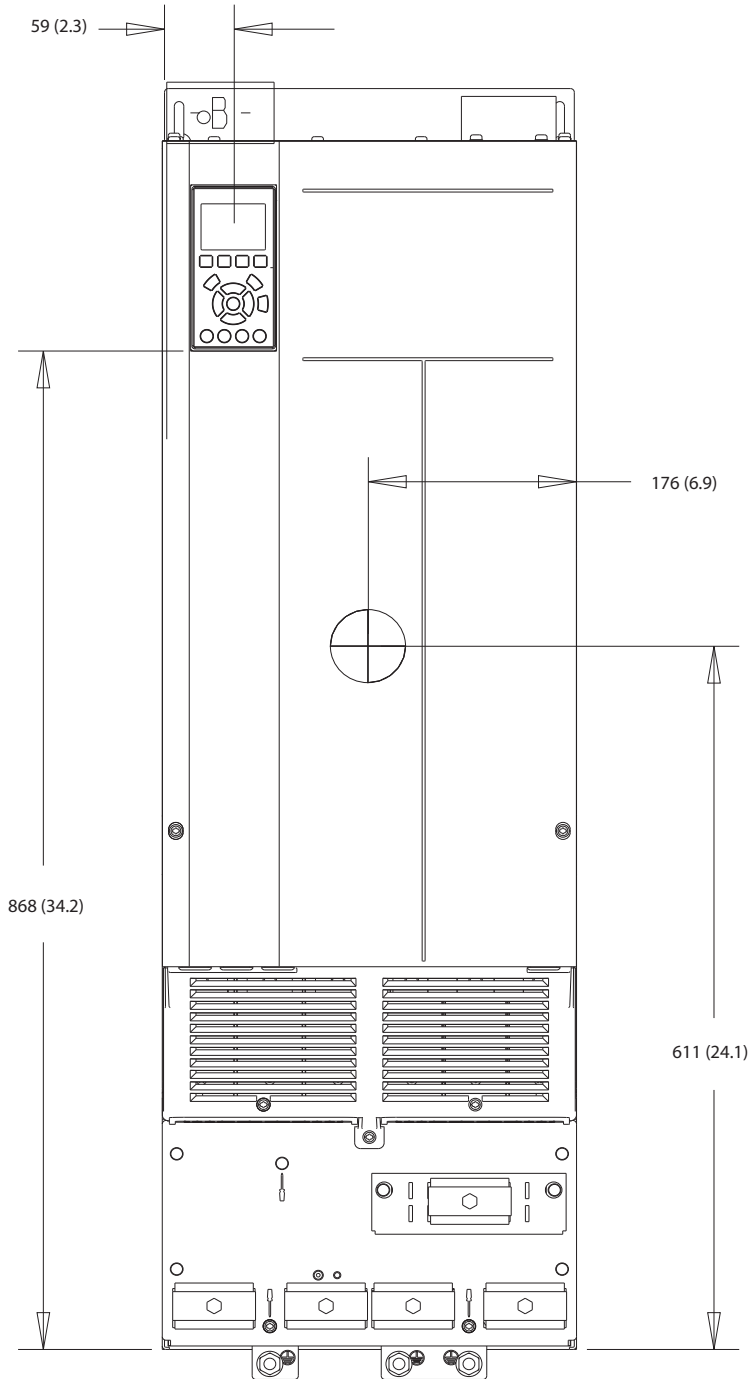


| | | | |
|---------|------------------------------|---------|------------------|
| 1 and 6 | Bottom brake/regen terminals | 3 and 5 | Mains terminals |
| 2 and 7 | Motor terminals | 4 | Ground terminals |

Illustration 8.19 D3h Terminal Dimensions (Side Views)

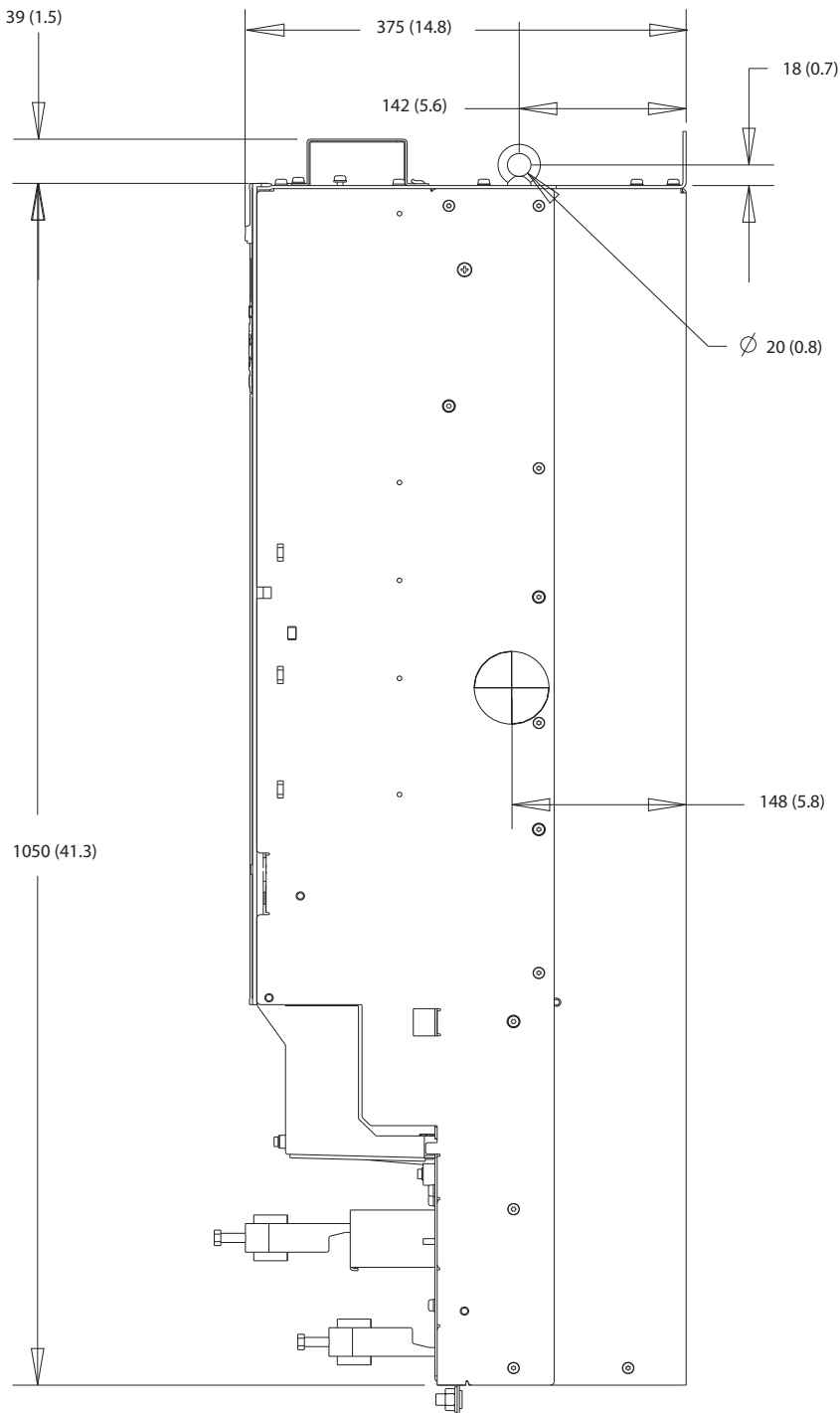
8.4 D4h Exterior and Terminal Dimensions

8.4.1 D4h Enclosure Dimensions



130BF323.10

Illustration 8.20 Front View of D4h



8

Illustration 8.21 Side Dimensions for D4h

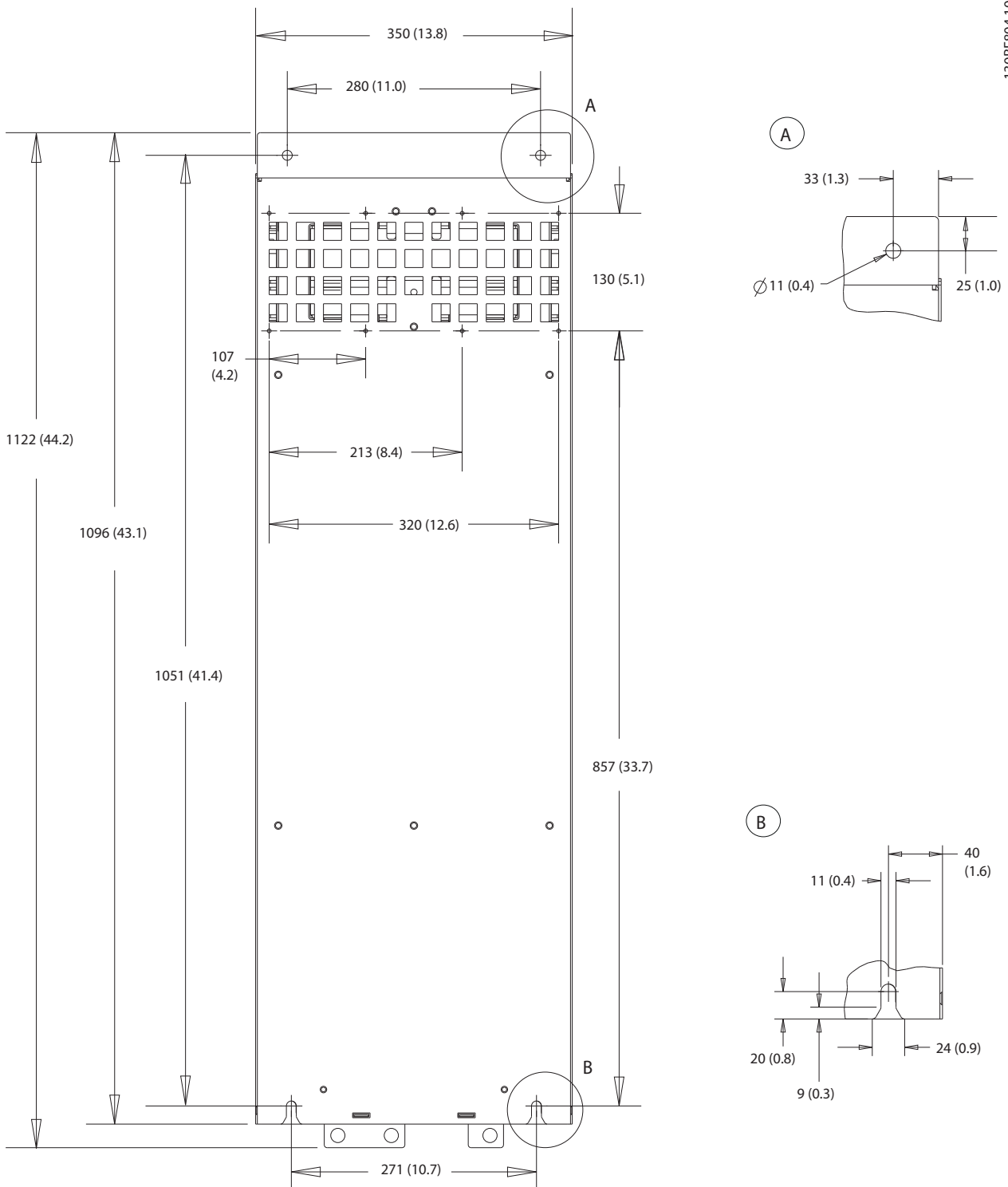
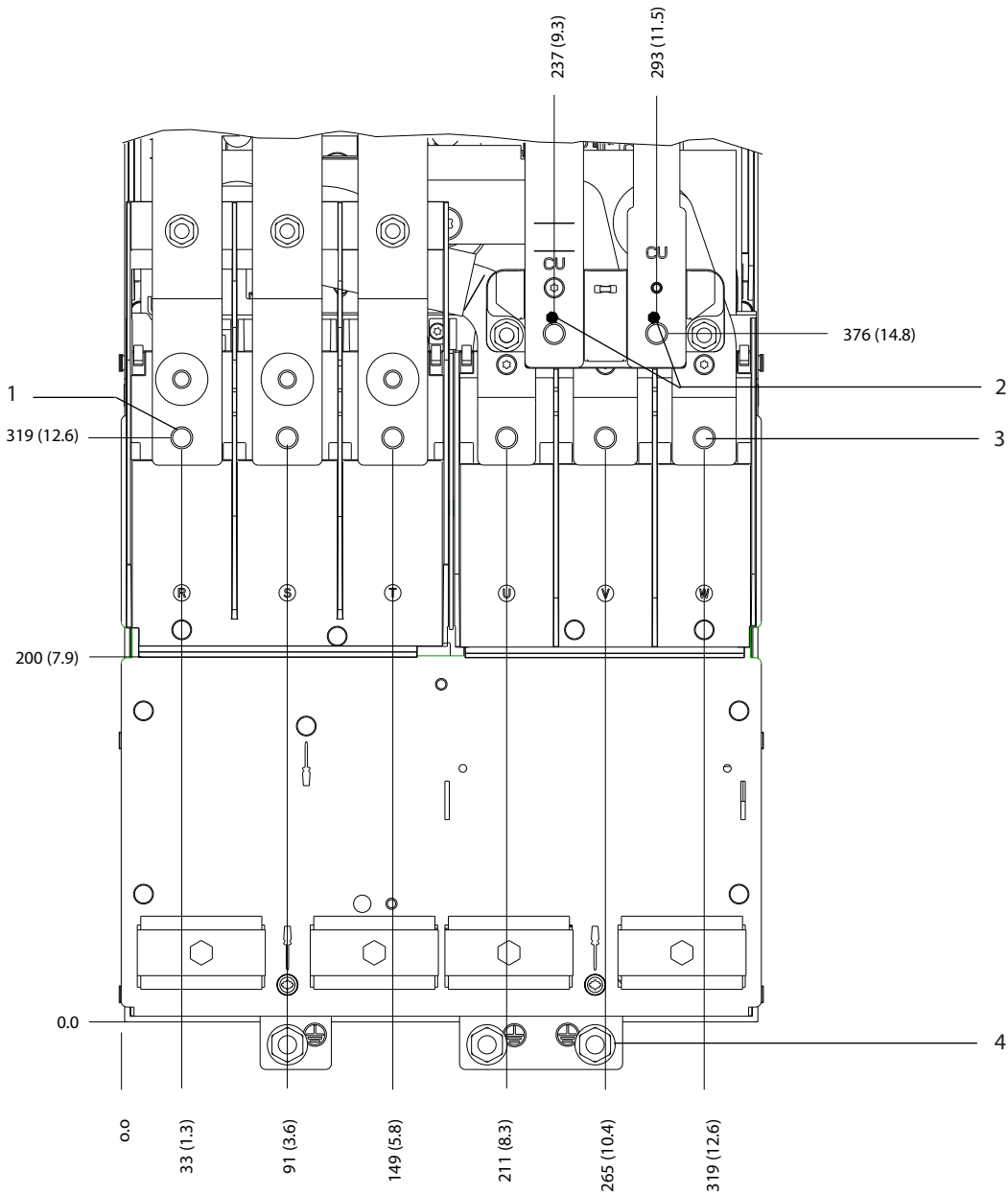


Illustration 8.22 Back Dimensions for D4h

8.4.2 D4h Terminal Dimensions

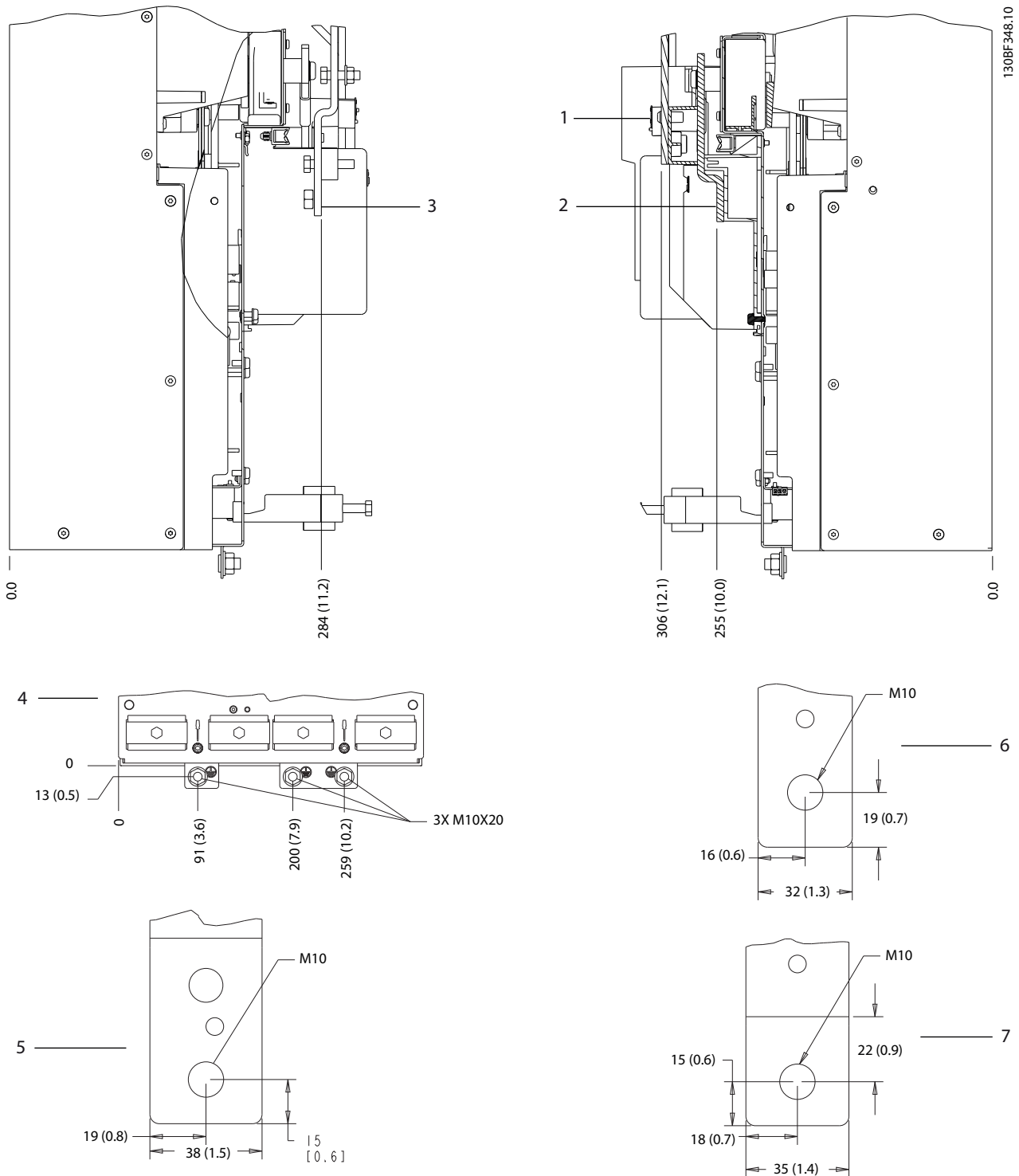


130BF347.10

8

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

Illustration 8.23 D4h Terminal Dimensions (Front View)



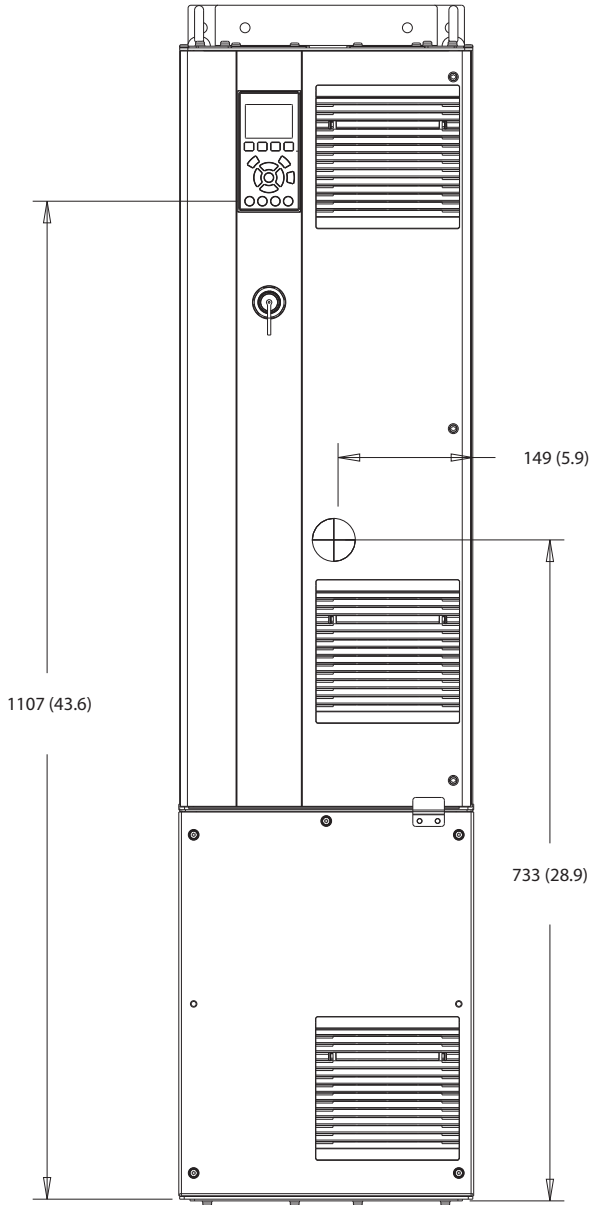
8

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

Illustration 8.24 D4h Terminal Dimensions(Side Views)

8.5 D5h Exterior and Terminal Dimensions

8.5.1 D5h Exterior Dimensions

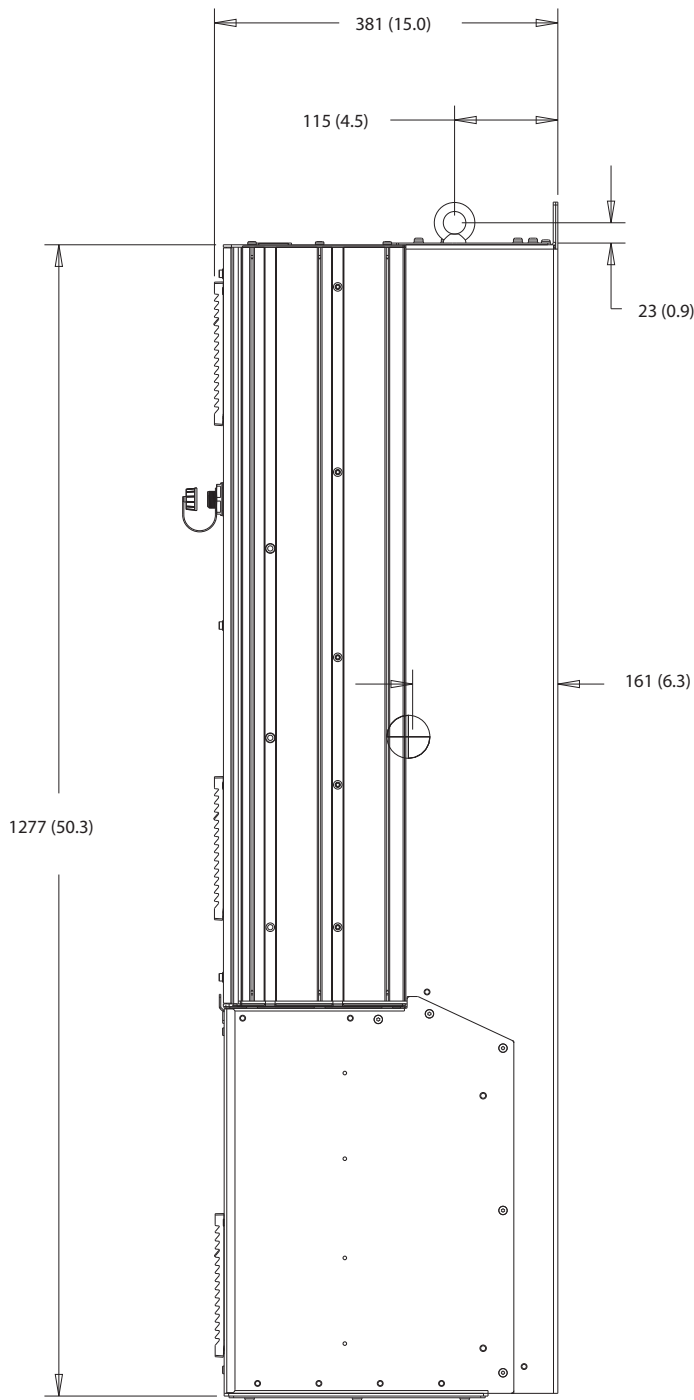


130BF324.10

8

Illustration 8.25 Front View of D5h

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8

Illustration 8.26 Side View of D5h

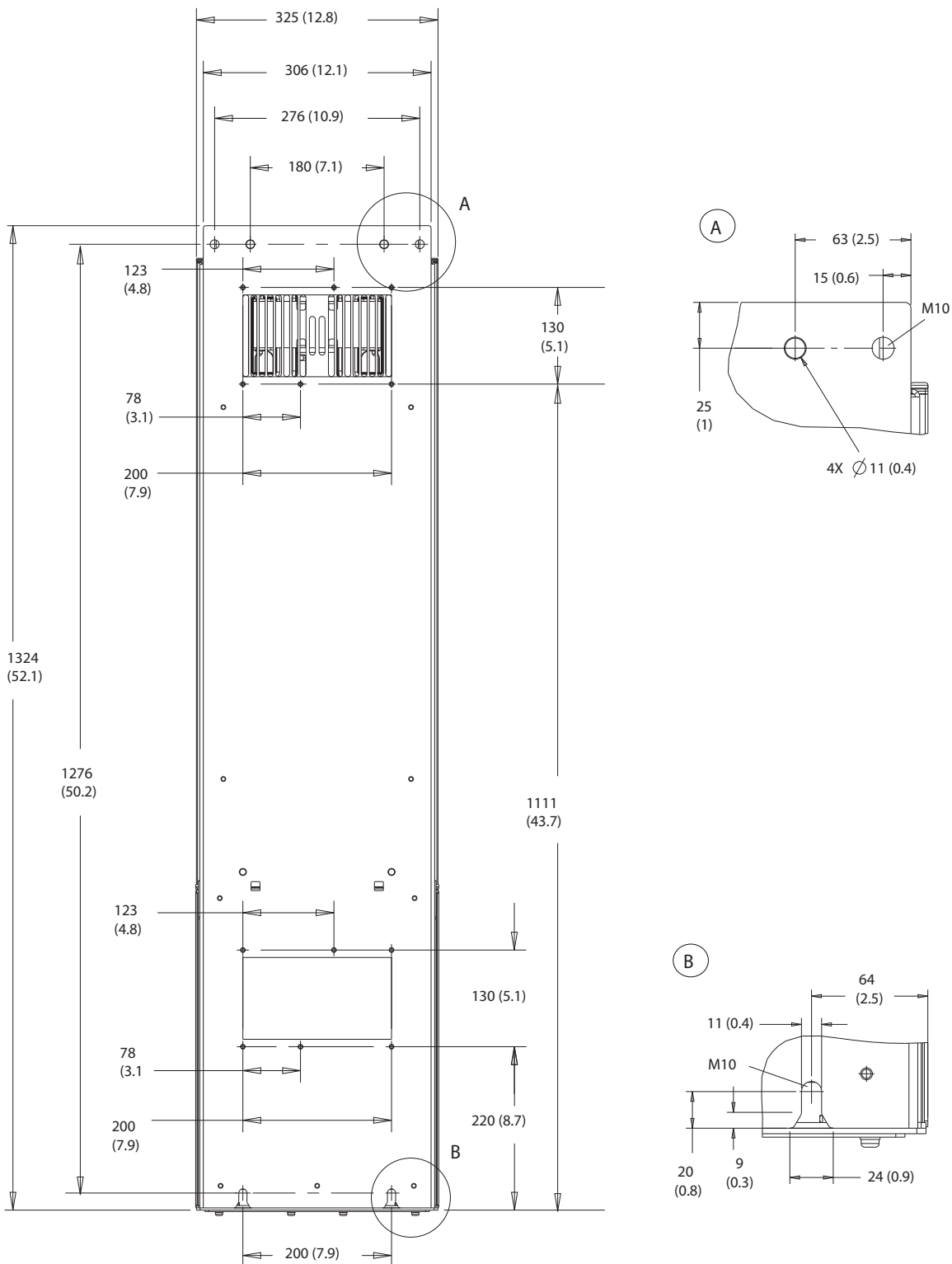
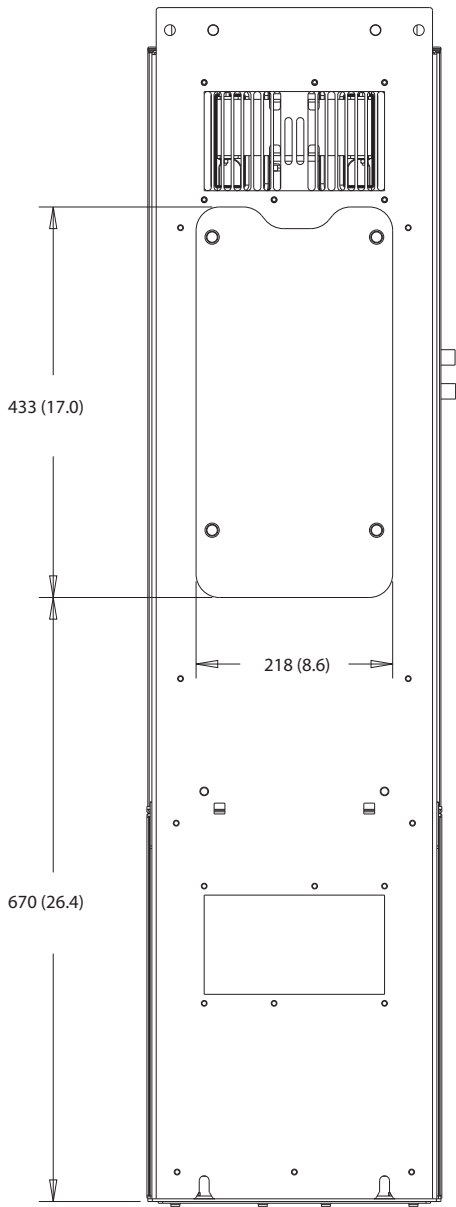


Illustration 8.27 Back View of D5h

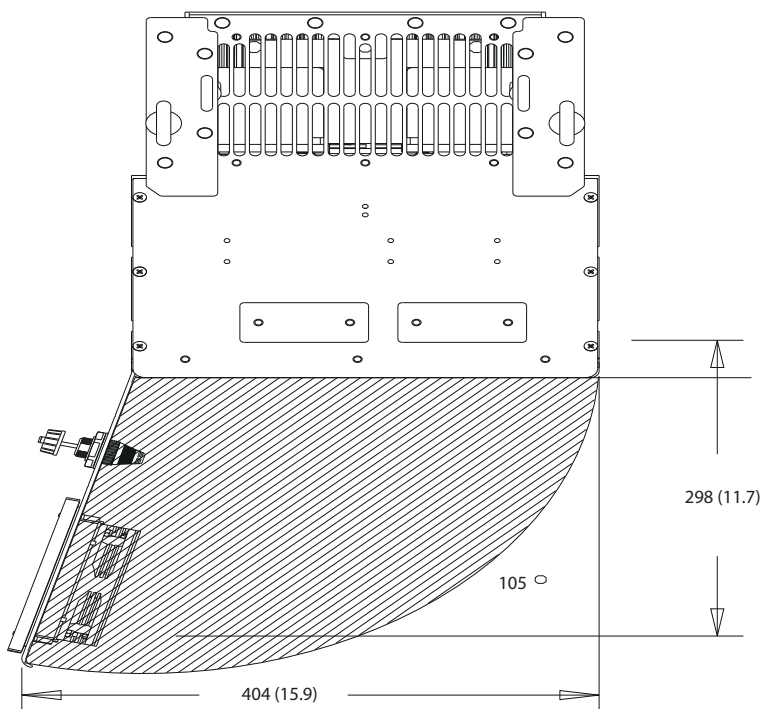
130BF828.10



8

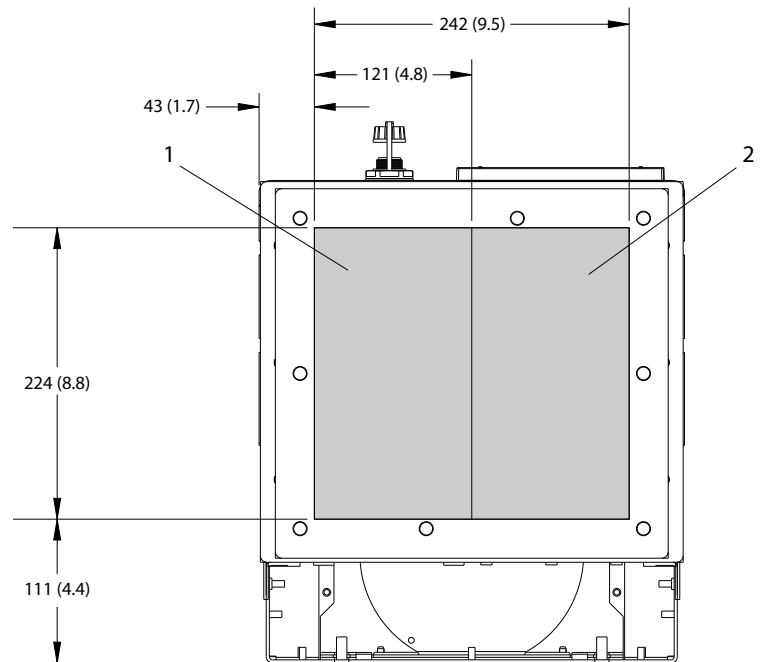
Illustration 8.28 Heat Sink Access Dimensions for D5h

130BF669.10



8

Illustration 8.29 Door Clearance for D5h

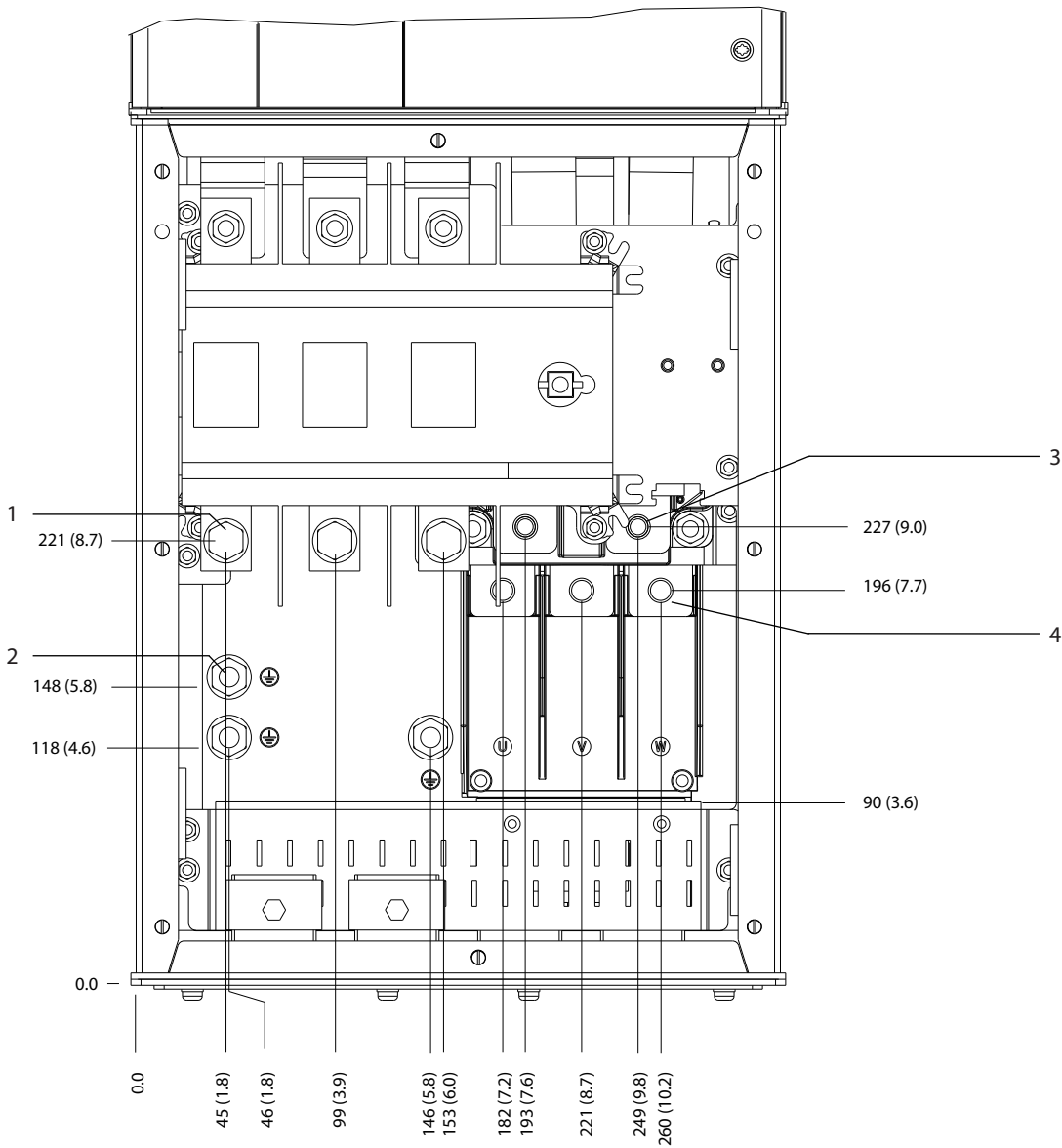


130BF609.10

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

Illustration 8.30 Gland Plate Dimensions for D5h

8.5.2 D5h Terminal Dimensions

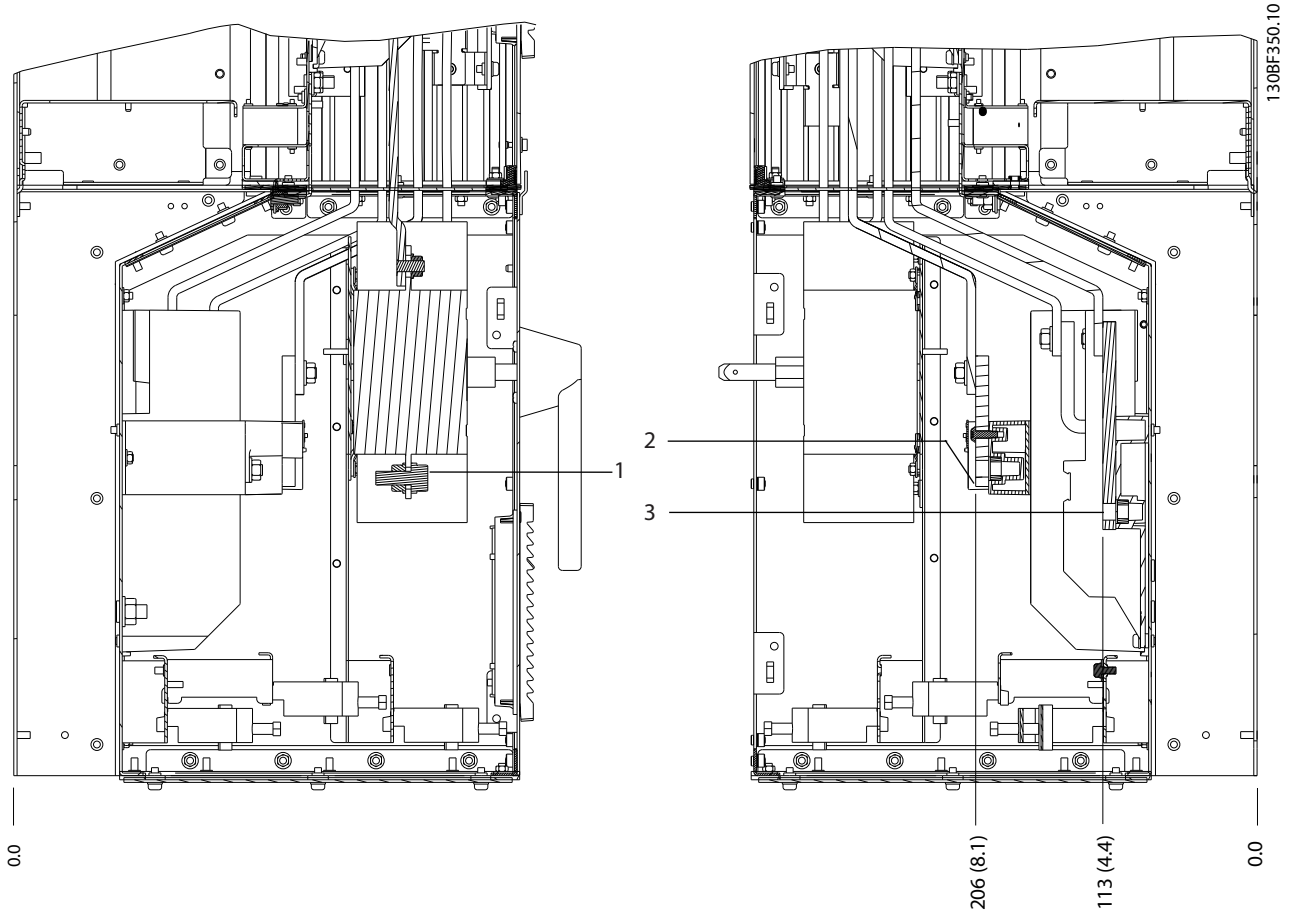


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8

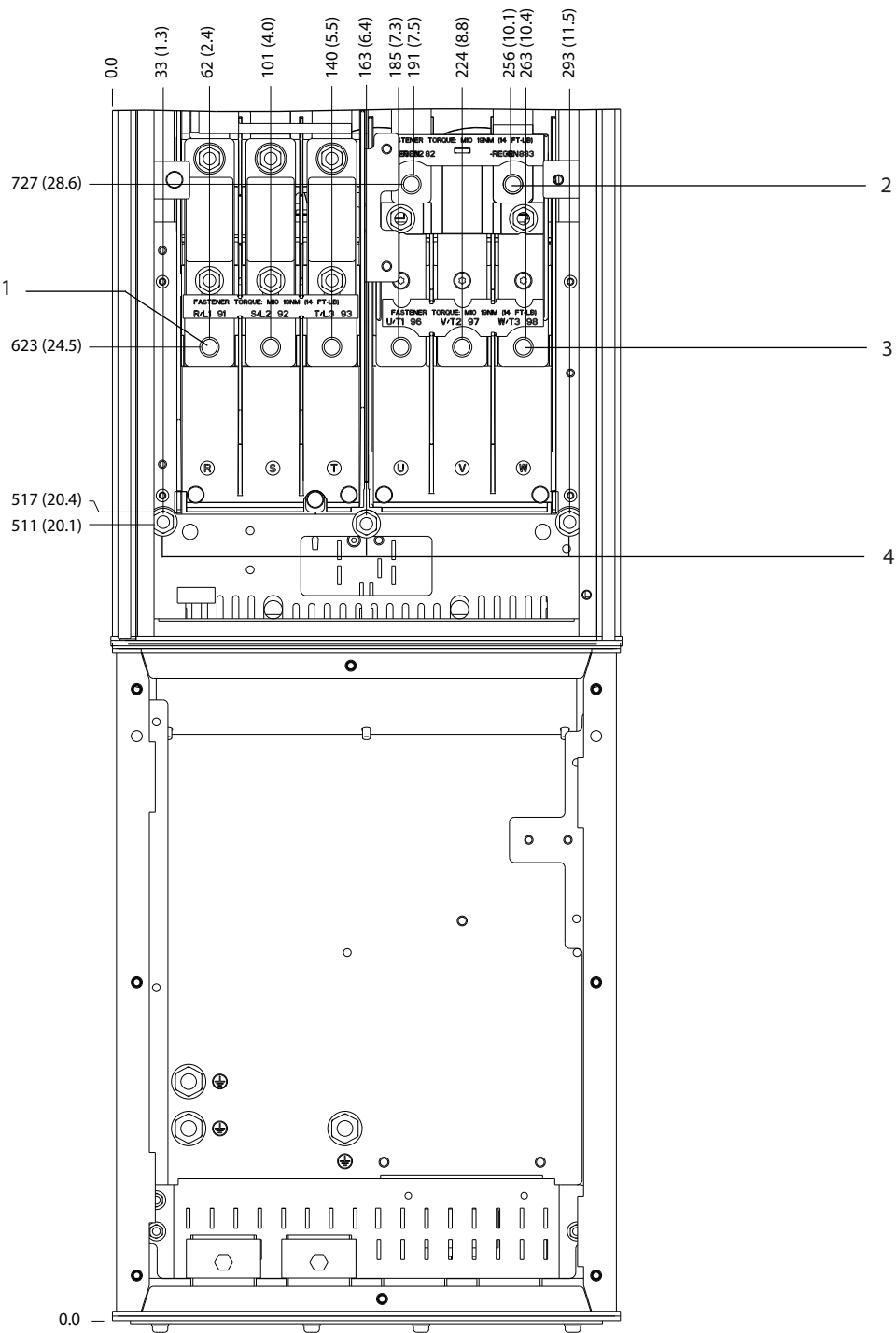
| | | | |
|---|------------------|---|-----------------|
| 1 | Mains terminals | 3 | Brake terminals |
| 2 | Ground terminals | 4 | Motor terminals |

Illustration 8.31 D5h Terminal Dimensions with Disconnect Option (Front View)



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

Illustration 8.32 D5h Terminal Dimensions with Disconnect Option (Side Views)

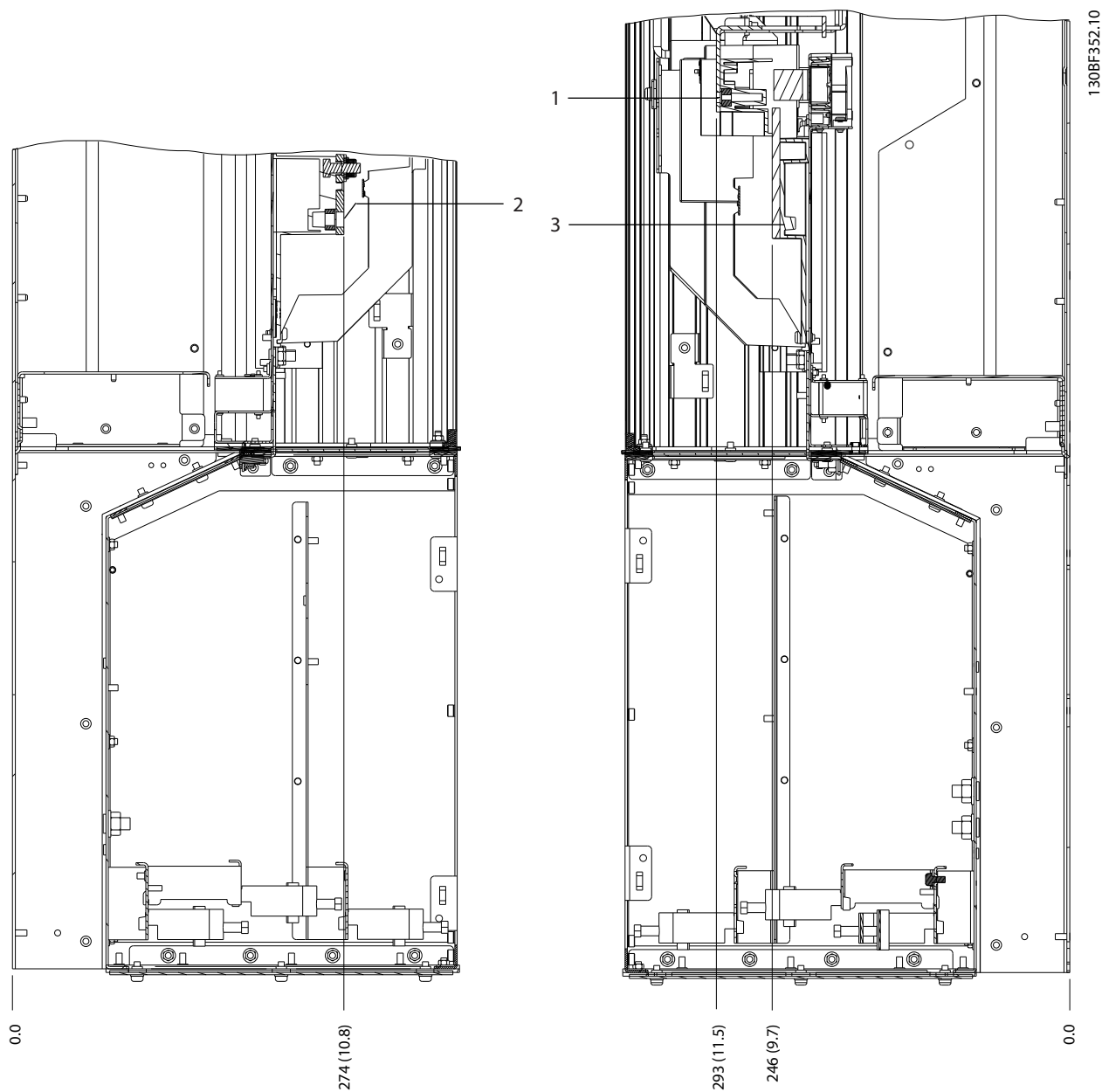


130BF351.10

8

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

Illustration 8.33 D5h Terminal Dimensions with Brake Option (Front View)

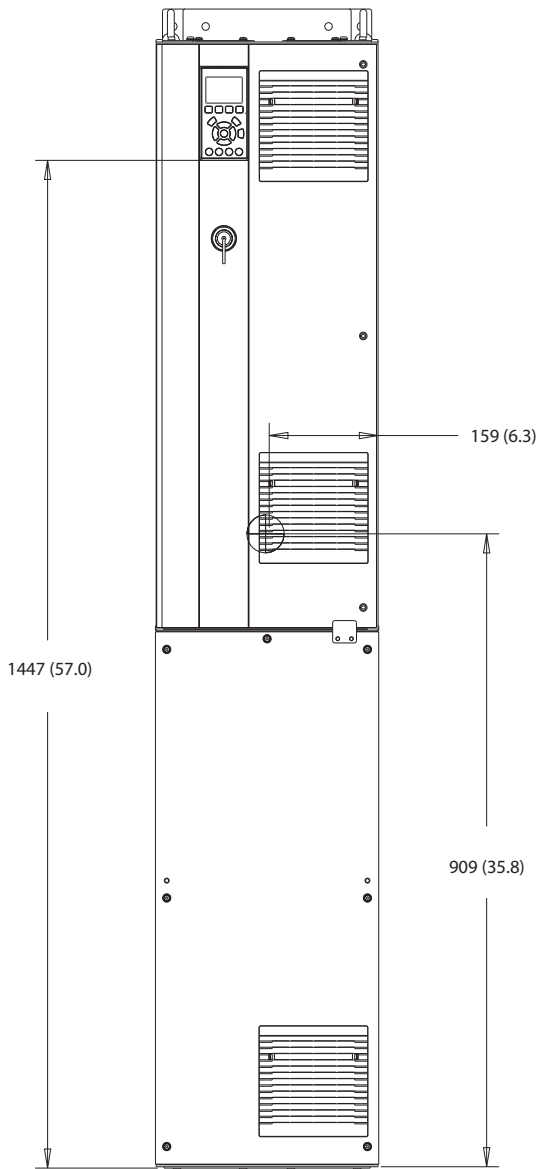


| | | | |
|---|-----------------|---|-----------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | - | - |

Illustration 8.34 D5h Terminal Dimensions with Brake Option (Side Views)

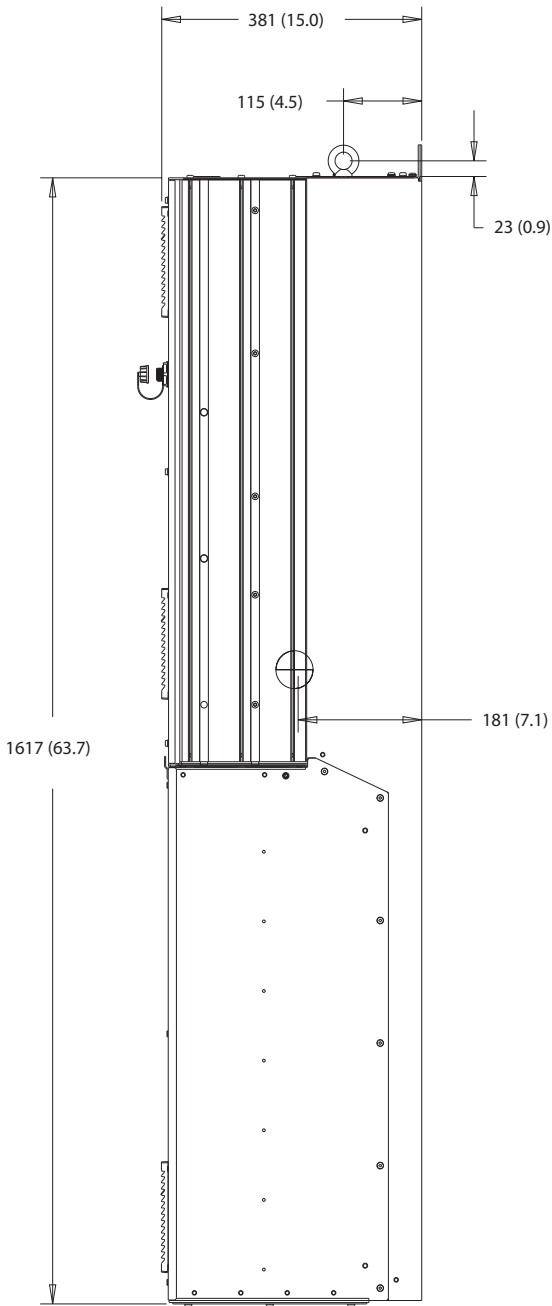
8.6 D6h Exterior and Terminal Dimensions

8.6.1 D6h Exterior Dimensions



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Illustration 8.35 Front View of D6h



8

Illustration 8.36 Side View of D6h

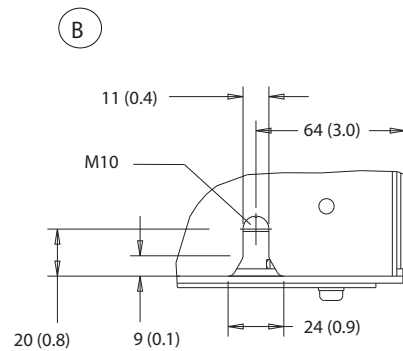
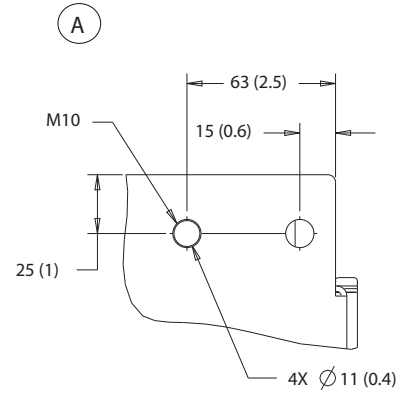
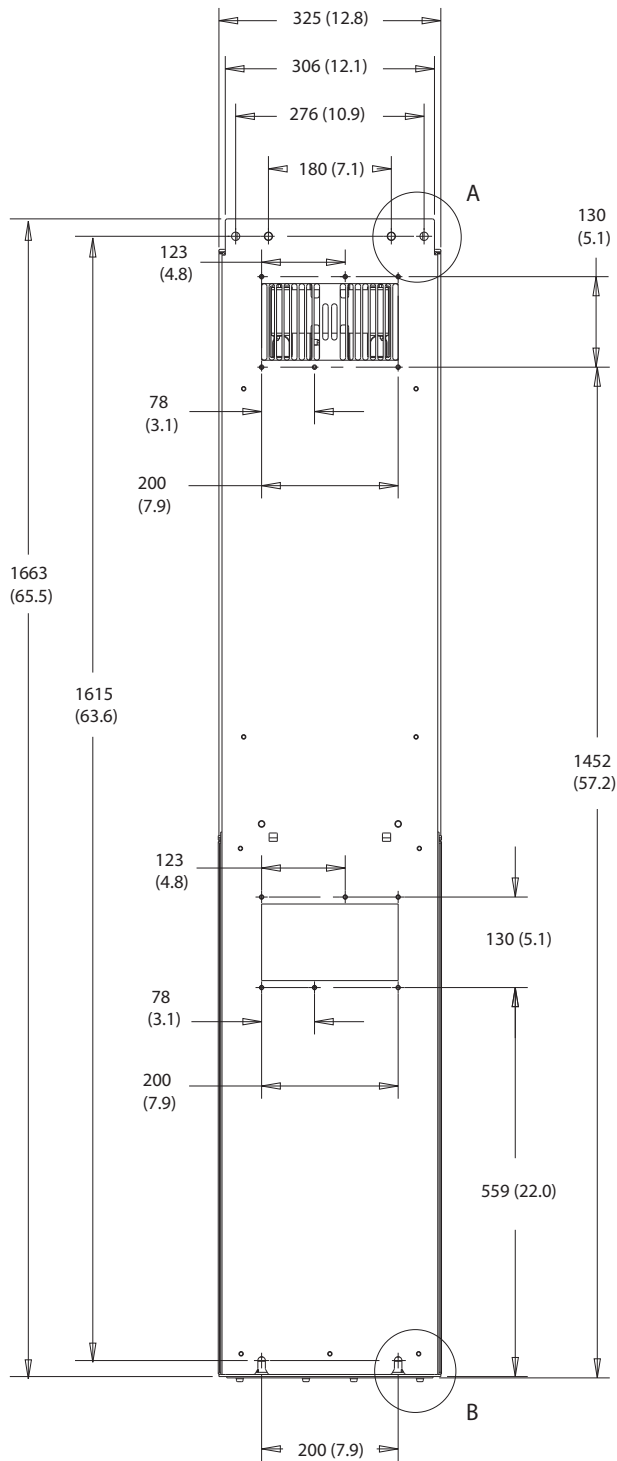
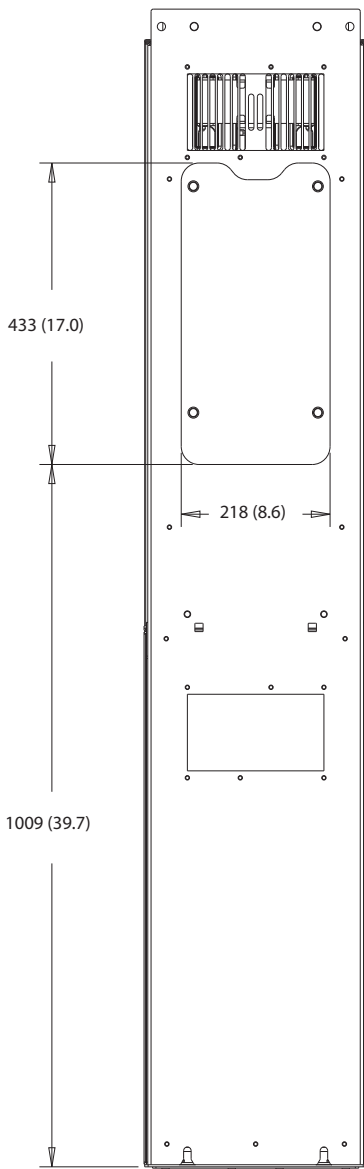
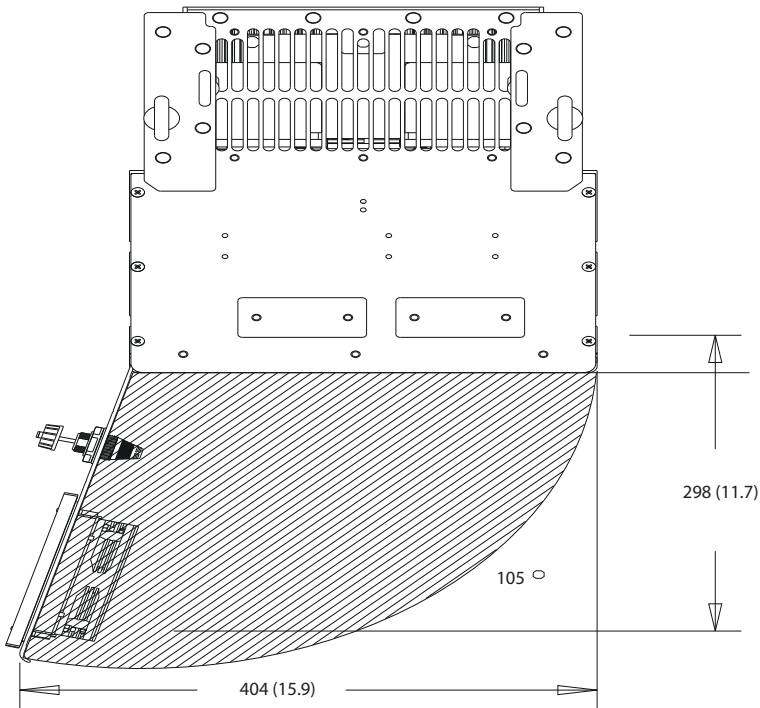


Illustration 8.37 Back View of D6h



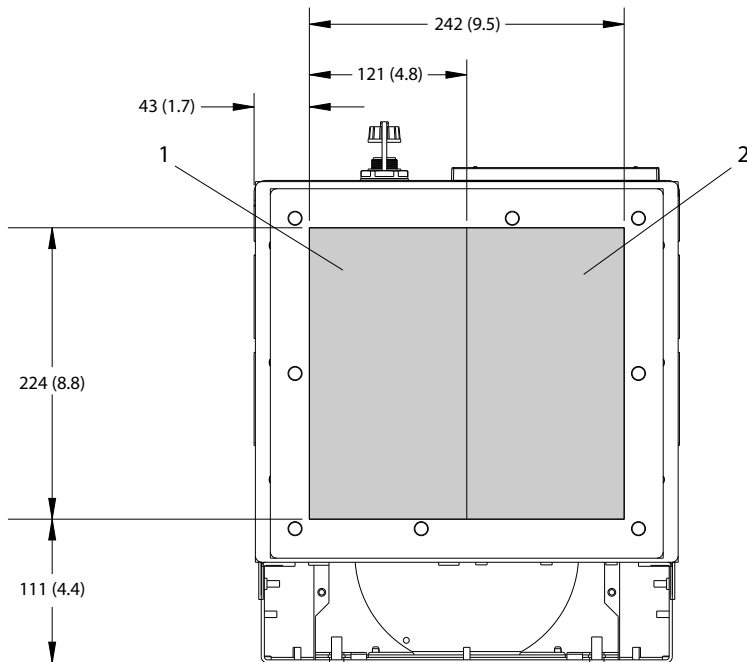
8

Illustration 8.38 Heat Sink Access Dimensions for D6h



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Illustration 8.39 Door Clearance for D6h

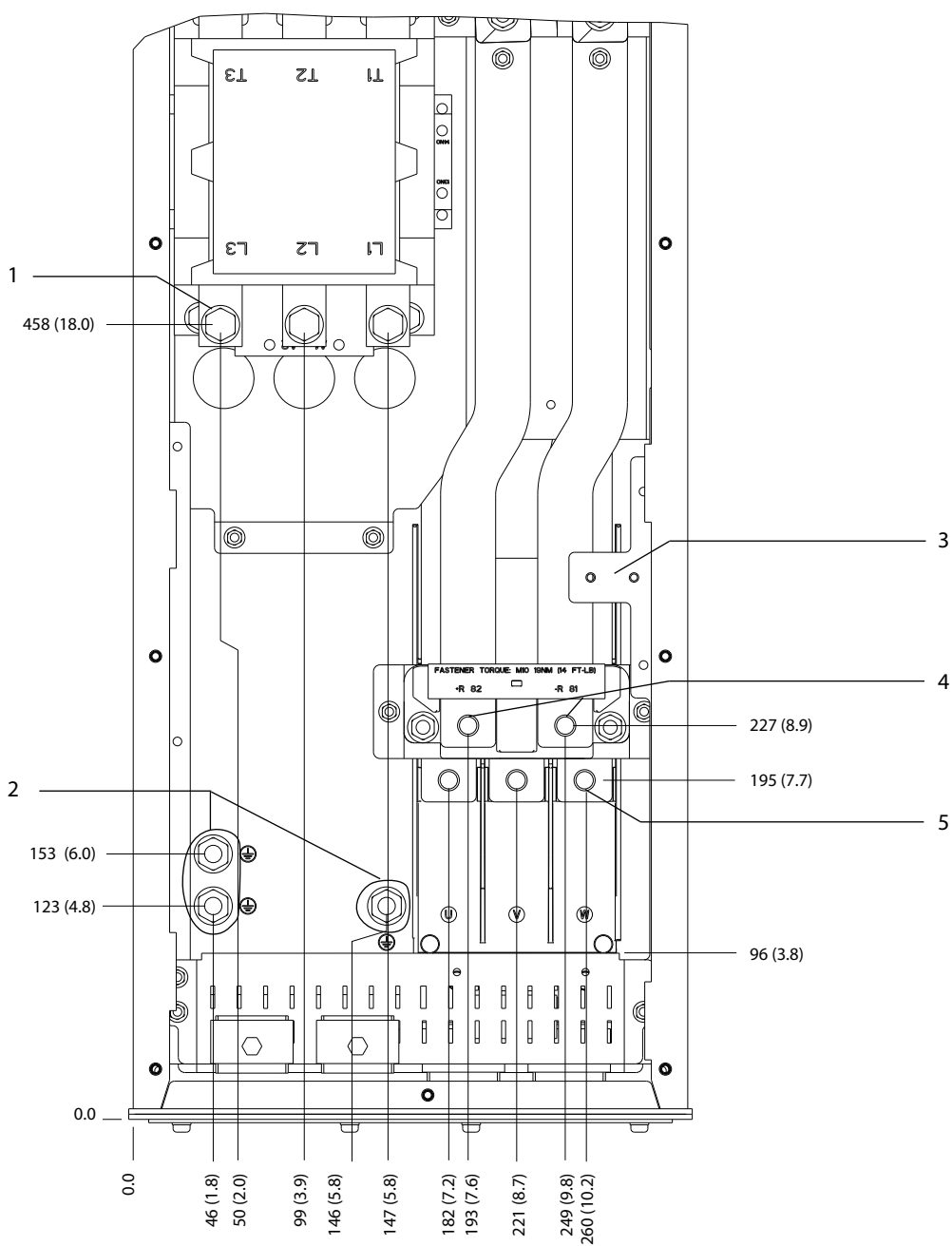


130BF609.10

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

Illustration 8.40 Gland Plate Dimensions for D6h

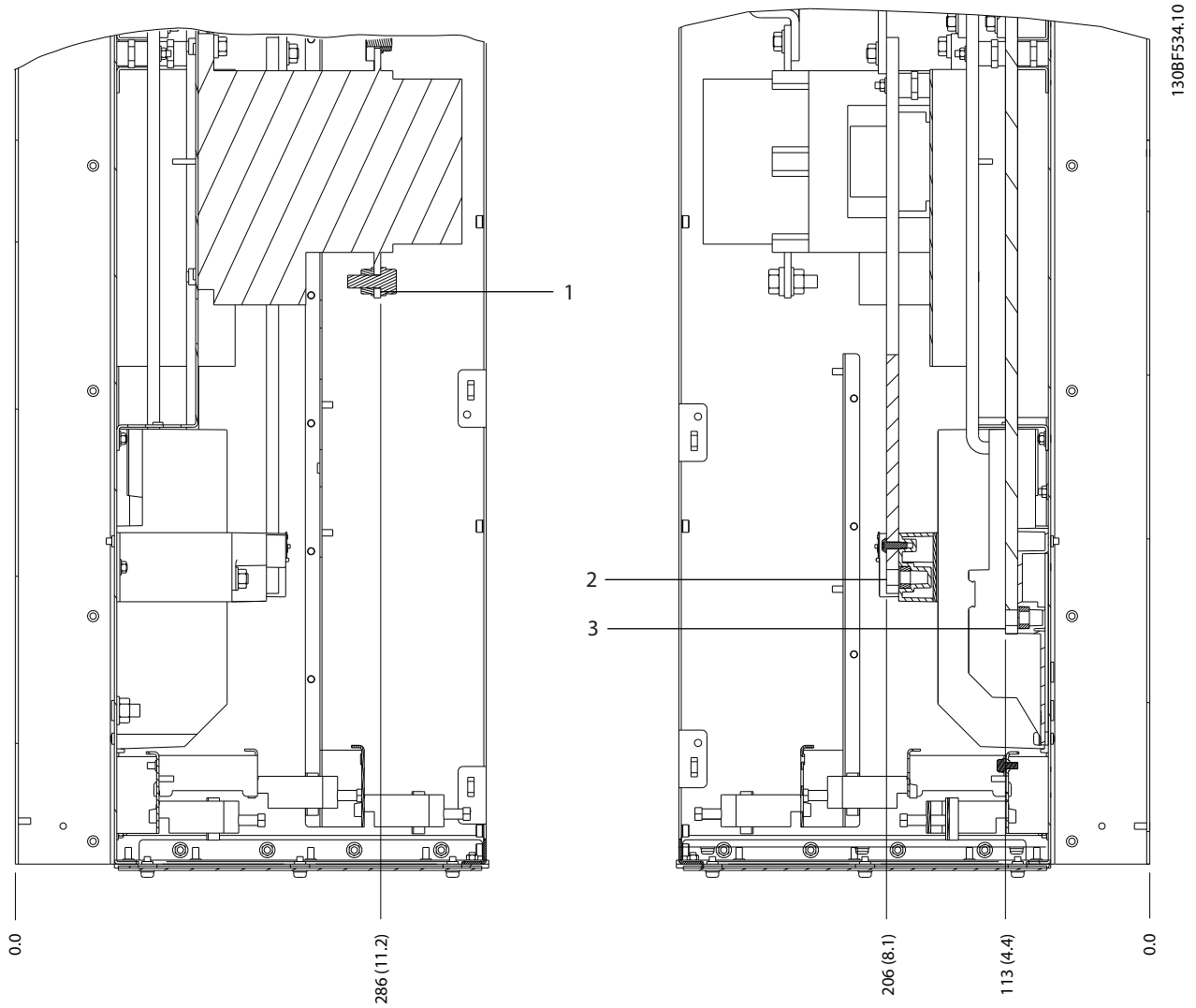
8.6.2 D6h Terminal Dimensions



130BF353.10

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

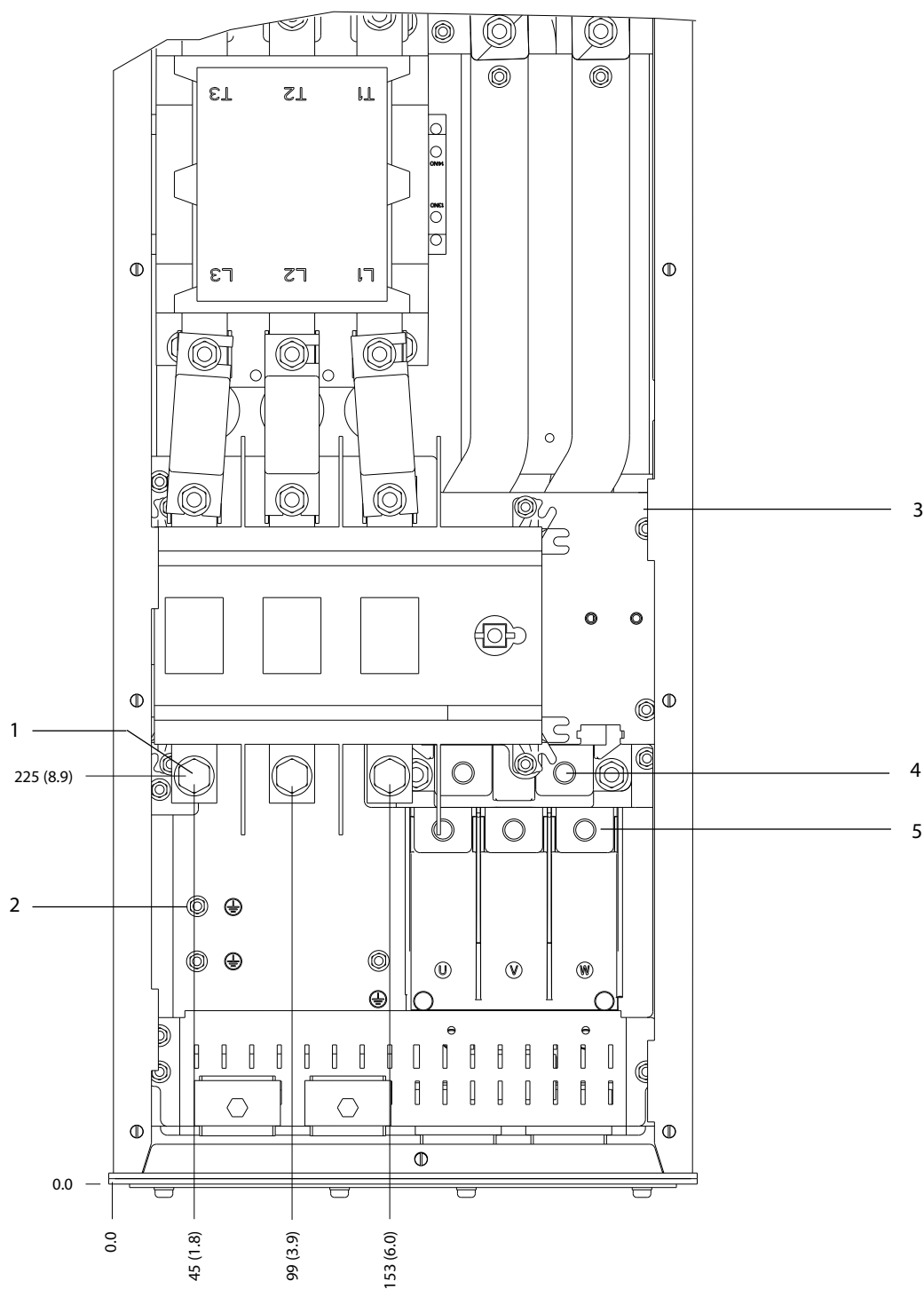
Illustration 8.41 D6h Terminal Dimensions with Contactor Option (Front View)



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

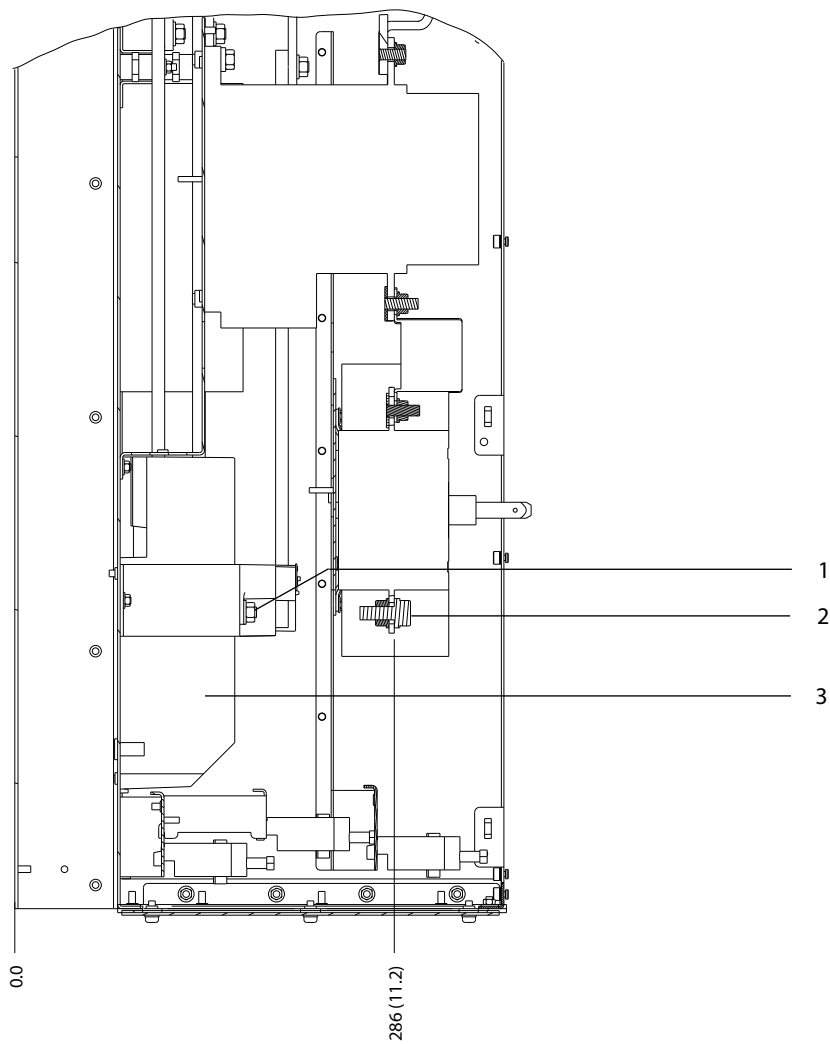
Illustration 8.42 D6h Terminal Dimensions with Contactor Option (Side Views)

8



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

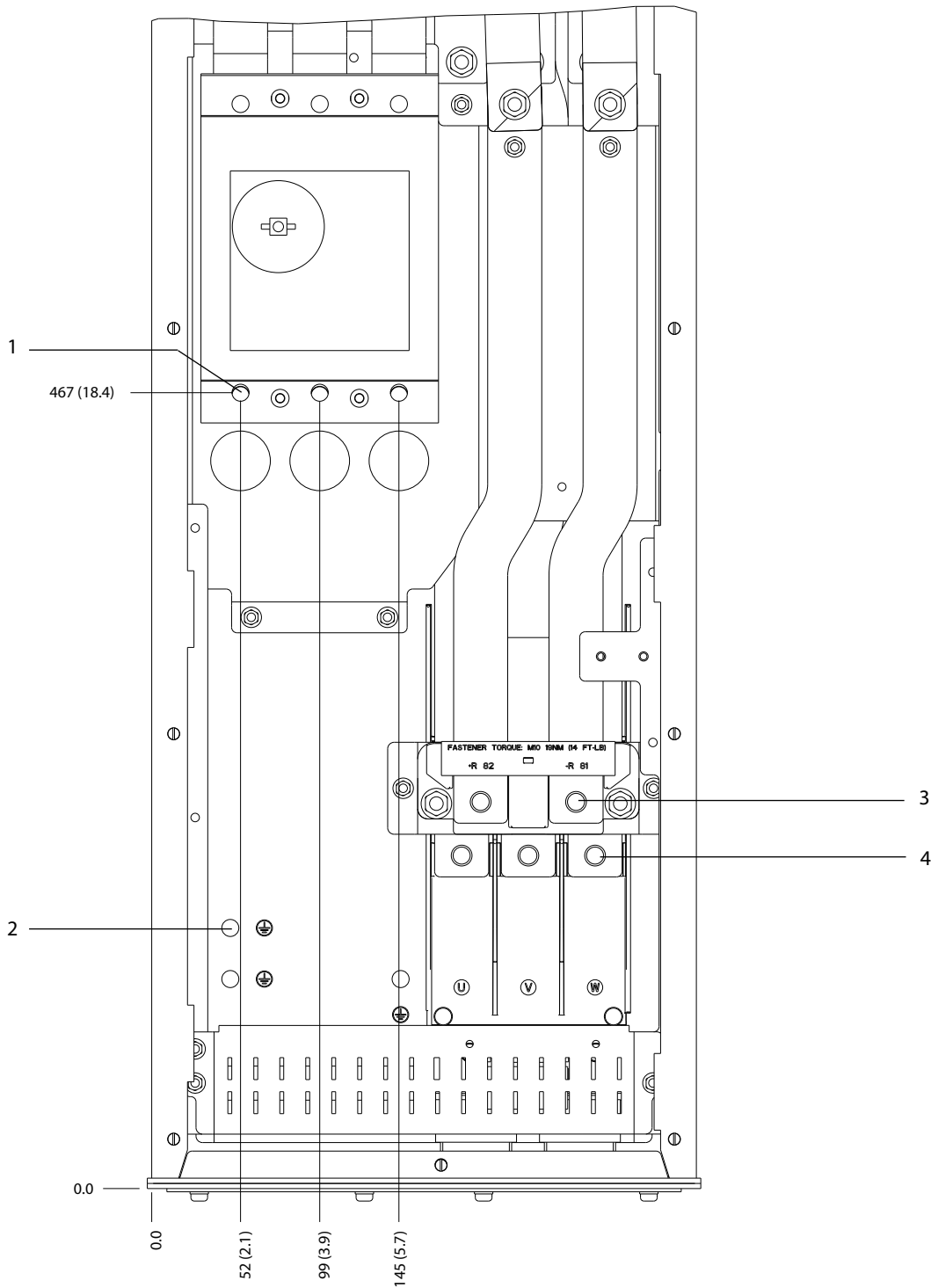
Illustration 8.43 D6h Terminal Dimensions with Contactor and Disconnect Options (Front View)



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

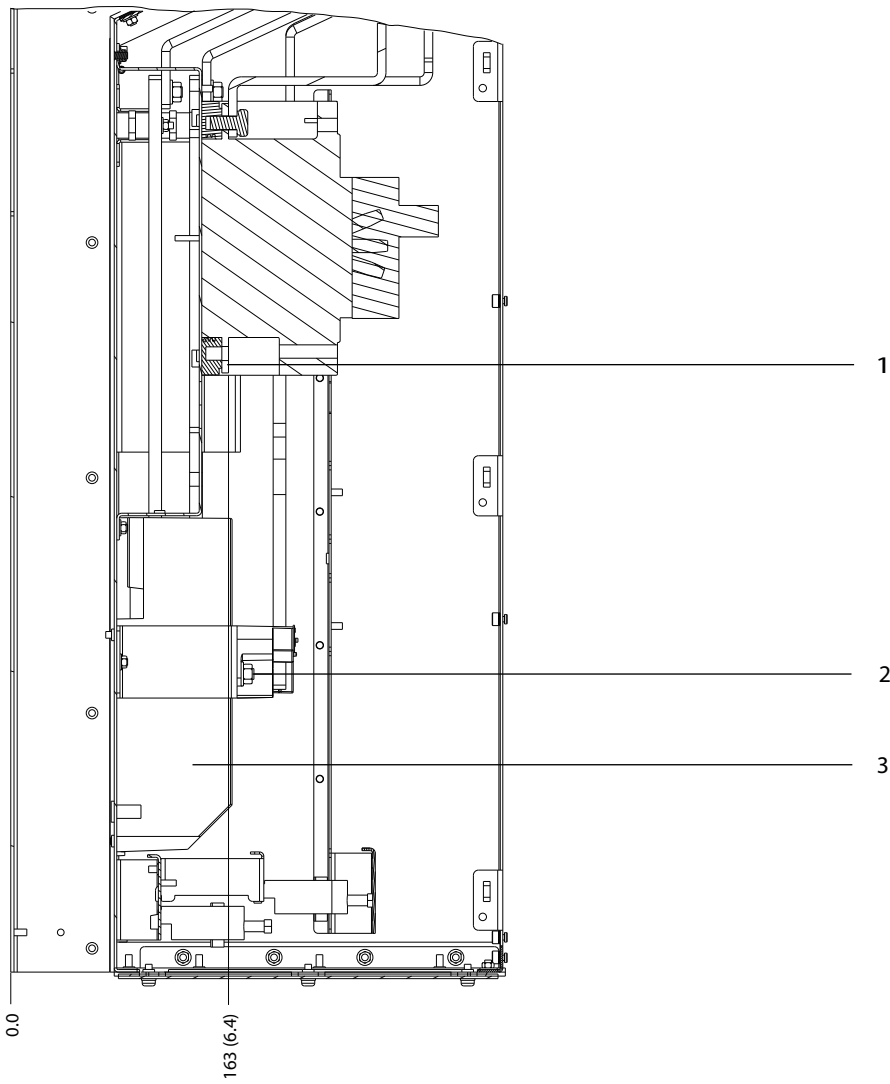
Illustration 8.44 D6h Terminal Dimensions with Contactor and Disconnect Options (Side Views)

8



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

Illustration 8.45 D6h Terminal Dimensions with Circuit Breaker Option (Front View)



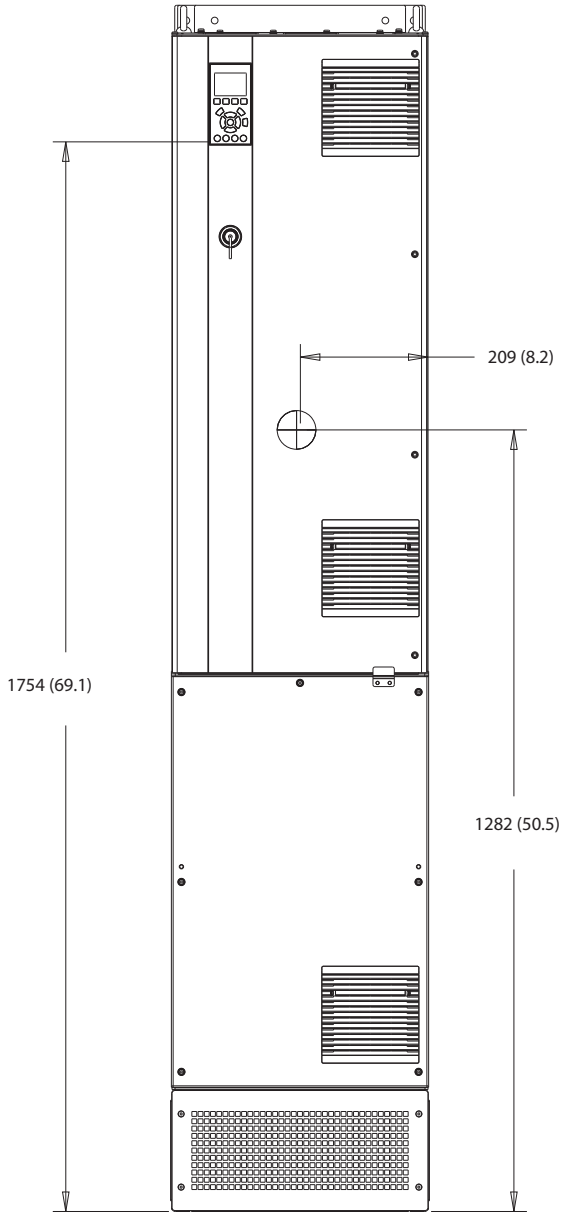
130BF358.10

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

Illustration 8.46 D6h Terminal Dimensions with Circuit Breaker Option (Side Views)

8.7 D7h Exterior and Terminal Dimensions

8.7.1 D7h Exterior Dimensions



130BF326.10

8

Illustration 8.47 Front View of D7h

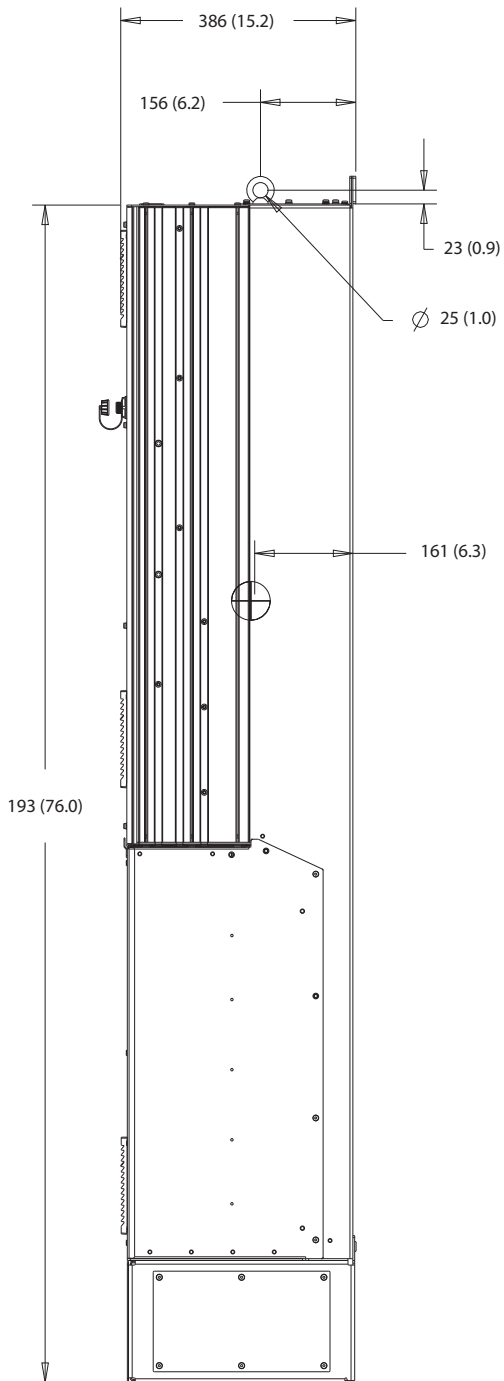
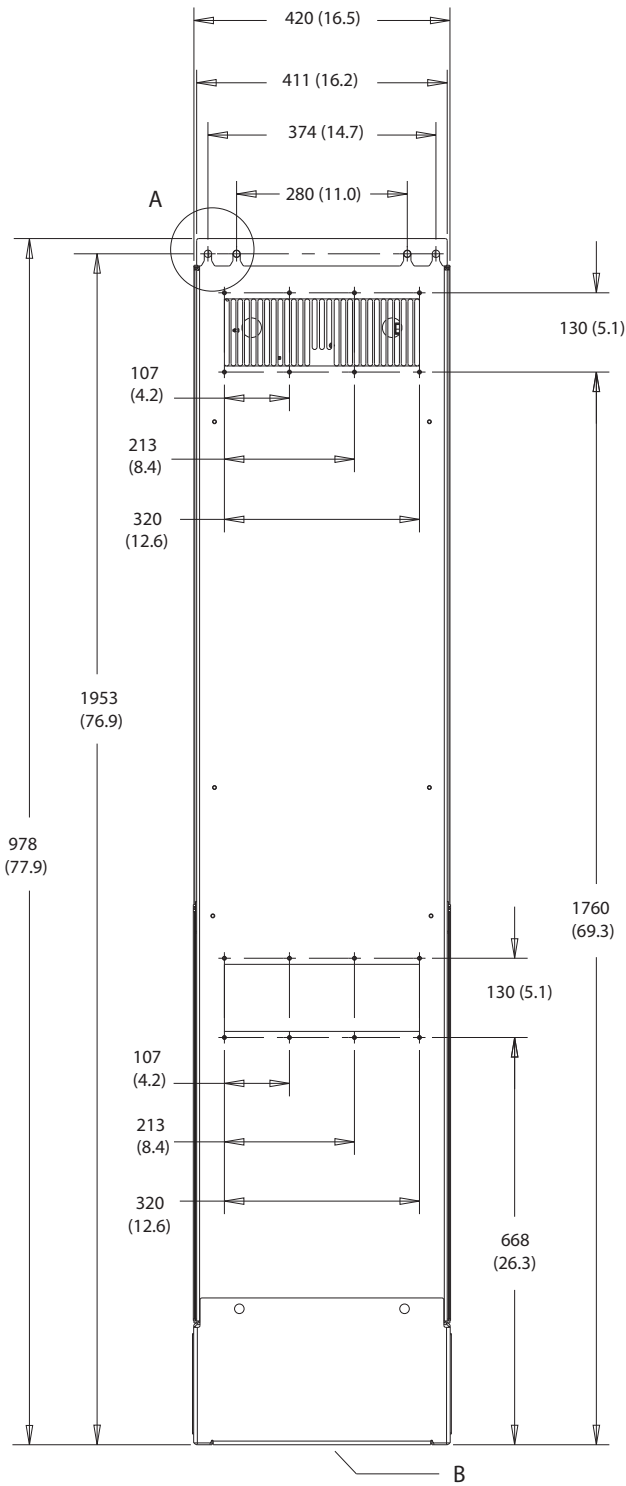
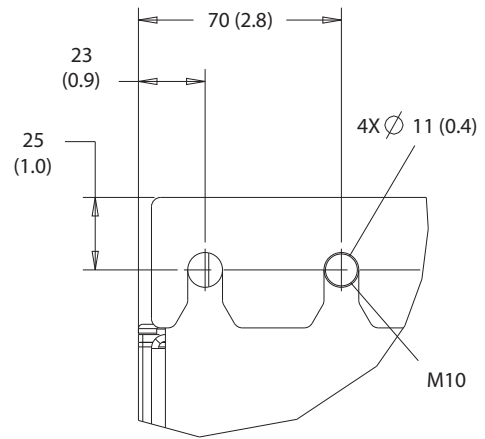


Illustration 8.48 Side View of D7h

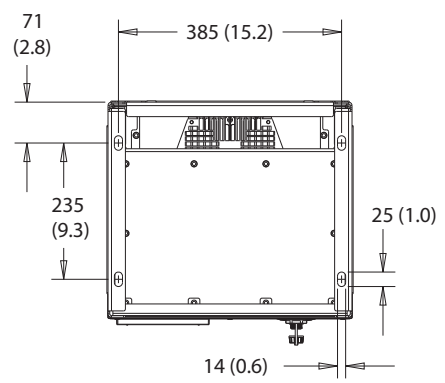
130BF810.10



A

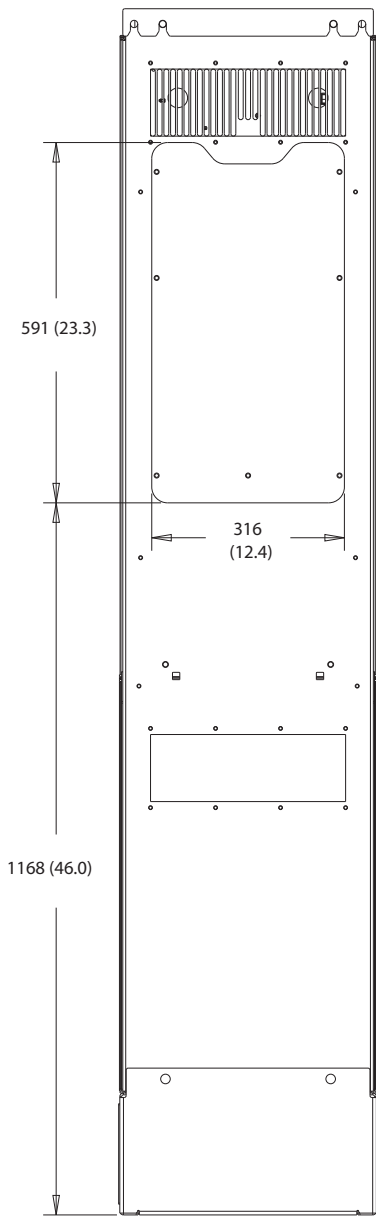


B



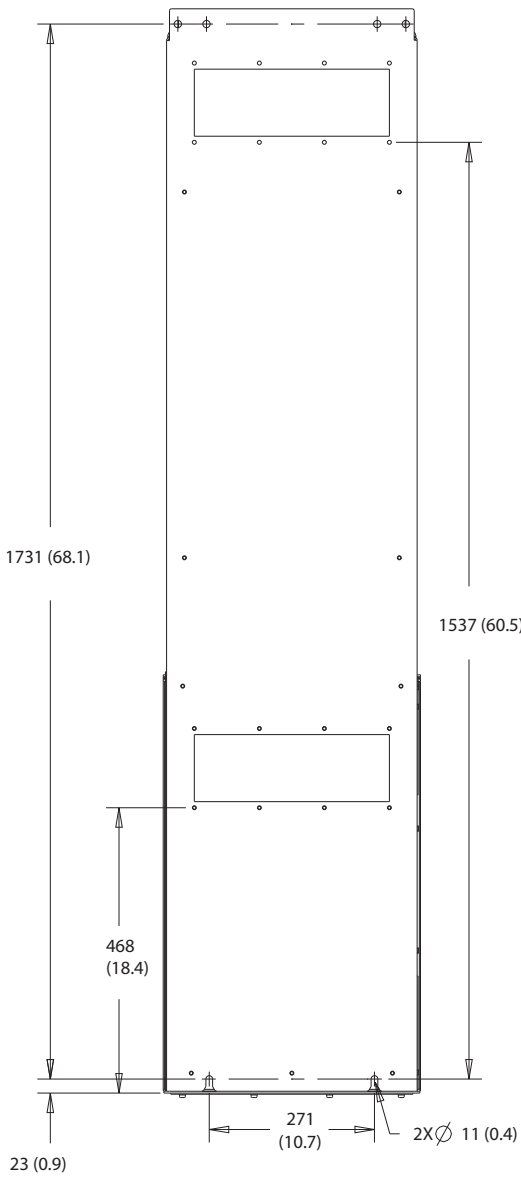
8

Illustration 8.49 Back View of D7h



130BF830.10

Illustration 8.50 Heat Sink Access Dimensions for D7h



8

Illustration 8.51 Wall Mount Dimensions for D7h

130BF670.10

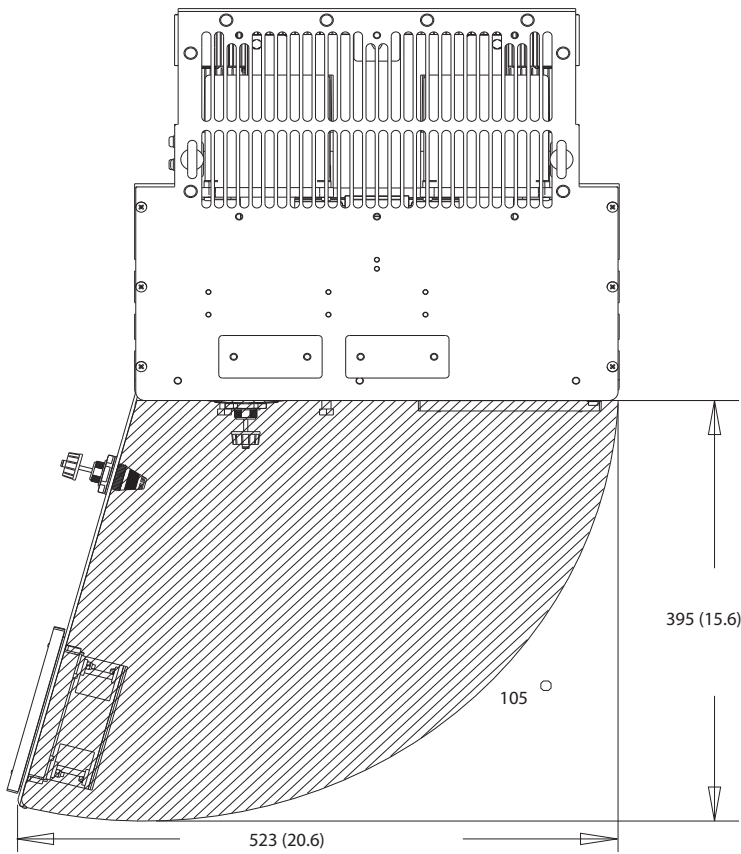
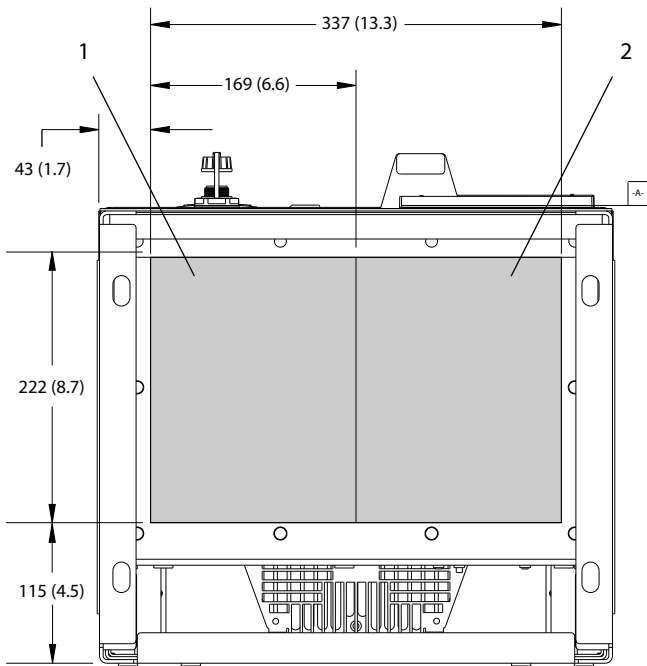


Illustration 8.52 Door Clearance for D7h

8

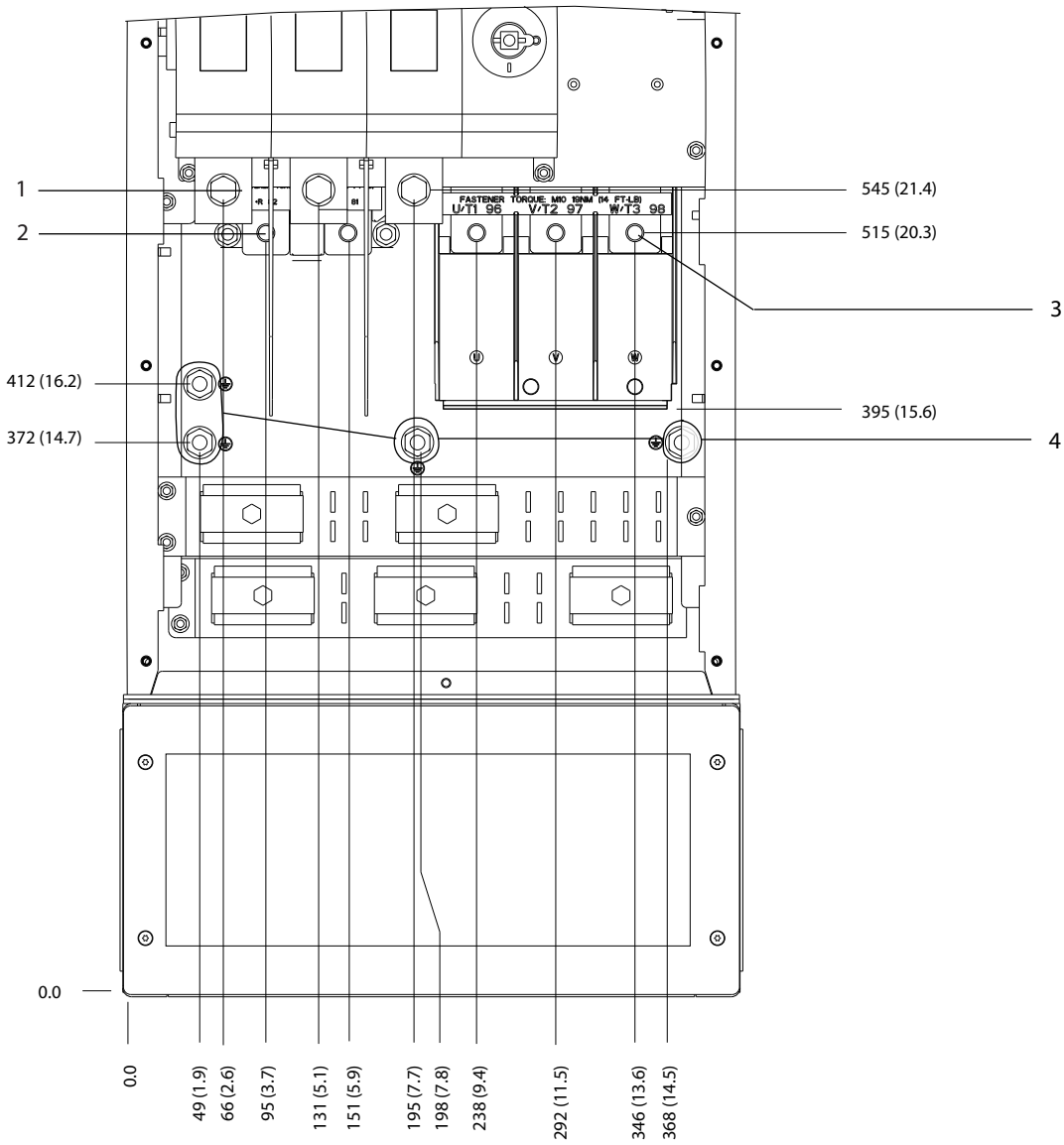
130BF610.10



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

Illustration 8.53 Gland Plate Dimensions for D7h

8.7.2 D7h Terminal Dimensions

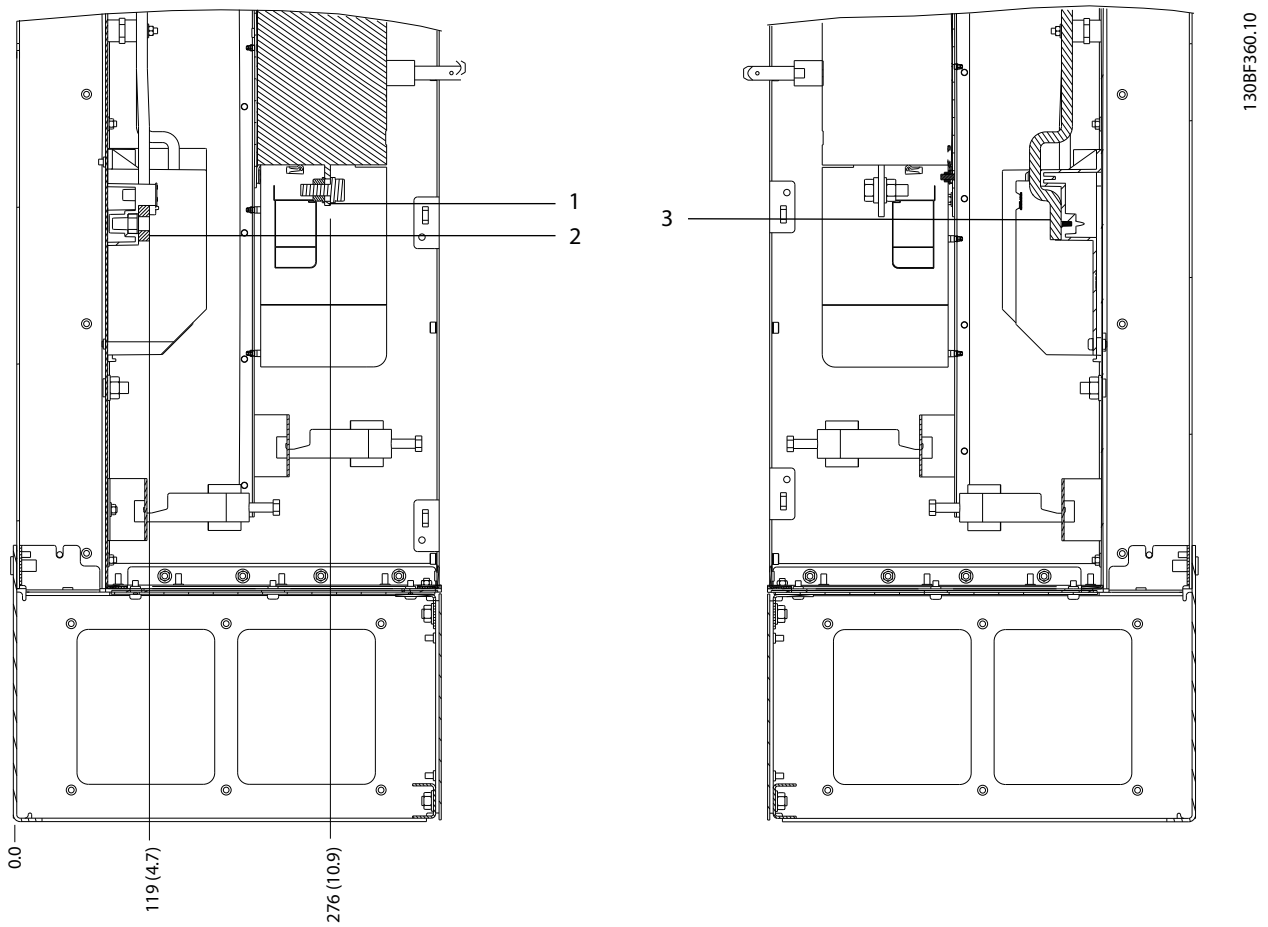


130BF359;10

8

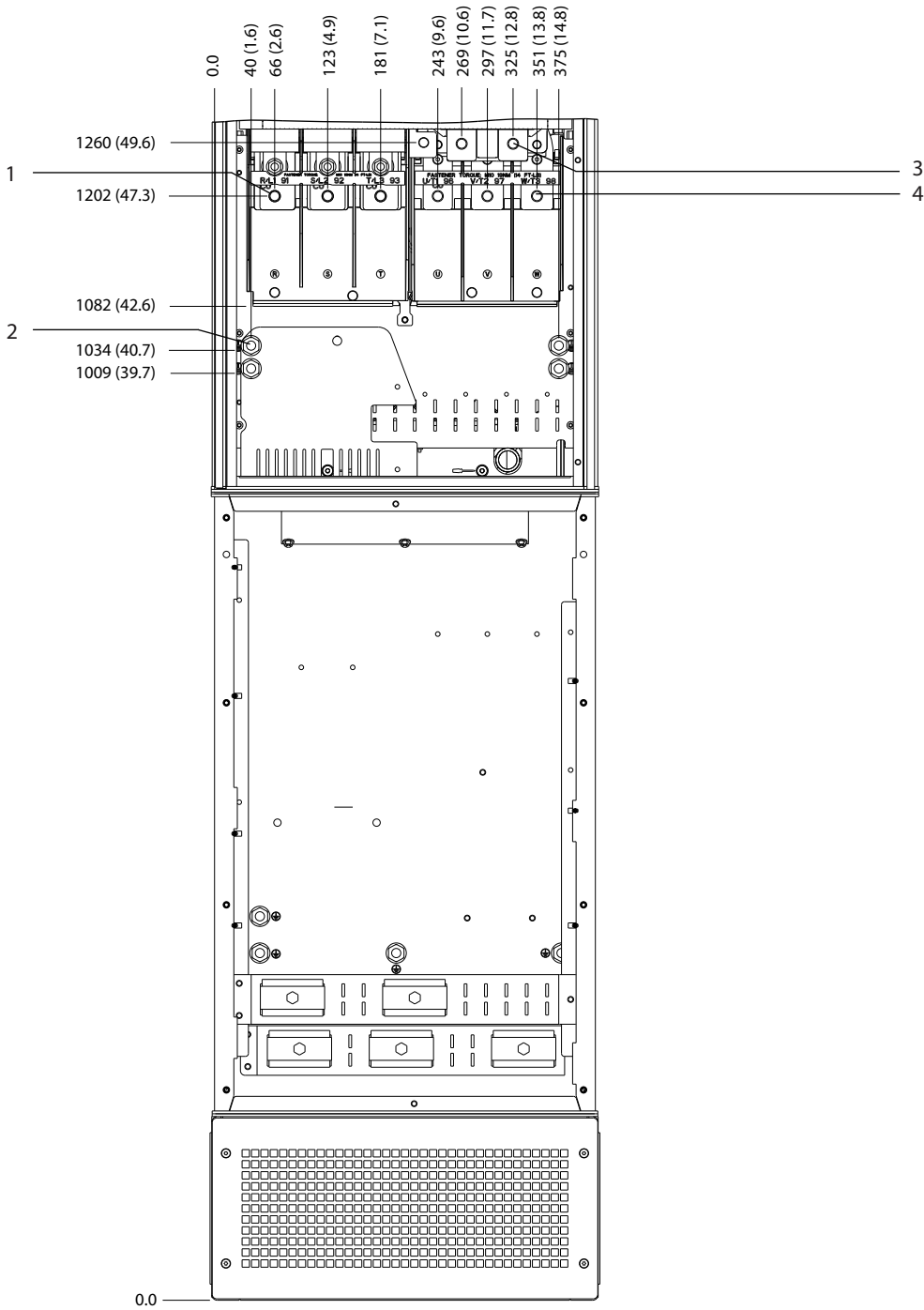
| | | | |
|---|-----------------|---|------------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | 4 | Ground terminals |

Illustration 8.54 D7h Terminal Dimensions with Disconnect Option (Front View)



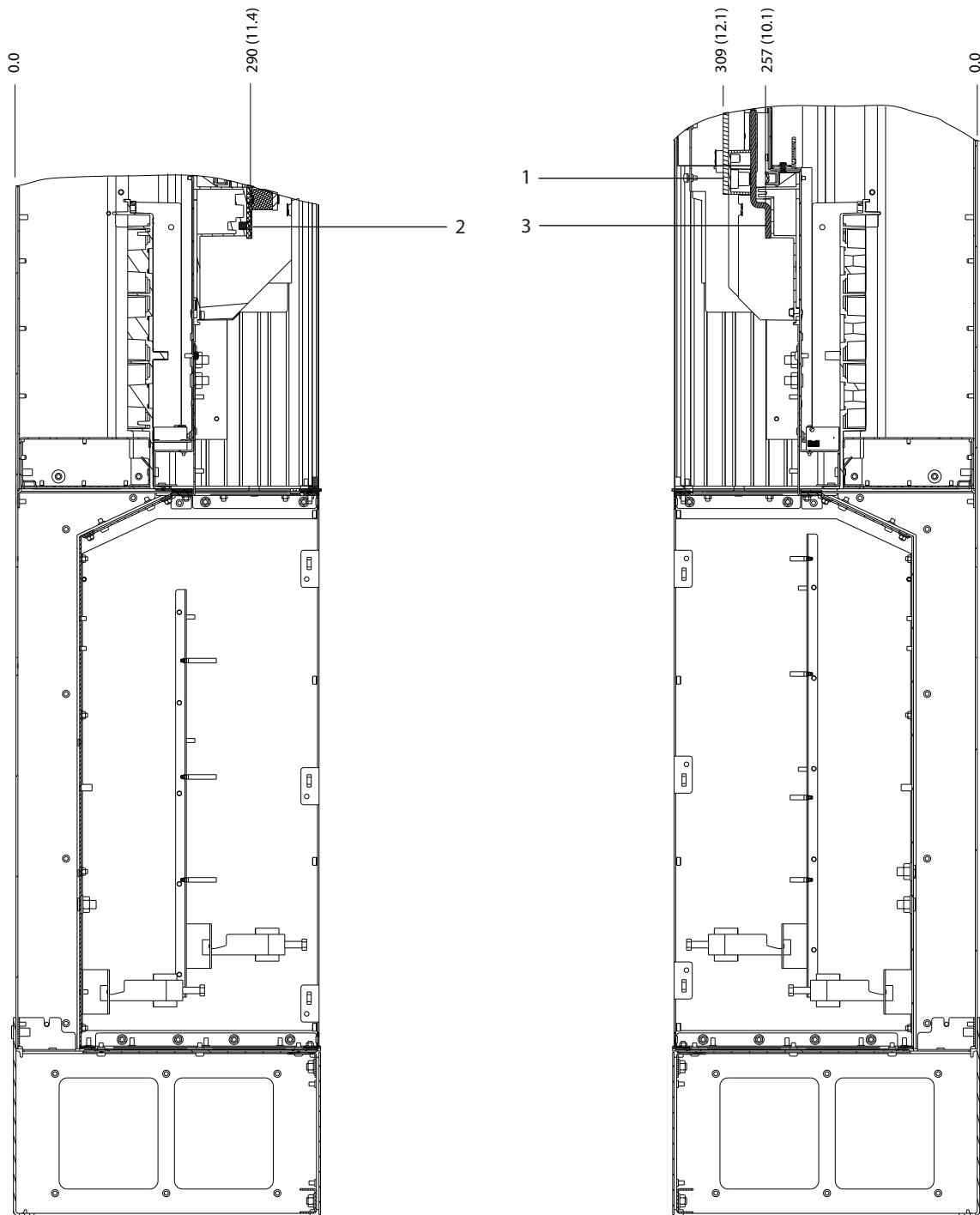
| | | | |
|---|-----------------|---|-----------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake terminals | - | - |

Illustration 8.55 D7h Terminal Dimensions with Disconnect Option (Side Views)



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

Illustration 8.56 D7h Terminal Dimensions with Brake Option (Front View)



1308F362.10

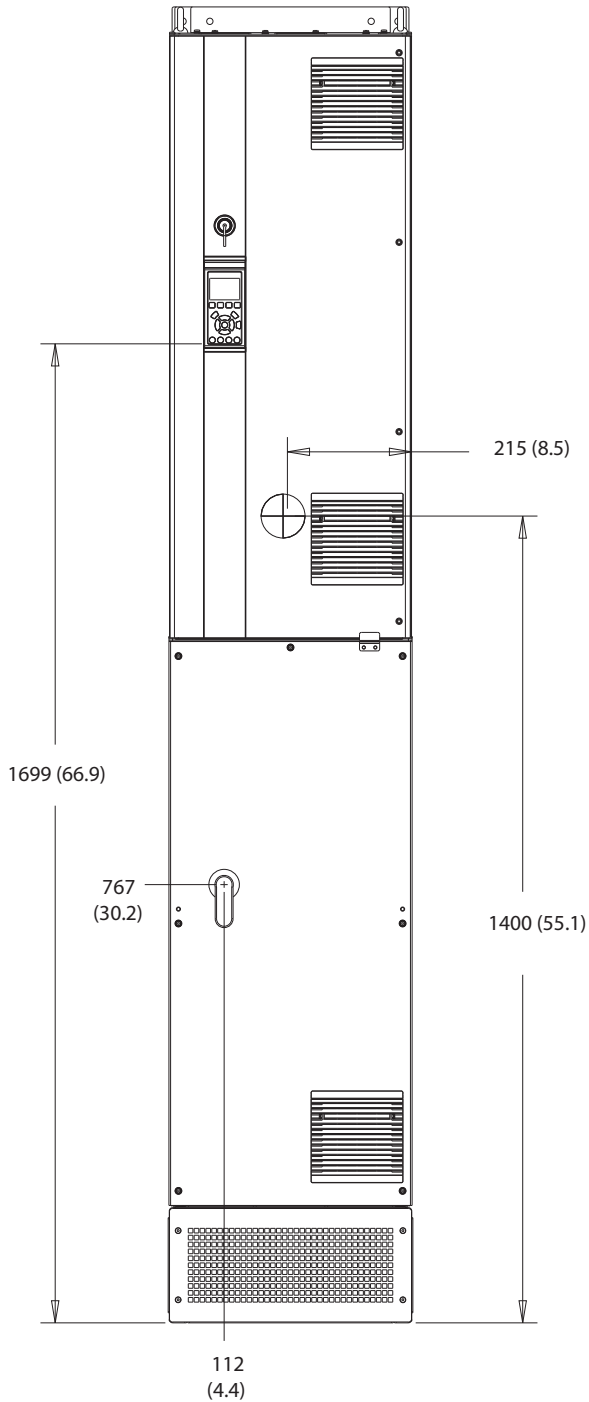
8

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

Illustration 8.57 D7h Terminal Dimensions with Brake Option (Side Views)

8.8 D8h Exterior and Terminal Dimensions

8.8.1 D8h Exterior Dimensions



1308F327.10

8

Illustration 8.58 Front View of D8h

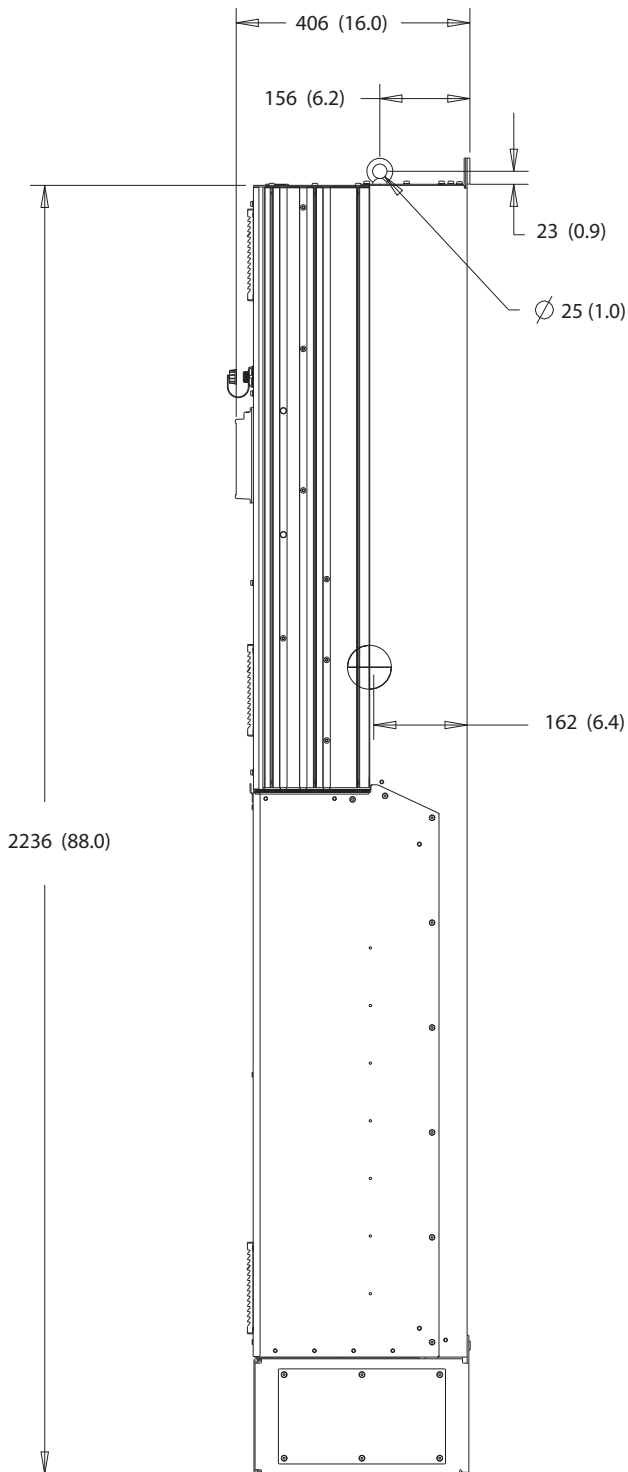
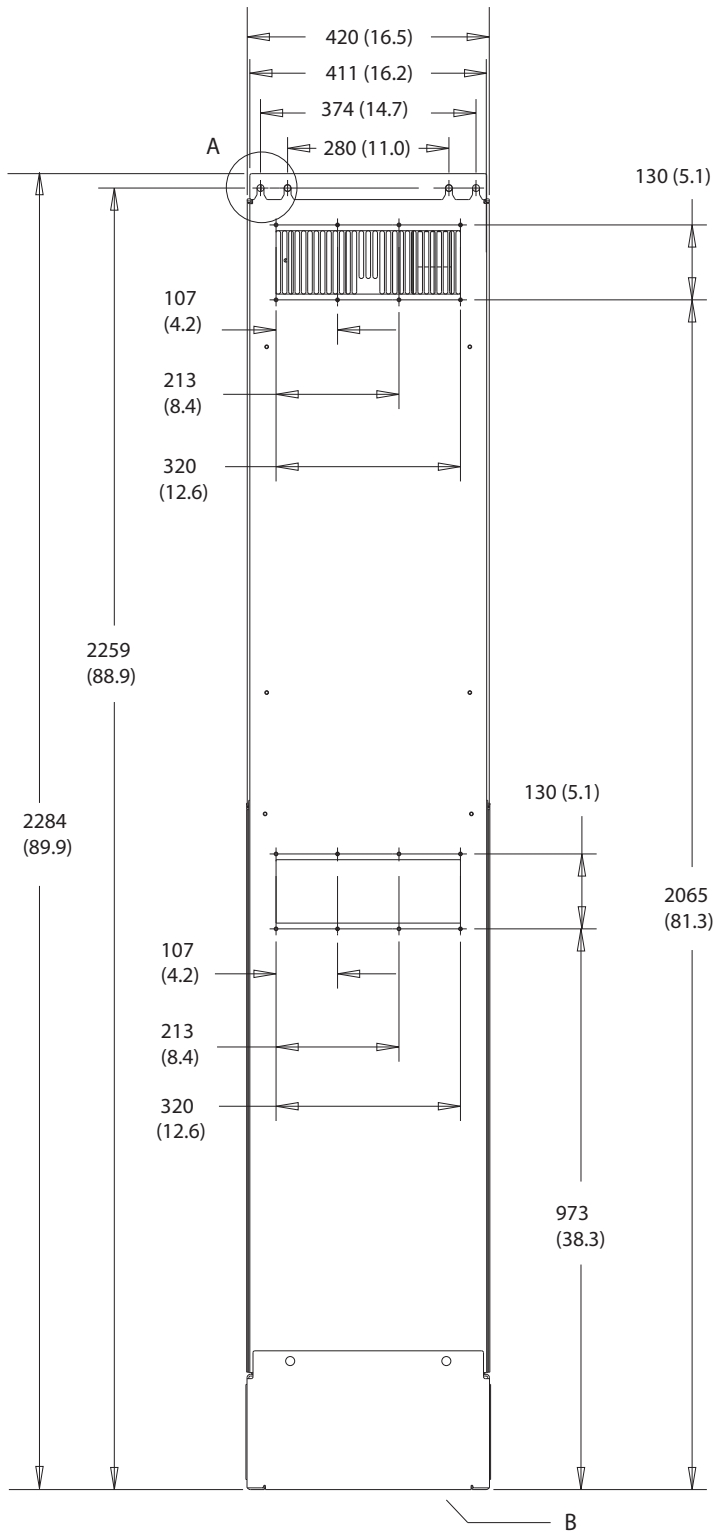
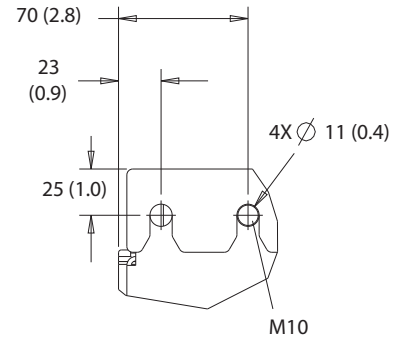


Illustration 8.59 Side View of D8h



A



B

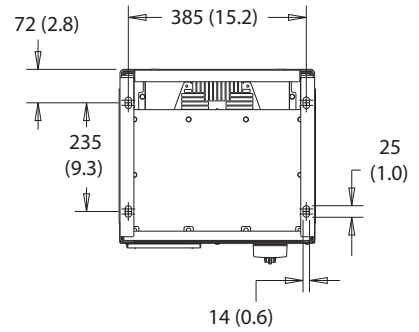
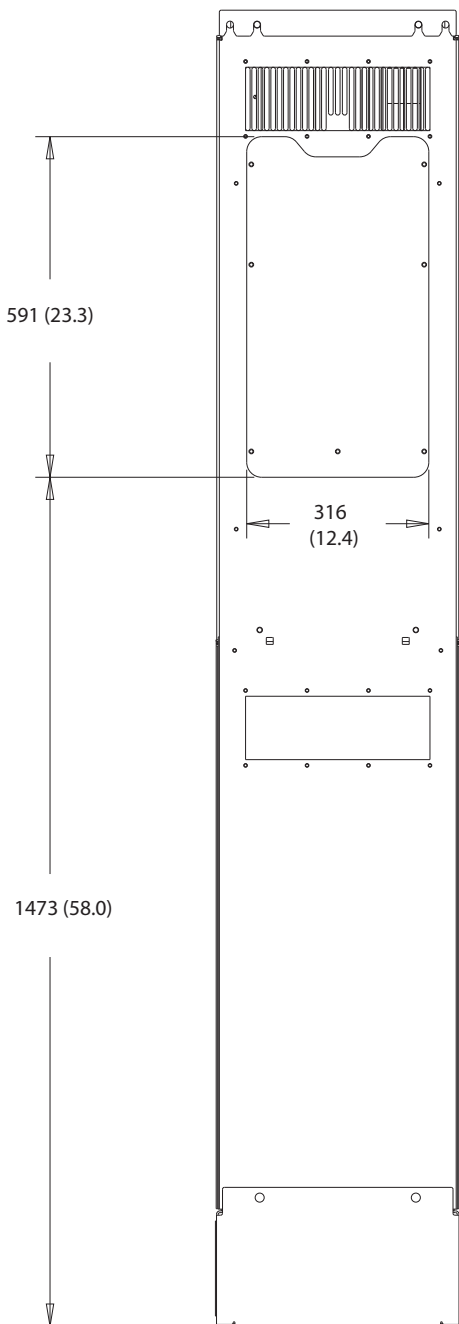


Illustration 8.60 Back View of D8h



130BF831.10

Illustration 8.61 Heat Sink Access Dimensions for D8h

130BF670.10

8

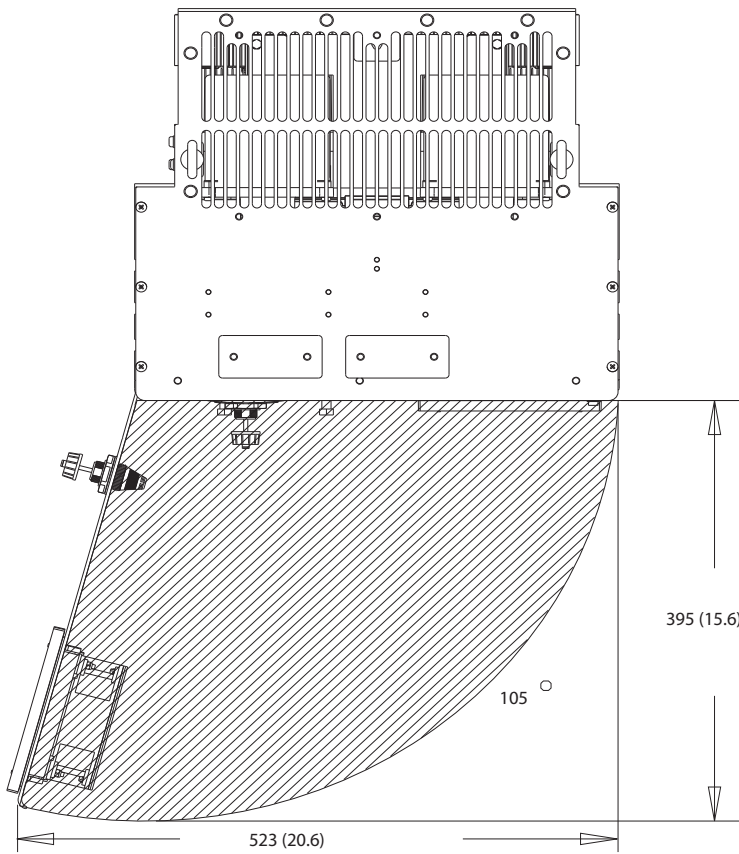
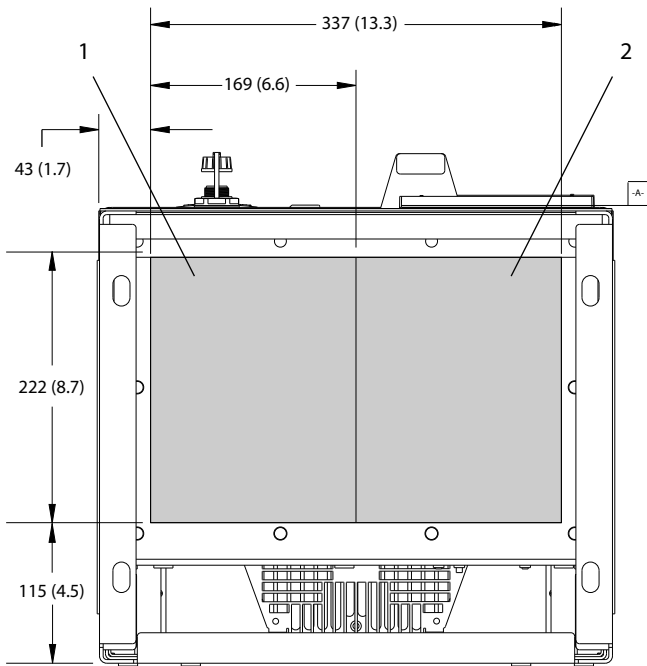


Illustration 8.62 Door Clearance for D8h

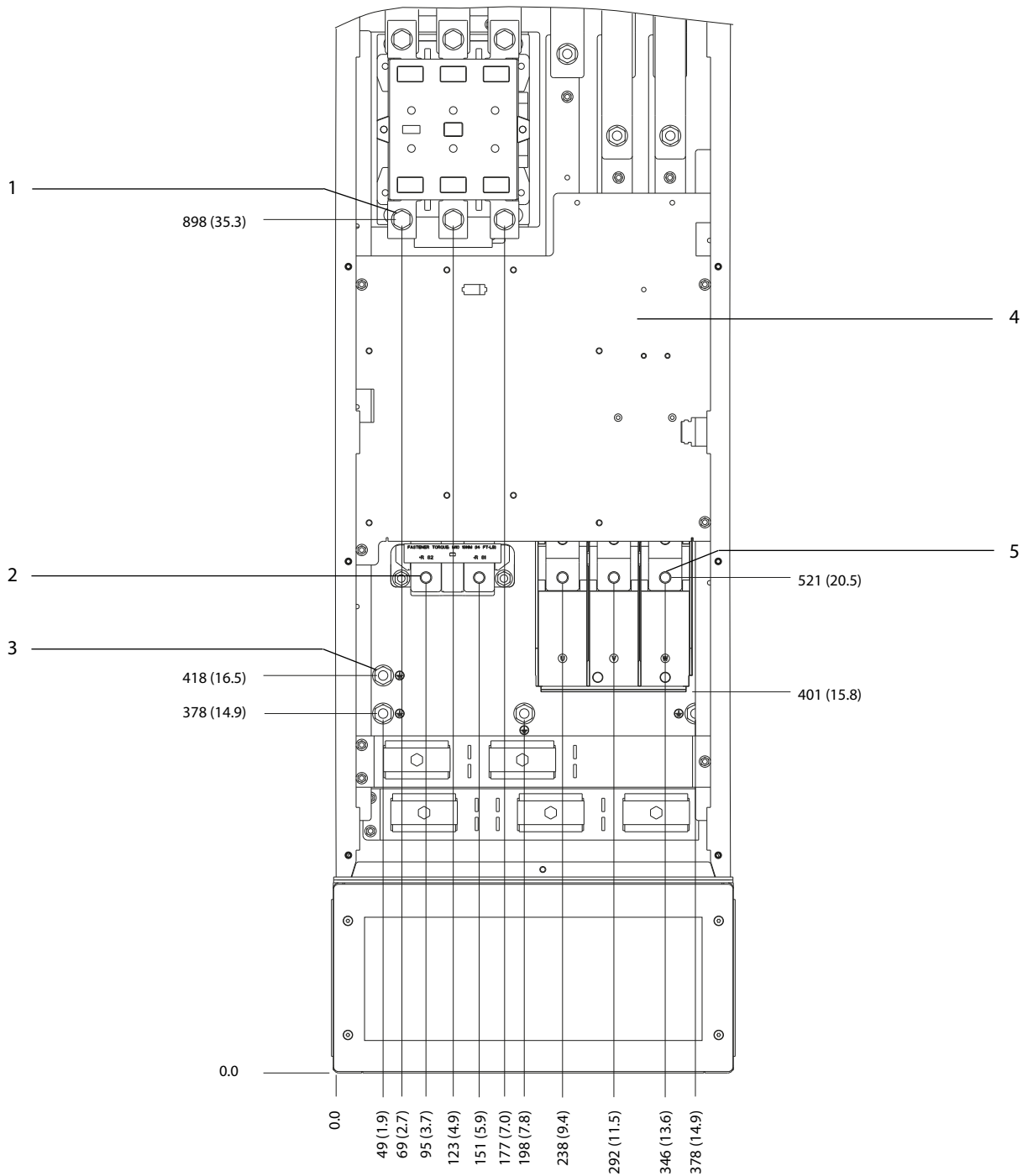


130BF610.10

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

Illustration 8.63 Gland Plate Dimensions for D8h

8.8.2 D8h Terminal Dimensions

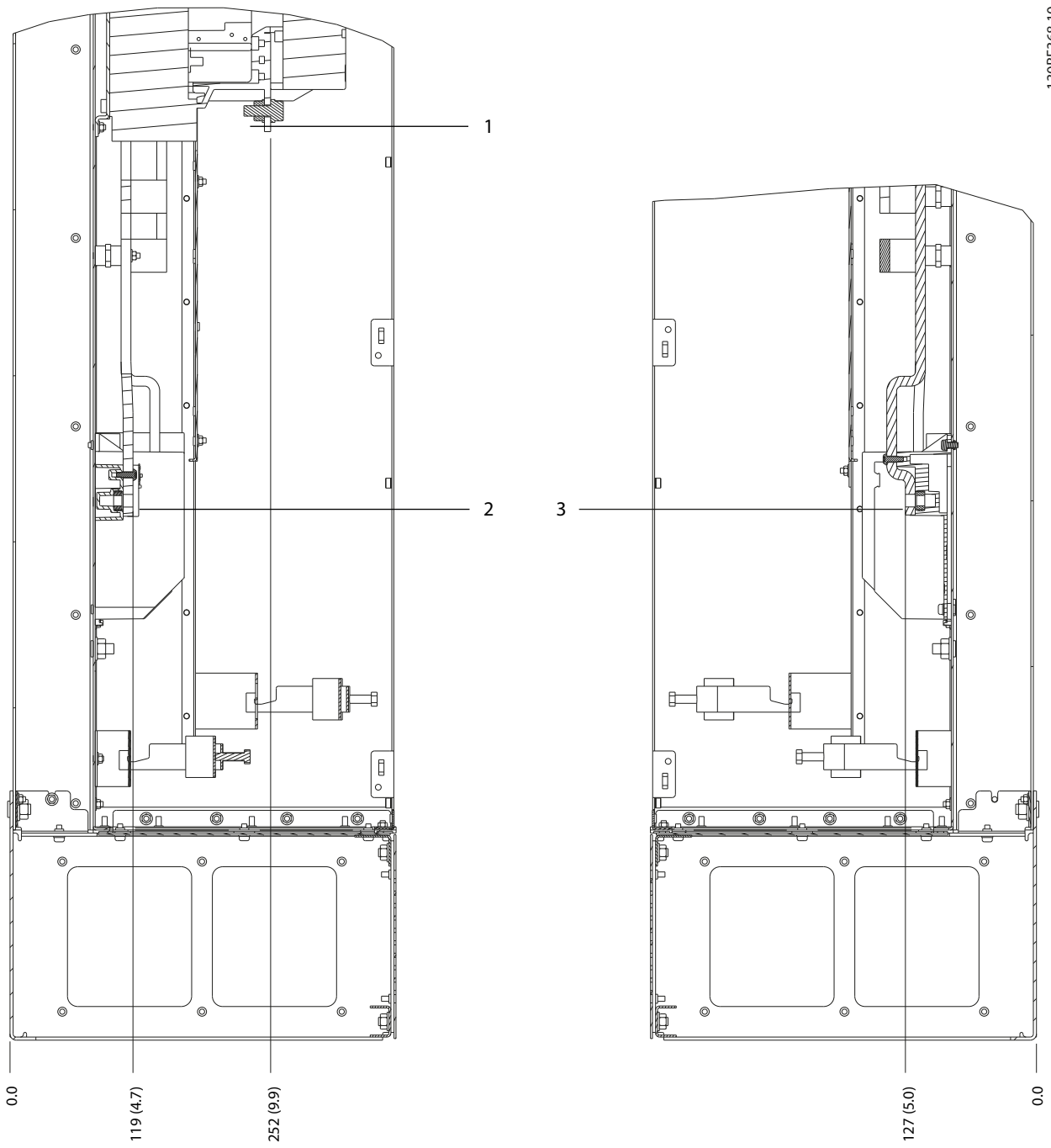


8

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

Illustration 8.64 D8h Terminal Dimensions with Contactor Option (Front View)

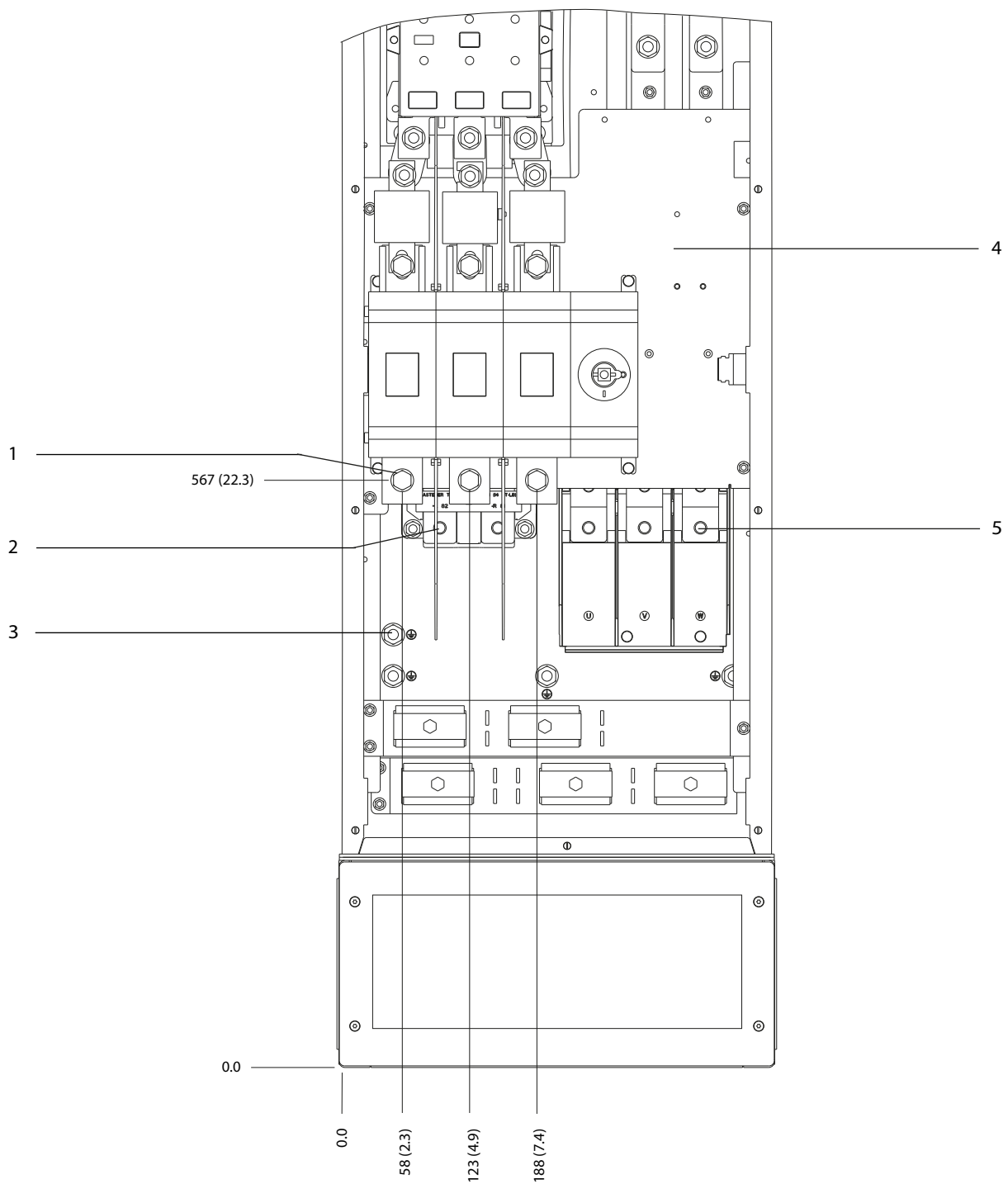
8



130BF368.10

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

Illustration 8.65 D8h Terminal Dimensions with Contactor Option (Side Views)

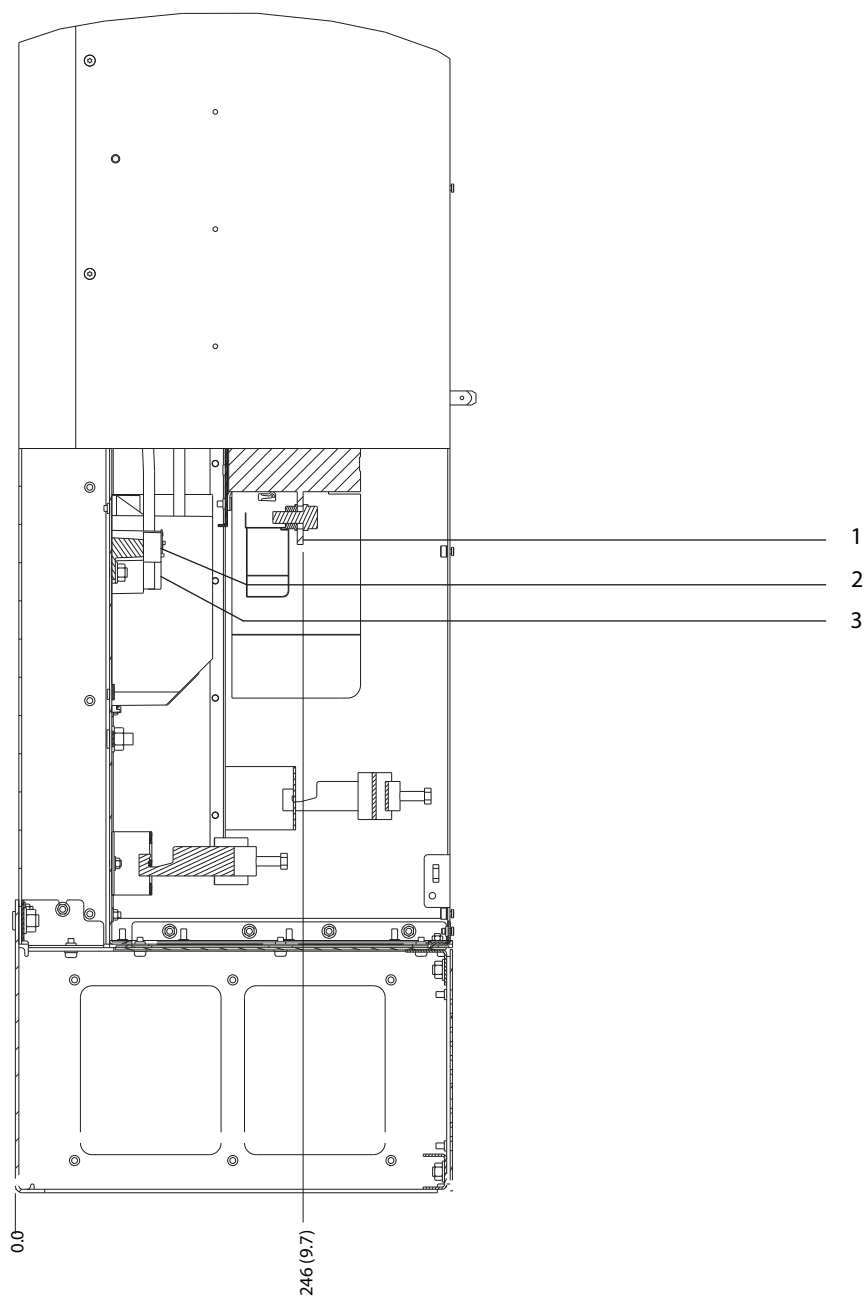


8

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

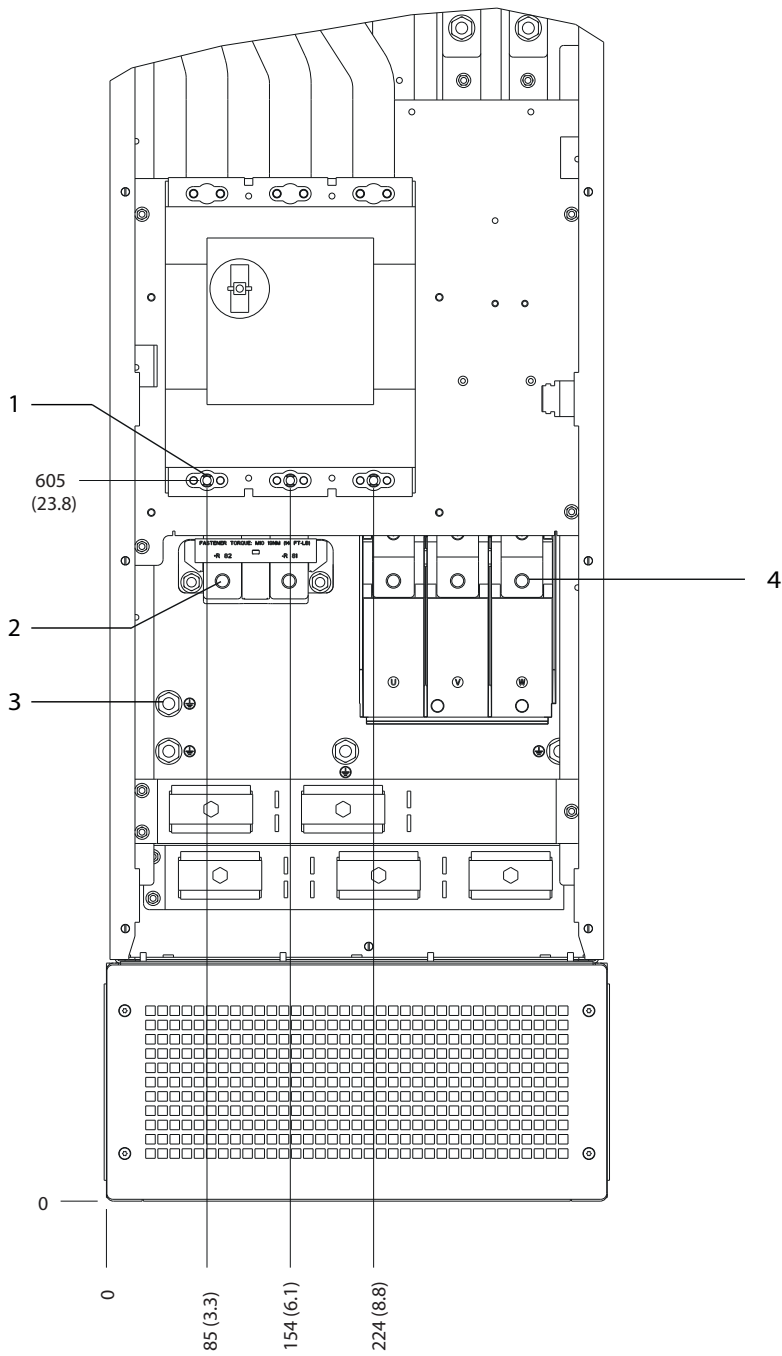
Illustration 8.66 D8h Terminal Dimensions with Contactor and Disconnect Options (Front View)

8



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

Illustration 8.67 D8h Terminal Dimensions with Contactor and Disconnect Options (Side View)

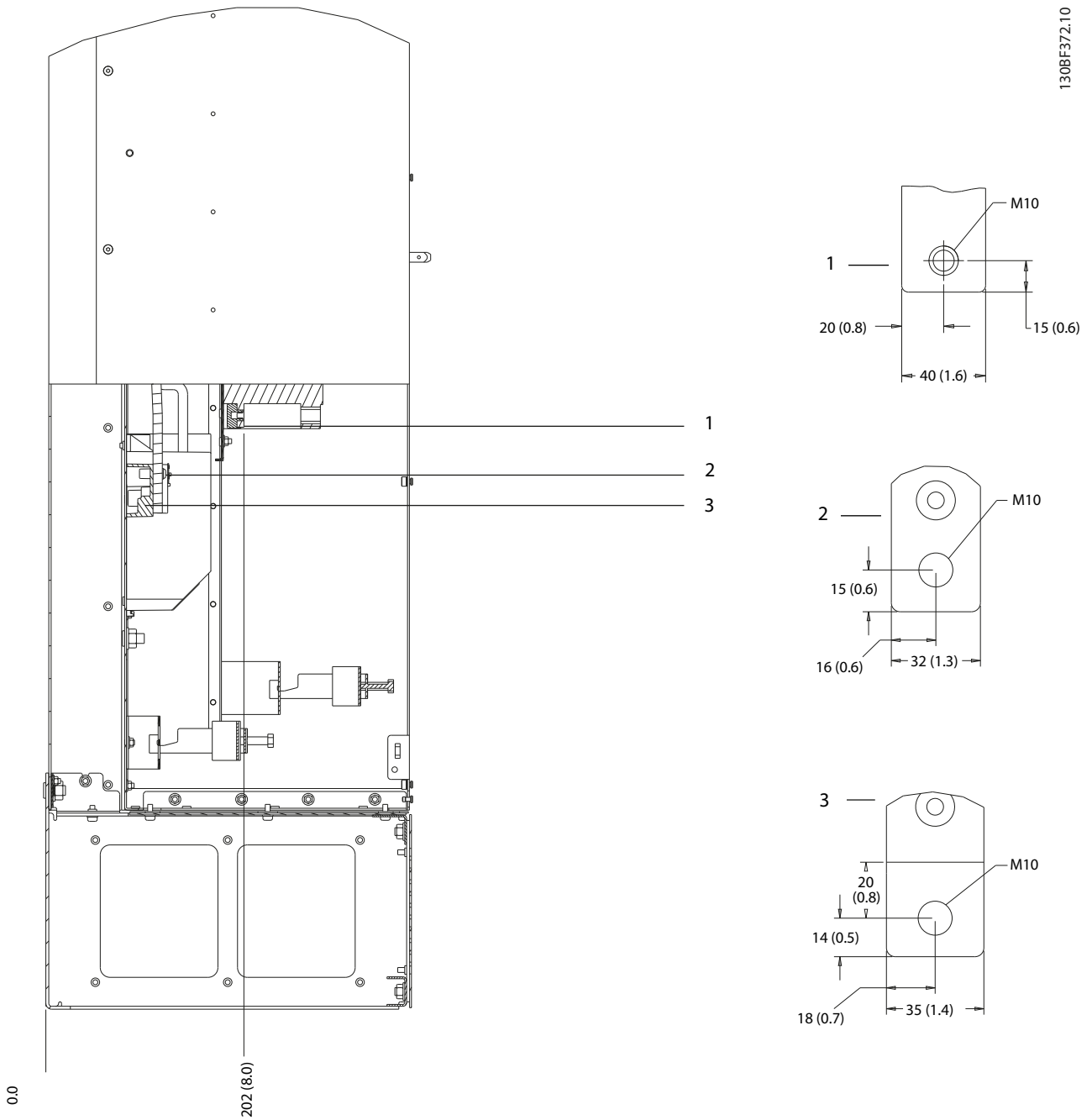


| | | | |
|---|-----------------|---|------------------|
| 1 | Mains terminals | 3 | Ground terminals |
| 2 | Brake terminals | 4 | Motor terminals |

Illustration 8.68 D8h Terminal Dimensions with Circuit Breaker Option (Front View)

130BF372.10

8



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

Illustration 8.69 D8h Terminal Dimensions with Circuit Breaker Option (Side View)

8.9 E1h Exterior and Terminal Dimensions

8.9.1 E1h Exterior Dimensions

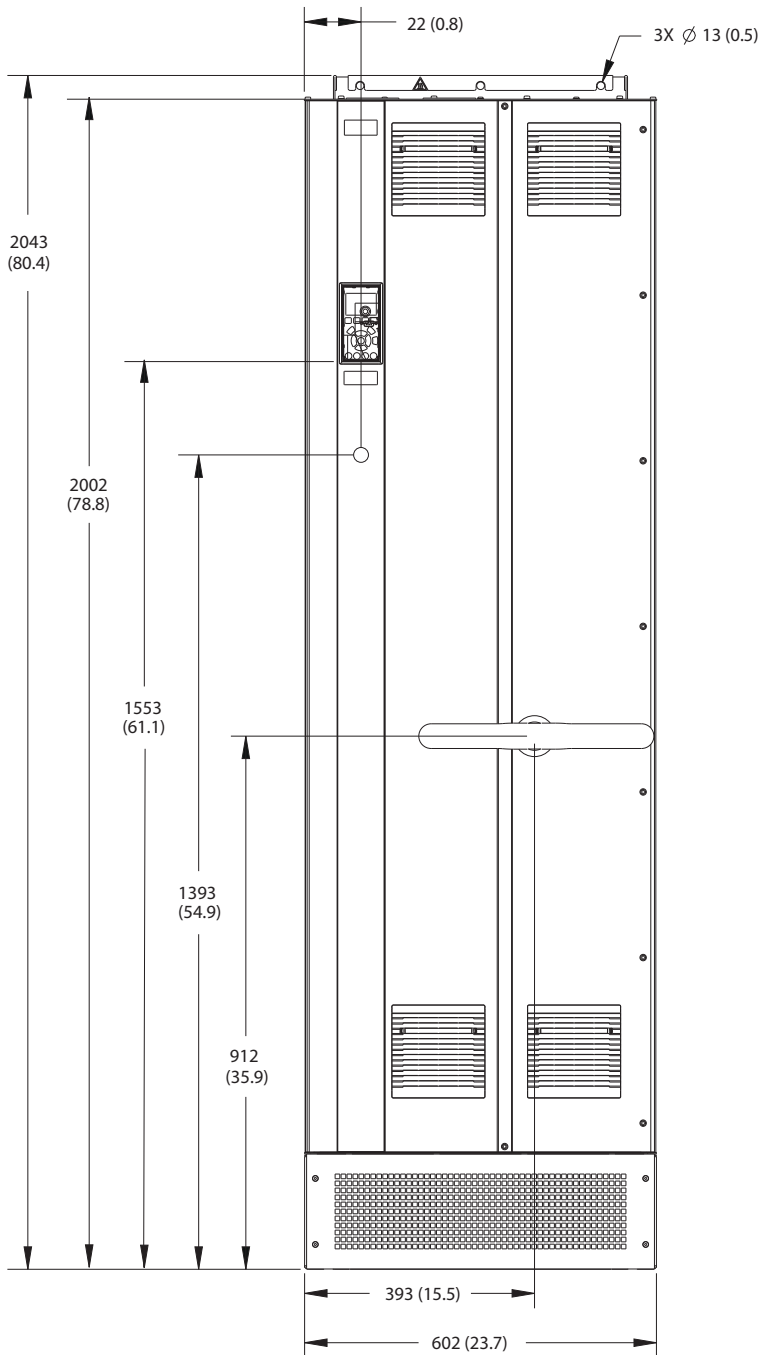
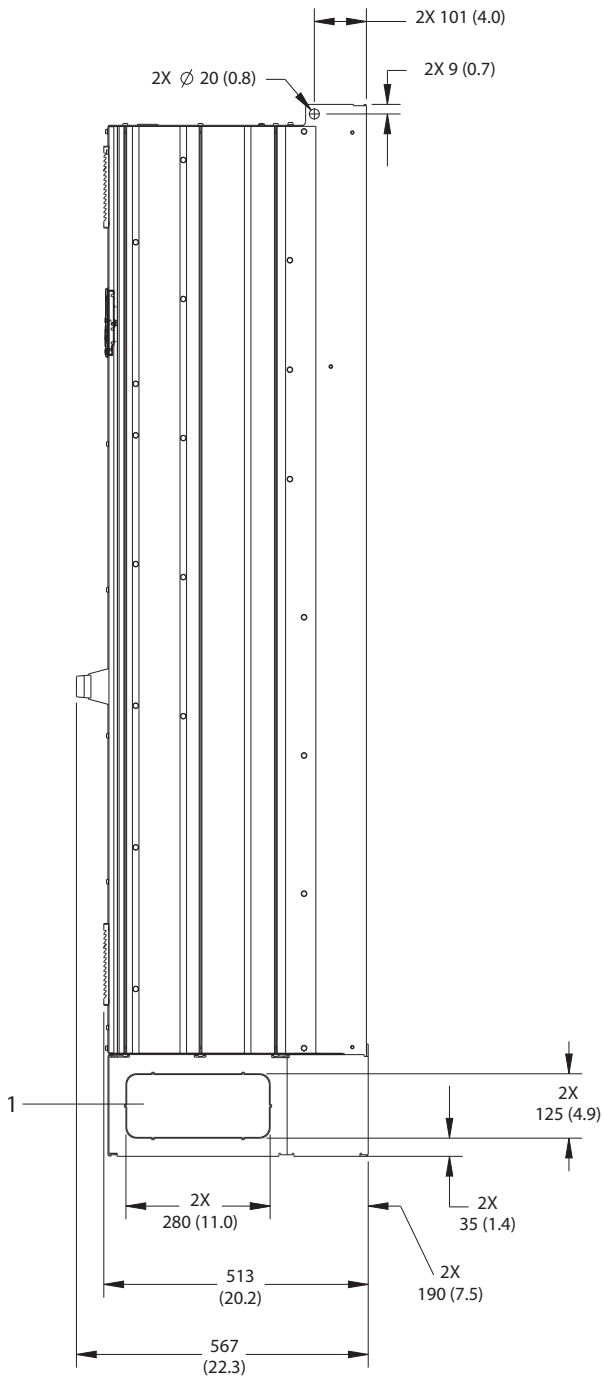


Illustration 8.70 Front View of E1h

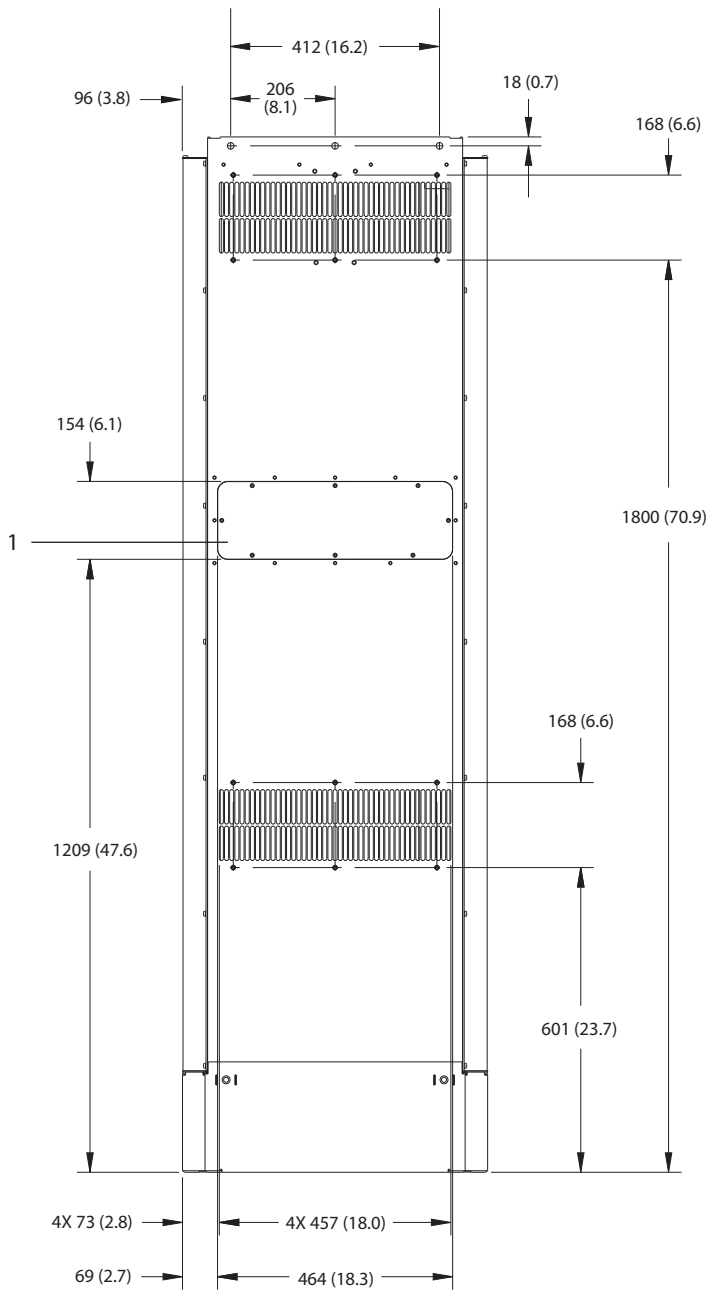
130BF648.10

8



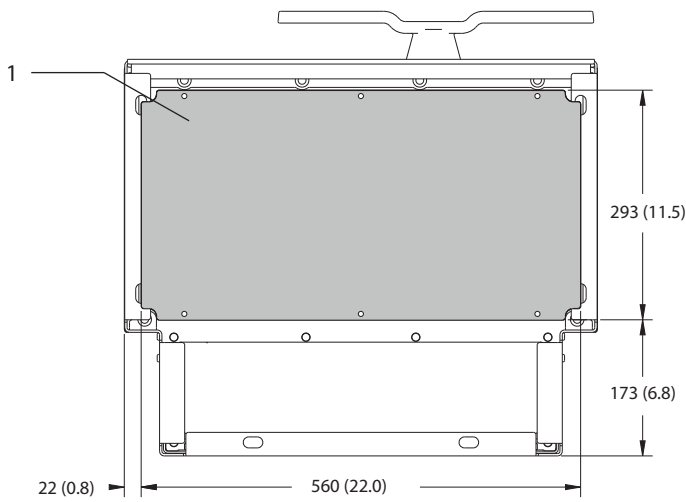
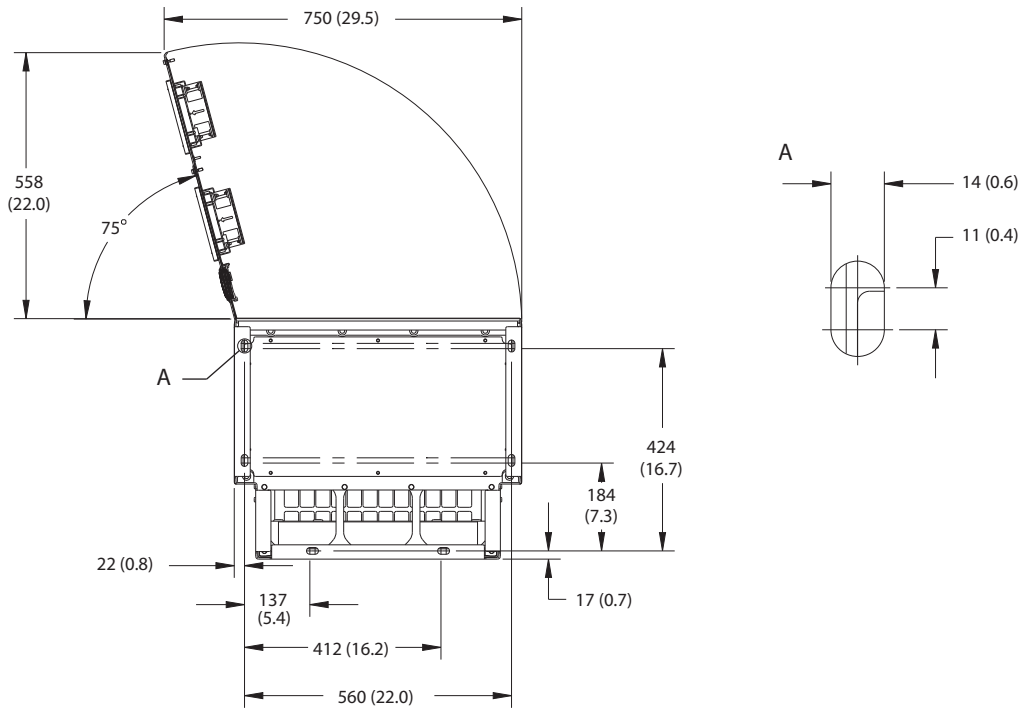
| | |
|---|----------------|
| 1 | Knockout panel |
|---|----------------|

Illustration 8.71 Side View of E1h



| | |
|---|-----------------------------------|
| 1 | Heat sink access panel (optional) |
|---|-----------------------------------|

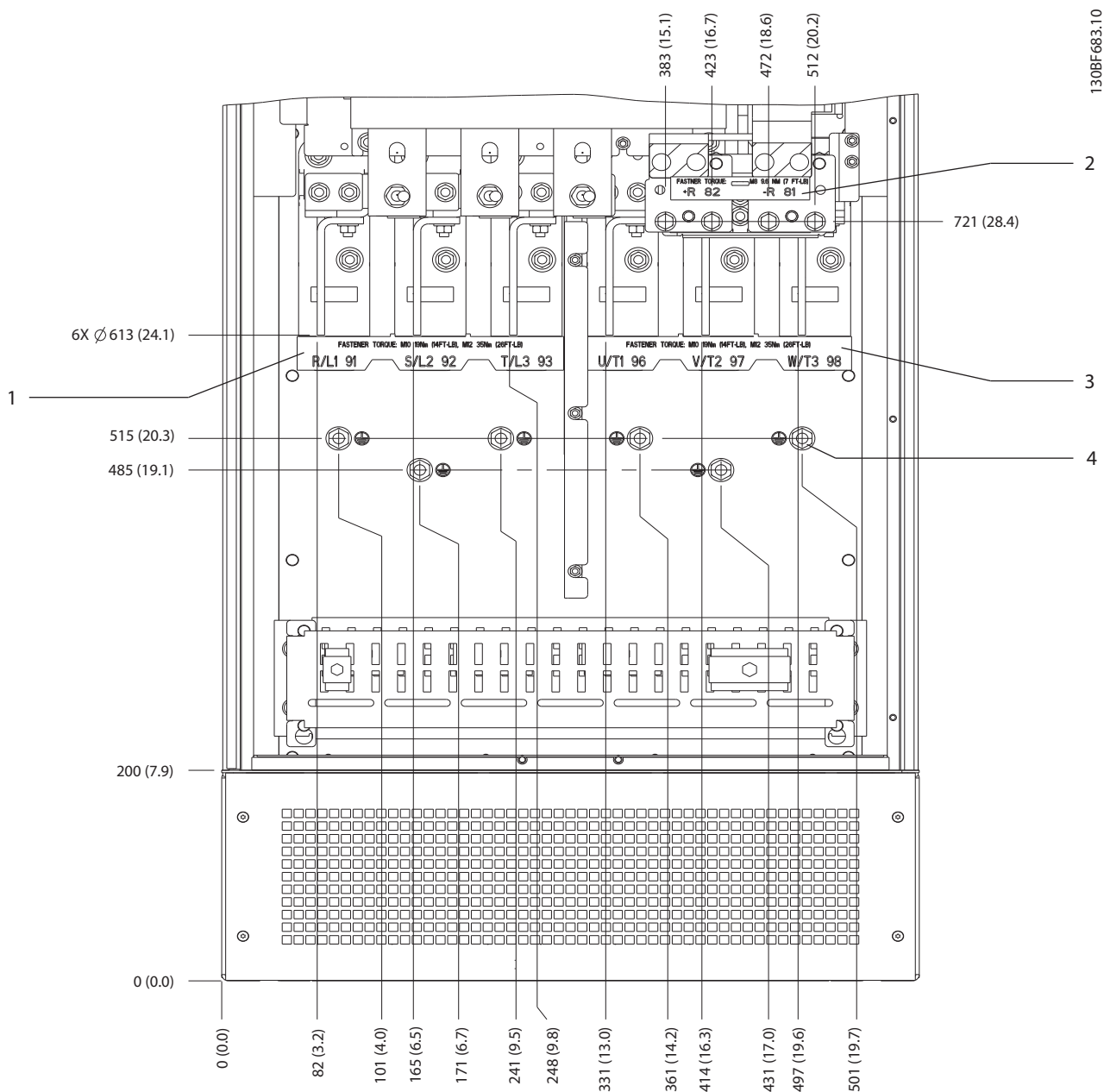
Illustration 8.72 Back View of E1h



| | |
|---|-------------|
| 1 | Gland plate |
|---|-------------|

Illustration 8.73 Door Clearance and Gland Plate Dimensions for E1h

8.9.2 E1h Terminal Dimensions



| | | | |
|---|--------------------------|---|---------------------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake or regen terminals | 4 | Ground terminals, M10 nut |

Illustration 8.74 E1h Terminal Dimensions (Front View)

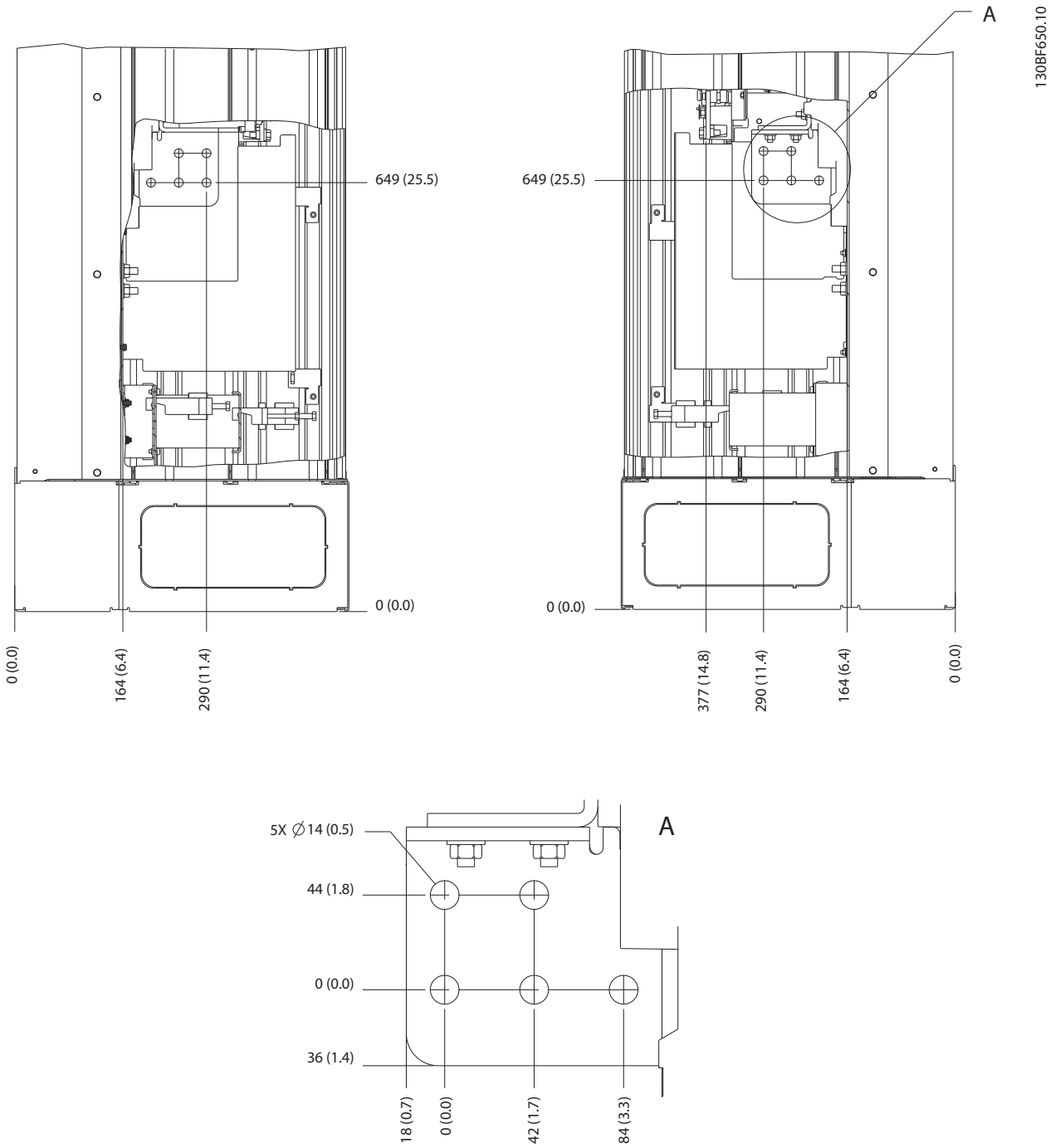
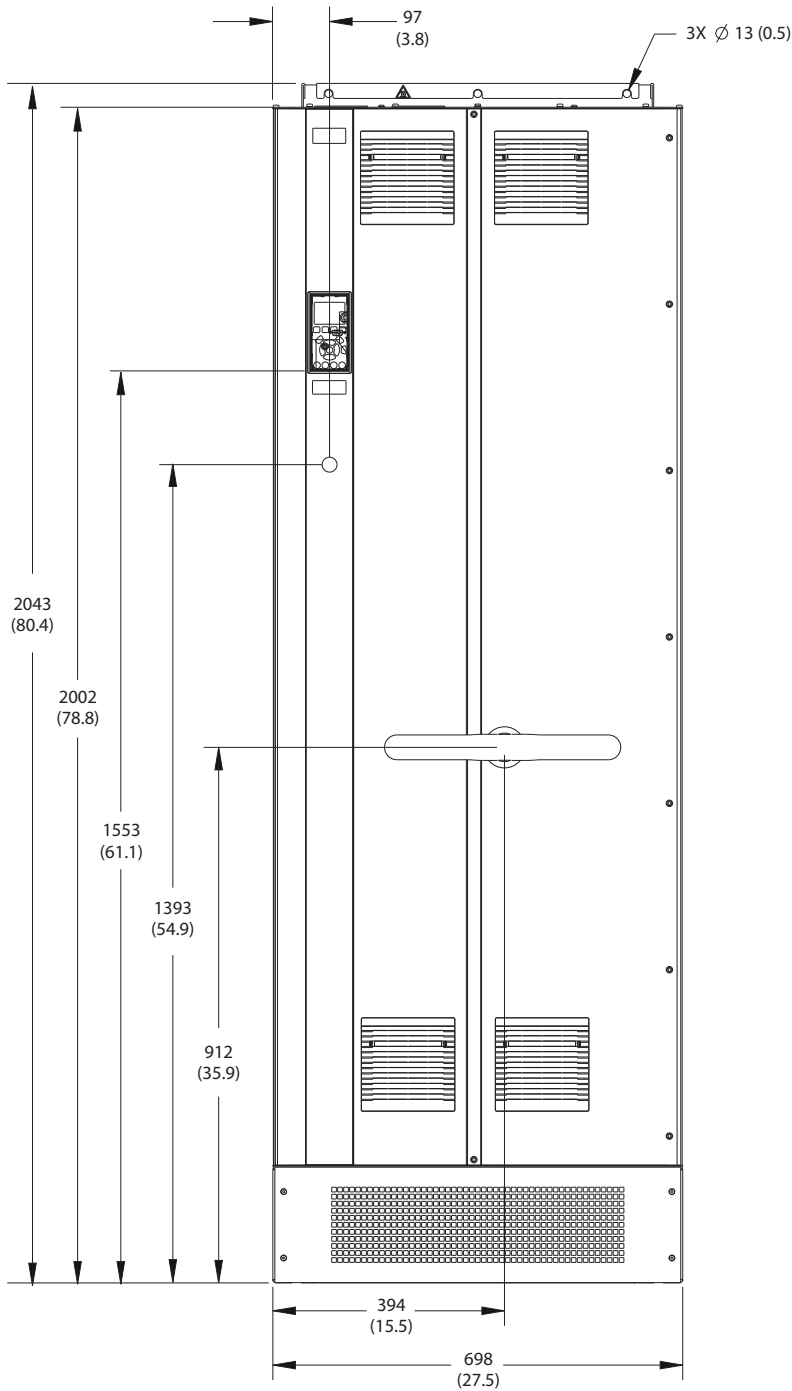


Illustration 8.75 E1h Terminal Dimensions (Side Views)

8.10 E2h Exterior and Terminal Dimensions

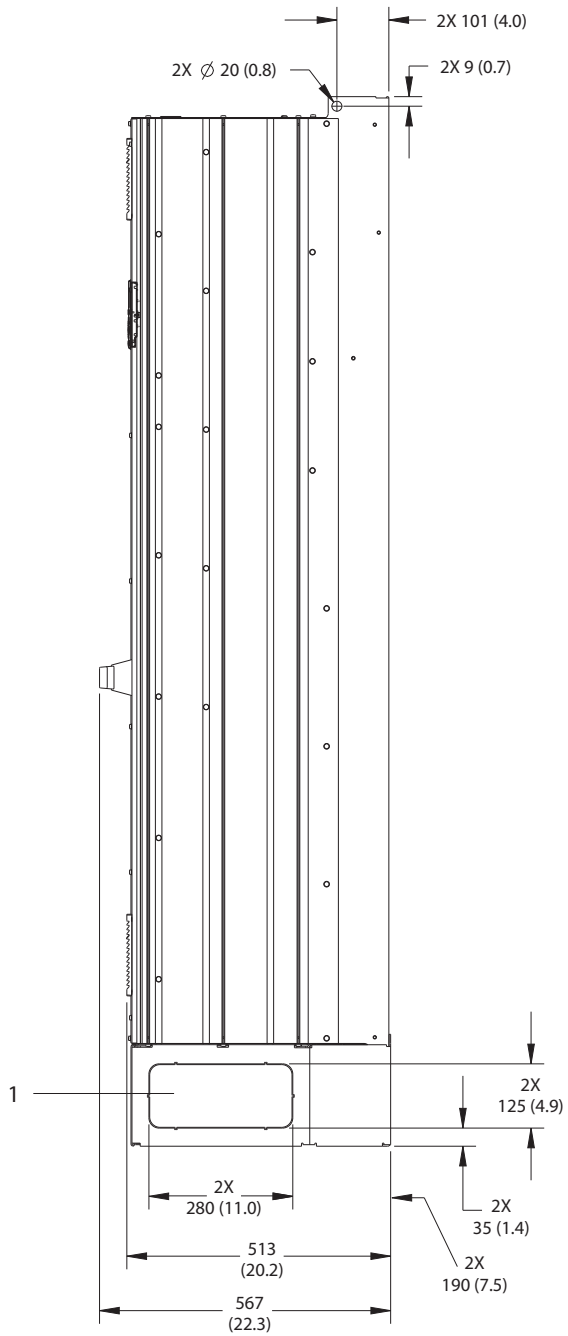
8.10.1 E2h Exterior Dimensions



130BF654.10

Illustration 8.76 Front View of E2h

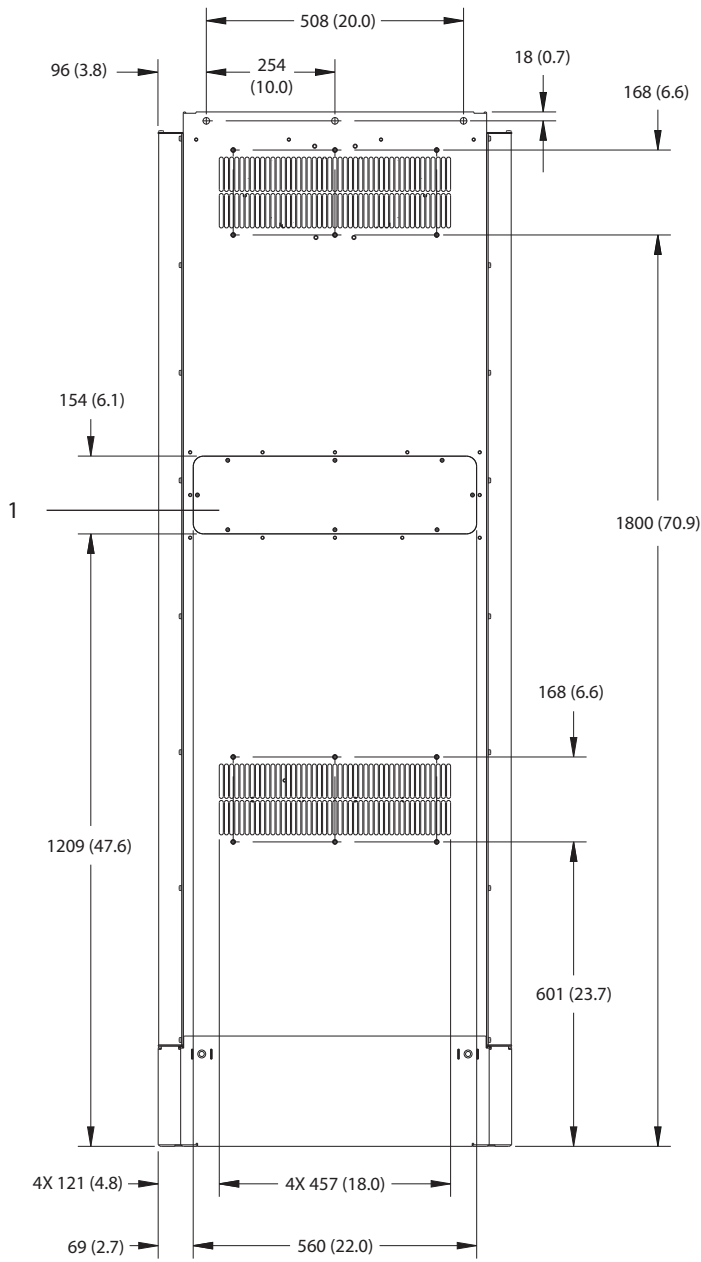
8



| | |
|---|----------------|
| 1 | Knockout panel |
|---|----------------|

Illustration 8.77 Side View of E2h

130BF655.10

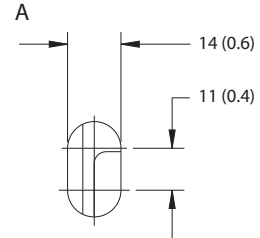
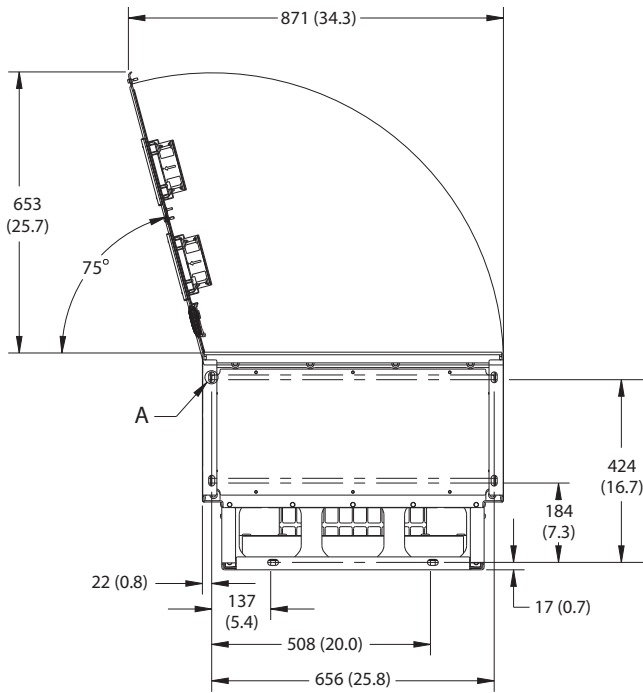


8

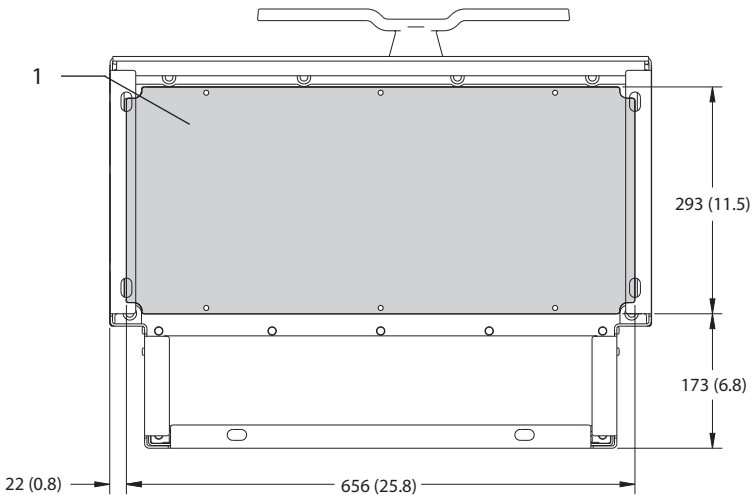
| | |
|---|-----------------------------------|
| 1 | Heat sink access panel (optional) |
|---|-----------------------------------|

Illustration 8.78 Back View of E2h

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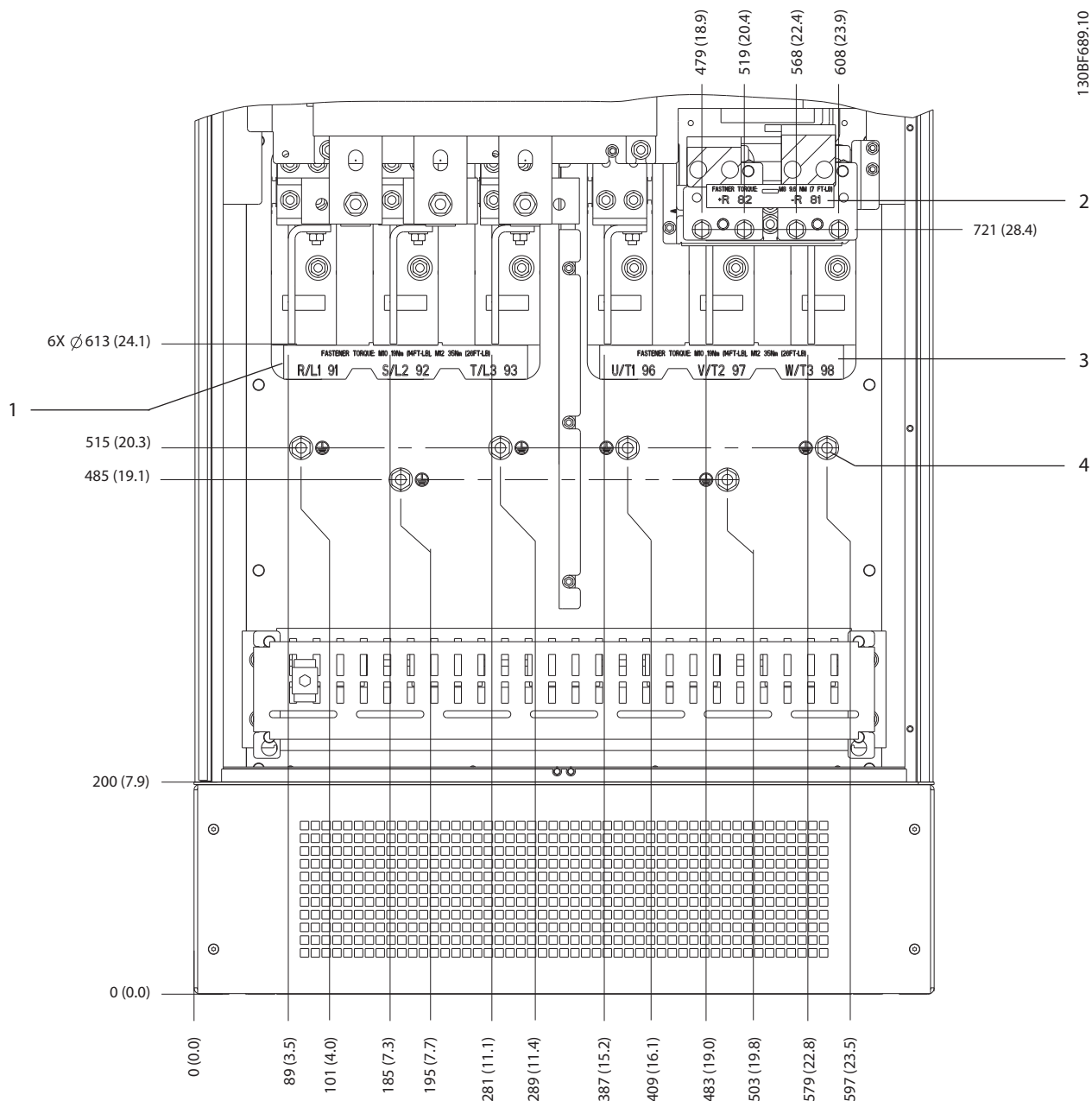
8



| | |
|---|-------------|
| 1 | Gland plate |
|---|-------------|

Illustration 8.79 Door Clearance and Gland Plate Dimensions for E2h

8.10.2 E2h Terminal Dimensions



| | | | |
|---|--------------------------|---|---------------------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake or regen terminals | 4 | Ground terminals, M10 nut |

Illustration 8.80 E2h Terminal Dimensions (Front View)

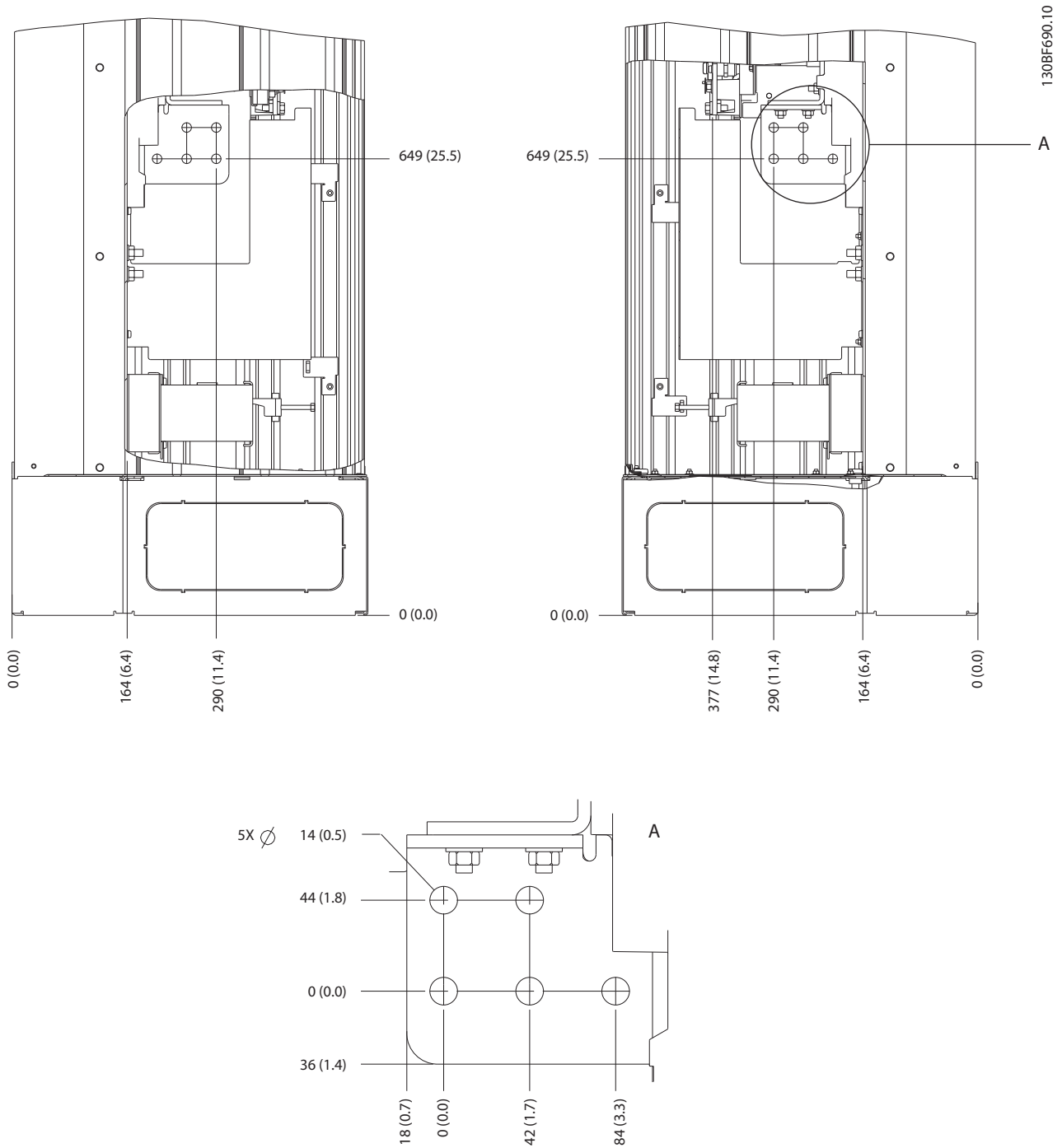
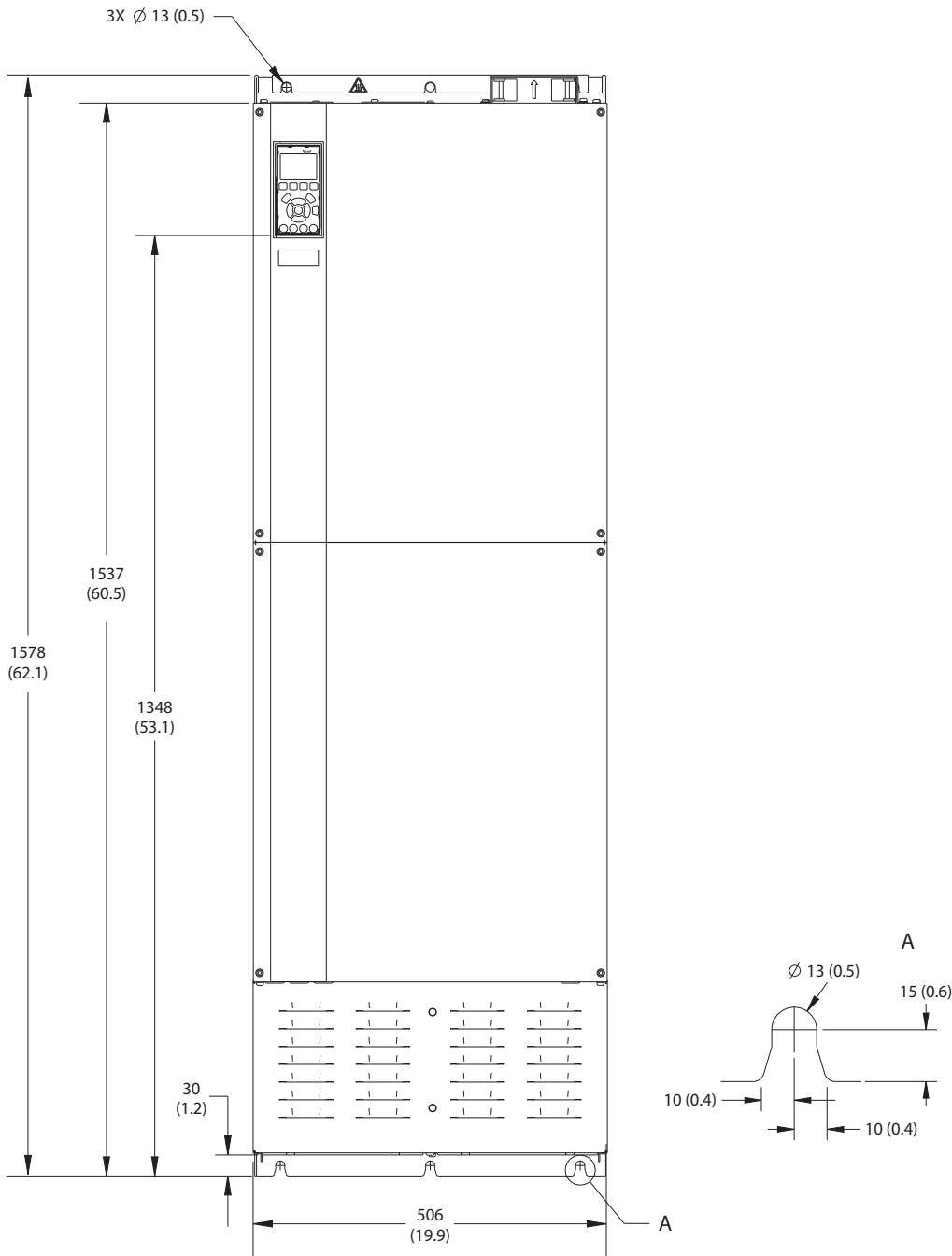


Illustration 8.81 E2h Terminal Dimensions (Side Views)

8.11 E3h Exterior and Terminal Dimensions

8.11.1 E3h Exterior Dimensions



130BF656.10

Illustration 8.82 Front View of E3h

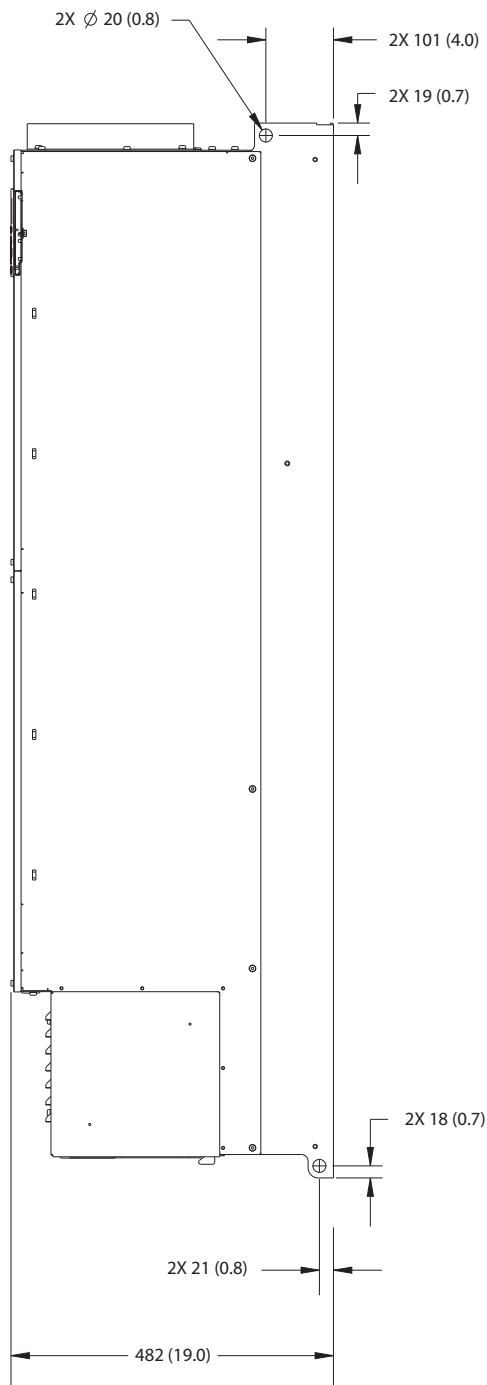
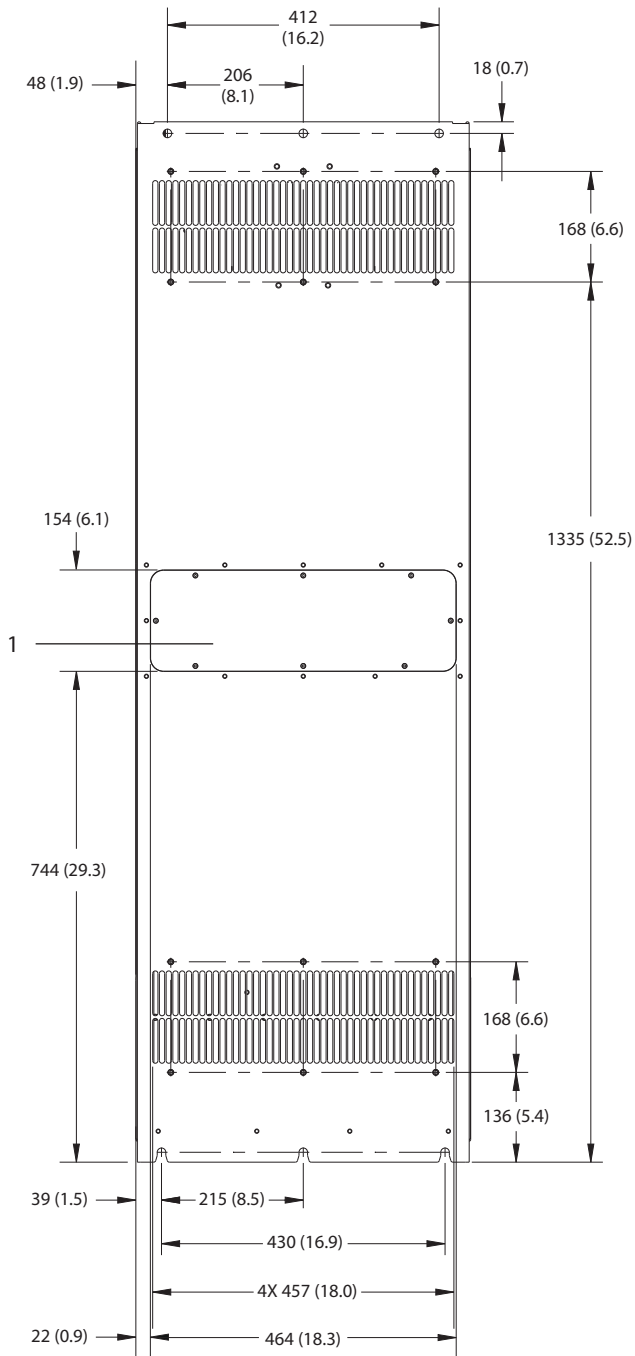


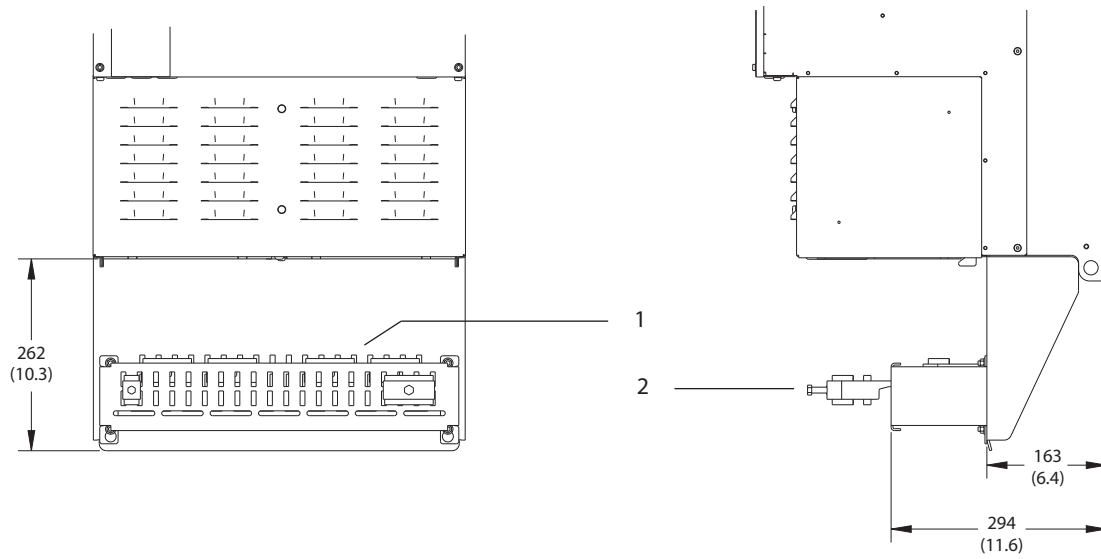
Illustration 8.83 Side View of E3h



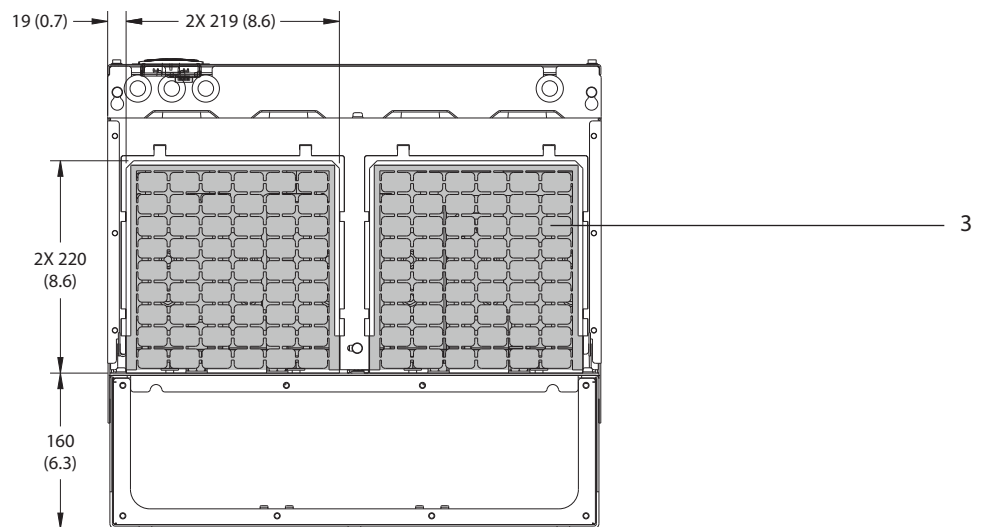
8

| | |
|---|-----------------------------------|
| 1 | Heat sink access panel (optional) |
|---|-----------------------------------|

Illustration 8.84 Back View of E3h



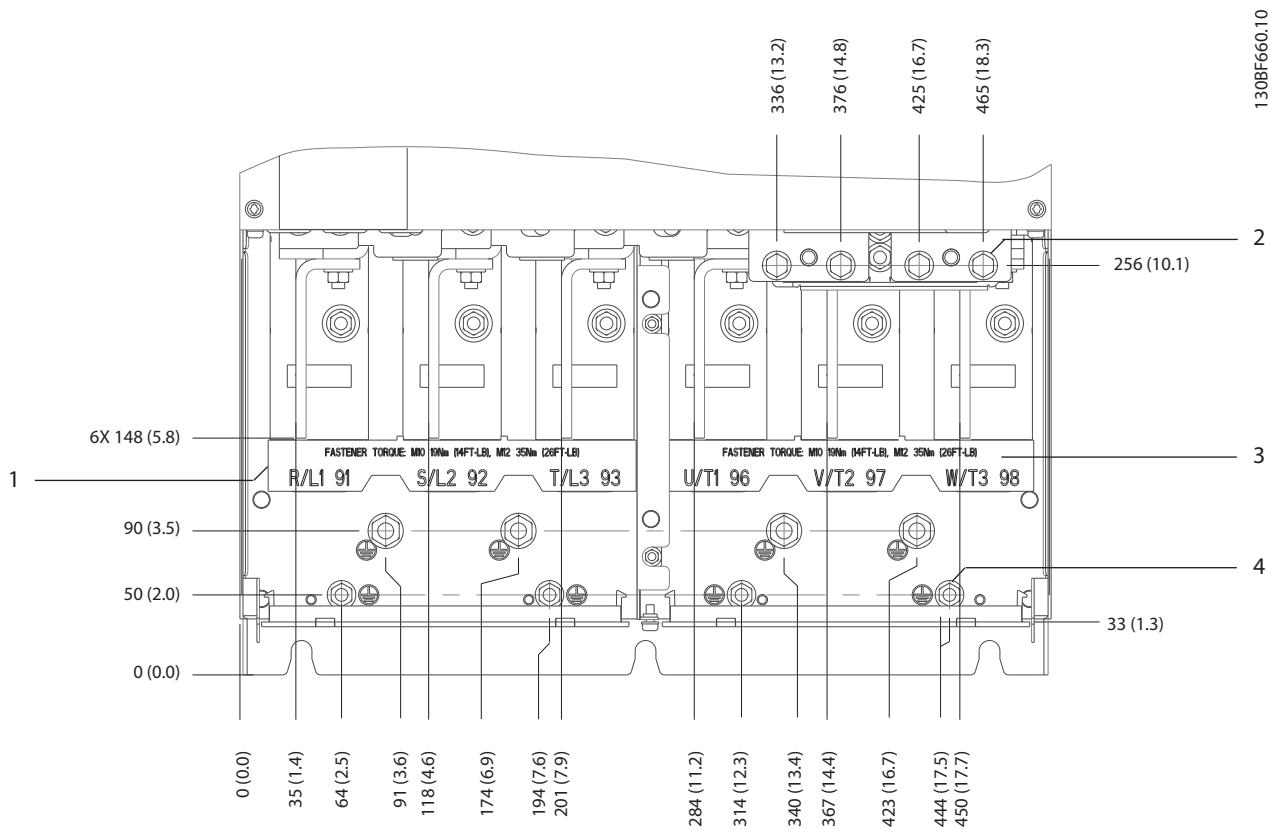
8



| | |
|---|---|
| 1 | RFI shield termination (standard with RFI option) |
| 2 | Cable/EMC clamp |
| 3 | Gland plate |

Illustration 8.85 RFI Shield Termination and Gland Plate Dimensions for E3h

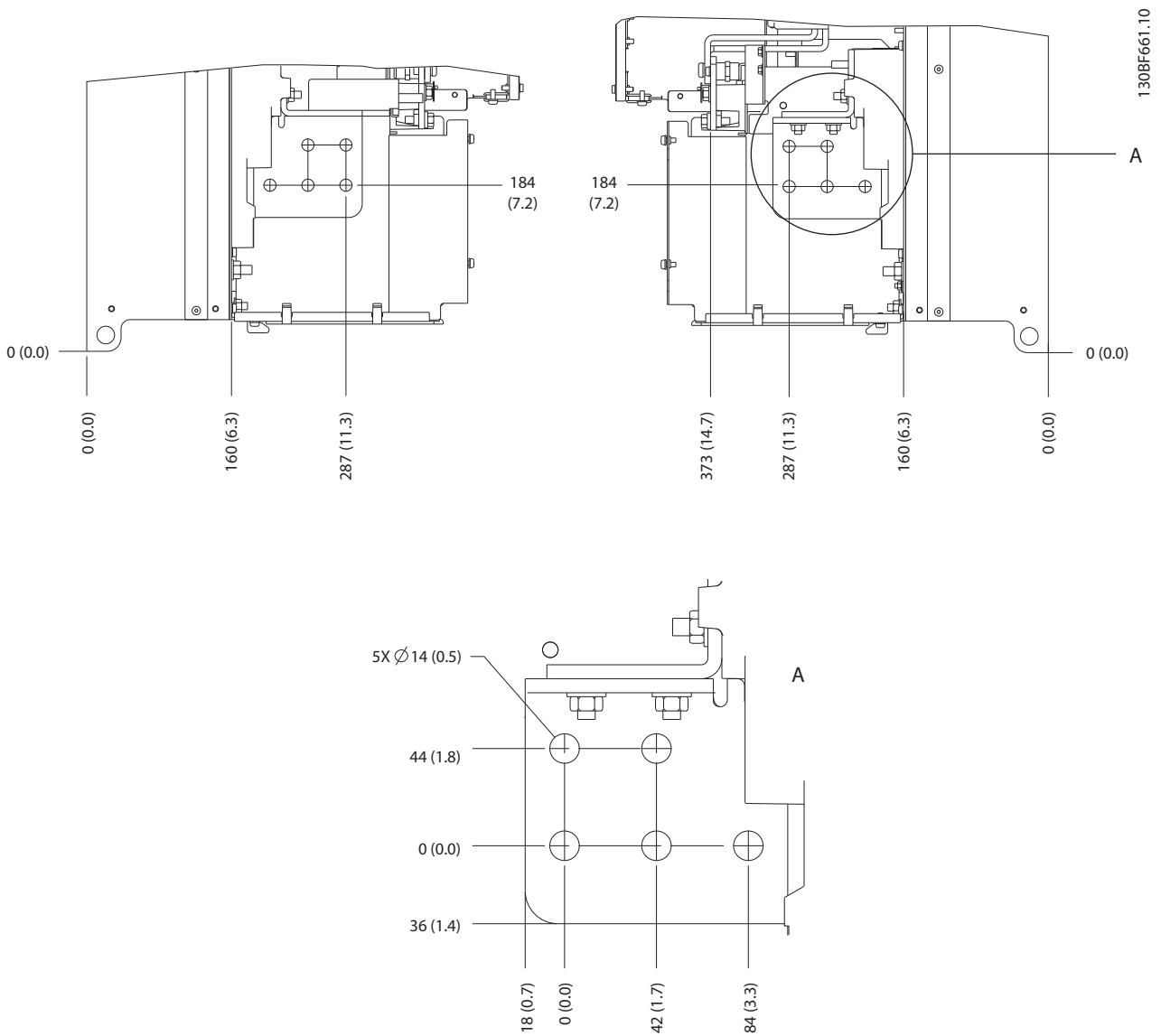
8.11.2 E3h Terminal Dimensions



8

| | | | |
|---|--------------------------|---|-----------------------------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake or regen terminals | 4 | Ground terminals, M8 and M10 nuts |

Illustration 8.86 E3h Terminal Dimensions (Front View)



8

Illustration 8.87 E3h Mains, Motor, and Ground Terminal Dimensions (Side Views)

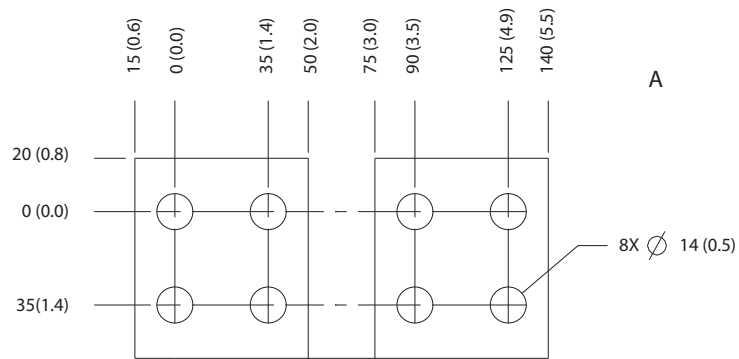
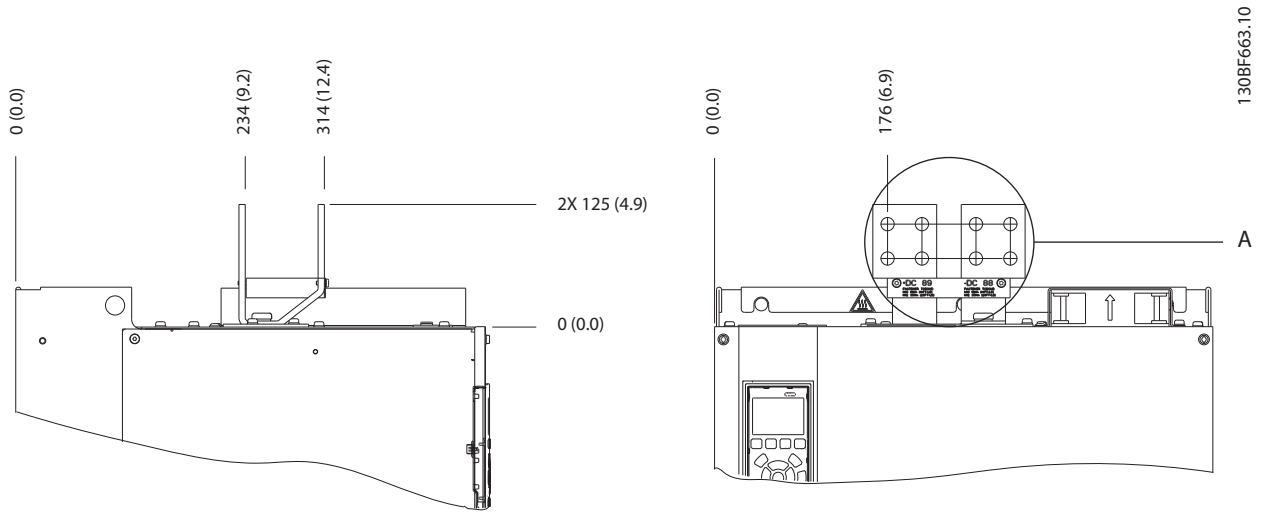


Illustration 8.88 E3h Load Share/Regen Terminal Dimensions

8.12 E4h Exterior and Terminal Dimensions

8.12.1 E4h Exterior Dimensions

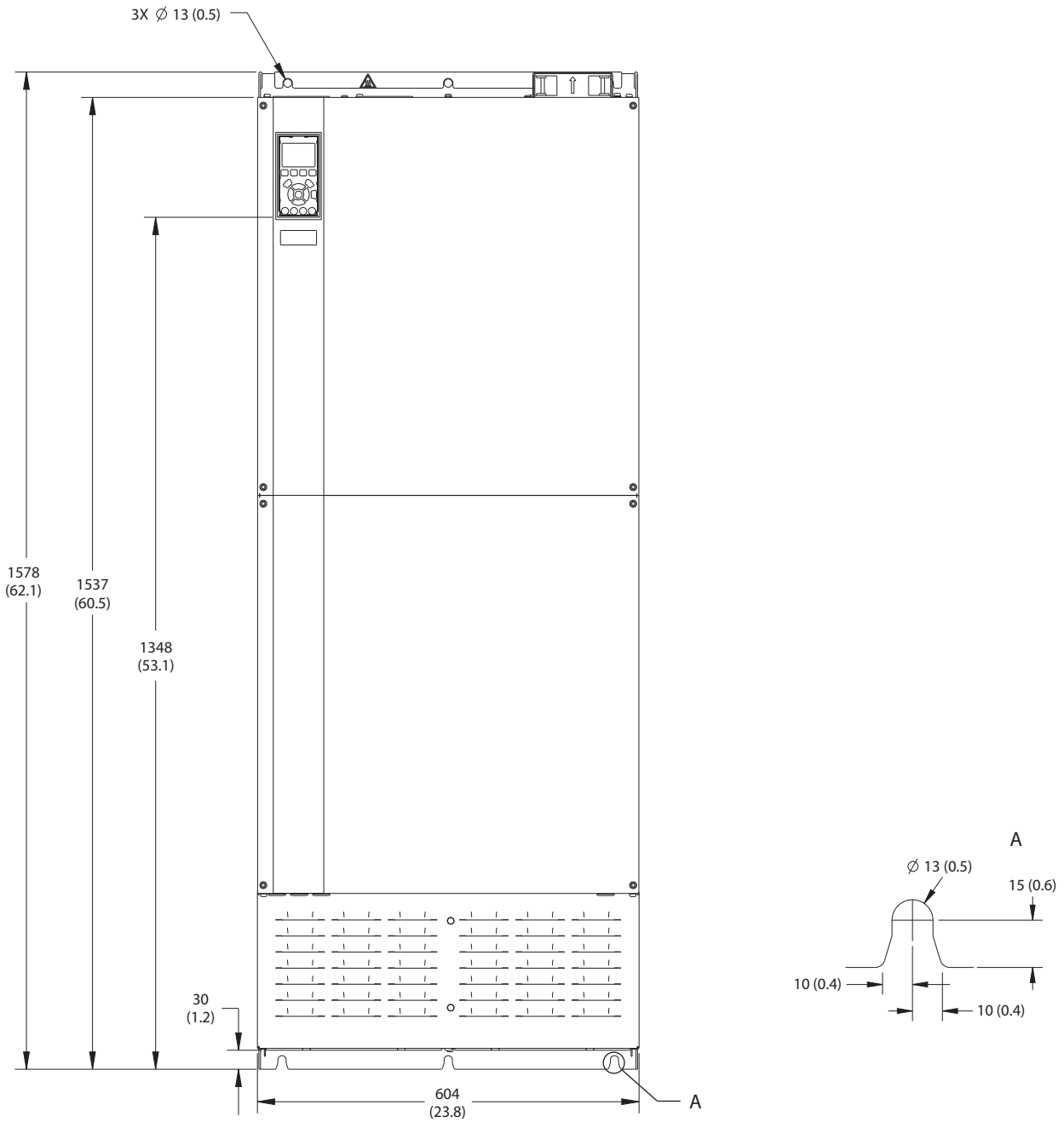


Illustration 8.89 Front View of E4h

8

130BF666.10

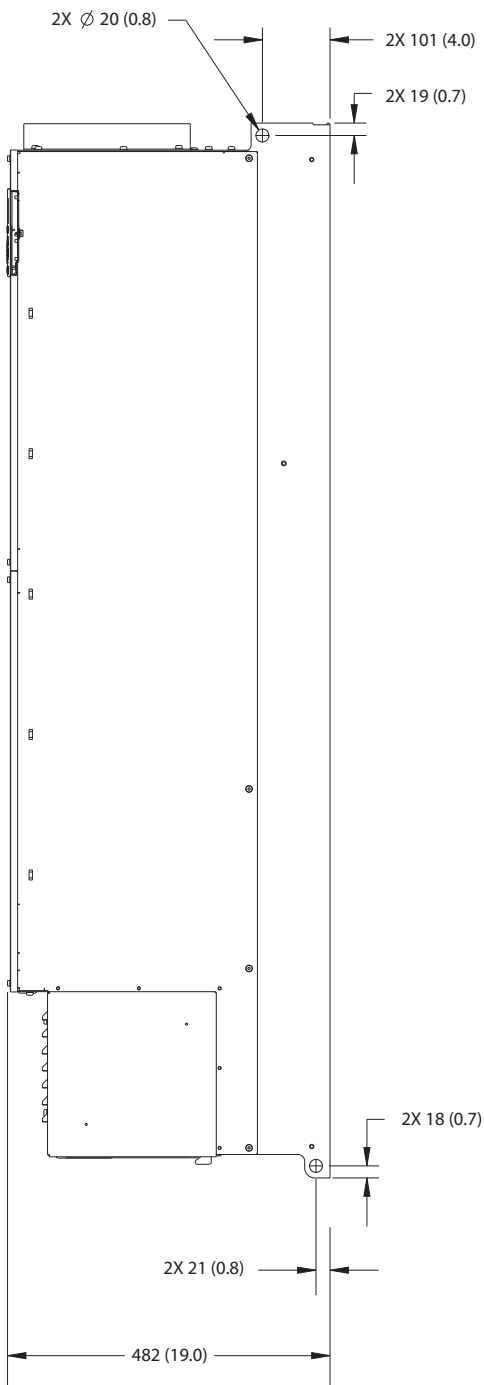
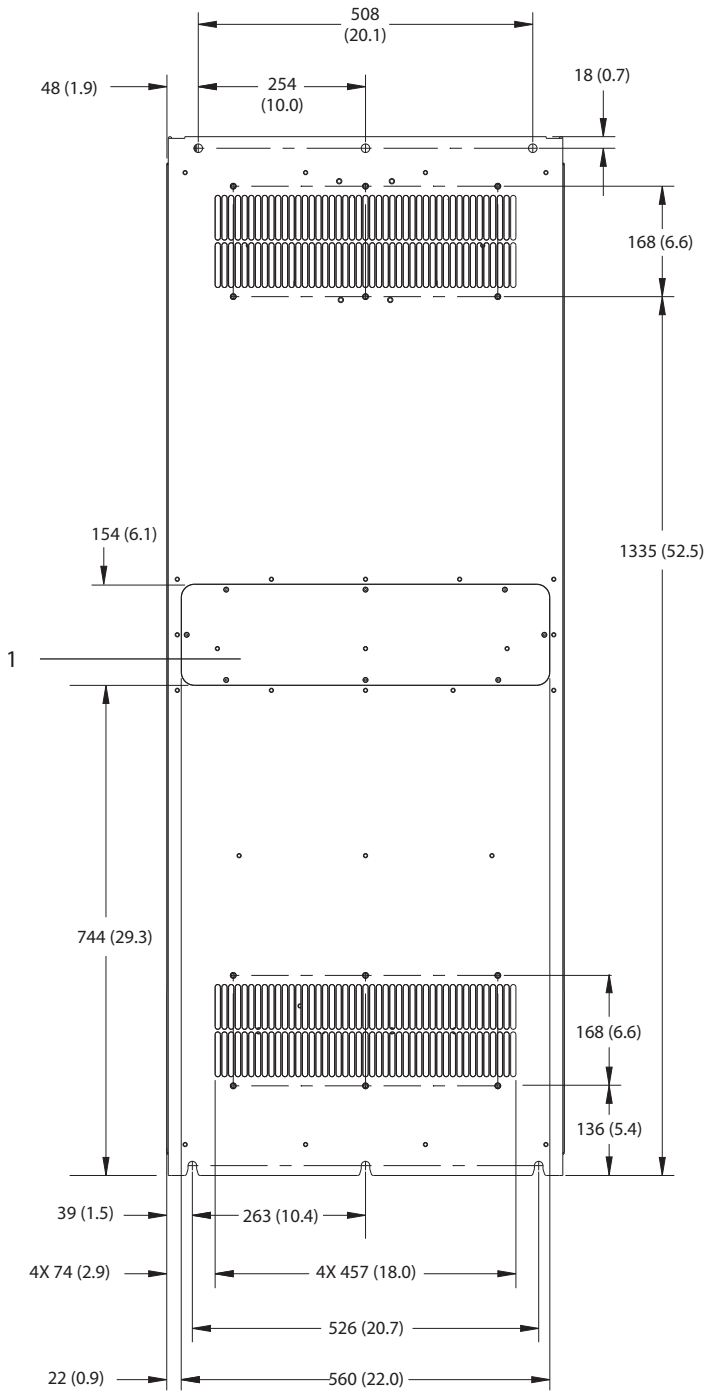


Illustration 8.90 Side View of E4h

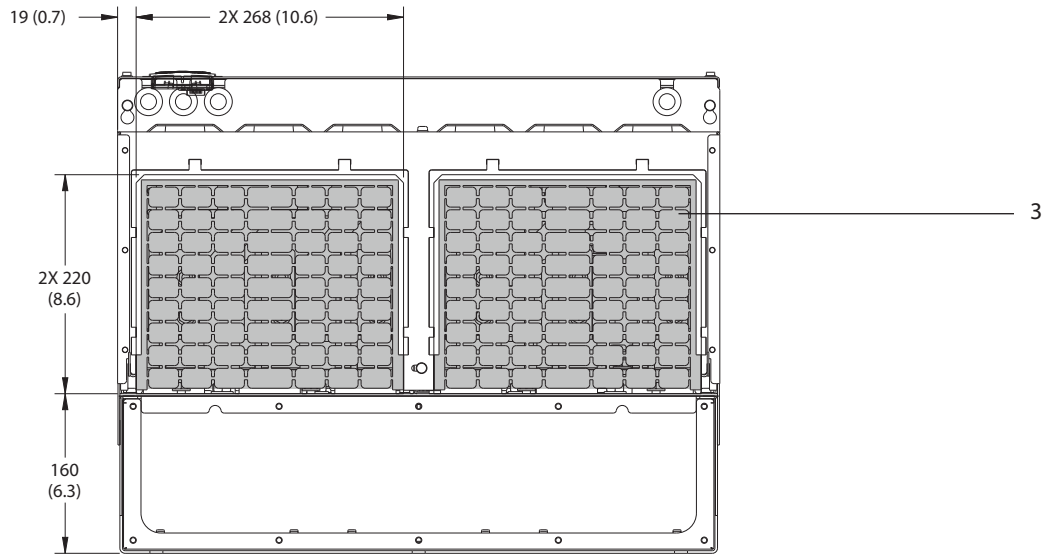
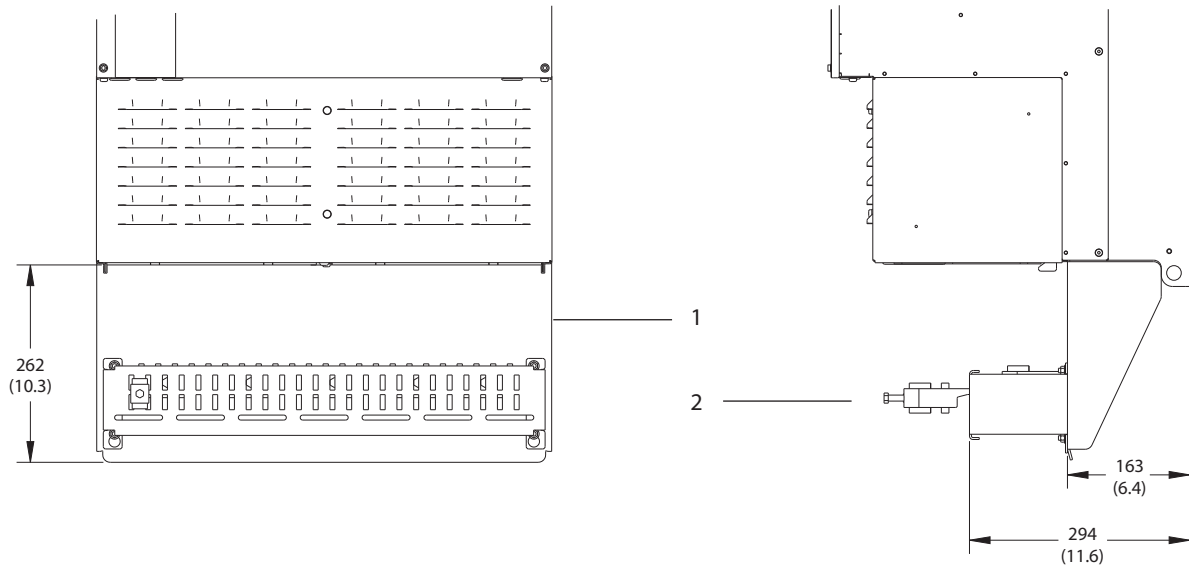
8



| | |
|---|-----------------------------------|
| 1 | Heat sink access panel (optional) |
|---|-----------------------------------|

Illustration 8.91 Back View of E4h

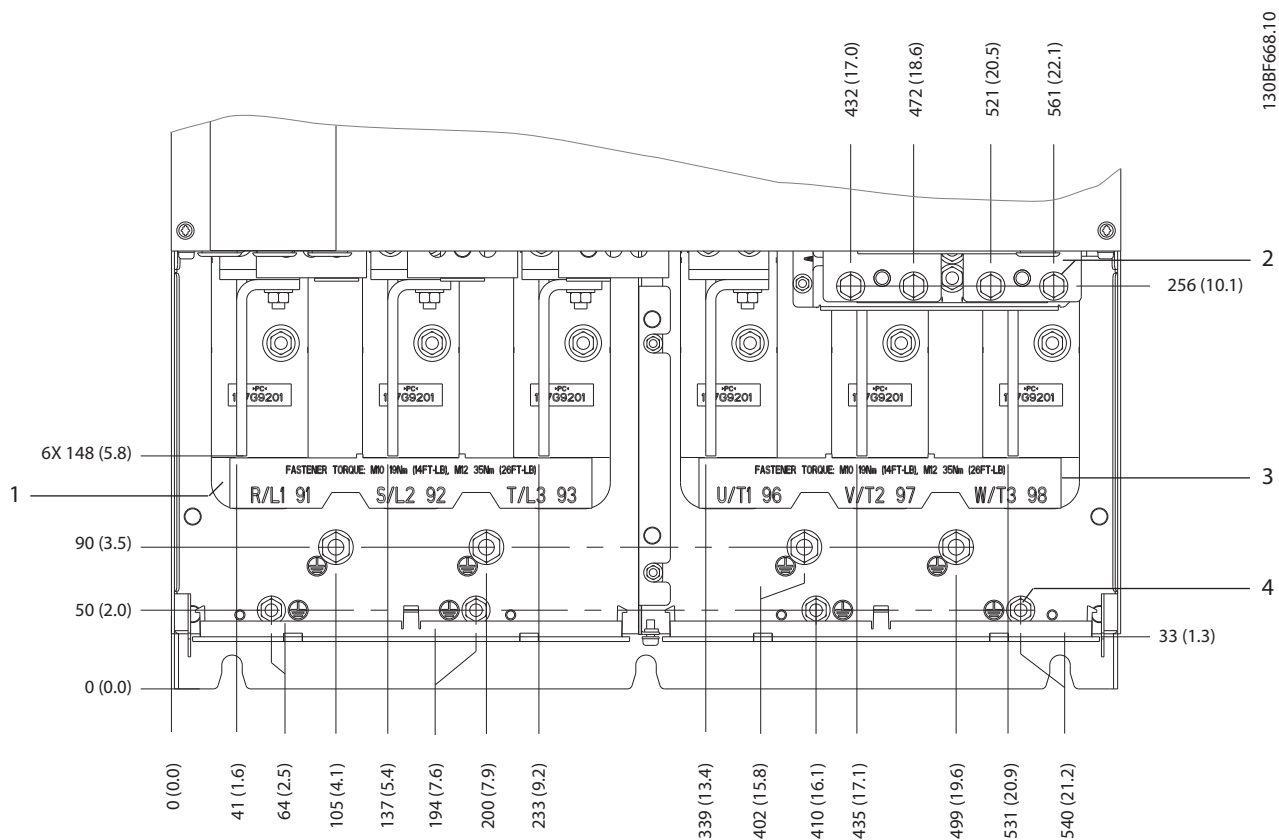
130BF667.10



| | |
|---|---|
| 1 | RFI shield termination (standard with RFI option) |
| 2 | Cable/EMC clamp |
| 3 | Gland plate |

Illustration 8.92 RFI Shield Termination and Gland Plate Dimensions for E4h

8.12.2 E4h Terminal Dimensions



| | | | |
|---|--------------------------|---|-----------------------------------|
| 1 | Mains terminals | 3 | Motor terminals |
| 2 | Brake or regen terminals | 4 | Ground terminals, M8 and M10 nuts |

Illustration 8.93 E4h Terminal Dimensions (Front View)

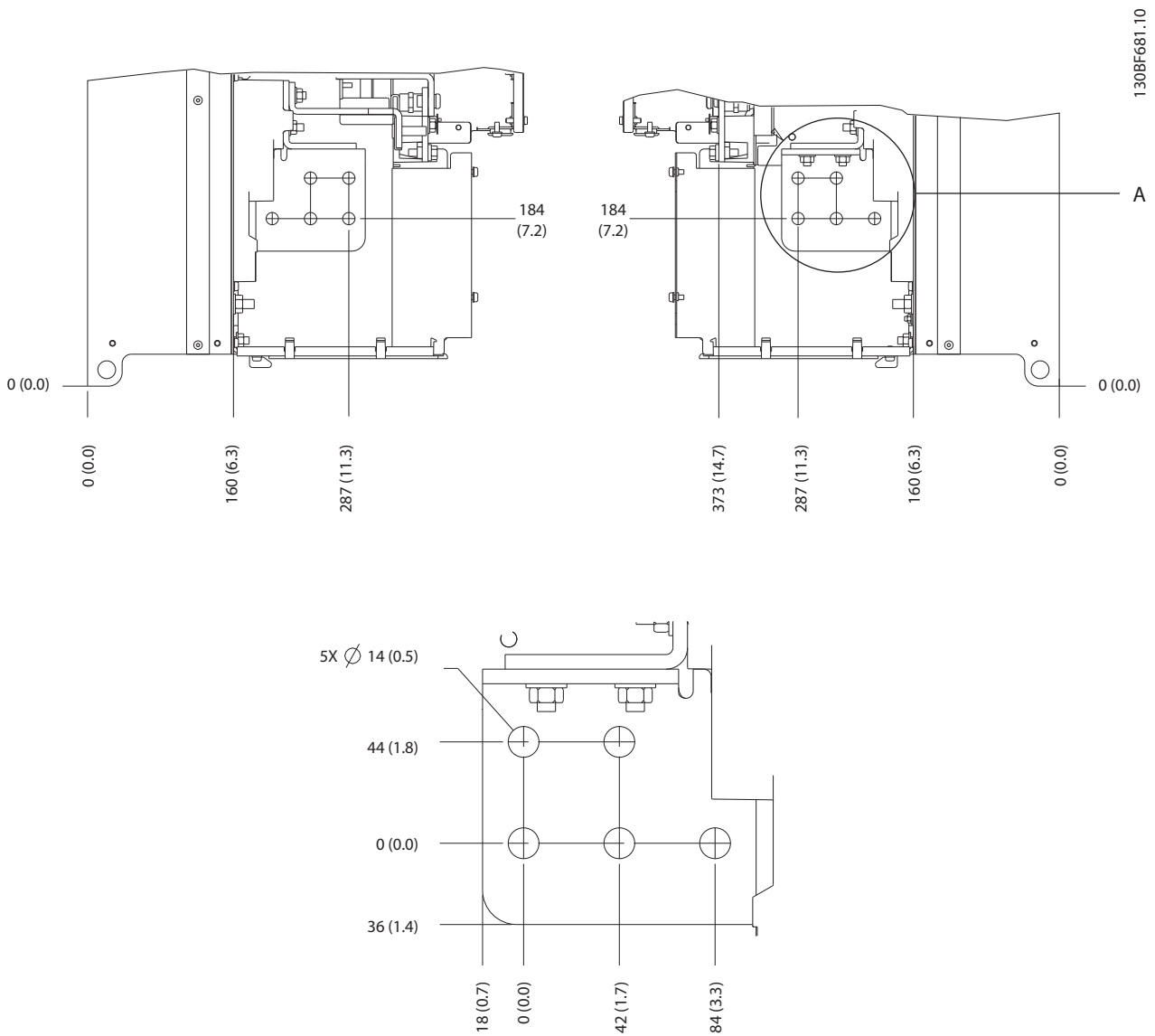
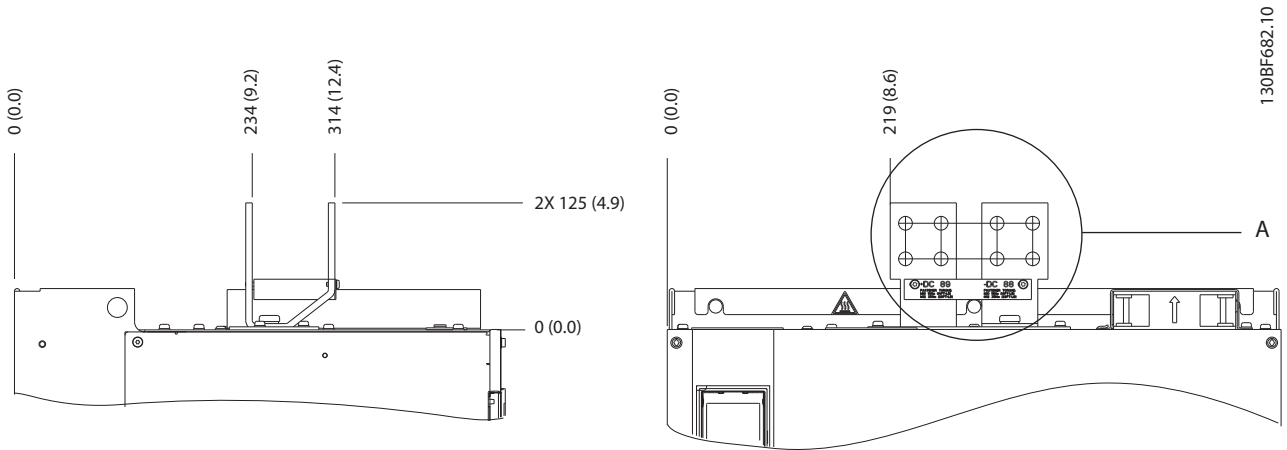


Illustration 8.94 E4h Mains, Motor, and Ground Terminal Dimensions (Side Views)



8

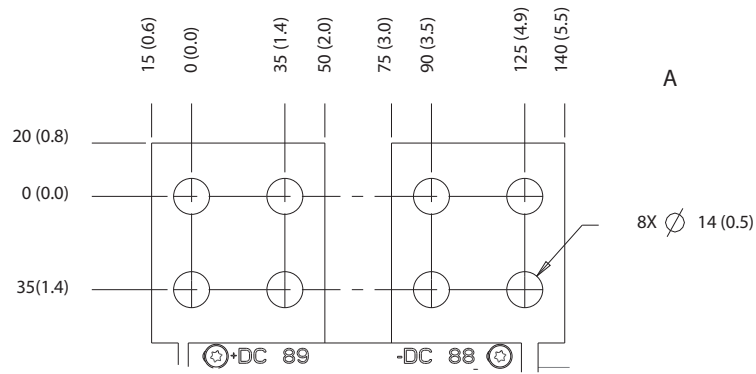


Illustration 8.95 E4h Load Share/Regen Terminal Dimensions

9 Mechanical Installation Considerations

9.1 Storage

Store the drive in a dry location. Keep the equipment sealed in its packaging until installation. Refer to *chapter 7.5 Ambient Conditions* for recommended ambient temperature.

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

9.2 Lifting the Unit

Always lift the drive using the dedicated lifting eyes. To avoid bending the lifting holes, use a bar.

WARNING

RISK OF INJURY OR DEATH

Follow local safety regulations for lifting heavy weights. Failure to follow recommendations and local safety regulations can result in death or serious injury.

- Ensure that the lifting equipment is in proper working condition.
- See *chapter 4 Product Overview* for the weight of the different enclosure sizes.
- Maximum diameter for bar: 20 mm (0.8 in).
- The angle from the top of the drive to the lifting cable: 60° or greater.

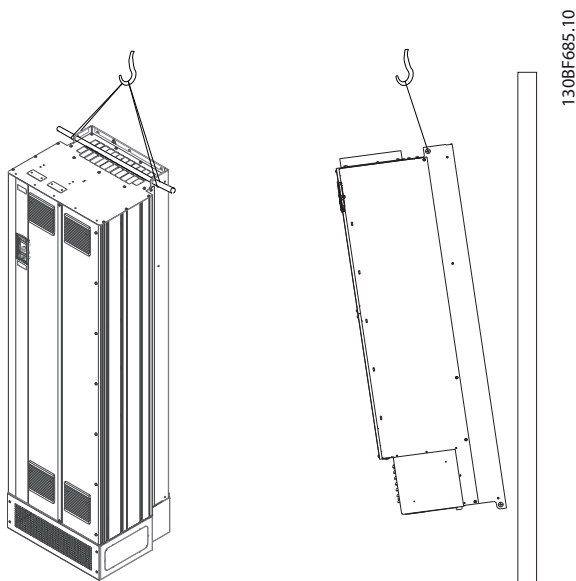


Illustration 9.1 Recommended Lifting Method

9.3 Operating Environment

In environments with airborne liquids, particles, or corrosive gases, ensure that the IP/Type rating of the equipment matches the installation environment. For specifications regarding ambient conditions, see *chapter 7.5 Ambient Conditions*.

NOTICE

CONDENSATION

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

NOTICE

EXTREME AMBIENT CONDITIONS

Hot or cold temperatures compromise unit performance and longevity.

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

9.3.1 Gases

Aggressive gases, such as hydrogen sulphide, chlorine, or ammonia can damage the electrical and mechanical components. The unit uses conformal-coated circuit boards to reduce the effects of aggressive gases. For conformal-coating class specifications and ratings, see *chapter 7.5 Ambient Conditions*.

9.3.2 Dust

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

Periodic maintenance

When dust accumulates on electronic components, it acts as a layer of insulation. This layer reduces the cooling capacity of the components, and the components become

warmer. The hotter environment decreases the life of the electronic components.

Keep the heat sink and fans free from dust build-up. For more service and maintenance information, refer to the *operating guide*.

Cooling fans

Fans provide airflow to cool the drive. When fans are exposed to dusty environments, the dust can damage the fan bearings and cause premature fan failure. Also, dust can accumulate on fan blades causing an imbalance which prevents the fans from properly cooling the unit.

9.3.3 Potentially Explosive Atmospheres



EXPLOSIVE ATMOSPHERE

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

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

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

Motors with class d protection

Does not require approval. Special wiring and containment are required.

Motors with class e protection

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

Motors with class d/e protection

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

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

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

NOTICE

MOTOR THERMISTOR SENSOR MONITORING

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

9.4 Mounting Configurations

Table 9.1 lists the available mounting configurations for each enclosure. For specific wall mount or pedestal mount installation instructions, see the *operating guide*. See also chapter 8 *Exterior and Terminal Dimensions*.

NOTICE

Improper mounting can result in overheating and reduced performance.

| Enclosure | Wall/cabinet mount | Pedestal mount (Standalone) |
|-----------|--------------------|-----------------------------|
| D1h | X | X |
| D2h | X | X |
| D3h | X ¹⁾ | - |
| D4h | X ¹⁾ | - |
| D5h | - | X |
| D6h | - | X |
| D7h | - | X |
| D8h | - | X |
| E1h | - | X |
| E2h | - | X |
| E3h | X ²⁾ | - |
| E4h | X ²⁾ | - |

Table 9.1 Mounting Configurations

1) Can be wall mounted, but Danfoss recommends that the drive is panel mounted inside an enclosure due to its protection rating.

2) Drive can be mounted in the following configurations:

- Vertically on the backplate of the panel.
- Vertically upside down on the backplate of the panel. Contact factory.
- Horizontally on its back, mounted on the backplate of the panel. Contact factory.
- Horizontally on its side, mounted on floor of the panel. Contact factory.

Mounting considerations:

- Locate the unit as near to the motor as possible. See chapter 7.6 *Cable Specifications* for the maximum motor cable length.
- Ensure unit stability by mounting the unit to a solid surface.
- Ensure that the strength of the mounting location supports the unit weight.

- Ensure that there is enough space around the unit for proper cooling. Refer to *chapter 5.8 Back-channel Cooling Overview*.
- Ensure enough access to open the door.
- Ensure cable entry from the bottom.

9.5 Cooling

NOTICE

Improper mounting can result in overheating and reduced performance. For proper mounting, refer to *chapter 9.4 Mounting Configurations*.

- Ensure that top and bottom clearance for air cooling is provided. Clearance requirement: 225 mm (9 in).
- Provide sufficient airflow flow rate. See *Table 9.2*.
- Consider derating for temperatures starting between 45 °C (113 °F) and 50 °C (122 °F) and elevation 1000 m (3300 ft) above sea level. See *chapter 9.6 Derating* for detailed information on derating.

The drive utilizes a back-channel cooling concept that removes heat sink cooling air. The heat sink cooling air carries approximately 90% of the heat out of the back channel of the drive. Redirect the back-channel air from the panel or room by using:

- **Duct cooling**
Back-channel cooling kits are available to direct the heat sink cooling air out of the panel when IP20/Chassis drives are installed in Rittal enclosures. Use of these kits reduce the heat in the panel and smaller door fans can be specified.
- **Back-wall cooling**
Installing top and base covers to the unit allows the back-channel cooling air to be ventilated out of the room.

NOTICE

For E3h and E4h enclosures (IP20/Chassis), at least 1 door fan is required on the enclosure to remove the heat not contained in the back-channel of the drive. It also removes any additional losses generated by other components inside the drive. To select the appropriate fan size, calculate the total required airflow.

Secure the necessary airflow over the heat sink.

| Frame | Door fan/top fan [m ³ /hr (cfm)] | Heat sink fan [m ³ /hr (cfm)] |
|-------|--|---|
| D1h | 102 (60) | 420 (250) |
| D2h | 204 (120) | 840 (500) |
| D3h | 102 (60) | 420 (250) |
| D4h | 204 (120) | 840 (500) |
| D5h | 102 (60) | 420 (250) |
| D6h | 102 (60) | 420 (250) |
| D7h | 204 (120) | 840 (500) |
| D8h | 204 (120) | 840 (500) |

Table 9.2 D1h–D8h Airflow Rate

| Frame | Door fan/top fan [m ³ /hr (cfm)] | Heat sink fan [m ³ /hr (cfm)] |
|-------|--|---|
| E1h | 510 (300) | 994 (585) |
| E2h | 552 (325) | 1053–1206 (620–710) |
| E3h | 595 (350) | 994 (585) |
| E4h | 629 (370) | 1053–1206 (620–710) |

Table 9.3 E1h–E4h Airflow Rate

9.6 Derating

Derating is a method used to reduce output current to avoid tripping the drive when high temperatures are reached within the enclosure. If certain extreme operating conditions are expected, a higher-powered drive can be selected to eliminate the need for derating. This is called manual derating. Otherwise, the drive automatically derates the output current to eliminate the excessive heat generated by extreme conditions.

Manual derating

When the following conditions are present, Danfoss recommends selecting a drive 1 power size higher (for example P710 instead of P630):

- Low-speed – continuous operation at low RPM in constant torque applications.
- Low air pressure – operating at altitudes above 1000 m (3281 ft).
- High ambient temperature – operating at ambient temperatures of 10 °C (50 °F).
- High switching frequency.
- Long motor cables.
- Cables with a large cross-section.

Automatic derating

If the following operating conditions are found, the drive automatically changes switching frequency or switching pattern (PWM to SFAVM) to reduce excessive heat within the enclosure:

- High temperature on the control card or heat sink.
- High motor load or low motor speed.
- High DC-link voltage.

NOTICE

Automatic derating is different when parameter 14-55 Output Filter is set to [2] Sine-Wave Filter Fixed.

9.6.1 Derating for Low-Speed Operation

When a motor is connected to a drive, it is necessary to check that the cooling of the motor is adequate. The level of cooling required depends on the following:

- Load on the motor.
- Operating speed.
- Length of operating time.

Constant torque applications

A problem can occur at low RPM values in constant torque applications. In a constant torque application, a motor can overheat at low speeds because less cooling air is being provided by the fan within the motor.

If the motor is run continuously at an RPM value lower than half of the rated value, the motor must be supplied with extra air cooling. If extra air cooling cannot be provided, a motor designed for low RPM/constant torque applications can be used instead.

Variable (quadratic) torque applications

Extra cooling or derating of the motor is not required in variable torque applications where the torque is proportional to the square of the speed, and the power is proportional to the cube of the speed. Centrifugal pumps and fans are common variable torque applications.

9.6.2 Derating for Altitude

The cooling capability of air is decreased at lower air pressure. No derating is necessary at or below 1000 m (3281 ft). Above 1000 m (3281 ft), the ambient temperature (T_{AMB}) or maximum output current (I_{MAX}) should be derated. Refer to *Illustration 9.2*.

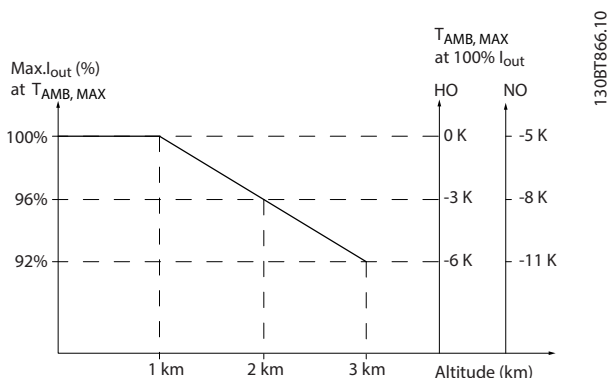


Illustration 9.2 Derating of Output Current Based on Altitude at $T_{AMB,MAX}$

Illustration 9.2 shows that at 41.7 °C (107 °F), 100% of the rated output current is available. At 45 °C (113 °F) ($T_{AMB, MAX}$ -3 K), 91% of the rated output current is available.

9.6.3 Derating for Ambient Temperature and Switching Frequency

NOTICE

FACTORY DERATING

Danfoss drives are already derated for operational temperature (55 °C (131 °F) $T_{AMB,MAX}$ and 50 °C (122 °F) $T_{AMB,AVG}$).

Use the graphs in Table 9.4 to Table 9.5 to determine if the output current must be derated based on switching frequency and ambient temperature. When referring to the graphs, I_{out} indicates the percentage of rated output current, and f_{sw} indicates the switching frequency.

| Enclosure | Switching pattern | High overload HO, 150% | Normal overload NO, 110% |
|--------------------------------------|-------------------|------------------------|--------------------------|
| D1h-D8h N90 to N250 380-480 V | 60 AVM | | |
| | SFAVM | | |
| E1h-E4h N315 to N500 380-480 V | 60 AVM | | |
| | SFAVM | | |

Table 9.4 Derating Tables for Drives Rated 380-480 V

| Enclosure | Switching pattern | High overload HO, 150% | Normal overload NO, 110% |
|--------------------------------------|-------------------|------------------------|--------------------------|
| D1h-D8h N55K to N315 525-690 V | 60 AVM | | |
| | SFAVM | | |
| E1h-E4h N355 to N710 525-690 V | 60 AVM | | |
| | SFAVM | | |

Table 9.5 Derating Tables for Drives Rated 525-690 V

10 Electrical Installation Considerations

10.1 Safety Instructions

See *chapter 2 Safety* for general safety instructions.

⚠ WARNING

INDUCED VOLTAGE

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

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

⚠ WARNING

SHOCK HAZARD

The drive can cause a DC current in the ground conductor and thus result in death or serious injury.

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

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

Overcurrent protection

- Extra protective equipment such as short-circuit protection or motor thermal protection between drive and motor is required for applications with multiple motors.
- Input fusing is required to provide short circuit and overcurrent protection. If fuses are not factory-supplied, the installer must provide them. See maximum fuse ratings in *chapter 10.5 Fuses and Circuit Breakers*.

Wire type and ratings

- All wiring must comply with local and national regulations regarding cross-section and ambient temperature requirements.
- Power connection wire recommendation: Minimum 75 °C (167 °F) rated copper wire.

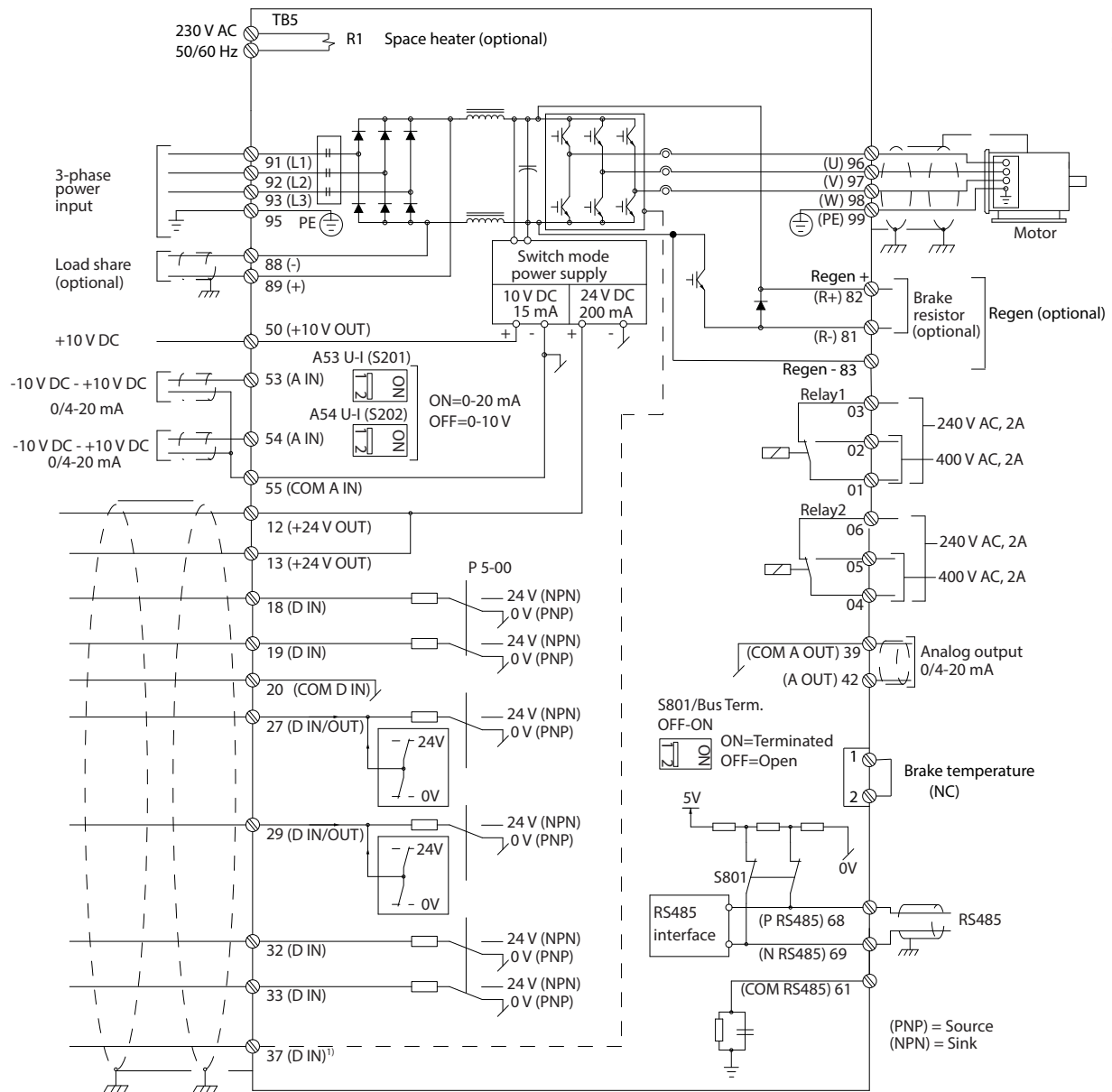
For recommended wire sizes and types, see *chapter 7.6 Cable Specifications*.

⚠ CAUTION

PROPERTY DAMAGE

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

10.2 Wiring Schematic



130BFI111.11

10

Illustration 10.1 Basic Wiring Schematic

A=Analog, D=Digital

1) Terminal 37 (optional) is used for Safe Torque Off. For Safe Torque Off installation instructions, refer to the VLT® FC Series - Safe Torque Off Operating Guide.

10.3 Connections

10.3.1 Power Connections

NOTICE

All cabling must comply with national and local regulations on cable cross-sections and ambient temperature. UL applications require 75 °C (167 °F) copper conductors. Non-UL applications can use 75 °C (167 °F) and 90 °C (194 °F) copper conductors.

The power cable connections are located as shown in *Illustration 10.2*. For correct dimensioning of motor cable cross-section and length, see *chapter 7.1 Electrical Data, 380–480 V* and *chapter 7.2 Electrical Data, 525–690 V*.

For protection of the drive, use the recommended fuses unless the unit has built-in fuses. Recommended fuses are listed in *chapter 10.5 Fuses and Circuit Breakers*. Ensure that proper fusing complies with local regulations.

The connection of mains is fitted to the mains switch if included.

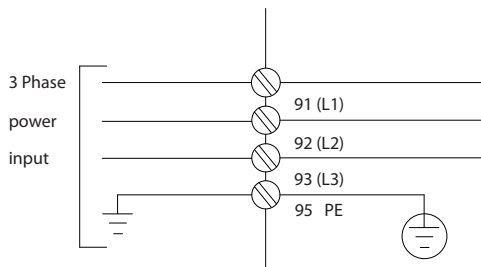


Illustration 10.2 Power Cable Connections

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NOTICE

The motor cable must be shielded/armored. If an unshielded/unarmored cable is used, some EMC requirements are not complied with. Use a shielded/armored motor cable to comply with EMC emission specifications. For more information, see *chapter 10.15 EMC-compliant Installation*.

Shielding of cables

Avoid installation with twisted shield ends (pigtailed). They spoil the shielding effect at higher frequencies. If it is necessary to break the shield to install a motor isolator or contactor, continue the shield at the lowest possible HF impedance.

Connect the motor cable shield to both the decoupling plate of the drive and the metal housing of the motor.

Make the shield connections with the largest possible surface area (cable clamp) by using the installation devices within the drive.

Cable length and cross-section

The drive has been EMC tested with a given length of cable. Keep the motor cable as short as possible to reduce the noise level and leakage currents.

Switching frequency

When drives are used together with sine-wave filters to reduce the acoustic noise from a motor, the switching frequency must be set according to the instructions in *parameter 14-01 Switching Frequency*.

| Terminal | 96 | 97 | 98 | 99 | |
|----------|----|----|----|------------------|--|
| - | U | V | W | PE ¹⁾ | Motor voltage 0–100% of mains voltage. 3 wires out of motor. |
| - | U1 | V1 | W1 | PE ¹⁾ | Delta-connected. |
| - | W2 | U2 | V2 | | 6 wires out of motor. |
| - | U1 | V1 | W1 | PE ¹⁾ | Star-connected U2, V2, W2 U2, V2, and W2 to be interconnected separately. |

Table 10.1

1) Protected ground connection

NOTICE

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

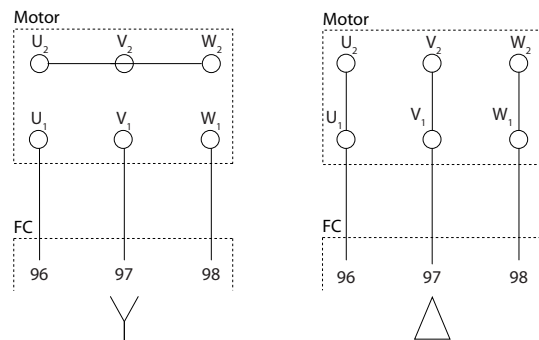


Illustration 10.3 Motor Cable Connection

175ZA114.11

10.3.2 DC Bus Connection

The DC bus terminal is used for DC back-up, with the DC link being supplied from an external source.

| Terminal | Function |
|----------|----------|
| 88, 89 | DC Bus |

Table 10.2 DC Bus Terminals

10.3.3 Load Sharing

Load sharing links together the DC intermediate circuits of several drives. For an overview, see *chapter 5.6 Load Share Overview*.

The load sharing feature requires extra equipment and safety considerations. Consult Danfoss for ordering and installation recommendations.

| Terminal | Function |
|----------|--------------|
| 88, 89 | Load sharing |

Table 10.3 Load Sharing Terminals

The connection cable must be shielded and the maximum length from the drive to the DC bar is limited to 25 m (82 ft).

10.3.4 Brake Cable Connection

The connection cable to the brake resistor must be shielded and the maximum length from the drive to the DC bar is limited to 25 m (82 ft).

- Use cable clamps to connect the shield to the conductive backplate on the drive and to the metal cabinet of the brake resistor.
- Size the brake cable cross-section to match the brake torque.

| Terminal | Function |
|----------|--------------------------|
| 81, 82 | Brake resistor terminals |

Table 10.4 Brake Resistor Terminals

See the *VLT® Brake Resistor MCE 101 Design Guide* for more details.

NOTICE

If a short circuit in the brake module occurs, prevent excessive power dissipation in the brake resistor by using a mains switch or contactor to disconnect the mains from the drive.

10.3.5 Personal Computer Connection

To control the drive from a PC, install the MCT 10 Set-up Software. The PC is connected via a standard (host/device) USB cable, or via the RS485 interface. For more information on RS485, see the *RS485 Installation and Set-up* section in the *VLT® HVAC Drive FC 102, 355–1400 kW Design Guide*.

USB is a universal serial bus utilizing 4 shielded wires with ground pin 4 connected to the shield in the PC USB port. All standard PCs are manufactured without galvanic isolation in the USB port.

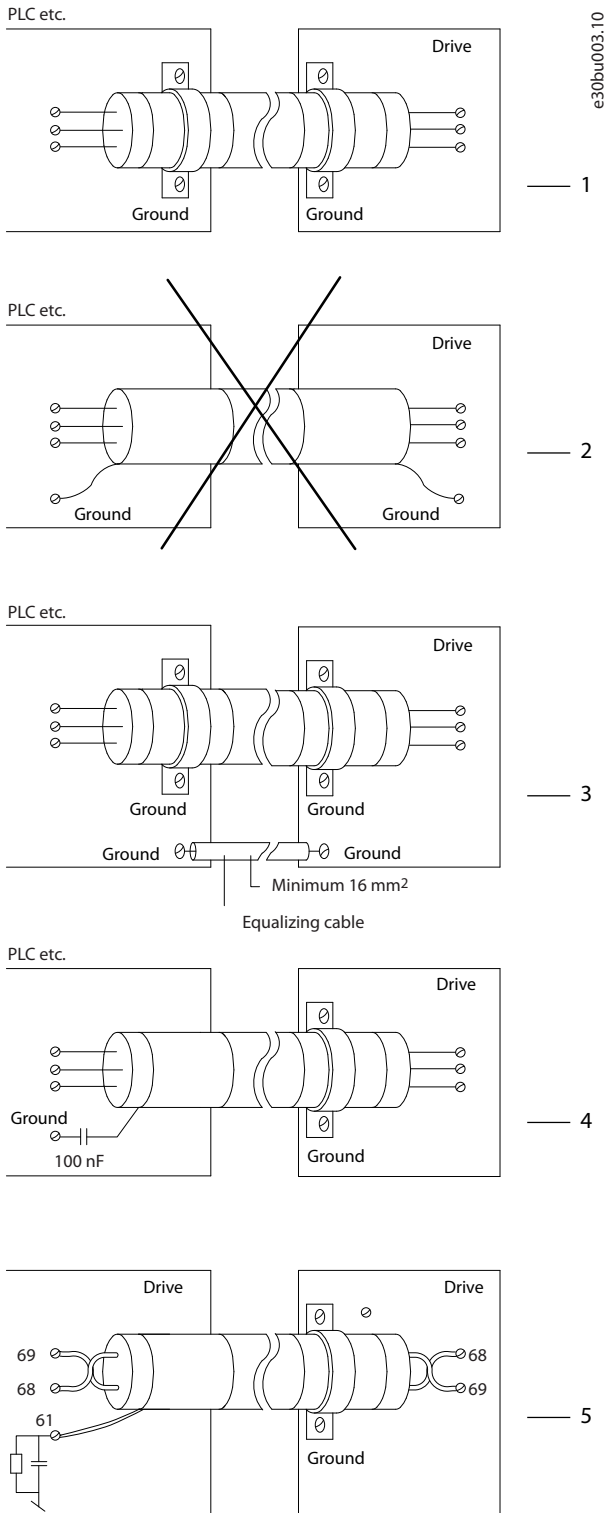
To prevent damage to the USB host controller through the shield of the USB cable, follow the ground recommendations described in the *operating guide*.

When connecting the PC to the drive through a USB cable, Danfoss recommends using a USB isolator with galvanic isolation to protect the PC USB host controller from ground potential differences. It is also recommended not to use a PC power cable with a ground plug when the PC is connected to the drive through a USB cable. These recommendations reduce the ground potential difference, but does not eliminate all potential differences due to the ground and shield connected in the PC USB port.

10.4 Control Wiring and Terminals

Control cables must be shielded and the shield must be connected with a cable clamp at both ends to the metal cabinet of the unit.

For correct grounding of control cables, see *Illustration 10.4*.



| | |
|---|---|
| 1 | Control cables and serial communication cables must be fitted with cable clamps at both ends to ensure the best possible electrical contact. |
| 2 | Do not use twisted cable ends (pigtailed). They increase the shield impedance at high frequencies. |
| 3 | If the ground potential between the drive and the PLC is different, electric noise can occur that disturbs the entire system. Fit an equalizing cable next to the control cable. Minimum cable cross-section: 16 mm ² (6 AWG). |
| 4 | If long control cables are used, 50/60 Hz ground loops are possible. Connect 1 end of the shield to ground via a 100 nF capacitor (keeping leads short). |
| 5 | When using cables for serial communication, eliminate low-frequency noise currents between 2 drives by connecting 1 end of the shield to terminal 61. This terminal is connected to ground via an internal RC link. Use twisted-pair cables for reducing the differential mode interference between the conductors. |

Illustration 10.4 Grounding Examples

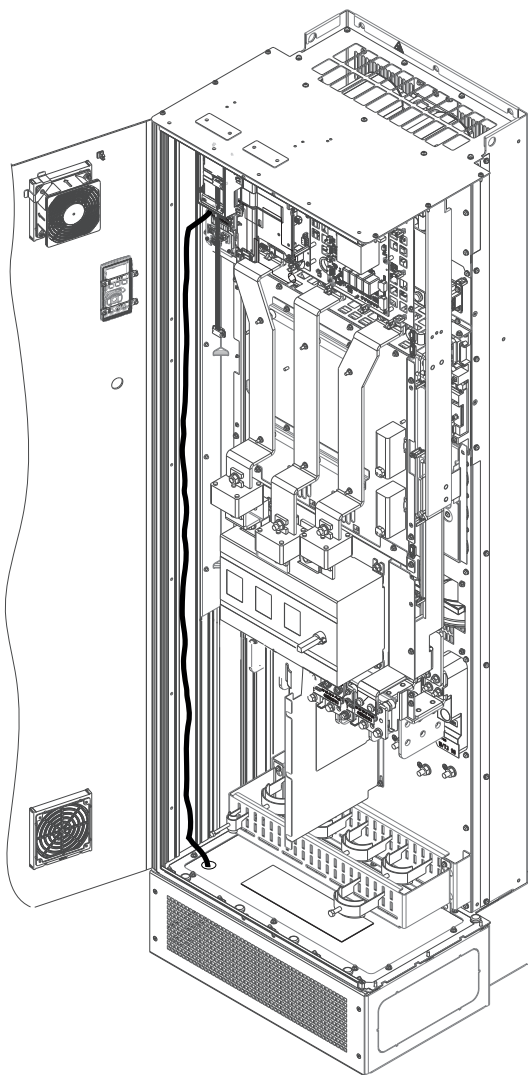
10.4.1 Control Cable Routing

Tie down and route all control wires as shown in *Illustration 10.5*. Remember to connect the shields in a proper way to ensure optimum electrical immunity.

- Isolate control wiring from high-power cables.
- When the drive is connected to a thermistor, ensure that the thermistor control wiring is shielded and reinforced/double insulated. A 24 V DC supply voltage is recommended.

Fieldbus connection

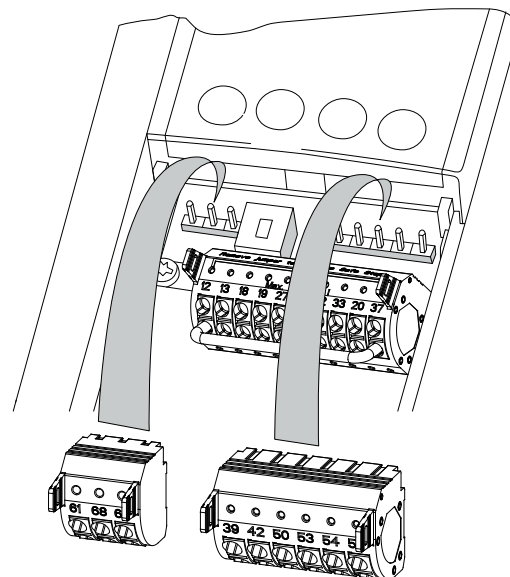
Connections are made to the relevant options on the control card. See the relevant fieldbus instruction. The cable must be tied down and routed along with other control wires inside the unit. See *Illustration 10.5*.



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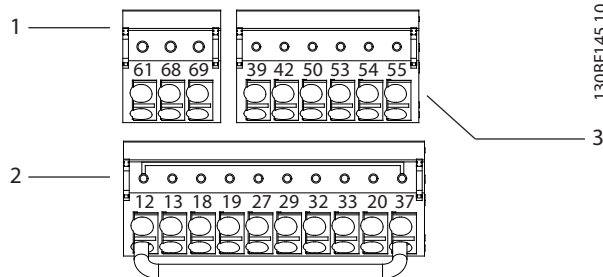
10.4.2 Control Terminals

Illustration 10.6 shows the removable drive connectors. Terminal functions and default settings are summarized in *Table 10.5* – *Table 10.7*.



130BF144.10

Illustration 10.6 Control Terminal Locations



130BF145.10

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

Illustration 10.7 Terminal Numbers Located on the Connectors

| Terminal | Parameter | Default setting | Description |
|----------|-----------|-----------------|---|
| 61 | - | - | Integrated RC-filter to connect cable shield if there are EMC problems. |

Illustration 10.5 Control card wiring path for the E1h. Same routing path for enclosures E2h and D1h–D8h.

| Terminal | Parameter | Default setting | Description |
|----------|---------------------------------------|-----------------|--|
| 68 (+) | Parameter group 8-3* FC Port Settings | – | RS485 interface. A switch (BUS TER.) is provided on the control card for bus termination resistance. |
| 69 (-) | Parameter group 8-3* FC Port Settings | – | |

Table 10.5 Serial Communication Terminal Descriptions

| Terminal | Parameter | Default setting | Description |
|----------|--|-------------------|--|
| 12, 13 | – | +24 V DC | 24 V DC supply voltage for digital inputs and external transducers. Maximum output current 200 mA for all 24 V loads. |
| 18 | Parameter 5-10 Terminal 18 Digital Input | [8] Start | Digital inputs. |
| 19 | Parameter 5-11 Terminal 19 Digital Input | [10] Reversing | |
| 32 | Parameter 5-14 Terminal 32 Digital Input | [0] No operation | |
| 33 | Parameter 5-15 Terminal 33 Digital Input | [0] No operation | |
| 27 | Parameter 5-12 Terminal 27 Digital Input | [2] Coast inverse | |
| 29 | Parameter 5-13 Terminal 29 Digital Input | [14] JOG | |
| 20 | – | – | Common for digital inputs and 0 V potential for 24 V supply. |
| 37 | – | STO | When not using the optional STO feature, a jumper wire is required between terminal 12 (or 13) and terminal 37. This set-up allows the drive to operate with factory default programming values. |

Table 10.6 Digital Input/Output Terminal Descriptions

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

Table 10.7 Analog Input/Output Terminal Descriptions

Relay terminals

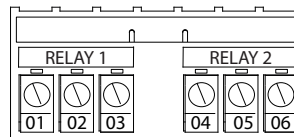


Illustration 10.8 Relay 1 and Relay 2 Terminals

- Relay 1 and relay 2. Location depends on drive configuration. See the *operating guide*.
- Terminals on built-in optional equipment. See the instructions provided with the equipment option.

| Terminal | Parameter | Default setting | Description |
|------------|-----------------------------------|------------------|---|
| 01, 02, 03 | Parameter 5-40 Function Relay [0] | [0] No operation | Form C relay output. For AC or DC voltage and resistive or inductive loads. |
| 04, 05, 06 | Parameter 5-40 Function Relay [1] | [0] No operation | |

Table 10.8 Relay Terminal Descriptions

1308F156.10

10.5 Fuses and Circuit Breakers

Fuses ensure that possible damage to the drive is limited to damages inside the unit. To ensure compliance with EN 50178, use the recommended fuses as replacements. Use of fuses on the supply side is mandatory for IEC 60364 (CE) and NEC 2009 (UL) compliant installations.

D1h–D8h recommended fuses

Type aR fuses are recommended for enclosures D1h–D8h. See *Table 10.9*.

| Model | 380–480 V | 525–690 V |
|-------|-----------|-----------|
| N75K | – | ar-160 |
| N90K | – | ar-315 |
| N110K | ar-315 | ar-315 |
| N132 | ar-350 | ar-315 |
| N160 | ar-400 | ar-315 |
| N200 | ar-500 | ar-550 |
| N250 | ar-630 | ar-550 |
| N315 | ar-800 | ar-550 |
| N400 | – | ar-550 |

Table 10.9 D1h–D8h Power/semiconductor Fuse Sizes

| Model | Fuse Options | | | | | | | |
|-------|--------------|-------------|------------|----------|---------------|----------------|-------------------------|--------------------------------|
| | Bussman | Littelfuse | Littelfuse | Bussmann | Siba | Ferraz-Shawmut | Ferraz-Shawmut (Europe) | Ferraz-Shawmut (North America) |
| N110 | 170M2619 | LA50QS300-4 | L50S-300 | FWH-300A | 20 189 20.315 | A50QS300-4 | 6,9URD31D08A0315 | A070URD31KI0315 |
| N132 | 170M2620 | LA50QS350-4 | L50S-350 | FWH-350A | 20 189 20.350 | A50QS350-4 | 6,9URD31D08A0350 | A070URD31KI0350 |
| N160 | 170M2621 | LA50QS400-4 | L50S-400 | FWH-400A | 20 189 20.400 | A50QS400-4 | 6,9URD31D08A0400 | A070URD31KI0400 |
| N200 | 170M4015 | LA50QS500-4 | L50S-500 | FWH-500A | 20 610 31.550 | A50QS500-4 | 6,9URD31D08A0550 | A070URD31KI0550 |
| N250 | 170M4016 | LA50QS600-4 | L50S-600 | FWH-600A | 20 610 31.630 | A50QS600-4 | 6,9URD31D08A0630 | A070URD31KI0630 |
| N315 | 170M4017 | LA50QS800-4 | L50S-800 | FWH-800A | 20 610 31.800 | A50QS800-4 | 6,9URD32D08A0800 | A070URD31KI0800 |

Table 10.10 D1h–D8h Power/semiconductor Fuse Options, 380–480 V

| Model | Bussmann | Siba | Ferraz-Shawmut European | Ferraz-Shawmut North American |
|-------|----------|---------------|-------------------------|-------------------------------|
| N75K | 170M2616 | 20 610 31.160 | 6,9URD30D08A0160 | A070URD30KI0160 |
| N90K | 170M2619 | 20 610 31.315 | 6,9URD31D08A0315 | A070URD31KI0315 |
| N110K | 170M2619 | 20 610 31.315 | 6,9URD31D08A0315 | A070URD31KI0315 |
| N132 | 170M2619 | 20 610 31.315 | 6,9URD31D08A0315 | A070URD31KI0315 |
| N160 | 170M2619 | 20 610 31.315 | 6,9URD31D08A0315 | A070URD31KI0315 |
| N200 | 170M4015 | 20 620 31.550 | 6,9URD32D08A0550 | A070URD32KI0550 |
| N250 | 170M4015 | 20 620 31.550 | 6,9URD32D08A0550 | A070URD32KI0550 |
| N315 | 170M4015 | 20 620 31.550 | 6,9URD32D08A0550 | A070URD32KI0550 |
| N400 | 170M4015 | 20 620 31.550 | 6,9URD32D08A0550 | A070URD32KI0550 |

Table 10.11 D1h–D8h Power/semiconductor Fuse Options, 525–690 V

| Bussmann | Rating |
|------------|--------------|
| LPJ-21/25P | 2.5 A, 600 V |

Table 10.12 D1h–D8h Space Heater Fuse Recommendation

If the drive is not supplied with a mains disconnect, contactor, or circuit breaker, the short circuit current rating (SCCR) of the drives is 100000 A at all voltages (380–690 V).

If the drive is supplied with a mains disconnect, the SCCR of the drive is 100000 amps at all voltages (380–690 V).

If the drive is supplied with a circuit breaker, the SCCR depends on the voltage. See *Table 10.13*.

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

Table 10.13 D6h and D8h Supplied with a Circuit Breaker

If the drive is supplied with a contactor-only option and is externally fused according to *Table 10.14*, the SCCR of the drive is as follows:

| Enclosure | 415 V IEC ¹⁾ | 480 V UL ²⁾ | 600 V UL ²⁾ | 690 V IEC ¹⁾ |
|---------------------------------------|----------------------------|---------------------------|---------------------------|----------------------------|
| D6h | 100000 A | 100000 A | 100000 A | 100000 A |
| D8h (not including the N315 T4 model) | 100000 A | 100000 A | 100000 A | 100000 A |
| D8h (N315 T4 model only) | 100000 A | Consult factory | Not applicable | Not applicable |

Table 10.14 D6h and D8h Supplied with a Contactor

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

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

E1h–E4h recommended fuses

The fuses listed in *Table 10.15* are suitable for use on a circuit capable of delivering 100000 A_{rms} (symmetrical), depending on the drive voltage rating. With the proper fusing, the drive short circuit current rating (SCCR) is 100000 A_{rms}. E1h and E2h drives are supplied with internal drive fusing to meet the 100 kA SCCR and to comply with UL 61800-5-1 enclosed drive requirements. E3h and E4h drives must be fitted with Type aR fuses to meet the 100 kA SCCR.

| Input voltage (V) | Bussmann ordering number |
|-------------------|--------------------------|
| 380–480 | 170M7309 |
| 525–690 | 170M7342 |

Table 10.15 E1h–E4h Fuse Options

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

Table 10.16 E1h–E2h Space Heater Fuse Recommendation

NOTICE

DISCONNECT SWITCH

All units ordered and supplied with a factory-installed disconnect switch require Class L branch circuit fusing to meet the 100 kA SCCR for the drive. If a circuit breaker is used, the SCCR rating is 42 kA. The input voltage and power rating of the drive determines the specific Class L fuse. The input voltage and power rating is found on the product nameplate. For more information regarding the nameplate, see the *operating guide*.

| Input voltage (V) | Power rating [kW (hp)] | Short circuit rating (A) | Required protection |
|-------------------|------------------------|--------------------------|----------------------|
| 380–480 | 355–450 (500–600) | 42000 | Circuit breaker |
| | | 100000 | Class L fuse, 800 A |
| 380–480 | 500–560 (650–750) | 42000 | Circuit breaker |
| | | 100000 | Class L fuse, 1200 A |
| 525–690 | 450–630 (450–650) | 40000 | Circuit breaker |
| | | 100000 | Class L fuse, 800 A |
| 525–690 | 710–800 (750–950) | 42000 | Circuit breaker |
| | | 100000 | Class L fuse, 1200 A |

10.6 Motor

Any 3-phase asynchronous standard motor can be used with a drive.

| Terminal | Function |
|----------|----------|
| 96 | U/T1 |
| 97 | V/T2 |
| 98 | W/T3 |
| 99 | Ground |

Table 10.17 Motor Cable Terminals Providing Clockwise Rotation (Factory Default)

The direction of rotation can be changed by switching 2 phases in the motor cable, or by changing the setting of *parameter 4-10 Motor Speed Direction*.

Motor rotation check can be performed using *parameter 1-28 Motor Rotation Check* and following the configuration shown in *Illustration 10.9*.

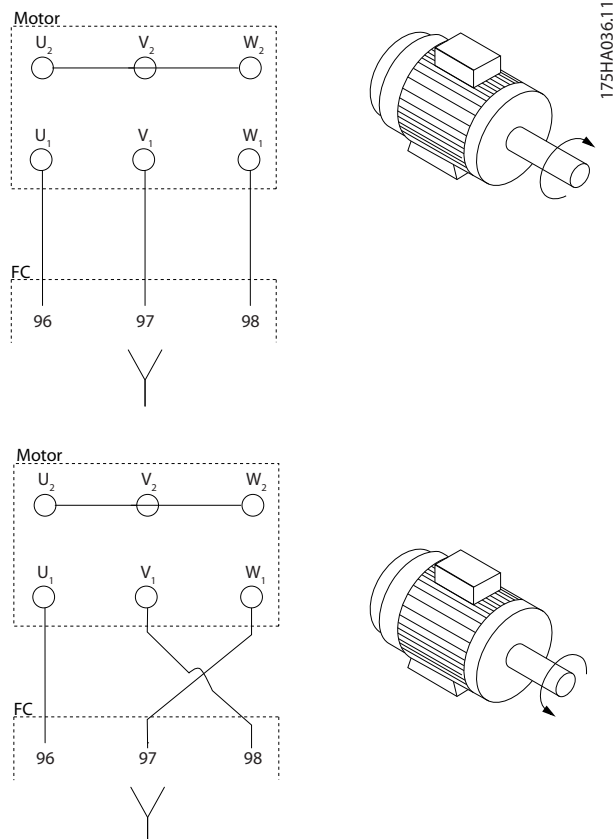


Illustration 10.9 Changing Motor Rotation

10.6.1 Motor Thermal Protection

The electronic thermal relay in the drive has received UL approval for single motor overload protection, when *parameter 1-90 Motor Thermal Protection* is set for *ETR Trip* and *parameter 1-24 Motor Current* is set to the rated motor current (see the motor nameplate).

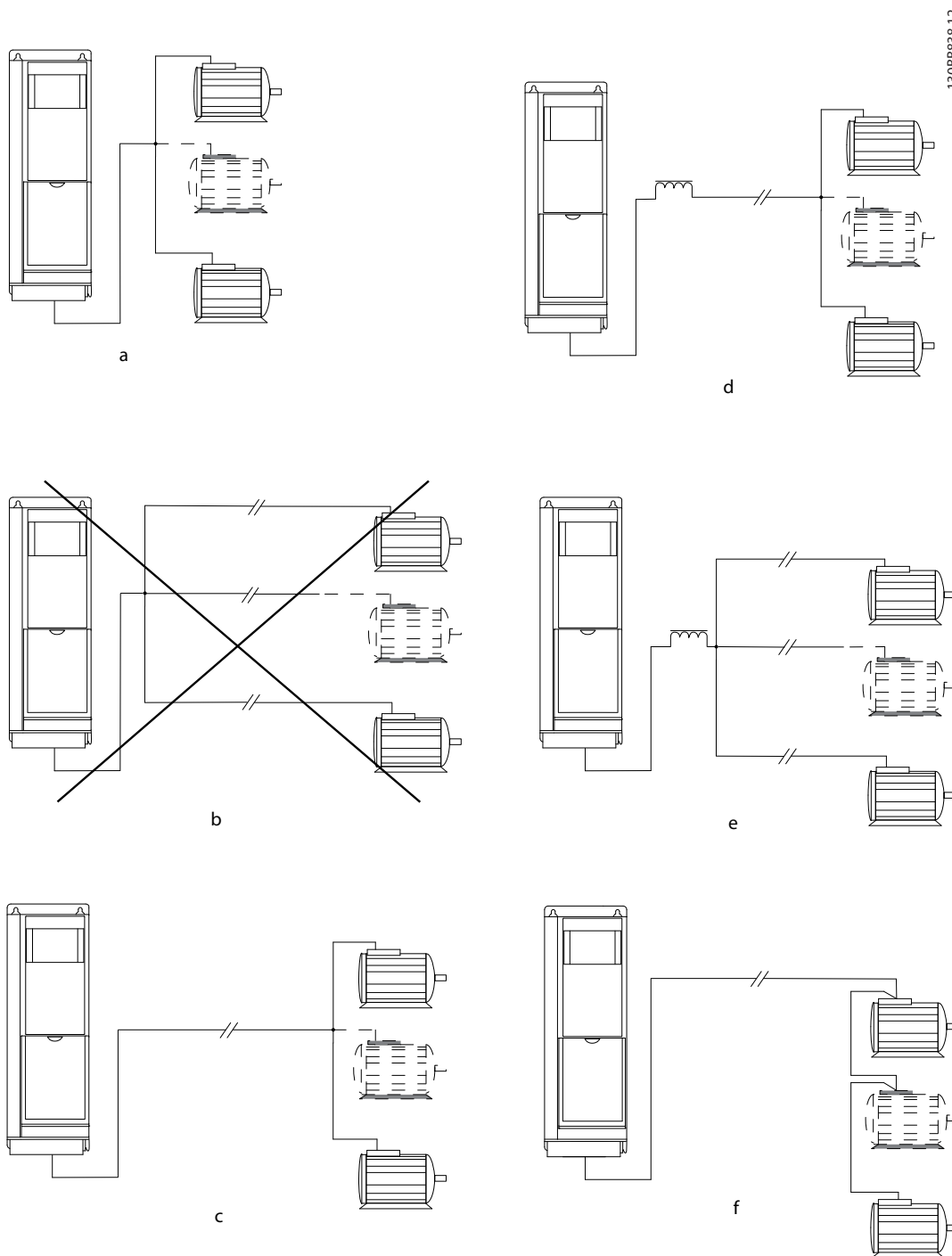
For motor thermal protection, it is also possible to use the VLT® PTC Thermistor Card MCB 112 option. This card provides ATEX certification to protect motors in explosion hazardous areas Zone 1/21 and Zone 2/22. When *parameter 1-90 Motor Thermal Protection*, set to [20] *ATEX ETR*, is combined with the use of MCB 112, it is possible to control an Ex-e motor in explosion hazardous areas. Consult the *programming guide* for details on how to set up the drive for safe operation of Ex-e motors.

10.6.2 Parallel Connection of Motors

The drive can control several parallel-connected motors. For different configurations of parallel-connected motors, see *Illustration 10.10*.

When using parallel motor connection, observe the following points:

- Run applications with parallel motors in U/F mode (volts per hertz).
- VVC⁺ mode can be used in some applications.
- Total current consumption of motors must not exceed the rated output current I_{INV} for the drive.
- Problems can occur at start and at low RPM if motor sizes are widely different because the relatively high ohmic resistance in the stator of a small motor demands a higher voltage at start and at low RPM.
- The electronic thermal relay (ETR) of the drive cannot be used as motor overload protection. Provide further motor overload protection by including thermistors in each motor winding or individual thermal relays.
- When motors are connected in parallel, *parameter 1-02 Flux Motor Feedback Source* cannot be used, and *parameter 1-01 Motor Control Principle* must be set to [0] U/f.



10

| | |
|---|---|
| A | Installations with cables connected in a common joint as shown in A and B are only recommended for short cable lengths. |
| B | Be aware of the maximum motor cable length specified in <i>chapter 7.6 Cable Specifications</i> . |
| C | The total motor cable length specified in <i>chapter 7.6 Cable Specifications</i> is valid as long as the parallel cables are kept short less than 10 m (32 ft) each. |
| D | Consider voltage drop across the motor cables. |
| E | Consider voltage drop across the motor cables. |
| F | The total motor cable length specified in <i>chapter 7.6 Cable Specifications</i> is valid as long as the parallel cables are kept less than 10 m (32 ft) each. |

Illustration 10.10 Different Parallel Connections of Motors

10.6.3 Motor Insulation

For motor cable lengths that are less than or equal to the maximum cable length listed in *chapter 7.6 Cable Specifications*, use the motor insulation ratings shown in *Table 10.18*. If a motor has lower insulation rating, Danfoss recommends using a dU/dt or sine-wave filter.

| Nominal mains voltage | Motor insulation |
|------------------------|------------------------------|
| $U_N \leq 420$ V | Standard $U_{LL} = 1300$ V |
| $420 < U_N \leq 500$ V | Reinforced $U_{LL} = 1600$ V |
| $500 < U_N \leq 600$ V | Reinforced $U_{LL} = 1800$ V |
| $600 < U_N \leq 690$ V | Reinforced $U_{LL} = 2000$ V |

Table 10.18 Motor Insulation Ratings

10.6.4 Motor Bearing Currents

To eliminate circulating bearing currents in all motors installed with the drive, install NDE (non-drive end) insulated bearings. To minimize DE (drive end) bearing and shaft currents, ensure proper grounding of the drive, motor, driven machine, and motor to the driven machine.

Standard mitigation strategies:

- Use an insulated bearing.
- Follow proper installation procedures.
 - Ensure that the motor and load motor are aligned.
 - Follow the EMC Installation guideline.
 - Reinforce the PE so the high frequency impedance is lower in the PE than the input power leads.
 - Provide a good high frequency connection between the motor and the drive. Use a shielded cable that has a 360° connection in the motor and the drive.
 - Ensure that the impedance from the drive to building ground is lower than the grounding impedance of the machine. This procedure can be difficult for pumps.
 - Make a direct ground connection between the motor and load motor.
- Lower the IGBT switching frequency.
- Modify the inverter waveform, 60° AVFM vs. SFAVM.
- Install a shaft grounding system or use an isolating coupling.

- Apply conductive lubrication.
- Use minimum speed settings if possible.
- Try to ensure that the mains voltage is balanced to ground. This procedure can be difficult for IT, TT, TN-CS, or grounded leg systems.
- Use a dU/dt or sine-wave filter.

10.7 Braking

10.7.1 Brake Resistor Selection

In certain applications, such as a tunnel or underground railway station ventilation system, it is desirable to bring the motor to a stop more rapidly than can be achieved through controlling via ramp down or by free wheeling. In such applications, typically a dynamic brake with a brake resistor is used. Using a brake resistor ensures that the energy is absorbed in the resistor and not in the drive. For more information, see the *VLT® Brake Resistor MCE 101 Design Guide*.

If the amount of kinetic energy transferred to the resistor in each braking period is not known, the average power can be calculated based on the cycle time and braking time (intermittent duty cycle). The resistor intermittent duty cycle indicates the duty cycle at which the resistor is active. *Illustration 10.11* shows a typical braking cycle.

Motor suppliers often use S5 when stating the allowed load, which is an expression of intermittent duty cycle. The intermittent duty cycle for the resistor is calculated as follows:

$$\text{Duty cycle} = t_b / T$$

T = cycle time in s

t_b is the braking time in s (of the cycle time)

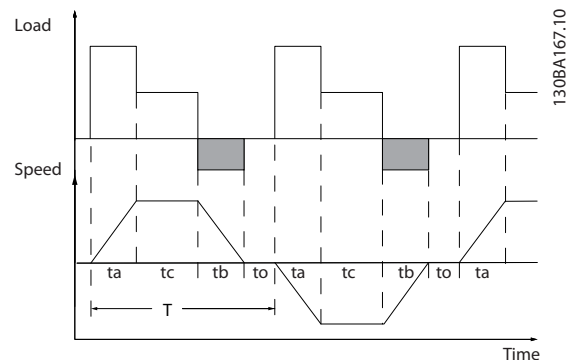


Illustration 10.11 Typical Braking Cycle

| | Model | | | | | |
|---------------------------------------|------------|------------|------------|------------|------------|------------|
| | N110K | N132 | N160 | N200 | N250 | N315 |
| Cycle time (s) | 600 | 600 | 600 | 600 | 600 | 600 |
| Braking duty cycle at 100% torque | Continuous | Continuous | Continuous | Continuous | Continuous | Continuous |
| Braking duty cycle at 150/160% torque | 10% | 10% | 10% | 10% | 10% | 10% |

Table 10.19 D1h–D8h Braking Capability, 380–480 V

| | | Model | | | | |
|--------------------------------------|------------------|-------|------|------|------|------|
| | | N355 | N400 | N450 | N500 | N560 |
| Nominal braking [45 °C (113 °F)] | Cycle time (s) | 600 | 600 | 600 | 600 | 600 |
| | Current (%) | 100 | 70 | 62 | 56 | 80 |
| | Braking time (s) | 240 | 240 | 240 | 240 | 240 |
| Overload braking [45 °C (113 °F)] | Cycle time (s) | 300 | 300 | 300 | 300 | 300 |
| | Current (%) | 136 | 92 | 81 | 72 | 107 |
| | Braking time (s) | 30 | 30 | 30 | 30 | 30 |
| Nominal braking [25 °C (77 °F)] | Cycle time (s) | 600 | 600 | 600 | 600 | 600 |
| | Current (%) | 100 | 92 | 81 | 89 | 80 |
| | Braking time (s) | 240 | 240 | 240 | 240 | 240 |
| Overload braking [25 °C (77 °F)] | Cycle time (s) | 300 | 300 | 300 | 300 | 300 |
| | Current (%) | 136 | 113 | 100 | 72 | 107 |
| | Braking time (s) | 30 | 10 | 10 | 30 | 30 |

Table 10.20 E1h–E4h Braking Capability, 380–480 V

| | Model | | | | | | | | |
|---------------------------------------|-------|------|-------|------|------|------|------|------|------|
| | N75K | N90K | N110K | N132 | N160 | N200 | N250 | N315 | N400 |
| Cycle time (s) | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 |
| Braking duty cycle at 100% torque | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Braking duty cycle at 150/160% torque | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |

Table 10.21 D1h–D8h Braking Capability, 525–690 V

| | | Model | | | | | |
|--------------------------------------|------------------|-------|------|------|------|------|------|
| | | N450 | N500 | N560 | N630 | N710 | N800 |
| Nominal braking [45 °C (113 °F)] | Cycle time (s) | 600 | 600 | 600 | 600 | 600 | 600 |
| | Current (%) | 89 | 79 | 63 | 63 | 71 | 63 |
| | Braking time (s) | 240 | 240 | 240 | 240 | 240 | 240 |
| Overload braking [45 °C (113 °F)] | Cycle time (s) | 300 | 300 | 300 | 300 | 300 | 300 |
| | Current (%) | 113 | 100 | 80 | 80 | 94 | 84 |
| | Braking time (s) | 30 | 30 | 30 | 30 | 30 | 30 |
| Nominal braking [25 °C (77 °F)] | Cycle time (s) | 600 | 600 | 600 | 600 | 600 | 60 |
| | Current (%) | 89 | 79 | 63 | 63 | 71 | 63 |
| | Braking time (s) | 240 | 240 | 240 | 240 | 240 | 240 |
| Overload braking [25 °C (77 °F)] | Cycle time (s) | 300 | 300 | 300 | 300 | 300 | 300 |
| | Current (%) | 113 | 100 | 80 | 80 | 94 | 84 |
| | Braking time (s) | 30 | 30 | 30 | 30 | 30 | 30 |

Table 10.22 E1h–E4h Braking Capability, 525–690 V

Danfoss offers brake resistors with duty cycle of 5%, 10%, and 40%. If a 10% duty cycle is applied, the brake resistors are able to absorb brake power for 10% of the cycle time. The remaining 90% of the cycle time is used to dissipate excess heat.

NOTICE

Make sure that the resistor is designed to handle the required braking time.

The maximum allowed load on the brake resistor is stated as a peak power at a given intermittent duty cycle. The brake resistance is calculated as shown:

$$R_{br} [\Omega] = \frac{U_{dc}^2}{P_{peak}}$$

where

$$P_{peak} = P_{motor} \times M_{br} [\%] \times \eta_{motor} \times \eta_{VLT} [W]$$

As can be seen, the brake resistance depends on the DC-link voltage (U_{dc}).

| Voltage | Brake active | Warning before cut out | Cut out (trip) |
|-------------------------|--------------|------------------------|----------------|
| 380–480 V ¹⁾ | 810 V | 828 V | 855 V |
| 525–690 V | 1084 V | 1109 V | 1130 V |

Table 10.23 FC 102 Brake Limits

1) Power size dependent

NOTICE

Check that the brake resistor can handle a voltage of 410 V, 820 V, 850 V, 975 V, or 1130 V. Danfoss brake resistors are rated for use on all Danfoss drives.

Danfoss recommends the brake resistance R_{rec} . This calculation guarantees that the drive is able to brake at the highest braking torque ($M_{br}(\%)$) of 150%. The formula can be written as:

$$R_{rec} [\Omega] = \frac{U_{dc}^2 \times 100}{P_{motor} \times M_{br}(\%) \times \eta_{VLT} \times \eta_{motor}}$$

η_{motor} is typically at 0.90

η_{VLT} is typically at 0.98

For 200 V, 480 V, 500 V, and 600 V drives, R_{rec} at 160% braking torque is written as:

$$200V : R_{rec} = \frac{107780}{P_{motor}} [\Omega]$$

$$500V : R_{rec} = \frac{464923}{P_{motor}} [\Omega]$$

$$600V : R_{rec} = \frac{630137}{P_{motor}} [\Omega]$$

$$690V : R_{rec} = \frac{832664}{P_{motor}} [\Omega]$$

NOTICE

The resistor brake circuit resistance selected should not be higher than what is recommended by Danfoss. Enclosure sizes E1h–E4h contain 1 brake chopper.

NOTICE

If a short circuit occurs in the brake transistor, or a ground fault occurs in the brake module or wiring, power dissipation in the brake resistor is prevented only by using a mains switch or contactor to disconnect the mains from the drive, or a contact in the brake circuit. Uninterrupted power dissipation in the brake resistor can cause overheating, damage, or a fire.

WARNING

FIRE HAZARD

Brake resistors get hot while/after braking. Failure to properly place brake resistor in a secure location can result in serious injury or property damage.

- Place brake resistor in a secure environment away from flammable objects and accidental contact.

10.7.2 Control with Brake Function

A relay/digital output can be used to protect the brake resistor against overloading or overheating by generating a fault in the drive. If the brake IGBT is overloaded or overheated, the relay/digital signal from the brake to the drive turns off the brake IGBT. This relay/digital signal does not protect against a short circuit in the brake IGBT or a ground fault in the brake module or wiring. If a short circuit occurs in the brake IGBT, Danfoss recommends a means to disconnect the brake.

In addition, the brake makes it possible to read out the momentary power and the average power for the latest 120 s. The brake can monitor the power energizing and make sure that it does not exceed the limit selected in parameter 2-12 Brake Power Limit (kW). Parameter 2-13 Brake Power Monitoring selects what function occurs when the power transmitted to the brake resistor exceeds the limit set in parameter 2-12 Brake Power Limit (kW).

NOTICE

Monitoring the brake power is not a safety function; a thermal switch connected to an external contactor is required for that purpose. The brake resistor circuit is not ground leakage protected.

Overvoltage control (OVC) can be selected as an alternative brake function in *parameter 2-17 Over-voltage Control*. This function is active for all units and ensures that if the DC-link voltage increases, the output frequency also increases to limit the voltage from the DC link, which avoids a trip.

NOTICE

OVC cannot be activated when running a PM motor, while *parameter 1-10 Motor Construction* is set to [1] PM non-salient SPM.

10.8 Residual Current Devices (RCD) and Insulation Resistance Monitor (IRM)

Use RCD relays, multiple protective grounding, or grounding as extra protection, provided they comply with local safety regulations.

If a ground fault appears, a DC current can develop in the faulty current. If RCD relays are used, local regulations must be observed. Relays must be suitable for protection of 3-phase equipment with a bridge rectifier and for a brief discharge on power-up. See *chapter 10.9 Leakage Current* for more details.

10.9 Leakage Current

Follow national and local codes regarding protective grounding of equipment where leakage current exceeds 3.5 mA.

Drive technology implies high-frequency switching at high power. This high-frequency switching generates a leakage current in the ground connection.

The ground leakage current is made up of several contributions and depends on various system configurations, including:

- RFI filtering.
- Motor cable length.
- Motor cable shielding.
- Drive power.

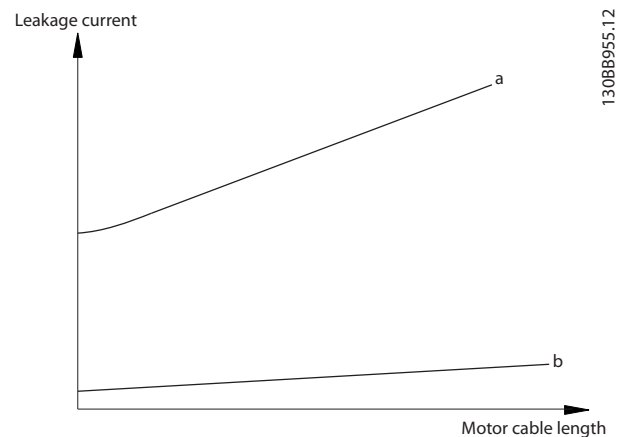


Illustration 10.12 Motor cable length and power size influence the leakage current. Power size a > power size b.

The leakage current also depends on the line distortion.

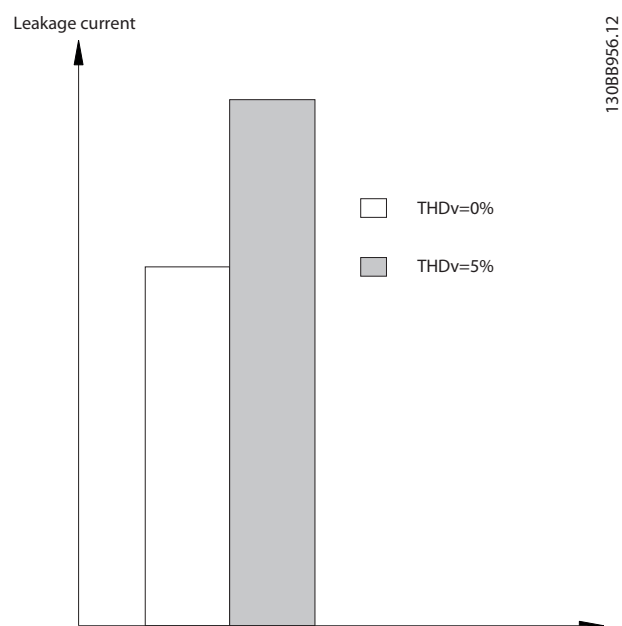


Illustration 10.13 Line Distortion Influences Leakage Current

If the leakage current exceeds 3.5 mA, compliance with EN/IEC61800-5-1 (power drive system product standard) requires special care.

Reinforce grounding with the following protective ground connection requirements:

- Ground wire (terminal 95) of at least 10 mm² (8 AWG) cross-section.
- 2 separate ground wires both complying with the dimensioning rules.

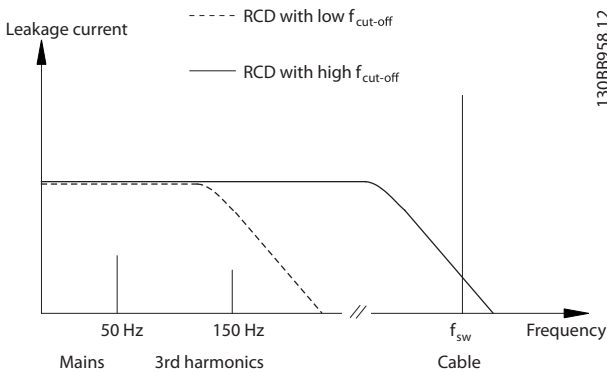
See EN/IEC61800-5-1 and EN 50178 for further information.

Using RCDs

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

- Use RCDs of type B only as they can detect AC and DC currents.
- Use RCDs with a delay to prevent faults due to transient ground currents.
- Dimension RCDs according to the system configuration and environmental considerations.

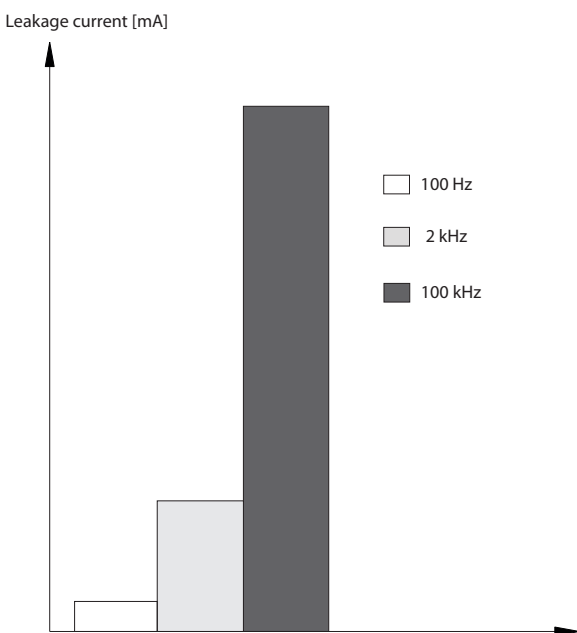
The leakage current includes several frequencies originating from both the mains frequency and the switching frequency. Whether the switching frequency is detected depends on the type of RCD used.



130BB958.12

Illustration 10.14 Main Contributions to Leakage Current

The amount of leakage current detected by the RCD depends on the cut-off frequency of the RCD.



130BB957.11

Illustration 10.15 Influence of the RCD Cut-off Frequency on Leakage Current

10.10 IT Mains

Mains supply isolated from ground

If the drive is supplied from an isolated mains source (IT mains, floating delta, or grounded delta) or TT/TN-S mains with grounded leg, the RFI switch is recommended to be turned off via *parameter 14-50 RFI Filter* on the drive and *parameter 14-50 RFI Filter* on the filter. For more detail, see IEC 364-3. In the off position, the filter capacitors between the chassis and the DC link are cut off to avoid damage to the DC link and to reduce the ground capacity currents, according to IEC 61800-3.

If optimum EMC performance is needed, or parallel motors are connected, or the motor cable length is above 25 m (82 ft), Danfoss recommends setting *parameter 14-50 RFI Filter* to [ON]. Refer also to the *Application Note, VLT on IT Mains*. It is important to use isolation monitors that are rated for use together with power electronics (IEC 61557-8).

Danfoss does not recommend using an output contactor for 525–690 V drives connected to an IT mains network.

10.11 Efficiency

Efficiency of the drive (η_{VLT})

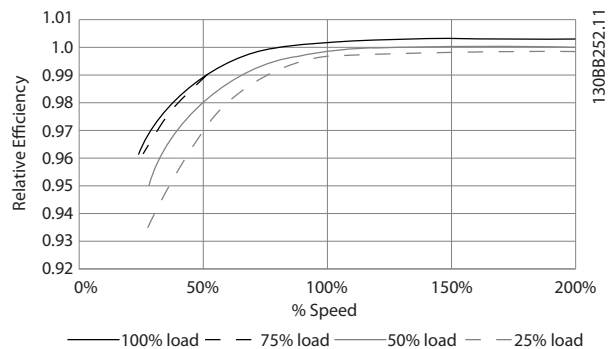
The load on the drive has little effect on its efficiency. In general, the efficiency is the same at the rated motor frequency $f_{M,N}$, whether the motor supplies 100% of the rated shaft torque or only 75%, in case of part loads.

The efficiency of the drive does not change even if other U/f characteristics are selected. However, the U/f characteristics influence the efficiency of the motor.

The efficiency declines slightly when the switching frequency is set to a value of above 5 kHz. The efficiency is slightly reduced when the mains voltage is 480 V, or if the motor cable is longer than 30 m (98 ft).

Drive efficiency calculation

Calculate the efficiency of the drive at different speeds and loads based on *Illustration 10.16*. The factor in this graph must be multiplied with the specific efficiency factor listed in the specification tables in *chapter 7.1 Electrical Data, 380–480 V* and *chapter 7.2 Electrical Data, 525–690 V*.



130BB252.11

Illustration 10.16 Typical Efficiency Curves

Example: Assume a 160 kW, 380–480 V AC drive at 25% load at 50% speed. *Illustration 10.16* shows 0.97 - rated efficiency for a 160 kW drive is 0.98. The actual efficiency is then: $0.97 \times 0.98 = 0.95$.

Efficiency of the motor (η_{MOTOR})

The efficiency of a motor connected to the drive depends on magnetizing level. In general, the efficiency is as good as with mains operation. The efficiency of the motor depends on the type of motor.

In the range of 75–100% of the rated torque, the efficiency of the motor is practically constant, both when the drive controls it and when it runs directly on the mains.

In small motors, the influence from the U/f characteristic on efficiency is marginal. However, in motors from 11 kW (14.75 hp) and up, the advantages are significant.

Typically the switching frequency does not affect the efficiency of small motors. Motors from 11 kW (14.75 hp) and up have their efficiency improved (1–2%) because the shape of the motor current sine-wave is almost perfect at high switching frequency.

Efficiency of the system (η_{SYSTEM})

To calculate system efficiency, the efficiency of the drive (η_{VLT}) is multiplied by the efficiency of the motor (η_{MOTOR}):

$$\eta_{\text{SYSTEM}} = \eta_{\text{VLT}} \times \eta_{\text{MOTOR}}$$

10.12 Acoustic Noise

The acoustic noise from the drive comes from 3 sources:

- DC intermediate circuit coils.
- Internal fans.
- RFI filter choke.

Table 10.24 lists the typical acoustic noise values measured at a distance of 1 m (9 ft) from the unit.

| Enclosure size | dBA at full fan speed |
|-----------------|-----------------------|
| D1h/D3h/D5h/D6h | 73 |
| D2h/D4h/D7h/D8h | 75 |
| E1h–E4h | 80 |

Table 10.24 Acoustic Noise

Test results performed according to ISO 3744 for audible noise magnitude in a controlled environment. Noise tone has been quantified for engineering data record of hardware performance per ISO 1996-2 Annex D.

A new fan control algorithm for E1h–E4h enclosure sizes helps improve audible noise performance by allowing the

operator to select different fan operation modes based on specific conditions. For more information, see *parameter 30-50 Heat Sink Fan Mode*.

10.13 dU/dt Conditions

NOTICE

To avoid the premature aging of motors that are not designed to be used with drives, such as those motors without phase insulation paper or other insulation reinforcement, Danfoss strongly recommends a dU/dt filter or a sine-wave filter fitted on the output of the drive. For further information about dU/dt and sine-wave filters, see the *Output Filters Design Guide*.

When a transistor in the inverter bridge switches, the voltage across the motor increases by a dU/dt ratio depending on the motor cable (type, cross-section, length shielded or unshielded) and the inductance.

The natural induction causes an overshoot U_{PEAK} in the motor voltage before it stabilizes itself at a level depending on the voltage in the intermediate circuit. The rise time and the peak voltage U_{PEAK} affect the service life of the motor. In particular, motors without phase coil insulation are affected if the peak voltage is too high. Motor cable length affects the rise time and peak voltage. If the motor cable is short (a few meters), the rise time and peak voltage are lower. If the motor cable is long (100 m (328 ft)), the rise time and peak voltage are higher.

Peak voltage on the motor terminals is caused by the switching of the IGBTs. The drive complies with the demands of IEC 60034-25:2007 edition 2.0 regarding motors designed to be controlled by drives. The drive also complies with IEC 60034-17:2006 edition 4 regarding Norm motors controlled by drives.

High-power range

The power sizes in *Table 10.25* to *Table 10.36* at the appropriate mains voltages comply with the requirements of IEC 60034-17:2006 edition 4 regarding normal motors controlled by drives, IEC 60034-25:2007 edition 2.0 regarding motors designed to be controlled by drives, and NEMA MG 1-1998 Part 31.4.4.2 for inverter fed motors. The power sizes in *Table 10.25* to *Table 10.36* do not comply with NEMA MG 1-1998 Part 30.2.2.8 for general purpose motors.

10.13.1 dU/dt Test Results for Enclosures D1h–D8h

Test results for 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 110–160 (150–250) | 30 (98) | 500 | 0.26 | 1180 | 2109 |
| | 150 (492) | 500 | 0.21 | 1423 | 3087 |
| | 300 (984) | 500 | 0.56 | 1557 | 1032 |
| 200–315 (300–450) | 30 (98) | 500 | 0.63 | 1116 | 843 |
| | 150 (492) | 500 | 0.80 | 1028 | 653 |
| | 300 (984) | 500 | 0.71 | 835 | 651 |

Table 10.25 NEMA dU/dt Test Results for D1h–D8h with Unshielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 110–160 (150–250) | 30 (98) | 500 | 0.71 | 1180 | 1339 |
| | 150 (492) | 500 | 0.76 | 1423 | 1497 |
| | 300 (984) | 500 | 0.91 | 1557 | 1370 |
| 200–315 (300–450) | 30 (98) | 500 | 1.10 | 1116 | 815 |
| | 150 (492) | 500 | 2.53 | 1028 | 321 |
| | 300 (984) | 500 | 1.29 | 835 | 517 |

Table 10.26 IEC dU/dt Test Results for D1h–D8h with Unshielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 110–160 (150–250) | 30 (98) | 500 | – | – | – |
| | 150 (492) | 500 | 0.28 | 1418 | 2105 |
| | 300 (984) | 500 | 0.21 | 1530 | 2450 |
| 200–315 (300–450) | 30 (98) | 500 | – | – | – |
| | 150 (492) | 500 | 0.23 | 1261 | 2465 |
| | 300 (984) | 500 | 0.96 | 1278 | 597 |

Table 10.27 NEMA dU/dt Test Results for D1h–D8h with Shielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 110–160 (150–250) | 30 (98) | 500 | – | – | – |
| | 150 (492) | 500 | 0.66 | 1418 | 1725 |
| | 300 (984) | 500 | 0.96 | 1530 | 1277 |
| 200–315 (300–450) | 30 (98) | 500 | – | – | – |
| | 150 (492) | 500 | 0.56 | 1261 | 1820 |
| | 300 (984) | 500 | 0.78 | 1278 | 1295 |

Table 10.28 IEC dU/dt Test Results for D1h–D8h with Shielded Cables and No Output Filter, 380–480 V

Test results for 525–690 V

NEMA does not provide dU/dt results for 690 V.

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 75–160 (75–200) | 30 (98) | 690 | – | – | – |
| | 150 (492) | 690 | 1.11 | 2135 | 1535 |
| | 300 (984) | 690 | 1.28 | 2304 | 1433 |
| 200–400 (250–400) | 30 (98) | 690 | – | – | – |
| | 150 (492) | 690 | 0.42 | 996 | 1885 |
| | 300 (984) | 690 | 1.38 | 2163 | 1253 |

Table 10.29 IEC dU/dt Test Results for D1h–D8h with Unshielded Cables and No Output Filter, 525–690 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 75–160 (75–200) | 30 (98) | 690 | – | – | – |
| | 150 (492) | 690 | 1.03 | 2045 | 1590 |
| | 300 (984) | 690 | 1.41 | 2132 | 1217 |
| 200–400 (250–400) | 30 (98) | 690 | – | – | – |
| | 150 (492) | 690 | 1.00 | 2022 | 1617 |
| | 300 (984) | 690 | 1.15 | 2097 | 1459 |

Table 10.30 IEC dU/dt Test Results for D1h–D8h with Shielded Cables and No Output Filter, 525–690 V

10.13.2 dU/dt Test Results for Enclosures E1h–E4h

Test results for 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 355–450 (500–600) | 5 (16) | 460 | 0.23 | 1038 | 2372 |
| | 30 (98) | 460 | 0.72 | 1061 | 644 |
| | 150 (492) | 460 | 0.46 | 1142 | 1160 |
| | 300 (984) | 460 | 1.84 | 1244 | 283 |
| 500–560 (650–750) | 5 (16) | 460 | 0.42 | 1042 | 1295 |
| | 30 (98) | 460 | 0.57 | 1200 | 820 |
| | 150 (492) | 460 | 0.63 | 1110 | 844 |
| | 300 (984) | 460 | 2.21 | 1175 | 239 |

Table 10.31 NEMA dU/dt Test Results for E1h–E4h with Unshielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 355–450 (500–600) | 5 (16) | 460 | 0.33 | 1038 | 2556 |
| | 30 (98) | 460 | 1.27 | 1061 | 668 |
| | 150 (492) | 460 | 0.84 | 1142 | 1094 |
| | 300 (984) | 460 | 2.25 | 1244 | 443 |
| 500–560 (650–750) | 5 (16) | 460 | 0.53 | 1042 | 1569 |
| | 30 (98) | 460 | 1.22 | 1200 | 1436 |
| | 150 (492) | 460 | 0.90 | 1110 | 993 |
| | 300 (984) | 460 | 2.29 | 1175 | 411 |

Table 10.32 IEC dU/dt Test Results for E1h–E4h with Unshielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 355–450 (500–600) | 5 (16) | 460 | 0.17 | 1017 | 3176 |
| | 30 (98) | 460 | – | – | – |
| | 150 (492) | 460 | 0.41 | 1268 | 1311 |
| 500–560 (650–750) | 5 (16) | 460 | 0.17 | 1042 | 3126 |
| | 30 (98) | 460 | – | – | – |
| | 150 (492) | 460 | 0.22 | 1233 | 2356 |

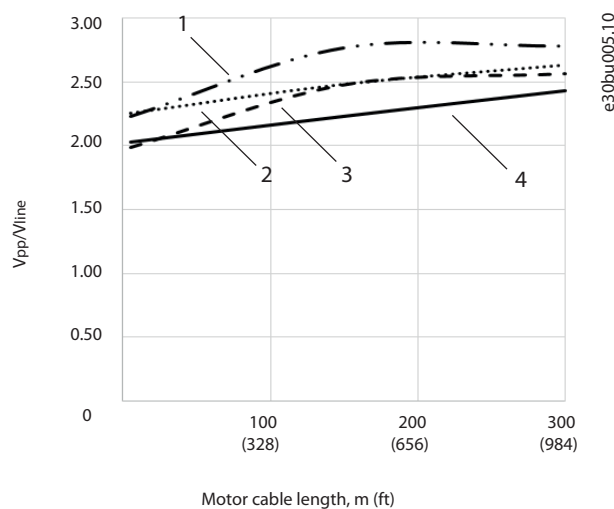
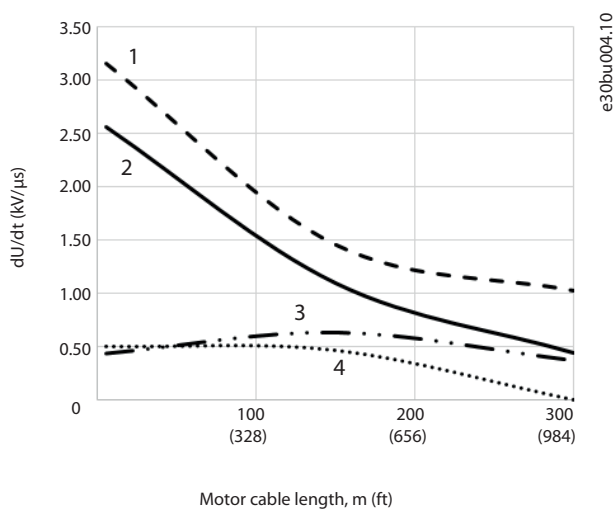
Table 10.33 NEMA dU/dt Test Results for E1h–E4h with Shielded Cables and No Output Filter, 380–480 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μ s] | Peak voltage [V] | dU/dt [V/ μ s] |
|----------------------|----------------|-------------------|----------------------|------------------|--------------------|
| 355–450 (500–600) | 5 (16) | 460 | 0.26 | 1017 | 3128 |
| | 30 (98) | 460 | – | – | – |
| | 150 (492) | 460 | 0.70 | 1268 | 1448 |
| 500–560 (650–750) | 5 (16) | 460 | 0.27 | 1042 | 3132 |
| | 30 (98) | 460 | – | – | – |
| | 150 (492) | 460 | 0.52 | 1233 | 1897 |

Table 10.34 IEC dU/dt Test Results for E1h–E4h with Shielded Cables and No Output Filter, 380–480 V

Illustration 10.17–Illustration 10.20 show the typical rate of rise voltage and peak voltages at the motor terminals for both shielded and unshielded cables in various configurations.

These values are true to steady state operation and at RMS input voltage range of the drive V_{line} . When the drive operates in braking mode, the intermediate DC-link voltage increases by 20%. This effect is similar to increasing the mains voltage by 20%. Consider this voltage increase when performing motor insulation analysis for braking applications.

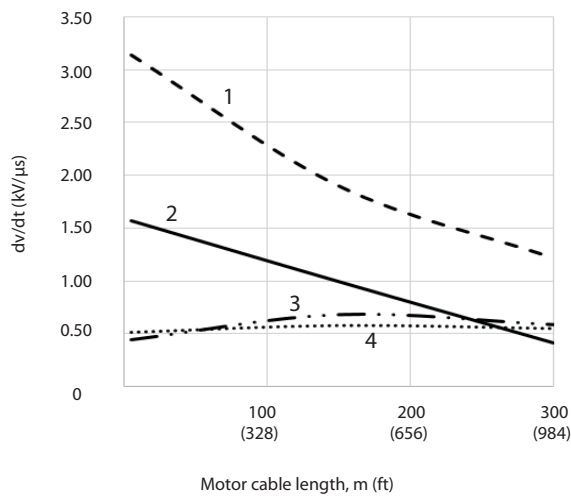


| | |
|---|------------------------------------|
| 1 | Unshielded cable with no filter |
| 2 | Shielded cable with no filter |
| 3 | Unshielded cable with dU/dt filter |
| 4 | Shielded cable with dU/dt filter |

| | |
|---|------------------------------------|
| 1 | Unshielded cable with dU/dt filter |
| 2 | Shielded cable with dU/dt filter |
| 3 | Shielded cable with no filter |
| 4 | Unshielded cable with no filter |

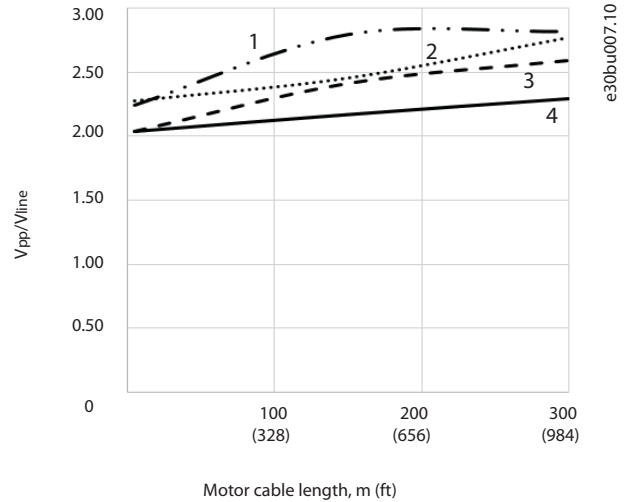
Illustration 10.17 dU/dt at Motor Terminals for Enclosures E1h/E3h, 380–480 V

Illustration 10.18 Peak Voltages at Motor Terminals for Enclosures E1h/E3h, 380–480 V



| | |
|---|------------------------------------|
| 1 | Shielded cable with no filter |
| 2 | Unshielded cable with no filter |
| 3 | Unshielded cable with dU/dt filter |
| 4 | Shielded cable with dU/dt filter |

Illustration 10.19 Peak Voltages at Motor Terminals for Enclosures E2h/E4h, 380-480 V



| | |
|---|------------------------------------|
| 1 | Unshielded cable with dU/dt filter |
| 2 | Shielded cable with dU/dt filter |
| 3 | Shielded cable with no filter |
| 4 | Unshielded cable with no filter |

Illustration 10.20 Peak Voltages at Motor Terminals for Enclosures E2h/E4h, 380-480 V

Test results for 525-690 V

NEMA does not provide dU/dt results for 690 V.

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μs] | Peak voltage [V] | dU/dt [V/μs] |
|----------------------|----------------|-------------------|----------------|------------------|--------------|
| 450-630 (450-650) | 30 (98) | 690 | 0.37 | 1625 | 3494 |
| | 50 (164) | 690 | 0.86 | 2030 | 1895 |
| 710-800 (750-950) | 5 (16) | 690 | 0.25 | 1212 | 3850 |
| | 20 (65) | 690 | 0.33 | 1525 | 3712 |
| | 50 (164) | 690 | 0.82 | 2040 | 1996 |

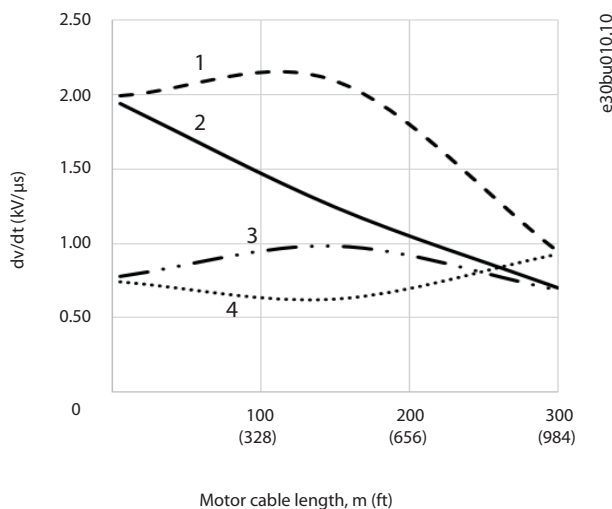
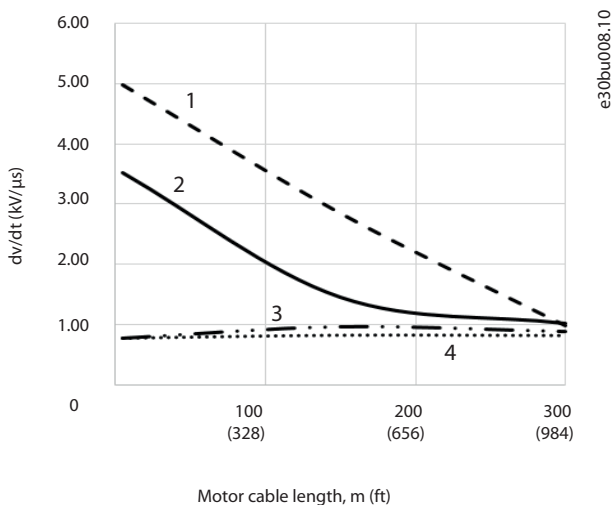
Table 10.35 IEC dU/dt Test Results for E1h-E4h with Unshielded Cables and No Output Filter, 525-690 V

| Power size [kW (hp)] | Cable [m (ft)] | Mains voltage [V] | Rise time [μs] | Peak voltage [V] | dU/dt [V/μs] |
|----------------------|----------------|-------------------|----------------|------------------|--------------|
| 450-630 (450-650) | 5 (16) | 690 | 0.23 | 1450 | 5217 |
| | 48 (157) | 690 | 0.38 | 1637 | 3400 |
| | 150 (492) | 690 | 0.94 | 1762 | 1502 |
| 710-800 (750-950) | 5 (16) | 690 | 0.26 | 1262 | 3894 |
| | 48 (157) | 690 | 0.46 | 1625 | 2826 |
| | 150 (492) | 690 | 0.94 | 1710 | 1455 |

Table 10.36 IEC dU/dt Test Results for E1h-E4h with Shielded Cables and No Output Filter, 525-690 V

Illustration 10.21-Illustration 10.24 show the typical rate of rise voltage and peak voltages at the motor terminals for both shielded and unshielded cables in various configurations.

These values are true to steady state operation and at RMS input voltage range of the drive V_{line} . When the drive operates in braking mode, the intermediate DC-link voltage increases by 20%. This effect is similar to increasing the mains voltage by 20%. Consider this voltage increase when performing motor insulation analysis for braking applications.



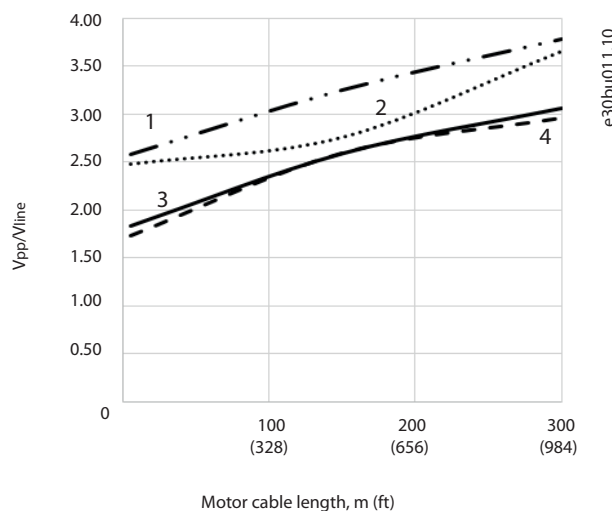
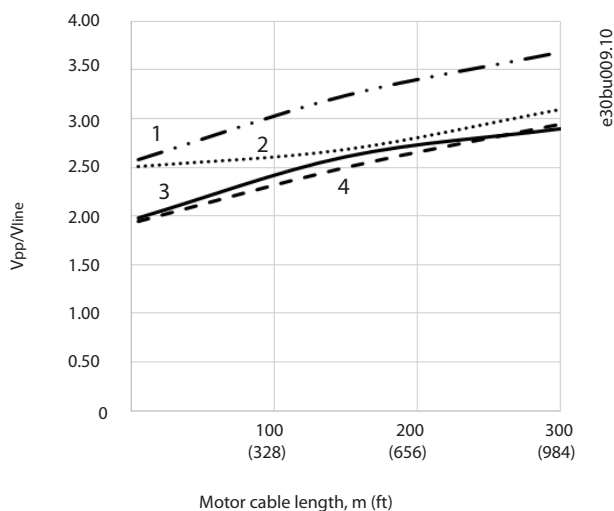
| | |
|---|------------------------------------|
| 1 | Unshielded cable with no filter |
| 2 | Shielded cable with no filter |
| 3 | Unshielded cable with dU/dt filter |
| 4 | Shielded cable with dU/dt filter |

| | |
|---|------------------------------------|
| 1 | Shielded cable with no filter |
| 2 | Unshielded cable with no filter |
| 3 | Unshielded cable with dU/dt filter |
| 4 | Shielded cable with dU/dt filter |

Illustration 10.21 dU/dt at Motor Terminals for Enclosures E2h/E4h, 525–690 V

Illustration 10.23 Peak Voltages at Motor Terminals for Enclosures E2h/E4h, 525–690 V

10



| | |
|---|------------------------------------|
| 1 | Unshielded cable with dU/dt filter |
| 2 | Shielded cable with dU/dt filter |
| 3 | Shielded cable with no filter |
| 4 | Unshielded cable with no filter |

| | |
|---|------------------------------------|
| 1 | Unshielded cable with dU/dt filter |
| 2 | Shielded cable with dU/dt filter |
| 3 | Shielded cable with no filter |
| 4 | Unshielded cable with no filter |

Illustration 10.22 Peak Voltages at Motor Terminals for Enclosures E2h/E4h, 525–690 V

Illustration 10.24 Peak Voltages at Motor Terminals for Enclosures E2h/E4h, 525–690 V

10.14 Electromagnetic Compatibility (EMC) Overview

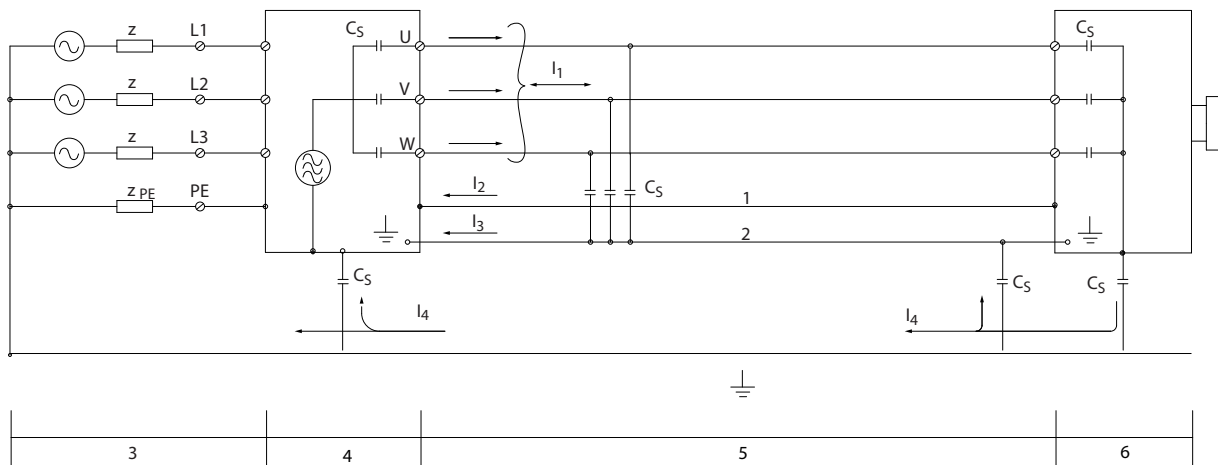
Electrical devices both generate interference and are affected by interference from other generated sources. The electromagnetic compatibility (EMC) of these effects depends on the power and the harmonic characteristics of the devices.

Uncontrolled interaction between electrical devices in a system can degrade compatibility and impair reliable operation. Interference takes the form of the following:

- Electrostatic discharges
- Rapid voltage fluctuations
- High-frequency interference

Electrical interference is most commonly found at frequencies in the range 150 kHz to 30 MHz. Airborne interference from the drive system in the range 30 MHz to 1 GHz is generated from the inverter, motor cable, and the motor.

Capacitive currents in the motor cable, coupled with a high dU/dt from the motor voltage, generate leakage currents. See *Illustration 10.25*. Shielded motor cables have higher capacitance between the phase wires and the shield, and again between the shield and ground. This added cable capacitance, along with other parasitic capacitance and motor inductance, changes the electromagnetic emission signature produced by the unit. The change in electromagnetic emission signature occurs mainly in emissions less than 5 MHz. Most of the leakage current (I_1) is carried back to the unit through the PE (I_3), leaving only a small electromagnetic field (I_4) from the shielded motor cable. The shield reduces the radiated interference but increases the low-frequency interference on the mains.



175ZA062.12

| | | | |
|---|----------------------|-------|--|
| 1 | Ground wire | C_s | Possible shunt parasitic capacitance paths (varies with different installations) |
| 2 | Shield | I_1 | Common-mode leakage current |
| 3 | AC mains supply | I_2 | Shielded motor cable |
| 4 | Drive | I_3 | Safety ground (4 th conductor in motor cables) |
| 5 | Shielded motor cable | I_4 | Unintended common-mode current |
| 6 | Motor | - | - |

Illustration 10.25 Electric Model Showing Possible Leakage Currents

10.14.1 EMC Test Results

The following test results have been obtained using a drive (with options if relevant), a shielded control cable, a control box with potentiometer, a motor, and motor shielded cable.

| RFI filter type | | Conducted emission | | | Radiated emission | | |
|----------------------------|-------------------------|---|---|--|--|--|---|
| Standards/ requirements | EN 55011 | Class B Housing, trades and light industries | Class A group 1 Industrial environment | Class A group 2 Industrial environment | Class B Housing, trades and light industries | Class A group 1 Industrial environment | Class A group 2 Industrial environment |
| | EN/IEC 61800-3 | Category C1 First environment Home and office | Category C2 First environment Home and office | Category C3 Second environment Industrial | Category C1 First environment Home and office | Category C2 First environment Home and office | Category C3 First environment Home and office |
| H2 | | | | | | | |
| FC 102 | 110–560 kW 380–480 V | No | No | 150 m (492 ft) | No | No | Yes |
| | 90–800 kW 525–690 V | No | No | 150 m (492 ft) | No | No | Yes |
| H4 | | | | | | | |
| FC 102 | 110–560 kW 380–480 V | No | 150 m (492 ft) | 150 m (492 ft) | No | Yes | Yes |
| | 90–800 kW 525–690 V | – | – | – | – | – | – |

Table 10.37 EMC Test Results (Emission and Immunity)

10.14.2 Emission Requirements

According to the EMC product standard for adjustable speed drives EN/IEC 61800-3:2004, the EMC requirements depend on the environment in which the drive is installed. These environments along with the mains voltage supply requirements are defined in Table 10.38.

The drives comply with EMC requirements described in IEC/EN 61800-3 (2004)+AM1 (2011), category C3, for equipment having greater than 100 A per-phase current draw, installed in the 2nd environment. Compliance testing is performed with a 150 m (492 ft) shielded motor cable.

| Category (EN 61800-3) | Definition | Conducted emission (EN 55011) |
|--------------------------|---|---|
| C1 | First environment (home and office) with a supply voltage less than 1000 V. | Class B |
| C2 | First environment (home and office) with a supply voltage less than 1000 V, which is not plug-in or movable and where a professional is intended to be used to install or commission the system. | Class A Group 1 |
| C3 | Second environment (industrial) with a supply voltage lower than 1000 V. | Class A Group 2 |
| C4 | Second environment with the following: <ul style="list-style-type: none"> • Supply voltage equal to or above 1000 V. • Rated current equal to or above 400 A. • Intended for use in complex systems. | No limit line. An EMC plan must be made. |

Table 10.38 Emission Requirements

When the generic emission standards are used, the drives are required to comply with *Table 10.39*.

| Environment | Generic standard | Conducted emission requirement according to EN 55011 limits |
|---|--|---|
| First environment (home and office) | EN/IEC 61000-6-3 Emission standard for residential, commercial, and light industrial environments. | Class B |
| Second environment (industrial environment) | EN/IEC 61000-6-4 Emission standard for industrial environments. | Class A Group 1 |

Table 10.39 Generic Emission Standard Limits

10.14.3 Immunity Requirements

The immunity requirements for drives depend on the installation environment. The requirements for the industrial environment are higher than the requirements for the home and office environment. All Danfoss drives comply with the requirements for both the industrial and the home/office environment.

To document immunity against burst transient, the following immunity tests have been performed on a drive (with options if relevant), a shielded control cable, and a control box with potentiometer, motor cable, and motor. The tests were performed in accordance with the following basic standards. For more details, see *Table 10.40*

- **EN 61000-4-2 (IEC 61000-4-2):** Electrostatic discharges (ESD): Simulation of electrostatic discharges from human beings.
- **EN 61000-4-3 (IEC 61000-4-3):** Incoming electromagnetic field radiation, amplitude modulated simulation of the effects of radar, radio communication equipment, and mobile communications equipment.
- **EN 61000-4-4 (IEC 61000-4-4):** Burst transients: Simulation of interference brought about by switching a contactor, relay, or similar devices.
- **EN 61000-4-5 (IEC 61000-4-5):** Surge transients: Simulation of transients brought about by lightning strikes near installations.
- **EN 61000-4-6 (IEC 61000-4-6):** RF common mode: Simulation of the effect from radio-transmission equipment joined by connection cables.

| Basic standard | Burst IEC 61000-4-4 | Surge IEC 61000-4-5 | ESD IEC 61000-4-2 | Radiated electromagnetic Field IEC 61000-4-3 | RF common mode voltage IEC 61000-4-6 |
|----------------------------------|------------------------|-------------------------------|-------------------------|--|--|
| Acceptance criterion | B | B | B | A | A |
| Line | 4 kV CM | 2 kV/2 Ω DM 4 kV/12 Ω CM | – | – | 10 V _{RMS} |
| Motor | 4 kV CM | 4 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Brake | 4 kV CM | 4 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Load sharing | 4 kV CM | 4 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Control wires | 2 kV CM | 2 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Standard bus | 2 kV CM | 2 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Relay wires | 2 kV CM | 2 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| Application and Fieldbus options | 2 kV CM | 2 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| LCP cable | 2 kV CM | 2 kV/2 Ω ¹⁾ | – | – | 10 V _{RMS} |
| External 24 V DC | 2 V CM | 0.5 kV/2 Ω DM 1 kV/12 Ω CM | – | – | 10 V _{RMS} |
| Enclosure | – | – | 8 kV AD 6 kV CD | 10 V/m | – |

Table 10.40 EMC Immunity Form, Voltage Range: 380–480 V, 525–600 V, and 525–690 V

¹⁾ Injection on cable shield

AD: air discharge; CD: contact discharge; CM: common mode; DM: differential mode

10.14.4 EMC Compatibility

NOTICE

OPERATOR RESPONSIBILITY

According to the EN 61800-3 standard for variable-speed drive systems, the operator is responsible for ensuring EMC compliance. Manufacturers can offer solutions for operation conforming to the standard. Operators are responsible for applying these solutions, and for paying the associated costs.

There are 2 options for ensuring electromagnetic compatibility.

- Eliminate or minimize interference at the source of emitted interference.
- Increase the immunity to interference in devices affected by its reception.

RFI filters

The goal is to obtain systems that operate stably without radio frequency interference between components. To achieve a high level of immunity, use drives with high-quality RFI filters.

NOTICE

RADIO INTERFERENCE

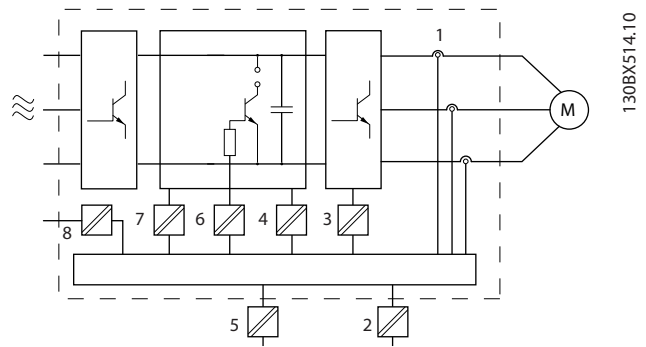
In a residential environment, this product can cause radio interference, in which case supplementary mitigation measures may be required.

PELV and galvanic isolation compliance

All E1h-E4h drives control and relay terminals comply with PELV (excluding grounded Delta leg above 400 V).

Galvanic (ensured) isolation is obtained by fulfilling requirements for higher isolation and by providing the relevant creepage/clearance distances. These requirements are described in the EN 61800-5-1 standard.

Electrical isolation is provided as shown (see *Illustration 10.26*). The components described comply with both PELV and the galvanic isolation requirements.



130BX514.10

| | |
|---|---|
| 1 | Current transducers |
| 2 | Galvanic isolation for the RS485 standard bus interface |
| 3 | Gate drive for the IGBTs |
| 4 | Supply (SMPS) including signal isolation of V DC, indicating the intermediate current voltage |
| 5 | Galvanic isolation for the 24 V back-up option |
| 6 | Opto-coupler, brake module (optional) |
| 7 | Internal inrush, RFI, and temperature measurement circuits |
| 8 | Customer relays |

Illustration 10.26 Galvanic Isolation

10.15 EMC-compliant Installation

To obtain an EMC-compliant installation, follow the instructions provided in the *operating guide*. For an example of proper EMC installation, see *Illustration 10.27*.

NOTICE

TWISTED SHIELD ENDS (PIGTAILS)

Twisted shield ends increase the shield impedance at higher frequencies, which reduces the shield effect and increases the leakage current. Avoid twisted shield ends by using integrated shield clamps.

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

NOTICE**SHIELDED CABLES**

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

- Ensure that motor and brake cables are as short as possible to reduce the interference level from the entire system.
- Avoid placing cables with a sensitive signal level alongside motor and brake cables.
- For communication and command/control lines, follow the particular communication protocol standards. For example, USB must use shielded cables, but RS485/ethernet can use shielded UTP or unshielded UTP cables.
- Ensure that all control terminal connections are PELV.

NOTICE**EMC INTERFERENCE**

Use shielded cables for motor and control wiring. Make sure to separate mains input, motor, and control cables from one another. Failure to isolate these cables can result in unintended behavior or reduced performance. Minimum 200 mm (7.9 in) clearance between mains input, motor, and control cables are required.

NOTICE**INSTALLATION AT HIGH ALTITUDE**

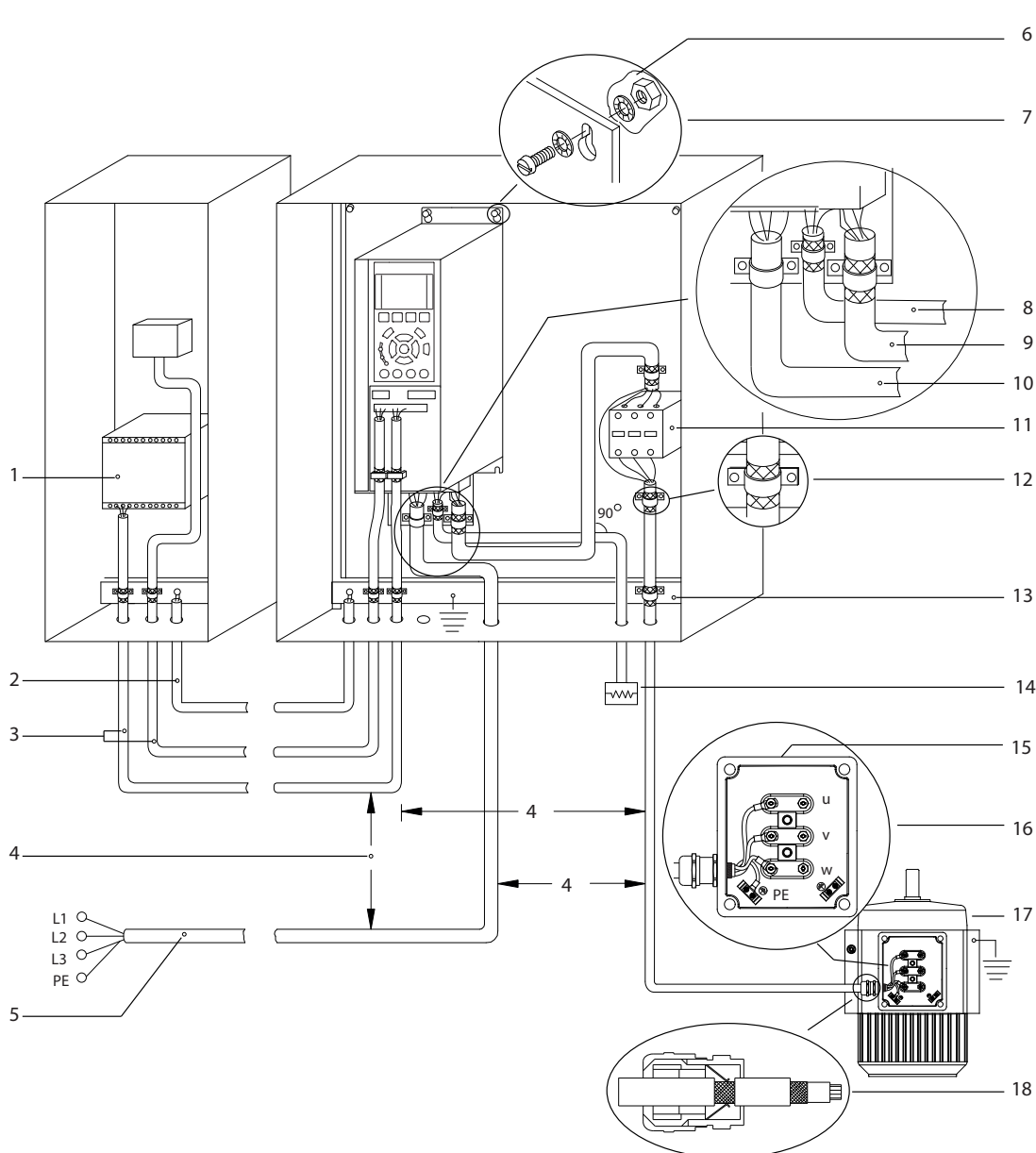
There is a risk for overvoltage. Isolation between components and critical parts could be insufficient, and not comply with PELV requirements. Reduce the risk for overvoltage by using external protective devices or galvanic isolation.

For installations above 2000 m (6500 ft) altitude, contact Danfoss regarding PELV compliance.

NOTICE**PELV COMPLIANCE**

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

130BF228.10



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

Illustration 10.27 Example of Proper EMC Installation

10.16 Harmonics Overview

Non-linear loads such as found with drives do not draw current uniformly from the power line. This non-sinusoidal current has components which are multiples of the basic current frequency. These components are referred to as harmonics. It is important to control the total harmonic distortion on the mains supply. Although the harmonic currents do not directly affect electrical energy consumption, they generate heat in wiring and transformers that can affect other devices on the same power line.

10.16.1 Harmonic Analysis

Since harmonics increase heat losses, it is important to design systems with harmonics in mind to prevent overloading the transformer, inductors, and wiring. When necessary, perform an analysis of the system harmonics to determine equipment effects.

A non-sinusoidal current is transformed with a Fourier series analysis into sine-wave currents at different frequencies, that is, different harmonic currents I_n with 50 Hz or 60 Hz as the basic frequency.

| Abbreviation | Description |
|--------------|---|
| f_1 | Basic frequency (50 Hz or 60 Hz) |
| I_1 | Current at the basic frequency |
| U_1 | Voltage at the basic frequency |
| I_n | Current at the n^{th} harmonic frequency |
| U_n | Voltage at the n^{th} harmonic frequency |
| n | Harmonic order |

Table 10.41 Harmonics-related Abbreviations

| | Basic current (I_1) | Harmonic current (I_n) | | | |
|-----------|-------------------------|----------------------------|--------|----------|--|
| | | I_5 | I_7 | I_{11} | |
| Current | I_1 | I_5 | I_7 | I_{11} | |
| Frequency | 50 Hz | 250 Hz | 350 Hz | 550 Hz | |

Table 10.42 Basic Currents and Harmonic Currents

| Current | Harmonic current | | | | |
|---------------|------------------|-------|-------|-------|-------------|
| | I_{RMS} | I_1 | I_5 | I_7 | I_{11-49} |
| Input current | 1.0 | 0.9 | 0.5 | 0.2 | <0.1 |

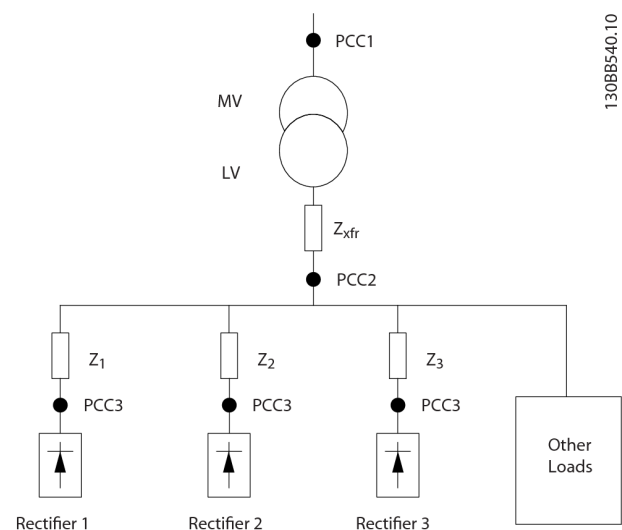
Table 10.43 Harmonic Currents Compared to the RMS Input Current

The voltage distortion on the mains supply voltage depends on the size of the harmonic currents multiplied by the mains impedance for the frequency in question. The total voltage distortion (THDi) is calculated based on the individual voltage harmonics using this formula:

$$THDi = \frac{\sqrt{U_{25}^2 + U_{27}^2 + \dots + U_{2n}^2}}{U}$$

10.16.2 Effect of Harmonics in a Power Distribution System

In *Illustration 10.28*, a transformer is connected on the primary side to a point of common coupling PCC1, on the medium voltage supply. The transformer has an impedance Z_{xfr} and feeds several loads. The point of common coupling where all loads are connected is PCC2. Each load connects through cables that have an impedance Z_1, Z_2, Z_3 .



| | |
|------------------|--|
| PCC | Point of common coupling |
| MV | Medium voltage |
| LV | Low voltage |
| Z_{xfr} | Transformer impedance |
| $Z_{\#}$ | Modeling resistance and inductance in the wiring |

Illustration 10.28 Small Distribution System

Harmonic currents drawn by non-linear loads cause distortion of the voltage because of the voltage drop on the impedances of the distribution system. Higher impedances result in higher levels of voltage distortion.

Current distortion relates to apparatus performance and it relates to the individual load. Voltage distortion relates to system performance. It is not possible to determine the voltage distortion in the PCC knowing only the harmonic performance of the load. To predict the distortion in the PCC, the configuration of the distribution system and relevant impedances must be known.

A commonly used term for describing the impedance of a grid is the short circuit ratio R_{sce} , where R_{sce} is defined as the ratio between the short circuit apparent power of the supply at the PCC (S_{sc}) and the rated apparent power of the load.

$$(S_{equ}).R_{sce} = \frac{S_{sc}}{S_{equ}}$$

$$\text{where } S_{sc} = \frac{U^2}{Z_{supply}} \text{ and } S_{equ} = U \times I_{equ}$$

Negative effects of harmonics

- Harmonic currents contribute to system losses (in cabling and transformer).
- Harmonic voltage distortion causes disturbance to other loads and increases losses in other loads.

10.16.3 IEC Harmonic Standards

In most of Europe, the basis for the objective assessment of the quality of mains power is the Electromagnetic Compatibility of Devices Act (EMVG). Compliance with these regulations ensures that all devices and networks connected to electrical distribution systems fulfill their intended purpose without generating problems.

| Standard | Definition |
|--------------------------------------|---|
| EN 61000-2-2, EN 61000-2-4, EN 50160 | Define the mains voltage limits required for public and industrial power grids. |
| EN 61000-3-2, 61000-3-12 | Regulate mains interference generated by connected devices in lower current products. |
| EN 50178 | Monitors electronic equipment for use in power installations. |

Table 10.44 EN Design Standards for Mains Power Quality

There are 2 European standards that address harmonics in the frequency range from 0 Hz to 9 kHz:

10

EN 61000–2–2 (Compatibility Levels for Low-Frequency Conducted Disturbances and Signaling in Public Low-Voltage Power Supply Systems)

The EN 61000–2–2 standard states the requirements for compatibility levels for PCC (point of common coupling) of low-voltage AC systems on a public supply network. Limits are specified only for harmonic voltage and total harmonic distortion of the voltage. EN 61000–2–2 does not define limits for harmonic currents. In situations where the total harmonic distortion THD(V)=8%, PCC limits are identical to those limits specified in the EN 61000–2–4 Class 2.

EN 61000–2–4 (Compatibility Levels for Low-Frequency Conducted Disturbances and Signaling in Industrial Plants)

The EN 61000–2–4 standard states the requirements for compatibility levels in industrial and private networks. The standard further defines the following 3 classes of electromagnetic environments:

- Class 1 relates to compatibility levels that are less than the public supply network, which affects equipment sensitive to disturbances (lab equipment, some automation equipment, and certain protection devices).
- Class 2 relates to compatibility levels that are equal to the public supply network. The class applies to PCCs on the public supply network and to IPCs (internal points of coupling) on industrial or other private supply networks. Any equipment designed for operation on a public supply network is allowed in this class.
- Class 3 relates to compatibility levels greater than the public supply network. This class applies only to IPCs in industrial environments. Use this class where the following equipment is found:
 - Large drives.
 - Welding machines.
 - Large motors starting frequently.
 - Loads that change quickly.

Typically, a class cannot be defined ahead of time without considering the intended equipment and processes to be used in the environment. VLT® high-power drives observe the limits of Class 3 under typical supply system conditions ($R_{sc} > 10$ or $v_{k, Line} < 10\%$).

| Harmonic order (h) | Class 1 (V _h %) | Class 2 (V _h %) | Class 3 (V _h %) |
|--------------------|----------------------------|----------------------------|----------------------------|
| 5 | 3 | 6 | 8 |
| 7 | 3 | 5 | 7 |
| 11 | 3 | 3.5 | 5 |
| 13 | 3 | 3 | 4.5 |
| 17 | 2 | 2 | 4 |
| 17 < h ≤ 49 | 2.27 x (17/h) – 0.27 | 2.27 x (17/h) – 0.27 | 4.5 x (17/h) – 0.5 |

Table 10.45 Compatibility Levels for Harmonics

| | Class 1 | Class 2 | Class 3 |
|------|---------|---------|---------|
| THDv | 5% | 8% | 10% |

Table 10.46 Compatibility Levels for the Total Harmonic Voltage Distortion THDv

10.16.4 Harmonic Compliance

Danfoss drives comply with the following standards:

- IEC61000-2-4
- IEC61000-3-4
- G5/4

10.16.5 Harmonic Mitigation

In cases where extra harmonic suppression is required, Danfoss offers the following mitigation equipment:

- VLT® 12-pulse Drives
- VLT® Low Harmonic Drives
- VLT® Advanced Harmonic Filters
- VLT® Advanced Active Filters

Selecting the right solution depends on several factors:

- The grid (background distortion, mains unbalance, resonance, and type of supply (transformer/generator).
- Application (load profile, number of loads, and load size).
- Local/national requirements/regulations (such as IEEE 519, IEC, and G5/4).
- Total cost of ownership (initial cost, efficiency, and maintenance).

10.16.6 Harmonic Calculation

Use the free Danfoss MCT 31 calculation software to determine the degree of voltage pollution on the grid and needed precaution. The *VLT® Harmonic Calculation MCT 31* is available at www.danfoss.com.

11 Basic Operating Principles of a Drive

This chapter provides an overview of the primary assemblies and circuitry of a Danfoss drive. It describes the internal electrical and signal processing functions. A description of the internal control structure is also included.

11.1 Description of Operation

A drive is an electronic controller that supplies a regulated amount of AC power to a 3-phase inductive motor. By supplying variable frequency and voltage to the motor, the drive varies the motor speed or maintains a constant speed as the load on the motor changes. Also, the drive can stop and start a motor without the mechanical stress associated with a line start.

In its basic form, the drive can be divided into the following 4 main areas:

Rectifier

The rectifier consists of SCRs or diodes that convert 3-phase AC voltage to pulsating DC voltage.

DC link (DC bus)

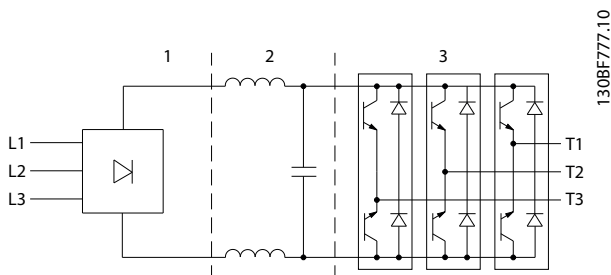
The DC link consists of inductors and capacitor banks that stabilize the pulsating DC voltage.

Inverter

The inverter uses IGBTs to convert the DC voltage to variable voltage and variable frequency AC.

Control

The control area consists of software that runs the hardware to produce the variable voltage that controls and regulates the AC motor.



| | |
|---|------------------------|
| 1 | Rectifier (SCR/diodes) |
| 2 | DC link (DC bus) |
| 3 | Inverter (IGBTs) |

Illustration 11.1 Internal Processing

11.2 Drive Controls

The following processes are used to control and regulate the motor:

- User input/reference.
- Feedback handling.
- User-defined control structure.
 - Open loop/closed-loop mode.
 - Motor control (speed, torque, or process).
- Control algorithms (VVC⁺, flux sensorless, flux with motor feedback, and internal current control VVC⁺).

11.2.1 User Inputs/References

The drive uses an input source (also called reference) to control and regulate the motor. The drive receives this input either:

- Manually via the LCP. This method is referred to as local (Hand On).
- Remotely via analog/digital inputs and various serial interfaces (RS485, USB, or an optional fieldbus). This method is referred to as remote (Auto On) and is the default input setting.

Active reference

The term active reference refers to the active input source. The active reference is configured in *parameter 3-13 Reference Site*. See *Illustration 11.2* and *Table 11.1*.

For more information, see the *programming guide*.

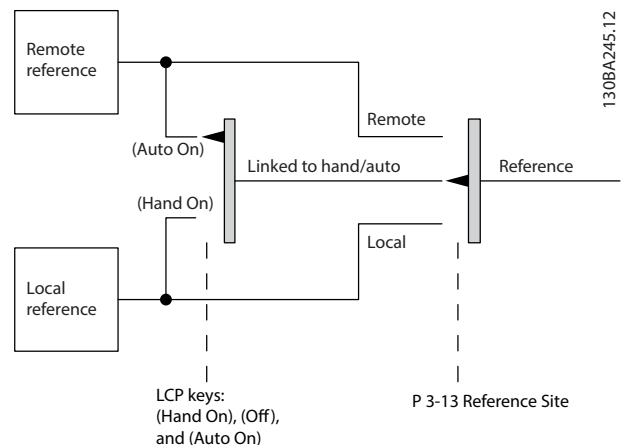


Illustration 11.2 Selecting Active Reference

| LCP keys | Parameter 3-13 Reference Site | Active Reference |
|-----------------|-------------------------------|------------------|
| [Hand On] | Linked to hand/auto | Local |
| [Hand On]⇒(Off) | Linked to hand/auto | Local |
| [Auto On] | Linked to hand/auto | Remote |
| [Auto On]⇒(Off) | Linked to hand/auto | Remote |
| All keys | Local | Local |
| All keys | Remote | Remote |

Table 11.1 Local and Remote Reference Configurations

11.2.2 Remote Handling of References

Remote handling of reference applies to both open-loop and closed-loop operation. See *Illustration 11.3*.

Up to 8 internal preset references can be programmed into the drive. The active internal preset reference can be selected externally through digital control inputs or through the serial communications bus.

External references can also be supplied to the drive, most commonly through an analog control input. All reference sources and the bus reference are added to produce the total external reference.

The active reference can be selected from the following:

- External reference
- Preset reference
- Setpoint
- Sum of the external reference, preset reference, and setpoint

The active reference can be scaled. The scaled reference is calculated as follows:

$$\text{Reference} = X + X \times \left(\frac{Y}{100} \right)$$

Where X is the external reference, the preset reference, or the sum of these references, and Y is *parameter 3-14 Preset Relative Reference* in [%].

If Y, *parameter 3-14 Preset Relative Reference*, is set to 0%, the scaling does not affect the reference.

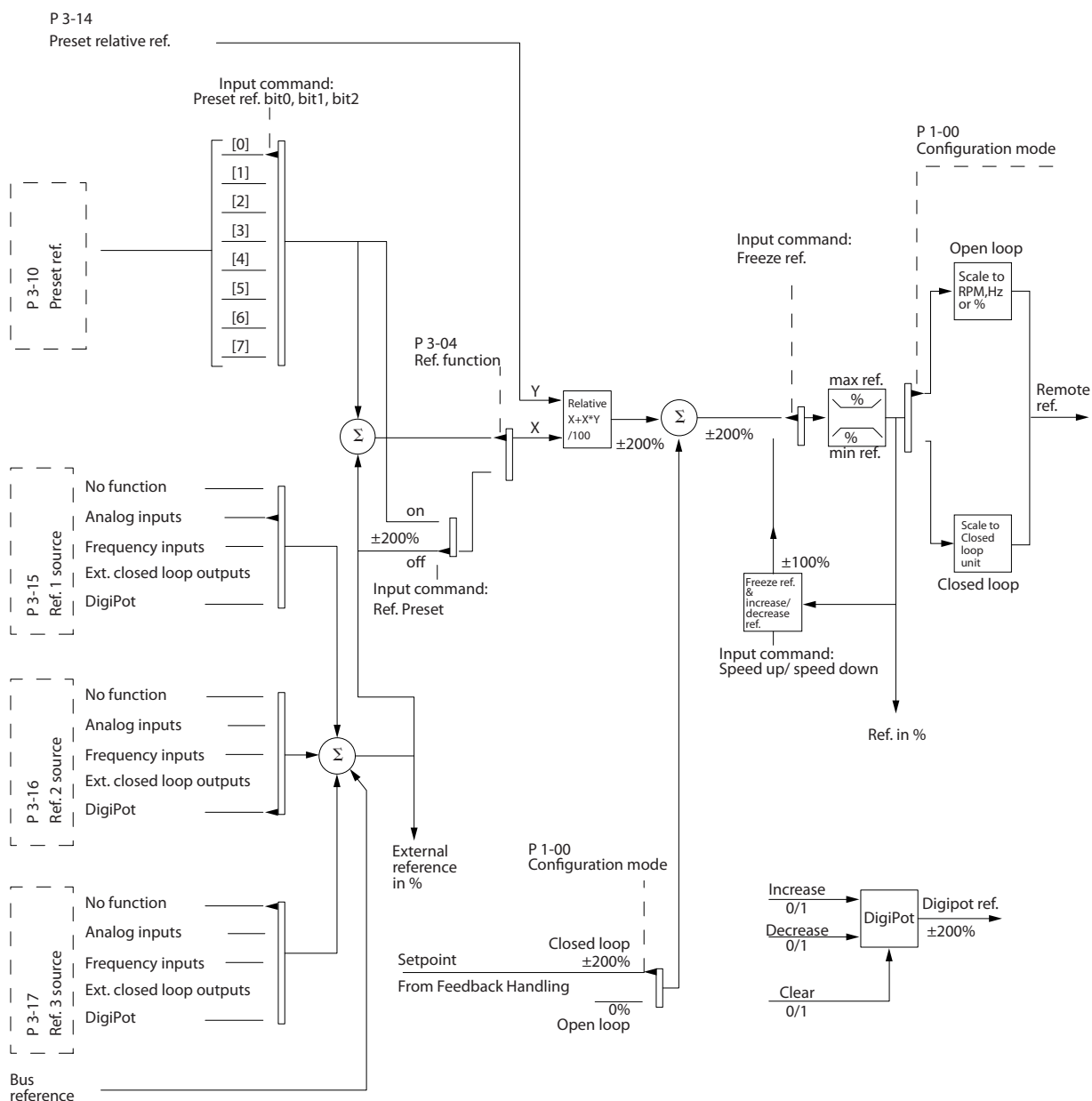


Illustration 11.3 Remote Handling of Reference

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11.2.3 Feedback Handling

Feedback handling can be configured to work with applications requiring advanced control, such as multiple setpoints and multiple types of feedback. See *Illustration 11.4*. Three types of control are common:

Single zone (single setpoint)

This control type is a basic feedback configuration. Setpoint 1 is added to any other reference (if any) and the feedback signal is selected.

Multi-zone (single setpoint)

This control type uses 2 or 3 feedback sensors but only 1 setpoint. The feedback can be added, subtracted, or averaged. In addition, the maximum or minimum value can be used. Setpoint 1 is used exclusively in this configuration.

Multi-zone (setpoint/feedback)

The setpoint/feedback pair with the largest difference controls the speed of the drive. The maximum value attempts to keep all zones at or below their respective setpoints, while the minimum value attempts to keep all zones at or above their respective setpoints.

Example

A 2-zone, 2-setpoint application. Zone 1 setpoint is 15 bar, and the feedback is 5.5 bar. Zone 2 setpoint is 4.4 bar, and the feedback is 4.6 bar. If maximum is selected, the zone 2 setpoint and feedback are sent to the PID controller, since it has the smaller difference (feedback is higher than setpoint, resulting in a negative difference). If minimum is selected, the zone 1 setpoint and feedback is sent to the PID controller, since it has the larger difference (feedback is lower than setpoint, resulting in a positive difference).

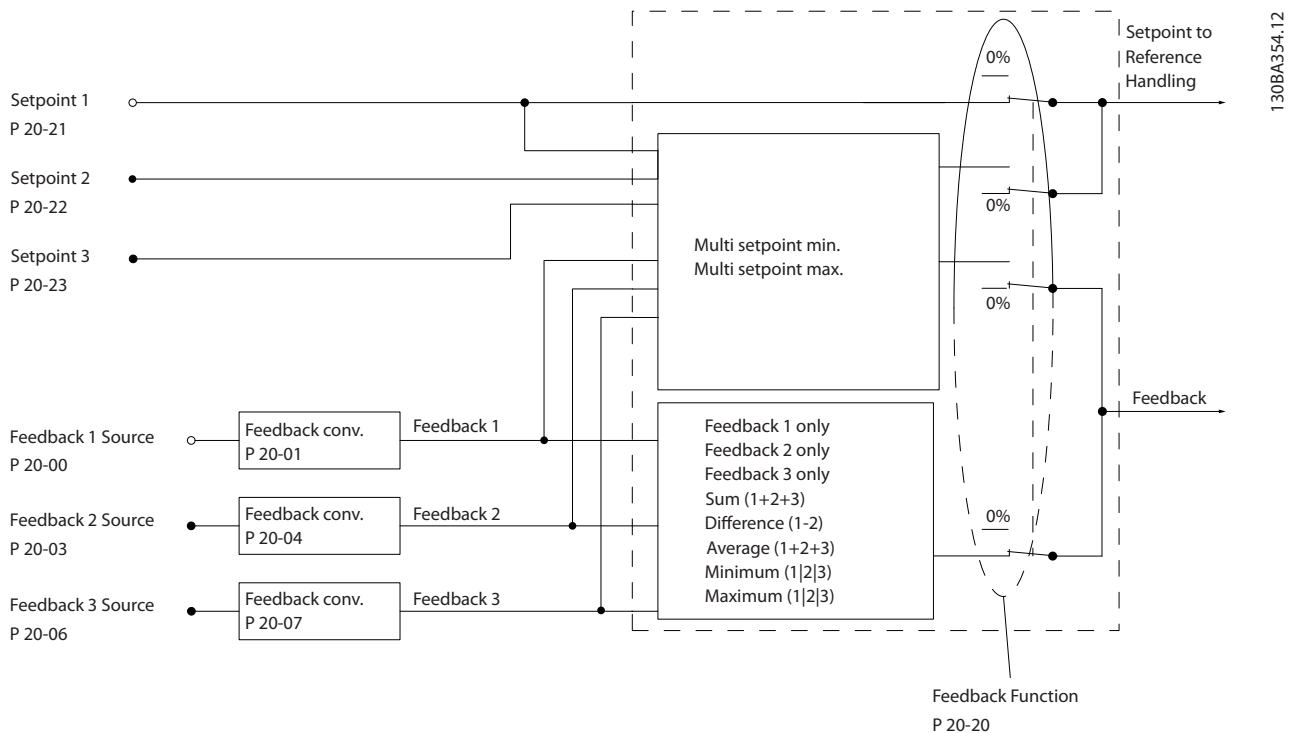
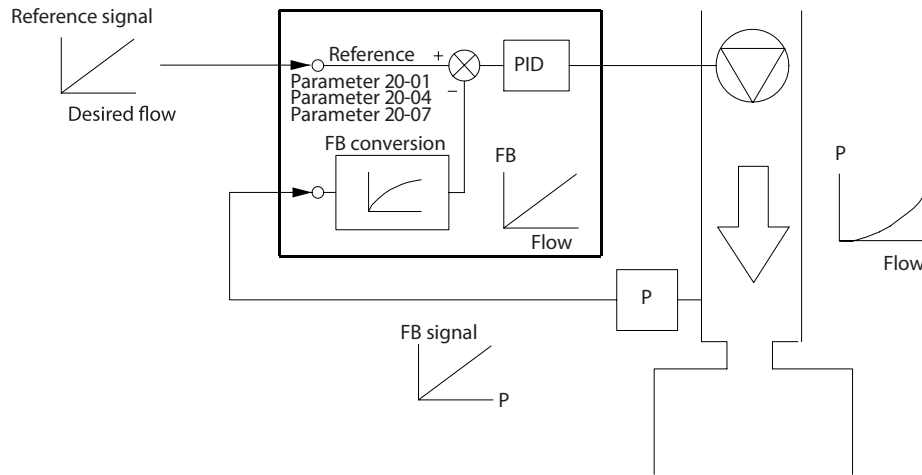


Illustration 11.4 Block Diagram of Feedback Signal Processing

Feedback conversion

In some applications, it is useful to convert the feedback signal. One example is using a pressure signal to provide flow feedback. Since the square root of pressure is proportional to flow, the square root of the pressure signal yields a value proportional to the flow, see *Illustration 11.5*.



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Illustration 11.5 Feedback Conversion

11.2.4 Control Structure Overview

The control structure is a software process that controls the motor based on user-defined references (for example, RPM) and whether feedback is used/not used (closed loop/open loop). The operator defines the control in *parameter 1-00 Configuration Mode*.

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The control structures are as follows:

Open-loop control structure

- Speed (RPM)
- Torque (Nm)

Closed-loop control structure

- Speed (RPM)
- Torque (Nm)
- Process (user-defined units, for example, feet, lpm, psi, %, bar)

11.2.5 Open-loop Control Structure

In open-loop mode, the drive uses 1 or more references (local or remote) to control the speed or torque of the motor. There are 2 types of open-loop control:

- Speed control. No feedback from the motor.
- Torque control. Used in VVC⁺ mode. The function is used in mechanically robust applications, but its accuracy is limited. Open-loop torque function works only in 1 speed direction. The torque is calculated based on current measurement within the drive. See *chapter 12 Application Examples*.

In the configuration shown in *Illustration 11.6*, the drive operates in open-loop mode. It receives input from either the LCP (hand-on mode) or via a remote signal (auto-on mode). The signal (speed reference) is received and conditioned with the following:

- Programmed minimum and maximum motor speed limits (in RPM and Hz).
- Ramp-up and ramp-down times.
- Motor rotation direction.

The reference is then passed on to control the motor.

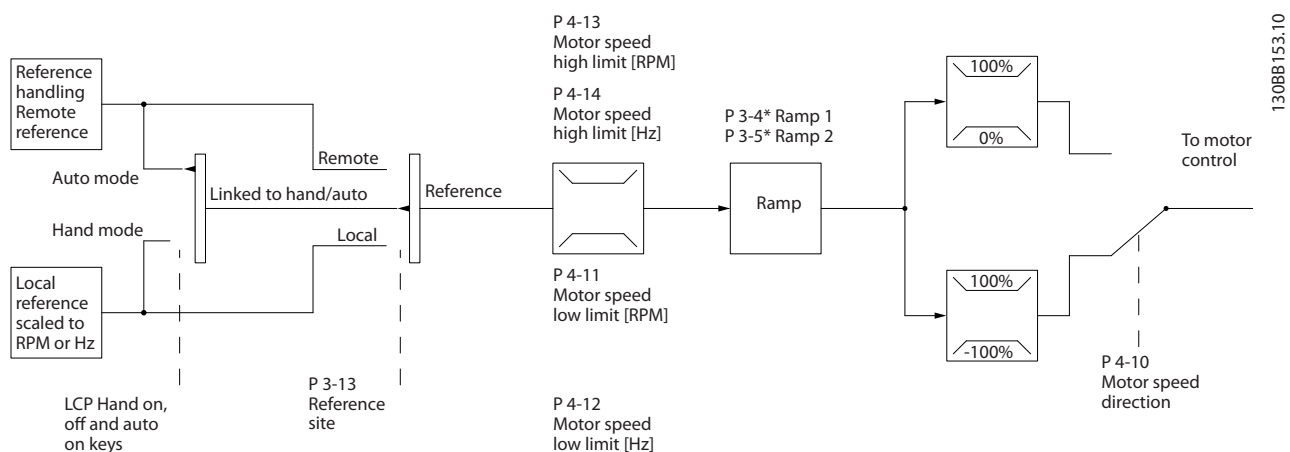


Illustration 11.6 Block Diagram of an Open-loop Control Structure

11.2.6 Closed-loop Control Structure

In closed-loop mode, the drive uses 1 or more references (local or remote) and feedback sensors to control the motor. The drive receives a feedback signal from a sensor in the system. It then compares this feedback to a setpoint reference value and determines if there is any discrepancy between these 2 signals. The drive then adjusts the speed of the motor to correct the discrepancy.

For example, consider a pump application in which the speed of the pump is controlled so that the static pressure in a pipe is constant (see *Illustration 11.7*). The drive receives a feedback signal from a sensor in the system. It compares this feedback to a setpoint reference value and determines the discrepancy if any, between these 2 signals. It then adjusts the speed of the motor to compensate for the discrepancy.

The static pressure setpoint is the reference signal to the drive. A static pressure sensor measures the actual static pressure in the pipe and provides this information to the drive as a feedback signal. If the feedback signal exceeds the setpoint reference, the drive ramps down to reduce the pressure. Similarly, if the pipe pressure is lower than the setpoint reference, the drive ramps up to increase the pump pressure.

There are 3 types of closed-loop control:

- Speed control. This type of control requires a speed PID feedback for an input. A properly optimized speed closed-loop control has higher accuracy than a speed open-loop control. Speed control is only used in the VLT® AutomationDrive FC 302.
- Torque control. Used in flux mode with encoder feedback, this control offers superior performance in all 4 quadrants and at all motor speeds. Torque control is only used in the VLT® AutomationDrive FC 302. The torque control function is used in applications where the torque on the motor output shaft is controlling the application as tension control. Torque setting is done by setting an analog, digital, or bus-controlled reference. When running torque control, it is recommended to make a full AMA procedure since the correct motor data is essential for optimal performance.
- Process control. Used to control application parameters that are measured by different sensors (pressure, temperature, and flow) and are affected by the connected motor through a pump or fan.

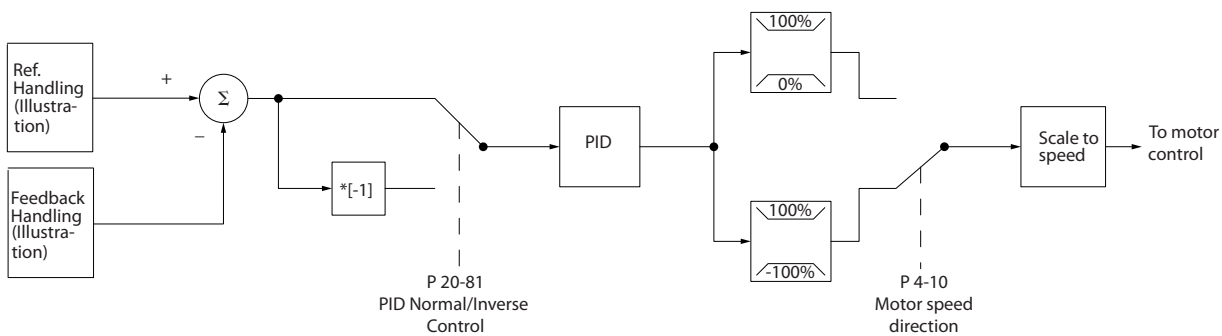


Illustration 11.7 Block Diagram of Closed-loop Controller

Programmable features

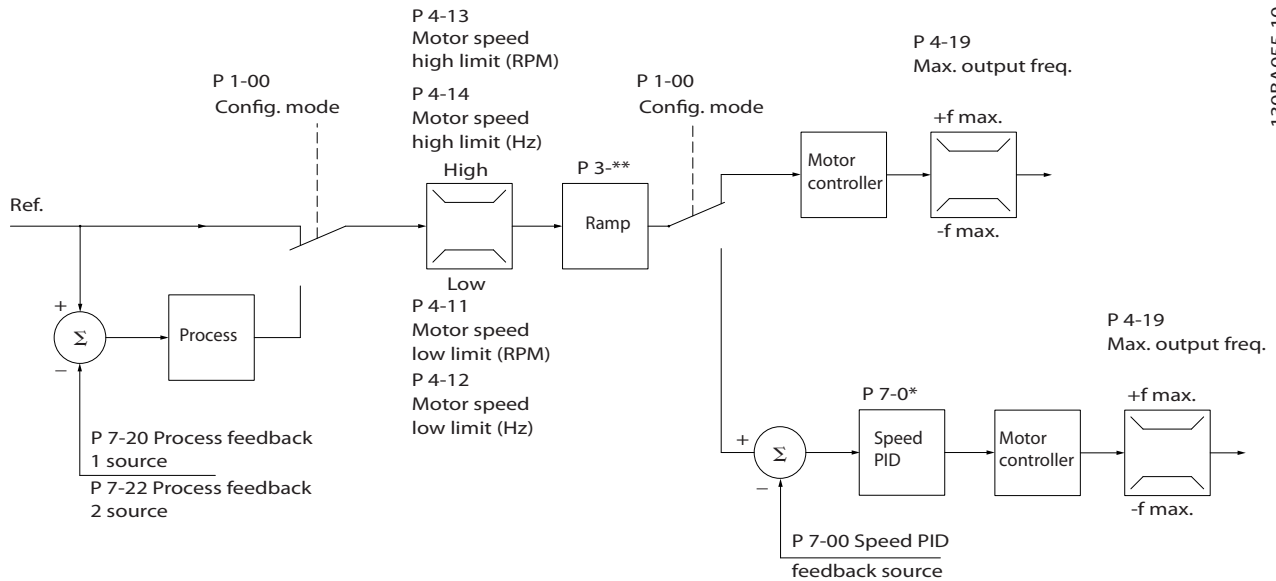
While the default values for the drive in closed loop often provide satisfactory performance, system control can often be optimized by tuning the PID parameters. *Auto tuning* is provided for this optimization.

- Inverse regulation - motor speed increases when a feedback signal is high.
- Start-up frequency - lets the system quickly reach an operating status before the PID controller takes over.
- Built-in lowpass filter - reduces feedback signal noise.

11.2.7 Control Processing

See *Active/Inactive Parameters in Different Drive Control Modes* in the *programming guide* for an overview of which control configuration is available for your application, depending on selection of AC motor or PM non-salient motor.

11.2.7.1 Control Structure in VVC+



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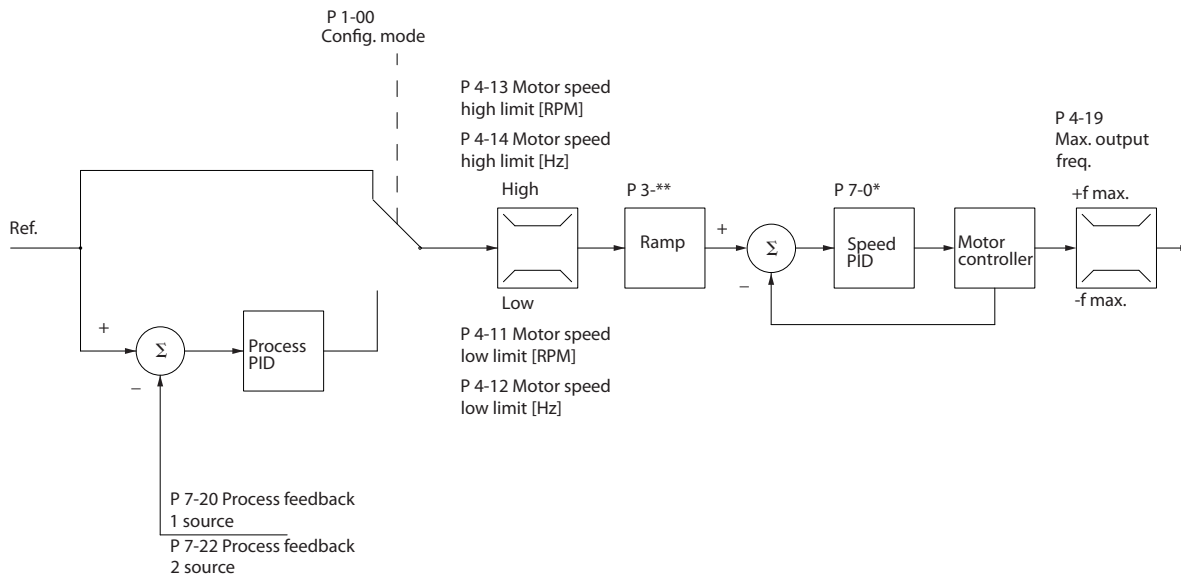
Illustration 11.8 Control Structure in VVC+ Open Loop and Closed-loop Configurations

In *Illustration 11.8*, the resulting reference from the reference handling system is received and fed through the ramp limitation and speed limitation before being sent to the motor control. The output of the motor control is then limited by the maximum frequency limit.

Parameter 1-01 Motor Control Principle is set to [1] VVC+ and *parameter 1-00 Configuration Mode* is set to [0] Speed open loop. If *parameter 1-00 Configuration Mode* is set to [1] Speed closed loop, the resulting reference is passed from the ramp limitation and speed limitation into a speed PID control. The speed PID control parameters are located in *parameter group 7-0* Speed PID Ctrl.* The resulting reference from the speed PID control is sent to the motor control limited by the frequency limit.

Select [3] Process in *parameter 1-00 Configuration Mode* to use the process PID control for closed-loop control of, for example, speed or pressure in the controlled application. The process PID parameters are in *parameter groups 7-2* Process Ctrl. Feedb* and *7-3* Process PID Ctrl.*

11.2.7.2 Control Structure in Flux Sensorless



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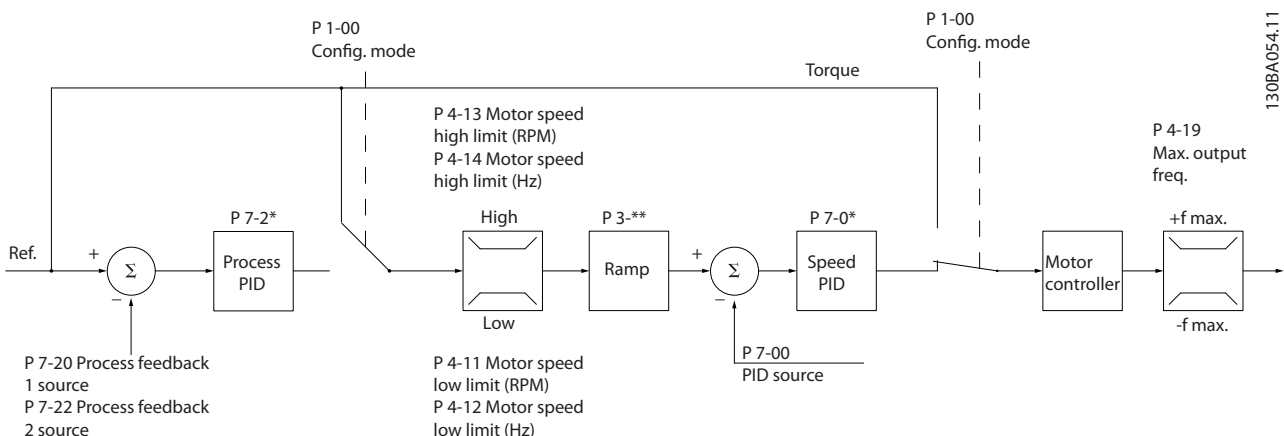
Illustration 11.9 Control Structure in Flux Sensorless Open Loop and Closed-loop Configurations

In *Illustration 11.9*, the resulting reference from the reference handling system is fed through the ramp and speed limitations as determined by the parameter settings indicated.

Parameter 1-01 Motor Control Principle is set to [2] *Flux Sensorless* and *parameter 1-00 Configuration Mode* is set to [0] *Speed open loop*. An estimated speed feedback is generated to the speed PID to control the output frequency. The speed PID must be set with its P, I, and D parameters (*parameter group 7-0* Speed PID control*).

Select [3] *Process* in *parameter 1-00 Configuration Mode* to use the process PID control for closed-loop control of the controlled application. The process PID parameters are found in *parameter groups 7-2* Process Ctrl. Feedb* and *7-3* Process PID Ctrl.*

11.2.7.3 Control Structure in Flux with Motor Feedback



130BA054.11

Illustration 11.10 Control Structure in Flux with Motor Feedback Configuration

In *Illustration 11.10*, the motor control in this configuration relies on a feedback signal from an encoder or resolver mounted directly on the motor (set in *parameter 1-02 Flux Motor Feedback Source*). The resulting reference can be used as input for the speed PID control, or directly as a torque reference.

Parameter 1-01 Motor Control Principle is set to [3] *Flux w motor feedb* and *parameter 1-00 Configuration Mode* is set to [1] *Speed closed loop*. The speed PID control parameters are in *parameter group 7-0* Speed PID Control*.

Torque control can only be selected in the *Flux with motor feedback* (*parameter 1-01 Motor Control Principle*) configuration. When this mode has been selected, the reference uses the Nm unit. It requires no torque feedback, since the actual torque is calculated based on the current measurement of the drive.

Process PID control can be used for closed-loop control of speed or pressure in the controlled application. The process PID parameters are in *parameter groups 7-2* Process Ctrl. Feedb* and *7-3* Process PID Ctrl*.

11.2.7.4 Internal Current Control in VVC⁺ Mode

When the motor torque exceeds the torque limits set in *parameter 4-16 Torque Limit Motor Mode*, *parameter 4-17 Torque Limit Generator Mode*, and *parameter 4-18 Current Limit*, the integral current limit control is activated.

When the drive is at the current limit during motor operation or regenerative operation, it tries to get below the preset torque limits as quickly as possible without losing control of the motor.

12 Application Examples

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

- Parameter settings are the regional default values unless otherwise indicated (selected in *parameter 0-03 Regional Settings*).
- Parameters associated with the terminals and their settings are shown next to the drawings.
- Switch settings for analog terminals A53 or A54 are shown where required.
- For STO, a jumper wire may be required between terminal 12 and terminal 37 when using factory default programming values.

12.1 Wiring Configurations for Automatic Motor Adaptation (AMA)

| | | Parameters | |
|--|----|---|----------------------------|
| FC | | Function | Setting |
| +24 V | 12 | Parameter 1-29 Automatic Motor Adaptation (AMA) | [1] Enable complete AMA |
| +24 V | 13 | | |
| D IN | 18 | | |
| D IN | 19 | | |
| COM | 20 | Parameter 5-12 Terminal 27 Digital Input | [2]* Coast inverse |
| D IN | 27 | | |
| D IN | 29 | | |
| D IN | 32 | | |
| | | *=Default value | |
| Notes/comments: Set parameter group 1-2* Motor Data according to motor nameplate. | | | |
| +10 V | 50 | | |
| A IN | 53 | | |
| A IN | 54 | | |
| COM | 55 | | |
| A OUT | 42 | | |
| COM | 39 | | |

Table 12.1 Wiring Configuration for AMA with T27 Connected

| | | Parameters | |
|--|----|---|----------------------------|
| FC | | Function | Setting |
| +24 V | 12 | Parameter 1-29 Automatic Motor Adaptation (AMA) | [1] Enable complete AMA |
| +24 V | 13 | | |
| D IN | 18 | | |
| D IN | 19 | | |
| COM | 20 | Parameter 5-12 Terminal 27 Digital Input | [0] No operation |
| D IN | 27 | | |
| D IN | 29 | | |
| D IN | 32 | | |
| | | *=Default value | |
| Notes/comments: Set parameter group 1-2* Motor Data according to motor nameplate. | | | |
| +10 V | 50 | | |
| A IN | 53 | | |
| A IN | 54 | | |
| COM | 55 | | |
| A OUT | 42 | | |
| COM | 39 | | |

Table 12.2 Wiring Configuration for AMA without T27 Connected

12.2 Wiring Configurations for Analog Speed Reference

| | | Parameters | |
|------------------------|----|---|----------|
| FC | | Function | Setting |
| +10 V | 50 | Parameter 6-10 Terminal 53 Low Voltage | 0.07 V* |
| A IN | 53 | | |
| A IN | 54 | Parameter 6-11 Terminal 53 High Voltage | 10 V* |
| COM | 55 | Parameter 6-14 Terminal 53 Low Ref./Feedb. Value | 0 RPM |
| A OUT | 42 | Parameter 6-15 Terminal 53 High Ref./Feedb. Value | 1500 RPM |
| COM | 39 | *=Default value | |
| Notes/comments: | | | |

Table 12.3 Wiring Configuration for Analog Speed Reference (Voltage)

| | | Parameters | |
|----|--------------|---|----------|
| FC | | Function | Setting |
| | e30bb927.1.1 | Parameter 6-12 Terminal 53 Low Current | 4 mA* |
| | | Parameter 6-13 Terminal 53 High Current | 20 mA* |
| | | Parameter 6-14 Terminal 53 Low Ref./Feedb. Value | 0 RPM |
| | | Parameter 6-15 Terminal 53 High Ref./Feedb. Value | 1500 RPM |
| | | * = Default value | |

Table 12.4 Wiring Configuration for Analog Speed Reference (Current)

12.3 Wiring Configurations for Start/Stop

| | | Parameters | | | |
|----|-------------|---|---------------------------|-----------------|--|
| FC | | Function | Setting | | |
| | 130BB802.10 | Parameter 5-10 Terminal 18 Digital Input | [8] Start* | | |
| | | Parameter 5-12 Terminal 27 Digital Input | [0] No operation | | |
| | | Parameter 5-19 Terminal 37 Safe Stop | [1] Safe Torque Off Alarm | | |
| | | * = Default value | | Notes/comments: | |
| | | If parameter 5-12 Terminal 27 Digital Input is set to [0] No operation, a jumper wire to terminal 27 is not needed. | | | |

Table 12.5 Wiring Configuration for Start/Stop Command with Safe Torque Off

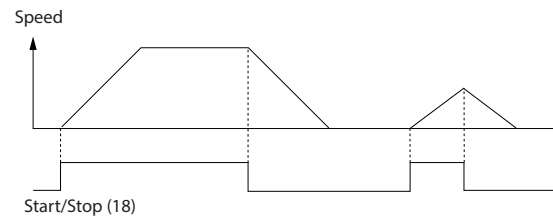


Illustration 12.1 Start/Stop with Safe Torque Off

| | | Parameters | | | |
|----|-------------|---|-------------------|-----------------|--|
| FC | | Function | Setting | | |
| | 130BB803.10 | Parameter 5-10 Terminal 18 Digital Input | [9] Latched Start | | |
| | | Parameter 5-12 Terminal 27 Digital Input | [6] Stop Inverse | | |
| | | * = Default value | | Notes/comments: | |
| | | If parameter 5-12 Terminal 27 Digital Input is set to [0] No operation, a jumper wire to terminal 27 is not needed. | | | |
| | | | | | |

Table 12.6 Wiring Configuration for Pulse Start/Stop

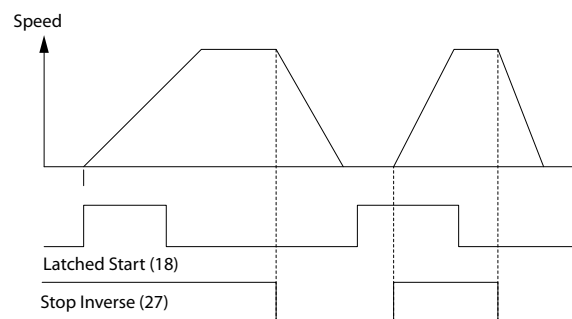


Illustration 12.2 Latched Start/Stop Inverse

| | | Parameters | |
|-----------------|----|---------------------------------|-----------------------|
| FC | | Function | Setting |
| +24 V | 12 | Parameter 5-10 Terminal 18 | [8] Start |
| +24 V | 13 | Digital Input | |
| D IN | 18 | Parameter 5-11 Terminal 19 | [10] Reversing* |
| D IN | 19 | Digital Input | |
| COM | 20 | Parameter 5-12 Terminal 27 | [0] No operation |
| D IN | 27 | Digital Input | |
| D IN | 29 | Parameter 5-14 Terminal 32 | [16] Preset ref bit 0 |
| D IN | 32 | Digital Input | |
| D IN | 33 | Parameter 5-15 Terminal 33 | [17] Preset ref bit 1 |
| D IN | 33 | Digital Input | |
| +10 V | 50 | Parameter 3-10 Preset Reference | |
| A IN | 53 | Preset ref. 0 | 25% |
| A IN | 54 | Preset ref. 1 | 50% |
| COM | 55 | Preset ref. 2 | 75% |
| A OUT | 42 | Preset ref. 3 | 100% |
| COM | 39 | *=Default value | |
| Notes/comments: | | | |

Table 12.7 Wiring Configuration for Start/Stop with Reversing and 4 Preset Speeds

12.4 Wiring Configuration for an External Alarm Reset

| | | Parameters | |
|-----------------|----|----------------------------|-----------|
| FC | | Function | Setting |
| +24 V | 12 | Parameter 5-11 Terminal 19 | [1] Reset |
| +24 V | 13 | Digital Input | |
| D IN | 18 | *=Default value | |
| D IN | 19 | Notes/comments: | |
| COM | 20 | | |
| D IN | 27 | | |
| D IN | 29 | | |
| D IN | 32 | | |
| D IN | 33 | | |
| D IN | 37 | | |
| +10 V | 50 | | |
| A IN | 53 | | |
| A IN | 54 | | |
| COM | 55 | | |
| A OUT | 42 | | |
| COM | 39 | | |
| Notes/comments: | | | |

Table 12.8 Wiring Configuration for an External Alarm Reset

12.5 Wiring Configuration for Speed Reference Using a Manual Potentiometer

| | | Parameters | |
|-------|----|---|----------|
| FC | | Function | Setting |
| +10 V | 50 | Parameter 6-10 Terminal 53 Low Voltage | 0.07 V* |
| A IN | 53 | Parameter 6-11 Terminal 53 High Voltage | 10 V* |
| A IN | 54 | Parameter 6-14 Terminal 53 Low Ref./Feedb. Value | 0 RPM |
| COM | 55 | Parameter 6-15 Terminal 53 High Ref./Feedb. Value | 1500 RPM |
| A OUT | 42 | *=Default value | |
| COM | 39 | Notes/comments: | |

Table 12.9 Wiring Configuration for Speed Reference (Using a Manual Potentiometer)

12.6 Wiring Configuration for Speed Up/Speed Down

| FC | | Parameters | |
|-------|----|----------------------------|-----------------------|
| | | Function | Setting |
| +24 V | 12 | Parameter 5-10 Terminal 18 | [8] Start* |
| +24 V | 13 | Digital Input | |
| D IN | 18 | Parameter 5-12 Terminal 27 | [19] Freeze Reference |
| D IN | 19 | Digital Input | |
| COM | 20 | Parameter 5-13 Terminal 29 | [21] Speed Up |
| D IN | 27 | Digital Input | |
| D IN | 29 | Parameter 5-14 Terminal 32 | [22] Speed Down |
| D IN | 32 | Digital Input | |
| D IN | 33 | | |
| D IN | 37 | | |
| | | * = Default value | |
| | | Notes/comments: | |

Table 12.10 Wiring Configuration for Speed Up/Speed Down

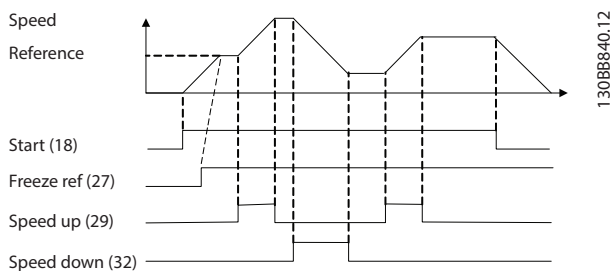


Illustration 12.3 Speed Up/Speed Down

12.7 Wiring Configuration for RS485 Network Connection

| FC | | Parameters | |
|-------|----|---|---------|
| | | Function | Setting |
| +24 V | 12 | Parameter 8-30 Protocol | FC* |
| +24 V | 13 | Parameter 8-31 Address | 1* |
| D IN | 18 | Parameter 8-32 Baud Rate | 9600* |
| D IN | 19 | * = Default value | |
| COM | 20 | Notes/comments: Select protocol, address, and baud rate in the parameters. | |
| D IN | 27 | | |
| D IN | 29 | | |
| D IN | 32 | | |
| D IN | 33 | | |
| D IN | 37 | | |
| +10 V | 50 | | |
| A IN | 53 | | |
| A IN | 54 | | |
| COM | 55 | | |
| A OUT | 42 | | |
| COM | 39 | | |
| R1 | 01 | | |
| | 02 | | |
| | 03 | | |
| R2 | 04 | | |
| | 05 | | |
| | 06 | | |
| | 61 | | |
| | 68 | | |
| | 69 | | |
| | | RS-485 | |

Table 12.11 Wiring Configuration for RS485 Network Connection

12.8 Wiring Configuration for a Motor Thermistor

NOTICE

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

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

12

Table 12.12 Wiring Configuration for a Motor Thermistor

12.9 Wiring Configuration for a Cascade Controller

Illustration 12.4 shows an example with the built-in basic cascade controller with 1 variable-speed pump (lead) and 2 fixed-speed pumps, a 4–20 mA transmitter, and system safety interlock.

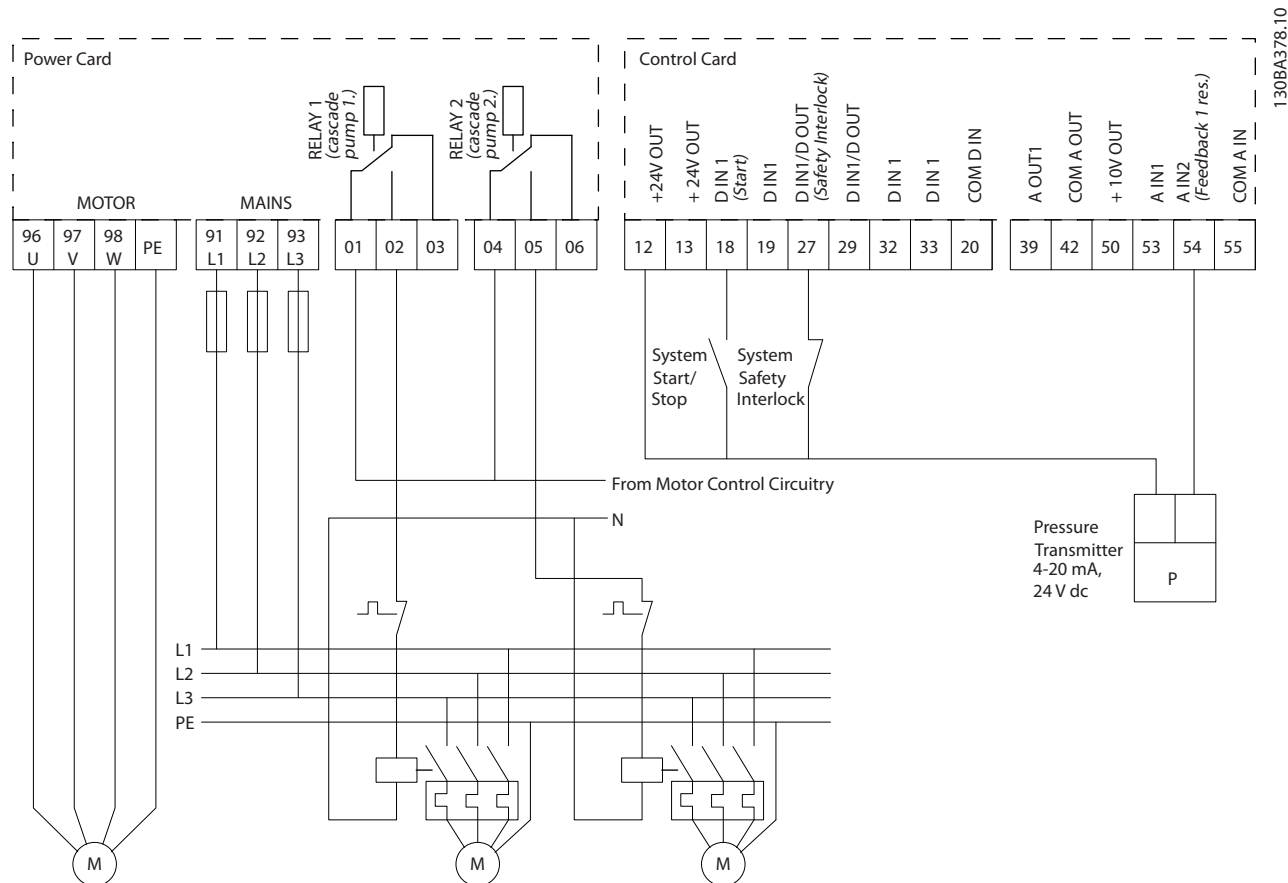


Illustration 12.4 Cascade Controller Wiring Diagram

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

| | | Parameters | |
|-------|----|---|--|
| | | Function | Setting |
| FC | | Parameter 4-30 | [1] Warning Motor Feedback Loss Function |
| +24 V | 12 | Parameter 4-31 | 100 RPM Motor Feedback Speed Error |
| +24 V | 13 | Parameter 4-32 | 5 s Motor Feedback Loss Timeout |
| D IN | 18 | Parameter 7-00 S | [2] MCB 102 speed PID Feedback Source |
| D IN | 19 | Parameter 17-11 | 1024* Resolution (PPR) |
| COM | 20 | Parameter 13-00 | [1] On SL Controller Mode |
| D IN | 27 | Parameter 13-01 | [19] Warning Start Event |
| D IN | 29 | Parameter 13-02 | [44] Reset key Stop Event |
| D IN | 32 | Parameter 13-10 | [21] Warning no. Comparator Operand |
| D IN | 33 | Parameter 13-11 | [1] ≈ (equal)* Comparator Operator |
| D IN | 37 | Parameter 13-12 | 90 Comparator Value |
| +10 V | 50 | Parameter 13-51 | [22] SL Controller Comparator 0 Event |
| A IN | 53 | Parameter 13-52 | [32] Set digital out A low Action |
| A IN | 54 | Parameter 5-40 F | [80] SL digital unction Relay output A |
| COM | 55 | * = Default value | |
| A OUT | 42 | Notes/comments: | |
| COM | 39 | If the limit in the feedback monitor is exceeded, warning 90, Feedback Mon. is issued. The SLC monitors warning 90, Feedback Mon. and if the warning becomes true, relay 1 is triggered. External equipment may require service. If the feedback error goes below the limit again within 5 s, the drive continues and the warning disappears. Reset relay 1 by pressing [Reset] on the LCP. | |

Table 12.13 Wiring Configuration for a Relay Set-up with Smart Logic Control

12.11 Wiring Configuration for a Fixed Variable Speed Pump

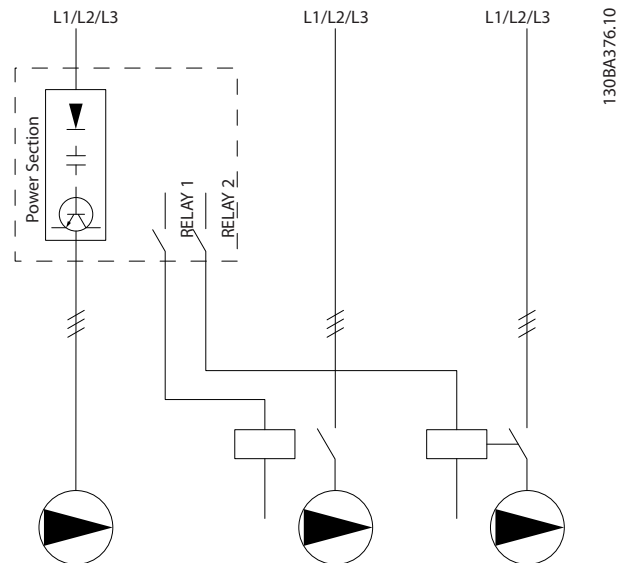


Illustration 12.5 Fixed Variable Speed Pump Wiring Diagram

12.12 Wiring Configuration for Lead Pump Alternation

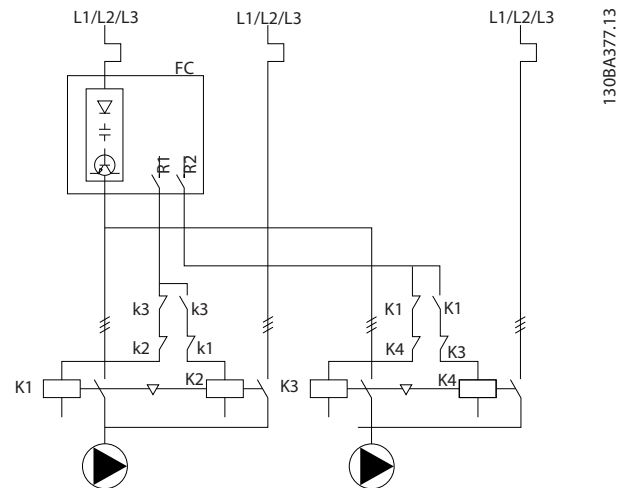


Illustration 12.6 Lead Pump Alternation Wiring Diagram

Every pump must be connected to 2 contactors (K1/K2 and K3/K4) with a mechanical interlock. Thermal relays or other motor overload protection devices must be applied according to local regulation and/or individual demands.

- Relay 1 (R1) and relay 2 (R2) are the built-in relays in the drive.
- When all relays are de-energized, the 1st built-in relay that is energized cuts in the contactor corresponding to the pump controlled by the

relay. For example, relay 1 cuts in contactor K1, which becomes the lead pump.

- K1 blocks for K2 via the mechanical interlock, preventing mains from being connected to the output of the drive (via K1).
- Auxiliary break contact on K1 prevents K3 from cutting in.
- Relay 2 controls contactor K4 for on/off control of the fixed speed pump.
- At alternation, both relays de-energize and now relay 2 is energized as the 1st relay.

13 How to Order a Drive

13.1 Drive Configurator

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| F | C | - | | | | | | | | T | | | | | | | | | | | X | X | S | X | X | X | X | A | | B | | C | | | | | | D |

130BC530.10

Table 13.1 Type Code String

| | | |
|------------------------|-------|----------------------|
| Product group | 1-6 | <input type="text"/> |
| Model | 7-10 | <input type="text"/> |
| Mains Voltage | 11-12 | <input type="text"/> |
| Enclosure | 13-15 | <input type="text"/> |
| Hardware configuration | 16-23 | <input type="text"/> |
| RFI filter | 16-17 | <input type="text"/> |
| Brake | 18 | <input type="text"/> |
| Display (LCP) | 19 | <input type="text"/> |
| PCB coating | 20 | <input type="text"/> |
| Mains option | 21 | <input type="text"/> |
| Adaptation A | 22 | <input type="text"/> |
| Adaptation B | 23 | <input type="text"/> |
| Software release | 24-27 | <input type="text"/> |
| Software language | 28 | <input type="text"/> |
| A options | 29-30 | <input type="text"/> |
| B options | 31-32 | <input type="text"/> |
| C0 options, MCO | 33-34 | <input type="text"/> |
| C1 options | 35 | <input type="text"/> |
| C option software | 36-37 | <input type="text"/> |
| D options | 38-39 | <input type="text"/> |

Table 13.2 Type Code Example for Ordering a Drive

Configure the correct drive for the proper application by using the internet-based drive configurator. The drive configurator is found on the global internet site: www.danfoss.com/drives. The configurator creates a type code string and an 8-digit sales number, which can be delivered to the local sales office. It is also possible to build a project list with several products and send it to a Danfoss sales representative.

An example of a type code string is:

FC-102N355T5E20H4BGCXXXSXXXXA0BXCXXXX0

The meaning of the characters in the string is defined in Table 13.4. In the example above, a PROFIBUS DP-V1 and a 24 V back-up option is built in.

Drives are delivered automatically with a language package relevant to the region from which they are ordered. Four regional language packages cover the following languages:

Language package 1

English, German, French, Danish, Dutch, Spanish, Swedish, Italian, and Finnish.

Language package 2

English, German, Chinese, Korean, Japanese, Thai, Traditional Chinese, and Bahasa Indonesian.

Language package 3

English, German, Slovenian, Bulgarian, Serbian, Romanian, Hungarian, Czech, and Russian.

Language package 4

English, German, Spanish, English US, Greek, Brazilian Portuguese, Turkish, and Polish.

To order a drive with a different language package, contact the local Danfoss sales office.

13.1.1 Ordering Type Code for Enclosures D1h–D8h

| Description | Pos | Possible choice |
|-------------------|-------|---|
| Product group | 1-6 | FC-102 |
| Model | 7-10 | N55: 55 kW (75 hp) N75: 75 kW (100 hp) N90: 90 kW (125 hp) N110: 110 kW (150 hp) N132: 132 kW (200 hp) N160: 160 kW (250 hp) N200: 200 kW (300 hp) N250: 250 kW (350 hp) N315: 315 kW (400–450 hp) |
| Mains voltage | 11-12 | T4: 380–480 V AC T7: 525–690 V AC |
| Enclosure | 13-15 | E20: IP20 (chassis - for installation in an external enclosure) E2S: IP20/chassis - D3h Frame E21: IP21 (NEMA 1) E2D: IP21/Type-1 D1h Frame E54: IP54 (NEMA 12) E5D: IP54/Type-12 D1h Frame E2M: IP21 (NEMA 1) with mains shield E5M: IP54 (NEMA 12) with mains shield C20: IP20 (chassis) + stainless steel back channel C2S: IP20/chassis with stainless steel back channel - D3h Frame H21: IP21 (NEMA 1) + heater H54: IP54 (NEMA 12) + heater |
| RFI filter | 16-17 | H2: RFI filter, class A2 (standard) H4: RFI filter class A1 ¹⁾ |
| Brake | 18 | X: No brake IGBT B: Brake IGBT mounted R: Regeneration terminals S: Brake + regeneration (IP20 only) |
| Display | 19 | G: Graphical Local Control Panel LCP N: Numerical Local Control Panel (LCP) X: No Local Control Panel |
| PCB coating | 20 | C: Coated PCB R: Coated PCB + ruggedized |
| Mains option | 21 | X: No mains option 3: Mains disconnect and fuse 4: Mains contactor + fuses 7: Fuse A: Fuse and load sharing (IP20 only) D: Load share terminals (IP20 only) E: Mains disconnect + contactor + fuses J: Circuit breaker + fuses |
| Adaptation | 22 | X: Standard cable entries |
| Adaptation | 23 | X: No adaptation Q: Heat sink access panel |
| Software release | 24-27 | Actual software |
| Software language | 28 | X: Standard language pack |

Table 13.3 Ordering Type Code for Enclosures D1h–D8h

¹⁾ Available for all D-frames.

13.1.2 Ordering Type Code for Enclosures E1h–E4h

| Description | Position | Possible option |
|------------------------|----------|--|
| Product group | 1–6 | FC-102 |
| Model | 7–10 | N355: 355 kW (500 hp) N400: 400 kW (550–600 hp) N450: 450 kW (450–600 hp) N500: 500 kW (500–650 hp) N560: 560 kW (600–750hp) N630: 630 kW (650 hp) N710: 710 kW (750 hp) N800: 800 kW (950 hp) |
| Mains voltage | 11–12 | T4: 380–480 V AC T7: 525–690 V AC |
| Enclosure | 13–15 | E00: IP00/Chassis (only enclosures E3h/E4h with top regen/loadshare) E20: IP20/Chassis E21: IP21/Type 1 E54: IP54/Type 12 E2M: IP21/Type 1 + mains shield E5M: IP54/Type 12 + mains shield H21: IP21/Type 1 + space heater H54: IP54/Type 12 + space heater C20: IP20/Type 1 + stainless steel back channel C21: IP21/Type 1 + stainless steel back channel C54: IP54/Type 12 + stainless steel back channel C2M: IP21/Type 1 + mains shield + stainless steel back channel C5M: IP54/Type 12 + mains shield + stainless steel back channel C2H: IP21/Type 1 + space heater + stainless steel back channel C5H: IP54/Type 12 + space heater + stainless steel back channel |
| RFI filter | 16–17 | H2: RFI filter, class A2 (C3) H4: RFI filter, class A1 (C2) |
| Brake | 18 | X: No brake chopper B: Brake chopper mounted T: Safe Torque Off (STO) U: Brake chopper + safe torque off R: Regen terminals S: Brake chopper + regen terminals (only enclosures E3h/E4h) |
| Display | 19 | X: No LCP G: Graphical LCP (LCP-102) J: No LCP + USB through the door L: Graphical LCP + USB through the door |
| Coating PCB | 20 | C: Coated PCB R: Coated PCB 3C3 + ruggedized |
| Mains option | 21 | X: No mains option 3: Mains disconnect + fuses 7: Fuses A: Fuses + load share terminals (only enclosures E3h/E4h) D: Load share terminals (only enclosures E3h/E4h) |
| Hardware, adaptation A | 22 | X: No option |
| Hardware, adaptation B | 23 | X: No option Q: Heat sink access |
| Software release | 24–28 | SXXX: Latest release - standard software S067: Integrated motion control software |
| Software language | 28 | X: Standard language pack |

Table 13.4 Ordering Type Code for Enclosures E1h–E4h

13.1.3 Ordering Options for All VLT® HVAC Drive FC 102 Enclosures

| Description | Pos | Possible option |
|-------------------------------------|-------|---|
| A options | 29–30 | AX: No A option A0: VLT® PROFIBUS DP V1 MCA 101 A4: VLT® DeviceNet MCA 104 AG: VLT® LonWorks MCA 108 AJ: VLT® BACnet MCA 109 AK: VLT® BACnet/IP MCA 125 AL: VLT® PROFINET MCA 120 AN: VLT® EtherNet/IP MCA 121 AQ: VLT® POWERLINK MCA 122 |
| B options | 31–32 | BX: No option B0: VLT® Analog I/O Option MCB 109 B2: VLT® PTC Thermistor Card MCB 112 B4: VLT® Sensor Input Option MCB 114 BK: VLT® General Purpose I/O Module MCB 101 BP: VLT® Relay Card MCB 105 |
| C0/ E0 options | 33–34 | CX: No option |
| C1 options/ A/B in C option adapter | 35 | X: No option R: VLT® Extended Relay Card MCB 113 |
| C option software/ E1 options | 36–37 | XX: Standard controller |
| D options | 38–39 | DX: No option D0: VLT® 24 V DC Supply MCB 107 |

Table 13.5 Ordering Type Code for FC 102 Options

13.2 Ordering Numbers for Options and Accessories

13.2.1 Ordering Numbers for A Options: Fieldbuses

| Description | Ordering number | |
|--------------------------|-----------------|----------|
| | Uncoated | Coated |
| VLT® PROFIBUS DP MCA 101 | 130B1100 | 130B1200 |
| VLT® DeviceNet MCA 104 | 130B1102 | 130B1202 |
| VLT® LonWorks MCA 108 | 130R1106 | 130R1206 |
| VLT® BACNET MCA 109 | 130R1144 | 130R1244 |
| VLT® PROFINET MCA 120 | 130B1135 | 130B1235 |
| VLT® EtherNet/IP MCA 121 | 130B1119 | 130B1219 |
| VLT® Modbus TCP MCA 122 | 130B1196 | 130B1296 |
| VLT® BACnet/IP MCA 125 | – | 134B1586 |

Table 13.6 Ordering Numbers for A Options

For information on fieldbus and application option compatibility with older software versions, contact the Danfoss supplier.

13.2.2 Ordering Numbers for B Options: Functional Extensions

| Description | Ordering number | |
|----------------------------------|-----------------|----------|
| | Uncoated | Coated |
| VLT® General Purpose I/O MCB 101 | 130B1125 | 130B1212 |
| VLT® Relay Card MCB 105 | 130B1110 | 130B1210 |
| VLT® Analog I/O MCB 109 | 130B1120 | 130B1220 |
| VLT® PTC Thermistor Card MCB 112 | - | 130B1137 |
| VLT® Sensor Input MCB 114 | 130B1172 | 130B1272 |

Table 13.7 Ordering Numbers for B Options

13.2.3 Ordering Numbers for C Options: Motion Control and Relay Card

| Description | Ordering number | |
|----------------------------------|-----------------|----------|
| | Uncoated | Coated |
| VLT® Extended Relay Card MCB 113 | 130B1164 | 130B1264 |

Table 13.8 Ordering Numbers for C Options

13.2.4 Ordering Numbers for D Option: 24 V Back-up Supply

| Description | Ordering number | |
|-----------------------------|-----------------|----------|
| | Uncoated | Coated |
| VLT® 24 V DC Supply MCB 107 | 130B1108 | 130B1208 |

Table 13.9 Ordering Numbers for D Option

13.2.5 Ordering Numbers for Software Options

| Description | Ordering number |
|--|-----------------|
| VLT® MCT 10 Set-up Software - 1 user. | 130B1000 |
| VLT® MCT 10 Set-up Software - 5 users. | 130B1001 |
| VLT® MCT 10 Set-up Software - 10 users. | 130B1002 |
| VLT® MCT 10 Set-up Software - 25 users. | 130B1003 |
| VLT® MCT 10 Set-up Software - 50 users. | 130B1004 |
| VLT® MCT 10 Set-up Software - 100 users. | 130B1005 |
| VLT® MCT 10 Set-up Software - unlimited users. | 130B1006 |

Table 13.10 Ordering Numbers for Software Options

13.2.6 Ordering Numbers for D1h–D8h Kits

| Type | Description | Ordering number |
|-------------------------------------|---|-----------------|
| Miscellaneous hardware | | |
| NEMA 3R outdoor weather shield, D1h | Shield designed to protect drive openings from direct sun, snow, and falling debris. Drives using this shield must be ordered from the factory as NEMA 3R ready, which is found in the type code as E5S enclosure option. | 176F6302 |
| NEMA 3R outdoor weather shield, D2h | Shield designed to protect drive openings from direct sun, snow, and falling debris. Drives using this shield must be ordered from the factory as NEMA 3R ready, which is found in the type code as E5S enclosure option. | 176F6303 |

| Type | Description | Ordering number | |
|---|--|-----------------|------------------------|
| NEMA 3R for in-back/out-back cooling kit within a welded enclosure, D3h | Provides an ingress protection rating of NEMA 3R or NEMA 4. These enclosures are intended for outdoor use to provide protection against inclement weather. | 176F3521 | |
| NEMA 3R for in-back/out-back cooling kit within a Rittal enclosure, D3h | Provides an ingress protection rating of NEMA 3R or NEMA 4. These enclosures are intended for outdoor use to provide protection against inclement weather. | 176F3633 | |
| NEMA 3R for in-back/out-back cooling kit within a welded enclosure, D4h | Provides an ingress protection rating of NEMA 3R or NEMA 4. These enclosures are intended for outdoor use to provide protection against inclement weather. | 176F3526 | |
| NEMA 3R for in-back/out-back cooling kit within a Rittal enclosure, D3h | Provides an ingress protection rating of NEMA 3R or NEMA 4. These enclosures are intended for outdoor use to provide protection against inclement weather. | 176F3634 | |
| Adaptor plate, D1h/D3h | Plate used to replace an enclosure D1/D3 with the D1h/D3h using the same mounting configuration. | 176F3409 | |
| Adaptor plate, D2h/D4h | Plate used to replace an enclosure D2/D4 with the D2h/D4h using the same mounting configuration. | 176F3410 | |
| Back-channel duct kit, D3h | Duct kit that converts enclosure to either in-bottom/out-top venting or top only venting. Enclosure size: 1800 mm (70.9 in). | 176F3627 | |
| Back-channel duct kit, D3h | Duct kit that converts enclosure to either in-bottom/out-top venting or top only venting. Enclosure size: 2000 mm (78.7 in). | 176F3629 | |
| Back-channel duct kit, D4h | Duct kit that converts enclosure to either in-bottom/out-top venting or top only venting. Enclosure size: 1800 mm (70.9 in). | 176F3628 | |
| Back-channel duct kit, D4h | Duct kit that converts enclosure to either in-bottom/out-top venting or top only venting. Enclosure size: 2000 mm (78.7 in). | 176F3630 | |
| Pedestal, D1h | Provides a 400 mm (15.7 in) pedestal that allows the drive to be floor mounted. The front of the pedestal has openings for input air to cool the power components. | 176F3631 | |
| Pedestal, D2h | Provides a 400 mm (15.7 in) pedestal that allows the drive to be floor mounted. The front of the pedestal has openings for input air to cool the power components. | 176F3632 | |
| Pedestal, D5h/D6h | Provides a 200 mm (7.9 in) pedestal that allows the drive to be floor mounted. The front of the pedestal has openings for input air to cool the power components. | 176F3452 | |
| Pedestal, D7h/D8h | Provides a 200 mm (7.9 in) pedestal that allows the drive to be floor mounted. The front of the pedestal has openings for input air to cool the power components. | 176F3539 | |
| Top entry of fieldbus cables, D1h–D8h | Allows for the installation of fieldbus cables through the top of the drive. The kit is IP20/chassis when installed, but a different mating connector can be used to increase the protection rating. | 176F3594 | |
| USB in the door, D1h–D8h (IP20/chassis) | USB extension cord kit to allow access to the drive controls via laptop computer without opening the drive. | Contact factory | |
| USB in the door, D1h–D8h (IP21/Type 1 and IP54/Type 12) | USB extension cord kit to allow access to the drive controls via laptop computer without opening the drive. | Contact factory | |
| Input plate option, D1h–D8h | Allows fuses, disconnect/fuses, RFI, FRI/fuses, and RFI/disconnect/fuses options to be added. | Contact factory | |
| Terminal blocks | Screw terminal blocks for replacing spring loaded terminals. (1 pc 10 pin 1 pc 6 pin and 1 pc 3-pin connectors) | 130B1116 | |
| Back-channel cooling kits | | Standard | Stainless steel |
| In-back/out-back (Non-Rittal enclosures), D3h | Allows the cooling air to be directed in and out through the back of the drive. Does not include plates for mounting in the enclosure. This kit is used only for enclosure D3h. | 176F3519 | 176F3520 |
| In-back/out-back (Non-Rittal enclosures), D4h | Allows the cooling air to be directed in and out through the back of the drive. Does not include plates for mounting in the enclosure. This kit is used only for enclosure D4h. | 176F3524 | 176F3525 |

| Type | Description | Ordering number | |
|-----------------------------|--|-----------------|----------|
| In bottom/out back, D1h/D3h | Allows the cooling air to be directed in through the bottom and out through the back of the drive. This kit is used only for enclosures D1h/D3h. | 176F3522 | 176F3523 |
| In bottom/out back, D2h/D4h | Allows the cooling air to be directed in through the bottom and out through the back of the drive. This kit is used only for enclosures D2h/D4h. | 176F3527 | 176F3528 |
| In back/out back, D1h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure D1h. | 176F3648 | 176F3656 |
| In back/out back, D2h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure D2h. | 176F3649 | 176F3657 |
| In back/out back, D3h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure D3h. | 176F3625 | 176F3654 |
| In back/out back, D4h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure D4h. | 176F3626 | 176F3655 |
| In back/out back, D5h/D6h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosures D5h/D6h. | 176F3530 | – |
| In back/out back, D7h/D8h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosures D7h/D8h. | 176F3531 | – |
| LCP | | | |
| LCP 101 | Numerical local control panel (NLCP). | 130B1124 | |
| LCP 102 | Graphical Local control panel (GLCP). | 130B1107 | |
| LCP cable | Separate LCP cable, 3 m (9 ft). | 175Z0929 | |
| LCP kit, IP21 | Panel mounting kit including graphical LCP, fasteners, 3 m (9 ft) cable and gasket. | 130B1113 | |
| LCP kit, IP21 | Panel mounting kit including numerical LCP, fasteners and gasket. | 130B1114 | |
| LCP kit, IP21 | Panel mounting kit for all LCPs including fasteners, 3 m (9 ft) cable and gasket. | 130B1117 | |
| External options | | | |
| EtherNet/IP | Ethernet master. | 175N2584 | |

Table 13.11 Kits Available for Enclosures D1h–D8h

13.2.7 Ordering Numbers for E1h–E4h Kits

13

| Type | Description | Ordering number | |
|----------------------------------|---|-----------------|------------------------|
| Miscellaneous hardware | | | |
| PROFIBUS top entry, E1h–E4h | Top entry for enclosure protection rating IP54. | 176F1742 | |
| USB in the door, E1h–E4h | USB extension cord kit to allow access to the drive controls via laptop computer without opening the drive. | 130B1156 | |
| Ground bar | More grounding points for E1h and E2h drives. | 176F6609 | |
| Mains shield, E1h | Shielding (cover) mounted in front of the power terminals to protect from accidental contact. | 176F6619 | |
| Mains shield, E2h | Shielding (cover) mounted in front of the power terminals to protect from accidental contact. | 176F6620 | |
| Terminal blocks | Screw terminal blocks for replacing spring loaded terminals. (1 pc 10 pin 1 pc 6 pin and 1 pc 3-pin connectors) | 130B1116 | |
| Back-channel cooling kits | | Standard | Stainless steel |
| In bottom/out top, E3h | Allows the cooling air to be directed in through the bottom and out through the top of the drive. This kit is used only for enclosure E3h with the 600 mm (21.6 in) base plate. | 176F6606 | – |
| In bottom/out top, E3h | Allows the cooling air to be directed in through the bottom and out through the top of the drive. This kit used only for enclosure E3h with 800 mm (31.5 in) base plate. | 176F6607 | – |

| Type | Description | Ordering number | |
|-------------------------|--|-----------------|---|
| In bottom/out top, E4h | Allows the cooling air to be directed in through the bottom and out through the top of the drive. This kit is used only for enclosure E4h with the 800 mm (31.5 in) base plate. | 176F6608 | - |
| In back/out back, E1h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure E1h. | 176F6617 | - |
| In back/out back, E2h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure E2h. | 176F6618 | - |
| In back/out back, E3h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure E3h. | 176F6610 | - |
| In back/out back, E4h | Allows the cooling air to be directed in and out through the back of the drive. This kit is used only for enclosure E4h. | 176F6611 | - |
| In bottom/out back, E3h | Allows the cooling air to be directed in through the bottom and out through the back of the drive. This kit is used only for enclosure E3h with the 600 mm (21.6 in) base plate. | 176F6612 | - |
| In bottom/out back, E3h | Allows the cooling air to be directed in through the bottom and out through the back of the drive. This kit used only for enclosure E3h with the 800 mm (31.5 in) base plate. | 176F6613 | - |
| In bottom/out back, E4h | Allows the cooling air to be directed in through the bottom and out through the back of the drive. This kit is used only for enclosure E4h with 800 mm (31.5 in) base plate. | 176F6614 | - |
| In back/out top, E3h | Allows the cooling air to be directed in through the back and out through the top of the drive. This kit is used only for enclosure E3h. | 176F6615 | - |
| In back/out top, E4h | Allows the cooling air to be directed in through the back and out through the top of the drive. This kit is used only for enclosure E4h. | 176F6616 | - |
| LCP | | | |
| LCP 101 | Numerical local control panel (NLCP). | 130B1124 | |
| LCP 102 | Graphical Local control panel (GLCP). | 130B1107 | |
| LCP cable | Separate LCP cable, 3 m (9 ft). | 175Z0929 | |
| LCP kit, IP21 | Panel mounting kit including graphical LCP, fasteners, 3 m (9 ft) cable and gasket. | 130B1113 | |
| LCP kit, IP21 | Panel mounting kit including numerical LCP, fasteners and gasket. | 130B1114 | |
| LCP kit, IP21 | Panel mounting kit for all LCPs including fasteners, 3 m (9 ft) cable and gasket. | 130B1117 | |
| External options | | | |
| EtherNet/IP | Ethernet master. | 175N2584 | |

Table 13.12 Kits Available for Enclosures E1h–E4h

13.3 Ordering Numbers for Filters and Brake Resistors

Refer to the following design guides for dimensioning specifications and ordering numbers for filters and brake resistors:

- *VLT® Brake Resistor MCE 101 Design Guide.*
- *VLT® Advanced Harmonic Filters AHF 005/AHF 010 Design Guide.*
- *Output Filters Design Guide.*

13.4 Spare Parts

Consult the VLT® Shop or the Drive Configurator (www.danfoss.com/drives) for the spare parts that are available for your application.

14 Appendix

14.1 Abbreviations and Symbols

| | |
|----------------------|--|
| 60° AVM | 60° asynchronous vector modulation |
| A | Ampere/AMP |
| AC | Alternating current |
| AD | Air discharge |
| AEO | Automatic energy optimization |
| AI | Analog input |
| AIC | Ampere interrupting current |
| AMA | Automatic motor adaptation |
| AWG | American wire gauge |
| °C | Degrees Celsius |
| CB | Circuit breaker |
| CD | Constant discharge |
| CDM | Complete drive module: The drive, feeding section, and auxiliaries |
| CE | European conformity (European safety standards) |
| CM | Common mode |
| CT | Constant torque |
| DC | Direct current |
| DI | Digital input |
| DM | Differential mode |
| D-TYPE | Drive dependent |
| EMC | Electromagnetic compatibility |
| EMF | Electromotive force |
| ETR | Electronic thermal relay |
| °F | Degrees Fahrenheit |
| f _{JOG} | Motor frequency when jog function is activated |
| f _M | Motor frequency |
| f _{MAX} | Maximum output frequency that the drive applies on its output |
| f _{MIN} | Minimum motor frequency from the drive |
| f _{M,N} | Nominal motor frequency |
| FC | Frequency converter (drive) |
| FSP | Fixed-speed pump |
| HIPERFACE® | HIPERFACE® is a registered trademark by Stegmann |
| HO | High overload |
| Hp | Horse power |
| HTL | HTL encoder (10–30 V) pulses - High-voltage transistor logic |
| Hz | Hertz |
| I _{INV} | Rated inverter output current |
| I _{LIM} | Current limit |
| I _{M,N} | Nominal motor current |
| I _{VLT,MAX} | Maximum output current |
| I _{VLT,N} | Rated output current supplied by the drive |
| kHz | Kilohertz |
| LCP | Local control panel |
| Lsb | Least significant bit |

| | |
|-----------------------|---|
| m | Meter |
| mA | Milliamperere |
| MCM | Mille circular mil |
| MCT | Motion control tool |
| mH | Inductance in milli Henry |
| mm | Millimeter |
| ms | Millisecond |
| Msb | Most significant bit |
| η _{VLT} | Efficiency of the drive defined as ratio between power output and power input |
| nF | Capacitance in nano Farad |
| NLCP | Numerical local control panel |
| Nm | Newton meter |
| NO | Normal overload |
| n _s | Synchronous motor speed |
| On/Offline Parameters | Changes to online parameters are activated immediately after the data value is changed |
| P _{br,cont.} | Rated power of the brake resistor (average power during continuous braking) |
| PCB | Printed circuit board |
| PCD | Process data |
| PDS | Power drive system: CDM and a motor |
| PELV | Protective extra low voltage |
| P _m | Drive nominal output power as high overload |
| P _{M,N} | Nominal motor power |
| PM motor | Permanent magnet motor |
| Process PID | Proportional integrated differential regulator that maintains the speed, pressure, temperature, etc |
| R _{br,nom} | Nominal resistor value that ensures a brake power on the motor shaft of 150/160% for 1 minute |
| RCD | Residual current device |
| Regen | Regenerative terminals |
| R _{min} | Minimum allowed brake resistor value by the drive |
| RMS | Root average square |
| RPM | Revolutions per minute |
| R _{rec} | Recommended brake resistor resistance of Danfoss brake resistors |
| s | Second |
| SCCR | Short-circuit current rating |
| SFAVM | Stator flux-oriented asynchronous vector modulation |
| STW | Status word |
| SMPS | Switch mode power supply |
| THD | Total harmonic distortion |
| T _{LIM} | Torque limit |
| TTL | TTL encoder (5 V) pulses - transistor logic |
| U _{M,N} | Nominal motor voltage |
| UL | Underwriters Laboratories (US organization for the safety certification) |
| V | Volts |

| | |
|------|-----------------------------|
| VSP | Variable-speed pump |
| VT | Variable torque |
| VVC+ | Voltage vector control plus |

Table 14.1 Abbreviations and Symbols

14.2 Definitions

Brake resistor

The brake resistor is a module capable of absorbing the brake power generated in regenerative braking. This regenerative brake power increases the DC-link voltage and a brake chopper ensures that the power is transmitted to the brake resistor.

Break-away torque

$$n_s = \frac{2 \times par. 1 - 23 \times 60 s}{par. 1 - 39}$$

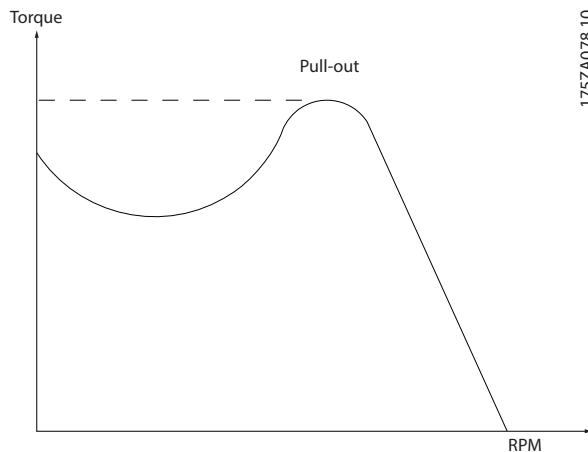


Illustration 14.1 Break-away Torque Chart

Coast

The motor shaft is in free mode. No torque on the motor.

CT characteristics

Constant torque characteristics used for all applications such as conveyor belts, displacement pumps, and cranes.

Initializing

If initializing is carried out (*parameter 14-22 Operation Mode*), the drive returns to the default setting.

Intermittent duty cycle

An intermittent duty rating refers to a sequence of duty cycles. Each cycle consists of an on-load and an off-load period. The operation can be either periodic duty or non-periodic duty.

Power factor

The true power factor (lambda) takes all the harmonics into consideration and is always smaller than the power factor (cos phi) that only considers the 1st harmonics of current and voltage.

$$\cos\phi = \frac{P \text{ (kW)}}{P \text{ (kVA)}} = \frac{U\lambda \times I\lambda \times \cos\phi}{U\lambda \times I\lambda}$$

Cos phi is also known as displacement power factor.

Both lambda and cos phi are stated for Danfoss VLT[®] drives in *chapter 7.3 Mains Supply*.

The power factor indicates to which extent the drive imposes a load on the mains. The lower the power factor, the higher the I_{RMS} for the same kW performance. In addition, a high-power factor indicates that the harmonic currents are low.

All Danfoss drives have built-in DC coils in the DC link to have a high-power factor and reduce the THD on the main supply.

Pulse input/incremental encoder

An external digital sensor used for feedback information of motor speed and direction. Encoders are used for high-speed accuracy feedback and in high dynamic applications.

Slip compensation

The drive compensates for the motor slip by giving the frequency a supplement that follows the measured motor load, keeping the motor speed almost constant.

Smart logic control (SLC)

The SLC is a sequence of user-defined actions executed when the associated user-defined events are evaluated as true by the SLC. (*Parameter group 13-** Smart Logic*).

FC standard bus

Includes RS485 bus with FC protocol or MC protocol. See *parameter 8-30 Protocol*.

Thermistor

A temperature-dependent resistor placed where the temperature is to be monitored (drive or motor).

Trip

A state entered in fault situations, such as when the drive is subject to an overtemperature or when it protects the motor, process, or mechanism. Restart is prevented until the cause of the fault has disappeared and the trip state is canceled.

Trip lock

A state entered in fault situations when the drive is protecting itself and requires physical intervention. A locked trip can only be canceled by cutting off mains, removing the cause of the fault, and reconnecting the drive. Restart is prevented until the trip state is canceled by activating reset.

VT characteristics

Variable torque characteristics for pumps and fans.

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