



YASKAWA AC Drive A1000

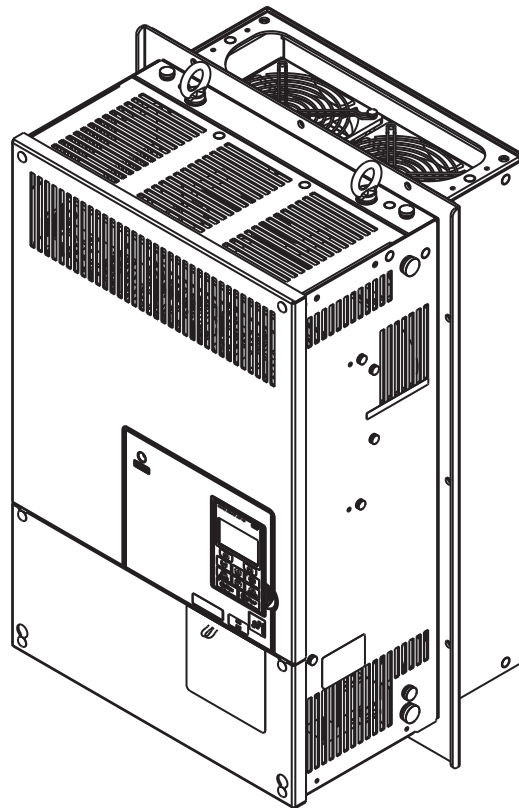
IP54 Ready

Quick Start Guide

Type: CIMR-AC4A□WAA

Models: 400 V Class: 18.5 to 90 kW

To properly use the product, read this manual thoroughly and retain for easy reference, inspection, and maintenance. Ensure the end user receives this manual.



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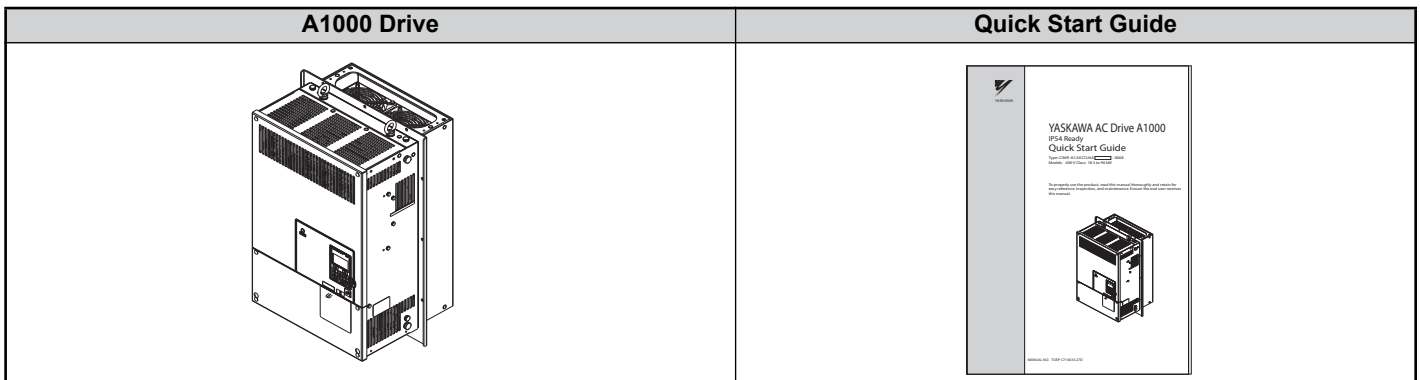
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1 Safety Instructions and General Warnings

YASKAWA Europe supplies component parts for use in a wide variety of industrial applications. The selection and application of YASKAWA products remain the responsibility of the equipment designer or end user. YASKAWA accepts no responsibility for the way its products are incorporated into the final system design. Under no circumstances should any YASKAWA product be incorporated into any product or design as the exclusive or sole safety control. Without exception, all controls should be designed to detect faults dynamically and fail safely under all circumstances. All products designed to incorporate a component part manufactured by YASKAWA must be supplied to the end user with appropriate warnings and instructions as to the safe use and operation of that part. Any warnings provided by YASKAWA must be promptly provided to the end user. YASKAWA offers an express warranty only as to the quality of its products in conforming to standards and specifications published in the manual. **NO OTHER WARRANTY, EXPRESS OR IMPLIED, IS OFFERED.** YASKAWA assumes no liability for any personal injury, property damage, losses, or claims arising from misapplication of its products.

◆ Scope of Delivery

IP54 ready drives are prepared for being mounting in a panel to achieve protection class IP54. The drives heatsink is mounted outside the cabinet and not in IP54 area. An adequate sealing is attached to the drive with shipment.

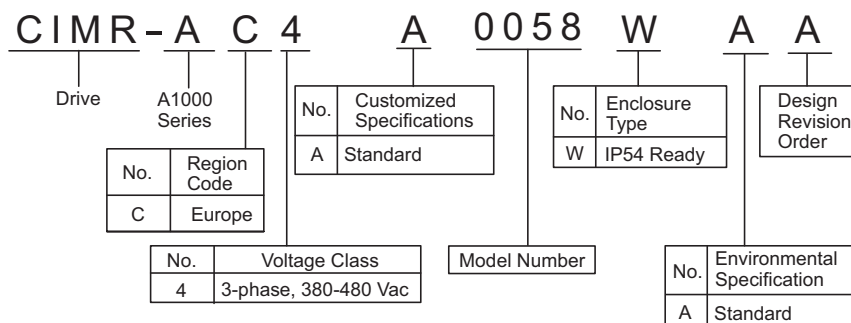


◆ Applicable Documentation

The following manuals are available for A1000 series drives:

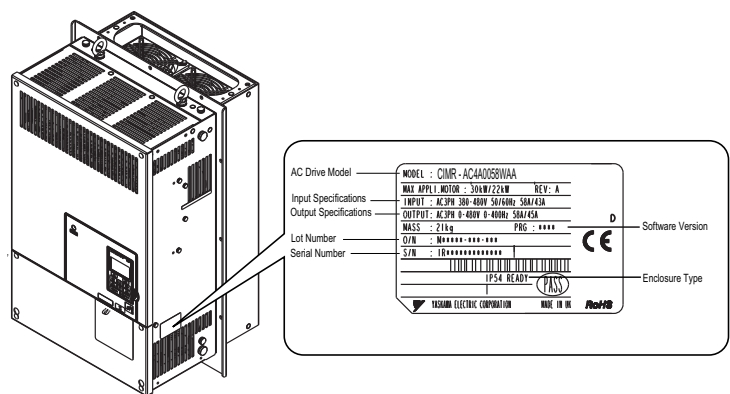
| |
|--|
| <p>A1000 Series AC Drive Technical Manual</p> <p>This manual provides detailed information on parameter settings, drive functions, and MEMOBUS/Modbus specifications. Use this manual to expand drive functionality and to take advantage of higher performance features.</p> |
| <p>A1000 Series AC Drive Quick Start Guide (this book)</p> <p>Read this manual first. This guide is packaged together with the product. It contains basic information required to install and wire the drive, in addition to an overview of fault diagnostics, maintenance, and parameter settings. Use the information in this book to prepare the drive for a trial run with the application and for basic operation.</p> |

■ Drive Model Identification



■ Nameplate

A1000 IP54 Ready Series drives



◆ General Warnings

⚠ WARNING

- Read and understand this manual before installing, operating or servicing this drive.
- All warnings, cautions, and instructions must be followed.
- All work must be performed by qualified personnel.
- The drive must be installed according to this manual and local codes.

Heed the safety messages in this manual.

The operating company is responsible for any injuries or equipment damage resulting from failure to heed the warnings in this manual.

The following conventions are used to indicate Safety messages in this manual:

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

Indicates a property damage message.

◆ Safety Warnings

⚠ WARNING

Electrical Shock Hazard

Do not attempt to modify or alter the drive in any way not explained in this manual.

YASKAWA is not responsible for the damage caused by modification of the product made by the user. Failure to comply could result in death or serious injury from operation of damaged equipment.

WARNING

Do not touch any terminals before the capacitors have fully discharged.

Failure to comply could result in death or serious injury.

Before wiring terminals, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. The charge indicator LED will extinguish when the DC bus voltage is below 50 Vdc. To prevent electric shock, wait at least five minutes after all indicators are off and measure the DC bus voltage level to confirm safe level.

Do not allow unqualified personnel to use equipment.

Failure to comply could result in death or serious injury.

Maintenance, inspection, and replacement of parts must be performed only by authorized personnel familiar with installation, adjustment, and maintenance of AC drives.

Do not change wiring, remove covers, connectors or options cards, or attempt to service the drive with power applied to the drive.

Failure to comply could result in death or serious injury. Disconnect all power to the drive and check for unsafe voltages before servicing.

Always ground the motor-side grounding terminal.

Improper equipment grounding could result in death or serious injury by contacting the motor case.

Do not perform work on the drive while wearing loose clothing, jewelry or without eye protection.

Failure to comply could result in death or serious injury.

Remove all metal objects such as watches and rings, secure loose clothing, and wear eye protection before beginning work on the drive.

Never short the output circuits of the drive.

Do not short the output circuits of the drive. Failure to comply could result in death or serious injury.

Make sure the protective earthing conductor complies with technical standards and local safety regulations.

When an EMC filter is installed the leakage current exceeds 3.5 mA. Therefore according to IEC 61800-5-1 automatic power supply interruption in case of discontinuity of the protective earthing conductor must be provided or a protective earthing conductor with a cross section of at least 10 mm² (Cu) or 16 mm² (Al) must be used.

Use appropriate equipment for residual current monitoring/detection (RCM/RCD).

This drive can cause a residual current with a DC component in the protective earthing conductor. Where a residual current operated protective or monitoring device is used for protection in case of direct or indirect contact, always use an RCM or RCD of type B according to IEC 60755.

Sudden Movement Hazard

Stay clear of the motor during rotational Auto-Tuning. The motor may start operating suddenly.

During automatic starting of equipment, the machine may start moving suddenly, which could result in death or serious injury.

System may start unexpectedly upon application of power, resulting in death or serious injury.

Clear all personnel from the drive, motor, and machine area before applying power. Secure covers, couplings, shaft keys, and machine loads before applying power to the drive.

Fire Hazard

Do not use an improper voltage source.

Failure to comply could result in death or serious injury by fire.

Verify that the rated voltage of the drive matches the voltage of the incoming power supply before applying power.

⚠ WARNING**Do not use improper combustible materials in drive installation, repair or maintenance.**

Failure to comply could result in death or serious injury by fire. Attach the drive or braking resistors to metal or other noncombustible material.

Do not connect the AC power line to the output terminals of the drive.

Failure to comply could result in death or serious injury by fire as a result of drive damage from line voltage application to output terminals.

- Do not connect AC line power to output terminals U, V, and W.
- Make sure that the power supply lines are connected to main circuit input terminals R/L1, S/L2, T/L3.

Tighten all terminal screws to the specified tightening torque.

Loose electrical connections could result in death or serious injury by fire due to overheating of electrical connections.

Crush Hazard**Use a dedicated lifter when transporting the drive by a lifter.**

Improper lifter may cause the drive to drop, resulting in serious injury.

Only allow qualified personnel to operate a crane or hoist to transport the drive.

Failure to comply could result in death or serious injury from falling equipment.

⚠ CAUTION**Crush Hazard****Do not carry the drive by the front cover.**

Failure to comply may result in minor or moderate injury from the main body of the drive falling.

Burn Hazard

Do not touch the heatsink or braking resistor hardware until a powered-down cooling period has elapsed.

NOTICE**Equipment Hazard****Observe proper electrostatic discharge procedures (ESD) when handling the drive and circuit boards.**

Failure to comply may result in ESD damage to the drive circuitry.

Never connect or disconnect the motor from the drive while the drive is outputting voltage.

Improper equipment sequencing could result in damage to the drive.

Do not perform a withstand voltage test on any part of the unit.

Failure to comply could result in damage to the sensitive devices within the drive. Use power off resistance checks to determine shortcircuits.

Do not operate damaged equipment.

Failure to comply could result in further damage to the equipment.

Do not connect or operate any equipment with visible damage or missing parts.

If a fuse is blown or equipment for residual current monitoring/detection (RCM/RCD) is tripped, check the wiring and the selection of the peripheral devices.

Contact your supplier if the cause cannot be identified after checking the above.

NOTICE

Do not restart the drive until 5 minutes passes and CHARGE lamp is OFF or immediately operate the peripheral devices if a fuse is blown or equipment for residual current monitoring/detection (RCM/RCD) is tripped.

Check the wiring and the selection of peripheral devices to identify the cause.

Contact your supplier before restarting the drive or the peripheral devices if the cause cannot be identified.

Do not use unshielded cable for control wiring.

Failure to comply may cause electrical interference resulting in poor system performance. Use shielded twisted-pair wires and ground the shield to the ground terminal of the drive.

Do not carelessly connect parts or devices to the drives braking transistor terminals.

Failure to comply could result in damage to the drive or braking circuit.

Carefully review instruction manual of the Braking Unit (CDBR) when connecting it to the drive.

Do not modify the drive circuitry.

Failure to comply could result in damage to the drive and will void warranty.

YASKAWA is not responsible for modification of the product made by the user. This product must not be modified.

Check all the wiring to ensure that all connections are correct after installing the drive and connecting other devices.

Failure to comply could result in damage to the drive.

Improper application of devices on drive output circuits can damage the drive

Do not connect unapproved LC or RC interference suppression filters, capacitors, ground fault circuits, or overvoltage protection devices to the drive.

Fire Hazard

Install adequate branch circuit short circuit protection per applicable codes.

The drive is suitable for circuits capable of delivering not more than 100,000 RMS symmetrical Amperes, 480 Vac maximum (400V Class). Inadequate branch short circuit protection damage or serious injury by fire.

◆ Precautions for Low Voltage Directive Compliance (2006/95/EC)

This drive has been tested according to European standard EN61800-5-1, and it fully complies with the Low Voltage Directive. The following conditions must be met to maintain compliance when combining this drive with other devices:

- Do not use drives in areas with pollution higher than severity 2 and overvoltage category 3 in accordance with IEC664.
- Ground the neutral point of the main power supply for 400 V Class drives.

2 Mechanical Installation

◆ Upon Receipt

Perform the following tasks after receiving the drive:

- Inspect the drive for damage. If the drive appears damaged upon receipt, contact your supplier.
- Verify receipt of the correct model by checking the information on the nameplate. If you have received the wrong model, contact your supplier.

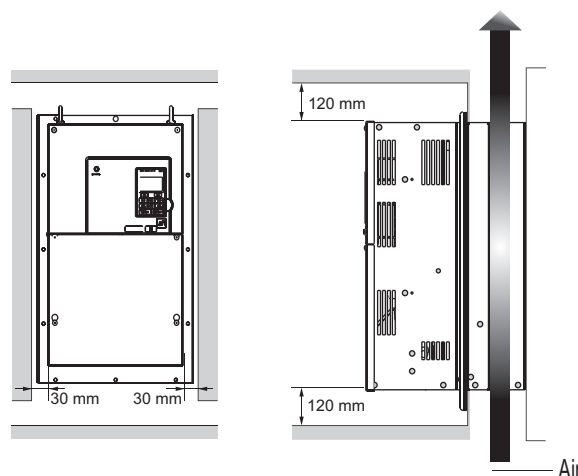
◆ Installation Environment

For optimum performance life of the drive, install the drive in an environment that meets the conditions listed below.

| Environment | Conditions |
|----------------------------|--|
| Installation Area | Indoors. In cabinet with cut out for external heatsink mounting to achieve protection class IP54. |
| Ambient Temperature | -10°C to +50°C (outside panel), up to +40°C (controller part inside panel) Drive reliability improves in environments without wide temperature fluctuations. When using the drive in an enclosure panel, install a cooling fan or air conditioner in the area to ensure that the air temperature inside the enclosure does not exceed the specified levels. Do not allow ice to develop on the drive. |
| Humidity | 95% RH or less and free of condensation |
| Storage Temperature | -20 to +60°C |
| Surrounding Area | Install the drive in an area free from: <ul style="list-style-type: none"> • oil mist and dust • metal shavings, oil, water or other foreign materials • radioactive materials • combustible materials (e.g., wood) • harmful gases and liquids • excessive vibration • chlorides • direct sunlight |
| Altitude | 1000 m, up to 3000 m with derating (for details, refer to the Technical Manual) |
| Vibration | 10 to 20 Hz at 9.8 m/s ² 20 to 55 Hz at 5.9 m/s ² |
| Orientation | Install the drive vertically to maintain maximum cooling effects. |

◆ Installation Orientation and Spacing

Always install the drive in an upright position. Leave space around the unit for proper cooling as shown in the figure below.



◆ Dimensions

■ Drive Dimensions

| Model CIMR-A□ | Dimensions (mm) | | | | | Weight (kg) |
|------------------|-----------------|-----|-----|-------|-----|----------------|
| | Figure | W | H | D | D1 | |
| 4A0044 | 1 | 275 | 402 | 197.5 | 75 | 11 |
| 4A0058 | 2 | 300 | 455 | 275 | 102 | 21 |
| 4A0072 | | 325 | 505 | 275 | 102 | 25 |
| 4A0088 | | 370 | 565 | 283 | 105 | 36 |
| 4A0103 | | 370 | 565 | 283 | 105 | 36 |
| 4A0139 | | 370 | 565 | 285 | 110 | 41 |
| 4A0165 | | 370 | 565 | 285 | 110 | 42 |

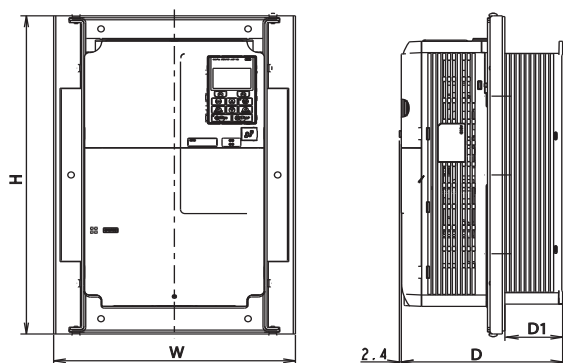


Figure 1

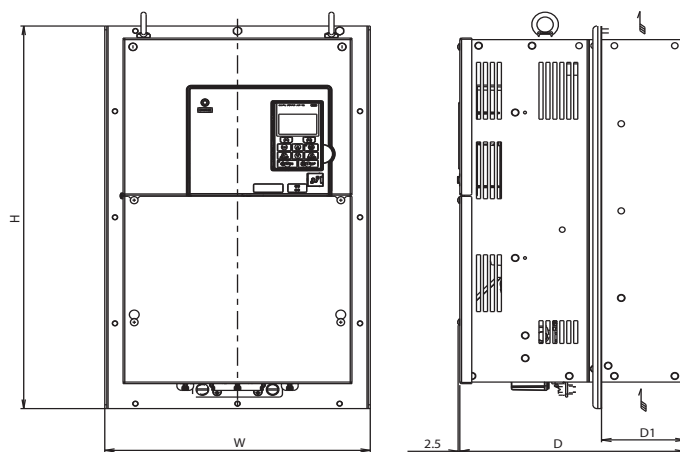


Figure 2

■ Panel Cut Out

| Model CIMR-A□ | Dimensions (mm) | | | | | | | | | |
|------------------|-----------------|-----|-----|-----|-----|------|-----|-----|-----|-------|
| | Figure | W | H | W1 | W2 | H1 | H2 | H3 | H4 | d <1> |
| 4A0044 | 1 | 220 | 352 | 180 | 245 | 14 | 190 | 380 | - | M6 |
| 4A0058 | 2 | 238 | 415 | 250 | 275 | 20.5 | 106 | 115 | 442 | |
| 4A0072 | | 263 | 460 | 250 | 300 | 23.5 | 106 | 140 | 492 | |
| 4A0088 | | 313 | 515 | 250 | 345 | 25 | 110 | 165 | 550 | |
| 4A0103 | | | | | | | | | | |
| 4A0139 | | | | | | | | | | |
| 4A0165 | | | | | | | | | | |

<1> prepared holes for screw or bolt.

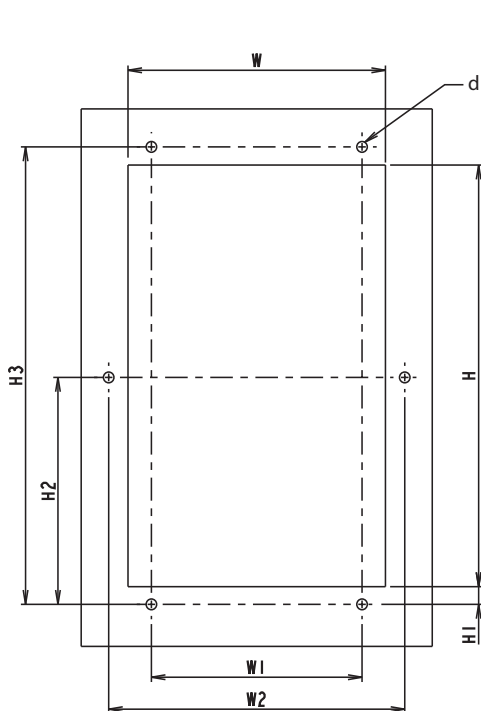


Figure 1

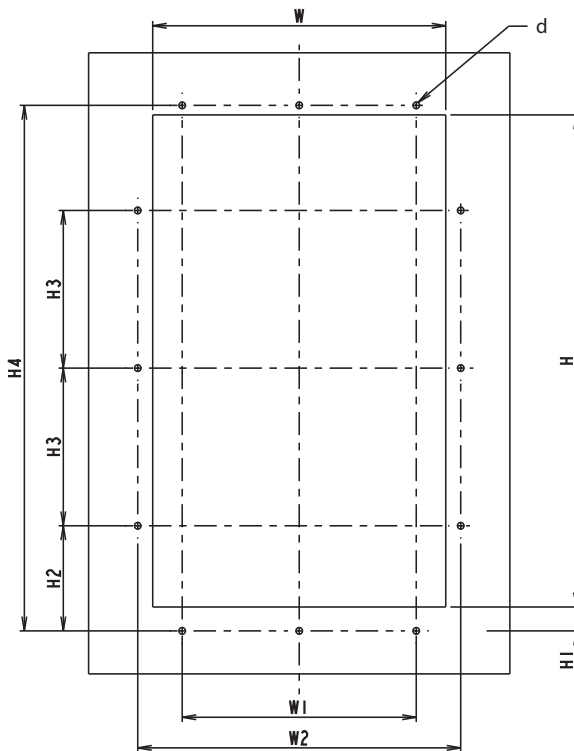


Figure 2

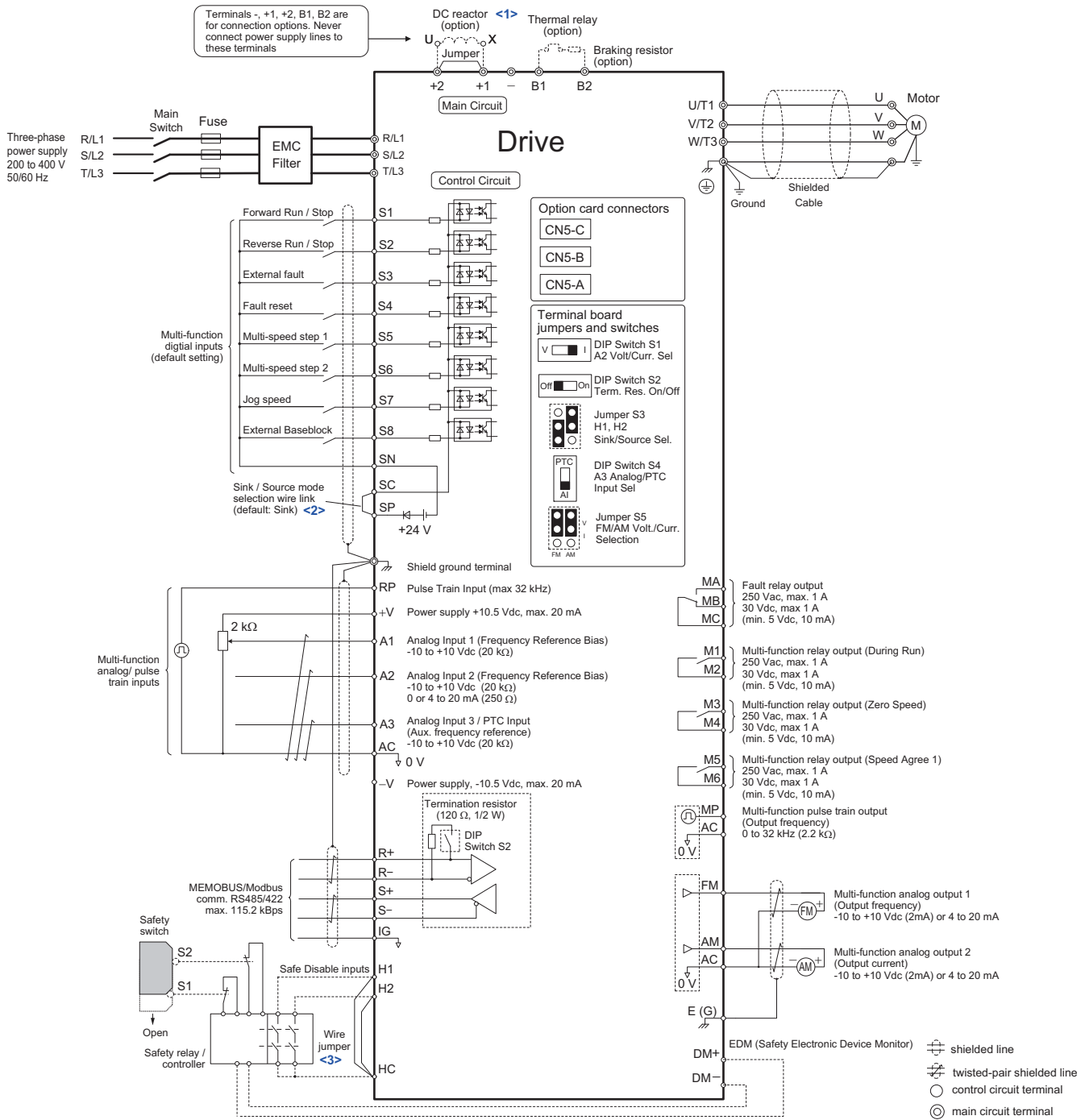
■ Installation

- Prepare panel cut out according to the specified dimensions.
- Take care for proper deburring.
- Ensure that the surface is clean and dry.
- Do not use any adhesives, otherwise the sealing might be damaged.
- Mount the drive and fix it with the matching size screws (not shipped with the drive), and mind the tightening torque.

| | M6 |
|-------------------------|------------|
| Tightening Torque (N·m) | 4.0 to 6.0 |

3 Electrical Installation

The figure below shows the main and control circuit wiring.



<1> Remove the jumper when installing a DC reactor. Models 4A0058 through 4A0165 come with a built-in DC reactor.

<2> Never short terminals SP and SN as doing so will damage the drive.

<3> Disconnect the wire jumper between H1 - HC and H2 - HC when utilizing the Safe Disable input.

◆ Wiring Specification

■ Main Circuit

Use the fuses and line filters listed in the table below when wiring the main circuit. Make sure not to exceed the given tightening torque values.

| Model CIMR-A□ | EMC Filter [Block] | Main Fuse [Bussmann] | Recom. Motor cable (mm ²) | Main Circuit Terminal Sizes | | | |
|------------------|-----------------------|-------------------------|---|---|----|--------|----|
| | | | | R/L1,S/L2,T/L3, U/T1,V/T2,W/T3, -, +1, +2 | +3 | B1, B2 | ⊕ |
| 4A0044 | FB-40060A | FWH-250A | 16 | M6 | - | M5 | M8 |
| 4A0058 | | | | M8 | | M8 | |
| 4A0072 | 25 | | M10 | | - | M10 | |
| 4A0088 | 35 | | | M10 | | | |
| 4A0103 | | FB-40170A | FWH-350A | | 50 | M10 | - |
| 4A0139 | FWH-400A | | 70 | | | | |
| 4A0165 | | | | | | | |

Tightening Torque Values

Tighten the main circuit terminals using the torque values provided by the table below.

| Terminal Size | M5 | M6 | M8 | M10 |
|-------------------------|------------|------------|-------------|--------------|
| Tightening Torque (N·m) | 2.0 to 2.5 | 4.0 to 6.0 | 9.0 to 11.0 | 18.0 to 23.0 |

■ Control Circuit

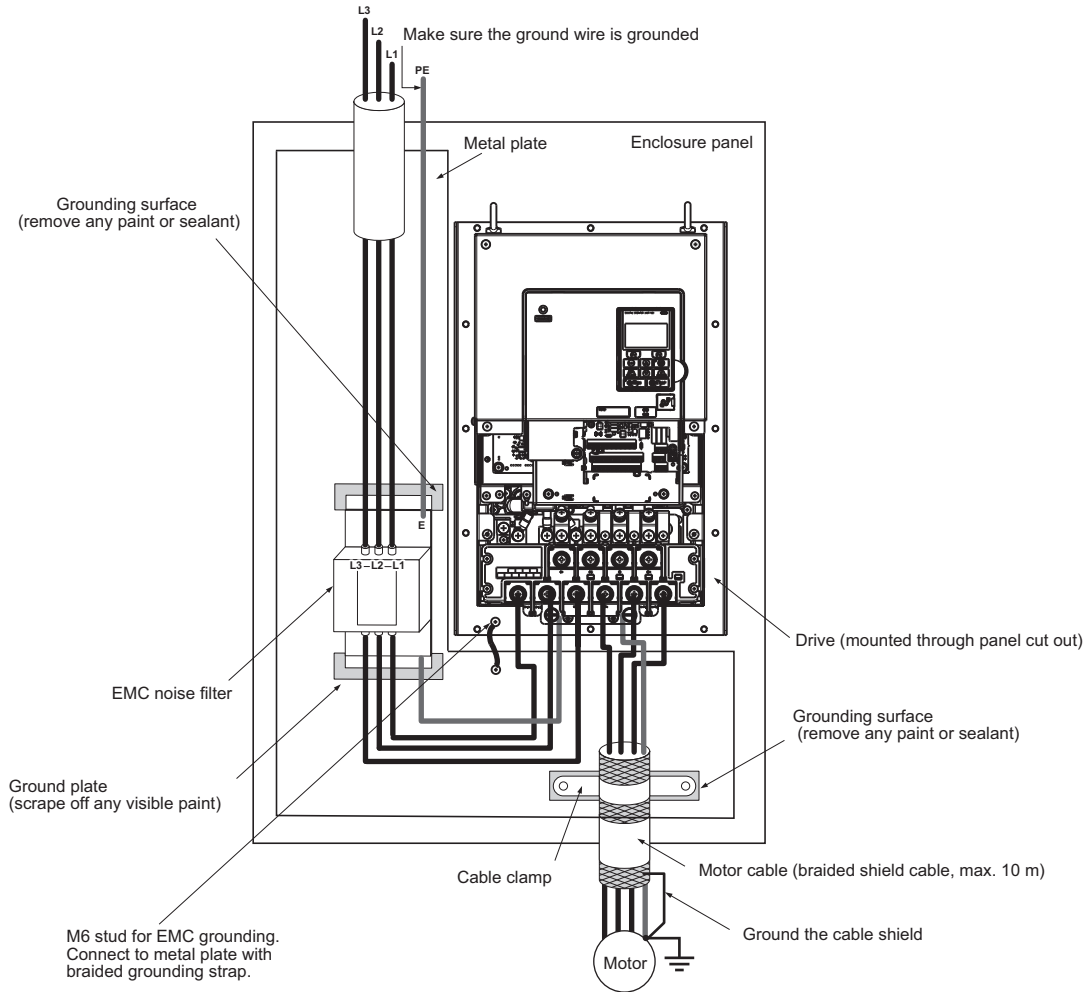
The control terminal board is equipped with screwless terminals. Always use wires within the specification listed below. For safe wiring it is recommended to use solid wires or flexible wires with ferrules. The stripping length respectively ferrule length should be 8 mm.

| Wire Type | Wire size (mm ²) |
|-----------------------|------------------------------|
| Solid | 0.2 to 1.5 |
| Flexible | 0.2 to 1.0 |
| Flexible with ferrule | 0.25 to 0.5 |

◆ EMC Filter Installation

This drive has been tested in accordance with European standards EN61800-3. In order to comply to the EMC standards, wire the main circuit as described below.

1. Install an appropriate EMC noise filter to the input side. See the table in *Main Circuit on page 13* or refer to the Technical Manual for details.
2. Place the drive and EMC noise filter in the same enclosure.
3. Use braided shield cable for the drive and motor wiring.
4. Remove any paint or dirt from ground connections for minimal ground impedance.
5. Prepare braided ground strap with ring terminal to ensure proper EMC grounding from the drive to the panel.
6. Use M6 stud on drives mounting frame to connect with braided ground strap to metal mounting plate of the panel.
7. Keep this EMC grounding braided strap as short as possible.



◆ Main and Control Circuit Wiring

■ Wiring the Main Circuit Input

Consider the following precautions for the main circuit input.

- Use fuses recommended in *Main Circuit on page 13* only.
- If using a ground fault circuit breaker, make sure that it can detect both DC and high frequency current.
- If using an input switch, make sure that this switch is not operated more than once every 30 minutes.
- Use insulation caps when wiring the drive with crimp terminals. Take particular care to ensure that wiring does not touch neighboring terminals or the surrounding case.
- Use a DC reactor or AC reactor on the input side of the drive:
 - To suppress harmonic current.
 - To improve the power factor on the power supply side.
 - When using an advancing capacitor switch.
 - With a large capacity power supply transformer (over 600 kVA).

■ Wiring the Main Circuit Output

Consider the following precautions for the output circuit wiring.

- Do not connect any other load than a 3 phase motor to the drives output.
- Never connect a power source to the drives output.
- Never short or ground the output terminals.
- Do not use phase correction capacitors.
- If using a contactor between the drive and motor, it should never be operated when the drive is outputting a voltage. Operating while there is voltage output can cause large peak currents, thus tripping the over current detection or damage the drive.

■ Ground Connection

Take the following precautions when grounding the drive.

- Never share the ground wire with other devices such as welding machines, etc.
- Always use a ground wire, that complies with electrical equipment technical standards. Keep ground wires as short as possible. Leakage current is caused by the drive. Therefore, if the distance between the ground electrode and the ground terminal is too long, potential on the ground terminal of the drive will become unstable.
- When using more than one drive, do not loop the ground wire.

■ Control Circuit Wiring Precautions

Consider the following precautions for wiring the control circuits.

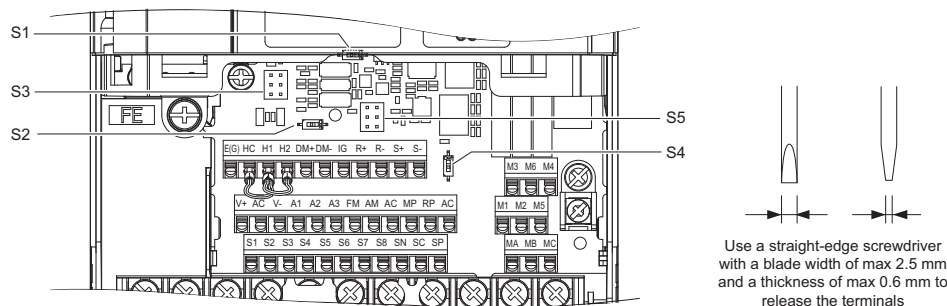
- Separate control circuit wiring from main circuit wiring and other high-power lines.
- Separate wiring for control circuit terminals M1-M2, M3-M4, M5-M6, MA, MB, MC (contact output) from wiring to other control circuit terminals.
- For external control power supply use a UL Listed Class 2 power supply.
- Use twisted-pair or shielded twisted-pair cables for control circuits to prevent operating faults.
- Ground the cable shields with the maximum contact area of the shield and ground.
- Cable shields should be grounded on both cable ends.
- If flexible wires with ferrules are connected they might fit tightly into the terminals. To disconnect them, grasp the wire end with a pair of pliers, release the terminal using a straight-edge screw driver, turn the wire for about 45°, and pull it gently out of the terminal. For details, refer to the Technical Manual. Use this procedure for removing the wire link between HC, H1 and H2 when the Safe Disable function is utilized.

■ Main Circuit Terminals

| Terminal | Type | | | Function |
|------------------|--|--------|--|---|
| | Model CIMR-A□ | 4A0044 | 4A0058 to 4A0072 | |
| L1/L2/L3 | Main circuit power supply input | | | Connects line power to the drive |
| U/T1, V/T2, W/T3 | Drive output | | | Connects to the motor |
| B1, B2 | Braking resistor | | not available | Available for connecting a braking resistor or a braking resistor unit option |
| +2 | • DC reactor connection (+1, +2) (remove the shorting bar between +1 and +2) | | not available | For connection • of the drive to a DC power supply • of braking options • connection of a DC reactor |
| +1, - | • DC power supply input (+1, -) | | • DC power supply input (+1, -) • Braking transistor connection (+3, -) | |
| +3 | not available | | | |
| ⊕ | - | | | Grounding terminal |




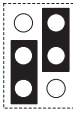
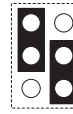
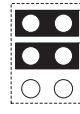


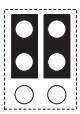
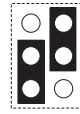
■ Control Circuit Terminals

The figure below shows the control circuit terminal arrangement. The drive is equipped with screwless terminals.



There are three DIP switches and two jumpers, S1 to S5, located on the terminal board.

3 Electrical Installation

| | | |
|-----------|---|--|
| S1 | Terminal A2 Signal Selection |   <p>Current Voltage</p> |
| S2 | RS422/485 Termination Resistor |  |
| S3 | Safe Disable Input Sink/Source/External Supply Selection |    <p>Source Sink External 24 Vdc Power Supply</p> |
| S4 | Terminal A3 Analog/PTC Input Selection |   <p>Analog Input PTC Input</p> |
| S5 | Terminal FM/AM Signal Selection |   <p>FM AM V I V I</p> <p>FM/AM: Voltage Output FM: Current Output AM: Voltage Output</p> |

■ Control Circuit Terminal Functions

| Type | No. | Terminal Name (Function) | Function (Signal Level) Default Setting | |
|-------------------------------|-----------------------------|--|--|---|
| Multi-Function Digital Inputs | S1 | Multi-function input 1 (Closed: Forward run, Open: Stop) | Photocoupler 24 Vdc, 8 mA Use the wire link between terminals SC and SN or SC and SP to select between sinking, sourcing mode, and the power supply. | |
| | S2 | Multi-function input 2 (Closed: Reverse run, Open: Stop) | | |
| | S3 | Multi-function input 3 (External fault, N.O.) | | |
| | S4 | Multi-function input 4 (Fault reset) | | |
| | S5 | Multi-function input 5 (Multi-step speed reference 1) | | |
| | S6 | Multi-function input 6 (Multi-step speed reference 2) | | |
| | S7 | Multi-function input 7 (Jog reference) | | |
| | S8 | Multi-function input 8 (External baseblock) | | |
| | SC | Multi-function input common | | – |
| | SN | Multi-function input 0 V | | 24 Vdc power supply for digital inputs, 150 mA max (if no digital input option DI-A3 is used) |
| SP | Multi-function input 24 Vdc | Never short terminals SP and SN as doing so will damage the drive. | | |
| Safe Disable Inputs | H1 | Safe Disable input 1 | 24 Vdc, 8 mA | |
| | H2 | Safe Disable input 2 | One or both open: Drive output disabled Both closed: Normal operation Internal impedance: 3.3 kΩ Off time of at least 1 ms Disconnect the wire jumpers shorting terminals H1, H2, and HC to use the Safe Disable inputs. Set the S3 jumper to select between sinking, sourcing mode, and the power supply. | |
| | HC | Safe Disable function common | Safe disable function common | |

| Type | No. | Terminal Name (Function) | Function (Signal Level) Default Setting |
|---|-------|---|---|
| Analog Inputs / Pulse Train Input | RP | Multi-function pulse train input (Frequency reference) | Input frequency range: 0 to 32 kHz Signal Duty Cycle: 30 to 70% High level: 3.5 to 13.2 Vdc, low level: 0.0 to 0.8 Vdc Input impedance: 3 k Ω |
| | +V | Power supply for analog inputs | 10.5 Vdc (max allowable current 20 mA) |
| | -V | Power supply for analog inputs | -10.5 Vdc (max allowable current 20 mA) |
| | A1 | Multi-function analog input 1 (Frequency reference bias) | -10 to 10 Vdc, 0 to 10 Vdc (input impedance: 20 k Ω) |
| | A2 | Multi-function analog input 2 (Frequency reference bias) | -10 to 10 Vdc, 0 to 10 Vdc (input impedance: 20 k Ω) 4 to 20 mA, 0 to 20 mA (input impedance: 250 Ω) Voltage or current input must be selected by DIP switch S1 and H3-09 |
| | A3 | Multi-function analog input 3 / PTC Input (Auxiliary frequency reference) | -10 to 10 Vdc, 0 to 10 Vdc (input impedance: 20 k Ω) Use switch S4 on the control terminal board to select between analog input or PTC input. If PTC is selected, set H3-06 = E. |
| | AC | Frequency reference common | 0 V |
| | E (G) | Ground for shielded lines and option cards | – |
| Fault Relay | MA | N.O. | 30 Vdc, 10 mA to 1 A; 250 Vac, 10 mA to 1 A Minimum load: 5 Vdc, 10 mA |
| | MB | N.C. output | |
| | MC | Fault output common | |
| Multi-Function Digital Output | M1 | Multi-function digital output (During run) | 30 Vdc, 10 mA to 1 A; 250 Vac, 10 mA to 1 A Minimum load: 5 Vdc, 10 mA |
| | M2 | | |
| | M3 | Multi-function digital output (Zero speed) | 30 Vdc, 10 mA to 1 A; 250 Vac, 10 mA to 1 A Minimum load: 5 Vdc, 10 mA |
| | M4 | | |
| | M5 | Multi-function digital output (Speed agree 1) | 30 Vdc, 10 mA to 1 A; 250 Vac, 10 mA to 1 A Minimum load: 5 Vdc, 10 mA |
| | M6 | | |
| Monitor Output | MP | Pulse train output (Output frequency) | 32 kHz (max) |
| | FM | Analog monitor output 1 (Output frequency) | -10 to +10 Vdc, 0 to +10 Vdc, or 4 to 20 mA |
| | AM | Analog monitor output 2 (Output current) | Use jumper S5 on the control terminal board to select between voltage or current output at terminals AM and FM. Set parameters H4-07 and H4-08 accordingly when changing the jumper setting. |
| | AC | Monitor common | 0 V |
| Safety Monitor Output | DM+ | Safety monitor output | Outputs status of Safe Disable function. Closed when both Safe Disable channels are closed. Up to +48 Vdc 50 mA |
| | DM- | Safety monitor output common | |

NOTICE: The terminals HC, H1, H2 are used for the Safe Disable function. Do not remove the wire link between HC, H1, or H2 unless the Safe Disable function is used. Refer to Safe Disable Input Function on page 34 when using this function.

NOTICE: The wiring length to the terminals HC, H1 and H2 should not exceed 30 m.












4 Keypad Operation

◆ Digital Operator and Keys

The digital operator is used to program the drive, to start/stop it, and to display fault information. The LEDs indicate the drive status.

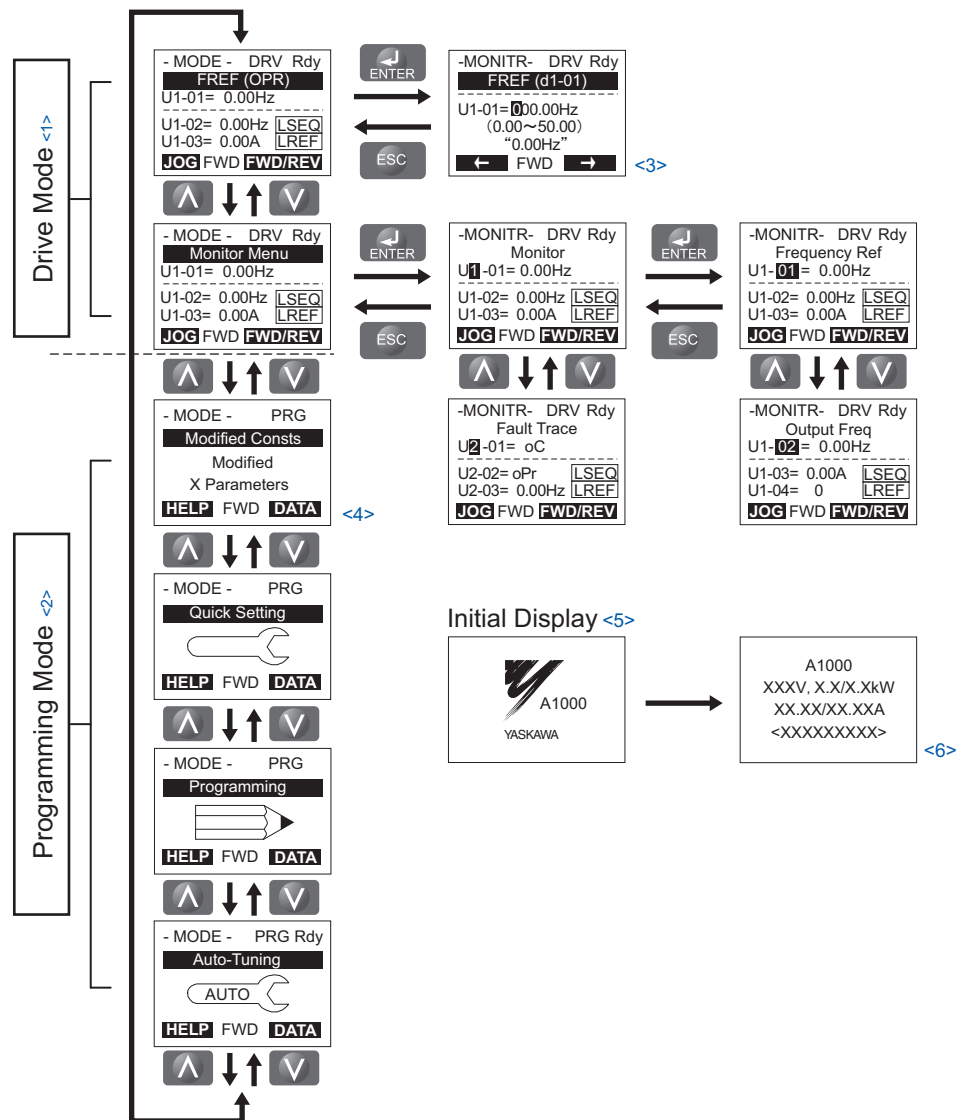



■ Keys and Functions

| Key | Name | Function |
|--|--------------------------|---|
|   | Function Key (F1, F2) | The functions assigned to F1 and F2 vary depending on the menu that is currently displayed. The name of each function appears in the lower half of the display window. |
|  | ESC Key | <ul style="list-style-type: none"> • Returns to the previous display. • Moves the cursor one space to the left. • Pressing and holding this button will return to the Frequency Reference display. |
|  | RESET Key | <ul style="list-style-type: none"> • Moves the cursor to the right. • Resets the drive to clear a fault situation. |
|  | RUN Key | Starts the drive in the LOCAL mode. The Run LED <ul style="list-style-type: none"> • is on, when the drive is operating the motor. • flashes during deceleration to stop or when the frequency reference is 0. • flashes quickly the drive is disabled by a DI, the drive was stopped using a fast stop DI or a run command was active during power up. |
|  | Up Arrow Key | Scrolls up to display the next item, selects parameter numbers and increments setting values. |
|  | Down Arrow Key | Scrolls down to display the previous item, selects parameter numbers and decrements setting values. |
|  | STOP Key | Stops drive operation. |
|  | ENTER Key | <ul style="list-style-type: none"> • Enters parameter values and settings. • Selects a menu item to move between displays. |
|  | LO/RE Selection Key | Switches drive control between the operator (LOCAL) and the control circuit terminals (REMOTE). The LED is on when the drive is in the LOCAL mode (operation from keypad). |
|  | ALM LED Light | On: When the drive detects a fault. Flashing: <ul style="list-style-type: none"> • When an alarm occurs. • When oPE is detected. • When a fault or error occurs during Auto-Tuning. |

◆ Menu Structure and Modes

The following illustration explains the operator keypad menu structure.

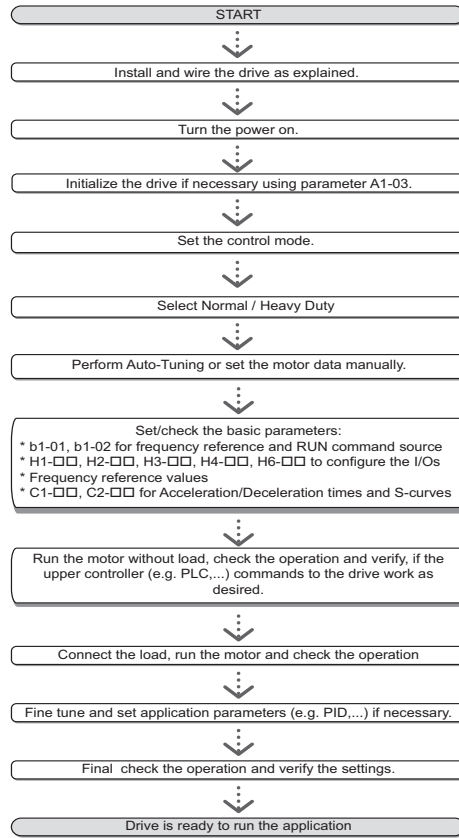


- <1> Pressing  will start the motor.
- <2> Drive cannot operate the motor.
- <3> Flashing characters are shown as **0**.
- <4> X characters are shown in this manual. The LCD Operator will display the actual setting values.
- <5> The Frequency Reference appears after the initial display which shows the product name.
- <6> The information that appears on the display will vary depending on the drive.

5 Start Up

◆ Drive Setup Procedure

The illustration below shows the basic setup procedure. Each step is explained more detailed on the following pages.



◆ Power On

Before turning on the power supply,

- Make sure all wires are connected properly.
- Make sure no screws, loose wire ends or tools are left in the drive.
- After turning the power on, the drive mode display should appear and no fault or alarm should be displayed.

◆ Control Mode Selection (A1-02)

There are three control modes available. Select the control mode that best suits the application the drive will control.

| Control Mode | Parameter | Main Applications |
|---|------------------------|---|
| V/f Control for Induction Motors | A1-02 = 0 (default) | <ul style="list-style-type: none"> • General variable speed applications, particularly useful for running multiple motors from a single drive. • When replacing a drive in which parameter settings are unknown. |
| V/f Control with PG Speed Feedback | A1-02 = 1 | <ul style="list-style-type: none"> • For general-purpose applications that do not require high dynamic response but high speed accuracy. • This mode should be used if the motor parameters are unknown and Auto-Tuning cannot be performed. |
| Open Loop Vector Control | A1-02 = 2 | <ul style="list-style-type: none"> • General variable speed applications • Applications requiring high precision, high speed control |
| Closed Loop Vector Control <I> | A1-02 = 3 | <ul style="list-style-type: none"> • For general, variable-speed applications that requiring precise speed control down to zero speed, fast torque response, or precise torque control. • A speed feedback signal from the motor is required. |

| Control Mode | Parameter | Main Applications |
|--|-----------|--|
| Open Loop Vector Control for PM <1> | A1-02 = 5 | Derated torque-load applications employing permanent magnet motors (SPM, IPM) and energy savings. |
| Advanced Open Loop Vector Control for PM <1> | A1-02 = 6 | This control mode can be used to operate an IPM motor for constant torque applications. |
| Closed Loop Vector Control for PM <1> | A1-02 = 7 | <ul style="list-style-type: none"> This mode can be used for high precision control of a PM motor in constant torque or variable torque applications. A speed feedback signal is required. |

<1> For explanations of these control modes, refer to the Technical Manual.

◆ Normal / Heavy Duty Selection (C6-01)

The drive supports two ratings, Normal Duty and Heavy Duty. Both have different output current ratings (refer to the catalog or the Technical Manual). Set the Duty mode in accordance with the application.

| Mode | Heavy Duty Rating (HD) | Normal Duty Rating (ND) |
|--|---|--|
| C6-01 | 0 | 1 |
| Application | Applications with a constant torque like extruders, conveyors and cranes. High overload capability might be needed. | Applications where the torque increases with the speed like fans or pumps. High overload tolerance is normally not needed. |
| Overload capability (OL2) | 150% of drive rated current for 60 s | 120% of drive rated current for 60 s |
| L3-02 Stall Prevention during Acceleration | 150% | 120% |
| L3-06 Stall Prevention during Run | 150% | 120% |
| Default carrier frequency | 2 kHz | 2 kHz Swing PWM |

◆ Auto-Tuning (T1-□□)

Auto-Tuning automatically sets up the motor data relevant drive parameters. Three different modes are supported.

| Type | Setting | Application Conditions and Benefits | Control Mode (A1-02) | | | |
|--|-----------|--|----------------------|--------------|---------|---------|
| | | | V/f (0) | V/f w/PG (1) | OLV (2) | CLV (3) |
| Rotational Auto-Tuning | T1-01 = 0 | <ul style="list-style-type: none"> Motor can be decoupled from the load and rotate freely while Auto-Tuning is performed. Motor and load can not be decoupled but the motor load is below 30%. Rotational Auto-Tuning gives the most accurate results, and is therefore highly recommended if possible. | N/A | N/A | YES | YES |
| Stationary Auto-Tuning 1 | T1-01 = 1 | <ul style="list-style-type: none"> Motor and load can not be decoupled and the load is higher than 30%. A motor test report listing motor data is not available. Automatically calculates motor parameters needed for vector control. | N/A | N/A | YES | YES |
| Stationary Auto-Tuning 2 | T1-01 = 4 | <ul style="list-style-type: none"> Motor and load can not be decoupled and the load is higher than 30%. A motor test report is available. Once the no-load current and the rated slip have been entered, the drive calculates and sets all other motor-related parameters. | N/A | N/A | YES | YES |
| Stationary Auto-Tuning for Line-to-Line Resistance | T1-01 = 2 | <ul style="list-style-type: none"> The drive is used in V/f Control and other Auto-Tuning selections not possible. Drive and motor capacities differ. Tunes the drive after the cable between the drive and motor has been replaced with a cable over 50 m long. Assumes Auto-Tuning has already been performed. Should not be used for any vector control modes unless the motor cable has changed. | YES | YES | YES | YES |

5 Start Up

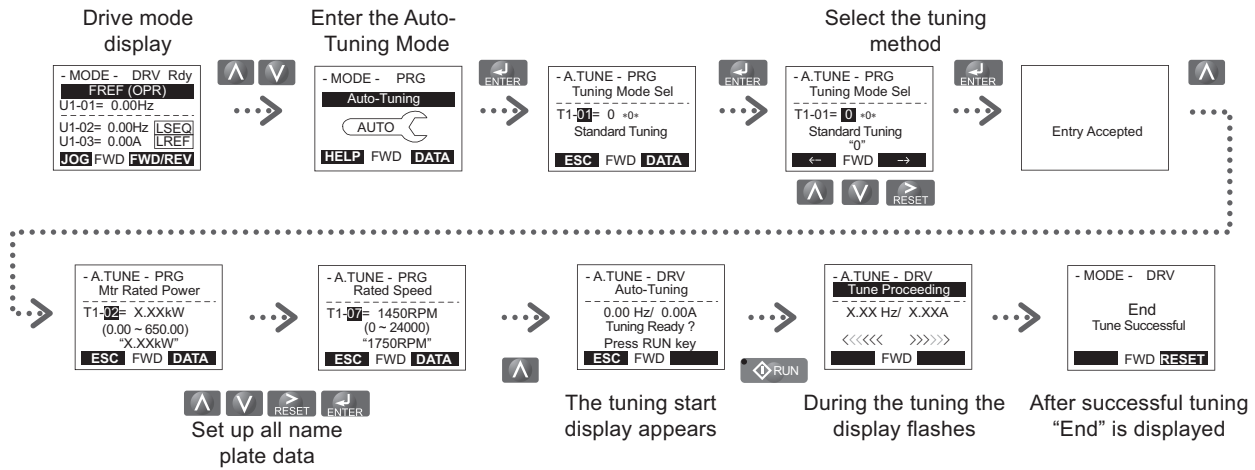
| Type | Setting | Application Conditions and Benefits | Control Mode (A1-02) | | | |
|---|-----------|--|----------------------|--------------|---------|---------|
| | | | V/f (0) | V/f w/PG (1) | OLV (2) | CLV (3) |
| Rotational Auto-Tuning for V/f Control | T1-01 = 3 | <ul style="list-style-type: none"> Recommended for applications using Speed Estimation Speed Search or using the Energy Saving function in V/f Control. Assumes motor can rotate while Auto-Tuning is executed. Increases accuracy for certain functions like torque compensation, slip compensation, Energy Saving, and Speed Search. | YES | YES | N/A | N/A |

⚠ CAUTION

Do not touch the motor until the Auto-Tuning is finished.

Failure to comply may result in minor or moderate injury. Voltage is still applied to the motor during the tuning process, even though the motor may not be rotating.

For Auto-Tuning enter the Auto-Tuning menu and perform the steps shown in the figure below. The number of name plate data to be entered depends on the selected type of Auto-Tuning. This example shows Rotational Auto-Tuning.



If Auto-Tuning can not be performed for some reason (no-load operation impossible etc.), then set up the maximum frequency and voltage in the E1-□□ parameters and enter the motor data manually into the E2-□□ parameters.

NOTICE: The Safe Disable inputs must be closed during Auto-Tuning.

◆ External Reference Selection and Acceleration/ Deceleration Times

■ Frequency Reference Selection (b1-01)

Set parameter b1-01 according to the frequency reference used.

| b1-01 | Reference source | Frequency reference input |
|-------|------------------|--|
| 0 | Operator keypad | Set the frequency references in the d1-□□ parameters and use digital inputs to switch over between different reference values. |
| 1 | Analog input | Apply the frequency reference signal to terminal A1, A2, or A3. |
| 2 | Serial Comm. | Serial Communications using the RS422/485 port |
| 3 | Option Card | Communications option card |
| 4 | Pulse input | Set the frequency reference at terminal RP using a pulse train signal. |

■ Run Command Selection (b1-02)

Set parameter b1-02 according to the run command used.

| b1-02 | Reference source | Run command input |
|-------|------------------------------|--|
| 0 | Operator keypad | RUN and STOP keys on the operator |
| 1 | Multi-Function digital input | Multi-Function digital input |
| 2 | Serial Comm. | Serial Communications using the RS422/485 port |
| 3 | Option Card | Communications option card |

■ Acceleration/ Deceleration Times and S-Curves

There are four sets of acceleration and deceleration times which can be set in the C1-□□ parameters. The default activated accel/decel times are C1-01/02. Adjust these times to the appropriate values required by the application. If necessary S-curves can be activated in the C2-□□ parameters for softer accel/decel start and end.

◆ Reference and Run Source

The drive has a LOCAL and a REMOTE mode.

| Status | Description |
|--------|---|
| LOCAL | The Run/ Stop command and the frequency reference are entered at the operator keypad. |
| REMOTE | The Run command source entered in parameter b1-02 and the frequency reference source entered in parameter b1-01 are used. |

If the drive is operated in the REMOTE mode, make sure that the correct sources for the frequency reference and run command are set in parameters b1-01/02 and that the drive is in the REMOTE mode.

The LED in the LO/RE key indicates where the Run command is input from.

| LO/RE LED | Description |
|-----------|--|
| ON | Run command is issued from operator. |
| OFF | Run command is issued from a different source than the operator. |

◆ I/O Setup

Note: The default setting functions can be seen in the connection diagram on page 12.

■ Multi-Function Digital Inputs (H1-□□)

The function of each digital input can be assigned in the H1-□□ parameters.

■ Multi-Function Digital Outputs (H2-□□)

The function of each digital output can be assigned in the H2-□□ parameters. The setting value of these parameters consist of 3 digits, where the middle and right digit set the function and the left digit sets the output characteristics (0: Output as selected; 1: Inverse output).

■ Multi-Function Analog Inputs (H3-□□)

The function of each analog input can be assigned in the H3-□□ parameters. Input A1 and A3 are set for -10 to +10 Vdc input. A2 is set for 4-20 mA input.

NOTICE: If the input signal level of input A2 is switched between voltage and current, make sure that DIP switch S1 is in the correct position and parameter H3-09 is set up correctly.

NOTICE: When using analog input A3 as PTC input, set DIP switch S4 to PTC and parameter H3-06 = E.

■ Multi-Function Analog Outputs (H4-□□)

Use the H4-□□ parameters to set up the output value of the analog monitor outputs and to adjust the output signal levels. When changing signal levels in parameter H4-07/08, make sure jumper S5 is set accordingly.

◆ Test Run

Perform the following steps to start up the machine after all parameter settings have been done.

1. Run the motor without load and check if all input, outputs and the sequence work as desired.
2. Connect the load to the motor.
3. Run the motor with load and make sure that there is no vibrations, hunting or motor stalling occurs.

After taking the steps listed above, the drive should be ready to run the application and perform the basic functions. For special setups like PID control etc. refer to the Technical Manual.

6 Parameter Table

This parameter table shows the most important parameters. Default settings are bold type. Refer to the Technical Manual for a complete list of parameters.

| No. | Name | Description |
|----------------------------------|--------------------------------------|--|
| Initialization Parameters | | |
| A1-01 | Access Level Selection | 0: View and set A1-01 and A1-04. U□-□□ parameters can also be viewed. 1: User Parameters (access to a set of parameters selected by the user, A2-01 to A2-32) 2: Advanced Access (access to view and set all parameters) |
| A1-02 | Control Method Selection | 0: V/f Control 1: V/f Control with PG 2: Open Loop Vector Control 3: Closed Loop Vector Control 5: Open Loop Vector Control for PM 6: Advanced Open Loop Vector Control for PM 7: Closed Loop Vector Control for PM |
| A1-03 | Initialize Parameters | 0: No initialization 1110: User Initialize (parameter values must be stored using parameter o2-03) 2220: 2-wire initialization 3330: 3-wire initialization 5550: oPE04 error reset |
| Operation Mode Selection | | |
| b1-01 | Frequency Reference Selection 1 | 0: Digital operator 1: Analog input terminals 2: MEMOBUS/Modbus communications 3: Option PCB 4: Pulse input (terminal RP) |
| b1-02 | Run Command Selection 1 | 0: Digital operator 1: Digital input terminals 2: MEMOBUS/Modbus communications 3: Option PCB |
| b1-03 | Stopping Method Selection | 0: Ramp to stop 1: Coast to stop 2: DC Injection Braking to stop 3: Coast with timer 9: Simple Positioning Stop |
| b1-04 | Reverse Operation Selection | 0: Reverse enabled. 1: Reverse disabled. |
| b1-14 | Phase Order Selection | 0: Standard 1: Switch phase order (reverses the direction of the motor) |
| DC Injection Braking | | |
| b2-01 | DC Injection Braking Start Frequency | Sets the frequency at which DC Injection Braking starts when "Ramp to stop" (b1-03 = 0) is selected. |
| b2-02 | DC Injection Braking Current | Sets the DC Injection Braking current as a percentage of the drive rated current. |
| b2-03 | DC Injection Braking Time at Start | Sets DC Injection Braking (Zero Speed Control when in CLV/PM) time at start. Disabled when set to 0.00 seconds. |
| b2-04 | DC Injection Braking Time at Stop | Sets DC Injection Braking time at stop. |

| No. | Name | Description |
|-----------------------------------|--|--|
| Acceleration/ Deceleration | | |
| C1-01 | Acceleration Time 1 | Sets the time to accelerate from 0 to maximum frequency. |
| C1-02 | Deceleration Time 1 | Sets the time to decelerate from maximum frequency to 0. |
| C1-03 to C1-08 | Acceleration/Deceleration Time 2 to 4 | Set the accel/decel times 2 to 4 (set like C1-01/02). |
| C2-01 | S-Curve Characteristic at Accel Start | S-curve at acceleration start. |
| C2-02 | S-Curve Characteristic at Accel End | S-curve at acceleration end. |
| C2-03 | S-Curve Characteristic at Decel Start | S-curve at deceleration start. |
| C2-04 | S-Curve Characteristic at Decel End | S-curve at deceleration end. |
| Slip Compensation | | |
| C3-01 | Slip Compensation Gain | Sets the gain for the motor slip compensation function used for motor 1. |
| C3-02 | Slip Compensation Primary Delay Time | Adjusts the slip compensation function delay time used for motor 1. |
| Torque Compensation | | |
| C4-01 | Torque Compensation Gain | Sets the gain for the automatic torque (voltage) boost function and helps to produce better starting torque. Used for motor 1. |
| C4-02 | Torque Compensation Primary Delay Time | Sets the torque compensation filter time. |
| Carrier Frequency | | |
| C6-01 | Drive Duty Selection | 0: Heavy Duty (HD) for constant torque applications. 1: Normal Duty (ND) for variable torque applications. |
| C6-02 | Carrier Frequency Selection | 1: 2.0 kHz 2: 5.0 kHz 3: 8.0 kHz 4: 10.0 kHz 5: 12.5 kHz 6: 15.0 kHz 7: Swing PWM1 (Audible sound 1) 8: Swing PWM2 (Audible sound 2) 9: Swing PWM3 (Audible sound 3) A: Swing PWM4 (Audible sound 4) B to E: No setting possible F: User defined (determined by C6-03 through C6-05) |
| Frequency Reference | | |
| d1-01 to d1-16 | Frequency Reference 1 to 16 | Sets the frequency reference for the drive. Setting units are determined by parameter o1-03. |

6 Parameter Table

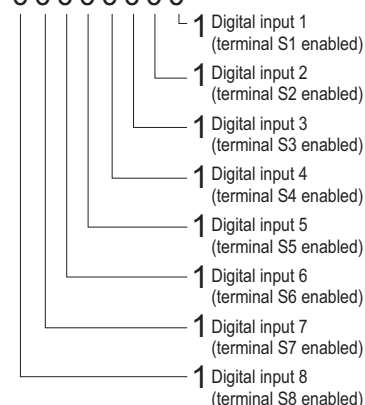
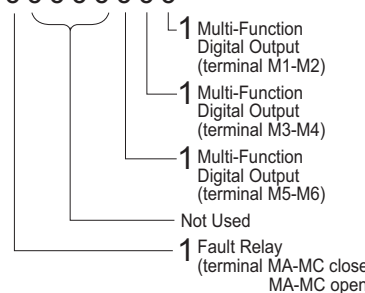
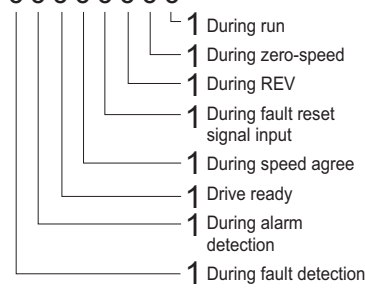
| No. | Name | Description |
|--|---|--|
| d1-17 | Jog Frequency Reference | Sets the Jog frequency reference. Setting units are determined by parameter o1-03. |
| V/f Pattern for Motor 1 | | |
| E1-01 | Input Voltage Setting | This parameter must be set to the power supply voltage. WARNING! Drive input voltage (not motor voltage) must be set in E1-01 for the protective features of the drive to function properly. Failure to do so may result in equipment damage and/or death or personal injury. |
| E1-04 | Maximum Output Frequency | These parameters are only applicable when E1-03 is set to F. To set linear V/f characteristics, set the same values for E1-07 and E1-09. In this case, the setting for E1-08 will be disregarded. Ensure that the four frequencies are set according to these rules: $E1-09 \leq E1-07 < E1-06 \leq E1-11 \leq E1-04$ |
| E1-05 | Maximum Voltage | |
| E1-06 | Base Frequency | |
| E1-07 | Middle Output Frequency | |
| E1-08 | Middle Output Frequency Voltage | |
| E1-09 | Minimum Output Frequency | <p>Output Voltage (V)</p> <p>E1-05 E1-12 E1-13 E1-08 E1-10</p> <p>E1-09 E1-07 E1-06 E1-11 E1-04</p> <p>Frequency (Hz)</p> |
| E1-10 | Minimum Output Frequency Voltage | |
| E1-13 | Base Voltage | Note: Some parameters may not be available depending on the control mode. <ul style="list-style-type: none"> E1-07, E1-08 and E1-10 are available only in the following control modes: V/f Control, V/f with PG, Open Loop Vector. E1-11, E1-12 and E1-13 are available only in the following control modes: V/f Control, V/f with PG, Open Loop Vector, Closed Loop Vector. |
| Motor 1 Parameters | | |
| E2-01 | Motor Rated Current | Sets the motor nameplate full load current in Amps. Automatically set during Auto-Tuning. |
| E2-02 | Motor Rated Slip | Sets the motor rated slip. Automatically set during Auto-Tuning. |
| E2-03 | Motor No-Load Current | Sets the no-load current for the motor. Automatically set during Auto-Tuning. |
| E2-04 | Number of Motor Poles | Sets the number of motor poles. Automatically set during Auto-Tuning. |
| E2-05 | Motor Line-to-Line Resistance | Sets the phase-to-phase motor resistance. Automatically set during Auto-Tuning. |
| E2-06 | Motor Leakage Inductance | Sets the voltage drop due to motor leakage inductance as a percentage of motor rated voltage. Automatically set during Auto-Tuning. |
| Multi-Function Digital Inputs | | |
| H1-01 to H1-08 | Multi-Function Digital Input Terminal S1 to S8 Function Selection | Selects the function of terminals S1 to S8. |
| Note: Major functions are listed at the end of the table. | | |

| No. | Name | Description |
|--|------------------------------------|--|
| Multi-Function Digital Outputs | | |
| H2-01 | Terminal M1-M2 function selection | Set the function for the relay output M1-M2. |
| H2-02 | Terminal M3-M4 function selection | Sets the function for the relay output M3-M4. |
| H2-03 | Terminal M5-M6 function selection | Sets the function for the relay output M5-M6. |
| H2-06 | Watt Hour Output Unit Selection | Outputs a 200 ms pulse signal when the watt-hour counter increases by the units selected. 0: 0.1 kWh units 1: 1 kWh units 2: 10 kWh units 3: 100 kWh units 4: 1000 kWh units |
| Note: Major functions are listed at the end of the table. | | |
| Multi-Function Analog Inputs | | |
| H3-01 | Terminal A1 Signal Level Selection | 0: 0 to 10 V 1: -10 to 10 V |
| H3-02 | Terminal A1 Function Selection | Sets the function of terminal A1. |
| H3-03 | Terminal A1 Gain Setting | Sets the level of the input value selected in H3-02 when 10 V is input at terminal A1. |
| H3-04 | Terminal A1 Bias Setting | Sets the level of the input value selected in H3-02 when 0 V is input at terminal A1. |
| H3-05 | Terminal A3 Signal Level Selection | 0: 0 to 10 V 1: -10 to 10 V |
| H3-06 | Terminal A3 Function Selection | Sets the function of terminal A3. |
| H3-07 | Terminal A3 Gain Setting | Sets the level of the input value selected in H3-06 when 10 V is input at terminal A3. |
| H3-08 | Terminal A3 Bias Setting | Sets the level of the input value selected in H3-06 when 0 V is input at terminal A3. |
| H3-09 | Terminal A2 Signal Level Selection | 0: 0 to 10 V 1: -10 to 10 V 2: 4 to 20 mA 3: 0 to 20 mA Note: Use DIP switch S1 to set input terminal A2 for a current or a voltage input signal. |
| H3-10 | Terminal A2 Function Selection | Sets the function of terminal A2. |
| H3-11 | Terminal A2 Gain Setting | Sets the level of the input value selected in H3-10 when 10 V (20 mA) is input at terminal A2. |
| H3-12 | Terminal A2 Bias Setting | Sets the level of the input value selected in H3-10 when 0 V (0 or 4 mA) is input at terminal A2. |
| H3-13 | Analog Input Filter Time Constant | Sets a primary delay filter time constant for terminals A1, A2, and A3. Used for noise filtering. |

| No. | Name | Description | No. | Name | Description |
|-------------------------------------|---|---|-------------------------|--|--|
| H3-14 | Analog Input Terminal Enable Selection | Determines which of the analog input terminals will be enabled when a digital input programmed for "Analog input enable" (H1-□□ = C) is activated. 1: Terminal A1 only 2: Terminal A2 only 3: Terminals A1 and A2 only 4: Terminal A3 only 5: Terminals A1 and A3 6: Terminals A2 and A3 7: All terminals enabled | H6-07 | Pulse Train Monitor Scaling | Sets the terminal MP output signal frequency when the monitor value is 100%. To have the pulse train monitor output equal the output frequency, set H6-06 to 102 and H6-07 to 0. |
| Multi-Function Analog Inputs | | | Motor Protection | | |
| H4-01 | Multi-Function Analog Output Terminal FM Monitor Selection | Selects the data to be output through multi-function analog output terminal FM. Set the desired monitor parameter to the digits available in U□-□□. For example, enter "103" for U1-03. | L1-01 | Motor Overload Protection Selection | 0: Disabled 1: General purpose motor (standard fan cooled) 2: Drive dedicated motor with a speed range of 1:10 3: Vector motor with a speed range of 1:100 4: PM motor with variable torque 5: PM motor with constant torque control 6: General purpose motor (50 Hz) The drive may not be able to provide protection when multiple motors are used, even if overload is enabled in L1-01. Set L1-01 to 0 and install separate thermal relay to each motor. |
| H4-02 | Multi-Function Analog Output Terminal FM Gain | Sets the signal level at terminal FM that is equal to 100% of the selected monitor value. | L1-02 | Motor Overload Protection Time | Sets the motor thermal overload protection (oL1) time. |
| H4-03 | Multi-Function Analog Output Terminal FM Bias | Sets the signal level at terminal FM that is equal to 0% of the selected monitor value. | Stall Prevention | | |
| H4-04 | Multi-Function Analog Output Terminal AM Monitor Selection | Selects the data to be output through multi-function analog output terminal AM. Set the desired monitor parameter to the digits available in U□-□□. For example, enter "103" for U1-03. | L3-01 | Stall Prevention Selection during Acceleration | 0: Disabled. 1: General purpose. Acceleration is paused as long as the current is above the L3-02 setting. 2: Intelligent. Accelerate in the shortest possible time without exceeding the L3-02 level. Note: Setting 2 is not available when using OLV/PM. |
| H4-05 | Multi-Function Analog Output Terminal AM Gain | Sets the signal level at terminal AM that is equal to 0% of the selected monitor value. | L3-02 | Stall Prevention Level during Acceleration | Used when L3-01 = 1 or 2. 100% is equal to the drive rated current. |
| H4-06 | Multi-Function Analog Output Terminal AM Bias | Sets the bias value added to the terminal AM output signal. | L3-04 | Stall Prevention Selection during Deceleration | 0: Disabled. Deceleration at the active deceleration rate. An ov fault may occur. 1: General purpose. Deceleration is paused when the DC bus voltage exceeds the Stall Prevention level. 2: Intelligent. Decelerate as fast as possible while avoiding ov faults. 3: Stall Prevention with braking resistor. Stall Prevention during deceleration is enabled in coordination with dynamic braking. 4: Overexcitation Deceleration. Decelerates while increasing the motor flux. 5: Overexcitation Deceleration 2. Adjust the deceleration rate according to the DC bus voltage. 6: Enabled. Decelerates adjusting the deceleration rate according to the output current and the DC bus voltage. |
| H4-07 | Multi-Function Analog Output Terminal FM Signal Level Selection | 0: 0 to 10 V 1: -10 to 10 V 2: 4 to 20 mA | | | |
| H4-08 | Multi-Function Analog Output Terminal AM Signal Level Selection | 0: 0 to 10 V 1: -10 to 10 V 2: 4 to 20 mA | | | |
| Pulse Input Setting (Freq.) | | | | | |
| H6-02 | Pulse Train Input Scaling | Sets the terminal RP input signal frequency that is equal to 100% of the value selected in H6-01. | | | |
| H6-03 | Pulse Train Input Gain | Sets the level of the value selected in H6-01 when a frequency with the value set in H6-02 is input. | | | |
| H6-04 | Pulse Train Input Bias | Sets the level of the value selected in H6-01 when 0 Hz is input. | | | |
| Pulse Output Setting | | | | | |
| H6-06 | Pulse Train Monitor Selection | Select the pulse train monitor output function (value of the □-□□ part of U□-□□). Example: To select U5-01, set 501. | | | |

6 Parameter Table

| No. | Name | Description |
|------------------------------------|--|--|
| L3-05 | Stall Prevention Selection during Run | 0: Disabled. Drive runs at a set frequency. A heavy load may cause speed loss. 1: Decel time 1. Uses the deceleration time set to C1-02 while Stall Prevention is performed. 2: Decel time 2. Uses the deceleration time set to C1-04 while Stall Prevention is performed. |
| L3-06 | Stall Prevention Level during Run | Enabled when L3-05 is set to 1 or 2. 100% is equal to the drive rated current. |
| Induction Motor Auto-Tuning | | |
| T1-01 | Auto-Tuning Mode Selection | 0: Rotational Auto-Tuning 1: Stationary Auto-Tuning 1 2: Stationary Auto-Tuning for Line-to-Line Resistance 3: Rotational Auto-Tuning for V/f Control (necessary for Energy Savings and Speed Estimation Speed Search) 4: Stationary Auto-Tuning 2 8: Inertia Tuning (perform Rotational Auto-Tuning prior to Inertia Tuning) 9: ASR Gain Tuning (perform Rotational Auto-Tuning prior to ASR Gain Auto-Tuning) |
| T1-02 | Motor Rated Power | Sets the motor rated power as specified on the motor nameplate. |
| T1-03 | Motor Rated Voltage | Sets the motor rated voltage as specified on the motor nameplate. |
| T1-04 | Motor Rated Current | Sets the motor rated current as specified on the motor nameplate. |
| T1-05 | Motor Base Frequency | Sets the rated frequency of the motor as specified on the motor nameplate. |
| T1-06 | Number of Motor Poles | Sets the number of motor poles as specified on the motor nameplate. |
| T1-07 | Motor Base Speed | Sets the rated speed of the motor as specified on the motor nameplate. |
| T1-08 | PG Number of Pulses Per Revolution | Set the number of pulses per revolution for the PG being used (pulse generator or encoder). |
| T1-09 | Motor No-Load Current (Stationary Auto-Tuning) | Sets the no-load current for the motor. After setting the motor capacity to T1-02 and the motor rated current to T1-04, this parameter will automatically display the no-load current for a standard 4 pole YASKAWA motor. Enter the no-load current as indicated on the motor test report. |
| T1-10 | Motor Rated Slip (Stationary Auto-Tuning) | Sets the motor rated slip. After setting the motor capacity to T1-02, this parameter will automatically display the motor slip for a standard 4 pole YASKAWA motor. Enter the motor slip as indicated on the motor test report. |
| T1-11 | Motor Iron Loss | Sets the iron loss for determining the Energy Saving coefficient. The value is set to E2-10 (motor iron loss) set when the power is cycled. If T1-02 is changed, a default value appropriate for the motor capacity that was entered will appear. |

| Monitor | Description |
|--------------------|---|
| U1-01 | Frequency Reference (Hz) |
| U1-02 | Output Frequency (Hz) |
| U1-03 | Output Current (A) |
| U1-05 | Motor Speed (Hz) |
| U1-06 | Output Voltage Reference (Vac) |
| U1-07 | DC Bus Voltage (Vdc) |
| U1-08 | Output Power (kW) |
| U1-09 | Torque Reference (% of motor rated torque) |
| U1-10 | Displays the input terminal status. U1 - 10 = 00000000  <ul style="list-style-type: none"> 1 Digital input 1 (terminal S1 enabled) 1 Digital input 2 (terminal S2 enabled) 1 Digital input 3 (terminal S3 enabled) 1 Digital input 4 (terminal S4 enabled) 1 Digital input 5 (terminal S5 enabled) 1 Digital input 6 (terminal S6 enabled) 1 Digital input 7 (terminal S7 enabled) 1 Digital input 8 (terminal S8 enabled) |
| U1-11 | Displays the output terminal status. U1 - 11 = 00000000  <ul style="list-style-type: none"> 1 Multi-Function Digital Output (terminal M1-M2) 1 Multi-Function Digital Output (terminal M3-M4) 1 Multi-Function Digital Output (terminal M5-M6) Not Used 1 Fault Relay (terminal MA-MC closed MA-MC open) |
| U1-12 | Verifies the drive operation status. U1 - 12 = 00000000  <ul style="list-style-type: none"> 1 During run 1 During zero-speed 1 During REV 1 During fault reset signal input 1 During speed agree 1 Drive ready 1 During alarm detection 1 During fault detection |
| U1-13 | Terminal A1 Input Level |
| U1-14 | Terminal A2 Input Level |
| U1-15 | Terminal A3 Input Level |
| U1-16 | Output Frequency after Soft Starter |
| U1-18 | oPE Fault Parameter |
| U1-24 | Input Pulse Monitor |
| Fault Trace | |
| U2-01 | Current Fault |
| U2-02 | Previous Fault |
| U2-03 | Frequency Reference at Previous Fault |
| U2-04 | Output Frequency at Previous Fault |

| Monitor | Description |
|--|--|
| U2-05 | Output Current at Previous Fault |
| U2-06 | Motor Speed at Previous Fault |
| U2-07 | Output Voltage at Previous Fault |
| U2-08 | DC Bus Voltage at Previous Fault |
| U2-09 | Output Power at Previous Fault |
| U2-10 | Torque Reference at Previous Fault |
| U2-11 | Input Terminal Status at Previous Fault |
| U2-12 | Output Terminal Status at Previous Fault |
| U2-13 | Drive Operation Status at Previous Fault |
| U2-14 | Cumulative Operation Time at Previous Fault |
| U2-15 | Soft Starter Speed Reference at Previous Fault |
| U2-16 | Motor q-Axis Current at Previous Fault |
| U2-17 | Motor d-Axis Current at Previous Fault |
| U2-20 | Heatsink Temperature at Previous Fault |
| Fault History | |
| U3-01 to U3-04 | First to 4th Most Recent Fault |
| U3-05 to U3-10 | 5th to 10th Most Recent Fault |
| U3-11 to U3-14 | Cumulative Operation Time at 1st to 4th Most Recent Fault |
| U3-15 to U3-20 | Cumulative Operation Time at 5th to 10th Most Recent Fault |
| NOTE: The following faults are not recorded in the error log. CPF00 to 03, Uv1, and Uv2 | |

| DI/DO Sel. | Description |
|------------------------------------|--|
| Digital Input Function Selections | |
| 3 | Multi-step speed reference 1 |
| 4 | Multi-step speed reference 2 |
| 5 | Multi-step speed reference 3 |
| 6 | Jog reference selection (higher priority than multi-step speed reference) |
| 7 | Accel/decel time selection 1 |
| F | Through mode (Set when a terminal is not used) |
| 14 | Fault reset (Reset when turned ON) |
| 20 to 2F | External fault; Input mode: N.O. contact / N.C. contact, Detection mode: Normal/during operation |
| Digital Output Function Selections | |
| 0 | During Run (ON: run command is ON or voltage is being output) |
| 1 | Zero Speed |
| 2 | Speed Agree 1 |
| 6 | Drive Ready |
| E | Fault |
| F | Through mode |
| 10 | Minor fault (Alarm) (ON: Alarm displayed) |

7 Troubleshooting

◆ General Fault and Alarms

Faults and alarms indicate problems in the drive or in the machine.

An alarm is indicated by a code on the data display and the flashing ALM LED. The drive output is not necessarily switched off.

A fault is indicated by a code on the data display and the ALM LED is on. The drive output is always switched off immediately and the motor coast to stop.

To remove an alarm or reset a fault, trace the cause, remove it and reset the drive by pushing the Reset key on the operator or cycling the power supply.

This lists up the most important alarms and faults only. Please refer to the Technical Manual for a complete list.

| Digital Operator | AL | FLT | Cause | Corrective Action |
|---|----|-----|---|---|
| Base Block bb | ○ | | The software base block function is assigned to one of the digital inputs and the input is off. The drive does not accept Run commands. | <ul style="list-style-type: none"> • Check the digital inputs function selection. • Check the upper controller sequence. |
| Control Fault CF | | ○ | The torque limit was reached during deceleration for longer than 3 s. when in Open Loop Vector control <ul style="list-style-type: none"> • The load inertia is too big. • The torque limit is too low. • The motor parameters are wrong. | <ul style="list-style-type: none"> • Check the load. • Set the torque limit to the most appropriate setting (L7-01 through L7-04). • Check the motor parameters. |
| Control Circuit Fault CPF02 to CPF24 | | ○ | There is a problem in the drive's control circuit. | <ul style="list-style-type: none"> • Cycle the drive power supply. • Initialize the drive. • Replace the drive if the fault occurs again. |
| Control Circuit Fault CPF25 | | ○ | There is no terminal board connected to the control board. | <ul style="list-style-type: none"> • Check if the terminal board is installed properly. • Uninstall and Reapply the terminal board. • Change the drive. |
| Cannot Reset CrST | ○ | | Fault reset was input when a Run command was active. | Turn off the Run command and reset the drive. |
| Option External Fault EF0 | ○ | ○ | An external fault was tripped by the upper controller via an option card. | <ul style="list-style-type: none"> • Remove the fault cause, reset the fault and restart the drive. • Check the upper controller program. |
| External Fault EF | ○ | | A forward and reverse command were input simultaneously for longer than 500 ms. This alarm stops a running motor. | <ul style="list-style-type: none"> • Check the sequence and make sure that the forward and reverse input are not set at the same time. |
| External Faults EF1 to EF8 | ○ | ○ | <ul style="list-style-type: none"> • An external fault was triggered by an external device via one of the digital inputs S1 to S8. • The digital inputs are set up incorrectly. | <ul style="list-style-type: none"> • Find out why the device tripped the EF. Remove the cause and reset the fault. • Check the functions assigned to the digital inputs. |
| Ground Fault GF | | ○ | <ul style="list-style-type: none"> • Ground leakage current has exceeded 50% of the drives rated output current. • Cable or motor insulation is broken. • Excessive stray capacitance at drive output. | <ul style="list-style-type: none"> • Check the output wiring and the motor for short circuits or broken insulation. Replace any broken parts. • Reduce the carrier frequency. |
| Safe Disable Hbb | ○ | | Both Safe Disable inputs are open. The drive output is safely disabled and the motor can not be started. | <ul style="list-style-type: none"> • Check why the upper controller's safety device disabled the drive. Remove the cause and restart. • Check the wiring. • If the Safe Disable function is not utilized for the ISO13849-1, Category 3 PLd, and IEC61508, SIL2 or for disabling the drive, the terminals HC, H1, H2 must be linked. |
| Safe Disable Fault HbbF | ○ | | Drive output is disabled while only one of the Safe Disable inputs is open. (normally both input signals H1 and H2 should be open) <ul style="list-style-type: none"> • One channel is internally broken and does not switch off, even if the external signal is removed. • Only one channel is switched off by the upper controller. | <ul style="list-style-type: none"> • Check the wiring from the upper controller and make sure that both signals are set correctly by the controller. • If the signals are set correctly and the alarm does not disappear, replace the drive. |

| Digital Operator | AL | FLT | Cause | Corrective Action |
|-----------------------------------|----|-----|---|--|
| Output Phase Loss PF | | ○ | Output cable is disconnected or the motor winding is damaged. Loose wires at the drive output. Motor is too small (less than 5% of drive current). | <ul style="list-style-type: none"> • Check the motor wiring. • Make sure all terminal screws in the drive and motor are properly tightened. • Check the motor and drive capacity. |
| Overcurrent oC | | ○ | Short circuit or ground fault on the drive output side The load is too heavy. The accel./decel. times are too short. Wrong motor data or V/f pattern settings. A magnetic contactor was switched at the output. | <ul style="list-style-type: none"> • Check the output wiring and the motor for short circuits or broken insulation. Replace the broken parts. • Check the machine for damages (gears, etc.) and repair any broken parts. • Check the drive parameter settings. • Check the output contactor sequence. |
| Heatsink Overheat oH or oH1 | ○ | ○ | Surrounding temperature is too high. The cooling fan has stopped. The heatsink is dirty. The airflow to the heatsink is restricted. | <ul style="list-style-type: none"> • Check the surrounding temperature and install cooling devices if necessary. • Check the drive cooling fan. • Clean the heatsink. • Check the airflow around the heatsink. |
| Motor Overload oL1 | | ○ | The motor load is too heavy. The motor is operated at low speed with heavy load. Cycle times of accel./ decel. are too short. Incorrect motor rated current has been set. | <ul style="list-style-type: none"> • Reduce the motor load. • Use a motor with external cooling and set the correct motor in parameter L1-01 • Check the sequence. • Check the rated current setting. |
| Drive Overload oL2 | | ○ | The load is too heavy. The drive capacity is too small. Too much torque at low speed. | <ul style="list-style-type: none"> • Check the load. • Make sure that the drive is big enough to handle the load. • The overload capability is reduced at low speeds. Reduce the load or increase the drive size. |
| DC Overvoltage oV | ○ | ○ | DC bus voltage rose too high. The deceleration time is too short. Stall prevention is disabled. Braking chopper / resistor broken. Unstable motor control in OL.V. Too high input voltage. | <ul style="list-style-type: none"> • Increase the deceleration time. • Enable stall prevention by parameter L3-04. • Make sure the braking resistor and braking chopper are working correctly. • Check motor parameter settings and adjust torque and slip compensation as needed. • Make sure that the power supply voltage meets the drives specifications. |
| Input Phase Loss LF | | ○ | Input voltage drop or phase imbalance. One of the input phase is lost. Loose wires at the drive input. | <ul style="list-style-type: none"> • Check the power supply. • Make sure that all cables are properly fixed to the correct terminals. |
| Braking Transistor Fault rr | | ○ | The internal braking transistor is broken. | <ul style="list-style-type: none"> • Cycle the power supply. • Replace the drive if the fault reoccurs. |
| Thermistor Disconnect THo | ○ | ○ | The motor thermistor is not connected properly. | Check the wiring for the thermistor. |
| DC Undervoltage Uv1 | ○ | ○ | The voltage in the DC bus fell below the undervoltage detection level (L2-05). The power supply failed or one input phase has been lost. The power supply is too weak. | <ul style="list-style-type: none"> • Check the power supply. • Make sure, that the power supply is strong enough. |
| Controller Undervoltage Uv2 | | ○ | The drives controller power supply voltage is too low. | <ul style="list-style-type: none"> • Cycle power to the drive. Check if the fault reoccurs. • Replace the drive if the fault continues to occur. |
| DC Charge Circuit Fault Uv3 | | ○ | The charge circuit for the DC bus is broken. | <ul style="list-style-type: none"> • Cycle power to the drive. Check if the fault reoccurs. • Replace the drive if the fault reoccurs. |

◆ Operator Programming Errors

An Operator Programming Error (oPE) occurs when an inapplicable parameter is set or an individual parameter setting is inappropriate. When an oPE error is displayed, press the ENTER button to display U1-18 (oPE fault constant). This monitor will display the parameter that is causing the oPE error.

| Digital Operator | Cause | Corrective Action |
|------------------|---|--|
| oPE01 | Drive capacity and value set to o2-04 do not match. | Correct the value set to o2-04. |
| oPE02 | Parameters were set outside the allowable setting range. | Set parameters to the proper values. |
| oPE03 | <p>A contradictory setting is assigned to multi-function contact inputs H1-01 through to H1-08.</p> <ul style="list-style-type: none"> The same function is assigned to two inputs. (this excludes “External fault” and “Not used”) Input functions which require the setting of other input functions were set alone. Input functions that are not allowed to be used simultaneously have been set. | <ul style="list-style-type: none"> Fix any incorrect settings. Refer to the Technical Manual for more details. |
| oPE05 | <ul style="list-style-type: none"> The run command source (b1-02) or frequency reference source (b1-01) is set to 3 but no option card is installed. The frequency reference source is set to pulse input but H6-01 is not 0. | <ul style="list-style-type: none"> Install the required option card. Correct the values set to b1-01 and b1-02. |
| oPE07 | <p>Settings to multi-function analog inputs H3-02 and H3-10 and PID functions conflict.</p> <ul style="list-style-type: none"> H3-02 and H3-10 are set to the same value. (this excludes settings 0 and F) PID functions have been assigned to both analog inputs and the pulse input at the same time. | <ul style="list-style-type: none"> Fix any incorrect setting. Refer to the Technical Manual for more details. |
| oPE08 | A function has been set that cannot be used in the control mode selected.(might appear after control mode change) | <ul style="list-style-type: none"> Fix any incorrect setting. Refer to the Technical Manual for more details. |
| oPE10 | The V/f pattern setting is incorrect. | <ul style="list-style-type: none"> Check the V/f pattern settings. Refer to the Technical Manual for more details. |
| oPE18 | <p>One of the following setting errors has occurred while Online Tuning is enabled in OLV (A1-02 = 2):</p> <ul style="list-style-type: none"> E2-02 has been set below 30% of the original default value E2-06 has been set below 50% of the original default value E2-03 = 0 | Make sure E2-02, E2-03, and E2-06 are set the correct values. |

◆ Auto-Tuning Errors

| Digital Operator | Cause | Corrective Action |
|------------------|--|---|
| Er-01 | <p>Motor data fault</p> <p>The input motor data are not valid. (e.g. the base frequency and base speed do not fit).</p> | Re-enter the data and repeat Auto-Tuning. |
| Er-02 | <p>Minor Fault</p> <ul style="list-style-type: none"> The wiring is faulty. The load is too heavy. | <ul style="list-style-type: none"> Check the wiring. Check the load. Always perform Auto-Tuning with the load decoupled from the motor. |
| Er-03 | The STOP button was pressed and Auto-Tuning was canceled. | Repeat the Auto-Tuning. |
| Er-04 | <p>Resistance fault</p> <ul style="list-style-type: none"> Wrong input data. Auto tuning exceeded the given time frame. Calculated values out of range. | <ul style="list-style-type: none"> Check the input data. Check the wiring. Re-enter the data and repeat the Auto-Tuning. |
| Er-05 | <p>No-Load Current Error</p> <ul style="list-style-type: none"> Incorrect data was entered. Auto tuning took too long. Calculated values out of range. | |
| Er-08 | <p>Rated Slip Error</p> <ul style="list-style-type: none"> Wrong data input. Auto tuning exceeded the given time frame. Calculated values out of range. | |

| Digital Operator | Cause | Corrective Action |
|------------------|--|--|
| Er-09 | Acceleration error The motor did not accelerate for the specified acceleration time. | <ul style="list-style-type: none"> • Increase the acceleration time C1-01. • Check the torque limits L7-01 and L7-02. |
| Er-11 | Motor speed fault. The torque reference was too high. | <ul style="list-style-type: none"> • Increase the acceleration time (C1-01). • If possible, disconnect the load. |
| Er-12 | Current detection error <ul style="list-style-type: none"> • One or all output phases are lost. • Current is either too low or exceeds the drives rating. • The current sensors are faulty. | <ul style="list-style-type: none"> • Check the wiring. • Make sure, that the drive rating fits to the motor. • Check the load. (Auto-Tuning should have been performed without the load connected.) • Replace the drive. |
| Er-13 | Leakage Inductance Error Drive was unable to complete tuning for leakage inductance within 300 s. | <ul style="list-style-type: none"> • Check all wiring and correct any mistakes. • Double check the motor rated current value that was entered to T1-04 for Auto-Tuning. • Check the motor rated current value written on the motor nameplate and enter the correct value. |
| End1 | Excessive V/f Setting <ul style="list-style-type: none"> • The torque reference exceeded 20% during Auto-Tuning. • The calculated no-load current is above 80% of the motor rated current. | <ul style="list-style-type: none"> • Check the V/f pattern setting. • Perform Auto-Tuning without the load connected. • Check the input data and repeat Auto-Tuning. |
| End2 | Motor iron-core saturation alarm <ul style="list-style-type: none"> • Calculated core saturation values out of range. • Incorrect data was entered. | <ul style="list-style-type: none"> • Check the input data. • Check the motor wiring. • Perform Auto-Tuning without load connected. |
| End3 | Rated current alarm | Check the input data and repeat tuning. |
| End4 | Adjusted Slip Calculation Error The slip that was calculated is outside the allowable range. | <ul style="list-style-type: none"> • Make sure the data entered for Auto-Tuning is correct. • Execute Rotational Auto-Tuning instead. If not possible, try Stationary Auto-Tuning 2. |
| End5 | Resistance Tuning Error The resistance value that was calculated is outside the allowable range. | <ul style="list-style-type: none"> • Double check the data that was entered for the Auto-Tuning process. • Check the motor and motor cable connection for faults. |
| End6 | Leakage Inductance Alarm The leakage inductance value that was calculated is outside the allowable range. | Double check the data that was entered for the Auto-Tuning process. |
| End7 | No-Load Current Alarm <ul style="list-style-type: none"> • The entered no-load current value was outside the allowable range. • Auto-Tuning results were less than 5% of the motor rated current. | <ul style="list-style-type: none"> • Check and correct faulty motor wiring. • Double check the data that was entered for the Auto-Tuning process. |

8 Safe Disable Input Function

◆ Specifications

| | | |
|----------------------------|---------------------------------------|--|
| Inputs / Outputs | | Two Safe Disable inputs and one EDM output according to ISO13849-1 Cat. 3 PLd, IEC61508 SIL2. |
| Operation Time | | Time from input open to drive output stop is less than 1 ms. |
| Failure Probability | Demand Rate Low | PFD = 5.15E ⁻⁵ |
| | Demand Rate High or Continuous | PFH = 1.2E ⁻⁹ |
| Performance Level | | The Safe Disable feature satisfies all requirements of performance level d (PLd) as defined by ISO13849-1 (this includes DC from EDM). |

◆ Precautions

DANGER! *Improper use of the Safe Disable function can result in serious injury or even death. Make sure the whole system or machinery that the Safe Disable function is used in complies with safety requirements. When implementing the Safe Disable function into the safety system of a machine, a thorough risk assessment for the whole system has to be carried out to assure it complies with relevant safety norms (e.g., ISO13849, IEC61508, EN/IEC62061,...).*

DANGER! *When using a PM motor, even if the drive output is shut off by the Safe Disable function, a break down of two output transistors can cause current to flow through the motor winding, resulting in a rotor movement for a maximum angle of 180 degree (electrically). Make sure such a situation would have no effect on the safety of the application when using the Safe Disable function. This is not a concern with induction motors.*

DANGER! *The Safe Disable function can switch off the drive output, but does not cut the drive power supply and cannot electrically isolate the drive output from the input. Always shut off the drive power supply when performing maintenance or installations on the drive input side as well as the drive output side.*

DANGER! *When using the Safe Disable inputs, make sure to remove the wire links between terminals H1, H2, and HC that were installed prior to shipment. Failing to do so will keep the Safe Disable circuit from operating properly and can cause injury or even death.*

DANGER! *All safety features (including Safe Disable) should be inspected daily and periodically. If the system is not operating normally, there is a risk of serious personal injury.*

DANGER! *Only a qualified technician with a thorough understanding of the drive, the instruction manual, and safety standards should be permitted to wire, inspect, and maintain the Safe Disable input.*

NOTICE: *From the moment terminal inputs H1 and H2 have opened, it takes up to 1 ms for drive output to shut off completely. The sequence set up to trigger terminals H1 and H2 should make sure that both terminals remain open for at least 1 ms in order to properly interrupt drive output.*

NOTICE: *The Safe Disable Monitor (output terminals DM+ and DM-) should not be used for any other purpose than to monitor the Safe Disable status or to discover a malfunction in the Safe Disable inputs. The monitor output is not considered a safe output.*

◆ Using the Safe Disable Function

The Safe Disable inputs provide a stop function in compliance with “Safe Torque Off” as defined in the IEC61800-5-2. Safe Disable inputs have been designed to meet the requirements of the ISO13849-1, Category 3 PLd, and IEC61508, SIL2.

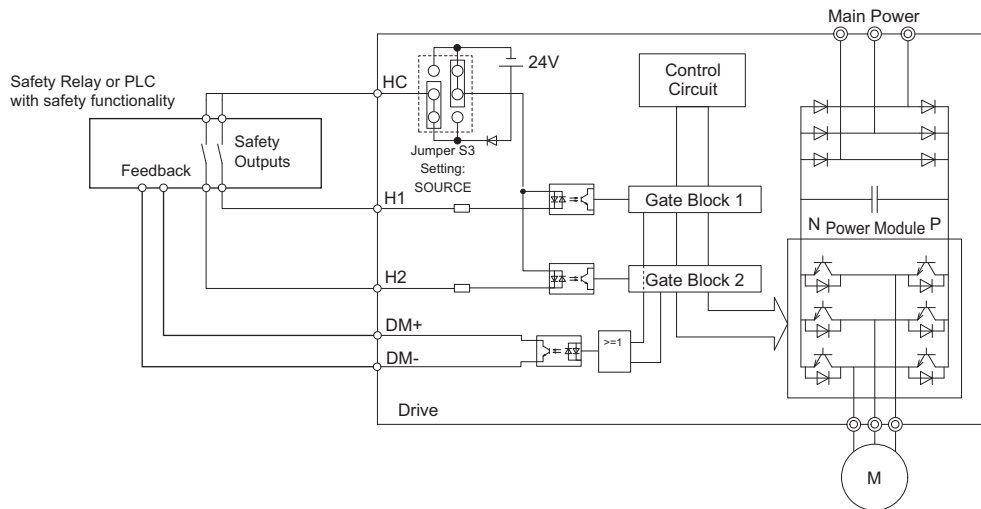
A Safe Disable Status Monitor for error detection in the safety circuit is also provided.

■ Safe Disable Circuit

The Safe Disable circuit consists of two independent input channels that can block the output transistors. In addition, it provides a monitoring channel that indicates the status of those two input channels.

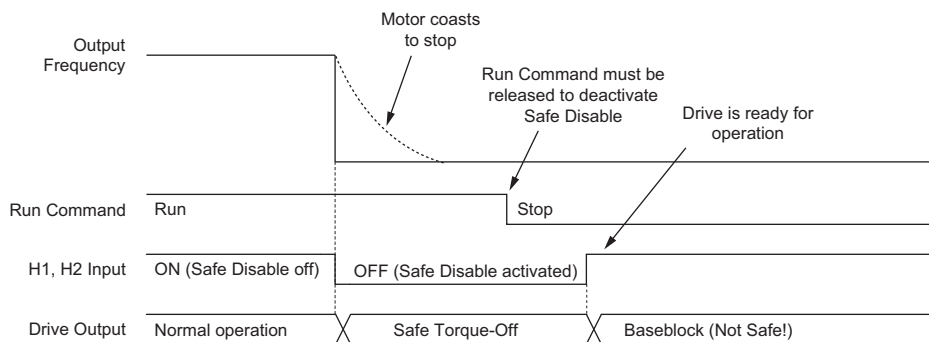
The input can either use the drive internal power supply or an external power supply. Use jumper S3 on the terminal board to select between Sink or Source mode with either internal or external power supply.

A single photocoupler output is available to monitor the status of the Safe Disable terminals. *Refer to Control Circuit Terminal Functions on page 16* for signal specifications when using this output.



■ **Disabling and Enabling the Drive Output (“Safe Torque Off”)**

The diagram below illustrates the Safe Disable input operation.



Entering the “Safe Torque Off” State

Whenever either one Safe Disable input or both inputs open, the motor torque is shut off by switching off the drive output. If the motor was running before the Safe Disable inputs opened, then the motor will coast to stop, regardless of the stopping method set in parameter b1-03.

Notice that the “Safe Torque Off” state can only be achieved using the Safe Disable function. Removing the Run command stops the drive and shuts the output off (baseblock), but does not create a “Safe Torque Off” status.

Note: To avoid an uncontrolled stop during normal operation, make sure that the Safe Disable inputs are opened first when the motor has completely stopped.

Returning to Normal Operation after Safe Disable

The Safe Disable function can only be deactivated when a Run command is not active.

When Safe Disable was activated during stop, normal operation can be resumed by simply turning on both Safe Disable inputs (i.e., by deactivating “Safe Torque Off”).

When Safe Disable was activated during run, first the Run command has to be removed and then the Safe Disable inputs have to be turned on before the drive can be restarted.

■ **Safe Disable Monitor Output Function and Digital Operator Display**

The table below explains the drive output and Safe Disable monitor state depending on the Safe Disable inputs.

| Safe Disable Input Status | | Safe Disable Status Monitor, DM+ - DM- | Drive Output Status | Digital Operator Display |
|---------------------------|----------------|--|------------------------------------|--------------------------|
| Input 1, H1-HC | Input 2, H2-HC | | | |
| OFF | OFF | OFF | Safely disabled, “Safe Torque Off” | Hbb (flashes) |
| ON | OFF | ON | Safely disabled, “Safe Torque Off” | HbbF (flashes) |

8 Safe Disable Input Function

| Safe Disable Input Status | | Safe Disable Status Monitor, DM+ - DM- | Drive Output Status | Digital Operator Display |
|---------------------------|----------------|--|------------------------------------|--------------------------|
| Input 1, H1-HC | Input 2, H2-HC | | | |
| OFF | ON | ON | Safely disabled, "Safe Torque Off" | HbbF (flashes) |
| ON | ON | ON | Baseblock, ready for operation | Normal display |

Safe Disable Status Monitor

With the Safe Disable monitor output (terminals DM+ and DM-), the drive provides a safety status feedback signal. This signal should be read by the device that controls the Safe Disable inputs (PLC or a safety relay) in order to prohibit leaving the "Safe Torque Off" status in case the safety circuit malfunctions. Refer to the instruction manual of the safety device for details on this function.

Digital Operator Display

When both Safe Disable inputs are open, Hbb will flash in the digital operator display.

Should only one of the Safe Disable channels be on while the other is off, HbbF will flash in the display to indicate that there is a problem in the safety circuit or in the drive. This display should not appear under normal conditions if the Safe Disable circuit is utilized properly. *Refer to General Fault and Alarms on page 30* to resolve possible errors.

Revision History

The revision dates and the numbers of the revised manuals appear on the bottom of the back cover.

MANUAL NO. TOEP C710616 97A

Published in Germany February 2012 12-01 ①

└─ Date of publication └─ Date of original publication └─ Revision number

| Date of Publication | Rev. No. | Section | Revised Content |
|---------------------|----------|---------|--|
| February 2012 | – | | 1st edition |
| June 2012 | 1 | 2 | - Change ambient temperature specifications - Change dimensions, tightening torque table |
| | | 3 | - Extend “EMC-Filter Installation” information - Modify Graphic “EMC-Filter Installation” |

YASKAWA AC Drive A1000

IP54 READY

Quick Start Guide

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10EPC71061627

MANUAL NO. TOEP C710616 97A



Published in Germany June 2012 12-05
10-7-3_YEU